

## Yukon Flying - Search for Solutions

**Background:** This summary of Yukon aviation activities began in 2005 and turned into a 'blog' that is continued below. (Those first 62 pages are still available.) The intent is an accurate summary of events affecting aviation in the Yukon. IF - you find errors of fact or unfair treatment please let me know.

### January 10, 2018

NATIONALLY - CBC Media this morning speaks of a pilot shortage that is getting more serious. Some commercial flights were apparently cancelled coming out of Calgary yesterday as a result.

### January 11, 2018

IN YUKON: CBC News this morning features Joe Sparling, CEO of **Air North**, and Glenn Priestly, Executive Director of the **Northern Air Transportation Association**, both interviewed about concerns that The NWT Government tripled (3x) the fees at Yellowknife Airport, and also added an "*Airport an Improvement Fee*" six months ago and, since then, they have measured reduced air travel from Yellowknife. The Yellowknife Airport was "privatized" by the NWT Government last year.

The NWT Government claims that ; "*...the \$10,000,000.00 they raise from these increases will be used to make the airport more attractive to users...*".

Mr. Sparling, and then Mr Priestly, say only reduced passenger costs will increase airport use.

The Yukon Government / Minister Mostyn has stated there would be no similar fees implemented here.

### February 12, 2018

A few media articles last month about the decline of aviation in the NWT but locally it's quiet following YTG promise there would be no new fees. I received the results from YTG of my **Access To Information** request for copies of anything relevant to me at the airport or in aviation, this may take a long while to sort.

The Yukon Airports Act is posted on this web-site. Assent being assumed, we are waiting for the appearance of Regulations pursuant to the Act.

Here is an interesting observation, the Maintenance staff at CYXY finally have a shiny new plow and sweeper that they desperately needed. Those of us who spend their fall on the farm during harvest will instantly recognize that hardware. It makes perfect sense ....power...visibility...maneuverable...maybe even GPS tracking?

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### March 5, 2018      Fuel and Snow Alert !

I flew out to Cousins to do circuits last week but it was still not plowed so if you're going out there beware. Today I flew out to Braeburn. There was about 5" of snow which the big tires handled OK, even with my forward CofG when empty, but be aware. It was plowed a week or so back according to Steve Watson.

Big news in Canadian aviation is that all 100 LL made in Edmonton is 'off-spec for conductivity' and has been recalled. Several fuelling facilities in Western Canada closed temporarily despite the only impact being to those aircraft using "Inductive" type level gauges, and there are other ways to manage fuel as we all know. Fortunately in Yukon we should not be affected.

### March 14, 2018

I flew out to do some spring training, Cousins is unplowed still, but hopefully they will do it in time to dry for the spring training rush soon. I did some failure drills in the West Practice Area but always feel uncomfortable doing approaches on farmers fields there.

### March 30, 2018

I flew out to check Cousins but it has not been plowed. I was told Squanga has not been plowed. I flew down to Carcross and there were enough bare patches to land and walk into town for lunch. Braeburn was not plowed last time I was there, with recent snow it is likely not usable (call Steve Watson at Braeburn Lodge and check).

### April 12, 2018

Tom and I flew out to look for the balloon Lee Johnson and the kids launched on the weekend. It was NOTAM'd and that was a good thing because it carried a go-pro, a SPOT beacon, a recorder and a load of LEGO men up to 108,000 feet before starting back down. It landed near 37 Mile Lake, going by the last transmitted coordinates. We didn't find it, but the kids did eventually within a few hundred meters of its last transmissions.

Cousins was not plowed when we went by (I don't think it has been plowed all winter). I hope they don't close it, it might be needed soon, the rumour mill suggests the main runway (14R /32L) has finally started to break apart. It was to have been replaced by 2015 according to the last Strategic Plan (20/20). YTG will have their work cut out when it does, since they shortened the parallel runway a few years back and I don't think the big jets can use it.

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### April 19, 2018 - 14R / 32L NOTAM Closed for “Non-Scheduled Aircraft”

The following NOTAM was issued by YTG;

180067 CYXY WHITEHORSE/ERIK NIELSEN INTL  
CYXY RWY 14R/32L NOT AVBL FOR NON-SKED ACFT DURING DAYLIGHT VMC  
1803211622 TIL 1806301800

No explanation has been given. Rather than speculate about the reasons we will wait some form of communication to the flying public. Looks like it has been in effect for a while and will remain in effect until the end of June so they are sure to tell us why. The shorter parallel runway appears unaffected.

### April 24, 2018

An email from the Airport Manager, Robert Manlig, gives us a little more information about the reason for the NOTAM;

*...Work is scheduled on 14R/32L for summer 2018. We are planning for this work to commence in May 2018, dependent on weather and temperatures. Work will be completed at night between scheduled flights. We will ensure you are informed when we have further information on the work that will be completed this summer.*

*It is important to note that due to aging infrastructure our team of engineers and program areas are looking at the scope and impact of work that needs to take place on the 14R/32L over the next five to ten years. Once plans have been coordinated we will further communicate and discuss next steps with you.*

No description of the extent of the problem, and we can't really fault them for wanting some engineering expertise and financial estimates before announcing this too loudly

### 26 April, 2018 Hon. Mr. Mostyn spoke in the Legislature (from Hansard);

*He announced that he had just met with 168 members of the Northern Air Transport Association and promised them;*

- We are investing more than \$30 million in our airports this year including.*
- a new boarding ramp at the Whitehorse International Airport*
- fixing our baggage handling equipment at the Whitehorse International Airport*
- more than \$2 million starting the paving of the Dawson City Airport runway;*
- \$7 million on a new airports maintenance facility up in Dawson City*
- We are doing millions of dollars' worth of work at the Whitehorse International Airport to put in new lighting and make sure the runways are maintained to a proper standard*

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- *we are maintaining our rural airports as well.*

*and;*

- *a “great engagement website”, which is a new initiative that we put out here so that people know what is going on.*

*He concluded by saying; “...When I spoke to them this afternoon — 168 delegates at the convention centre — and told them these things, I was met with thunderous applause and no questions.”*

All great news for aviation.

I surmise that Cousins is not one of the rural runways he refers to. He made no reference to the situation in Whitehorse reflected by the NOTAM, vis-a-vie the main runway impending collapse or about his plan to deal with it.

I am looking on-line for the “.....great engagement website....” to find out what their plans are. As soon as I find it I will post the link here.

I see barriers have been set up along the taxi-ways in front of the terminal to prevent us from falling into the cracks opening up there so use caution. Also lets do our part and be alert for broken pieces of concrete, asphalt or tar and report them.

### **April 30, 2018**

The information provided above are quotes I have taken directly from Hansard, I was not personally at the NATA meeting. I was contacted today by a local air-operator who was present, and he wanted to clarify that the reason there were no questions asked by NATA members was that Minister Mostyn prefaced his presentation with the statement that he would not entertain any questions!

I make this correction at request and for accuracy.

Cousins airstrip was usable today.

### **May 2, 2018 - “YTG Engagement Website”**

After searching all conceivable combinations I found the following web site that must be the one Minister Mostyn is referring to on April 26;

[www.https://engageyukon.ca/](https://engageyukon.ca/)

There was only one aviation related link, which is marked “CLOSED” but I copied it as .pdf and added it to the documents listed on the Politics page.

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**May 25, 2018**

The 'Aviation Committee' of the Yukon Chamber of Commerce met in Dawson City a week and a bit back, and the rumour goes, filled the new ADM at Aviation with insights. Mr McConnell will have an interesting task ahead.

YTG is still silent to Leases and the deteriorating runways at CYXY. I was contacted by the media yesterday to give my views on the runway condition. I can pretty accurately explain how we got here, but not what can be done now. The NOTAM now reads;

**RWY 14R/32L NOT AVBL FOR SINGLE ENGINE LIGHT VFR ACFT DURING DAYLIGHT VMC**

This likely won't affect the COPA FOR KIDS event is tomorrow at CYXY. COPA 106, AGM is tonight.

I see a 'Phase One' Environmental Assessment is underway to allow North 60 to sell the building currently housing Rodan Aviation and Capital Helicopters, plus the storage facility used by a local Expediting company to a "non-aviation" entity. The sale of airport property to non-aviation interests has been common everywhere in North America and has been the root cause of much of those airport difficulties. I doubt the Yukon is exempt of these influences.

**May 31, 2018**

I think we all received an e mail from the YT Government inviting us to a meeting with the new ADM on the 18th for 'Ground-side' and the 20th for 'Air-side' operational updates by the now ADM, Paul McConnell. Thats good!

The local COPA flight held their AGM (no changes there) and the COPA For Kids event went off well on Saturday, nearly 80 kids enjoyed flights with the local pilots group. At the same time the 'Yukon Transportation Museum' cosponsored a BBQ with the 'Boys and Girls Club'. It was a full house! It's not everyday a real piano is placed outside beside a Beech Stagger wing so you can eat, soak up aviation ambiance, and listen to Honkey-Tonk and Jazz in the same setting. Thanks to John Faulkner for the airplane, and 'Professor' Grant Simpson for the music.

I have been doing check-outs for lots of 'Cub Drivers' this week. Cousins has been busier than ever with all the training and 'currency' flights. There is no windsock, it left early last winter, but YTG left it unplowed all winter anyway so that didn't matter until now.

At CYXY the ramp has a lot of low barriers surrounding areas where they are cutting out some broken cement, keep alert taxiing through there! TRK Helicopters has leased the site of the old TC Weather Station and set up there beside Canadian Helicopters.

