

City of
Yorkton



Where Good Things Happen!



Y O R K T O N
**REGIONAL
AIRPORT**
P R O F I L E



OUR HISTORY

BRITISH COMMONWEALTH AIR TRAINING PLAN

NO. 11, SERVICE FLYING TRAINING SCHOOL YORKTON, SASKATCHEWAN

(Sources: Military history files of City of Yorkton Archives, Phil Redant's Yorkton Military History booklet, and research notes from the National Archives by Murray Straker)

In August of 1940, the announcement came that Yorkton would have a Royal Canadian Air Force station—a flying training school of the British Commonwealth Air Training Plan. As early as the onset of the war in 1939, Mayor Charles Peaker and other city officials were on a quest to have the Federal Government establish a flying training school near Yorkton. Liberal party candidate Allan McLean and Liberal Member of Parliament George W. McPhee promoted the plans. Their bid was successful and construction of the facilities began in the spring of 1940 on a site a few kilometres north of Yorkton, with two relief stations located nearby in the two communities of Rhein and Sturdee.

By November, the project was sufficiently advanced to allow for the first official plane to bring Air Vice Marshall G. M. Croll and his party to Yorkton for an inspection. While readying the school for the formal opening, an accident occurred. On March 28th, an Avro Anson crashed three miles east of Yorkton. The Pilot, F.O.W. Miller, was uninjured. At the same time, seven Harvards arrived from Winnipeg, with seven more arriving in April. The school opened for operation on April 10, 1941, with the official opening on June 11, of that year. It was an impressive complex consisting of 40 buildings, including

a large mess hall, a 35-bed hospital, and hangars to shelter some 200 planes. The Harvards were gradually replaced by the twin-engine Cessna Cranes in October of 1941.

The flying school created a boom for Yorkton and an opportunity for close involvement with the airmen and airwomen. Royal Australian Air Force veteran Norman McKeeman, a long time resident of Yorkton, arrived for training in December of 1942. He had nothing but praise for the welcome the airmen received in Yorkton. McKeeman, who was part of a group of eight Australians, recalls how they arrived in Canada with quite light clothing, but were soon outfitted with warmer coats to suit our winters. He was impressed with the amenities of the base; the lodgings were superior to the air force stations of his home country. A hostess club was organized with headquarters on the third floor of the city hall, which provided a diversity of social events for the military personnel and citizens. To quote researcher and author Murray Straker: "The city was blue—when the uniformed men came into town filling the streets." A yearly event endeared the men in blue to the people of the region—they assisted area farmers with the harvest.



By 1942, there were 1000 people at the base, including civilians who worked there. By the end of the war in 1945, an estimated 2000 pilots had earned their wings at the Yorkton school. The school was closed in January 1946.

The first Commanding Officer was Group Captain George R. Howsam. Students came from all over Canada and the Commonwealth countries to perfect their skills. There were a few Americans who had enlisted in the RCAF. These pilots flew North American Harvards and twin-engine Cessna Cranes, unfortunately not without several fatal accidents. Out of fifteen accidents researched (there were more) at the National Archives by Murray Straker, nine were fatal. A few of these pilots were buried in Yorkton, L.A.C. Tibbitt of Australia and L.A.C. Arthur Campbell of England among them.

Local resident Barry Sharpe spoke to a former flying instructor of the Yorkton Air Training Flight School during the British Commonwealth Air Training Plan reunion held in Yorkton in 1995. The flying instructor was at the base on the day the war ended. He told Barry that as soon as he and others received the news, he and another pilot jumped into a plane to take a celebration flight over Yorkton, flying as low as they safely could, and after flying in a circle around the spire of St. Andrew's United Church they headed back to base. The pilots were greeted by the Commanding Officer who shouted, "You're grounded, you are grounded!" The pilots joyously replied, "We don't care, we quit!"

Source – WINDOWS ON OUR HISTORY Yorkton -Pre-colonization times to 2005.
City of Yorkton publication of the Saskatchewan Centennial in 2005



REGIONAL GROWTH CENTRE

Yorkton is strategically situated in east-central Saskatchewan. The city is located where two national rail lines intersect along with four provincial highways. Yorkton serves as a hub, not only for east-central Saskatchewan but also major portions of western Manitoba.

This community is the centre for retail and wholesale commercial businesses, and the manufacturing and servicing of industrial products for agricultural, value-added agricultural and mining resource industries. Financial, medical and dental professional services, as well as provincial and federal government services are also located in Yorkton. With a trading area of 150,000 people, Yorkton has the third largest trading area in the province after Regina and Saskatoon.

