

AVIATION STRATEGY ACTION GROUP



INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS



ASSESSMENT OF FACILITIES





**AVIATION STRATEGY ACTION
GROUP**

**INVENTORY OF ALBERTA
REGIONAL AND LOCAL AIRPORTS**

ASSESSMENT OF FACILITIES

FINAL REPORT

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Executive Summary

The Alberta Aviation Strategy Action Group (ASAG) undertook this study as part of a three phase project to assess the current level of Alberta's airports, including the assessment of all facilities, infrastructure needs and replacement costs. A total of 173 airports were initially identified for assessment, which included all registered and certified sites across Alberta excluding Edmonton International Airport, Calgary International Airport, and 4 Wing Cold Lake. The sites evaluated consisted of regional, community, corporate, private, and forestry aerodromes/airports.

The first step of this study was to contact each site to bring about awareness of the goals to be achieved by the study. This stage was completed through introductory letters which were sent to each site by ASAG and Pryde Schropp McComb, Inc (PSMI). The next step included the formulation of a questionnaire. This was distributed to each site for input on their sites information. Following this step, a representative from PSMI conducted a thorough site evaluation, aided by a representative from the site, to complete the survey and to ensure all required information was collected.

Of the 173 sites initially identified, 11 were removed from the study due to the site being decommissioned, abandoned, unable to provide assistance, etc. Overall, when forestry and private sites are excluded, approximately 90% of the sites participated in the study by providing a response to the questionnaire, and assisting with the site inspection and facility evaluation.

The airports throughout Alberta have an extensive history. Many were created out of necessity for training facilities during World War II, others were created by federal or provincial authorities as part of the overall development of the airport system in Canada and Alberta, and yet others were created by local municipalities or individuals with an insight into the necessity of aviation in their municipality. Looking forward, it is an opportune time to review, evaluate, and rationalize Alberta's airport system to maximize the viability for the small, medium, and large sites.

The summary reports which have been prepared for each site, based on the site inspection, and feedback on the questionnaire, contains the following information regarding each site; contact information, organizational structure, facility detail (runways, taxiways, airfield lighting, drainage, etc.) and economic information (budgets, capital requirements, expenditures, etc.). As stated above, each site, as well as representative from PSMI, filled out the questionnaire. Supplemental data was also collected from the Canadian Flight Supplement (CFS) as well as other aviation sources.

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Of the sites evaluated, it was found approximately 60% of all runways are constructed with an asphalt surface, with the remaining half being largely made up of turf and gravel strips. When considering all the runways in Alberta, the average runway was determined to be 3,700 ft in length, and has an average area of 300,000 ft². 75% of the asphalt runways were found to be in fair to good condition, however many of the facilities will require upgrades within the forecast period of this study. The amount forecasted for runway capital expenditures from 2003-2012 is estimated at \$53.5 million.

Taxiways were found to have 89% asphalt surfaces, again with the remaining 11% being constructed with either turf or gravel. The estimated capital expenditures for taxiways in the next 10 years are approximately \$10.7 million.

Existing apron's for sites evaluated consist of 83% asphalt surfaces, with the remaining 17% being constructed using turf, gravel and concrete surfaces. The estimated capital cost forecast for the next 10 years is \$7.8 million.

A review of all airfield lighting data, consisting of approach lights, edgelights, approach slope indicators, ARCAL units and windsocks, indicated there is 29 approach lighting systems, 81 edgelighting systems, 54 approach slope indicators, 79 ARCAL units and 130 windcones installed in sites across Alberta. The 10 year capital costs for approach lights, edgelights and approach slope indicators is estimated at \$14.4 million. About 80% of this forecasted amount will be due to the replacement of edgelighting systems, which will account for over \$11 million. Many of the edgelighting systems across Alberta are approaching, or in excess of 20 years old, and will require upgrades in the next 5-10 years. All 79 ARCAL units currently installed are to be replaced in the next 5-10 years as they will be deemed obsolete. Windcones for the most part were found to be in fair to good condition.

Landside facilities, which include parking lots, entrance roads, and fencing, contribute to only about 3% (\$3.2 million) of the total forecasted capital costs across the province. The number of sites with parking lots and fencing, was found to be 59 and 89 respectively. The entrance roads for most sites had not been rehabilitated since its original construction.

Air Terminal Buildings (ATB) and Field Electrical Centres (FEC) were found at approximately 75 sites. The large majority of the ATB's were found to be constructed during the 1980's, as part of the Provincial Airport Development program. Considering the average age, and condition of the ATB's, a capital cost of \$1.6 million is forecasted to rehabilitate, upgrade, or replace the ATB's in the next 10 years. Of the 75 sites with ATB's, 46 provided disability access in some form. Most FEC's were found to be constructed in small metal frame tool sheds, again many installed in the 1980's, with the 10 year capital forecast totaling \$3.8 million.

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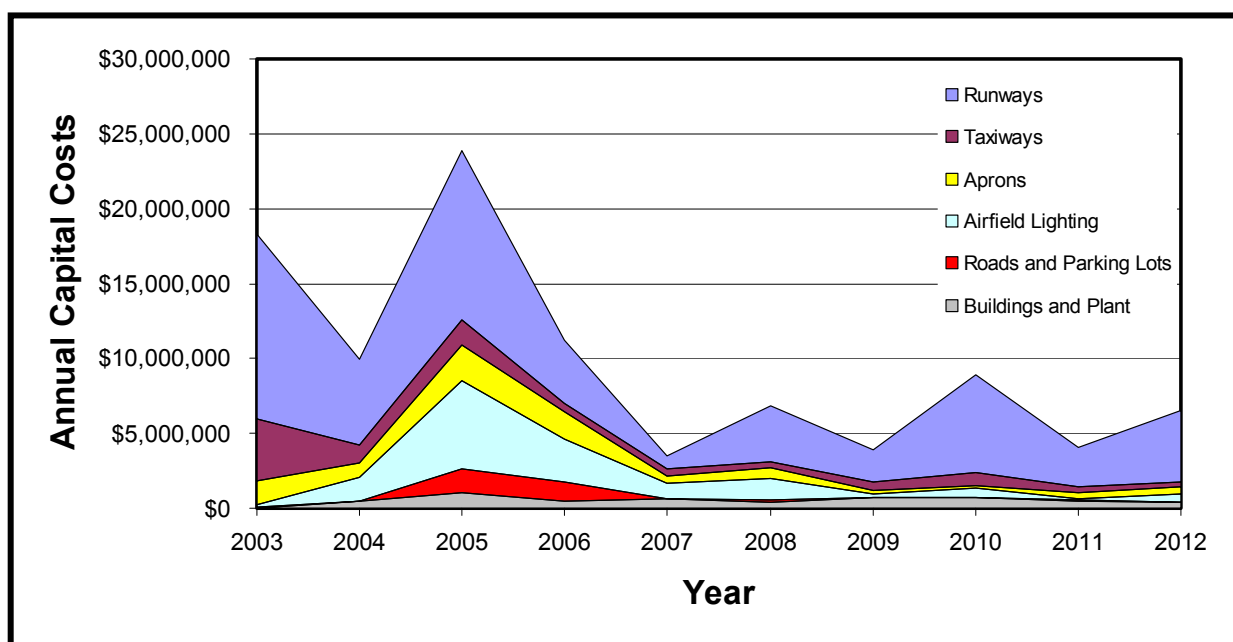
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Operational and Maintenance (O&M) Expenditures by facilities varied widely from site to site. Surfaces, which includes runways, taxiways and aprons, on a cumulative average, accounted for 66% of the O&M expenditures provided by the sites. The other expenditures resulted from Electrical (10%), Landside Surfaces (8%), Building and Plant (13%) and Heavy Mobile Equipment (3%), based on a cumulative average.

Airport revenue information provided by the sites produced similar results, where the information received varied widely from site to site. The airports evaluated with scheduled passenger service received a large portion of their revenue from terminal fees (39%), landing fees (11%), concessions/leases (18%) and municipal support/subsidy (16%). The smaller revenues produced were due to fuel fees, land leases, parking vehicles, interest and various other sources. In the smaller airports without scheduled passenger service, their large revenue bases were land leases, municipal support/subsidy, and fuel fees which accounted for 36%, 28% and 11% of the total revenue, respectively.

Airport expenditures, similar to revenue, had the results analyzed separately for airports with scheduled passenger service and those without. Again, the results varied from site to site for the facilities responding. Both airports with scheduled and non scheduled passenger service showed sizeable contributions to salaries/wages and materials, parts, supplies and repairs. Salaries/wages accounted for 34% for airports with scheduled passenger service, and 26% for those without. Materials, parts, supplies and repairs accounted for 14% of the expenditures for airports with scheduled passenger service, and 28% for those without. Other notable expenditures included benefit allowances, facility management contracts, utilities fuel, and insurance.

Overall, the airport system in Alberta was found to be in fair to good condition, although there is a significant capital requirement for the next 10 years. Overall, the total forecasted capital requirement for the airports evaluated is slightly less than \$97 million for the period 2003-2012. The breakdown per year is summarized below (by facility):



Acknowledgements

In the completion of this study, and the preparation of this report, we are greatly indebted to the following individuals, professionals, and organizations who have given freely of their time in interviews, meetings, discussions, assistance during field inspections, and in the gathering of data.

Without their help it would not have been possible to complete this study and report:

- Ken Beleshko, Aviation Strategy Action Group
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- Wayne Steel, Alberta Airport Operators Association
- Sara Wong, Alberta Transportation
- Ken Dmytryshyn, Alberta Transportation
- Barry Pape, Alberta Transportation
- Alberta Transportation, Mapping and Geomatics Support Staff
- Centennial Flight Centre
- All Airports, Towns, Municipal Districts, Cities, Counties, and Airport Authorities that provided data, background information, cooperated and participated in the completion of this study

1.0 Introduction and Background

1.1 PROJECT BACKGROUND

The Aviation Strategy Action Group (ASAG) commissioned the Inventory of Regional and Local Airports/Assessment of Facilities in May 2002. The study is one of the first major initiatives of ASAG, which was formed as a group in 1998. The objective of ASAG was to identify ways to create an environment in which air services could be improved to ensure Alberta's future prosperity.

The Alberta Economic Development Authority took the lead on this initiative, and established the Alberta Aviation Strategy Steering Committee and Task Force. Subsequently, the Alberta Aviation Council established ASAG, which is comprised of various stakeholders from the Alberta aviation community.

Presently, ASAG is comprised of the following stakeholders:

- Alberta Aerospace Association
- Alberta Aviation Council
- Alberta Airport Operators Association
- Edmonton Regional Airports Authority
- Calgary Airport Authority
- Alberta Urban Municipalities Association
- Alberta Association of Municipal Districts & Counties
- Air Canada
- Alberta Regional Airports Group
- Alberta Economic Development
- Alberta Transportation

ASAG has identified three (3) Phases as part of the overall study. Phase I includes a survey of identified airports, Phase II involves an assessment of facilities, and Phase III involves assessing challenges and opportunities. The intent of these phases is to assist in establishing and implementing the Action Plans developed by the Task Force.

This study is Phase II of their three (3) Phase objective. The scope of this study does not include any evaluation on the rationalization (assessing challenges and opportunities) of the Alberta Airport System, which will be completed as part of Phase III of the ASAG Airport Study Initiative.

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1.2 STUDY OBJECTIVES

The scope of the study is to provide ASAG with a true understanding of the existing Alberta airport system, including a current inventory of facilities, the current state/condition of infrastructure, and a determination of infrastructure needs, replacement costs, etc.

Excluding Edmonton International Airport, Calgary International Airport, and 4 Wing Cold Lake, the study initially involved an evaluation of 173 airports located throughout Alberta, comprised of Regional, Community, Private, Corporate, and Forestry airports.

The table below provides a listing of the original 173 sites identified for assessment.

<p align="center">Table 1 Original Listing of Airports to be Assessed</p>		
Acme	Edmonton/Gartner	Medicine Hat/Schlenker
Airdrie	Edmonton/Josephburg	Milk River
Andrew	Edmonton/St. Albert	Milk River (Madge)
Apache/Hamburg	Edmonton/Twin Island Airpark	Mobil Bistcho
Athabasca	Edmonton/Villeneuve	Muskeg Tower
Banff	Edra	Namur Lake
Barrhead	Edson	Nanton (Green Farms)
Bashaw	Elk Point	Olds (Netook)
Bassano	Embarras	Olds-Didsbury
Bawlf (Blackwells)	Empress	Oyen Municipal
Beaverlodge	Empress/McNeill Conoco	Peace River
Beiseker	Fairview	Peace River/Three Creeks
Birch Mountain	Fontas	Pelican
Bjorgum Farm	Foremost	Pincher Creek
Black Diamond/Cu Nim	Forestburg	Ponoka Industrial
Blackie/Wilderman Farm	Fort Chipewyan	Provost
Bonnyville	Fort Macleod	Rainbow Lake
Bow Island	Fort McMurray	Red Deer Regional
Boyle	Fort McMurray/Mildred Lake	Red Earth Creek
Brant (Dixon Farm)	Fort Vermilion	Rimbey
Brooks	Fox Creek	Rocky Mountain House
Cadotte	Fox Lake	Rockyford
Calgary/Okotoks Air Park	Garden River	Sherman Meadows
Calgary/Springbank	Glendon	Slave Lake
Calling Lake	Gordon Lake	Spirit River
Camrose	Grande	St. Francis/P.K. Farm
Cardston	Grande Cache	St. Paul
Continued on following page		

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Carstairs/Bishell's	Grande Prairie	Steen River
Castor	Grimshaw	Steen Tower
Cayley/A.J. Flying Ranch	Grist Lake	Stettler
Chateh	Hanna	Strathmore (Duke)
Cheadle	Hardisty	Sundre
Chinchaga	Hespero	Sundre/Goodwins Farm
Chipewyan Lake	High Level	Swan Hills
Chipman	High Prairie	Taber
Christina Basin	High River	Teepee
Claresholm Industrial	Hinton/Entrance	Three Hills
Clearwater River	Hinton/Jasper-Hinton	Tofield
Cold Lake Regional	Innisfail	Trout Lake
Conklin	Irma	Turner Valley Bar N Ranch
Conklin (Leismer)	Janvier	Two Hills
Consort	Jasper	Valleyview
Coronation	John D'Or Prairie	Vauxhall
Coutts/Ross Int'l	Johnson Lake	Vegreville
Cowley	Kakwa	Vermilion
Cowper	Killam/Killam-Sedgewick	Viking
De Winton/Highwood	La Crete	Vulcan
De Winton/South Calgary	Lac La Biche	Wabasca
DeBolt	Lacombe	Wainwright
Del Bonita/Whetstone Int'l	Lethbridge	Warburg/Zajes
Didsbury (Canadian Skydive Centre)	Lloydminster	Warner
Doig	Indus/ Winters Aire Park	Westlock
Donnelly	Loon River	Wetaskiwin
Drayton Valley Industrial	Manning	Whitecourt
Drumheller Municipal	Marek Farms	Yates Tower
Drumheller/Ostergard's	Margaret Lake	Zama
Edmonton City Centre	Mayerthorpe	Zama Lake
Edmonton/Cooking Lake	Medicine Hat	

A map illustrating the location of each of the 173 airports across the Province is provided as Figure 1. Figure 2 illustrates the sites in Northern Alberta (Grande Prairie and north), Figure 3 the sites in Southern Alberta (Olds-Didsbury and south), Figure 4 the sites in the Calgary area, and lastly, Figure 5, which illustrates the sites in the Edmonton Area.

