

GEOMEMBRANES Polyethylene Non-HDPE

| Product Name | Base Polymer [1] | Dimensional Properties | | | Density ASTM D1505 (g/cm 3)s | Tensile Properties ASTM D6693 | | | Puncture Resistance ASTM D4833 (lb) | Tear Resistance ASTM D1004 (lb) | Low Temperature Brittleness ASTM D746 OC (l) [3] | Carbon Black Content ASTM D1603 (%) | Carbon Black Dispersion ASTM D5596 [4] | Manufacturer's Suggested Applications [5] |
|-----------------|------------------|-----------------------------|---|--|---------------------------------|----------------------------------|------------------------------|-----------------------------|--|------------------------------------|---|--|---|---|
| | | Roll Width/Length m (ft) | [2] Thickness ASTM 5199 mm (mils) | [2] Thickness ASTM D5994 mm (mils) | | Strength Yield Wm (lb/in) | Strength Break Wm (lb/in) | Elongation Yield/Break % | | | | | | |
| Specification 1 | O/C | 3.75/609 (12.3/2000) | 0.51 (20) | NA | NA | NA | 19 (107) | 1500 | 44 | 11 | -70 | 2-3 | Pass | CL, LPL, SIC, IC |
| Specification 2 | LLDPE | 4600 (50,000 ft2) | 0.50 (20) | NA | ≤0.939 | NA | 13 (76) | 800 | 30 | 11 | -70 (-94) | 2 | Note[4] | CL, LPL, IC, TI, RP, SIC, DP, SIL, RSC |
| Specification 3 | LLDPE-S | 5.79 (19) / 341 (1,120) | 0.50 (20) | N/A | 0.92 | N/A | 13 (76) | 800 | 28 | 10 | -70 (-94) | 2 | Y, 1, 2, 3 | All |

[1] LLDPE = Linear low density polyethylene
O/C = Other or combination

[2]ASTM D 5199: Nominal thickness of geosynthetics
ASTM D 5994: Core thickness of textured geomembrane

[3]No failures at this temperature.
•minimum of 9 of 10 in categories 1 or 2
•all 10 in categories 1, 2, or 3

[5] CI = Canalliner DI = Dam liner
LPL = Leach pad liner SIC = Surface impoundment cover
IC = landfill cover II = landfill liner
TI = Tunnelliner DP = Decorative pond
RP = Reserve pit SIL = Surface impoundment liner
NP = Not provided by manufacturer
NA = Not applicable, per manufacturer



PLAN OF CONSTRUCTION OPERATIONS

PROJECT APPLICATION FORM

North Apron Remedial Excavation

Erik Nielsen Whitehorse International Airport

27/07/2015

Plan of Construction Operations Application Form

PLAN OF CONSTRUCTION OPERATIONS INFORMATION DETAILS

North Apron Remedial Excavation
Erik Nielsen Whitehorse International Airport
Whitehorse, Yukon

Submitted by:
Amanda Salway, Intermediate Environmental Scientist
Erik Nielsen Whitehorse International Airport
Whitehorse, Yukon

Plan of Construction Operations Application Form

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Plan of Construction Operations Application Form

1.0 INTRODUCTION

1.1 Intent

The intent of this plan of construction operations (PCO) is to ensure that airport operations continue safely during the remedial excavation north of Apron 1, directly to the north and northwest of Taxiway Foxtrot, at Erik Nielsen Whitehorse International Airport. The proposed work area is not located on the airport runways; however, the work area is located directly north and northwest of Taxiway Foxtrot and is within 45 meters (m) of the aircraft manoeuvring areas. It is recommended that no aircraft should be allowed to use Taxiway Foxtrot for the duration of the remediation project. This PCO will provide information to Transport Canada Airport Safety (TC-AS) with respect to the procedures that are to be followed in order for the airport to continue operating in a safe manner.

1.2 Schedule

Start date: 01/09/2015 (dd/mm/yy)

End date: 31/12/2015 (dd/mm/yy)

2.0 WORK PROGRAM

2.1 Overall Project Scope

The work to be performed consists of:

- Site reconnaissance and utility locates
- Excavation of clean overburden material, and temporary stockpiling west and/or north of the excavation
- Excavation of contaminated soil, and transfer by truck to the airport LTF
- Confirmatory soil sampling
- Backfilling the excavation, using a combination of soil piled onsite, and treated soil from the airport LTF (brought to the work area by truck)

2.2 Project Limits

The work area is located on the north side of the airport, north of APRON I and is directly north and northwest of Taxiway Foxtrot. The proposed work area is presented on Drawing C-1. This area covers both the excavation area, the area in which machinery will operate, and where stockpiled material will be stored. Approximately 3,000m³ of material will be removed during the excavation. All project participants will access the site via the north airside access gate. The site access route is presented in Drawing C-2.

2.3 Project Staff and Communications

Name: Richard Wells

Position: Senior Program Coordinator

Name: Amanda Salway

Position: Intermediate Environmental Scientist

Name: Adriana Benik

Position: Project Foreman

Name: Owen Crilly

Position: Safety Supervisor

Name: Nigel Cripps

Position: Acting Airport Manager

Plan of Construction Operations Application Form

Note: the excavation contractor has not yet been selected for this project.

2.3.1 Communications

Communication between ARCADIS staff, between ARCADIS staff and contractors, and between ARCADIS staff and airport management can be established via cell phones. Communication between ARCADIS staff and ground control can be established through radio operations. ARCADIS personnel on site are licensed with the Radiotelephone Operator's Restricted Certificate (Aeronautical) (RORC).

The Project Foreman is responsible for ensuring that all parties working on this project comply with the sections of this plan over which they have control, the Canadian Aviation Regulations as they apply to this project, and all other terms and conditions of Third Party Rental Agreements under which equipment for this project is being hired.

Key contacts on site are Amanda Salway (604-632-9941 or 604-329-0116) and Richard Wells (604-632-9941 or 778-834-0447). Amanda Salway will organize weekly meetings with Yukon Highways, Transport Canada and Public Works, and will prepare minutes from these meetings.

2.4 Project Safety and Security

2.4.1 General

Prior to the start of remediation program, the Site Foreman or their designate shall brief all personnel on the procedures for the movement of equipment and service vehicles in a safe manner. The proposed work area will not be within 2m of the edge of Taxiway Foxtrot, in order to avoid damaging the taxiway.

2.4.2 Passes

No restricted area passes are needed for this project.

2.4.3 Contractor Access/Escorts

Access to the Site will be through the north airside access gate; only personnel working directly on the project (ARCADIS staff, contractors) will have the access codes to the north airside access gate. Any other visitors to site will be escorted onto the site by project personnel.

2.4.4 Contractor Vehicles

Contractor staff will park their personal vehicles within a designated area for parking near the construction site. Parking areas are presented on Drawing C-2.

2.4.5 Work Area Delineation

The work area will be delineated prior to the commencement of work. Fences will be erected around the area to be remediated. During working hours, the site will be open to allow traffic to move to and from the remediation area. At night, the work area will be closed with the machinery locked securely inside the work area. Flashing Beacons will be placed on the fence every 3 meters to mark the fence.

Plan of Construction Operations Application Form

2.4.6 Smoking

Prior to the commencement of work, a daily reminder of the no smoking policy will be brought up in our daily health and safety meeting. Anyone who does not comply with the no smoking policy will be asked to leave the site immediately.

2.4.7 FOD

To reduce the probability of Foreign Object Debris, the Project Foreman is to ensure all operating equipment and materials will be kept well away from the taxiway at all times. Checks will be completed throughout the day, and at the end of the day, for garbage and other debris that may blow onto the runway. Project personnel will be regularly reminded to avoid leaving loose material that could become windblown onsite.

2.4.8 Transport Canada

A Transport Canada representative may be on site for the duration of the remediation project to ensure Transport Canada regulations are followed.

2.4.9 Shutdowns

It is recommended that taxiway "Foxtrot" be shut down for the duration of the remediation project due to the close proximity of the taxiway to the remediation area. The local NAV Canada tower/Flight Service Station (FSS) provides such services as: air navigation services, aircraft advisories and vehicle advisories for the airport. Their role during the remediation program is to monitor air traffic within the vicinity of the airport; to advise aircraft of the remediation and sampling program taking place near Taxiway Foxtrot and re-route any aircraft that intend to use Taxiway Foxtrot; to advise the Project Supervisor when aircraft wish to use the runway; and to advise the field personnel of the aircraft within the vicinity of the airport.

2.4.10 Welding

Welding will not be a requirement on site.

2.4.11 Staff Orientation

Prior to the start of the remediation program, the Site Foreman or their designate shall brief all personnel on the airport safety and security requirements during the work kickoff meeting. Reminders, if necessary, will be given during the daily tailgate meetings. This will be repeated as new personnel (both contractors and ARCADIS staff) arrive onsite (shift changes, site visits, etc.).

2.4.12 Wildlife

Wildlife will be kept from entering the work area by constructing a fence around the work area. Once the excavation has been backfilled, the condition of the work area will be as it was before construction began. Wildlife will not have easier access to airside when construction is complete.

Plan of Construction Operations Application Form

2.5 Project Meetings

Prior to the start of the remediation, ARCADIS personnel will conduct a detailed health and safety meeting with all project personnel. The following issues will be covered:

- The first priority is safety for all airport staff, ARCADIS field personnel and airport users. Wear the appropriate Personal Protective Equipment. Be aware of what and who are around you. Watch out and listen for aircraft.
- Airport orientation - Apron, Taxiway, west Runway, east Runway, Gates, Evacuation Routes in the event of an emergency.
- Roles and responsibilities of:
 - Airport staff - Crew Foreman, local tower/FSS
 - ARCADIS field personnel - Project Supervisor, Equipment Operators
 - Airport users - Pilots, Ground Handling Staff
- Vehicles & Equipment
 - Safety equipment - Beacons, Radios
 - Operations - Maximum Speed 25 km/hour; Stop, Look & Listen and obtain clearance from the local tower/FSS before proceeding onto any airport manoeuvring area.
 - Re-fuelling - Re-fuel in one area, have spill kit ready, report all spills.
 - Parking - Lower booms and park groundside at the end of each day in the area (as approved by the Supervisor, Surface and Mobile) near the maintenance garage, outside and/or under all movement areas and obstacle limitation surfaces (graded and strip areas, transitional and approach slopes and the outer surface) according to standards.
- Communication procedures - Radio operations.
- Emergency procedures - Be alert for aircraft approaching - radio may not be working, pilot may not be aware of drilling and sampling operation, aircraft may be low on fuel, etc. Notify local tower/FSS of any emergencies. Follow Project Supervisor's directions in the event of an emergency.
- Reporting unauthorized persons and activities - Notify local tower/FSS or Project Supervisor.

