Pilot/Controller Glossary — FAA frequently-used terms

RunupLab

116 terms carrying the FAA's own frequently-used flag — nobody curated this list. Definitions reproduced verbatim from the FAA Pilot/Controller Glossary effective 7/9/26.

ABEAM
An aircraft is “abeam” a fix, point, or object when that fix, point, or object is approximately 90 degrees to the right or left of the aircraft track. Abeam indicates a general position rather than a precise point.

ABORT
To terminate a preplanned aircraft maneuver; e.g., an aborted takeoff.

ACKNOWLEDGE
Let me know that you have received and understood this message.

ADVISE INTENTIONS
Tell me what you plan to do.

AFFIRMATIVE
Yes.

AIRMEN'S METEOROLOGICAL INFORMATION (AIRMET)
A concise description of an occurrence or expected occurrence of specified en route weather phenomena that may affect the safety of aircraft operations, but at intensities lower than those that require the issuance of a SIGMET. An AIRMET may be issued when any of the following weather phenomena are occurring or expected to occur:
Moderate turbulence
Low-level windshear
Strong surface winds greater than 30 knots
Moderate icing
Freezing level
Mountain obscuration
IFR
See CONVECTIVE SIGMET
See CWA
See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION
See SAW
See SIGMET
Refer to AIM ↗

ALTITUDE READOUT
An aircraft's altitude, transmitted via the Mode C transponder feature, that is visually displayed in 100-foot increments on a radar scope having readout capability.
See ALPHANUMERIC DISPLAY
Refer to AIM ↗

ALTITUDE RESTRICTIONS ARE CANCELED
Adherence to previously imposed altitude restrictions is no longer required during a climb or descent.

APPROACH SPEED
The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.

APPROPRIATE OBSTACLE CLEARANCE MINIMUM ALTITUDE
Any of the following:
See MINIMUM EN ROUTE IFR ALTITUDE
See MINIMUM IFR ALTITUDE
See MINIMUM OBSTRUCTION CLEARANCE ALTITUDE
See MINIMUM VECTORING ALTITUDE

APPROPRIATE TERRAIN CLEARANCE MINIMUM ALTITUDE
Any of the following:
See MINIMUM EN ROUTE IFR ALTITUDE
See MINIMUM IFR ALTITUDE
See MINIMUM OBSTRUCTION CLEARANCE ALTITUDE
See MINIMUM VECTORING ALTITUDE

BACK-TAXI
A term used by air traffic controllers to taxi an aircraft on the runway opposite to the traffic flow. The aircraft may be instructed to back-taxi to the beginning of the runway or at some point before reaching the runway end for the purpose of departure or to exit the runway.

BLIND TRANSMISSION
See TRANSMITTING IN THE BLIND

> FAA definition of **TRANSMITTING IN THE BLIND**:
> A transmission from one station to other stations in circumstances where two-way communication cannot be established, but where it is believed that the called stations may be able to receive the transmission.

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

BRAKING ACTION (GOOD, GOOD TO MEDIUM, MEDIUM, MEDIUM TO POOR, POOR, OR NIL)
A report of conditions on the airport movement area providing a pilot with a degree/quality of braking to expect. Braking action is reported in terms of good, good to medium, medium, medium to poor, poor, or nil.
See RUNWAY CONDITION READING
See RUNWAY CONDITION REPORT
See RUNWAY CONDITION CODES

CHASE
An aircraft flown in proximity to another aircraft normally to observe its performance during training or testing.

CIRCLE TO RUNWAY (RUNWAY NUMBER)
Used by ATC to inform the pilot that he/she must circle to land because the runway in use is other than the runway aligned with the instrument approach procedure. When the direction of the circling maneuver in relation to the airport/runway is required, the controller will state the direction (eight cardinal compass points) and specify a left or right downwind or base leg as appropriate; e.g., “Cleared VOR Runway Three Six Approach circle to Runway Two Two,” or “Circle northwest of the airport for a right downwind to Runway Two Two.”
See CIRCLE-TO-LAND MANEUVER
See LANDING MINIMUMS
Refer to AIM ↗

