



Notice of Proposed Amendment 2021-05

in accordance with Articles 6(3), 7 and 8 (Standard procedure: public consultation) of MB Decision No 18-2015

Standardised European rules of the air

Introduction of radiotelephony

for the provision of aerodrome flight information service (AFIS)

RMT.0476 — Subtask 3

EXECUTIVE SUMMARY

Aerodrome flight information service (AFIS) is implemented with an increasing trend both in the European Union (EU) Member States and worldwide.

International Civil Aviation Organization (ICAO) global standards (i.e. Standards and Recommended Practices (SARPs) or Procedures for Air Navigation Services (PANS)) do not exist for AFIS. Regulation (EU) 2018/1139 (the Basic Regulation) defines the overall safety objectives for flight information service (FIS) as one of the air traffic services (ATS). Common rules for FIS, which include AFIS, have been established with the adoption of Commission Implementing Regulation (EU) 2020/469, applicable as of 27 January 2022. The introduction of radiotelephony (RT) phraseologies for the provision of FIS/AFIS is necessary to ensure unambiguous air–ground voice communication, thus increasing safety.

This Notice of Proposed Amendment (NPA), therefore, proposes the necessary amendments to ED Decision 2013/013/R adopting the AMC and GM to Commission Implementing Regulation (EU) No 923/2012 on Standardised European Rules of the Air (SERA), and more specifically to Appendix 1 to AMC1 SERA.14001, by introducing:

- a comprehensive set of AFIS RT phraseologies for air–ground voice communications between pilots and ATS units;
- some additional RT phraseologies applicable to both FIS and AFIS to address specific operational situations; and
- structural amendments to Appendix 1 to clearly indicate which RT phraseologies are applicable when different ATS are provided (ATC service and/or FIS, including AFIS), thus supporting their harmonised use in a safe manner.

The amendments proposed by this NPA aim to maintain a high level of safety and to ensure harmonisation in the provision of FIS and AFIS.

A complete and clear set of RT phraseologies for the provision of FIS and AFIS will provide safety benefits throughout the EU, especially for cross-border flights which receive such services, by considerably reducing the possibility for misinterpretations in air–ground voice communications between ATS units and pilots.

Action area:	Air traffic management (ATM) / air navigation services (ANS)		
Related rules:	Commission Implementing Regulation (EU) No 923/2012 and ED Decision 2013/013/R; Annex IV (Part-ATS) to Commission Implementing Regulation (EU) 2017/373 and ED Decision 2017/001/R		
Affected stakeholders:	Member States; competent authorities (CAs) / national supervisory authorities (NSAs); ATM/ANS providers; airspace users (e.g. aircraft operators); aerodrome operators		
Driver:	Efficiency/proportionality	Rulemaking group:	No
Impact assessment:	No	Rulemaking Procedure:	Standard

● EASA rulemaking process milestones



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1. About this NPA

1.1. How this NPA was developed

The European Union Aviation Safety Agency (EASA) developed this NPA in line with Regulation (EU) 2018/1139¹ (the Basic Regulation) and the Rulemaking Procedure². It is a deliverable that results from Subtask 3 of rulemaking task (RMT).0476 'Regular update of the standardised European rules of the air', included in the European Plan for Aviation Safety (EPAS) for 2021–2025³. It concerns safety-related provisions for radiotelephony (RT) phraseologies laid down in point SERA.14001 of Regulation (EU) No 923/2012⁴ (the SERA IR) and the associated AMC and GM (see Section 2 for more details) to support the provision of FIS, including AFIS.

The *draft* text of this regulatory proposal has been developed by EASA, which established a Drafting Group with the effective participation of EUROCONTROL subject-matter experts. It is built on the applicable EU regulatory framework, and in particular on the SERA IR.

It is hereby submitted to all interested parties for consultation⁵.

1.2. How to comment on this NPA

Please submit your comments using the automated **Comment-Response Tool (CRT)** available at <http://hub.easa.europa.eu/crt/>⁶.

The deadline for the submission of comments is **13 May 2021**.

1.3. The next steps

Following the closure of the public NPA consultation, EASA will assess all the comments received and, if necessary, further review the subject regulatory measures. Focused-consultation activities with the affected stakeholders may be organised to discuss and address specific aspects, as deemed appropriate.

At the end of this process, EASA will issue a decision including the appropriate amendments to the AMC and GM to the SERA IR.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ <https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2021-2025>

⁴ Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13.10.2012, p. 1), as amended (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0923&qid=1613649548600>).

⁵ In accordance with Article 115 of Regulation (EU) 2018/1139, and Articles 6(3), 7 and 8 of the Rulemaking Procedure.

⁶ In case of technical problems, please send an email to crt@easa.europa.eu with a short description.

The comments received on this NPA and the related EASA responses will be included in a comment-response document (CRD). The CRD will be published on the EASA website⁷.

⁷ <https://www.easa.europa.eu/document-library/comment-response-documents>



2. In summary — why and what

The SERA IR includes provisions addressing air–ground voice communications, in particular those between pilots and ATS units. Detailed and standardised RT phraseologies to be used in such voice communications are established in Appendix 1 to AMC1 SERA.14001 of ED Decision 2013/013/R⁸ aiming to achieve unambiguous air–ground voice communications, thus increasing safety. With the publication of Commission Implementing Regulation 2020/469⁹ amending Regulation (EU) 2017/373 (the ATM/ANS Common Requirements IR) by introducing a detailed set of requirements for the provision of ATS, including FIS/AFIS, it is necessary to revise and update the related RT phraseologies in order to ensure that such services are provided safely.

2.1. Why we need to amend the rules — issue/rationale

Regulation (EU) 2020/469 (resulting from the EASA RMT.0464 ‘Requirements for air traffic services’) introduced significant amendments to Annex IV (Part-ATS) to the ATM/ANS Common Requirements IR, which shall apply from 27 January 2022. It lays down the organisational and technical requirements for the provision of AFIS, complemented by appropriate AMC and GM. The reasons and the approach taken for this regulatory initiative are defined in Sections 2.6 and 3 of NPA 2016-09(A) ‘Requirements for air traffic services’¹⁰, issued by EASA on 14 September 2016 in the context of the RMT.0464 rulemaking activities. The introduction of AFIS requirements necessitates the establishment of standardised RT phraseologies to be used for air–ground voice communications when providing such service in a safe manner.

This regulatory initiative aims to introduce the necessary amendments to the RT phraseologies established in the AMC and GM to the SERA IR in order to enable the safe, efficient and harmonised provision of AFIS and complete the EU regulatory framework in the provision of FIS/AFIS.

Related safety issues

There are no safety recommendations addressed to EASA on the subject of this NPA. However, in Section 3.1.2.5. of NPA 2016-09(A), the need to improve pilot situational awareness and to clearly define and harmonise the provision of AFIS throughout the EASA Member States is clearly identified. Moreover, as AFIS has not been regulated explicitly in the context of ICAO or at EU law level, there is currently a significant diversity in the provision of AFIS across the EU Member States, which establishes non-harmonised practices in the use of RT phraseologies. This situation may have a detrimental effect on safety, in particular in the case of international flights.

Some documents and initiatives of a non-binding nature, which address RT phraseologies when providing AFIS, exist. The EUROCONTROL Manual for Aerodrome Flight Information Service, issued in 2010, includes recommended RT phraseologies to be used in air–ground voice communications.

⁸ DECISION 2013/013/R OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY of 17 July 2013 adopting the Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/20101 Acceptable Means of Compliance and Guidance Material to the rules of the air (<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2013013r>).

⁹ Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010 (OJ L 104, 3.4.2020, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R0469&qid=1613647956605>).

¹⁰ <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-09a>

ICAO Circular 211-AN/128 ‘Aerodrome Flight Information Service (AFIS)’¹¹ does not address RT phraseologies in detail. ICAO is in the process of developing a new AFIS manual, which would include proposals for RT phraseologies. The present situation calls for regulatory action to establish a complete, clear and uniform set of RT phraseologies for use in the provision of FIS and AFIS with the aim to ensure safe air operations by considerably reducing the possibility for misinterpretations in air-ground communications between ATS units and pilots.

Considering the actual, peculiar regulatory framework, EASA is not aware of any issue by the Member States of either alternative means of compliance (AltMoC) or exemptions in accordance with Article 70 ‘Safeguard provisions’ / Article 71 ‘Flexibility provisions’ and/or Article 76 ‘Agency measures’ of the Basic Regulation, concerning the RT phraseologies used in the provision of FIS/AFIS.

ICAO and third-country references relevant to the content of this RMT

As explained above, and in the absence of ICAO SARPs on the subject, AFIS is implemented worldwide according to national legislation and directives. An analysis of the implementation practices within the EU Member States confirmed an existing diversity in the implementation and provision of AFIS, including the current variety of RT phraseologies in use.

This NPA proposes amendments at AMC/GM level and, as such, is not deemed to introduce any differences between the applicable ICAO SARPs and the EU regulatory framework.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The specific objectives of this NPA are to:

- maintain a high level of safety by fostering harmonisation of the set of RT phraseologies for voice communication between pilots and ATC and FIS/AFIS units and by ensuring adequate pilot situational awareness when they receive FIS/AFIS;
- ensure completeness and coherence of the EU regulatory framework with regard to SERA and Annex IV (Part-ATS), concerning the provision of FIS/AFIS; and
- clarify the applicability of certain RT phraseologies and their correlation to the various ATS elements (ATC, FIS/AFIS).

The proposed amendments are intended to apply as of 27 January 2022, together with the related requirements introduced with Regulation (EU) 2020/469.

¹¹ https://ext.eurocontrol.int/lexicon/images/5/56/ICAO_211_en.pdf

2.3. How we want to achieve it — overview of the proposals

This NPA contains amendments to Appendix 1 to AMC1 SERA.14001, issued with ED Decision 2013/013/R. More specifically, the revision of the aforementioned Appendix 1 is proposed to clearly indicate its applicability for each of the RT phraseologies in the context of the provision of ATC and FIS/AFIS.

Accordingly, a ‘GM1’ to Appendix 1 to SERA.14001 is introduced to explain the structural modifications.

A general review of the RT phraseologies in Appendix 1 to AMC1 SERA.14001 is performed also to identify new RT phraseologies that are considered necessary to address repetitive operational circumstances in the provision of AFIS.

