Alberta Small Airports Strategy

For Discussion with Stakeholders

Prepared by

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Alberta Infrastructure and Transportation

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1.0 INTRODUCTION

On December 15, 2006, Premier Ed Stelmach identified some very specific priorities for the Minister of Infrastructure and Transportation including "develop a new provincial aviation strategy to explore options that will ensure the viability of small airports in Alberta."

This paper examines the current context in which small airports operate in Alberta including understanding the current activity levels, revenues and operating costs, proposed capital improvements and available funding programs. The purpose of this discussion paper is to reach common understanding of the issues facing the small airport network in Alberta, identify future threats and opportunities, and identify potential strategies to ensure viability. A new provincial aviation strategy will be developed with the stakeholder input received on these key issues.

2.0 CONTEXT

2.1 Alberta's Airport Network

The Alberta airport network is comprised of approximately 186 privately and publicly owned airports. Specifically:

- o <u>100 local airstrips</u>: Local airstrips are owned by a number of different corporate or private entities and are used for various activities.

- o <u>72 community airports</u>: Community airports are owned by the local municipal governments and all have paved runways. While these airports do not have scheduled passenger services, they do have general aviation activity including medical evacuation and forest fire fighting. For a list of these airports, please see Appendix 1.

- o <u>12 regional airports</u>: Regional airports are owned by the local municipal governments and are typically operated through airport commissions established by their owners. These airports have paved runways and scheduled passenger services, often acting as regional hubs to Alberta's international airports. For a list of these airports, please see Appendix 2.

- o <u>2 international airports</u>: International airports provide scheduled passenger and cargo services to national and international markets. The two international airports, Calgary and Edmonton, are owned by the federal government and operated through airport authorities.

The focus of this discussion paper will be on community and regional airports. Figure 1 below illustrates the location of these airports in Alberta.

Figure 1: Airports in Alberta

AIRPORTS

COMMUNITY AIRPORTS (72)

REGIONAL AIRPORTS (12)

INTERNATIONAL AIRPORTS (2)
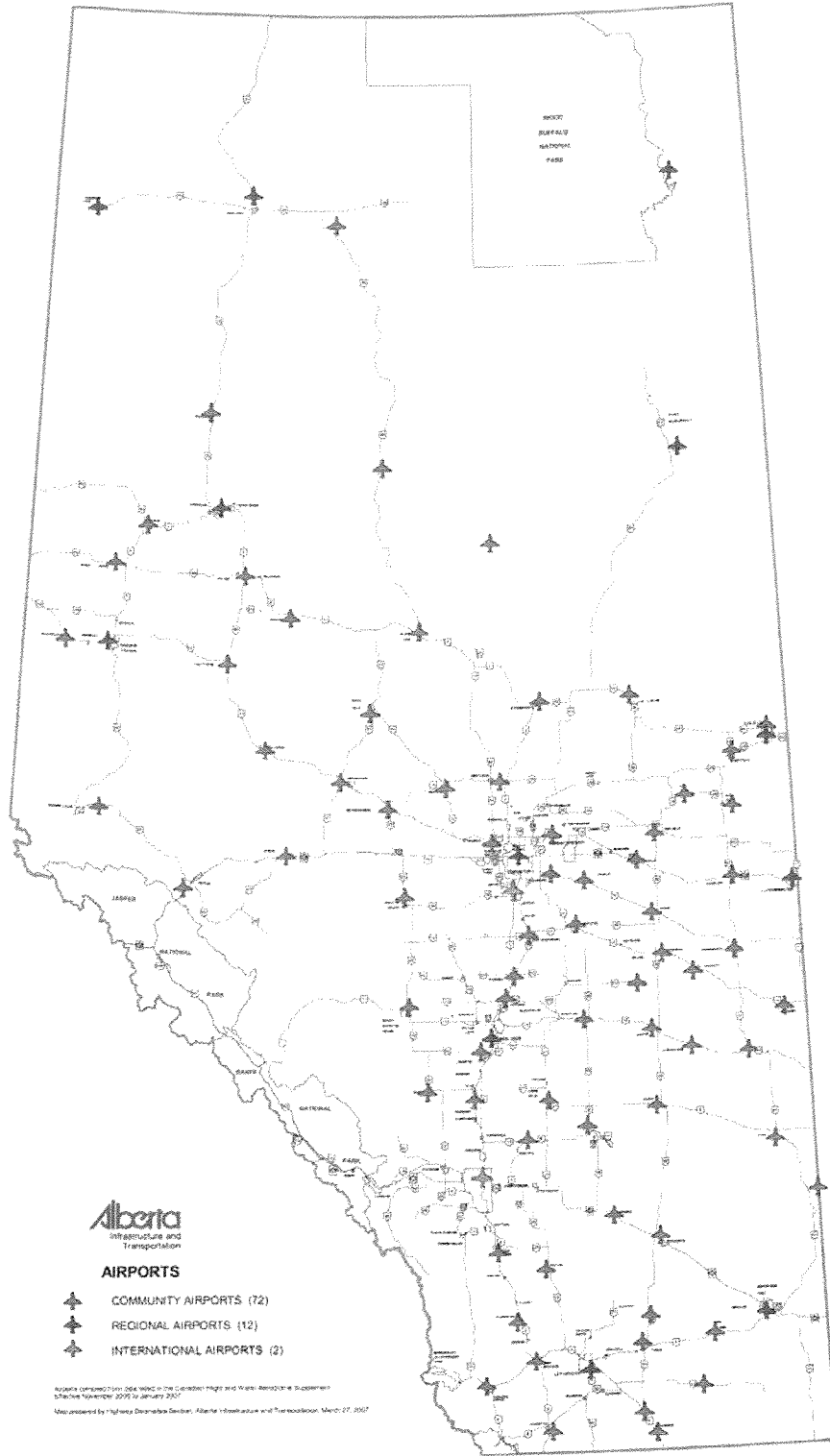
2.2 Recent Aviation Studies

A number of airport studies have been completed in recent years. The following highlights the studies and key conclusions:

- o *Study of the Viability of Smaller Canadian Airports* (August 2002) – completed by all ten provinces. The study found 85% of study airports are considered to be financially unviable (i.e. unable to fund operating and/or capital costs). The study is available at www.comt.ca/english/smallairports-final.pdf

- o *Inventory of Alberta Regional and Local Airports Study* (February 2003) – completed by Alberta Infrastructure and Transportation. The study concluded that most airports in Alberta are in fair to good condition but there will be $97 million in capital needs over the next 10 years. The study is available at http://airportoperators.aviationalberta.com/files/Directories_and_Studies/A SAG%20Assessment%20of%20Facilities%20Final%20Report%20Feb%2 018%2003.pdf

- o *Regional and Small Airports Study* (July 2004) – completed by Transport Canada. The study found airports experiencing operating deficits lack sufficient potential passenger base and other revenue sources to attract or support significant air carrier service. The study is available at www.tc.gc.ca/programs/airports/RSAS/Docs/TP14283ENG.pdf

- o *Socio-Economic Impact Assessment of Selected Alberta Airports Study* (January 2005) – completed by Alberta Infrastructure and Transportation and Alberta Employment, Immigration and Industry. The study found that community and regional airports can provide up to $2 million and $45 million, respectively, in total economic impact. The study is available at http://airportoperators.aviationalberta.com/files/Directories_and_Studies/Ai rport%20Study%20Final%20Electronic%20Copy%20May%2018.pdf

- o *Alberta Airport System Review* (July 2005) – completed by Alberta Infrastructure and Transportation. This was an internal review conducted by department staff to assess the current network of airports in Alberta.

- o *Report of the Air Issues Task Force on Small Airport Viability* (September 2006) – completed by Transport Canada. The study provides suggested actions to enhance small airport viability. The study is available at www.comt.ca/english/final-smallairports-feb07e.pdf

- o *Alberta – British Columbia Northern Airports Strategy* (November 2006) – completed by the Governments of Alberta and British Columbia (to be released at the next Alberta – British Columbia Joint Cabinet Ministers

meeting scheduled for May 2007). The strategy was developed with input from stakeholders and provides suggested actions to facilitate coordinated aviation services in the north. Please see Appendix 3 for more details.
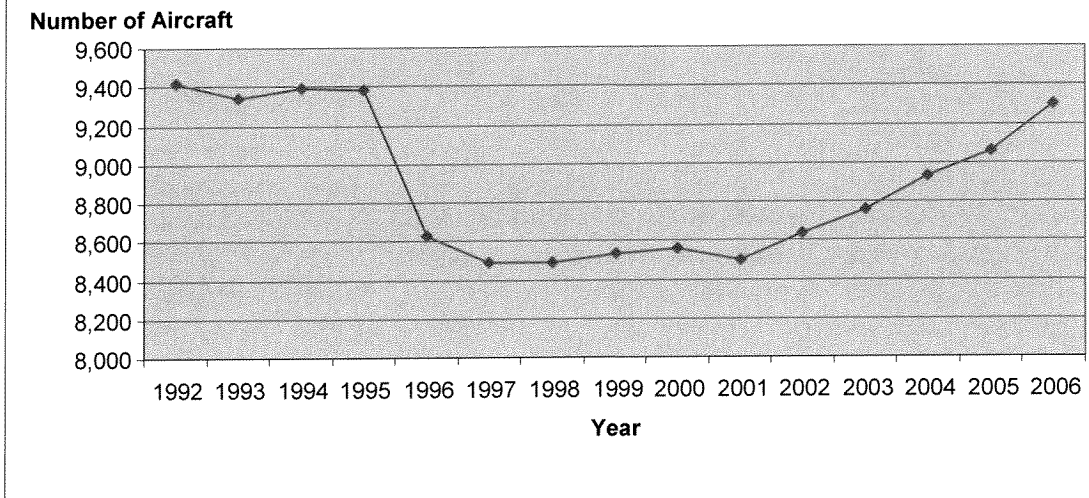
3.0 COMMUNITY AIRPORTS

3.1 Activity Levels

The Government of Alberta at one time owned a number of the 72 community airports. Since the mid-1990s, ownership of these airports has been transferred to local municipalities with the exception of seven airports (Killam-Sedgewick, Milk River, Mayerthorpe, Elk Point, Rimbey, Two Hills and Beiseker). Community airports are all operated at the local level by different governance structures that can take the form of municipal committees, city managers, local flying clubs, airport commissions or a combination of county and municipal centre.

Community airports are not served by commercial carriers for passengers or freight, but have general aviation activity. It is difficult, however, to gather specific general aviation activity figures at some of these community airports where there is no NAV Canada presence to record take-offs and landings. At these airports, it is at the discretion of the airport operators to record and/or disclose this information.

Alberta Infrastructure and Transportation was able to gather some information on key indicators that may shed some light on the level of general aviation activity at community airports including the number of non-certified privately registered aircraft. As indicated in Exhibit 1 below, by 2006, the total number of private aircraft had almost recovered to early 1990 levels. There are, however, no statistics on use of these private aircraft at community airports including landings or takeoffs.

