STATUTORY INSTRUMENTS
SUPPLEMENT No. 43 15th November, 2024

STATUTORY INSTRUMENTS SUPPLEMENT

to The Uganda Gazette No. 77, Volume CXVII, dated 15th November, 2024

Printed by UPPC, Entebbe, by Order of the Government.

S T A T U T O R Y I N S T R U M E N T S

2024 No. 100

The Civil Aviation (Air Traffic Services) (Amendment) Regulations, 2024

(Under sections 36 (2) and 70 of the Uganda Civil Aviation Authority Act, Cap. 348)

IN EXERCISE of the powers conferred upon the Minister by sections 36 (2) and 70 of the Uganda Civil Aviation Authority Act and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 5th day of November, 2024.

1. Citation

These Regulations may be cited as the Civil Aviation (Air Traffic Services) (Amendment) Regulations, 2024.

2. Amendment of S.I. No. 74 of 2022

The Civil Aviation (Air Traffic Services) Regulations, 2022, in these Regulations referred to as the principal Regulations, are amended in regulation 3—

(a) by inserting the following definitions in their appropriate alphabetical positions—

"(ATC) means Air Traffic Control;

"Current Flight Plan (CPL)" means the flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances";"

(b) by substituting for the definition of "flight plan" the following—

"flight plan" means specified information, relative to an intended flight or portion of the flight of an aircraft";.

3. Amendment of regulation 11 of principal Regulations

Regulation 11 of the principal Regulations is amended by inserting immediately after subregulation (4) the following-

"(5) The ANSP shall ensure that in the implementation of Performance Based Navigation (PNB) procedures, safety assessments are conducted prior to and after implementation, to demonstrate that an acceptable level of safety continues to be met.".

4. Amendment of regulation 39 of principal Regulations

Regulation 39 of the principal Regulations is amended—

(a) by inserting immediately after subregulation (2) the following—

"(3) The air traffic controllers shall, in the provision of air traffic services, use the standard phraseologies set out in Schedule 7, except where the standard phraseologies are deemed insufficient, in which case plain language shall be used.";

(b) by inserting immediately after subregulation (3) the following—

"(4) An air navigation service provider shall conduct regular checks on its personnel to ensure continued use of the standard phraseologies in its operations.".

5. Amendment of regulation 40 of principal Regulations

Regulation 40 of the principal Regulations is amended by inserting immediately after subregulation (2) the following—

"(3) Notwithstanding subregulation (1), an Air Traffic Services provider shall develop ATC contingency procedures related to communication that may prevent a duty controller from communicating with aircraft under control resulting from either failure of ground radio equipment, a failure of airborne equipment or by the control frequency being inadvertently blocked by an air craft transmitter.

(4) The contingency procedures referred to in subregulation (3) shall cover ground radio failure, blocked frequency, unauthorised use of ATC frequency, emergency separation, Short Term Conflict Alert (STCA), Minimum Safe Altitude Warning (MSAW), procedures in regard to aircraft equipped with Airborne Collision Avoidance System (ACAS), change of aircraft call sign and procedures on Autonomous Runway Incursion Warning System (ARIW) where applicable.".

6. Amendment of regulation 71 of principal Regulations

Regulation 71 of the principal Regulations is amended by inserting immediately after subregulation (2) the following—

"(2a) The ANSP shall keep current contact details of the flight information center or area control center, as appropriate in the OPS Control Directory.".

7. Amendment of regulations 72 of principal Regulations

Regulation 72 of the principal Regulations is amended in subregulation (1) by substituting for paragraph (b) (iii) the following—

"(iii) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely, or where the likelihood of a forced landing has not been determined;".

8. Insertion of Schedule 7 in principal Regulation

The principal Regulations are amended by inserting immediately after Schedule 6 the following—

"SCHEDULE 7

Regulation 39(3)

PHRASEOLOGIES

1.1 COMMUNICATIONS PROCEDURE

The communications procedures shall be in accordance with the Civil Aviation (Aeronautical Communication Procedures) Regulations, and pilots, air traffic services personnel and other ground personnel shall be thoroughly familiar with the radiotelephony procedures contained therein.

1.2 GENERAL

I .2.1 Most phraseologies contained in section 1.3 of this schedule show the text of a complete message without call signs. They are not intended to be exhaustive, and when circumstances differ, pilots, ATS personnel and other ground personnel will be expected to use plain language, which should be as clear and concise as possible, to the level specified in the ICAO language proficiency requirements contained in the Civil Aviation (Personnel Licensing) Regulations, in order to avoid possible confusion.

I .2.2 The phraseologies are grouped according to types of air traffic service for convenience of reference. However, users shall be familiar with, and use as necessary, phraseologies from groups other than those referring specifically to the type of air traffic service being provided. All phraseologies shall be used in conjunction with call signs (aircraft, ground vehicle, ATC or other) as appropriate. In order that the phraseologies listed should be readily discernible in section 1.3, call signs have been omitted. Provisions for the compilation of Radiotelephone messages, call signs and procedures are contained in the Civil Aviation (Aeronautical Communication Procedures) Regulations, Part VI.

1.2.3 Section 1.3 includes phrases for use by pilots, ATS personnel and other ground personnel.

1.2.4 During operations in or vertical transit through reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status in accordance with 1.3.1.12 c) as follows:

a) at initial call on any channel within RVSM airspace;

b) in all requests for level changes; and

c) in all readbacks of level clearances.

1.2.5 Air traffic controllers shall explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status

1.2.6 Phraseologies for the movement of vehicles on the manoeuvring area shall be the same as those used for the movement of aircraft, with the exception of taxi instructions, in which case the word "PROCEED" shall be substituted for the word "TAXI" when communicating with vehicles.

1.2.7 Conditional phrases, such as "behind landing aircraft" or "after departing aircraft", shall not be used for movements affecting the active runway(s), except when the aircraft or vehicles concerned are seen by the appropriate controller and pilot. The aircraft or vehicle causing the condition in the clearance issued shall be the first aircraft/vehicle to pass in front of the other aircraft concerned. In all cases a conditional clearance shall be given in the following order and consist of:

a) identification;

b) the condition;

c) the clearance; and

d) brief reiteration of the condition, for example:

"SAS 941, BEHIND DC9 ON SHORT FINAL, LINE UP BEHIND"

1.2.8 The phraseology in Section 1.3 does not include phrases and regular radiotelephony procedure words contained in the Civil Aviation (Aeronautical Communication Procedures) Regulations.

1.2.9 Words in parentheses indicate that specific information, such as a level, a place or a time, etc must be inserted to complete the phrase, or alternatively that optional phrases may be used. Words in square parentheses indicate optional additional words or information that may be necessary in specific instances.

1.2.10 Examples of the application of the phraseologies may be found in the Manual of Radiotelephony (Doc 9432).

1.3. ATC PHRASEOLOGIES

1.3.1 General

	Circumstances	**Phraseologies**
1.3 . 1 . 1	DESCRIPTION OF LEVELS (SUBSEQUENTLY REFERRED TO AS "(LEVEL)")	A) FLIGHT LEVEL *(Number)*; Or B) *(Number)* METRES; Or C) *(Number)* FEET.
1.3.1.2	LEVEL CHANGES, REPORTS AND RATES ... Instruction That A Climb (Or Descent) To A Level Within The Vertical Range Defined Is To Commence	A) CLIMB (OR DESCEND); Followed As Necessary By: 1)TO (Level); 2) TO AND MAINTAIN BLOCK *(Level)* To (Level); 3)TO REACH (LEVEL) AT (OR BY) (*Time Or Significant Point*); 4) REPORT LEAVING (OR REACHING, Or PASSING) (*Level*) 5) AT *(Number)* METRES PER SECOND (Or FEET PER MINUTES) [OR GREATER (Or OR LESS)];
	Circumstances	**Phraseologies**
	... to require action at a specific time or place to require action when convenient	6) REPORT STARTING ACCELERATION (*or* DECELERATION) b) MAINTAIN AT LEAST (*number*) METRES (*or* FEET) ABOVE (or BELOW) (*aircraft call sign*); c) REQUEST LEVEL (or FLIGHT LEVEL or ALTITUDE) CHANGE FROM (*name of unit*) [AT (*time or significant point*)]; d)STOP CLIMB (or DESCENT) AT (*level*); e) CONTINUE CLIMB (or DESCENT) TO (*level*); f) EXPEDITE CLIMB (or DESCENT) [UNTIL PASSING *(level)*]; g) WHEN READY CLIMB (or DESCEND) TO (*level*); h) EXPECT CLIMB (or DESCENT) AT (*time or significant point*);

		*i) REQUEST DESCENT AT (*time*); j) IMMEDIATELY; k) AFTER PASSING (*significant point*); l) AT (*time or significant point*); m) WHEN READY (*instruction*); n) MAINTAIN OWN SEPARATION AND VMC [FROM (*level*)] [TO (*level*)]; o) MAINTAIN OWN SEPARATION AND VMC ABOVE (or BELOW, or TO) (*level*); p) IF UNABLE (*alternative instructions*) AND ADVISE; *q)UNABLE; *r) TCAS RA, s) ROGER; *t) CLEAR OF CONFLICT, RETURNING TO (*assigned clearance*); u) ROGER (*or alternative instructions*); v) CLEAR OF CONFLICT (*assigned clearance*) RESUMED; w) ROGER (or *alternative instructions*);

	or instruction has been resumed (Pilot and controller interchange)
	
	...after an ATC clearance or instruction contradictory to the ACAS RA is received, the flight crew will follow the RA and inform ATC directly (Pilot and controller interchange)
	
	... clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID and comply with published speed restrictions or ATC issued speed control instructions as applicable.
	
