



Learning Goals IFR Communication TRAINING

IFR COMMUNICATION , HOW TO DO THIS

ATC or Air Traffic Control is the contact between you the pilot and the controllers on the ground. It is important that you can safely depart from an airport but also land safely at your point of destination.

A lot of pilots fly on IVAO, but unfortunately we see on a regular basis that the professionalism between pilot and controller is not up to standard.

There are rules concerning ATC communication and with this lesson we will try to get your level of ATC communication to a suitable standard.

What do we need to know before we start this lesson?

Firstly the alphabet used in ATC is in the NATO phonetic format. The letter A is not pronounced A but ALPHA. This is done to differentiate better between letters, for example the letter B sounds very much like the letter D so this can cause confusion.

The best way to learn this alphabet is to practice. Read a book and try to spell the words using the alphabet below, and see if you can remember all the letters.

Also very important to know is when to call out your call sign. Start with your call sign when addressing the ATC for a request and End with your call sign when reading back an instruction. Most of the beginners start off doing this incorrectly.

Below is the alphabet and numbers as used by aircrew and air traffic controllers. This is required material before you can start the lesson.



NATO ALPHABET	NUMBERS
ALPHA	ONE
BRAVO	TWO
CHARLIE	TREE (this is easier to differentiate than three)
DELTA	FOUR
ECHO	FIVE
FOXTROT	SIX
GOLF	SEVEN
HOTEL	EIGHT
INDIA	NINER
JULLIET	TEN
KILO	
LIMA	
MIKE	
NOVEMBER	
OSCAR	
PAPA	
QUEBEC	
ROMEO	
SIERRA	
TANGO	
UNIFORM	
VICTOR	
WHISKEY	
X-RAY	
YANKHEE	
ZULU	

PHRASES	MEANINGS
Increase	To make greater, as in number, speed, altitude
Decrease	To make smaller, as in number, speed, altitude
Established	In line with the runway (runway heading)
Fully Established	In line with the runway (runway heading) and on the glide slope
Side Step	Capture ILS on the LEFT runway and land on the RIGHT runway
Execute	To carry out, accomplish
Expedite	To carry out immediately
Re-cleared	Amendment to your previous instruction



IFR FLIGHT RULES

Once you have made contact with an Air Traffic Controller, it is very important that you are able to communicate clearly. It is also important to know that the key to professional communication is to keep it short, because you are not the only pilot who has contact with the controller. Have a listen on ATC-BOX <http://atcbox.com/> (free membership) and listen to real world pilots and how they communicate with different controllers. You will also notice how short they keep their messages in comparison to what you will sometimes encounter on IVAO.

In real life all stations are manned, on IVAO this is not always the case. It can happen that there is no controller on line, in this case you would monitor UNICOM on 122.800 where you would communicate with other pilots via text mode using your keyboard.

Normally you would start with the DELIVERY controller, where you would request the clearance for your flight. It could happen that there is no DELIVERY available in this case you would go to the next level which is the GROUND controller. You would then request the clearance from them. It is important to remember that you should request your clearance from the lowest available controller. So if EHAA_CTR and EHAM_TWR were on line simultaneously you should first contact the TWR to request your clearance.

Here we will put the all available stations in order, that you would find at a fully staffed airport.

- DELIVERY
- GROUND
- TOWER
- APPROACH
- ARRIVAL
- RADAR



In this lesson we will teach you step by step how to communicate with controllers in a short but professional way.

CLEARANCE DELIVERY

I have used the proper name "CLEARANCE" whereby it becomes clear that the DELIVERY controller is where you request your clearance for a flight.

Today we will be making a flight to London Heathrow in a Boeing 737. We are parked with our engines off at gate D57 at Amsterdam Schiphol. Our call sign is KLM965.



We refer to all sequences of communication as “blocks” which can be explained as follows

- Request from pilot
- Response of controller
- Read back from pilot (block is closed)

We could start a block with clearance delivery in two ways:
 We could perform a radio check on the standard delivery frequency of 121.975
 Request a clearance for our flight to Heathrow

For now we will use the radio check method as an example.
 It is important to keep it clear but short.
 OK set your radio to 121.975 and here we go.

