



Communication Procedures, Phraseology and Requirements for Controllers and Pilots

Version: 1.0
Effective: 15 January 2018
Review: 15 January 2019
Authority: Director Operations

Warning

Information contained in this document is intended for flight simulation purposes and must not be used for any real world aviation use.

Note: Section numbers are those of the primary document, AIP Australia 09 Nov 2017 GEN 3.4-11 Section 4 to GEN 3.4-87, Section 5. Retained to facilitate review and verification of accuracy.

4. RADIOTELEPHONY PROCEDURES

4.1 Introduction

- 4.1.1 The communication procedures, phraseologies and requirements contained in this section have been selected to harmonise with ICAO, and international practices where applicable. Additional phrases to supplement where ICAO is silent have been included. 4.1.2 Primary reference documents on radiotelephony are *ICAO Doc 4444, Doc 9432, and Annex 10*. ATS and pilots should refer to these documents to obtain additional information as necessary. Only procedures appropriate to VATPAC, Australia and commonly used phrases are contained in this section.
- 4.1.3 Use of standard phrases for radio telephony communication between aircraft and ground stations is essential to avoid misunderstanding the intent of messages and to reduce the time required for communication.
- 4.1.4 **Where circumstances warrant, and no phraseology is available, clear and concise plain language should be used to indicate intentions.**
- 4.1.5 Phraseologies contained in this section are generic and, although primarily reflecting a controlled airspace environment, pilots operating in Class G airspace should use these generic phrases unless specific Class G phrases are shown.

4.2 General

4.2.1 Symbols and Parentheses

Words in parentheses “()” indicate that specific information, such as a level, a place, or a time, etc, must be inserted to complete the phrase, or alternatively, that optional phrases may be used. Words in square parentheses “[]” indicate optional additional words or information that may be necessary in specific instances.

- 4.2.2 The following symbols indicate phraseologies which may differ from those used in an international aviation environment, but are necessitated by Australian requirements.

- UNIQUE TO AUSTRALIA (ICAO SILENT)
- ▭ MILITARY SPECIFIC PHRASEOLOGIES

- 4.2.3 Phraseologies show the text of message components without callsigns. They are not intended to be exhaustive, and when circumstances differ, pilots, ATS and Air Defence personnel, and other ground personnel will be expected to use appropriate subsidiary phraseologies which should be clear, concise, and designed to avoid any possible confusion.
- 4.2.4 For convenience, the phraseologies are grouped according to types of air traffic service. However, users should be familiar with and use, as necessary, phraseologies from groups other than those referring specifically to the type of air traffic service being provided. All phraseologies must be used in conjunction with callsigns (aircraft, ground vehicle, ATC or other) as appropriate.
- 4.2.5 Phraseologies for the movement of vehicles, other than towtractors on the manoeuvring area, are not listed separately (Not simulated in VATSIM)

4.3 Transmission Format

- 4.3.1 When initiating a transmission to ATS, pilots will commence the transmission with the callsign of the unit being addressed followed by the aircraft callsign.
- 4.3.2 The ATS unit will respond using the station's callsign followed by their callsign. In the absence of an instruction to “STAND BY”, this response by the ATS unit is an invitation for the aircraft calling to pass their message.
- Note: The use of the words “GO AHEAD” is no longer considered appropriate due to the possibility of misconstruing “GO AHEAD” as an authorisation for an aircraft to proceed.*
- 4.3.3 A read-back of an ATS message will be terminated with the aircraft's callsign.

4.4 Read-Back Requirements

- 4.4.1 **Pilots must transmit a correct read-back of ATC clearances, instructions and information which are transmitted by voice.** For other than Item a, only key elements of the following clearances, instructions, or information must be read back ensuring sufficient detail is included to indicate compliance:
- a. an ATC route clearance in its entirety, and any amendments; *Note: “Rest of clearance unchanged” is not required to be read back.*
 - b. en route holding instructions;
 - c. any route and holding point specified in a taxi clearance;
 - d. any clearances, conditional clearances or instructions to hold short of, enter, land on, line-up on, wait, take-off from, cross, taxi or backtrack on, any runway or HLS;
 - e. any approach clearance;
 - f. assigned runway or HLS;

g. altimeter settings directed to specific aircraft, radio and radio navigation aid frequency instructions;

Note: An "expectation" of the runway to be used is not to be read back.

h. SSR codes, data link logon addresses;

i. level instructions, direction of turn, heading and speed instructions.

4.4.2 The controller will listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged and will take immediate action to correct any discrepancies revealed by the read-back.

4.4.3 Reported level figures of an aircraft must be preceded by the words "FLIGHT LEVEL" when related to standard pressure and may be followed by the word "FEET" when related to QNH.

4.5 Conditional Clearances

4.5.1 In all cases, a conditional clearance will be given in the following order and consist of:

a. identification (callsign);

b. the condition (including position of the subject of the condition);

c. the clearance; and

d. brief reiteration of the condition, e.g. ATS: "(aircraft callsign) BEHIND A340 ON SHORT FINAL, LINE UP [RUNWAY (number)] BEHIND". Pilot: "BEHIND THE A340, LINING UP [RUNWAY (number)] (aircraft callsign)". (see ENR 1.1 Section 2.2.23)

4.6 Route Terminology

4.6.1 The phrase "FLIGHT PLANNED ROUTE" may be used to describe any route or portion thereof that is identical to that filed in the flight notification and sufficient routing details are given to definitely establish the aircraft on its route.

4.7 Amended Route or Level

4.7.1 When ATS provide an initial airways clearance that is not in accordance with the details currently held by ATC system, ATS will prefix the route and/or level details with the word "AMENDED".

4.7.2 When an issued airways clearance needs to be changed ATS will prefix the new route and/or level details with the word "RECLEARED". The level will be stated in all clearance changes regardless of whether a change to the cleared level is made or not.

4.7.3 The prefixes "AMENDED" and "RECLEARED" will not be used:

a. for SID or STAR clearances; or

b. during normal progressive climb/descent instructions

4.8 Language

4.8.1 English language must be used for all air-ground RTF communications within Australian FIRs unless use of an alternative language has been arranged with ATS prior to any specific flight.

4.9 Phonetic Alphabet

4.9.1 Radiotelephony pronunciation of the Phonetic Alphabet shall be as follows:

A ALFA	AL fah	B BRAVO	BRAH voh
C CHARLIE	CHAR lee	D DELTA	DELL tah
E ECHO	ECK ho	F FOXTROT	FOKS trot
G GOLF	GOLF	H HOTEL	hoh TELL
I INDIA	IN dee A	J JULIETT	JEW lee ETT
K KILO	KEY loh	L LIMA	LEE mah
M MIKE	MIKE	N NOVEMBER	no VEM ber
O OSCAR	OSS cah	P PAPA	pah PAH
Q QUEBEC	keh BECK	R ROMEO	ROW me oh
S SIERRA	see AIR rah	T TANGO	TANG go
U UNIFORM	YOU nee form	V VICTOR	VIK tah
W WHISKEY	WISS key	X X-RAY	ECKS ray
Y YANKEE	YANG key	Z ZULU	ZOO loo

4.10 Numerals

4.10.1 Radiotelephony pronunciation of numbers shall be in the phonetic form as follows:

0 ZE-RO	5 FIFE	Decimal DAY SEE MAL
1 WUN	6 SIX	Hundred HUN dred
2 TOO	7 SEV en	Thousand TOU SAND
3 TREE	8 AIT	
4 FOW er	9 NIN er	

4.11 Transmission of Numbers

4.11.1 All numbers used in the transmission of altitude, cloud height, visibility and Runway Visual Range (RVR) information, which contain whole hundreds and whole thousands, must be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate, e.g.

ALTITUDES

800	"EIGHT HUNDRED"
1,500	"ONE THOUSAND FIVE HUNDRED"
6,715	"SIX SEVEN ONE FIVE"
10,000	"ONE ZERO THOUSAND"

CLOUD HEIGHT

2,200	"TWO THOUSAND TWO HUNDRED"
4,300	"FOUR THOUSAND THREE HUNDRED"

VISIBILITY

200	"TWO HUNDRED"
1,500	"ONE THOUSAND FIVE HUNDRED"
3,000	"THREE THOUSAND"

RUNWAY VISUAL RANGE

700	"SEVEN HUNDRED".
-----	------------------

4.11.2 All other numbers must be transmitted by pronouncing each digit separately, e.g.

FLIGHT LEVELS

FL 180	"FLIGHT LEVEL ONE EIGHT ZERO"
FL 200	"FLIGHT LEVEL TWO ZERO ZERO"

HEADINGS

150	"ONE FIVE ZERO"
080	"ZERO EIGHT ZERO"
300	"THREE ZERO ZERO"

WIND DIRECTION

020°	"ZERO TWO ZERO DEGREES"
100°	"ONE ZERO ZERO DEGREES"
210°	"TWO ONE ZERO DEGREES"

WIND SPEEDS

70KT	"SEVEN ZERO KNOTS"
18KT, gusting 30	"ONE EIGHT KNOTS GUSTING THREE ZERO"

MACH NUMBER

0.84	"DECIMAL EIGHT FOUR"
------	----------------------

ALTIMETER SETTING

1000	"ONE ZERO ZERO ZERO"
1027	"ONE ZERO TWO SEVEN"
29.95	"TWO NINE DECIMAL NINE FIVE"

RUNWAY VISUAL RANGE

350	"THREE FIVE ZERO".
-----	--------------------

Note: For transmission of numbers in aircraft callsigns, refer to "FLIGHT NUMBER callsigns" at Sect. 4.16

4.12 Time

4.12.1 Australia uses Coordinated Universal Time (UTC) for all operations. The term "Zulu" is used when ATC procedures require a reference to UTC, e.g.

0920 UTC	"ZERO NINE TWO ZERO ZULU"
0115 UTC	"ZERO ONE ONE FIVE ZULU".

4.12.2 To Convert from Standard Time to Coordinated Universal Time:

Eastern Standard Time	Subtract 10 hours
Central Standard Time	Subtract 9.5 hours
Western Standard time	Subtract 8 hours.

4.12.3 *Note: Daylight Saving is not applied universally across Australia and is not published in the AIP.*

4.12.4 The 24-hour clock system is used in radiotelephone transmissions. The hour is indicated by the first two figures and the minutes by the last two figures, e.g.

0001	"ZERO ZERO ZERO ONE"
1920	"ONE NINE TWO ZERO".

4.12.5 Time may be stated in minutes only (two figures) in radiotelephone communications when no misunderstanding is likely to occur.

4.12.6 Current time in use at a station is stated to the nearest minute in order that pilots may use this information for time checks.

4.12.7 Control towers will state the time to the nearest half minute when issuing a taxi clearance to a

departing aircraft, e.g.

0925:10	"TIME, TWO FIVE"
0932:20	"TIME, THREE TWO AND A HALF"
2145:50	"TIME, FOUR SIX".

4.13 Standard Words and Phrases

4.13.1 The following words and phrases are to be used in radiotelephony communications, as appropriate, and have the meaning given:

Word/Phrase	Meaning
ACKNOWLEDGE	Let me know that you have received and understood this message.
AFFIRM	Yes.
APPROVED	Permission for proposed action granted.
BREAK	I hereby indicate the separation between portions of the message (to be used where there is no clear distinction between the text and other portions of the message).
BREAK BREAK	I hereby indicate separation between messages transmitted to different aircraft in a very busy environment.
CANCEL	Annul the previously transmitted clearance.
CHECK	Examine a system or procedure (no answer is normally expected).
CLEARED	Authorised to proceed under the conditions specified.
CONFIRM	I request verification of: (clearance, instruction, action, information).
CONTACT	Establish communication with...
CORRECT	True or Accurate.
CORRECTION	An error has been made in this transmission (or message indicated) the correct version is...
DISREGARD	Ignore.
HOW DO YOU READ	What is the readability of my transmission? The readability scale is: 1. Unreadable 2. Readable now and then 3. Readable but with difficulty 4. Readable 5. Perfectly readable.
I SAY AGAIN	I repeat for clarity or emphasis.
MAYDAY	My aircraft and its occupants are threatened by grave and imminent danger and/or I require immediate assistance.
MAINTAIN	Continue in accordance with the condition(s) specified or in its literal sense, e.g. "Maintain VFR".
MONITOR	Listen out on (frequency).
NEGATIVE	No or Permission is not granted or That is not correct or Not capable.
OUT	This exchange of transmissions is ended and I expect no response from you (<i>not normally used in VHF or satellite communication</i>).
OVER	My transmission is ended and I expect a response from you (<i>not normally used in VHF or satellite communication</i>).
PAN PAN	I have an urgent message to transmit concerning the safety of my aircraft or other vehicle or of some person on board or within sight but I do not require immediate assistance.
READ BACK	Repeat all, or the specified part, of this message back to me exactly as received.
RECLEARED	A change has been made to your last clearance and this new clearance supersedes your previous clearance or part thereof.
REPORT	Pass me the following information.
REQUEST	I should like to know or I wish to obtain.
ROGER	I have received all of your last transmission (<i>under NO circumstances to be used in reply to a question requiring READBACK or a direct answer in the affirmative or negative</i>).
SAY AGAIN	Repeat all or the following part of your last transmission
SPEAK SLOWER	Reduce your rate of speech.
STANDBY	Wait and I will call you.
UNABLE	I cannot comply with your request, instruction or clearance (<i>normally followed by a reason</i>).
VERIFY	Check and confirm with originator.

WILCO	I understand your message and will comply with it.
WORDS TWICE	a. as a request: Communication is difficult. Please send every word or group of words twice. b. as information: Since communication is difficult every word or group of words in this message will be sent twice.

