



# Say Again?

Phraseology Examples

# IFR Clearances (S1)

Topic	Examples
IFR Clearances	<p data-bbox="251 346 454 373"><u>Negative SID:</u></p> <ul data-bbox="300 409 1542 955" style="list-style-type: none"> <li data-bbox="300 409 1542 556">• <b>KPHX..TNP..KLAX</b> <ul data-bbox="397 430 1542 556" style="list-style-type: none"> <li data-bbox="397 430 1542 556">○ “DAL123, cleared to the Los Angeles airport <b>as filed</b>. Maintain 8000, expect flight level 300 10 minutes after departure. Departure frequency 123.4, squawk 1234.” <ul data-bbox="495 525 1282 556" style="list-style-type: none"> <li data-bbox="495 525 1282 556">▪ <b>OR</b> you can read the route. Some examples below:</li> </ul> </li> </ul> </li> <li data-bbox="300 556 1542 682">• <b>KPHX..TNP..KLAX</b> <ul data-bbox="397 577 1542 682" style="list-style-type: none"> <li data-bbox="397 577 1542 682">○ “DAL123, cleared to the Los Angeles airport via radar vectors Twentynine Palms, direct. Maintain 8000, expect flight level 300 10 minutes after departure. Departure frequency 123.4, squawk 1234.”</li> </ul> </li> <li data-bbox="300 682 1542 808">• <b>KPHX..V257.DRK..NAVHO..KGCN</b> <ul data-bbox="397 703 1542 808" style="list-style-type: none"> <li data-bbox="397 703 1542 808">○ “N45P, cleared to the Grand Canyon airport via radar vectors to join Victor 257, Drake, direct NAVHO, direct. Maintain 8000, expect 14000 10 minutes after departure. Departure frequency 123.4, squawk 1234.”</li> </ul> </li> <li data-bbox="300 808 1542 955">• <b>KPHX..PXR321R.ZEPER..DRK..KPRC</b> <ul data-bbox="397 829 1542 955" style="list-style-type: none"> <li data-bbox="397 829 1542 955">○ “N86W, cleared to the Prescott airport via radar vectors to intercept the Phoenix 321 radial outbound to ZEPER, direct Drake, direct. Maintain 8000, expect 12000 10 minutes after departure. Departure frequency 123.4, squawk 1234.”</li> </ul> </li> </ul> <p data-bbox="251 976 316 1003"><u>SID:</u></p> <ul data-bbox="300 1039 1542 1375" style="list-style-type: none"> <li data-bbox="300 1039 1542 1144">• (Without transition) <b>KPHX.BXK3.BXK..TNP..KLAX</b> <ul data-bbox="397 1060 1542 1144" style="list-style-type: none"> <li data-bbox="397 1060 1542 1144">○ “AAL482, cleared to the Los Angeles airport, BXK3 departure then as filed. Climb via SID. Departure frequency 123.4, squawk 1234.”</li> </ul> </li> <li data-bbox="300 1144 1542 1249">• (With transition) <b>KPHX.BXK3.BLH..TNP..KLAX</b> <ul data-bbox="397 1165 1542 1249" style="list-style-type: none"> <li data-bbox="397 1165 1542 1249">○ “EGF1016, cleared to the Los Angeles airport, BXK3 departure Blythe transition then as filed. Climb via SID. Departure frequency 123.4, squawk 1234.”</li> </ul> </li> <li data-bbox="300 1249 1542 1375">• (Negative Climb via SID) <b>KABQ.LARGO2.ZUN..KPHX</b> <ul data-bbox="397 1270 1542 1375" style="list-style-type: none"> <li data-bbox="397 1270 1542 1375">○ “N4PL, cleared to the Phoenix airport, LARGO2 departure Zuni transition then as filed. Maintain 10000 expect flight level 320 5 minutes after departure. Departure frequency 123.4, squawk 1234.”</li> </ul> </li> </ul> <p data-bbox="251 1428 1315 1459"><u>Uncontrolled Field (Or when tower at controlled airport is closed):</u></p> <ul data-bbox="300 1491 1542 1795" style="list-style-type: none"> <li data-bbox="300 1491 1542 1795">• <b>KPAN..INW.V291.GUP..KGUP</b> <ul data-bbox="397 1512 1542 1795" style="list-style-type: none"> <li data-bbox="397 1512 1542 1617">○ “N33X, cleared to the Gallup airport as filed. Climb and maintain 12000 expect 17000 10 minutes after departure. Departure frequency 123.4, squawk 1234. Hold for release.”</li> <li data-bbox="397 1617 1542 1669">○ Route could be read as well, i.e. “... via Winslow, Victor 291, Gallup, direct...”</li> <li data-bbox="397 1669 1542 1795">○ (After readback) “N33X, readback correct. Released for departure. Clearance void if not off by 0230 Zulu, if not of by 0230 advise Albuquerque Center not later than 0240 of intentions. Time 0220. Change to advisory frequency approved, report airborne.”</li> </ul> </li> </ul>

