Vancouver FIR

Area Phraseology Cheat Sheet

Revision 1.0

Vancouver FIR

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1. Uncontrolled Airports

1.1. Departures

Initial Clearance

[Callsign], [ATC Callsign] *Cleared to the* [Destination Airport] *via* [Departure Instructions] *Flight Planned route, Runway* [##X], *Departure Frequency* [Frequency], Squawk [Squawk Code].
JZA1519 Vancouver Center, Cleared to the Vancouver Airport via the Prince Rupert Airport, Flight Planned route, Runway 13 Squawk 2735, Departure Frequency 133.70. *WJA3772 Vancouver Center, Cleared to the Kelowna Airport via the KEBRA1 Departure, Flight Planned route, Runway 09, Squawk 4632, Departure Frequency 133.70.*

Readback and Validation Instructions

[Callsign], *Readback correct, clearance is not valid until validation is received, monitor the Mandatory Frequency on* [MF Frequency], *report this frequency holding short number 1.*
JZA1519, Readback correct, clearance is not valid until validation is received, monitor the MF on 122.50, report this frequency holding short number 1.

Readback and Clearance Validation at the same time

[Callsign] *Readback correct, clearance is valid now, clearance cancelled if not airborne by XX:XXz, monitor the Mandatory Frequency on XX.XXX.*
WJA3772 Readback correct clearance is valid now, clearance cancelled if not airborne by 1645z, monitor the Mandatory Frequency on 125.7.

Clearance Validation

[Callsign] Clearance Valid now [SID] [Runway], clearance cancelled if not airborne by XX:XXz.
JZA1519 Clearance Valid now on the OLONA1 departure, runway 27, clearance cancelled if not airborne by 0945z, Kamloops Mandatory Frequency on 122.50.

Conditional Clearance Validation

[Callsign] Do not depart until [condition] on the [SID] [Runway], clearance cancelled if not airborne by XX:XXz.
GABC do not depart until Pasco 2140 lands, runway 16, clearance cancelled if not airborne by 0930z. *GABC do not depart until 1545z, clearance cancelled if not airborne by 1555z.*

Aircraft Airborne

[Callsign], [ATC Callsign], squawk ident.
JZA1519, Vancouver Departure, squawk ident.
[Callsign], *Identified.* [instructions].
JZA1519, Identified. Turn left heading 160 climb 16000ft. *WJA709 identified climb FL 220.*

Note 1: Make sure to identify aircraft departing uncontrolled airports as well as respecting the terrain before turning.
Note 2: Reminder altitude is not a way of identification, it is only used to confirm the altimeter is set correctly to the local setting. Reference training materials or the Local Phraseology Sheet for more examples of identifying.

1.2. Arrival

[Callsign] *monitor the mandatory frequency on XXX.XX call me back down and clear.*
WEN1335 monitor the Prince Rupert Mandatory Frequency on 122.5, call me back down and clear.

[Callsign] *contact [Location] radio on XXX.XX.*
WEN1335 contact Prince Rupert Radio on 122.5.

Use this when FSS is available and they will close the flight plan.

1.3. Pop Up IFR

[Callsign] [ATC Callsign], *squawk* [####].
GHTI, Vancouver Center, squawk 1532.

Note 1: Reference training materials or the Local Phraseology Sheet for more examples of identifying.

[Callsign], *cleared to* [new arrival airport], *Via Present Position, Maintain VFR until* [time / altitude / fix].
CRN911, Cleared to the Vancouver Airport Via Present Position, Flight Planed Route, climb 16000ft, Maintain VFR until passing 8000ft. *GHTI Cleared to the Kelowna Airport, via Present position, Flight Planned Route, climb 12000ft, Maintain VFR until JANEK.*

Note 1: Aircraft must be identified before hand.
Note 2: Since this is a clearance, this needs a full readback from the pilot.

