Alberni-Clayoquot Regional District
Alberni Valley Regional Airport Advisory Committee Meeting
Tuesday, February 2, 2021 @ 1:30 pm

Due to COVID-19, the meeting will be held via Zoom Video Conferencing and will be livestreamed on the ACRD website at https://www.acrd.bc.ca/events/02-02-2021/

Public Attendance: the public are welcome to attend the meeting via Zoom Webinar by registering at:
https://portalberni.zoom.us/webinar/register/WN_A5aaS8A6SFqizhO6jfvR9w

AGENDA

PAGE #

1. **CALL TO ORDER - CAO**

   Recognition of Territories.

   Notice to attendees and delegates that this meeting is being recorded and

   livestreamed to YouTube on the Regional District Website.

2. **ELECTION OF CHAIRPERSON FOR 2021**

3. **APPROVAL OF AGENDA**
   (motion to approve, including late items requires 2/3 majority vote)

4. **MINUTES**

   a. **Alberni Valley Regional Airport Advisory Committee Meeting –**   3 – 5
      December 2, 2020.

   THAT the minutes of the Alberni Valley Regional Airport Advisory Committee meeting held on December 2, 2020 be received.

5. **PETITIONS, DELEGATIONS & PRESENTATIONS**

6. **REPORTS**

   a. **Information Report – ACRD Draft Strategic Plan**   6 - 14

   THAT the Alberni Valley Regional Airport Advisory Committee receive the report for information.

1

b.   **Request for Decision – Review – AVRA Advisory Committee Terms of**   **15 - 19**
           Reference, 2021.

THAT the Alberni Valley Regional Airport Advisory Committee recommend that the Alberni-Clayoquot Regional District Board of Directors adopt the revised terms of reference for the Alberni Valley Regional Airport Advisory Committee for 2021.

c.   **Visioning and Strategic Plan for the Alberni Valley Regional Airport**
           Workshop 1 – led by consultants Mark Duncan and Andrew Cuthbert.

       1. **Background, Interview and Survey Results Report– Mark Duncan**   **20 - 29**
       2. **Engagement Results – Power Point Presentation**   **30 - 44**
       3. **AVRA Community Survey Results Memo – Andrew Cuthbert**   **45 - 95**
       4. **Tenant Suggestions**
       5. **Committee summary**
       6. **Next Steps**

THAT the Alberni Valley Regional Airport Advisory Committee receive the reports.

7.   **UNFINISHED BUSINESS**

8.   **LATE BUSINESS**

9.   **ADJOURN**

Alberni-Clayoquot Regional District

MINUTES OF THE
ALBERNI VALLEY REGIONAL AIRPORT ADVISORY COMMITTEE MEETING
HELD ON WEDNESDAY, DECEMBER 2, 2020, 1:30 PM

Due to COVID-19 pandemic, meeting conducted via Zoom video/phone conferencing

MEMBERS PRESENT:	Mike Ruttan, Chairperson, Member at Large, Alberni Valley
	Debbie Haggard, ACRD Director, Councillor, City of Port Alberni
	Penny Cote, ACRD Director, Electoral Area "D" (Sproat Lake)
	Bob Kanngiesser, Member at Large, Alberni Valley
	Shelley Crest, Port Alberni Port Authority
	Michael Hoff, Member at Large, Electoral Area "D" (Sproat Lake)
	Brandy Lauder, GIS/Councillor, Hupacasath First Nation
	Dan Savard, Director, Alberni Valley Chamber of Commerce
REGRETS:	Richard Watts, Councillor, Tseshaht First Nation
	Wilfred Cootes, ACRD Director, Councillor, Uchucklesaht Tribe Government
GUESTS:	Mark Duncan, AeroEdge Consulting Inc.
	Andrew Cuthbert, Urban Systems Ltd.
STAFF PRESENT:	Douglas Holmes, Chief Administrative Officer
	Mark Fortune, Airport Manager
	Janice Hill, Executive Assistant
	Pat Deakin, Economic Development Manager, City of Port Alberni

1. CALL TO ORDER
The Chairperson called the meeting to order at 1:31 pm.

The Chairperson recognized the meeting today is being held in the Tseshaht and Hupacasath Territories.

2. APPROVAL OF AGENDA

MOVED: P. Cote
SECONDED: D. Haggard

THAT the agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

a. **Alberni Valley Regional Airport Advisory Committee Minutes – July 23, 2020.**

MOVED: D. Savard
SECONDED: S. Chrest

THAT the minutes of the Alberni Valley Regional Airport Advisory Committee meeting held on July 23, 2020 be adopted.

CARRIED

4. REPORTS

The CAO provided a verbal summary of some key points in the policies included in the agenda.

a. **Information Report – Conflict of Interest Policy**

MOVED: P. Cote
SECONDED: S. Chrest

THAT the Alberni Valley Regional Airport Advisory Committee receive the report.

CARRIED

b. **Information Report – Rules Relating to In-Camera Committee Meetings**

MOVED: P. Cote
SECONDED: S. Chrest

THAT the Alberni Valley Regional Airport Advisory Committee receive the report.

CARRIED

c. **Visioning and Strategic Plan for the Alberni Valley Regional Airport – Conversation led by consultants Mark Duncan and Andrew Cuthbert.**
Mark Duncan and Andrew Cuthbert discussed the next steps for the Visioning and Strategic Plan process for the AVRA and requested feedback from the committee on the survey that will be distributed to interested parties, stakeholders, First Nations and the public on a variety of topics related to the future vision and use of the airport. Feedback was provided to the consultants including extending the open period for the questionnaire to January 15, 2021.

Bob Kanngiesser left the meeting at 1:58 pm.

MOVED: P. Cote

4

SECONDED: S. Chrest

THAT the Alberni Valley Regional Airport Advisory Committee receive the report.

CARRIED

5.   UNFINISHED BUSINESS

6.   ADJOURN

MOVED: S. Chrest
SECONDED: P. Cote

THAT the meeting be adjourned at 2:35 pm.

CARRIED

Certified Correct:

_____   _____
Mike Ruttan,   Douglas Holmes,
Chairperson   Chief Administrative Officer

INFORMATION REPORT

To: Alberni Valley Regional Airport Advisory Committee

From: Douglas Holmes, Chief Administrative Officer

Meeting Date: February 2, 2021

Subject: **ACRD Draft Strategic Plan**

_____

Recommendation:

THAT the Alberni Valley Regional Airport Advisory Committee receive the report for information.

Background:

Starting in September 2020, the members of the ACRD Board worked with an independent consultant (Brian Carruthers) to facilitate the development of content for the Board's strategic plan.

The Strategic Plan describes:
- The Region as it is today,
- The Board's aspirations for the Region in the future,
- The role of the ACRD,
- Our commitments as to how we will conduct ourselves as we fulfill our role,
- The purpose of the strategic plan, and;
- The Board's strategic focus areas

At the regular meeting of January 13, 2021, the ACRD Board of Directors approved the content of the Draft 2021-2024 Strategic Plan. The draft plan is attached to this report.

Staff will be providing recommended Targets for the specific strategies in the plan during the development of the 2021 – 2025 Financial Plan. The Board will use the Strategic Plan to guide its decision making including those recommendations that come from or go through ACRD Committees.
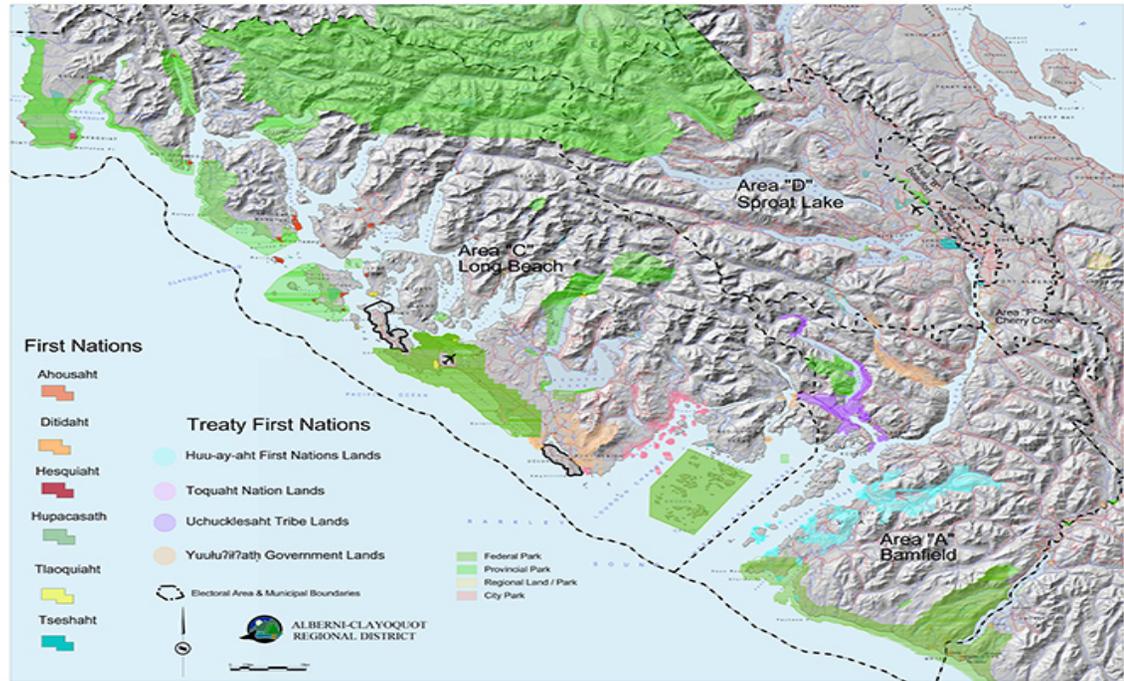
Submitted by: _____

Douglas Holmes, BBA, CPA, CA, Chief Administrative Officer

DRAFT - ACRD 2021 – 2024 Strategic Plan Framework

ACRD OVERVIEW

Date established, size, jurisdictions, number of services, etc. *(in progress)*

MESSAGE FROM THE

BOARD CHAIR

(in progress)

BOARD OF DIRECTORS

(in progress)

Our Region

The Alberni-Clayoquot is a striking and diverse region on west central Vancouver Island comprised of rugged mountains, expansive lakes, pristine rivers and a naturally wild coastline. The unique and scenic geography makes the Alberni-Clayoquot a highly popular destination for domestic and international visitors and provides an abundance of outdoor activities for its residents.

The region is strongly associated with, and dependant on the abundant fresh water lakes, rivers and ocean environments. The region's communities also enjoy strong connections with the rich First Nations culture and history. Although communities of the region are typically strong and resilient, there is an increase in vulnerable populations impacted by social and economic disparity.

The economy of the region is in transition from highly productive resource-based industries such as forestry and fishing to a more complex economy that also includes tourism, light industry, agriculture and retail services. A deep-sea port and two airports are major economic drivers that enable the transportation of goods and travellers and support industry. Relatively affordable housing costs and a mild climate contribute to an increase in people relocating to the region.

Our Future

As we look to the future, we envision a sustainable and balanced economy that supports a living wage and retains our families and younger population while allowing our elders to age in place. We will be better able to support our vulnerable populations and there will be a reduction in social and economic inequity. We will have maintained our spirit and our authentic historic values and embraced tolerance and inclusion.

Our future economic success is not achieved at the expense of the natural environment and we will have implemented measures to adapt to and mitigate the impacts of climate change. We will enhance our agricultural capacity, we will practice sustainable resource development on our lands and in our waters and our natural spaces and trails will continue to be highly valued by residents and visitors to our region.

Our communities will be better-connected culturally, physically and virtually. First Nations will have the opportunity for fuller participation in local governance; our roads, transit and marine transportation networks will be robust and our communities will have reliable cellular and broadband connectivity across the region. Our local governments will be better aligned and collaborative in the provision of services and our citizens will be actively engaged with their local governments.

<u>Our Role</u>

As a regional government, it is our role to provide effective and efficient local services that contribute to the liveability of our region and its communities. We utilize our strength as a regional government to convene and connect communities; to inspire and advance shared governance with First Nations and to advocate to other levels of government on behalf of our citizens. We engage with our residents to understand their needs and share information on our services and governance.

<u>Our Commitments</u>

As we fulfill our role in providing services and governance to our citizens, we will:

- **Consider all points of view** as we deliberate and make decisions
- **Be respectful** in our interactions and debate
- **Have a willingness to learn from others** and benefit from their experience and perspectives
- **Be prepared** so we can have informed discussion and debate
- **Value the work of our staff** and their commitment to public service

<u>Purpose of the Strategic Plan</u>

This strategic plan has been developed to unite the Board of Directors under a common vision for the region and to provide clear priorities and focus for staff. The plan will support a more strategic approach to financial decisions and ensure our resources are focused on the most important issues facing our region and our communities and will facilitate increased collaboration and alignment with our partners.

The strategies and objectives contained in this plan will be prioritized and advanced through the District's annual financial plans and workplans. While some objectives may be addressed within existing resource allocations, a number of objectives will require additional financial or staff resources to be allocated. Staff will provide the Board with regular reports on the status of the plan's implementation and progress.

STRATEGIC FOCUS AREAS

1. The Economy and COVID-19 Recovery

Goal

To maintain stability and confidence in our local economy.

Why

As a regional government, it is our responsibility to show leadership, support the well-being of our communities and to anticipate and plan for a new and changing future.

Strategies	Objectives	Targets *(in progress)*
1.1 Social Procurement Policy	Create procurement policies to enable local government expenditures that derive enhanced community benefit	
1.2 Leverage Community Works Funds and Other Grants	Strategic investment of CWF and targeted applications to grant programs for initiatives and projects that support economic recovery and development.	
1.3 Improve Broadband and Cellular Service	Advocate to senior government and private sector for improved internet and cellular service to remote, under-serviced areas of the region.	
1.4 Enhance Agricultural Development	Advocate to the Ministry of Agriculture and Agricultural Land Commission to reduce regulations that restrict or impede development and operation of agricultural lands. Support agricultural initiatives such as water supply/irrigation, farm-gate programs and farmer's markets	
1.5 Parks and Trails Service Levels	Review service levels for parks and trails to maximize their wellness values and benefits to economic development and COVID-19 recovery.	

2. Communications and Engagement with Communities

Goal

To enhance how we make information available to our citizen; to align our communications with our strategic objectives and to be proactive in engaging with the public on important initiatives and processes.

Why

Enhanced communication and engagement with our citizens will create better awareness of our role and the services we provide and input that is received will help to inform our decisions and actions.

Strategies	Objectives	Targets *(in progress)*
2.1 Media Engagement	Collaborate with the media to enhance the provision of information to the public	
2.2 Optimize Website and Social Media	Enhance the ACRD website and expand the use of social media platforms for public communication.	
2.3 Communications and Engagement Support	Obtain the services of a dedicated communications and engagement professional.	

3. Management of New and Existing Infrastructure

Goal

To effectively manage our infrastructure to ensure that we are able to maintain high levels of service and to mitigate future costs.

Why

Appropriate, reliable, well-maintained infrastructure will allow us to accommodate future growth and visitation in our region and mitigate health and safety risks to those who rely on our infrastructure.

Strategies	Objectives	Targets *(in progress)*
3.1 Appropriate Capital Reserves	Implement Asset Management program to ensure sustainable capital reserve balances for infrastructure repair and replacement including: • Development of a long-term financial plan • Development of a capital reserve policy • Perform condition assessment on critical assets • Fully implement GIS system for asset identification	
3.2 Solid Waste Management Plans Implementation	Implement regional organics diversion Implement enhanced leachate treatment at the WCL Improve recycling and diversion programs throughout the region	
3.3 Acquisition and Development of New Utilities	Establish a policy that provides criteria for the acquisition of new or existing water/sewer utilities.	

4. Emergency Management

Goal

To be adequately prepared for emergencies and disasters by coordinating our emergency planning and response activities and promoting community preparedness and resiliency.

Why

We have identified a number of existing hazards and vulnerabilities and we recognize that changes in our climate are increasing the risk of natural disasters such as flooding, land slides and forest fires and we have a legislated responsibility to plan for such events and respond effectively.

Strategies	Objectives	Targets *(in progress)*
4.1 Identifying Hazards and Risks	Undertake a climate change risk assessment to identify areas that may have increased hazards included those due to the affects of climate change.	
4.2 Emergency Response Plans	Keep current and maintain regional and sub-regional emergency response plans throughout the region.	
4.3 Improved Coordination	Explore opportunities for greater coordination with First Nations, municipalities and other agencies.	

5. Partnerships and Alignment

Goal

To achieve mutual benefits from partnering with First Nations, local governments and community partners, sharing and leveraging our resources and aligning our efforts towards common goals.

Why

Financial and service enhancement benefits can be achieved through leveraging and sharing our strengths and resources and we are more effective and avoid conflict and duplication when our objectives are aligned.

Strategies	Objectives	Targets *(in progress)*
5.1 Engagement with community partners	Engage with community partners to review respective goals and strategies and identify opportunities for alignment and cooperation.	
5.2 First Nations protocol agreements	Develop protocol agreements with regional First Nations communities to support reconciliation and partnering efforts.	
5.3 Governance/service reviews	Conduct reviews of: • Various Trails (e.g., Log Train Trail and multi use path) • Alberni Valley Aquatic Centre • Regional Transit Strategy	
5.4 Inter-regional planning	Convene inter-regional planning session following 2022 election	

ALBERNI-CLAYOQUOT REGIONAL DISTRICT

3008 Fifth Avenue, Port Alberni, B.C. CANADA V9Y 2E3   Telephone (250) 720-2700 FAX: (250) 723-1327

REQUEST FOR DECISION

To: Alberni Valley Regional Airport Advisory Committee

From: Wendy Thomson, General Manager of Administrative Services

Meeting Date: February 2, 2021

Subject: **Review – Alberni Valley Regional Airport Advisory Committee Terms of Reference, 2021**

Recommendation:
THAT the Alberni Valley Regional Airport Advisory Committee recommend that the Alberni-Clayoquot Regional District Board of Directors adopt the revised terms of reference for the Alberni Valley Regional Airport Advisory Committee for 2021.

Desired Outcome:
To review and re-confirm the terms of reference for the Alberni Valley Regional Airport Advisory Committee for 2021.

Background:
The *Local Government Act* enables Regional District's to establish and appoint members to standing committees to deal with matters the Board considers would be better dealt with by a Committee.

The Alberni Valley Regional Airport Advisory Committee is a standing committee of the Alberni-Clayoquot Regional District (ACRD) that reviews, reports and advises the Alberni Valley & Bamfield Services Committee on matters concerning the long-term development of the Alberni Valley Regional Airport.

At the first Committee meeting each year, all ACRD Committee's review their terms of reference and consider any amendments. Regional District staff recommend one change to the Alberni Valley Regional Airport Advisory Committee Terms of Reference for 2021 to include under "Scope of Work" the Committee's consideration of the ACRD's Strategic Plan during all deliberations and recommendations respecting long-term development of the Alberni Valley Regional Airport. The amended Terms of Reference is attached for consideration by the Committee.

All amendments to a Committee's terms of reference require approval by the ACRD Board of Directors.

Time Requirements – Staff & Elected Officials:
Minimal

Financial:
n/a

Strategic Plan Implications:
n/a

Policy or Legislation:
Local Government Act and ACRD Procedures Policy applies.

Members: City of Port Alberni, District of Ucluelet, District of Tofino, Yuułuʔiłʔatḥ Government, Huu-ay-aht First Nations, Uchucklesaht Tribe and Toquaht Nation
Electoral Areas "A" (Bamfield), "B" (Beaufort), "C" (Long Beach), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek)

Submitted by: _____

Wendy Thomson, General Manager of Administrative Services

Approved by: _____

Douglas Holmes, BBA, CPA, CA, Chief Administrative Officer

Alberni-Clayoquot Regional District

Terms of Reference
Alberni Valley Regional Airport Advisory Committee

Introduction

The Alberni-Clayoquot Regional District has formed the Alberni Valley Regional Airport Advisory Committee to facilitate participation from local government, First Nations, business and community interests within the Alberni Valley on matters associated with the development of the Alberni Valley Regional Airport.

The Airport Advisory Committee is a standing committee of the ACRD and reports directly to the Alberni Valley & Bamfield Services Committee.

Definitions

ACRD means the Alberni-Clayoquot Regional District.

Airport means the Alberni Valley Regional Airport.

AVBSC means the Alberni Valley & Bamfield Services Committee, a standing committee of the ACRD with representation from the City of Port Alberni, Uchucklesaht Tribe Government, Huu-ay-aht First Nation and Electoral Areas "A" (Bamfield), "B" (Beaufort), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek).

Board means the Alberni-Clayoquot Regional District Board of Directors.

Committee means the Alberni Valley Regional Airport Advisory Committee.

Objective

The Committee reviews, reports and advises the AVBSC on matters concerning the long-term development of the Airport.

Scope of Work

To achieve this objective, the Committee will review and advise the AVBSC and Board on the following:

   a. Promoting and marketing the Airport
   b. Encouraging the development of improved air services to the region
   c. Review and make recommendations on identified Airport matters as requested by the AVBSC

d.   Gather and provide community input with respect to Airport plans and activities impacting the community
e.   Review and provide input on issues impacting the Airport and Airport lands
f.   Advise on matters relating to Airport services such as; development planning, economic development, operations, maintenance and safety.

==All Committee deliberations and recommendations to the AVBSC and Board will be guided by the ACRD's Strategic Plan.==

Membership

In order to provide representation from all areas served by the Airport, as well as business and community interests, membership of the Committee is as follows:

a.   One (1) member nominated from the Tseshaht First Nation
b.   One (1) member nominated from the Hupacasath First Nation
c.   One (1) member nominated from the Alberni Valley Chamber of Commerce
d.   One (1) member nominated from the Port Alberni Port Authority
e.   Two (2) members at-large representing the business community in the Alberni Valley nominated by the AVBSC
f.   One (1) member at-large representing Electoral Area "D" (Sproat Lake) nominated by the AVBSC
g.   One (1) ACRD Director from the City of Port Alberni nominated by the AVBSC
h.   One (1) ACRD Director from the Alberni Valley Electoral Areas (Beaufort, Sproat Lake, Beaver Creek, Cherry Creek) nominated by the AVBSC
i.   The ACRD Director (1) from the Uchucklesaht Tribe Government

Appointment and Term

Upon recommendation from the AVBSC, members shall be appointed by the ACRD Board of Directors for a two-year term.

Upon recommendation of the AVBSC, the ACRD Board may, at any time, remove any member of the Committee and any member of the Committee may resign at any time upon sending written notice to the Chairperson of the Committee.

Upon recommendation from the AVBSC, Members may stand for re-appointment by the ACRD Board at the conclusion of their term.
Non ACRD members of the Committee serve without remuneration.

In the event of a vacancy occurring during the regular term of office, the vacancy may be filled for the remainder of the term by an alternate nominated by the AVBSC and approved by the ACRD Board of Directors.

Chair

The Committee shall, at its first inaugural meeting annually, elect a Chairperson from amongst its members.

Meeting Procedures

The meetings of the Committee shall be called by the Committee Chairperson and shall be held quarterly on the day and time agreed to by the Committee members.

The Chair of the Committee may call a special meeting of the Committee.

A majority of the Committee members shall represent a quorum, one of whom must be a Director of the ACRD Board.

Meetings of the Committee shall be conducted and held in accordance with the ACRD's Procedures Bylaw.

ACRD staff will provide support to the Committee including preparing agendas and reports, recording minutes of all meetings and ensuring Committee agendas, minutes, etc. are forwarded electronically for circulation to all members.

Reporting

Committee recommendations must be adopted by the Committee by way of motions, prior to presentation for consideration by the AVBSC.

The Committee will provide a status report to the AVBSC following each meeting.

The AVBSC will report to the ACRD Board annually on the activities of the Committee.

Regional District staff will provide advice and professional assistance to the Committee including drafting correspondence and reports.

Amended by the ACRD Board	May 13, 2020

Alberni Valley Regional Airport

Background (Section One)

Visioning and Strategic Plan

Note: This information is preliminary and meant as support for discussions at the AVRA Advisory Committee Workshop. The workshop is now broken into three Sections with Virtual Zoom Meetings.
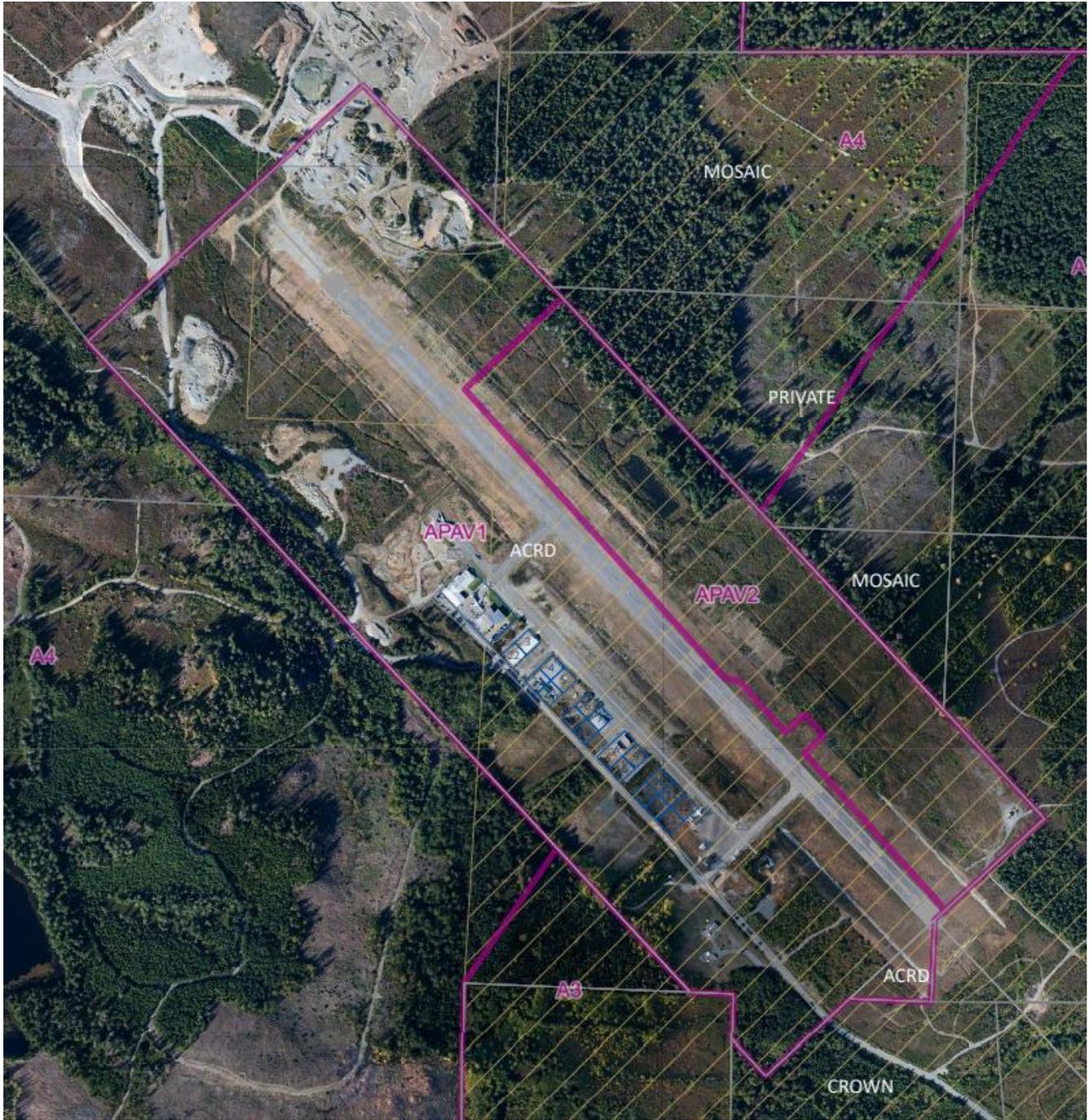
Section 1.- 1:30 pm Feb 2nd, 2021   Background and Survey Results.

