the Winnipeg FIR

STANDARD OPERATING PROCEDURES

Revision Log

Revision Date	Revision	Notes	Initials
16 October 2016	1	Phraseology, misc.	KJS
9 March 2018	2	Reformatted materials.	KJS
9 July 2019	3	Updated information to FIR, changes to Winnipeg Centre policies and airport information	NEP
19 February 2020	4	Updated ATIS Lines info, adjusted departure procedures for CYWG and added hour requirements, other minor changes	NEP KKD
16 May 2020	5	Updates ATIS Lines and any reference to czwg.vatcan.ca to reflect new website	NEP
27 Sep 2020	6	Removed FIR General Policies Section as policy migrated to new separate document, typo fixes & STAR updates	NEP
13 Oct 2020	7	Added frequencies for the combined positions and updated for WPG_CTR	KKD

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Section I – Winnipeg International & Winnipeg Facilities Group Standard Operating Procedures

Preface

The Winnipeg International (CYWG) Winnipeg Facilities Group Standard Operating Procedures (SOPs) is volume 3.5.0 of the CZWG FIR ATOM - a set of controlled documents which outline all administrative and operational policies and procedures for the CZWG FIR.

The CYWG Winnipeg Facilities Group SOPs shall be utilized as the sole reference concerning the operation of CYWG. The CYWG Winnipeg Facilities Group SOPs is supplemented by the appropriate Canadian Flight Supplement (CFS) and 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. Oversight of the CYWG Winnipeg Facilities Group SOPs is the responsibility of the CZWG FIR administration team, assistant chief, chief, and/or his or her designee(s).

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 CZWG FIR ATOM 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.

Please direct all inquiries to the CZWG FIR Chief:

Nate Power - n.power@vatcan.ca

1.1 Purpose

The CYWG Winnipeg Facilities Operating Group SOPs defines a uniform set of procedures for all controllers to follow while staffing positions at CYWG.

I.2 Pre-requisites and Position Restrictions

As per VATSIM's Global Ratings Policy, Appendix B, CYWG is designated as a major airfield. Controllers shall be permitted to staff ATCT and TCU positions at CYWG, once the appropriate VATSIM global rating has been obtained.

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: The automated Euroscope setup and login procedure should automatically correct these lines - but controller verification prior to connecting to the VATSIM network is always encouraged.

1.3 Departure Coordination

IFR Flight Plans:

- 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.

IFR Release Coordination and Communication Example:

1. Aircraft calls ready for departure:
"Winnipeg Tower, C-GHTU, ready for departure, runway 13"

2. Advise aircraft to hold short, awaiting IFR release, if not already obtained:
"C-GHTU, hold short runway 13. Awaiting IFR release"

3. Contact higher controlling position for IFR release:
"Winnipeg Arrival, Winnipeg Tower, IFR release of C-GHTU, runway 13" (or similar)

4. IFR release is granted (radar controller responds):
"Winnipeg Tower, Winnipeg Arrival, C-GHTU IFR released, depart runway 13, Winnipeg 1 departure, void if not off by 1850z"

5. Takeoff clearance given to aircraft:
"C-GHTU, contact Winnipeg Arrival airborne, winds 160 at 15, runway 13, cleared for takeoff"
(transfer aircraft tag)

1.4 Winnipeg Facilities Group

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

1.4.1 References

Coordinates: N49 54 36 W97 14 24
Magnetic Variation: 3°E (2014)
Time: UTC-6(5)
Elevation: 783'
Weather: METAR issued 24 hours. TAF issued 24 hours at 0000, 0600, 1200, and 1800z, or as required.

1.4.2 Communications

The CYWG ATCT and TCU are staffed 24 hours a day, 7 days a week.

1.4.3 Frequencies

The following frequencies are the only frequencies permitted in the CYWG ATCT and TCU. Your default voice server should be: canada.voice.vatsim.net. Your channel must be exactly as listed below, no exceptions:

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	119.900	CYWG_DEP
Winnipeg Arrival	119.500	CYWG_APP
Winnipeg Terminal	121.000	CYWG_TML

Every controller shall utilize a primary frequency in Euroscope for communications with every aircraft. Every controller is encouraged to 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.

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

1.4.4 Automated Terminal Information System (ATIS)

To add to the real-world immersion, controllers shall create their ATIS' to resemble the current real-world ATIS as closely as possible.

Voice Atis:

Voice ATIS broadcasts for CYWG can be made utilizing the frequency listed above. VOICE ATIS shall comply with VATSIM, VATNA, VATCAN, and CZWG FIR policies.

ATIS' shall be updated with each significant change in weather (typically with each new METAR). Tower shall ensure all other controllers are current with ATIS updates. However, it is the responsibility of all other controllers to ensure that they receive current ATIS information from tower.

1.4.5 Runway Configuration

Declared Distances	13/31	18/36
TORA	8701	11000
TODA	9685	11984
ASDA	8701	11000
LDA	8701	11000

Runway Level Of Service		
RVO	LVO	Take-Off Minima
RWY 13, 31, 36: RVR 2,600"	RWY 36: RVR 1,200'	RWY 13, 18, and 31: ¼ RWY 36: RVR 600'

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.

31/13 – 8701x200; asphalt; primary runway; precision approach used for all operations RCR available via CRFI – PLR/PCN.

Taxiways

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

Apron

- Apron I – parking positions may be restricted due to adjacent aircraft.
- Aircraft shall be pushed back straight from all bridge locations on Apron I, unless other authorized.
- Aircraft taxiing or being towed to or from Apron I, contact ground control prior to manoeuvering.

Lighting

- Runway 13 – AN (TE HI)
- Runway 31 – AN (TE HI)
- Runway 36 – AL (TE HI TDZL)
- Runway 18 – AO (TE HI CL) P2

LAHSO are authorized on runway 13 to hold short of runway 18 (LDA: 3,969'), runway 31 to hold short of runway 36 (LDA: 3,789'), runway 18 to hold short of runway 13 (LDA: 7,279'), and runway 36 to hold short of runway 31 (LDA: 2,779').

1.4.6 Low Visibility Procedures (RVR less than 1,200' but 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).

1.4.7 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

1.4.8 Low Visibility Arrivals

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

1.4.9 Active Runway Selection

Consistent with safe aircraft operating procedures, controllers shall 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.

When the ATCT is not in operation, pilots shall be expected to use the preferred order for runway usage, shown below:

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

Runway 36 is the preferred calm wind runway for departures except for:
- Propeller driven aircraft, and;
- Westbound aircraft may be authorized or assigned runway 31.

1.5 Departure Procedures

Turbo-Jet/Turbo-Fan Aircraft Only:

- 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

1.5.1 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:

- DUXUS ONE (1)
- GRIZZLY TWO (2)
- MUSIB ONE (1)
- STONY TWO (2)
- KARIS ONE (1)
- VOGIG TWO (2)
- WALLEYE ONE (1)
- WINNIPEG TWO (2)

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

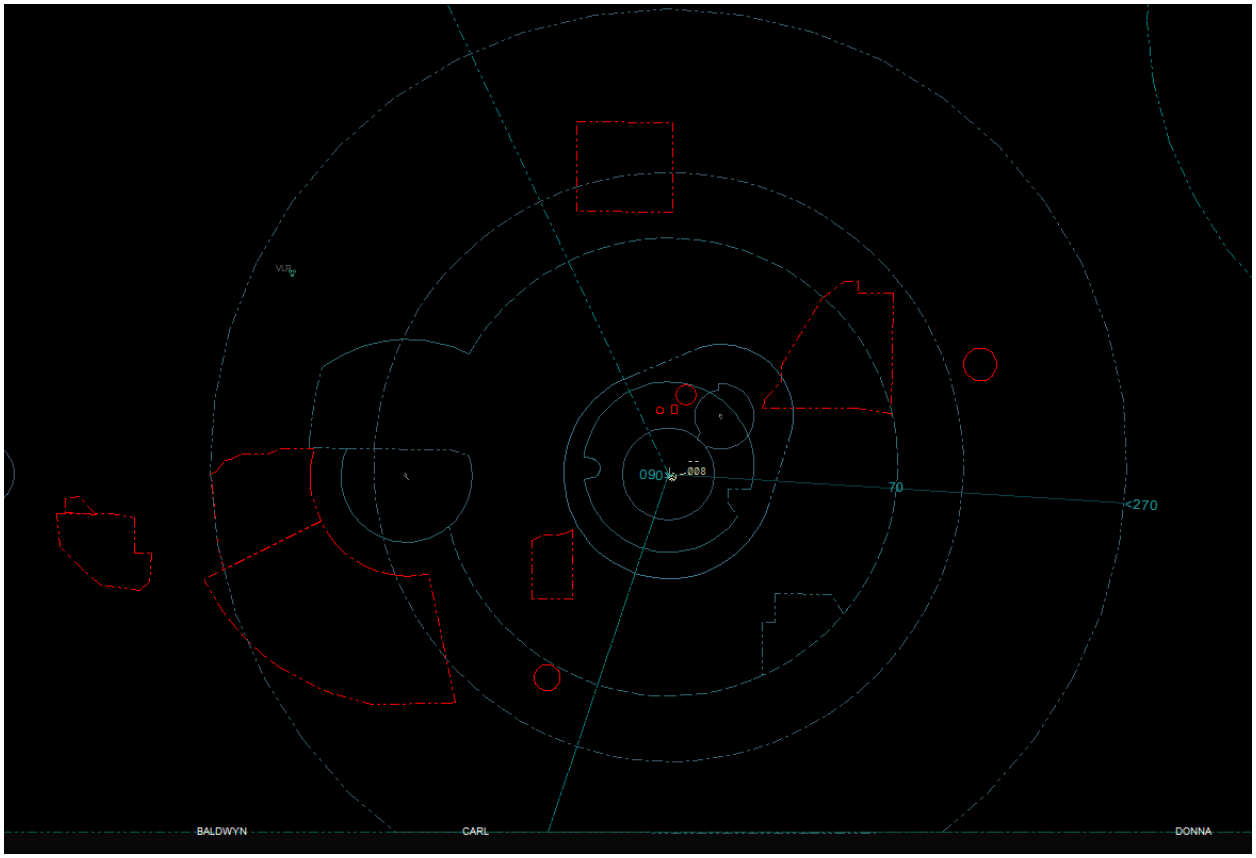
All aircraft shall be vectored direct to their initial waypoint or onto the appropriate airway, as soon as practical, while still adhering to all applicable procedures and policies.

1.5.2 Night Restrictions

Between 23:00 and 07:00 Local, Intersection departures on runway 13 and/or 18 are not authorized.

1.5.3 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.

The CYWG TCA also includes the following Class E airfields:

- 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)**

1.5.4 Navaids

Winnipeg NDB – WG
Frequency: 248 (M) at N49° 53' 57" W97° 20 57

Stoney NDB – ZWG
Frequency: 287 (L) at N49° 59' 21" W97° 13' 11"

Forks NDB – ZHT
Frequency: 236 (L) at N49° 50' 02" W97° 08' 39"

Downs NDB – ZWN
Frequency: 201 (L) at N49° 57' 50" W97° 19' 18"

Boine NDB – ZWW
Frequency: 215 (L) at N49° 49' 48" W97° 15' 25"

La Salle NDB – LF
Frequency: 336 (L) at N49° 38' 33" W97° 18' 00"

Balmoral NDB – BM
Frequency: 375 (L) at N50° 08' 14" W97° 18' 35"

Winnipeg VORTAC – YWG
Frequency: 115.500 Ch 102 at N49° 55' 40" W97° 14' 21" (820')

ILS – INP Frequency: 109.500 (Rwy 13) RVR

ILS – IWG Frequency: 109.900 (Rwy 36) RVR

ILS – IHV Frequency: 110.300 (Rwy 31) RVR

1.5.5 Procedures

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 other 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.

Military:

IFR or VFR transient military jet aircraft shall conduct a straight-in approach commencing at or outside the final approach fix, for the runway in use. Overhead breaks are not authorized.

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

All de-icing of military aircraft is to be performed on Apron VI.

1.5.6 TCU Procedures

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 TWO (2)
- BEFAN TWO (2)
- KELTO THREE (3)
- NORAK TWO (2)
- PEPNO TWO (2)

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

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

1.5.7 Arrival Procedures

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

Circling procedures to runways 31 and 36 are not permitted.

Minimum Vectoring Altitudes:

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

Section II – Winnipeg Centre Standard Operating Procedures

2.1 Purpose

The CZWG Centre SOPs defines a uniform set of procedures for all controllers to follow while staffing positions at CZWG Centre, including working all of CZWG Centre airspace solo, or working individual sectors or specialties.

