

Chapter 12

PHRASEOLOGIES

12.1 COMMUNICATIONS PROCEDURES

The communications procedures shall be in accordance with Volume II of Annex 10 — *Aeronautical Telecommunications*, and pilots, ATS personnel and other ground personnel shall be thoroughly familiar with the radiotelephony procedures contained therein.

12.2 GENERAL

Note.— Requirements for readback of clearances and safety-related information are provided in Chapter 4, 4.5.7.5.

12.2.1 Most phraseologies contained in Section 12.3 of this Chapter show the text of a complete message without call signs. They are not intended to be exhaustive, and when circumstances differ, pilots, ATS personnel and other ground personnel will be expected to use plain language, which should be as clear and concise as possible, to the level specified in the ICAO language proficiency requirements contained in Annex 1 — *Personnel Licensing*, in order to avoid possible confusion by those persons using a language other than one of their national languages.

12.2.2 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 12.3, call signs have been omitted. Provisions for the compilation of RTF messages, call signs and procedures are contained in Annex 10, Volume II, Chapter 5.

12.2.3 Section 12.3 includes phrases for use by pilots, ATS personnel and other ground personnel.

12.2.4 During operations in or vertical transit through reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status in accordance with 12.3.1.12 c) as follows:

- a) at initial call on any channel within RVSM airspace;
- b) in all requests for level changes; and
- c) in all readbacks of level clearances.

12.2.5 Air traffic controllers shall explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.

12.2.6 Phraseologies for the movement of vehicles, other than tow-tractors, on the manoeuvring area shall be the same as those used for the movement of aircraft, with the exception of taxi instructions, in which case the word “PROCEED” shall be substituted for the word “TAXI” when communicating with vehicles.

12.2.7 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. The aircraft or vehicle causing the condition in the clearance issued shall be the first aircraft/vehicle to pass in front of the other aircraft concerned. In all cases a conditional clearance shall be given in the following order and consist of:

- a) identification;
- b) the condition;
- c) the clearance; and
- d) brief reiteration of the condition,

for example:

“SAS 941, BEHIND DC9 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.

12.2.8 The phraseology in Section 12.3 does not include phrases and regular radiotelephony procedure words contained in Annex 10, Volume II.

12.2.9 Words in parentheses indicate that specific information, such as a level, a place or a time, etc., must be inserted to complete the phrase, or alternatively that optional phrases may be used. Words in square parentheses indicate optional additional words or information that may be necessary in specific instances.

12.2.10 Examples of the application of the phraseologies may be found in the *Manual of Radiotelephony* (Doc 9432).

12.3 ATC PHRASEOLOGIES

12.3.1 General

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.1.1 DESCRIPTION OF LEVELS (SUBSEQUENTLY REFERRED TO AS “(LEVEL)”)	<ol style="list-style-type: none"> a) FLIGHT LEVEL (<i>number</i>); <i>or</i> b) (<i>number</i>) METRES; <i>or</i> c) (<i>number</i>) FEET.
12.3.1.2 LEVEL CHANGES, REPORTS AND RATES	<ol style="list-style-type: none"> a) CLIMB (<i>or</i> DESCEND); <i>followed as necessary by:</i> 1) TO (<i>level</i>);

<i>Circumstances</i>	<i>Phraseologies</i>
... instruction that a climb (or descent) to a level within the vertical range defined is to commence	<p>2) TO AND MAINTAIN BLOCK (<i>level</i>) TO (<i>level</i>);</p> <p>3) TO REACH (<i>level</i>) AT (<i>or BY</i>) (<i>time or significant point</i>);</p> <p>4) REPORT LEAVING (<i>or REACHING, or PASSING</i>) (<i>level</i>);</p> <p>5) AT (<i>number</i>) METRES PER SECOND (<i>or FEET PER MINUTE</i>) [OR GREATER (<i>or OR LESS</i>)];</p>
... for SST aircraft only	<p>6) REPORT STARTING ACCELERATION (<i>or DECELERATION</i>).</p> <p>b) MAINTAIN AT LEAST (<i>number</i>) METRES (<i>or FEET</i>) ABOVE (<i>or BELOW</i>) (<i>aircraft call sign</i>);</p> <p>c) REQUEST LEVEL (<i>or FLIGHT LEVEL or ALTITUDE</i>) CHANGE FROM (<i>name of unit</i>) [AT (<i>time or significant point</i>)];</p> <p>d) STOP CLIMB (<i>or DESCENT</i>) AT (<i>level</i>);</p> <p>e) CONTINUE CLIMB (<i>or DESCENT</i>) TO (<i>level</i>);</p> <p>f) EXPEDITE CLIMB (<i>or DESCENT</i>) [UNTIL PASSING (<i>level</i>)];</p> <p>g) WHEN READY CLIMB (<i>or DESCEND</i>) TO (<i>level</i>);</p> <p>h) EXPECT CLIMB (<i>or DESCENT</i>) AT (<i>time or significant point</i>);</p> <p>*i) REQUEST DESCENT AT (<i>time</i>);</p>
... to require action at a specific time or place	<p>j) IMMEDIATELY;</p> <p>k) AFTER PASSING (<i>significant point</i>);</p> <p>l) AT (<i>time or significant point</i>);</p>
... to require action when convenient	<p>m) WHEN READY (<i>instruction</i>);</p>

<i>Circumstances</i>	<i>Phraseologies</i>
... to require an aircraft to climb or descend maintaining own separation and VMC	n) MAINTAIN OWN SEPARATION AND VMC [FROM <i>(level)</i>] [TO <i>(level)</i>]; o) MAINTAIN OWN SEPARATION AND VMC ABOVE (<i>or</i> BELOW, <i>or</i> TO) <i>(level)</i> ;
... when there is doubt that an aircraft can comply with a clearance or instruction	p) IF UNABLE (<i>alternative instructions</i>) AND ADVISE;
... when a pilot is unable to comply with a clearance or instruction	*q) UNABLE;
... after a flight crew starts to deviate from any ATC clearance or instruction to comply with an ACAS resolution advisory (RA) (Pilot and controller interchange)	*r) TCAS RA; s) ROGER;
... after the response to an ACAS RA is completed and a return to the ATC clearance or instruction is initiated (Pilot and controller interchange)	*t) CLEAR OF CONFLICT, RETURNING TO (<i>assigned clearance</i>); u) ROGER (<i>or alternative instructions</i>);
... after the response to an ACAS RA is completed and the assigned ATC clearance or instruction has been resumed (Pilot and controller interchange)	*v) CLEAR OF CONFLICT (<i>assigned clearance</i>) RESUMED; w) ROGER (<i>or alternative instructions</i>);
... after an ATC clearance or instruction contradictory to the ACAS RA is received, the flight crew will follow the RA and inform ATC directly (Pilot and controller interchange)	*x) UNABLE, TCAS RA; y) ROGER;

<i>Circumstances</i>	<i>Phraseologies</i>
... clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID and comply with published speed restrictions or ATC issued speed control instructions as applicable.	z) CLIMB VIA SID TO <i>(level)</i> .
... clearance to cancel level restriction(s) of the vertical profile of a SID during climb	aa) [CLIMB VIA SID TO <i>(level)</i>], CANCEL LEVEL RESTRICTION(S);
... clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb	bb) [CLIMB VIA SID TO <i>(level)</i>], CANCEL LEVEL RESTRICTION(S) AT <i>(point(s))</i> ;
... clearance to cancel speed restrictions of a SID during climb	cc) [CLIMB VIA SID TO <i>(level)</i>], CANCEL SPEED RESTRICTION(S);
... clearance to cancel specific speed restrictions of a SID during climb	dd) [CLIMB VIA SID TO <i>(level)</i>], CANCEL SPEED RESTRICTION(S) AT <i>(point(s))</i> ;
...clearance to climb and to cancel speed and level restrictions of a SID	ee) CLIMB UNRESTRICTED TO <i>(level)</i> (<i>or</i>) CLIMB TO <i>(level)</i> , CANCEL LEVEL AND SPEED RESTRICTIONS;
... clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions.	ff) DESCEND VIA STAR TO <i>(level)</i> ;

<i>Circumstances</i>	<i>Phraseologies</i>
... clearance to cancel level restrictions of a STAR during descent	gg) [DESCEND VIA STAR TO <i>(level)</i>], CANCEL LEVEL RESTRICTION(S);
... clearance to cancel specific level restrictions of a STAR during descent	hh) [DESCEND VIA STAR TO <i>(level)</i>], CANCEL LEVEL RESTRICTION(S) AT <i>(point(s))</i> ;
... clearance to cancel speed restrictions of a STAR during descent	ii) [DESCEND VIA STAR TO <i>(level)</i>], CANCEL SPEED RESTRICTION(S);
... clearance to cancel specific speed restrictions of a STAR during descent	jj) [DESCEND VIA STAR TO <i>(level)</i>], CANCEL SPEED RESTRICTION(S) AT <i>(point(s))</i> ;
... clearance to descend and to cancel speed and level restrictions of a STAR	kk) DESCEND UNRESTRICTED TO <i>(level)</i> or DESCEND TO <i>(level)</i> , CANCEL LEVEL AND SPEED RESTRICTIONS.
	* Denotes pilot transmission.
12.3.1.3 MINIMUM FUEL	
... indication of minimum fuel	*a) MINIMUM FUEL; b) ROGER [NO DELAY EXPECTED or EXPECT <i>(delay information)</i>].
	* Denotes pilot transmission.
12.3.1.4 TRANSFER OF CONTROL AND/OR FREQUENCY CHANGE	a) CONTACT <i>(unit call sign) (frequency)</i> [NOW]; b) AT <i>(or OVER) (time or place)</i> [or WHEN] [PASSING/LEAVING/REACHING <i>(level)</i>] CONTACT <i>(unit call sign) (frequency)</i> ; c) IF NO CONTACT <i>(instructions)</i> ;
<i>Note.— An aircraft may be</i>	d) STAND BY FOR <i>(unit call sign) (frequency)</i> ;

