

Appendix A

Phraseology (Speech Communication)

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0. In general

0.1 Rules for the use of subsequent phraseology examples are listed in ATS instruction 14, section 2.5 'Use of aviation phraseology' and the communication procedures must be in accordance with as stated in ATS instruction 14, chapter 2. 'Voice communication'.

0.2 The phraseology examples have not been translated to Danish, as they will mainly be used in connection with handling IFR traffic.

Danish phraseology examples appear from BL 7-14, latest edition.

0.3 The phraseology examples include only full text, i.e. without various call signs etc. The relevant expressions/names/numbers etc. belonging to them **index words enclosed in parentheses ()** (e.g. level, time, place, frequency, significant point) **must** be added to the phraseology in question, whereas it to the **index words enclosed in squares brackets []** can optionally be added.

1. Phraseologies

1.1 General

Omstændigheder	Fraseologi	Anvendes af	
		ATC	FIS
<p>1.1.1 Description of levels (subsequently referred to as "(level)")</p> <p><i>Note: In circumstances where clarification is required, the word "ALTITUDE" or "HEIGHT" may be included, e.g. 'DESCEND TO ALTITUDE TWO THOUSAND FEET'.</i></p> <p>...when passing level information in form of vertical distance from the other traffic</p>	<p>a) FLIGHT LEVEL (number); or</p> <p>b) [HEIGHT] (number) FEET/METRES;</p> <p>c) [ALTITUDE] (number) FEET/METRES;</p> <p>d) (number) FEET/METRES ABOVE (or BELOW).</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>1.1.2 Level changes, reports and rates</p> <p>...instruction that a climb (or descent) to a level within the vertical range defined is to commence</p>	<p>a) CLIMB (or DESCEND);</p> <p><i>followed as necessary by:</i></p> <p>1) TO (level);</p> <p>2) TO AND MAINTAIN BLOCK (level) TO (level);</p> <p>3) TO REACH (level) AT (or BY) (time or significant point);</p> <p>4) REPORT LEAVING (or REACHING, or PASSING) (level);</p> <p>5) AT (number) FEET PER MINUTE (or METRES PER SECOND) [OR GREATER (or OR LESS);</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

...for SST (Supersonic Transport) aircraft only	6) REPORT STARTING ACCELERATION (or DECELERATION;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) MAINTAIN AT LEAST (<i>number</i>) FEET (or METRES) ABOVE (or BELOW) (aircraft call sign)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) REQUEST LEVEL (or FLIGHT LEVEL or ALTITUDE) CHANGE FROM (<i>name of unit</i>) [AT (<i>time or significant point</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) STOP CLIMB (or DESCENT) AT (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) CONTINUE CLIMB (or DESCENT) TO (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) EXPEDITE CLIMB (or DESCENT) [UNTIL PASSING (<i>level</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) WHEN READY CLIMB (or DESCEND) TO (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) EXPECT CLIMB (or DESCENT) AT (<i>time or significant point</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	i)* REQUEST DESCENT AT (<i>time</i>);	*	
...to require action at a specific time or place	j) IMMEDIATELY;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	k) AFTER PASSING (<i>significant point</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	l) AT (<i>time or significant point</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...to require action when convenient	m) WHEN READY (<i>instruction</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...to require an aircraft to climb or descend maintaining own separation and VMC	n) MAINTAIN OWN SEPARATION AND VMC [FROM (<i>level</i>)] [TO (<i>level</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	o) MAINTAIN OWN SEPARATION AND VMC ABOVE (or BELOW, or TO) (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...when there is doubt that an aircraft can comply with a clearance or instruction	p) IF UNABLE (<i>alternative instructions</i>) AND ADVISE;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...when a pilot is unable to comply with a clearance or instruction	q)* UNABLE;	*	
... after a flight crew starts to deviate from any ATC clearance or instruction to comply with an ACAS resolution advisory (RA) (Pilot and controller interchange)	r)* TCAS RA;	*	
	s) ROGER;	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>... after the response to an ACAS RA is completed and a return to the ATC clearance or instruction is initiated (Pilot and controller interchange)</p> <p>... after the response to an ACAS RA is completed and the assigned ATC clearance or instruction has been resumed (Pilot and controller interchange)</p> <p>... 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>...clearance to cancel level restriction(s) of the vertical profile of a SID during climb</p> <p>...clearance to cancel level restriction(s) of the vertical profile of a STAR during descent</p>	<p>t)* CLEAR OF CONFLICT, RETURNING TO (<i>assigned clearance</i>);</p> <p>u) ROGER (<i>or alternative instructions</i>);</p> <p>v)* CLEAR OF CONFLICT (<i>assigned clearance</i>) RESUMED;</p> <p>w) ROGER (<i>or alternative instructions</i>);</p> <p>x)* UNABLE, TCAS RA;</p> <p>y) ROGER;</p> <p>z) CLIMB TO (<i>level</i>) [LEVEL RESTRICTION(S) (<i>SID designator</i>) CANCELLED (<i>or</i>) LEVEL RESTRICTION(S) (<i>SID designator</i>) AT (<i>point</i>) CANCELLED];</p> <p>aa) DESCEND TO (<i>level</i>) [LEVEL RESTRICTION(S) (<i>STAR designator</i>) CANCELLED (<i>or</i>) LEVEL RESTRICTION(S) (<i>STAR designator</i>) AT (<i>point</i>) CANCELLED].</p> <p><i>** Denotes pilot transmission</i></p>	<p>*</p> <p>☑</p> <p>*</p> <p>☑</p> <p>*</p> <p>☑</p> <p>☑</p> <p>☑</p>	<p>☐</p> <p>☐</p> <p>☐</p> <p>☐</p> <p>☐</p> <p>☐</p> <p>☐</p>
<p>1.1.3 Minimum fuel</p> <p>...indication of minimum fuel</p> <p><i>Note: A flight information service (FIS) unit will not provide information on delay.</i></p>	<p>a)* MINIMUM FUEL;</p> <p>b) ROGER; [NO DELAY EXPECTED or expect (<i>delay information</i>)]</p> <p><i>** Denotes pilot transmission</i></p>	<p>*</p> <p>☑</p>	<p>☐</p> <p>☐</p>
<p>1.1.4 Transfer of control and/or frequency change</p>	<p>a) CONTACT (<i>unit call sign</i>) (<i>frequency</i>) [NOW];</p> <p>b) AT (<i>or OVER</i>) (<i>time or place</i>) [<i>or WHEN</i>] [PASSING/LEAVING/REACHING (<i>level</i>)] CONTACT (<i>unit call sign</i>) (<i>frequency</i>);</p> <p>c) IF NO CONTACT (<i>instructions</i>);</p>	<p>☑</p> <p>☑</p> <p>☑</p>	<p>☐</p> <p>☐</p> <p>☐</p>

<p><i>Note: An aircraft may be requested to "STAND BY" on a frequency when it is intended that the ATS unit will initiate communications soon.</i></p> <p><i>Note: An aircraft may be requested to "MONITOR" a frequency when information is being broadcast thereon.</i></p>	<p>d) STAND BY FOR (unit call sign) (frequency);</p> <p>e)* REQUEST CHANGE TO (frequency);</p> <p>f) FREQUENCY CHANGE APPROVED;</p> <p>g) MONITOR (unit call sign) (frequency);</p> <p>h)* MONITORING (frequency);</p> <p>i) WHEN READY CONTACT (unit call sign) (frequency);</p> <p>j) REMAIN THIS FREQUENCY.</p> <p>* Denotes pilot transmission</p>	<p><input checked="" type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.1.5 8.33 kHz channel spacing</p> <p>...to request confirmation of 8.33 kHz capability</p> <p>...to indicate 8.33 kHz capability</p> <p>...to indicate lack of 8.33 kHz capability</p> <p>...to request UHF capability</p> <p>...to indicate UHF capability</p> <p>...to indicate lack of UHF capability</p> <p>...to request the status in respect of exemption</p> <p>...to indicate 8.33 kHz exemption status</p> <p>...to indicate 8.33 kHz exemption status</p>	<p><i>Note 1: Mandatory carriage of 8.33 equipment not required in the ICAO NAT-Region.</i></p> <p><i>Note 2: In this paragraph, the term "point" is used only in the context of naming the 8.33 kHz channel spacing concept and does not constitute any change to existing ICAO provisions or phraseology regarding the use of the term "decimal".</i></p> <p>a) CONFIRM EIGHT POINT THREE THREE;</p> <p>b)* AFFIRM EIGHT POINT THREE THREE;</p> <p>c)* NEGATIVE EIGHT POINT THREE THREE;</p> <p>d) CONFIRM UHF;</p> <p>e)* AFFIRM UHF;</p> <p>f)* NEGATIVE UHF;</p> <p>g) CONFIRM EIGHT POINT THREE THREE EXEMPTED;</p> <p>h)* AFFIRM EIGHT POINT THREE THREE EXEMPTED;</p> <p>i)* NEGATIVE EIGHT POINT THREE THREE EXEMPTED;</p>	<p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p>	<p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

