



International Virtual Aviation Organisation
United Kingdom
Special operations

Phraseology

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Table of Contents

1. Introduction.....	3
2. Start up.....	3
3. Taxi.....	3
4. Clearance IFR.....	4
5. Clearance VFR.....	4
6. Take off.....	4
7. Joining the circuit.....	5
7.1 Military circuit diagram.....	5
7.2 phraseology.....	5
8. Approach.....	7
8.1 ILS recovery.....	7
8.2 PAR.....	8

1. Introduction

This document has been created as a guide to military phraseology when flying in the UK airspace on IVAO.

The guide will cover the basic phraseology used by ATC and pilot from start up through to landing both for IFR and VFR.

This guide is by no way meant to be fully comprehensive but should allow a pilot and ATC to be able to learn the minimum required phraseology for military flight within the UK.

2. Start up

There is a difference between military and civilian right at the start. You would normally receive your clearance whilst taxiing rather than on the apron. You will also generally be positioned without need for push back but if required you can request this.

PILOT	ATC
BRIZE GROUND. ASCOT 3517 REQUEST START	ASCOT 3517 START, RUNWAY 26, QFE 1013 OUTSIDE AIR PLUS 2, SURFACE WIND 260 AT 3 KNOTS, REQUEST POB*
START RUNWAY 26, QFE 1013, 5 POB, ASCOT 3517	

*Note: POB = persons on board

3. Taxi

PILOT	ATC
BRIZE GROUND. ASCOT 3517 REQUEST TAXI	ASCOT 3517 TAXI FOR RUNWAY 26, VIA ECHO, QFE 1013
TAXI FOR RUNWAY 26, VIA ECHO, 1013 SET, ASCOT 3517	

4. Clearance IFR

As described earlier generally the clearance will given while the aircraft is taxiing.

PILOT	ATC
	ASCOT 3517 HAVE YOUR CLEARANCE
ASCOT 3517 GO AHEAD	ASCOT 3517 CLEARED TO ENTER CAS AT DAVENTRY, FLIGHT LEVEL 80, SQUAWK 2256
CLEARED TO ENTER CAS AT DAVENTRY, FLIGHT LEVEL 80, SQUAWK 2256,ASCOT 3517	

5. Clearance VFR

For VFR climb out details are given rather than an actual clearance.

PILOT	ATC
	ASCOT 3517 GLOUCESTER QNH 1013 TRANSITION LEVEL 60, REQUEST CLIMB OUT DETAILS
DETAILS COPIED, REQUEST (<i>this can vary. You state your intentions at this point</i>),ASCOT 3517	ASCOT 3517 ROGER, REPORT AT THE HOLD AND READY FOR DEPARTURE.
ASCOT 3517	

