



EAC 172-4

PHRASEOLOGIES

INTRODUCTION

The communications procedures shall be in accordance with Volume II Annex 10- Aeronautical Telecommunications, and pilots, ATS personnel shall be thoroughly familiar with radiotelephony procedures contained therein.

Most phraseologies 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 appropriate subsidiary phraseologies which should be as clear and concise as possible and designed to avoid possible confusion by those persons using a language other than one of their national languages.

The phraseologies are grouped according to types of ATS 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 ATS being provided. All phraseologies shall be used in conjunction with call signs (aircraft, ground vehicle, ATC or other) as appropriate.

Provisions for the compilation of RTF messages, call signs and procedures are contained in Annex 10 – Volume II, chapter 5.

Phraseologies for the movement of vehicles, other than tow – tractors, on the manoeuvring area are not listed separately as the phraseology associated with the movement of aircraft is applicable, with the exception of taxi instructions, in which case the word “PROCEED” shall be substituted for the word “TAXI” when communicating with vehicles.

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

- 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"

Runway-in-use, altimeter settings, SSR Codes, Level instructions, heading and speed instructions and, where so required by the appropriate ATS authority, transition levels, shall always be read back.

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.

Section 1. GENERAL

1.1 Introduction

The phraseologies detailed in this chapter are intended for ensuring uniformity in RTF communications.

If standard phrases are adhered to when composing a message, any possible ambiguity will be reduced to a minimum.

Radiotelephone messages transmitted on aviation VHF frequencies should normally comprise callsign and text.

Callsign have been omitted, and most phraseologies show the text without call sign.

The text of the messages should be composed from standard speech abbreviations (*See Chapter 9*) and the standard phrases listed on the following pages.

Neither the speech abbreviations nor the standard phrases are exhaustive and controller will, in some occasions, have to provide subsidiary phrases.

When circumstances differ, use appropriate, subsidiary clear and, concise phraseologies.

All phraseologies shall be used in conjunction with call signs as appropriate.

1.2 Conditional Phrases

Conditional phrases such as "*BEHIND LANDING AIRCRAFT/ AFTER DEPARTING AIRCRAFT*", may affecting the active runway(s);

When affecting the active runway(s) conditional phrases shall be used after the aircraft or vehicle concerned are seen by the appropriate controller and pilot;

The following order shall be used when giving conditional clearance:

Identification;

The condition;

The clearance;

Brief reiteration of the condition.

PHRASEOLOGY. *MSR 323, BEHIND A320, ON SHORT FINAL, LINE UP BEHIND.*

To verify the accurate reception of numbers, the person receiving the message shall read back the numbers.

1.3 Standard phraseology performance criteria

Apply Standard speech technique correctly.

Obtain and verify acknowledgements and readbacks when required.

Compose relevant messages which are concise and unambiguous.

Use station identity correctly.

Use abbreviated phraseology when appropriate.

Use standard phraseology correctly in message composition.

CIRCUMSTANCES	PHRASEOLOGIES
2.1 Description of levels.	FLIGHT LEVEL (...). (...) FEET.
2.2 Level change, reports and rates.	CLIMB/DESCEND TO/TO AND MAINTAIN (level). CLIMB / DESEND TO REACH (level) AT/BY (time/point). REPORT LEAVING/REACHING/PASSING (level). CLIMB / DESEND AT/GREATER/LESS. (feet per minute) REQUEST LEVEL CHANGE FROM (unit)AT (time) STOP CLIMB/DESCEND AT (level). CONTINUE CLIMB/DESCENT TO (level). EXPEDITE CLIMB/DESCENT UNTIL PASSING (level). WHEN READY CLIMB/DESCEND TO (level). EXPECT CLIMB/DESCENT AT (time/point). CLIMB/DESCEND TO REACH (level) BY significant point /AT/ (time). STOP CLIMB/DESCENT AT (level).
To require action at a specific time / place.	IMMEDIATELY AFTER PASSING (point)/AT (time/point). CLIMB/DESCEND TO REACH (level) BY AT (time/
To require action when convenient.	WHEN READY (instruction).
VMC climb / descend maintaining own separation.	MAINTAIN OWN SEPARATION AND VMC FROM (level) TO (level)/ABOVE / BELOW/TO (level). CLIMB/DESCEND MAINTAINING OWN SEPARATION AND VMC TO (level).
If in doubt that an A/C can comply or not.	IF UNABLE (alternative instructions) AND ADVISE.
Pilot complying with ACAS, RA, clear of conflict.	(Pilot) TCAS CLIMB/DESEND. (Pilot) RETURNING TO (assigned clearance)/TCAS CLIMB/DESENT COMPLETED (assigned clearance) RESUMED or UNABLE, TCAS RESOLUTION ADVISORY. (ATC) (acknowledgment)/(alterative instructions).
2.3 Transfer of control, frequency change.	CONTACT (unit) (frequency) [NOW]. AT(time)/OVER (place) or WHEN PASSING/ LEAVING/ REACHING (level) CONTACT (unit/ freq) CONTACT (ATCU) (frequency). IF NO CONTACT (instructions).
ATC will initiate communications	STAND BY (frequency) FOR (unit).

