

# Phraseology DTTA

- [Ground To Tower](#)

# Ground To Tower

P: Pilot; C: Controller

## SECTION 1 : IFR:

CLEARANCE (Via SID)
P: Tunis Ground, TAR181, information R, request clearence to Cairo.
C: TAR181, Tunis Ground, <b>*INFORMATION R CORRECT/CURRENT*</b> , <b>CLEARED TO</b> Cairo via flight plan route, DIDON2A departure, runway 01, <b>CLIMB INITIALLY</b> 4000 feet, <b>SQUAWK</b> 3672. * confirm information R is correct, if not give him the current information.
P: TAR181, <b>CLEARED TO</b> Cairo, DIDON2A departure, runway 01, <b>climb initially</b> 4000 feet, <b>squawk</b> 3672.
C: TAR181, <b>READBACK CORECT, REPORT WHEN READY FOR PUSH AND START.</b>

CLEARANCE (Via HDG)
P: Tunis Ground, TAR181, information R, request clearence to Cairo.
C: TAR181, Tunis Ground, <b>*INFORMATION R CORRECT/CURRENT*</b> , <b>CLEARED TO</b> Cairo via flight plan route, runway 01,after departure, maintain runway heading, <b>CLIMB INITIALLY</b> 4000 feet, <b>SQUAWK</b> 3672. * confirm information R is correct, if not give him the current information.
P: TAR181, <b>CLEARED TO</b> Cairo, runway 01, after departure, fly runway heading, <b>climb initially</b> 4000 feet, <b>squawk</b> 3672.
C: TAR181, <b>READBACK CORECT, REPORT WHEN READY FOR PUSH AND START.</b>

STARTUP
P: TAR181, stand P55, request startup.
C: TAR181, <b>STARTUP APPROVED</b> , runway 01, QNH 1013, contact tower 118.100 when ready for Taxi.

PUSHBACK
<b>P:</b> TAR181, stand P55, request pushback.
<b>C:</b> TAR181, <b>PUSHBACK APPROVED</b> , facing south, runway 01, QNH 1013, contact tower 118.100 when ready for Taxi.
<b>C:</b> TAR181, <b>PUSHBACK APPROVED</b> , facing south, extend pushback to disconnect abeam position B13, runway 01, QNH 1013, contact tower 118.100 when ready for Taxi.
<b>C:</b> TAR181, <b>PUSHBACK APPROVED</b> , facing south, short push, disconnect before position B13, runway 01, QNH 1013, contact tower 118.100 when ready for Taxi.
<b>C:</b> TAR181, <b>PUSH &amp; PULL APPROVED</b> , facing south on C parralel to P55, runway 01, QNH 1013, contact tower 118.100 when ready for Taxi.

TAXI
<b>P:</b> Tunis Tower, TAR181, request taxi
<b>C:</b> Tunis Tower, TAR181, <b>TAXI TO HOLDING POINT</b> A runway 01 <b>VIA B, E</b> .
<b>C:</b> Tunis Tower, TAR181, <b>TAXI VIA B, HOLD SHORT</b> of E.
<b>C:</b> Tunis Tower TAR181, <b>GIVE WAY TO</b> nouvelair A320 <b>LEFT TO RIGHT</b> on E, <b>TAXI BEHIND TO</b> A runway 01 <b>VIA E</b> .
<b>C:</b> TAR181, <b>TAXI TO</b> stand P58, <b>VIA E, C</b>

TOWER
<b>P:</b> TAR181, ready for departure
<b>C:</b> TAR181, <b>NUMBER 5</b> for departure
<b>C:</b> TAR181, <b>LINE UP AND WAIT</b> RUNWAY 01
<b>C:</b> TAR, <b>WIND 030 DEGREES 9 KNOTS, RUNWAY 01, CLEARED FOR TAKEOFF</b>
<b>C:</b> TAR181, <b>WIND 030 DEGREES 9 KNOTS, CLEARED TO LAND/TOUCH AND GO, LOW APPROACH RUNWAY 01</b>
<b>C:</b> TAR181, <b>AFTER DEPARTING/BEHIND LANDING</b> Eurowings A320 <b>4.5 miles final LINE UP</b> RUNWAY 01 <b>AND WAIT BEHIND</b> .
<b>C:</b> TAR181, <b>GO AROUND</b>

## SECTION 2 : VFR:

Note: VFR traffic is handled exclusively by GMMN\_GND, if the pilot contacts Delivery first, an immediate handoff to GND is to be executed.

## SECTION 2.2 : Pattern Work:

Clearance
<b>P:</b> CNMAB, stand F4, type C172, 5h endurance, request taxi for pattern work.
<b>C:</b> CNMAB, <b>Tunis Ground, start up is approved, clear to the local pattern, departure 01, enter left circuit, 1500ft or below, VFR, squawk 0051</b>
<b>P:</b> CNMAB , start up approved, clear to the local pattern, departure 01, enter left circuit, 1500ft or below VFR, squawk 0051.
<b>C:</b> CNMAB, readback correct contact tunis tower 118.100 for taxi.
<b>P:</b> CNMAB, contact tunis tower 118.100 for taxi.

Traffic will remain in contact with TWR, at or below 2000ft.

In case of a radar outage, or aircraft mode C failure, TWR must ask for position reports as often as required.

TWR must ascertain the pilot's intentions at every circuit, preferably when the traffic is established on a downwind.

## SECTION 2.3 : Traffic exiting CTR:

TAXI
<b>P:</b> CNMAB, <b>Tunis Ground, Good Day</b> , request startup To Monastir
<b>C: AFTER COORDINATION WITH TWR:</b> Tunis Ground, start up is approved, clear to Monastir, departure 01, via CE1 then CE, 1500ft or below, VFR, squawk 0051.
<b>P:</b> CNMAB start up is approved, clear to Monastir, departure 01, via CE1 then CE, 1500ft or below, VFR, squawk 0051.
<b>C:</b> CNMAB, readback is correct, for taxi, contact Tunis Tower on 118.100.
<b>P:</b> CNMAB Contact Tunis Tower on 118.100 when ready for Taxi.

- Traffic will exit CTR at a predetermined altitude, which is subject to coordination between TWR and APP.
- **Tower** must append after departure instructions to takeoff clearance