CONTROLLING VFR AIRCRAFT

OVERVIEW

This document has been written to explain to controllers some of the things that a VFR pilot can request whilst flying at an aerodrome.

VFR CIRCUIT

Pilots are able to enter what is known as a VFR circuit to practice runway manoeuvres such as touch and go's, landings and go-arounds.

Controlling this circuit requires some specific procedures and phraseology which will be detailed in this section.

VFR CIRCUIT CLEARANCE

| A VFR Circuit Clearance Shall Contain the Following: |
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| Circuit Direction |
| Runway In Use |
| Altitude Restriction |
| QNH |
| Squawk Code |

This is some example phraseology for a VFR Circuit Clearance:

Transmitter	Phraseology
Pilot	"Liverpool Tower, G-RVND is a PA38 holding at Kilo with information Delta on-board, QNH1017. Request clearance into the VFR circuit."
ATC	"G-RVND, Liverpool Tower, hold position, cleared left hand VFR circuit's runway 27, not above altitude 1500ft VFR, QNH1017, squawk 7010."
Pilot	"Hold position, cleared left hand VFR circuits runway 27, not above altitude 1500ft VFR, QNH1017, squawk 7010 G-RVND."
ATC	"G-ND correct."

With the aircraft cleared into the circuit, it may now be taxied cleared for take-off as normal.

CIRCUIT LAYOUT AND REPORTING POINTS
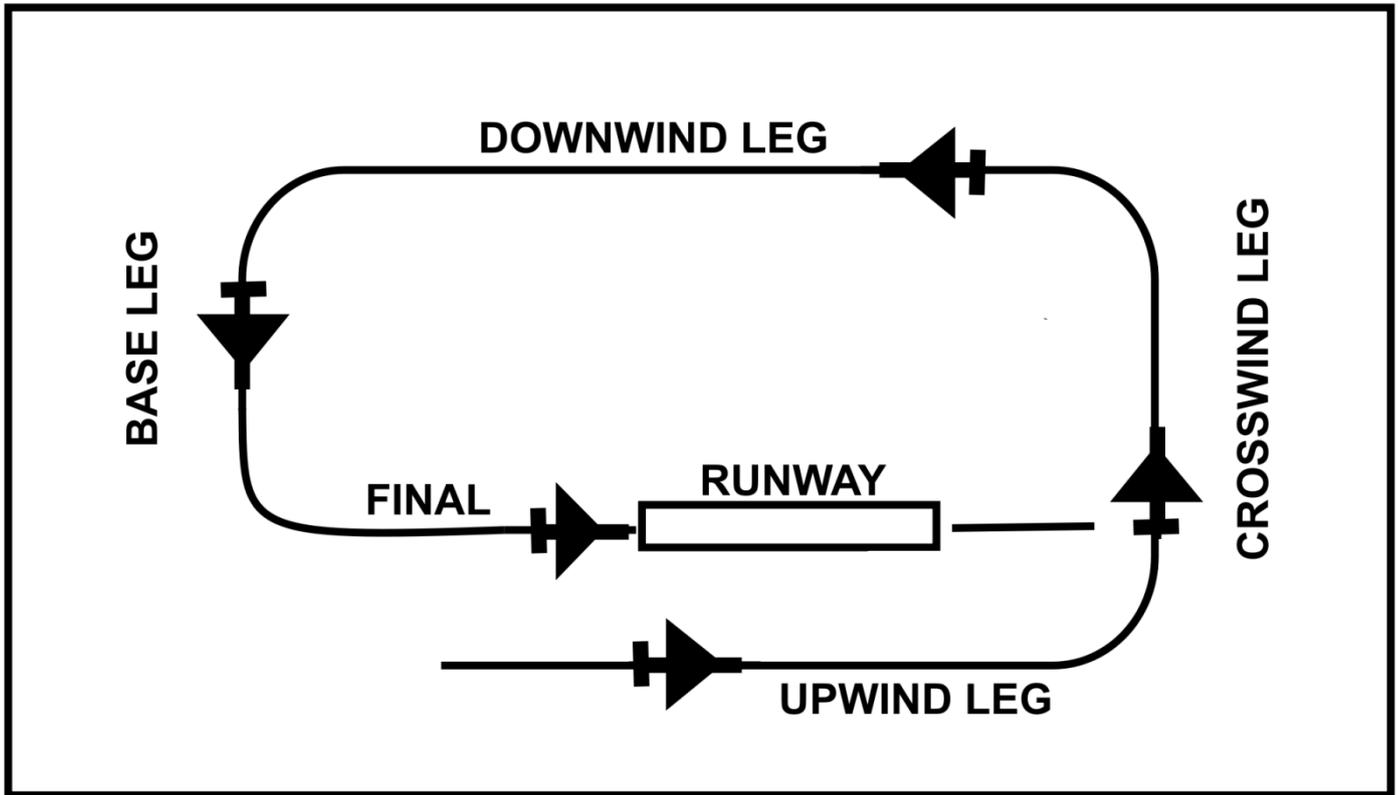
Position	What to report
Upwind	Nothing should be reported on this leg unless you are going around.
Crosswind	Nothing should be reported on this leg.
Downwind	The aircraft should announce that it is on downwind as well as its intentions.
Base	Nothing should be reported on this leg.
Final	The aircraft should announce that it is on final.

FULL VFR CIRCUIT PHRAESEOLOGY

Transmitter	Phraseology
Pilot	"Liverpool Tower, G-RVND is a PA38 holding at Kilo with information Delta on-board, QNH1017. Request clearance into the VFR circuit."

