



VCAP413 – UK RADIOTELEPHONY MANUAL

IVAO XU ATC OPERATIONS DEPARTMENT

AMENDMENT RECORD

Amendment Number	Amendment Date	Amended By

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DOCUMENT DESCRIPTION

DOCUMENT PURPOSE

The purpose of vCAP 413 is to provide members of the International Virtual Aviation Organisation (IVAO) with a plethora of standard phraseology for use on IVAN when operating at civil aerodromes and airspaces within the United Kingdom. This document does not provide users with procedures or when certain phraseology should be used.

DOCUMENT APPLICABILITY

All users of civil RTF in the United Kingdom shall comply with the phraseology construction as described in this manual; phraseology examples are examples only. The list of phrases covered are intended to cover most situations, however, in certain circumstances, users may use plain language which must be as clear and concise as possible.

Candidates for practical ATC examinations should note that examination phraseology is marked in accordance with this manual.

This document is intended for use in civil aviation on the IVAO Network. The IVAO XU Special Operations department should be contacted for guidance on military phraseology.

DOCUMENT SOURCE

vCAP 413 is based on the UK RTF Manual from the Civil Aviation Authority, it has also been compiled using fictitious phrases for which there is no real-world equivalent but is required for the purposes of simulation on IVAO.

DOCUMENT REVISIONS

Any changes to this document will be notified via forum post and Discord message.

When issuing an amendment, changes will be denoted by red text.

DOCUMENT AVAILABILITY

vCAP 413 is available from the website of the United Kingdom and Ireland Division MCD of IVAO. The document is only for use on the IVAO Network and as such may not be used on other virtual aviation networks or any other entity other than IVAO.

Users of RTF in real world aviation should not refer to this manual for use in real world aviation.

DOCUMENT COMMENTS & QUERIES

Comments and queries regarding this document should be referred to the IVAO XU ATC Operations Department.

1. GLOSSARY & ABBREVIATIONS

Abbreviation	Definition
ACC	Area Control Centre / Area Controller.
ADC	Aerodrome Controller.
AGL	Above Ground Level.
AMSL	Above Mean Sea Level.
APC	Approach Controller.
ATC	Air Traffic Control / Air Traffic Controller.
ATCO	Air Traffic Control Officer
ATFM	Air Traffic Flow Management.
ATIS	Automatic Terminal Information Service.
ATSOCAS	No longer used – see UKFIS .
CDA	Continuous Descent Approach. An approach whereby an aircraft should not level off after descent has been given from cruising altitude until touchdown.
Clearance Limit	The limit to which a clearance given to an aircraft applies.
CTA	Control Zone.
CTR	Control Area.
DF	Direction Finding
FAF	Final Approach Fix.
FIR	Flight Information Region.
FIS	Flight Information Service, provided by either a FISO or ATC.
FISO	Flight Information Service Officer.
IAF	Initial Approach Fix.
IFR	Instrument Flight Rules.
ILS	Instrument Landing System.
IMC	Instrument Meteorological Conditions.
ISA	International Standard Atmosphere.
MAPt	Missed Approach Point.
MET Info	Meteorological Information
MSA	Minimum Safe Altitude / Minimum Sector Altitude.
MSL	Mean Sea Level / Minimum Safe Level / Minimum Stack Level.
MVA	Minimum Vectoring Altitude
NDB	Non-Directional Beacon. A beacon used by aircraft to navigate.
QDM	Magnetic Bearing to a fix (no wind).
QDR	Magnetic Bearing from a fix.
QFE	Pressure at an aerodrome.
QNH	Pressure at an aerodrome reduced to MSL using the ISA lapse rate.
QTE	True Bearing from a fix.
QUJ	True Bearing to a fix (no wind).
RMA	Radar Manoeuvring Area
RNAV	Area Navigation / Radio Navigation. A method for which aircraft use to navigate.
SID	Standard Instrument Departure.

