



FAA IFR PHRASEOLOGY


FOR FLIGHT SIMULATION ONLY


This sheet is adapted for BeyondATC


> IFR CLEARANCE

 Boston Clearance, United 501, with information Q, request IFR clearance to San Francisco

 United 501, Seattle Clearance, cleared to San Francisco, HAROB6 departure, with the ERAVE transition, then as filed. Climb via SID except maintain 3,000. Departure frequency 133.65. Squawk 4231

 Cleared to San Francisco, HAROB6 departure, with the ERAVE transition, then as filed. Climb via SID except maintain 3,000. Departure frequency 133.65. Squawk 4231. United 501


 United 501, readback correct. Contact ground 121.7 when ready for pushback or engine start.


 121.7 when ready, United 501


No clearance frequency available?


- Tune ground if available, and request clearance to ground
- Tune tower if available, and request clearance to tower
- If none are available, tune center and request clearance


Request IFR clearance on an uncontrolled field

 N6622M, request IFR clearance to Cherry Capital airport.


 N6622M, Minneapolis Center, cleared to Cherry Capital airport. Radar vectors PINES, then as filed. Maintain 5,000. Expect 10,000 10 minutes after departure. Departure with me. Squawk 1321.


 Cleared to Cherry Capital airport. Radar vectors PINES, then as filed. Maintain 5,000. Expect 10,000 10 minutes after departure. Departure with you. Squawk 1321, N6622M.


 N6622M, readback correct. Start or taxi at pilot's discretion. Hold for release. Report holding short runway 16.

 Start or taxi at pilot's discretion. Hold for release. Report holding short runway 16, N6622M.


> PUSHBACK CLEARANCE


 Seattle Ground, United 501, ready for push and start


 United 501, Seattle Ground, pushback and engine start approved. Face south.

 Face south, United 501


> TAXI FOR DEPARTURE


 United 501, ready to taxi.


 United 501, runway 34R taxi via B.

 Runway 34R via B. United 501


> DEPARTURE

 Seattle Tower, United 501, runway 34R, ready for departure.


 United 501, Seattle Tower, wind 015 at 8, fly heading 340, runway 34R, cleared for takeoff.


 Fly heading 340, runway 34R, cleared for takeoff, United 501


 United 501, contact Seattle departure.

 Over to departure, United 501.


Request departure from an uncontrolled field


 N6622M, short of 16, holding for release.


 N6622M, released for departure, clearance void if not off by 14:25 Zulu, if not off by 14:25 Zulu contact no later than 14:35 Zulu, time now 14:07 Zulu. Frequency change approved.


 Released for departure, N6622M.

> DEPARTURE

 Seattle Departure, United 501, 1800 feet.


 United 501, Seattle Departure, radar contact, cleared direct WUREL, resume the HAROB6. climb and maintain 17,000.

 Cleared direct WUREL, resume the HAROB6. climb and maintain 17,000. United 501.


 United 501, contact Seattle Center 128.5, have a good one.

 128.5, United 501

Change frequency to center


 Seattle Center, United 501, 15,000 feet climbing 17,000 feet.

 United 501, Seattle Center, good day, climb maintain FL350.


 Climb maintain FL350, United 501


> HANDOFFS

 United 501, contact Seattle Center 125.8, have a good day.

 Contact Seattle Center 125.8, United 501.

Change frequency to next center


 Seattle Center, United 501, FL350.


 United 501, Seattle Center, roger.

> ALTITUDE CHANGE

 United 501, request FL370


 United 501, confirm FL370?

 Affirmative, United 501

 United 501, roger, climb maintain FL370

An altitude change should be asked for cruise altitude change only. You shouldn't use it to request another altitude during your descent.

> DIRECT TO FIX


 United 501, request direct to MLBEC

 United 501, confirm direct to MLBEC?


 Affirmative, United 501.

 United 501, roger, cleared direct to MLBEC.

> DESCENT REQUEST

 United 501, ready for descent.


 United 501, descend via BDEGA4 arrival, San Francisco landing runway 28L, A29.99.

 Descend via BDEGA4 arrival, San Francisco landing runway 28L, A29.99, United 501.

As the pilot in command, it is your responsibility to request descent when needed. The top of descent is specific to your aircraft and your descent planning. Monitor your descent profile and request descent if ATC didn't prompt you to descend in due time.


> DESCENT


 United 501, Oakland Center, expect BDEGA4, runway 28L.


 Expect BDEGA4, runway 28L, United 501

When approaching TOD


 United 501, BDEGA4, runway 28L. Report ready for descent.

 BDEGA4, runway 28L, ready for descent, United 501

 United 501, descend via BDEGA4 arrival, A29.99.

 Descend via BDEGA4 arrival, A29.99, United 501


If you are not ready for descent:


 BDEGA4, runway 28L, will call when ready, United 501


> APPROACH


When instructed by ATC, change frequency to approach

 Norcal Approach, United 501, 4,000 feet with information Mike


 United 501, Norcal Approach, good day, A29.99 expect the visual approach runway 28L.


 A29.99 expect the visual approach runway 28L, United 501

 United 501, leave CORKK heading 105, expect radar vectors for visual approach runway 28L.


 Leave CORKK heading 105, radar vectors for visual approach runway 28L, United 501

Follow any vectors given by ATC.

 United 501, airport is at your 1 o'clock 11 miles. Report the field in sight.


 Field in sight, United 501

 United 501, cleared visual approach runway 28L.


 Cleared visual approach runway 28L, United 501


If you are given an instrument approach

 United 501, Burlington Approach, A30.34 expect radar vectors for ILS 15.


 A30.34 expect radar vectors for ILS 15, United 501

Follow any vectors given by ATC.


 United 501, 13 miles from STA EV, turn right, heading 110, maintain 2,000 until established on the final approach course, cleared ILS 15.

 Turn right, heading 110, maintain 2,000 until established, cleared ILS 15, United 501


> LANDING

 San Francisco Tower, United 501, visual 28L.

 United 501, San Francisco Tower, wind 285 at 11, runway 28L cleared to land.


 Runway 28L cleared to land, United 501


 United 501, exit left at K.

 Exit left at K, United 501


> GO AROUND

 United 501, going around.


 United 501, roger. Fly runway centerline, climb and maintain 5,000 feet

 Fly runway centerline, climb and maintain 5,000, United 501


> TAXI TO THE GATE

 United 501, request taxi to assigned gate.

 United 501, Gate F14 taxi via B, Q, A, B4, 8.

 Gate F14 taxi via B, Q, A, B4, 8, United 501

If you want to request a specific gate

 United 501, request taxi to gate F14.

Need help?

Check our Help Center at <https://wiki.beyondatc.net> to get more information and tutorials.

If you still have questions, head over to our Discord at <https://discord.gg/beyondatc>

Our community will guide and help you!