NATO STANDARD

AATCP-2

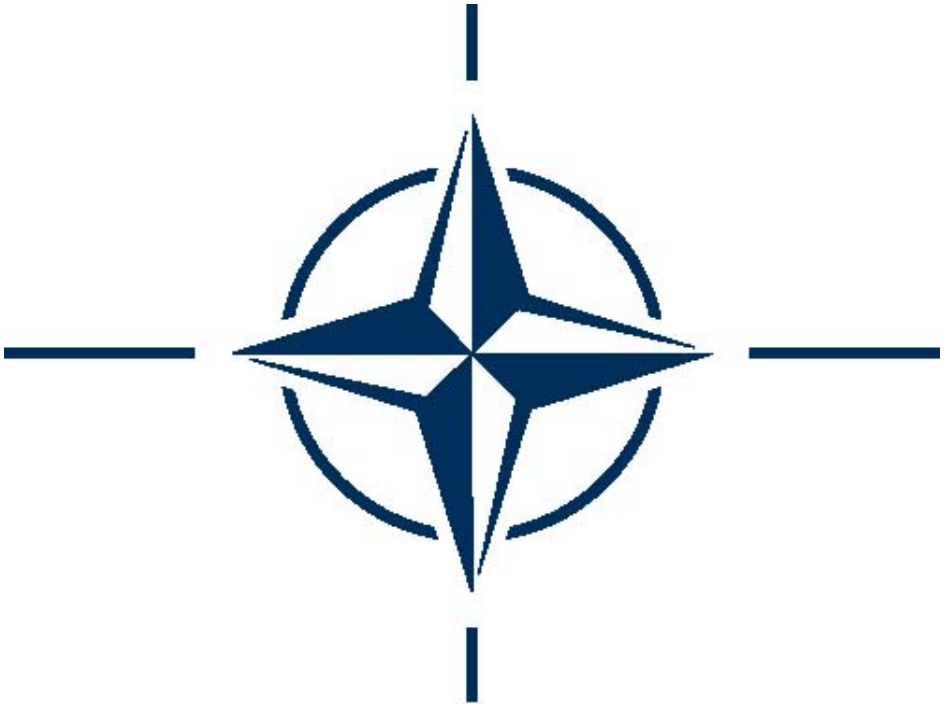
NATO RADIOTELEPHONY PHRASEOLOGY (RTF)

NATO SUPPLEMENT TO ICAO:

ANNEX 2 DOC 4444 - ATM/501
ANNEX 10 VOL II DOC 9432-AN/952

Edition A Version 1

MAY 2013



NORTH ATLANTIC TREATY ORGANIZATION

ALLIED AIR TRAFFIC CONROL PUBLICATION

Published by the
NATO STANDARDIZATION AGENCY (NSA)
© NATO/OTAN

INTENTIONALLY BLANK

NORTH ATLANTIC TREATY ORGANIZATION (NATO)

NATO STANDARDIZATION AGENCY (NSA)

NATO LETTER OF PROMULGATION

28 May 2013

1. The enclosed Allied Air Traffic Control Publication AATCP-2, NATO RADIOTELEPHONY PHRASEOLOGY (RTF) NATO SUPPLEMENT TO ICAO: ANNEX 2 DOC 4444 - ATM/501 ANNEX 10 VOL II DOC 9432-AN/952, which has been approved by the nations in the Air Traffic Management Committee, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 3817.

2. AATCP-2, Edition A, is effective upon receipt.

3. No part of this publication may be reproduced, stored in a retrieval system, used commercially, adapted, or transmitted in any form or by any means, electronic, mechanical, photo-copying, recording or otherwise, without the prior permission of the publisher. With the exception of commercial sales, this does not apply to member nations and Partnership for Peace countries, or NATO commands and bodies.

4. This publication shall be handled in accordance with C-M(2002)60.

Dr. Cihangir Aksit, TUR Civ
Director NATO Standardization Agency

INTENTIONALLY BLANK

RESERVED FOR NATIONAL LETTER OF PROMULGATION

INTENTIONALLY BLANK

RECORD OF RESERVATIONS

CHAPTER	RECORD OF RESERVATION BY NATIONS
Note: The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Database for the complete list of existing reservations.	

INTENTIONALLY BLANK

RECORD OF SPECIFIC RESERVATIONS

[nation]	[detail of reservation]
Note: The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Database for the complete list of existing reservations.	

INTENTIONALLY BLANK

INTENTIONALLY BLANK

INTENTIONALLY BLANK

TABLE OF CONTENTS

CHAPTER 1

ADMINISTRATIVE/SCOPE

0101. Purpose

1. This publication describes military unique Radiotelephony Phraseology (RTF) for use in communications by pilots, ATC personnel and other ground personnel. The military unique RTF shall be used to supplement and/or complement:

a. ICAO Annex 2 Rules of the Air.

b. ICAO Annex10 Aeronautical Communications Vol II.

c. ICAO DOC 4444 ATM/501 Rules of the Air and Air traffic Services.

d. ICAO Doc 9432-AN/952 Manual on Radiotelephony.

2. These procedures are for application at all aerodromes and ATS facilities under the jurisdiction of this agreement, as agreed to by participating nations and are particularly pertinent to NATO-led operations. For the purpose of this document it is emphasized that in supplementing the mentioned ICAO documents RTF is the main consideration, but at times there is a requirement to cover some related procedures. Civil pilots visiting military aerodromes will be expected to be aware of the military phraseology contained within this document and to comply with such instructions as issued by military controllers during their visit.

0102. Structure of AATCP-2

1. The document is divided into the following chapters and Annexes:

Chapter 2 - Supplemented RTF. The criteria in Chapter 2 of this document replace, amend, or provide RTF in addition to specific paragraphs in the referenced ICAO documents.

Chapter 3 - Additional Military RTF. Chapter 3 provides military specific RTF that is not addressed in the referenced ICAO documents.

Chapter 4 - ATS Landline Liaison. The phraseology to be used on landlines between participating ATS personnel is contained in Chapter 4.

Annex A – Airfield Driving Phraseology. Phraseology for use by vehicle operators on airfields who are provided with communications to ATC. This has intially been provided in an Annex, as the information provided may be moved to a reworked or new STANAG at some point.

Annex B - Nation Specific Requirements. Annex B details where nation specific requirements can be viewed that will be used within a nation's own borders. This is provided for the purpose of preparing military aircrew conducting flights in or through such nations. This Annex is not subject to the ratification process.

Annex C – Related STANAGs and Documents.

0103. Word Meanings

1. Word meanings used in this manual (ICAO terms):

Shall means mandatory.

Should means recommended.

May means optional.

0104. Phraseology Examples

1. Where phraselogy supplementation is required it is included first as an explanation of the procedure or regulation in full text if necessary. Then the correct composition of the sentence is depicted:

a. Words in UPPER CASE shall be used to transmit the message in the standardized format.

b. Words in between 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. They are printed *italic and in lower case.*

e.g. TAXI VIA (*specific route to be followed*)

could be transmitted as: “Taxi via taxi north 1 and 2”.

c. Words in square parenthesis [ ] indicate optional additional words or information that may be necessary in specific instances. They are printed *italic and in lower case* or in UPPER CASE as appropriate.

e.g. TAXI VIA (*specific route to be followed*) TO HOLDING POINT [*number*] [RUNWAY (*number*)]

could be transmitted as: “Taxi via taxi east to holding point runway 27”,

or as “Taxi via Alpha 1 to holding point 3 runway 18”,

or as “Taxi via maintenance to holding point”.