Yorkton is anticipated to double in population over the next 25 years to 36,000. With that doubling comes many opportunities for investing in the future, not only of this community but also the region.

**COME SEE WHY
YORKTON IS THE
PLACE "WHERE
GOOD THINGS
HAPPEN".**



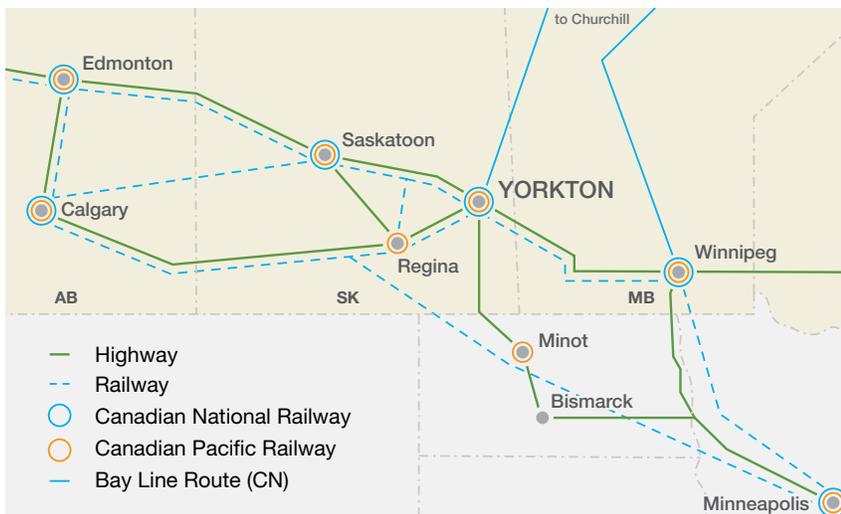
HERE ARE MORE REASONS TO INVEST IN OUR REGION:

- Expansion of K1 and K2 shafts at Mosaic's Esterhazy mine site will increase production capacity through 2012 to 2020;
- The K3 mine shaft is scheduled for completion in 2017 and will serve as a satellite mine for K1 and K2 facilities;
- Encanto Potash Corp (EPO) has been working with its First Nations partners for the past four years to establish potash resources within the Muskowekwan Potash Project located 68 miles west of Yorkton on Highway No.15;
- At an expected extraction rate of 2.8 Metric Tons Per Year (MTPY), the Proven and Probable Reserves combined with the indicated resource will support a solution mine for 70 years at the Muskowekwan Potash Project;
- Louis Drefus Commodities (LDC) invested over \$2 million in 2013 in a rail car wash facility, rail scale and material storage warehouse for its rolling stock;
- Richardson Oilseed increased its crushing capacity in 2013 by 25 per cent, which will grow volumes from 2,400 tonnes of canola per day to 3,000 tonnes per day;
- Over \$280,000,000 has been invested in residential, commercial or industrial projects between 2008 and 2013.



OUR LOCATION

Yorkton is located along the Yellowhead Highway No. 16 being the northern Trans-Canada route. Situated between Saskatoon and Winnipeg it is the largest community in east-central Saskatchewan. Yorkton is on the main line of the Canadian Pacific Railway, and on the Bay Line, which connects the Port of Churchill to the Canadian National Railway mainline at Melville (38 km southeast). There are also rail connections to Minot, Grand Forks and Minneapolis in the USA.



LOCATION	NAUTICAL MILES	TIME OF FLIGHT (MINUTES)
Regina, SK	97	0:32
Saskatoon, SK	167	0:47
Winnipeg, MB	215	0:58
Edmonton, AB	426	1:45
Calgary, AB	435	1:47
Minot, ND	190	0:52
Bismarck, ND	278	1:12
Minneapolis, MN	533	2:08



AIRPORT CHARACTERISTICS

The Yorkton Regional Airport (YRA) is located on 720 acres two miles north of the City of Yorkton on Highway No. 9. The airport is the base operation for both private and commercial helicopters and fixed wing aircraft operators and related businesses, and is operational 24 hours per day, seven days a week. The maneuvering area consists of two intersecting runways, a joining taxiway system, a public apron and a private apron.

Certified or registered status: **CERTIFIED**

RUNWAY INFORMATION:

Primary Runway: 03-21

Dimensions: 4800' x 150'

Surface Type: Asphalt

Surface Condition: Cracking throughout. A section of the runway (40' x 1000') was resurfaced in 2005. A portion of this area had crack sealing work done during 2007, additional crack sealing has been done on the runway since that time.

