

November 22, 2022

NANAIMO AERONAUTICAL STUDY

Update on Study Recommendations



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EXAMPLES OF NANAIMO ISSUES

- > Issues that have been raised as part of the ongoing Vancouver Airspace Modernization Project (VAMP) and consultations with respect to the airspace and provision of ATS at Nanaimo include:
 - VFR aircraft can operate outside of the Nanaimo Control Zone (CZ) in the approach areas for both runways ends without any requirement to contact ATS.
 - Active aerodromes in uncontrolled airspace outside of - but in close proximity to - the CZ are under the approach to Runway 16.
 - Complexity of traffic mix including IFR/VFR, medium/light, flight training, scheduled flights.
 - Challenges with pilots meeting communication requirements.

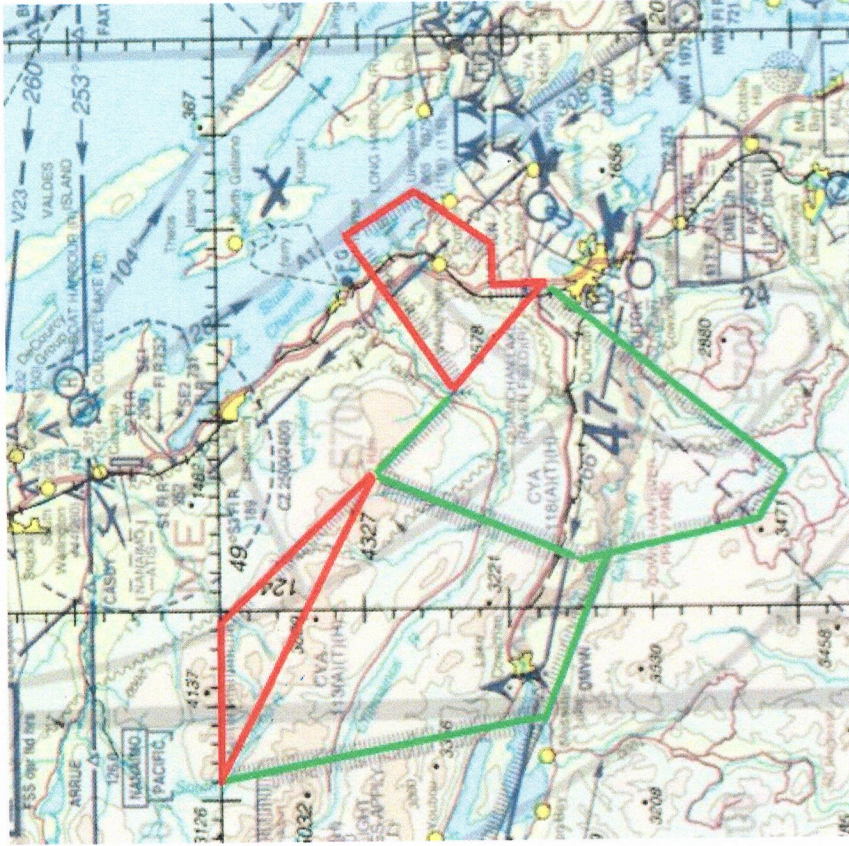
HIGHLIGHTS OF NANAIMO RECOMMENDATIONS

12 recommendations in study

- > Airport Control Service at Nanaimo
- > Increase Control Zone from 5NM to 6NM
- > Class C Transition Areas (protect IFR procedures and mitigate VFR/IFR conflicts)
- > Reduce size of CYAs (to permit design of IFR procedures)
- > Transponder Requirement
- > AWOS at Nanaimo
- > Transition from ATF to MF at Nanaimo Harbour

NANAIMO RECOMMENDATIONS

- 1) Provide surveillance down to 200 feet above ground level (AGL) in a 5 NM radius of both the Nanaimo Harbour and Nanaimo Airport.
- 2) Following the establishment of surveillance to 200 feet AGL in a 5 NM radius of the Nanaimo Harbour area.
 - a) change the 5 NM water aerodrome ATF area centred on the Nanaimo Harbour water aerodrome (CAC8) to a 5 NM MF area from the surface to 1,200 feet ASL. - *qll no acw/ATS*
 - b) install a LWIS and a visibility sensor at the Nanaimo Harbour. - *Lwis only gives wwd/r/tdsqw no vis, CIG or precip*
- 3) Install an Automated Weather Observation System (AWOS) at the Nanaimo Airport.
- 4) Reduce the size of CYA 118 as necessary to permit the design of an IFR arrival procedure providing IFR access from the south.
- 5) Publish an IFR arrival procedure to provide IFR access from the south.
- 6) Reduce the size of CYA 113 as necessary to permit the design of an IFR holding procedure south-west of the Nanaimo Airport.
- 7) Create a Transition Area (TA) Class E 700 feet AGL to 1,200 feet ASL Mode C (122.9 MHz) and Class C above 1,200 feet ASL to contain the final segment of the current and planned IFR procedures for runway 16 and the departure path for runway 34;



NANAIMO RECOMMENDATIONS

- 8) Re-design the instrument procedures providing access to runway 16 by increasing the altitude of the Final Approach Fix (FAF) to 2,000 feet ASL and move it and the Initial Fix (IF) further north to accommodate a FAF at 2,000 feet and maintain a 3 degree approach path to the runway;
- 9) Create a TA Class E 700 feet AGL to 1,500 feet ASL Mode C and above 1,500 feet ASL (Class C) to contain the final segment of the planned RNAV (GNSS) A procedure to provide IFR access to runway 34 and the departure path for runway 16;
- 10) Publish a Terminal Class C Route between Snake Island or the Entrance Island VFR Check Point (Nanaimo Harbour) and Davis Bay (Sechelt) and the Gower VFR Check Point and sign agreements with the float plane operators providing scheduled service to Nanaimo Harbour to permit access to Class C airspace for VFR OTT flights when weather conditions dictate; and
- 11) Increase the Nanaimo Control Zone from 5 NM to 6 NM with a cut-out area from the CZ and MF area along the coast below 700 feet AGL (Yellow Point to Dodds Narrows).
- 12) Replace the 16 hour per day Airport Advisory Service during the hours 1330Z to 0530Z† (0530 to 2130 local) with 13.75 hour per day Airport Control Service during the hours 1430Z to 0415Z† (0630 to 2015 local) and change the airspace classification of the CZ from Class E to Class D.

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