2.2 Prerequisites & 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 2	Thanks for flying with the Winnipeg FIR!
Info Line 3	Questions, comments or feedback? We want to hear it!
Info Line 4	Visit us at WinnipegFIR.ca.

Note: The automated Euroscope setup and login procedure should automatically correct these lines - but controller verification prior to connecting to the VATSIM network is always encouraged.

2.3 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.

2.3.1 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).

2.3.2 Airspace Delegation Standards

The following procedures and standards apply to the Class C, D and E facilities listed below, when they are active and staffed:

<u>CYWG TCU:</u>
Centre will delegate airspace control over the following airspace to the CYWG TCU (CYWG_APP, CYWG_DEP). That airspace is indicated as the CYWG TCA (terminal control area). This airspace is defined in Section 3.3.3-7 – 3.3.3-11 of the ATOM DAH.

<u>CYWG Tower (with no CYWG TCU Staffing):</u>
Centre shall delegate airspace control over the following airspace to the CYWG ATCT (CYWG_TWR). That airspace is defined as the CYWG Class C CZ. This airspace is defined in Section 3.3.4-2 – 3.3.4-3 of the ATOM DAH.

<u>CYWG Satellite Airports (CYAV, CYPG, with no CYWG TCU Staffing)</u>
Centre shall delegate airspace control over the following airspace to the CYWG Satellite Airports ATCT (xxxx_TWR). That airspace is defined as each of the airports' CZ. This airspace is defined in Section 3.3.4-11 – 3.3.4-12 and 3.3.4-13 – 3.3.4-14 of the ATOM DAH.

2.3.4 Sector Designations & Communication 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 East covers Winnipeg West when offline

Sector Name	Identifier	Location	Frequency	Notes / Airspace Info	Hierarchy of Control
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**

* 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 table indicates 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 two ways to ease traffic loads on centre controllers:

- 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 following CZWG Centre positions shall be staffed at the discretion of the Chief Instructor, Assistant Chief, Chief, and/or his or her designee(s).

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. During periods of heavy traffic, or a large event, the ideal number of centre controls is six (6) – one for each specialty.

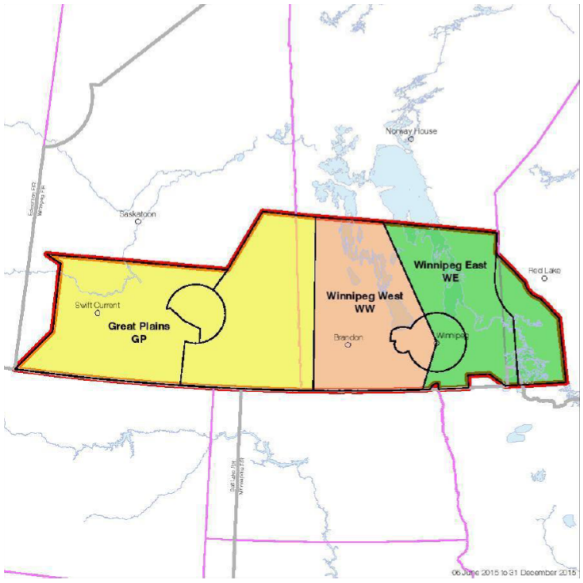
2.3.5 High / Low Sector Coordination

Specialty and sector centre controllers shall maintain close attention to the boundaries (both vertically and horizontally) of their controlled airspace to avoid any controlled airspace incursions.

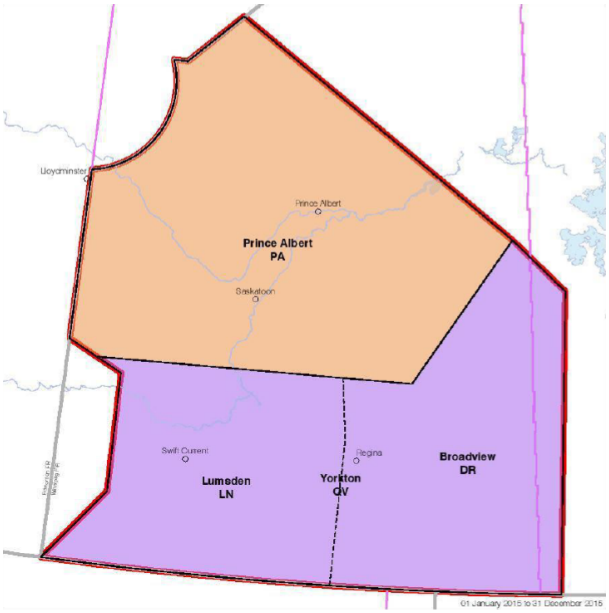
For CYWG arrival traffic, the High specialties and sectors shall descend aircraft, initially, to FL290 to ensure proper descent to meet STAR crossing restrictions. Pilot's discretion descents may be used. Hence, the low specialties and sectors will ensure that aircraft are descended to the appropriate crossing restriction altitudes indicated on STARs or as coordinated with CYWG Arrival, typically FL230.

2.4 Sector Diagrams

West Low:



West High:



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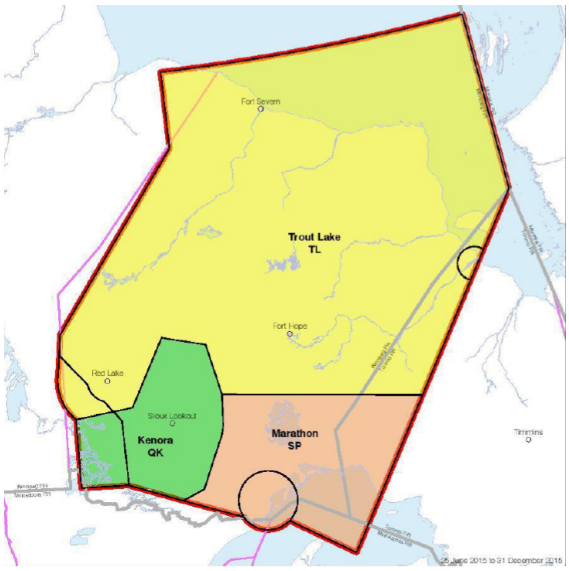
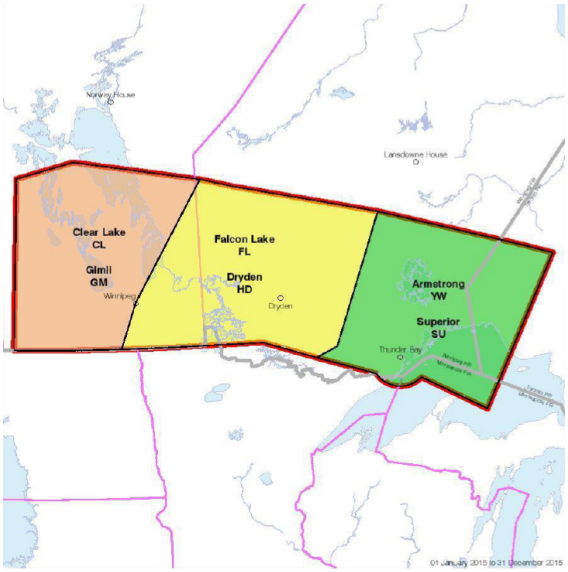
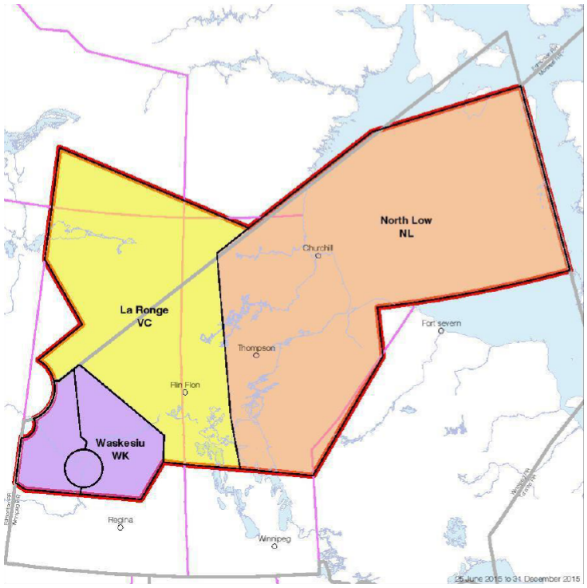


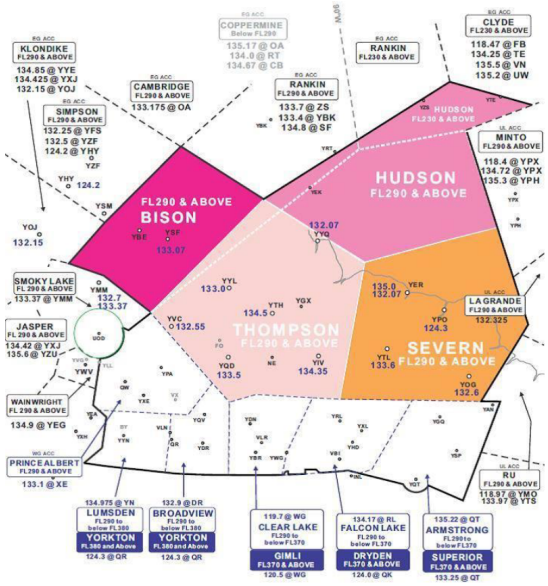
East High:



North Low:



North High (except Bison):



2.5 Intra-Centre 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.

Online coordination shall be executed either via "landline" calls through the VATSIM AFV Client, TS3, or via text/chat messaging.

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

2.6 Traffic Handling - Enroute

Traffic (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 (MANOPS 511.1 l). If traffic is being picked up "in the blind", the controller shall perform proper radar identification procedures. Reference the following examples as a guide:

<u>Aircraft handed off from another facility:</u>

"Winnipeg Centre, Air Canada 137 with you, flight level 380."

Controller verifies they have "assumed" the aircraft TAG from handoff, verifies the stated altitude, and replies:

"Air Canada 137, Winnipeg Centre, Good [evening], welcome aboard!" (or equivalent).

<u>Aircraft checks in from uncontrolled airspace:</u>

"Winnipeg Centre, Westjet 426, with you 130 nm west of Saskatoon at flight level 390."

Controllers shall "assume" the aircraft, followed by assigning a unique transponder code. If required, the controller may also request for aircraft to "squawk identify". The aircraft cannot be confirmed in radar identity until an appropriate assigned code is being squawked and location confirmed.

"Westjet 426, Squawk 0634 and ident."

"0634 and ident, Westjet 426."

Once the position, altitude, and transponder code all agree, proper radar identification has been completed and the controller shall state:

"Westjet 426, identified, welcome aboard!"

2.6.1 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.

2.6.2 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

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

2.6.3 En-Route Information Updates

All controlled aircraft in cruise altitude below Class A airspace (17,500' ASL and below) shall be given local altimeter settings updates no less than every one-hundred (100) nm.

"C-G225, 'Thunder Bay' altimeter 29.67."

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 the Nav Canada Aviation Weather Web site at:

https://flightplanning.navcanada.ca/cgi-bin/CreePage.pl?Langue=anglais&NoSession=NS_Inconnu&Page=forecast-observation&TypeDoc=html

"Attention all aircraft, SIGMET Charlie One (1), affecting an area from Regina to Brandon to the US border, a line of Thunderstorms with tops to 30 Thousand, moving east at 20 knots"

2.6.4 En-Route Holding

Holding clearances shall be issued to en-route traffic, to maintain proper sequencing and spacing. Holding clearances contain the following basic elements:

- Holding Fix
- Holding Direction (standard/non-standard, or as published)
- Leg Length
- Altitude
- Expect Further Clearance Time

A standard holding pattern involves right-hand turns with an adjustment to the outbound times to achieve one (1)-minute inbound legs up to and including 14,000 feet ASL and one and a half (1 ½)-minute inbound legs above 14,000 feet ASL.

Holding Fixes:

A holding fix shall be any defined point in airspace. Intersections, NAVAIDs, NAVAID courses, DME fixes, or pre-defined waypoints can all be utilized. Many common holding fixes will have a "published" hold depicted on an en-route navigation chart. The most common holding fixes are located on STARs.

Holding Direction:

Standard holding direction is to make right turns in the hold. Non-standard is to the left. Published holding patterns will depict the direction of turn. If a holding direction is not specified in the clearance, standard direction will be assumed.

Altitude:

Altitude assignments in a holding pattern must conform to proper separation standards. A constant altitude will be maintained, regardless of flight direction in the hold.

