CIVIL AVIATION ADVISORY PUBLICATION

CAAP 69

UAE RADIOTELEPHONY STANDARDS

GUIDANCE INFORMATION FOR UAE RADIOTELEPHONY STANDARDS

RECORD OF ISSUES AND DATE OF APPLICABILITY

Issue. No	Date of issue and date of Applicability
Initial Issue	Date of issue: March 2014 Date of Applicability: March 2014
Issue: 01	Date of issue: 28 January 2018 Date of Applicability: 01 February 2018

HIGHLIGHT OF CHANGES

<table>
<tr><td>ISSUE 01</td><td colspan="2">This issue is made following these observations:
- Amendment introduced following NPA 2017-04
- Incorporation of the elements related to Safety Alert 01/2016
- Incorporation of elements related to Safety Alert 09/2016
- Introduction of elements due to change of ICAO Doc 4444 PANS-ATM
- Introduction of elements related to readback requirements in order to align with CAR VIII, Subpart 4
- Renumbering has been applied for some paragraph</td></tr>
<tr><td></td><td>1.1.2</td><td>Introduction of plain language provisions [1]</td></tr>
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<tr><td></td><td>1.1.5</td><td>Introduction of blocked transmission procedures [1]</td></tr>
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<tr><td></td><td>2.1.8</td><td>Confusing example removed</td></tr>
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<tr><td></td><td>3.1</td><td>Inclusion of Missed Approaches into the procedure [4]</td></tr>
<tr><td></td><td>3.12</td><td>Update of Wind Shear procedures [4]</td></tr>
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[1] Incorporated from Safety Alert 01/2016

[2] Consequential changes from ICAO Doc 4444 PANS-ATM Edition 16

[3] Revisions to align with CAR VIII, Subpart 4.

[4] Incorporated from Safety Alert 09/2016 rev 1

TABLE OF CONTENT

CHAPTER 1 INTRODUCTION

1.1 PURPOSE

This Civil Aviation Advisory Circular (CAAP) provides guidance with examples of standard radiotelephony procedures and phraseology used for the use of pilots and Air Traffic Services (ATS).

This CAAP is provided for information and guidance purposes only, is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Authority. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate CAAP.

This CAAP has been issued based on NPA 2017-04 and associated feedback. The comments against the NPA can be viewed in the Comments Response Document on the GCAA website

1.2 SCOPE OF APPLICABILITY

This CAAP is applicable to all UAE based Air Traffic Service Providers (ATSPs), and all aircraft operators operating in the UAE Flight Information Region (FIR).

1.3 UAE RADIOTELEPHONY POLICY

1.3.1 UAE RTF standards are developed to provide efficient, clear, concise and unambiguous communications between pilots and ATS personnel. And constant attention should be given to the current use of ICAO phraseologies in all instances in which they are applicable.

1.3.2 Standardised phraseology shall be used in all situations for which it has been specified. However, plain language may be used when standardised phraseology cannot serve an intended transmission, or to mitigate against confusion or misunderstanding.

1.3.3 It is not possible to provide phraseologies to cover every situation which may arise and the examples contained in this CAAP are not exhaustive, but merely representative of radio telephony phraseology in common use, however if standard phrases are adhered to any possible ambiguity will be reduced to minimum.

1.3.4 Using appropriate transmitting techniques will assist in ensuring that transmitted speech is clearly and satisfactorily received. Speech transmitting technique should be adapted to the prevailing communications conditions.

1.3.5 ATC should instruct flight crews and drivers to retransmit their message, clearance or instruction whenever a transmission has been, or suspected to have been, blocked by two or more aircraft/vehicles, or a transmission was incomplete or garbled.

1.3.6 Some abbreviations, which by their common usage have become part of aviation terminology, may be spoken using their constituent letters rather than the phonetic alphabet, for example, ILS, QNH and RVR.

1.3.7 The following words may be omitted from transmissions provided that no confusion or ambiguity will result:

i. "SURFACE" in relation to surface wind direction and speed
ii. "DEGREES" in relation to radar headings
iii. "VISIBILITY", "CLOUD", and "HEIGHT" in meteorological reports
iv. "HECTOPASCALS" when giving pressure settings, except when the setting is less than 1000, e.g.QNH 998 hectopascals.

1.3.8 The use of excessive courtesies should be avoided.

1.3.9 The word "IMMEDIATELY" should only be used when immediate action is required for safety reasons.

1.3.10 The expression "TAKE-OFF" shall only be used in radiotelephony when an aircraft is cleared for take-off or when cancelling a take-off clearance.

1.3.11 The expression "TORA", pronounced TOR-AH, may be used to indicate Take-Off Run Available.

1.4 CANCELLATION

On 01 February 2018 this document:

- supersedes CAAP 69 initial issue.
- cancels Safety Alert 01/2016.
- cancels Safety Alert 2016-13

1.5 REFERENCES

(a) Annex 10, Aeronautical Telecommunications Volume 2 (Communication Procedures including those with PANS status)

(b) Annex 1, Personnel Licensing—for specific language proficiency requirements.

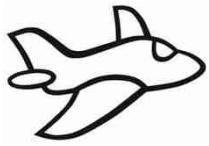
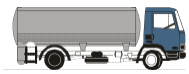
(c) Doc 4444 Procedures for Air Navigation Services

(d) Doc 9432-AN/925 Manual of Radiotelephony contains examples, based on the above documents, which are intended to be representative of radio telephony in common use.

Civil Aviation Regulations Part VIII Air Navigation Regulations Sub part 4 ATS Services, rule 30.3 Radio and telephone procedures lists the above order of precedence for these documents to be used in determining standard phraseology when communicating with pilots.

1.6 KEY

1.6.1 In the examples illustrated, the aircraft or ground station transmitting is identified by the symbols shown above.

SYMBOL	MEANING
	AIRCRAFT (Helicopters, Airlines, IFR aircraft and VFR aircraft)
	AIR TRAFFIC SERVICES (Air Traffic Control, Flight Information)
 	Vehicles (Aircraft under tow, Ground crew and all other vehicles operating on the movement area)

1.6.2 In this CAAP the title of the ATS units addressed will be based on ATS units used in the UAE, such as Dubai Ground, Sharjah Tower, UAE Control and Abu Dhabi Approach etc.

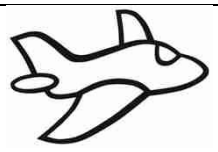
1.6.3 The station initiating the exchange of messages is in bold type. To facilitate following the sequence of the messages each subsequent message commences below the previous one throughout the exchange.

CHAPTER 2 GENERAL PROCEDURES AND PHRASEOLOGY

2.1 ESTABLISHMENT AND CONTINUATION OF COMMUNICATIONS

2.1.1 When establishing communications, an aircraft should use the full call sign of both the aircraft/vehicle and the aeronautical station. Responsibility for establishing communications rests with the station with a message to transmit. On initial contact the full callsign of both the station to which the message is addressed and the transmitting station should be used. In response to a transmission, the phrase “Go Ahead” is not to be used. The use of the calling station’s callsign and the receiving station’s callsign is considered an invitation to proceed with the transmission, however the phrase “PASS YOUR MESSAGE” shall be used to invite a vehicle or person to resume the transmission.

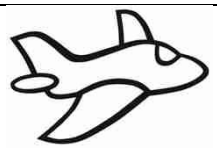
2.1.2 All communications shall be delivered in a clear, concise and unambiguous manner.



DUBAI TOWER EMIRATES 201

EMIRATES 201 DUBAI TOWER

2.1.3 When a ground station wishes to broadcast information, or an aircraft wishes to broadcast information to aircraft in its vicinity, the message should be prefaced by the call ”ALL STATIONS”.



ALL STATIONS UAE INFORMATION FUEL DUMPING COMPLETE

ALL STATIONS EMIRATES 689 NORTHBOUND ABU DHABI VOR TO MIADA LEAVING FL150 NOW DESCENDING TO 10000 FEET

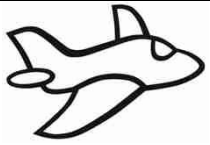
2.1.4 No reply is expected to such general calls unless individual stations are subsequently called upon to acknowledge receipt.

2.1.5 Repeat the clearance or instruction using standard phraseology whenever there is a concern that the intended clearance or instruction may have been misunderstood or misheard by the flight crew, or the situation warrants.

2.1.6 If there is doubt that a message has not been correctly received, a repetition of the message should be requested in full or in part.

Phrase	***Meaning***
SAY AGAIN	**Repeat entire message**
SAY AGAIN … (item)	**Repeat specific item**
SAY AGAIN ALL BEFORE … (the first word satisfactorily received) **SAY AGAIN ALL AFTER …** **SAY AGAIN ALL BETWEEN … AND …**	**Repeat part of message**

2.1.7 When a station is called but is uncertain of the identity of the calling station, the calling station should be requested to repeat its call sign until the identity is established.



SHARJAH TOWER ARABIA 115

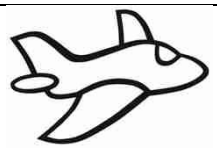
STATION CALLING SHARJAH TOWER SAY AGAIN YOUR CALL SIGN

SHARJAH TOWER ARABIA 115

2.1.8 When an error is made in a transmission, the word "CORRECTION" is used. The last correct group or phrase is repeated and then the correct version transmitted.

2.1.9 If a correction can best be made by repeating the entire message, the operator may use the phrase "CORRECTION I SAY AGAIN" before transmitting the message a second time.

2.1.10 When it is considered that reception is likely to be difficult, important elements of the message should be spoken twice.



ABU DHABI APPROACH A6EMD 2500 FEET I SAY AGAIN 2500 FEET ENGINE LOSING POWER ENGINE LOSING POWER

2.2 TRANSMITTING TECHNIQUE

2.2.1 The following transmitting techniques will assist in ensuring that transmitted speech is clearly and satisfactorily received:

i. Before transmitting listen out on the frequency to be used to ensure that there will be no interference with a transmission from another station.

ii. Be familiar with good microphone operating techniques.

iii. Use a normal conversation tone, speak clearly and distinctly.

iv. Maintain an even rate of speech not exceeding 100 words per minute. When it is known that elements of the message will be written down by the recipient, speak at a slightly slower rate.

v. Maintain the speaking volume at a constant level.

vi. A slight pause before and after numbers will assist in making them easier to understand.

vii. Avoid using hesitation sounds such as “er”.

viii. Be familiar with microphone operating techniques, particularly in relation to the maintenance of a constant distance from the microphone if a modulator with a constant level is not used.

ix. Suspend speech temporarily if it becomes necessary to turn the head away from the microphone.

x. Depress the transmit switch fully before speaking and do not release it until the message is completed, this will ensure that the entire message is transmitted.

xi. The transmission of long messages should be interrupted momentarily from time to time to permit the transmitting operator to confirm that the frequency in use is clear, and if necessary to permit the receiving operator to request repetition of parts not received.

xii. Exercise particular caution when language difficulties exist, particularly when dealing with pilots whose first language is seemingly not English.

2.2.2 An irritating and potentially dangerous situation in radio telephony is a “stuck” microphone button. Operators should always ensure that the button is released after a transmission and the microphone placed in an appropriate place ensuring that it will not inadvertently be switched on.

2.3 TRANSMISSION OF LETTERS

2.3.1 With the exception of the telephony designator and the type of aircraft, each letter in the aircraft call sign shall be spoken separately using the phonetic spelling.

2.3.2 The following table lists the Phonetic Alphabet for transmitting letters, syllables to be emphasised are in upper case. The capital letters in the third column indicate where the emphasis is placed during the transmission.

Letter	*Word*	*Alphabet Representation*
A	ALFA	AL fah
B	BRAVO	BRAH voh
C	CHARLIE	CHAR lee or SHAR lee
D	DELTA	DELL tah
E	ECHO	ECK oh
F	FOXTROT	FOKS trot
G	GOLF	GOLF
H	HOTEL	ho TELL
I	INDIA	IN dee ah
J	JULIET	JEW lee ET
K	KILO	KEY loh
L	LIMA	LEE mah
M	MIKE	MIKE
N	NOVEMBER	no VEM ber
O	OSCAR	OSS cah
P	PAPA	pah PAH
Q	QUEBEC	keh BECK
R	ROMEO	ROW meoh
S	SIERRA	see AIR rah
T	TANGO	TANG go
U	UNIFORM	YOU nee form or OO nee form
V	VICTOR	VIK tah
W	WHISKEY	WISS key
X	X-RAY	ECKS ray
Y	YANKEE	YANG key
Z	ZULU	ZOO loo

2.4 TRANSMISSION OF NUMBERS

2.4.1 The following table lists the phonetic spelling of numbers and number terms, syllables to be emphasised are in upper case.

Numeral	*Pronunciation*
0	*ZE-RO*
1	*WUN*
2	*TOO*
3	*TREE*
4	*FOW-er*
5	*FIFE*
6	*SIX*
7	*SEV-en*
8	*AIT*
9	*NIN-er*
Decimal	*DAY-SEE-MAL*
Hundred	*HUN-dred*
Thousand	*TOU-SAND*

2.4.2 All numbers used in the transmission of aircraft call-signs, flight levels, headings, wind direction and speed, transponder codes, runway/taxiway designators, altimeter settings, time, and frequencies must be transmitted by pronouncing each digit separately:

i. Taxiway designators - First option – Standard Phraseology: MIKE ONE THREE ALPHA
ii. Taxiway designators - Second option – Standard Phraseology combined with Repeated Standard Phraseology: MIKE ONE THREE ALPHA, I SAY AGAIN, MIKE ONE THREE ALPHA
iii. Taxiway designators - Third option– Standard Phraseology combined with Plain Language: MIKE ONE THREE ALPHA, I SAY AGAIN, MIKE THIRTEEN ALPHA

Application	*Example*	*Transmitted as*	*Pronounced as*
Aircraft callsign	**UAE 355**	**Emirates three five five**	**Emirates TREE FIFE FIFE**

	BAH 238	**Bahrain two three eight**	**Bahrain TOO TREE AIT**
Flight levels	**FL 180** **FL 200**	**flight level one eight zero** **flight level two zero zero**	**flight level WUN AIT ZE-RO** **flight level TOO ZE-RO ZE-RO**
Headings	**150** **080** **300**	**heading one five zero** **heading zero eight zero** **heading three zero zero**	**heading WUN FIFE ZE-RO** **heading ZE-RO AIT ZE-RO** **heading TREE ZE-RO ZE-RO**
Wind direction and speed	**020 degrees 70 knots** **100 degrees 18 knots** **210 degrees 18 knots gusting 30 knots**	**wind zero two zero degrees seven zero knots** **wind one zero zero degrees one eight knots** **wind two one zero degrees one eight knots gusting three zero knots**	**wind ZE-RO TOO ZE-RO degrees SEVen ZE-RO knots** **wind WUN ZE-RO ZE-RO degrees WUN AIT knots** **wind TOO WUN ZE-RO degrees WUN AIT knots gusting TREE ZE-RO knots**
Runway designator	**19** **06** **23L**	**runway one nine** **runway zero six** **runway two three left**	**runway WUN NINer** **runway ZE-RO SIX** **runway TOO TREE left**
Altimeter setting	**984 hPa** **1027 hPa** **29.95 inches**	**QNH nine eight four** **QNH one zero two seven** **QNH two nine decimal nine five**	**QNH Niner AIT FOWer** **QNH WUN ZE-RO TOO SEVen** **QNH TOO NINer DAY SEE MAL NINer FIFE**
Time	**0920** **1634**	**two zero or zero nine two zero** **three four or one six three four**	**TOO ZE-RO or ZE-RO NINer TOO ZE-RO** **TREE FOWer or WUN SIX TREE FOWer**
Frequencies	**128.3 MHz** **135.75 MHz** **5643 KHz**	**one two eight decimal three** **one three five decimal seven five** **five six four three**	**WUN TOO AIT DAY SEE MAL TREE** **WUN TREE FIFE DAY SEE MAL SEVen FIFE** **FIFE SIX FOWer TREE**
Transponder Codes	**Squawk 2400** **Squawk 4203**	**Squawk two four zero zero** **Squawk four two zero three**	**Squawk TOO FOWer ZE-RO ZE-RO** **Squawk FOWer TOO ZE-RO TREE**

2.4.3 All numbers used in the transmission of altitude, visibility, cloud height, and runway visual range (RVR) information must be transmitted by pronouncing each digit separately, except that those numbers which contain whole hundreds and/or whole thousands only must be transmitted by pronouncing each digit of the hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate. Combinations of whole hundreds and thousands must be transmitted by pronouncing each digit in the number of thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED. Flight levels shall always be transmitted by transmitting each digit individually.

