



Erik Nielsen
Whitehorse International Airport
Airfield Upgrades

Canadian Aviation Regulations
Subpart 7 – Aerodromes – Consultations
Consultations – Section 307.03

Summary Report

Prepared by Associated Engineering (B.C.) Ltd.
February 2022



February 10, 2022

Prairie and Northern Region
Transport Canada, Civil Aviation
344 Edmonton Street
Winnipeg MB R3B 2L4

RE: Canadian Aviation Regulations, Section 307.04 (1); Runway 14L-32R Extension

The Government of Yukon is pursuing a 1,281-foot extension to Runway 14L-32R at the Erik Nielsen Whitehorse International Airport.

In accordance with Canadian Aviation Regulation 307.03 Requirement - Consultations, the following report summarizes the requirements of this subpart and actions taken by the Government of Yukon that fulfill the necessary consultation.

Questions, concerns, or further communication can be directed to:

Denis Robinson
Superintendent of Yukon Airports
867-334-6445
Denis.Robinson@yukon.ca

Thank you,



Denis Robinson,
Superintendent of Yukon Airport

FEB. 14 - 2022

Date

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1. Project Description

The Government of Yukon is pursuing a 1,280-foot extension to runway 14L-32R at the Erik Nielsen Whitehorse International Airport.

Originally constructed in 1941, runway 14L-32R is one of three runways in operation. Its current use and functionality are limited by its runway length (5,317') which does not meet the operational requirements of typical air carriers serving the airport. It is a non-instrument runway and operates under visual flight rules (VFR). The second runway (14R-32L) was added later and constructed to 9,500 feet and is the primary runway used today. The third runway (02-20) is used only for general aviation activity.

Project Scope & Improvements (Runway 14L-32R):

Improved Operational Functionality: Lengthening 14L-32R will make it suitable for scheduled passenger service aircraft and equip it with similar functionality as runway 14R-32L. Introducing two runways with similar operational functionality will provide an alternative runway in times of need (i.e.: runway maintenance on runway 14R-32L including paving, line painting, snow removal and/or de-icing) without interruption to flight service.

Improved Landing Technology: The existing runway is a visual approach runway and relies on markers and cones for visual aids. The upgrades will include installing modern airfield lighting technology that will assist pilots with approach to the airport.

Extending runway 14L-32R is recommended to support current air traffic volumes. It will increase safety, efficiency, and functionality of the existing infrastructure. Air traffic volumes are not expected to increase as a result of the runway 14L-32R extension.

The runway 14L-32R Extension Project includes the following upgrades:

- Adding 1,280 feet of runway to runway 14L-32R, for a total length of 6,597 feet
- Upgrades to Taxiway D include reconstruction of airfield pavements and new taxiway lighting
- Turn pads at each end of the runway
- Implement a Precision Approach Path Indicator system (PAPI)
- Install LED runway edge lights, approach threshold lights, and runway end lights
- Asphalt overlay to the existing 5,317 feet of runway to provide required additional runway strength

This work is expected to begin in April 2022 and be completed in September of 2022.

2. Executive Summary

This report presents a summary of all required criteria met as outlined by CAR section 307.03, and proof meaningful consultation was conducted in advance of the anticipated construction start date (April 2022). All Interested Parties were notified via postal mail and a project site sign and were invited to submit their feedback. The proposed project is located within the City of Whitehorse and is surrounded by almost the entire population of Whitehorse. To ensure thoroughness of consultation, the notice was mailed to all residents of Whitehorse, even those that sit outside the 4000m boundary. Transport Canada, NAV CANADA and the City of Whitehorse did not provide feedback.

Of 6,680 notices delivered to public members, 10 individuals submitted feedback. The runway extension project was met with a general sentiment of positivity and support. Concerns that required specific explanation, action, or mitigation were focused on airport drainage, impacts to existing runways, and impacts to surrounding pathways. Responses have been provided to each individual. No objections have unattainable mitigation strategies, and no objections have gone unaddressed.

3. Requirement – Consultations – Section 307.03

3.1 Sub-Section 307.04 (01) (a) – Interested Parties (Built Up Area)

The proposed aerodrome work is located within the City of Whitehorse. As per sub-section 307.04 (1) (a), the project is categorized as work to be conducted in a “built-up area”. Interested parties were identified as per Table 1 below in sub-section 307.05 – Notice and Sign.

Figure 1 – City of Whitehorse



3.1.1 Sub-Section 307.05 – Notice and Sign

(a) On December 3rd, 2021 (approximately 130 days prior to the expected start of construction), a project notice was delivered to all identified Interested Parties as identified in Table 1 below.

Table 1 – Interested Parties

	Description	Identified Interested Party	Action
(i)	The Minister	Transport Canada	Notice delivered via email.
(ii)	Providers of air Navigation Service	NAV CANADA	Notice delivered via email.
(iii)	Certified or registered aerodrome located within a radius of 30 nautical miles from the location of the proposed aerodrome work	Cousins Aerodrome	N/A. Cousins Aerodrome is owned and operated by the Government of Yukon. Applicable communication was conducted internally.
(iv)	The authority responsible for a protected area located within the radius of 4000 meters from the location of proposed aerodrome work	City of Whitehorse	Notice delivered via postal mail
(v)	Local land use authority where the proposed aerodrome work is to be carried out	City of Whitehorse	Notice delivered via email.
(vi)	Members of the public who are within the radius of 4000 meters from the location of the proposed aerodrome work	All 6,680 addresses (residential & commercial) within the City of Whitehorse.	Notice delivered via postal mail

(b) On December 3rd, 2021 (approximately 130 days prior to the expected start of construction), a project sign was installed in plain view of the public at the location of the proposed aerodrome work. Specifically, it was installed in the terminal building inside the Erik Nielsen International Airport. The project sign was left in place for a total of 52 days.

