IFR example

In this document, we use the following convention:

- IFR Pilot call sign is DAH1234.
- This is a flight from Paris Charles de Gaulle (LFPG) to Algiers Houari Boumediene (DAAG).
- The sign ✈ before the text means: this is the aircraft pilot transmission. (⬚⬚ for VFR, ✈ for IFR)
- The sign ⬚⬚ before the text means: this is the helicopter pilot transmission.
- The sign ⬚⬚before the text means: this is the follow me car transmission.
- The sign ⬚⬚ before the text means: this is the air traffic controller unit (ATC unit) transmission.

The ATC is the one that may start using the short call sign. Only thereafter the pilot shall use it as well.

IFR Departure

Departure information

Where no ATIS is provided, the pilot may ask for current aerodrome information before requesting start up (of course if there is an active ATC nearby your position).

- ✈ De Gaulle delivery hello, DAH1234, request departure information
- ⬚⬚ DAH1234, departure runway 26R, wind 290 degrees 6knots, QNH1000, temperature 14, dew point 3, visibility 8000m, clouds broken 030.

IFR departure clearance

The aircraft shall read (or listen to) the complete ATIS before contacting the ATC. By saying the information letter, ATC will understand that the pilot has taken the ATIS information on board.

- ✈ De Gaulle delivery, DAH1234, stand B9, request start-up, information BRAVO
- ⬚⬚ DAH1234, cleared to Algiers via ERIXU6K departure, runway 26R, climb flight level 120, squawk 5256.
- ✈ Cleared to Algiers via ERIXU 6K departure, runway 26R, climb flight level 120, squawk 5256, DAH1234
- ⬚⬚ DAH1234, Correct, contact apron 121,650 when ready for push back
- ✈ When ready for push back, contact apron 121,650, DAH1234

If the pilot does not read back correctly, ATC shall correct the wrong parameter using the "Negative" word:

- ✈ Cleared to Algiers via ERIXU 6K departure, runway 26R, climb flight level 120, squawk 5652, DAH1234
- 🗼 DAH1234, **Negative**, climb flight level 120, squawk 5256
- ✈ Flight level 100, squawk 5256, DAH1234

If the start-up is delayed by ATC, ATC must give the minutes or event including reasons why the departure is delayed with the clearance:

- ✈ De Gaulle apron, DAH1234, stand B9, request start-up, information BRAVO
- 🗼 DAH1234, cleared to Algiers via ERIXU6K departure, runway 26R, climb flight level 120, squawk 5256, expect departure not before 35 due to 8 aircraft waiting at the holding point
- ✈ Cleared to Algiers via ERIXU 6K departure, runway 26R, climb flight level 120, squawk 5256, expect departure not before 35, DAH1234

Here, the start-up is delayed, ATC does not know the expected time for departure. ATC will delay the clearance:

- ✈ De Gaulle apron, DAH1234, stand B9, request start-up, information BRAVO
- 🗼 DAH1234, expect start-up after 35 due to traffic on taxiway Alpha immobilized.
- ✈ Roger, DAH1234

Push back operation

- ✈ De Gaulle apron, DAH1234, Stand B9, request pushback.
- 🗼 DAH1234, pushback approved
- ✈ Push back approved, DAH1234

If the pushback is not free or will not be free due to traffic taxiing, the ATC can delay the pushback:

- ✈ De Gaulle apron, DAH1234, Stand B9, request pushback.
- 🗼 DAH1234, stand by, expect 2 minutes delay due B747 taxiing behind
- ✈ Stand by, DAH1234
- (after a while)
- 🗼 DAH1234, pushback approved
- ✈ Push back approved, DAH1234

Taxi Clearances

- ✈ De Gaulle apron, DAH1234, request taxi
- 🗼 DAH1234, taxi to holding point runway 26R, via taxiway Golf, Foxtrot and Romeo.
- ✈ Taxi to holding point runway 26R, via taxiway Golf, Foxtrot and Romeo, DAH1234

