

CONTROLLED AIRPORTS

"VIA DEPART SOUTHWEST
DIRECT SQS." $T \rightarrow SW-SQS$

"VISUAL SEPARATION APPROVED
BETWEEN (Departure call sign) AND
(Arrival call sign) (Departure call sign)
RELEASED." $SYD/(ARRIVAL$
 $CALL SIGN)$

"(#2call sign) RELEASED 2 MINUTES
AFTER (#1call sign) DEPARTS."
 $RLS\ 2\ MIN < (#1CALL\ SIGN)$

"(Pilot's requested altitude) IS NOT AVAILABLE."

"BLOCK (ALTITUDE) AND BELOW FOR HOLDING
AND APPROACH(ES) AT SQS."
 $67 \downarrow (ALT)$ (must be on all KGWO arrival strips)

"CLEARED VOR RUNWAY FIVE APPROACH VR
CIRCLE TO RUNWAY TWO THREE." $####$

"CLEARED VIA AFTER SQS VICTOR FIVE THIRTY
FIVE HLI REST OF ROUTE UNCHANGED."

UNCONTROLLED AIRPORTS

"WILL THE PILOT OF (call sign) ACCEPT A
NORTHEAST DEPARTURE WITH TURNS?"

"VIA DEPART NORTHEAST TURN (left/right)
FLY HEADING (330/030) UNTIL JOINING
VICTOR FOUR SEVENTEEN."
 $T \rightarrow NE\ TL\ 330/ \Rightarrow V417$
 $T \rightarrow NE\ TR\ 030/ \Rightarrow V417$

"VIA WHEN ENTERING CONTROLLED AIRSPACE
FLY HEADING ONE FIVE ZERO UNTIL JOINING
VICTOR FOUR TWENTY SEVEN."
 $\triangle 150/ \Rightarrow V427$

"CLEARANCE VOID IF NOT OFF BY (time) IF **NOT**
OFF BY (time) ADVISE AERO CENTER **NOT** LATER
THAN (time) OF INTENTIONS." $V < ####(##)$

"VERIFY THIS CLEARANCE WILL ALLOW
COMPLIANCE WITH LOCAL TRAFFIC PATTERN
AND TERRAIN OR OBSTRUCTION AVOIDANCE."

"Advise (ACID) Released for Departure, Contact
AERO Center One Two Five Point Zero."

"CLEARED APPROACH VKS AIRPORT." $APCH$
 $####$

“(call sign) CLEARED TO VKS
RADIO BEACON, HOLD
SOUTHWEST ON THE
ONE NINER FIVE BEARING
FROM THE VKS RADIO
BEACON, LEFT TURNS, EXPECT
FURTHER CLEARANCE (time).”

H - VKS
SW
195
LT
####

Fix
Route
Altitude
Holding

“(call sign) CLEARED TO
DINKY INTERSECTION,
HOLD NORTHEAST ON
VICTOR 18, EXPECT
FURTHER CLEARANCE (time).”

H - NE
V18
####

Everything
else

“(call sign) CLEARED TO
MHZ VORTAC, HOLD
NORTHWEST AS
PUBLISHED, NO
DELAY EXPECTED.”

H - NW

“(call sign) CLEARED TO
SQS VORTAC, HOLD
SOUTHWEST ON THE
TWO FIVE SIX RADIAL,
LEFT TURNS, EXPECT
FURTHER CLEARANCE (time).”

H - SW
256
LT
####

IDENTIFY YOURSELF

WHEN CALLING

YOU ARE

D12, D15, D65, D67,
ZAE FDU

D66

JAN APCH, MLU APCH

GWO TWR, GWO RADIO

JAN LO

MLU LO, POE LO, PCU LO

AIRPLANES

AERO CENTER

“(call sign) REPORT CANCELLATION OF IFR THIS
FREQUENCY OR WITH AERO CENTER FLIGHT DATA,
CHANGE TO ADVISORY FREQUENCY APPROVED.”

INBOUND COORDINATION

APPROACH CONTROL

1. Call Sign
2. Type of Aircraft
3. Equipment Suffix
4. Estimate over fix
5. Altitude (witha restr)
6. Destination, other than JAN
7. TCP (Your control...)

VFR TOWER

1. Call Sign
2. Type of Aircraft
3. Airport estimate
4. Type of Approach