

# Accessibility Plan 2026 - 2028

11 May 2026



KEEWATIN AIR LP  
ᐱᑦᑦᑦᑦᑦ ᐱᑦᑦᑦᑦᑦ

## **Copyright**

© 2026 by Keewatin Air LP, all rights reserved. No part of this publication may be reproduced, photocopied, stored in a retrieval system, transmitted, or translated into any language without the prior written consent of Keewatin Air LP.

---

## Table of Contents

---

Part 1: General .....	4
Part 2: Employment .....	9
Part 3: The Built Environment.....	10
Part 4: Information and Communication Technologies (ICT).....	12
Part 5: Communication, Other Than ICT .....	13
Part 6: The Procurement of Goods, Services, and Facilities .....	14
Part 7: The Design and Delivery of Programs and Services.....	16
Part 8: Transportation .....	18
Part 9: Provisions of CTA Accessibility Regulations .....	19
Part 10: Consultations .....	21
Part 11: Training .....	24

## **Part 1: General**

---

### **1.1 Background**

Keewatin Air LP (KAL) is committed to complying with the Accessible Canada Act, the Accessibility for Manitoban's Act, and the requirements for accessibility as required by the Canadian Transportation Agency (CTA).

### **1.2 Executive Summary**

KAL published its first Accessibility Plan in 2023. KAL's Accessibility Plan, annual Progress Report(s) and the related Policies of our Organization, support and align with KAL's Values. These Values include dignity, supporting independence, integration, and equal opportunity for people with disabilities.

We continue to seek to provide alternate ways to access our goods and services when a barrier is identified which inhibits accessing our goods and services for employees and for users of our services. Any alternatives identified will meet the requirements of the Canadian Air Regulations (CARs), as well as the requirements of Airside Security as required by regulation.

This Plan document is intended to meet the requirements of the Accessible Canada Act, the Accessibility for Manitoban's Act, and the requirements for Accessibility as required by the Canadian Transportation Agency.

It is important to note that KAL is a medevac air operator that serves our Government Customers via providing safe, efficient, and high-quality air ambulance and medevac services from some of Canada's most remote regions to health care centres in larger communities. Most of our facilities are not open to the public. On rare occasion where we are providing service as a charter air operator, we subscribe to the requirements of accessibility under the terms of our Licence with the Canadian Transportation Agency (CTA). Our Plan focuses primarily on ensuring we continue to uphold our current established programs and measures to ensure access to our facilities for employees. Ensuring accessibility for our employees also provides accessibility to our occasional Charter Passengers and Governmental visitors to our Administration Office facility.

KAL was an early adopter of accessibility, and accessibility's importance in providing meaningful outcomes to stakeholders.

In developing our Plan, we initially engaged and consulted with the Manitoba Accessibility Commissioner's Office. The Office provided excellent advice on common issues that most frequently negatively impact accessibility to facilities and users of those facilities. Following on from the initial consultation, KAL has supported initiatives in the aviation industry to interface with stakeholders, including through participation with industry associations, such as the Northern Air Transport Association (NATA).

Based on the advice and guidance of the Office, and consultations with government, KAL developed a formal policy to put into writing the measures we had in place, improved our existing measures, and enhanced our training. Our policy and procedure to maximize accessibility for both customers and employees are described in the document: "Accessible Customer Service Policy, 15 January 2022-Revision 1 - 04 Dec 2023" which is posted on Keewatin Air LP's website: [www.keewatinair.ca](http://www.keewatinair.ca). A summary of our Policy is also visible at the entranceway to our head office facility at 50 Morberg Way, Winnipeg, MB in large print signage.

