

Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 923/2012 — Issue 1, Amendment 4

Annex to ED Decision 2021/014/R

'AMC and GM to SERA — Issue 1, Amendment 4'

This document shows deleted, new or amended 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.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

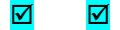
	g) WHEN READY, CLIMB (or DESCEND) TO (level);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) EXPECT CLIMB (or DESCENT) AT (time or significant point);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*i) REQUEST DESCENT AT (time);	*	
...to require action at a specific time or place	j) IMMEDIATELY;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	k) AFTER PASSING (significant point);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	l) AT (time or significant point);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...to require action when convenient	m) WHEN READY (instruction);	<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 (level)] [TO (level)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	o) MAINTAIN OWN SEPARATION AND VMC ABOVE (or BELOW, or TO) (level);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...when there is doubt that an aircraft can comply with a clearance or instruction	p) IF UNABLE, (alternative instructions) AND ADVISE;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...when a pilot is unable to comply with a clearance or instruction	*q) UNABLE;	*	
...after a flight crew starts to deviate from any ATC clearance or instruction to comply with an ACAS resolution advisory (RA) (Pilot and controller interchange)	*r) TCAS RA;	*	
	s) ROGER;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...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 (assigned clearance);	*	
	u) ROGER (or alternative instructions);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*v) CLEAR OF CONFLICT (assigned clearance) RESUMED;	*	
	w) ROGER (or alternative instructions);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...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)	*x) UNABLE, TCAS RA;	*	
	y) ROGER;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...clearance to cancel level restriction(s) of the vertical profile of a SID during climb	z) CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED];	<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>aa) DESCEND TO <i>(level)</i> [LEVEL RESTRICTION(S) (STAR designator) CANCELLED (or) LEVEL RESTRICTION(S) (STAR designator) AT <i>(point)</i> CANCELLED].</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.1.3 Minimum fuel</p> <p>...indication of minimum fuel</p> <p><i>Note.</i> — A flight information service (FIS) unit will not provide information on delay.</p>	<p>*a) MINIMUM FUEL:</p> <p>b) ROGER [NO DELAY EXPECTED or EXPECT <i>(delay information)</i>].</p> <p>** denotes pilot transmission.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>1.1.4 Transfer of control and/or frequency change</p> <p><i>Note.</i> — 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.</p> <p><i>Note.</i> — An aircraft may be requested to 'MONITOR' a frequency when information is being broadcast thereon.</p>	<p>a) CONTACT <i>(unit call sign) (frequency)</i> [NOW];</p> <p>b) AT (or OVER) <i>(time or place)</i> [or WHEN] [PASSING/LEAVING/REACHING <i>(level)</i>] CONTACT <i>(unit call sign) (frequency)</i>;</p> <p>c) IF NO CONTACT <i>(instructions)</i>;</p> <p>d) STAND BY FOR <i>(unit call sign) (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) (frequency)</i>;</p> <p>*h) MONITORING <i>(frequency)</i>;</p> <p>i) WHEN READY, CONTACT <i>(unit call sign) (frequency)</i>;</p> <p>j) REMAIN THIS FREQUENCY.</p> <p>** denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.1.5 8.33 kHz channel spacing</p> <p><i>Note.</i> — 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'.</p>		<input type="checkbox"/>	<input type="checkbox"/>

	...to request confirmation of 8.33 kHz capability	a) CONFIRM EIGHT POINT THREE THREE;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	...to indicate 8.33 kHz capability	*b) AFFIRM EIGHT POINT THREE THREE;	<input type="checkbox"/>	<input type="checkbox"/>
	...to indicate lack of 8.33 kHz capability	*c) NEGATIVE EIGHT POINT THREE THREE;	<input type="checkbox"/>	<input type="checkbox"/>
	...to request UHF capability	d) CONFIRM UHF;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	...to indicate UHF capability	*e) AFFIRM UHF;	<input type="checkbox"/>	<input type="checkbox"/>
	...to indicate lack of UHF capability	*f) NEGATIVE UHF;	<input type="checkbox"/>	<input type="checkbox"/>
	...to request status in respect of 8.33 kHz exemption	g) CONFIRM EIGHT POINT THREE THREE EXEMPTED;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	...to indicate 8.33 kHz exempted status	*h) AFFIRM EIGHT POINT THREE THREE EXEMPTED;	<input type="checkbox"/>	<input type="checkbox"/>
	...to indicate 8.33 kHz non-exempted status	*i) NEGATIVE EIGHT POINT THREE THREE EXEMPTED;	<input type="checkbox"/>	<input type="checkbox"/>
	...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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	** 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 <i>(new call sign)</i> [UNTIL FURTHER ADVISED];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...to advise an aircraft to revert to the call sign indicated in the flight plan	b) REVERT TO FLIGHT PLAN CALL SIGN <i>(call sign)</i> [AT <i>(significant point)</i>].	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.1.7	Traffic information			
	...to pass traffic information	a) TRAFFIC <i>(information)</i> ;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	...to acknowledge traffic information	b) NO REPORTED TRAFFIC;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		*c) LOOKING OUT;	<input type="checkbox"/>	<input type="checkbox"/>
		*d) TRAFFIC IN SIGHT;	<input type="checkbox"/>	<input type="checkbox"/>
		*e) NEGATIVE CONTACT <i>[reasons]</i> ;	<input type="checkbox"/>	<input type="checkbox"/>
		f) [ADDITIONAL] TRAFFIC <i>(direction)</i> BOUND <i>(type of aircraft)</i> <i>(level)</i> ESTIMATED <i>(or OVER)</i> <i>(significant point)</i> AT <i>(time)</i> ;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

g) TRAFFIC IS (*classification*) UNMANNED FREE BALLOON(S) WAS [*or ESTIMATED*] OVER (*place*) AT (*time*) REPORTED *level(s)* [*or LEVEL UNKNOWN*] MOVING (*direction*) (*other pertinent information, if any*).

