

VATUSA MINNEAPOLIS ARTCC AND VATCAN WINNIPEG FIR

LETTER OF AGREEMENT

EFFECTIVE: 10/01/2015

SUBJECT: INTERFACILITY COORDINATION

1. PURPOSE: This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Minneapolis ARTCC (ZMP) and VATCAN Winnipeg FIR (ZWG). This agreement is supplemental to procedures contained within FAA Order 7110.65, VATUSA/VATCAN Policy, and VATSIM Policy.

2. DISCLAIMER: Information contained herein is designed and specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).

3. CANCELLATION: VATUSA Minneapolis ARTCC and VATCAN Winnipeg FIR Letter of Agreement dated May 10, 2009.

4. RESPONSIBILITIES: As defined by aeronautical chart or approved, government issued, or endorsed aeronautical publication/document; unless coordinated by written or verbal methods, facilities listed with a controlling agency will be controlled by said agency regardless of location relative to ARTCC/FIR outlined boundaries. Required coordination must be completed and approved prior to aircraft entering/exiting said airspace.

5. PROCEDURES:

- (1) Each ARTCC/FIR must route/restrict aircraft in accordance with Attachment A, unless coordinated.
- (2) Controllers must coordinate any route, altitude, speed, or discrete code changes that are different from those listed on the flight plan if the aircraft is within 20 NM (Nautical Miles) of the ZMP ARTCC / ZWG FIR common boundary.
- (3) Flights originating less than 5 minutes flying time from the adjacent ARTCC/FIR's boundary must be coordinated by the transferring ARTCC/FIR.
- (4) The transferring facility/agency must obtain approval for incorrect altitudes for direction of flight, block altitudes, and Negative RVSM flights prior to transfer of control.

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- (11) ZMP ARTCC will define sector splits to ZWG FIR if in operation/use. Information provided shall include:
Details of airspace stratification (altitudes), area of coverage, and frequencies in use.
- (12) RADAR handoffs should be made with reference to the ZMP ARTCC/ZWG FIR boundary and along regularly used routes. In addition the following designated points may be used for RADAR handoffs.
- (a) TRI CENTRE N49.00.00.000 W103.10.00.000
 - (b) ARCHIE N49.00.00.000 W101.00.00.000
 - (c) BALDWYN N49.00.00.000 W99.00.00.000
 - (d) CARL N49.00.00.000 W98.00.00.000
 - (e) DONNA N49.00.00.000 W95.10.00.000
 - (f) YQT and INL VORs as depicted on prescribed video maps.

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ATTACHMENT A – ROUTE/ALTITUDE RESTRICTIONS

FROM ZMP to ZWG

Arrival Airport(s)	Qualifier	Route Via	Altitude
CYWG	RNAV NON-RNAV	GOVIT/ANOLA ARRIVAL HML VOR	AOB FL280 AOB FL240
CYQT	RNAV NON-RNAV	DELGI ARRIVAL DLH V13 YQT	AOB 10000 AOB 10000

* Pilot discretion descent approved unless otherwise coordinated.

FROM ZWG to ZMP

Arrival Airport(s)	Qualifier	Route Via	Altitude
KMSP	RNAV NON-RNAV	GGULL.BAINY STAR BRD.GEP STAR	NO ALT REST

* Pilot discretion descent approved unless otherwise coordinated.

/s/ _____

Alexander A. Zayas
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Minneapolis ARTCC, VATUSA

/s/ _____

Karl Sawatzky
FIR Chief, ZWG
Winnipeg FIR, VATCAN

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