## Ground Control (S1)

Topic	Examples
VFR Departure	<p><i>Pilot:</i> "PRC Ground, N123 at the GA ramp with information Alpha request taxi for a VFR departure to the west."</p> <p><i>PRC_GND:</i> "N123, Prescott Ground, runway 21L taxi via Charlie, cross runway 12."</p>
VFR Departure Out of Bravo Airspace (Not Flight Following)	<p><i>Pilot:</i> "PHX Ground N123 is a Cessna 172 at Cutter requesting a VFR departure to the north with information Whiskey."</p> <p><i>PHX_GND:</i> "N123, Phoenix Ground, cleared out of Phoenix Bravo airspace. Maintain VFR at or below 3500. Squawk 1234."</p> <p>(No departure frequency if no flight following, tower will turn aircraft out of Bravo airspace, instruct to squawk VFR, and switch to UNICOM.)</p>
VFR Departure Out of Bravo Airspace (With Flight Following)	<p><i>Pilot:</i> "PHX Ground N123 is at Cutter requesting a VFR departure with flight following to Deer Valley with information Whiskey."</p> <p><i>PHX_GND:</i></p> <ol style="list-style-type: none"> <li>1. "N123, Phoenix Ground, say aircraft type and planned altitude." "We're in a Cessna 172, and planning 4,500, N123."</li> <li>2. "N123, cleared out of Phoenix Bravo airspace. Maintain VFR at or below 3500. Departure frequency 123.4, squawk 1234."</li> </ol>
Taxi Instructions	<p><u>Full Length:</u></p> <ul style="list-style-type: none"> <li>• "N56V, runway 25R taxi via Delta, Echo."</li> </ul> <p><u>Intersection Departure:</u></p> <ul style="list-style-type: none"> <li>• "N78J, runway 25L at Hotel 7 taxi via Hotel."</li> </ul> <p><u>Arrival:</u></p> <ul style="list-style-type: none"> <li>• "SWA1002, taxi to parking via Echo, Delta."</li> </ul> <p><u>Miscellaneous:</u></p> <p>"N92Q, give way to the MD80 off your left, continue taxi via Echo."  "N92Q, hold position."  "N92Q, continue taxi."  "N92Q, taxi without delay."  "N92Q, hold short of runway 25L."  "N92Q, cross runway 25L, taxi to parking via Hotel."</p> <p><u>Helicopter Hover Taxi:</u></p> <ul style="list-style-type: none"> <li>• "N12R, runway 25L at Hotel 7 hover taxi via Hotel."</li> </ul> <p><u>Helicopter Air Taxi:</u></p> <ul style="list-style-type: none"> <li>• "N12R, air taxi to East Cargo via direct. Cross runways 25L and 25R."</li> </ul>