Section 2.- 1:30 pm Feb 16th, 2021   Comparison Airports, SWOT, Airport Successes and Failures, Vision Alternatives, Strategic Alternatives.

Section 3.-1:30 pm Feb 23rd, 2021   Vision Review, Strategic Priorities, Capital Plan, Strategic Plan.

TABLE OF CONTENTS

1 SECTION 1: BACKGROUND, INTERVIEW AND SURVEY RESULTS

The Regional District of Alberni-Clayoquot has established an Airport Advisory Committee to oversee the development of the airport and to establish both a Vision and a Strategic Plan which will move the Alberni Valley Regional Airport (AVRA) into a leadership role.

This document provides preliminary background information for a workshop planned for February 2nd, 2021 with the Airport Advisory Committee to formalize the Vision and provide input to the Strategic Plan.

The key task of this workshop will be to create a development plan for the airport by examining constraints and opportunities, reviewing similar airports, completing a SWOT analysis, considering alternative scenarios, and generating a vision and related strategic priorities.

The project team will summarize this work into a vision and strategic plan which will provide a clear framework for development and position the airport as an economic driver for the region. The underlying objective of the strategic plan will be to foster support by the community, the Regional District, local First Nations, Provincial and Federal Governments as well as aviation and private sector investors.

1.1   Alberni Valley Regional Airport

The Alberni Valley Regional Airport (AVRA) was established in 1993 and the District has recently extended the runway to 5003 ft. and installed runway and approach lighting. In July 2020, new Area Navigation (RNAV) arrival and approach procedures were established and published in the Canada Flight Supplement. Some additional work is underway to improve approach altitude limits and complete a weather station installation, but the airport is fully capable of serving medium size aircraft including 737s and fire suppression aircraft used by Coulson Air (a major tenant on the airport). The airport has multiple tenants with both general aviation and glider operations. There has been recent interest in the airport through new lot and hangar development activity.

1.2 Population and Catchment Area

Alberni Valley Regional Airport and area is part of central Vancouver Island with a population of approximately 220,000 according to the latest 2016 census. The Alberni Valley region contains approximately 26,000 residents while most of the central Vancouver Island population is located in the Nanaimo and Comox areas. Port Alberni is situated approximately one hour and 15 minutes driving time from Nanaimo airport and an hour and forty minutes from Comox Airport. Airports traditionally define their "catchment" area in terms of travel time to the airport using a one or two-hour commute time.
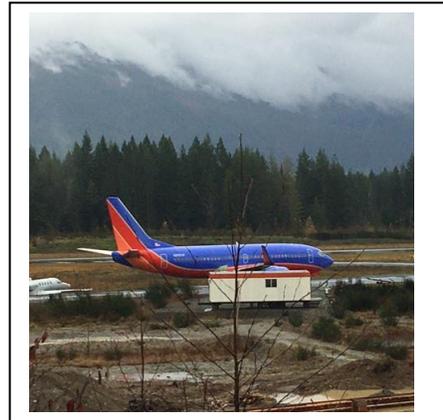
1.3 Location and Competition

Both Nanaimo and Comox have air carrier service with 480,000 and 435,000 passengers respectively in 2019. We can expect a significant drop in passengers is 2020 and it may take some time to rebuild flight service in 2021-22.

Location and catchment area play a significant role in individual airports attracting passenger traffic and the chart below demonstrates the population distribution in central Vancouver Island. Nanaimo can lay claim to the Nanaimo, Cowichan Valley and Oceanside areas with a population of 175,000 while Comox and Campbell River area comprise 95,000 residents. The Vancouver Island population is located primarily on the east coast of Vancouver Island and the weather also plays a significant factor in the growth of the Nanaimo and Comox airports. As a comparison Nova Scotia has a similar population to Vancouver Island with only Halifax and Sydney serving passenger traffic. Yarmouth which had scheduled service until the early 1990s is located just over 3 hours from the Halifax airport. Vancouver Island currently has 6 airports serving passenger traffic including Port Hardy, Campbell River, Comox, Nanaimo, Victoria, and Tofino. Although there has been an increase in "point to point" air travel in Canada and the US with smaller aircraft and new "low cost" carriers they still need a significant catchment area. Vancouver Island is expected to continue support multiple airports as well as specialty charter and air carriers.

Fig 1. Vancouver Island Population 2016 Census-Statistic Canada

Rank ⬍	Metropolitan area ⬍	Population (2016 Census)[28] ⬍	Core city ⬍
1	Greater Victoria	367,770	Victoria
2	Greater Nanaimo	104,936	Nanaimo
3	Comox Valley	54,157	Courtenay
4	Cowichan Valley	44,451	Duncan
5	Campbell River	37,861	Campbell River
6	Oceanside (Parksville-Qualicum Beach)	28,922	Parksville
7	Alberni Valley	25,112	Port Alberni

1.4   Regional Industry and Tourism

The Alberni Valley has been inhabited by the Tseshaht and Hupacasath First Nations for generations who provide a foundation for the culture and history of the area. The City of Port Alberni can trace its history back to safe port and mill operations as far back as 1860 and before. The valley has had a varied economic history based on the fortunes of the logging industry, but the economy is diversifying into manufacturing, tourism, aeronautical and technology areas.

The Coulson Group situated at the airport is a major employer in the region with 70 to100 employees working at the airport. Port Alberni is also a deep-water port serving primarily the forest sector responsible for generating approximately 900 full time jobs in the region. It is interesting to note the vision and mission for each of these organizations.

Coulson Air

Our Mission: Protecting our world from forest fires.

Our Vision: To become the world's most trusted Aerial Fire Fighting company, with a keen eye on professionalism, safety, and innovation.

Port Authority Port Alberni

Vision: To be a thriving and diversified international port.

Mission: To be an economic driver that facilitates maritime trade and marine commerce by providing professional service that respects the environment, the community and the port users

The area has growing tourism visits and is the land route to the West Coast including Tofino and Ucluelet. The corridor was once considered the "Surf Highway of Canada" but this title did not stick. With an increased length of the runway there have been several private aircraft and charter flights visit the airport to access private residences as well as

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fishing charters. The tourism benefits of the valley still remain "hidden" from the mainstream lower mainland population.

1.5   Air Industry Trends

General aviation in Canada has decreased over the last 15 years from approximately 3M annual movements to approximately 2.5M movements in 2019. The impact of COVID 19 is expected to take 5 to 7 years to return to 2019 passenger levels according to Vancouver International Airport.

Flight training however in the lower mainland continues to be strong and several companies are catering to foreign students. Aviation has traditionally been cyclical in nature.

Aviation has become increasingly specialized and AVRA already supports one of the largest firefighting companies in the world. Larger airports and air carrier safety requirements have also forced air operators to relocate to smaller airports to avoid congestion.
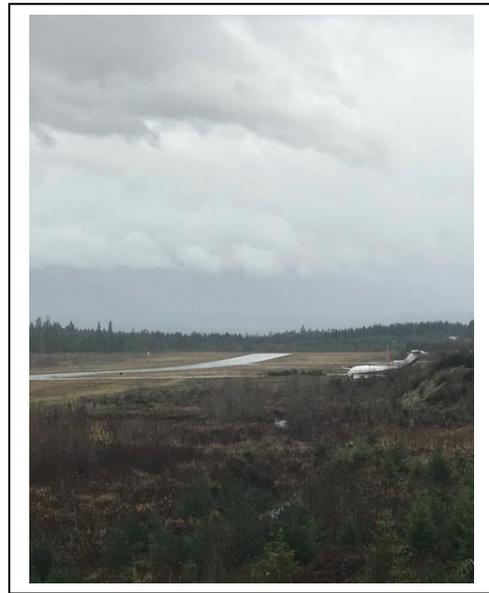
1.6   Governance and Administration

The Alberni Valley Regional Airport has a relatively short history compared with many BC airports. Many, including Tofino, were constructed during the second world war and often rely on the same infrastructure built at that time.   The Regional District operates the airport directly with Regional staff and the airport provides a housing location for two caretakers on airport property. The AVRA is a sister airport to Tofino and shares management, expertise, and staff between the airports. The governance of the airport is not unique as many BC airports are operated directly by Regional Districts or Cities and their staff.   Similarly, many airports in BC have established advisory committees or user groups to assist in the development of their airports.

The airport lands were transferred in "fee simple" to the Regional District from the Province of British Columbia by way of a Crown Grant in 1991. The airport was opened in 1993 with a 3952" x 75' runway which has now been expanded to a 5003' x 100' runway. Funding for the runway expansion was established through the Airport Runway Loan Authorization Bylaw F1120, 2015 for $6M over 30 years. Grants have also been received for airport lighting and weather station improvements.

As with most small airports the staffing levels for the airport are limited and many administrative and financial services are provided directly by the Alberni-Clayoquot Regional District.

1.7 Alberni Valley Regional Airport Facilities (CBS8)

CBS8 is the Transport Canada designation for the airport while AVRA is used as a short form for the Alberni Valley Regional Airport. CBS8 has a 5003 ft by 100 ft paved runway and an LED lighting system with two PAPIs (Precision Approach Path Indicators). The airport is currently making investments to improve the Obstacle Limitation Surfaces (OLS) including moving the road access to the gravel operations. The airport is at 247 ft elevation with a northwest southeast orientation for runway 12-30. It is located approximately 15 kilometers from the City of Port Alberni. The airport is registered with Transport Canada with facility information published in the Canada Flight Supplement.

CBS8 is a partner airport with Tofino Airport (CYAZ) and with the extended runway can now serve as a reliever to Tofino on fog days. The expansion of the runway to 5003 ft. puts CBS8 into a category to serve larger general aviation aircraft and the airport has already seen an increase in charter and private aircraft visiting the airport.

1.8 Air Navigation

Alberni Valley Regional Airport (AVRA) is uncontrolled, and aircraft announce their intentions on frequency 123.0. Flight planning is through the Kamloops Flight Service Station operated by Nav Canada through a toll-free number. AVRA has recently installed both arrival and departure RNAV procedures. The arrival procedures are restricted meaning the user must be qualified as an air carrier or commercial operator. The KAVTU and TUKES ONE departure procedures are published for all operators.

1.9 Business and Tenants

The airport has 16 primary tenants with a growing number of new leases occurring over the summer months of 2020. Both the Flying Club and Number One Hangar group have multiple tenants and the Gliding Club also has multiple members. There are approximately 20 to 30 aircraft situated on the airport at any one time. The airport sells both Jet A and aviation fuel. Coulson Air is the major anchor tenant and does firefighting conversions at the airport for 737s, Hercules aircraft and helicopters.

1.10 Economic Impact

The Business Case for the runway extension competed by Operations Economic Inc. in 2015 estimated a total economic impact of the extension at $8.4M based on the multiplier effect of the aerospace industry. Discussions with Coulson Air indicate that approximately 100 person years are currently employed on an around the clock shift basis with plans for additional hangars in the works.

Estimated Economic impact of AVRA (Source 2015 Airport Runway Extension Business Case)

- 48 FTEs
- $3.0 M in wages
- $3.5 M in GDP
- $8.4 M in economic output

1.11   Financial

The District holds long term debt which was incurred to establish the airport. The average and forecast annual budget for the airport including debt repayment is $800,000 with a debt repayment budget of $316,000 and a capital budget of $185,000.   Primary revenues for the airport are fuel sales at $80,000 and rent of $50,000.   The airport has an average draw down on the Regional District tax base of $650,000.

The airport has been successful in obtaining BCAAP capital funding for the lighting project and weather station and has recently published RNAV approaches. It is expected the loan for the runway expansion will be carried by the District over the planned 30-year payment period. Revenue opportunities exist primarily in increased fuel sales, additional land rent and landing fees.

Any strategic plan for the airport should address the need for increased revenues and opportunities to pay down the initial capital investments. Current revenues at the airport are not sufficient to cover runway investment debt but the economic contribution of the airport to the region provides justification for the long term loan and annual tax assessment. The economic contribution to the region should be made clear and available to the public.

1.12 Tenant Interview Results

The tenants were interviewed as part of this project with the following themes emerging.

1. The recent number of newly leased lots show a growing interest in the airport and a willingness to invest in the future.
2. The airport is in uncontrolled airspace making it ideal for glider training and flight training. The weather is naturally better in the summer months with October to March being the most challenging.
3. Coulson Aviation is an anchor tenant and employs 70 to 100 aviation related jobs for conversion work for 737s and C130s. They are committed to the airport even though 70% of their business is in the US and 30% is in Australia. They see the need for pre-arranged customs at the airport.
4. The 5003-foot runway and lighting projects have increased the viability of the airport to external operators and both the Military and Viking Air have used the airport for training and testing.
5. The diversity of operators at the airport (from Glider's to C130s) has been raised several times but generally in a positive sense. Some operational recommendations include a Multi-Use operations agreement, designated parking (small and large aircraft), grass landing area for gliders and clear taxiing procedures.
6. From a development perspective some indicated they would like longer leases and improved services such as water, sewer, electricity, but they recognized that costs must be considered.
7. The tenants all indicated the on-site caretaker provided increased security for their aircraft.

8. Some comments were related to visiting aircraft services such as parking, internet, and tie-downs but it was recognized that the airport does not yet charge for landings or parking.

9. In terms of future uses several tenants suggested increased flight training, maintenance facilities and possible cadet glider training. In fact, one new tenant is relocating from Squamish and intends to provide flight training.

10. The BC Fire service uses the airport primarily as a staging area but would like to see increased secure vehicle parking at the airport. From a Medivac perspective there are approximately 6 fixed wing flights annually as most are transported by helicopter from the Hospital.

11. To date the airport has had limited tourism impact but the increased runway length has resulted in several visiting private aircraft and jets destined for fishing charter or private resident locations.

12. Finally, one individual described the airport as a "wonderful" facility.
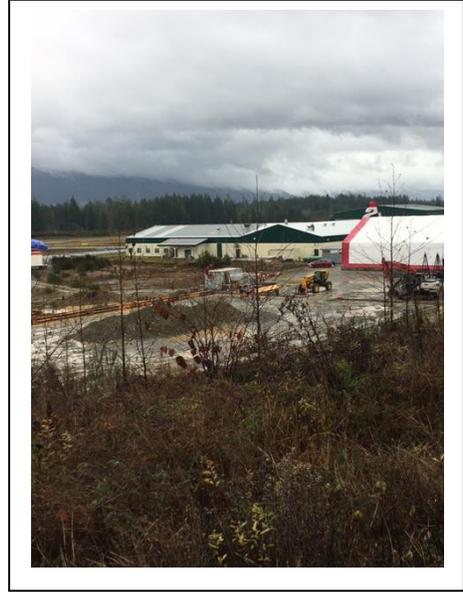
ALBERNI VALLEY REGIONAL AIRPORT

VISIONING AND STRATEGIC PLAN WORKSHOP #1

ENGAGEMENT RESULTS

Agenda-Feb 2nd, 2021

▶ Introductions

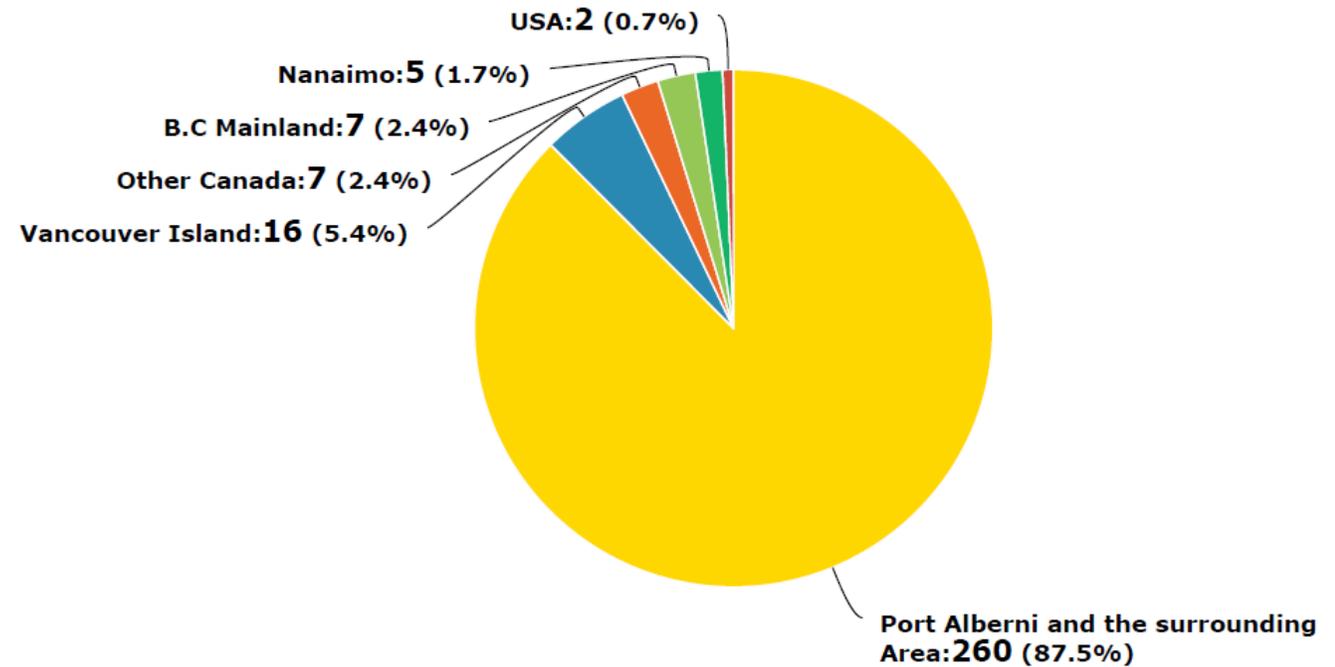▶ Background

▶ Survey Results

▶ Interview Results

▶ Next Steps

Tenant Interviews-Summary

▶ Growing interest in the airport

▶ Ideal glider and training airport

▶ Generally happy-some operational items

▶ Appreciate the new runway and lighting

▶ Like the security of the on-site caretaker

▶ Support marketing and development

Survey Results
Participation
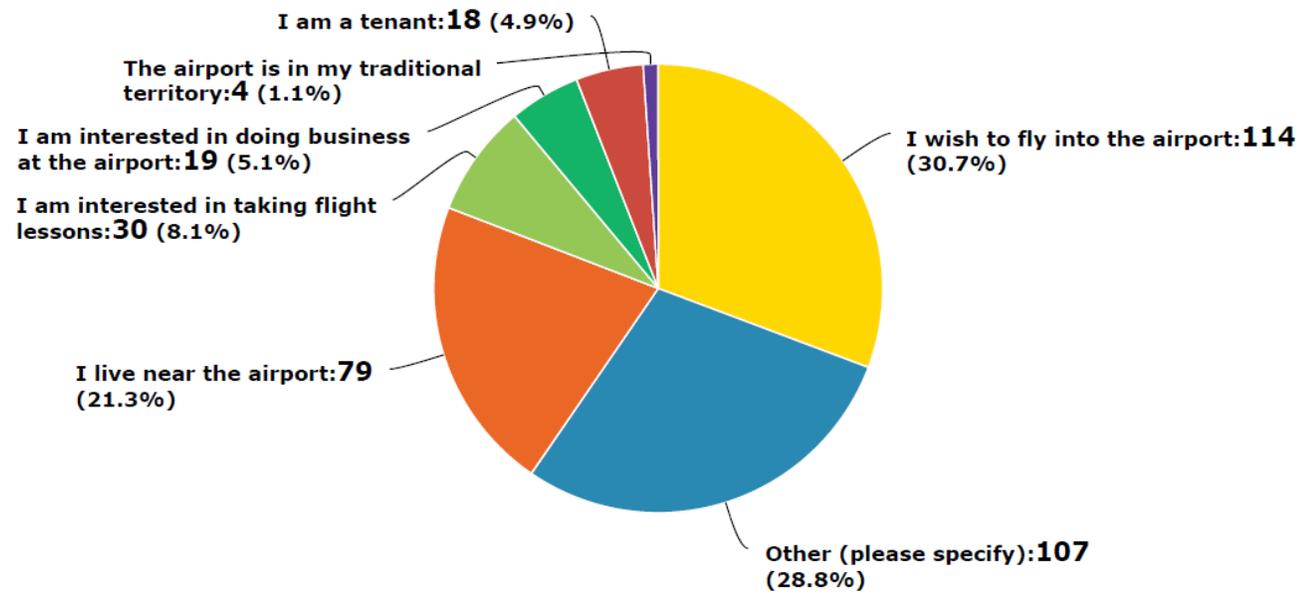
▶ Survey Open from December 8, 2020 to January 22, 2021

▶ **644** engagements

▶ **251** completed the entire survey

▶ Most responses from Port Alberni area

USA:**2** (0.7%)

Nanaimo:**5** (1.7%)

B.C Mainland:**7** (2.4%)

Other Canada:**7** (2.4%)

Vancouver Island:**16** (5.4%)

Port Alberni and the surrounding Area:**260** (87.5%)

Survey Responses – Interest in Airport

Respondents who responded "Other" to question 3 were broadly engaged because they indicated that they were :

▸ *Concerned taxpayers,*

▸ *Community members who were interested in the Airport's development for economic development and increased flights,*

▸ *Current airport users*

▸ *Interested in drag races.*

I am a tenant:**18** (4.9%)

The airport is in my traditional territory:**4** (1.1%)

I am interested in doing business at the airport:**19** (5.1%)

I am interested in taking flight lessons:**30** (8.1%)

I live near the airport:**79** (21.3%)

I wish to fly into the airport:**114** (30.7%)

Other (please specify):**107** (28.8%)

# Survey Responses - Most Important Services at the Airport

▸ Overall, emergency services were ranked as most important, followed by job creation, aircraft maintenance and charter services.

▸ Flight training, general/recreational aviation and glider operations also had a broad base of support.

Present Activity	Most Important				Least Important
	1	2	3	4	5
Emergency Services (e.g. air ambulance, search and rescue, wildfire suppression)	51.2%	12.5%	7.8%	5.5%	22.3%
Job creation	42.3%	14.6%	13.4%	13.0%	16.6%
Aircraft Maintenance and Manufacturing	35.5%	19.1%	17.2%	12.1%	16.0%
Charter and Business Aviation	34.8%	20.1%	17.8%	10.7%	15.8%
Flight Training and Education ´	24.2%	22.6%	22.6%	14.9%	15.7%
General Aviation (e.g. recreational pilots)	23.8%	20.2%	28.6%	16.3%	11.1%
Glider Operations (Air Cadet Training)	20.2%	18.6%	27.9%	14.2%	19.0%

Survey Responses

▶ Public Perception

Is the community aware of the airport?

Unsure: **57** (21.8%)
Yes: **115** (43.9%)
No: **90** (34.4%)
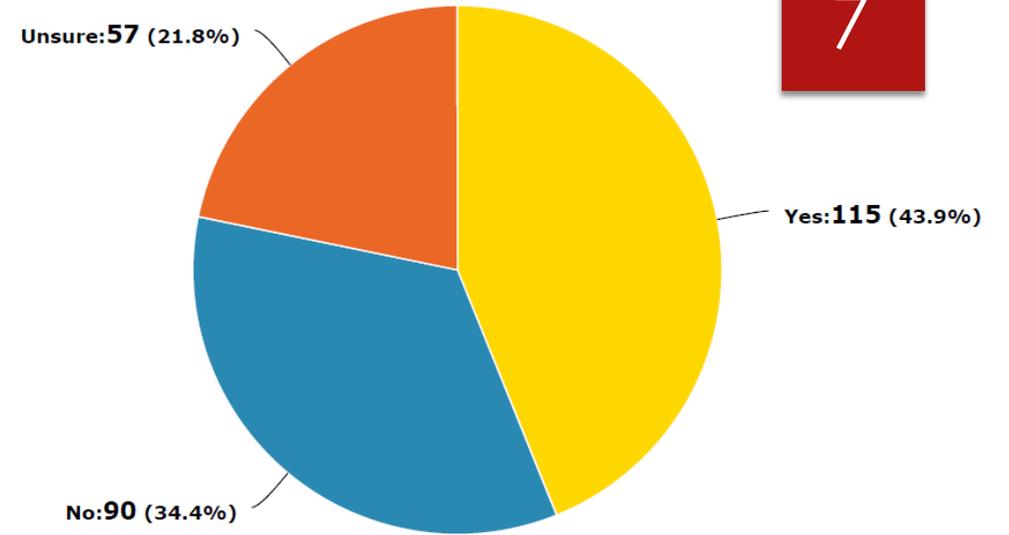
Do you perceive recent investments in the airport have contributed to its economic viability?

Unsure: **45** (17.2%)
Yes: **148** (56.7%)
No: **68** (26.1%)
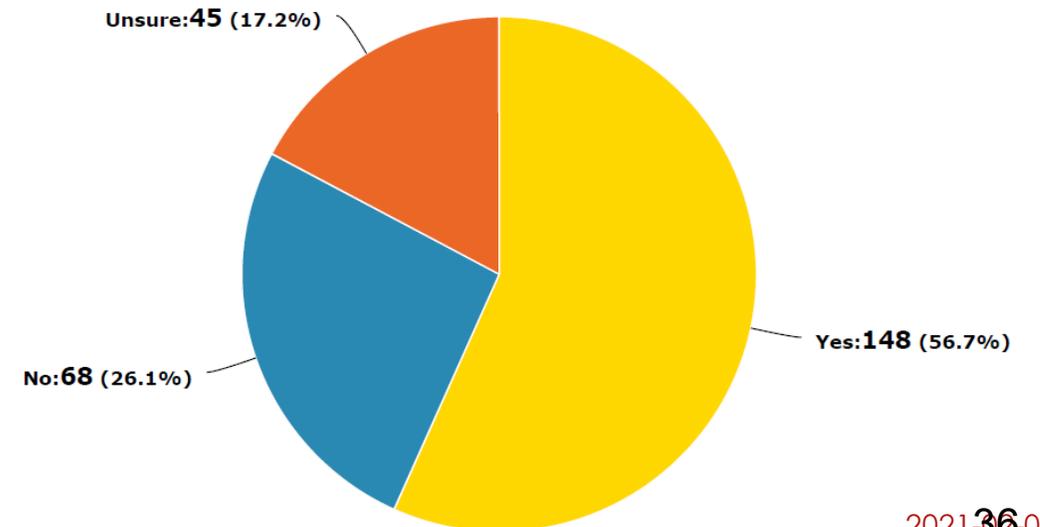
Survey Responses

Vision

The majority of survey respondents supported some form of growth at the Airport, with the "Growth" vision scenario being the most popular. Respondents who indicated "Other" presented ideas, including:

- The introduction of a user-pay system.

