



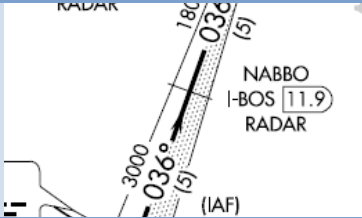

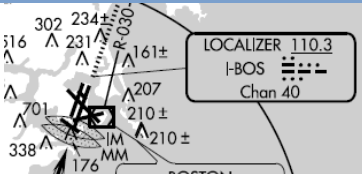
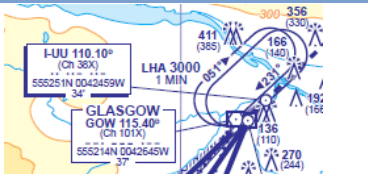
# BVA European Tour

## Quick Reference Guide for Pilots & Controllers

This quick reference guide illustrates some important differences in phraseology between European airports and those in the United States. While this guide was prepared using reference materials from aviation in the United Kingdom, it is relatively applicable across Europe.

Full phraseology examples for IFR and VFR operations are posted below the guide.




Instruction or Procedure	In the U.S.	For the Et
<b>IFR Clearance</b>	Cleared to the (destination) airport via the Bradley nine departure, radar vectors PUT, then as filed. Maintain 4,000, expect 11,000 one zero minutes after departure. Departure frequency 123.95, squawk 2231.	Cleared to (destination airport), New Galloway Three Juliet departure, squawk 2316.
<b>After the Clearance</b>	Read it back, advise ready to push or taxi.	Read it back, advise with stand (gate) number when ready to start engines.
<b>Requesting Taxi</b>	AAL322 ready to taxi.	BAW123 requesting taxi.
<b>Taxi Instructions</b>	AAL322, Runway 10, taxi via Echo, hold short Runway 14.	BAW123, taxi holding point Alpha-One, hold short Runway 18.
<b>Cleared for Takeoff</b>	AAL322, Runway 10, cleared for takeoff.	BAW123, cleared for takeoff Runway 10.
<b>Radar Contact</b>	AAL322, radar contact.	BAW123, radar identified.
<b>Climb to Flight Level</b>	AAL322, climb and maintain one zero thousand.	BAW123, climb flight level one hundred.
<b>Descend to Altitude</b>	AAL322, descend and maintain seven thousand.	BAW123, descend to altitude seven thousand feet.
<b>Turns</b>	AAL322, turn left heading 070.	BAW123, turn left heading 070 degrees.
<b>Transition Altitude</b>	The transition altitude is the altitude where you stop using 29.92 as the altimeter. In the U.S., it's FL180. In Europe, it changes at each airport and is listed on the charts.	
<b>Pressure Setting</b>	AAL322, altimeter 2992.	BAW123, QNH 1013.
<b>Join the Localizer</b>	AAL322, you are 5 miles from NABBO. Turn left heading 060, join the localizer.	BAW123, 15 miles from touchdown, turn right heading 240 degrees, descend to altitude 3,000 feet, report established on the localiser, Runway 27 Right.

<b>ILS Clearance</b>	AAL322, cross NABBO at or above three thousand, cleared ILS Runway 4R approach.	<i>"Approach, BAW123 is established on the localiser."</i> BAW123, descend on the ILS, QNH 998 millibars.
<b>Cleared to Land</b>	AAL322, Runway 4R, cleared to land.	BAW123, cleared to land Runway 27 Right.
<b>Flight Following</b>	N3PX requesting Flight Following	GBJDW request basic radar service.
<b>Traffic Information</b>	N3PX, traffic alert, three miles, twelve o'clock, opposite direction, type and altitude unknown.	GBJDW, avoiding action, advise you turn left immediately heading 350 degrees, traffic 12 o'clock, 3 miles, same altitude.
<b>ILS Approach Course</b>		
<b>ILS Frequency</b>		
<b>Departure Charts</b>	<p>One departure chart covers multiple runways and aircraft types.</p> <p>Example: LOGAN6 departure; same for jets, non-jets, and all runways.</p>	<p>One departure chart covers multiple runways but not aircraft types. Normally separate names for each runway.</p> <p>Example: NGY departures (EGPF); jet aircraft only.  NGY3J = Runway 05  NGY2H = Runway 23</p>
<b>Arrival Charts</b>	<p>One arrival chart covers multiple runways and aircraft types.</p> <p>Example: GDM3 arrival has restrictions and instructions for jet and non-jet aircraft, not runway specific.</p>	<p>Can have separate charts for different aircraft types, and can be runway specific.</p> <p>Example: ROSUN1A (EGCC) is for jet aircraft only; adjacent star (ROSUN1B) is for non-jet aircraft. This STAR applies to all EGCC's runways.</p>
<b>Finding Additional Information</b>	<p>If you are interested in finding out any additional information about European operations, please see the previous two issues of our Logan Informer ( ) or this instructional video. You can also view the <a href="#">official quick reference guide to radio telephony</a> from the United Kingdom and <a href="#">our forums</a>.</p>	











## Phraseology Sample: IFR Operations in the U.K.

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### Obtaining IFR clearance:

	<b>Pilot-</b> Gatwick Delivery, EZY693, Airbus A319, Stand 18, information Charlie, QNH 1019, request clearance.
	<b>ATC-</b> EZY693, Gatwick Delivery, Cleared to Manises, Valencia, Southampton 3P departure, squawk 2873.
	<b>Pilot-</b> Cleared to Manises, Valencia, Southampton 3P departure, squawk 2873, EZY693.