<i>Circumstances</i>	<i>Phraseologies</i>
<p><i>requested to “STAND BY” on a frequency when it is intended that the ATS unit will initiate communications soon and to “MONITOR” a frequency when information is being broadcast thereon.</i></p>	<p>*e) REQUEST CHANGE TO (<i>frequency</i>);</p> <p>f) FREQUENCY CHANGE APPROVED;</p> <p>g) MONITOR (<i>unit call sign</i>) (<i>frequency</i>);</p> <p>*h) MONITORING (<i>frequency</i>);</p> <p>i) WHEN READY CONTACT (<i>unit call sign</i>) (<i>frequency</i>);</p> <p>j) REMAIN THIS FREQUENCY.</p> <p>* Denotes pilot transmission.</p>
<p>12.3.1.5 8.33 kHz CHANNEL SPACING</p> <p><i>Note.— In this paragraph, the term “point” is used only in the context of naming the 8.33 kHz channel spacing concept and does not constitute any change to existing ICAO provisions or phraseology regarding the use of the term “decimal”.</i></p>	
<p>... to request confirmation of 8.33 kHz capability</p>	a) CONFIRM EIGHT POINT THREE THREE;
<p>... to indicate 8.33 kHz capability</p>	*b) AFFIRM EIGHT POINT THREE THREE;
<p>... to indicate lack of 8.33 kHz capability</p>	*c) NEGATIVE EIGHT POINT THREE THREE;
<p>... to request UHF capability</p>	d) CONFIRM UHF;
<p>... to indicate UHF capability</p>	*e) AFFIRM UHF;
<p>... to indicate lack of UHF capability</p>	*f) NEGATIVE UHF;
<p>... to request status in respect of 8.33 kHz exemption</p>	g) CONFIRM EIGHT POINT THREE THREE EXEMPTED;
<p>... to indicate 8.33 kHz exempted status</p>	*h) AFFIRM EIGHT POINT THREE THREE EXEMPTED;
<p>... to indicate 8.33 kHz non-exempted status</p>	*i) NEGATIVE EIGHT POINT THREE THREE EXEMPTED;

<i>Circumstances</i>	<i>Phraseologies</i>
<p>... to indicate that a certain clearance is given because otherwise a non-equipped and/or non-exempted aircraft would enter airspace of mandatory carriage</p>	<p>j) DUE EIGHT POINT THREE THREE REQUIREMENT.</p> <p>* Denotes pilot transmission.</p>
<p>12.3.1.6 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) CHANGE YOUR CALL SIGN TO <i>(new call sign)</i> [UNTIL FURTHER ADVISED];</p> <p>b) REVERT TO FLIGHT PLAN CALL SIGN <i>(call sign)</i> [AT <i>(significant point)</i>].</p>
<p>12.3.1.7 TRAFFIC INFORMATION</p> <p>... to pass traffic information</p> <p>... to acknowledge traffic information</p>	<p>a) TRAFFIC <i>(information)</i>;</p> <p>b) NO REPORTED TRAFFIC;</p> <p>*c) LOOKING OUT;</p> <p>*d) TRAFFIC IN SIGHT;</p> <p>*e) NEGATIVE CONTACT <i>[reasons]</i>;</p> <p>f) [ADDITIONAL] TRAFFIC <i>(direction)</i> BOUND <i>(type of aircraft)</i> <i>(level)</i> ESTIMATED <i>(or OVER)</i> <i>(significant point)</i> AT <i>(time)</i>;</p> <p>g) TRAFFIC IS <i>(classification)</i> UNMANNED FREE BALLOON(S) WAS <i>[or ESTIMATED]</i> OVER <i>(place)</i> AT <i>(time)</i> REPORTED <i>(level(s))</i> <i>[or LEVEL UNKNOWN]</i> MOVING <i>(direction)</i> <i>(other pertinent information, if any)</i>.</p> <p>* Denotes pilot transmission.</p>
<p>12.3.1.8 METEOROLOGICAL CONDITIONS</p>	<p>a) [SURFACE] WIND <i>(number)</i> DEGREES <i>(speed)</i> <i>(units)</i>;</p> <p>b) WIND AT <i>(level)</i> <i>(number)</i> DEGREES <i>(number)</i> KILOMETRES PER HOUR <i>(or KNOTS)</i>;</p> <p style="text-align: center;"><i>Note.— Wind is always expressed by giving the mean direction and speed and any significant variations thereof.</i></p> <p>c) VISIBILITY <i>(distance)</i> <i>(units)</i> <i>[direction]</i>;</p> <p>d) RUNWAY VISUAL RANGE <i>(or RVR)</i> [RUNWAY <i>(number)</i>] <i>(distance)</i> <i>(units)</i>;</p>

<i>Circumstances</i>	<i>Phraseologies</i>
... for multiple RVR observations	<p>e) RUNWAY VISUAL RANGE (or RVR) RUNWAY (number) NOT AVAILABLE (or NOT REPORTED);</p> <p>f) RUNWAY VISUAL RANGE (or RVR) [RUNWAY (number)] (first position) (distance) (units), (second position) (distance) (units), (third position) (distance) (units);</p> <p style="text-align: center;"><i>Note 1.— Multiple RVR observations are always representative of the touchdown zone, midpoint zone and the roll-out/stop end zone, respectively.</i></p> <p style="text-align: center;"><i>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 midpoint zone and ending with the roll-out/stop end zone report.</i></p>
... in the event that RVR information on any one position is not available this information will be included in the appropriate sequence	<p>g) RUNWAY VISUAL RANGE (or RVR) [RUNWAY (number)] (first position) (distance) (units), (second position) NOT AVAILABLE, (third position) (distance) (units);</p> <p>h) PRESENT WEATHER (details);</p> <p>i) CLOUD (amount, [(type)] and height of base) (units) (or SKY CLEAR);</p> <p style="text-align: center;"><i>Note.— Details of the means to describe the amount and type of cloud are in Chapter 11, 11.4.3.2.3.</i></p> <p>j) CAVOK;</p> <p style="text-align: center;"><i>Note.— CAVOK pronounced CAV-O-KAY.</i></p> <p>k) TEMPERATURE [MINUS] (number) (and/or DEWPOINT [MINUS] (number));</p> <p>l) QNH (number) [units];</p> <p>m) QFE (number) [units];</p> <p>n) (aircraft type) REPORTED (description) ICING (or TURBULENCE) [IN CLOUD] (area) (time);</p> <p>o) REPORT FLIGHT CONDITIONS.</p>
12.3.1.9 POSITION REPORTING	<p>a) NEXT REPORT AT (significant point);</p>

<i>Circumstances</i>	<i>Phraseologies</i>
... to omit position reports until a specified position	b) OMIT POSITION REPORTS [UNTIL (<i>specify</i>)]; c) RESUME POSITION REPORTING.
12.3.1.10 ADDITIONAL REPORTS	a) REPORT PASSING (<i>significant point</i>);
... to request a report at a specified place or distance	b) REPORT (<i>distance</i>) MILES (GNSS or DME) FROM (<i>name of DME station</i>) (or <i>significant point</i>);
... to report at a specified place or distance	*c) (<i>distance</i>) MILES (GNSS or DME) FROM (<i>name of DME station</i>) (or <i>significant point</i>);
... to request a report of present position	d) REPORT PASSING (<i>three digits</i>) RADIAL (<i>name of VOR</i>) VOR;
... to report present position	e) REPORT (GNSS or DME) DISTANCE FROM (<i>significant point</i>) or (<i>name of DME station</i>);
	*f) (<i>distance</i>) MILES (GNSS or DME) FROM (<i>name of DME station</i>) (or <i>significant point</i>).
	* Denotes pilot transmission.
12.3.1.11 AERODROME INFORMATION	a) [(<i>location</i>)] RUNWAY SURFACE CONDITION RUNWAY (<i>number</i>) (<i>condition</i>);
	b) [(<i>location</i>)] RUNWAY SURFACE CONDITION RUNWAY (<i>number</i>) NOT CURRENT;
	c) LANDING SURFACE (<i>condition</i>);
	d) CAUTION CONSTRUCTION WORK (<i>location</i>);
	e) CAUTION (<i>specify reasons</i>) RIGHT (or LEFT), (or BOTH SIDES) OF RUNWAY [<i>number</i>];
	f) CAUTION WORK IN PROGRESS (or OBSTRUCTION) (<i>position and any necessary advice</i>);
	g) RUNWAY REPORT AT (<i>observation time</i>) RUNWAY (<i>number</i>) (<i>type of precipitant</i>) UP TO (<i>depth of deposit</i>) MILLIMETRES. ESTIMATED SURFACE FRICTION GOOD (or MEDIUM TO GOOD, or MEDIUM, or MEDIUM TO POOR, or POOR);
	h) BRAKING ACTION REPORTED BY (<i>aircraft type</i>) AT (<i>time</i>) GOOD (or MEDIUM to GOOD, or MEDIUM, or MEDIUM to POOR, or POOR);

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.1.12 OPERATIONAL STATUS OF VISUAL AND NON-VISUAL AIDS	<ul style="list-style-type: none"> <li data-bbox="683 376 1406 591">i) RUNWAY (or TAXIWAY) (number) WET [or STANDING WATER, or SNOW REMOVED (length and width as applicable), or TREATED, or COVERED WITH PATCHES OF DRY SNOW (or WET SNOW, or COMPACTED SNOW, or SLUSH, or FROZEN SLUSH, or ICE, or WET ICE, or ICE UNDERNEATH, or ICE AND SNOW, or SNOWDRIFTS, or FROZEN RUTS AND RIDGES)]; <li data-bbox="683 624 1214 651">j) TOWER OBSERVES (weather information); <li data-bbox="683 685 1171 712">k) PILOT REPORTS (weather information). <hr/> <ul style="list-style-type: none"> <li data-bbox="683 752 1307 808">a) (specify visual or non-visual aid) RUNWAY (number) (description of deficiency); <li data-bbox="683 842 1123 869">b) (type) LIGHTING (unserviceability); <li data-bbox="683 902 1406 958">c) GBAS/SBAS/MLS/ILS CATEGORY (category) (serviceability state); <li data-bbox="683 992 1278 1019">d) TAXIWAY LIGHTING (description of deficiency); <li data-bbox="683 1052 1390 1108">e) (type of visual approach slope indicator) RUNWAY (number) (description of deficiency).

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.1.13 REDUCED VERTICAL SEPARATION MINIMUM (RVSM) OPERATIONS	
... to ascertain RVSM approval status of an aircraft	a) CONFIRM RVSM APPROVED;
... to report RVSM approved status	*b) AFFIRM RVSM;
... to report RVSM non-approved status followed by supplementary information	*c) NEGATIVE RVSM [(supplementary information, e.g. State aircraft)];
<i>Note.— See 12.2.4 and 12.2.5 for procedures relating to operations in RVSM airspace by aircraft with non-approved status.</i>	
... to deny ATC clearance into RVSM airspace	d) UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] (level);
... to report when severe turbulence affects the capability of an aircraft to maintain height-keeping requirements for RVSM	*e) UNABLE RVSM DUE TURBULENCE;
... to report that the equipment of an aircraft has degraded below minimum aviation system performance standards	*f) UNABLE RVSM DUE EQUIPMENT;
...to request an aircraft to provide information as soon as RVSM-approved status has been regained or the pilot is ready to resume RVSM operations	g) REPORT WHEN ABLE TO RESUME RVSM;
... to request confirmation that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM operations	h) CONFIRM ABLE TO RESUME RVSM;
... to report ability to resume RVSM operations after an equipment or weather-related contingency	*i) READY TO RESUME RVSM.
	* Denotes pilot transmission.