Tailgate meetings be conducted daily, and reminders of the above information will be included, if necessary.

Weekly meetings will also occur between ARCADIS staff, contractor representatives, Public Works and Government Services Canada, and Transport Canada. Any requests from Transport Canada will be noted in the meeting, and implemented onsite.

3.0 CONSTRUCTION OPERATIONS

3.1 General

Vehicles and pedestrians are permitted access to the site only with authorization from the Site Foreman or the Airport Manager.

Plan of Construction Operations Application Form

3.2 Schedule

The project is tentatively scheduled to start on September 1, 2015 and is estimated to be finished on December 31, 2015. Work days are expected to be 10 hours per day, seven days a week. Work will be conducted during regular working hours.

3.3 Site Access

All personnel involved in the project will have access through the north airside access gate. Anyone driving to and from the site will follow the pre-determined site access route, which is presented in Drawing C-2. A designated area for contractor vehicles is also presented in Drawing C-2.

3.4 Description of the Work

The remediation of AEC 6 will involve the excavation of approximately 3,000m³ of soil. The work area, which comprises the area to be excavated, area for machinery activity, and stockpiled soil locations, is presented in Drawing C-1. The final limits of the excavation will be within this boundary.

3.5 Vehicles and Equipment

The following table outlines and describes equipment that is likely to be used for the duration of the project:

| Equipment | Max Height (Ft in) (mm) | | Max Width (Ft in) (mm) | | Max Length (Ft in) (mm) | | Storage |
|------------------|----------------------------|------|---------------------------|------|----------------------------|-------|---------------|
| Excavator | 16.0 | 5280 | 11.8 | 3607 | 44.3 | 13510 | Near Hangar E |
| Front end Loader | 12.1 | 3680 | 7.8 | 2375 | 22.9 | 6985 | Near Hangar E |
| Haul Trucks | 12.1 | 3680 | 7.8 | 2375 | 22.9 | 6985 | Off-site |

When not in use, the equipment will be stored in a designated area nearby Hangar E, with the exception of the haul trucks.

3.6 Vehicle and Equipment Heights

During non-operation activity (at the end of each work day), all equipment will have the booms lowered, and will be locked inside the work area, Outside and/or under all movement areas and obstacle limitation surfaces (graded and strip areas, transitional and approach slopes and the outer surface) according to standards.

3.7 Work Adjacent to Runways and Taxiways

The Project Supervisor will be responsible to ensure that the various remediation works do not come into conflict with the aircraft taxi routes. If re-routing of the aircraft's taxiway is required, the Project Supervisor will be responsible to pre-plan and notify the appropriate tower/FSS personnel, air carrier and aircraft users of the airport prior to conducting the work.

No work will be conducted within 2m of the runway hold positions of the runway taxiways. Therefore no work will be conducted within Section "B" of the circular.

Plan of Construction Operations Application Form

3.8 Traffic Control Devices

The work area will be fully delineated prior to the commencement of work. Employee parking areas, access routes and equipment staging areas are all presented in Drawing C-2.

3.9 Work Areas/Unserviceability Markings

The work area will be delineated prior to the commencement of work. Fences will be erected around the area to be remediated. During working hours, the site will be open to allow traffic to move to and from the remediation area. At night, the work area will be closed, and machinery will be locked securely inside the work area. Flashing Beacons will be placed on the fence every 3 meters to mark the fence.

4.0 AIR OPERATIONS

4.1 Types and Frequency of Air Traffic

Due to the close proximity of the remediation area to Taxiway "Foxtrot", air traffic may have to be re-routed for the duration of the remediation project. However, the remediation area has been chosen to produce minimal disruption to the air traffic using the Taxiway.

4.2 Disruptions to Air Traffic

Any aircraft intending to use taxiway "Foxtrot" during the remediation project may have to be re-routed to another taxiway. The work area will be fully delineated with fences, however it is recommended that planes do not come within close proximity to the work area.

4.3 Declared Distances

The Site borders the west and north side of taxiway "Foxtrot"; the eastern edge of the work area is approximately 2m from the runway "13R-31L" hold line markings; the hold line is a 90.66m from the centreline of runway "13R-31L". Vehicles and equipment will not penetrate the obstacle limitation surfaces (OLS) at any time during the project. The tower/FSS will be responsible to ensure equipment does not penetrate the OLS.

4.4 Runway Thresholds

No runway thresholds will have to be displaced during this project.

4.5 Runway Closures

No runways will have to be closed during this project.

4.6 NOTAMs

Due to the close proximity of the remediation area to Taxiway "Foxtrot" air traffic may have to be re-routed for the duration of the remediation project. The FSS will be responsible for generating the list of NOTAMs that may be required for the remediation project.

Plan of Construction Operations Application Form

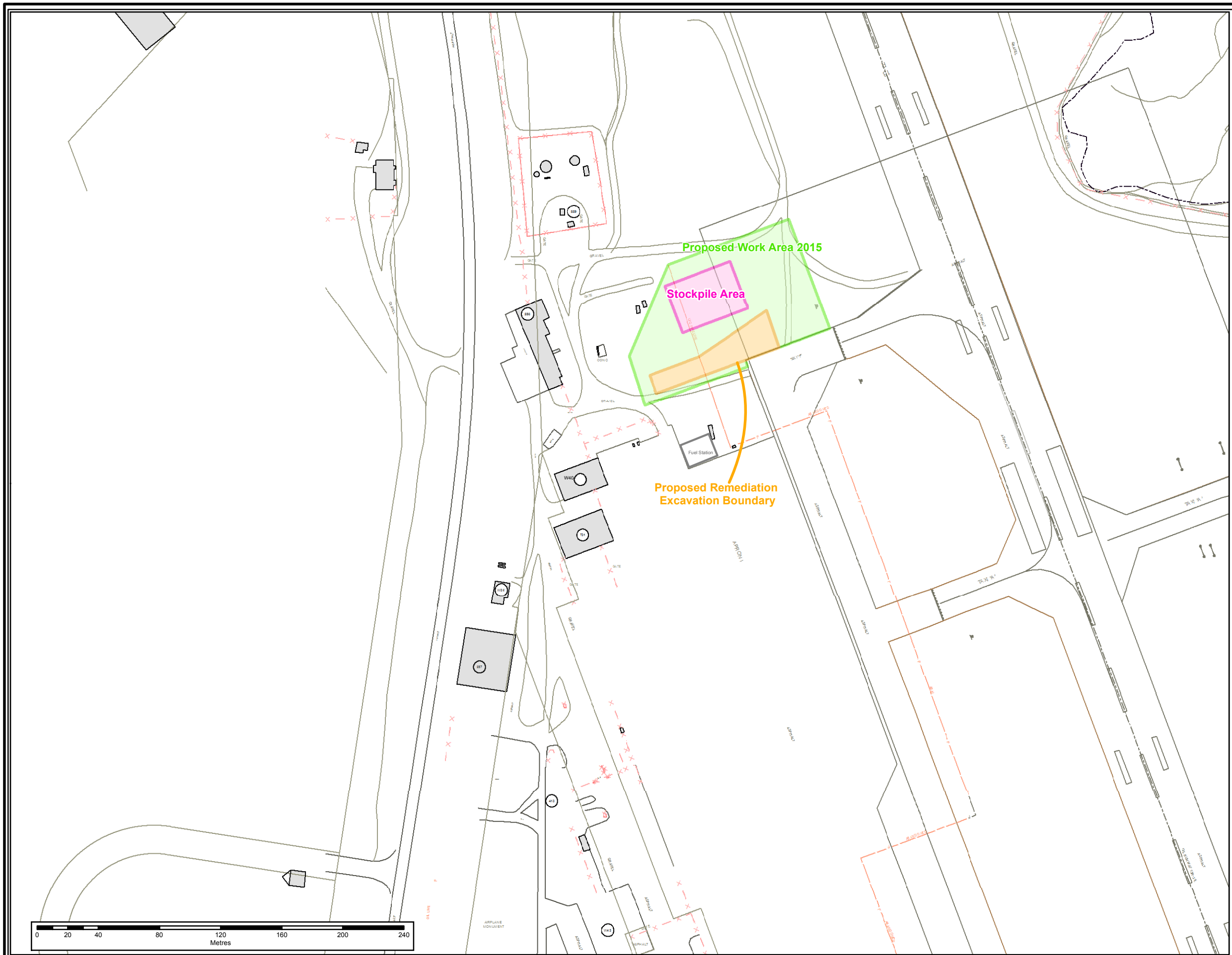
CONTRACTOR AIRPORT ORIENTATION

The contract for the remediation on the North Apron has not yet been awarded to a contractor. However, prior to the commencement of work, all individuals involved in the project will be briefed on the Advisory Circular 302-003. Titled "Personnel and Equipment within the Critical Portion of the Runway Strip". Operating procedures at an active airport will also be outlined during the project kickoff meeting onsite, with ARCADIS staff and the excavation contractor.

<http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-ac300-302-003-897.htm>

No airside work will be allowed until the approval of the PCO. No work will start prior to the detailed health and safety meeting discussed above in section 2.5.

