

## Accomplishments

### Air Service Quality

Following up to receiving the prestigious Air Service Quality (ASQ) award in 2015 for 'Most Improved Airport in North America', Skyxe was proud to receive the 2016 ASQ award for 'Best Airport in North America', for airports hosting under 2M passengers.

### Personifying Excellence

On the local stage, the Saskatoon Airport was also the recipient of the 2016 Saskatchewan Tourism Award of Excellence in the category of Service Excellence.

### On-Time Performance

In addition, for the second consecutive year, Skyxe achieved FlightStats' number one ranking in Canada for On-Time Performance. This outstanding achievement is being noticed by the industry and is a valuable selling point as service enhancements with airlines are discussed.

## New Developments & Upgrades

### Airport Master Plan

With recent stakeholder and community consultations, Skyxe is looking to the future by developing an Airport Master Plan. Focusing on operational excellence, air service growth and service quality, the role of the Master Plan is to look forward 20 years at the best allocation of resources to meet the requirements of our growing community.

### Development Projects

Various projects throughout the Saskatoon Airport grounds have been, or are in the process of being, completed for 2017 including:

- New flooring throughout the ATB centre core;
- Upgraded and expanded Maintenance Operations Centre; □ Curbside design with construction to begin spring of 2018;
- Second required Non-Passenger Screening Vehicle (NPSV) area;
- Upgraded wildlife fencing around the property;
- Apron 1 repair;
- Purchase of new snow blower and sweeper in preparations for winter.

### Parking Program

Skyxe continues to develop its parking and ground transportation, preparing for the launch of new products/services and capacity in 2018. Parking options will include:

- Valet XE: Valet & Concierge;
- Express XE: For short-term meters and greeters of passengers;
- Standard XE: Long-term parking;
- jetSet: Shuttle parking for passengers looking for a more economical option.

In the unique position of providing the first and last impressions not only of themselves, but also their partners and the communities they serve, the Saskatoon Airport aims to keep meeting the needs of their guests.

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# 2016-2017 AREA REPORTS

## SASKATCHEWAN AVIATION COUNCIL ANNUAL GENERAL MEETING 2016-2017 AREA REPORTS

### REGION 1 - SWIFT CURRENT

#### Shaunavon

→ Shaunavon Airport completed the repair of several transverse cracks on the runway. After several years of filling the cracks with rubberized compound, this maintenance method was no longer effective. This year the town hired a contractor to mill out the old material and re-apply new asphalt which was then sealed with a slurry coat. Airport users have reported that the runway is now very smooth.

#### Kyle

→ Kyle Airport was recently acquired from the town of Kyle by Tarrickfic Aerial Limited. The company operates a fleet of mostly turbine Air Tractor agricultural aircraft and continues to invest in the infrastructure at the airport.

#### Swift Current

→ Swift Current Airport experienced a good variety of activity in 2017. Being a general aviation airport, traffic is comprised of corporate, government, military, agricultural, flight training and private aircraft of all sizes. The City of Swift Current was pleased to welcome Yorkton-based Leading Edge Aviation last October – the company initiated operation of a satellite flight training base at YYN, with several new pilots now enjoying the thrill of flight. Leading Edge Aviation continues to maintain a presence at the airport, providing flight training and aircraft rentals. Various aerial applicators operate out of Swift Current Airport, although this season was markedly slower than the last due to very dry conditions. Swift

Current Drag Racing Association continues to host three annual race events at the airport. Swift Current Airport completed a full-scale emergency response exercise in early October to satisfy CARs requirements. Participants included both City and RM fire departments, police, EMS and representatives from CFB Moose Jaw. Capital projects for the current year include asphalt maintenance, some new airfield signage and upgraded apron flood lighting. The City continues to explore funding options to complete the proposed extension of the primary runway up to 5,000'.

Submitted by Todd Schultz

### REGION 2 - MOOSE JAW/ASSINIBOIA

→ No report submitted.