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.1.14 GNSS SERVICE STATUS	a) GNSS REPORTED UNRELIABLE (or GNSS MAY NOT BE AVAILABLE [DUE TO INTERFERENCE]); 1) IN THE VICINITY OF (location) (radius) [BETWEEN (levels)]; or 2) IN THE AREA OF (description) (or IN (name) FIR) [BETWEEN (levels)]; b) BASIC GNSS (or SBAS, or GBAS) UNAVAILABLE FOR (specify operation) [FROM (time) TO (time) (or UNTIL FURTHER NOTICE)]; *c) BASIC GNSS UNAVAILABLE [DUE TO (reason, e.g. LOSS OF RAIM or RAIM ALERT)]; *d) GBAS (or SBAS) UNAVAILABLE; e) CONFIRM GNSS NAVIGATION; and *f) AFFIRM GNSS NAVIGATION. * Denotes pilot transmission.
12.3.1.15 DEGRADATION OF AIRCRAFT NAVIGATION PERFORMANCE	UNABLE RNP (specify type) (or RNAV) [DUE TO (reason, e.g. LOSS OF RAIM or RAIM ALERT)].

12.3.2 Area control services

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.2.1 ISSUANCE OF A CLEARANCE	a) (name of unit) CLEARS (aircraft call sign); b) (aircraft call sign) CLEARED TO; c) RECLEARED (amended clearance details) [REST OF CLEARANCE UNCHANGED]; d) RECLEARED (amended route portion) TO (significant point of original route) [REST OF CLEARANCE UNCHANGED]; e) ENTER CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (significant point or route)] AT (level) [AT (time)]; f) LEAVE CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (significant point or route)] AT (level) (or CLIMBING, or DESCENDING); g) JOIN (specify) AT (significant point) AT (level) [AT (time)].

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.2.2 INDICATION OF ROUTE AND CLEARANCE LIMIT	<p>a) FROM (<i>location</i>) TO (<i>location</i>);</p> <p>b) TO (<i>location</i>), <i>followed as necessary by:</i></p> <p>1) DIRECT;</p> <p>2) VIA (<i>route and/or significant points</i>);</p> <p>3) FLIGHT PLANNED ROUTE;</p> <p style="text-align: center;"><i>Note.— Conditions associated with the use of this phrase are in Chapter 4, 4.5.7.2.</i></p> <p>4) VIA (<i>distance</i>) DME ARC (<i>direction</i>) OF (<i>name of DME station</i>);</p> <p>c) (<i>route</i>) NOT AVAILABLE DUE (<i>reason</i>) ALTERNATIVE[S] IS/ARE (<i>routes</i>) ADVISE.</p>
12.3.2.3 MAINTENANCE OF SPECIFIED LEVELS	<p>a) MAINTAIN (<i>level</i>) [TO (<i>significant point</i>)];</p> <p>b) MAINTAIN (<i>level</i>) UNTIL PASSING (<i>significant point</i>);</p> <p>c) MAINTAIN (<i>level</i>) UNTIL (<i>minutes</i>) AFTER PASSING (<i>significant point</i>);</p> <p>d) MAINTAIN (<i>level</i>) UNTIL (<i>time</i>);</p> <p>e) MAINTAIN (<i>level</i>) UNTIL ADVISED BY (<i>name of unit</i>);</p> <p>f) MAINTAIN (<i>level</i>) UNTIL FURTHER ADVISED;</p> <p>g) MAINTAIN (<i>level</i>) WHILE IN CONTROLLED AIRSPACE;</p> <p>h) MAINTAIN BLOCK (<i>level</i>) TO (<i>level</i>).</p> <p style="text-align: center;"><i>Note.— The term “MAINTAIN” is not to be used in lieu of “DESCEND” or “CLIMB” when instructing an aircraft to change level.</i></p>
12.3.2.4 SPECIFICATION OF CRUISING LEVELS	<p>a) CROSS (<i>significant point</i>) AT (<i>or ABOVE, or BELOW</i>) (<i>level</i>);</p> <p>b) CROSS (<i>significant point</i>) AT (<i>time</i>) OR LATER (<i>or BEFORE</i>) AT (<i>level</i>);</p> <p>c) CRUISE CLIMB BETWEEN (<i>levels</i>) (<i>or ABOVE</i> (<i>level</i>));</p> <p>d) CROSS (<i>distance</i>) MILES, (GNSS or DME) [(<i>direction</i>)] OF (<i>name of DME station</i>) OR (<i>distance</i>) [(<i>direction</i>)] OF (<i>significant point</i>) AT (<i>or ABOVE or BELOW</i>) (<i>level</i>).</p>

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.2.5 EMERGENCY DESCENT	<p>*a) EMERGENCY DESCENT (<i>intentions</i>);</p> <p>b) ATTENTION ALL AIRCRAFT IN THE VICINITY OF [<i>or AT</i>] (<i>significant point or location</i>) EMERGENCY DESCENT IN PROGRESS FROM (<i>level</i>) (followed as necessary by specific instructions, clearances, traffic information, etc.).</p> <p>* Denotes pilot transmission.</p>
12.3.2.6 IF CLEARANCE CANNOT BE ISSUED IMMEDIATELY UPON REQUEST	EXPECT CLEARANCE (<i>or type of clearance</i>) AT (<i>time</i>).
12.3.2.7 WHEN CLEARANCE FOR DEVIATION CANNOT BE ISSUED	UNABLE, TRAFFIC (<i>direction</i>) BOUND (<i>type of aircraft</i>) (<i>level</i>) ESTIMATED (<i>or OVER</i>) (<i>significant point</i>) AT (<i>time</i>) CALL SIGN (<i>call sign</i>) ADVISE INTENTIONS.
12.3.2.8 SEPARATION INSTRUCTIONS	<p>a) CROSS (<i>significant point</i>) AT (<i>time</i>) [OR LATER (<i>or OR BEFORE</i>)];</p> <p>b) ADVISE IF ABLE TO CROSS (<i>significant point</i>) AT (<i>time or level</i>);</p> <p>c) MAINTAIN MACH (<i>number</i>) [OR GREATER (<i>or OR LESS</i>)] [UNTIL (<i>significant point</i>)];</p> <p>d) DO NOT EXCEED MACH (<i>number</i>).</p> <p>e) CONFIRM ESTABLISHED ON THE TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>) [WITH ZERO OFFSET];</p> <p>*f) ESTABLISHED ON THE TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>) [WITH ZERO OFFSET];</p> <p>g) MAINTAIN TRACK BETWEEN (<i>significant point</i>) AND (<i>significant point</i>). REPORT ESTABLISHED ON THE TRACK;</p> <p>*h) ESTABLISHED ON THE TRACK;</p> <p>i) CONFIRM ZERO OFFSET;</p> <p>*j) AFFIRM ZERO OFFSET.</p> <p>* Denotes pilot transmission.</p>
<p><i>Note.— When used to apply a lateral VOR/GNSS separation confirmation of zero offset is required (see 5.4.1.2).</i></p>	
12.3.2.9 INSTRUCTIONS ASSOCIATED WITH FLYING A TRACK (OFFSET), PARALLEL TO THE CLEARED ROUTE	<p>a) ADVISE IF ABLE TO PROCEED PARALLEL OFFSET;</p> <p>b) PROCEED OFFSET (<i>distance</i>) RIGHT/LEFT OF (<i>route</i>) (<i>track</i>) [CENTRE LINE] [AT (<i>significant point or time</i>)] [UNTIL (<i>significant point or time</i>)];</p> <p>c) CANCEL OFFSET (<i>instructions to rejoin cleared flight route or other information</i>).</p>

12.3.3 Approach control services

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.3.1 DEPARTURE INSTRUCTIONS	<p>a) [AFTER DEPARTURE] TURN RIGHT (or LEFT) HEADING (three digits) (or CONTINUE RUNWAY HEADING) (or TRACK EXTENDED CENTRE LINE) TO (level or significant point) [(other instructions as required)];</p> <p>b) AFTER REACHING (or PASSING) (level or significant point) (instructions);</p> <p>c) TURN RIGHT (or LEFT) HEADING (three digits) TO (level) [TO INTERCEPT (track, route, airway, etc.)];</p> <p>d) (standard departure name and number) DEPARTURE;</p> <p>e) TRACK (three digits) DEGREES [MAGNETIC (or TRUE)] TO (or FROM) (significant point) UNTIL (time, or REACHING (fix or significant point or level)) [BEFORE PROCEEDING ON COURSE];</p> <p>f) CLEARED (designation) DEPARTURE;</p> <p style="text-align: center;"><i>Note.— Conditions associated with the use of this phrase are in Chapter 4, 4.5.7.2.</i></p> <p>g) CLEARED DIRECT (waypoint), CLIMB TO (level), EXPECT TO REJOIN SID [(SID designator)] [AT (waypoint)], <i>then</i> REJOIN SID [(SID designator)] [AT (waypoint)];</p> <p>h) CLEARED DIRECT (waypoint), CLIMB TO (level), <i>then</i> REJOIN SID (SID designator) AT (waypoint).</p>
...clearance to proceed direct with advance notice of a future instruction to rejoin the SID	
12.3.3.2 APPROACH INSTRUCTIONS	<p>a) CLEARED (designation) ARRIVAL;</p> <p>b) CLEARED TO (clearance limit) (designation);</p> <p>c) CLEARED (or PROCEED) (details of route to be followed);</p>

