

# **Manual-consulta de fraseología en Inglés**

## **FIR Montevideo – VATSIM**

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Consultas/Correcciones [miglino@adinet.com.uy](mailto:miglino@adinet.com.uy)

**NO APTO PARA VUELO REAL**

## **PUSHBACK**

Call sign, [aircraft location] REQUEST PUSHBACK;

### **►ATC:**

- PUSHBACK APPROVED;
- STAND BY;
- PUSHBACK AT OWN DISCRETION;
- EXPECT (*number*) MINUTES DELAY DUE (*reason*).

## **TIME CHECK**

Facility name, call sign REQUEST TIME CHECK;

### **►ATC:**

- TIME (*time*).

## **DEPARTURE INFORMATION**

Facility name, call sign REQUEST DEPARTURE INFORMATION;

### **►ATC:**

- RUNWAY (*number*), WIND (*direction and speed*) (*units*) QNH (or QFE) (*number*) [(*units*)] TEMPERATURE [MINUS] (*number*), [VISIBILITY (*distance*) (*units*) (or RUNWAY VISUAL RANGE (or RVR) (*distance*) (*units*))] [TIME (*time*)].
- Note.— If multiple visibility and RVR observations are available, those that represent the roll-out/stop end zone should be used for take-off.

## **TAXI INSTRUCTIONS**

Option 1 [aircraft type] [wake turbulence category if “heavy”] [aircraft location] REQUEST TAXI [intentions];

Option 2 [aircraft type] [wake turbulence category if “heavy”] [aircraft location] (*flight rules*) TO (*aerodrome of destination*) REQUEST TAXI [intentions];

Option 3 [aircraft type] [wake turbulence category if “heavy”] REQUEST DETAILED TAXI INSTRUCTIONS;

Option 4 [(aircraft location)] REQUEST TAXI TO (*destination on aerodrome*);

### **►ATC:**

- TAXI TO HOLDING POINT [*number*] [RUNWAY (*number*)] [HOLD SHORT OF RUNWAY (*number*) (or CROSSRUNWAY(*number*))] [TIME (*time*)];
- TAXI TO HOLDING POINT [*number*] [RUNWAY (*number*)] VIA (*specific route to be followed*) [TIME (*time*)] HOLD SHORT OF RUNWAY (*number*) (or CROSS RUNWAY (*number*));
- TAXI TO HOLDING POINT [*number*] (*followed by aerodrome information as applicable*) [TIME (*time*)];

- TAKE (or TURN) FIRST (or SECOND) LEFT (or RIGHT);
- TAXI VIA (*identification of taxiway*);
- TAXI VIA RUNWAY (*number*);
- TAXI TO TERMINAL (or other location, e.g. GENERAL AVIATION AREA) [STAND (*number*)];
- TAXI STRAIGHT AHEAD;
- TAXI WITH CAUTION;
- GIVE WAY TO (*description and position of other aircraft*);
- GIVING WAY TO (*traffic*);
- TRAFFIC (or type of aircraft) IN SIGHT;
- TAXI INTO HOLDING BAY;
- FOLLOW (*description of other aircraft or vehicle*);

### **BACK TRACKING AND CROSSING THE RUNWAY**

Call sign REQUEST BACKTRACK;

► ATC:

- BACKTRACK APPROVED;
- BACKTRACK RUNWAY (*number*);

Call sign REQUEST CROSS RUNWAY (*number*);

*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.*

► ATC:

- CROSS RUNWAY (*number*) [REPORT VACATED];
- EXPEDITE CROSSING RUNWAY (*number*) TRAFFIC (*aircraft type*) (*distance*) KILOMETRES (or MILES) FINAL;
- TAXI TO HOLDING POINT [*number*] [RUNWAY (*number*)] VIA (*specific route to be followed*), [HOLD SHORT OF RUNWAY (*number*)] or [CROSS RUNWAY (*number*)];

### **LEAVING THE RUNWAY**

► ATC:

- VACATE RUNWAY;

Call sign RUNWAY VACATED;

- EXPEDITE TAXI [(*reason*)];

Call sign EXPEDITING;

- [CAUTION] TAXI SLOWER [*reason*];

Call sign SLOWING DOWN.

## STOPPING

### ▶ATC:

- HOLD POSITION;

Call sign HOLDING

## HELICOPTER OPERATIONS

REQUEST AIR-TAXIING FROM (or VIA) TO (location or routing as appropriate);

### ▶ATC:

- AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)];
- 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);

## PREPARATION FOR DEPARTURE

### ▶ATC:

- REPORT WHEN READY [FOR DEPARTURE];
- ARE YOU READY [FOR DEPARTURE]?
- ARE YOU READY FOR IMMEDIATE DEPARTURE?