Pilot	Amsterdam Delivery, KLM965 gate D57 radio check on 121,975 <i>121.975 is pronounced “one two one decimal niner seven five”</i>
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After you have asked this, you will receive a response from DELIVERY on how he receives your voice transmission.

Delivery	KLM965 read you 5, go ahead <i>5 is perfect, 3 or lower is bad and not understandable</i>
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You can see from the above that we keep it short and simple, and that the controller has also kept it short.

You will usually get a “GO AHEAD” or “PASS YOUR MESSAGE” after a radio-check, which basically means you are free to ask a question or request.
 So we are going to make now contact with DELIVERY and we want a radio check.



Pilot	Amsterdam Clearance, KLM965 (D57) request IFR to Heathrow with information Delta
Delivery	KLM965, information Delta is correct, you are cleared to Heathrow as filed via de GORLO2V departure. Your Squawk is 0045 and runway in use is 36L
Pilot	Cleared to Heathrow via de GORLO2V departure, Squawk is 0044 and runway 36L is in use, KLM965
Delivery	Read back correct, Call GROUND on 121,80 for the push and start
Pilot	We call GROUND on 121,80 for the push and start, KLM965



Between 23:00 and 07:00 LOCAL TIME the GORLO1Z night time transition would be in effect.

We can see from this that the whole message transmitted by the DELIVERY controller has been fully copied and re-transmitted by the pilot, this is what's known as a read back. The only thing missing is the weather information DELTA but the controller had already confirmed that DELTA was correct.

Always make sure you the current ATIS or weather information that the DELIVERY controller has, we have used DELTA here as an example but this changes quite frequently.

Again you can see that we kept the block as short as possible, and have covered the clearance part in a short space of time. We now know that we are cleared for our flight to Heathrow via the GORLO2V SID (Standard Instrument Departure). We can prepare ourselves for the flight.

Now we will comply with the instructions given to us by DELIVERY, and that was to contact GROUND to request the push back and start up. Keep in mind that you should only contact the GROUND when you are fully ready for push back, until such a time you should remain on the frequency of the DELIVERY controller.



GROUND

We are finished with the preparations for our flight, the doors are closed and we are ready for the push back and start up of the engines.

Pilot	GROUND, KLM965 ready for the push and start gate D57
Ground	KLM965, Push and start approved and Report when ready for taxi
Pilot	Push and start approved, we will call back for taxi, KLM965

During the push back, the engines are started, not at the gate this is done to prevent problems, such as the rolling forward of the aircraft and hitting the gate.

The engines are now running and we are completely ready to go. Of course we need clearance from the GROUND controller before we can start to taxi to runway which is 36L. A lot of people think that is the responsibility of the TOWER but that is not the case. A TWR controller only controls the landing and take-off of aircraft.

It could also happen that you are parked on an APRON and you do not require a push back from a gate, in this case we would start a block as follows:

Pilot	GROUND, KLM965 ready for the start, (gate number)
Ground	KLM965, start approved and Report ready for taxi



Pilot	Start approved, we will report ready for taxi, KLM965
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Note the word push is not used

In our example flight we will be using the push and start procedure because we are parked at gate D57. We will now request taxi clearance.

Pilot	GROUND, KLM965 ready for taxi
Ground	KLM965, taxi to runway 36L via the Bravo, Charlie, Whiskey5 and report when reaching
Pilot	Taxi to 36L via de Bravo, Charlie, Whiskey5 and report when reaching



We are on our way to the Whiskey 5 Holding Point which leads onto runway 18C. In Europe you are never allowed to enter or cross a runway without prior permission from the TOWER controller. In the United States you are allowed to proceed without clearance but it is good practice to request permission from the TOWER.

We are approaching Whiskey 5 and we call the GROUND:

Pilot	GROUND, KLM965 reaching Whiskey5
Ground	KLM965, Cross 18C approved and continue taxi via V to V3
Pilot	Crossing 18C approved and continue via V to V3, KLM965

As you can see, I have omitted the word "taxi" in my read back, because it is pretty apparent, that this is what we are doing. This shows again that you can keep it short.

