Approach Ban:
Update for Industry Stakeholders

Pierre Clément
Chief, National Flight Operations
Approach Ban Team Lead


Welcome! Bienvenue!
AIRBUS A220-300
A220
Photo via Wikipedia

Canadian Stakeholders

- **NAV CANADA**
- **Air Operator Associations**
- **Air Operators**
- **Pilot Associations**
- **Pilots**
- **Airport Associations**
- **Flight Training Units**
- **Educational Institutions**
- **Manufacturers**
- ***And many more…***

We are delighted to see so many Canadian stakeholders joining us today!

OCTOBRE 2023

Lundi	Mardi	Mercredi	Jeudi	Vendredi	Samedi	Dimanche
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Nous aurons une séance d'information entièrement en français le 4 octobre.

OBJECTIVES:

1. To share the compelling safety reasons for the approach bans regulatory initiative;
2. To explain how these changes will be implemented; and
3. To provide an opportunity for your feedback

There is a great deal of important information that we want to share with you today.

We are requesting your kind cooperation…

Your feedback is important!

Introducing Our Team

Transport Canada

Canada

DISCUSSION

1. Identified Safety Issues / TSB Recommendations
2. Solutions
3. Next Steps

DISCUSSION

1. **Identified Safety Issues / TSB Recommendations**
2. **Solutions**
3. **Next Steps**

Report A20C0037
Runway excursion – Nunavut

Report A18Q0030
King Air A100 runway overrun on landing - Quebec

There have been many accidents related to approaches and landings in low visibility…

Report A15H0002 Collision with terrain, Halifax

There have been many accidents related to approaches and landings in low visibility…

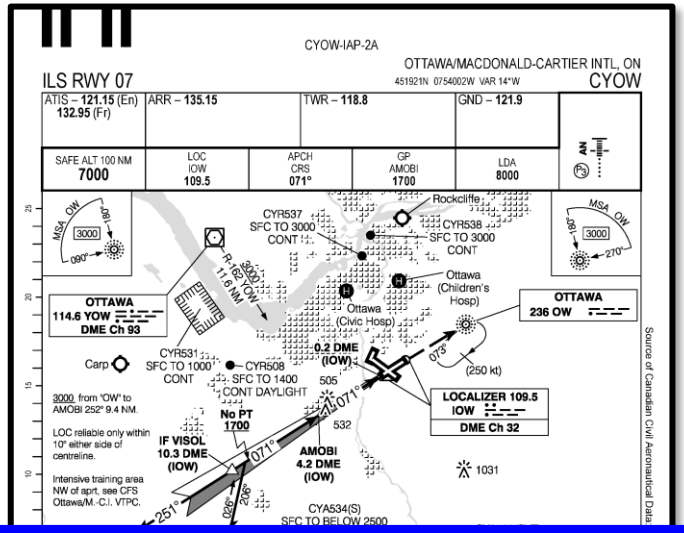
Accidents and Incidents

Between December 2006 [current approach ban] and May 2020, the TSB identified 32 events that occurred following approaches conducted below the MDA with inadequate visual references.

Of these 32 incidents, 18 occurred during a landing in weather conditions where visibility was below what is published on the approach chart.

Furthermore, this type of incident has been persisting….

A20C0037



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A20C0037

CATEGORY	A	B	C	D
ILS/DME	**573** (200) ½ RVR 26			
LOC/DME	**680** (307) 1 RVR 50			
LOC/VOR	**760** (387) 1 RVR 50			
CIRCLING	**880** (503) 1½		**880** (503) 2	**1080** (703) 2¼

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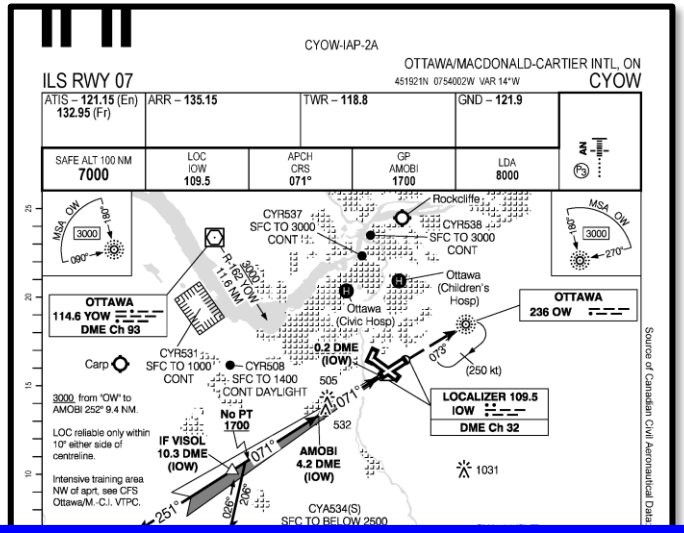

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In Canada this represents *ADVISORY* VISIBILITY.

In the rest of the world this is *REQUIRED* VISIBILITY.

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What do these visibility values represent?

What is their purpose?

How are they determined?

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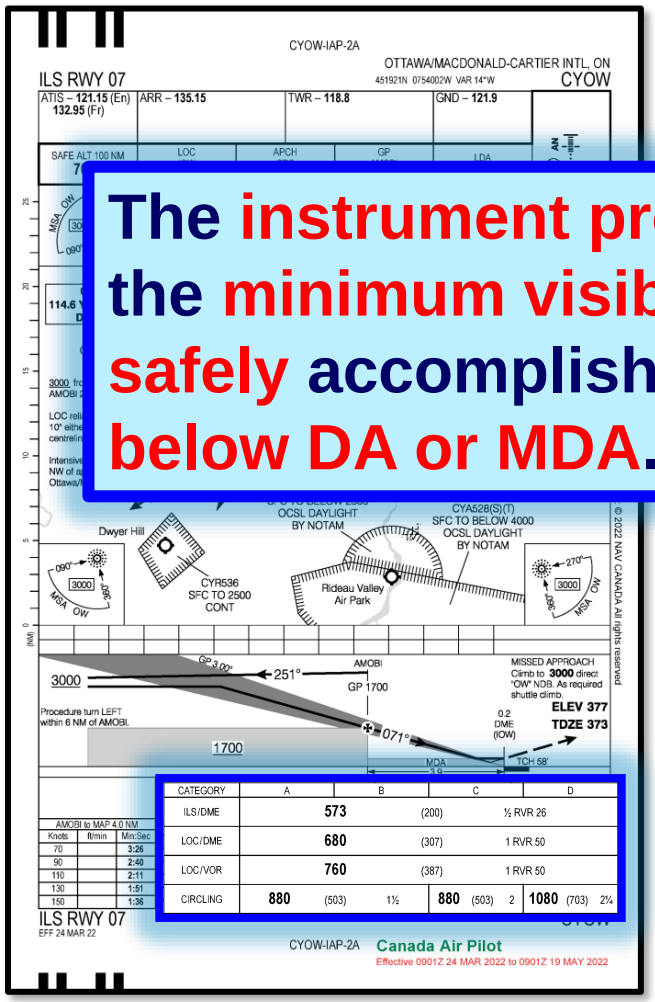
To safely descend from the DA or MDA the pilot needs sufficient visibility to:

- assess the position of the aircraft relative to the runway
- maintain control of the flight path both laterally and vertically
- counter the effect of crosswind and prevent lateral drift
- align the fuselage during the landing flare
- maintain directional control during the touchdown and rollout



To safely descend from the DA or MDA the pilot needs sufficient visibility to:

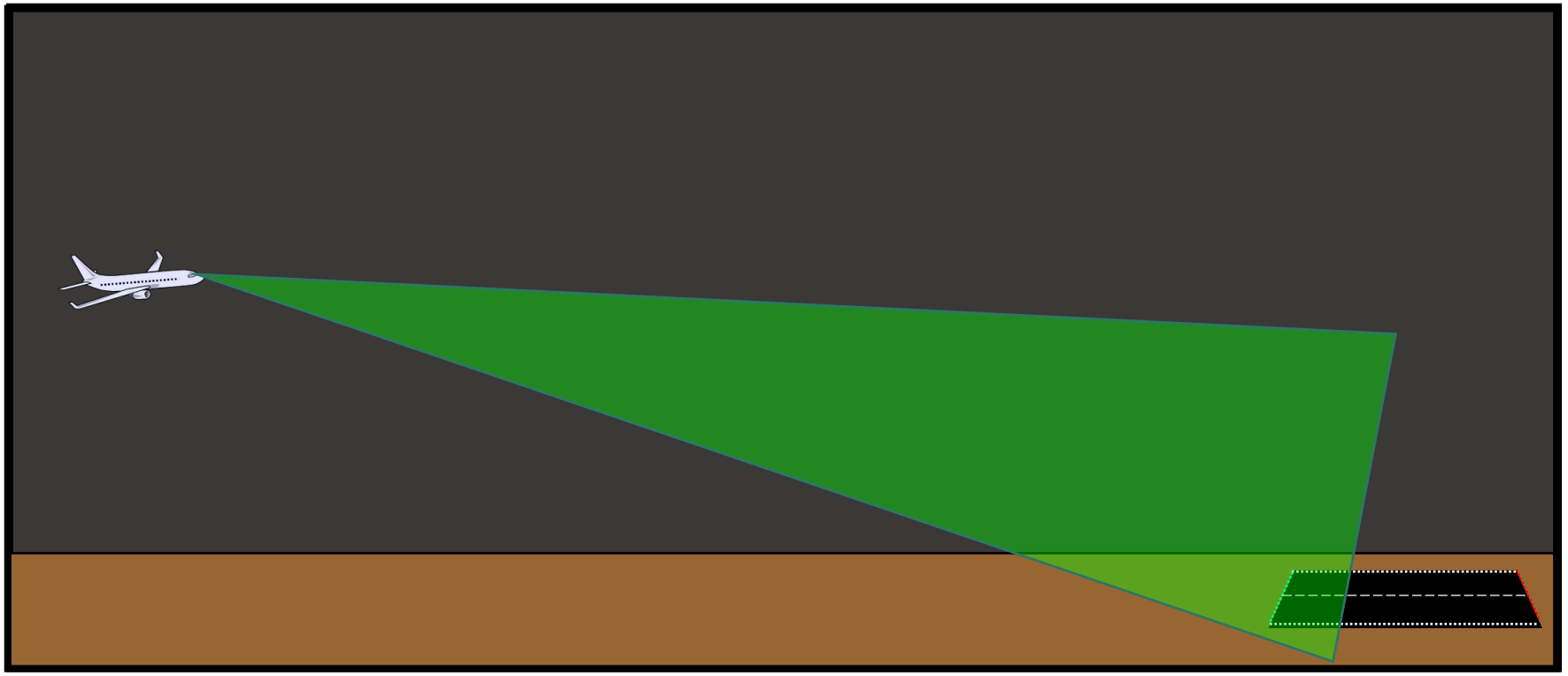
The instrument procedure design criteria establish the minimum visibility which will allow the pilot to safely accomplish all these things while descending below DA or MDA.

- **counter the effect of crosswind and prevent lateral drift**
- **align the fuselage during the**

This is the visibility which is published on the IAP.

during the touchdown and rollout

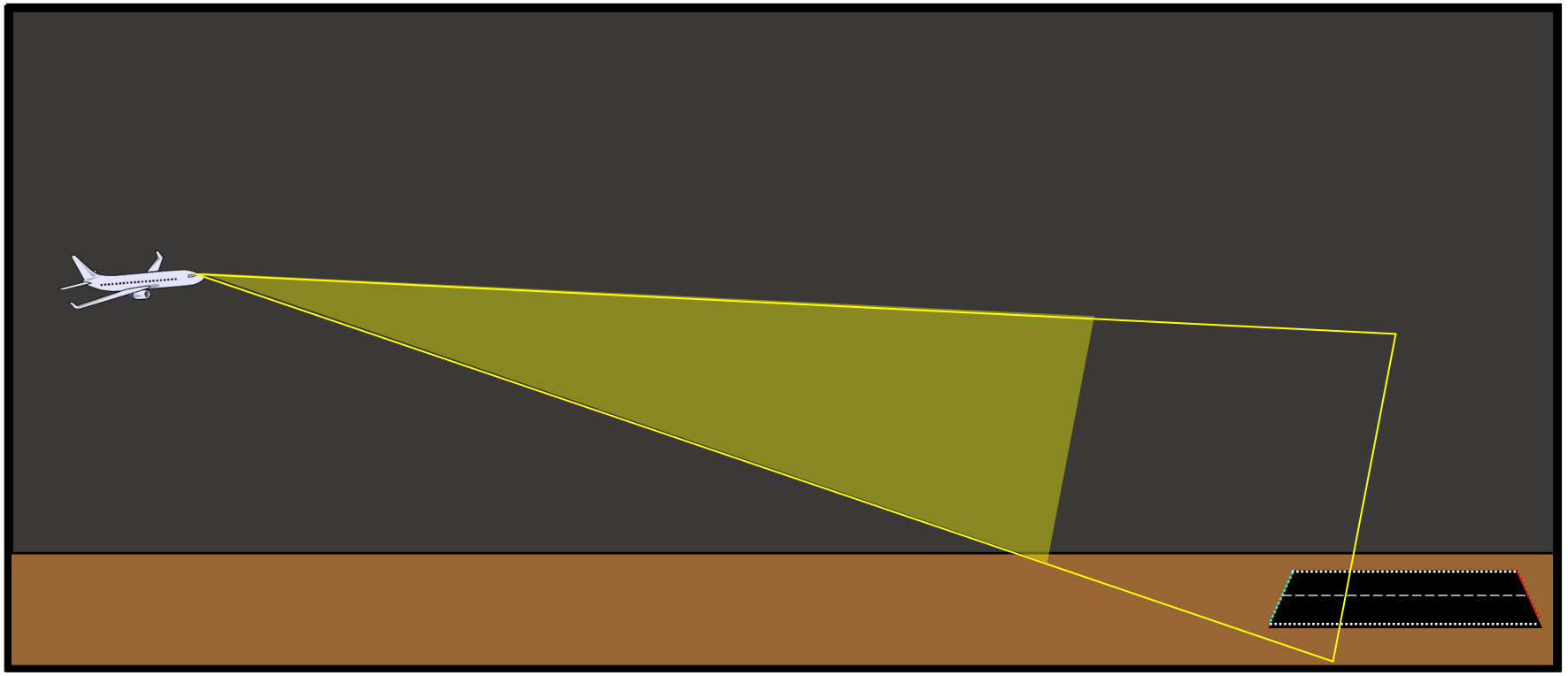
RDIMS No. 19468459



What we call "ADVISORY visibility" is, in fact, what the instrument procedure design criteria establish as : The minimum standard visibility required for the pilot to establish visual reference in time to descend safely from the DA or MDA.