Exhibit 1: Non-Certified Privately Registered Aircraft in the Prairie and Northern Region*

Number of Aircraft

*Prairie & Northern Region includes Alberta, Saskatchewan and Manitoba.
Source: Transport Canada Website: http://www.tc.gc.ca/aviation/activepages/ccarcs/en/rptbyreg_e.asp?x_lang=e

Community airports also accommodate public interest functions such as medical evacuations and forest fire fighting. Exhibits 2 and 3 below summarize the total historical movements of these activities throughout Alberta, including at the community and regional airports.

Exhibit 2: Medical Evacuation Movements	
Year	Total
2002	6718
2003	6705
2004	7054
2005	6843
2006	6776

Source: Alberta Health and Wellness

Exhibit 3: Airtanker and Birdog Movements	
Year	Total
2000	1537
2001	1927
2002	4330*
2003	3031*
2004	1517
2005	752
2006	1789

*The increase for these years is related to: (1) the overall fire hazard; (2) the number of fire starts; and (3) the change in procedures that requires Alberta Sustainable Resource Development to be more aggressive with dispatching airtankers to new fires starts. Alberta Sustainable Resource Development has gone from dispatching airtankers from 17% of the fires to 31% and in the vast majority of these dispatches, it is sending more than one group from different bases.
Source: Alberta Sustainable Resource Development.

Specifically, there are ten community airports which have a medical evacuation, fire or airtanker base as listed in Exhibit 4 below. While these airports, alone, do not form a network that represents community airports of importance to the province, they do provide a starting point for identifying critical air transportation infrastructure in the province that should be maintained.

Exhibit 4: Public Interest Functions at Alberta's Community Airports			
Airport	Fire Bases	Medical Evacuation Bases	Airtanker Bases
Edson			●
Fort Vermillion	●	●	
Grande Cache	●		●
Lac La Biche		●	●
Loon River*	●		●
Manning	●		●
Pincher Creek			●
Rocky Mountain House	●		●
Slave Lake		●	●
Springbank**			●
Swan Hills	●		
Whitecourt			●

*Loon River is NOT a community airport. It is owned and operated by Alberta Sustainable Resource Development specifically for wildfire pre-suppression. It is not maintained or open for winter operations.
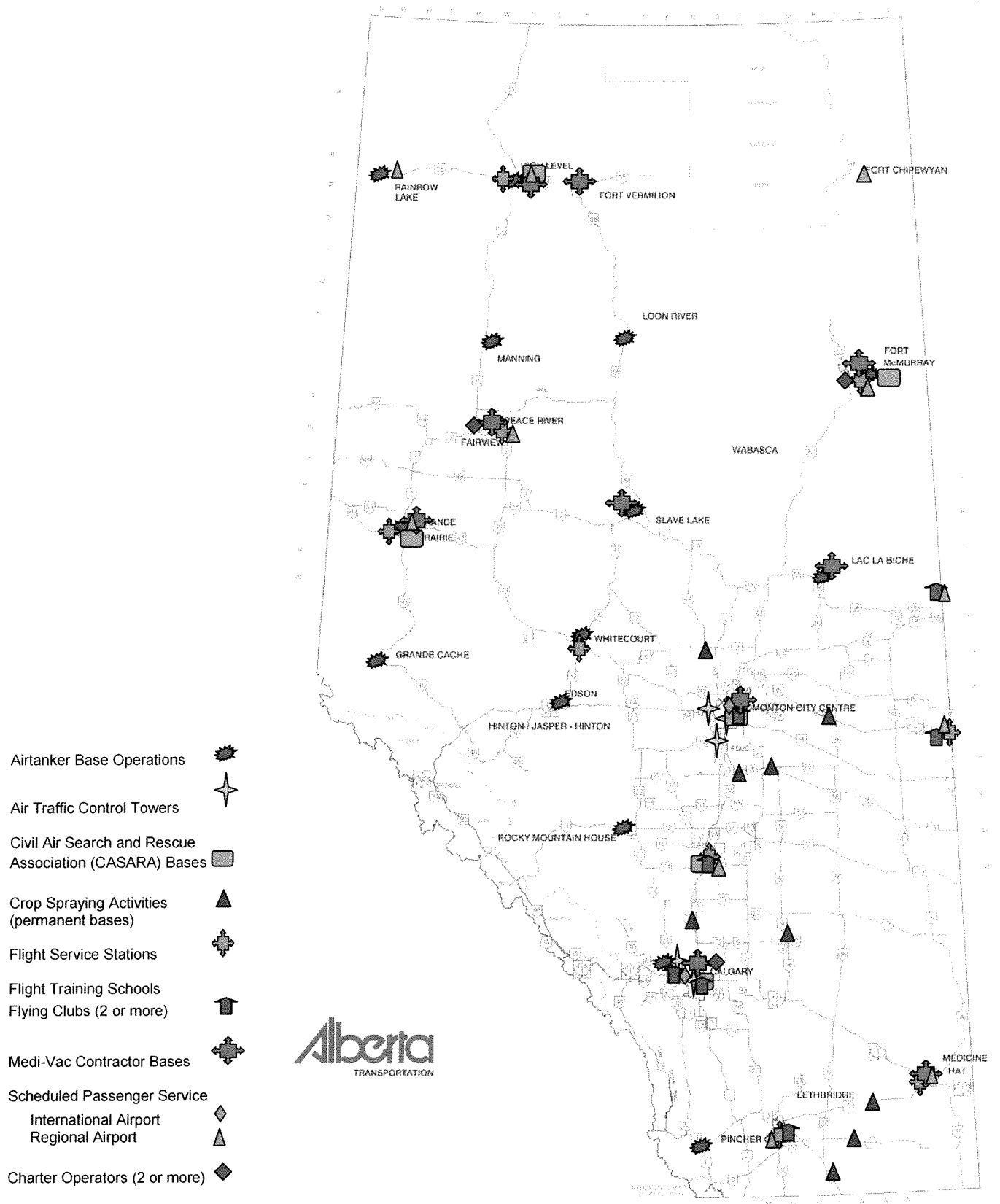**Springbank is NOT a community airport. It is operated by the Calgary Airport Authority.
Please note: Airports commonly used to transport wildfire suppression personnel using charter, government owned or scheduled commercial service include Fort Chipewyan, Fort McMurray, Edson, Rocky Mountain House, Edmonton City Centre, High Level and Slave Lake. Airports occasionally used to transport wildfire suppression personnel using charter, government owned or scheduled commercial service include Fort Vermillion, Red Earth, Lac La Biche, Edmonton International, Valleyview, Hinton/Jasper, Grande Prairie, Springbank, Manning and Peace River.
Source: Alberta Health and Wellness, and Alberta Sustainable Resource Development.

The community airports identified in Exhibit 4 are not the only airports that have medical evacuation, fire or airtanker bases. Other community airports may provide public interest functions at their airports as well. For example, some community airports may not have an air ambulance based at their airports, but due to the lack of advanced medical facilities in the community, the airport may become critical in providing medical evacuation support. In addition, there are some community airports that have heliport facilities.

Community airports also accommodate crop spraying, flight training, charter operations, air traffic control towers and flight service stations. The following Figure 2 map provides an illustration of where these activities as well as medical evacuation and airtanker bases are located.

Figure 2: Summary of Airport Activity

Airtanker Base Operations

Air Traffic Control Towers

Civil Air Search and Rescue
Association (CASARA) Bases

Crop Spraying Activities
(permanent bases)

Flight Service Stations

Flight Training Schools
Flying Clubs (2 or more)

Medi-Vac Contractor Bases

Scheduled Passenger Service
    International Airport
    Regional Airport

Charter Operators (2 or more)

Another method of identifying critical air transportation infrastructure that should be maintained is through the examination of the current geographic coverage provided by airports[1]. As indicated in Exhibit 5 below, in comparison to most other Canadian or US jurisdictions, Alberta has more airports per capita.

Exhibit 5: Number of Airports per Capita*	
JURISDICTION	AIRPORTS:POPULATION
Alberta	1:20,000
Maritimes	1:28,000
United States	1:38,000
Ontario/Quebec	1:85,000

*Does not include private airports.

Many of the airports in Alberta are community airports, and while these airports provide a perceived level of convenience for local residents who may use them for general aviation purposes, it remains uncertain how many Albertans do access community airports for these reasons. Furthermore, Alberta's high concentration of community airports limits each airport's catchment area or the ability to attract revenue generating activities to finance airport operations.

The following Exhibit 6 identifies the possible airport network scenarios for Alberta. The scenarios identify the number of Alberta airports needed to maximize system efficiency as driving distance changes[2]. For example, at 50 km, the typical number of airports required to provide coverage of the province would be 77 airports or 1:40,044.

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[1] Airports include community, regional and international airports in North America.

[2] As roads improve, there may be fewer airports needed over time (e.g., road work completed between Grande Prairie and Edmonton has reduced driving time by almost an hour between the cities).

Exhibit 6: Possible Airport Network Scenarios

Airport Scenarios
Driving Distance - Airports per Population (Hexagons)

Driving Distance to Airport	Coverage of Market Area*** km^2	Required # of Airports*	Airport per Population**
10 km radius (20 km diameter)	346.40	1,914	1:1,602
20 km radius (40 km diameter)	1,385.60	479	1:6,407
25 km radius (50 km diameter)	**2,165.00**	**306**	**1:10,011**
30 km radius (60 km diameter)	3,117.60	213	1:14,416
40 km radius (80 km diameter)	5,542.40	120	1:25,628
50 km radius (100 km diameter)	**8,660.00**	**77**	**1:40,044**
60 km radius (120 km diameter)	12,470.40	53	1:57,633
70 km radius (140 km diameter)	16,973.60	39	1:78,486
75 km radius (150 km diameter)	**19,485.00**	**34**	**1:90,099**
80 km radius (160 km diameter)	22,169.60	30	1:102,513
90 km radius (180 km diameter)	28,058.40	24	1:129,743
100 km radius (200 km diameter)	**34,640.00**	**19**	**1:160,176**

ALBERTA 1:20,000
Maritimes 1:28,000
U.S.A. 1:38,000

Ontario and Quebec 1:85,000

* Based on area of Alberta as 663,115 km^2

** 2004 Population of Alberta 3,066,257

*** Area of a hexagon formula = $0.866(2r)^2$

The following Figure 3 map illustrates that many of the community airports provide overlapping catchment areas. With the current community airport network, 95% of Albertans live within a one-hour or less driving time (at 80 kph) of one of the 72 community airports.

