

## Chapter 12

# PHRASEOLOGIES

### 12.1 INTRODUCTION

Radiotelephony {RTF} provides the means by which pilots and ground personnel communicate with each other. Used properly the information and instructions transmitted are of vital importance in assisting in the safe and expeditious operation of aircraft. On the other hand, the use of non-standard procedures and phraseology can cause misunderstanding. Incidents and accidents have occurred in which a contributing factor has been the misunderstanding caused by the use of poor phraseology. The importance of using correct and precise standard phraseology can not, therefore, be over-emphasized.

### 12.2 TRANSMITTING TECHNIQUE

12.2.1 The following transmitting techniques will assist in ensuring that transmitted speech is clearly and satisfactorily received:

- a) Before transmitting listen out on the frequency to be used to ensure that there will be no interference with a transmission from another station.
- b) Be familiar with good microphone operating techniques.
- c) Use a normal conversational tone, speak clearly and distinctly.
- d) Maintain an even rate of speech not exceeding 100 words per minute. When it is known that elements of the message will be written down by the recipient, speak at a slightly slower rate.
- e) Maintain the speaking volume at a constant level.

- f) A slight pause before and after numbers will assist in making them easier to understand.
- g) Avoid using hesitation sounds such as “er”.
- h) Depress the transmit switch fully before speaking and do not release it until the message is completed. This will ensure that the entire message is transmitted.

12.2.2 Be aware that the mother tongue of the person receiving the message may not be English. Therefore, speak clearly and use standard RTF words and phrases wherever possible.

12.2.3 One of the most irritating and potentially dangerous situations in radiotelephony is a “stuck” microphone button. Operators should always ensure that the button is released after a transmission and the microphone placed in a appropriate place that will ensure that it will not inadvertently be switched on.

12.3 Pilots, ATS personnel and other ground personnel shall be thoroughly familiar with the radiotelephony procedures.

## 12.4 ICAO PHONETICS:

### 12.4.1 Pronunciation of numbers:

Numeral or numeral element	Pronunciation
0	ZE-RO
1	WUN
2	TOO
3	TREE
4	FOW-er
5	FIFE
6	SIX
7	SEV-en
8	AIT
9	NIN-er
Decimal	DAY-SEE-MAL
Hundred	HUN-dred
Thousand	TOU-SAND

### 12.4.2 Pronunciation of Spelling Alphabets

Letter	Word	Pronunciation
A	Alfa	<u>AL</u> FAH
B	Bravo	<u>BRAH</u> VOH
C	Charlie	<u>CHAR</u> LEE or <u>SHAR</u> LEE
D	Delta	<u>DELL</u> TAH
E	Echo	<u>ECK</u> OH
F	Foxtrot	<u>FOKS</u> TROT
G	Golf	GOLF
H	Hotel	<u>HO</u> TELL
I	India	<u>IN</u> DEE AH
J	Juliett	<u>JEW</u> LEE ETT
K	Kilo	<u>KEY</u> LOH
L	Lima	<u>LEE</u> MAH
M	Maik	MIKE

N	November	<u>NO</u> <u>VEM</u> <u>BER</u>
O	Oscar	<u>OSS</u> CAH
P	Papa	<u>PAH</u> <u>PAH</u>
Q	Quebec	<u>KEH</u> <u>BECK</u>
R	Romeo	<u>ROW</u> ME OH
S	Sierra	<u>SEE</u> <u>AIR</u> RAH
T	Tango	<u>TANG</u> GO
U	Uniform	<u>YOU</u> NEE FORM or <u>OO</u> NEE FORM
V	Victor	<u>VIK</u> TAH
W	Whiskey	<u>WISS</u> KEY
X	X-ray	<u>ECKS</u> RAY
Y	Yankee	<u>YANG</u> KEY
Z	Zulu	<u>ZOO</u> LOO

## 12.5 TRANSMISSIONS OF NUMBERS IN RADIOTELEPHONY:

12.5.1 All numbers except as prescribed in 12.5.2, shall be transmitted by pronouncing each digit separately. The following examples illustrate the application of the procedure:

<b>aircraft call signs</b>	transmitted as
AIC238	Air India <b>two three eight</b>
JAI242	Jet Airways <b>two four two</b>
<b>flight levels</b>	transmitted as
FL 180	flight level <b>one eight zero</b>
FL 200	flight level <b>two zero zero</b>
<b>headings</b>	transmitted as
100 degrees	heading <b>one zero zero</b>
080 degrees	heading <b>zero eight zero</b>
<b>wind direction and speed</b>	transmitted as

200 degrees 70 knots	wind <b>two zero zero</b> degrees <b>seven zero</b> knots
160 degrees 18 knots gusting 30 knots	wind <b>one six zero</b> degrees <b>one eight</b> knots gusting <b>three zero</b> knots
<b>transponder codes</b>	transmitted as
2400	squawk <b>two four zero zero</b>
4203	squawk <b>four two zero three</b>
<b>altimeter setting</b>	transmitted as
1010	QNH <b>one zero one zero</b>
1000	QNH <b>one zero zero zero</b>

12.5.2 All numbers used in the transmissions of altitude, cloud height, visibility and runway visual range (RVR) information, which contain whole hundreds and whole thousands, shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED. The following examples illustrate the application of the procedure:

<b>altitude</b>	transmitted as
800	<b>eight hundred</b>
3400	<b>three thousand four hundred</b>
12,000	<b>one two thousand</b>
<b>cloud height</b>	transmitted as
2200	<b>two thousand two hundred</b>
4300	<b>four thousand three hundred</b>
<b>visibility</b>	transmitted as

<b>runway visual range</b>	transmitted as
600	RVR <b>six hundred</b>
1700	RVR <b>one thousand seven hundred</b>

## 12.6 STANDARD WORDS AND PHRASES

The following words and phrases shall be used in radiotelephony communications as appropriate and shall have the meaning given below:

WORD/ PHRASE	MEANING
<b>ACKNOWLEDGE</b>	Let me know that you have received and understood this message
<b>AFFIRM</b>	Yes.
<b>APPROVED</b>	Permission for proposed action granted.
<b>BREAK</b>	I hereby indicate the separation between portions of the message. <i>{TO be used where there is no clear distinction between the text and other portion of the message.}</i>
<b>BREAK BREAK</b>	I hereby indicate the separation between messages transmitted to different aircraft in a very busy environment.
<b>CANCEL</b>	Annul the previously transmitted clearance.
<b>CHECK</b>	Examine a system or procedure. <i>{No answer is normally expected.}</i>
<b>CLEARED</b>	Authorized to proceed under the conditions specified.



<b>CONFIRM</b>	I request verification of (clearances , instruction, action, information)
<b>CONTACT</b>	Establish communication with ....
<b>CORRECT</b>	True or Accurate
<b>CORRECTION</b>	An error has been made in the transmission (or message indicated). The correct version is...
<b>DISREGARD</b>	Ignore
<b>GO AHEAD</b>	Proceed with your message Note: Not used whenever the possibility exists of misconstruing "GO AHEAD" as authorization for an aircraft to proceed.
<b>HOW DO YOU READ</b>	What is the readability of my transmission?
<b>MAINTAIN</b>	Continue in accordance with the condition(s) specified or in its literal sense, e.g. MAINTAIN VFR
<b>MONITOR</b>	Listen out on (frequency)
<b>NEGATIVE</b>	"NO" or "Permission not granted" or "That is not correct" or "Not capable"
<b>OVER</b>	"My transmission is ended and I expect a response from you" Note: <b>Not normally used in VHF communication</b>
<b>OUT</b>	"This exchange of transmission is ended and no response is expected" Note: <b>Not normally used in VHF communication</b>
<b>READ BACK</b>	"Repeat all, or the specified part, of this message back to me exactly as received"
<b>RECLEARED</b>	"A change has been made to your

	last clearance and this new clearance supersedes your previous clearance or part thereof"
<b>REPORT</b>	"Pass me following information"
<b>REQUEST</b>	"I should like to know..." or "I wish to obtain...." Note: Under no circumstances to be used in reply to a question requiring "READ BACK" or a direct answer in the affirmative (AFFIRM) or negative (NEGATIVE)
<b>SAY AGAIN</b>	"Repeat all, or the following part, of your last transmission"
<b>SPEAK SLOWER</b>	"Reduce your rate of speech"
<b>STANDBY</b>	"Wait and I will call you" Note: The caller would normally re- establish contact if delay is lengthy. STANDBY is not an approval or denial.
<b>UNABLE</b>	"I can not comply with your request, instruction, or clearance" Note: UNABLE is normally followed by a reason
<b>WILCO</b>	(Abbreviation for "will comply") "I understand your message and will comply with it."
<b>WORDS TWICE</b>	a) As a request: "Communication is difficult. Please send every word, or group of words twice." b) As information: "Since communication is difficult, every word, or group of words, in this message will be sent twice."

## 12.7 CALL SIGNS

### 12.7.1 Call signs for aeronautical stations

12.7.1.1 Aeronautical stations are identified by the name of the location followed by a suffix. The suffix indicates the type of unit or service provided.

Unit or service	Call sign suffix
Area control center	CONTROL
Radar [in general]	RADAR
Approach Control	APPROACH
Approach control radar	APPROACH RADAR
Area Control Radar	CONTROL RADAR
Aerodrome control	TOWER
Surface movement control	GROUND
Flight information service	INFORMATION
Apron control / management service	APRON
Company dispatch	DISPATCH
Aeronautical Station	RADIO

12.7.1.2 When satisfactory communication has been established, and provided that it will not be confusing, the name of the location or the call sign suffix may be omitted.