Application	***Example***	***Transmitted as***	***Pronounced as***

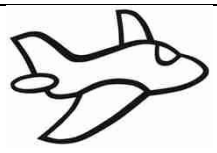
Altitude	**300 ft** **1145 ft** **1500 ft** **10,500 ft** **13,000 ft**	**three hundred feet** **one one four five feet** **one thousand five hundred feet** **one zero thousand five hundred feet** **one three thousand feet**	**TREE HUNdred feet** **WUN WUN FOWer FIFE feet** **WUN TOU SAND FIFE HUN dred feet** **WUN ZE-RO TOU SAND FIFE HUN dred feet** **WUN TREE TOU SAND feet**
Visibility	**200 m** **1500m** **3000m** **10km**	**two hundred metres** **one thousand five hundred meters** **three thousand meters** **one zero kilometres**	**TOO HUN dred metres** **WUN TOU SAND FIFE HUN dred meters** **TREE TOU SAND meters** **WUN ZE-RO kilometres**
Cloud Height	**800 ft** **2200 ft** **4300 ft**	**Eight hundred feet** **Two thousand two hundred feet** **Four thousand three hundred feet**	**AIT HUN dred feet** **TOO TOU SAND TOO HUN dred feet** **FOW er TOU SAND TREE HUN dred feet**
Runway visual range	**700 m** **1600 m**	**RVR Seven hundred meters** **RVR One thousand six hundred meters**	**RVR SEV en HUN dred meters** **RVR WUN TOU SAND SIX HUN dred meters**

2.5 TRANSMISSION OF TIME

2.5.1 When transmitting time, only the minutes of the hour are normally required. Each digit should be pronounced separately, however the hour should be included when any possibility of confusion is likely to result.

2.5.2 Co-ordinated universal time (UTC) shall be used.

2.5.3 Pilots may check the time with the appropriate ATS unit. Time checks must be given to the nearest half minute.



EMIRATES 113 REQUEST TIME CHECK

EMIRATES 113 TIME 0611

or

EMIRATES 113 TIME 0715 AND A HALF

2.6 STANDARD WORDS AND PHRASES

2.6.1 The following words and phrases must be used in radiotelephony communications as appropriate and when used have the meaning given below

2.6.2 The phrase "GO AHEAD" is to be avoided, in its place the use of the calling aeronautical stations call sign followed by the answering aeronautical stations call sign shall be considered the invitation to proceed with transmission by the station calling.

Word/Phrase	***Meaning***
ACKNOWLEDGE	Let me know that you have received and understood this message
AFFIRM	Yes
APPROVED	Permission for proposed action granted
BREAK	I hereby indicate the separation between portions of the message *Note: to be used where there is no clear distinction between the text and other portions of the message.*
BREAK BREAK	I hereby indicate separation between messages transmitted to different aircraft in a very busy environment
CANCEL	Annul the previously transmitted clearance
CHECK	Examine a system or procedure *Note: Not to be used in any other context. No answer is normally expected.*
CLEARED	Authorised to proceed under the conditions specified
CONFIRM	I request verification of: *(clearance, instruction, action, information)*
CONTACT	Establish communications with …
CORRECT	True or Accurate
CORRECTION	An error has been made in this transmission (or message indicated). The correct version is …
DISREGARD	Ignore
HOW DO YOU READ	What is the readability of my transmission?
I SAY AGAIN	I repeat for clarity or emphasis
MAINTAIN	Continue in accordance with the condition(s) specified, or in its literal sense, e.g. "Maintain VFR"
MONITOR	Listen out on (frequency)
NEGATIVE	No *or* Permission is not granted *or* That is not correct *or* Not capable
OUT	This exchange of transmissions is ended and no response is expected. *Note: not normally used in VHF communication*
OVER	My transmission is ended and I expect a response from you. *Note: not normally used in VHF communication*

PASS YOUR MESSAGE	Term used in communication with vehicles or personnel , in responding to a transmission establishing communications, for safety reasons
READ BACK	Repeat all, or the specified part, of this message back to me exactly as received
RECLEARED	A change has been made to your last clearance and this new clearance supersedes your previous clearance or part thereof
REPORT	Pass me the following information
REQUEST	I should like to know *or* I wish to obtain
ROGER	I have received all of your last transmission. *Note: Under NO circumstances to be used in reply to an Instruction requiring READBACK or to a question requiring a direct answer in the affirmative or negative.*
SAY AGAIN	Repeat all or the following part of your last transmission
SPEAK SLOWER	Reduce your rate of speech
STANDBY	Wait and I will call you *Note: The caller would normally re-establish contact if the delay is lengthy, STANDBY is not an approval or denial.*
UNABLE	I cannot comply with your request, instruction or clearance. *Note: normally followed by a reason.*
WILCO	I understand your message and will comply with it. *Note: Abbreviation for "will comply" and used in situations where the instruction received does not require a full read back, or where a repetition of the instructions may be confusing.*
WORDS TWICE	(a) as a request: communication is difficult. Please send every word or group of words twice (b) as information: since communication is difficult every word group of words in this message will be sent twice

2.7 CALL SIGNS

2.7.1 Aeronautical stations are identified by the name of the location followed by the service available as follows:

CONTROL	Area control centre
APPROACH	Approach control
ARRIVAL	Approach control radar- arrivals
DEPARTURE	Approach control radar- departures
TOWER	Aerodrome control
DIRECTOR	Approach control radar-final controller
RADAR	Radar (in general)

APRON	Apron control
INFORMATION	Flight information service
DELIVERY	Clearance delivery
RADIO	Aeronautical station
DISPATCH	Company Dispatch
GROUND	Surface movement control

2.7.2 The name of the location or the service may be omitted provided that satisfactory communication has been established.

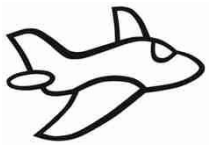
2.8 AIRCRAFT CALL SIGNS

2.8.1 Information on aircraft call signs for operations within UAE are contained in CAAP 47.

2.8.2 An aircraft shall not change its call sign during flight except when there is a likelihood that confusion may occur because of similar call signs, and the aircraft has been instructed by an air traffic control unit to change its call sign temporarily:

i. First option – Standard Phraseology: AIRLINE ONE TWO THREE
ii. Second option – Standard Phraseology combined with Repeated Standard Phraseology: AIRLINE ONE TWO THREE, I SAY AGAIN, AIRLINE ONE TWO THREE
iii. Third option– Standard Phraseology combined with Plain Language: AIRLINE ONE TWO THREE, I SAY AGAIN, AIRLINE ONE TWENTY THREE

2.8.3 Aircraft in the heavy wake turbulence category shall include the word “HEAVY/ SUPER” as applicable immediately after the aircraft call sign in the initial contact between such aircraft and ATS units.



ARABIA 224 CHANGE YOUR CALLSIGN TO ARABIA ALFA TANGO MIKE [UNTIL FURTHER ADVISED]

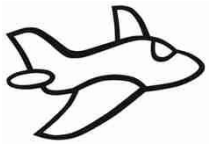
ARABIA 224 CHANGE TO ARABIA ALFA TANGO MIKE

ARABIA ALFA TANGO MIKE REVERT TO FLIGHT PLAN CALLSIGN AT (TIME/REP)

ARABIA ALFA TANGO MIKE WILCO

2.9 TRANSFER OF COMMUNICATIONS

2.9.1 An aircraft shall be advised by the appropriate aeronautical station to change from one radio frequency to another in accordance with letter of agreements between ATS units.

	
EMIRATES 783 CONTACT UAE CONTROL 124.85	
or	UAE CONTROL 124.85 EMIRATES 783
EMIRATES 783 WHEN PASSING ALTITUDE 8000 FEET CONTACT UAE CONTROL 124.85	
	PASSING 8000 FEET CONTACT UAE CONTROL 124.85 EMIRATES 783

2.10 CLEARANCES AND READ BACK REQUIREMENTS

2.10.1 Controller should pass a clearance taking into account that the pilot may need to write it down.

2.10.2 Wherever possible, route clearances should be passed to an aircraft prior to start-up and, in any case controllers should avoid passing a clearance during high cockpit work load periods, or when an aircraft is lining up or taking off.

2.10.3 An ATC route clearance is not an instruction to take off or enter an active runway. The word "TAKE-OFF" is used only when an aircraft is cleared for take-off, or when cancelling a take-off clearance. At other times the word "DEPARTURE" or "AIRBORNE" shall be used.

2.10.4 A pilot is required to acknowledge receipt of the following ATC clearances, information or instruction by a full readback followed by the aircraft callsign:

i. ATC route, taxi, approach and departure clearances and amendments thereto;

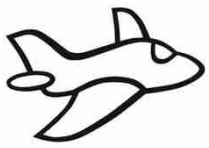
ii. Clearances to VFR aircraft to operate within controlled airspace, to enter or vacate the circuit;

iii. Clearances and instructions to enter, land on, take off from, hold short of, cross and backtrack on any runway;

iv. Runway in use, altimeter settings, SSR codes, level instructions, heading and speed instructions, transition levels and frequency change instructions whether these have been issued by the controller or contained in an ATIS broadcast;

v. Instructions to push back and taxi on the movement area; and

vi. Conditional clearances



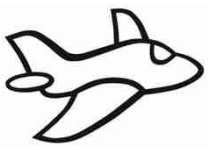
SAUDI 555 CLEARED TO RIYADH VIA RANBI ONE ECHO MAINTAIN ALTITUDE 3000 FT SQUAWK 5501

CLEARED TO RIYADH RANBI ONE ECHO MAINTAIN 3000 FT SQUAWK 5501 SAUDI 555

SAUDI 555 CORRECT

2.10.5 ATC shall actively listen to and insist upon a correct read back to ascertain that the clearance or instruction has been correctly acknowledged, and shall take immediate action to correct any discrepancies revealed by the read back or lack thereof.

2.10.6 If an aircraft readback of a clearance or instruction is incorrect, the controller will transmit the word “NEGATIVE I SAY AGAIN” followed by the correct version.



POLICE 811 QNH 1003

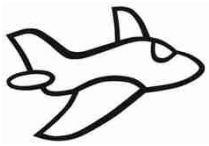
QNH 1013 POLICE 811

POLICE 811 NEGATIVE I SAY AGAIN QNH 1003

QNH 1003 POLICE 811

2.10.7 If there is a doubt as to whether a pilot can comply with an ATC clearance or instruction, the controller may follow the clearance or instruction by the phrase “if unable”, and subsequently offer an alternative. If at any time a pilot receives a clearance or instruction which cannot be

complied with, that pilot shall advise the controller using the phrase “UNABLE” and give the reasons.

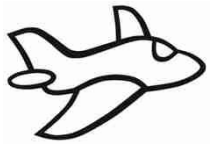


KLM 427 345 CROSS DARAX FL210 OR ABOVE, IF UNABLE MAINTAIN FL 180

KLM 427 UNABLE TO CROSS DARAX FL210 DUE WEIGHT, MAINTAINING FL 180

2.11 RECLEARANCE

2.11.1 When an ATC route clearance is changed for ATC reasons or following an aircraft request, instructions will be passed in the form of a reclearance.



ARABIA 242 RECLEARED (amended clearance details) REST OF CLEARANCE UNCHANGED

or

ARABIA 242 AMENDED LEVEL FL 210

RECLEARED (amended clearance details) REST OF CLEARANCE UNCHANGED ARABIA 242

AMENDED LEVEL FL 210 ARABIA 242

2.12 CONDITIONAL CLEARANCES

2.12.1 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 controller and the pilot. The aircraft or vehicle causing the condition in the clearance shall be the first aircraft/vehicle to pass in front of the other aircraft concerned. Conditional clearances shall not be given to vehicles.

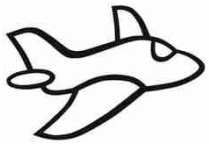
2.12.2 In all cases a conditional clearance will be given in the following order and consist of:

i. identification; (callsign)

ii. the condition;

iii. the clearance;

iv. brief reiteration of the condition;



ETIHAD 941 BEHIND THE LANDING BOEING 737 ON SHORT FINAL LINE UP AND WAIT BEHIND

EMIRATES 357, AFTER DEPARTING AIRBUS A320, LINE UP AND WAIT BEHIND

NOTE 1: *These require the aircraft receiving the conditional clearance to identify the aircraft or vehicle causing the conditional clearance. Reference to the aircraft causing the condition may be insufficient and it may be necessary to be more specific, such as adding a description of the colour or the company name to ensure correct identification.*

NOTE 2: Caution is required to avoid confusion when more than one similar aircraft or company are present.

2.13 CLEARANCES ON A STANDARD INSTRUMENT DEPARTURE (SID)

2.13.1 Clearances to aircraft on a SID with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following phraseologies shall be used with the following meanings:

a) CLIMB VIA SID TO (level):

i) climb to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the SID; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

b) CLIMB VIA SID TO (level), CANCEL LEVEL RESTRICTION(S):

i) climb to the cleared level, published level restrictions are cancelled;

ii) follow the lateral profile of the SID; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

c) CLIMB VIA SID TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s)):

i) climb to the cleared level, published level restriction(s) at the specified point(s) are cancelled;

ii) follow the lateral profile of the SID; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

d) CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S):

i) climb to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the SID; and

iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

e) CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S) AT (point(s)):

i) climb to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the SID; and

iii) published speed restrictions are cancelled at the specified point(s).

f) CLIMB UNRESTRICTED TO (level) or CLIMB TO (level), CANCEL LEVEL AND SPEED RESTRICTION(S):

i) climb to the cleared level, published level restrictions are cancelled;

ii) follow the lateral profile of the SID; and

iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

2.13.2 If there are no remaining published level or speed restrictions on the SID, the phrase CLIMB TO (level) should be used.

2.13.3 When subsequent speed restriction instructions are issued, and if the cleared level is unchanged, the phrase CLIMB VIA SID TO (level) should be omitted.

2.13.4 When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

2.13.5 When a departing aircraft is vectored or cleared to proceed to a point that is not on the SID, all the published speed and level restrictions of the SID are cancelled and the controller shall:

a) reiterate the cleared level;

b) Provide speed and level restrictions as necessary; and

c) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID.

2.13.6 ATC instructions to an aircraft to rejoin a SID shall include:

a) the designator of the SID to be rejoined unless advance notification of rejoin has been provided in accordance with 2.13.5 above;

b) the cleared level on rejoining the SID in accordance with 2.13.1 above; and

c) the position at which it is expected to rejoin the SID.