2. When necessary or useful examples of R/T are given in text boxes after the standard format message described above. This is provided to assist with the training of aircrew and controllers alike. The station initiating the exchange of messages is in **bold** type and the following symbols are used to add further clarity by denoting who is passing which phraseology:

✈ Aircraft, fixed wing or helicopter
🎧 Air Traffic Service provider

For Example:

🎧 ***(CALLSIGN)*, CLEARED FOR TAKE OFF [REPORT AIRBORNE]***	✈ CLEARED FOR TAKE-OFF, [WILCO], *(CALLSIGN)*
🎧 **Tiger 71, cleared for take-off, report airborne**	✈ Cleared for take-off, [wilco], Tiger 71
	✈ Tiger 71, airborne

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

0105 Phraseology Principles in General

1. RT 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 the safe and expeditious operation of aircraft. However, 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 cannot be over-emphasized but this does not deny operators the use of plain language when appropriate.

2. Constant attention to correct and concise phraseologies and proper RT procedures at all times will result in their becoming automatic; this can only raise the general level of quality of aeronautical radiotelephony and consequently improve the safety of operations both in the air and on the ground.

3. It is not practicable to give examples of phraseology to cover every conceivable situation. Users will find it necessary to make adaptations according to particular circumstances. However, care must be taken not to confuse or prejudice basic meanings and, whenever possible, the code of practice outlined in this document should be followed.

0106. Definitions and Abbreviations

1. All definitions are taken to be those covered in AAP-6 and all abbreviations derive from AAP-15.

0107 - 0199. Reserved

INTENTIONALLY BLANK.

CHAPTER 2

Supplemented RTF

0201. Scope

1. The RTF described in this chapter should be used to replace, amend or supplement the RTF in the referenced ICAO documents.

0202. Language to be Used

Supplement to Annex 10, Vol II, 5.2.1.2:

1. The English language shall be used for RTF; however, it is permitted to use other national language(s) when only aircraft of one nation are operating on the particular RTF frequency (if so permitted by national regulations).

0203. Word and Phrase Meaning

Supplement to Annex 10, Vol II, 5.2.1.5.8:

1. The term "OVER" means 'my transmission has ended and I expect a response from you'. Not normally used in VHF and UHF communications.

2. The phrase "PASS YOUR MESSAGE" means 'proceed with passing your request or remark'. To be used after a station has called indicating it requires a response.

0204. Callsigns for Aeronautical Stations

Supplement to Annex 10, Vol II, 5.2.1.7.1:

1. The unit or service shall be identified in accordance with the table below except that the name of the location or the unit/service may be omitted once satisfactory communication has been established.

UNIT/SERVICE	*(callsign)* SUFFIX ICAO	ALTERNATIVE MIL EQUIVALENT
Precision Approach Radar	Precision	Talkdown or Final Control
Approach position providing SRA service	—	

0205. Six Digit Frequencies

Supplement to Annex 10, Vol II, 5.2.1.7.3.4.4:

1. When using 6 digit frequencies all 6 digits will be transmitted unless the last 2 digits are zero in which case only 4 digits shall be transmitted.

0206. Passing of Cable and Barrier States

Supplement to Doc 4444, 12.3.4.16:

1. See Chapter 3, Paragraph 307.

0207. Precision Approach Phraseology (PAR)

Proposed supplementation to Doc 4444 para 12.4.2.5:

1. The phraseology for PAR contained in ICAO is in need of update. Until an update to that phraseology can be achieved, nations agree to use the Phraseology contained in this document at 0311.

0208 – 0299. Reserved

CHAPTER 3

Additional Military RTF

0301. Scope

1. The RTF described in this chapter is used in addition to, and in conjunction with the RTF described in the referenced ICAO documents.

0302. Military Aircraft Callsigns (Supplement to Annex 10, Vol II, 5.2.1.7.2)

1. Information and procedures for the selection and use of callsigns is contained in STANAG 7008.

0303. Callsign Abbreviation

1. Once firm contact has been established, and provided no possibility of confusion exists, callsigns may be abbreviated as follows:

a. **For Mission Numbers**. As only the third element of the callsign is always a letter, the abbreviated callsign should be the third element and the remaining digits. For example T4G22 would become G22.

b. **For Pilot Numbers**. The first element of the callsign root followed by the digits. For example VYT25 would become V25. In addition some units may add suffixes that indicate specific information to ATC such as aircraft type.

In all cases the responsibility to shorten callsigns lies with ATC as they may be dealing with many aircraft. A pilot shall not use an abbreviated callsign before ATC does so.

0304. NATO Standard Visual Circuit Procedures

1. Reserved.

0305. NATO Studs and Common VHF Frequencies

1. Pilots may request the use of NATO studs rather than the discrete frequencies when making approaches to, or flying in the vicinity of, NATO airfields. The table below lists the first 5 NATO UHF studs; these are to be displayed at controller positions to enable stud numbers to be equated to frequencies when requested by aircrew. Two NATO common VHF channels are also allocated for use by ATC agencies: 122.1 MHz for Tower and 123.3 MHz for NATO Search/Talkdown/Final Approach.

DESIGNATION OF NATO STUDS		
NATO Stud	**Frequency (MHz)**	**Designation**
1	317.5	NATO Common Navigational/Fixer/Guard
2	257.8	Common Tower
3	385.4	Common GCA/Talkdown/Final Control
4	344.0	Common GCA/Marshall/Search
5	362.3	Common Approach Control
Guard	243.0	Common Emergency Frequency

2. Given the common nature of these NATO UHF and VHF frequencies, pilots and controllers should listen to the frequency before transmitting in order to avoid interfering with transmissions from other units or aircraft.

0306. Phraseology for Joining the Visual Circuit/Pattern

1. The terms circuit and pattern are interchangeable. A join through the Initial Point is an alternative to other ICAO joining procedures for the visual circuit/pattern. It may include a break (pitch) from a point on the deadside in order to make a continuous circle onto final approach or to conduct a standard circuit turn on to downwind leg. This could be determined by aircraft type and/or other circuit traffic with which the joining aircraft has to integrate. There may also be occasions where ATC issues additional positioning instructions to aid sequencing with other traffic. The visual circuit pattern direction shall be left-handed unless otherwise stated.

When ideally 3 to 5 mins from the aerodrome or initial point:

✈ **AERODROME*, (callsign)*, POSITION, REQUEST [INITIAL] JOIN FOR RUNWAY (*number*), [INFORMATION (*ATIS code letter*) COPIED/RECEIVED)]**		🎧 *(callsign)*, AERODROME, JOIN, [TRAFFIC (detail)]
or		
✈ **AERODROME*, (callsign)*, POSITION, REQUEST [INITIAL] JOIN FOR RUNWAY (*number*)**		🎧 *(callsign)*, AERODROME, JOIN RUNWAY (*number*) [RIGHT HAND], QFE/QNH (*number*) [MILLIBARS/HECTO-PASCALS/INCHES], [TRAFFIC (detail)]
✈ **Markston Tower, VYT 21, 10 miles east, request initial join for runway 05, information Bravo**		🎧 VYT 21, Markston Tower, join, 2 in [Number of aircraft in the visual circuit]
		✈Join, VYT21
or		
✈ **Markston Tower, VYT 21, 10 miles east, request initial join for runway 05,**		🎧 VYT 21, Markston Tower, join runway 05, QNH 1015, 2 in
		✈Join runway 05, QNH 1015, VYT21

At initial point - at 3nm displaced on the Deadside:

✈ ***(callsign)*, INITIAL [FOR THE BREAK**		🎧 *(callsign)*, [(*pass circuit positions of other aircraft*)]
✈ **V21, initial**		🎧 V21, one upwind, one downwind

2. The examples for joining the visual patterns and the passing of traffic information are not exhaustive and it should be noted that once inside the initial point, local sequencing procedures and differing levels of traffic information may be applied. Where these are being used the procedures and detailed phraseology will be included in local orders and Annex to this Allied Publication.