## 12.7.2 Aircraft call signs

12.7.2.1 An aircraft radiotelephony call sign shall be one of the following types:

Type	Example
a) Character corresponding to the registration marking of the aircraft	VTEJP or CESSNA VTEJP
b) The telephony designator of the aircraft operating agency, followed by the last four characters of the registration marking of the aircraft	INDAIR TEPJ
c) The telephony designator of	INDAIR

the aircraft operating agency, followed by the flight identification	809
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12.7.2.2 After satisfactory communication has been established, and provided that no confusion is likely to occur, aircraft call signs may be abbreviated as follows:

Type	Example
a) The first character of the registration and at least the last two characters of the call sign	VJP or CESSNA VJP
b) The telephony designator of the aircraft operating agency, followed by at least the last two characters of the call sign	INDAIR PJ
c) The telephony designator of the aircraft operating agency, followed by the flight identification	No abbreviated form

## 12.8 ESTABLISHMENT AND CONDITION OF COMMUNICATIONS:-

12.8.1 When establishing communications, an aircraft should use the full call sign of both the aircraft and the ground station.

12.8.2 When a ground station wishes to broadcast information to all aircraft likely to receive it, the message should be prefaced by the call "**All Stations**".

12.8.3 No reply is expected to such general calls unless individual stations are subsequently called upon to acknowledge receipt.

12.8.4 If there is doubt that a message has been correctly received, a repetition of the message shall be requested either in full or in part.

12.8.5 If there is doubt that a message has been correctly received, a repetition of the message shall be requested either in full or in part.

PHRASE	MEANING
Say again	Repeat entire message
Say again ... [item]	Repeat specific item
Say again all before .... (the first word satisfactorily received)	Repeat part of message
Say again all after .... (the last word satisfactorily received)	Repeat part of message
Say again all between .... And ....	Repeat part of message

12.8.6 When a station is called but is uncertain of the identification of the calling station, the calling station should be requested to repeat its call sign until identification is established.

12.8.7 When an error is made in a transmission, the word "**CORRECTION**" shall be spoken, the last correct group or phase repeated and then the correct version transmitted.

12.8.8 If a correction can best be made by repeating the entire message, the operator shall use the phrase "**CORRECTION I SAY AGAIN**" before transmitting the message a second time.

12.8.9 When it is considered that reception is likely to be difficult, important elements of the message should be spoken twice.

## 12.9 ISSUE OF CLEARANCE AND READ-BACK REQUIREMENTS:

12.9.1 Controller should pass a clearance slowly and clearly since the pilot needs to write it down and wasteful repetition will thus be avoided. Whenever possible a route clearance should be passed to an aircraft before start up. In any case controllers should avoid passing clearance to a pilot engaged in complicated manoeuvres and on no occasion should a clearance be

passed when pilot is engaged in line up or take-off manoeuvres.

12.9.2 An ATC route clearance is not an instruction to takeoff or enter an active runway. The words "**TAKE OFF**" are used only when an aircraft is cleared for takeoff, or when canceling a take-off clearance. At times the word "**DEPARTURE**" or "**AIRBORNE**" is used.

12.9.3 Read back requirements have been introduced in the interests of flight safety. The stringency of the read back requirement is directly related to the possible seriousness of a misunderstanding in the transmission and receipt of ATC clearances and instructions. Strict adherence to read back procedures ensures not only that the clearance has been received correctly but also that the clearance was transmitted as intended. It also serves as a check that the right aircraft, and only that aircraft, will take action on the clearance.

12.9.4 The flight crew shall read back to the air traffic controller safety-related parts of the clearances and instructions which are transmitted by voice. Following items shall always be read-back:

- ATC route clearance;
- Clearances and instructions to enter, land on, take off on, hold short of, cross taxi and back track on any runway; and
- Runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions and, whether issued by the controller or contained in ATIS broadcasts, transition levels e.g.

Air Traffic services: (aircraft call sign) "**SQUAWK THREE FOUR TWO FIVE**".

Aircraft reply: "**SQUAWK THREE FOUR TWO FIVE**, (aircraft call sign)".

12.9.5 The controller shall listen to the read-back to ascertain that the clearances has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

## 12.10 TAKE-OFF PROCEDURES:

12.10.1 At busy aerodromes with separate GROUND & TOWER functions aircraft are usually transferred to TOWER at or approaching the holding position. Since misunderstandings in the granting and acknowledgement of take-off clearances can result in serious consequences, meticulous care should be taken to ensure that the phraseology employed during the taxi maneuvers can not be interpreted as a take-off clearance.

12.10.2 To reduce the potential for misunderstanding, the take-off clearance shall include the designator of the departure runway when more than one runway is in use.

12.10.3 Except for reasons of safety no transmission shall be directed during take-off.

12.10.4 For traffic reasons it may be necessary for the aircraft to take-off immediately after lining up.

12.10.5 In poor visibility, the controller may request the pilot to report when airborne.

12.10.6 When a pilot abandons the take-off manoeuvre, he should as soon as practicable, inform the control tower that he is doing so and assistance or taxi instructions should be requested, as required.

## 12.11 FINAL APPROACH AND LANDING

12.11.1 Except for reasons of safety no transmission shall be directed during the last part of the final approach or during the landing roll.

12.11.2 If and when turn on to final is made at a greater distance, "LONG FINAL" report is made. If the aircraft is making a straight-in-approach, a "LONG FINAL" report is made at about 8 NM from touch down. If

no landing clearance is received at that time, a "FINAL" report is made at 4NM from touchdown.

12.11.3 "FINAL" report is made when an aircraft turns onto final within 4NM from touchdown.

12.11.4 A pilot may request to fly past the control tower or other observation point for the purpose of visual inspection from the ground.

## 12.12 AFTER LANDING

Unless absolutely necessary, controllers should not direct taxi instructions to pilots until the landing roll is completed. Unless otherwise advised pilots should remain on tower frequency until the runway is vacated.

## 12.13 GENERAL

Most phraseologies contained in section 12.18 show the text of a complete message without call signs. They are intended to be exhaustive, and when circumstances differ, pilots, ATS personnel and other ground personnel will be expected to use appropriate subsidiary phraseologies which should be as clear and concise as possible and designed to avoid possible confusion by those persons using a language other than one of their national languages.

## 12.14 GROUPING OF PHRASEOLOGIES

The phraseologies are grouped according to types of air traffic service for convenience of reference. However, users shall be familiar with, and use as necessary, phraseologies from groups other than those referring specifically to the type of air traffic service being provided. All phraseologies shall be used in conjunction with call signs (aircraft, ground vehicle, ATC or other) as appropriate. In order that the phraseologies listed should be readily discernible in section 12.15, call signs have been omitted.

The phraseologies with \* denote pilot transmission.

12.14.1 Section 12.15 includes phrases for use by pilots. ATS personnel and other ground personnel. Phraseologies for the movement of vehicles, other than tow-tractors, on the manoeuvring area are not listed separately as the phraseology associated with the movement of aircraft is applicable, with the exception of taxi instructions, in which case the word “**PROCEED**” shall be substituted for the word “**TAXI**” when communicating with vehicles.

**12.4.2** Conditional phrases, such as “behind landing aircraft” or “after departing aircraft”, shall not be used for movements affecting the active runway(s), except when the aircraft or vehicles concerned are seen by the appropriate controller and pilot. In all cases a conditional clearance shall be given in the following order and consist of

- identification
- the condition;
- the clearance; and
- brief reiteration of the condition

For example:

“REPORT THE B747 ON SHORT FINAL IN SIGHT”

“ AIC102 BEHIND B747 ON SHORT FINAL LINE UP BEHIND ”

Note:- This implies the need for the aircraft receiving the conditional clearance to identify the aircraft or vehicle causing the conditional clearance.

12.14.3 If the level of an aircraft is reported in relation to standard pressure 1013.2 hPa, the words “*FLIGHT LEVEL*” should precede the level figures. If the level of the aircraft is reported in relation to QNH/QFE, the figure should be followed by the word “*FEET*” as appropriate.

*Note: When communications between air traffic control units are conducted, the English language shall be used for such communications.*

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...to require an aircraft to climb or descend maintaining own separation and VMC	n) <b>MAINTAIN OWN SEPARATION AND VMC [FROM (level)] [TO (level)]</b>
	o) <b>MAINTAIN OWN SEPARATION AND VMC ABOVE (or BELOW, or TO) (level)</b>
...when there is doubt that an aircraft can comply with a clearance or instruction	p) <b>IF UNABLE (alternative instructions) AND ADVISE;</b>
...when pilot is unable to comply with a clearance or instruction	*q) <b>UNABLE;</b>
...after modifying vertical speed to comply with an ACAS resolution advisory (Pilot and controller interchange)	*r) <b>TCAS CLIMB (or DESCENT);</b>
	s) (acknowledgement)
...after ACAS "Clear of conflict" is annunciated (Pilot and controller interchange)	*t) <b>RETURNING TO (assigned clearance);</b>
	u) (acknowledgement) (or alternative instructions)
...after the response to an ACAS resolution advisory is completed (Pilot and controller interchange)	*v) <b>TCAS CLIMB (or DESCENT), RETURNING TO (assigned clearance);</b>
	w) (acknowledgement) (or alternative instructions);
...after returning to clearance after responding to an ACAS resolution advisory (Pilot and controller interchange)	*x) <b>TCAS CLIMB (or DESCENT); COMPLETED, assigned clearance) RESUMED</b>
	y) (acknowledgement) (or alternative instructions);
...when unable to comply with a clearance because of an ACAS resolution advisory (Pilot and controller interchange)	*z) <b>UNABLE, TCAS RESOLUTION ADVISORY;</b>
	aa) (acknowledgement).