	... clearance to cancel level restriction(s) of he vertical profile of a SID during climb
	
	... clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb
	
	clearance to cancel speed restrictions of a
	
	SID during climb clearance to cancel specific speed restrictions of a SID during climb
	
	...clearance to climb and to cancel speed and level restrictions of a SID
		*x)UNABLE, TCAS RA;
		
		y) ROGER;
		
		z) CLIMB VIA SID TO (*level*).
		
		aa) [CLIMB VIA SID TO *(level)*], CANCEL LEVEL RESTRICTION(S);
		
		bb) [CLIMB VIA SID TO *(level)*], cancel level restriction(s) at (point(s));
		
		cc) [CLIMB VIA SID TO *(level)*], CANCEL SPEED RESTRICTION(S);
		
		dd) [CLIMB VIA SID TO (*level*)], CANCEL SPEED RESTRICTION(S) AT *(point(s))*;
		
		ee) CLIMB UNRESTRICTED TO (LEVEL) (OR) CLIMB TO (*level*), cancel *level* AND SPEED RESTRICTIONS;
		
		ff) DESCEND VIA STAR TO (*level*);
		
		gg) [DESCEND VIA STAR TO (*level*)], CANCEL LEVEL RESTRICTION(S);
		
		hh) [DESCEND VIA STAR TO (*level*)], CANCEL LEVELRESTRICTION(S) AT *(point(s));*

	Circumstances	Phraseologies

	... clearance to cancel speed restrictions of a STAR during descent
	... clearance to cancel specific speed restrictions of a STAR during descent
	... clearance to descend and to cancel speed and level restrictions of a STAR
		ii) [DESCEND VIA STAR TO (level)], CANCEL SPEED RESTRICTION(S);
		jj) [DESCEND VIA STAR TO (level)], CANCEL SPEED RESTRICTION(S) AT (point(s));
		kk) DESCEND UNRESTRICTED TO (level) or DESCEND TO (level), CANCEL LEVEL AND SPEED RESTRICTIONS.
		* Denotes pilot transmission.

l. 3.1.3	MINIMUM FUEL ... indication of minimum fuel	*a)MINIMUM FUEL; b) ROGER [NO DELAY EXPECTED or EXPECT *(delay information)*]. * Denotes pilot transmission.
1.3.1.4	TRANSFER OF CONTROL AND/OR FREQUENCY CHANGE *Note. — An aircraft may be requested to "STAND BY" on a frequency when it is intended that the ATS unit will initiate communications soon and to "MONITOR" a frequency when information is being broadcast thereon.*	a) CONTACT *(unit call sign) (frequency)* [NOW]; b) AT (or OVER) (*time or place)* [or WHEN] [PASSING/LEAVING/REACHING (level)] CONTACT (*unit call sign) (frequency*); c) IF NO CONTACT (*instructions*); d) STAND BY FOR (*unit call sign*) (*frequency*); *e)REQUEST CHANGE TO (*frequency*); f) FREQUENCY CHANGE APPROVED; g) MONITOR (*unit call sign) frequency*); *h) MONITORING (*frequency*); i)WHEN READY CONTACT (*unit call sign) frequency*); j) REMAIN THIS FREQUENCY. * Denotes pilot transmission.
1.3.1.5	CHANGE OF CALL SIGN	
	to instruct an aircraft to change its type of call sign ... to advise an aircraft to revert to the call sign indicated in the flight plan	a) CHANGE YOUR CALL SIGN TO (*new call sign*) [UNTIL FURTHER ADVISED]; b) REVERT TO FLIGHT PLAN CALL SIGN (*call sign*) AT *significant point*

	Circumstances	Phraseologies
1.3.1.6	TRAFFIC INFORMATION .... to pass traffic information ... to acknowledge traffic information	a) TRAFFIC (*information*); b) NO REPORTED TRAFFIC; *c)LOOKING OUT; *d) TRAFFIC IN SIGHT; *e)NEGATIVE CONTACT [*reasons*]; f) [ADDITIONAL] TRAFFIC (*direction*) BOUND (*type of aircraft) (level*) ESTIMATED (or OVER) (*significant point*) AT (*time*); g) TRAFFIC IS (*classification*) UNMANNED FREE BALLOON(S) WAS [or ESTIMATED] OVER (place) AT (time) REPORTED (*level(s)*) [or LEVEL UNKNOWN] MOVING (*direction) (other pertinent information, if any*). * Denotes pilot transmission.
1.3.1.7	METEOROLOGICAL CONDITIONS	a) [SURFACE] WIND (number) DEGREES (speed) (units); b)WIND AT (level) (number) DEGREES (number) KILOMETRES PER HOUR (or KNOTS); *Note. — Wind is always expressed by giving the mean direction and speed and any significant variations thereof c)* VISIBILITY *(distance) (units) [direction];* d) RUNWAY VISUAL RANGE (or RVR) [RUNWAY *(number)] (distance) (units);* e) RUNWAY VISUAL RANGE (or RVR) RUNWAY(number) NOT AVAILABLE (or NOT REPORTED); f) RUNWAY VISUAL RANGE (or RVR) [RUNWAY (number)] (*first position*) (*distance*) (*units*), (*second position*) (*distance*) (*units*), (*third position*) (*distance*) (*units*); *Note 1. — Multiple RVR observations are always representative of the touchdown zone, midpoint zone and the roll-out/stop end zone, respectively.* *Note 2. — Where reports for three locations are given, the indication of these locations may be omitted, provided that the reports are passed in the order of*

	Circumstances	Phraseologies
	... In the event that RVR information on any one position is not available this information will be included in the appropriate sequence	*touchdown zone, followed by the midpoint zone and ending with the roll-out/stop end zone report.* g) RUNWAY VISUAL RANGE (or RVR) [RUNWAY *(number)] (firstposition) (distance) (units), (second position)* NOT AVAILABLE, *(thirdposition) (distance) (units);* h) PRESENT WEATHER (*details*); i) CLOUD (*amount*, [(*type*)] *and height of base) (units) (or* SKY CLEAR); j) CAVOK; *Note. — CA VOKpronounced CA V-O-KAY.* k) TEMPERATURE [MINUS] (*number*) (*and/or* DEWPOINT [MINUS] (*number*)); l) QNH *(number) [units]*; m) QFE *(number) [(units)*]; n) (*aircraft type*) REPORTED (*description)* ICING (*or* TURBULENCE) [IN CLOUD] (*area*) (*time*); 0) REPORT FLIGHT CONDITIONS.
1.3.1.8	POSITION REPORTING ... to omit position reports until a specified position	a) NEXT REPORT AT (*significant point*); b) OMIT POSITION REPORTS [UNTIL (*specify*)]; c) RESUME POSITION REPORTING.
1.3.1.9	ADDITIONAL REPORTS ... to request a report at a specified place or distance to report at a specified place or distance	a) REPORT PASSING (*significant point*),• b) REPORT (*distance*) MILES (GNSS or DME) FROM (*name of DME station*) (*or significant point*); *c) (*distance*) MILES (GNSS or DME) FROM (*name of DME station*) (*or significant point*); d) REPORT PASSING (*three digits*) RADIAL (*name of VOR*) VOR; e) REPORT (GNSS or DME) DISTANCE FROM (*significant point*) or (*name of DME station*); *f) (*distance*) MILES (GNSS or DME) FROM (*name of DME station*) (*or significant point*).

