Approach / Departure Phraseology

KEY: **Bold = Controller phraseology**
    Italic = Pilot Phraseology
    ( ) = Additional phraseology if needed
    <u>Underline</u> replace with the heading or altitude, QNH

<u>Arrivals from the Chiang Mai Approach scenario:</u>

THA946: VTCH to VTCC, Route MHS W36 CMA, FL090

Handed off to you from Bangkok Center (Aircraft already under RADAR Control):

Chiang Mai Approach, THA946 at FL090 on airway W36.

THA946, Chiang Mai Approach Swadee-Cup, maintain 9000 proceed on course, Chiang Mai QNH 1013

Then at point while inbound:

THA946, expect vectoring ILS 36 Approach (circle to land runway 18).

Alternant Phraseology that includes all the above:

THA946, Chiang Mai Approach Swadee-Cup, expect vectoring ILS 36 Approach (VOR, VISUAL), (circle to land runway 18), maintain 9000 proceed on course, Chiang Mai QNH <u>1013</u>.

Now you control him by issuing descents and turns.

THA946, when ready descend and cross Chiang Mai VOR at <u>7000</u>.

Or just issue the descent when needed

THA946 descend to <u>7000</u>.

Issue headings

THA946 Depart Chiang Mai VOR heading <u>090</u>

Or when observed crossing the Chiang Mai VOR

THA946, Turn <u>right</u> heading <u>100.</u>

Continue to issue headings and descent instruction as listed above until you have him on the base leg and ready for turn to join the localizer or final approach course.

THA946 turn <u>right</u> heading <u>330</u>, report established on the localizer (final approach course).

THA946 established on the localizer.

THA946, Cleared ILS 36 Approach (circle to runway 18), (Circle east of the field), contact Chiang Mai Tower on 118.100 (swadee-cup).

SIA390: WSSS to VTCC, Route: VMR B469 VPK M751 BKK A464 CMA, FL340,
Center is OFF LINE so you may contact the pilot prior to reaching the TMA and coordinate the arrival.
When the aircraft reaches a point approximately 10 miles from the TMA border you may send him a "Contactme".

Phraseology for aircraft NOT under radar control:

Chiang Mai Approach, SIA390 on airway A464 (level, descending through) <u>14000 for 6000.</u>

SIN390, Chiang Mai Approach, swadee-cup, Radar Identified, <u>four zero miles (40)</u> <u>South east</u> on airway A464 at FL140, continue on course and descent to <u>6000</u>, Chiang Mai QNH <u>1013.</u>

Then you may issue the Arrival to expect in the next transmission.

SIN390, expect ILS 36 approach (circle to land runway 18) from TOONY intersection (IAF), cross TOONY at or above <u>6000.</u>

You can also combine the two phrases together:

SIN390, Chiang Mai Approach, swadee-cup, Radar Identified, <u>four zero miles (40)</u> <u>South east</u> on airway A464 at FL140, expect ILS runway 36 approach (circle to land runway 18) from TOONY intersection (IAF), cross TOONY at or above <u>6000</u>, QNH <u>1013.</u>

When the aircraft reached a point approximately 10 miles from TOONY you need to issue the clearance to fly the approach. If you have other traffic you can always cancel the clearance and radar vector him!!

SIN390, you are <u>one-zero (10)</u> miles from TOONEY, cross TOONY at or above <u>6000</u>, cleared ILS 36 approach (circle to runway 18), report established.

Let the pilot fly the approach from the IAF. After SIN390 reports established:

SIN390, (circle east of the field), contact Chiang Mai tower on 118.100 (swadee-cup).

If you are controlling Tower also then issue the landing clearance.

SIN390, wind <u>180 at 6 knots</u> runway <u>36</u> cleared to land.

SIN390, wind <u>180 at 6 knots</u> runway <u>18</u> cleared to land, circle east of the field.

HS-ERB VTCP-VTCC Route: PAE W15 CMA, FL120

In the sample we will simulate the aircraft is under Radar control when handed off to Chiang Mai Approach.

Chiang Mai Approach, HS-ERB at FL120 on airway W15.

HS-ERB, Chiang Mai Approach Swadee-Cup, expect vectoring ILS 36 Approach (VOR, VISUAL), (circle to land runway 18), maintain 9000 proceed on course, Chiang Mai QNH <u>1013</u>.

HS-ERB, with a request.

HS-ERB, go with your request.

HS-ERB, would like to request the VOR 36 approach (circle to land runway 18) full procedure.

HS-ERB, expect VOR 36 (circle to land runway 18) approach, full procedure.

Continue to monitor aircraft on airway to CMA VOR and issue descents based on minimum safe altitudes. Issue vectors if needed for traffic and when clear issue a final vector to the IAF CMA VOR. Within about 10 miles of the IAF CMA VOR issue the approach clearance.

HS-ERB, you are <u>one-zero (10)</u> miles from Chiang Mai VOR, cross Chiang Mai VOR at or above <u>6500</u>, cleared VOR 36 approach (circle to runway 18), report established.