As a pilot, you can ask another holding point or taxiway, the ATC can accept:

- ✈ Request taxi via Echo, DAH1234
- 🗼 DAH1234, taxi to holding point runway 26R, via taxiway Echo

The ATC can refuse:

- 🗼 DAH1234, negative, continue taxi via Golf
- ✈ Continue taxi via Golf, DAH1234

The ATC can propose an alternative solution:

- 🗼 DAH1234, negative, taxi to holding point runway 26R, via Echo and Golf
- ✈ Continue taxi via Echo and Golf, DAH1234

In case of multiple ground frequencies, the ATC can clear the aircraft to an initial taxiway before contacting the next ATC :

- ✈ De Gaulle apron, DAH1234, request taxi
- 🗼 DAH1234, taxi to G3, report approaching
- ✈ Taxi to G3, report approaching, DAH1234
- (after a while)
- ✈ G3, request further taxi, DAH1234
- 🗼 DAH1234, contact De Gaulle Ground 126,780
- ✈ Contact De Gaulle Ground 126,780 DAH1234 On 126,780 :
- ✈ De Gaulle Ground, DAH1234, G3 request taxi
- 🗼 DAH1234, taxi to holding point runway 26R, via taxiway Golf, Foxtrot and Romeo
- ✈ Taxi to holding point runway 26R, via taxiway Golf, Foxtrot and Romeo, DAH1234

Taxi to holding point, requiring a runway crossing:

- ✈ DAH1234 approaching holding point, request cross runway 26L
- 🗼 DAH1234, maintain holding point runway 26L, traffic on short final
- ✈ Maintain holding point, DAH1234
- 🗼 DAH1234, cross runway 26L, report vacated
- ✈ Crossing runway 26L, DAH1234
- (after a while)
- ✈ Runway 26L vacated, DAH1234
- 🗼 DAH1234, roger, continue taxi via Delta

Sometimes taxis are faced with some traffic moving or waiting; the ATC can stop the traffic:

- 🗼 DAH1234, maintain position, give way to B747 passing left to right
- ✈ Maintain position, B747 in sight DAH1234
- (after a while)
- 🗼 DAH1234, continue taxi via Echo to holding point runway 26R.

Sometimes taxis are faced with some traffic moving or waiting; the ATC can let the aircraft organize its separation with the traffic:

- 🗼 DAH1234, give way to B747 passing left to right, taxi to holding point runway 26R
- ✈ Give way to B747 in sight and taxi holding point runway 26R, DAH1234

At busy aerodromes with separate GROUND and TOWER functions, aircraft are usually transferred to the TOWER at, or when approaching, the runway-holding position.

- 🗼 DAH1234, Contact De Gaulle Tower, 118,650
- ✈ Contact Tower 118,650 DAH1234

Conditional line-up clearance

If both ATC and Pilot have traffic in sight, conditional line-up clearances can be issued :

- 🗼 DAH1234, report AirFrance Airbus 340 short final 26R in sight.
- ✈ AirFrance Airbus A340 in sight, DAH1234
- 🗼 DAH1234, behind the AirFrance Airbus 340 landing runway 26R, line-up runway 26R and wait, behind
- ✈ Behind the landing AirFrance Airbus 340 landing 25R, line-up runway 26R and wait, behind, DAH1234

In case of poor visibility, as a result of which the pilot at the holding point cannot see the traffic, ATC shall not give any conditional clearance:

- 🗼 DAH1234, report AirFrance Airbus 340 short final 26R in sight.
- ✈ No traffic in sight, DAH1234
- 🗼 DAH1234, maintain holding point runway 26R
- ✈ Maintaining holding point runway 26R, DAH1234

Take-off procedure

Some aircraft may be required to carry out checks prior to departure and are not always ready for take-off when they reach the holding point:

- 🗼 DAH1234, report ready for departure
- ✈ Wilco, DAH1234
  (after a while)
- ✈ Ready for departure, DAH1234
- 🗼 DAH1234, line-up runway 26R and wait.
- ✈ Line-up runway 26R and wait, DAH1234

The take-off clearance shall be given to aircraft after lining-up, or at the holding point when necessary:

- ✈ DAH1234, runway 26R cleared for take-off, wind 290 degrees 10 knots gust 25
- 🗼 Runway 26R cleared for take-off, DAH1234

When approaching a holding point, an aircraft can anticipate the call to the ATC in order to avoid a full stop at the holding point:

- ✈ DAH1234 approaching holding point runway 26R

- 🗼 DAH1234, line-up runway 26R and wait
- ✈ Line-up runway 26R and wait, DAH1234

A normal taking off clearance usually has two phases: lining-up and take-off. As ATC, you can provide two separate clearances:

- 🗼 DAH1234, line up runway 26R and wait
- ✈ Lining up runway 26R and wait, DAH1234
- (after a while)
- 🗼DAH1234, runway 26R cleared for take-off, wind 290 degrees 10 knots
- ✈ Runway 26R cleared for take-off, DAH1234

Or, ATC can provide only one clearance with both instructions:

- 🗼 DAH1234, line up runway 26R, cleared for take-off, wind 290 degrees 10 knots
- ✈ Line up runway 26R, cleared for take-off, DAH1234

In some particular procedures, the ATC unit may request the pilot to report when airborne:

- 🗼 DAH1234, runway 26R cleared for take-off, wind 290 degrees 10 knots, report airborne
- ✈ Runway 26R, cleared for take-off, report airborne, DAH1234
- (After take-off)
- ✈ DAH1234, airborne

Special take-off operation

Departure instructions may be given with the take-off clearance. Such instructions are normally given to ensure separation between aircraft operating in the vicinity of the aerodrome.

- 🗼 DAH1234, climb straight ahead until 2000ft before turning right, runway 26R cleared for take- off, wind 290 degrees 10 knots
- ✈ Climb straight ahead 2000ft before turning right, runway 26R cleared for take-off, DAH1234.

Due to unexpected traffic developments, it is occasionally necessary to cancel the take-off clearance or quickly free the runway for landing traffic.

- 🗼DAH1234, hold position, cancel take-off, I say again, DAH1234, cancel take-off aircraft on the runway.
- ✈ Holding position, DAH1234

Take-off cancellation when aircraft is rolling:

- 🗼 DAH1234, stop immediately, DAH1234, stop immediately.
- ✈ Stopping, DAH1234

An aircraft on the runway and the runway needs to be evacuated immediately:

- 🗼 DAH1234, take-off immediately or vacate the runway.
- ✈ Taking off, DAH1234

An aircraft on the holding point and the take-off shall be very quick in order to vacate the runway as soon as possible:

- 🗼 DAH1234, take-off immediately or hold short of runway
- ✈ Holding short, DAH1234

The ATC can give the immediate take-off in a different manner:

- 🗼 DAH1234, B737 at 6NM final, are you ready for immediate departure?
- ✈ Ready for immediate departure, DAH1234
- 🗼 DAH1234, runway 26R, cleared for take-off immediately, wind 290 degrees 10 knots
- ✈ Runway 26R, cleared for take-off immediately, DAH1234

An aircraft can abandon a take-off manoeuvre (for a technical problem for example) before the speed V1; the control tower should be informed as soon as possible:

- ✈ DAH1234, stopping
- 🗼 DAH1234, roger.
- (after a while, when aircraft speed is controlled)
- ✈ DAH1234, request return to ramp
- 🗼 DAH1234, take next right, contact ground 121,780
- ✈ Taking next right, contact ground 121,780 DAH1234

IFR Cruise

IFR initial climb

After take-off, an IFR flight shall be transferred to the next ATC:

- 🗼 DAH1234, contact De Gaulle Departure 131,200
- ✈ Contact De Gaulle departure 131,200 DAH1234

During the first contact with the aircraft, the ATC shall identify the aircraft:

- ✈ De Gaulle Departure, DAH1234
- 🗼 DAH1234, identified

Usually with the identification message, the ATC sends the departure procedure received and the initial level (which can be the first level given during the clearance or new expected level):

- ✈ De Gaulle Departure, DAH1234
- 🗼 DAH1234, identified, climb via SID to FL140
- ✈ Climb via SID to FL140, DAH1234

In addition to the ATC route clearance, a departing IFR flight may be given additional departure instructions in order to provide for separation.

- ✈ De Gaulle Departure, DAH1234
- 🗼 DAH1234, identified, turn right heading 040 until passing FL070 then direct LGL VOR
- ✈ Turn right heading 040 until passing FL070 then direct LGL VOR, DAH1234
- 🗼 DAH1234, report passing FL070
- ✈ DAH1234, WILCO
- (after a while)
- ✈ DAH1234, passing FL070, (LGL VOR at 1456)
- 🗼 DAH1234, contact Paris control 128,100
- ✈ Contact Paris control 128,100 DAH1234

Level instructions

Level instructions may be reported as altitude, height or flight levels according to the phase of flight and the altimeter setting.

- 🗼 DAH1234, report passing FL080
- ✈ DAH1234, Wilco
- (after a while)
- ✈ DAH1234, passing FL080
- 🗼 DAH1234, climb to FL230
- ✈ Climbing to FL230, DAH1234

Through the following clearance, ATC wants the pilot to reach the new level with the highest rate of climb until an intermediate level:

- 🗼 DAH1234, climb to FL240 expedite until passing FL180
- ✈ Climbing to FL240 expediting until passing FL180, DAH1234

As a pilot if you are unable to follow the expedite clearance you shall report that to ATC:

- ✈ Unable to expedite, DAH1234
- 🗼 DAH1234, Roger, continue climb FL330
- ✈ Climbing to FL330, DAH1234

Clearance can be issued to maintain an altitude (often used at first contact) :

- 🗼 DAH1234, maintain FL330
- ✈ Maintaining FL330, DAH1234

ATC may request the pilot to report when ready to begin his descent :

- 🗼 DAH1234, Report ready to descent
- ✈ Roger, DAH1234
- (When the pilot approaches the Top Of Descent)

- ✈ DAH1234, Request descent
- ⛛ DAH1234, descend to FL110
- ✈ Descending to FL110, DAH1234

Or the ATC can let the pilot manage his descent :

- ⛛ DAH1234, when ready descent to FL110
- ✈ When ready descending to FL110, DAH1234

Once having been given an instruction to climb or descend, a further overriding instruction may be given to a pilot:

- ⛛ DAH1234, stop descent at FL150
- ✈ Stopping descent at FL150, DAH1234

Level change using conditional clearance:

- ⛛ DAH1234, after passing SMR NDB, descend to FL070
- ✈ After SMR NDB, descend to FL070, DAH1234

Occasionally, for traffic reasons, a higher than normal rate of descent (or climb) may be required in order to free flight level left.

- ⛛ DAH1234, maintain at least 1500 feet per minute to FL080
- ✈ Maintaining at least 1500 feet per minute to FL080, DAH1234

The ATC unit shall transmit the QNH value or Altimeter setting value when it instructs an aircraft to descend and cross the transition level:

- ⛛ DAH1234, descend altitude 4000 feet, QNH 1023
- ✈ Descending altitude 4000 feet, QNH 1023, DAH1234

Now an example with altimeter setting (inHg) used mainly in North America (**FAA phraseology**):

- ⛛ DAH1234, descend and maintain 4000, altimeter 2998
- ✈ Descend and maintain 4000, altimeter 2998, DAH1234

ATS surveillance service

When an aircraft enters a controlled area, the ATC unit equipped with radar shall identify each aircraft:

- ✈ Paris Control, DAH1234
- ⛛ DAH1234, identified.