## Local Control (S2)

Topic	Examples
<b>Departure Instructions</b>	<p><u>VFR:</u></p> <ul style="list-style-type: none"> <li>• “N123, right turn northbound approved, wind 280 at 5, runway 26 cleared for takeoff.”</li> <li>• “N123, traffic a Cessna midfield right downwind, depart straight out, runway 26 cleared for takeoff...”</li> <li>• “N123, depart straight out, runway 25L at Hotel 7 cleared for takeoff.”</li> <li>• “N123, right crosswind departure approved...”</li> <li>• “N123, fly runway heading...”</li> <li>• “N123, left turn on course approved...”</li> </ul> <p><u>IFR:</u></p> <ul style="list-style-type: none"> <li>• “SWA186, runway 26 line up and wait, traffic an MD80 6 mile final.”</li> <li>• “SWA186, traffic an MD80 4 mile final, runway 26 cleared for takeoff.”</li> <li>• “SKW1082, fly heading 240, runway 25R cleared for takeoff.”</li> <li>• “FDX999, RNAV to KEENS, runway 25L cleared for takeoff.”</li> <li>• “AAL140, caution wake turbulence departed heavy 747...”</li> </ul> <p><u>Helicopters:</u></p> <ul style="list-style-type: none"> <li>• Runway: <ul style="list-style-type: none"> <li>◦ “N12R, right turn northbound approved, runway 26 cleared for takeoff.”</li> </ul> </li> <li>• Ramp: <ul style="list-style-type: none"> <li>◦ “N12R, departure from the ramp is at your own risk, northbound departure approved.”</li> </ul> </li> </ul> <p>“N92Q, cancel takeoff clearance.”</p>
<b>Arrival Instructions</b>	<p><u>VFR:</u></p> <ul style="list-style-type: none"> <li>• “N123, make straight in runway 25L, cleared to land.”</li> <li>• “N123, cleared touch and go/stop and go/low approach/for the option...”</li> <li>• “N123, enter left base...”</li> <li>• “N123, enter right downwind...”</li> <li>• “N123, enter right forty five...”</li> <li>• “N123, traffic to follow a Cessna two mile final...” “follow that traffic”</li> <li>• “N123, extend downwind...”</li> <li>• “N123, turn base/crosswind...”</li> <li>• “N123, make one right 360 for spacing...”</li> </ul> <p><u>IFR:</u></p> <ul style="list-style-type: none"> <li>• “SWA159, wind 290 at 6 gusts 15 runway 25L cleared to land.”</li> <li>• “DAL1082, number 2 following a heavy 747 caution wake turbulence...”</li> <li>• “AAL107, continue, traffic holding in position.”</li> <li>• “UPS13, traffic departing prior to your arrival...”</li> <li>• “N14T, execute missed approach.”</li> <li>• “UPS13, go around.”</li> <li>• “FDX202, cancel landing clearance, continue, traffic holding in position...”</li> <li>• “N45F, maintain visual separation...”</li> </ul> <p><u>Overhead Break:</u></p> <ul style="list-style-type: none"> <li>• “KILLR12 report initial.” “KILLR12, break left at midfield, report break.”</li> <li>• “KILLR12, check wheels down, wind calm runway 25L cleared to land.”</li> </ul> <p><u>Simulated Flameout:</u></p> <ul style="list-style-type: none"> <li>• “DAGGR15, runway 21L, report high key.” “DAGGR15, report low key.”</li> <li>• “DAGGR15, check wheels down, wind calm runway 21L cleared to land.”</li> </ul>

## ATIS (S2) continued

Topic	Examples
ATIS	<p>KABQ 112300Z 26010KT 10SM CLR 20/10 A2993</p> <ul style="list-style-type: none"> <li>"Albuquerque airport information Whiskey, two three zero zero zulu. Wind two six zero at one zero. Visibility one zero. Sky clear below one two thousand. Temperature two zero, dewpoint one zero, altimeter two niner niner three. Visual and ILS approaches in use, landing and departing runways eight and three. Readback runway hold short instructions with runway designator and callsign. Advise on initial contact you have Whiskey. <b>(INSERT 5 SECOND PAUSE BEFORE ENDING RECORDING)</b>"</li> </ul> <p>KPHX 112300Z 24012G18KT 5SM FG FEW040 OVC080 20/10 A2979</p> <ul style="list-style-type: none"> <li>"Phoenix airport information Kilo, two three zero zero zulu. Wind two four zero at one two gusts one eight. Visibility five in fog. Few clouds four thousand, ceiling eight thousand overcast. Temperature two zero, dewpoint one zero, altimeter two niner seven niner. Simultaneous visual and ILS approaches in use, landing runways 25L and 26. Departing runway 25R. Readback runway hold short instructions with runway designator and callsign. Advise on initial contact you have Whiskey. <b>(INSERT 5 SECOND PAUSE BEFORE ENDING RECORDING)</b>"</li> </ul>

