the Winnipeg FIR

Standard Operating Procedures

Revision Log

Revision Date	Revision Log	Notes	Initials
2024-01-17	1	GCAP compliance updates, procedure updates for airports	NP
2025-01-01	2	Removal of most uncontrolled airport information. Updated sector information.	DO
2026-08-30	3	Major document restructuring and content overhaul.	AB

Table of Contents

Section 1 - General CZWG Facilities Group Standard Operating Procedures

1.0 - Introduction

The CZWG Winnipeg Facilities Group SOPs shall be utilized as the sole reference concerning the operation of CZWG. The CZWG Winnipeg Facilities Group SOPs is 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.

These controlled documents are publications that have certain procedures for distribution and record keeping. The object is to ensure that all persons to whom these manuals apply, remain current with any changes and/or revisions.

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 SOPs shall be posted and/or distributed for all members to have access to. It is the expectation of each and every member to maintain currency with any updates and/or changes.

Refer to official phraseology documents found at https://winnipegfir.ca/policies for specific phraseology and examples.

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Please direct all inquiries to the CZWG FIR Chief:

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1.1 - Purpose

The CZWG Winnipeg Facilities Operating Group SOPs defines a uniform set of procedures for all controllers to follow while staffing positions in the CZWG FIR.

1.2 - Pre-requisites and Position Restrictions

As per VATSIM policy, the following visibility range settings are to be used while observing or controlling on the VATSIM network:

Facility	Visibility Range Setting (nm)
Observer	300
Clearance Delivery	20
Ground	20
Tower	50
Departure / Arrival	150
Centre	600

The “Info lines 2, 3, and 4”, typically edited when logging on to control, shall be as follows, with no exceptions unless signed off on by the FIR Chief, FIR Deputy Chief and/or a member of the VATCAN Executive Team:

Info Line 1	Thanks for flying with the Winnipeg FIR!
Info Line 2	Questions, comments or feedback? We want to hear it!
Info Line 3	Visit us at WinnipegFIR.ca.

NOTE: When in use, members may choose to append a Controller Pilot Data Link Communications (CPDLC) logon code at the end of “Info Line 1”. The line shall read “Thanks for flying with the Winnipeg FIR! CPDLC: CZWG”.

1.3 - Primary Frequency

Every controller shall utilize a primary frequency in Euroscope for communications with every aircraft. Every controller shall use voice as the primary method of communication with aircraft, per VATSIM regulations. However, aircraft utilizing non-voice communications (text- or receive-only) shall always be permitted to receive ATC services in accordance with Vatsim policy.

Use non-voice communication whenever you are required to clarify instructions, or when requested by aircraft.

Frequencies listed in this document are the ONLY frequencies allowed to be used in the CZWG facilities group. Every controller's channel must be EXACTLY as listed in this document, NO EXCEPTIONS.

1.4 - IFR Departures

IFR flights departing utilize the appropriate SID for their aircraft type and direction of flight where applicable.

Controllers are encouraged to review and study each SID to become familiar with them and which SID to use for any operation.

All aircraft shall be vectored direct to their initial waypoint or onto the appropriate airway, as soon as practical, while still adhering to all applicable procedures and policies.

1.4.1 - Departure Coordination

All IFR departures shall be coordinated with the higher controlling position from the ATCT, if staffed (i.e. CYWG_APP). The coordination shall include IFR clearance and release instructions to be relayed to the aircraft.

Before an IFR departure occurs, the tower controller shall contact the overlying radar controller to obtain an IFR release by voice through VACS or TeamSpeak, by text in Euroscope, or by using the built in IFR release function of Euroscope.

1.5 - Voice ATIS

Voice ATIS or AWOS broadcasts for all applicable airports can be made utilizing the frequency listed below. Voice ATIS/AWOS will meet VATSIM/VATCAN regulation standards.

Where possible, controllers should broadcast an ATIS for any airport in which an aircraft is arriving or departing within that controller's jurisdiction. VATSIM poses a limit of four separate ATIS connections at one time, due to this, some shuffling of ATIS' may be required as aircraft arrive and depart various airfields.

ATIS/AWOS will be updated with each significant change in weather (typically with each new METAR). Tower will be in charge of ensuring all other controllers are current with ATIS updates. If Tower is not online, Ground will be responsible for determining ATIS content.

Airport	Frequency
Winnipeg ATIS - CYWG	120.200
Saskatoon ATIS - CYXE	128.400
Regina ATIS - CYQR	127.000
Thunder Bay ATIS - CYQT	128.800
Moose Jaw ATIS - CYMJ	131.300
St. Andrews ATIS - CYAV	125.800
Southport ATIS - CYPG	120.850
Dauphin AWOS - CYDN	128.600
Geraldton AWOS - CYGQ	128.100
Dryden AWOS - CYHD	128.700
Norway House AWOS - CYNE	127.700
The Pas AWOS - CYQD	124.700
Yorkton AWOS - CYQV	128.275
North Battleford AWOS - CYQW	128.125

Lynn Lake AWOS - CYYL	128.000
Swift Current AWOS - CYYN	124.700
Thompson FSS - CYTH	127.650
Sioux Lookout FSS - CYXL	124.750

1.6 - Active Runway Selection

Consistent with safe aircraft operating procedures, controllers will assign runways to divert as many departures and arrivals as possible from flight over noise-sensitive areas. Unless operational conditions do not permit, pilots shall accept runways as assigned by ATC.

1.7 - Instrument Approach Procedures (IAPs)

Radar controllers shall provide radar services to maintain IFR separation for traffic arriving on IAPs. Radar vectors and speed restrictions shall be utilized (where applicable) to aid pilots requesting IAPs for arrival, at all times, unless a pilot requests an “own navigation” approach, or unless workload prevents the provision of vectors or speed restrictions. In the latter instance, pilots shall be assigned an IAP clearance via pilot navigation.

1.8 - VFR Flight Following

Controllers shall provide VFR flight following services where traffic permits. VFR flight following should include weather, and traffic information.

1.9 - Radar Identification

All controlled traffic shall be confirmed to be in positive radar identification unless radar coverage is unavailable (if simulated radar coverage and outage is enabled in Euroscope). If traffic is handed-off from another facility, the traffic shall be recognized as already confirmed radar identified. If traffic is being picked up “in the blind”, the controller shall perform proper radar identification procedures.

1.10 - De-icing

When operationally permitting all controllers (except clearance delivery) shall provide simulated de-icing services when requested by a pilot.

1.11 - Runway Selection

Where possible controllers should make an effort to select an active runway that reflects the current real-world selection.

Section Two - Winnipeg International Airport & Facilities (CYWG)

2.0 - CYWG General Information

The James Armstrong Richardson International Airport is located adjacent to the west of the city of Winnipeg, MB.

ICAO/IATA	Coordinates	Elevation	Timezone	Mag Variation
CYWG/YWG	49.9100, -97.2399	784ft/239m	UTC -6 (5)	4°E

2.1 - Positions

Position Name	Frequency	Callsign
Winnipeg ATIS	120.200	CYWG_ATIS
Winnipeg Clearance Delivery	121.300	CYWG_DEL
Winnipeg Ground	121.900	CYWG_GND
Winnipeg Tower	118.300	CYWG_TWR
Winnipeg Departure	121.000	CYWG_DEP
Winnipeg Arrival	119.500	CYWG_APP

2.2 - Runway Configuration

Declared Distances	13/31	18/36
TORA	8841’	11000’
TODA	9825’	11984’
ASDA	8841’	11000’
LDA	8841’	11000’

Runway Remaining	
RWY 13 from taxiway B	5700’

RWY 18 from taxiway P	6200’
RWY 31 from taxiway V	5200’

Runway Level Of Service		
RVO	LVO	Take-Off Minima
RWY 13, 31, 36: RVR 1200 RWY 18 (¼sm)	RWY 36: RVR 600	RWY 13, 18, 36, 31: ½

CYWG has four (4) designated runways on two (2) landing surfaces. Here is a quick description of each surface:

36/18 – 11000x200; asphalt; primary runway precision approach used for all operations; RCR available via CRFI; PCN: 89/F/C/W/T

31/13 –8841x200 ft; asphalt; primary runway; precision approach used for all operations; RCR available via CRFI; PCN: 89/F/C/W/T

Runway 36 is the preferred calm wind runway for departures except for:

- Propeller driven aircraft.
- Westbound aircraft may be authorized or assigned runway 31.

2.3 - Taxiways

- Taxiway A restricted to aircraft less than 160,000 lbs., excluding B757 and B767.
- Taxiway G uncontrolled.

2.4 - Aprons

- Apron I – parking positions may be restricted due to adjacent aircraft.
    - Gates 5 & 6 are designed for heavy aircraft.
- Aircraft shall be pushed back straight from all bridge locations on Apron I, unless otherwise authorized.
- Aircraft taxiing or being towed to or from Apron I, contact ground control prior to maneuvering.

- Apron II is often called the General Aviation ramp
- Apron VI houses the RCAF hangars

2.5 - Lighting

- Runway 13 – AN (TE HI)
- Runway 31 – AN (TE HI)
- Runway 36 – AL (TE HI TDZL)
- Runway 18 – AN (TE HI CL) P3

2.6 - LAHSO

LAHSO are authorized to land on runway 18 to hold short of runway 13 (LDA: 7,279').

2.7 - Low Visibility Procedures

Low Visibility Procedures shall be used when RVR is less than 1200 and greater than 600.

When low visibility procedures are in effect, ATC shall restrict operations to one aircraft on the maneuvering area at a time (one departure or one arrival at a time).

2.7.1 - Low Visibility Departures

Departures during LVO shall only be permitted on runways 36 or 18. Intersection departures are not permitted.

Although the CYWG ATCT does not control aircraft push backs or taxiing on aprons, pilots are recommended to contact CYWG ATCT before maneuvering on Apron I.

Aircraft shall not be permitted to start, push back or call for taxi clearance until the reported RVR is a minimum of:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1,200 RVR	1,000 RVR
600 RVR	600 RVR

2.7.2 - Low Visibility Arrivals

Arrivals during LVO shall only be permitted on runway 36, in accordance with applicable approach minima or approach ban considerations.

2.8 - Departure Procedures

2.8.1 - Turbo-Prop/Turbo-Fan Aircraft

- Runway 13 – climb runway heading to 4,000' ASL before commencing any turns
- Runway 18
    - RNAV: Do not commence any assigned turn until DUXUS
    - Vector: Do not commence any assigned turn until 6 DME
- Runway 36 – Between 0701 – 2259 local time: climb to 4,000' ASL before commencing any assigned right turn
- Between 2300 – 0700 local time: climb to 4,000' ASL before commencing any assigned turn

2.8.2 - IFR Departures

IFR flights departing CYWG shall utilize the appropriate SID for their aircraft type and direction of flight. The following SIDs are available at CYWG:

RWY	Jet	Turbo-Prop, Turbo-Fan, Prop	Non-RNAV Capable Jets
RWY36	KARIS THREE	WALLEYE THREE	GRIZZLY FIVE
RWY31	VOGIG TWO	WINNIPEG THREE	GRIZZLY FIVE
RWY18	DUXUS TWO	WINNIPEG THREE	GRIZZLY FIVE
RWY13	MUSIB ONE	WINNIPEG THREE	GRIZZLY FIVE

For noise abatement the STONY FOUR departure shall be assigned between 2300 - 0700 local time to jet aircraft departing runway 36.