3.1.1.1 Sub-Section 307.06 – Content of Notice and Sign

The notice to interested parties and project site sign included all requirements as outlined by sub-section 307.06 including:

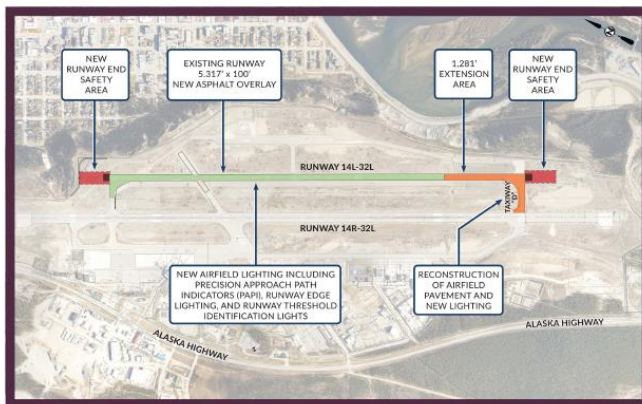
- (a) Drawing showing the location of the proposed aerodrome work
- (b) Description of the proposed aerodrome work
- (c) Expected start date and completion of the proposed aerodrome work
- (d) Statement that in the interested parties may provide their comments or objections to the proponent with respect to the proposed aerodrome work
- (e) Contact information, including mailing address, phone number and email address, for the contact persons to whom the interested parties may provide their comments or objections
- (f) The period, which shall be at least 45 days, during which the interested parties may provide their comments or objections

Interested parties were asked to submit their comments or objections on or before January 17, 2022, totalling a 46-day consultation period. The project site sign is referenced in Figure 2 below. The notices to interested parties are attached in Appendix A.

Figure 2 – Project Site Sign

Proposed runway work at Erik Nielsen International Airport

Expected start and completion date: May 2022 – September 2022



Runway upgrades include:

- Adding 1,281 feet of runway, for a total length of 6,598 feet;
- Upgrades to Taxiway D including the reconstruction of airfield pavements and new taxiway lighting;
- Adding turn pads at each end of the runway
- Installing a Precision Approach Path Indicator system (PAPI);
- Installing LED runway edge lights, approach threshold lights, and runway end lights;
- Asphalt overlay to the existing 5,317 feet of runway to provide required additional runway strength.

The Government of Yukon welcomes your feedback, questions and concerns on this runway project.

Please submit comments before January 17, 2022 to:

Carla Bohman - carla.bohman@yukon.ca



4. Consultation Results

Feedback from all interested parties has been broken out into organizations and public members, as shown in Table 2 and Table 3 below.

4.1 Feedback from Interested Parties (Organizations)

The following Interested Parties were notified as per sub-section 307.04 (01) (a). Following the 46-day consultation period, no feedback had been received from the identified Interested Parties. A follow up email was sent the week of January 24, 2022 to ensure successful delivery of letters, and to provide a final opportunity to submit feedback, which resulted in no additional information.

Table 2 – Feedback from Organizations

Organization		
Interested Party	Feedback Provided	Mitigation/ Resolution
Transport Canada	None provided	N/A
NAV CANADA	None provided	N/A
City of Whitehorse	None provided	N/A

4.1.1 Feedback from Interested Parties (Public Members)

6,680 notices were mailed to all addresses (residential and commercial) within the City of Whitehorse city limits, including addresses outside the 4000-meter requirement to ensure thoroughness of consultation and inclusivity of all Whitehorse residents. In total, 10 individuals submitted a response, as per Table 3 below.

Mitigation is identified where appropriate, and no objections were left unaddressed. Questions and comments were then broken out and summarized in Section 4.1.1.1., with further explanation provided.

All individuals who submitted a response were provided a written follow up within 60 days of the feedback response window ending. They were advised responses have been provided to all questions, concerns, and comments submitted, and are publicly available online (in this report) at yukon.ca/en/driving-and-transportation/whitehorse-airport, for the next five (5) years.

Table 3 – Verbatim Comments Submitted & Applicable Mitigation*

	Comments / Concerns (Verbatim)	Mitigation / Action
1	<p>Hi Carls</p> <p>Thank you for the info about the proposed runway extension that we received in our mailbox today.</p> <p>I have one question—how will the extension and new runway end safety areas affect the walking trail surrounding the airport property?</p> <p>Many thanks</p>	<p>Approximately 200m of the pathway will be detoured in the area north of the Runway 14L-32R. It will be reinstated in similar configuration post construction.</p>
2	<p>Dear Carla,</p> <p>As a former pilot I have a few things I'd like to comment on regarding the proposed improvements listed in information sheet I received in the mail.</p> <p>Without improved landing technology (ie. Nav aids such as ILS/GPS) added to the upgrades the hoped for 'operationally comparable' to Runway 14R-32L will not be achieved. The PAPI is of limited use in IFR conditions (ie. limited ceilings and visibility) which occur quite often at our airport.</p> <p>In the short term the improvements would be useful in good weather but without the nav aids the commercial operators would not see that much improvement.</p> <p>Thank you for the opportunity to comment.</p>	<p>NAV CANADA is developing GPS approaches for Runway 14L-32R, which are anticipated to be published September of 2022.</p>