SECONDARY RUNWAY: 12-30

Dimensions: 3000' x 100'

Surface Type: Gravel and asphalt (northerly 600' of Runway 12 is asphalt)

Surface condition: Gravel is bladed and compacted three times a year.

NAVIGATIONAL AIDS:

Type: NDB (Non-Directional Beacon)

Identifier: QV

Frequency: 385 kHz

Type: VOR (Very High Frequency Omni-directional Range)

Identifier: YQV

Frequency: 115.8 MHz

LIGHTING:

Aerodrome Beacon Type: Rotating

Location: On tower south of Air Terminal Building

Windsocks: 2 (both lighted)

ARCAL (Aircraft Radio Control of Aerodrome Lighting):

Frequency: 122.2 MHz

Type K



TYPE OF AIRCRAFT ACCOMMODATED

The YRA is a general aviation facility, serving both private and commercial helicopter and fixed wing aircraft.

CRITICAL AIRCRAFT:

The primary runway (03-21) is designed for aircraft in the HS748 category, while the secondary runway (12-30) supports aircraft up to the DE Havilland Twin Otter.

AIRPORT USERS AND FREQUENCY

Over the last 15 to 20 years, Yorkton has seen a remarkable and steady increase in movements, compared to other smaller cities in our province. The Yorkton Regional Airport is the busiest airport in the southern part of the province after Regina.

In comparison to other cities the size of Yorkton, such as North Battleford and Swift Current, annual movements at the Yorkton Airport are 4-5 times greater. (Source: Statistics Canada Annual Movement Data).

The total movements in 2007 for Yorkton were an impressive 10,129 compared to 63,690 for Regina. In 2011, the estimated movements were 13,028. It is a busy facility and getting busier.

AIRPORT MOVEMENTS BY YEAR	
2010	11,312
2011	13,082
2012	15,908
2013	13,263

FUTURE DEVELOPMENT AT THE YORKTON REGIONAL AIRPORT

Freight transportation will be an important function of the Yorkton Regional Airport (YRA) over the next twenty-five years. With Yorkton expected to grow to 36,000 people by 2038, the airport's strategic location will allow it to serve as a distribution centre to remote locations in Saskatchewan and Manitoba.



*Example of an intermodal freight transportation hub.

With connections, north, south, east, and west, the YRA will diversify its operations over the next 25 years and provide services to shippers who are looking for air freight service either within or outside of Saskatchewan.

The YRA offers a strategic location in relation to Yorkton and communities in northern Saskatchewan and western Manitoba. Over the next twenty-five years, this facility is expected to grow into a freight and passenger transfer point to these destinations.

Situated within the Ports to Plains Corridor, our strategic location allows us world-class global access to international and domestic transportation companies. Our geographic position will allow the YRA to offer a cost-effective solution to any logistical issue.

The YRA will become an economic driver to the region through its business-park and linkages to major transportation networks throughout Western Canada and the United States.

The YRA and business-park could employ over 500 people by 2038.



AIRPORT COMPANY PROFILES



LEADING EDGE AVIATION LTD. Established in 1994, the company continues the Ingham tradition of excellence in aviation reaching back 70 years. Leading Edge Aviation provides a comprehensive range of aviation instructional programs covering a wide range of licenses, ratings and courses including partnering with the SIAST Aviation Diploma Program. In addition, Leading Edge Aviation's customers enjoy first rate service and top quality facilities

and have the privileges of Aircraft Rental, Jet and Aviation Fuel Services, Charter, Hangar Storage, Scenic Flights, Pilot Supplies and Courtesy Van. Leading Edge Aviation is proud to facilitate customers from near and far meeting new people with each day. "Flight Safety First" reflects their dedication to safety and professionalism, a philosophy instilled not only throughout our company, but to all those who train through Leading Edge Aviation.

Flin Flon Aircraft Maintenance



FLIN FLON AIRCRAFT MAINTENANCE (FFAM) was purchased by MICCAR Aerial in 2012 to meet its maintenance needs. The combined knowledge of the four Maintenance Engineers (AME) plus one apprentice is in excess of 60 years. The AME's regularly attend skill upgrading at factory sponsored training to ensure the

turbine or piston engine aircraft are maintained to current Transport Canada and factory standards.