CLEARANCE
See AIR TRAFFIC CLEARANCE

> FAA definition of **AIR TRAFFIC CLEARANCE**:
> An authorization by air traffic control for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace. The pilot-in-command of an aircraft may not deviate from the provisions of a visual flight rules (VFR) or instrument flight rules (IFR) air traffic clearance except in an emergency or unless an amended clearance has been obtained. Additionally, the pilot may request a different clearance from that which has been issued by air traffic control (ATC) if information available to the pilot makes another course of action more practicable or if aircraft equipment limitations or company procedures forbid compliance with the clearance issued. Pilots may also request clarification or amendment, as appropriate, any time a clearance is not fully understood, or considered unacceptable because of safety of flight. Controllers should, in such instances and to the extent of operational practicality and safety, honor the pilot's request. 14 CFR part 91.3(a) states: “The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.” THE PILOT IS RESPONSIBLE TO REQUEST AN AMENDED CLEARANCE if ATC issues a clearance that would cause a pilot to deviate from a rule or regulation, or in the pilot's opinion, would place the aircraft in jeopardy.
> See ATC INSTRUCTIONS
> See ICAO term AIR TRAFFIC CONTROL CLEARANCE

CLEARANCE VOID IF NOT OFF BY (TIME)
Used by ATC to advise an aircraft that the departure release is automatically canceled if takeoff is not made prior to a specified time. The expiration of a clearance void time does not cancel the departure clearance or IFR flight plan. It withdraws the pilot's authority to depart IFR until a new departure release/release time has been issued by ATC. Pilots who choose to depart VFR after their clearance void time has expired should not depart using the previously assigned IFR transponder code.
See ICAO term CLEARANCE VOID TIME

CLEARED APPROACH
ATC authorization for an aircraft to execute any standard or special instrument approach procedure for that airport. Normally, an

aircraft will be cleared for a specific instrument approach procedure.
See CLEARED (Type of APPROACH.)
See INSTRUMENT APPROACH PROCEDURE
Refer to 14 CFR part 91
Refer to AIM ↗

CLEARED (Type of) APPROACH
ATC authorization for an aircraft to execute a specific instrument approach procedure to an airport; e.g., "Cleared ILS Runway Three Six Approach."
See APPROACH CLEARANCE
See INSTRUMENT APPROACH PROCEDURE
Refer to 14 CFR part 91
Refer to AIM ↗

CLEARED AS FILED
Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, DP, or DP Transition.
See REQUEST FULL ROUTE CLEARANCE
Refer to AIM ↗

CLEARED FOR TAKEOFF
ATC authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions.

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. It is normally used in training so that an instructor can evaluate a student's performance under changing situations. Pilots should advise ATC if they decide to remain on the runway, of any delay in their stop and go, delay clearing the runway, or are unable to comply with the instruction(s).
See OPTION APPROACH
Refer to AIM ↗

CLEARED THROUGH
ATC authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while en route to the clearance limit.

CLEARED TO LAND
ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.

CLIMB TO VFR
ATC authorization for an aircraft to climb to VFR conditions within Class B, C, D, and E surface areas when the only weather limitation is restricted visibility. The aircraft must remain clear of clouds while climbing to VFR.
See SPECIAL VFR CONDITIONS
Refer to AIM ↗

COMPLY WITH RESTRICTIONS
An ATC instruction that requires an aircraft being vectored back onto an arrival or departure procedure to comply with all altitude and/or speed restrictions depicted on the procedure. This term may be used in lieu of repeating each remaining restriction that appears on the procedure.

CONTACT APPROACH
An approach wherein an aircraft on an IFR flight plan, having an air traffic control authorization, operating clear of clouds with at least 1 mile flight visibility and a reasonable expectation of continuing to the destination airport in those conditions, may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This approach will only be authorized when requested by the pilot and the reported ground visibility at the destination airport is at least 1 statute mile.
Refer to AIM ↗

CONTINUE
When used as a control instruction should be followed by another word or words clarifying what is expected of the pilot. Example: "continue taxi," "continue descent," "continue inbound," etc.

