EXECUTIVE SUMMARY

This aeronautical study reviewed the proposal to decommission the Waterloo (YWT) VOR located at the Region of Waterloo International Airport.

Due to planned expansion of the Kitchener/Waterloo Airport Terminal the NAV CANADA Control Tower must be relocated and the preferred location is the current VOR/DME site.

An analysis of weather and the equipage of aircraft capable of instrument flight rule (IFR) operations utilizing the airport indicated that very few aircraft would be impacted by the decommissioning of the VOR and revoking of the related instrument approach procedures (IAPs). There are 5 additional IAPs, conventional and RNAV(GNSS), with similar and lower weather limits available to pilots.

The utilization and redesign of both high and low airspace in the Toronto FIR is making the requirement for the Waterloo VOR redundant. Current RNAV technologies are being used in favour of legacy VOR’s and VHF/UHF airways.

The DME, which is collocated with the VOR, is required to support operations at LBPIA by aircraft equipped with non-GNSS RNAV avionics systems. It will be moved to another location at the airport.

The study concludes that the proposal will not materially impact customer IFR access to the Kitchener/Waterloo airport or efficiency of enroute operations and recommends decommissioning the Waterloo VOR.

Note: Monitor AICs, Notices and NOTAMs for the VOR decommissioning.

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