

Town of Peace River Airport (YPE)

Peace River Airport Review Committee Trend Analysis & History Backgrounder

June 2, 2009

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1. Introduction

1.1. Background

The modern Peace River Airport is an important aviation and commercial facility that provides the closest significant aviation Centre for the Town of Peace River and the surrounding Peace River region, serving an estimated total population base of approximately 33,000.

The Peace River Airport, which is owned and operated by the town, has grown and changed significantly over the years – from its humble beginnings during the second world war to the site we see today; now a key factor for growth in the region.

The airport was originally owned by Transport Canada and leased to and operated by the Town for over 35 years. On September 1, 1996, ownership was transferred over to the Town of Peace River.

1.2. Statistical Overview

Although the Peace River Airport has 10,820 recorded flights in 2008, the Flight Service Station recorded total flight numbers at 24,000-25,000 with Remote Flight Service to Dawson Creek, B.C. and Ft. McMurray, A.B.

The Peace River Airport is strategically located in Northwestern Alberta with tremendous potential for increased capacity and growth.

- 10,820 flights recorded this past year
- 12-13,000 FSS remote service flights in Dawson Creek
- 2,000 FSS remote night flights in FT McMurray

1.3. Fort McMurray

The Peace River airport currently operates remote FSS services for the night flights at the Fort McMurray airport. This servicing is done during 11pm to 7am. The majority of these flights are done late in the evening and very early in the morning. Some of the flights that come in to the Ft. McMurray airport while the Peace River FSS controls the airspace and the aerodrome are from Halifax, Toronto and other areas. Some of the carriers that are serviced during this time are Air Canada, Jazz, WestJet and Syncrude flights. Approximately 2,000 flights are remotely serviced by the Peace River FSS crew during the night remote service.

1.4. Dawson Creek

In addition to the Fort McMurray night remote service, the Peace River FSS also services the airport at Dawson Creek on a 24 hour basis. Approximately 12,000-13,000 flights a year are serviced by the Peace River FSS.

2. Peace River Transportation Connection

The Town of Peace River serves as a focal point for a large trading area. The region covers an area approximately 12,500 km² and includes a number of towns, villages and municipal districts. On a larger scale, the Peace River trading area can be considered a part of a larger trading area for bigger communities.

3. Peace River Airport Services

Services provided at the Peace River include:

- Management of the Terminal
- Airfield Maintenance
- Air Carrier and Car Rental outlets
- Restaurant Facilities
- Concession Services
- Flight Service Station
- Fuel Sales
- Hanger and Aircraft Storage
- Emergency Medical Services
- Airplane and Helicopter Charter Operations
- Car Rental Agencies

3.1. Modern Facility

The airport is only 8km west of downtown Peace River, where hotels and businesses that service the oilsand industry are located. The airport is located within M.D. of Peace #135.

The Peace River Airport is a local airport that supports a variety of commercial, charter and medivac air services. The aerodrome operates on a 24 hour basis and provides the necessary range of instrument flight rule aids required to support all forms of commercial, corporate and general aviation.

3.2. 24 Hour Maintenance

The apron is of superior construction. An ACAP application is in progress to repave this area in 2010.

Fire & Rescue Services are provided by the Peace River Fire Department located in the Town of Peace River. Response time is approximately 15 minutes.

The town collects revenues from land and building rentals, aircraft landing fees, aircraft parking fees, fuel taxes, concessionaires and other miscellaneous sources. It incurs costs for providing management and administration services and operation and maintenance of airport property and services.

3.3. Services Provided

Peace River Airport already has the infrastructure in place and operations set-up to deal with maintenance of facility buildings, fueling services, and maintenance of the airstrip. The airstrip and fueling are already in place to handle commercial aircraft up to 737's. A 5,000 foot by 150 foot airstrip is already in place – meeting the requirements of the 737 aircraft.

Car rental agencies are located in the Airport Terminal.

3.4. Airport Terminal Building (ATB)

The bi-level terminal provides a total 1,720 m² excluding the basement. The first floor has large check-in, waiting and departure areas. The second floor contains a comfortable restaurant capable of seating 54 persons. The Flight Service Station occupies the third floor observation cupola. The basement area houses mechanical and storage areas, as well as a large conference room.

