Talking To Air Traffic Control (ATC)
By Mike Schneider, 25 Feb 2007

Lingo	Specifics	Explanation
Squawk	zero four one five	set 4-digit transponder code to 0415
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.
Squawk standby		turn your transponder to standby (or off, if you don't have a standby setting)
Reset transponder		turn the transponder off, then back to ALT (typically because it isn't working right)
mode-C		transponder altitude readout
Flight Following		If you elect flight following, you'll be assigned a unique squawk code and ATC will call out traffic
Roger		I have received your last transmission
Affirmative		don't say "yes"
Negative		don't say "no"
Localizer		electronic beam paralleling the runway, through the centerline--used for ILS approaches
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 be providing radar (flight following) services, either because they lost you on radar, or got too busy to mess with you, or whatever--you're on your own
Reset Transponder	squawk one two three two	reset your 4-digit transponder code to 1232 (don't ask why)
ASOS/AWOS	mechanical voice	Byron Airport automated weather observation zero one five five zulu weather--wind two zero zero at one three, visibility five sky condition one thousand four hundred broken, temperature one seven celsius, dew point one three celsius, altimeter three zero one four
ATIS	pronounced ATE-TIS often a human voice updated once per hour or more often if needed	Livermore tower information Bravo, two three five two zulu, wind one five zero at two eight, visibility four, light rain, ceiling two thousand one hundred scattered, four thousand broken, temperature two one, dew point seven altimeter two nine nine two, ILS runway two five right approach in use, landing and departing runways two five right and two five left, birds north of the field, crane operating two miles west of the field to six hunderd MSL, two hunderd AGL, advise on initial contact you have information Bravo

	Who you're talking to	Who you are	Where you are	What you want to do	Any additional info	Typical ATC Response
Uncontrolled airport traffic pattern	Byron Traffic	Glider Eight One Charlie	Entering on the fourty-five	Right Traffic Three Zero	Byron	
Landing at an airport with a control tower	Livermore Tower	Glider Eight One Charlie	Five Miles to the North	transitioning to the south through your class delta	we have alpha	glider eight one charlie ident. Remain at or above two thousand
Flight through class delta airspace	Livermore Tower	Glider Eight One Charlie	Five Miles to the North. Low.	Inbound for possible landing		glider eight one charlie say altitude. Make right traffic two five right
Flying around Class C Airspace	Reno Approach	Glider Eight One Charlie	Pyramid Intersection One Three thousand four hundred squawking zero four four zero	proceeding southwest to Silver Springs		Glider eight one charlie remain clear of class charlie, would you like flight following?
Flying from Air Sailing to Stead	Reno Approach	Glider Eight One Charlie	Pyramid Intersection Nine thousand seven hundred	proceeding westbound to Stead across the localizer		eight one charlie ident, advise at or above one one thousand
Getting ATC's attention	Reno Approach	Glider Eight One Charlie			Request	Glider eight one charlie, say request.
flying Mt. Rose to the Pinenuts	Reno Approach	Glider Eight One Charlie	Mount Rose one one thousand eight hundred squawking zero four four zero	proceeding southeast across the departure corridor	slow descent	Glider eight one charlie traffic ten o'clock four miles, a seven thirty seven out of eight thousand
checking in on a new frequency (already in radar contact)	Reno Approach	Glider Eight One Charlie		checking in one zero thousand nine hundred		Glider eight one charlie, roger
	Reno Approach	Glider Eight One Charlie	Five south of Virginia city One Three thousand squawking zero four four zero	destination pyramid intersection	flight of three	glider eight one charlie have your wingmen squawk standby.

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stopping to thermal	Reno Approach	Glider Eight One Charlie		will be maneuvering present position for altitude		Eight one charlie Roger
quit talking to ATC	Reno Approach	Glider Eight One Charlie		request frequency change		eight one charlie radar service terminated, frequency change approved squawk one two zero zero
temporarily change radio frequency to 123.30	Reno Approach	Glider Eight One Charlie		request off frequency for two minutes		Glider eight one charlie frequency change approved, report back
XC from Byron	NorCal Approach	Glider Eight One Charlie	Five miles north of Stockton three thousand one hundred	proceeding southeast	may descend into Stockton's class delta airspace but don't intend to land	Glider eight one charlie squawk four five one three
Diablo Wave	NorCal Approach	Glider Eight One Charlie	Two miles south of mount Diablo six thousand five hundred	will be operating two mile radius from present position--climbing		Glider eight one charlie squawk four five one three remain clear of class bravo
Diablo Wave no position report	NorCal Approach	Glider Eight One Charlie	Two miles south of mount Diablo six thousand five hundred	be advised multiple gliders will be operating with a two mile radius of my present position, maueuvering, for the next three hours		Glider eight one charlie ident. How many gliders will be operating?
Wrong Frequency	Reno Approach	Glider Eight One Charlie	Pyramid Intersection One Three thousand four hundred squawking zero four four zero	proceeding southwest to Silver Springs		Glider eight one charlie contact Reno Approach on frequency one two six point three