



## **Resolution Number 5**

### **GPS Approaches**

Whereas many northern communities have no, or limited road access and so rely on air service for passenger, freight, medical transfer and other vital transportation services, and;

Whereas most northern communities do not have the same level of ground based air navigational infrastructure as southern communities do, and;

Whereas many northern air operators have already invested in the required aircraft equipment and aircrew training such that they have GPS en-route navigation and approach capability, and;

Whereas providing northern communities with GPS approaches would greatly improve the level of air service that these communities receive and it would also increase safety, and;

Whereas many temporary or seasonal runways such as ice runways would see both safety and service benefits from GPS approaches and the existing Transport Canada TP308 design standards do not provide the flexibility to deal with such situations, and;

Whereas, the United States Standard for Area Navigation (RNAV) 8620.54A (referred to as .54 Alpha) provides additional flexibility in designing GPS approaches over the current TP308 standards that would potentially benefit many Northern locations;

**Therefore be it resolved that Nav Canada and Transport Canada work together to develop clear guidelines on how to design and approve approaches to seasonal runways and ice runways, furthermore, that they expedite the general implementation of the newer .54 Alpha design standard in Canada and that in the interim approaches to the .54 Alpha criteria be allowed on an individual case basis.**

Passed at the 35<sup>th</sup> Annual General Meeting in Yellowknife April 15, 2011

This is an update and re-affirmation of Resolution 5 from 2010