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### **June 29, 2018**

A large number of pilots and aircraft were around Dawson City for the longest day of the year. Many of us met at the Reynolds Ranch at the North Klondike for a good chat and BBQ. The CYDA airport is showing signs of starting of new facility construction and paving.

This week we were notified that the new ADM and the Director at YTG were conducting a meeting at the Airport Boardroom to review new developments and plans. I have contacted the secretary at YTG who promised the minutes/report from that meeting by Friday but so far they haven't arrived.

YTG Premier Sandy Silver today announced that aviation and mining would be exempt from a Carbon Tax, but then went on to describe an annual system of applications and refunds that likely won't be universal, or efficient. It will likely only benefit the big guys in this business.

### **July 7, 2018**

No sign of the minutes from the meeting in June that we were promised, the word from one person who did attend was nothing remarkable was brought up, it was sort of meet-and-greet. We'll wait a bit longer and ask.

YTG has placed PAPI lights at both ends of the runway in order to facilitate keeping it open while they resurface. That solution is a short-term bandaid according to at least two different YTG employees, it won't address the sub-surface problems. The equipment has already assembled near the South gate to start.

The industry seems to be active, most hardware is out flying, most hangers are bare. A good sign. Everyone is busy except the Fire-tankers....another good sign.

### **July 20, 2018**

The minutes promised from the ADM's meeting have never showed up.

The re-paving project is underway at CYXY, there are constant NOTAM amendments and procedural changes while an asphalt band-aid is placed on 14/32. STAY ALERT !

It is important to remember that this will NOT fix the CYXY runway base but may hide the problem for 3 or 4 more years. Eventually we will face this issue again.

No word about the progress of Dawson City runway repaving nor about the new Airport Terminal and Maintenance Shops being built there. Stay tuned.

### **August 30, 2018**

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14 / 32 has been re-surfaced. It looks good aesthetically.

I flew to Braeburn the other day, YTG has continually shortened it and narrowed it by relocating the cones until now it is nearly impossible to dodge all the gopher holes. Some of those holes are definitely large enough to swallow a 6" tire if you are not careful. They need to use what-ever technique they used in CYXY to reduce the gophers before the runway is completely unusable.

### **BE ALERT AT BRAEBURN !**

I see YTG is trying to act on their promise to create an Aviation Advisory Committee. Where it was to be Yukon-wide, now that is not clear, and it seems rather than having Aviation interests represented it appears that a cross-section of interests is proposed. Hopefully that is not deliberate?

In many good and comprehensive studies (done by the Canadian Owners and Pilots Association, among others) competing interests, more valuable land-uses, municipal interests and unjustified regulations drove airports away, and aviation into the ground. These same issues appear here but I fear all those studies and the knowledge learned from those experiences all across Canada is being ignored. In the Yukon especially **WE CANNOT AFFORD TO GO DOWN THE SAME ROAD!** All Yukon airports need to remain dedicated to aviation.

On a different note, Kudos to Doug Davidge for his great work. Doug has an interest in Yukon history and is the one that assisted Dr. Doug Craig in the assessment of the B-36A crash years ago (find this on our HISTORY page). Doug is also the one whose persistence resulted in the discovery and mapping of the hull of the Steamboat "Goddard" in Lake Laberge.

Now, using the same side-scan, ROV underwater vehicle, and SCUBA technology, Doug has successfully located the wreck of the Bristol Freighter lost in Baker Lake (East of Teslin River). His considerable effort and modesty shouldn't go unrecognized.

## **October 5, 2018**

"Aviation stakeholders" have been notified of a meeting with the ADM at the CYXY airport board-room on October 23. That is during office hours and mid-week which might affect attendance. This time the agenda is promised to include both air-side and ground-side issues. Since I never received the minutes I was promised from the last meeting I have no context for guessing how this meeting will go or any issues will be dealt with. One issue will likely be use of airport property. Here is a quote from an email about this situation that I located;

"You would not seriously entertain a request to run an 'Air B-and-B' enterprise from the Whitehorse Hospital, but YTG has no issue with letting trucking companies or other non-aviation business compete with

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aviation companies for limited space at the airports! A short walk around the Whitehorse airport encounters tenants like; Marsh Lake Tents and Events, Laberge Environmental, Smalls Expediting, etc. You know better than I of course but I think that, for Yukon-owned Aviation Companies, their overhead increases needlessly because they have been placed into direct competition with Trucking companies and other non-aviation free enterprise. I would say their profit margins are smaller too..."

Another topic for this meeting will likely be the formation of the Aviation Advisory Committee. The whole history of this entity is available in this document (above and pre-January 10, 2018), going back the past several years. Suffice to say this Committee was created at least two HPW Ministers back, but never functioned properly, possibly because of interference from within the Department. This time we all have hope it will function, even if they persist in including non-aviation interests.

I was up in Dawson City and confirm there is activity there on the promised paving of that runway. It's too late to evaluate the logic in the decision, this Government has a Premier from that very community, the promise has been made, and construction started.

I was out at Braeburn last week again. The grass and gopher holes suggest this runway was not graded all summer. It was not graded all last winter either.

Here in Whitehorse the main runway (14R / 32L) has been resurfaced and it looks like we are back to business as usual. They have also patched in front of the firehall. A new access road has been built in between Alkan Air and 01-19, hopefully to allow access to new lots. The rumour mill is that construction of this road and the fencing cost exceeded a million dollars.

YTG is advertising for a new permanent Government position to "Manage Airport Leases". They will offer the successful candidate \$ 85,000.00 per year. With all associated Government benefits that will cost taxpayers over \$100,000.00 each year. And then they will need office space, a vehicle, and a budget, so that \$100,000.00 figure will be much higher in reality.

Fuel facilities at Mayo and Dawson City have been sold by private interests. There were a few glitches in fuel availability, but they appear to be operating now. The past season has been very busy, unofficial industry sources report a 25% increase over last year.

## **November 4, 2018 - No News is Good News ?**

YTG Aviation met with the public here in Whitehorse on Oct. 23. I was not able to attend, again, but rely on the description of some who did. The minutes from the last meeting was supplied by email, which I received.

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Leases are still an outstanding issue. For some reason YTG says the City of Whitehorse needs to approve the plan YTG has. That raises some anxiety of course, elsewhere in Canada and US where municipalities were given control of airports, the impact was always negative to aviation. (In Edmonton municipal interests actually destroyed the airport.) There is always a higher tax return to municipalities from non-aviation land-use. Study after study and example after example have shown this.

Elsewhere in the Yukon all the commercial operators I know are in recovery mode following a busy summer season. A good sign! Private and recreational aviation seems to have declined a bit, if my perception is correct the price of gas, insurance and maintenance may be responsible for some of that, and maybe the relatively poor weather mid-summer.

I saw very limited airstrip maintenance elsewhere in the Yukon (except Dawson of course). I sense a 'wait-and-see if they complain' initiative in place at YTG Highways. I heard that YTG placed cameras on some airstrips in order to monitor our use.

**January 1, 2019 -**

**Last year was better for aviation than the previous couple, but it's not roses yet.**

It's AAIR season again. Time to square up with Transport Canada and a good time to review all the past annual flying requirements and events. Too few were the actually flying part, again.

At Schwatka Lake I see the City of Whitehorse is evicting Alpine Aviation after 22 years of operation. Despite providing a much needed service, without any incident, the mandarins down there may have finally shown their cards. Legal jurisdiction ignored, public need and operator performance ignored, 22 years building a company in this town and a new (well, she was new) public servant can take you down in pursuit of a vision that doesn't include floatplanes. To accent the hypocrisy she/he seems to approve of five unpainted Sea-Cans on the other (East) side of the lake belonging to some private interests. This should be on one of those documentaries about big "G" waste and injustice. Someday maybe? (Photos below).

Above = OK

Above = OK

Aviation = NOT OK

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No airport leases yet, but I briefly met the new lady in charge there. The rumour is that YTG is also waiting for City of Whitehorse approval. If that's true it doesn't bode well, it is contrary to the results of the many studies that C.O.P.A. commissioned. In the rest of Canada municipalities have inevitably destroyed private aviation in case study after case study. Follow the money!

On the positive side.....if we have a major forest fire, or if the bridge goes out at Liard Hot Springs, private aviation will be called on to make use of whatever infrastructure is left to feed us, bring in supplies, and provide medical travel, maybe even the 'inspection' of the situation by bureaucrats and media. That irony is inevitable.

**It appears that the new runways surface is failing already.** Some pieces are breaking and coming up. One believable rumour is that the mix of material used was temporary and not for cold weather use. YTG has been inspecting the runways for FOD after each landing again, some delays have resulted.

Outside of the City of Whitehorse being bullies, and the possible pavement boondoggle, the last 12 months have certainly been a noticeable improvement over the previous few years of absurdity. Hopefully it is the start of a trend.

### March 31, 2019

The new ADM at Aviation has stated that YTG is waiting for City of Whitehorse approval for the new leases. Her staff have informed us in past that it is YTG's intention that operation and management of CYXY be given to the City. A 'Go-Fund-Me' project has been proposed to challenge the jurisdictional legality and/or the questionable tactics in play at Schwatka Lake and possibly at CYXY. Legal action is likely the only route available to protect aviation and stop absurd over-regulation at both locations now.