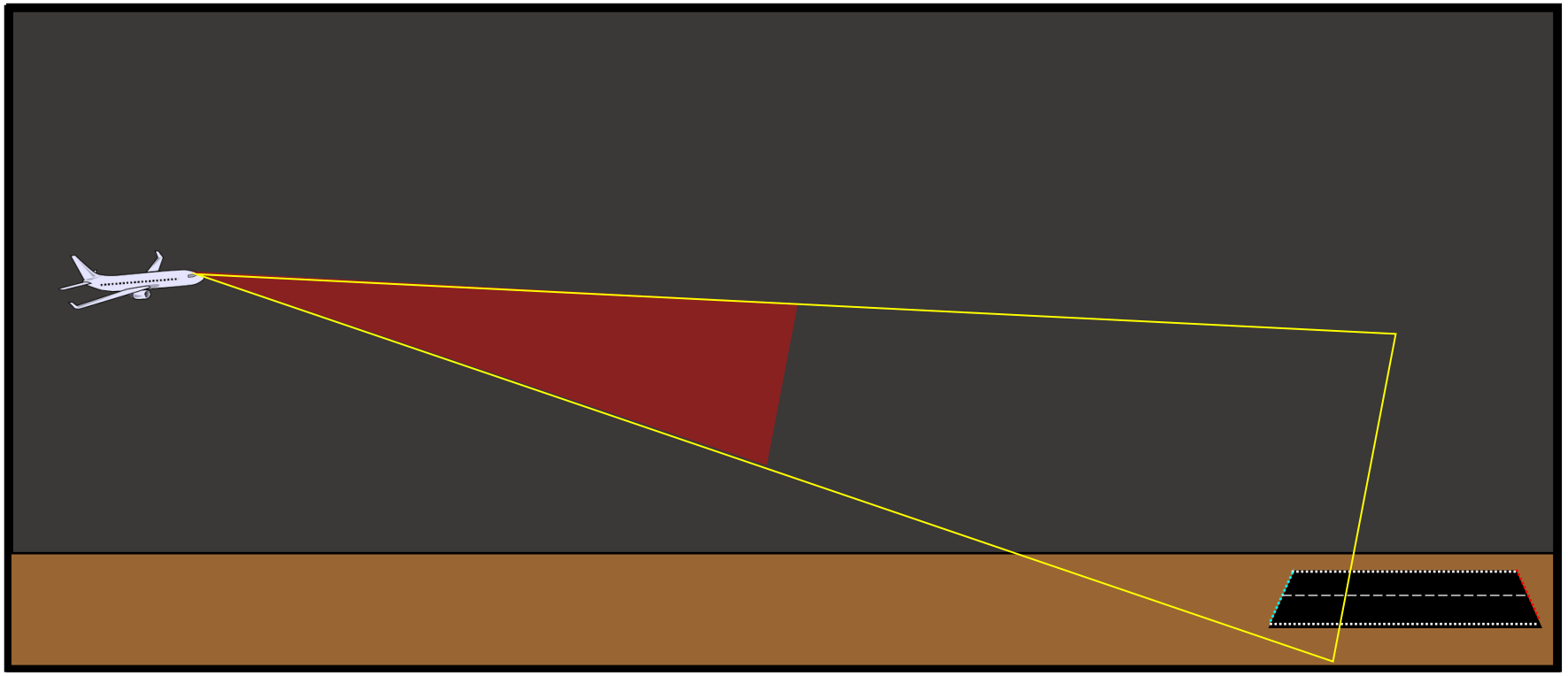
RDIMS No. 19468459

Ref: TP 308, Sections 331 and 332



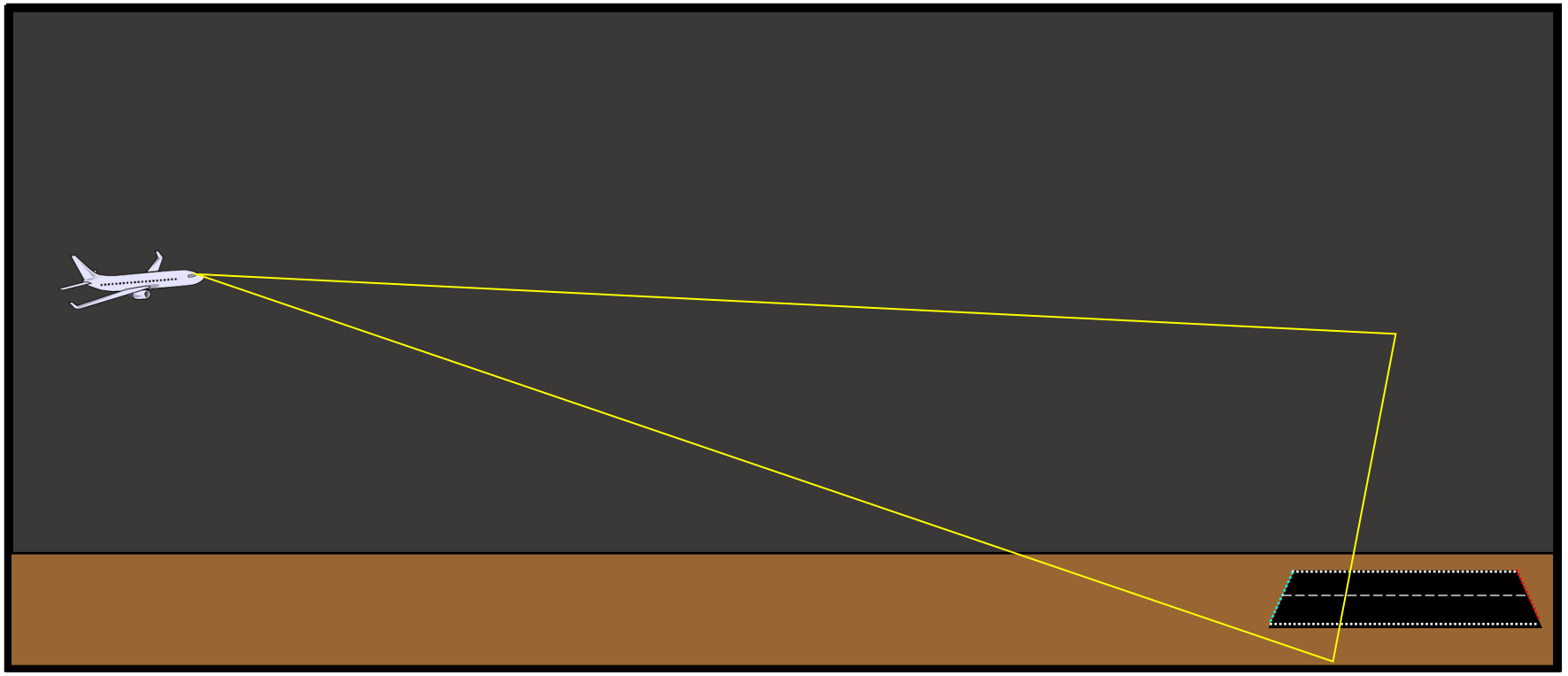
CAR 700.10 allows for approaches with 75% of Advisory Visibility.

This is only 75% of "the minimum visibility required for the pilot to establish visual reference in time to descend safely …"



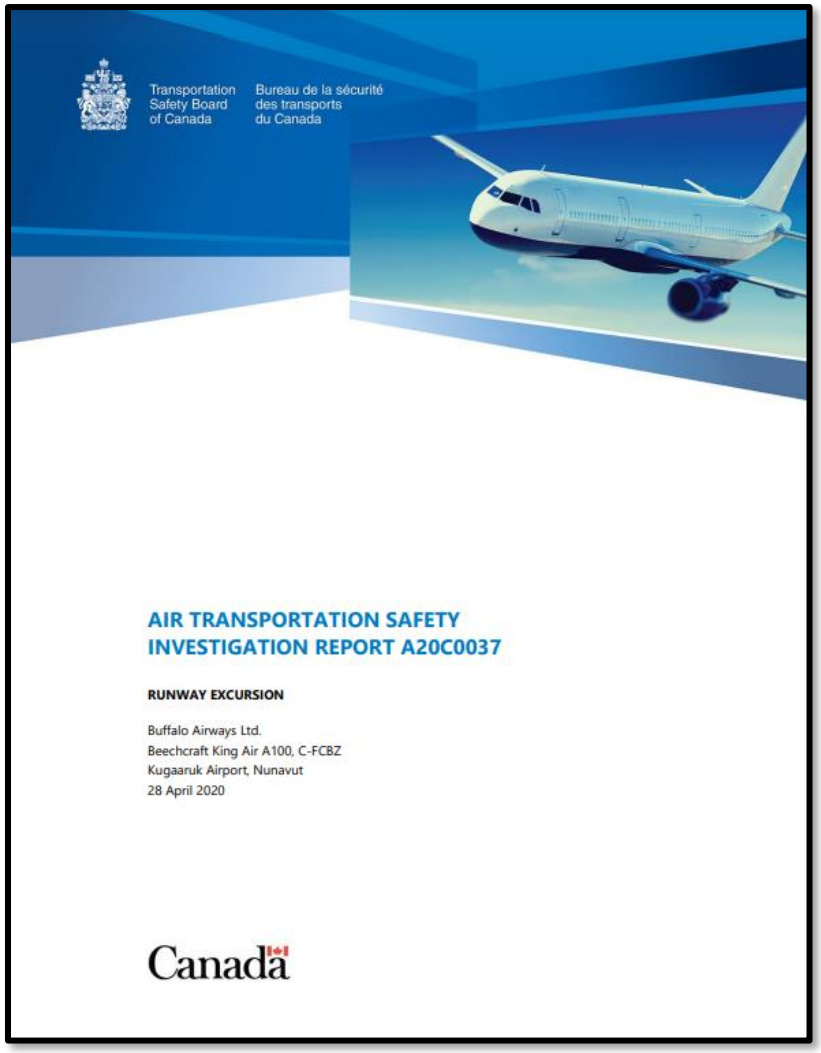
CAR 703.41, 704.37 and 705.48 allow approaches to be conducted with 50% of Advisory Visibility.

This is only half of "the minimum visibility required for the pilot to establish visual reference in time to descend safely …"



CAR 700.10 stipulates that there is no approach visibility requirement North of 60˚ unless there is an RVR available.

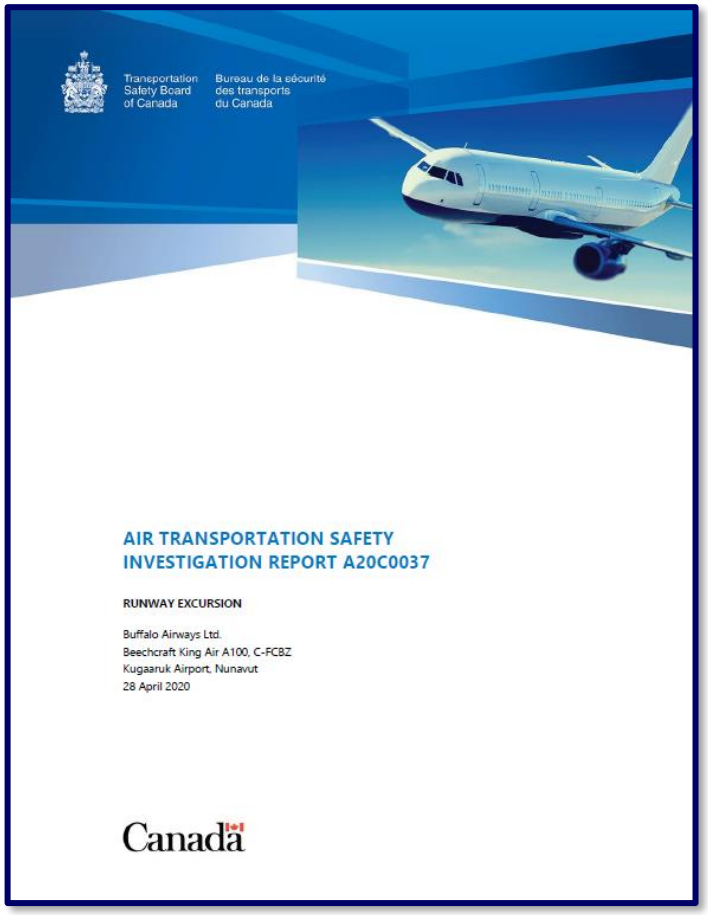
There is no requirement to adhere to "the minimum visibility required for the pilot to establish visual reference in time to descend safely …"



There is valuable information in the TSB reports from the incidents where visibility was below the value published on the approach chart.

These reports point to key elements – including human factors – that come into play with our current regulations.

A20C0037 – Runway Excursion – A100 – Kugaaruk, NU



https://www.bst-tsb.gc.ca/eng/rapports-reports/aviation/2020/a20c0037/a20c0037.pdf

Immediately after touchdown the aircraft veered to the right and departed from the runway surface. The aircraft came to rest after colliding with a snowbank on the northwest side of the runway...

…the aircraft sustained substantial damage

A20C0027 – Runway Excursion – A100 – Kugaruuk, NU

CYBB RNAV (GNSS) RWY 23 TRUE	
IAP Visibility	Reported Visibility
1 ¾ SM	1/4 SM

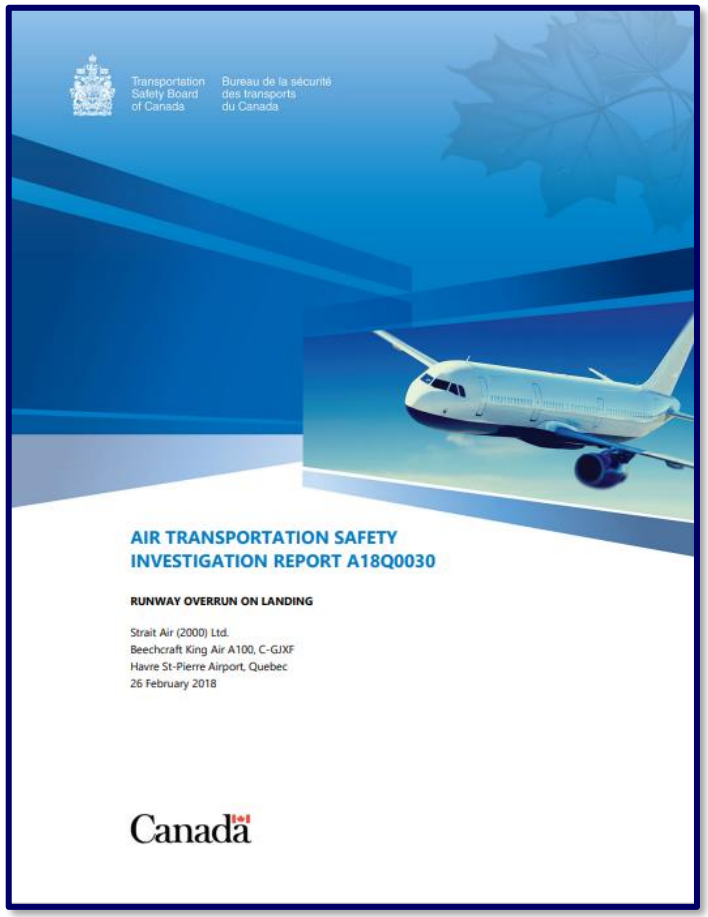
A20C0027 – Runway Excursion – A100 – Kugaruuk, NU

CYBB RNAV (GNSS) RWY 23 TRUE	
IAP Visibility	Reported Visibility
1 ¾ SM	1/4 SM

The flight crew believed that the lack of an approach ban permitted a landing, and landed at CYBB even though the reported ground visibility was below the minimum aerodrome operating visibility.

Until TC simplifies (Recommendation A20-01) and enforces (Recommendation A20-02) the operating minima for approaches and landings, there remains a risk that flight crews will initiate, or continue, approaches in weather conditions that do not permit a safe landing.

A18Q0030 – Runway Overrun – A100 – Havre St-Pierre



https://www.tsb.gc.ca/eng/rapports-reports/aviation/2018/a18q0030/a18q0030.pdf

...the aircraft landed approximately 3800 feet past the threshold, 700 feet from the end of the runway, and stopped its landing roll in a snowbank, 220 feet beyond the runway.

The aircraft sustained substantial damage.

A18Q0030 – Runway Overrun – A100 – Havre St-Pierre

CYGV LOC/DME RWY 08	
IAP Visibility	Reported Visibility
1 SM	1/4 SM

A18Q0030 – Runway Overrun – A100 – Havre St-Pierre

CYGV LOC/DME RWY 08	
IAP Visibility	Reported Visibility
1 SM	1/4 SM

The crew only had a few visual references with which to accurately determine the aircraft's position in relation to the start and end of the runway.