	Circumstances	Phraseologies
1.3.1.10	AERODROME INFORMATION	a) [(location)] RUNWAY (*number*) SURFACE CONDITION [CODE (*three digit as necessary by*: 1)ISSUED AT (DATE AND TIME UTC); 2) DRY, OR WET ICE, OR WATER ON TOP OF COMPACTED SNOW, OR DRY SNOW, OR DRY SNOW ON TOP OF ICE, OR WET SNOW ON TOP OF ICE, OR ICE, OR SLUSH, OR STANDING WATER, OR COMPACTED SNOW, OR WET SNOW, OR DRY SNOW ON TOP OF COMPACTED SNOW, OR WET SNOW ON TOP OF COMPACTED SNOW, OR WET, OR FROST; 3) DEPTH *((depth of deposit)* MILLIMETRES OR NOT REPORTED); 4) COVERAGE ((*number*) PER CENT OR NOT REPORTED); 5) ESTIMATED SURFACE FRICTION (GOOD, OR GOOD TO MEDIUM, OR MEDIUM, OR MEDIUM TO POOR, OR POOR, OR LESS THAN POOR); 6) AVAILABLE WIDTH (*number*) METRES; 7) LENGTH REDUCED TO (*number*) METRES 8) DRIFTING SNOW; 9) LOOSE SAND; 10) CHEMICALLY TREATED; 11) SNOWBANK (number) METRES [LEFT, OR RIGHT, OR LEFT AND RIGHT] [OF OR FROM] CENTRELINE; 12) TAXIWAY (*identification of taxiway*) SNOWBANK (*number*) METRES [LEFT, *or* RIGHT, OR LEFT AND RIGHT] [OF OR FROM] CENTRELINE; 13) ADJACENT SNOWBANKS; 14) TAXIWAY (*identification of taxiway*) POOR; 15) APRON (*identification ofapron*) POOR; 16) *plain language remarks;*

	Circumstances	Phraseologies
		B)[(*location*)] RUNWAY SURFACE CONDITION RUNWAY (*number*) NOT CURRENT; C)LANDING SURFACE (*condition*); D)CAUTION CONSTRUCTION WORK (*location*); E) CAUTION (*specify reasons*) RIGHT (*or left*), (OR BOTH SIDES) OF RUNWAY [(*number)*]; F) CAUTION WORK IN PROGRESS (or OBSTRUCTION) (*position and any necessary advice*); G) BRAKING ACTION REPORTED BY (*aircraft type*) AT (*time*) GOOD (*or* GOOD *to* MEDIUM, *or* MEDIUM, *or* MEDIUM *to* POOR, *or* POOR); H) TAXIWAY (*identification of taxiway*) WET [or STANDING WATER, *or* SNOW REMOVED (*length and width as applicable*), *or* CHEMICALLY TREATED, or COVERED WITH PATCHES OF DRY SNOW (or WET SNOW, *or* COMPACTED SNOW, *or* SLUSH, *or* FROZEN SLUSH, *or* ICE, or WET ICE, *or* ICE UNDERNEATH, *or* ICE *and* SNOW, *or* SNOWDRIFTS, or FROZEN RUTS *and* RIDGES *or* LOOSE SAND)]; I)TOWER OBSERVES (*weather information*); J) PILOT REPORTS (*weather information*)
1.3.1.1 1	REDUCED VERTICAL SEPARATION MINIMUM (RVSM) OPERATIONS ... to ascertain RVSM approval status of an aircraft ... to report RVSM approved status to report RVSM non-approved status followed by supplementary information ... to deny ATC clearance into RVSM airspace to report when severe turbulence affects he capability of an aircraft ... to maintain height-keeping requirements for RVSM	*a) confirm rvsm approved;* **b) affirm rvsm;* **c) negative rvsm [(supplementary information, e.g. state aircraft)];* *d) unable issue clearance into rvsm airspace, maintain [or descend to, or climb to] (level);* **e)unable rvsm due turbulence;* **f)unable rvsm due equipment;*

	Circumstances	Phraseologies
	... to request an aircraft to provide information as soon as RVSM-approved status has been regained or he pilot is ready to resume RVSM operations ... to request confirmation that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM operations ... to report ability to resume RVSM operations after an equipment or weatherrelated contingency	g) REPORT WHEN ABLE TO RESUME RVSM; h) CONFIRM ABLE TO RESUME RVSM; *i) READY TO RESUME RVSM. * Denotes pilot transmission.
1.3.1.12	GNSS SERVICE STATUS	a) GNSS REPORTED UNRELIABLE (or GNSS MAY NOT BE AVAILABLE [DUE TO INTERFERENCE]); 1) IN THE VICINITY OF (location) (radius) [BETWEEN (levels)]; or 2) IN THE AREA OF (description) (or IN (name) FIR) [BETWEEN (levels)]; b) BASIC GNSS (or SBAS, or GBAS) UNAVAILABLE FOR) GNSS REPORTED UNRELIABLE (or GNSS MAY NOT BE AVAILABLE [DUE TO INTERFERENCE]); 1) IN THE VICINITY OF (*location*) (*radius*) BETWEEN (levels)]; or 2) IN THE AREA OF (*description*) (or IN (*name*) FIR) [BETWEEN (*levels*)]; b) BASIC GNSS (or SBAS, or GBAS) UNAVAILABLE FOR (*specify operation*) [FROM (*time*) TO (*time*) (or UNTIL FURTHER NOTICE)]; *c) BASIC GNSS UNAVAILABLE [DUE TO (reason,e.g. LOSS OF RAIM or RAIM ALERT)]; *d) GBAS (or SBAS) UNAVAILABLE; *e)CONFIRM GNSS NAVIGATION; and *f) AFFIRM GNSS NAVIGATION.
1.3.1 .13	DEGRADATION OF AIRCRAFT NAVIGATION PERFORMANCE	UNABLE RNP (specify type) (or RNAV) [DUE TO (reason, e.g. LOSS OF RAIM or RAIM ALERT)].

	Circumstances	Phraseologies
1.3.2 Area control services		
1 .3 .2, 1	ISSUANCE OF A CLEARANCE	a) (*name of unit*) CLEARS (aircraft call sign); b) (*aircraft call sign*) CLEARED TO; c)RECLEARED (*amended clearance details*) [REST OF CLEARANCE UNCHANGED]; d) RECLEARED (*amended route portion*) TO (*significant point of original route*) [REST OF CLEARANCE UNCHANGED]; e) ENTER CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (*significant point or route*)] AT (*level*) [AT (*time*)], f) LEAVE CONTROLLED AIRSPACE (or CONTROL ZONE) [VIA (*significant point or route*)] AT (level) (or CLIMBING, or DESCENDING); g) JOIN (specify) AT (significant point) AT (level) [AT (time)]
1.3.2.2	INDICATION OF ROUTE AND CLEARANCE LIMIT	a)FROM (location) TO (location); b) TO (location), *followed as necessary by*: 1) DIRECT; 2)VIA (*route and/or significant points*); 3) FLIGHT PLANNED ROUTE; 4)VIA (distance) DME ARC (*direction*) OF (*name of DME station*); c) (*route*) NOT AVAILABLE DUE (*reason* ALTERNATIVE[S] IS/ARE (routes) *ADVISE.*
1.3.2.3	MAINTENANCE OF SPECIFIED LEVELS	A)MAINTAIN (*level*) [TO (*significant point*)]; B)MAINTAIN (*level*) UNTIL PASSING (*significant point*); C)MAINTAIN (*level*) UNTIL (*minutes*) AFTER PASSING (*significant point*); D)MAINTAIN (*level*) UNTIL (*time*); E)MAINTAIN (*level*) UNTIL ADVISED BY (*name of unit*); F) MAINTAIN (*level*) UNTIL FURTHER ADVISED;
1.3.2.5	EMERGENCY DESCENT	*a)EMERGENCY DESCENT (*intentions*); b) ATTENTION ALL AIRCRAFT IN THE VICINITY OF [or AT] (*significant point or location*) EMERGENCY DESCENT IN PROGRESS FROM *(level) followed as necessary by specific instructions, clearances, traffic information, etc.*) * Denotes pilot transmission.

1.3.2.6	IF CLEARANCE CANNOT BE ISSUED IMMEDIATELY UPON REQUEST	EXPECT CLEARANCE (or type of clearance) AT (time).
1.3.2.7	WHEN CLEARANCE FOR DEVIATION CANNOT BE ISSUED	UNABLE, TRAFFIC (direction) BOUND (type of aircraft) (level) ESTIMATED (or OVER) (significant point) AT (time) CALL SIGN (call sign) ADVISE INTENTIONS.
1.3.2.8	SEPARATION INSTRUCTIONS	a) CROSS (*significant point*) AT (*time*) [or LATER (or OR BEFORE)]; b) ADVISE IF ABLE TO CROSS (*significant point*) AT (*time or level*); c)MAINTAIN MACH (*number*) [OR GREATER (or OR LESS)] [UNTIL (*significant point*)], d) DO NOT EXCEED MACH (*number*). e) CONFIRM ESTABLISHED ON THE TRACK BETWEEN (*significant point*) AND (*significant point*) [WITH ZERO OFFSET];
	Circumstances	Phraseologies
		*f) ESTABLISHED ON THE TRACK BETWEEN (*significant point*) AND (*significant point*) [WITH ZERO OFFSET]; g) MAINTAIN TRACK BETWEEN (*significant point*) AND (*significant point*). REPORT ESTABLISHED ON THE TRACK; *h) ESTABLISHED ON THE TRACK; i) CONFIRM ZERO OFFSET; *j) AFFIRM ZERO OFFSET. * Denotes pilot transmission.
1.3.2.9	INSTRUCTIONS ASSOCIATED WITH FLYING A TRACK (OFFSET), PARALLEL TO THE CLEARED ROUTE	a) ADVISE IF ABLE TO PROCEED PARALLEL OFFSET; b) PROCEED OFFSET (*distance*) RIGHT/ LEFT OF (*route*) (*track*) [CENTRE LINE] [AT (*significant point or time*)] [UNTIL (*significant point or time*)]; c) CANCEL OFFSET (*instructions to rejoin clearedflight route or other information*).