A copy of this Accessibility Plan as well our previous Plan and Progress Reports are available on our website: [www.keewatinair.ca/accessibility](http://www.keewatinair.ca/accessibility)

### **1.3 Person Responsible**

The person responsible for maintaining the Accessible Customer Service Policy & Plan is:

Keewatin Air LP

Director, Business Development and Strategic Planning

50 Morberg Way

Winnipeg, MB R3H 0A4

(204) 784-6524

[jkliwer@keewatinair.ca](mailto:jkliwer@keewatinair.ca)

### **1.4 Requests for Alternate Formats of the Accessibility Plan, Accessibility Plan Progress Report(s), or Alternate Formats of the Description of the Feedback Process**

Requests for an alternate format(s) of the KAL Accessibility Plan, Plan Progress Report(s) or of the Feedback Process can be made via the

---

following methods:

- **In person:**

Keewatin Air  
50 Morberg Way  
Winnipeg, MB  
Request to speak to: Director, Business Development and Strategic  
Planning

- **By Mail:**

Keewatin Air  
50 Morberg Way  
Winnipeg, MB  
Attention: Director, Business Development and Strategic Planning

- **By Phone:**

(204) 784-6524

- **By Email:**

[jkliwer@keewatinair.ca](mailto:jkliwer@keewatinair.ca)

- **By Our Website:**

<https://www.keewatinair.ca/contact.html>

## 1.5 Feedback Process

### (A) Submitting Feedback

Feedback about our Plan may be provided by contacting:

- **In person:**

Keewatin Air

50 Morberg Way

Winnipeg, MB

Request to speak to: Director, Business Development and Strategic Planning

- **By Mail (Including Anonymous Feedback):**

Keewatin Air

50 Morberg Way

Winnipeg, MB

Attention: Director, Business Development and Strategic Planning

- **By Phone (Including Anonymous Feedback):**

(204) 784-6524

- **By Email:**

[jkliwer@keewatinair.ca](mailto:jkliwer@keewatinair.ca)

- **By Our Website:**

<https://www.keewatinair.ca/contact.html>

Feedback received, including anonymous feedback, is directed to management via our Safety Management System (SMS). This system enables us to capture the received feedback, assess and problem solve, assign actions, ensure actions occur, and report these to our Safety Committee.

### (B) Acknowledgement of Feedback

Keewatin Air will acknowledge the Receipt of Feedback, other than anonymous feedback, to the sender via the same manner/methodology in which it was received.

## **Part 2: Employment**

---

### **2.1 Barriers**

Keewatin Air LP (KAL) was not able to identify barriers to employment at KAL.

### **2.2 Actions To Prevent Future Barriers**

KAL will continue to adhere to our Equal Opportunity Employment Policy (Policy # B2). This policy came into force in January 2006 and was updated in 31 Oct 2025. The policy provides:

- KAL hires, trains, promotes, and compensates all employees based on their personal competence and potential for advancement, without regard for: race, colour, religion, age, national or ethnic origin, gender declaration, marital status, family status, disability, or conviction for which a pardon has been granted.
- Our Equal Employment Opportunity Policy and philosophy applies to all aspects of employment with KAL, including recruitment, hiring, training, transfer, promotion, job benefits, pay, dismissal, educational assistance, and social/recreational activities.

In addition, KAL will continue to consult with our stakeholders and review any developments or suggestions for improvements received. We will collaborate as needed to remedy any future barriers identified.

### **2.3 Roles / Responsibilities**

It is the responsibility of the Keewatin Air Executive Team to review any instances where an ICT barrier is identified. The receipt, discussion, feedback to complainant, and any corrective actions taken are managed by the Director, Business Development and Strategic Planning under the Authority of the CEO of Keewatin Air LP.

### **2.4 Determining and Tracking Intended Outcomes**

Complaints or potential improvements are tracked via our existing Safety Management System where the occurrence, investigation, root cause, corrective actions, and outcome can be managed ensuring the actions are completed.

## **Part 3: The Built Environment**

---

### **3.1 Barriers**

In consultation with our stakeholders, Keewatin Air LP (KAL) has previously identified the following potential barriers / common issues encountered by persons; including:

- i. Accommodation of the use of assistive devices/technologies.
- ii. Collaboration with Support Persons
- iii. Supporting Access to our Facilities and Premises for Service Animals
- iv. Maintaining our Accessibility Features.