Therefore, the difficult manoeuvre of aligning the aircraft over the runway was made even more difficult by the visibility…

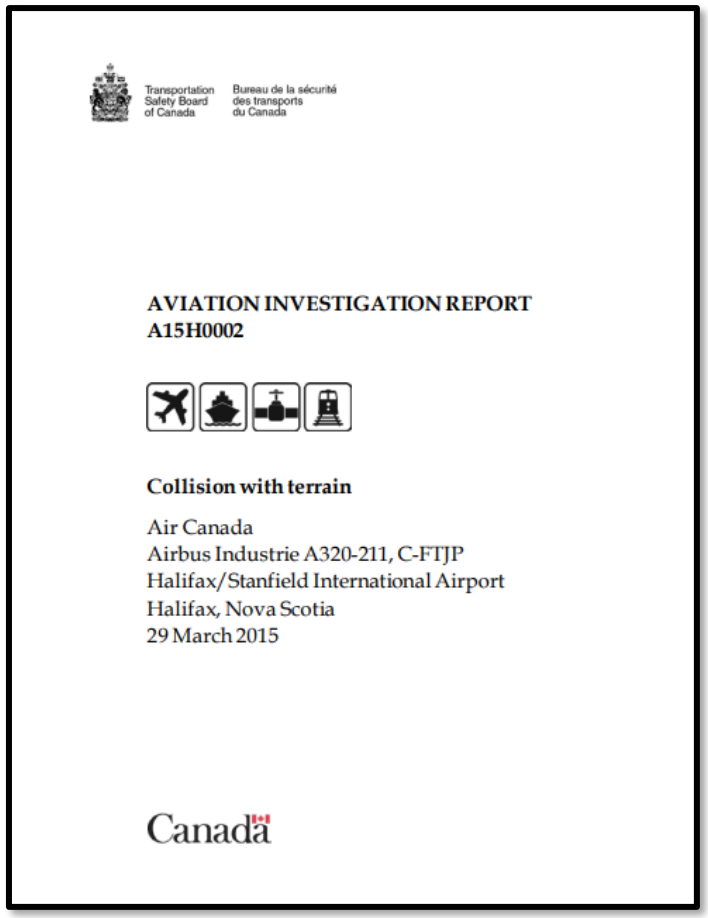
A18Q0030 – Runway Overrun – A100 – Havre St-Pierre

CYGV LOC/DME RWY 08	
IAP Visibility	Reported Visibility
1 SM	1/4 SM

When the aircraft reached the MDA, the PM did not have visual contact and made the standard call "MINIMUM, NO CONTACT" ... the PM still did not have visual contact and asked the PF if he was going to conduct a go-around.

At that point, the PF (and captain) advised that he had visual contact and continued the descent below the MDA, without making the SOP calls confirming a landing and requesting the aircraft landing configuration.

A15H0002 – Collision with Terrain – A320 – Halifax, NS



Transportation Safety Board of Canada | Bureau de la sécurité des transports du Canada

AVIATION INVESTIGATION REPORT
A15H0002

Collision with terrain

Air Canada
Airbus Industrie A320-211, C-FTJP
Halifax/Stanfield International Airport
Halifax, Nova Scotia
29 March 2015

Canada

…the aircraft severed power lines, then struck the snow-covered ground about 740 feet before the runway threshold. The aircraft continued airborne through the localizer antenna array, then struck the ground twice more before sliding along the runway…

25 people sustained injuries…

The aircraft was destroyed.

TSB Air transportation safety investigation A15H0002 – https://www.tsb.gc.ca/eng/rapports-reports/aviation/2015/a15h0002/a15h0002.html

A15H002 – Collision with Terrain – A320 – Halifax, NS

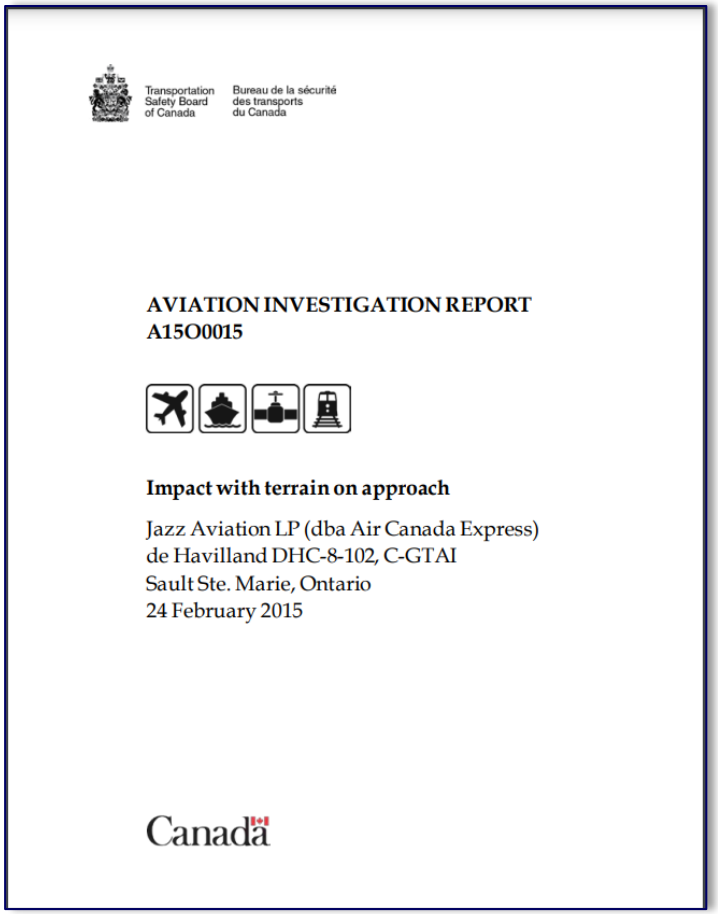
CYHZ LOC RWY 05	
IAP Visibility	Reported Visibility
1 SM	1/2 SM

A15H002 – Collision with Terrain – A320 – Halifax, NS

CYHZ LOC RWY 05	
IAP Visibility	Reported Visibility
1 SM	1/2 SM

The limited number of visual cues and the short time that they were available to the flight crew, combined with potential visual illusions and the reduced brightness of the approach and runway lights, diminished the flight crew's ability to detect that the aircraft's approach path was taking it short of the runway.

A15O0015 – Impact with Terrain – DHC-8 – Sault Ste-Marie, ON



Transportation Safety Board of Canada | Bureau de la sécurité des transports du Canada

AVIATION INVESTIGATION REPORT
A15O0015

Impact with terrain on approach

Jazz Aviation LP (dba Air Canada Express)
de Havilland DHC-8-102, C-GTAI
Sault Ste. Marie, Ontario
24 February 2015

Canada

…the aircraft touched down approximately 450 feet prior to the runway threshold.

Following touchdown, the aircraft struck one of the runway approach lights before coming to a stop approximately 1500 feet past the threshold

… there was significant damage to the aircraft.

https://www.tsb.gc.ca/eng/rapports-reports/aviation/2015/a15o0015/a15o0015.html

A15O0015 – Impact with Terrain – DHC-8 – Sault Ste-Marie, ON

CYAM VOR/DME RWY 30	
IAP Visibility	Reported Visibility
1 ¼ SM	RVR1000 *

* Last visibility report received by crew prior to occurrence;
SPECI issued 1 minute before occurrence reported visibility was 1/4 SM.

A15O0015 – Impact with Terrain – DHC-8 – Sault Ste-Marie, ON

CYAM VOR/DME RWY 30	
IAP Visibility	Reported Visibility
1 ¼ SM	RVR1000 *

* Last visibility report received by crew prior to occurrence;
SPECI issued 1 minute before occurrence reported visibility was 1/4 SM.

… the combination of a higher workload resulting from the unstable approach, decreased situational awareness in deteriorating weather, and confirmation bias [expectation bias] at the culmination of the approach likely led to plan continuation bias.

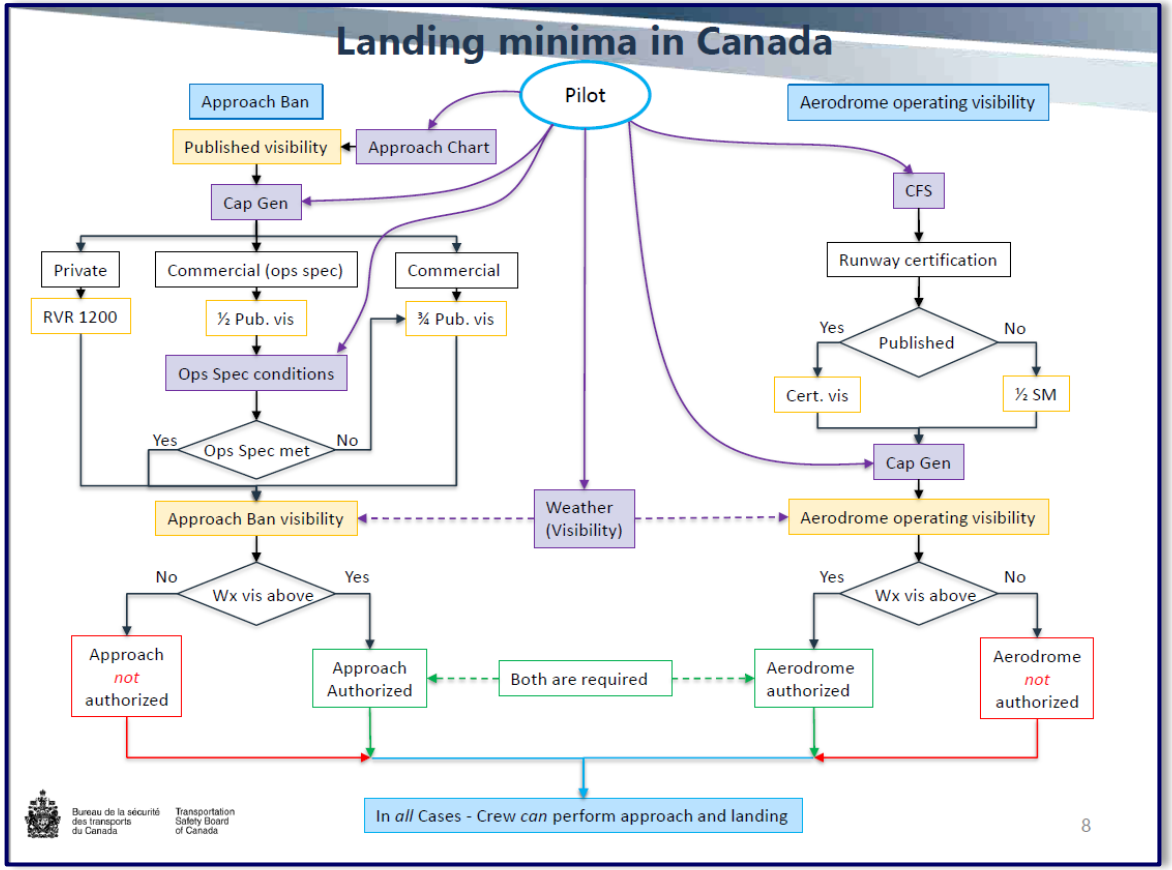
A15O0015 – Impact with Terrain – DHC-8 – Sault Ste-Marie, ON

CYAM VOR/DME RWY 30	
IAP Visibility	Reported Visibility
1 ¼ SM	RVR1000 *

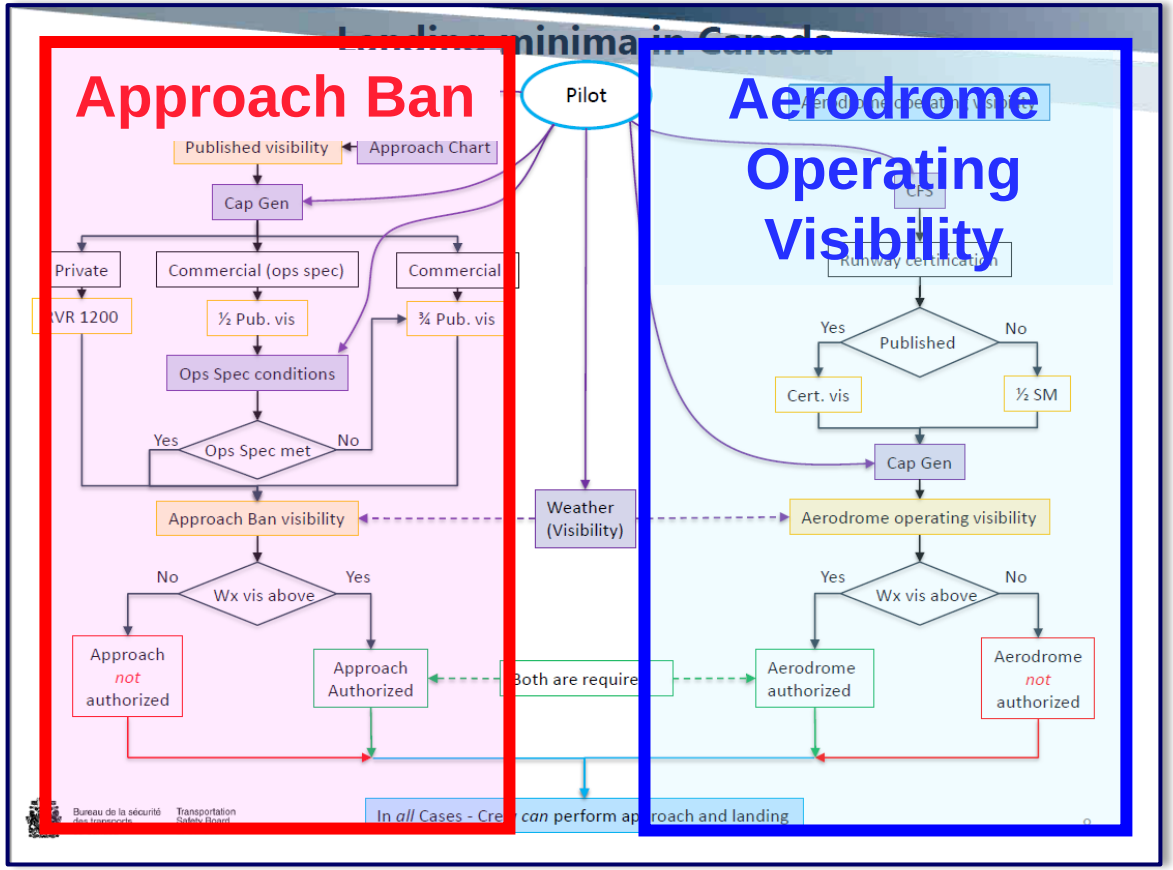
* Last visibility report received by crew prior to occurrence;
SPECI issued 1 minute before occurrence reported visibility was 1/4 SM.

Although the loss of visual reference required a go-around, the crew continued the approach to land as a result of this plan continuation bias.