Leg Length:

The length of the inbound and outbound legs of a standard hold is timed as one minute between turns. A more convenient methodology is to offer the aircraft "pilot's discretion" or a specified leg length in miles (if the aircraft is DME equipped). If leg length is not specified in the clearance, standard length (one minute legs) will be assumed.

The following holding clearances are authorized:

- Standard holding clearance
"Cleared to the (fix), HOLD (direction) ON (specified) RADIAL/COURSE/INBOUND TRACK."

- Non-standard holding clearance
"Cleared to the (fix), HOLD (direction) ON (specified) RADIAL/COURSE/INBOUND TRACK, LEFT TURNS."

- Detailed holding clearance
"Cleared to the (fix), HOLD ON (specified) RADIAL/COURSE/INBOUND TRACK, BETWEEN (location) AND A POINT (number) MINUTES (direction), RIGHT/LEFT TURNS."

- DME holding clearance
"Cleared to the (name) TACAN/VOR/NDB (specified) RADIAL/BEARING (number) DME FIX, HOLD BETWEEN (number) AND (number) DME."

- Published holding pattern clearance
"Cleared to the (fix), HOLD (direction) AS PUBLISHED."

Expect Further Clearance Time:

Each aircraft assigned a holding clearance must receive an "Expect Further Clearance Time", "Expect Approach Clearance", or "Time to depart the fix" time. This time shall be issued in zulu time, and shall represent a reasonable point in time at which the aircraft may expect release from the hold. If an aircraft has a radio failure, they will leave the hold at this time.

Examples:

"C-GTJS, cleared to the Brandon VOR, hold east on the 090 degree radial, maintain FL270, expect further clearance 2300z"

"Air Canada 527, cleared to DUVOX, hold east as published, expect further clearance 0400z"

"Calm Air 384, cleared to the Winnipeg VOR 360 radial 20 DME FIX, HOLD BETWEEN 20 and 22 DME, Descend 8000. Expect further clearance 1800z"

Release from Hold:

When the aircraft may leave the hold in proper sequence, the clearance shall be given to exit the hold (with certain modifications to the exit, as required) and to proceed on a portion of the flight plan route, or via radar vectors.

Examples:

"Bearskin 146, maintain your outbound leg, cleared from the hold. Expect vectors for the ILS Z Runway 31 approach at Winnipeg, descend 10,000."

"Skywest 1354, crossing GOVIT, you are cleared to Winnipeg via the NORAK2 arrival, cross NORAK level at 14,000."

"Cargojet 1745, cleared from the hold, turn left direct the Findlay NDB, maintain 4000 until established on a published segment of the approach, cleared the NDB Runway 26 at Regina."

2.6.5 En-Route Radar Service Termination

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

Aircraft leaves airspace for a Staffed/Controlled FIR Sector (handoff):

No later than five (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 cleared to that sector's frequency.

"Westjet 524, contact Edmonton Centre on 132.85. Good day!"

Aircraft leaves airspace for an Unstaffed/Uncontrolled FIR Sector (radar termination):

No later than the sector boundary, the controller shall release the aircraft from radar services, clear the aircraft to en-route frequencies, and instruct the aircraft to squawk the appropriate normal VFR squawk code (1200), as required.

"Encore 3261, you are leaving my airspace to the east, Toronto Centre is not online, radar services terminated, frequency change approved. Good day!"

Voluntary IFR Cancellation:

Should the aircraft choose to cancel IFR at any time, the controller shall advise that radar services are terminated.

"Winnipeg Centre, C-GWTF will cancel IFR at this time."

Aircraft wants to switch to VFR - *"C-GWTF, flight plan and search-and-rescue service closed at 1832z, radar service is terminated, frequency change is approved. Squawk VFR. Good day!"*

Arriving at an uncontrolled airfield - *"C-GWTF, flight plan closed at 1832z, radar services terminated, would you like to cancel Search-and-Rescue as well?"*

If the aircraft would like to cancel search-and-rescue:

"Winnipeg Centre, C-GWTF will also cancel search-and-rescue as well."

"C-GWTF, search-and-rescue service is closed. Squawk VFR. Frequency change is approved. Good day!"

If the aircraft would NOT like to cancel search-and-rescue:

"Winnipeg Centre, C-GWTF negative. Cancel IFR only."

"C-GTWF, squawk VFR. Monitor UNICOM for approach and landing. Call me this frequency once down and clear."

After the aircraft lands, the communication should conclude as follows:

"Winnipeg Centre, C-GWTF is clear of runway 31."

"C-GWTF, search-and-rescue service is closed at 1834z. Good day!"

2.7 Traffic Handling - 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:

"Ward Air 126, do you have current weather and NOTAMs for Estevan?"

If the aircraft does not have the current weather and NOTAM information, you shall provide it to them utilizing current VATSIM weather, read from Euroscope and the Nav Canada Aviation Weather Web Site. Simply decode/read the current METAR observation (like you would for ATIS) and NOTAMs.

Example:

(Weather)
METAR CYEN 271700Z 26003KT 15SM FEW060 FEW120 BKN220 08/M00 A2949 RMK SC1AC1CI5 SLP005=

(NOTAMs)
CYEN METAR HR TO READ: TUE-SAT H24, SUN-MON 0000-0300 1200-2359 O/T LWIS 1602280000 TIL 1604041200

"Ward Air 126, Estevan weather at 1700 zulu, wind 260 at 3 knots, visibility 15 statute miles, few clouds at 6,000 and 12,000, ceiling broken 22,000, temperature 8, dew-point 0, Altimeter 29.49. Notices to Airmen, Estevan METAR recorded every hour between Tuesday and Saturday, between the hours of 0000 zulu through 0300 zulu and 1200 zulu through 2359 zulu Sunday to Monday. A Limited Weather Information System will be available at all other times. Advise which approach you would like."

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.

Coordination with Terminal Traffic:

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.
Visual Approaches:

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.

Example:

"Ward Air 126, the Estevan airport is at your 11 O'clock and 12 miles, report the field in sight."

Once the aircraft declares "field in sight", the aircraft can be cleared for the visual approach.

NOTE: In order to comply with the basic "one-in-one-out" rule of uncontrolled airfield IFR traffic coordination, a visual approach clearance cannot be granted based upon having a preceding landing aircraft in sight.

Instrument Approaches:

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.

Example:

"Ward Air 126, proceed direct the Estevan NDB, maintain 4000 until established on a published segment of the approach, cleared the full procedure NDB runway 26 approach into Estevan Airport, at your own navigation."

Termination of Radar Services on Arrival:

Once an aircraft is cleared for an approach under IFR to an arriving airport, the controlled 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.

"Ward Air 126, radar services terminated, cleared en-route frequencies, report IFR cancellation or your arrival time with me on 124.00."

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).

"C-GKJS will cancel IFR at this time."

"C-GKJS, IFR cancellation received at 1832z, radar services terminated, cleared en-route frequencies, squawk discrete VFR."

2.7.1 Traffic Handling - 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. These methods are described in more detail below:

Clearance for Departing IFR Aircraft with IFR Release:

This clearance not only grants the entire route clearance, but also releases the aircraft for departure into controlled airspace within a specified clearance time limit.
"Calm Air 274, cleared to Winnipeg via radar vectors [initial waypoint], flight plan route, squawk 0634. Clearance void if not off by 2200z."

After the aircraft correctly reads back the clearance, the controller will advise them to contact centre when clear of the uncontrolled airfield's control zone:

Clearance for Departing IFR Aircraft with Hold for Release:

This clearance shall be utilized to issue the route clearance and hold the aircraft from departing until the local uncontrolled airspace can be cleared (i.e. this is useful when another aircraft is on arrival, or departure).

"C-GHHK, hold for release clearance, cleared to Winnipeg via, radar vectors [initial waypoint], flight plan route, squawk 0644."

When the airspace and traffic conflicts are clear (i.e. there are no active IFR arrivals and/or departures, the controller will notify:

"C-GHHK, released for departure at 0241z, report clear of control zone, IFR flight plan cancelled if not off by 0315z."

Clearance for Traffic Already Departed/airborne (aka "Pop-Up Clearance"):

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. A typical exchange example follows:

"Winnipeg Centre, Bearskin 24, just departed Churchill, requesting IFR to Norway House."

"Bearskin 24, Winnipeg Centre, squawk 0666 and ident."

"Squawking 0666 and identing, Bearskin 24"

"Bearskin 24, radar identified, 30nm southwest of the Churchill VOR, say altitude"
"7000 feet, Bearskin 24"

"Bearskin 24, Churchill altimeter 29.48, cleared to Norway House via present position, radar vectors direct, flight planned route, climb 16000."

2.7.2 Centre-Provided Tower Services

Due to higher traffic volumes, CZWG Centre controllers are authorized to provide tower ATC services at CYWG when the CYWG ATCT is not staffed. This includes providing the same services as Clearance Delivery, Ground, and Tower from a single position as CZWG Centre. In addition, CZWG Centre is encouraged to provide ATCT services, when possible, to all controlled airfields, traffic levels and real-world tower staffing permitting.

2.8 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 controller 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.

Here is an example of a typical VFR flight-following exchange:

"Winnipeg Centre, C-GWTF, 65mn southeast of Winnipeg, 6,500', requesting VFR flight-following to St. Andrews at 6500."

"C-GWTF, squawk 0623 and ident."

"0623 and ident, C-GWTF."

"C-GWTF, radar identified, 60nm southeast of the Winnipeg VOR, 6,500', maintain VFR at all times, Winnipeg altimeter, 29.94."

2.8.1 CZWG FIR Traffic Management

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).

2.8.2 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.

For example, provided that the aircraft is RNAV capable (review equipment code), if the following route is filed: YWG – YQT – SSM – YYZ, CZWG Centre shall ensure that the route is changed to meet the standard.

The flight strip should read:

"+[SID] RORMA DEGVA FELTN OTNIK [STAR]+ YWG – YQT – SSM – YYZ"

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 aircrafts equipment capabilities. Any delays to the requested route shall be relayed to the pilot.

2.9 Flow Control (Traffic Management Unit Functionality)

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 (10)- 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 (1):

If more than ten (10) aircraft propose to depart CYWG for the same destination, within thirty (30) 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 (10) nm in-trail cruise spacing between each aircraft.

CYWG Departure Flow Standard Two (2):

If more than ten (10) aircraft propose to depart CYWG via the same departure routing, within thirty (30) 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.

2.9.2 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	119.900	Winnipeg Departure	2001-2017
CYWG_APP	119.500	Winnipeg Arrival	5201-5227
CYWG_TML	121.000	Winnipeg Terminal *(VFR)*	2001-2017
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

For VFR aircraft, utilize locally assigned VFR codes found in local group facilities SOPs or appropriate Internal/External codes based on destination for aircraft requesting flight following.

NOTE: 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. Controllers are encouraged to utilize a beacon code worksheet to organize beacon code assignments.

Section III – Winnipeg Satellite Airports Standard Operating Procedures

3.1 Purpose

The Winnipeg Satellite Airport(s), Winnipeg Facilities Group SOP defines a uniform set of procedures for all controllers to follow while working positions in the Air Traffic Control Towers of the Winnipeg Satellite Airport(s), Winnipeg Facilities Group (CYAV, and CYPG). The airports/facilities below are included in the Winnipeg Satellite Airport Facilities Group:

ICAO	Location	Facility	Major/Minor Classification
CYAV	St. Andrews, MB	Class D ATCT	Minor
CYPG	Portage la Prairie, MB	Class D ATCT	Minor

3.2 Pre-requisites and Position Restrictions

All airports in this group are designated minor airports. Controllers will be permitted to work tower positions at all airports within this group once the appropriate VATSIM rating has been obtained.

The following Range Settings are to be used while observing or controlling on the VATSIM network:

Facility	Visibility Range Setting (nm)
Observer	300
Ground	20
Tower	50

The “INFO lines 2, 3, and 4” should be as follows, no exceptions:

Info Line 2	Thanks for flying with the Winnipeg FIR!
Info Line 3	Questions, comments or feedback? We want to hear it!
Info Line 4	Visit us at WinnipegFIR.ca.

3.3 Departure Coordination

Aircraft on IFR Flight Plans:

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

Before an IFR departure occurs, the TWR controller shall contact the higher controlling position via TeamSpeak 3 communication or text messaging in Euroscope to obtain IFR release.

