

**LETTER OF AGREEMENT (LOA) BETWEEN
WINNIPEG AREA CONTROL CENTRE (CZWG) AND
TORONTO AREA CONTROL CENTRE (CZYZ)**

LOA Between	Toronto ACC (CZYZ)	Winnipeg ACC (CZWG)
Effective Date	05 May, 2021, 00:01z	
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 VATCAN Toronto FIR (CZYZ) and VATCAN Winnipeg FIR (CZWG). This agreement is supplemental to procedures contained within Nav Canada Air Traffic MATS, 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

This hereby cancels any prior letters of agreements in place between the VATCAN Toronto FIR and VATCAN Winnipeg FIR.

SECTION 4 - RESPONSIBILITIES:

Required coordination must be completed and approved prior to aircraft entering/exiting said airspace.

The following coordinates define the airspace split between the Toronto ACC and the Winnipeg ACC. Any following reference to this will be known as the 'Toronto/Winnipeg Split Sector':

N47°05'00" W087°00'00"

N49°32'00" W087°00'00"

N50°00'00" W086°16'00"

N52°00'00" W083°08'30"

N53°28'00" W080°00'00"

See 'Diagram 1' in Section 7 for a visual representation.

SECTION 5 - PROCEDURES

1. Each FIR must route/restrict aircraft in accordance with Section 6, 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 ZYZ FIR / ZWG FIR common boundary.
3. Flights originating less than 5 minutes flying time from the adjacent FIR's boundary must be coordinated by the transferring FIR.
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. Hand-offs must be initiated at a minimum of 20 NM prior to the CZZY FIR / CZWG FIR boundary.
6. Communications transfer must be completed prior to the CZZY FIR / CZWG FIR Boundary, unless coordinated.
7. 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.
8. ZWG FIR (Center), when split, is divided High/Low by altitude:
High: FL290 - FL600
Low: SFC to below FL290
9. Each FIR shall inform the other FIR 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.
10. The Winnipeg ACC will control the Toronto/Winnipeg Split Sector below FL290.
11. The Toronto ACC will control the Toronto/Winnipeg Split Sector FL290 and above.

SECTION 6 - ROUTE/ALTITUDE RESTRICTIONS

ARRIVAL AIRPORT	QUALIFIER	ROUTE VIA	ALTITUDE
CYQT	RNAV NON-RNAV	NOTER ARRIVAL SSM YQT	FL280 or Flight Planned Altitude

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

SECTION 7 - AIRSPACE DIAGRAMS

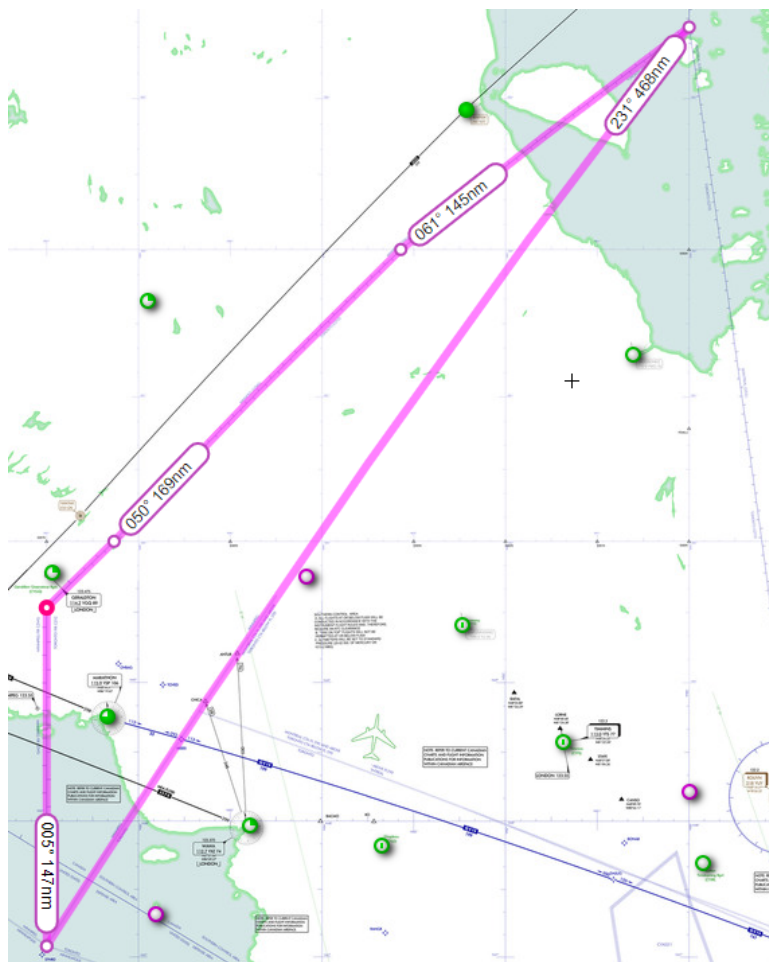


DIAGRAM 1 - The pink line represents the Toronto/Winnipeg Split Sector

AUTHORIZING SIGNATURES



Josh Perry
FIR Chief
Toronto FIR (CZYZ)

Date: June 23 2021



Nate Power
FIR Chief
Winnipeg FIR (CZWG)

Date: May 4 2020