'*' denotes pilot transmission.



1.1.8 Meteorological conditions

a) [SURFACE] WIND (*number*) DEGREES (*speed*) (*units*);



b) WIND AT (*level*) (*number*) DEGREES (*number*) KILOMETRES PER HOUR (*or KNOTS*);



Note. — Wind is always expressed by giving the mean direction and speed and any significant variations thereof.

c) VISIBILITY (*distance*) (*units*) [*direction*];



d) RUNWAY VISUAL RANGE (*or RVR*) [RUNWAY (*number*)] (*distance*) (*units*);



e) RUNWAY VISUAL RANGE (*or RVR*) RUNWAY (*number*) NOT AVAILABLE (*or NOT REPORTED*);



...for multiple RVR observations

f) RUNWAY VISUAL RANGE (*or RVR*) [RUNWAY (*number*)] (*first position*) (*distance*) (*units*), (*second position*) (*distance*) (*units*), (*third position*) (*distance*) (*units*);



Note 1. — Multiple RVR observations are always representative of the touchdown zone, midpoint zone and the roll-out/stop-end zone respectively.

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.

...in the event that RVR information on any one position is not available, this information will be included in the appropriate sequence

g) RUNWAY VISUAL RANGE (*or RVR*) [RUNWAY (*number*)] (*first position*) (*distance*) (*units*), (*second position*) NOT AVAILABLE, (*third position*) (*distance*) (*units*);



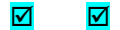
h) PRESENT WEATHER (details);



i) CLOUD (*amount*, [*type*]) and height of base) (*units*) (*or SKY CLEAR*);



j) CAVOK;



Note. — 'CAVOK' pronounced 'CAV-O-KAY'.

k) TEMPERATURE [MINUS] (*number*) (*and/or DEWPOINT* [MINUS] (*number*));



l) QNH (*number*) [*units*];



m) QFE (*number*) [(*units*)];



n) (*aircraft type*) REPORTED (*description*) ICING (*or TURBULENCE*) [IN CLOUD] (*area*) (*time*);



<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>o) REPORT FLIGHT CONDITIONS;</p> <p>p) INSTRUMENT METEOROLOGICAL CONDITIONS REPORTED (or forecast) IN THE VICINITY OF (location)</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1.1.9 Position reporting</p> <p>...to omit position reports until a specified position</p>	<p>a) NEXT REPORT AT (significant point);</p> <p>b) OMIT POSITION REPORTS [UNTIL (specify)];</p> <p>c) RESUME POSITION REPORTING.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1.1.10 Additional reports</p> <p>...to request a report at a specified place or distance</p> <p>...to report at a specified place or distance</p> <p>...to request a report of present position</p> <p>...to report present position</p>	<p>a) REPORT PASSING (significant point);</p> <p>b) REPORT (distance) MILES (GNSS or DME) FROM (name of DME station) (or significant point);</p> <p>*c) (distance) MILES (GNSS or DME) FROM (name of DME station) (or significant point);</p> <p>d) REPORT PASSING (three digits) RADIAL (name of VOR) VOR;</p> <p>e) REPORT (GNSS or DME) DISTANCE FROM (significant point) or (name of DME station);</p> <p>*f) (distance) MILES (GNSS or DME) FROM (name of DME station) (or significant point).</p> <p>** denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1.1.11 Aerodrome information</p> <p>Note: — This information is provided for runway thirds or the full runway, as applicable. (Applicable from 12 August 2021)</p>	<p>a) [(location) RUNWAY (number) SURFACE CONDITION [CODE (three-digit number)];</p> <p>followed as necessary by:</p> <ol style="list-style-type: none"> 1. ISSUED AT (date and time UTC); 2. DRY, or WET ICE, or WATER ON TOP OF COMPACTED SNOW, or DRY SNOW, or DRY SNOW ON TOP OF ICE, or WET SNOW ON TOP OF ICE, or ICE, or SLUSH, or STANDING WATER, or COMPACTED SNOW, or WET SNOW, or DRY SNOW ON TOP OF COMPACTED SNOW, or WET SNOW ON TOP OF COMPACTED SNOW, or WET, or SLIPPERY WET, OR SPECIALLY PREPARED WINTER RUNWAY, or FROST; 3. DEPTH ((depth of deposit) MILLIMETRES or NOT REPORTED); 4. COVERAGE ((number) PER CENT or NOT REPORTED); 5. AVAILABLE WIDTH (number) METRES; 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	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 <i>(ATS unit call sign)</i> 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		
	a) <i>(specify visual or non-visual aid)</i> RUNWAY <i>(number)</i> <i>(description of deficiency)</i> ;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	b) <i>(type)</i> LIGHTING <i>(unserviceability)</i> ;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