3	<p>Carla: just finished reading this piece – good information. Suggest that if you are going to distribute any additional copies, it would be an improvement to correct the label on the runway drawing to the reference used through the document. A typo I’m sure, but neither of the runways are currently described as the one for which the project is planned.</p>	<p>The graphic was mislabelled. Corrected graphic included below.</p>
4	<p>Hello Carla, Perhaps it’s just me. But there seems to be a disconnect between the text of your document that refers to a Runway 14L-32R extension and the map which suggests a Runway 14L 32L extension. Is it simply a typo? Regards,</p>	<p>The graphic was mislabelled. Corrected graphic included below.</p>
5	<p>I fully support the improvements to the airport. Great project 👍</p>	<p>N/A</p>
6	<p>Good morning Carla,</p> <p>We received the “letter” about this project in our mail earlier this week. This seems to be a good project to be doing and I do support it, but I do have a few questions.</p> <p>1.) The letter implies that this will make it a “functional” runway, what exactly does this mean?</p> <p>2.) Will Air North and Air Canada (with their passenger jets) be able to use this runway for landings and take-offs when the project is complete?</p>	<p>N/A</p> <p>Questions addressed below.</p>

	<p>Can they now not use this runway? 3.) Will the larger European connecting jets (such as Condor uses) be able to use this runway after it is completed? 4.) Is this upgrade project being done to facilitate maintenance on the main runway 14R-32R?</p> <p>Thank you for the opportunity to comment on and ask questions about this project!</p>	
7	<p>As a pilot and aircraft owner I support these improvements for the reasons mentioned including the planned reconstruction and upgrade of the main runway. I am assuming Transport Canada has already signed off on the improvements. Your map does not identify or show the length of the crosswind runway 01-19 correctly. One wonders why, as it is an essential part of the airport infrastructure and should be treated as such. Your 2-page summary makes no reference to the presence of the crosswind runway or how the runway will be impacted when runway 14L-32R is repaved. For example, why isn't the crosswind runway not part of the repaving project as far as the parallel main runway 14R-32L. The ideal touchdown point at the 19 end is just before 14L-32R and if the intersection surface elevation height is not the</p>	<p>Runway 02-20 (previously named 01-19) is accurately shown, but not labelled.</p> <p>The runway intersection (where 14L-32R and 02-20 intersect) and an additional length of 02-20 west of 14L-32R will be re-paved to ensure proper transition grades are met, as per Transport Canada guidelines.</p> <p>This project is not anticipated to significantly impact the current airport site drainage patterns. A drainage upgrade design for the airfield is in progress and may proceed in the future.</p> <p>Approximately 200m of the fence and pathway will be detoured in the area north of Runway 14L-32R.</p>

	<p>same and in the same condition there could be potential control issues for the aircraft landing since the runway is most often used in gusty crosswind conditions.</p> <p>My second concern is how drainage will be handled. Poor surface drainage management along the top of the escarpment has been a longstanding issue that has gotten worse in recent years particularly at the south end east side of runway 14L-32R and is at a point where the perimeter fence may need to be moved in to maintain the perimeter trail. Has drainage, bank erosion and possible fence adjustment been factored into the project planning?</p>	
8	<p>I would like the plan for any changes to maintain the walking trail around the ends of the extended runway. Thank you in advance,</p>	<p>Approximately 200m of the pathway will be detoured in the area north of the Runway 14L-32R. It will be reinstated in similar configuration post construction.</p>
9	<p>I realize this may or may not be within scope of the project but I'm curious if there are existing and proposed stormwater treatment systems to reduce and minimize environmental impacts associated with releasing de-icing effluent to the watershed? Downstream impacts of stormwatrr effluent should be considered in all airport runway works.</p>	<p>All applicable environmental regulations and approvals will be met.</p> <p>This project is not anticipated to significantly impact the current airport site drainage patterns. A drainage upgrade design for the airfield is in progress and may proceed in the future.</p>
10	<p>Big job, advising 50% of the Yukon population about the changes at the Whitehorse</p>	<p>N/A</p>

<p>Airport. This is a great project, and I am fully in support of it. It will be nice to use 14 Left again, it has aged poorly in the past 35 years that I have been using it.</p>	
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*Personal information has been excluded.

4.1.1.1 Detailed Response to Summarized Feedback

Q: Will the pathway surrounding the airport property be affected?

A: To accommodate construction, approximately 200m of the pathway will be detoured in the area north of Runway 14L-32R. Following construction, the pathway will be reinstated in a similar configuration adjacent to the airside security fence.

Q: Without Nav aids (ILS/GPS) included in the upgrades to Runway 14L-32R, the runway will not be operationally comparable to Runway 14R-32L.

A: The upgrades to runway 14L-32R will provide “similar operational functionality” to runway 14R-32L by permitting scheduled passenger service aircraft to use this runway in times of need. NAV CANADA is developing GPS approaches for Runway 14L-32R which are anticipated to be published in September of 2022.

Q: In this case, what does a “Functional” Runway mean?

