



29 JAN 2022

VIRTUAL NAVAL AIR OPERATIONS



CARRIER AIR WING FOURTEEN (CVW-14)

**STANDARD COMMUNICATIONS
HANDBOOK**

TABLE OF CONTENTS

COMMUNICATION BASICS.....	1
AIRFIELD-BASED COMMUNICATIONS	7
CARRIER-BASED COMMUNICATIONS	12
CASE I CARRIER QUALIFICATION (CQ) LAUNCH & RECOVERY COMMUNICATIONS EXAMPLES:	13
CASE II CARRIER QUALIFICATION (CQ) LAUNCH/RECOVERY COMMUNICATIONS EXAMPLES	16
CASE III CARRIER QUALIFICATION (CQ) LAUNCH/RECOVERY COMMUNICATIONS EXAMPLES	19
CARRIER QUALIFICATION (CQ) DECK COMMUNICATIONS EXAMPLE	22
CARRIER QUALIFICATION (CQ) SPIN COMMUNICATIONS EXAMPLE	22
COMMON TRAFFIC ADVISORY FREQUENCY (CTAF)	24
AIR-TO-AIR REFUELING COMMUNICATIONS.....	28
REFERENCES.....	31

COMMUNICATION BASICS

VERBALIZATION

- **Controller Call Signs** - Use the full name of the station on initial contact, e.g., "KOBULETI CLEARANCE", "KUTAISI GROUND", "BATUMI TOWER"
- **Aircraft Call Signs** - Annunciate each digit of your call sign, e.g.
 - BLACKBIRD 1-2 "BLACKBIRD ONE TWO"
- **Fuel Quantity (Fuel State)**
 - Fuel quantity shall be indicated preceded by the word "state" followed by the amount of fuel in thousands of pounds. Fuel quantity in hundreds of points shall be preceded by the word "point" followed by the amount to the nearest hundreds. The word "pound" or "pounds" us understood and not verbalized:
 - 6000 lbs "STATE SIX POINT ZERO"
 - 4520 lbs "STATE FOUR POINT FIVE"
 - Number above 9999 shall be spoken by separating the digits preceding the word "thousand"
 - 10,000 "ONE ZERO THOUSAND"
 - 13,400 "ONE THREE THOUSAND FOUR HUNDRED"
 - All other numbers shall be transmitted by pronouncing each digit:
 - 10 "ONE ZERO"
- **Radio Frequencies** - Radio frequencies contain decimal points, which may be referred to as "decimal" or "point"
 - 322.1 "THREE TWO TWO DECIMAL ONE"
 - 135.27 "ONE THREE FIVE POINT TWO SEVEN"
- **Altimeter Settings**- Altimeter settings contain a decimal point. The decimal point is always left out.
 - 29.92 "TWO NINER NINER TWO"
- **Altitudes** - On initial contact inform the controller of the aircraft's altitude preceded by the words "level," or "climbing to," or "descending to." In the U.S., the standard unit of measure for altitude is feet, so it is not necessary to annunciate the unit.
 - For tactical communications and communications around military airfields, "angels" followed by the digits of the altitude in thousands of feet:
 - 19,000 "ANGELS NINETEEN"
 - 12,700 "ANGELS TWELVE POINT SEVEN"

- o Report vacating an altitude. It is not necessary to report reaching an altitude unless this is requested of you:
 - DEPARTURE: "BLACKBIRD 1-2, climb and maintain angels twenty-one."
 - STUDENT NAVAL AVIATOR (SNA): "BLACKBIRD 1-2, leaving angels eighteen for angels twenty-one."
- o When making an initial check-in call while in a climb, you should acknowledge the altitude passing and the altitude cleared to by the previous controller
 - You are passing 6000 for 9000*
 - SNA: "Kobuleti Departure, BLACKBIRD 1-2 passing angels six for angels niner."
- **Directions-** State the three digits of all magnetic courses, bearing, headings, or wind directions. All are assumed to be magnetic.
 - o (magnetic course)
 - 005 "ZERO ZERO FIVE"
 - o (wind directions)
 - 360 "THREE SIX ZERO"
- **Airspeeds-** State the speed in hundreds followed by the unit. Unless directed otherwise, airspeed in radio communication should always refer to the indicated airspeed (IAS) and may be expressed as knots or Mach number.
 - 250 "TWO FIFTY KNOTS"
 - 387 "THREE EIGHTY-SEVEN KNOTS"

