



# SELF-ANNOUNCING PROCEDURES

## 1. Introduction

If no ATC is available at the airfield or area you are planned to fly to, then you are on your own.

In the IVAO network, we have UNICOM.

It is a text mode procedure allowing pilots to transmit relevant information on their flight status to nearby pilots.

The TeamSpeak "channel" is NOT to be used for this or any other purpose!

Providing flight status information will help everyone in the vicinity to be aware of any other traffic around - be it on the ground or in the air.

This is part of what is called Situational Awareness: Be aware of where you are and what is around you.

**It is a RULE in IVAO to use UNICOM to transmit your intentions timely for the benefit of the other users in your vicinity - therefore use it as such!**

UNICOM can be set by the pilot by setting his radio frequency to 122.800 MHZ.

## 2. Self-announcing procedure

### 2.1. Five W rule

To help you understand and use this self-announcing procedure, there is the rule of the Five W's.

The Five W's are:

- **What?** Traffic advisory is a text message from a pilot to other pilots on **what you plan to do**.
- **Who?** All pilots flying or intend to fly when no ATC is available.
- **Where?** On the IVAO network when no ATC is available.
- **When?** Anytime your aircraft moves on the ground or in the air.
- **Why?** To avoid conflict with other aircraft - this is an example of airmanship (being nice to others).

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## 2.2. Check list

Ensure you observe and follow the points below first:

1. Make sure no ATC is serving your area or airfield. Check this periodically. If no ATC is available, make sure you are on UNICOM or your active COM frequency is set to 122.800MHz
2. Pilots are either on an assigned ATC frequency or on UNICOM 122.8
3. Monitor UNICOM 122.800MHz. This means watch and read any text message that may affect your operation. Text messages can be read on the pilot client (IvAp).
4. Look outside before you move your aircraft. Weather permitting, if there is nice weather with good visibility (VFR conditions) – then have a good look outside the cockpit to watch for other traffic.
5. Make sure your transponder and TCAS are switched on. This is required to be seen on other pilot's TCAS when within range. If you do not switch your transponder to the Charlie/Sierra/TX/ON position, other TCAS will not spot you!
6. Continue announcing traffic advisory in text on UNICOM periodically. Because you never know if another aircraft has just logged on at your airport or is close in your area.
7. Know where you are at all times. Otherwise your traffic advisory may be incorrect and may cause a conflict.
8. Know the current time - in UTC (universal coordinated time) or Zulu. Avoid saying or using "local time"
9. Text traffic advisory messages should be standard in English anywhere on the IVAO network. Be familiar with the main Aviation English commands and also use the standard Abbreviations.
10. Always keep your traffic advisory simple so that everyone will understand.

While announcing text traffic advisories, you do not need to repeat your call sign.  
All text messages using IvAp include your call sign automatically.

## 2.3. What information should be in the traffic advisory?

The first goal of the traffic advisory to other aircraft is:

- What are my intentions?

Of course you can use the other information:

- Where am I?
- What type of aircraft am I using?

## 2.4. When should the traffic advisory be used?

During the following phases where you are moving:

- push back
- taxi
- take-off
- climb
- cruise and level flight
- descend
- approach
- landing
- taxi

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## 2.5. Examples with using abbreviation

To avoid large text-based communications, this chapter gives you the abbreviations commonly used in text mode in English:

### **KJFK s/u and p/b gate E4**

At KJFK starting up and pushing back at gate E4

### **EDDL taxi h/p N1 rwy 23L**

At EDDL Taxiing to holding point n1 runway 23 left

### **LFPO l/u and w rwy 06**

At LFPO lining up and wait, runway 06

### **EBBR t/o rwy 25R**

At EBBR taking off runway 25R

### **LFPG SID LATRA1B c/m FL200**

LFPG departure SID LATRA1B, climbing to flight level 200

### **Dct BEBIX FL310**

Direct BEBIX at flight level 310

### **LFBD STAR LMG4 d/m FL160**

LFBD arrival LMG4 descending TO maintain Flight Level 160

### **Maintain FL80 for separation with AF431**

Maintaining flight level 80 for separation with AF431

### **t/l hdg 320 behind AZA456**

Turning left heading 320° behind AZA456

### **LFRS ILS app rwy 03**

At LFRS Intercepting ILS approach runway 03

### **LEERS 4Nm final rwy 03**

At LEERS 4nm final runway 03

### **DAAG clrd to land rwy 31**

At DAAG cleared to land runway 31

### **LFPG rwy 26L vac, cross rwy 26R**

At LFPG runway 26 left vacated, crossing runway 26 right

### **LFPG Taxi gate B20 via D**

At LFPG taxiing to gate b20 via taxiway d

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### 3. List of abbreviations

