

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, *INFORMATION R CORRECT/CURRENT* , CLEARED TO Cairo via flight plan route, DIDON2A departure, runway 01, CLIMB INITIALLY 4000 feet, SQUAWK 3672. * confirm information R is correct, if not give him the current information.
P: TAR181, CLEARED TO Cairo, DIDON2A departure, runway 01, climb initially 4000 feet, squawk 3672.
C: TAR181, READBACK CORECT, REPORT WHEN READY FOR PUSH AND START.

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

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

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

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

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

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
P: CNMAB, stand F4, type C172, 5h endurance, request taxi for pattern work.
C: CNMAB, Tunis Ground, start up is approved, clear to the local pattern, departure 01, enter left circuit, 1500ft or below, VFR, squawk 0051
P: CNMAB , start up approved, clear to the local pattern, departure 01, enter left circuit, 1500ft or below VFR, squawk 0051.
C: CNMAB, readback correct contact tunis tower 118.100 for taxi.
P: 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
P: CNMAB, Tunis Ground, Good Day , request startup To Monastir
C: AFTER COORDINATION WITH TWR: Tunis Ground, start up is approved, clear to Monastir, departure 01, via CE1 then CE, 1500ft or below, VFR, squawk 0051.
P: CNMAB start up is approved, clear to Monastir, departure 01, via CE1 then CE, 1500ft or below, VFR, squawk 0051.
C: CNMAB, readback is correct, for taxi, contact Tunis Tower on 118.100.
P: 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

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