		c) GBAS/SBAS/MLS/ILS CATEGORY (category) (serviceability state);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		d) TAXIWAY LIGHTING (description of deficiency);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		e) (type of visual approach slope indicator) RUNWAY (number) (description of deficiency).	<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;	<input type="checkbox"/>	<input type="checkbox"/>
	...to report RVSM non-approved status followed by supplementary information	*c) NEGATIVE RVSM [(supplementary information, e.g. State aircraft)];	<input type="checkbox"/>	<input type="checkbox"/>
	...to deny ATC clearance into RVSM airspace	d) UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] (level);	<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;	<input type="checkbox"/>	<input type="checkbox"/>
	...to report that the equipment of an aircraft has degraded below minimum aviation system performance standards	*f) UNABLE RVSM DUE EQUIPMENT;	<input type="checkbox"/>	<input type="checkbox"/>
	...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"/>
	...to report ability to resume RVSM operations after an equipment or weather-related contingency	*i) READY TO RESUME RVSM.	<input type="checkbox"/>	<input type="checkbox"/>
		** denotes pilot transmission.		
1.1.14	GNSS service status	a) GNSS REPORTED UNRELIABLE (or GNSS MAY NOT BE AVAILABLE [DUE TO INTERFERENCE]);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

1) IN THE VICINITY OF (*location*) (*radius*) [BETWEEN (*levels*)];
or
2) IN THE AREA OF (*description*) (or IN (name) FIR) [BETWEEN (*levels*)];

b) BASIC GNSS (or SBAS, or GBAS) UNAVAILABLE FOR (*specify operation*) [FROM (*time*) TO (*time*) (or UNTIL FURTHER NOTICE)];

*c) BASIC GNSS UNAVAILABLE [DUE TO (*reason, e.g. LOSS OF RAIM or RAIM ALERT*)];

*d) GBAS (or SBAS) UNAVAILABLE ;

e) CONFIRM GNSS NAVIGATION;

*f) AFFIRM GNSS NAVIGATION.

/** denotes pilot transmission.

*
*

*

1.1.15 RNAV

...RNAV arrival or departure procedure cannot be accepted by the pilot

*UNABLE (*designator*) DEPARTURE [or ARRIVAL] DUE RNAV TYPE;

*

...pilot is unable to comply with an assigned terminal area procedure

*UNABLE (*designator*) DEPARTURE [or ARRIVAL] (*reasons*);

*

...ATC unable to assign an RNAV arrival or departure procedure requested by the pilot due to the type of on-board RNAV equipment

UNABLE TO ISSUE (*designator*) DEPARTURE [or ARRIVAL] DUE RNAV TYPE;

...ATC unable to assign an arrival or departure procedure requested by the pilot

UNABLE TO ISSUE (*designator*) DEPARTURE [or ARRIVAL] (*reasons*);

...confirmation whether a specific RNAV arrival or departure procedure can be accepted

ADVISE IF ABLE (*designator*) DEPARTURE [or ARRIVAL];

...informing ATC of RNAV degradation or failure

*(aircraft call sign) UNABLE RNAV DUE EQUIPMENT;

*

...informing ATC of no RNAV capability

*(aircraft call sign) NEGATIVE RNAV;

*

/** denotes pilot transmission

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*)].

