



FAA/ICAO

The Differences in

PHRASEOLOGY

LEARN & APPLY

Learn to know what is essential to understand the differences in phraseology.



1 - Air Traffic Control Units and Position

ICAO	FAA
Flight Information Region (FIR)	Air Route Traffic Control Center (ARTCC)
Radar / Control	Center
Arrival	Approach
Departure	Departure
Director / Final	Final
Tower	Tower
Ground	Ground
Apron	Ramp
Delivery	Clearance Delivery

2 - Communications

ICAO	FAA
QNH 1013	Altimeter 2992
Holding Point	Hold Short
Line up and wait	Line up and wait
Decimal	Point
Report altitude	Say altitude
Join base	Enter base
Circuit	Traffic pattern / Closed traffic
Vacate runway	Clear runway
Runway 09	Runway 9
Backtrack	Taxi back
Speed is yours	No speed restriction/ Resume normal speed
Climb	Climb and maintain
Descend	Descend and maintain
Continue approach, you're number 2	Clear to land number 2
With you FL	Checking in on FL
Left/right Orbit	Left/right 360

3 - Clearance

ICAO	FAA
Cleared to AIRPORT, via SID, flight planned route, Squawk CODE.	Cleared to AIRPORT, via SID/VECTORS, maintain ALTITUDE, expect ALTITUDE/FL ten minutes after departure. Departure frequency is FREQ. Squawk CODE.

4 - Wake Turbulence Separation

ICAO	FAA
Heavy behind heavy: 4 miles Medium behind Heavy 5 miles	Heavy behind heavy: 4 miles Large behind heavy: 5 miles Large behind B757: 4 miles

5 - Heading or Track

Does a pilot have to correct to maintain a specified „hdg“?

ICAO	FAA
SID: Yes* STAR: Yes En-route: Pilots choice	SID: No STAR: No, but allowed to. En-route: Pilots choice

6 - Loss of Radio Communication

ICAO	FAA
Fly filed altitude	Fly highest of: <ul style="list-style-type: none">• last assigned or• expected altitude or• MEA (Min. En-route Altitude)

7 - Vertical Rates

ICAO	FAA
No minimums	1000FPM

8 - VFR on TOP

ICAO	FAA
Not permitted*	VFR and IFR rules apply

9.1 - Holding: Timing

ICAO	FAA
<ul style="list-style-type: none">• Measured on the outbound leg or• Measure by DME	Measured on the inbound or outbound leg

9.2 - Holding: Altitude/Speed

ICAO	FAA
6000 and below: 210 KIAS	6000 and below: 200 KIAS
6000 – 14000: 220 KIAS*	6000 – 14000: 230 KIAS**
14000 – 20000: 240 KIAS	Above 14000: 265 KIAS
20000 – 34000: 265 KIAS	
Above 34000: Mach 0.83	

*cat A and B only: 170 KIAS below 14,000

**except 210 KIAS where published

9.3 - Holding: Restrictions (MHA/ MAX IAS)

ICAO	FAA
Noted on chart adjacent to the holding pattern	Almost all holdings are treated the same

9.4 - Holding: EFC – Expected Further Clearance

ICAO	FAA
Dependent on country	Always given

10 - Descent Crossing Restrictions

ICAO	FAA
Later clearance does not remove a previous crossing restriction	Later clearance does remove a previous crossing restriction

11 - Sidestep Approach

ICAO	FAA
No such procedure	Only if two runways are less than 1200ft apart