



APPROACH AND DEPARTURE 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](#)

DEPARTURE INSTRUCTIONS

ATC departure instructions:

- [AFTER DEPARTURE] TURN RIGHT (or LEFT) HEADING (three digits) (or CONTINUE RUNWAY HEADING) (or TRACK EXTENDED CENTRE LINE) TO (level or significant point) [(other instructions as required)]
- AFTER REACHING (or PASSING) (level or significant point) (instructions)
- TURN RIGHT (or LEFT) HEADING (three digits) TO (level) [TO INTERCEPT (track, route, airway, etc.)]
- (standard departure name and number) DEPARTURE
- TRACK (three digits) DEGREES [MAGNETIC (or TRUE)] TO (or FROM) (significant point) UNTIL (time, or REACHING (fix or significant point or level)) [BEFORE PROCEEDING ON COURSE]
- CLEARED (designation) DEPARTURE

ATC instruction to proceed direct with advance notice of a future instruction to rejoin the SID:

- CLEARED DIRECT (waypoint), CLIMB TO (level), EXPECT TO REJOIN SID [(SID designator)] [AT (waypoint)], then REJOIN SID [(SID designator)] [AT (waypoint)]
- CLEARED DIRECT (waypoint), CLIMB TO (level), then REJOIN SID (SID designator) AT (waypoint).

CLIMB VIA SID

ATC clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID and comply with published speed restrictions or ATC issued speed control instructions as applicable:

- CLIMB VIA SID TO (level).

ATC clearance to cancel level restriction(s) of the vertical profile of a SID during climb:

- [CLIMB VIA SID TO (level)], CANCEL LEVEL RESTRICTION(S)

ATC clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb:

- [CLIMB VIA SID TO (level)], CANCEL LEVEL RESTRICTION(S) AT (point(s))

ATC clearance to cancel speed restrictions of a SID during climb:

- [CLIMB VIA SID TO (level)], CANCEL SPEED RESTRICTION(S)

ATC clearance to cancel specific speed restrictions of a SID during climb:

- [CLIMB VIA SID TO (level)], CANCEL SPEED RESTRICTION(S) AT (point(s))

ATC clearance to climb and to cancel speed and level restrictions of a SID:

- CLIMB UNRESTRICTED TO (level) (or) CLIMB TO (level), CANCEL LEVEL AND SPEED RESTRICTIONS

VECTERING INSTRUCTIONS

Different ATC instructions for vectoring instructions:

- 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 phraseologies 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

DESCENT VIA STAR

ATC clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions:

- DESCEND VIA STAR TO (level)

ATC clearance to cancel level restrictions of a STAR during descent:

- [DESCEND VIA STAR TO (level)], CANCEL LEVEL RESTRICTION(S)

ATC clearance to cancel specific level restrictions of a STAR during descent:

- [DESCEND VIA STAR TO (level)], CANCEL LEVEL RESTRICTION(S) AT (point(s))

ATC clearance to cancel speed restrictions of a STAR during descent:

- [DESCEND VIA STAR TO (level)], CANCEL SPEED RESTRICTION(S)

ATC clearance to cancel specific speed restrictions of a STAR during descent:

- [DESCEND VIA STAR TO (level)], CANCEL SPEED RESTRICTION(S) AT (point(s))

ATC clearance to descend and to cancel speed and level restrictions of a STAR:

- DESCEND UNRESTRICTED TO (level) or DESCEND TO (level), CANCEL LEVEL AND SPEED RESTRICTIONS

HOLDING CLEARANCE

ACT 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 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)

ATC Instruction when visual holding is required:

- HOLD VISUAL [OVER] (position), (or BETWEEN (two prominent landmarks))

EXPECTED APPROACH TIME

When an aircraft is performing a long arrival or holding patterns, the ATC can issue an expected approach time:

- EXPECTED APPROACH TIME (time)
- REVISED EXPECTED APPROACH TIME (time)
- DELAY NOT DETERMINED (reasons)
- NO DELAY EXPECTED

APPROACH INSTRUCTION

ATC clearance given to aircraft to perform a STAR or arrival procedure:

- CLEARED (designation) ARRIVAL
- CLEARED TO (clearance limit) (designation)
- CLEARED (or PROCEED) (details of route to be followed)

ATC clearance to proceed direct with advance notice of a future instruction to rejoin the STAR:

- CLEARED DIRECT (waypoint), DESCEND TO (level), EXPECT TO REJOIN STAR [(STAR designator)] AT (waypoint), then REJOIN STAR [(STAR designator)] [AT (waypoint)]
- CLEARED DIRECT (waypoint), DESCEND TO (level), then REJOIN STAR (STAR designator) AT (waypoint)

ATC instruction to instruct a pilot his expected procedure to perform during a vectoring procedure:

- VECTORING FOR (type of pilot-interpreted aid) APPROACH RUNWAY (number)
- VECTORING FOR VISUAL APPROACH RUNWAY (number) REPORT FIELD (or RUNWAY) IN SIGHT
- VECTORING FOR (positioning in the circuit)
- VECTORING FOR SURVEILLANCE RADAR APPROACH RUNWAY (number)
- VECTORING FOR PRECISION APPROACH RUNWAY (number)

Pilot requests for a specific approach:

- REQUEST (type of approach) APPROACH [RUNWAY (number)]
- REQUEST (MLS/RNAV plain-language designator)
- REQUEST STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY (number)]
- REQUEST VISUAL APPROACH
- CLEARED VISUAL APPROACH RUNWAY (number)

ATC answers to previous pilot requests:

- (type) APPROACH NOT AVAILABLE DUE (reason) (alternative instructions).