### **3.2 Actions To Prevent Future Barriers**

To maintain an accessible environment, KAL developed and published an Accessible Customer Service Policy in January 2022. The four barriers as identified above are addressed within our Accessible Customer Service Policy Document, as are our Practices/Procedures for minimizing or removing barriers listed in section 3.1, above.

The Practices/Procedures are described in the Accessible Customer Service Policy sections:

- Accommodating the Use of Assistive Devices (See Part 3)
- Collaboration with Support Persons (See Part 4)
- Support to Access our Facilities and Premises for Service Animals (See Part 5)
- Maintenance of Accessibility Features at our Public Facilities (See Part 6)
- Training for Employees (See Part 8)

Further, as an organization that has expanded our Built Environment over the past three years, maintaining and enhancing our accessibility to those facilities has been discussed, and will continue to be discussed and designed in future facility plans in partnership with our stakeholders and with the support of our architectural and engineering firms.

### **3.3 Roles / Responsibilities**

It is the responsibility of the Keewatin Air Executive Team to review any instances where a Communication Barrier is identified. The receipt, discussion, feedback to complainant, and any corrective actions taken are managed by the Director, Business Development and Strategic Planning under the Authority of the CEO of Keewatin Air LP.

### **3.4 Determining and Tracking Intended Outcomes**

Complaints or potential improvements are tracked via our existing Safety Management System where the occurrence, investigation, root cause, corrective actions, and outcome can be managed ensuring the actions are completed.

## **Part 4: Information and Communication Technologies (ICT)**

---

### **4.1 Barriers**

Keewatin Air LP (KAL) was not able to identify barriers to ICT at Keewatin Air.

### **4.2 Actions To Prevent Future Barriers**

Keewatin Air LP will continue to consult with our stakeholders and review any developments or suggestions for improvements received. We will collaborate as needed to remedy any future barriers identified.

### **4.3 Roles / Responsibilities**

It is the responsibility of the Keewatin Air Executive Team to review any instances where an ICT barrier is identified. The receipt, discussion, feedback to complainant, and any corrective actions taken are managed by the Director, Business Development and Strategic Planning under the Authority of the President/CEO of Keewatin Air LP.

### **4.4 Determining and Tracking Intended Outcomes**

Complaints or potential improvements are tracked via our existing Safety Management System where the occurrence, investigation, root cause, corrective actions, and outcome can be managed ensuring the actions are completed.

## **Part 5: Communication, Other Than ICT**

---

### **5.1 Barriers**

In our consultations, Keewatin Air LP (KAL) identified several potential barriers / common issues, including:

- i. Meeting Communication needs by offering to Communicate using Alternative Methods
- ii. Collaborating with Support Persons

### **5.2 Actions To Prevent Future Barriers**

To address and maintain an accessible workplace, the organization developed an Accessible Customer Service Policy in January 2022. The two Barriers identified above are within the Policy Document, as are our Practices to minimize and/or remove the barrier(s) listed in section 5.1, above. The specific measures are described in:

- Part 2 – Meeting Communication Needs
- Part 4 – Collaboration with Support Persons
- Part 8 - Training

Keewatin Air LP will continue to consult with our stakeholders and review any developments or suggestions for improvements received. We will collaborate as needed to remedy any future barriers identified.

### **5.3 Roles / Responsibilities**

It is the responsibility of the Keewatin Air Executive Team to review any instances where a Communication Barrier is identified. The receipt, discussion, feedback to complainant, and any corrective actions taken are managed by the Director, Business Development and Strategic Planning under the Authority of the President/CEO of Keewatin Air LP.

### **5.4 Determining and Tracking Intended Outcomes**

Complaints or potential improvements are tracked via our existing Safety Management System where the occurrence, investigation, root cause, corrective actions, and outcome can be managed ensuring the actions are completed.

---

## Part 6: The Procurement of Goods, Services, and Facilities

---

### 6.1 Barriers

Air LP noted in our second Progress Report that we were seeking to include and incorporate the intentions of the *Inuit Language Protection Act* by ensuring that we are able to effectively communicate with a patient (a potentially unilingual patient) in the official language of Nunavut as spoken by the patient.

