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Aéroclub du Dauphiné



Aeronautical Radiotelephony Communications for VFR pilots

Based on:

- *ICAO - Manual of Radiotelephony Doc 9432 AN/925 Fourth Edition – 2007*
- *ICAO – Air Traffic Management Doc 4444-ATM/501 Fifteen Edition - 2007*

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Foreword

ICAO phraseologies are developed to provide efficient, clear, concise, and unambiguous communications, and constant attention should be given to the correct use of ICAO phraseologies in all instances in which they are applicable. However, it is not possible to provide phraseologies to cover every conceivable situation which may arise, and the examples contained in this manual are not exhaustive, but merely representative of radiotelephony phraseology in common use. Users may find it necessary to supplement phraseologies with the use of "plain" language. When it is necessary to use plain language, it should be used according to the same principles that govern the development of phraseologies in that communications should be clear, concise, and unambiguous. Sufficient proficiency in the language being used is also required. In addition to correct use of phraseologies and adequate language proficiency, it is also important to keep in mind that the language being used in radiotelephony is often not the first language of the receiver or originator of a transmission. An awareness of the special difficulties faced by second-language speakers contributes to safer communications. Transmissions should be slow and clear. Direct statements which avoid idiomatic expressions are easier to understand than indirect statements or colloquialisms or slang.

Transmitting technique

- Before transmitting, listen out on the frequency to be used to ensure that there will be no interference with a transmission from another station;
- Use a normal conversational tone, and speak clearly and distinctly;
- Maintain an even rate of speech not exceeding 100 words per minute. When it is known that elements of the message will be written down by the recipient, speak at a slightly slower rate;
- Maintain the speaking volume at a constant level;
- A slight pause before and after numbers will assist in making them easier to understand;
- Avoid using hesitation sounds such as "er";
- Depress the transmit switch fully before speaking and do not release it until the message is completed. This will ensure that the entire message is transmitted;
- The transmission of long messages should be interrupted momentarily from time to time to permit the transmitting operator to confirm that the frequency in use is clear and, if necessary, to permit the receiving operator to request repetition of parts not received.

Transmission of letters

To expedite communications, the use of phonetic spelling should be dispensed with if there is no risk of this affecting correct reception and intelligibility of the message.

With the exception of the telephony designator and the type of aircraft, each letter in the aircraft call sign shall be spoken separately using the phonetic spelling.

The words in the table below shall be used when using the phonetic spelling:

Letter	Word	Prononciation normalisée internationale	Prononciation admise en langue Française
A	Alpha	<u>a</u> l fah	al fa
B	Bravo	<u>br</u> a vo	bra vo
C	Charlie	<u>tchar</u> li	char li
D	Delta	<u>del</u> tah	del ta
E	Echo	<u>è</u> k o	è ko
F	Foxtrot	<u>fox</u> trott	fox trott
G	Golf	<u>g</u> olf	golf

H	Hotel	Ho <u>tè</u> ll	ho tèl
I	India	<u>In</u> di ah	inn dia
J	Juliett	<u>djou</u> li ètt	ju liette
K	Kilo	<u>ki</u> lo	ki lo
L	Lima	<u>li</u> mah	li ma
M	Mike	<u>ma</u> ik	maïk
N	November	no <u>vèmm</u> ber	no vember
O	Oscar	<u>oss</u> kar	oss car
P	Papa	<u>pah</u> <u>pah</u>	pa pa
Q	Quebec	kè <u>bek</u>	ké bèk
R	Romeo	<u>ro</u> mi o	ro mé o
S	Sierra	si èr rah	siè ra
T	Tango	<u>tang</u> go	tan go
U	Uniform	<u>you</u> ni form	u ni forme
V	Victor	<u>vik</u> tor	vik tor
W	Whiskey	<u>ouiss</u> ki	ouiss ki
X	X-ray	èkss ré	ikss ré
Y	Yankee	<u>yang</u> ki	yan ki
Z	Zulu	<u>zou</u> lou	zou lou

Syllables to be emphasized are underlined.

Transmission of numbers

When the language used for communication is English, numbers shall be transmitted using the following pronunciation:

Chiffre	Prononciation normalisée internationale
0	Zi ro
1	Ouann
2	Tou
3	Tri
4	Fo eur
5	Fa if
6	Siks
7	Sèv n
8	Eït
9	Naï neur
. decimal	Dè si mal
00 hundred	Hun dréd
000 thousand	Taou zend

All numbers used in the transmission of altitude, cloud height, visibility and runway visual range (RVR) information, which contain whole hundreds and whole thousands, shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED.

Altitude 800	transmitted as eight hundred
------------------------	--

3 400 12 000	three thousand four hundred one two thousand
cloud height 2 200 4 300	transmitted as two thousand two hundred four thousand three hundred
Visibility 1 000 700	transmitted as visibility one thousand visibility seven hundred
runway visual range 600 1 700	transmitted as RVR six hundred RVR one thousand seven hundred

All numbers, except as specified above, shall be transmitted by pronouncing each digit separately:

aircraft call signs AF 238 Olympic 242	transmitted as Air France two three eight Olympic two four two
flight levels FL 180 FL 200	transmitted as flight level one eight zero flight level two zero zero
Headings 100 degrees 080 degrees	transmitted as heading one zero zero heading zero eight zero
wind direction and speed 200 degrees 25 knots	transmitted as wind two zero zero degrees two five knots
160 degrees 18 knots gusting 30 knots	wind one six zero degrees one eight knots gusting three zero knots
transponder codes 2400 4203	transmitted as squawk two four zero zero squawk four two zero three
Runway 27 30 09	transmitted as runway two seven runway three zero runway zero niner
altimeter setting 1010 1000	transmitted as QNH one zero one zero QNH one zero zero zero

All six digits of the numerical designator should be used to identify the transmitting channel in VHF radiotelephony communications, except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits should be used.

Channel	Transmitted as
118.000	ONE ONE EIGHT DECIMAL ZERO
118.005	ONE ONE EIGHT DECIMAL ZERO ZERO FIVE
118.010	ONE ONE EIGHT DECIMAL ZERO ONE ZERO
118.025	ONE ONE EIGHT DECIMAL ZERO TWO FIVE
118.050	ONE ONE EIGHT DECIMAL ZERO FIVE ZERO
118.100	ONE ONE EIGHT DECIMAL ONE

Transmission of time

When transmitting time, only the minutes of the hour should normally be required. Each digit should be pronounced separately. However, the hour should be included when any possibility of confusion is likely to result.

Time	Transmitted as
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09:20	TOO ZERO or ZERO NINER TOO ZERO
16:43	FOUR THREE or ONE SIX FOUR THREE

Pilots may check the time with the appropriate ATS unit. Time checks shall be given to the nearest half minute.

Pilot : "AIRCRAFT_CALL_SIGN" REQUEST TIME CHECK

Control : "AIRCRAFT_CALL_SIGN" TIME hhmm (AND A HALF)

Example :

Pilot: FKU REQUEST TIME CHECK.

Control: FKU TIME 0611

Or

Control: FKU TIME 0611 AND A HALF

Standard words and phrases

The following words and phrases shall be used in radiotelephony communications as appropriate and shall have the meaning given below.