4.14 Ground Station Callsigns

4.14.1 ATS Callsigns

4.14.2 ATS units are identified by the name of the location followed by the service available as follows:

CENTRE	En route area control, SIS and FIS.
APPROACH	Approach control where provided as a separate function.
DEPARTURES	Departure control where provided as a separate function.
FINAL/DIRECTOR	Surveillance control providing vectors onto final approach.
TOWER	Aerodrome control or aerodrome and approach control where these services are provided from an aerodrome control tower, e.g. Coffs Harbour.
GROUND	Surface movement control.
DELIVERY	Clearance delivery to departing aircraft.
FLIGHTWATCH	Flight Information Service.

4.14.3 The name of the location or the service may be omitted provided that satisfactory communication has been established.

4.15 Aircraft Callsigns

4.15.1 Improper use of callsigns can result in pilots executing a clearance intended for another aircraft. Callsigns should never be abbreviated on an initial contact or at any time when other aircraft callsigns have similar numbers/sounds or identical letters/numbers, e.g. CHARLIE WHISKEY ZULU - WHISKEY CHARLIE ZULU.

4.15.2 Pilots must be certain that aircraft identification is complete and clearly identified before taking action on an ATC clearance. ATS will use full or abbreviated callsigns in accordance with section

4.21. The pilot may only use an abbreviated callsign when initiated by ATS. When aware of similar/identical callsigns, ATS will take action to minimise errors by:

- emphasising certain numbers/letters,
- repeating the entire callsign, e.g. QANTAS451 QANTAS451, or
- repeating the prefix, e.g. QANTAS451 QANTAS, or
- asking pilots to use a different callsign, either temporarily or for the duration of the flight. Pilots should use the phrase "VERIFY CLEARANCE FOR (complete callsign)" if doubt exists concerning proper identity.

4.15.3 Civil aircraft pilots may state the aircraft type, model or manufacturer's name, followed by the digits/letters of the registration number, e.g.

Bonanza CHARLIE ALPHA ECHO
Cherokee ALPHA BRAVO CHARLIE.

4.16 Flight Number Callsigns - Using Group Form

4.16.1 Within Australian airspace, "group form" is the preferred means of transmitting callsign/flight number. Group form should also be used with military and other aircraft using a rootword callsign with numeric suffix.

4.16.2 Group form is the grouping of numbers into pairs, or where a number ending in "00" is spoken in hundreds (*refer para 4.17*). For three digit numbers, the second and third numbers are grouped. Examples are as follows:

QLINK 122 QLINK ONE TWENTY TWO
QANTAS 1220 QANTAS TWELVE TWENTY
CAR 21 CAR TWENTY ONE
CLASSIC 12 CLASSIC TWELVE
VIRGIN 702 VIRGIN SEVEN ZERO TWO
BIRDOG 021 BIRDOG ZERO TWENTY ONE

4.16.3 Pilots and ATS should be aware that the preference to use "group form" does not invalidate any transmissions made in conventional formats. However, to retain the integrity in the communication between ATS and operators, the identification format used should be consistent.

4.16.4 A pilot not using "group form" in establishing communication, but subsequently addressed by ATS in this format, should adopt the use of "group form" for the remainder of the flight in Australian airspace.

4.16.5 There is no additional abbreviated form when using flight number callsigns. The airline designator and all digits of the callsign, including leading zeros, must be pronounced.

4.17 Selection of Aircraft Identification Numbers and Suffixes

4.17.1 When selecting an aircraft identification number or callsign suffix, operators should avoid using numbers that correlate with:

- a. ending in “zero” or “five”, to avoid confusion with headings;
- b. potential level utilisation (e.g. 3000, 500, 350 etc);
- c. emergency codes (e.g. 7600, 7700 etc); and
- d. numerical aircraft types (e.g. 767, 330 etc).

4.17.2 Flight numbers and callsign suffix numbers should be limited to 2 or 3 characters and take into account flight numbers already in use by the operator and other agencies in the intended control environment, operational area or nearby.

Sections 4.18 **Ground Vehicles**; 4.19 **Interchange and Leased Aircraft**; 4.20 **Unmanned Aerial Vehicles** not valid relevant for VATSIM.

4.21 Callsigns - Full and Abbreviated Formats

4.21.1 When establishing two way communications and for subsequent communications on any frequency, Australian registered aircraft must use one of the following callsigns:

- a. for VH-registered aircraft, the last 3 characters of the registration marking (e.g. VH-TQK “TANGO QUEBEC KILO”); or
- b. the approved telephony designator of the aircraft operating agency, followed by the last 3 characters of a VH registration marking (e.g. “QLINK TANGO QUEBEC KILO”); or
- c. the approved telephony designator of the aircraft operating agency, followed by the flight identification (e.g. “VELOCITY EIGHT FIFTY SIX DELTA”); or
- d. for recreation-category aircraft, the aircraft type followed by the last 4 characters of the aircraft’s registration number (e.g. “JABIRU THIRTEEN FORTY SIX”).

4.21.2 When establishing two way communications on any frequency, foreign registered aircraft must use one of the following callsigns:

- a. the characters corresponding to the registration marking of the aircraft (e.g. N35826 “NOVEMBER THREE FIFTY EIGHT TWENTY SIX”); or
- b. the approved telephony designator of the aircraft operating agency, followed by the last 4 characters of the registration marking of the aircraft (e.g. “UNITED FIFTY EIGHT TWENTY SIX”); or
- c. the approved telephony designator of the aircraft operating agency, followed by the flight identification (e.g. “SPEEDBIRD FIFTY FIVE”).

Note: The name of the aircraft manufacturer or aircraft model may be used as a radiotelephony prefix to the callsign type mentioned in sub-para 4.21.1a. and 4.21.2a.

4.21.3 For foreign registered aircraft, after establishing two way communications, ATS may initiate abbreviated callsigns for the type stated in 4.21.2a. and 4.21.2b. These callsigns may be abbreviated to:

- a. the first character of the registration and at least the last 2 characters of the registration marking (e.g. N35826 “NOVEMBER EIGHT TWENTY SIX”);
- b. the telephony designator of the aircraft operating agency, followed by at least the last 2 characters of the registration marking (e.g. “UNITED TWENTY SIX”).

Note: For flight planning, all callsigns are limited to 7 characters.

4.21.4 In addition to the requirements of 4.21.1 to 4.21.3, the prefix

“HELICOPTER” must be used by rotary wing aircraft when first establishing two way communications on any frequency (e.g. VH-WSO “HELICOPTER WHISKEY SIERRA OSCAR”).

4.21.5 Civil formation flights of Australian registered aircraft may use the suffix “FORMATION” after one of the following callsigns:

- a. the registration of the formation leader, e.g. “ALPHA BRAVO CHARLIE FORMATION”, or
- b. the approved telephony designator of the formation leader, with or without an alpha or numeric, e.g. “JETSPEED FORMATION” or “JETSPEED ONE FORMATION” or “JETSPEED BRAVO FORMATION”.

Sections 4.22 **Registration of Radiotelephony Designators** & 4.23 **Approvals Contact Information** not relevant for VATSIM

4.24 Callsigns - Special Task Operations

4.24.1 Aircraft engaged in special task operations, and with the agreement of ATS, may use a call sign indicative of the nature of the task with a numerical suffix (if applicable) (see 4.17), e.g.

Type of Operation	Radio Telephony Designator (Callsign)	Flight Plan Designator
Ambulance	AMBULANCE	AM
Coordination of Firebombing Aircraft	BIRDOG	BDOG
Fire Bombing	BOMBER	BMBR
Federal Police	FEDPOL	FPL
Federal Police (Priority)	FEDPOL RED	FPLR
Night-time NVG firefighting operations	FIREAIR	FYRA
General Fire Support Tasks (light rotary)	FIREBIRD	FBIR
Remote Sensing Fire Operations	FIRESCAN	FSCN
Fire Intelligence Gathering	FIRESPOTTER	SPTR
General Fire Support Tasks (medium rotary)	HELETAK	HLTK
Lifesaver Operations	LIFESAVE	LIFE
Media Operations	MEDIA	MDIA
Validation of instrument procedures	NAVCHECK	NVCK
NSW Parks and Wildlife Service	PARKAIR	PKAR
Police	POLAIR	POL
Police (Priority)	POLAIR RED	POLR
Rescue Mission	RESCUE	RSCU
Aerial Survey	SURVEY	SVY

4.24.2 Callsign suffix numbers are allocated as follows:

NSW/ACT – commencing with 2 (e.g. 201, 214, 223);

VIC – commencing with 3;

QLD – commencing with 4;

SA – commencing with 5;

WA – commencing with 6;

TAS – commencing with 7;

NT – commencing with 8;

Defence – commencing with 9.

Use of these numbers will ensure aircraft transiting state borders utilising the same callsign prefix do not duplicate an existing callsign suffix number or flight plan.

5. PHRASEOLOGIES
5.1 Traffic Alert and Collision Avoidance System (TCAS), Safety Alerts and Avoiding Action and Wind Shear Escape

Circumstances	Phraseologies <i>Denotes pilot transmission I</i>
<p>1. Level Changes, Reports/ Rates a flight crew starts to deviate from any ATC clearance or instruction to comply with an ACAS resolution advisory (RA) (pilot and controller interchange) after the response to an ACAS RA is completed and a return to the ATC clearance or instruction is Initiated (pilot and controller interchange) after the response to an ACAS RA is completed and the assigned ATC clearance or instruction has been resumed (Pilot and Controller interchange) after an ATC clearance or instruction contradictory to the ACAS RA is received, the flight crew will follow the RA and inform ATC directly (Pilot and Controller interchange)</p>	<p>a.* TCAS RA b. ROGER</p> <p>c.* CLEAR OF CONFLICT RETURNING TO <i>(assigned clearance)</i> d. ROGER <i>(or alternative instructions)</i> e.* CLEAR OF CONFLICT <i>(assigned clearance)</i> RESUMED f. ROGER <i>(or alternative instructions)</i> g.* UNABLE TO COMPLY, TCAS RA h. ROGER</p> <p><i>Note: Pilots are required to comply with any TCAS RA manoeuvre irrespective of ATC traffic advisories or instructions</i></p>
<p>2. Safety Alert and Avoiding Action low altitude warning</p> <p>terrain alert</p> <p>traffic alert</p> <p>avoiding action</p>	<p>a. SAFETY ALERT, <i>followed as necessary by:</i> i. LOW ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY, QNH IS <i>(number) [(units)]. [THE MINIMUM SAFE ALTITUDE IS</i> i. TERRAIN, CHECK YOUR ALTITUDE IMMEDIATELY <i>(suggested pilot action if possible)(altitude)].</i> iii. TRAFFIC <i>(number)</i> MILES OPPOSITE DIRECTION/CROSSING LEFT TO RIGHT/ RIGHT TO LEFT <i>(level information).</i> b. AVOIDING ACTION, <i>followed as necessary by:</i> i. [SUGGEST] TURN LEFT/RIGHT IMMEDIATELY HEADING <i>(three digits)</i> TRAFFIC <i>([LEFT/RIGHT] number)</i> O'CLOCK <i>(distance)</i> MILES OPPOSITE DIRECTION/ CROSSING LEFT TO RIGHT/ RIGHT TO LEFT <i>(level information).</i> ii. [SUGGEST] CLIMB/ DESCEND IMMEDIATELY TO <i>(level)</i> TRAFFIC [LEFT/ RIGHT] <i>(number)</i> O'CLOCK <i>(distance)</i> MILES OPPOSITE DIRECTION/ CROSSING LEFT TO RIGHT/RIGHT TO LEFT <i>(level information).</i></p> <p><i>Note 1: Where clock codes are used to provide the relative bearing, the prefix left/right is optional.</i> <i>Note 2: In high density traffic scenarios it may be impractical for ATC to use the full phraseologies for safety alerts and avoiding action. ATC will provide information that conveys the immediacy of the situation and relevant instructions to allow pilots the best opportunity to avoid a collision.</i> <i>Note 3: Pilots are required to comply with any TCAS RA manoeuvre irrespective of ATC traffic advisories or instructions.</i></p>
<p>3. Wind Shear Escape Manoeuvre - a flight crew responds to an on board wind shear alert or experiences wind shear</p>	<p>a. * WIND SHEAR ESCAPE b. ROGER (TRAFFIC...MILES CROSSING etc.)</p>

Circumstances	Phraseologies <i>Denotes pilot transmission I</i>
<p>The flight crew will follow the Wind Shear Escape Manoeuvre and inform ATC as soon as safely practicable when permitted by the flight crew workload (pilot and controller interchange)</p> <p>ATC will acknowledge receipt of the "Wind Shear Escape" and provide traffic information if necessary</p> <p>ATC will provide a traffic alert to other traffic that maybe in conflict with the "Wind Shear Escape" traffic</p> <p>After response to a Wind Shear Escape Manoeuvre is complete and a return to the ATC clearance or instruction and/or procedure is initiated (pilot and controller interchange)</p> <p>After response to a Wind Shear Escape Manoeuvre is complete and ATC clearance, instruction and/or procedure has been resumed (pilot and controller interchange)</p> <p>After an ATC clearance or instruction contradictory to the Wind Shear Escape Manoeuvre is received, the flight crew will follow the Wind Shear Escape Manoeuvre and inform ATC as soon as safely practicable when permitted by the flight crew workload (pilot and controller interchange)</p>	<p>c. SAFETY ALERT [<i>Provide advice of relevant traffic</i>]</p> <p>d. TRAFFIC...MILES...EXPERIENCING WIND SHEAR <i>etc.</i></p> <p>e. * CLEAR OF WIND SHEAR RETURNING TO (<i>assigned clearance, instruction and/or procedure etc</i>)</p> <p>f. ROGER (<i>or alternative instructions</i>)</p> <p>g. * CLEAR OF WIND SHEAR RETURNING TO (<i>assigned clearance, instruction and/or procedure etc</i>)</p> <p>h. ROGER (<i>or alternative instructions</i>)</p> <p>j. ROGER</p>