<p>12.15.1.3 Transfer of Control and/or</p> <p>Note : - An aircraft may be requested To "<b>STAND BY</b>" on a frequency when it is intended that the ATS unit will initiate communications soon and to "<b>MONITOR</b>" a frequency when information is being broadcast thereon.</p>	<p>a) <b>CONTACT</b> (unit call sign) (frequency) [<b>NOW</b>];</p> <p>b) <b>AT</b> (or <b>OVER</b>) (time or place) [or <b>WHEN PASSING/LEAVING/REACHING</b>] (level) <b>CONTACT</b> (unit call sign) (frequency);</p> <p>c) <b>IF NO CONTACT</b> (instructions);</p> <p>d) <b>STAND BY</b> (frequency) <b>FOR</b> (unit call sign);</p> <p>*e) <b>REQUEST CHANGE TO</b> (frequency);</p> <p>f) <b>FREQUENCY CHANGE APPROVED</b>;</p> <p>g) <b>MONITOR</b> (unit call sign) (frequency);</p> <p>*h) <b>MONITORING</b> (frequency);</p> <p>i) <b>WHEN READY CONTACT</b> (unit call sign) (frequency);</p> <p>j) <b>REMAIN THIS FREQUENCY</b>.</p>
<p>12.15.1.4 Change of call sign</p> <p>... to instruct an aircraft to change its type of call sign</p> <p>...to advise an aircraft to revert to the call sign indicated in the flight plan</p>	<p>a) <b>CHANGE YOUR CALL SIGN TO</b> (new call sign) [<b>UNTIL FURTHER ADVISED</b>];</p> <p>b) <b>REVERT TO FLIGHT PLAN CALL SIGN</b> (call sign) [<b>AT</b>(significant point)].</p>
<p>12.15.1.5 Traffic information</p> <p>... to pass traffic information</p> <p>... to acknowledge traffic information</p>	<p>a) <b>TRAFFIC</b> (information);</p> <p>b) <b>NO REPORTED TRAFFIC</b></p> <p>*c) <b>LOOKING OUT</b>;</p> <p>*d) <b>TRAFFIC IN SIGHT</b>;</p> <p>*e) <b>NEGATIVE CONTACT</b>[reasons];[</p> <p>f) <b>ADDITIONAL</b>] <b>TRAFFIC</b> (direction) <b>BOUND</b> (type of aircraft) (level) <b>ESTIMATED</b> (or <b>OVER</b>) (significant point) <b>AT</b> (time)</p> <p>g) <b>TRAFFIC IS</b> (classification) <b>UNMANNED FREE BALLOONS(S) WAS</b> [or <b>ESTIMATED</b>] <b>OVER</b> (place) <b>AT</b> (time) <b>REPORTED</b> (level(s)) [or <b>LEVEL UNKNOWN</b>] <b>MOVING</b> (direction) (other pertinent information, if any).</p>
<p>12.15.1.6 Meteorological conditions</p>	<p>a) [<b>SURFACE</b>] <b>WIND</b> (number) <b>DEGREES</b> (speed) (units);</p> <p>b) <b>WIND AT</b> (level) (number) <b>DEGREES</b> (number) <b>KNOTS</b>;</p> <p>Note :- Wind is always expressed by giving the mean direction and speed and any significant variations thereof.</p>



<p>... for multiple RVR observations</p> <p>... in the event that RVR information on any one position is not available this information will be included in the appropriate sequence.</p>	<p>c) <b>VISIBILITY</b> (distance) (units) [direction];</p> <p>d) <b>RUNWAY VISUAL RANGE</b> (or <b>RVR</b>) [<b>RUNWAY</b> (number)] (distance) (units);</p> <p>e) <b>RUNWAY VISUAL RANGE</b> (or <b>RVR</b>) <b>RUNWAY</b> (number) <b>NOT AVAILABLE</b> (or <b>NOT REPORTED</b>);</p> <p>f) <b>RUNWAY VISUAL RANGE</b> (or <b>RVR</b>) [<b>RUNWAY</b> (number)] (first position) (distance) (units), (second position) (distance) (units), (third position) (distance) (units);</p> <p>Note 1 :- Multiple RVR observations are always representative of the touchdown zone, midpoint zone and the roll-out/stop end zone respectively.</p> <p>Note 2 :- Where reports for three locations are given, the indication of these locations may be omitted, provided that the reports are passed in the order of touchdown zone, followed by the mid point zone and ending with the roll-out/stop end zone report</p> <p>g) <b>RUNWAY VISUAL RANGE</b> (or <b>RVR</b>) [<b>RUNWAY</b> (number)] (first position) (distance) (units), (second position) <b>NOT AVAILABLE</b>, (third position) (distance) (units);</p> <p>h) <b>PRESENT WEATHER</b> (details);</p> <p>i) <b>CLOUD</b> (amount, [(type)] and height of base) (unit) (or <b>SKY CLEAR</b>)</p> <p>j) <b>CAVOK</b>; Note :- CAVOK pronounced CAV-O-KAY.</p> <p>k) <b>TEMPERATURE [MINUS]</b> (number) (and/or <b>DEW-POINT [MINUS]</b> (number));</p> <p>l) <b>QNH</b> (number) [(units)];</p> <p>m) <b>QFE</b> (number) [(units)];</p> <p>n) (aircraft type) <b>REPORTED</b> (description) <b>ICING</b> (or <b>TURBULENCE</b>) [<b>IN CLOUD</b>] (area) (time)</p> <p>n) <b>REPORT FLIGHT CONDITIONS.</b></p>
<p>12.15.1.7 Position reporting</p> <p>... to omit position reports until a specific position</p>	<p>a) <b>NEXT REPORT AT</b> (significant point)</p> <p>b) <b>OMIT POSITION REPORTS [UNITL</b> (specify)];</p> <p>c) <b>RESUME POSITION REPORTING.</b></p>
<p>12.15.1.8 Additional reports</p> <p>... to request a report at a specified place or distance</p>	<p>a) <b>REPORT PASSING</b> (significant point)</p> <p>b) <b>REPORT</b> (distance) <b>FROM</b> (name of DME station) <b>DME</b>;</p> <p>c) <b>REPORT PASSING</b> (three digits) <b>RADIAL</b> (name of VOR) <b>VOR</b>;</p>



...to request a report of present position	<p>d) <b>REPORT DISTANCE FROM</b> (significant point);</p> <p>e) <b>REPORT DISTANCE FROM</b> (name of DME station) <b>DME.</b></p>
12.15.1.9 Aerodrome information	<p>a) [(location)] <b>RUNWAY SURFACE CONDITION RUNWAY</b> (number) (condition);</p> <p>b) [(location)] <b>RUNWAY SURFACE CONDITION RUNWAY</b> (number) <b>NOT CURRENT</b>;</p> <p>c) <b>LANDING SURFACE</b> (condition);</p> <p>d) <b>CAUTION CONSTRUCTION WORK</b> (location);</p> <p>e) <b>CAUTION</b> (specify reasons) <b>RIGHT</b> (or <b>LEFT</b>), (or <b>BOTH SIDES</b>) <b>OF RUNWAY</b> [number];</p> <p>f) <b>CAUTION WORK IN PROGRESS</b> (or <b>OBSTRUCTION</b>) (position and any necessary advice);</p> <p>g) <b>RUNWAY REPORT AT</b> (observation time) <b>RUNWAY</b> (number) (type of precipitant) <b>UP TO</b> (depth of deposit) <b>MILLIMETRES. BRAKING ACTION GOOD</b> (or <b>MEDIUM TO GOOD</b>, or <b>MEDIUM</b>, or <b>MEDIUM TO POOR</b>, or <b>POOR</b> or <b>UNRELIABLE</b>) [and/or <b>BRAKING COEFFICIENT</b> (equipment and number);</p> <p>h) <b>BRAKING ACTION REPORTED BY</b> (aircraft type) <b>AT</b> (time) <b>GOOD</b> (or <b>MEDIUM</b> or <b>POOR</b>);</p> <p>i) <b>BRAKING ACTION</b> [(location)] (measuring equipment used), <b>RUNWAY</b> (number), <b>TEMPERATURE [MINUS]</b> (number), <b>WAS</b> (reading ) <b>AT</b> (time);</p> <p>j) <b>RUNWAY</b> (or <b>TAXIWAY</b>) (number) <b>WET</b> [or <b>DAMP</b>, <b>WATER PATCHES</b>, <b>FLOODED</b> (depth), or <b>SNOW REMOVED</b> (length and width as applicable), or <b>TREATED</b>, or <b>COVERED WITH PATCHES OF DRY SNOW</b> (or <b>WET SNOW</b>, or <b>COMPACTED SNOW</b>, or <b>SLUSH</b>, or <b>FROZEN SLUSH</b>, or <b>ICE</b>, or <b>ICE UNDERNEATH</b>, or <b>ICE AND SNOW</b>, or <b>SNOWDRIFTS</b>, or <b>FROZEN RUTS AND RIDGES</b>];</p> <p>k) <b>TOWER OBSERVES</b> (weather information);</p> <p>l) <b>PILOT REPORTS</b> (weather information).</p>
12.15.1.10 Operational status of visual and non-visual aids.	<p>a) (specify visual or non-visual aid) <b>RUNWAY</b> (number) (description of deficiency);</p> <p>b) (type) <b>LIGHTING</b> (unserviceability);</p>



	<p>c) <b>ILS CATEGORY</b> (category) (serviceability state);</p> <p>d) <b>TAXIWAY LIGHTING</b> (description of deficiency);</p> <p>e) (type of visual approach slope indicator) <b>RUNWAY</b> (number) (description of deficiency);</p>
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<b>12.15.2 AREA CONTROL SERVICES</b>	
12.15.2.1 issuance of a clearance	<p>a) (name of unit) <b>CLEAR</b> (aircraft call sign);</p> <p>b) (aircraft call sign) <b>CLEARED TO</b>;</p> <p>c) <b>RECLEARED</b> (amended clearance details) <b>[REST OF CLEARANCE UNCHANGED]</b>;</p> <p>d) <b>RECLEARED</b> (amended route portion) <b>TO</b> (significant point of original route) <b>[REST OF CLEARANCE UNCHANGED]</b>;</p> <p>e) <b>ENTER CONTROLLED AIRSPACE</b> (or <b>CONTROL ZONE</b>) <b>[VIA</b> (significant point or route) <b>AT</b> (level) <b>[AT</b> (time)];</p> <p>f) <b>LEAVE CONTROLLED AIRSPACE</b> (or <b>CONTROL ZONE</b>) <b>[VIA</b> (significant point or route) <b>AT</b> (level) (or <b>CLIMBING</b>, or <b>DESCENDING</b>);</p> <p>g) <b>JOIN</b> (specify) <b>AT</b> (significant point) <b>AT</b> (level) <b>[AT</b> (time)].</p>
12.15.2.2 Indication of route and clearance limit	<p>a) <b>FROM</b> (location) <b>TO</b> (location)</p> <p>b) <b>TO</b> (location)</p> <p>Followed as necessary by:</p> <p>I) <b>DIRECT</b></p> <p>II) <b>VIA</b> (route and/or significant points);</p> <p>III) <b>VIA FLIGHT PLANNED ROUTE</b>;</p> <p>IV) <b>VIA</b> (distance <b>DME ARC</b> (direction) <b>OF</b> (name of DME station)</p> <p>c) (route) <b>NOT AVAILABLE DUE</b> (reason) <b>ALTERNATIVE(S) IS / ARE</b> (route) <b>ADVISE</b>.</p>
12.15.2.3 Maintenance of specified levels	<p>a) <b>MAINTAIN</b> (level) <b>[TO</b> (significant point)];</p> <p>b) <b>MAINTAIN</b> (level) <b>UNTIL PASSING</b> (significant point);</p>



