



# Ground Air Traffic Controller's Guide

Chisinau Ground

29 SEP 2018

# Changes list

24 SEP 2018 – initial revision



# Introduction

This vACC MOLDOVA Ground Air Traffic Controller Guide (there and later named - Guide) is created to be used

in VATSIM MOLDOVA airspace for Ground (GND) and Delivery (DEL) Air Traffic Controllers (ATC) in all vACC-controlled airports. This Guide is a general document that must be used for providing air traffic control. Any additional required laws, rules and document's parts will be placed in text where it is applicable, and needed references will be added where is not applicable.

This guide uses some notation rules that are described below.

For communication example:

- Pilot's calls example: **CHISINAU TOWER, ON FINAL RUNWAY 26**
- ATC's instruction example: **MLD101, CLEARED TO LAND**

Russian language communication example will be also provided.

This guide uses these words (but not limited to only these words) and font styles to define the degree of adherence to the rules:

- **must/must not/is prohibited** – you must follow that rules always without deviations;
- **have to/have not to/can/cannot** – you have to follow that rules it in most cases, excluding some special cases, where you can't follow them;  
ATC must have enough reasons to deviate from that rules.
- **it's recommended/can/cannot** – you can do this according to rules and laws, but you are not forced to do it in any case. It is a recommendation.

Any other markups and text styles will be used freely to point your attention for some situations or special cases.

All rules in Guide that are used to provide air traffic service (ATS) have number indexes for convenience.

In case you have any questions feel free to contact vACC Instructors in Discord (with mention **@vACC ATC Instructor**) or use mail: [training@moldovacc.org](mailto:training@moldovacc.org)

# Section 1

## Preparing to service and general rules

1. **In any case ATC must make decisions according to common sense.**
2. During preparing to provide a service as the Ground controller you **must** be familiar with:
  - a. Current weather situation on airfield (at least METAR-based: wind direction and speed, horizontal visibility, visibility on runway, cloud layers heights, QNH);
  - b. Runways in use;
  - c. SIDs that are used;
  - d. Adjacent ATCs frequencies and their controlled areas;
  - e. Current traffic situation on the ground;
  - f. Airport ground charts;
  - g. Controlled zone lateral limits;
  - h. Any special flights and situations.
3. If any adjacent ATC positions are on duty, you **must** coordinate **2.a-2.h Rules** with these positions if it is applicable (for example, you **must** coordinate SID using instruction from Radar ATC and **must** inform Ground ATC about runways in use). If needed these rules **must** be coordinated when you are on duty.
4. If there are no ATC positions capable to coordinate **2.a-2.h Rules**, you **must** determine these rules by yourself using charts, usual local procedures, your opinion and common sense.
5. ATC **must** have ability to communicate with any adjacent ATC using text or voice in Euroscope private channels, Discord voice or text coordination channels. Voice intercommunication is preferred.
6. Ground ATC **can use** Mode-S Radar for monitoring ground traffic situation: for sequencing departing and arriving traffic).
7. Ground ATC **can use** Mode-S radar to simplify aircraft handoffs and coordination between ATCs.
8. Ground ATC **provides** these air traffic services:
  - a. Aerodrome control service;
  - b. Emergency service.
9. As is stated in AIP Ukraine charts and documents, controlled zone of Ground controller **can be**:
  - a. Aprons;
  - b. Stands;
  - c. Taxiways.
10. Delivery ATC **provides only** ATC Clearances service.

