COMMUNICATIONS

COMMUNICATING WITH AIR TRAFFIC

Air traffic control (ATC) uses the phonetic alphabet and some numbers are spoken differently for clarity:

ALPHA	**K**ILO	**U**NIFORM
BRAVO	**L**IMA	**V**ICTOR
CHARLIE	**M**IKE	**W**HISKEY
DELTA	**N**OVEMBER	**X**RAY
ECHO	**O**SCAR	**Y**ANKEE
FOXTROT	**P**APA	**Z**ULU
GOLF	**Q**UEBEC	**3** TREE
HOTEL	**R**OMEO	**5** FIFE
INDIA	**S**IERRA	**9** NINER
JULIET	**T**ANGO	

In addition to the phonetic alphabet, there are words and phrases defined for pilots and controllers to use to assure complete communication.

COMMONLY USED PHRASES TO KNOW

"AFFIRMATIVE" | This is the acceptable way to respond to a question with a "yes." *Controller: Do you have the traffic in sight? Pilot: Affirmative.*

"GO AROUND" | Instructions for a pilot to abandon his/her approach to landing. Additional instructions will follow.

"HOLD SHORT" | Instructions to a pilot to stop before entering a runway, taxiway, ramp etc. *November 477ZA, runway four, taxi via Echo, hold short runway two five at taxiway Delta.*

"IDENT" | A request for a pilot to activate the aircraft transponder identification feature. This will help the controller to confirm an aircraft identity or to identify an aircraft.

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"IMMEDIATELY" | Used by ATC to communicate that an immediate action by the pilot is necessary to avoid an unsafe situation.

"LINE UP AND WAIT" | An air traffic control procedure designed to position an aircraft onto the runway for an imminent departure. When pilots receive this instruction, they should taxi onto the departure runway, line up on the centerline, and await the takeoff clearance.

"LOW ALTITUDE ALERT, CHECK YOUR ALTITUDE IMMEDIATELY" An alert issued to an aircraft if ATC is aware that the aircraft is at an altitude that, in their judgment, places it in unsafe proximity to terrain and/or obstructions.

"MAINTAIN VISUAL SEPARATION" | This action transfers the responsibility for separation from ATC to the pilot. The pilot must then provide his/her own separation by maneuvering the aircraft, as necessary, to avoid the traffic and/or wake turbulence

"NEGATIVE" | "No" or "permission not granted" or "that is not correct."

"READ BACK" | Repeat my message back to me.

"RESUME OWN NAVIGATION" | Used by ATC to advise a pilot to resume his/her own navigational responsibility.

"ROGER" | I have received all of your last transmission. Do not use to answer a question requiring a yes or no answer.

"STAND BY" | Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait, as in "stand by for clearance." The caller should reestablish contact if a delay is lengthy. "Stand by" is not an approval or denial.

"UNABLE" | Indicates inability to comply with a specific instruction, request, or clearance.

"WILCO" | <u>I have received your message, understand it, and will comply with it.</u>

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OTHER PHRASES YOU NEED TO KNOW

"ATC CLEARS" | Used to prefix an ATC clearance when it is relayed to an aircraft by other than an air traffic controller.

"BACK-TAXI" | A term used by air traffic controllers to taxi an aircraft on the runway opposite to the traffic flow.

"BASE REPORT" | Controllers are required to solicit certain atmospheric conditions from pilots (PIREP). Controllers will request a base report when looking for cloud ceilings.

"BLOCKED" | Phraseology used to indicate that a radio transmission has been distorted or interrupted due to multiple simultaneous radio transmissions.

"CAUTION WAKE TURBULENCE" | A cautionary advisory given to any aircraft if, in a controller's opinion, wake turbulence may have an adverse effect on an aircraft. Wake turbulence may be encountered by aircraft in flight as well as when operating on the airport movement area. Controllers may use the words jet blast, propwash, or rotowash when issuing a caution advisory. Because wake turbulence is upredictable, the controller is not responsible for anticipating its existence or effect.

"CLEARED FOR THE OPTION" | ATC authorization for an aircraft to make a touch-and-go, low approach, missed approach, stop and go, or full stop landing at the discretion of the pilot.

"EXPEDITE" | Used by ATC when prompt compliance is required to avoid the development of an imminent situation. Expedite climb/descent normally indicates to a pilot that the approximate best rate of climb/descent should be used without requiring an exceptional change in aircraft handling characteristics.

"HOLD YOUR POSITION" | Stay in place where you are currently located.

"HOW DO YOU HEAR THIS TRANSMITTER?" | A question relating to the quality of the transmission or to determine how well the transmission is being received.

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"MAKE SHORT APPROACH" | Used by ATC to inform a pilot to alter his/her traffic pattern so as to make short a final approach.

"PILOT'S DISCRETION" | Attached to an ATC instruction indicating that the pilot may determine when to begin the maneuver.

"RADAR CONTACT" | Used by ATC to inform an aircraft that it is identified on the radar display and radar flight following will be provided until radar identification is terminated. Radar service may also be provided within the limits of necessity and capability.

"RADAR CONTACT LOST" | Used by ATC to inform a pilot that radar data used to determine the aircraft's position is no longer being received, or is no longer reliable and radar service is no longer being provided.

"RADAR SERVICE TERMINATED" | Used by ATC to inform a pilot that he/she will no longer be provided any of the services that could be received while in radar contact.

"SAY AGAIN" | Repeat your last transmission.

"SAY ALTITUDE" | Used by ATC to ascertain an aircraft's specific altitude/flight level. When the aircraft is climbing or descending, the pilot should state the indicated altitude rounded to the nearest 100 feet.

"SAY HEADING" | Used by ATC to request an aircraft heading. The pilot should state the actual heading of the aircraft.

"SAY INTENTIONS" | Tell me what you plan to do.

"TRAFFIC IN SIGHT" | Used by pilots to inform a controller that previously issued traffic is in sight.

"VERIFY" | Request confirmation of information. "*Verify assigned altitude.*"

"WITHOUT DELAY" | With a sense of urgency, proceed with approved instructions in a rapid manner.