

Accessibility Plan and Feedback Process Progress Report 2025

Fredericton International Airport Authority Inc.

Table of Contents

General.....	3
Introduction	3
Overview.....	3
Principles	4
Definitions.....	5
Accessibility Plan Feedback and Feedback Process Contact	6
Plan and Progress Report Alternate Format Availability	6
Accessibility-Related Regulations.....	7
Information and Communication Technologies (ICT)	7
Communication, Other Than ICT.....	7
Training	8
The Built Environment.....	8
Procurement of Goods, Services, and Facilities.....	9
The Design and Delivery of Programs and Services	9
Transportation.....	10
Consultations.....	10
Feedback Information.....	13
Conclusion.....	25

General

Introduction

The Fredericton International Airport Authority (FIAA) is committed to providing an accessible and inclusive traveling experience for persons of all abilities. In preparing this plan, we have addressed items that were identified in consultation with Ability New Brunswick (Ability NB) and Canadian National Institute for the Blind (CNIB), in addition to those of relevant acts and regulations. Ability NB has developed a comprehensive audit process with consultation with other organization and people with lived experience.

To prepare this Progress Report, we have partnered with community organizations that represent various groups with disabilities in New Brunswick via our Accessibility Advisory Group (AAG).

For instance, the audit completed by Ability NB will be reviewed by the AAG and they will make recommendations to the airport on how we can implement recommendation from the audit.

We will continue to consult with the community and update our Accessibility Plan, as outlined in the applicable acts and regulations, to prevent new barriers from occurring, and where possible, quickly address any existing ones.

This Report, and our commitment herein, reflect our ongoing efforts to provide an accessible air terminal building to contribute towards a barrier-free Canada.

Overview

The FIAA is subject to accessibility regulations in the Canadian Transportation Agency (CTA) under subsection 170(1), which includes the Accessible Transportation for Persons with Disabilities Regulations (ATPDR). Accessible Transportation Planning and Reporting Regulations (ATPRR).

The ATPDR includes accessibility requirements for transportation service providers. The FIAA is also subject to the Accessible Canada Act (ACA), which was established in 2019 as an Act to ensure a barrier-free Canada.

The purpose of the ACA is to identify and remove barriers and prevent new barriers in the following areas:

- Employment
- The built environment
- Information and communication technologies
- Communication, other than information and communication technologies
- The procurement of goods, services, and facilities
- The designs and delivery of programs and services
- Transportation

There are provisions for accessibility regulations in the ACA under section 63, which includes the ATPRR.

The ATPRR requires regulated transportation entities to prepare a three-year accessibility plan.

Principles

The FIAA will ensure this Accessibility Plan is carried out in accordance with, the following principles as outlined in the ACA:

- All persons must be treated with dignity regardless of their disabilities.
- All persons must have the same opportunity to make for themselves the lives that they are able and wish to have regardless of their disabilities.
- All persons must have barrier-free access to full and equal participation in society, regardless of their disabilities.
- All persons must have meaningful options and be free to make their own choices, with support if they desire, regardless of their disabilities.
- Laws, policies, programs, services, and structures must take into account the disabilities of persons, the different ways that persons interact with their environments and the multiple and intersecting forms of marginalization and discrimination faced by persons.
- Persons with disabilities must be involved in the development and design of laws, policies, programs, services, and structures.
- The development and revision of accessibility standards and the making of regulations must be done with the objective of achieving the highest level of accessibility for persons with disabilities.

Definitions

The following definitions and acronyms apply to this Accessibility Plan:

ACA: Accessible Canada Act.

Airside: Restricted area of the airport beyond passenger security screening i.e., gates, apron, runway, etc.

ATPDR: Accessible Transportation for Persons with Disabilities Regulations.

ATPRR: Accessible Transportation Planning and Reporting Regulations.

Assistive Device: Any medical device, mobility aid, communication aid, or other aid that is specially designed to assist a person with a disability with a need related to their disability.

