

# Arrivals/Approach

## Coordination and Entry into Controlled Airspace

When a **VFR aircraft** is approaching **controlled airspace (CTR)**, the responsible **ATS unit** must coordinate its arrival before handing it over. If the airspace is congested, ATC may **request adjustments** to the aircraft's **altitude or route** or, if necessary, **deny entry** to ensure safe traffic management.

For VFR flights arriving from **uncontrolled airspace**, ATC should initiate contact with the pilot approximately **2-5 minutes before they enter** controlled airspace by sending a **.contactme message** or other suitable notification.

## Establishing Contact with a VFR Arrival

Upon initial contact, controllers must confirm the **intentions of the pilot**, such as:

- **Full-stop landing**
- **Touch-and-go**
- **Low approach**
- **Other special requests**

If a **squawk code** has not been assigned yet, ATC should provide one at this stage.

## VFR Arrival Clearances

For VFR aircraft arriving via **designated VFR routes**, a **route clearance** should include:

- The assigned **VFR route**
- The **runway in use**
- The **QNH**
- A squawk code (if needed)
- A request to **report passing the last VRP (Visual Reporting Point)**

Example Phraseology:

“ [CALLSIGN], follow route X for runway XX, [QNH], [SQUAWK if necessary], report passing [REPORTING POINT]. ”

Example:

“ Cessna 45X, follow route 6 for runway 01, QNH 1005, report passing the Church.

For **arrivals not using a VFR route**, ATC should provide an appropriate clearance that includes:

- **Routing instructions** (e.g., direct entry, overhead join, downwind join, etc.)
- **Assigned altitude**
- **Local QNH**
- **Squawk code (if required)**

Example Phraseology:

“ [CALLSIGN], [ROUTING], [ALT], [QNH], [SQUAWK\*].

(\*Squawk may be omitted if already assigned.)

## Traffic Management on Arrival

Before being cleared to land, VFR aircraft must establish **initial contact** with the appropriate controller. In high-traffic situations, ATC may instruct pilots to **hold outside the airspace** or **orbit at a specific point** until sequencing permits entry.

Once inside the circuit, ATC assigns a **sequence number**, which informs the pilot about their position in the landing order. For example:

“ "You are number three to land."

This indicates that **two aircraft are ahead**, and the pilot must maintain appropriate separation until cleared for final approach.

By following these structured VFR arrival procedures, controllers ensure a **safe, efficient, and predictable** flow of traffic into controlled airspace.

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