Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 923/2012 — Issue 1, Amendment 4

Annex to ED Decision 2021/014/R

'AMC and GM to SERA — Issue 1, Amendment 4'

This document shows deleted, new or amended text as follows:

— deleted text is ~~struck through~~;

— new or amended text is highlighted in blue;

— an ellipsis '[…]' indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' *is used interchangeably with* 'EASA'. *The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the* 'European Union Aviation Safety Agency (EASA)'.

The Annex to ED Decision 2013/013/R of the Executive Director of the Agency of 17 July 2013 is amended as follows:

Appendix 1 to AMC1 SERA.14001 General

1. ~~ATC~~ATS PHRASEOLOGIES

1.1 General

Section	*Circumstances*	*Phraseologies*	*Applicable to ATC*	*Applicable to FIS*
1.1.1	Description of levels (subsequently referred to as '(*level*)')	a) FLIGHT LEVEL *(number)*; *or*	☑	☑
		b) [HEIGHT] *(number)* FEET/METRES; *or*	☑	☑
		c) [ALTITUDE] *(number)* FEET/METRES.	☑	☑
	Note. — In circumstances where clarification is required, the word 'ALTITUDE' or 'HEIGHT' may be included, e.g. 'DESCEND TO ALTITUDE TWO THOUSAND FEET'.			
	when passing level information in form of vertical distance from the other traffic	d) *(number)* FEET/METRES ABOVE (*or* BELOW*)*	☑	☑
1.1.2	Level changes, reports and rates	a) CLIMB (*or* DESCEND);	☑	☐
		followed as necessary by:		
		1) TO *(level)*	☑	☐
	...instruction that a climb (or descent) to a level within the vertical range defined is to commence	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 MINUTE) [OR GREATER (*or* OR LESS)];	☑	☐
	...for SST aircraft only	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)*;	*	
...to require action at a specific time or place	j) IMMEDIATELY;	☑	☐
	k) AFTER PASSING *(significant point)*;	☑	☐
	l) AT *(time or significant point)*;	☑	☐
...to require action when convenient	m) WHEN READY *(instruction)*;	☑	☐
...to require an aircraft to climb or descend maintaining own separation and VMC	n) MAINTAIN OWN SEPARATION AND VMC [FROM *(level)*] [TO *(level)*]*;*	☑	☐
	o) MAINTAIN OWN SEPARATION AND VMC ABOVE (*or* BELOW, *or* TO) *(level)*;	☑	☐
...when there is doubt that an aircraft can comply with a clearance or instruction	p) IF UNABLE, *(alternative instructions)* AND ADVISE;	☑	☐
...when a pilot is unable to comply with a clearance or instruction	*q) UNABLE;	*	
...after a flight crew starts to deviate from any ATC clearance or instruction to comply with an ACAS resolution advisory (RA) (Pilot and controller interchange)	*r) TCAS RA;	*	
	s) ROGER;	☑	☐
...after the response to an ACAS RA is completed and a return to the ATC clearance or instruction is initiated (Pilot and controller interchange)	*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)*;	☑	☐
…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)	*x UNABLE, TCAS RA;	*	
	y) ROGER;	☑	☐
…clearance to cancel level restriction(s) of the vertical profile of a SID during climb	z) CLIMB TO *(level)* [LEVEL RESTRICTION(S) (*SID designator*) CANCELLED *(or)* LEVEL RESTRICTION(S) *(SID designator)* AT *(point)* CANCELLED];	☑	☐

	…clearance to cancel level restriction(s) of the vertical profile of a STAR during descent	aa) DESCEND TO *(level)* [LEVEL RESTRICTION(S) *(STAR designator)* CANCELLED *(or)* LEVEL RESTRICTION(S) *(STAR designator)* AT *(point)* CANCELLED]. '*' denotes pilot transmission.	☑	☐
1.1.3	Minimum fuel …indication of minimum fuel *Note. — A flight information service (FIS) unit will not provide information on delay.*	*a) MINIMUM FUEL: b) ROGER [NO DELAY EXPECTED or EXPECT *(delay information)*]. '*' denotes pilot transmission.	* ☑	 ☐
1.1.4	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.~~* *Note. — An aircraft may be requested 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.	☑ ☑ ☑ ☑ * ☑ ☑ * ☑ ☑	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐
1.1.5	8.33 kHz channel spacing *Note.— In this paragraph, the term 'point' is used only in the context of naming the 8.33 kHz channel spacing concept and does not constitute any change to existing ICAO provisions or phraseology regarding the use of the term 'decimal'.*			

	...to request confirmation of 8.33 kHz capability	a) CONFIRM EIGHT POINT THREE THREE;	☑	☑
	...to indicate 8.33 kHz capability	*b) AFFIRM EIGHT POINT THREE THREE;	*	
	...to indicate lack of 8.33 kHz capability	*c) NEGATIVE EIGHT POINT THREE THREE;	*	
	...to request UHF capability	d) CONFIRM UHF;	☑	☑
	...to indicate UHF capability	*e) AFFIRM UHF;	*	
	...to indicate lack of UHF capability	*f) NEGATIVE UHF;	*	
	...to request status in respect of 8.33 kHz exemption	g) CONFIRM EIGHT POINT THREE THREE EXEMPTED;	☑	☑
	...to indicate 8.33 kHz exempted status	*h) AFFIRM EIGHT POINT THREE THREE EXEMPTED;	*	
	...to indicate 8.33 kHz non-exempted status	*i) NEGATIVE EIGHT POINT THREE THREE EXEMPTED;	*	
	...to indicate that a certain clearance is given because otherwise a non-equipped and/or non-exempted aircraft would enter airspace of mandatory carriage	j) DUE EIGHT POINT THREE THREE REQUIREMENT.	☑	☐
		'*' denotes pilot transmission.		
1.1.6	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)*].	☑	☐
1.1.7	Traffic information	a) TRAFFIC *(information)*;	☑	☑
	...to pass traffic information	b) NO REPORTED TRAFFIC;	☑	☑
	...to acknowledge traffic information	*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.	☑	☑
1.1.8	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);	☑	☑
	...for multiple RVR observations	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 touchdown zone, followed by the midpoint zone and ending with the roll-out/stop-end zone report.*	☑	☑
	...in the event that RVR information on any one position is not available, this information will be included in the appropriate sequence	g) RUNWAY VISUAL RANGE (*or* RVR) [RUNWAY *(number)*] *(first position) (distance) (units), (second position)* NOT AVAILABLE*, (third position) (distance) (units)*;	☑	☑
		h) PRESENT WEATHER (details);	☑	☑
		i) CLOUD *(amount*, [*(type)] and height of base) (units)* (*or* SKY CLEAR);	☑	☑
		j) CAVOK; *Note. — 'CAVOK' pronounced 'CAV-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)*;	☑	☑