*

1.2 ~~Area-control~~ En-route air traffic services

Section	Circumstances	Phraseologies		
1.2.1	Issuance of a clearance	<p>a) <i>(name of unit)</i> CLEARS <i>(aircraft call sign)</i>;</p> <p>b) <i>(aircraft call sign)</i> CLEARED TO;</p> <p>c) RECLEARED <i>(amended clearance details)</i> [REST OF CLEARANCE UNCHANGED];</p> <p>d) RECLEARED <i>(amended route portion)</i> TO <i>(significant point of original route)</i> [REST OF CLEARANCE UNCHANGED];</p> <p>e) ENTER CONTROLLED AIRSPACE <i>(or CONTROL ZONE)</i> [VIA <i>(significant point or route)</i>] AT <i>(level)</i> [AT <i>(time)</i>];</p> <p>f) LEAVE CONTROLLED AIRSPACE <i>(or CONTROL ZONE)</i> [VIA <i>(significant point or route)</i>] AT <i>(level)</i> <i>(or CLIMBING, or DESCENDING)</i>;</p> <p>g) JOIN <i>(specify)</i> AT <i>(significant point)</i> AT <i>(level)</i> [AT <i>(time)</i>].</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2.2	Indication of route and clearance limit	<p>a) FROM <i>(location)</i> TO <i>(location)</i>;</p> <p>b) TO <i>(location)</i>, <i>followed as necessary by:</i></p> <p>1) DIRECT;</p> <p>2) VIA <i>(route and/or significant points)</i>;</p> <p>3) VIA FLIGHT PLANNED ROUTE;</p> <p>4) VIA <i>(distance)</i> DME ARC <i>(direction)</i> OF <i>(name of DME station)</i>;</p> <p>c) <i>(route)</i> NOT AVAILABLE DUE <i>(reason)</i> ALTERNATIVE[S] IS/ARE <i>(routes)</i> ADVISE.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		<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 <i>(or ABOVE, or BELOW)</i> <i>(level)</i>;</p> <p>b) CROSS <i>(significant point)</i> AT <i>(time)</i> OR LATER <i>(or BEFORE)</i> AT <i>(level)</i>;</p> <p>c) CRUISE CLIMB BETWEEN <i>(levels)</i> <i>(or ABOVE)</i> <i>(level)</i>;</p> <p>d) CROSS <i>(distance)</i> MILES, <i>(GNSS or DME)</i> <i>[(direction)]</i> OF <i>(name of DME station)</i> OR <i>(distance)</i> <i>[(direction)]</i> OF <i>(significant point)</i> AT <i>(or ABOVE or BELOW)</i> <i>(level)</i>.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2.5	Emergency descent <i>Note. — FIC and AFIS units are entitled only to provide information, and to relay clearances and instructions on behalf of ATC units.</i>	<p>*a) EMERGENCY DESCENT <i>(intentions)</i>;</p> <p>b) ATTENTION ALL AIRCRAFT IN THE VICINITY OF <i>[or AT]</i> <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>** denotes pilot transmission.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.2.6	If clearance cannot be issued immediately upon request	EXPECT CLEARANCE <i>(or type of clearance)</i> 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 <i>(or OVER)</i> <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	<p>a) CROSS <i>(significant point)</i> AT <i>(time)</i> [OR LATER <i>(or OR BEFORE)</i>];</p> <p>b) ADVISE IF ABLE TO CROSS <i>(significant point)</i> AT <i>(time or level)</i>;</p> <p>c) MAINTAIN MACH <i>(number)</i> [OR GREATER <i>(or OR LESS)</i>] [UNTIL <i>(significant point)</i>];</p> <p>d) DO NOT EXCEED MACH <i>(number)</i>;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>Note. — When used to apply a lateral VOR/GNSS separation, confirmation of zero offset is required.</p>	<p>e) CONFIRM ESTABLISHED ON THE TRACK BETWEEN <i>(significant point)</i> AND <i>(significant point)</i> [WITH ZERO OFFSET];</p> <p>*f) ESTABLISHED ON THE TRACK BETWEEN <i>(significant point)</i> AND <i>(significant point)</i> [WITH ZERO OFFSET];</p> <p>g) MAINTAIN TRACK BETWEEN <i>(significant point)</i> AND <i>(significant point)</i>. REPORT ESTABLISHED ON THE TRACK;</p> <p>*h) ESTABLISHED ON THE TRACK;</p> <p>i) CONFIRM ZERO OFFSET;</p> <p>*j) AFFIRM ZERO OFFSET.</p> <p>‘*’ denotes pilot transmission</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>1.2.9 Instructions associated with flying a track (offset), parallel to the cleared route</p>	<p>a) ADVISE IF ABLE TO PROCEED PARALLEL OFFSET;</p> <p>b) PROCEED OFFSET <i>(distance)</i> RIGHT/LEFT OF <i>(route)</i> <i>(track)</i> [CENTRE LINE] [AT <i>(significant point or time)</i>] [UNTIL <i>(significant point or time)</i>];</p> <p>c) CANCEL OFFSET <i>(instructions to rejoin cleared flight route or other information)</i>.</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>1.2.10 Relaying clearances, instructions, and information ...confirmation or otherwise of the readback of clearance or instruction</p>	<p>a) <i>(ATC unit)</i> CLEARS (or INSTRUCTS) (or INFORMS) <i>(details of the clearance, instructions, or information)</i>;</p> <p>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>]</p>	<p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p>
<p>1.3 Approach control services Arrival and departure air traffic services</p>		
<p>Section Circumstances</p>	<p>Phraseologies</p>	
<p>1.3.1 Departure instructions</p>	<p>a) [AFTER DEPARTURE] TURN RIGHT (or LEFT) HEADING <i>(three digits)</i> (or CONTINUE RUNWAY HEADING) (or 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> <i>(instructions)</i>;</p> <p>c) TURN RIGHT (or LEFT) HEADING <i>(three digits)</i> TO <i>(level)</i> [TO INTERCEPT <i>(track, route, airway, etc.)</i>];</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>

	d) (standard departure name and number) DEPARTURE;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) TRACK (three digits) DEGREES [MAGNETIC (or TRUE)] TO (or FROM) (significant point) UNTIL (time, or REACHING (fix or significant point or level)) [BEFORE PROCEEDING ON COURSE];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) CLEARED VIA (designation).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.3.2 Approach instructions	a) CLEARED (or PROCEED) VIA (designation);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) CLEARED TO (clearance limit) VIA (designation);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) CLEARED (or PROCEED) VIA (details of route to be followed);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) CLEARED (type of approach) APPROACH [RUNWAY (number)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) CLEARED (type of approach) RUNWAY (number) FOLLOWED BY CIRCLING TO RUNWAY (number);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) CLEARED APPROACH [RUNWAY (number)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) COMMENCE APPROACH AT (time);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	*h) REQUEST STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY (number)];	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i) CLEARED STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY (number)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	j) REPORT VISUAL;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	k) REPORT RUNWAY [LIGHTS] IN SIGHT;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...when a pilot requests a visual approach	*l) REQUEST VISUAL APPROACH;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	m) CLEARED VISUAL APPROACH RUNWAY (number);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...to request if a pilot is able to accept a visual approach	n) ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY (number);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...in case of successive visual approaches when the pilot of a succeeding aircraft has reported having the preceding aircraft in sight	o) CLEARED VISUAL APPROACH RUNWAY (number), MAINTAIN OWN SEPARATION FROM PRECEDING (aircraft type and wake turbulence category as appropriate) [CAUTION WAKE TURBULENCE];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	p) REPORT (significant point); [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"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
*w) REQUEST (MLS/RNAV <i>plain-language designator</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
x) CLEARED (MLS/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] *(position)*, (or BETWEEN *(two prominent landmarks)*);

...published holding procedure over a facility or fix

b) CLEARED (or PROCEED) TO *(significant point, name of facility or fix)* [MAINTAIN (or CLIMB or DESCEND TO) *(level)*] HOLD [*(direction)*] AS PUBLISHED EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT *(time)*;