5.2 Status of Restricted Areas

Circumstances	Phraseologies <i>*Denotes pilot transmission</i>
<p>When active:</p> <p><i>Released to civil ATC</i></p>	<p>a. RESTRICTED AREA (<i>number</i>) ACTIVE, followed as necessary <i>by:</i></p> <p>i) CLEARANCE REQUIRED</p> <p>ii) AVAILABLE FOR TRANSIT</p> <p>iii) AVAILABLE UNTIL TIME (<i>time</i>)</p> <p>iv) CLEARANCE NOT AVAILABLE...(<i>other qualification as appropriate</i>)</p> <p>b. RESTRICTED AREA (<i>number</i>) RELEASED TO (<i>civil ATS unit</i>), followed as necessary <i>by:</i></p> <p>i) CLEARANCE NOT AVAILABLE</p> <p>ii) (<i>clearance</i>)</p> <p>iii) APPROVED TO OPERATE IN RESTRICTED AREA (<i>number</i>) [CLASS (<i>airspace category</i>) PROCEDURES APPLY]</p>
<p>Unauthorised deviation into active restricted area</p>	<p>c. HAZARDOUS ACTIVITIES ARE OCCURRING, UNABLE TO ISSUE CLEARANCE PROCEED AT YOUR OWN RISK, SQUAWK 7700</p>

5.3 Emergency Descent

	<p>a.* EMERGENCY DESCENT (<i>intentions</i>)</p> <p>b. EMERGENCY DESCENT AT (<i>significant point or location</i>) ALL AIRCRAFT BELOW (<i>level</i>) WITHIN (<i>distance</i>) OF (<i>significant point or navigation aid</i>) [LEAVE IMMEDIATELY] [(<i>specific instructions as to direction, heading or track, etc</i>)]</p>
--	---

5.4 SARWATCH

5.4.1 SARTIME

Circumstances	Phraseologies *Denotes pilot transmission
1. SARTIME nomination	a.* SARTIME <i>details</i> b. STANDBY <i>or (callsign)</i> c.* SARTIME FOR DEPARTURE (<i>or ARRIVAL</i>) [<i>location</i>] (<i>time</i>)
2. SARTIME cancellation	a.* SARTIME <i>details</i> b. STANDBY <i>or (callsign)</i> c.* (<i>position/location</i>) CANCEL SARTIME
3. SARTIME amendment	a.* SARTIME <i>details</i> b. STANDBY <i>or (callsign)</i> c. <i>As required, including specific phrases nominated above if applicable.</i>

5.4.2 SARWATCH Other Than SARTIME

Circumstances	Phraseologies *Denotes pilot transmission
1. Departure Reports to initiate a SARWATCH when communication on the ground is not available.	•a.* AIRBORNE (<i>location</i>)
2. Flight & Arrival Reports when the ATS unit accepting the arrival report is other than the unit addressed	•a.* (<i>position</i>) CANCEL SARWATCH [ADVISE (<i>unit</i>) <i>if appropriate</i>] •b. SARWATCH CANCELLED [WILCO (<i>unit</i>)] form of acknowledgement to CANCEL SARWATCH •c. [<i>location</i>] SARWATCH TERMINATED •d. ROGER (<i>identity of unit</i> <i>acknowledging</i>)

5.5 General Phrases

Circumstances	Phraseologies *Denotes pilot transmission
1. Description of Levels (subsequently referred to as “(level)”)	a. FLIGHT LEVEL (<i>number</i>) or b. (<i>number</i>) [FEET]
<p>Level Instructions</p> <p>when there is an expectation that the aircraft will maintain the level or to eliminate confusion, the instruction “AND MAINTAIN” shall be included</p> <p>when rate is required to be in accordance with “STANDARD RATE” specifications when advising expectation of a level requirement</p> <p>pilot requesting a change of level</p> <p>to require action at a specific time or place</p> <p>to require action when convenient</p> <p>when a pilot is unable to comply with a clearance or instruction</p> <p>when a descent clearance is issued in relation to the DME (or GNSS) steps</p> <p>when a pilot is assigned and required to maintain separation with a sighted aircraft</p> <p>ATC requesting confirmation of equipment, capability or approval e.g. RVSM, ADS-B, PRM. Pilot report of equipment, capability or approval status</p> <p>Pilot of IFR flight requests to climb/descend VFR</p> <p>IFR separation is available for part of the climb/descent</p>	<p>a. CLIMB (or DESCEND) followed as necessary by:</p> <p>(i) TO (<i>level</i>)</p> <p>(ii) TO AND MAINTAIN (<i>level</i>)</p> <p>(iii) TO REACH (<i>level</i>) AT (or BY) (<i>time or significant point</i>)</p> <p>(iv) TO (<i>level</i>) REPORT LEAVING (or REACHING or PASSING or APPROACHING) (<i>level</i>)</p> <p>(v) AT (<i>number</i>) FEET PER MINUTE [MINIMUM (or MAXIMUM)]</p> <p>(vi) AT STANDARD RATE</p> <p>b. EXPECT A REQUIREMENT TO REACH (<i>level</i>) BY (<i>time or position</i>) followed as necessary by (a)</p> <p>c. STEP CLIMB (or DESCENT) (<i>aircraft identification</i>) ABOVE (or BENEATH) YOU</p> <p>d. REQUEST LEVEL CHANGE FROM (<i>name of unit</i>) AT (<i>time or significant point</i>)</p> <p>e. STOP CLIMB (or DESCENT) AT (<i>level</i>)</p> <p>f. CONTINUE CLIMB (or DESCENT) TO [AND MAINTAIN] (<i>level</i>)</p> <p>g. EXPEDITE CLIMB (or DESCENT) [UNTIL PASSING (<i>level</i>)]</p> <p>h. EXPECT CLIMB (or DESCENT) AT (<i>time or location</i>)</p> <p>i.* REQUEST CLIMB (or DESCENT) [AT (<i>time or location</i>)] [TO (<i>level</i>)]</p> <p>j. IMMEDIATELY</p> <p>k. AFTER PASSING (<i>significant point</i>)</p> <p>l. AT (<i>time or significant point</i>) WHEN READY (<i>instruction</i>)</p> <p>n.* UNABLE TO COMPLY</p> <p>•o. DESCEND TO (<i>level</i>) NOT BELOW DME (or GNSS) STEPS</p> <p>•p. MAINTAIN SEPARATION WITH (<i>or PASS BEHIND or FOLLOW</i>) (<i>aircraft type or identification</i>) [<i>instructions or restriction</i>]</p> <p>•q.* CONFIRM (<i>equipment, capability or approval</i>) APPROVED (or EQUIPPED)</p> <p>•r.* AFFIRM (or NEGATIVE) (<i>equipment, capability or approval</i>) (<i>reason if applicable</i>)</p> <p>s.* REQUEST VFR CLIMB (or DESCENT) [TO (<i>level</i>)]</p> <p>t.* CLIMB (or DESCEND) VFR to (<i>level</i>)</p> <p>u. CLIMB (or DESCEND) [TO (<i>assigned level</i>)] followed as necessary by:</p> <p>(i) CLIMB (or DESCEND) VFR BETWEEN (<i>level</i>) AND (<i>level</i>)</p> <p>(ii) CLIMB (or DESCEND) VFR BELOW (or ABOVE) (<i>level</i>)</p>
3. NVG Operations Not simulated in VATSIM	
4. Maintenance of Specified Levels	a. MAINTAIN (<i>level</i>) [TO

Circumstances	Phraseologies *Denotes pilot transmission
<i>Note: The term "MAINTAIN" must not to be used in lieu of "DESCEND" or "CLIMB" when instructing an aircraft to change level</i>	<i>(significant point)] [condition]</i>
5. Use of Block Levels established in the level range cancelling block level clearance	<ul style="list-style-type: none"> •a.* REQUEST BLOCK LEVEL (<i>level</i>) TO (<i>level</i>) •b.* CLIMB (<i>or</i> DESCEND) TO AND MAINTAIN BLOCK (<i>level</i>) TO (<i>level</i>) •c. MAINTAIN BLOCK (<i>level</i>) TO (<i>level</i>) •d. CANCEL BLOCK CLEARANCE. CLIMB (<i>or</i> DESCEND) TO AND MAINTAIN (<i>level</i>)
6. Specification of Cruising Levels reply to cruise climb request	<ul style="list-style-type: none"> a. CROSS (<i>significant point</i>) AT (<i>or</i> ABOVE, <i>or</i> BELOW) (<i>level</i>) b. CROSS (<i>significant point</i>) AT (<i>time</i>) OR LATER (<i>or</i> BEFORE) AT (<i>level</i>) c. CRUISE CLIMB NOT AVAILABLE [<i>reason</i>]
7. Where an aircraft operation requires random climb and descent at and below (<i>or</i> at and above) a specified level.	<ul style="list-style-type: none"> •a. OPERATE NOT ABOVE (<i>or</i> BELOW) (<i>level</i>)
8. Termination of Identification and Control Services or Control Services only	<ul style="list-style-type: none"> a. [IDENTIFICATION AND] CONTROL SERVICE TERMINATED <i>followed as necessary by:</i> <ul style="list-style-type: none"> i) [DUE (<i>reason</i>)] ii) (<i>instructions</i>) iii) FREQUENCY CHANGE APPROVED

5.6 Frequency Management

Circumstances	Phraseologies *Denotes pilot transmission
<p>1. Transfer of Control and/or Frequency Change</p> <p>An IFR pilot changing to the CTAF a pilot contacting next frequency when on a heading when a pilot/ATC broadcasts general information when a pilot broadcasts location specific general information notifying wake turbulence category to approach, departures, director or the aerodrome control tower ATC acknowledgment</p>	<p>a. CONTACT (<i>unit callsign</i>) (<i>frequency</i>) <i>Note: An aircraft may be requested to “STAND BY” on a frequency when the intention is that the ATS unit will initiate communications, and to “MONITOR” a frequency when information is being broadcast thereon.</i></p> <p>b.* (<i>frequency</i>)</p> <p>c. AT (<i>or OVER</i>) (<i>time or place</i>) CONTACT (<i>unit callsign</i>) (<i>frequency</i>)</p> <p>d. IF NO CONTACT (<i>instructions</i>)</p> <p>e.* REQUEST CHANGE TO (<i>frequency</i>) (<i>service</i>)</p> <p>f. FREQUENCY CHANGE APPROVED</p> <p>g. MONITOR (<i>unit callsign</i>) (<i>frequency</i>)</p> <p>h.* MONITORING (<i>frequency</i>)</p> <p>i. REMAIN THIS FREQUENCY</p> <p>j. STAND BY FOR (<i>unit callsign</i>) (<i>frequency</i>)</p> <p>•k.* CHANGING TO (<i>location</i>) CTAF (<i>frequency</i>)</p> <p>l.* HEADING (<i>as previously assigned</i>)</p> <p>m.* ALL STATIONS (<i>appropriate information</i>)</p> <p>•n.* (<i>location</i>) TRAFFIC (<i>appropriate information</i>) (<i>location</i>)</p> <p>o.* SUPER (<i>or HEAVY</i>)</p> <p>p.* SUPER (<i>or HEAVY</i>)</p>
<p>2. Flights Contacting Approach Control not identified or procedural tower</p> <p>if visual approach can be made</p>	<p>•a.* (<i>distance</i>) MILES [DME] [RADIAL (VOR radial) or (<i>compass quadrant from aerodrome, e.g. SOUTH /SOUTH EAST, etc</i>)] followed as necessary by:</p> <p>(i) MAINTAINING (<i>or DESCENDING</i>) TO (<i>level</i>)</p> <p>(ii) VISUAL</p>
<p>3. Change of callsign to instruct an aircraft to change callsign to advise an aircraft to revert to the callsign indicated in the flight notification to ATS</p>	<p>a. CHANGE YOUR CALLSIGN TO (<i>new callsign</i>) [UNTIL FURTHER ADVISED]</p> <p>b. REVERT TO FLIGHT PLAN CALLSIGN (<i>callsign</i>) (AT (<i>significant point</i>))</p>
<p>4. After landing</p>	<p>a. CONTACT GROUND [<i>frequency</i>]</p> <p>b. WHEN VACATED CONTACT GROUND [<i>frequency</i>]</p>

5.7 Traffic Information

Circumstances	Phraseologies *Denotes pilot transmission
<p>1. Traffic Information pilot request for traffic information to pass traffic information</p> <p>to acknowledge traffic information</p> <p>interception of relevant traffic information transmitted by other aircraft or ATS facility</p> <p>2. Advice of Military Aircraft Conducting Abrupt Vertical Manoeuvres</p>	<p>a.* REQUEST TRAFFIC</p> <p>•b. NO REPORTED (IFR) TRAFFIC</p> <p>c. [IFR] TRAFFIC (<i>relevant information</i>) [REPORT SIGHTING]</p> <p>d. [ADDITIONAL] [IFR] TRAFFIC (<i>direction</i>) BOUND (<i>type of aircraft</i>) (<i>level</i>) ESTIMATED (<i>or OVER</i>) (<i>significant point</i>) AT (<i>time</i>)</p> <p>e.* LOOKING</p> <p>f.* TRAFFIC IN SIGHT</p> <p>g.* NEGATIVE CONTACT (<i>reasons</i>)</p> <p>h.* COPIED (<i>callsign of traffic intercepted</i>)</p> <p>•a. ABRUPT VERTICAL MANOEUVRES AT (<i>position</i>) UP TO (<i>level</i>)</p>
<p>3. Advice of Military Low Jet Operations Known to be Taking Place</p>	<p>•a. MILITARY LOW JET OPERATIONS (<i>relevant information</i>)</p>

