GCC Division
Special Operations Department

Military Phraseology

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Introduction

This document will close cover most of the phraseology for military and special operations in the XG division. If you cannot find something in this document, it likely means that there is no difference to civil phraseology. Therefore, you should refer to the civil chapters in CAP413. All information has been referenced off NATO standard CAA phraseology and CAP413 UK.

Start-up

There is a difference between military and civilian right at the start. You would typically receive your clearance while taxiing rather than on the apron. You will also generally be positioned without the need for push back, but this can be requested if required.

	OMAL_M_TWR, Griffin03 request start
	Griffin03 start, runway 30 left hand, colour code blue. QFE 1009, Outside air temperature plus 5. Request POB
	Start, 30 left hand, 1009, 1 POB Griffin03

(POB = Persons on Board)

Taxi

	Griffin03 Request Taxi
	Griffin03 Taxi via alfa, hold at alfa 1, runway 30
	Taxi alfa 1 runway 30, Griffin03

Clearance

The majority of military airfields in the XG division are outside of controlled airspace. Therefore, clearances are given differently and should be expected on taxi, prior to reaching or at the runway holding point.

IFR

	Griffin03, I have your clearance report read to copy
	Ready to copy, Griffin03
	Griffin03, SID south climb flight level 190, for OMAL squawk 0603, for Al Bateen squawk 0604. After departure contact OMAE_MIL_CTR 127.725.
	SID south climbing flight level 190, squawk 0601 for OMAL, 0604 for Al Bateen, after departure to 127.725, Griffin03.
	Griffin03, correct. Report ready.

The first squawk given should be selected immediately, any additional squawks are for information later in the flight and the controller will advise when you should select the next squawk.

Formations of aircraft may be instructed to “ripple” their squawks. The lead aircraft should squawk as instructed, and each aircraft in the formation should squawk the next valid code. “0601 ripple” for three aircraft would be codes 0601, 0602 and 0603.

Clearance to enter controlled airspace is obtained in the air following co-ordination between radar and enroute controllers.

VFR

	Griffin03, Al Bateen* regional pressure 1009, request your climb out details
	1009, FL45, we are departing to the north remaining low level, Griffin03
	Griffin03, after departure leave the OMAD to the north not above 2000ft squawk 0661
	Leave the OMAD to the north not above 2000ft, 0661, Griffin03
	Griffin03, correct

*Regional Pressure

Take-off

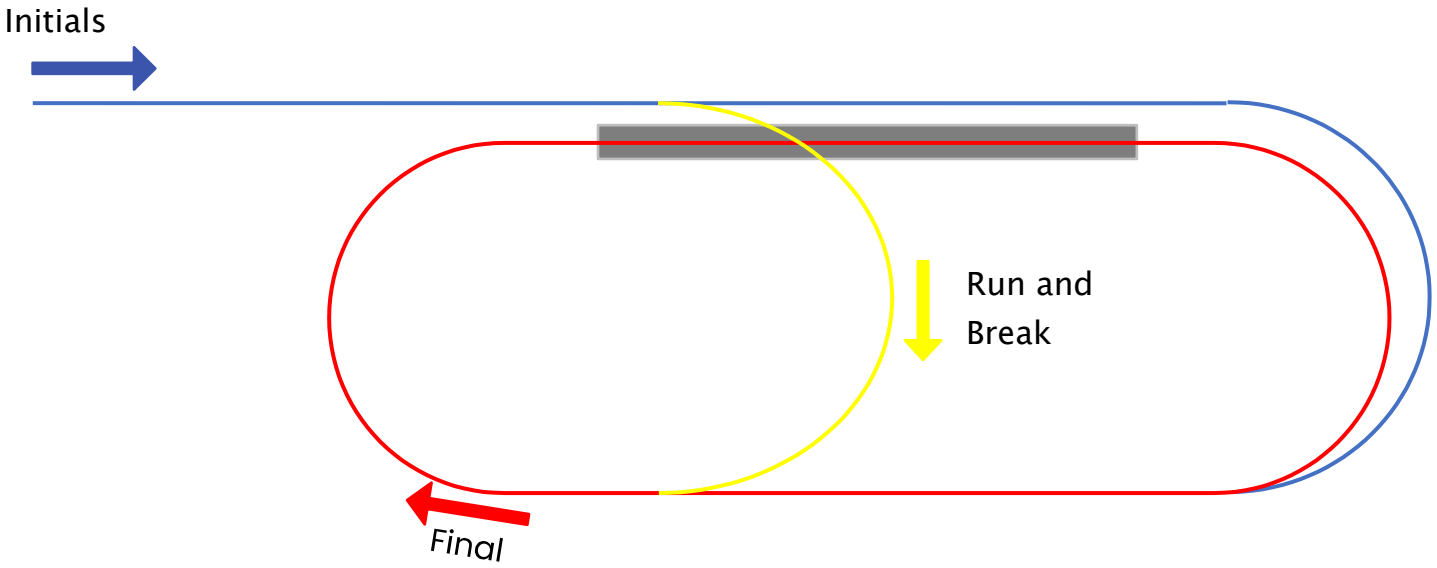
	Griffin03, winds 220 at 5knts, runway 30 cleared to take-off
	Take-off, Griffin03
	Airborne*, switching to departures, Griffin03

* On passing 500ft

VFR Circuits

Shape

The VFR circuits at military airfield are not the usual box shape, instead crosswind and base are replaced with two 180 turns to and from downwind as seen below. This is due to the fact a lot of military aircraft that use the circuit tend to have their wings on the bottom of the fuselage. Therefore, a constant turn from downwind to finial allows for constant sight with the airfield to be maintained.