<i>Circumstances</i>	<i>Phraseologies</i>
...clearance to proceed direct with advance notice of a future instruction to rejoin the STAR	<p>d) CLEARED DIRECT (<i>waypoint</i>), DESCEND TO (<i>level</i>), EXPECT TO REJOIN STAR [(<i>STAR designator</i>)] AT (<i>waypoint</i>),</p> <p style="text-align: center;"><i>then</i></p> <p>REJOIN STAR [(<i>STAR designator</i>)] [AT (<i>waypoint</i>)];</p> <p>e) CLEARED DIRECT (<i>waypoint</i>), DESCEND TO (<i>level</i>),</p> <p style="text-align: center;"><i>then</i></p> <p>REJOIN STAR (<i>STAR designator</i>) AT (<i>waypoint</i>);</p> <p>f) CLEARED (<i>type of approach</i>) APPROACH [RUNWAY (<i>number</i>)];</p> <p>g) CLEARED (<i>type of approach</i>) RUNWAY (<i>number</i>) FOLLOWED BY CIRCLING TO RUNWAY (<i>number</i>);</p> <p>h) CLEARED APPROACH [RUNWAY (<i>number</i>)];</p> <p>i) COMMENCE APPROACH AT (<i>time</i>);</p> <p>*j) REQUEST STRAIGHT-IN [(<i>type of approach</i>)] APPROACH [RUNWAY (<i>number</i>)];</p> <p>k) CLEARED STRAIGHT-IN [(<i>type of approach</i>)] APPROACH [RUNWAY (<i>number</i>)];</p> <p>l) REPORT VISUAL;</p> <p>m) REPORT RUNWAY [LIGHTS] IN SIGHT;</p>
... when a pilot requests a visual approach	<p>*n) REQUEST VISUAL APPROACH;</p> <p>o) CLEARED VISUAL APPROACH RUNWAY (<i>number</i>);</p>
... to request if a pilot is able to accept a visual approach	<p>p) ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY (<i>number</i>);</p>
<p><i>Note.—See 6.5.3 for provisions relating to visual approach procedures.</i></p>	

Circumstances	Phraseologies
... in case of successive visual approaches when the pilot of a succeeding aircraft has reported having the preceding aircraft in sight	<p>q) CLEARED VISUAL APPROACH RUNWAY (<i>number</i>), MAINTAIN OWN SEPARATION FROM PRECEDING (<i>aircraft type and wake turbulence category as appropriate</i>) [CAUTION WAKE TURBULENCE];</p> <p>r) REPORT (<i>significant point</i>); [OUTBOUND, <i>or</i> INBOUND];</p> <p>s) REPORT COMMENCING PROCEDURE TURN;</p> <p>*t) REQUEST VMC DESCENT;</p> <p>u) MAINTAIN OWN SEPARATION;</p> <p>v) MAINTAIN VMC;</p> <p>w) ARE YOU FAMILIAR WITH (<i>name</i>) APPROACH PROCEDURE;</p> <p>*x) REQUEST (<i>type of approach</i>) APPROACH [RUNWAY (<i>number</i>)];</p> <p>*y) REQUEST (MLS/RNAV plain-language designator);</p> <p>z) CLEARED (<i>MLS/RNAV plain-language designator</i>).</p> <p>* Denotes pilot transmission.</p>
12.3.3.3 HOLDING CLEARANCES	<p>a) HOLD VISUAL [OVER] (<i>position</i>), (<i>or</i> BETWEEN (<i>two prominent landmarks</i>));</p> <p>b) CLEARED (<i>or</i> PROCEED) TO (<i>significant point, name of facility or fix</i>) [MAINTAIN (<i>or</i> CLIMB <i>or</i> DESCEND TO (<i>level</i>))] HOLD [(<i>direction</i>)] AS PUBLISHED EXPECT APPROACH CLEARANCE (<i>or</i> FURTHER CLEARANCE) AT (<i>time</i>);</p> <p>*c) REQUEST HOLDING INSTRUCTIONS;</p> <p>d) CLEARED (<i>or</i> PROCEED) TO (<i>significant point, name of facility or fix</i>) [MAINTAIN (<i>or</i> CLIMB <i>or</i> DESCEND TO (<i>level</i>))] HOLD [(<i>direction</i>)] [(<i>specified</i>) RADIAL, COURSE, INBOUND TRACK (<i>three digits</i>) DEGREES] [RIGHT (<i>or</i> LEFT) HAND PATTERN] [OUTBOUND TIME (<i>number</i>) MINUTES] EXPECT APPROACH CLEARANCE (<i>or</i> FURTHER CLEARANCE) AT (<i>time</i>) (<i>additional instructions, if necessary</i>);</p>
... visual	
... published holding procedure over a facility or fix	
... when a detailed holding clearance is required	

Circumstances

Phraseologies

- e) CLEARED TO THE *(three digits)* RADIAL OF THE *(name)* VOR AT *(distance)* DME FIX [MAINTAIN *(or)* CLIMB *or* DESCEND TO) *(level)*] HOLD [*(direction)*] [RIGHT *(or)* LEFT) HAND PATTERN] [OUTBOUND TIME *(number)* MINUTES] EXPECT APPROACH CLEARANCE *(or)* FURTHER CLEARANCE) AT *(time)* *(additional instructions, if necessary)*;
- f) CLEARED TO THE *(three digits)* RADIAL OF THE *(name)* VOR AT *(distance)* DME FIX [MAINTAIN *(or)* CLIMB *or* DESCEND TO) *(level)*] HOLD BETWEEN *(distance)* AND *(distance)* DME [RIGHT *(or)* LEFT) HAND PATTERN] EXPECT APPROACH CLEARANCE *(or)* FURTHER CLEARANCE) AT *(time)* *(additional instructions, if necessary)*.

* Denotes pilot transmission.

12.3.3.4 EXPECTED APPROACH TIME

- a) NO DELAY EXPECTED;
- b) EXPECTED APPROACH TIME *(time)*;
- c) REVISED EXPECTED APPROACH TIME *(time)*;
- d) DELAY NOT DETERMINED *(reasons)*.

12.3.4 Phraseologies for use on and in the vicinity of the aerodrome

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.4.1 IDENTIFICATION OF AIRCRAFT	SHOW LANDING LIGHTS.
12.3.4.2 ACKNOWLEDGEMENT BY VISUAL MEANS	a) ACKNOWLEDGE BY MOVING AILERONS (<i>or</i> RUDDER); b) ACKNOWLEDGE BY ROCKING WINGS; c) ACKNOWLEDGE BY FLASHING LANDING LIGHTS.
12.3.4.3 STARTING PROCEDURES ... to request permission to start engines ... ATC replies	*a) [<i>aircraft location</i>] REQUEST START UP; *b) [<i>aircraft location</i>] REQUEST START UP, INFORMATION (<i>ATIS identification</i>); c) START UP APPROVED; d) START UP AT (<i>time</i>); e) EXPECT START UP AT (<i>time</i>); f) START UP AT OWN DISCRETION; g) EXPECT DEPARTURE (<i>time</i>) START UP AT OWN DISCRETION. * Denotes pilot transmission.
12.3.4.4 PUSHBACK PROCEDURES <i>Note.— When local procedures so prescribe, authorization for pushback should be obtained from the control tower.</i> ... aircraft/ATC	*a) [<i>aircraft location</i>] REQUEST PUSHBACK; b) PUSHBACK APPROVED; c) STAND BY; d) PUSHBACK AT OWN DISCRETION; e) EXPECT (<i>number</i>) MINUTES DELAY DUE (<i>reason</i>). * Denotes pilot transmission.

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.4.5 TOWING PROCEDURES	†a) REQUEST TOW [company name] (aircraft type) FROM (location) TO (location); b) TOW APPROVED VIA (<i>specific routing to be followed</i>); c) HOLD POSITION; d) STAND BY. † Denotes transmission from aircraft/tow vehicle combination.
... ATC response	
12.3.4.6 TO REQUEST TIME CHECK AND/OR AERODROME DATA FOR DEPARTURE	*a) REQUEST TIME CHECK; b) TIME (<i>time</i>); *c) REQUEST DEPARTURE INFORMATION; d) RUNWAY (<i>number</i>), WIND (<i>direction and speed</i>) (<i>units</i>) QNH (<i>or</i> QFE) (<i>number</i>) [<i>units</i>] TEMPERATURE [MINUS] (<i>number</i>), [VISIBILITY (<i>distance</i>) (<i>units</i>) (<i>or</i> RUNWAY VISUAL RANGE (<i>or</i> RVR) (<i>distance</i>) (<i>units</i>))] [TIME (<i>time</i>)]. <i>Note.— If multiple visibility and RVR observations are available, those that represent the roll-out/stop end zone should be used for take-off.</i> * Denotes pilot transmission.
... when no ATIS broadcast is available	
12.3.4.7 TAXI PROCEDURES	*a) [<i>aircraft type</i>] [<i>wake turbulence category if “heavy”</i>] [<i>aircraft location</i>] REQUEST TAXI [<i>intentions</i>]; *b) [<i>aircraft type</i>] [<i>wake turbulence category if “heavy”</i>] [<i>aircraft location</i>] (<i>flight rules</i>) TO (<i>aerodrome of destination</i>) REQUEST TAXI [<i>intentions</i>]; c) TAXI TO HOLDING POINT [<i>number</i>] [RUNWAY (<i>number</i>)] [HOLD SHORT OF RUNWAY (<i>number</i>) (<i>or</i> CROSS RUNWAY (<i>number</i>))] [TIME (<i>time</i>)]; *d) [<i>aircraft type</i>] [<i>wake turbulence category if “heavy”</i>] REQUEST DETAILED TAXI INSTRUCTIONS;
... for departure	
... where detailed taxi instructions are required	

Circumstances	Phraseologies
... where aerodrome information is not available from an alternative source such as ATIS	<p>e) TAXI TO HOLDING POINT [<i>number</i>] [RUNWAY (<i>number</i>)] VIA (<i>specific route to be followed</i>) [TIME (<i>time</i>)] [HOLD SHORT OF RUNWAY (<i>number</i>) (or CROSS RUNWAY (<i>number</i>))];</p> <p>f) TAXI TO HOLDING POINT [<i>number</i>] (<i>followed by aerodrome information as applicable</i>) [TIME (<i>time</i>)];</p> <p>g) TAKE (or TURN) FIRST (or SECOND) LEFT (or RIGHT);</p> <p>h) TAXI VIA (<i>identification of taxiway</i>);</p> <p>i) TAXI VIA RUNWAY (<i>number</i>);</p> <p>j) TAXI TO TERMINAL (or other location, e.g. GENERAL AVIATION AREA) [STAND (<i>number</i>)];</p>
... for helicopter operations	<p>*k) REQUEST AIR-TAXIING FROM (or VIA) TO (<i>location or routing as appropriate</i>);</p> <p>l) AIR-TAXI TO (or VIA) (<i>location or routing as appropriate</i>) [CAUTION (<i>dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.</i>)];</p> <p>m) AIR TAXI VIA (<i>direct, as requested, or specified route</i>) TO (<i>location, heliport, operating or movement area, active or inactive runway</i>). AVOID (<i>aircraft or vehicles or personnel</i>);</p>
... after landing	<p>*n) REQUEST BACKTRACK;</p> <p>o) BACKTRACK APPROVED;</p> <p>p) BACKTRACK RUNWAY (<i>number</i>);</p>
... general	<p>*q) [(<i>aircraft location</i>)] REQUEST TAXI TO (<i>destination on aerodrome</i>);</p> <p>r) TAXI STRAIGHT AHEAD;</p> <p>s) TAXI WITH CAUTION;</p> <p>t) GIVE WAY TO (<i>description and position of other aircraft</i>);</p> <p>*u) GIVING WAY TO (<i>traffic</i>);</p> <p>*v) TRAFFIC (or type of aircraft) IN SIGHT;</p> <p>w) TAXI INTO HOLDING BAY;</p> <p>x) FOLLOW (<i>description of other aircraft or vehicle</i>);</p>

