



Tower Air Traffic

Controller's Guide



21 MAR 2018

Changes list

04 Dec 2017 – initial revision

21 Mar 2018 – changed rules about separation; removed time-based separation minimums



Introduction

This vACC Moldova Tower Air Traffic Controller Guide (there and later named - Guide) is created to be used in

VATSIM Moldova airspace for Tower (TWR) 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.

As a tower controller within VATSIM, you must be familiar with the Ground control and Delivery control procedures to be able to provide ground traffic control if such Ground or Delivery ATC position is offline.

This guide uses some notation rules that are described below.

For communication example:

- Pilot's calls example: **CHISINAU TOWER, ON FINAL RUNWAY 08**
- ATC's instruction example: **MLD051, 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.

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 Tower 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 and STARs that are in used;
 - d. Neighbor ATCs frequencies and their controlled areas;
 - e. Current traffic situation in the air and on the ground;
 - f. Airport ground charts;
 - g. VFR procedures (CTR in/out fixes, pattern turns direction, altitudes);
 - h. Go around procedure;
 - i. Visual and circling approach procedures;
 - j. Controlled zone lateral and vertical limits;
 - k. Any special flights and situations.
3. If any neighbor ATC positions are on duty, you **must** coordinate **2.a-2.k 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.k 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 neighbor ATC using text or voice in Euroscope private channels, Discord voice or text coordination channels. Voice intercommunication is preferred.
6. Tower ATC **can use** Mode-S Radar for monitoring air traffic situation in CTR: for sequencing, to determine position of aircrafts, to measure distances between aircrafts, to measure distance from aircraft to touchdown zone, to measure deviation from runway's centerline, to help VFR aircrafts navigation, to provide traffic information for IFR and VFR traffic.
7. Tower ATC **can use** Mode-S Radar for monitoring ground traffic situation: for sequencing departing and arriving traffic).
8. Tower ATC **can use** Mode-S radar to simplify aircraft handoffs and coordination between ATCs.
9. Because of VATSIM Network's limitations, we consider, that all Towers in Ukraine **are equipped** with Mode-S Radar.
10. Tower ATC **provides** these air traffic services:

- a. Aerodrome control service;
- b. Flight information service;
- c. Emergency service.

11. As is stated in AIP Ukraine charts and documents, controlled zone of Tower controller **can be**:

- a. Runways;
- b. Helipads on airfield;
- c. CTR zone;
- d. TMA;
- e. AFIZ.



Section 2

Airspace classification and usage

1. In airspace class C ATC **must** separate:
 - a. IFR traffic from IFR traffic;
 - b. IFR traffic from VFR traffic;
 - c. VFR traffic from IFR traffic.
2. In airspace class C ATC **must** inform:
 - a. VFR traffic about VFR traffic. Traffic avoidance advices **have to be given** on request only.
3. In airspace class D ATC **must** separate:
 - a. IFR traffic from IFR traffic;
4. In airspace class D ATC **must** inform:
 - a. IFR traffic about VFR traffic;
 - b. VFR traffic about IFR traffic;
 - c. VFR traffic about VFR traffic.

In **a-c** cases, traffic avoidance advices **have to be given** on request only.
5. In airspace class G separation **is not used**.
6. In airspace class G flight information service is provided for all traffic. IFR and VFR traffic are informed about IFR and VFR Traffic. Traffic avoidance advices **cannot be given**.
7. Complete information about airspace classes, limitations and using **are provided** in ENR 1.2, ENR 1.3 and ENR 1.4.
8. In case of aircraft crew wants to change flight rules from VFR to IFR, ATC **has to**:
 - a. Give proper IFR squawk (e.g. not 7000);
 - b. Give instruction to climb/descend to specific altitude or flight level, coordinated with Radar ATC. Note, that this altitude **must** be above MSA/MRVA;
 - c. Give instruction to change frequency from Tower to Radar, if applicable.
9. In case aircraft crew wants to change flight rules from IFR to VFR, ATC has to:
 - a. Give VFR squawk (7000);
 - b. Give instructions about maneuvering in the CTR.