WHO WHERE WHAT: Every conversation with a controlling agency or service provider follows a specific progression. An initial radio call begins with properly addressing the controlling agency you are trying to reach. After the controlling agency is identified, the rest of the radio phraseology follows a standard flow. This flow exists for all radio calls, and can be remembered as the "3 Ws": WHO, WHERE & WHAT. Who = Your call sign, Where = Your position

- WHO & WHERE
 - o Ground Example
 - SNA: "Kobuleti Ground, BLACKBIRD 1-2, transient ramp, taxi with Juliet"
 - o Approach Example

- SNA: "Kutaisi Approach, BLACKBIRD 1-2, eight thousand five hundred, ten miles east of Senaki"
 - Center Example
 - SNA: "Batumi Center, BLACKBIRD 1-2, one seven thousand"
 - WHAT
 - Approach Example
 - SNA: "Kutaisi Approach, BLACKBIRD 1-2, eight thousand five hundred, ten miles east of Senaki with information Delta. Request direct PRICH for the full procedure turn VOR Rwy 18, then flight plan route"
 - Lengthy call like this may need to be broken up into two parts. The "who" and "where" first, followed by the "what" after the controller identifies you on radar. Use good judgement to determine how busy the radio traffic is and do not overload the controller.
 - Another Approach Example
 - SNA: "Batumi Center, BLACKBIRD 1-2, eight thousand five hundred, ten miles east of Senaki with information Delta, request"
 - APPROACH: "BLACKBIRD 1-2, squawk 1128, say request"
 - SNA: "BLACKBIRD 1-2, Squawk 1128, request direct PRICH for the full procedure turn VOR Rwy 18, then flight plan route."
 - Another Example:
 - SNA: "Tbilisi Center, BLACKBIRD 1-2, request."
 - CENTER: "BLACKBIRD 1-2, say request."
 - SNA: "BLACKBIRD 1-2 request climb to angels nineteen"

MANDATORY READBACK ITEMS:

- In general, repeat back all DIRECTIVE CALLS: Examples of directive call are:
 - Directive Call: "Taxi to Runway 19"
 - Response: "Taxi to one niner."

- Directive Call: "Runway 25L, Cleared for Takeoff"
Response: "Cleared takeoff Two Five Left"
- Directive Call: "Runway 25R, Cleared to Land"
Response: "Cleared to land Two Five Right"
- Directive Call: "Hold Short Runway Seven Left"
Response: "Hold short Seven Left."
- Directive Call: "Turn right, heading 180"
Response: "Right One Eight Zero."
- Directive Call: "Climb to angels twenty-two 220"
Response: "Climb angels twenty-two."
- Directive Call: "Contact Pensacola Approach on 119.0"
Response: "Switching One One Niner Point Zero."
- Directive Call: "The Vaziani Altimeter is 29.94"
Response: "Two Niner Niner Four."
- Memory Aid "CHAAF" = Clearances Headings Altitudes Altimeter settings Frequencies

MANDATORY REPORTS:

- When vacating any previously assigned altitude for a new altitude.
- When unable to climb/descend at a rate of at least 500 fpm.
- When an actual (not simulated) missed approach has been executed.
- When an altitude change will be made if operating on a clearance specifying VFR-on-top.
- Any information relating to the safety of flight.
- Any loss in controlled airspace of any navigation capability or impairment of air/ground communications capability.

CARRIER CONTROLLED APPROACH (CCA) COMMUNICATIONS:

- All aircraft are considered under positive communication control while operating at sea unless otherwise directed.
- Pilots shall not shift frequencies without notifying and/or obtaining permission from the controlling agency.
- Squadron tactical callsigns (e.g. Blackbird 1-2) are not to be used when communicating with ship-related authorities. Only modex (side number) is to be used for all communications with carrier agencies.

- Unlike commercial aviation, most readbacks require (only) the side-number to be read-back e.g. "001". Clearances however required a full readback, and examples will be given later in this manual.
- Never transmit on the radio when another aircraft is on the ball, unless required for safety of flight. If an aircraft is transmitting while an airplane is on the ball, the LSO will come up and say, "On the ball" on the radio.
- During CQ, while on the carrier after refueling, the pilot shall transmit aircraft side number and gross weight during a two-way radio check with Deck.
- For the Ball Call during CQ, Student Naval Aviators (SNA) will transmit side number, aircraft, ball, fuel state and individual callsign (e.g. "001, Hornet Ball five point five Bug").
- If in a flight "holding hands" will be used when checking in with Marshal. Individual readbacks are not required during case I recoveries. Only the flight lead will read back instructions.

