



building communities together

2020 Business Plan South Cariboo Regional Airport (1113)

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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 South Cariboo Regional Airport service was established by Supplementary Letters Patent No. 56, and became a function of the Cariboo Regional District in 1981 following successful negotiations with Block Bros who originally constructed the airport to facilitate access to its subdivision development at the 108 Mile Ranch.

The airport has the longest runway (4877 feet) in the South Cariboo and is the main access point to the area for large commercial aircraft as well as Medevac, RCMP and forest fire surveillance and suppression flights. A five-year contract (June 2018-2023) to manage the airport was signed with Dennis (Nick) Christianson of Nick's Rag and Tube.

The airport offers both avgas and jet fuel for sale year round. Currently six private hangars and four aircraft shelters are occupied by local pilots and companies on the property.

In 2013, a new self-serve fueling system was installed and accepts Visa and MasterCard. Since 2010, the airport offers GPS-based approach and departure procedures, which are published in the Canadian Air Pilot manual.

Electoral Areas G, H, and L and the District of 100 Mile House participate in this service, which is funded by means of a tax applied to the assessed value of land and improvements within the sub-regional service area. The maximum requisition is \$0.312/\$1,000.

Directors for Electoral Areas G, H, and L and District of 100 Mile House are responsible for the governance of this service and act, along with up to four appointed members, as the South Cariboo Regional Airport Commission, which was established to guide airport development and operations.

Business Plan Goals, Rationale & Strategies

2020 Goals

1. **Goal:** Complete a runway overlay and remarking.
 Rationale: Design for the overlay was completed in 2018. In order to preserve the long-term viability of the runway and the airport, a full runway overlay is required.
 Strategy: A Request for Proposals for the project will be issued based on the design plans developed by an engineering firm. Because the airport financial plan will not have enough capital reserves to cover the full project cost, the issuance of the RFP will be subject to obtaining a major infrastructure grant and or borrowing funds for the project.
2. **Goal:** Replace the airside electrical system including all runway and navigational lighting.
 Rationale: The electrical system has exceeded its functional lifespan and repair and replacement of parts is becoming difficult. Undertaking this project concurrently with the runway overlay provides good cost efficiency.
 Strategy: The electrical system will be part of the runway overlay design scope and the entire system will be upgraded to LED lighting resulting in significant energy savings. Regional District Community Works Funding has been identified to support this project.
3. **Goal:** Develop new aircraft loading and holding area.
 Rationale: At times, the airport apron can be overwhelmed with aircraft traffic and key flights, such as medevacs are challenged for space and confidentiality. Developing a new area for high priority flights near the north end of the runway will help alleviate this concern.
 Strategy: The engineered design for development of this area was completed in 2019. Capital funding for construction is allocated in the financial plan. If possible, this may be done concurrently with the runway overlay to be efficient with contractor availability.
4. **Goal:** Renovate the airport office and reception space.
 Rationale: The airport manager office and reception area in the Regional District hangar has not been updated in many years. The electrical and mechanical systems are sound; however, the office furniture and finishing are very dated.
 Strategy: Project will be supervised by the airport manager in consultation with Regional District staff. Funding is allocated in the financial plan for the project.
5. **Goal:** Purchase asphalt crack filling equipment.
 Rationale: Finding contractors to undertake runway maintenance in a timely manner is an ongoing issue and the current contract expires at the end of 2019. If the airport acquired its own equipment the maintenance work could be completed under small local labour contracts with the airport manager.
 Strategy: Purchase will be coordinated by the airport manager. Funding is allocated in the financial plan for the purchase.

2021 Goals

- 1. Goal:** Prepare locations for future private hangars.
Rationale: Only one location remains readily available for hangar construction and initial enquiries have been received for this final spot. Any additional locations will need site works to be prepared for future private hangars.
Strategy: Project will be supervised by the Airport Manager with support from Regional District staff. Initial discussions with the 108 Greenbelt Commission will be required to determine if additional space can be included in the airside development. This work may be done in conjunction with the runway overlay planned for 2019 or take place ahead of the overlay if major grant funding is not received.
- 2. Goal:** Complete airside access road construction.
Rationale: An airside access road will facilitate the development of additional private hangars or access to off-site hangars and provide the ability to restrict traffic away from runway and apron areas.
Strategy: Project will be supervised by the Airport Manager with support from Regional District staff. This work may be done in conjunction with the runway overlay planned for 2019 or take place ahead of the overlay if major grant funding is not received.
- 3. Goal:** Complete a regulatory review and redesign of the GNSS approach and departure procedures.
Rationale: Regulatory reviews of instrument flight procedures are required by Transport Canada every four years from the previous flight check. The procedures at the airport are due for review and, due to changes to the GNSS approach and departure design criteria by Transport Canada, a redesign of the GNSS procedures may also be necessary.
Strategy: If this task is not continued by Transport Canada as a service to small airports, then Direct Approach Consulting Inc., which designed the original flight procedures and is the ongoing maintenance contractor, will perform the review and redesign.