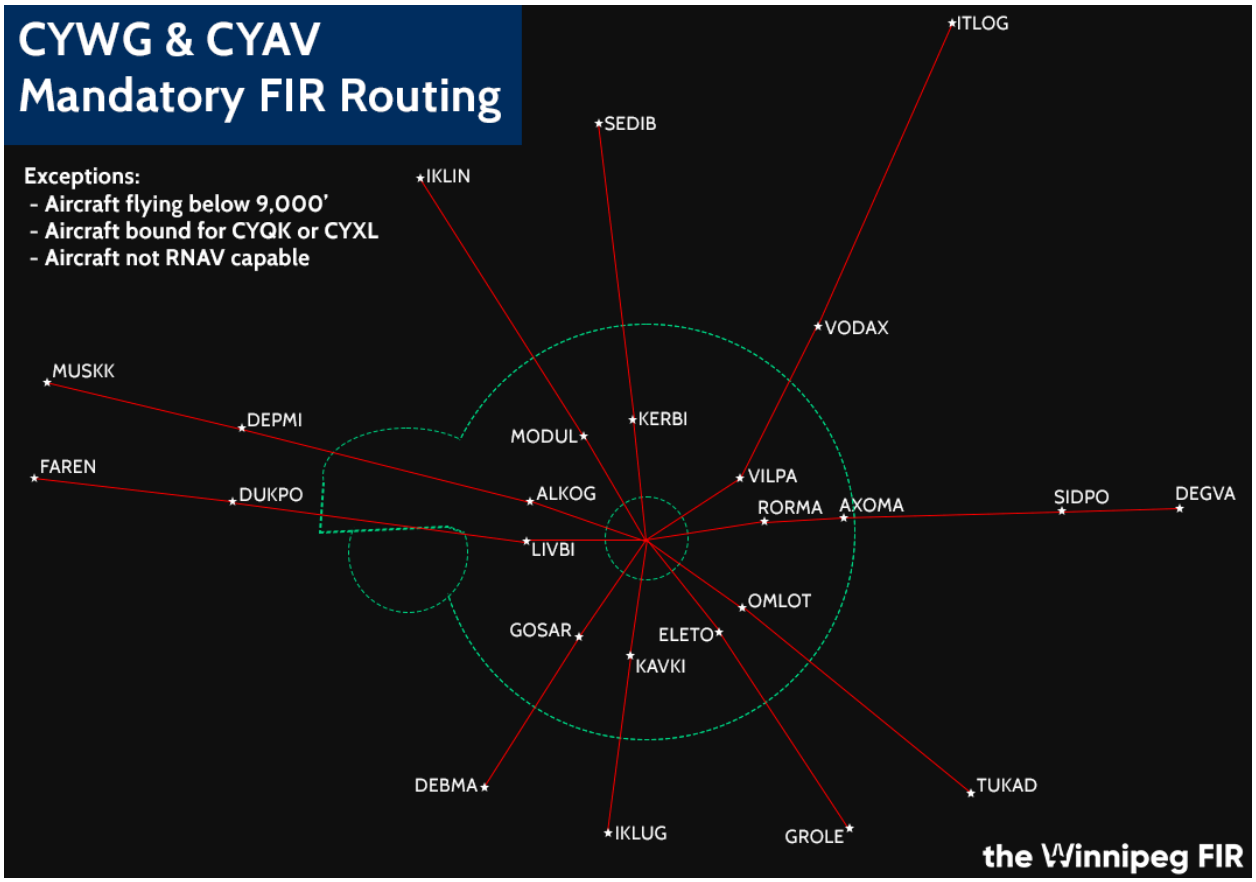
All DH8D (Q400) aircraft shall be assigned the applicable jet SID for their assigned runway.

2.8.3 - Mandatory IFR Routings

All aircraft departing CYWG and CYAV under IFR shall utilize the following mandatory routings based on direction of flight.

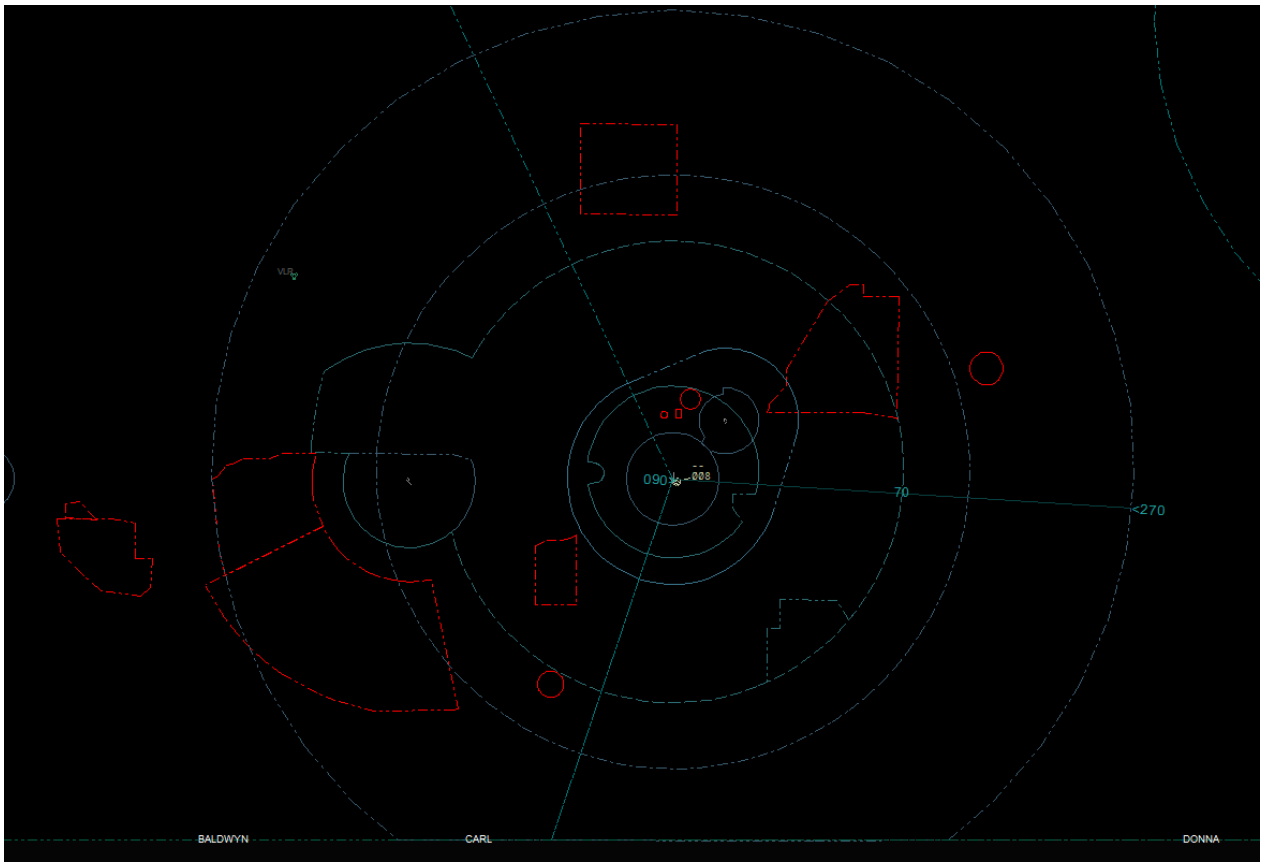
Exemptions:

- Aircraft flying below 9,000'
- Aircraft bound for CYQK or CYXL
- Non-RNAV capable aircraft



2.9 - Airspace Layout

CYWG airspace is defined in section 3.3.3-7 – 3.3.3-11, and 3.3.4-3 of the ATOM DAH.



During operational hours, if the CYWG ATCT is not staffed, any controller staffing the CYWG TCU shall also be responsible for the CYWG ATCT. This is in accordance with VATSIMs "top-down" network style. If both the CYWG ATCT and TCU are not staffed, any controller staffing Winnipeg centre shall also be responsible for the CYWG ATCT and TCU.

2.10 - Uncontrolled Airfields in the CYWG TCU

- CJT8 – Homewood
- CJL5 – Lyncrest
- CAV9 – Oak Hammock Air Park
- CJZ2 – Portage la Prairie North
- CKJ2 – Rosenort
- CKL2 – Selkirk

- CKA8 – St. Francois Xavier
- CKJ7 – Starbuck
- CJB3 – Steinbach
- CKK7 – Steinbach (South)
- CKX2 – Woodlands – ABANDONED
- CPJ6 – St. Pierre Jolys (Carl's Field) – PRIVATE
- CKC5 – Selkirk Water Aerodrome
- CWG2 – City of Winnipeg Heliport – PRIVATE
- CAV6 – Beausejour/ AV-Ranch Airpark – CLOSED (CA-0040)

2.11 - Navaids

- ILS – INP Frequency: 109.500 (Rwy 13) RVR
- ILS – IWG Frequency: 109.900 (Rwy 36) RVR
- ILS – IHV Frequency: 110.300 (Rwy 31) RVR
- DME - YWI Frequency: 116.700 (CH114)

2.12 - Procedures

2.12.1 - ATCT

Runway 13 and 18 – right-hand circuits (CAR 602.96)

Circuit height: all-runways, 2,000' ASL

Transponder Mode C required in Class C airspace and CZ

IFR: On approach, cross FAF or final approach step-down fix at one-hundred seventy (170) knots, or less. On visual approach, intercept final at or outside the final approach FAF for landing runway, unless otherwise authorized by ATC.

De-Icing Operations:

De-icing bays 1, 3, 4, 6: Each paid is capable of de-icing two aircraft with wingspans of up to 38.05m (124.83 feet), simultaneously.

De-icing bays 2, 5: One aircraft with a wingspan greater than 38.05m.

Once de-icing is complete, aircraft must contact CYWG ATCT for taxi clearance.

Helicopter:

Utilize helicopter routes as depicted on VTPC or as directed by ATC. Arrivals: Maintain 1,500' ASL along routes until commencing final descent. Air taxi along aprons IV & V is prohibited. Departures: Maintain routes to 1,300' ASL until clear of CZ.

During operational hours, if the CYAV Tower position is not staffed, any controller working the CYWG Tower position shall be responsible for the CYAV ATCT as well.

2.12.2 - TCU

All VFR flight plans with the CYWG TCA must include an altitude.

CYWG TCU is responsible for the airspace around CYWG, CYAV, and CYPG, including VFR, IFR, arrival, and departure coordination at CYWG.

Five (5) arrival procedures dictate the arrival flow into CYWG:

- AMBIL FIVE (5)
- BEFAN FIVE (5)
- KELTO FIVE (5)
- NORAK SIX (6)
- PEPNO FIVE (5)

Controllers are encouraged to review and study each STAR to become familiar with them and which STAR to use for any operation.

CYWG TCU controllers shall not descend aircraft below 2,000' ASL until at or outside the final approach fix for the runway in use.

Circling procedures to runways 31 and 36 are not permitted.

For the CYWG TCA, the following MVAs shall be utilized:

All quadrants: 3,000' ASL

Instrument Approach Procedures (IAPs):

Radar controllers shall provide radar services to maintain IFR separation for traffic arriving on IAPs to CYWG. Radar vectors shall be utilized to aid pilots requesting IAPs for arrival into CYWG, at all times, unless a pilot requests an "own navigation" approach, or unless workload prevents the provision of vectors. In the latter instance, pilots shall be assigned an IAP clearance via pilot navigation.

The following IAPs are authorized for use at CYWG:

- ILS RWY 13, 31, 36
- ILS CAT II RWY 36
- RNAV (RNP) Y RWY 13, 18, 31, 36
- RNAV (GNSS) Z RWY 13, 18, 31, 36

2.12.3 - Departure Split

Winnipeg Departure also has a control split - by default, controllers should log on to CYWG_DEP, with a primary frequency of 121.000. If necessary, East (CYWG_E_DEP) can be activated, with the frequency of 119.900. These split east/west on the CYWG RWY18 centreline.

Section Three - Saskatoon International Airport & Facilities (CYXE)

3.0 - CYXE General Information

The Saskatoon John G. Diefenbaker International Airport is located adjacent to the north-west of the city of Saskatoon, SK.

The CYXE ATCT is open from 0445Z - 1200Z Monday to Friday from 09 March until 31 October, 0445Z - 1200Z Saturday to Sunday from 09 March until 31 October,0445z – 1245z from 1 November until 8 March.

