

Yukon Flying - Search for Solutions, or a return to War on Aviation

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 speak 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 sensepower...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. Unfortunately I was working at Alpine Aviation, and everyone I have asked was similarly too busy. 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, 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 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.

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August 30, 2018

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. I see some discussion because the original promise seems to have changed; 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. When I see these same issues arise here I know the benefit of 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;

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“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 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-January10, 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 used in the decision this Government has a Premier from that very community and 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 in the neighbourhood of a million dollars. Those kinds of projects (sewer, water, roads, sand sheds) drive the Government operating costs sky-high (pun?) and I am sure someone with the bureaucracy is going to target leases to recover the cost.

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 ?

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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.

Leases are still an outstanding issue. Apparently 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. Hope I'm wrong! 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 operating, providing a much needed service, and all 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 two unpainted Sea-Cans on the East side of the lake belonging to some private interests, but not two Alpines fixed-up ones on the West side. This should be on one of those documentaries about big "G" waste and injustice. Someday maybe? (Photos below).

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Above = OK



Above = OK



Aviation = NOT OK

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 reminds me of 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 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.

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April 1, 2019 - April Fools (and 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 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.

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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 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 to me. 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.

Editorial; This blog used to be called "The War On Aviation". I renamed it in hopes of fostering more congenial and positive interactions between Government and the industry. Only one entry back I remarked on a possible short period of relative cooperation at CYXY. It seems now it was the calm before the storm?

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.)

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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 that’s been around 50 years”.

The City tells the tale like it is Trans North who brought this up. So, with millions of tax-dollars spent every year keeping a whole staff of “planners” employed, no one there thought of this? I gotta call B ___ S ___ on that!

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 Mostyn’s nonsense, 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.

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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."

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

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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.

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.

When he came on board years ago I tried to give Mostyn and YTG a chance to act, I even did change the name on the 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 (much longer than they took to install). His very expensive and now failed project to pave the CYXY runway is seen as a success? Finally, paving Dawson (in the Premier's own riding) 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, pressuring 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.

And then 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

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*has learned to hide his fingerprints). A phrase on CBC radio talk shows 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

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 it's 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 did circuits at Cousins strip with several others. 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 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?). Unfortunately for them I departed on '14' immediately, so they went back to their parking spot at the terminal as soon as I flew away. Pretty funny to watch.

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.

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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 (which is typical in their case). A temporary fence was set up last year and it worked well but was removed. There was 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 not deep enough for float planes until well into June and often even later, it is just too shallow. It would allow access only late in the summer, unless dredged.

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

An Editorial parable (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

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“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 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.