



building communities together

2019 Business Plan Anahim Lake Airport (1111)

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Working in partnership with communities, large and small, to make the Cariboo Chilcotin a socially, economically and environmentally desirable region to live, work and play.

Department/Function Services

The Anahim Lake Airport service function was established in 1975 through Bylaw No. 394 and merged with the Nimpo Lake Airstrip Service area through Bylaw No. 1195 in 1981. The taxation boundary was amended in 2013 through Bylaw No. 4840 to more accurately reflect the residents benefiting from the service. Requisition is by means of a tax applied to the assessed value of land and improvements within the specified area. The maximum requisition is the greater of \$55,000 or an amount raised by applying a tax rate of \$0.7322/\$1,000.

The airport achieved Transport Canada certification in 2010, which is necessary to maintain service by a scheduled carrier. A five-year contract to manage the airport was signed with Snooka Aircraft Services (2014-2019).

The role of the airport is significant to the community. It connects this remote area to the provincial, national and international air transportation network. This connection allows the rural location to become more attractive to industrial and commercial interests, improving its potential for economic development, and is generally the mainstay of the many tourism operators in the area.

The airport is vital for RCMP and Medevac flights and during emergency events, such as forest fires and floods. The airport became the command post for the Ministry of Forests in the effort to control large interface wildfires in the Precipice Valley in 2017, the Heckman Pass of Tweedsmuir Park in 2018, near Bella Coola in 2009, north of Anahim Lake in 2006 and near Charlotte and Turner Lakes in 2005.

The airport is served by scheduled service to Vancouver by Pacific Coastal Airlines under an Air Carrier Airport Use Agreement (Jan 2018 – Dec 2020), which also uses Anahim Lake as the alternate landing site when conditions limit visibility at the Bella Coola Airport. Other regular traffic includes numerous charters and recreational traffic.

The annual budget covers basic operational costs such as insurance and minor maintenance items. Because of its limited tax base, the airport relies on provincial or federal funding for any major improvements. In 2013, the Anahim Lake Airport Fees and Charges Bylaw No. 4833 was adopted to allow the charging of landing fees at the airport in order to further diversify revenue streams.

As Electoral Area J is the only stakeholder, and the *Local Government Act* requires more than one vote, the entire Board is responsible for the governance of this service.

Business Plan Goals, Rationale & Strategies

2019 Goals

1. **Goal:** Acquire grant funding to construct an apron expansion.
 Rationale: The existing apron is not able to accommodate the growing numbers of aircraft that are landing and parking at the airport, particularly fire-fighting aircraft and backcountry recreation charter flights.
 Strategy: The concept design and cost estimate for the expansion was completed in 2018 and will serve as the basis for grant applications in 2019. If grant funding is obtained, the project may be completed in fall 2019.
2. **Goal:** Construct a picnic spot with a gazebo and BBQ on the west side of the terminal.
 Rationale: A picnic spot will increase the appeal and use of the airport property.
 Strategy: Regional District staff will work with the airport manager to construct the picnic spot.
3. **Goal:** Review the airport management contract.
 Rationale: The current airport manager agreement expires in June 2019.
 Strategy: Review and procurement process will be led by Regional District staff and guided by the airport commission.
4. **Goal:** Install a defibrillator in the terminal building.
 Rationale: Defibrillators are becoming standard emergency medical equipment in public spaces and given the increasing number of visitors to the remote location, it is appropriate to have one at the airport.
 Strategy: Regional District staff will work with the airport manager to procure the required equipment and necessary basic training.
5. **Goal:** Complete brushing the infield and runway strip to remove vegetation.
 Rationale: The ingress of small trees over the years has created hiding places for wildlife and damage to the fence.
 Strategy: The airport manager will undertake the brushing work and procure contract support and equipment as required.

6. **Goal:** Complete landscaping around the terminal building.
Rationale: The terminal building is developing into a very comfortable place for pilots, passengers and community members to attend. The investment in a new terminal building in 2013 is well complemented by finishing the landscaping and other exterior improvements.
Strategy: The airport manager will complete the landscaping and other improvements.
7. **Goal:** Perform runway crack filling, seal coating and painting as necessary.
Rationale: Such maintenance must be done regularly to protect the long term investment in the runway, which is the airport's largest asset.
Strategy: Regional District staff will work with the airport manager to use in-house resources to complete the work.
8. **Goal:** Increase participation by all Anahim Lake Airport Commission members.
Rationale: Not all Commission members participate regularly in meetings and other airport business.
Strategy: The Airport Commission will work to encourage participation among all Commission members. CRD staff will ensure they have correct contact information for each Commission member in order to keep members informed about meetings and other airport business.

