

**LETTER OF AGREEMENT (LOA) BETWEEN
WINNIPEG AREA CONTROL CENTRE (CZWG) AND
MINNEAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER (KZMP)**

LOA Between	Minneapolis ARTCC (KZMP)	Winnipeg ACC (CZWG)
Effective Date	18 Jun 2020, 0900z	
Concerning	Joint and Independent Operational Air Traffic Control Procedures and Primary and Secondary Ownership of High and Low sectors	

SECTION 1 - PURPOSE

This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Minneapolis ARTCC (ZMP) and VATCAN Winnipeg FIR (ZWG). This agreement is supplemental to procedures contained within FAA Order 7110.65, Nav Canada Air Traffic MANOPS/MATS, VATUSA/VATCAN Policy, and VATSIM Policy.

SECTION 2 - DISCLAIMER

Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).

SECTION 3 - CANCELLATION

VATUSA Minneapolis ARTCC and VATCAN Winnipeg FIR Letter of Agreement dated October 1, 2015.

SECTION 4 - RESPONSIBILITIES:

As defined by aeronautical chart or approved, government issued, or endorsed aeronautical publication/document; unless coordinated by written or verbal methods, facilities listed with a controlling agency will be controlled by said agency regardless of location relative to ARTCC/FIR outlined boundaries. Required coordination must be completed and approved prior to aircraft entering/exiting said airspace.

SECTION 5 - PROCEDURES

1. Each ARTCC/FIR must route/restrict aircraft in accordance with Attachment A, unless coordinated.
2. Controllers must coordinate any route, altitude, speed, or discrete code changes that are different from those listed on the flight plan if the aircraft is within 20 NM (Nautical Miles) of the ZMP ARTCC / ZWG FIR common boundary.
3. Flights originating less than 5 minutes flying time from the adjacent ARTCC/FIR's boundary must be coordinated by the transferring ARTCC/FIR.

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4. The transferring facility/agency must obtain approval for incorrect altitudes for direction of flight, block altitudes, and Negative RVSM flights prior to transfer of control.
 5. Transfer of control shall occur at the common control boundary except each facility may assume control for transponder code changes and turns of no more than 20 degrees when the aircraft are 20nm or less from the common control boundary.
 6. Sector boundaries and FIR boundaries are as indicated in Attachments A and B.
 7. Non-automated (manual) radar handoffs shall be accomplished prior to the common boundary using the handoff points shown on Attachments A and B or any other points depicted on the radar displays in both Winnipeg ACC and Minneapolis ARTCC using the following format:
 - a. State Facility ID Calling (i.e. Winnipeg Sector 1)
 - b. State Your Facility ID (i.e. Minneapolis Sector 11)
 - c. State Intent/Request (i.e. Manual Hand-Off)
 - d. (Await Response from Receiving Sector)
 - e. State Intent/Request again for clarification (i.e. Manual Hand-Off)
 - f. State Distance from known NAVAID/Coordination Fix (i.e. 5 NM East of YQT VOR)
 - g. State Aircraft Callsign and Squawk Code (i.e. UAL451 Squawking 4231)
 - h. State Altitude (state descending or climbing if appropriate) (i.e. FL240 Descending 10000)
 - i. State Destination (i.e. Enroute to CYWG)
 - j. Receiving controller will respond accordingly (RADAR CONTACT/NEGATIVE RADAR CONTACT)
 - k. End coordination with operating initials from each controller involved.
 8. Communications transfer must be completed prior to the ZMP ARTCC/ZWG FIR Boundary, unless coordinated.
 9. 10 NM (Nautical Mile) In-Trail Spacing is required between aircraft on the same route/course unless another form of approved separation is being applied or if coordinated.
 10. ZMP ARTCC shall handoff arrivals inbound to CYQT and CYWG to ZWG FIR (Center) Low Sector (if in operation) or ZWG FIR Combined (Center) sector (if in operation). If YQT Arrival is staffed, handoff all YQT arrivals to YQT Arrival.
 11. ZWG FIR (Center), when split, is divided High/Low by altitude:
High: FL290 to FL600

Low: SFC to FL280

12. ZWG FIR shall notify ZMP ARTCC of changes to sector splits if they differ from the current LOA. Information provided shall include: Details of airspace stratification (altitudes), area of coverage, and frequencies in use.

13. ZMP ARTCC (Center), when split, is divided High/Low by altitude:

High: FL240+

Low: SFC to FL230

14. ZMP ARTCC will define sector splits to ZWG FIR if in operation/use. Information provided shall include:

Details of airspace stratification (altitudes), area of coverage, and frequencies in use.