SRA	Surveillance Radar Approach.
STAR	Standard Terminal Arrival Route.
Step-Down Fix	A point at which an aircraft must level off at certain altitude until (or unless) that aircraft has passed the step-down fix.
SVFR	Special Visual Flight Rules.
TA	Transition Altitude.
TL	Transition Level.
UIR	Upper Information Region.
UKFIS	United Kingdom Flight Information Service. Also see FIS .
VDF	VHF Direction Finding. A bearing given to a pilot to assist in the ascertainment of that aircraft's position.
VFR	Visual Flight Rules.
VMC	Visual Meteorological Conditions.
VOR	VHF Omni-Directional Range. A beacon used by aircraft to navigate.

2. GROUND MOVEMENT PLANNING PHRASEOLOGY

RADIO CHECK:

Construction: <Aircraft Callsign, Controller Callsign, Readability>

Pilot: "Gatwick Delivery, EZY123, request radio check frequency 121.950".

ATC: "EZY123, Gatwick Delivery, readability 5".

Readability Scale	Definition
One (1)	Unreadable
Two (2)	Readable now and then
Three (3)	Readable but with difficulty
Four (4)	Readable
Five (5)	Perfectly readable

IFR CLEARANCE (STANDARD INSTRUMENT DEPARTURE):

Construction: <Aircraft Callsign, Controller Callsign, Clearance Limit, Departure Instruction, Squawk, (and MET info if pilot did not confirm)>

Pilot: "Gatwick Delivery, EZY123, is a type A320, stand 21, information alpha, QNH 1013, request clearance to Edinburgh".

ATC: "EZY123, Gatwick Delivery. Cleared to Edinburgh, BIG2X departure, squawk 4301"..

Pilot: "Cleared to Edinburgh, BIG2X departure, squawk 4301. EZY123"

ATC: "EZY123, correct".

ALTERNATIVELY:

Construction: <Aircraft Callsign, Controller Callsign, Clearance Limit, Departure Instruction, RWY, Squawk, (and MET info if pilot did not confirm)>

Pilot: "Gatwick Delivery, EZY123, is a type A320, stand 21, information alpha, QNH 1013, request clearance to Edinburgh".

ATC: "EZY123, Gatwick Delivery. Cleared to Edinburgh, BIG2X departure, squawk 4301, ATIS information A is current, QNH 1013" (if ATIS information is not given in the clearance request).

Pilot: Cleared to Edinburgh, BIG2X departure, squawk 4301. ATIS information A is current, QNH 1013".

ATC: "EZY123, correct".

IFR CLEARANCE (NON-STANDARD DEPARTURE):

Construction: <Aircraft Callsign, Controller Callsign. Clearance Limit, Departure Instruction, RWY, Squawk, (and MET info if pilot did not confirm)>

Pilot: "Gatwick Delivery, EZY123, is a type A320, stand 21, information alpha, QNH 1013, request clearance to Edinburgh".

ATC: "EZY123, Gatwick Delivery. Cleared to Edinburgh, after departure from RWY 26L climb on runway heading to altitude 5000ft, squawk 4301".

Pilot: "Cleared to Edinburgh, after departure from RWY 26L climb on runway heading to altitude 5000ft, squawk 4301. EZY123".

ATC: "EZY123, correct".

IFR CLEARANCE (AIRWAY JOINING CLEARANCE):

Construction: <Aircraft Callsign, Controller Callsign. Clearance Limit, Departure Routing, Squawk, After Departure Instruction, (and MET info if pilot did not confirm)>

Pilot: "Gatwick Delivery, BEE123, is a type DH8D, stand 5, information alpha, QNH 1013, request clearance to Edinburgh".

ATC: "BEE123, Southampton Ground. Cleared to Edinburgh via Q41 northbound, squawk 4301. After departure left turn on track PEPIS, climb to altitude 6000ft."