Drawing C-1



Legend


- Proposed Remedial Excavation Boundary
- Proposed Work Area 2015
- Stockpile Area

Source: "See Bottom of Each Frame"


Title:

PROPOSED WORK AREA 2015

Project: **NORTH APRON REMEDIAL EXCAVATION
WHITEHORSE INTERNATIONAL AIRPORT
YUKON**

Client:  **PUBLIC WORKS AND
GOVERNMENT SERVICES
CANADA**

| | | | |
|-----------------|------------------------------|---------------------|---------------------------|
| Drawn By: CS | Project Number: 1043-1501 | Plot Size: 11x17 | Date: July 2015 |
| | | | Updated: |

**FIGURE C-1**

Drawing C-2

Drawing C-3



AERONAUTICAL ASSESSMENT FORM FOR OBSTRUCTION EVALUATION

| |
|-------------------------|
| Transport Canada number |
| Applicant number |

SECTION 1

| | | | |
|---|---------------------------|----------------|-------------|
| Owner's Name TBA - Contract not yet awarded. | | Contact Person | |
| Address | | | |
| City | | Province | Postal Code |
| Telephone number (999-999-9999) | Fax number (999-999-9999) | Email Address | |

SECTION 2

| | | | |
|---|---|--|------------------------|
| Applicant's Name ARCADIS Canada Inc. | | Contact Person Amanda Salway | |
| Address 308-1080 Mainland Street | | | |
| City Vancouver | | Province BC | Postal Code V6B 2T4 |
| Telephone number (999-999-9999) 604-632-9941 | Fax number (999-999-9999) 604-632-9942 | Email Address amanda.salway@arcadis.com | |

SECTION 3

| |
|--|
| Description of Proposal (or as attached) An excavation is being conducted on airport property as part of a remediation project. The excavation will involve the removal of approximately 3000m ³ of subsurface material. After the remediation is finished the excavation will be backfilled. The maximum height of the excavator is noted on the form (height C); this is temporary, and the excavator will be removed from the site once the excavation is complete. |
|--|

SECTION 4

| | |
|---|-------------------------------------|
| Geographic Coordinates <input checked="" type="checkbox"/> NAD83 <input type="checkbox"/> NAD27 <input type="checkbox"/> WGS84 | N Latitude deg 60 min 43 sec 08.42 |
| For multiple structures in a grouping, submit geographical coordinates on a separate spreadsheet (e.g. windfarms, transmission lines) | W Latitude deg 135 min 04 sec 39.90 |

SECTION 5

| | |
|---------------------------------|-------------------|
| Nearest Community Whitehorse | Province Yukon |
|---------------------------------|-------------------|

SECTION 6

| |
|--|
| Nearest Aerodrome Erik Nielsen Whitehorse International Airport |
|--|

SECTION 7

| |
|--|
| Have you contacted the aerodrome? <input checked="" type="radio"/> Yes <input type="radio"/> No |
|--|

SECTION 8

| |
|---|
| Notice of <input checked="" type="radio"/> New Construction <input type="radio"/> Change to existing structure |
|---|

SECTION 9

| |
|--|
| Duration <input type="radio"/> Permanent <input checked="" type="radio"/> Temporary |
|--|

SECTION 10

Proposed Construction Date Beginning (yyyy-mm-dd)

2015-09-01

SECTION 11

Temporary Structure

From date (yyyy-mm-dd) 2015-09-01

To date (yyyy-mm-dd) 2015-12-31

SECTION 12

Marking and Lighting Proposed (refer to Standard 621)

☐ Red lights and paint☐ Red and M.I. white lights☐ White M.I. lights☐ Red and H.I. white lights☐ White H.I. lights☒ No painting☐ No lighting☐ Paint marking only☒ Other (provide description)

Area to be fenced; Flashing beacons will be placed every 3m

SECTION 13

Monitoring to Standard 621, article 4.7

☒ Visual Inspection☐ Remote indicator**SECTION 14**

Catenary/Cable Crossing

☐ Paint supporting structures☐ Cable marker spheres☐ Shore markers☐ Support structure lighting☐ Cable marker lights**SECTION 15****A** Ground Elevation (AMSL)Feet
2284Metres
692**B** Height of an addition to a structure**C** Total structure height including **B** (AGL)

16

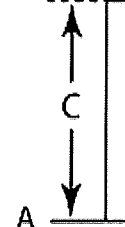
4.88

Overall height (A plus C) (AMSL)

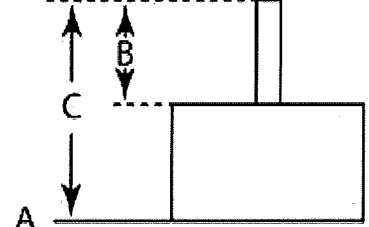
2300

696.88

Structure alone



Structure with an addition

**SECTION 16**Does the proposal comply with **Airport Zoning Regulations**?☒ Yes ☐ No ☐ N/AWhere the location of the object is on lands affected by **Airport Zoning Regulations**, a legal survey is required with the submittal.

I hereby certify that all the above statements made by me are true, complete and correct to the best of my knowledge. Also, I agree to mark and/or light and maintain the structure with established marking and lighting standards as necessary.

Amanda Salway

Name of person filing notice

Signature

2015-08-14

Date (yyyy-mm-dd)

TRANSPORT CANADA ASSESSMENT

Marking and lighting required (as per Standard 621)

☐ Lighting Required☐ Marking Required☐ Temporary Lighting Required☐ No Lighting or marking required

Comments (Transport Canada use Only)

Completion of this form does not constitute authorization for construction nor replace other approvals or permits. See instruction D and E.

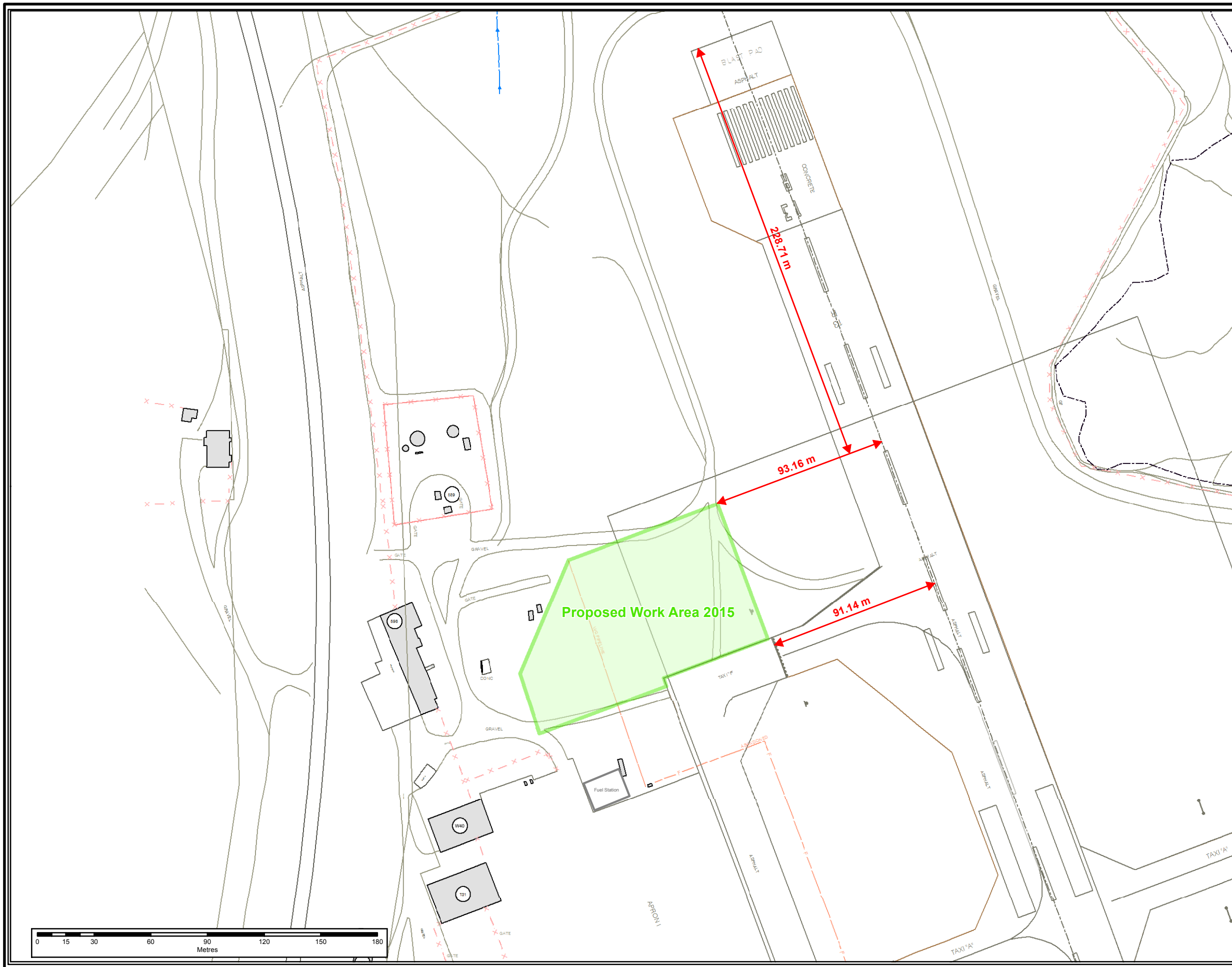
Civil Aviation Inspector

Signature


Date (yyyy-mm-dd)

Note 1: This assessment expires 18 months from the date of assessment unless extended, revised, or terminated by the issuing office.



Note 2: If there is a change to the intended installation, a new submittal is required.