Call sign, READY.

## LINING UP

### ▶ATC:

- LINE UP [AND WAIT];
- LINE UP RUNWAY (number);
- LINE UP. BE READY FOR IMMEDIATE DEPARTURE;

## TAKE OFF CLEARANCE AND ITS CANCELLATION

### ▶ATC:

- RUNWAY (number) CLEARED FOR TAKE-OFF [REPORT AIRBORNE];
- (traffic information) RUNWAY (number) CLEARED FOR TAKE-OFF;
- TAKE OFF IMMEDIATELY OR VACATE RUNWAY [(instructions)];
- TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY;
- HOLD POSITION, CANCEL TAKE-OFF I SAY AGAIN CANCEL TAKE-OFF (reasons);
- STOP IMMEDIATELY [(repeat aircraft call sign) STOP IMMEDIATELY];
- CLEARED FOR TAKE-OFF [FROM (location)] (present position, taxiway, final approach and take-off area, runway and number);

## CLARIFICATION

### ▶ATC:

- [THAT IS] CORRECT (or NEGATIVE) [I SAY AGAIN] ...*(as appropriate)*.

## TURN OR CLIMB INSTRUCTIONS AFTER TAKE OFF

Call sign REQUEST RIGHT (or LEFT) TURN;

### ▶ATC:

- AFTER DEPARTURE TURN RIGHT (or LEFT, or CLIMB) *(instructions as appropriate)*.
- RIGHT (or LEFT) TURN APPROVED;
- WILL ADVISE LATER FOR RIGHT (or LEFT) TURN;
- AFTER PASSING *(level) (instructions)*;
- CONTINUE RUNWAY HEADING *(instructions)*;
- TRACK EXTENDED CENTRE LINE *(instructions)*;
- CLIMB STRAIGHT AHEAD *(instructions)*.
- REPORT AIRBORNE.

## ENTERING AN AERODROME TRAFFIC CIRCUIT

Option 1 Call sign *[aircraft type] (position) (level)* FOR LANDING;

Option 2 Call sign *(aircraft type) (position) (level)* INFORMATION *(ATIS identification)* FOR LANDING;

### ▶ATC:

- JOIN *[(direction of circuit)] (position in circuit) (runway number) [SURFACE] WIND (direction and speed) (units) TEMPERATURE [MINUS] (number) QNH (or QFE) (number) [(units)] [TRAFFIC (detail)]*;
- MAKE STRAIGHT-IN APPROACH, RUNWAY *(number) [SURFACE] WIND (direction and speed) (units) [TEMPERATURE [MINUS](number) QNH (or QFE) (number) [(units)] [TRAFFIC (detail)]*;
- JOIN *(position in circuit) [RUNWAY (number)] QNH (or QFE) (number) [(units)] [TRAFFIC (detail)]*.

## IN THE CIRCUIT

Call sign *(position in circuit, e.g. DOWNWIND/FINAL)*;

### ▶ATC:

- NUMBER ... FOLLOW *(aircraft type and position) [additional instructions if required]*.

## APPROACH INSTRUCTIONS

### ▶ATC:

- MAKE SHORT APPROACH;
- MAKE LONG APPROACH (*or* EXTEND DOWNWIND);
- REPORT BASE (*or* FINAL, *or* LONG FINAL);
- CONTINUE APPROACH [PREPARE FOR POSSIBLE GO AROUND].

## LANDING CLEARANCE

### ▶ATC:

- RUNWAY (*number*) CLEARED TO LAND;
- (*traffic information*) RUNWAY (*number*) CLEARED TO LAND;
- CLEARED TOUCH AND GO;
- MAKE FULL STOP;

Option 1 Call sign REQUEST LOW APPROACH (reasons);

Option 2 REQUEST LOW PASS (reasons);

### ▶ATC:

- CLEARED LOW APPROACH [RUNWAY (*number*)] [(altitude restriction if required) (go around instructions)];
- CLEARED LOW PASS

## STRAIGHT-IN OR CIRCLING APPROACH

Call sign REQUEST STRAIGHT-IN (*or* CIRCLING APPROACH, LEFT (*or* RIGHT) TURN TO (*location*));

### ▶ATC:

- 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 centre line, other helicopter or aircraft*)]. [CAUTION (*power lines, unlighted obstructions, wake turbulence, etc.*)]. CLEARED TO LAND.