<p>...to indicate that a certain clearance is given because otherwise a non-equipped and/or non-exempted aircraft would enter airspace of mandatory carriage</p>	<p>j) DUE EIGHT POINT THREE THREE REQUIREMENT.</p> <p><i>* Denotes pilot transmission</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.1.6 Change of callsign</p> <p>...to instruct an aircraft to change its type of call sign</p> <p>... to advise an aircraft to revert to the call sign indicated in the flight plan</p>	<p>a) CHANGE YOUR CALL SIGN TO (<i>new call sign</i>) [UNTIL FURTHER ADVISED];</p> <p>b) REVERT TO FLIGHT PLAN CALL SIGN (<i>call sign</i>) [AT (<i>significant point</i>)].</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
<p>1.1.7 Traffic information</p> <p>... to pass traffic information</p> <p>... to acknowledge traffic information</p>	<p>a) TRAFFIC (<i>information</i>);</p> <p>b) NO REPORTED TRAFFIC;</p> <p>c)* LOOKING OUT;</p> <p>d)* TRAFFIC IN SIGHT;</p> <p>e)* NEGATIVE CONTACT [<i>reasons</i>];</p> <p>f) [ADDITIONAL] TRAFFIC (<i>direction</i>) BOUND (<i>type of aircraft</i>) (<i>level</i>) ESTIMATED (or OVER) (<i>significant point</i>) AT (<i>time</i>);</p> <p>g) TRAFFIC IS (<i>classification</i>) UNMANNED FREE BALLOON(S) WAS [or ESTIMATED] OVER (<i>place</i>) AT (<i>time</i>) REPORTED (<i>level(s)</i>) [or LEVEL UNKNOWN] MOVING (<i>direction</i>) (<i>other pertinent information, if any</i>).</p> <p><i>** Denotes pilot transmission</i></p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>
<p>1.1.8 Meteorological conditions</p>	<p>a) [SURFACE] WIND (<i>number</i>) DEGREES (<i>speed</i>) (<i>units</i>);</p> <p>b) WIND AT (<i>level</i>) (<i>number</i>) DEGREES (<i>number</i>) KNOTS (or KILOMETRES PER HOUR);</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>

	<i>Note: Wind is always expressed by giving the mean direction and speed and any significant variations thereof.</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	c) VISIBILITY (distance) (units) [direction];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	d) RUNWAY VISUAL RANGE (or RVR) [RUNWAY (number)] (distance) (units);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	e) RUNWAY VISUAL RANGE (or RVR) RUNWAY (number) NOT AVAILABLE (or NOT REPORTED);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...for multiple RVR observations	f) RUNWAY VISUAL RANGE (or RVR) [RUNWAY (number)] (first position) (distance) (units), (second position) (distance) (units), (third position) (distance) (units);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>Note 1: Multiple RVR observations are always representative of the touchdown zone, midpoint zone and the roll-out/stop end zone respectively.</i>		
	<i>Note 2: Where report 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 the roll-out/stop end zone report.</i>		
... in the event that RVR information on any one position is not available this information will be included in the appropriate sequence	g) RUNWAY VISUAL RANGE (or RVR) [RUNWAY (number)] (first position) (distance) (units), (second position) NOT AVAILABLE, (third position) (distance) (units);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	h) PRESENT WEATHER (details);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	i) CLOUD (amount, [(type)] and height of base) (units) (or SKY CLEAR);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	j) CAVOK;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>Note: Pronounced CAV-O-KAY.</i>		
	k) TEMPERATURE [MINUS] (number) (and/ or DEWPOINT [MINUS] (number));	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	l) QNH (number) [units];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	m) QFE (number) [(units)];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	n) (aircraft type) REPORTED (description) ICING (or TURBULENCE) [IN CLOUD] (area) (time);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	o) REPORT FLIGHT CONDITIONS;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<p>... information to a pilot changing from IFR flight to VFR flight where it is likely that flight in VMC cannot be maintained</p>	<p>p) INSTRUMENT METEOROLOGICAL CONDITIONS REPORTED (or FORECAST) IN THE VICINITY OF (location).</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1.1.9 Position reporting</p> <p>... to omit position reports until a specified position</p>	<p>a) NEXT REPORT AT (significant point);</p> <p>b) OMIT POSITION REPORTS [UNTIL (specify)];</p> <p>c) RESUME POSITION REPORTING.</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<p>1.1.10 Additional reports</p> <p>... to request a report at a specified place or distance</p> <p>... to report at a specified place or distance</p> <p>... to request a report of present position</p> <p>...to report present position</p>	<p>a) REPORT PASSING (significant point);</p> <p>b) REPORT (distance) MILES (GNSS or DME) FROM (name of DME station) (or significant point);</p> <p>c)* (distance) MILES (GNSS or DME) FROM (name of DME station) (or significant point);</p> <p>d) REPORT PASSING (three digits) RADIAL (name of VOR) VOR;</p> <p>e) REPORT (GNSS or DME) DISTANCE FROM (significant point) or (name of DME station);</p> <p>f)* (distance) MILES (GNSS or DME FROM (name of DME station) (or significant point).</p> <p>** Denotes pilot transmission</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> * <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> *	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
<p>1.1.11 Aerodrome information</p> <p>Note: This information is provided for runway thirds or the full runway, as applicable.</p>	<p>a) [(location)] RUNWAY (number) SURFACE CONDITION [CODE (three-digit number)];</p> <p>followed as necessary by:</p> <p>1) ISSUED AT (date and time UTC);</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Note: Not applicable in Denmark.</p>	<p>2) DRY, or WET ICE, or WATER ON TOP OF COMPACTED SNOW, or DRY SNOW, or DRY SNOW ON TOP OF ICE, or WET SNOW ON TOP OF ICE, or ICE, or SLUSH, or STANDING WATER, or COMPACTED SNOW, or WET SNOW, or DRY SNOW ON TOP OF COMPACTED SNOW, or WET SNOW ON TOP OF COMPACTED SNOW, or WET or SLIPPERY WET or SPECIALLY PREPARED WINTER RUNWAY or FROST;</p> <p>3) DEPTH ((depth of deposit) MILLIMETRES or NOT REPORTED);</p> <p>4) COVERAGE ((number) PER CENT or NOT REPORTED);</p> <p>5) ESTIMATED SURFACE FRICTION (GOOD, or GOOD TO MEDIUM, or MEDIUM, or MEDIUM TO POOR, or POOR, or LESS THAN POOR);</p> <p>6) AVAILABLE WIDTH (number) METRES;</p> <p>7) LENGTH REDUCED TO (number) METRES;</p> <p>8) DRIFTING SNOW;</p> <p>9) LOOSE SAND;</p> <p>10) CHEMICALLY TREATED;</p> <p>11) SNOWBANK (number) METRES [LEFT, or RIGHT, or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;</p> <p>12) TAXIWAY (identification of taxiway) SNOWBANK (number) METRES [LEFT, or RIGHT, or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;</p> <p>13) ADJACENT SNOWBANKS;</p> <p>14) TAXIWAY (identification of taxiway) POOR;</p> <p>15) APRON (identification of apron) POOR;</p> <p>16) Plain-language remarks;</p>	
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	<p>b) <i>[(location)] RUNWAY SURFACE CONDITION RUNWAY (number) NOT CURRENT;</i></p> <p>c) <i>LANDING SURFACE (condition);</i></p> <p>d) <i>CAUTION CONSTRUCTION WORK (location);</i></p> <p>e) <i>CAUTION (specify reasons) RIGHT (or LEFT), (or BOTH SIDES) OF RUNWAY [(number)];</i></p> <p>f) <i>CAUTION WORK IN PROGRESS (or OBSTRUCTION) (position and any necessary advice);</i></p> <p>g) <i>BRAKING ACTION REPORTED BY (air-craft type) AT (time) GOOD (or GOOD TO MEDIUM, or MEDIUM, or MEDIUM TO POOR, or POOR);</i></p> <p>h) <i>TAXIWAY (identification of taxiway) WET [or STANDING WATER, or SNOW REMOVED (length and width as applicable), or CHEMICALLY TREATED, or COVERED WITH PATCHES OF DRY SNOW (or WET SNOW, or COMPACTED SNOW, or SLUSH, or FROZEN SLUSH, or ICE, or WET ICE, or ICE UNDERNEATH, or ICE AND SNOW, or SNOWDRIFTS, or FROZEN RUTS AND RIDGES or LOOSE SAND)];</i></p> <p>i) <i>(ATS unit call sign) OBSERVES (weather information);</i></p> <p>j) <i>PILOT REPORTS (weather information).</i></p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1.1.12 Operational status of visual and non-visual aids</p>	<p>a) <i>(specify visual or non-visual aid) RUNWAY (number) (description of deficiency);</i></p> <p>b) <i>(type) LIGHTING (unserviceability);</i></p> <p>c) <i>GBAS/SBAS/MLS/ILS CATEGORY (category) (serviceability state);</i></p> <p>d) <i>TAXIWAY LIGHTING (description of deficiency);</i></p> <p>e) <i>(type of visual approach slope indicator) RUNWAY (number) (description of deficiency).</i></p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<p>1.1.13 Reduced vertical separation minimum (RVSM) operations</p> <p>... to ascertain RVSM approval status of an aircraft</p> <p>...to report RVSM approved status</p> <p>... to report RVSM non-approval status followed by supplementary information</p> <p>... to deny ATC clearance into RVSM airspace</p> <p>... to report when severe turbulence affects the capability of an aircraft to maintain the height-keeping requirements for RVSM</p> <p>... to report that the equipment of an aircraft has degraded below minimum aviation system performance standards</p> <p>... to request an aircraft to provide information as soon as RVSM-approved status has been regained or the pilot is ready to resume RVSM operations</p> <p>... to request confirmation that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM operations</p> <p>...to report ability to resume RVSM operations after an equipment or weather-related contingency</p>	<p>a) CONFIRM RVSM APPROVED;</p> <p>b)* AFFIRM RVSM;</p> <p>c) NEGATIVE RVSM [(supplementary information, e.g. State aircraft)];</p> <p>d) UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] (level);</p> <p>e)* UNABLE RVSM DUE TURBULENCE;</p> <p>f)* UNABLE RVSM DUE EQUIPMENT;</p> <p>g) REPORT WHEN ABLE TO RESUME RVSM;</p> <p>h) CONFIRM ABLE TO RESUME RVSM;</p> <p>i)* READY TO RESUME RVSM.</p> <p><i>** Denotes pilot transmission.</i></p>	<p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p>*</p>	<p><input type="checkbox"/></p> <p></p> <p></p> <p><input type="checkbox"/></p> <p></p> <p><input type="checkbox"/></p> <p></p> <p></p> <p></p>
<p>1.1.14 GNSS service status</p>	<p>a)* GNSS REPORTED UNRELIABLE (or GNSS MAY NOT BE AVAILABLE [DUE TO INTERFERENCE]);</p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

