

26/2007**Applicability: All AOC Holders****CHANGE TO UK INSTRUMENT LANDING SYSTEM (ILS) PHRASEOLOGY****1 Introduction**

- 1.1 In the UK, the standard International Civil Aviation Organization (ICAO) phraseology "Cleared for ILS Approach" has not been used other than for self-positioned approaches. This is due to procedure design, UK airspace complexity and lessons learned from flight safety related incidents involving traffic conflicts caused by aircraft descending below their cleared level. The UK has used a two-stage phraseology whereby Air Traffic Control (ATC) requires pilots to report that they are established on the localiser and subsequently gives clearance to descend on the ILS. The purpose of this FODCOM is to notify operators of the change to UK ILS phraseology which is to take place in advance of the next amendment of CAP 413 *Radio Telephony Manual*.

2 Issue

- 2.1 Problems have arisen with the two-stage ATC clearance in circumstances where, on occasions, pilots have not received clearance to descend in sufficient time to follow the ILS glideslope and this has led to unstable and rushed approaches. Following extensive discussion by the cross-industry CAA Phraseology Working Group on measures to reduce the likelihood of pilots not receiving descent clearance in sufficient time, whilst preserving protection against early descent, which can cause traffic conflicts, new UK phraseology is to be introduced. The new phraseology provides, in a single transmission, clearance to descend on the ILS once established on the localiser.
- 2.2 In addition to this FODCOM, an Aeronautical Information Circular (AIC) will be published that will promulgate this change in phraseology to all pilots and an ATSIN will convey the change to the Air Traffic Service providers (ATSIN Number 114).

3 Radio Telephony (RTF) Phraseology

- 3.1 With effect from 15 November 2007 the revised ILS phraseology will be used for radar vectored ILS approaches in the UK. An example of the change in ILS phraseology is published in the Appendix to this FODCOM. The revised phraseology will be incorporated into CAP 413 at the next amendment.

4 Recommendation

- 4.1 **Operators should bring the contents of this FODCOM to the attention of their flight crews and training departments.**

5 Queries

- 5.1 Any queries as a result of this FODCOM should be addressed to Head of Flight Operations Policy Department at the following email address: FOP.Admin@caa.co.uk.

12 October 2007

Recipients of new FODCOMs are asked to ensure that these are copied to their 'in house' or contracted maintenance organisation, to relevant outside contractors, and to all members of their staff who could have an interest in the information or who need to take appropriate action in response to this Communication.

Review FOP(C) October 2008

RTF PHRASEOLOGY

1 With effect from 15 November 2007 the following phraseology will be used for radar vectored ILS approaches in the UK:

a) ATC Instruction:

(Callsign and vectoring instructions as at present)

followed by

“ when established on localiser, descend on ILS (QNH)”.

b) Pilot Response:

(Read back vectoring instructions as at present)

followed by

“..... when established on localiser, descend on ILS (QNH), (callsign)”.

Pilots will maintain the last assigned level until established on the ILS glideslope and will maintain the last assigned ATC speed restriction until this is amended. It is not necessary for pilots to report when descending on the ILS.

2 Exceptions. Where a controller deems it necessary, for traffic separation purposes, to ensure that an aircraft joining the ILS does not commence descent until specifically cleared by the controller, the following alternative form of phraseology may be used:

a) ATC Instruction:

(Callsign and vectoring instructions as at present)

followed by

“..... report established on localiser, maintain (level)”.

b) Pilot Response:

(Read back vectoring instruction as at present)

followed by

“..... report established on localiser, maintaining (level), (callsign)”

followed by

“..... localiser established, (callsign)”.

c) Subsequent ATC Instruction:

“..... (Callsign) descend on ILS (QNH)”.

d) Subsequent Pilot Response:

“ (QNH) - descend on ILS, (callsign)”.

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Pilots will maintain the last assigned level until either a specific ATC clearance is received to descend to a lower level, or, following a pilot report that the aircraft is localiser established, a specific clearance is given to descend following the ILS. Pilots must maintain the last assigned ATC speed restriction until this is amended.