<i>Word/Phrase</i>	<i>Meaning</i>
ACKNOWLEDGE	"Let me know that you <i>have received</i> and understood this message."
AFFIRM	"Yes."
APPROVED	"Permission for proposed action granted."
BREAK	"I hereby indicate the separation between portions of the message." Note. - To be used where there is no clear distinction between the text and other portions of the message.
BREAK BREAK	"I hereby indicate the separation between messages transmitted to different aircraft in a <i>very busy</i> environment."
CANCEL	"Annul the previously transmitted clearance."
CHECK	"Examine a system or procedure." Note. - <i>Not to be used in any other context. No answer is normally expected.</i>
CLEARED	"Authorized to proceed under the conditions specified."
CONFIRM	"I request verification of: (<i>clearance, instruction, action, information</i>)."
CONTACT	"Establish communications 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?"
I SAY AGAIN	"I repeat for clarity or emphasis."
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 not granted" or "That is not correct" or "not capable".
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." Note.- <i>Under no circumstances to be used in reply to a question requiring</i>

	<i>"READ BACK" or a direct answer in the affirmative (AFFIRM) or negative (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." <i>Note.- The caller would normally re-establish contact if the delay is lengthy. STANDBY is not an approval or denial.</i>
UNABLE	"I cannot comply with your request, instruction, or clearance." <i>Note.-UNABLE is normally followed by a reason.</i>
WILCO	<i>(Abbreviation for "will comply".)</i> "I understand your message and will comply with it."
WORDS TWICE	a) As a <i>request</i> : "Communication is difficult. Please send every word or group of words twice." b) As <i>information</i> : "Since communication is difficult, every word or group of words in this message will be sent twice."

Some abbreviations, which by their common usage have become part of aviation terminology, may be spoken using their constituent letters rather than the spelling alphabet, for example, ILS, QNH, RVR.

Call signs for aeronautical stations

Aeronautical stations are identified by the name of the location followed by a suffix. The suffix indicates the type of unit or service provided.

<i>Unit or Service</i>	<i>Call sign suffix</i>
Area control centre	CONTROL
Radar (in general)	RADAR
Approach control	APPROACH
Approach control radar arrivals	ARRIVAL
Approach control radar departures	DEPARTURE
Aerodrome control	TOWER
Surface movement control	GROUND
Clearance delivery	DELIVERY
Precision approach radar	PRECISION
Direction-finding station	HOMER
Flight information service	INFORMATION
Apron control	APRON
Company dispatch	DISPATCH
Aeronautical station	RADIO

When satisfactory communication has been established, and provided that it will not be confusing, the name of the location or the call sign suffix may be omitted.

Aircraft call signs

An aircraft call sign shall be one of the following types:

	Type	Example
A	The characters corresponding to the registration marking of the aircraft	F-GBCD or Piper F-GBCD
B	The telephony designator of the aircraft operating agency, followed by the last four characters of the registration marking of the aircraft	Air France DCBA
C	The telephony designator of the aircraft operating agency, followed by the flight identification	Air France 1274

After satisfactory communication has been established, and provided that no confusion is likely to occur, aircraft call signs may be abbreviated as follows:

	Type	Example
A	The first and at least the last two characters of the aircraft registration	F-CD or Piper F-CD
B	The telephony designator of the aircraft operating agency followed by at least the last two characters of the aircraft registration	Air France BA
C	No abbreviated form	

An aircraft shall use its abbreviated call sign only after it has been addressed in this manner by the aeronautical station.

An aircraft shall not change its type of call sign during flight except when there is a likelihood that confusion may occur because of similar call signs; in such cases, an aircraft may be instructed by an air traffic control unit to change the type of its call sign temporarily.

Aircraft in the heavy wake turbulence category shall include the word "HEAVY" immediately after the aircraft call sign in the initial contact between such aircraft and ATS units.

Establishment and continuation of communications

When establishing communications, an aircraft should use the full call sign of both the aircraft and the aeronautical station.

Pilot: [Station Name] [Station Type] [Aircraft Call Sign]

Station: [Aircraft Call Sign] [Station Name] [Station Type]

Pilot: GRENoble TOWER F-GBCD

Station: F-GBCD GRENoble TOWER

When a ground station or an aircraft wishes to broadcast information, the message should be prefaced by the call "ALL STATIONS".

Station: ALL STATIONS [Station Name] [Station Type] <message>

Or

Pilot : ALL STATIONS [Aircraft Call Sign] <message>

Station: ALL STATIONS, ALEXANDER CONTROL, FUEL DUMPING COMPLETED

Pilot: ALL STATIONS, F-GBCD, WESTBOUND MARLO VOR TO STEPHENVILLE LEAVING FL 360 DESCENDING TO FL 80

No reply is expected to such general calls unless individual stations are subsequently called upon to acknowledge receipt.

If there is doubt that a message has been correctly received, a repetition of the message shall be requested either in full or in part.

Examples:

- SAY AGAIN
- SAY AGAIN ... (item)
- SAY AGAIN ALL BEFORE ... (the first word satisfactorily received)
- SAY AGAIN ALL AFTER ... (the last word satisfactorily received)
- SAY AGAIN ALL BETWEEN ... AND ...

When a station is called but is uncertain of the identity of the calling station, the calling station should be requested to repeat its call sign until the identity is established.

Station: STATION CALLING [Station Name] [Station Type] SAY AGAIN YOUR CALL SIGN

Pilot : [Station Name] [Station Type] [Aircraft Call Sign]

Station: STATION CALLING GRENOBLE TOWER, SAY AGAIN YOUR CALL SIGN

Pilot: GRENOBLE TOWER F-GBCD

When an error is made in a transmission, the word "CORRECTION" shall be spoken, the last correct group or phrase repeated and then the correct version transmitted.

Station: <message part 1> <message part 2>

Station: <message part 1> CORRECTION <corrected message part 2>

Pilot: <message part 1> <message part 2>

Pilot: <message part 1> CORRECTION <message part 2>

If a correction can best be made by repeating the entire message, the operator shall use the phrase "CORRECTION I SAY AGAIN" before transmitting the message a second time.

Station: <message>

Station: CORRECTION I SAY AGAIN <corrected message >

When it is considered that reception is likely to be difficult, important elements of the message should be spoken twice.

Pilot: GRENOBLE TOWER, F-GBCD, WHISKEY SIERRA 2500 FEET, **I SAY AGAIN** 2 500 FEET, ENGINE LOSING POWER, ENGINE LOSING POWER

To instruct an aircraft to change its type of call sign.

Station: F-CD, CHANGE YOUR CALL SIGN TO F-BCD UNTIL FURTHER ADVISED

...

Station: F-BCD, REVERT CALL SIGN F-CD

Transfer of communications

An aircraft shall be advised by the appropriate aeronautical station to change from one radio frequency to another in accordance with agreed procedures. In the absence of such advice, the aircraft shall notify the aeronautical station before such a change takes place.

Station: [Aircraft Call Sign] ([Condition]) CONTACT [Station Name] [Station Type] [Frequency]

Station: F-CD CONTACT LYON INFORMATION 135.52

Pilot: 135.52 F-CD

Station: F-CD WHEN PASSING 3000 FEET CONTACT LYON INFORMATION 135.52

Pilot: WHEN PASSING 3000 FEET 135.52 F-CD

An aircraft may be instructed to "stand by" on a frequency when it is intended that the ATS unit will initiate communications soon.