"Our commitment to your safety is our number one priority. Our reputation and safety record is proof of that commitment." – F. Wilcox, Director Maintenance



GOOD SPIRIT AIR SERVICE was established in 2006 when the current owners recognized a need for air charter services. GSAS now operates a modern fleet of King Air B200 aircraft.

With its unique locations and reputation for safety and service, GSAS has earned additional charter work with both the Province of Saskatchewan and Manitoba's air transportation business.

On a weekly basis GSAS flies up to 140 northern workers from its bases in Yorkton and Flin Flon, Manitoba to their work sites. As a licensed and bonded carrier, GSAS also regularly meets the business and pleasure traveler's needs anywhere, anytime, in North America.

"We believe GSAS is in a great position to meet the air transportation needs in the growing economies of Saskatchewan, Manitoba, and Alberta with safety and reliability as the highest priorities." – M. Yaholnitsky, CEO



MICCAR AERIAL was established in 1996 to provide aerial spraying services to the local farming community. In 2011 the company completed construction of a 10,800 sq. ft. heated hangar to accommodate the storage and maintenance needs of its charter aircraft as well as its spray aircraft. These include a Thrush 510P and two AT 401 turbine equipped spray planes plus two Piper Pawnee 235 aircraft used in the Ag Pilot Training.

The MICCAR Group is committed to enhance and support

aviation services in Yorkton. With plans to become a full service flight based operation (FBO), MICCAR provides heated storage, maintenance, ag pilot training, turbine conversions, full ground support services, pilot planning area, and a comfortable customer/pilot lounge.

"Larger corporate aircraft are commonplace at the airport. These aircraft require services and amenities that are comparable to other communities."

– M. Yaholnitsky, CEO



YORKTON AIRCRAFT SERVICE LTD. (YAS) is a Transport Canada approved aircraft maintenance organization. Established in 1989, the company has a strong reputation as a leader in agricultural aircraft maintenance. They also work on smaller general aviation aircraft. The company's core value, next to safety, is teamwork and each of the YAS crew regards themselves as a member of their customer's pit crew, as they term it.

"We're there to keep you in the air is not just a motto, it is what our company lives by." – Co-owner, Cheryl Denesowych

Agricultural specialization makes YAS the largest agricultural maintenance and ag parts facility in Canada. Customers fly to Yorkton from locations across the prairies and the company distributes parts from their many dealership lines across the country. Technicians also fly to customer locations to do field repairs.

The company leads in the agricultural GPS market too, maintaining a very high standard in product delivery and support. Available 24/7 during the busy season is the company's difference.

Recently, YAS has added agricultural aircraft sales to their product lines being named a dealer for Thrush Aircraft

of Albany, Georgia. The company's future includes maintaining a strong agricultural focus and continually adding what the agricultural air industry needs to be successful.

The company is diverse. From basic inspections to full aircraft rebuilds and conversions, YAS takes great pride in their full-service capabilities.

Yorkton Aircraft's 6,000 sq. ft. shop accommodates numerous large aircraft and their 22,000 sq. ft. storage hangar keeps their customer's aircraft safe while in Yorkton for service. Their 2500 psi hot water mobile pressure cleaning unit cleans and shines their customer's aircraft. YAS adopts a standard of excellence around service and they take pride in supporting and coaching new entrants to the industry. Described as the "caring coach", YAS has a genuine interest in helping and serving the new and the experienced aircraft owners.

In 2012 the Yorkton Chamber of commerce awarded Yorkton Aircraft with the Award of Excellence at the community's Celebrate Success event.

"We've celebrated our first 25-years of service, and we are committed to the next 25." – Co-owner, Allan Denesowych



5 YEAR CAPITAL PLAN

OPERATIONS

	2010	2011	2012	2013	2014
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET
REVENUES					
PROPERTY TAXES				\$ 13,238	\$ 16,000
LEASES	\$ 41,464	\$ 44,619	\$ 64,512	\$ 65,174	\$ 64,000
FUEL SURCHARGE	\$ 3,992	\$ 5,830	\$ 6,155	\$ 36,821	\$ 10,000
LANDING FEES	\$ 7,200	\$ 7,200	\$ 7,200	\$ 7,200	\$ 7,000
OTHER	\$ 855	\$ 1,287	-	-	\$ 2,000
TOTAL REVENUE	\$ 53,511	\$ 58,936	\$ 77,867	\$ 122,432	\$ 99,000

