
Useful abbreviations

Abb Meaning

Sqn Squadron (small unit of an air force)

W Wing (main unit of an air force)

Tpt Transport

Tac Tactical

OCU Operational Conversion Unit (training unit in charge of type conversion)

CO Commanding Officer

2IC Second-in-command (deputy CO)

Msn Mission

Pln Planning or planner

Ack Acknowledge (ask for a confirmation)

ASAP As soon as possible

CAS Close air support

CASEVAC Evacuation of casualties

MEDEVAC Medical evacuation

NEO Non-combatant evacuation operation

Comd Unit commander

DTG Date-time group

ENDEX End of exercise

Eny Enemy

Recce Reconnaissance

RoE Rules of engagement

RV Rendez-vous (location/time)

FLOT Forward line of own troops

SITREP Situation report

MISREP Mission report

Startex Start of the exercise

Types of special operations

Special operations are defined as all flight operations that do not fall under the definition of commercial or general aviation.

This includes, among others:

military flights

police flights

medical flights

technical flights (calibration flights, mapping flights...)

fire fighting

search and rescue

.....

All such operations are handled by the XG SO (XG Special Operations) in our division.

OAT vs GAT

General Air Traffic involves all aircraft following traditional procedures and flight rules.

A military flight following airways exactly like a civilian airplane would do is considered as GAT.

For some operations, it is not possible to follow GAT. For example for a medical evacuation flight it wouldn't make sense to follow strict procedures and lose time.

That's why these flights are considered as Operational Air Traffic. They have their own set of rules

and may deny most traditional restrictions and regulations.

Please note you may NOT perform OAT outside your own division, except during an event or in case of agreement between XG and the designated division.

COMBAT OPERATIONS

IVAO has very strict rules regarding combat operations on the network. By combat operations, we mean

all flights where the use of violence is to be simulated. Violence doesn't require a strike, for instance,

but even intercepting an aircraft with a fighter jet fitted with missiles is considered as combat operations.

Those operations can only be performed during official events, under supervision by the SO staff.

You may NOT perform

such combat operations on your own.

NB: interception training flights with a colleague in a restricted area is not considered as combat operations as

it is the flying skills which are trained and not the combat skills. In short, non-combat operations would be any

operations you could perform exactly the same way with a civilian plane.

MILITARY FIGHTER JETS & HELICOPTERS

As a member of the XG- SO you are free to fly a F-16 over the airspace of XG , according to some rules that are detailed in another lesson.

It is pretty much the same with helicopters.

Keep in mind you may not simulate any hostile act outside an official event. You may only perform fighter jet operations

above XG region + additional countries if temporary or permanent agreements exist.

MILITARY TRANSPORT

Military transport in OAT are restricted to XG region. In GAT you may fly everywhere like any civilian flight.

Take into account some restrictions may exist in different countries, including for the use of military air bases.

It is your responsibility to make sure you are not breaking a local regulation.

POLICE AND MEDICAL FLIGHTS + FIRE-FIGHTING

Police and medical flights may be performed anywhere in the division airspace. Same comes for fire-fighting.

CALLSIGNS

The GCC Region (XG) Division of the International Virtual Aviation Organisation (IVA) is a multi-country division (MCD) which represents Emirates, Qatar, Bahrain, and Oman.

The XG Division provides localised information for its members and is the first point of contact for most matters. The XG Division is responsible for publishing documentation, procedures and charts for its area of responsibility as well as organising events and tours and providing training.

XG Military Airforce

BFW(XXX)	Bahrain Defence Force	SUMMAN
MJN(XXX)	Royal Air Force of Oman	MAJAN
UAF(XXX)	United Arab Emirates Air Force	UNIFORCE
QAF(XXX)	Qatar Air Force	Emiri

*-ATC Info see **HQ Special Operations Department**.

Doc **SO ORDER**

Airports of XG Military

Bahrain

- 1)OBBS Isa Air Base
- 2)OBKH Sakhir Air Base

Qatar

- 1)OTBH Al Udeid Air Base

UAE

- 1)OMDM Al Minhad Air Base
- 2)OMAM Al Dhafra Air Base
- 3)OMAD Al Bateen Executive Airport
- 4)OMSM Al-Safran Air Base *

Oman

- 1)OOTH Thumrait
- 2)OOKB Khasab *
- 3)OOAD Adam
- 4)OOMA Masirah
- 5)OOMN Musannah *
- 6)OOMS Muscat **
- 7)OOSA Salalah **

The overhead pattern

Visual approach to a military airfield is done in a different way than in a civilian airfield, mainly for tactical reasons

(avoiding a long exposure at low altitude and low speed). It also allows multiple aircraft of a formation to split to land one after the other.

Rather than performing a standard circuit, military aircraft used the so-called “overhead pattern”.

The aircraft will proceed to the final leg and overfly the runway threshold at circuit altitude. Then they “break” by making a steep 180° turn while fastly descending. After a short downwind leg, a new steep 180° turn will put them on short final.

STEP-BY-STEP GUIDE

You proceed to the final leg, in front of the runway, at circuit altitude. You fly at cruise speed (estimate 150kt in Marchetti and 300kt in F-16). At around 3nm from the threshold, this point is called **INITIAL POINT**.

You overfly the threshold, always at that altitude and speed. Once around the third of the runway, you are **ON THE BREAK**.

