



# ATC COORDINATION PHRASEOLOGY

## ESTIMATES AND REVISION

During coordination ATC may exchange some information about estimates:

- ESTIMATE [direction of flight] (aircraft call sign) [SQUAWKING (SSR code)] (type) ESTIMATED (significant point) (time) (level) (or DESCENDING FROM (level) TO (level)) [SPEED (filed TAS)] (route) [REMARKS]
- ESTIMATE (significant point) ON (aircraft call sign)

ATC Instruction receiving unit reply if flight plan details are not available:

- NO DETAILS

Instruction receiving unit reply if flight plan details are available:

- (aircraft type) (destination) Instruction sending unit reply [SQUAWKING (SSR code)] [ESTIMATED] (significant point) (time) AT (level)
- ESTIMATE UNMANNED FREE BALLOON(S) (identification and classification) ESTIMATED OVER (place) AT (time) REPORTED FLIGHT LEVEL(S) (figure or figures) [or FLIGHT LEVEL UNKNOWN] MOVING (direction) ESTIMATED GROUND SPEED (figure) (other pertinent information, if any)
- REVISION (aircraft call sign) (details as necessary)

## TRANSFER OF CONTROL

ATC will transfer aircraft to nearby ATC before leaving area of responsibility:

- REQUEST RELEASE OF (aircraft call sign)
- (aircraft call sign) RELEASED [AT (time)] [conditions/restrictions]
- IS (aircraft call sign) RELEASED [FOR CLIMB (or DESCENT)]
- (aircraft call sign) NOT RELEASED [UNTIL (time or significant point)]
- UNABLE (aircraft call sign) [TRAFFIC IS (details)]

## CHANGE OF CLEARANCE

ATC may ask a change in the clearance for an aircraft:

- MAY WE CHANGE CLEARANCE OF (aircraft call sign) TO (details of alteration proposed)
- AGREED TO (alteration of clearance) OF (aircraft call sign)
- UNABLE (aircraft call sign)
- UNABLE (desired route, level, etc.) [FOR (aircraft call sign)] [DUE (reason)] (alternative clearance proposed)

## APPROVAL REQUEST

---

- APPROVAL REQUEST (aircraft call sign) ESTIMATED DEPARTURE FROM (significant point) AT (time)
- (aircraft call sign) REQUEST APPROVED [(restriction if any)]
- (aircraft call sign) UNABLE (alternative instructions)

## INBOUND RELEASE

---

ATC may define the release point of aircraft during a handover procedure; for example:

- [INBOUND RELEASE] (aircraft call sign) [SQUAWKING (SSR code)] (type) FROM (departure point) RELEASED AT (significant point, or time, or level) CLEARED TO AND ESTIMATING (clearance limit) (time) AT (level) [EXPECTED APPROACH TIME or NO DELAY EXPECTED] CONTACT AT (time)

## HANDOVER

---

ATC may request a handover procedure:

- HANDOVER (aircraft call sign) [SQUAWKING (SSR code)] POSITION (aircraft position) (level)

## EXPEDITION OF CLEARANCE

---

ATC may request expedition of clearance given:

- EXPEDITE CLEARANCE (aircraft call sign) EXPECTED DEPARTURE FROM (place) AT (time)
- EXPEDITE CLEARANCE (aircraft call sign) [ESTIMATED] OVER (place) AT (time) REQUESTS (level or route, etc.)

## REDUCED VERTICAL SEPARATION (RVSM)

---

ATC Communication states that a specific aircraft is unable to perform RVSM:

- NEGATIVE RVSM [(supplementary information, e.g. State aircraft)]

ATC Communication states that a specific aircraft is unable to conduct RVSM operations due to severe turbulence or other severe meteorological phenomena or equipment failure, as applicable:

- UNABLE RVSM DUE TURBULENCE (or EQUIPMENT, as applicable)

---

## SEE ALSO

- [Aerodrome Phraseology](#), [Approach and departure phraseology](#), [En-route phraseology](#), [Emergency phraseology](#), [Specific phraseology](#)

## REFERENCE

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

## AUTHOR

- VID 150259 - Creation

## DATE OF SUBMISSION

- 01:05, 15 November 2020

## COPYRIGHT

- This documentation is copyrighted as part of the intellectual property of the International Virtual Aviation Organisation.

## DISCLAIMER

- The content of this documentation is intended for aviation simulation only and must not be used for real aviation operations.