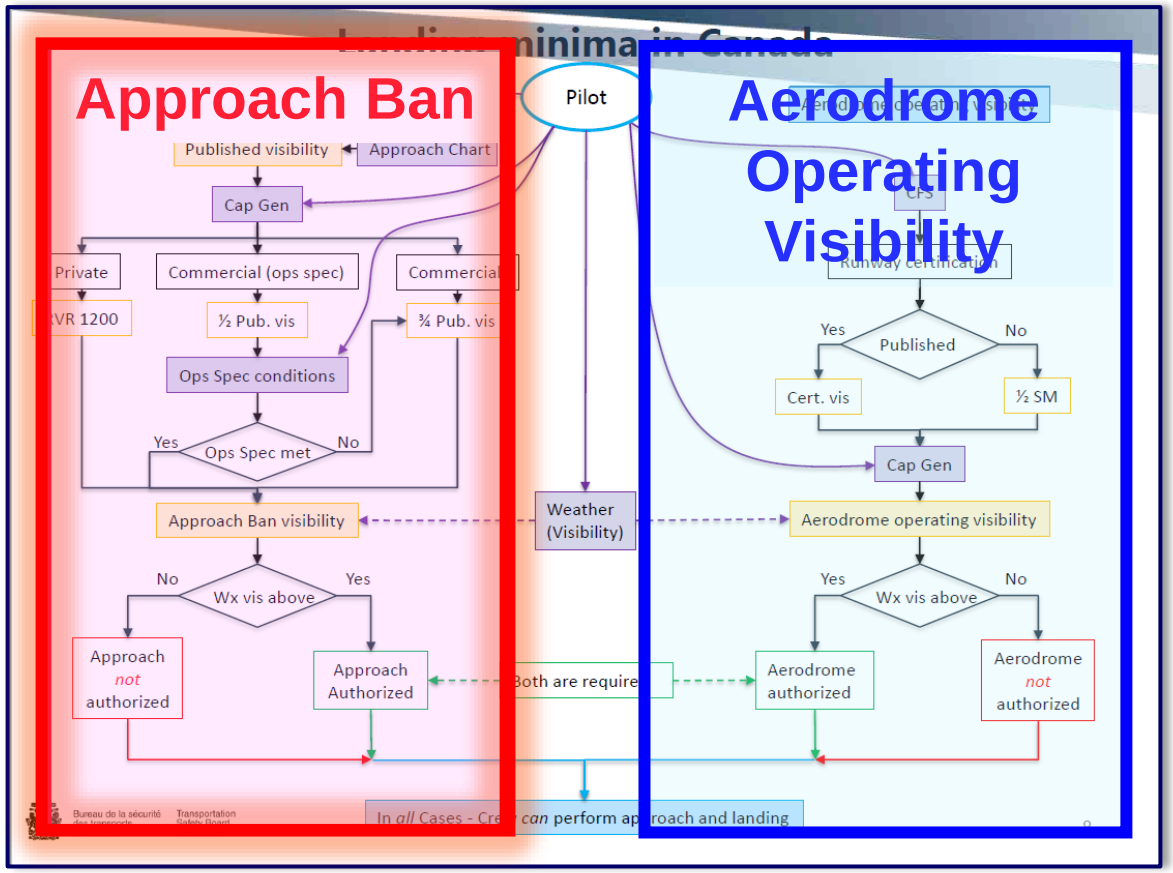
The analysis of approaches that were conducted in visibility that is less than the charted visibility – clearly demonstrate that approaches in these conditions carry an increased level of risk.



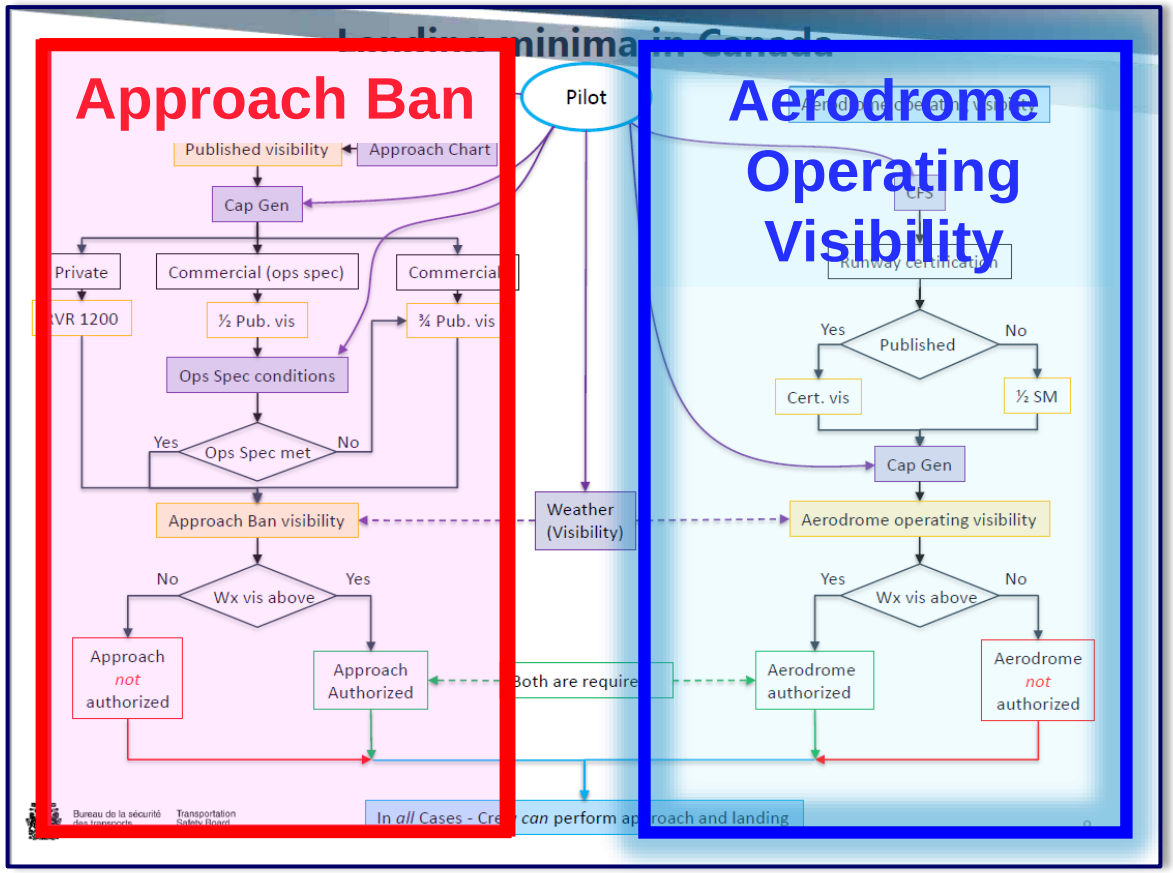
In reviewing these accidents and incidents, the TSB also commented on how complicated the current procedures for determining visibility are.



This complexity is due, in part, to having two, separate decision-making processes to determine whether visibility is suitable for an approach and landing.



The *soon-to-be repealed* approach ban (CAR 700.10) is overly complicated because – contrary to the ICAO standard and the globally accepted practice – Canada did not stipulate that the published visibility was required to conduct an approach.



The *soon-to-be-replaced* hierarchy for determining aerodrome operating visibility is also overly complicated; moreover, it does not align with the hierarchy used to determine visibility for the approach ban.

The Board recommends that

the Department of Transport review and simplify operating minima for approaches and landings at Canadian aerodromes.

TSB Recommendation A20-01

the Department of Transport introduce a mechanism to stop approaches and landings that are actually banned.

TSB Recommendation A20-02

Canada's current approach ban regulations do not align with the ICAO Standards.

Canada's current approach ban regulations do not align with the globally accepted practice that has been embraced by the world's leading civil aviation authorities including:

- **US Federal Aviation Administration (FAA) and**
- **European Aviation Safety Agency (EASA).**

Pilots find the current regulations to be overly complicated, confusing and a source of unnecessary workload and distraction during critical phases of flight.

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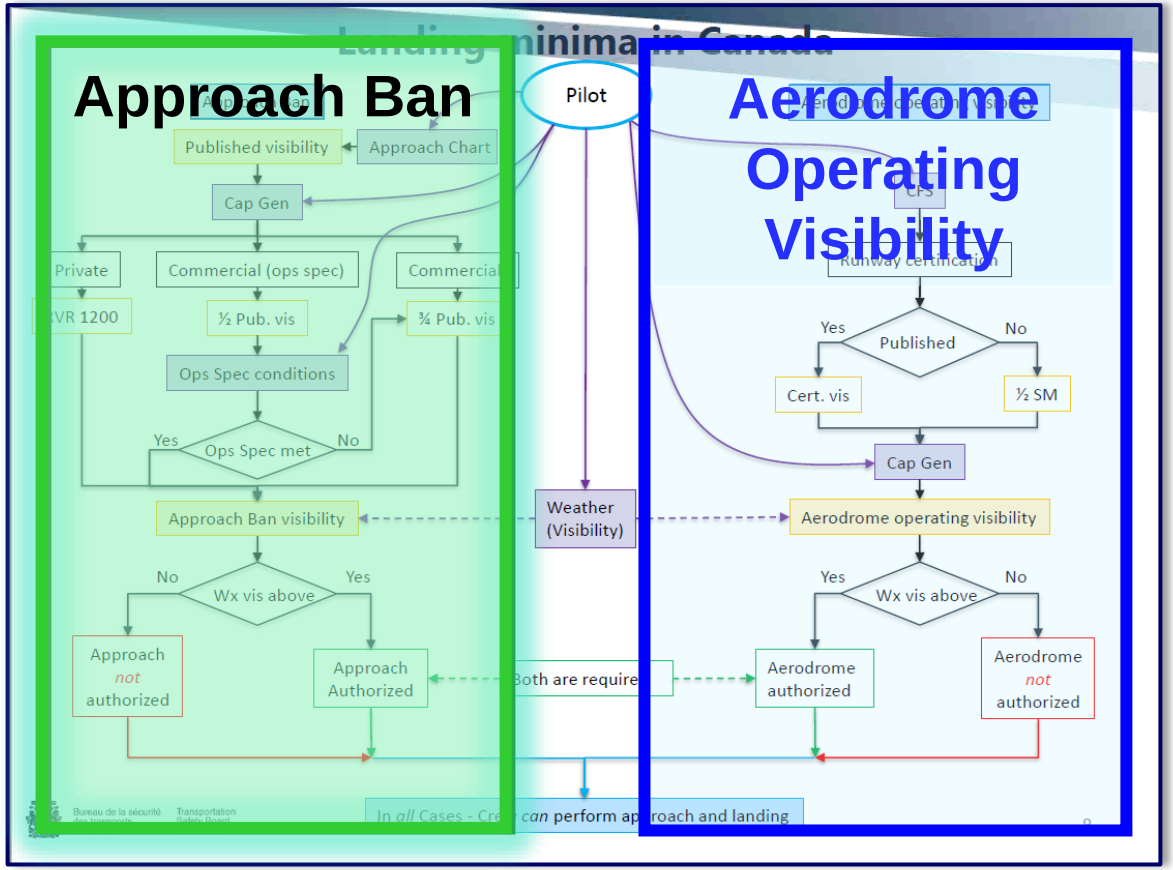
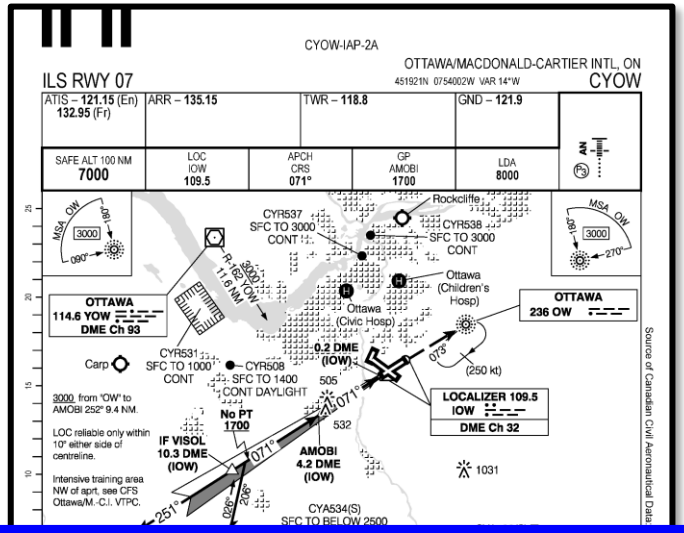
2. Solutions
3. Next Steps



Our new regulations in Section 602.129 – *Approach Ban* will now *prescribe* required visibility in a simple and straight-forward manner!

Approach Ban: Update for Industry Stakeholders



Simply put, the *required visibility* will now be the visibility *published on the instrument approach procedure*.

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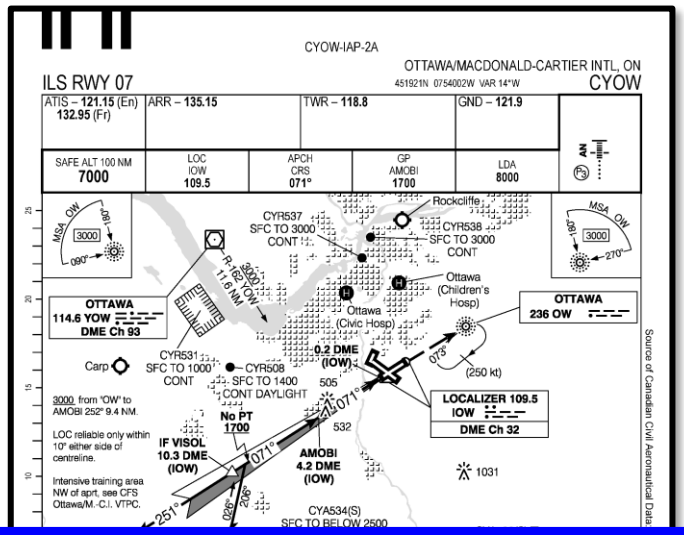

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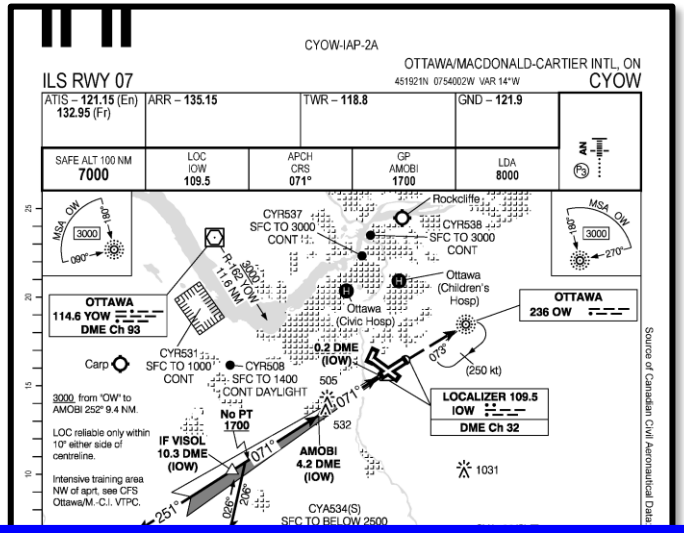

