

# Aerodrome

## Initial IFR Clearance Request

Every flight under Instrument Flight Rules (IFR) must receive an initial IFR clearance. This clearance approves the flight plan and allows the flight to proceed.

### Clearances Shall Contain:

1. Aircraft identification
2. Clearance limit
3. Designator of the assigned SID (if applicable)
4. Cleared level(s)
5. Allocated SSR code (squawk/transponder code)
6. Any other necessary instructions or information not contained in the SID description (e.g., non-standard departure route, change of frequency instructions)

### Example IFR Clearances:

- **CLEARED TO** (destination airfield) **VIA** (departure SID identifier) **DEPARTURE**, [ **RUNWAY** (departure runway)], **FLIGHT PLANNED ROUTE**, **CLIMB** (initial level), **SQUAWK** (squawk number).
- **CLEARED TO** (destination airfield), **FLIGHT PLANNED ROUTE**, **CLIMB** (initial level), **AFTER DEPARTURE** (description of the clearance to follow - omnidirectional or non-standard clearance), **SQUAWK** (squawk number).

## Example of a Vectored Departure:

### Pilot Requests Permission to Start:

**Scandinavian 845:** CLEARED TO Stockholm-Arlanda VIA ROC1H departure, RUNWAY 14, CLIMB 4000 feet, SQUAWK 3456

**Scandinavian 509:** CLEARED to Stockholm Arlanda, CLIMB altitude 4000 feet, SQUAWK 3737, AFTER DEPARTURE maintain runway track, when passing 3000ft turn left direct Nicky VOR.

## Starting Procedures

### Example Requests:

- **[Aircraft location] REQUEST START UP**

- **[Aircraft location] REQUEST START UP, INFORMATION (ATIS identification)**
- **START UP APPROVED**
- **START UP AT (time)**
- **EXPECT START UP AT (time)**
- **START UP AT OWN DISCRETION**
- **EXPECT DEPARTURE (time), START UP AT OWN DISCRETION**

**In some countries, starting procedures do not oblige the pilot to start engines immediately. It grants permission to initiate the complex starting process.**

## Pushback Procedures

Pilot Requests a Pushback:

- **[Aircraft location] REQUEST PUSHBACK**
- **PUSHBACK APPROVED**
- **STAND BY**
- **PUSHBACK AT OWN DISCRETION**
- **EXPECT (number) MINUTES DELAY DUE TO (reason).**

**At some airports, pushback authorization must be obtained from the control tower.**

Towing Procedure:

- **REQUEST TOWING FROM (Aircraft location) TO (location)**
- **TOW APPROVED VIA (specific routing to be followed)**
- **HOLD POSITION**
- **STAND BY**

## Requesting Departure Information

Pilot Requests Departure Information (If No ATIS Broadcast Is Available or Information Is Outdated)

- **REQUEST DEPARTURE INFORMATION**

ATC Reply:

- **RUNWAY** (number), **WIND** (direction and speed) (units), **QNH** (or **QFE**) (number) [(units)], **TEMPERATURE** [MINUS] (number), [**VISIBILITY** (distance) (units) (or **RUNWAY VISUAL RANGE (RVR)** (distance) (units))], **TIME** (time)

# Taxi Procedures

## Pilot Requests Taxi to Assigned Runway (Given in Clearance)

- **[Aircraft type] [wake turbulence category if "heavy"] [Aircraft location] REQUEST TAXI [intentions]**
- **[Aircraft type] [wake turbulence category if "heavy"] [Aircraft location] (flight rules) TO (destination aerodrome) REQUEST TAXI [intentions]**

## ATC Taxi Instructions:

- **TAXI TO HOLDING POINT [number] [RUNWAY (number)] [HOLD SHORT OF RUNWAY (number) (or CROSS RUNWAY (number))] [TIME (time)]**
- **TAXI TO HOLDING POINT [number] [RUNWAY (number)] VIA (specific route) [HOLD SHORT OF RUNWAY (number) (or CROSS RUNWAY (number))] [TIME (time)]**
- **[Aircraft type] [wake turbulence category if "heavy"] REQUEST DETAILED TAXI INSTRUCTIONS**
- **TAXI TO HOLDING POINT [number] [RUNWAY (number)] VIA (specific route) [TIME (time)] [HOLD SHORT OF RUNWAY (number) (or CROSS RUNWAY (number))]**

## Other Taxi Instructions:

- **TAKE (or TURN) FIRST (or SECOND) LEFT (or RIGHT)**
- **TAXI VIA (identification of taxiway)**
- **TAXI STRAIGHT AHEAD**
- **TAXI TO TERMINAL [STAND (number)]**
- **TAXI TO GENERAL AVIATION AREA**
- **TAXI TO (other location)**
- **TAXI VIA RUNWAY (number)**

# Helicopter Taxi Procedures

## Pilot Requests Movement:

- **REQUEST AIR-TAXIING FROM (or VIA) TO (location or routing as appropriate)**

## ATC Reply:

- **AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)]**
- **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)**