Pilot: "Cleared to Edinburgh via Q41 northbound, squawk 4301. After departure left turn on track PEPIS, climb to altitude 6000ft. BEE123".

ATC: "BEE123, correct".

3. GROUND MOVEMENT CONTROLLER PHRASEOLOGY

PUSH AND START CLEARANCE:

Construction: <Aircraft Callsign, "pushback and start up approved", Direction (if necessary)>

Pilot: "Request pushback and start up, EZY123".

ATC: "EZY123, pushback and start up approved".

Pilot: "Pushback and start up approved, EZY123".

ALTERNATIVELY:

Construction: <Aircraft Callsign, "pushback and start up approved", Direction (if necessary)>

Pilot: "Request pushback and start up, EZY123".

ATC: "EZY123, pushback and start up approved, face south".

Pilot: "Pushback and start up approved, face south. EZY123".

CONDITIONAL PUSH AND START CLEARANCE:

Construction: <Aircraft Callsign, Condition, "pushback and start up approved", Direction (if necessary)>

Pilot: "Request pushback and start up, EZY123".

ATC: "EZY123, after the company A320 taxiing from left to right, pushback and start up approved".

Pilot: "After the company A320 taxiing from left to right, pushback and start up approved, EZY123".

ALTERNATIVELY:

Construction: <Aircraft Callsign, Condition, "pushback and start up approved", Direction (if necessary)>

Pilot: "Request pushback and start up, EZY123".

ATC: "EZY123, after the company A320 taxiing from left to right, pushback and start up approved, facing south".

Pilot: "After the company A320 taxiing from left to right, pushback and start up approved, face south. EZY123".

TAXI CLEARANCE:

Construction: <Aircraft Callsign, Clearance Limit, RWY (if necessary), Route, QNH>

Pilot: "Request taxi, EZY123".

ATC: "EZY123, taxi holding point A1, RWY 26L via taxiways K, P, Z and A. QNH 1013".

Pilot: "Taxi holding point A1, RWY 26L via taxiways K, P, Z and A. QNH 1013. EZY123".

CONDITIONAL TAXI CLEARANCE:

Construction: <Aircraft Callsign, Condition, Clearance Limit, RWY (if necessary), Route, QNH>

Pilot: "Request taxi, EZY123".

ATC: "EZY123, after the company A320 passing left to right on P, taxi holding point A1, RWY 26L via taxiways K, P, Z and A. QNH 1013".

Pilot: "After the company A320 passing left to right on P, taxi holding point A1, RWY 26L via taxiways K, P, Z and A. QNH 1013. EZY123".

4. TOWER CONTROLLER PHRASEOLOGY

RUNWAY CROSSING CLEARANCE:

Construction: <Aircraft Callsign, Holding Point to Cross RWY, "cross RWY XX", "report vacated">

ATC: "EZY123, via holding point G3, cross RWY 08L. Report vacated".

Pilot: "Via holding point G3, cross RWY 08L, wilco. EZY123".

TAKE-OFF CLEARANCE:

Construction: <Aircraft Callsign, "from" holding point (if aircraft is yet to reach it), "RWY XX, cleared for take-off", Surface Wind>

ATC: "EZY123, RWY 26L, cleared for take-off. Wind 260 degrees, 12 knots".

Pilot: "RWY 26L, cleared for take-off. EZY123".

ALTERNATIVELY:

Construction: <Aircraft Callsign, "from" holding point (if aircraft is yet to reach it), "RWY XX, cleared for take-off", Surface Wind>

ATC: "EZY123, from A1, RWY 26L, cleared for take-off. Wind 260 degrees, 12 knots".

Pilot: "From A1, RWY 26L, cleared for take-off. EZY123".

IMMEDIATE TAKE-OFF CLEARANCE:

Construction: <Aircraft Callsign, "from" holding point (if necessary), "RWY XX, cleared for immediate take-off", Surface Wind>

ATC: "EZY123, RWY 26L, cleared for immediate take-off. Wind 260 degrees, 12 knots".