A: Runway 14L-32R is limited by its (short) runway length, and only suitable for smaller propeller or turbo-prop type aircraft. Currently, typical air carriers – or regular scheduled passenger planes – cannot use this runway for take off and landing. Extending the runway by 1,280 feet will meet operational requirements for larger planes and broaden its overall functionality. Runway lighting and future GPS approaches will provide an additional level of service to allow air carriers to operate at the airport during visual flight rules (VFR) conditions.

Q: Can Air Canada and Air North passenger jets use Runway 14L-32R currently?

A: No. Currently, runway 14L-32R does not meet requirements to accommodate jet aircraft used by commercial carriers.

Q: Once the project is complete, will Air North and Air Canada passenger jets be able to use this runway for take-offs and landings?

A: Yes. Once construction is complete, the upgraded runway will meet regulations to accommodate their narrow body jet aircraft (Boeing 737 or similar).

Q: Will the larger European connecting jets (such as Condor) be able to use this runway after it is completed?

A: No. The runway will not be a suitable in length for larger aircraft known as “wide-body” type.

Q: Is this upgrade project being done to facilitate maintenance on the main runway 14R-32L?

A: Yes. Once the upgrades are completed on runway 14L-32R, aircraft can be redirected to this runway for take off and landing, allowing the Government of Yukon to complete required maintenance on Runway 14R-32L.

Q: The map does not identify or show the length of the crosswind runway 01-19 correctly.

A: Runway 02-20 (previously named 01-19) is accurately shown, but it is not labelled.

Q: How will Runway 02-20 be impacted when Runway 14L-32R is under construction and being re-paved?

A: Runway 02-20 will be closed during construction. The runway intersection (where 14L-32R and 02-20 intersect) and an additional length of 02-20 west of 14L-32R will be re-paved to ensure proper transition grades are met, as per Transport Canada guidelines.

Q: Has drainage, bank erosion and possible fence adjustment been factored into the project planning?

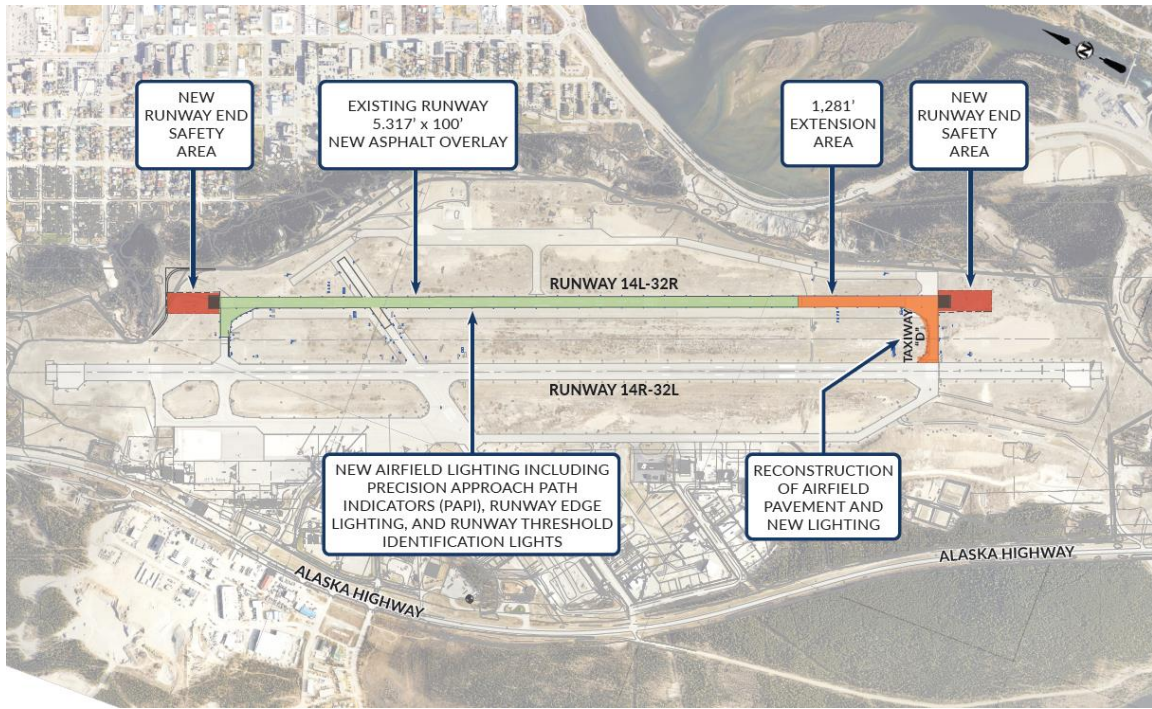
A: Yes. All applicable environmental regulations and approvals will be met. Extension of runway 14L-32R, as outlined in the project scope, is not anticipated to significantly alter the airport site drainage. Drainage upgrades are not part of this project scope. A drainage upgrade design for the airfield is in progress and may proceed in the future. Approximately 200m of the fence and pathway will be detoured in the area north of Runway 14L-32R.

Q: Are there existing and proposed stormwater treatment systems in place to reduce and minimize environmental impacts associated with releasing de-icing run-off into the nearby waterways?

A: Yes. All applicable environmental regulations and approvals will be met. There is an existing drainage plan in place that manages run-off (including de-icing deposits). As part of this project scope, there will be no changes to the de-icing procedures and collection of run-off. A drainage upgrade design for the airfield is in progress and may proceed in the future.