15. RADAR handoffs should be made with reference to the ZMP ARTCC/ZWG FIR boundary and along regularly used routes. In addition to the following designated points may be used for RADAR handoffs:

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|----|---------------|--------------------------------------|----------------|
| a. | TRI CENTRE | N49.00.00.000 | W103.10.00.000 |
| b. | ARCHIE | N49.00.00.000 | W101.00.00.000 |
| c. | BALDWYN | N49.00.00.000 | W99.00.00.000 |
| d. | CARL | N49.00.00.000 | W98.00.00.000 |
| e. | DONNA | N49.00.00.000 | W95.10.00.000 |
| f. | YQT & INL VOR | As depicted on prescribed video maps | |

SECTION 6 - ROUTE/ALTITUDE RESTRICTIONS

ARRIVAL AIRPORT	QUALIFIER	ROUTE VIA	ALTITUDE
CYWG	RNAV NON-RNAV	NORAK ARRIVAL HML..YWG	AOB FL280 AOB FL240
CYQT	RNAV NON-RNAV	TIGAG ARRIVAL DLH V13 YQT	AOB 10000 AOB 10000
KMSP	RNAV NON-RNAV	GGULL.BAINY STAR BRD.GEP STAR	NO ALT RESTRICTION

NOTE: Pilot's discretion of descent is approved unless otherwise coordinated.

AUTHORIZING SIGNATURES



Dhruv Kalra
Air Traffic Manager
Minneapolis ARTCC (KZMP)

Date: June 18, 2020



Nate Power
FIR Chief
Winnipeg FIR (CZWG)

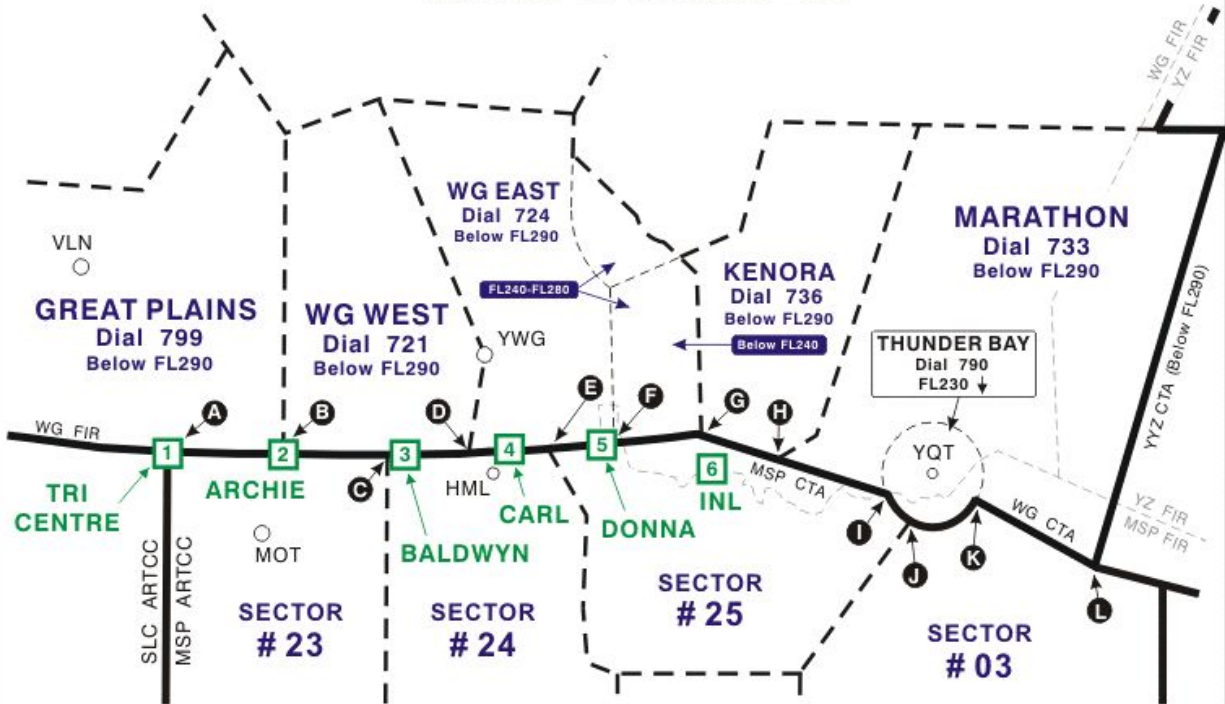
Date: June 18, 2020

MINNEAPOLIS CENTRE / WINNIPEG CENTRE INTER-UNIT COORDINATION AGREEMENT

LOW ALTITUDE

Attachment "A"