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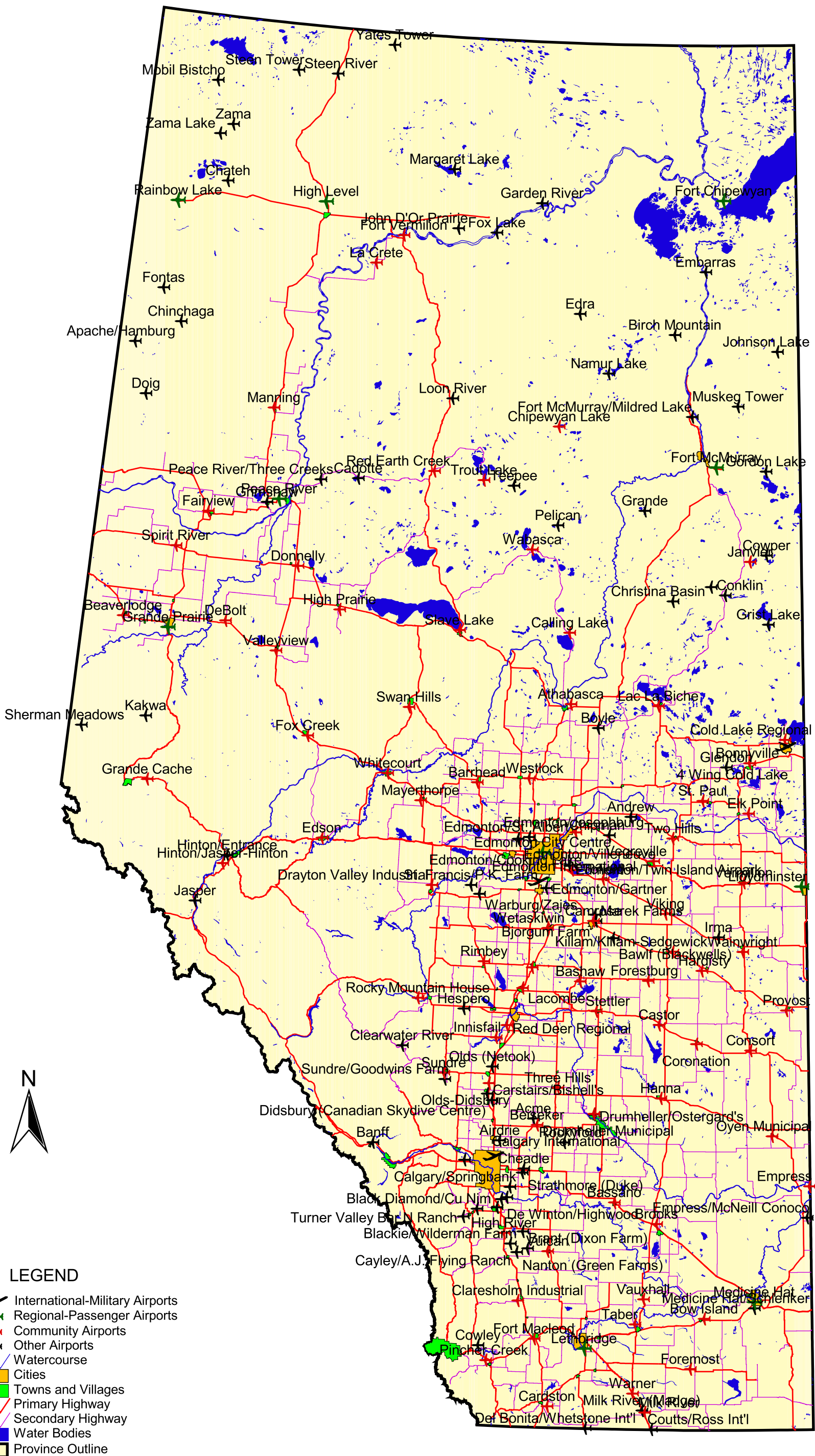
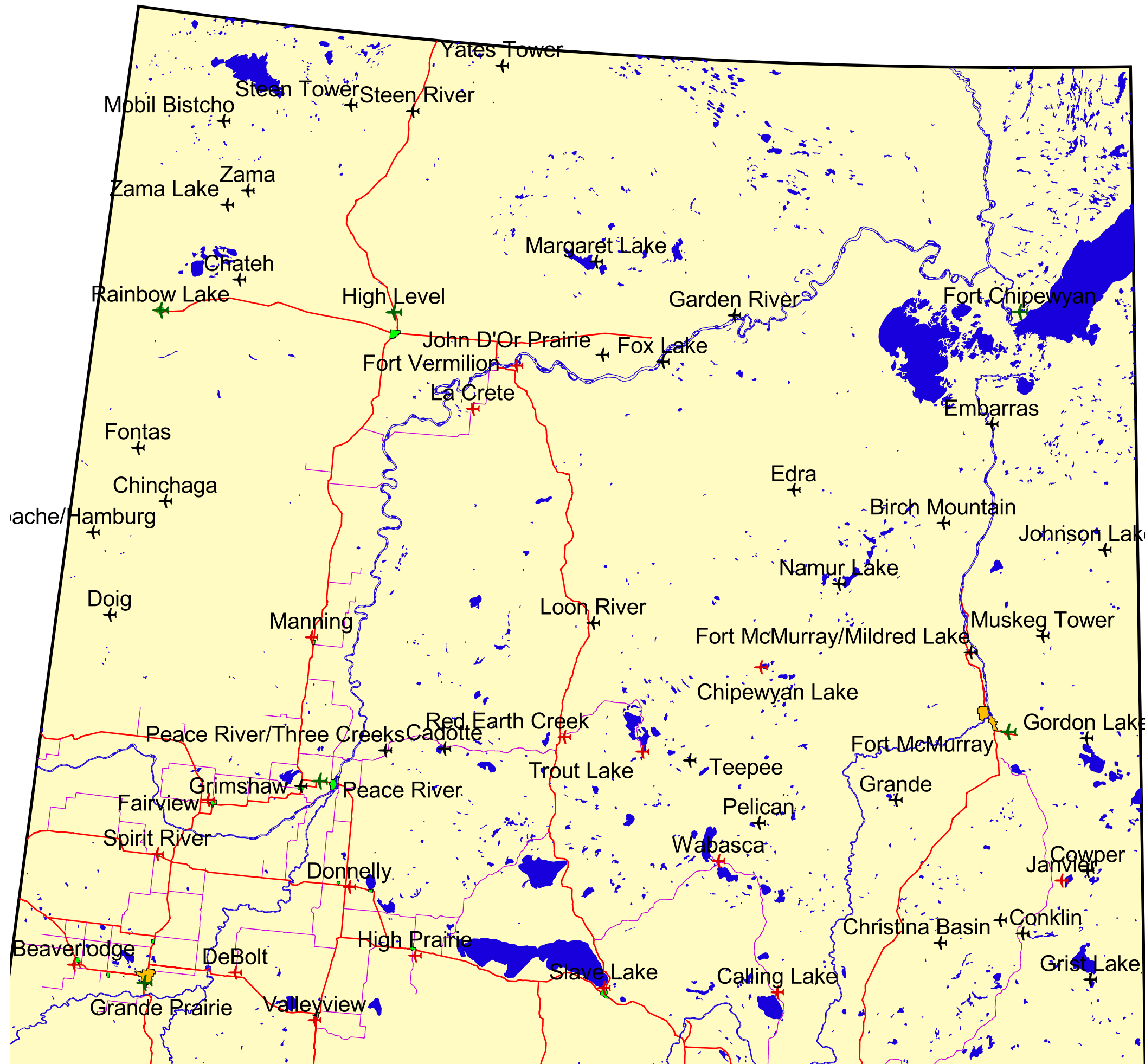


Figure 1
Airports Identified for Evaluation

100 0 100 200 Kilometers



Figure 2
Airports Identified for Evaluation
Northern Alberta

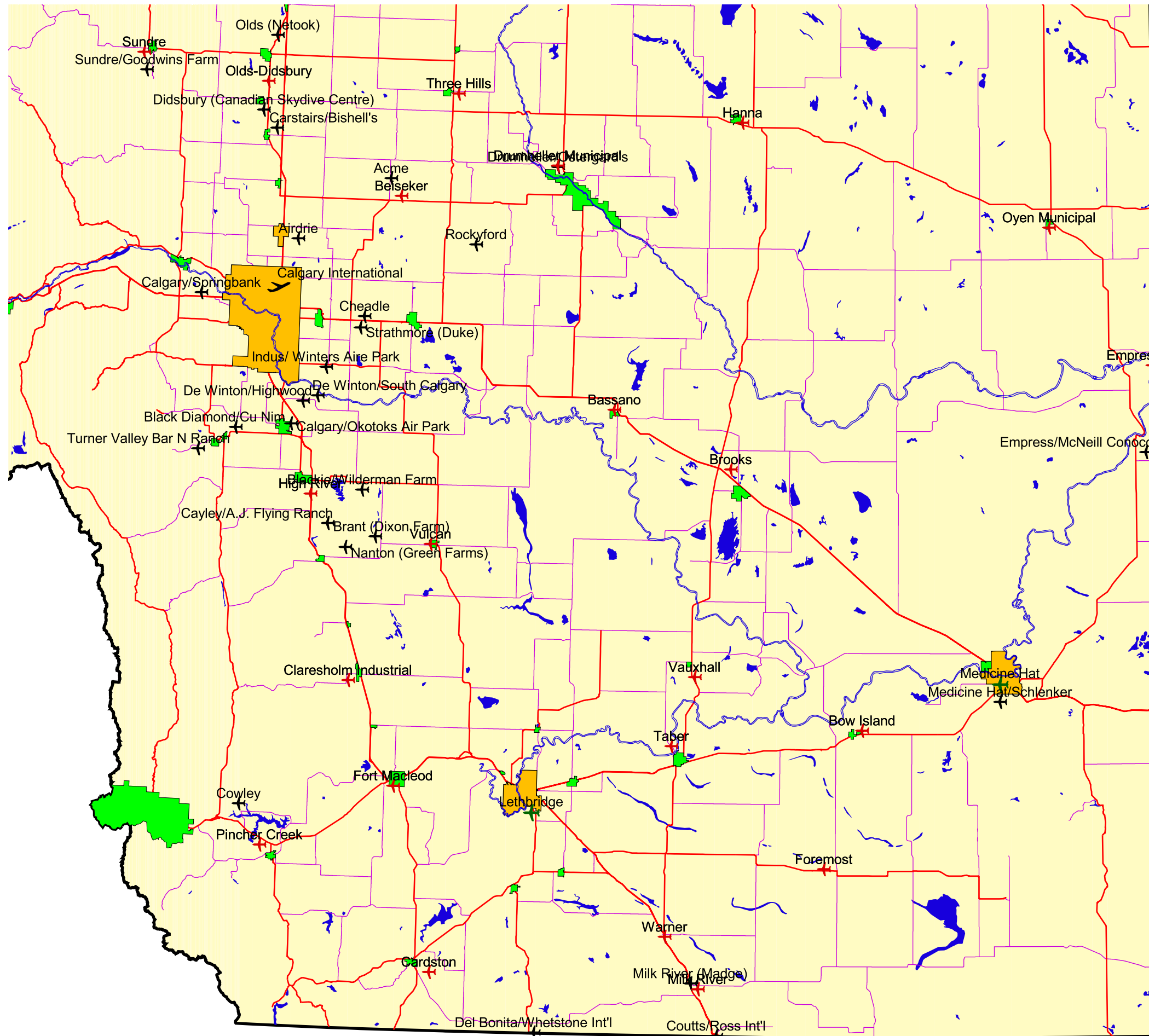


LEGEND

- International-Military Airports
- Regional-Passenger Airports
- Community Airports
- Other Airports
- Watercourse
- Cities
- Towns and Villages
- Primary Highway
- Secondary Highway
- Water Bodies
- Province Outline



Figure 3
Airports Identified for Evaluation
Southern Alberta



LEGEND

-  International-Military Airports
-  Regional-Passenger Airports
-  Community Airports
-  Other Airports
-  Watercourse
-  Cities
-  Towns and Villages
-  Primary Highway
-  Secondary Highway
-  Water Bodies
-  Province Outline



