

Glen Hart, Minister, Highways and Public Works  
Government of Yukon, Box 2703, Whitehorse, Yukon, Y1A 2C6

Ernie Bourassa, Mayor,  
City of Whitehorse, 2121 2<sup>nd</sup> Ave. , Whitehorse, Yukon, Y1A 1C2

Larry Bagnel, MP Yukon  
204-204 Black Street, Whitehorse, Yukon, Y1A 2M9

November 15, 2005

**Re: Meeting for Discussion - Development at Whitehorse Airport**

Dear Sirs;

A recent meeting was organized at the Whitehorse International Airport concerning hanger development there. It was organized by the Airport Manager and attended by officials of the Government of the Yukon, Aviation & Marine Services staff, the City of Whitehorse, and a significant number of concerned private and commercial aircraft operators and members of the general public. We appreciate and congratulate you for the opportunity to discuss issues that have affected all of us in the Yukon's flying fraternity. We believe that most people left that meeting feeling positive about the possibility of airport facility and service improvement in the future.

The members of the Canadian Owners and Pilots Association (Flight 106 Yukon) are intimately involved in use of the airport and understandably concerned about the state of development and use of the Whitehorse Airport. Time and again studies conducted by Canadian municipalities have proven that the construction of aviation related facilities and the provision of aviation related services result in an increase in the use of the airport and bring significant economic benefits to the community. Unfortunately what the recent meeting pointed out is that through a combination of bureaucratic circumstances development is being unintentionally discouraged or prevented and all these benefits are lost to Yukoners.

We believe strongly that private investment would make the improvements and developments needed and that for the most part, government investment would be supplemental to resolving most of the problems we are encountering. We also believe that there is currently considerable confusion about jurisdiction over airport activities and that a few simple agreements between the levels of government here would go a long way to providing the kinds of airport improvement witnessed in communities like has been the case in Goderich, Brampton, Vernon, Penticton, 108 Mile House, the list is extensive.

What we would like to do is invite you to our regular meeting for breakfast at **Ricki's** on **November 26 at 0900** where we propose to buy you breakfast in exchange for opportunity to brainstorm common objectives and ways to overcome any resolvable issues.

We can't guarantee that the discussion won't become spirited but we are a civilized lot, apart from the float plane pilots, and we recognize cooperation is needed to make progress, and it is not our intention to push you to make any commitments at this meeting. The objective is learning. What we have done to give you some background in this issue is attach an appendix to this letter. In it is a list of issues and experiences our members have provided at past meetings. We sincerely hope it doesn't scare you away from attending.

Sincerely

Chapter 106  
Canadian Owners & Pilots Association.

## **Appendix of Issues Discussed by COPA Chapter 106**

- A consistent theme was that basic “out of weather” aircraft storage is needed.
- A second theme is that simple services are needed (such as power outlets for resident as well as transient aircraft.)
- Both private individuals with recreational aircraft and commercial operators with multiple commercial aircraft have attempted to achieve this.
- In documented cases private investment into airport facilities has been curtailed because of
  - Ambiguity about building conditions (most are so restrictive or confusing that the projects have not even commenced). Who makes the rules?
  - Unnecessary / conflicting permit conditions inflate building costs to prohibitive levels
  - Lack of Government responsibility affects willingness to invest. (Existing leases are arbitrarily modified by the government without following the conditions included in the lease document itself.)
  - Without stable legal tenure investment is too risky
  - Lot size affects building conditions; affects building costs; affects willingness to invest
  - “Catch 22” is alive and well in the flying community, each bureaucracy deferring problems to a different authority than their own.
- In some cases significant commercial investments may have been persuaded to invest in “temporary” structures in order to gain approval for construction.
- In some cases seemingly simple facilities that support aviation, such as the provision of electrical services for transient aircraft are not available. Without a simple plug-in many aircraft dare not overnight in Whitehorse.
- Simple covered protection is abundant in communities like Dawson Creek, Brampton, Weirton, Goderich, Vernon, Penticton, 108 Mile House.
- While the Liberal government announces increased military spending we wonder if some of that may go to Military support aircraft or facilities here in Yukon. Currently;
  - The nearest military presence is in Comox British Columbia. Recent accidents in this Territory have been inadequately dealt with because of this absence of response capability (beyond spotting). This has put Yukon lives at risk.
  - Events that transpired here in Whitehorse on Sept 11, 2001 should have highlighted the need for some capability. When “distressed” Boeing 747 s arrived in our community it was under escort of US military aircraft.
  - The local Cadet Camp is forced to rent the one available rental aircraft in Yukon in order to provide familiarization flights from a private source.

- Large aircraft parking is only available from the RCMP, who it appears only supply it because of the absence of any other facilities. Their continued provision of this is likely at the local staff's personal good will and not without risk to the individuals.
- Rooms, Fuel, Meals, Tourism, Flight-seeing, Charter, all economic spin-offs (See COPA reports)
- Many private operators are forced to move to private strips because that is the only way their investment in structure and facilities can be protected. (Chicken Ranch, Storey, Albertini, TANTA, Outfitters, (estimate 15 private aircraft parked between Lake Laberge and City Limits))
- Stories of "fighting" between governments over internal funding for services scare away investment
- Who is calling the shots (Supreme Court rulings provided from COPA website).

\* This is just a list of the topics that have come up in this discussion.