

## Talking to Air Traffic Control

By Mike Schneider (updated by Paul Schneider, Utah Soaring Association, Dec 2015)

<b>Lingo</b>	<b>Specifics</b>	<b>Explanation</b>
Squawk	Zero three two six	Set 4-digit transponder code to 0326
Ident		Press your transponder's Ident button/switch – you show up in a “special mode on radar
Radar Contact		You've been positively identified on radar and are being tracked
Radar Contact Lost		Typically, you're below radar coverage behind a mountain—don't worry. ATC has lost ID with you and may or may not pick you up again
Squawk standby		Turn your transponder to standby (or off, if you don't
Reset transponder	Squawk altitude	Turn your transponder off then back to ALT ( typically because it isn't working right)
Reset transponder	Squawk zero three one two	Reset your 4 digit transponder to 0312
Mode C		Transponder altitude readout
Flight following		If you elect flight following, you'll be assigned a unique squawk code and ATC provide Traffic Advisories and Safety Alerts
Roger		I have received your last transmission ( I would like to change it to “Ralph”, I'm sick of Roger)
Affirmative		Used instead of the word “yes”
Negative		Used instead of the word “no”
Maintain	At or below 8000	ATC commands this (altitude)
Unable		Use this word to tell ATC you can't comply with ATC instructions
Radar Service Terminated		ATC will no longer provide radar (flight following) services, either because they have lost radar contact with you or gotten too busy with other higher priority traffic
ASOS/AWOS	Mechanical voice, updated every minute	Heber City Municipal Airport -automated weather observation- two three five zero zulu weather-wind two one zero at eight-visibility one zero-sky conditions clear below one two thousand-temperature two five Celsius-dew point one two Celsius-altimeter three zero one two
ATIS	Pronounced ATE-TIS	Ogden Tower information Bravo-two three five two zulu-wind two six zero at one zero-visibility one zero-ceiling one two thousand broken-temperature one eight-dew

	Mechanical or human voice updated once per hour normally		point one one-altimeter two niner niner six-ILS runway three or visual approaches in use-caution for bird activity in the vicinity-advise on initial contact you have Bravo			
	Who you are talking to	Who you are	Where you are ( mileage from fix and altitude)	What you want to do	Additional Info	Typical ATC Response
Uncontrolled airport traffic pattern	Morgan traffic	Glider Kilo Alpha	Two miles south, entering a forty five	Left traffic runway two one	Morgan	
Landing at an Tower Controlled airport	Provo Tower	Glider two eight Juliet Juliet	Five miles north east , eight thousand	Inbound for landing	ATIS Bravo	Glider two eight Juliet Juliet enter left base runway one three, report on a one mile base, ident
Getting ATC's attention	Salt Lake Approach	Glider three zero three Mike Romeo			Request	Glider three zero three Mike Romeo, say request
Flying above and around Class B Airspace	Salt Lake Approach	Glider two eight Juliet Juliet	One five miles east of salt lake airport, one five thousand	Request traffic advisories	ATIS Delta	Glider two eight Juliet Juliet squawk zero three two one and ident
Flying above Class B near Morgan	Salt Lake Approach	Glider one Papa Yankee	Two miles northeast of Francis Peak, one two thousand	Request traffic advisories	ATIS Delta	Glider one Papa Yankee squawk zero three two one and ident--- glider one Papa Yankee radar contact
Flying north of Nephi	Salt Lake Center	Glider seven seven Uniform November	Niner miles northwest of Nephi, one two thousand	Request traffic advisories		Glider seven seven Uniform November, squawk six zero two five—glider seven Uniform November radar contact
Checking in on a new frequency	Salt Lake Approach	Glider eight Juliet Juliet	With you, one three thousand			Glider eight Juliet Juliet roger
Flying with other gliders in a flight	Salt Lake Center	Glider one zero Sierra Zulu	Over Mt Ogden, one four thousand	Request traffic advisories	Flight of two	Glider one zero Sierra Zulu squawk six one one five, have second glider squawk standby

Stopping to thermal	Salt Lake Approach	Glider three Mike Romeo		Will be maneuvering for climb		Glider three Mike Romeo, roger
	<b>Who you're talking to</b>	<b>Who you are</b>	<b>Where you are</b>	<b>What you want to do</b>	<b>Additional Info</b>	<b>Typical ATC Response</b>
Quit talking to ATC	Salt Lake Center	Glider seven Uniform Papa		Request to terminate services		Glider seven Uniform Papa, radar service terminated, squawk 1202, frequency change approved
Temporary frequency change	Salt Lake Approach	Glider zero Delta Whiskey		Request off frequency for two minutes		Glider zero Delta Whiskey, frequency changed approved, report back on
Wrong frequency	Salt Lake Center	Glider zero Delta Whiskey	One two miles northwest of Heber City, one four thousand	Request traffic advisories		Glider zero Delta Whiskey, contact Salt Lake Approach on one two four point three
Request altimeter setting	Salt Lake Center	Glider six Hotel Bravo		Request altimeter setting		Glider six Hotel Bravo, altimeter three zero one two
Flying in or near the MOAs	Clover Control	Glider three Mike Romeo	two zero miles west of the Fairfield VOR, one three thousand	Request traffic advisories and status of the Sevier MOA		Glider three Mike Romeo, squawk three six one two, Sevier MOA not active