This was considered particularly for the case of runway operations — one of the most safety-critical segments of aerodrome activities. The envisaged options included ‘direct’ information phrases like ‘RUNWAY XX AVAILABLE FOR TAKE-OFF’ and ‘WARNING’ phrases to be used for safety reasons like, for example, ‘RUNWAY OCCUPIED’ or ‘AIRCRAFT IN SHORT FINAL’.

After in-depth consideration, it was assessed that ‘warning’ RT phrases were legitimately justified by safety, and were unambiguous and consistent with the operations in a volume of airspace where pilots take decisions on their operations based on the information available, whereas ‘direct’ phrases could create confusion, undue expectations from pilots or situations potentially detrimental to a clear delineation between FIS (including AFIS) and ATC service. Therefore, it was considered necessary to ensure consistency in the provision of FIS and to focus on the timely provision of safety-critical information to increase the situational awareness of the flight crew and assist them in taking the appropriate decision, in particular in the context of the provision of AFIS.

This may be illustrated by examples like the following:

1.4.14 **x) TRAFFIC (detail) [additional information if required]**: an RT phrase that can be used to warn an aircraft about to line up and take off that an aircraft in final is approaching that runway.

1.4.10 or 1.4.19 **x) RUNWAY (number) OCCUPIED [or BLOCKED BY] (details) [REPORT INTENTIONS]**: an RT phrase that can be used to warn an aircraft about to line up and take off (or land) that the runway is occupied.

Section 1.1.3 ‘Minimum fuel’ of Appendix 1 currently includes the RT phraseologies for situations where the pilot informs the ATS units about shortage of fuel. The use of such RT phrase (‘SHORTAGE OF FUEL’) triggers certain considerations and, when appropriate, actions from the ATS provision perspective — including also for electrically powered aircraft, which started populating already the EU airspace. In this context, the proposal includes the possibility for the pilots of such aircraft to declare ‘MINIMUM ENERGY’ instead of ‘MINIMUM FUEL’, with the assumption that the reaction from the ATS units would be identical but explicitly indicating the nature of the aircraft propulsion to the ATS. EASA underlines that discussions during the NPA development indicated that this is still a controversial issue, as there are views that pilots of electrically powered aircraft should also use the term ‘MINIMUM FUEL’ instead of ‘MINIMUM ENERGY’ for harmonisation and simplicity purposes.

Stakeholders are kindly invited to express their views on the proposal concerning Section 1.1.3 of Appendix 1.

Concerning Section 1.1.6 ‘Change of call sign’ of Appendix 1, the drafting group that developed this NPA envisaged the possibility for the FIS/AFIS Officer to advise the pilot to change the call sign in case of potential confusion when communicating with other aircraft with similar call signs. This is a typical ATC instruction; however, it was considered that in certain cases, it may be applied also in the FIS/AFIS operational context for the sake of safety.

Stakeholders are kindly invited to inform EASA whether the proposed procedure is already implemented and used in their operational context, and to express their views on the proposal concerning Section 1.1.6 of Appendix 1.

Since with Regulation (EU) 2020/469 the ICAO provisions concerning PAR approach were not considered applicable in the EU context, and therefore not transposed, Section 2.2.5 ‘PAR approach’ of Appendix 1 to AMC1 SERA.14001 is proposed to be deleted.

2.4. What are the expected benefits and drawbacks of the proposal

The main benefit is the achievement of the objectives as exhaustively described in Section 2.2. No drawbacks are envisaged from the proposal of this NPA.

An extensive regulatory impact assessment (RIA) concerning the introduction of detailed AFIS provisions into the EU regulatory framework was conducted in the context of RMT.0464 ‘Requirements for air traffic services’, and is included in Section 3 of the related NPA 2016-09(A) ‘Requirements for air traffic services’¹².

A RIA on the subject of this NPA has not been conducted, as EASA considered it a necessary consequent action to ensure consistency within the existing EU regulatory framework, without expecting additional controversial elements nor major impacts on the affected parties.

¹² <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-09a>

3. Proposed amendments

The text of the amendment is arranged to show deleted, new or amended, and unchanged text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in blue;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

3.1. Draft acceptable means of compliance and guidance material (draft EASA decision)

Appendix 1 to AMC1 SERA.14001 General

1. ~~ATC~~ATS PHRASEOLOGIES

1.1 General

Section	Circumstances	Phraseologies	Applicable to	
			ATC	FIS
1.1.1	<p>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; or</p> <p>c) [ALTITUDE] (number) FEET/METRES.</p> <p>d) (number) FEET/METRES ABOVE (or BELOW)</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"/>
1.1.2	<p>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>...for SST aircraft only</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) METRES PER SECOND (or FEET PER MINUTE) [OR GREATER (or OR LESS)];</p> <p>6) REPORT STARTING ACCELERATION (or DECELERATION).</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 type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

	b) MAINTAIN AT LEAST (<i>number</i>) METRES (<i>or</i> FEET) ABOVE (<i>or</i> BELOW) (<i>aircraft call sign</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) REQUEST LEVEL (<i>or</i> FLIGHT LEVEL <i>or</i> 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 (<i>or</i> DESCENT) AT (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) CONTINUE CLIMB (<i>or</i> DESCENT) TO (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) EXPEDITE CLIMB (<i>or</i> DESCENT) [UNTIL PASSING (<i>level</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) WHEN READY, CLIMB (<i>or</i> DESCEND) TO (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) EXPECT CLIMB (<i>or</i> DESCENT) AT (<i>time or significant point</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*i) REQUEST DESCENT AT (<i>time</i>);	<input type="checkbox"/>	<input type="checkbox"/>
...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 (<i>or</i> BELOW, <i>or</i> 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;	<input type="checkbox"/>	<input type="checkbox"/>
...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;	<input type="checkbox"/>	<input type="checkbox"/>
	s) ROGER;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...after the response to an ACAS RA is completed and a return to the ATC clearance or instruction is initiated (Pilot and controller interchange)	*t) CLEAR OF CONFLICT, RETURNING TO (<i>assigned clearance</i>);	<input type="checkbox"/>	<input type="checkbox"/>
	u) ROGER (<i>or alternative instructions</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*v) CLEAR OF CONFLICT (<i>assigned clearance</i>) RESUMED;	<input type="checkbox"/>	<input type="checkbox"/>
	w) ROGER (<i>or alternative instructions</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<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>*x UNABLE, TCAS RA;</p>	<p>*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>...clearance to cancel level restriction(s) of the vertical profile of a SID during climb</p>	<p>y) ROGER;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<p>...clearance to cancel level restriction(s) of the vertical profile of a STAR during descent</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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<p>'*' denotes pilot transmission.</p>			
<p>1.1.3</p>	<p>Minimum fuel/energy ...indication of minimum fuel or energy <i>Note. — A flight information service (FIS) unit will not provide information on delay.</i></p>	<p>*a) MINIMUM FUEL/ENERGY:</p>	<p>*</p>	
		<p>b) ROGER [NO DELAY EXPECTED or EXPECT (<i>delay information</i>)].</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		<p>'*' denotes pilot transmission.</p>		
<p>1.1.4</p>	<p>Transfer of control and/or frequency change <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, and to 'MONITOR' a frequency when information is being broadcast thereon.</i> <i>Note. — A FISO/AFISO may need to approve the change of frequency for aircraft operating in RMZ.</i> <i>Note. — An aircraft may be requested to 'MONITOR' a frequency when information is being broadcast thereon.</i></p>	<p>a) CONTACT (<i>unit call sign</i>) (<i>frequency</i>) [NOW];</p> <p>b) AT (<i>or</i> OVER) (<i>time or place</i>) [<i>or</i> WHEN] [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>d) STAND BY FOR (<i>unit call sign</i>) (<i>frequency</i>);</p> <p>*e) REQUEST CHANGE TO (<i>frequency</i>);</p> <p>f) FREQUENCY CHANGE APPROVED;</p> <p>g) MONITOR (<i>unit call sign</i>) (<i>frequency</i>);</p> <p>*h) MONITORING (<i>frequency</i>);</p> <p>i) WHEN READY, CONTACT (<i>unit call sign</i>) (<i>frequency</i>);</p> <p>j) REMAIN THIS FREQUENCY.</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"/>
			<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"/>

'*' denotes pilot transmission.

1.1.5

8.33 kHz channel spacing

Note.— 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'.

...to request confirmation of 8.33 kHz capability

a) CONFIRM EIGHT POINT THREE THREE;



...to indicate 8.33 kHz capability

*b) AFFIRM EIGHT POINT THREE THREE;



...to indicate lack of 8.33 kHz capability

*c) NEGATIVE EIGHT POINT THREE THREE;



...to request UHF capability

d) CONFIRM UHF;



...to indicate UHF capability

*e) AFFIRM UHF;



...to indicate lack of UHF capability

*f) NEGATIVE UHF;



...to request status in respect of 8.33 kHz exemption

g) CONFIRM EIGHT POINT THREE THREE EXEMPTED;



...to indicate 8.33 kHz exempted status

*h) AFFIRM EIGHT POINT THREE THREE EXEMPTED;



...to indicate 8.33 kHz non-exempted status

*i) NEGATIVE EIGHT POINT THREE THREE EXEMPTED;



...to indicate that a certain clearance is given because otherwise a non-equipped and/or non-exempted aircraft would enter airspace of mandatory carriage

j) DUE EIGHT POINT THREE THREE REQUIREMENT.



'*' denotes pilot transmission.

1.1.6

Change of call sign

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

a) CHANGE YOUR CALL SIGN TO (*new call sign*) [UNTIL FURTHER ADVISED];



...to advise an aircraft to revert to the call sign indicated in the flight plan

b) REVERT TO FLIGHT PLAN CALL SIGN (*call sign*) [AT (*significant point*)].



