



COMMUNICATIONS

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 unpredictable, 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.

COMMUNICATIONS

“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.