Barrier: Anything—including anything physical, architectural, technological, or attitudinal, anything that is based on information or communications, or anything that is the result of a policy or a practice—that hinders the full and equal participation in society of persons with an impairment, including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment or a functional limitation.

CBSA: Canada Border Services Agency.

Curbside Zone: An area that is located outside of an air terminal building where passengers are picked up or dropped off and that is owned, operated, leased, or otherwise controlled by the air terminal building operator.

Disability: Any impairment, including a physical, mental, intellectual, cognitive, learning, communication, or sensory impairment—or a functional limitation—whether permanent, temporary, or episodic in nature, or evident or not, that, in interaction with a barrier, hinders a person's full and equal participation in society.

FIDS: Flight Information Display Systems.

Accessibility Plan Feedback and Feedback Process Contact

Feedback can be provided anonymously, and it will be replied through the same manner it was received. The contact for feedback is the Human Resources and Administration Manager for the Fredericton International Airport Authority:

Perry Dyke

Manager of Human Resources and Administration
Fredericton International Airport Authority Inc.
22-2570 Route 102
Lincoln NB E3B 9G1

Website feedback form: <https://yfcfredericton.ca/report-an-accessibility-concern/>

Phone: (506) 460-0922

E-mail: dykep@YFCFredericton.ca

Plan and Progress Report Alternate Format Availability

The public can request an alternate format of our accessibility plan, description of feedback process and progress report on our website and through our office. You can reach our office from our website at: <https://yfcfredericton.ca/> or call us at (506) 460-0950. We are also available via email at Info@yfcfredericton.ca. or in person at our office , the address is:

2570-Unit 22 Route 102
Lincoln NB
E3B 9G1

Accessibility-Related Regulations

The FIAA is required to meet the applicable provisions of the Canadian Transportation Agency (CTA) requirements made under subsection 170(1) of the Accessible Canada Act (ACA).

The ACA which came into effect on July 11, 2019, and the Accessible Transportation for Persons with Disabilities Regulations (ATPDR) which came into effect on June 25, 2020, and the Accessible Transportation Planning and Reporting Regulations (ATPRR) which came into effect on December 13, 2021, apply to Fredericton International Airport Authority Inc. (FIAA).

The FIAA is subject to the following parts/sections of the ATPDR:

1. Part 1
2. Part 4, Division 1 and 2
3. Schedule 1, Section 23

Information and Communication Technologies (ICT)

The FIAA has engaged GoodMaps to scan the airport and develop an App that will enable person with disabilities to navigate the airport via a mobile device. [GoodMaps. Mapping the Future with Indoor Navigation](#)

The scanning happened on April 10, 2025, and will be in service by end of July 2025.

Communication, Other Than ICT

The FIAA is currently reviewing a way to ensure that public announcements for safety and security are provided in audio and visual format.

Currently, public announcements relating to safety and security are made by Commissionaires and are audible in both English and French and to use clear, concise and simple language for those with learning disabilities such as ADHD or autism.

The visual format is undergoing review and will be completed by the end of 2025.

The airport has fully implemented the Sunflower Program, and there has been a great uptake in the community. Details can be found [here](#).

Training

Work with our AAG to determine practical training that aligns with the needs of the airport. I.e. Training conducted by persons with lived experience or a disability organization informed by persons with lived experience.

At least one session conducted by the end of 2025.

The CAC training Modules online have now been fully adopted by the airport and the schedule 1, description of training, has been updated.

The Built Environment

The Fredericton International Airport Authority (FIAA) completed renovations of the airport terminal building in 2021. In 2023, the FIAA engaged Ability NB to audit the facility, using there newly established audit tool that was developed with the expertise of a technical team, which consists of representatives with lived experience, architects, engineers, various government entities, occupational therapists, and other disability organizations, such as Inclusion NB.

The Audit assessed the following areas including but not limited to, for accessibility:

- entrances
- interior features
- washrooms
- wayfinding and signage
- emergency/ evacuation
- parking
- routes from parking
- exterior ramps

The FIAA in consultation with the AAG will review the audit findings and will put a corrective action plan in place to address gaps in our ability to provide barrier free access to travel by end of 2026. This will address any gaps and put a timeline to correct short falls.

