S3 Phraseology

CZWG FIR - As of March 2021

RADAR IDENTIFICATION

Radar Identification - Departure Identification

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

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

Radar Identification - Standard

Radar identified...	
Pilot HAS NOT stated ALT:	**Pilot HAS stated ALT:**
… identified, **[INDICATED ALT]**.	… identified.
WJA182, identified - FL350.	*WJA182, identified.*

NOTE: The term "identified" can be used alone (as with standard identification) if the pilot reports their position during the identification process.

Radar Identification (from UNICOM)

Identified **[DISTANCE]** from **[NAVAID/FIX]** at **[ALT]**.

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).

Radar Identification - Arriving

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

ACA2020, identified, Winnipeg Information F, expect Visual approach runway 36.

HANDOFFS TO UNICOM

Handoff to UNICOM - Leaving Controlled Airspace

You are leaving controlled airspace, surveillance services terminated, change to en-route frequencies.

SKW1449, you're leaving controlled airspace, surveillance services terminated, change to en-route frequencies.

Handoff to UNICOM - Temporary Loss of Service

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

C-GWTF, leaving controlled airspace, surveillance services terminated, change to en-route frequencies. 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: Cleared for the visual approach, **[RUNWAY]**.

IFR Approach - ILS

FROM WAYPOINT: Via **[WAYPOINT]**, cleared ILS **[Z/Y]** **[RUNWAY]** approach. *OR* Cleared ILS **[Z/Y]** approach runway **[RUNWAY]**, **[WAYPOINT]** transition.	**ON HEADING:** Turn **[L/R]** **[HDG]**, cleared ILS **[Z/Y]** approach **[RUNWAY]**.

IFR Approach - RNAV

FROM WAYPOINT:	
Via **[WAYPOINT]**, cleared RNAV **[Z/Y] [RUNWAY]** approach. *OR* Cleared RNAV **[Z/Y] [RUNWAY]** approach, **[WAYPOINT]** transition.	**IF VECTORING TO FINAL:** Turn **[L/R] [HDG]** to intercept the final approach course, cleared RNAV **[Z/Y] [RUNWAY]** approach.

UNCONTROLLED AIRPORTS

Uncontrolled IFR Departure

IF AIRPORT IS UNCONTROLLED:	IF AIRPORT IS IN CONTROLLED AIRSPACE:
ATC clears **[CALLSIGN]** to **[DESTINATION]** via **[DIRECT FIX *OR* FLIGHT PLAN ROUTE]**, maintain **[ALT]**, squawk **[CODE]**. Clearance cancelled if not airborne before **[TIME].**	ATC clears **[CALLSIGN]** to **[DESTINATION]** via **[SID *OR* DIRECT FIX *OR* FLIGHT PLAN ROUTE]**, **[RUNWAY],** maintain **[ALT]**, squawk **[CODE]**. Clearance cancelled if not airborne before **[TIME].**

Uncontrolled IFR Approach - Approach Restricted
Cleared out of controlled airspace at **[AIRPORT]** via the **[APPROACH] [RWY]** approach, **[FIX]** transition.

ACA275, cleared out of controlled airspace at Thompson via the RNAV Approach, runway 33, TANRA transition.

Uncontrolled IFR Approach - Unrestricted
Descend when ready, exit controlled airspace at **[ALT]** or above. Cleared out of controlled airspace via an approach.

WJA218, descend when ready, exit controlled airspace at 3,000 or above. Cleared out of controlled airspace via an approach.

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]**, maintain **[ALT],** flight planned route. Squawk **[CODE]**.

CGTAS cleared to Churchill via (present position) direct YYQ, flight planned route, maintain 7,000, squawk 0652"

HOLDS

Standard Hold Clearance
Cleared to the **[FIX]**, via **[DCT/WAYPOINT]**, maintain **[ALT]** hold **[DIRECTION]** on **[RADIAL/COURSE/INBD TRACK/R or L TURNS].** Expect further at/via **[TIME *OR* FIX]**.

ACA270, cleared to the Portage NDB via direct, maintain 10000, hold north on an inbound track of 180 degrees. Expect further clearance at 1005z.

NDB/VOR/TACAN Hold Clearance
Cleared to the **[NDB/VOR/TACAN]**, **[RADIAL]**, hold between **[NUMBER]** and **[NUMBER]** DME. Expect further at/via **[TIME *OR* FIX]**.

ACA270, cleared to the Portage NDB, 180, hold between 15 and 20 DME. Expect further at 1005z.

Entering Published Holds
Cleared to **[FIX]** via direct, maintain **[ALT]**, hold as published, expect further at/via **[TIME *OR* FIX]**.

ACA123 cleared to CAYLY via direct, maintain FL200, hold as published, expect further clearance at 2315z.