Q: Runway 14L-32R was mislabelled in the letter as Runway 14L-32L.

A: The drawing included in the letter was mislabelled. The label has been corrected on the map below.



Closure

This report was prepared by Associated Engineering (B.C.) Ltd. for the Government of Yukon to summarize the consultation process and results to satisfy the Canadian Aviation Regulations (CARs) 307 requirements as described by Transport Canada.

The services provided by Associated Engineering (B.C.) Ltd. in the preparation of this report were conducted in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty expressed or implied is made.

Respectfully submitted,
Associated Engineering Alberta (B.C.) Ltd.

Derek Blayney, P.Eng. PMP
Airport Specialist

Appendix A – Notices to Interested Parties

See following pages for notices distributed to Interested Parties.

Notice to Interested Party - Transport Canada

Notice to Interested Party – NAV CANADA

Notice to Interested Party - City of Whitehorse

Notice to Interested Party - Members of the Public

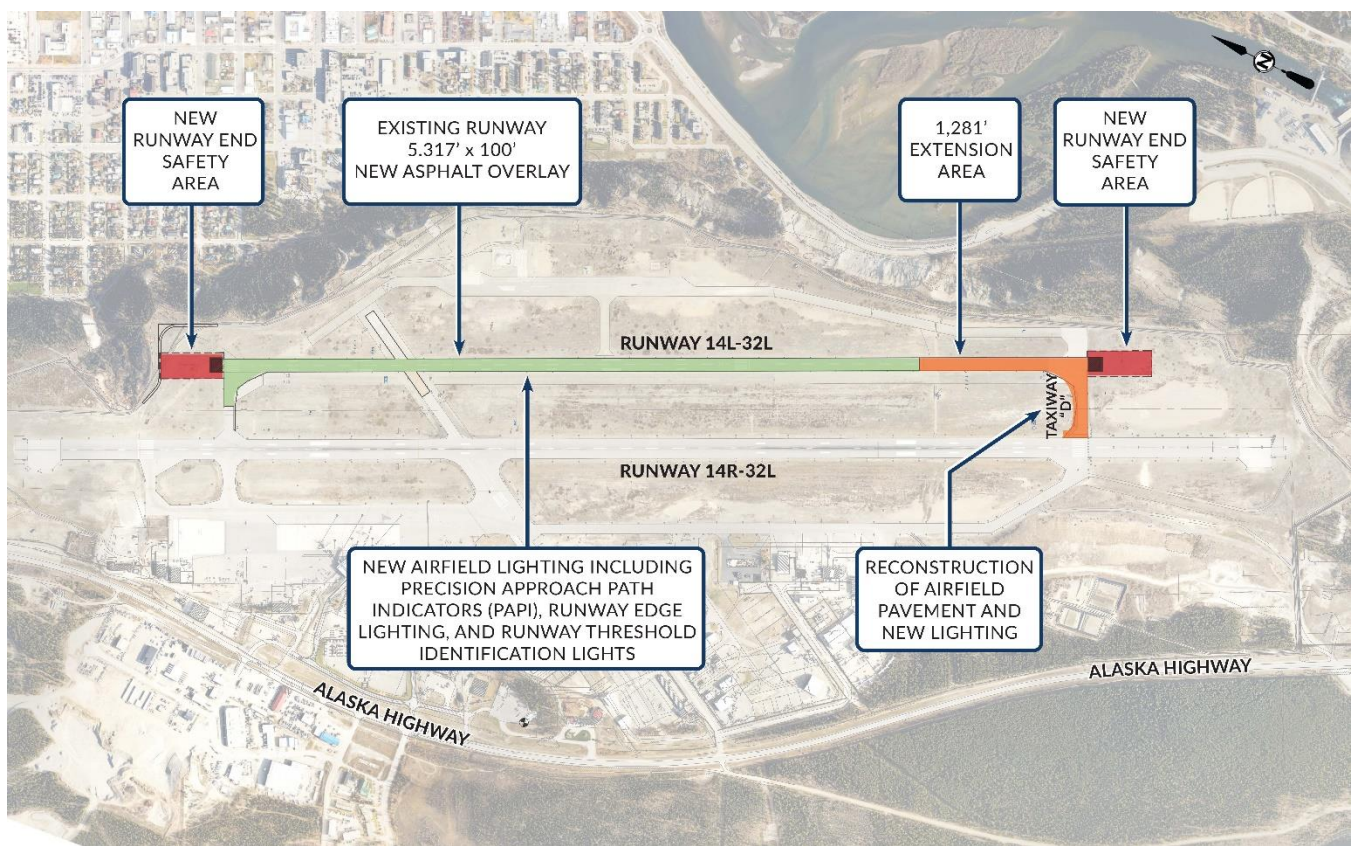


RE: Canadian Aviation Regulations, Section 307.04 (1); Runway 14L-32R Extension

To Members of Transport Canada:

The Government of Yukon is pursuing a 1,281-foot extension to **Runway 14L-32R** at the Erik Nielsen Whitehorse International Airport.

Originally constructed in 1941, Runway 14L-32R is one of three runways in operation. Its current use and functionality are limited by its runway length (5,317 feet) which does not meet the operational requirements of typical air carriers serving the airport. The second runway (14R-32L) was built later and extends to 9,500 feet -- it is the primary runway used today.