Section 3

Separation

1. For all aircrafts in the approach and departure phases of flight separation connected with wake turbulence **must be** applied. These rules stated in Rules 5-8.
2. In class C and class D airspaces, excluding separation minimums connected to wake turbulence, described in Rule 1, Tower controller **must** use only separation by altitude, because even if Tower position is equipped with Mode-C/Mode-S, Tower controller does not provide radar service.
3. ATC **may not** use separation minimums connected with wake turbulence in for:
 - a. *VFR* traffic that follows *HEAVY* or *MEDIUM* aircraft arriving to the same runway;
 - b. *IFR* traffic that performs visual approach following other *IFR* traffic arriving, if traffic confirmed visual contact with followed aircraft and obtained ATC instruction to maintain own separation.
4. If it is needed ATC **can** inform aircraft about wake turbulence.

MLD051, CAUTION WAKE TURBULENCE FROM DEPARTING BOEING 747

**MLD051, ОСТОРОЖНО, ТУРБУЛЕНТНОСТЬ В СПУТНОЙ СТРУЕ ОТ ВЫЛЕТАЮЩЕГО БОИНГ
747**

5. If aircrafts use same runway, or parallel ones, that are located within 760 m (2500 feet) or less from each other, or if an aircraft is flying directly or crossing behind other aircraft at same altitude or less than 300 m (1000 feet) below, in the approach and departure phases of flight these horizontal separation minimums **must be** used:
 - a. *HEAVY* follows *HEAVY* – **7.4 km (4 NM)**;
 - b. *MEDIUM* follows *HEAVY* – **9.3 km (5 NM)**;
 - c. *LIGHT* follows *HEAVY* – **11 km (6 NM)**;
 - d. *LIGHT* follows *MEDIUM* – **9.3 km (5 NM)**;

In any other weight-categories cases (e.g *LIGHT* flying behind *LIGHT*, *MEDIUM* behind *MEDIUM* etc.) the horizontal separation minimum **is equal** to radar separation minimum in corresponding TMA:

- e. TMA *CAGUL, MARCULESTI, TIRASPOL* – **20 km**;
- f. TMA *CHISINAU, BALTI* – **5.6 km (3 NM)**;
- g. *Other cases* – **9.3 km (5 NM)**.

6. In the approach and departure phases of flight these horizontal separation minimums **must be** used for traffic that follows A380, if aircraft flying directly behind or crossing behind A380, at the same altitude or less than 300 m (1000 feet) below:
 - a. *HEAVY* (excluding A380) follows A380 – **11.1 km (6 NM)**;
 - b. *MEDIUM* follows A380 – **13 km (7 NM)**;
 - c. *LIGHT* follows A380 – **14.8 km (8 NM)**;
7. In all cases, that are not fit in Rule 5 and Rule 6, minimum separation distance **is not** specified.
8. In all cases minimum distance between aircrafts arriving on the same runway **must be** not less than corresponding Radar minimum (see Rule 5).



Section 4

Air traffic service for departing traffic

Section 4a - General rules

1. Departing traffic **has not be** cleared for takeoff if:
 - a. Previous departing aircraft did not cross the end of the runway in use;
 - b. Previous departing aircraft did not start the turn from upwind leg;
 - c. Not all aircrafts that had landed vacated runway in use.
2. Departing traffic **can be** cleared for takeoff, if ATC has a reasonable assurance that at the time of takeoff, a minimum separation and conditions from **Rule 1** will be observed.
3. If traffic does not have ATC clearance, it **cannot be** cleared for takeoff. Takeoff clearance **can be given** only after ATC gives ATC clearance to traffic.
4. ATC **should** give takeoff clearance if traffic is ready for takeoff and is on runway or approaching runway and air situation allows giving takeoff clearance.
5. If air situation allows giving takeoff clearance for traffic approaching the runway, ATC **should not** wait for traffic ready for takeoff report and should not demand such report. Instead of this, takeoff clearance **should be** given on ATC's own initiative.
6. To prevent misunderstandings takeoff clearance **must** contain runway for takeoff, wind direction and speed:

MLD051, WIND 190 DEGREES 5 METERS PER SECOND, RUNWAY 18 LEFT, CLEARED FOR TAKE-OFF

MLD051, ВЕТЕР 190 ГРАДУСОВ 5 МЕТРОВ В СЕКУНДУ, ПОЛОСА 18 ЛЕВАЯ, ВЗЛЕТ РАЗРЕШАЮ

7. For accelerating air traffic ATC **can** give aircraft (that is not already on runway) an immediate takeoff clearance. ATC **should** ask aircraft to confirm it is ready for immediate departure. After such clearance is given, aircraft must line up and start takeoff rollout without stop.

MLD051, ARE YOU READY FOR IMMEDIATE DEPARTURE?

READY, MLD051

MLD051, WIND 190 DEGREES 5 METERS PER SECOND, RUNWAY 18 LEFT, CLEARED FOR TAKE-OFF

MLD051, ВЫ ГОТОВЫ К НЕМЕДЛЕННОМУ ВЫЛЕТУ?

ГОТОВ, AUI123

**MLD051, ВЕТЕР 190 ГРАДУСОВ 5 МЕТРОВ В СЕКУНДУ, ПОЛОСА 08 ЛЕВАЯ, ВЗЛЕТ
РАЗРЕШАЮ**

8. If aircraft is ready for departure but at this moment ATC cannot give takeoff clearance, to accelerate air traffic ATC **can** give instruction about line up and wait for takeoff clearance.

MLD051, LINE UP RUNWAY 26 AND WAIT

MLD051, ЗАНИМАЙТЕ ИСПОЛНИТЕЛЬНЫЙ, ПОЛОСА 26 И ЖДИТЕ

9. If it is needed, ATC **can** give instruction to line up using backtrack.

MLD051, LINE UP RUNWAY 26, BACKTRACK APPROVED

**MLD051, ЗАНИМАЙТЕ ИСПОЛНИТЕЛЬНЫЙ ПОЛОСА 26, РАЗРЕШАЮ РУЛЕНИЕ В ОБРАТНОМ
НАПРАВЛЕНИИ**

10. Wind, visibility, traffic information **should be** placed in the beginning of takeoff clearance. "CLEARED FOR TAKEOFF" **should be** placed in the end of takeoff clearance.
11. Before giving takeoff clearance, if there is cumulonimbus clouds are in the departure area, ATC **should** recommend aircraft crew to check weather situation using their weather radar, and, if it is needed, ATC **should** coordinate with Radar possible deviations from assigned SID.
12. Before takeoff, ATC **should** inform aircraft about valuable changes in weather conditions and special weather conditions (like a cumulonimbus clouds, thunderstorm, strong turbulence, wind shear, shower, icing, sand and dust storms, hurricanes and other dangerous weather conditions), excluding situations, when it is known, that aircraft already has this information.

Section 4b – Special cases

1. ATC **can** give conditional clearance to line up and wait, which provides for the fulfillment of certain conditions specified by the ATC. Such clearance allowed to be given if ATC has visual contact with both aircrafts and there is an assurance that departing aircraft can monitor landing aircraft. ATC **must** pay attention to full and correct conditional clearance readback from aircraft. “BEHIND” must be in the beginning and in the end of the clearance.

MLD051, BEHIND BOEING 737 ON SHORT FINAL LINE UP AND WAIT BEHIND

MLD051, ЗА БОИНГ 737 НА КОРОТКОЙ ПРЯМОЙ, ЗАНИМАЙТЕ ИСПОЛНИТЕЛЬНЫЙ И ЖДИТЕ

ЗА БОРТОМ

2. For helicopter flights, takeoff location **can be** specified if there are corresponding airfield rules exist.

MLD051, CLEARED FOR TAKEOFF (FROM INTERECTION TAXIWAY BRAVO AND TAXIWAY CHARLIE, FROM PRESENT POSITION, FROM TAXIWAY BRAVO, FROM HELIPAD, FROM STAND)

MLD051, РАЗРЕШАЮ ВЗЛЕТ (ОТ ПЕРЕСЕЧЕНИЯ РД БРАВО И РД ЧАРЛИ, С ТЕКУЩЕЙ ПОЗИЦИИ, С РД БРАВО, С ВЕРТОЛЕТНОЙ ПЛОЩАДКИ, СО СТОЯНКИ)

3. 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.

