INTERNATIONAL VIRTUAL AVIATION ORGANISATION

CANADIAN AIR TRAFFIC CONTROL PHRASEOLOGY

ATC OPERATIONS

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BY: MATHIEU LAFLAMME

GENERAL

Proper use of phraseology is one of the most important thing in aviation and it applies to IVAO as well. Clear and standard communications increase safety and decrease the risk of misunderstanding. When controlling online in Canada, it is mandatory that you use the phraseology presented in the guide, word by word.

GUIDE CONVENTION

The main part of the phraseology guide starts on the next page and is clearly divided. Each page includes phraseology for a specific ATC position. The portion of each page shows the official phraseology to be used in green with blanks that need to be filled depending on the situation. [BLANKS] inside square brackets must be replaced with the appropriate information. (BLANKS) inside parentheses can be mostly replaced with optional information.

PRONOUNCIATION FOR RUNWAY, WIND, ALTIMETER AND ALTITUDES

INFORMATION	SHALL BE PRONOUNCED…
RUNWAY 06L	**Runway Zero Six Left**
RUNWAY 24R	**Runway Two Four Right**
WIND 06015KT	**Wind Zero Six Zero at 15**
WIND 06010G15KT	**Wind Zero Six Zero at Ten Gusting 15**
ALTIMETER 29.43	**Altimeter Two Niner Four Three**
ALTITUDE 2500 FEET	**Two Thousand Five Hundred**
FL230	**Flight Level Two Three Zero**

1. INITIAL IFR CLEARANCE

1.1 With a SID

[Callsign] is cleared to [Clearance limit] via the [SID] departure, flight planned route (Or any modifications), squawk [Code].

Air Canada 123 is cleared to the Halifax airport via the Trudo 1 departure, flight plan route, squawk 1002.

1.2 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], (And any instructions on what to do right after take-off), squawk [Code].

Westjet 123 is cleared to the Halifax airport via flight planned route, maintain 5 000 feet, fly runway heading, squawk 1002.

1.3 If readback is correct

[Callsign], readback correct, (ATIS, pushback information, other information such as departure frequency, delays, etc.).

Jazz 7810, readback correct, pushback and startup at your discretion, advise ready for taxi.

1.4 If readback is incorrect

[Callsign], negative, [Incorrect elements].

Air Canada 123, negative, squawk 1234.

2. GROUND CONTROL

2.1 IFR DEPARTING

[Callsign], pushback and start up at your discretion (Traffic information if necessary), advise ready for taxi.

[Callsign], runway [XX], altimeter [XXXX], taxi [Route], hold short runway [XX], (Contact tower [Frequency] holding short).

Air Canada 123, runway 23, altimeter 2994, taxi via Delta, hold short runway 23

*** "Push at your discretion" use when the push back is not done on the main taxiway, other the push-back clearance must be given by the ATC (for IVAO only. In real all push need a clearance).**
*** Taxi: no objection, it's correct.**
"If a pilot reports on block, simply say "Roger" -> we can add, "thank you, have a good day" or something like that, as long as the ATC does NOT approve a frequency change.

2.2 IFR AND VFR ARRIVING

[Callsign], taxi via [Route - Destination].

Jazz 7770, taxi via Echo to the gate.

***Pilots should not report on blocks. Do not approve any frequency change. If pilot reports on blocks, simply say “Roger”.**

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3. TOWER CONTROL

3.1 DEPARTURES

[Callsign], line up and wait runway [XX].

[Callsign], line up and wait runway [XX] at [Intersection].

[Callsign], (Contact [Station / Frequency] airborne), [Any instructions in case of a non-SID or VFR departure], (Wind [Wind]), (From [Intersection]) cleared for (Immediate) takeoff runway [XX].

[Callsign], takeoff clearance cancelled, (Reason), (Instructions).
[Callsign], abort takeoff, (Reason).

Westjet 495, contact Montreal departure on 118.9 airborne, cleared for takeoff runway 24L.

***(VFR)** Alpha Bravo Charlie, left turn direct Flower Bridge, not above 1 500, wind 230 at 5, cleared for takeoff runway 24L.

3.2 ARRIVALS

[Callsign], continue approach, number [X] behind [Aircraft type and distance from threshold], (Additional instructions - Speed restrictions), wind [Wind].

