

KURDISTAN REGIONAL GOVERNMENT



SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

CHAPTER 12

ATC CLEARANCE

International and Local Procedures

(First Edition)

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CHAPTER 12

ATC CLEARANCE

12.1 Scope and purpose

- 12.1.1 Clearances are issued solely for expediting and separating air traffic and are based on known traffic conditions which affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the manoeuvring area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use.**
- 12.1.2 If an air traffic control clearance is not suitable to the pilot-in-command of an aircraft, the flight crew may request and, if practicable, obtain an amended clearance.**
- 12.1.3 The issuance of air traffic control clearances by Air Traffic Control Units constitute authority for an aircraft to proceed only in so far as known air traffic is concerned. ATC clearances do not constitute authority to violate any applicable regulations for promoting the safety of flight operations or for any other purpose; neither do clearances relieve a pilot - in - command of any responsibility whatsoever in connection with a possible violation of applicable rules and regulations.**
- 12.1.4 ATC units shall issue such ATC clearances as are necessary to prevent collisions and to expedite and maintain an orderly flow of air traffic.**
- 12.1.5 ATC clearances must be issued early enough to ensure that they are transmitted to the aircraft in sufficient time for it to comply with them.**
- 12.1.6 The instructions contained in the clearance shall :**
- a. comply with the terms of acceptance of control by the next controlling authority;**

- b. enable the flight to confirm with the flight plan and any subsequent requests made by the aircraft;**
- c. ensure the safety of the aircraft in the event of loss of communications between Air Traffic Control and the aircraft.**

12.1.7 An Air Traffic Control clearance shall be issued for all controlled flights.

12.2 Aircraft subject to ATC for part of flight

12.2.1 When a flight plan specifies that the initial portion of a flight will be uncontrolled, and that the subsequent portion of the flight will be subject to ATC, the aircraft shall be advised to obtain its clearance from the ATC unit in whose area controlled flight will be commenced.

12.2.2 When a flight plan specifies that the first portion of a flight will be subject to ATC, and that the subsequent portion will be uncontrolled, the aircraft shall normally be cleared to the point at which the controlled flight terminates.

12.3 Flights through intermediate stops

12.3.1 When an aircraft files, at the departure aerodrome, flight plans for the various stages of flight through intermediate stops, the initial clearance limit will be the first destination aerodrome and new clearances shall be issued for each subsequent portion of flight.

12.3.2 The flight plan for the second stage, and each subsequent stage, of a flight through intermediate stops will become active for ATS and search and rescue (SAR) purposes only when the appropriate ATS unit has received notification that the aircraft has departed from the relevant departure aerodrome, except as provided for in 12.3.3.

12.3.3 By prior arrangement between ATC units and the operators, aircraft operating on an established schedule may, if the proposed route of flight is through more than one control area, be cleared through intermediate stops within other control areas but only after coordination between the ACCs concerned.

12.4 Departing aircraft

12.4.1 ACCs shall, except where procedures providing for the use of standard departure clearances have been implemented, forward a clearance to approach control units or aerodrome control towers with the least possible delay after receipt of request made by these units, or prior to such request if practicable.

12.5 Contents of clearances

12.5.1 Clearances shall contain positive and concise data and shall, as far as practicable, be phrased in a standard manner.

12.5.2 An Air Traffic Control Clearance shall contain the following in the order listed :

a. aircraft identification as shown in the flight plan;

Note. the phrase "... (callsign) CLEARED TO ..." shall be used as the authorization to proceed in accordance with the instructions issued,

b. clearance limit;

c. route of flight ;

d. level(s) of flight for the entire route or part thereof and changes of levels if required;

Note. If the clearance for the levels covers only part of the route, it is important for the Air Traffic Control Unit to specify a point to which the part of the clearance regarding levels applies whenever necessary to ensure compliance with Radio Communication Failure procedures.

e. squawk code (SSR Mode and Code)

f. departure /arrival instructions (SID/STAR).

- g. reporting instructions (to report level, position ... etc)**
- h. any necessary instructions or information on other matters such as approach or departure manoeuvres, communications and the time of expiry of the clearance.**

Note. The time of expiry of the clearance indicates the time after which the clearance will be automatically cancelled if the flight has not been commenced.

