

AIP CANADA SUPPLEMENT 63/22

CONSTRUCTION ACTIVITY AT INUVIK (MIKE ZUBKO), NT (CYEV) JANUARY 2022 – SEPTEMBER 2025

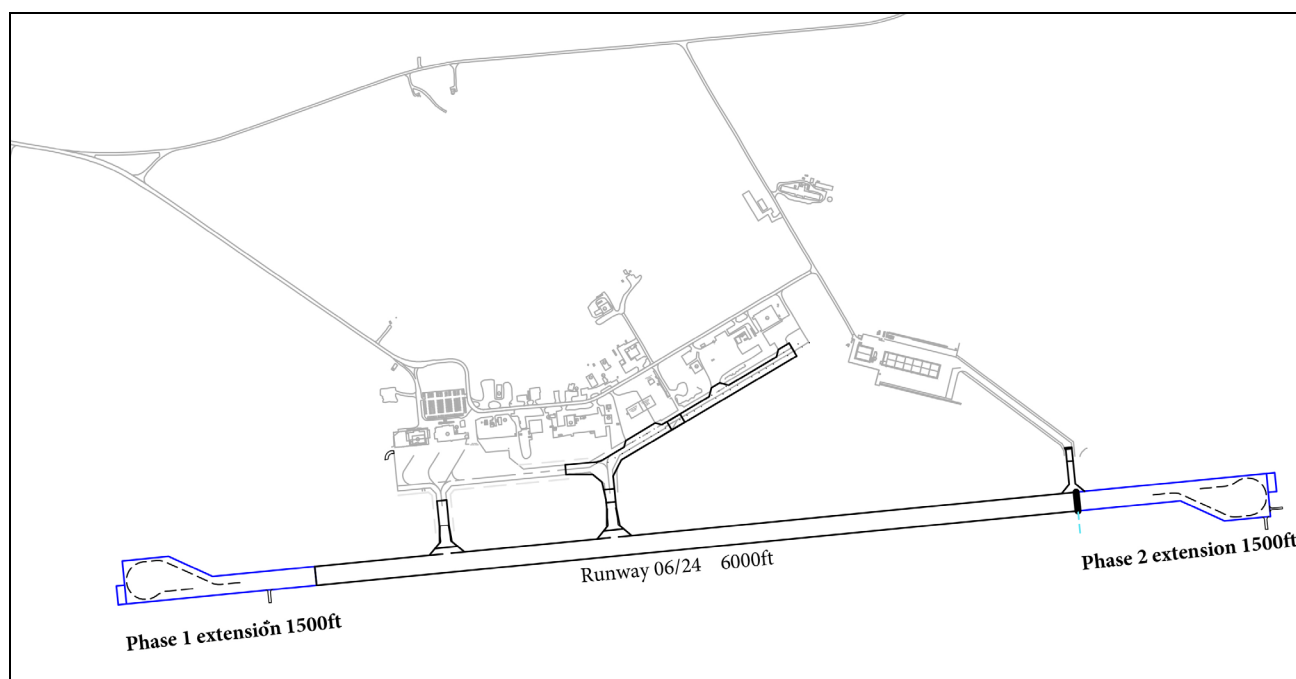
(Replaces AIP Canada Supplement 4/22)

Introduction

A major construction project will commence in **January 2022** at the **Inuvik (Mike Zubko)** airport, Northwest Territories (CYEV).

The length of Runway 06/24 will be increased by a total of 3,000 feet. This will be accomplished by adding an additional 1,500 feet of pavement at either end of the existing runway surface. The project will be carried out over 4 phases and is scheduled to be completed by October 2025.

Additional taxiway upgrades and apron maintenance, along with drainage upgrades, will also be completed.



The “IEV” localizer array (LOC) and the glide path antenna for Runway 06 will both be relocated.

In conjunction with the runway construction project, the “YEV” very high frequency omnidirectional range (VOR) will undergo a replacement activity between June 2022 and September 2022.

Impacts

During times of major construction activity, the runway will be unavailable via NOTAM with a one-hour prior permission required availability for MEDEVAC or other emergency usage.

The revised landing distance available (LDA) for Runway 06 during Phase 1 will be **5,105 feet**.

The glide path equipment for Runway 06 will be “UNSERVICEABLE” via NOTAM from 27 January 2022. The associated instrument landing system (ILS) approach procedure minima will be “NOT AUTHORIZED”, and revised localizer (LOC) minima will be published via NOTAM until the existing LOC equipment is removed.

Due to the temporary threshold displacement, area navigation (RNAV) instrument approach procedures will be published in the *Canada Air Pilot* (CAP) to enable continued operations on the reduced runway length. These procedures will be based on a reduced runway certification level and will have minima height above touchdown zone elevation (HAT) values at or above 250 feet.

Temporary approach lighting (precision approach path indicator [PAPI] wing bar lights, and marker boards) will be active during the threshold relocation periods.

Runway 06 High Intensity Approach Lighting (HIAL) (AN) and Runway 24 omni-directional approach lighting (AO) will be non-operational for the periods when threshold displacements are in effect.

Impacts of construction activity on airport operations will be promulgated through NOTAMs.

There will be limited runway visual range (RVR) availability during the project.

Schedule

Phase 1	Effective 27 January 2022 , the threshold of Runway 06 will be displaced by 896 feet. This displacement will be active until, 20 April 2023 at which time the threshold location will revert to its original location.
Phase 2	Effective 15 June 2023 , the threshold of Runway 24 will be displaced by 1,000 feet. This displacement will be active until 05 October 2023 , at which time the threshold location will revert to its original location.

Additional schedule information for Phase 3 and Phase 4 will be communicated in 2023 when the final schedule is confirmed.

The proposed completion date for the project is 02 October 2025.

Further Information

For additional information on this project, please contact.

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