1.1.7

Traffic information

...to pass traffic information

a) TRAFFIC (*information*);



b) NO REPORTED TRAFFIC;



...to acknowledge traffic information	<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) (level)</i> ESTIMATED <i>(or OVER)</i> <i>(significant point)</i> AT <i>(time)</i>;</p> <p>g) TRAFFIC IS <i>(classification)</i> UNMANNED FREE BALLOON(S) WAS <i>[or ESTIMATED]</i> OVER <i>(place)</i> AT <i>(time)</i> REPORTED <i>level(s)</i> <i>[or LEVEL UNKNOWN]</i> MOVING <i>(direction)</i> <i>(other pertinent information, if any)</i>.</p> <p>'*' denotes pilot transmission.</p>	*	*	*	☑	☑	
1.1.8 Meteorological conditions	<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> KILOMETRES PER HOUR <i>(or KNOTS)</i>;</p> <p><i>Note. — Wind is always expressed by giving the mean direction and speed and any significant variations thereof.</i></p> <p>c) VISIBILITY <i>(distance)</i> <i>(units)</i> <i>[direction]</i>;</p> <p>d) RUNWAY VISUAL RANGE <i>(or RVR)</i> [RUNWAY <i>(number)</i>] <i>(distance)</i> <i>(units)</i>;</p> <p>e) RUNWAY VISUAL RANGE <i>(or RVR)</i> RUNWAY <i>(number)</i> NOT AVAILABLE <i>(or NOT REPORTED)</i>;</p>	☑	☑	☑	☑	☑	☑
...for multiple RVR observations	<p>f) RUNWAY VISUAL RANGE <i>(or RVR)</i> [RUNWAY <i>(number)</i>] <i>(first position)</i> <i>(distance)</i> <i>(units)</i>, <i>(second position)</i> <i>(distance)</i> <i>(units)</i>, <i>(third position)</i> <i>(distance)</i> <i>(units)</i>;</p> <p><i>Note 1. — Multiple RVR observations are always representative of the touchdown zone, midpoint zone and the roll-out/stop-end zone respectively.</i></p> <p><i>Note 2. — Where reports for three locations are given, the indication of these locations may be omitted, provided that the reports are passed in the order of touchdown zone, followed by the midpoint zone and ending with the roll-out/stop-end zone report.</i></p>	☑	☑	☑	☑	☑	☑
...in the event that RVR information on any one position is not available, this information will be included in the appropriate sequence	<p>g) RUNWAY VISUAL RANGE <i>(or RVR)</i> [RUNWAY <i>(number)</i>] <i>(first position)</i> <i>(distance)</i> <i>(units)</i>, <i>(second position)</i> NOT AVAILABLE, <i>(third position)</i> <i>(distance)</i> <i>(units)</i>;</p> <p>h) PRESENT WEATHER <i>(details)</i>;</p> <p>i) CLOUD <i>(amount, [(type)] and height of base)</i> <i>(units)</i> <i>(or SKY CLEAR)</i>;</p> <p>j) CAVOK;</p> <p><i>Note. — 'CAVOK' pronounced 'CAV-O-KAY'.</i></p>	☑	☑	☑	☑	☑	☑

	<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>k) TEMPERATURE [MINUS] (<i>number</i>) (<i>and/or</i> DEWPOINT [MINUS] (<i>number</i>));</p> <p>l) QNH (<i>number</i>) [<i>units</i>];</p> <p>m) QFE (<i>number</i>) [(<i>units</i>)];</p> <p>n) (<i>aircraft type</i>) REPORTED (<i>description</i>) ICING (<i>or</i> TURBULENCE) [IN CLOUD] (<i>area</i>) (<i>time</i>);</p> <p>o) REPORT FLIGHT CONDITIONS;</p> <p>p) INSTRUMENT METEOROLOGICAL CONDITIONS REPORTED (<i>or forecast</i>) IN THE VICINITY OF (<i>location</i>)</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.1.9	<p>Position reporting</p> <p>...to omit position reports until a specified position</p>	<p>a) NEXT REPORT AT (<i>significant point</i>);</p> <p>b) OMIT POSITION REPORTS [UNTIL (<i>specify</i>)];</p> <p>c) RESUME POSITION REPORTING.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.1.10	<p>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 (<i>significant point</i>);</p> <p>b) REPORT (<i>distance</i>) MILES (GNSS <i>or</i> DME) FROM (<i>name of DME station</i>) (<i>or significant point</i>);</p> <p>*c) (<i>distance</i>) MILES (GNSS <i>or</i> DME) FROM (<i>name of DME station</i>) (<i>or significant point</i>);</p> <p>d) REPORT PASSING (<i>three digits</i>) RADIAL (<i>name of VOR</i>) VOR;</p> <p>e) REPORT (GNSS <i>or</i> DME) DISTANCE FROM (<i>significant point</i>) <i>or</i> (<i>name of DME station</i>);</p> <p>*f) (<i>distance</i>) MILES (GNSS <i>or</i> DME) FROM (<i>name of DME station</i>) (<i>or significant point</i>).</p> <p>'*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.1.11	<p>Aerodrome information</p> <p><i>Note</i> – This information is provided for runway thirds or the full runway, as applicable. (Applicable from 12 August 2021)</p>	<p>a) [(<i>location</i>) RUNWAY (<i>number</i>) SURFACE CONDITION [CODE (<i>three-digit number</i>)];</p> <p><i>followed as necessary by:</i></p> <ol style="list-style-type: none"> ISSUED AT (<i>date and time UTC</i>); DRY, <i>or</i> WET ICE, <i>or</i> WATER ON TOP OF COMPACTED SNOW, <i>or</i> DRY SNOW, <i>or</i> DRY SNOW ON TOP OF ICE, <i>or</i> WET SNOW ON TOP OF ICE, <i>or</i> ICE, <i>or</i> SLUSH, <i>or</i> STANDING WATER, <i>or</i> COMPACTED SNOW, <i>or</i> WET 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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;		
3. DEPTH ((<i>depth of deposit</i>) MILLIMETRES or NOT REPORTED);		
4. COVERAGE ((<i>number</i>) PER CENT or NOT REPORTED);		
5. AVAILABLE WIDTH (<i>number</i>) METRES;		
6. LENGTH REDUCED TO (<i>number</i>) METRES;		
7. DRIFTING SNOW;		
8. LOOSE SAND;		
9. CHEMICALLY TREATED;		
10. SNOWBANK (<i>number</i>) METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;		
11. TAXIWAY (<i>identification of taxiway</i>) SNOWBANK (<i>number</i>) METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;		
12. ADJACENT SNOWBANKS;		
13. TAXIWAY (<i>identification of taxiway</i>) POOR;		
14. APRON (<i>identification of apron</i>) POOR;		
15. Plain-language remarks		
b) [(<i>location</i>)] RUNWAY SURFACE CONDITION RUNWAY (<i>number</i>) NOT CURRENT;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) LANDING SURFACE (<i>condition</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) CAUTION CONSTRUCTION WORK (<i>location</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) CAUTION (<i>specify reasons</i>) RIGHT (or LEFT), (or BOTH SIDES) OF RUNWAY [(<i>number</i>)];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) CAUTION WORK IN PROGRESS (or OBSTRUCTION) (<i>position and any necessary advice</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g) BRAKING ACTION REPORTED BY (<i>aircraft type</i>) AT (<i>time</i>) GOOD (or GOOD TO MEDIUM, or MEDIUM, or MEDIUM TO POOR, or POOR);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
h) TAXIWAY (<i>identification of taxiway</i>) WET [or STANDING WATER, or SNOW REMOVED (<i>length and width as applicable</i>), 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)];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
i) TOWER (ATS unit call sign) OBSERVES (weather information);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

		j) PILOT REPORTS (<i>weather information</i>).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.1.12	Operational status of visual and non-visual aids	<p>a) (<i>specify visual or non-visual aid</i>) RUNWAY (<i>number</i>) (<i>description of deficiency</i>);</p> <p>b) (<i>type</i>) LIGHTING (<i>unserviceability</i>);</p> <p>c) GBAS/SBAS/MLS/ILS CATEGORY (<i>category</i>) (<i>serviceability state</i>);</p> <p>d) TAXIWAY LIGHTING (<i>description of deficiency</i>);</p> <p>e) (<i>type of visual approach slope indicator</i>) RUNWAY (<i>number</i>) (<i>description of deficiency</i>).</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.1.13	Reduced vertical separation minimum (RVSM) operations			
	...to ascertain RVSM approval status of an aircraft	a) CONFIRM RVSM APPROVED;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to report RVSM approved status	*b) AFFIRM RVSM;	*	
	...to report RVSM non-approved status followed by supplementary information	*c) NEGATIVE RVSM [(<i>supplementary information, e.g. State aircraft</i>)];	*	
	...to deny ATC clearance into RVSM airspace	d) UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [<i>or DESCEND TO, or CLIMB TO</i>] (<i>level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to report when severe turbulence affects the capability of an aircraft to maintain height-keeping requirements for RVSM	*e) UNABLE RVSM DUE TURBULENCE;	*	
	...to report that the equipment of an aircraft has degraded below minimum aviation system performance standards	*f) UNABLE RVSM DUE EQUIPMENT;	*	
	...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	g) REPORT WHEN ABLE TO RESUME RVSM;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to request confirmation that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM operations	h) CONFIRM ABLE TO RESUME RVSM;	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>...to report ability to resume RVSM operations after an equipment or weather-related contingency</p>	<p>*i) READY TO RESUME RVSM.</p>	<p>*</p>
<p>'*' denotes pilot transmission.</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]); 1) IN THE VICINITY OF (location) (radius) [BETWEEN (levels)]; or 2) IN THE AREA OF (description) (or IN (name) FIR) [BETWEEN (levels)];</p> <p>b) BASIC GNSS (or SBAS, or GBAS) UNAVAILABLE FOR (specify operation) [FROM (time) TO (time) (or UNTIL FURTHER NOTICE)];</p> <p>*c) BASIC GNSS UNAVAILABLE [DUE TO (reason, e.g. LOSS OF RAIM or RAIM ALERT)];</p> <p>*d) GBAS (or SBAS) UNAVAILABLE ;</p> <p>e) CONFIRM GNSS NAVIGATION;</p> <p>*f) AFFIRM GNSS NAVIGATION.</p> <p>'*' denotes pilot transmission.</p>	<p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p> <p>*</p> <p>*</p> <p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p> <p>*</p>
<p>1.1.15 RNAV</p>	<p>*UNABLE (designator) DEPARTURE [or ARRIVAL] DUE RNAV TYPE;</p> <p>*UNABLE (designator) DEPARTURE [or ARRIVAL] (reasons);</p> <p>UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] DUE RNAV TYPE;</p> <p>UNABLE TO ISSUE (designator) DEPARTURE [or ARRIVAL] (reasons);</p> <p>ADVISE IF ABLE (designator) DEPARTURE [or ARRIVAL];</p> <p>*(aircraft call sign) UNABLE RNAV DUE EQUIPMENT;</p>	<p>*</p> <p>*</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>...RNAV arrival or departure procedure cannot be accepted by the pilot</p>	<p></p>	<p>*</p>
<p>...pilot is unable to comply with an assigned terminal area procedure</p>	<p></p>	<p>*</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></p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>...ATC unable to assign an arrival or departure procedure requested by the pilot</p>	<p></p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>...confirmation whether a specific RNAV arrival or departure procedure can be accepted</p>	<p></p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>...informing ATC of RNAV degradation or failure</p>	<p></p>	<p>*</p>

