

# Plan of Construction Operations

## Construction of New Taxiway C

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PRESENTED TO  
**TERRACE KITIMAT AIRPORT SOCIETY**

APRIL 20, 2026  
ISSUED FOR REVIEW  
FILE: TRN.AIRP03972-01

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## PLAN OF CONSTRUCTION OPERATIONS

**Project Number:** 704-AIRP03972-01  
**Project Name:** Construction of New Taxiway C  
**Project Location:** Northwest Regional Airport Terrace-Kitimat, BC (YXT)

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Carman Hendry  
Airport General Manager

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## DISTRIBUTION OF THE PLAN OF CONSTRUCTION OPERATIONS

**Terrace Kitimat Airport Society:** Carman Hendry

**External:** NAV CANADA  
Transport Canada Aerodrome Safety

**Contractor:** TBD

**Engineer/Contract Administrator:** Tetra Tech Canada Inc.



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## 1.0 DESCRIPTION OF THE CONSTRUCTION PROJECT

### 1.1 INTRODUCTION

This Plan of Construction Operations (PCO) has been developed to provide notification of deviations from the certification standards and the Airport Operations Manual (AOM), and to ensure that all air traffic is informed of the temporary runway threshold displacement and taxiway closure during construction activities. Work undertaken in this PCO for the New Taxiway C Construction Project will be in compliance with TP312 5<sup>th</sup> Edition.

Work under this project will occur between June 1 and September 30, 2026, with temporary Runway 15-33 revised descent altitude, Runway 15-33 revised aircraft group numbers and Runway 15 threshold displacements during different phases of the construction works. The temporary deviations from AOM during construction include the following:

- Temporarily revised minimum descent altitude of 500 ft for Runway 15-33 (AGN IV Non-Instrument during construction).
- Temporary relocation of Runway 15 threshold.
- Temporary revised Runway 15-33 group number to AGN IIIB.
- Temporary Taxiway A section closure.
- Temporary shut down of runway end lights between actual runway end and the temporarily displaced threshold.
- Temporary shut down of the Runway 15 PAPI
- Temporary shut down of the Runway 15 ODALs.

Work under this PCO includes the following:

- Topsoil Stripping, stockpiling and common excavation.
- Subgrade preparation.
- Removal of septic systems.
- Decommissioning of existing septic system.
- Stormwater drainage system supply, install and construction.
- Placement and compaction of granular subbase course and granular base course.
- Asphalt paving.
- Supply and install of taxiway lighting.
- Supply and install of new signage.
- Supply and install of new taxiway edge lighting.
- Supply and install of new fenceline.

Critical aircraft used in the project design were the Boeing 737-700 and the Dash-8 Q400. The taxiway is designed to meet TP 312 5<sup>th</sup> Edition AGN IIIB.

## 1.2 SEQUENCE OF CONSTRUCTION

The sequence of construction may change depending on proposals from the successful contractor however, the project scope is as follows:

1. Contractor mobilization and laydown area set up.
2. Work Area C – Phase 1: The first phase of the Work Area C construction work in this area will occur in June 2026, and will include topsoil stripping, excavation, removal of abandoned septic system piping, subgrade preparation, install of granular subbase course and granular base course, construction of temporary granular ramp for runway tie in, ditch construction, supply and install of culvert, supply and install of taxiway edge lights, conduits and signage, and concrete encasing existing utilities. This work is within the Runway 15-33 strip.
3. Work Area B1, Phase 1: This includes the new Taxiway C construction work that is between the 6m Obstacle Limitation Surface (OLS) height restriction up to the runway. It will be completed concurrently with Work Area B2. Work in this area will occur in June to August 2026 and will include topsoil stripping, excavation, removal of abandoned and existing septic system piping, decommissioning of the existing septic system, install of granular subbase and granular base course, airfield grading, ditch construction and supply and install of a culvert, dry wells and catch basins, concrete encasing existing utilities, and supply and install of taxiway edge lights, conduits, signage. The only work within the runway strip will include airfield grading, topsoil placement and hydroseeding.
4. Work Area B2 – Phase 1: This includes the new Taxiway C construction work that is not within the taxiway or runway strips and is past the 6m OLS height restriction. It will be completed concurrently with Work Area B1. Work in this area will occur in June to August 2026 and will include topsoil stripping, excavation, removal of abandoned and existing septic system piping, decommissioning of the existing septic system, removal of existing fencing, install of granular subbase and granular base course, airfield grading, ditch construction and supply and install of culvert, supply and install of new fencing, concrete encasing existing utilities, and supply and install of taxiway edge lights, conduits, signage. New fencing will be installed prior to the removal of the existing one.
5. Work Area A: Includes the new Taxiway C area within the Taxiway A strip, where the new Taxiway C tie in will be located. Work in this area will occur in August 2026 and will include topsoil stripping, excavation, install of granular subbase and granular base course, supply and install of taxiway edge lights, conduits and signage, and concrete encasing existing utilities.
6. Paving of Work Areas A, B1 (Phase 2), B2 (Phase 2) and C (Phase 2): These areas will all be paved near the end of the project once the granular works has been completed in all of the work areas. The work areas will not all be closed at the same time for paving, and will start with Work Area A, moving towards Work Area C, with only one area being closed at a time. Paint marking for the new taxiway markings will be completed after paving.
7. Contractor demobilization and clean up.

## 1.3 WORK STAGES AND RESTRICTIONS

Construction work is split up into 4 work zones. These work zones are separated as means to limit the impact on airport operations. These work areas are shown on the attached PCO drawings provided in Annex 1, along with the laydown area (where the existing millings area is). Access to the work areas and laydown are as illustrated in the

PCO drawings. Airside access for construction vehicles and equipment will be through the gate along Dychakowsky Road.

Due to the proximity of the new Taxiway C to Runway 15-33 (122m centreline to centreline), the runway will have an adjusted minimum descent height of 500 ft (from AGN IV non-precision to AGN IV non-instrument runway) throughout the entire construction period.

Work Area C is within the Runway 15-33 strip and will require a relocation of the Runway 15 threshold and a Runway 15-33 change in aircraft group number to AGN IIIB. This will include the install of temporary relocated threshold markings complete with lights, and the shut down of the existing runway edge lights between the existing runway end and the temporary threshold location, shut down of the PAPI 15 and the Runway 15 ODALs. Details for the temporary displaced threshold marking are provided in Annex 2.

Only company vehicles and construction equipment will be allowed airside and must be equipped with a rotating amber beacon. The Contractor is to provide adequate cleaning equipment onsite to ensure all paved surfaces affected either directly or indirectly by work or access to the work are free from FOD.

NOTAMs will be put in place as required to indicate closures and cancelled once the Work Area is cleaned and acceptable for use. All maneuvering surfaces affected must be cleaned and free of FOD and all lighting systems are to be full service prior to reopening of the airside surfaces. The surfaces will be inspected by the Airport Manager and/or safety reviewer, the resident inspector and the Contractor prior to opening of the surfaces.

Low profile barricades complete with steady burning red lights separated 2m apart will be installed along the edge of Taxiway A while work is completed, and along the edge of the runway when work is completed within the runway strip in Work Area C.

All airside work will require an airside escort (provided by YXT). The access gates are to be tended to at all times during construction and when not in use are closed to prevent any prohibited vehicles and personnel access to airside.

See above for the order of work stages is provided in Section 1.2 – Sequence of Construction. Below provides details on closure details and restrictions during construction for each specific work area.

### **Work Area A**

This area is within the Taxiway A strip. The access to Runway 15-33 will be closed when work is completed in this area. Low profile barricades will be placed along Taxiway A during the closure period, and removed once work is completed in this area. Work in this area will be completed during the daytime (07:00 – 19:00 local time).

### **Work Area B1**

This area is from the runway up to the Runway 15-33 AGN IV non-instrument 6m height restriction. In some sections, the work is within the AGN IV non-instrument runway strip (see PCO drawing for location details). This work will be completed on pullback and concurrently with Work Area B2; when the Contractor is required to pullback from Work Area B1, they will be able to work in Work Area B2. This will help limit the amount of standby time during the project. Work will be completed during the daytime (07:00 – 19:00 local time).

### **Work Area B2**

This area is from the Runway 15-33 AGN IV non-instrument 6m height restriction outwards towards the fenceline. Work in this area will be completed concurrently with Work Area B2. No closures will be required when work is completed in this work area, however equipment will be restricted to the OLS requirements. Work will be completed during the daytime (07:00 – 19:00 local time).