When an aircraft leaves a controlled zone and no ATC unit is present in the next area, the ATC unit equipped with radar gives the following message:

- 🗼 DAH1234, radar control terminated.
- ✈ Roger, DAH1234

In VATSIM, you can include UNICOM in your message; the UNIversal COMmunications frequency for auto-information:

- 🗼 DAH1234, radar control terminated, monitor UNICOM 122.8
- ✈ UNICOM 122.8, DAH1234

When an aircraft leaves a controlled zone and an ATC unit is present in the next area, the current controller must transfer the aircraft:

- 🗼 DAH1234, contact Algiers Control 127,300
- ✈ Contacting Algiers Control on 127,300 DAH1234

ATC shall advice pilots if identification is established or lost:

- 🗼 DAH1234, identified 20 miles north west of Algiers
- 🗼DAH1234, identification lost due to radar failure, remain this frequency.
- ✈ Roger, remain this frequency, DAH1234

Aircraft may be given specific vectors to fly in order to establish separation:

- 🗼 DAH1234, turn left heading 050 for separation.
- ✈ Left heading 050, DAH1234
- 🗼 DAH1234, fly heading 050
- ✈ Heading 050, DAH1234

Aircraft may be given instruction to maintain its present heading to maintain separation:

- 🗼 DAH1234, report heading
- ✈ Heading 090, DAH1234
- 🗼 DAH1234, roger, continue heading 090
- ✈ Continue heading 90, DAH1234

When vectoring is completed, pilots shall be instructed to resume their own navigation if necessary:

- 🗼 DAH1234, resume own navigation.
- ✈ Wilco, DAH1234

The ATC unit shall give specific instructions in addition to the previous message:

- 🗼 DAH1234, resume own navigation direct SAU VOR.

- ✈ Direct SAU VOR, DAH1234

Occasionally, an aircraft may be instructed to make a complete turn known as 360° turn (orbit for VFR) for delaying purposes:

- 🗼 DAH1234, make a three sixty turn left for sequencing.
- ✈ Three sixty turn left, DAH1234

Traffic information and avoiding action

Whenever practicable, information regarding traffic on a conflicting path should be given in the following form:

- 🗼 DAH1234, unknown traffic, 1 o'clock 3 miles opposite direction fast moving
- ✈ Negative contact, DAH1234
- (after some time)
- ✈ DAH1234, Traffic in sight

Example of traffic information with all details:

- 🗼 DAH1234, traffic 11 o'clock, 10 miles, southbound, Boeing 737, flight level 230.

When the ATC unit does not know some parameter, it can use the term like "unknown", "unverified". Example:

- 🗼 DAH1234, traffic 1 o'clock, 5 miles, from left to right, slow moving, type and altitude unknown

Radar instruction

Examples :

- 🗼 DAH1234, squawk 4112
- ✈ Squawk 4112, DAH1234
- 🗼 DAH1234, check altimeter setting and confirm flight level
- ✈ DAH1234, altimeter 1013, flight level 080

Manage aircraft with radio communication failure

There are several methods to identify an aircraft which faces a radio communication failure and is able to receive but not transmit messages. Identify with heading change:

- 🗼 DAH1234, reply not received if you read Algiers Approach, turn left heading 040
- (the pilot turns to 040 degrees)
- 🗼 DAH1234, turn observed 5 miles south of ZEM VOR, will continue radar control

Identify with squawk IDENT feature:

- 🗼 DAH1234, reply not received if you read Algiers Approach, squawk IDENT.
- (the pilot presses on squawk IDENT button)
- 🗼 DAH1234, squawk observed 5 miles south of ZEM VOR, will continue radar control

Alerting phraseologies

In the event that a minimum safe altitude is not respected by the pilot, the ATC unit will inform the pilot and issue appropriate instructions.