	<p>1) IN THE VICINITY OF (<i>location</i>) (<i>radius</i>) [BETWEEN (<i>levels</i>)];</p> <p><i>or</i></p> <p>2) IN THE AREA OF (<i>description</i>) (<i>or</i> IN (<i>name</i>) FIR) [BETWEEN (<i>levels</i>)];</p> <p>b) BASIC GNSS (<i>or</i> SBAS, <i>or</i> GBAS) UNAVAILABLE FOR (<i>specify operation</i>) [FROM (<i>time</i>) TO (<i>time</i>) (<i>or</i> UNTIL FURTHER NOTICE)];</p> <p>c)* BASIC GNSS UNAVAILABLE [DUE TO (<i>reason e.g.</i> LOSS OF RAIM <i>or</i> RAIM ALERT)];</p> <p>d)* GBAS (<i>or</i> SBAS) UNAVAILABLE;</p> <p>e) CONFIRM GNSS NAVIGATION; and</p> <p>f)* AFFIRM GNSS NAVIGATION.</p> <p><i>** Denotes pilot transmission.</i></p>	<p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p>*</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>1.1.15 RNAV</p> <p>...RNAV arrival or departure procedure cannot be accepted by the pilot</p> <p>...pilot is unable to comply with an assigned terminal area procedure</p> <p>...ATC unable to assign an RNAV arrival or departure procedure requested by the pilot due to the type of on-board RNAV equipment</p> <p>...ATC unable to assign an arrival or departure procedure requested by the pilot</p> <p>...confirmation whether a specific RNAV arrival or departure procedure can be accepted</p> <p>...informing ATC of RNAV degradation or failure</p> <p>...informing ATC of no RNAV capability</p>	<p>a*) UNABLE (<i>designator</i>) DEPARTURE [<i>or</i> ARRIVAL] DUE RNAV TYPE;</p> <p>b)* UNABLE (<i>designator</i>) DEPARTURE [<i>or</i> ARRIVAL] (<i>reasons</i>);</p> <p>c) UNABLE TO ISSUE (<i>designator</i>) DEPARTURE [<i>or</i> ARRIVAL] DUE RNAV TYPE;</p> <p>d) UNABLE TO ISSUE (<i>designator</i>) DEPARTURE [<i>or</i> ARRIVAL] (<i>reasons</i>);</p> <p>e) ADVISE IF ABLE (<i>designator</i>) DEPARTURE [<i>or</i> ARRIVAL];</p> <p>f)* (<i>aircraft call sign</i>) UNABLE RNAV DUE EQUIPMENT;</p> <p>g)* (<i>aircraft call sign</i>) NEGATIVE RNAV;</p> <p><i>** Denotes pilot transmission.</i></p>	<p>*</p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

<p>1.1.16 Degradation of aircraft navigation performance</p>	<p>* UNABLE RNP (<i>specify type</i>) (or RNAV) [DUE TO (<i>reason e.g. LOSS OF RAIM or RAIM ALERT</i>)].</p> <p>** Denotes pilot transmission.</p>	<p>*</p>	
<p>1.2 En-route air traffic services</p>			
<p>1.2.1 Issuance of a clearance</p>	<p>a) (<i>name of unit</i>) CLEARS (<i>aircraft call sign</i>);</p> <p>b) (<i>aircraft call sign</i>) CLEARED TO;</p> <p>c) RECLEARED (<i>amended clearance details</i>) [REST OF CLEARANCE UNCHANGED];</p> <p>d) RECLEARED (<i>amended route portion</i>) TO (<i>significant point of original route</i>) [REST OF CLEARANCE UNCHANGED];</p> <p>e) ENTER CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (<i>significant point or route</i>)] AT (<i>level</i>) [AT (<i>time</i>)];</p> <p>f) LEAVE CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (<i>significant point or route</i>)] AT (<i>level</i>) (or CLIMBING TO (<i>level</i>), or DESCENDING TO (<i>level</i>));</p> <p>g) JOIN (<i>specify</i>) AT (<i>significant point</i>) AT (<i>level</i>) [AT (<i>time</i>)].</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	
<p>1.2.2 Indication of route and clearance limit</p>	<p>a) FROM (<i>location</i>) TO (<i>location</i>);</p> <p>b) TO (<i>location</i>),</p> <p><i>followed as necessary by:</i></p> <p>1) DIRECT;</p> <p>2) VIA (<i>route and/or significant points</i>);</p> <p>3) VIA FLIGHT PLANNED ROUTE;</p> <p>4) VIA (<i>distance</i>) DME ARC (<i>direction</i>) OF (<i>name of DME station</i>);</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	

	c) (route) NOT AVAILABLE DUE (reason) ALTERNATIVE[S] IS/ARE (routes) ADVISE.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2.3 Maintenance of specified levels	<p><i>Note: The term "MAINTAIN" is not to be used in lieu of "DESCEND" or "CLIMB" when instructing an aircraft to change level.</i></p> <p>a) MAINTAIN (level) [TO (significant point)];</p> <p>b) MAINTAIN (level) UNTIL PASSING (significant point or);</p> <p>c) MAINTAIN (level) UNTIL (minutes) AFTER PASSING (significant point);</p> <p>d) MAINTAIN (level) UNTIL (time);</p> <p>e) MAINTAIN (level) UNTIL ADVISED BY (name of unit);</p> <p>f) MAINTAIN (level) UNTIL FURTHER ADVISED;</p> <p>g) MAINTAIN (level) WHILE IN CONTROLLED AIRSPACE;</p> <p>h) MAINTAIN BLOCK (level) TO (level).</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
1.2.4 Specification of cruising levels	<p>a) CROSS (significant point) AT (or ABOVE, or BELOW) (level);</p> <p>b) CROSS (significant point) AT (time) OR LATER (or BEFORE) AT (level);</p> <p>c) CRUISE CLIMB BETWEEN (levels) (or ABOVE (level));</p> <p>d) CROSS (distance) MILES, (GNSS or DME) [(direction)] OF (name of DME station) DME AT (or ABOVE, or BELOW) (level).</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
1.2.5 Emergency descent	<p>a) EMERGENCY DESCENT (intentions);</p> <p>b) ATTENTION ALL AIRCRAFT IN THE VICINITY OF [or AT] (significant point or location) EMERGENCY DESCENT IN PROGRESS FROM (level) (followed as necessary by specific instructions, clearances, traffic information, etc.).</p> <p><i>** Denotes pilot transmission.</i></p>	<p>*</p> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
<p><i>Note: FIC and AFIS units are entitled only to provide information, and to relay clearances and instructions on behalf of ATC units.</i></p>			

<p>1.2.6 If clearance cannot be issued immediately upon request</p>	<p>EXPECT CLEARANCE (<i>or type of clearance</i>) AT (<i>time</i>).</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>
<p>1.2.7 When clearance for deviation cannot be issued</p>	<p>UNABLE, 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>) CALL SIGN (<i>call sign</i>) ADVISE INTENTIONS.</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>
<p>1.2.8 Separation instructions</p> <p><i>Note: When used to apply a lateral VOR/ GNSS separation confirmation of zero offset is required.</i></p>	<p>a) CROSS (<i>significant point</i>) AT (<i>time</i>) [OR LATER (<i>or OR BEFORE</i>)];</p> <p>b) ADVISE IF ABLE TO CROSS (<i>significant point</i>) AT (<i>level or time</i>);</p> <p>c) MAINTAIN MACH (<i>number</i>) [OR GREATER (<i>or OR LESS</i>)] [UNTIL (<i>significant point</i>)];</p> <p>d) DO NOT EXCEED MACH (<i>number</i>);</p> <p>e) CONFIRM ESTABLISHED ON THE TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>) [WITH ZERO OFFSET];</p> <p>f)* ESTABLISHED ON THE TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>) [WITH ZERO OFFSET];</p> <p>g) MAINTAIN TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>). REPORT ESTABLISHED ON THE TRACK;</p> <p>h)* ESTABLISHED ON THE TRACK;</p> <p>i) CONFIRM ZERO OFFSET;</p> <p>j)* AFFIRM ZERO OFFSET.</p> <p><i>** Denotes pilot transmission.</i></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p>*</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.2.9 Instructions associated with flying a track (offset), parallel to the cleared route</p>	<p>a) ADVISE IF ABLE TO PROCEED PARALLEL OFFSET;</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>

	<p>b) PROCEED OFFSET (<i>distance</i>) RIGHT/ LEFT OF (<i>route</i>) (<i>track</i>) [CENTRE LINE] [AT (<i>significant point or time</i>)] [UNTIL (<i>significant point or time</i>)];</p> <p>c) CANCEL OFFSET (<i>instructions to rejoin cleared flight route or other information</i>).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.2.10 Relaying clearances, instructions and information</p> <p>...confirmation or otherwise of the readback of clearance or instruction</p>	<p>a) (<i>ATC unit</i>) CLEARS (<i>or INSTRUCTS</i>) (<i>or INFORMS</i>) (<i>details of the clearance, instructions or information</i>);</p> <p>b) [THAT IS] CORRECT (<i>or NEGATIVE</i>) [I SAY AGAIN (<i>ATC unit</i>) CLEARS (<i>or INSTRUCTS</i>) (<i>details of the clearance or the instruction</i>)].</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1.3 Arrival and departure air traffic services</p>			
<p>1.3.1 Departure instructions</p>	<p>a) [AFTER DEPARTURE] TURN RIGHT (<i>or LEFT</i>) HEADING (<i>three digits</i>) (<i>or CONTINUE RUNWAY HEADING</i>) (<i>or TRACK EXTENDED CENTRE LINE</i>) TO (<i>level or significant point</i>) [(<i>other instructions as required</i>)];</p> <p>b) AFTER REACHING (<i>or PASSING</i>) (<i>level or significant point</i>) (<i>instructions</i>);</p> <p>c) TURN RIGHT (<i>or LEFT</i>) HEADING (<i>three digits</i>) TO (<i>level</i>) [TO INTERCEPT (<i>track, route, airway, etc.</i>)];</p> <p>d) (<i>standard departure name and number</i>) DEPARTURE;</p> <p>e) TRACK (<i>three digits</i>) DEGREES [MAGNETIC (<i>or TRUE</i>)] TO (<i>or FROM</i>) (<i>significant point</i>) (UNTIL (<i>time</i>), <i>or REACHING</i> (<i>fix or significant point or level</i>)) [BEFORE PROCEEDING ON COURSE];</p> <p>f) CLEARED VIA (<i>designation</i>);</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1.3.2 Approach instructions

Note: The instrument approach procedure identification in the aeronautical chart is used to specify the type of approach. Where the identification uses a parenthetical suffix to include exceptional conditions, e.g. "(LNAV/VNAV only)" or "(AR)" etc., the text in the parentheses does not form part of the ATC clearance.