5.8 Meteorological Information

Circumstances	Phraseologies *Denotes pilot transmission
<p>1. Meteorological Conditions <i>Note: Wind is always expressed by giving the mean direction and speed and any significant variations.</i></p> <p>During RVR/RV operations where an assessment is not available or not reported.</p> <p>Where multiple RVR/RV observations are made. <i>Note 1. Multiple RVR/RV observations are always representative of the touchdown zone, midpoint zone and the roll-out/stop end zone, respectively.</i> <i>Note 2. Where reports for three locations are given, the indication of these locations may be omitted, provided that the reports are passed in the order of touchdown zone, followed by the midpoint zone and ending with the roll-out/stop end zone report.</i></p> <p>When RVR/RV information on any one position is not available this information will be included in the appropriate sequence.</p> <p><i>Note: CAVOK pronounced CAV-OH-KAY</i></p>	<p>a. [THRESHOLD] WIND (<i>number</i>) DEGREES (<i>number</i>) KNOTS</p> <p>b. WIND AT (<i>height/altitude/flight level</i>) (<i>number</i>) DEGREES (<i>number</i>) KNOTS</p> <p>c. WIND AT UP WIND END (<i>number</i>) DEGREES (<i>number</i>) KNOTS</p> <p>d. VISIBILITY (<i>distance</i>) (<i>direction</i>)</p> <p>e. RUNWAY VISUAL RANGE (RVR) or RUNWAY VISIBILITY (RV) [RUNWAY (<i>number</i>)] (<i>distance</i>) (<i>for RV assessments – ASSESSED AT TIME (minutes)</i>)</p> <p>f. RUNWAY VISUAL RANGE (RVR) or RUNWAY VISIBILITY (RV) [RUNWAY (<i>number</i>)] NOT AVAILABLE (<i>or NOT REPORTED</i>).</p> <p>g. RUNWAY VISUAL RANGE (RVR) or RUNWAY VISIBILITY (RV) RUNWAY (<i>number</i>) (<i>first position</i>) (<i>distance</i>) (<i>units</i>), (<i>second position</i>) (<i>distance</i>) (<i>units</i>), (<i>third position</i>) (<i>distance</i>) (<i>units</i>) (<i>for RV assessments – ASSESSED AT TIME (minutes)</i>)</p> <p>h. RUNWAY VISUAL RANGE (RVR) or RUNWAY VISIBILITY (RV) RUNWAY (<i>number</i>) (<i>first position</i>) (<i>distance</i>) (<i>units</i>), (<i>second position</i>) NOT AVAILABLE, (<i>third position</i>) (<i>distance</i>) (<i>units</i>) (<i>for RV assessments – ASSESSED AT TIME (minutes)</i>)</p> <p>i. PRESENT WEATHER (<i>details</i>)</p> <p>j. CLOUD (<i>amount</i>, [<i>type</i>] and <i>height of base</i>) (<i>or SKY CLEAR</i>)</p> <p>k. CAVOK</p>

Circumstances	Phraseologies *Denotes pilot transmission
unless responding to a request for turbulence or icing <i>information</i>	l. TEMPERATURE [MINUS] (<i>number</i>) (<i>and/or</i> DEWPOINT [MINUS] (<i>number</i>)) m. QNH (<i>number</i>) (<i>units</i>) n. MODERATE (<i>or</i> SEVERE) ICING (<i>or</i> TURBULENCE) [IN CLOUD] (<i>area</i>) o. REPORT FLIGHT CONDITIONS •p.* IMC (<i>or</i> VMC)

5.9 Reports and Information

Circumstances	Phraseologies *Denotes pilot transmission
1. Position Reporting <i>Note: Phrases for use in en route position and MET reports are listed in APPENDIX 2</i>	a. NEXT REPORT AT (<i>significant point</i>)
2. Additional Reports to request a report at a specified place or distance to request a report of present position when descending a non-DME equipped aircraft to LSALT above CTA steps the pilot will give this only when satisfied that the CTA step has been passed, allowing for navigational tolerances.	a. REPORT PASSING (<i>significant point</i>) b. REPORT [GNSS] (<i>distance</i>) FROM (<i>name of DME station</i>) DME (<i>or reference point</i>) c. REPORT PASSING (<i>three digits</i>) RADIAL (<i>name of VOR</i>) VOR d. REPORT DISTANCE FROM (<i>significant point</i>) e. REPORT DISTANCE FROM (<i>name of DME station</i>) DME •f. REPORT PASSING CONTROL AREA STEPS FOR FURTHER DESCENT •g.* INSIDE (<i>distance of a CTA step as shown on ERC</i>) MILES
3. Aerodrome Information	a. RUNWAY (<i>number</i>) (<i>condition</i>) b. LANDING SURFACE (<i>condition</i>) c. CAUTION (WORK IN PROGRESS) (OBSTRUCTION) (<i>position and any necessary advice</i>) d. BRAKING ACTION REPORTED BY (<i>aircraft type</i>) AT (<i>time</i>) GOOD (<i>or</i> MEDIUM, <i>or</i> POOR) e. RUNWAY (<i>or</i> TAXIWAY) WET [<i>or</i> DAMP, WATER PATCHES, FLOODED (<i>depth</i>)]
4. Information to Aircraft wake turbulence jet blast on apron or taxiway propeller-driven aircraft slipstream helicopter downwash	a. CAUTION (i) WAKE TURBULENCE (ii) JET BLAST (iii) SLIPSTREAM (iv) DOWNWASH
5. Pilot Initiated Waiver of Wake Turbulence Separation Standards	•a.* ACCEPT WAIVER
6. RAIM failure & restoration – Not simulated in VATSIM	
7. GNSS status– Not simulated in VATSIM	

5.10 Clearances

Circumstances	Phraseologies *Denotes pilot transmission
<p>1. Clearances</p> <p>If the route and/or level issued in the initial airways clearance is not in accordance with the flight plan</p> <p>If an airways clearance is amended en route</p>	<p>a.* REQUEST CLEARANCE</p> <p>b. CLEARED TO</p> <p>c. CLEARED TO (<i>destination</i>) [AMENDED ROUTE] (<i>route clearance details</i>) [AMENDED LEVEL] (<i>level</i>)</p> <p>d. RECLEARED (<i>amended clearance details</i>) [REST OF CLEARANCE UNCHANGED] [(<i>level</i>)]</p> <p>e. RECLEARED (<i>amended route portion</i>) TO (<i>significant point of original route</i>) [REST OF CLEARANCE UNCHANGED] (<i>level</i>)</p>
<p>when the clearance is relayed by a third party; e.g. pilot/ FLIGHT WATCH (ATC excepted) when clearance will be issued subject to a delay</p> <p>when clearance will be issued at a specified time or place</p> <p>when a clearance will not be available</p>	<p>f. (<i>name of unit</i>) CLEARS (<i>aircraft identification</i>)</p> <p>g. REMAIN OUTSIDE CLASS (<i>airspace class</i>) (or RESTRICTED) [AND CLASS (<i>airspace class</i>)] AIRSPACE AND STANDBY</p> <p>h. REMAIN OUTSIDE CLASS (<i>airspace class</i>) (or RESTRICTED) [AND CLASS (<i>airspace class</i>)] AIRSPACE, EXPECT CLEARANCE AT (<i>time/place</i>)</p> <p>i. CLEARANCE NOT AVAILABLE, REMAIN OUTSIDE CLASS (<i>airspace class</i>) (or RESTRICTED) [AND CLASS (<i>airspace class</i>)] AIRSPACE</p>
<p>when requesting a deviation from cleared route</p> <p>when requesting a deviation from cleared track</p> <p>when a deviation from cleared route or track is requested</p> <p>when clearance for deviation cannot be issued</p> <p>when a weather deviation has been completed and onwards clearance is requested</p> <p>when a weather deviation has been completed and the aircraft has returned to its cleared route</p> <p>when subsequent restrictions/requirements are imposed in addition to previous restrictions/requirements to be complied with</p>	<p>j.* REQUEST TO DEVIATE UP TO (<i>distance</i>) MILES LEFT (or RIGHT) OF ROUTE DUE (<i>reason</i>)</p> <p>k.* REQUEST TO DEVIATE UP TO (<i>distance</i>) MILES LEFT (or RIGHT) OF TRACK DUE (<i>reason</i>)</p> <p>•l. DEVIATE UP TO (<i>distance</i>) MILES LEFT (or RIGHT) OF ROUTE (or TRACK)</p> <p>m. UNABLE, TRAFFIC (<i>direction</i>) BOUND (<i>type of aircraft</i>) (<i>level</i>) ESTIMATED (or OVER) (<i>significant point</i>) AT (<i>time</i>) CALLSIGN (<i>callsign</i>) ADVISE INTENTIONS</p> <p>n. *CLEAR OF WEATHER [REQUEST (<i>route clearance</i>)]</p> <p>o. * BACK ON ROUTE (or TRACK)</p> <p>•p. FURTHER REQUIREMENT</p> <p>q. [RE] ENTER CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (<i>significant point or route</i>)] AT (<i>level</i>) [AT (<i>time</i>)]</p> <p>r. LEAVE CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (<i>significant point or route</i>)] AT (<i>level</i>) (or CLIMBING, or DESCENDING)</p> <p>s. LEAVE AND RE-ENTER CONTROLLED AIRSPACE AT (<i>level</i>) (or CLIMBING TO (<i>level</i>), or DESCENDING TO (<i>level</i>) or ON (<i>type of approach</i>))</p> <p>t. JOIN (<i>specify</i>) AT (<i>significant point</i>) AT (<i>level</i>) [AT (<i>time</i>)]</p>
<p>2. Indication of Route and</p>	<p>a. FROM (<i>location</i>) TO (<i>location</i>) b. TO (<i>location</i>)</p>

Circumstances	Phraseologies *Denotes pilot transmission
<p>Clearance Limit</p> <p>issuing a specific clearance limit when a pilot requests, or ATC issues a visual departure in lieu of a SID</p>	<p><i>followed as necessary by:</i></p> <ul style="list-style-type: none"> (i) DIRECT (ii) VIA (<i>route and/or significant points</i>) (iii) FLIGHT PLANNED ROUTE (iv) VIA (<i>distance</i>) DME ARC (<i>direction</i>) OF (<i>name of DME station</i>) c. (<i>level or route</i>) NOT AVAILABLE DUE (<i>reason</i>) ALTERNATIVE[S] IS/ARE (<i>levels or routes</i>) ADVISE •d. CLEARANCE LIMIT (<i>place/aid</i>) •e. [<i>clearance details</i>] VISUAL DEPARTURE
<p>3. When a Clearance has been Cancelled</p>	<ul style="list-style-type: none"> •a. CANCEL CLEARANCE •b.* CANCEL CLEARANCE
<p>4. Change of Flight Rules cancelling or suspending IFR (to be initiated only by the pilot)</p> <p>resuming IFR</p>	<ul style="list-style-type: none"> •a.* CANCEL IFR, REQUEST (<i>intention</i>) •b. IFR CANCELLED OPERATE VFR (<i>instruction or clearance</i>) •c. REQUEST IFR CLEARANCE [AT (<i>time or place</i>)] (IFR level)
<p>5. Requesting Clearance when notification of flight details has not been submitted to ATS</p> <p>flight details to be passed after ATS response</p> <p>if clearance cannot be issued immediately upon request)</p>	<ul style="list-style-type: none"> •a.* FLIGHT DETAILS [INBOUND or FOR (DEPARTURE or TRANSIT)] •b.* (<i>Aircraft type</i>) (<i>position</i>) (<i>route in controlled airspace and next estimate</i>) (<i>preferred level</i>) •c. EXPECT CLEARANCE AT (<i>time or place</i>)
<p>if giving warning of clearance requirement</p>	<ul style="list-style-type: none"> •d.* EXPECT CLEARANCE REQUEST (<i>aircraft type</i>) VFR (<i>if appropriate</i>) FOR (<i>destination</i>) VIA (<i>point outside controlled airspace at which clearance will be requested</i>) ESTIMATE (<i>estimate at destination</i>) AT (<i>altitude proposed for entry to controlled airspace</i>)
<p>when requesting IFR Pick-up</p>	<ul style="list-style-type: none"> •e.* REQUEST IFR PICK-UP
<p>6. Pilot of IFR flight requests to climb to VFR-on-top</p> <p>Pilot of an IFR flight is established VFR-on-top</p> <p>Where vertical restrictions apply</p> <p>Pilot request to cancel VFR-ontop</p>	<ul style="list-style-type: none"> a.* REQUEST VFR-ON-TOP b. CLIMB TO [(<i>level</i>)] AND REPORT REACHING VFR-ONTOP, TOPS REPORTED (<i>level</i>), or NO TOPS REPORTS c.* VFR-ON-TOP d. MAINTAIN VFR ON TOP e. MAINTAIN VFR-ON-TOP AT OR BELOW/ABOVE/BETWEEN (<i>level(s)</i>) f.* REQUEST (IFR level)
<p><i>Note: Full IFR separation is applied when ATC re-clears the aircraft to maintain an IFR level</i></p>	<ul style="list-style-type: none"> g. MAINTAIN (IFR level)
<p>7. VFR Departure: Pilot of IFR flight requests VFR departure</p> <p>Pilot of IFR flight approved to depart VFR wishing to revert to IFR</p> <p><i>Note: The pilot is responsible for separation until</i></p>	<ul style="list-style-type: none"> •a. *REQUEST VFR DEPARTURE •b. VFR DEPARTURE APPROVED •c. *REQUEST IFR CLEARANCE [AT (<i>time or place</i>)] (IFR level)

Circumstances	Phraseologies *Denotes pilot transmission
<p><i>IFR separation can be applied by ATC</i> Pilot of IFR flight having departed VFR, on first contact with ATC entering Class G airspace <i>Note: Pilots wishing to continue VFR should CANCEL IFR. See sub-para 4. above.</i></p>	<ul style="list-style-type: none"> •d. *RESUMING IFR
<p>8. Parachute Operations: Clearance for parachutists to exit the aircraft and transit Restricted Area(s) or Classes A, C or D airspace</p>	<ul style="list-style-type: none"> a. CLEAR TO DROP