The terminal has a design threshold of 120 to 150 passengers per peak hour, which is well above the current number of peak time passengers.

The present facilities will handle simultaneous landings of between three to four commuter sized aircraft, as well having the capacity to accommodate the landing and necessary fueling services for a 120 passenger seating 737 aircraft. The Peace River Airport terminal and runway complex has the potential to handle traffic growth into the next century.

3.5. Airside Services

The operation of the Peace River Airport is regulated by the Aeronautics Act and authorizes the named operator to act in compliance with the operations of all the services and facilities prescribed in the Aerodrome Standards and Recommended Practices guidelines.

These include such services as a daily Movement Area Surface/Runway Surface Condition Evaluation, a detailed 'Snow and Ice Removal Plan' that has been developed as part of the Airport Maintenance Management System, and having an Emergency Response Measures protocol.

3.6. Air Navigation Facilities & Services

Air Navigation Facilities for the Peace River airport include:

- A 24 hour basis NAV Canada Flight Services Station (FSS), which is located in the Airport Terminal Building.
- A non-directional beacon, or NDB, is found at 287 low frequency and is located **2.8** nautical miles southwest of the airport.
- DME – A Distance measuring equipment is available on the V.O.R. frequency 117.2 MHZ
- Very high frequency omni-directional, or OMD, range is located 2.0 nautical miles south west of the airport.
- The airport does not have a precision instrument landing system such as a MALSR lighting system, but does have other adequate instruments including an ODAL system. The ODAL system, or Omni-Directional Approach Lighting are located on either end of the airstrip and can be viewed from any angle or elevation. This system was put in, in 2005.
- Located within the terminal building is a NAV Canada Flight Services Station (FSS), which operates on a 24-hour basis. Nine full time employees operate the FSS.
- Full weather briefings for pilots from Flight Services can be obtained by phone or in the terminal building.

3.7. Emergency Services

Organizations providing emergency services to the airport on-site services, provided by the town, include crash, fire and rescue operations within 10 km.

In case of power failure a stand-by power system is available to operate the essential electrical services. Piping has been put in to allow for future expansion of the Field Electrical Centre, which would house any upgrades to the existing power generators used for emergency back-up lighting.

3.8. Freight & Storage Potential (see appendix A for Airport Map)

The airport currently contains 7 parcels of land for lease that are suitable for development. Six of the parcels are approximately 5,600 m² in area. These parallel parcels extend to the southwest from existing development.

Lot 12-15 in the southwest corner feature airside access, although, the existing taxiway would have to be extended to service these lots. The utility corridor and the service road would also have to be extended to bring these lots up to standard.

Lot 16, which has easy access to Highway 2 is available, as well as the larger Lot 17 and the east half of Lot 18.

The main runways is connected to the terminal building by two asphalt taxiways, which lead to and from a 14,000 m² aircraft handling and parking apron that is adjacent to the main terminal building. The parking apron is designed to handle aircraft with a maximum 75,000 pounds take-off weight. The apron is adequate to simultaneously handle three to four Dash-8 sized aircraft.

4. Economic Spinoff

The Peace River Airport is used by scheduled and charter carrier operations and by corporate, government, general aviation and recreational aircraft. Several charter firms are located at the airport. These charter firms are primarily oriented towards helicopters and medivac operations.

Through its activities as a transportation and commercial center, the Peace River Airport provides direct and indirect employment to the local economy.

5. Air Traffic Movement

The Town of Peace River Airport has seen a drastic decline in numbers over the past decade. It is quite noticeable in both scheduled passenger movement and actual flight movement at the airport. Total flight numbers are based on actual touchdowns and takeoffs.

Since our peak in 1995, the numbers have dropped dramatically. Scheduled passenger movement has seen an 83% reduction in passengers on regular scheduled air service; having dropped from 29,070 passengers to just 4,857 this past year. And 48% less flight movement in this time; seeing a height of 20,850 flights cut in half to 10,820 recorded flights this past year.

While passenger numbers for private and charter flights are not recorded it isn't likely that these flights have been carrying the passenger numbers that have been lost on the regular scheduled flights.