Project Scope & Improvements (Runway 14L-32R):

Improved operational functionality: Lengthening 14L-32R will make it operationally comparable to Runway 14R-32L. By having two functional runways it allows for better operations as the unused runway can be an alternative in times of need (e.g., when the other

runway is closed for maintenance such as paving, line painting, snow removal and/or de-icing) without interruption to flight service.

Improved landing technology: The existing runway is a visual approach runway and relies on markers and cones for visual aids. The upgrades will include installing modern airfield lighting technology that will assist pilots with approach to the airport.

Extending Runway 14L-32R is recommended to support current air traffic volumes. It will increase safety, efficiency, and functionality of the existing infrastructure. Air traffic volumes are not expected to increase as a result of the Runway 14L-32R extension.

This work is expected to begin in March 2022 and be completed in September of 2022.

The Runway 14L-32R Extension Project includes the following upgrades:

- Adding 1,281 feet of runway to Runway 14L-32R, for a total length of 6,598 feet;
- Upgrades to Taxiway D include reconstruction of airfield pavements and new taxiway lighting;
- Turn pads at each end of the runway;
- Implement a Precision Approach Path Indicator system (PAPI);
- Install LED runway edge lights, approach threshold lights, and runway end lights; and
- Add asphalt overlay to the existing 5,317 feet of runway to provide required additional runway strength.

Feedback Period

The Government of Yukon welcomes feedback, questions, and concerns as it relates to the runway 14L-32R Extension Project. Please submit comments **before January 21, 2022** to:

Carla Bohman

Government of Yukon

Communications Analyst

Carla.Bohman@yukon.ca

867-332-1132

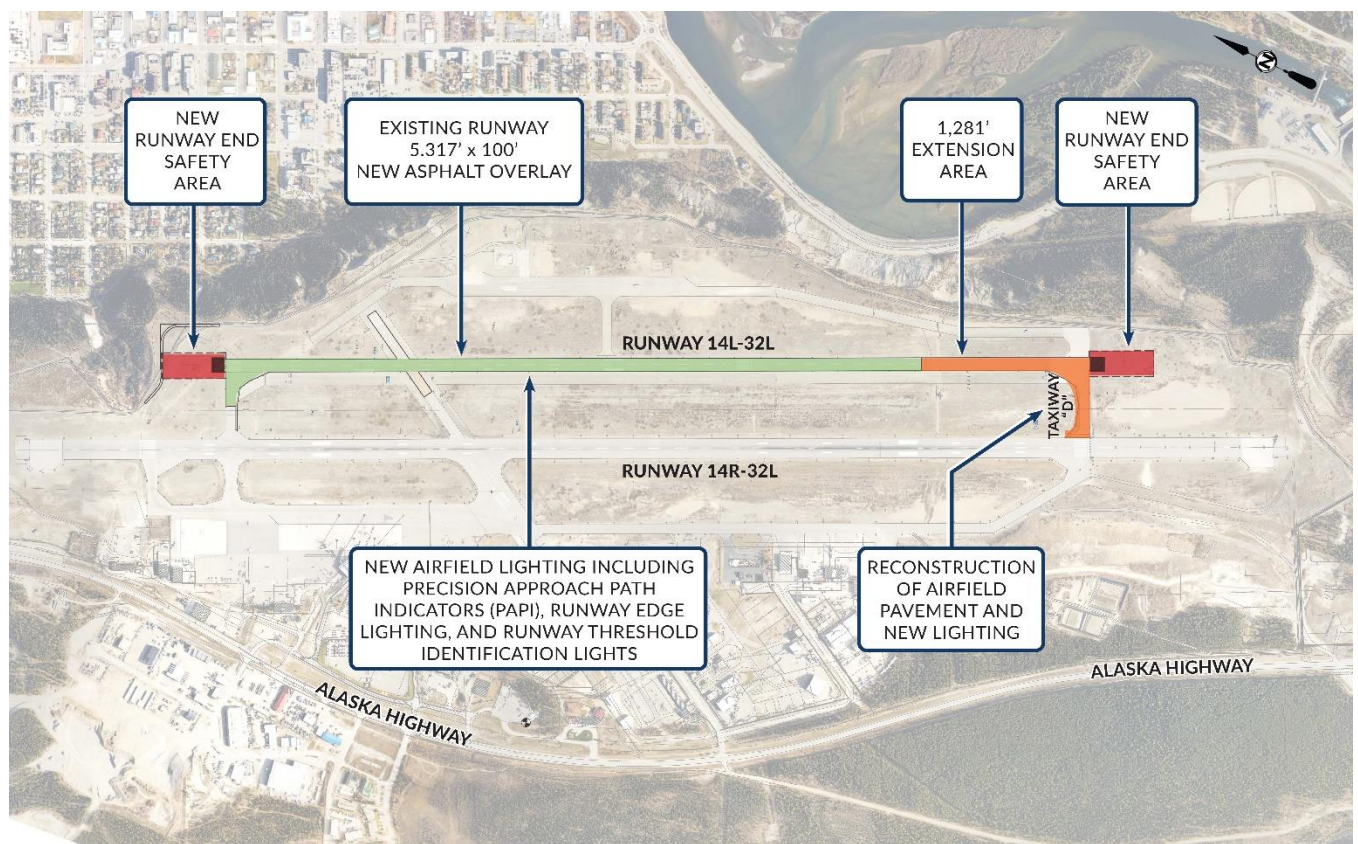


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Improved landing technology: The existing runway is a visual approach runway and relies on markers and cones for visual aids. The upgrades will include installing modern airfield lighting technology that will assist pilots with approach to the airport.