# 2016-2017 AREA REPORTS

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## Page Two

### REGION 3 ESTEVAN/WEYBURN

#### CARLYLE:

- ➔ After many years of continuous upgrades and construction at our airport, we took a bit of a break in 2017 and the only project on our radar for next year will be to paint the runway lines and markings.
- ➔ Although the traffic in & out of Carlyle has reduced in recent years our fuel sales remain strong, which is good considering all the profits go straight back into the airport.
- ➔ The CFS has finally been updated to reflect the changes we've made such as -- extending the runway to 3650 ft., and adding the AWOS and web cams.
- ➔ The AWOS and web cams can also be accessed live at [carlyleairport.ca](http://carlyleairport.ca).

Submitted by Duncan Brown

#### ESTEVAN:

- ➔ The Estevan Regional Airport continues to provide a full service facility to aviation in Southeastern Saskatchewan. We not only have a modern airport complete with new runway surfaces and GPS approaches for all four runway ends. We also have several businesses located at the airport that continue to offer flight training, aircraft maintenance, fuel sales, charter services, as well as an active flying club. This year we also welcomed a new business to the airport as Farr Air set up a base here in Estevan for the first time, we are excited for the future and will continue to work toward developing aviation business here in Estevan.
- ➔ 2017 has been an exciting year at the Estevan Regional Airport. We had several great events held here at the airport. The first was a fly in BBQ lunch and open house held on July 8, we also for the first time incorporated our COPA for kid's event with our fly in BBQ and it was a complete success! We had 19 aircraft fly in and about 300 people for lunch and we gave 51 local children free airplane rides. There was a great response from the public for this event and I know we will continue to promote aviation in the coming years with both of these annual events.
- ➔ On September 17th we also hosted our second airshow in the past two years. We had a HUGE response to last year's airshow with the Snowbirds performance always making a big impact! This year we wanted to capitalize on the renewed interest in having an airshow in Estevan. We were able to secure 6 performers that covered both individual and team aerobatics in both vintage and cutting edge new technology aircraft. We had great weather and a large crowd turned out to watch the airshow! It was a complete success and we will defiantly plan on doing another airshow in the next couple years.

# 2016-2017 AREA REPORTS



Page Three

## REGION 3 ESTEVAN/WEYBURN

### ESTEVAN (continued):

→ We also had a new memorial dedicated this fall at the airport. In 1946, 21 people were killed in an accident here in Estevan when a C-47 crashed upon landing. There was no memorial ever made for them and a local resident took it upon himself to have a large wood carving designed and made that remembers the event so the airmen will not be forgotten. The base commander of 15 Wing Moose Jaw was in attendance for this dedication and a missing man flyby was also done with 4 Harvard 2 aircraft. The new carving currently sits in front of the main hangar here at the airport and is a large and impressive sight.



# 2016-2017 AREA REPORTS

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→ The City and public are very proud of our airport facility at large here in Estevan! We have experienced a few years of fast growth in the past and that was great to have, but that also presented its own challenges as we were not ready for the growth. Right now Southeastern Saskatchewan has been adjusting to the new normal of reduced oil prices, and we now have the time to make plans to further enhance our airport to capitalize on the next phase of Saskatchewan's future growth. The two top items we need to address is creating a master plan laying out the future development direction and growth of our airport. With this we can plan out the next 25 years for growth in a way that makes sense and is productive for the long term. The other major issue is drainage and how it has been affecting the airport. We will need to address this and create ways to permanently deal with the water that lies on and flows through the airport property. We will continue to work towards both of these goals in 2018 and beyond both as a community and with the assistance of the provincial government through the C.A.P. grant.