### April 1, 2019 - April Fools (the joke is on us?)

"April Fools", and ironically it has been a pretty disturbing last five days at CYXY; On Friday, while working on my hanger A YTG **Security** truck pulled up. A young fellow in an official looking uniform started asking me questions about the Navajo aircraft

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parked beside me on Barry Macallans old lease. He informed me that one of my neighbours complained that it is not supposed to be there. He was there to “investigate”, and demanded to know who owned the aircraft and how it got there. It was his stated intention to have it removed.

Just hours earlier I was helping another local pilot who has been forced to park his 182 on someone else's lease **because YTG has denied him a place to park**. He had just complained to me that YTG told him “...there is no more space for aircraft parking available at CYXY.”

The irony here is that as I was having both these encounters, **YTG is busy constructing another large maintenance building on the aircraft parking stalls** they constructed then kicked us off of at the end of Runway 19.



*\$300,000 was spent making this an aircraft parking area, then YTG spent \$2,000,000 more removing that, evicting the airplanes, and building these non-aviation structures.*

This structure appears to be over 20 feet high and is being built between the sand shed they just constructed, and the main runway. This appears to be a further encroachment on the main runways? It also represents more lost parking spaces for aircraft.

Even more irony here, because on Thursday the Airport Manager had informed several of us that the existing Airport Maintenance shops and the old Fire Hall at the North end

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of the airport have to be relocated because of highway re-alignment required by the City of Whitehorse to change the access their newly constructed facility. This will be a multi-million dollar Capital project that will no doubt **further restrict land available for actual airplanes**,

Then, on Saturday, I was at the airport and in a conversation with several Aviation business owners based at Schwatka Lake. From my take of the discussion it is clear The City of Whitehorse was apparently promising each the assets of the other. It sounded devious, and somehow not surprising.

**But today was the most devastating.** Irony of Ironies, I was informed (but as of yet unconfirmed) that the City of Whitehorse has approached **Trans North Helicopters** and informed them that, because the **City of Whitehorse** has built their big new facility behind them, now Trans North **will no longer be able to operate their business from their property off the end of runway 14 as they have been doing for the past 15 or 20 years.** It seems the City refuses to allow them to fly over the new development.

The **City of Whitehorse** appears to be attacking Yukon aviation head-on. Their behaviour anywhere they think they have authority appears less than honest and clearly destructive to private business and aviation. And, they are assuming **more control**, and **YTG is giving it to them!**

### April 6, 2018

The Celebration-of-life today for Dr. Tony De la Mare, a long time Yukon pilot and sportsman of exceptional caliber brought together well over a hundred people and the who's-who of long time Yukon aviation.

Again today, a different source informed me that that officials from the **The City of Whitehorse have indeed informed Trans North Helicopters that they need to move**, now that the City has nearly finished building their \$100 + Million dollar new palace on the land behind them. Trans North has operated in the Yukon for well over 50 years, and in their present location since the fire that destroyed their hanger in the 90's. (I am embarrassed to be identified as a City taxpayer.)

### April 12, 2019

Today the **City of Whitehorse** officials tell CBC; *"...we weren't aware of the rules when we started...."*, and *it wasn't our intention to force the closure of a business thats been around 50 years"*.

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**April 17, 2019**

Today the (honourable) YTG Minister Richard Mostyn again mentioned this web-site, and this document in particular, in 'Question Period' in the Legislature. Apparently the "War on Aviation" is over and he suggests he is the reason.

Here is the transcript, directly from Hansard;

Question re: Airport improvements

**Mr. Kent:** I have a question for the minister about planning for the Erik Nielsen Whitehorse International Airport. On May 4, 2017, a contract entitled "Master Plan 2040, Erik Nielsen Whitehorse International Airport" was awarded to the MMM Group Ltd. from Ottawa for approximately \$210,000. Since it has been almost two years, can the minister provide us with an update on this work? Has it been completed? If so, where can we find this plan?

**Hon. Mr. Mostyn:** I thank the member opposite for the question and the opportunity to speak about the airport this afternoon.

The Department of Highways and Public Works has made significant investments in aviation over the past few years to upgrade equipment and facilities, and we will continue to advance the priority of Yukon aviation. A comprehensive multi-year investment plan will make sure that we are meeting Yukon's current and future aviation system needs. **Over the next year, Highways and Public Works will engage with stakeholders, airport users, and the public to gather input on what priorities, operations, and future investments in the Yukon aviation system should be. The stakeholder feedback will help to inform the investment plan that combines safety, efficiency, stakeholder needs, and operational requirements for Yukon aviation.**

Mr. Speaker, we are doing this because we have heard concerns about the previous plan — the 2040 — that was hatched under the last government. There were shortfalls there, and we are taking the time to make sure that we get this right and reflect the needs of the aviation stakeholders in the territory. We are happy to do that work.

**Mr. Kent:** It appears that the minister grabbed the wrong briefing note, because he was talking about the Yukon's Flight Path plan that closed earlier this month. I was actually asking about the Yukon Liberals' 2040 master plan for Erik Nielsen airport.

When we were debating the *Public Airports Act* in the fall of 2017 — that was approximately 18 months ago — the minister mentioned that the important work would be accomplished in the regulations. One of many quotes from him during the debate came on October 17, 2017, during Question Period when he said — and I quote: "... the more important part of this process, the meat of this legislation, will come during the drafting of regulations. This is the first step."

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Can the minister let us know when we can expect that first step to be taken and when the regulations associated with this act will be drafted, consulted on, and implemented?

**Hon. Mr. Mostyn:** The member opposite has been out of government for several years now, and he seems to be losing his understanding of how this whole thing works.

The members opposite had a plan. There were all sorts of plans. They put together a master plan 2040. We heard about that plan, and that it wasn't very good. There was the Dawson airport functional plan and the Yukon aviation systems review, and there was a lot of confusion around that. What we are doing with Flight Path, Mr. Speaker, is going out to the stakeholders and finding out what their thoughts are on safety, efficiency, stakeholder needs, and operational requirements for Yukon aviation.

We are also about to finalize the lease issue up at the airport. That has been ongoing for years and years, after some bungling by the previous government on the lease issue. We are fixing that issue. **We are investing in new snow-blowers and graders** up at the airport that have been woefully missing and absent for many, many years. **We are fixing the baggage-handling equipment**, we are putting more tarmac on the Whitehorse runway apron, and **we are paving the Dawson City runway**.

We are doing an awful lot, Mr. Speaker, to make sure that this aviation infrastructure is a strategic investment for the territory.

**Mr. Kent:** Clearly the minister has been in government too long because he has forgotten which plans are actually his.

I mentioned that on May 4, 2017, the contract entitled "Master Plan 2040" closed and was awarded to a group from Ottawa. Mr. Speaker, when the minister talks about the system review — again, that is something that has been undertaken by his government. Then most recently, Yukon's Flight Path closed earlier this month. So we have three different studies that are underway.

Mr. Speaker, when will all these studies translate into action on developing regulations and getting airport lands in the hands of airport users?

**Hon. Mr. Mostyn:** I am really pleased to see the members opposite finally taking an interest in airports and turning their eyes to it. That attention has been lacking for a very long time. As members opposite know, as we debated it at length, we have a *Public Airports Act* now that has been passed. We are currently in the process of getting the terms of reference before the public so that we can move ahead with the aviation advisory committee that was put in the legislation to make sure the minister had good feedback from the aviation stakeholders in the territory.

The reason why that is so important is because when we took office, the aviation community had **websites up calling it a "war on aviation"** in the territory. We are trying to make sure that we have the rules, the tools, the investments, and the understanding of this critical industry in the territory to move it forward so that it actually reaches the economic potential that it really should have.

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So we are investing in the Dawson City Airport, we are investing in Whitehorse, and we are investing in Mayo — \$6 million going into Mayo this year to make sure that they have scheduled flights.

Mr. Speaker, the aviation industry is central to this government's focus, and we are proud of that.

Several issues we should be concerned about are revealed in this exchange. When he came on board years ago I tried to give Mostyn and YTG a chance to act. I met with him and I even did change the name on this web-site hoping for more conciliatory and positive cooperation. But his comments today cause me to re-evaluate both his claims and the overall situation;

***EDITORIAL:** The Ministers Advisory Committee that we were promised has simply disappeared. The Aviation Working Committee that we were also promised is still not formed. It has been expanded to include mostly non-aviation interests and then confined to the Whitehorse Airport only! The Aviation study Mostyn himself championed turned into a disaster because of his attempts to manipulate it. (He pretends to forget the Stantec study even exists?)*

*The Sweepers and snow blowers that finally arrived at CYXY are being accounted for yet again as a success? Similarly, the baggage handling equipment in CYXY he claims is another big success, but we have been hearing about that for years now. His very expensive and now failed project to pave the CYXY runway is seen as a success? Paving Dawson is claimed a success, even though it doesn't make sense, will have limited benefit, and is underway only because it's in the Premier's riding.*

*YTG is encouraging the City of Whitehorse to assume as much responsibility for aviation as possible. The very leases Mostyn references as a success he has turned over to the City to manage, and they still don't exist. The City are naive enough to think they can deal with these issues while they evict aviation operators from Schwatka Lake and pressure Trans North to leave, and Mostyn has allowed, even encouraged it. There is much less Aircraft Parking at CYXY since Mostyn's tenure began, and it's decreasing constantly.*

*Now Mostyn claims publicly that engaging on even more studies is another success? (Perhaps from his perspective it could be, this time you can be sure he has learned to hide his fingerprints). A phrase on CBC radio phone-in show caught my attention yesterday. They called the current YTG style management; "**Paralysis by analysis**". (These comments were re-edited)*

(This website will continue to document and present facts. I can do that by posting photographs and documents, and where I present opinions I will label them. Thanks for the readers patience!)