1.3.3	**Approach control services**	
1.3.3.1	DEPARTURE INSTRUCTIONS	a) [AFTER DEPARTURE] TURN RIGHT (or LEFT) HEADING (*three digits*) (or CONTINUE RUNWAY HEADING) (or TRACK EXTENDED CENTRE LINE) TO (*level or significant point*) [(*other instructions as required*)]; b)AFTER REACHING (or PASSING) (*level or significant point) (instructions*); c) TURN RIGHT (or LEFT) HEADING (*three digits*) TO (*level*) [TO INTERCEPT (*track, route, airway, etc.*)] d) (*standard departure name and number*) DEPARTURE; e) TRACK (*three digits*) DEGREES [MAGNETIC (or TRUE)] TO (or FROM) (*significant point*) UNTIL (*time, or* REACHING (*fix or significant point or level*)) [BEFORE PROCEEDING ON COURSE]; f) CLEARED (designation) DEPARTURE; g) CLEARED DIRECT (waypoint), CLIMB TO (level), EXPECT TO REJOIN SID [(SID designator)] [AT (waypoint)], then
	Circumstances	Phraseologies
		h) CLEARED DIRECT (*waypoint*), CLIMB TO (*level*), then
1.3.3.2	APPROACH INSTRUCTIONS ...clearance to proceed direct with advance notice of a future instruction to rejoin the STAR *Note. The instrument approach procedure identification in the aeronautical chart is used to specify the type ofapproach.* *Where the identification uses a parenthetical suffix to include exceptional conditions, e.g. "(LNAV/VNAV only)" or "(AR) ", etc., the text in the parentheses does not form part of the ATC clearance*	a) CLEARED (*Designation*) ARRIVAL; b) CLEARED TO (*Clearance Limit) (Designation*); c)CLEARED (OR PROCEED) (*Details Of route To Be Followed*); d) CLEARED DIRECT (Waypoint), DESCEND TO (Level), EXPECT TO REJOIN STAR [(Star *Designator*)] *At (Waypoint*), THEN REJOIN STAR [(STAR *Designator)*] [At (*Waypoint*)]; e) CLEARED DIRECT (Waypoint), DESCEND TO (*Level*), THEN REJOIN STAR (STAR *Designator*) At (*Waypoint);* f) CLEARED (*type of Approach*) APPROACH[RUNWAY (*Number*)]; g) CLEARED (*Type Ofapproach*) RUNWAY (*Number*) FOLLOWED BY CIRCLING TO RUNWAY (*Number*); h)CLEARED APPROACH [RUNWAY (*Number*)]; i)COMMENCE APPROACH AT (*Time*); *j) REQUEST STRAIGHT-IN [(*Type Of approach*)] APPROACH [RUNWAY (*Number*)]; k) CLEARED STRAIGHT-IN [(*Type Of approach*)] APPROACH [RUNWAY (*Number*)], l) REPORT VISUAL; m) REPORT RUNWAY [*Lights*] IN SIGHT; *n) REQUEST VISUAL APPROACH;

	Circumstances	Phraseologies
	... to request if a pilot is able to accept a visual approach ... in case of successive visual approaches when the pilot of a succeeding aircraft has reported having the preceding aircraft in sight	0) CLEARED VISUAL APPROACH RUNWAY (*number*); p)ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY (*number*); q) CLEARED VISUAL APPROACH RUNWAY (*number*), MAINTAIN OWN SEPARATION FROM PRECEDING (*aircraft type and wake turbulence category as appropriate*) [CAUTION WAKE TURBULENCE]; r) REPORT (*significant point*); [OUTBOUND, *or* INBOUND]; s) REPORT COMMENCING PROCEDURE TURN; *t) REQUEST VMC DESCENT; u) MAINTAIN OWN SEPARATION; v) MAINTAIN VMC; w) ARE YOU FAMILIAR WITH (name) APPROACH PROCEDURE; *x)REQUEST (*type of approach*) APPROACH [RUNWAY (*number*)];
1.3.3.3	HOLDING CLEARANCES	
	... visual ... published holding procedure over a acility or fix ... when a detailed holding clearance is required	a) HOLD VISUAL [OVER] (*position*), (*or* BETWEEN (*two prominent landmarks*)); b) CLEARED (*or* PROCEED) TO (*significant point, name offacility or fix*) [MAINTAIN (or CLIMB or DESCEND TO) (level)] HOLD [(*direction*)] AS PUBLISHED EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (*time*); *c)REQUEST HOLDING INSTRUCTIONS; d) CLEARED (or PROCEED) TO (*significant point, name offacility or fix*) [MAINTAIN (*or* CLIMB or DESCEND TO) (level)] HOLD [(*direction*)] [(*specified*) RADIAL, COURSE, INBOUND TRACK (*three digits*) DEGREES] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME (*number*) MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (*time*) (*additional instructions, if necessary*); e) CLEARED TO THE (*three digits*) RADIAL OF THE (*name*) VOR AT (*distance*) DME FIX [MAINTAIN (*or*

	Circumstances	Phraseologies
		CLIMB or DESCEND TO) (*level*)] HOLD [(*direction*)] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME (*number*) MINUTES] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (*time*) (*additional instructions, if necessary*); f) CLEARED TO THE (*three digits*) RADIAL OF THE (*name*) VOR AT (*distance*) DME FIX [MAINTAIN (or CLIMB or DESCEND TO) (level)] HOLD BETWEEN (distance) AND (*distance*) DME [RIGHT (*or* LEFT) HAND PATTERN] EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT (*Time*) (*additional instructions, if necessary*)
1.3.3.4	EXPECTED APPROACH TIME	*a) NO DELAY EXPECTED;* *b)EXPECTED APPROACH TIME (time);* *c)REVISED EXPECTED APPROACH TIME (time);* *d)DELAY NOT DETERMINED (reasons)*
1.3.4 Phraseologies for use on and in the vicinity of the aerodrome		
1.3.4.1	IDENTIFICATION OF AIRCRAFT	SHOW LANDING LIGHTS
1.3.4.2	ACKNOWLEDGEMENT BY VISUAL MEANS	a) ACKNOWLEDGE BY MOVING AILERONS (or RUDDER); b) ACKNOWLEDGE BY ROCKING WINGS; c) ACKNOWLEDGE BY FLASHING LANDING LIGHTS.
I .3 .4.3	STARTING PROCEDURES ...to request permission to start engines ... ATC replies	*a)[*aircraft location*] REQUEST START UP; *b) [*aircraft location*] REQUEST START UP, INFORMATION (*A TIS identification*); c) START UP APPROVED; d)START UP AT (*time*); e)EXPECT START UP AT (*time*); f) START UP AT OWN DISCRETION; g) EXPECT DEPARTURE (time) START UP AT OWN DISCRETION. * Denotes pilot transmission.

	Circumstances	Phraseologies
I .3.4.4	PUSHBACK PROCEDURES Note. — When local procedures so prescribe, authorization for pushback should be obtained from the control tower ... aircraft/ATC	*a) [aircraft location] REQUEST PUSHBACK; b) PUSHBACK APPROVED; c) STAND BY; d) PUSHBACK AT OWN DISCRETION; e) EXPECT (*number*) MINUTES DELAY DUE (*reason*). * Denotes pilot transmission.
1.3.4.5	TOWING PROCEDURES ... ATC response	a) REQUEST TOW [company name] (*aircraft type*) FROM (*location*) TO (*location*); b)TOW APPROVED VIA (*specific routing to be followed*); c) HOLD POSITION; d) STAND BY. e) Denotes transmission from aircraft/tow vehicle combination.
1.3.4.6	TO REQUEST TIME CHECK AND/ OR AERODROME DATA FOR DEPARTURE ... when no ATIS broadcast is available	*a) REQUEST TIME CHECK; b) TIME (*time*); *c) REQUEST DEPARTURE INFORMATION; d) RUNWAY (*number*), WIND (*direction and speed*) (*units*) QNH (or QFE) (*number*) [*units*)] TEMPERATURE [MINUS] (*number*), [VISIBILITY (*distance*) (*units*) @ RUNWAY VISUAL RANGE (or RVR) (*distance*) (*units*))] [TIME (*time*)]. *Note. — If multiple visibility and RVR observations are available, those that represent the roll- out/stop end zone should be usedfor take-off*
1.3.4.7	TAXI PROCEDURES ... for departure	*a) [*aircraft type*] [*wake turbulence category if "super ' or "heavy"] [aircraft location*] REQUEST TAXI [*intentions*];