On the Break:

✈ ***(callsign)*, ON THE BREAK, (*intentions)***		🎧 *(callsign)*, (*number of aircraft ahead*), SURFACE WIND (*numbers*) KNOTS
✈ **V21, on the break to land**		🎧 V21, one ahead, surface wind, 320, 5 knots

'On the break' is equivalent to a downwind call.

0307. Landing Gear Position

1. Pilots of aircraft with retractable landing gear shall report the gear position as part of the request for an ATC clearance to use a runway. If the position of the landing gear is not passed at the appropriate point or is required to be checked by the controller then a simple request will be issued.

✈ ***(callsign)*, FINAL/BASE, GEAR DOWN [AND LOCKED]**	🎧 *(callsign)*, CLEARED [TO LAND *or* TOUCH AND GO *or* LOW APPROACH]
or	
✈ ***(callsign)*, FINAL/BASE**	🎧 *(callsign)*, CHECK GEAR
✈ **V21, final, gear down (and locked)**	🎧 V21, cleared to land
or	
✈ **V21, final**	🎧 V21, report gear down
	✈ V21, gear down (& locked)
	🎧 V21, cleared to land

2. It should be noted that whilst Lowkey generally relates to a geographical position, Highkey does not and will vary according to aircraft type.

0308. Arrestor System Procedures and Phraseology

1. All landing and takeoff clearances are to include advice on the status of the arresting system. The status can be as follows:

Cables:

UP – the cable is raised on rubber rings often referred to as grommets or doughnuts, or on automated raising systems. In this position the cable is ready for engagement.

DOWN – the cable is lowered and normally lying flat on the runway or in a slight recess. The cable cannot be engaged in this position.

DERIGGED – the cable has been physically removed from the runway and will take an extended period of time before it could be ready for an engagement.

Barrier:

UP – the barrier is in the raised position and ready for an engagement.

DOWN – the barrier is in the lowered position, but could be raised on request.

UNSERVICEABLE – the barrier system is not available.

2. The position of a cable, in distance from the approach end threshold rounded to nearest 100 ft is to be given to aircraft unfamiliar with the aerodrome. When barrier position and/or cable state is as published in FLIPs, reference to them is normally omitted to aircraft based at the aerodrome and reference to cable state is normally omitted to visiting aircrew that are familiar with the aerodrome. A pilot may require a change to arrestor system positions and will normally try to warn of an imminent engagement.

3. An airborne aircraft requesting an engagement will provide as much of the following information as possible:

a. Callsign and type of aircraft.

b. Nature of emergency and which arresting system he is intending to engage.

c. Estimated time to landing in minutes.

In addition, except for short or no notice engagements, the pilot should report "Hook Down" as part of the final/base call if planning to utilise the cable. If the controller does not receive the hook down call, a check will be requested:

✈ **RIDER 1, FINAL/BASE, GEAR DOWN**		🎧 RIDER 1, CHECK HOOK DOWN
		✈ RIDER 1, GEAR AND HOOK DOWN

4. On receipt of a request from an airborne aircraft, the controller is to:

a. Advise the pilot of the serviceability state of the preferred arresting system.

b. If necessary, advise of the time that the arresting system will become available.

c. Request fuel remaining, aircraft weight and estimated engagement speed, if required.

d. Pass normal landing information.

e. Alert the Crash/Rescue Crew to an appropriate readiness state.

After a successful engagement, the pilot will not taxi the aircraft until the ground/recovery party has signalled the aircraft can commence taxi and a clearance to do so has been obtained from ATC.

5. Following an engagement, the runway shall be declared "closed" or "black" until the team leader of the recovery crew ensures that the runway has been vacated. The following conditions are to be satisfied prior to informing ATC:

a. No personnel, equipment or vehicles are within the confines of the runway or requiring to cross the runway to vacate the area.

b. The arresting system has been returned to a serviceable state, a battery position, removed from the runway or declared as unserviceable.

🎧 *(CALLSIGN),* CLEARED [FOR TAKE OFF *or* TO LAND *or* TOUCH AND GO *or* LOW APPROACH], APPROACH CABLE [UP *or* DOWN or DERIGGED], [CENTRE CABLE [UP *or* DOWN or DERIGGED]], OVERRUN CABLE [UP or DOWN or DERIGGED], BARRIER [UP or DOWN or DERIGGED]	
✈ **Rider 1, final, gear down**	🎧 Rider 1, cleared to land, approach cable down, overrun cable up, barrier up
	✈ Cleared to land, Rider 1

The following phraseology will normally be used by pilots to indicate an intent to utilise an arrestor system at short notice:

✈ **Rider 1, barrier, barrier, barrier**	🎧 Rider 1, barrier up
✈ **Rider 1, cable, cable, cable**	🎧 Rider 1, overrun cable up

ATC will alert the Crash/Rescue crews.

Requests for information on arrestor systems and/or to change the status of an arrestor system:

✈ **Rider 1, request barrier state**	🎧 Rider 1, barrier down
	✈ Rider 1, request raise the barrier
	🎧 Rider 1, barrier up

'Approach Cable' refers to an arrestor cable in the first half of the runway, normally a short distance beyond the threshold in the direction of landing.

'Centre Cable' refers to an arrestor cable that is positioned approximately at the mid-point of the runway.

'Overrun Cable' refers to an arrestor cable that is in the latter half of the runway in the direction of landing, normally prior to the upwind threshold.

0309. Phraseology for Fixed-Wing VTOL Operations

1. The following terms are used for VTOL operations:

Conventional Landing	A practice, or actual aircraft systems emergency landing, when nozzles are used for braking and the aircraft will roll for approximately 5000 ft. In the event of immovable nozzles, a conventional landing may require the whole runway and engagement of the barrier.
Slow Landing	A normal landing (120 kts) at an intermediate nozzle (normally 65º) and involving a considerable ground roll which is arrested by power nozzle braking.
RVL	Rolling vertical landing. A steeper, slower approach (50 kts) followed by an abbreviated ground roll and, normally, no power nozzle braking.
Accel	A rapid throttle opening to ensure engine response correct. Always carried out before take-off but only declared if significant ground roll is required.
Translate	A phrase used to cover largely jetborne flight over short distances between different landing areas.
Press-up	Vertical take-off and landing on the same pad without transition to wingborne flight.
Mini circuit	In flight jetborne manoeuvring associated with a press-up.
Lift-off	Vertical take-off from a pad followed by transition to wingborne flight.
STO hop	A short take-off followed by a rolling vertical landing in the same direction.
Into wind decel	A deceleration into wind prior to a vertical landing.
Pad	An area of concrete for vertical take-off and landing, the surface of which can withstand nozzle blast.
Mexe	A metal pad constructed of prefabricated interlocking aluminium strips in the shape of a circle or square, the surface of which can withstand nozzle blast.

2. Pilots of VTOL aircraft should be aware that the terms above may not be in regular use at aerodromes that do not operate VTOL aircraft. Therefore, pilots should anticipate that the terms may not be understood by ATC. In such circumstances pilots of VTOL aircraft are to revert to standard NATO procedures and phraseology for standard circuits/patterns.

0310. Flameout/Engine Failure – Aerodrome Phraseology

1. In a real flameout or engine failure situation the appropriate emergency message will be passed by the aircraft along with the statement of intent for a flameout recovery. The following phraseology should be used when radar is available to the controller.