CONVECTIVE SIGMET
A weather advisory concerning convective weather significant to the safety of all aircraft. Convective SIGMETs are issued for tornadoes, lines of thunderstorms, embedded thunderstorms of any intensity level, areas of thunderstorms greater than or equal to VIP level 4 with an area coverage of 4 / 10 (40%) or more, and hail 3 / 4 inch or greater.
See AIRMET
See CWA
See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION
See SAW
See SIGMET
Refer to AIM ↗

CROSS (FIX) AT (ALTITUDE)
Used by ATC when a specific altitude restriction at a specified fix is required.

CROSS (FIX) AT OR ABOVE (ALTITUDE)
Used by ATC when an altitude restriction at a specified fix is required. It does not prohibit the aircraft from crossing the fix at a higher altitude than specified; however, the higher altitude may not be one that will violate a succeeding altitude restriction or altitude assignment.
See ALTITUDE RESTRICTION
Refer to AIM ↗

CROSS (FIX) AT OR BELOW (ALTITUDE)
Used by ATC when a maximum crossing altitude at a specific fix is required. It does not prohibit the aircraft from crossing the fix at a lower altitude; however, it must be at or above the minimum IFR altitude.
See ALTITUDE RESTRICTION
See MINIMUM IFR ALTITUDES
Refer to 14 CFR part 91

CRUISE
Used in an ATC clearance to authorize a pilot to conduct flight at any altitude from the minimum IFR altitude up to and including the altitude specified in the clearance. The pilot may level off at any intermediate altitude within this block of airspace. Climb/descent within the block is to be made at the discretion of the pilot. However, once the pilot starts descent and verbally reports leaving an altitude in the block, he/she may not return to that altitude without additional ATC clearance. Further, it is approval for the pilot to proceed to and make an approach at destination airport and can be used in conjunction with:
An airport clearance limit at locations with a standard/special instrument approach procedure. The CFRs require that if an instrument letdown to an airport is necessary, the pilot must make the letdown in accordance with a standard/special instrument approach procedure for that airport, or
An airport clearance limit at locations that are within/below/outside controlled airspace and without a standard/special instrument approach procedure. Such a clearance is NOT AUTHORIZATION for the pilot to descend under IFR conditions below the applicable minimum IFR altitude nor does it imply that ATC is exercising control over aircraft in Class G airspace; however, it provides a means for the aircraft to proceed to destination airport, descend, and land in accordance with applicable CFRs governing VFR flight operations. Also, this provides search and rescue protection until such time as the IFR flight plan is closed.
See INSTRUMENT APPROACH PROCEDURE

DELAY INDEFINITE (REASON IF KNOWN) EXPECT FURTHER CLEARANCE (TIME)
Used by ATC to inform a pilot when an accurate estimate of the delay time and the reason for the delay cannot immediately be determined; e.g., a disabled aircraft on the runway, terminal or center area saturation, weather below landing minimums, etc.
See EXPECT FURTHER CLEARANCE (TIME .)

DIRECT
Straight line flight between two navigational aids, fixes, points, or any combination thereof. When used by pilots in describing off-airway routes, points defining direct route segments become compulsory reporting points unless the aircraft is under radar contact.

EMERGENCY
A distress or an urgency condition.

EXECUTE MISSED APPROACH
Instructions issued to a pilot making an instrument approach which means continue inbound to the missed approach point and execute the missed approach procedure as described on the Instrument Approach Procedure Chart or as previously assigned by ATC. The pilot may climb immediately to the altitude specified in the missed approach procedure upon making a missed approach. No turns should be initiated prior to reaching the missed approach point. When conducting an ASR or PAR approach, execute the

assigned missed approach procedure immediately upon receiving instructions to "execute missed approach."
Refer to AIM ↗

EXPECT (ALTITUDE) AT (TIME) or (FIX)
Used under certain conditions to provide a pilot with an altitude to be used in the event of two-way communications failure. It also provides altitude information to assist the pilot in planning.
Refer to AIM ↗

EXPECT FURTHER CLEARANCE (TIME)
The time a pilot can expect to receive clearance beyond a clearance limit.

