

# APPROACH PHRASEOLOGY GUIDE

## Separation

Minimal: 3nm & 1000ft

Small behind large: 4nm & 1000ft

Small behind B767: 5nm & 1000ft

Small behind heavy: 6nm & 1000ft

## PTAC

ILS

*Vectored to final:*

**Callsign**, Distance from **fix**, turn **heading**, maintain **altitude** until established on the localizer, cleared ILS **rwyt** approach.

*Clearance to IAF:*

**Callsign**, Cleared direct **fix**, cross **fix** at or above **altitude**, cleared ILS **rwyt** approach.

*Approach Procedure:*

**Callsign**, distance from **fix**, cross **fix** at or above **altitude** until established on the localizer, cleared ILS **rwyt** approach.

VOR, RNAV or GPS Vector to final approach course

**Callsign**, distance from **fix**, turn **heading**, maintain **altitude** until established on the final approach course, cleared VOR DME **rwyt** approach.

VOR (no runway)

**Callsign**, distance from **fix**, turn **heading**, maintain **altitude** until established on the final approach course, cleared VOR circle to land **rwyt** approach.

RNAV

**Callsign**, cleared direct **fix**, cross **fix** at or above **altitude**, cleared RNAV **rwyt** approach.

## **Uncontrolled Airports**

Clearance (after initial CRAFT)

**Callsign**, readback correct. **Closest WX**. Clearance void if not off by **XX:XX zulu**, current time **XX:XX zulu**. Released for departure. Report airborne this frequency. Change to advisory frequency approved.

Landing Hold

**Callsign**, hold for release, arriving/departing traffic is **distance**, remain this frequency.

Landing Release

**Callsign**, no traffic observed between you and the field. Report cancelling IFR or missed approach this frequency. Radar services terminated, frequency change to advisory approved.

IFR cancellation

Ground: **Callsign**, IFR cancellation received, **XX:XX zulu**, Good day.

Mid-Air: **Callsign**, IFR cancellation received, squawk & maintain VFR, resume own navigation, radar services terminated, frequency change approved.

## **Traffic Calls**

*Tracked, or with data tag*

**Callsign**, traffic is at your **clock direction**, **distance**, **direction**, **aircraft type**, **altitude**, (level at, climbing out of, descending out of). Report in sight.

*Without data or VFR*

**Callsign**, traffic is at your **clock direction**, **distance**, **direction**, aircraft type and altitude unknown. Report in sight.

Emergency Traffic Alert – 1000ft minimum separation compromised

Traffic alert! **Callsign**, turn **heading**, descend **altitude** immediately.

Low Altitude Alert – If falling below the indicated MVA

Low Altitude Alert! **Callsign**, check your altitude. The minimum vectoring altitude in your area is **indicated MVA**.

## **VFR on Top**

*VFR on top is only for IFR aircraft that wish to travel in VFR (mostly GA aircraft)*

Aircraft calls for VFR on top

**Callsign**, climb to and report reaching VFR-on-top, (tops reported if available), if not on top at **altitude**, maintain **altitude** and advise.

**Callsign**, maintain VFR-on-top at or **above/below/between altitude(s)**.

## **Holds**

*Minimum approach speed in a hold is 210kts*

### Unpublished Holds

Callsign, Cleared direct fix, hold direction, n-s-e-w on the radial (**opposite direction of aircraft**), length (minutes/miles) legs, left or right turn, expect further clearance at XX:XX: zulu. The time now is XX:XX: zulu

### Published Holds

Callsign, cleared to fix, hold direction, n-s-e-w as published. Expect further clearance at XX:XX zulu.

## **Pointouts**

Receiving controller, your station, aircraft location, callsign, altitude, pointout request