



MEETING EDE 97-19-22

**STANDING COMMITTEE ON ECONOMIC DEVELOPMENT  
AND ENVIRONMENT**

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**THURSDAY, MARCH 31, 2022  
COMMITTEE ROOM A  
10:30 A.M.**

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**AGENDA**

1. Prayer
2. Review and Adoption of Agenda
3. Declarations of Conflict of Interest
4. In-Camera Matters
  - a) Internal Briefing on YZF Master Plan
5. Public Matters
  - a) Public Briefing on the Yellowknife Airport Master Plan with the Minister of Infrastructure, Honourable Diane Archie
6. In-Camera Matters
  - a) *Bill 46: An Act to Amend the Motor Vehicles Act*
    - i. Briefing note
    - ii. Bill 46
    - iii. Legislative Proposal
  - b) Confidential Correspondence
    - i. 2022-03-02 – Minister of INF/FIN
    - ii. 2022-03-03 – Minister of Lands
    - iii. 2022-03-03 – Minister of ENR
    - iv. 2022-03-08 – Minister of ITI
    - v. 2022-03-08 – Minister of INF
    - vi. 2022-03-08 – Minister of INF

- vii. 2022-03-08 – Minister of ITI/ECE
- viii. 2022-03-08 – Minister of INF
- ix. 2022-03-10 – Minister of ENR
- x. 2022-03-15 – Minister of ITI
- xi. 2022-03-15 – Minister of ECE
- xii. 2022-03-17 – Minister of INF
- xiii. 2022-03-18 – Minister of ITI
- xiv. 2022-03-22 – Minister of ITI

c) Information Items

- i. 2022-02-15 - Press Secretary – First Piece of Legislation under IGC  
Legislative Development Finalized Committee planning document

d) Committee Planning Document

7. Date and Time of Next Meeting: At the Call of the Chair

8. Adjournment

# Yellowknife Airport (YZF)

Where The North Connects

Consolidated Master  
Plan Review

February 10, 2022



Government of  
Northwest Territories



Yellowknife  
Airport | Aéroport

**Overview**

**Scenarios**

**Review of comments from  
Stakeholder Meetings**

**Capital Projects, Aircraft &  
Passenger Movements**



# Overview

# Yellowknife Airport

## Overview

- 24/7 Certified Airport
- Two intersecting Runways
- NAV Canada Tower with 24-7 (Flight Service Specialist)
- Cat 6 Aircraft Rescue & Fire Fighting
- Full Service ATB
- On-site Airfield Maintenance

## Revolving Fund

- Revenues retained are the primary source for funding capital projects

## Air Terminal Building

- Built in 1967
  - Modified and addition added in 1998
  - Addition added in 2005

## Cold Weather Testing

- Korea Aerospace Industry
  - 8 weeks
  - \$2 million into economy

# Work Completed to Date

## ***Stantec – 20-Year Master Plan***

- Completed in 2018

## ***MXD Development Strategist Ltd. - Market/Economic Analysis***

- Completed Market/Economic Analysis in 2019

## ***Dillon - Consolidated Master Plan***

- Review/Analyze the Stantec and MXD documents
- Update air traffic and passenger projections (due to COVID-19 impacts)
- Conduct stakeholder engagements

# Scenarios



# Scenarios based on the MXD Market/Economic Analysis and Stantec Reports

## **Scenario 1**

Redeveloping the Existing Terminal Location

## **Scenario 2**

Redeveloping the North Area (Reclaiming Existing Leases)