# Runway Operations

## Pilot Requests Backtracking:

- **REQUEST BACKTRACK**
- **BACKTRACK APPROVED**
- **BACKTRACK RUNWAY (number)**

## ATC Instructions for Taxiing Aircraft with Traffic:

- **TAXI WITH CAUTION**
- **GIVE WAY TO (description and position of other aircraft)**
- **GIVING WAY TO (traffic)**
- **TRAFFIC (or type of aircraft) IN SIGHT**
- **TAXI INTO HOLDING BAY**
- **FOLLOW (description of other aircraft or vehicle)**
- **VACATE RUNWAY**
- **EXPEDITE TAXI [(reason)]**
- **[CAUTION] TAXI SLOWER [reason]**
- **RUNWAY VACATED**
- **EXPEDITING**
- **SLOWING DOWN**

# Holding on the Ground

## ATC Instructions:

- **HOLD (direction) OF (position, runway number, etc.)**
- **HOLD POSITION**
- **HOLD (distance) FROM (position)**
- **HOLD SHORT OF (position)**

## Pilot Replies:

- **HOLDING**
- **HOLDING SHORT**

The procedure words "ROGER" and "WILCO" are not sufficient acknowledgements for HOLD, HOLD POSITION, or HOLD SHORT OF instructions. Pilots must explicitly respond with HOLDING or HOLDING SHORT as appropriate.

# Crossing Runway

## Pilot Requests a Runway Cross:

- **REQUEST CROSS RUNWAY (number)**

If the control tower cannot see the crossing aircraft (e.g., at night, in low visibility), the instruction must be accompanied by a request to report when the aircraft has vacated the runway.

ATC Replies:

- **CROSS RUNWAY (number) [REPORT VACATED]**
- **EXPEDITE CROSSING RUNWAY (number) TRAFFIC (aircraft type) (distance) KILOMETRES (or MILES) FINAL**
- **TAXI TO HOLDING POINT [number] [RUNWAY (number)] VIA (specific route), [HOLD SHORT OF RUNWAY (number)] or [CROSS RUNWAY (number)]**

Pilots must report "RUNWAY VACATED" when the entire aircraft has cleared the relevant runway-holding position.

## Reporting Runway Vacation

Pilot Reports After Runway Vacated:

- **RUNWAY VACATED**

## Preparation for Take-Off

ATC Checks If Pilot Is Ready for Departure:

- **REPORT WHEN READY [FOR DEPARTURE]**
- **ARE YOU READY [FOR DEPARTURE]?**
- **ARE YOU READY FOR IMMEDIATE DEPARTURE?**

Pilot Replies:

- **READY**

ATC Instructions to Line Up:

- **LINE UP [AND WAIT]**
- **LINE UP RUNWAY (number)**
- **LINE UP. BE READY FOR IMMEDIATE DEPARTURE**
- **LINE UP AND WAIT RUNWAY (number), INTERSECTION (name of intersection), (essential traffic information)**

ATC Conditional Clearance:

- **(Condition) LINE UP RUNWAY (number) (brief reiteration of the condition)**
- **(Condition) LINING UP RUNWAY (number) (brief reiteration of the condition)**

Pilot Acknowledges Conditional Clearance:

- **[THAT IS] CORRECT**
- **(NEGATIVE) [I SAY AGAIN] (Instruction as appropriate)**

Pilot Requests Departure Instructions:

- **REQUEST DEPARTURE INSTRUCTIONS**

ATC Replies:

- **AFTER DEPARTURE TURN RIGHT (or LEFT, or CLIMB) (instructions as appropriate)**

## Take-off Clearance

ATC Clearance for Take-off:

- **RUNWAY (number) CLEARED FOR TAKE-OFF [REPORT AIRBORNE]**
- **(Traffic information) RUNWAY (number) CLEARED FOR TAKE-OFF**
- **TAKE OFF IMMEDIATELY OR VACATE RUNWAY**
- **TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY**

ATC Instructions When Take-off Clearance Is Not Complied With:

- **HOLD POSITION, CANCEL TAKE-OFF I SAY AGAIN CANCEL TAKE-OFF (reason)**
- **HOLDING**

ATC Instruction to Stop a Take-off After an Aircraft Has Started the Take-off Roll:

- **STOP IMMEDIATELY [(repeat aircraft call sign) STOP IMMEDIATELY]**
- **STOPPING**

ATC Clearance for Helicopter Take-off:

- **CLEARED FOR TAKE-OFF [FROM (location)] (present position, taxiway, final approach and take-off area, runway and number)**

## After Take-off

Pilot Requests Turn After Departure (VFR):

- **REQUEST RIGHT (or LEFT) TURN**

ATC Replies:

- **RIGHT (or LEFT) TURN APPROVED**

- **WILL ADVISE LATER FOR RIGHT (or LEFT) TURN**

ATC Instruction to Report Airborne:

- **REPORT AIRBORNE**
- **AIRBORNE (time)**

**The phraseology "Airborne" is used based on local regulations. Some airports require it, others reserve it for military use, and some forbid it entirely.**