Station: [Aircraft Call Sign] STAND BY FOR [Station Name] [Station Type]
[Frequency]

Station: F-CD STANDBY FOR LYON INFORMATION 135.52

Pilot: 135.52 F-CD

An aircraft may be instructed to "monitor" a frequency on which information is being broadcast.

Station: [Aircraft Call Sign] MONITOR [Station Name] [Station Type]
[Frequency]

Station: F-CD MONITOR MARSEILLE INFORMATION 124.55

Pilot: MONITORING 124.55 F-CD

When an aircraft wants to change to another frequency, he should request it.

Pilot: F-CD REQUEST FREQUENCY CHANGE TO 124.55

Station: F-CD FREQUENCY CHANGE APPROVED

Pilot: F-CD REQUEST FREQUENCY CHANGE TO 124.55

Station: F-CD NEGATIVE, REMAIN THIS FREQUENCY

Read-back requirements

The following **shall always** be read back:

- clearances and instructions to **enter**, **land on**, take off from, **hold short of**, **cross** and **backtrack** on any **runway**,
- **runway-in-use**, **altimeter settings**, **squawk codes**, **level instructions**, **transition levels**.

Other **clearances or instructions**, including **conditional clearances**, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

An aircraft should terminate the read-back by its call sign.

Station: F-CD WHEN AIRBORNE TURN RIGHT, LEAVE CONTROL
ZONE VIA ROUTE ECHO

Pilot: RIGHT TURN VIA ROUTE ECHO F-CD

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

If an aircraft read-back of a clearance or instruction is incorrect, the controller shall transmit the word "NEGATIVE I SAY AGAIN" followed by the correct version.

Station: F-CD QNH 1003

Pilot: QNH 1013 F-CD

Station: F-CD NEGATIVE I SAY AGAIN QNH 1003

If there is a doubt as to whether a pilot can comply with an ATC clearance or instruction, the controller may follow the clearance or instruction by the phrase "IF UNABLE", and subsequently offer an alternative. If at any time a pilot receives a clearance or instruction which cannot be complied with, that pilot should advise the controller using the phrase "UNABLE" and give the reasons.

Station: *F-CD CLIMB TO FL60*

Pilot: *UNABLE TO CLIMB FL60 DUE TO CLOUD LAYER F-CD*

Test procedures

Test transmissions should take the following form:

Pilot: [Station Name] [Station Type] [Aircraft Call Sign] RADIO CHECK ([Frequency])

Station : [Aircraft Call Sign] [Station Name] [Station Type] READING YOU

[Readability Number]

[Readability Number]:

- 1 - Unreadable**
- 2 - Readable now and then**
- 3 - Readable but with difficulty**
- 4 - Readable**
- 5 - Perfectly readable**

Examples:

Pilot: *GRENOBLE GROUND F-GBCD RADIO CHECK*

Station: *F-GBCD READING YOU FIVE*

Pilot: *GRENOBLE GROUND F-GBCD RADIO CHECK*

Station: *CALLING STATION GRENOBLE GROUND YOU ARE UNREADABLE*

Pilot: *GRENOBLE GROUND F-GBCD RADIO CHECK*

Station: *F-GBCD READING YOU THREE, LOUD BACKGROUND WHISTLE*

Flight plans

A pilot may file a flight plan with an ATS unit during flight, although the use of busy air traffic control channels for this purpose should be avoided. Details should be passed using the flight plan format.

Pilot: *LYON INFORMATION, F-GBCD REQUEST FILE FLIGHT PLAN*

Station: *F-GBCD, READY TO COPY*

...

Departure information and engine start up

Where no ATIS is provided, the pilot may ask for current aerodrome information before requesting start up.

Pilot: GEORGETOWN GROUND, F-GBCD VFR TO BROWNWOOD,
REQUEST DEPARTURE INFORMATION

Ground: F-GBCD, DEPARTURE RUNWAY 32, WIND 290 DEGREES 4
KNOTS, QNH 1022, TEMPERATURE 5, DEWPOINT MINUS 3, TIME
27

Pilot: RUNWAY 32, QNH 1022, F-GBCD

Requests to start engines are normally made to facilitate ATC planning and to avoid excessive fuel burn by aircraft delayed on the ground. Along with the request, the pilot will state the location of the aircraft and acknowledge receipt of the ATIS broadcast. When the departure of the aircraft will be delayed, the controller will normally indicate a start up time or an expected start up time.

Pilot: GEORGETOWN GROUND, F-GBCD, STAND 8 REQUEST
START UP, INFORMATION DELTA

Ground: F-GBCD START UP APPROVED, QNH 1010

Or

Ground: F-GBCD START UP AT 45, QNH 1010

Or

Ground: F-GBCD EXPECT START UP AT 45, QNH 1010

Or

Ground: F-GBCD START UP AT OWN DISCRETION, QNH 1010

Taxi instructions

Taxi instructions issued by a controller will always contain a clearance limit, which is the point at which the aircraft must stop until further permission to proceed is given. For departing aircraft, the clearance limit will normally be the taxi-holding point of the runway in use, but it may be any other position on the aerodrome depending on the prevailing traffic circumstances.

When a taxi clearance contains a taxi limit beyond a runway, it shall contain an explicit clearance to cross, or an instruction to hold short of that runway.

Ground : [Aircraft Call Sign] TAXI (VIA [Taxi instructions]) TO HOLDING POINT
([Holding point name]) RUNWAY [Number]

Pilot: TAXIING (VIA [Taxi instructions]) TO HOLDING POINT ([Holding point name])
RUNWAY [Number] [Aircraft Call Sign]

Ground: F-CD TAXI TO HOLDING POINT CHARLIE RUNWAY 18

Pilot: TAXIING HOLDING POINT CHARLIE RUNWAY 18 F-CD

Pilot: GEORGETOWN GROUND F-GBCD, CESSNA 172 AT STAND 8
REQUEST TAXI FOR LOCAL VFR FLIGHT WITH INFORMATION
DELTA

Ground: F-CD TAXI VIA TAXIWAY CHARLIE TO HOLDING POINT
RUNWAY 18

Pilot: TAXIING VIA CHARLIE HOLDING POINT RUNWAY 18 F-CD

Pilot: GEORGETOWN GROUND F-GBCD, AT FUEL STATION,
REQUEST TAXI TO FLYING CLUB

Ground: F-CD TAXI TO HOLDING POINT RUNWAY 24 VIA TAXIWAY
CHARLIE

Pilot: VIA CHARLIE HOLDING POINT RUNWAY 24 F-CD

Pilot: F-CD APPROACHING HOLDING POINT REQUEST CROSS
RUNWAY 24

Ground: F-CD HOLD SHORT RUNWAY 24

Pilot: HOLDING SHORT RUNWAY 24 F-CD

Ground: F-CD CROSS RUNWAY 24 REPORT VACATED, CONTINUE
TO FLYING CLUB

Pilot: F-CD CROSSING RUNWAY 24

...