Initial Call:

✈ **STATION, *(callsign)*, POSITION, FL/ALTITUDE, REQUEST (RADAR FLAME-OUT RECOVERY, PFL *or* SFO), INFORMATION (*code letter*), (*number*) POB**	🎧 *(callsign), (station),* [HEADING FOR *(station)* IS (*number*)], SET [QFE *or* QNH] (number) [(MILLIBARS / HECTOPASCALS / INCHES)]
✈ **Markston Approach, Raider 22, 15 miles northwest, FL 160, request radar PFL, information Charlie, 2 POB**	🎧 Raider 22, Markston Approach, heading for Markston is 140 degrees, set QNH 1012 millibars

'PFL' refers to Practice Forced Landing and 'SFO' refers to Simulated Flame Out.

2. The heading offered by the controller is considered advisory as the aircraft is generally not identified and the height/level/altitude may not be known by the controller. Subsequently, pilots are responsible for ensuring adequate terrain separation will be maintained prior to flying the heading given.

3. The pilot may be requested to "Report accelerating" which indicates to the controller the point where the aircraft has reached the optimum range for height profile. The controller will pass ranges each nm to the aircraft until the pilot reports accelerating, from which point ranges will be passed each ½ nm.

Once visual with the aerodrome the pilot will position for High Key:

✈ ***(callsign)*, HIGH KEY**	🎧 *(callsign)*, (*traffic information if required*), REPORT LOW KEY, SURFACE WIND (*number*s) KNOTS
✈ **Raider 21, HIGH KEY**	🎧 Raider 21, one ahead, report Low Key, surface wind 230 10 knots

On some occasions the aircraft may be forced to position straight to Low Key in which case the High Key call will be missed.

The instruction to report Low Key may be omitted for actual flameouts or engine failures.

✈ ***(callsign)*, LOW KEY**	🎧 *(callsign)*
✈ Raider 21, LOW KEY	🎧 Raider 21

Inside Low Key, normal circuit and landing phraseology is to be used.

4. If a PFL/Flameout/Engine Failure call is made direct to an Aerodrome Controller who is not equipped with radar, then a heading will not be given, the aircraft shall be instructed to join, passed aerodrome information if required and told to report High Key from where the phraseology above shall be used.

0311. PAR Phraseology

Whilst positioning for the approach:

🎧 ***(callsign)*, VECTORING FOR PAR RUNWAY (*number*), [PROCEDURE MINIMUM (*number*) FEET]**	✈ *(callsign)*, [(*number*) FEET], TO [LAND, TOUCH AND GO (*further intentions*), LOW APPROACH (*further intentions*)]
🎧 Gauntlet 25, PAR runway 23, procedure minimum 200 feet	✈ Gauntlet 25, 200 feet, touch and go for further PAR

Initial contact to Talkdown/Final Approach controller:

✈ STATION [TALKDOWN *or* FINAL APPROACH], *(callsign)*	🎧 *(callsign)*, STATION [TALKDOWN *or* FINAL APPROACH], IDENTIFIED (number) MILES, READ BACK QFE
	🎧 *(callsign)*, DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS UNLESS REQUESTED
✈ Markston Talkdown, Gauntlet 25	🎧 Gauntlet 25, identified 8 miles, read back QFE
	✈ 1015 set, Gauntlet 25
	🎧 Do not acknowledge further transmissions unless requested

Glidepath information during the approach:

🎧 APPROACHING DESCENT POINT

🎧 BEGIN DESCENT NOW FOR A (number) DEGREE GLIDEPATH*

🎧 [SLIGHTLY or WELL], [ABOVE *or* BELOW] GLIDEPATH

🎧 Begin descent now for a 3 degree glidepath

🎧 Slightly below glidepath

* The instruction "Do not acknowledge further instructions unless requested" can be added to this instruction if it has not previously been passed.

Reporting of aircraft position in relation to the extended runway centreline, which may follow a turn instruction if appropriate or can be used in isolation:

🎧 [LEFT *or* RIGHT] OF CENTRELINE CORRECTING [RAPIDLY *or* NICELY *or* SLOWLY *or* NOT CORRECTING]
🎧 [WELL or SLIGHTLY], [LEFT or RIGHT] OF CENTRELINE CORRECTING [RAPIDLY *or* NICELY *or* SLOWLY *or* NOT CORRECTING]
🎧 ON CENTRELINE
🎧 Left of centreline, correcting rapidly
🎧 Slightly right of centreline, correcting slowly
🎧 Right of centreline, not correcting
🎧 On centreline

General position information:

🎧 (*number*) MILES [FROM TOUCHDOWN]
🎧 OVER TOUCHDOWN

A gear check or pre-landing checks verification (depending on gear type) should be conducted at an appropriate point on the approach, prior to obtaining a clearance from the Aerodrome controller:

🎧 **(*number*) MILES, CHECK GEAR ACKNOWLEDGE**	✈ GEAR DOWN, *(callsign)*
Or	
🎧 **(*number*) MILES, CONFIRM CHECKS COMPLETE**	✈ CHECKS COMPLETE, *(callsign)*
🎧 **4 and a half miles, check gear acknowledge**	✈ Gear down, Gauntlet 25

🎧 **4 and a half miles, confirm checks complete**	✈ Checks complete, Cessna 52

Final stages of the approach:

	🎧 APPROACHING DECISION HEIGHT/ALTITUDE
	🎧 PASSING DECISION HEIGHT/ALTITUDE*)*
🎧 ***(callsign),*** **OVER TOUCHDOWN**	✈ *(callsign)* CHANGING TO (*appropriate station*), (*frequency or stud*)

0312. Helicopter Clearances

1. To be developed.

0313 Descent to Low Level

1. When a pilot requires descent below a controller's terrain safe level, the controller should remind him of terrain responsibility as part of the approval for further descent.

✈ ***(callsign),*** **REQUEST DESCENT TO (*height/altitude/safety altitude, other pilot interpreted terrain safe level or height)***	🎧 *(callsign)* (*change of service if required*), TAKING YOUR OWN TERRAIN CLEARANCE, DESCENT APPROVED
	✈ *(callsign),* (*acknowledge change of service if appropriate*), MY OWN TERRAIN CLEARANCE, DESCENT APPROVED (*safety altitude or height*)
✈ **Tiger 2, request descent to low-level**	🎧 Tiger 2, taking your own terrain clearance, descent approved
	✈ Tiger 2, my own terrain clearance, descent approved

2. Controllers should also consider informing the pilot of reduced traffic information if the additional descent has surveillance coverage implications.

0314. Jamming Phraseology

1. When an ATS unit is suffering from the effects of jamming or interference on a frequency or a radar, the phrases below may be used to request the jamming or interference is stopped. If the callsign causing the jamming is not known then the phrase "All Stations" can be used or the phrase "Hooter" can be used on the emergency frequency 243.0 MHz.

To stop the electronic jamming of radar facilities:

🎧 ***(callsign)*, CEASE JAMMING**	✈ *(callsign)* JAMMING CEASED [AT TIME (*number*)]

or

🎧 ***(callsign)*, EMERGENCY, STRANGLE MUSIC**

To stop jamming radios:

🎧 ***(callsign)*, EMERGENCY, STRANGLE CHATTER**

To stop mechanical jamming of radar facilities (chaff):

🎧 ***(callsign)*, EMERGENCY, STRANGLE STREAM**

To stop any/all jamming:

🎧 ***(callsign)*, EMERGENCY, STRANGLE MUSIC, CHATTER STREAM**

0315. Speechless Procedures

1. If an aircraft loses the ability to transmit speech, pilots should adopt the speechless procedure and all controllers should be familiar with this phraseology.

2. Before a recovery is effected, certain information common to all types of speechless emergencies is to be ascertained using the speechless code. The ● symbol denotes short carrier-wave only transmissions and a dash (—) indicates a long transmission. The code uses these transmissions as follows:

●	= Yes
● ●	= No
● ● ●	= Say Again
● ● ● ●	= Homing/Request Assistance
—●●—	= Further Emergency

3. In addition pilots will use one long transmission to indicate the requested manoeuvre or action has been completed. Controllers should be aware that giving more than one instruction at once may require subsequent yes/no type questioning to ascertain which instruction has been completed.