**April 29, 2019**

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Radio News this morning is reporting on the **City of Whitehorse** public meeting on Friday about Float Planes on Schwatka Lake. At one point the City Planner, Erica Beasley, stated;

**“...the City is not sure Schwatka Lake is the best place for floatplanes....”.**

And there you have it. But, at the meeting she ignored any question of the City's legal authority to restrict activity on the water, ignored any actual fact-based need to restrict it, and tended to say that the City cannot issue any of its leases because of a shortage of parking for vehicles. She says there is a nine year waiting list. And she says in the interview, the problem is a shortage of money. Several professional people attending the meeting offered their services to her for FREE if it meant the City would act.

On the weekend I and several others flew circuits at Cousins airstrip. The runway is dry but extremely soft. Use caution, avoid taxiing near obvious soft spots and apply power slowly and evenly to avoid picking up loose gravel. At CYXY YTG staff have been working on the ramp and taxi-way trying to patch holes and cracks.....use caution there again.

On Sunday I taxied my airplane down from 'Golf' to refuel. There were no airplanes anywhere and I taxied across the front of the terminal without issue. While refuelling I noticed the YTG Security truck come out from the terminal and position itself exactly in the middle of the ramp to prevent me from returning without going around him (her?). I departed on '14' immediately and so as I left they drove back to their parking spot at the terminal. Pretty funny to watch.

*Editorial: Recall that I filed a complaint with Transport Canada about this two years back. I was never contacted by YTG nor Transport Canada, nor were either of the CYXY Tower controllers who were on duty and witnessed the YTG truck approach and block my moving aircraft that day. I'm sure YTG will have covered that complaint with internal excuses and hope it died. It's too bad, there would have been nothing wrong with an actual investigation and maybe clear review and amendment of their policy before something more serious happens.*

## April 30, 2019

The **Carcross Aerodrome Society** met last night in Carcross. Richard Mostyn and the local MLA, John Striker, were in attendance.

There is still no fence along the edge of that airstrip despite several promises. Mostyn blames Transport Canada. Seems they are adopting an "All-or-nothing" approach? A temporary fence was set up last year and it worked well but was removed. There was

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some discussion about the availability of water-side leases for float plane use. This might be difficult, in my experience the water in Nares Bay is just not deep enough for float planes until well into June and often even later.

Hopefully that airstrip will remain viable, it is so unique, picturesque and useful, it is a real gem.

***An Editorial parable on the nature of rules (it is relevant I promise);***

*Several years ago I was the bureaucrat in charge of the Federal Environmental Enforcement program here in the North. One day we were called by the City of Whitehorse to rush to Chadburn Lake where some people "...were driving snowmobiles into the lake and making an oil slick...." (this was in mid-summer).*

*Another officer and I dropped what we were doing and rushed out to Chadburn Lake. There we found a half dozen young men who had a snowmobile which they were jumping off a purpose-built ramp they had placed by the water edge. In my best authority presence I asked what they were doing and pointed out they may be in violation of Environmental law.*

*They then showed me the modifications they had made to their snow machine; they had drained all oil from the drive trains, they had pressure-washed the machine clean, they had plugged the vent lines to prevent water from entering the engine, or gasoline from leaving. They placed just enough fuel into the machine for it to run the few seconds necessary to hit the ramp and jump a considerable distance into the air. Then the driver jumped from the machine while airborne thereby disconnecting the ignition and turning the machine off before it landed in the water. They had connected a rope and they pulled the machine back onto the boat ramp to repeat the procedure.*

*Unusual, even unique, but definitely NOT against any environmental law. I so informed them. But then a City of Whitehorse Bylaw Enforcement truck arrived carrying two of the Cities finest in uniform.*

*They ignored myself and the other officer (we were in plain clothes), and approached the same group of young men. They demanded the activity cease because of "danger to the environment". The young men referred them to us, and pointed out that we, the actual authority on the situation, had no issues. We confirmed this. The bylaw officers changed tactics, and required them to stop "disturbing the peace" indicating a young woman and her family sitting on the dock as justification. At this the woman voiced objections to being involved as a complainant, adding: "...no we are just watching, it doesn't bother us".*

*Now the City bylaw officers changed tactics again, after a short tete-a-tete they announced; "...you are driving a snowmobile on City property without licence or registration!" This was before there was any actual law prohibiting this, but the young men recognized the futility of legal rights against determined personal biases, they packed up and moved to the area where the "Mud Bog" now*

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*operates. There they got a loader and dug a pit which they filled with water to continue their adventure. I don't know how they fared there.*

*My point is obvious, when it comes to our society, actual facts are not important. Legal jurisdiction and authority is not even important. What is important to modern Yukoner's, including the City bureaucracy is their personal perceptions.....if they don't understand it, it must be stopped? Chadburn or Schwatka, the situation is identical. \*\*\*Just imagine the cost to the City, and to the taxpayers, for all the staff they pay to create and then deal with these issues, and then imagine the enormous cost to the (public) private end-users who must try to cope with these bureaucrats and their (un)necessary demands.\*\*\**

### May 1, 2019

Last night was the AGM of the **Canadian Owners and Pilots Association** local **Flight #106**. (I wasn't able to personally attend since I had family responsibilities from 5 to 9 pm.) The local organization had nearly 200 people on its rolls at one point. They represent a significant number of Yukon residents and Yukon interests. It will be their sizeable task to try to return all these discussions to some form of reality and logical action.

### June 1, 2019

A bunch of aircraft flew out to Rose Lake field last week, it was a good day to introduce some people to remote landings.

The runway in Dawson City is paved now, some people see that as an improvement.

Very bad news last Monday, two pilots from Alaska (Jeff Babcock from Wasilla and Charles Benson from Palmer) crashed on take-off from Whitehorse, and both died. The investigation will collect and present all the facts, but I am reasonably sure they were ferrying a Cessna 170 from Southern US to Alaska, the runway in use was 14 (almost 9000' long), the density altitude was above 4000' that afternoon (at 5:30 pm), it was windy and gusting from the SW which can typically create turbulence at that end, and they impacted less than 200 meters from the threshold.

Whenever we pilots hear of an incident like this we all look to understand why the accident happened. When it is close to the runway and on take-off, the most common causes (in summer) are engine-failure, or an overloaded aircraft. To jump to those conclusions is of course premature.

I am reminded to counsel myself to ***never become so focused on following through on any decision to the point where I ignore what is actually happening to me and my aircraft.*** That may or may not apply in this case, but we are all shocked and saddened at this tragic loss.

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**July 6, 2019**

A bunch of aircraft flew out to Carcross last week for a COPA Bar B Que, and then on to Atlin for a visit and a "Poker Run". About 13 aircraft made an appearance. A few dedicated types spent the night at the far end of Carcross airstrip in a downpour but no one seemed to notice. The following day a mountain tour developed on the return flight and some people checked out some new mountain landing spots. Thanks to Matt and the others who organized it it was great fun.

In other news (?):

Dawson City is paved now. I flew and shot some video of Schwatka Lake from the air last week. It reveals very few float planes now on the lake, that may or may not be a success for the **City of Whitehorse** planning department.

I was out to Fort Selkirk yesterday, it was very worthwhile, the people from Selkirk First Nation working there have done a great job. While I was there they told me YTG Highways plows the runway every year, so I walked out there to look it over.....it obviously hasn't been plowed this year, not even last year judging from the poplar growth. It is usable for a 172 with a light load I think. It is certainly worth the trip.

I see the Aviation Advisory Committee that the YTG Minister of Public Works Richard Mostyn promised to create years ago is still not in existence. I see in the "Stakeholders" meeting minutes the proposed membership for this committee is now less than half actual aircraft owners or pilots.

I see there is a new Superintendent of Airports on a one-year assignment. Once again YTG Aviation shows its reluctance or inability to engage people with actual aviation experience in any of their jobs. His appointment preserves status quo.

**July 16, 2019**

I was contacted by a four-aircraft tour from Southern Canada who enjoyed a tour as far North as Stokes point over the last week. They included a 182RG, a Cherokee 180 and a Cessna 175.

On their return they were forced to land at Minto because of smoke, they would have preferred Fort Selkirk but were unable to land because of the tall grass. They report Minto was "barely usable" and urged it's improvement.

In looking for a way to communicate this I found it was late 2015 that the **YTG Minister responsible for Aviation** promised (and ordered) the creation of both an 'Advisory Committee' to deal with all things aviation in the Yukon, **AND** the start of regular bi-annual meetings between the Minister and C.O.P.A. to review his Departments progress and performance. BUT;

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In my review of recent minutes I see YTG bureaucracy has successfully reduced this commitment to a "Stakeholders Meeting" that reviews **ONLY** CYXY (Eric Nielson International Airport) interests, and the membership includes car rental companies, restaurants, gift shops and trucking companies. To me this falls a long way from the Ministers commitment, and a long way from a sincere attempt to protect Yukon aviation.

### August 11, 2019

Sad news, a 208 Caravan crashed near Mayo killing two (the pilot and a geologist). Most of us knew the 24 year old pilot.

I have been receiving calls from Lease Holders at CYXY asking if I'm going to my scheduled meeting with YTG about my lease. They are surprised when I tell them I haven't received a call asking to meet. It turns out YTG has turned management of the Airport properties over to the City of Whitehorse just as feared. They appear reluctant to tell us, so this is possibly a divide and conquer move.