MLD051, REDUCED TAKE-OFF RUN AVAILABLE RUNWAY TWO SIX, FROM INTERSECTION BRAVO TWO, ONE THOUSAND EIGHT HUNDRED METERS

MLD051, СОКРАЩЕННАЯ ДИСТАНЦИЯ РАЗБЕГА ВПП 26 ОТ ПЕРЕСЕЧЕНИЯ БРАВО ДВА ОДНА ТЫСЯЧА ВОСЕМЬСОТ МЕТРОВ

4. Intersection departure clearance **can be** given on aircraft's request.

MLD051, REQUEST DEPARTURE FROM RUNWAY TWO SIX, INTERSECTION BRAVO TWO

AUI123, APPROVED, TAXI TO HOLDING POINT RUNWAY TWO SIX, INTERSECTION

MLD051, ПРОШУ ВЗЛЕТ ВПП 26 ОТ ПЕРЕСЕЧЕНИЯ БРАВО ДВА

**MLD051, РАЗРЕШАЮ, РУЛИТЕ ДО ТОЧКИ ОЖИДАНИЯ ВПП 26, ПЕРЕСЕЧЕНИЕ
БРАВО ДВА**

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

MLD051, ADVICE ABLE TO DEPART FROM RUNWAY TWO SIX, INTERSECTION BRAVO TWO

MLD051, ПОДТВЕРДИТЕ ВОЗМОЖНОСТЬ ВЗЛЁТА ВПП 26, ПЕРЕСЕЧЕНИЕ БРАВО ДВА



Section 5

Air traffic service for arriving traffic

Section 5a – General rules

1. Arriving traffic **has not be** cleared to land if:
 - a. Previous departing aircraft did not cross the end of the runway in use;
 - b. Previous departing aircraft did not start the turn from upwind leg;
 - c. Not all aircrafts that had landed vacated runway in use.
2. Arriving traffic **can be** cleared to land, if ATC has a reasonable assurance that at the time of crossing runway threshold, a minimum separation and conditions from **Rule 1** will be observed.
3. Landing clearance **cannot be** given until previous arriving aircraft does not cross runway threshold.
4. Landing clearance **must** contain runway to land:

MLD051, WIND 190 DEGREES 5 METERS PER SECOND, RUNWAY 26, CLEARED TO LAND

**MLD051, ВЕТЕР 190 ГРАДУСОВ 5 МЕТРОВ В СЕКУНДУ, ПОЛОСА 26, ПОСАДКУ
РАЗРЕШАЮ**

5. Wind check **should be** given in the first clearance instruction. If there are some sequence of instructions (e.g. traffic had cleared to land, than recleared low approach) wind check **should be** given only if wind direction or wind speed is changed.
6. Wind check **can be** requested by pilot:

MLD051, WIND CHECK

MLD051, WIND 190 DEGREES 5 METERS PER SECOND

COPIED THAT, MLD051

7. Landing clearance **is given** on ATC's own initiative. ATC **should not** demand aircraft crew to report readiness to land or landing gear extension.
8. TC **must** give instruction to go around in cases:
 - a. Violation of separation minimums;
 - b. There are some obstacles on runway.

MLD051, GO AROUND

MLD051, УХОДИТЕ НА ВТОРОЙ КРУГ

9. If able, ATC **can** inform aircraft crew about reason to go around:

MLD051, GO AROUND, TRAFFIC ON THE RUNWAY

MLD051, УХОДИТЕ НА ВТОРОЙ КРУГ, БОРТ НА ПОЛОСЕ

10. Landing clearance or any alternative clearance **should be** given **before** aircraft reaches **4 km** distance to touchdown. Instruction to continue approach (and wait for landing clearance), go around instruction **can be** used as alternative clearance.

