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# PLANNED FLIGHT INSPECTION CHANGES

**Billy Bishop Toronto City Airport  
Community Liaison Committee**  
February 27, 2019



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## AGENDA

- › Overview of NAV CANADA's Flight Inspection Aircraft
  - Important Safety Function
  - Fleet Mix
  
- › Planned changes
  
- › Communicating FIA changes



# NAV CANADA FIA

- › Aircraft are used to conduct flight inspections at 130 locations across the country:
  - To flight check and calibrate navigational aids
  - To certify new instrument procedures
  
- › Crew typically includes pilots and technical operations staff.



Specialized equipment onboard the FIA displays readings to the technologist



# NAV CANADA FIA

- › The DH8-100 was put in to service in 1986
- › This aircraft is at the end of its lifecycle for flight inspection in Canada.
- › The aircraft has a capability gap compared to newer aircraft:
  - Its not equipped to flight check some procedures that are currently being deployed globally and in Canada.
- › This aircraft will be retired in March 2019
- › All flight checks across Canada will be conducted by more modern and capable regional jet-type aircraft.

# DH8 TO CRJ TRANSITION

- › Last DH8-100 flight check at Billy Bishop Toronto City Airport:
  - January 2019
  
- › DH8-100 final flight check in Canada:
  - March 2019
  
- › First CRJ-100 flight check at BBTCA:
  - June 2019



# FLIGHT INSPECTION CONSIDERATIONS



- › This is an essential technical service required to maintain aviation safety per NAV CANADA's mandate.
- › Flight Inspections are typically required 2-3 times per year at most airports.
- › The aircraft does not actually land or take off at the airport, but conducts inspections using specialized sensors while in-flight and following instrument procedures. A flight inspection can run from 20 minutes to occasionally 1.5 hours depending on complexity, traffic in the area and weather conditions.
- › Circling procedures with the landing gear up can sometimes draw attention/concerns for aircraft safety as they are not maneuvers that most aircraft are seen performing; however, this operation is normal and safe.
- › Aircraft have several markings on the tail, body and wings to indicate they are a NAV CANADA aircraft.

# COMMUNICATING FIA CHANGES

NAV CANADA, working with PortsToronto, is committed to proactive communication:

- › Advance information shared with Waterfront Secretariat, Transport Canada and local city councillors
- › Notice on FIA changes to be published in early May.
  - [NAV CANADA and PortsToronto Website](#).
- › Reminder briefing at May 1 CLC.
- › PortsToronto to share information on social channels when FIA operations are expected.