Phraseology on rejoin instructions:

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

then

REJOIN SID [(sid designator)] [AT (waypoint)]

B. CLEARED DIRECT (waypoint), CLIMB TO (level)

then

REJOIN SID (sid designator) AT (waypoint)

2.14 CLEARANCES ON A STANDARD INSTRUMENT ARRIVAL (STAR)

2.14.1 Clearances to aircraft on a STAR with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following phraseologies shall be used with the following meaning:

a) DESCEND VIA STAR TO (level):

i) descend to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the STAR; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

b) DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S):

i) descend to the cleared level, published level restrictions are cancelled;

ii) follow the lateral profile of the STAR; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

c) DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s)):

i) descend to the cleared level, published level restriction(s) at the specified point(s) are cancelled;

ii) follow the lateral profile of the STAR; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

d) DESCEND VIA STAR TO (level), CANCEL SPEED RESTRICTION(S):

i) descend to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the STAR; and

iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

e) DESCEND VIA STAR TO (level), CANCEL SPEED RESTRICTION(S) AT (point(s)):

i) descend to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the STAR; and

iii) published speed restrictions are cancelled at the specified point(s).

f) DESCEND UNRESTRICTED TO (level) or DESCEND TO (level), CANCEL LEVEL AND SPEED RESTRICTION(S):

i) descend to the cleared level, published level restrictions are cancelled;

ii) follow the lateral profile of the STAR; and

iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

2.14.2 If there are no remaining published level or speed restrictions on the STAR, the phrase DESCEND TO (level) should be used.

2.14.3 When subsequent speed restriction instructions are issued and if the cleared level is unchanged, the phrase DESCEND VIA STAR TO (level) should be omitted.

2.14.4 When an arriving aircraft is cleared to proceed direct to a published waypoint on the STAR, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

2.14.5 When an arriving aircraft is vectored or cleared to proceed to a point that is not on the STAR, all the published speed and level restrictions of the STAR are cancelled and the controller shall:

a) reiterate the cleared level;

b) Provide speed and level restrictions as necessary; and

c) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the STAR.

2.14.6 ATC instructions to an aircraft to rejoin a STAR shall include:

a) the designator of the STAR to be rejoined, unless advance notification of rejoin has been provided in accordance with 2.14.5 above;

b) the cleared level on rejoining the STAR in accordance with 2.14.1 above; and

c) the position at which it is expected to rejoin the STAR.

Phraseology on rejoin instructions:

A. CLEARED DIRECT (waypoint), DESCEND TO (level), EXPECT TO REJOIN STAR [(star designator)] [AT (waypoint)]

then

REJOIN STAR [(star designator)] [AT (waypoint)]

B. CLEARED DIRECT (waypoint), DESCEND TO (level)

then

REJOIN STAR (star designator) AT (waypoint)

2.15 ATC TELEPHONE COORDINATION MESSAGES

2.15.1 ATS personnel shall read back any clearances, instructions or operationally significant information contained in direct verbal or telephone coordination messages, including (but not limited to):

i) Levels;

ii) Headings;

iii) Speed Restrictions;

iv) Airways or route instructions;

v) Runway in use;

vi) SSR Codes;

vii) Pressure Settings;

viii) Frequencies; and

ix) Release and contact points

2.15.2 Positive coordination is deemed to be successful and effective once the receiver has read back correctly. A receiver not reading back coordination messages shall be requested to do so, otherwise such coordination cannot be considered completed.

Note: Read back of coordination messages from Military units and non-UAE ATCUs may be challenging and should therefore be detailed in letters of agreement.

2.15.3 Controllers shall insist upon and listen to the read back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew/vehicle driver and shall take immediate action to correct any discrepancies revealed by the read-back.

2.16 RADIO TEST PROCEDURES

2.16.1 Test transmissions should take the following form:

i. The identification of the station being called;

ii. The aircraft/ vehicle callsign;

iii. The words RADIO CHECK;

iv. The frequency being used;

2.16.2 Replies to test transmissions should be as follows:

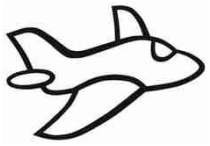
i. The identification of the station calling;

ii. The identification of the station replying; and

iii. Information regarding the readability of the transmission;

2.16.3 The readability of the transmission should be classified in accordance with the following readability scale:

1. Unreadable;
2. Readable now and then;
3. Readable but with difficulty;
4. Readable;
5. Perfectly readable;



DUBAI TOWER CESSNA XYZ RADIO CHECK 118.75

STATION CALLING DUBAI TOWER YOU ARE UNREADABLE or

CESSNA XYZ DUBAI TOWER READING YOU THREE LOUD BACKGROUND WHISTLE or

CESSNA XYZ DUBAI TOWER READING YOU FIVE

2.16.4 When it is necessary for a ground station to make test signals, either for the adjustment of a transmitter before making a call or for the adjustment of a receiver, such signals must not

continue for more than 10 seconds and must be composed of spoken numbers (ONE, TWO, THREE, etc) followed by the radio callsign of the station transmitting the test signals.

2.17 LEVEL INSTRUCTIONS

2.17.1 Only basic level instructions are detailed in this chapter. More comprehensive phrases are contained in subsequent chapters in the context in which they are most commonly used.

2.17.2 The precise phraseology used in the transmission and acknowledgement of climb and descent clearances will vary, depending upon the circumstances, traffic density, and nature of the flight operations. However, care must be taken to ensure that misunderstandings are not generated as a consequence of the phraseology employed during these phases of flight:

i. First option – Standard Phraseology:
   A. CLIMB TO ONE ZERO THOUSAND FEET
   B. DESCEND TO FLIGHT LEVEL TWO ZERO ZERO

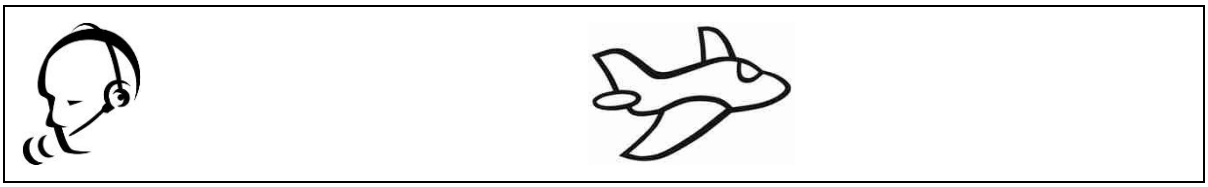
ii. Second option – Standard Phraseology combined with Repeated Standard Phraseology
   A. i) CLIMB TO ONE ZERO THOUSAND FEET, I SAY AGAIN, CLIMB TO ONE ZERO THOUSAND FEET
   B. ii) DESCEND TO FLIGHT LEVEL TWO ZERO ZERO, I SAY AGAIN, DESCEND TO FLIGHT LEVEL TWO ZERO ZERO

iii. Standard Phraseology combined with Plain Language
   A. i) CLIMB TO ONE ZERO THOUSAND FEET, I SAY AGAIN, CLIMB TO TEN THOUSAND FEET
   B. ii) DESCEND TO FLIGHT LEVEL TWO ZERO ZERO, I SAY AGAIN, DESCEND TO FLIGHT LEVEL TWO HUNDRED

2.17.3 When a change is made to any part of a level clearance, then the entire level clearance shall be re-stated.

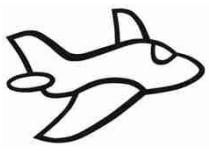
2.17.4 The word ‘to’ may be omitted from messages relating to FLIGHT LEVELS however, in all messages relating to a climb or descent to an ALTITUDE, the word ‘to’ shall be used immediately prior to the word ALTITUDE.

2.17.5 In the following examples the operations of climbing and descending are interchangeable and examples of only one form are given.



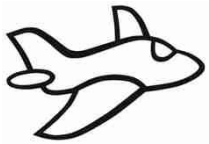
PQR REPORT LEVEL [or REPORT LEVEL PASSING]	
	PASSING FL150 (or PQR MAINTAINING 8000 FEET) PQR
PQR REPORT PASSING FL180	
	REPORT PASSING FL180 PQR
	PASSING FL180 PQR
- - - - - - - - - - - - - -	
PQR MAINTAIN ALTITUDE 2500 FEET	
	MAINTAINING 2500 FEET PQR
- - - - - - - - - - - - - -	
PQR CLIMB FL220 REPORT PASSING FL150	
	LEAVING 4000 FEET CLIMBING FL220 REPORT PASSING FL150 PQR
- - - - - - - - - - - - - -	
	PQR REQUEST DESCENT
PQR DESCEND TO ALTITUDE 6000FT	
	LEAVING FL190 DESCENDING TO ALTITUDE 6000FT PQR
- - - - - - - - - - - - - -	
EMIRATES 345 CLIMB/DESCEND AT 500 FEET PER MINUTE MINIMUM/MAXIMUM	
	CLIMB/DESCEND AT 500 FEET PER MINUTE MINIMUM/MAXIMUM EMIRATES 345

2.17.5 Once having been given an instruction to climb or descend, a further overriding instruction may be given to a pilot.

	
ETIHAD 101 STOP DESCENT AT FL150	
	STOPPING DESCENT AT FL150 ETIHAD 101

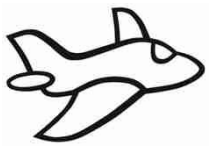
ETIHAD 101 CONTINUE DESCEND TO ALTITUDE 8000 FEET	
	CONTINUE DESCEND TO ALTITUDE 8000 FT ETIHAD 101
ARABIA 115 CONTINUE CLIMB FL200	
	CONTINUING CLIMB FL200 ARABIA 115

2.17.6 Occasionally, for traffic reasons, a higher than normal rate of climb or descent may be required.

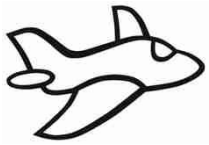
	
SAUDI 557 EXPEDITE DESCENT FL180	
	EXPEDITING DESCENT FL180 SAUDI 557
SAUDI 557 CLIMB FL240 EXPEDITE UNTIL PASSING FL180	
	CLIMBING FL240 EXPEDITING UNTIL PASSING FL180 SAUDI 557

2.18 CHANGE FROM IFR TO VFR FLIGHT RULES

2.18.1 During a flight a pilot may change from IFR to VFR flight. Any changes to the flight plan are to be included in the message.

	
	ABU DHABI APPROACH AMF CANCELLING MY IFR FLIGHT PROCEEDING VFR. ESTIMATING JEBEL ALI AT 1335.
AMF IFR FLIGHT CANCELLED AT 47, CONTINUE VFR, CONTACT DUBAI APPROACH 126.2	

2.18.2 When a pilot requests to change from IFR to VFR flight, ATS unit should pass to the pilot any available metrological information which may indicate to the pilot that VMC cannot be maintained.



AMF IMC CONDITIONS REPORTED IN THE VICINITY OF DUBAI

ROGER REMAINING IFR AMF

2.18.3 A change from IFR to VFR flight is not a termination of flight, but merely a change of flight rules.

2.19 POSITION REPORTING

2.19.1 Position reports shall contain the following:

i. Aircraft identification;

ii. Position;

iii. Time;

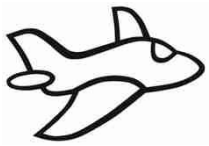
iv. Flight level or altitude, including passing level and cleared level if not maintaining the cleared level;

v. Next position and time over; and

vi. Ensuing significant point;

2.19.2 Flight level or altitude shall be included in the initial call after changing to a new frequency.

2.19.3 If appropriate flight progress data is available from sources, such as surveillance, flights may be exempted from the requirement to make compulsory position reports.



ETIHAD 442, NEXT REPORT AT BALUS

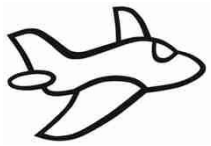
WILCO ETIHAD 442

Or

	NEXT REPORT BALUS ETIHAD 442
EMIRATES 459 OMIT POSITION REPORTS	**WILCO EMIRATES 459**
EMIRATES 459 RESUME POSITION REPORTS	**WILCO EMIRATES 459**

2.20 MANDATORY BROADCAST AIRSPACE

Broadcast Position, altitude and intentions should be broadcast on entry and at regular time intervals required by the MBA/MBZ.



JUMEIRAH TRAFFIC A6EIM GHANTOOT 1000 FEET TRACKING NORTH VIA THE COAST

JUMEIRAH TRAFFIC A6EIM JEBEL ALI PALMS DESCENDING TO LAND.

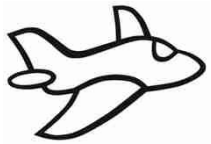
CHAPTER 3 AERODROME CONTROL

3.1 GENERAL

3.1.1 Except for reasons of safety, controllers should not transmit to an aircraft during take-off, initial climb, the last part of final approach, the landing roll, or missed approaches, as it may be distracting to the pilot at a time when the cockpit workload is at its highest.

3.2 DEPARTURE INFORMATION AND ENGINE STARTING PROCEDURES

3.2.1 Where no ATIS is provided the pilot may ask for current aerodrome information before requesting start up.

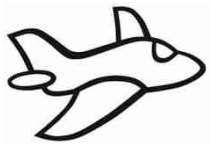


ABU DHABI GROUND ETIHAD 232 REQUEST DEPARTURE INFORMATION

ETIHAD 232 RUNWAY 31 WIND 290 DEGREES 14 KNOTS
QNH 1013 TEMPERATURE 25 CAVOK TIME 27

RUNWAY 31 QNH 1013 WILL CALL FOR START UP ETIHAD 232

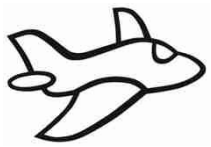
3.2.2 Requests to start engines are normally made to facilitate ATC planning and to avoid excessive fuel wastage by aircraft delayed on the ground. The pilot must state, along with the request, the location of the aircraft and acknowledge receipt of the ATIS broadcast.



SHARJAH GROUND ARABIA 222 STAND 4 REQUEST START UP, INFORMATION BRAVO

ARABIA 222 START UP APPROVED QNH 1009

QNH 1009 START UP APPROVED ARABIA 222



EMIRATES 201 STAND F14 REQUEST START UP

EMIRATES 201 STANDBY

EMIRATES 201 START UP AT 35

EMIRATES 201

Or

EMIRATES 201 EXPECT START UP AT 35

EMIRATES 201

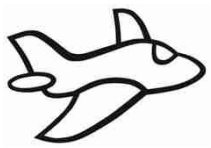
Or

EMIRATES 201 EXPECT DEPARTURE AT 49 START UP AT OWN DISCRETION QNH 1009

EMIRATES 201 QNH 1009

3.3 PUSHBACK CLEARANCES

3.3.1 At many aerodromes, aircraft are parked with the nose in to the terminal. Aircraft have to be pushed back by tugs before taxi for departure. Requests for pushback are made according to local procedures.



DUBAI GROUND EMIRATES 434 STAND F22 REQUEST PUSHBACK

EMIRATES 434 DUBAI GROUND PUSHBACK APPROVED FACE WEST

or

EMIRATES 434 STANDBY, EXPECT ONE MINUTE DELAY DUE BOEING 747 TAXIING BEHIND

or

BEHIND TAXIING BOEING 747 FROM LEFT TO RIGHT PUSHBACK BEHIND"

BEHIND BOEING 747 FROM LEFT TO RIGHT, PUSHBACK BEHIND. EMIRATES 434.

3.4 TAXI INSTRUCTIONS

3.4.1 In all cases pilots of departing aircraft must state the location of the aircraft when requesting to either start engines, push back, or when requesting taxi clearance.

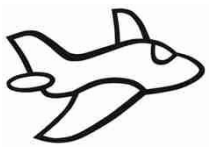
3.4.2 When an aircraft wishes to depart from a runway other than that nominated as in use, IFR flights must make this request prior to starting, and VFR aircraft must include this in the request for taxi clearance.

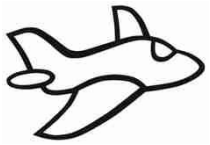
3.4.3 When an aircraft requires a reduced length for take-off, or a backtrack from a runway entry point, this request must be included in the request for taxi clearance, along with any other intentions of a pilot which are significant to ATC.