	Circumstances	Phraseologies
	... where detailed taxi instructions are required where aerodrome information is not available from an alternative source such as ATIS	*b) [*aircraft type*] [*wake turbulence category if "super ' or "heavy"*] [*aircraft location*] (*flight rules*) TO (*aerodrome of destination*) REQUEST TAXI [*intentions*]; c) TAXI TO HOLDING POINT [*number*] [RUNWAY (*number*)] [HOLD SHORT OF RUNWAY (*number*) (or CROSS RUNWAY (*number*))] [TIME (*time*)]; *d) [*aircraft type*] [*wake turbulence category if "super ' or "heavy"*] REQUEST DETAILED TAXI INSTRUCTIONS; e) TAXI TO HOLDING POINT [*number*] [RUNWAY (*number*)] VIA (*specific route to be followed*) [TIME (*time*)] [HOLD SHORT OF RUNWAY (*number*) (or CROSS RUNWAY (*number*))]; f) TAXI TO HOLDING POINT [*number*] (*followed by aerodrome information as applicable*) [TIME (*time*)]; g) TAKE (or TURN) FIRST (or SECOND) LEFT (or RIGHT); h) TAXI VIA (*identification of taxiway*); i) TAXI VIA RUNWAY (*number*); j) TAXI TO TERMINAL (*or other location*, e.g. GENERAL AVIATION AREA) [STAND (*number*)]; *k) REQUEST AIR-TAXIING FROM (*or* VIA) TO (*location or routing as appropriate*); l) AIR-TAXI TO (*or* VIA) (*location or routing as appropriate*) [CAUTION (*dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.*)]; m) AIR TAXI VIA (*direct, as requested, or specified route*) TO (*location, heliport, operating or movement area, active or inactive runway*). AVOID (*aircraft or vehicles or personnel*); *n) REQUEST BACKTRACK; 0) BACKTRACK APPROVED; p) BACKTRACK RUNWAY (*number*); *q) [(*aircraft location*)] REQUEST TAXI TO (*destination on aerodrome*); r) TAXI STRAIGHT AHEAD; s) TAXI WITH CAUTION;
	Circumstances	**Phraseologies**
		t) GIVE WAY TO (description and position ofother aircraft); *u) GIVING WAY TO (traffic); *v) TRAFFIC (or type of aircraft) IN SIGHT; w) TAXI INTO HOLDING BAY; x) FOLLOW (description ofother aircraft or vehicle); y) VACATE RUNWAY; RUNWAY VACATED; aa) EXPEDITE TAXI [(reason)], *bb) EXPEDITING; cc) [CAUTION] TAXI SLOWER [reason]; *dd) SLOWING DOWN. * Denotes pilot transmission

1.3.4.8	HOLDING	a) HOLD (*direction*) OF (*position, runway number*, etc.); b) HOLD POSITION; c) HOLD (*distance*) FROM (*position*); d) HOLDING SHORT OF (*position*); e) HOLDING; *f) HOLDING SHORT Requires specific acknowledgement from the pilot. * Denotes pilot transmission. The procedure words ROGER and WILCO are insufficient acknowledgement ofthe instructions HOLD, HOLD POSITION and HOLD SHORT OF (*position*). In each case the acknowledgement shall be by the phraseology HOLDING or HOLDING SHORT, as appropriate.
1.3.4.9	TO CROSS A RUNWAY	*a) REQUEST CROSS RUNWAY (*number*); *Note. — If the control tower is unable to see the crossing aircraft (e.g. night, low visibility), the instruction should always be accompanied by a request to report when the aircraft has vacated the runway.* b) CROSS RUNWAY (*number*) [REPORT VACATED];
	Circumstances	**Phraseologies**
		c) EXPEDITE CROSSING RUNWAY (*number*) TRAFFIC (*aircraft type*) (*distance*) KILOMETRES (or MILES) FINAL; d) TAXI TO HOLDING POINT [*number*] [RUNWAY (*number*)] VIA (*specific route to be followed*), [HOLD SHORT OF RUNWAY (*number*)] or [CROSS RUNWAY (number)]; *e)RUNWAY VACATED. * Denotes pilot transmission.

1.3.4.10	PREPARATION FOR TAKE-OFF ... clearance to enter runway and await takeoff clearance	a) UNABLE TO ISSUE (*designator*) DEPARTURE (*reasons*); b) REPORT WHEN READY [FOR DEPARTURE]; c) ARE YOU READY [FOR DEPARTURE]?; d) ARE YOU READY FOR IMMEDIATE DEPARTURE?•, *e)READY; f) LINE UP [AND WAIT]; g) LINE UP RUNWAY (*number*); h) LINE UP. BE READY FOR IMMEDIATE DEPARTURE; i) (*condition*) LINE UP (*brief reiteration of the condition*); *j) (*condition*) LINING UP (*brief reiteration of the condition*); k) [THAT IS] CORRECT (or NEGATIVE) [I SAY AGAIN] ... (*as appropriate*). * Denotes pilot transmission. When there is the possibility of confusion during multiple runway operations. Provisions concerning the use of conditional clearances are contained in 1.2.7
1 . 3 . 4 . 1 1	TAKE-OFF CLEARANCE ... when reduced runway separation is used	a) RUNWAY (*number*) CLEARED FOR TAKE-OFF [REPORT AIRBORNE]; b) (*traffic information*) RUNWAY (*number*) CLEARED FOR TAKE-OFF; c) TAKE OFF IMMEDIATELY OR VACATE RUNWAY [(*instructions*)];
	Circumstances	**Phraseologies**
	... to cancel a take-off clearance ... to stop a take-off after an aircraft has commenced take-off roll ... for helicopter operations	d) TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY; e) HOLD POSITION, CANCEL TAKE-OFF 1 SAY AGAIN CANCEL TAKE-OFF (reasons); *f) HOLDING; g) STOP IMMEDIATELY [(*repeat aircraft call sign*) STOP IMMEDIATELY]; *h) STOPPING; i) CLEARED FOR TAKE-OFF [FROM *(location)*] (*present position, taxiway, final approach and take-off area, runway and number*); *j) REQUEST DEPARTURE INSTRUCTIONS; k) AFTER DEPARTURE TURN RIGHT (or LEFT, or CLIMB) (instructions as appropriate). * Denotes pilot transmission. HOLDING and STOPPING are the procedural responses to e) and g) respectively.

1.3.4.12	TURN OR CLIMB INSTRUCTIONS AFTER TAKE-OFF ... to request airborne time	*a) REQUEST RIGHT (or LEFT) TURN; b) RIGHT (or LEFT) TURN APPROVED; c) WILL ADVISE LATER FOR RIGHT (or LEFT) TURN; d) REPORT AIRBORNE; e) AIRBORNE (time); f) AFTER PASSING (*level*) (*instructions*); g)CONTINUE RUNWAY HEADING (*instructions*); h) TRACK EXTENDED CENTRE LINE (*instructions*); i) CLIMB STRAIGHT AHEAD (instructions). * Denotes pilot transmission.
1.3.4.13	ENTERING AN AERODROME TRAFFIC CIRCUIT	*a) [*aircraft type*] (*position*) (*level*) FOR LANDING; b) JOIN [(*direction ofcircuit*)] (*position in circuit*) (*runway number*) [SURFACE] WIND (*direction and speed*) (*units*) [TEMPERATURE [MINUS] (*number*)] QNH (or QFE) (*number*) [*Omits*)] [TRAFFIC (*detail*)];
	Circumstances	**Phraseologies**
	... when ATIS information is available	c) MAKE STRAIGHT-IN APPROACH, RUNWAY (*number*) [SURFACE] WIND (*direction and speed*) (*units*) [TEMPERATURE [MINUS] (number)] QNH (or QFE) (*number*) [*Omits*)] [TRAFFIC (*detail*)]; *d) (*aircraft type*) (*position*) (*level*) INFORMATION (ATIS *identification*) FOR LANDING; e) JOIN (*position in circuit*) [RUNWAY (*number*)] QNH (or QFE) (*number*) [(*units*)] [TRAFFIC (*detail*)].
1.3.4.14	IN THE CIRCUIT	*a) (*position in circuit, e.g.* DOWNWIND/FINAL); b) NUMBER FOLLOW (*aircraft type andposition*) [*additional instructions ifrequired*].
1.3.4.15	APPROACH INSTRUCTIONS *Note. — The report "LONG FINAL " is made when aircraft turn on tofinal approach at a distance greater than 7 km (4 NM) from touchdown or when an aircraft on a straight-in approach is 15 km*	a) MAKE SHORT APPROACH; b) MAKE LONG APPROACH (or EXTEND DOWNWIND); c) REPORT BASE (or FINAL, or LONG FINAL); d) CONTINUE APPROACH [PREPARE FOR POSSIBLE GO AROUND].