## **Scenario 3**

Development of the South Area

## **Scenario 4**

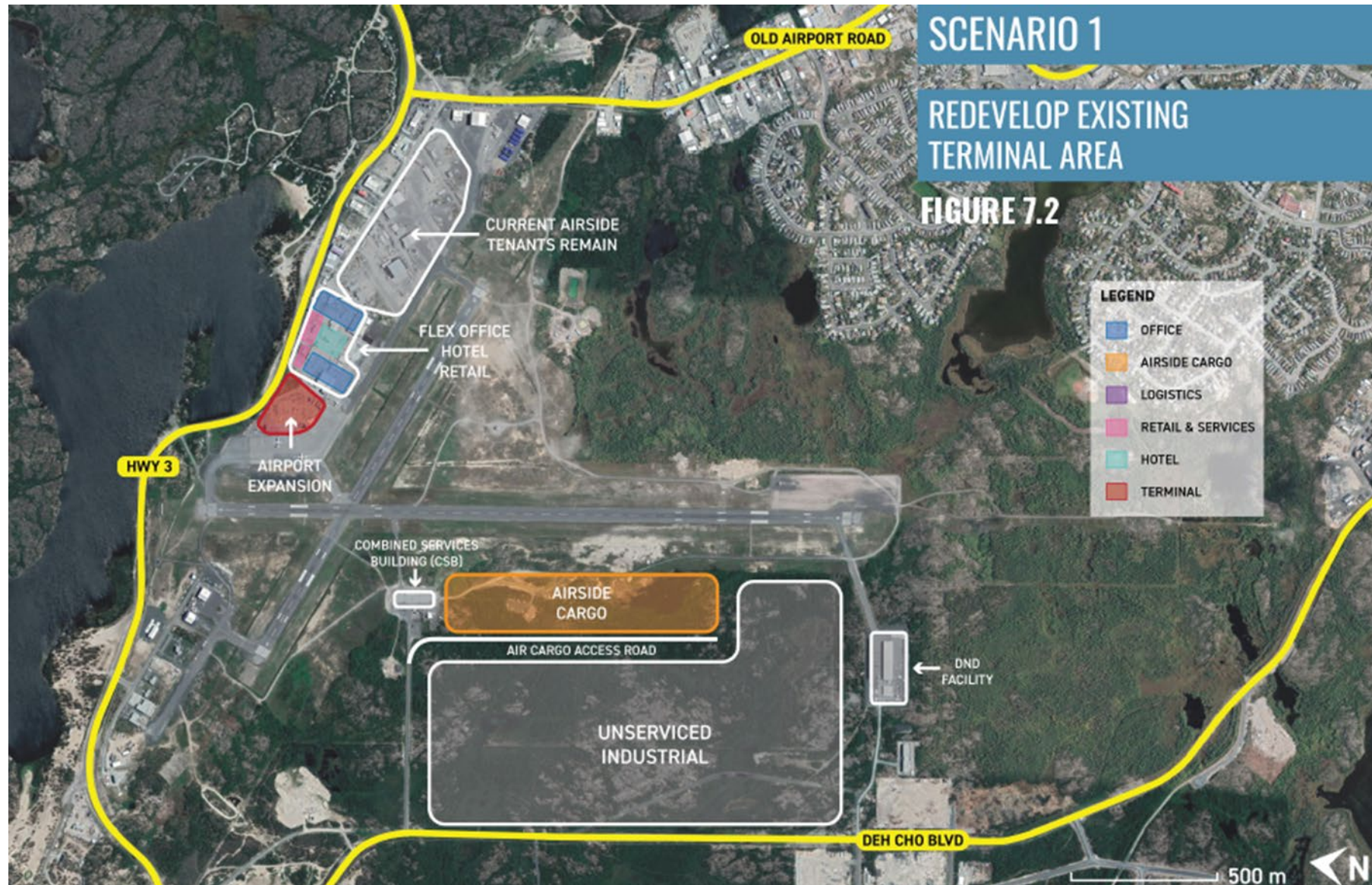
Development of South Area plus Retail

## **Scenario 5**

Development of the West Area



# Scenario 1: Redevelop Existing Terminal Area



# Scenario 1: Redevelop Existing Terminal Area

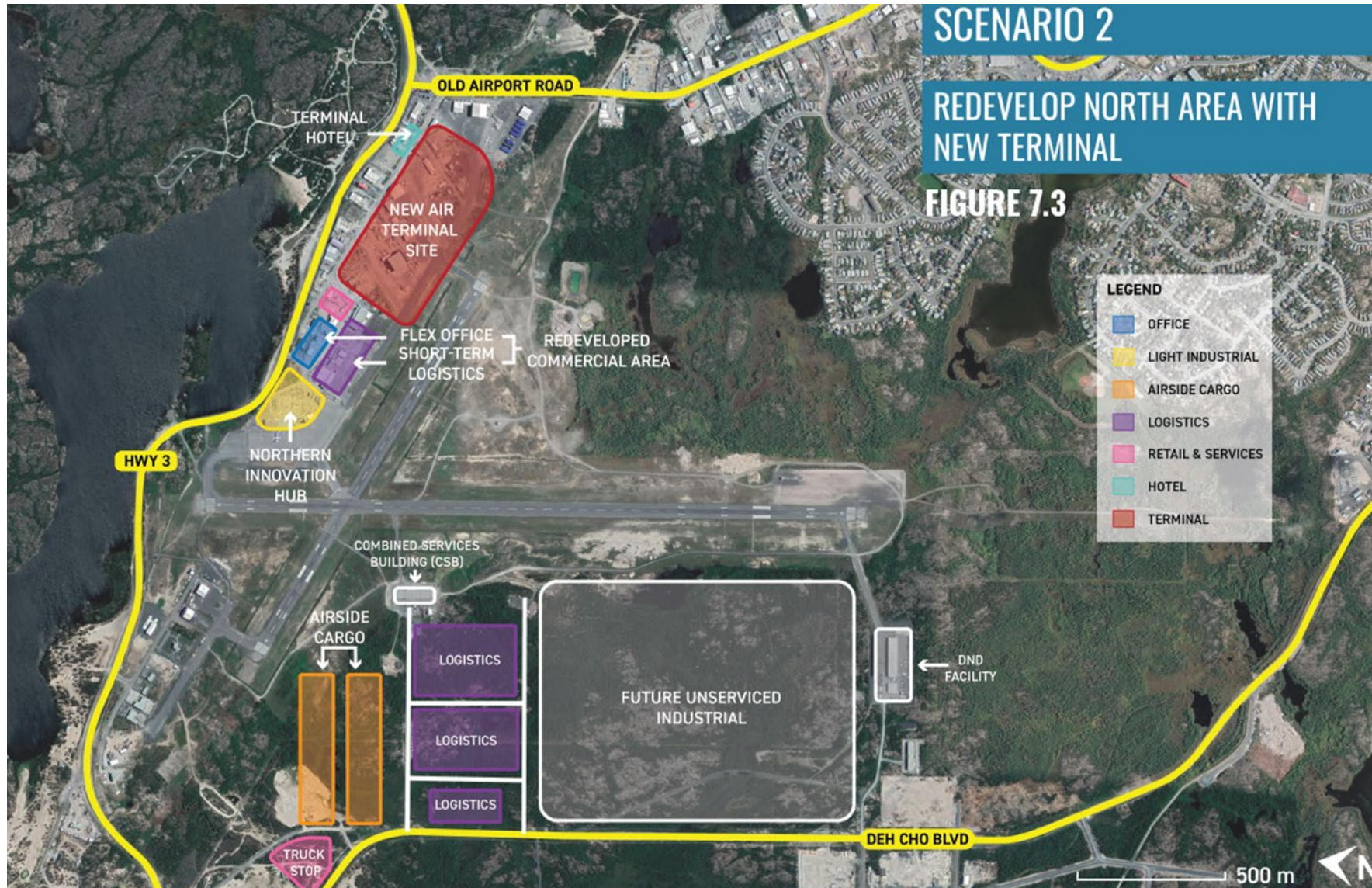
## Competitive Strengths

- Leverages existing terminal building – less expensive
- Recognize gateway to Yellowknife from Highway 3
- Established critical mass of aviation and cargo activity

## Challenges

- Limited space and growth potential
- Fragmented property pattern
- Renovation of terminal only extends end of life of building
- Doesn't allow for future airside commercial/industrial lease lots