EXPECT FURTHER CLEARANCE VIA (AIRWAYS, ROUTES OR FIXES)
Used to inform a pilot of the routing he/she can expect if any part of the route beyond a short range clearance limit differs from that filed.

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.

FINAL
Commonly used to mean that an aircraft is on the final approach course or is aligned with a landing area.
See FINAL APPROACH COURSE
See FINAL APPROACH-IFR
See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE

FLIGHT LEVEL
A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represent hundreds of feet. For example, flight level (FL) 250 represents a barometric altimeter indication of 25,000 feet; FL 255, an indication of 25,500 feet.
See ICAO term FLIGHT LEVEL

FRC
See REQUEST FULL ROUTE CLEARANCE

> FAA definition of **REQUEST FULL ROUTE CLEARANCE**:
> Used by pilots to request that the entire route of flight be read verbatim in an ATC clearance. Such request should be made to preclude receiving an ATC clearance based on the original filed flight plan when a filed IFR flight plan has been revised by the pilot, company, or operations prior to departure.

GO AHEAD
Proceed with your message. Not to be used for any other purpose.

GO AROUND
Instructions for a pilot to abandon his/her approach to landing. Additional instructions may follow. Unless otherwise advised by ATC, a VFR aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg. A pilot on an IFR flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC; e.g., "Go around" (additional instructions if required).
See LOW APPROACH
See MISSED APPROACH

HAVE NUMBERS
Used by pilots to inform ATC that they have received runway, wind, and altimeter information only.

HEAVY (AIRCRAFT)
See AIRCRAFT CLASSES

> FAA definition of **AIRCRAFT CLASSES**:
> For the purposes of Wake Turbulence Separation Minima, ATC classifies aircraft as Super, Heavy, Large, and Small as follows:
> Super- The Airbus A-380-800 (A388) is classified as a super aircraft. A super aircraft is a Category A for terminal wake turbulence separation purposes.
> Heavy- Aircraft capable of takeoff weights of 300,000 pounds or more whether or not they are operating at this weight during a particular phase of flight. Heavy aircraft are Category B, C, or D for terminal wake turbulence separation purposes.
> Large- Aircraft of more than 41,000 pounds, maximum certificated takeoff weight, up to but not including 300,000 pounds. Large aircraft are Category F and G for terminal wake turbulence separation purposes.
> Small- Aircraft of 41,000 pounds or less maximum certificated takeoff weight. Small aircraft are Category H and I for terminal wake turbulence separation purposes.
> Refer to AIM ↗

HOMING
Flight toward a NAVAID, without correcting for wind, by adjusting the aircraft heading to maintain a relative bearing of zero degrees.
See BEARING
See ICAO term HOMING

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

I SAY AGAIN
The message will be repeated.

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.
Refer to AIM ↗

IF NO TRANSMISSION RECEIVED FOR (TIME)
Used by ATC in radar approaches to prefix procedures which should be followed by the pilot in event of lost communications.
See LOST COMMUNICATIONS

IMMEDIATELY
Used by ATC or pilots when such action compliance is required to avoid an imminent situation.

INCREASE SPEED TO (SPEED)
See SPEED ADJUSTMENT

> FAA definition of **SPEED ADJUSTMENT**:
> An ATC procedure used to request pilots to adjust aircraft speed to a specific value for the purpose of providing desired spacing. Pilots are expected to maintain a speed of plus or minus 10 knots or 0.02 Mach number of the specified speed. Examples of speed adjustments are:
> "Increase/reduce speed to Mach point (number)."
> "Increase/reduce speed to (speed in knots)" or "Increase/reduce speed (number of knots) knots."

LOW ALTITUDE ALERT, CHECK YOUR ALTITUDE IMMEDIATELY
See SAFETY ALERT

> FAA definition of **SAFETY ALERT**:
> A safety alert issued by ATC to aircraft under their control if ATC is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain, obstructions, or other aircraft. The controller may discontinue the issuance of further alerts if the pilot advises he/she is taking action to correct the situation or has the other aircraft in sight.
> Terrain/Obstruction Alert- A safety alert issued by ATC to aircraft under their control if ATC is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain/obstructions; e.g., "Low Altitude Alert, check your altitude immediately."
> Aircraft Conflict Alert- A safety alert issued by ATC to aircraft under their control if ATC is aware of an aircraft that is not under their control at an altitude which, in the controller's judgment, places both aircraft in unsafe proximity to each other. With the alert, ATC will offer the pilot an alternate course of action when feasible; e.g., "Traffic Alert, advise you turn right heading zero niner zero or climb to eight thousand immediately."

