



Destination → Excellence

Kamloops Airport Expansion Fact Sheet

NAVIGATION AIDS

At over 94% reliability, Kamloops Airport already provides one of the most dependable take-off and landing services available. New navigation aids will increase that reliability to a remarkable 98%. Not only will navigation improvements mean fewer missed flights and connections, the high rating is also projected to attract charter operators looking for reliable destinations.

The equipment being installed is a new glide path and a new localizer with Distance Measuring Equipment. These two devices paint an electronic target in the sky that aircraft can line up with in adverse weather. The aircraft follow the target down to a safe altitude above the airport and inside the valley.

If the pilot obtains a visual contact with the runway, the aircraft can continue the descent to complete the landing. If the pilot does not obtain a visual contact with the runway, the aircraft must break off the approach, climb out of the valley and proceed to an alternate airport. All aircraft are required to carry enough fuel to get them to that alternate airport safely.

The most important aspect about improving the reliability aspect of the airport is to ensure that once an aircraft is dispatched from a distant airport, it stands a very good chance of completing the flight at Kamloops. If an aircraft has to divert to another airport, the air carrier has to absorb significant costs to move people and baggage between that airport and Kamloops.

Once installed, the navigation aids – including a new instrument aided approach - will also mean less noise for local residents. Flight paths that currently bring air traffic over Brocklehurst and North Kamloops will be diverted to a more West to East approach, allowing pilots to avoid flying directly over populated areas.

Budget: \$3.5 million

Projected Completion: Early 2010

