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Subject: Yukon Aviation Advisory Group - Input Requested.
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YAAG Members,

As discussed at our January 18th meeting, attached for your review is the Scope of Work from the Terms of Reference for the update of the Vision 2020 planning document for the Whitehorse Airport. I haven't included all the administrative pieces that will form the tender package as I didn't think that would be of much interest to the group. If anyone would like to see them I am happy to share them with you.

We would like to tender this package fairly soon so that we can get the work underway as soon as possible. As such we likely won't have another YAAG meeting before we tender so I would ask if you have any comments or suggestions you send them to me no later than March 2nd.

If you have any questions feel free to give me a call.

Thanks in advance for your assistance with this.

Allan Nixon

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MASTER PLAN 2040, ERIK NIELSEN WHITEHORSE INTERNATIONAL AIRPORT Whitehorse, Yukon, 2017

Project Introduction

The Yukon Aviation System consists of Airports and Aerodromes throughout the Yukon Territory managed by the Yukon Government Transportation Aviation Branch, the largest of which is the Erik Nielsen Whitehorse International Airport (ENWIA). In 1996 the Erik Nielsen Whitehorse International Airport was devolved from Transport Canada to the Government of Yukon. ENWIA is the gateway to

the Yukon for national and international air traffic. It also serves as the regional hub for air traffic within the Yukon.

The airports and aerodromes of the Yukon Territory provide residents and stakeholders aviation access throughout the territory and ENWIA plays a pivotal role in this system.

Yukon Government is currently undertaking reviews of the remainder of the system under separate contracts, while this project will focus on ENWIA.

The current master plan for ENWIA, Vision 2020 – Development Plan, Whitehorse International Airport, was completed by a team led LPS Aviation Ltd. in January 2000. This plan is attached as Appendix A. The plan provided short, medium and long term development strategies for ENWIA which reflected the interests of Yukoners and the mandates of government, and has been used to guide development at ENWIA since 2000.

As the demands on the entire Yukon Aviation System change, there is a need to update the 2000 assessment of ENWIA. The Government of Yukon seeks the services of an aviation consulting team to update the existing plan, Vision 2020, to cover the period from the present to 2040 (an effort referred to in this document as Master Plan 2040, Erik Nielsen Whitehorse International Airport) in order to assist Yukon Government in identifying, prioritizing and budgeting for the future investment and development of ENWIA within the context of the entire Yukon Aviation System, and current and forecasted changes in regulatory requirements.

Project Objective

The objective of the project is the **development and delivery of an updated master plan** for ENWIA covering the period from present to 2040, including an assessment of the current state and use of ENWIA, an assessment of the current investment model and prioritization, and recommendations for identification and prioritization of infrastructure investments that meet the current and future needs of stakeholders, create economic development opportunities, and comply with governing regulations.

The plan will put forward **recommendations** on the future investment priorities and future development of ENWIA with consideration of current budget trends, regulatory requirements, core government service delivery, community economic development opportunities and needs of the Yukon aviation industry. It will include assessment of land and infrastructure holdings as well as past and current use; and projections of future use. The updated plan will include assessment of past and current operating budgets and will provide a prioritization recommendation on future maintenance and development of ENWIA.

The updated plan will **consider** a twenty-plus year horizon from present to 2040 that outlines future development recommendations for ENWIA and help set short, medium and long-term goals for airport and infrastructure development.

It is expected that this project will be **completed in full compliance** with current and expected regulatory requirements and territorial service delivery expectations, including full compliance with Aviation Branch's Safety Management System.

Introduction and Assessments

The updated plan will include an introduction that familiarizes the technical and non-technical reader with an adequate context to appreciate ENWIA development strengths, weaknesses, challenges and opportunities. The introductory section of the report will highlight prerequisite information relevant to subsequent report sections.

The updated plan will **include** use, regulatory, environmental, land use, municipal zoning, operational, facilities and infrastructure assessment.