1. Aircraft calls ready for departure:
“Saint Andrews Tower, C-GHTU ready for departure 36”

2. Advise aircraft to hold awaiting IFR release:
“C-GHTU, hold short awaiting IFR release”

3. Contact higher controlling position for IFR release:
“Winnipeg Arrival, Saint Andrews Tower, IFR release of C-GHTU, runway 36” (or similar)

4. IFR Release is granted (arrival responds):
“C-GHTU is released, depart runway 36 heading 030, void if not off in five (5) minutes..KS”

5. Takeoff clearance given to aircraft:
“C-GHTU, contact Winnipeg Arrival airborne, fly heading 030, winds calm, runway 36 cleared for takeoff”

3.4 Winnipeg – Saint Andrews Airport (CYAV)

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

3.4.1 CYAV References

Coordinates: N50 03 22 W97 01 57
Magnetic Variation: 4°E
Time: UTC – 6 (5)
Elevation: 760'
(VTAC) VFR Terminal Area Chart available

3.4.2 CYAV Communications

The CYAV ATCT is open from 1400z – 0400z.

3.4.2.1 CYAV Frequencies

The following frequencies are the ONLY frequencies permitted in the CYAV ATCT. Your default voice server should be: canada.voice.vatsim.net. Your channel must be EXACTLY as listed below, **NO EXCEPTIONS:**

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

Every controller shall utilize a primary frequency in Euroscope for communications with aircraft. Every controller is encouraged to use voice as the primary method of communication with aircraft per VATSIM regulations. However, aircraft utilizing non-voice communications (text- or receive-only) will never be denied ATC services. Use text whenever you are able to clarify instructions, or when requested by an aircraft.

3.4.2.2 CYAV ATIS (Automated Terminal Information System)

To add to the real-world immersion, controllers shall make their ATIS' to resemble the current real-world ATIS as closely as possible.

Voice ATIS:

Voice ATIS broadcasts for CYAV can be made utilizing the frequency listed above. Voice ATIS will meet VATSIM/VATCAN regulation standards.

ATIS 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.

Declared Distances	04	22	13	31	18	36
TORA	2881	2881	3001	3001	3004	3004
TODA	3865	3865	3985	3985	3988	3988
ASDA	2881	2881	3001	3001	3004	3004
LDA	2881	2881	3001	3001	3004	3004

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 – 3004x75; asphalt; primary runway; non-precision approach; used for all operations
31/13 – 3001x75; asphalt; primary runway; non-precision approach; used for all operations
22/04 – 2881x75; asphalt; secondary runway;

Runway Condition reporting available 1300z – 2130z daily from November until March, excluding holidays, 1200z – 2030z Monday to Friday from April until October, excluding holidays.
Lighting:

Runway 04 – (TE ME)
Runway 22 – (TE ME)
Runway 13 – AD (TE ME)
Runway 31 – AD (TE ME)
Runway 18 – AD (TE ME) V1
Runway 36 – AD (TE ME) V1

LAHSO (Land and Hold Short Operations) are not authorized at CYAV.

3.4.4 CYAV Active 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

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

3.4.5 CYAV Departure Procedure

All Runways – to remain clear of CYA 404, flight between "YWG" **R-034** clockwise to **R-078** beyond sixteen (16) DME *prohibited* below 6000' ASL.

Runway 04 – ½
Runway 13 – ½
Runway 18 – ½
Runway 22 - ½
Runway 31 – ½ - no left turn below 1800' ASL before proceeding on course
Runway 36 – ½

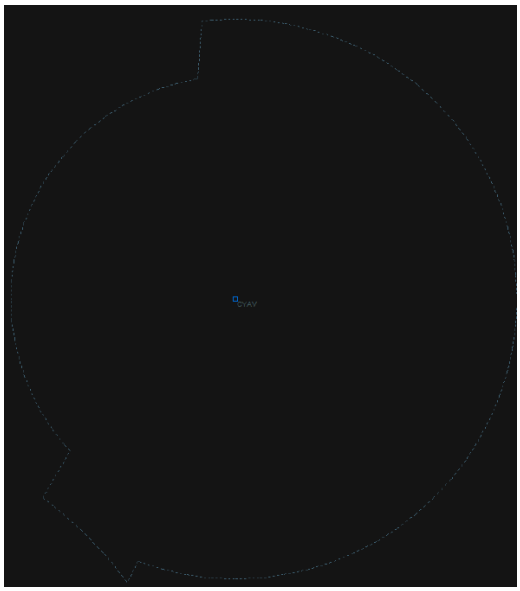
3.4.5.1 CYAV IFR Departures

IFR flights departing St. Andrews MUST utilize the St. Andrews Four (4) Standard Instrument Departure.

All aircraft should be direct to their first waypoint or vectored onto the appropriate airway as soon as practical.

3.4.6 CYAV 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 an uncontrolled, Class G airport.

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.

3.4.6.1 CYAV Navaids

St. Andrews NDB – AV
Frequency: 275 (L) at N50 03 11 W97 02 42

3.4.6.2 CYAV Procedures

Runways 04, 13, 18 – right hand circuits
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.

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.

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

3.4.7 CYAV TCU Procedures

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.

3.4.7.1 CYAV Arrival Procedures

Minimum Vectoring Altitudes:

North of the AV NDB 090/270 radial: 2400' MSL.
South of the AV NDB 090/270 radial: 2900' MSL.

Instrument Approach Procedures (IAPs):

Radar controllers will provide radar services to maintain IFR separations for traffic arriving on IAPs to CYAV. Radar vectors will be utilized to aid pilots requesting IAPs for arrival at CYAV, 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 CYAV:
NDB RWY 31 (GNSS)
RNAV (GNSS) RWY 18
RNAV (GNSS) RWY 31

3.5 Winnipeg – Southport (CYPG)

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

3.5.1 CYPG References

Coordinates: N49 54 11 W98 16 26
Magnetic Variation: 4°E (2012)
Time: UTC – 6 (5)
Elevation: 884'

3.5.2 CYPG Communications

The CYPG ATCT is open from 1400z – 2300z Monday to Friday, excluding Holidays.

3.5.2.1 CYPG Frequencies

The following frequencies are the ONLY frequencies permitted in the CYPG ATCT. Your default voice server should be: canada.voice.vatsim.net. Your channel must be EXACTLY as listed below, **NO EXECPTIONS.**

Position Name	Frequency	Callsign
Southport ATIS	120.850	CYAV_ATIS
Southport Ground	121.700	CYAV_GND
Southport Tower	126.200	CYAV_TWR

Every controller shall utilize a primary frequency in Euroscope for communications with aircraft. Every controller is encouraged to use voice as the primary method of communications with aircraft per VATSIM regulations. However, aircraft utilizing non-voice communications (text- or receive-only) will never be denied ATC services. Use text whenever you are able to clarify instructions, or when requested by an aircraft.

3.5.2.2 CYPG ATIS (Automated Terminal Information System)

To add to the real-world immersion, controllers shall make their ATIS' to resemble the current real-world ATIS as closely as possible.

<u>Voice ATIS:</u>

Voice ATIS broadcasts for CYPG can be made utilizing the frequency listed above. Voice ATIS will meet VATSIM/VATCAN regulation standards.

ATIS 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.

3.5.3 CYPG Airport Layout / Runway Configuration

Declared Distances	13R	31L	13L	31R	01	19	08	26
TORA	6997	6997	3127	3127	3038	3038	2670	2670
TODA	7981	7981	4000	4000	4022	4022	3654	3654
ASDA	6997	6997	3127	3127	3038	3038	2670	2670
LDA	6997	6997	3127	3127	3038	3038	2670	2670

Take-Off Minima
Runways: 01, 08, 13L, 26, 31R: ½ Runways: 13R, 19, 31: *

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

31L/13R – 6997x148; asphalt; primary runway, parallel runway; precision approach; used for all operations
31R/13L – 3127x150; asphalt; parallel runway; primary runway; non-precision approach; used for all operations
01/19 – 3038x150; asphalt; secondary runway;
26/08 – 2670x98; asphalt; secondary runway;

Helipad Data:

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

Helipad 1 – 607x148; turf/snow
Helipad 2 – 492x197; turf-snow
Helipad 3 – 656x328; turf/snow

Apron:

Limit of one (1) Jet or large aircraft on concrete pad on south side of Apron II.

Heli FATO located on the south side of Apron II.

Runway condition reporting:

CRFI (Canadian Runway friction index) in use.

Runway 08/26 restricted to aircraft 15,500 lbs. or less.
Runway 13R/31L PLR (Pavement Load Rating): 7.3

Lighting:

Runway 01 – (TE ME)
Runway 19 – (TE ME)
Runway 13R – AO (TE HI) P2
Runway 31L – AN (TE HI) P2

3.5.4 CYPG 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. When the tower is not in operation, pilots will be expected to use the preferred order for runway usage shown below:

Arrivals: 31L, 31R, 01, 08, 13R, 13L, 26, 19
Departures: 13R, 13L, 19, 26, 31L, 31R, 08, 01

3.5.5 CYPG Departure Procedures

Runway 13R – ½
Runway 19 – ½
Runway 31L – ½

3.5.5.1 CYPG IFR Departures

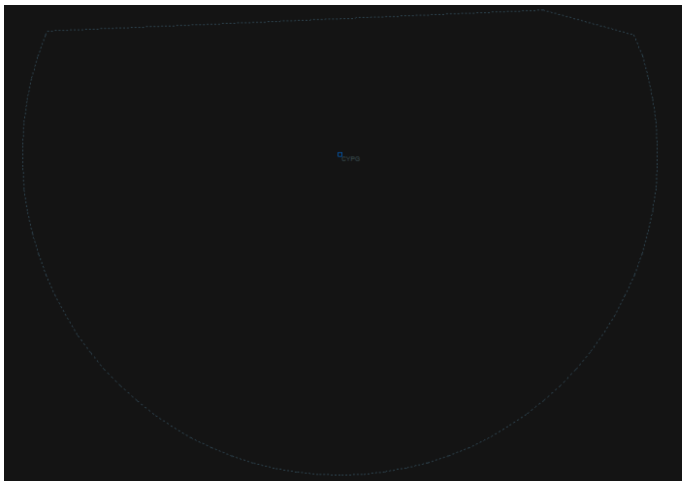
IFR flights departing Southport MUST utilize the Portage One (1) Standard Instrument Departure.

All aircraft should be direct to the first waypoint or vectored onto the appropriate airway as soon as practical.

There is no SID available for runways 26, and 19.

3.5.6 CYPG 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, Class G 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.

3.5.6.1 CYPG Navaids

Portage NDB – PG
Frequency: 353 (L) at N49 50 30 W98 10 47

Portage VOR/DME – YPG
Frequency: 114.6 Ch 93 at N49 53 59 W98 16 02 (900')

ILS – IPG

Frequency: 109.7 (Runway 31L)

3.5.6.2 CYPG Procedures

Runway 13R, 20, 27 and 31R – right hand circuits (CAR602.96).
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.

3.5.7 CYPG TCU Procedures

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.

3.5.7.1 CYPG Arrival Procedures

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

Instrument Approach Procedures (IAPs):

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

3.6 Winnipeg - Homewood (CJTS)

The Homewood airfield is located adjacent to the East of Homewood, MB.

3.6.1 CJTS References

Coordinates: N49 30 33 W97 51 02
Magnetic Variation: 4°E (2015)
Time: UTC – 6 (5)
Elevation: 815'
VTA available

3.6.2 CJTS Airport Layout / Runway Configuration

CJT8 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each surface:

26/08 – 3000x70; turf; primary runway; used for all operations
RCR available

3.6.3 CJTS Airspace Layout

Within five (5) nm of the airfield and up to 3900' ASL, CJT8 is an uncontrolled, Class G airfield.

The MSA within five (5) nm is 2200' ASL.

3.7 Winnipeg – Lyncrest (CJL5)

The Lyncrest airfield is located 2.8 miles east of Winnipeg, MB.

3.7.1 CJL5 References

Coordinates: N49 51 09 W96 58 25
Magnetic Variation: 3°E (2016)
Time: UTC – 6 (5)
Elevation: 775'

CAUTION: Approach path, Runway 17, over railway tracks. Approach path, Runway 09, over road. Power lines in all quadrants.
VTA available

3.7.2 CJL5 Airport Layout / Runway Configuration

CJL5 has four (4) designated surfaces on two (2) landing surfaces. Here is a quick description of each surface:

27/09 – 3000x120; turf; primary runway; used for all operations
35/17 – 2500x200; turf; primary runway; used for all operations
RCR available. Winter runway width is 90' with marked cones.

3.7.3 CJL5 Airspace Layout

Within three (3) nm of the airfield and up to 3000' ASL, excluding airspace within the Winnipeg TCA, CJL5 is an uncontrolled, Class G airfield.

The MSA within five (5) nm is 2200' ASL.

3.7.4 CJL5 Procedures

Circuit height is 1300' ASL.

Refer to Winnipeg/James Armstrong Richardson Intl MB VTPC.