# Scenario 2: Redevelop North Area with New Terminal



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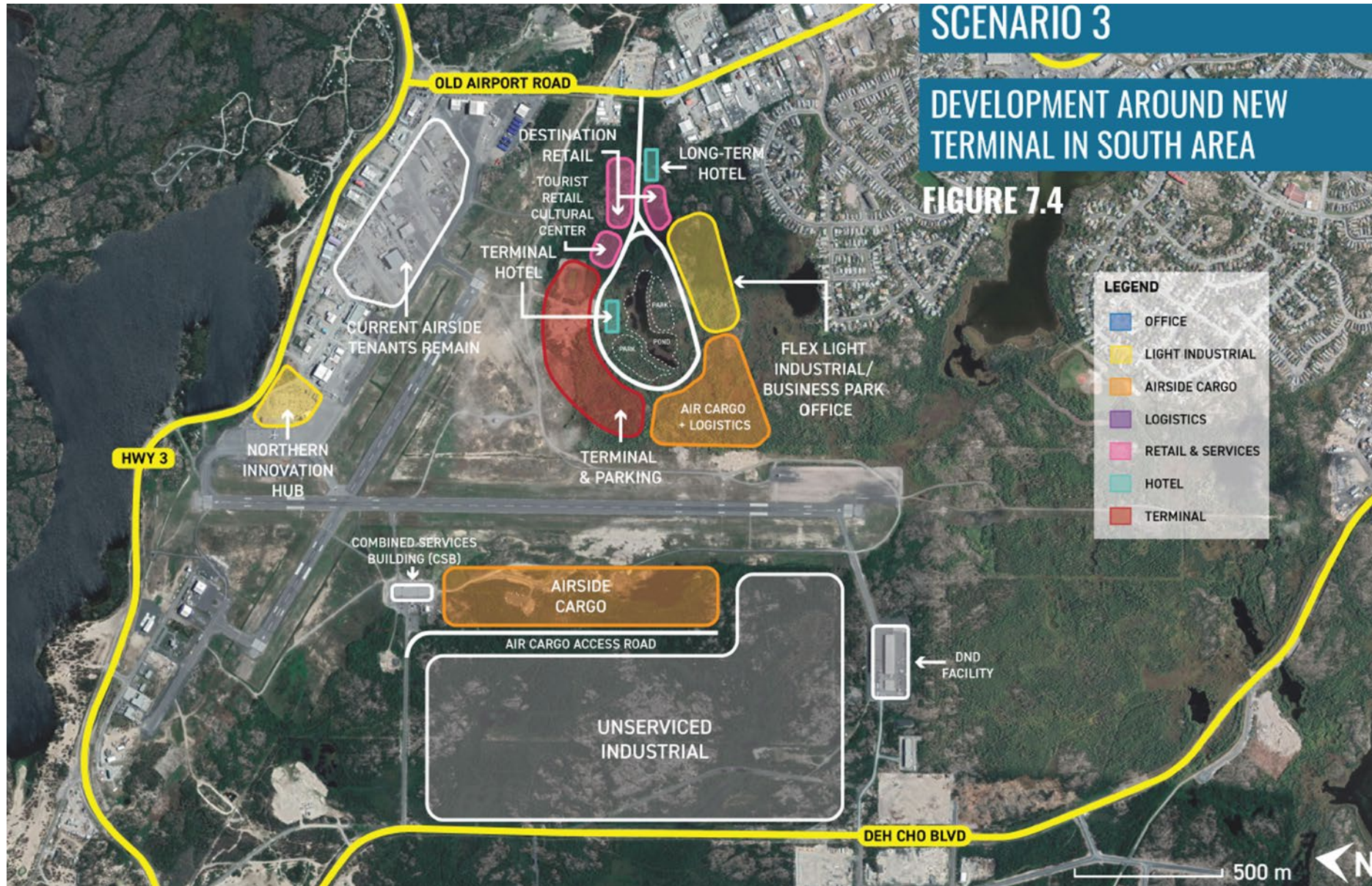
## Competitive Strengths

- At “Gateway Location” of Highway 3 and Old Airport Road
- Established critical mass of aviation and cargo activity
- Short distance to existing water lines on Old Airport Road
- Potential commercial and industrial uses

## Challenges

- Migration/relocation of existing airside row tenants would be complex, expensive and take up to 20+ years recognizing the current land lease agreements and terms.