Since this time there have been a few factors that may have lead towards the decline in numbers. On April 1, 1996 City Centre Airport Operations Transferred to Edmonton Airports under the new Airport Authority and has restricted flights over 9 passengers. Major airlines ceased service to Peace River Airport in this time; reducing connectivity and larger connecting flights to the larger airports.

6. Socio-Economic Benefits of a Productive Airport on a Community

A strong and vibrant community is enhanced by a dependable and constant airport service. A socio-economic strong community is one that helps retain a robust and skilled workforce. When looking for a place to live people will consider benefits the community offers as well as looking at their employment options. Excellent community services that most people have come to expect are essential for drawing in young, skilled workers and keeping them long-term.

Long-term financial stability for the airport will ensure that the airport is viable for many years to come as the airport provides additional jobs for the community & surrounding areas, ensures access to distant emergency health care services, and a convenient way for residents and visitors to have easy and quick access to and from other destinations increasing visitors and businesses to the area.

“An airport provides...”

In a report done on the Socio-Economic Impact of Airports to Albertan communities it was noted that *“An Airport provides a substantive capacity to accelerate responses to natural disasters or emergencies mitigating the loss of life and property while protecting resource bases for future generations.”*

The Peace River airport provides access for important, air-related environmental and emergency response services. As well, it provides emergency air access to distant critical health care facilities.

Social Benefits Attributable to the Peace River Airport

Consultants have identified the following specific social benefits attributable to the airport:

As previously mentioned, the Emergency Medical Evacuations to Edmonton City Airport are an important service that many families in the region rely on. In 2003, Alberta Air Ambulance reported 442 emergency medical flights to and from the airport; with an approximately 40 – 70 Medivacs currently per month.

The Bi-Annual Peace River Air Show is a great opportunity for the residents of region to volunteer their services towards their community.

The Peace River Airport has provided young people in the community great learning opportunities for all levels of interest in aeronautics. In the past, the airport has supported the ‘Thrill of Flight’ distance learning education experience which was integrated into Alberta Learning’s Grade 6 Science curriculum by facilitating school visits.

As well, Aviation Alberta’s ‘Young Eagles’ program was accessed through one of the flight schools to encourage an interest in aviation by taking local high school students for an initiation flight; and,

A local Air Cadet Squadron undertook some of its flight training requirements on the airfield, providing a recreation and career development opportunity for its participants.

Peace River Air Show - The airport generally puts on an air show every two years and attracts between 5000 to 8000 visitors. The committee and volunteers come from nearby communities to put on the air show.