Note we are send to an Intersection which can be recognized by the letter/digit combination (Victor Three) . The word "Holding point" is reserved for the beginning of the runway. An Intersection is an entry or exit of the runway.

We arrive at intersection V3. Since we are not cleared yet to do the line-up, you have to hold short before the intersection of the runway. Just before you make the final turn on the taxiway onto the runway you will be transferred by ATC to the Tower. In case have not received this clearance yet to change frequency, you could contact GND and tell him you are "Fully ready for departure". Note the use of the word "departure" and NOT the word "take-off"

TOWER

If GND contacts us, it will go like this:

Ground	KLM965 contact Tower on 119,225
Pilot	Contact TWR on 119,225



If we contact the Ground, it will go like this:

Pilot	GND, KLM965 approaching V3
Ground	Contact TWR on 119,225

We use the word "Approaching" because we are not at V3 just yet. As soon as the GND controller has told us to contact the TWR, we immediately change frequency and contact them without delay.

We contact the TWR:

Pilot	TWR, KLM965 approaching V3 fully ready for departure
TWR	KLM965, Hold short V3
Pilot	Holding short V3, KLM965

This will vary from flight to flight we have now received a hold short instruction from the TWR, but we could also have received a Line-Up or Rolling Take-Off clearance.

Also I have mentioned that I was "Fully Ready" to announce that we completely ready for departure. The word take-off is not allowed unless the TWR has given you a take-off clearance, therefore we use the word departure.

It may also happen that you have an aircraft in front of you and the TWR wants you to follow that aircraft. TWR will then say:

TWR	KLM965, line up 36L, behind the departing B747 behind
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Notice the word "BEHIND" was used twice, this is done to avoid confusion. It is also important to fully read back the instruction.

Pilot	Lining UP 36L behind the departing Boeing behind, KLM965
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For our flight today we are instructed to line up on the runway and wait for a takeoff clearance. It would be as follows:

TWR	KLM965, Line UP 36L and wait or and hold position
Pilot	Lining UP 36L and wait or and hold position, KLM965

You can shorten your read back by omitting the runway number if you wish, but to avoid confusion it is better practice to mention it. Remember that it is imperative that you have Squawk Mode Charlie activated before you enter the runway.



The Squawk Mode is activated the moment you enter the runway until you exit the runway at your destination.

The TWR tells us that we are cleared to depart from the 36L.

TWR	KLM965, winds 310, 6 knots, 36L, Cleared for take-off
Pilot	36L, Cleared for take-off, KLM965

Notice we did not read back the wind information.

The above example would be a typical take-off clearance. The TWR could also give other clearances which are of importance to us. I will provide a few examples and read backs:

TWR	KLM965, winds 310, 6 knots, 36L, Cleared for take-off. After 2000 ft 121,20
Pilot	36L, Cleared for take-off, after 2000 feet, 121,20 KLM965

The frequency could also be said as "one two one two", without the decimal.

We have received our clearance for takeoff and we are instructed to contact approach on frequency 121,20 after passing 2000 ft.

TWR	KLM965, winds 310, 6 knots, 36L, Cleared for take-off, runway heading.
Pilot	36L, Cleared for take-off, runway heading, KLM965

TWR	KLM965, winds 310, 12 knots, gusts 18 knots, 36L, Cleared for take-off
Pilot	Copy the winds, 36L, Cleared for take-off, KLM965

The winds here are pretty strong especially with the gusts, therefore I just confirm to the controller that I have received the wind information.

APPROACH

After our departure we will be handed over to the APP controller. Even though the name approach might sound contradicting, it is also used for departing aircraft until you have left his TMA (Terminal Area) and thereby safely away from the airfield.

The TWR had instructed us to contact the APP when passing 2000ft. There are times I have observed pilots mentioning to the TWR that they are passing 2000ft and are switching over to the APP on frequency 121,2

DO NOT DO THIS.

Stay on the TWR frequency during your climb out to FL60 and when you reach 2000ft you must switch directly over to the APP controller without any communication with the TWR.



We will now open a new block because we are passing 2000ft in the climb.