No Filed Flight Plan

[Callsign], *cleared to* [new arrival airport], *Via Present position [instruction], Maintain VFR until* [time / altitude / fix].
GBJN cleared to Vancouver International Airport via Present position Radar Vectors, climb 6000ft. *JBU911 cleared to the Victoria Airport Via Present Position direct AMEBO join the APASS8 Arrival, climb 5000ft.*

Note 1: Aircraft must be identified before hand.
Note 2: Since this is a clearance, this needs a full readback from the pilot.

1.4. Cancelling IFR

[Callsign] *IFR flight planned closed and alerting services terminated at* [time]z.
WEN1342 IFR flight planned closed and alerting services terminated at 0215z.

Note 1: If the aircraft wishes to keep alerting services advise them to report down to terminate it.

2. Departures

2.1. Departures from Controlled Airfields

[Callsign], [ATC callsign], I*dentified.* [instructions].
UAL1069, Vancouver Departures, Identified. Turn left heading 160, climb 9000ft. *WJA210, Vancouver Terminal, Identified. Proceed direct DAPED on course, climb 16000ft.* *WEN1198, Vancouver Center, Identified. Climb 16000ft. Visual with the terrain or passing 9000ft, proceed direct BOOTH on course.*

Note 1: Ensure proper identification and turns as per SOP's.

2.2. Departures from Uncontrolled Airfields

See 1.1

3. Arrivals

Restricted Instrument approaches RCAP should only be used if requested by a pilot or filed in their initial flight plan.

3.1. Landing Information

Center with no STAR given

[Callsign], From [Fix], join the [STAR]. [instructions].
ACA719, From BOOTH, join the CANUC6 arrival. *WJA719, from ELIDI, join the WHSLR8 arrival. When ready descend 15000ft, the Vancouver altimeter 30.12, ATIS information D.*

Terminal Controllers

[Callsign] [ATC Callsign], [arrival if applicable], *Runway* [##X], *altimeter* [altimeter], *ATIS information* [letter].
CRN911, Vancouver Arrivals, Plan the ILS Runway 26L altimeter 2992. *TAS84, Vancouver Arrivals, altimeter 2980, Plan the RNAV Z Runway 26R approach Goreg Transition.*

3.2. Approach Clearance No Vectors

[Callsign], *Cleared (to the* [Destination Airport]) [Approach Name [approach, runway, "approach"]], (transition name).
JZA8964, Cleared the Kelowna Airport RNAV X 16 Approach, VIVEK Transition. *CRN911, Cleared the Contact Runway 33 Approach.* *HTI cleared the Visual Runway 07 Approach.* *WEN7199, Via CANUC5 Arrival, Cleared ILS Z Runway 26L Approach.* *GMM, via direct DUXAP, Cleared Prince George Airport RNAV Z Runway 15 Approach.* *PCO1598, Cleared the Cranbrook Airport Full Procedure ILS Z Runway 16 Approach, Cranbrook (YXC) Transition.*

3.3. Approach Clearance Vectors

Vectors to the ILS

[Callsign], [Fly/Turn Left/Right] [heading], *Cleared the* ([Airport]) [Approach Name] *Runway* [##X] *Approach.*
JBU1503 Fly heading 230, Cleared the ILS Z Runway 26R Approach.

Vectors to the RNAV

[Callsign], [Fly, Turn Left/Right] [heading] *to intercept the final approach course, Cleared the* ([Airport]) [Approach Name] Runway [##X] Approach.
UAL1814, Turn Left heading 050 to intercept the final approach course, Cleared the RNAV Z Runway 08L Approach.

3.4. Circling Approaches

[Callsign], *Cleared* (*to*) *the* ([Airport]) [Approach Name] *Runway* [##X] *Approach*, ([Transition name] *transition*),
HTI, Cleared to the Boundary Bay Airport RNAV 07 Approach LEVIV transition.

Tower controller to clear the circling approach

3.5. Simulated Approaches

[Callsign], *simulated* [type] *approach approved. Maintain VFR at all times.* [instructions]
GJB, simulated ILS Runway 27 Approach approved. Maintain VFR at all times. Report over LAFFO.

