

AIP CANADA SUPPLEMENT 78/22

CONSTRUCTION ACTIVITY AT INUVIK (MIKE ZUBKO), NT (CYEV) JANUARY 2022 – NOVEMBER 2027

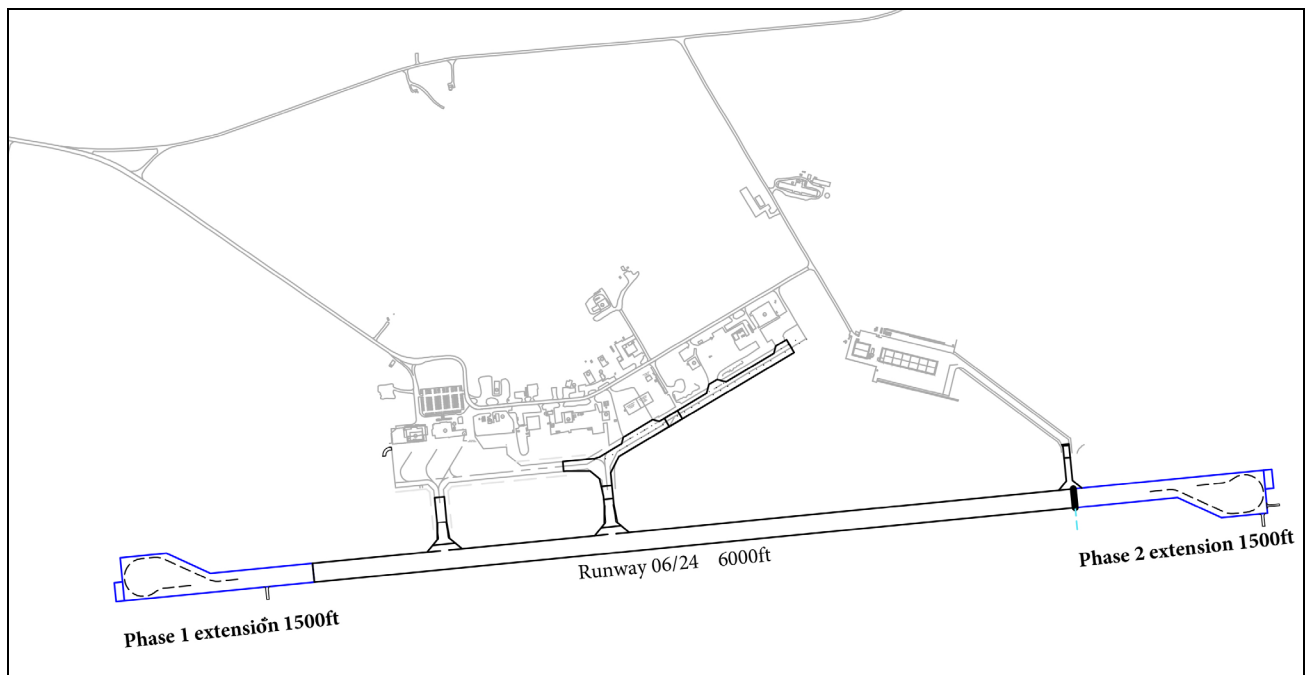
(Replaces AIP Canada Supplement 63/22)

Introduction

A major construction project is underway 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 25 November 2027.

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



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

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**.

NOTAM has been issued revising take-off distance available (TODA) for Runway 06 and Runway 24 during Phase 1 to show 6,001 feet.

The revised LDA for Runway 24 during Phase 2 will be **5,006 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 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 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 25 November 2027.

Further Information

For additional information on this project, please contact.

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