Pilot: "RWY 26L, cleared for immediate take-off. EZY123".

ALTERNATIVELY:

Construction: <Aircraft Callsign, "from" holding point (if necessary), "RWY XX, cleared for immediate take-off", Surface Wind>

ATC: "EZY123, from A1, RWY 26L, cleared for immediate take-off. Wind 260 degrees, 12 knots".

Pilot: "From A1, RWY 26L, cleared for immediate take-off. EZY123".

CANCEL TAKE-OFF (AIRCRAFT NOT MOVING):

Construction: <Aircraft Callsign, "hold position, cancel take-off. I say again, cancel take-off. Acknowledge">

ATC: "EZY123, hold position, cancel take-off. I say again, cancel take-off. Acknowledge".

Pilot: "Holding. EZY123".

STOP TAKE-OFF (AIRCRAFT MOVING):

Construction: <Aircraft Callsign, "stop immediately. I say again, <Aircraft Callsign>, stop immediately. Acknowledge">

ATC: "EZY123, stop immediately. I say again, EZY123, stop immediately. Acknowledge".

Pilot: "Stopping. EZY123".

LINE-UP CLEARANCE:

Construction: <Aircraft Callsign, "via" holding point, "line-up and wait", RWY XX>

ATC: "EZY123, via A1, line-up and wait, RWY 26L".

Pilot: "Via A1, line-up and wait, RWY 26L. EZY123".

CONDITIONAL LINE-UP CLEARANCE:

Construction: <Aircraft Callsign, condition, "via" holding point, "line-up and wait RWY XX behind">

ATC: "EZY123, behind the landing British Airways A320, via A1, line-up and wait RWY 26L behind".

Pilot: "Behind the landing British Airways A320, via A1, line-up and wait RWY 26L behind. EZY123".

LANDING CLEARANCE:

Construction: <Aircraft Callsign, "RWY XX, cleared to land", Surface Wind>

ATC: "EZY123, RWY 26L, cleared to land. Wind 260 degrees, 12 knots".

Pilot: "RWY 26L, cleared to land. EZY123".

STOP AND GO LANDING CLEARANCE:

Construction: <Aircraft Callsign, "RWY XX, cleared stop and go", Surface Wind>

ATC: "EZY123, RWY 26L, cleared stop and go. Wind 260 degrees, 12 knots".

Pilot: "RWY 26L, cleared stop and go. EZY123".

TOUCH AND GO LANDING CLEARANCE:

Construction: <Aircraft Callsign, "RWY XX, cleared touch and go", Surface Wind>

ATC: "EZY123, RWY 26L, cleared touch and go. Wind 260 degrees, 12 knots".

Pilot: "RWY 26L, cleared touch and go. EZY123".

LOW APPROACH/PASS CLEARANCE:

Construction: <Aircraft Callsign, "RWY XX, cleared low approach", Surface Wind>

ATC: "EZY123, RWY 26L, cleared low approach. Wind 260 degrees, 12 knots".

Pilot: "RWY 26L, cleared low approach. EZY123".

CONTINUE APPROACH:

Construction: <Aircraft Callsign, "continue approach RWY XX", Sequence Number, Surface Wind>

ATC: "EZY123, continue approach RWY 26L, number 2. Wind 260 degrees, 12 knots".

Pilot: "Continue approach RWY 26L. EZY123".

EXPECT LATE LANDING CLEARANCE:

Construction: <Aircraft Callsign, "expect late landing clearance">

ATC: "EZY123, expect late landing clearance".

Pilot: "Roger, EZY123".

GO-AROUND INSTRUCTION:

Construction: <Aircraft Callsign, "go-around, I say again, go-around. Acknowledge">

ATC: "EZY123, go-around, I say again, go-around. Acknowledge".

