

S3 Phraseology

CZWG FIR - As of November 2020

RADAR IDENTIFICATION

Radar Identification - Departure Identification

Radar identified *OR* Departure Identified passing [ALTITUDE], turn [DIRECTION] heading [HDG] *OR* direct [WAYPOINT] on course, climb [ALT].

ACA270, radar identified passing 1,400, turn left direct RORMA on course, climb FL230.

Radar Identification - Standard

Radar identified...	
Pilot HAS NOT stated ALT: ...altitude indicates [INDICATED ALT]. <i>WJA182, radar identified - altitude indicates FL350.</i>	Pilot HAS stated ALT: ...altitude checks. <i>WJA182, radar identified - altitude checks. Welcome aboard.</i>

Radar Identification (from UNICOM)

Identified [DISTANCE] from [NAVAID/FIX] at [ALT], welcome aboard.

NOTE: A squawk code must be issued unless they have already been assigned a squawk code from a previous facility and it does NOT indicate a duplicate code which is indicated by "DUPE" in the TAG.

ACA2020, identified 34NM west of the YWG VOR, FL230, continue on course.

Radar Identification - Arriving

Identified [DISTANCE] from [NAVAID/FIX] at [ALT], Information [ATIS] current, state approach request *OR* expect [APP TYPE] runway [RWY].

ACA2020, identified 5NM from NORAK at 17000, Winnipeg Information F current, expect Visual approach runway 36.

HANDOFFS TO UNICOM

Handoff to UNICOM - Leaving Controlled Airspace

You are leaving controlled airspace, surveillance services terminated, cleared en-route.

SKW1449, you're leaving controlled airspace, surveillance services terminated, cleared en-route.

Handoff to UNICOM - Temporary Loss of Service

You're leaving controlled airspace, surveillance services terminated, cleared en-route. Report this frequency [DISTANCE] miles OR [TIME] from [NAVAID].

C-GWTF, leaving controlled airspace, surveillance services terminated, cleared en-route. Report this frequency 30 miles from EMPRESS VOR.

STANDARD IFR APPROACH CLEARANCES

IFR Approach - Visual Approach

The field is at your [DIRECTION] o'clock, [DISTANCE], report in sight.

ONCE IN SIGHT:

Roger, winds [WINDS] cleared for the visual approach, [RUNWAY].

IFR Approach - ILS

FROM WAYPOINT:

At [WAYPOINT], intercept the localizer, cleared ILS [Z/Y] approach runway [RWY], [WAYPOINT] transition.

ON HEADING:

Turn [L/R] heading [HDG] to intercept the localizer, cleared ILS [Z/Y] approach runway [RWY].

IFR Approach - RNAV

FROM WAYPOINT:

Cleared RNAV [Z/Y] approach runway [RWY], [WAYPOINT] transition.

ON HEADING:

Turn [L/R] direct [WAYPOINT], cleared RNAV [Z/Y] approach runway [RWY].

UNCONTROLLED AIRPORTS

Uncontrolled IFR Departure

Cleared to [ARR], on departure fly runway heading, maintain [ALT]. Report on [FREQ] before entering controlled airspace, squawk [SQWK].

ONCE READBACK RCVD:

Readback correct. Clearance void if not airborne by [TIME].

Uncontrolled IFR Approach

Cleared to the [ARR] airport for approach. Surveillance services terminated, frequency change approved, Report on this frequency down and clear.

Cleared to the Edson airport for an approach. Surveillance services terminated, frequency changed approved. Report on 124.0 when down and clear.

IFR Cancellation

Roger, would you like to close your flight plan?...

IF YES:

Roger, IFR cancellation is received at time [TIME] and your flight plan is closed. Proceed en-route.

IF NO:

Roger, IFR cancellation is received at time [TIME]. Proceed en-route.

NOTE: The pilot should not squawk VFR if they are remaining within controlled airspace.

Pop-Up IFR Clearance

Cleared to [DES] via present position, direct [WAYPOINT], flight planned route. Squawk [CODE].

ONCE READBACK RCVD:

Readback correct. Turn [L/R] direct [WAYPOINT] OR heading [HDG] on course. Climb [ALT].

C-GGSR, cleared to CYWG via present position, direct NORAK, flight planned route.

HOLDS

Standard Hold Clearance

Cleared to the [FIX], hold [DIRECTION] on [RADIAL/COURSE/INBD TRACK/R or L TURNS].

ACA270, cleared to the Winnipeg VOR, hold eastbound on the inbound track.

DME/VOR/TACAN Hold Clearance

Cleared to the [DME/NDB/TACAN], [RADIAL/BEARING], hold between [NUMBER] and [NUMBER] DME.

ACA270, cleared to the Portage NDB, 180 bearing, hold between 15 and 20 DME.

Miscellaneous

Expect further clearance at [TIME].

Expect approach clearance at [TIME].

Depart [FIX] at [TIME].