3.6. Missed Approaches

Note 1: Aircraft must be reidentified before being issued any further instructions.
Note 2: To ensure ATC does everything they can to guide the aircraft safely to the ground again, ATC should ask the aircraft on the missed approach the reason for the Go-Around.

[Callsign], *when able, say the reason for the Go-Around?*
QXE155, when able, say the reason for the Go-Around?

4. VFR

Note 1: A VFR aircraft needs to be identified before entering Terminal Control Area.

4.1. Flight Following

[Callsign] [ATS Callsign] identified [location altimeter] [instruction].
MMJ Vancouver Terminal Identified the Nanaimo altimeter 30.12, climb 5500.

Must identify aircraft for flight following and update closest altimeter.

4.2. North Shore / South Shore Routes

[Callsign] [ATS Callsign] [instruction]
JBD Vancouver Terminal Identified fly the Northshore route not below 6500. *MMJ Vancouver terminal the Vancouver harbour altimeter 2998 fly the Southshore route descend 4500.*

4.3. Point Outs

[Callsign], *traffic at your* [position], [distance], [direction of flight]. [Aircraft type] *at* [altitude] (*Report in sight*).
HTI, Traffic 12 O'clock, 5 miles, Northwest-bound. C172 at 2000. *JBD, Traffic 3 O'clock, 7 miles, South-bound. PA24 descending out of 1500.* *MMJ, Traffic 9 O'clock, 3 miles, Southeast-bound, SR22 500 above.* *ZTI, Traffic over Fort Langley, west-bound RV at 2000, type and altitude unverified.* *MCQ, Traffic 2 miles west of your position, type and altitude unknown.*

Report in sight is assumed with a traffic point out.

If referencing previous point outs use "previously mentioned traffic" and when referencing a new point out "additional traffic"

5. Controlled VFR

For use in CLASS B Airspace. Class B airspace in Vancouver starts at 12500, VFR altitudes are given in thousands not 500's.

5.1. Climbing and Descending

[Callsign], [ATS Callsign], [Maintain, Climb, Descend], [altitude] *VFR.*
HTI, Vancouver Terminal, Climb 12000ft VFR. *GJB, Victoria Terminal, Maintain 8000ft VFR.* *JBD, Vancouver Departures, VFR Not above 5500ft.*

5.2. Headings

[Callsign], Turn [Direction].
HTI Turn southbound. *JBD turn southbound now.* *N38190 turn left heading 140 now for separation.* *OMW fly suggested heading 330 for the Coal Pile arrival.*

5.3. Controlled VFR Clearance

[Callsign] [ATS Callsign], cleared into the [Airport] [Airspace] [instruction].
GHTI Vancouver Departures, altimeter 29.98 cleared into the Vancouver Class B airspace, climb 13000 VFR proceed direct YVR VOR.

Aircraft must be identified before clearance is given into the Vancouver TCA (Terminal Control Area)

6. Holds

Definitions

Fix: The fix at which the hold is located.
Direction: The location with respect to the fix where most of the hold will be flown.
Inbound track: The specific track to be flown into the fix to begin the hold.
Turns: Whether the aircraft will make left or right hand turns over the fix.
Altitude: The altitude to cross the fix at or the altitude to descent/climb to when flying the hold.

Expected Further Clearance information

The phraseology "Expect further clearance" can be substituted by one of the following:

Example: "... Expect further clearance at [##:##]z."
"... Expect approach clearance at [##:##]z."
"... [Depart / Leave] [Fix] at [##:##]z."

6.1. Published Hold

A Published Hold is much easier to issue than one created from scratch (see the two following sub-sections).

[Callsign], *Cleared to the* [fix], *hold* [direction] *as published.* [altitude instruction]. [Expected Further Clearance information (see above)].
JZA5443 Cleared to BUICK, hold North as published, maintain 5000 Expect further clearance at 1120z.

6.2. Standard

A standard hold is 1 minute legs (1.5 mins above 14000ft) and right hand turns. If any of these 2 components is to be altered, a "Non-standard" hold must be issued. See following sub-section.