## Departure Control (S3)

Topic	Examples
<b>Radar Identification</b>	<p><u>Rolling Boundary Notification (KPHX):</u></p> <ul style="list-style-type: none"> <li>• “SWA680, Phoenix Departure, radar contact.”</li> </ul> <p><u>No Rolling Boundary Notification (KSDL/KIWA etc.):</u></p> <ul style="list-style-type: none"> <li>• “AAY171, Phoenix Departure ident.” <ul style="list-style-type: none"> <li>◦ “AAY171, radar contact 5 miles north of Gateway airport.”</li> </ul> </li> </ul> <p><u>Other:</u></p> <ul style="list-style-type: none"> <li>• “N123, squawk standby then squawk altitude.” “Radar contact.”</li> <li>• “N123, turn left 30 degrees for radar identification.” “Radar contact.”</li> </ul>
<b>Departure Instructions</b>	<p><u>VFR Flight Following:</u></p> <ul style="list-style-type: none"> <li>• “N123, Phoenix Departure radar contact. Maintain VFR.”</li> <li>• “N123, resume appropriate VFR altitudes.”</li> <li>• When cancelling flight following: <ul style="list-style-type: none"> <li>◦ “N123, radar service terminated. Squawk VFR, frequency change approved.”</li> </ul> </li> </ul> <p><u>SID:</u></p> <ul style="list-style-type: none"> <li>• “AAL808, climb via the IZZZ01 departure except maintain FL210.”</li> <li>• “FDX1062, cleared direct MOBIE, climb and maintain FL210.”</li> <li>• “N51V, fly heading 020 intercept the Albuquerque transition.”</li> <li>• “SWA999, cleared direct Buckeye, resume the BXK3 departure.”</li> </ul> <p><u>No SID:</u></p> <ul style="list-style-type: none"> <li>• “DAL100, cleared direct Gila Bend.”</li> <li>• “N49M, fly heading 360 join Victor 105.”</li> </ul> <p><u>Miscellaneous:</u></p> <p>“N92Q, amend altitude, maintain 7000 for traffic.”</p> <p>“N92Q, stop climb, maintain 7000 for traffic.”</p> <p>“N92Q, traffic 2 o’clock 5 miles eastbound, Boeing 737, 8000. Expect higher when clear.”</p> <p>“N92Q, traffic no factor, climb and maintain 16,000.”</p>

## Approach Control (S3)

Topic	Examples
<b>IFR Arrivals</b>	<p><u>Arrivals:</u></p> <ul style="list-style-type: none"> <li>• RNAV STAR: “SWA24, Phoenix Approach, continue descending via the GEELA6 arrival, expect vectors visual approach runway 25L.”</li> <li>• Non-RNAV STAR or No STAR: “FDX101, Phoenix Approach, expect vectors ILS runway 25L approach.”</li> <li>• “N92Q, fly heading 280 intercept runway 25L localizer.”</li> </ul> <p><u>Approaches:</u></p> <ul style="list-style-type: none"> <li>• Visual: “SWA24, cleared visual approach runway 25L.”</li> <li>• ILS 1: “N123, 5 miles from PRUNN fly heading 240. Maintain 3000 until established on the localizer, cleared ILS runway 26 approach.”</li> <li>• ILS 2: “N123, cleared direct JAGAL. Cross JAGAL at 4000 cleared ILS runway 26 approach.”</li> <li>• RNAV 1: “N7PA, cleared direct ZERLO. Cross ZERLO at 7000, cleared RNAV Zulu runway 25L approach.”</li> <li>• RNAV 2: “N7PA, 8 miles from NAVOQ, fly heading 230. Maintain 3000 until established on the final approach course, cleared RNAV Zulu runway 25L approach.”</li> <li>• Non-precision 1: “AMF490, cleared direct Willie. Cross Willie at 4000, cleared VOR Charlie approach circle to runway 3.”</li> <li>• Non-precision 2: “AMF490, cleared direct Willie. Maintain 6000 until established on a published segment of the approach, cleared VOR Charlie approach circle to runway 3.”</li> </ul> <p><u>Uncontrolled Field (Or when tower at controlled airport is closed):</u></p> <ul style="list-style-type: none"> <li>• “N96X, cleared visual approach Stellar Airpark. Report cancellation of IFR in the air or on the ground this frequency. Radar service terminated, change to advisory frequency approved.”</li> <li>• IFR Cancelled in Air: “N96X, Phoenix Approach, IFR cancellation received. Squawk VFR, frequency change approved.”</li> </ul> <p>“N123, cleared approach.” Authorizes pilot to conduct any instrument approach to the airport.</p>
<b>Vectoring, Altitude Assignments and Speeds</b>	<p>Give reason when issuing vector:</p> <ul style="list-style-type: none"> <li>• “...vector final approach course”</li> <li>• “...vector for descent/spacing/traffic”</li> </ul> <p>Specify which to perform first when assigning speed and altitude in one instruction:</p> <ul style="list-style-type: none"> <li>• “...descend and maintain 4000 then reduce speed to 180.”</li> </ul> <p>Speed:</p> <ul style="list-style-type: none"> <li>• “...reduce speed to 180.” “...reduce speed 20 knots.” “...maintain 210 knots.”</li> <li>• “Maintain slowest practical speed.”</li> <li>• “Resume normal speed.”</li> </ul> <p>“N92Q, expedite descent.”</p>

