

# A Return to Aviation Mismanagement ?

## Editorial Reassessment;

This document goes back more than fifteen years. The original incentive and the objective I still intend to achieve is a factual record of decisions and actions by regulators of Yukon aviation. It was never intended to be a personal record of perceived transgressions or a forum for whining. In those fifteen years I have been contacted many times in regards to the information I relate, but only once have I been contacted to amend the facts as I reported them. I still believe that a record of government decisions and actions (as viewed from outside government), is the most effective tool for their own evaluation and improvement.

It is my observation that during these fifteen years YTG has grown by a factor of three and they have delegated as much aviation responsibility as possible to the City of Whitehorse (and I believe other governments too). Their incentive could be to avoid liability, costs, or controversy, but it has done nothing for clarity or efficiency. Government actions not only continue to be illogical but actually have become more predictable and wasteful. As I examine the role of this document I still believe it is valuable and I am committed to continue it.

I commit here, again, to remaining factual, and where I make judgements or draw conclusions I intend to clearly label them. Should I make errors in fact or treat others unfairly, I urge the readers to contact me to allow clarification. Thank you sincerely.

**January 4, 2021**

Happy new year! Will the recovery from COVID restrictions serve to help aviation, or reduce it?

That depends of course, do you believe it was over-regulated before? Will more attention by law-makers mean clarity and encouragement, or will we get even more ambiguous rules? Will the **Private** and **Recreational** component be dealt with differently than the **Commercial** sector? Will aviation be seen as a service to encourage, or a source of cash?

With the likelihood of a Territorial election this year (and possibly even a Federal one) a lot of the answers will depend on that. The current Liberal Government, at both levels, has seen this 'crisis' as an opportunity to advance their agenda without restraint or conscience. Any change at either level is not likely to change the attitude of the bureaucracy that actually controls us. Our original objective on 'Yukon Flying-Politics'

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was to pursue clear rules and uniform (plain-language and consistent) application, and I am realizing again that is most likely our only hope for a solution to this whole situation.

Enough of that.....hang on and hope! (Kind of sounds like the last part of a pre-crash briefing?)

### March 1, 2021 - Territorial Election's Coming

Minister Mostyn announced on CBC this morning that 8 lots are available at CYXY, he says this will "be a big benefit to business". The guidelines on how to apply are available to download at the Yukon Website, yukon.ca, and I have also placed them (in .pdf) in the 'Documents' list on the Politics Page.

I have no insight yet into the requirements to build, fees, rates, costs, etc. YTG did turn this over to the **City of Whitehorse (COW)** a few years ago. It looks like first you must be approved to apply and to do that you will need to complete a COW Development Permit, then you will be approved to enter their lottery (isn't this backwards?). It appears that if you win the lottery, you are sent back to deal with the COW who will likely apply the *Federal Building Code for Commercial Hangers*. For insight into how you can expect that to go go back a few years in this very document to where we finally managed to build a tiny hanger.....Good Luck. (You're gonna need it).

I cannot tell you what to do if you're only looking for a place to park an airplane. That still might be against the law?

What I know for sure is both bureaucracies are so big and so dysfunctional this will be a "once-only-process" that will see you travelling back and forth between the two until you are frustrated, and they are finally embarrassed. Then they take your money and let you alone. I suspect that many of the successful lease applicants will not own airplanes, this will be a real-estate venture for them. (similar to previous lotteries at CYXY) Ce'st la Vie?

On a different topic(s), the automatic gate at 39 is still not working, the next one (38) was also down for a few days. 38B was unusable for snow. All this seemed to force people to trespass on the first lot in the row to get to leases. Gates are a long way down on the priority list at the moment I think.

Snow. Wow, there is lots. YTG have not been able to keep up on the taxi-ways which is not really a surprise. Most people have piled it as high as the laws of Newton

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allow. I loaded and hauled three loads away to the snow dump but the wind drifts more back every time. I'm still in better shape than many people.

I'm hoping to fly someday soon, if the snow stops, the wind drops, and my insurance is still valid.

### March 1, 2021 Does the Absurdity begin again - did it ever end?

No sooner did I post the above update, than I got an email from airport management about snow removal requirements. Coincidence? Not likely. As I type I am now getting a retroactive "LICENCE" to use the area they set aside for snow dumping (and where I dumped my snow). Fortunately I took photos of the process each time, and used the same skidoo trailer, so I can document and estimate the volume of my transgression. It is just a petty inconvenience at most, just like the lease fee change in December.