ATC instruction to give information to pilot about manoeuvre in progress outside approach clearance:

- INTERCEPT (localizer course or radio aid) [REPORT ESTABLISHED]
- YOU WILL INTERCEPT (radio aid or track) (distance) FROM (significant point or TOUCHDOWN)
- EXPECT VECTOR ACROSS (localizer course or radio aid) (reason)
- THIS TURN WILL TAKE YOU THROUGH (localizer course or radio aid) [reason]
- TAKING YOU THROUGH (localizer course or radio aid) [reason]
- MAINTAIN (altitude) UNTIL GLIDE PATH INTERCEPTION

ATC clearance given to aircraft performing IFR approach:

- CLEARED (type of approach) APPROACH [RUNWAY (number)]
- CLEARED (type of approach) RUNWAY (number) FOLLOWED BY CIRCLING TO RUNWAY (number)
- CLEARED APPROACH [RUNWAY (number)]

- COMMENCE APPROACH AT (time)
- CLEARED STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY (number)]
- CLEARED (MLS/RNAV plain-language designator)

ATC instruction when he requests a position report:

- REPORT RUNWAY [LIGHTS] IN SIGHT
- REPORT (significant point) [OUTBOUND, or INBOUND]
- REPORT COMMENCING PROCEDURE TURN
- REPORT ESTABLISHED ON [ILS] LOCALIZER (or ON GBAS/SBAS/MLS APPROACH COURSE)
- REPORT ESTABLISHED ON GLIDE PATH

ATC instruction to request if a pilot is able to accept a visual approach:

- ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY (number)

ATC instruction in case of successive visual approaches when the pilot of a succeeding aircraft has reported having the preceding aircraft in sight:

- CLEARED VISUAL APPROACH RUNWAY (number), MAINTAIN OWN SEPARATION FROM PRECEDING (aircraft type and wake turbulence category as appropriate) [CAUTION WAKE TURBULENCE]

ATC instruction when 2 aircraft are in visual separation:

- MAINTAIN OWN SEPARATION
- MAINTAIN VMC
- REPORT VISUAL

ATC instruction to ask a pilot if he is familiar with a procedure to anticipate any lack of knowledge:

- ARE YOU FAMILIAR WITH (name) APPROACH PROCEDURE

Pilot requests a descent below the minimum IFR altitude in VMC conditions:

- REQUEST VMC DESCENT

Pilot wishes to be positioned a specific distance from touchdown:

- REQUEST (distance) FINAL

MANOEUVRES DURING INDEPENDENT AND DEPENDENT PARALLEL APPROACHES

ATC instruction for parallel approach:

- CLEARED FOR (type of approach) APPROACH RUNWAY (number) LEFT (or RIGHT)
- YOU HAVE CROSSED THE LOCALIZER (or GBAS/SBAS/MLS FINAL APPROACH COURSE). TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER (or GBAS/SBAS/MLS FINAL APPROACH COURSE)
- ILS (or MLS) RUNWAY (number) LEFT (or RIGHT) LOCALIZER (or MLS) FREQUENCY IS (frequency)

ATC instruction for avoidance action when an aircraft is observed entering the NTZ:

- TURN LEFT (or RIGHT) (number) DEGREES (or HEADING) (three digits) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], CLIMB TO (altitude)

ATC instruction for avoidance action below 120 m (400 ft) above the runway threshold elevation where parallel approach obstacle assessment surfaces (PAOAS) criteria are being applied:

- CLIMB TO (altitude) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH] (further instructions)

OTHER APPROACH INSTRUCTIONS

ATC instructions to help pilots during the approach phase when they are off-track for example:

- COMMENCE DESCENT NOW [TO MAINTAIN A (number) DEGREE GLIDE PATH]
- (distance) FROM TOUCHDOWN ALTITUDE (or HEIGHT) SHOULD BE (numbers and units)

ATC instructions for the completion of an approach:

- REPORT VISUAL
- REPORT RUNWAY [LIGHTS] IN SIGHT
- APPROACH COMPLETED [CONTACT (unit)]

SEE ALSO

- [Aerodrome Phraseology](#), [En-route phraseology](#), [Emergency phraseology](#), [ATC coordination phraseology](#), [Specific phraseology](#)

REFERENCE

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

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- VID 150259 - Creation

DATE OF SUBMISSION

- 01:04, 15 November 2020

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