Pilot	Amsterdam approach, KLM965 passing 2000 feet , GORLO2V departure
APP	KLM965, Continue GORLO2V
Pilot	Continue GORLO2V, KLM965

Again here we can receive different instructions, for example the APP controller could tell us that we can continue our climb to FL90, or perhaps he wants us to deviate from our flight plan and fly directly to a VOR or intersection.

The idea of an APP is to have as much space as possible inside his TMA, so if he runs out of space due to traffic levels and it is safer to give you a direct to instruction, then that is what you can expect.

Imagine this, the TWR has cleared us to an initial altitude of FL90, and we are just passing 3000ft. The TWR instructs us to contact the APP.

Now we will get the following:

Pilot	Amsterdam approach, KLM965 passing 2000 feet cleared FL90 GORLO2V departure
APP	KLM965, Continue GORLO2V
Pilot	Continue GORLO2V, KLM965

As you might have noticed by now during this lesson ATC, communications basically turns you into a parrot.

You say something to the controller, The controller responds, You respond back by means of a read back to let the controller know you understood the message.

CONTROL / RADAR

We continue on our flight and we are now leaving the Amsterdam Schiphol TMA. We should then take up contact with the Control/Radar CTR controller, because the APP controller will shortly be losing you from his radar screen. All ATC services are limited to a specific amount of statute miles after which you will disappear from the scope.

OK the APP controller is instructing us to contact the CTR:

APR	KLM965, Contact Amsterdam Control at 125,750
Pilot	Contact Amsterdam Control 125,750 bye bye, KLM965

I have used the words "bye bye", as acknowledgment that we are leaving his area and our way of saying thank you.

You sometimes hear these long stories, like "Thank you very much for you ATC service and I hope to see you again soon" Here at the Flight-Academy we do not like this as it is not professional, and it goes against our belief of keeping it short and simple.



We contact the CTR:

Pilot	Amsterdam Control, good day , KLM965, Flight Level 90, inbound Gorlo
CTR	KLM965, Hello Identified. Continue

If this is the message you receive from the CTR controller then you do not need to give a read back

But he could also say something like:

CTR	KLM965, Hello Identified. Continue and climb FL220
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Because the CTR has instructed us to continue our climb to FL220, we must now give a read back to verify we have understood the instruction.

Pilot	Continue and climb FL220, KLM965
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The objective of a CTR controller or RADAR as he is also known, is to safely and efficiently get you out of his airspace. This will also lead to you having to contact different CTR as you fly from country to country along your route. The communication here is a lot easier than in the beginning. We really only mention our altitude and next waypoint, be it a VOR or intersection.

Ok we are leaving the Dutch CTR and about to enter British airspace.

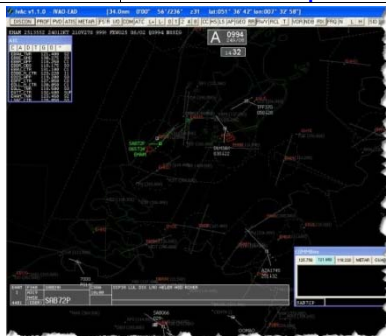
CTR	KLM965, Contact London Control 127,475
Pilot	London Control at 127,475 bye bye, KLM965

We set our frequency to 127,475 and contact London control.

Pilot	Control, good day, KLM965, FL220 inbound LOGAN
CTR	KLM965, Hello Identified Continue as filled

Sometimes it may happen that the CTR has so much traffic in his area that he cannot see you on his radar screen. The controller could instruct you to..

CTR	KLM965, Squawk Ident please
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This means that you press the little "ident" button on your IVAP user interface, by doing this a controller gets a little signal on his screen to better identify your aircraft.

A CTR controller cannot see when a pilot is ready to descent, to them you are a little dot on a screen with a few numbers and letters, but apart from that nothing. Therefore you will at some



stage inform the controller that you wish to descend.
 The Controllers can't see when you are ready for your descend. You are just a label on their radar screen with a bunch of information. Eventually you have to report when you are "Ready to descent"

We are at FL220 and the FMC tells us that in 5NM we will be reaching our TOD "Top Of Descent". We would really like to start descending at that point to maintain a stable descent path as programmed into the FMC.

We will contact CTR and request clearance to descent.

