

ATC – Phraseology on UNICOM (122.800) when no ATC is available

Please note: If no ATC is available and you encounter traffic around your position advise your intentions on UNICOM (122.800) by using text. All VATSIM UNICOM frequencies are linked together so every pilot around will notice what you're going to do.

Following standard phraseology should be used:

Phase of flight	Phraseology	Example for EGLL
At the gate before pushback	Pushing back from stand xxx at ICAO and taxiing to RWY aa for gg departure (where xxx is your stand number, ICAO the ICAO code for the airport, aa your departure runway and gg the SID-designator)	<i>Pushing back from stand T14 at EGLL and taxiing to RWY 27L for CPT3G departure.</i>
At the hold of departure runway prior departure	Departing RWY aa at ICAO for gg departure, initial climb yyy ft. (Where aa is your departure runway, ICAO the ICAO code for the airport, gg the SID designator and yyy the altitude)	<i>Departing RWY 27L at EGLL for CPT3G departure, initial climb 6000 ft.</i>
When airborne	Airborne out of ICAO RWY aa , proceeding on gg departure as published. (Where ICAO is the ICAO code for the airport, aa the runway and gg the SID-designator)	<i>Airborne out of EGLL RWY 27L, proceeding on CPT3G departure as published.</i>
At each altitude change	Out of yyy for (FL) yyy (Where yyy is the altitude)	<i>Out of 6000 ft for FL290</i>
When entering a STAR	Proceeding on hh for RWY aa at ICAO as published (where hh is the STAR-designator, aa the runway and ICAO the ICAO code for the airport)	<i>Proceeding on LAM3A for RWY 09L at EGLL as published</i>
When turning to the LLZ (Localizer)	At yyy ft, intercepting LLZ for RWY aa at ICAO (where yyy is the altitude, aa the runway and ICAO the ICAO-code for the airport)	<i>At 3000 ft, intercepting the LLZ for RWY 09L at EGLL</i>
When on Final	On zz NM Final RWY aa at ICAO (where zz is the distance to touchdown, aa the runway, and ICAO the ICAO-Code for the airport)	<i>On 10 NM Final RWY 09L at EGLL</i>
When runway vacated	RWY aa vacated, taxiing to stand xxx (where aa is the runway and xxx the stand number)	<i>RWY 09L vacated, taxiing to stand T14</i>
In case of missed approach	Missed APP at ICAO , proceeding as published (where ICAO is the ICAO - code for the airport) [then proceed with „ <u>When turning to the LLZ</u> “	<i>Missed APP at EGLL, proceeding as published</i>

Just some additional things:

Why to announce such things ?? Other online pilots should know about your intentions. In case of a conflict you're on the safe way because you stated your intentions. If you'll see on TCAS another pilot going same way and altitude as you give him a call and together you should find a way to keep separation. Always be nice and give way to other/unexperienced pilots if situation allows. Announcing the airport this often should provide from traffic opposite direction same runway which could result in a crash.

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