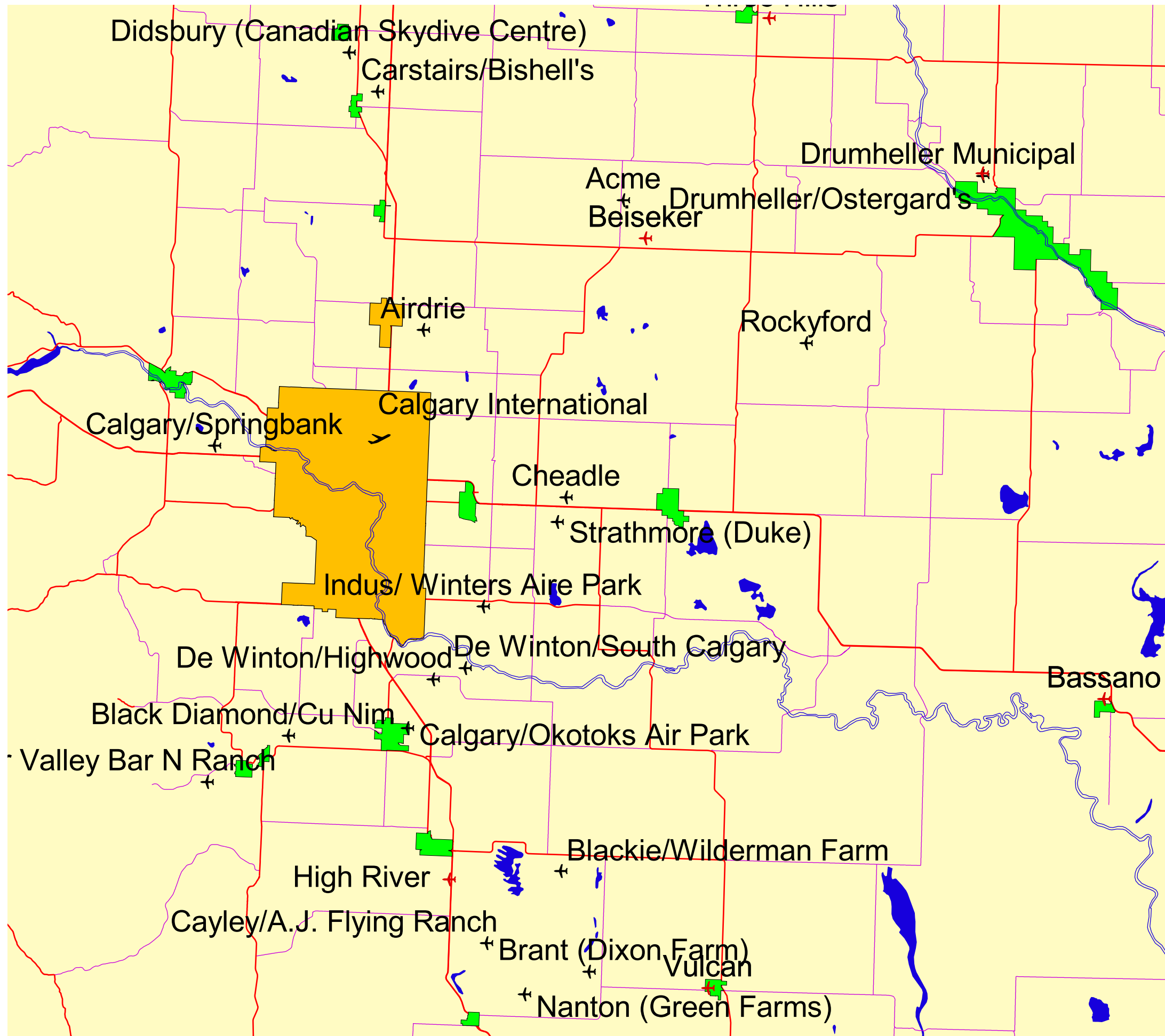


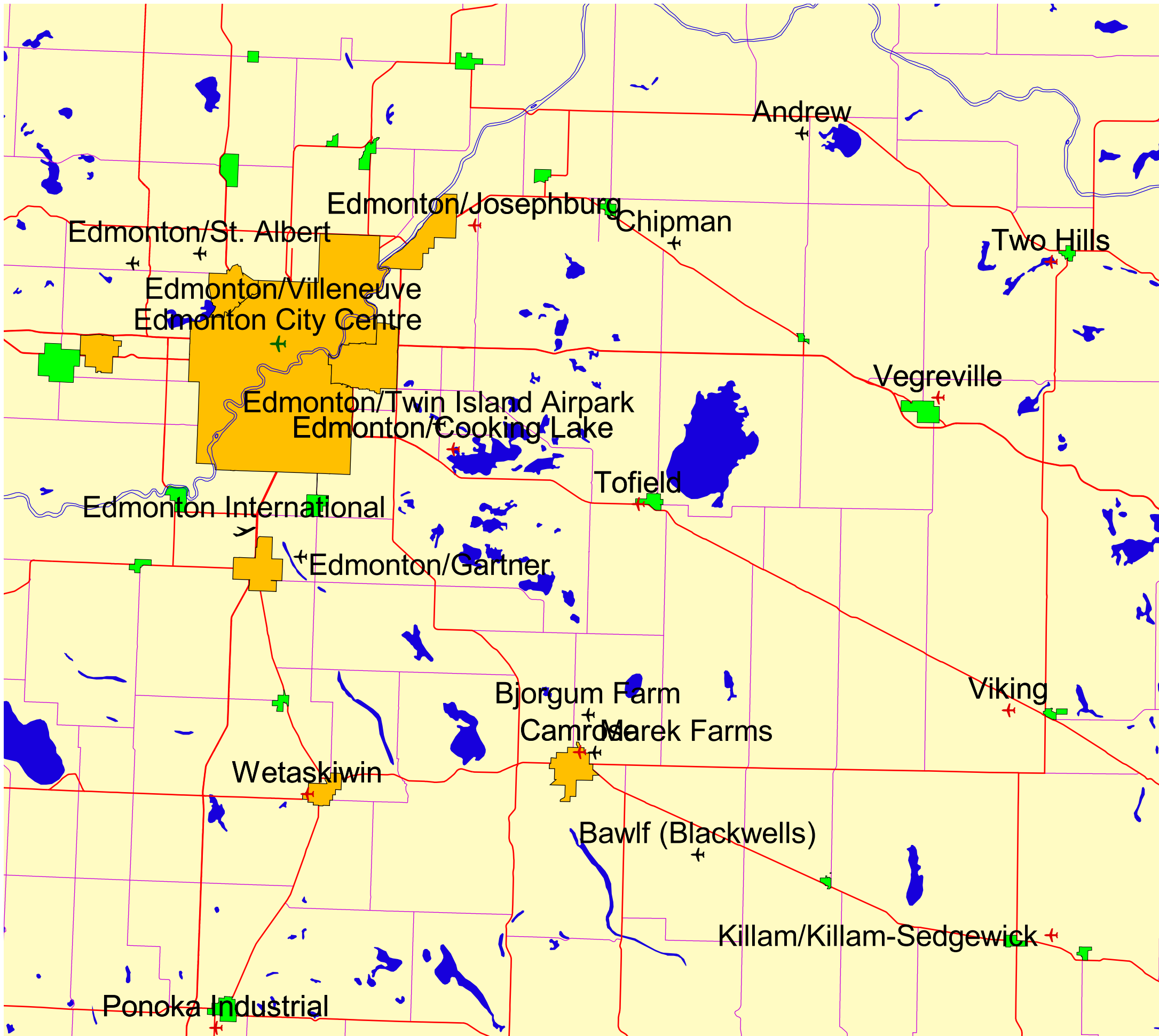
Figure 4
Airports Identified for Evaluation
Calgary and Surrounding Area



-  International-Military Airports
-  Regional-Passenger Airports
-  Community Airports
-  Other Airports
-  Watercourse
-  Cities
-  Towns and Villages
-  Primary Highway
-  Secondary Highway
-  Water Bodies
-  Province Outline



Figure 5
Airports Identified for Evaluation
Edmonton and Surrounding Area



LEGEND

- International-Military Airports
- Regional-Passenger Airports
- Community Airports
- Other Airports
- Watercourse
- Cities
- Towns and Villages
- Primary Highway
- Secondary Highway
- Water Bodies
- Province Outline



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1.3 STUDY METHODOLOGY

1.3.1 ASAG and PSMI Introductory Letters

At the initiation of the project, an introductory letter from ASAG was developed to advise the selected sites on the background on the formation of ASAG, the stakeholder members, initial objectives, and the purpose and background of the current project.

At the same time as the sites were notified of the project by ASAG, similar introductory letters were forwarded to each site by Pryde Schropp McComb, Inc. (PSMI), consultant for Phase II of this project.



Bassano Airport - ATB

The initial PSMI letter provided information to each site on the process to be utilized in completing the study, the site information to be evaluated, brief summary of the overall work program, a preliminary schedule, and importantly, upcoming activities involving each site.

1.3.2 Site Feedback

In the initial stages of the study, a number of sites were identified which were either closed, abandoned, downgraded, etc. A select number of sites requested they not be involved in the study.

From the listing of initial sites to be evaluated, which is presented as Table 1, the following sites were deleted from the list:

1. Acme – requested they be removed from the study
2. Airdrie – requested they be removed from the study
3. Cadotte – requested they be removed from the study
4. Cayley/A.J. Flying Ranch – no contact
5. Chateh – abandoned
6. Conklin – downgraded to Helipad
7. Nanton (Green Farms) – airstrip no longer exists
8. Peace River/Three Creeks – closed in August 2002
9. Steen Tower – closed
10. Strathmore (Duke) – no contact
11. Yates Tower – closed

With the above deletions, the total number of airports to be part of the Phase II study was 162.

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1.3.3 Airport Questionnaire Form

Following the submission of the introductory letters, detailed Airport Questionnaire Forms were developed as part of the overall database design.

Information which was available prior to contacting and inspecting the sites, such as facility information from the Canada Flight Supplement (CFS), was entered into the project database and the information forms were populated as much as possible prior to submission to the sites.

On July 3, 2002, the information forms were mailed to each site. A sample of the information form is included in Appendix A, along with a copy of the covering letter.

As of February 5, 2003, a total of 129 information forms had been filled out and returned to PSMI. This represents a response rate of approximately 80%.

The following table provides a listing of the sites which did not provide the information forms, and where appropriate, commentary has been provided on the reasoning.

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No.	Airport Name	Remarks
1	Bawlf (Blackwells)	Private Site-No Data Provided
2	Warburg/Zajes	Private Site-No Data Provided
3	Andrew	No response
4	Banff	Airport is closed to non-emergency flights
5	Birch Mountain	Alberta Sustainable Resource Development
6	Chipman	Unable to provide data
7	Christina Basin	Alberta Sustainable Resource Development
8	Claresholm Industrial	Unable to provide data
9	Conklin (Leismer)	Alberta Sustainable Resource Development
10	Coutts/Ross Int'l	Unable to provide data
11	Cowper	Alberta Sustainable Resource Development
12	De Winton/Highwood	No response

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No.	Airport Name	Remarks
13	Del Bonita/Whetstone Int'l	Unable to provide data
14	Didsbury (Canadian Skydive Centre)	Unable to provide data
15	Drumheller Municipal	Unable to provide data
16	Edra	Unable to provide data
17	Embarras	Alberta Sustainable Resource Development
18	Gordon Lake	Alberta Sustainable Resource Development
19	Grande	Alberta Sustainable Resource Development
20	Grande Cache	Unable to provide data
21	Hinton/Entrance	Unable to provide data
22	Indus/Winters Aire Park	Unable to provide data
23	Johnson Lake	Alberta Sustainable Resource Development
24	Kakwa	Alberta Sustainable Resource Development
25	Lac La Biche	Not Cooperative
26	Loon River	Alberta Sustainable Resource Development
27	Muskeg Tower	Alberta Sustainable Resource Development
28	Namur Lake	Unable to provide data
29	Pelican	Unable to provide data
30	Rimbey	To be provided at a later date
31	Sherman Meadows	Alberta Sustainable Resource Development
32	Turner Valley Bar N Ranch	Private Site-No Data Provided
33	Zama	Unable to provide data

1.3.4 Detailed Site Inspections

The next step in completing this study was the completion of detailed site inspections at each airport. An aerial inspection was completed at each airport, utilizing chartered private aircraft.



Bonnyville Airport - Hangars

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In advance of the site inspection, airport representatives were notified on the date and approximate time of the inspection. There were minor delays encountered while completing the site inspections, mainly weather and aircraft related delays, however the majority of the inspections were completed on time, without delay.



Lacombe Airport

During the site inspection, any questions the airport may have had on the questionnaire were addressed by PSMI representatives.

A condition review was undertaken at the time of the inspection to review airside, landside, building, equipment, and other facilities. Background information was also collected from the airport, when applicable. Facility characteristics were also confirmed during the inspection.

1.3.5 Follow-up Letters/Phone Calls

Throughout the study, there were a series of supplemental letters forwarded to the sites requesting their response to the information form.



Westlock Airport

Follow-up phone calls were made to a number of sites. Additional letters were sent on October 28, 2002, November 25, 2002, and December 19, 2002 requesting their response to the questionnaire.

1.3.6 Response Rate

As noted above, overall the response rate to this study can be considered good. Of the 173 sites initially identified, 11 were removed from the list as noted above.

The 162 remaining sites, were mostly all cooperative with 129 sites returning the information form. It should be noted, that of the 33 sites that did not respond, 12 are sites owned by Alberta Sustainable Resource Development (forestry), and a number of others are private strips.

Overall, the study received positive feedback during discussions with the various airports, and an overall response rate in the order of 90% was achieved, when the private and forestry strips not responding are excluded from the list of sites.

2.0 Background of Regional/Local Airport System

2.1 GENERAL

The many airports in Alberta have varied beginnings, yet most all share one common theme – Alberta’s “skyward focused view”. From the beginning of aviation, Alberta has been a leader in airport development. Edmonton for example, in the 1930s, due to rapid airport developments, was even called “The Most Air Minded City.”



Edmonton City Centre Airport

The study airports throughout Alberta were constructed by either the Federal Department of Transport (DOT) or Federal Department of National Defense (DND), by provincial or local authorities, or private property owners (i.e. flying farmers).

2.2 WAR TIME ORIGINS

World War II was a prominent catalyst for the development of many airports in Alberta. Numerous airports across Canada were created by the military in the late 1930s / early 1940s as training sites for allied forces.



Medicine Hat Airport

For example, The Medicine Hat Municipal Airport was initially configured by DND as a Commonwealth Air Training Base in 1941. For 3 ½ years, it was used to train over 3000 airmen. In 1947, ownership of the Medicine Hat Municipal Airport was transferred to the City of Medicine Hat, who today still operates the airport.

In addition, the Red Deer Regional Airport was built during World War II to train Allied Forces. It remained a Royal Canadian Air Force training base until 1965, when it was transferred to the City of Red Deer. Various expansions were funded by the Province of Alberta, and then in 1999, ownership of the airport was taken over by the Red Deer Regional Airport Authority.

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2.3 MUNICIPAL BEGINNINGS

Early in aviation history, municipalities realized the importance of airports to local development.

Examples include the Camrose Airport. In 1957 the Camrose Chamber of Commerce, through their newly created Camrose Flying Society, created a turf strip northwest of Camrose. In 1962, due to increased demand, and zoning problems, the airport was relocated to its current site, northeast of Camrose. In 1970, when the City of Camrose took over responsibility for operations, numerous airfield upgrades took place. The City still maintains the airport today.



Camrose Airport

Another example of an airport built by the local municipality is Lethbridge. As stated in a government report of May 17, 1939, “Lethbridge was one of the first cities in North America to consider the establishment of a municipal airport.” In the 1920s, the City of Lethbridge, on a site which is now residential land, operated a public airport. In 1938, Kenyon Field, which is now called the Lethbridge County Airport, was developed. Lethbridge was a vital point on the trans-Canada airway, and a recognized point of departure for flights from the prairies proceeding over the mountains.



Lethbridge Airport

2.4 PASSION FOR THE SKY

Some airports in Alberta were developed by local enthusiasts to pursue their aviation pastime.

In early 1962, four eager aviators built a dirt strip where now stands the Drumheller Municipal Airport. Built on donated farm land, utilizing tractors to level the earth, and undaunted by local politicians who had no interest in helping them pursue their “hobby”, these four men created a full 2,500 ft. by 100 ft. wide strip. The strip was later augmented to a grass strip, and interest in this “airport” grew. In 1968, DOT, working on behalf of the City of Drumheller constructed a gravel strip on the location of the grass strip. In 1972, after years of enduring the soft, water logged strip, local aviators finally had a paved runway, when DOT decided to upgrade the airfield.

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There are numerous other examples of private landowners building aerodromes (mainly turf) on their property. A large number of these aerodromes in Alberta are owned by ‘flying farmers’.

2.5 GATEWAY TO THE NORTH

Edmonton’s City Centre Airport (formerly Edmonton Municipal Airport and Blatchford Field) embodies the history of airports in Alberta. Officially opened in 1927 the airport was then called Blatchford Field. The airport quickly became a launching point for services to northern communities, and many upgrades and expansions took place, leading to Edmonton being dubbed the “Gateway to the North” and “The Most Air Minded City”, at the time. During World War II, like many other large municipal airports, this airport was taken over by the Federal Government in support of the war effort. Numerous upgrades were implemented by various military agencies until 1945, when the City of Edmonton resumed control of the facility. In 1996, through the decision of a local referendum, all regularly scheduled passenger traffic was moved to the Edmonton International Airport. The then named Edmonton Municipal Airport was renamed the Edmonton City Centre Airport, and responsibility for the airport management and operations was given to the Edmonton Regional Airports Authority. Today, the Edmonton City Centre Airport is one of the busiest general aviation airports in Canada.

2.6 PROVINCIAL AIRPORT DEVELOPMENT

Based in an era of U.S.-developed state airport programs, the Alberta Airport Development Program recognized the need in the early 1970s to develop an airport network throughout Alberta to provide an alternate means of access to communities, and to enhance the potential of third-level air carrier service. While expanding or constructing over 60 community-operated airports, the Program also upgraded or established 18 airports, which were owned, staffed and maintained by Alberta Transportation. Alberta Transportation was the Alberta Government department responsible for the Program from the mid-1970s through the late 1980s when new airport construction was completed.



Edson Airport

In the mid-1980s, Aircraft Radio Control of Aerodrome Lighting (ARCAL) systems were purchased and installed by Alberta Transportation at over 60 locations. This initiative contributed to significant energy and cost savings.

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By 1990, Alberta enhanced the airport network of airports through the purchase and installation of navigation aids at 40 selected airports to serve as airport locators throughout the province. Operational and maintenance responsibility of the navigation aids was transferred to the respective municipalities in 1995.

In the mid-1990s, these former provincial airports were also transferred to local airport authority or municipal control.

Today, only Alberta Sustainable Resource Development (forestry) operates and maintains their remote forestry airstrips in support of fire suppression efforts. Local and regional municipalities or authorities are now responsible for the ownership, operation and maintenance of all public use aerodromes and airports in Alberta.

With the demise of new airport construction by Alberta in the 1980s, airport funding was devoted to pavement rehabilitation and resurfacing projects. Presently the extent of Alberta airport capital funding is concentrated on this aspect of ensuring the airport network's investment in pavement is protected.