		o) REPORT FLIGHT CONDITIONS;	☑	☑
	...information to a pilot changing from IFR flight to VFR flight where it is likely that flight in VMC cannot be maintained	p) INSTRUMENT METEOROLOGICAL CONDITIONS REPORTED (*or forecast*) IN THE VICINITY OF (*location*)	☑	☑
1.1.9	Position reporting	a) NEXT REPORT AT *(significant point)*;	☑	☐
	...to omit position reports until a specified position	b) OMIT POSITION REPORTS [UNTIL *(specify)*];	☑	☐
		c) RESUME POSITION REPORTING.	☑	☐
1.1.10	Additional reports	a) REPORT PASSING *(significant point)*;	☑	☑
	...to request a report at a specified place or distance	b) REPORT *(distance)* MILES (GNSS *or* DME) FROM *(name of DME station) (or significant point)*;	☑	☑
	...to report at a specified place or distance	*c) *(distance)* MILES (GNSS *or* DME) FROM *(name of DME station) (or significant point)*;		
		d) REPORT PASSING *(three digits)* RADIAL *(name of VOR)* VOR;	☑	☑
	...to request a report of present position	e) REPORT (GNSS *or* DME) DISTANCE FROM *(significant point) or (name of DME station)*;	☑	☑
	…to report present position	*f) *(distance)* MILES (GNSS *or* DME) FROM *(name of DME station) (or significant point)*. '*' denotes pilot transmission.		
1.1.11	Aerodrome information *Note. — This information is provided for runway thirds or the full runway, as applicable. (Applicable from 12 August 2021)*	a) [*(location)* RUNWAY *(number)* SURFACE CONDITION [CODE *(three-digit number)*]; *followed 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 SLIPPERY WET, OR SPECIALLY PREPARED WINTER RUNWAY, or FROST; 3. DEPTH (*(depth of deposit)* MILLIMETRES or NOT REPORTED); 4. COVERAGE (*(number)* PER CENT or NOT REPORTED); 5. AVAILABLE WIDTH *(number)* METRES;	☑	☑

	6. LENGTH REDUCED TO *(number)* METRES; 7. DRIFTING SNOW; 8. LOOSE SAND; 9. CHEMICALLY TREATED; 10. SNOWBANK *(number)* METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE; 11. TAXIWAY *(identification of taxiway)* SNOWBANK *(number)* METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE; 12. ADJACENT SNOWBANKS; 13. TAXIWAY *(identification of taxiway)* POOR; 14. APRON *(identification of apron)* POOR; 15. Plain-language remarks		
	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~~ *(ATS unit call sign)* OBSERVES (weather information);	☑	☑
	j) PILOT REPORTS *(weather information)*.	☑	☑
1.1.12	Operational status of visual and non-visual aids		
	a) *(specify visual or non-visual aid)* RUNWAY *(number)* *(description of deficiency)*;	☑	☑
	b) *(type)* LIGHTING *(unserviceability)*;	☑	☑

		c) GBAS/SBAS/MLS/ILS CATEGORY *(category)* *(serviceability state)*;	☑	☑
		d) TAXIWAY LIGHTING *(description of deficiency)*;	☑	☑
		e) *(type of visual approach slope indicator)* RUNWAY *(number)* *(description of deficiency)*.	☑	☑
1.1.13	Reduced vertical separation minimum (RVSM) operations			
	...to ascertain RVSM approval status of an aircraft	a) CONFIRM RVSM APPROVED;	☑	☐
	...to report RVSM approved status	*b) AFFIRM RVSM;	*	
	...to report RVSM non-approved status followed by supplementary information	*c) NEGATIVE RVSM *[(supplementary information, e.g. State aircraft)]*;	*	
	...to deny ATC clearance into RVSM airspace	d) UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [*or* DESCEND TO, *or* CLIMB TO] *(level)*;	☑	☐
	...to report when severe turbulence affects the capability of an aircraft to maintain height-keeping requirements for RVSM	*e) UNABLE RVSM DUE TURBULENCE;	*	
	...to report that the equipment of an aircraft has degraded below minimum aviation system performance standards	*f) UNABLE RVSM DUE EQUIPMENT;	*	
	...to request an aircraft to provide information as soon as RVSM-approved status has been regained or the pilot is ready to resume RVSM operations	g) REPORT WHEN ABLE TO RESUME RVSM;	☑	☐
	...to request confirmation that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM operations	h) CONFIRM ABLE TO RESUME RVSM;	☑	☐
	...to report ability to resume RVSM operations after an equipment or weather-related contingency	*i) READY TO RESUME RVSM.	*	
		'*' denotes pilot transmission.		
1.1.14	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 *(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;	☑	☑
		f) AFFIRM GNSS NAVIGATION. '' denotes pilot transmission.	*	
1.1.15	RNAV			
	…RNAV arrival or departure procedure cannot be accepted by the pilot	*UNABLE (*designator*) DEPARTURE [*or* ARRIVAL] DUE RNAV TYPE;	*	
	…pilot is unable to comply with an assigned terminal area procedure	*UNABLE (*designator*) DEPARTURE [*or* ARRIVAL] (*reasons*);	*	
	…ATC unable to assign an RNAV arrival or departure procedure requested by the~~a~~ pilot due to the type of on-board RNAV equipment	UNABLE TO ISSUE (*designator*) DEPARTURE [*or* ARRIVAL] DUE RNAV TYPE;	☑	☐
	…ATC unable to assign an arrival or departure procedure requested by the pilot	UNABLE TO ISSUE (*designator*) DEPARTURE [*or* ARRIVAL] (*reasons*);	☑	☐
	…confirmation whether a specific RNAV arrival or departure procedure can be accepted	ADVISE IF ABLE (*designator*) DEPARTURE [*or* ARRIVAL];	☑	☐
	…informing ATC of RNAV degradation or failure	*(aircraft call sign) UNABLE RNAV DUE EQUIPMENT;	*	
	…informing ATC of no RNAV capability	*(aircraft call sign) NEGATIVE RNAV; '*' denotes pilot transmission	*	
1.1.16	Degradation of aircraft navigation performance	~~'~~*~~'~~ UNABLE RNP *(specify type)* (*or* RNAV) [DUE TO (*reason, e.g.* LOSS OF RAIM *or* RAIM ALERT)].	*	