Figure 3: One Hour Driving Distance from Community Airports

Alberta
TRANSPORTATION

Airports of Alberta

Red circles represent one hour driving time to Community Airports (80kph)

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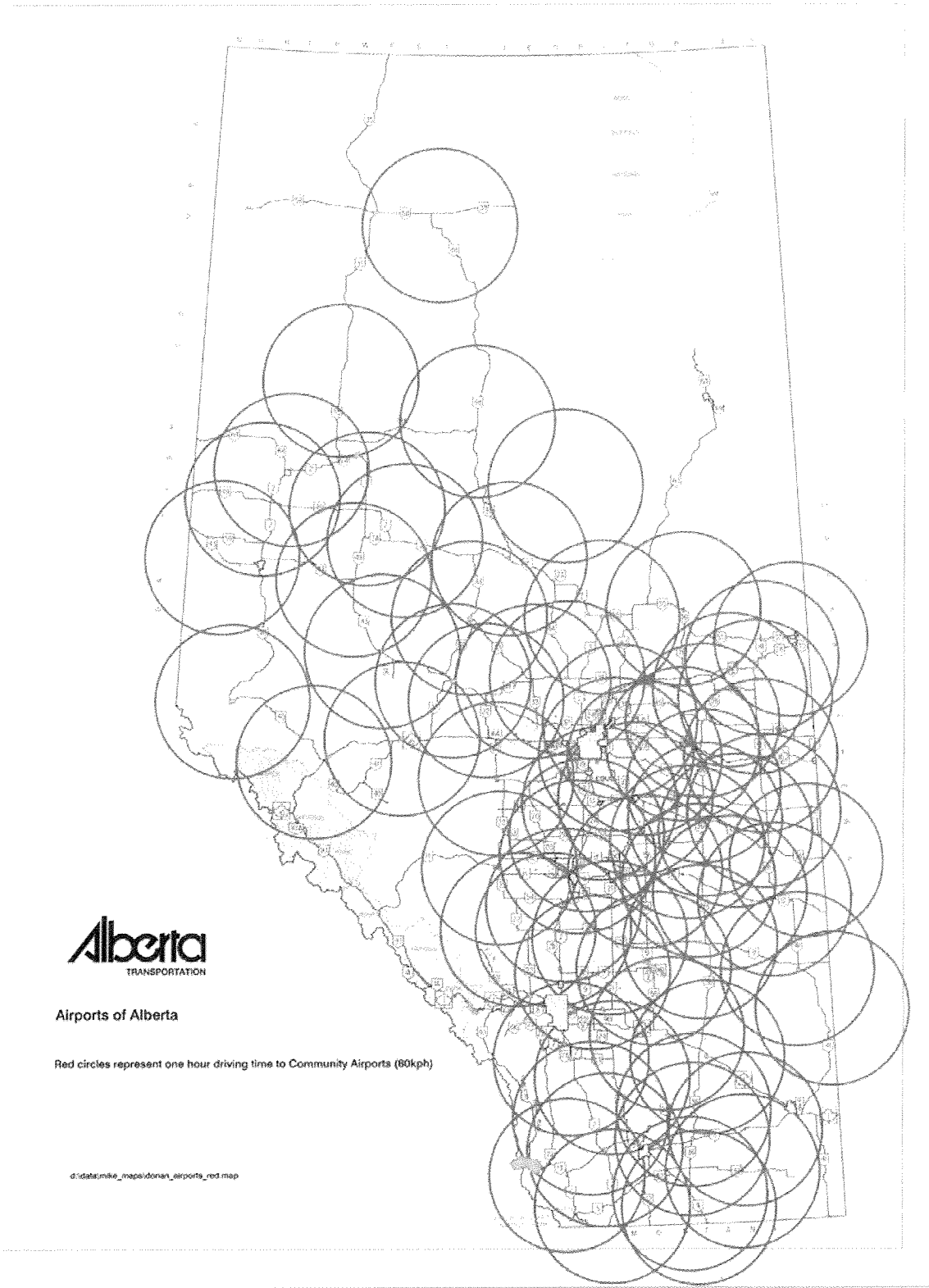
3.2 Financial Situation

Alberta's municipalities provide total operating and capital revenue and expenditure data to Alberta Municipal Affairs which reports this data in the Municipal Financial and Statistical Data database[3]. The airport data can be found at the following website:
www.municipalaffairs.gov.ab.ca/ms_mfis_table.cfm (see Item C: Financial Activities by Function and then the airport column). For ease of reference, Appendix 4 provides a summary of this airport data.

Exhibits 7 and 8 provide a detailed illustration of the financial position of the 72 community airports in 2005[4]. Specifically:

- there were 53 community airports in a deficit[5] position in 2005 with an average deficit of $34,699;
- there were 11 community airports in a breakeven[6] position in 2005; and
- there were 6 community airports in a surplus[7] position in 2005 with an average surplus of $257,142.

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[3] Please note that data for 2005 was used in this discussion paper, but should not be regarded as a representative year or used to generalize the financial situation of airports as municipal capital expenditures on infrastructure tend to vary considerably from year to year.

[4] Red Earth and Wabasca were combined in the reporting from Municipal District of Opportunity No.17 while Cooking Lake, operated by Edmonton Regional Airports Authority, did not provide data.

[5] Deficit is defined as the situation where an airport's total operating and capital expenditures exceeds its total operating and capital revenues.

[6] Breakeven is defined as the situation where an airport's total operating and capital revenues is equivalent to its total operating and capital expenditures.

[7] Surplus is defined as the situation where an airport's total operating and capital revenues exceeds its total operating and capital expenditures.

Exhibit 7: Community Airports in Deficit or Surplus* - 2005
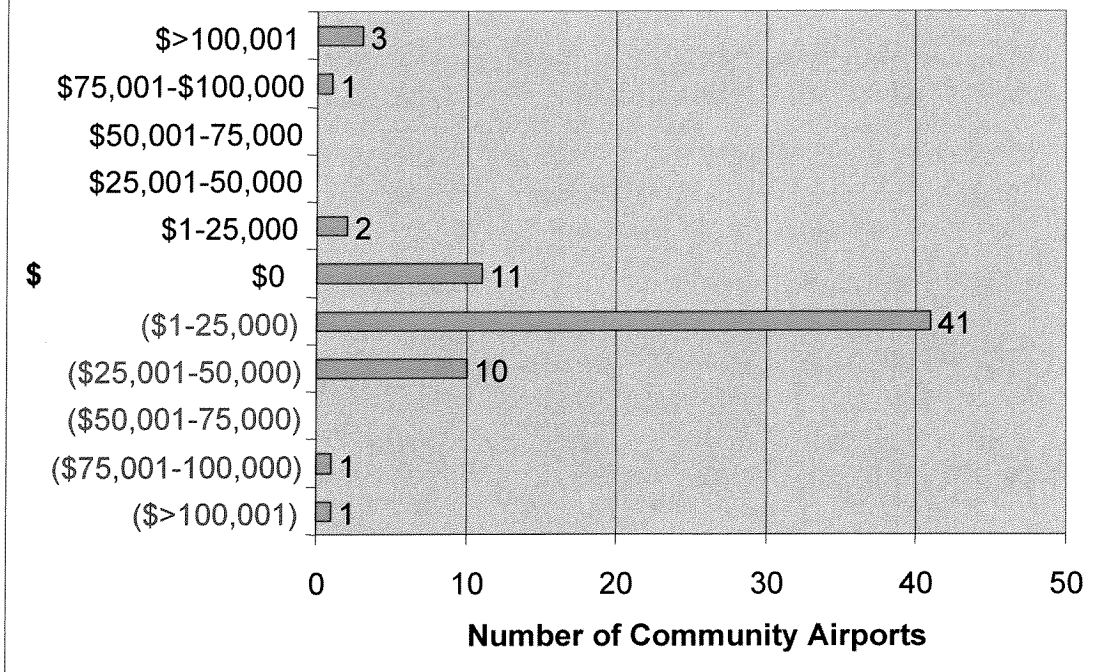
$	Number of Community Airports
$>100,001	3
$75,001-$100,000	1
$50,001-75,000	
$25,001-50,000	
$1-25,000	2
$0	11
($1-25,000)	41
($25,001-50,000)	10
($50,001-75,000)	
($75,001-100,000)	1
($>100,001)	1

* Names of community airports in deficit or surplus position can be found in Appendix 4.
Source: Alberta Municipal Affairs' Municipal Financial and Statistical Data database.

Exhibit 8: Community Airports in Surplus - 2005

Community Airports values: $2,452; $887,098; $98,179; $121; $276,250; $278,752
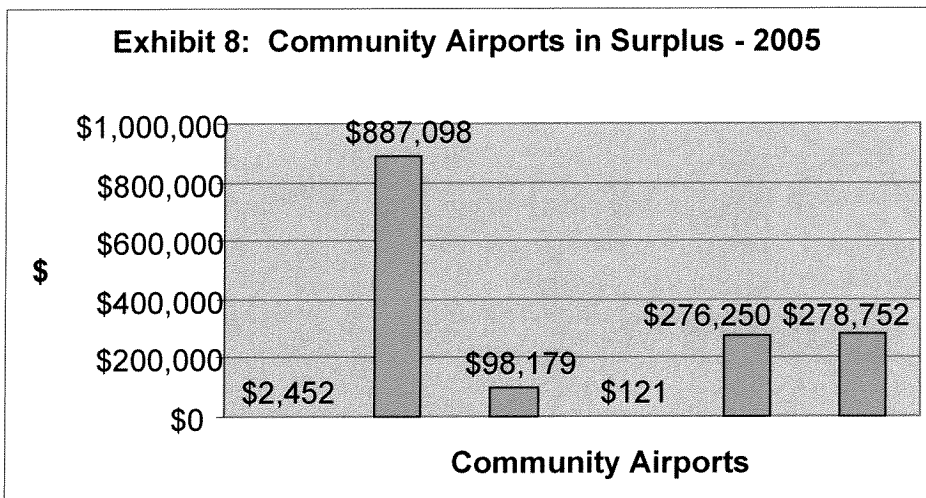
Source: Alberta Municipal Affairs' Municipal Financial and Statistical Data database.

The viability of community airports is dependent on each airport's ability to generate sufficient revenues to support operating and maintenance costs. The data in the above graphs suggest there are insufficient revenues available to support the current community airport network with only six airports reporting in a net positive financial position.

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In the case where a community deems its airport is costing more than it is benefiting the local taxpayer, it is up to the local community, as the owner and operator of the airport, to cease operations. Closure of community airports is already being examined by two municipalities, with one wanting to sell its airport and another writing to the department to dispose of its airport.

3.3 Capital Improvements

The *Inventory of Alberta Regional and Local Airports Study* concluded there were a total of $97 million in capital needs over the next 10 years. As shown in Exhibit 9 below, of this $97 million, $44 million capital projects were identified by the 72 community airports that are eligible under the provincial Community Airports Program (CAP) while $18 million projects would be ineligible under CAP.

Exhibit 9: Capital Projects at Community Airports	
Eligible CAP Projects	$44 million*
Ineligible CAP Projects	$18 million+
Total	**$62 million**

*Of the $44 million in eligible CAP projects, $35 million is for runways, $5.5 million is for aprons, and $3.7 million is for taxiways.
+Remaining projects identified by community airports that are not eligible under CAP.
Source: Inventory of Alberta Regional and Local Airports, Pryde Schropp McComb Inc., 2003.

3.4 Funding Programs

There are several funding programs available to assist community airports in their capital improvements. Alberta Infrastructure and Transportation has had a long-standing policy where it does not provide grants to municipalities to cover the operating costs of municipal facilities including airports nor ineligible projects such as lighting, global positioning approaches, etc.

