



Learning Goals

Basic information for GROUND controller

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Ground (GND)

Responsibility

- All tasks as Delivery
These tasks will be fulfilled by you at regional airports which do not have a DELIVERY position or at major airports when DELIVERY does not happen to be online.
- Provide push and start clearance
- Taxi clearance.
- Correct assignment of Gates for Heavy, Medium and small aircrafts

Push and Start clearance

If a pilot request pushback it is your responsibility to check if it's safe. The pilot does not have a rear-view mirror so he can't look behind him. So do not give him the clearance when another aircraft is also pushing back and both aircrafts are on collision course.

CORRECT: "MSR961", pushback in 2 minutes.

When it's safe for the pushback:

CORRECT: "MSR961", pushback approved.

When there are 2 possible ways of taxiing tell the pilot which way you want him to pushback

CORRECT: "MSR961", pushback approved facing West.

The pilot now knows how to perform his pushback and his nose will end up facing to the West after completion.

In case no pushback is needed at the airport the pilot will ask for start-up only

CORRECT: "MSR961", start-up approved

In case start-up and pushback is needed at the airport the pilot will request push and start. You can give it to him in one instruction:

CORRECT: "MSR961", push and start approved.

CORRECT: "MSR961", push and start approved facing East.

WRONG: "MSR961", push and start approved, call when ready for taxi.

WRONG: "MSR961", push and start approved, call for taxi.

WRONG: "MSR961", push and start approved, report ready for taxi.

Don't do that...When push and start is approved, the pilot will eventually request for the taxi.



Time check

Some airports use the time check in their pushback clearance. This is to synchronize time between pilot and Controller for correct departure time. Check the local procedures if a time check is required.

CORRECT: "MSR961", push and start approved. Timecheck 15 (Pronounce One Five)

The current time is now 15 (Pronounce One Five) minutes after the hour.

Taxi clearance (departing traffic)

Taxi clearance is given in the following order:

- Holding point
- Runway
- via taxiways

So first tell the pilot where to go to....and then how to get there.

CORRECT: "MSR961", Taxi to Holding point T, runway 05C via D, S, T

In the situation that the pilot already mentioned the runway in his request for taxi you MAY leave it out in your taxi instruction.

Pilot: Ground, "MSR961" request taxi to runway 05C

ATC: "MSR961", Taxi to Holding point T, via D, S, T

Another extra statement is allowed to be put in the taxi clearance like:

CORRECT: "MSR961", Taxi to Holding point T, runway 05C via D, S, T, report reaching.

The Report reaching instruction forces the pilots to report when they are close to the holding point. They can switch to tower and if possible Tower can immediately clear them for take-off

Avoid ground collisions

Monitor taxiing traffic and intervene if necessary.

WRONG: "MSR961", stop there sir, there is an aircraft coming from your right.

CORRECT: "MSR961", hold position, **give way** to B737, right to left, via Echo taxiway.

When the aircraft has passed:

WRONG: "MSR961", you may continue taxi now.

CORRECT: "MSR961", continue taxi holding point 05C via S, T

CORRECT: "MSR961", to holding point T, runway 05C via S, T, follow company 737

Note: only use this when the aircraft in front is from the same airliner (the company)

CORRECT: "MSR961", to holding point T, runway 05C via S, T, follow Boeing 737 in front of you.



Crossing runways during taxi

Tower is responsible for the runways!

So in case you need an aircraft to cross a runway, communicate with tower first if it is clear and approved!

Keep in mind that due to an emergency situation tower can always open or close a certain runway.... so stay in communication with the tower before giving crossing clearance.

Give your taxi instruction to the crossing point and when crossing is safe, give the pilot the second taxi instruction to reach the runway of departure.

Example:

ATC: "MSR961", taxi holding point V1, via taxiways D, S and T

upon reaching the pilot will call you:

Pilot: " MSR961" at V1 for the crossing 05C.

ATC: "MSR961" cross 05C at V1, continue taxi holding point F ,rwy05R via R

Pilot: rgr, crossing 05C at V1, taxi holding point F, via R.

This procedure can only be performed if TOWER gave you permission to do this!

Standard situation would be that you as ground guide the traffic to the holding point before crossing any runway. Once the crossing point has been reached....transfer the traffic to TOWER and he will perform the second phase of the taxi.

GND: "MSR961", taxi holding point V1, via taxiways D, S and T

upon reaching the pilot will call you:

Pilot: " MSR961" at V1

GND: Contact TWR 118.10

Pilot: Tower 118.10

Pilot: Tower , MSR961 at V1 for crossing 05C

TWR: "MSR961" cross 05C at V1, continue taxi holding point F ,rwy05R via R

Pilot: rgr, crossing 05C at V1, taxi holding point F, via R.

Backtracking runways

This is the responsibility of TOWER! remember....Ground does the taxiways....Tower the runways.



Handover to TOWER

When the aircraft reports at his holding point hand him over to the Tower controller:

Pilot: "MSR961", at holding point N

WRONG: "MSR961", roger...you may switch now to the tower on frequency 119.10

CORRECT: "MSR961", contact tower on 119.10

Taxi clearance (ARRIVING traffic)

Taxi clearance is given in the following order:

- gate/stand
- via taxiways

So again: first tell the pilot where to go to....and then how to get there.

CORRECT: "MSR961", taxi to terminal3, F5, via taxiways T, Bypass 4, S, C.

WRONG:"MSR961", taxi F5, via taxiways T, Bypass 4, S, C, **report on blocks.**

Don't do that....the pilot will report when he has arrived and ready for switch off.

pilot: "MSR961" on blocks at F5 request engine shutdown.

CORRECT: "MSR961" engine shutdown approved, Unicom 122.8, good day.

or

CORRECT: "MSR961" engine shutdown approved, frequency change approved, good day.

In real life companies have their own frequencies. Even on IVAO some VA's created their own company channel so as a controller it's ok to say "frequency change approved".

or in case of VFR traffic:

CORRECT: "MSR961" flight plan closed at 15 Zulu (15 minutes after the current hour) engine shutdown approved, Unicom 122.8, good day.

Note:

Closing the flight plan is standard for VFR traffic!

Closing the IFR flight plan is **ONLY** done when the aircraft did not arrive at his destination because he had to divert for whatever reason.

Labelling

Normally a Ground controller has nothing to do with labelling. It is the task of DEL and TWR for departing traffic. BUT...for arriving traffic it is common practise if you label the GATE so you will remember where you assigned an arriving aircraft.