1.3.4.16	LANDING CLEARANCE ... when reduced runway separation is used ... special operations ... to make an approach along, or parallel to a runway, descending to an agreed minimum level ... to fly past the control tower or other bservation point for the purpose of visual inspection by persons on the ground ... for helicopter operations	a) RUNWAY (*number*) CLEARED TO LAND; b) (*traffic information*) RUNWAY (*number*) CLEARED TO LAND; c) CLEARED TOUCH AND GO; d) MAKE FULL STOP; REQUEST LOW APPROACH (*reasons*); f) CLEARED LOW APPROACH [RUNWAY (*number*)] [(*altitude restriction ifrequired) (go around instructions*)]; *g) REQUEST LOW PASS (*reasons*); h) CLEARED LOW PASS [*as inf*; *i) REQUEST STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (*location*));
	Circumstances	**Phraseologies**
		j) MAKE STRAIGHT-IN (or CIRCLING APPROACH, LEFT (or RIGHT) TURN TO (*location, runway, taxiway, final approach and take-off area*)) [ARRIVAL (or ARRIVAL ROUTE) (*number, name, or code*)]. [HOLD SHORT OF (*active runway, extended runway centre line, other*)]. [REMAIN (*direction or distance*) FROM (*runway, runway centre line, other helicopter or aircraft*)]. [CAUTION (*power lines, unlighted obstructions, wake turbulence, etc.*)]. CLEARED TO LAND
1.3.4.17	DELAYING AIRCRAFT	a) CIRCLE THE AERODROME; b) ORBIT (RIGHT, or LEFT) [FROM PRESENT POSITION]; c) MAKE ANOTHER CIRCUIT.
1.3.4.18	MISSED APPROACH	a) GO AROUND; *b) GOING AROUND.
1.3.4.19	INFORMATION TO AIRCRAFT ... when pilot requested visual inspection of landing gear	a) LANDING GEAR APPEARS DOWN; b) RIGHT (or LEFT, or NOSE) WHEEL APPEARS UP (or DOWN); c) WHEELS APPEAR UP; d) RIGHT (or LEFT, or NOSE) WHEEL DOES NOT APPEAR UP (or DOWN); e) CAUTION WAKE TURBULENCE [FROM ARRIVING (or DEPARTING) (type of aircraft)] [additional information as required], f) CAUTION JET BLAST; g) CAUTION SLIPSTREAM.
1.3.4.20	RUNWAY VACATING AND COMMUNICATIONS AFTER LANDING	a) CONTACT GROUND *frequency*); b) WHEN VACATED CONTACT GROUND (*frequency*); c) EXPEDITE VACATING; d) YOUR STAND (or GATE) (*designation*);

	Circumstances	Phraseologies
	... for helicopter operations	e) TAKE (or TURN) FIRST (or SECOND, or CONVENIENT) LEFT (or RIGHT) AND CONTACT GROUND (*frequency*); f) AIR-TAXI TO HELICOPTER STAND (or) HELICOPTER PARKING POSITION (*area*); g) AIR-TAXI TO (or VIA) (location or routing as appropriate) [CAUTION (dust, blowing snow, loose debris, taxiing light aircraft, personnel, etc.)]; h) AIR-TAXI VIA (*direct, as requested, or specified route) TO (location, heliport, operating or movement area, active or inactive runway*). AVOID (*aircraft or vehicles or personnel*).
1.3.5 Coordination between ATS units		
1 .3 . 5. 1	ESTIMATES AND REVISIONS ... sending unit ... receiving unit reply (if flight plan details are not available) ... receiving unit reply (if flight plan details are available) ... sending unit reply	a) ESTIMATE [*direction offlight*] (*aircraft call sign*) [SQUAWKING (*SSR code*)] (*type*) ESTIMATED (*significant point*) (*time*) (*level*) (or DESCENDING FROM *(level)* TO (*level*)) [SPEED (*filed* TAS)] (*route*) [REMARKS]; b) ESTIMATE (*significant point*) ON (*aircraft call sign*); c) NO DETAILS; (*aircraft type) (destination*); [SQUAWKING (SSR code)] [ESTIMATED] (*significant point*) (time) AT (*level*); Note. — *In the event thatflight plan details are not available the receiving station shall reply to b*) NO DETAILS *and transmitting station shall passfull estimate as in a*). d) ESTIMATE UNMANNED FREE BALLOON(S) (*identification and classification*) ESTIMATED OVER (*place*) AT (*time*) REPORTED FLIGHT LEVEL(S) (*figure or figures*) [or FLIGHT LEVEL UNKNOWN] MOVING (*direction*) ESTIMATED GROUND SPEED (*figure*) (*other pertinent information, if any*); e) REVISION (*aircraft call sign*) (*details as necessary*).
1.3.5.2	TRANSFER OF CONTROL	a) REQUEST RELEASE OF (*aircraft call sign*); b) (*aircraft call sign*) RELEASED [AT (time)] [*conditions/restrictions*]

	Circumstances	Phraseologies
		c) IS (*aircraft call sign*) RELEASED [FOR CLIMB (or DESCENT)]; d) (*aircraft call sign*) NOT RELEASED [UNTIL (*time or significant point*)]; e) UNABLE (*aircraft call sign*) [TRAFFIC IS (*details*)].
1.3 . 5.3	CHANGE OF CLEARANCE	a) MAY WE CHANGE CLEARANCE OF (aircraft call sign) TO (*details of alteration proposed*); b) AGREED TO (*alteration of clearance*) OF (*aircraft call sign*); c) UNABLE (*aircraft call sign*); d) UNABLE (*desired route, level, etc.*) [FOR (aircraft call sign)] [DUE (*reason*)] (*alternative clearance proposed*).
1.3.5.4	APPROVAL REQUEST	a) APPROVAL REQUEST (*aircraft call sign*) ESTIMATED DEPARTURE FROM (*significant point*) AT (time); b) (*aircraft call sign*) REQUEST APPROVED [(*restriclion if any*)]; c) (*aircraft call sign*) UNABLE (*alternative instructions*).
1.3.5.5	INBOUND RELEASE	[INBOUND RELEASE] (*aircraft call sign*) [SQUAWKING (SSR code)] (type) FROM (depanure point) RELEASED AT (significant point, or time, or level) CLEARED TO AND ESTIMATING (clearance limit) (time) AT (level) [EXPECTED APPROACH TIME or NO DELAY EXPECTED] CONTACT AT (time).
1.3.5.6	HANDOVER	HANDOVER (*aircraft call sign*) [SQUAWKING (SSR code)] POSITION (aircraft position) (level).
1.3.5.7	EXPEDITION OF CLEARANCE	a) EXPEDITE CLEARANCE (*aircraft call sign*) EXPECTED DEPARTURE FROM (*place*) AT (*time*); b) EXPEDITE CLEARANCE (*aircraft call sign*) [ESTIMATED] OVER (*place*) AT (*time*) REQUESTS (*level or route, etc.*).
1.3.5.8	REDUCED VERTICAL SEPARATION MINIMUM (RVSM) OPERATIONS ... to verbally supplement estimate messages of aircraft non-approved for RVSM or to verbally supplement an automated estimate message exchange that does not	a) NEGATIVE RVSM [(*supplementary information, e.g. State aircraft*)];

	Circumstances	Phraseologies
	automatically transfer information from Item 18 of the flight plan followed by supplementary information, as appropriate ... to communicate the cause of a contingency relating to an aircraft that is unable to conduct RVSM operations due to severe turbulence or other severe meteorological phenomena or equipment failure, as applicable	b) UNABLE RVSM DUE TURBULENCE (or EQUIPMENT, *as applicable*).
1.4 ATS SURVEILLANCE SERVICE PHRASEOLOGIES Note. — The following comprise phraseologies specifically applicable when an ATS surveillance system is used in the provision of air traffic services. The phraseologies detailed in the sections above for use in the provision of air traffic services are also applicable, as appropriate, when an ATS surveillance system is used.		
1.4.1 General ATS surveillance service phraseologies		
1.4. 1 . 1	IDENTIFICATION OF AIRCRAFT	a) REPORT HEADING [AND FLIGHT LEVEL (or ALTITUDE)]; b) FOR IDENTIFICATION TURN LEFT (or RIGHT) HEADING (*three digits*); c) TRANSMIT FOR IDENTIFICATION AND REPORT HEADING; d) RADAR CONTACT [position]; e) IDENTIFIED [position]; f) NOT IDENTIFIED [reason], [RESUME (or CONTINUE) OWN NAVIGATION]
1.4.1.2	POSITION INFORMATION	POSITION (*distance*) (*direction*) OF (*significantpoint*) (or OVER or ABEAM (*significant point*)).
1.4.1.3	VECTORING INSTRUCTIONS	a) LEAVE (significant point) HEADING (three digits); b) CONTINUE HEADING (three digits); c) CONTINUE PRESENT HEADING; d) FLY HEADING (three digits); e) TURN LEFT (or RIGHT) HEADING (*three digits) [reason*];