Community Airports Program (CAP)

CAP provides approximately $2 million annually in funding assistance to community-owned, public-use airports that do not provide scheduled service for their rehabilitation and construction requirements. Eligible projects include major capital rehabilitation of the airside portion of the airport, specifically the aircraft operating areas such as runways, aprons and taxiways. Typical projects would be pavement rehabilitation including fog seals, slurry seals and overlays. Projects approved under CAP are eligible for funding up to 100 percent.

Consideration will also be given to runway extensions where benefits can be demonstrated in terms of the overall goals of the program, where budget is available, and where beneficiaries provide a significant financial contribution to the project. Any such work undertaken recently has been on the basis of 1/3 province, 1/3 municipal and 1/3 industry cost sharing basis.

No funds are provided under CAP for operating costs. This is a responsibility of municipalities as indicated in their transfer agreements. More information about this program is available at:
www.infratrans.gov.ab.ca/INFTRA_Content/docType366/Production/cap.htm

Alberta Municipal Infrastructure Program (AMIP)

AMIP provides approximately $600 million per year over five years to municipalities to develop capital municipal infrastructure. Funding under AMIP supports the development, enhancement and rehabilitation of core capital infrastructure projects, which can include airports. Unlike CAP, which provides only funding for airside infrastructure, eligible projects under AMIP include design and engineering services, construction and rehabilitation, land acquisition, municipal buildings, and other municipal physical infrastructure.

Under AMIP, each municipality receives approximately $180 per capita per year for five years. The program provides conditional grants for capital-related projects which meet program eligibility criteria. There is no requirement for municipalities to cost share projects accepted under this program. The funding provided under AMIP program is in addition to the municipality's normalized annual expenditures on capital municipal infrastructure. Municipalities are therefore required to maintain a normalized level of annual capital expenditures before being able to utilize the funds available under AMIP.

To date, two municipalities have submitted airport infrastructure improvement proposals for funding under AMIP. More information about this program is available at:
www.infratrans.gov.ab.ca/INFTRA_Content/docType606/Production/amip.htm

Canada-Alberta Municipal Rural Infrastructure Fund (CAMRIF)

The Governments of Canada and Alberta are each contributing $88 million to CAMRIF. This program provides funding to assist Alberta's small urban centres and rural municipalities to enhance and renew Alberta's public infrastructure. With municipal investments, this program is expected to stimulate more than $264 million in infrastructure investments over five years to help meet local priorities. The decision of which projects CAMRIF funds will be put to, rests with the local municipalities. Municipalities have the responsibility for determining the local priorities.

While the current CAMRIF funding envelope does not include airports as an eligible project, the Government of Canada may include airports as eligible projects in the next round of funding. More information about this program is available at: www.camrif.ca

New Infrastructure Funding for Municipalities

The Government of Alberta has committed an additional $1.4 billion in annual funding to municipalities to be phased in from 2007 to 2010. Information on the program will be announced following the April 2007 provincial budget.

Municipal Sponsorship Program

The Municipal Sponsorship Program provides $14 million for 2007/08 to support projects that improve municipal governance or administration, enhance municipal services or service delivery, and/or increase intermunicipal cooperation. Municipalities have received funding for airport-related projects under this program. More information about this program is available at:
www.municipalaffairs.gov.ab.ca/images/MAFP1358_guidelines.pdf

4.0 REGIONAL AIRPORTS

4.1 Activity Levels

There are 12 regional airports (see Appendix 2) that provide scheduled passenger services in Alberta. In general, most of these airports are able to generate revenues from passenger services to finance operating and maintenance costs. The current economic climate has also contributed to increased passenger activity at these airports. The following Exhibit 10 highlights the historical passenger movements at these airports between 2000 and 2006.

Exhibit 10: Enplaned/Deplaned Passengers at Regional Airports
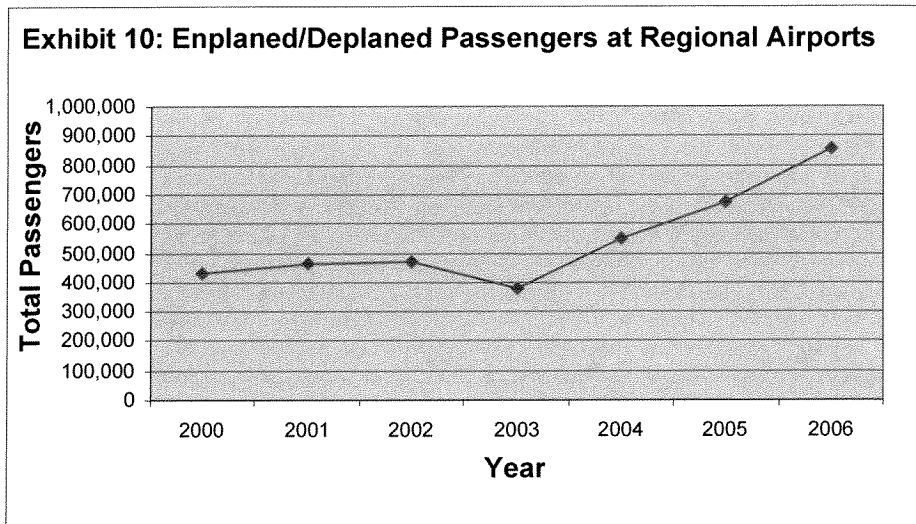
Source: Data for 2000 to 2003 was reported by Statistics Canada Catalogue 51-203 (not all regional airports provided data). Data for 2004 to 2006 was reported by Alberta regional airports (not all regional airports provided data).

Passenger volumes are critical to a regional airport's ability to generate sufficient revenues to cover their ongoing operating and maintenance costs. Some

regional airports charge airport improvement fees to fund operating and capital costs. The growth in passenger traffic at regional airports, particularly since 2003, helps to support the ongoing costs of these facilities. In addition, many of these regional airports provide charter flights and other general aviation activities. Exhibits 11 and 12 below highlight these movements.

Exhibit 11: Charter Flight Movements*
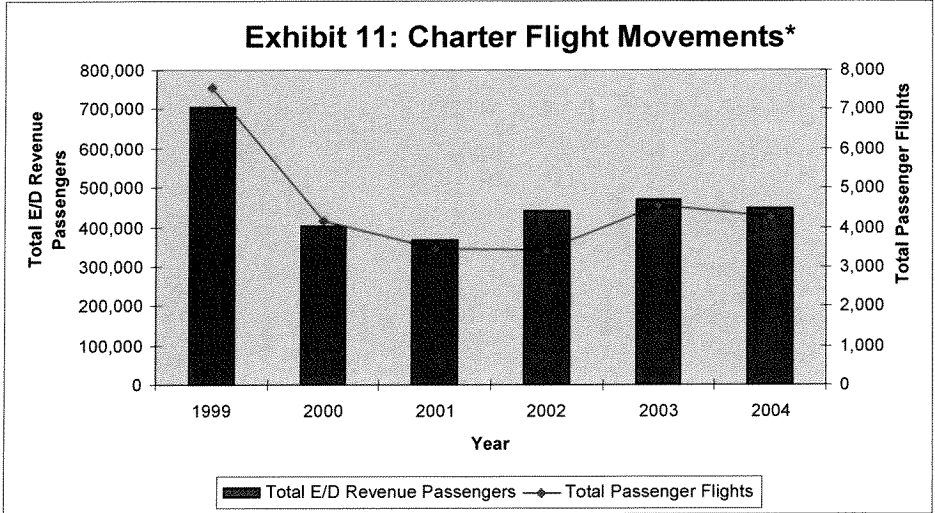
* Data includes charter flight movements at international and regional airports (international airports comprise the majority of these movements).
Source: TP577 Transport Canada Annual Report - various issues - Air Movement Statistics.

Exhibit 12: General Aviation Movements*
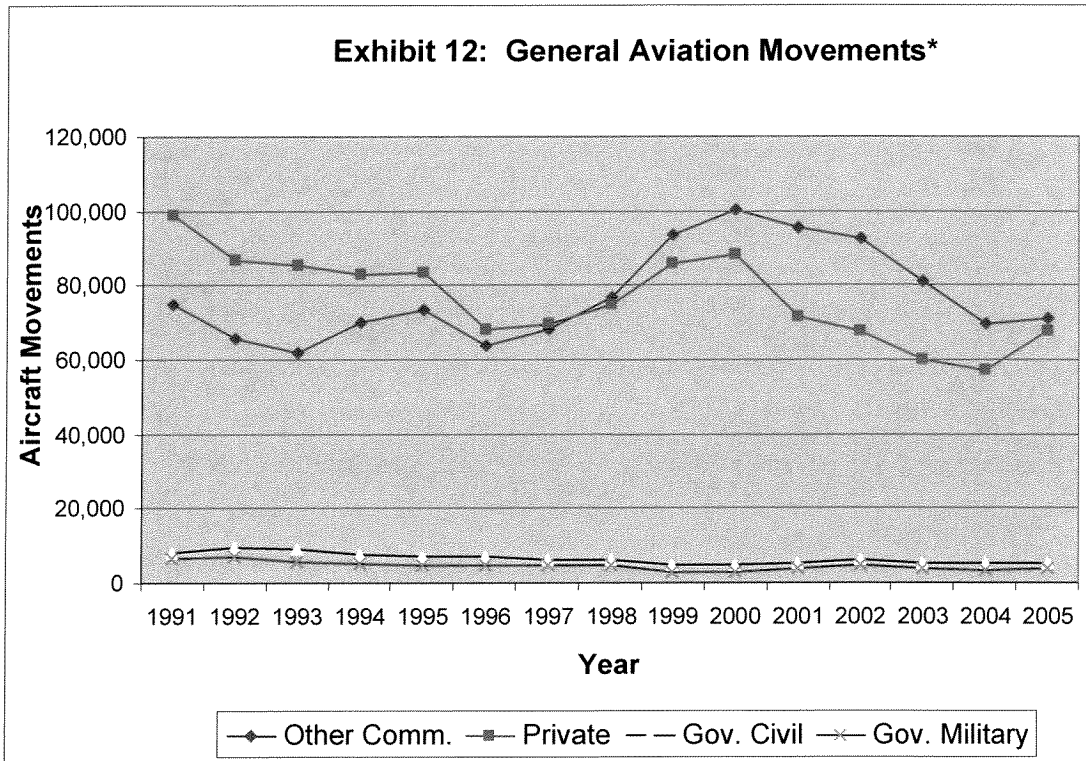
* Data includes general aviation movements at international and regional airports (international airports comprise the majority of these movements).

Other Commercial - Flights performed by COMMERCIAL aircraft operators not included in the AIR CARRIER categories. Flying schools, agricultural sprayers, water-bombers, aerial photography and survey, etc. **Private** - Aircraft used solely for private purposes, not for hire and compensation, which are classified as "Private" or "Private Restricted" in the Canadian Civil Aircraft Register or similar registries of other countries. Owners include individuals, groups and business firms. **Government - Civil** - Aircraft owned by federal, provincial and municipal bodies as well as foreign states, but excluding those owned by crown corporations, boards and commissions. Such aircraft are coded "3" under "Purpose" in the Canadian Civil Aircraft Register. **Government - Military** - Aircraft of any branch of the armed forces of any nation. Source: TP577 Transport Canada Annual Report - various issues - Air Movement Statistics.