6. Take off

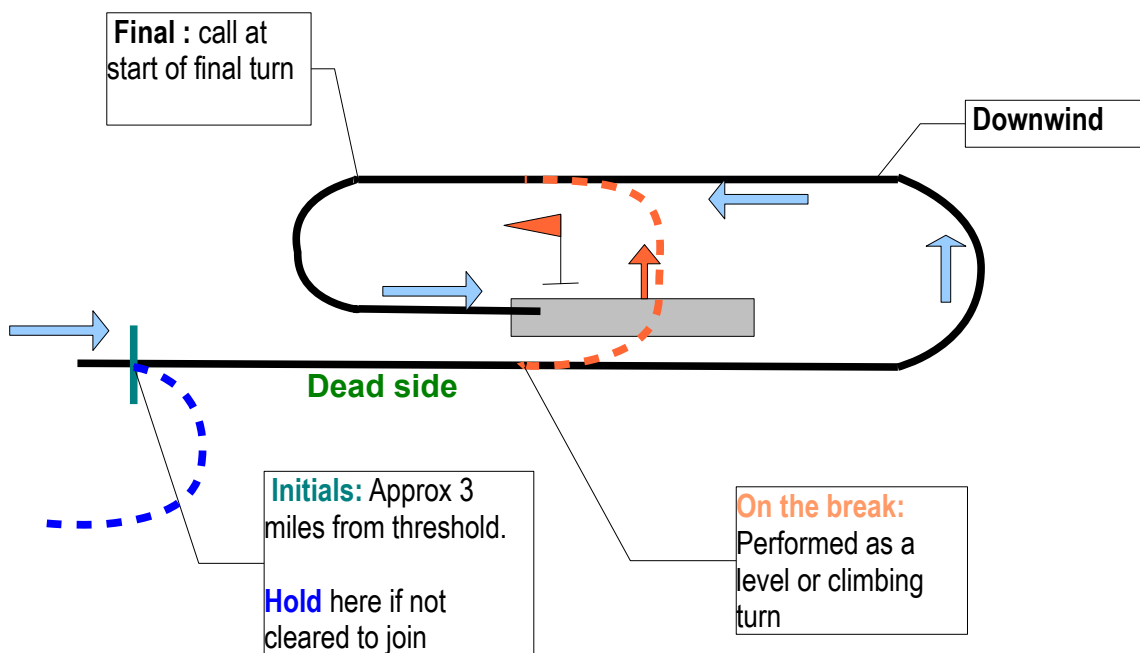
PILOT	ATC
BRIZE NORTON TOWER ASCOT 3517 FULLY READY FOR DEPARTURE	ASCOT 3517 CLEAR FOR TAKE OFF, SURFACE WIND 230 DEGREES 2 KNOTS
CLEAR FOR TAKE OFF RUNWAY 26, ASCOT 3517	
ASCOT 3517 AIRBORNE (<i>this is to be called at 500ft</i>)	

7. Joining the circuit

The visual circuit will be left handed unless otherwise specified

The military circuit is an oval shaped circuit and differs from the normal civilian one. Civilian traffic at a military airfield would generally be expected to carry out a standard overhead join but they may also fly the military circuit but it is advised this is practised beforehand as it is not so easy to fly accurately.

7.1 Military circuit diagram



7.2 phraseology

From 3-5 mins from the airport.

PILOT	ATC
BRIZE NORTON TOWER, ASCOT 3517, 10 MILES WEST, REQUEST INITIAL FOR RUNWAY 26, INFORMATION ZULU	ASCOT 3517 BRIZE NORTON TOWER, JOIN RUNWAY 26, QFE 1015, 2 IN <i>(MEANS JOIN THE CIRCUIT AND 2 AIRCRAFT ARE IN THE CIRCUIT)</i>
JOIN RUNWAY 26, QFE 1015, ASCOT 3517	

At initial point:

PILOT	ATC
ASCOT 3517, INITIAL (FOR THE BREAK – <i>CALLED IF PERFORMING A RUN AND BREAK</i>)	ASCOT 3517, ONE UPWIND, ONE DOWNWIND

On the break:

PILOT	ATC
ASCOT 3517, ON THE BREAK TO LAND/ TOUCH AND GO / LOW APPROACH	ASCOT 3517, ONE AHEAD, SURFACE WIND XX

If not performing a break report downwind instead of on the break.

Final:

PILOT	ATC
FINAL, GEAR DOWN, ASCOT 3517	ASCOT 3517 CLEARED TO LAND/ TOUCH AND GO/ LOW APPROACH

Note: *if the pilot does not report gear down ATC will request “check gear down” and the pilot must confirm “gear down” before landing clearance is given.*

