SID (VECTOR)

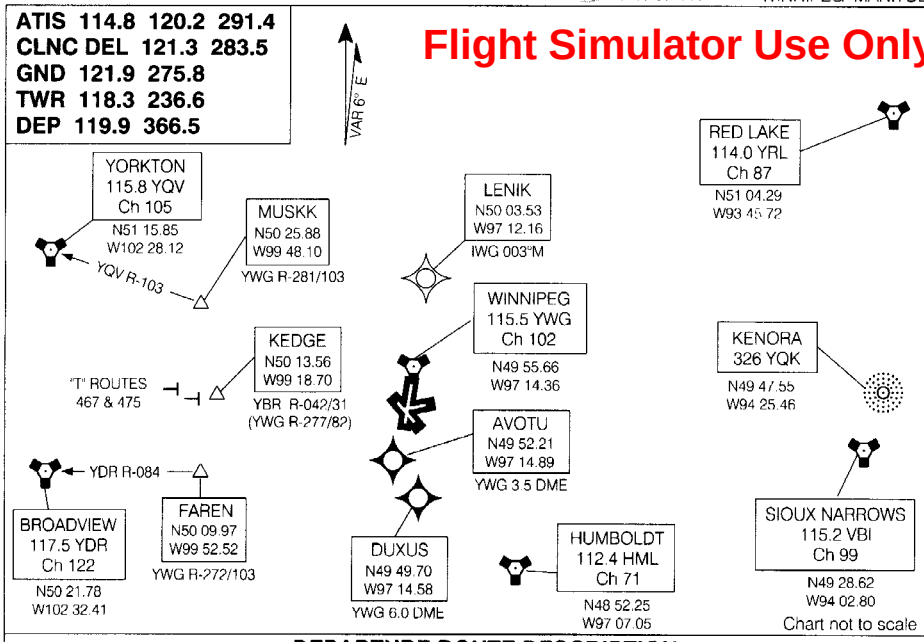
WINNIPEG SIX DEP (CYWG 6)

Geomatics Canada

WINNIPEG INTL
WINNIPEG MANITOBA

ATIS 114.8 120.2 291.4
CLNC DEL 121.3 283.5
GND 121.9 275.8
TWR 118.3 236.6
DEP 119.9 366.5

Flight Simulator Use Only



DEPARTURE ROUTE DESCRIPTION

TURBO-JET/TURBO-FAN AIRCRAFT REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS.

ALL RWYS: Climb to and maintain 4000' ASL or flight planned altitude, whichever is lower. Contact Departure Control as soon as practical after take-off. Anticipate radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level 10 minutes after departure.

Rwys 07,13, 25, 31: Climb rwy hdg or as assigned for radar vectors.

Rwy 18, 36: **NON TURBO-JET/TURBO-FAN aircraft.** Climb rwy hdg or as assigned for radar vectors.

Rwy 18: **TURBO-JET/TURBO-FAN aircraft.** Climb and maintain extended runway centreline (183° M) by best available means to 3.5 DME (N49 52.21 W97 14.89), (AVOTU) . At 3.5 DME (AVOTU), turn left, climb hdg 170° or if able, track direct to 6 DME (N49 49.70 W97 14.58), (DUXUS) . At 6 DME (DUXUS) anticipate radar vectors.

Rwy 36: **TURBO-JET/TURBO-FAN aircraft.** Climb and maintain extended runway centreline (003° M) by best available means. Anticipate Radar vectors.

COMMUNICATION FAILURE

On recognition of communications failure 10 minutes or less after take-off, and in IFR conditions:

1. Upon reaching last assigned altitude, proceed directly on course. (See note below)
2. Maintain last assigned altitude until 10 minutes after take-off;
3. Climb to flight planned altitude.

NOTE: If communications failure occurs immediately after take-off (before turning), maintain runway heading to 10 DME before proceeding on course. If communications failure occurs more than 10 minutes after take-off, comply with appropriate procedures for communication failure enroute.