## DELAYING AIRCRAFT

### ▶ATC:

- CIRCLE THE AERODROME;
- ORBIT (RIGHT, *or* LEFT) [FROM PRESENT POSITION];
- MAKE ANOTHER CIRCUIT.

## MISSED APPROACH

### ▶ATC:

- GO AROUND;

Call sign GOING AROUND.

## INFORMATION TO AIRCRAFT

### ▶ATC:

- LANDING GEAR APPEARS DOWN;
- RIGHT (*or* LEFT, *or* NOSE) WHEEL APPEARS UP (*or* DOWN);
- WHEELS APPEAR UP;
- RIGHT (*or* LEFT, *or* NOSE) WHEEL DOES NOT APPEAR UP (*or* DOWN);
- CAUTION WAKE TURBULENCE [FROM ARRIVING (*or* DEPARTING) (type of aircraft)] [additional information as required];
- CAUTION JET BLAST;
- CAUTION SLIPSTREAM.

## RUNWAY VACATING AND COMMUNICATIONS AFTER LANDING

### ▶ATC:

- CONTACT GROUND (frequency);
- WHEN VACATED CONTACT GROUND (frequency);
- EXPEDITE VACATING;
- YOUR STAND (*or* GATE) (designation);
- TAKE (*or* TURN) FIRST (*or* SECOND, *or* CONVENIENT) LEFT (*or* RIGHT) AND CONTACT GROUND (frequency);
- AIR-TAXI TO HELICOPTER STAND (*or*) HELICOPTER PARKING POSITION (*area*);
- AIR-TAXI TO (*or* VIA) (*location or routing as appropriate*) [CAUTION (*dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.*)];
- 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*).

## AERODROME INFORMATION

### ▶ATC:

- [(*location*)] RUNWAY SURFACE CONDITION RUNWAY (*number*) (*condition*);
- [(*location*)] RUNWAY SURFACE CONDITION RUNWAY (*number*) NOT CURRENT;
- LANDING SURFACE (*condition*);
- CAUTION CONSTRUCTION WORK (*location*);
- CAUTION (*specify reasons*) RIGHT (*or* LEFT), (*or* BOTH SIDES) OF RUNWAY [*number*];

- CAUTION WORK IN PROGRESS (or OBSTRUCTION) (*position and any necessary advice*);
- RUNWAY REPORT AT (*observation time*) RUNWAY (*number*) (*type of precipitant*) UP TO (*depth of deposit*) MILLIMETRES. BRAKING ACTION GOOD (or MEDIUM TO GOOD, or MEDIUM, or MEDIUM TO POOR, or POOR or UNRELIABLE) [*and/or BRAKING COEFFICIENT (equipment and number)*];
- BRAKING ACTION REPORTED BY (*aircraft type*) AT (*time*) GOOD (or MEDIUM, or POOR);
- BRAKING ACTION [(*location*)] (*measuring equipment used*), RUNWAY (*number*), TEMPERATURE [MINUS] (*number*), WAS(*reading*) AT (*time*);
- RUNWAY (or TAXIWAY) (*number*) WET [or DAMP, WATER PATCHES, FLOODED (*depth*), 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 ICE UNDERNEATH, or ICE AND SNOW, or SNOWDRIFTS, or FROZEN RUTS AND RIDGES)];
- TOWER OBSERVES (*weather information*);
- PILOT REPORTS (*weather information*).

## TRAFFIC INFORMATION

### ►ATC:

- TRAFFIC (*information*); [ADDITIONAL] TRAFFIC (*direction*) BOUND (*type of aircraft*) (*level*) ESTIMATED (or OVER) (*significant point*) AT (*time*);
- NO REPORTED TRAFFIC;

## METEOROLOGICAL CONDITIONS

### ►ATC:

- [SURFACE] WIND (*number*) DEGREES (*speed*) (*units*);
- WIND AT (*level*) (*number*) DEGREES (*number*) KILOMETRES PER HOUR (or KNOTS);
- VISIBILITY (*distance*) (*units*) [*direction*];
- RUNWAY VISUAL RANGE (or RVR) [RUNWAY (*number*)] (*distance*) (*units*);
- RUNWAY VISUAL RANGE (or RVR) RUNWAY (*number*) NOT AVAILABLE (or NOT REPORTED);
- RUNWAY VISUAL RANGE (or RVR) [RUNWAY (*number*)] (*first position*) (*distance*) (*units*), (*second position*) NOT AVAILABLE, (*third position*) (*distance*) (*units*);
- PRESENT WEATHER (*details*);
- CLOUD (*amount*, [(*type*)] and *height of base*) (*units*) (or SKY CLEAR);
- CAVOK (*Ceiling and visibility OK*);
- TEMPERATURE [MINUS] (*number*) (and/or DEWPOINT [MINUS] (*number*));
- QNH (*number*) [*units*];
- QFE (*number*) [(*units*)];



