

**LEGISLATIVE ASSEMBLY OF THE
NORTHWEST TERRITORIES
6TH COUNCIL, 39TH SESSION**

TABLED DOCUMENT NO. 10-39

TABLED ON JUNE 19, 1969

DEPUTY MINISTER OF TRANSPORT
SOUS-MINISTRE DES TRANSPORTS
OTTAWA, CANADA

March 21, 1969.

Dear Mr. MacDonald:

This is in reference to your letter dated 17 February, 1969 in respect to the provision of weather information and communication facilities in support of air services in the Northwest Territories.

You will recall, of course, our letter dated 10 January, 1969 which attempted to identify the three interrelated problem areas involving the operation, development and siting of northern airports and their essential supporting services. The meteorological and communication requirements, being essential services, are those required by aircraft using the airports and whilst travelling between the various airport locations. In this connection, and as indicated in our referenced letter, it is still considered that discussions between our two Departments would be useful and mutually beneficial in the identification and documentation of these needs.

As mentioned in our letter of 12 November 1968, this Department has undertaken a study to establish air route requirements and to determine what additional facilities would be needed. The recommendations made jointly by the Northwest Territories Council and the Air Transport Committee in respect to air route requirements were included in this study, and the programme now envisaged by this Department meets most of these recommendations. This study has identified those air routes which can be established now on existing navigational aids and those air routes which will require improved or additional enroute navigational facilities. In respect to this latter category, the study is not as yet fully completed in that availability of equipment, establishment of costs and availability of funds have not been established. Nevertheless, it has been determined that new non-directional beacons will be required at Port Radium (to serve aircraft travelling between Yellowknife and Coppermine) and Fort Raliance (for aircraft travelling on lateral routes east of Yellowknife) and, appropriate programming action has been taken.

Mr. John A. MacDonald,
Deputy Minister,
Department of Indian Affairs
and Northern Development,
Ottawa, Ontario.

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In addition, representations have been made to the military authorities in an attempt to reach agreement on the use of the non-directional beacons at the Dew Line sites. These beacons will be required primarily for the east-west movements of aircraft along the northern coast-line.

Once the problems in the provision of new or improved enroute navigational aids have been resolved, and the air route system as now envisaged is proven to be feasible from both operational and financial points-of-view, the matter of weather reporting and air-ground communication services will be studied. You will appreciate that considerable expense will be involved in the provision of these services which will require careful programming of this Department's resources to meet these needs. As mentioned in paragraph two above, your assistance in the identification and documentation of these requirements would be appreciated.

In view of the above, you may wish to advise the Commissioner of the Northwest Territories that this Department considers it has made good progress in the development of an air route system and in taking measures to provide the new and improved enroute navigational aids required. Furthermore, this Department is continuing to pursue the matters concerning the provision of essential weather reporting and air/ground communications.

Yours sincerely,


O. G. Stoner.