11. Priorities for landing sequence **must be** used in this order:

- a. Emergency aircraft;
- b. Medical service aircraft or aircraft with person who needs medical support is on board;
- c. Aircrafts used in search and rescue operations;
- d. Other aircrafts.

12. Traffic on final **should have** priority over departing traffic on the same runway, on the runway, that crosses a runway used by traffic on final to land.



Section 5b – Ground movement

1. If it is needed or it is desirable to speed up traffic sequence ATC **can** give these instructions to aircraft that is performing landing:
 - a. Hold short of crossing runway intersection with runway to land;
 - b. Landing outside touchdown zone (with overfly);
 - c. Runway vacating via the specified taxiway;
 - d. Expedite runway vacating.

MLD051, EXPEDITE VACATING, TRAFFIC IS ON 3 MILES FINAL

MLD051, УСКОРЬТЕ ОСВОБОЖДЕНИЕ, БОРТ НА ПРЯМОЙ ТРИ МИЛИ

2. When giving such instructions stated in **Rules 1.a-1.d** ATC **must** take into account aircraft type, runway length, taxiways location, braking action on runway and weather conditions.
3. Instruction to land outside touchdown zone stated in **Rule 1.b** **must not** be given to *HEAVY* and *A380* aircrafts.
4. ATC **has to** take into account, that in some cases aircraft crew can report that they are unable to comply such instructions stated in **Rules 1.a-1.d**.
5. ATC **must** give instruction about runway vacating. This instruction is given on ATC's own initiative. ATC **should not** demand aircraft crew to report landing or wait for such report.

MLD051, TURN LEFT TAXIWAY ALPHA TWO

MLD051, ПОВОРАЧИВАЙТЕ НАЛЕВО РД АЛЬФА ДВА

6. If there is no necessity to specify taxiway, this instruction **can** be used:

MLD051, TURN FIRST LEFT

MLD051, ПОВОРАЧИВАЙТЕ ПЕРВЫЙ НАЛЕВО

7. If needed (for example in low visibility weather conditions) ATC can give instruction to confirm runway vacating.

MLD051, REPORT RUNWAY VACATED

MLD051, ДОЛОЖИТЕ ОСВОБОЖДЕНИЕ ВПП

Section 5c – Special cases

1. On aircraft crew request ATC **can** give touch and go instruction.

MLD051, CLEARED TOUCH AND GO

MLD051, РАЗРЕШАЮ ЗАХОД С КАСАНИЕМ

2. On aircraft crew request ATC **can** give low approach instruction with aircraft descending to ATC coordinated minimum altitude with further go around procedure. In case of such clearance runway **must be** cleared from aircrafts, if height (based on runway level) is less than 150 m (500 feet). If height is not less than 150 m (500 feet) and aircraft occupies runway, ATC **must** inform aircraft on runway about low approach procedure is used. Also. ATC **must** inform aircraft performing low approach about traffic on runway.

MLD051, CLEARED LOW APPROACH, ALTITUDE NOT BELOW 800 FEET

MLD051, РАЗРЕШАЮ НИЗКИЙ ЗАХОД, ВЫСОТА НЕ НИЖЕ 800 ФУТОВ

3. On aircraft crew request ATC **can** give low pass over Tower, runway or other point of observation to make visual inspection from the ground. As usual low pass can be useful to detect problems with aircraft's landing gears.