	<p>c) <b>MAINTAIN</b> (level) <b>UNTIL</b> (minutes) <b>AFTER PASSING</b> (significant point);</p> <p>d) <b>MAINTAIN</b> (level) <b>UNTIL</b> (time);</p> <p>e) <b>MAINTAIN</b> (level) <b>UNTIL ADVISED BY</b> (name of unit);</p> <p>f) <b>MAINTAIN</b> (level) <b>UNTIL FURTHER ADVISED</b>;</p> <p>g) <b>MAINTAIN</b> (level) <b>WHILE IN CONTROLLED AIRSPACE</b>;</p> <p>h) <b>MAINTAIN BLOCK</b> (level) <b>TO</b> (level)</p> <p>Note : The term <b>MAINTAIN</b> is not to be used in lieu of <b>DESCEND</b> or <b>CLIMB</b> when instructing an aircraft to change level.</p>
12.15.2.4 Specification of cruising levels	<p>a) <b>CROSS</b> (significant point) <b>AT</b> (or <b>ABOVE</b>, or <b>BELOW</b>) (level);</p> <p>b) <b>CROSS</b> (significant point) <b>AT</b> (time) <b>OR LATER</b> (or <b>BEFORE</b>) <b>AT</b> (level);</p> <p>c) <b>CRUISE CLIMB BETWEEN</b> (levels) (or <b>ABOVE</b> (levels));</p> <p>d) <b>CROSS</b> (number) <b>DME</b> [(direction)] <b>OF</b> (name of <b>DME</b> station) <b>AT</b> (or <b>ABOVE</b>, or <b>BELOW</b>) (level)</p>
12.15.2.5 Emergency descent	<p>*a) <b>EMERGENCY DESCENT</b> (intentions);</p> <p>b) <b>ATTENTION ALL AIRCRAFT IN THE VICINITY OF</b> (or <b>AT</b>) (significant point or location) <b>EMERGENCY DESCENT IN PROGRESS FROM</b> (level) (followed as necessary by specific instructions, clearance, traffic information etc.</p>
12.15.2.6 If clearance cannot be issued immediately upon request	<b>EXPECT CLEARANCE</b> (or type of clearance) <b>AT</b> (time).
12.15.2.7 Separation instructions	<p>a) <b>CROSS</b> (significant point) <b>AT</b> (time)[<b>OR LATER</b> (or <b>OR BEFORE</b>)]</p> <p>b) <b>ADVISE IF ABLE TO CROSS</b> (significant point) <b>AT</b> (time or level);</p> <p>c) <b>MAINTAIN MACH</b> (number) [<b>OR GREATER</b> (or <b>OR LESS</b>)] [<b>UNTIL</b> (significant point)]</p> <p>d) <b>DO NOT EXCEED MACH</b> (number)</p>
12.15.2.8 Instructions associated with flying a track (off set), parallel to the cleared route.	<p>a) <b>ADVISE IF ABLE TO PROCEED PARALLEL OFF SET</b></p> <p>b) <b>PROCEED OFF SET</b> (distance) <b>RIGHT/LEFT OF</b></p>



	<p>(route) (track) [CENTRAL LINE] [AT (significant point or time)][UNTIL (significant point of time)] [UNTIL (significant point or time)]</p> <p>c) <b>CANCEL OFFSET</b> (instruction to rejoin cleared flight route or other information)</p>
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### 12.15.3 APPROACH CONTROL SERVICES

12.15.3.1 Departure instructions	<p>a) <b>[AFTER DEPARTURE] TURN RIGHT</b> (or <b>LEFT</b>) <b>HEADING</b> (three digits) (or <b>CONTINUE RUNWAY HEADING</b>) (or <b>TRACK EXTENDED CENTRE LINE</b>) <b>TO</b>(level or significant point)(other instructions as required)</p> <p>b) <b>AFTER REACHING</b> (or <b>PASSING</b>) (level or significant point) (instruction)</p> <p>c) <b>TURN RIGHT</b> (or <b>LEFT</b>) <b>HEADING</b> (three digits) <b>TO</b> (level) [<b>TO INTERCEPT</b> (track, route, airway etc)]</p> <p>d) (standard departure name and number) <b>DEPARTURE</b></p> <p>e) <b>TRACK</b> (three digits) <b>DEGREES</b> [<b>MAGNETIC</b> (or <b>TRUE</b>)] <b>TO</b> (or <b>FROM</b>) (significant point) <b>UNTIL</b> (time, or <b>REACHING</b> (fix or significant point or level)) [<b>BEFORE PROCEEDING ON COURSE</b>];</p> <p>f) <b>CLEARED VIA</b> (designation).</p>
12.15.3.2 Approach instructions	<p>a) <b>CLEARED</b> (or <b>PROCEED</b>) <b>VIA</b> (designation)</p> <p>b) <b>CLEARED TO</b> (clearance limit) <b>VIA</b> (designation);</p> <p>c) <b>CLEARED VIA</b> (or <b>PROCEED VIA</b>) (details of route to be followed);</p> <p>d) <b>CLEARED</b> (type of approach) <b>APPROACH</b> [<b>RUNWAY</b> (number)];</p> <p>e) <b>CLEARED</b> (type of app) <b>RUNWAY</b> (number) <b>FOLLOWED BY CIRCLING TO RUNWAY</b> (number);</p> <p>f) <b>CLEARED APPROACH RUNWAY</b> (NUMBER);</p> <p>g) <b>COMMENCE APPROACH AT</b> (time);</p> <p>h*) <b>REQUEST STRAIGHT-IN</b> ((type of approach) <b>APPROACH</b> [<b>RUNWAY</b> (number)] ;</p>



	<ul style="list-style-type: none"> <li>i) <b>CLEARED STRAIGHT-IN</b> [(type of approach)] <b>APPROCH</b> [RUNWAY (number)];</li> <li>j) <b>REPORT VISUAL</b>;</li> <li>k) <b>REPORT RUNWAY [LIGHTS] IN SIGHT</b>;</li> <li>*i) <b>REQUEST VISUAL APPROACH</b>;</li> <li>m) <b>CLEARED VISUAL APPROACH RUNWAY</b> (number);</li> <li>n) <b>REPORT</b> (significant point); [OUTBOUND, or INBOUND];</li> <li>o) <b>REPORT COMMENCING PROCEDURE TURN</b></li> <li>*p) <b>REQUEST VMC DESCENT</b>;</li> <li>q) <b>MAINTAIN OWN SEPARATION</b>;</li> <li>r) <b>MAINTAIN VMC</b>;</li> <li>s) <b>ARE YOU FAMILIAR WITH</b> (name) <b>APPROACH</b> <b>PROCEDURE</b>;</li> <li>*t) <b>REQUEST</b> (type of approach) <b>APPROACH</b> [RUNWAY (number)];</li> <li>*u) <b>REQUEST</b> (RNAV plain language designator);</li> <li>v) <b>CLEARED</b> (RNAV plain language designator).</li> </ul>
<p>12.15.3.3 Holding clearance</p> <p style="text-align: right;">... visual</p> <p style="text-align: center;">... published holding procedure over a facility or fix</p> <p style="text-align: center;">... when detailed holding clearance is required</p>	<ul style="list-style-type: none"> <li>a) <b>HOLD VISUAL [OVER]</b> (position), (or <b>BETWEEN</b> two prominent landmarks));</li> <li>b) <b>CLEARED</b> (or <b>PROCEED</b>) <b>TO</b> (significant point, name of facility or fix) <b>MAINTAIN</b> (or <b>CLIMB</b> or <b>DESCEND TO</b>) (level)] <b>HOLD</b> [direction] <b>AS PUBLISHED EXPECT APPROACH CLEARANCE</b> (or <b>FURTHER CLEARANCE</b>) <b>AT</b> (time) (additional instructions if necessary);</li> <li>*c) <b>REQUEST HOLDING INSTRUCTIONS</b>;</li> <li>d) <b>CLEARED</b> (or <b>PROCEED</b>) <b>TO</b> (significant point, name of facility or fix)[<b>MAINTAIN</b> (or <b>CLIMB</b> or <b>DESCEND TO</b>) (level)] <b>HOLD</b> [direction] <b>INBOUND TRACK</b> (three digits) <b>DEGREES RIGHT</b> (or <b>LEFT</b>) <b>HAND PATTERN OUTBOUND TIME</b> (number) <b>MINUTE(Or MINUTES ) EXPECT APPROACH CLEARANCE</b> (or <b>FURTHER CLEARANCE</b>) <b>AT</b> (time) (additional instructions if necessary);</li> </ul>



