EN-ROUTE PHRASEOLOGY

INTRODUCTION

This article is a phraseology generic database. Please consult following articles for real application of this database:

- IFR flight Phraseology Example
- VFR flight Phraseology Example

ALTITUDE MANAGEMENT TO MAINTAIN SEPARATION

In addition to CLIMB and DESCENT instructions described in the general phraseology, we have:

ATC instructions to maintain the level of an aircraft before any change has been given:

- MAINTAIN (level) [TO (significant point)]
- MAINTAIN (level) UNTIL PASSING (significant point)
- MAINTAIN (level) UNTIL (minutes) AFTER PASSING (significant point)
- MAINTAIN (level) UNTIL (time)
- MAINTAIN (level) UNTIL ADVISED BY (name of ATC unit)
- MAINTAIN (level) UNTIL FURTHER ADVISED
- MAINTAIN (level) WHILE IN CONTROLLED AIRSPACE
- MAINTAIN BLOCK (level) TO (level).

Note: The term "MAINTAIN" shall not be used in lieu of "DESCEND" or "CLIMB" when instructing an aircraft to change level.

SEPARATION INSTRUCTIONS

ATC instructs to overfly a significant point at a certain time in order to maintain separation:

- CROSS (significant point) AT (time) [OR LATER (or OR BEFORE)]
- ADVISE IF ABLE TO CROSS (significant point) AT (time or level)

ATC instructs speed restriction during cruise in order to maintain separation between aircraft:

- MAINTAIN MACH (number) [OR GREATER (or OR LESS)] [UNTIL (significant point)]
- DO NOT EXCEED MACH (number)

ATC instructs a specific track to aircraft in order to maintain separation:

- MAINTAIN TRACK BETWEEN (significant point) AND (significant point). REPORT ESTABLISHED ON THE TRACK
- CONFIRM ESTABLISHED ON THE TRACK BETWEEN (significant point) AND (significant point) [WITH ZERO OFFSET]

Pilot answers:

- ESTABLISHED ON THE TRACK BETWEEN (significant point) AND (significant point) [WITH ZERO OFFSET]
- ESTABLISHED ON THE TRACK

Used when to apply a lateral VOR/GNSS separation confirmation of zero offset is required:

- CONFIRM ZERO OFFSET
- AFFIRM ZERO OFFSET

TRACK PARALLEL TO THE CLEARED ROUTE

ATC instruction to pilot to perform a track parallel to the assigned route:

- ADVISE IF ABLE TO PROCEED PARALLEL OFFSET
- PROCEED OFFSET (distance) RIGHT/LEFT OF (route) (track) [CENTRE LINE] [AT (significant point or time)] [UNTIL (significant point or time)]
- CANCEL OFFSET (instructions to rejoin cleared flight route or other information)

VECTORING INSTRUCTIONS

Different ATC instructions for vectoring instruction:

- FLY HEADING (three digits)
- TURN LEFT (or RIGHT) HEADING (three digits) [reason]
- TURN LEFT (or RIGHT) (number of degrees) DEGREES [reason]

Other ATC instructions available in vectoring procedure:

- LEAVE (significant point) HEADING (three digits)
- CONTINUE HEADING (three digits)
- CONTINUE PRESENT HEADING
- STOP TURN HEADING (three digits)
- FLY HEADING (three digits), WHEN ABLE PROCEED DIRECT (name) (significant point)
- HEADING IS GOOD

ATC instructions to notify aircraft that the vectoring procedure is terminated:

- RESUME OWN NAVIGATION (position of aircraft) (specific instructions)

- RESUME OWN NAVIGATION [DIRECT] (significant point) [MAGNETIC TRACK (three digits) DISTANCE (number) KILOMETRES (or MILES)]

When it is necessary to specify a reason for vectoring or for the above manoeuvres, the following phraseology should be used:

- DUE TRAFFIC
- FOR SPACING
- FOR DELAY
- FOR DOWNWIND (or BASE, or FINAL)

ATC instruction to request avoiding action:

- DO YOU WANT VECTORS?

Pilot Instruction or answer to ATC in order to get vectoring guidance:

- REQUEST VECTORS

HOLDING CLEARANCE

ATC clearance to pilot to perform a published holding procedure over a facility or fix:

- CLEARED (or PROCEED) TO (significant point, name of facility or fix) [MAINTAIN (or CLIMB or DESCEND TO) (level)] HOLD [(direction)] AS PUBLISHED EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (time)

Pilot inquires, when he requests holding instructions, if there are no published parameters to follow:

- REQUEST HOLDING INSTRUCTIONS

ATC clearance for an IFR holding procedure when a detailed holding clearance is required:

- CLEARED (or PROCEED) TO (significant point, name of facility or fix) [MAINTAIN (or CLIMB or DESCEND TO) (level)] HOLD [(direction)] [(specified) RADIAL, COURSE, INBOUND TRACK (three digits) DEGREES] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME (number) MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (time) (additional instructions, if necessary)
- CLEARED TO THE (three digits) RADIAL OF THE (name) VOR AT (distance) DME FIX [MAINTAIN (or CLIMB or DESCEND TO) (level)] HOLD [(direction)] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME (number) MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (time) (additional instructions, if necessary)
- CLEARED TO THE (three digits) RADIAL OF THE (name) VOR AT (distance) DME FIX [MAINTAIN (or CLIMB or DESCEND TO) (level)] HOLD BETWEEN (distance) AND (distance) DME [RIGHT (or

LEFT) HAND PATTERN] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (time) (additional instructions, if necessary)

SEE ALSO

- Aerodrome Phraseology, Approach and departure phraseology, Emergency phraseology, ATC coordination phraseology, Specific phraseology

REFERENCE

- ICAO Documentation 4444 - Air Traffic Management - 16th Edition 2016 - Chapter 12

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