

West Coast ATC Ground Control PCG

Course Objective: Trainee will learn the responsibilities and functions of the Ground Control Position at WestCoastATC.

Time Limits For General Knowledge Training	
Apprentice Controller:	Training Time
	Instructional Time: 30 minutes
	Practical Application: 1 hour and 30 minutes

Ground Control (GC)

- Overview of Ground Control
- Taxi Instructions
 - Phraseology
 - Progressive Instructions
- Hold Short Instructions
- Taxi Information
 - Required Items
 - "Have the Numbers" (defined)
- Helicopter Operations
- Local Control Coordination
- Transfer of Control/Communications

Overview of the Ground Control Function

TR: [WCATC 7110.65 Chapter 3](#), [FAAO 7110.65 Chapter 3 section 7all](#)

Objective:	The trainee must understand the responsibilities of the Ground Control position and how it is utilized at WestCoastATC.
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Ground Control (GC) is responsible for the airport "movement area", this includes all taxiways and some parking aprons. Any aircraft operating in these areas are required to have clearance from the ground controller and maintain two way radio communications while operating in these positions.

In real-life, the Ground Controller (GC) and the Local Controller (LC/TWR) are located in the Tower Cab together. They control aircraft based primarily on what they see out the windows. Unlike in the real life here at WCATC, it is a bit more complicated. You have to rely on FSNAV and the accuracy of its position reporting. You have to use TS Whisper or MSN chatting for coordination so it is naturally a little more difficult.

Taxi Instructions

TR: [WCATC 7110.65 Chapter 3](#), [FAAO 7110.65 Chapter 3 section 7all](#)

Objective: The trainee must understand how to issue taxi instructions.

Issuing Taxi instructions. When an aircraft calls you ready to taxi then coordinate with the Tower Controller to determine what runway is in use.

After determining what runway the aircraft will be taxiing to you issue the following taxi instructions:

(Callsign) wind (direction/knots), Altimeter XX.XX, taxi to Runway XXX, contact tower XXX.XX (include TS channel or this channel) when ready for departure.

VAA_001 (Pronounced Allied One) wind 260 at 4, Altimeter 29.92, taxi to Runway 22L, contact tower 118.2 this channel when ready for departure.

When an aircraft exits the runway and contacts you for parking you have a few options.

If the aircraft calls you requesting GA parking then issue the following instructions:

(Callsign) (Airport Name) ground...taxi to General Aviation parking, monitor this frequency.

VAA_001 (Pronounced Allied One), Memphis ground...taxi to General Aviation parking, monitor this frequency.

***If you need to you may tell the aircraft to taxi to a certain location via specific taxiways

If a pilot is unfamiliar then he may request progressive taxi instructions which are a details step by step route to the taxi position in which you instructed him to taxi to.

Hold Short Instructions

[TR: WCATC 7110.65 Chapter 3, FAAO 7110.65 Chapter 3 section 7all](#)

Objective: The trainee must understand the proper way to issue hold short instructions and be able to ensure a proper read back of those instructions.

Hold Short Instructions. When issuing hold short instructions you shall ensure that the pilot reads back the hold short instruction.

(Callsign) (Airport Name) ground...wind, altimeter, taxi to runway XXX via taxiway XX, hold short of runway XXX.

VAA_001 (Pronounced Allied One), Memphis ground...wind 220 at 10, altimeter 2992, taxi to runway 22L via taxiway Alpha, hold short of runway 22R.

If the pilot does not read back the hold short instructions use the phraseology.

(Callsign), read back hold short instructions.

VAA_001 (Pronounced Allied One), read back hold short instructions.

Taxi Information

[TR: WCATC 7110.65 Chapter 3, FAAO 7110.65 Chapter 3 section 7all](#)

Objective:	The trainee must understand what information is required and how to issue taxi information.
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Before an aircraft departs he must receive the most current departure information. This is normally given when the aircraft is given taxi instructions for departure. Departure information is normally contained in the ATIS broadcast and may be omitted if the pilot states the appropriate ATIS code. If a pilot states that he “has the numbers” this is not the same as having the current ATIS. When a pilot states he “has the numbers” he is aware of the Active Runway, Winds, and the Altimeter. A pilot is not required to have the other departure information unless he requests it or you as the controller deem it necessary.

Helicopter Operations

TR: [WCATC 7110.65 Chapter 3](#), [FAAO 7110.65 Chapter 3 section 7all](#), [FAAO 7110.65 Chapter 3 section 11all](#)

Objective: The trainee must understand the proper procedures and be able to apply them when involving helicopters.

As a ground controller you are not going to have much of an issue with Helicopters. There are three types of taxi instructions that can be used when involving helicopters:

Ground Taxi: If a helo request to taxi for departure and it is utilizing the runway then you may treat him like a regular aircraft.

Phraseology:

(Callsign) taxi to (location, heliport, helipad, operating/movement area, active/inactive runways) contact tower when ready for departure

Hover Taxi: Used to describe a helicopter/VTOL aircraft movement conducted above the surface and in ground effect at airspeeds less than approximately 20 knots.

Phraseology:

(Callsign) hover-taxi to (location, heliport, helipad, operating/movement area, active/inactive runways) contact tower when ready for departure.

Air Taxi: Used to describe a helicopter/VTOL aircraft movement conducted above the surface but normally not above 100 feet AGL. The aircraft may proceed either via hover taxi or flight at speeds more than 20 knots. The pilot is solely responsible for selecting a safe airspeed/altitude for the operation being conducted.

Phraseology:

(Callsign) air-taxi to (location, heliport, helipad, operating/movement area, active/inactive runways) remain at or below (alt), land and contact tower when ready for departure.

If a helo request to depart from a movement area under your control then switch him to tower and advise tower of his intentions and any know traffic that could be a factor.

Local Control Coordination

[TR: WCATC 7110.65 Chapter 3, FAAO 7110.65 Chapter 3 section 7all](#)

Objective:	The trainee must understand the proper procedures to coordinate with the Local/Tower Controller.
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Communication is the key to success in almost everything that we do. With Ground Control and the Local Control positions it is no different. It is essential that we communicate/coordinate several key points of information to make things run smoothly. One such thing is the active runway. The local controller must coordinate with not only ground but other positions to make sure that the landing and departing runways are designated correctly. Another key piece of coordination between the two positions is the crossing of runways whether they are active or not. The local controller may give blanket crossings to inactive runways but when it involves the active coordination must be adhered to so that an aircraft mishap does not occur.

Transfer of Control/Communications

TR: [WCATC 7110.65 Chapter 3](#), [FAAO 7110.65 Chapter 3 section 7all](#)

Objective:	The trainee must understand the point in which he may transfer the control/communications of an aircraft to another controller or Unicom.
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After ensuring that the pilot is clear of all potential conflict and is on his way to the runway clear of traffic you may then switch him to the next controlling position.

Once you are ready to switch him then utilize this phraseology:

(Callsign) contact tower on XXX.XX (include TS channel or this channel) when ready for departure.

VAA_001 (Pronounced Allied One) contact Tower on TS channel 121.6 when ready for Departure.

In the event that the airspace that the pilot is going to be flying in is uncontrolled use this phraseology:
VAA_001 (Pronounced Allied One) advisory frequency change is approved on TS channel 118.5 Unicom when ready for departure.