12.6 DESCRIPTION OF AIR TRAFFIC CONTROL CLEARANCE

12.6.1 CLEARANCE LIMIT

- 12.6.1.1 A clearance limit shall be described by specifying the name of the appropriate significant point, aerodrome or controlled airspace boundary (CAB).**
- 12.6.1.2 When prior coordination has been effected with units under whose control the aircraft will subsequently come, or if there is reasonable assurance that it can be effected a reasonable time prior to their assumption of control, the clearance limit shall be the destination aerodrome or, If not practicable, an appropriate intermediate point, and coordination shall be expedited so that a clearance to the destination aerodrome may be issued as soon as possible.**
- 12.6.1.3 If an aircraft has been cleared to an intermediate point in adjacent controlled airspace, the appropriate ATC unit will then be responsible for issuing, as soon as practicable, an amended clearance to the destination aerodrome.**
- 12.6.1.4 When the destination aerodrome is outside controlled airspace, the ATC unit responsible for the last controlled airspace through which an aircraft will pass shall issue the appropriate clearance for flight to the limit of that controlled airspace.**

12.6.2 ROUTE OF FLIGHT

12.6.2.1 The route of flight shall be detailed in each clearance when deemed necessary. The phrase “**CLEARED VIA FLIGHT PLANNED ROUTE**” may be used to describe any route or portion thereof, provided the route or portion thereof is identical to that field in the flight plan and sufficient routing details are given to definitely establish the aircraft on its route. The phrase “**CLEARED VIA (designation) DEPARTURE**” or “**CLEARED VIA (designation) ARRIVAL**” may be used when standard departure or arrival routes (SIDS or STARS) have been established by the appropriate ATS Authority and published in Aeronautical Information Publication (AIP).

12.6.2.2 The phrase “**CLEARED VIA FLIGHT PLANNED ROUTE**” shall not be used when granting a re-clearance.

12.6.2.3 subject to airspace constraints, ATC workload and traffic density, and provided coordination can be effected in a timely manner, an aircraft should whenever possible be offered the most direct routing.

12.6.3 LEVELS

12.6.3.1 Instructions included in clearances relating to levels shall consist of :

- a. cruising level(s) or, for cruise climb, a range of levels, and, if necessary, the point to which the clearance is valid with regard to the level(s);
- b. levels at which specified significant points are to be crossed, when necessary;
- c. the place or time for starting climb or descent, when necessary;
- d. the rate of climb or descent, when necessary;
- e. detailed instructions concerning departure or approach levels, when necessary.

12.6.3.2 When it is not possible to authorize flight at the level(s) filed on the flight plan because of conflicting traffic, another suitable level should be selected and the pilot advised to request level change en-route (RLCE) or where applicable, that the level authorized will be the final cruising level to the clearance limit and the pilot advised accordingly.

12.6.4 CLEARANCE OF REQUESTED CHANGE IN FLIGHT PLAN

- 12.6.4.1 When issuing a clearance covering a requested change in route or level, the exact nature of the change shall be included in the clearance.
- 12.6.4.2 When traffic conditions will not permit clearance of requested change, the word “ UNABLE ” shall be used. When warranted by circumstances, an alternate route or level should be offered.
- 12.6.4.3 When an alternate route is offered and accepted by the flight crew under the procedures described in 12.6.2 above, the amended clearance issued shall describe the route to the point where it joins the previously cleared route, or, if the aircraft will not re-join the previous route, to the destination.

12.6.5 READ – BACK OF CLEARANCE

12.6.5.1 The flight crew shall read back to the Air Traffic Controller safety – related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back :

- a. ATC route clearances;
- b. Clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and
- c. Runway - in - use, altimeter settings, SSR codes, level instructions, heading and speed instructions and, weather issued by the controller or contained in Automatic Terminal Information Service ATIS broadcasts, transition levels.

Note. If the level of an aircraft is reported in relation to standard pressure (1013.2 hPa), the words “ FLIGHT LEVEL ” precede the level figures. If the level of the aircraft is reported in relation to QNH/QFE, the figures are followed by the word “ FEET ”.

12.6.5.2 Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

12.6.5.3 The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

12.6.6 DEPARTURE CLEARANCES

12.6.6.1 Departure clearances shall consist of details of the procedure to be followed after take-off until the aircraft is established on the route specified in the clearance at or above the minimum safe level and shall be issued when necessary for separation purposes or to expedite traffic.

12.6.6.2 Departure clearances may be originated by area control and/or approach control, and shall be acceptable to both units. These clearances may also include special information such as, essential traffic and/or traffic information.