Pilot: F-CD RUNWAY VACATED

Ground: F-CD ROGER

Pilot: GEORGETOWN GROUND, F-GBCD, C172 AT THE SOUTH
SIDE HANGARS, REQUEST TAXI FOR LOCAL VFR FLIGHT

Ground: F-CD TAXI VIA TAXIWAY CHARLIE TO HOLDING POINT
RUNWAY 24, WIND 250 DEGREES 8 KNOTS, QNH 1010, TIME TWO
THREE AND A HALF

Pilot: QNH 1010, REQUEST RUNWAY 14 F-CD

Ground: F-CD, RECLEARED HOLDING POINT RUNWAY 14, TAXI
BEHIND SENECA COMING FROM YOUR LEFT

Pilot: F-CD, HOLDING POINT RUNWAY 14, TRAFFIC IN SIGHT

Ground: F-CD TAXI VIA TAXIWAY CHARLIE TO HOLDING POINT
RUNWAY 14

Pilot: F-CD, REQUEST DETAILED TAXI INSTRUCTIONS

Ground: F-CD, TURN FIRST RIGHT

Pilot: FIRST RIGHT, F-CD,

...

Ground: F-CD, TAXI STRAIGHT AHEAD

Pilot: STRAIGHT AHEAD, F-CD

...

Ground: F-CD, GIVE WAY TO AIRBUS 320 COMING FROM YOUR
RIGHT

Pilot: GIVING WAY TO AIRBUS, F-CD

...

Ground: F-CD, FOLLOW CESSNA 172

Pilot: FOLLOWING CESSNA, F-CD

...

To cross a runway, 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.

Ground : [Aircraft Call Sign] CROSS RUNWAY [Number] (REPORT VACATED)

When requested by the aircraft.

Pilot: [Aircraft Call Sign] REQUEST CROSS RUNWAY [Number]

Take-off procedures

At busy aerodromes with separate GROUND and TOWER functions, aircraft are usually transferred to the TOWER at, or when approaching, the runway-holding position.

Tower: F-CD REPORT WHEN READY FOR DEPARTURE

Pilot: F-CD, WILCO

...

Pilot: F-CD, READY

Tower: F-CD LINE UP AND WAIT

Pilot: LINNING UP F-CD

Tower: F-CD, RUNWAY 06 CLEARED FOR TAKE-OFF

Pilot: RUNWAY 06 CLEARED FOR TAKE-OFF, F-CD

For traffic reasons, it may be necessary for the aircraft to take off immediately after lining up.

Tower: F-CD ARE YOU READY FOR IMMEDIATE DEPARTURE?

Pilot: AFFIRM F-CD

Tower: F-CD LINE UP, BE READY FOR IMMEDIATE DEPARTURE

Pilot: LINNING UP F-CD

Tower: F-CD RUNWAY 06 CLEARED FOR TAKE-OFF

Pilot: CLEARED FOR TAKE-OFF RUNWAY 06 F-CD

In poor visibility, the controller may request the pilot to report when airborne.

Tower: F-CD RUNWAY 06 CLEARED FOR TAKE-OFF, REPORT AIRBORNE

Pilot: RUNWAY 06 CLEARED FOR TAKE-OFF, WILCO F-CD

...

Pilot: F-CD AIRBORNE

Tower: F-CD CONTACT DEPARTURE 122.85

Pilot: 122.85 F-CD

Conditional clearances shall not be used for movements affecting the active runway(s), except when the aircraft or vehicles concerned are seen by both the controller and pilot. When the conditional clearance involves a departing aircraft and an arriving aircraft, it is important that the departing aircraft correctly identifies the arriving aircraft on which the conditional clearance is based. Reference to the arriving aircraft type may be insufficient and it may be necessary to add a description of the colour or the company name to ensure correct identification. A conditional clearance shall be given as follows:

Station : [Aircraft Call Sign] [Condition] [Clearance] [Brief reiteration of the condition]

Tower: F-CD REPORT AIRBUS ON FINAL IN SIGHT

Pilot: AIRBUS IN SIGHT F-CD

Tower: F-CD **BEHIND** THE LANDING AIRBUS LINE UP AND WAIT **BEHIND**

Pilot: **BEHIND** THE AIRBUS, LINING UP AND WAITING **BEHIND**, F-CD

Due to unexpected traffic developments, or a departing aircraft taking longer to take off than anticipated, it is occasionally necessary to cancel the take-off clearance or quickly free the runway for landing traffic.

Tower: F-CD TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY

Pilot: HOLDING SHORT F-CD

Tower: F-CD TAKE OFF IMMEDIATELY OR VACATE RUNWAY

Pilot: TAKING OFF F-CD

Tower: F-CD HOLD POSITION, CANCEL TAKE-OFF, I SAY AGAIN CANCEL TAKE-OFF VEHICLE ON RUNWAY

Pilot: HOLDING F-CD

When an aircraft has commenced the take-off roll, and it is necessary for the aircraft to abandon take-off in order to avert a dangerous traffic situation, the aircraft should be instructed to stop immediately and the instruction and call sign repeated.

Tower: F-CD STOP IMMEDIATELY, F-CD STOP IMMEDIATELY

Pilot: STOPPING F-CD

When a pilot abandons the take-off manoeuvre, the control tower should be informed as soon as practicable, and assistance or taxi instructions should be requested as required.

Pilot: F-CD STOPPING

Tower: F-CD ROGER

Pilot: F-CD REQUEST RETURN TO RAMP

Tower: F-CD TAKE NEXT RIGHT, RETURN TO RAMP, CONTACT GROUND 118.350

Pilot: NEXT RIGHT RETURNING TO RAMP 118.350 F-CD

VFR departure

Departing VFR flights, when handled by approach control, may be passed information on relevant known traffic in order to assist the pilots in maintaining their own separation. Pilots should report when they are leaving the area of jurisdiction of the approach control unit.

Pilot: GEORGETOWN APPROACH F-CD PASSING THE CONTROL ZONE BOUNDARY

Departure: F-CD CONTACT ALEXANDER INFORMATION 125.75

Pilot: 125.75 F-CD

Special VFR flights will be cleared to leave the control zone in accordance with established procedures.

Departure: F-CD LEAVE CONTROL ZONE, SPECIAL VFR VIA ROUTE WHISKEY, 3 000 FEET OR BELOW, REPORT WHISKEY DELTA

Pilot: CLEARED TO LEAVE CONTROL ZONE SPECIAL VFR, VIA ROUTE WHISKEY 3 000 FEET OR BELOW, WILL REPORT WHISKEY DELTA F-CD

Climb and descent instructions

The following examples provide a cross-section of phraseology used in altitude changes.

Station : [Aircraft Call Sign] (CLIMB) *or* (DESCENT)

Followed as necessary by:

i) TO [level];

ii) TO REACH [level] AT (or BY) [time or significant point];

iii) REPORT LEAVING (or REACHING, or PASSING) [level];

iv) AT [number] FEET PER MINUTE (MINIMUM (or MAXIMUM));

Station : [Aircraft Call Sign] STOP (CLIMB) *or* (DESCENT) AT [level];

Station : [Aircraft Call Sign] CONTINUE (CLIMB) *or* (DESCENT) TO [level];

Station : [Aircraft Call Sign] WHEN READY (CLIMB) *or* (DESCEND) TO [level];

Examples:

Control: F-CD CLIMB TO FL 85

Pilot: CLIMBING TO FL 85 F-CD

Control: F-CD DESCENT FL 65, CROSS TELMA FL85 OR ABOVE

Pilot: DESCENDING FL 65, CROSSING TELMA FL 85 OR ABOVE
F-CD

Control: F-CD CLIMB TO FL 85 REPORT PASSING 4000 FEET

Pilot: CLIMBING TO FL 85 WILL REPORT PASSING 4000 FEET
F-CD

Control: F-CD DESCENT 5500 FEET QNH 1014

Pilot: DESCENDING 5500 FEET, QNH 1014, F-CD

Pilot: F-CD REQUEST DESCENT TO FL 55

Control: F-CD DESCENT TO FL 55

Pilot: DESCENDING TO FL 55 F-CD

Pilot: F-CD REQUEST CLIMB TO FL 75

Control: F-CD CLIMB TO FL 75

Pilot: CLIMBING TO FL 75 F-CD

Pilot: F-CD REQUEST DESCENT

Control: F-CD MAINTAIN FL 115 EXPECT DESCENT AFTER TELMA
Pilot: MAINTAINING FL 115 F-CD

Control: F-CD REPORT PASSING FL 75
Pilot: WILCO F-CD

...