- Drag races

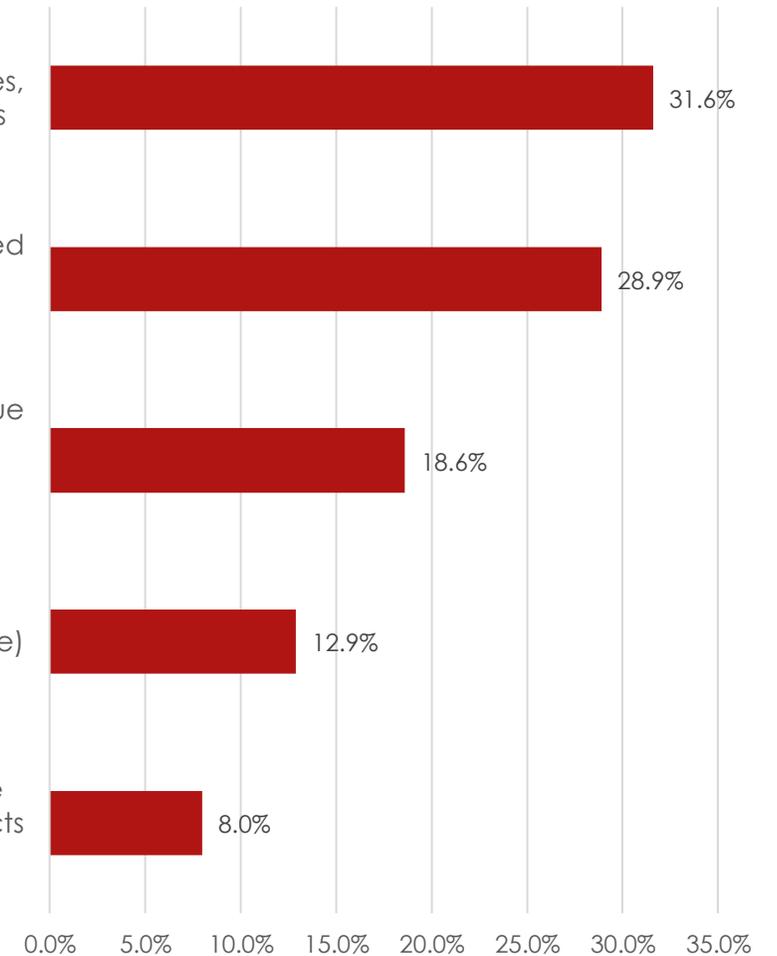- Broad support for various forms of economic development.

Growth: The Airport should be expanded. Capital projects required for additional services, land development and airside improvements should be funded. — 31.6%

Major Growth: The runway should be expanded to attract scheduled carriers to become the central hub airport for Vancouver Island. — 28.9%

Moderate Growth: The Airport should continue to be operated with existing facilities with attention to marketing and life cycle maintenance. — 18.6%

Other (please describe) — 12.9%

Status Quo: The Airport should continue to be operated as is. No capital or expansion projects should be considered. — 8.0%

0.0% 5.0% 10.0% 15.0% 20.0% 25.0% 30.0% 35.0%

Survey Responses - Support for New Ideas at the Airport

- Strong desire for scheduled service and improved GPS approaches.

- Broad support for improving the Landing Fee structure, facilities for maintenance and visiting aircraft, offering hangers for rent and land development

- Survey respondents were most divided on adding a customs service to the Airport.

  - 40% support vs. 37% do not support

Potential Improvements and Future Activities	Most Support				Least Support
	1	2	3	4	5
Scheduled Service	39.0%	16.3%	13.8%	13.0%	17.9%
Improve GPS Approaches	38.9%	16.7%	15.5%	6.3%	22.6%
Flying School	30.2%	19.6%	29.0%	7.5%	13.7%
Additional Industries	29.9%	25.1%	17.4%	10.1%	17.4%
Landing Fees (market competitive)	26.8%	23.3%	24.8%	7.3%	20.7%
Improved Facilities for Visiting Aircraft	26.2%	30.2%	18.6%	8.7%	16.3%
Customs Services	24.8%	15.5%	22.8%	13.4%	23.6%
Private Hangers (For Rent)	24.0%	25.6%	24.8%	10.4%	15.2%
Land Development	23.7%	22.4%	25.7%	9.1%	19.1%
Improved Maintenance Facilities	22.2%	26.6%	24.2%	10.1%	16.9%
Cadet Program	18.4%	21.2%	33.0%	12.7%	14.7%

Survey Responses - Potential Concerns

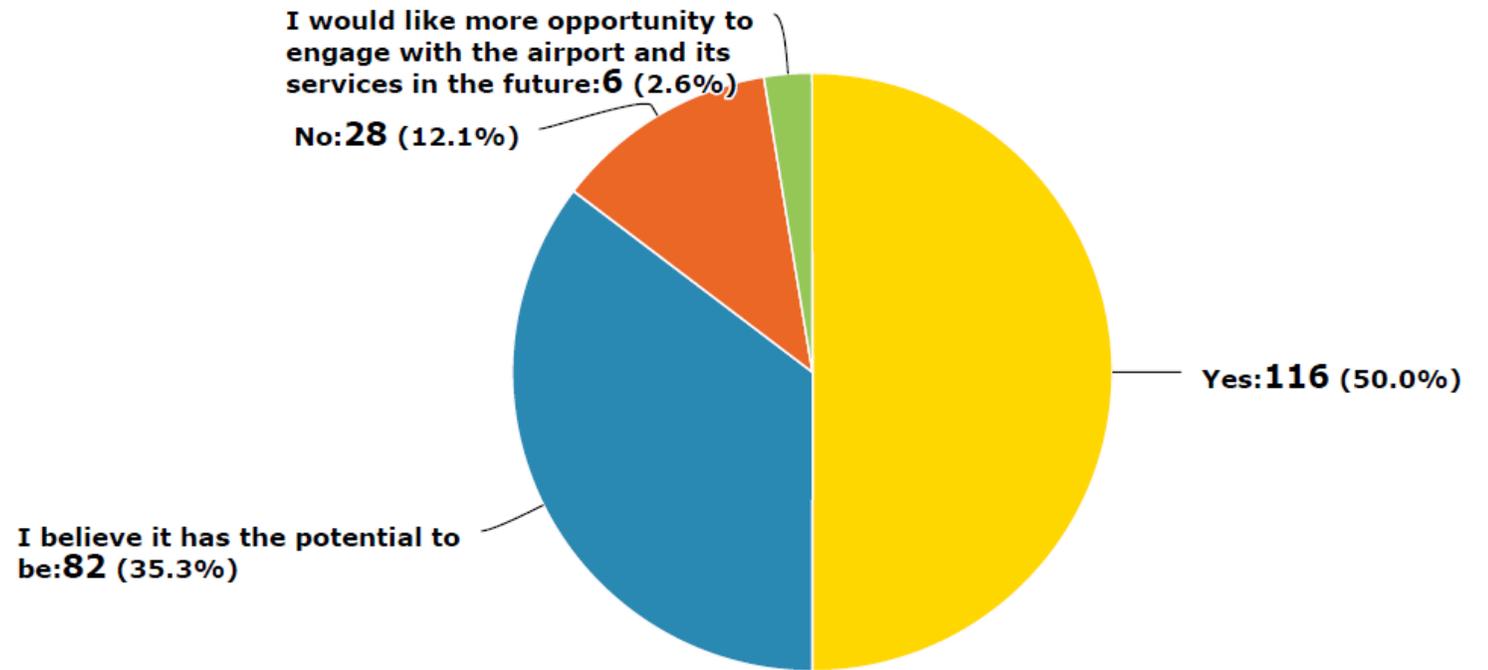| Potential Concerns	Most Important				Least Important
	1	2	3	4	5
Lack of facilities for visiting aircraft and recreational users.	32.8%	19.5%	23.8%	8.6%	15.2%
Potential operational use conflicts between recreation/commercial uses and industrial uses at the Airport.	24.6%	20.3%	28.5%	12.8%	13.7%
Potential land use conflicts with surrounding jurisdictions (Crown land, Agricultural Land Reserve)	24.1%	17.5%	26.5%	16.7%	15.1%
Unclear lot surveys and lack of utilities for lease lots.	21.4%	22.6%	31.1%	8.3%	15.5%

Survey Responses
Capital and Service Improvements
(Open Ended)

Ideas for Capital Improvements	Responses
No ideas for specific improvement. Do not have enough knowledge to comment.	21%
Commercial Development: Any improvements to terminals, hangers and other facilities to make the Airport attractive to commercial tenants, airlines or tourism operators	19%
General Facility Improvements (hangers, terminal buildings, parking areas)	16%
No improvements should be made at this time.	12%
Improvements to instrument approaches	8%
Improvements to the runway (adding length or a taxiway)	8%
Any improvements needed to ensure future growth and success	7%
Drag Races	5%
Utility improvements	1%
Improvements to facilitate land development on airport property and the surrounding area.	1%
Safety Improvements (bird control, emergency landing areas, dust mitigation)	1%

Ideas for Service Improvements	Responses
Scheduled flight services	19%
Not enough information.	11%
General Facility Improvements (terminal building, parking areas, fences, landscaping)	10%
Services for general aviators (hangers, tie-downs, services for visiting aircraft, weather service, etc.)	10%
Services that will help increase commercial development (Restaurant, lease lots, etc.)	9%
No service improvements are warranted at this time.	8%
Improvements to instrument approaches.	7%
Drag Races	6%
Land development services	5%
Utility improvements for lease lots	4%
Financial transparency	4%
Improvements to runways and taxiways	4%
Communication services, so the community knows what is happening at the Airport.	2%
Customs Service	1%

Survey Responses

Do you view the Alberni Valley Regional Airport as a valuable community asset?

- ▶ **50% Yes!**
- ▶ **35% Yes, there is potential!**

I would like more opportunity to engage with the airport and its services in the future:**6** (2.6%)

No:**28** (12.1%)

Yes:**116** (50.0%)

I believe it has the potential to be:**82** (35.3%)

Survey Responses - Summary

Opportunities:

- High engagement rate with the survey suggests lots of community interest in the airport

- High interest in advancing economic development at the Airport.

Challenges:

- Community feels disconnected from the Airport.

- Perceived lack of public benefit and transparency related to the tax investments.

- Many still upset that the drag races were cancelled.

- Lack of community knowledge about the airport and what happens there.

- Respondents reported concern that the Airport used public tax money to benefit a select few private industrial operators. As a result, a proportion of the community does not want to see any further investment until there is clarity on the public benefit (jobs, self-sufficiency of the Airport, improved service, etc.).

Tenant Interviews -Suggestions

- ▶ Would like longer leases
- ▶ Would like servicing-water, power, sewer
- ▶ Would like customs (CANPASS)
- ▶ Designated parking areas/procedures-airside
- ▶ Expanded grass landing area for gliders
- ▶ Visiting aircraft services-internet, tie-downs, parking
- ▶ Secure vehicle parking at airport
- ▶ Defined lot areas and land use plan

Next Steps

- **Section 2- Feb 16th, 2 pm**
  - Comparison Airports
  - SWOT
  - Successes and Failures
  - Vision and Strategic Alternatives
- **Section 3- Feb 23rd, 2 pm**
  - Vision and Strategic Review
  - Capital Plan
  - Strategic Plan
- **Report**

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DATE: January 26, 2021
TO: ACRD, AVRA Advisory Committee
CC: Mark Duncan, Aero Edge
FROM: Andrew Cuthbert RPP, MCIP
FILE: 1111.0001.01
SUBJECT: AVRA Community Survey Results

1.0 INTRODUCTION

The Alberni Clayoquot Regional District (ACRD) began a process to create a Visioning and Strategic Plan for the Alberni Airport in late 2020. Urban Systems and Aero Edge consulting were engaged to assist with the project. The project's objective was to create a plan to guide future development, promote investment, improve revenues, and ensure the Alberni Valley Regional Airport (AVRA) is well-positioned as an economic generator for the community.

As part of the planning process, the project team developed a community engagement strategy that included interviews with stakeholders and airport tenants and a community survey that was open to the public. The survey was made available online and in hard copy between December 8, 2020, and January 22, 2021. The survey was distributed by the ACRD and the AVRA Advisory Committee. A copy of the survey questions is available in **Appendix A**.

2.0 PARTICIPATION

Overall, the survey was engaged by 644 people. This is a very impressive response rate, and the results of the survey will be of value to the ACRD and the AVRA Advisory Committee for many years to come. The opportunity to engage such a wide variety of stakeholders, community members, and tenants is rare. The high number of responses indicates that people care about what happens at the Alberni Valley Regional Airport.

Total Engagement: 644 responses

Average Completion Rate: 38% of respondents answered all questions and followed the survey to the end. 251 respondents completed the entire survey.

Respondent Location: The majority of survey respondents (87.5%) indicated that they were from Port Alberni and the surrounding area (Question 4).
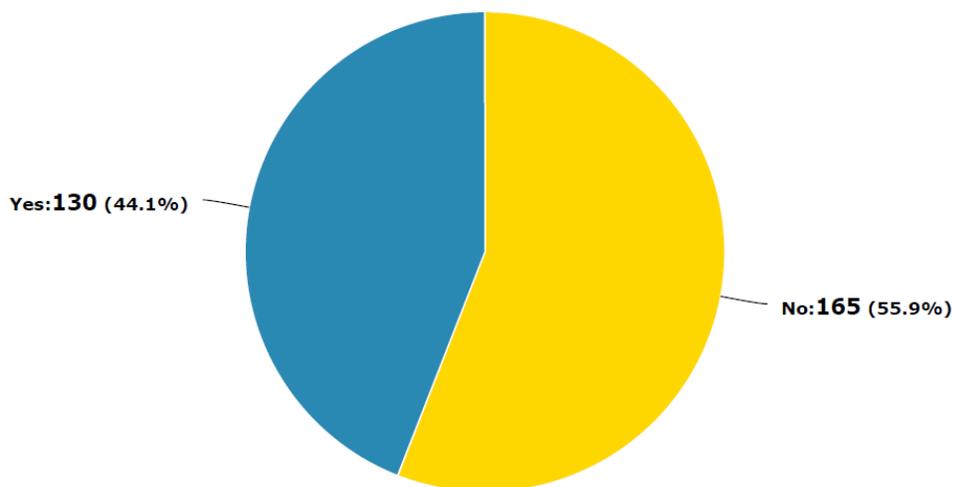
3.0   RESULTS

Survey responses are summarized in this section by question. A complete record of survey responses is available in **Appendix B.**

1 How Familiar are you with the Alberni Valley Regional Airport?
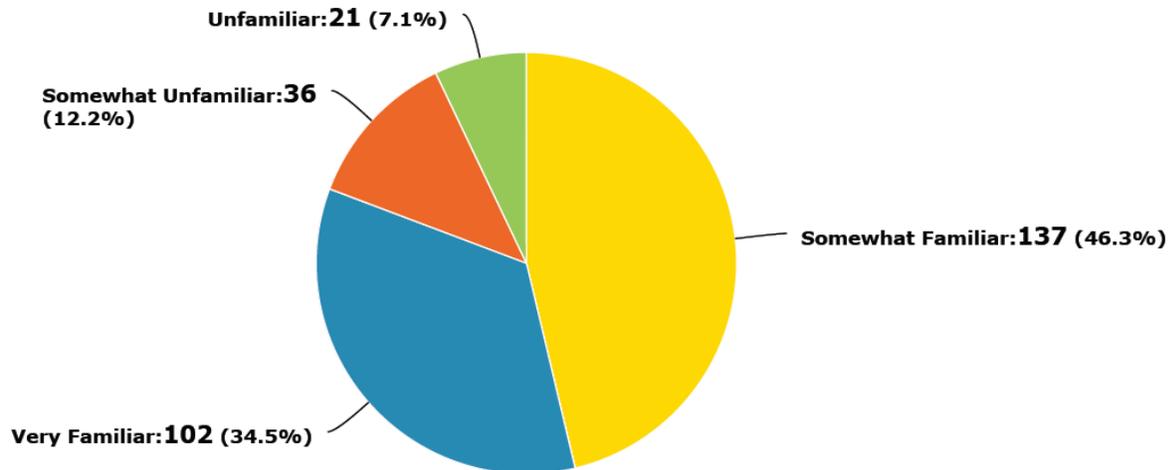
2. Have you made use of Alberni Valley Regional Airport or one of the businesses and services located at the Airport?

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3. What is your interest in the Alberni Valley Airport?
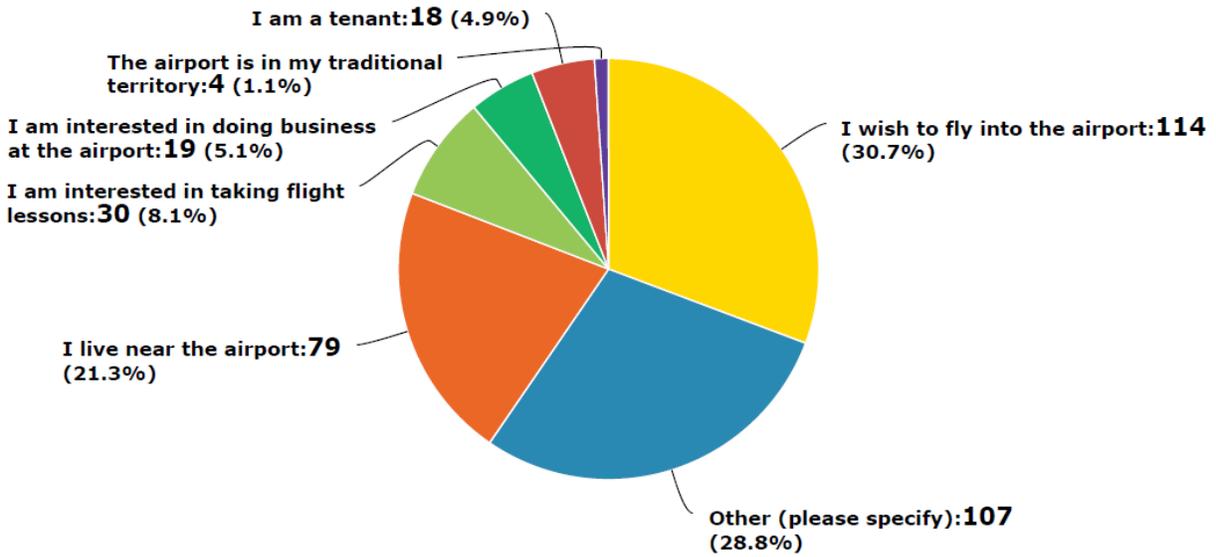
Respondents who responded "Other" to question 3 were broadly engaged because they indicated that they were :

- concerned taxpayers,
- community members who were interested in the Airport's development for economic development and increased flights,
- current airport users
- interested in drag races.

4. Where do you live?

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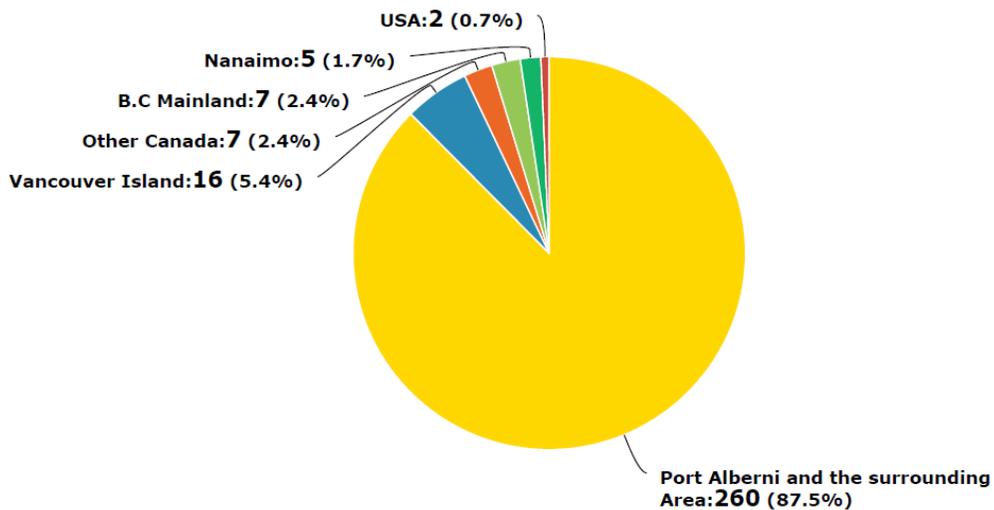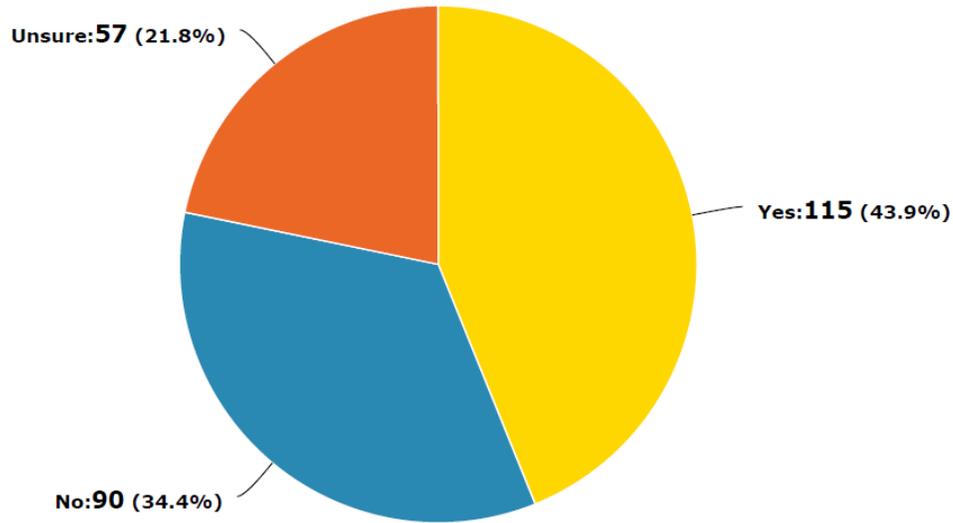**5. In your opinion, what services or features of Alberni Valley Regional Airport are the most important to the Alberni Valley economy and residents? Please rank each option from most important (1) to least important (5).**

Table 1 Ranking Present Activities

Present Activity	Most Important				Least Important
	1	2	3	4	5
Emergency Services (e.g. air ambulance, search and rescue, wildfire suppression)	51.2%	12.5%	7.8%	5.5%	22.3%
Job creation	42.3%	14.6%	13.4%	13.0%	16.6%
Aircraft Maintenance and Manufacturing	35.5%	19.1%	17.2%	12.1%	16.0%
Charter and Business Aviation	34.8%	20.1%	17.8%	10.7%	15.8%
Flight Training and Education´	24.2%	22.6%	22.6%	14.9%	15.7%
General Aviation (e.g. recreational pilots)	23.8%	20.2%	28.6%	16.3%	11.1%
Glider Operations (Air Cadet Training)	20.2%	18.6%	27.9%	14.2%	19.0%

A complete ranking of the importance of present airport activities to respondents is presented in Table 1 above. Overall, emergency services were ranked as the most important service at the Airport, followed by job creation, aircraft maintenance and charter services. Flight training, general/recreational aviation and glider operations received lower proportions of enthusiastic support but still had a broad base of support.

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6. In your opinion, are residents of the City of Port Alberni and the Alberni-Clayoquot Regional District aware of the presence and availability of the Airport?

Unsure: 57 (21.8%)
Yes: 115 (43.9%)
No: 90 (34.4%)

7. In your opinion, have the recent investments in the Airport, including the runway extension, lighting, and GPS approaches, contributed to the economic viability of the Airport and the District?

Unsure: 45 (17.2%)
Yes: 148 (56.7%)
No: 68 (26.1%)
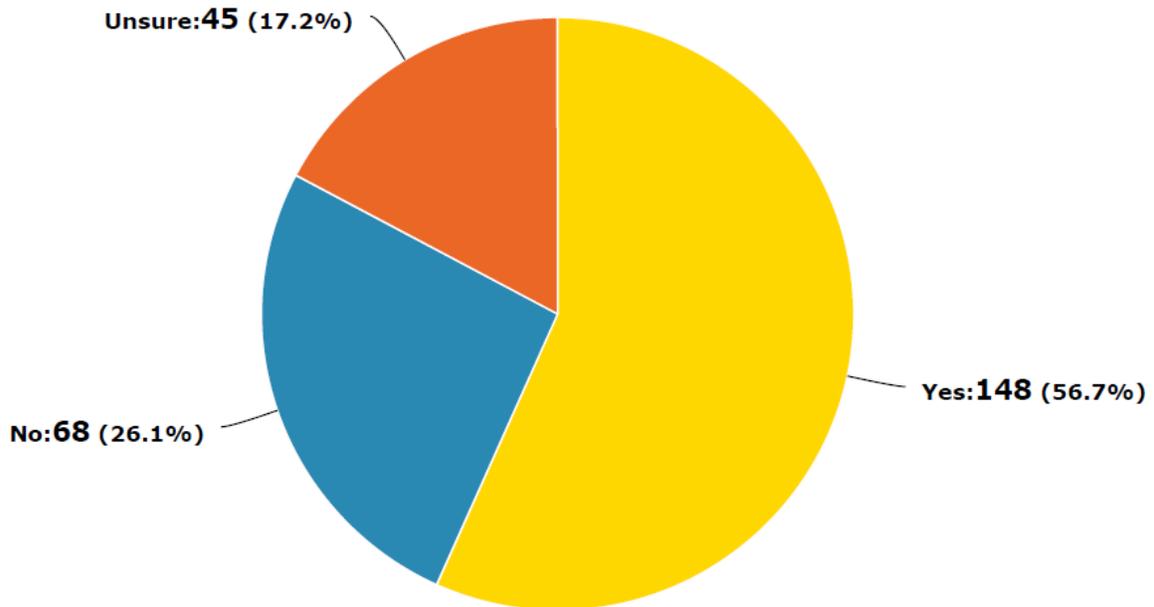
8. In your view, what should be the vision of AVRA in the future?

The majority of survey respondents supported some form of growth at the Airport, with the "Growth" vision scenario being the most popular. Respondents who indicated "Other" presented ideas, including:

- The introduction of a user-pay system.