MLD051, CLEARED LOW PASS

MLD051, РАЗРЕШАЮ ПРОЛЕТ НА МАЛОЙ ВЫСОТЕ

4. For helicopter flights, landing location **can be** specified if there are corresponding airfield rules exist.
5. If aircraft performs visual or circling approach, general rules from **Section 5a must be** used.
6. If aircraft performs circling approach, landing clearance **has to** be given only after aircraft will end corresponding instrumental approach procedure.
7. If air situation allow, traffic **can be** cleared to cross runway:

MLD051, CROSS RUNWAY 36R

MLD051, ПЕРЕСЕКАЙТЕ ПОЛОСУ 36 ПРАВАЯ

8. If Tower ATC gets information (on own visual observation or from other sources of information) about obstacles on the runway, or runway will be unavoidable occupied by some obstacle, after takeoff clearance is given to aircraft, ATC **must**:
 - a. In case of departing traffic, that did not start the takeoff – cancel takeoff clearance;

**MLD051, HOLD POSITION, CANCEL TAKEOFF, I SAY AGAIN, CANCEL TAKEOFF,
TRAFFIC ON RUNWAY**

**MLD051, ОЖИДАЙТЕ НА МЕСТЕ, ВЗЛЕТ ОТМЕНЯЮ, ПОВТОРЯЮ, ВЗЛЕТ ОТМЕНЯЮ, БОРТ
НА ПОЛОСЕ**

b. In case of departing traffic, that started takeoff – cancel takeoff clearance;

MLD051, STOP IMMEDIATELY, MLD051, STOP IMMEDIATELY, TRAFFIC ON RUNWAY

**MLD051, ПРЕКРАТИТЕ ВЗЛЕТ НЕМЕДЛЕННО, MLD051, ПРЕКРАТИТЕ ВЗЛЕТ НЕМЕДЛЕННО,
БОРТ НА ПОЛОСЕ**

c. In case of arriving aircraft on final – go around instruction;

MLD051, GO AROUND, RUNWAY IS BLOCKED

MLD051, УХОДИТЕ НА ВТОРОЙ КРУГ, ПОЛОСА ЗАНЯТА

9. In case ATC needs to maintain needed separation between arriving and departing traffic, arriving traffic sequence, ATC can slow down the arriving traffic using this instruction:

MLD051, REDUCE TO MINIMUM APPROACH SPEED

MLD051, УМЕНЬШИТЕ ДО МИНИМАЛЬНОЙ СКОРОСТИ ЗАХОДА

Section 6

Air traffic service for VFR traffic

Section 6a – Entering and leaving controlled zone (CTR)

1. ATC **has to** clear aircraft, that performs VFR flight, to enter CTR if:
 - a. Cloud base is 450 m or higher;
 - b. Visibility at ground level is 5 km or greater.
2. If other aircrafts in CTR will not create unsafe situations to aircraft requesting enter CTR, this aircraft **can be** cleared to enter CTR even if weather minimums from **Rule 1** are not met. Such flight is called SVFR.
3. In case of worsening of weather conditions that cloud base became less than 450 m or visibility at ground level is less than 5000 m, ATC **has to** stop all VFR flights in CTR in this way:
 - a. ATC clearances for VFR flight have not to be given;
 - b. ATC clearances to enter CTR zone have not to be given;
 - c. ATC has to inform all VFR traffic in CTR about worsening of weather conditions and can propose to change flight rules to IFR for such aircrafts.
4. CTR zone entering clearance **must** contain:
 - a. Point at CTR's bounds, that will be used to enter CTR by aircraft, or entering direction;
 - b. Runway in use for landing (if aircraft will perform landing on airfield within CTR);
 - c. QNH (and QFE if requested by aircraft crew).

MLD051, ENTER CONTROL ZONE VIA BOYARKA, RUNWAY 08, QNH 1012

MLD051, ВХОД В КОНТРОЛИРУЕМУЮ ЗОНУ ЧЕРЕЗ БОЯРКУ, ПОЛОСА 08, QNH 1012

5. CTR zone entering clearance **can** contain additional elements:
 - a. Altitude;
 - b. Wind direction and speed;
 - c. Traffic information;
 - d. Important information about airfield;
 - e. Any other instructions applicable.

***MLD051, ENTER CONTROL ZONE VIA OSCAR, ALTITUDE NOT ABOVE 1500 FEET,
RUNWAY 08, QNH 1012***

**MLD051, ВХОД В КОНТРОЛИРУЕМУЮ ЗОНУ ЧЕРЕЗ ОСКАР, ВЫСОТА НЕ ВЫШЕ 1500
ФУТОВ, ПОЛОСА 08, QNH 1012**

6. If default CTR enter instruction cannot be given (because of air situation or another reason) ATC **can** give conditional clearance to enter CTR and then wait for next instruction over specified point or over between two notable landmarks. If needed ATC **can** specify waiting time.