Aircraft inbound to CYAV on Oakbank route must contact CYAV tower over Dugald.

Noise Abatement:

Avoid flying over houses.

Depart Runway 17, if conditions permit.

3.8 Winnipeg – Oak Hammock Air Park (CAV9)

3.8.1 CAV9 References

Coordinates: N50 08 16 W97 03 41
Magnetic Variation: 3°E (2015)
Time: UTC – 6 (5)
Elevation: 755'
VTAC available

3.8.2 CAV9 Airport Layout / Runway Configuration

CAV9 has two (2) designated surfaces on one (1) landing surface. Here is quick description of each surface:

18/36 – 2600x70; grass; primary runway; used for all operations

Runway Condition reporting available.

3.8.3 CAV9 Airspace Layout

Within 3 (three) nm of the airfield and up to 1800' ASL, excluding that area within the St. Andrews CZ, CAV9 is an uncontrolled Class G airfield.

The MSA (minimum safe altitude) within five (5) nm is 2300' ASL.

3.8.4 CAV9 Navaids

St. Andrews NDB – AV
Frequency: 275 (L) at N50 03 11 W97 02 42

3.8.5 CAV9 Procedures

Aircraft departing runway 18 must turn, when safely able, to avoid St. Andrews CZ.

Runway 18 – right hand circuits (CAR602.96).

3.9 Winnipeg – Portage la Prairie North (CJZ2)

The Portage la Prairie North airfield is located adjacent to the northwest of Portage la Prairie, MB.

3.9.1 CJZ2 References

Coordinates: N49 59 33 W98 18 11
Magnetic Variation: 6°E
Time: UTC – 6 (5)
Elevation: 860'

VTA available

3.9.2 CJZ2 Airport Layout / Runway Configuration

CJZ2 has six (6) designated surfaces on three (3) landing surfaces. Here is a quick description of each surface:

36/18 – 2050x75; turf; primary runway; used for all operations
32/14 – 2800x90; turf; primary runway; used for all operations
27/09 – 1950x75; turf; primary runway; used for all operations

RCR available

3.9.3 CJZ2 Airspace Layout

Within five (5) nm of the airfield and up to 3900' ASL, excluding the CYPG Class D CZ, CJZ2 is an uncontrolled, Class G airfield.

The MSA within five (5) nm is 2300' ASL.

3.9.4 CJZ2 Procedures

Runway 27 and 18 – right hand circuits (CAR602.96)

Circuit height – 1600' ASL

Airport in close proximity to Southport (CYPG) Class D CZ.

3.10 Winnipeg – Rosenort (CKJ2)

The Rosenort airfield is located adjacent to the southeast of Rosenort, MB.

3.10.1 CKJ2 References

Coordinates: N49 27 11 W97 25 21
Magnetic Variation: 5°E
Time: UTC – 6 (5)
Elevation: 779'

VTA available

3.10.2 CKJ2 Airport Layout / Runway Configuration

CKJ2 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each:

35/17 – 1850x40; turf/gravel; centre 18' gravel; primary runway; used for all operations
Lighting

Runway 17 – (LO)
Runway 35 – (LO)

RCR available

3.10.3 CKJ2 Airspace Layout

Within five (5) nm of the airfield and up to 3800' ASL, CKJ2 is an uncontrolled, Class G airfield.

The MSA within five (5) nm is 1800' ASL.

3.11 Winnipeg – Selkirk (CKL2)

The Selkirk airfield is located one (1) mile north of Selkirk, MB.

3.11.1 CKL2 References

Coordinates: N50 10 20 W96 52 20
Magnetic Variation: 3°E (2015)
Time: UTC – 6 (5)
Elevation: 747'

VTA available

3.11.2 CKL2 Airport Layout / Runway Configuration

CKL2 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each:

29/11 – 3000x90; gravel; primary runway; used for all operations

RCR available

3.11.3 CKL2 Airspace Layout

Within three (3) nm of the airfield and up to 1800' ASL, CKL2 is an uncontrolled, Class G airfield.

The MSA within five (5) nm is 2300' ASL.

3.12 Winnipeg – St. Francois Xavier (CKA8)

The St. Francois Xavier airfield is located adjacent to the west of St. Francois Xavier, MB.

3.12.1 CKA8 References

Coordinates: N49 55 28 W97 32 56
Magnetic Variation: 5°E
Time: UTC -6 (5)
Elevation: 798'

VTA available

3.12.2 CKA8 Airport Layout / Runway Configuration

CKA8 has two (2) designated runways on one (1) landing surface. Here is a quick description of each:

19/01 – 3000x90; turf/earth/gravel; primary runway; used for all operations

RCR available

3.12.3 CKA8 Airspace Layout

Within three (3) nm of the airfield and up to 3000' ASL, excluding the airspace within the Winnipeg TCA, CKA8 is an uncontrolled, Class G airfield.

The MSA within five (5) nm of the airfield is 2400' ASL.

3.12.4 CKA8 Procedures

Runway 19 – right hand circuits (CAR602.96)

3.13 Winnipeg – Starbuck (CKJ7)

The Starbuck airfield is located four (4) miles southwest of Starbuck, MB.

3.13.1 CKJ7 References

Coordinates: N49 43 W97 41
Magnetic Variation: 5°E
Time: UTC – 6 (5)
Elevation: 785'

VTA available

3.13.2 CKJ7 Airport Layout / Runway Configuration

CKJ7 has six (6) designated surfaces on three (3) landing surfaces. Here is a quick description of each:

26/08 – 1900x125; turf; primary runway; used for all operations
31/13 – 3000x275; turf; primary runway; used for all operations
36/18 – 2550x200; turf; primary runway; used for all operations

RCR available

3.13.3 CKJ7 Airspace Layout

Within five (5) nm of the airfield and up to 2800' ASL, CKJ7 is an uncontrolled, Class G airfield.

The MSA within five (5) east is 1800' ASL. The MSA within five (5) nm west is 1900' ASL.

3.13.4 CKJ7 Procedures

All gliders fly left hand circuits. Powered aircraft fly right hand circuits (CAR602.96).

3.14 Winnipeg – Steinbach (CJB3)

The Steinbach airfield is located one (1) mile north of Steinbach, MB.

3.14.1 CJB3 References

Coordinates: N49 32 58 W96 40 46
Magnetic Variation: 3°E (2015)
Time: UTC – 6 (5)
Elevation: 850'

VTAC available

3.14.2 CJB3 Airport Layout / Runway Configuration

CJB3 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each surface:

32/14 – 3000x75; asphalt; primary runway; used for all operations

Runway Condition Reporting available.

Lighting:

Runway 14 – (TE LO)
Runway 32 – (TE LO)

3.14.3 CJB3 Airspace Layout

Within five (5) nm of the airfield and up to 3900' ASL, CJB3 is an uncontrolled, Class G airfield.

The MSA within five (5) nm is 2500' ASL.

3.14.4 CJB3 Procedures

Runway 32 – right hand circuits (CAR602.96)

Do not overfly aerodrome.

See Winnipeg/James Armstrong Richardson Intl/MB VTPC for dimensions of Class C controlled airspace over aerodrome.

3.15 Winnipeg – Steinbach South (CKK7)

The Steinbach South airfield is located two (2) miles south of Steinbach, MB.

3.15.1 CKK7 References

Coordinates: N49 29 38 W96 41 56
Magnetic Variation: 3°E (2010)
Time: UTC – 6 (5)
Elevation: 888'

VTA available

1.15.2 CKK7 Airport Layout / Runway Configuration

Declared Distances	18	36	07	25
TORA	3112	3112	1834	1834
TODA	3112	3112	1834	1834
ASDA	3112	3112	1834	1834
LDA	3112	3112	1834	1834

Take-Off Minima
Runways 18, 36: *

CKK7 has four (4) designated surfaces on two (2) landing surfaces. Here is a quick description of each:

25/07 – 1834x100; turf; secondary runway
36/18 – 3112x100; turf; centre 25' asphalt; primary runway; used for all operations

Runway 18 - +0.32%

RCR available

Lighting:

Runway 18 – (TE LO)
Runway 36 – (TE LO)

3.15.3 CKK7 Airspace Layout

Within five (5) nm of the airfield and up to 3900' ASL, CKK7 is an uncontrolled, Class G airfield.

The MSA within five (5) nm is 2500' ASL.

3.15.4 CKK7 Procedures

Circuit height 1600' ASL

Runway 18 – ½
Runway 36 – ½ - No RIGHT turn below 1500' ASL

Instrument Approach Procedures (IAPs):

Radar controllers will provide radar services to maintain IFR separation for traffic arriving on IAPs to CKK7. Radar vectors will be utilized to aid pilots requesting IAPs for arrival at CKK7 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 CKK7:

RNAV (GNSS) RWY 18
RNAV (GNSS) RWY 36

3.16 Winnipeg – MacDonald (CJU3)

The MacDonald airfield is located two (2) miles northwest of Macdonald, MB.

3.16.1 CJU3 References

Coordinates: N50 05 47 W98 30 03
Magnetic Variation: 6 °E
Time: UTC – 6 (5)
Elevation: 840'

3.16.2 CJU3 Airport Layout / Runway Configuration

CJU3 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each:

34/16 – 2400x60; gravel/turf; primary runway; used for all operations

RCR available

3.16.3 CJU3 Airspace Layout

Within five (5) nm of the airfield and up to 3900' ASL, CJU3 is an uncontrolled, Class G airfield.

The MSA within five (5) nm to the northeast is 2200' ASL.
The MSA within five (5) nm to the northwest is 2100' ASL.
The MSA within five (5) nm to the south is 1900' ASL.

3.17 Other airfields

The following airfields are closed, abandoned, private, or have no documentation and information:

CAV6 (Beausejour/AV-Ranch Airpark) – Private
CWG2 – City of Winnipeg Heliport
CKC5 – Selkirk Water Aerodrome
CPJ6 – St. Pierre Jolys (Carl's Field) – Private
CKX2 – Woodlands – Abandoned

Section IV – Thunder Bay Facilities Group Standard Operating Procedures

4.1 Purpose

The Thunder Bay Facility Group SOP defines a uniform set of procedures for all controllers to follow while working positions in the ATC facilities of the Thunder Bay Facility Group. The airports/facilities below are included in the Thunder Bay Facility Group:

ICAO	Location	Facility	Major/Minor Classification
CYQT	Thunder Bay	Class D ATCT	Minor
CYQT	Thunder Bay, ON	Class E TCU	Minor

4.2 Pre-requisites and Position Restrictions

All airports in this group are designated minor airports. Controllers will be permitted to work tower positions at all airports within this group once the appropriate VATSIM rating has been obtained.

The following Range Settings are to be used while observing or controlling on the VATSIM network:

Facility	Visibility Range Setting (nm)
Observer	300
Ground	20
Tower	50
Terminal (Arrival / Departure)	150

The “INFO lines 2, 3, and 4” should be as follows, no exceptions:

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.

4.3 Departure Coordination

Aircraft on IFR Flight Plans:

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

Before an IFR departure occurs, the TWR controller shall contact the higher controlling position via TeamSpeak 3 communication or text messaging in Euroscope to obtain IFR release.

IFR Release Coordination and Communication Example:

1. Aircraft calls ready for departure:
"Thunder Bay Tower, C-GHTU ready for departure 25"

2. Advise aircraft to hold awaiting IFR release:
"C-GHTU, hold short awaiting IFR release"
3. Contact higher controlling position for IFR release:
"Thunder Bay Departure, Thunder Bay Tower, IFR release of C-GHTU, runway 25" (or similar)

4. IFR Release is granted (centre responds):
"C-GHTU is released, depart runway 25 Thunder Bay 5, void if not off in three (3) minutes. NP"

5. Takeoff clearance given to aircraft:
"C-GHTU, contact Thunder Bay Departure airborne, winds calm, runway 25 cleared for takeoff" (transfer aircraft tag)

4.4 Thunder Bay – Thunder Bay International (CYQT)

The Thunder Bay International Airport is located in Thunder Bay, ON.

4.4.1 CYQT References

Coordinates: N48 22 19 W89 19 18
Magnetic Variation: 4°W (2014)
Time: UTC – 5 (4)
Elevation: 654'
Weather: Metar issued 24 hrs. TAF issued 24 hrs at 0200, 0800, 1400, 2000z.

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

4.4.1 CYQT Communications

The CYQT ATCT is open from 1100z – 0400z.