## Approach Control (S3) continued

Topic	Examples
VFR Operations	<p><u>Flight Following Pickup:</u></p> <ul style="list-style-type: none"> <li>• “N123, radar contact 16 miles southeast of Goodyear airport, maintain VFR. Goodyear altimeter 2994.”</li> </ul> <p><u>Bravo Airspace Transition:</u></p> <ul style="list-style-type: none"> <li>• “N89Y, cleared through the Phoenix Bravo airspace via the east (west) route, maintain VFR at 4500 (5500), Phoenix altimeter 2997.”</li> </ul> <p><u>IFR Pickup in Air:</u></p> <ul style="list-style-type: none"> <li>• <i>Pilot:</i> “Phoenix Approach, N42ZY is 7 miles north of Scottsdale airport at 6500, request IFR clearance to Glendale via direct at 8000.”</li> <li>• <i>PHX_APP:</i> “N42ZY, Phoenix Approach, radar contact. Squawk 1234. Cleared to the Glendale airport via direct, climb and maintain 8000. Glendale altimeter 2992.”</li> </ul> <p><u>Practice Approaches:</u></p> <ul style="list-style-type: none"> <li>• “N23H, 5 miles from PRUNN fly heading 240. Maintain 3000 until established on the localizer, practice approach approved. Maintain VFR, no separation services provided.”</li> <li>• “N23H, how will this approach terminate?”</li> </ul>
Traffic Advisories	<ul style="list-style-type: none"> <li>• “N92Q, traffic, 2 o’clock 7 miles northeast bound 8000.”</li> <li>• “N92Q, traffic, 2 o’clock 7 miles northeast bound altitude indicates 4500.”</li> <li>• “N92Q, traffic, 2 o’clock 7 miles northbound converging 14000.”</li> <li>• “N92Q, traffic, 2 o’clock 7 miles northbound type unknown, 3000.”</li> <li>• “N92Q, traffic, 2 o’clock 7 miles northbound Piper Cheyenne, 6000.”</li> <li>• “Traffic no factor.”</li> <li>• “Traffic alert, advise you turn left and climb immediately.”</li> </ul>
Miscellaneous	<ul style="list-style-type: none"> <li>• “Low altitude alert, check altitude.”</li> <li>• “Verify altitude/flight level.”</li> <li>• “Squawk altitude/turn your transponder on.”</li> <li>• “Radar contact lost, advise if you’re on frequency.”</li> <li>• “No traffic observed between you and Stellar Airpark...”</li> </ul>