- Drag races

- Broad support for various forms of economic development.

9. Please indicate your level of support for the following ideas at the Alberni Valley Regional Airport. Please rank each option from most support (1) to least support (5).

Potential Improvements and Future Activities	Most Support				Least Support
	1	2	3	4	5
Scheduled Service	39.0%	16.3%	13.8%	13.0%	17.9%
Improve GPS Approaches	38.9%	16.7%	15.5%	6.3%	22.6%
Flying School	30.2%	19.6%	29.0%	7.5%	13.7%
Additional Industries	29.9%	25.1%	17.4%	10.1%	17.4%
Landing Fees (market competitive)	26.8%	23.3%	24.8%	7.3%	20.7%
Improved Facilities for Visiting Aircraft	26.2%	30.2%	18.6%	8.7%	16.3%
Customs Services	24.8%	15.5%	22.8%	13.4%	23.6%
Private Hangers (For Rent)	24.0%	25.6%	24.8%	10.4%	15.2%
Land Development	23.7%	22.4%	25.7%	9.1%	19.1%
Improved Maintenance Facilities	22.2%	26.6%	24.2%	10.1%	16.9%
Cadet Program	18.4%	21.2%	33.0%	12.7%	14.7%

Many survey respondents indicated a strong desire for scheduled service and improved GPS approaches. However, improvements like improving the Landing Fee structure, improving facilities for maintenance and visiting aircraft, offering hangers for rent and land development and the inclusion of additional industries received broad support as well.

Survey respondents appeared to be the most divided on adding a customs service to the Airport. While slightly more respondents indicated that they supported the idea (40%), a similar number stated that they did not (37%).

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10. Preliminary interviews revealed some possible development issues at the Airport. Please indicate the level of importance of each issue to you personally. Please rank each option from most important (1) to least important (5).

Potential Concerns	Most Important				Least Important
	1	**2**	**3**	**4**	**5**
Lack of facilities for visiting aircraft and recreational users.	32.8%	19.5%	23.8%	8.6%	15.2%
Potential operational use conflicts between recreation/commercial uses and industrial uses at the Airport.	24.6%	20.3%	28.5%	12.8%	13.7%
Potential land use conflicts with surrounding jurisdictions (Crown land, Agricultural Land Reserve)	24.1%	17.5%	26.5%	16.7%	15.1%
Unclear lot surveys and lack of utilities for lease lots.	21.4%	22.6%	31.1%	8.3%	15.5%

When asked about potential concerns about the Airport's future, respondents indicated that a lack of facilities for recreational users and visiting aircraft was the most significant concern. Potential conflicts between recreational and industrial users were the next most common concerns, followed by potential land use conflicts with surrounding users and finally unclear lot surveys and lack of utilities.

11. In your opinion, are there any specific <u>capital improvements</u> that should be made at the Alberni Valley Regional Airport?

Ideas for Capital Improvements	Responses
No ideas for specific improvement. Do not have enough knowledge to comment.	21%
Commercial Development: Any improvements to terminals, hangers and other facilities to make the Airport attractive to commercial tenants, airlines or tourism operators	19%
General Facility Improvements (hangers, terminal buildings, parking areas)	16%
No improvements should be made at this time.	12%
Improvements to instrument approaches	8%
Improvements to the runway (adding length or a taxiway)	8%
Any improvements needed to ensure future growth and success	7%
Drag Races	5%
Utility improvements	1%
Improvements to facilitate land development on airport property and the surrounding area.	1%
Safety Improvements (bird control, emergency landing areas, dust mitigation)	1%

135 unique responses were received in response to this question. The answers were analyzed and categorized into the themes presented in the table above. Most commonly, respondents either had no suggestions or indicated that they did not know enough to comment on the subject of capital improvements. The second most common theme was any improvements necessary to enhance the Airport's ability to increase its commercial activity (tourism, scheduled flights, hanger rentals, etc.). 12% of respondents indicated that they did not think that the Airport should embark on any capital improvement program at present. Reasons for limiting capital improvements included a desire to see a community benefit to the most recently completed improvements and hesitation over aviation's future in light of the impacts that COVID-19 has had on the industry.

12. In your opinion, what should be the next <u>service improvement</u> undertaken in the development of the Alberni Valley Regional Airport.

Ideas for Service Improvements	Responses
Scheduled flight services	19%
Not enough information.	11%
General Facility Improvements (terminal building, parking areas, fences, landscaping)	10%
Services for general aviators (hangers, tie-downs, services for visiting aircraft, weather service, etc.)	10%
Services that will help increase commercial development (Restaurant, lease lots, etc.)	9%
No service improvements are warranted at this time.	8%
Improvements to instrument approaches.	7%
Drag Races	6%
Land development services	5%
Utility improvements for lease lots	4%
Financial transparency	4%
Improvements to runways and taxiways	4%
Communication services, so the community knows what is happening at the Airport.	2%
Customs Service	1%

136 unique open-ended responses were recorded for potential service improvements. Similar to proposed capital improvements, responses were categorized by theme. Several themes overlap with those from the capital improvement question. Themes related to economic development and increasing service offerings have both capital and service components, so this is expected.

Scheduled flight services were indicated as the top desired service improvement at the Airport (19% of responses). 11% of respondents indicated that they did not have enough information to comment. General facility and service improvements related to commercial development, general aviation and existing structures were also commonly indicated as potential service improvement areas. 8% of respondents suggested that no improvements were needed at this time.

13. Please provide any other comments you would like to provide to the Advisory Committee.
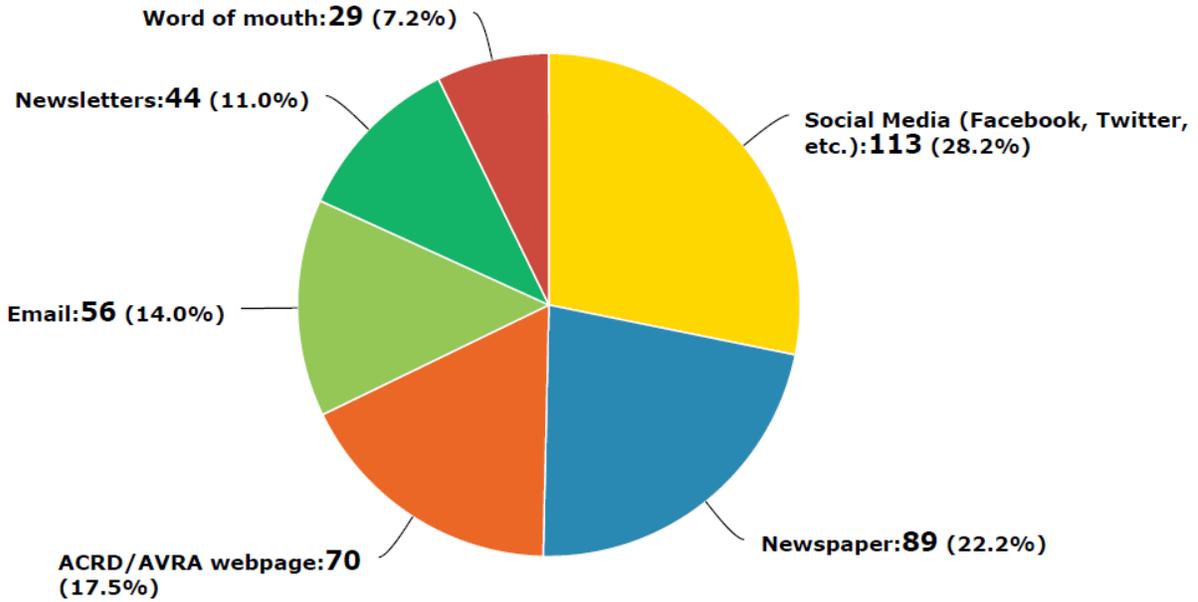
General Comment	Responses
There is a common perception that investment in the Airport only benefits private industrial operators. Many respondents expressed concern on this point.	22%
General Enthusiasm: Lots of opportunities at the Airport for future development. Respondents excited about the future of the Airport	22%
Drag Races	15%
The Airport should expand its marketing program to attract new commercial and tourism operators. The Airport should also expand its outreach so that the community feels like it has more ownership over the facility.	14%
Would like to see more services and attention paid to current airport users (visiting aircraft, gliders, recreational pilots, etc.)	4%
Would like to see additional facility improvements that will help the Airport be successful in future.	4%
Land Development opportunity. Land development conversations should be inclusive of local First Nations and sensitive to adjacent agricultural land reserve restrictions.	4%
Landing fees will discourage visiting pilots	2%
Other uncategorized comments.	13%

95 unique general comments were received, which have been summarized in the table above. These comments ranged on a variety of topics, but there were several common themes as presented above. The most common themes in the comments received were:

1. There is a common perception that investment in the Airport only benefits private industrial operators. Many respondents expressed concern on this point.

2. General enthusiasm for opportunity and development at the Airport.

13% of general comments were related to other matters. A full record of these responses has been included in **Appendix B.**

14. What is your preferred method of learning about activities at the Airport?

Word of mouth:**29** (7.2%)

Newsletters:**44** (11.0%)

Social Media (Facebook, Twitter, etc.):**113** (28.2%)

Email:**56** (14.0%)

ACRD/AVRA webpage:**70** (17.5%)

Newspaper:**89** (22.2%)

15. Do you view the Alberni Valley Regional Airport as a valuable community asset?

I would like more opportunity to engage with the airport and its services in the future:**6** (2.6%)

No:**28** (12.1%)

Yes:**116** (50.0%)

I believe it has the potential to be:**82** (35.3%)

56
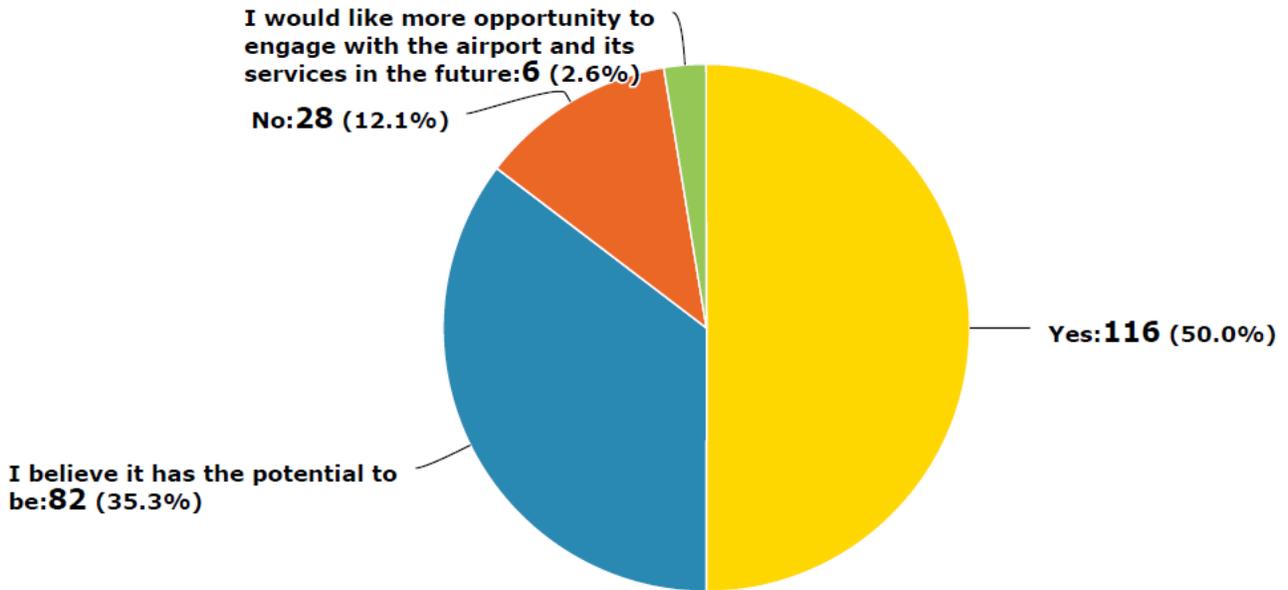
4.0   RESULT SUMMARY

A careful analysis of the survey results revealed a lot of interest in advancing economic development at the Airport. However, responses indicate that the community feels disconnected from the Airport in general. There is a perceived lack of public benefit and transparency related to the tax investments, and many are still upset that the drag races at the Airport were cancelled. While the drag races are no longer compatible with the Airport's increased aviation activity, they were one of the only points of community connection that the Airport had. Many people indicated an interest in scheduled flights from AVRA. Others are more broadly interested in what the Airport can do for the community.

Many respondents expressed frustration with a perceived lack of transparency at the Airport. A common theme in the responses is that many people are aware of the recent significant capital upgrades to the Airport but have not experienced any community benefit. Respondents reported concern that the Airport used public tax money to benefit a select few private industrial operators. As a result, a proportion of the community does not want to see any further investment until there is clarity on the public benefit (jobs, self-sufficiency of the Airport, improved service, etc.) that future investments will have.

Sincerely,

URBAN SYSTEMS LTD.

Andrew Cuthbert RPP, MCIP
Planner

APPENDIX A – SURVEY

INTRODUCTION

The ACRD and the AVRA Advisory Committee are looking to develop a Strategic Plan for the airport. The Strategic Plan would guide future operation and development of the AVRA, be used to support marketing opportunities, assist with grant applications, and support dialogue with senior level governments.

Your views on the current and future operations of Alberni Valley Regional Airport (AVRA) are important in developing a vision and strategic plan for the Airport.

Participation is voluntary, and all answers will remain anonymous. The information collected will only be used by the AVRA Advisory Committee in the context of the Alberni Valley Regional Airport Visioning and Strategic Plan Study.

The Regional District is seeking input from interested parties, stakeholders, First Nations, and the public on a variety of topics related to the future vision and use of the Airport. It would be greatly appreciated if you could respond to the following survey and provide us with some information on your experiences at the Alberni Valley Regional Airport.

Surveys will be available until January 15, 2021.

If you have any questions, please contact Andrew Cuthbert at acuthbert@urbansystems.ca

This survey can also be completed online here:
https://ca1se.voxco.com/SE/111/AVRACommunitySurvey/

For more information about the Airport, please visit: https://www.acrd.bc.ca/avra

1 How Familiar are you with the Alberni Valley Regional Airport?

- ☐ Very Familiar
- ☐ Somewhat Familiar
- ☐ Somewhat Unfamiliar
- ☐ Unfamiliar

2. Have you made use of Alberni Valley Regional Airport or one of the businesses and services located at the Airport?

- ☐ Yes
- ☐ No

3. What is your interest in the Alberni Valley Airport?

- ☐ I am a tenant
- ☐ The airport is in my traditional territory
- ☐ I live near the airport
- ☐ I am interested in doing business at the airport
- ☐ I wish to fly into the airport
- ☐ I am interested in taking flight lessons
- ☐ Other (Please Specify) _____

4. Where do you live?

- ☐ Port Alberni and the surrounding Area
- ☐ Nanaimo
- ☐ Vancouver Island
- ☐ B.C Mainland
- ☐ Other Canada
- ☐ USA

5. In your opinion, what services or features of Alberni Valley Regional Airport are the most important to the Alberni Valley economy and residents? Please rank each option from most important (1) to least important (5).

Present Activity	Most Important				Least Important
	1	2	3	4	5
Charter and Business Aviation					
Aircraft Maintenance and Manufacturing					
General Aviation (e.g. recreational pilots)					
Glider Operations (Air Cadet Training)					
Job creation					
Flight Training and Education´					
Emergency Services (e.g. air ambulance, search and rescue, wildfire suppression)					

6. In your opinion, are residents of the City of Port Alberni and the Alberni-Clayoquot Regional District aware of the presence and availability of the Airport?

- ☐ Yes
- ☐ No
- ☐ Unsure

7. In your opinion, have the recent investments in the Airport, including the runway extension, lighting, and GPS approaches, contributed to the economic viability of the airport and the District?

- ☐ Yes
- ☐ No
- ☐ Unsure

8. In your view, what should be the vision of AVRA in the future?

- ☐ Status Quo: The Airport should continue to be operated as is. No capital or expansion projects should be considered.
- ☐ Moderate Growth: The Airport should continue to be operated with existing facilities with attention to marketing and life cycle maintenance.
- ☐ Growth: The Airport should be expanded. Capital projects required for additional services, land development and airside improvements should be funded.
- ☐ Major Growth: The runway should be expanded to attract scheduled carriers to become the central hub airport for Vancouver Island.
- ☐ Other (please describe)

9. Please indicate your level of support for the following ideas at the Alberni Valley Regional Airport. Please rank each option from most support (1) to least support (5).

Potential Improvements and Future Activities	Most Support				Least Support
	1	2	3	4	5
Flying School					
Private Hangers (For Rent)					
Improved Facilities for Visiting Aircraft					
Landing Fees (market competitive)					
Cadet Program					
Improved Maintenance Facilities					
Land Development					
Scheduled Service					
Additional Industries					
Customs Services					
Improve GPS Approaches					

10. Preliminary interviews revealed some possible development issues at the Airport. Please indicate the level of importance of each issue to you personally. Please rank each option from most important (1) to least important (5).

Potential Concerns	Most Important				Least Important
	1	**2**	**3**	**4**	**5**
Potential operational use conflicts between recreation/commercial uses and industrial uses at the Airport.					
Potential land use conflicts with surrounding jurisdictions (Crown land, Agricultural Land Reserve)					
Lack of facilities for visiting aircraft and recreational users.					
Unclear lot surveys and lack of utilities for lease lots.					

11. In your opinion, are there any specific capital improvements that should be made at the Alberni Valley Regional Airport?

_____

_____

_____

12. In your opinion, what should be the next service improvement undertaken in the development of the Alberni Valley Regional Airport.

_____

_____

_____

13. Please provide any other comments you would like to provide to the Advisory Committee.

_____

_____

_____

14. What is your preferred method of learning about activities at the Airport?

- ☐ Social Media (Facebook, Twitter, etc.)
- ☐ Email
- ☐ Newsletters
- ☐ ACRD/AVRA Webpage
- ☐ Newspaper
- ☐ Word of Mouth

15. Do you view the Alberni Valley Regional Airport as a valuable community asset?

☐ Yes

☐ I believe it has the potential to be

☐ I would like more opportunity to engage with the airport and its services in the future.

☐ No

Thank you for taking the time to fill out this survey. Your input is appreciated!

APPENDIX B – RAW SURVEY RESULTS

Friday, January 22, 2021

Disposition Code [All ⌄]

Filter by Responses

FAMILIAR

How familiar are you with the Alberni Valley Regional Airport?

Unfamiliar:**21 (7.1%)**

Somewhat Unfamiliar:36 (12.2%)

Somewhat Familiar:137 (46.3%)

Very Familiar:102 (34.5%)
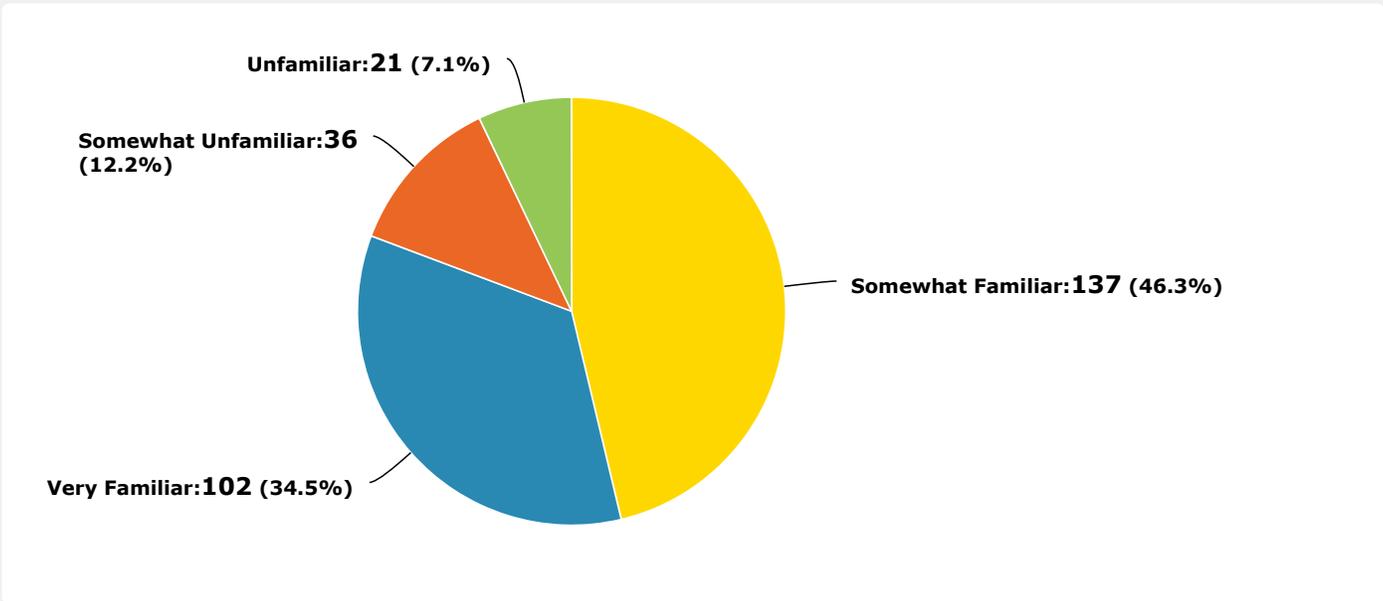
Total Responses	**296**	Standard Dev.	**0.86**
Mean	**1.92**	Min. Value	**1**
Variance	**0.75**	Max. Value	**4**

MADE_USE

Have you ever made use of Alberni Valley Regional Airport or one of the businesses and services located at the Airport?

65
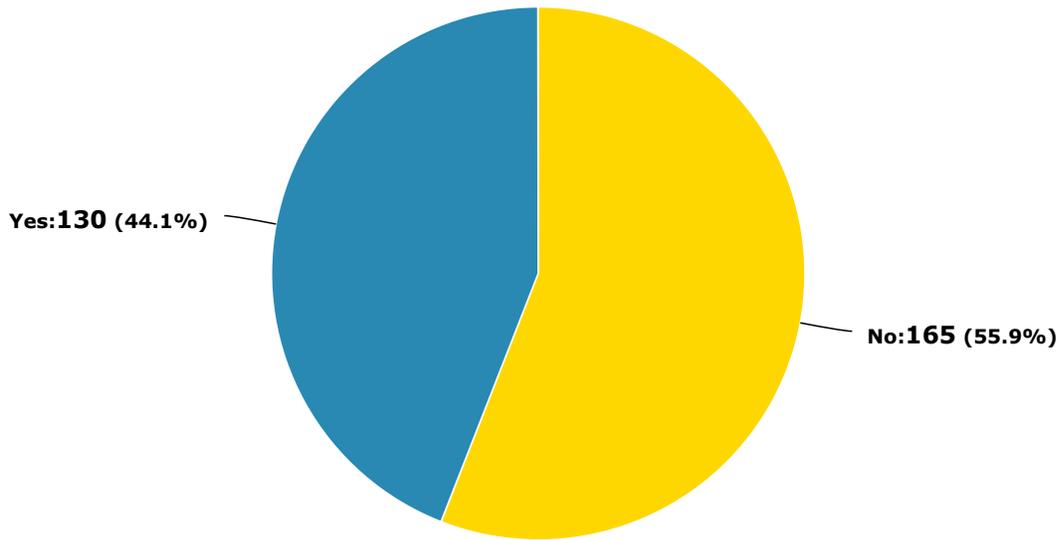
Total Responses	**295**	Standard Dev.	**0.5**
Mean	**1.56**	Min. Value	**1**
Variance	**0.25**	Max. Value	**2**

INTEREST

What is your interest in the Alberni Valley Airport?
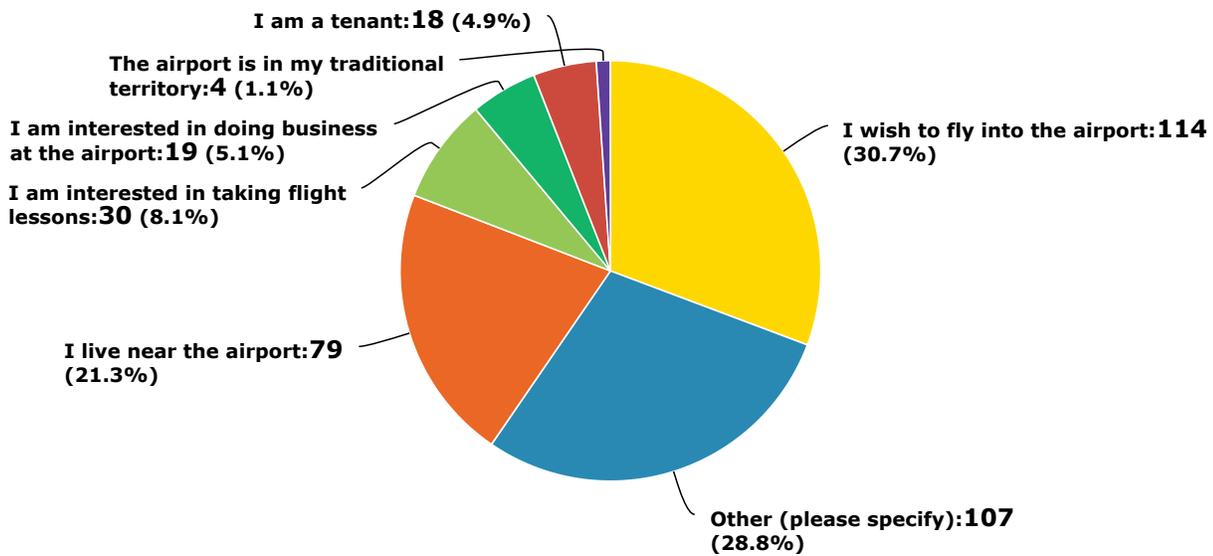
Total Cases	**285**	Standard Dev.	**1.74**
Total Responses	**371**	Min. Value	**1**
Mean	**4.95**	Max. Value	**7**
Variance	**3.02**		

LIVE

Where do you live?