\* **Update** ; while I was typing this...I was just told I need to buy \$ 5,000,000.00 liability insurance for the hand shovel, snow blower, and skidoo trailer I used to take snow to their snow dump. Since I was already forthcoming about doing what they asked it seems I am screwed?



\*

Moving snow to comply with YTG directions is not something I can recommend anymore?

WOW! I contacted the office by phone and, by being honest, I am trapped! (I will attach the email discussion on the documents page.) To add to this

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pointless petty frustration, is the continued boondoggle with lease lots, water, and sewer;

I saw the press release from Richard Mostyn about 8 lots being made available at CYXY. I also recall seeing some communication about work on taxi-way Golf. I just found out that...are you ready for this...

They are tearing up taxiway Golf this year, and moving it south in order to add 3 lots (see map below). **And**, in the process, they need to dig up and move the sewer and water they installed just a couple of years ago, again, for the second (or third) time? It seems the City of Whitehorse, who YTG gave control of the airport properties, is demanding more hydrants. Those very lines that cost several million dollars to install two years ago, and that were dug up and reburied at least once already, need to be dug up and moved again because the hydrants would block the taxi-way.

I could ponder the new team of bureaucrats there who are starting with the same petty and wasteful habits of their predecessors. As one relatively new YTG C&TS manager told me last fall in response to my question about the \$ 10 plus million dollars being spent on the highway at the airport,

**“It’s not real money. Ten million is only another number”.**

\*\*\* It is at this point that I reviewed the length and structure of this blog. It is apparent that this document is once again going to become lengthy and convoluted from outrageous YTG and City of Whitehorse behaviour. I will end “Search for Aviation Solutions” at this point and start chapter 3, now called “Return to Mismanagement”.

(The text above will therefore be repeated in the previous document. This was edited.

### **March 2021 - Caution:**

Cousins was not plowed last time I flew over it, and I was at Braeburn Sunday (March 7th) and it was not plowed. If you plan on using either airstrip check conditions before you need to rely on their availability.

### **March 9, 2021    More on CYXY Lease Applications**

I finally found the on-line packages YTG had posted for Mayo and back-tracked online to find the packages for the lots at CYXY. I don’t know why

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they were so hard to find. All packages are at; [yukon.ca/land-lottery-aviation-lease-parcels](http://yukon.ca/land-lottery-aviation-lease-parcels)

