

# S1 Phraseology

## CZWG FIR - As of May 2016

### IFR Clearance

[Callsign], cleared to [Destination Airport] via the [Assigned SID] departure, flight planned route, depart runway [Runway Number], squawk [Assigned Squawk Code].

*"Air Canada 861, cleared to Halifax via the ARKAY1 departure, flight planned route, depart runway 36, squawk 0062."*

### IFR Clearance - After Amendment

[Callsign], cleared to [Destination Airport] via the [Assigned SID] departure, flight amended route, depart runway [Runway Number], squawk [Assigned Squawk Code].

*"Air Canada 861, cleared to Halifax via the ARKAY1 departure, amended route, depart runway 36, squawk 0062."*

### IFR Readback Correct

[Callsign], readback correct. Pushback and start is at your discretion, advise when ready for taxi.

*"Air Canada 861, readback correct. Push and start at your discretion, call for taxi."*

### VFR Clearance

[Callsign], VFR flight plan is approved. Squawk [Assigned Squawk Code]. Runway [Runway Number], altimeter in [Departure Airport] is [Altimeter], taxi via [Taxi Instructions].

*"CG-225, VFR flight plan approved. Squawk 0062. Runway 36 active, altimeter 29.92, taxi via the apron your discretion, V, H, C, cross runway 31, hold short 36."*

### IFR Taxi Instructions

[Callsign], runway [Runway Number], altimeter [Altimeter]. Taxi via [Taxi Instructions].

*"Air Canada 861, runway 36, altimeter 29.92. Taxi via the apron your discretion, V, H, C, cross runway 31, hold short 36."*

**IFR Flight Plan - Altitude Invalid**

**[Callsign]**, your altitude filed is incorrect for direction of flight, would you prefer **[Altitude]** or **[Altitude]**?

*“Air Canada 861, your altitude filed (eastbound, let’s say FL360) is incorrect for direction of flight, would you prefer FL350 or FL370?”*