# Scenario 3: Redevelop around the New Terminal in South Area



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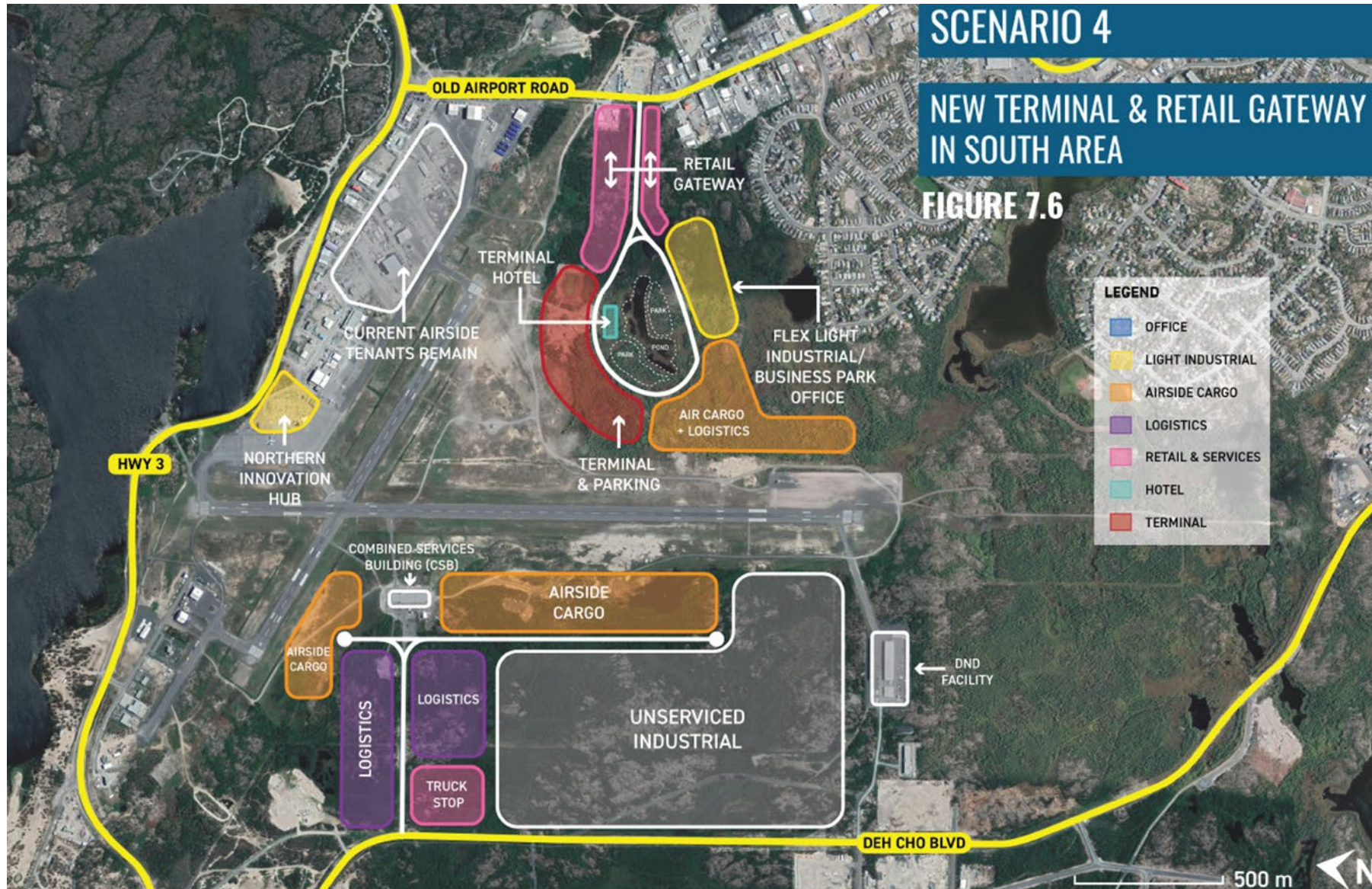
## Competitive Strengths

- Adjacent to Highway 3/Old Airport Road “Gateway Location”
- Short distance to existing piped services
- Re-use of the existing terminal building
- Places new terminal between two runways and close to City
- Ample space for terminal operations growth and expansion
- Opportunity to cluster air cargo/logistics next to air terminal
- Potential for industrial/commercial uses

## Challenges

- Status of available developable area would need to be confirmed to recognize any physical/environmental constraints