3.4.4 Taxi instructions issued by a controller will always contain a clearance limit, which is the point at which the aircraft must stop unless further permission to proceed is given. The clearance limit may not necessarily be a position from which an aircraft can enter the runway for departure, or enter the apron, but may be some other position on the aerodrome depending on prevailing circumstances. Taxi instructions may also include a taxi route.

3.4.5 When a taxi clearance contains a taxi limit beyond a runway, it shall contain either an explicit clearance to cross, or an instruction to hold short of that runway.

Note: When a clearance includes the instruction "report runway vacated" the runway is vacated when the entire aircraft is beyond the relevant runway holding position

	
	GROUND SKY DUBAI 115 STAND F 21 REQUEST TAXI
SKY DUBAI 115 TAXI VIA TAXIWAY KILO TO HOLDING POINT RUNWAY 12	
	HOLDING POINT RUNWAY 12 VIA TAXIWAY KILO SKY DUBAI 115
	GROUND SKY DUBAI 115 REQUEST RUNWAY 30
SKY DUBAI 115 RECLEARED TO HOLDING POINT RUNWAY 30 FOLLOW TAXIING BOEING 737 ON YOUR LEFT	**HOLDING POINT RUNWAY 30 FOLLOWING BOEING 737 SKY DUBAI 115**



GROUND KUWAITI 675 STAND 2 REQUEST TAXI

KUWAITI 675 GROUND TAXI VIA TAXIWAY PAPA TO HOLDING POINT RUNWAY 20

KUWAITI 675 RUNWAY 20 QNH 1012 REQUEST TAXIWAY BRAVO AND BACKTRACK

KUWAITI 675 ROGER TAXI VIA TAXIWAY BRAVO BACKTRACK AND LINE UP RUNWAY 20

VIA TAXIWAY BRAVO BACKTRACK AND LINE UP RUNWAY 20 KUWAITI 675

PQR EXPEDITE CROSSING RUNWAY 14 TRAFFIC ON FINAL RUNWAY 14 REPORT RUNWAY VACATED

EXPEDITING PQR

PQR RUNWAY VACATED

TOWER AIR INDIA 756 REQUEST CROSS RUNWAY 12

AIR INDIA 756 HOLD SHORT RUNWAY 12 LANDING AIRCRAFT

HOLD SHORT RUNWAY 12 TRAFFIC INSIGHT AIR INDIA 756

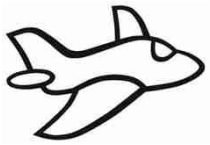
AIR INDIA 756 CROSS RUNWAY 12 REPORT VACATED

CROSSING RUNWAY 12 WILL REPORT RUNWAY VACATED AIR INDIA 756

RUNWAY VACATED AIR INDIA 756

AIR INDIA 756 ROGER

3.4.6 Where an aircraft acknowledges receipt of the ATIS broadcast or acknowledges receipt of conditions just recently broadcast to other aircraft, the controller does not need to pass departure information to the pilot when giving taxi instructions.



GROUND PAKISTAN 222 REQUEST TAXI INFORMATION DELTA

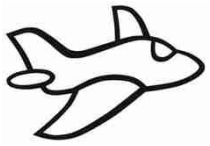
PAKISTAN 222 GIVE WAY TO BOEING 747 PASSING LEFT TO RIGHT
TAXI TO HOLDING POINT RUNWAY 02

HOLDING POINT RUNWAY 02 GIVING WAY TO BOEING 747 PAKISTAN 222

3.4.7 Where the facility exists at an airport for selective taxiway centreline lighting, and the procedure has been approved by the GCAA, controllers may use the expression "follow the greens" in a taxi clearance instead of detailing the route to be followed.

This instruction may give tracking guidance to either the runway holding position (the holding point) or an intermediate holding position for departing aircraft or to a gate or intermediate holding position for an arriving aircraft. Should the selected green taxiway centreline lights cross an intermediate holding position stop bar, the pilot shall comply with the stop bar and obtain a clearance to continue. The use of the "follow the greens" concept, in conditions other than when ATC is required to provide separation, does not necessarily provide separation where an aircraft following the clearance passes behind an aircraft holding on an adjoining taxiway or runway entry.

Note: during low visibility operations, ILS Category III, ATC shall provide separation between all taxiing aircraft.

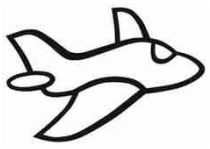


EMIRATES 135 TAXI TO HOLDING POSITION RUNWAY 30 LEFT, FOLLOW THE GREENS

HOLDING POINT RUNWAY 30 LEFT VIA THE GREENS EMIRATES 135

3.5 PRE-DEPARTURE MANOEUVRING

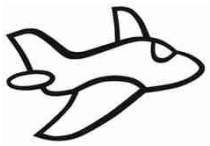
3.5.1 At busy aerodromes with separate ground and tower functions, aircraft are usually transferred to the control tower at or approaching the runway holding point. Since misunderstandings in the granting and acknowledgement of take-off clearances can result in serious consequences, care should be taken to ensure that the phraseology which is to be employed during the pre-departure manoeuvres cannot be interpreted as a take-off clearance or a clearance to enter the runway.



ARABIA 135 CONTACT TOWER 118.6

TOWER 118.6 ARABIA 135

3.5.2 Under exceptional circumstances, on occasions when the withdrawal of inoperable stop-bars is not possible and the stop-bars cannot be readily suppressed, an aircraft may be instructed to cross such an illuminated stop-bar. The clearance relates to the specified stop bar only.



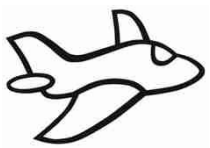
ETIHAD 323 STOP-BAR UNSERVICEABLE, CROSS RED STOP-BAR AT MC

CROSS RED STOP-BAR AT MC, ETIHAD 323.

ETIHAD 323 STOP-BAR UNSERVICEABLE, CROSS RED STOP-BAR AT A1, LINE UP RUNWAY 30.

CROSS RED STOP-BAR AT A1, LINE UP RUNWAY 30, ETIHAD 323.

3.5.3 Many types of aircraft carry out engine or other pre-take-off checks prior to departure and are not always ready for take-off when they reach the runway holding point.



ARABIA 135 REPORT WHEN READY FOR DEPARTURE

WILCO ARABIA 135

ARABIA 135 READY

ARABIA 135 LINE UP AND WAIT RUNWAY 12

LINE UP AND WAIT RUNWAY 12 ARABIA 135

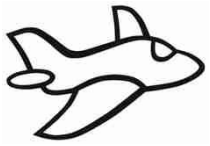
3.6 TAKE-OFF PROCEDURES

3.6.1 At busy aerodromes with separate ground and tower frequencies, aircraft are usually transferred to the tower at, or when approaching the runway holding point. Care should be taken to ensure that the phraseology used during the taxi manoeuvre cannot be interpreted as a clearance to enter or take off from the runway.

3.6.2 A take-off clearance shall be issued separately from any other clearance.

3.6.3 When several runways are in use and there is any possibility that the pilot may be confused as to which one to use, the runway number shall be stated in the take- off clearance.

Surface wind shall be passed if there is a significant difference to that already passed.

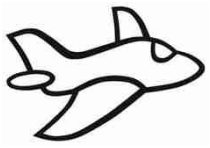


EMIRATES 133 SURFACE WIND 090 DEGREES 05 KNOTS RUNWAY 12R CLEARED FOR TAKE OFF

RUNWAY 12R CLEARED FOR TAKE OFF EMIRATES 133

3.6.4 Except in cases of emergency controllers should not transmit to an aircraft in the process of taking off and during the early stage of climb.

3.6.5 For traffic reasons it may be necessary for the aircraft to take off immediately after lining up.



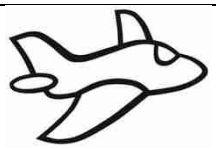
ARABIA 224 ARE YOU READY FOR IMMEDIATE DEPARTURE

ARABIA 224 AFFIRM

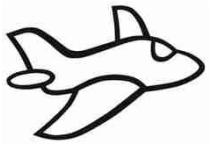
ARABIA 224 SURFACE WIND 090 DEGREES 05 KNOTS RUNWAY 12 CLEARED IMMEDIATE TAKE-OFF

	CLEARED IMMEDIATE TAKE-OFF RUNWAY 12 ARABIA 224
-- - - - - - - - - - - - -	
ARABIA 224 LINE UP RUNWAY 12 BE READY FOR IMMEDIATE DEPARTURE	
	LINE UP RUNWAY 12 WE ARE READY FOR IMMEDIATE ARABIA 224
ARABIA 224 SURFACE WIND 090 DEGREES 05 KNOTS RUNWAY 12 CLEARED IMMEDIATE TAKE-OFF	
	CLEARED IMMEDIATE TAKE-OFF RUNWAY 12 ARABIA 224

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

	
ETIHAD 115 SURFACE WIND 310 DEGREES 07 KNOTS RUNWAY 31 CLEARED FOR TAKE-OFF REPORT AIRBORNE	
	CLEARED FOR TAKE-OFF RUNWAY 31. WILCO, ETIHAD 115
	ETIHAD 115 AIRBORNE
ETIHAD 115 CONTACT RADAR 124.4	
	RADAR 124.4 ETIHAD 115

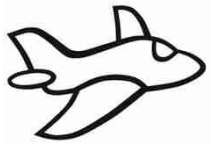
3.6.7 Local departure instructions may exceptionally be given with the take-off clearance. Such instructions are normally given to ensure separation between aircraft operating in the vicinity of the aerodrome.

	
PQR CLIMB STRAIGHT AHEAD TO ALTITUDE 3000 FEET BEFORE TURNING RIGHT RUNWAY 30 CLEARED FOR TAKE-OFF	
	STRAIGHT AHEAD TO ALTITUDE 3000 FEET THEN RIGHT TURN CLEARED FOR TAKE-OFF RUNWAY 30 PQR
-- - - - - - - - - - - - -	
	XYZ REQUEST RIGHT TURN WHEN AIRBORNE

XYZ RIGHT TURN APPROVED RUNWAY 12 CLEARED FOR TAKE-OFF

RUNWAY 12 CLEARED FOR TAKE-OFF RIGHT TURN XYZ

3.6.8 Due to unexpected traffic developments or a departing aircraft taking longer to take off than anticipated it is occasionally necessary to cancel the take-off clearance or quickly free the runway for landing traffic. In this situation the pilot must acknowledge the instruction with callsign and intentions.



SPEEDBIRD 106 TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY

HOLDING SHORT SPEEDBIRD 106

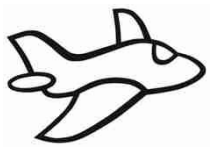
SPEEDBIRD 106 TAKE-OFF IMMEDIATELY OR VACATE RUNWAY

TAKING OFF SPEEDBIRD 106

PQR HOLD POSITION, CANCEL TAKE-OFF CLEARANCE, I SAY AGAIN CANCEL TAKE-OFF DUE (Reason) ACKNOWLEDGE

HOLDING PQR

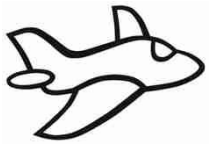
3.6.9 When an aircraft has commenced the take-off roll, and it is necessary for the aircraft to abandon take off in order to avert a dangerous traffic situation, the aircraft should be instructed to stop immediately and the instruction and callsign to be repeated. (The decision to abandon take off will still remain with the pilot).



SWISS 345 STOP IMMEDIATELY, I SAY AGAIN SWISS 345 STOP IMMEDIATELY, TRUCK ENTERING THE RUNWAY

STOPPING SWISS 345

3.6.10 When a pilot abandons the take-off manoeuvre, the control tower should be informed as soon as practicable, and assistance or taxi instructions should be requested as required.



KLM 222 STOPPING

KLM 222 ROGER

Or

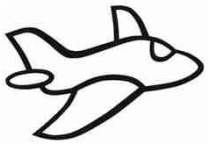
KLM 222 ROGER DO YOU REQUIRE ANY ASSISTANCE

KLM 222 REQUEST RETURN TO STAND

KLM 222 TAXI FIRST LEFT CONTACT GROUND 121.9

FIRST LEFT GROUND 121.9 KLM 222

3.6.11 When reduced runway separation is being used, controllers will pass traffic information on the preceding aircraft.

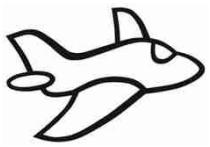


XYZ (TRAFFIC INFORMATION) RUNWAY (NUMBER) CLEARED FOR TAKE-OFF

CLEARED FOR TAKE-OFF XYZ

3.7 VFR DEPARTURES

3.7.1 Departure clearances may include a CTR Sector, a VFR Departure Procedure or plain language instructions. Aircraft must, on leaving the aerodrome traffic circuit, enter and remain within the lateral limits of any sector in the clearance, or follow the assigned route specified in the VFR Departure Procedure or the clearance. Altitude instructions are included in published VFR Departure Procedures.



XYZ LEAVE CONTROL ZONE VIA VL1 AT 1500 FEET VFR

LEAVE CONTROL ZONE VIA VL1 AT 1500 FEET VFR XYZ

XYZ LEAVE CONTROL ZONE VIA VL2 2000 FEET OR BELOW

LEAVE CONTROL ZONE VIA VL2 2000 FEET OR BELOW XYZ

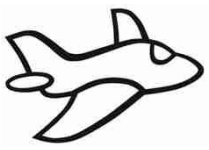
XYZ LEAVE CONTROL ZONE VIA AP1 SPECIAL VFR 1500 FEET OR BELOW

LEAVE CONTROL ZONE VIA AP1 SPECIAL VFR 1500 FEET OR BELOW XYZ

3.8 VFR ARRIVALS

3.8.1 The initial call to aerodrome control requesting clearance to enter a CTR must be made in sufficient time to allow the controller to assess the VFR and IFR traffic situation and issue a clearance prior to the aircraft reaching the CTR boundary. Pilots must be advised if they are to operate in Special VFR conditions.

3.8.2 Arrival clearances may include a CTR Sector, a VFR Arrival Procedure, plain language instructions, or circuit joining instructions. Aircraft must remain within the lateral limits of any sector in the clearance, or follow the assigned route specified in the VFR Arrival Procedure or the clearance, and comply with circuit joining and reporting instructions. Altitude instructions are included in published VFR Arrival Procedures.



SHARJAH TOWER XYZ

XYZ SHARJAH TOWER [PASS YOUR MESSAGE or STAND BY]

XYZ C172 AT SHARJAH UNIVERSITY 1500 FEET FOR LANDING POB TWO

XYZ JOIN LEFT HAND DOWNWIND RUNWAY 12 1500 FEET OR BELOW WIND 350 DEGREES 10 KNOTS QNH 1014 REPORT DOWNWIND

LEFT HAND DOWNWIND RUNWAY 12 1500 FEET OR BELOW QNH 1014 WILCO XYZ

DUBAI TOWER A6EFR

A6EFR DUBAI TOWER [PASS YOUR MESSAGE or STAND BY]

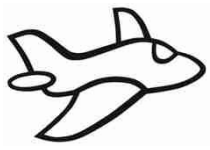
AFR COUNTRY CLUB 1500 FEET INFORMATION TANGO QNH 1018 FOR LANDING POB THREE

AFR ENTER CONTROL ZONE VIA VL1 1500 FEET OR BELOW HOLD AT GARHOUD BRIDGE

ENTER CONTROL ZONE VIA VL1 1500 FEET OR BELOW HOLD AT GARHOUD AFR

3.9 AERODROME TRAFFIC CIRCUIT

3.9.1 Requests for circuit joining instructions should be issued early enough to allow for a planned entry in the circuit taking other traffic into account.



