



## Unit III – Ground

### 1- Apron Activities

Ground normally will be in contact with departures while they are still at their gate or parking position requesting pushback and/or engine start. The apron is an uncontrolled surface and ATC cannot authorize requests for any activities on the apron. Although ATC has no authority over operations on the apron, they may however provide information on known traffic. For example if an aircraft is ready to pushback from a terminal and another aircraft has already been given taxi clearance to the terminal, the aircraft pushing back should be told that there will be an aircraft taxiing in their area shortly. Also, the aircraft that will be entering the apron and taxiing for the terminal should also be advised that an aircraft will be pushing back.

Standard response for pushback and start is:

“Pushback and start-up approved/at discretion QNH 1013 advise ready for taxi.”

### 2- Taxi Authorization

Once an aircraft has completed pushback and engine start they will call ready for taxi. At this point the aircraft will notify ATC if they have the ATIS. As a ground controller, you are not permitted to have voice ATIS but you will have your own standard ATIS. An aircraft without the ATIS information is given their taxi instructions in the following sequence:

Runway, winds, QNH, instructions, special information, hold short instructions. This is the standard. An aircraft with the ATIS information does not have to be told the winds or QNH in some cases. For Example, Information x Correct, Runway, instructions, Special Info, hold short.

### 3- Backtrack

A ground controller is not permitted to authorize a backtrack. It is however an operation that can be considered taxiing. Ground can only authorize backtrack on an inactive runway.

### 4- Control Transfer

Once an aircraft is free of any conflicting ground traffic enroute to their departure runway threshold, they should be instructed to contact the Tower when ‘holding short’ or at the “holding point”.

### 5- Hold Short

When an aircraft is instructed to hold short or reach a holding point, the aircraft must read back the instruction to hold short. This may be the most important part of the taxi instruction.



## 6- Intersection Departures

An intersection departure is a takeoff that occurs at some point further down the runway than the runway threshold. On VATSIM, any request for an intersection departure should first be approved by the Tower controller so that they will be aware the aircraft will not be taxied to the normal location for takeoff. The VATSIM controller should generally not suggest intersection departures unless they have the runway length remaining or the ability to provide an accurate estimate to the pilot. The amount of runway remaining must be given to the pilot unless the pilot asks for an intersection departure.

## 7- Arriving Aircraft

Arriving aircraft will normally be in contact with Ground once they have vacated their landing runway. Often on VATSIM aircraft will not have a specific destination to park at on the field. In cases where an aircraft does not initially specify their destination on the field, they can either be asked where they would like to park, or simply be taxied to the apron by the easiest route. As previously mentioned all apron activities are uncontrolled and at pilot's discretion, therefore requests for engine shutdown are not to be approved.



## Ground Phraseology

1- Response to a pushback/startup request.

Sarajevo Ground, Croatia 345 requesting pushback and startup from gate 4.

Croatia 345, ground, pushback and startup approved QNH xxxx advise taxi.

2- Response to a request for taxi clearance

Ground, Malev 451 is ready for taxi at this time.

Malev 451, ground, runway 30, wind 270 at 15, QNH 1015.  
Taxi via Alpha, hold short of runway 30.

Or

Malev 451 ground runway 30 winds 150 @ 15 QNH 1015. Taxi Alpha and Charlie to holding point runway 12.

3- Transfer to Tower

Speedbird 2891 contact Tower 118.250 holding short of runway 30.

Tower 118.250, wilco , Speedbird 2891.

4- Request for an intersection departure

Ground, Cessna JMK at the G.A. ready for taxi, and we are looking for a runway 30 departure from taxiway Bravo.

Cessna JMK, ground, runway 30, wind 320 at 15 gust 26, QNH xxx, check the request for runway 30 departure from Bravo. Standby on your request.

Check, JMK.

JMK, Tower has approved the intersection departure, continue taxi via Alpha and Bravo, hold short runway 30. Contact tower on 118.25 when holding short.

JMK via A and B and hold short of runway 30, 118.25 hvala.



## Ground Questions

Respond to the following questions as if you were responding to the pilot. Where necessary explain your thought process and provide details of any co-ordination that you would do.

1- Active 30> Winds 270 @ 15 G 19 >QNH 1013

a) Sarajevo Ground, Malev 450 ready to taxi to runway 30.

2- Air Berlin 252, Wind 060 @ 05, QNH 1013, Tuzla Airport.

a) Ground Air Berlin 252 requests pushback clearance from Stand1, then

b) Ground Air Berlin 252, ready for taxi

3- Sarajevo is landing/departing runway 12. You just gave taxi clearance for Lufthansa 484 (A320) to taxi to the holding point of runway 12. Croatian 401 (A319) calls runway vacated at Bravo. Sarajevo Ground, Croatian 401 is on Bravo request taxi to the gate.

4 – Banjaluka, active runway 35. Winds VRB 220-320 @ 5 knots QNH 1002.

a) Banjaluka Ground, Skyeast 531 taxi to runway 35.

b) Banjaluka Ground, Skyeast 531 request runway 17 for departure.

c) Cessna landed and backtracked runway 35 to A. Banjaluka Ground, Skyeast 531 taxi 35.

65 - Mostar Ground Cessna 152 MJK would like departure to the north at taxiway runway 16.