4.4.1.1 CYQT Frequencies

The following frequencies are the ONLY frequencies permitted in the CYQT ATCT and TCU. Your default voice server should be: canada.voice.vatsim.net. Your channel must be EXACTLY as listed below, **NO EXCEPTIONS.**

Position Name	Frequency	Callsign
Thunder Bay ATIS	128.800	CYQT_ATIS
Thunder Bay Ground	121.900	CYQT_GND
Thunder Bay Tower	118.100	CYQT_TWR
Thunder Bay Terminal	119.200	CYQT_TML

PAL – Winnipeg Centre on 132.125

Every controller shall utilize a primary frequency in Euroscope for communications with aircraft. Every controller is encouraged to use voice as the primary method of communication with aircraft per VATSIM regulations. However, aircraft utilizing non-voice communications (text- or receive-only) will never be denied ATC services. Use text whenever you are able to clarify instructions, or when requested by an aircraft.

4.4.1.2 CYQT ATIS (Automated Terminal Information System)

To add to the real-world immersion, controllers shall make their ATIS' to resemble the current real-world ATIS as closely as possible.

Voice ATIS:

Voice ATIS broadcasts for CYQT can be made utilizing the frequency listed above. Voice ATIS will meet VATSIM/VATCAN regulation standards.

ATIS 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.

Declared Distances	07	25	12	30
TORA	7318	7318	5297	5297
TODA	8302	7518	5597	5597
ASDA	7383	7318	5297	5297
LDA	7318	7318	5297	5297

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:

25/07 – 7318x200; asphalt; primary runway; precision approach; used for all operations;
30/12 – 5297x200; asphalt; secondary runway; used for all operations

Runway Certification:

Runway 07 – RVR 1200' (1/4sm)
Runway 24 – RVR 1200' (1/4sm)

Taxiways:

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

Lighting:

Runway 07 – AN (TE HI) P2
Runway 25 – (TE HI) P2
Runway 12 – AD (TE ME) V1
Runway 30 – AD (non-std 1700') (TE ME) V1

LAHSO (Land and Hold Short Operations) are authorized on Runway 25 to hold short of Runway 30 at CYQT. Remaining LDA (Landing Distance Available) is 5770'.

4.4.3 CYQT 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. When the tower is not in operation, pilots will be expected to use the preferred order for runway usage shown below:

Arrivals: 07, 12, 25, 30
Departures: 25, 30, 07, 12

Turbo-Jet/Turbo-Fan aircraft departing Runways 07, 12, or 30 must utilize ICAO NADP 1 or 2.

4.4.4 CYQT Departure Procedures

Runway 07 – ½ sm – Climb on heading 074° to 1700' BPOC
Runway 12 – SPEC VIS – Climb visual to 2000' BPOC
Runway 25 – ½ sm – Climb on heading 254° to 1700' BPOC
Runway 30 – ½ sm – Climb on heading 305° to 1600' BPOC

Turbo-Jet/Turbo-Fan aircraft only:

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.

4.4.4.1 CYQT IFR Departures

IFR flights departing Thunder Bay International MUST utilize the Thunder Bay Five (5) Standard Instrument Departure.

All aircraft should be direct to their first waypoint or vectored onto the appropriate airway as soon as practical.
There is no SID available for runway 12 due to high terrain.

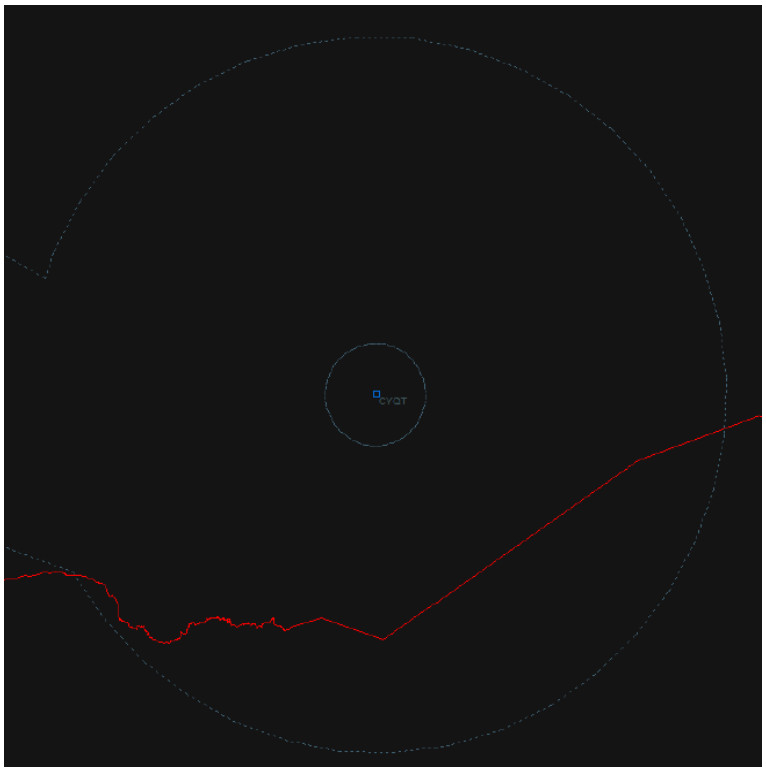
4.4.4.2 Night Restrictions (00:30 – 06:00 hrs local time)

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.

4.4.5 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, CYXE is an uncontrolled, Class G airport (CAR 602.98).

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.

The CYQT TCA also includes the following Class E airports:

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

4.4.5.1 CYQT Navaids

Thunder Bay NDB – QT
Frequency: 332 (M) at N48 20 47 W89 26 02

Superior NDB – ZQT
Frequency: 263 (L) at N48 23 45 W89 13 32

Thunder Bay VOR – YQT
Frequency: 114.1 Ch 88 at N48 15 14 W89 26 15 (1641')

McKay TACAN – UAU
Frequency: 112.5 Ch 72 at N46 22 24 W89 19 44 (665')

ILS – IQT
Frequency: 109.5 (Rwy 07) RVR

4.4.5.2CYQT Procedures

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

4.4.6 CYQT TCU Procedures

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 ONE (1)
NOTER ONE (1)
TIGAG ONE (1)

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

4.4.6.1 CYQT Arrival Procedures

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

Minimum Vectoring Altitudes:

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

North of the QT NDB 090/270 radial: 3400' ASL.

South of the QT NDB 270 radial and west of the QT NDB 180 radial: 3400' ASL.

South of the QT NDB 090 radial and east of the QT NDB 180 radial: 3000' ASL.

Instrument Approach Procedures (IAPs):

Radar controllers will provide radar services to maintain IFR separation for traffic arriving on IAPs to CYQT. Radar vectors will be utilized to aid pilots requesting IAPs for arrival at CYQT 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 CYQT:

ILS RWY 07
NDB RWY 07
NDB RWY 25
RNAV (GNSS) Z RWY 07
RNAV (GNSS) Z RWY 12
RNAV (GNSS) Z RWY 25

4.5 Thunder Bay – Eldorado (CED8)

The Eldorado airfield is located twenty (20) miles east of Thunder Bay, ON.

4.5.1 CED8 References

Coordinates: N48 34 20 W88 49 00
Magnetic Variation: 4°W (2014)
Time: UTC – 5 (4)
Elevation: 700'

4.5.2 CED8 Airport Layout / Runway Configuration

CED8 has two (2) designated runways on one (1) landing surface. Here is a quick description of each surface:

22/04 – 1900x50; turf; primary runway; used for all operations; downgrade 1.0%

4.5.3 CED8 Airspace Layout

Within three (3) nm of the airfield and up to 3000' ASL, CED8 is an uncontrolled, Class G airfield.

4.6 Thunder Bay – Kakabeka Falls (CKG8)

The Kakabeka Falls airfield is located one (1) mile northeast of Kakabeka Falls, ON.

4.6.1 CKG8 References

Coordinates: N48 25 06 W89 36 07
Magnetic Variation: 2°W
Time: UTC – 5 (4)
Elevation: 1000'

4.6.2 CKG8 Airport Layout / Runway Configuration

CKG8 has two (2) designated runways on one (1) landing surface. Here is a quick description of each surface:

27/09 – 2120x130; turf/snow; primary runway; used for all operations

4.6.3 CKG8 Airspace Layout

Within three (3) nm of the airfield and up to 3000' ASL, CKG8 is an uncontrolled, Class G airfield.

4.7 Other Airfields

The following airfields are closed, abandoned, private, or have no documentation and information:

CKE6 (Thunder Bay Water Aerodrome)
CTB2 (Thunder Bay Health Sciences Centre Heliport)

Section V – Saskatoon Facilities Group Standard Operating Procedures

5.1 Purpose

The Saskatoon Facility Group SOP defines a uniform set of procedures for all controllers to follow while working positions in the ATC facilities of the Saskatoon Facility Group. The airports/facilities below are included in the Saskatoon Facility Group:

ICAO	Location	Facility	Major/Minor Classification
CYXE	Saskatoon, SK	Class D ATCT	Minor
CYXE	Saskatoon, SK	Class E TCU	Minor

5.2 Pre-requisites and Position Restrictions

All airports in this group are designated minor airports. Controllers will be permitted to work tower positions at all airports within this group once the appropriate VATSIM rating has been obtained.

The following Range Settings are to be used while observing or controlling on the VATSIM network:

Facility	Visibility Range Setting (nm)
Observer	300
Ground	20
Tower	50
Terminal (Arrival / Departure)	150

The “INFO lines 2, 3, and 4” should be as follows, no exceptions:

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.

5.3 Departure Coordination

Aircraft on IFR Flight Plans:

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

Before an IFR departure occurs, the TWR controller shall contact the higher controlling position via TeamSpeak 3 communication or text messaging in Euroscope to obtain IFR release.

IFR Release Coordination and Communication Example:

1. Aircraft calls ready for departure:
"Saskatoon Tower, C-GHTU ready for departure 27"

2. Advise aircraft to hold awaiting IFR release:
"C-GHTU, hold short awaiting IFR release"

3. Contact higher controlling position for IFR release:
"Winnipeg Centre, Saskatoon Tower, IFR release of C-GHTU, runway 27" (or similar)

4. IFR Release is granted (centre responds):
"C-GHTU is released, depart runway 27 Saskatoon 8, void if not off in five (5) minutes. NP"

5. Takeoff clearance given to aircraft:
"C-GHTU, contact Winnipeg Centre airborne, winds 310 at 13 gusting 19, runway 27 cleared for takeoff" (transfer aircraft tag)

5.4 Saskatoon - Saskatoon International Airport (CYXE)

The Saskatoon International Airport is located three (3) miles northwest of Saskatoon, SK.

5.4.1 CYXE References

Coordinates: N52 10 15 W106 42 00
Magnetic Variation: 11°E (2013)
Time: UTC – 6
Elevation: 1654'

5.4.2 CYXE Communications

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

5.4.2.1 CYXE Frequencies

The following frequencies are the ONLY frequencies allowed to be used in the CYXE ATCT and TCU. Your default voice server should be: canada.voice.vatsim.net. Your channel must be EXACTLY as listed below, **NO EXCEPTIONS.**

Position Name	Frequency	Callsign
Saskatoon ATIS	128.400	CYXE_ATIS
Saskatoon Ground	121.900	CYXE_GND
Saskatoon Tower	118.300	CYXE_TWR
Saskatoon Terminal	119.900	CYXE_TML

PAL – Winnipeg Centre on 134.325

Every controller shall utilize a primary frequency in Euroscope for communications with aircraft. Every controller is encouraged to use voice as the primary method of communication with aircraft per VATSIM regulations. However, aircraft utilizing non-voice communications (text- or receive-only) will never be denied ATC services. Use text whenever you are able to clarify instructions, or when requested by an aircraft.

5.4.2.2 CYXE ATIS (Automated Terminal Information System)

To add to the real-world immersion, controllers shall make their ATIS' to resemble the current real-world ATIS as closely as possible.

Voice ATIS:

Voice ATIS broadcasts for CYXE can be made utilizing the frequency listed above. Voice ATIS will meet VATSIM/VATCAN regulation standards.

ATIS 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.

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

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

27/09 – 8300x150; asphalt; primary runway; precision approach; used for all operations
33/15 – 6200x150; asphalt; secondary runway; used for all operations

Runway Certification:

Runway 09 – RVR 1200' (1/4sm)
Runway 27 – RVR 1200' (1/4sm)

Taxiways:

Taxiway C uncontrolled.

Taxiway B adjacent to Apron I uncontrolled.

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

Lighting:

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

LAHSO (Land and Hold Short Operations) are authorized on Runway 27 to hold short of Runway 33 (LDA: 4708'), and Runway 33 to hold short of runway 27 (LDA: 4876').