7. Airport Capital Assistance Program - ACAP

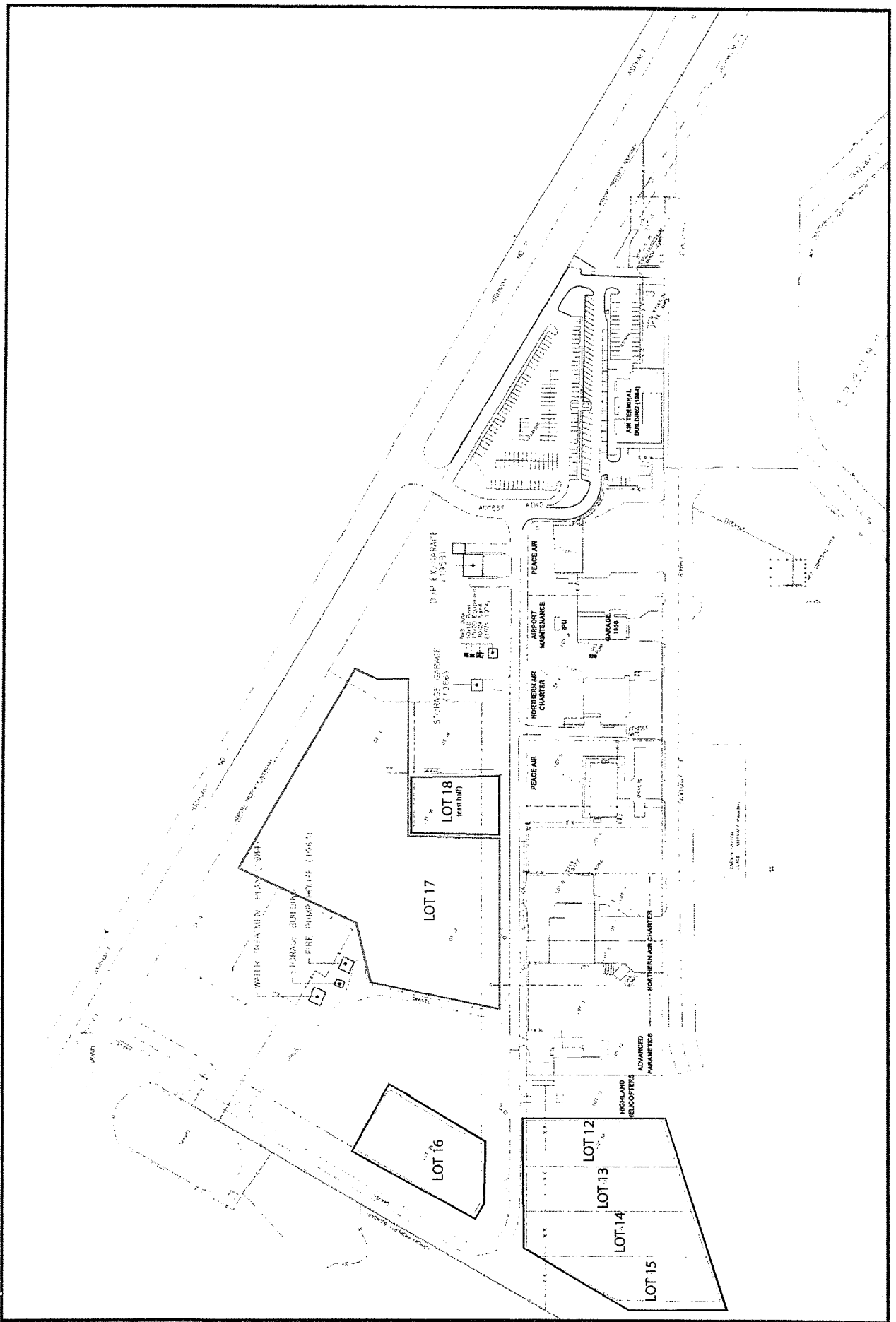
History & Background

1997	-	\$864,400	Runway and Taxiway Alpha and Bravo repaved
2003	-	\$192,000	Runway Sweeper
2003	-	\$ 4,615	Decelerometer (Used for friction tests)
2004	-	\$212,846	Plowtruck
2005	-	\$343,000	Snowblower
2005	-	\$205,000	Loader
2005	-	\$1,337,493	Airfield Lights and associated work

Since 1997 \$3 million of ACAP funding has been accessed for the growth and enhancement to deal with operational and safety issues.

Due to the volume number of flight and passenger movement all funding has been covered 100%.

The Town of Peace River is currently starting an application for the repaving of the apron in front of the terminal building.



SCALE: 1/4" = 1'-0"

Airport Facility Capital Requirements Report
June 2009

Item	Action Date	Financial Impact	Comment (If Possible ACAP Funding, Funding Application Deadlines)
Survey of Land : - Tie down Area - Forestry Site	2009	10,000	
Runway Surface Friction Testing	To be done in 2009 and every 5 years thereafter.	2,500	
Consultant for SMS - Phase II Mandatory Safety Managements Systems - Regulations	Deadline: Sept 1, 2009	12,000	Phase II
Water Issue #1 - Filling Dugout for Firefighting	2013	Alternative : Extend municipal water line from Peace River 1,317,250	This alternative has been calculated in the 2013 capital cost.
Water Issue #1 - Filling Dugout for Firefighting	2009	10,000 per annum to truck water	Received a formal letter from East Grimshaw Rural Water Co-op not to use potable water to fill our lagoon. Trucking water expensive at approx \$10,000 per year; \$120/hr per truck
Water Issue #2 - New 6" Domestic main required from terminal building to pump house	Outlived life cycle - cast iron line rusting out - 2010	170,000	Experienced numerous ongoing breaks on this line. Cost estimation 566 m x 300
Airport Billing System	2010		No billing system in place. Manual billing and lease diaries currently done. Proper airport billing system would interface with our current software and produce timely billing, lease renewal diary, invoicing systems and statistical reports.
Consultant for SMS - Phase III Mandatory Safety Managements Systems - Regulations	Deadline: Sept 1, 2010	10,000	Phase III
H-vac unit (2)	2010	80,000	Install coils in to units and a boiler for heating.
Terminal Drive Through Overlay	2010	40,000	
Terminal Parking Lot Overlay	2010	150,000	