[Callsign], continue approach, number 1, (Reason), wind [Wind].

[Callsign], wind [Wind], [Exit instructions if any] cleared to land, runway [XX].

[Callsign], landing clearance cancelled, (Reason), (Instructions).

[Callsign], exit left/right on [Taxiway], contact ground [Frequency] when clear.

Jazz 7891, number 2 behind boeing 737 on 3 miles final, maintain 180 KTS until 4 NM final, wind 230 at 10.

Jazz 7891, wind 230 at 10, exit at Bravo 2, cleared to land runway 24R.

3.3 VFR INBOUND

[Callsign], runway [XX], wind [Wind], altimeter [XXXX], squawk [Code], cleared ([Left/Right] hand) [Joining leg] runway [XX], (Any flight restrictions), report downwind (Or turning final etc.).

Zulu Kilo Lima, runway 15, wind 170 at 10, altimeter 2992, squawk 1205, cleared left hand downwind runway 15.

3.4 WAKE TURBULENCE

[Callsign], caution possible wake turbulence from [Departing/Arriving] [Type of aircraft].

Jazz 7810, caution possible wake turbulence from a departing boeing 737.

3.5 MISSED APPROACH

[Callsign], pull-up go around, (Reason), (Additional instructions), contact [Station/Frequency].

Air Canada 455, pull-up and go around, traffic on runway, fly runway heading, maintain 3 000 feet, contact departures on 118.9

3.6 SPECIAL VFR (SVFR)

[Callsign], weather is below VFR minimas, an IFR or SVFR authorization is required, what are your intentions?

[Callsign], special VFR is authorized for [Callsign] to [Enter/Exit] the control zone.

***SVFR can be given to departing or arriving aircraft when visibility is not less than 1SM (1/2SM for helicopters)**

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4. DEPARTURES (TERMINALS)

4.1 INITIAL CALL

[Callsign], departures, radar identified, (Current altitude if appropriate), [Instructions below]

- Climb [Altitude].
- Turn left/right heading [XXX], (Vectors for the climb - or to intercept [Airway] on course).
- Proceed/turn left/right direct [Fix] on course.

Jazz 7779, departures, radar identified, climb 7 000 feet, turn left direct Midland on course

5. ARRIVALS (TERMINAL)

5.1 INITIAL CALL

[Callsign], arrivals, runway [XX], altimeter [XXXX] (Information [X]),
[Instructions below]

- Descent [Altitude].
- Fly heading [XXX] (or leave [Fix] heading [XXX]), vectors [Approach].

Jazz 7812, arrivals, runway 24R, altimeter 2994, descent 6 000 feet and fly heading 240, vectors for the ILS approach runway 24R

5.2 INSTRUMENT APPROACH

[Callsign], turn right/left heading [XXX] to intercept the [Localizer / Inbound track], on intercept cleared [Type of approach] runway [XX], (Distance to interception when appropriate).

Transat 345, turn left heading 210 to intercept the localizer, on intercept cleared straight-in ILS approach runway 24R

[Callsign], at [Fix] cleared [Type of approach] runway [XX].

5.3 VISUAL APPROACH

[Callsign], [Vector for final], the field is at your [XX] o'clock, [XX] miles. Report field in sight.

November Alpha Golf, fly heading 130, the field is at your 2 o'clock, 5 miles, report in sight

[Callsign], cleared visual approach runway [XX] (And any other instructions).

5.4 STANDARD TERMINAL ARRIVAL ROUTE (STAR) AND RNAV

[Callsign], after [Waypoint], cleared [STAR] arrival.

Air Canada 123, after OMBRE, cleared OMBRE8 arrival.

[Callsign], cleared [STAR] arrival, fly direct [Fix] and proceed on course.

[Callsign], descend now [Altitude], when ready descend [Altitude].

[Callsign], descend [Altitude], cross [Fix] [At / Above / Below] [Altitude].

[Callsign], descend [Altitude], all [STAR] arrival altitude restrictions cancelled.

[Callsign], descend [Altitude], altitude restriction at [Fix] cancelled.

6. GENERIC PHRASES

6.1 NAVIGATION

[Callsign], turn left/right heading [XXX] (Give the reason unless already on vectors).

[Callsign], turn left/right [XX] degrees, say new heading.