2.7 TRANSPORT CANADA CONSTRUCTION

Transport Canada (TC) developed airports around Alberta to supplement the national airport system. Such airports include the Springbank Airport, west of Calgary, and Villeneuve Airport, west of Edmonton.

Officially opened in 1971, the Springbank Airport began operations in 1969. It was created by TC as a reliever airport for the Calgary International Airport (CIA). The intent was to shift small aircraft operations to Springbank from the CIA, to defer requirements for a parallel runway in Calgary, as well as relocate all flight training activities to Springbank. Today, the airport is currently owned and operated by the Calgary Airport Authority.



Calgary/Springbank Airport



Edmonton/Villeneuve Airport

Villeneuve Airport, located north-west of the City of Edmonton, is the primary flight training facility of the Edmonton Area region. Responsibility for ownership and operations of this facility were transferred from Transport Canada to the Edmonton Regional Airports Authority in March 2000, under the National Airports Policy.

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Villeneuve Airport is considered to have no scheduled flight operations and exists to serve local aviation interests such as general aviation, and recreational fliers. It is a major circuit training ground.

2.8 TRANSFER OF AIRPORT AUTHORITY (NATIONAL AIRPORTS POLICY)

In the late 1990s, many TC airports were transferred to local government and airport authorities under TC's 1994 National Airports Policy (NAP). Local/Regional Airports were transferred to local interests, who were given ownership, and responsibility to maintain and operate these airports, while TC would regulate their safety and operations, at arms length.

The NAP stated the following:

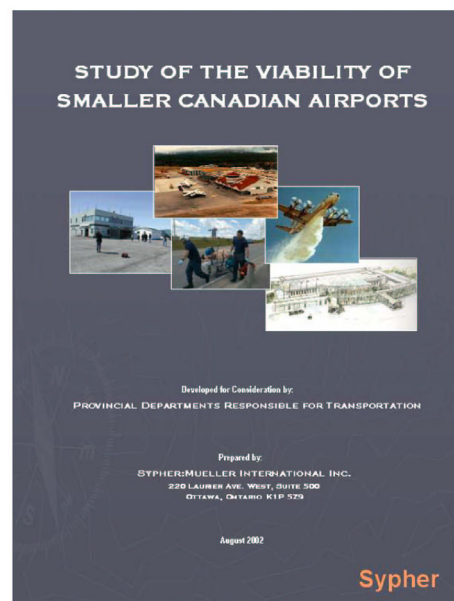
- *While relinquishing its role as owner, operator and financier of these airports, Transport Canada will continue to ensure that certified airports, regardless of ownership, operate in a safe, secure and effective manner.*
- *The federal government will continue to set safety standards for all Canadian airports. The means to accomplish this are already in place and include policy, setting, airport transfer agreements, airport certification and regulation.*
- *Local entities will be permitted to adjust service levels to more accurately reflect local demands and resources, thereby improving operational efficiencies and the overall viability of the airport.*

One such example of transfer to a local authority is the Lethbridge County Airport. The Lethbridge County Airport was transferred to the County of Lethbridge, from TC under the NAP, on January 1, 1997.

2.9 AIRPORT VIABILITY STUDIES

In late 2001 the provincial government departments across Canada responsible for transportation, commissioned a study of issues which are affecting the viability of smaller airports in Canada. The consulting firm of Sypher:Mueller International Inc. (Sypher) was retained for this initiative.

The investigation was based upon a "case study" approach, with in-depth review and analysis of the conditions, operations and business plans of 26 smaller airports across Canada. Perspectives of key stakeholder groups (government agencies, airlines, and airport users) were also gathered as part of the investigation.



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In their report, Sypher concluded that, since devolution, most smaller airports in Canada have reduced their operating costs and have increased their commercial and aeronautical revenues, yet many of them continue to require external funds for long term operations and viability.

The report is available to download at the following web-site (web site link as of January 2003):

<http://www.comt.ca/english/airports-e.htm>

2.10 REGULATIONS

In order to be certified, an aerodrome must fall under one (1) of the following three (3) scenarios (in accordance with the Canadian Aviation Regulations, Part III-Aerodromes and Airports, Subpart 2-Airports:

(a) an aerodrome that is located within the built-up area of a city or town;

(b) a land aerodrome that is used by an air operator for the purpose of a scheduled service for the transport of passengers; and

(c) any other aerodrome, other than an aerodrome referred to in subsection (2), in respect of which the Minister is of the opinion that meeting the requirements necessary for the issuance of an airport certificate would be in the public interest and would further the safe operation of the aerodrome.



Wetaskiwin Airport

An airport must maintain an Airport Operations Manual and comply with Transport Canada Aerodrome Standards and Recommended Practices to maintain certification.

Further information can be found in the Canadian Aviation Regulations (web site link as of January 2003):

http://www.tc.gc.ca/aviation/regserv/carac/CARS/cars/302e.htm#302_01

Registered aerodromes are those which are listed in the Canada Flight Supplement.

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The Canadian Aviation Regulations, Part III-Aerodromes and Airports, Subpart 1-Aerodromes states the following with respect to registered Aerodromes:

301.03 Registration

(1) Subject to subsection (2), where the operator of an aerodrome provides the Minister with information respecting the location, markings, lighting, use and operation of the aerodrome, the Minister shall register the aerodrome and publish the information in the Canada Flight Supplement or the Water Aerodrome Supplement, as applicable.



Olds-Didsbury Airport

(2) The Minister may refuse to register an aerodrome where the operator of the aerodrome does not meet the requirements of Sections 301.05 to 301.09 or where using the aerodrome is likely to be hazardous to aviation safety and, in such a case, shall not publish information with respect to that aerodrome.

(3) The operator of an aerodrome registered pursuant to subsection (1) shall notify the Minister immediately after any change is made to the location, marking, lighting, use or operation of the aerodrome that affects the information published by the Minister pursuant to subsection (1).

(4) An aerodrome that is listed in the Canada Flight Supplement or the Water Aerodrome Supplement on the coming into force of this Subpart is deemed to be registered pursuant to subsection (1).



Fairview Airport

Registered aerodromes shall, without any charges, permit the inspection of the facility by Transport Canada and provide any necessary equipment to permit the inspection.

Further information on registered aerodromes can be found in the Canadian Aviation Regulations (web site link as of January 2003):

http://www.tc.gc.ca/aviation/regserv/carac/CARS/html_e/doc/nav-1822.htm

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Of the 173 sites identified for evaluation as part of this study, 22 of the airports were certified to Transport Canada standards, with the remainder of the sites considered registered.

Of the sites identified for evaluation, the following are certified:

- Calgary/Springbank
- Camrose
- Cold Lake Regional
- Edmonton City Centre
- Edmonton/Villeneuve
- Edson
- Fort Chipewyan
- Fort McMurray
- Grande Prairie
- High Level
- Hinton/Jasper-Hinton
- Lacombe
- Lethbridge
- Lloydminster
- Manning
- Medicine Hat
- Peace River
- Rainbow Lake
- Red Deer Regional
- Slave Lake
- Vermilion
- Wetaskiwin

As noted, the remaining sites are considered registered. When an aerodrome is certified by Transport Canada, it is considered an 'airport'. When it is not certified, it is considered an 'aerodrome'.

However for clarity throughout this report, all sites have been referred to as 'airports'. There were no waterdromes or heliports evaluated as part of this study.



Slave Lake Airport

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2.11 SUMMARY

The airports throughout Alberta have varied origins and histories. Some were created out of necessity for training facilities during World War II, others were created by federal or provincial authorities as part of the overall development of the airport system in Canada and Alberta, and yet others were created by local powers or individuals with an in-sight into the necessity of aviation in their municipality. Equally varied is the history of each of the sites throughout Alberta, with most sites having responsibility for operations transferred numerous times.



Zama Lake Airport

Whatever their origin or history, the airport system throughout the province shows that Alberta is an aviation enthused and oriented region.

Looking forward, it is an opportune time to review, evaluate, and rationalize Alberta's airport system to maximize the viability for the small, medium, and large sites.

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3.0 Airport Summary and Detailed Reports

3.1 AIRPORT SUMMARY REPORTS

Based on the information collected during this study, Airport Summary Reports have been prepared for each airport. Appended to this report as a separate document is the Airport Summary Report, accompanied by a cover page, including aerial photographs of each site.

Information included in the Airport Summary Reports is as follows:

- Owner/Operator Information and Site Contact Information
- Airport Organizational Structure
- Runway, Taxiway, Apron, Lighting, Building, Landside, and Drainage/Water/Sewer Data including:
 - Age,
 - Condition,
 - Original construction year,
 - Last rehabilitation year
 - Future rehabilitation requirements (timing and costs)
- Onsite Business Data
- Operation and Maintenance Budgets
- Economic Activity Information
- Airport Activity Information
- Commercial Airline Information
- Airport Revenues/Expenditures
- Historic Capital Expenditures
- Future Capital Requirements

3.2 AIRPORT DETAILED INFORMATION REPORTS

Submitted under separate cover, are copies of the Detailed Information Reports for each site. These documents are to be used for reference purposes if any additional information or clarification on a particular site is required.

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4.0 Airport/Aircraft Inventory

4.1 OWNERSHIP/OPERATOR

As noted earlier, in the last decade ownership of many of the airports in Alberta has changed.

The following table provides a listing of the different ownership/operator structures, and the number of sites falling under each structure (based on sites responding to this question):



Grande Prairie ATB

Table 3 Summary of Ownership and Operator Structures		
Structure Type	Ownership Structure – Number of Sites	Operator Structure – Number of Sites
Municipal	82	69
Commission/Airport Authority/Airport Society	3	11
Business	4	4
Private	31	31
Province of Alberta	9	7
Government of Canada	1	--
TOTALS	130	122

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The following table summarizes the breakdown of certified and registered sites, by ownership type.

Table 4 Summary of Certified and Registered Sites		
Ownership Type	Number of Certified Sites	Number of Registered Sites
Municipal	18	63
Commission/Airport Authority/Airport Society	2	1
Business	--	4
Private	1	30
Province of Alberta	--	9
Government of Canada	1	--
Ownership Information not Provided	--	33
TOTALS	22	140

Of the 28 sites that reported their ownership transfer date, all of the sites were transferred in the period 1994 to 2001. The following provides a summary of the transfer dates:

Year	Number of Sites Transferred
1994	1
1995	10
1996	5
1997	4
1998	4
1999	2
2000	1
2001	1
Total	28



Red Deer ATB

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Of the 95 sites that provided an indication of the airport's former owner, the following breakdown was obtained:

Transport Canada	11 (12%)
Province of Alberta	34 (36%)
No Change	44 (46%)
Other	6 (6%)
TOTAL	95 (100%)

4.2 ORGANIZATIONAL STRUCTURE

Contained within Appendix B is a listing of airports and their respective organizational structures. A total of 63 sites reported their organizational structure.

4.3 AIRPORT MASTER/CAPITAL PLANS

Of the sites that responded, a total of 19 sites stated they had an Airport Master Plan in place, and a total of 21 sites stated they had a Capital Plan in place.

Most indicated their documents were prepared, or updated within the last five (5) years.

4.4 VICINITY PROTECTION/ZONING/PLANNING CONTROLS

A total of 28 sites indicated they had Zoning/Planning controls in place to protect the vicinity surrounding the airport, with most of them having Municipal Land Use By-Laws as the mechanism to control land uses in the vicinity of the airport.

At one time, there were a total of 41 separate AVPA (Airport Vicinity Protection Area) regulations developed under the Planning Act. Today, only two (2) remain, for Edmonton International Airport and Calgary International Airport. The remaining regulations were rescinded between 1997 and 1998.



Fort McMurray Airport

Aside from Municipal Land Use By-Laws in place, there is no legislative mechanism in place to protect land use surrounding airports.

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4.5 CAVEATS/RIGHT OF WAYS

Although eight (8) sites indicated they had caveats in place, only four (4) provided an indication of what the caveats consisted of, which included gas pipelines and registered zoning.

11 sites indicated right of way's (ROW) were in place, with two (2) sites identifying water lines, and one (1) identifying a gas line. The remaining sites, who indicated a ROW was in place, did not indicate the nature of the ROW.

4.6 LAND DATA

73 sites responded and provided information on their airport lands. Summarized in Table 5 is a listing of airports and their land area.

Table 5 Airport Land Areas	
Airport	Area of Airport Land (acres)
St. Francis/P.K. Farm	10
Carstairs/Bishell's	10
Edmonton/Twin Island Airpark	18
Mayerthorpe	29
Valleyview	30
Tofield	37
Three Hills	40
Consort	41
Foremost	45
Wetaskiwin	52
Janvier	56
Two Hills	57
Cardston	66
Stettler	70
Killam/Killam-Sedgewick	76
Ponoka Industrial	76
Calling Lake	77
Bassano	77
Manning	80
Beaverlodge	80
Viking	80
Fox Creek	81
Castor	84
La Crete	84
Continued on following page	

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Table 5 Airport Land Areas	
Airport	Area of Airport Land (acres)
Donnelly	85
Vauxhall	90
Taber	90
Provost	91
Olds-Didsbury	99
Vulcan	100
Sundre	102
Slave Lake	104
Elk Point	104
Bashaw	110
Vermilion	112
Wabasca	126
Beiseker	135
Barrhead	140
Bow Island	142
Hinton/Jasper-Hinton	148
Edmonton/Cooking Lake	151
High River	157
Brooks	160
Black Diamond/CU NIM	160
Wainwright	166
Forestburg	169
Drumheller/Ostergard's	227
Red Earth Creek	230
Cold Lake Regional	247
Olds (Netook)	280
Edson	288
Oyen Municipal	310
Edmonton/Josephburg	320
Westlock	320
Drayton Valley Industrial	320
High Prairie	320
High Level	339
Fort Chipewyan	358
Pincher Creek	379
Fairview	400
Swan Hills	442
De Winton/South Calgary	456
Lloydminster	480
Innisfail	540
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Airport	Area of Airport Land (acres)
Rocky Mountain House	640
Edmonton City Centre	781
Whitecourt	960
Calgary/Springbank	1,040
Grande Prairie	1,193
Medicine Hat	1,199
Fort McMurray	1,267
Edmonton/Villeneuve	1,431
Lethbridge	1,445
Red Deer Regional	1,967

4.7 NAVIGATIONAL AIDS

Throughout the province, many airports have on site Navigational Aids, some of which were installed by Alberta Transportation in the mid 1980's, which are now under ownership of the local airports. Others are Nav Canada owned facilities, and are part of the overall Canadian Air Navigation System.

The following summarizes the type and amount of Navigational Aids across the province:

- NDB (Non Directional Radio Homing Beacon) 63
- DME (Distance Measuring Equipment) 32
- VOR/DME (Very High Frequency Omni-Directional Range/Distance Measuring Equipment) 10
- ILS (Instrument Landing System) 5
- VOT (VOR Test Facility) 2
- VORTAC (Very High Frequency Omni-Directional Range/Tactical Air Navigational Equipment) 1



NDB/DME

The typical life expectancy of NDB / DME equipment is 15 to 20 years. Routine maintenance involves monthly and quarterly checks completed by the facility operator. In addition, Transport Canada requires that this equipment be checked and calibrated on an annual basis by a qualified agent, usually a representative from the manufacturer or equipment distributor.

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These annual calibration inspections should be noted in the facility operations manual, typically involving a single day of work on the part of the inspector, and cost in the order of \$1,000, plus costs for travel and any replaced parts.

Many of the NDB's and DME's in Alberta will reach their life expectancy in the next five (5) years.

4.8 NOTAM/WEATHER INFORMATION

“NOTAM FILE” indicates the location where NOTAMs (Notice to Airmen) or other aeronautical information for a particular site may be obtained using the Aeronautical Fixed Telecommunication Network. For example, as listed in the following table, 30 different airport sites have their NOTAM and other data stored in the NOTAM file at the Edmonton International Airport, YEG.