AIRFIELD-BASED COMMUNICATIONS

AIRFIELD OPERATIONS EXAMPLES

GROUND CONTROL: TAXI TO ACTIVE RUNWAY COMMUNICATIONS:

- SNA: "Kobuleti Ground, BLACKBIRD 1-2, (position if needed) taxi, with CHARLIE."
- Ground: "BLACKBIRD 1-2, taxi to runway two five via Foxtrot, Delta, Bravo, altimeter setting three zero zero seven."
- SNA: "BLACKBIRD 1-2, taxi to runway two five via Foxtrot, Delta, Bravo, three zero zero seven."
- Ground: "BLACKBIRD 1-2, switch to Kobuleti Tower, Button Ten."

TOWER CONTROL: TAKEOFF COMMUNICATIONS:

...when ready to enter the runway

- SNA: "Kobuleti Tower, BLACKBIRD 1-2, takeoff, VFR(IFR)."
- Tower: "BLACKBIRD 1-2, Hold Short Runway Two Five."
- SNA: "BLACKBIRD 1-2, Hold Short two five."

...when cleared to enter the active runway

- Tower: "BLACKBIRD 1-2, Line up and Wait Runway Two Five."
- SNA: "BLACKBIRD 1-2, Line up and Wait Two Five."

...taxi across runway

- Tower: "BLACKBIRD 1-2, cross Runway Two Five Right, hold short Runway Two Five Left."
- SNA: "BLACKBIRD 1-2, cross Two Five Right, hold short Two Five Left."

...cleared for takeoff:

- Tower: "BLACKBIRD 1-2, wind zero niner zero at eight, Runway Two Five, cleared for takeoff."
- SNA: "BLACKBIRD 1-2, cleared for takeoff Two Five."

...switch to departure

- Tower "BLACKBIRD 1-2, contact departure."
- SNA: "BLACKBIRD 1-2, switching."

DEPARTURE CONTROL: DEPARTURE COMMUNICATIONS:

- SNA: "Kobuleti Departure, BLACKBIRD 1-2, passing eight hundred for three thousand."
- Departure: "BLACKBIRD 1-2, Kobuleti Departure, radar contact."
- SNA: "Kobuleti Departure, BLACKBIRD 1-2, clear of airport airspace."
- Departure: "BLACKBIRD 1-2, contact Center on one three four point three."
- SNA: "BLACKBIRD 1-2, switching one three four point three."

CENTER CONTROL: GENERAL COMMUNICATIONS:

- SNA: "Center, BLACKBIRD 1-2, niner thousand."
- Center: "BLACKBIRD 1-2, Center, roger, Kobuleti altimeter three zero zero two."

...if negative contact on new frequency

- SNA: "Center, BLACKBIRD 1-2, no joy (or negative contact) on two eight four point seven."

APPROACH CONTROL: APPROACH COMMUNICATIONS:

- SNA: "Kobuleti Approach, BLACKBIRD 1-2, three thousand, information Echo, request course rules."

- Approach: "BLACKBIRD 1-2, squawk zero one three six."
- SNA: "BLACKBIRD 1-2, squawk zero one three six."
- Approach: "BLACKBIRD 1-2, radar contact, descend and maintain two thousand. Report Point GOLF in sight."
- SNA: "BLACKBIRD 1-2, leaving three thousand for two thousand, wilco."

... when point in sight

- SNA: "Approach, BLACKBIRD 1-2, Point Golf in sight."
- Approach: "BLACKBIRD 1-2, contact Tower."
- SNA: "BLACKBIRD 1-2, switching."

TOWER CONTROL: LANDING COMMUNICATIONS:

...when at point

- SNA: "Kobuleti Tower, BLACKBIRD 1-2, Passing Point Golf, two thousand five hundred for the break."
- Tower: "BLACKBIRD 1-2, report the numbers Runway Two Five."
- SNA: "BLACKBIRD 1-2, wilco."