Some of the regional airports accommodate public interest functions as shown in Exhibit 13.

Exhibit 13: Public Interest Functions at Alberta's Regional Airports			
Airport	**Medical Evacuation Bases**	**Airtanker Bases**	**Search & Rescue Bases**
Edmonton City Centre	●		●
Fort McMurray	●	●	●
Grande Prairie	●	●	●
High Level	●	●	●
Medicine Hat	●		
Peace River	●		
Rainbow Lake		●	
Red Deer			●

Source: Alberta Health and Wellness, Alberta Sustainable Resource Development, and Civil Air Search and Rescue Association.

The regional airports identified in Exhibit 13 are not the only airports that have medical evacuation, airtanker or search and rescue bases. Other regional airports may provide public interest functions at their airports as well. For example, some regional airports may not have an air ambulance based at their airports, but due to the lack of advanced medical facilities in the community, the airport may become critical in providing medical evacuation support. In addition, there are some regional airports that have heliport facilities.

The following Figure 4 map illustrates that several of the regional airports have overlapping catchment areas. With the current regional airport network, 90% of Albertans live within 1.5 hours or less driving time (at 100 kph) of one of the 12 regional airports.

Figure 4: 1.5 Hour Driving Distance from Regional Airports

Alberta
TRANSPORTATION

Airports of Alberta

Blue circles represent 1½ hour driving time (100kph)
from airports with scheduled air service

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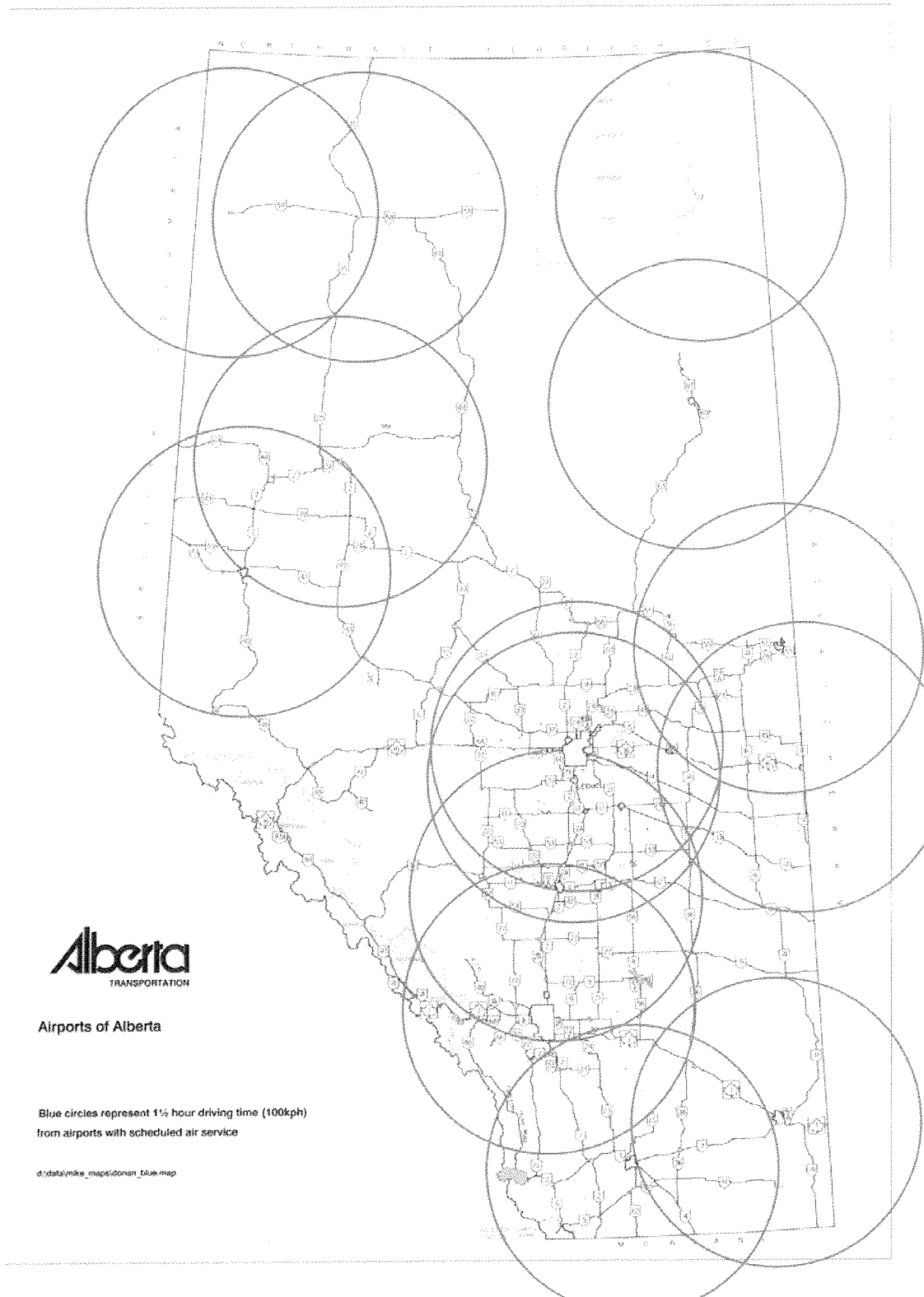
4.2 Financial Situation

Exhibit 14 provides a detailed illustration of the financial position of 8 regional airports in 2005 (excluding Edmonton City Centre, Fort Chipewyan, Lethbridge and Lloydminster who did not report data to Alberta Municipal Affairs, please see Appendix 4). Specifically:

- o there were 5 regional airports in a deficit[8] position in 2005 with an average deficit of $75,180; and
- o there were 3 regional airports in a surplus[9] position in 2005 with an average surplus of $1,044,136.

Exhibit 14: Regional Airports in Deficit or Surplus* - 2005
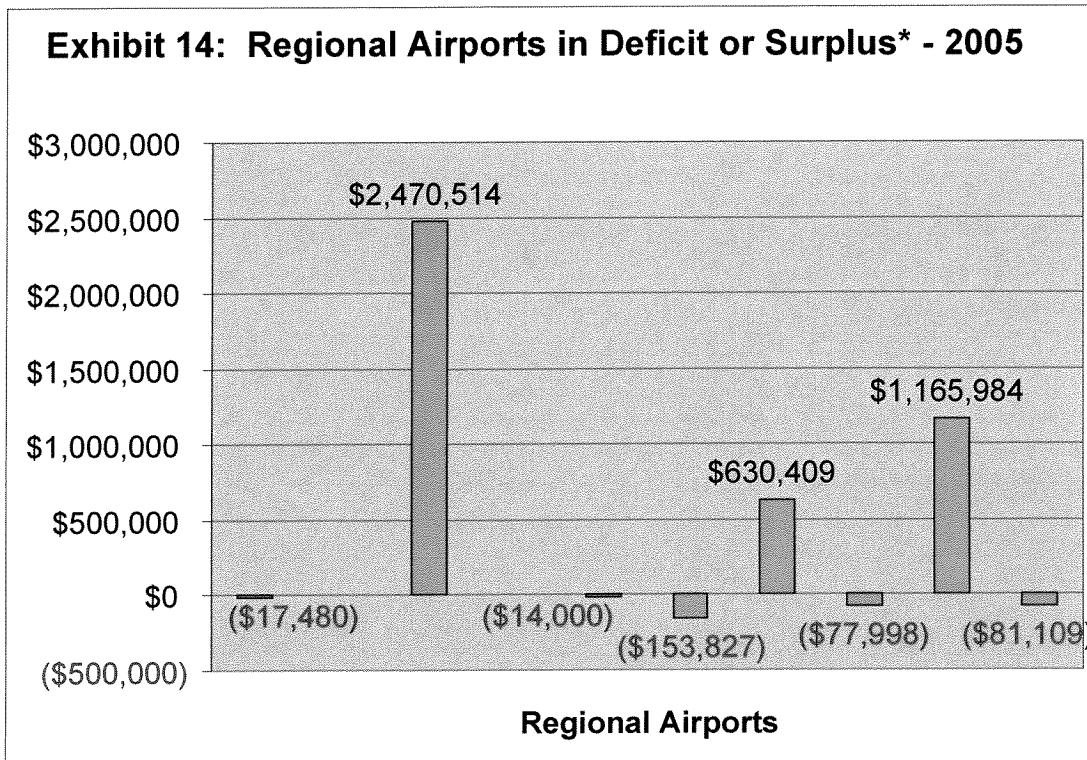
* Names of regional airports in deficit or surplus position can be found in Appendix 4.
Source: Alberta Municipal Affairs' Municipal Financial and Statistical Data database.

To be viable, regional airports, like community airports, must generate enough revenues to cover their operating and capital costs. If regional airports are unable to attract sufficient passengers, for example, to support the airport's day-to-day operations and to invest in existing and new capital, some regional airports will be in danger of becoming unviable.

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[8] Deficit is defined as the situation where an airport's total operating and capital expenditures exceeds its total operating and capital revenues.

[9] Surplus is defined as the situation where an airport's total operating and capital revenues exceeds its total operating and capital expenditures. Names of community airports in deficit or surplus position can be found in Appendix 4.

According to the *Study of the Viability of Smaller Canadian Airports* (August 2002) completed by the ten provinces, passenger volumes need to reach at least 75,000 for airports with scheduled service to breakeven while the *Regional and Small Airports Study* (July 2004) completed by Transport Canada, found that 30,000 passengers per year were needed to breakeven[10]. Exhibit 15 illustrates these breakeven points.

Exhibit 15: Enplaned/Deplaned Passengers at Regional Airports - 2006
(Breakeven Number of Passengers Denoted in Red)
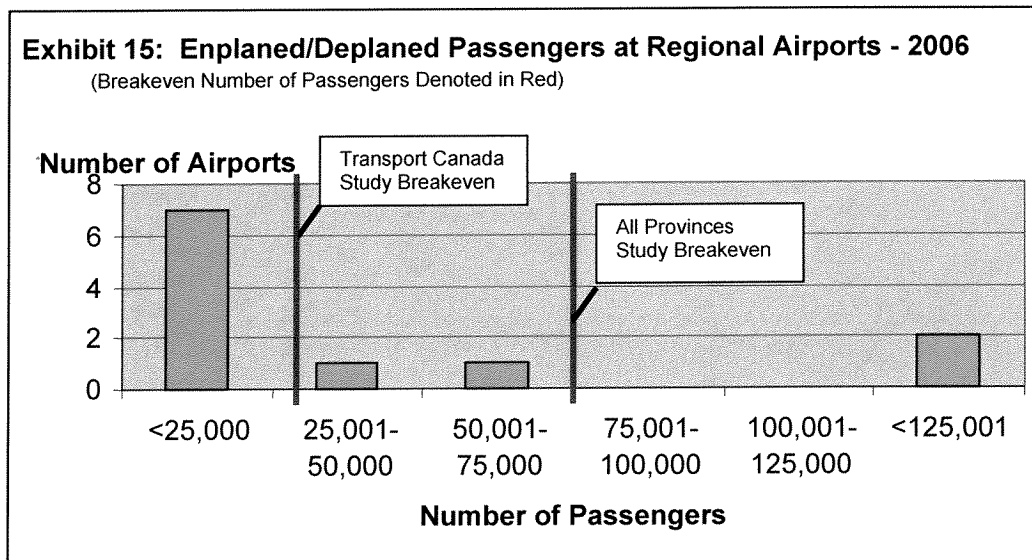
Source: Data for 2006 was reported by Alberta regional airports (not all regional airports provided data).