5.11 SID

Circumstances	Phraseologies *Denotes pilot transmission
1. Issuing a SID	a. CLEARED (<i>SID designator</i>) DEPARTURE (<i>level instruction</i>)
2. Clearance to climb on a SID a. comply with published level restrictions b. follow the lateral profile of the SID c. comply with published speed restrictions and ATC-issued speed control instructions	a. CLIMB VIA SID TO (<i>level</i>)
3. During a SID climb: a. published level restrictions are cancelled b. follow the lateral profile of the SID c. comply with published speed restrictions and ATC-issued speed control instructions	a. [CLIMB VIA SID TO (<i>level</i>)], CANCEL LEVEL RESTRICTION(S)
4. During a SID climb: a. published level restrictions at the specified point(s) are cancelled b. follow the lateral profile of the SID c. comply with published speed restrictions and ATC-issued speed control instructions	a. [CLIMB VIA SID TO (<i>level</i>)], CANCEL LEVEL RESTRICTION(S) AT (<i>point(s)</i>)
5. During a SID climb: a. comply with published level restrictions b. follow the lateral profile of the SID c. published speed restrictions and ATC-issued speed control instructions are cancelled	a. [CLIMB VIA SID TO (<i>level</i>)], CANCEL SPEED RESTRICTION(S)
6. During a SID climb: a. comply with published level restrictions b. follow the lateral profile of the SID c. published speed restriction are cancelled at the specific point(s) d. comply with ATC-issued speed control instructions	a. [CLIMB VIA SID TO (<i>level</i>)], CANCEL SPEED RESTRICTION(S) AT (<i>point(s)</i>)
7. During a SID climb: a. published level restrictions are cancelled b. follow the lateral profile of the SID c. published speed restrictions and ATC-issued speed control instructions are cancelled <i>Note: the phrase 'CLIMB UNRESTRICTED TO...' is not used</i>	a. [CLIMB TO (<i>level</i>)], CANCEL LEVEL AND SPEED RESTRICTIONS
8. Clearance to proceed direct during a SID: a. track direct to the specified waypoint and then follow the lateral profile of the SID b. published level and speed restrictions for bypassed waypoints are cancelled c. comply with published speed and level restrictions at and after the specified waypoint <i>Note: direct tracking on a SID does not require a rejoin instruction</i>	a. CLEARED DIRECT (<i>waypoint</i>) (<i>level instruction</i>)
9. Initiation of vectoring during SID	a. TURN LEFT (<i>or RIGHT</i>) HEADING (<i>three digits</i>) [(<i>reason</i>)], (<i>level instruction</i>), [EXPECT TO REJOIN SID] [AT (<i>waypoint</i>)]
10. Rejoining a SID	a. REJOIN SID [(<i>SID designator</i>)] [AT (<i>waypoint</i>)] [(<i>transition restrictions</i>)]
11. When a SID has been cancelled	a. CANCEL SID (<i>instructions</i>)

5.12 STAR

Circumstances	Phraseologies *Denotes pilot transmission
<p>1. Notification of STAR clearance availability (on first contact) when associated with a frequency transfer</p> <p>Notification of STAR clearance availability when NOT associated with a frequency transfer</p>	<p>a. EXPECT STAR CLEARANCE</p> <p>b. STAR CLEARANCE AVAILABLE</p>
<p>2. Issuing a STAR clearance</p>	<p>a. CLEARED (STAR <i>designator</i>) ARRIVAL [(<i>name</i>) TRANSITION] [RUNWAY(<i>number</i>)] (<i>level instruction</i>)</p>
<p>3. Descend to the cleared level:</p> <p>a. comply with published level restrictions</p> <p>b. follow the lateral profile of the STAR</p> <p>c. comply with published speed restrictions and ATC-issued speed control instructions</p>	<p>a. DESCEND VIA STAR TO (<i>level</i>)</p>
<p>4. During a STAR descent:</p> <p>a. published level restrictions are cancelled</p> <p>b. follow the lateral profile of the STAR</p> <p>c. comply with published speed restrictions and ATC-issued speed control instructions</p>	<p>a. [DESCEND VIA STAR TO (<i>level</i>)], CANCEL LEVEL RESTRICTION(S)</p>
<p>5. During a STAR descent:</p> <p>a. published level restrictions at the specified point(s) are cancelled</p> <p>b. follow the lateral profile of the STAR</p> <p>c. comply with published speed restrictions and ATC-issued speed control instructions</p>	<p>a. [DESCEND VIA STAR TO (<i>level</i>)], CANCEL LEVEL RESTRICTION(S) AT (<i>point(s)</i>)</p>
<p>6. During a STAR descent:</p> <p>a. comply with published level restrictions</p> <p>b. follow the lateral profile of the STAR</p> <p>c. published speed restrictions and ATC-issued speed control instructions are cancelled</p>	<p>a. [DESCEND VIA STAR TO (<i>level</i>)], CANCEL SPEED RESTRICTION(S)</p>
<p>7. During a STAR descent:</p> <p>a. comply with published level restrictions</p> <p>b. follow the lateral profile of the STAR</p> <p>c. published speed restrictions are cancelled at the specific point(s)</p> <p>d. comply with ATC-issued speed control instructions</p>	<p>a. [DESCEND VIA STAR TO (<i>level</i>)], CANCEL SPEED RESTRICTION(S) AT (<i>point(s)</i>)</p>
<p>8. During a STAR descent:</p> <p>a. published level restrictions are cancelled</p> <p>b. follow the lateral profile of the STAR</p> <p>c. published speed restrictions and ATC-issued speed control instructions are cancelled</p> <p><i>Note: the phrase 'DESCENT UNRESTRICTED TO...' is not used</i></p>	<p>a. DESCENT TO (<i>level</i>), CANCEL LEVEL AND SPEED RESTRICTIONS</p>
<p>9. Clearance to proceed direct during a STAR:</p> <p>a. track direct to the specified waypoint and then follow the lateral profile of the STAR</p> <p>b. published level and speed restrictions for bypassed waypoints are cancelled</p>	<p>a. CLEARED DIRECT (<i>waypoint</i>), (<i>level instruction</i>)</p>

Circumstances	Phraseologies *Denotes pilot transmission
c. comply with published speed and level restrictions at and after the specified waypoint <i>Note: direct tracking on a STAR does not require a rejoin instruction</i>	
10. Initiation of vectoring after STAR has been issued	a. TURN LEFT (or RIGHT) HEADING (<i>three digits</i>) [(<i>reason</i>)], (<i>level instruction</i>), [EXPECT TO REJOIN STAR] [AT(<i>waypoint</i>)]
11. Clearance to rejoin a STAR after vectoring or holding	a. REJOIN STAR [(<i>STAR designator</i>)] [AT (<i>waypoint</i>)] [(<i>transition restrictions</i>)]
12. When a STAR clearance is cancelled	a. CANCEL STAR (<i>instructions</i>)

5.13 Approach and Area Control Services

Circumstances	Phraseologies * Denotes pilot transmission
1. Departures Instructions	a. TRACK (<i>three digits</i>) DEGREES [MAGNETIC] TO (<i>or</i> FROM) (<i>significant point</i>) [UNTIL (<i>time</i>) (<i>or</i> REACHING) (<i>fix or significant point or level</i>)]
2. Approach Instructions RNAV (GNSS) (<i>or</i> RNP APCH) approach via an IAWP <i>or</i> IF	<ul style="list-style-type: none"> •a. CLEARED DME (<i>or</i> GNSS, <i>or</i> GPS) ARRIVAL [SECTOR (<i>identifying letter of the sector</i>)] b.* REQUEST [STRAIGHT-IN] (<i>chart title</i>) APPROACH c. CLEARED [STRAIGHT-IN] (<i>chart title</i>) APPROACH [FOLLOWED BY CIRCLING TO RUNWAY (<i>number</i>)] d.* REQUEST (<i>chart title</i>) APPROACH VIA (<i>last two letters of the IAWP or IF designator</i>) •e. RECLEARED DIRECT (<i>last two letters of the IAWP or IF designator</i>) CLEARED (<i>chart title</i>) APPROACH f. COMMENCE APPROACH AT (<i>time</i>)
RNAV (RNP) (<i>or</i> RNP AR APCH) approach where an aircraft has been subject to vectoring <i>or</i> random tracking and is subsequently re-cleared direct to the IAF. GLS Approach <i>Note: The chart title for the procedure must be used. Except for circling approaches, the procedure suffix may be omitted when no possibility of confusion exists. The words (GNSS) or (RNP) do not need to be included in the RNAV approach request or clearance</i>	g. RECLEARED DIRECT (<i>IAF/ Latest Intercept Point designator</i>) followed as necessary by: (i) TRACK VIA (<i>chart title</i>) MAINTAIN (<i>or</i> DESCEND TO) (<i>level</i>) (ii) WHEN ESTABLISHED, CLEARED (<i>chart title</i>) APPROACH h.* REQUEST GLS APPROACH RUNWAY (<i>runway identifier</i>)
3. Where a temporary level restriction is to be imposed. (Applicable to civil aircraft during practice approaches in VMC; <i>or</i> MIL aircraft NPA, <i>or</i> precision if clearance will allow descent in accordance with procedure) pilot to advise when able to conduct a visual approach visual approach (by day <i>or</i> night) visual approaches by night when including a VFR climb/descent instruction: – when VFR descent clearance applies for the	<ul style="list-style-type: none"> •a. TRACK VIA (<i>chart title</i>) APPROACH NOT BELOW (<i>level</i>) b. REPORT VISUAL c. REPORT RUNWAY [LIGHTS] IN SIGHT d. REPORT (<i>significant point</i>) [OUTBOUND <i>or</i> INBOUND] e. CLEARED VISUAL APPROACH [TRACKING VIA THE STAR] •f. WHEN ESTABLISHED (<i>position</i>) CLEARED VISUAL APPROACH g. DESCEND VFR, CLEARED (<i>chart title</i>) APPROACH h. CLEARED (<i>chart title</i>) APPROACH DESCEND

Circumstances	Phraseologies * Denotes pilot transmission
entire approach – when VFR descent clearance applies for a portion of the approach	VFR ABOVE (or BETWEEN) (<i>level(s)</i>)
<p>4. Holding Instructions visual</p> <p>published holding procedure over a waypoint, facility or fix</p> <p>when pilot requires an oral description of holding procedure based on a facility</p>	<p>a. HOLD VISUAL [OVER] (<i>position</i>)</p> <p>b. HOLD AT (<i>waypoint, facility or fix</i>) (<i>level</i>) EXPECT APPROACH (or FURTHER CLEARANCE) AT (<i>time</i>)</p> <p>c.* REQUEST HOLDING INSTRUCTIONS</p> <p>d. HOLD AT (<i>waypoint, facility or fix</i>) (<i>callsign and frequency, if necessary</i>) (<i>level</i>) INBOUND TRACK (<i>three digits</i>) DEGREES RIGHT (or LEFT) HAND PATTERN, OUTBOUND TIME (<i>number</i>) MINUTES (<i>additional instructions, if necessary</i>)</p> <p>e. HOLD ON THE (<i>three digits</i>) RADIAL OF THE (<i>name</i>) VOR/ TACAN (<i>callsign and frequency, if necessary</i>) AT (<i>distance</i>) DME (or BETWEEN (<i>distance</i>) AND (<i>distance</i>) DME) (<i>level</i>) INBOUND TRACK (<i>three digits</i>) DEGREES RIGHT (or LEFT) HAND PATTERN (<i>additional instructions, if necessary</i>)</p>
<p>5. To advise ATC of Minimum Fuel status ATC acknowledgment of Minimum Fuel status <i>Note: Advice of fuel status must be made to each subsequent ATC sector on frequency transfer and ATC will acknowledge the status.</i></p>	<p>a.* MINIMUM FUEL</p> <p>b. MINIMUM FUEL ACKNOWLEDGED [NO DELAY EXPECTED or EXPECT (<i>delay information</i>)]</p>
<p>6. To advise ATC of Emergency Fuel status</p>	<p>a.* MAYDAY, MAYDAY, MAYDAY FUEL</p> <p>b. ROGER MAYDAY</p>
<p>7. Expected Approach Time</p>	<p>a. NO DELAY EXPECTED</p> <p>b. EXPECTED APPROACH TIME (<i>time</i>)</p>

5.14 Phraseologies to be used related to CPDLC

Circumstances	Phraseologies * Denotes pilot transmission
<p>1. Operational Status failure of CPDLC</p> <p>failure of a single CPDLC message to correct CPDLC clearances, Instructions, information or requests</p> <p>to instruct all stations or a specific flight to avoid sending CPDLC requests for a limited period of time</p> <p>to instruct the flight crew to manually initiate a logon to the subsequent ATSU</p> <p>to advise the flight crew prior to the commencement of CPDLC shutdown and instruct them to continue on voice</p> <p>to resume normal use of CPDLC</p>	<p>a. [ALL STATIONS] CPDLC FAILURE <i>(instructions)</i>.</p> <p>b. CPDLC MESSAGE FAILURE <i>(appropriate clearance, instruction, information or request)</i></p> <p>c. DISREGARD CPDLC <i>(message type)</i> MESSAGE, BREAK <i>(correct clearance, instruction, information or request)</i></p> <p>d. [ALL STATIONS] STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(REASON)]</p> <p>e. DISCONNECT CPDLC THEN LOGON TO <i>[facility designation]</i></p> <p>f. CPDLC WILL BE SHUT DOWN DISCONNECT CPDLC. CONTINUE ON VOICE</p> <p>g. [ALL STATIONS] RESUME NORMAL CPDLC OPERATIONS</p>

5.15 Vicinity of the Aerodrome

5.15.1 Visual Identification

Circumstances	Phraseologies * Denotes pilot transmission
1. Identification of Aircraft	a. SHOW LANDING LIGHT
2. Acknowledgement by Visual Means	a. ACKNOWLEDGE BY MOVING AILERONS (or RUDDER) b. ACKNOWLEDGE BY ROCKING WINGS c. ACKNOWLEDGE BY FLASHING LANDING LIGHTS

