

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

<b>LOA Between</b>	Toronto ACC (CZYZ)	Winnipeg ACC (CZWG)
<b>Effective Date</b>	29 May 2021, 0001z	
<b>Concerning</b>	Joint and Independent Operational Air Traffic Control Procedures and Primary and Secondary Ownership of High and Low sectors	

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## 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 boundary between the Toronto ACC and the Winnipeg ACC. Any following reference to this will be known as the 'Toronto/Winnipeg Border':

N047°05'00" W087°00'00"

N048°47'31" W085°20'12"

N049°55'00" W084°11'00"

N053°28'00" W080°00'00"

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

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## 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 CZYZ FIR / CZWG FIR boundary.
6. Communications transfer must be completed prior to the CZYZ 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.

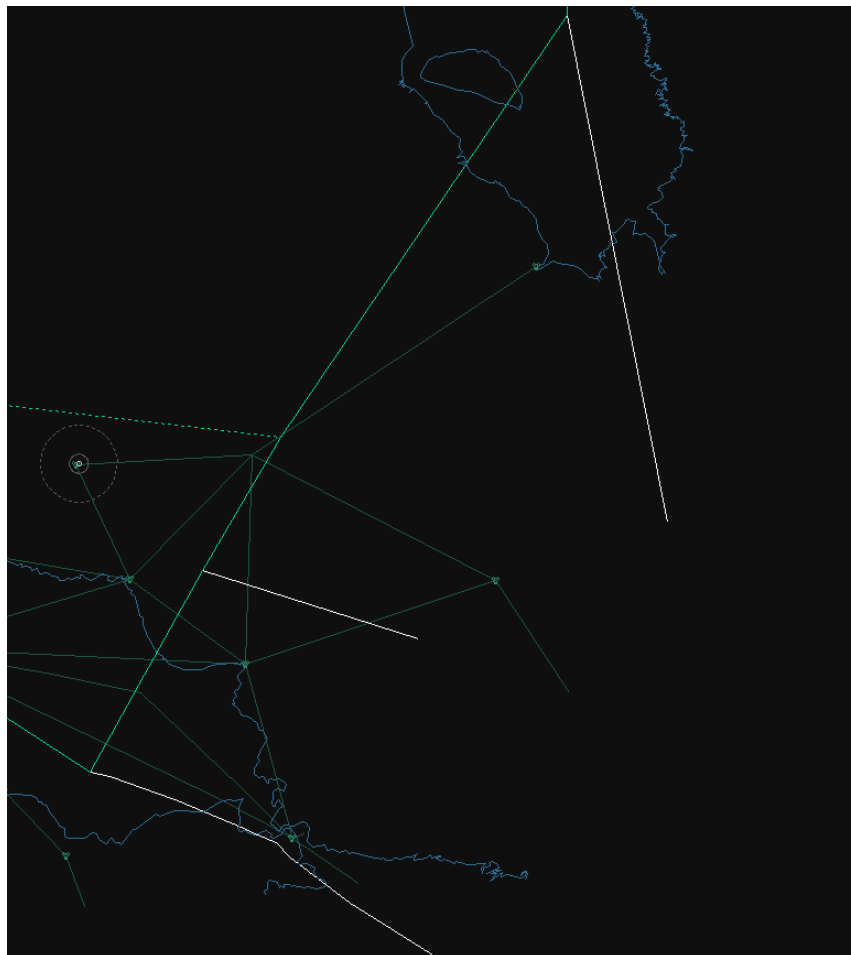
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## SECTION 6 - ROUTE/ALTITUDE RESTRICTIONS