Procurement of Goods, Services, and Facilities

Procurement refers to the act of purchasing, including the overall evaluation process leading up to the purchase. The procurement of goods, services and facilities can include purchasing equipment (e.g., lifts, wheelchairs, or aircrafts and rail cars), putting contracts or arrangements in place for the provision of services (e.g., ground handlers who package, load and unload mobility aids, ground transportation service providers, such as taxi drivers, who provide service to and from terminals), and for specifications and requirements related to newly built or renovated terminals and any related facilities.

Public tendering documents will include any relevant input from the AAG.

Lease agreements will include any relevant input from the AAG.

To be completed as tenders and leases are issued or renewed. Will be updated by 2026.

The Design and Delivery of Programs and Services

The FIAA will ensure that any new programs and services implemented at the airport will be in consultation with the AAG.

Review current services provided at the airport to ensure they are not putting barriers in place to accessible travel this will be in consultation with the AAG.

This will be completed by 2026.

Transportation

The FIAA has ensured those contracts with transportation providers at the airport address accessibility.

With consultation of the AAG review all contracts with our ground transportation providers to ensure that accessibility is a priority.

Review will happen on an ongoing basis as contracts are renewed.

The FIAA has worked with our transport provider, city of Fredericton and our community in the past year to ensure that our provider was able to acquire accessible vehicles to provide accessible transport not just for the airport but also the city.

Consultations

1. The CNIB has reviewed our website for accessibility and approved it for persons with visual disabilities.
2. Fredericton Airport has used a third party to conduct the consultation process. Ability NB conducted a review of the airport using their Accessibility Review Tool. Their Review Tool was developed with the expertise of a technical team, which consists of representatives with lived experience, architects, engineers, various government entities, occupational therapists, and other disability organizations, such as

Inclusion NB. The results of the review will enable the airport to identify gaps in accessibility. This information will be use in our plan to ensure we continually remove barriers going forward.

This assessment tool reviews employer sites and provides specific recommendations for innovative designs, modifications and adaptations that would enable more businesses to hire people with a disability and attract a new customer base. Recommendations will reflect best practice standards in universal and barrier-free design, accessibility legislation, regulations, and relevant human rights. The review tool will also include funding sources and links to agencies that assist with the hiring and recruitment of persons with a disability. The review looked at our facility and reviewed all interior and exterior spaces and features and provided extensive feedback on any improvements that could be made to reduce obstacles for anybody with disabilities.

The review was conducted on September 12 and 13, 2023 by Wendy Scott and Melika Belliveau of Ability New Brunswick. A PDF of the confidential review with a detailed list of recommendations was received by Fredericton Airport on November 9, 2023. This report is being used to help develop barrier-free access to the traveling public.

The review report was updated in September 2024.

The review covered seven key areas at the airport and recommendations were made. Below is a list of the key areas.

Entrances

Interior Features

Washrooms

Wayfinding and Signage

Emergency/Evacuation

Parking

Routes from Parking to Entrance

3. The airport has also established an Accessibility Advisory Group (AAG) for the Fredericton Airport. This group currently consist of representation from local organizations to advise the airport on best practises with regards to accessibility in all aspects of our operations. The group will also help the airport decide what improvements could be made using the Ability New Brunswick review report.

The AAG was established to provide advice and recommendations to the FIAA on matters related to accessibility and inclusion. The group aims to ensure that all programs, services, and facilities are accessible to individuals with disabilities, promoting an inclusive environment.

The group had its first meeting on March 12, 2025, and consists of representation from:

- Ability NB
- Deaf and Hard of Hearing Services New Brunswick
- Inclusion New Brunswick
- Learning Disabilities Association of New Brunswick
- University of New Brunswick, and
- Vision Loss Rehabilitation.

