



## USE OF SAFETYCOM ON IVAO (ADAPTED FROM CAP413)

1. Where an aeronautical communications frequency is allocated for use at a United Kingdom aerodrome, all RTF communications are to be conducted on the allocated frequency. A common frequency (135.480 MHz) known as 'SAFETYCOM' is made available for use at aerodromes where no other frequency is allocated (UK AIP GEN 3.4 refers) to enable pilots to broadcast their intentions to other aircraft that may be operating on, or in the vicinity of, the aerodrome.
2. The phraseology to be used at an unattended aerodrome is described below and is not to be used at aerodromes with ATS in attendance. Where ATS is provided, the relevant ATS unit will issue appropriate instructions.
3. All transmissions at unattended aerodromes shall be addressed to '(Aerodrome name) Traffic'. No reply to an unattended aerodrome report shall be transmitted.
4. Pilot reports are described for a Standard Overhead Join. This procedure will allow pilots to determine the runway in use and to orientate themselves with the circuit direction and other traffic. As specific joining and circuit procedures exist for some aerodromes, pilots should refer to the UK AIP to establish the procedure to be followed.
5. SAFETYCOM is not an Air Traffic Service and in the real world, no aeronautical ground station is associated with SAFETYCOM. However, for compatibility with IVAO software, a fictional ground station has been created EGTT\_SFT\_FSS and can only be opened by XU ATC Operations.
6. SAFETYCOM is a single common frequency and pilots should be aware of the possibility of congestion and breakthrough. It is particularly important when using SAFETYCOM that RTF transmissions identify the aerodrome name (suffixed 'traffic') in order to indicate the relevance of the report to other aircraft. Transmissions must be correct and concise.
7. SAFETYCOM transmissions shall only be made when aircraft are not more than 2000 ft above aerodrome level, or not more than 1000 ft above promulgated circuit height (if applicable) and within 10 NM of the aerodrome of intended landing.
8. Where an aerodrome lies within controlled airspace, pilots are to call the appropriate ATSU and ensure that they obtain clearance to enter the airspace.
9. When available, SAFETYCOM replaces the UNICOM frequency and therefore it is mandatory to broadcast your intentions on 135.480. Failure to do so is deemed to be a pilot failing to contact a controller and a supervisor will be called.



## Unattended Aerodrome Phraseology Examples

### 4.174 Taxiing Phraseology Example



Borton Traffic, G-ABCD,  
taxiing for Runway 09,  
Borton

### 4.175 Departure Phraseology Example



Borton Traffic, G-ABCD,  
lining up for departure  
Runway 09, Borton

### 4.176 Joining the Circuit Phraseology Examples



Borton Traffic, G-ABCD,  
10 miles southwest  
joining overhead, Borton



Borton Traffic, G-ABCD,  
overhead, joining for  
Runway 09, Borton (*if  
determined*)



Borton Traffic, G-ABCD,  
Dead side descending  
Runway 09, Borton

### 4.177 Reporting in the Circuit Phraseology Examples



Borton Traffic, G-ABCD,  
downwind (*Right-hand  
if applicable*) Runway 09  
(*Intentions if applicable*),  
Borton



Borton Traffic, G-ABCD,  
base leg Runway 09,  
Borton



Borton Traffic, G-ABCD,  
final Runway 09, Borton