



Public Notice

Goose Bay Very High Frequency Omni-directional Range (VOR) Replacement – Public Comments Invited

February 4, 2025 – Transport Canada must determine whether the proposed Goose Bay Very High Frequency Omni-directional Range (VOR) Replacement is likely to cause significant adverse environmental effects.

To help inform this determination, Transport Canada is inviting comments from the public respecting that determination. All comments received will be considered public and may be posted online. For more information, individuals should consult the [Privacy Notice](#).

Written comments must be submitted **by March 4, 2025** to:

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The Proposed Project

NAV CANADA proposes to replace the existing Standard Very High Frequency Omnidirectional Range (SVOR) navigation aid with a more modern Doppler Very High Frequency Omnidirectional Range (DVOR). The purpose of a VOR is to provide navigational aid to aircraft operating in the area. As part of NAV CANADA's Air Navigation Modernization Program which is designed to upgrade aging and obsolete technology with more modern versions.

Site location

The VOR site is located 8 km east of the Goose Bay Airport at the north end of Corte Real Road. The VOR property area is approximately 37.95 hectares which includes 500m of Corte Real Road, the VOR and the undeveloped area around the current VOR. The current VOR only has a footprint of 0.09 hectares. The geographical location is UTM: Zone 20U 680198.08 m E, 5911261.04 m N.

Description of building and Construction Activities

The Site is comprised of two structures, the SVOR and the shelter containing the Distance Measuring Equipment (DME) and the Emergency/Interruptible Power Unit (EPU). The VOR/DME equipment and EPU are both housed within a shelter under the main SVOR Canopy. A 1,135 Liter diesel Above Ground Storage Tank (AST) is located directly adjacent to the shelter. Corte Real Road, a sand/gravel road, is the only Site access and ends at the VOR. Ground cover in the immediate vicinity of the structures is a sand/gravel mix. The remainder of the Site is covered in low grasses and shrubs, which are trimmed semi-regularly to ensure they do not interfere with the SVOR signal. The current SVOR is fenced in with a wood panel fence. There are several ATV trails on the property.

The new DVOR will have much of the same buildings as the current SVOR. There will be an equipment shelter (11'x20') which will contain the equipment for the DVOR. The EPU which is usually a diesel generator with associated fuel tank will not be part of the new DVOR, instead it will be equipped with a battery back-up bank. Finally, the DVOR canopy, a circular lattice structure with a diameter of approximately 25m, will be constructed over the new shelter which will have 48 antennas mounted to the perimeter.

The new DVOR is going to be built approximately 45 m southeast of the current SVOR. The current SVOR will be dismantled prior to the construction of the new VOR. Construction activities for the new DVOR includes 8, approximately 2.5m deep excavations that will serve as the footings for the 8 piers that will support the DVOR canopy. Additionally, the area of the new shelter will be similarly excavated to install 8 footings to support the shelter. Footings will be poured concrete. Suitable excavated material will be reused as backfill and/or landscaping, any remaining material will be removed from the site. The entire area under the DVOR canopy will be leveled with compacted crushed granular material. A chain-link fence will be erected around the DVOR.

A Near-Field Antenna will be constructed approximately 90m northwest of the new DVOR with a connecting service trench that will be approximately 18" wide and 30" deep. The trench is for communication and power lines. The tower will have a similar footing as described above. The soil will be used to refill the trench after the lines are installed and the exposed disturbed soil will be reseeded as necessary.

No changes are proposed for the access road other than minor grading to avoid pooling.

Anticipated Start Date

This project is expected to start May 1st 2025.