

the Winnipeg FIR

INTRODUCTION

VATCAN in collaboration with the Winnipeg and Toronto FIR are excited to bring you Peg' to Pearson - the Canadian edition of FNO! This is anticipated as one of VATCAN's busiest events this year. With that being said, here is what you need to know for this event.

CHARTS & AIRPORT INFORMATION

While the Winnipeg FIR does not redistribute charts on our website, we recommend free websites like www.chartfox.org for updated charts. There will also be a handful of charts below to assist in explaining layouts and arrival procedures, which will be updated and accurate to the latest AIRAC cycle.

Please utilize SimBrief.com - [Virtual Flight Planning Solutions](http://VirtualFlightPlanning.com) for your flight planning to ensure accurate routing which reduces the time spent on the ground.

Winnipeg Control Tower will be utilizing PDC's via the pilot client where it is operationally effective.

AVAILABLE SCENERY

FSX, P3D: [Simaddons \(Payware\)](http://Simaddons.com)



Simaddons has been a leader in Canadian scenery since the days of FSX - and they continue their work with their scenery for Winnipeg. The scenery is payware, so prepare to pay if you're wanting the best option available. This scenery is also available for MSFS - however, we recommend FSimStudios' scenery for that - listed below.

Simaddons' scenery for FSX/P3D is equally as good for the price you pay - and is arguably the best scenery for Winnipeg for P3D and FSX



the Winnipeg FIR

available as of right now. Of course, freeware AFCAD files continue to be available as well for those who don't wish to pay for scenery.

MSFS 2020 & 2024: [FSimStudios \(Payware\)](#)



If you had to ask flight sim users in Canada what their go-to is for the highest-quality scenery, the answer would almost certainly be FSimStudios! We highly recommend it for the most realism.

P3D v5: [ProjectSierra \(Freeware\)](#)

The team at ProjectSierra have been working to convert a freeware scenery for P3D v5! Enjoy the free scenery and the great detail the team put into it to update it to reflect many of the airport's recent upgrades.



EN-ROUTE CONTROL

When arriving into Winnipeg, pilots should be expected to follow the standard flow for arrivals - CTR, APP, TWR, and GND. There may be multiples of any of these - for example, you may contact two center controllers while en-route.

Pilots are expected to have the current ATIS (Automatic Terminal Information Service) letter, which is broadcasted on frequency 120.20 - and is also available live at <https://winnipegfir.ca/airports>. Pilots should plan to use the arrival runway advertised on the ATIS - there will not be changes to runway configurations during the event, with the exception of major unforecasted changes in wind.

Decent instructions will begin with the Center controller. In Canada, this phraseology is read as “*descend [ALTITUDE]*”. Do not expect to hear a “*maintain*” instruction as this is not standard. Remember - when in doubt, ask!

the Winnipeg FIR

STANDARD CANADIAN REGULATIONS & PRACTICES

The standard transition altitude in Canada is 18,000 feet ASL. When descending through 18,000, pilots should change their altimeter from the standard 29.92Hg (QNH 101.3) to the local altimeter setting found in the destination airport ATIS broadcast.

A general speed restriction of a maximum of 250 knots indicated airspeed when below 10,000 feet ASL applies to all aircraft. Cloud height on an ATIS or METAR is stated in feet AGL, while visibility is reported in Statute Miles (SM).

ARRIVAL PLANNING

Pilots should be prepared to arrive on any runway, though the FIR will communicate active runway configurations publicly and in a timely fashion via the active ATIS.

The key information for pilots to know is that ATC will provide aircraft with all altitude instructions until an approach clearance is given, at which time an aircraft is cleared to descend as published in the chart for the cleared approach. You will not hear the phraseology “descend via...” but all altitude restrictions must be followed as published, unless explicitly requested otherwise by ATC.

Pilots shall not deviate from their assigned altitude or route without permission from ATC.