✈ ● ● ● ●	🎧 SPEECHLESS AIRCRAFT DO YOU REQUIRE RECOVERY TO (*station name*)

If the aircraft answers no (●●) then the controller should try to ascertain the pilot's intentions using a questioning technique that allows yes/no answers and render what assistance he can.

If the aircraft answers yes (●):

> 🎧 SPEECHLESS AIRCRAFT, ADOPT THE *(callsign)* SPEECHLESS (*number**), IS THIS A PRACTICE

* Whilst it is unlikely the controller will be working more than one speechless aircraft at a time it is possible. The controller should allocate numbers in sequence with the first aircraft being allocated Speechless 1 as the callsign.

Depending on the answer the controller is to then ascertain if there are any other forms of emergency:

> 🎧 SPEECHLESS (*number*), DO YOU HAVE ANY OTHER FORM OF [PRACTICE] EMERGENCY

4. If the aircraft indicates a further emergency then the questions in the table below should be asked in sequence moving to the appropriate column for aircraft type (once ascertained if required) if the answer to one of the main questions is no. These questions are not intended to provide an answer to all possible emergencies and controllers must be prepared to adapt to any given situation.

Main Question	**Supplementary Questions**	
	Fixed Wing	**Rotary Wing**
Can you maintain height/Altitude/FL?	Are you flamed out? Are you short of oxygen? Are you affected by icing?	Do you have a control problem? Do you have an engine failure? Are you affected by icing?
Can you make a normal recovery?	Are you short of fuel? Are you asymmetric? Do you have an instrument failure? Do you have electrical failure? (see note) Do you have hydraulic failure? (see note)	Are you short of fuel? Do you have single engine failure? Do you have an instrument failure? Do you have electrical failure? Do you have hydraulic failure?
Can you carry out a normal approach to land?	Do you have an undercarriage problem? Do you have a brake failure? Do you intend to engage the cable? Do you require the barrier?	Do you have an undercarriage problem? Can you hover? Do you require a running landing?

From this point, the controller should ascertain the type of recovery required, identify the aircraft and provide positioning instructions for the requested recovery procedure. It may also be necessary to

ascertain whether there are any casualties on board. If the list becomes exhausted without ascertaining the emergency then the controller may use additional questions to understand the problem but not to the detriment of providing appropriate control to recover the aircraft expeditiously. Furthermore, if the pilot indicates the aircraft has suffered a further emergency at any point beyond either the speechless emergency or any other identified through questioning, then the controllers should start the questioning process again, time and circumstances permitting.

A pilot when calling for either an actual or practice speechless recovery may already be under the radar control of the controller, which may assist identification:

🎧 SPEECHLESS AIRCRAFT WERE YOU FORMERLY (*callsign*)

5. On transfer between controllers it is important for the receiving controller to confirm that the speechless aircraft calling him is the same one that has been transferred to him from the other controller.

The pilot will initiate contact with the receiving controller using the Homing/Request Assistance call:

✈ ● ● ● ●	🎧 SPEECHLESS AIRCRAFT, (*control position*), ARE YOU SPEECHLESS (*number*) from (*control position*)
✈ ● ● ● ●	🎧 Speechless aircraft, Cottam Talkdown, are you Speechless 1 from Cottam Director

A gear check for a Speechless aircraft must be a direct question:

🎧 SPEECHLESS (*number*) IS YOUR GEAR DOWN

0316. Ejection from Aircraft

1. The phrase to advise a controller that a pilot is abandoning an aircraft equipped with an ejection seat:

✈ ***(callsign)*** **EJECTING**

0317. Suspension of RT Procedures

1. Aircraft may require to operate in a specified area or on an area of an aerodrome without making RTF transmissions that would normally be required. **The request to suspend such transmissions is referred to as operating 'negative RT' and RT calls should be covered in local flying orders.**

0318. Formations in Trail

1. The description of the procedures for formation trail approaches are at Annex B. The request for conducting a trail approach shall be made as follows:

✈ ***(callsign)*, REQUEST TRAILS APPROACH [*(number)* AIRCRAFT or ELEMENTS]**	🎧 *(callsign)*, TRAILS APPROACH APPROVED

0319. Contact Lost

1. The term "Contact Lost" when used by a pilot refers to a situation where one or more elements of an aircraft formation loses visual or station keeping equipment contact with one or more elements of the formation. In this instance the formation will invoke standard procedures to establish separation between the elements and the controller must be prepared for a request to identify individual formation elements in order to provide a service and potentially pass instructions aimed at allowing the formation to rejoin. Upon losing contact within a formation, pilots may set transponder code to 7700.

0320. Freecall and Continue With

1. The term "Freecall" is used by a controller to indicate to the pilot that landline communication to the next controller has not been possible prior to transfer position. The pilot should then be prepared to give full position, heading and level information to the next controller.

🎧 ***(callsign)*, UNABLE TO ARRANGE A HANDOVER TO (*unit or control position*). YOUR POSITION (*aircraft position*), [SQUAWK (*number*)], FREECALL (*unit or control position*), (*frequency*)**	✈ FREECALL (*unit or control position*), (*frequency*), *(callsign)*
🎧 Ranger 22, unable to arrange a handover to Wadford, your position 10 miles east of Smallville, freecall Wadford Approach 345.67	✈ Freecall Wadford Approach 345.67, Ranger 22

2. The term "Continue With" is used by a controller to indicate to the pilot that his flight details and profile have been prenoted to the next controller, but it is not possible to effect a formal radar handover.

🎧 ***(callsign)*, UNABLE TO ARRANGE A HANDOVER TO (*unit or control position*). YOUR POSITION (*aircraft position*), [SQUAWK (*number*)], CONTINUE WITH (*unit or control position*), (*frequency*)**	✈ CONTINUE WITH (*unit or control position*), (*frequency*), *(callsign)*
🎧 Mission 59C, unable to arrange a handover to Wadford, your position 10 miles east of Smallville, freecall Wadford Approach 345.67	✈ Freecall Wadford Approach 345.67, Mission 59C

0321. Aerobatics and General Handling

1. The term "Block" can be used to describe a height band that an aircraft requires to operate in. The aircraft will subsequently manoeuvre not below the lowest specified level and not above the highest specified level. Normally, the levels will be specified in terms of flight levels.

✈ ***(callsign)*, REQUEST OPERATE IN THE BLOCK (*number*) TO (*number*)**	🎧 *(callsign)*, OPERATE IN THE BLOCK (*number*) TO (*number*), [(*type of service*)]
✈ C55, request operate in the block 120 to 190	🎧 C55, operate in the block 120 to 190

0322. Passing the Number of Persons on Board (POB)

1. The pilot should pass the POB in accordance with local or national orders. If not passed, controllers may need to request POB from the pilot

🎧 C55, REQUEST POB	✈ C55, (*number*) POB

0323 Air Weapons Range Phraseology

To be developed.

0324. UAV/UAS

To be developed.

0325. Reduced Traffic Information

1. When providing a surveillance derived ATS, there may be circumstances that prevent controllers from passing timely traffic information, eg. high workload, areas of high traffic density, against aircraft conducting high energy manoeuvres, or when traffic is not displayed to the controller. Controllers should inform the pilot of reductions in traffic information and the probable duration; however, it may not always be possible to provide these warnings in a timely fashion.

🎧 *(callsign)*, APPROACHING AN AREA OF HIGH TRAFFIC DENSITY, POSSIBLE LATE WARNING OF TRAFFIC FOR THE NEXT (*number*) MILES

2. In high workload situations, which may not always be apparent from RTF loading, it may not be possible for controllers to always provide timely traffic information. High workload situations may not necessarily be linked to high traffic density.

