



COUNCIL QUESTIONS & ANSWERS

Meeting date: Standing Committee August 1, 2022

1. Upcoming Procurements - With respect to the Operations Building heating system, what is a hydraulic separator?

Answer:

A Hydraulic separator is used to improve the circulation within the heating system by eliminating air and separating dirt in the circulating water – essentially it is specialized mechanical part for the system.

2. Puckett's Gulch / Airport Expansion project - what was the result of the public engagement completed by Government of Yukon in 2021 on the airport runway extension project?

Answer:

In order to fulfill the requirements of Canadian Aviation Regulation 307, the Government of Yukon (YG) consulted the public on the extension of runway 14L-32R at Erik Nielson Whitehorse International Airport in December 2021. A notice that included the following information was delivered by mail to all properties within Whitehorse:

- Drawing showing the location of the proposed works;
- A description of the proposed works;
- Expected start and end date;
- Statement that interested parties can submit comments or objection to the proposed works;
- Contact information to whom interested parties can submit their comments or objections.

It is noted that the description of the proposed works focused on the upgrades to the runway and did not mention the works in Puckett's Gulch or alterations to the trail.

Of the 6,680 notices delivered to the members of the public, ten individuals submitted feedback. Concerns raised, questions, or comments received in the ten submissions included: impacts to the trail and fence adjustment; usage of the runway by larger passenger jets; drainage, stormwater treatment system, bank erosion; and drawing on public notice mislabeled. YG addressed all of the submissions with their response to the main concerns summarized below.



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Impacts to the trail and fence adjustment

Submissions questioned whether the trail and fence would be affected. YG responded that approximately 200 metres of the pathway would be detoured and following construction, would be reinstated in a similar configuration adjacent to the airside security fence. Approximately 200 metres of the fence would also be detoured.

Usage of the runway by larger passenger jets

There were questions as to whether Air Canada and Air North passenger jets could currently use the runway and whether they would be able to after the upgrades. YG responded that they cannot currently use the runway but they would be able to after the upgrades. The upgraded runway will not however be suitable for larger aircraft known as the “wide-body” type. Once the upgrades are done and passenger aircrafts can be redirected to this upgraded runway, required maintenance on the other main runway can be completed.

Drainage, stormwater treatment system, and bank erosion

Submissions asked whether drainage, stormwater treatment systems, and bank erosion had been factored into the project planning. YG responded that yes, all applicable environmental regulations and approvals would be met. The project is not expected to alter the airport site drainage so drainage upgrades are not included in the project scope.

Drawing on public notice mislabeled

Submissions pointed out that the drawing on the public notice was mislabeled. YG confirmed that it was mislabeled and provided a corrected map in their consultation report.

The relevant reports are posted at the links below:

https://yukon.ca/sites/yukon.ca/files/signed_copy_of_what_we_heard_yukons_flight_path_1.pdf

https://yukon.ca/sites/yukon.ca/files/final_aviation_system_investment_strategy_jan_8_2021_0.pdf