Submitted by Richard Reetz

## Page Four

### REGION 4 REGINA

#### Regina Flying Club

It has been a busy year at the **Regina Flying Club:**

- Airport construction on Apron 3 and 4 by the Regina Flying Club was completed Mid June this year. All brand new surfaces to taxi on!
- Due to this construction we moved our annual Open House from June to September this year. A fun day for all aviation enthusiasts in Regina that day. We had numerous displays and vendors that attended. To name a few,...Regina Windy Flyers, Casara, Regina Airport Authority, CAHS, Saskatchewan Polytechnic, The Regina Air Cadets, Sask. Government Drone Display, CAE, and EAA.
- We were lucky to have a Regina Flying Club alumni, Mr. Hassan Naqvi, do a fly-by in a Hawk from Moose Jaw at our Open House. A media ride was given in a Fairchild Cornell, from the Brandon Air Museum this same day.
- We have started renovations for a Pilot Lounge in the back end of our hangar, the club hopes to have it completed by Christmas. As we have started to bring back the "Club" activities again, and it is certainly nice to have an area to sit and chat about what we love best .... AVIATION!
- Regina Flying Club is back in business with Avgas again ... we are the cheapest on the field! We also have tie down spots available if you come to visit Regina.
- The club hired a Full-Time Business Manager at the end of August. Her name is Audrey Kahovec, she has a wide variety of aviation experience behind her that she brings to the club.

Submitted by Tom Ray & Audrey Kahovec

# 2016-2017 AREA REPORTS

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## REGION 5 - YORKTON

- ➔ A PVI was conducted by two Transport Canada Inspectors at the Yorkton Airport the week of January 23, 2017. In addition to the PVI, a complete airfield inspection was conducted for compliance with applicable TP312 Standards.
  - ➔ The corrective action plan was submitted to Transport Canada on time by March 20, 2017. Transport Canada inspector rejected this corrective action plan in several unsigned documents for each finding dated 2017-05-26. This document arrived at Yorkton Airport Monday June 5th, with a notice to amend these corrective action plans by June 8th, which is only 3 days. Yorkton Airport proposed to Transport Canada for these CAPs to be completed by June 30, 2017. CAPs were completed and submitted to TC on June 16, 2017.
  - ➔ Yorkton Airport is moving forward with the CAPs and SMS without TC's approval, since it would not be strategically supported to wait for TC to advise Yorkton Airport of CAP actions.
  - ➔ The Yorkton Airport received a Community Airport Partnership (CAP) program contribution of \$46,500 from the Ministry of Highways & Infrastructure - which the City of Yorkton matched for a total of \$93,000 - with the costs of a runway and taxiway crack sealing project, Work is completed.
  - ➔ In July 2017 the Yorkton Airport passed its new lease rates and new subdivision plan, which started in early August. One new hangar is currently being constructed.
  - ➔ Kambusters Drag Racing continues to utilize the Airport for one weekend event in July.
- Submitted by Don Ingham

# 2016-2017 AREA REPORTS

Page

Five

## REGION 6 – SASKATOON

### Apex Aviation Ltd

- ➔ Our team here at Apex Aviation is excited to join the ranks of so many great Saskatchewan aviation companies this year. Since commencing operations in March 2017, we have had a great summer/fall and our students report to be enjoying the modern (Diamond) aircraft and efficient training. We'd like to give a special thank you to all the local companies and SKYXE who have supported us in our endeavours!
- ➔ Apex is proud to be supporting the men and women of 15 Wing with civilian flight training. This has led to some great experiences on the part of our instructors/students and even "Snowbird 8" came up to train with us! We all know who did the real learning there. We certainly came away with a new respect for our Canadian Forces Snowbirds.
- ➔ Finally, we'd like to congratulate our Assistant CFI, Trent Remlinger on reaching 10,000 hours of flight training experience in September. We are proud to have such a dedicated instructor on our team, and hope to see many more hours make their way into his logbook!

Submitted by Joshua Hinz  
Chief Flight Instructor

### Mitchinson Flight Centre

- ➔ Another busy summer. We trained 14 Air Cadets who all successfully completed their PPL. The graduation ceremony coincided with Vimy flight who were gracious enough to do a flyover (the Vimy demo pilots were all former Air Cadets and wanted to do this)! This was followed by The Webster Memorial Trophy Competition which we hosted. The banquet was well attended with many people from out of province and officers from CFB Moose Jaw. The winner was from Seneca College (Ontario) and the runner up was from B.C.
- ➔ We took four 172's to the Estevan Air Show, which was a great day and lots of fun.
- ➔ Our PPL groundschool in September had 25 students, our largest ever. Just over half of them are looking at careers in aviation. We are also starting to draw students from out of province.