...when a detailed holding clearance is required

*c) REQUEST HOLDING INSTRUCTIONS;

d) CLEARED (or PROCEED) TO *(significant point, name of facility or fix)* [MAINTAIN (or CLIMB or DESCEND TO) *(level)*] HOLD [*(direction)*] [*(specified)* RADIAL, COURSE, INBOUND TRACK *(three digits)* DEGREES] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME *(number)* MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT *(time)* *(additional instructions, if necessary)*;

e) CLEARED TO THE *(three digits)* RADIAL OF THE *(name)* VOR AT *(distance)* DME FIX [MAINTAIN (or CLIMB or DESCEND TO) *(level)*] HOLD [*(direction)*] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME *(number)* MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT *(time)* *(additional instructions, if necessary)*;

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; | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) EXPECTED APPROACH TIME (<i>time</i>); | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) REVISED EXPECTED APPROACH TIME (<i>time</i>); | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) DELAY NOT DETERMINED (<i>reasons</i>). | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Change Info

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 response	*a) [aircraft location] REQUEST START-UP; *b) [aircraft location] REQUEST START-UP, INFORMATION (ATIS identification); c) START-UP APPROVED; d) START-UP AT (time); e) EXPECT START-UP AT (time); f) START-UP AT OWN DISCRETION; g) EXPECT DEPARTURE (time) START-UP AT OWN DISCRETION. ** 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 type="checkbox"/> <input 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 type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
1.4.5	Towing procedures ...ATC response	†a) REQUEST TOW [company name] (aircraft type) FROM (location) TO (location); b) TOW APPROVED VIA (specific routing to be followed);	† <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>

		c) HOLD POSITION;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		d) STAND BY.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		'+' denotes transmission from aircraft/tow vehicle combination.		
1.4.6	To request time check and/or aerodrome data for departure	*a) REQUEST TIME CHECK;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		b) TIME (<i>time</i>);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	...when no ATIS broadcast is available	*c) REQUEST DEPARTURE INFORMATION;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		d) RUNWAY (<i>number</i>), WIND (<i>direction and speed</i>) (<i>units</i>) QNH (or QFE) (<i>number</i>) [(<i>units</i>)] TEMPERATURE [MINUS] (<i>number</i>), [VISIBILITY (<i>distance</i>) (<i>units</i>) (or RUNWAY VISUAL RANGE (or RVR) (<i>distance</i>) (<i>units</i>))] [TIME (<i>time</i>)].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		<i>Note.</i> <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.		
		** denotes pilot transmission.		
1.4.7	Taxi procedures			
	...for departure	*a) [<i>aircraft type</i>] [<i>wake turbulence category if !super! or 'heavy'</i>] [<i>aircraft location</i>] REQUEST TAXI [<i>intentions</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		*b) [<i>aircraft type</i>] [<i>wake turbulence category if !super! or 'heavy'</i>] [<i>aircraft location</i>] (<i>flight rules</i>) TO (<i>aerodrome of destination</i>) REQUEST TAXI [<i>intentions</i>];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) TAXI TO HOLDING POINT [<i>number</i>] [RUNWAY (<i>number</i>)] [HOLD SHORT OF RUNWAY (<i>number</i>) (or CROSS RUNWAY (<i>number</i>))] [TIME (<i>time</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...where detailed taxi instructions are required	*d) [<i>aircraft type</i>] [<i>wake turbulence category if !super! or 'heavy'</i>] REQUEST DETAILED TAXI INSTRUCTIONS;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		e) TAXI TO HOLDING POINT [<i>number</i>] [RUNWAY (<i>number</i>)] VIA (<i>specific route to be followed</i>) [TIME (<i>time</i>)] [HOLD SHORT OF RUNWAY (<i>number</i>) (or CROSS RUNWAY (<i>number</i>))];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...where aerodrome information is not available from an alternative source such as ATIS	f) TAXI TO HOLDING POINT [<i>number</i>] (<i>followed by aerodrome information as applicable</i>) [TIME (<i>time</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		g) TAKE (or TURN) FIRST or SECOND) LEFT or RIGHT);		
		h) TAXI VIA (<i>identification of taxiway</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		i) TAXI VIA RUNWAY (<i>number</i>);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		j) TAXI TO TERMINAL (or other location, e.g. GENERAL AVIATION AREA) [STAND (<i>number</i>)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>...for helicopter operations</p>	<p>*k) REQUEST AIR-TAXIING FROM (or VIA) TO <i>(location or routing as appropriate)</i>;</p> <p>l) AIR-TAXI TO (or VIA) <i>(location or routing as appropriate)</i> [CAUTION <i>(dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)</i>];</p> <p>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>;</p>	<p>* <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>...after landing</p>	<p>*n) REQUEST BACKTRACK;</p> <p>o) BACKTRACK APPROVED;</p> <p>p) BACKTRACK RUNWAY <i>(number)</i>;</p>	<p>* <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>...general</p>	<p>*q) <i>[(aircraft location)]</i> REQUEST TAXI TO <i>(destination on aerodrome)</i>;</p> <p>r) TAXI STRAIGHT AHEAD;</p> <p>s) TAXI WITH CAUTION;</p> <p>t) GIVE WAY TO <i>(description and position of other aircraft)</i>;</p> <p>*u) GIVING WAY TO <i>(traffic)</i>;</p> <p>*v) TRAFFIC <i>(or type of aircraft)</i> IN SIGHT;</p> <p>w) TAXI INTO HOLDING BAY;</p> <p>x) FOLLOW <i>(description of other aircraft or vehicle)</i>;</p> <p>y) VACATE RUNWAY;</p> <p>*z) RUNWAY VACATED;</p> <p>aa) EXPEDITE TAXI <i>[(reason)]</i>;</p> <p>*bb) EXPEDITING;</p> <p>cc) [CAUTION] TAXI SLOWER <i>[reason]</i>;</p> <p>*dd) SLOWING DOWN.</p> <p>*' denotes pilot transmission.</p>	<p>* <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p>* <input type="checkbox"/></p> <p>* <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p>* <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p>* <input type="checkbox"/></p> <p>* <input type="checkbox"/></p>
<p>1.4.8 Holding</p>	<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><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>...to hold not closer to a runway than specified</p>	<p>‡d) HOLD SHORT OF (position);</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 (position)'. In each case, the acknowledgement is to be by the phraseology 'HOLDING' or 'HOLDING SHORT', as appropriate.</p>	<input checked="" type="checkbox"/> <input type="checkbox"/>
<p>1.4.9 To cross a runway</p>	<p>*a) REQUEST CROSS RUNWAY (number);</p> <p>Note. <input type="checkbox"/> 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 (number) [REPORT VACATED];</p> <p>c) EXPEDITE CROSSING RUNWAY (number) TRAFFIC (aircraft type) (distance) KILOMETRES or MILES FINAL;</p> <p>d) TAXI TO HOLDING POINT [number] [RUNWAY (number)] VIA (specific route to be followed), [HOLD SHORT OF RUNWAY (number)] or [CROSS RUNWAY (number)];</p> <p>e) REPORT RUNWAY (number) VACATED;</p> <p>*ef) RUNWAY VACATED.</p> <p>'*' denotes pilot transmission.</p>	<input type="checkbox"/> <input checked="" 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"/>
<p>Note. — The pilot will, when requested, report 'RUNWAY VACATED' when the entire aircraft is beyond the relevant runway-holding position.</p>		
<p>1.4.10 Preparation for take-off</p>	<p>a) UNABLE TO ISSUE (designator) DEPARTURE (reasons);</p> <p>b) REPORT WHEN READY [FOR DEPARTURE];</p> <p>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> <p>‡g) LINE UP RUNWAY (number);</p> <p>h) LINE UP. BE READY FOR IMMEDIATE DEPARTURE;</p> <p>‡i) (condition) LINE UP (brief reiteration of the condition);</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 type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
<p>...clearance to enter runway and await take-off clearance</p>		
<p>...conditional clearances</p>		

