

Below are the range procedures that must be adhered to:

The CLAWR is annotated on charts as "CYR204" and has the vertical dimensions extending from the Sfc to infinity. Requests for access into (in support of oil and gas) must be made on your behalf by a Cenovus, CNRL, Husky, IPF, or Enbridge representative only.

These requests must be received by this office ([crc@rangesafety.ca](mailto:crc@rangesafety.ca)) by noon each Thursday for processing to DND, the results of which are posted to our Operational Notices website by noon on the following day.

Along with normal checks, NOTAMS, etc., aircrew must consult the Range Control's Operation Notices website at <http://www.rangesafety.ca/clawr.html> and check the "Civilian Air Access list" found there.

If your flight is included on the document under the parent company that has contracted you, then your flight is authorized and can be commenced anytime after DND's declaration of "End of Military Flying" (ELF) for the day and throughout the liability period outlined on the document.

Please understand that these call signs are assigned to each company's hired tasking and not to an individual.

Our Emergency Call Centre sends out an (ELF) email daily to this end.

Also it would be very wise to check the "Firegrid" activation document and active Target list located here as well. Inadvertently wandering into these active areas will result in a great deal of "discussion" with DND.

Before departure, call or email a legible manifest to the CLAWR Emergency Call Centre "Sentry" at (780) 815-6642 ([CLAWR.EmergencyCallCentre@RangeSafety.ca](mailto:CLAWR.EmergencyCallCentre@RangeSafety.ca)).

Before entering, 4 Wing Tower will give you permission to enter the CYR...please give them your call sign (from the Civair List) and your registration number.

Once cleared, you must make contact with "Sentry" on Channel "5" (Freq available upon request) and advise them of your call sign and LSD destination. If your call sign is incorrect or not known we regrettably will not be able to permit you to proceed. "Sentry" will not assign a call sign not listed on the CivAir access list. You must also monitor 126.7 while on the CLAWR.

You must communicate all destinations (LSD) before you start off and arrivals immediately upon landing.

An LSD tutorial is also available on the website.

Remaining on the CLAWR overnight is not permitted unless this has been previously arranged with DND, or of course should you experience an emergency.

In both cases, you must advise "Sentry" who will assist you in whatever way you require.

Finally, all aircraft must be clear of the CLAWR before Military flying commences.

Your pilots and/or passengers will also be required to complete a range orientation prior to entering the CLAWR. This can be completed online at the website above. One thing to note is that you must go to the Orientation Center to obtain a Range Access Card, but there is no helicopter landing pad at the Orientation Center. Please **do not land** in the parking lot as has been done by one company in the past.

I will list the frequencies below for Sentry so that you can program your radios:

CH 1 - Rx 166.9950 (CNRL/Sask)  
Tx 166.4850  
Tone 100

CH 2 – Rx 162.765  
Tx 167.310  
Tone 123

CH 3 - Rx 166.6050 (Gas/SAGD Ops)  
Tx 167.2050  
Tone 100

CH 5 - Rx 172.5900 (Southgate)  
Tx 172.0500  
Tone 107.2

CH 9 - Rx 167.9550 (Emergency)  
Tx 168.9750  
Tone 100

A violation of any of the above procedures generally results in the offending company being prohibited from returning to the CLAWR.

See below for airspace restrictions.

Below is depicted the JLR/PLER airspace (dark grey area) which is restricted/no fly at any time. The coordinates are indicated for the western boundaries of the airspace. Under no circumstances is flight permitted within this airspace.