ATC	"G-RVND, Liverpool Tower, hold position, cleared left hand VFR circuit's runway 27, not above altitude 1500ft VFR, QNH1017, squawk 7010."
Pilot	"Hold position, cleared left hand VFR circuits runway 27, not above altitude 1500ft VFR, QNH1017, squawk 7010 G-RVND."
ATC	"G-ND correct. Taxi holding point Golf runway 27."
Pilot	"Taxi holding point Golf runway 27 G-ND."
On reaching the holding point	
ATC	"G-ND runway 27, left hand turnout clear for take-off surface winds 260 degrees 17 knots."
Pilot	"Runway 27 clear for take-off, G-ND"
When on downwind	
Pilot	"G-ND downwind, touch and go."
ATC	"G-ND roger report final runway 27, number 1, surface winds 260 degrees 17 knots."
When on final	
Pilot	"G-ND final runway 27."
ATC	"G-ND runway 27 clear touch and go runway 27 surface winds 260 degrees 17 knots."
Pilot	"Runway 27 clear touch and go G-ND."

CONTROL ZONE ENTRY

ZONE ENTRY CLEARANCE

Control zone entry clearances are always sought from the tower controller.

A VFR Zone Entry Clearance Shall Contain the Following:
Entry VRP
Altitude Restriction
QNH
Squawk Code

This is some example phraseology for a VFR zone entry Clearance:

Transmitter	Phraseology
Pilot	"Essex Radar, G-ATHR, request clearance to enter the Stansted control zone via Audely End."
ATC	"G-ATHR, Essex Radar, maintain clear of controlled airspace, I shall get your clearance."
ATC should now retrieve a zone entry clearance from the tower controller.	
ATC	"G-HR I have your clearance when you're ready to copy."
Pilot	"Pass your message, G-HR."
ATC	"G-HR, Stansted Tower clears you to enter the Stansted control zone via the Audely End VRP, not able altitude 1500ft, VFR, QNH 998 hectopascals, squawk 4670."
Pilot	"Cleared into the Stansted control zone via the Audely End VRP, not above altitude 1500ft VFR, QNH 998 hectopascals, squawk 4670, G-HR."
ATC	"G-HR, correct, confirm visual with the field."
Pilot	"We are visual with the field, G-HR."
ATC	"G-HR, roger contact Stansted Tower 123.800."

Pilots should only be handed to the tower controller when they become visual with the aerodrome.

CONTROL ZONE PROCEDURES

Once inside the control zone the aircraft need to join the visual circuit to land or enter the circuit for a few circuits. Aircraft should be instructed to join the circuit in a certain place (usually downwind or base) and then told to report final. The position should be allocated based on the position of the aircraft.

FULL ZONE ENTRY PHRASEOLOGY

Transmitter	Phraseology
Pilot	"Essex Radar, G-ATHR, request clearance to enter the Stansted control zone via Audely End."
ATC	"G-ATHR, Essex Radar, maintain clear of controlled airspace, I shall get your clearance."

ATC	"G-HR I have your clearance when you're ready to copy."
Pilot	"Pass your message, G-HR."
ATC	"G-HR, Stansted Tower clears you to enter the Stansted control zone via the Audely End VRP, not above altitude 1500ft, VFR, QNH 998 hectopascals, squawk 4670."
Pilot	"Cleared into the Stansted control zone via the Audely End VRP, not above altitude 1500ft VFR, QNH 998 hectopascals, squawk 4670, G-HR."
ATC	"G-HR, correct, confirm visual with the field."
Pilot	"We are visual with the field, G-HR."
ATC	"G-HR, roger contact Stansted Tower 123.800."
Pilot sets frequency to 123.800.	
Pilot	"Stansted Tower, G-ATHR, visual with the field."
ATC	"G-ATHR, Stansted Tower, join right base for runway 22, number 1."
Pilot	"Join right base runway 22 number 1, G-ATHR."
Pilot	"G-ATHR right base runway 22."
ATC	"G-HR report final runway 22, number 1, surface winds 230 degrees 12 knots."
Pilot	"Report final runway 22, number 1, G-HR."
Pilot	"G-HR final runway 22."
ATC	"G-HR runway 22 clear to land, surface winds 230 degrees 12 knots."
Pilot	"Runway 22 clear to land, G-HR."

Now that the aircraft has landed it may now be taxied to a stand as normal.

CONTROL ZONE EXIT

Control zone exit clearances are always sought from the approach controller.

A VFR Zone Exit Clearance Shall Contain the Following:
Entry VRP
Altitude Restriction
QNH
Squawk Code

This is some example phraseology for a VFR zone exit Clearance:

Transmitter	Phraseology
Pilot	"Stansted Tower, G-ATHR, with information A on-board, QNH 1012, type PA28, request clearance to exit the Stansted control zone via Audely End."
ATC	"G-ATHR, Stansted Tower, standby, I shall get your clearance."
ATC should now retrieve a zone entry clearance from the approach controller.	
ATC	"G-HR I have your clearance when you're ready to copy."
Pilot	"Pass your message, G-HR."
ATC	"G-HR, Essex Radar clears you to leave the Stansted control zone via the Audely End VRP, not above altitude 1500ft, VFR, QNH 1012, squawk 4670."
Pilot	"Cleared to leave the Stansted control zone via the Audely End VRP, not above altitude 1500ft, VFR, QNH 1012, squawk 4670, G-HR."
ATC	"G-HR, correct"

Now that the aircraft has been cleared it may now be taxied the runway as normal and handed to Essex Radar when leaving the air traffic zone.