...acknowledgement of a conditional clearance	*j) (condition) LINING UP (brief reiteration of the condition);	*	
...confirmation or otherwise of the readback of a conditional clearance	k) [THAT IS] CORRECT (or NEGATIVE) [I SAY AGAIN]- (as appropriate);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...request for departure from an intersection take-off position	*l) REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (designation or name of intersection);	*	
...approval of requested departure from an intersection take-off position	m) APPROVED, TAXI TO HOLDING POINT RUNWAY (number), INTERSECTION (designation or name of intersection);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...denial of requested departure from an intersection take-off position	n) NEGATIVE, TAXI TO HOLDING POINT RUNWAY (number), INTERSECTION (designation or name of intersection);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...ATC-initiated intersection take-off	o) ADVISE ABLE TO DEPART FROM RUNWAY (number), INTERSECTION (designation or name of intersection);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...advising take-off run available from an intersection take-off position	p) TORA RUNWAY (number), FROM INTERSECTION (designation or name of intersection), (distance) METRES;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...issuing multiple line-up instruction	q) LINE UP AND WAIT RUNWAY (number), INTERSECTION (name of intersection), (essential local traffic information);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...request for a visual departure	*r) REQUEST VISUAL DEPARTURE [DIRECT] TO/UNTIL (navaid, waypoint, altitude);	*	
...ATS-initiated visual departure	s) ADVISE ABLE TO ACCEPT VISUAL DEPARTURE [DIRECT] TO/UNTIL (navaid, waypoint/altitude);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...clearance for visual departure	t) VISUAL DEPARTURE RUNWAY (number) APPROVED, TURN LEFT/RIGHT [DIRECT] TO (navaid, heading, waypoint) [MAINTAIN VISUAL REFERENCE UNTIL (altitude)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...read-back of visual departure clearance	*u) VISUAL DEPARTURE TO/UNTIL (navaid, waypoint/altitude);	*	
	<p>** denotes pilot transmission.</p> <p>'+' When there is the possibility of confusion during multiple runway operations.</p> <p>'‡' Provisions concerning the use of conditional clearances are contained in SERA.8015 (g) and (h)(2)(ec).</p> <p>Note. <input checked="" type="checkbox"/> 'TORA' is pronounced 'TOR-AH'.</p>		
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)];	☑	☐
	d) TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY;	☑	☐
...to cancel a take-off clearance	e) HOLD POSITION, CANCEL TAKE-OFF I SAY AGAIN CANCEL TAKE-OFF (reasons);	☑	☐
	*f) HOLDING;	*	☐
...to stop a take-off after an aircraft has commenced take-off roll	g) STOP IMMEDIATELY [(repeat aircraft call sign) STOP IMMEDIATELY];	☑	☐
	*h) STOPPING;	*	☐
...for helicopter operations	i) CLEARED FOR TAKE-OFF [FROM (location)] (present position, taxiway, final approach and take-off area, runway and number);	☑	☐
	*j) REQUEST DEPARTURE INSTRUCTIONS;	*	☐
	k) AFTER DEPARTURE TURN RIGHT (or LEFT, or CLIMB) (instructions as appropriate).	☑	☐
	** 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;	*	☐
	b) RIGHT (or LEFT) TURN APPROVED;	☑	☐
	c) WILL ADVISE LATER FOR RIGHT (or LEFT) TURN;	☑	☐
...to request airborne time	d) REPORT AIRBORNE;	☑	☑
	e) AIRBORNE (time);	☑	☑
	f) AFTER PASSING (level) (instructions);	☑	☐
...heading to be followed	g) CONTINUE RUNWAY HEADING (instructions);	☑	☐
...when a specific track is to be followed	h) TRACK EXTENDED CENTRE LINE (instructions);	☑	☐
	i) CLIMB STRAIGHT AHEAD (instructions).	☑	☐
	** denotes pilot transmission.		
1.4.13 Entering an aerodrome traffic circuit	*a) [aircraft type] (position) (level) FOR LANDING;	*	☐
	b) JOIN [(direction of circuit)] (position in circuit) RUNWAY (runway number) [SURFACE] WIND (direction and speed)	☑	☐