1.2 ~~Area control~~ En-route air traffic services

Section	*Circumstances*	*Phraseologies*		
1.2.1	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)*].	☑	☐
1.2.2	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) VIA 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.	☑	☐
1.2.3	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;	☑	☐
		g) MAINTAIN *(level)* WHILE IN CONTROLLED AIRSPACE;	☑	☐
		h) MAINTAIN BLOCK *(level)* TO *(level)*. *Note. — The term 'MAINTAIN' is not to be used in lieu of 'DESCEND' or 'CLIMB' when instructing an aircraft to change level.*	☑	☐
1.2.4	Specification of cruising levels	a) CROSS *(significant point)* AT (*or* ABOVE, *or* BELOW) *(level)*;	☑	☐
		b) CROSS *(significant point)* AT *(time)* OR LATER (*or* BEFORE) AT *(level)*;	☑	☐
		c) CRUISE CLIMB BETWEEN *(levels)* (*or* ABOVE *(level)*);	☑	☐
		d) CROSS *(distance)* MILES, (GNSS *or* DME) *[(direction)]* OF *(name of DME station)* OR *(distance) [(direction)]* OF *(significant point)* AT (*or* ABOVE *or* BELOW) *(level)*.	☑	☐
1.2.5	Emergency descent *Note. — FIC and AFIS units are entitled only to provide information, and to relay clearances and instructions on behalf of ATC units.*	*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.	☑	☑
1.2.6	If clearance cannot be issued immediately upon request	EXPECT CLEARANCE *(or type of clearance)* AT *(time)*.	☑	☐
1.2.7	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.	☑	☐
1.2.8	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];	☑	☐
		*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;	*	
	Note. — When used to apply a lateral VOR/GNSS separation, confirmation of zero offset is required.	i) CONFIRM ZERO OFFSET;	☑	☐
		*j) AFFIRM ZERO OFFSET.	*	
		'*' denotes pilot transmission		
1.2.9	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 cleared flight route or other information)*.	☑	☐
1.2.10	Relaying clearances, instructions, and information	a) *(ATC unit)* CLEARS (or INSTRUCTS) (or INFORMS) *(details of the clearance, instructions, or information)*;	☑	☑
	…confirmation or otherwise of the readback of clearance or instruction	b) [THAT IS] CORRECT (or NEGATIVE) [I SAY AGAIN (*ATC unit)* CLEARS (or INSTRUCTS) (*details of the clearance or the instruction)*]	☑	☑

1.3 ~~Approach control services~~ Arrival and departure air traffic services

Section	*Circumstances*	*Phraseologies*		
1.3.1	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 VIA *(designation)*.	☑	☐
1.3.2 Approach instructions	a) CLEARED (or PROCEED) VIA *(designation)*;	☑	☐
	b) CLEARED TO *(clearance limit)* VIA *(designation)*;	☑	☐
	c) CLEARED (or PROCEED) VIA *(details of route to be followed)*;	☑	☐
	d) CLEARED *(type of approach)* APPROACH [RUNWAY *(number)*];	☑	☐
	e) CLEARED *(type of approach)* RUNWAY *(number)* FOLLOWED BY CIRCLING TO RUNWAY *(number)*;	☑	☐
	f) CLEARED APPROACH [RUNWAY *(number)*];	☑	☐
	g) COMMENCE APPROACH AT *(time)*;	☑	☐
	*h) REQUEST STRAIGHT-IN [(type of approach)] APPROACH [RUNWAY *(number)*];	*	
	i) CLEARED STRAIGHT-IN [*(type of approach)*] APPROACH [RUNWAY *(number)*];	☑	☐
	j) REPORT VISUAL;	☑	☐
	k) REPORT RUNWAY [LIGHTS] IN SIGHT;	☑	☐
…when a pilot requests a visual approach	*l) REQUEST VISUAL APPROACH;	*	
	m) CLEARED VISUAL APPROACH RUNWAY *(number)*;	☑	☐
…to request if a pilot is able to accept a visual approach	n) ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY *(number)*;	☑	☐
…in case of successive visual approaches when the pilot of a succeeding aircraft has reported having the preceding aircraft in sight	o) CLEARED VISUAL APPROACH RUNWAY (number), MAINTAIN OWN SEPARATION FROM PRECEDING *(aircraft type and wake turbulence category as appropriate)* [CAUTION WAKE TURBULENCE];	☑	☐
	p) REPORT *(significant point)*; [OUTBOUND, or INBOUND];	☑	☐
	q) REPORT COMMENCING PROCEDURE TURN;	☑	☐
	*r) REQUEST VMC DESCENT;	*	

	s) MAINTAIN OWN SEPARATION;	☑	☐
	t) MAINTAIN VMC;	☑	☐
	u) ARE YOU FAMILIAR WITH *(name)* APPROACH PROCEDURE;	☑	☐
	*v) REQUEST *(type of approach)* APPROACH [RUNWAY number)];	*	
	w) REQUEST (MLS/RNAV plain-language designator*);	*	
	x) CLEARED (MLS/RNAV *plain-language designator*).	☑	☐
	'*' denotes pilot transmission.		

1.3.3	Holding clearances			
	...visual	a) HOLD VISUAL [OVER] (*position*), (*or* BETWEEN *(two prominent landmarks)*);	☑	☐
	...published holding procedure over a facility or fix	b) CLEARED (or PROCEED) TO *(significant point, name of facility or fix)* [MAINTAIN (or CLIMB or DESCEND TO) *(level)*] HOLD [*(direction)*] AS PUBLISHED EXPECT APPROACH CLEARANCE (or FURTHER CLEARANCE) AT *(time)*;	☑	☐
		*c) REQUEST HOLDING INSTRUCTIONS;	*	
	...when a detailed holding clearance is required	d) CLEARED (or PROCEED) TO *(significant point, name of facility or fix)* [MAINTAIN (*or* CLIMB or DESCEND TO) *(level)*] HOLD [*(direction)*] [*(specified)* RADIAL, COURSE, INBOUND TRACK *(three digits)* DEGREES] [RIGHT (*or* LEFT) HAND PATTERN] [OUTBOUND TIME *(number)* MINUTES] EXPECT APPROACH CLEARANCE (*or* FURTHER CLEARANCE) AT *(time) (additional instructions, if necessary)*;	☑	☐
		e) CLEARED TO THE *(three digits)* RADIAL OF THE *(name)* VOR AT *(distance)* DME FIX [MAINTAIN (*or* CLIMB *or* DESCEND TO) *(level)*] HOLD [*(direction)*] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME *(number)* MINUTES] EXPECT APPROACH CLEARANCE (*or* FURTHER CLEARANCE) AT *(time) (additional instructions, if necessary)*;	☑	☐
		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)*.	☑	☐
		'*' denotes pilot transmission.		