## Work Area C

This area is within the Runway 15-33 strip. Runway 15-33 will have a change in aircraft group number to AGN IIIB when work is completed in this work area. A temporary relocated threshold marking will be provided and removed by the Contractor when work is completed in this area; refer to Section 9.0 for information on the location of the displaced threshold. The existing runway edge lights between the existing runway end and the temporary threshold location, PAPI 15 and Runway 15 ODALs will also be shut down when the temporary relocated threshold marking is installed. Low profile barricades will be placed along the edge of the new Taxiway C tie in with Runway 15-33. Between the granular works and paving, a ramp will be installed along the runway edge to ensure the Runway edge is not out of compliance with TP312. The work in this area will be during the daytime (07:00 – 19:00 local).

## 2.0 CONSTRUCTION SCHEDULE

The following completion dates are envisioned in the execution of the work:

Request for Tenders	April 20, 2026
Pre-Tender Meeting	April 29, 2026
Tender Close	May 13, 2026
Evaluation and Recommendation	May 15, 2026
Award Construction	May 20, 2026
Pre-Construction Meeting	May 27, 2026
Commence 2026	June 1, 2026
Substantial Performance Date	October 30, 2026

The work will be carried out such that interference with normal airport operations is minimized. Any unavoidable interruptions will be agreed to in advance with the Airport Manager and special notice will be issued to facility users.

The estimated length of construction for each of the work areas is summarized in the table below:

**Table 2-1: Estimated Work Schedule**

Scope of Work	Estimated Duration
Work Area A – Phase 1	2 weeks
Work Area B1 / B2 - Phase 1	9 weeks
Work Area C	2 weeks
Work Area B – Phase 2	2 weeks
Work Area C – Phase 2	2 days

<b>Total Duration</b>	<b>Approx. 17 Weeks</b>
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Upon contract award, the Contractor is to provide a comprehensive construction schedule and work plan which will detail work stages with start and finish dates. The work plan shall be in accordance with this PCO for this project as listed above, and as detailed in this document. All construction work is to be completed by the Substantial Completion Date (October 30, 2026).

All equipment shall be returned to the Contractor’s laydown areas at the end of each work shift. All active maneuvering surfaces shall be cleaned and free of FOD prior to the reopening of the surface. All surfaces must be made safe, and all lighting systems shall be returned to full service prior to the end of each work shift. Paint markings must be painted prior to the opening of a work area.

### 3.0 AIRCRAFT TYPES AND FREQUENCY OF AIR TRAFFIC

The flight schedule is attached to this PCO in Annex 3. The first daily departure is at 05:20 and the last arrival for the day is at 21:48. The flights are both De Havilland Canada DHC-8-400.

### 4.0 DISRUPTIONS TO AIR TRAFFIC

Airport Operations are to be maintained for the duration of the project. Runway 15-33 will have a revised minimum descent altitude of 500 ft throughout the entire length of construction (the runway will be non-instrument during the construction period).

During construction in Work Area C, the Runway 15 threshold will be temporarily relocated 1000 ft so the runway can remain active during construction. The Runway will also have a change in aircraft group number to AGN IIIB in Work Area C. Refer to Section 9.0 for Runway 15-33 declared distances for each work area.

In Work Area A, a portion of Taxiway A will be closed during construction.

### 4.1 AIRPORT OPERATIONS

#### 4.1.1 NOTAM Procedures

The following procedures will be in place when closing an aircraft maneuvering area to air traffic:

1. Contractor will notify the Resident Inspector of the intended closure required with minimum 24 hours prior notice.
2. The Resident Inspector will notify the Airport Manager of the request for NOTAM.
3. The Airport Manager will issue the NOTAMs required;
4. Once the closure is in effect, the Contractor will confirm with the Resident Inspector who will confirm with the Airside Escort that the NOTAM is in place;
5. Contractor’s personnel will enter the work site and will begin their work efforts.

The following procedures will be in place when reopening a maneuvering area to aircraft at the end of the closure period:

1. Airside Escort will notify the Contractor 30 minutes in advance that the NOTAM is to be lifted;
2. Airport Manager will meet with the Contractor and/or the Resident Site Inspector to inspect the maneuvering areas. Areas with any FOD or debris that is identified on these surfaces and needs to be removed will be noted by the Contractor;
3. The Contractor will clean the surfaces until the Airport Manager and/or the Resident Site Inspector are satisfied with the surface conditions;
4. Contractor will then remove all personnel and equipment away from the site;
5. Airport Manager, the Contractor and/or the Resident Inspector will inspect the work area to ensure it is free from FOD; and
6. Airport Manager will advise when the work area is clear and when the NOTAM in effect can be removed.

## 4.2 EMERGENCY OPERATIONS DURING CONSTRUCTION

Emergency aircraft may land on the Runway during construction. With the temporarily relocated Runway 15 threshold, the construction work should not be impacted and the Contractor will not need to pullback for emergency aircraft during this phase of the project.

When the Contractor is working in Work Area B1, they will be required to pullback to be outside of the runway strip and the 6m OLS height restriction line (into Work Area B2). They will be able to work in Work Area B2 with less restrictions when pullback is required.

## 5.0 POSITION AND HEIGHT OF EQUIPMENT (RELATIVE TO RUNWAYS AND TAXIWAYS)

Typical construction equipment heights are listed below. Note: All heights are above ground level and exact height will vary depending on actual type of equipment.

- Standard Dump Truck (Box Down) = 2.7 m
- Standard Dump Truck (Box Up) = 6.1 m
- Excavator (Boom Elevated) = 8 m
- Excavator (Loaded Boom) = 6.7 m
- Compaction Rollers = 2.4 m
- Asphalt Milling Machine = 4.8 m
- Asphalt Material Transfer Device (aka Shuttle Buggy) = 4.8 m
- Asphalt Pavers = 3.0 m
- Concrete Truck = 3.8 m
- Stem Auger Truck = 6.0 m

Work in Work Area A will be within the Taxiway A strip, so Taxiway A will be closed during construction. This area is far enough away from the runway that construction equipment will not protrude through the Runway OLS.

Work Area B1 is below the 6m OLS height restriction. This area will be completed on pullback, to ensure there are no obstructions when air traffic is active on the runway. No equipment or terrain mounds will be left within the Work Area that protrudes through the OLS when the Contractor is required to leave the Work Area B1 area. When required to pullback, the Contractor will be able to work in Work Area B2, where equipment can be active but will be restricted to the OLS height restrictions. OLS height restrictions are shown in the PCO drawing provided in Annex 1.

While working in Work Area C, the Runway 15 threshold will be temporarily relocated and the Runway 15-33 will have a change in aircraft group number to AGN IIIB to prevent any of the equipment from protruding through the OLS, approach surfaces and take-off surfaces during construction.

## 6.0 WORK ADJACENT TO RUNWAY/TAXIWAY

Work adjacent to the runway, taxiways, and apron will be done in accordance with TP312E – Aerodrome Standards & Recommended Practices, 5th Edition, and Transport Canada Advisory Circular AC 302-003 with operational constraints as described above and on the PCO drawing(s).

The Airside Security Escort will remain in contact with the Airport FSS and advise the Contractor to pull back if and as required. The Contractor's personnel and equipment shall respond immediately to Airside Security Escort instructions. The Airside Security Escort, the Resident Site Inspector and the Contractor must perform a FOD check prior to re-opening any runway, taxiway, or apron and confirm that all airfield lighting is operational.

## 7.0 UN-SERVICEABILITY BARRIERS (MARKERS AND LIGHTING) PROVIDED

Refer to TP 312 5<sup>th</sup> Edition, Sections 5.2.24 and 5.3.32 and 5.5.6.

Certified aviation low-profile barricades complete with steady burning red lights placed at 2.0m spacing between barricades will be used to delineate the edge of Taxiway A during Work Area A and along the edge of excavation along the Runway pavement in Work Area C. The barricades will be provided by the Owner. Placement of the low-profile barricades will follow TP 312 5<sup>th</sup> Edition 5.5.6 requirements. The certified low-profile barricades are retro-reflective to TP 312 5<sup>th</sup> Edition 5.5.3 and their location and height will be to TP 312 5<sup>th</sup> Edition 5.5.1.3. The steady burning red lights shall be maintained operational during work and non-work hours by the Contractor.

Temporary relocated threshold markings and lights will be provided as per detail provided in Annex 2. This will be installed when work is completed in Work Area C, and will align with the temporarily displaced threshold.

When a runway, taxiway, apron or portion thereof is closed for a short duration, all associated lighting, such as threshold, edge, end, centreline, and approach lighting (Runway 15 ODALs and PAPI 15) will be turned off, blacked out or occluded except where the lighting is required to be on for maintenance purposes. All barricades and red lights shall be erected by the Contractor prior to start of the work. Red lights shall be maintained operational during work and non-work hours by the Contractor. For unserviceability requirements refer to TP312 5<sup>th</sup> Edition Section 5.2.24. NOTAMs will be published indicating these closures.