5.15.2 Starting and Initial Clearance Issue

Circumstances	Phraseologies * Denotes pilot transmission
1. Starting Procedures to request permission to start engines ATC response	a.* [aircraft location] REQUEST START b.* [aircraft location] REQUEST START INFORMATION (ATIS identification) c. START APPROVED d. START AT (time) e. EXPECT START AT (time) f. EXPECT DEPARTURE (time) START AT OWN DISCRETION
2. When clearance delivery is in operation. if runway other than runway nominated is required.	•a.* (flight number, if any) TO (aerodrome of first intended landing) REQUEST CLEARANCE •b.* REQUIRE RUNWAY (number)

5.15.3 Pushbacks

Circumstances	Phraseologies * Denotes pilot transmission
1. Pushback Procedures for Aircraft <i>Note: Where a pushback does not enter the manoeuvring area, ERSA will specify the frequency on which apron service is provided.</i>	a.* [aircraft location] REQUEST PUSHBACK b. PUSHBACK APPROVED [TAIL (direction e.g. North or Right)] c. PUSHBACK AT OWN DISCRETION [TAIL (direction e.g. Left or West)] d. EXPECT (number) MINUTES DELAY DUE (reason)
2. Towing Procedures (Not simulated on VATSIM)	
3. To Request Aerodrome Data for Departure when no ATIS broadcast is available	a.* REQUEST DEPARTURE INFORMATION b. RUNWAY (number), WIND (direction and speed), QNH (detail), TEMPERATURE (detail), [VISIBILITY FOR TAKEOFF (detail) (or RVR) (detail)]

5.15.4 Taxi Procedure

Circumstances	Phraseologies * Denotes pilot transmission
1. Taxi Procedures for departure at a controlled aerodrome for departure at a noncontrolled aerodrome	a.* [flight number] [aircraft type] [wake turbulence category if "Super or Heavy"] [POB (number)] [DUAL (or SOLO)] INFORMATION (ATIS identification) [SQUAWK (SSR code)] [aircraft location] [flight rules, if IFR] [TO (aerodrome of destination)] REQUEST TAXI [intentions] • b.* (aircraft type) [POB (number)] [IFR (if operating IFR)] TAXIING (location) FOR

Circumstances	Phraseologies * Denotes pilot transmission
military pilots on local sorties when ready to taxi (<i>include details of flight if not already notified</i>)	<p>(<i>destination or intentions</i>) RUNWAY (<i>number</i>) 備註.* (<i>number of aircraft</i>) FOR (<i>area of operation</i>) POB (<i>number</i>) (DANGEROUS CARGO) INFORMATION (ATIS <i>identification</i>) REQUEST TAXI d. TAXI TO (HOLDING POINT [<i>identifier</i>] or <i>intermediate point</i>) [RUNWAY (<i>number</i>)] [TIME (<i>minutes</i>)] e.* (HOLDING POINT (<i>identifier</i>) or <i>intermediate point</i>), RUNWAY (<i>number</i>)</p>
<p>where detailed taxi instructions are required</p> <p>where aerodrome information is not available from an alternative source such as ATIS</p> <p>for arrival at a controlled aerodrome</p>	<p>f.* [<i>aircraft type</i>] [<i>wake turbulence category if "Super or Heavy"</i>] REQUEST DETAILED TAXI INSTRUCTIONS g. TAXI VIA (<i>specific routing to be followed</i>) TO HOLDING POINT [<i>identifier</i>] [RUNWAY (<i>number</i>)] [TIME (<i>minutes</i>)] h.* HOLDING POINT (<i>identifier</i>), RUNWAY (<i>number</i>) i. TAXI TO HOLDING POINT [<i>identifier</i>] (<i>followed by aerodrome information as applicable</i>) [TIME (<i>minutes</i>)] j.* HOLDING POINT (<i>identifier</i>) k.* (<i>aircraft callsign</i>) [<i>parking area or bay number</i>] l. TAXI TO [TERMINAL or <i>other location</i>; e.g. GENERAL AVIATION AREA] [STAND (<i>number</i>)]</p>
<p>2. Intersection Departures</p> <p>when a pilot requests an intersection departure</p> <p>when a pilot is offered an intersection departure</p> <p>when a pilot accepts an intersection departure</p>	<ul style="list-style-type: none"> • a.* REQUEST INTERSECTION DEPARTURE FROM (<i>taxiway identifier</i>) • b. TAXI TO HOLDING POINT (<i>taxiway identifier</i>) [RUNWAY (<i>number</i>)] • c. INTERSECTION DEPARTURE AVAILABLE FROM (<i>taxiway identifier</i>) (<i>distance</i>) REMAINING (<i>if this information is not readily available to the pilot</i>) • d. TAXI TO HOLDING POINT (<i>taxiway identifier</i>) [RUNWAY (<i>number</i>)]
3. Specific Routing	<p>a. TAKE (or TURN) FIRST (or SECOND) LEFT (or RIGHT) b. TAXI VIA (<i>identification of taxiway</i>) c. TAXI VIA RUNWAY (<i>number</i>)</p>
<p>4. Manoeuvring on Aerodrome</p> <p>general</p> <p><i>Note: The pilot must, when requested, report RUNWAY VACATED" when the aircraft is well clear of the runway.</i></p>	<p>a.* REQUEST BACKTRACK b. BACKTRACK APPROVED c. BACKTRACK RUNWAY (<i>number</i>)d.* (<i>aircraft location</i>) REQUEST TAXI TO (<i>destination on aerodrome</i>) e. TAXI STRAIGHT AHEAD f. TAXI WITH CAUTION (<i>reason</i>) g. GIVE WAY TO (<i>description and position of other aircraft</i>) h.* GIVING WAY TO (traffic) i. TAXI INTO HOLDING BAY j. FOLLOW (<i>description of other aircraft or vehicle</i>) k. VACATE RUNWAY l.* RUNWAY VACATED m. EXPEDITE TAXI [<i>reason</i>] n.* EXPEDITING</p>

Circumstances	Phraseologies * Denotes pilot transmission
5. ATFM Ground Delay Program Calculated Off Block Time (COBT) non compliance - early request for taxi clearance Calculated Off Block Time (COBT) non-compliance - late request for taxi clearance	a. PUSH BACK (or TAXI) CLEARANCE NOT AVAILABLE DUE FLOW MANAGEMENT. EXPECT CLEARANCE AT TIME (COBT - 5 minutes) b. YOU ARE NON-COMPLIANT WITH FLOW MANAGEMENT. EXPECT AIRBORNE DELAY.

5.15.5 Aerodrome Movements

Circumstances	Phraseologies * Denotes pilot transmission
1. Holding <i>Note: The procedure words ROGER and WILCO are insufficient acknowledgment of the instructions HOLD, HOLD POSITION and HOLD SHORT OF (position). In each case, the acknowledgment must be by the phraseology HOLDING or HOLDING SHORT, as appropriate.</i>	a. HOLD (direction) OF (position, runway number, etc) b. HOLD POSITION c. HOLD SHORT OF (position) d.* HOLDING e.* HOLDING SHORT
2. To Cross a Runway <i>Note: If the control tower is unable to see the crossing aircraft (e.g. night, low visibility, etc), the instruction should always be accompanied by a request to report when the aircraft has vacated and is clear of the runway.</i>	a.* [AT (or ON) (location)] REQUEST CROSS RUNWAY (number) b. AT (or ON) (location) CROSS RUNWAY (number) [REPORT VACATED] c.* AT (or ON) (location) CROSSING RUNWAY (number) d. EXPEDITE CROSSING RUNWAY (number) TRAFFIC (aircraft type) (distance) MILES FINAL
3. To Enter a Runway (not used in conjunction with clearance to line-up or enter the Operational Readiness Platform). <i>Note: If the control tower is unable to see the relevant aircraft (e.g. night, low visibility, etc), the instructions should always be accompanied by a request to report when the aircraft has vacated and is clear of the runway.</i>	a.* [AT (or ON) (location)] REQUEST ENTER RUNWAY (number) b. AT (or ON) (location) ENTER RUNWAY (number) [REPORT VACATED] c.* AT (or ON) (location) ENTER RUNWAY (number)

5.15.6 Runway Operations

Note: During multiple runway operations where the possibility of confusion exists, the runway number will be stated. The runway number may be stated if the caller wishes to emphasise the runway to be used. For parallel runway operations on discrete frequencies, at Class D aerodromes, the runway number may be omitted.

Circumstances	Phraseologies * Denotes pilot transmission
1. Preparation for Take-off when reporting ready for operations wholly within Class D CTR or departure from Class D CTR not in receipt of airways clearance for operations outside Class D airspace.	a. REPORT WHEN READY [FOR DEPARTURE] b.* READY [FOR CIRCUITS] [VIA (published departure route, circuit leg for departure or first tracking point)] c. ARE YOU READY FOR IMMEDIATE DEPARTURE? d.* READY
2. Clearance to Enter Runway and Await Take-off when the pilot desires to enter the runway and assume takeoff position for checks before departure conditional clearances	•a.* REQUEST LINE-UP [REQUIRE (required number of seconds delay in lined-up position before departure) SECONDS ON RUNWAY] b. LINE UP [RUNWAY (number)] [AND WAIT] [BE READY FOR IMMEDIATE DEPARTURE] c. (condition) LINE UP [(RUNWAY (number))] (brief

Circumstances	Phraseologies * Denotes pilot transmission
acknowledgement of a conditional clearance	<i>reiteration of condition)</i> d.* (<i>condition</i>) LINE UP [RUNWAY (<i>number</i>)] [AND WAIT]
<p>3. Take-off Clearance</p> <p>multiple runway operations, other than Class D aerodromes where aircraft are operating on parallel runways using discrete frequencies when take-off clearance has not been complied with</p> <p>when LAHSO are in use</p> <p>when a radar SID has been issued</p> <p>when an IFR aircraft is cleared for a visual departure to a level at or above the MVA or MSA/LSALT</p> <p>when a VFR aircraft, or an IFR aircraft cleared for a visual departure is issued radar heading instructions when an IFR aircraft cleared for a visual departure is assigned a level below the MVA or MSA/LSALT in the departure instructions.</p> <p>when the airways clearance issued to an IFR aircraft includes a visual departure and a level below the MVA or MSA/LSALT and no turn on departure required</p>	<p>a. CLEARED FOR TAKE-OFF [REPORT AIRBORNE]</p> <p>b. RUNWAY (<i>number</i>) CLEARED FOR TAKE-OFF</p> <p>c. TAKE OFF IMMEDIATELY OR VACATE RUNWAY</p> <p>d. TAKE OFF IMMEDIATELY OR HOLD SHORT OF THE RUNWAY</p> <p>•e. (<i>aircraft type</i>) LANDING ON CROSSING RUNWAY WILL HOLD SHORT - RUNWAY (<i>number</i>) CLEARED FOR TAKE-OFF</p> <p>•f. ASSIGNED HEADING [LEFT (<i>or</i> RIGHT)] (<i>three digits</i>) [(<i>altitude restriction</i>)] [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF</p> <p>g.* HEADING (<i>or</i> LEFT <i>or</i> RIGHT) (<i>three digits</i>) [(<i>altitude restriction</i>)] [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF</p> <p>•h. (<i>instructions</i>) [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF, [MAKE LEFT (<i>or</i> RIGHT) TURN]</p> <p>•i.* (<i>instructions</i>) [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF, [LEFT (<i>or</i> RIGHT) TURN]</p> <p>•j. (<i>instructions</i>) MAINTAIN RUNWAY HEADING (<i>or</i> TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>)) VISUAL, [(<i>altitude restriction</i>)] [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF</p> <p>•k.* (<i>instructions</i>) RUNWAY HEADING (<i>or</i> LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>)) VISUAL, [(<i>altitude restriction</i>)] [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF</p> <p>•l. (<i>instructions</i>) CLIMB TO (<i>level</i>) VISUAL, [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF</p> <p>•m.* (<i>instructions</i>) (<i>level</i>) VISUAL, [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF</p> <p>•n. [RUNWAY (<i>number</i>)] CLEARED FOR TAKE-OFF, VISUAL</p>
<p>4. Take-off Clearance Cancellation</p> <p>to stop a take-off in emergency conditions <i>Note: Used only when an aircraft is in imminent danger.</i></p>	<p>a. HOLD POSITION, CANCEL, I SAY AGAIN CANCEL TAKEOFF (<i>reasons</i>)</p> <p>b.* HOLDING</p> <p>c. STOP IMMEDIATELY (<i>repeat aircraft callsign</i>) STOP IMMEDIATELY (<i>reason</i>)</p> <p>d.* STOPPING RUNWAY (<i>number</i>)</p>
<p>5. Take-off or Landing Clearance</p> <p>Where aircraft arrestor systems are installed <i>Note: The tower controller will include the position of installed aircraft arresting system with all take-off and landing clearances, except to locally based aircraft when the system is in the normal operating position</i> Where aircraft arrestor systems are unserviceable</p>	<p>•a. (APPROACH <i>or</i> DEPARTURE) END CABLE (UP <i>or</i> DOWN) <i>or</i> BOTH CABLES [AND BARRIER] (UP <i>or</i> DOWN) <i>and/or</i> BARRIER (UP <i>or</i> DOWN)</p> <p>•b. BARRIER DOWN, OUT OF SERVICE</p> <p>•c. (APPROACH <i>or</i> DEPARTURE) END CABLE [BOTH CABLES] FAILED IN THE UP POSITION</p>

5.15.7 Helicopter Operations

Circumstances	Phraseologies * Denotes pilot transmission
1. Helicopter Operations air taxi or air transit for departure and arrival	<p>a.* REQUEST AIR TAXI (or AIR TRANSIT or GROUND TAXI) FROM (or VIA) TO (location or routing as appropriate)</p> <p>b. AIR TAXI (or AIR TRANSIT or GROUND TAXI) TO (or VIA) (location, parking position, stand, or routing as appropriate) [CAUTION (dust, loose debris, taxiing light aircraft, personnel, wake turbulence, etc)]</p> <p>c. AIR TAXI (or AIR TRANSIT or GROUND TAXI) VIA (direct, as requested, or specified route) TO (location, heliport, parking position, stand, operating or movement area, or runway) AVOID (aircraft or vehicles or personnel)</p>
2. Departure from: a) a RWY, or b) HLS visible to the tower and located on a manoeuvring area subject to ATC. Departure other than above	<p>a. (instructions as appropriate, position or runway) CLEARED FOR TAKE-OFF</p> <p>b. (instructions as appropriate) [DEPARTURE APPROVED] REPORT AIRBORNE</p>
3. Arrival to: a) a RWY, or b) HLS visible to the tower and located within a manoeuvring area subject to ATC. Arrival other than above	<p>a. (instructions as appropriate, position or runway) CLEARED TO LAND</p> <p>b. CLEARED VISUAL APPROACH (instructions as appropriate), REPORT ON THE GROUND</p>

5.15.8 After Take-off

Note: ALL "level" reports within ATS surveillance system coverage must be to the nearest 100FT.