Pilot: "Going around. EZY123".

WINDSHEAR REPORT:

Construction: <Aircraft Callsign, Departing/Arriving, Time Reported, "reported windshear", Altitude, Airspeed Loss/Gain, Drift>

ATC: "EZY123, an arriving A320 at time 12:30 reported windshear at 500ft, airspeed loss of 30 knots and a strong right drift".

Pilot: "Arriving A320 at time 12:30 reported windshear at 500ft, airspeed loss of 30 knots and a strong right drift. EZY123".

4.1 VFR SPECIFIC PHRASEOLOGY

VFR CIRCUIT CLEARANCE:

Construction: <Aircraft Callsign, "Hold position, after departure cleared left/right hand visual circuits", RWY XX, "VFR", clearance limit height, QFE, Squawk>

ATC: "G-FCCT, hold position. After departure, cleared left hand visual circuits, RWY 22, VFR, not above height 1000ft, QFE 1001, squawk 7030".

Pilot: "Hold position, after departure, cleared left hand visual circuits, RWY 22, VFR, not above height 1000ft, QFE 1001, squawk 7030. G-FCCT".

ATC: "G-FCCT, correct".

VFR CIRCUIT JOINING INSTRUCTIONS:

Construction: <Aircraft Callsign, "join left/right/overhead upwind/crosswind/downwind/base/final", RWY, "report XX" (if necessary)>

ATC: "G-FCCT, join left base, RWY 22" **OR** "G-FCCT, join left base, RWY 22, report final".

Pilot: "Join left base, RWY 22. G-FCCT" **OR** "Join left base, RWY 22, report final/wilco. G-FCCT".

TRAFFIC INFORMATION:

Construction: <Aircraft Callsign, "Traffic Information", Details of the Traffic (aircraft type, location, it's intentions). "Report the traffic in sight">

ATC: "G-FCCT, traffic information, C172, at the beginning of the left hand downwind leg. Report the traffic in sight".

Pilot: "Looking out. G-FCCT" **OR** "Traffic in sight. G-FCCT".

EXTENDING A LEG:

Construction: <Aircraft Callsign, "extend the downwind leg until advised">

ATC: "G-FCCT, extend the downwind leg until advised".

Pilot: "Extend the downwind leg until advised. G-FCCT".

ORBITING:

Construction: <Aircraft Callsign, direction, location, "until advised">

ATC: "G-FCCT, orbit left hand, present position until advised".

Pilot: "Orbit left hand, present position until advised. G-FCCT".

WAKE VORTEX SEPARATION:

Construction: *<Aircraft Callsign, Sequence Information, Preceding Aircraft's Location, "caution wake turbulence, recommended distance X miles", Separating Action Required (if necessary), report X (if necessary)>*

ATC: "G-FCCT, number 2 to an easyJet A320 on a 5 mile final, caution wake turbulence, recommended distance is 5 miles, extend downwind as necessary and report final".

Pilot: "Number 2 to an easyJet A320 on a 5 mile final, caution wake turbulence, recommended distance is 5 miles, extending downwind and wilco. G-FCCT.

ALTERNATIVELY:

Construction: *<Aircraft Callsign, Sequence Information, Preceding Aircraft's Location, "caution wake turbulence, recommended distance X miles", Separating Action Required (if necessary), report X (if necessary)>*

ATC: "G-FCCT, number 2 to an easyJet A320 on a 5 mile final, caution wake turbulence, recommended distance is 5 miles, orbit right hand at the end of the downwind leg as necessary and report final".

Pilot: "Number 2 to an easyJet A320 on a 5 mile final, caution wake turbulence, recommended distance is 5 miles, orbiting right hand at the end of the downwind leg and wilco. G-FCCT".