Effective: 01 JANUARY 2005



Radar Hand-off Points

1	TRI CENTRE	N4900 / W10310
2	ARCHIE	N4900 / W10100
3	BALDWIN	N4900 / W9900
4	CARL	N4900 / W9700
5	DONNA	N4900 / W9510

Boundary Coordinates

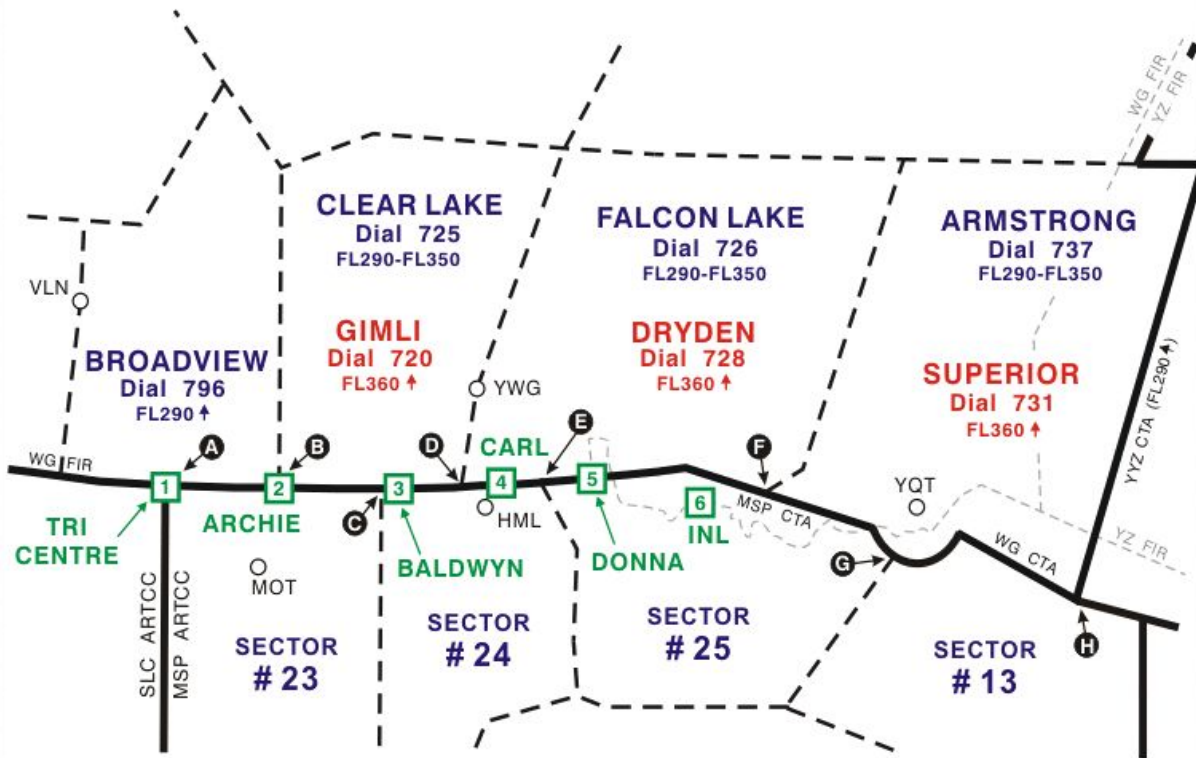
A	SLC/MSP/YWG FIR boundary	N4900 / W10310
B	WG Great Plains/WG West boundary	N4900 / W10100
C	MSP Sec. #23/#24 boundary	N4900 / W9935
D	WG West/WG East boundary	N4900 / W9743
E	MSP Sec. #24/#25 boundary	N4900 / W9605
F	WG East (FL240-FL290) boundary	N4900 / W9450
G	WG East/Kenora boundary	N485830 / W9324
H	WG Kenora/Marathon boundary	N483415 / W9150
I	WG CTA/Thunder Bay TML boundary	N480630 / W9006
J	MSP Sec. #25/#03 boundary	N475330 / W8945
K	WG CTA/Thunder Bay TML boundary	N475430 / W884630
L	MSP/WG/YZ CTA boundary	N4705 / W8700

MINNEAPOLIS CENTRE / WINNIPEG CENTRE INTER-UNIT COORDINATION AGREEMENT

HIGH ALTITUDE

Attachment "B"

Effective: 29 April 2005



Radar Hand-off Points

1	TRI CENTRE	N4900 / W10310
2	ARCHIE	N4900 / W10100
3	BALDWIN	N4900 / W9900
4	CARL	N4900 / W9700
5	DONNA	N4900 / W9510

Boundary Coordinates

A	SLC/MSP/YWG FIR boundary	N4900 / W10310
B	WG Broadview/Clear Lk. boundary	N4900 / W10100
C	MSP Sec. #23/#24 boundary	N4900 / W9935
D	WG Clear Lk./Falcon Lk. boundary	N4900 / W9743
E	MSP Sec. #24/#25 boundary	N4900 / W9605
F	WG Falcon Lk./Armstrong boundary	N483415 / W9150
G	MSP Sec. #25/#13 boundary	N475330 / W894930
H	WG/YZ CTA boundary	N4705 / W8700