



Celebrating Municipal Excellence
2025 Nomination Form
Deadline: 4:00 p.m. on Tuesday, November 18, 2025

Nominee Information	
Name of municipality leading project:	Twin Lakes District Planning Commission Rural Municipality of Torch River No. 488
Additional municipalities included in nomination: <small>(please include the names of all partner municipalities)</small>	Towns of Carrot River, Choiceland and Nipawin Villages of Codette and White Fox Resort Village of Tobin Lake Rural Municipalities of Moose Range No. 486 and Nipawin No. 487
Contact Name:	David Yorke
Contact role in project:	Member of Technical Committee, Administraotr for R.M. of Torch River No. 488
Telephone #:	306-276-2066
E-mail Address:	rm488@sasktel.net
Name of Nominated Practice or Project:	TLDPC Heliport Project - Nipawin Hospital
Date of Project or Practice Initiation:	November 6, 2023
Date of Project or Practice Completion: <small>(If ongoing, please indicate)</small>	March 5, 2025
	Ongoing: <input type="checkbox"/>

Nominator Contact Information (if different than above)	
Name:	
Organization:	
Position:	
Mailing Address:	
Telephone #:	
E-mail Address:	

Please provide as much detail as possible. Winning practices are posted in the Best Practices Library as a reference or resource for others. Nominations that clearly outline the practice and all steps involved have a higher chance of being selected for an award.

The Practice

1. What issue inspired the nominated project or practice?

Discussions around the Heliport Project began several years ago. No one in Saskatchewan will ever forget the Humboldt Broncos tragedy that occurred on April 6, 2018. Although STARS crews were able to land on the highway and transport the most critically injured patients directly to Saskatoon, the remainder of the players that came to Nipawin Hospital for treatment had to rely on road ambulance to drive them back out to the Nipawin Airport for transfer either by another STARS helicopter or Air Ambulance.

2. What has this project or practice done to address the issue?

So the question was raised as to how will a Heliport make a difference? Inquiries have shown that by only having the Nipawin Airport as a landing site, it adds approximately 9 to 12 minutes to the transport of patients needing to be flown out to larger acute care facilities. These crucial minutes could mean the difference between saving a life or not.

The Heliport has also given those in the NE of the Province the opportunity to be stabilized at the Nipawin Hospital and then handed directly to the STARS Team without the ride or potential exposure to weather and a lowered cost with no transport cost from the hospital to the Nipawin Airport.

The Process

This section should be the longest and most detailed part of your nomination. Include enough information, such as steps, resources accessed, and considerations to support a municipality interested in applying to a similar project or practice.

3. Indicate who had a direct role in this project or practice:

- Municipal Council
- Municipal Administration
- Other

SHA, KGS Group, GroundEffect, CanDor Build Construction

4. What was the role of the municipal council and/or municipal staff in this project or practice?

Twin Lakes District Planning Commission is made up of Representatives from each of the nine member municipalities. Through the representatives, each Council was updated on every step of the of the project from initial concept through to certification. Assistance, support and additional guidance was given by Councils and Municipal Administration when required. There were a number of committees set up to deal with particular parts of the project such as the Technical Team and Media Team.

5. Were other groups were involved in developing this project or practice? If so, who were they and what role did they play?

SHA - the heliport was proposed to be constructed on the grounds of the Nipawin Hospital with SHA as the owner of that area. They were very involved in all aspects of the project as the completed and certified Heliport would be turned over to SHA for operation.

KGS Group - were the Engineering Consultant Group that was involved in review and recommendation on all aspects as well as supplying the TLDPC Project Manager.

GroundEffect Aerodrome Consulting Ltd. - provided Heliport consulting and engineering services for the project which included design, tendering, Project manager assistance, creation of Heliport Operations manual and training of operation staff and on-site during Transport Canada Certification inspection and any other Project assistance if available.

6. What resources were involved?

Donations were always intended to be the primary option for the monetary portion of the project. Although it is for the ratepayers of the TLDPC municipalities, it reaches far past those areas due to the location of Nipawin and being the gateway to the Northeast. Donations included many corporate and individual donations but also in-kind for some products and services, monies from the Humboldt Strong Community Foundation and assistance from SHA as well.

7. How was the project or practice developed?

TLDPC was able to use the experience of GroundEffect Consulting and the Melfort Union Hospital Heliport Project to design the project. From the beginning, there were several facets to the project development including Committee Structure, Timelines Overview, Budgeting and Municipal Financial Guarantees

The Results

8. What effect did this project or practice have on the community?

The project idea was initiated in 2018 and was followed by a significant amount of information gathering considering the overall process. The public was informed of the project and anticipated it moving forward. COVID put a huge damper on the project as getting information or any commitment during that time was painfully slow. The public was beginning to have severe doubts that this essential project would ever get off the ground. In Fall of 2022, it was decided that this project needed to move forward for the region and beyond. Many different aspects were considered and negotiated until it all culminated with a Fundraising Launch Event November 6, 2023. This event gave the public validation to the project that it was starting and was moving forward. Actual construction work assured the public that the project was finally off the ground as had been talked about.

9. Was a formal evaluation done after the project or practice was completed? Please explain.

The Formal Evaluation from the standpoint of the TLDPH Heliport Project was the receipt of the Final Certification of the Heliport from Transport Canada and the acknowledgement from SHA that the Heliport was fully operational March 5, 2025. A very exciting day for all involved.

10. Describe any challenges faced.

There were many challenges faced during this project. Timing, weather, sufficient funding, changes to requirements, building requirements, discovery of undisclosed buried infrastructure, differing opinions and ensuring that all final elements over achieved safety and building concerns.

Lessons Learned

11. What lessons were learned and what would you recommend doing differently?

Ensuring Communications reached everyone required, developing and sticking to standards and commitments is imperative. Every situation will be different as the potential partners will vary causing or creating pains that need to be overcome. The proponents have to keep the end goal in mind at all times.

All nominations will be listed on the Saskatchewan Municipal Awards website as a resource for other municipalities. Be sure to include specific information.

Please submit your completed nomination package to:

E-mail: awards@municipalawards.ca (preferred)

Fax: Attn: Saskatchewan Municipal Awards Program

Mail: Saskatchewan Urban Municipalities Association, Unit 305 – 4741 Parliament Avenue, Regina, SK S4W 0T9

Questions?

Contact Stephanie Bourassa at 306-525-4318.

***Thank you for submitting a nomination for the
19th annual Saskatchewan Municipal Awards.***