12.6.6.3 Departure clearances shall:-

- a. enable the aircraft to conform with the approved instrument departure procedures, where published, or by day when meteorological conditions are suitable and use of a visual departure would be advantageous, to climb maintaining own terrain clearance visually; and**
- b. provide for separation between the aircraft concerned and other controlled flights operating within the area of responsibility of approach control and the originating unit; and**
- c. be acceptable to the pilot.**

12.6.6.4 Departure clearances shall be described either:-

- a. by nominating the standard instrument departure procedure, where published and adding level instructions where necessary, or**
- b. by a detailed description of the procedure required to be followed including where necessary:-**

- i. direction of turn after take-off and**
- ii. manoeuvres to be executed visually to a specified position and/or level; or**
- iii. manoeuvres to be executed to a specified position and/or level on a specified track or VOR radial.**

12.6.6.5 Departure Clearances for Flights Leaving Controlled Airspace

12.6.6.5.1 Departure clearances to controlled flights to leave controlled airspace (CAS) for which approach control is responsible and continue in uncontrolled airspace, shall contain the following elements as required and in the order listed:-

- (a) Aircraft callsign.**
- (b) Authorization to leave control area in accordance with the instructions issued.**
- (c) Routing instructions.**
- (d) Level instructions.**
- (e) Reporting instructions.**
- (f) Any special information.**
- (g) Frequency change instructions.**

12.6.7 REPORTING INSTRUCTIONS

12.6.7.1 When applying time separation from a leading or following aircraft it may be necessary to include separation instructions in the clearance specifying a time to set heading or to set heading not later than or not before a time.

12.6.7.2 Reporting instructions are mainly required for separation or radar identification purposes and may include requests for:-

- a. a position report over a non compulsory reporting point,
- b. a DME distance,
- c. a report when established on a specified track,
- d. a report when passing a specified level,
- (e) a rate of climb.

12.6.8 TRANSFER OF CONTROL AND FREQUENCY CHANGE INSTRUCTIONS

12.6.8.1 Transfer of control and frequency change instructions shall be included in the clearance and passed to the aircraft by aerodrome control either:

- a. prior to take-off; or
- b. prior to the aircraft leaving the vicinity of the aerodrome, whichever is applicable.

12.6.9 RELEASE INSTRUCTIONS

12.6.9.1 Release instructions may be instructions to approach control from area control to ensure time separation with other en-route aircraft, or instructions to aerodrome control from approach control concerning approval for the aircraft to take off for the provision of separation with other departing or arriving aircraft.

12.6.9.2 Release instructions may be phrased as follows:-

- a. "RELEASED" indicating that approval is granted for the aircraft to take off; or
- b. Released Subject To Your Discretion "RSYD" indicating that the aircraft may be cleared for take off subject to the discretion of the appropriate controller with respect to conflicting traffic which is about to come under his control.

12.6.10 DELIVERY INSTRUCTIONS

12.6.10.1 Delivery instructions may be included with a clearance when the clearance is to be passed to the aircraft by an approved agency, and should include a Clearance Expiry (CE) time if applicable.

12.6.11 ARRIVAL CLEARANCES

12.6.11.1 Arrival clearances shall be issued:-

- a. to cover the arrival sequence including, if necessary, holding instructions and
- b. to cover the initial, intermediate and final approach, or initial and final approach, segments when no intermediate segment is to be flown; or
- c. for DME arc approaches, to cover initial, intermediate and final approach at the commencement of initial approach.

12.6.11.2 Elements of an Arrival Clearance

12.6.11.2.1 An arrival clearance shall contain the following elements, as required, in the order listed:-

- a. Aircraft identification;
- b. Authorization to proceed in accordance with the instructions issued;
- c. Clearance limit;
- d. Level instructions;
- e. Holding instructions;
- f. Expected approach clearance time;

- g. Approach instructions;**
- h. Reporting instructions;**
- i. Any special instructions;**
- j. Transfer of control/frequency change instructions.**

12.6.11.2.1.1 The clearance limit

The clearance limit shall be the first radio navigation aid associated with the instrument approach procedure from which the initial, intermediate or final approach commences.

12.6.11.2.1.2 Level and Holding Instructions

Level and holding instructions shall provide separation from other controlled flights and shall not be below the minimum initial approach level for the procedure to be flown.

12.6.11.2.1.3 Expected Approach Clearance Time (EAT)

An EAT shall be issued whenever delaying instructions are issued to an aircraft.

Note. The time interval for the Expected Approach Time at Sulaymaniyah International Airport is “ 10 ” minutes.