Pilot: F-CD PASSING FL 75

Once having been given an instruction to climb or descend, a further overriding instruction may be given to a pilot.

Control: F-CD STOP DESCENT AT FL 55
Pilot: STOPPING DESCENT AT FL 55 F-CD

Control: F-CD CONTINUE CLIMB TO FL 85
Pilot: CLIMBING TO FL 85 F-CD

Occasionally, for traffic reasons, a higher than normal rate-of-climb or descent may be required.

Control: F-CD EXPEDITE DESCENT TO FL 55
Pilot: EXPEDITING DESCENT TO FL 55 F-CD

Control: F-CD EXPEDITE DESCENT TO FL 55
Pilot: UNABLE TO EXPEDITE F-CD

Level instructions

The following examples provide a cross-section of phraseology used in maintaining level.

Station : [Aircraft Call Sign] MAINTAIN [Level]

Followed as necessary by:

- TO [significant point]
- UNTIL PASSING [significant point]
- UNTIL [Time]
- UNTIL ADVISED BY [Name of Station]
- UNTIL FURTHER ADVISED
- WHILE IN CONTROLLED AIRSPACE

Control: F-CD MAINTAIN 2500 FEET
Pilot: MAINTAINING 2500 FEET F-CD

Control: F-CD MAINTAIN FL 115 UNTIL FURTHER ADVISED

Pilot: MAINTAINING FL 115 F-CD

Control: F-CD MAINTAIN FL 115 UNTIL PASSING TELMA
Pilot: MAINTAINING FL 115 UNTIL PASSING TELMA F-CD

Traffic information

Whenever practicable, information regarding traffic on a conflicting path should be given in the following form:

- a) relative bearing of the conflicting traffic in terms of the 12 hour clock;
- b) distance from the conflicting traffic;
- c) direction of the flight of the conflicting traffic; and
- d) any other pertinent information such as: unknown, slow moving, fast moving, closing, opposite (or same) direction, overtaking, crossing left to right (or right to left), and if known, aircraft type and level, climbing or descending.

Tower: F-CD UNKNOWN TRAFFIC 1 O'CLOCK, 3 MILES, OPPOSITE DIRECTION, FAST MOVING

Pilot: LOOKING OUT F-CD

Pilot: F-CD TRAFFIC IN SIGHT

Or

Pilot: F-CD NEGATIVE CONTACT, REQUEST VECTORS

Tower: F-CD TURN LEFT HEADING 050

Pilot: LEFT HEADING 050 F-CD

Tower: F-CD CLEAR OF TRAFFIC, RESUME OWN NAVIGATION

Tower: F-CD TRAFFIC 2 O'CLOCK 5 MILES, NORTH BOUND, CHEROKEE AT 2 000 FEET

Pilot: LOOKING OUT F-CD

Tower: F-CD DO YOU WANT VECTORS

Pilot: NEGATIVE VECTORS, TRAFFIC IN SIGHT F-CD

Tower: F-CD, NO REPORTED TRAFFIC

Secondary Surveillance Radar - Transponder

The following phrases together with their meanings are instructions which may be given by controllers to pilots regarding the operation of SSR transponders.

Phrase	Meaning
SQUAWK (code)	Set the code as instructed
CONFIRM SQUAWK	Confirm mode and code set on the transponder
RESET (mode) (code)	Reselect assigned mode and code
SQUAWK IDENT	Operate the "IDENT" feature
SQUAWK MAYDAY	Select emergency code
SQUAWK STAND BY	Select the stand by feature
SQUAWK CHARLIE	Select pressure altitude transmission feature
CHECK ALTIMETER SETTING AND CONFIRM level	Check pressure setting and confirm present level
STOP SQUAWK CHARLIE	Deselect pressure altitude transmission feature because of faulty

WRONG INDICATION	operation
VERIFY LEVEL	Check and confirm your level. Used to verify the accuracy of the Mode C derived level information displayed to the controller.
RESET MODE S IDENTIFICATION	For a Mode S equipped aircraft, request reselection of aircraft identification

Radar: F-CD ADVISE TYPE OF TRANSPONDER CAPABILITY

Pilot: F-CD TRANSPONDER CHARLIE

Radar: F-CD SQUAWK 6411

Pilot: 6411 F-CD

Radar: F-CD CONFIRM SQUAWK

Pilot: F-CD SQUAWKING 6411

Radar: F-CD RESET SQUAWK 6411

Pilot: F-CD RESETTING 6411

Radar: F-CD RADAR CONTACT, 3 MILES SOUTH OF ECHO

Radar: F-CD CHECK ALTIMETER SETTING AND CONFIRM LEVEL

Pilot: F-CD ALTIMETER 1013 FLIGHT LEVEL 85

Radar: F-CD CONFIRM TRANSPONDER OPERATING

Pilot: F-CD NEGATIVE, TRANSPONDER UNSERVICEABLE

Radar: F-CD RADAR SERVICE TERMINATED, RESUME OWN NAVIGATION

Pilot: RESUMING OWN NAVIGATION F-CD

Radar: F-CD IDENTIFICATION LOST, CONTACT GEORGETOWN TOWER 122.850

Pilot: 122.850 F-CD

ATS Surveillance

Where it is not self-evident, pilots will normally be informed by the controller when they are under radar control.

Control: F-CD UNDER RADAR CONTROL

Pilot: ROGER F-CD

...

Control: F-CD RADAR CONTROL TERMINATED

Pilot: ROGER F-CD

Position reporting

Position report in the initial call after changing to a new frequency shall contain the following elements of information:

1. aircraft identification
2. position
3. flight level or altitude, including passing level and cleared level if not maintaining the cleared level

Pilot: F-CD, *SIERRA*, PASSING 4500 FEET DESCENDING TO 3000 FEET

Station: F-CD ROGER

Other point of report position may contain the following elements of information:

1. aircraft identification;
2. position;
3. time;
4. flight level or altitude, including passing level and cleared level if not maintaining the cleared level;
5. next position and time over; and
6. ensuing significant point.

Pilot: F-CD, *ECHO*, 49, FL65, *FOXTROT* NEXT 55

Station: F-CD ROGER

Station: F-CD REPORT PASSING SIERRA ECHO

Pilot: WILCO, F-CD

...

Pilot: F-CD PASSING SIERRA ECHO

In order to assist in establishing separation, pilots may be instructed to provide additional position report information as well as routine reports.

Control: F-CD REPORT WICKEN VOR

Pilot: WILCO F-CD

...