Our considerations for corrective actions include:

- The signage in our facilities can incorporate pictographs that can be universally understood.
- Where pictographs are not feasible, signage can be modified to include Inuktitut syllabics.

Keewatin Air LP has engaged with an accredited organization in Nunavut in order to provide some translation services to Keewatin Air LP. These projects include the use of symbolics in our website, and, the use of signage incorporating symbolics in our aircraft providing medevac services in Nunavut.

These activities are currently holding whilst a long-term procurement process is occurring for the Government of Nunavut regarding the provision of air ambulance services for the Territory. Once the finalized Agreement has been executed, which is expected in calendar year 2026, we will continue with our implementation.

Further and in addition to the measures provided in Part 3 of this Plan, in procuring facilities, Keewatin Air LP shall continue to review the accessibility of potential facilities items as part of our overall determination of suitability.

Items of consideration include:

- Assessing if there is space for people with mobility aids to move efficiently.
- Assessing if seating can accommodate persons of various builds/sizes and abilities.
- Assessing the Facility (Landlord's) plan/practice to remove obstacles and environmental hazards such as ice and snow.
- Assessing the accessibility features of the premises including but not limited to:
  - Wide Door Entrances and Exits
  - Automatic Doors Triggered by Motion
  - Tile or Low Pile Carpeting to support the use of mobility devices.

- Accessible washrooms
- Second floor Access via elevator
- The inspection, cleaning and maintenance program supporting the facility.

Keewatin Air LP will continue to consult with our stakeholders and review any developments or suggestions for improvements received. We will collaborate as needed to remedy any future barriers identified.

### **6.3 Roles / Responsibilities**

It is the responsibility of the Keewatin Air Executive Team to review any instances where a Barrier to the Procurement of Goods, Services, and Facilities is identified. The receipt, discussion, feedback to complainant, and any corrective actions taken are managed by the Director, Business Development and Strategic Planning under the Authority of the CEO of Keewatin Air LP.

### **6.4 Determining and Tracking Intended Outcomes**

Complaints or potential improvements are tracked via our existing Safety Management System where the occurrence, investigation, root cause, corrective actions, and outcome can be managed ensuring the actions are completed.

---

## Part 7: The Design and Delivery of Programs and Services

---

### 7.1 Barriers

Keewatin Air LP has set of goal of furthering our signage and communication material to include and incorporate the intentions of the *Inuit Language Protection Act* by ensuring that we are able to effectively communicate with a patient (a potentially unilingual patient) in the official language of Nunavut as spoken by the patient. While not effected by a hearing or oral speaking challenge (ex. Hearing loss), the inability for persons to properly read and understand the signage in our facilities has a similar (or “like”) effect of presenting an accessibility barrier.

Our considerations for corrective actions for providing our services include:

- The signage in our aircraft can incorporate pictographs that can be universally understood, where this is acceptable to Transport Canada.
- Where pictographs are not feasible, signage can be modified to include Inuktitut syllabics.
- We will investigate the feasibility of providing pre-flight briefings to unilingual Nunavut residents via electronic means (announcements/i-pad video).

These activities are currently holding whilst a long-term procurement process is occurring for the Government of Nunavut regarding the provision of air ambulance services for the Territory. Once the finalized Agreement has been executed, which is expected in calendar year 2026, we will continue with our implementation.

### 7.2 Actions To Prevent Future Barriers

Keewatin Air LP will continue to consult with our stakeholders, including but not limited to the Canadian Transportation Agency, Transport Canada, and the Accessibility for Manitobans Office to ensure we are meeting the requirements for accessibility per the regulations, as well as ensuring the safety of our employees and service users.

We will review any developments or suggestions for improvements received.