12.6.12 CLEARANCE WITHHOLDING

12.6.12.1 Air traffic control units have no power to withhold clearances except for traffic reasons or when instructed by the appropriate authority. On receipt of such an instruction, the aircraft shall be delayed and the pilot informed that if the flight proceeds as planned, legislation may be breached. Record the warning in the ATC log, together with any comments from the pilot.

12.6.13 CLEARANCE PRIORITIES

12.6.13.1. Priorities

12.6.13.1.1 Normally, requests for clearances shall be dealt with in the order in which they are received and issued according to the traffic situation. However certain flights are given priority over others. Table 12.1 shows the categorization of these flights in relation to normal flight. Categories A, B, C and D are given a higher priority than normal flights and categories X, Y and Z a lower priority.

12.6.13.1.2 When two or more flights of different categories request clearance the flight with the highest category shall be dealt with first.

12.6.13.1.3 Priority for Flights of Similar Category

12.6.13.1.3.1 In assessing priorities for the use of part of the manoeuvring area or airspace for which there are conflicting requirements, provided that safety is in no way jeopardized, the following rules shall be applied:-

- a. An aircraft which has suffered radio communication failure shall be granted priority for landing.
- b. A landing aircraft shall have priority over a departing aircraft, if the latter cannot take-off with the required separation;
- c. Aircraft landing and taking off shall have priority over taxiing aircraft.
- d. Within the traffic pattern, aircraft using the runway and conforming with the circuit designated shall be given priority.
- e. Multi-engined aircraft, having requested and been granted, permission to simulate an engine failure, and make an approach and landing shall be given priority over other landing aircraft.
- f. An IFR flight may be given priority over a Controlled VFR (CVFR) flight, or over a Special VFR (SVFR) flight.

TABLE 12.1

CATEGORY	TYPE OF FLIGHT
A	Aircraft in emergency (Example: engine fault, fuel shortage, seriously ill passenger). Ambulance aircraft when the safety of life is involved and the pilot has declared an emergency due to the condition of the patient. Military flights that are notified as operating under "Military Necessity".
B	Aircraft engaged on Search and Rescue duties. Post accident/incident flight checks carried out at the request of the appropriate Authority.
C	VVIP flights e.g. flights carrying visiting Heads of State.
D	Flights notified to ATC which carry VIPs. Ambulance ACFT carrying sick or injured passenger(s) and the condition of the patient is such that the pilot has not declared an emergency.
NORMAL FLIGHTS (Scheduled services, charter, executive, private and positioning flights which have filed a flight plan in the normal way).	
X	Preferential flights. These are Special Flights which have been upgraded to meet a deadline.
Y	Special Flights (photographic surveys, parachute dropping, etc.) Test Flights.
Z	Training Flights. These should be fitted into the normal traffic pattern as the opportunity occurs.

12.6.13.1.4 In an emergency, it may be necessary in the interests of safety for an aircraft to enter a traffic circuit and make a landing without proper authorization. Controllers should recognize the possibilities of emergency action and render all assistance possible. If circumstances warrant, a controller may ask aircraft, with which he is in contact, to give way as early as practicable so as to avoid any hazard caused by such unauthorized operation.

12.6.14 HORIZONTAL SPEED CONTROL INSTRUCTIONS

12.6.14.1 General

12.6.14.1.1 In order to facilitate a safe and orderly flow of traffic, aircraft may subject to conditions specified by the appropriate authority, be instructed to adjust speed in a specified manner. Flight crews should be given adequate notice of planned speed control.

Note. For Sulaymaniyah International Airport, speed control shall not be applied unless when aircraft vectored by radar. In such case it shall be applied for arriving aircraft only, and aircraft shall not be instructed to increase or decrease speed by more than 20 kts and in all cases shall not be instructed to maintain more than the maximum approach speed or less than the minimum approach speed.

12.6.14.1.2 Speed control shall not be applied to aircraft entering or establishing in a holding pattern.

12.6.14.1.3 Speed adjustment should be limited to those necessary to establish and/or maintain desired separation minimum or spacing. Instructions involving frequent changes of speed, including alternate speed increases and decreases, should be avoided.

12.6.14.1.4 The flight crew shall inform the ATC unit concerned if at any time they are unable to comply with a speed instructions. In such cases, the controller shall apply an alternative method to achieve the desired spacing between the aircraft concerned.

