

Level of Service

Terms of Reference

Review of Air Traffic Service and Airspace Requirements

in the vicinity of

Winnipeg, Manitoba

NAV CANADA
Level of Service
151 Slater Street
Ottawa, ON K1P 5H3

June 2024

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1. Purpose

The objective of this Terms of Reference is to initiate an Aeronautical Study (the “Study”) to review the airspace and Air Traffic Service (ATS) requirements in the vicinity of Winnipeg in support of the new Future Aircrew Training (FAcT) program based at Southport, Manitoba.

2. Scope of Study

The Study will assess the requirements for the airspace and air traffic services within the vicinity of Winnipeg, St. Andrews and Southport (i.e., Terminal Control Area (TCA), Control Area Extension (CAE), Transition Areas (TAs) and Control Zones (CZs)), including the potential for adjustments to Class F airspace and civilian flight training areas.

3. Background

Winnipeg Richardson International Airport (CYWG)

Winnipeg International is a major airport in the Canadian airport system and is situated within a seven-nautical mile (NM) Class C control zone. The primary roles of the airport are scheduled passenger service, cargo (overnight), military flight operations, aircraft maintenance and flight training. The primary activity of VFR aircraft in the Winnipeg Control Zone is simulated IFR training at the airport.

St Andrews Airport (CYAV)

The Winnipeg/St Andrews Airport is 12 NM northeast of Winnipeg International, situated within an irregularly shaped five NM Class D control zone, where airport control service is provided 15-hour-per-day. It is the most significant general aviation airport in the greater Winnipeg Area. It offers its users a wide range of services and serves as a base for private and commercial light aircraft operations in fixed-wing and rotary-wing categories.

Portage La Prairie/Southport (CYPG)

The Portage la Prairie/Southport Airport is 40 NM west of Winnipeg International. The airport has an irregularly shaped 10 NM Class D control zone and is served by a limited-hours contract tower under a service contract with the Department of National Defence (DND). The airport presently supports primary, multi-engine, and helicopter training for the military and limited civilian flight training.

DND has committed to significant and strategic long-term investments to ensure the Canadian Armed Forces continues to function as an agile and combat-ready force capable of making tangible contributions and delivering on its commitments at home and worldwide.

One such investment is the FAcT program. This program will renew aircrew training services to help maintain a multi-purpose and combat-capable air force. The program will include pilot training and

aircrew training for air combat systems officers and airborne electronic sensor operators, providing aircraft, simulators, civilian instructors, classroom training systems, and other essential services, such as aircraft and airfield maintenance. The contract period is expected to be at least 20 years.

Greater Winnipeg Area

Various operations work from several additional airports in the area and within the boundaries of an irregularly shaped 35 NM Class C Terminal Control Area centred on the Winnipeg VOR (YWG) and from 3000' ASL and above.

Terminal Control Service is provided 24 hours per day from the Winnipeg Area Control Centre (ACC). In addition to providing Terminal Control Service around Winnipeg Richardson International Airport, the terminal specialty provides IFR service around St. Andrews Airport (CYAV) and Portage la Prairie/Southport Airport. IFR services at the latter almost exclusively support Canadian Forces flight training.

4. Methodology

The Study will identify, assess, and analyze information gathered through data collection and user and stakeholder consultation. The Study will:

- 1) Confirm stakeholder requirements for the services under review,
- 2) Analyze the concerns and issues raised by the stakeholders,
- 3) Develop possible solutions and options,
- 4) Conduct a Hazard Identification and Risk Assessment on issues, as required,
- 5) Present recommendations for Executive Management and Board of Directors approval,
- 6) Coordinate with the appropriate managers who would be involved with the technical and operational implementation of any proposed service change and,
- 7) Coordinate with Transport Canada.

A business case will be developed to validate the recommendations as needed.

5. Human Resources

The Study team will be multidisciplinary, with representation as required from crucial operational, technical and support areas.

The Study team will ensure that consultation with affected or interested stakeholders is sufficient before making recommendations to senior management.

The Study team will conduct a risk analysis and may call upon stakeholders to contribute to assessing some risk scenarios.

Team Leader: Manager, Level of Service

Contributors:

- Specialist, Level of Service,
- Managers/Staff in Winnipeg Flight Information Region,
- Aeronautical Information Management,
- NAV CANADA Technology Group,
- NAV CANADA Corporate Performance,
- NAV CANADA Stakeholder and Industry Relations and,
- Others as required.

6. Work Management Plan

Terms of Reference approval: June 2024

When conducting the Study*, the following will be undertaken:

- 1) Develop a Communication and Consultation Plan – Spring 2024
- 2) Study commencement – Summer 2024
- 3) Consultation – Summer 2024
- 4) Assess consultation input – Fall 2024
- 5) Conduct Issues Hazard Identification and Risk Assessment – Winter 2025
- 6) Finalize Aeronautical Study report – Spring 2025
- 7) Executive Management and Board of Directors approval – Spring 2025

If a change proposal is approved:

- 8) Issue a Notice of Proposal – Spring 2025
- 9) Circulate concluded assessment to Transport Canada for safety review – Summer 2025

Following Transport Canada concurrence:

- 10) Coordinate implementation plan and dates with appropriate departments – TBD
- 11) Prepare the Aeronautical Information Management submission – TBD
- 12) Prepare and publish an Aeronautical Information Circular – TBD
- 13) Prepare and publish Notice –TBD
- 14) Implement – TBD
- 15) Monitoring / Post-Implementation Reviews – TBD

* Study timelines may be subject to adjustment.

7. Materiality of the changes

Some proposed service delivery options may represent a material change to a significant group of users. If this is the case, formal notifications per the Civil Air Navigation Services Commercialization Act will apply.

8. Finance Resources

Service design changes may generate an engineering support requirement. These requirements will be identified as the study progresses in support of initiating project planning for implementing engineering-related recommendations from the study.

9. Consultations

An appropriate consultation plan will be prepared. It will include formal stakeholder consultations to determine if any issues exist and what mitigations may be required if changes are recommended to provide air traffic services and airspace classification or structure.

Aviation organizations representing airports, general aviation, business aviation and others, as appropriate, will be consulted during the Study. A complete list of users and stakeholders consulted will be attached to the Study.

Should you have any questions or wish to provide input to the Study, you may do so by emailing studies.etudes@navcanada.ca or by writing to:

Courier/Civic Address	Mailing Address
NAV CANADA Level of Service 151 Slater Street Ottawa, ON K1P 5H3	NAV CANADA Level of Service PO Box 3411, Station T Ottawa, ON K1P 5L6

10. Safety Management Plan

NAV CANADA will prepare a project safety management plan that identifies implementation responsibilities resulting from the Study, including mitigation and monitoring actions to implement any service change.

11. Authority

This document has been issued under the authority of the Assistant Vice President, Stakeholder and Industry Relations.