ICAO/IATA	Coordinates	Elevation	Timezone	Mag Variation
CYXE/YXE	52.1707, -106.7008	1653'/504m	UTC-6	11°E

3.1 - Positions

Position Name	Frequency	Callsign
Saskatoon ATIS	128.400	CYXE_ATIS
Saskatoon Ground	121.900	CYXE_GND
Saskatoon Tower	118.300	CYXE_TWR
Saskatoon Arrival	119.900	CYXE_APP

3.2 - Runway Configuration

Declared Distances	09	27	15	33
TORA	8300'	8300'	6200'	6200'
TODA	9284'	9284'	7184'	7184'
ASDA	8300'	8300'	6200'	6200'
LDA	8300'	8300'	6200'	6200'

Runway Remaining	
RWY 09 from RWY 15/33 intersection	5100’
RWY 15 from RWY 09/27 intersection	5300’
RWY 15 from taxiway A	4000’
RWY 09 from taxiway B	3650’

Runway Level of Service		
RVO	LVO	Take-off Minima
Runway 09: RVR 1200 Runway 15, 27, 33: (1/4sm)	NOT AUTHORIZED	All Runways: 1/2sm

CYXE has four (4) designated runways on two (2) landing surfaces. Here is a quick description of each surface:

27/09 – 8300x148; asphalt; primary runway; precision approach; used for all operations; RCR available via CRFI; PCN: 70/F/C/W/T

33/15 – 6200x148; asphalt; secondary runway; used for all operations; RCR available via CRFI; PCN: 70/F/C/W/T

Runway 27 is the preferred calm wind runway for departures.

3.3 - Taxiways

- Taxiway C uncontrolled.
- A310, A330, B757, & B767: 120° turns at intersection of taxiway B & A prohibited.

3.4 - Lighting

- Runway 09 – AN (TE HI) P3
- Runway 27 – AN (TE HI) P3
- Runway 15 – AO (TE HI) P2
- Runway 33 – AO (TE HI) P2

3.5 - LAHSO

LAHSO authorized on Runway 27 to hold short of Runway 33 (LDA: 4715'), and Runway 33 to hold short of Runway 27 (LDA: 4873')

3.6 - Reduced Visibility Procedures

For all runways – During CYXE ATCT hours of operation, when visibility is below ¼ sm and RVR is 1,200' or greater, "one-in, one-out" services shall be utilized.

3.7 - IFR Departure Procedures

IFR flights departing CYXE shall utilize the appropriate SID for their aircraft type and direction of flight. The following SIDs are available at CYXE:

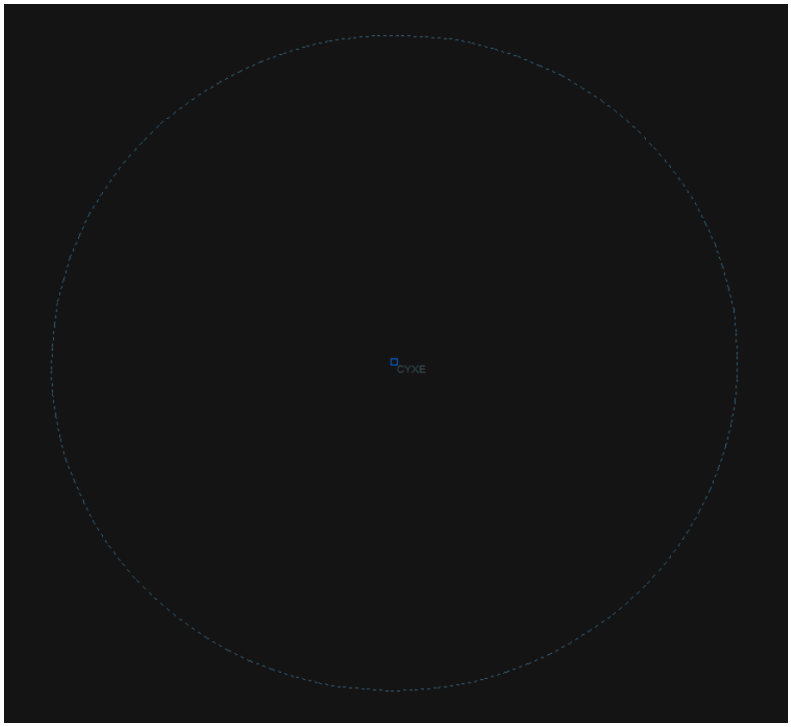
RWY	RNAV	VECTOR
RWY27	ERDED TWO	SASKATOON NINE
RWY09	NOXOG TWO	SASKATOON NINE
RWY15	ESVOX TWO OR MOVOT TWO*	SASKATOON NINE
RWY33	UDKUV TWO	SASKATOON NINE

* ESVOX TWO not authorized when CYR301 (Dundurn) active above 3,000'. MOVOT TWO utilized in its place.

Note: MOVOT TWO has two transitions: OMLUV shall be utilized for eastbound aircraft, and LEXEV shall be used for westbound aircraft.

3.10 - Airspace Layout

CYXE airspace defined in section 3.3.4-9 – 3.3.4-10 of the Air Traffic Operations Manuals Volume 2.2 – Designated Airspace Handbook and includes a thirty-five (35) nm ring centred on CYXE.



When the CYXE ATCT is closed, within seven (7) nm of the airfield and up to 5000' ASL, CYXE is a controlled class E airport with a FSS.

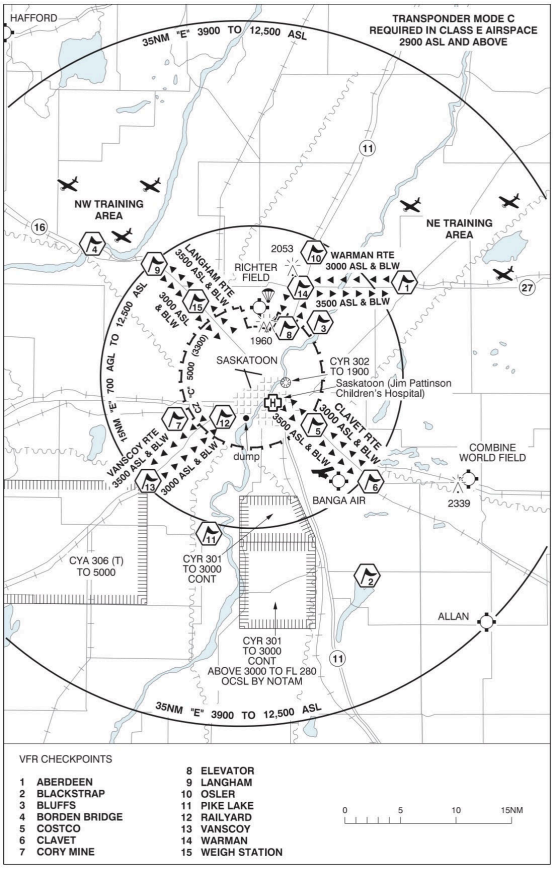
3.11 - Uncontrolled Airfields in the CYXE TCA

- CGF3 (Hague/Guliker Field)
- CJN5 (Corman Air Park)
- CRF5 (Richter Field)

3.12 - Navaids

- ILS – IST Frequency: 109.9 (Rwy 09) RVR
- DME - YSR Frequency: 114.700 (CH94)

3.13 - Procedures



3.13.1 - ATCT

Runway 15 and 27 – right hand circuits (CAR 602.96).

Transponder Mode C required in Class C airspace and CZ

See CYXE VTPC (right) for Training Areas, and Corridors in and out of CZ

3.13.2 - TCU

Saskatoon Terminal is responsible for the airspace around CYXE, including IFR, Arrival, and Departure Coordination at CYXE.

Four (4) arrival procedures dictate arrival flow into CYXE:

- CAREN FOUR (4)
- DUNEM SEVEN (7)
- KEBRU SIX (6)
- MAVOB SEVEN (7)

When positions are not staffed at CYXE TCU, CZWG Centre controllers will be responsible for radar services at CYXE.

For the CYXE TCA, the following MVAs will be utilized:

- East of the CYXE airfield: 3700’ MSL.
- Southwest of the CYXE airfield: 3300’ MSL.
- Northwest of the CYXE airfield: 3200’ MSL.

Radar controllers will provide radar services to maintain IFR separation for traffic arriving on IAPs to CYXE. Radar vectors will be utilized to aid pilots requesting IAPs for arrival at CYXE at all times, unless the pilot requests an “own nav” approach, or unless workload prevents the provision of vectors. In the latter instance, pilots will be assigned IAP clearance via pilot navigation.

The following IAPs are authorized at CYXE:

- ILS RWY 09
- RNAV (GNSS) Z RWY 09
- RNAV (RNP) Y RWY 09
- RNAV (GNSS) Z RWY 15
- RNAV (RNP) Y RWY 15
- RNAV (GNSS) Z RWY 27
- RNAV (RNP) Y RWY 27
- RNAV (GNSS) Z RWY 33
- RNAV (RNP) Y RWY 33

Section Four - Regina International Airport & Facilities (CYQR)

4.0 - CYQR General Information

The Regina International Airport is located adjacent to the west-southwest of the city of Regina, SK.

The CYQR ATCT is open from 1200z until 0500z from 1 November until 31 March, and 1200z until 0400z from 1 April until 31 October.

ICAO/IATA	Coordinates	Elevation	Timezone	Mag Variation
CYQR/YQR	50.4338, -104.6615	1895'/578m	UTC-6	10°E

4.1 - Positions

Position Name	Frequency	Callsign
Regina ATIS	127.000	CYQR_ATIS
Regina Ground	121.900	CYQR_GND
Regina Tower	118.600	CYQR_TWR

4.2 - Runway Configuration

Declared Distances	08	26
TORA	6200'	6200'
TODA	7184'	7184'
ASDA	6200'	6200'
LDA	6200'	6200'

Runway Remaining	
RWY 13 from taxiway M	4700’
RWY 08 from taxiway P	3300’

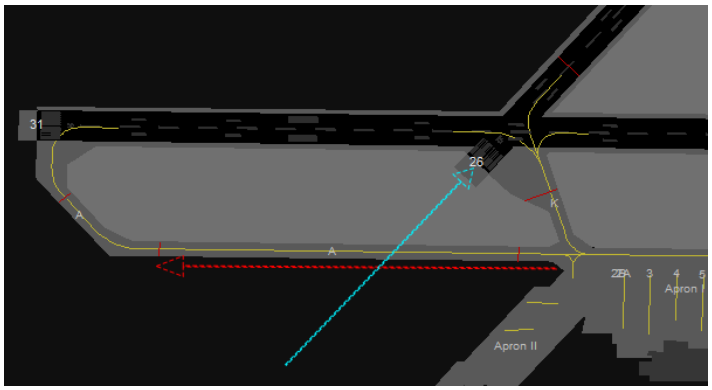
Runway Level of Service		
RVO	LVO	Take-off Minima
Runway 13: RVR 1,200 Runway 31: ¼ sm	NOT AUTHORIZED	All Runways: ½

CYQR has four (4) designated runways on two (2) landing surfaces. Here is a quick description of each surface:

31/13 –7901x150 ft; asphalt; primary runway; precision approach used for all operations; RCR available via CRFI; PCN: 87/F/C/W/T

08/26 – 6200x150; asphalt; primary runway; non-precision approach; used for all operations; RCR available via CRFI; PCN: 40/R/C/1.0MPa/T

Runway 13 is the preferred calm wind runway for departures.



4.3 - Taxiways

- Taxiway C uncontrolled.
- Clear traffic across the approach path of runway 26 when taxiing on taxiway A

4.4 - Aprons

- Apron IV restricted to aircraft less than 5,000lbs

4.5 - Lighting

- Runway 08 – AO (TE HI) P2
- Runway 26 – AO (TE HI) P2
- Runway 13 – AN (TE HI)
- Runway 31 – AN (TE HI) P2

4.6 - LAHSO

LAHSO operations are not authorized.