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Carla Bohman

Government of Yukon

Communications Analyst

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867-332-1132

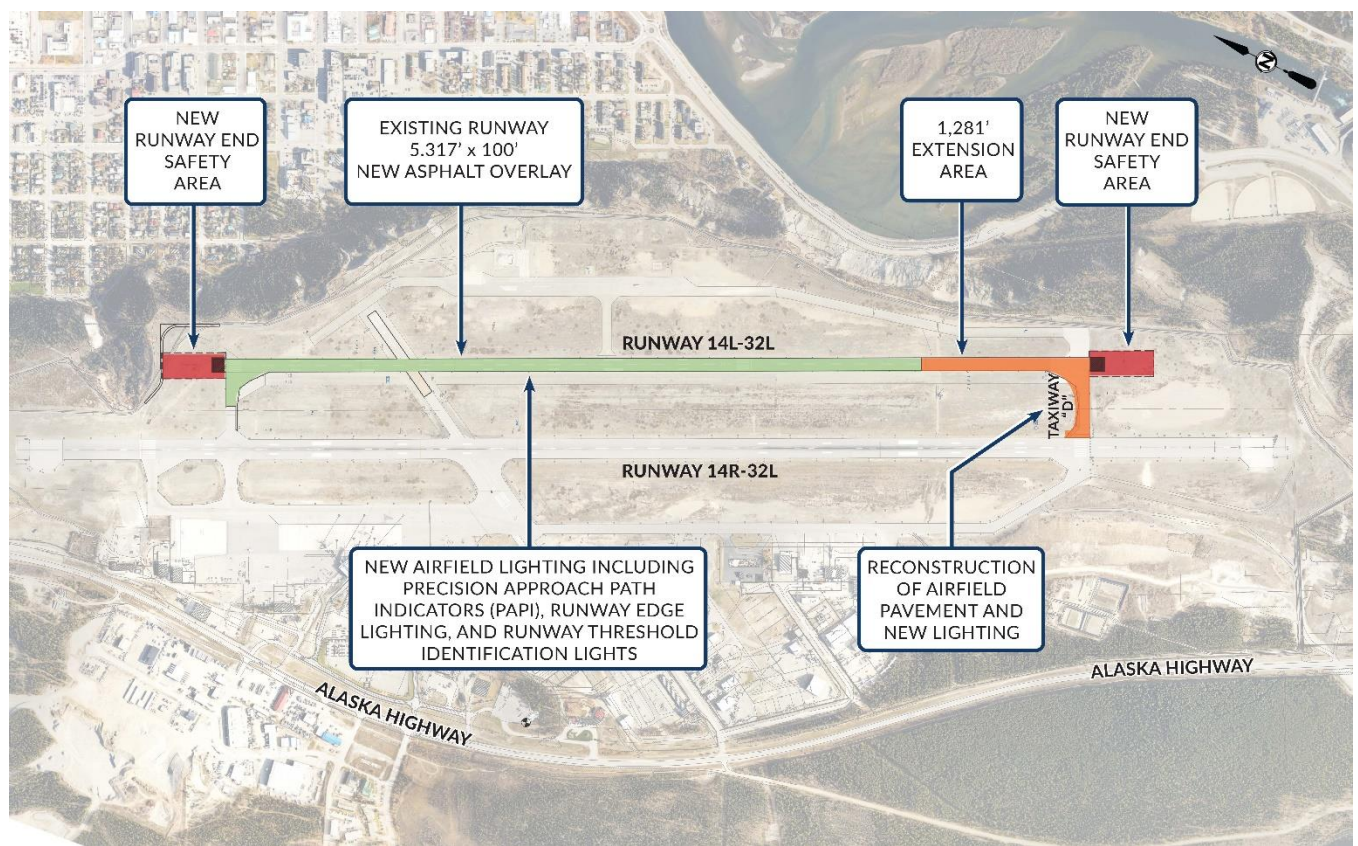


RE: Canadian Aviation Regulations, Section 307.04 (1); Runway 14L-32R Extension

To: Mike Gau, Director, Development Services

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Project Scope & Improvements (Runway 14L-32R):

Improved operational functionality: Lengthening 14L-32R will make it operationally comparable to Runway 14R-32L. By having two functional runways it allows for better operations as the unused runway can be an alternative in times of need (e.g., when the other

runway is closed for maintenance such as paving, line painting, snow removal and/or de-icing) without interruption to flight service.

Improved landing technology: The existing runway is a visual approach runway and relies on markers and cones for visual aids. The upgrades will include installing modern airfield lighting technology that will assist pilots with approach to the airport.

Extending Runway 14L-32R is recommended to support current air traffic volumes. It will increase safety, efficiency, and functionality of the existing infrastructure. Air traffic volumes are not expected to increase as a result of the Runway 14L-32R extension.