Submitted by Dan Glass

Six

## REGION 6 – SASKATOON (continued)

### Transwest Air

# 2016-2017 AREA REPORTS

## Page

- 2017 was a very busy year for both fixed-wing and rotary operations. Transwest Air continues to provide Scheduled Service and charter flights through the entire province of Saskatchewan, including the recent addition of a second daily flight into Wollaston 3 times per week.
- Transwest Air's Rotary Division (Northern Shield Helicopters) had a busy season, mainly supporting firefighting operations in Western Canada.
- The fleet of Navajo Chieftain aircraft was phased out, with the focus moving forward will be on King Air and Twin Otter aircraft.
- Plane Perfection Aircraft Painting and Refurbishment based in Prince Albert was closed to external customers at the end of the 2017 summer season in order to focus on internal requirements (including maintenance, refurbishment, and overhauls).
- Transwest Air was proud to assist Mitchinson Flight Centre in hosting the Webster Memorial Trophy Competition in Saskatoon.
- Over the past year, Transwest Air welcomed the following persons to senior management positions:
  - Director of Flight Operations (Fixed Wing): Carla Wayman
  - Director of Flight Operations (Rotary): Adam Kaine
  - 705 Chief Pilot: John Kellner
  - Rotary Chief Pilot: Marcus Lorenzen
  - Pat Campling Jr. returned to Transwest Air as Chief Operating Officer in a temporary capacity.
  - Murray Lantz joined Snowbird Aviation Services as Chief Operating Officer and assisting Pat Campling with Transwest Air.

### West Wind Aviation

- Core business activities have kept WWA busy.
- As well, non-core activities - Athabasca Health Authority Med-Evac contract at Stony Rapids, 2-month ATR sub-charter contract in NW Ontario for scheduled passenger service, and ATR/B1900 charters re: fire evacuations/repatriations in Manitoba have contributed to making 2017 a busy year.
- Pilot movement/vacancies continue to be challenging and is anticipated to be so for the foreseeable future.

Submitted by Dennis Baranieski

### Saskatoon Airport Authority

- See report on the following page

## **Eight**

### **REGION 7 - ROSETOWN/KINDERSLEY**

- No report submitted.

# 2016-2017 AREA REPORTS

## Page

### REGION 8 - NORTH BATTLEFORD/LLOYDMINSTER

- No report submitted.

### REGION 9 - PRINCE ALBERT

#### Prince Albert Airport (Glass Field)

- ACAP funded construction of a Sand (de-icing chemical) storage shed, Snow Blower and Runway Reporting System.
- The runway was repainted which was one year ahead of schedule due to changing to water based paint applied in 2015.
- We have installed a lighted aircraft de-icing area glycol recovery system on Apron I. See our website under the “pilots” tab for the location.
- There have been many complaints about charging landing fees for small private aircraft; this issue is being reviewed by City Council and for the interim landing fees for aircraft less than 2000kg has been suspended.

Submitted by: Corey Nygaard, Airport Manager, Prince Albert

#### Birch Hills Airport

- The Birch Hills airport continues to be quite busy with private operators, aerial applicators, and general aviation, with both itinerant and fixed base operations.
- Aircraft maintenance services are provided by a fixed base operator.
- The Prince Albert Gliding and Soaring Club is very active and continues to fly out of the Birch Hills airport.
- The Birch Hills Flying Club is also very active at the airport and continues to partner with the Town to maintain the facility.

Submitted by: Tara Gariepy, Town Administrator, Birch Hills

#### Shellbrook Airport

- The multi-year construction project to upgrade the airport continued this year with another 100 metres of runway improved to the east. This project is expected to continue until the entire runway is upgraded.
- Progress has been made with the safety issues regarding obstructions in the vicinity of the airport. Several of the obstructions were removed two years ago and hopefully the remaining obstructions will be removed in the near future.