5.4.4 CYXE 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. When the tower is not in operation, pilots will be expected to use the preferred order for runway usage shown below:

Arrivals: 09, 15, 27, 33
Departures: 27, 33, 09, 15

5.4.5 * CYXE Departure Procedure

Runway 27 – ½ sm -

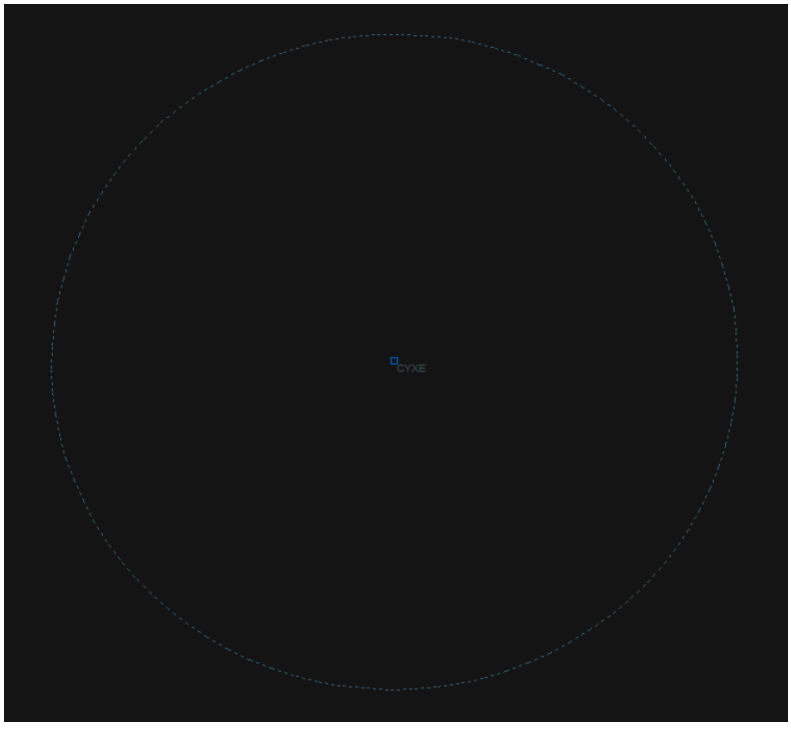
5.4.4.1 CYXE IFR Departures

IFR flights departing Saskatoon International MUST utilize the Saskatoon Eight (8) Standard Instrument Departure.

All aircraft should be direct to their first waypoint or vectored onto the appropriate airway as soon as practical.

5.4.6 CYXE 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 five (5) nm of the airfield and up to 5000' ASL, CYXE is an uncontrolled, Class G airport.

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

The CYXE TCA also includes the following Class E airfields:

CGF3 (Hague/Guliker Field)
CJL9 (Radisson, SK)
CJN5 (Corman Air Park)
CRF5 (Richter Field)

CKJ4 (Hanley) – Abandoned
Vanscoy (CA-0398) – Abandoned

5.4.6.1 CYXE Navaids

Saskatoon NDB – XE
Frequency: 257 (L) at N52 11 23 W106 48 50

Barnes NDB – ZXE
Frequency: 356 (L) at N52 09 41 W106 34 28

Yellowhead NDB – ZSS
Frequency: 397 (L) at N52 14 30 W106 44 27

Saskatoon VORTAC – YXE
Frequency: 116.2 Ch 109 at N52 10 52 W106 43 11 (1700')

ILS – IST
Frequency: 109.9 (Rwy 09) RVR

5.4.6.2 CYXE Procedures

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

Arrival and Departure as depicted on VTPC (VFR Terminal Procedures Chart) to and from CYA 306T.

5.4.7 CYXE TCU Procedures

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 TWO (2)
DUNEM FIVE (5)
KEBRU FIVE (5)
MAVOB FIVE (5)

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

5.4.7.1 CYXE Arrival Procedures

Minimum Vectoring Altitudes:

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

East of the XE NDB 180 radial: 3700' MSL.

South of the XE NDB 270 radial and west of the XE NDB 180 radial: 3300' MSL.

North of the XE NDB 270 radial and west of the XE NDB 360 radial: 3200' MSL.

Instrument Approach Procedures (IAPs):

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 or NDB RWY 09
NDB RWY 15
NDB RWY 27 (GNSS)
RNAV (GNSS) Z RWY 09
RNAV (GNSS) Z RWY 15
RNAV (GNSS) Z RWY 27
RNAV (GNSS) Z RWY 33
VOR/DME RWY 33

5.5 Saskatoon – Radisson (CJL9)

The Radisson airfield is located adjacent to the east of Radisson, SK.

5.5.1 CJL9 References

Coordinates: N52 27 47 W107 22 38
Magnetic Variation: 13°E
Time: UTC – 6
Elevation 1675'

5.5.2 CJL9 Airport Layout / Runway Configuration

CJL9 has two (2) designated runways on one (1) landing surface. Here is a quick description of each surface:

25/07 – 2625x90; turf; primary runway; used for all operations

5.5.3 CJL9 Airspace Layout

Within five (5) nm of the airfield and up to 4,700' MSL, CJL9 is an uncontrolled, Class G airfield.

5.6 Saskatoon – Corman Air Park (CJN5)

The Corman Air Park is located ten (10) miles southeast of Saskatoon, SK.

5.6.1 CJN5 References

Coordinates: N52 00 02 W106 27 45
Magnetic Variation: 11°E (2012)
Time: UTC – 6
Elevation: 1690'

5.6.2 CJN5 Airport Layout / Runway Configuration

CJN5 has two (2) designated runways on one (1) landing surface. Here is a quick description of each surface:

27/09 – 2600x70; earth; primary runway, used for all operations.

Threshold 27 displaced 200'.

5.6.3 CJN5 Airspace Layout

Within five (5) nm of the field and up to 4,700' MSL, CJN5 is an uncontrolled, Class G airport.

5.6.3.1 CJN5 Navaids

Saskatoon VORTAC – YXE
Frequency: 116.2 Ch 109 at N52 10 52 W106 43 11

5.6.3.2 CJN5 Procedures

Airfield in close proximity to Saskatoon Class E airspace, see VNC (VFR Navigation Chart).

5.7 Saskatoon – Richter Field (CRF5)

The Richter Field is located six (6) miles north of Saskatoon, SK.

5.7.1 CRF5 References

Coordinates: N52 16 49 W106 41 02
Magnetic Variation: 11°E (2013)
Time: UTC – 6
Elevation: 1700'

5.7.2 CRF5 Airport Layout / Runway Configuration

CRF5 has two (2) designated runways on one (1) landing surface. Here is a quick description of each surface:

26/08 – 3000x75; turf/gravel/clay; primary runway; used for all operations

Runway 08 – 100x25, concrete pad at threshold

5.7.3 CRF5 Airspace Layout

Within five (5) nm of the field and up to 4,700' MSL, excluding the portion within the CYXE CZ, CRF5 is a controlled, Class G airport.

5.8 CRF5 Other Airfields

The following airfields are closed, abandoned, private, or have no documentation and information:

Guliker Field (CGF3) - Private
Saskatoon – Hanley (CKJ4)
Vanscoy (CA-0398)

Section VI – Moose Jaw Facilities Group Standard Operating Procedures

6.1 Purpose

The Moose Jaw Facilities Group SOP defines a uniform set of procedures for all controllers to follow while staffing positions within the Moose Jaw Facilities Group. The following airfields/facilities below are those included within the Moose Jaw Facilities Group:

6.2 Pre-requisites and Position Restrictions

All airports in this group are designated minor airports. Controllers will be permitted to work tower positions at all airports within this group once the appropriate VATSIM rating has been obtained.

The following Range Settings are to be used while observing or controlling on the VATSIM network:

Facility	Visibility Range Setting (nm)
Observer	300
Ground	20
Tower	50
Departure	150
Arrival	150

The “INFO lines 2, 3, and 4” should be as follows, no exceptions:

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.

The automated Euroscope setup and login procedure should automatically correct these lines but controller verification prior to connecting to the VATSIM network is always encouraged.

6.3 Departure Coordination

IFR flight plans:

All IFR departures shall be coordinated with the higher controlling position from the ATCT, if staffed (i.e. WPG_CTR). 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.

IFR release coordination and communication example:

1. Aircraft calls ready for departure:
"Regina Tower, C-GHTU, ready for departure, runway 13"

2. Advise aircraft to hold short, awaiting IFR release, if not already obtained:
"C-GHTU, hold short runway 13. Awaiting IFR release"

3. Contact higher controlling position for IFR release:
"Winnipeg Centre, Regina Tower, IFR release of C-GHTU, runway 13" (or similar)

4. IFR release is granted (radar controller responds):
"Regina Tower, Winnipeg Centre, C-GHTU IFR released, depart runway 13, Regina 1 departure, void if not off by 1850z. NP"

5. Takeoff clearance given to aircraft:
"C-GHTU, contact Winnipeg Centre airborne, winds 160 at 15, runway 13, cleared for takeoff"
(transfer aircraft tag)

6.4 Moose Jaw Facilities Group– Moose Jaw McEwen Airport (CYMJ)

The Air Vice Marshal C.M. McEwen Airport is located four (4) miles south of Moose Jaw, Saskatchewan.

6.4.1 CYMJ References

Coordinates: N50 19 49 W105 33 33
Magnetic Variation: 10°E (2014)
Time: UTC-6
Elevation: 1892'

6.4.2 CYMJ Communications

The CYMJ ATCT is staffed from 1400z until 2359z, Monday to Friday. The aerodrome is frequently closed on Saturdays and Sundays.

6.4.2.1 CYMJ Frequencies

The following frequencies are the only frequencies permitted in the CYMJ ATCT and TCU. Your default voice server should be: canada.voice.vatsim.net. Your channel must be exactly as listed below, **NO EXCEPTIONS:**

Position Name	Frequency	Callsign
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	119.000	CYMJ_TML

Runway 29R/11L: PCN 139 F/D/X/T
Runway 29L/11R: PCN 62 /F/D/X/T

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

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

LAHSO (land and hold short operations) are not authorized at CYMJ.

6.4.4 CYMJ Active Runway Selection

Consistent with safe aircraft operating procedures, controllers shall 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. When the ATCT is not in operation, pilots shall be expected to use the preferred order for runway usage, shown below:

Arrivals: 29R, 11L, 29L, 11R, 03, 21
Departures: 29R, 11L, 29L, 11R, 21, 03

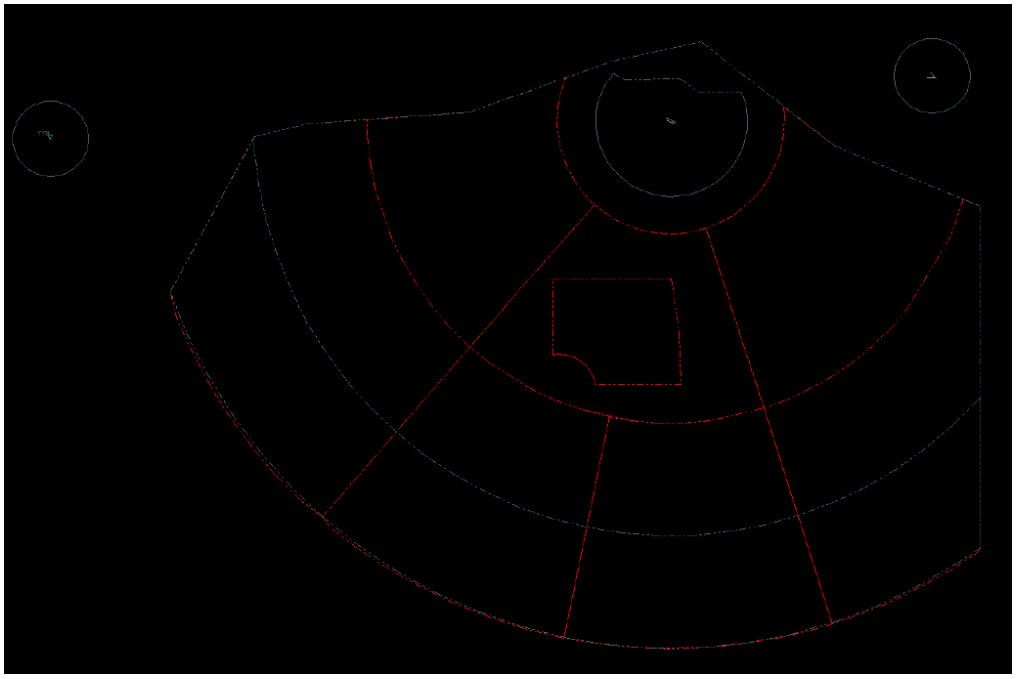
6.4.5 CYMJ IFR Departures

IFR flights departing Moose Jaw International shall utilize the Moose Jaw six (6) SID (standard instrument departure).