You make a steep turn (by default on the left, except if using a R runway). Expect minimum 45° bank with a Marchetti or C130 and 60° with a F-16. Set your throttle to IDLE and make use of speed brakes if necessary. Start descending.

You perform a very short downwind leg until 45° from the runway. Meanwhile, gear down and flaps as appropriate.

You turn final.

NB: you have to report:

when passing the INITIAL POINT, stating if you intend to land or do something else (touch and go, low pass...)

when on the BREAK

when turning **FINAL**, stating that your gear is down.

If multiple aircraft proceeding, it is common to use the echelon formation. Each aircraft breaks one after the other,

with 2 or 3 seconds interval. That way they will be one behind the other for the landing.

PHRASEOLOGY

PILOT > UAF-123, initial (point) [to land/for touch and go/for low pass]

ATC > UAF-123, number [one], report on the break

PILOT > number [one], will report on the break, UAF-123

PILOT > UAF-123 on the break

ATC > UAF-123, report turning final gear down

PILOT > will report turning final, UAF-123

PILOT > UAF-123 turning final [gear down/three green]

ATC > UAF-123, cleared [to land/touch and go/low pass/option], wind [xxx degrees xx knots]

Flight plan filing

Flight plans are filed more or less the same way as they would for a civilian flight.

There are some points, though, that are slightly different.

First, please read the following document for rather detailed general information about flight plan filing:

[VFR flight plan basics - IVAO - International Virtual Aviation Organisation](#)

REG/xxxxxx (registration of the aircraft)

OPR/XG-SO

RMK/OAT if flying OAT

A special STS code for some special flights:

STS/ALTRV for a flight operated in accordance with an altitude reservation

STS/ATFMX for a flight approved for exemption from ATFM measures by the appropriate ATS authority

STS/FFR for a fire-fighting flight

STS/FLTCK for a flight to check calibration of nav aids

STS/HAZMAT for a flight carrying hazardous material

STS/HEAD for a flight with Head of State status

STS/HOSP for a medical flight declared by medical authorities

STS/HUM for a flight operating on a humanitarian mission

STS/MARSA for a flight for which a military entity assumes responsibility for separation of military aircraft

STS/MEDEVAC for a life critical medical emergency evacuation

STS/NONRVSM for a non-RVSM capable flight intending to operate in RVSM airspace
STS/SAR for a flight engaged in a search and rescue mission
STS/STATE for a flight engaged in military, customs or police services

Rules applying to approved member.

Here are the main rules applying to a XG-SO member.

DON'T FORGET YOU MAY NOT PERFORM COMBAT OPERATIONS OUTSIDE AN OFFICIAL ACTIVITY HANDLED BY THE STAFF!

Speed restrictions

same as civilian (250kt < FL100 in class D/E/F/G airspace, subsonic in class A/B/C)
except for fighter jets (350kt instead of 250kt)
< M 0.95 except if approved by military ATC or required by the mission

Separation with other traffic

You are responsible for maintaining your own separation (except if in controlled military airspace).
You have to give way to any non-participating aircraft (civilian flights have priority and may not be bothered by SO flights).

Always keep more than 5nm horizontally and 1000ft vertically minimum from other aircraft

Contact with ATC

GAT: always in contact with civilian ATC

OAT departing from/arriving to a civilian controlled airport: contact the civilian ATC (up to APP)

OAT in other situations:

if OMAE_MIL_CTR (OMAE Mil Radar)* is online, you have to contact it

if OMAE_MIL_CTR is not online, you have to contact OMAE_CTR which will only give you traffic info

(you have to manage your separation and get away from civilian aircraft)

do not penetrate a civilian CTR or TMA < FL95 without permission from the local ATC

Interception flights

Only allowed on your own with participating pilots, inside a pre-booked TSA

Interception must be ceased anytime on request from any staff member

They mustn't interfere with civilian aircraft or non-participating aircraft

ATC-related rules

Air bases APP, TWR and GND positions may be opened according to the FRAs.

DTG (Date-time group)

The DTG, or "date-time group" is much used in the international military world. The goal is to standardize the way of displaying times and dates.

DATE ONLY

In order to display a date in the international DTG format, there are several possibilities:

13 OCT

13 OCT 19

SUN 13 OCT

SUN 13 OCT 19

The number of the day is always expressed in two digits (between 01 and 31), the day of the week in three capital letters

(MON, TUE, WED, THU, FRI, SAT, SUN), the month also in three capital letters (JAN, FEB,

MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC)
and the year in two figures.

DATE AND TIME

A full DTG can be expressed the following ways:

SUN 131030 OCT 19

131030 OCT 19

130830Z OCT 19

Explanation: the day of the week is optional. The time is inserted immediately after the number of the day

(011830 means 18:30 on the first of the month). Then follow the month and year. If no time zone is written,

time is assumed as local. It is also possible to apply a unique letter linked to the timezone just after the time.

011830A would mean 18:30 on the A timezone (Paris/Brussels). The most common used (and almost always used for aviation-related times)

is the Z time (Zulu time, also known as UTC).

NLT = Not later than. Can be used before a date/time to indicate it is a limit. For instance, applications must be sent NLT 151800z OCT 19

I also want to remind SO pilots mostly fly VFR and navigate on Tacans.

Tactical air navigation system, is explained below,

[Tactical Air Navigation \(TACAN\) \(cfinotebook.net\)](http://cfinotebook.net)

Best regards XG_SOC