Circumstances	Phraseologies
12.3.4.8 HOLDING	<p>y) VACATE RUNWAY;</p> <p>*z) RUNWAY VACATED;</p> <p>aa) EXPEDITE TAXI [(reason)];</p> <p>*bb)EXPEDITING;</p> <p>cc) [CAUTION] TAXI SLOWER [(reason)];</p> <p>*dd)SLOWING DOWN.</p> <p>* Denotes pilot transmission.</p>
<p>... to hold not closer to a runway than specified in Chapter 7, 7.6.3.1.3.1</p>	<p>‡a) HOLD (direction) OF (position, runway number, etc.);</p> <p>‡b) HOLD POSITION;</p> <p>‡c) HOLD (distance) FROM (position);</p> <p>‡d) HOLD SHORT OF (position);</p> <p>*e) HOLDING;</p> <p>*f) HOLDING SHORT.</p> <p>‡ Requires specific acknowledgement from the pilot.</p> <p>* Denotes pilot transmission. The procedure words ROGER and WILCO are insufficient acknowledgement of the instructions HOLD, HOLD POSITION and HOLD SHORT OF (position). In each case the acknowledgement shall be by the phraseology HOLDING or HOLDING SHORT, as appropriate.</p>
12.3.4.9 TO CROSS A RUNWAY	<p>*a) REQUEST CROSS RUNWAY (number);</p> <p><i>Note.— If the control tower is unable to see the crossing aircraft (e.g. night, low visibility), the instruction should always be accompanied by a request to report when the aircraft has vacated the runway.</i></p> <p>b) CROSS RUNWAY (number) [REPORT VACATED];</p> <p>c) EXPEDITE CROSSING RUNWAY (number) TRAFFIC (aircraft type) (distance) KILOMETRES (or MILES) FINAL;</p> <p>d) TAXI TO HOLDING POINT [number] [RUNWAY (number)] VIA (specific route to be followed), [HOLD SHORT OF RUNWAY (number)] or [CROSS RUNWAY (number)];</p>

<i>Circumstances</i>	<i>Phraseologies</i>
<p style="text-align: center;"><i>Note.— The pilot will, when requested, report “RUNWAY VACATED” when the entire aircraft is beyond the relevant runway-holding position.</i></p>	<p>*e) RUNWAY VACATED.</p> <p>* Denotes pilot transmission.</p>
<p>12.3.4.10 PREPARATION FOR TAKE-OFF</p> <p>... clearance to enter runway and await take-off clearance</p> <p>... conditional clearances</p> <p>... acknowledgement of a conditional clearance</p> <p>... confirmation or otherwise of the readback of conditional clearance</p>	<p>a) UNABLE TO ISSUE (<i>designator</i>) DEPARTURE (<i>reasons</i>);</p> <p>b) REPORT WHEN READY [FOR DEPARTURE];</p> <p>c) ARE YOU READY [FOR DEPARTURE]?;</p> <p>d) ARE YOU READY FOR IMMEDIATE DEPARTURE?;</p> <p>*e) READY;</p> <p>f) LINE UP [AND WAIT];</p> <p>†g) LINE UP RUNWAY (<i>number</i>);</p> <p>h) LINE UP. BE READY FOR IMMEDIATE DEPARTURE;</p> <p>‡i) (<i>condition</i>) LINE UP (<i>brief reiteration of the condition</i>);</p> <p>*j) (<i>condition</i>) LINING UP (<i>brief reiteration of the condition</i>);</p> <p>k) [THAT IS] CORRECT (<i>or</i> NEGATIVE) [I SAY AGAIN] ... (<i>as appropriate</i>).</p> <p>* Denotes pilot transmission.</p> <p>† When there is the possibility of confusion during multiple runway operations.</p> <p>‡ Provisions concerning the use of conditional clearances are contained in 12.2.7.</p>
<p>12.3.4.11 TAKE-OFF CLEARANCE</p> <p>... when reduced runway separation is used</p>	<p>a) RUNWAY (<i>number</i>) CLEARED FOR TAKE-OFF [REPORT AIRBORNE];</p> <p>b) (<i>traffic information</i>) RUNWAY (<i>number</i>) CLEARED FOR TAKE-OFF;</p>

<i>Circumstances</i>	<i>Phraseologies</i>
... when take-off clearance has not been complied with	c) TAKE OFF IMMEDIATELY OR VACATE RUNWAY [(instructions)];
	d) TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY;
... to cancel a take-off clearance	e) HOLD POSITION, CANCEL TAKE-OFF I SAY AGAIN CANCEL TAKE-OFF (reasons);
	*f) HOLDING;
... to stop a take-off after an aircraft has commenced take-off roll	g) STOP IMMEDIATELY [(repeat aircraft call sign) STOP IMMEDIATELY];
	*h) STOPPING;
... for helicopter operations	i) CLEARED FOR TAKE-OFF [FROM (location)] (present position, taxiway, final approach and take-off area, runway and number);
	*j) REQUEST DEPARTURE INSTRUCTIONS;
	k) AFTER DEPARTURE TURN RIGHT (or LEFT, or CLIMB) (instructions as appropriate).
	* Denotes pilot transmission. HOLDING and STOPPING are the procedural responses to e) and g) respectively.
12.3.4.12 TURN OR CLIMB INSTRUCTIONS AFTER TAKE-OFF	*a) REQUEST RIGHT (or LEFT) TURN;
	b) RIGHT (or LEFT) TURN APPROVED;
	c) WILL ADVISE LATER FOR RIGHT (or LEFT) TURN;
... to request airborne time	d) REPORT AIRBORNE;
	e) AIRBORNE (time);
	f) AFTER PASSING (level) (instructions);
... heading to be followed	g) CONTINUE RUNWAY HEADING (instructions);
... when a specific track is to be followed	h) TRACK EXTENDED CENTRE LINE (instructions);
	i) CLIMB STRAIGHT AHEAD (instructions).
	* Denotes pilot transmission.

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.4.13 ENTERING AN AERODROME TRAFFIC CIRCUIT ... when ATIS information is available	*a) <i>[aircraft type] (position) (level) FOR LANDING;</i> b) JOIN <i>[(direction of circuit)] (position in circuit) (runway number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</i> c) MAKE STRAIGHT-IN APPROACH, RUNWAY <i>(number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)];</i> *d) <i>(aircraft type) (position) (level) INFORMATION (ATIS identification) FOR LANDING;</i> e) JOIN <i>(position in circuit) [RUNWAY (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)].</i> * Denotes pilot transmission.
12.3.4.14 IN THE CIRCUIT	*a) <i>(position in circuit, e.g. DOWNWIND/FINAL);</i> b) NUMBER ... FOLLOW <i>(aircraft type and position) [additional instructions if required].</i> * Denotes pilot transmission.
12.3.4.15 APPROACH INSTRUCTIONS <i>Note.— The report “LONG FINAL” is made when aircraft turn on to final approach at a distance greater than 7 km (4 NM) from touchdown or when an aircraft on a straight-in approach is 15 km (8 NM) from touchdown. In both cases a report “FINAL” is required at 7 km (4 NM) from touchdown.</i>	a) MAKE SHORT APPROACH; b) MAKE LONG APPROACH <i>(or EXTEND DOWNWIND);</i> c) REPORT BASE <i>(or FINAL, or LONG FINAL);</i> d) CONTINUE APPROACH [PREPARE FOR POSSIBLE GO AROUND].
12.3.4.16 LANDING CLEARANCE ... when reduced runway separation is used ... special operations	a) RUNWAY <i>(number) CLEARED TO LAND;</i> b) <i>(traffic information) RUNWAY (number) CLEARED TO LAND;</i> c) CLEARED TOUCH AND GO; d) MAKE FULL STOP;

<i>Circumstances</i>	<i>Phraseologies</i>
<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>*e) REQUEST LOW APPROACH (<i>reasons</i>);</p> <p>f) CLEARED LOW APPROACH [RUNWAY (<i>number</i>)] [(<i>altitude restriction if required</i>) (<i>go around instructions</i>)];</p> <p>*g) REQUEST LOW PASS (<i>reasons</i>);</p> <p>h) CLEARED LOW PASS [<i>as in f</i>)];</p> <p>*i) REQUEST STRAIGHT-IN (<i>or</i>) CIRCLING APPROACH, LEFT (<i>or</i>) RIGHT) TURN TO (<i>location</i>));</p> <p>j) MAKE STRAIGHT-IN (<i>or</i>) CIRCLING APPROACH, LEFT (<i>or</i>) RIGHT) TURN TO (<i>location, runway, taxiway, final approach and take-off area</i>) [ARRIVAL (<i>or</i>) ARRIVAL ROUTE) (<i>number, name, or code</i>). [HOLD SHORT OF (<i>active runway, extended runway centre line, other</i>)]. [REMAIN (<i>direction or distance</i>) FROM (<i>runway, runway centre line, other helicopter or aircraft</i>)]. [CAUTION (<i>power lines, unlighted obstructions, wake turbulence, etc.</i>)]. CLEARED TO LAND.</p> <p>* Denotes pilot transmission.</p>
12.3.4.17 DELAYING AIRCRAFT	<p>a) CIRCLE THE AERODROME;</p> <p>b) ORBIT (RIGHT, <i>or</i> LEFT) [FROM PRESENT POSITION];</p> <p>c) MAKE ANOTHER CIRCUIT.</p>
12.3.4.18 MISSED APPROACH	<p>a) GO AROUND;</p> <p>*b) GOING AROUND.</p> <p>* Denotes pilot transmission.</p>
12.3.4.19 INFORMATION TO AIRCRAFT	
<p>... when pilot requested visual inspection of landing gear</p>	<p>a) LANDING GEAR APPEARS DOWN;</p> <p>b) RIGHT (<i>or</i> LEFT, <i>or</i> NOSE) WHEEL APPEARS UP (<i>or</i> DOWN);</p> <p>c) WHEELS APPEAR UP;</p> <p>d) RIGHT (<i>or</i> LEFT, <i>or</i> NOSE) WHEEL DOES NOT APPEAR UP (<i>or</i> DOWN);</p>

<i>Circumstances</i>	<i>Phraseologies</i>
... wake turbulence	e) CAUTION WAKE TURBULENCE [FROM ARRIVING (or DEPARTING) (type of aircraft)] [additional information as required];
... jet blast on apron or taxiway	f) CAUTION JET BLAST;
... propeller-driven aircraft slipstream	g) CAUTION SLIPSTREAM.
12.3.4.20 RUNWAY VACATING AND COMMUNICATIONS AFTER LANDING	a) CONTACT GROUND (frequency);
	b) WHEN VACATED CONTACT GROUND (frequency);
	c) EXPEDITE VACATING;
	d) YOUR STAND (or GATE) (designation);
	e) TAKE (or TURN) FIRST (or SECOND, or CONVENIENT) LEFT (or RIGHT) AND CONTACT GROUND (frequency);
... for helicopter operations	f) AIR-TAXI TO HELICOPTER STAND (or) HELICOPTER PARKING POSITION (area);
	g) AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)];
	h) 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).