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

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

## SECTION 7 - AIRSPACE DIAGRAMS

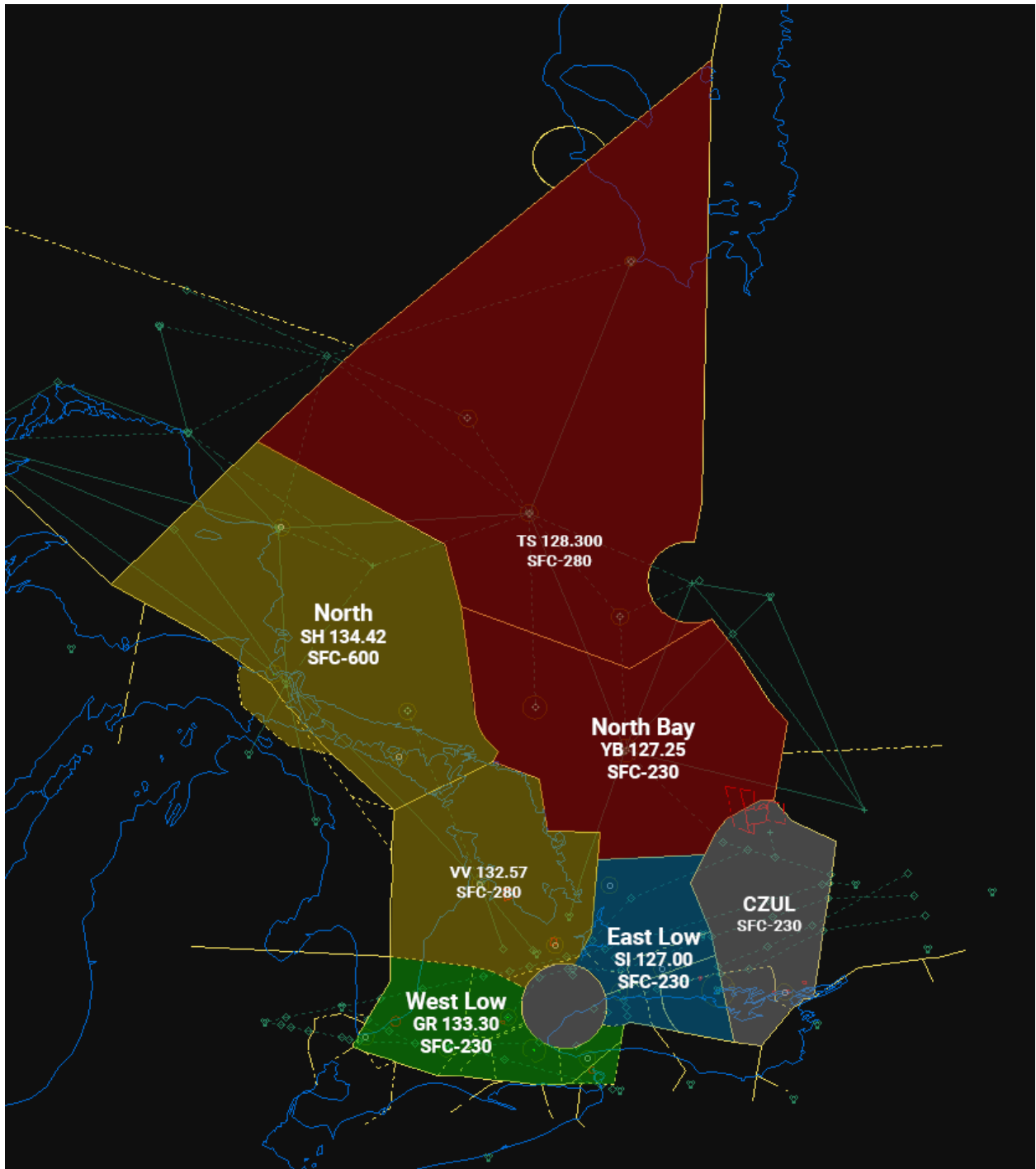


**DIAGRAM 1 - The solid, straight green line represents the Toronto/Winnipeg border.**

**DIAGRAM 2 - Toronto High Level Splits**  
(NOTE CZUL controls 290-ABV in depicted area when online - otherwise CZYZ Control)



DIAGRAM 3 - Toronto Low Level Splits



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**AUTHORIZING SIGNATURES**



**Brendan McCurry**  
FIR Chief  
Toronto FIR (CZYZ)

Date: May 18 2021



**Nate Power**  
FIR Chief  
Winnipeg FIR (CZWG)

Date: May 23 2021