Shop lighting upgrade	Must start in 2010 (flourescent lighting discontinues and T8 replacement ballasts to be installed)	10,000	
Shop furnace upgrade	2010	10,000	
Terminal lighting	Must start in 2010 (flourescent lighting discontinues and T8 replacement ballasts to be installed)	10,000	
Duplex repairs - walls	2010	4,500	Engineering Review
Duplex repairs - walls	2010	55,000	Basement walls are cracking and separating. Major restoration required.
Recording Equipment - require radio that will record each time pilots arrive or depart for two purposes.	2010	5,000	Dual reason - #1 - Emergencies - aircraft voice recorded so that should there be an emergency it is recorded and #2, should Nav Canada leave and we need to record all landings for billing purposes this is part of that process.
Runway Frost Heaves Repairs - re-pave portions	2010	31,000	Runway condition has the potential to damage planes.
Taxiway C - Overlay of Asphalt and Milling of Existing Cracks	Should be done 2010	1,500,000	Does not qualify for ACAP funding. Upgrade should be done in 2010. Would be less expensive to do if completing at the same time as the ACAP runway - apron - taxiway repaving projects. There is a need to improve load bearing on this taxiway.
Consultant for SMS - Phase IV Manadatory Safety Managements Systems - Regulations	Deadline: Sept 1, 2011	8,000	Phase IV
Infrastructure Study Underground Services	2011	25,000	
Air Condition Unit 1	5 years past life cycle already 2011	17,000	This unit has two compressors only one working at this time.
Air Condition Unit 2	5 years past life cycle already 2011	17,000	
Brushing Runway and Landing Approaches	2012	50,000	5 year cycle
Brushing Perimeter Fence Line	2012	30,000	5 year cycle

Domestic pump house upgrade	30 years old 2012	25,000	New pumps, piping & heater upgrade.
Fire Pumps	20 years old - life cycle is 15 yrs 2013	150,000	Two electric pumps and standby generator.
ACAP Applications			
RUNWAY- TAXIWAY A & B - APRON			
Apron Rehabilitation - Construction portion	Life cycle expired 2010	1,000,000 to 1,500,000	ACAP funding will provide 100% reimbursement.
Consultant fees for ACAP funding for runway and taxiway Alfa : Bravo	2011	30,000	
Runway 04-22 Rehabilitation - Construction phase	End of life 2011	4,500,000	ACAP funded 100%
WILDLIFE FENCING			
Wildlife Fencing - Construction phase	2011	400,000	Proper wildlife fence to stop moose and deer. Current fence in not adequate.
EQUIPMENT			
Jacobsen Grass Mover	2012	25,000	
Equipment Replacement - Sand Truck	End of life - 1980. (29 years old now) 2013	100,000	ACAP funded 100%
FEC BUILDING (Field Electrical Centre)			
Consultant for FEC Generator & Generator Upgrade	End of life cycle 2010	35,000	If Nav Canada leaves, this item becomes Urgent as new lighting componenets will be required immediatly and our building or generator can be used.
FEC Generator Replacement - Construction phase	Generator has reached maximum output. Application Deadline: Sept. 1, 2011 (Consultant must commence preparing application by May 1, 2011) for 2012 funding	100,000	ACAP funded 100% 30,000 building to house FEC 70,000 Generator
* ACAP funding is available for 2010 - 2015 with applications going in at different times throughout 2010 - 2014, as advised by the ACAP Funding team in July 2008. This is not a grant, ad application must be approved and then the funds will be reimbused according to approval. Contract is drawn - Transport Canada & TPR.			

Budget Year	Financial Requirement	ACAP Reimbursement
2009	34,500	
2010	3,610,500	1,500,000

2011	4,597,000	4,500,000
2012	230,000	100,000
2013	1,567,250	100,000
Total	10,039,250	6,200,000