## Section 2

### Airspace usage basics

1. Transition Altitude (TA) in MOLDOVA is constant and is 1524 meters (5000 feet). Flights that are performed below this altitude **must** use QNH-based levels to fly. It's named "altitude".
2. Transition Level (TL) in MOLDOVA is non-constant and is determined by QNH value on the airfield. Flights that are performed above this level **must** use QNE-based levels to fly. It's named "Flight level (FL)".
3. Horizontal flights between TA and TL are **prohibited**.
4. In MOLDOVA half-circle system vertical separation is used. This means that for westbound flights even flight levels **are used**. For eastbound flights – odd flight levels **are used**.
5. In MOLDOVA airspace **classes C, D and G are used**.
6. **Class C** and **class D** airspaces **are** controlled. **Class G** airspace **is** uncontrolled.
7. IFR flight in the **class G** airspace **is** prohibited.
8. Over MOLDOVA these airspace classes limits **are used**:
  - a. **Class C** – from altitude 9500 feet (exclusively) to FL 660 (inclusively);
  - b. **Class D** – from altitude 5000 feet (exclusively) to altitude 9500 feet (inclusively);
  - c. **Class G** – from ground or sea level to altitude 5000 feet (inclusively).
9. Other limits **are** defined by the controlled (CTR, TMA, CTA) and flight-informed (AFIZ, ATZ) zones.
10. Vertical distance between 2 opposite directed FLs **is** 1000 feet from TL, to FL290.
11. Vertical distance between 2 opposite directed FLs **is** 1000 feet from FL290, to FL410 because RVSM is used in MOLDOVA.
12. Vertical distance between 2 opposite directed FLs **is** 2000 feet from FL410, to FL660.

From 000° to 179°						From 180° to 359°					
IFR flight			VFR flight			IFR flight			VFR flight		
FL	feet	meter				FL	feet	meter			
-	1000	300	-	-	-	-	2000	600	-	-	-
-	3000	900	-	3500	1050	-	4000	1200	-	4500	1350
-	5000	1500	-	5500	1700	-	6000	1850	-	6500	2000
-	7000	2150	-	7500	2300	-	8000	2450	-	8500	2600
-	9000	2750	-	9500	2900	-	10000	3050	105	10500	3200
110	11000	3350	115	11500	3500	120	12000	3650	125	12500	3800
130	13000	3950	135	13500	4100	140	14000	4250	145	14500	4400
150	15000	4550	155	15500	4700	160	16000	4900	165	16500	5050
170	17000	5200	175	17500	5350	180	18000	5500	185	18500	5650
190	19000	5800	195	19500	5950	200	20000	6100	205	20500	6250
210	21000	6400	215	21500	6550	220	22000	6700	225	22500	6850
230	23000	7000	235	23500	7150	240	24000	7300	245	24500	7450
250	25000	7600	255	25500	7750	260	26000	7900	265	26500	8100
270	27000	8250	275	27500	8400	280	28000	8550	285	28500	8700
290	29000	8850				300	30000	9150			
310	31000	9450				320	32000	9750			
330	33000	10050				340	34000	10350			
350	35000	10650				360	36000	10950			
370	37000	11300				380	38000	11600			
390	39000	11900				400	40000	12200			
410	41000	12500				430	43000	13100			
450	45000	13700				470	47000	14350			
490	49000	14950				510	51000	15550			
530	53000	16150				550	55000	16750			
570	57000	17350				590	59000	18000			
610	61000	18600				630	63000	19200			
650	65000	19800				670	67000	20400			
etc	etc	etc	etc	etc	etc	etc	etc	etc	etc	etc	etc

Table 1. Cruise levels

13. For IFR flights you **must** use squawks given by Euroscope. For **all** VFR flights you **must** use squawk 7000.
14. Squawks 7500 (hi-jack), 7600 (radio communication failure) and 7700 (emergency) are reserved. **7500 is prohibited in VATSIM, never give it to traffic.**
15. More information about airspace classification and flight rules you **can** get in ENR 1.2, ENR 1.3, ENR 1.4 and ENR 1.7.

## Section 3

### Phraseology basics

1. In MOLDOVA airspace **Russian** and **English** languages **are used** for phraseology.
2. Both visitors and regular vACC's staff ATCs, that cannot use **Russian**, can use only **English** (based on VATSIM CoC rule about **English** usage). This fact **must be** stated in ATIS lines (like "English only").
3. For transmitting **letters** ICAO Radiotelephony alphabet **is** used. Words coding is stated in table below.