Information is being broadcast.	MONITOR (unit) (frequency).
Pilot request frequency change	(Pilot) REQUEST CHANGE TO (frequency). (ATC) FREQUENCY CHANGE APPROVED. REMAIN THIS FREQUENCY.
2.4 Change of call Sign	CHANGE YOUR CALLSIGN TO (new call sign) UFA or UNTIL (fix/time). REVERT TO FLIGHT PLAN CALLSIGN AT (position/time).
2.5 Traffic Information.	TRAFFIC IS (information) / (additional traffic) (direction of flight) BOUND (type) MAINTAINING/CLIMBING TO/DESCENDING TO (level) ESTIMATING (position) AT (time). NO REPORTED TRAFFIC. (Pilot) LOOKING OUT / TRAFFIC IN SIGHT / NEGATIVE CONTACT. TRAFFIC IS (classification) UNMANNED FREE BALLOON(s) WAS / ESTIMATED OVER (place) AT (time) REPORTED (level)/LEVEL UNKNOWN, MOVING (direction) (other information).
2.6 MET conditions	WIND (number) DEGREES (speed) KNOTS. VISIBILITY (distance) KMS/METRES. RVR (runway) (distance) KMS / METRES or RVR NOT AVAILABLE. PRESENT WEATHER (details). CLOUD (amount/type, and height of base) (feet) or SKY CLEAR. CAVOK. TEMPERATURE (minus) (number) and DEW POINT (minus) (number). QNH (number) hPa.
2.7 Position reporting.	NEXT REPORT AT (point). OMIT POSITION REPORTS UNTIL (specify). RESUME POSITION REPORTING.
2.8 Additional reports.	REPORT PASSING (point)/ (three digits) RADIAL (name) VOR. REPORT DISTANCE FROM (point)/ (name of DME station) DME.
2.9 Aerodrome information.	LANDING SURFACE (conditions). CAUTION CONSTRUCTION WORK (location). CAUTION WORK IN PROGRESS / OBSTRUCTION (position) (necessary advice). TAKING ACTION REPORTED BY (aircraft type) AT (time) GOOD / MEDIUM / POOR.

2.10 Operational status of visual and non-visual aids.	UNWAY/TAXIWAY (number) WET / DAMP / WATER PATCHES / FLOOD (depth).
	OWER OBSERVATION (weather information).
	LOT REPORTS (weather information).
	specify the aid) RUNWAY (number/deficiency)
	ype) LIGHTING (unserviceability).
	S CATEGORY (serviceability state).
	AXIWAY LIGHTING (deficiency).
	ype of VASIS) RUNWAY (number/deficiency).

Section 3. AREA CONTROL SERVICES

3.1 Issuance of a clearance.	(unit) CLEARS (aircraft callsign).
	(aircraft callsign) CLEARED TO.
	RECLEARED (amended clearance details) TO (Point of original route [REST OF CLEARANCE UNCHANGED]).
	ENTER / LEAVE CONTROLLED AIRSPACE/ CONTROL ZONE VIA (point/route) AT (level)/CLIMBING/DESCENDING.
3.2 Indication of route and clearance limit.	JOIN (specify) AT (point) AT (level) [AT (time)].
	CLEARED FROM (location) TO (location) VIA (routeing and/or significant points) AT (level).
	CLEARED FROM (place) TO (place) VFR VIA (routeing) NOT ABOVE (level), MAINTAIN VMC WHILE IN (name) CONTROL ZONE.
	CLEARED FROM (location) TO (location) DIRECT AT (level).
	CLEARED TO (destination) VIA FLIGHT PLANNED ROUTE.
	CLEARED TO JOIN CONTROLLED AIRSPACE VIA (route), CLIMB TO (level).
	(ATCU) CLEARS (callsign) TO (destination) VIA...
	REQUEST LEVEL CHANGE EN-ROUTE.
	CLEARED TO LEAVE CONTROLLED AIRSPACE (distance&direction) OF (significant point).
	CLEARED TO ENTER CONTROLLED AIRSPACE (distance&direction) OF (significant point) at (level).
	UNABLE TO CLEAR (level) (route).
	REMAIN OUTSIDE CONTROLLED AIRSPACE. EXPECT JOINING CLEARANCE AT(time). TIME IS (minutes).
	CLEARANCE EXPIRES AT (time).