🎧 *(callsign)*, APPROACHING AN AREA OF HIGH TRAFFIC DENSITY, POSSIBLE LATE WARNING OF TRAFFIC FOR THE NEXT (*number*) MILES

3. High traffic density can cause difficulty interpreting ATS surveillance system data and may affect radiotelephony loading or controller workload to the extent that he is unable to pass timely traffic information.

🎧 ***(callsign),*** **REDUCED TRAFFIC INFORMATION DUE TO CONTROLLER WORKLOAD**

4. Where aircraft are operating close to the lateral and vertical limits of solid ATS surveillance system cover, or close to a radar overhead, there is the potential for conflicting traffic to be detected late. Similarly, there is potential for aircraft to be undetected or detected late in known areas of poor surveillance performance, permanent echoes, weather clutter or when the controller suspects the performance of the ATS surveillance system is degraded.

🎧 ***(callsign)*** **REDUCED TRAFFIC INFORMATION FROM THE (*direction*) FOR THE NEXT (*number*) MILES DUE TO THE LIMITS OF SURVEILLANCE COVERAGE**

5. Where primary radar is unavailable, and SSR alone is used to provide an ATS, non-transponding aircraft will not be detected. An SSR only service may be provided only if approved by the relevant authority.

🎧 ***(callsign)*** **REDUCED TRAFFIC INFORMATION, SSR ONLY**

0326. Aircraft that Radiate

🎧 ***(callsign),*** **CEASE RADIATING [*(reason)*]**	✈ CEASE RADIATING, *(callsign)*
🎧 ***(callsign),*** **RADIATING APPROVED**	✈ *(callsign),* COMMENCING

0327. Aircraft Brake/Drag Chutes

1. To be developed.

0328. Clearances with an Occupied Runway

1. Where approved, in order to maintain an expeditious flow of air traffic, there are occasions where a controller may utilise clearances where the runway in use is still occupied by an aircraft, but it is considered by the controller that it will be available for the next aircraft to use by the time the aircraft reaches its decision point. Whilst the controller is providing these clearances based on a professional assessment of the situation, they are to provide sufficient traffic information with regards to the situation as it is incumbent on the pilot to make the final decision to execute the clearance once the runway has been vacated by the aircraft ahead. These clearances can only be used for preceding aircraft that conducted an approach and are not to be used for vehicles or aircraft crossing the active runway.

🎧 ***(callsign)*, CLEARED TO LAND [(*traffic details*)*]**	✈ CLEARED TO LAND [(*traffic details*)], *(callsign)*
🎧 ***(callsign)*, CLEARED TOUCH AND GO, ONE AHEAD [(*aircraft type***)]**	✈ CLEARED TOUCH AND GO WITH ONE AHEAD, *(callsign)*

* The controller may include the aircraft type if it is considered necessary to aid clarity. Local orders may dictate how much of the approach end of the runway must be available before this clearance can be issued.
** The aircraft ahead should have commenced the acceleration stage of the Touch and Go before this clearance is issued.

0329. Formation Clearances

1. Where individual elements of a formation request separate clearances, aircraft may be issued clearances to land before the preceeding element has reached the runway. The formation elements are responsible for their own separation on final and are responsible for executing fast and slow lane procedures as covered in their own formation briefings.

✈ ***(callsign)* ONE, BASE/FINAL GEAR DOWN [(intentions)]**	🎧 *(callsign)* ONE, CLEARED TO LAND
✈ ***(callsign)* TWO, BASE/FINAL GEAR DOWN [(intentions)]**	🎧 *(callsign)* TWO, CLEARED TO LAND

0330. TACAN Specific Phraseology

Initial positioning:

✈ ***(station)*, *(callsign)*, (*position*), HEADING (*number*), [FLIGHT LEVEL] (*number*) [FEET], SQUAWKING (*squawk*), REQUEST TACAN [TO ILS *or* PAR *or* SRA] RWY XX**	🎧 *(callsign)*, STATION, IDENTIFIED [FLIGHT LEVEL] (*number*) [FEET], [(*type of service*)], OWN NAVIGATION TO THE INITIAL APPROACH FIX, REPORT STEADY WITH HEADING
✈ **Markston Approach, VYT 21, 320 Markston at 25 miles heading 170, flight level 110, request TACAN to ILS**	🎧 VYT 21, Markston Approach, identified flight level 110, own navigation to the initial approach fix, report steady with heading

1. The controller should ascertain whether the pilot requires to conduct any holding at the Initial Approach Fix and ask the pilot to report approaching the fix. Once the pilot makes the report the phraseology will depend on whether holding(s) is required.

Holding(s) required:

✈ ***(callsign)*, APPROACHING THE FIX**	🎧 *(callsign)*, REPORT ESTABLISHED IN THE HOLD

✈ ***(callsign)*****, ESTABLISHED IN THE HOLD**	🎧 *(callsign)*, REPORT APPROACHING THE FIX READY FOR THE PROCEDURE
✈ ***(callsign)*****, APPROACHING THE FIX READY FOR THE PROCEDURE**	🎧 *(callsign)*, CLEARED TACAN APPROACH [figure if applicable] RUNWAY (designator), [QNH (*number*) or QFE (*number*)], REPORT LEAVING FL (*number*), [TWO THOUSAND FOOT WIND (*2000ft wind*)]

2. The controller may inform the pilot of the time at which an aircraft will be permitted to continue its flight or when a further clearance will be given.

3. If holding is not required and an immediate clearance can be issued, then the clearance phrase above can be used on the first report from the pilot. If a clearance for the procedure cannot be issued at any point:

✈ ***(callsign)*****, APPROACHING THE FIX READY FOR THE PROCEDURE**	🎧 *(callsign)*, CONTINUE TO HOLD, REPORT APPROACHING THE FIX

0331 No Compass/No Gyro

1. If a controller observes an aircraft that does not appear to be tracking as expected for the heading provided or notified by the pilot, the controller may suspect that the aircraft has suffered a compass and/or gyro failure. Initially, the controller will confirm the heading that the aircraft is following and thereafter may invoke the No Compass/No Gyro procedure.

🎧 ***(callsign)*****, CONFIRM HEADING**	✈ *(callsign)*, HEADING (*heading*)
🎧 *(callsign)*, SUSPECT UNSERVICEABLE COMPASS AND GYRO. ADOPT NO COMPASS NO GYRO PROCEDURE, MAKE ALL TURNS RATE ONE, START AND STOP TURNS ON THE EXECUTIVE WORD NOW. [IS THIS A PRACTICE?]	✈ *(callsign)*, ADOPTING [NO COMPASS *or* NO GYRO] PROCEDURE, THIS IS [NOT] A PRACTICE

Once the procedure has been adopted turn instructions will be as follows:

🎧 ***(callsign)*****, TURN [LEFT or RIGHT] NOW**	✈ TURNING [LEFT or RIGHT], *(callsign)*
🎧 ***(callsign)*****, STOP TURN NOW**	✈ STOP TURN, *(callsign)*

CHAPTER 4

ATS Landline Liaison

0401. Scope

1. This chapter is aimed at standardizing liaison messages between controllers utilizing landline communications. The areas covered have been kept deliberately simplistic and they do not aim to cover all potential landline scenarios. This Chapter may be subject to further development at a later date.

0402. Prenotes, Estimates and Radar Handovers

1. Provided the information required by ICAO is included within the messages for prenotes, estimates and radar handovers, the actual order of information may vary in accordance with local or national orders.

