



building communities together

2020 Business Plan Anahim Lake Airport (1111)

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Working in partnership with communities large and small to offer local, sub-regional, and regional services to ensure that the Cariboo Chilcotin is a socially, economically, and environmentally desirable region.

Department/Function Services

The Anahim Lake Airport 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 (2019-2024).

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. The fees were updated through Bylaw No. 5204 in 2019.

The Anahim Lake Airport Commission (Bylaw No. 4739) provides local guidance to development at the airport. The commission has membership from the local community associations, cattlemen's association and the Ulgatcho First Nation.

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

2020 Goals

- 1. **Goal:**** Review the Airport Use Agreement with Pacific Coastal Airlines.
Rational: The current agreement with Pacific Coastal Airlines will expire at the end of 2020. Under the agreement the airport provides passenger and shipping services to PCA for flights in to Anahim Lake.
Strategy: Staff will review the agreement with PCA and bring forward a proposed renewal for consideration of the airport commission.
- 2. **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 2020.
- 3. **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.
- 4. **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.

5. **Goal:** Attend runway condition reporting and airport operations training.
Rationale: Proof of training and qualifications is required by Transport Canada to maintain airport certification.
Strategy: Funding for training course as required is included in the financial plan and will be attended as necessary. The immediate need for 2020 is for the airport manager to attend a runway condition reporting course.
6. **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.
7. **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.

Overall Financial Impact

The 2020 requisition is increased by 1% from the 2019 requisition, which amounts to \$515 for a total requisition of \$51,946. An increase of 1% from 2021-2024 is also planned to accommodate operational cost increases.

The 2019 requisition was increased from the 2018 requisition by 1%.

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 \$139,013 at the end of 2019, including a contribution of \$40,000 in 2019. These capital reserves were greatly reduced in 2013 due to the realization of the runway extension paving and terminal building construction. Contributions of \$10,000 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 2020 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.

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 2020 is estimated at \$1,500.

Significant Issues & Trends

As of August 31st, airport movements in 2019 were 854, down approximately 45% from 2018, but still demonstrating continued regular use of the airport. Included in these figures are eight medevac flights, up from six in 2018 for the same period, but still illustrating the ongoing importance of the airport to the well-being of local residents. In 2018, the airport had an annual total of 2,078 movements and 12 medevacs.

Activity at the airport during wildfire fighting operations has been overwhelming in recent years and, while the benefit of increased fuel sales has allowed larger contributions to capital reserves, the situation also highlighted the need for more apron and terminal building space at the airport. Consideration is also being given to establishing a permanent base of operations for the BC Wildfire Service at the airport.

The first private hangar is expected to be constructed at the airport in 2020 and this has the potential to lead to further development. A basic airport master plan has been created to help guide hangar construction locations. Depending on preferred lot size, approximately eight hangar locations could be made available and this would also require construction of a taxi way to allow airside access.

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: Acquire grant funding to construct an apron expansion.

- Not complete. A federal ACAP grant application was submitted but a response has not been received.

Goal: Construct a picnic spot with a gazebo and BBQ on the west side of the terminal.

- Not complete. This project was deferred in favour of other priorities including costs associated with an unscheduled audit from Transport Canada.

Goal: Review the airport management contract.

- Completed. A new five-year contract was signed with Snooka Aircraft Services (2019-2024).

Goal: Install an AED defibrillator in the terminal building.

- Completed.

Goal: Complete landscaping around the terminal building.

- Completed.

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

- Not completed. This project was deferred in favour of other priorities including costs associated with an unscheduled audit from Transport Canada.

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

A Safety Management System process audit was completed a year ahead of schedule in order to cost-share consulting services with the Williams Lake airport.

Staff attended a Quality Assurance audit training course as required through the results of a process audit by Transport Canada.

A long-term hangar construction and use agreement was initiated with Bella Coola Heli Sports. Construction is expected in Spring 2020 and this will be the first private hangar built on airport lands.

To guide future hangar development, an airport master plan was created to identify feasible locations for construction while also allowing taxi way access and airside security for certification.

The BC Wildfire Service was stationed at the airport for 75 days in 2018 and 75 days in 2017.