There are other factors that impact a regional airport's ability to remain viable. These include the requirement to comply with federal government safety regulations such as: CAR 303 which requires Fort McMurray and Grande Prairie to provide sufficient aircraft fire fighting emergency services at their airports; approach bans which requires adequate runway lighting equipment and wildlife management which involves measures to control wildlife presence at airports.

In general, most regional airports are able to support operating costs at their facilities. This is due in part to increasing passenger activity at these airports and improved operating efficiencies that have reduced costs. However, many regional airports do not generate an operating surplus large enough to cover any new capital costs, including expansionary projects. This could make some regional airports unviable if projects go unfunded for a long period of time.

4.3 Capital Improvements

As identified previously, the *Inventory of Alberta Regional and Local Airports Study* concluded there are a total of $97 million in future capital needs for airports in Alberta over the next 10 years. Of that $97 million in projects, $22 million

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[10] Transport Canada study used a different methodology and "small airport" definition than the ten provinces study, hence the difference in passenger breakeven points.

capital projects were identified by the 12 regional airports that are eligible under the federal government's Airport Capital Assistance Program (ACAP) as shown in Exhibit 16 below.

Exhibit 16: Capital Projects at Regional Airports	
Eligible ACAP Projects[11]	$22 million

Source: Inventory of Alberta Regional and Local Airports, Pryde Schropp McComb Inc., 2003.

4.4 Funding Programs

There are several funding programs available to assist regional airports in their capital improvements.

Airport Capital Assistance Program (ACAP)

The federal government provides funding for capital projects through the Airport Capital Assistance Program (ACAP). The current funding envelope for ACAP is $190 million, to be allocated from April 2005 to March 2010 at an average of $38 million per year. Under ACAP, which officially began April 1, 1995, airports may apply for funding toward capital projects related to safety, asset protection and operating cost reduction. To be eligible, an airport must receive at least 1,000 enplaned/deplaned passengers per year over the last three years, meet airport certification requirements, and not be owned by the Government of Canada.

Contributions are considered for four types of projects, with priority for funding established by Transport Canada on the basis of a detailed technical analysis of a facility's condition and maintenance history, airport traffic and certification requirements. These four funding priorities are:

> **First priority projects** include safety-related airside projects, such as rehabilitation of runways, taxiways, aprons, lighting and other utilities, visual aids, and sand storage sheds. This category also includes related site-preparation and environmental costs, aircraft fire fighting vehicles and ancillary equipment and equipment shelters that are necessary to maintain the required level of protection.

> **Second priority projects** include safety-related airside mobile equipment, such as runway snow blowers, runway snowplows, runway sweepers, spreaders and decelerometers (winter friction testing devices).

> **Third priority projects** include safety-related air terminal building and groundside projects, such as sprinkler systems, asbestos removal and barrier-free access.

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[11] Those airports with scheduled service are not eligible for the province's CAP, but are eligible for the federal ACAP.

Fourth priority projects include asset protection and refurbishing, operating cost reduction related to air terminal building or groundside access, and heavy airside mobile equipment shelters.

Generally, applications received for first and second priority projects usually get funded, while the third and fourth priority projects do not. More information about this program is available at: www.tc.gc.ca/programs/airports/acap/menu.htm

Alberta Municipal Infrastructure Program (AMIP)

AMIP provides approximately $600 million per year over five years to municipalities to develop capital municipal infrastructure. Funding under AMIP supports the development, enhancement and rehabilitation of core capital infrastructure projects, which can include airports. Unlike CAP, which provides only funding for airside infrastructure, eligible projects under AMIP include design and engineering services, construction and rehabilitation, land acquisition, municipal buildings, and other municipal physical infrastructure.

Under AMIP, each municipality receives approximately $180 per capita per year for five years. The program provides conditional grants for capital-related projects which meet program eligibility criteria. There is no requirement for municipalities to cost share projects accepted under this program. The funding provided under AMIP program is in addition to the municipality's normalized annual expenditures on capital municipal infrastructure. Municipalities are therefore required to maintain a normalized level of annual capital expenditures before being able to utilize the funds available under AMIP.

To date, two municipalities have submitted airport infrastructure improvement proposals for funding under AMIP. More information about this program is available at:
www.infratrans.gov.ab.ca/INFTRA_Content/docType606/Production/amip.htm

Canada-Alberta Municipal Rural Infrastructure Fund (CAMRIF)

The Governments of Canada and Alberta are each contributing $88 million to CAMRIF. This program provides funding to assist Alberta's small urban centres and rural municipalities to enhance and renew Alberta's public infrastructure. With municipal investments, this program is expected to stimulate more than $264 million in infrastructure investments over five years to help meet local priorities. The decision of which projects CAMRIF funds will be put to, rests with the local municipalities. Municipalities have the responsibility for determining the local priorities.

While the current CAMRIF funding envelope does not include airports as an eligible project, the Government of Canada may include airports as eligible

projects in the next round of funding. More information about this program is available at: www.camrif.ca

New Infrastructure Funding for Municipalities

The Government of Alberta has committed an additional $1.4 billion in annual funding to municipalities to be phased in from 2007 to 2010. Information on the program will be announced following the April 2007 provincial budget.

Municipal Sponsorship Program

The Municipal Sponsorship Program provides $14 million for 2007/08 to support projects that improve municipal governance or administration, enhance municipal services or service delivery, and/or increase intermunicipal cooperation. Municipalities have received funding for airport-related projects under this program. More information about this program is available at: www.municipalaffairs.gov.ab.ca/images/MAFP1358_guidelines.pdf

5.0 SUMMARY OF OBSERVATIONS

The following bullets provide a summary of observations:

- o Airports are an important component of Alberta's overall transportation system providing public interest functions, general aviation and scheduled passenger services.
- o The number of capital projects needed at community and regional airports exceeds current available funding that is specific for airports.
- o There are insufficient revenues to support the current 72 community airport network (i.e., there are limited revenue generating opportunities for the 72 community airports to support their ongoing operating and capital costs).
- o Some regional airports are able to support operating costs at their facilities, but not new capital costs to comply with new federal regulations and/or pursue new expansionary projects.

6.0 NEXT STEPS

We would like to hear from you on the following:

- o Do the facts presented in this discussion paper portray an accurate picture?

- o What are your future threats and opportunities?

- o What do you propose as potential strategies to ensure viability?

Your feedback to these questions and any other input you would like to provide will be considered as the new provincial aviation strategy is developed.

Please send your written input **by April 30, 2007** to:

Sara Wong
Senior Policy Advisor, Passenger Transportation
Strategic Policy Branch
Alberta Infrastructure and Transportation
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Edmonton AB T6B 2X3
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Fax : (780) 422-1070

Appendix 1: List of Community Airports and Community Airport Program (CAP) funding provided as of March 2007

Airport Name	Total CAP Funding	Airport Name	Total CAP Funding
Athabasca	$1,175,475	Josephburg	
Barrhead	$581,917	Killam/Sedgewick	
Bassano		Lac La Biche	$511,000
Beaverlodge		Lacombe	$218,662
Beiseker		Manning	$573,024
Bonnyville	$300,000	Mayerthorpe	
Bow Island	$379,248	Milk River	$398,480
Brooks	$118,257	Olds/Didsbury	
Camrose		Oyen	
Cardston	$237,010	Pincher Creek	
Castor	$295,280	Ponoka	$17,637
Claresholm	$188,014	Provost	
Cold Lake Regional		Red Earth	$630,530
Consort	$223,250	Rocky Mountain House	
Cooking Lake		St. Paul	$188,868
Coronation	$181,948	Slave Lake	$840,714
Donnelly (Smoky River)	$174,890	Spirit River	$302,000
Drayton Valley	$1,296,073	Stettler	$4,390
Drumheller	$351,280	Sundre	$41,817
Edson	$1,164,800	Swan Hills	$18,000
Elk Point		Taber	$814,800
Empress		Three Hills	
Fairview	$468,035	Tofield	
Foremost	$234,000	Two Hills	$291,005
Forestburg		Valleyview	$71,451
Fort Macleod		Vauxhall	
Fort Vermilion	$306,596	Vegreville	$390,774
Fox Creek		Vermilion	
Grande Cache		Viking	
Hanna		Villeneuve	$495,500
Hardisty		Vulcan	$37,700
High Prairie	$353,733	Wabasca	$509,367
High River		Wainwright	
Innisfail		Warner	$357,425
Jasper/Hinton		Westlock	$349,149
		Wetaskiwin	$36,299
		Whitecourt	
		Total CAP Funding: $15,264,415	

Appendix 2: List of Regional Airports and the Airports Capital Assistance Program (ACAP) funding provided as of March 2007

Regional Airports

Cold Lake	Grande Prairie	Medicine Hat
Edmonton City Centre	High Level	Peace River
Fort Chipewyan	Lethbridge	Rainbow Lake
Fort McMurray	Lloydminster	Red Deer