...when at the numbers

- SNA: "BLACKBIRD 1-2, numbers, Two Five."
- Tower: "BLACKBIRD 1-2, left break approved."
- SNA: "BLACKBIRD 1-2, left break."

...when at the 180

- SNA: "BLACKBIRD 1-2, one eighty, three down and locked, full stop."
- Tower: "BLACKBIRD 1-2, cleared to land, Runway Two Five."

GROUND CONTROL: TAXI TO PARKING COMMUNICATIONS:

- SNA: "Kobuleti Ground, BLACKBIRD 1-2, clear of the duty/active, taxi to my line."
- Ground: "BLACKBIRD 1-2, taxi to your line via Alpha, Alpha Four."
- SNA: "BLACKBIRD 1-2, Alpha, Alpha Four."

CARRIER-BASED COMMUNICATIONS

CASE I CARRIER QUALIFICATION (CQ) LAUNCH & RECOVERY COMMUNICATIONS EXAMPLES:

CASE I LAUNCH

CV TOWER CONTROL: CLEAR TO LAUNCH

...after hooking up to catapult

- SNA: "Tower, 001, Cat one."
- Tower: "001, Clear to Launch, cat one/Standby/Hold"
- SNA: "001, clear to launch, cat one."

CASE I RECOVERY

CV MARSHAL CONTROL: STACK ASSIGNMENT & CONTROL

...between 50-30 NM from mother

- SNA: "Marshal, 001, holding hands with 002, marking Mom's two five zero for fifty, angels nine, low state seven point two."
- Marshal: "001, mother is VFR, altimeter two niner niner two, Case I recovery. BRC is zero one five. Report a see me at ten."
- SNA: "001."

...at 10 NM from mother and with mother in sight

- SNA: "001, see you at ten."
- Marshal: "001, update state, go button one."
- SNA: "001, Five point six."

...when assigned a lower altitude while in the stack

- Marshal: "001, descend and maintain angels two."
- SNA: "001, leaving three for two."
- Marshal: "001, update state, go button one."

- SNA: "001, Five point six."

... "Update State, go button one" only applicable when transitioning below 2,500 FT while in the CASE I Marshal Stack.

CV TOWER & PADDLES CONTROL: COMMENCE, GROOVE & CLEARANCE OF LANDING AREA

...after switching to tower frequency on button one

- SNA: "Marshal, 001, angels two point five."
- Tower: "001, roger."

...when commencement clearance is given

- Tower: "001, your signal is Charlie."
- SNA: "001."

...when at commencement point (Position 3, angel 2)

- SNA: "001, commencing."

...when at the initial point (3 nautical miles aft of mother)

- SNA: "001, initial."

...when rolling out into the groove

- SNA: "001, Hornet, ball, three point three, (Name)."
- Paddles: "roger, ball."

TOWER CONTROL: CLEARING OF LANDING AREA

...after trapping aboard

- Tower: "001, clear the landing area, contact deck button five."
- SNA: "001."

CASE II CARRIER QUALIFICATION (CQ) LAUNCH/RECOVERY COMMUNICATIONS EXAMPLES

NOTES:

- The "see you at 10" call in this case is made to Approach and not to Marshal as during Case I recoveries.
- Marshal will report expected BRC instead of final bearing.
- When instructions are given, the term "and flight" will be used when not operating as a single ship.
- All communications will be done by the flight lead.

CASE II LAUNCH

TOWER CONTROL: CLEARED TO LAUNCH

...after hooking up to catapult

- SNA: "Tower, 001, Cat one."
- Tower: "001, Clear to Launch, cat one/Standby/Hold"
- SNA: "001, clear to launch, cat one."

CASE II RECOVERY

MARSHAL CONTROL: MARSHAL STACK ASSIGNMENT

...between 50-30 NM from mother

- SNA: "Marshal, 001, holding hand with 002, marking Mom's two five zero for fifty, angels nine, low state seven point two."
- Marshal: "001 (and flight), mother's weather is six hundred overcast, visibility three miles, altimeter two niner eight seven, Case two recovery BRC is zero one five. 001 and flight, marshal on the one six zero radial, twenty-two DME, Angels seven, expected approach time two eight. Approach button fifteen."
- SNA: "001, Marshal on the one six zero, twenty-two, angels seven. Expected approach/push time two eight,

button fifteen.