8. Approach

8.1 ILS recovery

PILOT	ATC
BRIZE NORTON APPROACH, ASCOT 3517, 5000ft	ASCOT 3517, RUNWAY 26, COLOUR CODE BLUE, QFE 1018, FULLY SERVICEABLE, WHAT TYPE OF RECOVERY?
RUNWAY 26, QFE 1018 SET, ILS RECOVERY, ASCOT 3517	ASCOT 3517, RIGHT HEADING 120, DESCEND 1500, REPORT LEVEL AT 1500ft
RIGHT 120, ASCOT 3517	
ASCOT 3517, LEVEL 1500ft	ASCOT3517, TURN RIGHT HEADING 190, REPORT LOCALISER ESTABLISHED, CHECKS COMPLETE
LOCALISER ESTABLISHED, CHECKS COMPLETE, ASCOT 3517	ASCOT 3517, CONTACT BRIZE NORTON TALKDOWN ON 136.12
BRIZE NORTON TALKDOWN ON 136.12, ASCOT 3517	
BRIZE NORTON TALKDOWN, ASCOT 3517	ASCOT 3517, IDENTIFIED 8 MILES, READBACK QFE,
1018 SET, ASCOT3517	ASCOT 3517, REPORT GLIDEPATH DESCENDING GEAR DOWN
GLIDEPATH DESCENDING, GEAR DOWN, ASCOT 3517	
	ASCOT 3517, APPROACHING DECISION HEIGHT *
	ASCOT 3517, APPROACHING MINIMUM DESCENT HEIGHT *
	ASCOT 3517, APPROACHING MISSED APPROACH POINT **
	ASCOT 3517, PASSING MISSED APPROACH POINT **

* **Full ILS.**

** **ILS Localiser Only** – (When the Minimum Descent Height is within ½ NM of the Missed Approach Point, the phrase 'Approaching Minimum Descent Height' is not included.)

8.2 PAR

Note: Due to limitations in the IVAO ATC client it is not possible to perform PAR . This however may be possible in future versions. This section has been included as reference only.

PILOT	ATC
BRIZE NORTON APPROACH, ASCOT 3517, 5000ft	ASCOT 3517, RUNWAY 26, COLOUR CODE BLUE, QFE 1018, FULLY SERVICEABLE, WHAT TYPE OF RECOVERY?
RUNWAY 26, QFE 1018 SET, PAR RECOVERY, ASCOT 3517	ASCOT 3517, VECTORING FOR PAR, RUNWAY 26, PROCEDURE MINIMUM 200 FEET
1000 FEET, TOUCH AND GO, ASCOT 3517	ASCOT 3517, CONTACT BRIZE NORTON TALKDOWN ON 136.12
CONTACT BRIZE NORTON TALKDOWN ON 136.12, ASCOT 3517	
BRIZE NORTON TALKDOWN, ASCOT 3517	ASCOT 3517, IDENTIFIED 8 MILES, READBACK QFE,
1018 SET, ASCOT 3517	DO NOT ACKNOWLEDGE FURTHER INSTRUCTIONS UNLESS REQUESTED
	APPROACHING DESCENT POINT
	BEGIN DESCENT FOR 3 DEGREE GLIDEPATH
	SLIGHTLY ABOVE/BELOW GLIDEPATH
	WELL ABOVE/BELOW GLIDEPATH
	DANGEROUSLY BELOW GLIDEPATH, ACKNOWLEDGE
ROGER , ASCOT 3517 *	

*After acknowledgement you will revert back to the previous instruction of not reading back the unless requested.

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Reporting of aircraft position in relation to the extended runway centreline, which may follow a turn instruction if appropriate or can be used in isolation:

PILOT	ATC
	LEFT/RIGHT OF CENTRELINE, CORRECTING SLOWLY/RAPIDLY
	LEFT/RIGHT OF CENTRELINE
	ON CENTRELINE

Gear check or pre-landing checks verification (depending on gear type) should be conducted at an appropriate point on the approach:

RETRACTABLE LANDING GEAR

PILOT	ATC
	2 MILES, CHECK GEAR, ACKNOWLEDGE
GEAR DOWN, ASCOT 3517	

OR FOR FIXED LANDING GEAR

PILOT	ATC
	2 MILES, CONFIRM CHECKS COMPLETE
CHECKS COMPLETE, ASCOT 3517	

Final stages:

PILOT	ATC
	APPROACHING DECISION HEIGHT
	PASSING DECISION HEIGHT
	ASCOT 3517, OVER TOUCHDOWN
ASCOT 3517, CHANGING TO (GROUND FREQUENCY)	