Letter	Name	Pronunciation	Letter	Name	Pronunciation
<b>A</b>	Alpha	<b>AL</b> FAH	<b>N</b>	November	NO <b>VEM</b> BER
<b>B</b>	Bravo	<b>BRAH</b> VOH	<b>O</b>	Oscar	<b>OSS</b> CAH
<b>C</b>	Charlie	<b>CHAR</b> LEE	<b>P</b>	Papa	PAH <b>PAH</b>
<b>D</b>	Delta	<b>DELL</b> TAH	<b>Q</b>	Quebec	KEH <b>BECK</b>
<b>E</b>	Echo	<b>EKH</b> OH	<b>R</b>	Romeo	<b>ROW</b> ME OH
<b>F</b>	Foxtrot	<b>FOKS</b> TROT	<b>S</b>	Sierra	SEE <b>AIR</b> RAH
<b>G</b>	Golf	<b>GOLF</b>	<b>T</b>	Tango	<b>TANG</b> GO
<b>H</b>	Hotel	HOH <b>TELL</b>	<b>U</b>	Uniform	<b>YOU</b> NEE FORM
<b>I</b>	India	<b>IN</b> DEE AH	<b>V</b>	Victor	<b>VIK</b> TAH
<b>J</b>	Juliett	<b>JEW</b> LEE ETT	<b>W</b>	Whiskey	<b>WISS</b> KEY
<b>K</b>	Kilo	<b>KEY</b> LOH	<b>X</b>	X-ray	<b>ECKS</b> RAY
<b>L</b>	Lima	<b>LEE</b> MAH	<b>Y</b>	Yankee	<b>YANG</b> KEY
<b>M</b>	Mike	<b>MIKE</b>	<b>Z</b>	Zulu	<b>ZOO</b> LOO

Table 2. ICAO Radiotelephony alphabet

4. For transmitting **numbers** this coding stated in the Table 2 **must be** used.

Number	Russian pronunciation	English pronunciation
<b>0</b>	<b>НОЛЬ</b>	<b>ZE RO</b>
<b>1</b>	<b>ОДИН</b>	<b>WUN</b>
<b>2</b>	<b>ДВА</b>	<b>TOO</b>
<b>3</b>	<b>ТРИ</b>	<b>TREE</b>
<b>4</b>	<b>ЧЕТЫРЕ</b>	<b>FO WER</b>
<b>5</b>	<b>ПЯТЬ</b>	<b>FIFE</b>

6	ШЕСТЬ	SIX
7	СЕМЬ	SE VEN
8	ВОСЕМЬ	AIT
9	ДЕВЯТЬ	NIN ER
.	ЗАПЯТАЯ	DEY SEE MAL
100	СТО	HUN DRED
1000	ТЫСЯЧА	TOU SAND

Table 3. Numbers coding

ALPHA UNIFORM INDIA ONE THREE FIVE, TAXI TO HOLDING POINT RUNWAY ONE EIGHT VIA TAXIWAYS CHARLIE ONE AND BRAVO

5. When transmitting numbers in **English**, each digit **is pronounced** separately, except:
- All numbers used in altitude, height, visibility, runway visual range, that contain hundreds or thousands, each digit is expressed separately, denoting the number of hundreds or thousands, followed by the word "HUNDRED" or "THOUSAND" respectively;

ALTITUDE TWO THOUSAND, RUNWAY VISUAL RANGE FIVE HUNDRED METERS

- All combinations of thousands and hundreds, each digit is numbered, indicating the number of thousands, followed by the word "THOUSAND" and the number of hundreds, followed by the word "HUNDRED";

ALTITUDE ONE THOUSAND SIX HUNDRED FEET

- The numbers of "hundred-based" flight levels FL100, FL200, FL300 etc can be transmitted as hundreds.

FLIGHT LEVEL TWO HUNDRED

6. When transmitting numbers in **Russian**, numbers with two or more digits **are usually** transmitted by units, by tens, by hundreds, by thousands.