Pilot: F-CD WICKEN VOR FL 95

Control: F-CD ROGER

Control: F-CD REPORT 25 MILES FROM WICKEN VOR

Pilot: WILCO F-CD

...

Pilot: F-CD 25 MILES FROM WICKEN VOR

Control: F-CD ROGER

VFR arrival

Depending on the procedures in use, the pilot of an arriving VFR flight may be required to establish contact with the approach control unit and request instructions before entering its area of jurisdiction. Where there is an ATIS broadcast, the pilot should acknowledge if it has been received; where no ATIS broadcast is provided, the approach controller will pass the aerodrome data.

Pilot: GEORGETOWN APPROACH F·GBCD

Approach: F·GBCD GEORGETOWN APPROACH

Pilot: F·GBCD, CIRRUS, VFR FROM MELTON TO GEORGETOWN, 2500 FEET, CONTROL ZONE BOUNDARY 52, GEORGETOWN 02, INFORMATION LIMA

Approach: F·CD CLEARED TO GEORGETOWN VFR, QNH 1012 TRAFFIC SOUTHBOUND CHEROKEE 2 000 FEET VFR ESTIMATING CONTROL ZONE BOUNDARY 53

Pilot: CLEARED TO GEORGETOWN VFR QNH 1012 TRAFFIC IN SIGHT F·CD

Approach: F·CD REPORT AERODROME IN SIGHT

Pilot: WILCO F·CD

...

Pilot: F·CD AERODROME IN SIGHT

Approach: F·CD CONTACT TOWER 118.7

Pilot: 118.7 F·CD

Final approach and landing

Examples:

Pilot: F·CD LONG FINAL

Tower: F·CD CONTINUE APPROACH, WIND 260 DEGREES 18 KNOTS

...

Pilot: F·CD FINAL

Tower: F·CD RUNWAY 27 CLEARED TO LAND, WIND 270 DEGREES 15 KNOTS

A pilot may request to fly past the control tower or other observation point for the purpose of visual inspection from the ground.

Pilot: F·CD REQUEST LOW PASS, UNSAFE LEFT GEAR INDICATION

Tower: F·CD CLEARED LOW PASS RUNWAY 27 NOT BELOW 500 FEET, REPORT FINAL

Pilot: RUNWAY 27 NOT BELOW 500 FEET, WILCO F·CD

For training purposes, a pilot may request permission to make an approach along, or parallel to the runway, without landing.

Pilot: *F-CD REQUEST LOW APPROACH RUNWAY 09 FOR TRAINING*
Tower: *F-CD CLEARED LOW APPROACH RUNWAY 09 NOT BELOW 250 FEET, REPORT FINAL*
Pilot: *RUNWAY 09 NOT BELOW 250 FEET ,WILCO F-CD*

In order to save taxiing time when training in the traffic circuit, pilots may request to carry out a "TOUCH AND GO", i.e. the aircraft lands, continues rolling and takes off, without stopping.

Pilot: *F-CD REQUEST TOUCH AND GO*
Tower: *F-CD CLEARED TOUCH AND GO*
or
Tower: *F-CD UNABLE TO APPROVE DUE TRAFFIC CONGESTION, MAKE FULL STOP RUNWAY 09, CLEARED TO LAND*
Pilot: *RUNWAY 09 CLEARED TO LAND FOR FULL STOP, F-CD*

Go around

Instructions to carry out a missed approach may be given to avert an unsafe situation.

Tower: *F-CD GO AROUND, AIRCRAFT ON THE RUNWAY*
Pilot: *GOING AROUND, F-CD*

In the event that the missed approach is initiated by the pilot, the phrase "GOING AROUND" shall be used.

Pilot: *F-CD GOING AROUND*
Tower: *F-CD ROGER, REPORT DOWNWIND*

Traffic circuit

Requests for instructions to join the traffic circuit should be made in sufficient time to allow for a planned entry into the circuit taking other traffic into account. When the traffic circuit is in a right-hand pattern this should be specified. A left-hand pattern need not be specified although it may be advisable to do so if there has been a recent change where the circuit direction is variable.

Pilot: [Aircraft Call Sign] [Position] [Level/Altitude] FOR LANDING
Station : [Aircraft Call Sign] JOIN [Position in circuit] RUNWAY [Number] WIND [Direction and speed] TEMPERATURE [degrees Celsius] QNH [HECTOPASCALS] ([Traffic Detail])

Pilot: *GEORGETOWN TOWER, F-GBCD PIPER ARCHER, 10 MILES SOUTH, 3000 FEET, FOR LANDING*
Tower: *F-CD JOIN RIGHT HAND DOWNWIND RUNWAY 24, WIND 270 DEGREES 5 KNOTS, QNH 1012*
Pilot: *JOINING RIGHT HAND DOWNWIND RUNWAY 24, QNH 1012 F-CD*

Tower: *F-CD TRAFFIC CHEROKEE DEPARTING RUNWAY 24 AND A LEARJET DOWNWIND*

Pilot: *TRAFFIC IN SIGHT F-CD*

Depending on prevailing traffic conditions and the direction from which an aircraft is arriving, it may be possible to give a straight-in approach.

Pilot: *GEORGETOWN TOWER F-GBCD CIRRUS, 10 MILES NORTH, 3500 FEET, FOR LANDING*

Tower: *F-CD MAKE STRAIGHT-IN APPROACH RUNWAY 16, WIND 190 DEGREES 5 KNOTS, QNH 1009*

Pilot: *STRAIGHT-IN RUNWAY 16, QNH 1009*

The pilot, having joined the traffic circuit, makes routine reports as required by local procedures.

Pilot: *F-CD DOWNWIND*

Tower: *F-CD NUMBER 2, FOLLOW CHEROKEE ON BASE*

Pilot: *NUMBER 2, TRAFFIC IN SIGHT, F-CD*

Tower: *F-CD REPORT FINAL*

Pilot: *F-CD*

...

Pilot: *F-CD FINAL*

Tower: *F-CD CONTINUE APPROACH, WIND 270 DEGREES 7 KNOTS*

In order to coordinate traffic in the circuit, it may be necessary to issue delaying or expediting instructions.

Tower: *F-CD EXTEND DOWNWIND, NUMBER 2, FOLLOW CHEROKEE ON 4 MILES FINAL*

Pilot: *EXTENDING DOWNWIND, NUMBER 2, CHEROKEE IN SIGHT F-CD*

Tower: *F-CD ORBIT RIGHT DUE TRAFFIC ON THE RUNWAY, REPORT AGAIN ON DOWNWIND*

Pilot: *ORBITING RIGHT, WILCO F-CD*

Tower: *F-CD NUMBER 1 MAKE SHORT APPROACH, CHEROKEE ON 6 MILES FINAL*

Pilot: *SHORT APPROACH F-CD*

Tower: *F-CD NUMBER 3 FOLLOW CHEROKEE TURNING BASE*

Pilot: *NUMBER 3 BEHIND CHEROKEE, F-CD*

After landing

Unless otherwise advised, pilots should remain on tower frequency until the runway is vacated.

Tower: *F-CD TAKE FIRST RIGHT, WHEN VACATED CONTACT GROUND 109.35*

Pilot: *FIRST RIGHT, WILCO, 109.35, F-CD*

...