# Scenario 4: New Terminal & Retail Gateway in South Area





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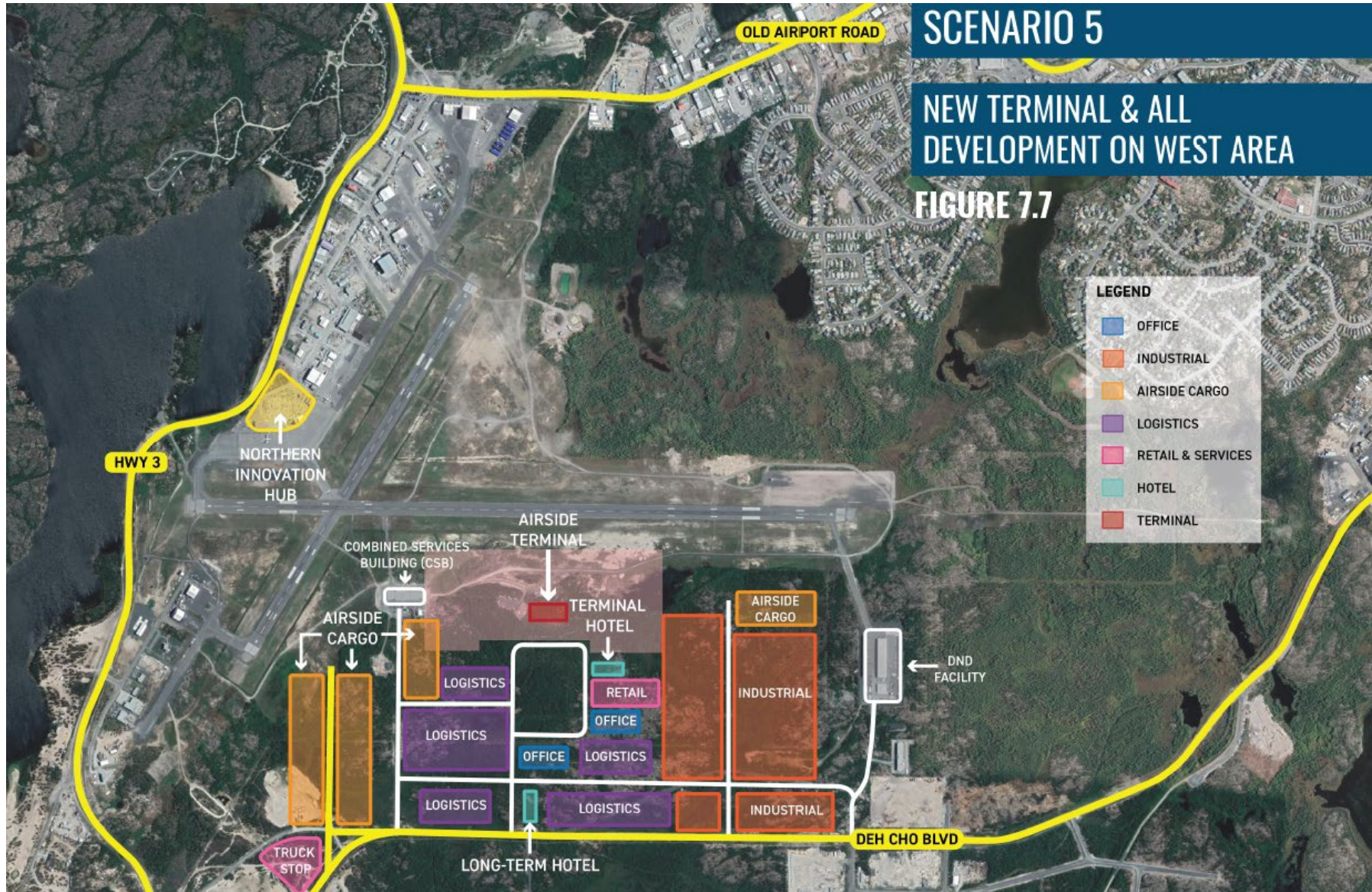
## Competitive Strengths

- Adjacent to Highway 3/Old Airport Road “Gateway Location”
- Shortest distance to existing water and sanitary sewer services
- Places new terminal between two runways and close to City
- Ample space for terminal operations growth and expansion
- Opportunity to cluster air cargo/logistics next to air terminal
- Potential for commercial/industrial uses close to air terminal

## Challenges

- Status of available developable area would need to be confirmed to recognize any physical/environmental constraints

# Scenario 5: New Terminal & All Development on West Area



# Scenario 5: New Terminal & All Development on West Area

## Competitive Strengths

- Industrial/commercial truck route on Deh Cho Blvd.
- Clusters new commercial/industrial development with new air terminal and airside cargo areas
- Ample space for terminal operations growth and expansion
- Ample space for airside, cargo, commercial, logistics and industrial development

## Challenges

- Area is currently undeveloped
- Long distance to existing water and sanitary sewer services
- Long distance from critical mass of existing airport infrastructure and City
- Not near gateway intersection at Highway 3/Old Airport Road
- Status of available developable area would need to be confirmed

# Review of comments from Stakeholder Meetings

# Stakeholder Comments

## General Comments:

- YZF is a gateway to North and huge economic driver for the NWT and City of Yellowknife
- Difficult to evaluate options without costs. How will project be funded?
- What about boarding bridges, counters space, parking, traffic flow etc.?
- De-icing area – Will there be a centralized facility?;
- Concerns YZF will compete with the City and YKDFN for tenants. (Retail, Commercial/Industrial)
- Hotel at Airport does not bring travellers downtown.