0403. Traffic Information and Coordination

1. Traffic information can be passed between controllers that may subsequently lead to coordination of traffic.

Control Position	Landline Liaison
Position 1	*(control position)* TRAFFIC INFORMATION, *(aircraft position)*, [HEADING *(number)*]*, SQUAWKING *(number)*
Position 2	CONTACT
Position 1	MAINTAINING [NOT ABOVE *or* NOT BELOW [FLIGHT LEVEL or HEIGHT or ALTITUDE (*number*) FT]] [QFE or QNH], (*route*)
Position 2	*(control position)*
Position 1	*(control position)*
or, after traffic information, continue with co-ordination:	
Position 2	REQUEST CO-ORDINATION (*aircraft position*), [HEADING *(number)*]*, SQUAWKING *(number)*
Position 1	CONTACT
Position 2	MAINTAINING [NOT ABOVE *or* NOT BELOW [FLIGHT LEVEL or HEIGHT or ALTITUDE (*number*) FT]] [QFE or QNH], (*route*)
Position 1	*(control position)*
Position 2	*(control position)*

2. A controller may also instigate coordination at the start of the landline liaison.

Control Position	Landline Liaison
Position 1	*(control position)* REQUEST COORDINATION, *(aircraft position)*, [HEADING *(number)*]*, SQUAWKING *(number)*
Position 2	MAINTAINING [NOT ABOVE *or* NOT BELOW [FLIGHT LEVEL or HEIGHT or ALTITUDE (*number*) FT]] [QFE or QNH], (*route*)
Position 1	*(aircraft position)*, [HEADING *(number)*]*, SQUAWKING *(number)*
Position 2	CONTACT
Position 1	MAINTAINING [NOT ABOVE *or* NOT BELOW [FLIGHT LEVEL or HEIGHT or ALTITUDE (*number*) FT] [QFE or QNH], (*route*)

If an aircraft is still subject to a coordination agreement at the point which the aircraft is being transferred to another ATS agency then the controller must ensure that the details of the coordination are passed on to the next controller. The landline phrase normally used at the start of such a handover is:

HANDOVER WITH COORDINATION, (callsign)

* Note: When SSR is available to both controllers to aid identification of the aircraft then the heading need not be passed for traffic information or coordination.

0404. Handover of Emergency Aircraft

1. When handing over an emergency aircraft controllers shall ensure that all relevant information is passed to the receiving controller. Invariably, this information will need to be passed using plain English rather than standardized phrases. Messages about aircraft emergencies should be preceded by the words ‘Emergency’, ‘PAN’, ‘Mayday’, as applicable. Priority should be given to such messages.

ANNEX A

Airfield Driving Phraseology

A101 Introduction

1. Driving on an aerodrome in close proximity to aircraft requires training, concentration and regular practice. It also requires drivers to comply with various rules, primarily laid out for aircraft, not vehicle, operations. To operate safely and effectively, drivers need to understand and use the correct RTF phraseology. This Annex is intended to provide standardisation for this phraseology.

🎧 Represents ATC or the aerodrome operating authority as appropriate.
🚘 Represents vehicles.

A102 Establishing Communication

1. When first establishing communication, vehicle operators should use the full callsigns of both stations, saying first **whom** they are calling (eg. Walden Information), and then **who** they are (eg. Fire 1). The response may include the phrase "PASS YOUR MESSAGE".

🚘 *(station), (vehicle callsign)*

🎧 *(vehicle callsign), (station)*

Once satisfactory communication has been established, only the vehicle callsign is normally used.

A103 Continuing Communication

1. The placing of the vehicle callsign within the message is important. When an exchange is initiated, the message is prefixed with the vehicle callsign, regardless of whether the vehicle vehicle operator or the controller initiates the exchange. This includes messages where the driver wishes to transmit new information or a request. However, when the driver needs to read back an instruction or important information, the instruction or information is repeated first followed by the vehicle callsign.

🎧 *(vehicle callsign),* REPORT YOUR POSITION
Note: controller/airport authority initiates exchange

🚘 *(vehicle callsign),* BY THE MAINTENANCE HANGAR REQUEST PROCEED TO FIRE STATION
Note: vehicle operator initiates exchange

🎧 *(vehicle callsign),* PROCEED TO FIRE STATION VIA TAXIWAY GOLF

🚘 PROCEED TO FIRE STATION VIA TAXIWAY GOLF, *(vehicle callsign)*

A104 Readability and Test Transmissions

1. It is important that all RTF transmissions are understandable. Whilst radios need to be tested, test transmissions should only be as long as is necessary for the test, and not longer than 10 seconds. To make it clear that the transmission is a test, drivers should follow the format shown below. The radio station will assess the transmission and advise the driver of the readability of the transmission using the following scale:

Readability Scale	Meaning
1	Unreadable
2	Readable now and then
3	Readable but with difficulty
4	Readable
5	Perfectly readable

2. Additional information may be added regarding any abnormality as shown in the examples below. Where the test transmission is unreadable, the radio station may not be able to identify the caller and may respond to "STATION CALLING" also as shown below.

(station), (vehicle callsign), RADIO CHECK

(vehicle callsign), (station), READABILITY 5

(station), (vehicle callsign), RADIO CHECK

(vehicle callsign), (station), READABILITY 3, WITH A LOUD BACKGROUND WHISTLE

(station), (vehicle callsign), RADIO CHECK

STATION CALLING *(station),* READABILITY 1

A105 Acknowledging Instructions

1. Vehicle operators are to read back in full all messages containing instructions relating to movement on the aerodrome. Examples include messages containing movement or towing instructions, runway in use, or clearances to enter, cross or hold short of any runway. Because misunderstandings regarding these instructions could have serious safety consequences, drivers must read back the message they have received to confirm that there has been no misunderstanding. "READ BACK" is an instruction to repeat all, or the specified part, of a message back to the speaker exactly as it has been received.

🚘 *(station), (vehicle callsign),* STAND 27, REQUEST PROCEED TO WORK IN PROGRESS AT TAXIWAY HOTEL

🎧 *(vehicle callsign),* PROCEED TO TAXIWAY HOTEL VIA KILO AND ALPHA

🚘 PROCEED TO TAXIWAY HOTEL VIA KILO AND ALPHA, *(vehicle callsign)*

2. Drivers should make a careful note of the position to which they have been given permission to proceed. This is particularly important where the intended route is close to a runway, involves crossing a runway or where the route they are given is not the one they were expecting.

A106 'Hold Position' and Proceeding to a defined Point

1. If a controller/airport authority is particularly busy, the vehicle operator may be instructed to "STANDBY". The executive instruction "HOLD POSITION" may also be issued. In both these situations, the vehicle operator must ***not*** proceed until permission is given.

🚘 *(station), (vehicle callsign),* BY THE CONTROL TOWER REQUEST PROCEED TO HANGAR 3

🎧 *(vehicle callsign),* HOLD POSITION

🚘 HOLDING, *(vehicle callsign)*

2. Other replies from the controller/airport authority should contain a clearly defined point to which the driver may proceed. This may or may not be the intended destination. If it is not the intended destination the driver must stop at the specified point and request permission to proceed further.

🚘 *(station), (vehicle callsign),* BY THE CONTROL TOWER REQUEST PROCEED TO HANGAR 3

🎧 *(vehicle callsign),* PROCEED HOLDING POINT C1, RUNWAY 14, VIA ALPHA AND BRAVO

🚘 PROCEED HOLDING POINT C1, RUNWAY 14, VIA ALPHA AND BRAVO, *(vehicle callsign)*

🚘 *(station), (vehicle callsign),* BY THE CONTROL TOWER REQUEST PROCEED TO HANGAR 3

🎧 *(vehicle callsign),* PROCEED HOLDING POINT C1, HOLD SHORT OF RUNWAY 14

🚘 PROCEED HOLDING POINT C1, HOLD SHORT OF RUNWAY 14, *(vehicle callsign)*

A107 Permission to Enter a Runway

1. Vehicles occasionally need to enter a runway in order to carry out specialised tasks such as surface or lighting inspections.