Pilot	London Control, KLM965 ready for descent in 5NM
CTR	KLM965, descent FL120 to be level at TRIPO
Pilot	Descent to FL120 be level at TRIPO, KLM965

It could also happen that you get the following instruction after requesting your descent clearance.

CTR	KLM965, cleared for descent on own discretion as published
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This means you can follow your own descent path as programmed in the FMC but according to the prescribed altitudes from your charts (as published) .

REMEMBER that you must NEVER initiate your descent without permission from a controller.

It could also happen that you would like to deviate from your flight plan and fly DIRECT to a VOR or Intersection, again you must NEVER do this without getting permission first.

Pilot	London Control, KLM965 request direct (say the name of VOR or intersection)
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In our flight we have arrived at TRIPO and we are at FL120 as instructed. We are busy preparing ourselves for the approach and landing. Getting the latest ATIS and reading the charts for Heathrow.

We get the following message from the CTR:

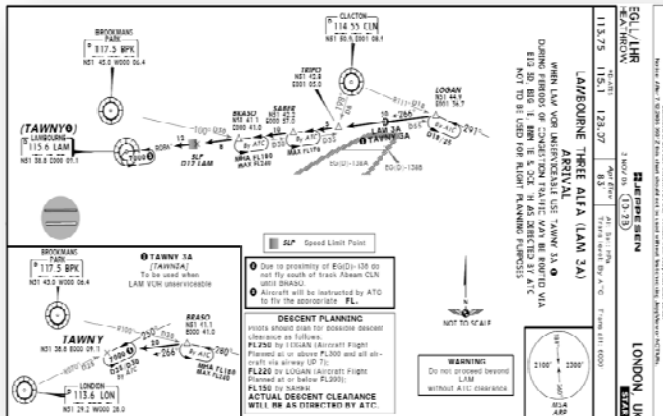
CTR	KLM965, you are cleared for the LAMBOURNE THREE ALPHA arrival. Descent to FL90, contact Heathrow Approach 119,725
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Now you can see things are getting a bit busier, we have been cleared to follow the LAM 3A STAR (Standard Arrival Route), to descend to FL90 and



contact Heathrow Approach. During which we also have to get the latest ATIS for Heathrow.
 It is important to remain calm during this heavy "work flow".
 We will now contact Heathrow approach.

Pilot	Heathrow approach, KLM965 descending from FL120 to FL90 LAM3A arrival, information (whatever is current) received
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We have informed the controller that we have started our descent to FL90 and are executing the LAM 3A STAR. It is of major importance that you have the current ATIS information, so you know the TA/TL and the active runway in use at Heathrow.

It may happen that you will have to fly vectors or at different altitudes than you had anticipated, you may be even be told to enter a Holding Pattern before you enter a TMA, this is to better regulate the flow of traffic into and out of an airport.
 In regards to Holding Patterns I suggest you have a look at the self study section Holding Patterns.

Here we will use the exact same initial call up to APP but now we will see an example of what the controllers read back might be. In this instance he is going to tell us to continue along the LAM 3A and descend to FL40.

Pilot	Heathrow approach, KLM965 descending from FL120 to FL90 LAM3A arrival, information (whatever is current) received
APP	KLM965, descent FL40, continue LAM3A arrival
Pilot	Descent FL40, continue LAM3A, KLM965

During this descent you might be guided by VECTORS, we will show an example here.

APP	KLM965, turn left to heading 340 and descent to FL40
Pilot	Turning left to heading 340 and descending to FL40, KLM965



One very important word and one that must be remembered, because you will come across it a lot is "**EXPEDITE**" this means that you must carry out the instructions as fast as possible.

OK the controller has vectored us so that we are nearly on final for runway 27R at Heathrow. We are now at 2000ft and our speed is 220KIAS. We get the following message from APP:

APP	KLM965, turn left , heading 300, intercept Localizer runway 27R, report fully Established
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Or another way of putting it...

APP	KLM965, turn left, heading 300, cleared ILS runway 27R, report when fully Established
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The meanings are the same, just a different way of saying the same thing and I am sure that you should know the read back by now, but just in case here they both are.