# 2016-2017 AREA REPORTS

## Page

Submitted by: George Tomporowski, Mayor, Shellbrook

Submitted by Peter Heal

## Nine

### REGION 10 – MELFORT/TISDALE

#### Melfort Airport – Miller Field

- Major changes to regulations for spray planes as well as the cancellation of fees for airport use by sprayers have been made by City Council.
- Did away with two areas for visiting spray plane operators and one area permanent with a hanger located on site. This leaves just two areas for visiting aerial applicators. Previously there were three and one for a local operator. These decisions were made by City Council but not without major controversy.
- Airport applied to CAP for a grant to install LED runway and taxi-way lights. The engineering for the light installation has been approved so CAP will cover half that cost. It was thought that part of the installation could be done by the City Airport staff but regulations require this to be tendered out. We will apply to CAP for the installation portion next spring.
- A small storage and wash shed was installed on site. This is being upgraded at present. Power and water tank to be added later.
- We continue to have the problem of taxation from the local R.M. With no benefit to the airport.
- There will now be 10 hangers on site.
- The flying club continues to be active with monthly meetings. We held a COPA for Kids day again this year; also, a rust remover day with over 50 pilots in attendance.

Submitted by Walter Dupin

#### Tisdale

- Tisdale Airport, with the assistance of a Community Airport Partnership Program, CAP, Grant, has completed a major repaving of the taxiway and ramp. The Town advised they went significantly over budget as they did significant excavating and underlay work before the new surface was put down.
- The summer saw some agricultural spray operations out of Tisdale but the activity was reduced from previous years.
- Airport lighting has been upgraded.
- Tisdale Aviation Association/COPA Flight #93 holds their regular meetings on the 3rd Monday of the month in the Airport Terminal Building Sept thru June.

Submitted by David Lamb

# 2016-2017 AREA REPORTS

## Page Ten

### REGION 11 - NORTHERN SASKATCHEWAN

#### La Ronge Airport

- Movements for 2016 were a little below average @ 23,556 (25 year average is 25,820). So far in 2017 we are below our 25 year average by about the same margin.
- Cutbacks in the northern mine industry and changes in work schedules have affected charter traffic frequency and aircraft types.
- Presently planning the development of mid-sized hangar lot leases (150' x 200') for developers who need something bigger than our private lots but smaller than our present commercial lots.
- Last winter started of milder than usual but we had a tough spring with many freeze/thaw cycles and surface maintenance challenges. In the spring of 2017 we received above average snowfall.
- We were approved for ACAP funding for two projects, (1.) Airfield Lighting Controller/Regulators upgrade (currently in progress to be completed this fall) and (2.) Sand Shed replacement (completed). Have submitted an ACAP application to replace our Grader.
- Main ground side road from highway repaired and repaved this summer.
- A number of projects by tenants (i.e. apron/ramp improvements / fuel storage changes → Sulfur shim crack repair on major cracks on manoeuvring areas.
- ATB HVAC upgrade (new air handlers/condensers/controls).
- Wildfire activity in the region was very low for the spring and most of the summer then very high for August and early September.
- Average Wildlife activity.
- New Bylaws for airport.
- Airport roads named and signage to go up soon.

Submitted by Jim Burr  
Airport Manager  
La Ronge/Barber Field Airport

## Page Eleven

### NORTHERN AIR OPERATIONS 2017 FIRE SEASON REPORT

- Wildfire Management, Air Operations, went into the spring of 2017 with good moisture and for the most part continued until late June being cool, wet and well below average wildfire occurrences. Things started to change in early July when British Columbia erupted with numerous wildfires. In early July, we responded to a request for assistance from British Columbia sending a Group of CV 580's and bird dog plus another bird dog to work with Quebec air tankers as well as from the State of Montana sending three Groups of CL 215T's. These exports kept us busy from July until mid-August when wildfires began to occur primarily on the North East side of the province. By late August, the entire fleet

# 2016-2017 AREA REPORTS

was called back to assist with the wildfires in the Pelican Narrows area. Staff extension were needed keeping the fleet operational until late September when heavy rains finally brought the fire season to an end. The province had 333 wildfires, resulting in 400,356 hectares burnt as of September 25, 2017. Throughout the season, the aircraft completed 289 fire actions and dropped a total of 39,154,367 liters of fire suppressant.