The sad truth is the whole official airport management system collapsed years ago. Over the past 20 years YTG have made so many illogical or unwarranted decisions the process has become;

- 1-Arbitrary decision by Bureaucracy
- 2-Announcement by Government
- 3-Shock and disgust by 'aviation public'
- 4-Rebellion to the political level (the only place reality can rule)
- 5-Recinded decision
- 6-Lack of growth

But perhaps the bureaucracy is adapting. Current changes are likely not coincidental. By putting the City of Whitehorse in charge YTG will be able to claim they are not the ones responsible for doing this. The City bureaucrats will be lured by the chance to expand their kingdoms and authority, and the Mayor and Council will be bought with tax money. Political win! Bureaucratic win! Industry loss, again.

Sad!  
True!

The reality is that application of City Zoning and Building Codes on the Airport could eliminate growth in our industry and justify it within City bureaucracy. Schwatka Lake Float Base continues to be dysfunctional because of YTG and City confusion. Trans North is moving (forced to sell as a result of City and YTG bureaucrats.) HOW LONG WILL THIS CONTINUE? I am convinced they are going to ride this horse right into the ground.

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**August 21, 2019**

**This can't get any more incompetent - I told myself many times !**

Yup, Richard Mostyn has given defacto control of airport leases to the City of Whitehorse. How that was justified in view of the new **Airports Act**, which he himself signed into law and which I thought clarified that Municipal authority didn't extend to Airports or Airstrips. Recent Federal case law seems to be completely opposed to such action.

And, more bad news if this is not absurd and incompetent enough; as a condition of the City's endorsement of the new plan, they require YTG need to dig up the recent water and sewer system and install more hydrants. That project that cost more than Two Million dollars was to satisfy the City of Whitehorse about a need only they could envision. It was never needed by the industry, or even YTG. A review by the Auditor General or similar authority could be warranted?

**August 22, 2019**

**Yukon Airports Act - was to what purpose?**

I conducted a lot of legal research to determine if I was wrong about the Airports Act restricting the Yukon Government from dumping their responsibility;

In Part 1, Section 2, the Yukon Public Airports Act opens with;

*"This Act and the regulations do not apply in respect of any activity within the exclusive legislative authority of the Parliament of Canada."*

Aviation has clearly been held as a Federal jurisdiction, and recent Federal case law has reinforced the requirement of Provincial and Municipal Governments to not occupy that field.

Section 8 gives the Minister the authority to issue leases,

*"(1) Subject to this Act and the regulations, the Minister may grant a lease of any part of a public airport, or in respect of the whole or any part of any structure on a public airport, and may extend a term of a lease, renew a lease, terminate a lease, approve an assignment of a lease or accept a surrender of a lease.*

*2) The term of a lease or renewal of a lease granted under subsection(1) must not exceed 30 years."*

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but, interestingly it does not give him the authority to assign that responsibility. It clarifies that Municipal Bylaws regarding Motor Vehicles or traffic do not apply, and;

*“15(1) Except to the extent provided in the regulations, the following enactments do not apply in respect of a public airport:*

*(a) Part 7 of the Municipal Act;*

*(b) the Area Development Act and any regulations made under that Act.*

*(2) Except to the extent provided in the regulations, a bylaw adopted by a municipality respecting the following matters does not apply in respect of a public airport:*

*(a) subdivision of land;*

*(b) zoning.”*

AND;

*“ 16 Except to the extent provided in the regulations, the **Subdivision Act**, and any regulations made under that Act, apply in respect of a public airport.”*

So the City of Whitehorse is excluded from Jurisdiction at CYXY, **unless allowed for in Regulations.**

And there is the meat of it!

A Regulation can be passed, or amended, within the Liberal Cabinet without debate (and out of scrutiny of public eyes). So a minor “administrative matter” like this one can be dealt with quickly and efficiently without any public scrutiny. Mr. Mostyn knows this and made sure this was provided for.

So, then I went to the ‘Subdivision Act’. In reviewing the Yukon Subdivision Act it opens with;

### ***Application 2***

*“This Act applies to all land in the Yukon other than*

*(a) land in municipalities, except to the extent provided in the Public Airports Act;*

*or*

*(b) lands that are under the control, management, and administration of the Government of Canada or a crown corporation of the Government of Canada. S. Y. 2017, c. 15, s. 23; S. Y. 2002,*

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*c.209, s 2."*

This was written after the Airports Act, it would appear he tried to cover the bases.

SO, finally I went to the Regulations pursuant to the Airports Act. There is currently only one such Regulation that has been passed and posted. It only enables the creation of the promised Advisory Committee. I'm surprised it was even needed. I didn't see it go by in Hansard, but it obviously must have. (That is the danger or management by Regulation.)

The only hope for a return to reality is Federal re-direction of this trend.

### **August 24, 2019 - My Turn Soon ?**

I got a call on my cell phone Tuesday, the 22 nd, from YTG Aviation (Rene ?), asking if she could meet with me in person to discuss the new Subdivision boundaries and how they will affect me. I explained I was out ferrying an airplane and would be back Tuesday. I asked her why this was necessary. Her reply was ; *"This might not affect you, but the Commercial operators, the Commercial leases, they can't borrow money from the Bank unless we do this."*

Anybody know anything about this? Anyone have this issue? Call me if you do, please?

She didn't admit to knowing anything about building codes, or development rules, or anything else, but she agreed to phone me when I return.

*(Editorial) Just a thought.....The City of Whitehorse does not regulate Yukon Energy nor the dam on Schwatka Lake. It is unquestionably a Federal jurisdiction, and the City seems to accept that.*

*But, in reading their "City of Whitehorse Docks Policy for Schwatka Lake", they regulate the lake bottom, things floating on the water, the shore, and all things attached to the shore, as well as water depths. But, it is a designated Float Plane Base and also regulated solely by the Federal Government. It's true, look it up! (it is appended on our Politics Page)*

### **August 27, 2019 -**

The City has threatened to remove a large portion of the dock at Alpine Aviation tomorrow. We have been invited to drop down to watch at 1030.

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On the same topic, the speculative discussion in the Yukon aviation world is about whether or not Trans North will survive the construction of the City of Whitehorse's new \$ 50,000,000.00 "Palace" built behind them. My fear is they can't survive the recapitalization of another move. This company has been iconic, serving all of the Yukon for over 50 years, but the real economy is down (not the tax-payer-funded one of course), and another forced move is probably not feasible. A very sad indicator of the separation of Yukon Bureaucracy and Reality.

Different topic; I flew up a J-5 from Alberta this week, and I found fuel available at Fort Nelson and Watson Lake. Fort Nelson has limited hours. I could not close my flight plan again on 126.7 in Watson Lake. The Wx camera at Rancheria is down, and has been for a long time. The flight planning kiosk in Whitehorse Tower has not been functional for a very long time (I brought that to their attention months ago). A cell phone is not an option anymore to fly through Yukon, even the small infrastructure is collapsing. I guess this is kind of sad too?

**Update;** The City of Whitehorse announced they delayed their 'inspection' of Alpine Aviation tomorrow to a later date citing safety concerns because of lack of parking.

But, before this those of us on Facebook saw a City of Whitehorse "Inspector" named Geordo Matechuk had engaged in a discussion where he publicly endorsed statements damning Alpine Aviation. I couldn't tell if his comments were made during work hours, but by the end of the day his support was removed from the online discussion. It's still pretty outrageous, in days when integrity and honesty ruled any public servant who engaged in public discussion on an issue that they carried public jurisdiction over would be shown the door. (see below)

Screen shot of the public Facebook discussion (including participation by City Officials)

The screenshot shows a Facebook post from 'The Whitehorse Star' (@WhitehorseStar) dated August 20th at 11:00 am. The post text reads: "to present aircraft for fueling and maintenance. Since June of the year more than 15 boats and planes have used dock 11 for refueling, maintenance and overnight parking. At Alpine Aviation is selling for a lot of money speaking the way they have for the last 22 years in a safe environment. There is more to the saga as to the disrespectful treatment to a well established local ongoing entrepreneur but now is the time to put it out there. I thank you all again for your support and we hope to see as many of you as possible at the First Base on Wednesday August 20th at 11:00 am." Below the post, there are several comments. One comment from 'Joseph Zelensky' (City of Whitehorse) is highlighted with a red box. The right sidebar shows 'Page transparency' information, 'Related Pages' including 'The Defense', 'City of Whitehorse, Yukon', and 'C-PRW 95 1FM The North', and a language selection menu.

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### \* Important Note of Clarification \* ;

**In the debate over float planes and docks on Schwatka Lake an important clarification needs to be made. I can comfortably state that everyone who owns a floatplane and WANTS to be on Schwatka Lake, is! When the City says there is eighteen float planes waiting for docks, that is simply NOT THE TRUTH !**

What has happened (as I have described before), is that when the City stepped in and limited the number of docks, those **docks became a commodity**. They now assumed 'Real-Estate' status, and accordingly.....VALUE. Those pilots who would give their docks away in past when they sold their plane, stopped doing that. If you read the '**City of Whitehorse Docks Policy**' (appended to this Politics Page) you see that they allow permits for docks for regular marine users too. **There are simply NOT 18 airplanes sitting somewhere waiting** for space, but, there are 18 entrepreneurs in the que hoping to capitalize on a 'Real Estate' opportunity the City created.