Ground Delay Programs, Flow Control and Airborne Holds

With high volume events, there is a chance of airborne holds and ground delays to ensure safety and separation standards are met. Controllers are in constant communication with the ACC Shift Supervisor (Winnipeg FIR) who is overseeing the operation and coordinating with VATCAN and VATSIM if these procedures are to be activated. If you are assigned a flow time, please abide by these times unless otherwise directed by ATC. As a pilot, you may be asked to push off your gate and wait for your flow time on a taxiway so please plan accordingly so as to not cause further disruption to operations.

the Winnipeg FIR

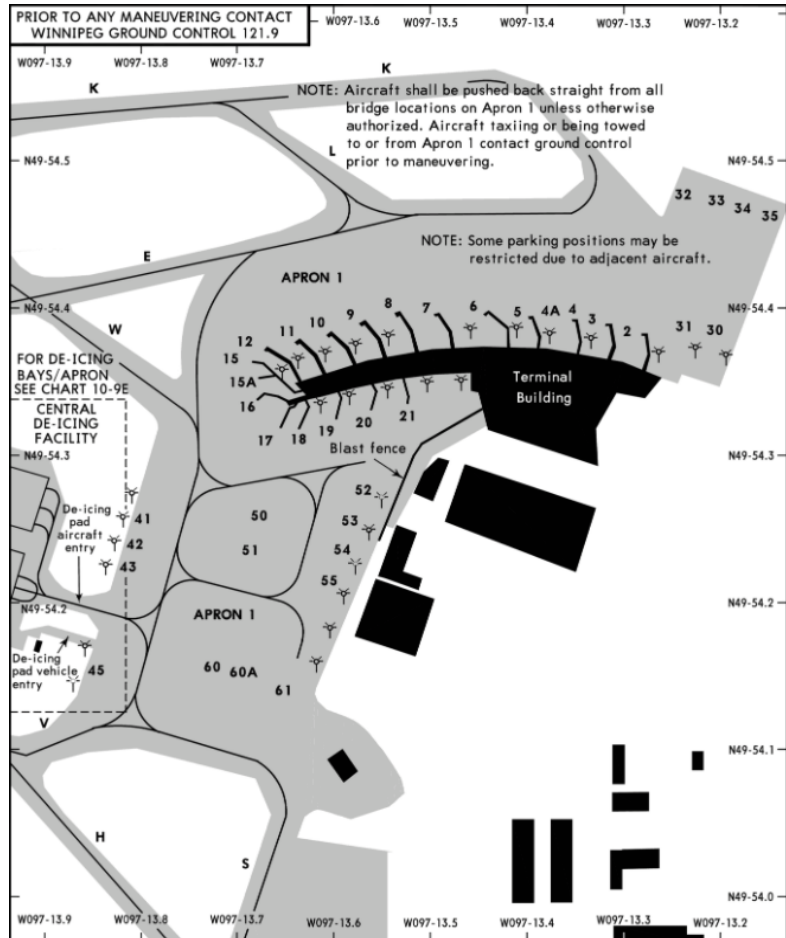
PARKING OPTIONS

Winnipeg International has a main terminal, located on the east side of the airfield. The terminal includes numerous gate sizes, with a few small gates on the southern side of the terminal. There are also long-term parking spaces available near the terminal, given numbers ranging from 30-61. Gate 6 and 4a are the only heavy gates.

Parking gates will not be assigned by ATC - however, the common courtesy rule applies - if you choose a gate which another aircraft has already parked at, please choose another one promptly.

Some aircraft may choose to park at cargo aprons, located south of the terminal, or at the military apron (CFB Winnipeg), located on the southwest of the field. There is also a small general aviation ramp on the very south of the field, labelled on charts as Apron 2.

Due to the limited number of gates, Once parked at a gate, please be prompt with shutdown & disconnect procedures to free up the gate for another arrival!



the Winnipeg FIR

FEEDBACK

Feedback from pilots is always welcome - please leave all feedback for our controllers at <https://winnipegfir.ca/feedback>. Thank you!

SOCIAL MEDIA

Follow the Winnipeg FIR on our social media platforms, where we'll be keeping the network updated with all changes throughout the day!

Facebook: <https://www.facebook.com/CZWGFIR>

Twitter: <https://x.com/CZWGFIR>

Instagram: <https://www.instagram.com/CZWGFIR>

DISCLAIMER

All information contained in this document is for flight simulation use only - Not to be used for real-world navigation. By abiding by this document, you agree to hold harmless and indemnify the owners and authors of this document and all external pages that this document may point to (i.e. external links).