	Circumstances	Phraseologies
		f) TURN LEFT (or RIGHT) (*number of degrees*) DEGREES [*reason*], g) STOP TURN HEADING (*three digits*); h) FLY HEADING (*three digits*), WHEN ABLE PROCEED DIRECT (*name*) (*significantpoint*),• i) HEADING IS GOOD.
1.4.1.4	TERMINATION OF VECTORING	a) RESUME OWN NAVIGATION (*position of aircraft*) (*specific instructions*); b) RESUME OWN NAVIGATION [DIRECT] (*significant point*) [MAGNETIC TRACK (*three digits*) DISTANCE (*number)* KILOMETRES (*or* MILES)].
1.4.1.5	MANOEUVRES ... (in case of unreliable directional instruments on board aircraft) *Note. — When it is necessary to specify a easonfor vectoring or for the above manoeuvres, the following phraseologies hould be used:)* a) DUE TRAFFIC; b) FOR SPACING; c) FOR DELAY; d) FOR DOWNWIND (or BASE, or FINAL).	a) MAKE A THREE SIXTY TURN LEFT (or RIGHT) [*reason*]; b) ORBIT LEFT (or RIGHT) [*reason*]; c) MAKE ALL TURNS RATE ONE (*or* RATE HALF, *or* (*number*) DEGREES PER SECOND) START AND STOP ALL TURNS ON THE COMMAND "NOW"; d) TURN LEFT (or RIGHT) NOW; e) STOP TURN NOW
1.4.1.6	SPEED CONTROL	a) REPORT SPEED; *b) SPEED (*number*) KILOMETRES PER HOUR (*or* KNOTS); c) MAINTAIN (*number*) KILOMETRES PER HOUR (or KNOTS) [OR GREATER (or OR LESS)] [UNTIL (*significant point*)]; d) DO NOT EXCEED (*number*) KILOMETRES PER HOUR (or KNOTS); e) MAINTAIN PRESENT SPEED; f) INCREASE (or REDUCE) SPEED TO (*number*) KILOMETRES PER HOUR (or KNOTS) [OR GREATER (or OR LESS)];
	Circumstances	Phraseologies
		g) INCREASE (or REDUCE) SPEED BY (*number*) KILOMETRES PER HOUR (or KNOTS); h) RESUME NORMAL SPEED; i) REDUCE TO MINIMUM APPROACH SPEED; j) REDUCE TO MINIMUM CLEAN SPEED; k) RESUME PUBLISHED SPEED; l) NO [ATC] SPEED RESTRICTIONS.

1.4. 1 .7	POSITION REPORTING ... „ to omit position reports	a) OMIT POSITION REPORTS [UNTIL (*specify*)]; b) NEXT REPORT AT (*significant point*); c) REPORTS REQUIRED ONLY AT (*significant point(s)*); d) RESUME POSITION REPORTING.
1.4.1.8	TRAFFIC INFORMATION AND AVOIDING ACTION ... (if known)	a) TRAFFIC (*number*) O'CLOCK (*distance*) (*direction of flight) [any other pertinent information*]: 1) UNKNOWN; 2) SLOW MOVING; 3) FAST MOVING; 4) CLOSING 5) OPPOSITE (or SAME) DIRECTION; 6) OVERTAKING; 7) CROSSING LEFT TO RIGHT (or RIGHT TO LEFT); 8) (aircraft type); 9) (level); 10) CLIMBING (or DESCENDING); *b) REQUEST VECTORS; c) DO YOU WANT VECTORS?•, d) CLEAR OF TRAFFIC [*appropriate instructions*];
	Circumstances	**Phraseologies**
		f) TURN LEFT (or RIGHT) (*number of degrees*) DEGREES IMMEDIATELY TO AVOID [UNIDENTIFIED] TRAFFIC AT (*bearing by clock reference and distance*). * Denotes pilot transmission.
1.4.1.9	COMMUNICATIONS AND LOSS OF COMMUNICATIONS ... if loss of communications suspected	a) [IF] RADIO CONTACT LOST (*instructions*); b) IF NO TRANSMISSIONS RECEIVED FOR (*number*) MINUTES (or SECONDS) (*instructions*); c) REPLY NOT RECEIVED (*instructions*); d) IF YOU READ [*manoeuvre instructions* or SQUAWK (*code or IDENT*)]; e) (*manoeuvre*, SQUAWK or IDENT) OBSERVED. POSITION (*position of aircraft*). [(*instructions*)].
1.4.1.10	TERMINATION OF RADAR AND/OR ADS-B SERVICE	a) RADAR SERVICE (or IDENTIFICATION) TERMINATED [DUE (*reason*)] (*instructions*); b) WILL SHORTLY LOSE IDENTIFICATION (*appropriate instructions or information*); c) IDENTIFICATION LOST [*reasons*] (*instructions*).

1.4.1.1 1	RADAR AND/OR ADS-B EQUIPMENT DEGRADATION	a) SECONDARY RADAR OUT OF SERVICE (*appropriate information as necessary*); b) PRIMARY RADAR OUT OF SERVICE (*appropriate information as necessary*); c) ADS-B OUT OF SERVICE (*appropriate information as necessary*)
1.4.2 Radar in approach control service		
1.4.2.1	VECTORING FOR APPROACH	a) VECTORING FOR (*type of approach*) APPROACH RUNWAY (*number*); b) VECTORING FOR VISUAL APPROACH RUNWAY (*number*) REPORT FIELD (or RUNWAY) IN SIGHT; c) VECTORING FOR (*positioning in the circuit*); d) VECTORING FOR SURVEILLANCE RADAR APPROACH RUNWAY *(number)*; e) VECTORING FOR PRECISION APPROACH RUNWAY (*number*);
	Circumstances	Phraseologies
		f) (type) APPROACH NOT AVAILABLE DUE (*reason*) (*alternative instructions*).
1.4.2.2	VECTORING FOR ILS AND OTHER APPROACH PROCEDURES ... when a pilot wishes to be positioned a specific distance from touchdown ... instructions and information	a) POSITION (number) KILOMETRES (or MILES) *from (fix)*. TURN LEFT (or RIGHT) HEADING (*three digits*); b) YOU WILL INTERCEPT (FINAL APPROACH *COURSE or radio aid) (distance) FROM (significant point or* TOUCHDOWN); *c) REQUEST (*distance*) FINAL; d) CLEARED FOR (*type ofapproach*) APPROACH RUNWAY (*number*); e) REPORT ESTABLISHED ON LOCALIZER (*or* ON [GLS/RNP/MLS] [FINAL] APPROACH [COURSE]); f) CLOSING FROM LEFT (or RIGHT) [REPORT ESTABLISHED]; g) TURN LEFT (*or* RIGHT) HEADING (*three digits*)

		[TO INTERCEPT] or [REPORT ESTABLISHED]; h) EXPECT VECTOR ACROSS THE (LOCALIZER *or* [GLS/RNP/MLS] FINAL APPROACH COURSE *or radio aid) (reason*); i) THIS TURN WILL TAKE YOU THROUGH THE (LOCALIZER *or* [GLS/RNP/MLS] FINAL APPROACH COURSE *or radio aid) [(reason)*]•, j) TAKING YOU THROUGH THE (LOCALIZER or [GLS/RNP/MLS] FINAL APPROACH COURSE *or radio aid) [(reason)*]; k) MAINTAIN (*altitude*) UNTIL GLIDE PATH INTERCEPTION; l) REPORT ESTABLISHED ON GLIDE PATH; m) INTERCEPT (LOCALIZER *or* [GLS/RNP/ MLS] [FINAL] APPROACH [COURSE] *or radio aid*) [RUNWAY (number)] [REPORT ESTABLISHED]. * Denotes pilot transmission.
I.4.2.3	MANOEUVRE DURING INDEPENDENT AND DEPENDENT PARALLEL APPROACHES	a) CLEARED FOR (type of approach) APPROACH RUNWAY (number) LEFT (or RIGHT); b) YOU HAVE CROSSED THE LOCALIZER (*or* GLS/RNP/MLS FINAL APPROACH COURSE).
	Circumstances	**Phraseologies**
	... for avoidance action when an aircraft is observed penetrating the NTZ ... for avoidance action below 120 m (400 ft) above the runway threshold elevation where parallel approach obstacle assessment surfaces (PAOAS) criteria are being applied	TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER (*or* GLS/RNP/ MLS FINAL APPROACH COURSE) [RUNWAY (*number*)]; c) ILS (or MLS) RUNWAY (*number*) LEFT (or RIGHT) LOCALIZER (or MLS) FREQUENCY IS (*frequency*); d) TURN LEFT (or RIGHT) (*number*) DEGREES (or HEADING) (*three digits*) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], CLIMB TO *(altitude)*; e) CLIMB TO (*altitude*) IMMEDIATELY TO AVOID TRAFFIC DEVIATING FROM ADJACENT APPROACH] (*further instructions*).

