Transits & Other Flights

A **VFR transit** occurs when an aircraft enters a **control zone (CTR)** and crosses it without intending to land at any airport within the zone.

VFR transits are typically conducted along **designated VFR routes, exit/entry points, or directly on course**, subject to ATC approval and traffic conditions.

Handling a Single VFR Transit Aircraft

When a single **VFR aircraft** transits a CTR:

- The aircraft usually enters via or near a **published VFR entry point**.
- The pilot should establish contact with ATC **at least 2 minutes before reaching the entry point**.
- The **controller issues transit instructions**, ensuring traffic separation.

Example Phraseology

> □□ Pilot: Tower, Cessna 172, 3000ft, 2 minutes to W, request transit to S, FGJNG.
> □□ ATC: FGJNG, transit W, WA, overhead the field, and S, altitude 2000 feet, report WA.
> □□ Pilot: Transiting W, WA, overhead the field, and S, altitude 2000 feet, will report WA, FGJNG.

Transit Outside VFR Reporting Points

In some cases, pilots may request transit **outside of designated VFR entry/exit points** to shorten their route. The controller may approve or deny this request based on factors such as:

- **Weather conditions** (Special VFR requirements)
- **Night operations**
- **Existing traffic in the control zone**
- **Activity in the aerodrome circuit**

Example Phraseology

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> □□ ATC: FGJEL, transit WA, exit south-west of CTR, altitude 2000 feet, report leaving the control zone.
>
> □□ ATC: FGJNG, transit direct S, altitude 2000 feet, report leaving the control zone.

Handling Multiple VFR Transits

When multiple **VFR aircraft** are transiting at the same time, **potential conflicts may arise**. The controller must:

- **Provide traffic information** to both aircraft.
- Ensure pilots **maintain visual separation**.

Example Phraseology

> □□ ATC: FGJNG, traffic, Cessna 172, same altitude at your 9 o’clock, 4 miles, will cross your route left to right around WA, report in sight.
> □□ Pilot: Traffic in sight, FGJNG.
>
> □□ ATC: FGJEL, traffic, Cessna 172, same altitude at your 3 o’clock, 4 miles, will cross your route right to left around WA, report in sight.
> □□ Pilot: Traffic in sight, FGJEL.

After acknowledging traffic, pilots are responsible for adjusting their **heading and altitude** as needed while maintaining visual separation.

VFR Transit and Aerodrome Circuit Operations

When a **VFR transit aircraft** crosses near an active **aerodrome circuit**, ATC should:

- Assign a **higher altitude** (typically **500-1000 feet above** the circuit) to ensure separation.
- Provide **traffic information** to both transit and circuit aircraft.

Example Phraseology

> □□ Pilot: Tower, Cessna 172, 1000ft, 2 minutes to S, request transit to N, FGJEL.
> □□ ATC: FGJEL, transit S, overhead the field, and N, altitude 1500 feet, report N.
> □□ Pilot: Transiting S, overhead the field, and N, altitude 1500 feet, will report N,

> FGJEL.
>
> 🗼 ATC: FGJNG, traffic, Cessna 172 at your 12 o’clock, from S to overhead the field, 500 feet above.
> 🗼 Pilot: Traffic in sight, FGJNG.
>
> 🗼 ATC: FGJEL, traffic, Cessna 172 at your 12 o’clock, right-hand downwind runway 36, 500 feet below.
> 🗼 Pilot: Traffic in sight, FGJEL.

Transit aircraft should **avoid directly overflying the runway at low altitude**, maintaining an **offset to free the runway axis** for arriving and departing traffic.

VFR Transit and IFR on Final Approach

When a **VFR transit aircraft** crosses near an **IFR arrival on final approach**, ATC should:

- Assign a transit altitude **higher than the circuit altitude**.
- Avoid **runway axis crossings at low altitude**.
- Provide **traffic information** to both aircraft.

VFR Contact

> 🗼 Pilot: Tower, Cessna 172, 1000ft, at W, request transit to S, FGJEL.
> 🗼 ATC: FGJEL, transit WA, overhead the field, then right-hand downwind runway 36 and S, altitude 2000 feet, report S.
> 🗼 Pilot: Transiting WA, overhead the field, then right-hand downwind and S, altitude 2000 feet, will report S.

IFR Arrival Contact

> ✈ Pilot: Tower, on final runway 36, TUI411.
> 🗼 ATC: TUI411, runway 36 cleared to land, winds 340° 6KT, traffic left to right at 2000ft, will cross overhead the field.
> ✈ Pilot: Runway 36 cleared to land, traffic in sight, TUI411.

Traffic Information to VFR Aircraft

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> □□ ATC: FGJEL, traffic information Boeing 757 on final runway 36, report traffic in sight.
> □□ Pilot: Traffic in sight, FGJEL.

The **VFR aircraft** is responsible for maintaining safe separation from the IFR traffic, except in **Class C airspace**, where ATC must ensure separation.

If a **runway axis crossing is necessary**, ATC should consider possible IFR go-arounds. The transit should either be expedited or delayed **until the IFR traffic has landed**.

Summary of VFR Transit Best Practices

Scenario	ATC Best Practice
Single VFR Transit	Assign a defined VFR route or direct clearance with altitude.
Multiple VFR Transits	Issue traffic information and ensure pilots maintain visual separation.
Transit near Aerodrome Circuit	Maintain 500-1000 feet separation from circuit aircraft.
Transit near IFR Final Approach	Assign higher altitudes, provide traffic information, and avoid low-altitude runway crossings.

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