COMMUNICATIONS

ATC & YOU: PILOT/CONTROLLER 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>