Pilot	Turning left heading 300 to intercept Localizer runway 27R, report when fully established, KLM965
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Pilot	Turning left heading 300 cleared ILS runway 27R, report when fully established, KLM965
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Once our Localizer has become alive the aircraft should start making the turn to line itself up with the runway on a heading of 270. We also see we are reaching the point where the aircraft starts to descend along the Glide Slope of 27R.

We inform the controller.

Pilot	Fully established runway 27R, KLM965
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APP cannot give us a landing clearance if a TWR is available. He would therefore send us the following message, to which we read back...

APP	KLM965, contact Heathrow Tower on 118,70
Pilot	Contact Heathrow Tower on 118,70 KLM965

Ok we are fully established and we contact the TWR.

Pilot	Heathrow Tower, KLM965, Fully established runway 27R
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Now we reach the point that we have almost landed. We have just informed the Tower that we are fully established on runway 27R. In most of the cases we can land but sometimes we cannot! When you receive your landing clearance, TWR will say : "Cleared to land". When you don't get landing clearance, TWR will instruct us to: "Continue approach".



TWR	KLM965, you are cleared to land runway 27R, number 1
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TWR	KLM965, Continue approach runway 27R
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When you are told you are number one, that means there is no aircraft in front of you, but it can also happen that you have an airplane on final approach in front of you and you will receive a message like:

TWR	KLM965, Continue Approach, Number 2 for landing
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Imagine we have been cleared to continue the approach as mentioned earlier, but you have not received a landing clearance yet, and we are getting close to the airport. In this instance it is good practice to inform the controller that we are on short final and ready to land. This is usually done at 3NM from the touchdown zone, in our case runway 27R.

Pilot	Heathrow Tower, KLM965, 3 Miles
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This is enough information to let the controller know that you are 3NM from the runway and are requesting a clearance to land.

Landing an aircraft is difficult at the best of times, to make it worse things can go wrong when trying to land, for example a total communication failure could happen where you lose all contact with ATC, in these instances it is vital to remember that you do not land until you have received a "Cleared to land" instruction. In the charts of an airfield you will find the procedures used for a missed approach, should you have to execute one. It is advisable to know the procedure in your head and be prepared to fly it.

There are a thousand and one reasons why a landing might be interrupted. To fly a missed approach is what's known as "Executing" a missed approach and to fly a missed approach as described in the charts is what's known as flying a "published" missed approach. We would advise the controller as follows if going to execute a published missed approach.

Pilot	Heathrow Tower, KLM965, Executing a missed approach as published
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Now that wasn't too bad was it? Short and to the point.

In most cases a missed approach procedure would bring you to a VOR station where you would enter a Holding Pattern. When we are in the Hold (Flying the inbound leg towards the VOR) we would inform the controller



Pilot	Heathrow Tower, KLM965, is in the HOLD at (name the VOR station) as published, Flightlevel/Altitude (your current altitude), speed (your current speed)
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It is important to relay all information in these circumstances, especially when it concerns a missed approach.

Take note that the standard speed when flying a holding pattern is set at 220 IAS below Flight level 140. In most cases you will be handed back to the approach controller, who will realign you on final approach in this case runway 27R.

For our flight today we will go back to the point where we are fully established on the ILS, and where we had informed the approach controller of this fact.

Pilot	Heathrow approach, KLM965, fully Established runway 27R
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APP	KLM965, contact Heathrow Tower on 118,70
Pilot	Contact Heathrow Tower on 118,70 KLM965

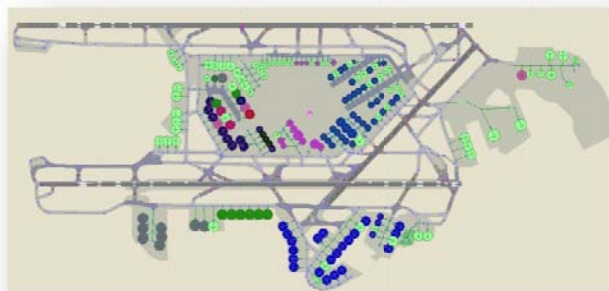
So we contact the tower.