## RELAYING AND ASKING FOR PILOT REPORTS

### ▶ATC:

- (aircraft type) REPORTED (description) ICING (or TURBULENCE) [IN CLOUD] (area) (time);
- REPORT FLIGHT CONDITIONS.

## ENTERING OR LEAVING CONTROLLED AIRSPACE

### ▶ATC:

- ENTER CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (*significant point or route*)] AT (*level*) [AT (*time*)];
- LEAVE CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (*significant point or route*)] AT (*level*) (or CLIMBING, orDESCENDING);

## APPROACH/DEPARTURE OR AREA CONTROL PHRASEOLOGY

### IDENTIFICATION OF AIRCRAFT

#### ▶ATC:

- REPORT HEADING [AND FLIGHT LEVEL (or ALTITUDE)];
- FOR IDENTIFICATION TURN LEFT (or RIGHT) HEADING (*three digits*);
- TRANSMIT FOR IDENTIFICATION AND REPORT HEADING;
- RADAR CONTACT [*position*];
- IDENTIFIED [*position*];
- NOT IDENTIFIED [*reason*], [RESUME (or CONTINUE) OWN NAVIGATION].
- POSITION (*distance*) (*direction*) OF (*significant point*) (or OVER or ABEAM (*significant point*)).

### FREQUENCY INFORMATION

#### ▶ATC:

- CONTACT (unit call sign) (frequency) [NOW];
- AT (or OVER) (time or place) [or WHEN] [PASSING/LEAVING/REACHING (level)] CONTACT
- (unit call sign) (frequency);
- IF NO CONTACT (instructions);
- STAND BY FOR (unit call sign) (frequency);
- WHEN READY CONTACT (unit call sign) (frequency);
- REMAIN THIS FREQUENCY.
- MONITOR (unit call sign) (frequency);

Call sign MONITORING (frequency);

- CHANGE YOUR CALL SIGN TO (new call sign) [UNTIL FURTHER ADVISED];
- REVERT TO FLIGHT PLAN CALL SIGN (*call sign*) [AT (*significant point*)].

## FLIGHT LEVELS AND ALTITUDES

### ▶ATC:

- FLIGHT LEVEL (number);
- (*number*) METRES; or (*number*) FEET.

## CLIMB OR DESCEND INSTRUCTIONS

### ▶ATC:

- CLIMB (or DESCEND) TO (level);
- CLIMB (or DESCEND) TO AND MAINTAIN BLOCK (level) TO (level);
- CLIMB (or DESCEND) TO REACH (*level*) AT (*or BY*) (*time or significant point*);
- REPORT LEAVING (or REACHING, or PASSING) (level);
- CLIMB (or DESCEND) AT (number) METRES PER SECOND (or FEET PER MINUTE) [OR GREATER (or OR LESS)];
- MAINTAIN AT LEAST (*number*) METRES (or FEET) ABOVE (or BELOW) (*aircraft call sign*);
- STOP CLIMB (or DESCENT) AT (*level*);
- CONTINUE CLIMB (or DESCENT) TO (*level*);
- EXPEDITE CLIMB (or DESCENT) [UNTIL PASSING (*level*)];
- WHEN READY CLIMB (or DESCEND) TO (*level*);
- EXPECT CLIMB (or DESCENT) AT (*time or significant point*);
- CLIMB (or DESCEND) IMMEDIATELY;
- AFTER PASSING (significant point) CLIMB (or DESCEND) TO;
- AT (time or significant point) CLIMB (or DESCEND) TO;
- WHEN READY (*instruction*) CLIMB (or DESCEND) TO;
- REPORT STARTING ACCELERATION (or DECELERATION).
- CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED];
- DESCEND TO (*level*) [LEVEL RESTRICTION(S) (*STAR designator*) CANCELLED (or) LEVEL RESTRICTION(S) (*STAR designator*) AT (*point*) CANCELLED].