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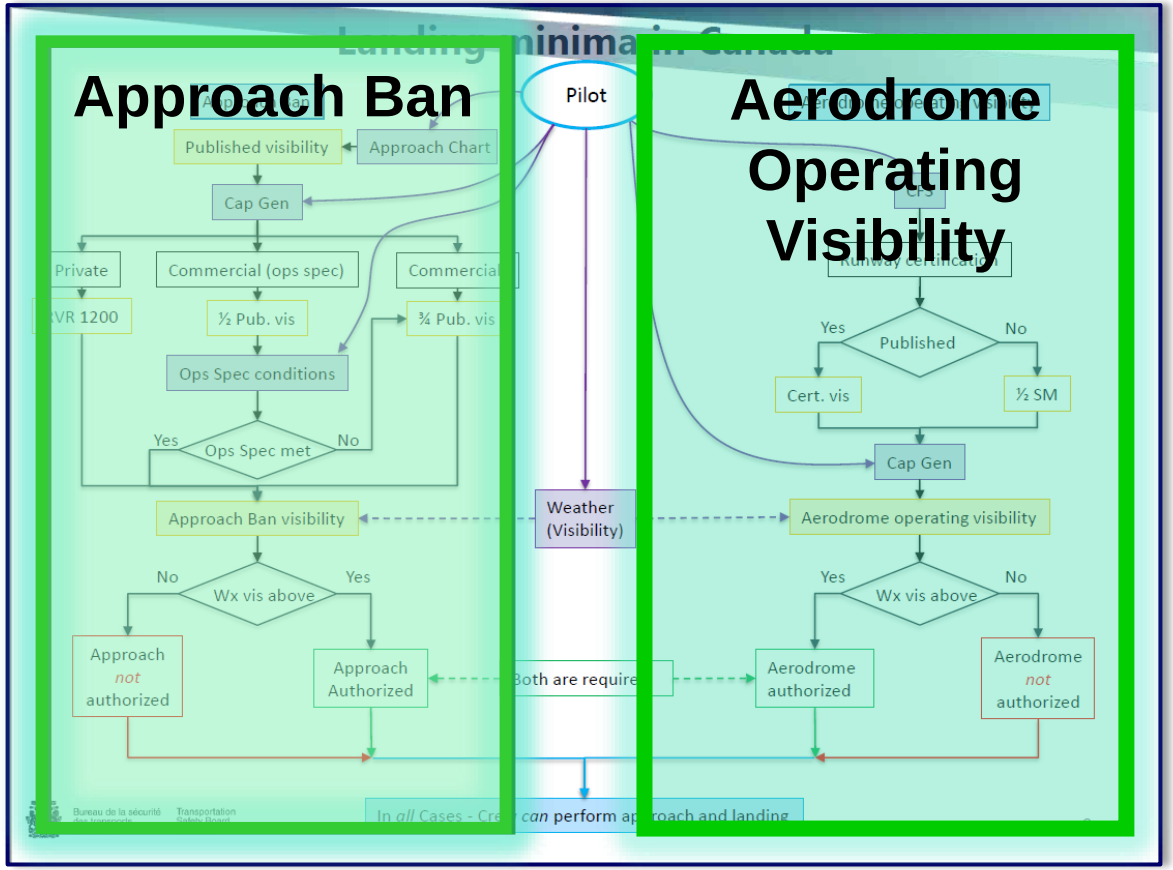
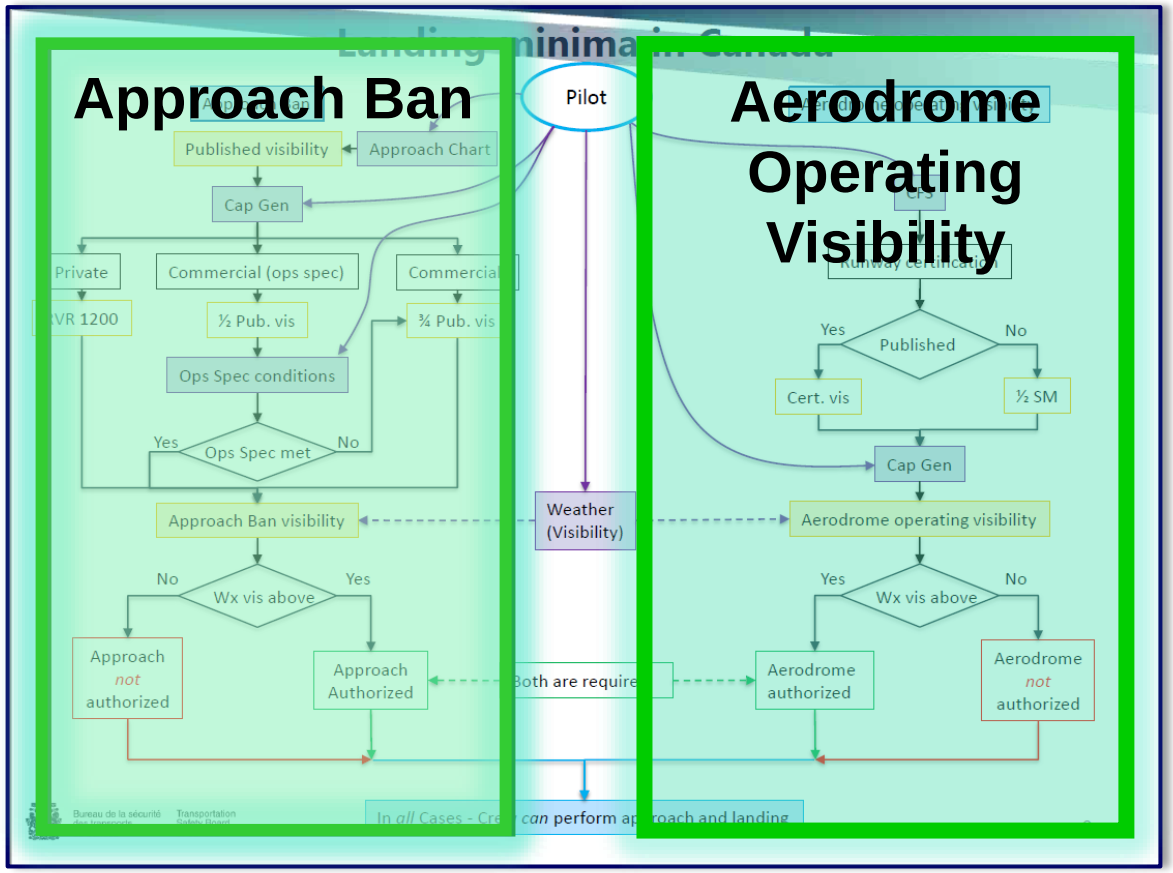


To facilitate this change, IAPs will now be designed to ensure that the required visibility published for all instrument approaches will be greater than or equal to the minimum aerodrome operating visibility.



In addition, we have made a comprehensive review of the processes for determining required visibility for all phases of flight.

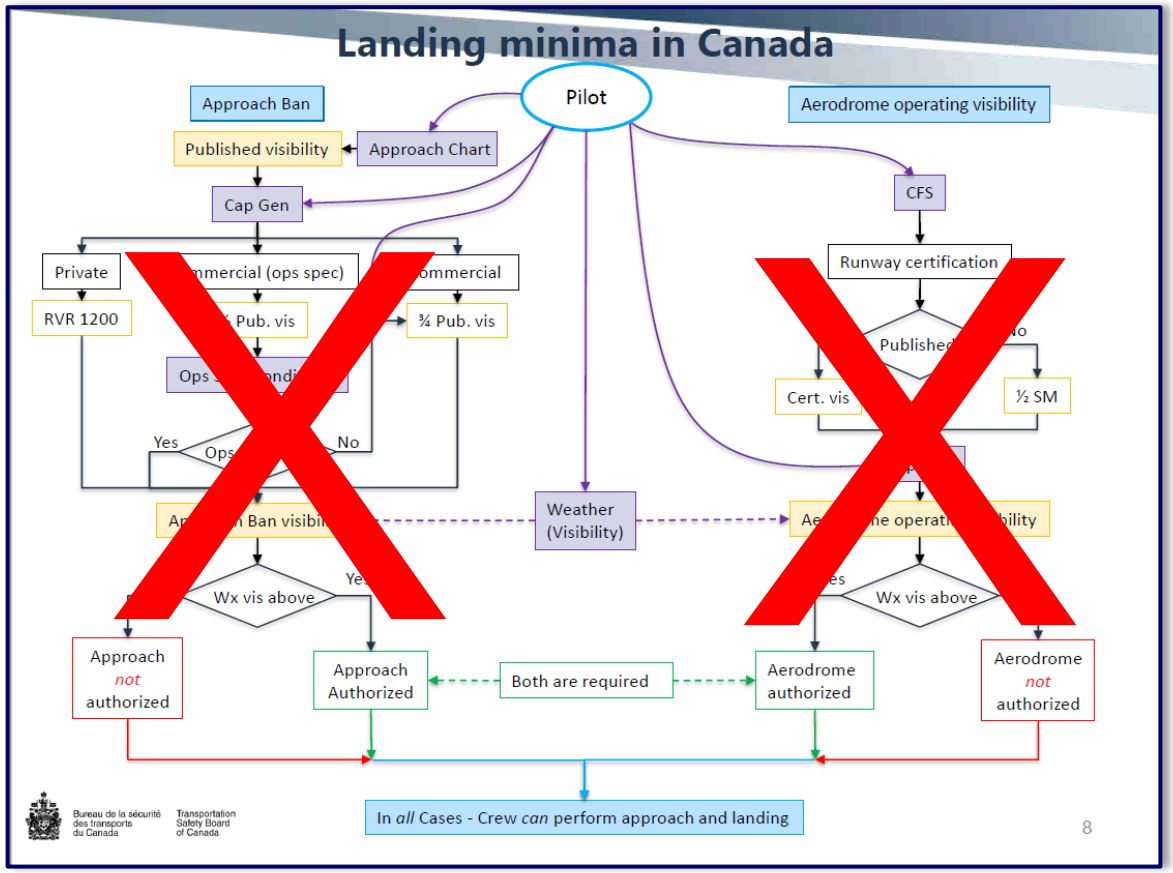
We are also addressing these opportunities for improvement.

For aerodrome operating visibility during the ARRIVAL (approach and landing as well as taxiing after landing) we have adopted the same hierarchy of visibility reports used for the approach.

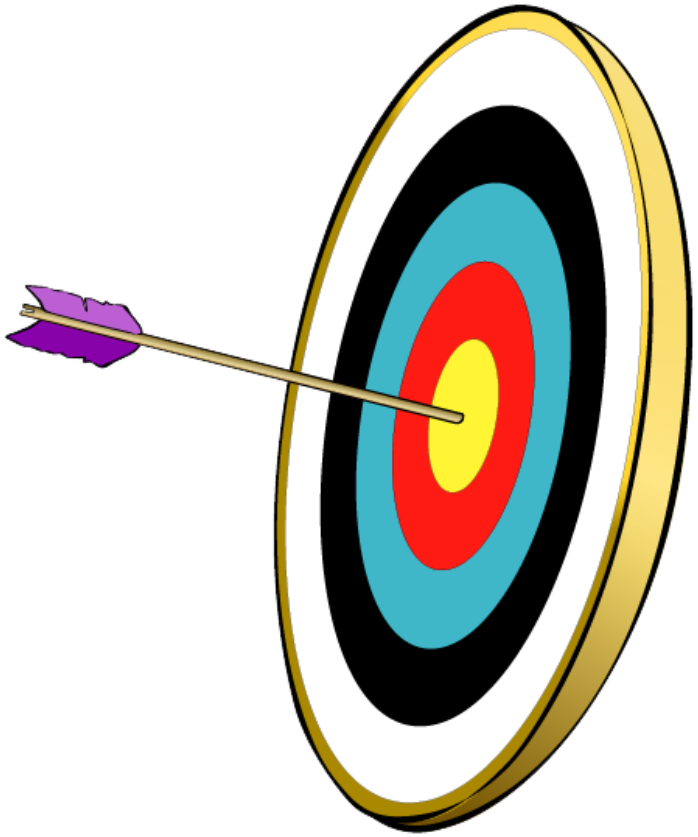
We will now have one single decision-making process.

AND… **For aerodrome operating visibility during the DEPARTURE (pushback, taxi prior to take-off and take-off) we've adopted the hierarchy of visibility reports in 602.126(2) – *Take-off Minima*.**

Here again, we will now have one single decision-making process.



This will eliminate the two, separate decision-making processes that we currently have to determine the required visibility for the departure and arrival phases.



Instead, we will now have a single decision-making process which is clear, simple and easy to use.

The Board recommends that

the Department of Transport review and simplify operating minima for approaches and landings at Canadian aerodromes.

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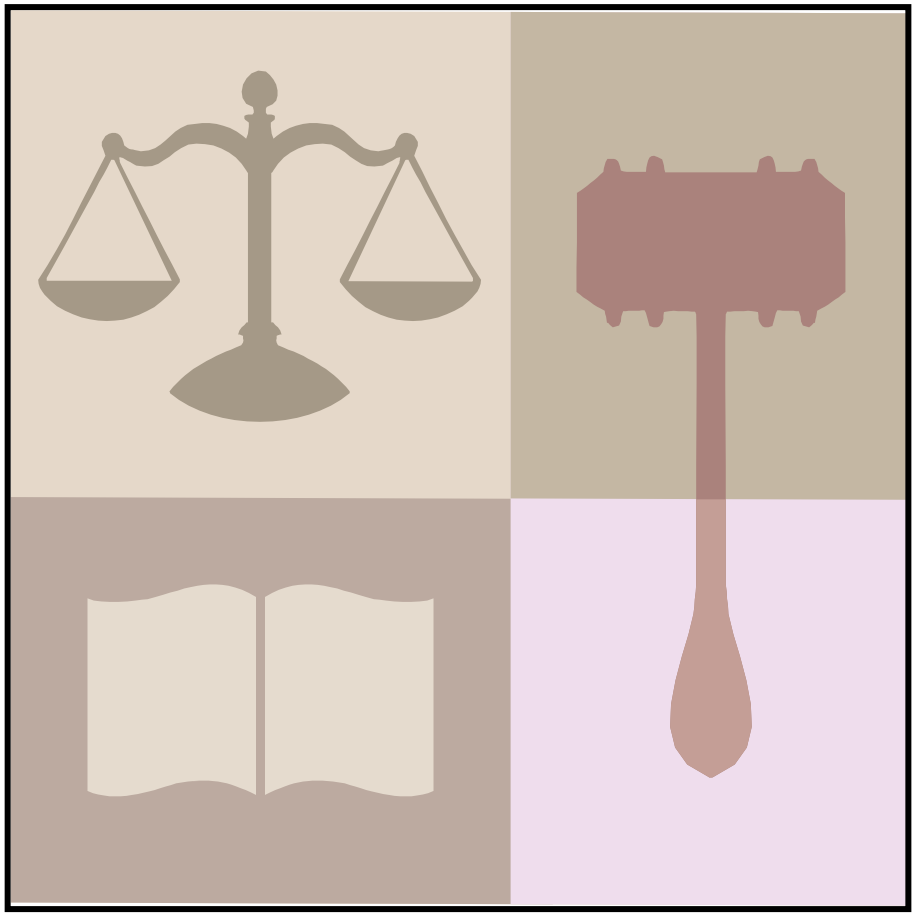
the Department of Transport introduce a mechanism to stop approaches and landings that are actually banned.

TSB Recommendation A20-02



Let's take a quick overview of the new regulations…

Text presented in NPA / Subject to revision

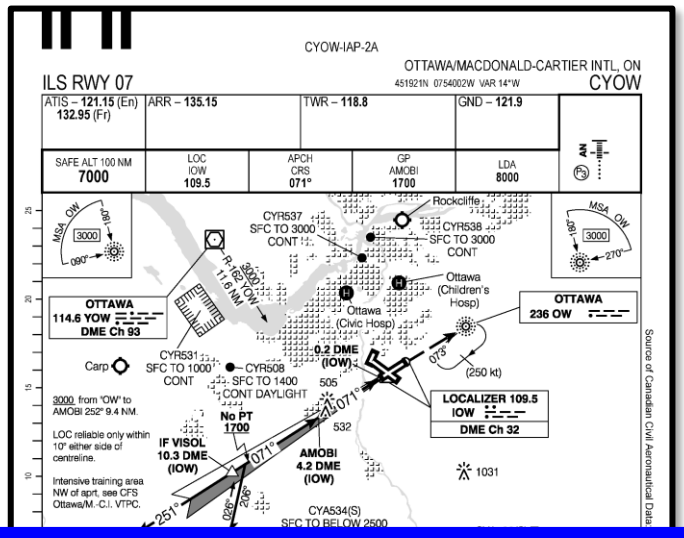
602.129 (1) – *Approach Ban*

No pilot-in-command (PIC) of an IFR aeroplane or IFR helicopter shall continue an instrument approach procedure beyond the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted, unless the visibility reported is equal to or greater than the minimum prescribed visibility specified in the Canada Air Pilot (CAP) or the Restricted Canada Air Pilot (RCAP) in respect of the runway or surface of intended approach for the instrument approach procedure conducted.