	<p>e) <b>CLEARED TO THE</b> (three digits) <b>RADIAL OF THE</b> (name) <b>VOR AT</b> (distance) <b>DME FIX</b> [<b>MAINTAIN</b>(or <b>CLIMB</b> or <b>DESCEND TO</b>) (level)] <b>HOLD</b> [directions] <b>INBOUND TRACK</b> (three digits) <b>DEGREES RIGHT</b> (or <b>LEFT</b>) <b>HAND PATTERN OUTBOUND TIME</b>(number) <b>MINUTES</b> (Or <b>MINUTES</b>) <b>EXPECT APPROACH CLEARANCE</b> (or <b>FURTHER CLEARANCE</b>) <b>AT</b> (time) (additional instructions if necessary)</p> <p>f) <b>CLEARED TO THE</b> (three digits) <b>RADIAL OF THE</b> (name) <b>VOR AT</b> (distance) <b>DME FIX</b> [<b>MAINTAIN</b>(or <b>CLIMB</b> or <b>DESCEND TO</b>) (level)]<b>HOLD BETWEEN</b> (distance) <b>AND</b> (distance) <b>DME INBOUND TRACK</b> (three digits) <b>DEGREES RIGHT</b> (or <b>LEFT</b>) <b>HAND PATTERN EXPECT APPROACH CLEARANCE</b> (or <b>FURTHER CLEARANCE</b>)) <b>AT</b> (time) ( additional instructions if necessary)</p>
12.15.3.4 Expected approach time	<p>a) <b>NO DELAY EXPECTED</b>;</p> <p>b) <b>EXPECTED APPROACH TIME</b> (time);</p> <p>c) <b>REVISED EXPECTED APPROACH TIME</b> (time);</p> <p>d) <b>DELAY NOT DETERMINED</b> (reasons).</p>

#### 12.15.4 PHRASEOLOGIES FOR USE ON AND IN THE VICINITY OF THE AERODROME

12.15.4.1 Identification of aircraft	<b>SHOW LANDING LIGHTS</b>
12.15.4.2 Acknowledgement by visual means	<p>a) <b>ACKNOWLEDGE BY MOVING AILERONS</b> (or <b>RUDDER</b>);</p> <p>b) <b>ACKNOWLEDGE BY ROCKING WINGS</b>;</p> <p>c) <b>ACKNOWLEDGE BY FLASHING LANDING LIGHTS</b>.</p>



<p>12.15.4.3 Starting procedures</p> <p>... to request permission to start engines</p> <p>... ATC replies</p>	<p>*a) [aircraft location] <b>REQUEST START UP;</b></p> <p>*b) [aircraft location] <b>REQUEST START UP, INFORMATION</b> (ATIS identification);</p> <p>b) <b>START UP APPROVED;</b></p> <p>c) <b>START UP AT</b> (time);</p> <p>d) <b>EXPECT START UP AT (TIME)</b></p> <p>e) <b>START UP AT OWN DISCRETION;</b></p> <p>f) <b>EXPECT DEPARTURE</b> (time) <b>START UP AT OWN DISCRETION.</b></p>
<p>12.15.4.4 Push-back procedures</p> <p>Note: - When local procedures so prescribe, authorization for pushback should be obtained from the control tower.</p> <p>... aircraft/ATC</p>	<p>*a) [aircraft location] <b>REQUEST PUSHBACK;</b></p> <p>b) <b>PUSHBACK APPROVED;</b></p> <p>a) <b>STAND BY;</b></p> <p>b) <b>PUSHBACK AT OWN DISCRETION;</b></p> <p>c) <b>EXPECT</b> (number) <b>MINUTES DELAY DUE</b> (reason);</p>
<p>12.15.4.5 Towing procedure</p> <p>... ATC response</p>	<p>*a) <b>REQUEST TOW</b> [company name] (aircraft type) <b>FROM</b> (location) <b>TO</b> (location);</p> <p>b) <b>TOW APPROVED VIA</b> (specified routing to be followed);</p> <p>c) <b>HOLD POSITION;</b></p> <p>d) <b>STAND BY</b></p>
<p>12.15.4.6 To request time check and/or aerodrome data for departure</p> <p>... when no ATIS broadcast is available</p>	<p>*a) <b>REQUEST TIME CHECK;</b></p> <p>b) <b>TIME</b> (time);</p> <p>*c) <b>REQUEST DEPARTURE INFORMATION;</b></p> <p>d) <b>RUNWAY (NUMBER), WIND</b> (direction and speed), (units) <b>QNH</b> (or <b>QFE</b>) (number) [(units)] <b>TEMPERATURE (MINUS)</b> (number), <b>[VISIBILITY</b> (distance) (units) (OR <b>RUNWAY VISUAL RANGE</b> (or <b>RVR</b>) distance)(units)] <b>[TIME</b> (time)];</p> <p>Note: - If multiple visibility and RVR observations are available, those that represent the roll out/stop end zone should be used for take off.</p>



<p>12.15.4.7 Taxi procedures</p> <p>... for departure</p> <p>where detailed taxi instructions are required</p> <p>...where aerodrome information is not available from an alternative source such as ATIS</p> <p>...for helicopter operations</p> <p>.....after landing</p> <p>... general</p>	<p>*a) (aircraft type)[wake turbulence category if “heavy”] [aircraft location] <b>REQUEST TAXI</b> (intentions);</p> <p>*b) [aircraft type][wake turbulence category if “heavy”] [aircraft location](flight rules) <b>TO</b> (aerodrome of destination) <b>REQUEST TAXI</b> [intentions];</p> <p>c) <b>TAXI TO HOLDING POSITION</b> [number] <b>[RUNWAY (number)] [TIME (time)];</b></p> <p>*d) (aircraft type)[wake turbulence category if “heavy”] <b>REQUEST DETAILED TAXI INSTRUCTIONS;</b></p> <p>e) <b>TAXI TO HOLDING POSITION</b> [number] <b>(RUNWAY (number)) VIA</b> (specific route to be followed) <b>TIME (time)] [HOLD SHORT OF RUNWAY (number)];</b></p> <p>f) <b>TAXI TO HOLDING POSITION</b> [number] (followed by aerodrome information as applicable) [TIME (time)];</p> <p>g) <b>TAKE (or TURN) FIRST (or SECOND) LEFT (or RIGHT);</b></p> <p>h) <b>TAXI VIA</b> (identification of taxiway);</p> <p>i) <b>TAXI VIA RUNWAY</b> (number);</p> <p>j) <b>TAXI TO TERMINAL (or other location, e.g. GENERAL AVIATION AREA) [STAND (number)];</b></p> <p>k*) <b>REQUEST AIR-TAXIING FROM (or VIA) TO</b> (location or routing as appropriate);</p> <p>l) <b>AIR-TAXI TO (or VIA)</b> (location or routing as appropriate) <b>CAUTION</b> (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.);</p> <p>m) <b>AIR TAXI VIA</b> (director, as requested, or specified route) <b>TO</b> (location, heliport, operating or movement area, active or inactive runway). <b>AVOID</b> (aircraft or vehicles or personnel);</p> <p>*n) <b>REQUEST BACKTRACK;</b></p> <p>o) <b>BACKTRACK APPROVED;</b></p> <p>p) <b>BACKTRACK RUNWAY</b> (number);</p> <p>*q) [aircraft location] <b>REQUEST TAXI TO</b> (destination on aerodrome);</p>
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	<p>r) <b>TAXI STRAIGHT AHEAD;</b>  s) <b>TAXI WITH CAUTION;</b>  t) <b>GIVE WAY TO</b> (description and position of other aircraft);  *u) <b>GIVING WAY TO</b> (traffic);  *v) <b>TRAFFIC</b> (or type of aircraft) <b>IN SIGHT;</b>  w) <b>TAXI INTO HOLDING BAY;</b>  x) <b>FOLLOW</b> (description of other aircraft or vehicle);  y) <b>VACATE RUNWAY</b>  *z) <b>RUNWAY VACATED;</b>  aa) <b>EXPEDITE TAXI</b> (reason);  *bb) <b>EXPEDITING;</b>  cc) <b>[CAUTION] TAXI SLOWER</b> (reason);  *dd) <b>SLOWING DOWN.</b></p>
12.15.4.8 Holding	<p>a) <b>#HOLD</b> (direction) <b>OF</b> (position, runway number, etc.);  b) <b>#HOLD POSITION;</b>  c) <b>#HOLD</b> (distance) <b>FROM</b> (position);  d) <b>#HOLD SHORT OF</b> (position);  *e) <b>HOLDING;</b>  *f) <b>HOLDING SHORT.</b>  # Require specific acknowledgement</p>
12.15.4.9 To cross a runway	<p>*a) <b>REQUEST CROSS RUNWAY</b> (number)  Note: - If the control tower is unable to see the crossing aircraft (e.g. night, low visibility, etc.), the instruction should always be accompanied by a request to report when the aircraft has vacated and is clear of the runway.  b) <b>CROSS RUNWAY</b> (number) <b>[REPORT VACATED];</b>  c) <b>EXPEDITE CROSSING RUNWAY</b> (number)  <b>TRAFFIC</b> (aircraft type) (distance) <b>MILES FINAL;</b>  d) <b>TAXI TO HOLDING POSITION</b> [number] <b>RUNWAY</b> (number) <b>VIA</b> (specific route to be followed), <b>[HOLD SHORT OF RUNWAY</b> (number)] or <b>[CROSS RUNWAY</b> (number)].  *e) <b>RUNWAY VACATED</b></p> <p>Note: The pilot will, when requested, report <b>'RUNWAY VACATED'</b> when the aircraft is clear of the runway</p>
12.15.4.10 Preparation for take off	<p>a) <b>UNABLE TO ISSUE</b> (designator) <b>DEPARTURE</b> (reasons);</p>