**MLD051, ENTER CONTROL ZONE VIA OSCAR, ALTITUDE NOT ABOVE 1000 FEET,
RUNWAY 26, QNH 1019, HOLD VISUAL BETWEEN OSOKORKI AND SOUTHERN BRIDGE,
EXPECT FURTHER CLEARANCE IN 10 MINUTES**

**MLD051, ВХОД В КОНТРОЛИРУЕМУЮ ЗОНУ ЧЕРЕЗ ОСКАР, ВЫСОТА НЕ ВЫШЕ 1000 ФУТОВ
, ПОЛОСА 26, QNH 1019, ОЖИДАЙТЕ ВИЗУАЛЬНО МЕЖДУ ОСОКОРКАМИ И ЮЖНЫМ
МОСТОМ, РАССЧИТЫВАЙТЕ ДАЛЬНЕЙШИЕ УКАЗАНИЯ ЧЕРЕЗ 10 МИНУТ**

7. If enter to CTR zone cannot be cleared, ATC **has to** inform aircraft crew about prohibition to enter CTR zone. ATC **must** clearly specify reason and, if it is possible, give aircraft alternative route.

**MLD051, ENTRANCE TO CTR PROHIBITED, CTR CLOSED DUE TO MILITARY TRAINING
FLIGHTS. AVOID EAST VIA KOZIN-BORTNICHII-BROVARY**

**MLD051, ВХОД В ДИСПЕТЧЕРСКУЮ ЗОНУ ЗАПРЕЩАЮ, ЗОНА ЗАКРЫТА ИЗ-ЗА ВЫПОЛНЕНИЯ
ТРЕНИРОВОЧНЫХ ПОЛЕТОВ ВОЕННЫМИ. ОБХОД ВОСТОЧНЕЕ ПО МАРШРУТУ КОЗИН-
БОРТНИЧИ-БРОВАРЫ**

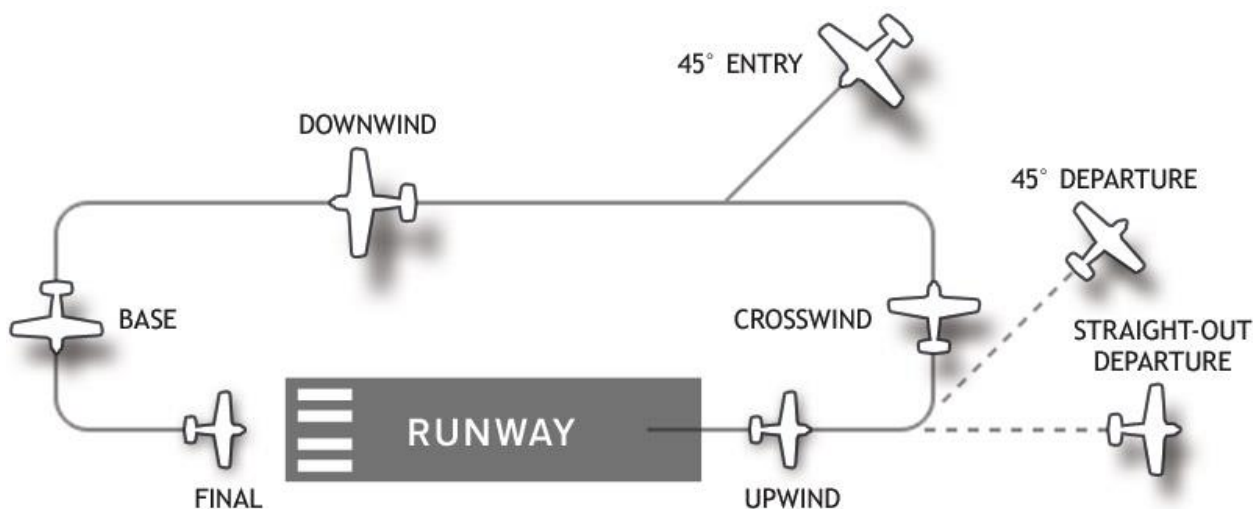
8. For departing VFR traffic ATC **must** give direction or point to leave CTR zone with takeoff clearance.

