



Alberni-Clayoquot Regional District

ALBERNI VALLEY COMMITTEE MEETING

WEDNESDAY, MAY 15, 2013, 10:30 AM

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

AGENDA

	PAGE #
1. <u>CALL TO ORDER</u>	
2. <u>APPROVAL OF AGENDA</u> <i>(motion to approve, including late items requires 2/3 majority vote)</i>	
3. <u>PETITIONS, DELEGATIONS & PRESENTATIONS</u>	
a. Mr. Pat Deakin, Economic Development Officer, City of Port Alberni regarding Economic Development Activities in the Alberni Valley - Update.	
<i>THAT Mr. Pat Deakin, Economic Development Officer, City of Port Alberni be invited to address the Alberni Valley Committee.</i>	
4. <u>CORRESPONDENCE FOR ACTION/INFORMATION</u>	
a. INVITATION Alberni Valley Flying Club Invitation to attend the 2 nd Annual Alberni Valley Regional Airport Open House. (referred from May 8, 2013 Board Meeting)	3
<i>(Committee Direction Requested)</i>	
5. <u>REPORTS</u>	
a. Alberni Valley Landfill Update – A. Daniel (Verbal)	
b. Alberni Valley Airport	
• Update – A. Daniel (Verbal)	
• Correspondence from Alberni Valley Soaring Association regarding request for Facility Improvements	4-5
• Thunder In The Valley – A. Daniel (Verbal)	
<i>THAT the Alberni Valley Directors receives the Reports a-b.</i>	
6. <u>NEW BUSINESS</u>	
7. <u>IN CAMERA</u>	

Motion to close the meeting to discuss matters relating to
i. Information that is prohibited from disclosure under Section 21 of the
Freedom of Information and Privacy Act.

8. RECOMMENDATIONS TO THE BOARD FROM IN-CAMERA

9. ADJOURN

From: Chris & Jan Duncan <kyunim@shaw.ca>

Date: 29 April, 2013 2:36:04 PM PDT

To: cindysolda@me.com, regionaldirector@mybamfield.com, mikekokura@shaw.ca, tonben1@telus.net, "<COTEART@SHAW.CA>" <COTEART@SHAW.CA>, pard54@hotmail.ca, lyleprice@shaw.ca, john.i@huuayaht.org, jmcin@shaw.ca, osborne@tofino.ca, birving@ucluelet.ca, al.mccarthy@ufn.ca, rdyson@acrd.bc.ca, adaniel@acrd.bc.ca

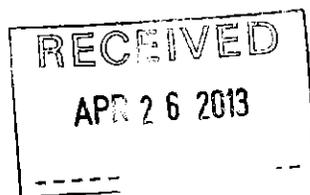
Subject: Alberni Valley Regional Airport Open House

Cindy Solda, Chair of Alberni Valley Regional District.

Hi Cindy, this is an invitation to you and your board to attend the 2nd annual Alberni Valley Regional Airport Open House. The event is scheduled for 23 June 10:00am to 4:00 pm. The A.V. flying club is hosting the event. This could be an opportunity for the regional district to have an information booth. We are inviting the general public to come and experience the airport. There will be aircraft on display. We are also inviting the public to a draw for airplane rides. Could be a great place to announce that you are going ahead with the GPS landing system? The idea is to showcase the airport and get people aware and thinking about how the airport can become an economic generator for the Valley.

Thanks Chris Duncan, Alberni Valley Flying Club.





6393 Patricia Bay Highway
Victoria, BC
V8Y 1T7

24 April 2013

Andy Daniel
Manager of Environmental Services
Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni, BC
V9Y 2E3
Fax: 250-723-1327

ALBERNI VALLEY SOARING ASSOCIATION(AVSA)
AIRPORT DEVELOPMENT QUERIES

Hello Andy.

As agreed after our discussion of Thursday 18 April we are putting to paper the queries we had with respect to our AVSA gliding activities at the airport and potential further facilities improvements at the airport.

We would like to present the following points in no order of priority:

1. Airport User Advisory Committee: AVSA and the Vancouver Island Soaring Centre are major users of the airport in the summer months and are keen to be involved in any further airport development discussions you may have in mind. If you see a need to form an airport user advisory committee down the road we would be willing to participate if requested to do so.
2. Grass Runway: We have observed the recent development to the North of the runway where efforts are underway to plant grass to assist in preventing the vegetation from again encroaching on airport cleared areas. Although the ACRD may not have intended to develop a grass landing surface, gliders operations would benefit significantly if we were offered that option. Our preference would be to takeoff with the towplane and glider on pavement and land them both on the grass. Landing on a smooth grass surface results in less tire wear for the glider and towplane. In addition the option of landing on either pavement or grass presents a good safety option in the event that two aircraft/gliders are required to land close to the same time. I raise this point now because any landing surface needs to be flat and relatively free of loose rocks to be usable and that is a task that needs to be completed early in the present grass development process. For gliding purposes we do not require a landable grass area along the full length of Runway 12. We could work safely with a landable grass surface that extends from

the beginning of Runway 12 to taxiway B which leads to Coulson's hangar facility. This length is approximately 2000 feet.

3. Potable Water Supply to the Hangar: Currently those leasing airport lots have been required to drill a well in order to have access to water. Considering that the airport terminal building already has a well with good potable water, I am wondering whether that water could be made available to those leasing lots. Providing a water line along the airport road would allow those lots to readily access the supply. It would also reduce the likelihood of inadvertently exposing those individuals leasing lots to non-potable water which a well may produce.
4. Septic Requirements: The land in the area of the airport lots does not test well for the installation of a septic field. The majority of lots are located on top of fill that was placed there during airport construction to level the terrain. The BC Forest Service facility north of the airport road had to place their septic field south of the airport road in order for it to work properly. To develop remote septic fields for each airport lot will be a cumbersome process and will affect the suitability for development of the lots on the south side of the airport road. As an alternative to a septic field would it be acceptable to use a septic tank on a leased lot and pump the tank out as required?
5. Windsock: The windsock on the departure end of Runway 30 on the south side is very faded and worn. It requires replacement.
6. Runway Lighting: The runway lighting system for the airport does not appear to be an official installation. The runway edge lights extend upwards to a height above what is normally seen at other night qualified runways. In addition the night capability is not referred to in the Canada Flight Supplement so transient pilots will be unaware of the installation. As gliding activity is a daylight only operation we have no requirement for the system to remain in place. There may be other reasons to retain the lighting installation but if a discussion took place on the merits of keeping it in place, our preference would be to operate from an airstrip without runway lights as an unobstructed landing area provides more options for a safe landing roll out.

Thank you for the opportunity to share our thoughts. The hangar has been in place now for approximately a year and ACRD personnel and airport custodial staff have been very supportive and positive throughout the development process. We look forward to hearing back from you.

Sincerely,



Allen Paul
President
Alberni Valley Soaring Association
250-858-0660