18 - ВОСЕМНАДЦАТЬ, 24 - ДВАДЦАТЬ ЧЕТЫРЕ, 115 - СТО ПЯТНАДЦАТЬ, 2400 - ДВЕ ТЫСЯЧИ ЧЕТЫРЕСТА

7. When transmitting numbers in **Russian**, each digit **is pronounced** separately, if number describes:

- Squawk code;
- Flight level, excluding "hundred-based" levels FL100, FL200, FL300 etc.

8. In any case digits of number **can be** pronounced separately, if it's needed due to some reasons (such as unreliable radio communication, instructions repeating and so on).

9. When transmitting time, only minutes of this time **have to** be specified. If this time contains hour different from current hour, ATC **must** specify hour and minutes.



TIME IS ZERO EIGHT TWO THREE  
ВРЕМЯ НОЛЬ ВОСЕМЬ ДВАДЦАТЬ ТРИ

10. All callsigns **are** divided in the three groups:
  - a. Callsigns corresponding to the registration numbers of the aircrafts (D-HECE, ER-BFT, ER85265, 71541);
  - b. Names of airlines followed with aircrafts' registration numbers (CESSNA HECE, EMIRATES RPSI);
  - c. Names of airlines followed with number of flights (AUI156, SAS987)
11. Callsigns **can be** reduced in this way corresponding to Rule 10 subrules:
  - a. To the first sign of registration mark and at least the last two characters (DCE, UFT, 265, 741);
  - b. To the airliner's name followed by at least the last two characters (CESSNA CE, EMIRATES SI);
  - c. This type of callsigns **cannot** be shortened.
12. Callsign **can be** shortened only on the ATC's own initiative.



# Section 4

## Air traffic service

### Section 4a – ATC Clearance

1. For departing aircrafts standard ATC clearances **have to be** used. Standard clearance is a common clearance, parts of which are coordinated with adjacent ATCs.
2. In case of deviation from standard clearance (aircraft crew's request, changes in air or weather situation, changes in runways in use) such clearances **must be** coordinated with adjacent ATCs.
3. ATC **gives** clearance on aircraft crew's request.
4. ATC Clearance can be given if:
  - a. Aircraft's flight plan is received;
  - b. Aircraft's flight plan is correct.
  - c. There are no prohibitions to give ATC Clearance (for example, runway is closed due to emergency situation and Tower requested to stop giving ATC Clearances for 10 minutes).
5. Flight plan is correct, if **all** below parts are **correct**:
  - a. Departure airport;
  - b. Destination airport;
  - c. Cruise level;
  - d. Route;
  - e. Aircraft type.

Other parts **can** be filled, but are **not mandatory** (such as remarks, or estimated time departure).

6. If at least one rule from 4.a-4.c, 5.a-5.e is not followed, ATC **must not** give ATC Clearance. ATC **must** inform aircraft crew the reason of such prohibition.
7. Aircraft **must** obtain ATC Clearance before starting taxi to holding point.
8. Aircraft **has to** obtain ATC Clearance before start up engines. In any other cases (for example, crew requests to startup engines due to battery discharging) ATC **has to** give instruction to report when ready to copy ATC Clearance:

**MLD101, ADVISE WHEN READY TO COPY ATC CLEARANCE**

**MLD101, ДОЛОЖИТЕ, КОГДА БУДЕТЕ ГОТОВЫ ЗАПИСАТЬ РАЗРЕШЕНИЕ НА  
ВЫЛЕТ**

9. Standard ATC clearance **must** contain:
  - a. Aircraft's callsign;

- b. Destination airport;
- c. Assigned SID in non-coded format (e.g. for BO coded is Bravo Oscar, non-coded is BALTI);
- d. Initial climb altitude or flight level, if it's non-specified in SID description;
- e. Squawk code;
- f. Any other important information needed (frequency when airborne, altitude constraints, weather information, QNH).

