

6/2/2025

FOR YOUR INFORMATION

2025-125/7-11

To: FAA (ATM ZMP ARTCC)

2215303

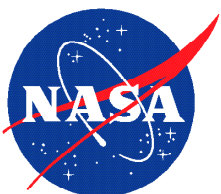
Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations, CSA)
A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS,
IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: ZMP Operational Interface With Canadian Airspace

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2215303**DATE / TIME**

| | |
|--------------------|--------------|
| Date of Occurrence | 202502 |
| Local Time Of Day | 1801 to 2400 |

PLACE

| | |
|----------------|-----------|
| Locale | ZMP.ARTCC |
| State | MN |
| Altitude - MSL | 25000 |

AIRCRAFT / EQUIPMENT X

| | |
|--------------------------|-----------------------|
| ATC / Advisory - Center | ZMP |
| Make Model Name | Commercial Fixed Wing |
| Operating Under FAR Part | 121 |

PERSON 1

| | |
|--------------------------------|---------|
| Function - Air Traffic Control | Enroute |
| ASRS Report Number | 2215303 |

EVENTS

| | |
|------------------------------|--|
| Anomaly | ATC Issue - All Types |
| Anomaly | Deviation / Discrepancy - Procedural - Published |
| | Material / Policy |
| Detector - Person | Air Traffic Control |
| Result - Flight Crew | Requested ATC Assistance / Clarification |
| Result - Air Traffic Control | Provided Assistance |

NARRATIVE 1

Aircraft X requested a fix on the RNAV 25 for CYQT Airport to begin to set up for an approach. The transmissions from this aircraft had been nearly unreadable from the time they checked on and this was no different. I asked the pilot to repeat and spell the fix with no improvement. I then changed to a different transmitter located at CMX for the frequency 133.55 the aircraft was on with no improvement. I cleared the aircraft as requested because I could not understand the full spelling and initiated verbal coordination with CYWG CYQT Approach advising they were direct to the fix.

I was not able to look up the spelling for the fix because the FAA does not have any of the Canadian approaches available for reference by controllers, even for airports just outside of our airspace like CYQT only located 30 NM from the boundary. This is not an isolated issue for CYQT as my airspace borders both CYWG and CYYZ centers to the north and east. Pilots have many times in the past asked for a fix on an approach or on an arrival into a Canadian airport and we are unable to look up any information about arrivals or approaches for spelling or information. Additionally, it is impossible to have a Supervisor or Controller in Charge (CIC) look up information for the procedure requested because NAV Canada does not publish information freely or readily for reference on the internet.

Recommendation: Have procedure information available to controllers for major Canadian airports located directly adjacent to US airspace. Whether this be located on the En Route Information Display System (ERIDS) like US airports or via an available webpage with a logon or folder on the Supervisor computer. This is vital information for controllers as pilots routinely request fixes on approaches or arrivals that we are unable to clear to without unnecessary back and forth with the pilots that can be impossible like this situation where the pilot's radio is nearly unreadable. Additionally, ERAM does not always have the fixes requested for approaches

at airports located less than 30 NM from the US airspace boundary, leaving room for additional confusion that can be fixed with access to Canadian approach or arrival charts.

SYNOPSIS

ZMP Center Controller reported many pilots have asked for a fix on approaches to Canadian airports due to the close proximity to ZMP's airspace and boundary but the lack of information on fixes in Canadian airspace made it difficult for ATC to provide assistance.