Circumstances	Phraseologies * Denotes pilot transmission
1. Tracking After Take-off heading to be followed when a specific track is to be followed	<p>a.* REQUEST RIGHT (or LEFT) TURN [WHEN AIRBORNE]</p> <p>b. LEFT (or RIGHT) TURN APPROVED</p> <p>c. AFTER PASSING (level) (instructions)</p> <p>d. CONTINUE ON (magnetic direction of runway) (instructions)</p> <p>e. TRACK (magnetic direction of runway) (instructions)</p> <p>f. CLIMB STRAIGHT AHEAD (instructions)</p>
2. Airborne Report - where an ATS surveillance service is provided unrestricted turn to track (including SID) heading specified by ATC heading specified by ATC confirmation of an assigned Radar SID heading when establishing contact with ATC and unable to execute turn immediately due procedural requirements when assigned heading approximates runway bearing	<p>•a.* PASSING (level) CLIMBING TO (level)</p> <p>•b.* TURNING LEFT (or RIGHT) (three digits) PASSING (level) CLIMBING TO (level) or</p> <p>•c.* MAINTAINING RUNWAY HEADING PASSING (level) CLIMBING TO (level)</p> <p>•d.* ASSIGNED HEADING LEFT (or RIGHT) (three digits) PASSING (level) CLIMBING TO (level)</p> <p>e.* HEADING (three digits) PASSING (level) CLIMBING TO (level)</p>

Circumstances	Phraseologies * Denotes pilot transmission
<p>3. Departure Report - when notifying departure report to a Class D control tower</p> <p>non-controlled aerodromes - non-surveillance</p> <p>non-controlled aerodromes surveillance when notifying departure and identification is expected with the departure report</p>	<ul style="list-style-type: none"> •a.* TRACKING (<i>track being flown</i>) (FROM (<i>reference aid used to establish track</i>) or VIA SID (<i>identifier</i>)) CLIMBING TO (<i>level</i>) •b.* DEPARTED (<i>location</i>) (<i>time in minutes</i>) TRACKING [TO INTERCEPT] (<i>track</i>) CLIMBING TO (<i>intended level</i>) ESTIMATING (<i>first reporting point</i>) AT (<i>time</i>) •c.* (<i>location reference departure aerodrome</i>) PASSING (<i>current level</i>) CLIMBING TO (<i>intended level</i>) ESTIMATING (<i>first reporting point</i>) AT (<i>time</i>)

5.15.9 Arrival at Aerodrome

Circumstances	Phraseologies * Denotes pilot transmissions
<p>1. Entering an Aerodrome Traffic Circuit when ATIS information is available</p>	<ul style="list-style-type: none"> a.* [<i>aircraft type</i>] (<i>position</i>) (<i>level</i>) (<i>intentions</i>) b.* [<i>aircraft type</i>] (<i>position</i>) (<i>level</i>) INFORMATION (ATIS <i>identification</i>) (<i>intentions</i>) c. JOIN (<i>instruction</i>) RUNWAY (<i>number</i>) [(<i>level</i>)] [QNH (<i>detail</i>)] [TRAFFIC (<i>detail</i>)] [TRACK (<i>requirements</i>)] d. OVERFLY [(<i>circuit direction</i>) RUNWAY (<i>number</i>) [(<i>level</i>)] [QNH (<i>detail</i>)] [TRAFFIC (<i>detail</i>)] [TRACK (<i>requirements</i>)]
<p>2. In the Circuit</p> <p>when advising or requesting a non-standard circuit</p> <p>nearing position at which approach must be aborted if not cleared to land Abnormal Operations/Doubt Exists – (additional phrases) For a civil aircraft, when doubt exists as to whether the gear is fully extended, or when a general aviation aircraft with retractable undercarriage has experienced abnormal operations.</p> <p>Military Pilots – (additional phrases) routine circuit reports must be made as and when arranged to sequence for downwind base call and wheel check (on reaching the base leg of a circuit, each aircraft, whether in stream landing or single, is to call tower and advise undercarriage down)</p> <p>ATC wheels check will include hook check for all</p>	<ul style="list-style-type: none"> a.* (<i>position in circuit, e.g. DOWNWIND/ FINAL</i>) b.* (<i>position in circuit, e.g. DOWNWIND/FINAL</i>) [GLIDE APPROACH, FLAPLESS APPROACH] c. [NUMBER (<i>sequence number</i>)] FOLLOW (<i>aircraft type and position</i>) [<i>additional instructions if required</i>] d.* BASE (<i>or CROSSWIND</i>) e.* FINAL (<i>or LONG FINAL</i>) f.* SHORT FINAL g.* CHECK GEAR DOWN [AND LOCKED] h.* GEAR DOWN [AND LOCKED] 嬌 i.* LEFT (<i>or RIGHT</i>) INITIAL 嬌 j. PITCH LONG (<i>or SHORT</i>) 嬌 k.* BASE GEAR GREEN (<i>or THREE GREENS or THREE WHEELS</i>) 嬌 l. (<i>instruction</i>) CHECK WHEELS 嬌 m.* (<i>readback</i>) (<i>activate beeper</i>) or

Circumstances	Phraseologies * Denotes pilot transmissions
hook cable operations	嬌 n.* (readback) GEAR GREEN (or THREE GREENS or THREE WHEELS) 嬌 o. APPROACH/DEPARTURE END CABLE UP (instruction) CHECK WHEELS AND HOOK 嬌 p.* (readback) HOOK DOWN (activate beeper)
3. Arriving at an Aerodrome – Military Formations Circuit Area Lead aircraft undercarriage status report Subsequent formation aircraft undercarriage status report Pairs Landing In-trail Landing	嬌 a.* (formation callsign), BASE THREE GREENS (or GEAR GREEN or THREE WHEELS) 嬌 b. (formation callsign) (instruction) CHECK WHEELS 嬌 c.* (individual callsign) (activate beeper) or 嬌 d.* THREE GREENS (or GEAR GREEN or THREE WHEELS) (individual callsign) 嬌 e.* (individual callsign), THREE GREENS (or GEAR GREEN or THREE WHEELS) (activate beeper if fitted) 嬌 f. (formation callsign) 嬌 g.* (formation callsign), OUTER MARKER (or FINAL APPROACH FIX) SIX GREENS (or GEAR GREEN or SIX WHEELS) 嬌 h. (formation callsign) CLEARED TO LAND, CHECK WHEELS 嬌 i.* LAND (individual callsign) (activate beeper if fitted) 嬌 j.* (individual callsign) (activate beeper if fitted) 嬌 k.* (formation callsign) 嬌 l.* (formation callsign) IN TRAIL, OUTER MARKER (or FINAL APPROACH FIX) THREE GREENS (or GEAR GREEN or THREE WHEELS) 嬌 m.* (formation callsign) IN TRAIL CLEARED TO LAND, CHECK WHEELS 嬌 n.* LAND (callsign) 1 (activate beeper if fitted) 嬌 o.* (callsign) 2 OUTER MARKER (or FINAL APPROACH FIX) THREE GREENS (or GEAR GREEN or THREE WHEELS) (activate beeper if fitted) 嬌 p.* (callsign) 3 OUTER MARKER (or FINAL APPROACH FIX) THREE GREENS (or GEAR GREEN or THREE WHEELS) (activate beeper if fitted) 嬌 q. CALLSIGN
4. Speed Adjustments - Military Aircraft military ATC instruction	嬌 a. REDUCE TO CIRCUIT SPEED 嬌 b. REDUCE TO APPROACH SPEED 嬌 c. REDUCE TO MINIMUM SAFE SPEED
5. Approach Instructions <i>Note: The report "LONG FINAL" is made when aircraft turn on to final approach at a distance greater than 4NM from touchdown or when an aircraft on a straight-in approach is 8NM from touchdown. In both cases, a report "FINAL" is required at 4NM from touchdown</i>	a. MAKE SHORT APPROACH b. MAKE LONG APPROACH (or EXTEND DOWNWIND) c. REPORT BASE (or FINAL or LONG FINAL) d. CONTINUE APPROACH
6. Landing multiple runway operations, other than Class D aerodromes where aircraft are operating on	a. CLEARED TO LAND (or TOUCH AND GO) (or STOP AND GO) b. RUNWAY (number) CLEARED TO LAND (or TOUCH AND GO) (or STOP AND GO)

Circumstances	Phraseologies * Denotes pilot transmissions
<p>parallel runways using discrete frequencies. where the aircraft cannot be sighted by ATC</p> <p>pilot requesting option for touch and go, full stop, stop and go, or go around advising the pilot the option to touch and go, full stop, stop and go, or go around where ATC require the aircraft to make a full stop landing during the conduct of circuit operations when runway is occupied and ATC assessment is that the runway will not become available. <i>Note: The tower controller will include the position of installed aircraft arresting system with all landing clearances, except to locally based aircraft when the system is in the normal operating position (for phraseology see para 5.15.6.5.)</i></p>	<ul style="list-style-type: none"> •c. [RUNWAY (<i>number</i>)] NOT IN SIGHT - CLEARED TO LAND •d.* (<i>position in circuit</i>) REQUEST THE OPTION •e. [RUNWAY (<i>number</i>)] CLEARED FOR THE OPTION f. MAKE FULL STOP (<i>reason</i>) CLEARED TO LAND •g. AT THE MINIMA GO AROUND
<p>7. When Landing Approved and LAHSO Are in Use</p> <p>required readback</p> <p>When the full length of the landing runway subsequently becomes available</p> <p>Where an aircraft operating on a flight number callsign cannot participate in LAHSO</p>	<ul style="list-style-type: none"> a. (<i>aircraft type</i>) DEPARTING (<i>or</i> LANDING) ON CROSSING RUNWAY, HOLD SHORT RUNWAY (<i>number</i>) CLEARED TO LAND RUNWAY (<i>number</i>) •b.* HOLD SHORT RUNWAY (<i>number</i>) CLEARED TO LAND RUNWAY (<i>number</i>) c. FULL RUNWAY LENGTH NOW AVAILABLE <i>Note: The HOLD SHORT lights will remain illuminated even though the full length of the RWY is available</i> d. * NEGATIVE ACTIVE (<i>or</i> PASSIVE <i>or</i> ACTIVE AND PASSIVE) LAHSO
<p>8. When a Pilot Advises That an “Autoland”, “Coupled” or Similar Approach is Being Made (note not applicable for GLS) and the ILS Critical Area is Not Protected.</p>	<ul style="list-style-type: none"> •a. ILS CRITICAL AREA NOT PROTECTED
<p>9. Delaying Aircraft</p>	<ul style="list-style-type: none"> a. ORBIT RIGHT (<i>or</i> LEFT) [FROM PRESENT POSITION]
<p>10. Pilot Request for Low Approach or Pass to make an approach along a runway descending to an agreed minimum level</p> <p>to fly past the control tower or other observation point for the purpose of visual inspection by persons on the ground</p>	<ul style="list-style-type: none"> a.* REQUEST LOW APPROACH (<i>reasons</i>) b. CLEARED LOW APPROACH [RUNWAY (<i>number</i>)] [(<i>altitude restriction</i>)] [(<i>go around instructions</i>)] •c.* REQUEST LOW PASS (<i>reasons</i>) •d. CLEARED LOW PASS [RUNWAY (<i>number</i>)] [(<i>altitude restriction</i>)] [(<i>go around instructions</i>)]
<p>11. Missed Approach to discontinue an approach</p> <p>multiple runway operations</p>	<ul style="list-style-type: none"> a. GO AROUND [<i>additional information</i>] b.* GOING AROUND c.* GOING AROUND RUNWAY (<i>number</i>)

5.16 ATS Surveillance Service Phraseologies
5.16.1 General Phrases

Circumstances	Phraseologies * Denotes pilot transmission
1. Identification of Aircraft	a. REPORT HEADING [AND FLIGHT LEVEL (or ALTITUDE)] b. FOR IDENTIFICATION TURN LEFT (or RIGHT) HEADING (<i>three digits</i>) c. IDENTIFIED [<i>position</i>] d. NOT IDENTIFIED [<i>reason</i>], [RESUME (or CONTINUE) OWN NAVIGATION]
2. Termination of ATS Surveillance Service	a. IDENTIFICATION TERMINATED [DUE (<i>reason</i>)] [(<i>instructions</i>)] [FREQUENCY CHANGE APPROVED] b. WILL SHORTLY LOSE IDENTIFICATION (<i>appropriate instructions or information</i>) c. IDENTIFICATION LOST [<i>reasons</i>] (<i>instructions</i>)
3. ATS Surveillance System Position Information to request traffic, position, and/ or navigation information to request an ongoing SIS to terminate an ongoing SIS	•a.* REQUEST (i) ATS SURVEILLANCE ASSISTANCE (<i>reason</i>) (ii) POSITION [WITH REFERENCE TO (<i>aid or location</i>)] (iii) TRAFFIC (or POSITION or NAVIGATION) ADVISORY [BY SURVEILLANCE] FLIGHT FOLLOWING (v) (<i>specific ATC surveillance service</i>) b.* CANCEL FLIGHT FOLLOWING c. POSITION (<i>distance</i>) (<i>direction</i>) OF (<i>significant point</i>) (or OVER or ABEAM (<i>significant point</i>))
4. To request continuation of an SIS Where ongoing service is not available	a.* REQUEST HAND-OFF FOR FLIGHT FOLLOWING b. ATS SURVEILLANCE NOT AVAILABLE