The following table summarizes the sites with NOTAM files, and the number of adjacent airports that utilize each site for this service.

Table 6 Listing of NOTAM File Sites		
Airport Code	Airport Name	No. of Sites Utilizing NOTAM File
YBA	Banff	1
YBF	Bonnyville	1
YBP	Brooks	1
YBW	Calgary/Springbank	26
YCT	Coronation	1
YEA	Empress	1
YEG	Edmonton International	30
YET	Edson	1
YJA	Jasper	1
YLB	Lac La Biche	1
YLL	Lloydminster	10
YMM	Fort McMurray	16
YOD	Cold Lake	1
YOJ	High Level	16
YOP	Rainbow Lake	1
YPE	Peace River	11
YPY	Fort Chipewyan	2
YQF	Red Deer Regional	14
YQL	Lethbridge	11
YQU	Grande Prairie	7
YRM	Rocky Mountain House	1
YVG	Vermilion	1
YWM	Athabasca	1
Continued on following page		

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Airport Code	Airport Name	No. of Sites Utilizing NOTAM File
YWV	Wainwright	1
YXD	Edmonton City Centre	1
YXH	Medicine Hat	6
YXJ	Fort St. John	2
YYM	Cowley	1
YZH	Slave Lake	1
YZU	Whitecourt	1
ZHP	High Prairie	1
ZPC	Pincher Creek	1
ZVL	Edmonton/Villeneuve	1

4.9 EMERGENCY RESPONSE SERVICES

Aircraft fire fighting services were addressed by 85 of the sites that responded. Of the 85 responses, the majority indicated there was no on site service, or there was service provided by municipal forces. No sites reported on site service, however under new Canadian Aviation Regulations being introduced, Grande Prairie and Fort McMurray Airports will be regulated to provide a certain level of on site service.

4.10 SEASONAL AIRPORT TRAFFIC

For many of the sites, the summer period was identified as the busiest. 39 airports responded to this item, with the following breakdown being reported:

- Spring 1 (Consort)
- Summer 31 (Manning, Black Diamond/CU NIM, Medicine Hat, Whitecourt, Wetaskiwin, Viking, Vegreville, Tofield, Taber, Slave Lake, Calgary/Okotoks Air Park, Milk River, Lacombe, Killam/Killam-Sedgewick, Edmonton/Josephburg, Innisfail, Hinton/Jasper-Hinton, High Level, Fort Vermilion, Fort Chipewyan, Foremost, Fairview, Edson, Edmonton City Centre, Drumheller Municipal, Drayton Valley Industrial, Cowley, Cardston, Beiseker, Bassano, Pincher Creek)
- Fall 2 (Three Hills and Irma)
- Winter 5 (Rainbow Lake, Ponoka Industrial, Apache/Hamburg, Fort McMurray, Lloydminster)
- **TOTAL** **39**

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4.11 PEAK APRON PARKING INFORMATION

A total of 14 sites provided information on their peak apron parking. The following table summarizes the results for the 14 sites:

Table 7 Listing of Peak Apron Parking Information by Site				
Airport	Number of Aircraft Parked			
	Spring	Summer	Fall	Winter
Beiseker	9	11	5	1
Clearwater River	1	1	1	1
Consort	1	1	1	1
DeBolt	2			
Fairview	2	4	4	2
Fort Vermilion	9	9	7	7
Edmonton/Josephburg	10	15	6	5
Calgary/Okotoks Air Park	5	5	5	5
Olds-Didsbury	4	4	4	2
Rainbow Lake	5	4	5	10
Taber	4	12	4	4
Three Hills	2	3	2	1
Vegreville	12	15	12	8
Whitcourt	10	10	10	10



Edmonton/Josephburg Airport

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5.0 Aviation Activity Inventory

5.1 MAJOR TYPES OF ACTIVITY

5.1.1 Scheduled Passenger Service

Presently, there are 10 airports within Alberta with scheduled passenger service. They are as follows:

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



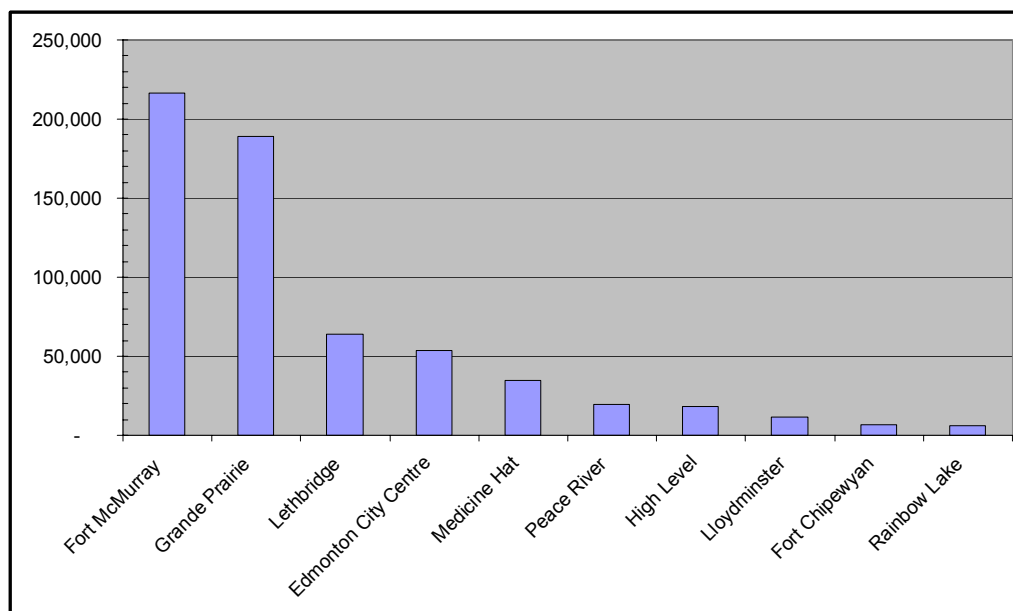
Fort McMurray ATB-Baggage Carousel

Note that the Medley Terminal located at 4 Wing Cold Lake also serves as a location for scheduled passenger service (Peace Air). In addition, the passenger cap instituted at Edmonton City Centre airport has had a significant effect on their passenger loads since the passenger cap was instituted in 1996.

Summarized in the figure below, is the annual enplaned/deplaned passenger movements, by airport, for 2001.

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AVIATION STRATEGY ACTION GROUP



**Figure 6
Scheduled Passenger Movements by Airport for 2001**

5.1.2 Medevac Movements

Medevac (medical evacuation) movements were reported by 56 airports and supplemented with additional data. The following table summarizes the airports that have reported Medevac aircraft movements, as well as approximate annual aircraft movements.

Airport Name	Approximate Annual Aircraft Movements
Airdrie	1
Athabasca	41
Barrhead	1
Bassano	24
Beaverlodge	17
Bonnyville	30
Bow Island	8
Calling Lake	0
Camrose	2
Cardston	12
Chinchaga	1

Continued on following page

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Airport Name	Approximate Annual Aircraft Movements
Chipewyan Lake	4
Claresholm Industrial	1
Conklin	1
Consort	10
Coronation	3
Donnelly	60
Drayton Valley Industrial	1
Drumheller Municipal	24
Edmonton City Centre	10,000
Edson	19
Elk Point	5
Empress	3
Fairview	245
Foremost	3
Fort Chipewyan	100
Fort Macleod	2
Fort McMurray	360
Fort Vermilion	350
Fox Creek	10
Fox Lake	56
Garden River	1
Grande Cache	51
Grande Prairie	538
Grimshaw	12
Apache/Hamburg	3
Hanna	5
Hardisty	1
High Level	219
High Prairie	73
High River	1
Hinton/Jasper-Hinton	120
Jasper-Hinton	90
John D'Or Prairie	3
Edmonton/Josephburg	3
Killam/Killam-Sedgewick	2
Lac La Biche	221
Lacombe	1
Lethbridge	320
Lloydminster	55
Manning	137
Empress/McNeill Conoco	0
Medicine Hat	410
Milk River	4

Continued on following page

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Airport Name	Approximate Annual Aircraft Movements
Milk River (Madge)	1
Oyen Municipal	26
Peace River	926
Pincher Creek	12
Ponoka Industrial	1
Provost	5
Rainbow Lake	1
Red Deer Regional	10
Red Earth Creek	39
Rimbey	1
Rocky Mountain House	2
Slave Lake	337
Spirit River	20
Calgary/Springbank	1
St. Paul	37
Stettler	6
Sundre	1
Swan Hills	1
Taber	14
Three Hills	3
Trout Lake	2
Two Hills	2
Valleyview	30
Vegreville	1
Vermilion	10
Viking	1
Wabasca	177
Wainwright	7
Westlock	1
Wetaskiwin	20
Whitecourt	36
Zama Lake	6

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AVIATION STRATEGY ACTION GROUP

5.1.3 Search and Rescue Movements

Search and rescue movements were reported at 21 airports. The following lists the airports that have reported Search and Rescue movements:

- | | | |
|---------------------|---------------------------|------------------|
| → Zama Lake | → Manning | → Fort Vermilion |
| → Whitecourt | → La Crete | → Fort McMurray |
| → Vegreville | → Edmonton/
Josephburg | → Fort Macleod |
| → Swan Hills | → Jasper-Hinton | → Elk Point |
| → Red Deer Regional | → Hinton/Jasper-Hinton | → Edson |
| → Rainbow Lake | → High Level | → Barrhead |
| → Peace River | → Apache/Hamburg | |
| → Mayerthorpe | | |

Note in addition to these sites, CARES (Civil Air Rescue Emergency Services) utilizes several airports throughout Alberta for search and rescue operations.

CARES is a member organization of CASARA (Civil Air Search and Rescue Association) which is jointly sponsored by Transport Canada and the Department of National Defence.

CARES is divided into six (6) zones in Alberta, including Fort McMurray, High Level, Grande Prairie, Edmonton, Calgary, and Lethbridge. These sites are the centres of the six (6) zones in Alberta.

5.1.4 Forest Fire Fighting Movements

Forest fire fighting movements were reported at 27 airports. The following table (supplemented with additional forestry owned sites) summarizes the airports that have reported Forest fire fighting movements, as well as remarks applicable to each site.



Loon River Airport –Retardant Tanks and Apron

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AVIATION STRATEGY ACTION GROUP

Table 9 Listing of Airport Sites with Reported Forest Fire Fighting Movements	
Airport Name	Approx Annual Movements
Birch Mountain	Forestry
Calling Lake	
Chipewyan Lake	
Christina Basin	Forestry
Conklin (Leismer)	Forestry
Cowper	Forestry
Edmonton City Centre	
Edson	
Embarras	Forestry
Fort Chipewyan	80
Fort McMurray	
Fort Vermilion	100
Gordon Lake	Forestry
Grande	Forestry
Grande Cache	
Grande Prairie	
Apache/Hamburg	
High Level	
Hinton/Jasper-Hinton	4
Janvier	
Jasper-Hinton	10
Johnson Lake	Forestry
Kakwa	Forestry
Lac La Biche	
Loon River	Forestry
Manning	2800
Muskeg Tower	Forestry
Peace River	
Pincher Creek	
Rainbow Lake	
Red Deer Regional	
Red Earth Creek	
Rocky Mountain House	1000
Sherman Meadows	Forestry
Slave Lake	1388
Sundre	
Swan Hills	
Trout Lake	
Wabasca	
Whitecourt	5700
Zama Lake	1

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AVIATION STRATEGY ACTION GROUP

5.1.5 Itinerant/Local Aircraft Movements

Within Alberta, there are a number of sites with Flight Service Stations (FSS), and three (3) sites with Air Traffic Control Towers (ATC). They are as follows:

- Fort McMurray (FSS)
- Grande Prairie (FSS)
- High Level (FSS)
- Lethbridge (FSS)
- Lloydminster (FSS)
- Medicine Hat (FSS)
- Peace River (FSS)
- Red Deer Regional (FSS)
- Whitecourt (FSS)
- Calgary/ Springbank (ATC)
- Edmonton City Centre (ATC)
- Edmonton Villeneuve (ATC)



Springbank Airport - ATC

The following figures summarize the annual aircraft movements (itinerant and local) for the ATC and FSS sites.



Fort McMurray Airport -FSS

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AVIATION STRATEGY ACTION GROUP

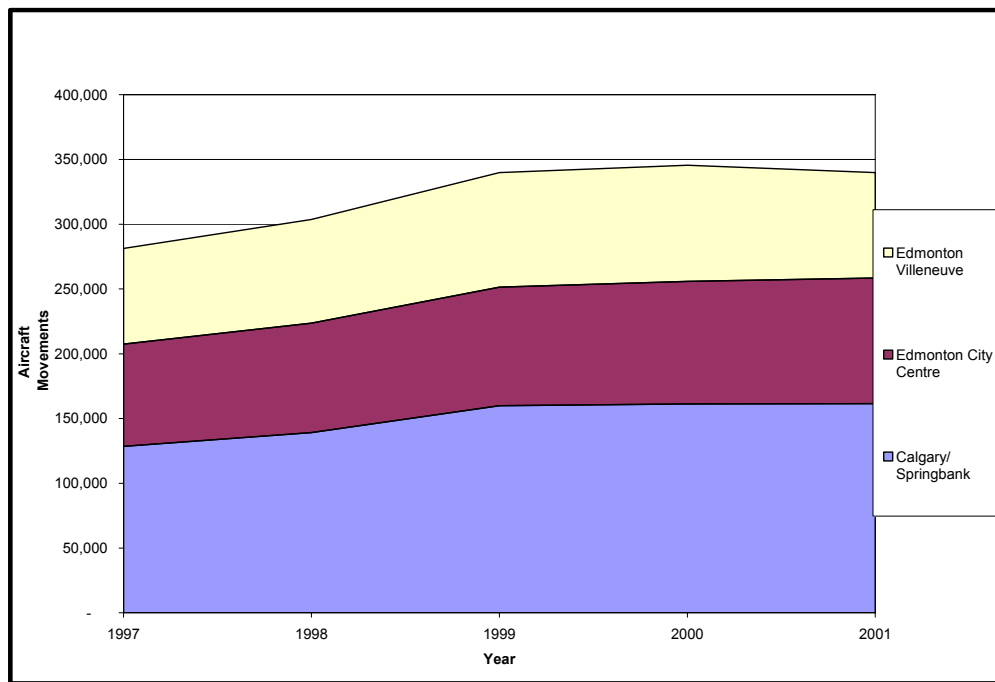


Figure 7
Summary of Annual Aircraft Movements for ATC Sites for the Period 1997 to 2001

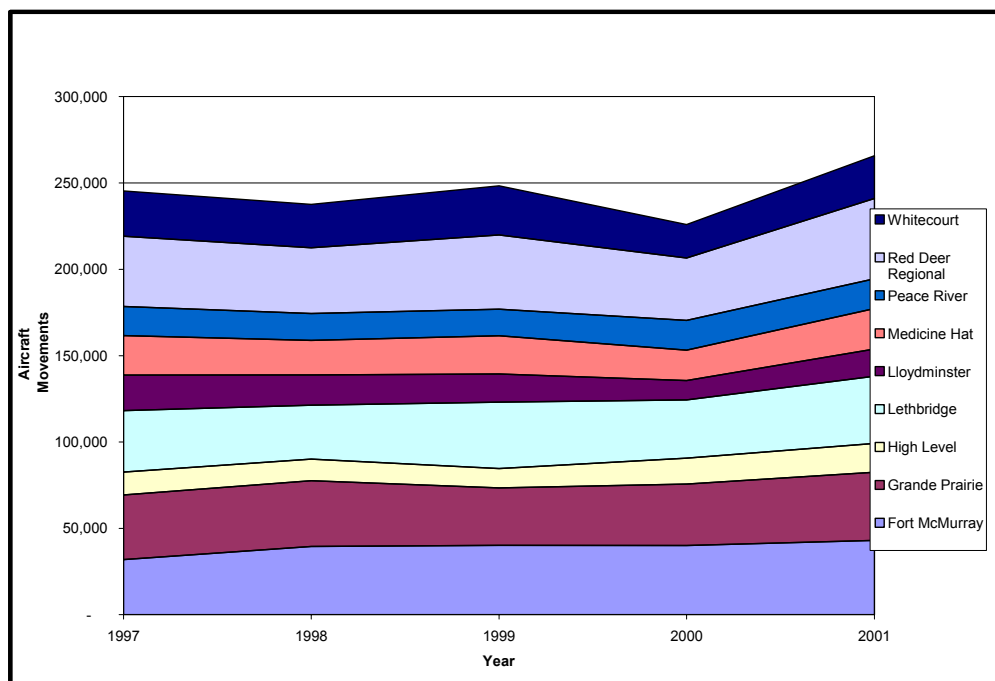


Figure 8
Summary of Annual Aircraft Movements for FSS Sites for the Period 1997 to 2001

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AVIATION STRATEGY ACTION GROUP

5.2 ON SITE BUSINESS

5.2.1 Fixed Base Operators (FBO)

Fixed Base Operators (FBO)'s are located at 25 sites across the province. An FBO is defined as a facility providing hangar, fuel, or maintenance facilities.

