

2. Receipt of ATC clearance. ARTCC clearances are relayed to pilots by airport traffic controllers in the following manner.

EXAMPLE–

Tower: “Beechcraft One Three One Five Niner, cleared to the Chicago Midway Airport via Victor Eight, maintain eight thousand.”

Aircraft: “Beechcraft One Three One Five Niner, cleared to the Chicago Midway Airport via Victor Eight, maintain eight thousand.”

NOTE–

Normally, an ATC IFR clearance is relayed to a pilot by the ground controller. At busy locations, however, pilots may be instructed by the ground controller to “contact clearance delivery” on a frequency designated for this purpose. No surveillance or control over the movement of traffic is exercised by this position of operation.

3. Request for taxi instructions after landing. State your aircraft identification, location, and that you request taxi instructions.

EXAMPLE–

Aircraft: “Dulles ground, Beechcraft One Four Two Six One clearing runway one right on taxiway echo three, request clearance to Page.”

Tower: “Beechcraft One Four Two Six One, Dulles ground, taxi to Page via taxiways echo three, echo one, and echo niner.”

or

Aircraft: “Orlando ground, Beechcraft One Four Two Six One clearing runway one eight left at taxiway bravo three, request clearance to Page.”

Tower: “Beechcraft One Four Two Six One, Orlando ground, hold short of runway one eight right.”

Aircraft: “Beechcraft One Four Two Six One, hold short of runway one eight right.”

e. During ground operations, jet blast, prop wash, and rotor wash can cause damage and upsets if encountered at close range. Pilots should consider the effects of jet blast, prop wash, and rotor wash on aircraft, vehicles, and maintenance equipment during ground operations.

4–3–19. Taxi During Low Visibility

a. Pilots and aircraft operators should be constantly aware that during certain low visibility conditions the movement of aircraft and vehicles on airports may not be visible to the tower controller. This may prevent visual confirmation of an aircraft’s adherence to taxi instructions.

b. Of vital importance is the need for pilots to notify the controller when difficulties are encountered or at the first indication of becoming disoriented. Pilots should proceed with extreme caution when taxiing toward the sun. When vision difficulties are encountered pilots should immediately inform the controller.

c. Advisory Circular 120–57, Low Visibility Operations Surface Movement Guidance and Control System, commonly known as LVOSMGCS (pronounced “LVO SMIGS”) describes an adequate example of a low visibility taxi plan for any airport which has takeoff or landing operations in less than 1,200 feet runway visual range (RVR) visibility conditions. These plans, which affect aircrew and vehicle operators, may incorporate additional lighting, markings, and procedures to control airport surface traffic. They will be addressed at two levels; operations less than 1,200 feet RVR to 500 feet RVR and operations less than 500 feet RVR.

NOTE–

Specific lighting systems and surface markings may be found in paragraph 2–1–10, Taxiway Lights, and paragraph 2–3–4, Taxiway Markings.

d. When low visibility conditions exist, pilots should focus their entire attention on the safe operation of the aircraft while it is moving. Checklists and nonessential communication should be withheld until the aircraft is stopped and the brakes set.