

SEP 05 2007

COPY

The Honourable Lawrence Cannon
Minister of Transport, Infrastructure and Communities
Tower C – 330 Sparks St.
Ottawa, Ontario, Canada K1A 0N5

Dear Minister Cannon:

Re: Labrador Coastal Airstrip Program

Attached for your information is a copy of the proposed five-year capital restoration plan for projects under the 1982 Labrador Air/Marine Service Agreement. This plan will be submitted to your officials shortly for their review and approval. Included in this plan are projects required to upgrade the Port Hope Simpson Airstrip to a regional airport facility, while closing the airstrips at St. Lewis (Fox Harbour), Charlottetown, and Mary's Harbour on the South Coast of Labrador. At this time, we would also like to remove the airstrip at Davis Inlet from the 1982 Agreement, as this facility was abandoned with the relocation of the community from Davis Inlet to Natuashish.

Due to the evolving nature of transportation systems (air, sea, road) in Labrador over the past decade, it is difficult to predict the long-term (i.e. 15+ years) needs of Southern Labrador at this time. The completion of the Trans Labrador Highway into Happy Valley-Goose Bay will also have significant impacts on the requirements for transportation infrastructure.

The rationale for providing improvements to the Port Hope Simpson Airstrip include improvements to the passenger waiting terminal facility to accommodate increased passenger traffic as a result of the closure of the three airstrips noted and a possible extension of up to (1000 feet), including paving the airstrip to allow for greater usability of the strip under marginal weather and low ceiling conditions. The current runway length of 2,500 feet provides the minimum landing length for the Twin Otter and other similar aircraft. In addition, the terrain surrounding the airstrip is very hilly, with peaks protruding in the desirable approach and landing flight paths. A longer runway will provide the pilot with a greater degree of safety and confidence when landing under marginal weather and will improve the airstrip availability to well over 90 percent.

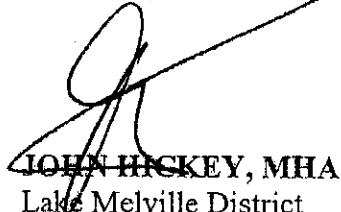
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Removing the financial requirement for the Government of Canada to provide capital restoration funding to four of the thirteen airstrips currently covered under the 1982 Labrador Air/Marine Service Agreement should provide sufficient financial flexibility and justification for the required expenditures to upgrade the Port Hope Simpson Airstrip.

The Newfoundland and Labrador Department of Transportation and Works is also currently investigating alternate site locations for the Nain Airstrip. As night Visual Flight Rule operations are not available at the Nain Airstrip, the community does not have normal night time landings or 24-hour emergency medical assistance, as do other northern communities. I will keep you informed as our investigation on this progresses.

With every best wish,



JOHN HICKEY, MHA
Lake Melville District
Minister

Enclosure

cc: Honourable John Ottenheimer
Honourable Loyola Hearn

**Coastal Labrador Airstrips Five Year Plan
2008-2013 (P.H.S. Upgrade)**

	Project Description	Expenditure
Year 1 2008/2009	New Projects: Agreement #	
	Port Hope Simpson - Phase I: Upgrade terminal facility	\$800,000
	Port Hope Simpson - Phase II: Upgrade runway by up to 1000 feet	\$2,120,000
	Audit 2008/2009 Program	\$5,000
	Sub-Total Year 1	\$2,925,000
Year 2 2009/2010	New Projects: Agreement #	
	Port Hope Simpson - Phase III: Pave apron/runway	\$2,000,000
	Audit 2009/2010 Program	\$5,000
	Sub-Total Year 2	\$2,005,000
Year 3 2010/2011	New Projects: Agreement #	
	Williams Harbour - Replace overhead doors, building envelope/roof repairs and replace furnace	\$175,000
	Williams Harbour - Resurface airstrip/apron, replace AVASIS with APAPI and replace RILS	\$540,000
	Audit 2010/2011 Program	\$5,000
	Sub-Total Year 3	\$720,000
Year 4 2011/2012	New Projects: Agreement #	
	Cartwright - Replace Loader and Blower, include scarifier	\$410,000
	Port Hope Simpson - Replace Loader and Blower, include scarifier	\$410,000
	Black Tickle - Replace overhead doors and building envelope/roof repairs	\$165,000
	Port Hope Simpson - Purchase 22,000 litre fuel tank	\$20,000
	Audit 2011/2012 Program	\$5,000
	Sub-Total Year 4	\$1,410,000
Year 5 2012/2013	New Projects: Agreement #	
	Hopedale - Resurface airstrip/apron and replace over head doors	\$330,000
	Makkovik - Replace overhead doors and building envelope/roof repairs	\$165,000
	Rigolet - Replace AVASIS with PAPI	\$110,000
	Black Tickle - Replace AVASIS with APAPI	\$110,000
	Williams Harbour - Purchase 22,000 litre fuel tank	\$20,000
	Audit 2012/2013 Program	\$5,000
	Sub-Total Year 5	\$740,000
	Grand Total	\$4,920,000

Note: * Port Hope Simpson Phases I, II & III =

\$4,920,000