Pilot: GEORGETOWN GROUND, F-CD, RUNWAY VACATED

Ground: F-CD TAXI TO STAND 5 VIA TAXIWAY ALPHA

Pilot: STAND 5 VIA TAXIWAY ALPHA, F-CD

Essential aerodrome information

Essential aerodrome information is information regarding the movement area and its associated facilities which is necessary to ensure the safe operation of aircraft.

Examples:

- CAUTION CONSTRUCTION WORK ADJACENT TO GATE 37
- WORK IN PROGRESS AHEAD NORTH SIDE OF TAXIWAY ALPHA
- CENTRE LINE TAXIWAY LIGHTING UNSERVICEABLE
- VASI RUNWAY 27 UNSERVICEABLE
- LARGE FLOCK OF BIRDS NORTH OF RUNWAY 27 NEAR CENTRAL TAXIWAY
- ILS 09 UNSERVICEABLE
- RUNWAY CONDITIONS 09: AVAILABLE WIDTH 32 METRES, COVERED WITH THIN PATCHES OF ICE, BRAKING ACTION POOR SNOW UP TO 30 CM ALONG EDGES

Tower: F-CD WALDEN TOWER, GRASS MOWING IN PROGRESS
NEAR CENTRE OF AERODROME

Pilot: F-CD MOWERS IN SIGHT

Tower: F-CD THRESHOLD RUNWAY 27 DISPLACED 500 FEET DUE
BROKEN SURFACE

Pilot: ROGER F-CD

Tower: F-CD TAXIWAY GOLF CLOSED DUE MAINTENANCE USE
ALPHA TO VACATE

Pilot: VACATING VIA ALPHA F-CD

Precision Radar Approach

In a precision radar approach, the controller, in addition to providing heading instructions during the continuous talkdown, provides information on altitudes relative to the glide slope, together with instructions on corrective action in the event that the aircraft is too high or too low. In the following example, based on a 3 degree glide slope to runway 27 at Georgetown, it is presupposed that the aircraft has been radar vectored into precision approach radar (PAR) coverage and has been identified to the PAR controller by radar transfer.

Precision: F-CD GEORGETOWN PRECISION, REPORT HEADING
AND ALTITUDE

Pilot: HEADING 240 AT 3000 FEET F-CD

Precision: F-CD THIS WILL BE A PRECISION RADAR APPROACH RUNWAY 27, OBSTACLE CLEARANCE ALTITUDE 400 FEET, POSITION 6 MILES EAST OF GEORGETOWN TURN RIGHT HEADING 260, DESCEND TO 2 500 FEET, QNH 1014

Pilot: PRECISION APPROACH RUNWAY 27, HEADING 260 DESCENDING TO 2500 FEET, QNH 1014, F-CD

Precision: F-CD CLOSING FROM THE RIGHT, TURN RIGHT HEADING 270

Pilot: RIGHT HEADING 270, F-CD

Precision: F-CD ON TRACK, APPROACHING GLIDE PATH HEADING IS GOOD

Pilot: F-CD

Precision: F-CD, **DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS**, ON TRACK, APPROACHING GLIDE PATH ... COMMENCE DESCENT NOW AT 500 FEET PER MINUTE ... I SAY AGAIN 500 FEET PER MINUTE ...

ON GLIDE PATH 5 MILES FROM TOUCHDOWN ...

SLIGHTLY LEFT OF TRACK, TURN RIGHT 5 DEGREES, NEW HEADING 275, I SAY AGAIN 275 ...

4 MILES FROM TOUCHDOWN, SLIGHTLY BELOW GLIDE PATH ... 100 FEET TOO LOW ADJUST RATE OF DESCENT ...

STILL 50 FEET TOO LOW, TURN LEFT 3 DEGREES, HEADING 272 ON TRACK, 3 MILES FROM TOUCHDOWN ...

COMING BACK TO THE GLIDE PATH ...

ON GLIDE PATH 2 1/2 MILES FROM TOUCHDOWN, RESUME NORMAL RATE OF DESCENT ...

F-CD, CLEARED TO LAND ...

ON GLIDE PATH ...

HEADING 272 IS GOOD, SLIGHTLY ABOVE GLIDE PATH ...

2 MILES FROM TOUCHDOWN ...

COMING BACK TO THE GLIDE PATH ...

ON GLIDE PATH 1 3/4 MILES FROM TOUCHDOWN ...

TURN LEFT 2 DEGREES NEW HEADING 270 ...

1 1/2 MILES FROM TOUCHDOWN ...

ON GLIDE PATH 1 MILES FROM TOUCHDOWN, RATE OF DESCENT IS GOOD, ON GLIDE PATH, 1 MILE FROM TOUCHDOWN ...

...

3/4 OF A MILE FROM TOUCHDOWN, ON GLIDE PATH ...

1/2 MILE FROM TOUCHDOWN, ON GLIDE PATH ...

1/4 MILE FROM TOUCHDOWN, APPROACH COMPLETED

Radar assistance to aircraft with radio communications failure

When a controller suspects that an aircraft is able to receive but not transmit messages, the radar may be used to confirm that the pilot has received instructions.

Radar: F-CD REPLY NOT RECEIVED, IF YOU READ ALEXANDER CONTROL SQUAWK IDENT

Radar: F-CD SQUAWK OBSERVED, 5 MILES SOUTH OF ECHO DELTA, WILL CONTINUE RADAR CONTROL

Radar: F-CD REPLY NOT RECEIVED, IF YOU READ ALEXANDER CONTROL TURN LEFT HEADING 090

Radar: F-CD TURN OBSERVED POSITION 5 MILES SOUTH OF WICKEN VOR, WILL CONTINUE RADAR CONTROL

Distress messages

Distress conditions are defined as a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

The word "MAYDAY" spoken at the start identifies a distress message.

The word "MAYDAY" should preferably be spoken three times at the start of the initial distress call. Distress messages have priority over all other transmissions.

Pilots making distress or urgency calls should attempt to speak slowly and distinctly so as to avoid any unnecessary repetition. Pilots should adapt the phraseology procedures in this section to their specific needs and to the time available.

Pilots should seek assistance whenever there is any doubt as to the safety of a flight. In this way, the risk of a more serious situation developing can often be avoided.

A distress or urgency call should normally be made on the frequency in use at the time. Distress communications should be continued on this frequency until it is considered that better assistance can be provided by changing to another frequency. The frequency 121.5 MHz has been designated the international aeronautical emergency frequency although not all aeronautical stations maintain a continuous watch on that frequency.

If the ground station called by the aircraft in distress or urgency does not reply, then any other ground station or aircraft shall reply and give whatever assistance possible.

A station replying (or originating a reply) to an aircraft in distress or urgency should provide such advice, information and instructions as is necessary to assist the pilot. Superfluous transmissions may be distracting at a time when the pilot's hands are already full.

Aeronautical stations shall refrain from further use of a frequency on which distress or urgency traffic is heard, unless directly involved in rendering assistance or until after the emergency traffic has been terminated.

When a distress message has been intercepted which apparently receives no acknowledgement, the aircraft intercepting the distress message should, if time and circumstances seem appropriate, acknowledge the message and then broadcast it.

A distress message should contain as many as possible of the following elements, and, if possible, in the order shown:

- a) name of the station addressed;
- b) identification of the aircraft;
- c) nature of the distress condition;
- d) intention of the person in command;
- e) position, level and heading of the aircraft; and
- f) any other useful information.

