

Phraseology GMMN

- [Delivery To Tower](#)

Delivery To Tower

P: Pilot; C: Controller

SECTION 1 : IFR:

CLEARANCE DELIVERY
P: Mohammed Fifth Delivery, RAM273C, information R, request startup and enroute clearance.
C: RAM273, Mohammed Fifth Delivery, *INFORMATION R CORRECT/CURRENT* , STARTUP APPROVED, CLEARED TO Cairo, SADIC1D departure, CLIMB INITIALLY FL50, SQUAWK 3672. * confirm information R is correct, if not give him the current information.
P: RAM273, STARTUP APPROVED, CLEARED TO Cairo, SADIC1D departure, climb initially FL50, squawk 3672.
C: RAM273, READBACK CORRECT, CONTACT GROUND 130.600.

PUSHBACK
P: Mohammed Fifth Ground, RAM237C, stand B12, request pushback.
C: RAM237C, PUSHBACK APPROVED , facing south, runway 35R.
C: RAM237C, PUSHBACK APPROVED , facing south, extend pushback to disconnect abeam position B13, runway 35R.
C: RAM237C, PUSHBACK APPROVED , facing south, short push, disconnect before position B13, runway 35R.
C: RAM237C, READBACK CORRECT, CONTACT GROUND 130.600.

TAXI
P: RAM237C, request taxi
C: RAM237C, TAXI TO HOLDING POINT S1 runway 35R VIA P and T.

C: RAM237C, TAXI VIA R, HOLD SHORT of T.
C: RAM237C, GIVE WAY TO Arabia Maroc A320 LEFT TO RIGHT on T, TAXI BEHIND TO S1 runway 35R VIA T.
C: RAM237C, TAXI TO stand B11, VIA P

	GROUND-TOWER HANDOFF
C: RAM237C, NUMBER n for departure. monitor Tower 118.5	
C: RAM237C, contact Tower 118.5	

	TOWER
P: RAM237C, ready for departure	
C: RAM237C, NUMBER 5 for departure	
C: RAM237C, LINE UP AND WAIT RUNWAY 35R	
C: RAM237C, WIND 330 DEGREES 9 KNOTS , RUNWAY 35R, CLEARED FOR TAKEOFF	
C: RAM237C, WIND 330 DEGREES 9 KNOTS , CLEARED TO LAND/TOUCH AND GO , LOW APPROACH RUNWAY 35R	
C: RAM237C, AFTER DEPARTING/BEHIND LANDING Eurowings A320 4.5 miles final LINE UP RUNWAY 35R AND WAIT BEHIND.	
C: RAM237C, 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:

	TAXI
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P: CNMAB, stand F4, type C172, 5h endurance, request taxi for pattern work.
C: CNMAB, Standard Pattern* approved, TAXI TO HOLDING POINT R1 runway 35R VIA L and R.

*Standard Pattern : Left hand, 1000ft AGL (1700ft QNH)

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, stand F4, type C172, 5h endurance, request to exit CTR via xxx*.
C: AFTER COORDINATION WITH TWR: CNMAB, CTR exit approved, (altitude restriction), TAXI TO HOLDING POINT R1 runway 35R VIA L and R.

*KOSAD/LEMDI/EL GARA/CSD NDB/ DAR BOUAZZA

- 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

(e.g. CNMAB, right turn to KOSAD after departure, cleared for takeoff RWY 35R, winds xxx)

- Tower must remind the pilot that overflying the city is prohibited, and of any prohibited areas relevant to their routing.

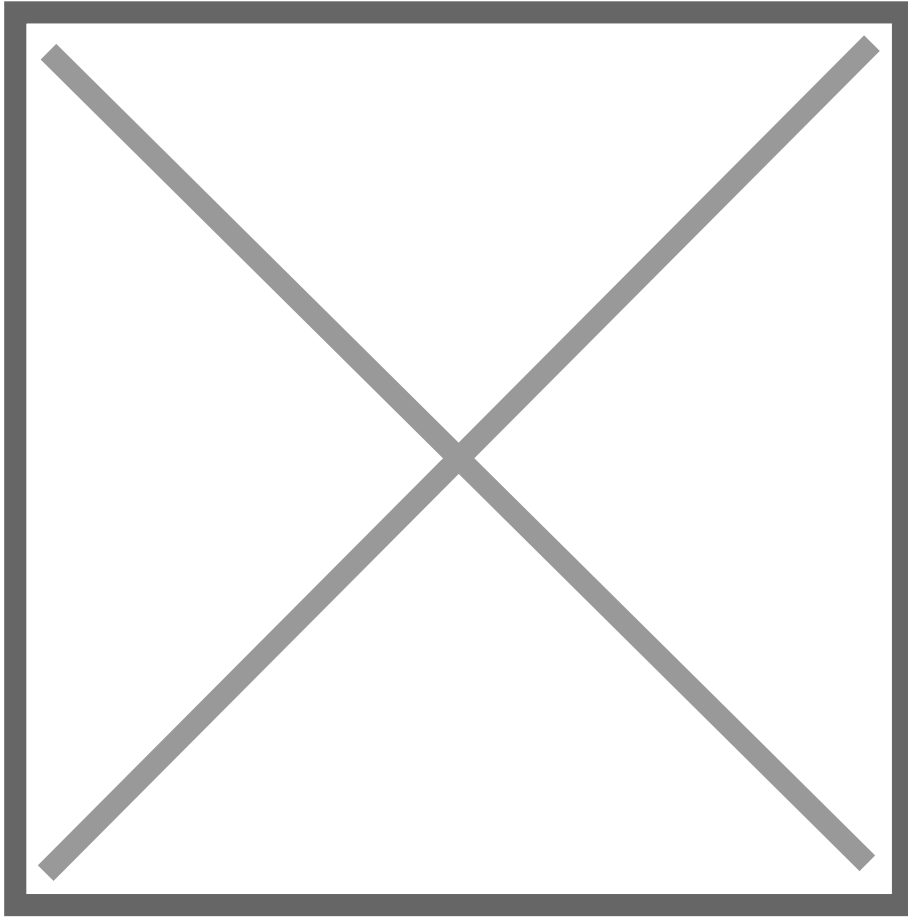


fig. 1: 1:100000 WAC chart of the area surrounding GMMN.