- 🗼 DAH1234, low altitude warning, check your altitude immediately, QNH is 1009, and minimum flight altitude is 6200 feet.

When the ATC unit considers that an imminent risk of collision will exist if action is not taken immediately, an avoiding action to be taken by the pilot is given.

- 🗼 DAH1234, turn right immediately heading 110 to avoid traffic 11 o'clock 4 miles.
- ✈ Right heading 110, DAH1234
- (after a while)
- 🗼 DAH1234, clear of traffic, resume own navigation
- ✈ Roger, DAH1234

IFR Arrival

IFR Initial Approach

The approach controller will normally advise, on initial contact, the type of approach to be expected:

- ✈ Algiers Approach, DAH1234, FL080, information Delta.
- 🗼 DAH1234, descend altitude 4000 feet QNH 1004, transition level 050, expect ILS approach runway 27L
- ✈ Descending altitude 4000 feet QNH 1004, transition level 050, expecting ILS approach runway 27L, DAH1234

During the first contact, a pilot can include the arrival procedure cleared or performed in the message to the ATC unit.

- ✈ Algiers Approach, DAH1234, FL120, KOVAK9W arrival, information Delta.
- 🗼 DAH1234, descend via STAR to FL70, expect ILS approach runway 27L
- ✈ Descending via STAR to FL70, expecting ILS approach runway 27L, DAH1234

When performing a complex STAR, the approach controller can give a direct to an intermediate fix or initial approach fix for regulation:

- 🗼 DAH1234, direct LIMON
- ✈ Direct LIMON, DAH1234

Holding procedures

If the ATC unit wants to delay the aircraft approach, it must send to the pilot the new expected approach time (EAT). The aircraft will perform a holding pattern on a specific point in this situation:

- 🛫 DAH1234, revised approach time 48 (minute 48 of the current hour)
- ✈ Revised approach time 48, DAH1234

Normally, a holding procedure should be published. The ATC unit gives only the fix or navigation aid to hold at and the pilot-in-command will follow the holding pattern description published on charts (IAC and/or ARR charts):

- 🛫 DAH1234, hold over ALR hold as published
- ✈ Holding over ALR as published, DAH1234

If the ATC unit wants to give a non-published holding procedure, it must describe its components to the pilot:

- 🛫 DAH1234, hold on the 265 radial of ALR VOR between 25 miles and 30 miles DME, FL100, inbound track 085, right hand pattern, expected approach time 1545
- ✈ Holding on the 265 radial of ALR VOR between 25 miles and 30 miles DME, FL100, inbound track 085, right hand pattern, expected approach time 1545, DAH1234

The ATC unit can give a holding procedure, but an aircraft can ask for a holding procedure in order to descend if the pilot-in-command knows that the aircraft has too high altitude for beginning an approach procedure or if the pilot-in-command needs time to prepare his aircraft for final approach:

- ✈ DAH1234, request holding procedure
- 🛫 DAH1234, hold at LIMON, FL070
- ✈ hold at LIMON, FL070, DAH1234

However, when the pilot requires a detailed description of the holding procedure based on a facility, the following phraseology should be used:

- 🛫 DAH1234, hold at MAR
- ✈ Request holding instructions, DAH1234
- 🛫 DAH1234, hold at MAR VOR, inbound track 250 degrees, left hand pattern, outbound time 1 minute.
- ✈ Holding at NCR NDB, inbound track 250 degrees, left hand, outbound 1 minute, DAH1234

IFR final approach

Then, after this first contact, the ATC unit will give the descent instruction to the aircraft in order to reach the final approach altitude and can also give the approach clearance in a different or in the same communication:

- 🗼 DAH1234, descent 2000ft, cleared ILS approach runway 23, report ILS established
- ✈ Descending 2000 feet, cleared ILS approach runway 23, Wilco, DAH1234
- (after a while)
- ✈ DAH1234, established ILS runway 23
- 🗼 DAH1234, contact tower 118,700
- ✈ 118,700 DAH1234