Legend

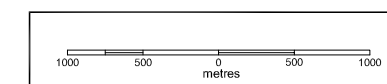
 Proposed Work Area 2015



Source: *See Bottom of Each Frame*

| | | | |
|---|------------------------------|---------------------|-------------------------------|
| Title: PROPOSED WORK AREA 2015 DISTANCES | | | |
| Project: NORTH APRON REMEDIAL EXCAVATION WHITEHORSE INTERNATIONAL AIRPORT, YUKON | | | |
| Client:  PUBLIC WORKS AND GOVERNMENT SERVICES CANADA | | | |
| Drawn By: CS | Project Number: 1043-1501 | Plot Size: 11x17 | Date: July 2015 |
|  | | | Updated: FIGURE C-3 |



Not for construction
Original in colour



| | |
|---|--|
| Title: | TOPOGRAPHIC MAP |
| Project: | NORTH APRON REMEDIAL EXCAVATION WHITEHORSE INTERNATIONAL AIRPORT YUKON |
| Client: |  PUBLIC WORKS AND GOVERNMENT SERVICES CANADA |
|  | Date: JULY 2015 |
| | FIGURE C-6 |

Drawing C-4



Land Use Proposal Submission Form

| | | | | | |
|---|-------------------------------|---|---|----------------------|-----------------|
| Date Received by NAV CANADA | | NC file N° / Ref N° | | TC File N° / Ref N° | |
| General Information: | | | | | |
| Proponent Name: <u>ARCADIS Canada Inc.</u> | | | Contact Person: <u>Amanda Salway</u> | | |
| Address: <u>308-1080 Mainland Street</u> | | | City: <u>Vancouver</u> | | Prov: <u>BC</u> |
| Postal Code: <u>V6B 2T4</u> | Tel: <u>604 632-9941</u> | Fax: <u>604 632-9941</u> | Email: <u>amanda.salway@arcadis.com</u> | | |
| Consultant or Contractor: <u>ARCADIS Canada Inc.</u> | | | Contact Person: <u>Amanda Salway</u> | | |
| Address: <u>308-1080 Mainland Street</u> | | | City: <u>Vancouver</u> | | Prov: <u>BC</u> |
| Postal Code: <u>V6B 2T4</u> | Tel: <u>604 632-9941</u> | Fax: <u>604 632-9941</u> | Email: <u>amanda.salway@arcadis.com</u> | | |
| Land Use Authority: <u>Enk Nielsen Whitehorse Int'l Airport</u> | | | Contact Person: <u>Nigel Chipp</u> | | |
| Address: <u>75 Barkley Gros Crescent</u> | | | City: <u>Whitehorse</u> | | Prov: <u>YT</u> |
| Postal Code: <u>Y1A 6E6</u> | Tel: <u>867-667-8873</u> | Fax: <u>867-667-8446</u> | Email: <u>Nigel.Chipp@gov.yk.ca</u> | | |
| Details of Proposal: | | | | | |
| Project/Site Name/Number: <u>North Apron Remedial Excavation</u> | | | Nearest town: <u>Whitehorse</u> | | |
| New Structure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | Height added: <u>0</u> ft <u>0</u> m | Total Height: <u>0</u> ft <u>0</u> m | | |
| Coordinates of Site: <u>60°</u> <u>43'</u> <u>8.42"</u> N (Lat) | | <u>135°</u> <u>04'</u> <u>39.30"</u> W (Long) | | | |
| For Linear Group of Structures (include start/end coordinates) | | From: ° ' " N (Lat) | ° ' " W (Long) | | |
| | | To: ° ' " N (Lat) | ° ' " W (Long) | | |
| Geodetic Datum: <input type="checkbox"/> NAD27 <input type="checkbox"/> NAD83 <input checked="" type="checkbox"/> WGS84 | | Ground Elevation (above mean sea level) | | <u>2284</u> ft | <u>692</u> m |
| Type of Structure: <u>no structure; conducting remedial excavation</u> | | Structure Height (above ground level) | | <u>0</u> ft | <u>0</u> m |
| Dimensions: <u>167m X 80m</u> | | Total Height (above mean sea level) | | <u>2284</u> ft | <u>692</u> m |
| Materials: <u>subsurface soil</u> | | Roof (Shape & Materials): | | | |
| Proposed Construction Start Date: <u>Sept. 1, 2015</u> | | | Approximate Duration of Construction: <u>4 months</u> | | |
| If Temporary Structure | Start Date: <u>01/09/2015</u> | End Date: <u>31/12/2015</u> | From: <u>07:00</u> hrs | To: <u>17:00</u> hrs | |
| Comments: | | | | | |
| Electronic / Telecommunication Interference - Check the following items which may cause interference and provide details | | | | | |
| High voltage equipment | | <input type="checkbox"/> Details | | | |
| Arc welding | | <input type="checkbox"/> Details | | | |
| Radar emission | | <input type="checkbox"/> Details | | | |
| High powered transmissions | | <input type="checkbox"/> Details | | | |
| VHF radio | | <input type="checkbox"/> Details | | | |
| Other | | <input type="checkbox"/> Details | | | |

| |
|--|
| A: Proposals for structures <u>not</u> adjacent to an airport (more than 6 km from centre-point of airport) |
| Drawings (Where applicable include lot lines and North arrow) |
| <ul style="list-style-type: none"> 4 copies of a 1:50,000 topographical map section with the location of the proposed structure clearly marked 4 copies of legal survey (if available) |

| | | | | |
|---|---|-----------------------------|--|--|
| B: All Proposals on or adjacent to an airport (6 km or less from centre-point of airport) | | | | |
| Drawings (where possible include lot lines and North arrow) | | | | |
| <ul style="list-style-type: none"> 4 copies of a 1:50,000 topographical map section with the location of the proposed structure clearly marked 4 site plans depicting entire airport and location of proposed structures and excavations/trenching 4 site plans at 1:2000 with (90°) distances to nearest runway centre line/centre line extension, taxiway, and distance to nearest runway threshold 4 site plans at 1:2000 indicating the location of all proposed trenching/excavations (including depths) | | | | |
| <table border="1"> <tr> <td>Airport Manager: <i>Nigel Cripps</i></td> <td>Tel: <i>867-667-8850</i></td> <td>Fax: <i>867-667-8446</i></td> <td>E-mail: <i>Nigel.Cripps@gov.yk.ca</i></td> </tr> </table> | Airport Manager: <i>Nigel Cripps</i> | Tel: <i>867-667-8850</i> | Fax: <i>867-667-8446</i> | E-mail: <i>Nigel.Cripps@gov.yk.ca</i> |
| Airport Manager: <i>Nigel Cripps</i> | Tel: <i>867-667-8850</i> | Fax: <i>867-667-8446</i> | E-mail: <i>Nigel.Cripps@gov.yk.ca</i> | |
| Details of Trenching/Excavation : <i>we will be excavating soil, temporarily stockpiling overburden onsite, collecting soil samples, and then backfilling</i> | | | | |

| |
|--|
| C: On airport with NAV CANADA Control Tower, FSS, CARS |
| Obstruction to Vision: |
| Check the items which may cause obstructions to vision to the NAV CANADA installation: |
| Line of Sight <input type="checkbox"/> Details |
| Generation of Smoke/Vapour <input type="checkbox"/> Details |
| Reflectivity <input type="checkbox"/> Details |
| Aircraft Parking <input type="checkbox"/> Details |
| Exterior Lighting <input type="checkbox"/> Details |
| Drawings:(in addition to drawings specified in Section B above) |
| <ul style="list-style-type: none"> 4 plot plans at 1:500 showing orientation of structures including vehicle and aircraft entry/exit points 4 line of sight drawings showing plan view from Tower/FSS/CARS to runways and taxiways 4 line of sight cross section view from TWR/FSS/CARS to runways/taxiways & identifying possible obstructions |

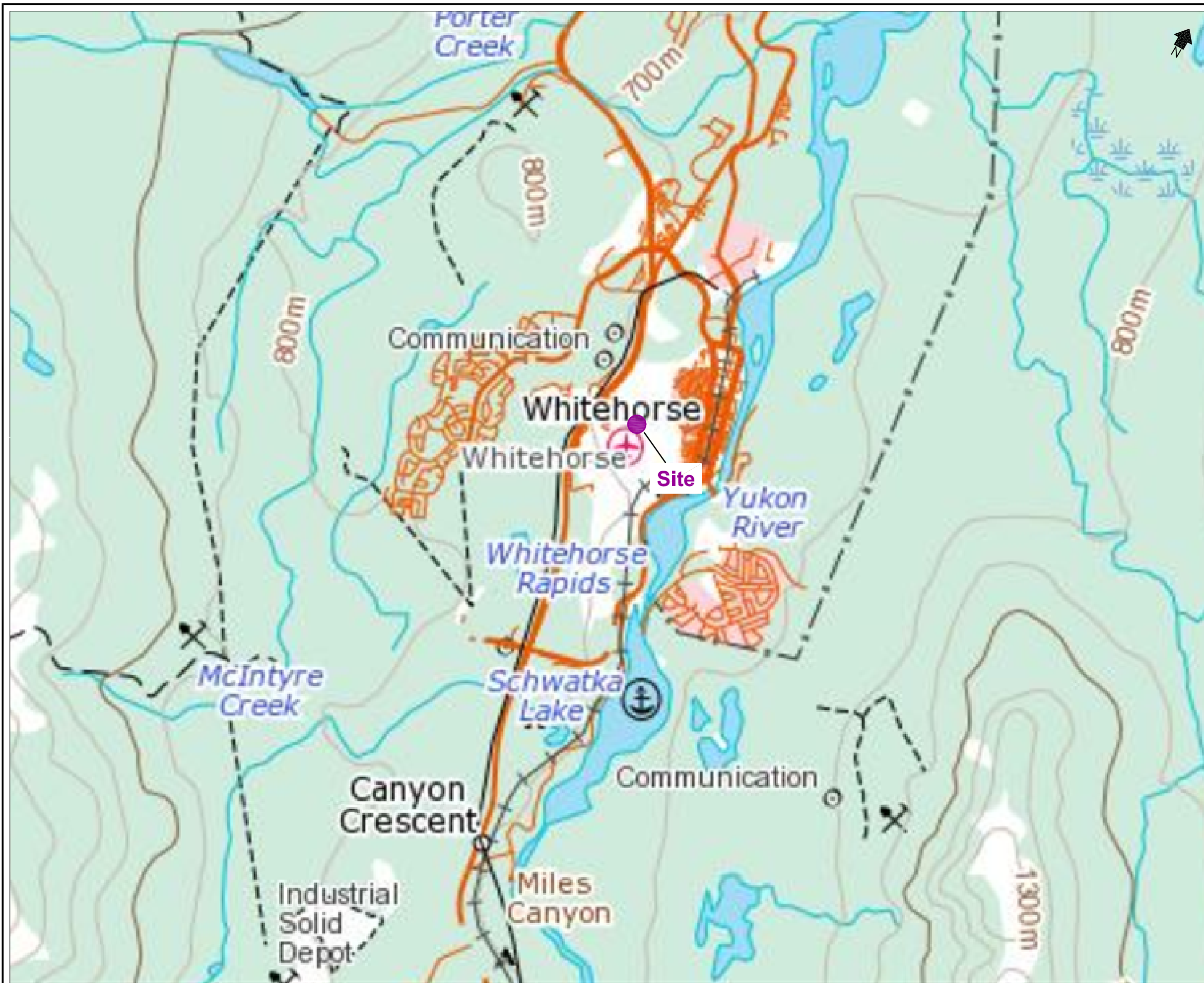
| | | |
|--|------------------------------------|------------------------------|
| Applicant/Representative Signature <i>Amanda Salway</i> | Print Name <i>Amanda Salway</i> | Date <i>July 23, 2015</i> |
|--|------------------------------------|------------------------------|