Pilot: MAYDAY MAYDAY MAYDAY, WALDEN TOWER, F-GBCD ENGINE ON FIRE, MAKING FORCED LANDING 20 MILES SOUTH OF WALDEN, PASSING 3 000 FEET, HEADING 360

Tower: F-GBCD WALDEN TOWER, ROGER MAYDAY, WIND AT WALDEN 350 DEGREES 10 KNOTS, QNH 1008

Pilot: MAYDAY MAYDAY MAYDAY, WALDEN TOWER, F-GBCD ENGINE FAILED, WILL ATTEMPT TO LAND YOUR FIELD, 5 MILES SOUTH, 4 000 FEET, HEADING 360

Tower: F-GBCD WALDEN TOWER, ROGER MAYDAY, CLEARED STRAIGHT-IN APPROACH RUNWAY 35, WIND 360 DEGREES 10 KNOTS, QNH 1008, YOU ARE NUMBER ONE

An aircraft in distress or a station in control of distress traffic may impose silence, either on all aircraft on the frequency or on a particular aircraft which interferes with the distress traffic. Aircraft so requested will maintain radio silence until advised that the distress traffic has ended.

Tower: ALL STATIONS WALDEN TOWER, STOP TRANSMITTING, MAYDAY

Or

Tower: F-CD, STOP TRANSMITTING, MAYDAY

When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition. When the ground station controlling the distress traffic is aware that the aircraft is no longer in distress it shall terminate the distress communication and silence condition.

Pilot: WALDEN TOWER, F-CD CANCEL DISTRESS, ENGINE SERVICEABLE, RUNWAY IN SIGHT, REQUEST LANDING

Tower: F-CD, WIND 350 DEGREES 8 KNOTS, RUNWAY 35 CLEARED TO LAND

Pilot: RUNWAY 35 CLEARED TO LAND F-CD

Tower: ALL STATIONS, WALDEN TOWER, DISTRESS TRAFFIC ENDED

Urgency messages

Urgency conditions are defined as a condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance.

The words "PAN PAN" spoken at the start identifies an urgency message.

The words "PAN PAN", should preferably be spoken three times at the start of the initial urgency call.

Urgency messages have priority over all transmissions except distress messages. All other stations should take care not to interfere with the transmission of urgency traffic.

Pilot: PAN PAN, PAN PAN, PAN PAN, WALDEN TOWER, F-GBCD CESSNA 172, 4000 FEET HEADING 190, ABOVE CLOUD UNSURE OF MY POSITION, REQUEST HEADING TO WALDEN

Tower: F-GBCD, WALDEN TOWER, FLY HEADING 160

Pilot: PAN PAN, PAN PAN, PAN PAN, WALDEN TOWER, F-GBCD, 10 MILES NORTH AT 2000 FEET, PASSENGER WITH SUSPECTED HEART ATTACK, REQUEST PRIORITY LANDING

Tower: F-CD WALDEN TOWER, NUMBER 1, CLEARED STRAIGHT-IN APPROACH RUNWAY 17, WIND 180 DEGREES 10 KNOTS, QNH 1008, AMBULANCE ALERTED

Pilot: CLEARED STRAIGHT-IN APPROACH RUNWAY 17 QNH 1008
F-CD

Pilot: PAN PAN, PAN PAN, PAN PAN, WALDEN TOWER, G-BBCC INTERCEPTED URGENCY CALL FROM F-GBCD, PASSENGER WITH SUSPECTED HEART ATTACK, REQUESTING PRIORITY LANDING WALDEN, HIS POSITION 10 MILES NORTH AT 2 000 FEET

Tower: G-BBCC ROGER

Tower: F-GBCD WALDEN TOWER RUNWAY 35 WIND 340 DEGREES 10 KNOTS QNH 1008 NO TRAFFIC

(if F-GBCD does not acknowledge this message G-BBCC will relay)

Transmission of meteorological and other aerodrome information

Meteorological information in the form of reports, forecasts or warnings is made available to pilots using the aeronautical mobile service either by broadcast (e.g. VOLMET) or by means of specific transmissions from ground personnel to pilots. Standard meteorological abbreviations and terms should be used and the information should be transmitted slowly and enunciated clearly in order that the recipient may record such data as necessary.

Tower: F-CD WALDEN TOWER, PRESENT WEATHER, WIND 360 DEGREES 5 KNOTS, VISIBILITY 20 KILOMETRES, FEW CLOUDS 2500 FEET, QNH 1008

Pilot: QNH 1008, F-CD

Tower: F-CD, STEPHENVILLE, WIND 360 DEGREES 15 KNOTS, VISIBILITY 3 000 METRES, CONTINUOUS MODERATE RAIN, OVERCAST 1000 FEET, QNH 1008

Pilot: QNH 1008, REQUEST TEMPERATURE F-CD

Tower: TEMPERATURE 7, F-CD

Miscellaneous

When wake turbulence is suspected or known to exist, ATC will warn aircraft as appropriate.

Tower: F-CD EXTEND DOWNWIND DUE WAKE TURBULENCE, B757 LANDING AHEAD

Pilot: EXTENDING DOWNWIND F-CD

Tower: F-CD HOLD POSITION DUE WAKE TURBULENCE, AIRBUS DEPARTING AHEAD

Pilot: HOLDING F-CD

When wind shear is forecast or is reported by aircraft, ATC will warn other aircraft until such time as aircraft report the phenomenon no longer exists.

Tower: F-CD CAUTION MEDIUM WIND SHEAR REPORTED AT 800 FEET, 3 MILES FINAL, RUNWAY 27

Pilot: ROGER F-CD

A pilot may request a bearing or heading.

Pilot: STEPHENVILLE TOWER F-GBCD REQUEST HEADING TO STEPHENVILLE

Tower: F-CD STEPHENVILLE TOWER HEADING TO STEPHENVILLE 090 DEGREES

Pilot: 090 DEGREES F-CD

Pilot: STEPHENVILLE TOWER F-GBCD REQUEST QDM

Tower: F-CD STEPHENVILLE TOWER QDM 090 DEGREES

Pilot: 090 DEGREES F-CD

Communication can be adversely affected by simultaneous or continuous transmissions. Pilot can inform ATS that the transmission was blocked.

Pilot: TRANSMISSION BLOCKED, F-CD

Abbreviations

ACC	Area control centre or area control
ADF	Automatic direction-finding equipment
AFIS	Aerodrome flight information service
AGL	Above ground level
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIS	Aeronautical information services
AMSL	Above mean sea level
ATC	Air traffic control (in general)
ATD	Actual time of departure
ATIS	Automatic terminal information service
ATS	Air traffic services
ATZ	Aerodrome traffic zone
CAVOK	"Cloud And Visibility OK": cloud and present weather better than prescribed values or conditions
CTR	Control zone
DME	Distance measuring equipment
EET	Estimated elapsed time
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
GCA	Ground controlled approach system or ground controlled approach
H24	Continuous day and night service
HF	High frequency (3 to 30 MHz)
IFR	Instrument flight rules
ILS	Instrument landing system
IMC	Instrument meteorological conditions
MET	Meteorological or meteorology
NOB	Non-directional radio beacon

NIL	None or I have nothing to send you
PAPI	Precision approach path indicator
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
RCC	Rescue coordination centre
RVR	Runway visual range
SSR	Secondary surveillance radar
VASIS	Visual approach slope indicator system
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHz)
VMC	Visual meteorological conditions