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# AIRFIELD OPERATIONS AND COMMUNICATIONS GUIDE

=X51= WAZZERBOSH - =X51= VAUDOO – 24.05.2019

## Table of Contents

## Introduction

In X51 we do not impose strict ICAO standard communications, but when taking part in high-realism events, some basic knowledge of how to communicate with ATC may be required or assumed. The information here is very simplified and assumes that there is only one controller for all airfield operations. However, the guide should help in understanding the basics of taxiing, take-offs, patterns and landings at controlled airfields.

## Phraseology

In the radio call examples the following placeholders will be used, which mean:

<station> - Who you are calling (Tower, GCI, AWACS, etc)

<call sign> - Your call sign (in game name, pre-briefed call sign or server slot call sign)

<position> - Your position, e.g parking position, stand while on the ground, or distance/location from destination while in the air.

### The message

A standard radio message with ATC generally consists of four parts: the call-up, the reply, the message and the acknowledgement (or ending).

The call up:

*Maykop Tower, Uzi 9-1*

The reply:

*Uzi 9-1, Maykop Tower*

The message:

*Maykop Tower, Uzi 9-1, 25 NM South, 1 0 thousand feet, Requesting landing instructions*

The message from ATC:

*Uzi 9-1,Maykop Tower, Runway 3 1, Wind 3 0 0 at ten, altimeter 2 9 9 2, cleared for left downwind runway 3 1*

The acknowledgement (or the ending):

*Uzi 9-1,*

## Phonetic Alphabet

| | |
|---|---|
| A | Alpha |
| B | Bravo |
| C | Charlie |
| D | Delta |
| E | Echo |
| F | Foxtrot |
| G | Golf |
| H | Hotel |
| I | India |
| J | Juliet |
| K | Kilo |
| L | Lima |
| M | Mike |
| N | November |
| O | Oscar |
| P | Papa |
| Q | Quebec |
| R | Romeo |
| S | Sierra |
| T | Tango |
| U | Uniform |
| V | Victor |
| W | Whiskey |
| X | X-ray |
| Y | Yankee |
| Z | Zulu |

## Numbers

| Number | Phonetic |
|---|---|
| 0 | ZEE-RO |
| 1 | WUN |
| 2 | TOO |
| 3 | TREE |
| 4 | FOW-ER |
| 5 | FIFE |
| 6 | SIX |
| 7 | SEV-EN |
| 8 | AIT |
| 9 | NIN-ER |
| 100 | HUN-DRED |
| 1000 | TOU-SAND |

In most cases numbers should be pronounced as each digit separately.

Examples:

- Runway headings
  - Runway 22 is “runway two two.”
- Frequencies
  - 251.500Mhz is “two five one decimal five.”*
- Flight levels
  - Flight level 180 is “Flight level one eight zero.”
- Headings
  - Heading 175 is “heading one seven five.”
- Speeds
  - 205 knots is “two zero five knots”

**Frequencies must be said with all digits after the decimal unless the last two are zeros, in which case they are omitted.*

Exceptions:

- Flight level of whole hundreds
  - Flight level 200 is “flight level two hundred”
- Altitude in angels
  - 15000ft is “angels fifteen”

## Clearances

When asking for clearances (and during airfield operations in general) full read backs are required. This means the instructions given to you by the station must be read back to them in full and with your call sign so that the correct aircraft has received the information and that they have understood the information correctly. This differs from combat operations communications, where full read backs are not required, and the call is often acknowledged by a copy, <call sign>; roger, <call sign> or just <call sign>.

### Taxiing

Clearance should be asked before taxiing to the active runway:

*<Station>*, *<call sign>*, <position>, request taxi

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*Maykop Tower, Uzi 9-1 on ramp 4 requesting taxi to runway 22*

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Clearance will be given with instructions on how to proceed to the runway. For the clearance request above, you may receive a reply like:

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*Uzi 9-1, cleared to taxi to runway 22. Taxi via echo.*

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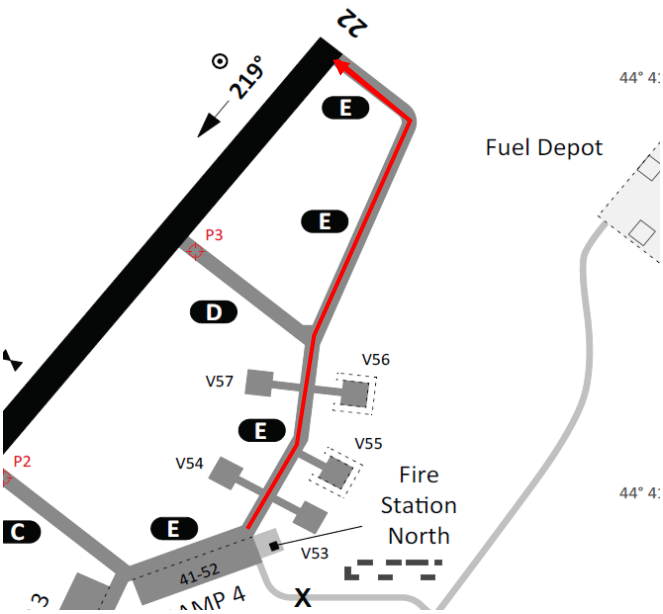



This clearance and instruction is then acknowledged by the pilot:

*Maykop Tower, Uzi 9-1 cleared to taxi to runway 22. Taxi via Echo.*

The instructions may be more complicated, such as “taxi to runway xx via bravo, alpha, hold short echo”. This means to taxi to the runway via the B taxiway, then A, but hold short when taxiway A meets taxiway E, and do not continue to the runway.