USE AND INSTRUCTIONS

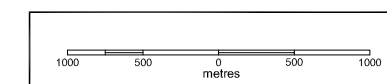
- This form should be used to obtain NAV CANADA comments on land use and/or construction proposals



 - at or adjacent to airports:
 - with which NAV CANADA has a formal agreement;
 - which are specifically served by NAV CANADA navigational or telecommunication facilities;
 - at which there is an operating NAV CANADA control tower and/or flight service station (FSS);
 - at which there is an operating Aviation Weather Observation Site (AWOS);
 - at which there is an operating Community Aerodrome Radio Station (CARS); or
 - which are served by an instrument approach procedure; and,
 - for all other proposals, which may have an impact on the provision of NAV CANADA Air Navigation System, facilities and services located off-airport (e.g. towers affecting Instrument Approach Procedures, land use adjacent to a navigation aid, etc.)
- NAV CANADA non-objection of land use proposals and construction proposals neither constitutes nor replaces any approvals or permits required by Transport Canada, other Federal Government Departments, Provincial or Municipal land use authorities, or any agency from which any approval is required.
- Completed applications and supporting documents should be mailed to the appropriate NAV CANADA regional office below:
(The demarcation line between Eastern and Western regions of NAV CANADA runs north from the US border along 88° West Longitude to 60° North Latitude, then east to 80° West Longitude and then north to 74° North Latitude.)

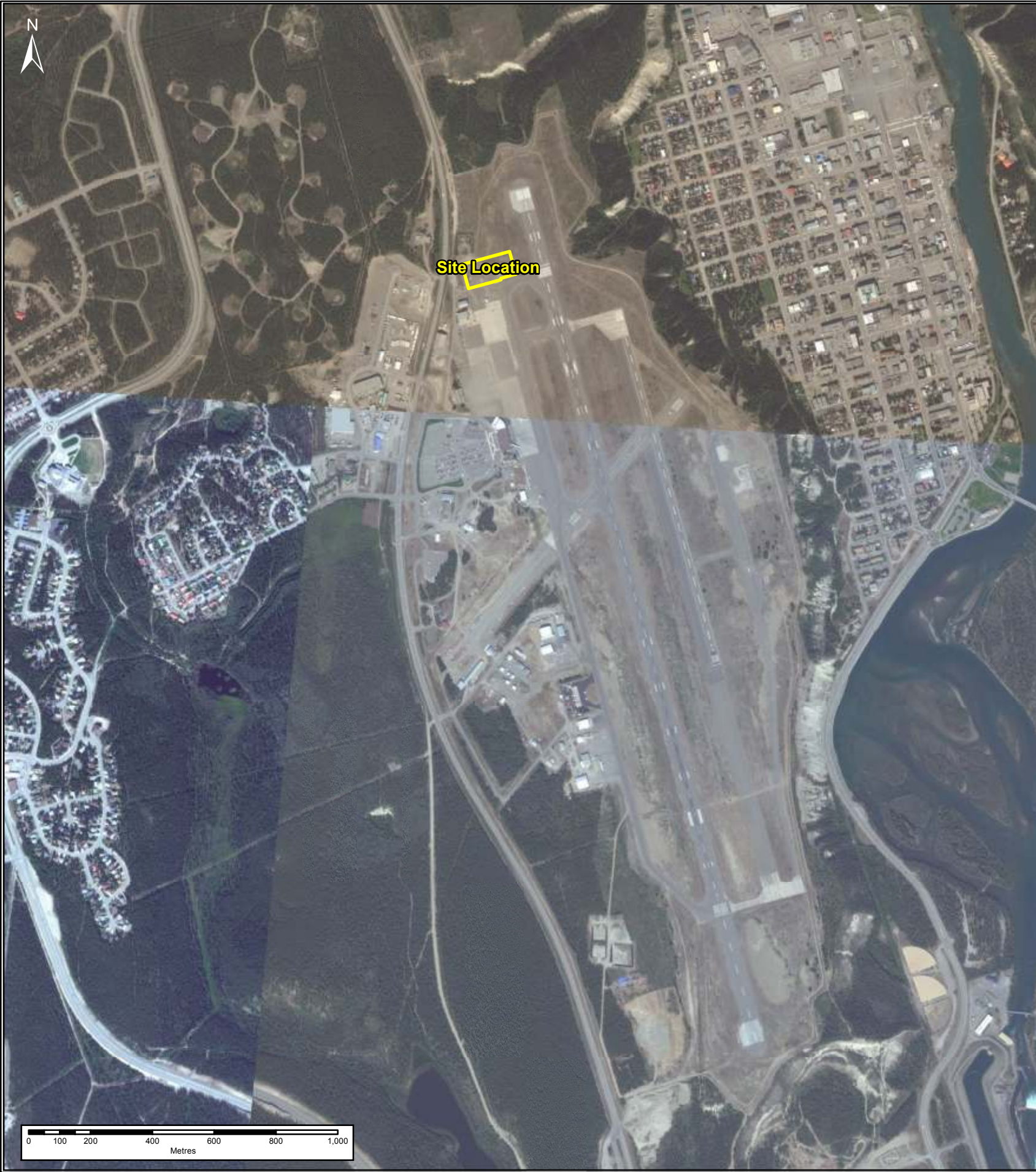
| | |
|-----------------|---|
| Western Region: | General Manager Airport Operations (GMAO), NAV CANADA, 1601 Tom Roberts, P.O. Box 9824, Station T, Ottawa, ON K1G 6R2, Attention: Land Use Office – West Tel: (613) 248-4074 Fax: (613) 248-4094 |
| Eastern Region: | General Manager Airport Operations (GMAO), NAV CANADA, 1601 Tom Roberts, P.O. Box 9824, Station T, Ottawa, ON K1G 6R2, Attention: Land Use Office - East Tel: (613) 248-4121 Fax: (613) 248-4094 |