4.7 - Reduced Visibility Procedures

RVO for Runway 13/31 – During CYQR ATCT hours of operation, when visibility is below ¼ sm and RVR is 1,200' or greater, "one-in, one-out" services shall be utilized.

4.8 - Departure Procedures

4.8.1 - Turbo-Jet aircraft

Runways 08 and 31 – Maximum possible rate of climb on runway heading to 4,000 ASL, before proceeding on course.

Runway 26 – unrestricted

Runway 31 – On right turn departure, climb runway heading to 4,000 ASL before proceeding on course. All other directions unrestricted.

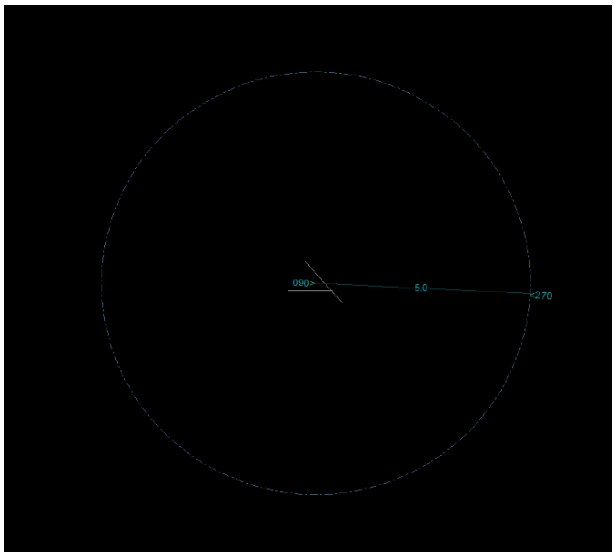
4.8.2 - IFR Departures

IFR flights departing CYQR must utilize the REGINA TWO SID.

All aircraft shall be vectored direct to their initial waypoint or onto the appropriate RNAV route, as soon as practical.

4.9 - Airspace Layout

CYQR airspace is defined in section 3.3.4-7 – 3.3.4-8 of the ATOM DAH.



When the CYQR ATCT is closed, within five (5) nm of the airfield and up to 5,000 ASL, CYQR is a controlled class E airfield with an FSS.

During operational hours, if the CYQR ATCT is not staffed, any controller staffing CZWG centre shall also be responsible for the CYQR ATCT. This is in accordance with VATSIMs "top-down" network style.

CYQR does not have a TCU. This airspace is now under the purview of Winnipeg Centre.

4.10 - Navaids

- ILS – IQR Frequency: 109.500 (Runway 13) RVR
- DME - YRX Frequency: 115.000 (CH97)

4.11 - Procedures

Runway 08 and 13 – right-hand circuits (CAR 602.96).

4.12 - Arrival Procedures

CZWG centre at CYQR (120.100) is responsible for the airspace surrounding CYQR, including IFR, arrival, and departure coordination at CYQR. Unlike a standard TCU, the airspace surrounding CYQR is not designated as terminal airspace. See detailed charts and the ATOM DAH for more information.

Four (4) arrival procedures dictate the arrival flow for IFR aircraft int CYQR:

- ANTOS SIX (6)
- KEMKA SIX (6)
- ODGOV SIX (6)
- GORAK TWO (2)

For the CYQR CAE (control area extension), the following MVAs shall be utilized:

In all quadrants: 4,000' MSL.

Radar controllers shall provide radar services to maintain IFR separation for traffic arriving on IAPs to CYQR. Radar vectors shall be utilized to aid pilots requesting IAPs for arrival into CYQR, at all times, unless a pilot requests an "own navigation" approach, or unless workload prevents the provision of vectors. In the latter instance, pilots shall be assigned an IAP clearance via pilot navigation.

The following IAPs are authorized for use at CYQR:

- ILS Z RWY 13
- RNAV (RNP) Y RWY 08
- RNAV (RNP) Y RWY 13
- RNAV (RNP) Y RWY 26
- RNAV (RNP) Y RWY 31
- RNAV (GNSS) Z RWY 08
- RNAV (GNSS) Z RWY 13
- RNAV (GNSS) Z RWY 26
- RNAV (GNSS) Z RWY 31

Section Five - Thunder Bay International Airport & Facilities (CYQT)

5.0 - CYQT General Information

The Thunder Bay International Airport is located adjacent to the southwest of the city of Thunder Bay, ON.

The CYQT ATCT is open from 1200z until 0500z from 1 November until 31 March, and 1200z until 0400z from 1 April until 31 October.

ICAO/IATA	Coordinates	Elevation	Timezone	Mag Variation
CYQT/YQT	48.3719, -89.3239	654'/199m	UTC-5 (4)	4°W

CAUTION: Terrain rises abruptly to 1600' ASL 2 nm SE of the field.

5.1 - Positions

Position Name	Frequency	Callsign
Thunderbay ATIS	128.800	CYQT_ATIS
Thunderbay Ground	121.900	CYQT_GND
Thunderbay Tower	118.100	CYQT_TWR
Thunderbay Terminal	119.200	CYQT_APP

5.2 - Runway Configuration

Declared Distances	07	25	12	30
TORA	7318'	7318'	5297'	5126'
TODA	7702'	7468'	5797'	5126'
ASDA	7318'	7318'	5297'	5126'
LDA	7318'	7318'	5297'	5126'

Runway Remaining	
RYW 25 from taxiway B	5500’
RWY 25 from taxiway G	4000’
RWY 07 from RWY 12/30 intersection	6100’

Runway Level of Service		
RVO	LVO	Take-off Minima
Runway 07: RVR 1200 Runway 25: (1/4sm)	NOT AUTHORIZED	All Runways: *

CYQT has four (4) designated runways on two (2) landing surfaces. Here is a quick description of each surface:

07/25 – 7318x200; asphalt; primary runway; precision approach; used for all operations; RCR available via CRFI; PCN: 89/F/C/W/T

12/30 –5297x200 ft; asphalt; secondary runway; used for all operations; RCR available via CRFI; PCN: 89/F/C/W/T

5.3 - Taxiways

- Taxiway E (northeast of D) uncontrolled
- Taxiway F extends for 148’, then becomes apron VII

5.4 - Lighting

- Runway 07 – AN (TE HI) P2
- Runway 25 – (TE HI) P2
- Runway 12 – AD AS (TE ME) P2
- Runway 30 – AD (non-std 1700’) AS (TE ME) P2

5.6 - LAHSO

LAHSO authorized on runway 25 to hold short of runway 30 remaining (LDA 5770').

5.7 - Departure Procedures

5.7.1 - Take-Off Minima

- Runway 07 – ½ – Climb on heading 100° to CCW to 255° to 2900 BPOC
- Runway 12 – ½ – Requires a minimum climb gradient of 400 ft/NM to 1100 ft. Do not exceed 180 kts prior to completion of initial left turn. Climbing left turn between heading 095° CCW to 305° to 2100 BPOC
  Or
  SPEC VIS – Climb in visual conditions to cross the airport at or above 2100 ft BPOC.
- Runway 25 – ½ – Climb on heading 238° CW to 074° to 2100' BPOC
- Runway 30 – ½ – Climb on heading 170° CW to 100° to 2100 BPOC

5.7.2 - Turbo-Jet/Turbo-Fan Aircraft

- Runway 25 – Unrestricted
- Runway 30 – Aircraft on right turnout – climb to 3,300' ASL before proceeding on course.
- Runway 07 – Climb to 3,400' ASL before proceeding on course.
- Runway 12 – Climb to 3,000' ASL, turning as required during climb.

5.7.3 - IFR Departures

IFR flights departing CYQT shall utilize the appropriate SID for their aircraft type and direction of flight. The following SIDs are available at CYQT:

RWY	RNAV	VECTOR
RWY25/30	LESIS FOUR	THUNDER BAY ONE
RWY07	NUBOM THREE	THUNDER BAY ONE
RWY12	-	THUNDER BAY ONE*

All aircraft shall be vectored direct to their initial waypoint or onto the appropriate RNAV route, as soon as practical.

*Requires a minimum climb gradient of 450'/nm to 1100'. Do NOT exceed 180kt prior to completion of initial LEFT turn. Climb hdg 125° to 1100'. Then climbing LEFT turn hdg 080° for vectors.

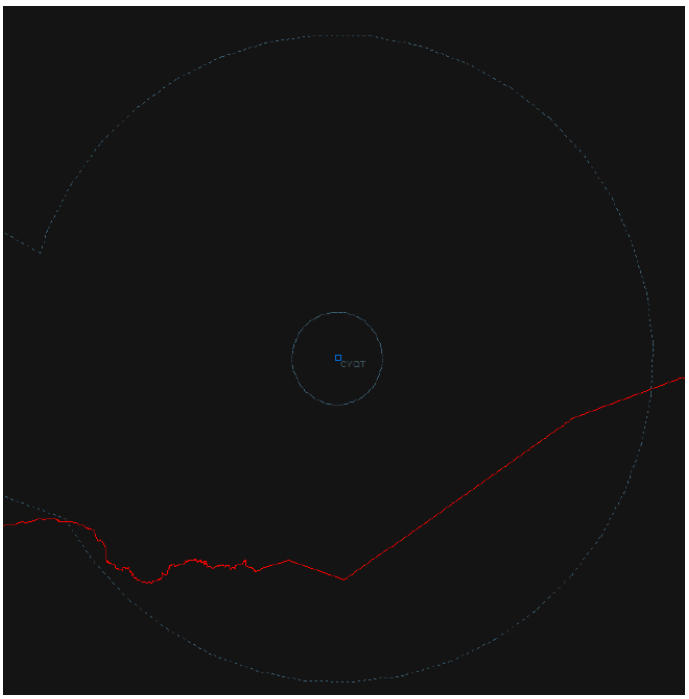
5.8 - Night Restrictions

Turbo-jet/turbo-fan aircraft previously authorized to depart between 0030 to 0600 local time, will depart runway 30 only unless operational conditions warrant departure on another runway.

Turbo-jet/turbo-fan aircraft previously authorized to arrive between 0030 to 0600 local time, will land on runway 12 only unless operational conditions warrant landing on another runway.

5.9 - Airspace Layout

CYQT airspace defined in section 3.3.4-15 – 3.3.4-16 of the Air Traffic Operations Manuals Volume 2.2 – Designated Airspace Handbook and includes a thirty-five (35) nm ring centred on CYQT.



When the CYQT ATCT is closed, within five (5) nm of the airfield and up to 4000' ASL, CYQT is an uncontrolled airport.

During operational hours, if the CYQT ATCT is not staffed, any controller working the CYQT TCU shall be responsible for the CYQT ATCT as well.

5.10 - Uncontrolled Airfields in the CYQT TCU

- CKG8 (Kakabeka Falls)
- CED8 (Eldorado)
- CKE6 (Thunder Bay Water Aerodrome)
- CTB2 (Thunder Bay Health Sciences Centre Heliport)

5.11 - Navaids

- ILS – IQT Frequency: 109.500 (Rwy 07) RVR
- DME - YQT Frequency: 114.100 (CH88)
- DME - YTV Frequency: 117.800 (CH125)

5.12 - Procedures

5.12.1 - ATCT

Runway 25 and 30 – right hand circuits (CAR 602.96).

5.12.2 - TCU

Thunder Bay Terminal is responsible for the airspace around CYQT, including IFR, Arrival, and Departure coordination at CYQT.

Three (3) arrival procedures dictate arrival flow into CYQT:

LIBUK THREE (3)
NOTER FOUR (4)
TIGAG THREE (3)

When positions are not staffed at CYQT TCU, CZWG Centre controllers will be responsible for radar services at CYQT.

TCU controllers shall not descend aircraft below 2,500' ASL until turning onto final approach.