Feedback Information

After communication with our customers through our info email and by phone, the FIAA implemented the Sunflower program – this will help staff recognize people with hidden disabilities to be able to better understand their needs. Details can be found [here](#).

The FIAA has received the following email feedback from travelers and family members.

Received August 24,2024

Last week I had a 93-year-old friend visiting from Albera (traveling alone) The help and assistance at the airport on arrival and departure was exceptional. Unfortunately, I didn't get the name of the lady on security on arrival but on departure it was a lady called [REDACTED]. Both were very caring, considerate, and obviously took their job seriously. They were a credit. Thank you to both.

Received March 12,2025

KOODOS to [REDACTED], a security guard that works with you there at YFC. This morning at 3:30 AM I found myself at our airport to pick up my daughter and 3 grandchildren who were returning from a week's vacation in Cuba. While waiting for them to clear customs, alarms on my Insulin pump started sounding off. I found myself at 2.6 mmol/L when I shouldn't have been any lower than 4.0. Surprisingly, I was able to start a search for some form of vending machine and some carbs. Being unfamiliar with the airport I immediately reached out to a security staff of the airport for help while he was managing his post in the baggage carousel area. He immediately took charge and directed me to the closest VM. He chose the product I needed in the machine, but the machine would not accept my debit card and I have never used the TAP feature and had no cash on me, he ran to one of his work mates and returned with a \$5 bill but there was not a slot we could find on the machine where to bill could be inserted. I was getting nervous. He pulled out his wallet and his debit card and paid for my carbs. What a nice guy!!

I asked him for an email address so I could repay but he insisted that this was on him! I of course Thanked him, took the carbs and grabbed a chair to recoup a bit and to wait for my family. I was surprised that he went out of his way at least twice afterwards to come to check on me and make sure all was well. So very much appreciated.

You have a good one there! Its comforting to know that there are still some good people out there in this world and time.

Thanks again [REDACTED]

An appreciative customer.

Please see the feed back we received from the Ability NB's Accessibility Review. The AAG will review this feed back and make recommendations to the airport on what areas we should focus on and what priority.

Ability NB Review Findings.

Entrances

- 2 - Install tactile signage at entrances that complies with Section 8.0 of the Accessibility Tool.
- 3 - Use the International Symbol of Access to identify the location of the accessible entrances.
- 4c - Colour contrast the entrance from the surroundings walls or surfaces.
- 4d - Identify the entrance with tactile indicators, such as cane detectors or surface changes.
- 20 - Ensure the directory in arrivals complies with Section 8.0 of the Accessibility Tool by adding tactile features and reducing the glare.

Interior Features

2a - Lower power doors controls for hand activation to be located between 90cm and 110cm above the floor level.

2b - Install foot activation controls for power doors located 15cm to 30cm above the floor.

2g - Install a cane detectable guard on the hinged side of power doors that swing into the path of travel.

3b - Colour contrast interior doors from the surrounding walls or surfaces.

3c - Identify interior doors with tactile indicators, such as cane detectors or surface changes.

5 - Provide at least 170cm by 170cm of clear, level floor area from the pull side of interior doors.

7b - Provide at least 60cm of clear space from the latch on the pull side of the door.

11a - Ensure the pushing or pushing force of the interior swinging doors does not exceed 22N.

15 - Provide a minimum of 180cm of unobstructed pathway to all areas of the facility, including in aisles.

20c - Ensure the vending machines have controls located at a height between 40cm to 120cm.

21a - Add a lowered section to service counters no higher than 86.5cm from the floor.

21c - Provide service counters with tactile signage to identify their locations.

21d - Provide service counters with tactile direction surface indicators.

28 - Ensure the seating areas comply with Section 4.2 of the Accessibility Tool.

29c - Locate the outside relief area for service animals away from vehicular access routes.

29d - Provide a grassy area of at least 150cm by 150cm for the relief area for service animals in the security area.

30 - Install ceiling or floor materials that will buffer sound, so it is not unduly amplified.

31a - Provide a sensory-friendly environment that has limited background noise.