Not for construction
Original in colour

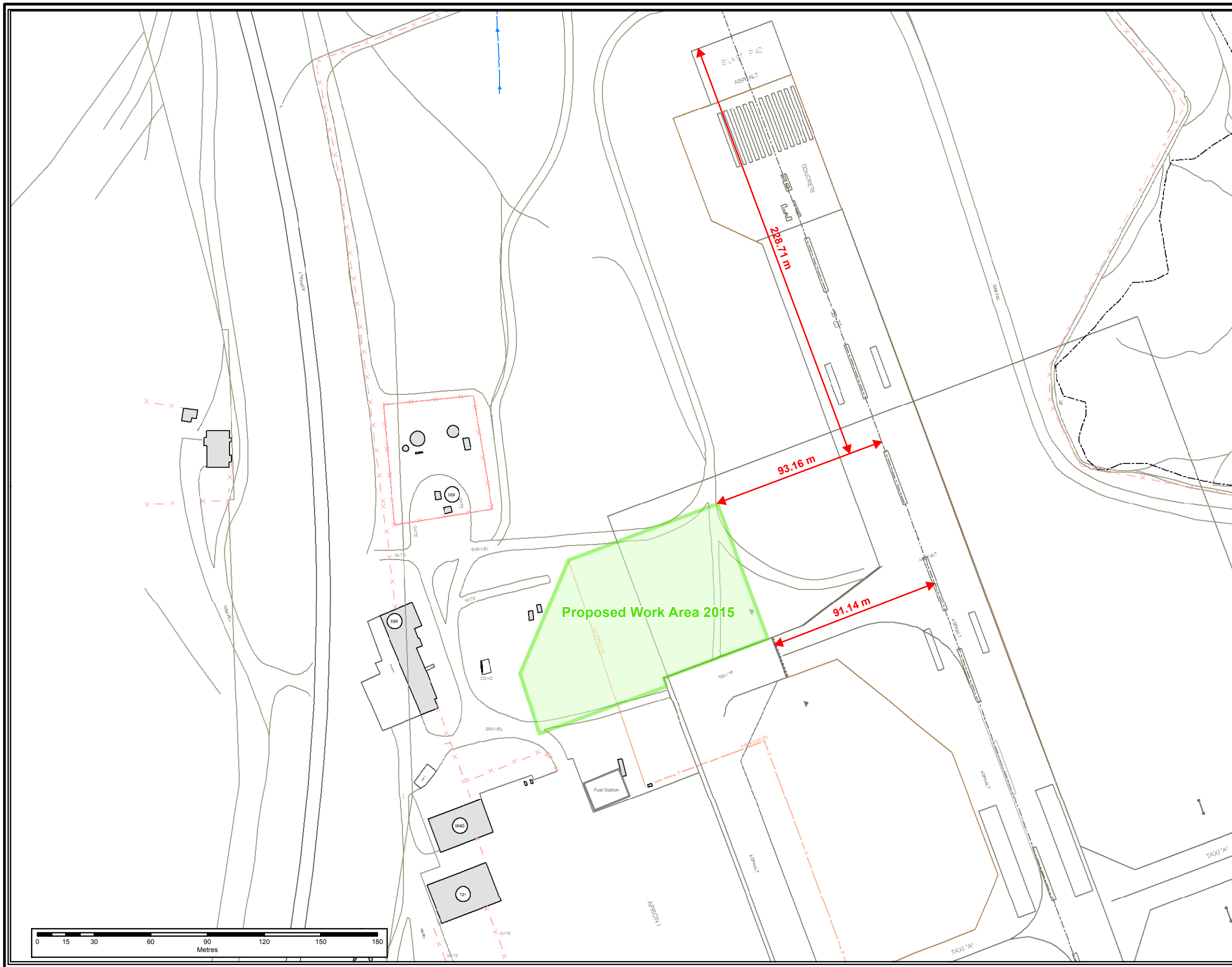


| | |
|---|--|
| Title: | TOPOGRAPHIC MAP |
| Project: | NORTH APRON REMEDIAL EXCAVATION WHITEHORSE INTERNATIONAL AIRPORT YUKON |
| Client: |  PUBLIC WORKS AND GOVERNMENT SERVICES CANADA |
|  | Date: JULY 2015 |
| | FIGURE C-6 |




Legend
PCO_Boundaries



| | | | |
|---|------------------------------|---------------------|-------------------------------|
| Source: "See Bottom of Each Frame" | | | |
| Title: Site Location | | | |
| Project: NORTH APRON REMEDIAL EXCAVATION WHITEHORSE INTERNATIONAL AIRPORT YUKON | | | |
| Client:  PUBLIC WORKS AND GOVERNMENT SERVICES CANADA | | | |
| Drawn By: CS | Project Number: 3214-1504 | Plot Size: 11x17 | Date: July 2015 |
|  | | | Updated: FIGURE C-5 |

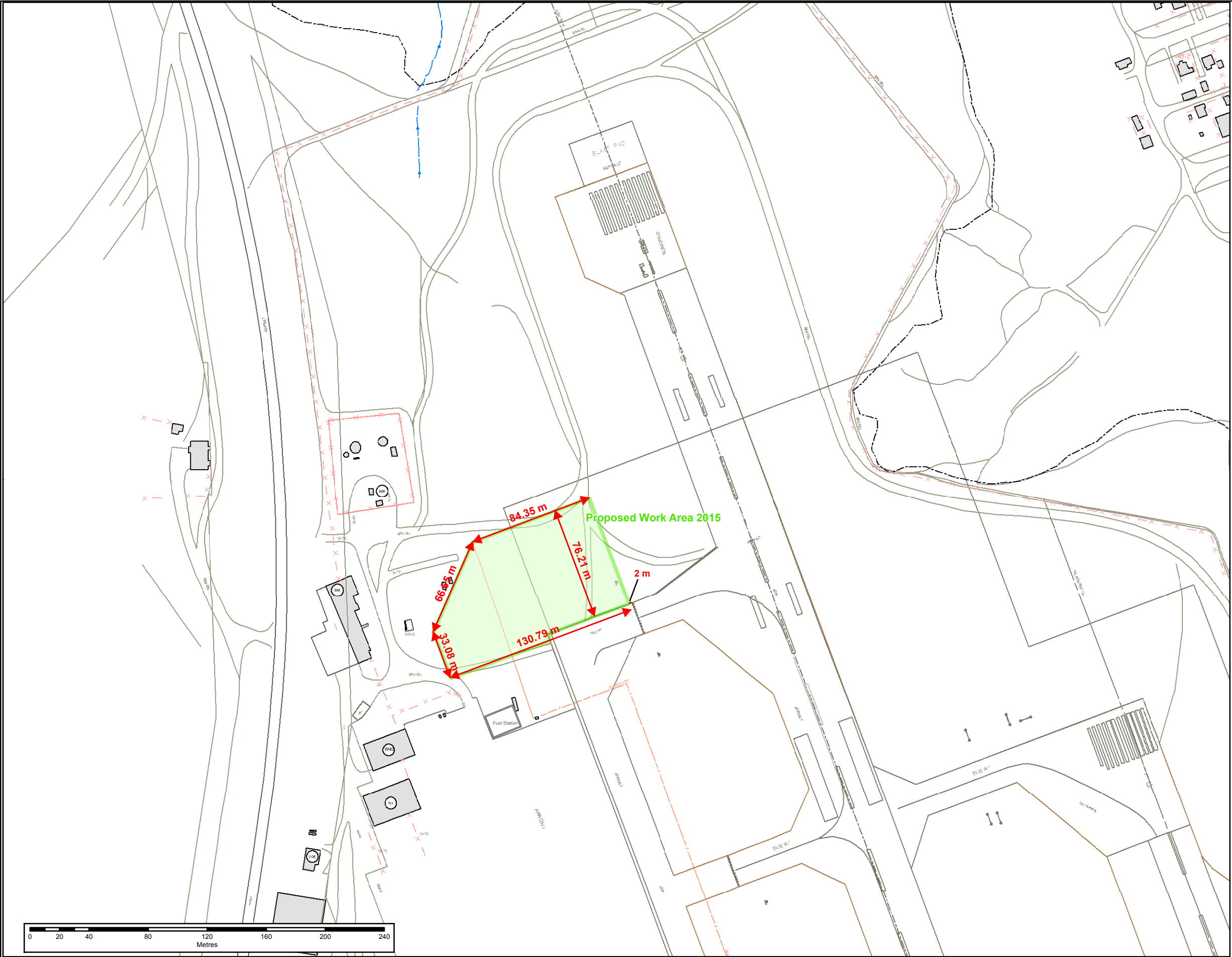


Legend

 Proposed Work Area 2015

Source: *See Bottom of Each Frame*



| | | | |
|---|------------------------------|---------------------|-------------------------------|
| Title: PROPOSED WORK AREA 2015 DISTANCES | | | |
| Project: NORTH APRON REMEDIAL EXCAVATION WHITEHORSE INTERNATIONAL AIRPORT, YUKON | | | |
| Client:  PUBLIC WORKS AND GOVERNMENT SERVICES CANADA | | | |
| Drawn By: CS | Project Number: 1043-1501 | Plot Size: 11x17 | Date: July 2015 |
|  | | | Updated: FIGURE C-3 |



Legend

- Airport_Facilities
- Proposed Work Area 2015

Source: "See Bottom of Each Frame"

| | | | |
|---|------------------------------|---------------------|-------------------------------|
| Title: PROPOSED WORK AREA 2015 DIMENSIONS | | | |
| Project: NORTH APRON REMEDIAL EXCAVATION WHITEHORSE INTERNATIONAL AIRPORT, YUKON | | | |
| Client:  PUBLIC WORKS AND GOVERNMENT SERVICES CANADA | | | |
| Drawn By: CS | Project Number: 1043-1501 | Plot Size: 11x17 | Date: July 2015 |
|  | | | Updated: FIGURE C-4 |

Appendix A

Advisory Circular

Subject: **Personnel and Equipment Within the Critical Portion of the Runway Strip**

| | | | |
|-----------------|------------|-----------------|------------|
| Issuing Office: | Standards | Document No.: | AC 302-003 |
| Activity Area: | Oversight | Issue No.: | 02 |
| File No.: | A 5400-4 U | Effective Date: | 2009-01-28 |
| RDIMS No.: | 4700274-V2 | | |

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1.0 INTRODUCTION

This Advisory Circular (AC) is provided for information and guidance purposes. It may describe an example of an acceptable means, but not the only means, of demonstrating compliance with regulations and standards. This AC on its own does not change, create, amend or permit deviations from regulatory requirements, nor does it establish minimum standards.

1.1 Purpose

- (1) The purpose of this AC is to reinforce the importance of maintaining a critical area of the runway strip free of objects during aircraft operations. Objects that are required to be within the runway strip by function during departures and arrivals must be in accordance with regulations and standards.
- (2) This AC also clarifies the management responsibilities of the airport operator with regard to vehicles and personnel within the manoeuvring area.

1.2 Applicability

This document is applicable to all airport operators as defined in Part I of the *Canadian Aviation Regulations* (CARs).

1.3 Description of Changes

This document, formerly AC 302-003, Issue 01, has been reissued as AC 302-003, Issue 02. With the exception of minor editorial changes and updated references, the content is unaltered.

2.0 REFERENCES AND REQUIREMENTS

2.1 Reference Documents

It is intended that the following reference materials be used in conjunction with this document:

- (a) Part III, subpart 2 of the *Canadian Aviation Regulations* (CARs) - *Airports*;
- (b) TP312 Edition 4, dated March 1993 – *Aerodrome Standards and Recommended Practice*.

2.2 Cancelled Documents

AC 302-003, Issue No. 01, 2009-01-19 – *Personnel and Equipment Within the Critical Portion of the Runway Strip* (RDIMS # 4128456).

2.3 Definitions and Abbreviations

The following definitions and abbreviations are used in this document:

- (a) **ATF** means Aerodrome Traffic Frequency.
- (b) **ATS** means Air Traffic Service.

