

improved or unimproved and may be separate from or located on an airport/heliport. ATC will issue takeoff clearances from *movement* areas other than active runways, or in diverse directions from active runways, with additional instructions as necessary. Whenever possible, takeoff clearance will be issued in lieu of extended hover/air taxi operations. Phraseology will be “CLEARED FOR TAKEOFF FROM (taxiway, helipad, runway number, etc.), MAKE RIGHT/ LEFT TURN FOR (direction, heading, NAVAID radial) DEPARTURE/DEPARTURE ROUTE (number, name, etc.)” Unless requested by the pilot, downwind takeoffs will not be issued if the tailwind exceeds 5 knots.

2. Pilots should be alert to wind information as well as to wind indications in the vicinity of the helicopter. ATC should be advised of the intended method of departing. A pilot request to takeoff in a given direction indicates that the pilot is willing to accept the wind condition and controllers will honor the request if traffic permits. Departure points could be a significant distance from the control tower and it may be difficult or impossible for the controller to determine the helicopter’s relative position to the wind.

3. If takeoff is requested from *nonmovement* areas, an area not authorized for helicopter use, an area not visible from the tower, an unlighted area at night, or an area off the airport, the phraseology “DEPARTURE FROM (requested location) WILL BE AT YOUR OWN RISK (additional instructions, as necessary). USE CAUTION (if applicable).” The pilot is responsible for operating in a safe manner and should exercise due caution.

4. Similar phraseology is used for helicopter landing operations. Every effort will be made to permit helicopters to proceed direct and land as near as possible to their final destination on the airport. Traffic density, the need for detailed taxiing instructions, frequency congestion, or other factors may affect the extent to which service can be expedited. As with ground movement operations, a high degree of pilot/controller cooperation and communication is necessary to achieve safe and efficient operations.

4-3-18. Taxiing

a. General. Approval must be obtained prior to moving an aircraft or vehicle onto the movement area during the hours an Airport Traffic Control Tower is in operation.

1. Always state your position on the airport when calling the tower for taxi instructions.

2. The movement area is normally described in local bulletins issued by the airport manager or control tower. These bulletins may be found in FSSs, fixed base operators offices, air carrier offices, and operations offices.

3. The control tower also issues bulletins describing areas where they cannot provide ATC service due to nonvisibility or other reasons.

4. A clearance must be obtained prior to taxiing on a runway, taking off, or landing during the hours an Airport Traffic Control Tower is in operation.

5. A clearance must be obtained prior to crossing any runway. ATC will issue an explicit clearance for all runway crossings.

6. When assigned a takeoff runway, ATC will first specify the runway, issue taxi instructions, and state any hold short instructions or runway crossing clearances if the taxi route will cross a runway. This does not authorize the aircraft to “enter” or “cross” the assigned departure runway at any point. In order to preclude misunderstandings in radio communications, ATC will not use the word “cleared” in conjunction with authorization for aircraft to taxi.

7. When issuing taxi instructions to any point other than an assigned takeoff runway, ATC will specify the point to taxi to, issue taxi instructions, and state any hold short instructions or runway crossing clearances if the taxi route will cross a runway.

NOTE-

ATC is required to obtain a readback from the pilot of all runway hold short instructions.