Subsection 602.129(1):

- This is the foundational regulation for all of Section 602.129.
- Addresses the identified safety issues and TSB Recommendation A20-01
- Aligns with ICAO, FAA and EASA
- Now includes aerodrome operating visibility requirements

Approach Ban: Update for Industry Stakeholders



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ILS/DME	**573** (200) ½ RVR 26			
LOC/DME			1 RVR 50	
LOC/VOR	**760** (387) 1 RVR 50			
CIRCLING	**880** (503) 1½		**880** (503) 2	**1080** (703) 2¼

Text presented in NPA / Subject to revision

602.129 (2) – *Approach Ban*

Exception to subsection (1), no pilot-in-command (PIC) of an IFR helicopter shall continue an airplane instrument approach procedure beyond the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted, unless the visibility reported is equal to or greater than one half of the Category A visibility minima but not less than ¼ status mile visibility (1200 RVR) and no less than the aerodrome operating visibility, as specified in the Canada Air Pilot (CAP) or the Restricted Canada Air Pilot (RCAP)

Subsection 602.129(2)

- Provides an option for IFR helicopters not conducting a "Copter" IAP
- Aligns with US Title 14 CFR 97.3. So we will now have harmonized approach visibility requirements for all of North America.
- Allows for one-half of Category A visibility but not less than ¼ SM (RVR 1200)

Subsection 602.129(3)

- New simplified hierarchy for visibility reports that prioritizes:
  - RVR
  - Ground visibility
  - Runway visibility
- This same hierarchy will be used to determine aerodrome operating visibility for the arrival phase.
- The same basic hierarchy will be common to all phases of flight.

Text presented in NPA / Subject to revision

602.129 (3) – *Approach Ban*

The Minister may approve an operator to conduct an instrument approach with lower visibility than the published prescribed visibility minima using an approved onboard aircraft system, subject to the Minister's certification of an operator's flight crew qualification program, operating procedures and type of instrument approach procedures authorized.

a) The specific approval/special authorization issued to the air operator will specify an applicable visibility credit based on the approved onboard aircraft system.

b) For the purposes of subsection (3), an approved onboard aircraft system is an aircraft-based system that has been approved…

Subsection 602.129(4)

- **This provision provides operational credits through the use of *Enhanced Flight Vision Systems* (EFVS) and other advanced technologies.**
- ***We'll have more on this later…***

Text presented in NPA / Subject to revision

602.129 (4) – *Approach Ban*

(4) Where the visibility is less than the minimum prescribed visibility set out in subsection (1) or (2) as applicable, no pilot-in-command (PIC)shall continue an Instrument Approach Procedure(IAP) in an IFR aircraft unless:

(a) at the time a visibility report is received, the aircraft has passed the FAF inbound…;

(b) the aircraft is on a training flight where a landing is not intended…;

(c) the reported visibility is varying between distances less than and greater than the prescribed visibility;

(d) the RVR is less than the minimum RVR, and the ground visibility at the aerodrome where the runway is located is reported to be equal or greater than the minimum prescribed visibility;

(e) the visibility is equal or greater than the VFR Flight Visibility …;

(f) a localized meteorological phenomenon is affecting the ground visibility…

Subsection 602.129(5)

- **This provision provides exceptions that allow an approach to be continued when the reported visibility is less than that stipulated in Subsections (1) or (2).**
- **Our objective is to provide the highest degree of operational flexibility in consideration of the safety imperatives.**

Text presented in NPA / Subject to revision

602.129 (5) – *Approach Ban*

The PIC may depart IFR to a destination where there is no RVR or ground visibility (METAR) or Tower visibility for the runway of
intended approach available, based on the following conditions:

a) The PIC may use the GFA weather information at destination at ETA which must be forecast to be at or above the published visibility/minima for the instrument approach intended to be used at destination; and

b) The PIC is required to plan for an alternate aerodrome.

Note: Where there is a range of visibility in the GFA for the destination aerodrome at ETA, the higher visibility value needs to be equal or greater to the intended published visibility/minima of the intended approach procedure available at destination. Patchy (PTCHY) and local (LCL) visibility are not to be used as visibility limits for planning purposes at destination.

Subsection 602.129(6)

- For situations where there will be no reported RVR, ground visibility or runway visibility at the ETA, the forecast visibility for the GFA must be must meet the required visibility.
- Here again, our objective is to provide the highest degree of operational flexibility in consideration of the safety imperatives.

Text presented in NPA / Subject to revision

602.129 (5) – *Approach Ban*

The PIC may depart IFR to a destination where there is no RVR or ground visibility (METAR) or Tower visibility for the runway of
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Text presented in NPA / Subject to revision

602.129 (5) – *Approach Ban*

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Subsection 602.129(6)

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- Here again, our objective is to provide the highest degree of operational flexibility in consideration of the safety imperatives.

The Board recommends that

the Department of Transport review and simplify operating minima for approaches and landings at Canadian aerodromes.

TSB Recommendation A20-01

the Department of Transport introduce a mechanism to stop approaches and landings that are actually banned.

TSB Recommendation A20-02

These changes will bring Canada's approach ban regulations into alignment with the ICAO Standards.

These changes also align Canadian regulations with the globally accepted practice that has been embraced by the world's leading civil aviation authorities including:

- **US Federal Aviation Administration (FAA) and**
- **European Aviation Safety Agency (EASA).**

The new regulations will provide pilots with a streamlined decision-making process that will eliminate unnecessary workload and distraction during critical phases of flight.

Initial feedback from pilots and operators:

Overall reaction from pilots

- **Strong support from pilots**
- **Major subpart 705 air operators strongly support this initiative; Feedback from NPA* (2021) and PICA** (2017)**
- **We've addressed the concerns that we've already received**
- **There will be additional opportunities for consultation (CG I and Guidance)**

* *Notice of Proposed Amendment (NPA)*
** *Preliminary Issue and Consultation Assessment (PICA)*

DISCUSSION

1. Identified Safety Issues / TSB Recommendations
2. Solutions
3. Next Steps

NEXT STEPS

1. Work with Department of Justice to finalize Approach Ban regulations

2. Develop guidance for our new approach ban regulations and aerodrome operating visibility

3. Move forward towards implementation with our NAV CANADA partners

NEXT STEPS

1. **Work with Department of Justice to finalize Approach Ban regulations**

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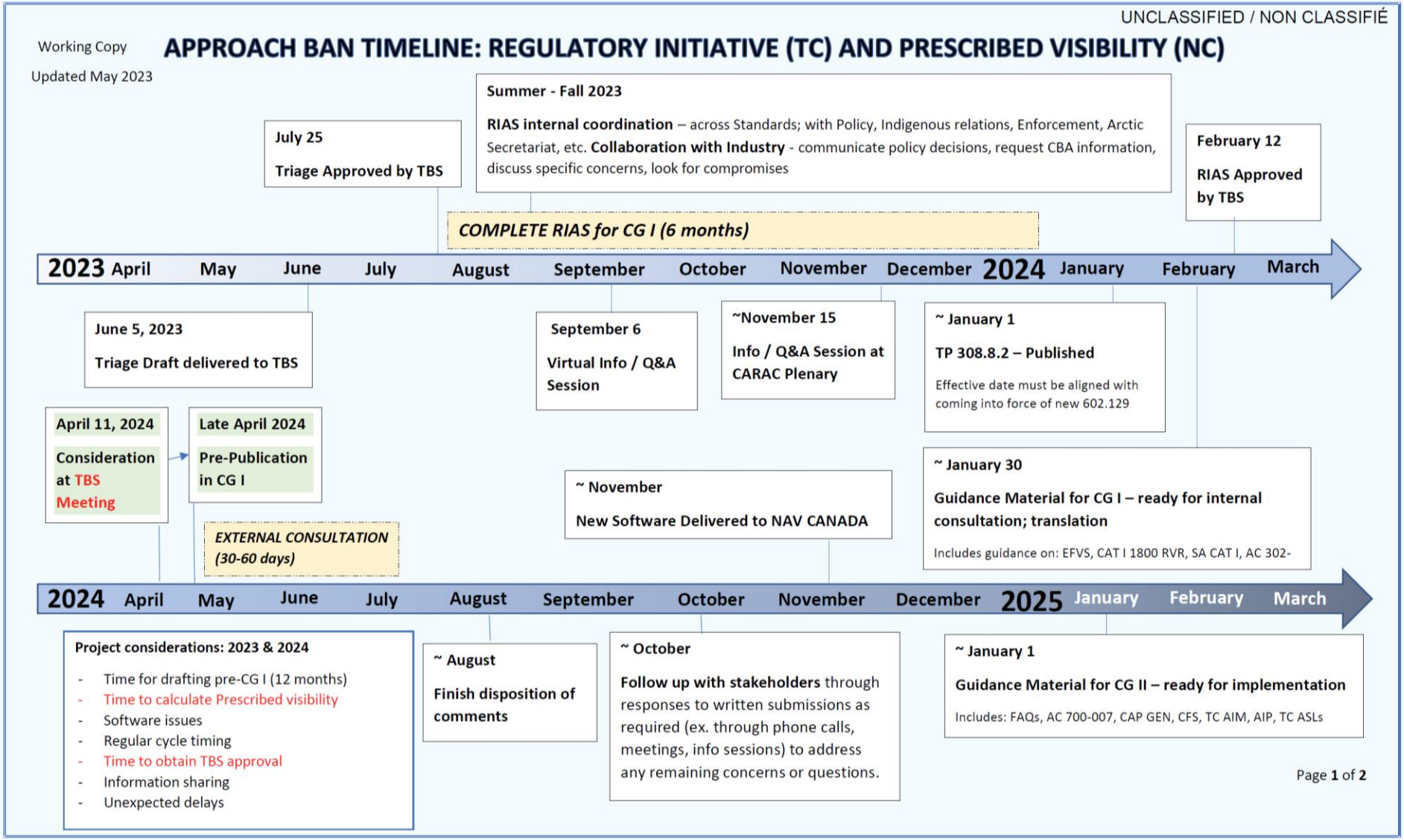
Approach Ban: Update for Industry Stakeholders



Approach Ban: Update for Industry Stakeholders

UNCLASSIFIED / NON CLASSIFIÉ

Working Copy

Updated May 2023

APPROACH BAN TIMELINE: REGULATORY INITIATIVE (TC) AND PRESCRIBED VISIBILITY (NC)

TC Education and Awareness Activities: Actively communicating with industry, internal and external info sessions, etc.

TC Service Activities: SA management (by CFS TCCA), etc. (Perhaps changes to AOCs / PORDs)?

TC Support Activities: Monitoring, communicating with Industry as required, answering correspondence, etc.

CALCULATION OF PRESCRIBED VISIBILITY with new software

AIRAC PUBLICATION LEAD TIME (~2 months)

IMPLEMENTATION – IAPs with Prescribed Visibility Published

2025 April May June July August September October November December **2026** January February March

April 2025

TC: Prepare for CG II

NC: Prepare IAPs for publication

October 2

New Regulations come into force

Publication in **Canada Gazette II on or before today**

November 27
NAV CANADA IFR Publication*

March 19
Supplemental NAV CANADA Publication (Once per year)

The Canada Water Aerodrome Supplement (CWAS)

Project Considerations for 2025 and beyond

- Number of AIRAC publication dates may increase or decrease
- Possible increase in AIRAC lead time prior to publication
- Delays earlier in the project may impact deadlines in 2025

October 2

NAV CANADA IFR Publication* and Supplemental Publications**

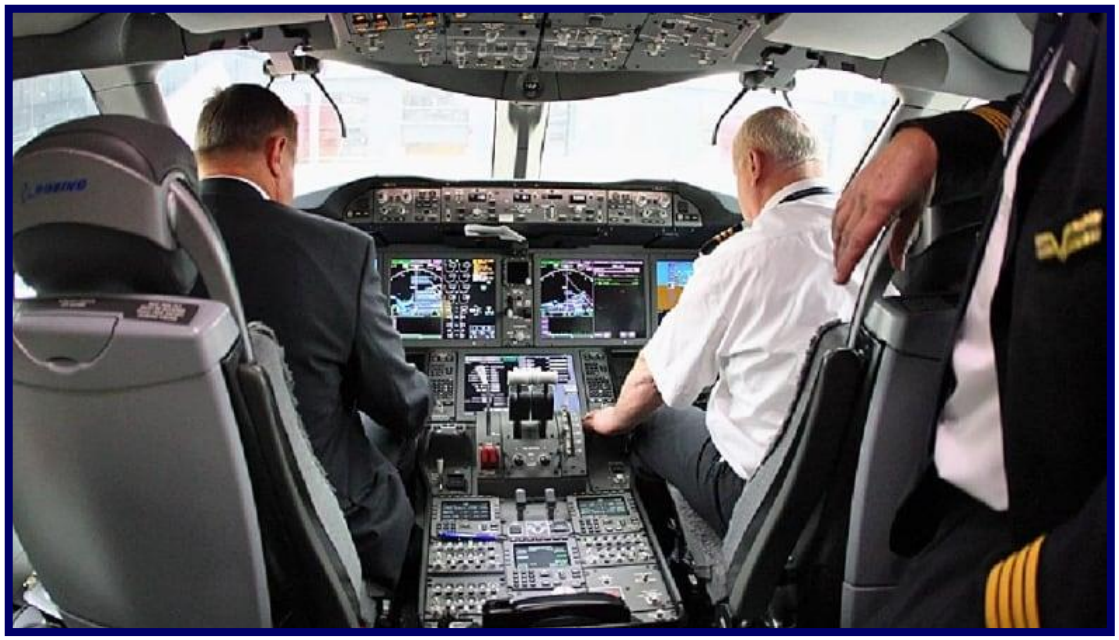
***IFR Publications (every 56 days):** AIP Canada (ICAO), Canada Air Pilot (CAP), Canadian Airport Charts (airport diagrams), Designated Airspace Handbook (DAH), Canada Flight Supplement (CFS), Enroute Charts (HI/LO), Terminal Area Charts (TAC)

****Supplemental Publications (every 28 days):** Aeronautical Information Circulars (AIC), AIP Canada (ICAO) Supplements

Page **2** of **2**

NEXT STEPS

1. Work with Department of Justice to finalize Approach Ban regulations
2. Develop guidance for our new approach ban regulations and aerodrome operating visibility
3. Move forward towards implementation with our NAV CANADA partners

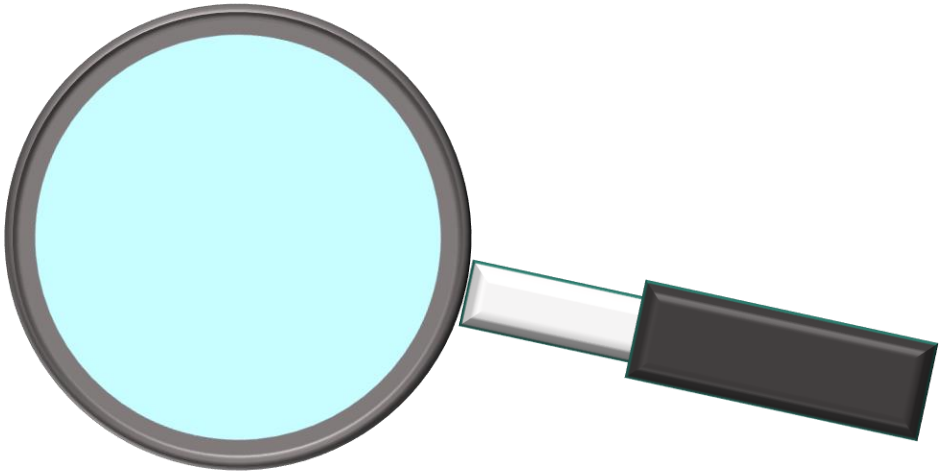


OBJECTIVE:

To provide pilots and operators with guidance that is:

- **Comprehensive,**
- **Accurate, and**
- ***User Friendly***

Our plan is to have the key guidance documents ready for consultation at the same time as regs go to CG I.