If barricades cannot be maintained with water at all times, the Contractor is to supply and install sandbags for each barricade to prevent over-turning as a result of wind, prop wash, rotor wash or jet blast from passing aircraft or helicopter does not occur.

## 8.0 DISPLACED AND/OR RELOCATED THRESHOLDS

The runway will have a revised minimum descent altitude of 500 ft (non-instrument) during the entire duration of the project.

Construction in Work Area C will require a temporarily relocated threshold to prevent penetration of the construction equipment into the runway OLS. Temporary Threshold Relocation paint marking and end lights will be provided to delineate threshold relocations. The existing runway edge lights between the existing runway end and the temporary threshold location, the PAPI 15 and the Runway 15 ODALs will also be shut down when the threshold is temporarily relocated.

When work is completed in Work Area C, Runway 15 the threshold will be displaced by 1000ft. This will allow the taxiway tie in to be completed while the runway is active.

## 9.0 DECLARED DISTANCES DURING ALL PHASES

A summary of the declared distances for each of the work areas is provided below.

**Table 9-1: Runway 15-33 Declared Distances**

Work Area	TORA	TODA	ASDA	LDA
<b>RUNWAY 15</b>				
Work Area A	7497	8481	7497	7497
Work Area B	7497	8481	7497	7497
Work Area C (Runway 15-33 AGN IIIB)	6497	7481	6497	6497
<b>RUNWAY 33</b>				
Work Area A	7497	8481	7497	7497
Work Area B	7497	8481	7497	7497
Work Area C (Runway 15-33 AGN IIIB)	6497	7481	6497	6497

## 10.0 ACCESS CONTROL, VEHICLE OPERATIONS AND AIRSIDE SECURITY ESCORTS

### 10.1 SITE ACCESS

Airside access for construction vehicles and equipment will be through the Dychakowsky Road.

See below for details of vehicle, personnel and access control requirements including Airside Security Escort.

#### 10.1.1 Airside Security Escort

For all work areas, an Airside Escort, who will control all construction personnel and equipment, is required. The Airside Escort will be provided by the Owner.

The Airside Escort will control the activities of the Contractor's personnel and equipment and the inspection staff by rigidly enforcing the airside regulations.

The Airside Escort must meet the following requirements:

- Possess an Airside Vehicle Operator's Permit (AVOP) for The Northwest Regional Airport Terrace-Kitimat and a valid Restricted Radio Operator's Licence.
- Possess adequate knowledge of the airside environment and requirements.

#### 10.1.2 Airside Security Escort Vehicle

The airside escort vehicle shall be equipped with a 360° amber rotating automotive warning light, a 2-way radio complete with outside loudspeaker, and a VHF radio capable of receiving and transmitting on the ground control frequency. This vehicle will require an airside vehicle permit and company identification sign (permanent or magnetic type) on each side of the vehicle. The operator of the vehicle must possess the same qualifications as the Airside Escort. The Airside Escort Vehicle shall be provided by the Airport.

#### 10.1.3 Gate Access / Gate Guard

The Contractor will provide an Access Control Guard at all times the security gate is unlocked and / or open. The Contractor shall schedule and arrange the Access Control Guard(s) to be trained by YXT personnel.

#### 10.1.4 Movement Restrictions

Airside movement of Contractor's personnel and equipment is restricted to the construction area and controlled by the Airside Escort. See PCO drawings.

#### 10.1.6 Vehicle Control Requirements

Contractor's personnel and equipment must be escorted onto airside and controlled by the Airside Escort at all times. Contractor's personnel must obey directions given by the Airside Escort at all times without delay. **Contractor personnel who disregard directions given to them by the Airside Escort will be subject to immediate removal from the site for the duration of the project.**

## 11.0 VISUAL AIDS

The following visual aids will be provided with the project. The Contractor will provide schedule of anticipated period of unavailability:

- Supply and install of new taxiway edge lights.
- Supply and install of new signage.

## 12.0 COMMUNICATIONS PLAN

### 12.1 RESPONSIBILITIES

The following are the basic responsibilities of those directly involved in the project, during construction:

#### 12.1.1 Airport Manager

The Airport Manager or designated representative is responsible for the following:

- Advising aircraft operators of the construction schedule updates and operating procedures for the various Phase/Areas of work.
- Issuing NOTAMs advising of operational constraints including closure of Taxiways and Runway Displacements at various times during the project.
- Advising the Resident Inspector of any operational, safety or security concerns that arise during the project.
- Advising NAV Canada of changes in the construction schedule which might impact on their primary responsibilities.
- Participating in the acceptance of the completed work as the operational representative.
- Meeting with Contractor and/or resident Inspector to inspect any surfaces being reopened and to review operational, safety, security concerns and schedule for the following work shift.
- Designating a safety reviewer who will make periodic inspections of the entire job site and who will review in detail:
  - F.O.D. (foreign object damage) prevention,
  - Security
  - Safety.
- Advise Transport Canada of project completion.

#### 12.1.2 NAV CANADA

NAV CANADA basic responsibilities for this project include the following:

- Ensuring operational directives issued by the Airport Manager are followed in accordance with Flight Service Station (FSS) operational procedures.

- Advising air traffic of NOTAMs and voice advisories that are in effect.
- Advising air traffic of operational restrictions and limitations regarding airport facilities.

### **12.1.3 Resident Inspector**

The Resident Inspector will liaise with the Airport Manager or designated representative and is responsible for the following:

- Co-ordinating the construction work through the Contractor.
- Advising the Airport Manager of any problems, safety or security concerns related to the project.
- Ensuring that operational directions provided by the Airport Manager are followed by all workers.
- Ensuring the Airport is advised the day prior for any NOTAM changes so that the Airport may advise NAV Canada FSS Manager.
- Ensuring that the Contractor complies with all airport safety, security, and operational requirements for the project at all times.
- Monitoring construction progress, quantity and quality of construction materials and performance.
- Implementing systems and procedures to ensure proper inspection and testing of the work.
- Responsible for all other aspects of the construction contract administration not specifically assigned.

### **12.1.4 Airside Escort**

The Airport Escort is responsible for the following:

- Confirm with the Resident Inspector when NOTAM is in place;
- Notify the Contractor 30 minutes in advance that the NOTAM is to be lifted;
- Participate in FOD inspections as required.

### **12.1.5 Contractor**

The Contractor is responsible for the construction work on the project as specified in the contract. The following requirements for the Contractor are mandatory and will be incorporated into the contract documents:

- Contractor's personnel and subcontractors are restricted to the area perimeters shown on the PCO drawing(s).
- Ensuring that Contractor's personnel comply with the PCO requirements. Ensure that all project personnel receive PCO briefings.
- Contractor is responsible for ensuring that all construction personnel are aware of any scheduled changes and for the implementation of solutions to problems which may arise.
- Security regulations are to be followed.
- Vehicular traffic regulations are to be followed.
- Directions from the Airside Escort are to be followed.

- Copies of the Contractor's Orientation Forms signed by all personnel that will be accessing airside. Copies must be kept on site and available at all times during the project.
- All private vehicles, materials, and non-working equipment are to be in designated laydown area. All construction materials are to be stored in such a manner that they will not be moved by wind or jet blast onto operational pavements.
- Manoeuvring areas and public use areas to be kept clean and free of dust and debris.
- All Contractor's vehicles permitted on airside must be equipped with a 360 degree rotating amber beacon.
- Contractor to provide, install, and maintain all necessary lights, displacement markings, delineators as noted on the drawings and/or directed by the Airport at no cost to the Airport.
- Quality Control.
- Contractor to place, install and maintain low profile barricades as required.
- Clean and restore the designated laydown area to the satisfaction and acceptance of the Airport Manager and the Resident Inspector.
- Ensure NOTAM requests are submitted to the Resident Inspector within 24 hours of requested closure period. Refer to NOTAM procedures section of this PCO.
- Provide all Contractor's personnel with trash bins and portable washrooms for worker's use and be responsible for waste disposal at the approved site by the City.
- Provide adequate cleaning equipment on site to ensure all pavement surfaces affected either directly or indirectly by the Work or access to the Work are free from FOD.
- Reporting hazards to the Airport Manager under the airport's Safety Management System (SMS) program.

### **12.1.6 Airport Tenants**

- When requested by the Airport Manager, provide current timetable of scheduled operations and advise Airport Operator of any revisions to scheduled operations.

## **13.0 LINES OF COMMUNICATIONS**

The following is a summary of communication procedures relating to the project implementation stage (see Annex 4). Only the Airport Manager or designate shall have communication with Transport Canada or Nav Canada.

### **13.1.1 Airport Manager**

The Airport Manager will advise tenants and air operators of operational status of facilities and any scheduled interruptions. Requirements and concerns of tenants and air operators will be communicated to the Resident Inspector.

The Airport Manager will liaise with the Resident Inspector and Manager FSS to resolve operational or security concerns.