... when a pilot requests a visual approach

... to request if a pilot is able to accept a visual approach

... in case of successive visual approaches when the pilot of a succeeding aircraft has reported the preceding aircraft in sight

- a) CLEARED (or PROCEED) VIA (designation);
- b) CLEARED TO (clearance limit) VIA (designation);
- c) CLEARED (or PROCEED) VIA (details of route to be followed);
- d) CLEARED (type of approach) APPROACH [RUNWAY (number)];
- e) CLEARED (type of approach) RUNWAY (number) FOLLOWED BY CIRCLING TO RUNWAY (number);
- f) CLEARED APPROACH [RUNWAY (number)];
- g) COMMENCE APPROACH AT (time);
- h)* REQUEST STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY (number)]; *
- i) CLEARED STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY (number)];
- j) REPORT VISUAL;
- k) REPORT RUNWAY [LIGHTS] IN SIGHT;
- l)* REQUEST VISUAL APPROACH; *
- m) CLEARED VISUAL APPROACH RUNWAY (number);
- n) ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY (number);
- o) CLEARED VISUAL APPROACH RUNWAY (number), MAINTAIN OWN SEPARATION FROM PRECEDING (aircraft type and wake turbulence category as appropriate) [CAUTION WAKE TURBULENCE];
- p) REPORT (significant point) [OUTBOUND, or INBOUND];
- q) REPORT COMMENCING PROCEDURE TURN;

	<p>r)* REQUEST VMC DESCENT;</p> <p>s) MAINTAIN OWN SEPARATION;</p> <p>t) MAINTAIN VMC;</p> <p>u) ARE YOU FAMILIAR WITH <i>(name)</i> APPROACH PROCEDURE;</p> <p>v*) REQUEST <i>(type of approach)</i> APPROACH [RUNWAY <i>(number)</i>];</p> <p><i>** Denotes pilot transmission.</i></p>	<p>*</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p>*</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
1.3.3 Holding clearances			
...visual	a) HOLD VISUAL [OVER] <i>(position)</i> , (or BETWEEN <i>(two prominent landmarks)</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...published holding procedure over a facility or a fix	b) CLEARED (or PROCEED) TO <i>(significant point, name of facility or fix)</i> [MAINTAIN (or CLIMB or DESCEND TO)] <i>(level)</i> [HOLD [(<i>direction</i>)] AS PUBLISHED] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT <i>(time)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...when a detailed holding clearance is required	c)* REQUEST HOLDING INSTRUCTIONS;	*	
	d) CLEARED (or PROCEED) TO <i>(significant point, name of facility or fix)</i> [MAINTAIN (or CLIMB or DESCEND TO)] <i>(level)</i> HOLD [(<i>direction</i>)] [(<i>specified</i>) RADIAL, COURSE, INBOUND TRACK <i>(three digits)</i> DEGREES] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME <i>(number)</i> MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT <i>(time)</i> <i>(additional instructions, if necessary)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) CLEARED TO THE <i>(three digits)</i> RADIAL OF THE <i>(name)</i> VOR AT <i>(distance)</i> DME FIX [MAINTAIN (or CLIMB or DESCEND TO)] <i>(level)</i> HOLD <i>(direction)</i> [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME <i>(number)</i> MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT <i>(time)</i> <i>(additional instructions, if necessary)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		f) CLEARED TO THE <i>(three digits)</i> RADIAL OF THE <i>(name)</i> VOR AT <i>(distance)</i> DME FIX [MAINTAIN <i>(or CLIMB or DESCEND TO)</i>] <i>(level)</i> HOLD BETWEEN <i>(distance)</i> AND <i>(distance)</i> DME [RIGHT <i>(or LEFT)</i> HAND PATTERN] EXPECT APPROACH CLEARANCE <i>(or FURTHER CLEARANCE)</i> AT <i>(time)</i> <i>(additional instructions, if necessary)</i> . ** Denotes pilot transmission.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.3.4	Expected approach time	a) NO DELAY EXPECTED; b) EXPECTED APPROACH TIME <i>(time)</i> ; c) REVISED EXPECTED APPROACH TIME <i>(time)</i> ; d) DELAY NOT DETERMINED <i>(reasons)</i> .	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
1.4 Phraseologies for use on and in the vicinity of the aerodrome				
1.4.1	Identification of aircraft	SHOW LANDING LIGHTS.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.4.2	Acknowledgement by visual means	a) ACKNOWLEDGE BY MOVING AILERONS <i>(or RUDDER)</i> ; b) ACKNOWLEDGE BY ROCKING WINGS; c) ACKNOWLEDGE BY FLASHING LANDING LIGHTS.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
1.4.3	Starting procedures	a)* <i>[aircraft location]</i> REQUEST START UP; b)* <i>[aircraft location]</i> REQUEST START UP, INFORMATION <i>(ATIS identification)</i> ; c) START UP APPROVED; d) START UP AT <i>(time)</i> ;	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

	<p>e) EXPECT START UP AT <i>(time)</i>;</p> <p>f) START UP AT OWN DISCRETION;</p> <p>g) EXPECT DEPARTURE <i>(time)</i> START UP AT OWN DISCRETION.</p> <p>** Denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.4.4 Pushback procedures</p> <p>...aircraft request</p> <p>...ATC response</p>	<p>a*) [<i>aircraft location</i>] REQUEST PUSH BACK;</p> <p>b) PUSHBACK APPROVED;</p> <p>c) STAND BY;</p> <p>d) PUSHBACK AT OWN DISCRETION;</p> <p>e) EXPECT <i>(number)</i> MINUTES DELAY DUE <i>(reason)</i>.</p> <p>** Denotes pilot transmission.</p>	<p>*</p> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<p>1.4.5 Towing procedures</p> <p>...ATC response</p>	<p>a)† REQUEST TOW [<i>company name</i>] (<i>aircraft type</i>) FROM (<i>location</i>) TO (<i>location</i>);</p> <p>b) TOW APPROVED VIA (<i>specific routing to be followed</i>);</p> <p>c) HOLD POSITION;</p> <p>d) STAND BY.</p> <p>† Denotes transmission from aircraft/tow vehicle combination.</p>	<p>†</p> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>†</p> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
<p>1.4.6 To request time check and/or aerodrome data for departure</p> <p>...when no ATIS broadcast is available</p>	<p>a)* REQUEST TIME CHECK;</p> <p>b) TIME <i>(time)</i>;</p> <p>c*) REQUEST DEPARTURE INFORMATION;</p>	<p>*</p> <input checked="" type="checkbox"/> <p>*</p>	<input type="checkbox"/> <input checked="" type="checkbox"/>

<p>Note: If multiple visibility and RVR observations are available, those that represent the roll-out/stop end zone should be used for take-off.</p>	<p>d) RUNWAY (number), WIND (direction and speed) (units) QNH (or QFE) (number) [(units)] TEMPERATURE [MINUS] (number), [VISIBILITY (distance) (units) (or RUNWAY VISUAL RANGE (or RVR (distance (units))] [TIME (time)].</p> <p>** Denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1.4.7 Taxi procedures</p> <p>... for departure</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 helicopter operations</p>	<p>a)* [aircraft type] [wake turbulence category if "super" or "heavy"] [aircraft location] REQUEST TAXI [intentions];</p> <p>b)* [aircraft type] [wake turbulence category if "super" or "heavy"] [aircraft location] (flight rules) TO (aerodrome of destination) REQUEST TAXI [intentions];</p> <p>c) TAXI TO HOLDING POINT [number] RUNWAY (number) [HOLD SHORT OF RUNWAY (number) (or CROSS RUNWAY (number))] [TIME (time)];</p> <p>d)* [aircraft type] [wake turbulence category if "super" or "heavy"] (aircraft location) REQUEST DETAILED TAXI INSTRUCTIONS;</p> <p>e) TAXI TO HOLDING POINT [number] [RUNWAY (number)] VIA (specific route to be followed) [TIME (time)]; [HOLD SHORT OF RUNWAY (number) (or CROSS RUNWAY (number))];</p> <p>f) TAXI TO HOLDING POINT [number] (followed by aerodrome information as applicable) [TIME (time)];</p> <p>g) TAKE (or TURN) FIRST (or SECOND) LEFT (or RIGHT);</p> <p>h) TAXI VIA (identification of taxiway);</p> <p>i) TAXI VIA RUNWAY (number);</p> <p>j) TAXI TO TERMINAL (or other location e.g. GENERAL AVIATION AREA) [STAND (number)];</p> <p>k)* REQUEST AIR-TAXIING FROM (or VIA) TO (location or routing as appropriate);</p>	<p>*</p> <p>*</p> <input checked="" type="checkbox"/> <input type="checkbox"/> <p>*</p> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <p>*</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

