


































# Corrections to the book "VRF Communications"

Edition 1, 2021

PAGE	CORRECTION										
37	The way braking action is reported have changed. Friction and common terms are not used anymore. Instead, a common runway condition code (RWYCC) is used. It ranges from 6 to 1, where 6 is a dry runway with optimum braking action, and where 1 is poor and icy. Phraseology is changed to RUNWAY ZERO THREE, SURFACE CONDITION CODE FIVE, FIVE, FOUR.										
43	In exercise 3.2 the clearance is read in the incorrect order. The correct order is seen below: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;"></td> <td>Sierra India Alpha, request taxi</td> </tr> <tr> <td style="text-align: center;"></td> <td>Sierra India Alpha, taxi to holding point runway zero five via Alpha</td> </tr> <tr> <td style="text-align: center;"></td> <td>Taxi to holding point runway zero five via Alpha, Sierra India Alpha</td> </tr> </table>		Sierra India Alpha, request taxi		Sierra India Alpha, taxi to holding point runway zero five via Alpha		Taxi to holding point runway zero five via Alpha, Sierra India Alpha				
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46	In exercise 3.10, the word TO shall precede clearance to altitude. See below: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;"></td> <td>Jönköping Tower, Sierra Echo Mike India Alpha</td> </tr> <tr> <td style="text-align: center;"></td> <td>Sierra Echo Mike India Alpha, Jönköping Tower</td> </tr> <tr> <td style="text-align: center;"></td> <td>Sierra Echo Mike India Alpha, on flightplan to Jönköping, just south east of Jönköping TMA, three thousand five hundred feet, squawking five three four one, to land</td> </tr> <tr> <td style="text-align: center;"></td> <td>Sierra India Alpha, roger. Cleared to Hyltena. When ready descend <b>to</b> two thousand two hundred feet. QNH one thousand</td> </tr> <tr> <td style="text-align: center;"></td> <td>Cleared to Hyltena. When ready descend <b>to</b> two thousand two hundred feet. QNH one thousand, Sierra India Alpha</td> </tr> </table>		Jönköping Tower, Sierra Echo Mike India Alpha		Sierra Echo Mike India Alpha, Jönköping Tower		Sierra Echo Mike India Alpha, on flightplan to Jönköping, just south east of Jönköping TMA, three thousand five hundred feet, squawking five three four one, to land		Sierra India Alpha, roger. Cleared to Hyltena. When ready descend <b>to</b> two thousand two hundred feet. QNH one thousand		Cleared to Hyltena. When ready descend <b>to</b> two thousand two hundred feet. QNH one thousand, Sierra India Alpha
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49	AFIS is no longer allowed to give suggestions. This is due to rule changes in place from 1 december 2022, disallowing AFIS from making suggestions. Remove the suggestion regarding runway in use.										
49	In exercise 3.17 the word TO shall precede an intention to climb or descend to an altitude. See below: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;"></td> <td>Sierra Lima Oscar, traffic, a Piper PA28 one five miles south of the field, proceeding to position overhead, two thousand five hundred feet, to land</td> </tr> <tr> <td style="text-align: center;"></td> <td>Roger. Lining up runway two eight via backtrack. Intention after departure to climb straight ahead <b>to</b> three thousand feet to Delta Kilo followed by right turn to the town of Vilhelmina, Sierra Lima Oscar</td> </tr> <tr> <td style="text-align: center;"></td> <td>Sierra Lima Oscar, roger</td> </tr> </table>		Sierra Lima Oscar, traffic, a Piper PA28 one five miles south of the field, proceeding to position overhead, two thousand five hundred feet, to land		Roger. Lining up runway two eight via backtrack. Intention after departure to climb straight ahead <b>to</b> three thousand feet to Delta Kilo followed by right turn to the town of Vilhelmina, Sierra Lima Oscar		Sierra Lima Oscar, roger				
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56	In 3.31 the pilot uses an abbreviated call sign before ATC has done so, which is not allowed. Call sign should be read in full until each new ATS unit has used the abbreviated call sign for the first time.										