



Phraseology Guide - Operations using ADS-B Information

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Phraseology Guide - Operations using ADS-B Information

The following guide provides suggested phraseology when using ADS-B information as part of an approved 'system' and with a Flight Information Display (FID). This guide is intended for use during operations and for initial and refresher training.

We have identified some typical scenarios which you might encounter during a normal day together with the recommended phraseology for each. The important thing to remember is that some of these examples include the provision of height information. However, In developing unit local instructions or procedures, ATS units must exercise caution in considering the use of displayed aircraft level and position information.

Situation 1 - Flight path monitoring of aircraft on final approach

(1) 'Flight path monitoring' means that information from an ATS surveillance system may be used to:

- confirm that an aircraft that reported as being on final is approaching the correct runway;
- monitor the progress of a flight conducting a notified instrument approach procedure (IAP) at the aerodrome;

Example phraseology:

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CONFIRM FINAL RUNWAY 27

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CAUTION, CHECK LEVEL

Situation 2 - Flight path monitoring of other aircraft in the vicinity of the aerodrome

(1) 'Flight path monitoring of other aircraft in the vicinity of the aerodrome' means that information from an ATS surveillance system may be used to:

- monitor the progress of a flight conducting a notified instrument approach procedure (IAP) at the aerodrome;
- assist in confirming the reported position of aircraft joining and established within the aerodrome traffic circuit;
- determine whether aircraft operating in the vicinity of the aerodrome and not in receipt of an ATS from that unit pose a collision hazard to aerodrome traffic;



- determine whether aerodrome traffic, or aircraft in receipt of an ATS from the unit, are proximate to adjacent airspace structures and at risk of infringing airspace;
- assist in visually acquiring aircraft operating within the aerodrome traffic circuit; and,
- assist in confirming the position of aircraft in a state of DISTRESS or URGENCY.

Example phraseology:

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CAUTION, BELIEVE YOU'RE APPROACHING THE ISLAND CTR, CONFIRM INTENTIONS

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CONFIRM YOUR [POSITION] / [LEVEL] / [ROUTING]

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CONFIRM DOWNWIND RUNWAY 27

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CONFIRM EMERGENCY

Situation 3 - Providing navigation assistance to VFR flights

(1) 'Providing navigation assistance to VFR flights' means that information from an ATS surveillance system may be used to advise the pilot:

- of their position in relation to a known geographic feature (for example, a town or the aerodrome);
- if they are proximate to adjacent airspace structures and at risk of infringing airspace;
- if they appear to be approaching an area with a markedly different minimum sector altitude (MSA) and are reported or are observed to be operating below that MSA.

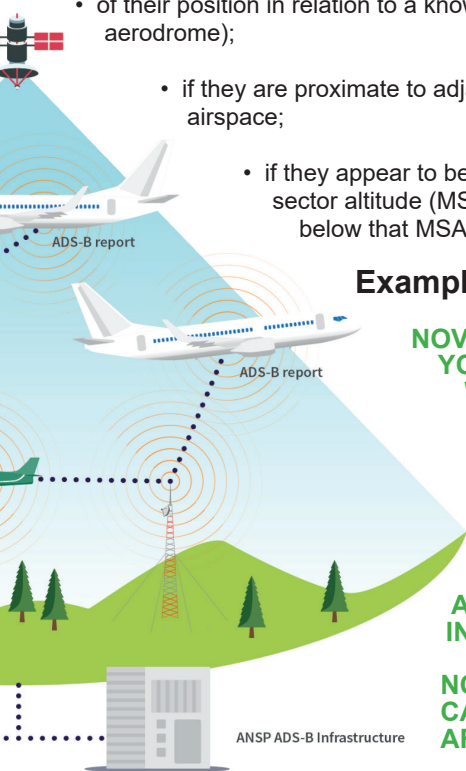
Example phraseology:

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, YOUR POSITION INDICATES 3 MILES NORTH OF WEST BAY.

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CONFIRM YOUR [POSITION] / [LEVEL] / [ROUTING]

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CAUTION, BELIEVE YOU'RE APPROACHING THE ISLAND CTR, CONFIRM INTENTIONS

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, CAUTION, BELIEVE YOU'RE APPROACHING AN AREA OF RISING TERRAIN



Situation 4 - Enhancing the provision of traffic information

(1) 'Enhancing the provision of traffic information' means that information from an ATS surveillance system may be used to supplement that received from pilot reports and the unit staffs' visual observations. For example:

- broadcast a warning, in general terms, to aerodrome traffic about unknown aircraft that are observed to be approaching the aerodrome traffic circuit including the area in which AIPs are being conducted;
- provide a warning, in general terms, to departing or arriving flights about aerial activity that is observed to be operating in the vicinity of the intended route of the departing or arriving flight; and,
- provide a warning to a pilot when unit staff consider that a definite risk of collision exists.

Example phraseology:

ALL STATIONS, 'UNIT CALLSIGN', TRAFFIC BELIEVED TO BE 2 MILES EAST OF WEST BAY, TRACKING WEST, INDICATING 2 THOUSAND FEET

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, TRAFFIC BELIEVED TO BE OPERATING 10 MILES NORTH OF WEST BAY INDICATING 2 THOUSAND FEET

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, MULTIPLE AIRCRAFT BELIEVED TO BE OPERATING OVER SMALLVILLE, NO HEIGHT INFORMATION

NOVEMBER-ONE-TWO-THREE-ALPHA-BRAVO, TRAFFIC BELIEVED TO BE YOU HAS TRAFFIC CONVERGING FROM NORTH INDICATING 3 THOUSAND FEET

Note. The final example relates solely to the provision of a warning when unit staff consider that a definite risk of collision exists.

(2) Geometric height information shall not be used and consideration must be given to how the ATS surveillance system processes and displays level information that is based on barometric pressure.

For more information, see OTAC 172-16, Serial No 212 or contact ASSI at enquiries@airsafety.aero



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