

Thank you Council for chance to speak.

Thank you too for giving this whole issue such serious consideration.

### History:

Me - Flying floatplanes since 1976, 35 years here in Yukon, 25 off and on at Schwatka Lake. I represent myself and I was asked to represent Alpine and Dalayee tonight.

I Want to ensure understanding and answer any technical questions.

I recognize beauty and esthetic pleasing proximity of this lake.

Remember, the City of Whitehorse forced Airplanes up onto Schwatka Lake to operate

### Facts:

- Not all locations are suitable for floatplanes;
  - Floatplanes are relatively fragile
  - some sites too exposed to fetch (wind and wave)
  - many sites too shallow
  - maneuvering floatplanes can require more space than apparently allotted (depends on size, type, wind, pilot experience)
  - Aircraft (especially float planes) takeoff and land “INTO WIND” with few exceptions (sometimes wind is across the lake.....sometimes need to land in sheltered spot)
  - Departing aircraft may delay, but arriving aircraft have no options but landing.
- There is a genuine need for dock space by those who actually have floatplanes.
- BUT, There are NOT 19 new floatplanes waiting, (likely number is 3).
- Some confusion here because since restriction on number of docks by City of Whitehorse I have witnessed a move to secure spaces by many people without floatplanes;
  - as real estate investment or future financial gain?
  - to gain advantageous position for future restrictions by COW ?
  - to have option for future use for other purposes
  - other users (potential users) also see opportunity and react
- SAFETY? There has never been a floatplane accident at Schwatka Lake (that cannot be said for vehicles and boats);
  - Aircraft have advantage in visibility in landing
  - Pilots are trained, tested, certified and annual practice is mandated,
  - Relatively high values involved create incentive
- ENVIRONMENTAL SAFETY? There has never been a measurable environmental impact from floatplanes (that too cannot be said for vehicles and boats);
  - Pilots are again trained, tested, certified
  - Aircraft fuel is very low specific gravity (floats and evaporates), and very low-soluble component (orders of magnitude less than boats)
  - Standard refueling practices
  - Many Pilots/Owners have historically cleaned lake bottom and shoreline
- Transient aircraft require space to secure and refuel;
  - Realistic number of transients is not very many
  - Possibly could be more with better facilities
  - Two possible fuels required - JetA (for turbine engines) and 100LL (the rest)

- Any fixed means of delivery of fuel will be extremely high cost! Standards, Codes etc will make it non-feasible (IE experience at Yukon Wings)
- City risks;
  - Stepping into complex administrative matrix - Subject to Federal (TC) oversight and administration, and YTG (not ideal or efficient)
  - Most municipalities have avoided, or are trying to get out of aviation (IE Beaverlodge)
- Conclusions;
  - I don't recommend COW undertaking a complex and expensive management regime that isn't really justified.
  - The existing facilities has worked successfully for the operators. This current level of development exists because that is what works, and what can be afforded.
  - Margins are very thin in aviation, more so than many businesses.
  - In past there was no problem with docks, they were built, removed, sold or borrowed without restriction.

Finally, my caution for future planning, just because I think this should be said;

*Philosophy and Logic teaches us that when the the original premises of any debate are faulty, no conclusion can be valid!*

*When reading the original communication and terms of reference for this Plan it was apparent some results were already preferred. This is also done by selecting questions that are relevant only if unproven conditions are assumed. Such Machiavellian actions are easily perceived and raise anxiety.*

*And, later, the public consultation process like that held at Mount McIntyre actually only work when the outcome is not predetermined. Here too the terms of reference given from COW directed the results to preferred recommendations. Many people resent being manipulated in this way.*

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