<p>...if unable to issue take-off clearance</p> <p>...clearance to enter runway and await take-off clearance</p> <p>...conditional clearance</p> <p>...acknowledgement of a conditional clearance.</p> <p>...confirmation or otherwise of the read-back of conditional clearance</p>	<p>b) <b>REPORT WHEN READY [FOR DEPARTURE];</b></p> <p>c) <b>ARE YOU READY [FOR DEPARTURE]?;</b></p> <p>d) <b>ARE YOUR READY FOR IMMEDIATE DEPARTURE?;</b></p> <p>*e) <b>READY;</b></p> <p>f) <b>WAIT [reason];</b></p> <p>g) <b>LINE UP [AND WAIT];</b></p> <p>#h) <b>LINE UP RUNWAY (number);</b> #When there is the possibility of confusion during multiple runway operations</p> <p>i) <b>LINE UP. BE READY FOR IMMEDIATE DEPARTURE;</b></p> <p>j) (condition) <b>LINE UP;</b> Note: Provisions concerning the use of conditional clearances are contained in section 12.16.</p> <p>*k) (condition) <b>LINING UP;</b></p> <p>e) <b>[THAT IS] CORRECT (or I SAY AGAIN... (as appropriate).</b></p>
<p>12.15.4.11 Take-off clearance</p> <p>...When more than one runway in use</p> <p>...when take-off clearance has not been complied with</p> <p>...to cancel a take-off clearance</p> <p>... to stop a take-off after an aircraft has commenced take-off roll</p> <p>... for helicopter operations</p>	<p>a) <b>CLEARED FOR TAKE-OFF [REPORT AIRBORNE];</b></p> <p>b) <b>RUNWAY (number) CLEARED FOR TAKE-OFF;</b></p> <p>c) <b>TAKE OFF IMMEDIATELY OR VACATE RUNWAY[(instructions)];</b></p> <p>d) <b>TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY;</b></p> <p>e) <b>HOLD POSITION, CANCEL TAKE OFF I SAY AGAIN CANCEL TAKE-OFF (reasons);</b></p> <p>*f) <b>HOLDING;</b></p> <p>g) <b>STOP IMMEDIATELY (repeat aircraft call sign) STOP IMMEDIATELY (reasons);</b></p> <p>*h) <b>STOPPING;</b></p> <p>i) <b>CLEARED FOR TAKE-OFF [FROM LOCATION] (present position, taxiway, final approach and take-off area, runway and number);</b></p> <p>*j) <b>REQUEST DEPARTURE INSTRUCTIONS;</b></p> <p>k) <b>AFTER DEPARTURE TURN RIGHT (or LEFT or CLIMB) (instructions as appropriate).</b></p>



<p>12.15.4.12 Turn or climb instructions after take-off</p> <p>... to request airborne time</p> <p>... heading to be followed</p> <p>... when a specific track is to be followed</p>	<p>*a) <b>REQUEST RIGHT</b> (or <b>LEFT</b>) <b>TURN</b>;</p> <p>b) <b>RIGHT</b> (or <b>LEFT TURN APPROVED</b>;</p> <p>c) <b>WILL ADVISE LATER FOR RIGHT</b> (or <b>LEFT TURN</b>;</p> <p>d) <b>REPORT AIRBORNE</b>;</p> <p>e) <b>AIRBORNE</b> (time)</p> <p>f) <b>AFTER PASSING</b> (level) (instructions);</p> <p>g) <b>CONTINUE RUNWAY HEADING</b> (instructions);</p> <p>h) <b>TRACK EXTENDED CENTRELINE</b> (instructions)</p> <p>i) <b>CLIMB STRAIGHT AHEAD</b> (instructions).</p>
<p>12.15.4.13 Entering an aerodrome traffic circuit</p> <p>... when right hand traffic circuit in use</p> <p>... when ATIS information is available</p>	<p>*a) [aircraft type](position) (level) <b>FOR LANDING</b>;</p> <p>b) <b>JOIN</b> (position in circuit) (direction of circuit) (runway number)[<b>SURFACE</b>] <b>WIND</b> (direction and speed) (units) <b>TEMPERATURE [MINUS]</b> (number) <b>QNH</b> (or <b>QFE</b>) (number) [(units)] [<b>TRAFFIC</b>(detail)];</p> <p>c) <b>MAKE STRAIGHT-IN APPROCH, RUNWAY</b> (number) [<b>SURFACE</b>] <b>WIND</b> (direction and speed) (units)[<b>TEMPERATURE[MINUS]</b> (number) <b>QNH</b> (or <b>QFE</b>)(number) (units)][<b>TRAFFIC</b> (detail)];</p> <p>d) <b>JOIN RIGHT HAND</b> (position in circuit) (runway number) [<b>SURFACE</b>] <b>WIND</b> (direction and speed) (units) [<b>TEMPERATURE [MINUS]</b> (number) <b>QNH</b> (or <b>QFE</b>) (number) (units)] [<b>TRAFFIC</b> (detail)];</p> <p>*e) (aircraft type), (position) (level) <b>INFORMATION</b> (ATIS identification) <b>FOR LANDING</b>;</p> <p>f) <b>JOIN</b> (position in circuit) [<b>RUNWAY</b> (number)] <b>QNH</b> (or <b>QFE</b>) (number) (units)] [<b>TRAFFIC</b> (detail)].</p>
<p>12.15.4.14 In the circuit</p>	<p>*a) (position in circuit, e.g. <b>DOWNWIND / FINAL</b>);</p> <p>b) <b>NUMBER ... FOLLOW</b> (aircraft type and position) [additional instructions if required].</p>
<p>12.18.4.15 Approach instructions</p>	<p>a) <b>MAKE SHORT APPROACH</b>.</p> <p>b) <b>MAKE LONG APPROCH</b> (or <b>EXTEND DOWNWIND</b>);</p> <p>c) <b>REPORT BASE</b> (or <b>FINAL</b>, or <b>LONG FINAL</b>);</p> <p>d) <b>CONTINUE APPROCH</b> [<b>PREPARE FOR POSSIBLE GO AROUND</b>].</p>



<p>12.15.4.16 Landing</p> <p>... multiple runway operations</p> <p>... special operations</p> <p>...to make an approach along or parallel to a runway, descending to an agreed minimum level</p> <p>... to fly past the control tower or other observation point for the purpose of visual inspection by persons on the ground.</p> <p>... for helicopter operations</p>	<p>a) <b>CLEARED TO LAND;</b></p> <p>b) <b>RUNWAY (number) CLEARED TO LAND;</b></p> <p>c) <b>CLEARED TOUCH AND GO;</b></p> <p>d) <b>MAKE FULL STOP;</b></p> <p>*e) <b>REQUEST LOW APPROACH (reasons);</b></p> <p>f) <b>CLEARED LOW APPROACH</b>  <b>[RUNWAY (number)]</b>[(altitude restriction if required)  (go around instructions)];</p> <p>*g) <b>REQUEST LOW PASS (reasons);</b></p> <p>h) <b>CLEARED LOW PASS</b>  <b>[RUNWAY (number)]</b>[(altitude restriction if required)  (go around instructions)];</p> <p>i*) <b>REQUEST STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (location));</b></p> <p>j) <b>MAKE STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (location, runway, taxiway, final approach and take-off area) [ARRIVAL (or ARRIVAL ROUTE) (number, name, or code)]. [HOLD SHORT OF (active runway, extended runway centre line, other)]. [REMAIN (direction or distance) FROM (runway, runway center line, other helicopter or aircraft)]. [CAUTION (power lines, unlighted obstructions, wake turbulence, etc.)]. CLEARED TO LAND.</b></p>
<p>12.15.4.17 Delaying aircraft</p>	<p>a) <b>CIRCLE THE AERODROME;</b></p> <p>b) <b>ORBIT (RIGHT, or LEFT)[FROM PRESENT POSITION];</b></p> <p>c) <b>MAKE ANOTHER CIRCUIT.</b></p>
<p>12.15.4.18 Missed approach</p>	<p>a) <b>GO AROUND;</b></p> <p>*b) <b>GOING AROUND.</b></p>



<p>12.15.4.19 Information to aircraft</p> <p>.when pilot requested visual inspection of landing gear</p> <p>... wake turbulence</p> <p>... jet blast on apron or taxiway</p> <p>... propeller-driven aircraft slipstream</p>	<p>a) <b>LANDING GEAR APPEARS DOWN;</b></p> <p>b) <b>RIGHT (or LEFT, or NOSE) WHEEL APPEARS UP (or DOWN);</b></p> <p>c) <b>WHEELS APPEAR UP;</b></p> <p>d) <b>RIGHT (or LEFT, or NOSE) WHEEL DOES NOT APPEAR UP (or DOWN);</b></p> <p>e) <b>CAUTION WAKE TURBULENCE [FROM ARRIVING (or DEPARTING) (type of aircraft) [additional information as required];</b></p> <p>e) <b>CAUTION JET BLAST;</b></p> <p>f) <b>CAUTION SLIPSTREAM.</b></p>
<p>12.15.4.20 Runway vacating and communications after landing</p> <p>... for helicopter operations</p>	<p>a) <b>CONTACT GROUND (frequency);</b></p> <p>b) <b>WHEN VACATED CONTACT GROUND (frequency);</b></p> <p>c) <b>EXPEDITE VACATING;</b></p> <p>d) <b>YOUR STAND (OR GATE)(designation);</b></p> <p>e) <b>TAKE (or TURN) FIRST (or SECOND, or CONVENIENT) LEFT (or RIGHT) AND CONTACT GROUND (frequency);</b></p> <p>f) <b>AIR-TAXI TO HELICOPTER STAND (or HELICOPTER PARKING POSITION (area);</b></p> <p>g) <b>AIR-TAXI TO (or VIA) (location or routing as appropriate) CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.);</b></p> <p>h) <b>AIR TAXI VIA (direct, as requested, or specified route) TO (location heliport, operating or movement area, active or inactive runway). AVOID (aircraft or vehicles or personnel).</b></p>