Airport	Project Description	Funded	Total ACAP Funding
Medicine Hat	Runway Overlay, Helipad, Taxiway & Fence	18.07.95	$907,000
Fort Chipewyan	Crack Repair & Drainage	03.10.96	$70,000
Medicine Hat	Restore Taxis, Visual Aids, Snowblower	17.06.97	$1,275,700
Peace River	Rehabilitate Runway & Taxiways	18.06.97	$864,400
High Level	Wildlife Management Fence	25.07.97	$157,190
Grande Prairie	ATB Roof Rehabilitation	10.10.97	$58,500
Lethbridge	RehabilitateTaxi "B" & Apron	21.01.98	$269,064
Rainbow Lake	Airside & Groundside Pavement Rehab.	13.05.98	$1,141,900
Fort Chipewyan	Rehabilitation of Airfield Lighting	10.07.98	$800,530
Grande Prairie	Replace Runway Sweeper	18.05.99	$176,000
Edmonto City Centre	Rehabilitate Runway 12-30	13.07.99	$718,350
High Level	Refurbish Visual Aids	23.07.99	$312,825
Medicine Hat	Groundside Access, ATB Roof & Beacon	26.08.99	$88,235
High Level	Heavy Airside mobile Equipment	05.10.99	$305,868
Fort Chipewyan	Rehab. Airfield Pavements & Drainage	12.11.99	$2,172,300
Lloydminster	Snow Plow Truck Replacement	23.11.99	$143,000
Lloydminster	Airside Pavement & Electrical Rehab.	18.02.00	$2,008,215
Grande Prairie	Airside Rehabilitation Projects	01.06.00	$2,770,114
Edmonton City Centre	Fibre Optic Signs	11.07.00	$345,000
Fort McMurray	Rehabilitate Airside Lighting	13.03.01	$1,817,370
Lethbridge	Runway 12-30 Rehabilitation	02.03.01	$2,183,013
Grande Prairie	Apron Reconfiguration/Expansion	07.02.02	$1,559,682
Lethbridge	Approach Lighting Upgrade	07.02.02	$972,600
Fort McMurray	Airside Pavement Rehabilitation	11.02.03	$3,703,030
Peace River	Purchase Runway Sweeper	11.02.03	$192,000
Peace River	Purchase Decelerometer	11.02.03	$4,615
Fort McMurray	Emergency Replacement of Runway Sweeper	17.10.03	$178,200
Fort Chipewyan	Emergency Purchse of Loader/Loader Mounter Snowblower	20.10.03	$397,581
Grande Prairie	Rehabilitation of Runway 07-25	11.02.04	$2,372,350
Peace River	Purchase Plow Truck	11.02.04	$212,846
Fort Chipewyan	Purchase Plow Truck	02.02.05	$236,358
Fort McMurray	Wildlife Fencing	02.02.05	$465,220
Fort McMurray	Snowblower Replacement	02.02.05	$265,800
Grande Prairie	Approach Lighting Upgrade	02.02.05	$758,933
Lethbridge	Runway 05-23 Restoration	02.02.05	$3,574,174
Medicine Hat	Emergency Power Unit Upgrade	02.02.05	$759,950
Peace River	Purchase Snowblower	02.02.05	$343,000
Peace River	Purchase Loader	02.02.05	$205,000
Peace River	Rehabilitation of Airfield Lighting & Ass. Work	02.02.05	$1,337,493
Lethbridge	Taxiway Bravo Rehabilitation	09.02.06	$960,120
Fort McMurray	Apron Expansion/Reconfiguration	09.02.06	$2,005,100
Medicine Hat	Apron Rehabilitation	09.02.06	$406,109
Edmonton City Centre	New Airfield Lighting Control System	09.02.06	$166,982
Grande Prairie	Taxiway A Rehabilitation	09.02.06	$4,322,963
Grande Prairie	Fire Truck and Shelters for CAR 303	01.10.07	$2,144,854
Total ACAP funding:			**$46,129,534**

Appendix 3: Alberta – British Columbia Northern Airports Strategy

Following an Alberta-British Columbia joint premiers and ministers meeting in 2004, the Ministers of Transportation were asked to review their airport strategies in relation to the airport strategy of the federal government. There was an agreement to work together with stakeholders to facilitate the development of a northern airports strategy that recognized the role of airports as economic enablers for business, freight and tourism.

The Strategy focused on public-use airports within the two provinces located north of Highway 16. The Strategy provides airport operators, not only those in northern Alberta and British Columbia, but in all regions, with a platform to address pressing issues and to conduct benchmarking of their operations. The Strategy was completed in November 2006.

With stakeholder input, the Strategy identified 14 key action items facing airports that fall under the 5 categories: cooperation, air service, commercial land development, infrastructure and government support. These include:

Cooperation Issues:

- Community awareness of the economic and health impacts of airports;
- Lack of focus and effective planning skills available to airports – strategic, land use and business;
- Shared resource initiatives – skills, purchasing and recycling surplus equipments; and
- Cooperative training initiatives.

Air Service Issues:

- Tourism growth as a key part of traffic growth;
- Air service proposal development; and
- Alternative funding sources for air service development and marketing.

Commercial Land Development Issues:

- Maximizing potential of commercial lands; and
- Creating land development partnerships.

Infrastructure Issues:

- Timely development and deployment of Global Positioning System approaches.

Government Support Issues:

- The negative impact of provincial aviation fuel tax on the North;
- Regulatory impacts;
- Payment for services provided to governments (e.g., Canada Border Services Agency); and
- Public ownership and availability of data.

All key stakeholders interested in the vitality of the northern airport system recognize that it would not be capable of meeting the needs of citizens, communities and businesses in the future unless significant changes are made, or planned for, now.

In moving ahead, there is a general consensus at all levels of government, within the industry and among key stakeholders that the vitality of the northern airports system is a shared responsibility of local, provincial and federal governments, and business and government service interests that rely on the airport infrastructure.

The Strategy recognizes that no one stakeholder holds all the answers or the resources to realize the opportunities and overcome the shortfalls. Enduring partnerships will be required to meet the long term goals set out under the 14 key action items.

Appendix 4: Financial Data on Alberta Airports (as reported by the municipalities in Alberta Municipal Affairs' Municipal Financial and Statistical Data)

2005 Financial Activities by Function

STATUS	MUNICIPALITY	Airport – Total REVENUE (Capital and Operating)	Airport – Total EXPENDITURE (Capital and Operating)	Airport – Net (REVENUE LESS EXPENDITURES)	Surplus	Deficit
City	AIRDRIE					
City	BROOKS		36,044	-36,044		-36,044
City	CALGARY					
City	CAMROSE	79,943	111,162	-31,219		-31,219
City	COLD LAKE	7,469	24,949	-17,480		-17,480
City	EDMONTON					
City	FORT SASKATCHEWAN					
City	GRANDE PRAIRIE	4,606,176	2,135,662	2,470,514	2,470,514	
City	LEDUC					
City	LETHBRIDGE					
City	MEDICINE HAT	543,000	557,000	-14,000		-14,000
City	RED DEER	31	185,343	-185,312		-185,312
City	SPRUCE GROVE					
City	ST. ALBERT					
City	WETASKIWIN	13,156	138,329	-125,173		-125,173
Specialized Municipality	JASPER, MUNICIPALITY OF					
Specialized Municipality	MACKENZIE NO 23, M.D. OF (Ft. Vermillion)	51,769	130,483	-78,714		-78,714
Specialized Municipality	REGION OF WOOD BUFFALO (Ft. McMurray)	630,409		630,409	630,409	
Specialized Municipality	STRATHCONA COUNTY (Josephburg)	56,165	74,670	-18,505		-18,505
Municipal District	ACADIA NO. 34, M.D. OF					
Municipal District	ATHABASCA NO 12, COUNTY OF	32,433	36,322	-3,889		-3,889

	Name					
Municipal District	**BARRHEAD NO. 11, COUNTY OF**	13,896	17,660		-3,764	-3,764
Municipal District	BEAVER COUNTY					
Municipal District	BIG LAKES, M.D. OF	14,853	97,490		-82,637	-82,637
Municipal District	BIGHORN NO. 8, M.D. OF					
Municipal District	BIRCH HILLS COUNTY					
Municipal District	BONNYVILLE NO. 87, M.D. OF					
Municipal District	BRAZEAU COUNTY		70,716		-70,716	-70,716
Municipal District	CAMROSE COUNTY					
Municipal District	**CARDSTON COUNTY**					
Municipal District	CLEAR HILLS COUNTY					
Municipal District	CLEARWATER COUNTY	34,278	51,868		-17,590	-17,590
Municipal District	CYPRESS COUNTY					
Municipal District	**FAIRVIEW NO. 136, M.D. OF**	129,902	167,888		-37,986	-37,986
Municipal District	FLAGSTAFF COUNTY					
Municipal District	FOOTHILLS NO. 31, M.D. OF		12,000		-12,000	-12,000
Municipal District	FORTY MILE NO. 8, COUNTY OF					
Municipal District	GRANDE PRAIRIE NO. 1, COUNTY OF					
Municipal District	GREENVIEW NO. 16, M.D. OF		38,692		-38,692	-38,692
Municipal District	KNEEHILL COUNTY					
Municipal District	LAC STE. ANNE COUNTY		4,062		-4,062	-4,062
Municipal District	LACOMBE COUNTY					
Municipal District	LAKELAND COUNTY					
Municipal District	LAMONT COUNTY					
Municipal District	LEDUC COUNTY					
Municipal District	LESSER SLAVE RIVER NO. 124, M.D. OF					
Municipal District	LETHBRIDGE, COUNTY OF	4,477,402	4,341,757	135,645	135,645	
Municipal District	MINBURN NO. 27, COUNTY OF					
Municipal District	MOUNTAIN VIEW COUNTY	2,500	46,674		-44,174	-44,174
Municipal District	NEWELL NO. 4, COUNTY OF					
Municipal District	NORTHERN LIGHTS NO. 22, M.D. OF	91,845	150,811		-58,966	-58,966
Municipal District	NORTHERN SUNRISE COUNTY					
Municipal District	OPPORTUNITY NO. 17, M.D. OF (Red Earth, Wabasca)	18,746	71,179		-52,433	-52,433

Type	Name					
Municipal District	PAINTEARTH NO. 18, COUNTY OF					
Municipal District	PARKLAND COUNTY					
Municipal District	PEACE NO. 135, M.D. OF		16,275	-16,275		-16,275
Municipal District	PINCHER CREEK NO. 9, M.D. OF	52,406	54,006	-1,600		-1,600
Municipal District	PONOKA COUNTY		9,305	-9,305		-9,305
Municipal District	PROVOST NO. 52, M.D. OF	42,105	38,236	3,869	3,869	
Municipal District	RANCHLAND NO. 66, M.D. OF					
RED DEER COUNTY		31,465	31,465	31,465	31,465	
Municipal District	ROCKY VIEW NO. 44, M.D. OF					
Municipal District	SADDLE HILLS COUNTY		3,400	-3,400		-3,400
Municipal District	SMOKY LAKE COUNTY					
SMOKY RIVER NO. 130, M.D. OF		28,441	42,322	-13,881		-13,881
Municipal District	SPIRIT RIVER NO. 133, M.D. OF					
Municipal District	ST. PAUL NO. 19, COUNTY OF		13,306	-13,306		-13,306
Municipal District	STARLAND COUNTY					
Municipal District	STETTLER NO. 6, COUNTY OF		4,500	-4,500		-4,500
Municipal District	STURGEON COUNTY					
Municipal District	TABER, M.D. OF					
Municipal District	THORHILD NO. 7, COUNTY OF					
Municipal District	TWO HILLS NO. 21, COUNTY OF	600	3,561	-2,961		-2,961
Municipal District	VERMILION RIVER NO. 24, COUNTY OF					
Municipal District	VULCAN COUNTY					
Municipal District	WAINWRIGHT NO. 61, M.D. OF					
Municipal District	WARNER NO. 5, COUNTY OF					
Municipal District	WESTLOCK COUNTY					
Municipal District	WETASKIWIN NO. 10, COUNTY OF					
Municipal District	WHEATLAND COUNTY					
Municipal District	WILLOW CREEK NO. 26, M.D. OF					
Municipal District	WOODLANDS COUNTY	108,932	121,059	-12,127		-12,127
Municipal District	YELLOWHEAD COUNTY	51,000	105,945	-54,945		-54,945
Town	ATHABASCA		6,257	-6,257		-6,257
Town	BANFF					