		l) AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.);]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		m) AIR TAXI VIA (direct, as requested, or specified route) TO (location, heliport, operating or movement area, active or inactive runway) AVOID (aircraft or vehicles or personnel);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...after landing	n*) REQUEST BACKTRACK	*	
		o) BACKTRACK APPROVED;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		p) BACKTRACK RUNWAY (number);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...general	q) [aircraft location] REQUEST TAXI TO (destination on aerodrome);	*	
		r) TAXI STRAIGHT AHEAD;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		s) TAXI WITH CAUTION;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		t) GIVE WAY TO (description and position of other aircraft);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		u)* GIVING WAY TO (traffic);	*	
		v)* TRAFFIC (or type of aircraft) IN SIGHT;	*	
		w) TAXI INTO HOLDING BAY;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		x) FOLLOW (description of other aircraft or vehicle);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		y) VACATE RUNWAY;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		z)* RUNWAY VACATED;	*	
		aa) EXPEDITE TAXI [(reason)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		bb)*EXPEDITING;	*	
		cc) [CAUTION] TAXI SLOWER [(reason)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		dd)*SLOWING DOWN.	*	
		** Denotes pilot transmission.		
1.4.8	Holding (on ground)	a) HOLD (direction) OF (position, runway number, etc.) ¹⁾ ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		b) HOLD POSITION ¹⁾ ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>... to hold not closer to a runway than specified</p>	<p>c) HOLD (distance) FROM (position)¹⁾;</p> <p>d) HOLD SHORT OF (position)¹⁾;</p> <p>e)* HOLDING;</p> <p>f)* HOLDING SHORT.</p> <p>¹⁾ Requires specific acknowledgement from the pilot.</p> <p>** Denotes pilot transmission. The procedure words ROGER and WILCO are insufficient acknowledgement of the instructions HOLD, HOLD POSITION and HOLD SHORT OF (position). In each case the acknowledgement shall be the phraseology HOLDING or HOLDING SHORT, as appropriate.</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.4.9 To cross a runway</p> <p>Note: The pilot will, when requested, report "RUNWAY VACATED" when the entire aircraft is beyond the relevant runway-holding position.</p>	<p>a)* REQUEST CROSS RUNWAY (number);</p> <p>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 the runway.</p> <p>b) CROSS RUNWAY (number) [REPORT VACATED];</p> <p>c) EXPEDITE CROSSING RUNWAY (number) TRAFFIC (aircraft type) (distance) MILES (or KILOMETRES) FINAL;</p> <p>d) TAXI TO HOLDING POINT [number] [RUNWAY (number)] VIA (specific route to be followed), [HOLD SHORT OF RUNWAY (number)] or [CROSS RUNWAY (number)];</p> <p>e) REPORT RUNWAY (number) VACATED;</p> <p>f)* RUNWAY VACATED.</p> <p>** Denotes pilot transmission</p>	<p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.4.10 Preparation for take-off</p>	<p>a) UNABLE TO ISSUE (designator) DEPARTURE (reasons);</p> <p>b) REPORT WHEN READY [FOR DEPARTURE];</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

	c) ARE YOU READY [FOR DEPARTURE]?;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) ARE YOU READY FOR IMMEDIATE DEPARTURE?;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e)* READY;	*	
... clearance to enter runway and await take-off clearance	f) LINE UP [AND WAIT];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) LINE UP RUNWAY (number) ¹⁾ ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) LINE UP. BE READY FOR IMMEDIATE DEPARTURE;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
... conditional clearance	i) (condition) LINE UP (brief reiteration of the condition);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
... acknowledgement of a conditional clearance	j)* (condition) LINING UP (brief reiteration of the condition);	*	
...confirmation or otherwise of the readback of a conditional clearance	k) [THAT IS] CORRECT (or NEGATIVE [I SAY AGAIN] (as appropriate)).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...request for departure from an intersection take-off position	l)* REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (designation or name of intersection);	*	
...approval of requested departure from an intersection take-off position	m) APPROVED, TAXI TO HOLDING POINT RUNWAY (number), INTERSECTION (designation or name of intersection);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...denial of requested departure from an intersection take-off position	n) NEGATIVE, TAXI TO HOLDING POINT RUNWAY (number), INTERSECTION (designation or name of intersection);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...ATC-initiated intersection take-off	o) ADVISE ABLE TO DEPART FROM RUNWAY (number), INTERSECTION (designation or name of intersection);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...advising take-off run available from an intersection take-off position	p) TORA RUNWAY (number), FROM INTERSECTION (designation or name of intersection), (distance) METRES; Note: 'TORA' is pronounced 'TOR-AH'.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...issuing multiple line-up instruction	q)* LINE UP AND WAIT RUNWAY (number), INTERSECTION (name of intersection), (essential local traffic information);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...request for a visual departure	r)* REQUEST VISUAL DEPARTURE [DIRECT] TO/UNTIL (navaid, waypoint, altitude);		se noten

Note: Procedure not applied in Denmark, Faroe Islands and Greenland.

<p>...ATS-initiated visual departure</p> <p><i>Note: Procedure not applied in Denmark, Faroe Islands and Greenland.</i></p> <p>...clearance for visual departure</p> <p><i>Note: Procedure not applied in Denmark, Faroe Islands and Greenland.</i></p> <p>...read-back of visual departure clearance</p> <p><i>Note: Procedure not applied in Denmark, Faroe Islands and Greenland.</i></p>	<p>s) ADVISE ABLE TO ACCEPT VISUAL DEPARTURE [DIRECT] TO/UNTIL (<i>navaid, waypoint/altitude</i>);</p> <p>t) VISUAL DEPARTURE RUNWAY (<i>number</i>) APPROVED, TURN LEFT/RIGHT [DIRECT] TO (<i>navaid, heading, waypoint</i>) [MAINTAIN VISUAL REFERENCE UNTIL (<i>altitude</i>)];</p> <p>u)* VISUAL DEPARTURE TO/UNTIL (<i>navaid, waypoint/altitude</i>).</p> <p>** Denotes pilot transmission</p> <p>¹⁾ When there is the possibility of confusion during multiple runway operations.</p>	<p>se noten</p> <p>se noten</p> <p>se noten</p>
<p>1.4.11 Take-off clearance</p> <p>...when reduced runway separation is used</p> <p>... when take-off clearance has not been complied with</p> <p>... to cancel a take-off clearance</p> <p>...to stop a take-off after an aircraft has commenced take-off roll</p> <p>...for helicopter operations</p>	<p>a) RUNWAY (<i>number</i>) CLEARED FOR TAKE-OFF [REPORT AIRBORNE];</p> <p>b) (<i>traffic information</i>) RUNWAY (<i>number</i>) CLEARED FOR TAKE-OFF;</p> <p>c) TAKE OFF IMMEDIATELY OR VACATE RUNWAY [(<i>instructions</i>)];</p> <p>d) TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY;</p> <p>e) HOLD POSITION, CANCEL TAKE-OFF SAY AGAIN CANCEL TAKE-OFF (<i>reasons</i>);</p> <p>f)* HOLDING;</p> <p>g) STOP IMMEDIATELY [(<i>repeat aircraft call sign</i>) STOP IMMEDIATELY];</p> <p>h)* STOPPING;</p> <p>i) CLEARED FOR TAKE-OFF [FROM (<i>location</i>)] (<i>present position, taxiway, final approach and take-off area, runway and number</i>);</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>

	<p>j)* REQUEST DEPARTURE INSTRUCTIONS;</p> <p>k) AFTER DEPARTURE TURN RIGHT (or LEFT, or CLIMB) (instructions as appropriate).</p> <p>** Denotes pilot transmission. HOLDING and STOPPING are the procedural responses to e) and g) respectively.</p>	*	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.4.12 Turn or climb instructions after take-off</p> <p>...to request airborne time</p> <p>...heading to be followed</p> <p>... when a specific track is to be followed</p>	<p>a)* REQUEST RIGHT (or LEFT) TURN;</p> <p>b) RIGHT (or LEFT) TURN APPROVED;</p> <p>c) WILL ADVISE LATER FOR RIGHT (or LEFT) TURN;</p> <p>d) REPORT AIRBORNE;</p> <p>e) AIRBORNE (time);</p> <p>f) AFTER PASSING (level) (instructions);</p> <p>g) CONTINUE RUNWAY HEADING (instructions);</p> <p>h) TRACK EXTENDED CENTRE LINE (instructions);</p> <p>i) CLIMB STRAIGHT AHEAD (instructions).</p> <p>** Denotes pilot transmission.</p>	*	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.4.13 Entering an aerodrome traffic circuit</p>	<p>a)* [aircraft type] (position) (level) FOR LANDING;</p> <p>b) JOIN [(direction of circuit)] (position in circuit) RUNWAY (number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p> <p>c) [(direction of circuit)] RUNWAY (number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p>	*	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>...when ATIS information is available</p>	<p>d) MAKE STRAIGHT-IN APPROACH, RUNWAY (number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p> <p>e)* (aircraft type) (position) (level) INFORMATION (ATIS identification) FOR LANDING;</p> <p>f) JOIN (position in circuit) RUNWAY (number) QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p> <p>g) (direction of circuit) [RUNWAY (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)].</p> <p>** Denotes pilot transmission.</p>	<p><input checked="" type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>1.4.14 In the circuit</p>	<p>a)* (position in circuit, e.g. DOWNWIND or FINAL);</p> <p>b) NUMBER ... FOLLOW (aircraft type and position) [additional instructions if required];</p> <p>c) TRAFFIC (detail) [additional information if required];</p> <p>d) REPORT (position in the circuit).</p> <p>** Denotes pilot transmission.</p>	<p>*</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>1.4.15 Approach instructions</p> <p>Note: The report "LONG FINAL" is made when an aircraft turns on to final approach at a distance greater than 4 NM from touchdown or when an aircraft on a straight-in approach is 8 NM from touchdown. In both cases a report "FINAL" is required at 4 NM from touchdown.</p>	<p>a) MAKE SHORT APPROACH;</p> <p>b) MAKE LONG APPROACH (or EXTEND DOWNWIND);</p> <p>c) REPORT BASE (or FINAL, or LONG FINAL);</p> <p>d) CONTINUE APPROACH [PREPARE FOR POSSIBLE GO AROUND];</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.4.16 Landing clearance</p> <p>...when reduced runway separation is used</p> <p>...special operations</p>	<p>a) RUNWAY (number) CLEARED TO LAND;</p> <p>b) (traffic information) RUNWAY (number) CLEARED TO LAND;</p> <p>c) CLEARED TOUCH AND GO;</p> <p>d) MAKE FULL STOP;</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