...informing ATC of no RNAV capability	*(aircraft call sign) NEGATIVE RNAV; ** denotes pilot transmission	*
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1.1.16 Degradation of aircraft navigation performance	*** UNABLE RNP (specify type) (or RNAV) [DUE TO (reason, e.g. LOSS OF RAIM or RAIM ALERT)].	*
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1.2 ~~Area-control~~ En-route air traffic services

Section Circumstances

Phraseologies

1.2.1 Issuance of a clearance	<p>a) (name of unit) CLEARS (aircraft call sign);</p> <p>b) (aircraft call sign) CLEARED TO;</p> <p>c) RECLEARED (amended clearance details) [REST OF CLEARANCE UNCHANGED];</p> <p>d) RECLEARED (amended route portion) TO (significant point of original route) [REST OF CLEARANCE UNCHANGED];</p> <p>e) ENTER CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (significant point or route)] AT (level) [AT (time)];</p> <p>f) LEAVE CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (significant point or route)] AT (level) (or CLIMBING, or DESCENDING);</p> <p>g) JOIN (specify) AT (significant point) AT (level) [AT (time)].</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"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
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1.2.2 Indication of route and clearance limit	<p>a) FROM (location) TO (location);</p> <p>b) TO (location), followed as necessary by:</p> <p>1) DIRECT;</p> <p>2) VIA (route and/or significant points);</p> <p>3) VIA FLIGHT PLANNED ROUTE;</p> <p>4) VIA (distance) DME ARC (direction) OF (name of DME station);</p> <p>c) (route) NOT AVAILABLE DUE (reason) ALTERNATIVE[S] IS/ARE (routes) ADVISE.</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"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
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1.2.3	Maintenance of specified levels	<p>a) MAINTAIN (<i>level</i>) [TO (<i>significant point</i>)];</p> <p>b) MAINTAIN (<i>level</i>) UNTIL PASSING (<i>significant point</i>);</p> <p>c) MAINTAIN (<i>level</i>) UNTIL (<i>minutes</i>) AFTER PASSING (<i>significant point</i>);</p> <p>d) MAINTAIN (<i>level</i>) UNTIL (<i>time</i>);</p> <p>e) MAINTAIN (<i>level</i>) UNTIL ADVISED BY (<i>name of unit</i>);</p> <p>f) MAINTAIN (<i>level</i>) UNTIL FURTHER ADVISED;</p> <p>g) MAINTAIN (<i>level</i>) WHILE IN CONTROLLED AIRSPACE;</p> <p>h) MAINTAIN BLOCK (<i>level</i>) TO (<i>level</i>).</p> <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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2.4	Specification of cruising levels	<p>a) CROSS (<i>significant point</i>) AT (or ABOVE, or BELOW) (<i>level</i>);</p> <p>b) CROSS (<i>significant point</i>) AT (<i>time</i>) OR LATER (or BEFORE) AT (<i>level</i>);</p> <p>c) CRUISE CLIMB BETWEEN (<i>levels</i>) (or ABOVE (<i>level</i>));</p> <p>d) CROSS (<i>distance</i>) MILES, (GNSS or DME) [(<i>direction</i>)] OF (<i>name of DME station</i>) OR (<i>distance</i>) [(<i>direction</i>)] OF (<i>significant point</i>) AT (or ABOVE or BELOW) (<i>level</i>).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2.5	Emergency descent	<p>*a) EMERGENCY DESCENT (<i>intentions</i>);</p> <p>b) ATTENTION ALL AIRCRAFT IN THE VICINITY OF [or AT] (<i>significant point or location</i>) EMERGENCY DESCENT IN PROGRESS FROM (<i>level</i>) (followed as necessary by specific instructions, clearances, traffic information, etc.).</p> <p><i>**</i> denotes pilot transmission.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.2.6	If clearance cannot be issued immediately upon request	EXPECT CLEARANCE [type of clearance] AT (<i>time</i>).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2.7	When clearance for deviation cannot be issued	UNABLE, TRAFFIC (<i>direction</i>) BOUND (<i>type of aircraft</i>) (<i>level</i>) ESTIMATED (or OVER) (<i>significant point</i>) AT (<i>time</i>) CALL SIGN (<i>call sign</i>) ADVISE INTENTIONS.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2.8	Separation instructions	a) CROSS (<i>significant point</i>) AT (<i>time</i>) [OR LATER (or OR BEFORE)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note. — When used to apply a lateral VOR/GNSS separation, confirmation of zero offset is required.

b) ADVISE IF ABLE TO CROSS (<i>significant point</i>) AT (<i>time or level</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) MAINTAIN MACH (<i>number</i>) [OR GREATER (<i>or OR LESS</i>)] [UNTIL (<i>significant point</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) DO NOT EXCEED MACH (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) CONFIRM ESTABLISHED ON THE TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>) [WITH ZERO OFFSET];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
*f) ESTABLISHED ON THE TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>) [WITH ZERO OFFSET];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) MAINTAIN TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>). REPORT ESTABLISHED ON THE TRACK;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
*h) ESTABLISHED ON THE TRACK;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) CONFIRM ZERO OFFSET;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
*j) AFFIRM ZERO OFFSET.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
*' denotes pilot transmission		

1.2.9 Instructions associated with flying a track (offset), parallel to the cleared route

a) ADVISE IF ABLE TO PROCEED PARALLEL OFFSET;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) CANCEL OFFSET (<i>instructions to rejoin cleared flight route or other information</i>).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1.2.10 Relaying clearances, instructions, and information

...confirmation or otherwise of the readback of clearance or instruction

a) (<i>ATC unit</i>) CLEARS (or INSTRUCTS) (or INFORMS) (<i>details of the clearance, instructions, or information</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) [THAT IS CORRECT] (or NEGATIVE) [I SAY AGAIN (<i>ATC unit</i>) CLEARS (or INSTRUCTS) (<i>details of the clearance or the instruction</i>)]	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

1.3 Approach control services Arrival and departure air traffic services

Section Circumstances

Phraseologies

1.3.1 Departure instructions

a) [AFTER DEPARTURE] TURN RIGHT (or LEFT) HEADING (<i>three digits</i>) (or CONTINUE RUNWAY HEADING) (or	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<p>TRACK EXTENDED CENTRE LINE) TO <i>(level or significant point)</i> [(other instructions as required)];</p> <p>b) AFTER REACHING (or PASSING) <i>(level or significant point)</i> (instructions);</p> <p>c) TURN RIGHT (or LEFT) HEADING <i>(three digits)</i> TO [(level) 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 (or TRUE)] TO (or FROM) <i>(significant point)</i> UNTIL <i>(time, or REACHING (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	<p>a) CLEARED (or PROCEED) VIA <i>(designation)</i>;</p> <p>b) CLEARED TO <i>(clearance limit)</i> VIA <i>(designation)</i>;</p> <p>c) CLEARED (or PROCEED) VIA <i>(details of route to be followed)</i>;</p> <p>d) CLEARED <i>(type of approach)</i> APPROACH [RUNWAY <i>(number)</i>];</p> <p>e) CLEARED <i>(type of approach)</i> RUNWAY <i>(number)</i> FOLLOWED BY CIRCLING TO RUNWAY <i>(number)</i>;</p> <p>f) CLEARED APPROACH [RUNWAY <i>(number)</i>];</p> <p>g) COMMENCE APPROACH AT <i>(time)</i>;</p> <p>*h) REQUEST STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY <i>(number)</i>];</p> <p>i) CLEARED STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY <i>(number)</i>];</p> <p>j) REPORT VISUAL;</p> <p>k) REPORT RUNWAY [LIGHTS] IN SIGHT;</p> <p>*l) REQUEST VISUAL APPROACH;</p> <p>m) CLEARED VISUAL APPROACH RUNWAY <i>(number)</i>;</p> <p>n) ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY <i>(number)</i>;</p> <p>o) CLEARED VISUAL APPROACH RUNWAY (number), MAINTAIN OWN SEPARATION FROM PRECEDING</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...when a pilot requests a visual approach		<input checked="" type="checkbox"/>	
	...to request if a pilot is able to accept a visual approach		<input checked="" type="checkbox"/>	
	...in case of successive visual approaches when the pilot of a		<input checked="" type="checkbox"/>	

succeeding aircraft has reported having the preceding aircraft in sight	<i>(aircraft type and wake turbulence category as appropriate)</i> [CAUTION WAKE TURBULENCE];	
	p) REPORT <i>(significant point)</i> ; [OUTBOUND, or INBOUND];	<input checked="" type="checkbox"/> <input type="checkbox"/>
	q) REPORT COMMENCING PROCEDURE TURN;	<input checked="" type="checkbox"/> <input type="checkbox"/>
	*r) REQUEST VMC DESCENT;	* <input type="checkbox"/>
	s) MAINTAIN OWN SEPARATION;	<input checked="" type="checkbox"/> <input type="checkbox"/>
	t) MAINTAIN VMC;	<input checked="" type="checkbox"/> <input type="checkbox"/>
	u) ARE YOU FAMILIAR WITH <i>(name)</i> APPROACH PROCEDURE;	<input checked="" type="checkbox"/> <input type="checkbox"/>
	*v) REQUEST <i>(type of approach)</i> APPROACH [RUNWAY number)];	* <input type="checkbox"/>
	*w) REQUEST S/RNAV <i>plain-language designator</i>);	* <input type="checkbox"/>
	x) CLEARED S/RNAV <i>plain-language designator</i>).	<input checked="" type="checkbox"/> <input type="checkbox"/>
	** denotes pilot transmission.	

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 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"/>
		*c) REQUEST HOLDING INSTRUCTIONS;	* <input type="checkbox"/>
	...when a detailed holding clearance is required	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 (*three digits*) RADIAL OF THE (*name*) VOR AT (*distance*) DME FIX [MAINTAIN (*or* CLIMB *or* DESCEND TO) (*level*)] HOLD BETWEEN (*distance*) AND (*distance*) DME [RIGHT (*or* LEFT) HAND PATTERN] EXPECT APPROACH CLEARANCE (*or* FURTHER CLEARANCE) AT (*time*) (*additional instructions, if necessary*).

'*' denotes pilot transmission.