1.4.2.4	SURVEILLANCE RADAR APPROACH	
1.4.2.4.1	PROVISION OF SERVICE	a) THIS WILL BE A SURVEILLANCE RADAR APPROACH RUNWAY (*number*) TERMINATING AT (*distance*) FROM TOUCHDOWN, OBSTACLE CLEARANCE ALTITUDE (*or* HEIGHT) (*number*) METRES (or FEET) CHECK YOUR MINIMA [IN CASE OF GO AROUND (*instructions*)]; b) APPROACH INSTRUCTIONS WILL BE TERMINATED AT (*distance*) FROM TOUCHDOWN.
1.4.2.4.2	ELEVATION	a) COMMENCE DESCENT NOW [TO MAINTAIN A (*number*) DEGREE GLIDE PATH]; b) (*distance*) FROM TOUCHDOWN ALTITUDE (or HEIGHT) SHOULD BE (*numbers and units*).
1.4.2.4.3	POSITION	(*distance*) FROM TOUCHDOWN.
1 4.2.4.4	CHECKS	a) CHECK GEAR DOWN [AND LOCKED]; b) OVER THRESHOLD.
1 4.2.4.5	5 COMPLETION OF APPROACH	a) REPORT VISUAL; b) REPORT RUNWAY [LIGHTS] IN SIGHT; c) APPROACH COMPLETED [CONTACT (*unit*)].
I .4.2.5	PAR APPROACH	
1.4.2.5.1	PROVISION OF SERVICE	a) THIS WILL BE A PRECISION RADAR APPROACH RUNWAY (number);
	Circumstances	**Phraseologies**
		b) PRECISION APPROACH NOT AVAILABLE DUE (*reason*) (*alternative instructions*); c) IN CASE OF GO AROUND (*instructions*).
1.4.2.5.2	COMMUNICATIONS	a) DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS; b) REPLY NOT RECEIVED. WILL CONTINUE INSTRUCTIONS.

1.4.2.5.3	AZIMUTH	a) CLOSING [SLOWLY (or QUICKLY)] [FROM THE LEFT (or FROM THE RIGHT)]; b) HEADING IS GOOD; c) ON TRACK; d) SLIGHTLY (or WELL, or GOING) LEFT (or RIGHT) OF TRACK; e) (*number*) METRES LEFT (or RIGHT) OF TRACK.
1.4.2.5.4	ELEVATION	a) APPROACHING GLIDE PATH; b) COMMENCE DESCENT NOW [AT (*number*) METRES PER SECOND OR (*number*) FEET PER MINUTE (*or* ESTABLISH A (*number*) DEGREE GLIDE PATH)]; c) RATE OF DESCENT IS GOOD; d) ON GLIDE PATH; e) SLIGHTLY (*or* WELL, *or* GOING) ABOVE (*or* BELOW) GLIDE PATH; f) [STILL] (*number*) METRES (*or* FEET) TOO HIGH (or TOO LOW); g) ADJUST RATE OF DESCENT; h) COMING BACK [SLOWLY (or QUICKLY)] TO THE GLIDE PATH; i) RESUME NORMAL RATE OF DESCENT; j) ELEVATION ELEMENT UNSERVICEABLE (*to be followed by appropriate instructions*); k) (*distance*) FROM TOUCHDOWN. ALTITUDE (or HEIGHT) SHOULD BE (*numbers and units*).
1.4 2.5.5	POSITION	a) (*distance*) FROM TOUCHDOWN;
	Circumstances	**Phraseologies**
		b) OVER APPROACH LIGHTS;
1.4.2.5.6	CHECKS	a) CHECK GEAR DOWN AND LOCKED; b) CHECK DECISION ALTITUDE (*or* HEIGHT).

1.4.2.5.7	COMPLETION OF APPROACH	a) REPORT VISUAL; b) REPORT RUNWAY [LIGHTS] IN SIGHT; c) APPROACH COMPLETED [CONTACT (*unit*)].
1.4.2.5.8	MISSED APPROACH	a) CONTINUE VISUALLY OR GO AROUND [missed approach instructions]; b) GO AROUND IMMEDIATELY [missed approach instructions] (reason); c) ARE YOU GOING AROUND?•, d) IF GOING AROUND (appropriate instructions); *d) GOING AROUND. * Denotes pilot transmission
1.4.3 Secondary surveillance radar (SSR) and ADS-B phraseologies		
1.4.3.1	TO REQUEST THE CAPABILITY OF THE SSR EQUIPMENT	a) ADVISE TRANSPONDER CAPABILITY; *b) TRANSPONDER (*as shown in the flight plan*); NEGATIVE TRANSPONDER. * Denotes pilot transmission
1.4.3.2	TO REQUEST THE CAPABILITY OF THE ADS-B EQUIPMENT	a) ADVISE ADS-B CAPABILITY; *b) ADS-B 'TRANSMITTER (*data link*); ADS-B RECEIVER (*data link*); *d) NEGATIVE ADS-B. * Denotes pilot transmission.
1.4.3.3	TO INSTRUCT SETTING OF TRANSPONDER	a) FOR DEPARTURE SQUAWK (*code*); b) SQUAWK (*code*).
1.4.3.4	TO REQUEST THE PILOT TO	a) RESET SQUAWK [Onode)] (*code*);
	Circumstances	**Phraseologies**
	RESELECT THE ASSIGNED MODE AND CODE	*b) RESETTING (*mode*) (*code*).
1.4.3.5	TO REQUEST RESELECTION OF AIRCRAFT IDENTIFICATION	RE-ENTER [ADS-B or MODE S] AIRCRAFT IDENTIFICATION.
1.4.3.6	TO REQUEST THE PILOT TO CONFIRM THE CODE SELECTED ON THE AIRCRAFT'S TRANSPONDER	a) CONFIRM SQUAWK (*code*); *b) SQUAWKING (*code*). * Denotes pilot transmission
1.4.3.7	TO REQUEST THE OPERATION OF THE IDENT FEATURE	a) SQUAWK [(*code*)] [AND] IDENT; b) SQUAWK LOW; c) SQUAWK NORMAL; d) TRANSMIT ADS-B IDENT
1.4.3.8	TO REQUEST TEMPORARY SUSPENSION OF TRANSPONDER OPERATION	SQUAWK STANDBY.

1.4.3.9	TO REQUEST EMERGENCY CODE	SQUAWK MAYDAY [CODE SEVEN-SEVEN-ZEROZERO].
1.4.3.10	TO REQUEST TERMINATION OF TRANSPONDER AND/OR ADS-B TRANSMITTER OPERATION *Note. Independent operations of Mode S transponder and ADS-B may ot be possible in all aircraft (e.g. where ADS- B is solely provided by 1 090 MHz extended squitter emitted from the transponder). In such cases, aircraft lay not be able to comply with ATC instructions related to ADS-B operation.*	a) STOP SQUAWK [TRANSMIT ADS-B ONLY]; b) STOP ADS-B TRANSMISSION [SQUAWK (*code*) ONLY].
1.4.3.1 1	TO REQUEST TRANSMISSION OF PRESSURE-ALTITUDE	a) SQUAWK CHARLIE;
1.4.3.12	TO REQUEST PRESSURE SETTING CHECK AND CONFIRMATION OF LEVEL	CHECK ALTIMETER SETTING AND CONFIRM (level).
1.4.3.13	TO REQUEST TERMINATION OF PRESSURE-ALTITUDE TRANSMISSION BECAUSE OF FAULTY OPERATION	a) STOP SQUAWK CHARLIE WRONG INDICATION; b) STOP ADS-B ALTITUDE TRANSMISSION [(WRONG INDICATION, *or reason*)]
	Circumstances	Phraseologies
1.4.3.14	TO REQUEST LEVEL CHECK	CONFIRM (level).
1.5 ALERTING PHRASEOLOGIES		
1.5.1	Alerting phraseologies	
1.5.1.1	LOW ALTITUDE WARNING	(*aircraft call sign*) LOW ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY, QNH IS (*number*) [*Omits*)]. [THE MINIMUM FLIGHT ALTITUDE IS (*altitude*)].
1.5.1.2	TERRAIN ALERT	(*aircraft call sign*) TERRAIN ALERT, (*suggested pilot action, if possible*).
1.6 GROUND CREW/FLIGHT CREW PHRASEOLOGIES		
1.6.1	Ground crew/flight crew phraseologies	
1.6.1.1	STARTING PROCEDURES (GROUND CREW/COCKPIT)	a) [ARE YOU] READY TO START UP?; *b) STARTING NUMBER (*engine number(s)*). *Note 1. — The ground crew shöuld follow this exchange by either a reply on the intercom or a distinct visual signal to indicate that all is clear and that the start- up as indicated may proceed.* *Note 2. — Unambiguous identification of the parties concerned is essential in any communications between ground crew and pilots.* * Denotes pilot transmission.

1.6.1.2	PUSHBACK PROCEDURES (ground crew/cockpit)	a) ARE YOU READY FOR PUSHBACK?; *b) READY FOR PUSHBACK; c) CONFIRM BRAKES RELEASED; *d) BRAKES RELEASED; e) COMMENCING PUSHBACK; f) PUSHBACK COMPLETED; STOP PUSHBACK; h) CONFIRM BRAKES SET; *i) BRAKES SET; *j) DISCONNECT; k) DISCONNECTING STAND BY FOR VISUAL AT YOUR LEFT (or RIGHT).
	Circumstances	**Phraseologies**
		Note. — This exchange is followed by a visual signal to the pilot to indicate that disconnect is completed and all is clear for taxing.

".

GEN. EDWARD KATUMBA-WAMALA (MP),
Minister of Works and Transport