### **13.1.2 Resident Inspector**

The Resident Inspector will respond to operational or safety concerns made known by the Airport Manager and will direct the Contractor. The Resident Inspector will liaise with the Airport Manager.

The Resident Inspector will advise the Airport Manager proposed changes to the work.

The Resident Inspector is to respond to operational concerns made known to them by the Airport Manager. The Resident Inspector will direct the Contractor accordingly. If there are problems the Resident Inspector cannot resolve, they are to advise the Airport Manager.

The Resident Inspector will issue a shift summary to YXT Operations staff and Project Managers outlining shift activities, construction progress, irregularities, and upcoming shift activities and any operational changes required.

### 13.1.3 Contractor

Safety and security are paramount at the airport site. The Contractor will assume full responsibility for all construction workers, including Sub-Contractors and advise them accordingly. The Contractor shall, for the purposes of the Workers Compensation Act, and for the duration of this Contract, be the “Prime Contractor” for the “work site”.

The Contractor is responsible for implementation of the construction Contract in accordance with all of its terms and conditions. The Contractor will inform the Resident Inspector of any contractual, operational, or safety concerns.

### 13.1.4 Airline Operators, Tenants, and Major Users

All airline operators, tenants and major users are to make their operational concerns known to the Airport Manager.

### 13.1.5 Reporting Systems

#### Site Instructions

The Airport Manager is to issue Site Instructions to the Resident Inspector verbally and confirmed in writing, to revise safety or operations procedures as required.

## 14.0 NOTAMS (AS PER THE NOTAM PROCEDURE MANUAL)

Sample NOTAM for adjusted minimum descent altitude (non-instrument):

A) CYXT B) 2606011500 C) 2609300200 D) CONTINUOUS E) MDA ADJUSTED TO 500FT.

Sample NOTAM working for displacing a Runway:

B) CYXT B) 2606011500 C) 2605150200 D) CONTINUOUS E) THR 15 DISPLACED BY 1000FT.  
FIRST 1000FT OF RWY 15 CLSD. THR 15 DISPLACED 1000FT DUE TO CONST. TEMP WING BAR  
THR LIGHTS AND MARKERS INSTALLED. PAPI 15 U/S. RWY 15 ODALS U/S.  
DECLARED DIST WITH RWY 15/33 LENGTH REDUCED:  
RWY 15 TORA 6497 TODA 7481 ASDA 6497 LDA 6497  
RWY 33 TORA 6497 TODA 7481 ASDA 6497 LDA 6497

Sample NOTAM working for closing of a Taxiway:

- A) CYXT B) 2508101500 C) 2508250200 D) DAILY E) TWY A EAST OF MAINTENANCE SHOP  
CLSD CONSTRUCTION.

## 15.0 SECURITY AND SAFETY

All persons, equipment, and vehicles permitted airside of the security fence by virtue of doing work under this project must remain under the direct control of the Airside Escort at all times except when work is considered groundside. All persons, equipment, and vehicles permitted airside of the security fence by virtue of doing work under this project must remain within the indicated work areas and access routes. No private cars will be permitted airside of the security fence except as authorized by the Manager. No person will be permitted airside except during approved scheduled working hours without the specific authorization of the Manager.

### 15.1 SECURITY

All airside work will be done under control of the Airside Escort. The Airside Escort and radio equipped vehicles will be provided by the airport.

The Airside Escort will control the activities of the Contractor's personnel and equipment and the inspection staff. The Airside Escort will maintain radio contact with the air traffic and rigidly enforce their instructions. Contractor to provide the Manager with a list of responsible personnel who may be contacted after working hours in case of emergency.

### 15.2 SAFETY

The Contractor is to restrict construction activities to the areas noted in the PCO. The Contractor's personnel are not to approach any runway, taxiway, apron, or navigational aid unless escorted. Those who wander will be permanently removed from the site. The Contractor shall place low profile barricades to delineate the site boundaries and avoid incursions on to the taxiway or runway. The displaced threshold markings will be installed prior to the start of work in Work Area C. The runway will have a revised minimum descent altitude of 500ft during the entire construction period.

The Contractor's staff shall park private vehicles in the designated parking area. Company vehicles will be required to transport workers to and from the work sites around the airport. The Contractor shall ensure that non-project related personnel are kept off the site.

All vehicles operating Airside of the Northwest Regional Airport Terrace- Kitimat Airport must be equipped with a rotating amber beacon. This beacon must be on when Airside.

**NO SMOKING OR VAPING is permitted on the airside.**

The work areas and access routes must be kept clean and as dust free as possible. The Contractor is required to provide adequate cleaning equipment onsite to ensure all pavement surfaces affected either directly or indirectly by the work or access to the work are free from FOD.

The work sites are subject to Transport Canada's regulations and random inspections by their staff. Everyone shall cooperate with inspectors when they come on-site. The Northwest Regional Airport Terrace-Kitimat will not tolerate lack of cooperation by the Contractor's personnel during any such inspection. Offenders will be permanently removed from the site.

All workers are required to attend the orientation and sign-off on the orientation prior to commencing work (See Annex 2 for Contractor Airport Orientation). The Contractor is to ensure that no emergency exits, fire hydrants, emergency fuel shut-off stations or other emergency facilities are blocked at any time by equipment or site activities.

Should an emergency situation arise during construction, the Contractor is to follow the Airside Escort's instructions and ensure no emergency vehicles are impeded in accessing the distressed site by construction work. All construction equipment and vehicles are to be cleared off runways, taxiways and the apron as directed by the Airside Escorts.

Vehicle operators and workers shall remain at a safe distance from areas affected by the jet blast or prop wash of maneuvering aircraft, and not pass in front of or closely behind aircraft with engines running unless the wheels of the aircraft are chocked or the marshaller waves permission.

The safety of aircraft, passengers, and the public must not be compromised during this project. Any operations that may jeopardize the safety of operations must be reported immediately to the Airport Manager.

A report shall be made to Airport Operations by telephone or radio at the end of each work shift by the Resident Inspector to confirm that the surfaces have been inspected by themselves and the Airport Manager's representative and is in suitable condition for aircraft operations.

The Airport Manager has the authority to issue a "Stop Work Order" to the Contractor.

---

## APPROVAL OF PLAN CONSTRUCTION OPERATIONS

---

**PROJECT:**

Construction of New Taxiway C

---

**AIRPORT NAME:**

Northwest Regional Airport Terrace-Kitimat

---

**AIRPORT OPERATOR AND CERTIFICATE HOLDER**

**Terrace Kitimat Airport Society**

---

**AIRPORT GENERAL MANAGER**

Carman Hendry

---

**CERTIFICATION NUMBER**

TAMB 5151-P166

DATE OF ISSUE

---

---

*I undertake to meet the obligations set out in this plan of construction; and I hereby certify that the information in this plan is complete and accurate and no relevant information has been omitted.*

---

Date (Y-M-D)

Signature of Airport Operation/Certificate Holder

*This Plan of Construction Operations Manual/Amendments is approved.*

---

Date (Y-M-D)