DUBAI TOWER CESSNA XYZ 10 MILES SOUTH 1500FT FOR LANDING

XYZ DUBAI TOWER [ENTER CONTROL ZONE VIA…] JOIN RIGHT HAND DOWNWIND RUNWAY 30 TRAFFIC IS BOEING 737 ON DOWNWIND [REPORT IN SIGHT

RIGHT HAND RUNWAY 30 BOEING 737 IN SIGHT XYZ

XYZ NUMBER TWO FOLLOW THE BOEING 737 CAUTION WAKE TURBULENCE

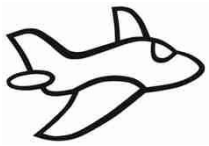
NUMBER TWO FOLLOWING BOEING 737 CAUTION COPIED XYZ

XYZ JOIN LEFT HAND DOWNWIND RUNWAY 09 NUMBER TWO FOLLOW BOEING 767 ON LEFT BASE CAUTION WAKE TURBULENCE

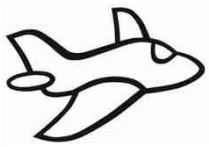
JOIN LEFT HAND DOWNWIND RUNWAY 09 NUMBER TWO FOLLOWING BOEING 767 CAUTION COPIED XYZ

	XYZ DOWNWIND BOEING 767 IN SIGHT
XYZ ROGER	
XYZ JOIN LEFT BASE RUNWAY 16 NUMBER TWO FOLLOW BOEING 747 THREE MILE FINAL REPORT IN SIGHT CAUTION WAKE TURBULENCE	
	JOIN LEFT BASE RUNWAY 16 NUMBER TWO BOEING 747 IN SIGHT CAUTION COPIED XYZ
XYZ ROGER	
XYZ CROSS OVERHEAD THEN JOIN RIGHT HAND DOWNWIND RUNWAY 25	
	CROSS OVERHEAD THEN JOIN RIGHT HAND DOWNWIND RUNWAY 25 XYZ

3.9.2 The pilot having joined the traffic circuit makes routine reports as required by local procedures.

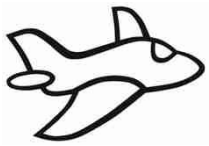
	
	XYZ DOWNWIND
XYZ NUMBER TWO FOLLOW CHEROKEE ON BASE	
	NUMBER TWO TRAFFIC IN SIGHT XYZ
XYZ REPORT FINAL (OR BASE OR LONG FINAL)	
	XYZ
	XYZ FINAL
XYZ CONTINUE APPROACH WIND 270 DEGREES SEVEN KNOTS	

3.9.3 It may be necessary in order to co-ordinate traffic in the circuit to issue delaying or expediting instructions.

	
XYZ EXTEND DOWNWIND NUMBER TWO FOLLOW CHEROKEE FOUR MILES FINAL	
	EXTENDING DOWNWIND NUMBER TWO TRAFFIC IN SIGHT XYZ
XYZ ORBIT RIGHT REPORT AGAIN ON FINAL TRAFFIC ON RUNWAY	
	ORBITING RIGHT WILL REPORT FINAL XYZ
XYZ NUMBER ONE MAKE SHORT APPROACH CHEROKEE SIX MILES FINAL	
	SHORT APPROACH XYZ

3.10 FINAL APPROACH AND LANDING

3.10.1 If requested a “final” report is made when an aircraft turns onto final approach within 4 NM from touchdown. If the turn onto final is made at a distance greater than four miles from touchdown a “long final” report is made. In this case, if no landing clearance is received at that time, a “Final” report will be made at 4NM from touchdown.

	
	XYZ FINAL
XYZ WIND 270 DEGREES SEVEN KNOTS RUNWAY 31 CLEARED TO LAND	
	CLEARED TO LAND RUNWAY 31 XYZ
	ARABIA 332 LONG FINAL
ARABIA 332 CONTINUE APPROACH WIND 260 DEGREES 18 KNOTS	
	ARABIA 332

	ARABIA 332 FINAL
ARABIA 332 WIND 240 DEGREES 20 KNOTS RUNWAY 30 CLEARED TO LAND	
	CLEARED TO LAND RUNWAY 30 ARABIA 332

3.10.2 A pilot may request to fly past the control tower or other observation point for the purpose of visual inspection from the ground.

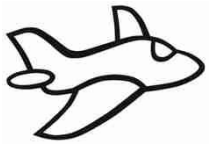
3.10.3 If the low pass is made for the purpose of observing the undercarriage, one of the following replies could be used to describe its condition (these examples are not exhaustive):

i. LANDING GEAR APPEARS DOWN;

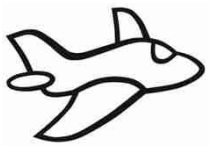
ii. RIGHT (OR LEFT, OR NOSE) WHEEL APPEARS UP (OR DOWN);

iii. WHEELS APPEAR UP;

iv. RIGHT (OR LEFT, OR NOSE) WHEEL DOES NOT APPEAR UP (OR DOWN);

	
	EGYPTAIR 434 REQUEST LOW PASS UNSAFE LEFT GEAR INDICATION
EGYPTAIR 434 CLEARED LOW PASS RUNWAY 27 NOT BELOW 500 FEET REPORT FINAL	
	CLEARED FOR LOW PASS NOT BELOW 500 FEET RUNWAY 27 WILCO EGYPT AIR 434
EGYPTAIR 434 LANDING GEAR APPEARS DOWN	
	EGYPTAIR 434
EGYPTAIR 434 RIGHT MAIN WHEELS APPEAR UP, LEFT MAIN WHEELS APPEAR DOWN	
	EGYPTAIR 434

3.10.4 For training purposes, a pilot may request permission to make an approach along, or parallel to the runway without landing.

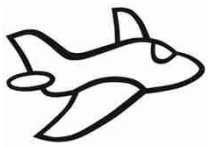


UPS 36 REQUEST LOW APPROACH RUNWAY 09 FOR TRAINING

UPS 36 CLEARED LOW APPROACH RUNWAY 09 NOT BELOW XXX FT

CLEARED FOR LOW APPROACH RUNWAY 09 UPS 36

3.10.5 In order to save taxiing time when flying training in the traffic circuit pilots may request to carry out a '"touch and go", ie, the aircraft lands, continues rolling and takes off, without stopping.



XYZ REQUEST TOUCH AND GO

XYZ RUNWAY xx CLEARED TOUCH AND GO

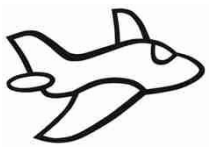
CLEARED TOUCH AND GO RUNWAY xx XYZ

or

XYZ UNABLE TO APPROVE DUE TRAFFIC CONGESTION MAKE FULL STOP RUNWAY 09 CLEARED TO LAND

CLEARED TO LAND RUNWAY 09 FOR FULL STOP XYZ

3.10.6 When reduced runway separation is being used, controllers will pass traffic information on the preceding aircraft.

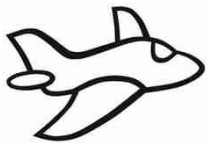


XYZ (TRAFFIC INFORMATION) RUNWAY (NUMBER) CLEARED TO LAND/ FOR TAKE-OFF

	TRAFFIC COPIED CLEARED TO LAND/ FOR TAKE-OFF RUNWAY (NUMBER) XYZ

3.11 CANCEL LANDING CLEARANCE

3.11.1 Where ATC wishes to cancel a landing clearance in situations where it will be re-issued in good time for the aircraft to make a safe landing, in order to avoid the pilot initiating a missed approach before the transmission is complete, the following phraseology applies:

 **SAUDI 347 CONTINUE APPROACH, CANCEL LANDING CLEARANCE (REASON), ACKNOWLEDGE**	 LANDING CLEARANCE CANCELLED CONTINUING APPROACH SAUDI 347

3.11.2 When time permits, a reason for cancelling the landing clearance should be given.

3.12 WIND SHEAR

3.12.1 On receipt of an air-report of wind shear or other weather hazards, the ATSU should:

i. immediately relay the report to other aircraft concerned by hazardous weather phenomena;

ii. pass the full report to the associated MET unit; and

iii. pass the information to other ATSUs that may be affected by hazardous weather phenomena.

Note: A warning may be broadcast on ATIS (if available).

3.12.2 Wind shear reports should be relayed using the following standard sequence, the contents depending upon the details of the original report:

i. wind shear — identifier;

ii. aircraft type — added if not included in the original report;

iii. description of event — no change to the report as received from the pilot. See also h) below;

iv. height wind shear encountered — no change to the report as received from the pilot;

v. phase of flight — no change to the report as received from the pilot;

vi. runway — added if not included in the original report;

vii. time of encounter — no change to the report as received from the pilot; and

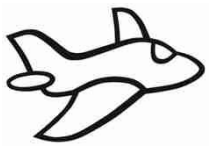
viii. MET/operational information (speed loss or speed gain) — no change to the report as received from the pilot.

Examples of such a report is:

“CAUTION WIND SHEAR. AT 0937 B747 REPORTED STRONG WIND AT 300 FT ON APPROACH RWY 27. MAX THRUST WAS REQUIRED”.

"CAUTION WIND SHEAR. AT 0745 A320 REPORTED AFTER DEPARTING RUNWAY 30R AT 800 FEET AIRSPEED LOSS OF 20 KNOTS, STRONG RIGHT DRIFT".

3.12.3 ATSU should continue to transmit information on wind shear conditions until it is confirmed, either by subsequent aircraft reports or by advice from the associated MET unit, that conditions are no longer a hazard to ensure safe operations at the aerodrome.

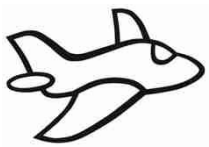


XYZ CAUTION WIND SHEAR. AT 0745 AIRBUS 320 REPORTED AFTER DEPARTURE RUNWAY 30 RIGHT AT 800 FEET AIRSPEED LOSS OF 20 KNOTS, STRONG RIGHT DRIFT

ROGER XYZ

3.13 WAKE TURBULENCE

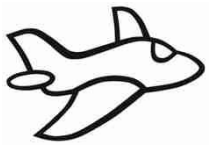
3.13.1 When wake turbulence is suspected or known to exist ATC will warn aircraft as appropriate.



XYZ CAUTION WAKE TURBULENCE FROM ARRIVING/DEPARTING (type of aircraft)[additional information as required]	ROGER XYZ

3.14 GO AROUND

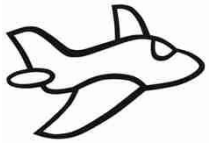
3.14.1 If the runway is not available for landing, or to ensure ATC separation, or to avert an unsafe situation, this instruction will be given. Any transmissions to aircraft should be brief and kept to a minimum.



AIR FRANCE 525 GO AROUND [AIRCRAFT ON THE RUNWAY]

GOING AROUND AIR FRANCE 525

3.14.2 In the event that this procedure is initiated by the pilot, the phrase ”going around“ will be used. Unless instructed otherwise, an IFR aircraft will carry out the missed approach procedure and a VFR aircraft will continue in the normal traffic circuit.



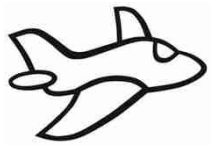
AIR FRANCE 525 GOING AROUND

AIR FRANCE 525 ROGER [REQUEST REASON]

3.15 AFTER LANDING

3.15.1 Except where normal operations for the aircraft type will necessitate a backtrack, arriving aircraft wishing to backtrack on the runway-in-use after landing should make that request to tower while on final approach. After landing, pilots must advise intended location on the aerodrome, and obtain a taxi clearance. Unless necessary, taxi instructions should not be given until the landing roll is completed.

3.15.2 Pilot of an aircraft should remain on aerodrome control (Tower) frequency until clear of the runway-in-use, then, unless otherwise instructed, contact Ground movement control on the appropriate frequency for taxi instructions.

	
BAHRAIN 025 TAKE FIRST RIGHT REPORT RUNWAY VACATED	
	FIRST RIGHT WILCO BAHRAIN 025
	GROUND BAHRAIN 025 RUNWAY VACATED REQUEST TAXI TO STAND SEVEN
BAHRAIN 025 TAXI TO STAND SEVEN VIA TAXIWAY ALFA	
	VIA TAXIWAY ALFA TO STAND SEVEN BAHRAIN 025
XYZ CONTINUE TO THE END REPORT VACATING LEFT	
	CONTINUING TO THE END WILL REPORT VACATING LEFT XYZ
	XYZ RUNWAY VACATED
XYZ CONTINUE TO AERO CLUB	
	CONTINUING TO AERO CLUB XYZ
XYZ EXPEDITE VACATING TRAFFIC SHORT FINAL	EXPEDITING XYZ

CHAPTER 4 GENERAL RADAR PHRASEOLOGY

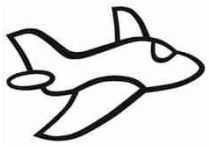
4.1 INTRODUCTION

4.1.1 This section contains general radar phraseology which is commonly used in communications between aircraft and all types of radar units.

4.1.2 In a radar environment heading information given by the pilot and heading instructions given by controllers are in degrees magnetic.

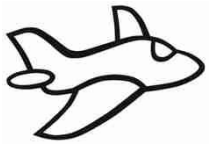
4.2 RADAR IDENTIFICATION

4.2.1 Vectors may be given to establish the identification of an aircraft. Other means of ATS surveillance service identification are the use of position report information, requesting the aircraft to make turns, the use of bearing and distance information from a prominent object or radio aid, transfer of control and the use of SSR.



PQR REPORT YOUR HEADING AND LEVEL	
	PQR HEADING 110 ALTITUDE 6000 FEET
PQR FOR IDENTIFICATION TURN LEFT HEADING 080	
	LEFT HEADING 080 PQR
PQR IDENTIFIED CONTINUE HEADING 080 VECTORING FOR ILS APPROACH RUNWAY 12	
	HEADING 080 FOR ILS 12 PQR
PQR NOT IDENTIFIED RESUME OWN NAVIGATION	
	RESUMING OWN NAVIGATION PQR

4.2.2 The pilot should be warned if identification is lost, or about to be lost, and appropriate instructions given.



XYZ IDENTIFICATION LOST DUE RADAR FAILURE CONTACT UAE CONTROL 124.85

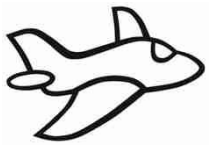
ROGER UAE CONTROL 124.85 XYZ

XYZ WILL SHORTLY LOSE IDENTIFICATION TEMPORARILY DUE FADE AREA REMAIN THIS FREQUENCY

WILCO XYZ

4.3 RADAR VECTORING

4.3.1 Aircraft may be given specific vectors to fly in order to establish lateral separation. Unless it is self-evident, pilots should be informed of the reason why radar vectors are necessary.

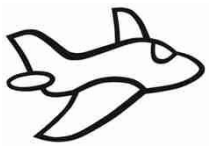


EMIRATES 202 TURN LEFT HEADING 050 FOR REASON)

LEFT HEADING 050 EMIRATES 202

EMIRATES 202 FLY HEADING 120 DOWNWIND

HEADING 120 EMIRATES 202

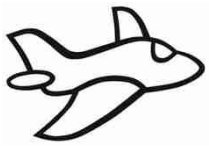


EMIRATES 202 CONTINUE PRESENT HEADING

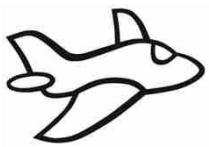
CONTINUE PRESENT HEADING EMIRATES 202

EMIRATES 202 TURN LEFT 10 DEGREES REPORT NEW HEADING	
	TURN LEFT 10 DEGREES NEW HEADING 350 DEGREES EMIRATES 202
EMIRATES 202 REPORT YOUR HEADING	
	EMIRATES 202 HEADING 050
EMIRATES 202 ROGER CONTINUE HEADING 050	
	CONTINUE HEADING 050 EMIRATES 202

4.3.2 When vectoring is completed, pilots will be instructed to resume their own navigation and given position information and appropriate instructions as necessary.