This seems to escape most people viewing the discussion.

AND; I received word Rene from YTG Aviation wants to meet Myself and Tom tomorrow at our hanger at 2:00pm. I will report here tomorrow.

### **August 28, 2019**

Alpine Aviation apparently received an early morning call (0600) to rescue a transient Beaver aircraft that had mechanical failures and was drifting loose. They dressed and launched in time to rescue it and prevent it drifting into the flood gates and intakes on the dam. Good thing they are there 24-7!

As per arrangement, YTG sent Rene Mayes and Dennis Robinson to discuss the lease situation with Tom and I. (This was my first conversation with Dennis, Rene and I have talked once on the phone once) They arrived at our lease sharply at 2 pm. It was kind of underwhelming thankfully, Rene did most of the talking, lots of buzz words and bureau-speak. To our direct questions;

-Who will our new landlord be?

They both answered in unison; "The Yukon Government!

-Will our leased property shrink in size?

They both answered; "No!"

It got confusing when asked what the relationship between the City and YTG was going to be. **They both stated, repeatedly, that this was necessary because it was a demand from the City of Whitehorse.** Both used the word "subdivision" often. They

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tried diversion with quasi-legal baffle-gab but I'm the wrong person to quote law to. Dennis promised that the solution to this will be in the Regulations which don't exist yet. I'm willing to bet my next pension check that they do exist, they are written, and waiting, for what Mostyn considers a safe time to pass them into law by Order In Council.

Both also stated, several times, that they had no issues with our occupation or use of our 'lease'. That was frankly somewhat reassuring.

### September 6, 2019

Today I was informed that Trans North will indeed try to continue operations, but a person in the discussion pointed out they asked about relocation to the South end of the airport and were told that new lots at the South end of the airport are not being made available to them, or to anyone because "the rents and taxes are still too low for the City to approve yet." Hmmm, interesting statement, possibly accurate?

I flew at lunch time, it was a perfect CAVU day.

On return I fuelled the Cub and then experienced yet another confusing interaction with a Government Security truck that like those before. He pulled out in front of me, blocked my path, and forced me to serpentine between WestJet's 737 mid-day flight, a Beach Baron an American was loading and pre-flying (but still tied down), and his White Yukon Government Pickup Truck. Once again he moved out from the terminal in order to block me. Once again the controllers in the tower (121.9 Mz) offered support, but this time they suggested contacting the Airport Manager to complain. Immediately after I passed him he returned back to the terminal and parked.

Simply put, when aircraft are moving on the ramp under direction of the Control Tower, there should not be an uncontrolled vehicle that far out on the ramp. AND, when that uncontrolled vehicle moves about in order to deliberately obstruct and redirect moving aircraft it quickly changes from foolish to unsafe.



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*Uncontrolled YTG Truck is visible in this satellite photo. My travel route in red.*

When I got home I thought about complaining to the Airport Manager as recommended by the tower, but I decided it best to make sure this gets fixed. Since this is the third time this has happened to me, I filed my second written complaint, this time I not only filed the CADORS with TC online, I also copied the Airport Manager, the Minister of Transport, and, the RCMP. (A copy of the filed report (Incident # 16313) is added on my 'Politics' page list of documents.)

### **Sept 11, 2019    An Unfortunate Anniversary**

Today was the day of the attacks on the Trade Towers, ..... sad fact.

I went flying this morning, out to Boswell where I tried some fly fishing to enjoy another CAVU day. As I fueled to go at 0830 I couldn't resist taking the attached photo of the "YTG Security Truck", he was there as I came down "Echo" and he was still there when I left. BUT \*\*\*\* GOOD NEWS \*\*\*\*, When I land`ed after 1:00 pm, the "Security Truck" was actually overheard on the radio talking to the Tower on Ground frequency (121.9).



*YTG Security Truck in position (?) viewed from fuel pumps at 0830 this morning*

### **September 29, 2019**

A couple of us flew out to the Big Salmon to check out a couple of old mining strips (like Dabdi (?)) Creek. We found both were overgrown by large trees and unusable, so we landed on a couple of sand bars along the Big Salmon river. Hiked around, had a picnic

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lunch, and cleared some obstacles. I was asked to inventory the strips I visit for other pilots and post them on this site, I'll start working on that.

When I got home I was online checking the news, it seems Thomas Cook Travel has gone into bankruptcy. I find it ironic that the photo in the news was the attached; Yup.....ironic is the word...that's the YTG security truck sitting there that, (at least until



recently), is **NOT** on **121.9** . The tow-tractor is, everyone else is, just not them? (Not a word from YTG, TC, NavCan, or RCMP about this.)

### October 9, 2019

I flew out to South Nahanni and back this week, winter has thrown down its snowy coat. If you have ever felt comfortable flying in the mountains you were not flying in the Nahanni.

Here are a couple of photos to give you an idea;

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Root River in October

At 8500' on Thundercloud Creek

Lets call this country 'remote' ?

At CYXY I see YTG is replacing the ramp between the main terminal and the fuel retailer, it looks like a major effort.

A few more people have called asking about meetings they had YTG about leases and what they meant. Most people seem to hear different terms and catch phrases, it is confusing, inconsistent, but at the same time it looks like "Government-paced" action is intended on this issue. I also see the Advisory Committee is meeting this week. Maybe they will get accurate details. I also see COPA local group is planning some kind of fly-in activity to close the season.

YTG was commissioning the new electric openers on gates 37, 38 and 39 when I went flying this afternoon. This could be a great improvement for security.... no more open gates! Unfortunately, when I went to leave, gate 39 failed to function, and they can't be opened by hand anymore. ( I found 37 worked so I didn't have to escape through ALKAN's hanger.)

### **October 28, 2019**

The new gates work along "Lodestar Lane". We are not sure yet what "Taxiway Golf Realignment" constitutes (beyond locating and marking the sewer and water locations) but different people report different official stories from different encounters. The only official communication from YTG that I saw stated that they intended to drill the sub-surface and all people affected by the realignment had been consulted and approved. That is good news, it must of occurred while I was away?

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The “Security Truck” was sitting on the ramp at the corner of the restricted box yesterday, lights flashing but unoccupied and running as I taxied by. No response has appeared anywhere from my complaint.

### *Editorial:*

*There have been some desk-shuffles at ‘Aviation and Marine’, all in all it seems like they might have good intentions (there I said it) but possibly they have had so many blunders they are gun-shy and trying to control their messages. I hope the Advisory Committee has an effective voice, but that is not a safe assumption given they way the current Government interacts with its other public mandated bodies.*

### **November 24, 2019 ‘A Note of Concern for the Future’**

This fall the Yukon Government has patched the pavement in front of the Fire Operations between North 60 Fuel and the Terminal. They paved Dawson City runway and finished some re-surfacing at CYXY. They have surveyed and painted some marks on Taxiway Golf that seem to locate the location of the new sewer system just installed two years back. They have engaged in yet another ‘study and public opinion collection exercise’ of aviation needs in the Yukon (this is their third or fourth in five years ?).

**Trans North Helicopters** announced they are closing the doors after 52 successful years. (*When I came here in the 70’s they were the scheduled air service everyone relied on in the communities outside Whitehorse. They built and operated permanent bases in most communities and were responsible for a good deal of growth and development both economically and socially. This occurs just after the City of Whitehorse expansion that reduced their operating window.*)

**Alpine Aviation** has been forced by the City of Whitehorse to remove their facilities from Schwatka Lake and are considering their future, this occurs after 22 years successful operation. (*They have become the most important supplier of air-travel to hunters, outfitters, fishermen and tourists*).

I attended the Yukon Geoscience Forum for the whole four days (Nov. 16 to 19). For four days the Yukon Government told a story of growth and improved mine economics and operation.

At the very same time the Private Sector told a story of reduced investment, loss of Territory to work in, and a tremendous increase in bureaucratic delays and obstacles to exploration and development. (IE 222 day turn-arounds on simple permits)

It was amazing to witness. The existence and persistence of two completely opposite views in the same space was the ultimate in cognitive dissonance. Aviation companies I saw and talked with at the Forum appear trapped in the middle. It doesn’t bode well.

## **Yukon Flying - Search for Solutions**

It is hard to be optimistic about the future of the Yukon Aviation industry in any other but a seasonal tourism role. In light of the reality encountered by Trans North and Alpine Aviation future tourism will be severely limited compared to it's current situation.

### **December 3, 2019 First- a Note of Appreciation to NAVCANADA**

Friday evening at 5pm is the annual 'Pilots Appreciation Night' put on by Nav Canada. This year TINTINA Aviation has offered their new hanger as the forum.

Editorial: This is close to thirty years they have been doing this (more maybe?). What they have done in past is undertake all janitorial work themselves all year and put their budgeted savings in this celebration of Yukon aviation. It has become the best cooperative and good-will-building exercise in Yukon Aviation. A sincere thanks to these guys (and girls).

As 2019 draws to a close I have to admit to being a little optimistic about Yukon Governments approach to aviation this year. It appears that the threats to aviation this past year were mostly a concerted effort by The City of Whitehorse to insert themselves into the jurisdiction and then attack mostly private aviation companies. Hopefully, in the next year they will realize the needless involvement, or at least the loss of business and unnecessary costs to the Whitehorse taxpayer and return to a supportive roll in the industry.

### **January, 2020**

Another 'Government Planning' exercise is currently underway, access can be made through the Yukon Government website. More information coming.