- Work continues on the Wildfire Aerial Fleet Sustainability, with our 5th CL 215T delivered in April. Work has also begun on some infrastructure projects such as the La Ronge Tanker Base/Hangar Apron resurfacing plus hangar expansion, and associated projects. We are also replacing the existing old Tanker Base Trailer in Flin Flon (Bakers Narrows), which is shared with MB, with a Modular Office unit that was previously used in La Ronge. Use of the Estevan Airport continues as needed, but especially useful early in the spring for training and a base from which gel or foam can be used, plus a base that can from which we can assist our neighbours to the South, as well. As of last fall, we parked one CL 215 Radial Piston Engine aircraft, so at present the piston engine fleet consists of 1 CL 215 and 3 Beech Baron 55's. We continue to work towards having the entire fleet as twin engine, turbine powered aircraft.
- Work is presently underway with winter maintenance of the fleet, in preparations for the 2018 fire season.

Submitted by Denis Renaud

## SASKATCHEWAN POLYTECHNIC/SAC COMMERCIAL PILOT PROGRAM

- Following the 2017 program suspension, our next intake is planned for this January of 2018.
- As of the middle of October, we have 20 confirmed students (with seat deposits received) which represents 80% capacity. There are still a few students working on their PPL's that want to start this January so it's quite possible that we could be full.
- More than half (60%) of those students who were to start in 2017 have returned to start in 2018. Many of these students have made good flight training progress towards their CPL's during 2017 and can focus primarily on their academics in 2018.
- There were many recruitment efforts held throughout the year including information sessions in Saskatoon, Yorkton and Regina. Many others are still planned this fall to encourage more students to consider aviation as a career choice.
- Everyone in the industry is aware of the growing shortage of pilots combined with the extremely high demand. The opportunities for pilots have never been greater and is unprecedented.
- Thanks to the many stakeholders of the Commercial Pilot Program including local industry, the instructors, Saskatchewan Polytechnic, SAC and of course most important of all, the students. All have helped and continue to help in the recruitment process and to promote the Commercial Pilot Program.
- Special thanks are in order to the Saskatchewan Aviation Council for their continued support of our program.
- Fly



safely. Submitted by Randall Muzyka  
Program Head  
Saskatchewan Polytechnic Commercial Pilot Program

# 2016-2017 AREA REPORTS

## COPA NATIONAL DIRECTOR'S AREA REPORT

- ➔ In June 2016 the new corporate COPA logo was launched at the Kelowna Convention to mostly favourable reviews from across the country. In Saskatchewan some members still prefer the old logo with the traditional winged look, however many of the members I have asked see the value in having the fresh, modernized look.
- ➔ The new look magazine has received many positive comments. However we do need to have more local articles sent in from Saskatchewan from the various flights. Those articles can be sent in directly or sent to me and I will submit them. I can also review them for grammar and punctuation if you would like me to. (I can't help it, I'm a school teacher.)
- ➔ Membership – the most recent figure for national COPA members is 727. The top ten “hot-spot” areas are: Saskatoon - 130, Regina - 66, Prince Albert - 29, Swift Current - 21, Estevan - 21, Moose Jaw – 20, Melfort - 16, La Ronge - 14, Lloydminster - 11, and Unity & Yorkton – 9.
- ➔ Flights – There are seven COPA Flights - Saskatoon, Regina, Melfort, Tisdale, Swift Current, Estevan, and Kindersley. COPA Flight club memberships are dwindling, with Regina in threat of disbanding and no recent report from Tisdale. Regina seems to have stronger EAA and RAA affiliations. Although Unity and Moose Jaw do not have an official COPA Flight they do have a strong, active, local flight club community. Further to that we have formed a four member Marketing Committee (new), which I am part of, to develop ideas for making COPA stronger. Related item - COPA National would like to hold our 2019 annual convention in Saskatoon and we have started discussions about that.
- ➔ COPA National has acknowledged the declining numbers and has been conducting COPA Flight consultations with face to face meetings around the country. Saskatchewan Flights are meeting at this current SAC AGM on Friday, Nov. 3rd. We are looking for ways to increase our memberships and learn from the grass roots what we do well and what we can do more of and better.
- ➔ As part of my mandate for Saskatchewan Directors, I am encouraging more communication and coordination between our COPA Flights in order to support our fly-ins, COPA for Kids, and other aviation activities, to have greater involvement and publicity for GA. I do receive the SAC emails and appreciate and commend the connections to SAC. To further that communication, I have received permission, and encouragement, from the national office to use our membership list to send out more province-wide notifications. I have had some positive feedback from those efforts but would like to improve that area more.