5. APPROACH CONTROLLER PHRASEOLOGY

HEADING INSTRUCTION:

Construction: <Aircraft Callsign, "fly heading XXX" **OR** "turn left/right heading XXX">

ATC: "EZY123, fly heading 360 degrees" **OR** "EZY123, turn left heading 360 degrees" **OR** "EZY123, leave TIMBA heading 360 degrees".

Pilot: "Heading 360 degrees, EZY123" **OR** "Left heading 360 degrees, EZY123" **OR** "Leave TIMBA heading 360 degrees, EZY123".

AVOIDING ACTION BY HEADING:

Construction: <Aircraft Callsign, "avoiding action", "turn left/right immediately", heading, traffic information>

ATC: "EZY123, avoiding action, turn left immediately heading 360 degrees. C172, 2 o'clock, 4nm, slow moving and closing".

Pilot: "Turn left immediately heading 360 degrees, traffic in sight. EZY123".

LEVEL CHANGE:

Construction: <Aircraft Callsign, "climb/descend altitude 6000ft" **OR** "climb/descend FLXXX">

ATC: "EZY123, climb altitude 6000ft" **OR** "EZY123, climb FL230".

Pilot: "Climb altitude 6000ft, EZY123" **OR** "Climb FL230, EZY123".

SPEED RESTRICTION:

Construction: <Aircraft Callsign, increase/reduce, speed requested ("or less/or greater" if necessary)>

ATC: "EZY123, speed 210 knots or greater".

Pilot: "Speed 210 knots or greater. EZY123".

HOLDING INSTRUCTION:

Construction: <Aircraft Callsign, Holding Fix, Altitude>

ATC: "EZY123, hold at TIMBA, FL110".

Pilot: "Hold at TIMBA, FL110. EZY123".

RADAR IDENTIFICATION (WITH IDENT):

Construction: <Aircraft Callsign, "squawk IDENT">

ATC: "EZY123, squawk IDENT".

Pilot: "IDENT, EZY123".

RADAR IDENTIFICATION (WITHOUT IDENT):

Construction: <Aircraft Callsign, "for identification purposes", turn left/right heading XXX>

ATC: "EZY123, report your heading".

Pilot: "Heading 270 degrees, EZY123"

ATC: "EZY123, for identification purposes, turn left heading 300 degrees".

Pilot: "Left heading 320 degrees, EZY123".

ATC: "EZY123, identified. Resume own navigation direct XXXXX".

DIRECTION FINDING:

Construction: <Aircraft Callsign, Station Callsign, QDM/QDR/QTE/QUJ, instrument class>

Pilot: "Gatwick Director, G-EZUK, request QDM. G-EZUK".

ATC: "G-EZUK, Gatwick Director, QDM 270 degrees, MAY VOR, class B".

Pilot: "QDM 270 degrees, MAY VOR, class B. G-EZUK".

EXPECTED APPROACH INFORMATION:

Construction: <Aircraft Callsign, "expect vectors" (if necessary), approach expected, RWY>

ATC: "EZY123, expect vectoring for an ILS approach RWY 26L" **OR** "EZY123, expect an ILS approach RWY 26L".

Pilot: "Expect vectoring for an ILS approach RWY 26L. EZY123" **OR** "ILS approach RWY 26L. EZY123".

INSTRUMENT APPROACH CLEARANCE (ABOVE THE PLATFORM ALTITUDE):

Construction: <Aircraft Callsign, "when established on the localiser", RWY XX, "descend on the glidepath", report XXX (if necessary)>

ATC: "EZY123, when established on the localiser, RWY 26L, descend on the glidepath, report established".

Pilot: "When established on the localiser, RWY 26L, descend on the glidepath, wilco. EZY123".

INSTRUMENT APPROACH CLEARANCE (AT OR BELOW THE PLATFORM ALTITUDE):

Construction: <*Aircraft Callsign, approach cleared for, RWY, report XXX (if necessary)*>

ATC: "EZY123, cleared ILS RWY 26L, report established".

Pilot: "Cleared ILS RWY 26L, wilco. EZY123".