1.3.4	Expected approach time	a) NO DELAY EXPECTED;	☑	☐
		b) EXPECTED APPROACH TIME *(time)*;	☑	☐
		c) REVISED EXPECTED APPROACH TIME *(time)*;	☑	☐
		d) DELAY NOT DETERMINED *(reasons)*.	☑	☐

1.4 Phraseologies for use on and in the vicinity of the aerodrome

Section	*Circumstances*	*Phraseologies*		
1.4.1	Identification of aircraft	SHOW LANDING LIGHTS.	☑	☑
1.4.2	Acknowledgement by visual means	a) ACKNOWLEDGE BY MOVING AILERONS (*or* RUDDER);	☑	☑
		b) ACKNOWLEDGE BY ROCKING WINGS;	☑	☑
		c) ACKNOWLEDGE BY FLASHING LANDING LIGHTS.	☑	☑
1.4.3	Starting procedures			
	...to request permission to start engines	*a) [*aircraft location*] REQUEST START-UP;	*	
		*b) [*aircraft location*] REQUEST START-UP, INFORMATION (ATIS *identification*);	*	
	... ATC response	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.		
1.4.4	Pushback procedures			
	...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.		
1.4.5	Towing procedures	†a) REQUEST TOW [*company name*] *(aircraft type)* FROM *(location)* TO *(location)*;	†	
	...ATC response	b) TOW APPROVED VIA *(specific routing to be followed)*;	☑	☐

		c) HOLD POSITION;	☑	☐
		d) STAND BY. '†' denotes transmission from aircraft/tow vehicle combination.	☑	☐
1.4.6	To request time check and/or aerodrome data for departure	*a) REQUEST TIME CHECK;	*	
		b) TIME *(time)*;	☑	☑
	...when no ATIS broadcast is available	*c) REQUEST DEPARTURE INFORMATION;	*	
		d) RUNWAY *(number)*, WIND *(direction and speed) (units)* QNH (or QFE) *(number)* [*(units)*] TEMPERATURE [MINUS] *(number)*, [VISIBILITY *(distance) (units)* (*or* 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 used for take-off.* '*' denotes pilot transmission.	☑	☑
1.4.7	Taxi procedures			
	...for departure	*a) *[aircraft type] [wake turbulence category if "super" or 'heavy'] [aircraft location]* REQUEST TAXI *[intentions]*;	☑	☐
		*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)*];	☑	☐
	...where detailed taxi instructions are required	*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*))];	☑	☐
	...where aerodrome information is not available from an alternative source such as ATIS	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)*];	☑	☐

...for helicopter operations	*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)*;	☑	☐
...after landing	*n) REQUEST BACKTRACK;	*	
	o) BACKTRACK APPROVED;	☑	☐
	p) BACKTRACK RUNWAY *(number)*;	☑	☐
...general	*q) [*(aircraft location)*] REQUEST TAXI TO *(destination on aerodrome)*;	*	
	r) TAXI STRAIGHT AHEAD;	☑	☐
	s) TAXI WITH CAUTION;	☑	☐
	t) GIVE WAY TO *(description and position of other aircraft)*;	☑	☐
	*u) GIVING WAY TO *(traffic)*;	*	
	*v) TRAFFIC *(or type of aircraft)* IN SIGHT;	*	
	w) TAXI INTO HOLDING BAY;	☑	☐
	x) FOLLOW *(description of other aircraft or vehicle)*;	☑	☐
	y) VACATE RUNWAY;	☑	☐
	*z) RUNWAY VACATED;	*	
	aa) EXPEDITE TAXI [*(reason)*];	☑	☐
	*bb) EXPEDITING;	*	
	cc) [CAUTION] TAXI SLOWER [*reason*];	☑	☐
	*dd) SLOWING DOWN.	*	
	'*' denotes pilot transmission.	*	

1.4.8	Holding	‡a) HOLD *(direction)* OF *(position, runway number, etc.)*;	☑	☐
		‡b) HOLD POSITION;	☑	☐
		‡c) HOLD *(distance)* FROM *(position)*;	☑	☐

	...to hold not closer to a runway than specified	‡d) HOLD 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 of the instructions 'HOLD, HOLD POSITION and HOLD SHORT OF (position)'. In each case, the acknowledgement is to be by the phraseology 'HOLDING' or 'HOLDING SHORT', as appropriate.		
1.4.9	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];	☑	☐
		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) REPORT RUNWAY *(number)* VACATED;	☑	☑
	Note. — The pilot will, when requested, report 'RUNWAY VACATED' when the entire aircraft is beyond the relevant runway-holding position.	*ef) RUNWAY VACATED.	*	
		'*' denotes pilot transmission.		
1.4.10	Preparation for take-off	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;	*	
	...clearance to enter runway and await take-off clearance	f) LINE UP [AND WAIT];	☑	☐
		†g) LINE UP RUNWAY *(number)*;	☑	☐
		h) LINE UP. BE READY FOR IMMEDIATE DEPARTURE;	☑	☐
	...conditional clearances	‡i) *(condition)* LINE UP *(brief reiteration of the condition)*;	☑	☐