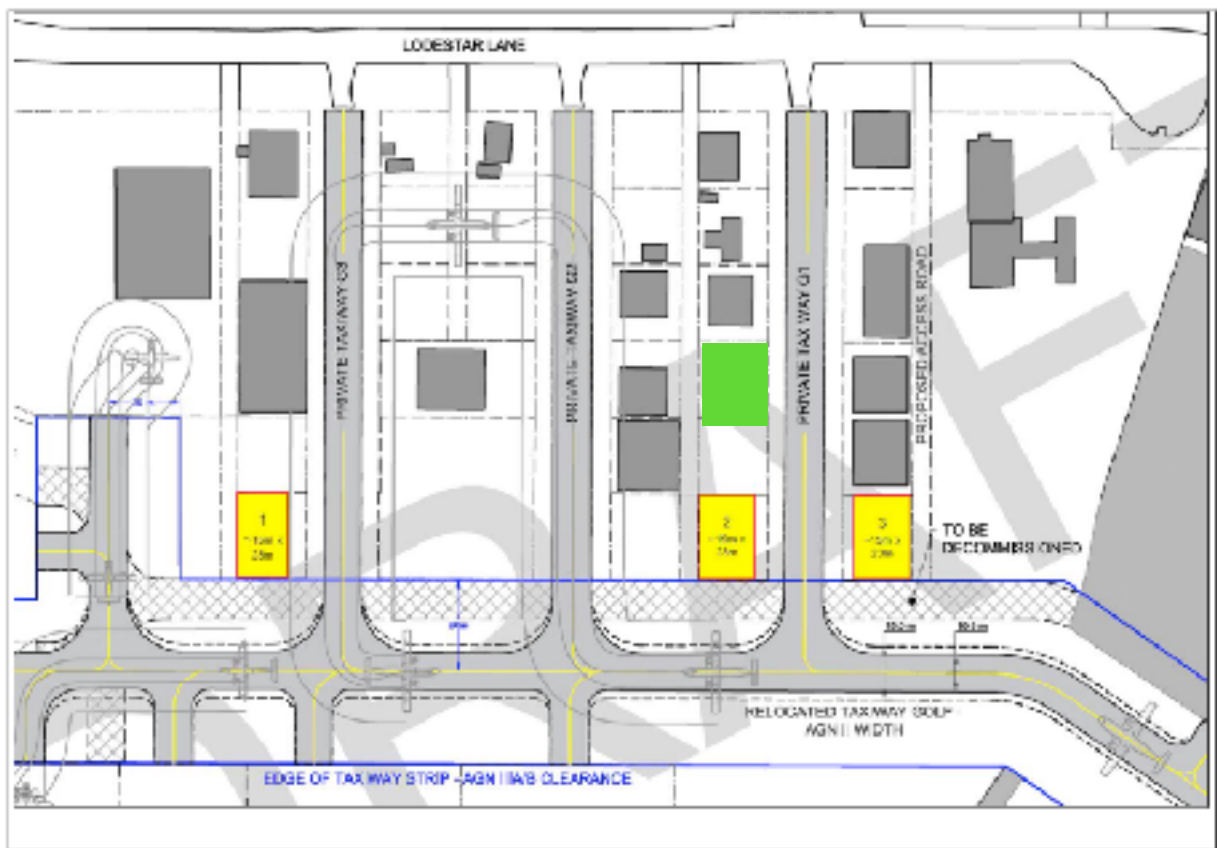
There are in fact at least two documents in circulation guiding this lottery;

**-Airport land lease lottery processes and procedures (Guidelines for applicants)**, and

**-AVIATION LEASE PARCEL PRE-QUALIFIED LOTTERY REVIEW, Release Package for Taxiway G (Commercial Fixed Wing)...**

I will post of these on the Politics Page. (The Mayo package I can find again if anyone wants it.) The second package includes the following map;

Release Package for Taxiway G - Commercial, Erik Nielsen Whitehorse International Airport Lease Lottery



Why there are only three lots being made available (shown in yellow) when it would appear that six or seven are feasible, is not explained. There are also four lots on “Chipmunk Place” (beside old runway 19) and one

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private fixed-wing lot on “Private Taxiway G1” (it appears as the green lot on the map above). Warning, the neighbour to the north of that lot is a nuisance!

### **March 12, 2021**

I have ignored the YTG demand for \$5 Million liability on my shovel and snow-blower, (mutually I hope) but now that I realize their apparent value I have locked them up securely.

### **March 15, 2021 - The Airport Maintenance Shop to be moved**

This isn't really news, Mostyn mentioned this in the media at one point. It is necessary they say to allow re-alignment of the Alaska Highway.

It is likely the cause of all the geotechnical work done last year over by the old tower site on the far side of the airport ? If YTG builds on the clay cliffs overlooking downtown they join the City of Whitehorse in taking the high ground for their own benefit? At one point someone said the reason development of new lots in the empty area south of Air North wasn't being allowed was because the value of lots was not high enough to justify they release of that space. It's hard to guess at the logic that might be used.

### **March 18, 2021 - City of Whitehorse - Schwatka Lake Float Plane Base activity this summer.**

The City of Whitehorse (COW), announced it is planning on doing road and parking “improvements” at the lake this summer. It is all for “SAFETY”, they claim. Then they plan to arbitrarily identify and release dock spaces.

They fail to accept that if they keep pushing the docks closer together and placing them arbitrarily (without regard for “fetch” and/or maneuvering room) there will inevitably be an accident.

I will point out again, ***TO DATE THERE HAS NEVER BEEN AN ACCIDENT INVOLVING AN AIRCRAFT AT SCHWATKA LAKE.***

There has likewise ***NEVER BEEN AN ENVIRONMENTAL IMPACT ON SCHWATKA LAKE FROM AIRCRAFT.*** (I know this because for years I was the Federal Head of Environmental Enforcement in Yukon). We measured and tested and tracked any event. Cars went into the lake. Fecal coliforms were found. But no contaminants, and that's despite boat use that is orders-of-magnitude greater than aircraft in numbers and engine hours.

