

INFORMATIVE CALLS

Used to inform pilots of existing situations.

| TRANSMISSION | MEANING | RESPONSE (Aircraft in Manual Mode) | RESPONSE (Aircraft in APC Mode) |
|---|---|---|--|
| "You're (a little) high." | Aircraft is (slightly) above optimum glide-slope. | Adjust sink rate with power/nose attitude to establish center ball. | Adjust sink rate with nose attitude to establish center ball. (Avoid using in close.) |
| You're (a little) low." | Aircraft is (slightly) below optimum glide-slope. | Adjust glide slope immediately. | Adjust glide slope immediately. |
| "You're going high (low)." | Unless corrected, aircraft will go above (below) optimum glide-slope. | Adjust sink rate with power/nose attitude to maintain center ball. | Adjust sink rate with nose attitude to maintain center ball. |
| "You're on centerline." | Self-explanatory. | N/A | N/A |
| "You're on glideslope/glidepath." | Self-explanatory. | N/A | N/A |
| "You're on speed." | Self-explanatory. | N/A | N/A |
| "You're lined up left/right." | Aircraft has undershot/overshot centerline. | Reestablish centered lineup. | Reestablish centered lineup. |
| "You're drifting left/right." | Aircraft is drifting left/right of center-line. | Correct lineup to centerline. | Correct lineup to centerline. |
| "You're (a little fast/slow)." (To be followed by "Go manual" if auto.) | Self-explanatory. | Adjust nose attitude/power to establish optimum AOA. | APC is not maintaining aircraft at optimum AOA. Disengage APC and adjust power/attitude to maintain optimum AOA. |
| "Roger Ball" ("Auto")/"Coupled" as appropriate). | LSO acknowledges pilot has meatball acquisition, lineup reference, and angle of attack. | N/A | N/A |
| "Paddles contact." | LSO assuming control from CCA. | N/A | N/A |
| "Continue." | LSO acknowledges CLARA call but is not able to assume control from CCA | Continue approach to minimums | Continue approach to minimums |
| "The deck is moving down/up (a little)." | OLS information may be invalid (to be followed by advisory/imperative calls). | Adjust power and attitude under LSO guidance. | Adjust attitude under LSO guidance. |
| "The deck is steady." | OLS information is valid | Fly normal approach. | Fly normal approach. |
| "Winds are (slightly) starboard/port/axial." | Self-explanatory. | Monitor lineup to maintain centerline. | Monitor lineup to maintain centerline. |
| "You're underpowered/overpowered." | Self-explanatory. | Adjust attitude and power as required. | Not used. |
| "Ship's in a starboard/port turn." | Self-explanatory. | Adjust lineup as necessary. | Adjust lineup as necessary. |
| "MOVLAS recovery." | MOVLAS is in use. | Fly published pattern altitude until "Roger ball" received. | Fly published pattern altitude until "Roger ball" received. |

Figure 9-1. Standard Radio Phraseology (Sheet 1 of 4)

ADVISORY CALLS

Used to direct pilot's attention to potential difficulties and prevent possible control errors.

| TRANSMISSION | MEANING | RESPONSE (Aircraft in Manual Mode) | RESPONSE (Aircraft in APC Mode) |
|---------------------------------------|---|--|--|
| "Keep your turn in." | If angle of bank is not adjusted, the aircraft will overshoot the centerline. | Adjust angle of bank. | Adjust angle of bank. |
| "Check your lineup." (Start only.) | Aircraft lineup is not optimum. | Correct lineup drift or position to maintain aircraft on centerline. | Correct lineup drift or position to maintain aircraft on centerline. |
| "Back to the right/left." | Aircraft is drifting such that if drift is not corrected, it will overshoot the centerline. | Correct lineup drift to remain on centerline. | Correct lineup drift to remain on centerline. |
| "Don't settle." "Don't go low." | Aircraft will settle below optimum glideslope if not corrected. | Check sink rate and meatball to avoid settling below glideslope. | Check sink rate and meatball to avoid settling below glideslope. |
| "Don't climb." "Don't go high." | Aircraft is on or above optimum glideslope with insufficient rate of descent to maintain constant glideslope. | Adjust power/attitude to stop the ball from rising. | Adjust power/attitude to stop the ball from rising. |
| "Don't go any lower (higher)." | Aircraft is maintaining position well below (above) optimum glideslope with insufficient or no correction. | Adjust power/attitude to make positive correction toward optimum glideslope. | Adjust attitude to make positive correction toward optimum glideslope. |
| "Don't chase it" | Advises pilot the deck is moving up/down and may present an illusion of a climb or descent | Disregard deck motion and adjust power/attitude to maintain rate-of-descent and optimum airspeed. | Disregard deck motion and adjust power/attitude to maintain rate-of-descent and optimum airspeed. |
| "Hold what you've got." | OLS information is invalid. Present rate-of-descent is correct to maintain proper glideslope. | Adjust power/attitude. Hold present rate-of-descent and optimum airspeed. | Adjust attitude. Hold present (optimum) rate-of-descent. |
| "Fly the ball." | OLS information is valid. | Scan the lens and adjust power/attitude to maintain optimum glideslope. | Scan the lens and adjust attitude to maintain optimum glideslope. |
| "Easy with it." | Magnitude of power correction immediately preceding this transmission is excessive. | Reduce magnitude of power correction to intercept and reestablish optimum glideslope and airspeed. | Reduce magnitude of nose attitude correction to intercept and reestablish optimum glideslope and airspeed. |
| "Easy with your nose." | Magnitude of nose attitude correction immediately preceding this transmission is excessive. | Reduce magnitude of nose attitude correction to establish optimum aircraft attitude. | Not used. |
| "Easy with your wings." | Magnitude of lineup correction immediately preceding this transmission is excessive. | Reduce magnitude of lineup correction to intercept and reestablish centerline. | Reduce magnitude of lineup correction to intercept and reestablish centerline. |