...when ATIS information is available	<p>(units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p> <p>c) [(direction of circuit)] RUNWAY (number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p> <p>d) MAKE STRAIGHT-IN APPROACH, RUNWAY (number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p> <p>*e) (aircraft type) (position) (level) INFORMATION (ATIS identification) FOR LANDING;</p> <p>f) JOIN (position in circuit) [RUNWAY (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</p> <p>g) (direction of circuit) [RUNWAY (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)].</p> <p>** denotes pilot transmission.</p>	<p><input type="checkbox"/> <input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> *</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>
1.4.14 In the circuit	<p>*a) (position in circuit, e.g. DOWNWIND/FINAL);</p> <p>b) NUMBER ... FOLLOW (aircraft type and position) [additional instructions if required];</p> <p>c) TRAFFIC (detail) [additional information if required];</p> <p>d) REPORT (position in circuit).</p> <p>** denotes pilot transmission.</p>	<p>* <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p>
<p>1.4.15 Approach instructions</p> <p>Note. — The report 'LONG FINAL' is made when 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 approach is 15 km (8 NM) from touchdown. In both cases, a report 'FINAL' is required at 7 km (4 NM) from touchdown.</p>	<p>a) MAKE SHORT APPROACH;</p> <p>b) MAKE LONG APPROACH (or EXTEND DOWNWIND);</p> <p>c) REPORT BASE (or FINAL, or LONG FINAL);</p> <p>d) CONTINUE APPROACH [PREPARE FOR POSSIBLE GO-AROUND].</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>1.4.16 Landing clearance</p> <p>...when reduced runway separation is used</p> <p>...special operations</p>	<p>a) RUNWAY (number) CLEARED TO LAND;</p> <p>b) (traffic information) RUNWAY (number) CLEARED TO LAND;</p> <p>c) CLEARED TOUCH AND GO;</p> <p>d) MAKE FULL STOP;</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>

<p>...to make an approach along, or parallel to, a runway, descending to an agreed minimum level</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>*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>...to fly past the control tower or other observation point for the purpose of visual inspection by persons on the ground</p>	<p>*g) REQUEST LOW PASS (<i>reasons</i>);</p> <p>h) CLEARED LOW PASS [<i>as in f</i>];</p>	<p>*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>...for helicopter operations</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>	<p>*</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"/>	<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>*</p>
<p>1.4.19 Information to aircraft</p>	<p>a) LANDING GEAR APPEARS DOWN;</p> <p>b) RIGHT (<i>or</i> LEFT, <i>or</i> NOSE) WHEEL APPEARS UP (<i>or</i> DOWN);</p> <p>c) WHEELS APPEAR UP;</p> <p>d) RIGHT (<i>or</i> LEFT, <i>or</i> NOSE) WHEEL DOES NOT APPEAR UP (<i>or</i> DOWN);</p> <p>e) CAUTION WAKE TURBULENCE [FROM ARRIVING (<i>or</i>) DEPARTING) (<i>type of aircraft</i>)] [<i>additional information as required</i>];</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>...when pilot requested visual inspection of landing gear</p>	<p>a) LANDING GEAR APPEARS DOWN;</p> <p>b) RIGHT (<i>or</i> LEFT, <i>or</i> NOSE) WHEEL APPEARS UP (<i>or</i> DOWN);</p> <p>c) WHEELS APPEAR UP;</p> <p>d) RIGHT (<i>or</i> LEFT, <i>or</i> NOSE) WHEEL DOES NOT APPEAR UP (<i>or</i> DOWN);</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>...wake turbulence</p>	<p>e) CAUTION WAKE TURBULENCE [FROM ARRIVING (<i>or</i>) DEPARTING) (<i>type of aircraft</i>)] [<i>additional information as required</i>];</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

...jet blast on apron or taxiway	f) CAUTION JET BLAST;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...propeller-driven aircraft slipstream	g) CAUTION SLIPSTREAM-;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
...other traffic	h) TRAFFIC (details);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Information on the actual use of the runway	i) NO REPORTED TRAFFIC RUNWAY (number);	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Note. — Information on the actual use of the runway in points i) and j) may be provided to aircraft at any phase of the flight, in particular in the circuit and during the preparation for departure.	j) RUNWAY (number) OCCUPIED [or BLOCKED BY] (details) [REPORT INTENTIONS].	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

