

International Virtual Aviation Organization



CANADIAN AIR TRAFFIC CONTROLLER PHRASEOLOGY

**Splendor Bouman, CA-AOC &
Jonathan Spallanzani CA-AWM
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1) CLEARANCE DELIVERY

[callsign] Hello (*Information [x] current, Altimeter [xx.xx]*) Clearance on request, standby.

[callsign] Ready to copy?

(with a SID)

[callsign], is cleared to [clearance limit] via the [SID] departure, flight plan route (*or any modifications*), depart runway [xx], Squawk [code].

(Without a SID)

[callsign], is cleared to [clearance limit], via flight plan route, (*or the route to follow to join the flight plan route – or other modifications*) Maintain [initial altitude]. Depart runway [xx] *and any instructions on what to do right after take-off*, Squawk [code].

(If readback is correct)

[callsign], readback is correct, (*other instructions if necessary*).

(If readback is incorrect)

[callsign], readback is incorrect, confirm [*incorrect elements*].

Note: When aircraft is departing from a class C or D airport, the « depart runway » can be omitted from clearance as it will be assigned with taxi instructions.

2) GROUND

Departures

[callsign], pushback (*cardinal point*) and start up at your discretion, advise ready for taxi.

[callsign], taxi holding point, runway [xx] via [route], Altimeter [xx.xx].

Arrivals

[callsign], [welcome message], squawk mode Standby (*if necessary*), taxi [route – destination].

[callsign], Flight plan closed at [Zulu time], [goodbye message]

3) TOWER

Departures

[*callsign*], taxi into position and wait runway [xx], squawk Charlie (*if necessary*).

[*callsign*], winds [*winds*], call [*station*] [xxx.xx] airborne, [*any instructions in case of a non-SID departure*], cleared for take off runway [xx].

Note : If there is a time factor involved in the take off clearance add « no delay » at the beginning of the clearance (same as expedite, immediate).

Arrivals

[*callsign*], number [x] behind [*aircraft type*], continue approach, winds [*winds*].

[*callsign*], winds [*winds*], cleared to land, runway [xx].

[*callsign*] vacate [*instruction*] Contact ground [xxx.xx] when clear (*or report runway vacated*)

Visual circuit

[*callsign*], cleared to the [*right/left*] hand circuit runway [xx], [*joining instructions - if any*], report downwind leg (*or turning base/final etc.*)

4) DEPARTURES / TERMINAL

[*callsign*], (*Departures/Terminal*) radar identified, [*instructions below*]

- Turn left/right heading [xxx] (direct [*fix*] on course – or – to intercept [*airway*] on course)
- maintain [*altitude*].
- Any other instruction.

5) ARRIVALS / TERMINAL

[*callsign*], (*Arrivals/Terminal*) runway [xx], altimeter [xx.xx] (information [x]),
[*instructions below*]

- fly (or leave [*fix*] heading) [xxx], vectors [*approach*]
- Maintain [*altitude*].

RNAV STAR

[*callsign*] cleared to the [*destination*] airport via the [*STAR*] arrival, ILS runway
[xx] maintain [*altitude*] (or not below [*altitude*] until established)

[*callsign*], turn right/left heading [xxx] (to intercept*), on intercept cleared
[*approach*] runway [xx].

[*callsign*], at [*fix*] cleared [*approach*] runway [xx]

**Note: When the Approach is not a Localiser based approach omit the « to intercept »*

Visual approach

[*callsign*], turn left/right heading [xxx], report field in sight.

[*callsign*], cleared visual approach runway [xx].

6) GENERIC PHRASES (CENTRE)

Navigation

[*callsign*], turn left/right heading [xxx] (*give the reason unless on vectors for an approach*)

[*callsign*], turn left/right [xx] degrees, report new heading.

Climb / Descent

[*callsign*], Maintain [*altitude*] (*report reaching <– RVSM Only*)

(*Altitude Restriction*)

[*callsign*], cross [*fix*] at [*altitude*] – or – [*descent instruction*] to be level by [*fix*]

Note: If you want to leave the time of descent up to the pilot preface the instruction with « pilot's discrétion »