MAINTAIN
Concerning altitude/flight level, the term means to remain at the altitude/flight level specified. The phrase "climb and" or "descend and" normally precedes "maintain" and the altitude assignment; e.g., "descend and maintain 5,000."
Concerning other ATC instructions, the term is used in its literal sense; e.g., maintain VFR.

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

MAYDAY
The international radiotelephony distress signal. When repeated three times, it indicates imminent and grave danger and that immediate assistance is requested.
See PAN-PAN
Refer to AIM ↗

MISSED APPROACH
A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to the Missed Approach Point (MAP) must continue along the final approach to the MAP.
A term used by the pilot to inform ATC that he/she is executing the missed approach.
At locations where ATC radar service is provided, the pilot should conform to radar vectors when provided by ATC in lieu of the published missed approach procedure.
See MISSED APPROACH POINT
Refer to AIM ↗

> FAA definition of **MISSED APPROACH POINT (MAP)**:
> A point prescribed in each instrument approach procedure at which a missed approach procedure must be executed if the required visual reference does not exist.
> See MISSED APPROACH
> See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE

MONITOR
(When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.

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

NEGATIVE CONTACT
Used by pilots to inform ATC that:
Previously issued traffic is not in sight. It may be followed by the pilot's request for the controller to provide assistance in avoiding the traffic.
They were unable to contact ATC on a particular frequency.

NO GYRO APPROACH
A radar approach/vector provided in case of a malfunctioning gyro-compass or directional gyro. Instead of providing the pilot with headings to be flown, the controller observes the radar track and issues control instructions "turn right/left" or "stop turn" as appropriate.
Refer to AIM ↗

NO GYRO VECTOR
See NO GYRO APPROACH

> FAA definition of **NO GYRO APPROACH**:
> A radar approach/vector provided in case of a malfunctioning gyro-compass or directional gyro. Instead of providing the pilot with headings to be flown, the controller observes the radar track and issues control instructions "turn right/left" or "stop turn" as appropriate.
> Refer to AIM ↗

NO TRANSGRESSION ZONE (NTZ)
The NTZ is a 2,000 foot wide zone, located equidistant between parallel runway or SOIA final approach courses, in which flight is normally not allowed.

NORDO (No Radio)
Aircraft that cannot or do not communicate by radio when radio communication is required are referred to as "NORDO."
See LOST COMMUNICATIONS

NUMEROUS TARGETS VICINITY (LOCATION)
A traffic advisory issued by ATC to advise pilots that targets on the radar scope are too numerous to issue individually.
See TRAFFIC ADVISORIES

OFF COURSE
A term used to describe a situation where an aircraft has reported a position fix or is observed on radar at a point not on the ATC-approved route of flight.

ON COURSE
Used to indicate that an aircraft is established on the route centerline.
Used by ATC to advise a pilot making a radar approach that his/her aircraft is lined up on the final approach course.
See ON-COURSE INDICATION

> FAA definition of **ON-COURSE INDICATION**:
> COURSE INDICATION- An indication on an instrument, which provides the pilot a visual means of determining that the aircraft is located on the centerline of a given navigational track, or an indication on a radar scope that an aircraft is on a given track.

OUT
The conversation is ended and no response is expected.

OVER
My transmission is ended; I expect a response.

PILOT'S DISCRETION
When used in conjunction with altitude assignments, means that ATC has offered the pilot the option of starting climb or descent whenever he/she wishes and conducting the climb or descent at any rate he/she wishes. He/she may temporarily level off at any intermediate altitude. However, once he/she has vacated an altitude, he/she may not return to that altitude.