31c - Ensure all rooms and paths of travel are well-illuminated, without exceeding 500 lux, except where there is natural light.

32c - Provide knee clearance under the water fountain/bottle filling stations that is at least 75cm wide, 43cm deep, and 68cm in height.

33 - Ensure the cantilevered water fountain/bottle filling station in Arrivals is cane-detectable or recessed with a toe space of at least 80cm wide, 23cm deep, and 23cm high.

Seating Areas

3 - Add a minimum of two designated wheelchair spaces in each seating area to comply with Table 3.8.2.3 in the Barrier-Free Design Building Code NB Reg 2021-3.

4 - Provide an unobstructed accessible path of travel of at least 92cm wide in the seating areas.

5 - Install tactile direction surface indicators to the path of travel through all seating areas.

6 - Provide designated seating spaces are clear, level, and has removable seats.

9a - Ensure benches or seats are stable or fixed.

9b - Ensure benches or seats are at a height between 43cm and 48.5cm from the floor.

9c - Provide a variety of seating styles (e.g. some with armrests, some without).

10 - Provide two or more designated accessible seating spaces that are located side-by-side in each seating area.

11a - Provide colour contrast between the floor and the walls in the seating areas.

11b - Provide colour contrast between the walls and the tables in the seating areas.

11c - Provide colour contrast between the tables and the chairs in the seating areas.

13a - Ensure spaces designated for wheelchair use are not less than 90cm wide to 152.2cm wide to permit a wheelchair to enter from a side approach.

13b - Ensure spaces designated for wheelchair use are not less than 120cm long where the wheelchair enters from the front or rear of the space.

15 - Provide knee clearance underneath tables that is at least 68.5cm high by 80cm wide by 48cm deep.

16 - Provide a lowered section of bars that are no more than 86.5cm from the floor.

18 - Provide power outlets between 45.5cm and 55cm from the floor to allow recharging of batteries for electric mobility aids.

Washrooms

13 - Provide colour contrast between the walls and floor.

16a - Install tactile walking surface indicators in the washrooms.

16b - Install tactile signage with braille to indicate the accessible stalls.

18b - Mount baby change tables so they have a knee clearance of at least 68.5cm high.

5.1 Sink Areas

2 - Insulate the pipes under the washroom sinks to prevent a burn hazard.

3a - Lower washroom mirrors to not more than 100cm from the floor.

3b - Mount washroom mirrors in a fixed, inclined position.

6 - Lower the soap dispensers to be no higher than 110cm above the floor.

5.2 Accessible Stalls

- 5 - Install signage on the accessible stall door that complies with Section 8.0 of the Accessibility Tool.
- 6a - Provide a stall door that has a clear opening of at least 85cm when in the open wide position.
- 6c - Ensure the stall door self-closes when at rest so it is not open more than 5cm.
- 8c - Mount exterior pull handles horizontally with their centerline located 12cm to 22cm from the latch side.
- 8d - Mount exterior pull handles 80cm to 100cm from the floor.
- 9c - Mount interior pull handles horizontally with their centerline located 12cm to 22cm from the latch side.
- 9d - Mount interior pull handles 80cm to 100cm from the floor.
- 10 - Lower the stall door locking mechanisms so they are not more than 100cm above the floor.
- 11 - Ensure the interior space of the stall is 160cm by 150cm or greater.
- 12 - Ensure there is a 46cm to 48cm distance between the centerline of the toilet and the wall on one side.
- 19a - Lower the toilet paper dispenser to be mounted below the grab bar without obstructing its use.
- 19b - Mount toilet paper dispenser in line with or not more than 30cm in front of the toilet.
- 19d - Provide toilet paper dispensers made of an open design that does not impede access by encasing the toilet paper.
- 20a - Mount coat hooks on the side wall of the stall.
- 20c - Lower coat hooks so they are mounted not more than 120cm from the floor.
- 22 - Install emergency call buttons in the accessible stalls.