USA:**2 (0.7%)**

Nanaimo:**5 (1.7%)**

B.C Mainland:**7 (2.4%)**

Other Canada:**7 (2.4%)**

Vancouver Island:**16 (5.4%)**

Port Alberni and the surrounding Area:**260 (87.5%)**
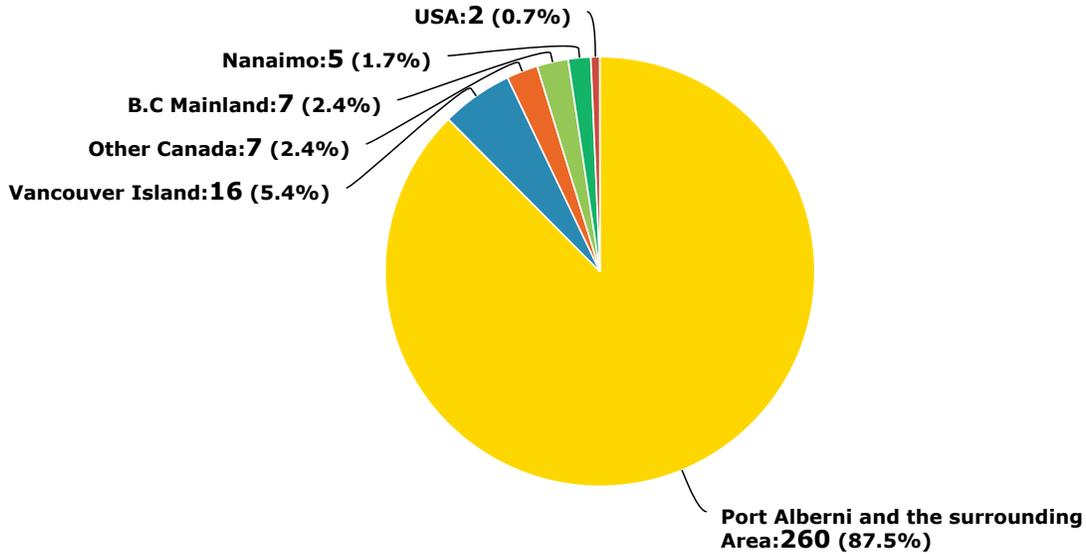
Total Responses	**297**	Standard Dev.	**0.94**
Mean	**1.32**	Min. Value	**1**
Variance	**0.89**	Max. Value	**6**

SERVICES

In your opinion, what services or features of Alberni Valley Regional Airport are the most important to the Alberni Valley economy and residents? Please rank each option from most important (1) to least important (5)
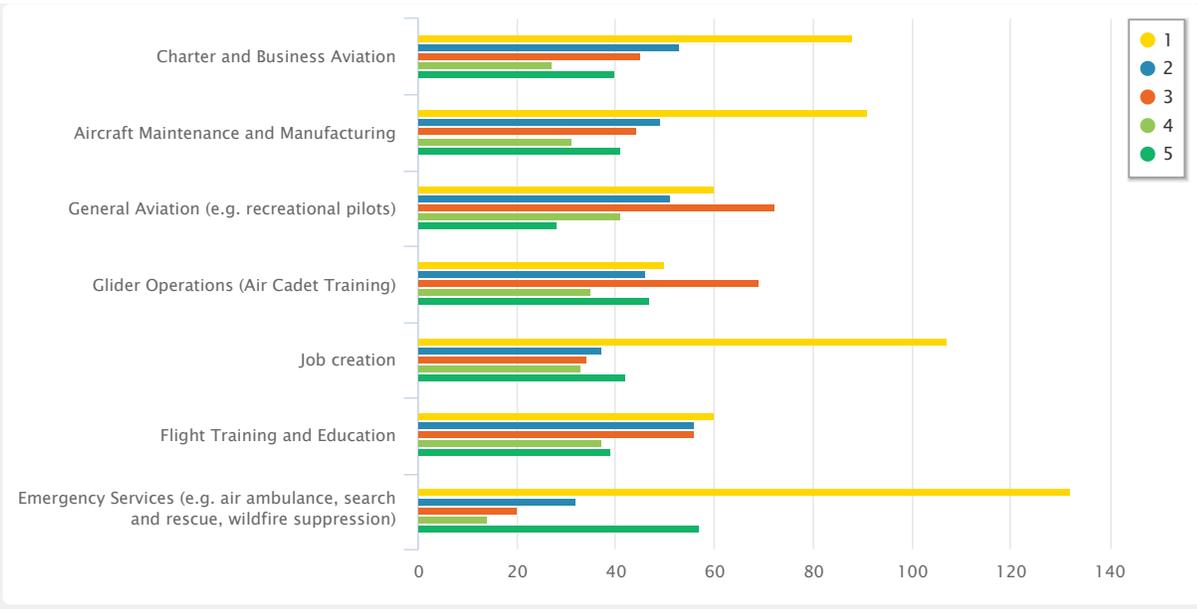
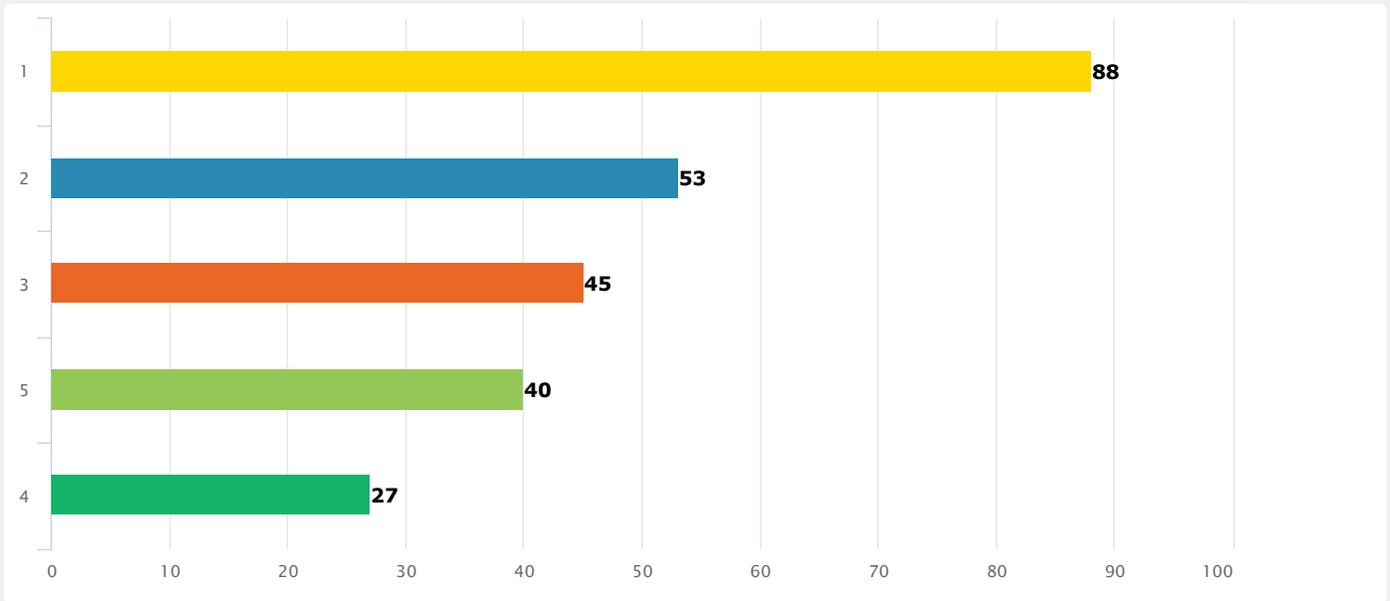|	Total Cases	Mean	Variance	Standard Dev.	Min. Value	Max. Value
Charter and Business Aviation	253	2.52	2.12	1.45	1	5
Aircraft Maintenance and Manufacturing	256	2.54	2.17	1.47	1	5
General Aviation (e.g. recreational pilots)	252	2.71	1.68	1.3	1	5
Glider Operations (Air Cadet Training)	247	2.93	1.9	1.38	1	5
Job creation	253	2.47	2.36	1.54	1	5
Flight Training and Education	248	2.75	1.92	1.39	1	5
Emergency Services (e.g. air ambulance, search and rescue, wildfire suppression)	255	2.34	2.72	1.65	1	5

▼ Detailed Answers

	1		2		3		4		5	
	Responses	Cases %	Responses	Cases %	Responses	Cases %	Responses	Cases %	Responses	Cases %
Charter and Business Aviation	88	34.78	53	20.95	45	17.79	27	10.67	40	15.81
Aircraft Maintenance and Manufacturing	91	35.55	49	19.14	44	17.19	31	12.11	41	16.02
General Aviation (e.g. recreational pilots)	60	23.81	51	20.24	72	28.57	41	16.27	28	11.11
Glider Operations (Air Cadet Training)	50	20.24	46	18.62	69	27.94	35	14.17	47	19.03
Job creation	107	42.29	37	14.62	34	13.44	33	13.04	42	16.6
Flight Training and Education	60	24.19	56	22.58	56	22.58	37	14.92	39	15.3

SERVICES_A1

Charter and Business Aviation

Total Responses	**253**	Standard Dev.	**1.45**
Mean	**2.52**	Min. Value	**1**
Variance	**2.12**	Max. Value	**5**

SERVICES_A2

Aircraft Maintenance and Manufacturing
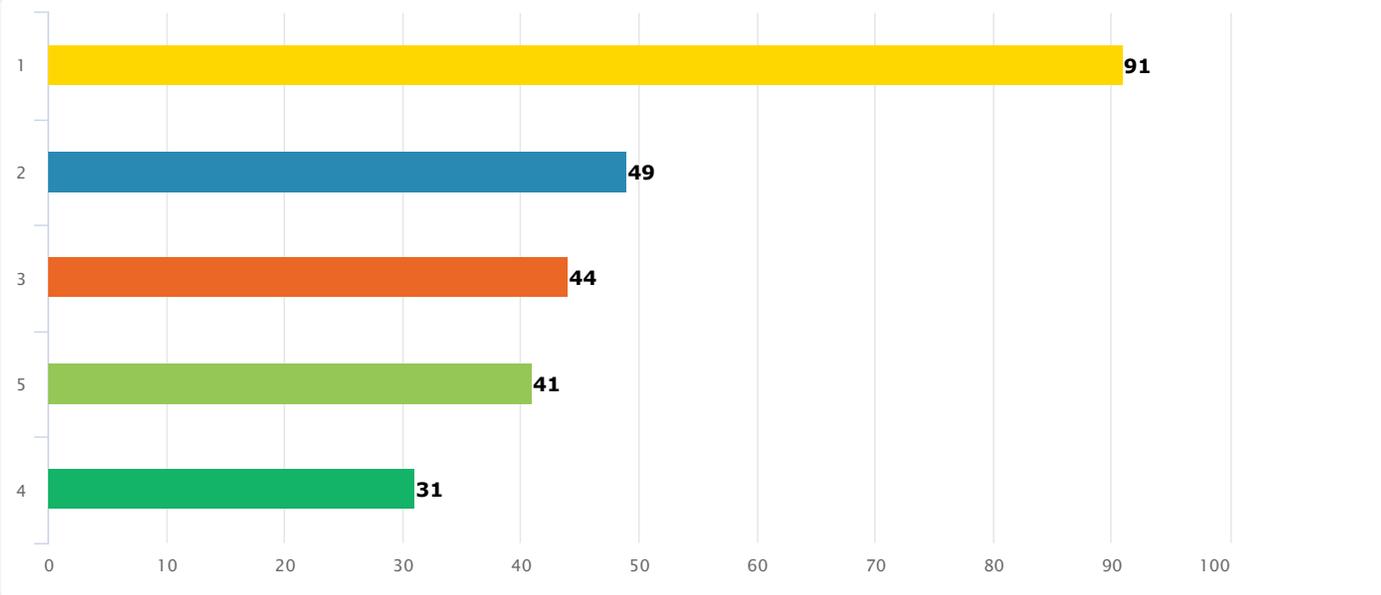
Total Responses	**256**		Standard Dev.	**1.47**	
Mean	**2.54**		Min. Value	**1**	
Variance	**2.17**		Max. Value	**5**	

SERVICES_A3

recreational pilots)
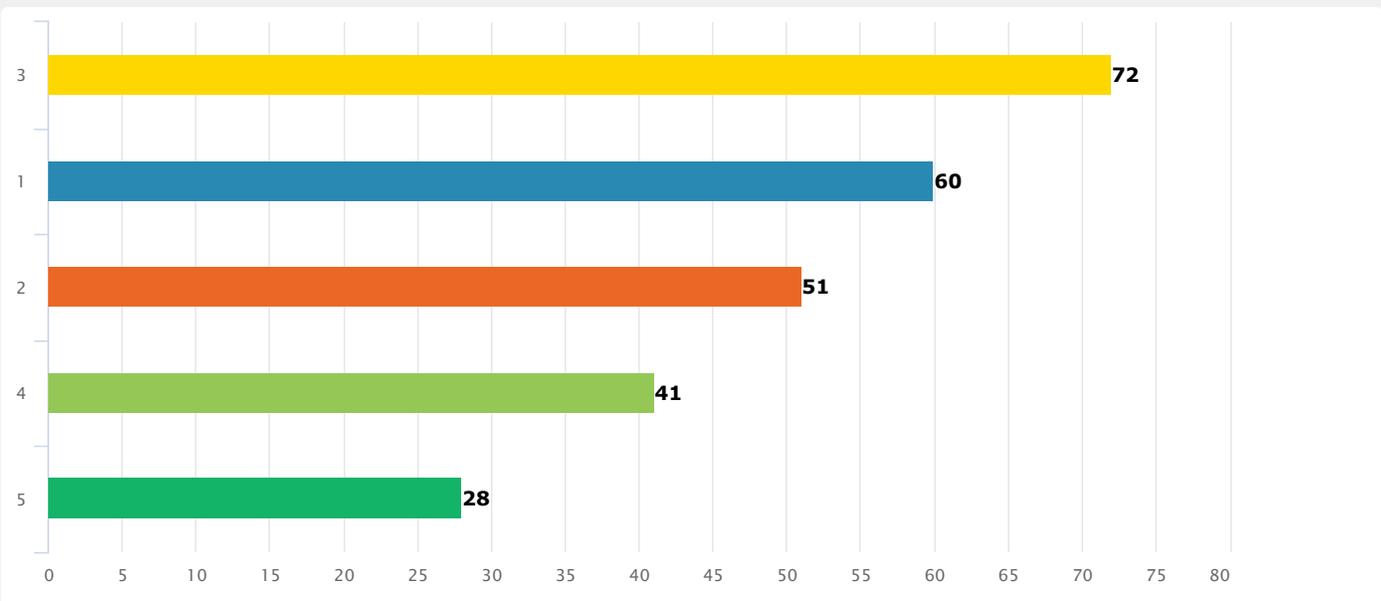
Total Responses	**252**		Standard Dev.	**1.3**	
Mean	**2.71**		Min. Value	**1**	
Variance	**1.68**		Max. Value	**5**	

SERVICES_A4

Glider Operations (Air Cadet Training)
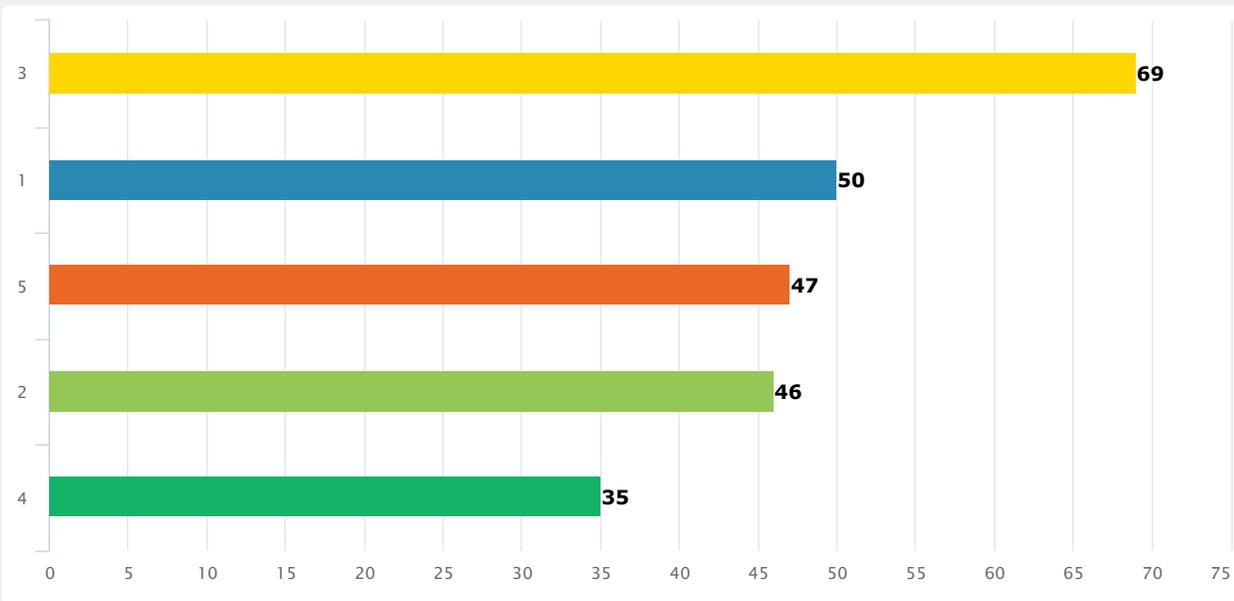
Value	Count
3	69
1	50
5	47
2	46
4	35

Total Responses	**247**	Standard Dev.	**1.38**
Mean	**2.93**	Min. Value	**1**
Variance	**1.9**	Max. Value	**5**

SERVICES_A5

Job creation

Value	Count
1	107
5	42
2	37
3	34
4	33
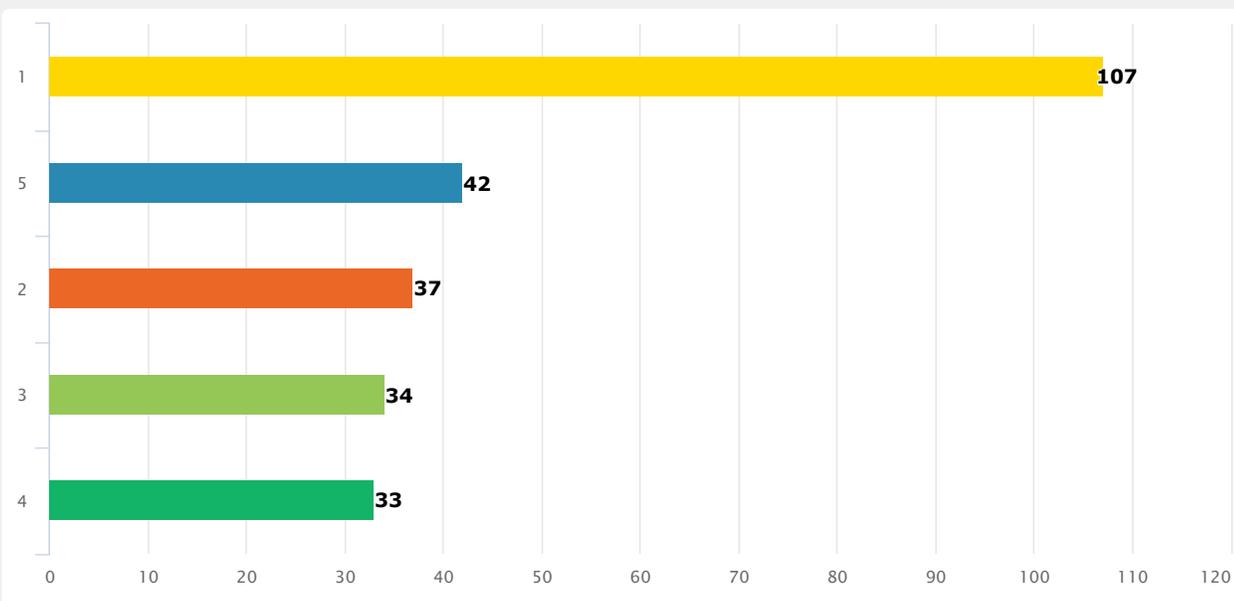
Total Responses	**253**	Standard Dev.	**1.54**
Mean	**2.47**	Min. Value	**1**
Variance	**2.36**	Max. Value	**5**

SERVICES_A6

Flight Training and Education
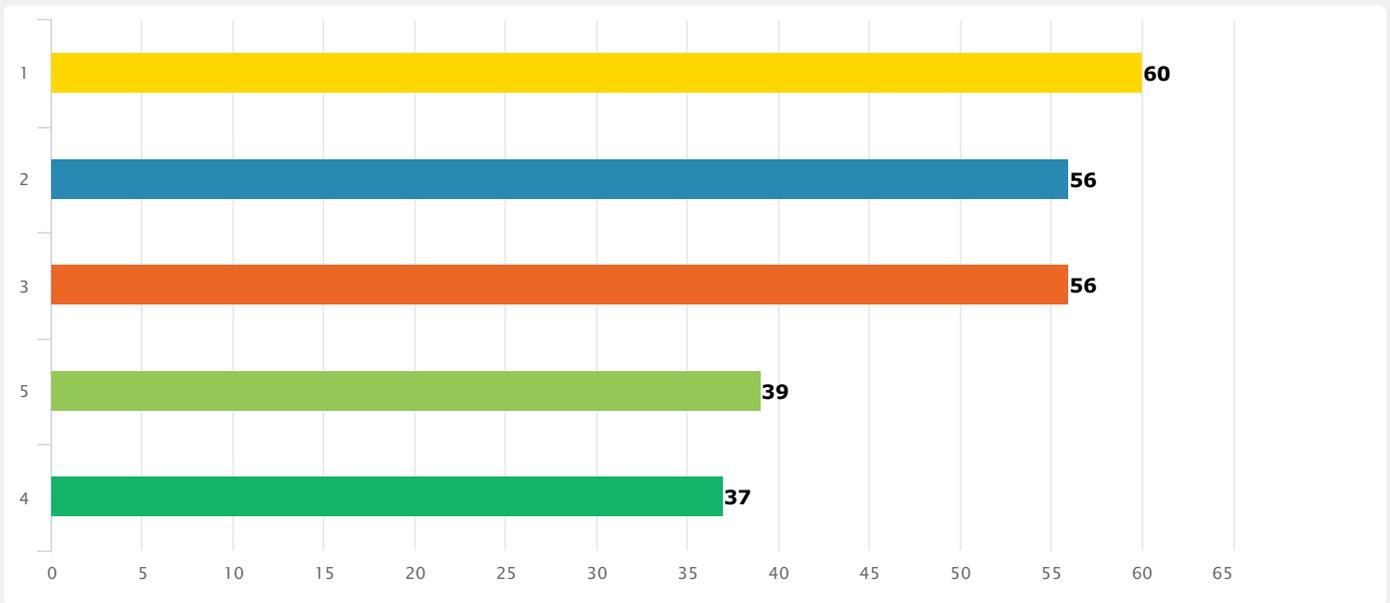
Total Responses	**248**	Standard Dev.	**1.39**
Mean	**2.75**	Min. Value	**1**
Variance	**1.92**	Max. Value	**5**

SERVICES_A7

air ambulance, search and rescue, wildfire suppression)
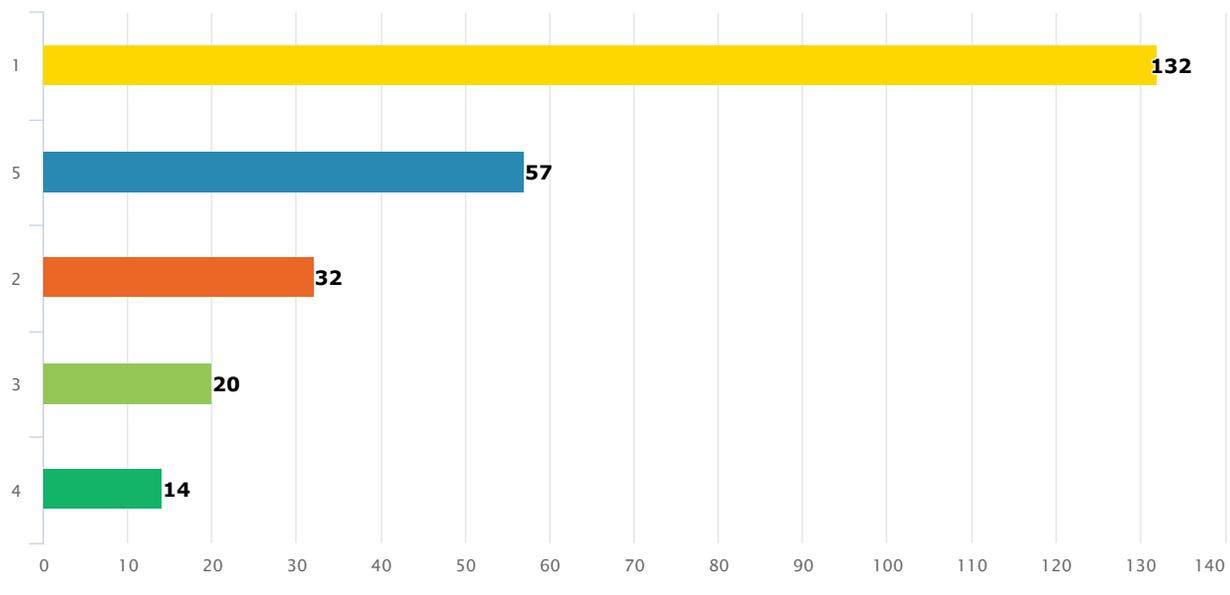
Total Responses	**255**		Standard Dev.	**1.65**
Mean	**2.34**		Min. Value	**1**
Variance	**2.72**		Max. Value	**5**

AWARENESS

In your opinion, are residents of the City of Port Alberni and the Alberni Clayoquot Regional District aware of the presence and availability of the Airport?

Unsure: 57 (21.8%)
Yes: 115 (43.9%)
No: 90 (34.4%)
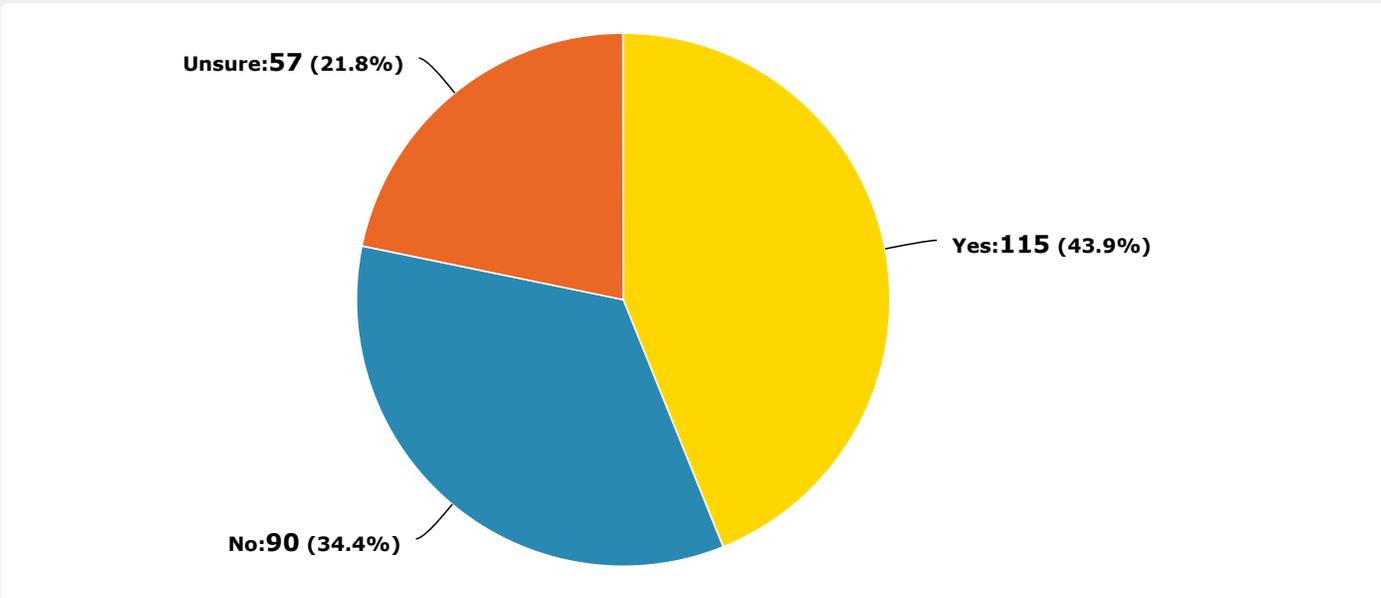
Total Responses	**262**		Standard Dev.	**0.78**
Mean	**1.78**		Min. Value	**1**
Variance	**0.61**		Max. Value	**3**

73

INVESTMENT

In your opinion, have the recent investments in the Airport, including the runway extension, lighting, and GPS approaches, contributed to the economic viability of the airport and the District?