Minister of Transport

---

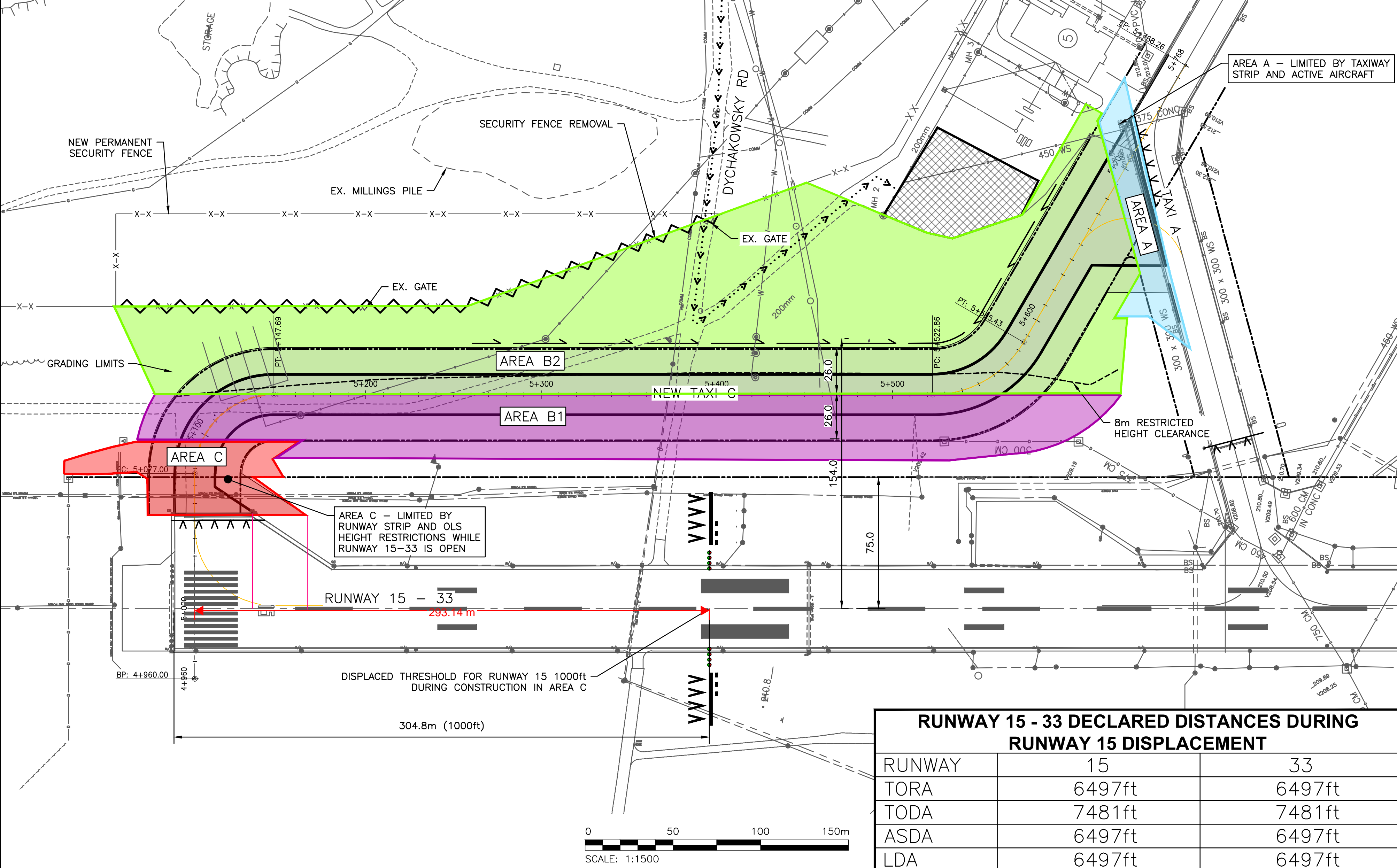
## ANNEX 1

### PLAN OF CONSTRUCTION OPERATION DRAWINGS



### LEGEND

- >>>> CONTRACTORS ACCESS ROUTE
- V V V V V LOW PROFILE BARRICADES COMPLETE WITH RED LIGHTS
- CONTRACTORS LAYDOWN/STAGING AREA
- PAVEMENT AREA
- AREA A
- AREA B1
- AREA B2
- AREA C



RUNWAY 15 - 33 DECLARED DISTANCES DURING RUNWAY 15 DISPLACEMENT		
RUNWAY	15	33
TORA	6497ft	6497ft
TODA	7481ft	7481ft
ASDA	6497ft	6497ft
LDA	6497ft	6497ft

### OPERATIONAL NOTES

- MILESTONE SCHEDULE DATES ARE PROVIDED IN THE CONTRACT DOCUMENTS.
- DAY TIME SHIFT HOURS AS ACCEPTED BY THE CONSULTANT BUT ANTICIPATED 07:00 TO 19:00, 7 DAYS PER WEEK
- CONTRACTOR STAGING AREAS TO BE AT THE SNOW CLEARING EQUIPMENT AREA.
- ESCORTED ACCESS FROM GATE ALONG DYCHAKOWSKY ROAD.
- CONTRACTOR TO IMMEDIATELY SWEEP AND COLLECT ANY FOD ALONG ACCESS ROUTE.
- AIRSIDE ESCORT (A.E.) IS REQUIRED AT ALL TIMES CONTRACTOR'S PERSONNEL / SUBCONTRACTORS ARE ON AIRSIDE. AIRSIDE ESCORT WILL BE PROVIDED BY THE OWNER.
- CONTRACTOR SHALL CONTROL AND BE RESPONSIBLE FOR CONTRACTOR'S PERSONNEL / SUBCONTRACTORS.
- A.E.'S SHALL BE IN CONTINUOUS RADIO CONTACT WITH TERRACE F.S.S. AND HAVE A VALID AIRSIDE VEHICLE OPERATORS PERMIT (AVOP) FOR THE NORTHWEST REGIONAL AIRPORT AND A VALID RESTRICTED RADIO OPERATOR'S LICENSE.
- A.E.'S VEHICLE SHALL BE EQUIPPED WITH ROTATING AMBER BEACON AND RADIO ETC. AS NOTED IN THE ACCESS CONTROL, VEHICLE OPERATIONS AND AIRSIDE ESCORT SECTIONS OF THE PCO DOCUMENT.
- AIRPORT WILL PROVIDE AN AIRSIDE ESCORT WITH VEHICLE FOR ALL TIMES THE CONTRACTOR'S PERSONNEL ARE AIRSIDE AT NO COST TO THE CONTRACTOR.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE AND SCHEDULE THE A.E.
- CONTRACTOR'S CONSTRUCTION SAFETY SHALL MEET WORKERS COMPENSATION BOARD REGULATIONS.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN DUST CONTROL AS REQUIRED BY THE AIRPORT AT NO ADDITIONAL COST TO THE CONTRACT.
- ALL AIRPORT PAVEMENT SURFACES TO BE KEPT CLEAN OF CONSTRUCTION DEBRIS AND F.O.D.. CONTRACTOR IS RESPONSIBLE TO MAINTAIN & PROVIDE CLEAN PAVEMENT SURFACES.
- ALL F.O.D. POTENTIAL ITEMS AND GARBAGE MUST BE CONTAINED TO PREVENT FLYAWAY AND THEN DISPOSED OFF-SITE AT THE END OF EACH WORK SHIFT.
- AIRPORT WILL PROVIDE TEMPORARY STEADY BURNING RED LIGHTS ON BASES. CONTRACTOR TO INSTALL, MAINTAIN AND RELOCATE AS REQUIRED AND REMOVE AND RETURN TO AIRPORT AT PROJECT COMPLETION. CONTRACTOR TO SECURE LIGHTS TO WITHSTAND JET BLAST AS SHOWN ON THE DRAWINGS.
- CONTRACTOR TO PROVIDE TEMPORARILY RELOCATED THRESHOLD MARKING AS INDICATED ON THE DRAWINGS. CONTRACTOR TO SETUP, SECURE TO WITHSTAND JET BLAST, MAINTAIN AND REMOVE WHEN NOT REQUIRED AS SHOWN ON THE DRAWINGS.
- TAXIWAYS AND RUNWAY SURFACES WILL BE CONSIDERED OPERATIONAL ONLY WHEN THE FOLLOWING CONDITIONS ARE MET:
  - ANY TEMPORARY MARKINGS, LIGHTING OR BARRICADES REQUIRED TO DELINEATE UNSAFE AREAS ARE PLACED.
  - ALL PERSONNEL AND EQUIPMENT ARE REMOVED TO THE CONTRACTOR'S STAGING AREA.
  - TEMPORARY GRANULAR RAMPS INSTALLED FOR ALL ABRUPT CHANGES IN SHOULDERING SURFACE ELEVATIONS HAVE BEEN ACCEPTED BY THE RESIDENT INSPECTOR (R.E.).
  - ALL DEBRIS & MATERIAL HAS BEEN REMOVED FROM OPERATING SURFACES.
  - ALL LIGHTING IS OPERATIONAL.
- CONTRACTOR MUST COORDINATE WITH THE AIRPORTS ELECTRICAL CONTRACTOR IN ORDER TO SCHEDULE ANY ELECTRICAL CIRCUIT SHUTDOWNS AND START-UPS THAT MAY AFFECT ANY AIRPORT NAVIGATIONAL, ELECTRICAL OR COMMUNICATION FACILITIES.
- ANY INTERRUPTION OF ELECTRICAL SYSTEMS OR NAVIGATIONAL AIDS REQUIRES A MINIMUM 72 HOURS PRIOR NOTICE AND A SPECIFIC NOTAM.
- RUNWAY 15-33 TO HAVE A REVISED MINIMUM DESCENT ALTITUDE OF 500 THROUGHOUT CONSTRUCTION (RUNWAY 15-33 TO BE NON-INSTRUMENT DURING CONSTRUCTION).

KEY PLAN



CONSULTANTS

SEAL	SEAL
------	------

PERMIT

0	TENDER	2026.04.06	A.E.
REV	ISSUED FOR	DATE	APPD



### NEW TAXIWAY C AND AIRSIDE INDUSTRIAL PROPERTY

TERRACE-KITIMAT (YXT)

PROJECT NO : TRN AIRP03972-01  
 CONTRACT NO :  
 DRAFTED BY : T. CLENDENING  
 DESIGNED BY : A. EVANS / T. CLENDENING  
 CHECKED BY : S. FRIESEN  
 APPROVED BY : A. EVANS

### PLAN OF CONSTRUCTION OPERATIONS

DRAWING NO : **G-101**

### WORK AREA A RESTRICTIONS

- WORK IN WORK AREA A IS TO BE COMPLETED IN AS SHORT A DURATION AS POSSIBLE TO MINIMIZE TAXIWAY A CLOSURES.
- WORK IN THIS AREA SHOULD BE COMPLETED AT ONCE, AFTER PHASE 1 IS COMPLETED FOR WORK AREA B AND C.