Urinals

- 1 - Mount urinals with the opening of the basin no higher than 43cm from the floor.
- 5c - Mount grab bars with the center of the bar 100cm from the floor.
- 6a - Install a centerline indicator that is centered on the urinal.
- 6b - Mount the centerline indicator of the urinal not less than 15cm above the upper rim and extended to a height of at least 130cm from the floor.
- 6c - Provide a centerline indicator that is at least 5cm wide.
- 6d - Provide a centerline indicator that is raised at least 3mm from the wall surface.
- 6e - Colour contrast the centerline indicator from the back wall.

Universal Washrooms

- 5a - Provide universal washroom doors that are at least 85cm wide, excluding any hardware, when in open position.
- 5c - Identify universal washroom doors with tactile indicators, such as cane detectors or surface changes.
- 6 - Provide at least 170cm by 170cm of clear, level floor area from the pull side of the door.
- 8b - Provide at least 60cm of clear space from the latch on the pull side of the universal washroom door.
- 12a - Ensure the pushing or pulling force of the washroom doors does not exceed 22N.
- 13 - Colour contrast the universal washroom from the walls, floor, sink area and stalls.
- 16a - Install tactile walking surface indicators.
- 16b - Install tactile signage with braille indicating the accessible stalls.
- 18a - Provide toilet seats with a height between 43cm and 46cm.

- 23a - Mount the toilet paper dispenser below the grab bar without obstructing its use.
- 23b - Move the toilet paper dispenser to be in line with or not more than 30cm in front of the toilet seat.
- 23d - Install a toilet paper dispenser made of an open design that does not impede access by encasing the toilet paper.
- 24 - Mount supply dispensers so their controls are located no higher than 120cm from the floor.
- 25 - Move coat hook on the side wall and at a height not more than 120cm from the floor and projects not more than 5cm from the wall.
- 26a - Provide a shelf or counter for medical supplies, purses, etc. that is no higher than 120cm in the nursing room.
- 26b - Provide a shelf or counter at least 20cm wide by 40cm long in the nursing room.
- 27a - Install an adult change table that is at least 76cm by 183cm long.
- 27b - Ensure the adult change table has a surface height above the floor that can be adjusted between 45cm and 50cm at low range and between 85cm and 90cm at the high range.
- 27c - The adult change table should have surfaces free of sharp edges, corners, or abrasive materials.
- 27d - The adult change table should be easy to clean.
- 27e - Provide an adult change table that is designed to support a weight of at least 250kg (551lb).
- 27f - Ensure the adult change table has controls no higher than 120cm.
- 28a - Provide a transfer space for the adult change table that is 90cm wide by 150cm long.
- 28b - Provide a transfer space adjacent to the adult change table.
- 28c - Ensure the adult change table has a transfer space that does not impede the clear transfer space when in position for use.
- 29a - Install a grab bar for the adult change table that is centered on the long dimension of the bench.
- 29b - Provide a grab bar that is at least 120cm long.

29c - Mount the grab bar so it can be used regardless of the bench height adjustment.

29d - Ensure grab bar is slip-resistant.

29e - Provide a grab bar with a diameter between 3cm and 4cm.

29f - Mount the grab bar with a space between 3.5cm and 4.5cm between the wall and the bar.

30b - Raise baby change tables so they have a knee clearance of at least 68.5cm high.

31a - Install an emergency call system that can be activated by a control inside the washrooms which will activate audible and visual signal devices inside and outside the washrooms.

31b - Install signage with lettering at least 2.5cm and posted above the emergency button to indicate that signal devices will be activated when the button is pushed.

31c - Install signage outside the washrooms with instructions to passerby on how to retrieve the washroom key, open the door, and render assistance in the event of an emergency.

33 - Insulate sink pipes to prevent a burn hazard.

34a - Lower mirrors to not more than 100cm from the floor.

34b - Mount mirrors in a fixed, inclined position.

37 - Lower the soap dispenser to no higher than 110cm above the floor.

40 - Lower the hand dryer or towel dispensers to be no higher than 120cm from the floor.