### **Lastly... on another aviation note:**

- ➔ Walter Murray Collegiate Aviation Program – The status of this program is in question, perhaps even jeopardy of being dropped; despite the interest and action to add aviation classes to high schools elsewhere. I have taught this program for the last thirteen years but I am retiring from teaching in June of 2018. There is no other high school aviation program in Saskatchewan. At present, my administration has given NO indication of the future of the class or my succession. Given the present and immediate needs of the industry and students, this class provides a career gateway and must continue. However it will require direct advocacy and support from SAC and the larger aviation industry for classes like this to continue and grow.

Submitted by Shane Armstrong  
Saskatchewan Director for COPA

# 2016-2017 AREA REPORTS

## Page Thirteen

### Ministry of Highways and Infrastructure (MHI) Highlights – 2017

#### Operational Highlights

- ➔ Stony Rapids – the surface of the apron is showing signs of premature failure from the construction in 2015. Several different repair methods have been suggested and some were attempted with only short-term success. It has been decided that the only long term solution will be to remove the existing sealed surface and apply a fresh double seal of aggregate; the original contractor will be returning in 2018 to complete this work. The apron expansion on the east side of the apron that was to be completed this summer has been postponed until next summer and will be completed in conjunction with the repairs to the apron surface.
- ➔ Stony Rapids – a project which involved purchasing and installing perimeter fencing was tendered last fall. However, the lowest bid price was two times higher than the ministry estimate so the project has been postponed indefinitely. MHI continues to look at alternatives to reduce the overall project cost as well as methods to reduce unauthorized ATVs and snowmobiles from accessing the airport.
- ➔ Ile-a-la-Crosse – the runway, taxiway and apron were resealed this past summer. Prior to the resealing, several areas along the edges of the runway were excavated and back filled with new base material to restore the runway profile.
- ➔ Hudson Bay – a hangar lot was recently leased with anticipation of a new hangar being built in the near future.
- ➔ La Loche – a portable generator was purchased and some modifications were made inside the field electrical centre. This will enable the runway lights to be made operational during a power outage and medevac situation once the generator is manually started. In order to reduce the electrical load on the portable generator, all runway and taxiway edge light incandescent bulbs were replaced with LED bulbs.
- ➔ Meadow Lake – phase 2 of a 3 phase project to rehab the entire airfield electrical systems, which included replacing underground wiring, pull pits and transformers, was recently completed. Included in this project will be the installation of new or replacement of existing airport signage with LED signs.
- ➔ RNAV (GNSS) – progressive reviews are underway for approach and departure procedures at five aerodromes: Beauval, Hudson Bay, Pelican Narrows, Pinehouse Lake, and Sandy Bay, with flight checks to be conducted and documentation submitted to NAV CANADA by the end of October.
- ➔ Safety Management Systems (SMS) – a complete SMS Quality Assurance audit of MHI's six certified airports was completed in May 2017.
- ➔ Emergency Response Plans – mock emergency exercises to test the plans at the certified airports were completed in May 2017.

# 2016-2017 AREA REPORTS

➔ Non-Directional Beacons (NDB) – several NDB transmitters were decommissioned this year. Ile-a-la-Crosse and Sandy Bay transmitters were tuned off on January 5<sup>th</sup> followed by La Loche on August 17<sup>th</sup>. The NDB at Hudson Bay is scheduled to be decommissioned on May 24, 2018.

➔ Pinehouse Lake – a culvert was replaced on the taxiway to improve the drainage around the taxiway, apron and south end of the runway.

