

# S3 Phraseology

CZWG FIR - As of July 2022

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## 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...	
<b>Pilot HAS NOT stated ALT:</b> ... say passing altitude  <i>WJA182, say passing altitude</i> <i>WJA182, identified</i>	<b>Pilot HAS stated ALT:</b> ... identified.  <i>WJA182, identified.</i>

*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

Roger, call the field in sight.
<b>IF THE PILOT NEEDS HELP FINDING THE FIELD:</b>  The field is at your <b>[DIRECTION]</b> o'clock, <b>[DISTANCE]</b> , report in sight.
<b>ONCE IN SIGHT:</b>  Cleared for the visual approach, <b>[RUNWAY]</b> .

### IFR Approach - ILS

<b>FROM WAYPOINT:</b>  Via <b>[WAYPOINT]</b> , cleared ILS <b>[Z/Y]</b> <b>[RUNWAY]</b> approach.  <i>OR</i>  Cleared ILS <b>[Z/Y]</b> approach runway <b>[RUNWAY]</b> , <b>[WAYPOINT]</b> transition.	<b>ON HEADING:</b>  Turn <b>[L/R]</b> <b>[HDG]</b> , cleared ILS <b>[Z/Y]</b> approach <b>[RUNWAY]</b> . <hr/> <b>ONCE ESTABLISHED:</b>  <b>[DISTANCE]</b> miles to the threshold, contact tower <b>[FREQUENCY]</b> .
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### IFR Approach - RNAV

<p><b>FROM WAYPOINT:</b></p> <p>Via [WAYPOINT], cleared RNAV [Z/Y] [RUNWAY] approach.</p> <p>OR</p> <p>Cleared RNAV [Z/Y] [RUNWAY] approach, [WAYPOINT] transition.</p>	<p><b>IF VECTORING TO FINAL:</b></p> <p>Turn [L/R] [HDG] to intercept the final approach course, cleared RNAV [Z/Y] [RUNWAY] approach.</p>
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### NON TOWERED AIRPORTS

#### Non-Towered IFR Departure

<p><b>IF AIRPORT HAS A SID:</b></p> <p>ATC clears [CALLSIGN] to [DESTINATION] via [SID] departure, [FLIGHT PLANNED ROUTE / AMENDED ROUTE], climb [ALT], depart runway [RUNWAY], squawk [CODE]. (Clearance canceled if not airborne before [TIME]).</p>	<p><b>IF AIRPORT DOES NOT HAVE A SID:</b></p> <p>ATC clears [CALLSIGN] to [DESTINATION] via [DEPARTURE AIRPORT] direct [READ ROUTE VERBATIM / FLIGHT PLANNED ROUTE], climb [ALT], depart runway [RUNWAY], squawk [CODE]. (Clearance canceled if not airborne before [TIME]).</p>
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*BLZ108 cleared to Churchill via Thompson 3 departure, flight planned route, climb to 5,000' depart runway 24, squawk 5123.*

*BF501 cleared to Thompson via The Pas direct, climb to 17,000' depart runway 31, squawk 2017.*

#### Non-Towered IFR Approach

Cleared [airport] airport for an approach, contact approved.

*SN851 cleared Thompson airport for an approach, contact approved*

**Uncontrolled Airport IFR Approach**

Cleared out of (high level) controlled airspace in the vicinity of [AIRPORT], [LOCATION (IF DIFFERENT)] hundred nautical mile safe altitude [ALT], report [LOCATION / ALTITUDE CLEAR OF CONTROLLED AIRSPACE, NO LOWER THAN 5,000], altimeter [ALTIMETER]

*SN898 cleared out of high level controlled airspace in the vicinity of Shamattawa, Gillam 100 nautical mile safe altitude 2400' report 65 miles east of Gillam, Gillam altimeter 29.97*

