



February 19, 2018

Airspace Improvements at Regina International Airport

This document provides notice of upcoming changes to instrument procedures being implemented by NAV CANADA at the Regina International Airport (CYQR) on March 29, 2018.

NAV CANADA will implement new arrival procedures for aircraft utilizing runways 08/26 and 13/31. These updates will help ensure the airspace structure best meets operational safety and efficiency requirements, improve how the traffic mix is integrated and provide additional precision approach options in low visibility conditions.

Existing standard arrival procedures (RNAV) are being updated while new satellite-based procedures are being added. Required Navigation Performance (RNP) is a new navigation technology that combines satellite-based positioning with modern flight management systems, enabling an aircraft to fly a precise route. This allows for the design of shorter flight paths that provide a continuous descent. Initially, only a small portion of aircraft – approximately 20 per cent – will be equipped to fly an RNP procedure.

The proposed flight paths are estimated to save up to three minutes flying time for some arrivals, with greenhouse gas emission reductions estimated at 150 metric tonnes¹ each year.

Additionally, new LPV (Localizer performance with vertical guidance) procedures – that can be flown by most aircraft – will improve airport access in poor weather conditions by providing additional approaches to all runways.

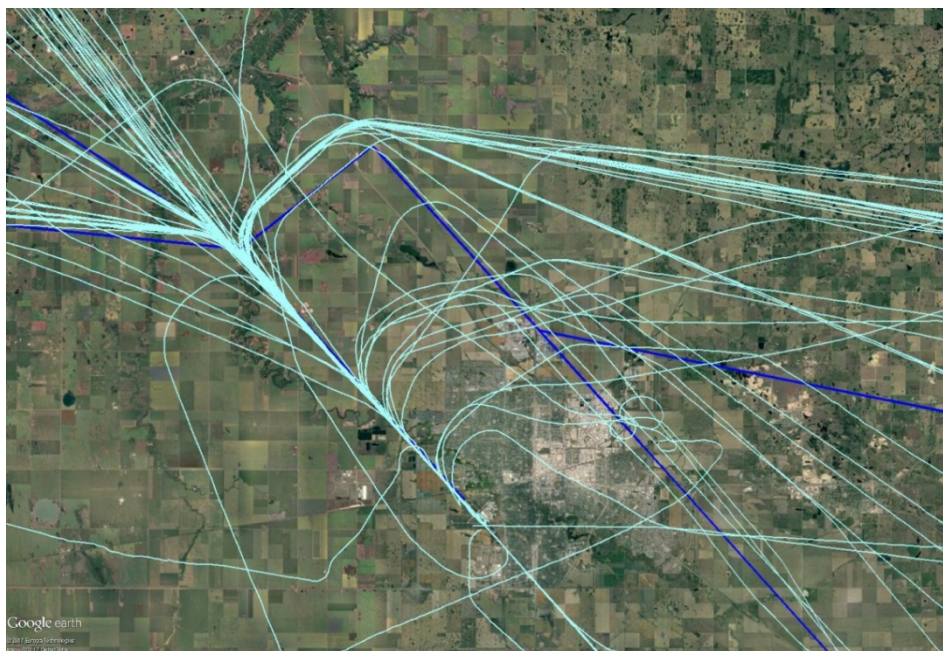
Please note that changes will have no impact on:

- Noise Exposure Forecasts (NEF)
- The amount or type of aircraft operating to and from CYQR
- Visual Flight Rules (VFR) procedures or local traffic patterns (e.g. flight training operations, general aviation)