1.3.4 Expected approach time

a) NO DELAY EXPECTED;



b) EXPECTED APPROACH TIME (*time*);



c) REVISED EXPECTED APPROACH TIME (*time*);



d) DELAY NOT DETERMINED (*reasons*).



1.4 Phraseologies for use on and in the vicinity of the aerodrome

Section	Circumstances	Phraseologies		
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 (or RUDDER); 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 ...to request permission to start engines ---ATC-replies	*a) [aircraft location] REQUEST START-UP; *b) [aircraft location] REQUEST START-UP, INFORMATION IS (identification); c) START-UP APPROVED; d) ATC ADVICES START-UP APPROVED de) START-UP AT (time); f) ATC ADVICES START-UP AT (time) eg) EXPECT START-UP AT (time); fh) START-UP AT OWN DISCRETION; gi) EXPECT DEPARTURE (time) START-UP AT OWN DISCRETION. ** denotes pilot transmission.	* * <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 checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
1.4.4	Pushback procedures ...aircraft/ATC	*a) [aircraft location] REQUEST PUSHBACK; b) PUSHBACK APPROVED; c) STAND BY; d) PUSHBACK AT OWN DISCRETION; e) EXPECT (number) MINUTES DELAY DUE (reason). ** denotes pilot transmission.	* <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 checked="" type="checkbox"/> <input type="checkbox"/>

1.4.5	Towing procedures	<p>†a) REQUEST TOW [company name] (aircraft type) FROM (location) TO (location);</p> <p>b) TOW APPROVED VIA (specific routing to be followed);</p> <p>c) HOLD POSITION;</p> <p>d) STAND BY.</p> <p>† denotes transmission from aircraft/tow vehicle combination.</p>	†		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
	...ATC response														
1.4.6	To request time check and/or aerodrome data for departure	<p>*a) REQUEST TIME CHECK;</p> <p>b) TIME (time);</p> <p>*c) REQUEST DEPARTURE INFORMATION;</p> <p>d) RUNWAY (number), WIND (direction and speed) (units) QNH QFE (number) [(units)] TEMPERATURE [MINUS] (number), [VISIBILITY (distance) (units) (or RUNWAY VISUAL RANGE RVR) (distance) (units))] [TIME (time)].</p> <p>Note. <input checked="" type="checkbox"/> 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>*' denotes pilot transmission.</p>	*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
	...when no ATIS broadcast is available														
1.4.7	Taxi procedures	<p>*a) [aircraft type] [wake turbulence category if <input checked="" type="checkbox"/>super† or 'heavy'] [aircraft location] REQUEST TAXI [intentions];</p> <p>*b) [aircraft type] [wake turbulence category if <input checked="" type="checkbox"/>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 <input checked="" type="checkbox"/>super† or 'heavy'] 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>	<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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...for departure														
	...where detailed taxi instructions are required														
	...where aerodrome information is not available from an alternative source such as ATIS														

	i) TAXI VIA RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	j) TAXI TO TERMINAL (<i>or other location, e.g. GENERAL AVIATION AREA</i>) [STAND (<i>number</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...for helicopter operations	*k) REQUEST AIR-TAXIING FROM (<i>or VIA</i>) TO (<i>location or routing as appropriate</i>);	*	
	l) AIR-TAXI TO (<i>or VIA</i>) (<i>location or routing as appropriate</i>) [CAUTION (<i>dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	m) AIR-TAXI VIA (<i>direct, as requested, or specified route</i>) TO (<i>location, heliport, operating or movement area, active or inactive runway</i>). AVOID (<i>aircraft or vehicles or personnel</i>);	<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 (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...general	*q) [(<i>aircraft location</i>)] REQUEST TAXI TO (<i>destination on aerodrome</i>);	*	
	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 (<i>description and position of other aircraft</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*u) GIVING WAY TO (<i>traffic</i>);	*	
	*v) TRAFFIC (<i>or type of aircraft</i>) IN SIGHT;	*	
	w) TAXI INTO HOLDING BAY;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	x) FOLLOW (<i>description of other aircraft or vehicle</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	y) VACATE RUNWAY;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*z) RUNWAY VACATED;	*	
	aa) EXPEDITE TAXI [(<i>reason</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*bb) EXPEDITING;	*	
	cc) [CAUTION] TAXI SLOWER [<i>reason</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*dd) SLOWING DOWN.	*	
	*' denotes pilot transmission.	*	

1.4.8	Holding	<p>‡a) HOLD (<i>direction</i>) OF (<i>position, runway number, etc.</i>);</p> <p>‡b) HOLD POSITION;</p> <p>‡c) HOLD (<i>distance</i>) FROM (<i>position</i>);</p> <p>‡d) HOLD SHORT OF (<i>position</i>);</p> <p>*e) HOLDING;</p> <p>*f) HOLDING SHORT.</p> <p>'‡' 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 (<i>position</i>)'. In each case, the acknowledgement should is to be by the phraseology 'HOLDING' or 'HOLDING SHORT', as appropriate.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to hold not closer to a runway than specified		<input checked="" type="checkbox"/>	<input type="checkbox"/>
			<input checked="" type="checkbox"/>	<input 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"/>
			<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>
1.4.9	To cross a runway	<p>*a) REQUEST CROSS RUNWAY (<i>number</i>);</p> <p><i>Note.</i> — If the control tower is unable to see the crossing aircraft (e.g. night, low visibility), the instruction should always be accompanied by a request to report when the aircraft has vacated the runway.</p> <p>b) CROSS RUNWAY (<i>number</i>) [REPORT VACATED];</p> <p>c) EXPEDITE CROSSING RUNWAY (<i>number</i>) TRAFFIC (<i>aircraft type</i>) (<i>distance</i>) KILOMETRES or MILES FINAL;</p> <p>d) TAXI TO HOLDING POINT [<i>number</i>] [RUNWAY (<i>number</i>)] VIA (<i>specific route to be followed</i>), [HOLD SHORT OF RUNWAY (<i>number</i>)] or [CROSS RUNWAY (<i>number</i>)];</p> <p>e) REPORT RUNWAY (<i>number</i>) VACATED;</p> <p>*ef) RUNWAY VACATED.</p> <p>'*' denotes pilot transmission.</p>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Note.</i> — The pilot will, when requested, report 'RUNWAY VACATED' when the entire aircraft is beyond the relevant runway-holding position.		<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"/>
			<input checked="" type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
1.4.10	Preparation for take-off	<p>a) UNABLE TO ISSUE (<i>designator</i>) DEPARTURE (<i>reasons</i>);</p> <p>b) REPORT WHEN READY [FOR DEPARTURE];</p> <p>c) ARE YOU READY [FOR DEPARTURE]?;</p> <p>d) ARE YOU READY FOR IMMEDIATE DEPARTURE?;</p> <p>*e) READY;</p> <p>f) LINE UP [AND WAIT];</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...clearance to enter runway and await take-off clearance		<input checked="" type="checkbox"/>	<input type="checkbox"/>
			<input checked="" type="checkbox"/>	<input type="checkbox"/>
			<input checked="" type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>
			<input checked="" type="checkbox"/>	<input type="checkbox"/>

	†g) LINE UP RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) LINE UP. BE READY FOR IMMEDIATE DEPARTURE;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...conditional clearances	‡i) (<i>condition</i>) LINE UP (<i>brief reiteration of the condition</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...acknowledgement of a conditional clearance	*j) (<i>condition</i>) LINING UP (<i>brief reiteration of the condition</i>);	*	
...confirmation or otherwise of the readback of a conditional clearance	k) [THAT IS] CORRECT (<i>or</i> NEGATIVE) [I SAY AGAIN]- (<i>as appropriate</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...request for departure from an intersection take-off position	*l) REQUEST DEPARTURE FROM RUNWAY (<i>number</i>), INTERSECTION (<i>designation or name of intersection</i>);	*	
...approval of requested departure from an intersection take-off position	m) APPROVED, TAXI TO HOLDING POINT RUNWAY (<i>number</i>), INTERSECTION (<i>designation or name of intersection</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...denial of requested departure from an intersection take-off position	n) NEGATIVE, TAXI TO HOLDING POINT RUNWAY (<i>number</i>), INTERSECTION (<i>designation or name of intersection</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...ATC-initiated intersection take-off	o) ADVISE ABLE TO DEPART FROM RUNWAY (<i>number</i>), INTERSECTION (<i>designation or name of intersection</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...advising take-off run available from an intersection take-off position	p) TORA RUNWAY (<i>number</i>), FROM INTERSECTION (<i>designation or name of intersection</i>), (<i>distance</i>) METRES;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...issuing multiple line-up instruction	q) LINE UP AND WAIT RUNWAY (<i>number</i>), INTERSECTION (<i>name of intersection</i>), (<i>essential local traffic information</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...request for a visual departure	*r) REQUEST VISUAL DEPARTURE [DIRECT] TO/UNTIL (<i>navaid, waypoint, altitude</i>);	*	
...ATS-initiated visual departure	s) ADVISE ABLE TO ACCEPT VISUAL DEPARTURE [DIRECT] TO/UNTIL (<i>navaid, waypoint/altitude</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...clearance for visual departure	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>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...read-back of visual departure clearance	*u) VISUAL DEPARTURE TO/UNTIL (<i>navaid, waypoint/altitude</i>);	*	
...information on the runway status	v) NO REPORTED TRAFFIC RUNWAY (<i>number</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	w) RUNWAY (<i>number</i>) OCCUPIED (<i>or</i> BLOCKED) by (<i>aircraft or vehicles or persons</i>).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	*' denotes pilot transmission.		
	'†' When there is the possibility of confusion during multiple runway operations.		

'‡' Provisions concerning the use of conditional clearances are contained in [SERA.8015 \(g\) and \(h\)\(2\)\(ec\)](#).
 Note. ■ 'TORA' is pronounced 'TOR-AH'.

