

Initial Clearance/Clearance To or Out of the Zone

VFR Operations: Entry, Exit & Transit

Visual Flight Rules (VFR) flights primarily navigate using visual references such as roads, rivers, and landmarks. Specific **VFR charts** provide essential guidance, including entry/exit routes, compulsory reporting points, and designated holding patterns for controlled airspace operations.

Key Considerations:

- VFR aircraft **are not provided separation** from other traffic by ATC but must be given **traffic advisories**.
- Pilots must self-separate and comply with ATC instructions for control zone entry and exit.
- **Wake turbulence separation** applies to VFR departures following larger aircraft.
- When necessary, ATC may delay VFR movements to integrate them efficiently with IFR operations.

VFR Entry & Exit Procedures

Designated entry and exit routes allow VFR traffic to safely enter and depart controlled airspace. These routes:

- Lead aircraft between the aerodrome and uncontrolled airspace.
- Require **position reports** at compulsory reporting points.
- May have restrictions depending on runway configurations or traffic patterns.

Entry Procedure:

1. The pilot requests entry via a published route.
2. ATC provides **QNH, active runway, and entry clearance**.
3. The pilot reports passing each **mandatory reporting point**.
4. If no further instructions are given, the pilot follows the designated holding pattern before entering the circuit.

Exit Procedure:

1. The controller issues departure clearance via a designated route.
2. The pilot follows the assigned route, reporting their position at the last compulsory point before exiting controlled airspace.

3. ATC releases the pilot from frequency once outside controlled airspace.

“ **Note:** Any turns after takeoff, particularly right turns, require explicit ATC authorization to avoid conflicting with other traffic.

VFR Phraseology

Scenario	English	French
Request Entry	<i>Tower, XYZ123, Cessna 172, VFR from Tangier, 10 minutes south of Sierra, 1800 feet, requesting entry.</i>	<i>Tour XYZ123, Cessna 172, VFR de Tanger, 10 minutes au sud de Sierra, 1800 pieds, demande d'entrée.</i>
Entry Clearance	<i>XYZ123, enter control zone via Sierra, active runway 32, QNH 1025.</i>	<i>XYZ123, entrez en zone de contrôle via Sierra, piste active 32, QNH 1025.</i>
Position Report	<i>XYZ123, Sierra 1, 1800 feet.</i>	<i>XYZ123, Sierra 1, 1800 pieds.</i>
Circuit Entry	<i>XYZ123, join downwind runway 32.</i>	<i>XYZ123, rejoignez vent arrière piste 32.</i>
Landing Clearance	<i>XYZ123, wind 340 degrees, 11 knots, runway 32, cleared to land.</i>	<i>XYZ123, vent 340 degrés, 11 nœuds, piste 32, autorisé à atterrir.</i>
Request Taxi for Departure	<i>Tower, XYZ123, C172, Apron 2, two persons, information Hotel, VFR via Echo, request taxi.</i>	<i>Tour XYZ123, C172, Apron 2, deux personnes, information Hotel, VFR via Echo, demande roulage.</i>
Taxi Clearance	<i>XYZ123, taxi to holding point runway 14 via I and D, QNH 1019.</i>	<i>XYZ123, roulez au point d'arrêt piste 14 via I et D, QNH 1019.</i>
Takeoff Clearance	<i>XYZ123, leave control zone via Echo, wind 180 degrees, 2 knots, runway 14, cleared for takeoff.</i>	<i>XYZ123, quittez zone de contrôle via Echo, vent 180 degrés, 2 nœuds, piste 14, autorisé au décollage.</i>
Exit Report	<i>XYZ123, Echo 1, 2000 feet.</i>	<i>XYZ123, Echo 1, 2000 pieds.</i>
Frequency Change Approval	<i>XYZ123, frequency change approved, have a good flight.</i>	<i>XYZ123, changement de fréquence approuvé, bon vol.</i>

VFR Transit Through Controlled Airspace

VFR pilots may request clearance to **transit** a control zone without landing. Handling of these flights follows a similar process as entries, with additional emphasis on separation from other aircraft.

1. The pilot requests **transit clearance**, specifying routing and altitude.
2. ATC provides a **transit route and altitude restriction**.
3. The pilot follows the assigned route and exits controlled airspace as directed.
4. ATC **releases the aircraft from frequency** upon exit.

VFR Aerodrome Circuit Operations

VFR pilots often conduct repeated training circuits within a control zone. These circuits include:

Touch-and-Go

- The aircraft lands briefly and immediately takes off again.
- Treated as a **landing until touchdown**, then as a **departure**.

Low Approach

- The aircraft flies **over the runway at a low altitude** without touching down.
- Considered an **approach until threshold**, then a **departure**.

“ **Note:** ATC must provide routing instructions before issuing clearance for **touch-and-go** or **low approaches**.

VFR Traffic Information in Controlled Airspace

In Class D airspace, VFR flights are **not separated** by ATC but must receive **traffic advisories**:

1. VFR-VFR Traffic Information

- *Example:* “**XYZ123, traffic 2 o’clock, 3 miles, Cessna 172, 2000 feet, in circuit.**”

2. VFR-IFR Traffic Information

- *Example:* “**XYZ123, traffic on final, Boeing 737, 4 NM, expect wake turbulence.**”

Situations Where Traffic Information is Mandatory:

- IFR aircraft **on final approach** (within 4NM of runway).
- VFR departures and arrivals **on the same route**.
- VFR aircraft following another VFR aircraft **at a higher speed**.
- IFR departures near **VFR circuit traffic**.

If ATC **cannot ensure traffic advisories**, they may deny VFR entry or instruct aircraft to land or exit controlled airspace.

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