🚘 *(station), (vehicle callsign),* HOLDING POINT C1 REQUEST ENTER RUNWAY 05 FOR SURFACE INSPECTION

🎧 *(vehicle callsign),* VIA HOLDING POINT C1 ENTER RUNWAY 05, REPORT VACATED

🚘 VIA HOLDING POINT C1 ENTER RUNWAY 05, REPORT VACATED, *(vehicle callsign)*

A108 Vacating a Runway

1. When a vehicle driver is instructed to vacate the runway, the driver must read back the instruction. A runway vacated report should not be made until the vehicle, and towed aircraft if there is one, or associated vehicles if there are any being escorted, are clear of the designated runway area. On a paved surface this will be once the appropriate runway holding point has been passed. On grass aerodromes this point is most usually marked by a line of burnt grass or marker posts.

2. For safety reasons, drivers must use the expression "vacated" and ***not*** 'cleared or clear', which are restricted to a small number of specific instructions and to avoid misunderstanding must not be used in any other circumstance.

🎧 *(vehicle callsign),* VACATE RUNWAY 05 AT A1, REPORT VACATED

🚘 VACATE AT A1, *(vehicle callsign)*

🚘 *(vehicle callsign),* RUNWAY 05 VACATED

🎧 *(vehicle callsign)*

A109 Permission to Cross a Runway

1. Some aerodromes have procedures that allow vehicles to proceed to a holding point on the manoeuvring area and then request runway crossing instructions. The instruction "Hold Short" may be added to emphasise the point beyond which the vehicle may not proceed. Where the instruction "HOLD SHORT" is not included, drivers should listen carefully and not move beyond the named holding point.

A driver must not under any circumstances cross or enter a runway unless positive permission has been given and acknowledged.

🚘 *(station), (vehicle callsign),* BY THE CONTROL TOWER REQUEST PROCEED TO MAINTENANCE BASE

🎧 *(vehicle callsign),* PROCEED HOLDING POINT A2 RUNWAY 32 VIA ALPHA AND BRAVO

🚘 PROCEED HOLDING POINT A2 RUNWAY 32 VIA ALPHA AND BRAVO, *(vehicle callsign)*

🚘 *vehicle callsign),* HOLDING POINT A2 RUNWAY 32 REQUEST CROSS

🎧 *(vehicle callsign),* VIA A2 AND C2 CROSS RUNWAY 32, REPORT VACATED

🚘 CROSS VIA A2 AND C2 RUNWAY 32, REPORT VACATED, *(vehicle callsign)*

🚘 *(vehicle callsign),* RUNWAY 32 VACATED

🎧 *(vehicle callsign),* PROCEED TO MAINTENANCE BASE

🚘 PROCEED TO MAINTENANCE BASE, *(vehicle callsign)*

A110 Permission to Tow an Aircraft

1. Controllers/airport authorities may not always know in advance that an aircraft is to be towed. Ground vehicles are less manoeuvrable when towing an aircraft and this needs to be taken into account when issuing instructions to these vehicles. To avoid confusion and help identify the correct aircraft to be towed, drivers should state the aircraft type, eg. C130, Tristar.

2. It is sometimes necessary for a tug to push an aircraft back from a parking stand before towing, and in these circumstances, drivers should request permission to push back and tow as shown below.

🚘 *(station), (vehicle callsign),* REQUEST TOW *(aircraft type)* FROM STAND 25 TO MAINTENANCE HANGAR

🎧 *(vehicle callsign),* TOW FROM STAND 25 TO MAINTENANCE HANGAR VIA TAXIWAY ECHO

🚘 TOW FROM STAND 25 TO MAINTENANCE HANGAR VIA TAXIWAY ECHO, *(vehicle callsign)*

🚘 *(station), (vehicle callsign),* REQUEST PUSH BACK AND TOW *(aircraft type)* FROM STAND 25 TO MAINTENANCE HANGAR

🎧 *(vehicle callsign)*, PUSH BACK APPROVED AND TOW FROM STAND 25 TO MAINTENANCE HANGAR VIA TAXIWAY ECHO

🚘 PUSH BACK APPROVED AND TOW FROM STAND 25 TO MAINTENANCE HANGAR VIA TAXIWAY ECHO, *(vehicle callsign)*

A111 Low Visibility Procedures

1. Aerodrome operations during periods of reduced visibility or low cloud conditions present additional hazards to aircraft and other aerodrome users. From a vehicle operator's perspective it is easy in reduced visibility to become disorientated and unsure of one's location. Aerodromes that continue to operate in these weather conditions will have specific rules for driving in poor visibility, which normally involve restrictions on the movement of vehicles. The controller/airport authority may make a broadcast advising that the procedures are in force.

🎧 ALL STATIONS, *(station)*, LOW VISIBILITY PROCEDURES IN FORCE

ANNEX B

Nation Specific Military Requirements

This Annex covers nation specific requirements that will be used within a nation's own borders and/or Area of Responsibility rather than when operating on a deployed NATO airfield. This information is provided for the purpose of preparing military aircrew that may be conducting flights in or through the various nations. This Annex is not subject to the ratification process of the covering STANAG 3817. To that end information for Australia (AUS) and New Zealand (NZL) has also been included.

B.1 AUS:

Details of Difference	Reason/Remark

B.2 BEL:

Details of Difference	Reason/Remark

B.3 BGR:

Details of Difference	Reason/Remark

B.4 CAN:

Details of Difference	Reason/Remark

B.5 CZE:

Details of Difference	Reason/Remark

B.6 DEU:
Details of Difference Reason/Remark

Details of Difference	Reason/Remark

B.7 DNK:

Details of Difference	Reason/Remark

B.8 ESP:

Details of Difference	Reason/Remark

B.9 EST:

Details of Difference	Reason/Remark

B.10 FRA:

Details of Difference	Reason/Remark

B.11 GRC

Details of Difference	Reason/Remark

B.12 HUN:

Details of Difference	Reason/Remark

B.13 ITA:

Details of Difference	Reason/Remark

B.14 LVA:

Details of Difference	Reason/Remark

B.15 LTU:

Details of Difference	Reason/Remark

B.16 LUX:

Details of Difference	Reason/Remark

B.17 NLD:

Details of Difference	Reason/Remark

B.18 NOR:

Details of Difference	Reason/Remark

B.19 NZL:

Details of Difference	Reason/Remark

B.20 POL:

Details of Difference	Reason/Remark

B.21 PRT:

Details of Difference	Reason/Remark

B.22 ROU:

Details of Difference	Reason/Remark

B.23 SVK:

Details of Difference	Reason/Remark

B.24 SVN:

Details of Difference	Reason/Remark

B.25 TUR:

Details of Difference	Reason/Remark

B.26 GBR:

Details of Difference	Reason/Remark

B.27 US:

Details of Difference	Reason/Remark

Contents

ANNEX C

Related STANAGS and Other Documents

STANAGs:

3530 - RADIO AND/OR NAVIGATIONAL AID FAILURE PROCEDURES FOR OPERATIONAL AIR TRAFFIC (OAT) FLIGHTS

7008 - MILITARY AVIATION RADIO-TELEPHONY CALLSIGNS

7012 - MINIMUM RADIO-TELEPHONY AERODROME DEPARTURE PROCEDURES

7204 - NATO MINIMUM REQUIREMENTS FOR PERSONNEL PROVIDING AIR TRAFFIC SERVICES (ATS) IN NATO-LED OPERATIONS

ICAO:

ANNEX 2

DOC 4444 - ATM/501

ANNEX 10 VOL II

DOC 9432-AN/952

INTENTIONALLY BLANK