RADAR CONTACT
Used by ATC to inform an aircraft that it is identified using an approved ATC surveillance source on an air traffic controller's display and that radar flight following will be provided until radar service is terminated. Radar service may also be provided within the limits of necessity and capability. When a pilot is informed of "radar contact," he/she automatically discontinues reporting over compulsory reporting points.
See ATC SURVEILLANCE SOURCE
See RADAR CONTACT LOST
See RADAR FLIGHT FOLLOWING
See RADAR SERVICE
See RADAR SERVICE TERMINATED
Refer to AIM ↗
The term used to inform the controller that the aircraft is identified and approval is granted for the aircraft to enter the receiving controllers airspace.
See ICAO term RADAR CONTACT

> FAA definition of **RADAR CONTACT LOST**:
> Used by ATC to inform a pilot that the surveillance 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. The loss may be attributed to several factors including the aircraft merging with weather or ground clutter, the aircraft operating below radar line of sight coverage, the aircraft entering an area of poor radar return, failure of the aircraft's equipment, or failure of the surveillance equipment.
> See CLUTTER
> See RADAR CONTACT

> FAA definition of **RADAR FLIGHT FOLLOWING**:
> The observation of the progress of radar-identified aircraft, whose primary navigation is being provided by the pilot, wherein the controller retains and correlates the aircraft identity with the appropriate target or target symbol displayed on the radar scope.
> See RADAR CONTACT
> See RADAR SERVICE
> Refer to AIM ↗

> FAA definition of **RADAR SERVICE**:
> A term which encompasses one or more of the following services based on the use of radar which can be provided by a controller to a pilot of a radar identified aircraft.
> Radar Monitoring- The radar flight-following of aircraft, whose primary navigation is being performed by the pilot, to observe and note deviations from its authorized flight path, airway, or route. When being applied specifically to radar monitoring of instrument approaches; i.e., with precision approach radar (PAR) or radar monitoring of simultaneous ILS,RNAV and GLS approaches, it includes advice and instructions whenever an aircraft nears or exceeds the prescribed PAR safety limit or simultaneous ILS RNAV and GLS no transgression zone.
> See ADDITIONAL SERVICES
> See TRAFFIC ADVISORIES
> Radar Navigational Guidance- Vectoring aircraft to provide course guidance.
> Radar Separation- Radar spacing of aircraft in accordance with established minima.
> See ICAO term RADAR SERVICE

RADAR CONTACT LOST
Used by ATC to inform a pilot that the surveillance 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. The loss may be attributed to several factors including the aircraft merging with weather or ground clutter, the aircraft operating below radar line of sight coverage, the aircraft entering an area of poor radar return, failure of the aircraft's equipment, or failure of the surveillance equipment.

See CLUTTER
See RADAR CONTACT

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. Radar service is automatically terminated, and the pilot is not advised in the following cases:
An aircraft cancels its IFR flight plan, except within Class B airspace, Class C airspace, a TRSA, or where Basic Radar service is provided.
An aircraft conducting an instrument, visual, or contact approach has landed or has been instructed to change to advisory frequency.
An arriving VFR aircraft, receiving radar service to a tower-controlled airport within Class B airspace, Class C airspace, a TRSA, or where sequencing service is provided, has landed; or to all other airports, is instructed to change to tower or advisory frequency.
An aircraft completes a radar approach.

READ BACK
Repeat my message back to me.

REDUCE SPEED TO (SPEED)
See SPEED ADJUSTMENT

> FAA definition of **SPEED ADJUSTMENT**:
> An ATC procedure used to request pilots to adjust aircraft speed to a specific value for the purpose of providing desired spacing. Pilots are expected to maintain a speed of plus or minus 10 knots or 0.02 Mach number of the specified speed. Examples of speed adjustments are:
> "Increase/reduce speed to Mach point (number)."
> "Increase/reduce speed to (speed in knots)" or "Increase/reduce speed (number of knots) knots."

REPORT
Used to instruct pilots to advise ATC of specified information; e.g., "Report passing Hamilton VOR."

REQUEST FULL ROUTE CLEARANCE
Used by pilots to request that the entire route of flight be read verbatim in an ATC clearance. Such request should be made to preclude receiving an ATC clearance based on the original filed flight plan when a filed IFR flight plan has been revised by the pilot, company, or operations prior to departure.