This will facilitate a coordinated review of all relevant documents.

The remaining documents will be ready on or before CG II.

Pushback and Taxi

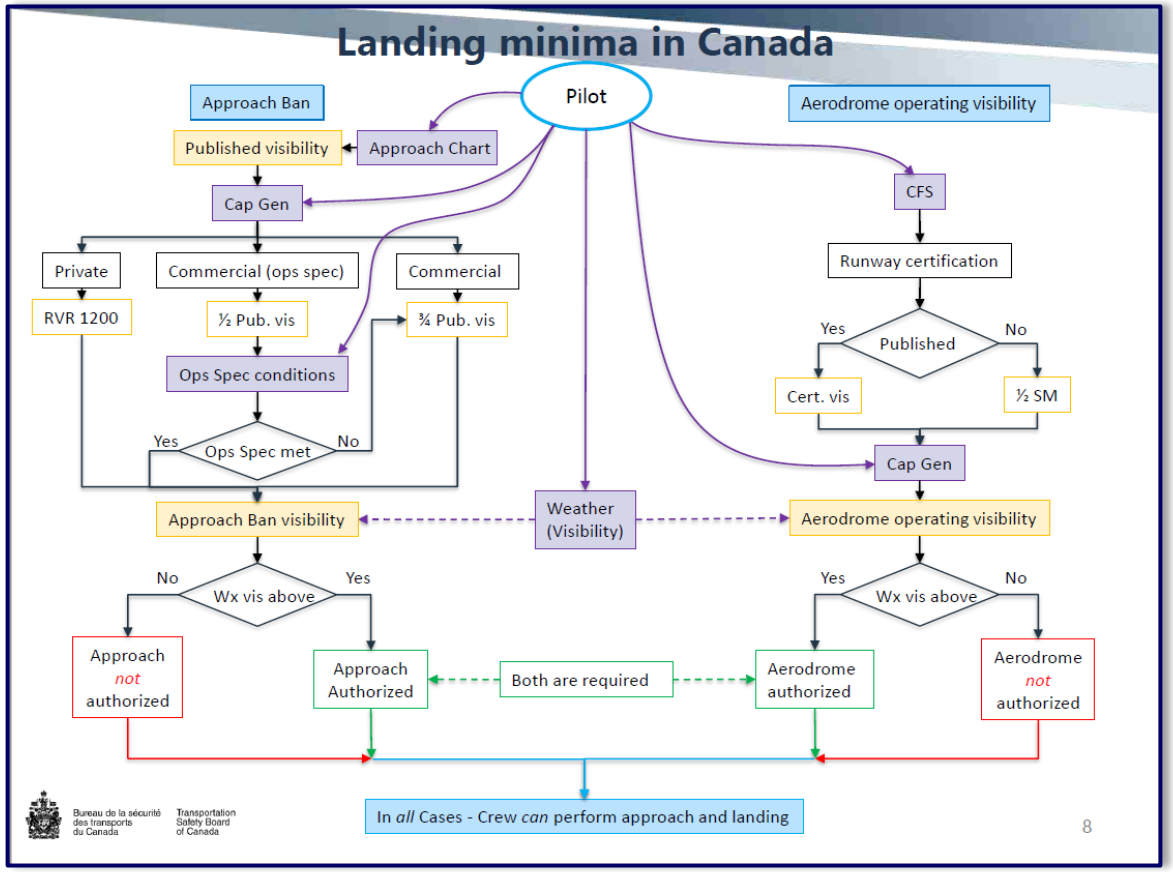
Take-off

Approach and Landing

Visibility requirements for all phases of flight – pushback, taxi, take-off, approach and landing – were the subject of a comprehensive review.

Opportunities for improvement are being addressed.

Why look at visibility for all phases of flight?

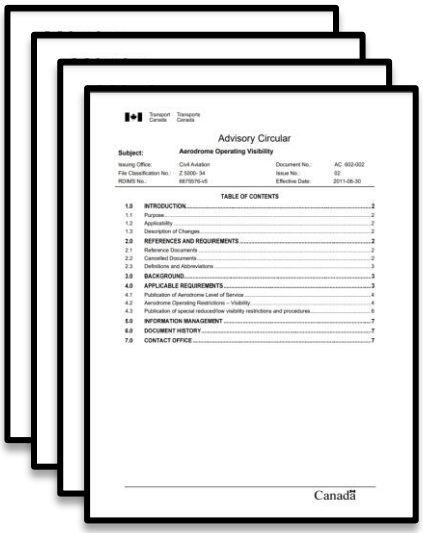


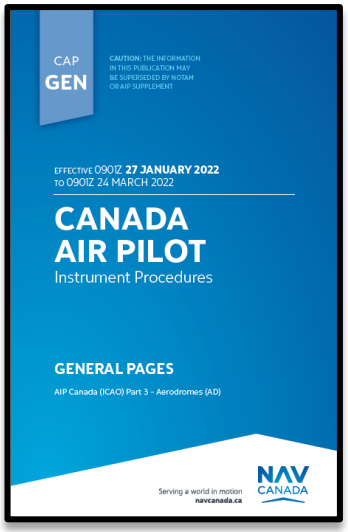
The need for simplification and alignment that TSB identified for the approach phase also needs to be addressed for other phases of flight.

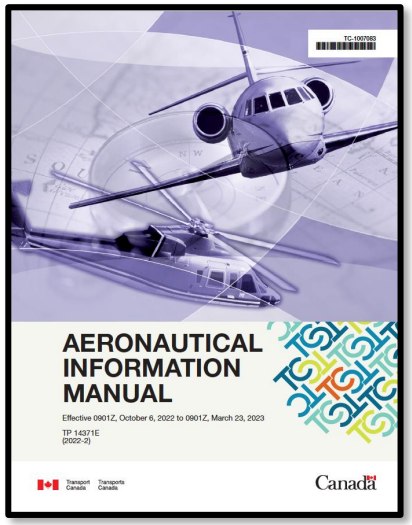
RDIMS No. 19468459

Minimum aerodrome operating visibility requirements are a common thread to all phases of flight where the aircraft is maneovring on the ground.

Approach Ban: Update for Industry Stakeholders







We are reviewing all existing guidance to ensure that all elements are either:

- **Captured in the new guidance; or**
- **Addressed (with documented reasons for change)**

Work has begun on AC 602-006 – *Approach Ban*:

1. **Goal: to explain how the new regulations will work and the rationale for their development**

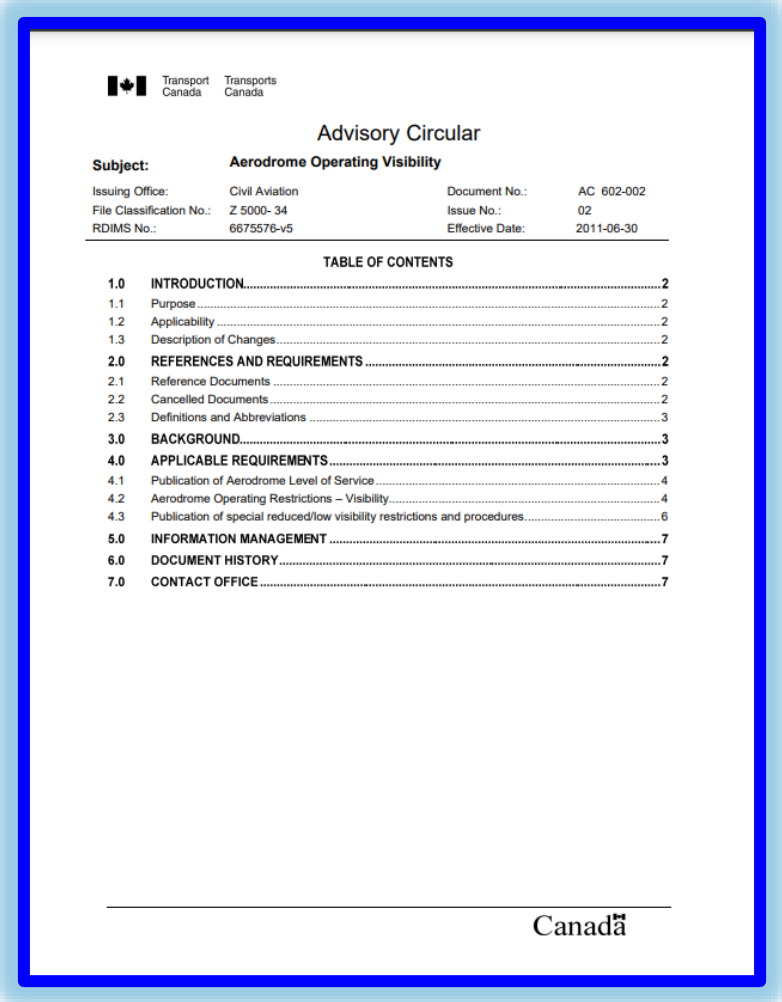
2. **A focus on operational decision-making**

Approach Ban: Update for Industry Stakeholders

Provision No.	Text of New Provision	Rationale for New Provision	Practical Application of New Provision

For each provision that has been developed or modified – including definitions – the matrix in Appendix A will provide:

1. **Number and text of the new provision**
2. **Rationale for the new provision**
3. **Practical application of the new provision**



Transport Canada | Transports Canada

Advisory Circular

Subject: **Aerodrome Operating Visibility**

Issuing Office:	Civil Aviation	Document No.:	AC 602-002
File Classification No.:	Z 5000- 34	Issue No.:	02
RDIMS No.:	6675576-v5	Effective Date:	2011-06-30

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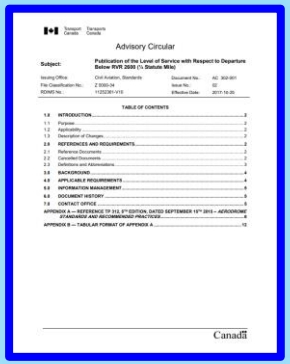
Canada

AC 602-002 – *Aerodrome Operating Visibility* is now undergoing a major revision:

1. **New aligned criteria for departure and arrival**
2. **Enhanced background information**
3. **A focus on operational decision-making**

Approach Ban: Update for Industry Stakeholders


Advisory Circular

Subject: Publication of the Level of Service with Respect to Departure Below RVR 2600 (½ Statute Mile)

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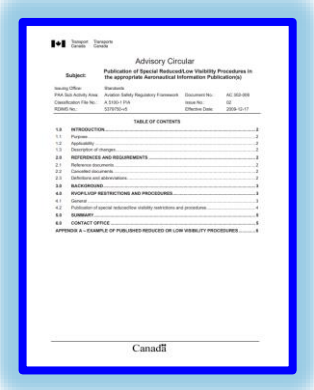
AC 302-001 – *Publication of the Level of Service with Respect to Departure Below RVR 2600 (½ Statute Mile)*


Advisory Circular

Subject: Publication of Special Reduced/Low Visibility Procedures in the appropriate Aeronautical Information Publication(s)

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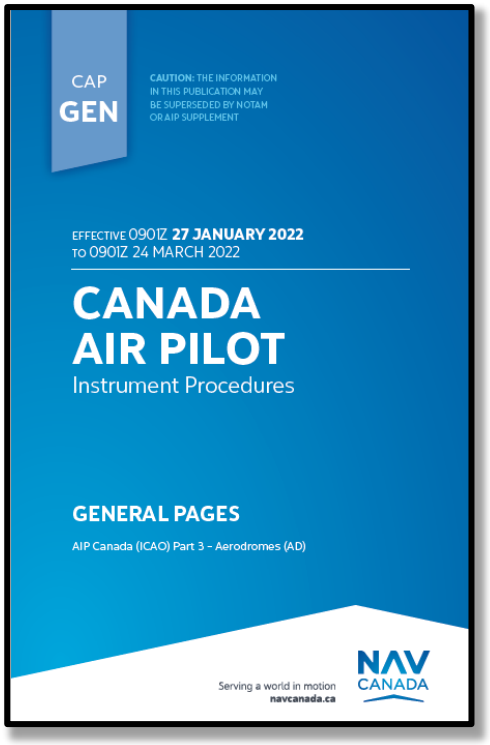
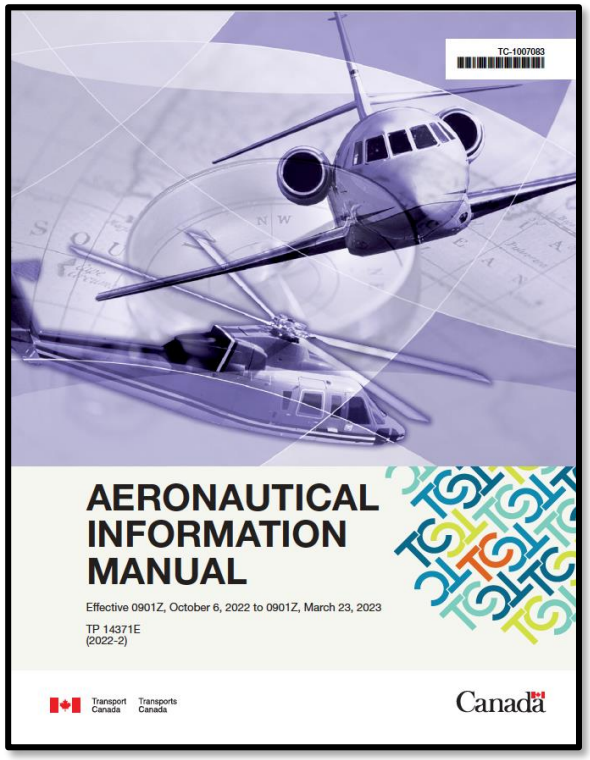
AC 302-006 – *Publication of Special Reduced/Low Visibility Procedures in the appropriate Aeronautical Information Publication(s)*

Review, revise and combine

Approach Ban: Update for Industry Stakeholders





The CAP GEN, Canada Flight Supplement and TC AIM will need to be revised with updated guidance on:

- **approach ban**
- **aerodrome operating visibility**

RDIMS No. 19468459

Approach Ban: Update for Industry Stakeholders

Français

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MENU

Canada.ca > Transport Canada > Aviation > Civil aviation reference centre > Advisory Circulars

Reduced/Low Visibility Operations Frequently Asked Questions (FAQs)

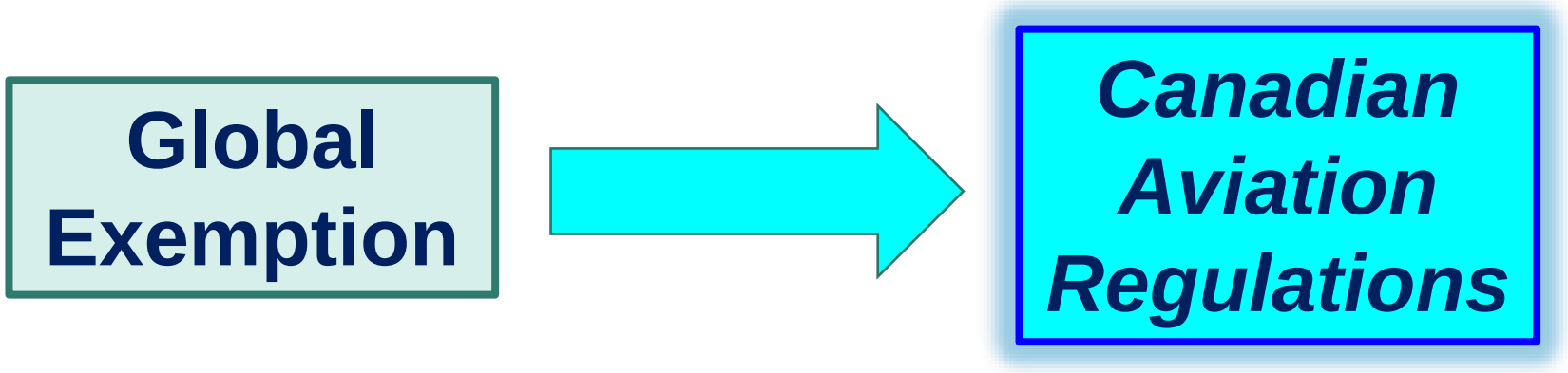
From: Transport Canada

1. What are reduced visibility operations?
2. What is a Reduced Visibility Operations Plan (RVOP)?
3. What are low visibility operations?
4. What is a Low Visibility Operations Plan (LVOP)?
5. Are LVOP and RVOP required?
6. Who is responsible to establish the level of service for reduced or low visibility operations at an aerodrome?