**MLD101, CLEARED TO BALTI VIA FLIGHT PLANNED ROUTE, NUNTA 1 ALPHA  
DEPARTURE, CLIMB TO ALTITUDE 4000 FEET, AFTER DEPARTURE CONTACT CHISINAU  
RADAR 118.10, SQUAWK 6477**

10. "Cleared via flight planned route" phrase **should not** be used for granting a re-clearance. Instead of this use "Recleared" to whole clearance or part of it:

**MLD101, RECLEARED CLIMB TO ALTITUDE 4000 FEET, SQUAWK 6477, REST OF  
CLEARANCE UNCHANGED**

**AUI123, ДАЮ НОВОЕ РАЗРЕШЕНИЕ, НАБИРАЙТЕ ВЫСОТУ 8000 ФУТОВ, КОД ОТВЕТЧИКА  
2101, ОСТАЛЬНАЯ ЧАСТЬ РАЗРЕШЕНИЯ НЕ МЕНЯЕТСЯ**

11. ATC **must** listen aircraft crew's ATC clearance readback. If any part of clearance is incorrect ATC **must** repeat such parts. If clearance readback is correct, ATC **has to** confirm this:

**MLD101, READBACK IS CORRECT**

**MLD101, ЗАПИСАНО ВЕРНО**

12. In case of VFR traffic requests ATC Clearance (non-standard ATC Clearance), ATC Clearance **must** contain these parts:

- a. Aircraft's callsign;
- b. Destination airport;
- c. Runway in use;
- d. Initial direction and climb altitude/flight level (**only if coordinated** with TWR/APP);
- e. Controlled zone leaving point/direction to expect (**only if coordinated** with TWR/APP);
- f. Squawk code 7000;
- g. Any other important information needed (weather information, QNH).

**MLD101, CLEARED TO BALTI VIA FLIGHT PLANNED ROUTE, RUNWAY 26  
RIGHT, CLIMB STRAIGHT TO ALTITUDE 2000 FEET, EXPECT LEAVE CTR OVER OSCAR,  
SQUAWK 7000**

**MLD101, РАЗРЕШЕНО В BALTI ПО ПЛАНУ ПОЛЕТА, ВПП 26 ПРАВАЯ,  
НАБИРАЙТЕ ПО ПРЯМОЙ ВЫСОТУ 2000 ФУТОВ, РАССЧИТЫВАЙТЕ ВЫХОД ИЗ ЗОНЫ НАД  
ОСКАР, КОД ОТВЕТЧИКА 7000**

13. In case of traffic requests ATC Clearance for training pattern, ATC Clearance must contain these parts:

- a. Aircraft's callsign;
- b. Pattern or training flight clearance;
- c. Pattern direction or initial direction (**must be coordinated** with TWR/APP);
- d. Runway in use;
- e. Climb altitude/flight level (**must be coordinated** with TWR/APP);
- f. Squawk code;
- g. Frequency when airborne if it's different from next controller's one;
- h. Any other important information needed (weather information, QNH).

**MLD101, CLEARED TO TRAINING PATTERN, RUNWAY 26 RIGHT, RIGHT HAND PATTERN,  
CLIMB TO ALTITUDE 2000 FEET, SQUAWK 6477**

**MLD101, РАЗРЕШЕН ТРЕНИРОВОЧНЫЙ ПОЛЕТ, ВПП 26 ПРАВАЯ, КРУГ ПОЛЕТОВ ПРАВЫЙ,  
НАБИРАЙТЕ ПО ПРЯМОЙ ВЫСОТУ 2000 ФУТОВ, КОД ОТВЕТЧИКА 6477**

## Section 4b – Pushback and startup

1. Aircraft **has to be** cleared to startup engines on aircraft's crew request, if there are no reasons to prohibit it:

***MLD101, START UP APPROVED***

***MLD101, ЗАПУСК РАЗРЕШАЮ***

2. ATC **can** give expected time of startup if startup cannot be cleared now:

***MLD101, EXPECT START UP AT 1620 ZULU***

***MLD101, РАССЧИТЫВАЙТЕ ЗАПУСК В 1620 ЗУЛУ***

***MLD101, EXPECT 20 MINUTES DELAY DUE (REASON)***

***MLD101, ОЖИДАЙТЕ 20 МИНУТНУЮ ЗАДЕРЖКУ ИЗ-ЗА (ПРИЧИНА)***

3. Before taxiing aircraft **must** have this information on board. Aircraft crew **should** obtain this information from ATIS, if ATIS exists in the airport, otherwise, this information **must** be given by ATC:

- a. Runway in use;
- b. Wind speed and direction;
- c. QNH (and QFE by request);
- d. Air temperature for gas-turbine aircrafts;
- e. Ground visibility. RVR if applicable;
- f. Time (only by crew request).