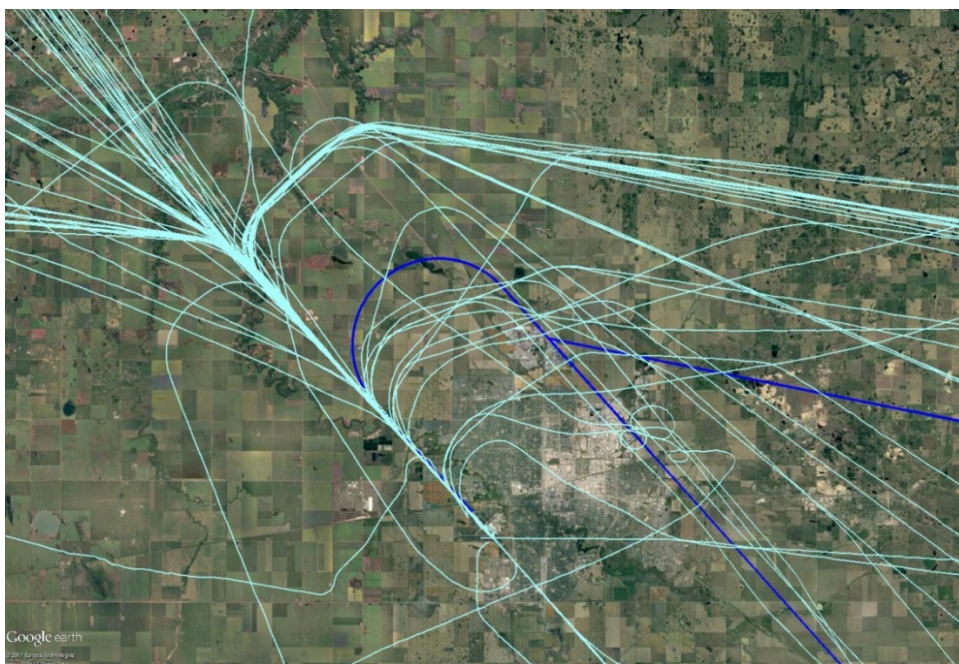
The following section shows the improvements, looking first at changes to standard arrival routes and then new RNP procedures, on a runway-by-runway basis.

1.1 Runway 13 Instrument Approach Procedure Updates

Runway 13 handled approximately 44% of arriving traffic at the airport in 2017. The map below shows 24 hours of traffic (light blue tracks) as flown on a sample day as well as a composite of the updated flight paths (RNAV) in dark blue. The primary change is a new downwind leg to the northeast of the airport.

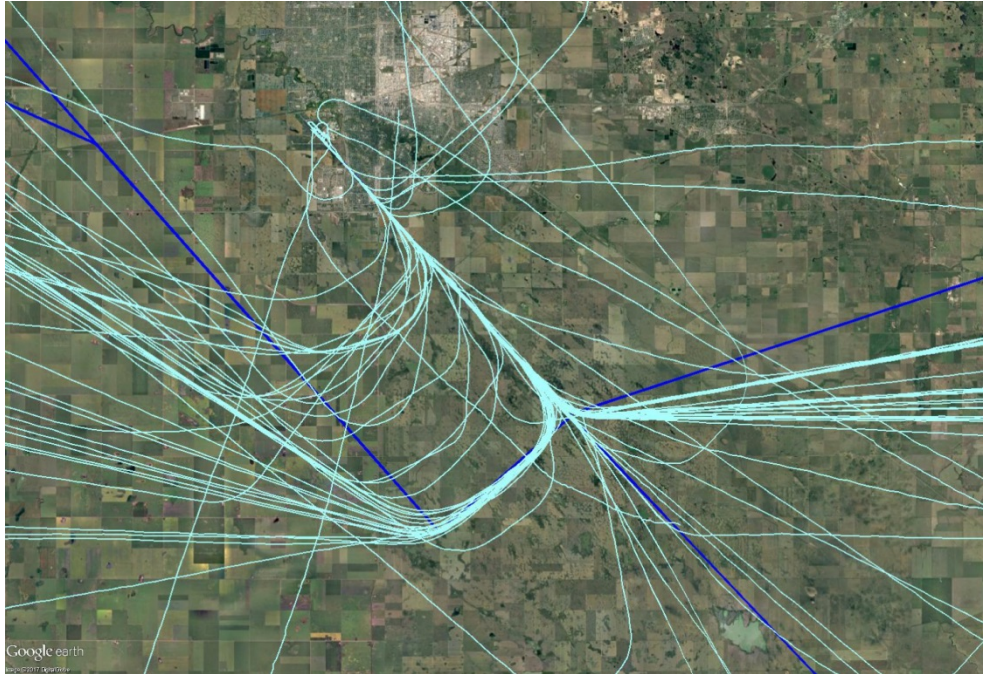


The map below shows the same 24 hours of traffic (light blue tracks) as flown on a sample day as well as a composite of the new RNP flight paths in dark blue. Appropriately equipped aircraft will be able to turn towards the airport sooner.