VISUAL APPROACH CLEARANCE:

Construction: <*Aircraft Callsign, "cleared visual approach, RWY"*>

ATC: "EZY123, cleared visual approach RWY 26L".

Pilot: "Cleared visual approach RWY 26L. EZY123".

UNITED KINGDOM FLIGHT INFORMATION SERVICE (UKFIS):

Construction: <*Aircraft Callsign, Aircraft Position, "Basic/Traffic/Deconfliction Service"*>

Pilot: "Essex Radar, G-FCCT, request traffic service".

ATC: "G-FCCT, Essex Radar. Pass your message".

Pilot: "G-FCCT, DA40, from Duxford to Stapleford, overhead Nuthampstead, altitude 2000ft, QNH 1013, estimating Puckeridge VRP time 21, request traffic service".

ATC: "G-FCCT, squawk 7003".

Pilot: "Squawk 7003, G-FCCT".

ATC: "identified 10 miles north west of Stansted, traffic service, remain clear of controlled airspace".

Pilot: "Traffic service. G-FCCT".

5.1 SURVEILLANCE RADAR APPROACH PHRASEOLOGY

INITIAL APPROACH INFORMATION:

Part One Construction: <Aircraft Callsign, "this will be a surveillance radar approach", RWY, "terminating at X miles from touchdown with a X degree glidepath">

ATC: "EZY123, this will be a surveillance radar approach, RWY 22, terminating at 2 miles from touchdown with a 3 degree glidepath".

Pilot: "Roger, EZY123".

Part Two Construction: <Aircraft Callsign, QNH, OCA/OCH, "check your minima, step down fixes (if appropriate) and missed approach point">

ATC: "EZY123, QNH 1013, OCA 970 feet, check your minima and missed approach point".

Pilot: "QNH 1013, wilco. EZY123".

Part Three Construction: <Aircraft Callsign, "X miles from touchdown. Your descent will begin at X miles. Check gear, report runway lights in sight and after landing, contact tower frequency XXX.XXX">

ATC: "EZY123, 7 miles from touchdown. Your descent will begin at 5 miles. Check gear, report runway lights in sight and after landing, contact tower frequency 123.805".

Pilot: "Gear down, wilco, after landing frequency 123.805. EZY123".

DESCENT INSTRUCTION:

Construction: <Aircraft Callsign, "approaching X miles from touchdown. Commence descent now to maintain a X degree glidepath">

ATC: "EZY123, approaching 5 miles from touchdown. Commence descent now to maintain a 3 degree glidepath".

Pilot: "Descending, EZY123".

APPROACH PATH INFORMATION:

Construction: <Aircraft Callsign, Miles from Touchdown, Altitude/Height, Heading Information>

ATC: "EZY123, 4 miles from touchdown, altitude should be 1-5-9-0 feet. Heading is good".

Pilot: "EZY123".

APPROACH COMPLETED INFORMATION:

Construction: <Aircraft Callsign, Miles from Touchdown, Altitude/Height, Heading Information, "approach completed. Out">

ATC: "EZY123, 2 miles from touchdown, altitude should be 9-7-0 feet. Heading is good. "Approach completed. Out".

Pilot: "EZY123".

5.2 VFR SPECIFIC PHRASEOLOGY

ENTERING THE CONTROL ZONE:

Construction: <Aircraft Callsign, airspace, route, "VFR", altitude restriction, QNH, squawk (if required)>

ATC: "G-FCCT, cleared to enter the Stansted Control Zone via the Great Dunmow VRP, VFR, not above altitude 2500ft, QNH 1013, squawk 7031".

Pilot: "Cleared to enter the Stansted Control Zone via the Great Dunmow VRP, VFR, not above altitude 2500ft, QNH 1013, squawk 7031. G-FCCT".