Unsure: **45** (17.2%)

No: **68** (26.1%)

Yes: **148** (56.7%)
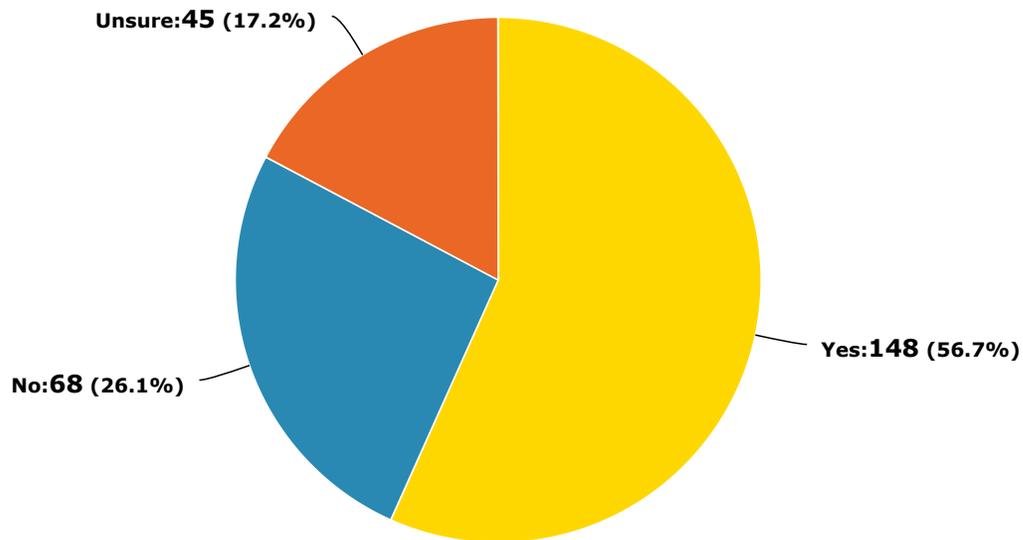
Total Responses	**261**	Standard Dev.	**0.77**
Mean	**1.61**	Min. Value	**1**
Variance	**0.59**	Max. Value	**3**

AVR_VISION

In your view, what shoud be the vision of AVRA in the future?

Status Quo: The Airport should continue to be operated as is. No capital or expansion projects shou...:**21 (8.0%)**

Other (please describe):**34 (12.9%)**

Growth: The Airport should be expanded. Capital projects required for additional services, land deve...:**83 (31.6%)**

Moderate Growth: The Airport should continue to be operated with existing facilities with attention ...:**49 (18.6%)**

Major Growth: The runway should be expanded to attract scheduled carriers to become the central hub...:**76 (28.9%)**

Total Responses	**263**	Standard Dev.	**1.13**
Mean	**3.2**	Min. Value	**1**
Variance	**1.28**	Max. Value	**5**

LEVEL_OF_SUPPORT

Please indicate your level of support for the following ideas at the Alberni Valley Regional Airport. Please rank each option from most support (1) to least support (5).
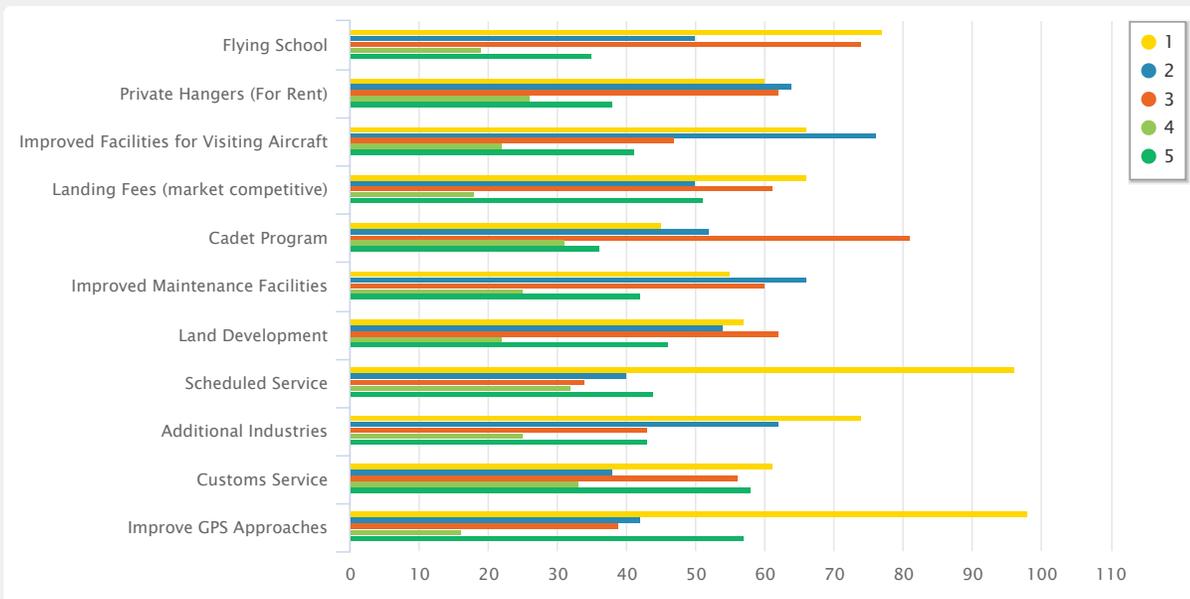
	Total Cases	Mean	Variance	Standard Dev.	Min. Value	Max. Value
Flying School	255	2.55	1.83	1.35	1	5
Private Hangers (For Rent)	250	2.67	1.83	1.35	1	5

	Total Cases	Mean	Variance	Standard Dev.	Min. Value	Max. Value
Improved Facilities for Visiting Aircraft	252	2.59	1.92	1.39	1	5
Landing Fees (market competitive)	246	2.75	2.12	1.46	1	5
Cadet Program	245	2.84	1.64	1.28	1	5
Improved Maintenance Facilities	248	2.73	1.87	1.37	1	5
Land Development	241	2.78	1.98	1.41	1	5
Scheduled Service	246	2.54	2.37	1.54	1	5
Additional Industries	247	2.6	2.09	1.45	1	5
Customs Service	246	2.96	2.23	1.49	1	5
Improve GPS Approaches	252	2.57	2.52	1.59	1	5

▼ Detailed Answers

	1		2		3		4		5	
	Responses	Cases %	Responses	Cases %	Responses	Cases %	Responses	Cases %	Responses	Cases %
Flying School	77	30.2	50	19.61	74	29.02	19	7.45	35	13.73
Private Hangers (For Rent)	60	24	64	25.6	62	24.8	26	10.4	38	15.2
Improved Facilities for Visiting Aircraft	66	26.19	76	30.16	47	18.65	22	8.73	41	16.27
Landing Fees (market competitive)	66	26.83	50	20.33	61	24.8	18	7.32	51	20.73
Cadet Program	45	18.37	52	21.22	81	33.06	31	12.65	36	14.69
Improved Maintenance Facilities	55	22.18	66	26.61	60	24.19	25	10.08	42	16.94
Land Development	57	23.65	54	22.41	62	25.73	22	9.13	46	19.09
Scheduled Service	96	39.02	40	16.26	34	13.82	32	13.01	44	17.89
Additional Industries	74	29.96	62	25.1	43	17.41	25	10.12	43	17.41
Customs Service	61	24.8	38	15.45	56	22.76	33	13.41	58	23.58
Improve GPS Approaches	98	38.89	42	16.67	39	15.48	16	6.35	57	22.62

LEVEL_OF_SUPPORT_A10

Customs Service
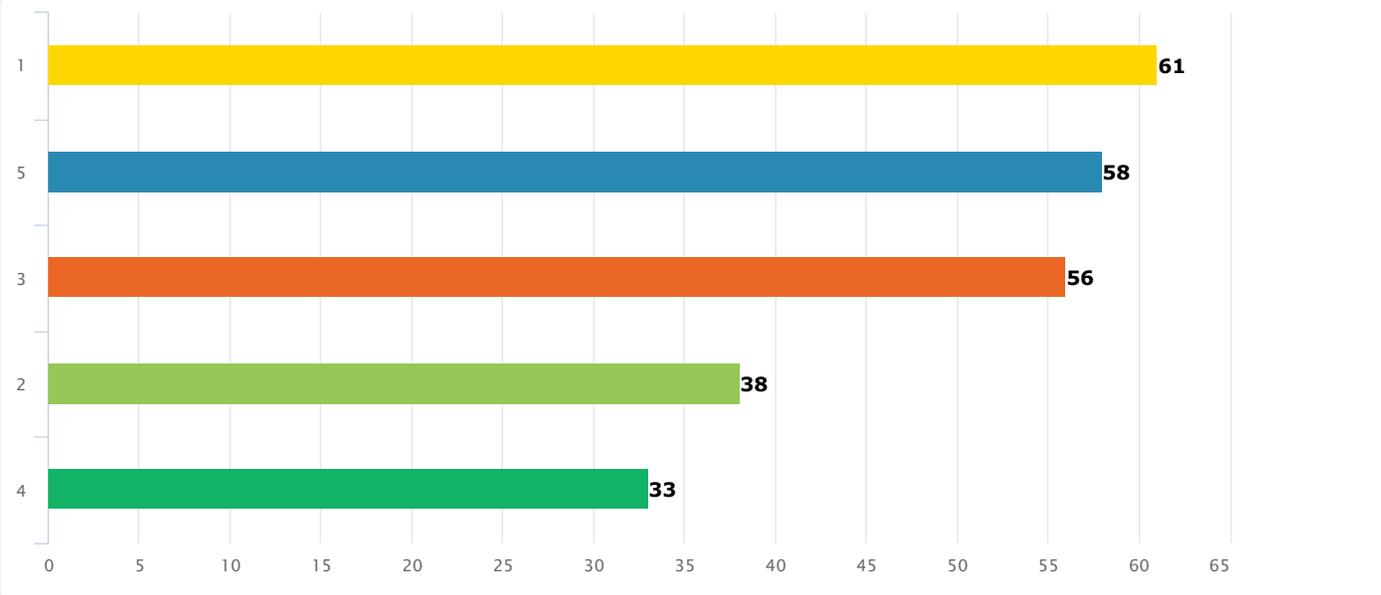
Total Responses	**246**		Standard Dev.	**1.49**
Mean	**2.96**		Min. Value	**1**
Variance	**2.23**		Max. Value	**5**

LEVEL_OF_SUPPORT_A11

Improve GPS Approaches
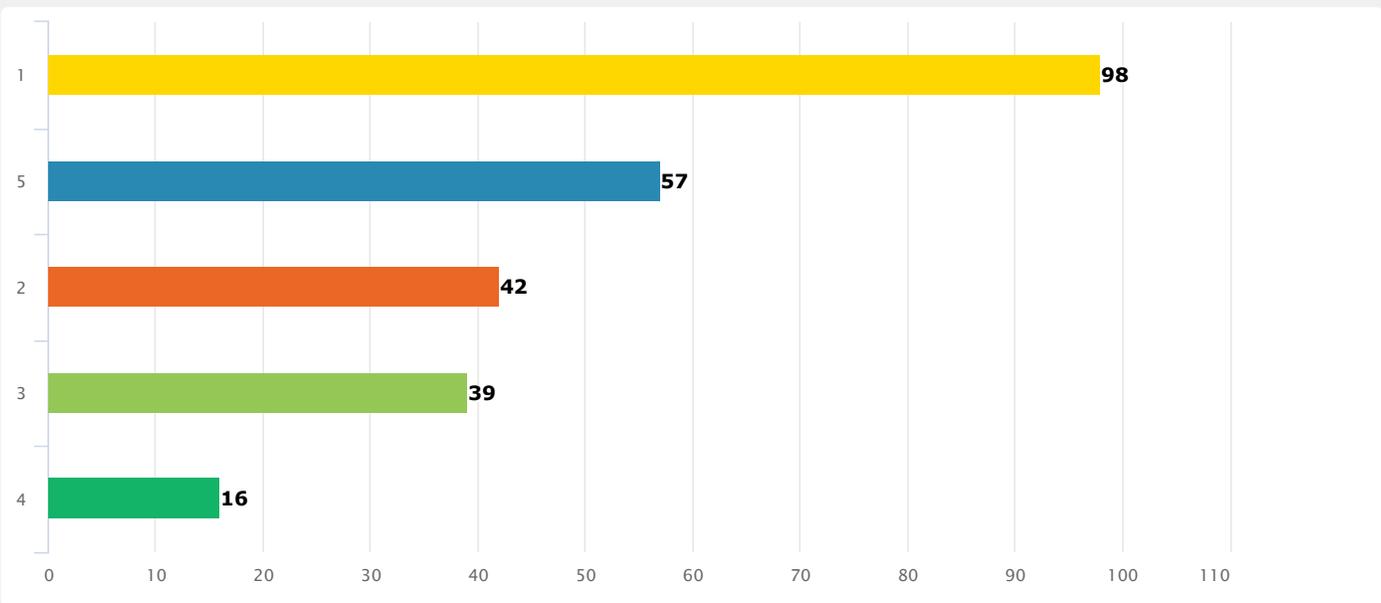
Total Responses	**252**		Standard Dev.	**1.59**
Mean	**2.57**		Min. Value	**1**
Variance	**2.52**		Max. Value	**5**

LEVEL_OF_SUPPORT_A8

Scheduled Service

Category	Value
1	96
5	44
2	40
3	34
4	32
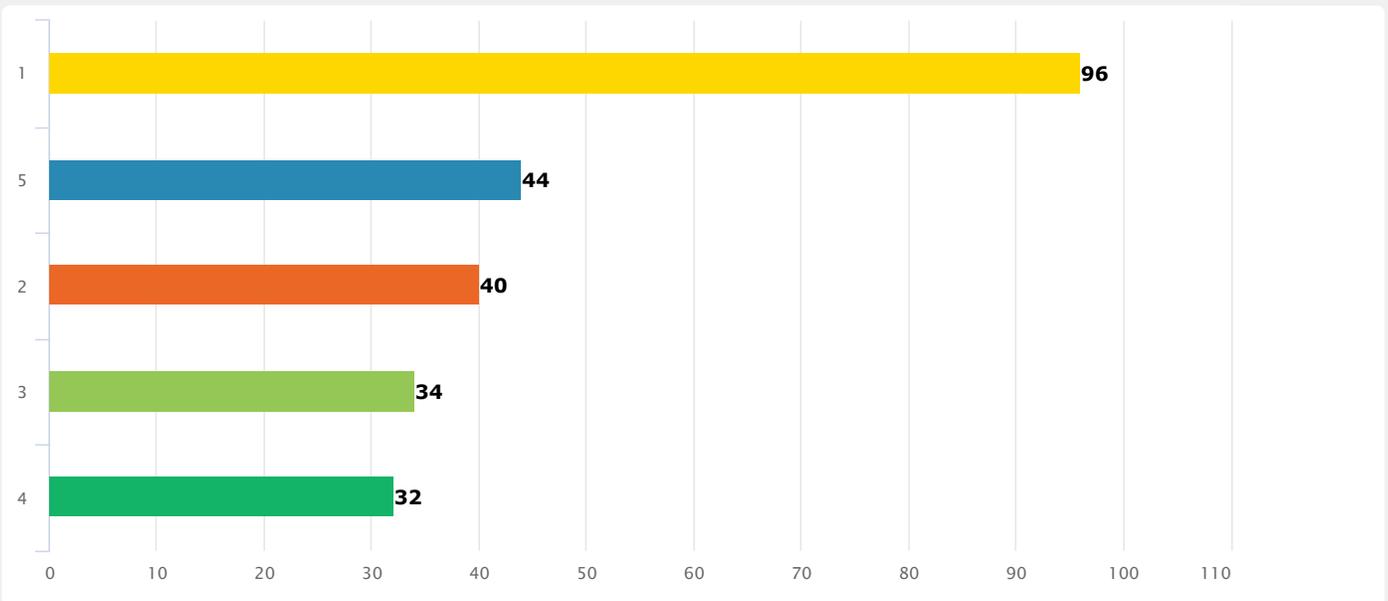
Total Responses	246	Standard Dev.	1.54
Mean	2.54	Min. Value	1
Variance	2.37	Max. Value	5

LEVEL_OF_SUPPORT_A9

Additional Industries

Category	Value
1	74
2	62
3	43
5	43
4	25
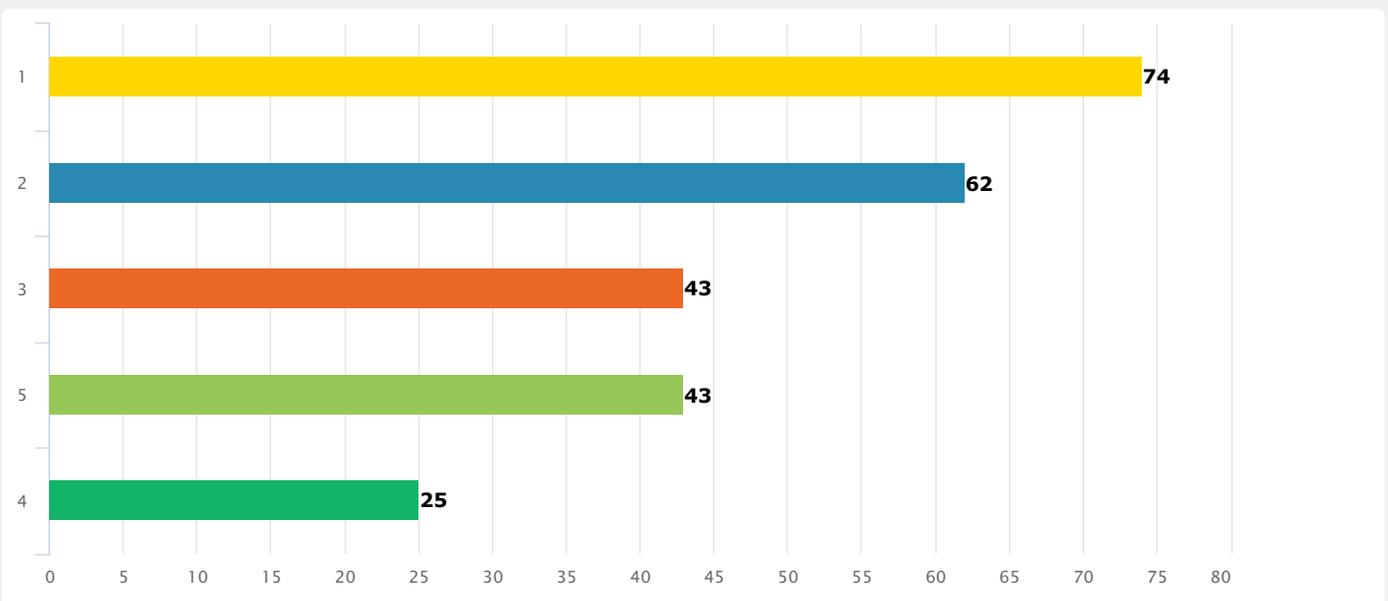
Total Responses	247	Standard Dev.	1.45
Mean	2.6	Min. Value	1
Variance	2.09	Max. Value	5

SERVICES_A1_2

Flying School
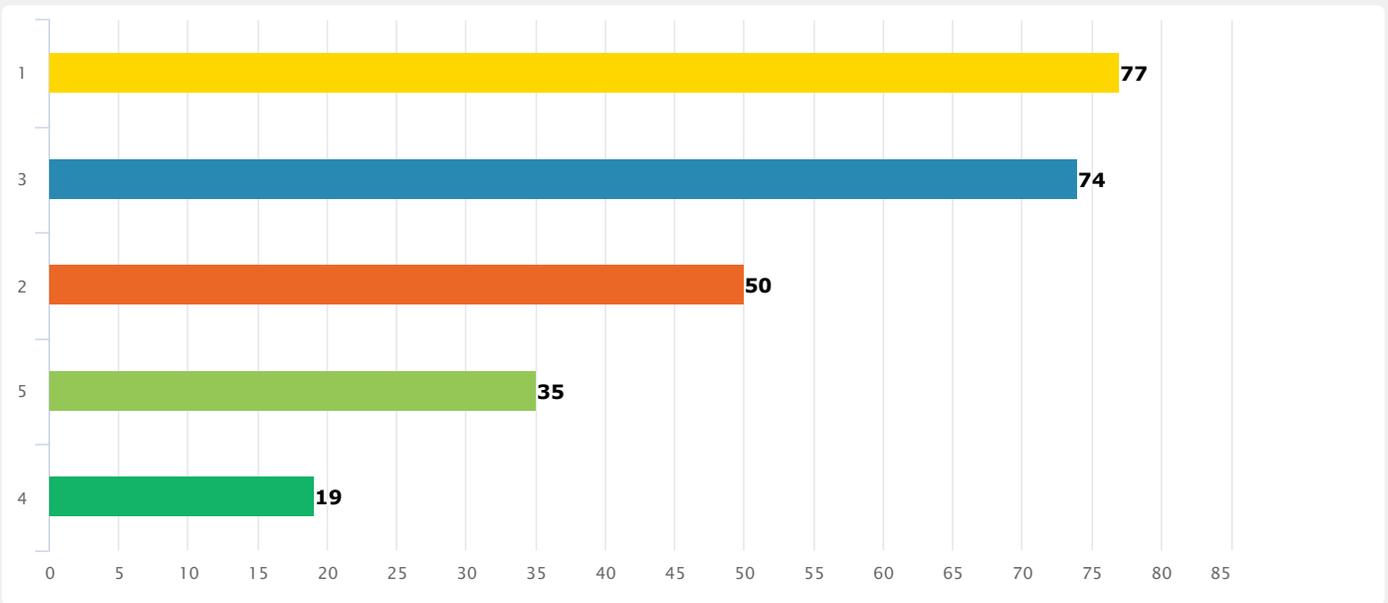
1	77
3	74
2	50
5	35
4	19

Total Responses	255	Standard Dev.	1.35
Mean	2.55	Min. Value	1
Variance	1.83	Max. Value	5

SERVICES_A2_2

Private Hangers (For Rent)
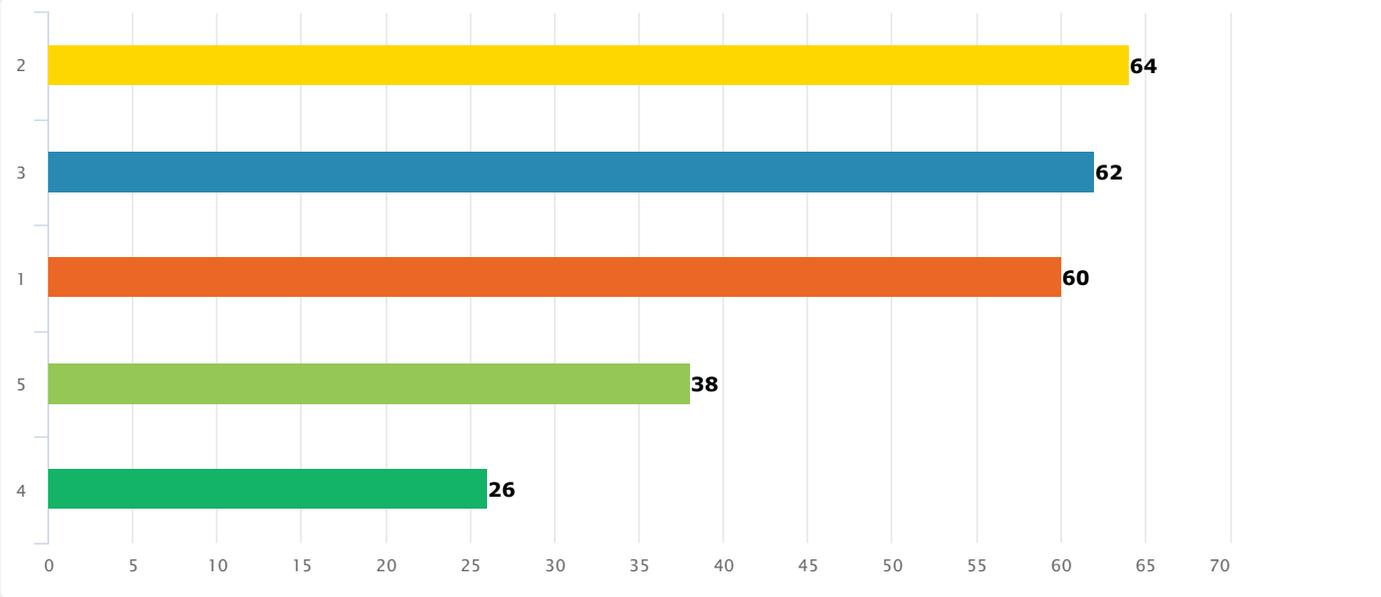
Total Responses	**250**		Standard Dev.	**1.35**
Mean	**2.67**		Min. Value	**1**
Variance	**1.83**		Max. Value	**5**