	<p>CLEARED TO CROSS (airway) AT (significant point) AT (level).</p> <p>(route) NOT AVAILABLE (reason) ATERNATIVE (route)(advise).</p> <p>REPORT CROSSING / ENTERING / LEAVING CONTROLLED AIRSPACE.</p> <p>CROSS (significant point) AT (level) OR BELOW/ABOVE.</p> <p>CROSS (significant point) ABOVE/BELOW (level).</p> <p>CROSS (significant point) AT (time) OR LATER/BEFOR</p>
3.2.1 FIR entry, landing refusal	<p>I AM INSTRUCTED TO REFUSE ENTRY INTO EGYPTIAN AIRSPACE. WHAT ARE YOUR INTENTIONS?</p> <p>I AM INSTRUCTED TO INFORM YOU THAT LANDING CLEARANCE HAS BEEN REFUSED FOR ANY AIRPORT WITHIN EGYPT. WHAT ARE YOUR INTENTIONS?(<i>In case of aircraft not permitted to enter Cairo FIR or not permitted to land e.g. hijacked, etc.</i>)</p>
3.3 Maintenance of specified level.	MAINTAIN (level) TO/UNTIL PASSING (point).
	MAINTAIN (level) UNTIL (time)/ UFA..
	MAINTAIN (level) UNTIL ADVISED BY (unit).
	MAINTAIN (level) WHILE IN CONTROLLED AIRSPACE.
3.4 Specification of cruising levels.	CROSS (point) AT/AT OR ABOVE/BELOW)(level)
	CROSS (point) AT (time) OR LATTER/BEFORE AT (level).
	CRUISE CLIMB BETWEEN(levels)/ABOVE (level)
	CROSS (distance) DME (direction of (DME station) AT / AT OR ABOVE / BELOW (level).
3.5 Distress & Urgency: Imposition of silence	ALLSTATIONS (ATSU callsign) STOP TRANSMITTING. MAYDAY. Or EGYPTAIR123 STOP TRANSMITTING. MAYDAY
Acknowledgement	(A/C identity) (ATSU callsign) ROGER MAYDAY.
Cancellation	ALL STATIONS (ATSU). DISTRESS TRAFFIC ENDED (Pilot) CAIRO TOWER SU-MAD CANCEL DISTRESS. ENGINE SERVICEABLE, RUNWAY IN SIGHT, REQUEST LANDING
Transfer to another frequency	MAYDAY (A/C identity), ALL OTHERAIRCRAFT CONTACT (station) ON (frequency) OUT.
3.5.1 Emergency descent.	<p>ATTENTION ALL AIRCRAFT IN THE VICINITY OF / AT (point/location) EMERGENCY DESENT IN PROGRESS FROM (level) (followed by specific instructions, clearances, traffic information, etc).</p> <p>(Pilot) SU-MAD ENGINE FAILURE EMERGENCY DESENT HEADING 360.</p> <p>SU-MAD ROGER, ALL AIRCRAFT EMERGENCY DESENT BETWEEN LUXOR AND ASUIT ALL AIRCRAFT</p>

	BELOW FLIGHT LEVEL 330 LEAVE A451 TO THE EAST IMMEDIATELY
3.5.2 Distress message: 1) Name of station addressed; 2) C/S; 3) nature of distress condition; 4) intention of the pilot; 5) position, level, heading; 6) other useful information.	(Pilot) MAYDAY MAYDAY MAYDAY SU-MAD ENGINE ON FIRE MAKING FORCED LANDING 10 NM SE CAI. PASSING 3000 FEET HEADING 360. SU-MAD CAIRO TOWER ROGER MAYDAY.
3.5.3 Urgency message:	(Pilot) PAN PAN PAN CAIRO TOWER SU-MAD B737 3000 FEET HEADING 060 PASSENGER WITH SUSPECTED HEART ATTACK REQUEST PRIORITY LANDING SU-MAD CAIRO TOWER NUMBER 1 STRAIGHT- IN RUNWAY 05R WIND 050 DEGREES 10 KNOTS QNH 1015 AMBULANCE REQUESTED
3.6 Clearance can not be issued immediately.	EXPECT CLEARANCE (type of clearance) AT (time).
3.7 Separation instructions.	CROSS (point) AT (time) or LATER / OR BEFORE.
	ADVISE ABLE TO CROSS (point) AT (time/level).
	MAINTAIN MACH (number OR GREATER/OR LESS UNTIL (point).
	DO NOT EXCEED MACH (number).
3.8 Flying a track (offset), parallel to the cleared route.	ADVISE IF ABLE TO PROCEED PARALLEL OFFSET.
	PROCEED OFFSET (distance) RIGHT/LEFT OF (route) (track) [CENTRELINE] [AT (point/time)] [UNTIL (point/time)].
	CANCEL OFFSET (instructions to rejoin cleared flight route or other information).

Section 4. Approach Control Services

4.1 Departure instructions.	[AFTER DEPARTURE] TURN RIGHT/LEFT HEADING (three digits) OR (CONTINUE RUNWAY HEADING) or (TRACK EXTENDED CENTRE LINE) TO (level/point) (other instructions as required).
	AFTER REACHING/PASSING (level/point) (instructions).
	TURN RIGHT / LEFT HEADING (three digits) TO (level)/ TO INTERCEPT (track/route/airway, etc).
	TRACK (three digits) DEGREES MAGNETIC TO / FROM (point) UNTIL (time) / REACHING (fix/point/ level) BEFORE PROCEEDING ON COURSE.
4.2 Approach	CLEARED/PROCEED VIA (designation/route details).