***MLD101, RUNWAY 26, WIND 120 DEGREES 5 GUSTS 11 METRES PER SECOND, QNH 1002, TEMPERATURE PLUS 10, RVR RUNWAY 26 1200, 1200, 1000, TIME 0706***

***MLD101, ВПП 26, ВЕТЕР 120 ГРАДУСОВ 5 ПОРЫВЫ 11 МЕТРОВ В СЕКУНДУ, QNH 1002, ТЕМПЕРАТУРА 10, ВИДИМОСТЬ НА ВПП 26 1200, 1200, 1000, ВРЕМЯ 0706***

4. ATC **can** ask aircraft crew to check the newest ATIS information:

***MLD101, CHECK INFORMATION TANGO, FREQUENCY 126.7***

***MLD101, ПРОСЛУШАЙТЕ ИНФОРМАЦИЮ ТАНГО, ЧАСТОТА 126,7***

5. On aircraft crew's request ATC gives pushback or tow instruction. Pushback instruction can contain direction or place:

***MLD101, PUSHBACK APPROVED, FACE TO NORTH***

*MLD101, БУКСИРОВКУ ХВОСТОМ ВПЕРЕД РАЗРЕШАЮ, НОСОМ НА ВОСТОК*

*MLD101, PUSHBACK TO STAND D10 APPROVED, FACE TO WEST*

*MLD101, БУКСИРОВКУ ХВОСТОМ ВПЕРЕД НА СТОЯНКУ ДЕЛЬА 10 РАЗРЕШАЮ, НОСОМ НА  
ЗАПАД*

*MLD101, TOW APPROVED*

*MLD101, БУКСИРОВКУ РАЗРЕШАЮ*

6. Pushback and startup instructions **can** be given in one message:

*MLD101, PUSHBACK APPROVED, FACE TO NORTH, START-UP APPROVED*

*MLD101, БУКСИРОВКУ ХВОСТОМ ВПЕРЕД РАЗРЕШАЮ, НОСОМ НА ВОСТОК, ЗАПУСК  
РАЗРЕШАЮ*



## Section 4c – Taxiing

1. After start up aircraft crew usually requests taxi to holding point. Taxi clearance **must** contain runway in use. ATC **has to** give instruction about taxi:

**MLD101, TAXI TO HOLDING POINT RUNWAY 26 VIA TAXIWAYS B1 AND B2**

**MLD101, РУЛИТЕ ДО ТОЧКИ ОЖИДАНИЯ ВПП 26 ПО РД В1, РД В2**

2. In case standard taxi routes are used in the controlled airport, ATC **might not** specify parts of route that are standard.
3. In case route to holding point contains runway crossing or using runway for taxiing, ATC **must** give instruction to hold short of runway (because runway is not controlled by Ground). When aircraft approaches holding point to cross runway, frequency change instruction **must** be given:

**MLD101, TAXI TO HOLDING POINT RUNWAY 26 VIA MAIN TAXIWAY B1,  
CROSS RUNWAY 25, TAXIWAY B2, HOLD SHORT OF RUNWAY**

**26**

**AUI123, РУЛИТЕ ДО ТОЧКИ ОЖИДАНИЯ ВПП 26 ПО МАГИСТРАЛЬНОЙ РД В1, ПЕРЕСЕКАЙ  
ТЕ ПОЛОСУ 25, РД АЛЬФА В2, БРАВО,  
ОЖИДАЙТЕ ПЕРЕД ВПП 26**