Clearance to taxi to the runway **is not** clearance to line-up on the runway. The pilot must hold short of the end of the taxiway that meets the runway before requesting take-off clearance.

Similarly, the controller may clear you to *line up* on the active runway. In this case, you will get into position to take off on the runway, but it is also not take-off clearance.

## Take-off

This again follows the formula:

*<Station>*, *<call sign>*, <position>

You can either request take-off clearance explicitly:

*Maykop Tower, Uzi 9-1 Requesting take-off.*

Or (preferably) state position/readiness and await instructions:

*Maykop Tower, Uzi 9-1 holding short runway 22.*

or

*Maykop Tower, Uzi 9-1 ready at runway 22.*

If take-off clearance is granted, read-back the instructions and take-off.

## Inbound/Approach and Landing

How you report inbound will depends on the situation, such as if you have received prior instructions from ATC about an inbound reporting position, if you are just flying towards an airfield and making your first radio contact with the ATC, and if you’re flying IFR or VFR. In DCS, it is standard to report inbound when ~30nm from the airfield. In this case you will report either your position or approximate bearing and distance from the airfield and your intensions.

*Maykop Tower, Uzi 9-1 reporting inbound from the North East at 30 miles for landing at runway 22.*

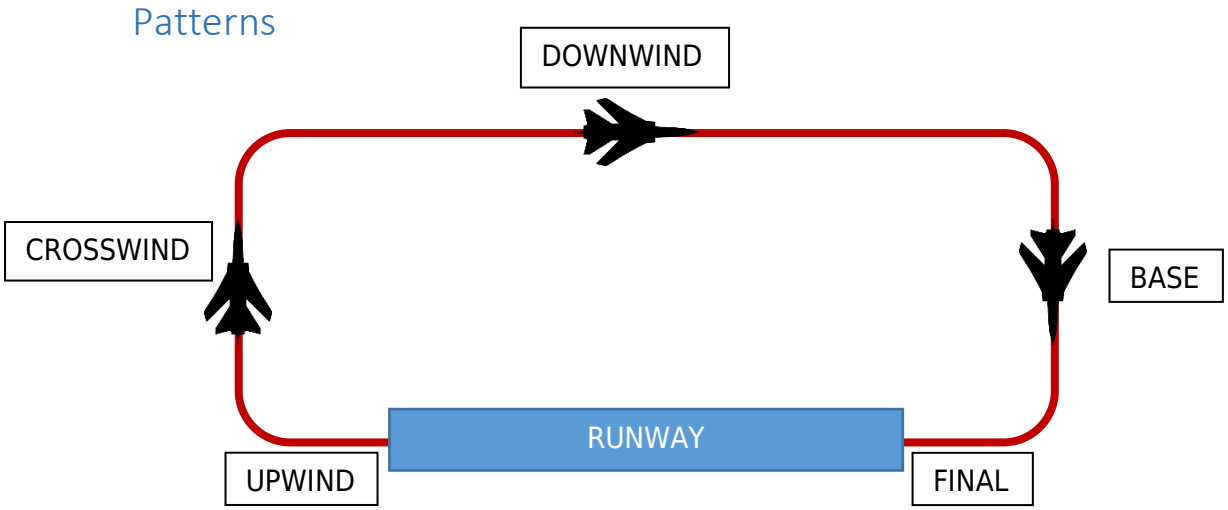
You will receive instructions from ATC, which could be heading and distance to fly and instructions on what to do after that (e.g enter the pattern, report when at a certain position or distance out, etc). These may include instructions for maintaining or descending to a particular altitude as well as altimeter settings for the destination.

*See the section on Patterns for more details*

Depending on instructions from ATC, you may be doing a straight in approach, midfield break or pattern landing. Some examples of phraseology you may come across include:

- "Cleared to <pattern position> runway 22"
    - E.g cleared to left base position of the pattern. Despite the runway being mentioned, it is **not** clearance to land.
- "You are number <x>"
    - Your position in the "queue" for landing
- "Report downwind"
    - You must report to ATC when you are on the downwind leg of your pattern.
- "Report final"
    - You must report to ATC when you are on final approach

## Patterns




This is a basic diagram of each leg of a circuit. Downwind will always be anti-parallel to the direction of the active runway. Pattern altitudes and configurations for each airfield in DCS can be found on the kneeboard.

## Appendix- Procedural words and phrases

| Word or Phrase | Meaning |
|---|---|
| ACKNOWLEDGE | Let me know that you have received and understood this message. |
| AFFIRM/ AFFIRMATIVE | Yes |
| BREAK, BREAK | Indicates that a different message is about to be said to another station without pause or releasing PTT. |
| CLEARED | Authorized to proceed under the conditions specified. |
| CONFIRM | Have I received the following ... or Did you receive the message? |
| CORRECTION | An error has been made in this transmission (or message indicated). The correct version is .... |
| DISREGARD | Consider this transmission as not sent. |
| GO AHEAD | Proceed with your message. |
| HOW DO YOU READ? | What is the readability of my transmission? |
| I SAY AGAIN | An expression used in radio communication meaning "I repeat for clarity or emphasis. |
| NEGATIVE | No, or that is not correct, or I do not agree. |
| READ BACK | Repeat all, or the specified part, of this message back to me exactly as received. |
| ROGER | I have received all of your last transmission. |
| SAY AGAIN | Repeat or please repeat should be avoided in aviation. Instead, SAY AGAIN is used. |
| STANDBY | I must pause for a few seconds or minutes. Please wait and I will call you. |

| | |
|---|---|
| WILCO | Your instructions received, understood and will be complied with. (comes from WILL COMPLY |

For combat based phraseology see the X51 Modern Air Combat Introduction at:

https://news.x51squadron.com/squadron-information/