## MAINTAINING

### ▶ATC:

- MAINTAIN (*level*) [TO (*significant point*)];
- MAINTAIN (*level*) UNTIL PASSING (*significant point*);
- MAINTAIN (*level*) UNTIL (*minutes*) AFTER PASSING (*significant point*);

- MAINTAIN *(level)* UNTIL *(time)*;
- MAINTAIN *(level)* UNTIL ADVISED BY *(name of unit)*;
- MAINTAIN *(level)* UNTIL FURTHER ADVISED;
- MAINTAIN *(level)* WHILE IN CONTROLLED AIRSPACE;
- MAINTAIN BLOCK *(level)* TO *(level)*.

## SEPARATION AND ALERTS

### ▶ ATC:

- MAINTAIN OWN SEPARATION AND VMC [FROM *(level)*] [TO *(level)*];
- MAINTAIN OWN SEPARATION AND VMC ABOVE *(or BELOW, or TO)* *(level)*;
- IF UNABLE *(alternative instructions)* AND ADVISE;
- TRAFFIC *(number)* O'CLOCK *(distance)* *(direction of flight)* [*any other pertinent information*]:
- o UNKNOWN;
- o SLOW MOVING;
- o FAST MOVING;
- o CLOSING;
- o OPPOSITE *(or SAME)* DIRECTION;
- o OVERTAKING;
- o CROSSING LEFT TO RIGHT *(or RIGHT TO LEFT)*;
- o *(aircraft type)*;
- o *(level)*;
- o CLIMBING *(or DESCENDING)*;

Call sign TCAS RA;

- ROGER;

Call sign CLEAR OF CONFLICT, RETURNING TO *(assigned clearance)*;

### ▶ ATC:

- ROGER *(or alternative instructions)*;
- CLEAR OF TRAFFIC [*appropriate instructions*];
- TURN LEFT *(or RIGHT)* IMMEDIATELY HEADING *(three digits)* TO AVOID [UNIDENTIFIED] TRAFFIC *(bearing by clock-reference and distance)*;
- TURN LEFT *(or RIGHT)* *(number of degrees)* DEGREES
- IMMEDIATELY TO AVOID [UNIDENTIFIED] TRAFFIC AT *(bearing by clock-reference and distance)*.

Call sign EMERGENCY DESCENT *(intentions)*;

▶ATC:

- ATTENTION ALL AIRCRAFT IN THE VICINITY OF [or AT] (*significant point or location*) EMERGENCY DESCENT IN PROGRESS FROM (*level*) (followed as necessary by specific instructions, clearances, traffic information, etc.).

**TERRAIN ALERT**

▶ATC:

- (*aircraft call sign*) TERRAIN ALERT, (*suggested pilot action, if possible*).

**ENTERING OR LEAVING CONTROLLED AIRSPACE**

▶ATC:

- ENTER CONTROLLED AIRSPACE (*or* CONTROL ZONE) [VIA (*significant point or route*)] AT (*level*) [AT (*time*)];
- LEAVE CONTROLLED AIRSPACE (*or* CONTROL ZONE) [VIA (*significant point or route*)] AT (*level*) (*or* CLIMBING, *or* DESCENDING);

**CROSSING RESTRICTIONS**

▶ATC:

- CROSS (*significant point*) AT (*or* ABOVE, *or* BELOW) (*level*);
- CROSS (*significant point*) AT (*time*) OR LATER (*or* BEFORE) AT (*level*);

**CLEARANCES**

▶ATC:

- [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*)];
- AFTER REACHING (*or* PASSING) (*level* *or* significant point) (*instructions*);
- TURN RIGHT (*or* LEFT) HEADING (three digits) TO (*level*) [TO INTERCEPT (*track, route, airway, etc.*)];
- (*standard departure name and number*) DEPARTURE;
- 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];
- CLEARED VIA (*designation*).
- CLEARED (*or* PROCEED) VIA (*designation*);
- CLEARED TO (*clearance limit*) VIA (*designation*);
- CLEARED (*or* PROCEED) VIA (*details of route to be followed*);

- CLEARED (type of approach) APPROACH [RUNWAY (number)];
- CLEARED (type of approach) RUNWAY (number) FOLLOWED BY CIRCLING TO RUNWAY (number);
- CLEARED APPROACH [RUNWAY (number)];
- COMMENCE APPROACH AT (time);
- CLEARED STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY (number)];
- REPORT VISUAL;
- REPORT RUNWAY [LIGHTS] IN SIGHT;
- CLEARED VISUAL APPROACH RUNWAY (number);
- ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY (number);
- CLEARED VISUAL APPROACH RUNWAY (number), MAINTAIN OWN SEPARATION FROM PRECEDING (aircraft type and wake turbulence category as appropriate) [CAUTION WAKE TURBULENCE];
- REPORT (significant point); [OUTBOUND, or INBOUND];
- REPORT COMMENCING PROCEDURE TURN;
- MAINTAIN OWN SEPARATION;
- MAINTAIN VMC;
- ARE YOU FAMILIAR WITH (name) APPROACH PROCEDURE;
- CLEARED (MLS/RNAV plain-language designator).