RESUME NORMAL SPEED
Used by ATC to advise a pilot to resume an aircraft's normal operating speed. It is issued to terminate a speed adjustment where no published speed restrictions apply. It does not delete speed restrictions in published procedures of upcoming segments of flight. This does not relieve the pilot of those speed restrictions that are applicable to 14 CFR section 91.117.

RESUME OWN NAVIGATION
Used by ATC to advise a pilot to resume his/her own navigational responsibility. It is issued after completion of a radar vector or when radar contact is lost while the aircraft is being radar vectored.
See RADAR CONTACT LOST
See RADAR SERVICE TERMINATED.

RESUME PUBLISHED SPEED
Used by ATC to advise a pilot to resume published speed restrictions that are applicable to a SID, STAR, or other instrument procedure. It is issued to terminate a speed adjustment where speed restrictions are published on a charted procedure.

ROGER
I have received all of your last transmission. It should not be used to answer a question requiring a yes or a no answer.
See AFFIRMATIVE
See NEGATIVE

RUNWAY HEADING
The magnetic direction that corresponds with the runway centerline extended, not the painted runway number. When cleared to "fly or maintain runway heading," pilots are expected to fly or maintain the heading that corresponds with the extended centerline of the departure runway. Drift correction must not be applied; e.g., Runway 4, actual magnetic heading of the runway centerline 044, fly 044.

SAY AGAIN
Used to request a repeat of the last transmission. Usually specifies transmission or portion thereof not understood or received; e.g., "Say again all after ABRAM VOR."

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.

SIGMET
A weather advisory issued concerning weather significant to the safety of all aircraft. SIGMET advisories cover severe and extreme turbulence, severe icing, and widespread dust or sandstorms that reduce visibility to less than 3 miles.
See AIRMET
See CONVECTIVE SIGMET
See CWA
See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION
See ICAO term SIGMET INFORMATION
See SAW
Refer to AIM ↗

SIGNIFICANT METEOROLOGICAL INFORMATION
See SIGMET

> FAA definition of **SIGMET**:
> A weather advisory issued concerning weather significant to the safety of all aircraft. SIGMET advisories cover severe and extreme turbulence, severe icing, and widespread dust or sandstorms that reduce visibility to less than 3 miles.
> See AIRMET
> See CONVECTIVE SIGMET
> See CWA
> See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION
> See ICAO term SIGMET INFORMATION
> See SAW
> Refer to AIM ↗

SPEAK SLOWER
Used in verbal communications as a request to reduce speech rate.

SQUAWK (Mode, Code, Function)
Used by ATC to instruct a pilot to activate the aircraft transponder and ADS-B Out with altitude reporting enabled, or (military) to activate only specific modes, codes, or functions. Examples: "Squawk five seven zero seven;" "Squawk three/alpha, two one zero five."
See TRANSPONDER

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.

STOP ALTITUDE SQUAWK
Used by ATC to instruct a pilot to turn off the automatic altitude reporting feature of the aircraft transponder and ADS-B Out. It is issued when a verbally reported altitude varies by 300 feet or more from the automatic altitude report.
See ALTITUDE READOUT
See TRANSPONDER

STOP BURST
See STOP STREAM

> FAA definition of **STOP STREAM**:
> Used by ATC to request a pilot to suspend electronic attack activity.
> See JAMMING

STOP BUZZER
See STOP STREAM

> FAA definition of **STOP STREAM**:
> Used by ATC to request a pilot to suspend electronic attack activity.
> See JAMMING

STOP SQUAWK (Mode or Code)
Used by ATC to instruct a pilot to stop transponder and ADS-B transmissions, or to turn off only specified functions of the aircraft transponder (military).
See STOP ALTITUDE SQUAWK
See TRANSPONDER

STOP STREAM
Used by ATC to request a pilot to suspend electronic attack activity.
See JAMMING

THAT IS CORRECT
The understanding you have is right.

TRAFFIC
A term used by a controller to transfer radar identification of an aircraft to another controller for the purpose of coordinating separation action. Traffic is normally issued:
In response to a handoff or point out,
In anticipation of a handoff or point out, or
In conjunction with a request for control of an aircraft.
A term used by ATC to refer to one or more aircraft.