12.6.14.1.5 Aircraft shall be advised when a speed control restriction is no longer required.

12.6.14.2 Methods of application

12.6.14.2.1 In order to establish a desired spacing between two or more successive aircraft, the controller should first either reduce the speed of the last aircraft, or increase the speed of the lead aircraft, then adjust the speed(s) of the other aircraft in order.

12.6.14.2.2 In order to maintain a desired spacing using speed control techniques, specific speeds need to be assigned to all the aircraft concerned.

Note 1. The True Airspeed (TAS) of an aircraft will decrease during Descent when maintaining a constant Indicated Airspeed (IAS). When two descending aircraft maintaining the same IAS, and the leading aircraft is at the lower level, the TAS of the leading aircraft will be lower than that of the following aircraft. The distance between the two aircraft will thus be reduced, unless a sufficient speed differential is applied. For the purpose of calculating a desired speed differential between two succeeding, 6 kt IAS per 1000 ft height difference may be used as a general rule. At levels below 8 000 ft altitude the difference between IAS and TAS is negligible for speed control purposes.

Note 2 . Time and distance required to achieve a desired spacing will increase with higher levels, higher speeds, and when the aircraft is in a clean configuration.

12.6.14.3 Descending and arriving aircraft

12.6.14.3.1 An aircraft should, when practicable, be authorized to absorb a period of notified terminal delay by cruising at a reduced speed for the latter portion of its flight.

12.6.14.3.2 An arriving aircraft may be instructed to maintain its “ Maximum speed ”, “ Minimum speed ”, or a specified speed.

12.6.14.3.3 Speed reduction to less than 250 kt IAS for turbojet aircraft during initial descent from cruising level should be applied only with the concurrence of the flight crew.

12.6.14.3.4 Instructions for an arriving aircraft to simultaneously maintain a high rate of descent and reduce its speed should be avoided as such manoeuvres are normally not compatible. Any significant speed reduction during descent may require the aircraft to temporarily level off to reduce speed before continuing descent.

12.6.14.3.5 Only minor speed reductions not exceeding plus/minus 20 kt IAS should be used for aircraft on intermediate and final approach.

12.6.14.3.6 Speed control should not be applied to aircraft after passing a point of 4 NM from the threshold on final approach.

12.6.15 VERTICAL SPEED CONTROL INSTRUCTIONS

12.6.15.1 General

12.6.15.1.1 In order to facilitate a safe and orderly flow of traffic, aircraft may be instructed to adjust rate of climb or rate of descent. Vertical speed control may be applied between two climbing aircraft or two descending aircraft in order to establish or maintain a specific vertical speed minimum.

12.6.15.1.2 Vertical speed control shall not be applied between aircraft entering or established in a holding pattern.

12.6.15.1.3 Vertical speed adjustments should be limited to those necessary to establish and / or maintain a desired separation minimum. Instructions involving frequent changes of climb / descent rates should be avoided.

12.6.15.1.4 The flight crew shall inform the ATC unit concerned if unable, at any time, to comply with a specified rate of climb or descent. In such cases, the controller shall apply an alternative method to achieve an appropriate separation minimum between aircraft, without delay.

12.6.15.1.5 Aircraft shall be advised when a rate of climb / descent restriction is no longer required.

12.6.15.2 Methods of application

12.6.15.2.1 An aircraft may be instructed to expedite climb or descent as appropriate to or through a specified level, or may be instructed to reduce its rate of climb or rate of descent.

12.6.15.2.2 Climbing aircraft may be instructed to maintain a specified rate of climb, a rate of climb equal to or greater than a specified value or a rate of climb equal to or less than a specified value.

Note. Higher aircraft shall be instructed to maintain a specified rate of climb or more and lower aircraft shall be instructed to maintain the rate of climb specified to higher aircraft or less.

EXAMPLE:

*Higher aircraft: Maintain rate of climb 2000 feet per minute or more.
Lower aircraft : Maintain rate of climb 2000 feet per minute or less.*

12.6.15.2.3 Descending aircraft may be instructed to maintain a specified rate of descent, a rate of descent equal to or greater than a specified value or a rate of descent equal to or less than a specified value.

Note. Lower aircraft shall be instructed to maintain a specified rate of descent or more and higher aircraft shall be instructed to maintain the rate of descent that specified to Lower aircraft or less.

EXAMPLE:

Lower aircraft: Maintain rate of descent 2000 feet per minute or more.

Higher aircraft : Maintain rate of descent 2000 feet per minute or less.