The information in the online FAQs regarding Reduced and Low Visibility Operations will need to be updated.

An Enhanced Flight Visibility System (EFVS) utilizes enhanced vision to enable pilots to conduct approaches and landings under lower visibility conditions than is possible using natural vision.

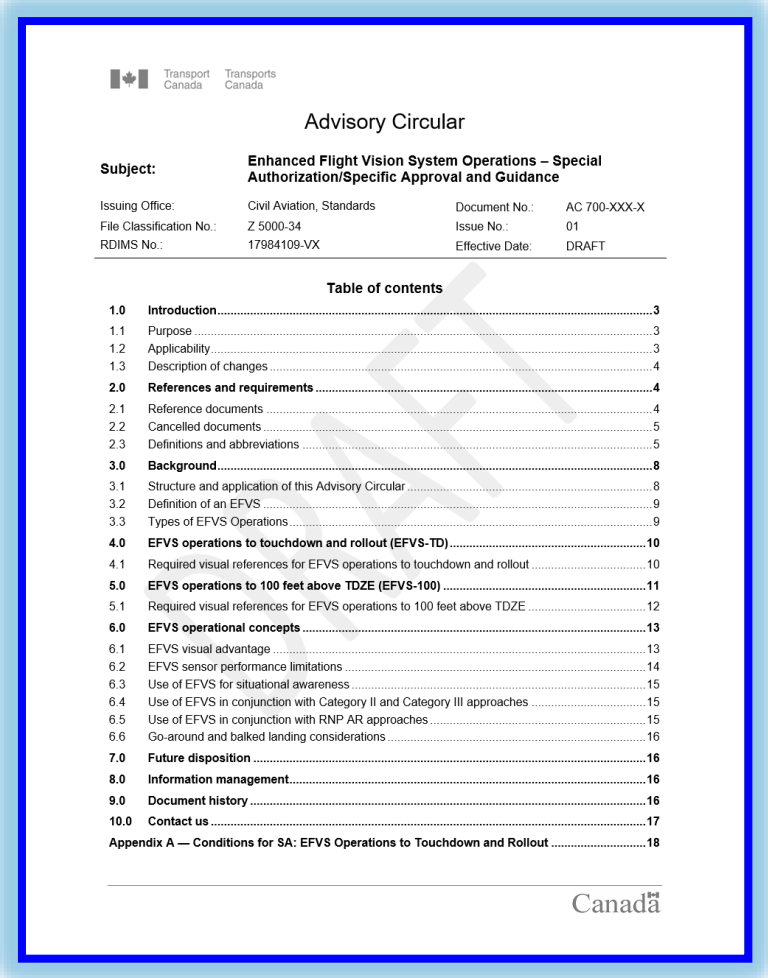
EFVS Regulatory Development in Canada



A Global Exemption is currently under development to enable EFVS operations in Canada.

With our approach ban regulatory initiative, we have an opportunity to authorize EFVS operations through the CARs.

Approach Ban: Update for Industry Stakeholders



Transport Canada / Transports Canada

Advisory Circular

Subject: **Enhanced Flight Vision System Operations – Special Authorization/Specific Approval and Guidance**

Issuing Office:	Civil Aviation, Standards	Document No.:	AC 700-XXX-X
File Classification No.:	Z 5000-34	Issue No.:	01
RDIMS No.:	17984109-VX	Effective Date:	DRAFT

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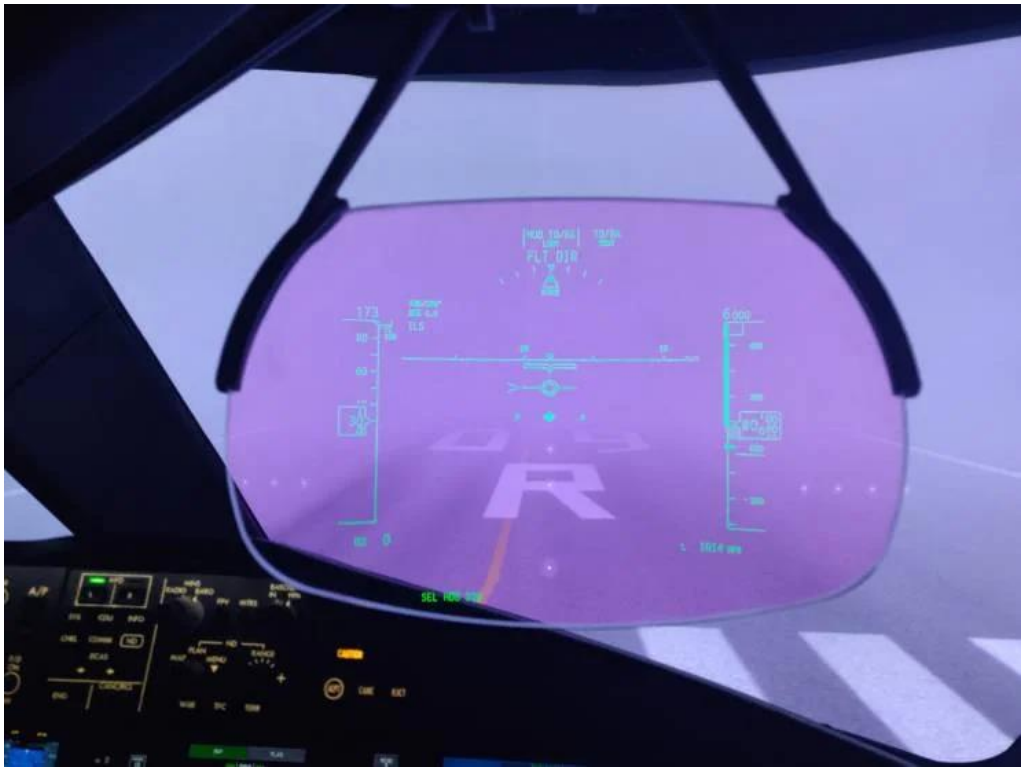
DRAFT

Canada

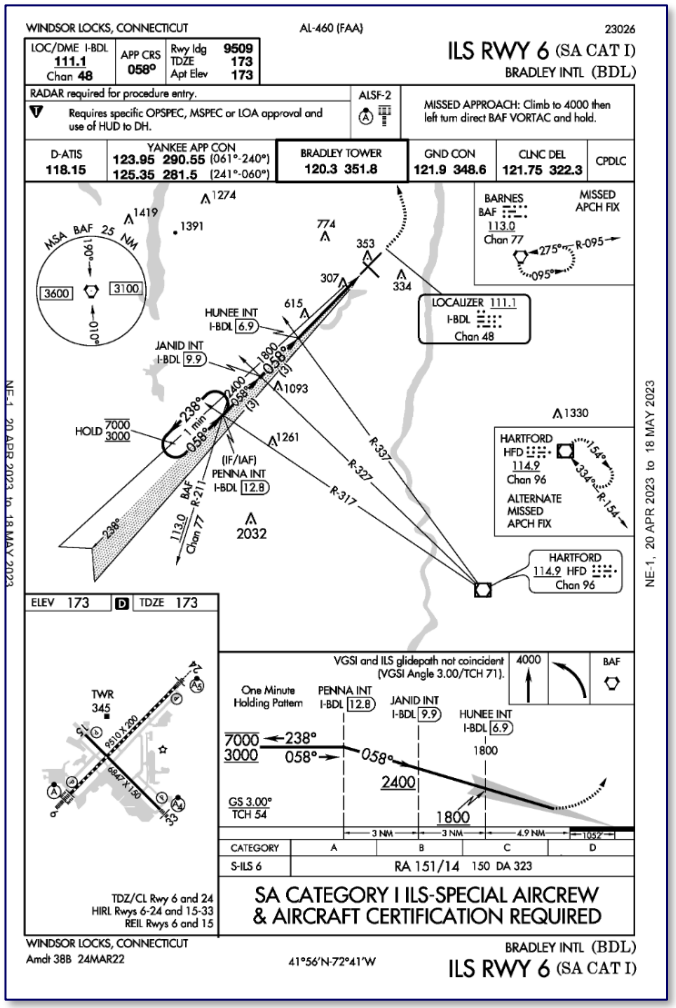
- **EFVS Operations – both under the Global Exemption and under the pending CARs – will require a Specific Approval (SA).**
- **The conditions for the SA as well as the guidance material will be contained in a new 700-series advisory circular – which is currently under development.**

Looking to the future…



There are other initiatives that can further improve access to Canadian airports under reduced or low visibility conditions.

Examples of operational framework



The FAA has successfully implemented a framework addressing operations below RVR2600. (See FAA Order 8400.13F and AC 120-118)

- **CAT I RVR1800**
- **SA CAT I**
- **SA CAT II**

RDIMS No. 19468459

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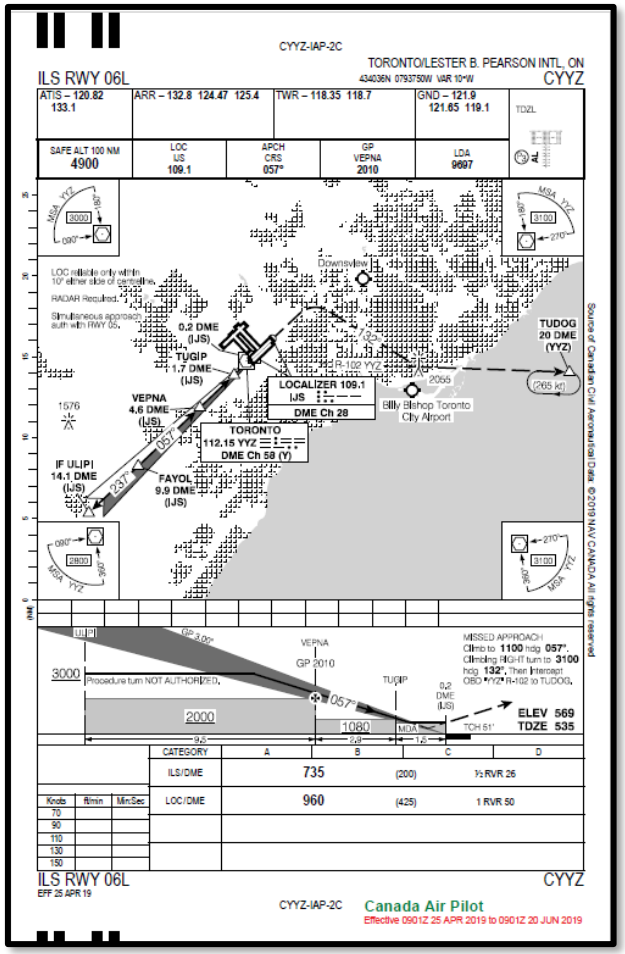
3. Move forward towards implementation with our NAV CANADA partners

Working towards implementation with NAV CANADA

Approach chart visibilities will be reviewed / updated to facilitate implementation of the new approach ban regulations.

Working towards implementation with NAV CANADA



TP 308 - *Criteria for the Development of Instrument Procedures*:

- New criteria for the determination of charted visibility values based on:
  - DH / HAT
  - DA / MAP to threshold distance
  - Approach lighting
  - Approach type
  - Approach characteristics
  - Runway lighting
  - Runway certification
  - Aircraft category
  - Aerodrome operating visibility

RDIMS No. 19468459

Working towards implementation with NAV CANADA

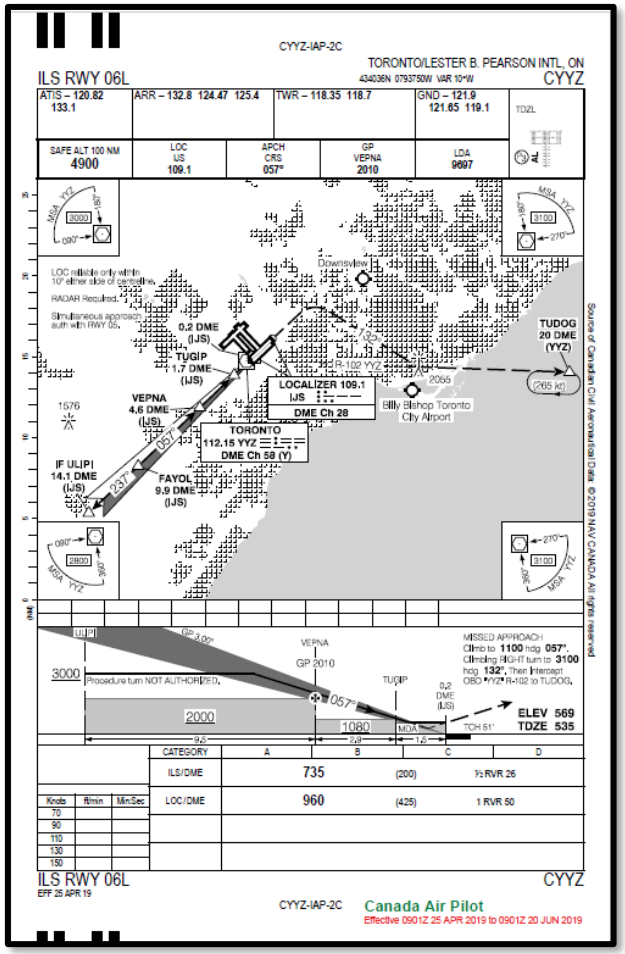
- **Charted visibility – up? down? same?**
- **Moving from approach ban based on 1200 RVR (GA), or 75% / 50% charted visibility (Part VII)**

CAT I (200 DH, ½ SM / 2600 RVR)
CAT I (200 DH, 1800 RVR), TDZL & CL
CAT I (200 DH, 1800 RVR), no TDZL or CL
SA CAT I
CAT II
SA CAT II
CAT III

Reducing impact to industry:

- **Implementation of additional types (CAT I 1800 RVR, SA CAT I, SA CAT II)**

Working towards implementation with NAV CANADA



TP 312 - *Aerodromes Standards and Recommended Practices*:

- To facilitate CAT I approaches with RVR 1800 for runways with suitable approach lighting
- The definitions for CAT I Precision Runway is being modified: RVR 2600 to RVR 1800

Your feedback is important!

We'll respond to as many questions as we can during the session.

As a follow-up to the meeting, your questions will be addressed and the responses will be posted on the CARAC website.

FEEDBACK: Your Questions and Comments

- Meeting chat
- Raise your hand
- CARAC Email

We have posted CARAC email address – together with the guidelines for this discussion – in the meeting chat.


Thank you for your attention!
Merci pour votre attention!
https://www.videezy.com/free-video/airplane