Wayfinding and Signage

3b - Pictograms, symbols and graphics must be at least 15cm in height.

13b - Mount signs 140cm to 160cm from door jambs.

14 - Position signage to avoid shadow areas and provide a glare-free surface.

15 - Provide audio signs that are automatic or can be manually activated when needed.

9.0 Emergency/Evacuation

1a - Post an evacuation plan for the building.

1b - Provide a plan for when the elevator does not operate.

2a - Mount the evacuation plan with the horizontal centerline 150cm from the floor.

2b - Provide the evacuation plan in alternative formats (e.g. print, digital).

2c - Ensure the signage complies with Section 8.0 of the Accessibility Tool.

5 - Ensure emergency exit doors have a width of at least 85cm wide.

6 - Install signage on emergency exit doors that complies with Section 8.0 of the Accessibility Tool.

7a - Provide at least 180cm width for emergency hallways or corridors.

7b - Clearly identify emergency hallways or corridors as accessible evacuation routes on the evacuation plan.

7c - Equip emergency hallways with wayfinding signage to identify them.

8a - Provide an area of refuge that has a clear, unobstructed floor space of at least 85cm by 135cm.

8b - Equip the area of refuge with a hands-free communication system mounted not higher than 120cm from the floor.

8c - Locate the area of refuge directly by an exit or a firefighter's elevator.

8d - Install wayfinding signage to indicate the location of the area of refuge.

8e - Clearly identify the area of refuge on the posted evacuation plan.

9 - Provide emergency lighting that exceeds 10 lux to identify the area of refuge.

11 - Add an emergency call system to accessible washrooms.

12 - Ensure accessible washroom doors can be unlocked from the outside in case of an emergency.

0.0 Parking

5 - Provide designated parking spaces that are at least 750cm long.

6 - Provide access aisles that are not less than 200cm wide and 750cm long, adjacent and parallel to the vehicle pull up space.

8 - Provide vertically mounted signs with the International Symbol of Access with the center between 150cm and 200cm from the ground.

9 - Install tactile walking surface indicators around the perimeter of the designated parking spaces.

12b - Curb ramps must have a running slope of at least 1:15 (2%).

12c - Curb ramps must have a cross slope not steeper than 1:50 (2%).

12d - Provide curb ramps with tactile indicators that extend the full width of the ramp and begin 30cm to 35cm from the edge of the road.

12e - Curb ramps must have a width of at least 150cm.

12g - Curb ramps must have a clear, level area of at least 135cm by 135cm at the top of the ramp.

13 - Ensure designated parking spaces located within 5000cm of the accessible entrance and are easy to locate from the main route.

14b - Provide passenger pick up/drop off zones with an access aisle that is at least 150cm wide and 700cm long, adjacent and parallel to the vehicle pull-up space.

20a - Install ticket or payment machines with the centerline of operating controls located between 40cm and 120cm from the ground surface.

21f - Provide tactile graphics on the keys of ticket or payment machines equipped with a keypad.

11.0 Routes from Parking to Entrance

2 - Install tactile walking surface indicators to identify the path of travel to the accessible entrance.

4a - Ensure the crosswalk is connected to an unobstructed, accessible path of travel at grade level.

5b - Provide tactile walking surface indicators for the crosswalk.

5c - Where possible, provide acoustic locator signals for the crosswalk.

5d - Where possible, provide vibro-tactile signal buttons for the crosswalk.

9 - Ensure the surface of the route is firm and slip-resistant, direct and level.

10 - Provide a route that is well-drained to prevent accumulation of water, snow and ice in the short-term parking area.

Conclusion

The Fredericton International Airport Authority (FIAA) is committed to providing an accessible and inclusive traveling experience for persons of all abilities

We will continue to consult with the community and update our Accessibility Plan, as outlined in the applicable acts and regulations, to prevent new barriers from occurring, and where possible, quickly address any existing ones.

This Report, and our commitment herein, reflect our ongoing efforts to provide an accessible air terminal building to contribute towards a barrier-free Canada.