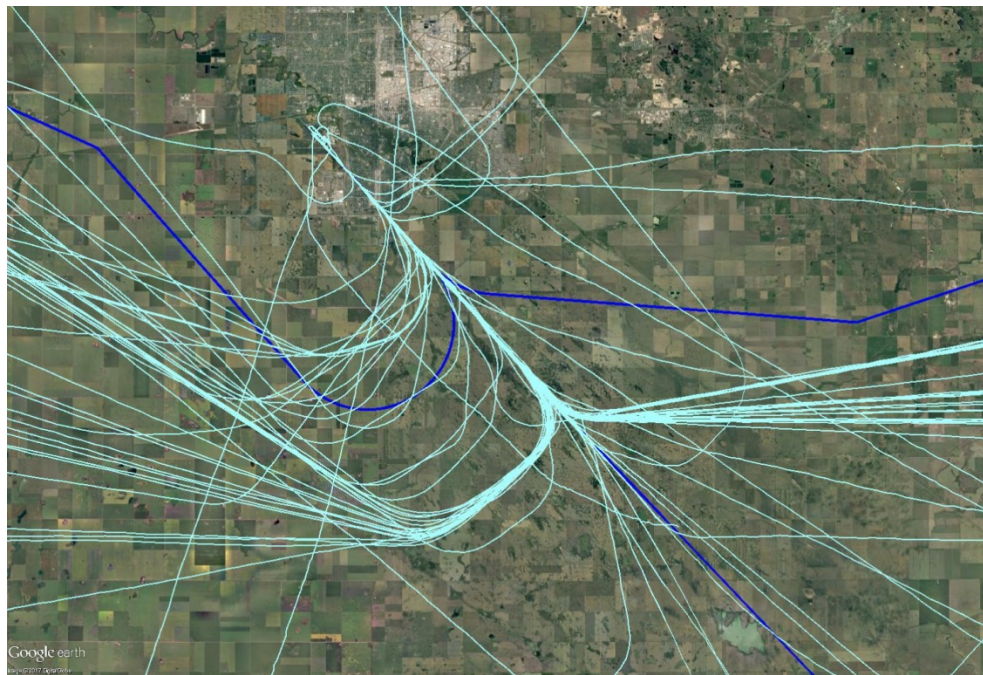


1.2 Runway 31 Instrument Approach Procedure Updates

Runway 31 received approximately 43% of arrival traffic at the airport in 2017. The map below shows 24 hours of traffic (light blue tracks) as flown on a sample day as well as a composite of the new flight paths (RNAV) in dark blue. The downwind leg from the west moves closer to the airport while the approach from the east transitions to the final approach from a point further north.