Editorial : Years ago the Yukon and Federal Government's first master plan for Yukon aviation was titled in part "2020", and a heady and optimistic plan it was. Looking back in those days Transport Canada still honoured it's responsibility for all things aviation, and they were available on a moments notice to risk talking to us one-on-one.

But the plan disappeared nearly 20 years ago, along with 'Flight Service Specialists' and 'Weather Forecasters' and aircraft parking spaces. With it's disappearance went our ability to hold anyone accountable for the results. The report on the fatal crash of the C-170 at CYXY last summer is public. It is a stark reminder for all pilots to monitor ourselves and our decision making.

Sadly, on another emotional note;

Today I got a call from Joe Bachoffen who has finished his remarkable GlasAir home-built. (His aircraft is featured elsewhere on this website) His workmanship has been flawless, his attention to detail unrivalled in my opinion. Few aircraft are this airworthy. Joe has meticulously followed the rules provided by above-said bureaucrats for the whole 30 years and 10,000 hours it took to build.

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But, perhaps inevitably, he has just received word from the Government (MDRA) that he will **NOT be allowed a 'Final Inspection'**! It seems that even though the required inspections were completed by Transport Canada and his work found satisfactory in 1990 and then again in 1995, the MDRA rejects the format the Transport Canada Inspector used at that time. (This was completed before MDRA even existed). They seem to demand the aircraft be disassembled and re-inspected? Such steps are not possible with Composite aircraft of course, it would result in the destruction of the aircraft.



No one at Transport Canada seems to be able to locate their original files. Joe himself located the original Transport Canada Inspector (who has since retired), and he has offered to make himself available to confirm their past inspections, but the MDRA has already made reference to him and made comments preparatory to dismissing his involvement. The whole process is enabled in actual law, but the process is defined in Policy. The MDRA has a past record of not understanding the difference and focusing on obstruction and ass-covering. The Minister of Transport himself will be required to navigate this deliberate 'Catch-22'

***Editorial Comments:*** *That this aircraft is probably comparable with the best craftsmanship anywhere in the world (including all commercial manufacturers),*

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*and that the design is time-proven by other flying examples, is not relevant to MDRA management. This 70 year old craftsman must be stopped before .....what? Increasingly it seems Government rules are based on perceptions and applied via policy that changes with those perceptions. This is true everywhere, but in Canada governance has the fervour and sanctity of Religion (whereas Religion has become a pariah equated with quaint ignorance). I forecast this web-site will eventually report on the final days of practical private aviation.*

### **Feb. 3, 2020            Coroners Inquest calls for improved rural airstrips.**

The Blackjack inquest has concluded into a Carmacks death and the jury recommendations included improvements at rural airstrips to allow better Medi-Vac service. It's been said before, just not by a coroners inquest that I recall.

***Editorial Comment:** Minister Mostyn announced several years back (above) that Pelly Crossing airstrip was going to receive \$ 2 Million dollars in upgrades. I went through Pelly last summer, and no changes were evident, I am guessing the work wasn't achieved ?*

The third Yukon Government public-review of "Aviation Needs" in nearly as many years is underway. A contractor from Calgary (?) is touring and collecting our input. There is an online survey at the Government web-site but, once again, if you know much about the topic, and you read the preamble, the questions, and then the options available as answers you can recognize the premises behind the survey, and their preferred outcomes are apparent.

***Editorial Comment;** I believe the first 'Stantec' survey was a disaster because the ministers fingerprints were all over the process and the outcomes. There was such public rebellion, and the Minister was so publicly embarrassed, a second damage-control exercise was immediately attempted. Those surveys seemed to disappear.*

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*This third time it is a wiser senior administration designing the thing, but we likely have had a preview of the outcome.*

I hear there is a big new “STOL” competition beginning in Texas that's getting a lot of attention. It's inspired by the success of the one in **Valdez** Alaska. I have been to Valdez and it is extremely good, partly because their whole town gets behind it to put it on. That's part of the attraction. As big as a Texas competition might get I am sure Valdez won't lose its reputation or attraction because of that authenticity.

### **Feb. 11, 2020 - TC released the official CADOR about my Sept. Incident Report**

Yesterday CADOR's number 2019C5886 was published by Transport Canada. My original 'Aviation Incident Report # 16313' was filed on the date it occurred, (Sept 6, 2019).

That original report is available from the 'Documents' list found on the 'yukonflying/Politics' page, or review the entry made here on this document, above, on that date.

I find it unusual that it wasn't released for five months (?). I don't know if the YTG Security truck is under CYXY Tower control now or not, I have only heard it transmit on 121.9 the once.

### **May 2, 2020 - COVID-19 World-Wide Shut-Down update**

Just an update after 2 months of isolation, the aviation industry as a whole is down 90% according to some sources. The Liberal Government is in their nirvana, the printing press at the Canada mint is running overtime so they can give away money (Justin's favourite, maybe only, trick). They have also “prohibited” the Ruger rifle I carried in the aircraft for years because they see it as “too dangerous for public possession”. (But not if you are First-Nations though.... my Metis neighbour can have one and use it, but I may not. Clearly Trudeau sees me as a big a risk as I see him?)

Locally private owners are tinkering, small companies are doing annual training, and all are wondering what will happen with no tourism and little mining or exploration. CYXY is a pretty slow place.

### **June 8, 2020**

These entries are nearly a month apart, and I speculate this is for a number of reasons, some good, and some maybe not-so-good. The COVID 19 virus has reduced actual flights to a very small fraction of what there was before. And, with much of Government.... “working from home” .....(mostly out riding new side-by-side ATVs and fishing boats) there also seems to be less unnecessary oversight and restrictions.

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Just as importantly, the Government of the day is operating by O.I.C. and seems they just might be taking the opportunity to make some actual investment in the infrastructure. Braeburn airstrip was graded and rolled two weeks back. (I do see cameras there documenting our use.) Cousins was just rolled and they are closing it for surfacing next week. Whitehorse is slated for more surface work, and Dawson is done.

So far, the City has not taken any more steps into the industry since their Schwatka Lake debacle. It is unlikely they can be counted on to stay out of the aviation jurisdiction, they have been spending heavily before the virus and already have unprecedented bills to pay, so any opportunity to tax or charge fees is going to be attractive to them. Their immaturity does not allow them to see long range or strategic advantages of helping aviation.

On the Federal side Transport Canada has delayed the medical renewal period for licensing. They have also stopped answering their mail (as Joe Bachoffen has discovered TC and Larry Bagnel both have not responded to his request, and he discovered also stopped allowing 'free' postage for the purpose of communicating with them.) TC's 90 day turn-around of requests seems to have dropped off their priorities.

I feel that, as the COVID lock-down ends, the last thing aviation needs is a resurgence of bureaucratic attention. The industry needs realistic oversight to recover, and the Federal tax money is going to be needed elsewhere.

### **July 23,2020 - 'Aviation and Marine' returns to the Capital**

Mayo airport is getting some money for improvements, I would like to give YTG credit, but they were ordered to do so by the Coroners Inquest mentioned above. YTG did finish Cousins and I did some circuits on it, it is just like pavement (it must be a chemical treatment but it's not chip-seal. I can't help but imagine what the gophers think of it. Without some effort there I suppose they will undermine it and it will erode eventually.

The Federal Government has been pouring money into aviation and YTG has allocated their share to Air North and ALKAN Air to keep them solvent, which we have to appreciate. Tintina and Alpine are flying a bit, we all want them to survive this situation.

I was out in Haines Junction a week back, apparently the "**Aviation and Marine Services Branch**" is moving back into Whitehorse. It was nearly 20 years that office survived out there, which I think was pretty successful, if you buy into the 'decentralization of government' initiative. But Government, like grease in your pot, left unstirred makes contact with itself and eventually collects all together in a corner again.

Schwatka Lake has only 8 airplanes on it last night, and 4 of those were Alpine Aviations. I expect one or two more will appear as hunting season begins. There has been no noise from the City of Whitehorse for a while, perhaps they are letting us get used to their colonization of the lake.

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It has been six months since Joe Bachofen asked **Transport Canada** and **Larry Bagnel**, the Liberal MP for the Yukon, about getting them to relocate their own files and recognize their own staffs inspections done years back. He has had no response to even a second plea now.

It is hard to find a positive focus in the private aviation industry these days.

### **Sept 1, 2020 - Already !**

This summer went by in a COVID blur, each day seemed to blend into the next. Some good things happened in aviation (after you get past the reductions in air travel at all scales);

To the good side; Joe Bachofen was just notified by Transport Canada that they would retain authority over his home-building project, and they even gave him the name of the person there he is to deal with. This is so 'reasonable' it renews hope for the bureaucracy. Joe has worked for and deserves fair treatment and maybe this airplane will fly.

The Yukon Government re-surfaced Cousins airstrip and is working on Teslin. Mayo received attention. Whitehorse has a lot going on, and much of it will serve the industry which has not always been the case. They have possibly dropped lease fees for the year which is positive and appreciated. There is still some arbitrary and illogical parking issues at CYXY, but those are likely to diminish with luck. I received good reviews of the mowing and clearing of Fort Selkirk.

On the less-positive side; most of the flying companies and airlines seem to be dependent on Government money to survive while they adapt or reduce capacity and overhead, and as unwelcome as the need may be it we appreciate what help has been made available. Forest Fires were not revenue generators as some hoped. Tourism is understandably at a small percentage of what it was last year. Mining exploration and hunting and outfitting support was down too as only Canadian residents were allowed to hunt and uncertainty was the theme for much mining activity.