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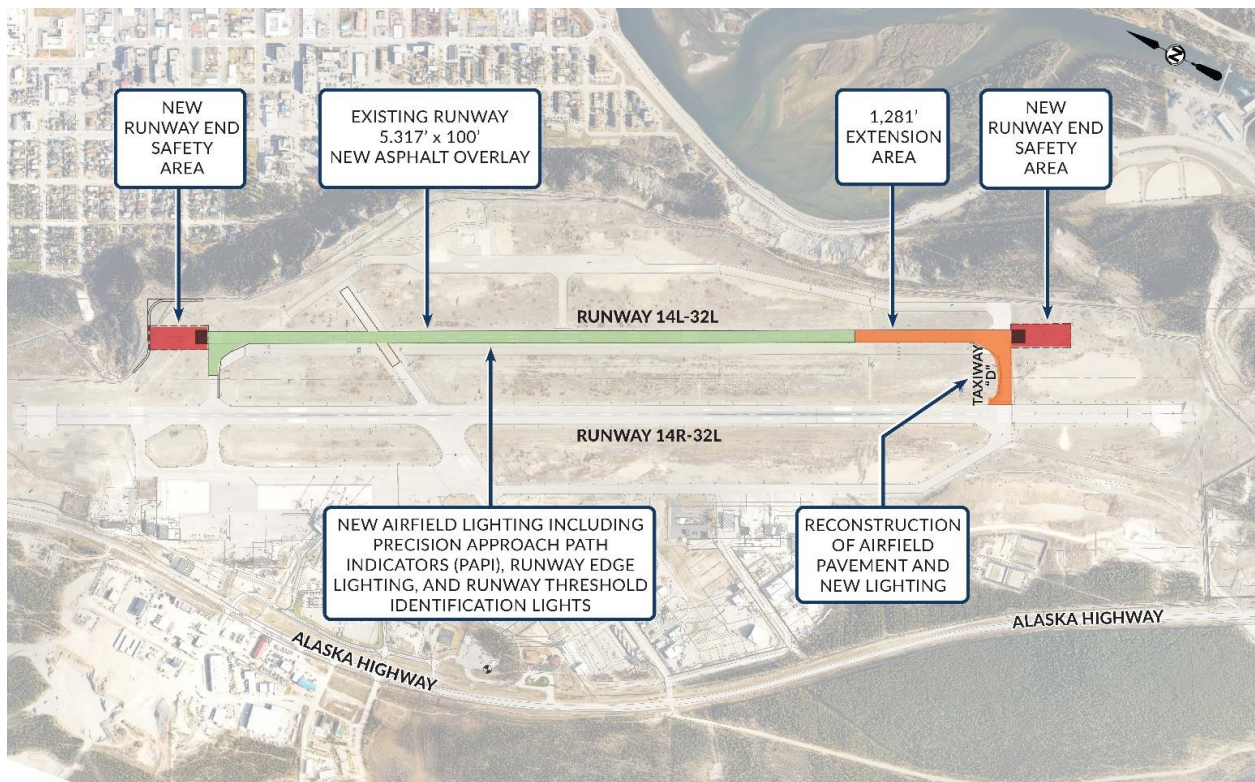


RE: Canadian Aviation Regulations, Section 307.04 (1); Runway 14L-32R Extension

To: City of Whitehorse Resident

The Government of Yukon is pursuing a 1,281-foot extension to **Runway 14L-32R** at the Erik Nielsen Whitehorse International Airport. This runway (**14L-32R**) is not the primary runway used for current airport operations and the construction will not cause any delays in flight travel.

Originally constructed in 1941, Runway 14L-32R is one of three runways in operation. Its current use and functionality are limited by its runway length (5,317 feet) which does not meet the operational requirements of typical air carriers serving the airport. The second runway (14R-32L) was built later and extends to 9,500 feet -- it is the primary runway used today.



Project Scope & Improvements (Runway 14L-32R):

Improved operational functionality: Lengthening 14L-32R will make it operationally comparable to Runway 14R-32L. By having two functional runways it allows for better

operations as the unused runway can be an alternative in times of need (e.g., when the other runway is closed for maintenance such as paving, line painting, snow removal and/or de-icing) without interruption to flight service. After the work on the parallel runway is completed, upgrades to the main runway is planned in the following years.

Improved landing technology: The existing runway is a visual approach runway and relies on markers and cones for visual aids. The upgrades will include installing modern airfield lighting technology that will assist pilots with approach to the airport.

Extending Runway 14L-32R is recommended to support current air traffic volumes. It will increase safety, efficiency, and functionality of the existing infrastructure. Air traffic volumes are not expected to increase as a result of the Runway 14L-32R extension.

This work is expected to begin in March 2022 and be completed in September of 2022.

The Runway 14L-32R Extension Project includes the following upgrades:

- Adding 1,281 feet of runway to Runway 14L-32R, for a total length of 6,598 feet;
- Upgrades to Taxiway D include reconstruction of airfield pavements and new taxiway lighting;
- Turn pads at each end of the runway;
- Implement a Precision Approach Path Indicator system (PAPI);
- Install LED runway edge lights, approach threshold lights, and runway end lights; and
- Add asphalt overlay to the existing 5,317 feet of runway to provide required additional runway strength.

Public Feedback Period

The Government of Yukon welcomes feedback, questions, and concerns as it relates to the Runway 14L-32R Extension Project. Information received will be considered and provided to the project team for awareness.

Please submit inquires before January 17, 2022 via one of the following ways:

Email:

Carla.Bohman@yukon.ca

Mail:

Government of Yukon
Highways and Public Works
9010 Quartz Road
Whitehorse, Yukon Y1A 2Z5
Re: Carla Bohman