HS-ERB, Established on the final approach course.

HS-ERB, (circle east of the field), contact Chiang Mai tower on 118.100 (swadee-cup).

If you are controlling Tower also then issue the landing clearance.

HS-ERB, wind <u>180 at 6 knots</u> runway <u>36</u> cleared to land.

HS-ERB, wind <u>180 at 6 knots</u> runway <u>18</u> cleared to land, circle east of the field.

THA766, VTCH to VTCC, Route MHS W36 CMA, FL090

Center is OFF LINE so you may contact the pilot prior to reaching the TMA and coordinate the arrival. When the aircraft reaches a point approximately 10 miles from the TMA border you may send him a "Contactme".

Chiang Mai Approach, THA766 at FL090 on airway W36.

THA766, Chiang Mai Approach Swadee-Cup, Radar contact, maintain 9000 proceed on course, Chiang Mai QNH 1013

Then at point while inbound:

THA766, expect (vectoring for) visual approach runway <u>18.</u>

Alternant Phraseology that includes all the above:

THA766, Chiang Mai Approach Swadee-Cup, Radar contact expect (vectoring for) visual approach runway <u>18</u> , maintain 9000 proceed on course, Chiang Mai QNH <u>1013</u>.

At this point issue descent instruction based on the minimum safe altitude published on the charts. If the ceiling is below the minimum safe altitude you will have to vector and provide descent instruction until the aircraft descends below the cloud ceiling (you need to provide separation from the terrain until then can descend low enough to see the terrain. At any point during the approach when the pilot descends below the reported ceiling you can show the airport to the pilot. (usually done within 10 miles of the airport). If the pilot cannot descend below the ceiling (7000 west of CMA VOR) you will hold him at 7000 until he crosses over the CMA VOR and then descend him in the safe area to the east of the CMA VOR (just like if vectoring for the ILS 36 approach) Once he is low enough and is in visual range of the airport you can show him the airport.

THA766, airport 12 o'clock 10 miles, report the airport in sight.

THA766, IMC (means he is in instrument meteorology conditions (above or in the clouds)).

Or

THA766, Airport in sight.

THA766, cleared visual approach runway 18.

If you need him to follow specific instructions, then add them to the clearance.

THA766, cross over top of the field and enter a left down wind, cleared visual approach runway 18.

THA766, cross over top of the field and enter a right down wind, cleared visual approach runway 36.

Than at any point you can hand off to the tower or if the tower is offline you can issue the landing clearance.

Departure: THA100 Route: PSL1B PSL W9 TL W9 BKK FL350

Chiang Mai Departure, THA100, one thousand five hundred (1500) for one one thousand (11000), Phitsanulok one bravo (PSL1B) departure.

THA100, Chiang Mai Departure, Radar Identified, one thousand five hundred (1500), climb to <u>one one thousand (11000),</u> proceed on course with the Phitsanulok one bravo departure (PSL1B).

The pilot will navigate via the departure. You need only monitor his progress and issue turns and altitude instructions if needed. If Center is online you will begin your hand off 10 miles before reaching the TMA boundary or 2000 before reaching the TMA ceiling (9000). To hand off hit the F4 key and type in the two digit ID to the left side of the VTBB_CTR callsign and then click on the aircraft or press the aircraft select key. Once the Center controller picks up track you say:

THA100, contact Bangkok Control on 132.100. (swadee-cup).

Using this aircraft and flight plan with the exception he is NOT on the PSL1B departure you do the following.

Chiang Mai Departure, THA100, one thousand five hundred (1500) for one one thousand (11000).

THA100, Chiang Mai Departure, Radar Identified, one thousand five hundred (1500), climb to <u>one one thousand (11000),</u>

Monitor the aircraft and when he passes 2000 issue the following instructions:

THA100, Turn left heading one-one-zero (110) and intercept the Chiang Mai VOR one-four-seven (147) radial (W9).

Then continue to monitor his progress issuing heading or altitudes adjustments based on traffic. Then hand off to Center. If center is offline you will release him to Unicom. Use the F4 and click on the aircraft to drop trach and say:

THA100, You are leaving my airspace to the <u>south-east,</u> radar services terminated switch to Unicom swadee-cup.

Or

THA100, You are climbing out of my airspace<u>,</u> radar services terminated switch to Unicom, swadee-cup.

Departure: HS-PRD VTCC to VTPM, Route: CMA W7 MST at FL100.

Some departures may file for routing that does not have a SID (Standard instrument departure). In this case you will provide radar vectors to get the aircraft on his routing.

Chiang Mai Departure, HS-PRD, one thousand five hundred (1500) for one zero thousand (10000).

HS-PRD, Chiang Mai Departure, Radar Identified, one thousand five hundred (1500), climb to <u>one one thousand (11000), maintain runway heading / turn right/left heading.</u>

HS-PRD, turn <u>right</u> heading <u>230</u> join airway whiskey seven (W7). Proceed on course.

After that monitor and hand off to center or release to Unicom.