	
GULF AIR 556 RESUME OWN NAVIGATION DIRECT RANBI	
Or	OWN NAVIGATION DIRECT RANBI GULF AIR 556
GULF AIR 556 RESUME OWN NAVIGATION DIRECT RANBI TRACK 270 DISTANCE 27 MILES	
	OWN NAVIGATION DIRECT RANBI 270 27 MILES GULF AIR 556

4.3.3 Occasionally an aircraft may be instructed to make a complete turn through 360 degrees for delaying purposes or to achieve a required spacing behind preceding traffic.

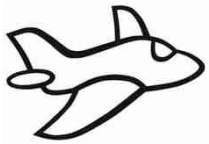
	
KISH AIR 7136 ORBIT LEFT FOR SEQUENCING	
	ORBIT LEFT KISH AIR 7136

4.4 TRAFFIC INFORMATION AND AVOIDING ACTION

4.4.1 Information regarding traffic on a conflicting path should be given in the following form:

i. relative bearing of the conflicting traffic in terms of the 12 hour clock;
ii. distance from the conflicting traffic;
iii. direction of the flight of the conflicting traffic; and
iv. any other pertinent information such as: unknown, slow moving, fast moving, closing, opposite (or same) direction, overtaking, crossing left to right (or right to left), and if known, aircraft type and level, climbing or descending.

4.4.2 Avoiding action to be taken by the pilot is given when the controller considers that an imminent risk of collision will exist if action is not taken immediately.



ETIHAD 664 UNKNOWN TRAFFIC 10 O'CLOCK 11 MILES CROSSING LEFT TO RIGHT FAST MOVING

ETIHAD 664 NEGATIVE CONTACT REQUEST VECTORS

ETIHAD 664 TURN LEFT HEADING 050

LEFT HEADING 050 ETIHAD 664

ETIHAD 664 CLEAR OF TRAFFIC RESUME OWN NAVIGATION DIRECT DARAX

OWN NAVIGATION DIRECT DARAX ETIHAD 664

POL 555 TRAFFIC TWO O'CLOCK 5 MILES NORTHBOUND CHEROKEE AT 2000 FEET

POL 555 LOOKING OUT

POL 555 ROGER

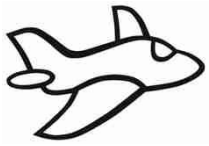
POL 555 TRAFFIC IN SIGHT

SINGAPORE 427 UNKNOWN TRAFFIC ONE O'CLOCK 3 MILES OPPOSITE DIRECTION FAST MOVING

	SINGAPORE 427 LOOKING SINGAPORE 427 TRAFFIC IN SIGHT NOW PASSED CLEAR OF TRAFFIC
MALAYSIAN 445 AVOIDING ACTION TURN RIGHT IMMEDIATELY HEADING 110 TO AVOID TRAFFIC 12 O'CLOCK 4 MILES	
	RIGHT HEADING 110 MALAYSIAN 445
MALAYSIAN 445 NOW CLEAR OF TRAFFIC RESUME OWN NAVIGATION DIRECT TARDI	
	OWN NAVIGATION DIRECT TARDI MALAYSIAN 445

4.5 RADAR VECTORS TO FINAL APPROACH

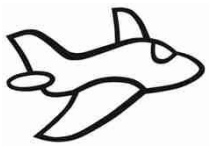
4.5.1 Radar vectors are given to arriving flights to position them onto a pilot-interpreted final approach aid, or to a point from which a visual approach can be made. In the following example an identified aircraft is given radar vectors to the ILS.

	
	DUBAI ARRIVALS EMIRATES 202 DSD ARRIVAL PASSING FL 150 DESCENDING TO 10000 FEET INFORMATION CHARLIE QNH 1014
EMIRATES 202 IDENTIFIED DESCEND TO ALTITUDE 5000 FEET EXPECT VECTORING FOR ILS APPROACH RUNWAY 30L NO DELAY	
	DESCEND TO 5000 FEET RUNWAY 30L EMIRATES 202
EMIRATES 202 LEAVE TOSBO HEADING 120	
	LEAVE TOSBO HEADING 120 EMIRATES 202
EMIRATES 202 REPORT SPEED	
	EMIRATES 202 SPEED 250 KNOTS
EMIRATES 202 REDUCE SPEED TO 210 KNOTS (MINIMUM CLEAN SPEED, NO ATC SPEED RESTRICTIONS ETC)	

	REDUCING TO 210 KNOTS EMIRATES 202 (OR APPROPRIATE RESPONSE)
EMIRATES 202 DESCEND TO ALTITUDE 4000 FEET NUMBER FOUR IN TRAFFIC	
	LEAVING 7000 FEET DESCENDING TO 4000 FEET EMIRATES 202
EMIRATES 202 POSITION 25 MILES FROM TOUCH DOWN	
	EMIRATES 202
EMIRATES 202 TURN RIGHT HEADING 210 BASE LEG REDUCE SPEED TO 180 KNOTS	
	HEADING 210 REDUCING SPEED TO 180 EMIRATES 202
EMIRATES 202 TURN RIGHT HEADING 270 CLEARED FOR ILS APPROACH RUNWAY 30L REPORT ESTABLISHED	
	HEADING 270 ILS RUNWAY 30L WILCO EMIRATES 202
	EMIRATES 202 ESTABLISHED ILS
EMIRATES 202 CONTACT TOWER 118.75	
	TOWER 118.75 EMIRATES 202

4.5.2 The radar controller should advise the aircraft of its position at least once prior to turning onto final approach.

4.5.3 Pilots will be advised when a controller intends to vector an aircraft through the final approach track and of the reason for the track extension.

	
ARABIA 553 CONTINUE PRESENT HEADING TAKING YOU THROUGH THE LOCALISER FOR SPACING	
	CONTINUE PRESENT HEADING ARABIA 553

4.6 RADAR ASSISTANCE TO AIRCRAFT WITH RADIO COMMUNICATIONS FAILURE

4.6.1 When a controller suspects that an aircraft is able to receive but not transmit messages, the radar may be used to confirm that the pilot has received instructions.

XYZ REPLY NOT RECEIVED IF YOU READ TURN LEFT HEADING 040

XYZ TURN OBSERVED POSITION FIVE MILES SOUTH OF SHJ VOR WILL CONTINUE TO PASS INSTRUCTIONS

VPBSD REPLY NOT RECEIVED IF YOU READ

APPROACH CONTROL SQUAWK IDENT

VPBSD SQUAWK OBSERVED 5 MILES SOUTH OF

SHJ VOR WILL CONTINUE RADAR CONTROL

4.7 SECONDARY SURVEILLANCE RADAR

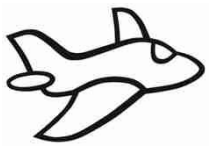
4.7.1 The following phrases together with their meanings are instructions which may be given by controllers to pilots regarding the operation of SSR transponders.

Phrase	**Meaning**
SQUAWK (code)	Set code as instructed
CONFIRM SQUAWK	Confirm mode and code set on the transponder
RESET SQUAWK (mode) (code)	Reselect assigned mode and code
SQUAWK IDENT	Operate the “IDENT” feature
SQUAWK MAYDAY	Select emergency code
SQUAWK STANDBY	Select the standby feature
SQUAWK CHARLIE	Select pressure altitude transmission feature

CHECK ALTIMETER SETTING AND CONFIRM LEVEL	Check pressure setting and confirm present level
STOP SQUAWK CHARLIE WRONG INDICATION	Deselect pressure altitude transmission feature because of faulty operation
* VERIFY LEVEL	Check and confirm your level
RESET MODE S IDENTIFICATION	For a Mode S equipped aircraft, request reselection of aircraft identification

*Used to verify the accuracy of the Mode C derived level information displayed to the controller. Within the UAE FIR Mode C derived level information is verified, at all levels, if the difference between reported and observed levels is 200ft or less.

4.7.2 The pilot reply to SSR instructions is usually either an acknowledgement or readback.



SKY DUBAI 225 SQUAWK 6411

SQUAWK 6411 SKY DUBAI225

SKY DUBAI225 CONFIRM SQUAWK 6411

SQUAWKING 6411 SKY DUBAI225

SKY DUBAI 225 RESET SQUAWK 6411

RESETTING 6411 SKY DUBAI225

SKY DUBAI 225 CHECK ALTIMETER SETTING AND CONFIRM ALTITUDE 8000 FEET

ALTIMETER 1026 8000 FEET SKY DUBAI 225

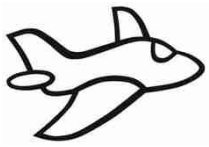
SKY DUBAI 225 CONFIRM TRANSPONDER OPERATING

SKY DUBAI 225 NEGATIVE, TRANSPONDER UNSERVICEABLE

SKY DUBAI 225 REPLY NOT RECEIVED IF YOU READ SQUAWK IDENT	
SKY DUBAI 225 SQUAWK OBSERVED WILL CONTINUE TO PASS INSTRUCTIONS	

4.8 RVSM OPERATIONS

4.8.1 The following phraseologies should be used for controller-pilot communications when using RVSM.

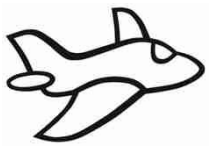
	
KGL9805 CONFIRM RVSM APPROVED	NEGATIVE RVSM KGL9805 Or AFFIRM RVSM KGL 9805
KGL9805 UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FL (number)	
	KGL9805 UNABLE RVSM DUE TURBULENCE or UNABLE RVSM DUE EQUIPMENT
KGL9805 REPORT ABLE TO RESUME RVSM	
	READY TO RESUME RVSM KGL9805

CHAPTER 5 APPROACH CONTROL

5.1 IFR DEPARTURES

5.1.1 At many airports both arrivals and departures are handled by a single control unit. At busier airports departures and arrivals may be handled separately by specific arrival and departure control units.

5.1.2 In addition to the ATC route clearance, further instructions for separation purposes may be issued prior to or after take-off.



ABU DHABI DEPARTURE KLM 425

KLM 421 ABU DHABI DEPARTURE TURN RIGHT HEADING 040 UNTIL PASSING

ALTITUDE 7000 FEET THEN DIRECT KANIP

RIGHT HEADING 040 UNTIL PASSING **ALTITUDE 7000 FEET** THEN DIRECT KANIP KLM 421

KLM 421 REPORT PASSING ALTITUDE 7000 FEET

KLM 421 WILCO

KLM 421 PASSING ALTITUDE 7000 FEET

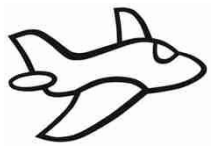
KLM 421 CONTACT UAE

CONTROL 124.85

UAE CONTROL 124.85 KLM 421

5.2 IFR ARRIVALS

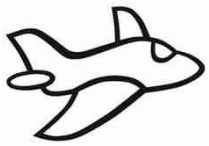
5.2.1 Approach control will normally advise, on initial contact, the type of approach to be expected.

	
	DUBAI APPROACH EMIRATES 545 PASSING
	8000 FEET INFORMATION DELTA
EMIRATES 545 DESCEND TO ALTITUDE 4000 FEET QNH 1005 EXPECT ILS APPROACH RUNWAY 12	
	DESCENDING TO ALTITUDE 4000 FEET QNH 1005 EXPECTING ILS APPROACH RUNWAY 12 EMIRATES 545
Or	
EMIRATES 545 EXPECT ILS APPROACH RUNWAY 12 QNH 1014	
	RUNWAY 12 QNH 1014 REQUESTING STRAIGHT-IN ILS
	APPROACH EMIRATES 545
EMIRATES 545 CLEARED STRAIGHT-IN ILS APPROACH	
RUNWAY 12 REPORT ESTABLISHED	
	CLEARED STRAIGHT-IN ILS APPROACH RUNWAY 12, WILCO EMIRATES 545
	EMIRATES 545 ILS ESTABLISHED.
EMIRATES 545 CONTACT TOWER 118.75	
	TOWER 118.75 EMIRATES 545
	DUBAI APPROACH G-DCAB
G-DCAB DUBAI APPROACH	
	G-DCAB PASSING ALTITUDE 6000 FEET FROM FUJAIRAH IFR DCT TUDOP INFORMATION DELTA
G-AB CLEARED DIRECT TUDOP, MAINTAIN ALTITUDE 7000 FEET EXPECT ILS RUNWAY 30 AT SHARJAH	
	ALTITUDE 7000 FEET DCT TUDOP ILS APPROACH RUNWAY 30 G-AB

5.2.2 On occasions IFR aircraft do not complete the instrument approach procedure but request permission to make a visual approach. When the specific requirements for a visual approach have been met the pilot may make the request using the phrase “request visual approach”. Air Traffic

Control will grant the request when traffic permits. When cleared by ATC for a visual approach further descent is unrestricted except when a specific restriction is included with the clearance for a visual approach or a specific restriction is included in a subsequent clearance.

G-AB CLEARED VISUAL APPROACH RUNWAY 30 NUMBER 1 CONTACT TOWER 118.6



G-AB LEAVING 4000 FEET FOR 3000 FEET REQUEST VISUAL APPROACH AIRFIELD IN SIGHT

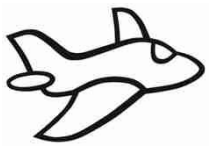
CLEARED VISUAL APPROACH RUNWAY 30, CONTACT TOWER 118.6 G-AB

CHAPTER 6 AREA CONTROL

6.1 GENERAL

6.1.1 Much of the phraseology used in area control is of a general nature. However, many instructions used in area control (particularly where radar is not available) are related to specific conditions in order to maintain aircraft separation.

6.1.2 The following examples provide a cross-section of phraseology used in area control. They may be varied, or added to, by combining their component parts according to the requirements of the prevailing traffic situation.



AIR INDIA 345 REQUEST DESCENT

AIR INDIA 345 MAINTAIN FL350 EXPECT DESCENT AFTER BUBIN

MAINTAINING FL350 AIR INDIA 345

Or

AIR INDIA 345 DESCEND TO FL150 CROSS BUBIN FL170 OR ABOVE

DESCENDING TO FL150 CROSS BUBIN FL170 OR ABOVE AIR INDIA 345

AIR INDIA 345 ARE YOU ABLE TO CROSS BUBIN AT TIME 54

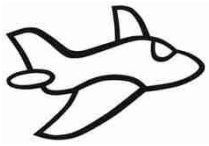
AIR INDIA 345 AFFIRM

AIR INDIA 345 CROSS BUBIN AT TIME 54 OR LATER

CROSS BUBIN AT 54 OR LATER AIR INDIA 345

6.2 POSITION INFORMATION

6.2.1 In order to assist in establishing separation, pilots may be instructed to provide additional position report information as well as routing reports.



PAKISTAN 345 REPORT 25 MILES DUBAI DME

WILCO PAKISTAN 345

PAKISTAN 345 REPORT DISTANCE FROM DUBAI DME

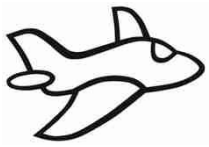
DISTANCE 37 DUBAI DME PAKISTAN 345

PAKISTAN 345 REPORT PASSING RADIAL 270 DUBAI VOR

WILCO PAKISTAN 345

6.3 LEVEL INFORMATION

6.3.1 Level information consists of climb and descent clearances or instructions and reports of leaving, reaching and passing levels as detailed in the Level Instructions paragraphs in the General Procedures and Phraseology section. Unless advice is received to the contrary, the aircraft is expected to vacate the level as soon as practicable. Under exceptional circumstances, if instant descent is required, the word “immediately” is used.