	...acknowledgement of a conditional clearance	*j) *(condition)* LINING UP *(brief reiteration of the condition)*;	*	
	...confirmation or otherwise of the readback of a conditional clearance	k) [THAT IS] CORRECT (*or* NEGATIVE) [I SAY AGAIN]~~.~~ *(as appropriate)*;	☑	☐
	…request for departure from an intersection take-off position	*l) REQUEST DEPARTURE FROM RUNWAY *(number)*, INTERSECTION *(designation or name of intersection);*	*	
	…approval of requested departure from an intersection take-off position	m) APPROVED, TAXI TO HOLDING POINT RUNWAY *(number)*, INTERSECTION *(designation or name of intersection);*	☑	☐
	…denial of requested departure from an intersection take-off position	n) NEGATIVE, TAXI TO HOLDING POINT RUNWAY *(number)*, INTERSECTION *(designation or name of intersection);*	☑	☐
	…ATC-initiated intersection take-off	o) ADVISE ABLE TO DEPART FROM RUNWAY *(number)*, INTERSECTION *(designation or name of intersection);*	☑	☐
	…advising take-off run available from an intersection take-off position	p) TORA RUNWAY *(number)*, FROM INTERSECTION *(designation or name of intersection)*, *(distance)* METRES;	☑	☐
	…issuing multiple line-up instruction	q) LINE UP AND WAIT RUNWAY *(number)*, INTERSECTION *(name of intersection), (essential local traffic information);*	☑	☐
	…request for a visual departure	*r) REQUEST VISUAL DEPARTURE [DIRECT] TO/UNTIL *(navaid, waypoint, altitude);*	*	
	…ATS-initiated visual departure	s) ADVISE ABLE TO ACCEPT VISUAL DEPARTURE [DIRECT] TO/UNTIL *(navaid, waypoint/altitude);*	☑	☐
	…clearance for visual departure	t) VISUAL DEPARTURE RUNWAY *(number)* APPROVED, TURN LEFT/RIGHT [DIRECT] TO *(navaid, heading, waypoint)* [MAINTAIN VISUAL REFERENCE UNTIL *(altitude)*];	☑	☐
	…read-back of visual departure clearance	*u) VISUAL DEPARTURE TO/UNTIL *(navaid, waypoint/altitude);*	*	
		'*' denotes pilot transmission. '†' When there is the possibility of confusion during multiple runway operations. '‡' Provisions concerning the use of conditional clearances are contained in SERA.8015 ~~(g) and (h)(2)~~(ec). *Note. — 'TORA' is pronounced 'TOR-AH'.*		
1.4.11	Take-off clearance	a) RUNWAY *(number)* CLEARED FOR TAKE-OFF [REPORT AIRBORNE];	☑	☐
	...when reduced runway separation is used	b) *(traffic information)* RUNWAY *(number)* CLEARED FOR TAKE-OFF;	☑	☐

	...when take-off clearance has not been complied with	c) TAKE OFF IMMEDIATELY OR VACATE RUNWAY [*(instructions)*];	☑	☐
		d) TAKE OFF IMMEDIATELY OR HOLD SHORT OF RUNWAY;	☑	☐
	...to cancel a take-off clearance	e) HOLD POSITION, CANCEL TAKE-OFF I SAY AGAIN CANCEL TAKE-OFF *(reasons)*;	☑	☐
		*f) HOLDING;	*	
	...to stop a take-off after an aircraft has commenced take-off roll	g) STOP IMMEDIATELY [*(repeat aircraft call sign)* STOP IMMEDIATELY];	☑	☐
		*h) STOPPING;	*	
	...for helicopter operations	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.		
1.4.12	Turn or climb instructions after take-off	*a) REQUEST RIGHT (*or* LEFT) TURN;	*	
		b) RIGHT (*or* LEFT) TURN APPROVED;	☑	☐
		c) WILL ADVISE LATER FOR RIGHT (*or* LEFT) TURN;	☑	☐
	...to request airborne time	d) REPORT AIRBORNE;	☑	☑
		e) AIRBORNE *(time)*;	☑	☑
		f) AFTER PASSING *(level) (instructions)*;	☑	☐
	...heading to be followed	g) CONTINUE RUNWAY HEADING *(instructions)*;	☑	☐
	...when a specific track is to be followed	h) TRACK EXTENDED CENTRE LINE *(instructions)*;	☑	☐
		i) CLIMB STRAIGHT AHEAD *(instructions)*.	☑	☐
		'*' denotes pilot transmission.		
1.4.13	Entering an aerodrome traffic circuit	*a) *[aircraft type] (position) (level)* FOR LANDING;	*	
		b) JOIN [*(direction of circuit)*] *(position in circuit)* RUNWAY *(~~runway~~ number)* [SURFACE] WIND *(direction and speed)*	☑	☐

		(units) [TEMPERATURE [MINUS] *(number)*] QNH (or QFE) *(number) [units)*] [TRAFFIC *(detail)*];		
		c) [*(direction of circuit*)] RUNWAY *(number)* [SURFACE] WIND *(direction and speed) (units)* [TEMPERATURE [MINUS] *(number)]* QNH (or QFE) *(number) [units)*] [TRAFFIC *(detail)*];	☐	☑
		~~c~~d) MAKE STRAIGHT-IN APPROACH, RUNWAY *(number)* [SURFACE] WIND *(direction and speed) (units)* [TEMPERATURE [MINUS] *(number)*] QNH (*or* QFE) *(number)* [*(units)*] [TRAFFIC *(detail)*];	☑	☐
	...when ATIS information is available	*~~d~~e) *(aircraft type) (position) (level)* INFORMATION *(ATIS identification)* FOR LANDING;	*	
		~~e~~f) JOIN *(position in circuit)* [RUNWAY *(number)*] QNH (*or* QFE) *(number)* [*(units)*] [TRAFFIC *(detail)*]~~.~~;	☑	☐
		g) *(direction of circuit)* [RUNWAY *(number)*] QNH (*or* QFE) *(number) [(units)*] [TRAFFIC *(detail)*].	☐	☑
		'*' denotes pilot transmission.		
1.4.14	In the circuit	*a) *(position in circuit, e.g. DOWNWIND/FINAL)*;	*	
		b) NUMBER ... FOLLOW *(aircraft type and position) [additional instructions if required]*~~.~~;	☑	☐
		c) TRAFFIC *(detail)* [additional information if required];	☑	☑
		d) REPORT *(position in circuit)*.	☑	☑
		'*' denotes pilot transmission.		
1.4.15	Approach instructions	a) MAKE SHORT APPROACH;	☑	☐
	Note. — The report 'LONG FINAL' is made when an aircraft turns on to final approach at a distance greater than 7 km (4 NM) from touchdown or when an aircraft on a straight-in approach is 15 km (8 NM) from touchdown. In both cases, a report 'FINAL' is required at 7 km (4 NM) from touchdown.	b) MAKE LONG APPROACH (*or* EXTEND DOWNWIND);	☑	☐
		c) REPORT BASE (*or* FINAL, *or* LONG FINAL);	☑	☑
		d) CONTINUE APPROACH [PREPARE FOR POSSIBLE GO-AROUND].	☑	☐
1.4.16	Landing clearance	a) RUNWAY *(number)* CLEARED TO LAND;	☑	☐
	...when reduced runway separation is used	b) *(traffic information)* RUNWAY *(number)* CLEARED TO LAND;	☑	☐
	...special operations	c) CLEARED TOUCH AND GO;	☑	☐
		d) MAKE FULL STOP;	☑	☐