**MLD051, LEAVE CONTROL ZONE VIA BELGORODKA, ALTITUDE NOT ABOVE 1500 FEET,
WIND 250 DEGREES 6 METERS PER SECOND, RUNWAY 26, CLEARED FOR TAKEOFF**

**MLD051, ВЫХОД ИЗ КОНТРОЛИРУЕМОЙ ЗОНЫ ЧЕРЕЗ БЕЛГОРОДКУ, ВЫСОТА НЕ ВЫШЕ
1500 ФУТОВ, ВЕТЕР 250 ГРАДУСОВ 6 МЕТРОВ В СЕКУНДУ, ПОЛОСА 26, ВЗЛЕТ
РАЗРЕШАЮ**

Section 6b – Airfield traffic pattern

Airfield traffic pattern with legs. This pattern is left-hand



1. If air situation is suitable, ATC **can** clear aircraft to enter traffic pattern.
2. Pattern enter clearance **must** contain:
 - a. Pattern direction (left- or righthand);
 - b. Runway in use;
 - c. QNH (and QFE on aircraft crew request).
3. Pattern enter clearance **can** contain:
 - a. Entering altitude;
 - b. Wind direction and speed;
 - c. Traffic information;
 - d. Important information about airfield;
 - e. Any other instructions applicable.
4. If able, ATC **can** give instruction to join specific traffic pattern leg.

MLD051, JOIN RIGHT HAND BASE RUNWAY 08, ALTITUDE NOT ABOVE 1500 FEET, QNH 1009, WIND 030 DEGREES, 5 METERS PER SECOND

MLD051, ВХОДИТЕ В ПРАВЫЙ КРУГ К ТРЕТЬЕМУ ВПП 08, ВЫСОТА НЕ ВЫШЕ 1500 ФУТОВ, QNH 1009, ВЕТЕР 30 ГРАДУСОВ 5 МЕТРОВ В СЕКУНДУ

5. ATC **can** give instruction to short or extend legs in pattern. Usually such instructions are given for upwind and downwind legs.

MLD051, EXTEND DOWNWIND

MLD051, ЗАТЯНИТЕ ТРЕТИЙ

6. To make correct separation between aircrafts ATC **can** give instruction to make one or more 360-turns. In this case ATC **must** specify direction of turn.

MLD051, ORBIT LEFT UNTIL ADVISED

AUI123, ВЫПОЛНЯЙТЕ ВИРАЖИ ВЛЕВО ДО КОМАНДЫ

MLD051, MAKE A THREE SIXTY TURN RIGHT FOR SEPARATION

***MLD051, ВЫПОЛНИТЕ РАЗВОРОТ ВПРАВО НА ТРИСТА ШЕСТЬДЕСЯТЬ ДЛЯ СОЗДАНИЯ
ИНТЕРВАЛА***



Section 6c – Special VFR (SVFR)

1. On aircraft crew request and if it is known, that aircraft has weather information on board, ATC **can** clear this aircraft to perform SVFR flight.
2. SVFR clearance **has to** be given with taking in account air situation and Radar ATC approval.
3. ATC **can give** clearance to SVFR for enter CTR and landing, departure and leave CTR, cross CTR or fly in CTR **only if** visibility at ground level is not less than 1500 m. Cloud base is not used for SVFR flights but it is foreseen, that aircraft will follow minimum VFR flight altitude minimums. Airfield weather conditions should be taken into account only for landings or departures. In other cases, aircraft crew reports are used.
4. SVFR clearance **usually** is given when CTR is clear of another aircrafts, or there are no aircrafts in direction, that SVFR aircraft will use to flight.