**MLD101, CONTACT CHISINAU TOWER 118.100**

**MLD101, РАБОТАЙТЕ С CHISINAU ВЪШКА 118.100**

4. In case aircraft must give way to another traffic aircraft or must follow another traffic, these instructions **have to** be given:

**MLD101, GIVE WAY TO AIRBUS320 TAXIING VIA TAXIWAY BRAVO FROM RIGHT TO  
LEFT**

**MLD101, ПРОПУСТИТЕ AIRBUS320 РУЛЯЩИЙ ПО РД БРАВО СПРАВА НАЛЕВО**

**MLD101, FOLLOW BOEING 737 AIR MOLDOVA**

**MLD101, СЛЕДУЙТЕ ЗА БОИНГ 737 MLD**

5. To immediately stop the aircraft, this instruction **must** be used:

**MLD101, HOLD POSITION**

***MLD101, ОЖИДАЙТЕ НА МЕСТЕ***

6. To stop the aircraft in some distance before intersection, this instruction **must** be used:

***MLD101, HOLD SHORT OF INTERSECTION TAXIWAYS BRAVO AND CHARLIE***

***MLD101, ОЖИДАЙТЕ ПЕРЕД ПЕРЕСЕЧЕНИЕ РД BRAVO И CHARLIE***

7. For helicopter on skids air taxi **must** be used. Air-taxiing helicopter must be count as usual taxiing aircraft:

***MLD101, AIR TAXI TO HOLDING POINT RUNWAY 26 VIA TAXIWAYS B1 AND B2***

***MLD101, РУЛИТЕ ПО ВОЗДУХУ ДО ТОЧКИ ОЖИДАНИЯ ВПП 26 ПО РД B1, РД B2***

8. For landed aircrafts, taxi to stand instruction **must** be given:

***MLD101, TAXI TO STAND 16 VIA TAXIWAY BRAVO AND CHARLIE***

***MLD101, РУЛИТЕ НА СТОЯНКУ 16 ПО РД БРАВО РД ЧАРЛИ***





## Section 4d – Special cases

1. Intersection departure **can be** given if these reduced distances for each intersection are presented in Airfield Flight Manual: takeoff run available (TORA), takeoff distance available (TODA) and accelerate-stop distance available (ASDA). If this information is not published in AIP Ukraine Charts, this information **must be** given by ATC.

**MLD101, REDUCED TAKE-OFF RUN AVAILABLE RUNWAY TWO SIX, FROM  
INTERSECTION BRAVO TWO, ONE THOUSAND EIGHT HUNDRED METERS**

**MLD101, СОКРАЩЁННАЯ ДИСТАНЦИЯ РАЗБЕГА ВПП 26 ОТ ПЕРЕСЕЧЕНИЯ БРАВО  
ДВА ОДНА ТЫСЯЧА ВОСЕМЬСОТ МЕТРОВ**

2. Intersection departure clearance **can be** given on aircraft's request. This **must** be coordinated with Tower.

**MLD101, REQUEST DEPARTURE FROM RUNWAY TWO SIX, INTERSECTION BRAVO TWO**

**MLD101, APPROVED, TAXI TO HOLDING POINT RUNWAY TWO SIX, INTERSECTION  
BRAVO TWO**

**MLD101, ПРОШУ ВЗЛЁТ ВПП 26 ОТ ПЕРЕСЕЧЕНИЯ БРАВО ДВА**

**MLD101, РАЗРЕШАЮ, РУЛИТЕ ДО ТОЧКИ ОЖИДАНИЯ ВПП 26, ПЕРЕСЕЧЕНИЕ  
БРАВО ДВА**

3. Intersection departure **can be** given on ATC's own initiative, but first ATC **must** obtain aircraft crew confirmation of the possibility of such departure. This **must** be coordinated with Tower.

**MLD101, ADVICE ABLE TO DEPART FROM RUNWAY TWO SIX, INTERSECTION BRAVO TWO**

**MLD101, ПОДТВЕРДИТЕ ВОЗМОЖНОСТЬ ВЗЛЁТА ВПП 26, ПЕРЕСЕЧЕНИЕ БРАВО ДВА**