### 12.15.5 CO-ORDINATION BETWEEN ATS UNITS

<p>12.15.5.1 Estimates and revisions</p>	<p>a) <b>ESTIAMTE (direction of flight) (aircraft call sign) [SQUAWKING (SSR Code)] (type) ESTIMATED (significant point)(time) (level) (or DESCENDING FROM (level) TO (level))[SPEED(filed TAS)] (route) [(point of departure) TO (point of destination)] [RVSM</b></p>
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<p>... sending unit</p> <p>...receiving unit reply (if flight plan details are not available)</p> <p>....receiving unit reply (if flight plan details are available)</p> <p>..sending unit reply</p>	<p>status][REMARKS];</p> <p>b) <b>ESTIMATE</b> (significant point) <b>ON</b> (aircraft call sign)</p> <p>c) <b>NO DETAILS</b>; (aircraft type) (destination); <b>[SQUAWKING (SSR Code) [ESTIMATED]</b> (significant point) (time) <b>AT</b> (level);</p> <p>Note :- In the event that flight plan details are not available the receiving station shall reply to b) NO DETAILS and transmitting station shall pass full estimate as in a).</p> <p>d) <b>ESTIMATE UNMANNED FREE BALLOONS(S)</b> (identification and classification) <b>ESTIMATED OVER</b> (place) <b>AT</b> (time) <b>REPORTED FLIGHT LEVEL(S)</b> (figure or figures) [or <b>FLIGHT LEVEL UNKNOWN]</b> <b>MOVING</b> (direction)<b>ESTIMATED GROUND SPEED</b> (figure) (other pertinent information, if any);</p> <p>e) <b>REVISION</b> (aircraft call sign) (details as necessary).</p>
12.15.5.2 Transfer of control	<p>a) <b>REQUEST RELEASE OF</b> (aircraft call sign);</p> <p>b) (aircraft call sign) <b>RELEASED [AT (time)]</b> [conditions/restrictions];</p> <p>c) <b>IS</b> (aircraft call sign) <b>RELEASED [FOR CLIMB (or DESCENT)]?</b>;</p> <p>d) (aircraft call sign) <b>NOT RELEASED [UNTIL (time or significant point)]</b>;</p> <p>e) <b>UNABLE</b> (aircraft call sign)[<b>TRAFFIC IS</b> (details)].</p>
12.15.5.3 Change of clearance	<p>a) <b>MAY WE CHANGE CLEARANCE OF</b> (aircraft call sign) <b>TO</b> (details of alteration proposed);</p> <p>b) <b>AGREED TO</b> (alteration of clearance)<b>OF</b> (aircraft call sign);</p> <p>c) <b>UNABLE</b> (aircraft call sign);</p> <p>d) <b>UNABLE</b> (desired route, level, etc. <b>FOR</b> (aircraft call sign)) [<b>DUE</b> (reason)] (alternative clearance proposed).</p>
12.15.5.4 Approval request	<p>a) <b>APPROVAL REQUEST</b> (aircraft call sign) <b>ESTIMATED DEPARTURE FROM</b> (significant point) <b>AT</b> (time);</p> <p>b) (aircraft call sign) <b>REQUEST APPROVED</b> [(restriction if any)];</p> <p>c) (aircraft call sign) <b>UNABLE</b> (alternative instructions).</p>



	<p>affect charts and/or computer-based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control (AIRAC) system. The predetermined, internationally agreed AIRAC effective dates in addition to 14 days postage time shall be observed by the responsible air traffic services when submitting the raw information/data to aeronautical information services.</p> <p>affect charts and/or computer-based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control (AIRAC) system. The predetermined, internationally agreed AIRAC effective dates in addition to 14 days postage time shall be observed by the responsible air traffic services when submitting the raw information/data to aeronautical information services.</p> <p>d)</p>
12.15.5.5 Inbound release	<p><b>INBOUND RELEASE</b> (aircraft call sign) <b>[SQUAWKING</b> (SSR Code)] (type) <b>FROM</b> (departure point) <b>RELEASED AT</b> (significant point, or time, or level) <b>CLEARED TO AND ESTIMATING</b> (clearance limit((time) <b>AT</b> (level) <b>[EXPECTED APPROACH TIME</b> or <b>NO DELAY EXPECTED]</b> <b>CONTACT AT</b> (time).</p>
12.15.5.6 Radar handover	<p><b>RADAR HANDOVER</b> (aircraft call sign)<b>[SQUAWKING</b> (SSR Code)] <b>POSITION</b> (aircraft position (level).</p>
12.15.5.7 Expedition of clearance	<p>a) <b>EXPEDITE CLEARANCE</b> (aircraft call sign) <b>EXPECTED DEPARTURE FROM</b> (place) <b>AT</b> (time);</p> <p>b) <b>EXPEDITE CLEARANCE</b> (aircraft call sign) <b>[ESTIMATED] OVER</b> (place) <b>AT</b> (time) <b>REQUESTS</b> (level or route, etc.).</p>



<b>12.15.6 PHRASEOLOGIES TO BE USED RELATED TO CPDLC</b>	
12.15.6.1 Failure of CPDLC	[ALL STATIONS]CPDLC FAILURE (instructions)

## 12.16 RADAR PHRASEOLOGIES

*Note: The following comprise phraseologies specifically applicable when radar is used in the provision of air traffic services. The phraseologies detailed in sections above for use in the provision of air traffic services are also applicable, as appropriate, when radar is used.*

<b>12.16.1 General radar phraseologies</b>	
12.16.1.1 Identification of aircraft	<ul style="list-style-type: none"> <li>a) REPORT HEADING [AND FLIGHT LEVEL (or ALTITUDE)];</li> <li>b) FOR IDENTIFICATION TURN LEFT (or RIGHT) HEADING (three digits);</li> <li>c) TRANSMIT FOR IDENTIFICATION AND REPORT HEADING;</li> <li>d) RADAR CONTACT [position];</li> <li>e) IDENTIFIED [position];</li> <li>f) NOT IDENTIFIED [reason], [RESUME (or CONTINUE) OWN NAVIGATION].</li> </ul>
12.16.1.2 Position information	POSITION (distance) (direction) OF (signification point) (or OVER or ABEAM (signification point)).
12.16.1.3 Vectoring instructions	<ul style="list-style-type: none"> <li>a) LEAVE (signification point) HEADING (three digits);</li> <li>b) CONTINUE HEADING (three digits);</li> <li>c) CONTINUE PRESENT HEADING;</li> <li>d) FLY HEADING (three digits);</li> <li>e) TURN LEFT (or RIGHT) HEADING (three digits) [reasons];</li> <li>f) TURN LEFT (or RIGHT) (number of degrees) DEGREES [reasons];</li> <li>g) STOP TURN HEADING (three digits);</li> <li>h) FLY HEADING (three digits), WHEN ABLE PROCEED DIRECT (name) (signification point);</li> <li>i) HEADING IS GOOD.</li> </ul>
12.16.1.4 Termination of radar vectoring	a) RESUME OWN NAVIGATION (position of



	<p>aircraft)(specific instructions);</p> <p>b) <b>RESUME OWN NAVIGATION [DIRECT]</b> (significant point) <b>[MAGNETIC TRACK</b> (three digits) <b>DISTANCE</b> (number) <b>MILES]</b>.</p>
<p>12.16.1.5 Manoeuvres</p> <p>... (in case of unreliable directional instruments on board aircraft)</p> <p>Note :- When it is necessary to specify a reason for radar vectoring or for the above manoeuvres, the following phraseologies should be used:</p> <p>a) <b>DUE TRAFFIC;</b></p> <p>b) <b>FOR SPACING;</b></p> <p>c) <b>FOR DELAY;</b></p> <p>d) <b>FOR DOWNWIND</b> (or <b>BASE</b>, or <b>FINAL</b>).</p>	<p>a) <b>MAKE A THREE SIXTY TURN LEFT</b> (or <b>RIGHT</b>) [reason];</p> <p>b) <b>ORBIT LEFT</b> (or <b>RIGHT</b>) [reasons];</p> <p>c) <b>MAKE ALL TURNS RATE ONE</b> (or <b>RATE HALF</b>, or (number) <b>DEGREES PER SECOND</b>) <b>START AND STOP ALL TURNS ON THE COMMAND “NOW”;</b></p> <p>d) <b>TURN LEFT</b> (or <b>RIGHT</b>) <b>NOW;</b></p> <p>e) <b>STOP TURN NOW.</b></p>
<p>12.16.1.6 Speed control</p>	<p>a) <b>REPORT SPEED;</b></p> <p>*b) <b>SPEED</b> (number) <b>KNOTS;</b></p> <p>c) <b>MAINTAIN</b> (number) <b>KNOTS [OR GREATER</b> (or <b>OR LESS]</b> [ <b>UNTIL</b>(significant point)];</p> <p>d) <b>DO NOT EXCEED</b> (number) <b>KNOTS;</b></p> <p>e) <b>MAINTAIN PRESENT SPEED;</b></p> <p>f) <b>INCREASE</b> (or <b>REDUCE</b>) <b>SPEED TO</b> (number) <b>KNOTS[ OR GREATER</b> (or <b>LESS]);</b></p> <p>g) <b>INCREASE</b> (or <b>REDUCE</b>) <b>SPEED BY</b> (number) <b>KNOTS;</b></p> <p>h) <b>RESUME NORMAL SPEED;</b></p> <p>i) <b>REDUCE TO MINIMUM APPROACH SPEED;</b></p> <p>j) <b>REDUCE TO MINIMUM CLEAN SPEED;</b></p> <p>k) <b>NO ATC SPEED RESTRICTION.</b></p>
<p>12.16.1.7 Position reporting</p> <p>... to omit position reports when under radar control</p>	<p>a) <b>OMIT POSITION REPORTS [UNTIL</b> (specify)];</p> <p>b) <b>NEXT REPORT AT</b> (significant point);</p> <p>c) <b>REPORTS REQUIRED ONLY AT</b> (significant point(s));</p> <p>d) <b>RESUME POSITION REPORTING.</b></p>
<p>12.16.1.8 Traffic information and avoiding action</p>	<p>a) <b>TRAFFIC</b> (number) <b>O’CLOCK</b> (distance) (direction)</p>