1.4.11	Take-off clearance	a) RUNWAY (number) CLEARED FOR TAKE-OFF [REPORT AIRBORNE];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...when reduced runway separation is used	b) (traffic information) RUNWAY (number) CLEARED FOR TAKE-OFF;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...when take-off clearance has not been complied with	c) TAKE OFF IMMEDIATELY OR VACATE RUNWAY [(instructions)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		d) TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to cancel a take-off clearance	e) HOLD POSITION, CANCEL TAKE-OFF I SAY AGAIN CANCEL TAKE-OFF (reasons);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		*f) HOLDING;	<input type="checkbox"/>	<input type="checkbox"/>
	...to stop a take-off after an aircraft has commenced take-off roll	g) STOP IMMEDIATELY [(repeat aircraft call sign) STOP IMMEDIATELY];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		*h) STOPPING;	<input type="checkbox"/>	<input type="checkbox"/>
	...for helicopter operations	i) CLEARED FOR TAKE-OFF [FROM (location)] (present position, taxiway, final approach and take-off area, runway and number);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		*j) REQUEST DEPARTURE INSTRUCTIONS;	<input type="checkbox"/>	<input type="checkbox"/>
		k) AFTER DEPARTURE TURN RIGHT (or LEFT, or CLIMB) (instructions as appropriate).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		*’ denotes pilot transmission. ■ HOLDING and ■ STOPPING are the procedural responses to e) and g) respectively.		
1.4.12	Turn or climb instructions after take-off	*a) REQUEST RIGHT (or LEFT) TURN;	<input type="checkbox"/>	<input type="checkbox"/>
		b) RIGHT (or LEFT) TURN APPROVED;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) WILL ADVISE LATER FOR RIGHT (or LEFT) TURN;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to request airborne time	d) REPORT AIRBORNE;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		e) AIRBORNE (time);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		f) AFTER PASSING (level) (instructions);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...heading to be followed	g) CONTINUE RUNWAY HEADING (instructions);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...when a specific track is to be followed	h) TRACK EXTENDED CENTRE LINE (instructions);	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		i) CLIMB STRAIGHT AHEAD (<i>instructions</i>).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		** denotes pilot transmission.		
1.4.13	Entering an aerodrome traffic circuit	*a) [<i>aircraft type</i>] (<i>position</i>) (<i>level</i>) FOR LANDING;	*	
		b) JOIN [(<i>direction of circuit</i>)] (<i>position in circuit</i>) RUNWAY (<i>runway</i> - <i>number</i>) [SURFACE] WIND (<i>direction and speed</i>) (<i>units</i>) [TEMPERATURE [MINUS] (<i>number</i>)] QNH (or QFE) (<i>number</i>) [<i>units</i>] [TRAFFIC (<i>detail</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) [(<i>direction of circuit</i>)] RUNWAY (<i>number</i>) [SURFACE] WIND (<i>direction and speed</i>) (<i>units</i>) [TEMPERATURE [MINUS] (<i>number</i>)] QNH (or QFE) (<i>number</i>) [<i>units</i>] [TRAFFIC (<i>detail</i>)];	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		ed) MAKE STRAIGHT-IN APPROACH, RUNWAY (<i>number</i>) [SURFACE] WIND (<i>direction and speed</i>) (<i>units</i>) [TEMPERATURE [MINUS] (<i>number</i>)] QNH (or QFE) (<i>number</i>) [(<i>units</i>)] [TRAFFIC (<i>detail</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...when ATIS information is available	* de) (<i>aircraft type</i>) (<i>position</i>) (<i>level</i>) INFORMATION (ATIS identification) FOR LANDING;	*	
		ef) JOIN (<i>position in circuit</i>) [RUNWAY (<i>number</i>)] QNH (or QFE) (<i>number</i>) [(<i>units</i>)] [TRAFFIC (<i>detail</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		g) (<i>direction of circuit</i>) [RUNWAY (<i>number</i>)] QNH (or QFE) (<i>number</i>) [(<i>units</i>)] [TRAFFIC (<i>detail</i>)].	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		** denotes pilot transmission.		
1.4.14	In the circuit	*a) (<i>position in circuit, e.g. DOWNWIND/FINAL</i>);	*	
		b) NUMBER ... FOLLOW (<i>aircraft type and position</i>) [<i>additional instructions if required</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) NO REPORTED TRAFFIC RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		d) TRAFFIC (<i>detail</i>) [<i>additional information if required</i>];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		e) REPORT (<i>position in circuit</i>).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		** denotes pilot transmission.		
1.4.15	Approach instructions	a) MAKE SHORT APPROACH;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<i>Note. — The report 'LONG FINAL' is made when an aircraft turns on to final approach at a distance greater than 7 km (4 NM) from touchdown or when an aircraft on a straight-in</i>	b) MAKE LONG APPROACH (or EXTEND DOWNWIND);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) REPORT BASE (or FINAL, or LONG FINAL);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<p><i>approach is 15 km (8 NM) from touchdown. In both cases, a report 'FINAL' is required at 7 km (4 NM) from touchdown.</i></p>	<p>d) CONTINUE APPROACH [PREPARE FOR POSSIBLE GO-AROUND].</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.4.16 Landing clearance</p> <p>...when reduced runway separation is used</p> <p>...special operations</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>a) RUNWAY (<i>number</i>) CLEARED TO LAND;</p> <p>b) (<i>traffic information</i>) RUNWAY (<i>number</i>) CLEARED TO LAND;</p> <p>c) CLEARED TOUCH AND GO;</p> <p>d) MAKE FULL STOP;</p> <p>*e) REQUEST LOW APPROACH (<i>reasons</i>);</p> <p>f) CLEARED LOW APPROACH [RUNWAY (<i>number</i>)] [(<i>altitude restriction if required</i>) (<i>go-around instructions</i>)];</p> <p>*g) REQUEST LOW PASS (<i>reasons</i>);</p> <p>h) CLEARED LOW PASS [<i>as in f</i>];</p> <p>*i) REQUEST STRAIGHT-IN (<i>or</i> CIRCLING APPROACH, LEFT <i>or</i> RIGHT) TURN TO (<i>location</i>));</p> <p>j) MAKE STRAIGHT-IN (<i>or</i> CIRCLING APPROACH, LEFT (<i>or</i> RIGHT) TURN TO (<i>location, runway, taxiway, final approach and take-off area</i>)) [ARRIVAL <i>or</i> ARRIVAL ROUTE) (<i>number, name, or code</i>)]. [HOLD SHORT OF (<i>active runway, extended runway centre line, other</i>)]. [REMAIN (<i>direction or distance</i>) FROM (<i>runway, runway centre line, other helicopter or aircraft</i>)]. [CAUTION (<i>power lines, unlighted obstructions, wake turbulence, etc.</i>)]. CLEARED TO LAND.</p> <p>*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.4.17 Delaying aircraft</p>	<p>a) CIRCLE THE AERODROME;</p> <p>b) ORBIT (RIGHT, <i>or</i> LEFT) [FROM PRESENT POSITION];</p> <p>c) MAKE ANOTHER CIRCUIT.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.4.18 Missed approach</p>	<p>a) GO AROUND;</p> <p>*b) GOING AROUND.</p> <p>*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.4.19 Information to aircraft</p>			

<p>...when pilot requested visual inspection of landing gear</p>	<p>a) LANDING GEAR APPEARS DOWN; b) RIGHT (or LEFT, or NOSE) WHEEL APPEARS UP (or DOWN); c) WHEELS APPEAR UP; d) RIGHT (or LEFT, or NOSE) WHEEL DOES NOT APPEAR UP (or DOWN);</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>...wake turbulence</p>	<p>e) CAUTION WAKE TURBULENCE [FROM ARRIVING (or DEPARTING) (type of aircraft)] [additional information as required];</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>...jet blast on apron or taxiway</p>	<p>f) CAUTION JET BLAST;</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>...propeller-driven aircraft slipstream</p>	<p>g) CAUTION SLIPSTREAM;</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>...other traffic</p>	<p>h) TRAFFIC (details); i) RUNWAY (number) OCCUPIED [or BLOCKED BY] (details) [REPORT INTENTIONS]; j) NO REPORTED TRAFFIC RUNWAY (number).</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1.4.20 Runway vacating and communications after landing</p>	<p>a) CONTACT GROUND (frequency); b) WHEN VACATED CONTACT GROUND (frequency); c) EXPEDITE VACATING; d) YOUR STAND (or GATE) (designation); e) TAKE (or TURN) FIRST (or SECOND, or CONVENIENT) LEFT (or RIGHT) AND CONTACT GROUND (frequency);</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>...for helicopter operations</p>	<p>f) AIR-TAXI TO HELICOPTER STAND / HELICOPTER PARKING POSITION (area); g) AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)]; 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).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1.5 Phraseologies to be used related to **controller–pilot data link communications (CPDLC)**

Section	Circumstances	Phraseologies		
1.5.1	Operational status			
	...failure of CPDLC	a) [ALL STATIONS] CPDLC FAILURE <i>(instructions)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...failure of a single CPDLC message	b) CPDLC MESSAGE FAILURE <i>(appropriate clearance, instruction, information or request)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to correct CPDLC clearances, instructions, information or requests	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 instruct all stations or a specific flight to avoid sending CPDLC requests for a limited period of time	d) [ALL STATIONS] STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] <i>[(reason)]</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to resume normal use of CPDLC	e) [ALL STATIONS] RESUME NORMAL CPDLC OPERATIONS.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2. ATS SURVEILLANCE SERVICE PHRASEOLOGIES

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.