5.16.2 ATS Surveillance Service Communication and Navigation

Circumstances	Phraseologies * Denotes pilot transmission
1. Communications if loss of communication is suspected	a. [IF] RADIO CONTACT LOST (<i>instructions</i>) b. IF NO TRANSMISSIONS RECEIVED FOR (<i>number</i>) MINUTES (or SECONDS) (<i>instructions</i>) c. REPLY NOT RECEIVED (<i>instructions</i>) d. IF YOU READ [<i>manoeuvre instructions or SQUAWK (code or IDENT)</i>] e. (<i>manoeuvre or SQUAWK</i>) OBSERVED, POSITION (<i>position of aircraft</i>), WILL CONTINUE TO PASS INSTRUCTIONS
2. Aircraft Directional Indicator Failure notify pilot of intention to use directional indicator failure procedures when suspected by ATC if heading response appears at variance with the track of the ATS Surveillance symbol	•a. ATS SURVEILLANCE SERVICE WILL CONTINUE, MAKE ALL TURNS RATE ONE (or RATE HALF or (<i>number</i>) DEGREES PER SECOND), EXECUTE INSTRUCTIONS IMMEDIATELY UPON RECEIPT •b. CONFIRM HEADING •c. SUSPECT YOUR DIRECTIONAL INDICATOR

Circumstances	Phraseologies * Denotes pilot transmission
turn instructions	HAS FAILED d. TURN LEFT (or RIGHT) NOW e. STOP TURN NOW

5.16.3 ATS Surveillance System Manoeuvres

Circumstances	Phraseologies * Denotes pilot transmission
<p>1. General Manoeuvres</p> <p>when an ACFT is assigned a level below the MVA or MSA/LSALT when an ACFT is issued a heading instruction below the MVA or MSA/LSALT <i>Note: Where both heading and altitude instructions are issued, VISUAL need only be appended to the second part of the instruction.</i></p> <p>when instructing an aircraft to turn 180° or more and in order to emphasize the direction of <i>turn</i> when necessary to specify a reason for a manoeuvre, the following phraseologies should be used:</p>	<p>a. LEAVE (<i>significant point</i>) HEADING (<i>three digits</i>) [INBOUND] [AT (<i>time</i>)]</p> <p>b. CONTINUE HEADING (<i>three digits</i>)</p> <p>c. CONTINUE PRESENT HEADING</p> <p>d. FLY HEADING (<i>three digits</i>)</p> <p>e. TURN LEFT (or RIGHT) (<i>number</i>) DEGREES (or HEADING (<i>three digits</i>)) [<i>reason</i>]</p> <p>f. ORBIT LEFT (or RIGHT) [<i>reason</i>]</p> <p>g. CLIMB (or DESCEND) TO (<i>level</i>) VISUAL</p> <p>h. TURN LEFT (or RIGHT) (<i>number</i>) DEGREES (or HEADING (<i>three digits</i>)) [CLIMB (or DESCEND) TO (<i>level</i>)] VISUAL</p> <p>i. STOP TURN HEADING (<i>three digits</i>)</p> <p>j. TURN LEFT (or RIGHT) - I SAY AGAIN - LEFT (or RIGHT) HEADING (<i>three digits</i>) [<i>reason</i>]</p> <p>(i) DUE TRAFFIC (ii) FOR SPACING (iii) FOR DELAY (iv) FOR DOWNWIND (or BASE, or FINAL)</p>
2. Aircraft Vectoring by ATS Surveillance Service	<p>a.* REQUEST VECTORS [TO (or FROM) (<i>aid, location or reason</i>)]</p> <p>b. DO YOU WANT VECTORS?</p>
3. To transfer responsibility to the pilot for navigation on termination of vectoring	a. RESUME OWN NAVIGATION (<i>position of aircraft</i>) (<i>specific instructions</i>)

5.16.4 Speed Control

Circumstances	Phraseologies * Denotes pilot transmission
<p>Speed</p> <p><i>Note: All speed communications shall relate to INDICATED AIRSPEED unless otherwise stipulated. Where applicable, Mach Number may be nominated as the basis of a speed statement.</i></p>	<p>a.* SPEED (<i>number</i>) KNOTS (or Mach Number)</p> <p>b. REPORT SPEED or ([CLIMB or CRUISE] MACH NUMBER)</p> <p>c. MAINTAIN (<i>number</i>) KNOTS (or MACH (<i>number</i>)) [OR GREATER (or LESS)] [UNTIL (<i>significant point</i>)]</p> <p>d. MAINTAIN PRESENT SPEED</p> <p>e. INCREASE (or REDUCE) SPEED TO (or BY) (<i>number</i>) KNOTS [OR GREATER (or LESS)]</p> <p>f. REDUCE TO MINIMUM APPROACH SPEED</p> <p>g. CROSS (<i>significant point</i>) [AT (<i>time</i>)] [OR LATER (or OR BEFORE)] [AT (<i>number</i>) KNOTS]</p>

Circumstances	Phraseologies * Denotes pilot transmission
<p>when an aircraft is required to reduce speed to the minimum possible in a clean <i>configuration</i></p> <p>when an aircraft is on a published procedure and the pilot must now comply with speed and/or level restrictions <i>as published on the chart</i></p> <p>when ATC speed restrictions no longer apply and the aircraft is required to resume the normal profile speed. Comply with airspace speed limitations. <i>(Note: Not used with SID or STAR instructions).</i></p> <p><i>when aircraft speed is pilot's discretion.</i> ATC speed restrictions are cancelled. Comply with airspace speed limitations. <i>(Note: Not used with SID or STAR instructions).</i></p> <p><i>when aircraft speed is pilot's discretion.</i> All airspace and ATC speed restrictions are cancelled. <i>(Note: Not used with SID or STAR instructions).</i></p> <p><i>Note: Airspace speed limitations are at ENR 1.4 para 4.</i></p>	<ul style="list-style-type: none"> •h. REDUCE TO MINIMUM CLEAN SPEED •i. RESUME PUBLISHED SPEED (<i>or</i> LEVEL RESTRICTIONS <i>or</i> SPEED AND LEVEL RESTRICTIONS) j. RESUME NORMAL SPEED when aircraft speed is pilot's discretion. ATC speed restrictions are cancelled. Comply with airspace speed limitations. k. NO ATC SPEED RESTRICTIONS l. NO SPEED RESTRICTIONS

5.16.5 Traffic Information

Circumstances	Phraseologies * Denotes pilot transmission
<p>1. Traffic Information</p> <p>aircraft type to be passed if known</p>	<ul style="list-style-type: none"> a. TRAFFIC (<i>number</i>) O'CLOCK (<i>distance</i>) (<i>direction of flight</i>) [<i>any other pertinent information</i>] (i) UNKNOWN (ii) SLOW MOVING (iii) FAST MOVING (iv) CLOSING (v) OPPOSITE (<i>or</i> SAME) DIRECTION (vi) OVERTAKING (vii) CROSSING LEFT TO RIGHT (<i>or</i> RIGHT TO LEFT) (viii) (<i>type</i>) (ix) (<i>level</i>) (x) CLIMBING (<i>or</i> DESCENDING) b. CLEAR OF TRAFFIC [<i>appropriate instructions</i>]

5.16.6 Secondary Surveillance Radar (SSR) and ADS-B

Circumstances	Phraseologies * Denotes pilot transmission
<p>1. To Instruct Setting of Transponder <i>(The word "code" is not used in transmissions.)</i></p> <p><u>to request:</u></p> <p>reselection of the assigned <i>mode and code</i></p> <p>reselection of aircraft <i>identification</i></p> <p>confirmation of Mode A Code <i>selection</i></p> <p><i>operation of the IDENT feature</i></p>	<ul style="list-style-type: none"> a. SQUAWK (<i>code</i>) [AND IDENT <i>if required</i>] b.* [SQUAWK] (<i>code</i>) [AND IDENT <i>if instructed by ATS</i>] c. SQUAWK NORMAL d. RECYCLE [(<i>mode</i>)] (<i>code</i>) e.* RECYCLING [(<i>mode</i>)] (<i>code</i>) f. RE-ENTER MODE S (<i>or</i> ADS-B) AIRCRAFT IDENTIFICATION g. CONFIRM SQUAWK (<i>code</i>) h.* SQUAWKING (<i>code</i>) i. SQUAWK IDENT j. TRANSMIT ADS-B IDENT

Circumstances	Phraseologies * Denotes pilot transmission
<p>temporary suspension of <i>transponder operation</i> <i>Note: ADS-B and SSR are linked in many aircraft and terminating one will terminate the other. emergency code selection</i></p> <p>pressure setting check and <i>confirmation of level</i></p> <p><i>altitude check</i></p>	<p>k. SQUAWK STANDBY [TRANSMIT ADS-B ONLY]</p> <p>l. SQUAWK MAYDAY</p> <p>m. SQUAWK CHARLIE</p> <p>n. CHECK ALTIMETER SETTING AND CONFIRM LEVEL</p> <p>o. VERIFY LEVEL</p>
2. Advice on Traffic Level Where the Pressure Altitude Derived Level Information Has Not Been Verified	•a. UNVERIFIED LEVEL (<i>level</i>)

5.16.8 Approach Radar Services

Circumstances	Phraseologies * Denotes pilot transmission
<p>1. Vectoring for Approach <i>Note: The chart title for the procedure must be used. Except for circling approaches, the procedure suffix may be omitted when no possibility of confusion exists. The words (GNSS) or (RNP) do not need to be included in the RNAV approach request or clearance.</i></p>	<p>a. VECTORING FOR (<i>chart title</i>) APPROACH</p> <p>b. VECTORING FOR VISUAL APPROACH RUNWAY (<i>number</i>) REPORT FIELD (<i>or</i> RUNWAY) IN SIGHT</p> <p>c. VECTORING FOR (<i>positioning in the circuit</i>)</p> <p>d. (<i>chart title</i>) APPROACH NOT AVAILABLE DUE (<i>reason</i>) (<i>alternative instructions</i>)</p>
<p>2. Vectoring for ILS/GLS, pilot interpreted NAVAIDs and RNAV (GNSS) (or RNP APCH) approaches via the IF</p> <p>instructions and information</p>	<p>a. POSITION (<i>number</i>) MILES FROM (<i>fix</i>), TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>)</p> <p>b. YOU WILL INTERCEPT (<i>radio aid or track</i>) (<i>distance</i>) FROM (<i>significant point or</i> TOUCHDOWN)</p> <p>c.* REQUEST (<i>distance</i>) FINAL</p> <p>d. CLEARED FOR (<i>chart title</i>) APPROACH</p> <p>e. REPORT ESTABLISHED [ON ILS (LOCALISER) <i>or</i> (GLIDE PATH) <i>or</i> GLS (FINAL APPROACH COURSE) <i>or</i> RNAV (GNSS) (<i>chart title</i>) APPROACH]</p> <p>f. CLOSING FROM LEFT (<i>or</i> RIGHT) [REPORT ESTABLISHED]</p> <p>g. TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>) [TO INTERCEPT] <i>or</i> [REPORT ESTABLISHED]</p> <p>h. EXPECT VECTOR ACROSS (<i>intermediate segment</i> [GNSS], <i>localiser course/final approach course or aid</i>) (<i>reason</i>)</p> <p>i. THIS TURN WILL TAKE YOU THROUGH (<i>aid</i>) [<i>reason</i>]</p> <p>j. TAKING YOU THROUGH (<i>aid</i>) [<i>reason</i>]</p> <p>k. MAINTAIN (<i>level</i>) UNTIL GLIDE PATH INTERCEPTION</p> <p>l. REPORT ESTABLISHED ON GLIDE PATH</p> <p>m. INTERCEPT (<i>radio aid</i>) [REPORT ESTABLISHED]</p>
3. Independent and Dependent Parallel Runway Approaches	<p>a. CLEARED FOR (<i>chart title</i>) APPROACH</p> <p>b. YOU HAVE CROSSED THE LOCALISER/FINAL APPROACH COURSE, TURN LEFT (<i>or</i> RIGHT) IMMEDIATELY AND RETURN TO THE LOCALISER/FINAL APPROACH</p>

<p>When aircraft will operate within 1NM of traffic on the adjacent final approach Independent Parallel Runway Approaches in IMC when an aircraft is observed to be deviating towards the NTZ When issuing break-out instructions to aircraft when an aircraft is observed penetrating, or in the PRM controller's judgement will penetrate, the NTZ</p>	<p>COURSE c. TURN LEFT [RIGHT] HEADING XXX JOIN FINAL RUNWAY [number] FROM THAT HEADING CLEARED INDEPENDENT VISUAL APPROACH d. TRAFFIC (<i>aircraft type</i>) [RUNWAY LEFT (or RIGHT)] BEHIND (or AHEAD or ADJACENT) e. RADAR INDICATES YOU ARE DEVIATING LEFT (or RIGHT) OF THE LOCALISER COURSE f. BREAK-OUT ALERT, (<i>callsign</i>) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (<i>three digits</i>) CLIMB (or DESCEND) TO (<i>level</i>)</p>
<p>4. Position</p>	<p>a. (<i>distance</i>) FROM TOUCHDOWN</p>

5.16.9 Pilot Actions for Speechless Radar Approach Not simulated on VATSIM