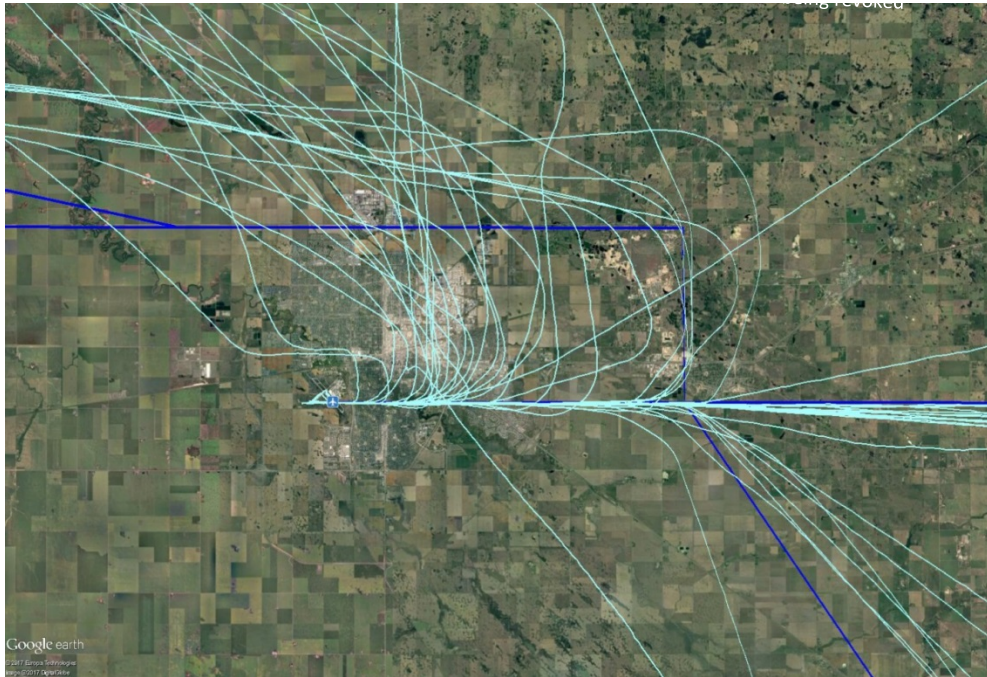


The map below shows 24 hours of traffic (light blue tracks) as flown on a sample day as well as a composite of the new flight paths in dark blue. Appropriately equipped aircraft will be able to turn towards the airport sooner if coming from the west or employ a more direct route to the final approach if coming from the east.

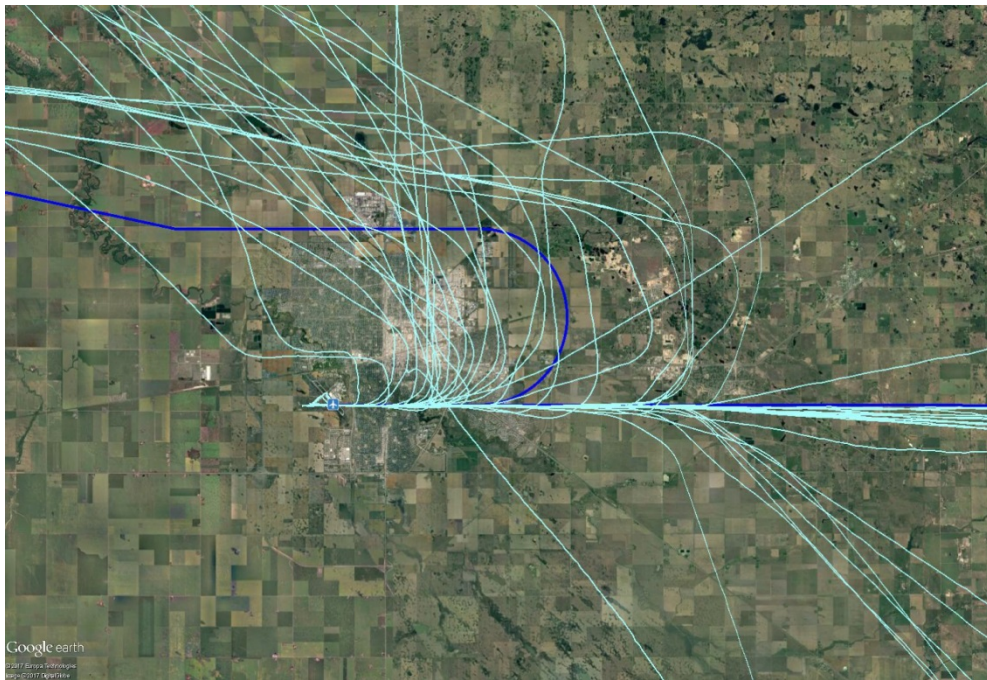


1.3 Runway 26 Instrument Approach Procedure Updates

Runway 26 received approximately 9% of arrival traffic at the airport in 2017. The map below shows 24 hours of traffic (light blue tracks) as flown on a sample day as well as a composite of the new flight paths (RNAV) in dark blue. Aircraft from the west will use the downwind to the north of the airport.