Taking into consideration the sites with two (2) or more FBO's, there is a total of 33 FBO's located at Alberta's airports.



FBO at Red Deer Airport

5.2.2 Hangars

Hangar facilities are located at 79 airports, with a total of 471 hangars situated at the 79 airports.



Hangars at Lacombe Airport

5.2.3 Maintenance Facilities

Aircraft Maintenance facilities are located at 21 airports, with a total of 59 facilities situated at the 21 airports.

5.3 ECONOMIC ACTIVITY INFORMATION

5.3.1 Airport Employees

21 sites reported information on their current, and previous full/part time employees. The following table summarizes this information:

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AVIATION STRATEGY ACTION GROUP

Airport	Number of Employees			
	Current Full Time	Current Part Time	Previous Full Time	Previous Part Time
Edmonton/Cooking Lake	2	1	1	
Edmonton City Centre	11	4		
Edson	1	0		
Fort Chipewyan	5			
Fort McMurray	11	1	21	
Grande Prairie	9	3	21	1
High Level	3	1	2	0
Hinton/Jasper-Hinton	1	0	0	0
Jasper-Hinton	1	1		
Lethbridge	6	2	18	1
Lloydminster	1	3	3	0
Manning	2		1	
Medicine Hat	1	2		
Peace River	3	1		
Red Deer Regional	3	3	12	4

5.3.2 Airport Related Employees

A number of sites provided information on other employees located on the airport, such as airlines, restaurant, flight training, etc.

The following table summarizes the employee information provided for the sites, including a notation on the number of sites that provided data for each type of employee:

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AVIATION STRATEGY ACTION GROUP

Type of Employee	Number of Sites Providing Data	Total Employees
No. of Airport Employees	35	204
No. of Airline Employees	22	136
No. of Restaurant Employees	17	10
No. of Flight Training Employees	21	122
No. of AME Employees	25	210
No. of ATC/FSS Employees	21	79
No. of Security Employees	18	18
No. of Other Employees	21	1134
TOTALS	22.5 (average)	1913

5.3.3 Road Distances

The following table summarizes the reported road distances for a number of sites to the nearest AME, Cargo Facility, Medevac Facility, Fire Suppression Facility, and Scheduled Passenger Service Airport.

Airport Name	Nearest AME (km)	Nearest Cargo Facility (km)	Nearest Fire Suppression Facility (km)	Nearest Medevac Facility (km)	Nearest Scheduled Passenger Service Airport (km)
Apache/Hamburg	275	275	275	275	275
Barrhead	30	0	6	6	6
Beiseker	48	48	3	75	75
Calgary/Okotoks Air Park	35	35	0	0	35
Calgary/Springbank	0	35	0	35	35
Cardston	75	75	75	75	75
Consort	0	0	2	0	0
Cowley	70	70	0	70	70
Edmonton City Centre	50	93	93	93	93
Edmonton/Josephburg	0	0	1.5	7	0
Edm/Twin Island Airpark	5	60	5	5	5
Fort Vermilion	90	90	90	90	90
Grande Prairie	0	0	5	0	130

Continued on following page

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AVIATION STRATEGY ACTION GROUP

**Table 12
Listing of Reported Road Distances to Nearest Facilities**

Airport Name	Nearest AME (km)	Nearest Cargo Facility (km)	Nearest Fire Suppression Facility (km)	Nearest Medevac Facility (km)	Nearest Scheduled Passenger Service Airport (km)
Hardisty	0	0	5	5	90
High Level	280	140	12	80	140
High Prairie	0	0	3	3	3
High River	90	90	7	7	90
Hinton/Jasper-Hinton	0	0	20	0	250
Innisfail	15	15	10	115	0
Irma	130	130	5	50	130
Killam/Killam-Sedgewick	150	150	0	5	150
Lacombe	25	0	0	0	0
Lloydminster	8	8	8	8	8
Manning	0	0	3	0	0
Medicine Hat	0	0	5	0	165
Milk River	80	80	200	0	80
Olds-Didsbury	0	60	60	60	60
Oyen Municipal	50	0	0	0	0
Ponoka Industrial	0	80	3	0	80
Provost	0	0	2	0	0
Red Deer Regional	150	150	150	150	150
Rocky Mountain House	0	220	85	220	220
Slave Lake	0	250	250	0	250
Sundre	85	85	60	85	85
Taber	35	35	5	0	35
Three Hills	60	80	60	0	80
Vegreville	110	110	2	2	110
Wabasca	0	0	2	0	0
Westlock	0	100	0	100	100
Wetaskiwin	0	0	5	0	0
Whitecourt	3	3	3	3	0

Note:

Information provided by sites includes road distances to nearest airport, and also to nearest alternate airport. Values provided by sites are not consistent.

5.3.4 Major Economic Industries in Airport Region

Appendix C contains a report, by site, of major economic industries in the region, for 48 sites that reported data.

6.0 Facility Inventory, Assessment and Requirements

6.1 GENERAL

There are a number of facilities at each airport that were inspected, and evaluated as part of this study. It should be noted that all facility inspections and evaluations were completed independently by PSMI. All opinions on condition, and replacement costs/timing are the opinion of PSMI and not ASAG.



Athabasca Airport-Runway 16-34

Generally speaking, facilities were inspected and a condition rating established in accordance with Transport Canada manuals, particularly document AK-76-04, Airport Facilities Condition Inspection and Reporting Surveys. This manual provides guidelines on reviewing facility defects, establishing condition ratings, average physical life expectancies, etc. The timing and costs for rehabilitation of facilities inspected as part of this study was established based on age, condition, remaining life expectancy, regulatory requirements, etc.

6.2 AIRSIDE FACILITIES

6.2.1 Runways

Summarized below is the number of primary and secondary runways, by surface type and condition:

Runway Surface Type	Good	Fair	Poor	TOTAL
Asphalt	41	35	17	93
Gravel	5	2	1	8
Turf	25	18	3	46
Sand			1	1
Stabilized Gravel			1	1
Oiled Gravel	1	1	1	3
TOTALS	72	56	24	152

The following table summarizes the total runway lengths, by various surface types:

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Runway Surface Type	Primary Runway Length (total feet)	Secondary Runway Length (total feet)
Asphalt	348,035	37,694
Gravel	44,179	7,318
Turf	182,189	33,830
Sand	3,000	2,200
Earth	3,000	
Clay	5,000	
Turf/Snow	3,000	
Oiled Gravel	11,957	2,000
TOTALS (feet)	600,360	83,042
TOTALS (miles)	114	16

The following table summarizes the total runway areas, by surface.

Runway Surface Type	Primary Runway Area (total square feet)	Secondary Runway Area (total square feet)
Asphalt	20,102,619	5,159,400
Gravel	3,525,925	488,850
Turf	16,518,250	4,386,700
Sand	225,000	
Earth	300,000	
Clay	500,000	
Turf/Snow	570,000	
Oiled Gravel	933,275	150,000
TOTALS (ft²)	42,675,069	10,349,950

The following table summarizes the rehabilitation costs for the runway system evaluated as part of this study:

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AVIATION STRATEGY ACTION GROUP

Year	Rehabilitation Value
2003	\$12,366,000
2004	\$5,752,000
2005	\$11,254,000
2006	\$4,152,000
2007	\$871,500
2008	\$3,746,000
2009	\$2,108,000
2010	\$6,527,000
2011	\$2,554,000
2012	\$4,731,000
TOTALS	\$54,061,500

6.2.2 Taxiways

Summarized below is the number of taxiways, by surface type and condition:



Beaverlodge Airport-Taxiway Alpha

Runway Surface Type	Good	Fair	Poor	TOTAL
Asphalt	41	50	28	119
Gravel	4	5	0	9
Turf	4	2	0	6
TOTALS	49	57	28	134

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AVIATION STRATEGY ACTION GROUP

The following table summarizes the taxiway rehabilitation costs by year:

Year	Rehabilitation Value
2003	\$4,122,000
2004	\$1,219,000
2005	\$1,685,000
2006	\$596,000
2007	\$497,000
2008	\$347,000
2009	\$550,000
2010	\$857,000
2011	\$449,000
2012	\$332,000
TOTALS	\$10,654,000

6.2.3 Aprons

Summarized below is the number of aprons, by surface type and condition:



Edson Airport – Main Apron

Runway Surface Type	Good	Fair	Poor	TOTAL
Asphalt	34	25	28	87
Gravel	1	--	1	2
Turf	5	3	3	11
Concrete	3	2	--	5
TOTALS	43	30	32	105

The following table summarizes the apron rehabilitation costs by year:

Year	Rehabilitation Value
2003	\$1,622,000
2004	\$934,000
2005	\$2,406,000
2006	\$1,852,000
2007	\$495,000
2008	\$716,000
2009	\$268,000
2010	\$144,000
2011	\$355,000
2012	\$512,000
TOTALS	\$9,304,000

6.3 AIRFIELD LIGHTING

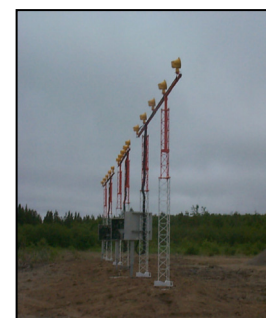
6.3.1 Approach Lighting

There are a number of approach lighting systems throughout the province. Many have been updated to new Transport Canada standards and technology. The existing systems in place are as follows (per runway end):

→ Left Single Row - Low Intensity	6
→ Centre Row - Low Intensity	3
→ Centre Row – Category I High Intensity	1
→ Omni Directional Approach Lighting System	5
→ Runway Identification Lights (RIL's)	10
→ SSALR - High Intensity - with RAILS	2
→ Centre Row (Low Intensity) with RIL's	2
→ TOTALS	29



ODAL Unit



SSALR Units

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AVIATION STRATEGY ACTION GROUP

The following table summarizes the approach lighting system rehabilitation costs by year:

Year	Rehabilitation Value
2003	--
2004	\$400,000
2005	\$1,100,000
2006	--
2007	--
2008	--
2009	--
2010	--
2011	--
2012	--
TOTALS	\$1,500,000

It should be noted, the capital replacement costs outlined in 2004/2005 are based on a requirement for many approach lighting systems to be replaced to comply with Transport Canada standards. Many of the older approach lighting systems will become non-standard on January 1, 2005 and must be replaced to conform to Transport Canada standards.

6.3.2 Edgelighting

The Edgelighting systems in place at the airports evaluated range in type, age, and condition.

The following table summarizes the various Edgelighting systems.



*Runway (clear)/Taxiway (blue)
Edgelighting System*

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AVIATION STRATEGY ACTION GROUP

Condition	Low Intensity	Medium Intensity	High Intensity	TOTAL
Good	1	32	4	37
Fair	13	31	1	45
Poor	1	13	--	14
TOTALS	15	76	5	96

Where available, the installation date of the Edgelighting systems was obtained. The following summarizes the installation date by year for Edgelighting systems (primary and secondary systems):

1970	1
1975	4
1976	3
1977	8
1978	10
1979	5
1980	2
1981	3
1982	7
1983	4
1984	6
1985	2
1986	2
1987	3
1988	1
1989	1
1990	1
1996	3
1999	3
2001	2
TOTAL	71



Runway Edgelight / Pullpit

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As most Edgelighting systems have a 20-30 year life expectancy (based on installation method, lighting type, soil conditions, etc), over half of the systems will require replacement in the next five (5) years.

The following table summarizes the airport edgelighting system rehabilitation costs by year:

Year	Rehabilitation Value
2003	--
2004	\$1,020,000
2005	\$4,453,000
2006	\$2,453,000
2007	\$995,000
2008	\$1,342,000
2009	\$193,000
2010	\$504,000
2011	\$128,000
2012	\$519,000
TOTALS	\$11,607,000

6.3.3 Approach Slope Indicator

There are a total of 54 Approach Slope Indicators (ASI) at various airports throughout the province. The different types of ASI's, and number of units is outlined in the table below (per runway end):



High Level Airport – PAPI's

ASI Type	ASI Name	Number
AV	Abbreviated VASIS	2
V1	2-BAR VASIS - Aircraft up to 10'	24
V2	2-BAR VASIS - Aircraft up to 25'	2
AP	Abbreviated PAPI - Aircraft up to 10'	7
P1	PAPI - Aircraft up to 10'	4
P2	PAPI - Aircraft up to 25'	18
TOTALS		54

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AVIATION STRATEGY ACTION GROUP

Similar to the approach lighting system, in 1995 Transport Canada standards were changed such that all VASIS became non-standard and were replaced with APAPI or PAPI's.

The following table summarizes the airport ASI replacement costs by year:

Year	Rehabilitation Value
2003	\$120,000
2004	\$120,000
2005	\$360,000
2006	\$420,000
2007	\$0
2008	\$150,000
2009	\$0
2010	\$120,000
2011	\$0
2012	\$0
TOTALS	\$1,290,000

6.3.4 ARCAL

There are a total of 79 ARCAL units located throughout the province at various airports. Of the 79, 70 are Type K units, and the remaining 9 are Type J units. Many of these were installed in the mid 1980's by Alberta Transportation.



ARCAL Unit

The general life expectancy of ARCAL units is on average 20 years. Many issues factor into the life expectancy of these units including condition of use, frequency of routine maintenance, and parts availability.

Within the next five (5) years, most of the ARCAL systems in place across the Province will be obsolete and will require replacement.

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6.3.5 Windcones

Most illuminated airports have a minimum of one (1) windcone. There were 82 sites identified with one (1) windcone, 22 sites with two (2) windcones, five (5) sites with three (3) windcones, and one (1) site with four (4) windcones.

The following table summarizes the condition of the various windcones (based on overall windsock condition, not fabric condition).