# Stakeholder Comments

## Scenario 1

- Limited space for growth
- Least expensive
- Potential cargo area (Westside) far from airport operations
- A full retrofit of option 1 would be most cost effective and have the least disturbance
- Limitations with apron space

## Scenario 2

- Expensive option – will take years to relocate tenants
- Concerns around waste management (overflow at solid waste facility)
- Non-starter based on the investment the existing leaseholders have put into the properties
- No good link between new terminal and tenant operations

# Stakeholder Comments

## Scenario 3 & 4

- Most economic development potential
- Like access from Old Airport Road
- May require buffer/separation between residential & airport
- Operations – taxi times, prefer to have cargo next to terminal
- Link between airside tenants to terminal would be easier

## Scenario 5

- Westside terminal location far from current airport tenant operations
- Westside location farthest away from City
- Most expensive option
- Gateway access through industrial area not desirable for visitors arriving at YZF
- Seen to be un-favoured – due to the costs required - more funding equates to a more expensive airport to operate

# Capital Projects, Aircraft & Passenger Movements



# YZF Activity Summary

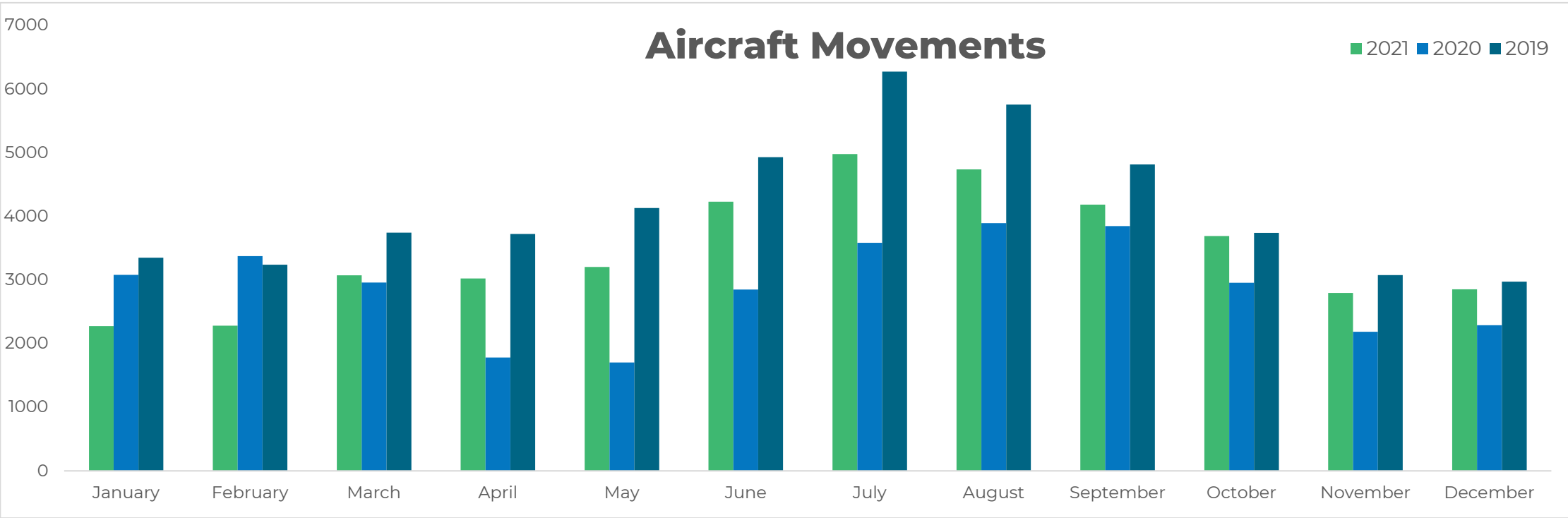
## CAPITAL PROJECTS

	<b>Completion Date</b>	<b>Cost</b>
Lighting Upgrade Runway 16/34 and Approach (3 year project)	Jun-21	2,600,000
Airfield Lighting Upgrade ( Runway 10/28 & remainder of field)	Sep-21	3,500,000
Airfield Drainage Upgrade/Repair Project (2 year project)	Sep-22	2,000,000
Terminal Upgrades (CUTE, Lounge Expansion, Seating, Paint)	Nov-22	3,739,000
Combined Services Building Security Upgrades (FOBs/Cameras)	2022	75,000