SERVICES_A3_2

Improved Facilities for Visiting Aircraft
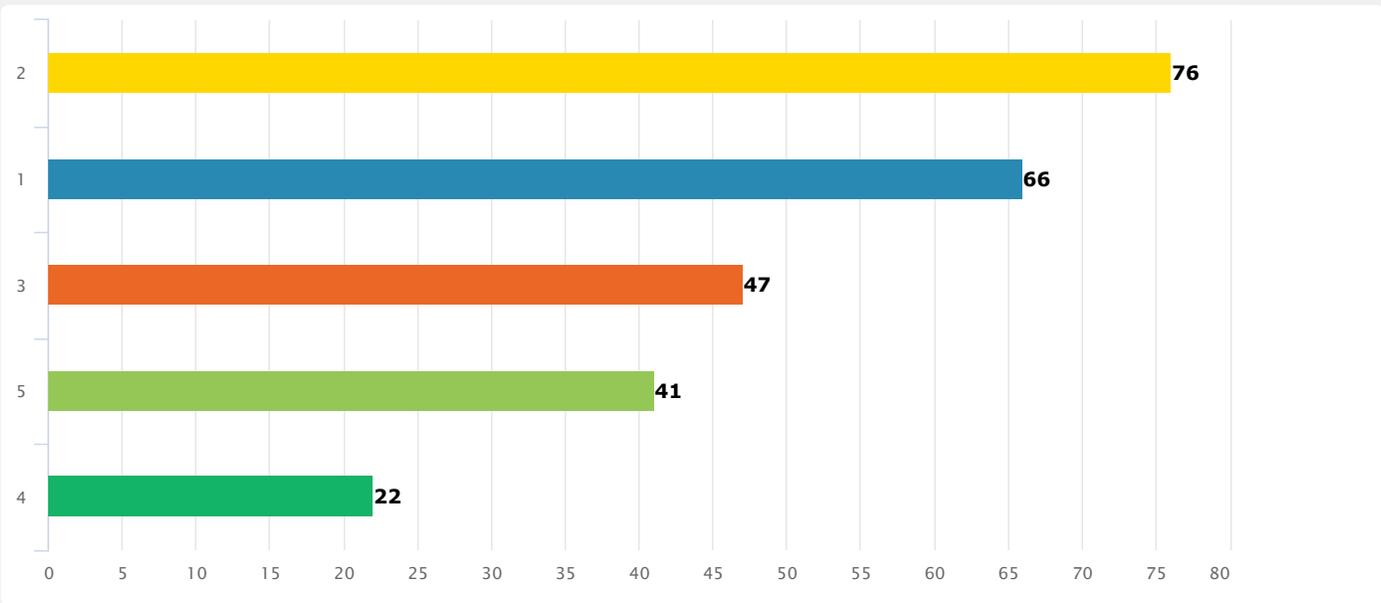
Total Responses	**252**		Standard Dev.	**1.39**
Mean	**2.59**		Min. Value	**1**
Variance	**1.92**		Max. Value	**5**

SERVICES_A4_2

Landing Fees (market competitive)

Category	Value
1	66
3	61
5	51
2	50
4	18
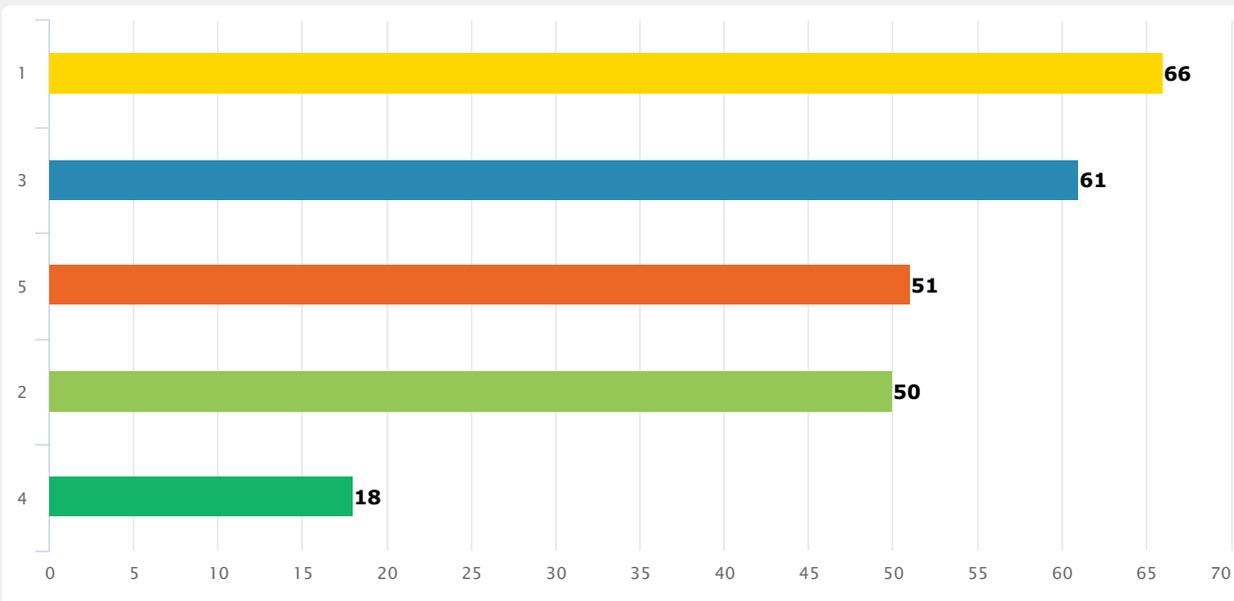
Total Responses	246	Standard Dev.	1.46
Mean	2.75	Min. Value	1
Variance	2.12	Max. Value	5

SERVICES_A5_2

Cadet Program

Category	Value
3	81
2	52
1	45
5	36
4	31
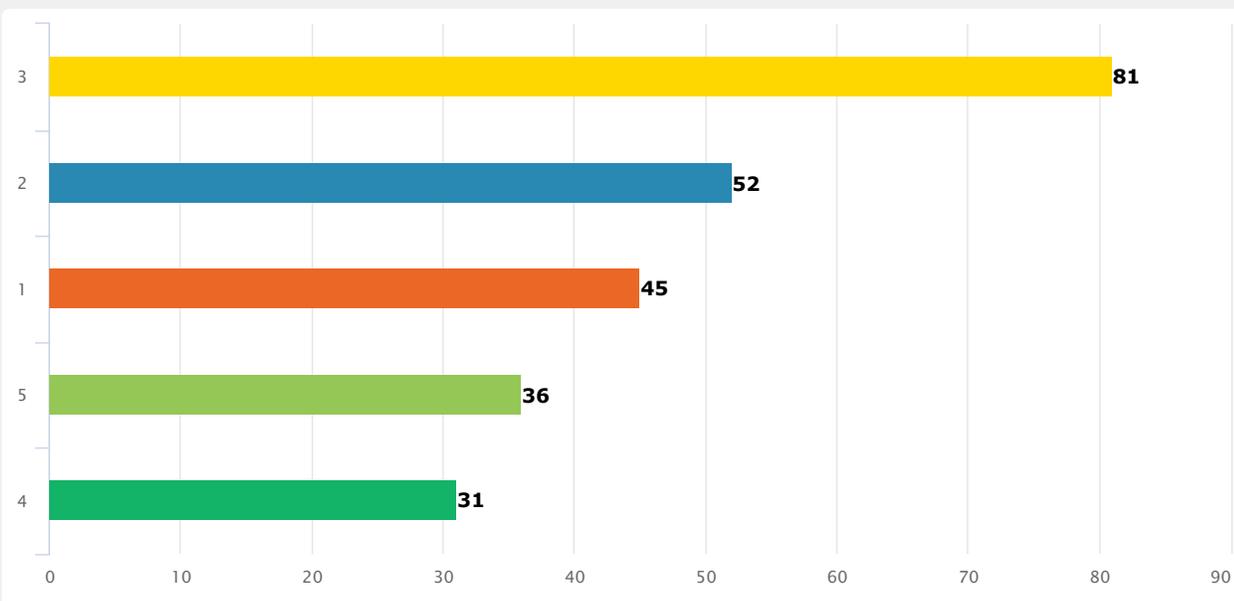
Total Responses	245	Standard Dev.	1.28
Mean	2.84	Min. Value	1
Variance	1.64	Max. Value	5

SERVICES_A6_2

Improved Maintenance Facilities
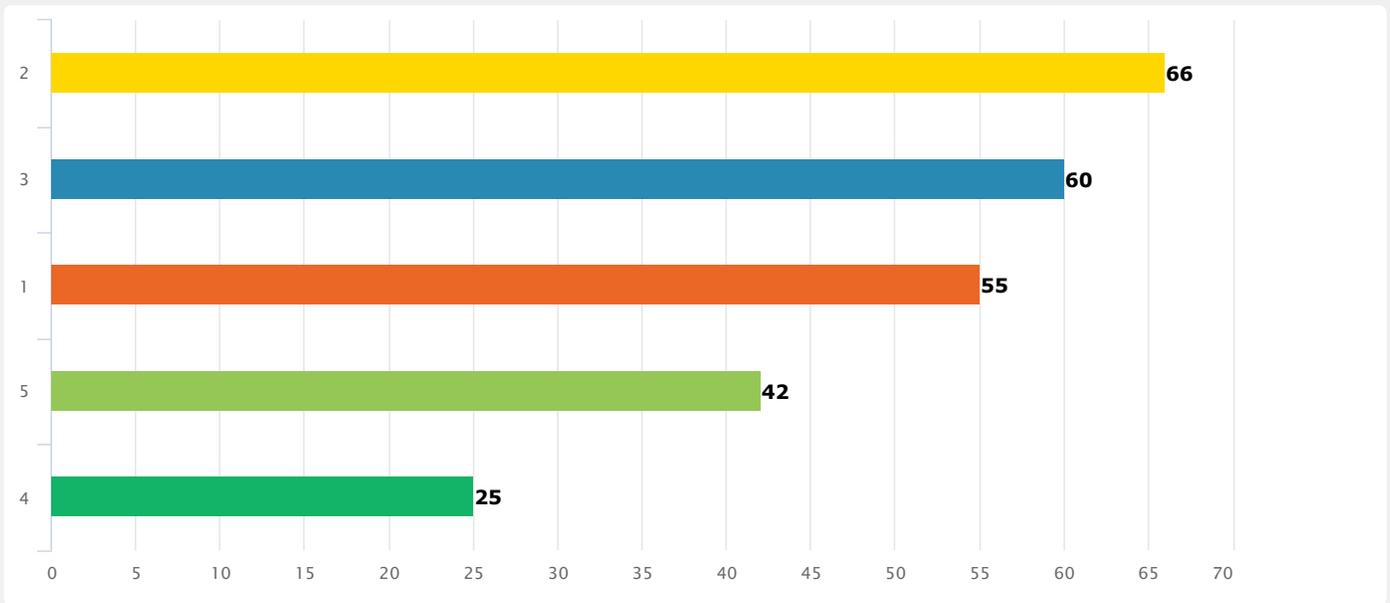
Total Responses	248	Standard Dev.	1.37
Mean	2.73	Min. Value	1
Variance	1.87	Max. Value	5

SERVICES_A7_2

Land Development
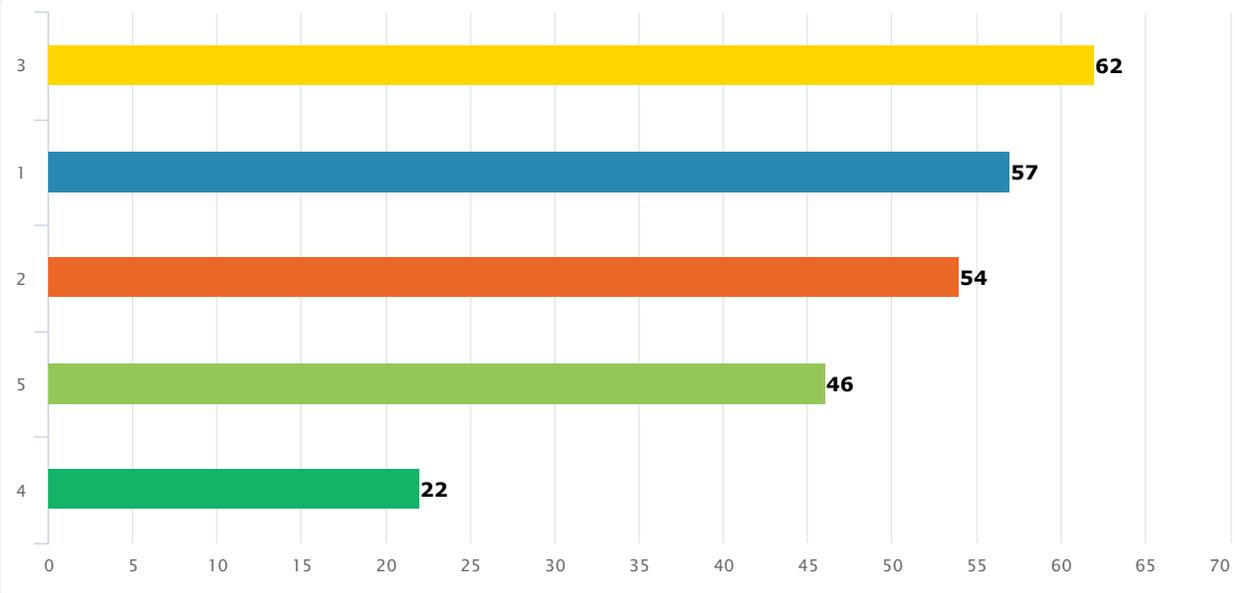
Total Responses	241	Standard Dev.	1.41
Mean	2.78	Min. Value	1
Variance	1.98	Max. Value	5

DEVELOPMENT_ISSUES

Preliminary interviews revealed some possible development issues at the Airport. Please indicate the level of importance of each issue to you personally. Please rank each option from most important (1) to least important (5).
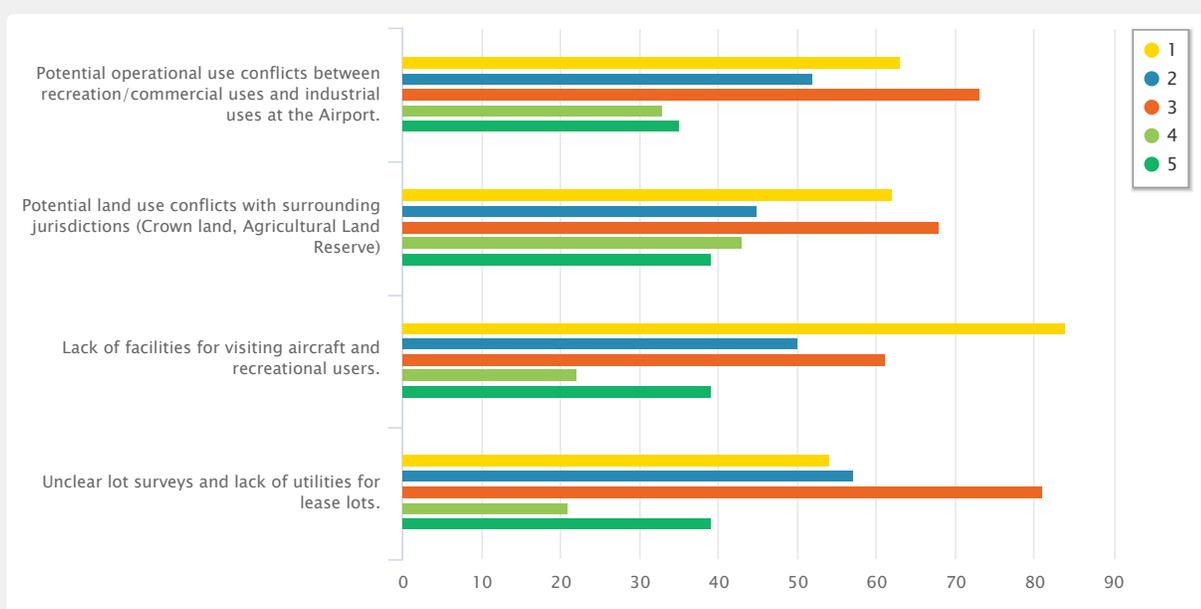
	Total Cases	Mean	Variance	Standard Dev.	Min. Value	Max. Value
Potential operational use conflicts between recreation/commercial uses and industrial uses at the Airport.	256	2.71	1.78	1.34	1	5

83

	Total Cases	Mean	Variance	Standard Dev.	Min. Value	Max. Value
Potential land use conflicts with surrounding jurisdictions (Crown land, Agricultural Land Reserve)	257	2.81	1.89	1.37	1	5
Lack of facilities for visiting aircraft and recreational users.	256	2.54	2	1.41	1	5
Unclear lot surveys and lack of utilities for lease lots.	252	2.74	1.72	1.31	1	5

▾ Detailed Answers

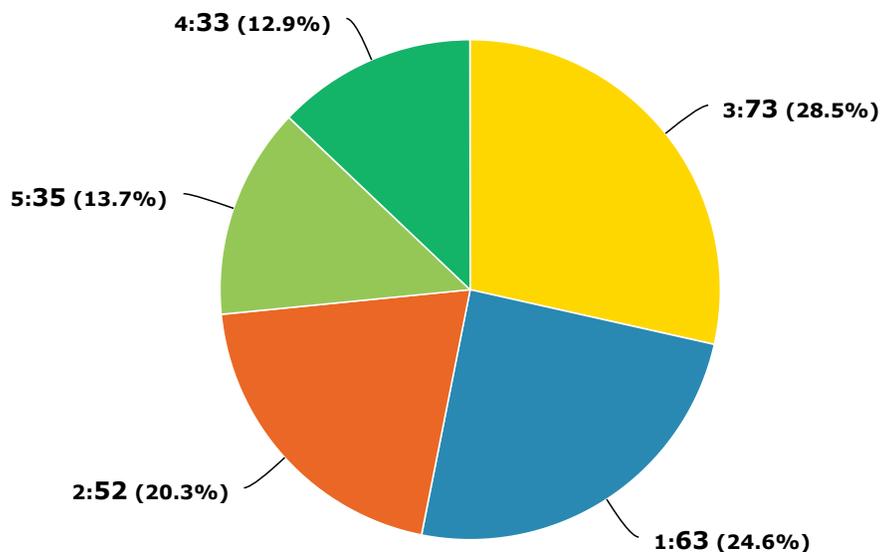|	1		2		3		4		5	
	Responses	Cases %	Responses	Cases %	Responses	Cases %	Responses	Cases %	Responses	Cases %
...use conflicts between recreation/commercial uses and industrial uses at the Airport.	63	24.61	52	20.31	73	28.52	33	12.89	35	13.67
...flicts with surrounding jurisdictions (Crown land, Agricultural Land Reserve)	62	24.12	45	17.51	68	26.46	43	16.73	39	15.18
...siting aircraft and recreational users.	84	32.81	50	19.53	61	23.83	22	8.59	39	15.23
...d lack of utilities for lease lots.	54	21.43	57	22.62	81	32.14	21	8.33	39	15.48

DEVELOPMENT_ISSUES_A1

4:33 (12.9%)
3:73 (28.5%)
5:35 (13.7%)
2:52 (20.3%)
1:63 (24.6%)

Total Responses	**256**	Standard Dev.	**1.34**
Mean	**2.71**	Min. Value	**1**
Variance	**1.78**	Max. Value	**5**

DEVELOPMENT_ISSUES_A2

Potential land use conflicts with surrounding jurisdictions (Crown land, Agricultural Land Reserve)

5:39 (15.2%)
3:68 (26.5%)
4:43 (16.7%)
1:62 (24.1%)
2:45 (17.5%)
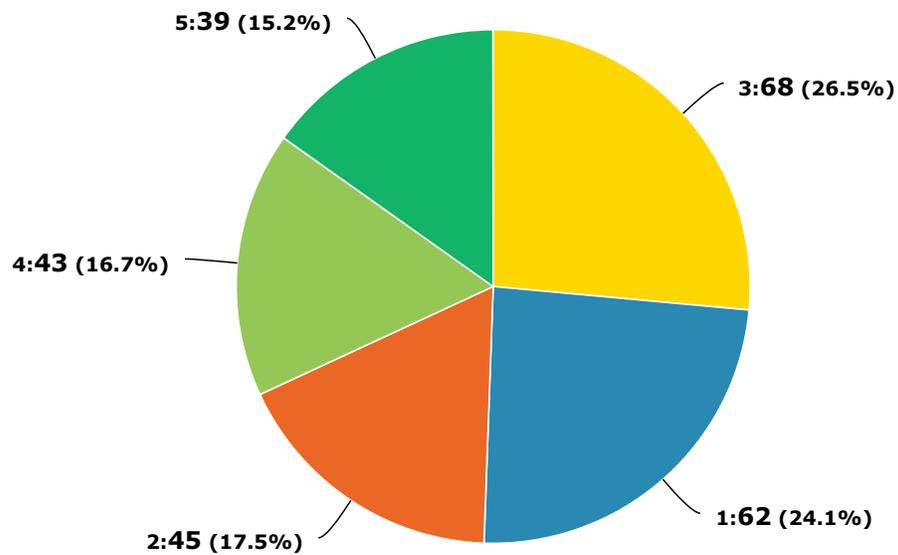
Total Responses	**257**		Standard Dev.	**1.37**
Mean	**2.81**		Min. Value	**1**
Variance	**1.89**		Max. Value	**5**

DEVELOPMENT_ISSUES_A3

4:22 (8.6%)
1:84 (32.8%)
5:39 (15.2%)
2:50 (19.5%)
3:61 (23.8%)
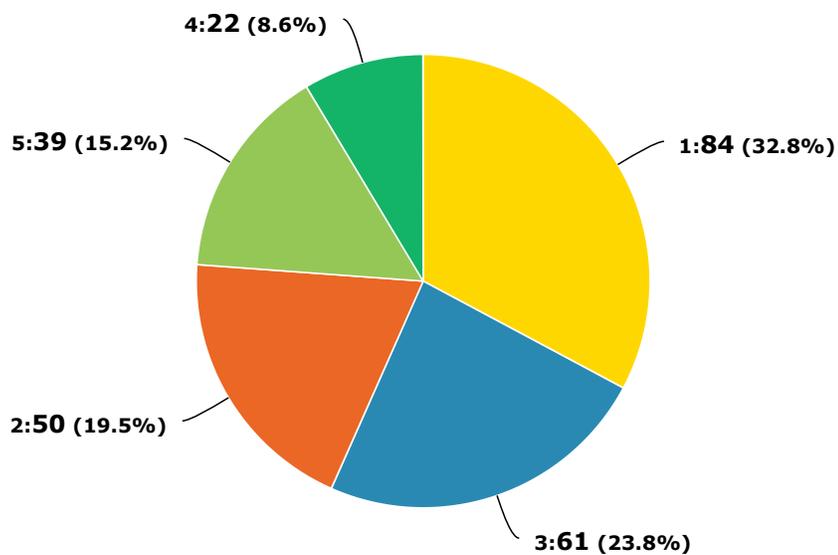
Total Responses	256	Standard Dev.	1.41
Mean	2.54	Min. Value	1
Variance	2	Max. Value	5

DEVELOPMENT_ISSUES_A4

4:21 (8.3%)

5:39 (15.5%)

3:81 (32.1%)

1:54 (21.4%)

2:57 (22.6%)
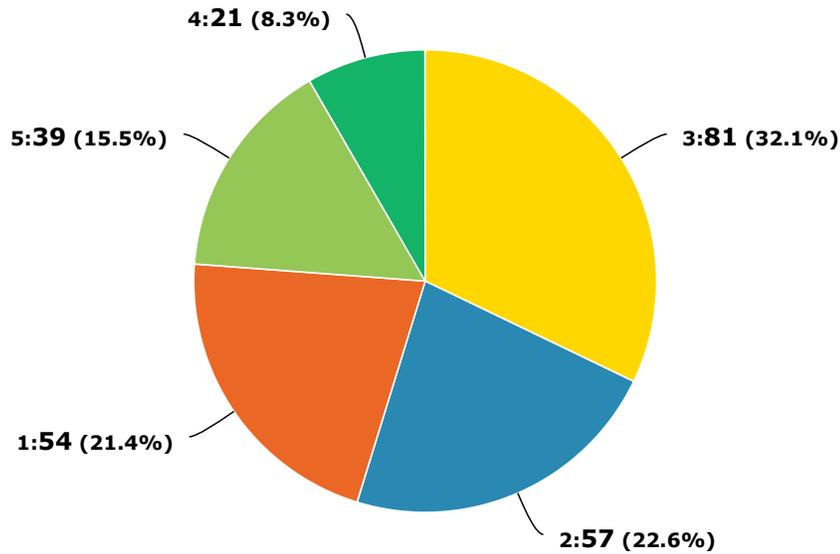
Total Responses	252	Standard Dev.	1.31
Mean	2.74	Min. Value	1
Variance	1.72	Max. Value	5

CAPITAL_IMPROVEMENTS

In your opinion, are there any specific capital improvements that should be made at the Alberni Valley Regional Airport?

No:9 (6.7%)

Yes:3 (2.2%)

No.:2 (1.5%)

Unsure:2 (1.5%)

GPS:2 (1.5%)

None:2 (1.5%)

Not at this time.:1 (0.7%)

Others:111 (82.2%)
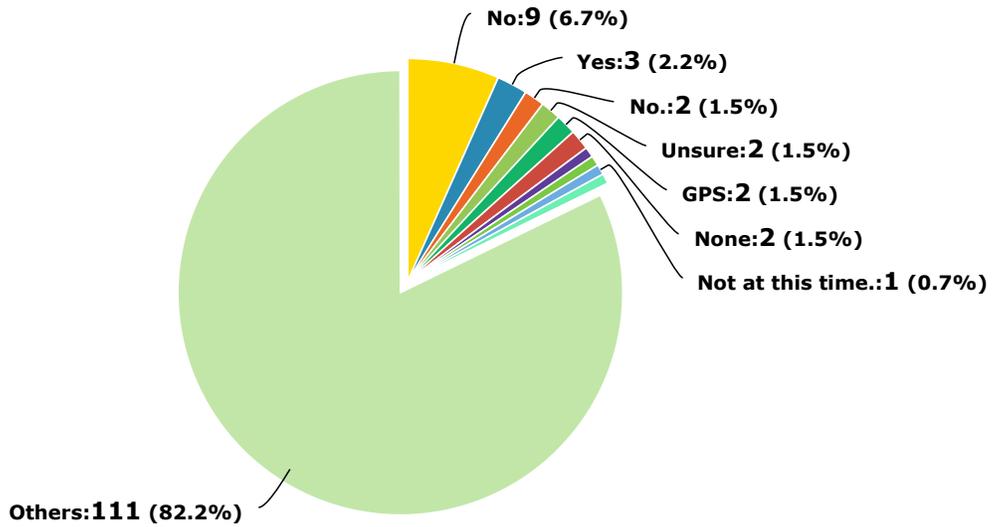
Total Responses	**135**	Standard Dev.	**N/A**
Mean	**N/A**	Min. Value	**N/A**
Variance	**N/A**	Max. Value	**N/A**

SERVICE_IMPROVEMENTS

In your opinion, what should be the next service improvement undertaken in the development of the Alberni Valley Regional Airport?