12.3.5 Coordination between ATS units

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.5.1 ESTIMATES AND REVISIONS	a) ESTIMATE [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) [REMARKS];
... sending unit	b) ESTIMATE (significant point) ON (aircraft call sign);
... receiving unit reply (if flight plan details are not available)	c) NO DETAILS;

<i>Circumstances</i>	<i>Phraseologies</i>
... receiving unit reply (if flight plan details are available)	(<i>aircraft type</i>) (<i>destination</i>);
... sending unit reply	[SQUAWKING (<i>SSR code</i>)] [ESTIMATED] (<i>significant point</i>) (<i>time</i>) AT (<i>level</i>); <i>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).</i> d) ESTIMATE UNMANNED FREE BALLOON(S) (<i>identification and classification</i>) ESTIMATED OVER (<i>place</i>) AT (<i>time</i>) REPORTED FLIGHT LEVEL(S) (<i>figure or figures</i>) [or FLIGHT LEVEL UNKNOWN] MOVING (<i>direction</i>) ESTIMATED GROUND SPEED (<i>figure</i>) (<i>other pertinent information, if any</i>); e) REVISION (<i>aircraft call sign</i>) (<i>details as necessary</i>).
12.3.5.2 TRANSFER OF CONTROL	a) REQUEST RELEASE OF (<i>aircraft call sign</i>); b) (<i>aircraft call sign</i>) RELEASED [AT (<i>time</i>)] [<i>conditions/restrictions</i>]; c) IS (<i>aircraft call sign</i>) RELEASED [FOR CLIMB (or DESCENT)]; d) (<i>aircraft call sign</i>) NOT RELEASED [UNTIL (<i>time or significant point</i>)]; e) UNABLE (<i>aircraft call sign</i>) [TRAFFIC IS (<i>details</i>)].
12.3.5.3 CHANGE OF CLEARANCE	a) MAY WE CHANGE CLEARANCE OF (<i>aircraft call sign</i>) TO (<i>details of alteration proposed</i>); b) AGREED TO (<i>alteration of clearance</i>) OF (<i>aircraft call sign</i>); c) UNABLE (<i>aircraft call sign</i>); d) UNABLE (<i>desired route, level, etc.</i>) [FOR (<i>aircraft call sign</i>)] [DUE (<i>reason</i>)] (<i>alternative clearance proposed</i>).
12.3.5.4 APPROVAL REQUEST	a) APPROVAL REQUEST (<i>aircraft call sign</i>) ESTIMATED DEPARTURE FROM (<i>significant point</i>) AT (<i>time</i>); b) (<i>aircraft call sign</i>) REQUEST APPROVED [(<i>restriction if any</i>)]; c) (<i>aircraft call sign</i>) UNABLE (<i>alternative instructions</i>).

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.5.5 INBOUND RELEASE	[INBOUND RELEASE] (<i>aircraft call sign</i>) [SQUAWKING (<i>SSR code</i>)] (<i>type</i>) FROM (<i>departure point</i>) RELEASED AT (<i>significant point, or time, or level</i>) CLEARED TO AND ESTIMATING (<i>clearance limit</i>) (<i>time</i>) AT (<i>level</i>) [EXPECTED APPROACH TIME or NO DELAY EXPECTED] CONTACT AT (<i>time</i>).
12.3.5.6 HANDOVER	HANDOVER (<i>aircraft call sign</i>) [SQUAWKING (<i>SSR code</i>)] POSITION (<i>aircraft position</i>) (<i>level</i>).
12.3.5.7 EXPEDITION OF CLEARANCE	a) EXPEDITE CLEARANCE (<i>aircraft call sign</i>) EXPECTED DEPARTURE FROM (<i>place</i>) AT (<i>time</i>); b) EXPEDITE CLEARANCE (<i>aircraft call sign</i>) [ESTIMATED] OVER (<i>place</i>) AT (<i>time</i>) REQUESTS (<i>level or route, etc.</i>).
12.3.5.8 REDUCED VERTICAL SEPARATION MINIMUM (RVSM) OPERATIONS ... to verbally supplement estimate messages of aircraft non-approved for RVSM or to verbally supplement an automated estimate message exchange that does not automatically transfer information from Item 18 of the flight plan followed by supplementary information, as appropriate ... to communicate the cause of a contingency relating to an aircraft that is unable to conduct RVSM operations due to severe turbulence or other severe meteorological phenomena or equipment failure, as applicable	a) NEGATIVE RVSM [(<i>supplementary information, e.g. State aircraft</i>)]; b) UNABLE RVSM DUE TURBULENCE (<i>or EQUIPMENT, as applicable</i>).

12.3.6 Phraseologies to be used related to CPDLC

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.6.1 OPERATIONAL STATUS ... failure of CPDLC ... failure of a single CPDLC message	a) [ALL STATIONS] CPDLC FAILURE (<i>instructions</i>); b) CPDLC MESSAGE FAILURE (<i>appropriate clearance, instruction, information or request</i>);

<i>Circumstances</i>	<i>Phraseologies</i>
... to correct CPDLC clearances, instructions, information or requests	c) DISREGARD CPDLC (<i>message type</i>) MESSAGE, BREAK (<i>correct clearance, instruction, information or request</i>);
... to instruct all stations or a specific flight to avoid sending CPDLC requests for a limited period of time	d) [ALL STATIONS] STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [<i>reason</i>];
... to resume normal use of CPDLC	e) [ALL STATIONS] RESUME NORMAL CPDLC OPERATIONS.

12.4 ATS SURVEILLANCE SERVICE PHRASEOLOGIES

Note.— The following comprise phraseologies specifically applicable when an ATS surveillance system is used in the provision of air traffic services. The phraseologies detailed in the sections above for use in the provision of air traffic services are also applicable, as appropriate, when an ATS surveillance system is used.

12.4.1 General ATS surveillance service phraseologies

<i>Circumstances</i>	<i>Phraseologies</i>
12.4.1.1 IDENTIFICATION OF AIRCRAFT	a) REPORT HEADING [AND FLIGHT LEVEL (<i>or</i> ALTITUDE)]; b) FOR IDENTIFICATION TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>); c) TRANSMIT FOR IDENTIFICATION AND REPORT HEADING; d) RADAR CONTACT [<i>position</i>]; e) IDENTIFIED [<i>position</i>]; f) NOT IDENTIFIED [<i>reason</i>], [RESUME (<i>or</i> CONTINUE) OWN NAVIGATION].
12.4.1.2 POSITION INFORMATION	POSITION (<i>distance</i>) (<i>direction</i>) OF (<i>significant point</i>) (<i>or</i> OVER <i>or</i> ABEAM (<i>significant point</i>)).
12.4.1.3 VECTORING INSTRUCTIONS	a) LEAVE (<i>significant point</i>) HEADING (<i>three digits</i>); b) CONTINUE HEADING (<i>three digits</i>); c) CONTINUE PRESENT HEADING;

<i>Circumstances</i>	<i>Phraseologies</i>
	<ul style="list-style-type: none"> d) FLY HEADING (<i>three digits</i>); e) TURN LEFT (<i>or RIGHT</i>) HEADING (<i>three digits</i>) [<i>reason</i>]; f) TURN LEFT (<i>or RIGHT</i>) (<i>number of degrees</i>) DEGREES [<i>reason</i>]; g) STOP TURN HEADING (<i>three digits</i>); h) FLY HEADING (<i>three digits</i>), WHEN ABLE PROCEED DIRECT (<i>name</i>) (<i>significant point</i>); i) HEADING IS GOOD.
12.4.1.4 TERMINATION OF VECTORING	<ul style="list-style-type: none"> a) RESUME OWN NAVIGATION (<i>position of aircraft</i>) (<i>specific instructions</i>); b) RESUME OWN NAVIGATION [DIRECT] (<i>significant point</i>) [MAGNETIC TRACK (<i>three digits</i>) DISTANCE (<i>number</i>) KILOMETRES (<i>or MILES</i>)].
12.4.1.5 MANOEUVRES ... (in case of unreliable directional instruments on board aircraft)	<ul style="list-style-type: none"> a) MAKE A THREE SIXTY TURN LEFT (<i>or RIGHT</i>) [<i>reason</i>]; b) ORBIT LEFT (<i>or RIGHT</i>) [<i>reason</i>]; c) MAKE ALL TURNS RATE ONE (<i>or RATE HALF, or (number) DEGREES PER SECOND</i>) START AND STOP ALL TURNS ON THE COMMAND “NOW”; d) TURN LEFT (<i>or RIGHT</i>) NOW; e) STOP TURN NOW.
<p><i>Note.— When it is necessary to specify a reason for vectoring or for the above manoeuvres, the following phraseologies should be used:</i></p> <ul style="list-style-type: none"> a) DUE TRAFFIC; b) FOR SPACING; c) FOR DELAY; d) FOR DOWNWIND (<i>or BASE, or FINAL</i>). 	
12.4.1.6 SPEED CONTROL	<ul style="list-style-type: none"> a) REPORT SPEED; *b) SPEED (<i>number</i>) KILOMETRES PER HOUR (<i>or KNOTS</i>); c) MAINTAIN (<i>number</i>) KILOMETRES PER HOUR (<i>or KNOTS</i>) [OR GREATER (<i>or OR LESS</i>)] [UNTIL (<i>significant point</i>)]; d) DO NOT EXCEED (<i>number</i>) KILOMETRES PER HOUR (<i>or KNOTS</i>);

