

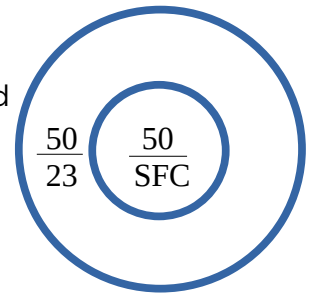


VFR aircraft differ from IFR aircraft in a few key ways with respect to clearances, required coordination, and phraseology. This document will provide a quick reference for controllers to assist in VFR operations.

**Flight following** is a radar service and in certain instances may require coordination with the overlying radar controller, whether that be a TRACON or a center. The following table shows what you as a controller are required to issue to a pilot based on what airspace the pilot will be flying in.

	CLASS BRAVO	CLASS CHARLIE	TRSA	CLASS DELTA
ASSIGN SQUAWK?	YES	YES	YES	NO
DEPARTURE FREQUENCY?	YES	YES	YES	NO

Local facility directives or LOAs may require altitude restrictions to be issued to aircraft. If circumstances dictate, altitude restrictions can also be used to keep an aircraft below the second shelf of the airspace, allowing the tower controller to terminate services for the aircraft as soon as they leave the surface area, reducing workload.



## PHRASEOLOGY FOR VFR DEPARTURES

### CLASS BRAVO

*"CLEARED THROUGH/TO ENTER/OUT OF CHICAGO BRAVO AIRSPACE, MAINTAIN VFR AT OR BELOW (ALTITUDE), DEPARTURE (FREQ), SQUAWK (CODE)"*

### CLASS CHARLIE

*"MAINTAIN VFR AT OR BELOW (ALTITUDE), DEPARTURE (FREQ), SQUAWK (CODE)"*

### TERMINAL RADAR SERVICE AREA (TRSA)

*"MAINTAIN VFR AT OR BELOW (ALTITUDE), DEPARTURE (FREQ), SQUAWK (CODE)"*

### CLASS DELTA

#### IF REQUESTING FLIGHT FOLLOWING:

SPECIFIC PHRASEOLOGY VARIES. IN GENERAL, THE LOCAL CONTROLLER WILL INFORM THE PILOT OF THE DEPARTURE FREQUENCY UPON EXITING THE SURFACE AREA, E.G. *"CONTACT DEPARTURE/CENTER ON (FREQ) FOR FLIGHT FOLLOWING"*