ALTERNATIVELY:

Construction: <Aircraft Callsign, airspace, route, "VFR", altitude restriction, QNH, squawk (if required)>

ATC: "G-FCCT, cleared to enter the Stansted Control Zone via the Great Dunmow VRP, VFR, not above altitude 2500ft, QNH 1013, retain the current squawk".

Pilot: "Cleared to enter the Stansted Control Zone via the Great Dunmow VRP, VFR, not above altitude 2500ft, QNH 1013, retain the current squawk. G-FCCT".

LEAVING THE CONTROL ZONE:

Construction: <Aircraft Callsign, airspace, route, "VFR", altitude restriction, QNH, squawk (if required)>

ATC: "G-FCCT, cleared to leave the Stansted Control Zone via the Epping VRP, VFR, not above altitude 2500ft, QNH 1013, squawk 7031".

Pilot: "Cleared to leave the Stansted Control Zone via the Epping VRP, VFR, not above altitude 2500ft, QNH 1013, squawk 7031. G-FCCT".

ALTERNATIVELY:

Construction: <Aircraft Callsign, airspace, route, "VFR", altitude restriction, QNH, squawk (if required)>

ATC: "G-FCCT, cleared to leave the Stansted Control Zone via the Epping VRP, VFR, not above altitude 2500ft, QNH 1013, retain the current squawk".

Pilot: "Cleared to leave the Stansted Control Zone via the Epping VRP, VFR, not above altitude 2500ft, QNH 1013, retain the current squawk. G-FCCT".

6. AREA CONTROLLER PHRASEOLOGY

ARRIVAL INFORMATION:

Construction: <Aircraft Callsign, STAR, Approach, RWY>

ATC: "EZY123, TIMBA4B arrival, expect ILS RWY 26L".

Pilot: "TIMBA4B, ILS RWY 26L. EZY123".

RESUME OWN NAVIGATION:

Construction: <Aircraft Callsign, "resume own navigation direct XXXXX">

ATC: "EZY123, resume own navigation direct XXXXX".

Pilot: "Resuming own navigation direct XXXXX, EZY123".

AIRWAY JOINING CLEARANCE INTO CONTROLLED AIRSPACE:

Construction: <Aircraft Callsign, Entry, Destination, Airway, Altitude, Squawk (if necessary), "report entering controlled airspace" (if necessary)>

ATC: "EZY123, cleared to join controlled airspace from CLN to LOGAN via L608. Maintain FL110. Squawk 0436".

Pilot: "Cleared to join controlled airspace from CLN to LOGAN via L608. Maintain FL110. Squawk 0436. EZY123".

ATC: "EZY123, correct".

AIRWAY LEAVING CLEARANCE FROM CONTROLLED AIRSPACE:

Construction: <Aircraft Callsign, "cleared to leave controlled airspace", Exit, Altitude, "report leaving controlled airspace" (if necessary)>

ATC: "EZY123, cleared to leave controlled airspace at LOGAN. Maintain FL110 whilst inside controlled airspace".

Pilot: "Cleared to leave controlled airspace at LOGAN. Maintain FL110 whilst inside controlled airspace. EZY123".

ATC: "EZY123, correct".

7. EMERGENCY PHRASEOLOGY

The key aspect resulting in the successful conclusion of an emergency is proper handling. This starts with an acknowledgement of the MAYDAY call.

MAYDAY ACKNOWLEDGEMENT:

Construction: <Aircraft Callsign, "roger MAYDAY", Additional Information>

Pilot: "MAYDAY, MAYDAY, MAYDAY. EZY123, A320 with a left engine fire. Continuing on the CLN9M departure".

ATC: "EZY123, roger MAYDAY. All runways available for landing. Surface winds 240 degrees at 12 knots".

IMPOSITION OF SILENCE:

Construction: <Aircraft Addressed, Station Callsign, "stop transmitting, MAYDAY">

ATC: "All stations, Gatwick Director, stop transmitting, MAYDAY".