instructions. Approaching visually to land Straight-in Joining circuit	CLEARED TO (clearance limit) VIA (designation).
	CLEARED (type of approach (ILS)) APPROACH RUNWAY (number).
	CLEARED APPROACH [RUNWAY (number)].
	CLEARED STRAIGHT-IN (type of approach) APPROACH RUNWAY (number).
	REPORT VISUAL / RUNWAY LIGHTS IN SIGHT.
	(Pilot) REQUEST VISUAL APPROACH.
	CLEARED VISUAL APPROACH RUNWAY (number).
	JOIN RIGHT-HAND/LEFT-HAND (position in circuit) RUNWAY(number)
	NUMBER (number) FOLLOW (aircraft type and position)
	CLEARED VISUAL APPROACH RUNWAY (number).
	MAKE STRAIGHT-IN APPROACH RUNWAY (number).
	REPORT OVERHEAD / FINAL / LONG FINAL / DOWN WIND / BASE
	REPORT (point) OUT BOUND / IN BOUND.
	REPORT COMMENCING PROCEDURE TURN.
	(Pilot) REQUEST VMC DESCENT.
4.3 Holding clearances. Visual published procedures.	MAINTAIN OWN SEPARATION / VMC.
	ARE YOU FAMILIAR WITH (name) APPROACH PROCEDURE?
Detailed holding clearance.	HOLD VISUAL OVER (position) or BETWEEN (two prominent land marks).
	CLEARED/PROCEED TO (point/fix) MAINTAIN/ CLIMB/ DESCEND TO (level) HOLD (direction) AS PUBLISHED EXPECT APPROACH CLEARANCE/ FURTHER CLEARANCE AT (time).
	CLEARED/PROCEED TO (point / fix) MAINTAIN/ CLIMB/DESCEND TO (level) HOLD (direction) RADIAL, COURSE, IN BOUND TRACK... (degrees) (RIGHT/LEFT HAND PATTERN) (OUT BOUND TIME (number) minutes) EXPECT APPROACH CLEARANCE /FURTHER CLEARANCE AT (time) (additional instructions, if necessary).
	HOLD AT (fix) INBOUND TRACK (number) TURNS RIGHT/LEFT (time of leg)
4.4 Expected approach time.	CLEARED TO THE (three digits) RADIAL OF THE (name) VOR AT (distance) DME FIX MAINTAIN/ CLIMB/DESCEND TO (level) HOLD (direction) or BETWEEN (distance) AND (distance) RIGHT/LEFT HAND PATTERN. EXPECT APPROACH/FURTHER CLEARANCE AT (time).
	NO DELAY EXPECTED.
	EXPECTED APPROACH CLEARANCE AT (time).
	REVISED EXPECTED APPROACH TIME (time).

	<p>DELAY NOT DETERMINED (reason for delay). DELAY NOT DETERMINED (number) AIRCRAFT HOLDING FOR WEATHER IMPROVEMENT. NO TRAFFIC DELAY EXPECTED. (Holding for WX.) DELAY LESS THAN (number) MINUTES. EXPECT ONE/TWO/THREE HOLDING PATTERNS.</p>
--	--

Section 5. On & In the Vicinity of the Aerodrome

5.1 Identification	SHOW LANDING LIGHTS.
5.2 Acknowledge by visual means.	<p>ACKNOWLEDGE BY FLASHING LANDING LIGHTS. ACKNOWLEDGE BY MOVING AILERONS/ RUDDER.</p>
5.3 Starting procedures and ATC replies.	<p>(Pilot) [aircraft location] REQUEST START UP, INFORMATION (ATIS IDENTIFICATION). START UP APPROVED/AT (time). EXPECT START UP AT (time). EXPECT DEPARTURE AT (time) START UP AT OWN DISCRETION. START UP AT OWN DISCRETION.</p>
5.4 Pushback procedures.	<p>(Pilot) [aircraft location] REQUEST PUSHBACK. BUSHBACK APPROVED. BUSHBACK APPROVE AT OWN DISCRETION. STAND BY. EXPECT (number) MINUTES DELAY DUE (reason).</p>
5.5 Towing procedures.	<p>(Pilot) REQUEST TOW (company name) (aircraft type) (location) TO (location). TOW APPROVED VIA (specific routing). HOLD POSITION / STAND BY.</p>
5.6 Aerodrome data	<p>(Pilot) REQUEST DEPARTURE INFORMATION. RUNWAY (number) WIND (direction and speed) QNH (number) hPa TEMPERATURE [minus] (number), [VISIBILITY (distance) (units) RVR (distance) (units)] [TIME (time)].</p>
5.7 Aerodrome information:	<p>OBSERVATION FROM THE CONTROL TOWER/ PILOT'S REPORT. THE RUNWAY SURFACE CONDITION APPEARS TO BE DAMP/WET/ WATER PATCHES/FLOODED. BRAKING ACTION REPORTED BY (aircraft type) AT (time) GOOD/ MEDIUM/POOR THICKER PATCHES REPORTED FURTHER ALONG THE RUNWAY BY THE PILOT OF A LANDING/ DEPARTING AIRCRAFT or ... OBSERVED FURTHER ALONG THE RUNWAY FROM THE CONTROL TOWER.</p>
c) Water on runways.	
d) Pilot reported braking action	
e) Patches of water	

5.8 Taxi procedures for departure.	(Pilot): [aircraft type] [wake turbulence category if "HEAVY" [aircraft location (flight rules) TO (destination) REQUEST TAXI [intentions].
	TAXI TO HOLDING POSITION [RUNWAY (number)] [TIME (time)] .
Detailed taxi.	TAXI TO HOLDING POSITION [(number)] [RUNWAY (number)] VIA (specific route) [TIME (time)] [HOLD SHORT OF RUNWAY (number)].
	TAXI TO HOLDING POSITION (number) (followed by A/D information as applicable) [TIME (time)].
	TAKE/TURN FIRST/ SECOND LEFT/ RIGHT.
For helicopter.	(Pilot): REQUEST AIR-TAXI FROM / TO (location)
	(ATC) AIR-TAXI TO (location/routing) [caution (dust/blowing snow).
	AIR-TAXI VIA / DIRECT / AS REQUESTED (specified route) TO (location, heliport /movement area, active / inactive runway).
5.9 After landing	(Pilot): REQUEST BACKTRACK.
	BACKTRACK APPROVED/BACKTRACK RUNWAY (number).
	TAXI STRAIGHT AHEAD.
	TAXI WITH CAUTION.
	GIVE WAY TO (description/position of other A/C).
	TAXI TO STAND (designation) VIA (route).
	(Pilot) TRAFFIC (or type of aircraft) IN SIGHT.
	TAXI INTO HOLDING BAY.
	FOLLOW (description of other aircraft / vehicle).
	VACATE RUNWAY.
	EXPEDITE TAXI (reason).
	[CAUTION] TAXI SLOWER [reason].
	FOLLOW THE (aircraft type) (position of aircraft).
5.10 Holding.	AFTER THE (aircraft type) PASSING (left to right etc.) TAXI TO HOLDING POINT RUNWAY...
	HOLD (distance) FROM (position).
	HOLD (direction) OF RUNWAY (number) (position).
	HOLD POSITION.
	(Pilot) HOLDING.
	HOLD SHORT OF (position).
	HOLD AT (holding point designation).
	(Pilot) HOLDING SHORT.