Pilot	Heathrow Tower, KLM965, fully Established runway 27R
TWR	KLM965, winds 260, 6 knots, 27R, Cleared to land
Pilot	27R, Cleared to land, KLM965

You have received your landing clearance and from now on you do not need to contact the TWR controller. When you receive this type of message you could in essence contact the ground controller as soon as you have vacated the runway, however this is not really accepted on IVAO.

In real life this is the norm, because the TWR has better things to be doing than giving you clearances to change frequency. On IVAO however you will usually get a message like report "Vacated" in this instance we have no choice but to stay on the frequency and report as instructed.

For our flight we are still with the TWR and he instructs us.



TWR	KLM965, winds 260, 6 knots, 27R, Cleared to land, report when vacated to the left.
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Our Answer:

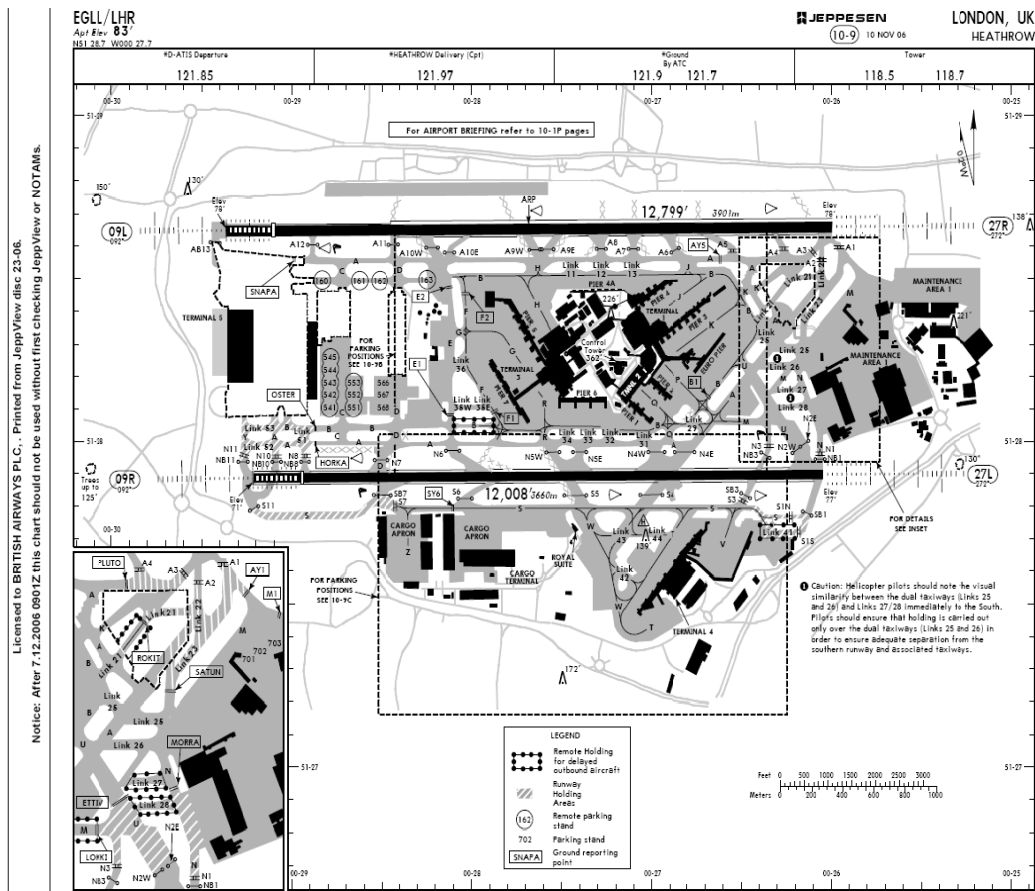


Pilot	27R, Cleared to land, and we'll report when vacated to the left, KLM965
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As soon as we have vacated the runway we set our transponder "Squawk" to mode standby and inform the TWR

Pilot	Tower, KLM965 vacated 27R at A10E
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You will then be instructed to contact the ground controller to get your taxi clearance.



We contact the ground controller to get our taxi instructions.