For the CYQT TCA, the following MVAs will be utilized:

North of the CYQT airfield: 3400' ASL.

Southwest of the CYQT airfield: 3400' ASL.

Southeast of the CYQT airfield: 3000' ASL.

The following IAPs are authorized at CYQT:

ILS RWY 07
RNAV (GNSS) Z RWY 07
RNAV (GNSS) Z RWY 12 (For LNAV-only capable aircraft.)
RNAV (GNSS) Z RWY 25
RNAV (GNSS) X RWY 12 (For LPV and LNAV/VNAV capable aircraft.)
RNAV (RNP) Y RWY 07
RNAV (RNP) Y RWY 25

Section Six - Moose Jaw/Air Vice Marshal C.M. McEwen Airport & Facilities (CYMJ)

6.0 - CYMJ General Information

15 Wing Moose Jaw/Air Vice Marshal C.M. McEwen Airport is located 4 miles south of Moose Jaw, SK.

The CYMJ ATCT is staffed from 1400Z until 0030Z, Monday to Friday. And 1430Z - 0010OZ the first Monday in November through the third Monday in February. The aerodrome is frequently closed on Saturdays and Sundays.

ICAO/IATA	Coordinates	Elevation	Timezone	Mag Variation
CYMJ/YMJ	50.3303, -105.5592	1892'/577m	UTC-6	9°E

6.1 - Positions

Position Name	Frequency	Callsign
Moose Jaw ATIS	131.300	CYMJ_ATIS
Moose Jaw Clearance Delivery	135.300	CYMJ_DEL
Moose Jaw Ground	121.800	CYMJ_GND
Moose Jaw Tower	126.200	CYMJ_TWR
Moose Jaw Terminal	119.500	CYMJ_APP
PAR	134.100	CYMJ_P_APP
PAR	134.800	CYMJ_Q_APP

6.2 - Runway Configuration

Declared Distances	11L/29R	11R/29L	03/21
TORA	8320’	7280’	3460’
TODA	8320’	7280’	3460’
ASDA	8520’	7480’	3720’
LDA	8320’	7280’	3460’

Take-Off Minima
RWY 11L, 11R, 29L, 29R: ½

CYMJ has six (6) designated runways on three (3) landing surfaces. Here is a quick description of each surface:

- 11L/29R - 8320x150; asphalt; primary runway, precision approach; used primarily for IFR flights and departures/arrivals from the training areas. Locally referred to as the "inner". RCR available via CRFI; PCN 139/F/D/X/T.
- 11R/29L - 7280x150; asphalt; primary runway, non-precision approach; used primarily for circuit training. Locally referred to as the "outer". RCR available via CRFI; PCN 62/F/D/X/T.
- 03/21 - 3460x100; asphalt; secondary runway, no instrument approaches; used for glider operations and emergencies only. RCR available via CRFI;

6.3 - Taxiways

- Taxiway B between 11L and 11R restricted to aircraft with wingspan of 75’ or less
- Taxiway F restricted to aircraft 35,000lbs or less

6.4 - Aprons

- Ramp W of TWR PCN 62 R/A/X/T
- Ramp E of TWR PCN 34 R/A/X/T

6.5 - Lighting

- Runway 03 – (T ME)
- Runway 21 – (T ME)
- Runway 11L – AF SF (TE HI) P2
- Runway 29R – AF SF (TE HI) P2
- Runway 11R – (TE IH) P2
- Runway 29L – (TE HI) P2

6.6 - LAHSO

LAHSO operations are not authorized.

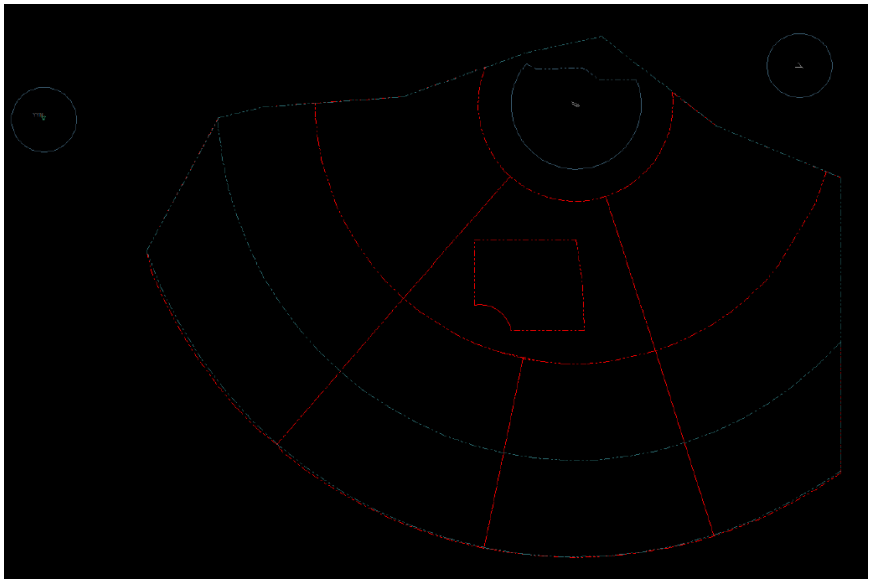
6.7 - IFR Departures

IFR flights departing CYMJ must utilize the MACAULEY ONE SID.

All aircraft shall be vectored direct to their initial waypoint or onto the appropriate RNAV route, as soon as practical.

6.8 - Airspace Layout

CYMJ airspace is defined in section 3.3.3-1 – 3.3.3-6, and 3.3.4-5 – 3.3.4-6 of the ATOM DAH.



When the CYMJ ATCT is closed, the aerodrome is closed to unauthorized civilian aircraft.

During operational hours, if the CYMJ ATCT is not staffed, any controller staffing the CYMJ TCU shall also be responsible for the CYMJ ATCT. This is in accordance with VATSIMs "top-down" network style.

6.9 - Uncontrolled Airfields in the CYMJ TCU

- CBS7 (Briercrest South)
- CJM4 (Gravelbourg)
- CJN4 (Assiniboia)
- CJS4 (Moose Jaw Municipal)
- CKC9 (Pangman)
- CKP2 (Spring Valley)
- Regina General Hospital Heliport
- CKZ2 (Willow Bunch) – CLOSED
- Mossbank (CA-0244) – CLOSED
- Hodgebille (CA-0162) – ABANDONED
- Butress (CA-0003) – CLOSED

6.10 - Navaids

- MOOSE JAW VORTAC - YMJ Frequency: 113.400 (CH81)
- DME - IBP Frequency: 109.3 (CH30)
- DME - IMJ Frequency: 109.3 (CH30)
- ILS - IMJ Frequency: 109.3 (Rwy 29R) RVR
- ILS - IBP 109.3 (Rwy 11L)
- PAR - 119.0

6.11 - Procedures

"Moose Jaw" is only used on initial contact and is omitted following that to say syllables.

6.11.1 - ATCT

The CYMJ aerodrome is closed to unauthorized aircraft outside of tower operation hours.

On climb out, in VMC, all aircraft not to exceed 2,500' ASL until beyond the departure end of runway.

Runway 11R and 29R – right-hand circuits (CAR602.96).

Traffic Pattern – Conventional aircraft 3,000' ASL, Jet 3,500' ASL

All military aircraft shall avoid flying over the city of Moose Jaw below 5,000 ASL.

6.11.2 - TCU

Moose Jaw Terminal is responsible for the airspace around CYMJ, including IFR, arrival, and departure coordination at CYMJ.

There are no arrival procedures (STARs) into CYMJ.

When positions are not staffed at CYMJ TCU, CZWG Centre controllers shall be responsible for radar services at CYMJ.

For the CYMJ TCA, the following MVAs shall be utilized:

North of the YMJ VOR 270° radial and west of the YMJ VOR 360° radial: 4,000' ASL

North of the YMJ VOR 090° radial and east of the YMJ VOR 360° radial: 3,900' ASL

South of the YMJ VOR 090° radial and east of the YMJ VOR 180° radial: 4,300' ASL

South of the YMJ VOR 270° radial and west of the YMJ VOR 180° radial: 4,000 ASL

Radar controllers shall provide radar services to maintain IFR separation for traffic arriving on IAPs to CYMJ. Radar vectors shall be utilized to aid pilots requesting IAPs for arrival into CYMJ, at all times, unless a pilot requests an "own navigation" approach, or unless workload prevents the provision of vectors. In the latter instance, pilots shall be assigned an IAP clearance via pilot navigation.

The following IAPs are authorized FOR MILITARY USE ONLY at CYMJ:

ILS Z RWY 11L (DND)
ILS Z RWY 29R (DND)
RNAV (GNSS) RWY 11L (DND)
RNAV (GNSS) RWY 29R (DND)
HI ILS X Rwy 29R (DND)
HI ILS Y Rwy 11L (DND)
HI ILS Y Rwy 29R (DND)
HI TACAN X or HI VOR DME X Rwy 29R (DND)
HI TACAN Y or HI VOR DME Y Rwy 11R (DND)
HI TACAN Y or HI VOR DME Y Rwy 29R (DND)
RNAV (GNSS) Rwy 29L (DND)
TACAN or VOR/DME Z Rwy 11R (DND)
TACAN or VOR/DME Z Rwy 29L (DND)
TACAN Z or VOR/DME Z Rwy 11L (DND)
TACAN Z or VOR/DME Z Rwy 29R
PAR (DND)

6.12 - PAR

No controller shall provide PAR services to a pilot when that controller is connected to a center position.

When connected to an approach or departure position, a controller may provide PAR services utilizing a secondary frequency listed in section 6.1 when traffic permits and when explicitly authorized to do so by the FIR Chief or Deputy FIR Chief.

Section Seven - St. Andrews Airport (CYAV)

7.0 - CYAV General Information

The St. Andrews Airport (CYAV) is located 10 miles north-northeast of Winnipeg, MB.

The CYAV ATCT is open from 1300Z - 0400Z.

ICAO	Coordinates	Elevation	Timezone	Mag Variation
CYAV	50.0564, -97.0325	759'/231m	UTC -6 (5)	4°E

7.1 - Positions

Position Name	Frequency	Callsign
St. Andrews ATIS	125.800	CYAV_ATIS
St. Andrews Ground	121.800	CYAV_GND
St. Andrews Tower	118.500	CYAV_TWR

7.2 - Runway Configuration

Declared Distances	04	22	13	31	18	36
TORA	2852'	2852'	3002'	3002'	3000'	3000'
TODA	3836'	3836'	3986'	3986'	3984'	3984'
ASDA	2852'	2852'	3002'	3002'	3000'	3000'
LDA	2852'	2852'	3002'	3002'	3000'	3000'

Take-Off Minima
All Runways: *

CYAV has six (6) designated runways on three (3) landing surfaces. Here is a quick description of each surface:

- 36/18 – 3000x75; asphalt; primary runway; non-precision approach; used for all operations
- 31/13 – 3002x75; asphalt; primary runway; non-precision approach; used for all operations
- 22/04 – 2852x75; asphalt; secondary runway;

Runway Condition reporting available 1300z – 2130z Monday to Friday excluding holidays.

7.3 - Lighting

- Runway 04 – (TE ME)
- Runway 22 – (TE ME)
- Runway 13 – AO (TE ME) P2
- Runway 31 – AO (TE ME) P2
- Runway 18 – AO (TE ME) P2
- Runway 36 – AO (TE ME) P2

7.4 - LAHSO

LAHSO operations are not authorized.

7.5 - Runway Selection

Unless operational conditions do not permit, pilots shall accept runways as assigned by ATC. When the tower is not in operation, pilots will be expected to use the preferred order for runway usage shown below:

Arrivals: 18, 13, 31, 22, 36, 04
Departures: 36, 31, 13, 04, 22, 18

ATC will designate runways to align IFR arrival and departure paths with those in use at CYWG based on the following conditions:

- Physical condition of the surface
- Effective crosswind component not to exceed 15 kts
- Effective tailwind component not to exceed 5 kts
- Other safety considerations declared by the captain of the aircraft

Controllers shall avoid IFR departures off runway 18 and 22 due to the proximity of the Winnipeg Class C airspace.