[Callsign], *Cleared to* [Fix], *Hold* [Direction], [Radial / Course / Inbound Track], [Altitude instruction]. [Expected Further Clearance information].
WJA109, Cleared to BOOTH, Hold West, Inbound Track 090, FL210. Expect further clearance at 1745z. *DAT4687, Cleared to MERYT, Hold East, Inbound Track 260, FL260. Depart MERYT at 0228z.* *POE1335, Cleared to YXS VOR, Hold South, Radial 321, 5000ft. Expect approach clearance at 2230z.*

6.3. Non-standard

[Callsign], *Cleared to* [Fix], *hold* [Direction], [Radial / Course / Inbound Track], [Right/Left] *turns*[time in minutes] *minutes legs*,, [altitude instruction]. [Expected Further Clearance information].
ACA719, Cleared to ALMOM, Hold North on radial 180, Left turns, Descend FL190. Depart ALMOM at 0955z.

6.4. Detailed

[Callsign] Cleared to the [fix], hold [direction] on [specified radial, course, inbound track], between [location] and a point [number] minutes [direction] [left / right] turns. [altitude instruction] Expect Further Clearance at XX:XXz
PRT1109 Cleared to ELIDI hold, east on radial 220, between ELIDI and a point 2 minutes south, right turns, maintain 14000, Expect further clearance at 1120z.

6.5. DME

A Hold containing DME information is a special type of Non-standard hold issued

[Callsign], *Cleared to the* [name TACAN, VOR, NDB], [specified radial / bearing] [number] *DME FIX, hold between* [number] *and* [number] *DME.* [altitude instruction]. [Expected Further Clearance information].
VODO54 cleared to NOSED, radial 129 DME Fix hold between 19 and 7 DME, maintain 4000 Expect approach clearance at 2245z.

6.6. Cancelling Holds

[Callsign], *hold at* [Fix] *cancelled.* [instructions].
ACA109, hold at BOOTH cancelled. Proceed direct BOOTH, rejoin the CANUC5 Arrival. *VODO54, hold at NOSED cancelled. Cleared the TACAN Z Runway 15 Approach.* *JZA5543, hold at BUICK cancelled. Turn left heading 330 Vectors for ILS 08R.*

7. General Instructions

7.1. Multiple Instructions at Once

[Callsign], [fly turn Left/Right] *heading* [heading], [Descend / Climb] [altitude], Speed [speed].
JZA9387, Fly heading 320, Descend 3000ft, Speed 250 kts. *UAL1198, Identified. Turn left heading 180, Climb 16000.* *ACA712, Descend FL250, Speed Mach .75 or greater.* *WJA102, Descend 16000, Altimeter 2998, Speed 280 knots or greater in the transition.*

7.2. Imposing Restrictions

[Callsign], [type of restriction] ([location]), ([limit]).
ACA702, Speed 180 knots or greater until 6 miles. *WEN1335, Mach .78 or slower for sequencing.* *VODO15, Climb to FL190, expect higher 80 DME south of the YXS VOR.*

7.3. Cancelling Restrictions

[Callsign], [type of restriction] ([location]) [*cancelled/unrestricted/on course*].
ACA702, Speed restriction at STAVE cancelled. *HTI, Speed restrictions cancelled.* *WEN1335, Descend 5000 unrestricted.* *UAL1198, Proceed direct Seattle, on course.*

7.4. Vectors

[Callsign], [Fly / Turn Left/Right] heading [Heading], [reasoning]. OR [Callsign], [Fly / Turn Left/Right] [variation in degrees] degrees, [reasonin].
ACA1544, Turn Left heading 230, vectors for the ILS. *WJA719, Fly heading 320, vectors for traffic.* *WEN1332, maintain present heading, vectors to BOOTH.* *UAL1131, leave EGRET heading 320, vectors to final.* *CPA303, turn right 15 degrees, vectors for sequencing.*

Note 1: As soon as a vector is given, a reason should be mentioned.

8. FSS

Reminder: A Flight Service Station (FSS) is not an ATC position and will thus relay clearances from the overlaying Radar controller. It also doesn't give any instructions but rather gives advisories.