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

6.4.6 CYMJ 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.

<u>The CYMJ TCA also includes the following Class E airfields:</u>

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

6.4.6.1 CYMJ Navaids

Baildon NDB – BD
Frequency: 375 (L) at N50 17 30 W105 26 32

Moose Jaw VORTAC (VOR & TACAN) – YMJ
Frequency: 113.400 Ch 81 at N50 19 52 W105 33 48 (1898')

ILS - IBP & IMJ
Frequency: 109.300 Ch 30 at N50 19 51 W105 33 48, RVR

6.4.6.2 CYMJ Procedures

The CYMJ aerodrome is closed to unauthorized aircraft outside of tower operation hours 14-24z Mon-Fri.

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.

6.6.7 CYMJ TCU Procedures

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.

6.4.7.1 CYMJ Arrival Procedures

Minimum Vectoring Altitudes:

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

Instrument Approach Procedures (IAPs):

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)

6.5 Moose Jaw Facilities Group – Regina International Airport (CYQR)

The Regina International Airport is located two (2) miles southwest of Regina, SK.

6.5.1 CYQR References

Coordinates: N50 25 56 W104 39 58
Magnetic Variation: 10°E (2011)
Time: UTC-6
Elevation: 1,895'

6.5.2 CYQR Communications

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.

6.5.2.1 CYQR Frequencies

The following frequencies are the ONLY frequencies allowed to be used in the CYQR ATCT and TCU. Your default voice server should be: canada.voice.vatsim.net. Your channel must be EXACTLY as listed below, **NO EXCEPTIONS.**

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

PAL – Winnipeg Centre on 120.100

Every controller shall utilize a primary frequency in Euroscope for communications with aircraft. Every controller is encouraged to use voice as the primary method of communication with aircraft per VATSIM regulations. However, aircraft utilizing non-voice communications (text- or receive-only) will never be denied ATC services. Use text whenever you are able to clarify instructions, or when requested by an aircraft.

6.5.2.2 CYQR ATIS (Automated Terminal Information System)

To add to the real-world immersion, controllers shall create their ATIS' to resemble the current real-world ATIS as closely as possible.

Voice ATIS:

Voice ATIS broadcasts for CYQR can be made utilizing the frequency listed above. VOICE ATIS shall comply with VATSIM, VATNA, VATCAN, and CZWG FIR policies.

ATIS' shall be updated with each significant change in weather (typically with each new METAR). Tower shall ensure all other controllers are current with ATIS updates. However, it is the responsibility of all other controllers to ensure that they receive current ATIS information from tower.

6.5.3 CYQR Airport Layout / Runway Configuration

Declared Distances	08	26	13	31
TORA	6200	6200	7901	7901
TODA	7184	7184	8885	8885
ASDA	6200	6200	7901	7901
LDA	6200	6200	7901	7901

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

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

31/13 – 7901x150; asphalt; primary runway; precision approach; used for all operations
26/08 – 6200x150; asphalt; primary runway; non-precision approach; used for all operations

RCR via CRFI available

Taxiways:

Taxiway “C” uncontrolled

Apron IV restricted to aircraft less than 5,000 lbs

Lighting:

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

LASHO are not authorized at CYQR.

6.5.4 CYQR Active Runway Selection

Consistent with safe aircraft operating procedures, controllers shall 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. When the ATCT is not in operation, pilots shall be expected to use the preferred order for runway usage, shown below:

Arrivals: 08, 13
Departures: 26, 31

Turbo-jet aircraft departing runway 08, 13, or 31 are required to utilize ICAO NADP (noise abatement departure procedures) one (1) or two (2).

6.5.5 CYQR Departure Procedure

Turbo-Jet aircraft only:

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.

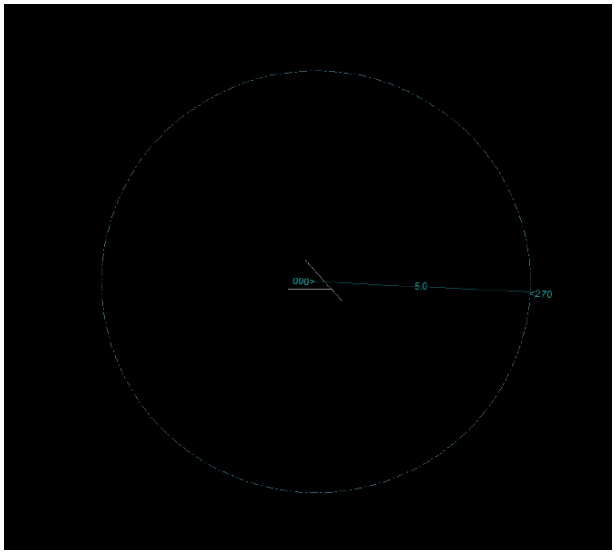
6.5.5.1 CYQR IFR Departures

IFR flights departing CYQR must utilize the Regina One (2) CYQR2 SID.

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

6.5.6 CYQR 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 an uncontrolled, class G airfield (CAR 602.98).

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. In accordance with recent Nav Canada changes, this airspace is now under the purview of Winnipeg Centre.

6.5.6.1 Navaids

Regina NDB – QR
Frequency: 290 (L) at N50 22 11 W104 34 23

Findlay NDB – ZQR
Frequency: 204 (L) at N50 25 44 W104 31 38

Ajax NDB – ZRS
Frequency: 219 (L) at N50 29 07 W104 44 10

Lumsden VORTAV – VLN
Frequency: 114.200 Ch 89 at N50 40 01 W104 53 23 (1,895')

ILS – IQR
Frequency: 109.500 (Runway 13) RVR

6.5.6.2 CYQR Procedures

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

RVO (reduced visibility operations) 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.

6.5.7 CYQR Arrival Procedures

In accordance with recent Nav Canada changes, CZWG centre at CYQR (120.100) is now 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)

Minimum Vectoring Altitudes:

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

In all quadrants: 4,000' MSL.

Instrument Approach Procedures:

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 or NDB RWY 13
NDB (GNSS) RWY 26
NDB RWY 31
RNAV (RNP) Y RWY 08 (RESTRICTED)
RNAV (RNP) Y RWY 13 (RESTRICTED)
RNAV (RNP) Y RWY 26 (RESTRICTED)
RNAV (RNP) Y RWY 31 (RESTRICTED)
RNAV (GNSS) Z RWY 08
RNAV (GNSS) Z RWY 13
RNAV (GNSS) Z RWY 26
RNAV (GNSS) Z RWY 31

6.6 Moose Jaw Facilities Group – Briercrest South (CBS7)

The Briercrest South airfield is located seven (7) miles south-southwest of Moose Jaw, SK.

6.6.1 CBS7 References

Coordinates: N50 03 59 W105 18 02
Magnetic Variation: 12°E
Time: UTC-6
Elevation: 2,120'

6.6.2 CBS7 Airport Layout / Runway Configuration

CBS7 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each surface:

26/08 – 1900x45; turf; primary runway; used for all operations

6.6.3 CBS7 Airspace Layout

Within five (5) nm of the airfield and up to 5,200' ASL, CBS7 is an uncontrolled, Class G airfield.

6.7 Moose Jaw Facilities Group – Gravelbourg (CJM4)

The Gravelbourg airfield is located one (1) mile southwest of Gravelbourg, SK.

6.7.1 CJM4 References

Coordinates: N49 52 W106 34
Magnetic Variation: 12°E
Time: UTC-6
Elevation: 2,296'

6.7.2 CJM4 Airport Layout / Runway Configuration

CJM4 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each surface:

35/17 – 2500x75; asphalt; primary runway; used for all operations

RCR available

Lighting:

Runway 17 – (TE LO)
Runway 35 – (TE LO)

Lighting active sunset to sunrise

6.7.3 CJM4 Airspace Layout

Within five (5) nm of the airfield and up to 5,300' ASL, CJM4 is an uncontrolled, class G airfield.

6.8 Moose Jaw Facilities Group – Assiniboia (CJN4)

The Assiniboia airfield is located six (6) miles north of Assiniboia, SK.

6.8.1 CJN4 References

Coordinates: N49 44 05 W105 56 49
Magnetic Variation: 10°E (2015)
Time: UTC-6
Elevation: 2,370'

6.8.2 CJN4 Airport Layout / Runway Configuration

CJN4 has four (4) designated surfaces on two (2) landing surfaces. Here is a quick description of each surface:

26/08 – 2950x150; asphalt; primary runway slope unknown; used for all operations
31/13 – 2850x150; asphalt; secondary runway; slope unknown

RCR available. Runway 31/13 heavy surface deterioration with no maintenance. Runway 26/02 has limited maintenance.

Lighting:

Runway 08 – (TE HI) V
Runway 26 – (TE LO) V

ARCAL – 122.800

6.8.3 CJN4 Airspace Layout

Within five (5) nm of the airfield and up to 5,400' ASL, CJN4 is an uncontrolled, Class G airfield.

6.8.3.1 CJN4 Navaids

Assiniboia NDB – NI
Frequency: 278 (L) at N49 43 42 W105 56 57

6.9 Moose Jaw Facilities Group – Moose Jaw Municipal (CJS4)

The Moose Jaw Municipal airfield is located seven (7) miles east-northeast of Moose Jaw, SK.

6.9.1 CJS4 References

Coordinates: N50 26 05 W105 23 16
Magnetic Variation: 10°E (2013)
Time: UTC-6 (5)
Elevation: 1,904'

6.9.2 CJS4 Airport Layout / Runway Configuration

Declared Distances	13	31
TORA	2954	
TODA		
ASDA		
LDA		

Take-Off Minima
Runway 13: ½ **Runway 31**: ½

CJS4 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each surface:

31/13 – 2954x75; asphalt; primary runway; used for all operations

RCR available

Lighting:

Runway 13 – (TE LO)
Runway 31 – (TE LO)

6.9.3 CJS4 Airspace Layout

Within five (5) nm of the airfield and up to 4,900' ASL, excluding the CYMJ Class D CZ, CJS4 is an uncontrolled, class G airfield.

CJS4 is in very close proximity to CFB Moose Jaw (CYMJ) Class D CZ. Exercise extreme caution.

The MSA (minimum sector altitude) within five (5) nm is 3,200' ASL.

6.9.4 CJS4 Procedures

Runway 31 – right-hand circuits (CAR 602.96)

Instrument Approach Procedures (IAPs):

Radar controllers shall provide radar services to maintain IFR separation for traffic arriving on IAPs to CJS4. 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 at CJS4:

RNAV (GNSS) RWY 13
RNAV (GNSS) RWY 31

6.10 Moose Jaw Facilities Group – Pangman (CKC9)

The Pangman airfield is located adjacent to the northwest of Pangman, SK.

6.10.1 CKC9 References

Coordinates: N49 38 47 W104 39 56
Magnetic Variation: 11°E
Time: UTC-6
Elevation: 2,300' (aprx.)

6.10.2 CKC9 Airport Layout / Runway Configuration

CKC9 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each surface:

35/17 – 2600x100; turf; primary runway used for all operations

RCR available

Runway 17 – right-hand circuits (CAR602.96)

6.10.3 CKC9 Airspace Layout

Within five (5) nm of the airfield and up to 5,300 ASL, CKC9 is an uncontrolled, Class G airfield.

6.11 Moose Jaw Facilities Group – Spring Valley (CKP2)

The Spring Valley airfield is located seven (7) miles north of Spring Valley, SK.

6.11.1 CKP2 References

Coordinates: N50 03 36 W105 24 07
Magnetic Variation: 10°E (2012)
Time: UTC-6
Elevation: 2,200'

6.11.2 CKP2 Airport Layout / Runway Configuration

CKP2 has two (2) designated surfaces on one (1) landing surface. Here is a quick description of each surface:

35/17 – 3000x50; turf/gravel; centreline 20' gravel; primary runway used for all operations
RCR available

6.11.3 CKP2 Airspace Layout

Within five (5) nm of the airfield and up to 5,200' ASL, CKP2 is an uncontrolled, class G airfield.

6.12 Other airfields

The following airfields are closed, abandoned, private, or have no documentation and/or information:

Regina General Hospital Heliport CKZ2 (Willow Bunch) – CLOSED
Mossbank (CA-0244) – CLOSED
Hodgeville (CA-0162) – ABANDONED
Buttress (CA-0003) - CLOSED

Authorizations:

Nate Power	Kolby Dunning	Phil Dowling
Winnipeg (CZWG) FIR Chief	Winnipeg (CZWG) Deputy FIR Chief	VATCAN Division Director