

the Winnipeg FIR

S3 Phraseology

SECTION 1 — RADAR IDENTIFICATION

1.1 Departure Identification

Phraseology: Identified or departure identified passing [ALT], turn [DIRECTION] heading [HDG] or proceed direct [WAYPOINT] on course, climb [ALT].

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

1.2 Standard Radar Identification

Pilot has NOT stated altitude: "... say passing altitude."

Pilot HAS stated altitude: "... identified."

Examples: WJA182, say passing altitude. WJA182, identified.

Note: "Identified" may be used alone if the pilot reports their position.

1.3 Identification from CTAF / Uncontrolled Ground

Phraseology: Identified [DISTANCE] from [FIX] at [ALT].

Note: Issue a squawk unless already assigned and not a duplicate ("DUPE").

Example: ACA2020, identified 34NM west of CYWG, FL230.

1.4 Arrival Identification

Phraseology: Identified [DISTANCE] from [FIX] at [ALT], Information [ATIS], state approach request or expect [APP TYPE] runway [RWY].

Example: ACA2020, identified, Winnipeg Information F, expect visual approach runway 36.

SECTION 2 — AIRSPACE HANDOFFS & FREQUENCY TRANSITIONS

2.1 Leaving Controlled Airspace → Non-Towered Field

Phraseology: You are leaving controlled airspace, surveillance services terminated, change to CTAF

Example: SKW1449, you're leaving controlled airspace, surveillance services terminated, change to CTAF

2.2 Leaving Master Airspace / Center Offline

Phraseology: Leaving my airspace, surveillance services terminated, change to UNICOM 122.8.

Example: SKW1449, leaving my airspace, surveillance services terminated, change to UNICOM 122.8.

2.3 Temporary Loss of Service

Phraseology: You're leaving controlled airspace, surveillance services terminated, change to en-route frequencies. Report this frequency [DISTANCE/TIME] from [FIX/AIRPORT].

Example: C-GWTF, leaving controlled airspace, surveillance services terminated, change to en-route frequencies. Report this frequency 60 miles from Gillam Airport.

SECTION 3 — STANDARD IFR APPROACH CLEARANCES

3.1 Visual Approach

Roger, call the field in sight.

If pilot needs help: The field is at your [DIRECTION] o'clock, [DISTANCE], report in sight.

Once in sight: Cleared for the visual approach, runway [RWY].

3.2 ILS Approach

From Waypoint: Via [WAYPOINT], cleared ILS [Z/Y/X] runway [RWY] approach. OR Cleared ILS [Z/Y/X] approach runway [RWY], [WAYPOINT] transition.

On Heading: Turn [L/R] heading [HDG], cleared ILS [Z/Y/X] approach runway [RWY].

Vectoring to Final (Vectored ILS): Turn [L/R] heading [HDG] to intercept the localizer, on intercept cleared straight in ILS [Z/Y/X] runway [RWY] approach.

Once Established: [Distance] miles to the threshold, contact tower [FREQ].

3.3 RNAV Approach

From Waypoint: Via [WAYPOINT], cleared RNAV [Z/Y] runway [RWY] approach. OR Cleared RNAV [Z/Y] runway [RWY] approach, [WAYPOINT] transition.

Vectoring to Final: Turn [L/R] heading [HDG] to intercept the final approach course, cleared RNAV [Z/Y] runway [RWY] approach.

SECTION 4 — NON-TOWERED AIRPORTS

4.1 IFR Departure

Aerodromes with FSS or Direct Centre Frequencies (e.g. CYP A, CYYN, CYBR)

- Pilots usually do not receive clearances while parked.
- Clearance issued while taxiing or lining up.
- No clearance cancelled time unless conflicting inbound traffic.
- If SID exists → do not issue verbal altitude instructions.

Phraseology (With SID): ATC clears [CALLSIGN] to [DEST] via [SID] departure, flight planned route, depart runway [RWY], squawk [CODE].

Example: BLZ108 cleared to Churchill via Thompson 3 departure, flight planned route, depart runway 24, squawk 5123.

Remote Aerodromes without FSS (e.g. CJB3, CKK7)

- Issue clearance cancelled time.

Phraseology (No SID): ATC clears [CALLSIGN] to [DEST] via [AIRPORT] direct [ROUTE], climb [ALT], depart runway [RWY], squawk [CODE]. Clearance cancelled if not off by [TIME].

Example: BF501 cleared to Thompson via The Pas direct, climb 17,000, depart runway 31, squawk 2017. Clearance cancelled if not off by 0215.

4.2 Non-Towered IFR Approach

Phraseology: Cleared [AIRPORT] airport for an approach, monitor CTAF 122.7 leaving [ALT/FIX].

Example: SN851 cleared Thompson airport for an approach, monitor CTAF 122.7 leaving 4,000.