	...to make an approach along, or parallel to, a runway, descending to an agreed minimum level	*e) REQUEST LOW APPROACH *(reasons)*;	*	
		f) CLEARED LOW APPROACH [RUNWAY *(number)*] [*(altitude restriction if required) (go-around instructions)*];	☑	☐
	...to fly past the control tower or other observation point for the purpose of visual inspection by persons on the ground	*g) REQUEST LOW PASS *(reasons)*;	*	
		h) CLEARED LOW PASS [*as in f)*];	☑	☐
	...for helicopter operations	*i) REQUEST STRAIGHT-IN (*or* CIRCLING APPROACH, LEFT *or* RIGHT) TURN TO *(location)*);	*	
		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. '*' denotes pilot transmission.	☑	☐
1.4.17	Delaying aircraft	a) CIRCLE THE AERODROME;	☑	☐
		b) ORBIT (RIGHT, *or* LEFT) [FROM PRESENT POSITION];	☑	☐
		c) MAKE ANOTHER CIRCUIT.	☑	☐
1.4.18	Missed approach	a) GO AROUND;	☑	☐
		b) GOING AROUND. '' denotes pilot transmission.	*	
1.4.19	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);	☑	☑
	...wake turbulence	e) CAUTION WAKE TURBULENCE [FROM ARRIVING (*or* DEPARTING) (type of aircraft)] *[additional information as required]*;	☑	☑

	...jet blast on apron or taxiway	f) CAUTION JET BLAST;	☑	☑
	...propeller-driven aircraft slipstream	g) CAUTION SLIPSTREAM-;	☑	☑
	…other traffic	h) TRAFFIC *(details);*	☑	☑
	Information on the actual use of the runway	i) NO REPORTED TRAFFIC RUNWAY *(number);*	☐	☑
	Note. — Information on the actual use of the runway in points i) and j) may be provided to aircraft at any phase of the flight, in particular in the circuit and during the preparation for departure.	j) RUNWAY *(number)* OCCUPIED *[or* BLOCKED BY*] (details) [*REPORT INTENTIONS*].*	☑	☑
1.4.20	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)*;	☑	☑
		e) TAKE (*or* TURN) FIRST (*or* SECOND, *or* CONVENIENT) LEFT (*or* RIGHT) AND CONTACT GROUND *(frequency)*;	☑	☐
	...for helicopter operations	f) AIR-TAXI TO HELICOPTER STAND / 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)*.	☑	☐

1.5 Phraseologies to be used related to controller–pilot data link communications (CPDLC)

Section	*Circumstances*	*Phraseologies*		
1.5.1	Operational status			
	...failure of CPDLC	a) [ALL STATIONS] CPDLC FAILURE *(instructions)*;	☑	☐
	...failure of a single CPDLC message	b) CPDLC MESSAGE FAILURE *(appropriate clearance, instruction, information or request)*;	☑	☐
	...to correct CPDLC clearances, instructions, information or requests	c) DISREGARD CPDLC *(message type)* MESSAGE, BREAK *(correct clearance, instruction, information or request)*;	☑	☐
	...to instruct all stations or a specific flight to avoid sending CPDLC requests for a limited period of time	d) [ALL STATIONS] STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [*(reason)*];	☑	☐
	...to resume normal use of CPDLC	e) [ALL STATIONS] RESUME NORMAL CPDLC OPERATIONS.	☑	☐

2. 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.

2.1 General ATS surveillance service phraseologies

Section	*Circumstances*	*Phraseologies*		
2.1.1	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]~~.~~;	☑	☐
		g) NOT IDENTIFIED *[reason]*.	☑	☑
2.1.2	Position information	POSITION *(distance) (direction)* OF *(significant point)* (*or* OVER *or* ABEAM *(significant point)*).	☑	☑
2.1.3	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]*;	☑	☐
		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) (significant point)*;	☑	☐
		i) HEADING IS GOOD.	☑	☐
2.1.4	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)].	☑	☐
2.1.5	Manoeuvres	a) MAKE A THREE SIXTY TURN LEFT (*or* RIGHT) *[reason]*;	☑	☐
		b) ORBIT LEFT (*or* RIGHT) *[reason]*;	☑	☐
	...(in case of unreliable directional instruments on board aircraft)	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.	☑	☐
		Note. — When it is necessary to specify a reason for vectoring or for the above-mentioned manoeuvres, the following phraseologies should be used: *a) DUE TRAFFIC;* *b) FOR SPACING;* *c) FOR DELAY;* *d) FOR DOWNWIND (or BASE, or FINAL).*		
2.1.6	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)];	☑	☐
	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) NO [ATC] SPEED RESTRICTIONS.	☑	☐
	'*' denotes pilot transmission.		
	Note. — An arriving aircraft may be instructed to maintain its 'maximum speed', 'minimum clean speed', 'minimum speed', or a specified speed. 'Minimum clean speed' signifies the minimum speed at which an aircraft can be flown in a clean configuration, i.e. without deployment of lift-augmentation devices, speed brakes or landing gear.		
2.1.7 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.	☑	☐
2.1.8 Traffic information and avoiding action	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);	☑	☑

	...(if known)	8) *(aircraft type)*;	☑	☑
		9) *(level)*;	☑	☑
	…when passing level information on to aircraft climbing or descending, in the form of vertical distance from ~~the~~ other traffic	10) [YOUR CLEARED LEVEL]	☑	☐
		11) CLIMBING (*or* DESCENDING);	☑	☑
	...to request avoiding action	*b) REQUEST VECTORS;	*	
		c) DO YOU WANT VECTORS?;	☑	☐
	...when passing unknown traffic	d) CLEAR OF TRAFFIC *[appropriate instructions]*;	☑	☑
	...for avoiding action	e) TURN LEFT (*or* RIGHT) IMMEDIATELY HEADING *(three digits)* TO AVOID [UNIDENTIFIED] TRAFFIC *(bearing by clock-reference and distance)*;	☑	☐
		f) TURN LEFT (*or* RIGHT) *(number of degrees)* DEGREES IMMEDIATELY TO AVOID [UNIDENTIFIED] TRAFFIC AT *(bearing by clock-reference and distance)*. '*' denotes pilot transmission.	☑	☐
2.1.9	Communications and loss of communications	a) [IF] RADIO CONTACT LOST *(instructions)*;	☑	☑
		b) IF NO TRANSMISSIONS RECEIVED FOR *(number)* MINUTES (*or* SECONDS) *(instructions)*;	☑	☐
		c) REPLY NOT RECEIVED *(instructions)*;	☑	☑
	...if loss of communications suspected	d) IF YOU READ ~~[~~*(manoeuvre instructions ~~or SQUAWK (code or IDENT))~~*];	☑	☐
		e) IF YOU READ *[SQUAWK (code) or IDENT)]*;	☑	☑
		~~e~~f) (*manoeuvre,* SQUAWK *or* IDENT) OBSERVED. POSITION *(position of aircraft)*~~.~~ *[(instructions)]*.	☑	☑
2.1.10	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)*.	☑	☑