Illuminated Windsock

Condition	Number
Good	69
Fair	53
Poor	8
TOTALS	130

6.4 LANDSIDE FACILITIES

6.4.1 Entrance Road

Summarized below is the number of entrance roads, by surface type and condition:



Tofield Airport – Entrance Road

Runway Surface Type	Good	Fair	Poor	TOTAL
Asphalt	5	7	4	16
Gravel	15	33		48
Oil Gravel Road		2		2
TOTALS	20	42	5	66

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AVIATION STRATEGY ACTION GROUP

Where available, the installation date of the entrance road was obtained. The following summarizes the installation date by year for entrance roads:

1930	1
1941	1
1962	1
1964	1
1965	1
1971	1
1973	1
1976	3
1977	3
1978	4
1979	1
1980	3
1981	2
1982	6
1983	2
1984	1
1985	2
1986	1
1988	1
1990	1
1993	1
2002	1



Rainbow Lake Airport – Parking Lot and Entrance Road

Most entrance roads have had minimal upgrades or have not been rehabilitated since their original construction.

6.4.2 Parking Lot

Summarized below is the number of parking lots, by surface type and condition:



Vegreville Airport – Parking Lot

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AVIATION STRATEGY ACTION GROUP

Table 28 Summary of Parking Lots by Surface and Condition				
Runway Surface Type	Good	Fair	Poor	TOTAL
Asphalt	6	9	3	18
Gravel	18	20	1	39
Grass	1	1		2
TOTALS	25	30	4	59

Where available, the installation date of the parking lots was obtained. The following summarizes the installation date by year for parking lots:

1941	1
1962	1
1964	1
1971	1
1973	1
1976	2
1977	1
1978	3
1979	1
1980	3
1981	1
1982	5
1983	1
1984	1
1985	2
1986	1
1988	1
1990	1
1993	1

Similar to the condition of the entrance roads, most parking lots have had minimal upgrades or have not been rehabilitated since their original construction.

6.4.3 Fencing

A total of 89 airports had perimeter fencing, which varied from page wire, barbed wire, chain link, watchmen, etc.

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AVIATION STRATEGY ACTION GROUP

Where available, the installation date of the fencing was obtained. The following summarizes the installation date by year for fencing at the various airports:

1971	1
1977	1
1978	1
1979	1
1980	1
1981	1
1982	3
1983	3
1984	2
1985	2
1989	1
1990	3
1998	2
2001	1



High Level Airport – Perimeter Fencing

6.5 BUILDING AND PLANT

6.5.1 Air Terminal Building

There are 75 Air Terminal Buildings across the Province. The buildings range in size, type, and condition. Appendix D contains a listing of airports, ATB size, type, condition, replacement year, etc.



Hanna Airport - ATB



Swan Hills Airport - ATB

Appendix E contains photographs of various ATB's.

**INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS
ASSESSMENT OF FACILITIES – FINAL REPORT**

AVIATION STRATEGY ACTION GROUP

Of the 68 sites that reported the installation year of their ATB, the following summarizes the number of sites constructed per year.

1964	1
1970	2
1971	1
1973	1
1976	2
1977	2
1978	4
1980	10
1981	2
1982	5
1983	5
1984	12
1985	5
1986	6
1987	2
1988	1
1990	1
1991	1
1993	1
1996	1
1998	2
2001	1

The following table summarizes the condition of the various ATB's.

Table 29 Summary of ATB's by Condition	
Condition	Number
Good	38
Fair	33
Poor	4
TOTALS	75

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6.5.2 Disability Access

46 airports have Disability Access. Access types range from sidewalk, concrete wheelchair ramps, ground level access, etc.



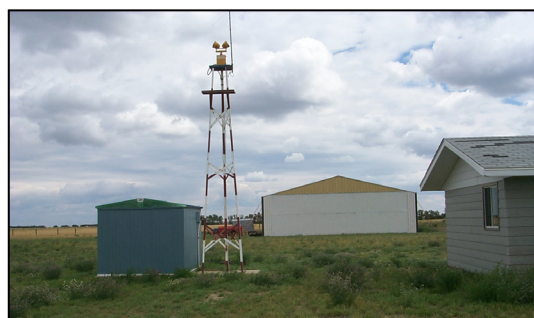
Camrose Airport-ATB Landside Entrance

6.5.3 Field Electrical Centre

Appendix F contains a listing of airports, Field Electrical Centre (FEC) size, type, condition, replacement year, etc. for the various FEC's across the province.

Appendix G contains photographs of various FEC's.

The following table summarizes the condition of the various FEC's.



Bassano FEC

Condition	Number
Good	21
Fair	22
Poor	11
TOTALS	54

6.6 SURFACE AND SUBSURFACE DRAINAGE

98 airport sites were identified with surface drainage, and 17 sites with subsurface drainage.

The majority of the sites with surface drainage require maintenance or small capital, which would involve the cleanout and re-grading of the ditches/swales.



INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS ASSESSMENT OF FACILITIES – FINAL REPORT

AVIATION STRATEGY ACTION GROUP

6.7 WATER SUPPLY

The following summarizes the various water supply sources at the Air Terminal Buildings included in this study:

→ Municipal Service	18
→ On Site Treatment	1
→ Well	46
→ Other	15



Grande Prairie Airport - Water Works

6.8 SEWAGE

The following summarizes the various sewage treatment methods at the Air Terminal Buildings included in this study:

→ Municipal Service	5
→ On Site Lagoon	8
→ Tile Bed	23
→ Holding Tanks	32

6.9 ENVIRONMENTAL REVIEW

As part of the questionnaire provided to the sites, a request was made to identify crop spraying companies located on site, identify temporary companies located there, and also identify if crop spraying chemicals were stored on site.

Of the 45 sites that identified if crop spraying companies were located there, 10 identified permanent companies, and 35 identified temporary companies.



A review of the on site storage of crop spraying chemicals indicated that 2 sites had on site storage, 7 sites had seasonal/temporary storage, and 28 sites indicated there was no on site storage. A total of 37 sites responded to this question.

INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS ASSESSMENT OF FACILITIES – FINAL REPORT

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Lastly, a number of sites inspected across the province had fuel barrels stored on site, in open areas adjacent to the apron. Fuel barrels encountered were both Jet A1 and 100LL Av Gas, however the majority of the barrels encountered were Jet A1.



6.10 OBSTRUCTION/OBSTACLE LIMITATION SURFACE REVIEW

Many sites inspected had obstructions located in the vicinity of the runway which would violate the Obstacle Limitation Surface. This observation excludes the certified sites inspected, which are required to maintain the height of trees/obstacles/obstructions in the vicinity of the airport to maintain certification by Transport Canada.

Several sites also had trees/brush located within the immediate vicinity of the runway, which not only poses a safety concern for any aircraft overshooting, running of the runway edge etc., but also poses conflicts with windsocks. An example is illustrated in the photograph. This particular site had significant trees/shrubs located in close proximity to the runway edge. Not only do situations such as this obscure the visibility of the windcone, but this also does not provide a true indication of the wind velocity/direction, which can be hazardous for arriving and departing aircraft.



6.11 PUBLIC FACILITIES AVAILABLE

Within the Canada Flight Supplement, each airport contains a listing of public facilities available on, or near the airport. These include items such as telephone, food, taxi, medical facilities, accommodations, and rental cars.

**INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS
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The following Table summarizes the Public Facilities available at Alberta’s airports:

Table 31 Listing of Public Facilities	
Item	No. of Sites
Telephone	
In ATB	64
On Aerodrome	58
Within 5NM of Aerodrome	29
Within 30NM of Aerodrome	11
Food	
In ATB	7
On Aerodrome	4
Within 5NM of Aerodrome	91
Within 30NM of Aerodrome	40
Taxi	
In ATB	11
On Aerodrome	2
Within 5NM of Aerodrome	54
Within 30NM of Aerodrome	41
Medical Facilities	
In ATB	0
On Aerodrome	1
Within 5NM of Aerodrome	84
Within 30NM of Aerodrome	40
Accommodation	
In ATB	1
On Aerodrome	2
Within 5NM of Aerodrome	92
Within 30NM of Aerodrome	39
Car Rental	
In ATB	13
On Aerodrome	2
Within 5NM of Aerodrome	40
Within 30NM of Aerodrome	35

6.12 OPERATIONS AND MAINTENANCE EXPENDITURES

Annual Operations and Maintenance Expenditures vary significantly from site to site. The following figure provides an illustration of the breakdown between different Operation and Maintenance Expenditure categories (based on aggregated annual values):

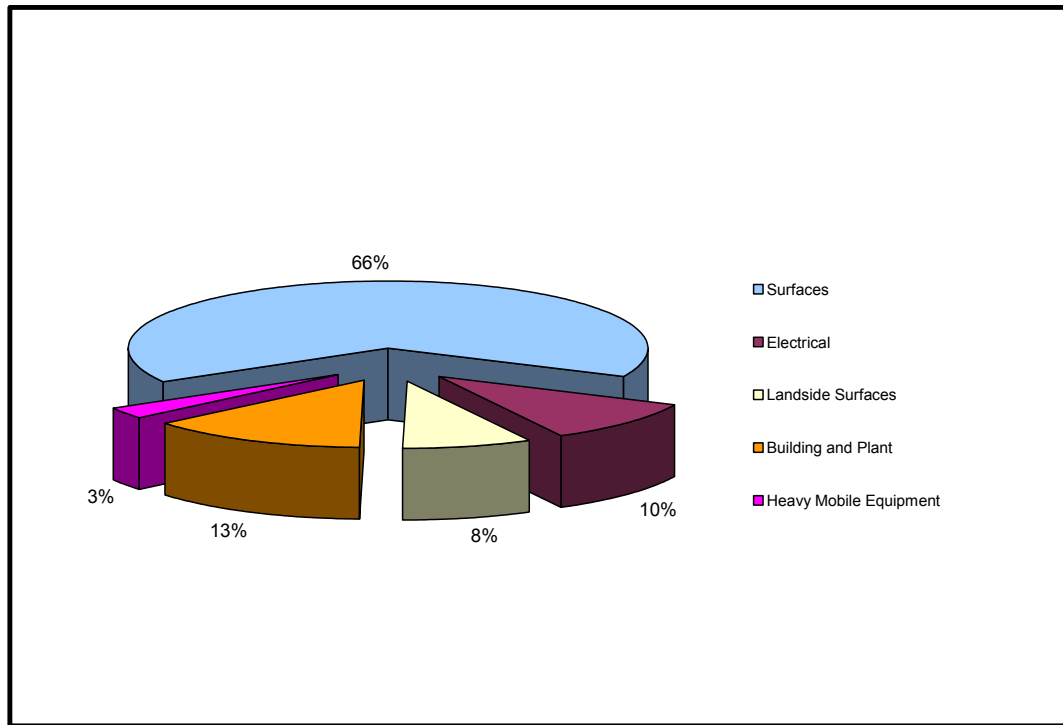


Figure 9
Operation and Maintenance Expenditures

6.13 AIRPORT REVENUES

Similar to the annual Operations and Maintenance Expenditures, Airport Revenues also varied significantly from site to site. The following figures provide an illustration of the breakdown between different Airport Revenue categories for those sites without scheduled passenger service, and those sites with scheduled passenger service (based on annual aggregated values):

**INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS
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AVIATION STRATEGY ACTION GROUP

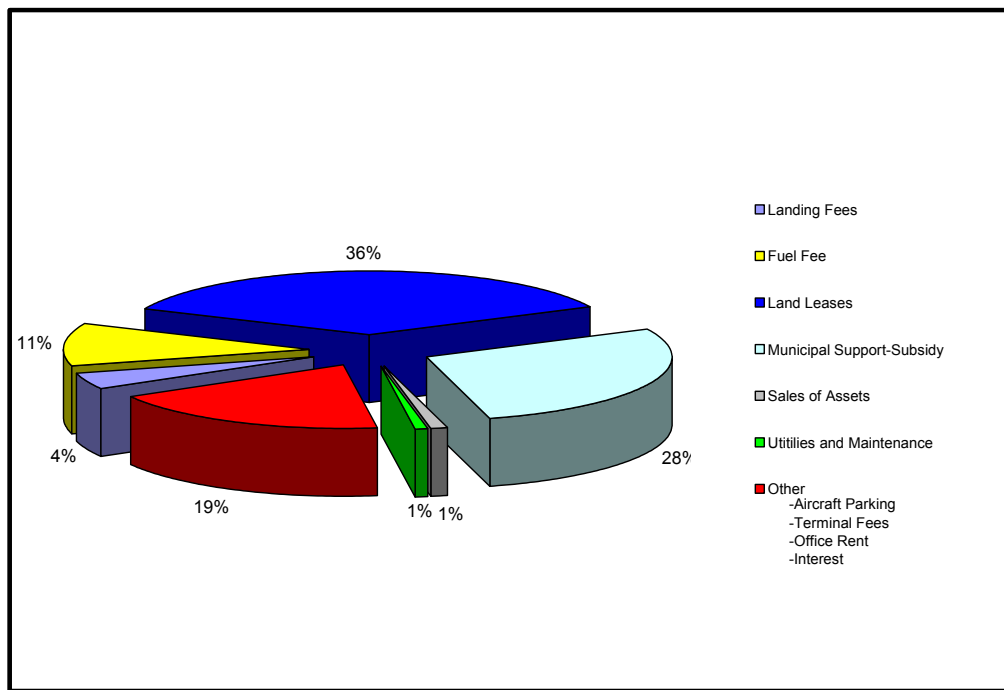


Figure 10
Airport Revenue Breakdown-Airports with No Scheduled Passenger Service

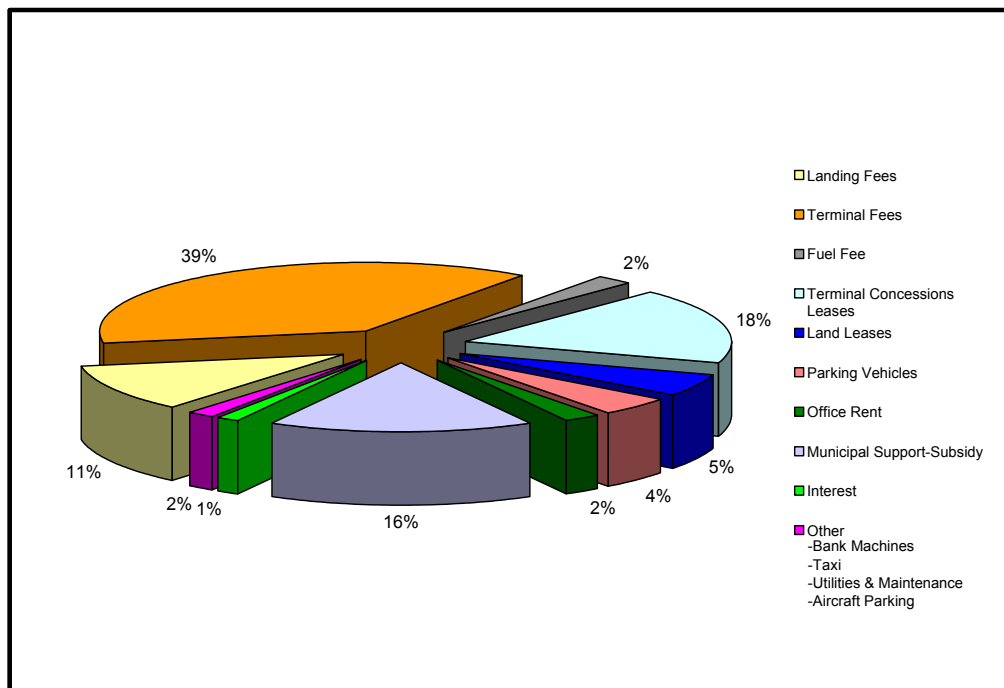


Figure 11
Airport Revenue Breakdown-Airports with Scheduled Passenger Service

INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS ASSESSMENT OF FACILITIES – FINAL REPORT

AVIATION STRATEGY ACTION GROUP

6.14 AIRPORT EXPENDITURES

Annual Airport Expenditures also have a wide range of values for the various sites that reported information. The following figures provide an illustration of the breakdown between different Airport Expenditure categories for those sites without scheduled passenger service, and those sites with scheduled passenger service (based on aggregated annual values):