### WORK AREA B1 RESTRICTIONS

- WORK IN THIS AREA IS AIRSIDE AND IS FROM THE 6M OLS HEIGHT RESTRICTION TO THE RUNWAY STRIP, AND A SMALL PORTION WITHIN THE RUNWAY STRIP. THIS WORK WILL BE COMPLETED ON PULLBACK AND WILL BE COMPLETED CONCURRENTLY WITH WORK AREA B2. CONTRACTOR TO WORK IN WORK AREA B2 WHEN REQUIRED TO PULLBACK FROM WORK AREA B1.
- WORK AREA B1 IS TO BE SPLIT UP INTO TWO PHASES:
  - PHASE 1
    - WORK IN THIS AREA WILL INCLUDE EXCAVATION AND BULK GRAVEL INSTALL. THE TAXIWAY GRAVELS ARE TO BE USED AS AN ACCESS ROUTE FOR WORK AREA C.
  - PHASE 2:
    - WORK WILL INCLUDE FINE GRADING, AND ASPHALT PAVING.

### WORK AREA B2 RESTRICTIONS

- WORK IN THIS AREA IS AIRSIDE AND IS FROM THE RUNWAY 15-33 AGN IV NON-INSTRUMENT 6m HEIGHT OUTWARDS TOWARDS THE FENCELINE. IT WILL BE HAPPENING CONCURRENTLY WITH WORK AREA B1. CONTRACTOR CAN COMPLETE WORK IN THIS AREA WHEN REQUIRED TO PULLBACK FROM WORK AREA B1.
- CONTRACTOR TO WORK WITHIN THE OLS HEIGHT RESTRICTIONS SHOWN ON THE DRAWING, ENSURING THE EQUIPMENT DOES NOT PROTRUDE THROUGH THE HEIGHT RESTRICTIONS. NOTE LOCATION OF 6m AND 8m EQUIPMENT HEIGHT RESTRICTIONS.
- WORK AREA B2 IS TO BE SPLIT UP INTO TWO PHASES:
  - PHASE 1
    - WORK IN THIS AREA WILL INCLUDE EXCAVATION AND BULK GRAVEL INSTALL. THE TAXIWAY GRAVELS ARE TO BE USED AS AN ACCESS ROUTE FOR WORK AREA C.
  - PHASE 2:
    - WORK WILL INCLUDE FINE GRADING, AND ASPHALT PAVING.

### WORK AREA C RESTRICTIONS

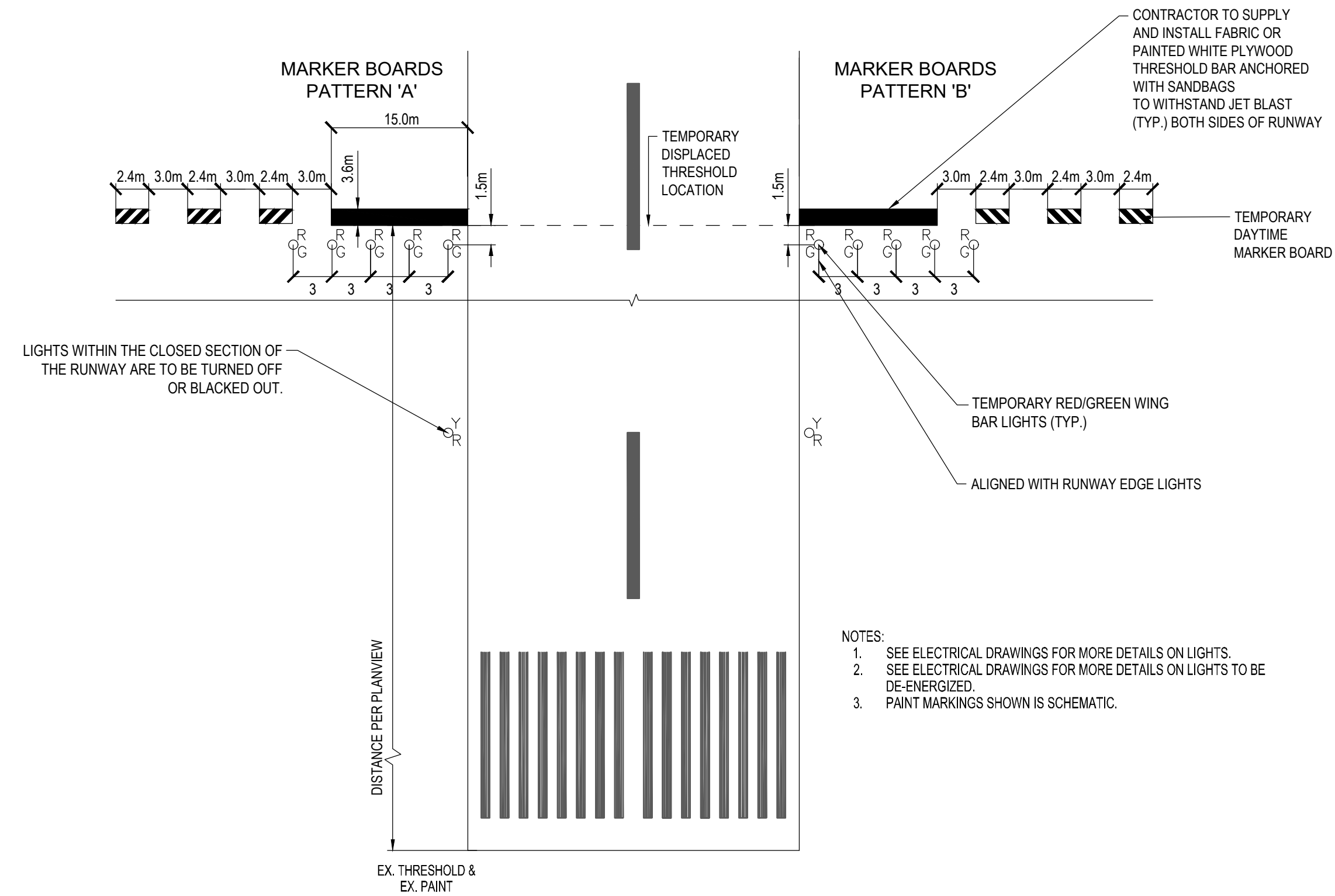
- RUNWAY THRESHOLD TO BE RELOCATED 1000FT. A TEMPORARY RELOCATED THRESHOLD MARKING IS TO BE PROVIDED BY THE CONTRACTOR AND INSTALLED AS SHOWN IN THE DRAWINGS. IT IS TO BE REMOVED WHEN THE TEMPORARY RAMP IS INSTALLED AT THE END OF PHASE 1 AND REINSTATED PRIOR TO THE START OF PHASE 2.
- WORK AREA C IS TO BE SPLIT UP INTO TWO PHASES:
    - PHASE 1
      - WORK IN THIS AREA WILL INCLUDE EXCAVATION AND BULK GRAVEL INSTALL. A RAMP IS TO BE INSTALLED ALONG THE RUNWAY ASPHALT SHOULDER TO PROPERLY GRADE THE STRIP TO TP312 5TH EDITION STANDARDS.
    - PHASE 2:
      - WORK WILL INCLUDE FINE GRADING, AND ASPHALT PAVING.
- RUNWAY 15-33 WILL HAVE A CHANGE IN AGN TO IIB WHEN WORK IS COMPLETED IN WORK AREA C.

CADD FILE: AIRP03972-01\_G-101.dwg PLOTTED DATE: 2026/04/07 AT 08:22:01 PLOTTED BY: CLENDENING, TODD

## ANNEX 2

### DISPLACED THRESHOLD DETAIL / TP 312 REFERENCE SECTIONS FOR UNSERVICEABILITY MARKINGS

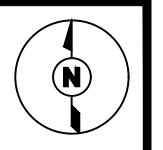
CADD FILE: AIRP03792-01 G-201.dwg PLOTTED DATE: 2026/04/07 AT 08:22:06 PLOTTED BY: CLENDENING, TODD



- NOTES:
1. SEE ELECTRICAL DRAWINGS FOR MORE DETAILS ON LIGHTS.
  2. SEE ELECTRICAL DRAWINGS FOR MORE DETAILS ON LIGHTS TO BE DE-ENERGIZED.
  3. PAINT MARKINGS SHOWN IS SCHEMATIC.