5.11 Cross a runway	(Pilot) REQUEST CROSS RUNWAY (number).
	CROSS RUNWAY (number) REPORT VACATED* * <i>(if unable to see the crossing aircraft: night, low visibility..., request the pilot to report runway vacated).</i>
	(Pilot) RUNWAY VACATED.
	EXPEDITE CROSSING RUNWAY (number) TRAFFIC (aircraft type) (distance) MILES FINAL.
	TAXI TO HOLDING POINT RUNWAY (number) VIA (route) CROSS RUNWAY (number)/ HOLD SHORT OF RUNWAY (number).
	CROSS RUNWAY (number) AT (point of crossing).
	AFTER THE LANDING (aircraft type) CROSS RUNWAY (number) AT (point of crossing).
5.12 Preparation for take-off.	AFTER DEPARTING (A/C type) CROSS RUNWAY (number) AT (point) REPORT VACATED*.
	<i>Report vacated instruction may be omitted when tower controller has continuous sight of the aircraft or vehicle crossing</i>
	UNABLE TO ISSUE DEPARTURE (reason).
	REPORT WHEN READY FOR DEPARTURE.
	ARE YOU READY FOR DEPARTURE?
5.13 Conditional Clearance	ARE YOU READY FOR IMMEDIATE DEPARTURE?
	LINE UP AND WAIT (reason).
	LINE UP. BE READY FOR IMMEDIATE DEPARTURE.
5.14 Confirming Pilot Readback.	(condition) LINE UP.
	(Pilot) (condition) LINING UP.
10.5.15 Take-Off Clearance.	AFTER THE LANDING (aircraft type) LINE-UP.
	THAT IS CORRECT or I SAY AGAIN (correct if wrong).
	CLEARED FOR TAKE-OFF [REPORT AIR BORNE].
Pilot not complying.	CLEARED FOR TAKE-OFF (surface wind).
	TAKE-OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY.
5.16 To cancel take-off. e) aircraft has not commenced take-off; f) commenced take-off	TAKE-OFF IMMEDIATELY OR VACATE RUNWAY (instructions).
	(callsign) HOLD POSITION, CANCEL TAKE-OFF I SAY AGAIN CANCEL TAKE-OFF (reason).
	(callsign) STOP IMMEDIATELY, I SAY AGAIN (callsign) STOP IMMEDIATELY, ACKNOWLEDGE
To stop take-off after commencing roll.	(Pilot) HOLDING.
	(call sign) STOP IMMEDIATELY (call sign) STOP IMMEDIATELY.
For helicopter: departure instructions.	(Pilot) STOPPING.
	CLEARED FOR TAKE-OFF FROM (location)/ PRESENT POSITION/TAXIWAY, FINAL APP. AND TAKE-OFF AREA, RUNWAY (number).

	AFTER DEPARTURE TURN RIGHT/ LEFT/ CLIMB (instructions).
5.17 After take-off.	AIRBORNE (time).
	AFTER PASSING (level) (instructions).
	CONTINUE RUNWAY HEADING (instructions).
	TRACK EXTENDED CENTRE LINE (instructions).
	CLIMB STRAIGHT AHEAD (instructions).
	WILL ADVISE LATTER FOR RIGHT/LEFT TURN.
	RIGHT / LEFT TURN APPROVED.
5.18 Entering traffic circuit.	(Pilot) (a/c type) (position) (level) FOR LANDING.
	JOIN (position in circuit) LEFT/RIGHT CIRCUIT RUNWAY (...) WIND (direction) (speed) KNOTS, TEMPERATURE (...) QNH (...) hPa TRAFFIC (details).
	MAKE STRAIGHT-IN APPROACH, RUNWAY (number) WIND....TEMPERATURE.... QNH.... [TRAFFIC (details)].
Right hand circuit.	JOIN RIGHT HAND DOWN WIND/BASE LEG RUNWAY (number) WIND....TEMPERATURE... QNH.... [TRAFFIC (details)].
ATIS is available.	(Pilot) (A/C type) (position) (level) INFORMATION PAPA (ATIS identification) FOR LANDING.
	JOIN (position in circuit) RUNWAY (number) QNH.. [TRAFFIC (details)].
5.19 In the circuit.	(Pilot) DOWN WIND/FINAL.
	NUMBER.... FOLLOW (aircraft type and position) [additional instructions if required].
5.20 Approach instructions. <i>Long final = +4 nm.</i> <i>Straight-in-long final = 8nm.</i> <i>Final = 4nm.</i>	MAKE SHORT APPROACH.
	MAKE LONG APP. / EXTEND DOWN WIND.
	REPORT BASE /FINAL /LONG FINAL.
	CONTINUE APPROACH / PREPARE FOR POSSIBLE GO AROUND.
5.21 Landing (special operations)	CLEARED TO LAND
	RUNWAY (number)/ CLEARED TO LAND.
	CLEARED TOUCH AND GO.
	MAKE FULL STOP.
	(Pilot) REQUEST LOW APPROACH (reason).
	CLEARED LOW APP. RUNWAY.... (altitude restriction if required) (go around instructions)
	(Pilot) REQUEST LOW PASS (reason).
	CLEARED LOW PASS (altitude restriction) (go around instructions).
	(Pilot) REQUEST STRAIGHT-IN/CIRCLING APPROACH/LEFT/RIGHT TURN TO (location).