<i>Circumstances</i>	<i>Phraseologies</i>
	e) MAINTAIN PRESENT SPEED; f) INCREASE (or REDUCE) SPEED TO (number) KILOMETRES PER HOUR (or KNOTS) [OR GREATER (or OR LESS)]; g) INCREASE (or REDUCE) SPEED BY (number) KILOMETRES PER HOUR (or KNOTS); h) RESUME NORMAL SPEED; i) REDUCE TO MINIMUM APPROACH SPEED; j) REDUCE TO MINIMUM CLEAN SPEED; k) RESUME PUBLISHED SPEED; l) NO [ATC] SPEED RESTRICTIONS. * Denotes pilot transmission.
12.4.1.7 POSITION REPORTING ... to omit position reports	a) OMIT POSITION REPORTS [UNTIL (specify)]; b) NEXT REPORT AT (significant point); c) REPORTS REQUIRED ONLY AT (significant point(s)); d) RESUME POSITION REPORTING.
12.4.1.8 TRAFFIC INFORMATION AND AVOIDING ACTION ... (if known)	a) TRAFFIC (number) O'CLOCK (distance) (direction of flight) [any other pertinent information]: 1) UNKNOWN; 2) SLOW MOVING; 3) FAST MOVING; 4) CLOSING; 5) OPPOSITE (or SAME) DIRECTION; 6) OVERTAKING; 7) CROSSING LEFT TO RIGHT (or RIGHT TO LEFT); 8) (aircraft type);

Circumstances	Phraseologies
... to request avoiding action	9) (level); 10) CLIMBING (or DESCENDING);
... when passing unknown traffic	*b) REQUEST VECTORS; c) DO YOU WANT VECTORS?;
... for avoiding action	d) CLEAR OF TRAFFIC [<i>appropriate instructions</i>]; e) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (<i>three digits</i>) TO AVOID [UNIDENTIFIED] TRAFFIC (<i>bearing by clock-reference and distance</i>); f) TURN LEFT (or RIGHT) (<i>number of degrees</i>) DEGREES IMMEDIATELY TO AVOID [UNIDENTIFIED] TRAFFIC AT (<i>bearing by clock-reference and distance</i>).
12.4.1.9 COMMUNICATIONS AND LOSS OF COMMUNICATIONS	* Denotes pilot transmission.
... if loss of communications suspected	a) [IF] RADIO CONTACT LOST (<i>instructions</i>); b) IF NO TRANSMISSIONS RECEIVED FOR (<i>number</i>) MINUTES (or SECONDS) (<i>instructions</i>); c) REPLY NOT RECEIVED (<i>instructions</i>); d) IF YOU READ [<i>manoeuvre instructions or SQUAWK (code or IDENT)</i>]; e) (<i>manoeuvre, SQUAWK or IDENT</i>) OBSERVED. POSITION (<i>position of aircraft</i>). [<i>(instructions)</i>].
12.4.1.10 TERMINATION OF RADAR AND/OR ADS-B SERVICE	a) RADAR SERVICE (or IDENTIFICATION) TERMINATED [DUE (<i>reason</i>)] (<i>instructions</i>); b) WILL SHORTLY LOSE IDENTIFICATION (<i>appropriate instructions or information</i>); c) IDENTIFICATION LOST [<i>reasons</i>] (<i>instructions</i>).
12.4.1.11 RADAR AND/OR ADS-B EQUIPMENT DEGRADATION	a) SECONDARY RADAR OUT OF SERVICE (<i>appropriate information as necessary</i>); b) PRIMARY RADAR OUT OF SERVICE (<i>appropriate information as necessary</i>);

Circumstances

Phraseologies

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| | c) ADS-B OUT OF SERVICE (<i>appropriate information as necessary</i>). |
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12.4.2 Radar in approach control service

Circumstances

Phraseologies

12.4.2.1 VECTORING FOR APPROACH

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|---------------------------------|---|
| 12.4.2.1 VECTORING FOR APPROACH | <ul style="list-style-type: none"> a) VECTORING FOR (<i>type of pilot-interpreted aid</i>) APPROACH RUNWAY (<i>number</i>); b) VECTORING FOR VISUAL APPROACH RUNWAY (<i>number</i>) REPORT FIELD (<i>or</i> RUNWAY) IN SIGHT; c) VECTORING FOR (<i>positioning in the circuit</i>); d) VECTORING FOR SURVEILLANCE RADAR APPROACH RUNWAY (<i>number</i>); e) VECTORING FOR PRECISION APPROACH RUNWAY (<i>number</i>); f) (<i>type</i>) APPROACH NOT AVAILABLE DUE (<i>reason</i>) (<i>alternative instructions</i>). |
|---------------------------------|---|

12.4.2.2 VECTORING FOR ILS AND OTHER PILOT-INTERPRETED AIDS

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|--|--|
| <p>... when a pilot wishes to be positioned a specific distance from touchdown</p> <p>... instructions and information</p> | <ul style="list-style-type: none"> a) POSITION (<i>number</i>) KILOMETRES (<i>or</i> MILES) from (<i>fix</i>). TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>); b) YOU WILL INTERCEPT (<i>radio aid or track</i>) (<i>distance</i>) FROM (<i>significant point or TOUCHDOWN</i>); *c) REQUEST (<i>distance</i>) FINAL; d) CLEARED FOR (<i>type of approach</i>) APPROACH RUNWAY (<i>number</i>); e) REPORT ESTABLISHED ON [ILS] LOCALIZER (<i>or</i> ON GBAS/SBAS/MLS APPROACH COURSE); f) CLOSING FROM LEFT (<i>or</i> RIGHT) [REPORT ESTABLISHED]; g) TURN LEFT (<i>or</i> RIGHT) HEADING (<i>three digits</i>) [TO INTERCEPT] <i>or</i> [REPORT ESTABLISHED]; h) EXPECT VECTOR ACROSS (<i>localizer course or radio aid</i>) (<i>reason</i>); |
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Circumstances	Phraseologies
	<ul style="list-style-type: none"> i) THIS TURN WILL TAKE YOU THROUGH (<i>localizer course or radio aid</i>) [<i>reason</i>]; j) TAKING YOU THROUGH (<i>localizer course or radio aid</i>) [<i>reason</i>]; k) MAINTAIN (<i>altitude</i>) UNTIL GLIDE PATH INTERCEPTION; l) REPORT ESTABLISHED ON GLIDE PATH; m) INTERCEPT (<i>localizer course or radio aid</i>) [REPORT ESTABLISHED]. <p>* Denotes pilot transmission.</p>
<p>12.4.2.3 MANOEUVRE DURING INDEPENDENT AND DEPENDENT PARALLEL APPROACHES</p> <p>... for avoidance action when an aircraft is observed penetrating the NTZ</p> <p>... for avoidance action below 120 m (400 ft) above the runway threshold elevation where parallel approach obstacle assessment surfaces (PAOAS) criteria are being applied</p>	<ul style="list-style-type: none"> a) CLEARED FOR (<i>type of approach</i>) APPROACH RUNWAY (<i>number</i>) LEFT (<i>or RIGHT</i>); b) YOU HAVE CROSSED THE LOCALIZER (<i>or GBAS/SBAS/MLS FINAL APPROACH COURSE</i>). TURN LEFT (<i>or RIGHT</i>) IMMEDIATELY AND RETURN TO THE LOCALIZER (<i>or GBAS/SBAS/MLS FINAL APPROACH COURSE</i>); c) ILS (<i>or MLS</i>) RUNWAY (<i>number</i>) LEFT (<i>or RIGHT</i>) LOCALIZER (<i>or MLS</i>) FREQUENCY IS (<i>frequency</i>); d) TURN LEFT (<i>or RIGHT</i>) (<i>number</i>) DEGREES (<i>or HEADING</i>) (<i>three digits</i>) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], CLIMB TO (<i>altitude</i>); e) CLIMB TO (<i>altitude</i>) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH] (<i>further instructions</i>).
<p>12.4.2.4 SURVEILLANCE RADAR APPROACH</p>	<ul style="list-style-type: none"> a) THIS WILL BE A SURVEILLANCE RADAR APPROACH RUNWAY (<i>number</i>) TERMINATING AT (<i>distance</i>) FROM TOUCHDOWN, OBSTACLE CLEARANCE ALTITUDE (<i>or HEIGHT</i>) (<i>number</i>) METRES (<i>or FEET</i>) CHECK YOUR MINIMA [IN CASE OF GO AROUND (<i>instructions</i>)];
<p>12.4.2.4.1 PROVISION OF SERVICE</p>	

<i>Circumstances</i>	<i>Phraseologies</i>
	b) APPROACH INSTRUCTIONS WILL BE TERMINATED AT <i>(distance)</i> FROM TOUCHDOWN.
12.4.2.4.2 ELEVATION	a) COMMENCE DESCENT NOW [TO MAINTAIN A <i>(number)</i> DEGREE GLIDE PATH]; b) <i>(distance)</i> FROM TOUCHDOWN ALTITUDE (<i>or</i> HEIGHT) SHOULD BE <i>(numbers and units)</i> .
12.4.2.4.3 POSITION	<i>(distance)</i> FROM TOUCHDOWN.
12.4.2.4.4 CHECKS	a) CHECK GEAR DOWN [AND LOCKED]; b) OVER THRESHOLD.
12.4.2.4.5 COMPLETION OF APPROACH	a) REPORT VISUAL; b) REPORT RUNWAY [LIGHTS] IN SIGHT; c) APPROACH COMPLETED [CONTACT <i>(unit)</i>].
12.4.2.5 PAR APPROACH	
12.4.2.5.1 PROVISION OF SERVICE	a) THIS WILL BE A PRECISION RADAR APPROACH RUNWAY <i>(number)</i> ; b) PRECISION APPROACH NOT AVAILABLE DUE <i>(reason)</i> <i>(alternative instructions)</i> ; c) IN CASE OF GO AROUND <i>(instructions)</i> .
12.4.2.5.2 COMMUNICATIONS	a) DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS; b) REPLY NOT RECEIVED. WILL CONTINUE INSTRUCTIONS.
12.4.2.5.3 AZIMUTH	a) CLOSING [SLOWLY (<i>or</i> QUICKLY)] [FROM THE LEFT (<i>or</i> FROM THE RIGHT)]; b) HEADING IS GOOD; c) ON TRACK; d) SLIGHTLY (<i>or</i> WELL, <i>or</i> GOING) LEFT (<i>or</i> RIGHT) OF TRACK; e) <i>(number)</i> METRES LEFT (<i>or</i> RIGHT) OF TRACK.
12.4.2.5.4 ELEVATION	a) APPROACHING GLIDE PATH;

<i>Circumstances</i>	<i>Phraseologies</i>
	<ul style="list-style-type: none"> b) COMMENCE DESCENT NOW [AT <i>(number)</i> METRES PER SECOND OR <i>(number)</i> FEET PER MINUTE (or ESTABLISH A <i>(number)</i> DEGREE GLIDE PATH)]; c) RATE OF DESCENT IS GOOD; d) ON GLIDE PATH; e) SLIGHTLY (or WELL, or GOING) ABOVE (or BELOW) GLIDE PATH; f) [STILL] <i>(number)</i> METRES (or FEET) TOO HIGH (or TOO LOW); g) ADJUST RATE OF DESCENT; h) COMING BACK [SLOWLY (or QUICKLY)] TO THE GLIDE PATH; i) RESUME NORMAL RATE OF DESCENT; j) ELEVATION ELEMENT UNSERVICEABLE (to be followed by appropriate instructions); k) <i>(distance)</i> FROM TOUCHDOWN. ALTITUDE (or HEIGHT) SHOULD BE <i>(numbers and units)</i>.
12.4.2.5.5 POSITION	<ul style="list-style-type: none"> a) <i>(distance)</i> FROM TOUCHDOWN; b) OVER APPROACH LIGHTS; c) OVER THRESHOLD.
12.4.2.5.6 CHECKS	<ul style="list-style-type: none"> a) CHECK GEAR DOWN AND LOCKED; b) CHECK DECISION ALTITUDE (or HEIGHT).
12.4.2.5.7 COMPLETION OF APPROACH	<ul style="list-style-type: none"> a) REPORT VISUAL; b) REPORT RUNWAY [LIGHTS] IN SIGHT; c) APPROACH COMPLETED [CONTACT <i>(unit)</i>].