*MA381 cleared out of controlled airspace in the vicinity of Cross Lake, Norway House 100 nautical mile safe altitude 2500', report passing 12,500', Norway House altimeter three zero one two.*

**IFR Cancellation**

Roger, would you like to cancel alerting?	
<b>IF YES:</b> Roger, your IFR flight plan is closed, alerting services terminated, cleared enroute.	<b>IF NO:</b> Roger, your IFR flight plan is closed, [INSTRUCTIONS TO REMAIN VFR]

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

**Pop-Up IFR Clearance**

<b>IF AIRCRAFT IS RADAR IDENTIFIED</b>  ATC clears [CALLSIGN] to [DESTINATION] via present position direct [READ ROUTE VERBATIM / FLIGHT PLANNED ROUTE], climb / maintain [ALT] (while in controlled airspace).	<b>IF AIRCRAFT CANNOT BE IDENTIFIED</b>  ATC clears [CALLSIGN] to [DESTINATION] via [DEPARTURE AIRPORT] direct [READ ROUTE VERBATIM / FLIGHT PLANNED ROUTE], climb / maintain [ALT] (while in controlled airspace), squawk [CODE].
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*PAG607 cleared to Winnipeg via Island Lake direct VITAG, KELTO4 arrival, maintain 16,000 while in controlled airspace.*

*VN02 cleared to Brandon via present position direct, maintain 14,000.*

## HOLDS

### Published Hold Clearance

Cleared to hold at [WAYPOINT] via present position direct, hold as published, expect further clearance at [TIME].

### GPS Hold Clearance

Cleared to hold at [WAYPOINT] via GPS direct, hold [DIRECTION] inbound track [TRACK], (left hand turns if required), maintain [ALT], expect further clearance at [TIME].

*GKPY cleared to hold at LONTI via GPS direct, hold east inbound track 270, left hand turns, maintain 3,000 expect further clearance at 2130 zulu.*

### DME Hold Clearance

Cleared to hold [INBOUND / OUTBOUND] on the [LOCATION] [RADIAL / LOCALIZER] between [DISTANCE] and [DISTANCE] DME, (left hand turns if required), maintain [ALT], expect further clearance at [TIME].

*SkyNorth trainer one cleared to hold inbound on the Runway 31 localizer between 10 and 13 DME, maintain 4,000, expect further in 10 minutes.*

*WingsNorth trainer one cleared to hold inbound on the Winnipeg 203 degree radial between 25 and 30 DME, left hand turns, maintain 10,000, expect further clearance at 2120 zulu.*

## IFR TRAINING CLEARANCES

### Airway Intercept

Turn left/right heading [HDG], cleared to intercept [AIRWAY / TRACK] [DIRECTION].

*GKPY turn left heading 120, cleared to intercept V300 eastbound.*

### IFR Block Airwork

Cleared to work [LOCATION SPECIFIED BY RADIALS, DME, OR RADIUS AROUND A POINT] between [LOWER ALTITUDE] blocking [HIGHER ALTITUDE] expect further clearance at [TIME].

*SkyNorth trainer one cleared to work between the Winnipeg 190 and 220 degree radials, between 25 and 35 DME, maintain 9,000 blocking 11,000, expect further clearance at 2130 zulu.*

*GGOO cleared to work within 5 miles of APNIX, maintain 4,000 blocking 6,000, expect further clearance at 2130 zulu.*

## **VFR CLEARANCES**

### **VFR Aircraft Entering Class C airspace**

Cleared into class C airspace, climb to / maintain **[ALT]** VFR.

*GNEP, cleared into the Winnipeg Class C airspace, climb to 3,000 feet VFR.*

### **VFR Block Airwork**

Cleared to work within **[DISTANCE]** of **[LOCATION]** at **[LOWER ALTITUDE]** blocking **[HIGHER ALTITUDE]** VFR.

*FFLP cleared to work within 5 miles of Teulon, 3,500 blocking 5,500 feet VFR.*