Privately a lot of aircraft have been bought or sold locally, perhaps influenced by COVID in one way or another. Many new-to-Yukon residents have contacted us looking for space to tie-down or hanger as they move up to the Yukon to escape the uncertainty of the situation down South. They seem surprised and confused when they are told there is no parking available at CYXY. It will be interesting to see how this all plays out over the slower months coming.

### **November 9, 2020                      2020 - The summer of the gophers!**

The 2020 flying season is over, the snow is here.

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The flight school seems to be the most active 'light-aviation' sector around Yukon these days. The commercial flying has been much reduced over past years. I think there has been some increased changes in light and recreational aircraft ownership? A few aircraft have disappeared from CYXY and the number of small aircraft for sale seems to be reduced. It is a sellers market for aircraft, much as was seen in vehicles, RV's, motorcycles, boats and other recreational vehicles this summer, and why should aviation have been any different? Consensus seems to be that people stayed home and spent their money reserves on enjoying their outdoor activities. I have more people contacting me looking for aircraft 'projects', and where there was always a few ultra-light or home built projects available they are proving hard to find this fall.

As far as flying went it wasn't a bad summer. There are LOTS of gophers, not only at all the small strips like Braeburn, but also at CYXY. The little buggers are everywhere here, the infield is over-run, my hanger is over-run, and there are even stories of them being inside some airplanes (and they leave a terrific mess once they discover your survival kit rations.....hint; don't try to wash powdered soup out of your belly until AFTER you vacuum it out !!!)

They dash out onto the runways as you land, reminiscent of some teenage testosterone-filled game of 'chicken', but if you land on some rural strip intent on reducing the population with some (legal) target practice, they become as visible as a furry Afghan insurgent. I got trapped in a gopher hole on one rural strip, fortunately it happened just after I slowed to taxi. I managed to dig myself out without damage using an axe and my bare hands since they favour soft ground for their ambush.



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Of course gophers aren't the only Yukon wildlife trying to get their revenge, Bison lay the odd booby-trap too ;



I found this little surprise after a remote landing NW of Whitehorse

**17 November, 2020**

**Nav-Canada announces cuts, or, something?**

This morning CBC news was focused on a press release announcing Nav-Canada wants to cut services in Yukon because of COVID. I think their justification was that with reduced flights comes reduced need for their service. On the face of it that is simple, but of course the truth is not usually that simple, or obvious.

These days Government release of information is intended to justify a preferred outcome (not to summarize any situation). I can speculate, for fun, the issues they have and changes they want;

- cost cutting
- service reductions (to achieve first point) or,
- introduction of changes in service (ie to justify radar control or some new policy direction at Nav Canada)

Let's see if I am right or how this plays out ?

The aviation industry has changed, the future is completely a tangent to what had been planned by everyone. Market forces will become more powerful and less predictable in future. Left alone we could adapt and prepare, but with the next few Governments

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chasing popular opinion its hard to estimate how deeply and diversely changes will come nor how long lasting they will be felt. (Fancy words for simple facts).

Firearms? I have to mention again that for years I carried a Ruger Ranch Rifle in the Super Cub when I was in the bush. It was small, light weight, easy to store, and the magazine made it easy to keep unloaded (and legal) until needed. When I was hiking, or fishing, or even just camping under the wing, it was the “perfect” rifle for bear safety, small game hunting, or plinking. I carried it often. **But** this spring the Federal Liberals outlawed it because, (as Larry Bagnel quoted to me directly); “.....***they are just too dangerous to be in the hands of the public..... they are made for one purpose and one purpose only; to kill as many people as possible, as quickly as possible!***”

Wow. That is simply nonsense of course, voiced to achieve political goals. I dutifully got rid of it, I don't want to be out of compliance with Canadian Law!.

SO, imagine my alarm this week at the Yukon Liberal Government announcement that they are buying the same rifles for their Yukon Conservation Officers because they are **“the best suited firearm for the wildlife work they do !”** The Press Release was carefully scripted to justify their preferred outcome as the only valid option, of course in order to achieve that they had to focus on irrelevant aspects like “factory support” and “existing firearm age”. *(these comments have been re-edited)*

This brings to mind the issue of aircraft survival equipment. On the [yukonflying.com/flightops](http://yukonflying.com/flightops) page is a discussion of what equipment to carry derived from a COPA seminar in Atlin a number of years back. I will update this discussion there (thinking of changes like Elon Musks 400 satellite world-wide GPS/Internet system).

### 25 November Nav Canada cuts

So the local news talks about Nav-Canada potential cuts at CYXY, the reason suggested is the decrease in air traffic. This looks more like a ‘trial balloon’ by someone at Nav-Can to provoke some action. Frequently bureaucrats write justifications that try to control the range of issues so they can justify a preferred outcome. I have seen Government (in this case they say ‘Agency’) managers, try to create a public outcry that pressures our politicians into doing what they want (money, exemption from budget cuts, staff increases, on and on). This discussion is still too new to have disclosed their intent.

The second round of Government assistance to aviation industry in Yukon is being offered. This round should reach some of the smaller operators.

YTG has been moving snow like mad at the airport. I think I can say they have been doing a pretty good job of it. Come to think of it the whole attitude at Aviation and Marine has been pretty good the last year or so, I hope by suggesting that I don't trigger a change back to old ways?

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**4 December 2020**

YTG sent notice today that runway 02/20 is closed because there is a big bump in it. Apparently it “exceeds the tolerable allowance for roughness”. I can’t help wondering why they didn’t identify it and fix it while they were doing all the resurfacing work last year, it was there then.

That runway is very important to small aircraft who really need it on those days when the wind comes over the hill to the West. On those days the turbulence is severe and often exceeds the maximum cross-wind component for those aircraft if using 14/32.

There has been a little more publicity about NavCanada threatening to reduce CYXY to remote FSS only. It’s all about money, of course. NavCan is behaving like a normal (non-government) company, which definitely they are not.

There has been no word about the Christmas PAN (Pilot Appreciation Night) party the guys in the tower have delivered every years for more than twenty five years. It’s always been a class act (by them at least, some of the people attending are occasionally carried away). Well done, and thanks to them even if it doesn’t come off this year.

**December 12, 2020**

### **A reflection on the nature of ‘RULES’**

So when are rules required? Is it SAFETY, or is it LIABILITY that motivates the rule makers. Or is it just a habit, or some source of gratification ?

Yup, I’m thinking because I just got a notice from the Airline Pilots Association, the FAA has grounded any pilot who gets a COVID vaccine, and, they are counselling all Canadian members to not get them either. The director of Civil Aviation Medicine (at Transport Canada) has stated additionally; ***“.... any participation in any trial isn’t considered compatible with aviation medical certification.”***

I was clearing snow at the airport this morning, they have set up a big flashing “X” on 19/01 to make sure no one can use it. Cross-wind emergency notwithstanding, it isn’t even possible now.

**December 15, 2020**

### **Some InReach/SPOT beacon issues**

Most of us carry an INReach or SPOT beacon because they just make so much sense. I had an original SPOT and it worked great for 5 years, it was simple, and the batteries lasted for ever. Then I put in an InReach and added messages to my service. But InReach was bought by Garmin (aka RoadPost) and the service has become problematic. If you manipulate data off the device you know what I mean. Now it all must be done by Garmin hardware and software and it isn’t as easy as it once was. When they arbitrarily charged my credit card for the second time in a month (\$ 41.95) I

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discovered you can no longer contact them (they are automated). So I cancelled and switched back to SPOT. Santa bought himself the new version of the SPOT so we'll see how this goes. Elon Musks system should be up about the time Garmin buys SPOT.

### December 25, 2020      Merry Christmas - Here is your bill

Well, YTG did not in fact cancel their lease fees, I received my bill in the mail two days ago. The letter began by saying they apologize for being late but they have been too busy to get to it. (Just imagine how busy they are!) I have two weeks to pay. Ho Ho Ho

The gate to Lodestar Lane has not worked for months. I have seen YTG people working on it off and on but to no improvement. The rumour is one of the operators chained it open while moving a float plane on a trailer through and burned the motor out. I don't know if that's true.

I went to my lease and loaded a couple trailer loads of snow and hauled them away. That should give me some breathing room as far as snow goes. Someone cleared off the South side of my lease and piled the snow up in the corner. It looks like they were trying to get access to Coscos hanger, maybe to fill the propane? I expect to be told by YTG to move that snow too. It is time to mention again we were told by the Airport Manager years ago we had to use the road behind the hanger for access, and we built to comply with that order, then they stopped maintaining it. That road has been blocked now by junk piled on the last lease along the row backing on it anyway. Kind of one of those inevitable mismanagement fuck-ups.

Landing on 32 L yesterday I noticed a big bump at the start of Echo. It is at least as big as the bump on 19 they blame for their decision to close it. I guess Transport Canada standards only apply when you're trying to cut some service you don't want?

This is starting to sound like the confusion and foolishness from years back? (Maybe I shouldn't have suggested a short while back that things were improving.) Stay positive?

### 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?

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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' 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?

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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 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.

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- \* **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 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.

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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”.**

- \* At this point I decided to end this document, “*Finding Solutions to Aviation Problems*”, (which is Part 2 of this record), and begin Part 3 which I will call; “*A Return to Mismanagement ?*”
- \* All three Parts of this record will remain available for download at [www.yukonflying.com/Politics](http://www.yukonflying.com/Politics). (All supporting documents are also posted there.)