...once established at holding fix

- SNA: "001, established, angels seven, low state six point eight."
- Marshal: "001, roger"

...upon commencing

- SNA: "001, commencing, low state five point nine."
- Marshal: "001, radar contact, BRC zero one five."
- Marshal: "001, switch approach, button fifteen."
- SNA: "001."

APPROACH CONTROL: APPROACH

...at platform

- SNA: "001, platform."
- Approach: "001, roger"

...at 10 NM from mother and with mother in sight

- SNA: "001, see you at ten."
- Approach: "001 (and flight), update state, go button one."
- SNA: "001, Five point six."

TOWER & PADDLES CONTROL: RECOVERY AND CLEARANCE OF LANDING AREA

...when at the initial point (3 nautical miles aft of mother)

- SNA: "001, initial."

...when rolling out into the groove

- SNA: "001, Hornet, ball, three point three, (Name)."
- Paddles: "roger, ball."

...after trapping aboard

- Tower: "001, clear the landing area, contact deck button five."
- SNA: "001."

CASE III CARRIER QUALIFICATION (CQ) LAUNCH/RECOVERY COMMUNICATIONS EXAMPLES

NOTES:

Winds is only added during CASE III Recoveries

CASE III LAUNCH

...after hooking up to catapult

- SNA: "Tower, 001, Cat one."
- Tower: "001, Clear to Launch, cat one/Standby/Hold."
- SNA: "001, clear to launch, cat one."

...once airborne

- SNA: "Departure, 001, airborne."
- Departure: "001, radar contact, altimeter two niner niner five."
- SNA: "001."

...climbing past 2,500 feet

- SNA: "001, passing two point five."

...at 7 DME

- SNA: "001, arcing."

...upon reaching departure radial

- SNA: "001, established outbound."
- Departure: "001, cleared to switch."

...if entering clouds/weather prior to switching to strike

- SNA: "001, Popeye, Angels eighteen."

...once clear of clouds/weather prior to switching to strike

- SNA: "001, on top, Angels twenty."

CASE III RECOVERY

...between 50-30 NM from mother

- SNA: "Marshal, 001, holding hand with 002, marking Mom's two five zero for fifty, angels nine, low state seven point two."
- Marshal: "001, mother's weather is six hundred overcast, visibility three miles, altimeter two niner eight seven, Case three recovery, CV-1 approach. Expected final bearing zero one five."

"001, marshal on the one six zero radial, twenty-two DME, Angels seven, expected approach time two eight. Approach button fifteen."
- SNA: "001, Marshal on the one six zero, twenty-two, angels seven. Expected approach/push time two eight, button fifteen."

...once established at holding fix

- SNA: "001, established, angels seven, state point zero."
- Marshal: "001, roger"

...upon commencing

- SNA: "001, commencing, two niner eight eight, five point eight."
- Marshal: "001, radar contact, final bearing zero two zero"
- Marshal: "001, which approach"
- SNA: "001."

...at platform

- SNA: "001, platform."
- Approach: "001, roger"

...at ACLS Lock-on (approximately 6 NM from mother)

- Approach: "001, ACLS lock on, seven miles, say needles."
- SNA: "001, up and on."
- Approach: "001, concur, fly Mode two."

...when approaching glide slope interception at approx. 3 NM

- Approach: "001, approaching glideslope."

...approaching $\frac{3}{4}$ NM aft of mother

- Paddles: "001, three quarters of a mile, on glideslope, on centerline, call the ball."
- SNA: "001, hornet ball, five point two."
- SNA: "roger ball, winds _ knots, starboard/axial/port."

...after trapping aboard

- Tower: "001, clear the landing area, contact deck button five."
- SNA: "001."

CARRIER QUALIFICATION (CQ) DECK COMMUNICATIONS EXAMPLE

...after clearing landing area

- SNA: "001, clear of the landing area."
- Deck: "001, state intentions." (launch, refuel or land)
- SNA: "001, launch, refuel or land."
- Deck: (instructions given)
- SNA: "001."

...once done with refueling or when ready to taxi

- SNA: "Deck, 001, up and ready, thirty-four thousand pounds (aircraft weight)."
- Deck: "001, taxi to catapult three."
- SNA: "001, to catapult three."

...once hooked up to the catapult

- Deck: "001, contact tower, button one."
- SNA: "001."