Can we not park someones perceptions? That would be cheaper, safer, and logical too.

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Just an additional point, it would also be in accordance with actual “Law”. ***The City actually has no legal jurisdiction on the lake.*** If it assumes control, it also assumes some liability, which should concern taxpayers ?

### March 19, 2021    More on CYXY Lease Lottery

I notice that all lots being made available in the upcoming lottery are restricted to “...no permanent structures...”. So it’s “tents-only”. (The way they move the sewer system around every two years this is may be a good idea, in some bizarre bureaucratic logic.) You also need BOTH a City Development Plan AND a City Business Plan **before** you can enter the lottery, and you need to open your financial records to the Government before entering. My comment, above, about this being a once-only process comes again to mind.

Regarding the **removal or reduction of Tower Services at CYXY**, nothing more has been made public by NavCanada (the Government-“non-Government” agency who are responsible for the service). It could be a dead issue after achieving whatever their objective was by the public press release, or it might have been the first step in promoting their plan, in which case we will hear more soon. We will watch with interest.

### April 14, 2021    Regular Airport Maintenance has ended

I went out to Braeburn, but couldn’t land! That runway has **NOT been plowed all winter!** Cousins has also **NOT been plowed all winter!** In talking with those at Braeburn they tell me YTG in Carmacks has refused to do it, I’m not sure what the story is inside Yukon Government but it isn’t accidental.

Around Whitehorse the focus was on snow. But **Gate 39 has been broken since last fall** forcing all the lease holders on Lodestar to enter through Gate 38 (when it’s working) and then either trespass across Molnar’s lease, or go out and drive down taxi-way GOLF. This is not acceptable. This failure too reflects someone’s active decision at YTG.

They have been moving snow to facilitate a mighty thaw and water release. No sign of the airport lease lottery. I know some have given up, Jan Verberg has moved to Atlin and opened an aircraft maintenance business there instead. **Muskox Air** is set up in Chris Moser’s old hanger if you’re looking to get work done call Jan at **1-867-333-2532**. He hopes to have a fully operational AMO by later this summer. Good luck to him!

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The new highway has become a six-lane freeway now that it is finally drying up. I am not sure how Minister Mostyn can maintain this is a safer condition? Makes as much sense as digging up the water and sewer system no one uses for the third time to move an entire taxi-way a few meters?

*Editorial; I just re-read this entry and was about to delete it because it seems so negative, but, it's all true. Our "new" Government looks like it will be the old Government, it may be unrealistic to hope anything is going to change. The spending habits are predictable, the continued self-serving growth is predictable. Only the bizarre administrative actions are the surprise?*

### 16 April 2021 Nav Canada announces NO CUTS at airports ?

In Ontario today NavCanada announced they are not planning cuts at several airports they list, and including Whitehorse. I have not seen this in any local or official release.

The electric gates at Lodestar Lane are "almost" working. Yesterday they operated sporadically (opened then didn't close).

### 18 April 2021 AIRPORT GATE CAUTION !

Yesterday I got in through gate 38 (39 was broken, again). I worked at the hanger a few hours. When I went to leave I tried 39 but it refused to open. I went over to 38 which was sitting in 6 inches of water, and it didn't sense my presence and open. So I went to the gate by ALPINE (37) and it didn't sense me either (perhaps because that sensor cable was also under water). It was too muddy to get to 38-B so I drove over to ALCAN and Lief let me out through their private gate.

I watched some poor guy on foot trying to get out a while back. (I think he had tried to leave his car on his lease.) I have no idea where he got out, if he did. (Watch for his body along the fence as the snow-drifts melt away.)

Yesterday I heard **MP Larry Bagnel on CBC** trying to claim the responsibility for NavCanada deciding to not cut air-traffic services at CYXY. That's normal enough for a politician. What was **not acceptable was that he couldn't confine himself to the facts**; he went on and on to the interviewer about ***how dangerous it is to fly in and out of Whitehorse because of the terrain***, and he said, "***Whitehorse is in the junction of three valleys and the wind can be very dangerous...***"



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Voicing inaccurate thoughts for the sake of drama is thoughtless and seeds perceptions that come back to haunt us later. That radio interviewer seemed to believe him. They are now convinced of Larry's whimsical opinion that this whole area is dangerous to fly into or out of, and at the next opportunity they are in a position to reinforce that error, and they will. Frustrating!