3.0 BACKGROUND

- (1) At airports where vehicle control or advisory services are provided by an ATS, the Airport Operator should have agreements in place identifying the protected areas around the runway where vehicle control or advisory service is provided.
- (2) Operations on the movement area and other portions of the airport that are not subject to the agreement with ATS or at airports where there is no ATS presence during part or all of the airports' operational hours remain the sole responsibility of the airport operator.
- (3) The primary objective at all airports is to provide a safe environment during aircraft operations in the event of a lateral excursion, undershoot, or overshoot by an aircraft. The critical portion of the runway strip to be protected includes the runway, the area surrounding it within the distance

outlined by taxi-holding positions, the take-off/approach surfaces in addition to any areas established for the protection of navigation and landing aids

- (4) All persons and vehicles operating airside must have the authorization of the airport operator. The airport operator must establish procedures for all airside activity to ensure they take place within defined areas to protect and provide the safe operating environment required under Part III of the CARs.
- (5) Airports with Low Visibility Procedures and a Surface Movement and Guidance Control System have additional restrictions for mobile objects written into their plans where protected areas and mobile equipment are governed by their site-specific low visibility plan. Application of TP312 section 3.1.6.8 has varied from airport to airport.
- (6) There is no relaxation within the standards from maintaining the proper runway graded area and strip while conducting maintenance or construction activities adjacent to the runway. Section 5.3 in Appendix A of TP312 provides **guidelines**, but these guidelines have only limited application as the defined zones only correspond in a few cases to the required runway strip and graded area required in TP312 Chapter 3, therefore these guidelines should not be used for normal maintenance activity.
- (7) The actual dimensions of the critical portion of the strip change with the runway code. For the purpose of this circular the areas around the runway are defined as Areas A, B, & C for the take-off/approach surface.
- (8) Areas A and B can be delineated as rectangles around the runway. Area A is the most restrictive and is located 60 m from the runway centre line (see Figures 1 and 2) except where the taxi-holding position is less than 60 m, then the taxi-holding position distance is used (see Figure 1). Area B is the area between the edge of Area A and the taxi holding position (see Figure 2).
- (9) When the activity in Area A is planned for an extended period of time, the Airport Operator should issue a NOTAM indicating their planned action and the expected time of duration. Where there is a requirement to remove equipment, prior notice required should be included in the NOTAM (i.e. Grass cutting activity along runway 25 between 1000 and 1600).
- (10) The rules governing these areas are for the protection of the aircraft operations. Authorized persons with light equipment (such as hand tools) are permitted in Area A for the purpose of in-flight inspection of navigational aids or airport operational maintenance. However, the airport operator must consider other governing rules such as Occupational Health and Safety prior to approving work in Area A while the runway is in use.
- (11) Construction activities and associated equipment are not authorized within the distances required for the runway strip as specified in TP312 while aircraft arrival/departure operations are underway because it would contravene the intent of the runway strip and other areas within it that are for the protection of aircraft operations.

Note:

Closing portions of the runway or procedurally reducing the runway operating environment from precision to non-instrument would reduce the size of the protected areas allowing construction equipment closer to the runway.

- (12) A critical portion of the runway strip must be protected for the section of the runway being used for take off and landings. The origin of the Runway strip may be adjusted to meet the operational need of the runway.

Note:

For example; during helicopter operations or in the case of an intersection take-off, if only a portion of the runway is used, the origin of the strip can be adjusted to reflect only the portion of the runway in use.

- (13) All persons must be authorized by the Airport Operator to be airside. Authorized persons in Areas A and B and C are to establish and maintain two-way radio communications with airport control service, vehicle control or advisory service. Where no ATS is provided, they are to broadcast and maintain a listening watch on the mandatory frequency (MF) or the ATF as appropriate.

Note:

Where a number of workers and equipment are working under escort and supervision, one person is to be responsible for advising all other workers and equipment to clear the area.

- (14) The conditions outlined herein are consistent with TP312 and satisfy the requirements of Subpart 302 of the CARs.

4.0 APPLICATION

4.1 Operations within the runway strip, parallel to the runway sides during aircraft arrival and/or departure operations (take-off/landing)

- (1) For runways where the taxi-holding positions are established at a distance of **60 m or less** from the runway centre-line, only authorized personnel (pedestrian only) may enter the area depicted in Figure 1 Area A. When necessary to drop off light equipment, a vehicle, with authorization, may be brought into this area **between** aircraft operations provided the vehicle is removed from that area prior to the next aircraft operation.
- (2) For runways where the taxi-holding positions are established at a distance **greater than 60 m** from the runway centre-line, only authorized personnel (pedestrian only) may enter the area depicted in Figure 2 Area A in accordance with the conditions outlined in (1) above. Vehicular, mowing, maintenance or other equipment may enter, with authorization, Area B during aircraft operations (take-off and landing) [see Figure 2 Area B] (Area B is the area between the edge of Area A and the taxi-holding position). For example mobile equipment, required to be on the runway strip in support of the ongoing runway operation would include, grass cutting, wildlife control, runway/taxiway inspection, or other maintenance vehicles associated with keeping the runway operating. **This does not include construction equipment.**

Note:

For the most part these vehicles are not stationary but in motion to complete their job. It is not unlike an aircraft (by function) that must taxi and occasionally stop within the runway strip as it moves between the runway and the apron. Construction equipment or other vehicles not required "by their function" to be in the runway strip are like a parked or manoeuvring aircraft on an apron, they must remain clear of the runway strip and associated Obstacle Limitation Surfaces.

- (3) Authorization from the ATS unit, the airport operator or designate is required before proceeding within these areas.
- (4) Also, in no case are any additional areas established for the protection of navigation and landing aids at the site to be compromised.

4.2 Operations beyond the runway ends during aircraft arrival and/or departure operations (take-off and landings) areas A and C

- (1) Access by vehicles, mowing, and other equipment is limited to areas not less than 60 m from the runway end and **below** the take-off/approach surface, or clearway plane where provided (see Figure 1 and Figure 2 Area A and C), unless that runway is closed or the threshold is relocated in accordance with Subpart 302 of the CARs. Special attention is required to keep the take-off and approach surface clear where the threshold has been displaced.
- (2) During aircraft operations, only authorized personnel (pedestrian only) may enter the area beyond the runway (Area A and C). If necessary, an authorized vehicle may be brought into this area between aircraft operations, to drop off small equipment, provided the vehicle is removed from the area described in (1) prior to the next aircraft operation.

- (3) Authorization from the ATS unit, the airport operator or designate is required before proceeding within the above-mentioned areas outlined in (2).
- (4) At airports with no ATS Services the Airport Operator is responsible to implement procedures consistent with the provisions of Section 8.7 of TP312.

5.0 SUMMARY

- (1) It is necessary to emphasize the requirement of airport operators to keep critical areas in proximity of the runway free of obstacles during aircraft operation. Other certification requirements such as for the runway strip, obstacle limitation surfaces etc., are still applicable and must be maintained to the specifications outlined in Part III of the CARs.
- (2) A critical portion of the runway strip must be protected for the section of the runway being used for take off and landings.
- (3) Airport operators are responsible for ensuring that personnel adjacent to the runway area near an Obstacle Limitation Surface and other areas protected for navigation and landing aids, know the boundaries of these areas, so that they keep vehicles and/or equipment such as mowers clear of these areas during aircraft operations. The above information and information regarding airfield maintenance procedures would normally be found in the Airport Operations Manual together with a letter of agreement for delivery of airport control service, vehicle control or advisory service.
- (4) Aside from the authorized activities described in this circular, vehicles and / or equipment in the areas described herein would be viewed as a violation of Subpart 302 of the CARs, and recorded as a runway incursion.

6.0 CONTACT OFFICE

For more information please contact:

The appropriate Transport Canada Regional Office listed in Appendix B

Suggestions for amendment to this document are invited, and should be submitted via the Transport Canada Civil Aviation Issues Reporting System (CAIRS) at the following Internet address:

www.tc.gc.ca/CAIRS

or by e-mail at: CAIRS_NCR@tc.gc.ca

Original signed by

D. B. Sherritt
Director, Standards
AART

APPENDIX A— FIGURE 1 AND FIGURE 2

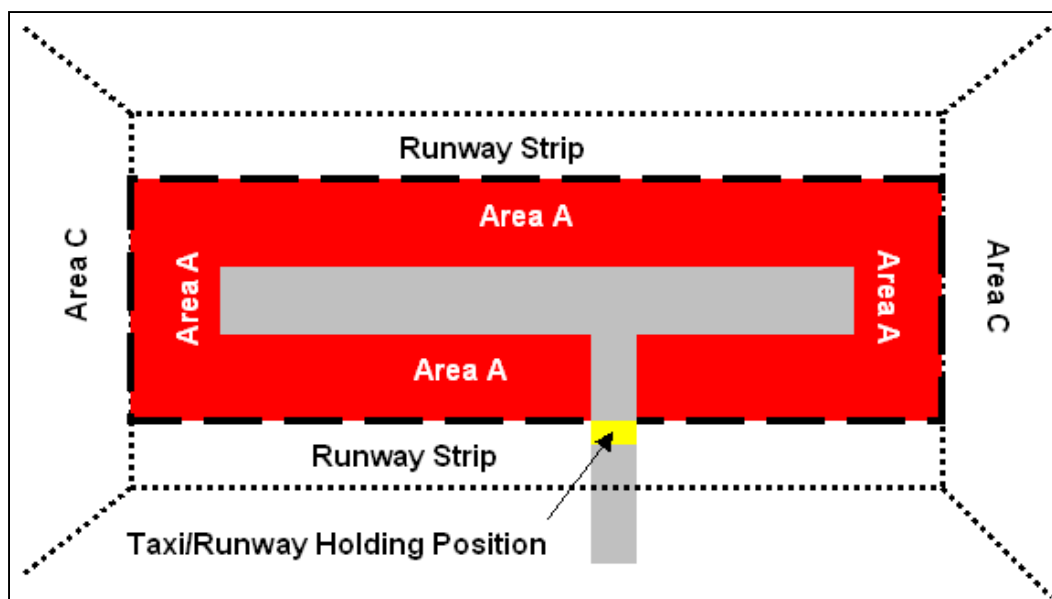


Figure 1
TAXI- HOLDING POSITION ESTABLISHED AT A DISTANCE
OF 60 M OR LESS FROM RUNWAY CENTRE-LINE

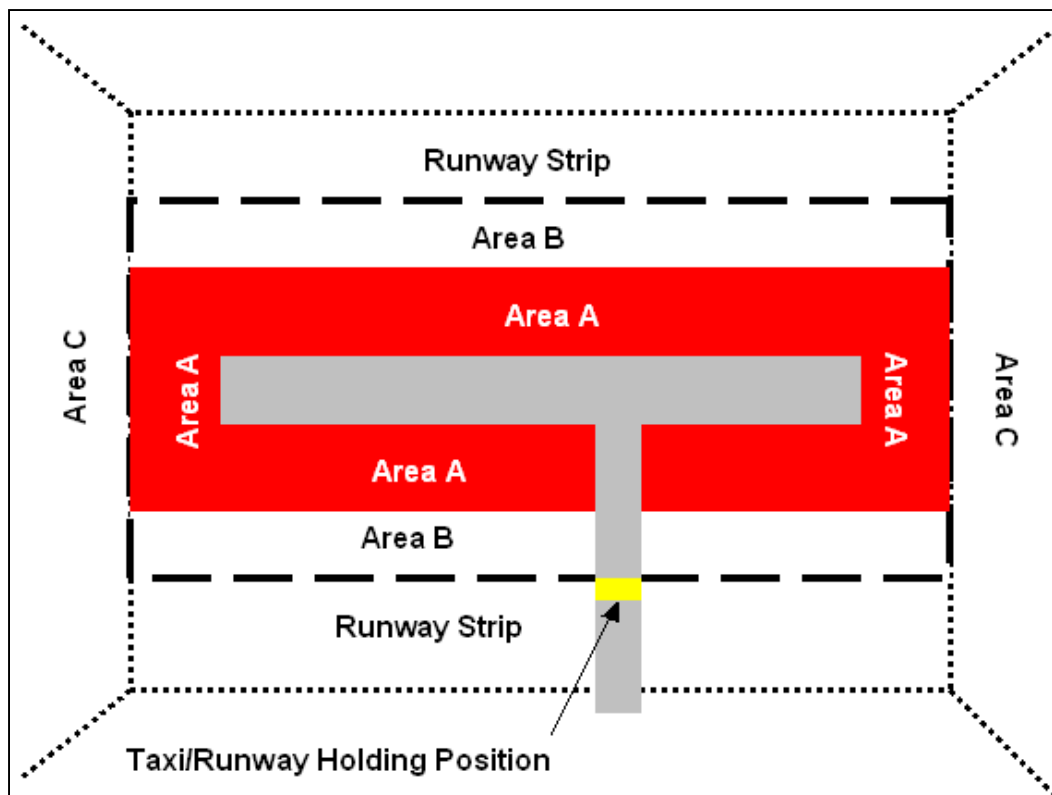


Figure 2
TAXI- HOLDING POSITION ESTABLISHED AT A DISTANCE
GREATER THAN 60 M FROM RUNWAY CENTRE-LINE

APPENDIX B— LIST OF TRANSPORT CANADA AERODROME SAFETY REGIONAL OFFICES

1) Pacific Region

Office of Aerodrome Safety
620-800 Burrard St.
Vancouver, B.C.
V6Z 2J8
Phone: (604) 666-2103
Fax: (604) 666-1175

2) Prairie & Northern Region

Office of Aerodrome Safety
PO Box 8550
344 Edmonton
Winnipeg, Manitoba
R3C 0P6
Phone: (204) 983-4335
Fax : (204) 983-0281

1100 Canada Place
9700 Jasper Avenue
Edmonton, Alberta
T5J 4E6
Phone: (780) 495-3850
Fax: (780) 495-5190

3) Ontario Region

Office of Aerodrome Safety
4900 Yonge St.
Suite 300
North York, Ontario
M2N 6A5
Phone: (416) 952-0335
Fax: (416) 952-0050

4) Quebec Region

Office of Aerodrome Safety
700 Leigh Capr  ol, Suite 4086
Dorval, Quebec
H4Y 1G7
Phone: (514) 633-3252
Fax: (514) 633-3052

5) Atlantic Region

Office of Aerodrome Safety
P.O. Box 42
95 Foundry Street
Moncton N.B.
E1C 8K6
Phone: (506) 851-3342
Fax: (506) 851-3022

Appendix B



Highways and Public Works

Aviation Branch

Box 2129 Haines Junction, Yukon Y0B 1L0

Phone (867) 634-2450 Fax (867) 634-2131

aviation@gov.yk.ca

File No.:

Date Received:

NOTAM REQUIRED:

☐ YES ☐ NO

DATE ISSUED:

Airport/Aerodrome Project Application Form

| | | | | |
|---------------------|--|--|---|-------------------|
| GENERAL INFORMATION | BUSINESS LEGAL NAME | | PHONE | FAX |
| | <input type="checkbox"/> Registered in Yukon <input type="checkbox"/> Registered Federally | | | |
| | <input checked="" type="checkbox"/> Registered in the Province/Territory of: <input type="checkbox"/> | | | |
| | <input checked="" type="checkbox"/> Doing business as: | | | |
| | MAILING ADDRESS 308-1080 Mainland Street | | CITY/TOWN Vancouver | TERR / PROV BC |
| GENERAL INFORMATION | CONTACT PERSON FOR LEASE/LICENSE NOTICES Amanda Salway | | CONTACT PERSON ON OPERATIONAL MATTERS | |
| | E-MAIL ADDRESS amanda.salway@arcadis.com | | E-MAIL ADDRESS | |
| | NAME OF AIRPORT Erik Nielsen Whitehorse International Airport | | | |
| | <input checked="" type="checkbox"/> SITE PLAN MANDATORY: showing property access, infrastructure i.e. buildings, fuel storage, and other land use. | | | |
| GENERAL INFORMATION | <input type="checkbox"/> PHOTOS, IF APPLICABLE <input type="checkbox"/> LETTERS OF SUPPORT <input type="checkbox"/> OTHER _____ | | | |
| | Department Use Only | | | |
| | PERMITS REQUIRED | | | |
| | <input type="checkbox"/> NAV CANADA <input type="checkbox"/> ENVIRONMENT CANADA <input type="checkbox"/> YESSA <input type="checkbox"/> TRANSPORT CANADA <input type="checkbox"/> OTHER | | | |
| PROJECT DESCRIPTION | PROJECT START DATE: | | Desired length of lease period: | |
| | YEAR 2015 MONTH 09 DAY 01 | | YEAR 2015 MONTH 12 DAY 31 Number of renewals requested within this period? _____ | |

GENERAL LOCATION OF PROJECT ON AIRPORT/AERODROME

The work area is located north of the North Apron, to the north and northwest of Taxiway Foxtrot

BRIEF DESCRIPTION OF AREA THAT WILL BE IMPACTED (including off airport/aerodrome lands)

The area to the north and northwest of Taxiway Foxtrot will be impacted. Air traffic may also need to be restricted from using Taxiway Foxtrot during the work.

LONGITUDE:

135' 04' 39.30"

LATITUDE:

60' 43' 08.42"

ADJACENT LAND USES:

Taxiway Foxtrot

ADJACENT COMMUNITIES:

N/A

VEHICLE ACCESS TO SITE – WILL A NEW GROUND SIDE ACCESS BE REQUIRED, CONNECTING TO AN EXISTING PUBLIC ROAD OR HIGHWAY?

☐ YES

☒ NO

IF YES, EXPLAIN:

FIXED WING ACCESS TO SITE – WILL A NEW AIRSIDE ACCESS BE REQUIRED, CONNECTING TO AN EXISTING APRON OR TAXIWAY

☐ YES

☒ NO

IF YES, EXPLAIN:

ONSITE UTILITY REQUIREMENTS: ☒ YES ☐ NO If yes please explain

Utility locate will be conducted prior to excavation.

PROJECT DESCRIPTION (List all developments planned in the foreseeable future) (Please use additional page if required) E.G. any development activities, brushing, new building, aircraft parking, installation of refueling facility and any other activities;

- Site reconnaissance and utility clearance
- Excavation of overburden, and stockpiling onsite
- Excavation of contaminated soil, and transfer by truck to the airport LTF
- Backfilling of the excavation using stockpiled overburden, and treated material from the airport LTF
- Re-grading of work area

FUEL SPILL CONTINGENCY PLANS (Please attach if necessary)

Spill Kits will be available on site.

ADDITIONAL INFORMATION

(Please use additional page if required)

ADDITIONAL INFORMATION

Access to Information & Protection of Privacy Act (Section 30(2))

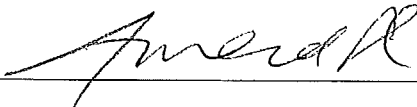
This information is being used for the purpose of reviewing the request for permission to proceed with the project. This information may be shared with other government departments and will be treated as information that third parties have the right to under the *Access to Information and Protection of Privacy Act*. Your phone number and address information will be treated as confidential, but may still be disclosed as required by the *Access to Information and Protection of Privacy Act*.

APPLICANT / OWNER CONSENT

I / we certify that all of the submitted information is true and correct to the best of my/our knowledge and belief.

I / we understand that any misrepresentation of submitted data may invalidate any approval of this application.

X



X

Print Name: Amanda Salway

Print Name: _____

Date: July 23, 2015

Date: _____

Department Use Only

AVIATION ADVISORY LIST

- | | | | |
|---|--|-------------------------------------|---------------------------------------|
| <input type="checkbox"/> CARS Operator | <input type="checkbox"/> Transport Canada | <input type="checkbox"/> NAV Canada | <input type="checkbox"/> YESSA |
| <input type="checkbox"/> MEDEVAC | <input type="checkbox"/> Highway Maintenance | <input type="checkbox"/> RCMP | <input type="checkbox"/> Others |
| <input type="checkbox"/> Local Carriers | <input type="checkbox"/> First Nation | | <input type="checkbox"/> Municipality |