7.6 - Departure Procedures

7.6.1 - Takeoff Minima

- Rwy 04: Climb between hdg 013° ccw to 221° to remain clear of CYA404
- Rwy 13: Climb between hdg 106° CW to 309° to remain clear of CYA404
- Rwy 18: Climb between heading 105° CW to 004° to remain clear of CYA404
- Rwy 22: Climb between heading 105° CW to 015° to remain clear of CYA404
- Rwy 31: Climb between heading 015° CCW to 129° to remain clear of CYA404. No Left turn below 1800 ft.
- Rwy 36: Climb between heading 343° CCW to 184 ° to remain clear of CYA404

7.6.2 - IFR Departures

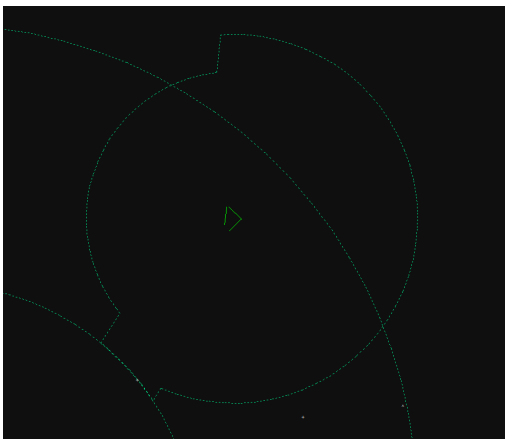
IFR flights departing St. Andrews MUST utilize the St. Andrews SIX (6) Standard Instrument Departure.

All aircraft shall be vectored direct to their initial waypoint or onto the appropriate RNAV route, as soon as practical.

7.6.3 - Mandatory IFR Routings

Refer to section 2.8.4 for Mandatory IFR Routings.

7.7 - Airspace Layout



CYAV airspace defined in section 3.3.4-13 – 3.3.4-14 of the Air Traffic Operations Manuals Volume 2.2 – Designated Airspace Handbook.

Controllers working CYAV ATCT positions shall remain cognizant of VFR aircraft requesting Class C entry from CYAV, and make proper coordination with higher controlling positions.
When the CYAV ATCT is closed, within four (4) nm and up to 3000' ASL, CYAV is uncontrolled.

During operational hours, if the CYAV Tower position is not staffed, any controller working the CYWG Tower position shall be responsible for the CYAV ATCT as well.
When the CYAV ATCT is not staffed, any controller working the CYWG TCU shall be responsible for the CYAV ATCT as well.

7.8 - Procedures

7.8.1 - ATCT

Runways 04, 13, 18 – right hand circuits (CAR 602.96)

Circuit height: 1600' ASL

Special VFR not available when ATCT closed

When ATCT closed, clearance may be obtained from Winnipeg Terminal.

Aircraft inbound to CYAV on Oakbank route, contact CYAV Tower when over DUGALD.

Helicopters must hover taxi via runways and taxiways to other positions at airport at slow speeds.

Refer to Winnipeg / St. Andrews VTPC (VFR Terminal Procedures Chart) for VFR arrival and departure routes and VFR corridor info to CYWG.

Transponder preferred but *NOT REQUIRED* within CYAV CZ.

7.8.2 - TCU

The Winnipeg TCU is responsible for the airspace around CYAV, including IFR, Arrival, and Departure coordination at CYAV.

There are no arrival procedures at CYAV.

When positions are not staffed at CYWG TCU, CZWG Centre controllers will be responsible for radar services at CYAV.

The following IAPs are authorized at CYAV:

- RNAV (GNSS) RWY 18
- RNAV (GNSS) RWY 31
- RNAV (GNSS) Rwy 13
- RNAV (GNSS) X Rwy 36
- RNAV (GNSS) Z Rwy 36

Section Eight - Southport Airport and Facilities (CYPG)

8.0 - CYPG General Information

The Southport Airport (CYPG) is located 4 miles south of Portage ls Prairie, MB.

The CYPG ATCT is open from 1400Z - 0000Z.

ICAO/IATA	Coordinates	Elevation	Timezone	Mag Variation
CYPG/YPG	49.9031, -98.2738	884'/270m	UTC -6 (5)	4°E

8.1 - Positions

Position Name	Frequency	Callsign
Southport ATIS	120.850	CYPG_ATIS
Southport Ground	121.700	CYPG_GND
Southport Tower	126.200	CYPG_TWR

8.2 - Runway Configuration

Declared Distances	13R/31L	13L/31R	02/20	09/27
TORA	7000	3120	3033	2670
TODA	7984	4120	4033	3654
ASDA	7000	3120	3033	2670
LDA	7000	3120	3033	2670

Take-Off Minima
Runways 13L, 27, 31R, 31L: ½ Runways: 02, 09, 13R, 20: *

CYPG has eight (8) designated runways on four (4) landing surfaces. Here is quick description of each surface:

31L/13R – 7000x148; asphalt; parallel runway, primary runway; precision approach; used for all operations

31R/13L – 3120x98; asphalt; parallel runway; primary runway; non-precision approach; used for all operations

02/20 – 3003x150; asphalt; secondary runway;

27/09 – 2670x98; asphalt; secondary runway; restricted to aircraft less than 15,500 lbs

Helipad:

FATO (Final approach and takeoff area) – 87x87; concrete

Helipad 1 – 607x148; turf/snow

Helipad 2 – 492x197; turf/snow

Helipad 3 – 656x328; turf/snow

8.3 - Lighting

- Runway 02 – (TE ME)
- Runway 20 – (TE ME)
- Runway 13R – AO (TE HI) P2
- Runway 31L – AN (TE HI) P2

8.4 - Departure Procedures

8.4.1 - Takeoff Minima

- Runway 02 - ½
- Runway 09 - ½
- Runway 13L - ½

- Runway 13R - ½
- Runway 20 - ½
- Runway 27 - ½
- Runway 31L - ½
- Runway 31R - ½

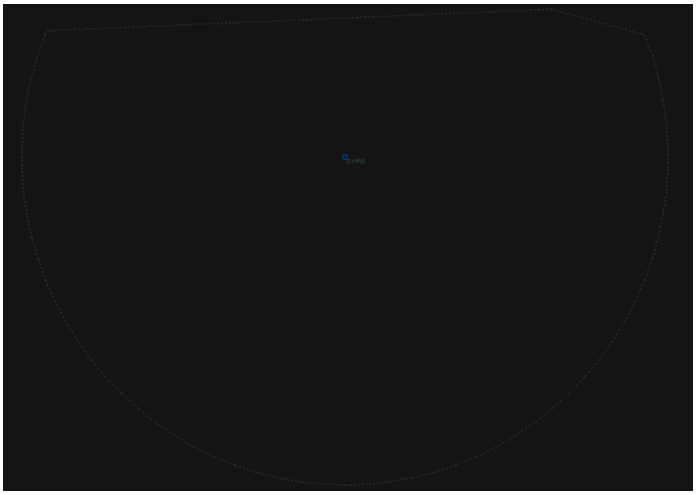
8.4.2 - IFR Departures

IFR flights departing Southport MUST utilize the Portage One (1) Standard Instrument Departure.

All aircraft shall be vectored direct to their initial waypoint or onto the appropriate RNAV route, as soon as practical.

There is no SID available for runways 27 and 20.

8.5 - Airspace Layout



CYPG airspace defined in section and 3.3.4-11 – 3.3.4-12 of the Air Traffic Operations Manuals Volume 2.2 – Designated Airspace Handbook.

When the CYPG ATCT is closed, within ten (10) nm of the airfield and up to 4000' ASL, CYPG is an uncontrolled airport.

During operational hours, when the CYPG ATCT is not staffed, any controller working the CYWG TCU shall be responsible for the CYPG ATCT as well.

8.6 - Navaids

- PORTAGE NDB PG 353
- PORTAGE VOR YPG 114.6 Channel 93
- ILS IPG 109.7 (Rwy 31L)

8.7 - Procedures

8.7.1 - ATCT

Runway 13R, 20, 27 and 31R – right hand circuits (CAR 602.96).
Runway 02/20, 09/27, 13L/31R: circuit height – 1900' ASL
Runway 13R/31L – 2500' ASL

Avoid flights over "Grabber Green" (N49 54 52 W98 09 39), located four (4) nm northeast, or cross at 2500' ASL or above (see VTPC).

Helicopter:

Departure and arrival FATO 1 on Apron II as directed by tower depicted routes on VTPC. Not above 1400' ASL until clear of circuits.

8.7.2 - TCU

The Winnipeg TCU is responsible for the airspace around CYPG, including IFR, Arrival, and Departure coordination at CYPG.

There are no arrival procedures at CYPG.

When positions are not staffed at CYWG TCU, CZWG Centre controllers will be responsible for radar services at CYPG.

Minimum Vectoring Altitudes:

East of the PG NDB 360/180 radial: 3000' MSL

West of the PG NDB 360/180 radial and north of the PG NDB 090 radial: 2600' MSL

West of the PG NDB 360/180 radial and south of the PG NDB 090 radial: 3000' MSL

Radar controllers will provide radar services to maintain IFR separation for traffic arriving on IAPs to CYPG. Radar vectors will be utilized to aid pilots requesting IAPs for arrival at CYPG, unless the pilot requests an “own nav” approach, or unless workload prevents the provision of vectors. In the latter instance, pilots will be assigned IAP clearance via pilot navigation.

The following IAPs are authorized at CYPG:

- ILS or ILS/DME RWY 31L
- NDB RWY 31L
- RNAV (GNSS) RWY 13R
- RNAV (GNSS) RWY 31L
- VOR/DME RWY 13R
- VOR/DME RWY 31L
- VOR RWY 31L

Section Nine - Winnipeg Center

9.0 - Airspace

CZWG Centre is divided up into six (6) specialties which is further divided into twenty-two (22) sectors. Three (3) “high” specialties control all aircraft at or above FL290, and three (3) “low” specialties control all aircraft below FL290. Typically, CZWG Centre airspace will be only be staffed as specialties when (a) there are more than four (4) controllers staffing Centre positions, or (b) when mandated by traffic volumes. See below sections for more details.

9.0.1 - Airspace Responsibility

In general, CZWG Centre shall be responsible for, and maintain control over, all controlled airspace within the purview of CZWG Centre. This includes airspace classes A, B, C, D, E, and F (Advisory), except when facilities having active Class B, C, D, or E airspace designations are staffed and operational, in which case CZWG Centre delegates control of those staffed facilities to the facilities staff, per superseding SOPs or LOA(s) (letter(s) of agreement).