2.1.11	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)*.	☑	☑

2.2 Radar in approach control service

Section	*Circumstances*	*Phraseologies*		
2.2.1	Vectoring for approach	a) VECTORING FOR *(type of pilot-interpreted aid)* 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)*;	☑	☐
		f) *(type)* APPROACH NOT AVAILABLE DUE *(reason) (alternative instructions)*.	☑	☐
2.2.2	Vectoring for ILS and other pilot-interpreted aids	a) POSITION *(number)* KILOMETRES (*or* MILES) from x). TURN LEFT (*or* RIGHT) HEADING *(three digits)*;	☑	☐
		b) YOU WILL INTERCEPT *(radio aid or track) (distance)* FROM (*significant point or* TOUCHDOWN);	☑	☐
	...when a pilot wishes to be positioned at a specific distance from touchdown	*c) REQUEST *(distance)* FINAL;	*	
		d) CLEARED FOR *(type of approach)* APPROACH RUNWAY *(number)*;	☑	☐
	...instructions and information	e) REPORT ESTABLISHED ON [ILS] LOCALISER (*or* ON GBAS/SBAS/MLS 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 *(localiser course or radio aid) (reason)*;	☑	☐
		i) THIS TURN WILL TAKE YOU THROUGH *(localiser course or radio aid) [reason]*;	☑	☐
		j) TAKING YOU THROUGH *(localiser course or radio aid) [reason]*;	☑	☐
		k) MAINTAIN (*altitude)* UNTIL GLIDE PATH INTERCEPTION;	☑	☐
		l) REPORT ESTABLISHED ON GLIDE PATH;	☑	☐
		m) INTERCEPT *(localiser course or radio aid)* [REPORT ESTABLISHED].	☑	☐
		'*' denotes pilot transmission.		
2.2.3	Manoeuvre during independent and dependent parallel approaches	a) CLEARED FOR *(type of approach)* APPROACH RUNWAY *(number)* LEFT (*or* RIGHT);	☑	☐
		b) YOU HAVE CROSSED THE LOCALISER (*or* GBAS/SBAS/MLS FINAL APPROACH COURSE). TURN LEFT (*or* RIGHT) IMMEDIATELY AND RETURN TO THE LOCALISER (*or* GBAS/SBAS/MLS FINAL APPROACH COURSE);	☑	☐
		c) ILS (*or* MLS) RUNWAY *(number)* LEFT (*or* RIGHT) LOCALISER (*or* MLS) FREQUENCY IS *(frequency)*;	☑	☐
	...for avoidance action when an aircraft is observed penetrating the NTZ	d) TURN LEFT (*or* RIGHT) *(number)* DEGREES (*or* HEADING) *(three digits)* IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], CLIMB TO *(altitude)*;	☑	☐
	...for avoidance action below 120 m (400 ft) above the runway threshold elevation where parallel approach obstacle assessment surfaces (PAOAS) criteria are being applied	e) CLIMB TO *(altitude)* IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH] *(other instructions)*.	☑	☐
2.2.4	Surveillance radar approach			
2.2.4.1	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.	☑	☐

2.2.4.2	Elevation	a) COMMENCE DESCENT NOW [TO MAINTAIN A *(number)* DEGREE GLIDE PATH];	☑	☐
		b) *(distance)* FROM TOUCHDOWN ALTITUDE (*or* HEIGHT) SHOULD BE *(numbers and units)*.	☑	☐
2.2.4.3	Position	*(distance)* FROM TOUCHDOWN.	☑	☐
2.2.4.4	Checks	a) CHECK GEAR DOWN [AND LOCKED];	☑	☐
		b) OVER THRESHOLD.	☑	☐
2.2.4.5	Completion of approach	a) REPORT VISUAL;	☑	☐
		b) REPORT RUNWAY [LIGHTS] IN SIGHT;	☑	☐
		c) APPROACH COMPLETED [CONTACT *(unit)*].	☑	☐
~~2.2.5~~	~~PAR approach~~			
~~2.2.5.1~~	~~Provision of service~~	~~a) THIS WILL BE A PRECISION RADAR APPROACH RUNWAY *(number)*;~~		
		~~b) PRECISION APPROACH NOT AVAILABLE DUE *(reason)(alternative instructions)*;~~		
		~~c) IN CASE OF GO AROUND *(instructions)*.~~		
~~2.2.5.2~~	~~Communications~~	~~a) DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS;~~		
		~~b) REPLY NOT RECEIVED. WILL CONTINUE INSTRUCTIONS.~~		
~~2.2.5.3~~	~~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.~~		
~~2.2.5.4~~	~~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;~~		

		~~c) 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).*~~
~~2.2.5.5~~	~~Position~~	~~a) *(distance)* FROM TOUCHDOWN;~~ ~~b) OVER APPROACH LIGHTS;~~ ~~c) OVER THRESHOLD.~~
~~2.2.5.6~~	~~Checks~~	~~a) CHECK GEAR DOWN AND LOCKED;~~ ~~b) CHECK DECISION ALTITUDE (*or* HEIGHT).~~
~~2.2.5.7~~	~~Completion of approach~~	~~a) REPORT VISUAL;~~ ~~b) REPORT RUNWAY [LIGHTS] IN SIGHT;~~ ~~c) APPROACH COMPLETED [CONTACT (unit)].~~
~~2.2.5.8~~	~~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);*~~ ~~*e) GOING AROUND.~~ ~~'*' denotes pilot transmission.~~