CARRIER QUALIFICATION (CQ) SPIN COMMUNICATIONS EXAMPLE

CASE I CQ SPIN COMMS:

- Tower: "001, Spin."
- SNA: "001."

...after 270 degrees of spin pattern

- SNA: "001, Spin 90."

- Tower: "001, Roger."

COMMON TRAFFIC
ADVISORY
FREQUENCY (CTAF)

Common Traffic Advisory Frequency - CTAF

When ATC services are not available pilots will communicate on CTAF for traffic information (CTAF is typically the same frequency as tower). With ATC not on frequency pilots must exercise radio discipline and keep transmissions short and to the point. With practice you can become quite efficient (and proficient).

With CTAF radio only one person can talk at a time, so the less we talk the more opportunity for someone else to report their position. When a pilot makes unnecessary calls, they are creating a safety hazard as they might be blocking another pilot's position report.

On approach it's important to gather good SA as you near the field. It's a good idea to start monitoring CTAF for a few minutes prior to your ten-mile call. If there is traffic at the airfield you will hear which runway they are using and get an idea for other aircraft in the pattern and those approaching the field.

For approach the AIM manual recommends only 5 calls. Ten miles out, entering downwind, base, final and leaving the runway. Departing aircraft just 2 calls. Before taxi and before taxiing onto the runway.

- WHO YOU ARE CALLING
- WHO YOU ARE
- WHERE YOU ARE
- WHAT DO YOU WANT

CTAF Communication Examples

APPROACHING:

15 miles out... Listen to CTAF to gather SA

10 miles out...

- SNA: "KOBULETI, BLACKBIRD 1-2 ten north inbound."

Overhead...

- SNA: "KOBULETI, BLACKBIRD 1-2 overhead break 25."

Base...

- SNA: "KOBULETI, BLACKBIRD 1-2 base 25."

Final...

- SNA: "KOBULETI, BLACKBIRD 1-2 final 25."

Clear...

- SNA: "KOBULETI, BLACKBIRD 1-2 clear 25."

DEPARTING:

Taxi...

- SNA "KOBULETI, BLACKBIRD 1-2 taxi with "current wx code"

Runway...

- SNA: "KOBULETI, BLACKBIRD 1-2 taking runway 25 n departure."

Variations - arriving

Straight in arrival. (No overhead break) In lieu of "Overhead Break" call, just call your downwind + runway...

- SNA: "KOBULETI, BLACKBIRD 1-2 three mile straight in 25."

Base leg arrival. In lieu of "Overhead Break" call, just call your base + runway...

- SNA: "KOBULETI, BLACKBIRD 1-2 left base 25."

Go around. On missed approach or go around...

- SNA: "KOBULETI, BLACKBIRD 1-2 going around 25."

Discussion

So far, we have talked about standard calls, but sometimes additional information is needed and adds to SA. This is perfectly normal, but brevity is still **very** important for safety. Let's look at a few examples.

You make your ten mile call close to the same time another jet is inbound and makes their ten-mile call. This should cue you in to be extra diligent. Make sure you keep an eye on the other pilot on your SA page. As you get within about five miles you see a potential conflict with the other aircraft.

It would be appropriate to contact the other aircraft to work out who would be 1 to land and 2 to land. In VFR conditions it would also be appropriate to let the other aircraft know when you have them visual. At this point you can agree who is 1 to land and 2 to land. The AIM manual dictates the aircraft at the lower altitude has the right of way, but you cannot descend to gain an advantage to land first.

- SNA: "TALON 1-2, BLACKBIRD 1-2 is 4 ne angels 3. Maneuvering for overhead break 25."
- SNA: "BLACKBIRD 1-2, TALON 1-2 is 4 w angels 3. Will maneuver for number 2 to the break."

In this example Talon let's Blackbird go first based on position. Although both aircraft are at the same altitude and DME to the airfield, Blackbird is in a sooner position to land on runway 25. Talon is 4 miles to the West and Blackbird is 4 Northeast.

2. Fur Ball. If there are numerous aircraft in the terminal area you will really have to watch your SA page initially and then get your eyes outside the cockpit. Watch your intervals... And keep your transmissions very short.

- SNA: "BLACKBIRD BREAK 25"

Forget about downwind and base calls... But call Final

- SNA: "BLACKBIRD final 25"
- SNA: "BLACKBIRD clear 25"

It's important to remember that the busier it is the more brevity is needed.