9.1 - Sector Designations and Frequencies

Sector Name	Identifier	Location	Frequency	Notes / Airspace Info	Hierarchy of Control
Main	WC	Winnipeg FIR	124.000	Covers all Winnipeg airspace.	WC
Winnipeg Low	WCL	West, East and North Low	134.620	All airspace below FL290.	WCL, WC
West Low	WL	Sectors Below	123.820	Below FL290	WL,WCL, WH, WC
Great Plains	GP	Regina, SK	123.800	Below FL290	GP, WL, WCL, WH, WC
Winnipeg West	WW	Brandon, MB	132.250	Below FL290	WW, WE, WL, WCL, WH, WC
Winnipeg East	WE	Winnipeg, MB	118.000	Below FL290	WE, WL, WCL, WH, WC
East Low	EL	Sectors Below	132.100	Below FL290	EL, WCL, EH, WC
Trout Lake	TL	Trout Lake, ON	135.150	Below FL290	TL, EL, WCL, EH, WC
Kenora	QK	Dryden, ON	132.200	Below FL290	QK, EL,WCL, EH, WC
Marathon	SP	Thunder Bay, ON	132.120	Below FL290	SP, EL ,WCL, EH, WC
North Low	NL	Churchill, MB	134.600	Below FL290	NL ,WCL, NH, WC
Waskesiu	WK	Saskatoon, SK	132.320	Below FL290	WK, NL, WCL, NH, WC
La Ronge	VC	La Ronge, SK	126.400	Below FL290	VC, NL, WCL, NH, WC

Winnipeg High	WCH	West, East and North High	124.000	All airspace FL290 & Above.	WCH, WC
West High	WH	Sectors Below	134.950	FL290 & Above	WH, WCH, WC
Prince Albert	PA	Saskatoon, SK	133.100	FL290 & Above	PA, WH,WCH, WC
Lumsden	LN	Swift Current, SK	134.970	FL290 to FL370	LN, QV, WH, WCH, WC
Yorton	QV	Regina, SK	124.300	FL380 & Above	QV,WH, WCH, WC
Broadview	DR	Broadview, SK	132.900	FL290 to FL370	DR, QV, WH, WCH, WC
East High	EH	Sectors Below	134.150	FL290 & Above	EH, WCH, WC
Clear Lake	CL	Wasagaming, MB	119.700	FL290 to FL360	CL, GM, EH, WCH, WC
Gimli	GM	Gimli, MB	120.500	FL370 & Above	GM, EH, WCH, WC
Falcon Lake	FL	Red Lake, ON	134.170	FL290 to FL360	FL, HD, EH, WCH, WC
Dryden	HD	Kenora, ON	124.000	FL370 & Above	HD, EH, WCH, WC
Armstrong	YW	Thunder Bay, ON	135.220	FL290 to FL360	YM, SU, EH, WCH, WC
Superior	SU	Thunder Bay, ON	133.250	FL370 & Above	SU, EH, WCH, WC
North High	NH	Sectors Below	132.020	FL290 & Above	NH, WCH, WC
Hudson	HU	Hudson Bay	132.070	FL290 & Above	HU, NH, WCH, WC
Thompson	TH	Thompson, MB	134.500	FL290 & Above	TH, NH, WCH, WC
Severn	ER	Severn, ON	135.000	FL290 & Above	ER, NH, WCH, WC

* Winnipeg East covers Winnipeg West when offline
* Yorkton covers Lumsden and Broadview when respective sectors are offline
* Gimli covers Clear Lake when offline
* Dryden covers Falcon Lake when offline
* Superior covers Armstrong when offline

The above positions tables indicate the sectors and specialties of the CZWG Centre airspace.

As a general rule, the primary and first Winnipeg Centre position to be staffed shall always be WPG_CTR, the primary centre combined position. If only one (1) controller is staffing WPG_CTR, they shall use this position to provide services to all Winnipeg traffic, unless otherwise delegated.

If two (2) or more centre positions are staffed, WPG Centre can be divided between High and Low Centres, with the dividing altitude agreed upon by the two controllers; the default altitude shall be FL290. Controllers can use the WPG_H (may use WPG_CTR) and WPG_L positions.

If three (3) centre positions are staffed, the Winnipeg FIR will be split into the following positions:

- West
- East
- North

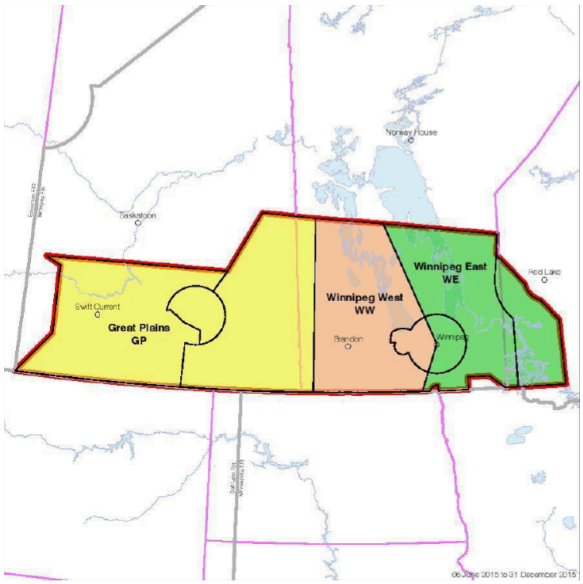
The controllers shall log on as the corresponding high positions (WPG_WH, WPG_EH, WPG_NH).

The overall purpose of dividing CZWG Centre into multiple sectors and specialties is not to have as many sectors and specialties staffed as possible, but rather, to provide the possibility and a forward-thinking plan, in the event of heavy traffic, or a large event. Devising a plan for center split staffing falls to the Events & Marketing Coordinator, FIR Chief, Deputy FIR Chief, and other other controllers assigned to traffic management for that event.

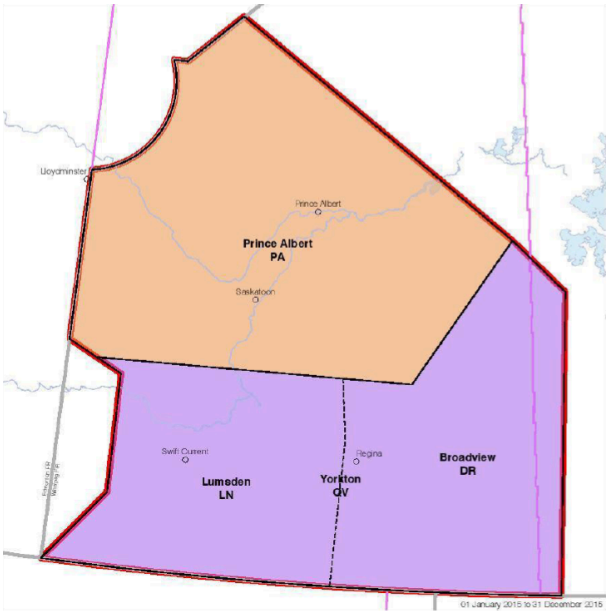
Refer to section 10.0 for further Center responsibilities related to traffic management.

9.2 - Sector Diagrams

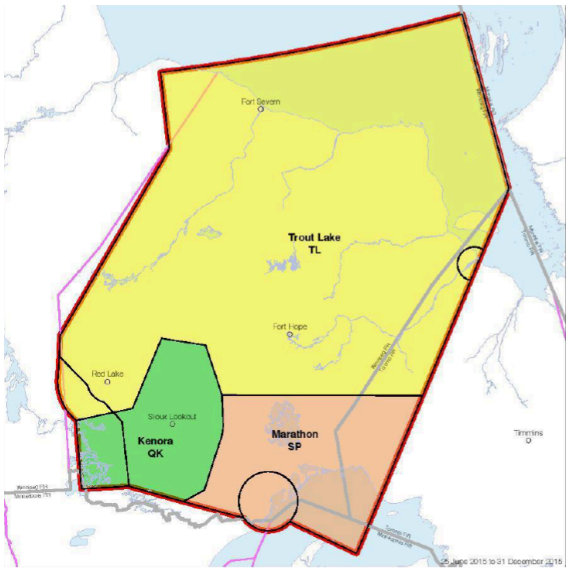
West Low:



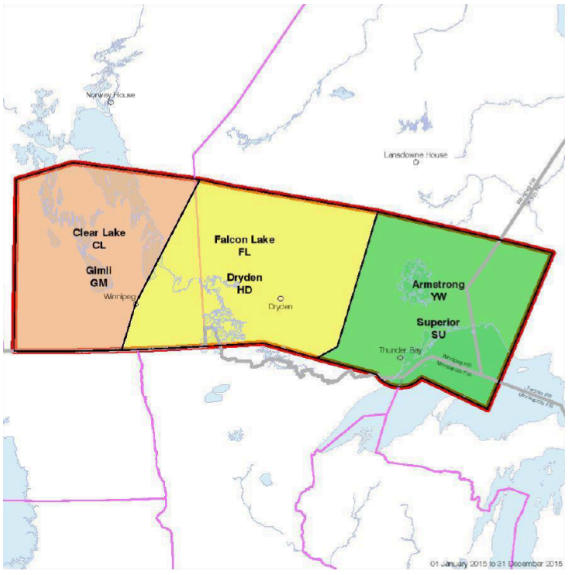
West High:



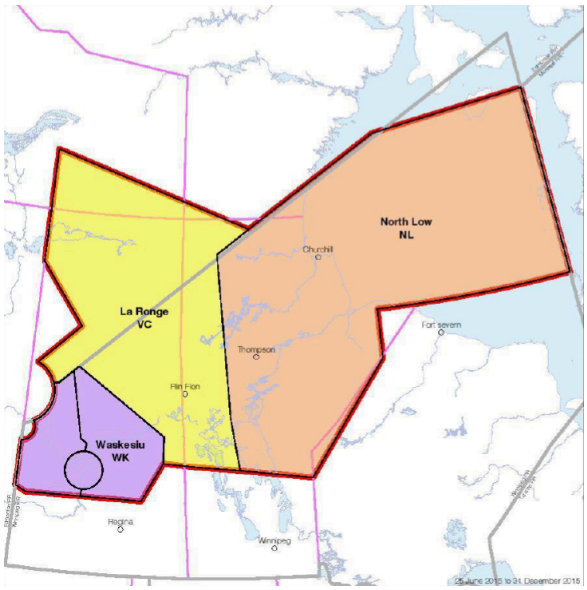
East Low:



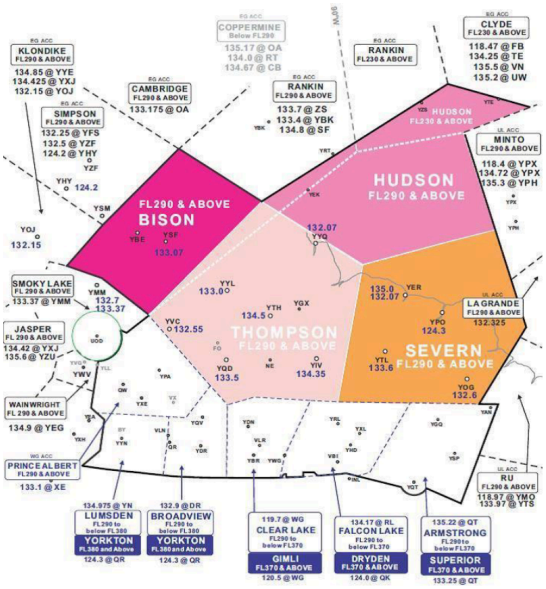
East High:



North Low:



North High (except Bison):



9.3 - Intra-Center Operations & Coordination

The CZWG FIR borders five (5) FIRs and ARTCCs: Edmonton (CZEG), Toronto (CZYZ), Montreal (CZUL), Minneapolis (KZMP), and Salt Lake City (KZLC). Coordination of traffic arriving or departing CZWG, or of traffic routed to overfly CZWG shall be conducted per Letters of Agreement (LOAs) between CZWG and other facilities. All controllers are encouraged to review these documents which are available at https://winnipegfir.ca/policies.

Online coordination shall be executed either via “landline” calls through VACS, a TeamSpeak client, or via text/chat messaging within the Euroscope Client, or TeamSpeak client.

Details and examples regarding coordination with FIRs and ARTCCs can be found in the corresponding LOA with each FIR and ARTCC.

9.4 - Enroute Control

9.4.1 - Routing

The Centre controller shall generally observe all flight plan routing to ensure compliance with ATC standards, including correct lateral routing, altitude, and traffic separation. “Cleared direct” routings shall only be granted if no apparent traffic conflict exists at point-in-time, or downline along the route.

9.4.2 - Separation

All aircraft shall be sequenced to have no less than five (5) nm of in-trail and decreasing separation. All altitude restrictions shall remain in-effect in RVSM (reduced vertical separation minima) and non-RVSM airspace.

ALL HANDOFFS TO ANOTHER FIR/ARTCC OR ARRIVAL SHOULD HAVE 10 NM IN TRAIL UNLESS OTHERWISE DIRECTED.