<p>... to make an approach along, or parallel to 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> <p>...for helicopter operations</p>	<p>e)* REQUEST LOW APPROACH (reasons);</p> <p>f) CLEARED LOW APPROACH [RUNWAY (number)] [(altitude restriction if required) (go around instructions)];</p> <p>g)* REQUEST LOW PASS (reasons);</p> <p>h) CLEARED LOW PASS [as in f)];</p> <p>i*) REQUEST STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (location));</p> <p>j) MAKE STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (location, runway, taxiway, final approach and take off area)) [ARRIVAL (or ARRIVAL ROUTE) (number, name or code)]. [HOLD SHORT OF (active runway, extended runway centre line, other)]. [REMAIN (direction or distance) FROM (runway, runway centre line, other helicopter or aircraft)]. [CAUTION (power lines, unlighted obstructions, wake turbulence, etc.)]. CLEARED TO LAND.</p> <p>** Denotes pilot transmission.</p>	<p>*</p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.4.17 Delaying aircraft</p>	<p>a) CIRCLE THE AERODROME;</p> <p>b) ORBIT (RIGHT, or LEFT) [FROM PRESENT POSITION];</p> <p>c) MAKE ANOTHER CIRCUIT.</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.4.18 Missed Approach</p>	<p>a) GO AROUND;</p> <p>b)* GOING AROUND.</p> <p>** Denotes pilot transmission.</p>	<p><input checked="" type="checkbox"/></p> <p>*</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>1.4.19 Information to aircraft</p> <p>...when pilot requested visual inspection of landing gear</p>	<p>a) LANDING GEAR APPEARS DOWN;</p> <p>b) RIGHT (or LEFT, or NOSE) WHEEL APPEARS UP (or DOWN);</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>

	c) WHEELS APPEAR UP;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	d) RIGHT (or LEFT, or NOSE) WHEEL DOES NOT APPEAR UP (or DOWN);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...wake turbulence	e) CAUTION WAKE TURBULENCE [FROM ARRIVING (or DEPARTING) (type of aircraft)] [additional information as required];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...jet blast on apron or taxiway	f) CAUTION JET BLAST;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...propeller-driven aircraft slipstream	g) CAUTION SLIPSTREAM;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...other traffic	h) TRAFFIC (details);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...information on the actual use of the runway	i) NO REPORTED TRAFFIC RUNWAY (number);	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Note: Information on the actual use of the runway in points i) and j) may be provided to aircraft at any phase of the flight, in particular in the circuit and during the preparation for departure.	j) RUNWAY (number) OCCUPIED [or BLOCKED BY] (details) [REPORT INTENTIONS].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.4.20 Runway vacating and communications after landing			
	a) CONTACT GROUND (frequency);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) WHEN VACATED CONTACT GROUND (frequency);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) EXPEDITE VACATING;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) YOUR STAND (or GATE) (designation);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	e) TAKE (or TURN) FIRST (or SECOND, or CONVENIENT) LEFT (or RIGHT) AND CONTACT GROUND (frequency);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
... for helicopter operations	f) AIR-TAXI TO HELICOPTER STAND (or HELICOPTER PARKING POSITION (area));	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) AIR-TAXI VIA (direct, as requested, or specified route) TO (location, heliport, operating or movement area, active or inactive runway). AVOID (aircraft or vehicles or personnel).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1.5 Phraseologies to be used related to controller–pilot data link communications (CPDLC)			
1.5.1 Operational status			
...failure of a single CPDLC message	a) [ALL STATIONS] CPDLC FAILURE (<i>instructions</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...to correct CPDLC clearances, instructions, information or requests	b) CPDLC MESSAGE FAILURE (<i>appropriate clearance, instruction, information or request</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...to instruct all stations or a specific flight to avoid sending CPDLC requests for a limited period of time	c) DISREGARD CPDLC (<i>message type</i>) MESSAGE, BREAK (<i>correct clearance, instruction, information or request</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...to resume normal use of CPDLC	d) [ALL STATIONS] STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [<i>reason</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) [ALL STATIONS] RESUME NORMAL CPDLC OPERATIONS.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. ATS Surveillance service phraseologies			
<i>Note: The following comprise phraseologies specifically applicable when an ATS surveillance system is used in the provision of air traffic services. The phraseologies detailed in the sections above for use in the provision of air traffic services are also applicable, as appropriate, when an ATS surveillance system is used.</i>			
2.1 General ATS surveillance service phraseologies			
2.1.1 Identification of aircraft			
	a) REPORT HEADING [AND FLIGHT LEVEL (<i>or</i> ALTITUDE)];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	b) FOR IDENTIFICATION TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) TRANSMIT FOR IDENTIFICATION AND REPORT HEADING;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	d) RADAR CONTACT [<i>position</i>];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	e) IDENTIFIED [<i>position</i>];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	f) NOT IDENTIFIED [<i>reason</i>], [RESUME (<i>or</i> CONTINUE) OWN NAVIGATION];	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	g) NOT IDENTIFIED [<i>reason</i>].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.1.2	Position information		
	POSITION (<i>distance</i>) (<i>direction</i>) OF (<i>significant point</i>) (or OVER or ABEAM (<i>significant point</i>)).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.1.3	Vectoring instructions		
	a) LEAVE (<i>significant point</i>) HEADING (<i>three digits</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) CONTINUE HEADING (<i>three digits</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) CONTINUE PRESENT HEADING;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) FLY HEADING (<i>three digits</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) TURN LEFT (or RIGHT) HEADING (<i>three digits</i>) [<i>reason</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) TURN LEFT (or RIGHT) (<i>number of degrees</i>) DEGREES [<i>reason</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) STOP TURN HEADING (<i>three digits</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) FLY HEADING (<i>three digits</i>), WHEN ABLE PROCEED DIRECT (<i>name</i>) (<i>significant point</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	i) HEADING IS GOOD.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.1.4	Termination of vectoring		
	a) RESUME OWN NAVIGATION (<i>position of aircraft</i>) (<i>specific instructions</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) RESUME OWN NAVIGATION [DIRECT] (<i>significant point</i>) [MAGNETIC] TRACK (<i>three digits</i>) DISTANCE (<i>number</i>) MILES (or KILOMETRES).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.1.5	Manoeuvres		
	a) MAKE A THREE SIXTY TURN LEFT (or RIGHT) [<i>reason</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) ORBIT LEFT (or RIGHT) [<i>reason</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...(in case of unreliable directional instruments on board aircraft)	c) MAKE ALL TURNS RATE ONE (or RATE HALF, or (<i>number</i>) DEGREES PER SECOND) START AND STOP ALL TURNS ON THE COMMAND "NOW";	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p><i>Note: When it is necessary to specify a reason for vectoring, or for the above mentioned manoeuvres, the following phraseologies should be used:</i></p> <p>i) DUE TRAFFIC; ii) FOR SPACING; iii) FOR DELAY; iv) FOR DOWNWIND (or BASE, or FINAL).</p>	<p>d) TURN LEFT (or RIGHT) NOW; e) STOP TURN NOW.</p>	<p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><input type="checkbox"/> <input type="checkbox"/></p>
<p>2.1.6 Speed control</p>	<p>a) REPORT SPEED; b)* SPEED (number) KNOTS (or KILOMETRES PER HOUR); c) MAINTAIN (number) KNOTS (or KILOMETRES PER HOUR) [OR GREATER (or OR LESS)] [UNTIL (significant point)]; d) DO NOT EXCEED (number) KNOTS (or KILOMETRES PER HOUR); e) MAINTAIN PRESENT SPEED; f) INCREASE (or REDUCE) SPEED TO (number) KNOTS (or KILOMETRES PER HOUR) [OR GREATER (or OR LESS)]; g) INCREASE (or REDUCE) SPEED BY (number) KNOTS (or KILOMETRES PER HOUR); h) RESUME NORMAL SPEED; i) REDUCE TO MINIMUM APPROACH SPEED; j) REDUCE TO MINIMUM CLEAN SPEED; k) NO [ATC] SPEED RESTRICTIONS.</p> <p><i>Note: An arriving aircraft may be instructed to maintain its 'maximum speed', 'minimum clean speed', 'minimum speed', or a specified speed. 'Minimum clean speed' signifies the minimum speed at which an aircraft can be flown in a clean configuration, i.e. without deployment of lift-augmentation devices, speed brakes or landing gear.</i></p> <p><i>** Denotes pilot transmission.</i></p>	<p><input checked="" type="checkbox"/> * <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p>

<p>...for avoiding action</p>	<p>e) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (<i>three digits</i>) TO AVOID [UNIDENTIFIED] TRAFFIC (<i>bearing by clock-reference and distance</i>);</p> <p>f) TURN LEFT (or RIGHT) (<i>number of degrees</i>) DEGREES IMMEDIATELY TO AVOID [UNIDENTIFIED] TRAFFIC AT (<i>bearing by clock-reference and distance</i>).</p> <p><i>** Denotes pilot transmission.</i></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>2.1.10 Communications and loss of communications</p> <p>...if loss of communications suspected</p>	<p>a) [IF] RADIO CONTACT LOST (<i>instructions</i>);</p> <p>b) IF NO TRANSMISSION RECEIVED FOR (<i>number</i>) MINUTES (or SECONDS) (<i>instructions</i>);</p> <p>c) REPLY NOT RECEIVED (<i>instructions</i>);</p> <p>d) IF YOU READ (<i>manoeuvre instructions</i>);</p> <p>e) IF YOU READ (SQUAWK (<i>code</i>) or IDENT);</p> <p>f) (<i>manoeuvre, SQUAWK or IDENT</i>) OBSERVED. POSITION (<i>position of aircraft</i>). [<i>instructions</i>].</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>2.1.11 Termination of radar and/or ADS-B service</p>	<p>a) RADAR SERVICE (or IDENTIFICATION) TERMINATED [DUE (<i>reason</i>)] (<i>instructions</i>);</p> <p>b) WILL SHORTLY LOSE IDENTIFICATION (<i>appropriate instructions or information</i>);</p> <p>c) IDENTIFICATION LOST [<i>reasons</i>] (<i>instructions</i>).</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>2.1.12 Radar and/or ADS-B equipment degradation</p>	<p>a) SECONDARY RADAR OUT OF SERVICE (<i>appropriate information as necessary</i>);</p> <p>b) PRIMARY RADAR OUT OF SERVICE (<i>appropriate information as necessary</i>);</p> <p>c) ADS-B OUT OF SERVICE (<i>appropriate information as necessary</i>).</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>