IRANAIR 345 WHEN READY DESCEND TO FL180

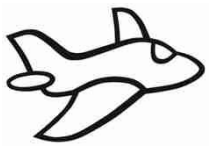
WHEN READY DESCEND TO FL180 IRANAIR 345

IRANAIR 345 LEAVING FL350

IRANAIR 345 DESCEND IMMEDIATELY TO FL200 DUE TRAFFIC

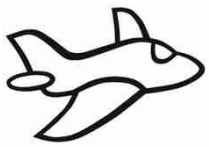
	LEAVING FL220 FOR FL200 IRANAIR 345
	IRANAIR 345 REQUEST BLOCK LEVEL FL160 TO FL180
IRANAIR 345 MAINTAIN BLOCK FL160 TO FL180	
	MAINTAIN BLOCK FL160 TO FL180 IRANAIR 345
IRANAIR 345 REPORT YOUR LEVEL	
	FL160 IRANAIR 345
IRANAIR 345 CANCEL BLOCK CLIMB TO/DESCEND TO/MAINTAIN ALTITUDE/FLIGHT LEVEL	
	CLIMBING TO/DESCENDING TO/ MAINTAINING ALTITUDE/FLIGHT LEVEL … IRANAIR 345

6.3.2 An aircraft may request a clearance to climb or descend maintaining own separation while in VMC (available in class D airspace only). The clearance will include information on essential traffic.

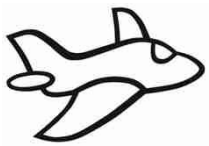
	
	FASTAIR 345 REQUEST MAINTAIN OWN SEPARATION IN VMC DESCENT TO 6000 FEET.
FASTAIR 345 DESCEND TO ALTITUDE 6000 FEET, MAINTAIN OWN SEPARATION IN VMC FROM 9000 FEET TO 7000 FEET… TRAFFIC IS … .	
	LEAVING … FOR ALTITUDE 6000 FEET MAINTAIN OWN SEPARATION IN VMC 9000 FEET TO 7000 FEET TRAFFIC AT (*altitude*) FASTAIR 345

6.4 FLIGHTS ENTERING CONTROLLED AIRSPACE

6.4.1 IFR or VFR aircraft requiring to enter controlled airspace should make their request to the appropriate ATS unit in sufficient time to allow ATC to assess the traffic situation and issue a clearance prior to the aircraft reaching controlled airspace.

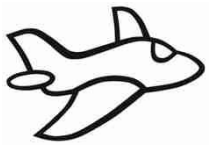
	
	UAE CONTROL PQR
PQR UAE CONTROL	
	PQR ESTIMATING DARAX 45 ALTITUDE 9000 FEET REQUEST CLEARANCE
PQR CLEARED TO ABU DHABI VIA M318 ALTITUDE 9000 FEET ENTER CONTROL AREA AT DARAX SQUAWK 5472 QNH 1014	
	CLEARED TO ABU DHABI VIA M318 ALTITUDE 9000 FEET ENTER CONTROL AREA AT DARAX SQUAWK 5472 QNH 1014 PQR
PQR READBACK CORRECT	
	UAE CONTROL XYZ
XYZ UAE CONTROL	
	XYZ ESTIMATE ITRAX AT 45, ALTITUDE 5500 FEET REQUEST CLEARANCE TO ENTER CONTROLLED AIRSPACE ON TRACK AL AIN
XYZ CLEARED TO ENTER CONTROLLED AIRSPACE VIA ITRAX ON TRACK AL AIN AT ALTITUDE 6000 FEET VFR QNH 997	
	CLEARED TO ENTER CONTROLLED AIRSPACE VIA ITRAX ON TRACK AL AIN AT ALTITUDE 6000 FEET VFR QNH 997 XYZ
XYZ READBACK CORRECT	

6.4.2 It may be that because of the prevailing traffic situation a clearance cannot be issued immediately. A transponder (squawk) code may be issued to assist ATC in assessing the traffic situation. This does not constitute a clearance to enter controlled airspace.

	
PQR REMAIN OUTSIDE CONTROLLED AIRSPACE EXPECT CLEARANCE AT TIME 55	
	REMAINING OUTSIDE CONTROLLED AIRSPACE PQR

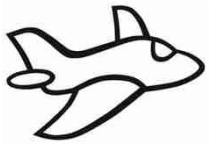
XYZ REMAIN OUTSIDE CONTROLLED AIRSPACE REMAIN THIS FREQUENCY SQUAWK 4503	
	REMAINING OUTSIDE CONTROLLED AIRSPACE SQUAWK 4503 WILCO XYZ

6.4.3 In the event that the requested flight level is already occupied, the controller should offer an alternative level.

	
	M9ABC REQUEST FL 240
M9ABC UNABLE [normally followed by reason and alternative]	
	M9ABC

6.5 FLIGHTS LEAVING CONTROLLED AIRSPACE

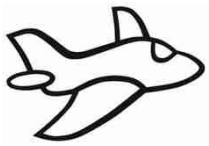
6.5.1 Flights leaving controlled airspace will normally be given a track or specific point by which to leave, together with any other relevant instructions necessary to ensure separation.

	
	A6 HAB NIBAX 17 6000 FEET ESTIMATE ZAKUM FIELD AT 1253
A6HAB LEAVE CONTROLLED AIRSPACE ON TRACK ZAKUM AT ALTITUDE 6000 FEET IFR TRAFFIC IS … RADAR SERVICE TERMINATED	
	LEAVE CONTROLLED AIRSPACE ON TRACK ZAKIM AT 6000 FEET COPY THE TRAFFIC A6 HAB
A6HAB LEAVE CONTROLLED AIRSPACE IN DESCENT REPORT PASSING ALTITUDE 4500 FEET QNH 1014 NO	

REPORTED IFR TRAFFIC. RADAR SERVICE TERMINATED.	
	LEAVING CONTROLLED AIRSPACE IN DESCENT WILL REPORT ALTITUDE 4500 FEET QNH 1014 NIL TRAFFIC A6HAB

6.6 FLIGHTS HOLDING EN ROUTE

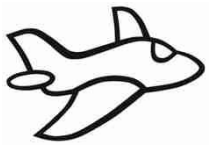
6.6.1 When an aircraft is required to hold en route, the controller should issue holding instructions and a time at which onward clearance can be expected. Where it is not self-evident, the reason for the delay should also be given. Within the UAE FIR, a time for an onward clearance is only given if the delay is in excess of 20 minutes.

	
FASTAIR 345 HOLD AT BOXAK FL 220, **EXPECT FURTHER CLEARANCE AT 02,** **LANDING DELAYS AT ABU DHABI** **20 MINUTES**	
	HOLDING AT BOXAK FL 220 FASTAIR 345
FASTAIR 345 HOLD AT BUBIN FL 180	
	HOLDING AT BUBIN FL 180. WHAT IS THE DELAY, FASTAIR 345
FASTAIR 345 EXPECTED DELAY 10 MINUTES	
	FASTAIR 345 ROGER

6.7 ATS SURVEILLANCE

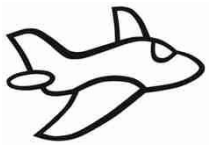
6.7.1 The phraseology used in area ATS surveillance control is usually a combination of the phraseology detailed in the earlier parts of this document, combined with the basic ATS surveillance phraseology contained in Chapter 6 of the Manual of RTF, (ICAO Doc 9432).

6.7.2 Where it is not self-evident, pilots will normally be informed by the controller when they are under radar control.

	
ETIHAD 114 UNDER RADAR CONTROL	**ROGER ETIHAD 114**
ETIHAD 114 RADAR SERVICE TERMINATED POSITION IS ..	**ROGER ETIHAD 114**

6.8 AUTOMATIC DEPENDENT SURVEILLANCE (ADS)

6.8.1 When the ADS services are degraded, the pilot may be informed by voice.

	
FASTAIR 345 AUTOMATIC DEPENDENT SURVEILLANCE OUT OF SERVICE	
	ROGER FASTAIR 345

CHAPTER 7 DISTRESS AND URGENCY PROCEDURES

7.1 INTRODUCTION

7.1.1 Distress and urgency communication procedures are detailed in Annex 10, Volume II.

7.1.2 The word “MAYDAY” spoken at the start identifies a distress message, and the words “PAN PAN” spoken at the start identifies an urgency message. The words “MAYDAY” or “PAN PAN”, as appropriate, should preferably be spoken three times at the start of the initial distress or urgency call.

7.1.3 Distress messages have priority over all other transmissions, and urgency messages have priority over all transmissions except distress messages.

7.1.4 Pilots should adapt the phraseology procedures in this chapter to their specific needs and to the time available.

7.1.5 A distress or urgency call should normally be made on the frequency in use at the time. Distress communications should be continued on this frequency until it is considered that better assistance can be provided by changing to another frequency. The frequency 121.5 MHz has been designated the international aeronautical emergency frequency although not all aeronautical stations maintain a continuous watch on that frequency. These provisions are not intended to prevent the use of any other communications frequency if considered necessary or desirable, including the maritime mobile service RTF calling frequencies.

7.1.6 A station replying (or originating a reply) to an aircraft in distress or urgency should provide such advice, information and instructions as is necessary to assist the pilot. Superfluous transmissions may be distracting at a time when the pilot’s hands are already full.

7.1.7 Aeronautical stations shall refrain from further use of a frequency on which distress or urgency traffic is heard, unless directly involved in rendering assistance or until after the emergency traffic has been terminated.

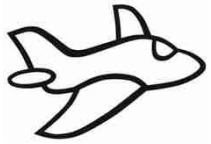
7.1.8 When a distress message has been intercepted which apparently receives no acknowledgement, the aircraft intercepting the distress message should, if time and circumstances seem appropriate, acknowledge the message and then broadcast it.

7.2 DISTRESS MESSAGES

7.2.1 AIRCRAFT IN DISTRESS

7.2.1.1 A distress message should contain as many as possible of the following elements, and, if possible, in the order shown:

i. MAYDAY MAYDAY MAYDAY
ii. name of the station addressed;
iii. identification of the aircraft;
iv. nature of the distress condition;
v. intention of the person in command;
vi. position, level and heading of the aircraft; and
vii. any other useful information.



MAYDAY MAYDAY MAYDAY SHARJAH TOWER A6-XTZ ENGINE ON FIRE MAKING FORCED LANDING 15 MILES EAST OF SHARJAH. PASSING 3000 FEET HEADING 270

A6-XTZ SHARJAH TOWER ROGER MAYDAY WIND AT SHARJAH 350 DEGREES 10 KNOTS, QNH 1008

MAYDAY MAYDAY MAYDAY SHARJAH TOWER A6-XTZ ENGINE FAILED. 5 MILES EAST, 4000 FEET HEADING 280 WILL ATTEMPT TO LAND YOUR FIELD,

A6-XTZ SHARJAH TOWER ROGER MAYDAY CLEARED STRAIGHT-IN APPROACH RUNWAY 30 WIND 360 DEGREES 10 KNOTS QNH 1008, YOU ARE NUMBER ONE

CLEARED STRAIGHT-IN APPROACH RUNWAY 30 QNH 1008 A6-XTZ

7.2.1.2 These provisions are not intended to prevent the aircraft from using any means at its disposal to attract attention and make known its condition (including the activation of the appropriate SSR code, 7700), nor any station from using any means at its disposal to assist an aircraft in distress. Variation on the elements listed under 7.2.1.1 is permissible when the transmitting station is not itself in distress, provided that such a circumstance is clearly stated.

7.2.2 IMPOSITION OF SILENCE

7.2.2.1 An aircraft in distress or a station in control of distress traffic may impose silence, either on all aircraft on the frequency or on a particular aircraft which interferes with the distress traffic. Aircraft so requested will maintain radio silence until advised that the distress traffic has ended.

ALL STATIONS SHARJAH TOWER STOP TRANSMITTING. MAYDAY

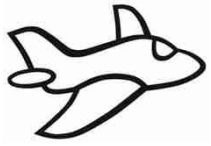
Or

FASTAIR 345 STOP TRANSMITTING, MAYDAY

7.2.3 TERMINATION OF DISTRESS AND SILENCE

7.2.3.1 When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition.

7.2.3.2 When the ground station controlling the distress traffic is aware that the aircraft is no longer in distress it shall terminate the distress communication and silence condition.



SHARJAH TOWER XTZ CANCEL MAYDAY. ENGINE SERVICEABLE, RUNWAY IN SIGHT. REQUEST LANDING

XTZ ROGER MAYDAY CANCELLED WIND 350 DEGREES 8 KNOTS, RUNWAY 30 CLEARED TO LAND

RUNWAY 30 CLEARED TO LAND XTZ

ALL STATIONS SHARJAH TOWER DISTRESS TRAFFIC ENDED

7.3 URGENCY MESSAGES

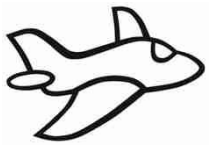
7.3.1 An urgency message shall start with the words PAN PAN PAN and should contain as many of the elements detailed in 7.2.1.1 as are required by the circumstances. The call should be made on the frequency in use at the time, and the station addressed will normally be that station communicating with the aircraft, or the station in whose area of responsibility the aircraft is operating. All other stations should take care not to interfere with the transmission of urgency traffic.

7.3.2 MINIMUM FUEL

7.3.2.1 When a pilot anticipates that the amount of fuel upon landing at the aerodrome of intended landing based on the current ATC clearance (this is the aerodrome to which the aircraftaircraft is committed to) is getting close to the planned final reserve fuel (i.e. because of unanticipated delays) pilots are required to declare “MINIMUM FUEL”. This will indicate to the controller that the aircraftaircraft, whilst still operating normally, has lost, to a degree, the routing flexibility due to its fuel state and needs to remain on the current clearance (i.e. it can no longer accommodate delays).

Pilots should not expect priority handling from a MINIMUM FUEL call.

7.3.2.2 ATC will advise the crew of expected delays and will coordinate with other ATC units when transferring the aircraftaircraft to ensure everyone is aware.



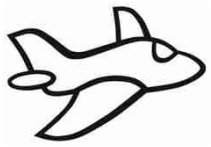
DUBAI APPROACH FASTAIR 322 MINIMUM FUEL

FASTAIR 322 ROGER, (No delay expected, or expect [delay information])

7.3.3 MAYDAY FUEL

7.3.3.1 This terminology was chosen as the clearest and most urgent possible expression of an emergency situation brought about by insufficient fuel remaining to meet the planned final reserve fuel upon landing at the nearest aerodrome where a safe landing can be made.

7.3.3.2 Immediate action must be taken by the air traffic control authority to ensure that the aircraftaircraft can land as soon as possible.



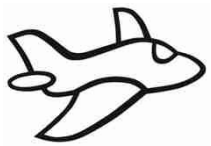
DUBAI APPROACH FASTAIR 322 MAYDAY FUEL

FASTAIR 322 ROGER, (CLEARANCES AS REQUIRED TO EXPEDITE ARRIVAL)

7.4 EMERGENCY DESCENT

7.4.1 When an aircraft announces that it is making an emergency descent, the controller will take all possible action to safeguard other aircraft.

7.4.2 The general broadcast to warn aircraft of an emergency descent should be followed, as necessary, by specific instructions.



