



the **Winnipeg** FIR

S2 Phraseology

IFR Clearance

[Callsign], cleared to [Destination Airport] via the [Assigned SID] departure, flight planned route, depart runway [Runway Number], squawk [Assigned Squawk Code].

“Air Canada 861, cleared to Halifax via the ARKAY1 departure, flight planned route, depart runway 36, squawk 0062.”

IFR Clearance – Route Amended

[Callsign], cleared to [Destination Airport] via the [Assigned SID] departure, flight amended route, depart runway [Runway Number], squawk [Assigned Squawk Code].

“Air Canada 861, cleared to Halifax via the VOGIG2 departure, routing change direct RORMA direct SIDPO direct DEGVA flight planned route, depart runway 31, squawk 0062.”

Other Amendments

When issuing a change to a flight plan, state the change followed by ‘balance unchanged’ when applicable.

IFR Readback Correct

[Callsign], readback correct. Pushback and start is at your discretion, advise when ready for taxi.

“Air Canada 861, readback correct. Push and start at your discretion, call for taxi.”

VFR Clearance

[Callsign], squawk [Assigned Squawk Code]. Runway [Runway Number], altimeter in [Departure Airport] is [Altimeter], taxi via [Taxi Instructions].

Taxi Instructions

[Callsign], runway [Runway Number], altimeter [Altimeter]. Taxi via [Taxi Instructions/frequency holding short].

“Air Canada 861, runway 36, altimeter 29.92. Taxi via the apron your discretion, V, H, C, cross runway 31, call me holding short 36.”

IFR Flight Plan – Altitude Invalid

[CALLSIGN], [ALTITUDE] is inappropriate for direction of flight. Would you prefer [OPTION A] or [OPTION B]?

Example: “TALON28, FL350 is inappropriate for direction of flight. Would you prefer FL340 or FL360?”

IFR Takeoff – No Controller Above Tower

[Callsign], airborne monitor UNICOM on 122.8, the winds [Winds], cleared for takeoff runway [Runway Number].

“Air Canada 861, airborne monitor UNICOM on 122.8, winds 360 at 6, cleared for takeoff runway 36.”

IFR Takeoff – Controller Available Above Tower

[Callsign], airborne, contact [Controller Position] on [Frequency]. The winds [Winds], cleared for takeoff runway [Runway Number].

“Air Canada 861, airborne contact Winnipeg Departure on 119.5. The winds 360 at 6, cleared for takeoff runway 36.”

VFR Takeoff – Circuits

[Callsign], [Left/Right]-hand circuits, the winds [Winds], cleared for takeoff runway [Runway Number].

“C-GCOT, left-hand circuits, winds 360 at 6. Cleared for takeoff runway 36.”

Circuit Sequencing

“[Callsign], extend crosswind, I’ll call downwind”

“[Callsign], extend downwind, I’ll call base.”

“[Callsign], make a [left/right] 360, call me re-established.”

Sequence Order Format: You’re number [sequence number], following traffic [standard pointout/ahead in the downwind/on left base/on the opposite downwind/on 3 miles final/etc.]

“You’re number 3 following traffic ahead in the downwind”

“You’re number 2 following traffic in the right base”

“You’re number 2, traffic just touching down now”

“You’re number 4 following traffic at your 2 o’clock, south-west bound, a Piper Cherokee at 3,000 descending”

VFR Takeoff – Flight Plan Leaving Tower Airspace

[Callsign], [Left or Right] turn on departure, the winds [Winds], cleared for takeoff runway [Runway Number].

Point-Outs

Identified aircraft: [Callsign], Traffic [Position of aircraft], [Direction of flight], [Aircraft type] or [Relative speed], [Altitude of aircraft], [Other information].

Example: Traffic 2 o’clock, eastbound, a 172 at 5,500.

Unidentified aircraft (Type known): [Callsign], Traffic [Position of aircraft], [Direction of flight], [Aircraft type] or [Relative speed], [Altitude of aircraft], unverified [Other information].

Example: Traffic 12 o’clock, northbound, a Piper Cub at 3,500 unverified.

Unidentified aircraft (Type unknown): [Callsign], Traffic [Position of aircraft], [Direction of flight], unknown type, [Altitude of aircraft], unverified [Other information].

- *Example:* Traffic 3’oclock, north-west bound, type unknown, 4,500 unverified.