None:5 (3.7%)

Scheduled flights:3 (2.2%)

GPS:2 (1.5%)

GPS approach that is usable:1 (0.7%)

Hangar space. Courtesy car for visitors:1 (0.7%)

Others:119 (87.5%)
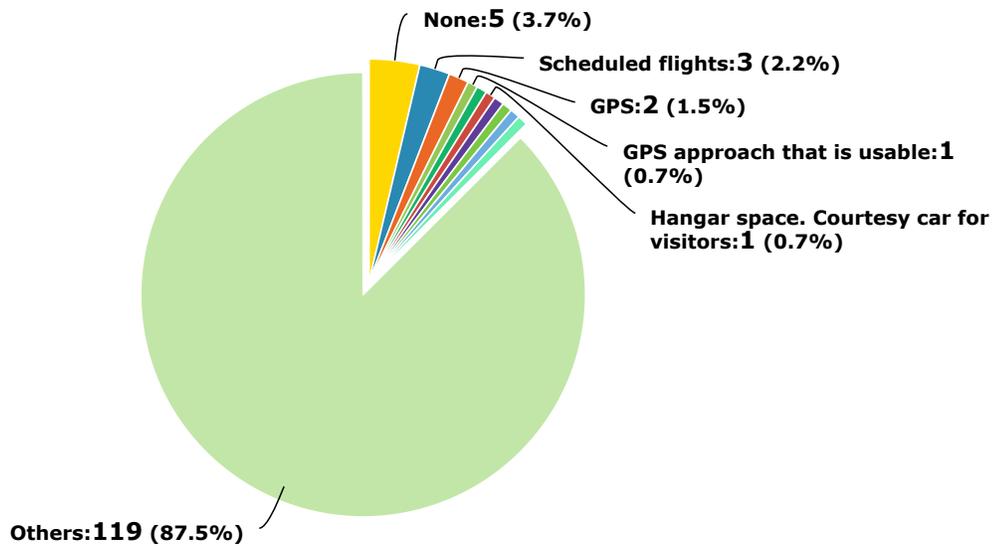
Total Responses	**136**	Standard Dev.	**N/A**
Mean	**N/A**	Min. Value	**N/A**
Variance	**N/A**	Max. Value	**N/A**

Detailed Answers

Answer	Frequency	Percentage
Total	**136**	
None	5	3.68
Scheduled flights	3	2.21
GPS	2	1.47
- Complete GPS approach development	1	0.74
?	1	0.74
A flight school or maintenance facility would be an excellent "service improvement".	1	0.74
Ability for airport to open/ provide services when the weather is anything but clear and sunny. Commercial flights from Vancouver	1	0.74
Affordable public flights	1	0.74
After decades of being there, still no real outside businesses interested in developing there. Not enough consumer clients in the area to warrant building there, even with no landing fees, and super cheap rent. Would not waste more tax payers money on the Aerodrome. The Aerodrome must pay for itself before any more tax dollars spent.	1	0.74
Air traffic control facility, night lights on runway	1	0.74
Aircraft servicing, this can be improved if a commitment from an aircarrier has taken place	1	0.74
all weather operations	1	0.74
Allow an area for under wing camping which will allow pilots to explore the alpAlberni Valley	1	0.74
Any type of flights for travel to be announced if we even have any leaving this air port.	1	0.74
arrival facilities. With the covid lock downs we will be eyed for getting to the area if needed.	1	0.74
Attract a regional carrier.	1	0.74
Attract scheduled flight operator	1	0.74
Aviation school	1	0.74
Being able to Take flights in and out	1	0.74
Better signage off the highway leading into the airport and a full time restaurant. Offering weekly specials etc outdoor patio dining experience. Beautiful views.	1	0.74
Bigger airport building for incoming passengers	1	0.74
Bring back the Races.	1	0.74
Bring back thunder in the valley	1	0.74
build a building sort of like the final approach in qualicum so pilots can come fly in for lunch/coffee/dinner	1	0.74
Canada customs service	1	0.74
Clearly marked and secure tie-downs for visiting aircraft. Create a welcoming environment for general aviation visitors - more signage with town information including transportation options into town, etc.	1	0.74
Commercial airline services	1	0.74
Commercial flights	1	0.74
Commercial flights to YVR, and then beyond.	1	0.74
Commercial passenger flights	1	0.74
Commercial plane use.	1	0.74
Commercial ready	1	0.74
Commercialization	1	0.74
-Complete GPS Approach development, - CANPASS service, - Winter runway/taxiway maintenance	1	0.74

Contact commercial carriers for interest in providing either scheduled or as-required flights. Contact government agencies for interest in setting up shop - cadet training, Air Ambulance services.	1	0.74
Create more lease lots both airside and none airside. Have the ACRD improve the process to acquire a long term lease	1	0.74
Custom clearance	1	0.74
Develop a service document which describes how the airport is to run so that all tenants know what to expect. This should be similar to an Airport Operations Manual and would describe weight limitations, snow removal, parking areas etc.	1	0.74
Develope the airport ,build a spare runway to be used for drags in the summer	1	0.74
Development of airside land and other Crown lands surrounding the airport.	1	0.74
Do whatever makes money because it is not going to be an airport	1	0.74
Don't kniw	1	0.74
Don't know	1	0.74
Drag strip	1	0.74
Establish a Fire Station where ACRD/City fire departments can station an emergency fire truck, then staff the hall when there is specific demand.	1	0.74
expand the run way to accommodate the bigger carriers as in west jet, air canada.	1	0.74
Expanded parking areas and proper arrival/departure facilities.	1	0.74
Find users will to pay	1	0.74
Finish runway to increase useage	1	0.74
Flight training and approach systems to allow for landing in our foggy climate.	1	0.74
GPS approach that is usable	1	0.74
Hangar space for short and long term rentals. Larger Airport and or/office space to accommodate test crews.	1	0.74
Hangar space. Courtesy car for visitors	1	0.74
Have some like Fedex provide service at the airport. We have a lot of items couriered in, and live animals shipped out. Airports are like bus stops to the world.	1	0.74
I don't know much about what is available right now, but we have the potential to be a larger regional mid-island hub, and attract businesses and commercial charters. We should improve the facilities to attract these.	1	0.74
I don't know.	1	0.74
I would love to see it opened back up to host Thunder in Valley again.	1	0.74
improvement to the runways	1	0.74
Improvements required only when tenants committed to operational use of the airport.	1	0.74
Introducing scheduled commercial flights	1	0.74
It would be great to see improvement on marketing and information to the public - in regards to what charter flights are available to businesses and residents. There needs to be either a dedicated website for online booking and information that is easy to access, or a permanent space (Chamber of Commerce?) where people can find information consistently. I wouldn't want to see scheduled flights, as the capacity of the Valley economically just isn't there, and with the AVRA being an aerodrome, there is opportunity (with lease/ALR issues sorted) for non-aviation businesses to be on that land as well.	1	0.74
Land development services should be undertaken. This will allow for increased revenue streams that are generated through long term leases on site.	1	0.74
land lease availability	1	0.74
Longer lease terms available up to 35 years to encourage more investment and larger developments.	1	0.74
Look at Qualicum Beach and do the exact opposite to what they're doing.... they're killing it.	1	0.74
maintain what we have, tenants need to follow through with their investments and in turn pay fees for their use of the airport for funding of the proper maintenance!	1	0.74
Maintainance building to keep equipment out of the weather, a proper terminal and parking area.	1	0.74
Maintaining vegetation more often then every two years and providing winter maintenance in case of snow. Have a main contact person for the ACRD in Port Alberni for the Airport. Possibly an part time Airport manager.	1	0.74

Maintenance of existing airport	1	0.74
Make it a drag strip or make the Coulson Group pay for all the improvements that they alone use.	1	0.74
Marketing and gathering space	1	0.74
More awareness and amenities for general aviation	1	0.74
More flights	1	0.74
Need commercial flights	1	0.74
New terminal and an ILS	1	0.74
No need for improving the airport. Airport is great. It would be nice to attract more people to it.	1	0.74
None, our town needs things other than an airport improvement. We are in close proximity to airports for those who need to fly anywhere.	1	0.74
None. Sell it to Wayne Coulson. He is the one that benefits the most from our tax dollars.	1	0.74
not informed enough at this point in time.	1	0.74
Not sure.	1	0.74
Nothing	1	0.74
Nothing that increases tax payers as it only benefits one business	1	0.74
Nothing unless there is a substantial return on the investment	1	0.74
Nothing without market research.	1	0.74
Nothing, get rid of it	1	0.74
Parking	1	0.74
Paved turn-around areas at each runway end to facilitate aircraft that are back-tracking for takeoff.	1	0.74
Paving of taxiways in between lease-holdings	1	0.74
permanent covered storage for recreational flyers,	1	0.74
Poor weather/low ceiling approach.	1	0.74
Racetrack	1	0.74
Reduction of debt incurred overbuilding the airport for a private business (coulson)	1	0.74
Regular flights from Vancouver, Naniamo and Comox airports	1	0.74
Regular flights/hanger	1	0.74
Scheduled flight service	1	0.74
Scheduled flight to mainland or taxi flight service to Nanaimo or Comox	1	0.74
scheduled flights for the humans	1	0.74
Scheduled flights, land development	1	0.74
scheduled service to mainland	1	0.74
See above.	1	0.74

COMMENTS

Please provide any other comments you would like to provide to the Advisory Committee.

advertise location and services.:1 (1.1%)

Allow the drag races again.:1 (1.1%)

allow drag racing motorsport to take place on our around airport:1 (1.1%)

Others:85 (89.5%)

Total Responses	**95**	
Mean	**N/A**	
Variance	**N/A**	

Standard Dev.	**N/A**
Min. Value	**N/A**
Max. Value	**N/A**

▼ Detailed Answers

| Answer	Frequency	Percentage
Total	**95**	
- Please increase max limit at the fuel pumps to a reasonable amount. Current limit is $500 max per transaction.	1	1.05
advertise location and services.	1	1.05
Air cadet program - not only a glider school but also their powered flight school should be considered.	1	1.05
Airports across the country struggle to get enough support. Alberni is in an area where air travel is a huge asset for normal and emergency circumstances. Landing fees will decrease movements and therefore revenues, and increase administrative costs, best to find other areas to promote growth that won't turn pilots away.	1	1.05
allow drag racing motorsport to take place on our around airport	1	1.05
Allow the drag races again.	1	1.05
An express package service company destination.	1	1.05
Answer to the question why the Drag Races were permitted to bring Millions of dollars in tourist's spending into this Valley, yet were denied after the taxpayers paid for the expansion ?	1	1.05
Any landing fees will stop pilots from visiting	1	1.05
Any type of info on what the port alberni airport actually has to offer	1	1.05
As a Program Manager for Viking Air Ltd. who has used the airport for flight testing we are very appreciative of the support we have received. Feel free to reach out with any questions curtis.mccormac@vikingair.com	1	1.05
Be realistic about what is possible	1	1.05
Become a hub, we visit family here from Edmonton once or twice a month , at present we fly into Comix	1	1.05
Being in the center of the island you would think this airport would be more valuable than it is.	1	1.05
Better things to spend money on than an airport.	1	1.05
Bring back the drag races	1	1.05
Bring back the Raves.	1	1.05
Considerations should be made for improved road access - requires a road hookup and new bridge across the Stamp river to the Beaver Creek road - the airport is too isolated with the current access	1	1.05

Developing the AVRA would create jobs, attract more businesses and attract more recreational pilots and tourists. Also, having a charter service would reduce my travel time to Vancouver from 5 hours (by road and ferry) to about one hour!	1	1.05
Discussions about and understanding of the AVRA have become muddied with the perception that this is a "Private Air strip" for Coulson's use. Unless this perception is challenged head on it will continue to influence the public's willingness to fund improvements.	1	1.05
Don't take my city tax money anymore	1	1.05
Extension of the runway for bigger aircraft to land	1	1.05
For existing hangers , repave taxiways to reduce potential for prop strikes and damage to props and airframes from gravel.	1	1.05
Fuck the lot of you assholes	1	1.05
Good luck	1	1.05
having worked at the Aerodrome from its beginning until a dozen years ago, one of the biggest mistakes made there was prevent the once a year drags. It put the site on the map for many and provide a positive image for the Aerodrome, not to mention a good revenue for the Valley.	1	1.05
Hose reals for the fueling station.	1	1.05
I am sick of paying taxes on the airport that refuses to make money	1	1.05
i and many others were dissapointed when drag racing was discontinued at the airport.not only did it provide much a much needed event in the valley, the monetary impact it made to the atrport and the valley can not be ignored.bad decisions were made by small minded people.	1	1.05
i did not know you were acitive---I read to loal news every day on the web--	1	1.05
I don't want to see any more tax dollars on capital projects invested in the AVRA until there is a wholesome discussion on the lease agreement of the land with the province, and the the ALR. As mentioned, it would be great to have the ability to really utilize the land to support local businesses and events, and the lease restricts any non-aviation possibilities from even being discussed (whether there is opportunity for agriculture, industrial, co-op spaces, events, or small businesses). Of course the main focus of the land is for aviation, and as previously stated, I think the AVRA should still with non-scheduled flights and capitalize on its current assets, as I see that as strengths. To aim to try and get scheduled flights here just doesn't seem like a smart business move, with Airports in Nanaimo, Qualicum Beach/Parksville, Comox, and Tofino - not just because of the competition with other airports, but because of the costs involved too, that will more than likely end up on local tax payers.	1	1.05
I have never used the port Alberni airport because the commercial flight options are so limited. I travel frequently and would like to be able to fly to yvr nonstop	1	1.05
I just want to see economical growth in the valley.	1	1.05
I retired at Sproat Lake for peace and quiet. Previously lived in flight path of YVR.	1	1.05
I think more emphasis should be put on marketing of the improved airport. For courier companies, for flight training, for military exercises.	1	1.05
I'm glad to see Alberni looking at this because in my experience, airport improvements/expansions only become more difficult as populations grow. The paradox is that as populations grow, the need for the improvements/expansions also grow. If possible, it is always better to be AHEAD of the infrastructure curve ESPECIALLY when it comes to airports.	1	1.05
I'm not prevy to the revenue the airport realizes, but it should show a return on the investment and a solid business plan before moving forward. The people marketing should be at arms length from current tenants and local influences like the past.	1	1.05
In building a vision for the airport, I highly encourage fostering an active local aviation community that is attractive and inviting to local and visiting pilots, aircraft maintenance and manufacturing businesses, and other aviation "anchor" businesses such as Coulson, Viking, and a flying school. An active airport is a healthy airport, and doesn't necessarily need grand ideas of airline and commuter services to be viable. Facilities such as hangar homes/condos, affordable GA hangars and aircraft business/tourism premises, will build a community that supports, volunteers, funds, promotes, and grows awareness of the airport as a local asset. We have an amazing physical airport facility already at AVRA, with room and opportunity to grow. Imagine an airport with a busy flying school, biplane and glider rides for tourists, an on-site cafe (a destination for pilots and locals), thriving aircraft maintenance and restoration businesses, rental car or shuttle options to get visitors into Port Alberni or Sproat Lake... I look forward to being part of this growth and helping make AVRA an aviation jewel.	1	1.05
Incorporate tourism branding (Destination BC, Tourism Vancouver Island)	1	1.05
It is extermly important for the Advisory committee to have people who use the airport now, stakeholders of the airport sit on the Advisory Committee.	1	1.05
Job creation projects	1	1.05
Just get it up and running. They will come, if it's available.	1	1.05
Keep tenants up to date with all changes, proposed or otherwise so that tenants can plan around major changes well in advance	1	1.05
Keep up the good work. Ask island air express to run regular flights to Abbotsford and or YVR from port alberni us camp workers will use this service regularly. https://www.islandexpressair.com/	1	1.05

Let the drag racers use the airport	1	1.05
Lets make the airport useable for all aircraft types like cassidy airport so my family- friends dont have to use that as our hub. Build and they shall come!	1	1.05
Long term leases for tenants. Ie 30 year leases like other airport authorities in Canada.	1	1.05
My biggest concern is that this study will be done and paid for and that will be the end of it. And then another study will be done, again. Please make the information useful, practical and inform the public about the end result.	1	1.05
No taxpayer wants to pay for a seemingly private airport for the upper class	1	1.05
none	1	1.05
Please develop this airport! It would be well used and bring SO many jobs and tourists to the Alberni valley. Everyone has to leave town to fly to their vacation destination and if they (and the surrounding towns) could fly from the Valley it would be an incredible step in the right direction for Port Alberni	1	1.05
Please promote the airport to people in the industry. It has so much potential here. Keep the red tape to a minimum and the airport fees low to attract new tenants and build from there..	1	1.05
Please seriously consider the tax money of the people who get little too nothing from this. I have lived in Pory Alberni over 30 years and have never been to the airport for any purpose that an airport is intended. Nor do I know anyone that goes the for any reason other than to work for Coulson's, Dolan's or fly their personal plane. It only seems to benefit the wealthy end of our community. This is frustrating to those of us who can barely afford out already high taxes.	1	1.05
Promote growth and use of the airport to the betterment of the entire valley	1	1.05
Promote the airport through marketing, school career days, etc.	1	1.05
Proper investigation of rules and regulations and informing public	1	1.05
Put it to a vote for Port Alberni tax payers to decide the fate.	1	1.05
Quit wasting money on the airport	1	1.05
Running an airport for the 'community' but offers nothing (no scheduled flights) to the 'community' is a waste of our tax dollars. So, make it a usable airport for people other than those who own their own private planes.	1	1.05
See a cadet glider training center would be amazing	1	1.05
Should allow drag races back at the airport	1	1.05
so far the biggest waste of the tax payers money	1	1.05
Stop allowing people to store boats their. It is an airport. The reason the drag races are not allowed anymore is it is only supposed to for air planes. Not boat storage.	1	1.05
Stop being Coulson's puppets.	1	1.05
Stop running this as a private airport	1	1.05
Stop spending money on things that provide such minimal benefit to the general population. We are a poverty stricken community Thag needs more social services and not an increase in eletist services that benefit very few people	1	1.05
Stop spending our money.	1	1.05
Strides are being made in the right direction. Keep it going!	1	1.05
The Airport Advisory committee needs to have a much greater presence and at the end of the year provide an annual report on what has been accomplished during the previous year.	1	1.05
The airport is a great resource but it primarily benefits our wealthiest neighbors. It is time to stop asking people who could never afford the use of the airport to help pay for it. I'd much rather be taxed to help shelter people who don't have housing or to feed hungry folks than to help pay for the airport that currently only seems to benefit the wealthiest of us.	1	1.05
The airport should be an economic driver in the community through supporting and expanding current Coulson Aviation and associated industries. The public investment was not for recreational use of visiting recreational flyers. We have the opportunity to build a considerable economic sector around the current anchor tenant. All other uses should be considered secondary to that	1	1.05
The cost of the original airport expansion has not been outweighed by the "benefits" of the expansion.	1	1.05
the mindset of many locals is that all the improvements and taxdollars was all for Coulson ...People don't realize how many jobs have been created by the expansion and how much is contributed to the local economy...there will be more jobs in the future....more focus should be on marketing to attract more Aviation industry to come here	1	1.05
the only person who benefits from this airport is Coulson period. Sell it to him, he can have his private airport, and let him worry about upgrades/expenses etc. Port Alberni is Never going to be an international Flight destination/hub/or anything else. Give up flogging the dead horse! Port Alberni has NEVER NEEDED AN AIRPORT!	1	1.05
The people using it should be paying for it. We pay tax dollars but see no benefit and can't use it	1	1.05

|		
The questions seem to have the impression that the glider operations are for air cadet training. They are not. There is a club (Alberni Valley Soaring Association) with 6 gliders and several dozen members that operates from the airport. There is also a private glider operation (Vancouver Island Soaring Centre) with a two-place glider and a towplane. While the Air Cadets have visited and operated from this airport, and there are proposals that they operate there in future, they are not currently operating at this airport.	1	1.05
The tax payer receives no direct benefit from the current airport and sees it mainly as giving money to business, scheduled flights would change that.	1	1.05
There is great opportunities within our indigenous community to help build up aviation	1	1.05
this airport was expanded for the coulson group and the flying club in generakl they shpuld pay for any improvements. when the dragracers were out there they did a lot of work to the area . racing should be back at the airport up to 10,000 used the airport on that weekend and it brought money into town and put us on the map .	1	1.05
This area of land should generate incomes and a portion of that revenue should be used to improve airport services and marketing this facility.	1	1.05
This may not be relevant, but I need tp say that no land should be taken from agricultural or indigenous ownership or use.	1	1.05
Through the development of the previous Sproat Lake (OCP) adopted in 2005, it was recognized by the ACRD planning department and administration at that time that planning for acquiring the lands and changing land use opportunities adjacent to the airport could provide for long-term greater community benefits as well, including access and upgrade to the west side of stamp falls provincial park, hobby farm creation, expansion of river fishing access, recreational riverside RV camping, and of course the development through proper planning of all landowners, levels of government and First Nations, a unique Motorsports Park Complex combining all local current motorsports user groups to the one location. This included the future opportunity to create a 1/4 mile drag strip with major out-side investment off the airport lands, there as well.	1	1.05
Thunder in the Valley can be an important revenue contributor and bring awareness of the airport facilities.	1	1.05
Thunder in the Valley was a HUGE economic booster to the region. It is sorely missed.	1	1.05
Time to open your minds and realize what an extra runway that could be used in the summer on a few weekends for drag racing ,it brings money to the valley ,Build some big metal hangars with the future in mind.	1	1.05
Time to work towards scheduled service . Also seek investment from other air craft builders	1	1.05
Unfortunately the airport only benefits coulsons at tax payers expense. I live near the airport and there needs to be some air time restrictions	1	1.05
We live verily close to the airport (Little Germany) and enjoy all the aircraft traffic, even the traffic at night. One of my earliest jobs was for CP Air at Richmond BC, which became Canadian Airlines, and now is Air Canada. At that time four DC-10's were purchased and converted, paint stripped, interior gutted, for use for Canadian Airlines. Similar to what Coulson Aviation does now. One thought i have is the Pine Dell property, which comes quite close to the Airport property, I thought you could do aircraft activity on agriculture land. Would be a nice use for this property.	1	1.05
We should try to develop and attract niche fly-in events that would draw visitors.	1	1.05
When two days of now canceled drag racing brings in more revenue than the users of the actual runway something is majorly wrong. When the openended portion of the survey starts in the middle of the rectangular box provided and only shows one line of text no matter how many characters are typed this survey has major problems.this	1	1.05
While ever the airport is merely a facility for local businesses they shuld pay for it in its entirety. It is not woth having otherwise	1	1.05
Who is actually using the airport and are they paying a fee to use it. Is public allowed to financials	1	1.05
Would be great to have flight service to Vancouver and or seattle	1	1.05
Would love to see a bi-weekly passenger service from lower mainland to Port Alberni	1	1.05
You have to respect the landuse restrictions in place - ALR, crown grant! you also have to ackoowledge that further expansions of the runway are constrained by the lay of the land! current tenants are good for the local economy and jobs but are they paying their fair share to the service - the operation and maintenance of the airport.	1	1.05

COMMUNICATION

What is your preferred method of learning about activities at the Airport?
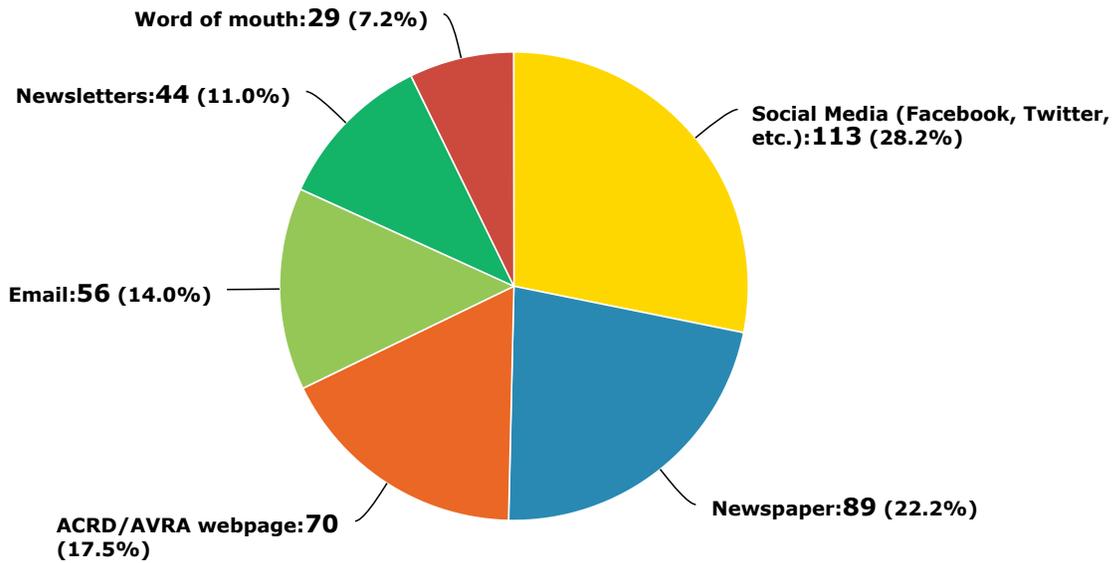
Total Cases	**230**	Standard Dev.	**1.72**
Total Responses	**401**	Min. Value	**1**
Mean	**3.13**	Max. Value	**6**
Variance	**2.97**		

COMMUNITY_ASSET

Do you view the Alberni Valley Regional Airport as a valuable community asset?
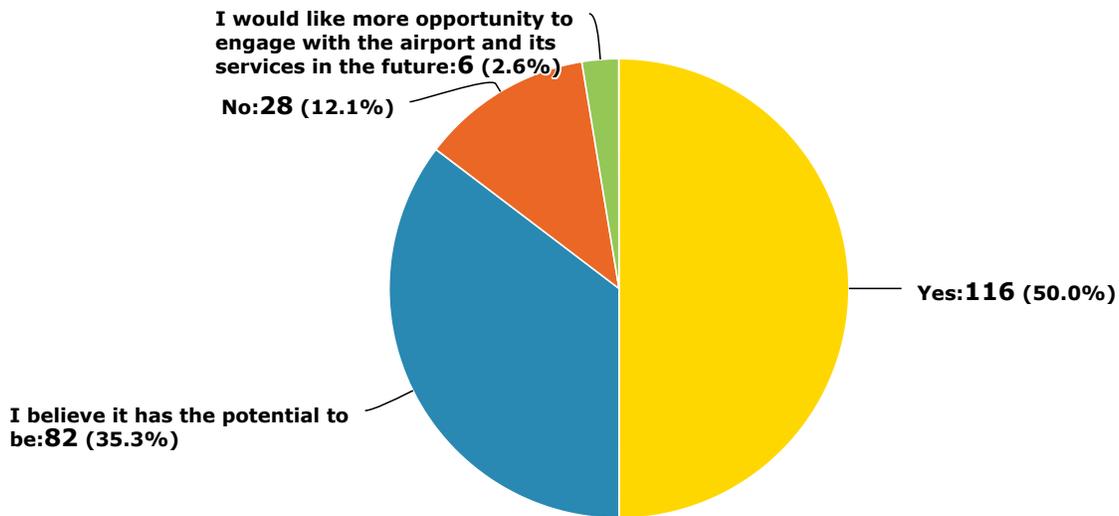
Total Responses	**232**	Standard Dev.	**0.98**
Mean	**1.77**	Min. Value	**1**
Variance	**0.96**	Max. Value	**4**