## Enroute/Center Control (C1/C3)

Topic	Examples
Route Amendments	<p><b>KDFW..TX0..DRK..HEC..KLAX</b> changed to <b>KDFW..TX0..TNP..SEAVU2..KLAX</b>:</p> <ul style="list-style-type: none"> <li>“AAL548, cleared to the Los Angeles airport via after Texico, direct Twentynine Palms, direct. Maintain flight level 300.”</li> </ul> <p><b>KDEN..ALS..ABQ..ZUN..EAGUL6..KPHX</b> changed to <b>KDEN..ALS..ZUN..EAGUL6..KPHX</b>: (shortcut):</p> <ul style="list-style-type: none"> <li>“FFT840, cleared direct Zuni, rest of route unchanged.”</li> </ul> <p><b>KIAH..DIRECT..KPHX</b>:</p> <ul style="list-style-type: none"> <li>“NOOBIE1, cleared to the Phoenix airport via direct San Simon, KOOLY4 arrival. Maintain flight level 200.”</li> </ul> <p><i>Advanced:</i> Fix radial distances are used in real life when routes are amended. When an amended route is issued, use a fix radial distance off the nearest navaid to the position of the aircraft, i.e. if AAL548 is 25 miles west of TX0, a good fix radial distance would be TX0270025. Then add this to the beginning of the route and amend it, i.e. in the first example above it would read:</p> <ul style="list-style-type: none"> <li><b>KDFW../.TX0270025..TNP..SEAVU2..KLAX</b></li> </ul>
Descent Instructions	<p><u>Pilot's Discretion:</u></p> <ul style="list-style-type: none"> <li>“N123, cross LAVAN at and maintain 15000 at 250 knots, altimeter 2993.”</li> <li>“N123, cross 85 miles east of Peach Springs at and maintain flight level 300.”</li> <li>“N123, descend at pilot's discretion, maintain 12000, altimeter 3012.”</li> <li>“SWA444, descend via the HYDRR1 arrival, landing runway 25L. Altimeter 2989.”</li> </ul> <p><u>ATC Assigned:</u></p> <ul style="list-style-type: none"> <li>“QXE337, descend and maintain 12000, altimeter 2989.”</li> </ul>
Holding Instructions	<ul style="list-style-type: none"> <li>“N123, cleared to the Gallup VOR. Hold southwest on the 260 radial outbound Gallup. Expect further clearance 0230 Zulu, time now 0215.” <ul style="list-style-type: none"> <li>Right turns and 1 minute leg lengths are standard. Specify alternate turn direction or leg length is necessary. Don't assign speed restrictions to aircraft in holding.</li> </ul> </li> </ul>
Miscellaneous	<p>For vectors, give reason:</p> <ul style="list-style-type: none"> <li>“VEC550, turn 10 degrees right vector for spacing.”</li> </ul> <p>Military operations:</p> <ul style="list-style-type: none"> <li>“VANDY12, are you able to accept MARSAs with EXXON77?”</li> <li>“VANDY12, MARSAs approved between you and EXXON77, squawk standby. Change to operational frequency approved. Contact Albuquerque Center 127.85 when finished.”</li> <li>“OKIE54, delay approved between Flagstaff and Drake, maintain flight level 340. Report finished.”</li> <li>“VENUS86, maintain block altitude flight level 230 through flight level 250.”</li> <li>“KILLR34, cleared into the Outlaw MOA. Contact Albuquerque Center 127.85 when ready to exit the MOA, frequency change approved.”</li> </ul>

## Enroute/Center Control (C1/C3) continued

Topic	Examples
Emergencies	<p>Pilot: "ABQ_CTR, AAL123 declaring an emergency. One engine failure. We need to divert to Tucson airport."</p> <p>ABQ_CTR: "AAL123, cleared to the Tucson airport via direct. Descend at pilot's discretion maintain 12000. Altimeter 2991."</p>
Weather Deviations	<p>Pilot: "ABQ_CTR, DAL185 request to deviate 30 degrees left of course for weather."</p> <p>ABQ_CTR: "DAL185, deviation left of course approved. When able cleared direct St. Johns and advise."</p> <ul style="list-style-type: none"> <li>• You can specify up to an amount of degrees if needed for traffic. You can use cardinal directions to describe deviation from course, i.e. "deviation south of course approved." Etc. You can also use headings.</li> </ul>
Coordination	<p>Manual handoff:</p> <ul style="list-style-type: none"> <li>• "LA Center, Albuquerque Center, handoff." "LA Center." "Handoff five zero miles east of Parker VOR code 0701 is N123PA at flight level two four zero." "N123PA radar contact, A.B." "Z.Y."</li> </ul> <p>Pointout:</p> <ul style="list-style-type: none"> <li>• "Denver Center, Albuquerque Center, pointout." "Denver Center." "Pointout northwest FLG VOR is AAL1043 at flight level three six zero northwest bound." "AAL1043 pointout approved, A.B." "Z.Y."</li> </ul> <p>APREQ (approval request): 1. "APREQ" 2. Make your request. 3. It's either approved or denied with reason.</p> <ul style="list-style-type: none"> <li>• "APREQ, N123 at one three thousand, inappropriate altitude for direction of flight for traffic." "N123, approved as requested, A.B." "Z.Y."</li> <li>• "APREQ, N456 at flight level two four zero, no transponder." "N456, approved as requested, A.B." "Z.Y."</li> </ul>
Issuing Hazardous Weather info Like Sigmets/Airments	<p>See this forum post, courtesy of A.J. Doubleday (ZMP):</p> <p><a href="http://forum.vatusa.net/index.php?showtopic=3309&amp;hl=">http://forum.vatusa.net/index.php?showtopic=3309&amp;hl=</a></p>