For HELICOPTER operations.	MAKE STRAIGHT-IN/CIRCLING APP.LEFT/RIGHT TURN TO (location/runway/taxiway/ final (approach and take-off area) [HOLD SHORT OF (active runway, extended runway centerline,...)]. [REMAIN (direction/ distance) FROM (runway, runway centerline, other a/c) [CAUTION (power lines, unlighted obstructions, wake turbulence, etc)] CLEARED TO LAND.
5.22 Delaying.	CIRCLE THE AERODROME. [MAKE ANOTHER CIRCUIT. ORBIT RIGHT/LEFT [FROM PRESENT POSITION].
5.23 Missed App.	GO AROUND. (Pilot) GOING AROUND.
5.24 Information to aircraft. gear inspection	LANDING GEAR APPEARS DOWN. RIGHT / LEFT / NOSE WHEEL APPEARS / DOES NOT APPEAR UP /DOWN. WHEELS APPEAR UP.
- Turbulence.	CAUTION WAKE TURBULANCE FROM ARRIVING / DEPARTING (type of aircraft) [additional information].
-Jet Blast propeller aircraft.	a) CAUTION JET BLAST. CAUTION SLIP STREAM.
5.25 Runway vacating and communication after landing.	CONTACT GROUND (frequency). WHEN VACATED CONTACT GROUND (freq.). YOUR STAND / GATE (designation). EXPEDITE VACATING. TAKE / TURN FIRST /SECOND / CONVENIENT LEFT / RIGHT AND CONTACT GROUND (freq.).
Helicopter.	AIR-TAXI VIA / DIRECT TO HELICOPTER STAND / PARKING POSITION/ (location) [CAUTION (dust, taxiing light aircraft, personnel, etc.) / AVOID (aircraft / vehicles personnel).

Section 6. COORDINATION BETWEEN ATS UNITS

6.1 Estimates and Revisions.	ESTIMATE (direction of flight) (call sign) SQUAWKING (SSR code) (type) ESTIMATED (point) (time) (level) or DESCENDING FROM... TO, SPEED... (route) [Remarks].
Sending:	ESTIMATE (point) ON (call sign).
Receiving (no FPL available)	NO DETAILS (sending shall pass full estimate as in (a)
Sending:	(aircraft type) (destination)SQUAWKING (SSR code) ESTIMATED (point) (time) AT (level).

	ESTIMATE UNMANNED FREEBALLON (identification classification) ESTIMATED OVER (place) AT (time) REPORTED LEVEL (figure) / FLIGHT LEVEL UNKNOWN MOVING (direction) ESTIMATED GROUND SPEED (figure) (other information).
	REVISION (call sign) (details).
6.2 Transfer Of Control.	REQUEST RELEASE OF (call sign).
	(callsign) RELEASED AT (time) (conditions / restrictions).
	IS (callsign) RELEASED FOR CLIMB / DESCENT?
	(call sign) NOT RELEASED UNTIL (time / point).
6.3 Change Of Clearance.	UNABLE (call sign) TRAFFIC IS (details).
	MAY WE CHANGE CLEARANCE OF (callsign) TO (details).
	AGREED TO (alteration of clearance) OF (call sign).
	UNABLE (desired route, level, etc) FOR (callsign). DUE (reason) (alternative clearance proposed).
6.4 Approval Request.	APPROVAL REQUEST (call sign) ESTIMATED DEPARTURE FROM (point) AT (time).
	(callsign) REQUEST APPROVED (restriction if any).
	(callsign) UNABLE (alternative instructions).
6.5 Inbound release.	INBOUND RELEASE (c/s) SQUAWKING (code) (type) FROM (dep. point) RELEASED AT (point/ time/ level) CLEARED TO AND ESTIMATING (clearance limit, time) AT (level) EAT/ NO DELAY EXPECTED, CONTACT AT (time).
6.6 Radar handover.	a) RADAR HAND OVER (c/s) SQUAWKING.... POSITION... (Level)... .
6.7 Expedition of clearance.	EXPEDITE CLEARANCE (call sign) EXPECTED DEPARTURE FROM (place) AT (time).
	OVER (place) AT (time) REQUESTS (level/route).

Section 7. RADAR PHRASEOLOGIES

The following phraseologies are specifically applicable when radar is used in ATS. The previous sections are also applicable, as appropriate when radar is used.

CIRCUMSTANCES	PHRASEOLOGIES
7.1 Identification.	<u>REPORT HEADING AND LEVEL.</u>
	FOR IDENTIFICATION TURN RIGHT/LEFT HEADING (...)
	IDENTIFD (position)
	RADAR CONTACT (position).

