



OFFICE OF THE MAYOR

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December 21, 2020

NAV CANADA
P.O. Box 3411 Station 'T'
Ottawa, ON K1P 5L6

By Email

Attn: Heather McGonigal, Assistant Vice President, Stakeholder Relations and Communications
Jonathan Bagg, Senior Manager, Stakeholder and Industry Relations
Brian Stockall, Manager, Level of Service
Tod Davidson, Manager IFR Level of Service and Aeronautical Studies

Dear Ms. McGonigal, Mr. Bagg, Mr. Stockall and Mr. Davidson:

Thank you for the recent opportunity to meet with you on Zoom to discuss the NAV Canada study.

I am writing to you in regards to your evaluation, as part of that study, of the air traffic control tower at the Prince George Airport (YXS) which could result in an elimination of active air traffic control as well as workforce adjustments.

Prince George, British Columbia is the largest city in the region of nearly 320,000 people that it serves. It is the supply and service centre for business, industry, transportation, healthcare, education and culture for the greater region. With a diverse natural resource base, 59% of all proposed capital investments in BC are expected to occur in northern British Columbia.

Located at the crossroads of provincial highways 16 and 97, with a CN Rail inland port, an international airport with the 4th longest runway in Canada, and in close proximity to the Port of Prince Rupert with all goods shipped to or from the port coming through Prince George, our industries largely rely on these transportation networks. As a result, the City of Prince George proudly refers to our connectivity within this key trade corridor as our competitive advantage.

Building off our competitive advantage, the City has invested in infrastructure around the airport in an effort to attract further investment. The Prince George Global Logistics Park is a \$28 million project adjacent to the airport that was developed in order to add industrial lands to the city's inventory. The City of Prince George partnered with a private land owner as well as the Provincial and Federal governments to build a connecting road with all of the city infrastructure in place so that the surrounding land is shovel ready and available for sale. As a result of this development land, the Federal Government designated the Global Logistics Park as a Foreign Trade Zone point; largely as a result of the airside access and with the hopes that there will be an increase in air transportation and warehousing with new businesses establishing. This is currently progressing with international investors in the transportation and logistics space holding offers on the land,

however, a loss of air traffic control at the airport could jeopardize the likelihood of the deals proceeding.

With a diverse natural resource sector across the region, there is a constant flow of workers travelling through the Prince George airport. These workers are critical to projects such as LNG Canada and the Coastal Gas Link which have a massive impact on the economy of the entire country.

As a regional service centre, and home to the regional health authority, many health care professionals travel to Prince George by air for temporary assignment to care for patients from across the region. Vibrant air service allows this to happen efficiently and is cost effective. Additionally, there is a very busy Medevac operation year-round at YXS. Patient transfer both to and from Prince George is necessary to providing health care to those living across Northern BC.

Prince George has been a key location during wildfire seasons, both as a place of refuge for evacuees as well as a headquarters for the BC Forestry Service Air Tanker Base that allows for quick response when fighting fires across the region. Further, PEP Air Search & Rescue is based at YXS and provides year round response; similarly the RCMP has aircraft based at YXS, providing rapid responses to crimes in northern BC communities otherwise unreachable in a timely manner.

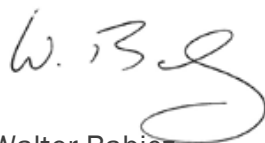
The volume of traffic at YXS fluctuates over the course of the year, and at times is extremely busy with a need for active air traffic control which is essential for the safety of our residents, visitors, and the employees of the airport. As an approved landing site for aircraft in distress, active air traffic control is an important component of safe landings. Removing air traffic control from YXS would have an adverse impact on our economy which could be revealed through increased unemployment rates, decreased numbers of businesses, and decreased trade. It would also have a significant impact on the future development of our Foreign Trade Zone which is targeting businesses that will require the availability of commercial air carriers. Without active air traffic control, those air carriers are unlikely to establish routes through Prince George.

Thank you for your attention on this matter. Please do not hesitate to reach out for further discussion.

Respectfully,



Mayor Lyn Hall
City of Prince George



Walter Babicz
Acting City Manager



Melissa Barcellos
Manager, Economic Development

cc:

Gordon Duke, President and Chief Executive Officer, Prince George Airport Authority

The Honourable Marc Garneau, P.C., M.P., Minister of Transport

The Honourable John Horgan, M.L.A., Premier of British Columbia

The Honourable Rob Fleming, M.L.A., Minister of Transportation and Infrastructure

Mr. Todd Doherty, P.C., M.P.

Mr. Bob Zimmer, P.C., M.P.

Ms. Shirley Bond, M.L.A.

Mr. Mike Morris, M.L.A.
Sarrah Storey, President, North Central Local Government Association