2.2 Radar in approach control service			
<p>2.2.1 Vectoring for approach</p> <p><i>Note: PAR-approach not applied in Denmark, Faroe Islands and Greenland.</i></p>	<p>a) VECTORING FOR (<i>type of approach</i>) AP-PROACH RUNWAY (<i>number</i>);</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) VECTORING FOR SURVEILLANCE RADAR APPROACH RUNWAY (<i>number</i>);</p> <p>e) VECTORING FOR PRECISION AP-PROACH RUNWAY (<i>number</i>);</p> <p>f) (<i>type</i>) APPROACH NOT AVAILABLE DUE (<i>reason</i>) (<i>alternative instructions</i>).</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>2.2.2 Vectoring for ILS and other approach procedures</p> <p>... when a pilot wishes to be positioned a specific distance from touchdown</p> <p>... instructions and information</p>	<p>a) POSITION (<i>number</i>) MILES (<i>or</i> KILOMETRES) FROM (<i>fix</i>) TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>);</p> <p>b) YOU WILL INTERCEPT (FINAL AP-PROACH COURSE <i>or</i> radio aid) (<i>distance</i>) FROM (<i>significant point</i> <i>or</i> TOUCHDOWN);</p> <p>c)* REQUEST (<i>distance</i>) FINAL;</p> <p>d) CLEARED FOR (<i>type</i>) APPROACH RUNWAY (<i>number</i>);</p> <p>e) REPORT ESTABLISHED ON LOCALIZER (<i>or</i> ON [GLS/RNP/MLS] [FINAL] AP-PROACH [COURSE]);</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><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p>*</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

	<p>h) EXPECT VECTOR ACROSS THE (LOCALIZER <i>or</i> [GLS/RNP/MLS] FINAL APPROACH COURSE <i>or radio aid</i>) (<i>reason</i>);</p> <p>i) THIS TURN WILL TAKE YOU THROUGH THE (LOCALIZER <i>or</i> [GLS/RNP/MLS] FINAL APPROACH COURSE <i>or radio aid</i>) [<i>reason</i>];</p> <p>j) TAKING YOU THROUGH THE (LOCALIZER <i>or</i> [GLS/RNP/MLS] FINAL APPROACH COURSE <i>or radio aid</i>) [<i>reason</i>];</p> <p>k) MAINTAIN (<i>altitude</i>) UNTIL GLIDE PATH INTERCEPTION;</p> <p>l) REPORT ESTABLISHED ON GLIDE PATH;</p> <p>m) INTERCEPT (LOCALIZER <i>or</i> [GLS/RNP/MLS] [FINAL] APPROACH [COURSE] <i>or radio aid</i>) [RUNWAY (<i>number</i>)] [REPORT ESTABLISHED].</p> <p><i>** Denotes pilot transmission.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2.2.3 Manoeuvre during independent and dependent parallel approaches</p> <p>... for avoidance action when an aircraft is observed penetrating the NTZ</p> <p>...for avoidance action below 400 ft (120 m) above the runway threshold elevation where parallel approach obstacle assessment surfaces (PAOAS) criteria are being applied</p>	<p>a) CLEARED FOR (<i>type of approach</i>) APPROACH RUNWAY (<i>number</i>) LEFT (<i>or</i> RIGHT);</p> <p>b) YOU HAVE CROSSED THE LOCALIZER (<i>or</i> GLS/RNP/MLS FINAL APPROACH COURSE). TURN LEFT (<i>or</i> RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER (<i>or</i> GLS/RNP/MLS FINAL APPROACH COURSE) [RUNWAY (<i>number</i>)];</p> <p>c) ILS (<i>or</i> MLS) RUNWAY (<i>number</i>) LEFT (<i>or</i> RIGHT). LOCALIZER (<i>or</i> MLS) FREQUENCY IS (<i>frequency</i>);</p> <p>d) TURN LEFT (<i>or</i> RIGHT) (<i>number</i>) DEGREES (<i>or</i> HEADING) (<i>three digits</i>) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], CLIMB TO (<i>altitude</i>);</p> <p>e) CLIMB TO (<i>altitude</i>) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH] (<i>further instructions</i>).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>2.2.4 Surveillance radar approach</p> <p>...Provision of service</p> <p>...Elevation</p> <p>...Position</p> <p>...Checks</p> <p>...Completion of approach</p>	<p>a) THIS WILL BE A SURVEILLANCE RADAR APPROACH RUNWAY (<i>number</i>) TERMINATING AT (<i>distance</i>) FROM TOUCHDOWN, OBSTACLE CLEARANCE ALTITUDE (<i>or HEIGHT</i>) (<i>number</i>) FEET (<i>or METRES</i>) CHECK YOUR MINIMA [IN CASE OF GO AROUND (<i>instructions</i>)];</p> <p>b) APPROACH INSTRUCTIONS WILL BE TERMINATED AT (<i>distance</i>) FROM TOUCHDOWN;</p> <p>c) COMMENCE DESCENT NOW [TO MAINTAIN A (<i>number</i>) DEGREE GLIDE PATH];</p> <p>d) (<i>distance</i>) FROM TOUCHDOWN ALTITUDE (<i>or HEIGHT</i>) SHOULD BE (<i>numbers and units</i>);</p> <p>e) (<i>distance</i>) FROM TOUCHDOWN;</p> <p>f) CHECK GEAR DOWN [AND LOCKED];</p> <p>g) CHECK OVER THRESHOLD;</p> <p>h) REPORT VISUAL;</p> <p>i) REPORT RUNWAY [LIGHTS] IN SIGHT;</p> <p>j) APPROACH COMPLETED [CONTACT (<i>unit</i>)].</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>2.3 Secondary surveillance radar (SSR) and ADS-B phraseologies</p>			
<p>2.3.1 To request the capability of the SSR equipment</p>	<p>a) ADVISE TRANSPONDER CAPABILITY;</p> <p>b)* TRANSPONDER (<i>as shown in the flight plan</i>);</p> <p>c)* NEGATIVE TRANSPONDER.</p> <p><i>** Denotes pilot transmission.</i></p>	<p><input checked="" type="checkbox"/></p> <p>*</p> <p>*</p>	<p><input checked="" type="checkbox"/></p> <p></p> <p></p>
<p>2.3.2 To request the capability of the ADS-B equipment</p>	<p>a) ADVISE ADS-B CAPABILITY;</p> <p>b)* ADS-B TRANSMITTER (<i>data link</i>);</p>	<p><input checked="" type="checkbox"/></p> <p>*</p>	<p><input checked="" type="checkbox"/></p> <p></p>

	<p>c)* ADS-B RECEIVER (<i>data link</i>);</p> <p>d)* NEGATIVE ADS-B.</p> <p><i>** Denotes pilot transmission.</i></p>	*	
2.3.3 To instruct setting of transponder	<p>a) FOR DEPARTURE SQUAWK (<i>code</i>);</p> <p>b) SQUAWK (<i>code</i>).</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.4 To request the pilot to reselect the assigned mode and code	<p>a) RESET SQUAWK [(<i>mode</i>)] (<i>code</i>);</p> <p>b)* RESETTING [(<i>mode</i>)] (<i>code</i>).</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.5 To request reselection of aircraft identification	<p>REENTER [ADS-B or MODE S] AIRCRAFT IDENTIFICATION.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.6 To request the pilot to confirm the code selected on the aircraft's transponder	<p>a) CONFIRM SQUAWK (<i>code</i>);</p> <p>b)* SQUAWKING (<i>code</i>).</p> <p><i>** Denotes pilot transmission.</i></p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.7 To request the operation of the IDENT feature	<p>a) SQUAWK [(<i>code</i>)] [AND] IDENT;</p> <p>b) SQUAWK LOW;</p> <p>c) SQUAWK NORMAL;</p> <p>d) TRANSMIT ADS-B IDENT.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.8 To request temporary suspension of transponder operation	<p>SQUAWK STANDBY.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<p>2.3.9 To request emergency code</p>	<p>SQUAWK MAYDAY [CODE SEVEN-SEVEN-ZERO-ZERO].</p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>2.3.10 To request termination of transponder and/or ADS-B transmitter operation</p> <p><i>Note: Independent operations of Mode S transponder and ADS-B may not be possible in all aircraft (e.g. where ADS-B is solely provided by 1090 MHz extended squitter emitted from the transponder). In such cases, aircraft may not be able to comply with ATC instructions related to ADS-B operation.</i></p>	<p>a) STOP SQUAWK. [TRANSMIT ADS-B ONLY];</p> <p>b) STOP ADS-B TRANSMISSION [SQUAWK (code) ONLY].</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>2.3.11 To request transmission of pressure-altitude</p>	<p>a) SQUAWK CHARLIE;</p> <p>b) TRANSMIT ADS-B ALTITUDE.</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>2.3.12 To request pressure setting check and confirmation of level</p>	<p>CHECK ALTIMETER SETTING AND CONFIRM (<i>level</i>).</p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>2.3.13 To request termination of pressure altitude transmission because of faulty operation</p>	<p>a) STOP SQUAWK CHARLIE WRONG INDICATION;</p> <p>b) STOP ADS-B ALTITUDE TRANSMISSION [(WRONG INDICATION, <i>or reason</i>)].</p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>
<p>2.3.14 To request level check</p>	<p>CONFIRM (<i>level</i>).</p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

<p>2.3.15 Controller queries a discrepancy between the displayed 'Selected Level' and the cleared level</p> <p><i>Note: The controller will not state on radiotelephony the value of the 'Selected Level' observed on the situation display.</i></p>	<p>a) CHECK SELECTED LEVEL. CLEARED LEVEL IS (<i>level</i>);</p> <p>b) CHECK SELECTED LEVEL. CONFIRM CLIMBING (<i>or</i> DESCENDING) TO (<i>or</i> MAINTAINING) (<i>level</i>);</p> <p>c)* CLIMBING (<i>or</i> DESCENDING) TO (<i>or</i> MAINTAINING) (<i>level</i>) (<i>appropriate information on selected level</i>).</p> <p><i>** Denotes pilot transmission.</i></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p>*</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>3. Automatic dependent surveillance – contract (ADS-C) phraseologies</p>			
<p>3.1 General ADS-C phraseologies</p>			
<p>3.1.1 ADS-C degradation</p>	<p>ADS-C (<i>or</i> ADS-CONTRACT) OUT OF SERVICE (<i>appropriate information as necessary</i>).</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>
<p>4. Alerting phraseologies</p>			
<p>4.1 Alerting phraseologies</p>			
<p>4.1.1 Low altitude warning</p>	<p>(<i>aircraft call sign</i>) LOW ALTITUDE WARNING, CHECK YOUR ALTITUDE</p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>4.1.2 Terrain alert</p>	<p>(<i>aircraft call sign</i>) TERRAIN ALERT, (<i>suggested pilot action, if possible</i>).</p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

5. Air Traffic Flow Management

Note: ATFM-procedures not applied in the ICAO NAT-Region.