2.1 General ATS surveillance service phraseologies

Section	Circumstances	Phraseologies		
2.1.1	Identification of aircraft	a) REPORT HEADING [AND FLIGHT LEVEL <i>(or ALTITUDE)</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		b) FOR IDENTIFICATION TURN LEFT <i>(or RIGHT)</i> HEADING <i>(three digits)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) TRANSMIT FOR IDENTIFICATION AND REPORT HEADING;	<input checked="" type="checkbox"/>	<input 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 CONTINUE)</i> OWN NAVIGATION] <i>[-]</i> ;	<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) (direction)</i> OF <i>(significant point)</i> <i>(or OVER or ABEAM (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"/>

		<p>c) CONTINUE PRESENT HEADING;</p> <p>d) FLY HEADING (<i>three digits</i>);</p> <p>e) TURN LEFT (<i>or RIGHT</i>) HEADING (<i>three digits</i>) [<i>reason</i>];</p> <p>f) TURN LEFT (<i>or RIGHT</i>) (<i>number of degrees</i>) DEGREES [<i>reason</i>];</p> <p>g) STOP TURN HEADING (<i>three digits</i>);</p> <p>h) FLY HEADING (<i>three digits</i>), WHEN ABLE PROCEED DIRECT (<i>name</i>) (<i>significant point</i>);</p> <p>i) HEADING IS GOOD.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.1.4	Termination of vectoring	<p>a) RESUME OWN NAVIGATION (<i>position of aircraft</i>) (<i>specific instructions</i>);</p> <p>b) RESUME OWN NAVIGATION [DIRECT] (<i>significant point</i>) [MAGNETIC TRACK (<i>three digits</i>) DISTANCE (<i>number</i>) KILOMETRES (<i>or MILES</i>)].</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.1.5	Manoeuvres ...(in case of unreliable directional instruments on board aircraft)	<p>a) MAKE A THREE SIXTY TURN LEFT (<i>or RIGHT</i>) [<i>reason</i>];</p> <p>b) ORBIT LEFT (<i>or RIGHT</i>) [<i>reason</i>];</p> <p>c) MAKE ALL TURNS RATE ONE (<i>or RATE HALF, or (number) DEGREES PER SECOND</i>) START AND STOP ALL TURNS ON THE COMMAND 'NOW';</p> <p>d) TURN LEFT (<i>or RIGHT</i>) NOW;</p> <p>e) STOP TURN NOW.</p> <p>Note. <input checked="" type="checkbox"/> When it is necessary to specify a reason for vectoring or for the above-mentioned manoeuvres, the following phraseologies should be used:</p> <p>a) DUE TRAFFIC;</p> <p>b) FOR SPACING;</p> <p>c) FOR DELAY;</p> <p>d) FOR DOWNWIND (<i>or BASE, or FINAL</i>).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.1.6	Speed control	<p>a) REPORT SPEED;</p> <p>*b) SPEED (<i>number</i>) KILOMETRES PER HOUR (<i>or KNOTS</i>);</p> <p>c) MAINTAIN (<i>number</i>) KILOMETRES PER HOUR (<i>or KNOTS</i>) [OR GREATER (<i>or OR LESS</i>)] [UNTIL (<i>significant point</i>)];</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) DO NOT EXCEED (<i>number</i>) KILOMETRES PER HOUR (<i>or</i> KNOTS);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) MAINTAIN PRESENT SPEED;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) INCREASE (<i>or</i> REDUCE) SPEED TO (<i>number</i>) KILOMETRES PER HOUR (<i>or</i> KNOTS) [OR GREATER (<i>or</i> OR LESS)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) INCREASE (<i>or</i> REDUCE) SPEED BY (<i>number</i>) KILOMETRES PER HOUR (<i>or</i> KNOTS);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) RESUME NORMAL SPEED;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) REDUCE TO MINIMUM APPROACH SPEED;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) REDUCE TO MINIMUM CLEAN SPEED;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) NO [ATC] SPEED RESTRICTIONS.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>'*' denotes pilot transmission.</p> <p>Note. <input checked="" type="checkbox"/> 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.</p>		

2.1.7 Position reporting
...to omit position reports

a) OMIT POSITION REPORTS [UNTIL (<i>specify</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) NEXT REPORT AT (<i>significant point</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) REPORTS REQUIRED ONLY AT (<i>significant point(s)</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) RESUME POSITION REPORTING.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.1.8 Traffic information and avoiding action

a) TRAFFIC (<i>number</i>) O'CLOCK (<i>distance</i>) (<i>direction of flight</i>) [<i>any other pertinent information</i>]:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1) UNKNOWN;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2) SLOW MOVING;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3) FAST MOVING;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4) CLOSING;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5) OPPOSITE (<i>or</i> SAME) DIRECTION;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6) OVERTAKING;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7) CROSSING LEFT TO RIGHT (<i>or</i> RIGHT TO LEFT);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

...(if known)	8) (aircraft type);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	9) (level);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...when passing level information on to aircraft climbing or descending, in form of vertical distance from the other traffic	10) [YOUR CLEARED LEVEL]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	11) CLIMBING (or DESCENDING);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...to request avoiding action	*b) REQUEST VECTORS;	*	
	c) DO YOU WANT VECTORS?;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...when passing unknown traffic	d) CLEAR OF TRAFFIC [appropriate instructions];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...for avoiding action	e) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (three digits) TO AVOID [UNIDENTIFIED] TRAFFIC (bearing by clock-reference and distance);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) TURN LEFT (or RIGHT) (number of degrees) DEGREES IMMEDIATELY TO AVOID [UNIDENTIFIED] TRAFFIC AT (bearing by clock-reference and distance).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	** denotes pilot transmission.		
2.1.9 Communications and loss of communications	a) [IF] RADIO CONTACT LOST (instructions);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	b) IF NO TRANSMISSIONS RECEIVED FOR (number) MINUTES (or SECONDS) (instructions);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) REPLY NOT RECEIVED (instructions);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...if loss of communications suspected	d) IF YOU READ {(manoeuvre instructions - or SQUAWK (code or IDENT))};	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) IF YOU READ [SQUAWK (code) or IDENT]);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	ef) (manoeuvre, SQUAWK or IDENT) OBSERVED. POSITION (position of aircraft) - [(instructions)].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.1.10 Termination of radar and/or ADS-B service	a) RADAR SERVICE (or IDENTIFICATION) TERMINATED [DUE (reason)] (instructions);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	b) WILL SHORTLY LOSE IDENTIFICATION (appropriate instructions or information);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	c) IDENTIFICATION LOST [reasons] (instructions).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2.1.11	Radar and/or ADS-B equipment degradation	a) SECONDARY RADAR OUT OF SERVICE (<i>appropriate information as necessary</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		b) PRIMARY RADAR OUT OF SERVICE (<i>appropriate information as necessary</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		c) ADS-B OUT OF SERVICE (<i>appropriate information as necessary</i>).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2.2 Radar in approach control service

Section	Circumstances	Phraseologies		
2.2.1	Vectoring for approach	a) VECTORING FOR (<i>type of pilot-interpreted aid</i>) APPROACH RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		b) VECTORING FOR VISUAL APPROACH RUNWAY (<i>number</i>) REPORT FIELD (<i>or</i> RUNWAY) IN SIGHT;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) VECTORING FOR (<i>positioning in the circuit</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		d) VECTORING FOR SURVEILLANCE RADAR APPROACH RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		e) VECTORING FOR PRECISION APPROACH RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		f) (<i>type</i>) APPROACH NOT AVAILABLE DUE (<i>reason</i>) (<i>alternative instructions</i>).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.2	Vectoring for ILS and other pilot-interpreted aids	a) POSITION (<i>number</i>) KILOMETRES (<i>or</i> MILES) from x). TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		b) YOU WILL INTERCEPT (<i>radio aid or track</i>) (<i>distance</i>) FROM (<i>significant point or TOUCHDOWN</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...when a pilot wishes to be positioned at a specific distance from touchdown	*c) REQUEST (<i>distance</i>) FINAL;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		d) CLEARED FOR (<i>type of approach</i>) APPROACH RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...instructions and information	e) REPORT ESTABLISHED ON [ILS] LOCALISER (<i>or</i> ON GBAS/SBAS/MLS APPROACH COURSE);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		f) CLOSING FROM LEFT (<i>or</i> RIGHT) [REPORT ESTABLISHED];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		g) TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>) [TO INTERCEPT] <i>or</i> [REPORT ESTABLISHED];	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		<p>h) EXPECT VECTOR ACROSS (<i>localiser course or radio aid</i>) (<i>reason</i>);</p> <p>i) THIS TURN WILL TAKE YOU THROUGH (<i>localiser course or radio aid</i>) [<i>reason</i>];</p> <p>j) TAKING YOU THROUGH (<i>localiser course 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 (<i>localiser course or radio aid</i>) [REPORT ESTABLISHED].</p> <p>'*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.3	<p>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 120 m (400 ft) 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 LOCALISER (<i>or</i> GBAS/SBAS/MLS FINAL APPROACH COURSE). TURN LEFT (<i>or</i> RIGHT) IMMEDIATELY AND RETURN TO THE LOCALISER (<i>or</i> GBAS/SBAS/MLS FINAL APPROACH COURSE);</p> <p>c) ILS (<i>or</i> MLS) RUNWAY (<i>number</i>) LEFT (<i>or</i> RIGHT) LOCALISER (<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>other instructions</i>).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4	Surveillance radar approach			
2.2.4.1	Provision of service	<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</i> HEIGHT) (<i>number</i>) METRES (<i>or</i> FEET) 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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.2.4.2	Elevation	<p>a) COMMENCE DESCENT NOW [TO MAINTAIN A <i>(number)</i> DEGREE GLIDE PATH];</p> <p>b) <i>(distance)</i> FROM TOUCHDOWN ALTITUDE <i>(or HEIGHT)</i> SHOULD BE <i>(numbers and units)</i>.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4.3	Position	<i>(distance)</i> FROM TOUCHDOWN.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4.4	Checks	<p>a) CHECK GEAR DOWN [AND LOCKED];</p> <p>b) OVER THRESHOLD.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4.5	Completion of approach	<p>a) REPORT VISUAL;</p> <p>b) REPORT RUNWAY [LIGHTS] IN SIGHT;</p> <p>c) APPROACH COMPLETED [CONTACT <i>(unit)</i>].</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.5	PAR approach	<p>a) THIS WILL BE A PRECISION RADAR APPROACH RUNWAY <i>(number)</i>;</p> <p>b) PRECISION APPROACH NOT AVAILABLE DUE <i>(reason)</i><i>(alternative instructions)</i>;</p> <p>c) IN CASE OF GO AROUND <i>(instructions)</i>.</p> <p>a) DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS;</p> <p>b) REPLY NOT RECEIVED. WILL CONTINUE INSTRUCTIONS.</p> <p>a) CLOSING [SLOWLY <i>(or QUICKLY)</i>] [FROM THE LEFT <i>(or FROM THE RIGHT)</i>];</p> <p>b) HEADING IS GOOD;</p> <p>c) ON TRACK;</p> <p>d) SLIGHTLY <i>(or WELL, or GOING)</i> LEFT <i>(or RIGHT)</i> OF TRACK;</p> <p>e) <i>(number)</i> METRES LEFT <i>(or RIGHT)</i> OF TRACK.</p> <p>a) APPROACHING GLIDE PATH;</p> <p>b) COMMENCE DESCENT NOW [AT <i>(number)</i> METRES PER SECOND OR <i>(number)</i> FEET PER MINUTE <i>(or ESTABLISH A (number) DEGREE GLIDE PATH)</i>];</p> <p>c) RATE OF DESCENT IS GOOD;</p> <p>d) ON GLIDE PATH;</p>		
2.2.5.1	Provision of service			
2.2.5.2	Communications			
2.2.5.3	Azimuth			
2.2.5.4	Elevation			