FASTAIR 345 POSITION GADVO EMERGENCY DESCENT TO ALTITUDE 10000 FEET DUE TO DECOMPRESSION

ATTENTION ALL AIRCRAFT IN THE VICINITY OF GADVO, EMERGENCY DESCENT IN PROGRESS FROM FL 350 TO ALTITUDE 10000 FEET, (INSTRUCTIONS AS RELEVANT)

7.5 RUNWAY SURFACE CONDITIONS

7.5.1 Procedures for the measurement and reporting of runway surface conditions are detailed in Annex 14.

7.5.2 Reports from pilots may be retransmitted by a controller when it is felt that the information may prove useful to other aircraft: “BRAKING ACTION REPORTED BY (aircraft type) AT (time) (assessment of braking action)”.

7.5.3 Whenever a controller deems it necessary, information that water is on a runway shall be passed to aircraft using the terms “DAMP”, “WET”, “WATER PATCHES” or “FLOODED” according to the amount of water present.

7.5.4 Other runway surface conditions which may be of concern to a pilot shall be transmitted at an appropriate time.

7.6 FUEL DUMPING

7.6.1 When an aircraft has informed an ATS unit that it intends to dump fuel, the ATS unit will coordinate with the flight crew the route to be flown, the level to be used and the duration of the fuel dumping. Other known traffic will be separated from the aircraft dumping fuel with specified minima. For non-controlled traffic a warning will be broadcast.

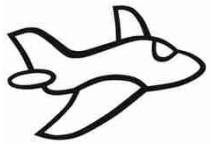
ALL STATIONS UAE CONTROL BOEING 777 DUMPING FUEL FL 190 IN VICINITY OF (XXXXX) AVOID FLIGHT BETWEEN FL 160 AND FL 200 WITHIN 50 MILES BEHIND, 10 MILES AHEAD OF THE AIRCRAFT AND WITHIN 10 NM TO THE SIDES OF FUEL DUMPING TRACK

ALL STATIONS UAE CONTROL FUEL DUMPING COMPLETED

7.7 ACAS MANOEUVRES

7.7.1 When a pilot reports a manoeuvre induced by an ACAS resolution advisory (RA), the controller shall not attempt to modify the aircraft flight path until the pilot reports returning to the terms of the current ATC clearance or instruction, but the controller shall provide traffic information as appropriate.

7.7.2 Once an aircraft departs from its clearance in compliance with an RA, the controller ceases to be responsible for providing separation between that aircraft and any other aircraft affected as a direct consequence of the manoeuvre induced by the RA. The controller resumes responsibility for providing separation for all the affected aircraft when the controller acknowledges a report from the flight crew that the aircraft has resumed the current clearance or the controller acknowledges a report from the flight crew that the aircraft is resuming the current clearance and issues an alternative clearance which is acknowledged by the flight crew.



FASTAIR 345 TCAS RA

FASTAIR 345 ROGER REPORT

RETURNING TO CLEARANCE

FASTAIR 345 CLEAR OF CONFLICT RETURNING TO

CLEARANCE, NOW MAINTAINING FL 350

UAE CONTROL ROGER

Or

FASTAIR 345 CLIMB TO FL 350

FASTAIR 345 UNABLE, TCAS RA

FASTAIR 345 UAE CONTROL ROGER REPORT MAINTAINING FL 310

FASTAIR 345 CLEAR OF CONFLICT FL 310 RESUMED

UAE CONTROL ROGER

CHAPTER 8 CALL SIGN CONFUSION

8.1 CALLSIGN CONFUSION

The use of similar call signs by aircraft operating in the same area, at the same time, and on the same frequency often gives rise to potential and actual confusion and misunderstanding between pilots and ATCOs, an at the end related mistakes by the ATCOs and/or pilots that could lead to safety related incidents. This hazard is usually referred to as “call sign confusion”.

Call sign confusion, as the use of non-standardized phraseology, is the major cause for aircraft taking a clearance not intended for them. The danger of an aircraft taking and acting on a clearance intended for another is potentially disastrous / serious. Call sign confusion can lead to accidents types as ground collisions, mid-air collisions, and Controlled Flight Into Terrain (CFIT), between others.

8.2 GUIDELINES – GENERAL

8.2.1 Many airlines continue to use their IATA commercial flight numbers as call sign suffixes. However, because they tend to be allocated in batches of sequential and very similar numbers, call sign confusion can occur.

8.2.2 Several airlines have switched to alphanumeric call signs reasonably successfully in recent years. However, if every operator adopts alphanumeric call signs, the limited choices available within the maximum of 4 elements allowed within a call sign suffix means that call sign confusion, similar to the existing numeric system, is likely to result.

8.2.3 Before changing to an effective all-alphanumeric call sign system, which involves a significant amount of work, it is recommended that operators review their existing numeric call sign system to de-conflict any similar numeric call signs. Where there is no solution to those call signs that have a potential for numeric confusion, alphanumeric call signs can be adopted.

8.3 GUIDELINES - AIRLINE OPERATORS (AO)

When allocating call signs AOs are requested (in accordance with ICAO Annex 10 and Doc 8585) to:

i. Avoid use of phonetically similar call signs on the same RTF frequency at the same time. within own company;

ii. Avoid certain formats that are especially likely to lead confusion: number sequences beginning with a low number; long number sequences (four or more); repeated digits; and letter sequences which correspond with the last two letters of the destination ICAO location indicator

iii. Co-ordinate advance planning, whenever possible, with other Operators (ideally prior to commencement of summer and winter season) to reduce to a minimum any similar numeric and alphanumeric elements of call signs;

iv. After implementation ensure there is a tactical response system to review and amend call signs where necessary;

v. Consider starting flight number element sequences with a higher number e.g. 6 and above;

vi. Try to minimize use of call signs involving four digits and wherever possible use no more than three digits;

vii. Avoid multiple use of the same digit e.g. ABC555;

viii. Exhaust numerical possibilities first, before using alphanumeric call sign systems.

ix. If alphanumeric call signs are inevitable, co-ordinate letter combination with existing operators, taking into account all other airspace and airport users;

x. Try to avoid using alphanumeric call signs which correspond to the last two letters of the destination's ICAO location indicator e.g. ABC 96LL for a flight inbound to London Heathrow where the ICAO indicator is EGLL;

xi. Consider a balance of alphanumeric and numeric call signs;

xii. Consider a more random system of call sign/flight number allocation different from the allocated aircraft commercial flight schedule number e.g. Operator ticket/flight number AB 555 Call sign ABC 5LF;

xiii. If similar numbered call signs are inevitable, allow a significant time and/or geographical split between aircraft using similar call signs;

xiv. When useful capacity in the allocation of flight number and/or alphanumeric call signs has been reached, consider applying for and using a second company call sign designator e.g. 'Shuttle';

xv. Ensure user airport information systems can cope with conversion of call signs (for ATC use) back to commercial flight numbers for passenger and airport use;

xvi. Avoid, whenever practicable, flight numbers ending in a zero or five e.g. 5 may be confused visually with S and zero, when combined with two digits, i.e. 150, may be confused with a heading/level;

xvii. Avoid use of similar/reversed digits/letters in alphanumeric call signs e.g. ABC 87MB and ABC 78BM;

xviii. Avoid phonetic letters in alphanumeric call signs that can be confused with another operator designator prefix e.g. D - Delta (The Airline).

xix. Implement a call sign de-confliction program within your airline, to review and if necessary amend call signs

xx. Where an actual call sign confusion incident is observed, file a report using the ROSI incident reporting system.

8.4 GUIDELINES – FLIGHT CREW

The following situations should be considered:

i. If in doubt about an ATC instruction, do not use read back for confirmation.

ii. Positively confirm instructions with ATC if any doubt exists between flight crew members.

iii. Always use headsets during times of high RTF loading. Always wear a headset when members of the flight crew are involved in other tasks and may not be monitoring the RTF.

iv. Do not clip transmissions.

v. Question unexpected instructions for any particular stage of flight.

vi. Advise ATC if any of the following situations is observed:

   A. two or more aircraft with similar call signs are on the RTF frequency;

   B. it is suspected that an aircraft has taken a clearance not intended for it;

   C. it is suspected that another aircraft has misinterpreted an instruction;

   D. a blocked transmission is observed.

vii. Exercise particular caution when members of the Flight Crew are involved in other tasks, and may not be monitoring the RTF.

viii. At critical stages of flight actively monitor ATC instructions and compliance with them.

ix. Use full RTF call signs at all times, unless call sign abbreviation has been introduced by ATC

x. Use correct RTF procedures and discipline at all times.

xi. Where an actual call sign confusion incident is observed, file a report using the ROSI incident reporting system.

8.5 GUIDELINES – AIR NAVIGATION SERVICES PROVIDERS

The ANSPs should ensure that aircraft operators are made aware of any actual or potential call sign confusion reported by air traffic controllers

8.6 GUIDELINES – AIR TRAFFIC CONTROL

The Air Traffic Controllers should:

i. Exercise particular caution when language difficulties may exist.

ii. Advise adjacent FIR/sectors/airports if it is felt that potential confusion may exist between aircraft likely to enter their airspace.

iii. The similarity of some aircraft call signs on the same frequency can cause confusion which may lead to an incident. Controllers are to warn pilots concerned and, if necessary, instruct one or both aircraft to use alternative call signs while they are on the frequency. (ICAO Procedures for Air Navigation Services Air Traffic Management Doc 4444 –, Chapter 12.3.1.5 and 15.7.5 refers – see NOTE 1 and 2 below).

iv. Do not Clip transmissions.

v. Do not use read back time to execute other tasks.

vi. Ensure clearances are read back correctly.

vii. Monitor flight crew compliance with RTF call sign use.

viii. Use correct RTF phraseology, procedures and discipline at all times.

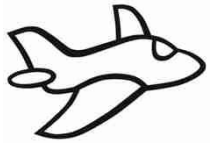
ix. A transmission could be blocked when two or more aircraft are responding to the same clearance. Typically, the controller would hear a partial or garbled read back. If a blocked transmission is suspected, ensure that both aircraft retransmit their messages and confirm carefully that a clearance has not been taken by an aircraft for which it was not intended

x. Where an actual call sign confusion incident is observed, file a report using the ROSI incident reporting system.

NOTE 1: Change of radiotelephony call sign for aircraft

- *An ATC unit may instruct an aircraft to change its type of RTF call sign, in the interests of safety, when similarity between two or more aircraft RTF call signs are such that confusion is likely to occur.*
- *Any such change to the type of call sign shall be temporary and shall be applicable only within the airspace(s) where the confusion is likely to occur.*
- *To avoid confusion, the ATC unit should, if appropriate, identify the aircraft which will be instructed to change its call sign by referring to its position and/or level.*
- *When an ATC unit changes the type of call sign of an aircraft, that unit shall ensure that the aircraft reverts to the call sign indicated by the flight plan when the aircraft is transferred to another ATC unit, except when the call sign change has been coordinated between the two ATC units concerned.*
- *The appropriate ATC unit shall advise the aircraft concerned when it is to revert to the call sign indicated by the flight plan.*

NOTE 2: Phraseology

CHANGE OF CALL SIGN	
	
... to instruct an aircraft to change its type of call sign	a) CHANGE YOUR CALL SIGN TO *(new call sign)* [UNTIL FURTHER ADVISED];
... to advise an aircraft to revert to the call sign indicated in the flight plan	b) REVERT TO FLIGHT PLAN CALL SIGN *(call sign)* [AT *(significant point)*].

CHAPTER 9 VEHICLE RADIO PROCEDURES AND PHRASEOLOGY

9.1 GENERAL

9.1.1 Drivers on initial call should identify themselves by their vehicle call sign, state their position and intended destination and, when possible, the required route.

9.1.2 The controller, if too busy to give instructions, will reply “stand by”. This means that the driver should wait until the controller calls back. The driver shall not proceed until permission is given.

The phrase “GO AHEAD” is not to be used in communications with vehicles or personnel, when inviting the vehicle or personnel to resume the transmission, as it can cause misunderstanding of an approval granted. The expression used will be “PASS YOUR MESSAGE”.

DUBAI GROUND THIS IS WORKER 21

WORKER 21 STAND BY

When ATC is not able to reply immediately

WORKER 21 PASS YOUR MESSAGE

WORKER 21 STAND 27 REQUEST TO PROCEED TO WORK IN PROGRESS ON TAXIWAY HOTEL

WORKER 21 PROCEED TO TAXIWAY HOTEL VIA KILO AND ALFA

PROCEEDING TO TAXIWAY HOTEL VIA KILO AND ALFA, WORKER 21

9.1.3 When there is conflicting traffic, the controller may reply “HOLD POSITION”. This means that the driver shall not proceed until the controller calls back with permission. All other replies 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 drivers must stop at this point and request permission before proceeding further.

9.1.4 Permission to proceed on the apron may include such instructions regarding other traffic as are necessary to ensure safe operations.

APRON TRUCKER 5 STAND 21 REQUEST TO PROCEED TO STAND 26

TRUCKER 5 GIVE WAY TO FASTAIR BOEING 737 ON YOUR RIGHT THEN PROCEED TO STAND 26,

CAUTION JET BLAST

GIVING WAY TO BOEING 737, CAUTION COPIED THEN PROCEEDING TO STAND 26 ROGER-TRUCKER 5

9.1.5 When a vehicle is moving on the movement area it may be necessary to inform the vehicle of a potentially dangerous situation and to instruct it to stop.

TRUCK 5 STOP IMMEDIATELY, AIRCRAFT CROSSING AHEAD

STOPPING TRUCK 5.

9.2 CROSSING RUNWAYS

9.2.1 Drivers should carefully note the position to which they may proceed, particularly where the intended route involves crossing a runway. Some aerodromes may have procedures that will allow vehicles to proceed to a holding point and then request runway crossing instructions. Under no circumstances shall a driver cross a runway unless positive permission has been given and acknowledged. A runway vacated report shall not be made until the vehicle (and tow) is clear of the designated runway area, beyond the holding point.

	DUBAI GROUND TRUCK 5, CONCOURSE BRAVO REQUEST PERMISSION TO PROCEED TO APRON ECHO
TRUCK 5 PROCEED VIA JULIET AND KILO 7. CROSS RUNWAY 12R, HOLD SHORT OF RUNWAY 12L ON MIKE 10A	
	VIA JULIET AND KILO 7. CROSS RUNWAY 12R AND HOLD SHORT OF RUNWAY 12L ON MIKE 10A. TRUCK 5
	TRUCK 5 ON TAXIWAY MIKE 10A, HOLDING SHORT OF RUNWAY 12L
TRUCK 5 CROSS RUNWAY 12L, CONTINUE TO APRON ECHO VIA NOVEMBER 7 , REPORT RUNWAY VACATED	
	TRUCK 5 CROSSING, WILCO…
	TRUCK 5 RUNWAY 12L VACATED
TRUCK 5 ROGER	

9.2.2 If a vehicle is operating on the runway, it shall be instructed to leave the runway when it is expected that an aircraft will be landing or taking off.

	
OPS 1 VACATE THE RUNWAY AT TAXIWAY ALFA 3 (OR NEXT/SECOND LEFT/RIGHT), REPORT VACATED.	
	VACATE AT ALFA 3, WILCO, OPS 1
	OPS 1, RUNWAY VACATED
OPS 1.ROGER	

9.3 VEHICLES TOWING AIRCRAFT

9.3.1 Drivers of vehicles required to tow aircraft should not assume that the receiving station is aware that an aircraft is to be towed. The performance and maneuverability of ground vehicles is obviously considerably reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued. Therefore, in order to avoid any confusion, and as an aid to identification, drivers should state the type, and where applicable the operator, of the aircraft to be towed.

GROUND TUG 9 REQUEST TOW FASTAIR [aircraft type] FROM MAINTENANCE HANGAR TO STAND 25

TUG 9, TOW APPROVED FROM MAINTENANCE HANGAR TO STAND 25 VIA TAXIWAY ALFA

ROGER, TOW APPROVED TO STAND 25 VIA TAXIWAY ALFA. TUG 9

- END -