Variations - departing

Typically, you can just call your departure runway..

- SNA: "KOBULETI, BLACKBIRD 1-2 departing 25"

...However, if the area is busy, you can add a little more info for safety.

- SNA: "KOBULETI, BLACKBIRD 1-2 departing 25 straight out, or to the north etc...."

Working the pattern...

- SNA: "KOBULETI, BLACKBIRD 1-2 departing 25 *closed traffic or pattern*"

Discussion

Departing VFR at uncontrolled fields is straightforward and requires just some commonsense. Listen to CTAF for the 5 or so minutes prior to departing. Make sure you are ready to go prior to taking the runway so you don't sit there too long creating a potential safety hazard. Once you depart, leave the terminal area (4NM 2500'AGL) in a predictable manner.

AIR-TO-AIR
REFUELING
COMMUNICATIONS

AIR TO AIR REFUELING (AAR) COMMUNICATIONS EXAMPLES

NOTES:

- In-game communications will still need to be performed in order to execute AAR operations
- Communication examples below are "best guess" and still a work in progress until confirmed by the real guys...

TANKER REJOIN

...approximately 20 NM from Tanker

- SNA: "Texaco 1-1, Blackbird 1-1, request rejoin."
- Tanker: "Blackbird 1-1, Texaco 1-1, cleared to join at twenty-five thousand at two eighty."
- SNA: "Blackbird 1-1, wilco."

...once radar contact is established and working to close within visual range

- SNA: "Blackbird 1-1, Judy."
- Tanker: "Blackbird 1-1, roger."

...once tanker is acquired visually

- SNA: "Blackbird 1-1, visual."
- Tanker: "Blackbird 1-1, cleared to port observation."
- SNA: "Blackbird 1-1."

...once stable at port side observation

- SNA: "Blackbird 1-1, port side observation."
- Tanker: "Blackbird 1-1, proceed to pre-contact, port/starboard hose."
- SNA: "Blackbird 1-1, moving astern."

...once stable at port side observation

- SNA: "Blackbird 1-1, ready pre-contact."
- Tanker: "Blackbird 1-1, clear contact."
- SNA: "Blackbird 1-1."

...once refueling is complete

- Tanker: "Disconnect."
- SNA: "Blackbird 1-1, satisfied."
- Tanker: "Blackbird 1-1, go starboard observation."
- SNA: "Blackbird 1-1."

...once established starboard side observation

- SNA: "Blackbird 1-1, Starboard Observation."
- Tanker: "Blackbird 1-1, roger."

...once flight has finished refueling

- Tanker: "Blackbird 1-1, Clear to leave."
- SNA: "Blackbird 1-1."

REFERENCES

LIST OF ACRONYMS

AAR	Air-to-Air Refueling
ACLS	Automatic Carrier Landing System
BRC	Base Recovery Course
CCA	Carrier Controlled Approach
CHAAF	Clearance/Heading/Altitude/Altimeter settings/Frequencies
CQ	Carrier Qualification
CV	Aircraft Carrier
DME	Distance Measuring Equipment
FB	Final Bearing
FT	Feet
FPM	Feet Per Minute
IAS	Indicated Air Speed
IFR	Instrument Flight Rules
LSO	Landing Signal Officer
MSL	Mean Sea Level
NM	Nautical Mile
SNA	Student Naval Aviator
TAS	True Air Speed
VFR	Visual Flight Rules
VOR	VHF Omnidirectional Range

REFERENCES

AIRFIELD OPERATIONS

Reference: *CNATRA P-806 (Rev. 12-20) Flight Training Instruction: SNFO Voice Communications 2020*

Link: <https://www.cnatra.navy.mil/local/docs/pat-pubs/P-806.pdf>

CARRIER OPERATIONS

Reference: *Aircraft Carrier Operating Procedures (for DCS)*

Link: https://23c6aafb-758d-4c8a-8c0d-d3c4b030aa8a.filesusr.com/ugd/293de6_d282276b673c4aec9314309fb3248e08.pdf

AIR TO AIR REFUELING

Reference: *ATP-56(A) Air to Air Refueling (AJP 3.3.4.2)*

Link: <http://www.navedu.navy.mil/stg/databasestory/data/laukniyom/ship-active/big-country-ship/United-States/ATP/ATP56A.pdf>