Assessment of use and forecasts of future demand will include, but not be limited to:

- a) air travel by type (private, government, commercial), frequency (past, present and future), and characteristics (inbound/outbound, country or region of origin, destination or travel rationale);
- b) air cargo demand by type; and
- c) Provision and delivery of core government services, including the assessment of airport use by MEDEVAC providers, law enforcement, wildland fire management, and environmental programs.

The **regulatory assessment** will be guided by published standards and the requirements of relevant national organizations and regulatory bodies, such as, but not limited to, Transport Canada (TP312 relevant editions), United States Transportation Security Administration, NAV Canada, Canadian Air Transport Security Authority, Canadian Transportation Agency and the Canada Border Services Agency. The **regulatory assessment** will be focused on public and operational safety issues. It will clarify operations, infrastructure, location and facility based requirements associated with current use characteristics and future growth scenarios. Given the regulation based nature of the industry, **proponents** should **define thresholds** where new design, management or safety-related requirements are triggered. **Proponents** will report on **additional regulatory considerations** as required.

The **environmental assessment** will be guided by existing territorial and national environmental legislation. At a minimum, the assessment will outline

compliance and permitting requirements, opportunities and challenges under existing and future growth scenarios.

The **operational assessment** will include review of current staffing levels and future requirements, and oversight, operational plans and required service level delivery.

The **facilities and infrastructure assessment** will include review of the current infrastructure and facilities in place, including, but not limited to, the air terminal buildings and staff offices; airside surfaces; airside drainage; airside electrical; lease lot requirements; current and required maintenance and ARFF facilities; and current and required Nav aids; runway and approach lighting and obstacle marking.

The **building assessment** would include current National Building Code Review, spatial/functional needs assessment, building condition reports and building envelope assessment. GY-owned buildings within the ENWIA footprint include:

- a) Air Terminal Building;
- b) Field Electrical Centre;
- c) Maintenance Garage;
- d) Carpenter Shop;
- e) Sand Storage Building (Old);
- f) Combined Services Building;
- g) PMD Hangar D;
- h) PMD Hangar E;
- i) Wildland Fire Air Tanker Base Office;
- j) Wildland Fire Pilot's Quarters - Building; and
- k) Wildland Fire Pilot's Quarters - Trailer.

At a minimum, the **engineering assessment** will address the following:
Airside and groundside facility and infrastructure conditions and needs;

- a) Visual Aids conditions and needs, including but not limited to: lighting controls, lighting fixtures; directional signage; cabling; and stand by power systems;
- b) Maintenance operational needs (including any required maintenance buildings and vehicle fuel facilities);
- c) Obstacle limitation surfaces and requirements for airport zoning regulations; and

- d) Structural and on-site geotechnical material assessment, drainage/hydraulics analysis, and identification of existing and/or prospective geohazards.

Where practical, engineering assessment parameters will be linked to the findings of the preceding use, regulatory, environmental, land use, municipal zoning, operational, facilities and infrastructure assessments.

Options Analysis

Based on the assessment of the current ENWIA physical and operating conditions, the contractor will develop a **methodology** that will **recommend investment and prioritization** for the next 20 years of operation and development of the airport. The updated plan should be described in terms of, but not be limited to, the following considerations:

Site prioritization model based on available budget and use thresholds;

- a) Governance and oversight model and recommendations;
- b) Site specific **regulatory review and recommendations** (including but not limited to an assessment of site requirements, limitations, approaches and TP312 application);
- c) Facility, equipment and infrastructure condition, requirements and recommendations, including consideration of funding available (e.g. ACAP);
- d) Operational, level of service and staffing plan requirements and recommendations;
- e) Pros and cons in reference to socio-economic, **regulatory**, environmental, operational, facilities, infrastructure and engineering assessment findings; and
- f) All short, medium and long term capital and O&M cost implications.

Methodology

The Government of Yukon expects an updated plan that will include, but not be limited to:

Background information review and summary, including current land base, existing infrastructure, and current operations;

- a) Review and analysis of current and future use and state of ENWIA;
- b) Forecasts of future needs and component costs;
- c) Development Plan for ENWIA;

- d) Multiple account assessment that outlines development plan; and
- e) Implementation Plan Development.