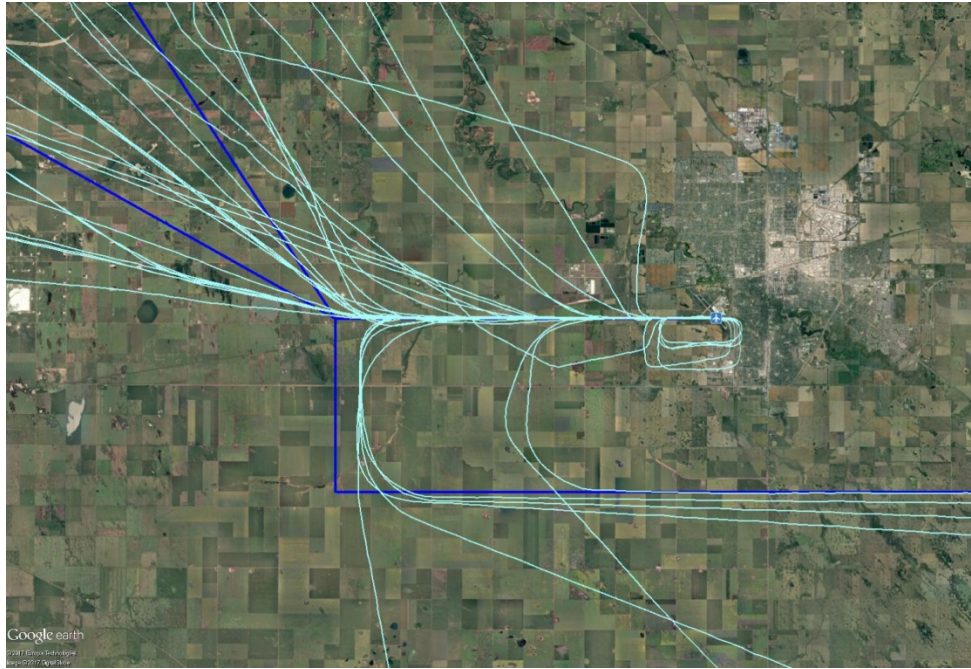


The map below shows 24 hours of traffic (light blue tracks) as flown on a sample day, as well as a composite of the new RNP approaches in dark blue.



1.4 Runway 08 Instrument Approach Procedure Updates

Runway 08 received approximately 4% of arrival traffic at the airport in 2017. The map below shows 24 hours of traffic (light blue tracks) as flown on a sample day as well as a composite of the new flight paths (RNAV) in blue. Given low usage, no RNP procedures were added for this runway. However, an LPV approach was added which will provide vertical and lateral guidance for the final approach phase (when an aircraft lines up with the runway).



Summary of Expected Outcomes

Flight path changes will increase access in poor weather conditions through the provision of LPV precision approaches to all runway ends. The implementation of RNP will result in reductions in flying time, fuel burn, and associated greenhouse gas emissions for appropriately equipped aircraft. Performance-based navigation also helps ensure airport access in poor weather conditions while reducing the need for holding patterns, diversions, and delays. Improvements to the broader airspace ensure that this important piece of aviation infrastructure is prepared for future capacity demands – by aircraft operators and the passengers they serve – in accordance with navigation standards and technologies being adopted globally.

While there are minor changes to the lateral location of flight paths, the changes are largely over unpopulated areas or at higher altitudes; multiple approaches to each runway end also mitigate community impacts. Benefits today from the use of new navigation methods while ensuring the airspace structure is prepared for future growth in demand by airlines and the passengers they serve.

Any questions or comments regarding improvements to the airspace structure surrounding Regina International Airport can be sent to service@navcanada.ca.

For more information on NAV CANADA, the country's air navigation services provider, please visit www.navcanada.ca.

For more information on Regina International Airport, visit <http://www.yqr.ca>

APPENDIX 1 - About Arrival Flight Paths

Aircraft can approach an airport using a number of navigation methods. On days where visibility is good, aircraft will often conduct “visual” approaches. Pilots will navigate visually towards the runway according to Canadian Aviation Rules (CARs). Aircraft can also be directed by an air traffic controller, using “vectors”. In both of these cases, the aircraft will not be flying on a specific, established route. While entirely safe, there can be a significant variation in flight track from flight to flight.

In addition to these options, most airports have published arrival procedures. These are made available in aeronautical publications used by pilots and usually programmed into aircraft flight management systems (the computer that assists pilots with operating the aircraft). Some use Area Navigation (RNAV) while others use Required Navigation Performance (RNP) for some segments; both technologies lever satellite-based positioning. RNP allows for aircraft to follow a very precise route using continuous descent. It allows for the design of shorter routes that reduce flying distance and time with associated reductions in greenhouse gas emissions. Since RNP approaches allow for continuous descent and reduced power settings, they are also the quietest type of approach. RNAV does allow for aircraft to fly a predictable route, but may have some variation depending of the flight segment; design criteria is somewhat more restrictive.