	NOT IDENTIFIED RESUME / CONTINUE OWN NAVIGATION.
Secondary radar	<p>SQUAWK (code). CONFIRM SQUAWK (code). SQUAWK IDENT. SQUAWK STANDBY. SQUAWK CHARLIE. SQUAWK (code) AND IDENT. CHECK ALTIMETER SETTING AND CONFIRM (level). <i>Used to verify the accuracy of the displayed Mode C information.</i> STOP SQUAWK CHARLIE. WRONG INDICATION. STOP SQUAWK CHARLIE. CONFIRM (level). CONFIRM YOU ARE SQUAWKING ASSIGNED CODE (code assigned to the aircraft by air traffic control). <i>To verify that 7500 has been set intentionally.</i></p>
7.2 Position Information.	POSITION (distance) (direction) OF (point)/over/ abeam (point).
7.3 Radar Vectoring	<p>LEAVE (point) HEADING...</p> <p>Continue Heading (three digits) CONTINUE PRESENT HEADING. FLY HEADING...</p> <p>TURN RIGHT/LEFT HEADING (three digits) (Reason) TURN LEFT / RIGHT (number) DEGREES (reason). STOP TURN HEADING (three digits) FLY HEADING (three digits), WHEN ABLE PROCEED DIRECT (name) (point). CONTINUE TURN HRADING (three digits) STOP TURN NOW. TURN LEFT / RIGHT (number) DEGREES AND REPORT HEADING HEADING IS GOOD.</p>
7.4 Vectoring termination.	RESUME OWN NAVIGATION DIRECT (point) MAGNETIC TRACK (three digits) DISTANCE (number) MILES.
7.5 Manoeuvres:	MAKE A THREE SIXTY TURN LEFT/RIGHT (reason).

Reasons for vectoring Due traffic; For spacing; For delay; For down wind; For base / final.	ORBIT LEFT/RIGHT (reason).
7.6 Unreliable directional instruments difficulties	MAKE ALL TURNS RATE ONE / HALF START AND STOP TURNS ON THE COMMAND "NOW". TURN LEFT / RIGHT NOW. STOP TURN NOW. CHECK YOUR GYRO HEADING. MAGNETIC TRACK APPEARS TO BE (three digits). <i>Significant error suspected.</i> REPLY NOT RECEIVED. IF YOU READ (ATSU callsign) TURN LEFT/RIGHT HEADING (three digits), I SAY AGAIN TURN LEFT/RIGHT HEADING (three digits). IF YOU READ (ATSU callsign) SQUAWK (code). TURN OBSERVED. I WILL CONTINUE TO PASS INSTRUCTIONS. SQUAWK OBSERVED, I WILL CONTINUE TO PASS INSTRUCTIONS
7.7 Speed control.	REPORT SPEED. MAINTAIN (number) KNOTS OR GREATER / LESS UNTIL (point). DO NOT EXCEED (number) KNOTS. MAINTAIN PRESENT SPEED. INCREASE/REDUCE SPEED TO (... KNOTS). INCREASE/REDUCE SPEED TO MACH (...). INCREASE/REDUCE SPEED BY (...KNOTS). RESUME NORMAL SPEED. REDUCE TO MINIMUM APPROACH SPEED / CLEAN SPEED. RESUME NORMAL SPEED. NO (ATC) SPEED RESTRICTION.
7.8 Position reporting.	OMIT POSITION REPORTS (until) (specify). NEXT REPORT AT (point). REPORTS REQUIRED ONLY AT (point) RESUME POSITION REPORTING.
Traffic Information and avoiding action.	TRAFFIC (number) O'CLOCK (distance) MILES OPPOSITE/SAME DIRECTION/CROSSING LEFT TO RIGHT/RIGHT TO LEFT (type/level). CLEAR OF TRAFFIC (appropriate instructions).

	(callsign) AVOIDING ACTION, (callsign) CLIMB/ DESCEND IMMEDIATELY TO (level) TRAFFIC AT (number) O'CLOCK (distance) MILES OPPOSITE DIRECTION/CROSSING LEFT TO RIGHT/RIGHT TO LEFT (level information). <i>Clear enunciation and an urgent tone must be used.</i>
	TURN LEFT/RIGHT HEADING ... TO AVOID [unidentified traffic (clock position and distance).
	TURN LEFT/RIGHT (number of degrees) IMMEDIATELY TO AVOID TRAFFIC (clock position and distance).
7.10 Loss of Communications. Lost contact	IF RADIO CONTACT LOST (instructions).
	IF NO TRANSMISSION RECEIVED FOR (number) MINUTES (instructions).
	REPLY NOT RECEIVED (instructions).
	IF YOU READ TURN.../ SQUAWK (code/ Ident).
	(manoeuvre/squawk) OBSERVED. POSITION.... WILL CONTINUE RADAR CONTROL.
	NO RADAR CONTACT, I WILL KEEP YOU ADVISED
	RADAR CONTACT, I WILL ADVISE WHEN CONTACT REGAINED.
7.11 Termination Of Radar Service.	RADAR CONTROL TERMINATED DUE (reason).
	RADAR SERVICE TERMINATED (instructions).
	WILL SHORTLY LOSE IDENTIFICATION (instructions).
	IDENTIFICATION LOST (reason) (instructions).
7.12 a) Equipment degradation, Using secondary radar only	LIMITED RADAR INFORMATION, TRAFFIC INFORMATION AND AVOIDING ACTION OF SQUAWKING AIRCRAFT ONLY. SECONDARY RADAR OUT OF SERVICE (appropriate information)
	PRIMARY RADAR OUT OF SERVICE (appropriate information).
7.13 Vectoring For Approach.	VECTERING FOR (ILS...etc) APPROACH RUNWAY (number).
	VECTERING FOR VISUAL APPROACH RUNWAY (number). REPORT FIELD / RUNWAY IN SIGHT.
	(type) APPROACH NOT AVAILABLE DUE (reason).
	POSITION... MILES FROM (fix) TURN LEFT/RIGHT HEADING.
	YOU WILL INTERCEPT (localizer,etc) ...MILES FROM TOUCH DOWN.
	(Pilot) REQUEST (distance) MILES FINAL.
	CLEARED FOR (type) APPROACH RUNWAY...
	REPORT ESTABLISHED ON ILS / LOCALIZER / GLIDE PATH.
	CLOSING FROM LEFT/RIGHT, REPORT ESTABLISHED.

