



For Immediate Release

News Release

Runway Construction on Schedule

45% of runway improvements are complete, despite challenging weather in July

- For the first 61 days of the runway construction, 95% of flights arrived on schedule
- June disruptions were less than anticipated with 44 flights impacted (98.4% success rate), while July's record-breaking poor weather combined with runway construction resulted in 224 flights being disrupted (92% success rate)
- Extensive planning, scheduling and consultation took place over the last three years in preparing for the 6-month closure of the primary runway this year
- Unpredictable and atypical weather during July impacted flight operations, especially during the two week construction of the intersection of the primary and secondary runways
- Next construction milestone is the reopening of 6000 feet of the 8500 foot primary runway by the end of September
- Construction is on schedule for completion of the runway project and reopening of entire primary runway at the end of November
- Category III Instrument Landing Systems (Cat 3 ILS) will be operational in 2016, and will increase usability of the Airport from 93.8% to 99%
- Once Category III Instrument Landing Systems are operational, St. John's International Airport will be the fourth airport to utilize this technology in Canada, and the only Airport with less than 10 million passengers annually

St. John's, NL, Tuesday, August 4, 2015 – St. John's International Airport Authority announced today that the upgrades and improvements being made to its primary runway this year are now 45 per cent complete and the construction is on schedule for final completion at the end of November. The final stage of the three-year construction project to complete the infrastructure improvements required to operate a Category III Instrument Landing System (Cat 3 ILS) by NAV Canada commenced on June 1st this year with the six month closure of the primary runway. While July was a challenging month due to atypical and unpredictable weather coupled with runway construction, 92 per cent of flights arrived as per schedule, and a 95 per cent success rate has been achieved since the closure of the primary runway on June 1st.

Work completed during the month of July included the critical phase of the project that involved construction where the primary and secondary runways intersect. To complete this work, the secondary runway was reduced in length and landing systems used during low visibility conditions were not available during the two week period between July 7th and July 22nd. Extensive construction planning and scheduling was conducted by industry experts in consultation with airlines more than a year in advance, and weather data from the past 30 years was analysed to determine the best period of time to conduct this critical phase of construction. The results of the analysis indicated these two weeks in July would be best to mitigate impacts to flight operations

Runway Construction on schedule, cont'd.

and have the runway project completed by the end of November. However, this year St. John's experienced the coldest July and the second highest level of rainfall on record. These atypical July conditions were also accompanied by low ceilings and poor visibility. As a result, 224 flights were impacted during the month due to the poor weather conditions and the unavailability of the primary runway. With 88 scheduled flights each day, this is equivalent to 2.5 full days of flight operations.

"The weather this July was more typical of the cold, wet and foggy weather we would typically experience during the month of May when flight disruptions are common. In fact, there were periods of time during July that visibility was too low for flights to operate even if the primary runway had been open with full capability," said Glenn Mahon, Director of Operations. "While we understand that the combination of poor weather and construction on the runway has resulted in disappointment and inconvenience for lot of passengers, the weather we've experienced this summer clearly demonstrates the strong need for the improvements we are making. It is these very frustrating and inconvenient flight disruptions that we are trying to significantly reduce in the long-term."

A total of 268 flights were impacted over the 61 days of construction during the months of June and July when the primary runway was closed. This represents an airfield accessibility of 95 per cent, an average that is higher than the Airport's overall annual average of 93.8 per cent. The installation and operation of the Cat 3 ILS will allow flights to operate on schedule 99 per cent of the time.

Extensive drainage, excavation, terrain removal and lighting installation as part of the runway project is complete. The focus is now on the rehabilitation and the repaving of the remaining 120,000 square metres of the primary runway. The next milestone of this project is the reopening of 6000 feet of the primary runway on September 30, 2015, followed by the reopening of the entire primary runway scheduled for the end of November. The Cat 3 ILS will be installed and operational by NAV Canada in time for the foggy season of 2016.

The Airport Accessibility and Safety Initiative is a \$37.3 million project that is cost shared between the Airport Authority, the Government of Newfoundland and Labrador and the Government of Canada, through Canada's Gateways and Border Crossings Fund in support of the Atlantic Gateway and Trade Corridor Strategy. The Cat 3 ILS technology will be installed and maintained by NAV Canada. Once operational, St. John's International Airport will be the fourth airport to utilize this technology in Canada, and the only Airport with less than 10 million passengers annually.

Further information and a video of the runway construction can be found on the Airport Authority's website (stjohnsairport.com), including a link to videos (<http://bit.ly/1JzTucm>) (<http://bit.ly/1L5BHdj>) that outlines the work associated with the Airfield Accessibility and Safety Initiative.

St. John's International Airport Authority is a private, not-for-profit organization with the mandate to provide the region with a safe, cost-efficient transportation facility that is a catalyst for economic growth. Under the provisions of a long-term Ground Lease with the Federal Government of Canada, the Airport Authority is responsible for the airport's operations on behalf of the community it serves.

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