Figures 1 and 2 below show the lateral and vertical profiles of various approaches. The yellow flight track shows a visual approach, the green flight track an RNP approach, and the blue an RNAV approach. The yellow track can be shorter as the pilot takes a direct route to the runway. However, the vertical profile of this example shows the aircraft flying long level segments at a low altitude. The blue flight track shows a typical RNAV approach. While absolutely essential for managing and sequencing traffic at a busy airport such as Regina, the flight path can require that an aircraft fly longer distances to reach a runway. Finally, the green track shows an RNP approach. The flight path is both short and supports continuous descent and is optimal in terms of flying times for the public, emissions and noise as well as predictability for pilots and controllers.

For more information on RNP, watch the [information video](#).



Figure 1 – Approach Types: Lateral Profile

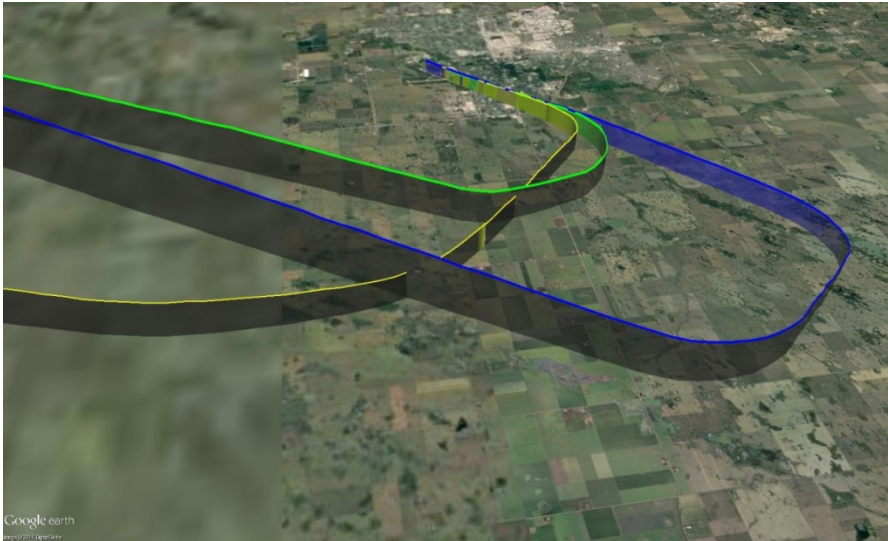
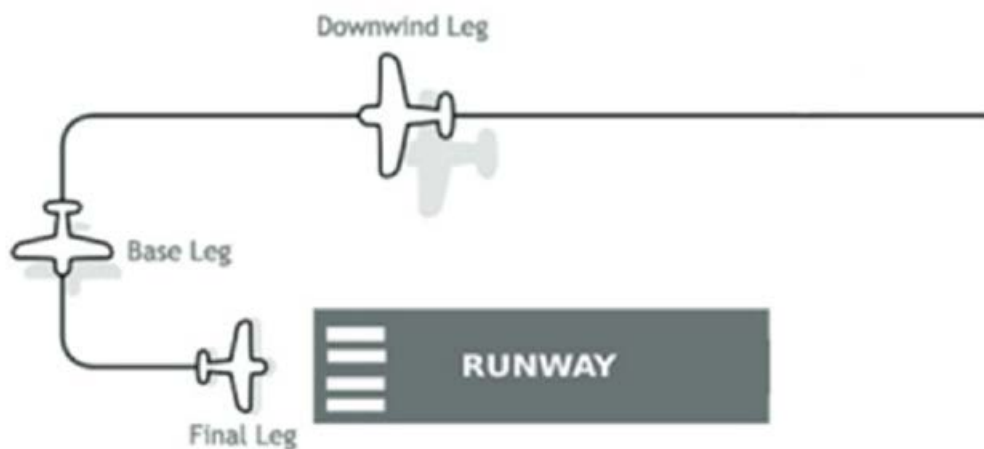


Figure 2 - Approach Types: Vertical Profile

APPENDIX 2 - Notes About Maps

- Most of the maps show composites of all the approaches to a runway. An arriving aircraft will only employ one of the approaches depicted in the composite.
- Traffic samples show days where each respective runway received the bulk of the day's commercial traffic. Samples are for illustrative purposes and patterns will vary to some extent day-to-day.
- Aircraft often fly a downwind leg, whereby the aircraft flies parallel to the airport before turning towards the final approach. Use of this procedure will depend on the direction the plane is coming from and the runway in use as well as weather and sequencing requirements. The following image illustrates the general procedure:



ⁱ Estimate using a 737-800 assuming 50% RNP utilization