SECTION 5 — UNCONTROLLED AIRSPACE & POP-UP SERVICES

5.1 Uncontrolled Airport IFR Approach (Northern Low-Level Entry)

Phraseology: Cleared out of (high level) controlled airspace in the vicinity of [AIRPORT], [LOCATION] hundred-NM safe altitude [ALT], report [LOCATION/ALT] (no lower than 5,000), altimeter [SETTING].

Examples: SN898 cleared out of high level controlled airspace in the vicinity of Shamattawa, Gillam 100NM 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 100NM safe altitude 2500, report passing 12,500, Norway House altimeter 30.12.

5.2 IFR Cancellation

When a pilot requests to cancel IFR in Class C, D, or E airspace, acknowledge the cancellation, update the flight plan type, and provide the appropriate level of service. Do not accept an IFR cancellation if the aircraft is operating within Class A or Class B airspace.

Phraseology: Callsign, Roger. IFR cancellation received (Traffic Information and /or Altimeter).

Example

- Pilot: "Winnipeg Centre, Alfa Charlie Charlie is cancelling IFR."
- ATC: "Alfa Charlie Charlie, Roger. IFR cancellation received. Traffic is a Cessna 172, two o'clock, five miles, southbound, VFR, altitude unverified. Winnipeg altimeter 29.92."

Controller Actions

1. Verify Airspace: Ensure the aircraft is not currently inside Class A or Class B airspace before accepting the request.
2. Provide Control Service: Continue providing full control service to the aircraft if it is operating within Class C or Class D airspace, rather than just passing traffic information.
3. Update Flight Plan: Change the flight rules from I (IFR) to V (VFR) in the radar client.
Maintain Code: Ensure the aircraft maintains its current discrete squawk code.

Note

- Do not instruct the pilot to "squawk VFR" or "squawk 1200" if they are remaining within controlled airspace (Class C/D).

5.3 Pop-Up IFR Clearance

If Radar Identified (Lateral): ATC clears [CALLSIGN] to [DEST] via present position direct [ROUTE], maintain [ALT] while in controlled airspace.

Example: VN02 cleared to Brandon via present position direct, maintain 14,000 while in controlled airspace.

If Radar Identified (Vertical): ATC clears [CALLSIGN] to [DEST] via present position direct [ROUTE], maintain [ALT].

Example: VN02 cleared to Brandon via present position direct, maintain FL190.

If NOT Radar Identified: ATC clears [CALLSIGN] to [DEST] via [AIRPORT] direct [ROUTE], maintain [ALT] while in controlled airspace, squawk [CODE].

Example: PAG607 cleared to Winnipeg via Island Lake direct VITAG, KELTO4 arrival, maintain 16,000 while in controlled airspace.

SECTION 6 — HOLDS

6.1 Published Hold

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

Example: Cleared RORMA via present position direct, hold as published, expect further clearance at 1545Z.

6.2 GPS Hold

Phraseology: Cleared [WAYPOINT] via GPS direct, hold [DIRECTION] inbound track [TRACK], [TURNS] turns if required, maintain [ALT], expect further clearance at [TIME].

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

6.3 DME Hold

Phraseology: Cleared [WAYPOINT] via [ROUTE]. Maintain [ALT], hold [INBOUND/OUTBOUND] on the [RADIAL/LOCALIZER] between [DME] and [DME], [TURNS] turns if required, expect further clearance at [TIME].

Examples: SkyNorth trainer one cleared MESRO via direct. Maintain 4000, hold inbound on the Runway 31 localizer between 10 and 13 DME, expect approach clearance at 2100Z.

WingsNorth trainer one cleared Winnipeg via direct. Maintain 10,000, hold inbound on the Winnipeg 203° radial between 25 and 30 DME, left hand turns, expect further clearance at 2120Z.

SECTION 7 — IFR TRAINING CLEARANCES

7.1 Airway Intercept

Rule: Airway intercepting is an instruction, not a clearance.

Phraseology: [CALLSIGN], vectors to intercept [AIRWAY/TRACK], fly heading [HDG].

Example: GKPY, vectors to intercept V300, fly heading 120.

7.2 IFR Block Airwork

Phraseology: Cleared to work [TRAINING AREA/GEOGRAPHY] between [LOW ALT] blocking [HIGH ALT]. In the event of a radio failure, commence an approach at [AIRPORT] [TIME/DURATION] after departure

Examples:

St. Andrews Area: C-GABC, cleared to work the St. Andrews IFR Training Block, maintain 3,000 blocking 5,000. In the event of a radio failure, commence an approach at the St. Andrews Airport thirty minutes after departure.

SECTION 8 — VFR CLEARANCES

8.1 VFR Entry into Class C

Phraseology: Cleared into Class C airspace, climb/maintain [ALT] VFR.

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

8.2 VFR Block Airwork

Phraseology: Cleared to work within [DISTANCE] of [LOCATION], [LOW ALT] blocking [HIGH ALT] VFR.

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