### 7.3 Roles / Responsibilities

It is the responsibility of the Keewatin Air Executive Team to review any instances where a Program or Service Barrier is identified. The receipt, discussion, feedback to complainant, and any corrective actions taken are managed by the Director,

Business Development and Strategic Planning under the Authority of the CEO of Keewatin Air LP. Where the barrier relates to the provision of medical services, consultation with our Medical Management and Medical Directors occurs.

#### **7.4 Determining and Tracking Intended Outcomes**

Complaints or potential improvements are tracked via our existing Safety Management System where the occurrence, investigation, root cause, corrective actions, and outcome can be managed ensuring the actions are completed.

## **Part 8: Transportation**

---

### **8.1 Barriers**

As a medevac/air ambulance service provider, we have incorporated Transportation with Part 7, Design and Delivery of Programs and Services.

## **Part 9: Provisions of CTA Accessibility Regulations**

---

### **9.1 General**

Keewatin Air LP incorporates provisions of the Canadian Transportation Agency (CTA) where and when Keewatin Air LP is providing chartered air services (non-medevac/air ambulance charter passenger services).

### **9.2 Provisions of the CTA that are Not Applicable**

- Accessible Transportation for Persons with Disability Regulations (ATPDR)

As small, charter air carrier that has a certified maximum carrying capacity of not more than 29 passengers, Keewatin Air LP is exempted the following parts of the ATPDR:

- Part 1
- Part 2
- Part 3
- Part 4
- Part 5

- Air Transport Regulations (ATR)

As small, charter air carrier that has a certified maximum carrying capacity of not less than 30 passengers, Keewatin Air LP is exempted the following parts of the Air Transport Regulations:

- Part VII

- Personnel Training for the Assistance of Persons with Disabilities Regulations (PTR)

Keewatin Air LP meets the requirements of the Personnel Training for the Assistance of Persons with Disabilities Regulations (PTR)

### 9.3 Activities Notwithstanding Exemptions or Inclusions

Notwithstanding the exemptions or inclusions as above, Keewatin Air LP has taken the important measures to ensure accessibility to our premises and aircraft that are incorporated into our Accessibility Policy. These accessibility measures benefit our occasional charter customers, as well as our current and future employees. These measures and the Section (Part) of our Accessibility Policy where they are incorporated include:

- Meeting Communication Needs (Part 2)
- Accommodating the Use of Assistive Devices (Part 3)
- Collaboration with Support Persons (Part 4)
- Support Access to our Premises for Service Animals (Part 5)
- Maintenance of Accessibility Features (Part 6)
- Feedback and Response to the Policy (Part 7)
- Training (Part 8)

---

## Part 10: Consultations

---

### 10.1 General

As a Manitoba based organization, Keewatin Air LP worked with the Manitoba Accessibility Office commencing in 2021 to evaluate the current state of our accessible customer service measures, and their extension to provide a more accessible workplace for current and future employees. This was extremely valuable as the suggestions and measures offered by the Manitoba Accessibility Office provided the organization with relevant information on barriers which exist for those with accessibility challenges.

The Manitoba Accessibility Office provided insight into assessing our current state, and desired future state for ensuring accessibility of our facilities for both customers and employees.

Consultations occurred via telephone conversations and participating in training which the Accessibility Office Provided to us, and finally, excellent templates and descriptive measures which we could incorporate into our overall Accessible Customer Service Policy.

### 10.2 Data Received

Specific areas which we garnered from the Manitoba Accessibility Office were:

- Communication Barriers faced by members of our society, and specific training and practices we could use to minimize and remove those barriers.
- Barriers faced by persons who used assistive devices (mobility devices) and specific training and practices we could use to minimize those barriers.
- Barriers faced by Support Persons carrying out their important role of improving the quality of life for those in their care, and specific training and practices on how to best collaborate with Support Persons in this important task.
- Barriers in accessing our premises for those requiring the support of Service Animals, and specific training and practices on how to accommodate Service Animals on our premises, and, when in the aircraft, accommodating the Service Animal according to the specifications of the Canadian Transportation Agency (CTA) and the Canadian Air Regulations (CARs)
- Assessing the barriers faced by customers and employees at our facilities, and specific training and measures that can be taken to provide full access to our facilities for all, as intended.
- Developing and integrating Feedback and Response Mechanisms into our Polic

- Ensuring Training to support our leadership and employees is provided and enables us to deliver on our intended outcome of Accessibility for All.
- The importance of posting our Accessibility Policy on our Website and at our Entranceway (Large Print Signage) to clearly communicate our desire and steps taken to ensure Accessibility for All.