8.1. Initial Clearance

[Callsign], [Radio Callsign]. *ATC clears* [Callsign] *to the* [Destination airport] *via the* [Departure Instructions], *Flight Planned Route, Runway* [##X], *Squawk* [####]. *Contact* [ATC Callsign] *on* [frequency] *when clear of the zone.*
CRN911 Cranbrook Radio. ATC clears CRN911 to the Kamloops airport via KOOTNAY1 departure, PESVI Transition, Flight Planned Route, Runway 34, Squawk 1762. Contact Vancouver Center on 133.7 when clear of the zone. *JBU516 Pacific Radio. ATC clears JBU516 to the Vancouver airport via the Prince Rupert airport, , climb 16000, Flight planned route, Runway 13, Squawk 1432. Contact Vancouver Center on 133.7 when clear of the zone.*

Note: This is the only clearance that FSS provides to aircraft everything else is at the pilot's discretion.

Delayed Validation

[Callsign], *readback correct. Clearance is not valid until validation is received. Call me back holding short Runway* [##X] *number 1.*
CRN911, readback correct. Clearance is not valid until validation is received. Call me back holding short Runway 34 number 1.

Note: Reminder that clearance validation and issuing of clearance it is done by the overlying Radar Controller. FSS relays clearances and validation from the overlaying controller.

Instant Validation

[Callsign], *readback correct. Clearance is valid now. Clearance is cancelled if not airborne by [time in zulu].*
JBU516, readback correct. Clearance is valid now. Clearance is cancelled if not airborne by 1635z.

Note: Clearance validation and issuing clearance of it is done by the overlying Radar Controller. The FSS or underlying controller relays the clearance to the frequency.

8.2. Ground

Note 1: This only applies to Nanaimo and Penticton, which both have a dedicated Ground FSS position.

[Callsign], [Radio Callsign]. [altimeter], [traffic information], *taxi Runway* [##X] *at your discretion.*
GHTI, Nanaimo Radio. Altimeter 2982, C172 exiting runway 34 at B, taxi Runway 34 at your discretion.

Note: All acknowledgements to aircraft will be done with "Roger".

8.3. Departures

Use if someone asks for clearance for takeoff or other similar situations.

[Callsign], [Radio Callsign]. [instructions] *at your discretion,* [traffic information].
CJBD, Terrace Radio at Sandspit. Line up runway 12 at your discretion, Dash 8 reported inbound for Runway 12 estimating 7 minutes. *GGM, Nanaimo Radio. Nanaimo wind 320@6 kts, Depart runway 34 at your discretion.*

8.4. Arrivals

Initial Call

Nanaimo Radio, PCO751 Cleared the ILS Runway 16 Approach, IKMUV transition, Crossing UQQ estimating 10 minutes to you.
[Callsign], [Radio Callsign], *Roger. Report entering the Mandatory Frequency area.*
PCO751, Nanaimo Radio, Roger. Report entering the Mandatory Frequency Area.

Note 1: Pilot should first call about 10 minutes outside of the zone.

Reports Entering the MF area.

Nanaimo Radio, PCO751 entering the Mandatory Frequency Area.
[Callsign], [Radio Callsign], *Roger.* [Weather information], [traffic information].
PCO751, Nanaimo Radio, Roger. Altimeter 2998, Wind 140@7kt, C172 reported midfield left downwind Runway 16.

Note 1: Pilot should first call about 10 minutes outside of the zone.

Request to land

Use if someone asks for clearance to land or other similar situations.

[Callsign], [Radio Callsign]. [instructions] *at your discretion* [traffic information].
JBD, Terrace Radio at Sandspit. Wind 110@8 knots, land runway 12 at your discretion. *GGM, Nanaimo Radio. Nanaimo wind 320@6 kts, land runway 34 at your discretion, no other reported traffic in the area.*

References:

Nav Canada VFR Phraseology click here.

Nav Canada IFR Phraseology click here

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Version	Subject	Authorized	Date
1.0	Initial set up of phraseology cheat sheet	Bill	3 May 2026