<p>... (if known)</p> <p>... to request avoiding action</p> <p>... when passing unknown traffic</p> <p>... for avoiding action</p>	<p>of flight)[any other pertinent information];</p> <ol style="list-style-type: none"> <li>1) UNKNOWN;</li> <li>2) SLOW MOVING;</li> <li>3) FAST MOVING;</li> <li>4) CLOSING;</li> <li>5) OPPOSITE (or SAME DIRECTION);</li> <li>6) OVERTAKING;</li> <li>7) CROSSING LEFT TO RIGHT (or RIGHT TO LEF);</li> <li>8) (aircraft type);</li> <li>9) (level);</li> <li>10) CLIMBING (or DESCENDING);</li> </ol> <p>*b) REQUEST VECTORS ;</p> <p>c) DO YOU WANT VECTORS?;</p> <p>d) CLEAR OF TRAFFIC [appropriate instructions];</p> <p>e) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (three digits) TO AVOID [UNIDENTIFIED] TRAFFIC (bearing by clock reference and distance);</p> <p>f) TURN LEFT (or RIGHT) (number of degrees) DEGREES IMMEDIATELY TO AVOID [UNIDENTIFIED] TRAFFIC AT (bearing by clock-reference and distance).</p>
<p>12.16.1.9 Communications and loss of communications</p> <p>... if loss of communications suspected</p>	<ol style="list-style-type: none"> <li>a) [IF] RADIO CONTACT LOST (instructions);</li> <li>b) IF NO TRANSMISSIONS RECEIVED FOR (number) MINUTES (or SECONDS) (instructions);</li> <li>c) REPLY NOT RECEIVED (instructions);</li> <li>d) IF YOU READ (manoeuvre instructions or SQUAWK (code or IDENT));</li> <li>e) (manoeuvre or SQUAWK) OBSERVED. POSITION (position of aircraft). WILL CONTINUE RADAR CONTROL.</li> </ol>
<p>12.16.1.10 Termination of radar service</p>	<ol style="list-style-type: none"> <li>a) RADAR CONTROL TERMINATED [DUE (reasons)];</li> <li>b) RADAR SERVICE TERMINATED (instructions);</li> <li>c) WILL SHORTLY LOSE IDENTIFICATION (appropriate instructions or information);</li> <li>d) IDENTIFICATION LOST [reasons](instructions).</li> </ol>
<p>12.16.1.11 Radar equipment degradation</p>	<ol style="list-style-type: none"> <li>a) SECONDARY RADAR OUT OF SERVICE</li> </ol>



	(appropriate information as necessary); b) <b>PRIMARY RADAR OUT OF SERVICE</b> (appropriate information as necessary)
<b>12.16.2 RADAR IN APPROACH CONTROL SERVICE</b>	
12.16.2.1 Vectoring for approach	a) <b>VECTERING FOR</b> (type of pilot-interpreted aid) <b>APPROCH RUNWAY</b> (number); b) <b>VECTERING FOR VISUAL APPROACH RUNWAY</b> (number) <b>REPORT FIELD (or RUNWAY) IN SIGHT</b> ; c) <b>VECTERING FOR</b> (positioning in the circuit); d) <b>VECTERING FOR SURVEILLANCE RADAR APPROACH RUNWAY</b> (number); e) (type) <b>APPROACH NOT AVAILABLE DUE</b> (reason) (alternative instructions).
12.16.2.2 Vectoring for ILS and other pilot-interpreted aids  ... when a pilot wishes to be positioned a specific distance from touchdown  ... instructions and information	a) <b>POSITION</b> (number) <b>MILES FROM</b> (fix). <b>TURN LEFT</b> (or <b>RIGHT</b> ) <b>HEADING</b> (three digits); b) <b>YOU WILL INTERCEPT</b> (radio aid or track) (distance) <b>FROM</b> (significant point or <b>TOUCHDOWN</b> ); *c) <b>REQUEST</b> (distance) <b>FINAL</b> ; d) <b>CLEARED FOR</b> (type) <b>APPROCH RUNWAY</b> (number); e) <b>REPORT ESTABLISHED</b> [ <b>ON ILS</b> or <b>LOCALIZER</b> or <b>GLIDE PATH</b> ]; f) <b>CLOSING FROM LEFT</b> (or <b>RIGHT</b> ) [ <b>REPORT ESTABLISHED</b> ]; g) <b>TURN LEFT</b> (or <b>RIGHT</b> ) <b>HEADING</b> (three digits) <b>TO INTERCEPT LOCALIZER</b> (or radio aid) <b>REPORT ESTABLISHED</b> ; h) <b>CONTINUE PRESENT HEADING</b> (three digits) <b>TO INTERCEPT LOCALIZER</b> (or radio aid) <b>REPORT ESTABLISHED</b> ; i) <b>EXPECT VECTOR ACROSS</b> (localizer course or radio aid) (reasons); i) <b>THIS TURN WILL TAKE YOU THROUGH</b> (localizer course or radio aid) [reasons]; k) <b>TAKING YOU THROUGH</b> (localizer course or radio



	aid) [reasons]; l) <b>MAINTAIN</b> (altitude) <b>UNTIL GLIDE PATH INTERCEPTION</b> ; m) <b>REPORT ESTABLISHED ON GLIDE PATH</b> ; n) <b>INTERCEPT</b> (localizer course or radio aid) <b>REPORT ESTABLISHED</b> .
12.16.2.3 Manoeuvre during independent and dependent parallel approaches  ... for avoidance action when an aircraft is observed penetrating the NTZ  ...for avoidance action below 400 ft above the runway threshold elevation where parallel approach obstacle surfaces (PAOAS) criteria is being applied	a) <b>CLEAR FOR ILS APPROACH RUNWAY</b> (number) <b>LEFT</b> (or <b>RIGHT</b> ); b) <b>YOU HAVE CROSSED THE LOCALIZER. TURN LEFT</b> (or <b>RIGHT</b> ) <b>IMMEDIATELY AND RETURN TO THE LOCALIZER</b> ; c) <b>ILS RUNWAY</b> (number) <b>LEFT</b> (or <b>RIGHT</b> ) <b>LOCALIZER FREQUENCY IS</b> (frequency); d) <b>TURN LEFT</b> (or <b>RIGHT</b> ) (number) <b>DEGREES</b> (or <b>HEADING</b> (three digits)) <b>IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], CLIMB TO</b> (altitude). e) <b>CLIMB TO</b> (altitude) <b>IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH]</b> (further instructions)
<b>12.16.2.4 SURVEILLANCE RADAR APPROACH</b>	
12.16.2.4.1 Provision of service	a) <b>THIS WILL BE A SURVEILLANCE RADAR APPROACH RUNWAY</b> (number) <b>TERMINATING AT</b> (distance) <b>FROM TOUCHDOWN, OBSTACLE CLEARANCE ALTITUDE</b> (number) <b>FEET CHECK YOUR MINIMA [IN CASE OF GO AROUND</b> (instructions)]; b) <b>APPROACH INSTRUCTIONS WILL BE TERMINATED AT</b> (distance) <b>FROM TOUCHDOWN</b> .
12.16.2.4.2 Elevation	a) <b>COMMENCE DESCENT NOW TO MAINTAIN A</b> (number) <b>DEGREE GLIDE PATH</b> ; b) (distance) <b>FROM TOUCHDOWN ALTITUDE SHOULD BE</b> (number and units).
12.16.2.4.3 Position	(distance) <b>FROM TOUCHDOWN</b>
12.16.2.4.4 Checks	a) <b>CHECK GEAR DOWN [AND LOCKED]</b> ; b) <b>OVER THRESHOLD</b> .



12.16.2.4.5 Completion of approach	a) REPORT VISUAL; b) REPORT RUNWAY [LIGHTS] IN SIGHT; c) APPROCH COMPLETED [CONTACT (unit)];
<b>12.16.3 SECONDARY SURVEILLANCE RADAR (SSR) PHRASEOLOGIES</b>	
12.16.3.1 To request the capability of the SSR equipment	a) ADVISE TRANSPONDER CAPABILITY; *b) TRANSPONDER (as shown in the flight plan); *c) NEGATIVE TRANSPONDER.
12.16.3.2 To instruct setting of transponder	a) FOR DEPARTURE SQUAWK (code); b) SQUAWK (code)
12.16.3.3 To request the pilot to reselect the assigned mode and code	a) RESET SQUAWK [(mode)] (code); *b) RESETTING (mode (code)).
12.16.3.4 To request reselection of aircraft identification	RESET MODE 'S' IDENTIFICATION.
12.16.3.5 To request the pilot to confirm the Code selected on the aircraft's transponder	a) CONFIRM SQUAWK (code); *b) SQUAWKING (code).
12.16.3.6 To request the operation of the IDENT feature	a) SQUAWK [(code)] [AND] IDENT; b) SQUAWK LOW; c) SQUAWK NORMAL.
12.16.3.7 To request temporary suspension of transponder operation	SQUAWK STANDBY.
12.16.3.8 To request emergency code	SQUAWK MAYDAY (CODE SEVEN-SEVEN ZERO-ZERO)
12.16.3.9 To request termination of transponder operation	STOP SQUAWK.
12.16.3.10 To request transmission of pressure altitude	SQUAWK CHARLIE.
12.16.3.11 To request pressure setting check and confirmation of level	CHECK ALTIMETER SETTING AND CONFIRM (level).
12.16.3.12 To request termination of pressure altitude transmission because of faulty operation	STOP SQUAWK CHARLIE WRONG INDICATION.
12.16.3.13 To request level check	CONFIRM (level).

*Note: - Other phraseologies for use in the area control radar service are given in the section containing approach control radar service phraseologies.*



<b>12.17 ALERTING PHRASEOLOGIES</b>	
12.17.1 Low altitude warning	(aircraft call sign) <b>LOW ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY, QNH IS (number) [(units)] [THE MINIMUM FLIGHT ALTITUDE IS (altitude)].</b>
12.17.2 Terrain alert	(aircraft call sign) <b>TERRAIN ALERT</b> , (suggested pilot action, if possible).

<b>12.18 AUTOMATIC DEPENDENT SURVEILLANCE (ADS) PHRASEOLOGIES</b>	
12.18.1 General ADS phraseologies	
12.18.1.1 ADS degradation	<b>ADS(or AUTOMATIC DEPENDENT SURVEILLANCE) OUT OF SERVICE</b> (appropriate instructions as necessary)