## **HOLDING INSTRUCTIONS**

### **►ATC:**

- CLEARED (or PROCEED) TO (significant point, name of facility or fix) [MAINTAIN (or CLIMB or DESCEND TO) (level)] HOLD [(direction)] AS PUBLISHED EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (time);
- NO DELAY EXPECTED;
- EXPECTED APPROACH TIME (time);
- REVISED EXPECTED APPROACH TIME (time);

## **HEADING INSTRUCTIONS**

### **►ATC:**

- LEAVE (significant point) HEADING (three digits);
- CONTINUE HEADING (three digits);
- CONTINUE PRESENT HEADING;
- FLY HEADING (three digits);
- TURN LEFT (or RIGHT) HEADING (three digits) [reason];
- TURN LEFT (or RIGHT) (number of degrees) DEGREES [reason];
- STOP TURN HEADING (three digits);
- FLY HEADING (three digits), WHEN ABLE PROCEED DIRECT (name) (significant point);

- HEADING IS GOOD.
- RESUME OWN NAVIGATION (*position of aircraft*) (*specific instructions*);
- RESUME OWN NAVIGATION [DIRECT] (*significant point*) [MAGNETIC TRACK (*three digits*) DISTANCE (*number*) KILOMETRES (*or*) MILES].
- MAKE A THREE SIXTY TURN LEFT (*or*) RIGHT [reason];
- ORBIT LEFT (*or*) RIGHT [reason];
- MAKE ALL TURNS RATE ONE (*or*) RATE HALF, *or* (*number*) DEGREES PER SECOND) START AND STOP ALL TURNS ON THE COMMAND “NOW”;
- TURN LEFT (*or*) RIGHT NOW;
- STOP TURN NOW.

## **SPEED CONTROL**

### **►ATC:**

- REPORT SPEED;
- MAINTAIN (*number*) KILOMETRES PER HOUR (*or*) KNOTS) [OR GREATER (*or*) OR LESS)] [UNTIL (*significant point*)];
- DO NOT EXCEED (*number*) KILOMETRES PER HOUR (*or*) KNOTS);
- MAINTAIN PRESENT SPEED;
- INCREASE (*or*) REDUCE) SPEED TO (*number*)
- KILOMETRES PER HOUR (*or*) KNOTS) [OR GREATER (*or*) OR LESS)];
- INCREASE (*or*) REDUCE) SPEED BY (*number*)
- KILOMETRES PER HOUR (*or*) KNOTS);
- RESUME NORMAL SPEED;
- REDUCE TO MINIMUM APPROACH SPEED;
- REDUCE TO MINIMUM CLEAN SPEED;
- NO [ATC] SPEED RESTRICTIONS.

## **VECTERING TECHNIQUE**

### **►ATC:**

- VECTERING FOR (type of pilot-interpreted aid) APPROACH RUNWAY (number);
- VECTERING FOR VISUAL APPROACH RUNWAY (number) REPORT FIELD (*or*) RUNWAY) IN SIGHT;
- VECTERING FOR (positioning in the circuit);
- VECTERING FOR SURVEILLANCE RADAR APPROACH RUNWAY (number);
- VECTERING FOR PRECISION APPROACH RUNWAY (number);
- (type) APPROACH NOT AVAILABLE DUE (reason)(alternative instructions)
- POSITION (number) KILOMETRES (*or*) MILES) from (fix).
- TURN LEFT (*or*) RIGHT) HEADING (three digits);

- YOU WILL INTERCEPT (radio aid or track) (distance) FROM (significant point or TOUCHDOWN);
- CLEARED FOR (type of approach) APPROACH RUNWAY (number);
- TURN LEFT (or RIGHT) HEADING (*three digits*) [TO INTERCEPT] or [REPORT ESTABLISHED];
- EXPECT VECTOR ACROSS (*localizer course or radio aid*) (*reason*);
- THIS TURN WILL TAKE YOU THROUGH (*localizer course or radio aid*) [*reason*];
- TAKING YOU THROUGH (*localizer course or radio aid*) [*reason*];