Joining

Joining the circuit is commonly done from an initial point, this is about 5 miles on the approach path. From here, the pilot will report what they would like to do next, this may be,

-initials: if nothing else is added, joining will be downwind by flying at circuit height on the approach path or slightly to the dead side. They will turn on to downwind in the usual place.

-Initials to land: from the initial point, they will go straight into an approach.

-Initials to join: The aircraft will approach on the approach path, lower than circuit height at high speed (commonly 500ft AGL and 350-450kts). They will then pull a high-g turn to position themselves for final while climbing to circuit height (1000ft AGL). The run and break replace the downwind call.

Join to Initials

✈	Griffin03, is 10nm to the North of the field request initials
🗼	Griffin03, Join 25 left hand, QFE 1009
✈	Join, 1009, Griffin03

Initials, straight in approach

	Griffin03, Initials, to land
	Griffin03, Roger circuit clear, continue approach 25

Initials, for the Circuit

	Griffin03, Initials
	Griffin03, roger, one downwind*
	Downwind to land, Griffin03
	Griffin03, winds 230 10knts, one upwind
	Griffin03, 3 greens and locked (landing gear down)
	Griffin03, winds 230 10knts, Cleared to land
	Land, Griffin 03

*Number and position of aircraft in circuit

Final

On final, all aircraft will report their gear is down or, in the case of a fixed-gear aircraft, that their checks are complete. If the pilot does not report gear down, the controller must confirm before giving landing clearance.

IFR recovery

Again, this is vastly different to civilian phraseology due to nearly all these airfields are outside controlled airspace (CAS). For airfields in CAS, a more civilian style service should be provided to ensure no conflict.

Enroute controllers, or approach in the case of a first contact, will ask a returning aircraft “What type of recovery?" and the replies are made up of 2 parts:

- The first part, navigation to the approach, for example.
  - Own navigation
  - Radar (Vectors)
  - TACAN (Or other procedures)
- Second Part, Approach type, for example.
  - Visual
  - ILS
  - PAR
  - TACAN

Recovery, via initials

	OMAL_ M_APP, Griffin03, 20 miles to the east, looking for recovery
	Griffin03, Squawk 0609
	0609, Griffin03.
	Griffin03, Identified Traffic service, runway 19, colour code blue, QFE 1001, fully serviceable, what type of recovery?
	Traffic service, own navigation to initials, Griffin03
	Griffin03, Roger report field insight

ILS approach

	Griffin03, report localiser established, checks complete
	Localiser established, checks complete, Griffin03
	Griffin03, report glide path descending, gear down
	Glidepath descending, 3 greens and locked

	Contact Tower, 124.675
	124.675, Griffin03

PAR

PAR recovery is where the controller guides the aircraft down the approach path both in the horizontal and vertical, compared to an SRA that is only in the horizontal.

	Griffin03, Vectors to PAR, Runway 07, Procedure minima 260ft
	260ft, Griffin03

The aircraft is then vectored to the approach as normally would be done. For the final approach, if available, the pilot can be transferred to the talk down controller.

Used by a Talkdown when transferred only	
	Talk down, Griffin03
	Griffin03, Identified 12miles, read back QFE
	1015 Set, Griffin03

The pilot will be vectored on to the approach, once the controller feels it is needed and the airspace is safe enough, the bellow communication may be used.

	Griffin03, do not acknowledge further instructions unless requested
	Griffin03, Approaching descent point
	Griffin03, begin descent for a 3-degree glide path

During the approach, the controller will give constant updates on the aircraft's position relative to the localiser and glide path using turns and the coms below.

Slightly above/below glide path
Well above/below glide path
Dangerously below glide path, Acknowledge
Left/right of centreline, correcting slowly/rapidly
Left/right of centreline
On centreline
2 miles, check gear, acknowledge

SSR codes for OAT between 0601-0677.

History

The United Arab Emirates Air Force (UAEAF) is the air force of the United Arab Emirates. Its predecessor was established in 1968, when the Emirates were still under British rule. Since then, it has undergone a continual reorganization and expansion in terms of both capability and numbers of aircraft. Currently, the UAEAF has around 4,000 personnel and operates approximately 368 fixed and rotary wing aircraft.
The UAEAF 's history starts in 1968, when the Abu Dhabi Army Air Force was formed under British rule. After becoming the ALRAMS Air Force in 1972, major investment assured an expansion in terms of capabilities, quality and quantity of aircraft. Training and instruction was provided by the Pakistan Air Force. Neighbour Emirate of Dubai maintained its own air component, the Dubai Defence Force Air Wing, until 1999, when the two were effectively merged to become what is now the United Arab Emirates Air Force. Although the integration of the two independent forces has been complete, a small degree of autonomy exists at the operational command level, with the Western Air Command being headquartered in Abu Dhabi and the Central Air Command in Dubai. Since the 1980s, a combination of regional instability and high oil prices has resulted in an ambitious modernization of the UAEAF , with the goal of attaining a level of capability matching the highest NATO standards.

Metar Codes

Military METAR color code		lowest cloudbase (3/8 or more)					
		>=2500ft	1500-2499ft	700-1499ft	300-699ft	200-299ft	<200ft
visibility	>=8km	BLU	WHT	GRN	YLO	AMB	RED
	5000-7999m	WHT	WHT	GRN	YLO	AMB	RED
	3700-4999m	GRN	GRN	GRN	YLO	AMB	RED
	1600-3699m	YLO	YLO	YLO	YLO	AMB	RED
	800-1599m	AMB	AMB	AMB	AMB	AMB	RED
	<800m	RED	RED	RED	RED	RED	RED

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U A F AIR FORCE