Figure 9-1. Standard Radio Phraseology (Sheet 2)

IMPERATIVE CALLS

Used to direct the pilot to execute a specific control action. MANDATORY IMMEDIATE RESPONSE

| TRANSMISSION | MEANING | RESPONSE (Aircraft in Manual Mode) | RESPONSE (Aircraft in APC Mode) |
|--|--|--|--|
| "A little power." | Aircraft is decelerating or settling. | Correct with power. | Not used. |
| "Power back on." | Pilot has made an excessive power reduction. | Add power to maintain optimum glideslope/AOA. | Disengage APC. Add power to maintain optimum glideslope/AOA. |
| "Power." | Aircraft is low/slow. | Add power. | Disengage APC. Refer to Note. |
| "Burner." | Aircraft is extremely underpowered or in extremis. | Select afterburner power. | Select afterburner power. |
| "Go manual." | Disengage APC. | Not used. | Disengage APC. Refer to Note. |
| "Attitude." ("A little attitude.") | Manual: Aircraft nose is low. Auto: Aircraft is low/setting or nose is low. | Increase nose attitude (slightly) to establish landing attitude. | Increase nose attitude (slightly) to reduce sink rate or to establish landing attitude. |
| "(A little) right/left rudder." | Aircraft does not have enough right or left rudder and will land yawed right or left if not corrected. | Adjust rudder to return aircraft to balanced flight. | Not applicable. |
| "(A little) Right for lineup." "(A little) Come left." | Aircraft will land left/right if not corrected. | Correct lineup to centerline, then level wings. | Correct lineup to centerline, then level wings. |
| "Bolter." | Self-explanatory. | Execute bolter in accordance with model NATOPS manual. | Execute bolter in accordance with model NATOPS manual. |
| "Waveoff" or "Waveoff, foul deck." | Self-explanatory. | Execute waveoff in accordance with model NATOPS manual. | Execute waveoff in accordance with model NATOPS manual. |
| "Waveoff up the starboard side." | Discontinue turning attempt to overfly the landing area. | Execute waveoff in accordance with model NATOPS manual starboard of the landing area (island). | Execute waveoff in accordance with model NATOPS manual starboard of the landing area (island). |
| "Cut." | Aircraft is in a position to land. | For barricade recovery, retard throttle(s) to idle and secure engine(s) once safely on deck. | For barricade recovery, retard throttle(s) to idle and secure engine(s) once safely on deck. |
| "Speedbrakes." | Speedbrakes are extended. | Retract speedbrakes. | Retract speedbrakes. |
| "Extend speedbrakes." | Self-explanatory. | Comply. | Comply. |

Figure 9-1. Standard Radio Phraseology (Sheet 3)

IMPERATIVE CALLS (Cont.)

| TRANSMISSION | MEANING | RESPONSE (Aircraft in Manual Mode) | RESPONSE (Aircraft in APC Mode) |
|--|---|---|---------------------------------|
| “Drop your hook.” | Self-explanatory. | Comply. | Comply. |
| “Drop your gear.” | Self-explanatory. | Comply. | Comply. |
| “Drop your flaps.” | Self-explanatory. | Comply. | Comply. |
| “Level your wings.” | Aircraft is in angle of bank. | Comply. | Comply. |
| “Downgrade.”* | Disengage ACLS. | Disengage ACLS. | Disengage ACLS. |
| “Climb.” | Aircraft has bolted/waved off but has not established proper attitude/power for positive rate of climb. | Adjust nose attitude to optimum, level wings, and maintain MRT (afterburner if required) to establish positive rate of climb. | |
| <div>Note</div> <div>* Aircraft is considered to be in manual mode immediately after the “Downgrade” call. Manual calls/responses are subsequently applicable.</div> | | | |

Figure 9-1. Standard Radio Phraseology (Sheet 4)