6.2 CLIMB / DESCENT

[Callsign], climb/descent [Altitude].

[Callsign], cross [Fix] at [Altitude] - or - [Descent instruction] to be level by [Fix].

6.3 TRAFFIC INFORMATION

[Callsign], traffic, [Position], [Distance], [Direction of flight], [Type], [Altitude].

Westjet 345, traffic, 3 o'clock, 4 miles, eastbound, Boeing 747, 5 000 feet.

6.4.1 LEAVING IVAO CONTROLLED AIRSPACE

[Callsign], leaving controlled airspace, radar services terminated, squawk [1000/2000/1200/1400], cleared en-route frequencies.

6.4.2 CLEARANCE OUT OF LOW LEVEL CONTROLLED AIRSPACE

[Callsign], cleared to descent out of controlled airspace in the vicinity of [Location]. The [Applicable minimum IFR altitude] is [Number].

[Callsign], cleared out of controlled airspace via [Name, type] approach.

6.4.3 CLEARANCE OUT OF HIGH LEVEL CONTROLLED AIRSPACE

[Callsign], cleared out of [Type of airspace].

6.5 CANCELLATION OF CLEARANCE / RESTRICTION

[Callsign], approach clearance now cancelled, (Reason).

[Callsign], speed restriction now cancelled.

6.6 VFR FLIGHT FALLOWING

[Callsign], altimeter [XXXX], squawk [Code].

[Callsign], radar identified, remain VFR, report any altitude change, (Additional pertinent information, weather..).

6.7 HOLDING CLEARANCES

[Callsign], cleared to the [Fix], hold [Direction] on (Specified) radial/course/inbound track, expect further clearance at [Time].

Air Canada 123, cleared to the XOPTO fix, hold southwest on the localizer, expect further clearance at 2130z

[Callsign], cleared to the [Fix], hold [Direction] as published, expect further clearance at [Time].

[Callsign], exit the hold (Additional instructions).

Air Transat 123, exit the hold on heading 360

7. VFR PHRASEOLOGY

7.1 VFR CLEARANCE

Departure Clearance: [Callsign], VFR [Intentions] approved, depart runway [XX], climb runway heading, not above [Altitude] until advised, squawk [Code].

Circuit Clearance: [Callsign], VFR circuits approved, runway [XX], [Left / Right] circuits, not above [Altitude], squawk [Code].

7.2 VFR GROUND

[Callsign], squawk [Code], runway [XX], taxi via [Route], hold short runway [XX].

[Callsign], taxi via [Route] to [Parking].

7.3 VFR TOWER

Circuits: [Callsign], [Left/Right] circuits approved, report midfield downwind, cleared for takeoff runway [XX].

-Reports midfield: [Callsign], number [Sequence number], cleared [Intentions] runway [XX] / continue.

Departure: [Callsign], [Left/Right] turn out approved, report clear of the zone, cleared for takeoff runway [XX].

-Reports clear (Local): [Callsign], radar service terminates, frequency change approved, cleared on route.

-Reports clear (Cross Country): [Callsign], radar service terminates, squawk VFR, frequency change approved, cleared on route.

Arrival: [Callsign], squawk [Code / Ident], and continue.

-Then: [Callsign], radar identified , cleared [Pattern entry], runway [XX], report [Reporting point].

-Reports Midfield: [Callsign], number [Sequence number], cleared [Intentions], runway [XX] / continue.

7.4 VFR FLIGHT FALLOWING

[Callsign], maintain [Altitude], advised me before any altitude changes.

8. HELICOPTER PHRASEOLOGY

8.1 HELICOPTER CLEARANCE
Identical to normal aircraft clearance

8.2 HELICOPTER TAXI
[Callsign], air taxi via [Route], to [Location , RWY].

8.3 VFR HELICOPTER DEPARTURE
[Callsign] (instruction like heading, altitude restrictions) [Wind] cleared for take off from [Position / Taxiway].

8.4 VFR ARRIVING HELICOPTER
[Callsign], runway [XX], altimeter [XXXX], cleared [Pattern entry], runway [XX].

*1) [Callsign], wind [Wind], land [Location] at your discretion / cleared to land runway [XX].

***1)** Only on non mouvement area (or out of sight of the ATC)