Submitted by Bob Goertzen  
Provincial Airport Specialist

# 2016-2017 AREA REPORTS

## 2016-2017 AREA REPORTS

### Page Fourteen

#### Ministry of Highways and Infrastructure Highlights – 2017

##### Community Airport Partnership (CAP) Program Highlights

- ➔ The goal of CAP is to provide eligible airports with stable financial assistance. Funding is used to rehab, construct, and improve airport facilities.
- ➔ Regional airports play an important role in supporting economic and social development and growth, including emergency services.
- ➔ Applicants must be willing to partner to fund the proposed project. Airports will receive funds on a 50/50 cost-shared basis up to a maximum amount.
- ➔ Since the Community Airport Partnership (CAP) creation in 2007-08, a total of 38 communities have benefitted from the CAP program with a total of more than \$6.3M in grant payments.
- ➔ For 2017-18, there were 17 applications received requesting over \$1.2M in funding. Fifteen airports will receive \$700,000 in funding. Projects are ranked through a merit-based process with an emphasis on safety.
- ➔ For 2017-18, the communities who received funding included: Kindersley, Luseland, Melfort, Moose Jaw, North Battleford, Oxbow, RM of Eldon (Maidstone), RM of Frontier, Shaunavon, Shellbrook, Swift Current, Tisdale, Wakaw, Weyburn, and Yorkton.
- ➔ There was one new recipient of CAP funding: Wakaw. Communities receiving CAP funding for four consecutive years or more include: Kindersley, Moose Jaw, North Battleford, Swift Current, and Yorkton.
- ➔ Funded projects for 2017-18 include: runway pavement rehab, apron and taxiway resurfacing, sealing, lighting and navigation upgrades. Many projects funded are continuations of previous works.
- ➔ Since the program's creation, there have been a total of 175 CAP applications with 135 of these applications approved.
- ➔ The forthcoming 2018-19 CAP Program and Application Guidelines will be available in early 2018. CAP will be emphasizing more public/private partnerships in the ranking process, as well as, encouraging multiyear projects.

# 2016-2017 AREA REPORTS

→ Additional information on the CAP Program, including project history and previous application guidelines, may be found on the ministry's website: [www.highways.gov.sk.ca/cap/](http://www.highways.gov.sk.ca/cap/)

Submitted by Stephen Cook  
Analyst

## 2016-2017 AREA REPORTS

### Page Fifteen

#### Ministry of Highways and Infrastructure Highlights – 2017

##### Policy Highlights

- MHI continues to work with aviation stakeholders in the province through the Saskatchewan Aviation Advisory Committee (AAC) which was established in 2013. The committee was established as a result of a recommendation from the Saskatchewan Aviation Council (SAC) to have a closer working relationship with the provincial government and aviation stakeholders in Saskatchewan.
- The AAC serves a number of purposes, one of which is to have continuous discussion on aviation issues in Saskatchewan and provide an advisory/supportive role to the aviation sector.
- Since inception, the AAC has identified and realized the completion of infrastructure projects at the northern provincially-owned airports. Examples include:
  - sewer and water project at the Wollaston Lake Airport (2014);
  - three web-based cameras and related equipment installed at the Sandy Bay Airport (2016); and
  - global navigation satellite system (GNSS) RNAV instrument procedures for the Cumberland House and Patuanak airports (both of which will be published by NAV CANADA in the Canada Air Pilot (which is the official publication of instrument approaches).
- MHI and AAC worked collectively to review various regulatory issues as they became known. One example included the amending of *Canadian Aviation Regulations* on unmanned aircraft systems.
- MHI continued its allegiances with other aviation stakeholders such as the Aviation Standing Committee that is made up of federal, provincial and territorial members. National aviation stakeholders also participate.
- MHI participated in meetings held by the Regina and Saskatoon Airport Authorities (e.g., annual, consultative, nominator) as well as Board meetings of SAC.
- MHI provided input to the Auditor General of Canada as it related to civil aviation infrastructure in the North. MHI agreed with other participants across Canada that more funding is needed to keep pace with the infrastructure needs at northern airports.

# 2016-2017 AREA REPORTS

→ MHI continues to review initiatives and recommendations put forth by Transport Canada as it pertains to the *Canada Transportation Act* (CTA) review and the air sector. For example, on May 5, 2017 Transport Canada introduced the Transportation Modernization Bill (Bill C-49) to strengthen air passenger rights and increase air carrier international ownership limits.

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