5.1 ATFM phraseologies

...Calculated take-off time (CTOT) delivery resulting from a slot allocation message (SAM)	a) SLOT (<i>time</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...Change to CTOT resulting from a slot revision message (SRM).	b) REVISED SLOT (<i>time</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...CTOT cancellation resulting from a slot cancellation message (SLC)	c) SLOT CANCELLED, REPORT READY;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...Flight suspension until further notice (resulting from flight suspension message (FLS))	d) FLIGHT SUSPENDED UNTIL FURTHER NOTICE, DUE (<i>reason</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...Flight de-suspension resulting from a de-suspension message (DES)	e) SUSPENSION CANCELLED, REPORT READY;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...Denial of start-up when requested too late to comply with the given CTOT	f) UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT EXPIRED, REQUEST A NEW SLOT;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...Denial of start-up when requested too early to comply with the given CTOT	g) UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT (<i>time</i>), REQUEST START-UP AT (<i>time</i>).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) UNABLE TO APPROVE (<i>desired route, level, etc.</i>) [FOR (<i>aircraft call sign</i>)] [DUE (<i>reason</i>)] (<i>alternative clearance proposed</i>).		
5.1.1 Approval request	a) APPROVAL REQUEST (<i>aircraft call sign</i>) ESTIMATED DEPARTURE FROM (<i>significant point</i>) AT (<i>time</i>); b) (<i>aircraft call sign</i>) REQUEST APPROVED [(<i>restriction if any</i>)]; c) (<i>aircraft call sign</i>) UNABLE (<i>alternative instructions</i>).		

<p>5.1.2 Inbound release</p>	<p>[INBOUND RELEASE] (<i>aircraft call sign</i>) SQUAWKING (<i>SSR-code</i>) FROM (<i>departure point</i>) RELEASED AT (<i>significant point, or time, or level</i>) CLEARED TO AND ESTIMATING (<i>clearance limit</i>) (<i>time</i>) AT (<i>level</i>) [EXPECTED APPROACH TIME (<i>time</i>), or NO DELAY EXPECTED] CONTACT AT (<i>time</i>).</p>		
<p>5.1.3 Handover</p>	<p>HANDOVER (<i>aircraft call sign</i>) [SQUAWKING (<i>SSR-code</i>)] POSITION (<i>aircraft position</i>) (<i>level</i>).</p>		
<p>5.1.4 Expedition of clearance</p>	<p>a) EXPEDITE CLEARANCE (<i>aircraft call sign</i>) EXPECTED DEPARTURE FROM (<i>place</i>) AT (<i>time</i>);</p> <p>b) EXPEDITE CLEARANCE (<i>aircraft call sign</i>) [ESTIMATED] OVER (<i>place</i>) AT (<i>time</i>) REQUESTS (<i>level or route, etc.</i>).</p>		
<p>5.1.5 RVSM Operations</p> <p>... to verbally supplement estimate messages of aircraft non-approved for RVSM or to verbally supplement an automated estimate message exchange that does not automatically transfer information from Item 18 of the flight plan followed by supplementary information, as appropriate</p> <p>... to communicate the cause of a contingency relating to an aircraft that is unable to conduct RVSM operations due to severe turbulence or other severe meteorological phenomena or equipment failure, as applicable</p>	<p>a) NEGATIVE RVSM [(<i>supplementary information, e.g. State aircraft</i>)];</p> <p>b) UNABLE RVSM DUE TURBULENCE (or EQUIPMENT, <i>as applicable</i>).</p>		

6. Coordination between ATS-units

6.1 Coordination between ATS-units

6.1.1 Estimates and revisions

- | | |
|---|--|
| <p>a) ESTIMATE [<i>direction of flight</i>] (<i>aircraft call sign</i>) [SQUAWKING (<i>SSR-code</i>)] (<i>type</i>) ESTIMATED (<i>significant point</i>) (<i>time</i>) (<i>level</i>) (or DESCENDING/CLIMBING FROM (<i>level</i>) TO (<i>level</i>)) [SPEED (<i>filed TAS</i>)] (<i>route</i>) [REMARKS];</p> | |
| <p>...sending unit</p> | <p>b) ESTIMATE (<i>significant point</i>) ON (<i>aircraft call sign</i>);</p> |
| <p>...receiving unit reply (if flight plan details are not available)</p> | <p>c) NO DETAILS;</p> |
| <p>...receiving unit reply (if flight plan details are available)</p> | <p>(<i>aircraft type</i>) (<i>destination</i>);</p> |
| <p>...sending unit reply</p> | <p>d) [SQUAWKING (<i>SSR-code</i>)] [ESTIMATED] (<i>significant point</i>) (<i>time</i>) AT (<i>level</i>);</p> <p><i>Note: In the event that flight plan details are not available the receiving station shall reply to b) NO DETAILS and sending unit shall pass full estimate as in a).</i></p> |
| | <p>e) ESTIMATE UNMANNED FREE BALLOON(S) (<i>identification and classification</i>) ESTIMATED OVER (<i>place</i>) AT (<i>time</i>) REPORTED FLIGHT LEVEL(S) (<i>figure or figures</i>) [or FLIGHT LEVEL UNKNOWN] MOVING (<i>direction</i>) ESTIMATED GROUND SPEED (<i>figure</i>) (<i>other pertinent information, if any</i>);</p> |
| | <p>f) REVISION (<i>aircraft call sign</i>) (<i>details as necessary</i>).</p> |

6.1.2 Transfer of control

- | | |
|---|--|
| <p>a) REQUEST RELEASE OF (<i>aircraft call sign</i>);</p> | |
| <p>b) (<i>aircraft call sign</i>) RELEASED [AT (<i>time</i>)] [<i>conditions/restrictions</i>];</p> | |
| <p>c) IS (<i>aircraft call sign</i>) RELEASED [FOR CLIMB (or DESCENT)];</p> | |
| <p>d) (<i>aircraft call sign</i>) NOT RELEASED [UNTIL (<i>time or significant point</i>)];</p> | |

	e) UNABLE (<i>aircraft call sign</i>) [TRAFFIC IS (<i>details</i>)].
6.1.3 Change of clearance	<p>a) MAY WE CHANGE CLEARANCE OF (<i>aircraft call sign</i>) TO (<i>details of alteration proposed</i>);</p> <p>b) AGREED TO (<i>alteration of clearance</i>) OF (<i>aircraft call sign</i>);</p> <p>c) UNABLE TO APPROVE CHANGE TO CLEARANCE OF (<i>aircraft call sign</i>);</p> <p>d) UNABLE TO APPROVE (<i>desired route, level, etc.</i>) [FOR (<i>aircraft call sign</i>)] [DUE (<i>reason</i>)] (<i>alternative clearance proposed</i>).</p>
6.1.4 Approval request	<p>a) APPROVAL REQUEST (<i>aircraft call sign</i>) ESTIMATED DEPARTURE FROM (<i>significant point</i>) AT (<i>time</i>);</p> <p>b) (<i>aircraft call sign</i>) REQUEST APPROVED [(<i>restriction if any</i>)];</p> <p>c) (<i>aircraft call sign</i>) UNABLE (<i>alternative instructions</i>).</p>
6.1.5 Inbound release	[INBOUND RELEASE] (<i>aircraft call sign</i>) SQUAWKING (<i>SSR-code</i>) FROM (<i>departure point</i>) RELEASED AT (<i>significant point, or time, or level</i>) CLEARED TO AND ESTIMATING (<i>clearance limit</i>) (<i>time</i>) AT (<i>level</i>) [EXPECTED APPROACH TIME (<i>time</i>), or NO DELAY EXPECTED] CONTACT AT (<i>time</i>).
6.1.6 Handover	HANDOVER (<i>aircraft call sign</i>) [SQUAWKING (<i>SSR-code</i>)] POSITION (<i>aircraft position</i>) (<i>level</i>).
6.1.7 Expedition of clearance	<p>a) EXPEDITE CLEARANCE (<i>aircraft call sign</i>) EXPECTED DEPARTURE FROM (<i>place</i>) AT (<i>time</i>);</p> <p>b) EXPEDITE CLEARANCE (<i>aircraft call sign</i>) [ESTIMATED] OVER (<i>place</i>) AT (<i>time</i>) REQUESTS (<i>level or route, etc.</i>).</p>

<p>6.1.8 RVSM Operations</p> <p>... to verbally supplement estimate messages of aircraft non-approved for RVSM or to verbally supplement an automated estimate message exchange that does not automatically transfer information from Item 18 of the flight plan followed by supplementary information, as appropriate</p> <p>... to communicate the cause of a contingency relating to an aircraft that is unable to conduct RVSM operations due to severe turbulence or other severe meteorological phenomena or equipment failure, as applicable</p>	<p>a) NEGATIVE RVSM [(supplementary information, e.g. State aircraft)];</p> <p>b) UNABLE RVSM DUE TURBULENCE (or EQUIPMENT, as applicable).</p>		
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