If an IFR aircraft wants a visual approach, ATC must check that the aircraft will maintain the visual reference to the terrain before giving the clearance:

- ✈ DAH1234, 2000ft, runway in sight, request visual approach
- 🗼 DAH1234, cleared visual approach runway 23
- ✈ Cleared visual approach runway 23, DAH1234

In order to speed up the arrival and approach procedure or to regulate traffic between arriving aircraft, vectors can be given by the ATC unit to arriving flights to position them onto a pilot-interpreted final approach aid, or to a point from which a visual approach can be made.

Example of vectors to final approach using ILS aid with restriction which can be used or not by ATC unit:

- ✈ DAH1234, approaching LIMON, FL060
- 🗼 DAH1234, vectoring for ILS approach runway 23, QNH 1008
- ✈ ILS approach runway 23, QNH 1008, DAH1234
- 🗼 DAH1234, leave Zemmouri VOR heading 090
- ✈ Leaving Zemmouri VOR heading 090, DAH1234
- 🗼 DAH1234, report speed
- ✈ DAH1234, speed 250 knots
- 🗼 DAH1234, for separation reduce minimum clean speed
- ✈ Reducing speed 205 knots, DAH1234
- 🗼 DAH1234, descend altitude 2500 feet QNH 1008, transition level 050, number 4 for the approach
- ✈ Leaving FL060, Descending altitude 2500 feet QNH 1008, transition level 050, DAH1234
- 🗼 DAH1234, Turn left heading 340
- ✈ Left heading 340, DAH1234
- 🗼 DAH1234, 12 miles from touchdown, reduce to minimum approach speed, turn left heading 300, cleared ILS approach runway 23, report established
- ✈ Reducing minimum approach speed, left heading 300, cleared ILS approach runway 23, report established, DAH1234
- (after a while)
- ✈ DAH1234, established ILS 23
- 🗼 DAH1234, no ATC speed restriction, contact tower 118,700
- ✈ Contacting tower 118,800 DAH1234

Final approach and landing

- ✈ Algiers Tower, DAH1234, final runway 23

- 🗼 DAH1234, runway 23, cleared to land, wind 250 degrees 22knots
- ✈ Runway 23, cleared to land, DAH1234

If the runway is not free, and the aircraft makes a position report on final, the ATC shall invite the pilot in command to continue his current approach:

- ✈ DAH1234, long final runway 23
- 🗼 DAH1234, continue approach runway 23, wind 260 degrees 20knots.
- ✈ DAH1234, continue approach runway 23

For training purposes, a pilot may request permission to make an approach along, or parallel to the runway, without landing:

- ✈ DAH1234, request low approach runway 23 for training.
- 🗼 DAH1234, cleared low approach runway 23, not below 250feet.
- ✈ DAH1234, cleared low approach runway 23, not below 250 feet.

Go around procedure

ATC request a go around:

- 🗼 DAH1234, go around, wind 270 degrees 10 knots, aircraft on the runway.
- ✈ Going around, DAH1234

Pilot initiates a go around:

- ✈ Going around, DAH1234
- 🗼 DAH1234, Roger, wind 270 degrees 10 knots, contact Algiers Approach 121,400
- ✈ Contacting Algiers Approach 121,400 DAH1234

After landing

- 🗼 DAH1234, Take first right, when vacated contact ground 121,800
- ✈ Taking first right, and contact ground 121,800 DAH1234

After vacating, the pilot in command shall ask a taxi clearance to continue:

- ✈ Algiers Ground, DAH1234, runway vacated via Delta 4
- 🗼 DAH1234, Taxi to Stand W7 via taxiway Alpha 5, Alpha 9.
- ✈ Stand W7 via taxiway Alpha 5, Alpha 9, DAH1234