

# TWR/GND

Effective coordination between ATC units is essential for safe and efficient air traffic management. While many procedures are defined in **SOPs**, some situations require direct **controller-to-controller coordination** to handle **non-standard operations** effectively.

## Coordination Between TWR) and APP

Tower and Approach controllers must coordinate in various scenarios, including:

- **Vectored Departures** → When a pilot cannot or does not want to fly a **SID**.
- **Visual Departures** → If permitted under **SOPs**.
- **Departure Releases** → When required for **IFR departures**.
- **Non-Standard Approach Procedures** → e.g., **visual approaches** when a pilot cannot fly a standard approach.
- **Emergencies** → Including all **relevant details**.
- **Missed Approaches** → Coordination on reasons & further instructions (**usually the standard missed approach**).
- **SVFR Operations** → Allowing APP to **increase arrival spacing** if necessary.
- **Low Visibility Operations** → Adjusting procedures to ensure safe traffic flow.
- **Runway Closures/Reopenings** → Ensuring both controllers manage traffic accordingly.
- **Runway Direction Changes** → Synchronizing arrivals and departures to the new configuration.
- **Departures from Non-Standard Runways** → If a pilot requests a **different departure runway** than the one in use.

## Coordination Between Tower (TWR) and Ground (GND)

Efficient communication between **TWR and GND** is necessary in situations such as:

- **Incorrect Taxiing** → When an aircraft mis-taxis and needs **rerouting**.
- **Technical Issues at the Holding Point** → If an aircraft has a technical problem, requiring **subsequent departures to be rerouted**.
- **Pilot Requests Specific Intersection** → When a pilot requests a **specific taxiway intersection** for departure.
- **Missing Aircraft on Frequency** → If an aircraft **has not switched frequencies as expected**, coordination is needed to locate them.

## Coordination Guidelines

Unlike some Approach and Center coordination, **Tower and Ground coordination does not follow strict phraseology**. Instead, controllers should use **clear and concise plain language** to keep communication **brief and efficient**—especially when the receiving controller is busy with

pilot interactions.

## Example Coordination Exchanges

### Tower and Approach Coordination

**TWR → APP:**

“Approach, Tower.”

**APP → TWR:**

“Go ahead.”

**TWR → APP:**

“TUN988 cannot fly SIDs and needs direct MEDIL. What vectored departure should I issue?”

**APP → TWR:**

“Climb runway track to 4000 feet, expect radar vectors.”

**TWR → APP:**

“Copied.”

### Tower and Ground Coordination

**TWR → GND:**

“Ground, Tower.”

**GND → TWR:**

"Go ahead."

**TWR → GND:**

“ "KMR112 mis-taxed, now coming via J5 instead of J2."

**GND → TWR:**

“ "Roger."

## Class D Airspace Coordination

### ACC/APP ? Class D Tower (Heads-Up Coordination)

For arrivals or overflights, coordination should be completed **at least 5 minutes before the boundary**.

Format for Verbal Coordination

“ "Via (Route/Procedure), (Callsign), (Level - if different from standard), (Runway - if not duty runway)"

### Class D Tower ? Enroute/Approach (Next Call Coordination)

For all **CTA/TMA departures**, the **next call must be made within 2 minutes of takeoff**.

## Radar Tower Coordination

### Radar Tower ? Approach (APP) Coordination

- The **Radar Tower must coordinate all departures** with APP unless local **Auto Release** rules apply.
- If **Auto Release is overridden or suspended**, the TWR must **advise APP of any aircraft with a takeoff clearance**.

Timing Requirement

- **Next call must be made within 2 minutes of takeoff** unless Auto Release applies.

## Phraseology Example: Cancelling Auto Release

**APP → TWR:**

“ "Cancel Auto Release."

**TWR → APP:**

“ "Cancel Auto Release, MAC477T released."

**APP → TWR:**

“ "MAC477T."

## Approach (APP) ? Radar Tower Coordination

- **Radar Towers must Next-coordinate all departures**, unless Auto Release is active.
- APP responds with **any required lateral departure instructions** (if needed for SID or departure procedures).
- APP may also apply **additional vertical restrictions** or state **"unrestricted."**

## Auto Release Suspension

If Auto Release **must be cancelled** due to **weather, overflying aircraft, or runway configuration changes**, APP **must notify the ADC controller**.

- **ADC will then respond** with any aircraft that **already have takeoff clearance**.

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