1 TEMPORARY RELOCATED THRESHOLD LAYOUT  
-- N.T.S.

KEY PLAN



CONSULTANTS

SEAL	SEAL
------	------

PERMIT

REV	ISSUED FOR	DATE	APPD
0	TENDER	2026.04.06	A.E.



**NEW TAXIWAY C AND AIRSIDE INDUSTRIAL PROPERTY**

**TERRACE-KITIMAT (YXT)**

PROJECT NO :	TRN AIRP03972-01
CONTRACT NO :	
DRAFTED BY :	T. CLENDENING
DESIGNED BY :	A. EVANS / T. CLENDENING
CHECKED BY :	S. FRIESEN
APPROVED BY :	A. EVANS

**PLAN OF CONSTRUCTION OPERATIONS DETAILS**

DRAWING NO : **G-201**

50 mm

### 5.2.22 Information Message Marking

*Note: An information message marking is text painted on the paved surface of an apron without the overall background that is associated with the painted sign pavement marking.*

#### **Application**

**5.2.22.1** Where provided, the information message marking is as specified in this section.

#### **Location**

**5.2.22.2** An information message marking is restricted to apron areas.

#### **Characteristics**

**5.2.22.3** The information message marking for use by aircraft is yellow.

### 5.2.23 Ancillary Services Marking

*Note: The ancillary services marking is provided to identify the location of various airfield elements such as taxiway edge lights, catch basins and manhole covers.*

#### **Application**

**5.2.23.1** Where provided, the ancillary services marking is as specified in this section.

#### **Characteristics**

**5.2.23.2** The ancillary services marking:

- (a) is a single yellow line 15 cm ( $\pm 5$  cm);
- (b) is 90° to the runway or taxiway edge;
- (c) does not extend onto the manoeuvring surface greater than 4 m from the edge; and
- (d) does not interfere with other markings.

### 5.2.24 Unserviceable/Closed Marking

#### **General**

**5.2.24.1** When a runway, taxiway or portion thereof is permanently closed, all markings other than the closed markings are removed.

#### **Application**

**5.2.24.2** Where a runway, taxiway or portion thereof is closed or becomes unserviceable an unserviceable/closed marking is displayed except where the closure is for a short period and other means of advising aircraft and vehicle operators are used.

## **Location**

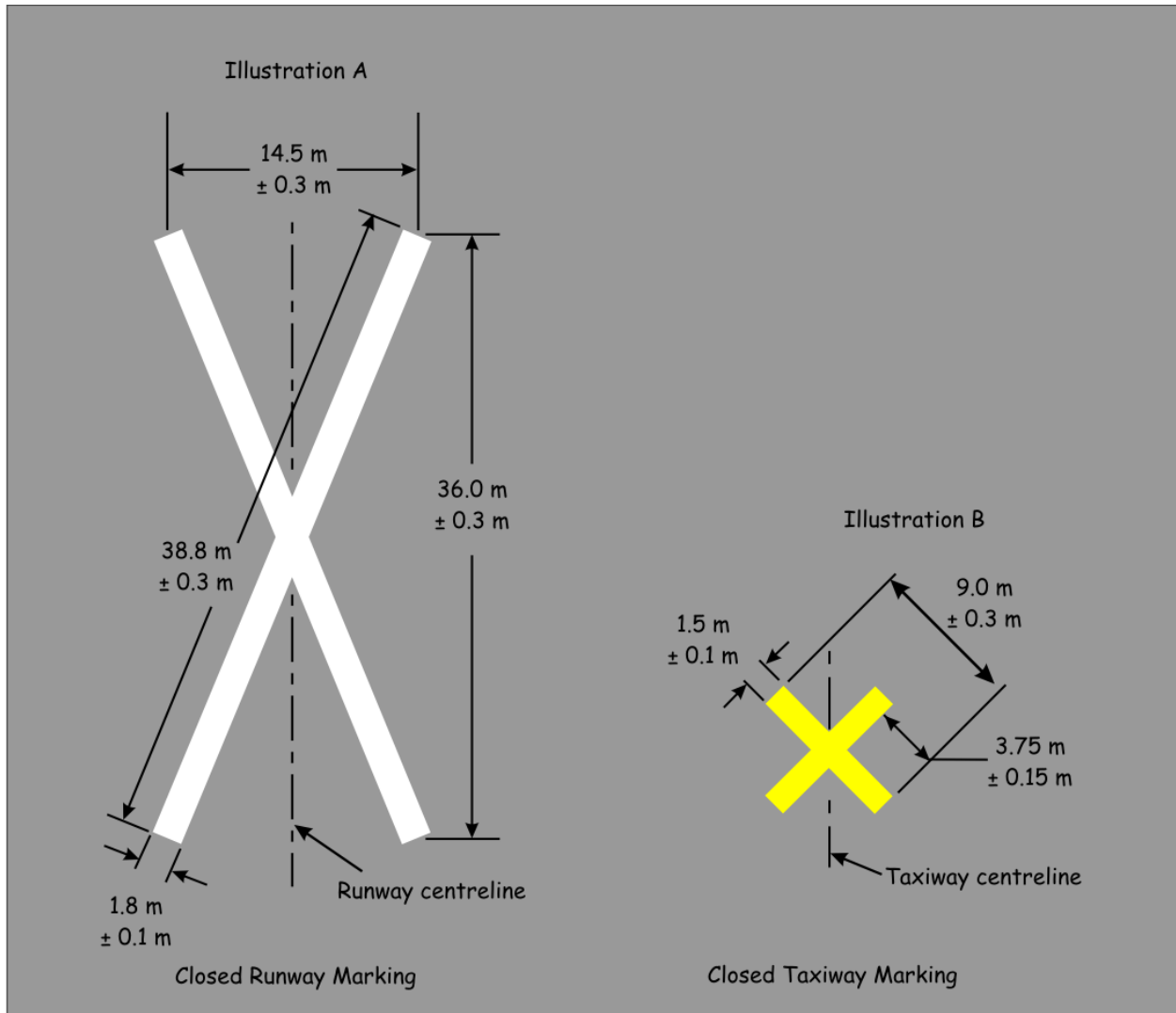
- 5.2.24.3** On a runway, the unserviceable/closed marking is placed at each end of the runway, or portion thereof, declared closed. Additional markings are placed so that the maximum interval between markings does not exceed 300 m.
- 5.2.24.4** On a taxiway, the unserviceable/closed marking is placed at each end of the taxiway or portion thereof declared closed.

## **Characteristics**

- 5.2.24.5** Subject to 5.2.24.7, the unserviceable/closed marking on a runway is white and of the form and proportions detailed in Figure 5-20, Illustration A.
- 5.2.24.6** Subject to 5.2.24.7, on a taxiway or apron, the unserviceable/closed marking is yellow and of the form and proportions detailed in Figure 5-20, Illustration B.
- 5.2.24.7** On unpaved surfaces, or for the temporary (short) closure of a paved surface, the following may be used as alternatives:
- (a) subject to [section 5.3.33](#), lighted closed markers can be used in lieu of unserviceable/closed markings for closures of short duration;
  - (b) on a runway, markings utilizing materials other than paint or other suitable means may be used;
  - (c) on a taxiway or apron, frangible barriers or markings utilizing materials other than paint or other suitable means may be used

*Note 1: The intent of (b) is to allow for the use of alternatives to paint such as a large plastic X that would be of the form and proportions of Figure 5-20.*

*Note 2: See [sections 5.3.32](#) and [5.3.33](#) for information on the lighting of unserviceable areas.*



**Figure 5-20: Closed runway and taxiway markings**



## ANNEX 3

### FLIGHT SCHEDULE

**Scheduled Flights - Effective January 1-31, 2026**

Type	Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	To/From
Departure	05:20	AC8438	AC8438	AC8438	AC8438	AC8438	AC8438	AC8438	YVR - RON (D)
Arrival	09:38	AC8437	AC8437	AC8437	AC8437	AC8437	AC8437	AC8437	YVR
Arrival	10:10	WS3445	WS3445	WS3445	WS3445	WS3445	WS3445	WS3445	YVR
Departure	10:15	AC8440	AC8440	AC8440	AC8440	AC8440	AC8440	AC8440	YVR
Departure	10:40	WS3444	WS3444	WS3444	WS3444	WS3444	WS3444	WS3444	YVR
Arrival	11:05		9M705			9M705	9M705		YXS
Arrival	11:25		WS3675			WS3675			YYC
Departure	11:55		WS3674			WS3674			YYC
Arrival	12:35	9M703			9M703				YXS
Departure	13:45	9M708	9M708		9M708	9M708	9M708		YXS
Arrival	15:28	AC8441	AC8441	AC8441	AC8441	AC8441	AC8441	AC8441	YVR
Departure	16:00	AC8444	AC8444	AC8444	AC8444	AC8444	AC8444	AC8444	YVR
Arrival	18:13	AC8443	AC8443	AC8443	AC8443	AC8443	AC8443	AC8443	YVR
Departure	18:50	AC8446	AC8446	AC8446	AC8446	AC8446	AC8446	AC8446	YVR
Arrival	18:55		WS3447	WS3447	WS3447	WS3447	WS3447	WS3447	YVR
Departure	19:25		WS3446	WS3446	WS3446	WS3446	WS3446	WS3446	YVR
Arrival	21:48	AC8447	AC8447	AC8447	AC8447	AC8447	AC8447	AC8447	YVR - RON (A)