### 10.3 Ongoing Consultations

As reported in Progress Report 1, KAL is a member of several industry associations. As such, KAL can benefit from the activities of our strategic partners and associations. For example, KAL is a member and has a seat on the Board of Directors with the Northern Air Transportation Association (NATA).

In Progress Report 2, KAL noted that on 09 May 2024, NATA's Executive Director attended a National Air Accessibility Summit in Ottawa, where approximately 100 stakeholders including accessibility advocates, the industry, and local / national associations met to discuss the current state of accessibility in the aviation sector.

Attendees at this Summit included:

- The Honourable Pablo Rodriguez
- The Honourable Kamal Khera
- Craig Hutton – Associate Assistant Deputy Minister, Transport Canada
- France Peugeot – Chari and Chief Executive Office, Canadian Transportation Agency
- Philip Rizcallah – Chief Executive Officer, Accessibility Standards Canada
- Robert Fenton – Chair, CNIB
- Dr. Jonathan Lai – Autism Alliance of Canada
- Jewelles Smith – Procne Navigation
- Joanne Smith – Spinal Cord Injury Ontario
- Christopher Sutton – Wavefront Centre for Communication Accessibility
- Josh Vander Vies – Vancouver International Airport
- National Airlines Council of Canada
- Canadian Airports Council
- Northern Air Transport Association
- Air Canada
- WestJet
- Canadian Union of Public Employees
- UNIFOR
- Canadian Air Transport Security Authority

A report was received from the NATA Executive and was reviewed by KAL for the identification of opportunities to further enhance our accessibility efforts. The essence of this report was that KAL should continue to abide by and implement any deficiencies we identify through our current feedback processes.

A second National Air Accessibility Summit was planned for May 2025, and KAL did not receive any information from that summit that has led to changing our current position or methodology for addressing accessibility issues.

#### **10.4 Summary**

It is important to note that Keewatin Air LP is an air operator that specifically provides air ambulance and emergency medical evacuation flights for some of Canada's most vulnerable communities. As such, our facilities are not open to the public, however an accessible facility enables employment opportunities.

Keewatin Air LP has been an early adopter of accessibility, and its importance in providing meaningful outcomes to stakeholders. Our policy and procedures support maximizing accessibility for both customers and employees.

## Part 11: Training

---

### 11.1 Overview

We provide training on accessibility to all employees of Keewatin. Employees that are responsible for developing or implementing our Accessibility Plan or Accessible Customer Service Policy also receive training.

### 11.2 Practices to Support Training

We provide training to employees via our internal learning management system which is required to be completed as a new employee, and thereafter annual. The learning management system is used to record who has completed the training.

Our staff complete two courses:

- ***Sensitivity Awareness and Persons with Disabilities***. As a Federally Regulated Airline and Employer, licensed under the Canadian Transportation Agency (CTA) Federal Regulations this training is required includes:
  - Policies
  - Needs of Persons with Disabilities (Multiple such as blind/deaf-blind-hard of hearing, mobility challenged)
  - Accessibility for All
    - Providing Assistance
    - Assisting with Mobility Aids
    - Transferring a person from their own mobility aid to the air carrier aid, and from the air carrier aid to a passenger seat
    - Guiding a person with visual impairment, hearing impairment
    - Assisting a person with difficulty in balance, agility, or coordination
  
- ***Accessible Customer Service*** (The AMA Training Portal)
  - Manitoba's Accessibility Law
  - Requirements for Accessible Customer Service
  - Creating Accessibility for Customers
  - Continuing Your Learning