	TURN LEFT / RIGHT HEADING.... TO INTERCEPT / REPORT ESTABLISHED.
	EXPECT VECTOR ACROSS (localizer course) (reason).
	THIS TURN WILL TAKE YOU THROUG (localizer course) (reason).
	TAKING YOU THROUGH (localizer course) (reason)
	MAINTAIN (altitude) UNTIL GLIDE PATH INTERCEPTION.
	REPORT ESTABLISHED ON GLIDE PATH.
	CLEARED FOR ILS APPROACH RUNWAY ..
7.14 For Avoidance Action.	TURN LEFT/RIGHT (number) DEGREES/ HEADING.... IMMEDIATELY TO AVOIDE TRAFFIC.
If below 4000 ft above threshold elevation.	CLIMB TO (altitude) IMMEDIATELY TO AVOID TRAFFIC (further instructions).
7.15 Missed Approach.	CONTINUE VISUALLY / GO AROUND (missed approach instructions).
	GO AROUND IMMEDIATELY (instructions) (reason).
	ARE YOU GOING AROUND?
	IF GOING AROUND (instructions).
	(Pilot) GOING AROUND.

Section 8. REDUCED VERTICAL SEPARATION MINIMA

8.1 RVSM Phraseology

Additional RTF phraseology is introduced for RVSM operations.

NOTE. Text in *italics* *, indicates a pilot transmission.

CIRCUMSTANCES	PHRASEOLOGIES
<u>To ascertain RVSM approval status of a flight</u>	(call sign) CONFIRM RVSM APPROVED
<u>Pilot indication of non RVSM approval status, to be stated in :</u> The initial call on any frequency within RVSM airspace. (controllers shall provide a read back with this same phrase); and All requests for flight level changes pertaining to flight levels within the Cairo RVSM Airspace; and All read-backs to flight level clearances pertaining to flight levels within the Cairo RVSM Airspace. Additionally, except for State aircraft, pilots shall include this RTF phrase to read-back flight level clearances involving the vertical transit through FL 290 or FL 410.	NEGATIVE RVSM *
For a pilot to report RVSM approved status	AFFIRM RVSM *
For a pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the RTF phraseology: (call sign) CONFIRM RVSM APPROVED.	NEGATIVE RVSM STATE AIRCRAFT *
Denial of ATC clearance into the Cairo RVSM Airspace	(call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN/DSCEND TO, or CLIMB TO FLIGHT LEVEL (...)
For a pilot to report when severe turbulence affects the aircraft's capability to maintain the height keeping requirements for RVSM.	UNABLE RVSM DUE TURBULENCE *
For a pilot to report that the aircraft's equipment has degraded below the MASPS required for flight within the Cairo RVSM Airspace. (The phrase is to be used to convey both the initial indication of the non-MASPS compliance, and henceforth, on initial contact on all frequencies within the lateral limits of the Cairo RVSM Airspace until such time as the problem ceases to exist, or the aircraft has exited Cairo RVSM Airspace)	UNABLE RVSM DUE EQUIPMENT *

For a pilot to report the ability to resume operations within the Cairo RVSM airspace: an equipment-related contingency, or a weather-related contingency.	READY TO RESUME RVSM *
For a controller to confirm that an aircraft has regained its RVSM approval status or to confirm that the pilot is ready to resume RVSM operations.	REPORT ABLE TO RESUME RVSM

NOTE 1. *If you believe that an aircraft's declared RVSM status is in doubt, ask the RVSM status in accordance with 10.8.1 above.*

NOTE 2. *If, after receiving the answer from the pilot, there is still doubt as to the aircraft ability to maintain the assigned RVSM level, advise the Watch Supervisor, so that a follow up action can be considered.*

The separation afforded shall be based upon the response received from the pilot following confirmation of RVSM status by a controller.

Example: A non-RVSM compliant aircraft maintaining FL350 making an initial call on a new frequency.

Pilot: (Call sign) **MAINTAINING FL350, NEGATIVE RVSM*.**

8.1 RVSM Coordination between ATS Units/Sectors

CIRCUMSTANCES	PHRASEOLOGIES
<u>To advise adjacent Sector/RVSM ACC /Controller of a non RVSM compliant aircraft:</u>	NEGATIVE RVSM
<u>To advise a Military controller, adjacent sector or ACC that an aircraft is RVSM Approved:</u>	RVSM COMPLIANT
<u>To communicate the cause of a single aircraft contingency:</u>	UNABLE RVSM DUE TURBULENCE/EQUIPMENT (as applicable)