12.6.15.2.4 In applying vertical speed control, the controller should ascertain to which level(s) climbing aircraft can sustain a specified rate of climb or, in the case of descending aircraft, the specified rate of descent which can be sustained, and shall ensure that alternative methods of maintaining separation can be applied in a timely manner, if required.

Example 1 : Climbing Aircraft

IAW018: Higher aircraft 11000feet request FL310

RJ819 : Lower aircraft 10000feet request FL220

Controller : IAW 018 climb maintain FL310 report leaving 11 000feet.

Pilot : IAW 018 leaving 11 000 feet.

Controller : IAW 018 request rate of climb.

Pilot : IAW 018 rate of climb 2000 feet per minute.

Controller: IAW 018 maintain rate of climb 2000 feet per minute or more until passing FL 220.

Pilot: Roger 2000 feet per minute or more.

Controller: RJ 819 climb maintain FL 220, maintain rate of climb 2000 feet per minute or less until reaching FL220 report leaving 10 000 feet.

Pilot : RJ819 leaving 10 000 feet will maintain rate of climb 1500 feet per minute.

Controller : Roger report reaching FL220.

Pilot : Roger.

Example 2 : Descending Aircraft

IAW017 : Lower aircraft FL200.

RJ818 : Higher aircraft FL210.

Controller :IAW 017 descend maintain 12 000feet report leaving FL200.

Pilot : IAW 017 leaving FL200.

Controller : IAW 017 request rate of descent.

Pilot : IAW 017 rate of descent 1500 feet per minute

Controller: IAW 017 maintain rate of descent 1500 feet per minute or more report reaching 12000feet.

Pilot : Roger 1500 feet per minute or more.

Controller: RJ 818 descend maintain 13000feet, maintain rate of descent 1500 feet per minute or less report leaving FL210.

Pilot : RJ819 leaving FL210 will maintain rate of decent 1500 feet per minute.

Controller: Roger report reaching 13000feet.

Pilot : Roger.

Note. Controllers need to be aware of aircraft performance characteristics and limitations in relation to a simultaneous application of horizontal and vertical speed limitations.

12.7 COORDINATION OF CLEARANCES

12.7.1 An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion thereof as follows :

12.7.1.1 An aircraft shall be cleared for the entire route to the aerodrome of first intended landing :

- a. when it has been possible, prior to departure, to coordinate the clearance between all the units under whose control the aircraft will come; or**
- b. when there is reasonable assurance that prior coordination will be affected between those units under whose control the aircraft will subsequently come.**

Note. Where a clearance is issued covering the initial part of the flight solely as a means of expediting departing traffic, the succeeding en-route clearance will be as specified above even though the aerodrome of first intended landing is under the jurisdiction of an area control centre other than the one issuing the en-route clearance.

12.7.1.2 When coordination as in 12.9.1.1 has not been achieved or is not anticipated, the aircraft shall be cleared only to the point where coordination is reasonably assured; prior to reaching such point, or at such point, the aircraft shall receive further clearance, holding instructions being issued as appropriate.

12.7.1.3 When an aircraft intends to depart from an aerodrome with a control area to enter another control area within a period of thirty minutes, or such other specified period of time as has been agreed between the area control centers concerned, coordination with the subsequent area control center shall be effected prior to issue of the departure clearance.

12.7.1.4 When an aircraft intends to leave a control area for flight outside controlled airspace, and will subsequently re-enter the same or another control area, a clearance from point of departure to the aerodrome of first intended landing may be issued. Such clearance or revisions thereto shall apply only to those portions of the flight conducted within controlled airspace.

12.8 AIR TRAFFIC FLOW MANAGEMENT

12.8.1 Air traffic flow management (ATFM) shall be implemented for airspace where air traffic demand at times exceeds, or is expected to exceed, the declared capacity of the air traffic control services concerned.

Note. The capacity of the air traffic control services concerned will normally be declared by the appropriate ATS authority.

12.8.2 When it becomes apparent to an ATC unit that traffic additional to that already accepted cannot be accommodated within a given period of time at a particular location or in a particular area, or can only be accommodated at a given rate, that unit shall so advise the ATFM unit, when such is established, as well as, when appropriate, ATS units concerned. Flight crews of aircraft destined to the location or area in question and operators concerned shall also be advised of the delays expected or the restrictions that will be applied.

Note. Operators concerned will normally be advised, in advance where possible, of restrictions imposed by the air traffic flow management unit when such is established.