Schedule subject to change without notice

**AIRPORT HOURS**

	Open	Close
Daily	03:00	23:00

**SECURIGUARD HOURS**

	Open
Daily	24 hours

Legend: **Jazz**      **WestJet**      **CMA**

**Jazz Notes:**

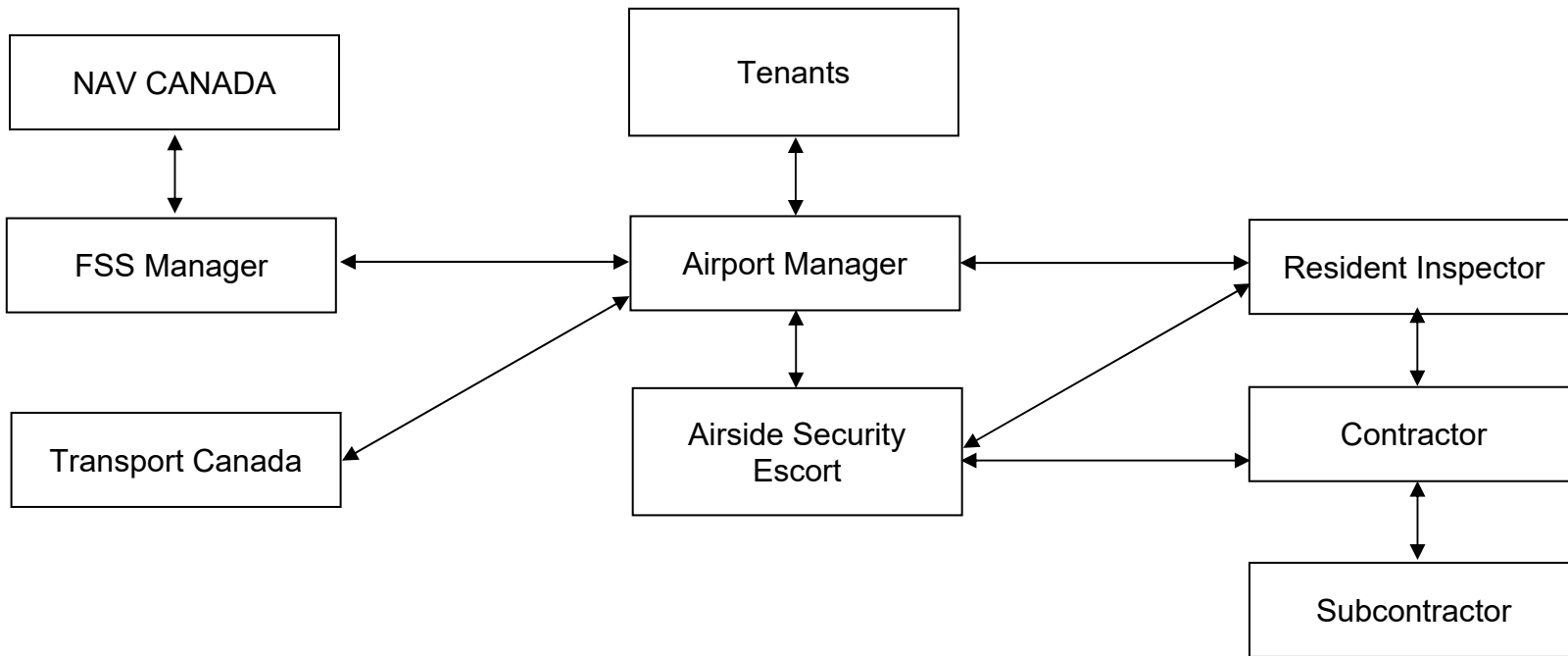
- 01-Jan-26 AC8437/AC8440 & AC8443/AC8446 not operating
- 02-Jan-25 AC8437/AC8440 not operating
- 04-Jan-25 AC8437/AC8440 not operating

**CMA Notes:**

- 01-Jan-26 705/708 not operating
- 02-Nov-25 705/708 not operating

## ANNEX 4

### LINES OF COMMUNICATIONS CHART



**LINES OF COMMUNICATION  
FOR  
CONSTRUCTION OF NEW TAXIWAY C  
NORTHWEST REGIONAL AIRPORT TERRACE-KITIMAT  
TERRACE, BC**

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## ANNEX 5

### CONTRACTOR AIRPORT ORIENTATION

# CONTRACTOR AIRPORT ORIENTATION

## **All airside work will be done under an Airside Security Escort.**

The Airside Security Escort will control the activities of the Contractor's personnel and equipment and the inspection staff.

### **Geographic Orientation**

The attached site map in Annex 1 provides an overview of the Northwest Regional Airport Terrace-Kitimat and the project locations.

### **Boundaries**

Two words that are new to you are "groundside" and "airside". These are self-explanatory and, at any airport, these two sides are well marked and physically divided by fences. On your airport map find the fences and note that they enclose the airside, the area used only for "activities directly related to the aircraft operation". Anything outside this area but still on the airport site is referred to as "groundside". Boundary and security functions of all restricted entrances to the airside must work together to prevent everything and everyone from animals and children to armed hijackers from gaining entry.

A temporary fenceline is to be installed for Work Area B, so that it is considered "groundside" and does not require an Airside Escort.

### **Groundside**

That area of an airport not intended to be used for activities related to aircraft operations and to which the public normally has unrestricted access. (i.e., "outside the fence").

### **Airside**

That area of an airport intended to be used for activities related to aircraft operations and to which public access is normally restricted. (i.e., "inside the fence").

### **Security Gates**

Gates are kept locked for security reasons and, unless manned by a security person, the gate must be closed and locked behind you when you use it, no matter how soon you expect to return.

## **Airport Movement Areas**

### **Runways**

Runways are used for aircraft takeoffs and landings. If you add a "0" to the runway number, you will get its magnetic direction to the nearest 10° (i.e., Runway 15-33 has a magnetic bearing 150° or 330°).

The Runway will be open to aircraft operations unless specified in the Plan of Construction Operations or a declared emergency and must be maintained in an operating condition during those periods, so that everyone and everything must remain clear of the pavement edge. After a runway closure, the runway must be returned to operating condition before opening to aircraft.

### **Taxiways**

Taxiways are for aircraft movements other than takeoffs and landings. All taxiways will be open to aircraft traffic unless specified in the Plan of Construction Operations or a declared emergency and must be maintained in an operating condition during those periods. After a taxiway closure, the taxiway must be returned to operating condition before opening to aircraft.

Aprons

Aprons are for aircraft parking, loading and fuelling. You will not be working on the Apron.

**Identification of Taxiways and Aprons**

When you speak of an apron, you use a number (Roman numerals), such as Apron I (pronounced Apron One). When you speak of a taxiway you use a letter such as Taxiway "C". The letter is displayed on a sign to identify the particular taxiway. The taxiways are actually called Alpha, Bravo and Charlie because they are referred to by the phonetic alphabet.

**Barricades**

The limits of your work area will be identified by barricades, barrels, fences, or delineators. **Do not pass beyond the barricades, barrels, fences, or delineators as you are about to enter a restricted area.**

**FOD**

Foreign Object Damage (FOD) is a substance such as rocks, dust/dirt, loose paving material, tools, garbage, etc., that because of its proximity to the area of aircraft in motion, has the potential to accidentally encounter an aircraft and threaten its safe operation and/or require a repair. All runways, taxiways and aprons shall be kept clean of FOD at all times, and covered garbage containers shall be provided to contain material from blowing onto these surfaces.

**Vehicle Traffic Regulations**

All drivers of vehicles airside must hold a valid driver's license. When on and off airport property, you are required to observe all municipal, provincial and federal traffic regulations.

**No smoking or vaping regulations are in effect on all airside areas.**

**Failure to obey the instructions contained in this form will result in the persons involved being removed from the work site.**

I have reviewed the "Contractor Airport Orientation" and understand the contents of these forms.

Foreman

Date

\_\_\_\_\_

\_\_\_\_\_

Employee

Date

\_\_\_\_\_

\_\_\_\_\_

## ANNEX 6

### CIVIL AND ELECTRICAL DRAWINGS