2.3 Secondary surveillance radar (SSR) and ADS-B phraseologies

Section	*Circumstances*	*Phraseologies*		
2.3.1	To request the capability of the SSR equipment	a) ADVISE TRANSPONDER CAPABILITY; *b) TRANSPONDER *(as shown in the flight plan)*; *c) NEGATIVE TRANSPONDER. '*' denotes pilot transmission.	☑ * *	☑
2.3.2	To request the capability of the ADS-B equipment	a) ADVISE ADS-B CAPABILITY; *b) ADS-B TRANSMITTER *(data link)*; *c) ADS-B RECEIVER *(data link)*; *d) NEGATIVE ADS-B. '*' denotes pilot transmission.	☑ * * *	☑
2.3.3	To instruct setting of transponder	a) FOR DEPARTURE SQUAWK *(code)*; b) SQUAWK *(code)*.	☑ ☑	☑ ☑
2.3.4	To request the pilot to reselect the assigned mode and code	a) RESET SQUAWK *[(mode)] (code)*; *b) RESETTING *[(mode)] (code)*. '*' denotes pilot transmission.	☑ *	☑
2.3.5	To request reselection of aircraft identification	RE-ENTER [ADS-B *or* MODE S] AIRCRAFT IDENTIFICATION.	☑	☑
2.3.6	To request the pilot to confirm the code selected on the aircraft's transponder	a) CONFIRM SQUAWK *(code)*; *b) SQUAWKING *(code)*. '*' denotes pilot transmission.	☑ *	☑
2.3.7	To request the operation of the IDENT feature	a) SQUAWK *[(code)]* [AND] IDENT; b) SQUAWK LOW;	☑ ☑	☑ ☑

		c) SQUAWK NORMAL;	☑	☑
		d) TRANSMIT ADS-B IDENT.	☑	☑
2.3.8	To request temporary suspension of transponder operation	SQUAWK STANDBY.	☑	☑
2.3.9	To request emergency code	SQUAWK MAYDAY [CODE SEVEN-SEVEN-ZERO-ZERO].	☑	☑
2.3.10	To request termination of transponder and/or ADS-B transmitter operation	a) STOP SQUAWK [TRANSMIT ADS-B ONLY];	☑	☑
		b) STOP ADS-B TRANSMISSION [SQUAWK *(code)* ONLY].	☑	☑

Note. — Independent operations of Mode S transponder and ADS-B may not 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 may not be able to comply with ATC instructions related to ADS-B operation.

2.3.11	To request transmission of pressure-altitude	a) SQUAWK CHARLIE;	☑	☑
		b) TRANSMIT ADS-B ALTITUDE.	☑	☑
2.3.12	To request pressure setting check and confirmation of level	a) CHECK ALTIMETER SETTING AND CONFIRM *(level)*.	☑	☑
2.3.13	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*)].	☑	☑
2.3.14	To request level check	CONFIRM *(level)*.	☑	☑
2.3.15	Controller queries a discrepancy between the displayed 'Selected Level' and the cleared level *Note. — The controller will not state on radiotelephony the value of the 'Selected Level' observed on the situation display.*	CHECK SELECTED LEVEL. CLEARED LEVEL IS (*level*);	☑	☐
		CHECK SELECTED LEVEL. CONFIRM CLIMBING (*or* DESCENDING) TO (*or* MAINTAINING) (*level*);	☑	☐
		*CLIMBING (*or* DESCENDING) TO (*or* MAINTAINING) (*level*) (*appropriate information on selected level).* '*' denotes pilot transmission.	*	

3. AUTOMATIC DEPENDENT SURVEILLANCE — CONTRACT (ADS-C) PHRASEOLOGIES

3.1 General ADS-C phraseologies

Section	*Circumstances*	*Phraseologies*		
3.1.1	ADS-C degradation	ADS-C (*or* ADS-CONTRACT) OUT OF SERVICE *(appropriate information as necessary)*.	☑	☐

4. ALERTING PHRASEOLOGIES

4.1 Alerting phraseologies

Section	*Circumstances*	*Phraseologies*		
4.1.1	Low-altitude warning	*(aircraft call sign)* LOW-ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY, QNH IS *(number) [(units)]*. [THE MINIMUM FLIGHT ALTITUDE IS *(altitude)*].	☑	☑
4.1.2	Terrain alert	*(aircraft call sign)* TERRAIN ALERT, *(suggested pilot action, if possible)*.	☑	☑

5. GROUND CREW/FLIGHT CREW PHRASEOLOGIES

5.1 Ground crew/flight crew phraseologies

Section	*Circumstances*	*Phraseologies*
5.1.1	Starting procedures (ground crew/cockpit)	a) [ARE YOU] READY TO START UP?; *b) STARTING NUMBER *(engine number(s))*. *Note 1. — The ground crew should 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.
5.1.2	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; *g) STOP PUSHBACK; h) CONFIRM BRAKES SET; *i) BRAKES SET; *j) DISCONNECT; k) DISCONNECTING STAND BY FOR VISUAL AT YOUR LEFT (*or* RIGHT). *Note. — This exchange is followed by a visual signal to the pilot to indicate that disconnect is completed and all is clear for taxiing.* '*' denotes pilot transmission.		

6. AIR TRAFFIC FLOW MANAGEMENT (ATFM)

6.1	ATFM			
	Calculated take-off time (CTOT) delivery resulting from a slot allocation message (SAM).	a) SLOT *(time);*	☑	☑
	Change to CTOT resulting from a slot revision message (SRM).	b) REVISED SLOT *(time);*	☑	☑
	CTOT cancellation resulting from a slot cancellation message (SLC).	c) SLOT CANCELLED, REPORT READY;	☑	☑
	Flight suspension until further notice (resulting from flight suspension message (FLS)).	d) FLIGHT SUSPENDED UNTIL FURTHER NOTICE, DUE *(reason);*	☑	☑
	Flight de-suspension resulting from a de-suspension message (DES).	e) SUSPENSION CANCELLED, REPORT READY;	☑	☑
	Denial of start-up when requested too late to comply with the given CTOT.	f) UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT EXPIRED, REQUEST A NEW SLOT;	☑	☐
	Denial of start-up when requested too early to comply with the given CTOT.	g) UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT *(time)*, REQUEST START-UP AT *(time).*	☑	☐

GM1 Appendix 1 to SERA.14001 ~~for Appendix 1~~ General

The phraseology in AMC1 SERA.14001 does not include phrases and regular radiotelephony procedure words contained in SERA Section 14.

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.

GM2 Appendix 1 to AMC1 SERA.14001 General

The phraseologies listed in Appendix 1 to AMC1 SERA.14001 are organised per phases of flight or per use of specific communication, navigation and surveillance technologies that require the exchange of specific communication between ATS personnel or ground crew and flight crews.

With regard to the communications between flight crews and ATS personnel, the tables specify the ATS phraseologies to be used to perform ATC service or FIS functions respectively. Consequently, the two rightmost columns indicate which of the ATS phraseologies are to be used for ATC functions, for FIS functions, or for both ATC and FIS functions.

In general, the subject SERA phraseologies constitute a standardised core content of identified phrases for usual situations; they do not constitute an exhaustive list. When circumstances differ, pilots, ATS personnel and other ground crew will be expected to use plain language which should be as clear and concise as possible and, when applicable, in the level specified in the relevant rules on language proficiency.