EXPENSES					
ADMINISTRATION	\$ 7,807	\$ 8,210	\$ 6,383	\$ 20,245	\$ 12,000
UTILITIES - TERMINAL BUILDING	\$ 13,102	\$ 12,514	\$ 11,425	\$ 9,495	\$ 13,200
UTILITIES - GARAGE / COLD STORAGE	\$ 10,900	\$ 10,591	\$ 8,474	\$ 8,784	\$ 12,500
BUILDING MAINTENANCE	\$ 15,026	\$ 21,699	\$ 10,888	\$ 11,075	\$ 21,200
TOTAL BUILDING & ADMINISTRATION	\$ 46,835	\$ 53,014	\$ 37,170	\$ 49,598	\$ 58,900

AIRFIELD - MAINTENANCE	\$ 49,675	\$ 12,548	\$ 77,462	\$ 36,589	\$ 84,700
AIRFIELD - SNOW REMOVAL / RUNWAY	\$ 26,927	\$ 40,869	\$ 46,682	\$ 45,888	\$ 36,000
EQUIPMENT MAINTENANCE	\$ 30,843	\$ 46,623	\$ 21,265	\$ 41,265	\$ 31,600
TOTAL AIRFIELD	\$ 107,445	\$ 100,040	\$ 145,409	\$ 123,741	\$ 152,300

TOTAL EXPENSES	\$ 154,280	\$ 153,054	\$ 182,579	\$ 173,339	\$ 211,200
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NET OPERATING COST	\$ (100,768)	\$ (99,948)	\$ (98,883)	\$ (50,907)	\$ (112,200)
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DEBT CAPITAL & RESERVES

	2010	2011	2012	2013	2014
REVENUE					
FEDERAL & PROVINCIAL GRANTS	\$ 207,779	\$ 173,719	\$ 181,923	\$ 403,545	\$ 65,000
OTHER (MEEP) / NEW LEASE INCOME	\$ -	\$ -	\$ 12,971	\$ 12,971	\$ 13,000
TOTAL REVENUE	\$ 207,779	\$ 173,719	\$ 194,894	\$ 416,516	\$ 78,000

DEBT					
PAYMENT - SITE IMPROVEMENTS		\$ 51,000	\$ 88,000	\$ 88,000	\$ 58,000

CAPITAL EXPENDITURES					
RUNWAY LIGHTS / FENCING / OTHER	\$ 228,360	\$ 403,742	\$ 27,656	\$ 254,585	\$ 90,000
CRACK SEALING	\$ 126,000	\$ -	\$ 64,053	\$ 36,237	\$ 40,000
APRON PAVING / CATCH BASINS	\$ 58,000	\$ -	\$ 392,198	\$ 342,894	\$ -
OTHER (GEO) & IMPROVEMENT PAYMENT	\$ -	\$ 265,008	\$ -	\$ -	\$ -
LEASE / CONSULTING (LOAN)	\$ 20,584	\$ (265,000)	\$ -	\$ 35,872	\$ -
TRANSFER TO (WITHDRAW FROM) RESERVES	\$ 50,000	\$ (51,000)	\$ (87,953)	\$ -	\$ 50,000
TOTAL CAPITAL & RESERVES	\$ 482,944	\$ 352,750	\$ 395,954	\$ 669,588	\$ 180,000

REVENUE LESS DEBT/ CAPITAL EXPENSE	\$ (275,165)	\$ (230,031)	\$ (289,061)	\$ (341,073)	\$ (160,000)
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TOTAL CITY SUBSIDY	\$ (375,933)	\$ (336,505)	\$ (393,773)	\$ (391,980)	\$ (272,200)
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YORKTON AIRPORT AUTHORITY

The Yorkton Airport Authority was established in March 2008. The following projects have been initiated by the Board:

- Repairs to core infrastructure on the airport property,
- The development of a Safety Management System as required by Transport Canada Regulations,
- Attraction of new business partners and retention of existing businesses,
- Development of detailed operating plans for the next five years, with a 25-year viewpoint; and
- Adoption of an Airport Development Plan.

AIRPORT VISION

“We picture Yorkton Regional Airport as an ever growing, bustling community of airline passengers and business tenants. They will be served by new facilities that will provide seasonal and year round passenger, logistics and storage facilities to our expanding regional community.” –Yorkton Airport Authority

BOARD OF DIRECTORS

Bob Maloney, James Wilson, Chris Wyatt, Larry Pearen, Les Arnelien, Randy Goulden, and Ross Fisher.



Jarret Stoll and the Stanley Cup visit Yorkton. (2013)



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