

the Winnipeg FIR

Visitor Orientation Document

the Winnipeg FIR

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Revision Log

Revision Date	Revision	Notes	Initials
19 April 2026	0	Initial creation	AB
16 August 2026	1	Minor info correction & staff update	AB

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1.0 Introduction & Purpose

The CYWG Winnipeg Facilities Group Visitor Orientation Document is intended to serve as study material that allows a visiting controller within the CZWG FIR to learn the procedures specific to facilities within the CZWG FIR.

For an in-depth guide of the procedures used within the CYWG Winnipeg Facilities Group, refer to the SOPs available at <https://winnipegfir.ca/policies>. The CYWG Winnipeg Facilities Group Visitor Orientation Document and SOPs are supplemented by the appropriate Canadian Flight Supplement (CFS) and Designated Airspace Handbook (DAH). All information in this document is derived from the appropriate CFS and DAH. Controllers are encouraged to consult the appropriate CFS and DAH, should they have any questions.

Periodically, a number of changes to the document will require the addition, subtraction, and/or replacement of several sections of the document. To accomplish this, a revision shall be issued. The revision shall be recorded in the revision log and posted appropriately.

Any and all updates to any section of the Visitor Orientation Document shall be posted and/or distributed for all members to have access to.

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Please direct all inquiries to the CZWG FIR Chief:

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CYWG ATCT and TCU

- All DH8D (Q400) shall be assigned the appropriate **jet** SID. (note: does not apply to DH8A, DH8B, and DH8C variants.)
- Taxiway G at CYWG is an uncontrolled taxiway and all clearances onto taxiway G shall be at the pilot's discretion.
- Gates five and six at CYWG are available to heavy aircraft.
- St. Andrew's Tower (CYAV_TWR) is under the control of Winnipeg Tower (CYWG_TWR), or any applicable top-down position when no controller is logged into the CYAV_TWR position.
- The VFR corridor between the CYWG ATCT and the CYAV ATCT is divided by highway 8. Northeast bound traffic should remain south of highway 8 and at or below 1,800' while southwest bound traffic should remain north of highway 8 and at or below 2,000'.
- Southport Tower (CYPG) can be controlled top-down by Winnipeg Approach (CYWG_APP) or Winnipeg Departure (CYWG_DEP) if the controller chooses to and traffic levels permit.

CYXE ATCT

- Saskatoon Tower (CYXE_TWR) became a class C as of March 19th 2026
 - Sector files do not reflect all changes yet including:
 - 7nm control zone (currently depicts 5nm)
 - Cutout on the north of side of the control zone for CRF5 (Richter Field)
 - 3 new and 1 modified VFR route (refer to CYXE VTA)
 - 2 new training areas to the northwest and northeast (refer to CYXE VTA)
- The Dundurn CYR 301 south of the CYXE control zone is active to 3,000' all the time and up to fl280 by NOTAM.
 - If the Dundurn CYR 301 is active the ESVOX2 and SASKATOON9 departures are not authorized on runway 15. The MOVOT2 departure must be used instead.

CYQR ATCT

Watch the approach end of runway 26 and ensure that aircraft on taxiway A do not cause a conflict.

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CYMJ ATCT and TCU

CYMJ (Moose Jaw) is a class D RCAF airfield. Some home controllers provide service including military procedures. This is not a requirement.

CYQT ATCT and TCU

All southbound aircraft should be handed directly to Minneapolis (ZMP) if online instead of Winnipeg Center (WPG_CTR)

Winnipeg Center

As per LOA with CZEG (Edmonton FIR) the Thompson (fl290 and above), Severn (fl290 and above), and Hudson (fl290 and above) sectors shall be controlled by Edmonton FSS (CZEG_FSS) when online. If Edmonton Center (CZEG_CTR) is online, the aforementioned sectors are to be considered uncontrolled.

For more information please refer to the LOA with CZEG found at:

<https://winnipegfir.ca/policies>

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Authorizations

A stylized, handwritten signature in black ink, consisting of the letters 'A' and 'B' intertwined.

Adam Brookman
Winnipeg FIR Chief