		<p>e) SLIGHTLY (or WELL, or GOING) ABOVE (or BELOW) GLIDE PATH;</p> <p>f) [STILL] (number) METRES (or FEET) TOO HIGH (or TOO LOW);</p> <p>g) ADJUST RATE OF DESCENT;</p> <p>h) COMING BACK [SLOWLY (or QUICKLY)] TO THE GLIDE PATH;</p> <p>i) RESUME NORMAL RATE OF DESCENT;</p> <p>j) ELEVATION ELEMENT UNSERVICEABLE (to be followed by appropriate instructions);</p> <p>k) (distance) FROM TOUCHDOWN. ALTITUDE (or HEIGHT) SHOULD BE (numbers and units);</p>
2.2.5.5	Position	<p>a) (distance) FROM TOUCHDOWN;</p> <p>b) OVER APPROACH LIGHTS;</p> <p>c) OVER THRESHOLD.</p>
2.2.5.6	Checks	<p>a) CHECK GEAR DOWN AND LOCKED;</p> <p>b) CHECK DECISION ALTITUDE (or HEIGHT);</p>
2.2.5.7	Completion of approach	<p>a) REPORT VISUAL;</p> <p>b) REPORT RUNWAY [LIGHTS] IN SIGHT;</p> <p>c) APPROACH COMPLETED [CONTACT (unit)];</p>
2.2.5.8	Missed approach	<p>a) CONTINUE VISUALLY OR GO AROUND (missed approach instructions);</p> <p>b) GO AROUND IMMEDIATELY (missed approach instructions) (reason);</p> <p>c) ARE YOU GOING AROUND?;</p> <p>d) IF GOING AROUND (appropriate instructions);</p> <p>*e) GOING AROUND.</p> <p>'*' denotes pilot transmission.</p>

2.3 Secondary surveillance radar (SSR) and ADS-B phraseologies

Section	Circumstances	Phraseologies		
2.3.1	To request the capability of the SSR equipment	<p>a) ADVISE TRANSPONDER CAPABILITY;</p> <p>*b) TRANSPONDER <i>(as shown in the flight plan)</i>;</p> <p>*c) NEGATIVE TRANSPONDER.</p> <p>'*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.2	To request the capability of the ADS-B equipment	<p>a) ADVISE ADS-B CAPABILITY;</p> <p>*b) ADS-B TRANSMITTER <i>(data link)</i>;</p> <p>*c) ADS-B RECEIVER <i>(data link)</i>;</p> <p>*d) NEGATIVE ADS-B.</p> <p>'*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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)] (code)</i>;</p> <p>*b) RESETTING <i>[(mode)] (code)</i>.</p> <p>'*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.5	To request reselection of aircraft identification	RE-ENTER [ADS-B or MODE S] AIRCRAFT IDENTIFICATION.	<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>'*' denotes pilot transmission.</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)] [AND] IDENT</i>;</p> <p>b) SQUAWK LOW;</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

		c) SQUAWK NORMAL;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		d) TRANSMIT ADS-B IDENT.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.8	To request temporary suspension of transponder operation	SQUAWK STANDBY.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.9	To request emergency code	SQUAWK MAYDAY [CODE SEVEN-SEVEN-ZERO-ZERO].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.10	To request termination of transponder and/or ADS-B transmitter operation	a) STOP SQUAWK [TRANSMIT ADS-B ONLY];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		b) STOP ADS-B TRANSMISSION [SQUAWK (code) ONLY].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Note: <input checked="" type="checkbox"/> 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 1 090 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.</p>				
2.3.11	To request transmission of pressure-altitude	a) SQUAWK CHARLIE;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		b) TRANSMIT ADS-B ALTITUDE.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.12	To request pressure setting check and confirmation of level	a) CHECK ALTIMETER SETTING AND CONFIRM (level).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.13	To request termination of pressure-altitude transmission because of faulty operation	a) STOP SQUAWK CHARLIE WRONG INDICATION;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		b) STOP ADS-B ALTITUDE TRANSMISSION [(WRONG INDICATION, or reason)].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.14	To request level check	CONFIRM (level).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.3.15	Controller queries a discrepancy between the displayed 'Selected Level' and the cleared level	CHECK SELECTED LEVEL. CLEARED LEVEL IS (level);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		CHECK SELECTED LEVEL. CONFIRM CLIMBING (or DESCENDING) TO (or MAINTAINING) (level);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<p>Note: <input checked="" type="checkbox"/> The controller will not state on radiotelephony the value of the 'Selected Level' observed on the situation display.</p>	<p>*CLIMBING (or DESCENDING) TO (or MAINTAINING) (level) (appropriate information on selected level).</p> <p>'*' denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. AUTOMATIC DEPENDENT SURVEILLANCE — CONTRACT (ADS-C) PHRASEOLOGIES

3.1 General ADS-C phraseologies

Section	Circumstances	Phraseologies	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.1.1	ADS-C degradation	ADS-C (or ADS-CONTRACT) OUT OF SERVICE (appropriate information as necessary).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. ALERTING PHRASEOLOGIES

4.1 Alerting phraseologies

Section	Circumstances	Phraseologies	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.1	Low-altitude warning	(aircraft call sign) LOW-ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY, QNH IS (number) [(units)]. [THE MINIMUM FLIGHT ALTITUDE IS (altitude)].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.2	Terrain alert	(aircraft call sign) TERRAIN ALERT, (suggested pilot action, if possible).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

5. GROUND CREW/FLIGHT CREW PHRASEOLOGIES

5.1 Ground crew/flight crew phraseologies

Section	Circumstances	Phraseologies	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.1.1	Starting procedures (ground crew/cockpit)	a) [ARE YOU] READY TO START UP?; *b) STARTING NUMBER (engine number(s)). <i>Note 1. — The ground crew should follow this exchange by either a reply on the intercom or a distinct visual signal to indicate that all is clear and that the start-up as indicated may proceed.</i> <i>Note 2. — Unambiguous identification of the parties concerned is essential in any communications between ground crew and pilots.</i> ** denotes pilot transmission.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.1.2	Pushback procedures ...(ground crew/cockpit)	a) ARE YOU READY FOR PUSHBACK?; *b) READY FOR PUSHBACK; c) CONFIRM BRAKES RELEASED;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<p>*d) BRAKES RELEASED;</p> <p>e) COMMENCING PUSHBACK;</p> <p>f) PUSHBACK COMPLETED;</p> <p>*g) STOP PUSHBACK;</p> <p>h) CONFIRM BRAKES SET;</p> <p>*i) BRAKES SET;</p> <p>*j) DISCONNECT;</p> <p>k) DISCONNECTING STANDBY STAND-BY FOR VISUAL AT YOUR LEFT (or RIGHT).</p> <p><i>Note. — This exchange is followed by a visual signal to the pilot to indicate that disconnect is completed and all is clear for taxiing.</i></p> <p><i>** denotes pilot transmission.</i></p>

6. AIR TRAFFIC FLOW MANAGEMENT (ATFM)

6.1 ATFM

Calculated take-off time (CTOT) delivery resulting from a slot allocation message (SAM).

SLOT (time);

Change to CTOT resulting from a slot revision message (SRM).

REVISED SLOT (time);

CTOT cancellation resulting from a slot cancellation message (SLC).

SLOT CANCELLED, REPORT READY;

Flight suspension until further notice (resulting from flight suspension message (FLS)).

FLIGHT SUSPENDED UNTIL FURTHER NOTICE, DUE (reason);

Flight de-suspension resulting from a de-suspension message (DES).

SUSPENSION CANCELLED, REPORT READY;

Denial of start-up when requested too late to comply with the given CTOT.

UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT EXPIRED, REQUEST A NEW SLOT;

Denial of start-up when requested too early to comply with the given CTOT.

UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT (time), REQUEST START-UP AT (time).

GM1 Appendix 1 to AMC1 SERA.14001 General

The ATS phraseologies listed in Appendix 1 to AMC1 SERA.14001 are organised per phases of flight or per use of specific communication, navigation and surveillance technologies that require the exchange of specific communication between ATS or ground personnel and flight crews.

With regard to the communications between flight crews and ATS personnel, the tables specify the ATS phraseologies to be used to perform ATC service or FIS functions respectively. Consequently, the two rightmost columns indicate which of the ATS phraseologies are to be used for ATC functions, for FIS functions, or for both ATC and FIS functions.



4. Proposed actions to support implementation

EASA will consider the most appropriate method to support the implementation of this proposal by applying one of the following actions, as appropriate:

- Focused communication for Advisory Body meeting(s) (MAB/SAB/TeB/TEC/COM)
(Advisory Body members)
- Providing supporting clarifications through electronic communication tools between EASA and NAAs (EUSurvey or other)
(Primarily targeted audience: competent authorities)
- Detailed explanation with clarifications on the EASA website
(Primarily targeted audience: industry, competent authorities)
- Dedicated thematic workshop/session
(Primarily targeted audience: industry, competent authorities)
- Series of thematic events organised on the regional principle
(Primarily targeted audience: industry, competent authorities)
- Combination of the above-mentioned means
(Primarily targeted audience: industry, competent authorities)



5. References

5.1. Related regulations

- Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13.10.2012, p. 1)
- Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1)
- Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010 (OJ L 104, 3.4.2020, p. 1)
- Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1)

5.2. Related decisions

- DECISION 2013/013/R OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY of 17 July 2013 adopting the Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/20101
- Executive Director Decision 2017/001/R of 8 March 2017 issuing Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) 2017/373 — ‘Common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight’
- DECISION 2014/019/R OF THE EXECUTIVE DIRECTOR OF THE AGENCY of 24 April 2014 adopting Guidance Material to Regulation (EU) No 965/2012 — ‘GM to Regulation (EU) No 965/2012’

5.3. Other reference documents

- EUROCONTROL Manual for Aerodrome Flight Information Service (AFIS) — Edition 1.0 of 17 June 2010
- ICAO Circular 211-AN/128 ‘Aerodrome Flight Information Service (AFIS)’, 1988

6. Quality of the document

If you are not satisfied with the quality of this document, please indicate the areas which you believe could be improved, and provide a short justification/explanation:

- the **technical quality** of the draft proposed rules and/or regulations and/or the draft proposed amendments to them
- the clarity and readability of the text
- the quality of the impact assessment (IA)
- application of the ‘better regulation’ principles¹³
- others (please specify)

Note: Your replies and/or comments to this section will be considered for internal quality assurance and management purposes only and will not be published in the related CRD.

¹³ For information and guidance, see:

- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox/better-regulation-toolbox_en