2022 Goal

Goal: Complete a master plan for airport development east of the runway.
Rationale: Development of the west side of the airport along Telqua Drive is limited by the amount of land available as well as road access. If the airport property had a direct connection to Highway 97 and utility services available on the east side of the runway, it would enable the Regional District to enter long term land agreements with major users like the Cariboo Fire Centre, and other private hangar developments.
Overall Financial Impact

The 2020 requisition is the same as 2019 for a current total requisition of \$230,268.

The requisition was increased by 10% per year from 2014 until 2018 and then no increase is planned for 2019-24. The South Cariboo Regional Airport Commission recommended these increases to accommodate a larger transfer to capital reserves to help rebuild the fund following a draw for the purchase of land and in anticipation of major future infrastructure replacement costs.

The long-term capital plan, completed in 2012 by EBA Engineering Consultants, identifies more than \$3.4 million in capital investments over the next 5-15 years for the airport.

Currently, the average annual capital and major repair expenditure planned for the airport is \$30-\$45,000 plus \$10-\$15,000 for runway maintenance.

The service has projected capital reserve funds of \$525,000 at the end of 2019 including a transfer to reserves of \$150,000 in 2019. The transfer to capital reserves in 2021-23 is consistent at \$100,000 per year. In contrast, a large transfer from reserves may be required in 2020 to facilitate the runway overlay project.

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 \$0.30 per litre to support airport operations and improvements. Preliminary net revenue for 2020 is estimated at \$22,500 based on a long-term average of 90,000 litres for annual sales. This additional revenue will support capital works at the airport and help manage short-term requisition increases.

A major increase in net fuel sale revenues occurred in 2017 and to a lesser degree in 2018 due to supplying the wildfire suppression efforts in the South Cariboo. The estimated net revenue in 2018 is \$40,000 and this enables larger than planned contributions to capital reserves.

Revenue from landing and tie-down fees is retained by the Airport Manager under the renewed management and operations contract signed in 2018.

Private hangar development at the airport, through Use and Occupancy agreements, generates revenues of \$12,968, but there is only limited potential to increase significantly beyond the current level unless new property is made available at the site.

Significant Issues & Trends

The scope of the runway overlay project will also include a replacement of the airside electrical system, upgrade to the runway lighting and replacing the VASI navigational lighting with a PAPI system. All lighting will be upgraded to LED resulting in significant energy savings. These capital projects, along with the AWOS replacement, which occurred in 2018, were identified in a long-term capital plan completed in 2012 by EBA Engineering Consultants. Completing these works addresses the majority of priority capital projects identified by EBA and ensures the long-term viability of airport infrastructure.

These major capital expenditures are not fully accounted for in the financial plan and will challenge operation of the airport in the future. Projects will require grant funding and potentially short-term borrowing; but access to capital reserves will also be beneficial.

Demand for private hangar space has returned following several low-interest years, probably due to broad economic issues at all levels. As such, there is the potential for a renewed emphasis on preparing space for hangars. Recent hail damage to aircraft also led to construction of a four-bay private sunshade structure and it is expected that interest in this approach to protecting aircraft will expand.

As of August 31st, airport movements in 2019 totaled 3258, down approximately 24% from 2018, but still demonstrating continued regular use of the airport. Included in these figures are 47 medevac flights, up from 39 medevacs for the same period in 2018, illustrating the ongoing importance of the airport to the well-being of local residents. In 2018, the airport had a total of 5,672 movements; 55 of these were 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 runway overlay and remarking.

- Not completed. Construction ready designs are complete and grant funding applications have been submitted; however, no response from the grant providers has been received to date.

Goal: Replace the airside electrical system including all runway and navigational lighting.

- Not completed. Construction ready designs are complete and grant funding applications have been submitted; however, no response from the grant providers has been received to date.

Goal: Install a defibrillator in the terminal building.

- Completed.

Goal: Install new length of tie down cables.

- Completed. The additional aircraft parking space is well used; however, space is still limited and accommodating larger aircraft continues to be problematic.

Goal: Develop new aircraft loading and holding area.

- Partially complete. Designs were prepared by a civil engineer and will require a large block retaining wall and appropriate fill material. Construction will be planned in conjunction with the runway overlay project or will proceed independently if the overlay does not receive grant funding.

Other Accomplishments:

The airport once again proved itself to be critical public infrastructure during the wildfire events of 2017 and 2018. The emergency generator performed perfectly and allowed the airport to continue to pump fuel and operate runway lights for firefighting aircraft when the entire 108 Ranch area lost power in 2017.