1.4.20 Runway vacating and communications after landing

	a) CONTACT GROUND (frequency);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) WHEN VACATED CONTACT GROUND (frequency);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) EXPEDITE VACATING;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) YOUR STAND (or GATE) (designation);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	e) TAKE (or TURN) FIRST (or SECOND, or CONVENIENT) LEFT (or RIGHT) AND CONTACT GROUND (frequency);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
...for helicopter operations	f) AIR-TAXI TO HELICOPTER STAND / HELICOPTER PARKING POSITION (area);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) AIR-TAXI VIA (direct, as requested, or specified route) TO (location, heliport, operating or movement area, active or inactive runway). AVOID (aircraft or vehicles or personnel).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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)</i> ALTITUDE];	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		b) FOR IDENTIFICATION TURN LEFT <i>(or)</i> RIGHT HEADING <i>(three digits)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) TRANSMIT FOR IDENTIFICATION AND REPORT HEADING;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		d) RADAR CONTACT <i>[position]</i> ;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		e) IDENTIFIED <i>[position]</i> ;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		f) NOT IDENTIFIED <i>[reason]</i> , [RESUME <i>(or)</i> CONTINUE] OWN NAVIGATION];	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		g) NOT IDENTIFIED <i>[reason]</i>.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.1.2	Position information	POSITION <i>(distance)</i> <i>(direction)</i> OF <i>(significant point)</i> <i>(or)</i> OVER <i>or</i> ABEAM <i>(significant point)</i> .	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.1.3	Vectoring instructions	a) LEAVE <i>(significant point)</i> HEADING <i>(three digits)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		b) CONTINUE HEADING <i>(three digits)</i> ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		<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. — 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"/>
...when passing level information on to aircraft climbing or descending, in the form of vertical distance from the other traffic	9) (level);	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	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;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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"/>
	e) (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"/>
		*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"/>
		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"/>
	...when a pilot wishes to be positioned at a specific distance from touchdown		<input checked="" type="checkbox"/>	<input type="checkbox"/>
	...instructions and information		<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	a) COMMENCE DESCENT NOW [TO MAINTAIN A <i>(number)</i> DEGREE GLIDE PATH];	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
		b) <i>(distance)</i> FROM TOUCHDOWN ALTITUDE <i>(or HEIGHT)</i> SHOULD BE <i>(numbers and units)</i> .	<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	a) CHECK GEAR DOWN [AND LOCKED];	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
		b) OVER THRESHOLD.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2.2.4.5	Completion of approach	a) REPORT VISUAL;	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
		b) REPORT RUNWAY [LIGHTS] IN SIGHT;	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
		c) APPROACH COMPLETED [CONTACT <i>(unit)</i>].	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2.2.5	PAR approach						
2.2.5.1	Provision of service				a) THIS WILL BE A PRECISION RADAR APPROACH RUNWAY <i>(number)</i> ;		
					b) PRECISION APPROACH NOT AVAILABLE DUE <i>(reason)</i> <i>(alternative instructions)</i> ;		
					c) IN CASE OF GO AROUND <i>(instructions)</i> .		
2.2.5.2	Communications				a) DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS;		
		b) REPLY NOT RECEIVED. WILL CONTINUE INSTRUCTIONS.					
2.2.5.3	Azimuth	a) CLOSING [SLOWLY <i>(or QUICKLY)</i>] [FROM THE LEFT <i>(or FROM THE RIGHT)</i>];					
		b) HEADING IS GOOD;					
		c) ON TRACK;					
		d) SLIGHTLY <i>(or WELL, or GOING)</i> LEFT <i>(or RIGHT)</i> OF TRACK;					
		e) <i>(number)</i> METRES LEFT <i>(or RIGHT)</i> OF TRACK.					
2.2.5.4	Elevation	a) APPROACHING GLIDE PATH;					
		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>];					
		c) RATE OF DESCENT IS GOOD;					
		d) ON GLIDE PATH;					

		<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><i>'*'</i> 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 type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input 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 type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input 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"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/> <input 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 type="checkbox"/>	<input checked="" type="checkbox"/> <input 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"/>	<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		
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		
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
5.1.1	Starting procedures (ground crew/cockpit)	<p>a) [ARE YOU] READY TO START UP?;</p> <p>*b) STARTING NUMBER (engine number(s)).</p> <p><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></p> <p><i>Note 2. — Unambiguous identification of the parties concerned is essential in any communications between ground crew and pilots.</i></p> <p>‘*’ denotes pilot transmission.</p>
5.1.2	Pushback procedures ...(ground crew/cockpit)	<p>a) ARE YOU READY FOR PUSHBACK?;</p> <p>*b) READY FOR PUSHBACK;</p> <p>c) CONFIRM BRAKES RELEASED;</p>

<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 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).

a) SLOT (time);



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

b) REVISED SLOT (time);



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

c) SLOT CANCELLED, REPORT READY;



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

d) FLIGHT SUSPENDED UNTIL FURTHER NOTICE, DUE (reason);



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

e) SUSPENSION CANCELLED, REPORT READY;



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

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



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

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



GM1 Appendix 1 to SERA.14001 ~~for Appendix 1~~ General

The phraseology in AMC1 SERA.14001 does not include phrases and regular radiotelephony procedure words contained in SERA Section 14.

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

GM2 Appendix 1 to AMC1 SERA.14001 General

The 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 personnel or ground crew 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.

In general, the subject SERA phraseologies constitute a standardised core content of identified phrases for usual situations; they do not constitute an exhaustive list. When circumstances differ, pilots, ATS personnel and other ground crew will be expected to use plain language which should be as clear and concise as possible and, when applicable, in the level specified in the relevant rules on language proficiency.