Type	Municipality							
Town	BARRHEAD			8,765	-8,765			-8,765
Town	BASHAW		172	8,609	-8,437			-8,437
Town	BASSANO		2,059	6,551	-4,492			-4,492
Town	BEAUMONT							
Town	BEAVERLODGE		300	22,690	-22,390			-22,390
Town	BENTLEY							
Town	BLACK DIAMOND							
Town	BLACKFALDS							
Town	BON ACCORD							
Town	BONNYVILLE		37,260	45,502	-8,242			-8,242
Town	BOW ISLAND		7,422	4,970	2,452		2,452	
Town	BOWDEN							
Town	BRUDERHEIM							
Town	CALMAR							
Town	CANMORE							
Town	CARDSTON			7,520	-7,520			-7,520
Town	CARSTAIRS							
Town	CASTOR		3,547	19,959	-16,412			-16,412
Town	CHESTERMERE							
Town	CLARESHOLM		8,800	11,720	-2,920			-2,920
Town	COALDALE							
Town	COALHURST							
Town	COCHRANE							
Town	CORONATION		3,364	11,876	-8,512			-8,512
Town	CROSSFIELD							
Town	CROWSNEST PASS							
Town	DAYSLAND							
Town	DEVON							
Town	DIDSBURY							
Town	DRAYTON VALLEY		947,516	60,418	887,098		887,098	
Town	DRUMHELLER		63,146	94,873	-31,727			-31,727
Town	ECKVILLE							

Town	EDSON	113,074	143,567	-30,493	-30,493
Town	ELK POINT	12,343	17,297	-4,954	-4,954
Town	FAIRVIEW				
Town	FALHER		11,082	-11,082	-11,082
Town	FORT MACLEOD		11,014	-11,014	-11,014
Town	FOX CREEK	523	12,796	-12,273	-12,273
Town	GIBBONS				
Town	GRANDE CACHE	64,155	109,643	-45,488	-45,488
Town	GRANUM				
Town	GRIMSHAW				
Town	HANNA	3,689	18,011	-14,322	-14,322
Town	HARDISTY	2,920	11,445	-8,525	-8,525
Town	HIGH LEVEL				-71,998
Town	HIGH PRAIRIE	42,978	70,356	-27,378	-27,378
Town	HIGH RIVER		12,000	-12,000	-12,000
Town	HINTON				
Town	INNISFAIL				
Town	IRRICANA				
Town	KILLAM	250	4,402	-4,152	-4,152
Town	LAC LA BICHE	37,640	46,001	-8,361	-8,361
Town	LACOMBE		10,740	-10,740	-10,740
Town	LAMONT				
Town	LEGAL				
Town	MAGRATH				
Town	MANNING				
Town	MAYERTHORPE		4,245	-4,245	-4,245
Town	MCLENNAN		9,231	-9,231	-9,231
Town	MILK RIVER	1,467	6,578	-5,111	-5,111
Town	MILLET				
Town	MORINVILLE				
Town	MUNDARE				
Town	NANTON				

Type	Name				
Town	OKOTOKS				
Town	OLDS	105,852	7,673	98,179	98,179
Town	ONOWAY				
Town	OYEN	9,869	19,737	-9,868	-9,868
Town	**PEACE RIVER**	157,6..	676,6..	1,165,9..	1,165,9..
Town	PENHOLD				
Town	PICTURE BUTTE				
Town	PINCHER CREEK				
Town	PONOKA	21,079	22,963	-1,884	-1,884
Town	PROVOST		11,766	-11,766	-11,766
Town	**RAINBOW LAKE**	130,090	211,199	-81,109	-81,109
Town	RAYMOND				
Town	REDCLIFF				
Town	REDWATER				
Town	RIMBEY	1,126	5,042	-3,916	-3,916
Town	ROCKY MOUNTAIN HOUSE	86,831	105,106	-18,275	-18,275
Town	SEDGEWICK		3,000	-3,000	-3,000
Town	SEXSMITH				
Town	SLAVE LAKE		12,000	-12,000	-12,000
Town	SMOKY LAKE				
Town	SPIRIT RIVER	9,300	29,841	-20,541	-20,541
Town	ST PAUL				
Town	STAVELY				
Town	STETTLER	9,056	14,236	-5,180	-5,180
Town	STONY PLAIN				
Town	STRATHMORE				
Town	SUNDRE		1,000	-1,000	-1,000
Town	SWAN HILLS				
Town	SYLVAN LAKE				
Town	TABER	5,150	23,903	-18,753	-18,753
Town	THREE HILLS		5,000	-5,000	-5,000
Town	TOFIELD	17,742	19,251	-1,509	-1,509

Type	Name					
Town	TROCHU					
Town	TURNER VALLEY					
Town	TWO HILLS					
Town	VALLEYVIEW	21,900	50,658	-28,758		-28,758
Town	VAUXHALL		41	-41		-41
Town	VEGREVILLE	11,259	23,973	-12,714		-12,714
Town	VERMILION	9,432	37,782	-28,350		-28,350
Town	VIKING		5,893	-5,893		-5,893
Town	VULCAN		4,000	-4,000		-4,000
Town	WAINWRIGHT	13,788	21,901	-8,113		-8,113
Town	WEMBLEY					
Town	WESTLOCK	43,120	57,610	-14,490		-14,490
Town	WHITECOURT					
Village	ACME					
Village	ALBERTA BEACH					
Village	ALIX					
Village	ALLIANCE					
Village	AMISK					
Village	ANDREW					
Village	ARROWWOOD					
Village	BARNWELL					
Village	BARONS					
Village	BAWLF					
Village	BEISEKER	8,825	8,704	121	121	
Village	BERWYN					
Village	BIG VALLEY					
Village	BITTERN LAKE					
Village	BOTHA					
Village	BOYLE	70	4,614	-4,544		-4,544
Village	BRETON					
Village	CARBON					
Village	CARMANGAY					

Type	Name				
Village	CAROLINE				
Village	CEREAL				
Village	CHAMPION				
Village	CHAUVIN				
Village	CHIPMAN				
Village	CLIVE				
Village	CLYDE				
Village	CONSORT	276,250		276,250	276,250
Village	COUTTS				
Village	COWLEY				
Village	CREMONA				
Village	CZAR				
Village	DELBURNE				
Village	DELIA				
Village	DERWENT				
Village	DEWBERRY				
Village	DONALDA				
Village	DONNELLY		3,883	-3,883	-3,883
Village	DUCHESS				
Village	EDGERTON				
Village	ELNORA				
Village	FERINTOSH				
Village	FOREMOST	289,370	10,618	278,752	278,752
Village	FORESTBURG	2,809	8,557	-5,748	-5,748
Village	GADSBY				
Village	GALAHAD				
Village	GIROUXVILLE		3,204	-3,204	-3,204
Village	GLENDON				
Village	GLENWOOD				
Village	HALKIRK				
Village	HAY LAKES				
Village	HEISLER				

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Type	Name					
Village	HILL SPRING					
Village	HINES CREEK					
Village	HOLDEN					
Village	HUGHENDEN	2,348		2,348		2,348
Village	HUSSAR					
Village	HYTHE					
Village	INNISFREE					
Village	IRMA					
Village	KINUSO					
Village	KITSCOTY					
Village	LINDEN					
Village	LOMOND					
Village	LONGVIEW					
Village	LOUGHEED					
Village	MANNVILLE					
Village	MARWAYNE					
Village	MILO					
Village	MINBURN					
Village	MORRIN					
Village	MUNSON					
Village	MYRNAM					
Village	NAMPA					
Village	NEW NORWAY					
Village	NEW SAREPTA					
Village	NOBLEFORD					
Village	PARADISE VALLEY					
Village	ROCKYFORD					
Village	ROSALIND					
Village	ROSEMARY					
Village	RYCROFT	1,500	-1,500	-1,500		
Village	RYLEY					
Village	SANGUDO					

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Type	Name
Village	SPRING LAKE
Village	STANDARD
Village	STIRLING
Village	STROME
Village	THORHILD
Village	THORSBY
Village	TILLEY
Village	VETERAN
Village	VILNA
Village	WABAMUN
Village	WARBURG
Village	WARNER
Village	WASKATENAU
Village	WILLINGDON
Village	YOUNGSTOWN
Summer Village	ARGENTIA BEACH
Summer Village	BETULA BEACH
Summer Village	BIRCH COVE
Summer Village	BIRCHCLIFF
Summer Village	BONDISS
Summer Village	BONNYVILLE BEACH
Summer Village	BURNSTICK LAKE
Summer Village	CASTLE ISLAND
Summer Village	CRYSTAL SPRINGS
Summer Village	GHOST LAKE
Summer Village	GOLDEN DAYS
Summer Village	GRANDVIEW
Summer Village	GULL LAKE
Summer Village	HALF MOON BAY
Summer Village	HORSESHOE BAY
Summer Village	ISLAND LAKE
Summer Village	ISLAND LAKE SOUTH

Summer Village	ITASKA BEACH
Summer Village	JARVIS BAY
Summer Village	KAPASIWIN
Summer Village	LAKEVIEW
Summer Village	LARKSPUR
Summer Village	MA-ME-O BEACH
Summer Village	MEWATHA BEACH
Summer Village	NAKAMUN PARK
Summer Village	NORGLENWOLD
Summer Village	NORRIS BEACH
Summer Village	PARKLAND BEACH
Summer Village	PELICAN NARROWS
Summer Village	POINT ALISON
Summer Village	POPLAR BAY
Summer Village	ROCHON SANDS
Summer Village	ROSS HAVEN
Summer Village	SANDY BEACH
Summer Village	SEBA BEACH
Summer Village	SILVER BEACH
Summer Village	SILVER SANDS
Summer Village	SOUTH BAPTISTE
Summer Village	SOUTH VIEW
Summer Village	SUNBREAKER COVE
Summer Village	SUNDANCE BEACH
Summer Village	SUNRISE BEACH
Summer Village	SUNSET BEACH
Summer Village	SUNSET POINT
Summer Village	VAL QUENTIN
Summer Village	WAIPAROUS
Summer Village	WEST BAPTISTE
Summer Village	WEST COVE
Summer Village	WHISPERING HILLS

Summer Village	WHITE SANDS						
Summer Village	YELLOWSTONE						
Improvement District	I.D. NO. 12 (JASPER NATIONAL PARK)						
Improvement District	I.D. NO. 13 ELK ISLAND						
Improvement District	I.D. NO. 24 WOOD BUFFALO						
Improvement District	I.D. NO. 4 WATERTON						
Improvement District	I.D. NO. 9 BANFF						
Improvement District	KANANASKIS IMPROVEMENT DISTRICT						
Special Area	SPECIAL AREAS (2-Empress, 3 AND 4)	9,095		-9,095			-9,095

Average (Surplus or Deficit) for COMMUNITY Airport   257,142   -34,699

Average (Surplus or Deficit) for REGIONAL Airport   1,044,136   -75,180

Notes:

*Highlighted blue text indicates community airports (Cooking Lake, operated by Edmonton Regional Airports Authority, did not provide data)

*Highlighted red text indicates regional airports (Edmonton City Centre, Fort Chipewyan, Lethbridge and Lloydminster did not provide data)