## FLEET RENEWAL

	<b>Completion Date</b>	<b>Cost</b>
Runway Surface Condition Report Vehicle	Jan-21	53,000
Snow Blower (Attachment for Class Xerion)	Nov-21	70,000
Crash Truck, Air Rescue Fire Fighting	Dec-21	1,400,000
Runway Tar Machine (planned)	Jun-22	250,000
Runway De-ice Trailer (ACAP Approval)	Aug-22	90,000
Multi Purpose Tow Vehicle (ACAP Approval)	Aug-22	419,000
Runway Sweeper (ACAP Approval)	Sep-22	400,000

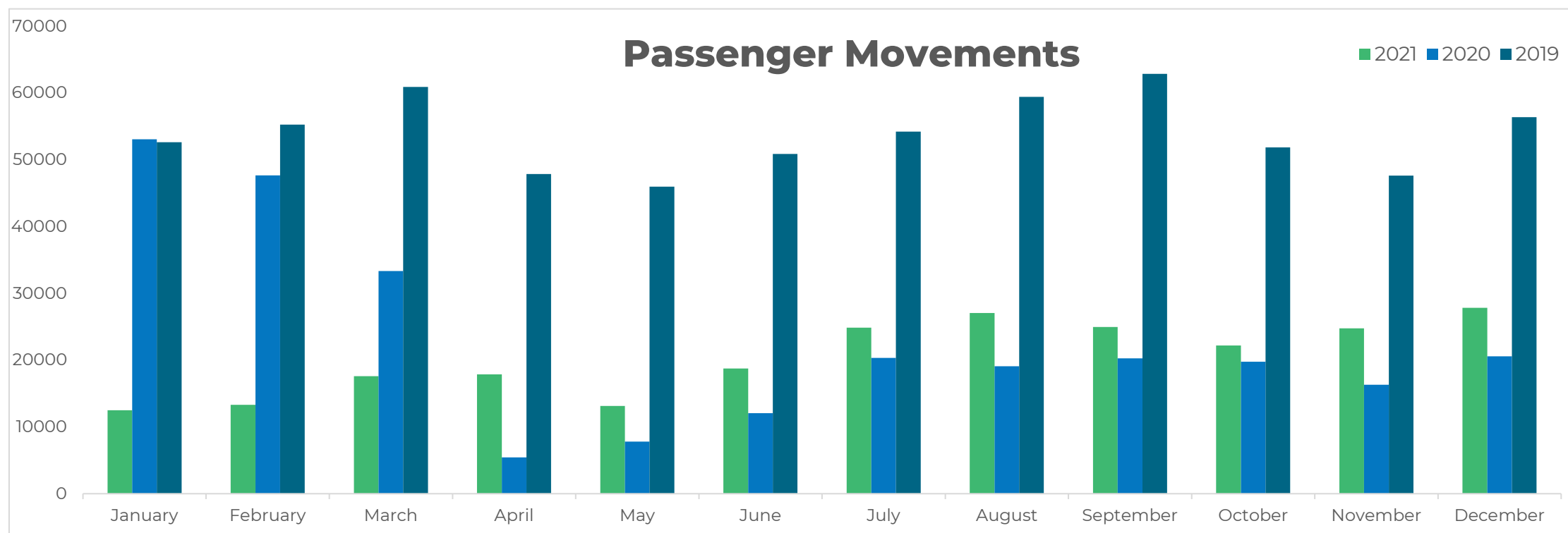
# Aircraft Movements



## Total Aircraft Movements

Year	2021	2020	2019	2021 vs 2019	% change 2021 vs 2019
Total	41,319	34,497	49,747	-8,428	-17%

# Passenger Movements



## Total Passenger Movements

Year	2021	2020	2019	2021 vs 2019	% change 2021 vs 2019
Total	244,903	275,793	646,030	-401,127	-62%

# Next Steps

- Technical review of options
- On-line community engagement
- Prepare draft consolidated Master Plan
- Steering committee review
- Finalize consolidated Master Plan



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Questions?