All other policies and procedures regarding separation between aircraft shall be adhered to at all times.

9.4.3 - Information Updates

All controlled aircraft in cruise altitude below Class A airspace (17,999’ ASL and below) shall be given local altimeter settings updates no less than every one-hundred (100) nm.

To add realism, all aircraft shall be notified of SIGMETs, Convective SIGMETs, AIRMETS, Centre Weather Advisories, etc., and all other weather related information issued for airspace along their route. This information shall be obtained on a real-time basis from Nav Canada’s Collaborative Flight Planning Service:

https://plan.navcanada.ca/wxrecall/

Where traffic permits controllers should receive and distribute PIREPS.

9.4.4 - Holding

Holding clearances shall be issued to en-route traffic, to maintain proper sequencing and spacing.

9.4.5 - Radar Service Termination

Should an aircraft depart CZWG controlled airspace, some form of radar service termination shall be relayed to the aircraft.

If an aircraft is leaving a controller's airspace for another staffed/controlled FIR Sector, no later than 5 nm from the airspace border, a handoff shall be initiated with the next sector to handle the traffic. Upon acceptance of the handoff, the aircraft shall be instructed to contact the next controller and given the appropriate frequency on which to do so.

If an aircraft is leaving a controller's airspace for an unstaffed/uncontrolled FIR sector, a radar termination must be given no later than the sector boundary. The aircraft shall be released from radar services, and instructed to change to the en-route frequencies.

9.4.6 - Arrivals

At uncontrolled airfields and non-towered Class E airfields, Centre shall be responsible for issuing clearances for approach and arrival. As the aircraft approaches its destination, no later than fifteen (15) minutes of ETA, the centre controller shall confirm the receipt of current weather and NOTAMs for the arriving airfield with the aircraft. If the aircraft does not have the current weather and NOTAM information, the center controller shall provide it to them utilizing current VATSIM weather, read from Euroscope or Nav Canada's Collaborative Flight Planning Service.

When the aircraft advises which approach they request, a descent clearance shall be issued, as required. The descent clearance must take into account traffic conflicts, weather, terrain, and any other critical information. Unless prescribed by another facility or facility group SOPs, the minimum safe altitude (MSA), as published on the instrument approach procedures for the airport, the minimum en-route altitude for that segment of the route (MEA), shall be referenced as the lowest cleared descent altitude for the arriving airfield.

Arriving traffic shall maintain priority over departure traffic. If it can be determined that a traffic conflict can be avoided, an IFR release for a departing aircraft can be granted prior to the issuance of an approach clearance to an arriving aircraft.

If the arriving aircraft is going to be following another IFR arrival into the same airport, approach clearance cannot be granted until the preceding aircraft has either cancelled IFR or reported arrival. Proper pre-planning for sequencing and proper traffic separation must be utilized.

The “one-in-one-out” shall be utilized for all IFR arriving and departing traffic at an uncontrolled airport.

If the aircraft requests a visual approach, vectors can be given to place the aircraft into a position where visual identification of the airport can reasonably be made. Otherwise, the aircraft can be cleared direct to the airport, if not cleared to do so. When the aircraft is within fifteen (15) miles of the airport, the controller shall give a location and distance to the airport to assist in airport identification.

If the aircraft requests an instrument approach, the centre controller shall vector to, or clear via direct to, an initial approach fix. Once the aircraft is observed to be navigating directly to the initial approach fix, approach clearance can be issued. The initial approach altitude may be assigned along with the approach clearance.

Once an aircraft is cleared for an approach under IFR to an arriving airport, the controller can clear the aircraft from Centre communication frequency to monitor traffic advisories at the destination. If this clearance from centre frequency is granted, the controller must advise the aircraft to either cancel IFR or advise arrival time with an ATC facility.

Should the aircraft choose to cancel IFR, at any time, but in this case during an approach into an uncontrolled airfield, the controller will advise that radar services are terminated and for the aircraft to change to basic VFR squawk code (1200).

9.4.7 - Departures

IFR departures from uncontrolled airfields shall be given IFR clearances either before departure or within fifty (50) nm of the departure airfield, if call is received airborne. If the clearance is given prior to departure, a clearance void time must accompany the clearance.

Alternatively, the clearance can be given to aircraft on the ground with a “hold for release” restriction.

Should an aircraft depart prior to receiving an IFR clearance, they shall operate under VFR until an IFR clearance has been granted. This clearance should be requested or issued within fifty (50) nm of the departure airfield. If clearance cannot be granted, the flight must continue under VFR until an IFR clearance is granted. With the aircraft already airborne, the clearance is combined with proper radar identification procedures.

9.4.8 - VFR Flight Following

VFR flight-following services shall be provided on a first-come, first-served basis, traffic volumes permitting. Aircraft requesting this service shall be issued an unique VFR squawk code, radar identified, and tracked. All VFR flight-followed aircraft shall be observed to maintain VFR, at all times. As such, CZWG Centre controllers shall ensure that VFR-appropriate altitudes are maintained by aircraft at all times. The controller shall be responsible to provide traffic separation from IFR traffic and participating VFR traffic. Clearances/vectors to IFR approaches shall not be provided to VFR flight-following traffic.

Section Ten - Traffic Management

10.0 - Center Traffic Management Responsibilities

Centre Controllers have primary responsibility for the management of traffic flow. Therefore, oversight of flight plans, and general flow control coordination will also be the duty of every centre controller. This oversight does not fall to any lower position than centre (i.e. this policy only applies when centre controllers are staffed online).

10.1 - Flight Plan Monitoring

CZWG Centre shall, workload permitting, review every IFR flight plan departing within CZWG airspace, with priority on high density routes (e.g. YWG – YYZ). CZWG Centre shall ensure that every flight plan meets the requirements of all current Letters of Agreement (LOAs) with neighbouring ARTCCs and/or FIRs, whether that ARTCC or FIR is currently staffed or not.

If the flight plan does not meet the standards of an LOA (or SOP), CZWG Centre shall modify the flight plan to bring it to standard.

If the final altitude is incorrect, CZWG Centre shall inform the aircraft of an “invalid altitude for direction of flight” and request a preferred altitude (FL380 vs. FL390, for example).

If the route of a flight-plan is incorrect, CZWG Centre shall use his or her best judgement in determining if the route of the flight-plan necessitates alteration, and to what extent.

The above requirements do not preclude CZWG Centre, performing the duties of clearance delivery, from making the appropriate changes to the flight plan(s). If an aircraft is unable to accept the route of flight, clearance delivery may deliver the filed route, dependent on traffic volumes and the aircraft's equipment capabilities. Any delays to the requested route shall be relayed to the pilot.

10.2 - EDCTs

CZWG Centre shall retain the authority to issue Expect Departure Clearance Times (EDCTs). These times shall be inputted into the appropriate block of a flight-plan, for an aircraft assigned an EDCT. In accordance with standard, EDCTs shall be verified to give a realistic ten minute window for departure.

During periods of high traffic volumes inbound to CYWG, CZWG Centre shall issue EDCTs for all aircraft originating from within CZWG airspace, with a destination of CYWG, which have proposed flight times of less than one (1) hour.

During periods of high traffic volumes outbound from CYWG, aircraft shall be segregated by destination and route commonality. Then, the following standards shall apply:

CYWG Departure Flow Standard One:

If more than ten aircraft propose to depart CYWG for the same destination, within thirty minutes of each other, CZWG Centre shall issue EDCTs to each aircraft, on a first-come, first served basis, with EDCTs adjusted to provide no less than ten nm in-trail cruise spacing between each aircraft.

CYWG Departure Flow Standard Two:

If more than ten aircraft propose to depart CYWG via the same departure routing, within thirty minutes of each other, CZWG Centre shall issue EDCTs to each aircraft, on a first-come, first-served basis, with EDCTs adjusted to ensure proper wake-turbulence separation minima are adhered to.

10.3 - TMU

During periods of high-traffic or when otherwise directed by FIR staff, a C1 or higher controller shall have the option to staff a traffic management unit by connecting to the WPG_FMP position.

This position is designed to take load off center controllers and allow one person to have a big-picture view of the traffic situation.

TMU has the authority to issue EDCTs, ground stops, MiT requests, flow control restrictions, and any other required management techniques to ensure smooth operations.

TMU shall also monitor for any staff-related bottlenecks (i.e controller fatigue, overwhelming traffic, etc.)

10.4 - Transponder Code Reference

The CZWG FIR has adopted a beacon code allocation plan. These codes are allocated to best co-exist with common codes originating from various positions within CZWG and adjacent FIRs and ARTCCs. Listed below are the primary allocations, by facility, of transponder codes to be used:

Callsign	Frequency	Position Name	Squawk Code Range
WPG_CTR	124.000	Winnipeg Centre	0626-0677
WPG_WK_CTR	134.325		5120-5177
WPG_VC_CTR	126.400		5120-5177
WPG_NL_CTR	134.600		1401-1425
WPG_GP_CTR	123.800		5120-5177
WPG_QR_CTR	120.100		5120-5177
WPG_WW_CTR	132.250		5120-5177
WPG_WE_CTR	118.000		5120-5177
WPG_QK_CTR	132.200		1401-1425
WPG_SP_CTR	132.125		1401-1425
WPG_TL_CTR	135.150		1401-1425
WPG_HU_CTR	132.075		0626-0677
WPG_ER_CTR	135.000		0626-0677
WPG_TH_CTR	134.500		0626-0677
WPG_PA_CTR	133.100		0601-0625
WPG_LN_CTR	134.975		0601-0625
WPG_DR_CTR	132.900		0601-0625
WPG_QV_CTR	124.300		0601-0625
WPG_CL_CTR	119.700		1426-1477
WPG_GM_CTR	120.500		1426-1477
WPG_FL_CTR	134.175		1426-1477
WPG_HD_CTR	124.000		1426-1477
WPG_SU_CTR	133.250		1426-1477
WPG_YW_CTR	135.225		1426-1477
CYQR_GND	121.900	Regina Ground	5250-5277

CYQR_TWR	118.600	Regina Tower	2040-2057
CYXE_GND	121.900	Saskatoon Ground	5301-5347
CYXE_TWR	118.300	Saskatoon Tower	1140-1157
CYXE_APP	119.900	Saskatoon Terminal	1100-1137
CYQT_GND	121.900	Thunder Bay Ground	5201-5247
CYQT_TWR	118.100	Thunder Bay Tower	7140-7157
CYQT_APP	119.200	Thunder Bay Terminal	7100-7137
CYWG_DEL	121.300	Winnipeg Clearance Delivery	4701-4747
CYWG_GND	121.900	Winnipeg Ground	4701-4747
CYWG_TWR	118.300	Winnipeg Tower	4701-4747
CYWG_DEP	121.000	Winnipeg Departure	2001-2017
CYWG_E_DEP	119.900	Winnipeg East Departure	2001-2017
CYWG_APP	119.500	Winnipeg Arrival	5201-5227
CYMJ_DEL	135.300	Moose Jaw Clearance Delivery	0100-0477
CYMJ_GND	121.800	Moose Jaw Ground	0100-0477
CYMJ_TWR	126.200	Moose Jaw Tower	0100-0477
CYMJ_APP	119.000	Moose Jaw Terminal	0100-0477
CYAV_GND	121.800	Saint Andrews Ground	4107-4177
CYAV_TWR	118.500	Saint Andrews Tower	4107-4177
CYPG_GND	121.700	Southport Ground	4107-4177
CYPG_TWR	126.200	Southport Tower	4101-4177

NOTE: When correctly configured, Euroscope will automatically assign a code based on controller position and PRF file settings related to that position. Controllers shall manually enter codes dependent on this schedule (above), if Euroscope does not code the correct numbers. Contact the Winnipeg FIR Facility Engineer (ZWG5) for any issues related to sector files or transponder code assignment.

Authorizations

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