Departures (Leaving the CTR)

First Contact (Ground)

On first contact with a VFR departure, Ground should assign them a squawk code, provide the local QNH (together with startup clearance, if the aircraft requires it), and ask for their intentions.

Ground should coordinate any VFR flight with TWR before the aircraft reaches the runway holding point, to notify TWR of the aircraft's intentions. This is so that TWR may advise if they can accept the VFR aircraft's intended operations in the CTR.

Some pertinent points to remember include:

- Single-engine aircraft, which often fly VFR, do not require startup clearance. Twin/multi-engine aircraft and helicopters require startup clearance.
- Light aircraft, which make up the majority of VFR traffic, sometimes request to perform an engine run-up. Run-up locations are noted in the aerodrome charts, or in airport LOPs. For example:
  - At BIKF, there is a run-up pad abeam of taxiway K.
  - At BIRK, there are two run-up areas – south of Hangar 4 (on the North Apron, next to taxiway G), and one southwest of Hangar 8 (on the East Apron).

As with IFR, VFR aircraft must have their squawk code set & transponder on (XPDR/Mode C) before taxi or pushback, whichever comes first.

VFR Departure Clearance

For departing VFR flights, VFR departure instructions shall be given together with the takeoff clearance. This includes:

- The routing of the aircraft within the control zone, i.e.,
  - The **VFR route** (if the aircraft is following one), or:
  - The **cardinal direction** (N/E/S/W) if the aircraft is not on a VFR route.
- Any relevant **departure instructions** (e.g., left or right turn after departure – not required to be specified if obvious)
- The **altitude** if the aircraft is not on a VFR route
  - For aircraft departing via a VFR route, since the route altitudes are published, it is not required to state the route altitude unless the pilot requests it.
  - For aircraft not on a VFR route, within the control zone, generally **1500FT** is appropriate for single-engine light aircraft, and **2500FT** is appropriate for multi-engine aircraft and turboprops.

The following phraseology shall be used for aircraft **on a VFR route:**

[CALLSIGN], ***[DEPARTURE INSTRUCTIONS* for]*** *route* ***[X]***, ***[WINDS]***, ***[RWY]***, *cleared for takeoff.*

(*may be omitted)

E.g.,

> (TF-)SKN, right turn for route 6, winds 180 degrees 14 knots, runway 19, cleared for takeoff.

The following phraseology may be used for aircraft **not on a VFR route:**

[CALLSIGN], [DEPARTURE INSTRUCTIONS* to] *leave the control zone to the* ***[N/E/S/W], [ALTITUDE]***, ***[WINDS]***, ***[RWY]***, *cleared for takeoff.*

(*may be omitted)

E.g.,

> (TF-)MYB, leave the control zone to the East, 2500ft, winds 300 degrees 15 knots, runway 31, cleared for takeoff.

Once the aircraft is airborne, the pilot should then be asked to report when they are approaching the boundaries of the CTR.

- For BIKF & BIRK:
  - If on a VFR route, the pilot should report passing the reporting point immediately prior to the airspace boundary, e.g., Aluminium Factory for BIRK departures on route 6.
  - If not on a VFR route, the pilot should report **6 NM** out from BIRK, or **12 NM** out from BIKF.
- Other aerodromes:
  - Aircraft may simply be asked to report leaving the control zone.

Before an aircraft leaves the CTR, TWR must **coordinate** with any neighboring ATC whose controlled airspace the aircraft will enter. TWR shall inform the next controller of the aircraft's callsign, altitude (current, as well as requested if different), and their intentions.

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