ATC Instructions with Level Constraints:

- **AFTER PASSING (level), (instructions)**

ATC Instructions on Heading or Track:

- **CONTINUE RUNWAY HEADING (instructions)**
- **TRACK EXTENDED CENTRE LINE (instructions)**
- **CLIMB STRAIGHT AHEAD (instructions)**

## Entering the Aerodrome Traffic Circuit (VFR)

Pilot Requests Clearance to Enter the Zone for Landing:

- **[Aircraft type] (position) (level) INFORMATION (ATIS identification) FOR LANDING**
- **[Aircraft type] (position) (level) FOR LANDING**

ATC Replies:

- **JOIN [(direction of circuit)] (position in circuit) (runway number) [SURFACE] WIND (direction and speed) (units)**
- **JOIN (position in circuit) [RUNWAY (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)]**
- **MAKE STRAIGHT-IN APPROACH, RUNWAY (number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)]**

Pilot Reports Position Inside the Circuit:

- **(position in circuit, e.g., DOWNWIND/FINAL), RUNWAY (number)**

ATC Instructions for Traffic Sequence:

- **NUMBER (number) FOLLOW (aircraft type and position) [additional instructions if required]**

# Final Approach Instructions (VFR)

ATC Instructions:

- **MAKE SHORT APPROACH RUNWAY (number)**
- **MAKE LONG APPROACH RUNWAY (number)**
- **REPORT FINAL (or LONG FINAL) RUNWAY (number)**
- **REPORT BASE RUNWAY (number)**
- **CONTINUE APPROACH [PREPARE FOR POSSIBLE GO AROUND]**
- **EXTEND DOWNWIND RUNWAY (number)**
- **FINAL RUNWAY (number)**

The report "FINAL" is required when the aircraft is less than 7 km (4 NM) from touchdown.

The report "LONG FINAL" applies when an aircraft turns onto final at more than 7 km (4 NM) or when an aircraft on a straight-in approach is 15 km (8 NM) from touchdown.

## Landing Clearance

ATC Issues Landing Clearance:

- **RUNWAY (number) CLEARED TO LAND**
- **(Traffic information), RUNWAY (number) CLEARED TO LAND**

**In all landing clearances, the term "CLEARED" is mandatory. The phrase "RUNWAY" followed by the runway number is also required.**

Special Landing Operations:

- **CLEARED TOUCH AND GO**
- **MAKE A FULL STOP**

## Special Aerodrome Operations

Pilot Requests a Low Approach:

- **REQUEST LOW APPROACH (reason)**
- **CLEARED LOW APPROACH [RUNWAY (number)] [(altitude restriction if required) (go-around instructions)]**

Pilot Requests a Low Pass:



- **REQUEST LOW PASS (reason)**
- **CLEARED LOW PASS APPROACH [RUNWAY (number)] [(altitude restriction if required) (go-around instructions)]**

Pilot Requests a Straight-in or Circling Approach:

- **REQUEST STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (location))**
- **MAKE STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (location, runway, taxiway, final approach and take-off area)) [ARRIVAL (or ARRIVAL ROUTE) (number, name, or code)]. [HOLD SHORT OF (active runway, extended runway centre line, other)].**

## Delaying VFR Aircraft

ATC Instructions to Delay Landing:

- **CIRCLE THE AERODROME**
- **ORBIT (RIGHT, or LEFT) [FROM PRESENT POSITION]**
- **MAKE ANOTHER CIRCUIT**

## Missed Approach

ATC Instructs Aircraft to Go Around:

- **GO AROUND**

Pilot Replies:

- **GOING AROUND**

## Special Aerodrome Operations

ATC Instruction for Visual Inspection of Landing Gear (During a Low Pass):

- **LANDING GEAR APPEARS DOWN**
- **RIGHT (or LEFT, or NOSE) WHEEL APPEARS UP (or DOWN)**
- **WHEELS APPEAR UP**
- **RIGHT (or LEFT, or NOSE) WHEEL DOES NOT APPEAR UP (or DOWN)**

ATC Instruction for Wake Turbulence and Jet Blast Warnings:

- **CAUTION WAKE TURBULENCE [FROM ARRIVING (or DEPARTING) (type of aircraft)] [additional information as required]**
- **CAUTION JET BLAST**

- **CAUTION SLIPSTREAM**

# Runway Vacating and Post-Landing Communication

## ATC Instructions After Landing:

- **CONTACT GROUND (frequency)**
- **WHEN VACATED CONTACT GROUND (frequency)**
- **EXPEDITE VACATING**
- **TAKE (or TURN) FIRST (or SECOND, or CONVENIENT) LEFT (or RIGHT) AND CONTACT GROUND (frequency)**
- **YOUR STAND (or GATE) (designation)**

## Helicopter Post-Landing Instructions:

- **AIR-TAXI TO HELICOPTER STAND (or) HELICOPTER PARKING POSITION (area)**
- **AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)]**
- **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)**

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