### Start & Taxi:

	<b>Pilot-</b> EZY693 request start.
	<b>ATC-</b> EZY693, Start approved, contact Gatwick Ground on 121.8 for push.
	<b>Pilot-</b> Will contact Gatwick Ground , 121.8 for push, EZY693.
	<b>Pilot-</b> Gatwick Ground, EZY693, stand 18, request push.
	<b>ATC-</b> EZY693, Gatwick Ground, push approved.
	<b>Pilot-</b> Push approved, will call fully ready, EZY693.
	<b>Pilot-</b> EZY693 fully ready, request taxi.
	<b>ATC-</b> EZY693, taxi holding point B1 runway 26L via A,J,B.
	<b>ATC-</b> EZY693, Contact Gatwick Tower, 124.225, goodbye.
	<b>Pilot-</b> Contacting Gatwick Tower, 124.225, EZY693.






### Takeoff:

	<b>Pilot-</b> Gatwick Tower, EZY693 fully ready at holding point B1, 26L.
	<b>ATC-</b> EZY693, Gatwick Tower, line up runway 26L.
	<b>Pilot-</b> Line up 26L, EZY693.
	<b>ATC-</b> EZY693, cleared for takeoff runway 26L, Surface wind 240 degrees 13 knots.
	<b>Pilot-</b> Cleared takeoff 26L, EZY693.













**Switching to departure:**

	<b>ATC-</b> EZY693, contact London Control, 134.125, goodbye.
	<b>Pilot-</b> Contacting London Control, 134.125, EZY693.




**Contacting London control:**

	<b>Pilot-</b> London Control, EZY693, on the Southampton 3P, passing through 1000 feet, climbing altitude 2500 feet
	<b>ATC-</b> EZY693, London Control, squawk IDENT.
	<b>Pilot-</b> Squawk IDENT, EZY693. (If you squawk 0000, you will flash on BVA controller radar screens).
	<b>ATC-</b> EZY693, Radar identified, passing 1800 feet, climb Flight Level seven zero (7000), QNH 1015.
	<b>Pilot-</b> Climb FL70, EZY693.

**Descending for an ILS approach:**

	<b>Pilot-</b> Heathrow Director, RYR216H, routing direct Ockham, level FL80
	<b>ATC-</b> RYR216H, Heathrow Director, radar identified level FL80, vectoring for ILS 09L, descend to altitude 3000 feet, QNH 1016.
	<b>Pilot-</b> Descend to altitude 3000 feet, QNH 1016, expecting 09L, RYR216H.
	<b>ATC-</b> RYR216H, leave Ockham heading 270 degrees, speed 220.
	<b>Pilot-</b> Leave Ockham on a heading of 270 degrees, speed 220, RYR216H.
	<b>ATC-</b> RYR216H 20 miles from touchdown, Turn right heading 070 degrees, descend to altitude 2500 feet, report established on localizer runway 09L
	<b>Pilot-</b> 20 from touchdown, right turn heading 070 degrees, descend altitude 2500 feet, will report on the localizer, RYR216H.
	<b>Pilot-</b> RYR216H localizer established.
	<b>ATC-</b> RYR216H, descend on the ILS, QNH 1016.
	<b>Pilot-</b> Descend on the ILS, QNH 1016, RYR216H.
	<b>ATC-</b> RYR216H Contact Heathrow Tower, 118.7, goodbye.
	<b>Pilot-</b> Contacting Heathrow Tower, 124.225, RYR216H.



### Contacting Tower:

	<b>Pilot-</b> Heathrow Tower, RYR216H long final, Runway 09L.
	<b>ATC-</b> RYR216H, Heathrow tower, cleared to land runway 09L, surface wind 100 degrees 13 knots.
	<b>Pilot-</b> Cleared to land runway 09L, RYR216H.






## Phraseology Example: VFR Circuit Operations in the U.K.

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### Startup:

	<b>Pilot-</b> Gatwick Ground, G-ABDE, stand 17 information Charlie, QNH 1013 request start up.
	<b>ATC-</b> G-DE, Gatwick Ground, startup approved,

### Taxi:

	<b>Pilot-</b> Gatwick Ground, G-DE, Piper Cub, Stand 17 by the hangars request taxi for VFR flight in the circuit, 3 Persons onboard.
	<b>ATC-</b> G-DE taxi holding point G2 runway 26L via taxiway Charlie.
	<b>Pilot-</b> Taxi holding point G2, runway 26L via taxiway Charlie, G-DE.
	<b>ATC-</b> G-DE contact Gatwick Tower, 124.225, goodbye.
	<b>Pilot-</b> Contacting Gatwick Tower, 124.225, G-DE.

### Takeoff:

	<b>Pilot-</b> Gatwick Tower, G-DE, approaching holding point G2, runway 26L.
	<b>ATC-</b> G-DE, Gatwick Tower, after departure right hand circuit, advise fully ready.
	<b>Pilot-</b> Right hand circuit after departure, and we'll advise fully ready, G-DE.
	<b>ATC-</b> G-DE Cleared for takeoff runway 26L, Surface wind 320 degrees 15 knots.
	<b>Pilot-</b> Cleared for takeoff, G-DE.

**Landing:**



**Pilot-** Gatwick Tower, G-DE , downwind to land.



**ATC-** G-DE, report final, runway 26L.



**Pilot-** G-DE , on final.



**ATC-** G-DE, cleared for the touch and go runway 26L.



**Pilot-** Cleared for the touch and go, runway 26L, G-DE.