

Traffic information

Traffic information is needed whenever air traffic control wants or needs to inform a pilot about other traffic. Traffic information should contain precise information to make it as easy as possible for the pilot to identify the mentioned traffic.

Structure of a traffic information

Traffic information is always structured according to the same principle.

“ [Unknown] Traffic, [type of traffic], [aircraft type], [position of traffic], [distance to traffic], [direction of movement of traffic], [level of traffic], [any other information].

Type of Traffic

In this component, you can state the flight rule of the traffic. If you have no precise knowledge about the traffic, i.e., only a primary radar target on the radar screen, "Unknown traffic" is used. If you have knowledge of the aircraft type of the traffic, [Type of traffic] is usually omitted.

“ IFR traffic / VFR traffic

Aircraft type

In this part, you provide information about the aircraft type of the traffic. The common abbreviation (e.g., EM DI ELEVEN for an MD11, AIRBUS THREE-TWENTY for an A320) should be used, alternatively, the ICAO code (PAPA ALPHA THREE FOUR for a PA34) can be used. For helicopters, the term "Helicopter" suffices.

“ Airbus A320 / Boeing 777 / Cessna 172 / ...

Position of Traffic

In this part, you provide information about the position of the traffic relative to the addressed pilot using clock positions. If the traffic is currently in a turn, it is recommended to state the position using a cardinal direction or its location (e.g., east, on final approach).

“ 12 o'clock / 3 o'clock / 6 o'clock / North-west of your position / ...

Distance to Traffic

In this part, you provide information about the distance of the traffic relative to the addressed pilot in nautical miles.

“ 3 miles / x miles / ...

Direction of movement of Traffic

In this part, you optionally provide information about the direction of movement of the traffic relative to the addressed pilot.

“ Same direction / opposite / crossing XXX to XXX / ...

Level of Traffic

In this component, you optionally provide information about the vertical level of the traffic. To prevent IFR traffic from interpreting this information as a clearance, it is recommended to state the altitude relative to the addressed pilot instead of the true altitude. If the Mode C readout is not confirmed, the addition "indicating" or "not confirmed" is used.

“ (indicating) 1000ft below / 2000ft above / same level/altitude / ...

Any other Information

In this part, you optionally provide other information about the traffic, for example, if the traffic is descending/climbing or is in a traffic circuit. In principle, anything that could be helpful to the addressed pilot can be mentioned here, but it should be limited to relevant information.

Examples

Station	Phraseology
ATC	DLH123, traffic, Boeing 738, 1 o'clock, 10 miles, same level, crossing right to left, you will pass 6 miles behind.
ATC	DLH123, VFR traffic, 12 o'clock, 7 miles, opposite, indicating 100ft below (not confirmed), report in sight.
ATC	DLH123, unknown traffic, 10 o'clock, 5 miles, crossing left to right, type and level unknown.

ATC	DEHHH, IFR Verkehr, Airbus 320 im 4 Meilen Endanflug, Flughöhe 2700ft
ATC	DEIPA, VFR traffic, Piper Seneca, 2 o'clock 3 miles, crossing left to right, Altitude 2000ft
ATC	DEXXX, IFR traffic, Airbus 359 departing runway 26R, turning left after departure.

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