TRAFFIC ALERT (aircraft call sign), TURN (left/right) IMMEDIATELY, (climb/descend) AND MAINTAIN (altitude).
See SAFETY ALERT

> FAA definition of **SAFETY ALERT**:
> A safety alert issued by ATC to aircraft under their control if ATC is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain, obstructions, or other aircraft. The controller may discontinue the issuance of further alerts if the pilot advises he/she is taking action to correct the situation or has the other aircraft in sight.
> Terrain/Obstruction Alert- A safety alert issued by ATC to aircraft under their control if ATC is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain/obstructions; e.g., "Low Altitude Alert, check your altitude immediately."
> Aircraft Conflict Alert- A safety alert issued by ATC to aircraft under their control if ATC is aware of an aircraft that is not under their control at an altitude which, in the controller's judgment, places both aircraft in unsafe proximity to each other. With the alert, ATC will offer the pilot an alternate course of action when feasible; e.g., "Traffic Alert, advise you turn right heading zero niner zero or climb to eight thousand immediately."

TRAFFIC IN SIGHT
Used by pilots to inform a controller that previously issued traffic is in sight.
See NEGATIVE CONTACT
See TRAFFIC ADVISORIES

TRAFFIC NO FACTOR
Indicates that the traffic described in a previously issued traffic advisory is no factor.

TRAFFIC NO LONGER OBSERVED
Indicates that the traffic described in a previously issued traffic advisory is no longer depicted on radar, but may still be a factor.

TRANSMITTING IN THE BLIND
A transmission from one station to other stations in circumstances where two-way communication cannot be established, but where it is believed that the called stations may be able to receive the transmission.

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

VERIFY
Request confirmation of information; e.g., "verify assigned altitude."

VERIFY SPECIFIC DIRECTION OF TAKEOFF (OR TURNS AFTER TAKEOFF)
Used by ATC to ascertain an aircraft's direction of takeoff and/or direction of turn after takeoff. It is normally used for IFR departures from an airport not having a control tower. When direct communication with the pilot is not possible, the request and information may be relayed through an FSS, dispatcher, or by other means.
See IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES

VFR CONDITIONS
Weather conditions equal to or better than the minimum for flight under visual flight rules. The term may be used as an ATC clearance/instruction only when:
An IFR aircraft requests a climb/descent in VFR conditions.
The clearance will result in noise abatement benefits where part of the IFR departure route does not conform to an FAA approved noise abatement route or altitude.
A pilot has requested a practice instrument approach and is not on an IFR flight plan.

VFR NOT RECOMMENDED
An advisory provided by a flight service station to a pilot during a preflight or inflight weather briefing that flight under visual flight rules is not recommended. To be given when the current and/or forecast weather conditions are at or below VFR minimums. It does not abrogate the pilot's authority to make his/her own decision.

VFR-ON-TOP
ATC authorization for an IFR aircraft to operate in VFR conditions at any appropriate VFR altitude (as specified in 14 CFR and as restricted by ATC). A pilot receiving this authorization must comply with the VFR visibility, distance from cloud criteria, and the minimum IFR altitudes specified in 14 CFR part 91. The use of this term does not relieve controllers of their responsibility to separate aircraft in Class B and Class C airspace or TRSAs as required by FAA Order JO 7110.65.

WHEN ABLE
In conjunction with ATC instructions, gives the pilot the latitude to delay compliance until a condition or event has been reconciled. Unlike "pilot discretion," when instructions are prefaced "when able," the pilot is expected to seek the first opportunity to comply. In conjunction with a weather deviation clearance, requires the pilot to determine when he/she is clear of weather, then execute ATC instructions.
Once a maneuver has been initiated, the pilot is expected to continue until the specifications of the instructions have been met. "When able," should not be used when expeditious compliance is required.

WILCO
I have received your message, understand it, and will comply with it.

WORDS TWICE
As a request: "Communication is difficult. Please say every phrase twice."
As information: "Since communications are difficult, every phrase in this message will be spoken twice."