<b>Txt</b>	<b>English translation</b>
'	= feet
<b>a/c</b>	= aircraft
<b>a/d</b>	= aerodrome
<b>acft</b>	= aircraft
<b>aff</b>	= affirm, yes
<b>a fld</b>	= airfield
<b>alt</b>	= altitude
<b>alt.set</b>	= altimeter setting
<b>apch</b>	= approach
<b>app</b>	= approach
<b>APP</b>	= Approach controller
<b>apt</b>	= airport
<b>arpt</b>	= airport
<b>arr</b>	= arrival
<b>base</b>	= base leg
<b>c/m</b>	= climb and maintain
<b>caf</b>	= cleared as filed (as your flightplan)
<b>cc</b>	= correct
<b>circ</b>	= circling approach
<b>clr</b>	= clearance, cleared
<b>crld</b>	= cleared
<b>crs</b>	= course
<b>CTR</b>	= Center or Radar Controller
<b>d/m</b>	= descend and maintain
<b>dct</b>	= direct
<b>DEL</b>	= Delivery controller
<b>DEP</b>	= Departure controller
<b>dep</b>	= departure
<b>des</b>	= descend
<b>dis</b>	= disregard, ignore
<b>disrgd</b>	= disregard, ignore
<b>dnwd</b>	= downwind
<b>est</b>	= established
<b>exp</b>	= expect
<b>FL</b>	= flight level
<b>fp</b>	= flightplan

<b>fq</b>	= frequency
<b>freq</b>	= frequency
<b>frq</b>	= frequency
<b>FSS</b>	= Flight Service Station controller
<b>ft</b>	= feet
<b>g/d</b>	= gear down
<b>g/p</b>	= glide path
<b>gbye</b>	= good bye
<b>gday</b>	= good day
<b>GND</b>	= Ground controller
<b>gnight</b>	= good night
<b>gnite</b>	= good night
<b>GP</b>	= glide path
<b>gs</b>	= glide slope
<b>h/a</b>	= hold at
<b>h/o</b>	= hand-off
<b>h/p</b>	= hold position, holding pattern, holding point
<b>h/s</b>	= hold short
<b>hdg</b>	= heading
<b>IAF</b>	= Initial Approach Fix
<b>ILS</b>	= Instrument Landing System
<b>IM</b>	= Inner Marker
<b>inbd</b>	= inbound
<b>KIAS</b>	= IAS in knots
<b>kt</b>	= knots
<b>l/h</b>	= left hand
<b>l/u and w</b>	= line-up and wait
<b>land</b>	= land
<b>LLZ</b>	= Localizer
<b>luw</b>	= line-up and wait
<b>min</b>	= minima
<b>MM</b>	= Middle Marker
<b>neg</b>	= negative, no
<b>NM</b>	= Nautical Miles
<b>OM</b>	= Outer Marker
<b>outbd</b>	= outbound
<b>pax</b>	= passengers
<b>pkg</b>	= apron, park
<b>plz</b>	= please
<b>POB</b>	= People On Board (number of)
<b>pos</b>	= position
<b>r/h</b>	= right hand

<b>r/m</b>	= reaching minima
<b>r/p</b>	= report passing
<b>r/v</b>	= radar vectors
<b>rdl</b>	= radial (of VOR)
<b>rdr</b>	= radar
<b>rep</b>	= report
<b>req</b>	= request
<b>rgr</b>	= roger, received
<b>rpt</b>	= report
<b>rwy</b>	= runway
<b>s/u</b>	= start up
<b>sby</b>	= stand by
<b>SID</b>	= Standard Instrument Departure
<b>SM</b>	= Statute Miles
<b>sq</b>	= squawk
<b>STAR</b>	= Standard Arrival Procedures
<b>stby</b>	= stand by
<b>std</b>	= standard
<b>stdy</b>	= steady
<b>t/f</b>	= turning final
<b>t/l</b>	= turn left
<b>t/o</b>	= take off
<b>t/p and hold</b>	= taxi into position and hold
<b>t/r</b>	= turn right
<b>tl</b>	= turn left
<b>tleft</b>	= turn left
<b>tnx</b>	= thank you or thanks
<b>tr</b>	= turn right
<b>tright</b>	= turn right
<b>trk</b>	= track (of NDB)
<b>TWR</b>	= Tower controller
<b>vect</b>	= vectors
<b>wilco</b>	= will comply, will do what is requested
<b>wx</b>	= weather

These abbreviations could be used as well in a text-text communication with ATS, if voice communication is not possible.