<i>Circumstances</i>	<i>Phraseologies</i>
12.4.2.5.8 MISSED APPROACH	a) CONTINUE VISUALLY OR GO AROUND [<i>missed approach instructions</i>]; b) GO AROUND IMMEDIATELY [<i>missed approach instructions</i>] (<i>reason</i>); c) ARE YOU GOING AROUND?; d) IF GOING AROUND (<i>appropriate instructions</i>); *e) GOING AROUND.
	* Denotes pilot transmission.

12.4.3 Secondary surveillance radar (SSR) and ADS-B phraseologies

<i>Circumstances</i>	<i>Phraseologies</i>
12.4.3.1 TO REQUEST THE CAPABILITY OF THE SSR EQUIPMENT	a) ADVISE TRANSPONDER CAPABILITY; *b) TRANSPONDER (<i>as shown in the flight plan</i>); *c) NEGATIVE TRANSPONDER. * Denotes pilot transmission.
12.4.3.2 TO REQUEST THE CAPABILITY OF THE ADS-B EQUIPMENT	a) ADVISE ADS-B CAPABILITY; *b) ADS-B TRANSMITTER (<i>data link</i>); *c) ADS-B RECEIVER (<i>data link</i>); *d) NEGATIVE ADS-B. * Denotes pilot transmission.
12.4.3.3 TO INSTRUCT SETTING OF TRANSPONDER	a) FOR DEPARTURE SQUAWK (<i>code</i>); b) SQUAWK (<i>code</i>).
12.4.3.4 TO REQUEST THE PILOT TO RESELECT THE ASSIGNED MODE AND CODE	a) RESET SQUAWK [<i>(mode)</i>] (<i>code</i>); *b) RESETTING (<i>mode</i>) (<i>code</i>). * Denotes pilot transmission.

<i>Circumstances</i>	<i>Phraseologies</i>
12.4.3.5 TO REQUEST RESELECTION OF AIRCRAFT IDENTIFICATION	RE-ENTER [ADS-B <i>or</i> MODE S] AIRCRAFT IDENTIFICATION.
12.4.3.6 TO REQUEST THE PILOT TO CONFIRM THE CODE SELECTED ON THE AIRCRAFT'S TRANSPONDER	a) CONFIRM SQUAWK (<i>code</i>); *b) SQUAWKING (<i>code</i>). * Denotes pilot transmission.
12.4.3.7 TO REQUEST THE OPERATION OF THE IDENT FEATURE	a) SQUAWK [(<i>code</i>)] [AND] IDENT; b) SQUAWK LOW; c) SQUAWK NORMAL; d) TRANSMIT ADS-B IDENT.
12.4.3.8 TO REQUEST TEMPORARY SUSPENSION OF TRANSPONDER OPERATION	SQUAWK STANDBY.
12.4.3.9 TO REQUEST EMERGENCY CODE	SQUAWK MAYDAY [CODE SEVEN-SEVEN-ZERO-ZERO].
12.4.3.10 TO REQUEST TERMINATION OF TRANSPONDER AND/OR ADS-B TRANSMITTER OPERATION	a) STOP SQUAWK [TRANSMIT ADS-B ONLY]; b) STOP ADS-B TRANSMISSION [SQUAWK (<i>code</i>) ONLY].
<i>Note.— Independent operations of Mode S transponder and ADS-B may not be possible in all aircraft (e.g. where ADS-B is solely provided by 1 090 MHz extended squitter emitted from the transponder). In such cases, aircraft may not be able to comply with ATC instructions related to ADS-B operation.</i>	
12.4.3.11 TO REQUEST TRANSMISSION OF PRESSURE-ALTITUDE	a) SQUAWK CHARLIE; b) TRANSMIT ADS-B ALTITUDE.
12.4.3.12 TO REQUEST PRESSURE SETTING CHECK AND CONFIRMATION OF LEVEL	CHECK ALTIMETER SETTING AND CONFIRM (<i>level</i>).
12.4.3.13 TO REQUEST TERMINATION OF PRESSURE-ALTITUDE TRANSMISSION BECAUSE OF FAULTY OPERATION	a) STOP SQUAWK CHARLIE WRONG INDICATION; b) STOP ADS-B ALTITUDE TRANSMISSION [(WRONG INDICATION, <i>or reason</i>)].
<i>Note.— See Note to paragraph 12.4.3.10.</i>	

<i>Circumstances</i>	<i>Phraseologies</i>
12.4.3.14 TO REQUEST LEVEL CHECK	CONFIRM (<i>level</i>).

12.5 AUTOMATIC DEPENDENT SURVEILLANCE — CONTRACT (ADS-C) PHRASEOLOGIES

12.5.1 General ADS-C phraseologies

<i>Circumstances</i>	<i>Phraseologies</i>
12.5.1.1 ADS-C DEGRADATION	ADS-C (<i>or</i> ADS-CONTRACT) OUT OF SERVICE (<i>appropriate information as necessary</i>).

12.6 ALERTING PHRASEOLOGIES

12.6.1 Alerting phraseologies

<i>Circumstances</i>	<i>Phraseologies</i>
12.6.1.1 LOW ALTITUDE WARNING	(<i>aircraft call sign</i>) LOW ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY, QNH IS (<i>number</i>) [(<i>units</i>)]. [THE MINIMUM FLIGHT ALTITUDE IS (<i>altitude</i>)].
12.6.1.2 TERRAIN ALERT	(<i>aircraft call sign</i>) TERRAIN ALERT, (<i>suggested pilot action, if possible</i>).

12.7 GROUND CREW/FLIGHT CREW PHRASEOLOGIES

12.7.1 Ground crew/flight crew phraseologies

<i>Circumstances</i>	<i>Phraseologies</i>
12.7.1.1 STARTING PROCEDURES (GROUND CREW/COCKPIT)	a) [ARE YOU] READY TO START UP?;

Circumstances

Phraseologies

12.7.1.2 PUSHBACK PROCEDURES

... (ground crew/cockpit)

*b) STARTING NUMBER (*engine number(s)*).

Note 1.— The ground crew should follow this exchange by either a reply on the intercom or a distinct visual signal to indicate that all is clear and that the start-up as indicated may proceed.

Note 2.— Unambiguous identification of the parties concerned is essential in any communications between ground crew and pilots.

* Denotes pilot transmission.

a) ARE YOU READY FOR PUSHBACK?;

*b) READY FOR PUSHBACK;

c) CONFIRM BRAKES RELEASED;

*d) BRAKES RELEASED;

e) COMMENCING PUSHBACK;

f) PUSHBACK COMPLETED;

*g) STOP PUSHBACK;

h) CONFIRM BRAKES SET;

*i) BRAKES SET;

*j) DISCONNECT;

k) DISCONNECTING STAND BY FOR VISUAL AT YOUR LEFT (*or* RIGHT).

Note.— This exchange is followed by a visual signal to the pilot to indicate that disconnect is completed and all is clear for taxiing.

* Denotes pilot transmission.

12.7.2 De/anti-icing operations

<i>Circumstances</i>	<i>Phraseologies</i>
12.7.2.1 PRIOR TO DE-ICING/ANTI-ICING (GROUND CREW (ICEMAN) / FLIGHT CREW) ...aircraft configuration confirmation	<p>a) STANDING BY TO DE-ICE. CONFIRM BRAKES SET AND TREATMENT REQUIRED;</p> <p>*b) [AFFIRM] BRAKES SET, REQUEST (<i>type of de/anti-icing treatment and areas to be treated</i>);</p> <p>c) HOLD POSITION AND CONFIRM AIRCRAFT CONFIGURED;</p> <p>*d) [AFFIRM] AIRCRAFT CONFIGURED, READY FOR DE-ICING;</p> <p>e) DE-ICING STARTS NOW.</p> <p>* Denotes pilot transmission.</p>
12.7.2.2 UPON CONCLUDING DE-ICING/ANTI-ICING PROCEDURE ...for de-icing operation	<p>a) DE-ICING ON (<i>areas treated</i>) COMPLETE. ADVISE WHEN READY FOR INFORMATION;</p> <p>b) TYPE OF FLUID (<i>Type I or II or III or IV</i>);</p> <p>c) HOLDOVER TIME STARTED AT (<i>time</i>);</p> <p>d) ANTI-ICING CODE (<i>appropriate anti-icing code</i>)</p> <p><i>Note.— Anti-icing code example:</i></p> <p><i>A de-icing/anti-icing procedure whose last step is the use of a mixture of 75% of a Type II fluid and 25% water, commencing at 13:35 local time, is recorded as follows:</i></p> <p style="text-align: center;"><i>TYPE II/75 13:35 (followed by complete name of anti-icing fluid)</i></p>
...for a two-step de-icing/anti-icing operation	e) FINAL STEP STARTED AT (<i>time</i>);
... De-icing/anti-icing complete	<p>f) POST DE-ICING CHECK COMPLETED;</p> <p>g) PERSONNEL AND EQUIPMENT CLEAR OF AIRCRAFT;</p>

12.7.2.3 ABNORMAL OPERATIONS

... for spray nozzle proximity sensor activation

a) BE ADVISED NOZZLE PROXIMITY ACTIVATION ON *(significant point on aircraft)* [NO VISUAL DAMAGE *or* DAMAGE *(description of damage)* OBSERVED] [SAY INTENTIONS];

... for other aircraft having an emergency on the de-icing bay

b) EMERGENCY IN DE-ICING BAY *(de-icing bay number)* [SHUT DOWN ENGINES *or* STANDBY FOR FURTHER INSTRUCTIONS].