### **20 April 2021 HOTEL CALIFORNIA, it's real, and it's here in Yukon !**

Yesterday I was feeling adventurous. I rode the motorcycle in to my hanger. I tried gate 39 to get in. It refused to open. 38 worked so I got in through it. When I tried to leave I found "The Eagles" had it right. None of the 3 automatic gates would sense the motorcycle and there is no over-ride on any of them. 38B was too muddy to negotiate. Eventually another person appeared driving a pickup and I caught up and followed on their bumper as they left.

**YOU MUST BE DRIVING A FULL-SIZE VEHICLE TO ENTER ONTO YOUR LEASE, (IF YOU PLAN TO LEAVE !)**

### **May 9, 2021**

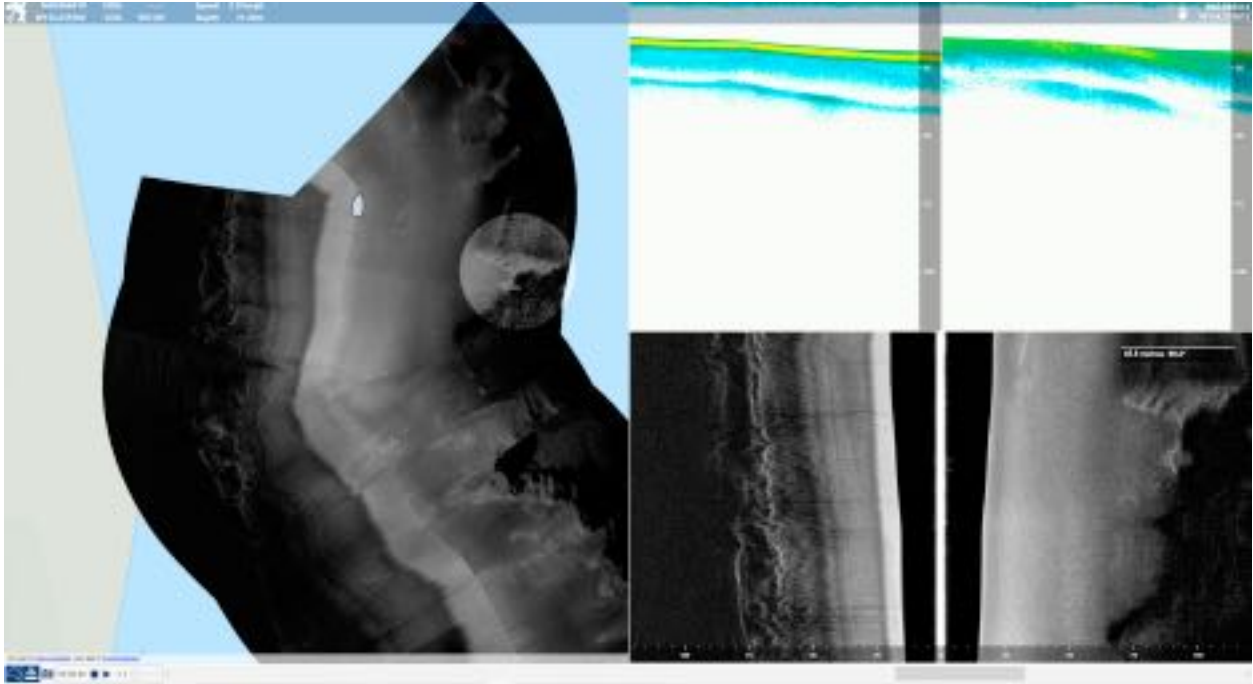
The water problem is decreasing, YTG was pumping all along Golf. The gate at 39 is still broken.

YTG has re-opened Runway 02 (with a displaced threshold).

Not a lot of activity is apparent, yet. COVID shut-downs continue so that's a factor. COPA Flight 106 AGM is coming up soon at the Transportation Museum, look to their website for the date.

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May 10,2021 - Interesting sonar-scan



Someone forwarded me this image taken from a high-end (?) fish-finder/ sonar unit. They believe it is likely nothing but a ghost image, but it is labeled Tagish Lake and I pass it around just for interest.