2020 Goals

1. **Goal:** Develop a concept design and costs for a terminal building expansion.
Rationale: The current space available in the terminal building does not allow for large numbers of visitors, which is now occurring more frequently as the airport traffic increases. Visitors at the airport include passengers on scheduled flights as well as people from chartered flights for adventure tourism such as heli-skiing. The existing building also does not properly service emergency response agencies, such as the BC Wildfire Service and the RCMP during events when the airport is a base of operations.
Strategy: Consulting services will be retained to design expansion options for the building with guidance provided by the airport manager and Regional District staff.
2. **Goal:** Complete a Safety Management System external audit.
Rationale: The SMS is an integral part of maintaining airport certification with Transport Canada. The extensive system effects all aspects of airport operations and is reviewed periodically by Transport Canada for compliance.
Strategy: The external audit must be completed by a qualified third party, not connected to airport operations. A consultant will be retained to complete the process.

Overall Financial Impact

The 2019 requisition is increased by 1% from the 2018 requisition, which amounts to \$509 for a total requisition of \$51,432. An increase of 1% from 2020-2023 is also planned to accommodate operational cost increases.

The 2018 requisition was increased from the 2017 requisition by 1%.

The 2014 requisition was increased by \$13,837 from the 2013 requisition, which equates to an increase of approximately 40%. The 2014 requisition rate remained the same as the 2013 requisition rate; however, the taxation area was enlarged to better reflect those who benefit from the service, thereby increasing the requisition amount.

The five-year capital plan for the service identifies a consistent average annual expenditure of about \$20,000 which includes facility and runway improvements. This figure may vary from year to year as new projects are approved.

The service has projected capital reserve funds of \$98,543 at the end of 2018, including a contribution of \$40,000 in 2018. These capital reserves were greatly reduced in 2013 due to the realization of the runway extension paving and terminal building construction. Contributions of \$20-\$40,000 per year to rebuild reserves are planned now that these projects are complete.

Fuel sales provide significant revenue for the airport; however, they are highly unpredictable based on commercial and local forest fire fighting activity. The Regional District includes a mark-up of at least \$0.30 per litre to support airport operations and improvements. Preliminary net revenue for 2019 is estimated at \$13,500 based on a long-term average for sales. A major increase in net revenues occurred in 2017 and 2018 due to supplying fuel to the fire suppression efforts in the Chilcotin. The estimated net revenue in 2018 is \$49,024.

Landing fees of \$20 for fixed wing aircraft and \$5 for helicopters on commercial, non-scheduled flights were implemented at the airport in 2013. Preliminary net revenue from landing fees for 2019 is estimated at \$1,500.

Significant Issues & Trends

As of August 31st, airport movements in 2018 were 1,592, down approximately 16% from 2017, but still demonstrating continued regular use of the airport. Included in these figures are 6 medevac flights, down from 26 in 2017 for the same period, but still illustrating the ongoing importance of the airport to the well-being of local residents. In 2017, the airport had a total of 2,347 movements and 33 medevacs.

The Cariboo Regional District is a signatory on the Province of BC/UBCM Climate Action Charter, and has committed to continuing work towards carbon neutrality in respect of corporate operations.

Measuring Previous Years Performance

Goal: Complete a ‘shovel-ready’ design and costing for a fuel system upgrade including self-serve capability.

- Complete. The design was critical for obtaining grant funding which was successful in June 2018, and the fuel system is planned for installation in October 2018.

Goal: Remark Runway 13-31 to enable use of the full runway length.

- Completed. Runway is now 1381 metres of useable length.

Goal: Conduct an Obstacle Limitation Surface survey

- Completed to confirm runway meets new regulatory standards.

Goal: Complete brushing the infield and runway strip to remove vegetation.

- Completed.

Goal: Complete landscaping around the terminal building.

- Completed. Some additional works to be completed in 2019.

Goal: Perform runway crack filling, seal coating and painting as necessary.

- Completed following deferral in 2018 due to wildfire event and fire suppression activity.

Goal: Increase participation by all Anahim Lake Airport Commission members.

- In progress. Existing members will contact other potential members within the community and a request was sent for the Ulkatcho Band to appoint a representative.

Other Accomplishments

The airport once again proved its significant community value by serving as the base of operations for aviation support to local firefighting activity of the BC Wildfire Service. The BCWFS was stationed at the airport for numerous days in 2018.

A new contract with Pacific Coastal Airlines was entered into in 2018 that more accurately reflects the workload at Anahim Lake due to re-routing as a result of poor landing conditions on flights to Bella Coola.

The BCWFS was stationed at the airport for 75 days in 2018 and 75 days in 2017.