Pilot	Ground, KLM965, vacated 27R at A10E, request taxi
GND	KLM965, taxi to gate 106 via B, J
Pilot	Taxi to gate 106 via B, J, KLM965

On occasion during taxi you might be instructed to stop because there is traffic on the taxiway, it will sound something like.

GND	KLM965, Hold position for traffic
Pilot	Holding position, KLM965



After a short stop the controller will contact us again and tell to continue to taxi to our gate. He won't give us a full taxi instruction like he did previously because the route we have to take and our stand number is still the same. So it should be something like,

GND	KLM965, Continue taxi
Pilot	Continue taxi, KLM965

Once at the gate we can shutdown our engines and request that the controller closes our flight plan. Our request is pretty straight forward and is used in all cases, however the responses that we get can be different, here are a few.

Pilot	Ground, KLM965 is on blocks at gate 106, request shut down
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We always mention our gate number to make sure there is no confusion.

GND	KLM965, Welcome at Heathrow Airport, Flightplan closed and switch to Unicom 122,80 bye bye
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The read back here would be basically repeating what was said .

You could also get something like

GND	KLM965, Welcome at Heathrow Airport, Flightplan closed, time is 12:20 Switch to Unicom 122,80 bye bye
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In this instance we get information regarding the time. This time is connected to the Local Time of the airfield where you have just arrived. We will check the time but we will not fully read back the information, for this we use the words "Time Checked".

Pilot	Flightplan closed, Time checked and switching to Unicom 122,80 KLM965, bye bye
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STARTUP CLEARANCE

We want to discuss now a totally different way of requesting the clearance.

Depending on local procedures a clearance can be given by Delivery or even Ground (if there is no Delivery at the local airport) in two steps.

Step 1: the startup clearance



Step 2: the enroute clearance

This form of clearance will then be used for IFR as well as for VFR traffic.

We will give you an example:

Step 1: the startup clearance

Pilot	Ground, KLM965 request radiocheck on 121.70
GND	KLM965, read you 5 by 5

If it happens to be really busy on the airport, it's good to catch the controllers attention First so he knows you will have a request. As soon as he can, he will listen to you.

Pilot	Ground, KLM965
GND	KLM965, go ahead

We have the controllers attention so NOW is the moment to ask for the startup clearance.

Pilot	Ground, KLM965, gate 10, information Echo, IFR Innsbruck request startup
GND	KLM965, Echo is correct, QNH 1016, rwy 08L, time check 15, startup approved call for the push
Pilot	QNH 1016, rwy 08L, time check 15 , startup approved, will call for the push, KL965

You see that the form of communication is slightly different. We get clearance for the startup from the Ground controller but we have not gotten yet the Full clearance. We will just continue with the follow up of the instructions according to normal procedures and wait patiently for the complete clearance. So...dont start a debate with the controller at this point that you need to have more information to program your FMC. You will have plenty of time to do this later, BEFORE takeoff.

Pilot	KLM965, ready for pushback
GND	KLM965, pushback approved facing East
Pilot	Pushback approved facing East, KLM965

Note that the ATC is giving us a special instruction for the pushback. As soon as the pushback is completed, the nose of our aircraft must be facing East.



Pilot	KLM965, ready for taxi
GND	KLM965, taxi holdingpoint 08L via I, M, N
Pilot	Rgr, taxi holdingpoint 08L via I, M, N

We got the taxi clearance so we will now start taxiing to the runway while we still were not given our complete clearance.

But....Don't panic ! ... the controller will never let an aircraft depart without the complete clearance. At a certain moment he will give it to us.

Step 2: the enroute clearance

GND	KLM965, are you ready to copy clearance?
Pilot	Rgr, ready to copy clearance, KLM965
GND	KLM965, cleared Innsbruck, NILOV 5A, Squawk 4010
Pilot	cleared Innsbruck, NILOV 5A, Squawk 4010, KLM965

Now that we have received everything we need to know, we can proceed with the normal procedures as we already know. The communication for the takeoff, the flight and the arrival will follow the same rules as if we would have been given the clearance at the gates.

Conclusion:

1- there are 2 kinds of clearances possible:

- full clearance at the gates
- Startup clearance at the Gates followed by an enroute clearance

2- Always inform yourself on the local procedures of the departing airport