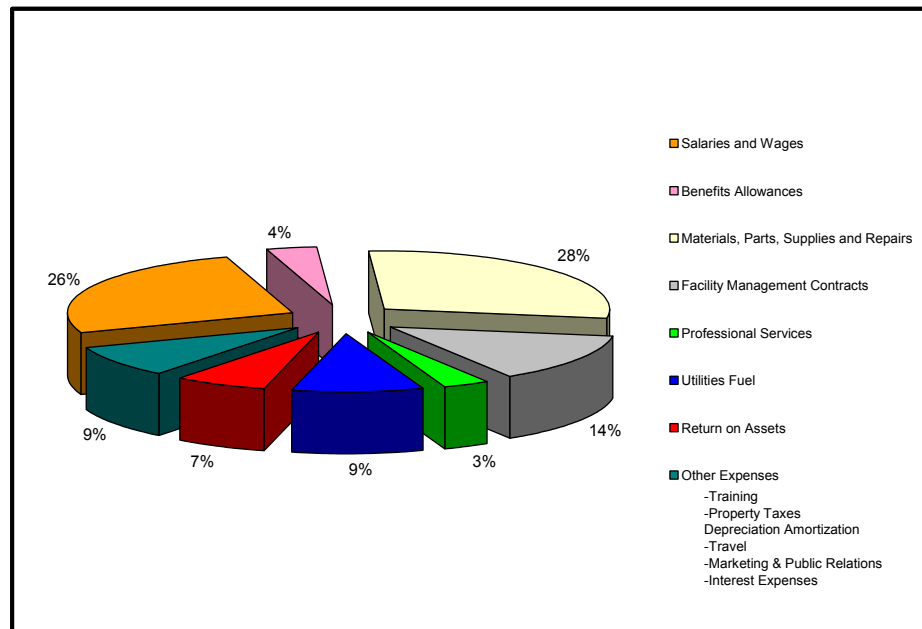


Figure 12
Airport Expenditure Breakdown - Airports with No Scheduled Passenger Service

**INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS
ASSESSMENT OF FACILITIES – FINAL REPORT**
AVIATION STRATEGY ACTION GROUP

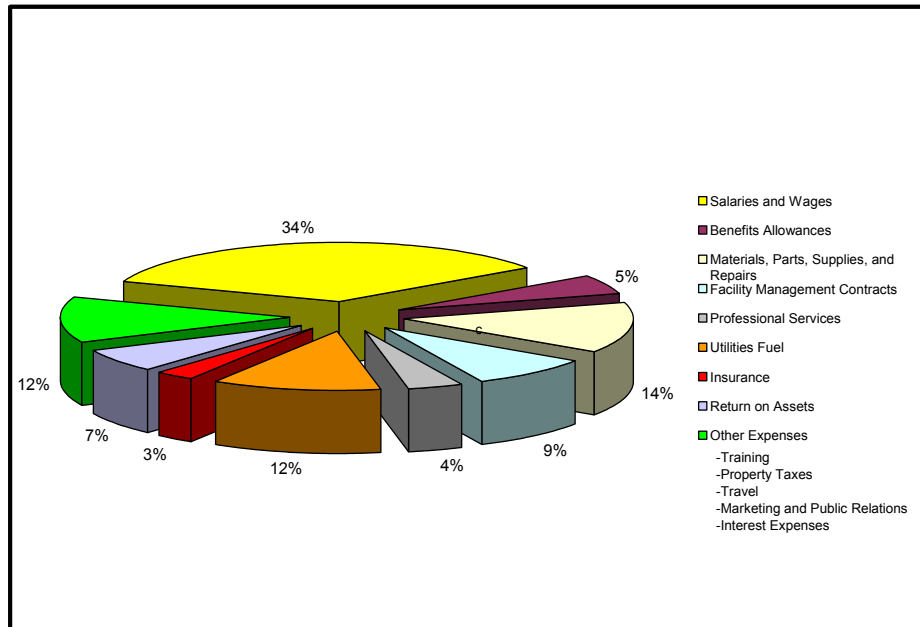


Figure 13
Airport Expenditure Breakdown - Airports with Scheduled Passenger Service

7.0 Ten (10) Year Capital Forecast

7.1 GENERAL

All costs represent present worth costs (2002 values). The estimate of construction costs is provided for budgetary purposes only. This is not to be interpreted as a guarantee by Pryde Schropp McComb, Inc. of the actual project cost. The final cost of the project will be determined by the tendering and construction process.

The capital plan forecasts have been prepared based on independent technical evaluation, and have not been altered based on funding availability or 'balancing' of capital costs.

7.2 CAPITAL PLAN – PLANNING PERIOD BY FACILITY

Outlined in Table 32 (refer to Appendix H) are the capital requirements for infrastructure improvements for the period 2003 to 2012, identified by facility.

7.3 CAPITAL PLAN – PLANNING PERIOD BY AIRPORT

Outlined in Table 33 (refer to Appendix I) are the capital requirements for infrastructure improvements for the period 2003 to 2012, identified by airport.

7.4 CAPITAL PLAN – PLANNING PERIOD BY AIRPORT AND FACILITY

Outlined in Table 34 (refer to Appendix J) are the capital requirements for infrastructure improvements for the period 2003 to 2012, identified by airport and facility.

Glossary of Terms

A/G – Air/Ground

ALSF-2 – Approach Lighting with Sequenced Flashers II

AME – Aircraft Maintenance Engineer

APAPI – Abbreviated Precision approach Path Indicator

ARCAL – Aircraft Radio Control of Aerodrome Lighting

ARR – Arrival

ASI – Approach Slope Indicator

ATB – Air Terminal Building

ATC – Air Traffic Control

ATF – Aerodrome Traffic Frequency

ATIS – Automated Terminal Information Service

AVASIS – Abbreviated Visual Approach Slope Indicator System

AWOS – Automated Weather Observation System

CFS – Canada Flight Supplement

CL – Center-line

COMM – Communication

DEP – Departure

DME – Distance Measuring Equipment

DND – Department of National Defense

DOT – Department of Transport

DRCO – Dial-Up Remote Communications Outlet

ELEV – Elevation

FBO – Fixed Based Operator

FEC – Field Electrical Centre

FSS – Flight Service Station

GND – Ground

HI – High (As referred to Edge Lighting Intensity)

HIAL – High Intensity Approach Lighting

IFR – Instrument Flight Rules

INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS ASSESSMENT OF FACILITIES – FINAL REPORT

AVIATION STRATEGY ACTION GROUP

ILS – Instrument Landing System
INTL – International
LO – Low (As referred to Edge Lighting Intensity)
LWIS – Limited Weather Information System
MALSR – Medium Intensity Approach Lighting System with RAIL
ME – Medium (As referred to Edge Lighting Intensity)
MEDEVAC – Medical Evacuation
METAR – Aviation Routine Weather Report
MF – Mandatory Frequency
MIL – Military
NAV – Navigation
NDB – Non-Directional Radio Homing Beacon
NM – Nautical Mile
NOTAM – Notice to Airmen
ODALS – Omni-Directional Approach Lighting System
PAL – Peripheral Station
PAPI – Precision Approach Path Indicator
PAR – Precision Approach Radar
PMSV – Pilot to Metro Service
RAIL – Runway Alignment Indicator Lights
RCO – Remote Communications Outlet
RIL – Runway Identification Lights
ROW – Right of Way
RR – Retro-Reflective Markers
RWY – Runway
SSALR – Simplified Short Approach Lighting System with RAIL
TACAN – Tactical Air Navigational Equipment
TAF – Terminal Area Forecast
TC – Transport Canada
TDZL – Touch-Down Zone Lighting
TE – Threshold End

**INVENTORY OF ALBERTA REGIONAL AND LOCAL AIRPORTS
ASSESSMENT OF FACILITIES – FINAL REPORT**

AVIATION STRATEGY ACTION GROUP

TML – Terminal

TWR – Tower

UDF – UHF Direction Finder

UHF – Ultra High Frequency

UNICOM – Private Advisory Station Located at Uncontrolled Aerodrome

VASIS – Visual Approach Slope Indicator System

VDF – VHF Direction Finder

VFR – Visual Flight Rules

VHF – Very High Frequency

VOR – VHF Omni-directional Range

VORTAC – Combination of VOR and TACAN

VOT – VOR Test Facility

WX – Weather

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PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX A
SAMPLE AIRPORT
QUESTIONNAIRE FORMS**



PRYDE SCHROPP McCOMB INC.

July 3, 2002
File: 11451

Tel: («AreaCode») «Tel»
Fax: («AreaCode») «Fax»

«Company»
«Address»
«Town_City», AB
«Postal_Code»

Attention: «Sal» «First_Name» «Last_Name» «Title»

Dear «Sal» «Last_Name»:

Reference: Alberta Aviation Strategy Action Group
Inventory of Alberta Regional and Local Airports
Phase II – Assessment of Facilities
«Name» Airport – Airport Survey/Information Request Form

Recently, you were forwarded introductory letters from PSMI and ASAG, in relation to the above noted project.

We are pleased to be commencing with the next stage of this project, which involves the detailed Facility Inventory and Condition Assessment for 173 airports across Alberta.

Attached you will find a detailed and comprehensive Airport Survey/Information Request Form. We have taken the opportunity to complete as much of the attached form as possible, based on public information that has been made available to our firm, through the Canada Flight Supplement, Alberta Transportation, and the Alberta Airport Operators Association. We do however request you review the information we have completed to date to confirm it's accuracy. In addition, all facility condition/engineering review related information we will be completing during our site inspection.

This form has been developed with extensive consultations with the ASAG project team, input from Alberta Transportation, and external peer review. Although the attached form is somewhat lengthy, the majority of the information is relatively easy and efficient for completing.

In advance of our site inspection, we are requesting that you complete the attached form and return it to our office. A self addressed envelope has been provided for your use.

Please appreciate there is an extensive amount of information we are collecting, for a number of sites, and in order to ensure the efficient and timely completion of this project, a timely return of the attached information is appreciated.

In addition, if the following information below is available, we are requesting that it (or excerpts) be provided for our use in completing this project. If more appropriate and efficient, we can obtain this information when on site, and make copies of applicable sections:

July 3, 2002

«Sal» «First_Name» «Last_Name» «Title»

Page 2 of 2

Reference: Alberta Aviation Strategy Action Group
Inventory of Alberta Regional and Local Airports
Phase II – Assessment of Facilities
«Name» Airport – Airport Survey/Information Request Form

1. Airport Layout/Site Plans
2. Capital Plan Forecast
3. Master Plan and/or Land Use Plan (if applicable-most recent version)
4. Any engineering/planning assessments completed for your site
5. Historical financial reports documenting revenues, expenditures, assets, liabilities etc.

We are proposing to complete the site inspections at the 173 sites throughout the months of July, August and September. Under separate cover, we will notify you one (1) to two (2) weeks in advance of our inspection, with the inspection date, and approximate arrival time.

Please note we will be flying from site to site, so minor delays may be encountered. We will be endeavoring to achieve the above noted date/time, and if delays are encountered, we will be providing as much advance notice as possible.

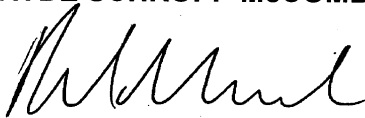
We would request that you, or a representative, join us when on site and assist in the completion of the site inspection, and answering any questions we may have.

As previously noted, we are excited and pleased to be working with the Alberta Aviation community in the completion of this most unique assignment. However, in order to ensure the end product meets the requirements, and objectives of ASAG, your full cooperation is required. This project will not only benefit your site, but all airports and aviation stakeholders across Alberta.

We trust you will find the above noted comments satisfactory. Should you have any questions or concerns, or require any further information, please do not hesitate to contact our office. We look forward to meeting with you in the near future.

Sincerely,

PRYDE SCHROPP McCOMB, INC.



Rick E. McComb, B.E.Sc.
Vice President, Western Operations

Enclosure

c: Mr. Ken Beleshko, Project Manager – Alberta Aviation Strategy Action Group
Mr. Wayne Steel, A.A.E., General Manager – Alberta Airport Operators Association



Alberta Regional/Local Airport Inventory Study

Airport Survey Information Request Form

Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Info

Airport Name: Wabasca **Code:** EE5 **Latitude:** 55.9667

Magnetic Deviation: 21 **Elevation:** 1820 **Longitude:** -113.8167

Distance from Community: 2 **Aerodrome Status:** Registered
 Certified
 Military

Direction from Community: SE

Classification: Private **Landing Fees:** Yes
 Private - Public Use No
 Municipal
 Passenger - Local **Prior Permission Required Before Use:** Yes
 Passenger/Commercial - Regional No
 Commercial - Regional

Remarks:

Airport Contact Info

Salutation: Mr. **First Name:** Dwayne **Last Name:** Calliou

Title: Manager **Company:** Municipal District of Opportunity

Address: Box 60 **Town/City:** Wabasca

Postal Code: T0G 2K0 **Area Code:** 780 **Tel:** 891 3778

Remarks: **Fax:** 891 3772

Airport Ownership and Operator Info

Owner Name: **Operator Name:**

Ownership Type: Municipality **Operator Type:** Municipality
 City City
 County County
 Commission Commission
 Business Business
 Private Private
 Other, specify: Other, specify:

Former Airport Ownership: Transport Canada
 Province of Alberta
 No Change
 Other, specify:

Date of Ownership Change/Transfer:



Alberta Regional/Local Airport Inventory Study

Airport Survey Information Request Form

Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Organization

Ownership Structure:

Organizational Structure:

Role of Airport:

Vision of Airport:

Do you have a Master Plan in Place? Yes No

Year Updated:

Do you have a Capital Plan in Place? Yes No

Year Updated:

Current Airport Full Time Employees:

Current Airport Part Time Employees:

Pre-Transfer Full Time Employees

Pre-Transfer Part Time Employees

Remarks:

Airport Land Data

Area of Airport Land:

Purchase Price of Land (if applicable):

Current Market Value of Land:

Most Recent Assessment Value:

Remarks:



Alberta Regional/Local Airport Inventory Study

Airport Survey Information Request Form

Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Communication Data

RADIO:	<input type="text"/>	MF:	<input type="text"/>	APRT RDO:	<input type="text"/>
RCO:	<input type="text"/>	ATF:	<input type="text" value="123.2"/>	A/G:	<input type="text"/>
DRCO:	<input type="text"/>	TML:	<input type="text"/>	MIL:	<input type="text"/>
ATIS:	<input type="text"/>	ARR:	<input type="text"/>	VDF:	<input type="text"/>
CLNC DEL:	<input type="text"/>	DEP:	<input type="text"/>	UDF:	<input type="text"/>
APRON:	<input type="text"/>	VFR ADV:	<input type="text"/>	INTL AIR:	<input type="text"/>
GND:	<input type="text"/>	PAL:	<input type="text"/>	AWOS:	<input type="text"/>
TWR:	<input type="text"/>	UNICOM:	<input type="text"/>	LWIS:	<input type="text"/>
Remarks:	<input type="text"/>				

Navigation Data

VOT:	<input type="text"/>	Installation Year:	<input type="text"/>
NDB:	<input type="text" value="361"/>	Condition:	<input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
VOR/DME:	<input type="text"/>	Replacement Year:	<input type="text"/>
VORTAC:	<input type="text"/>	Replacement Value:	<input type="text"/>
DME:	<input type="text" value="110.4 Ch 41"/>	Current Value:	<input type="text"/>
TACAN:	<input type="text"/>	Adequacy:	<input type="text"/>
ILS:	<input type="text"/>	Remarks: <input type="text"/>	
PAR:	<input type="text"/>		

Public Facilities Available

	Telephone	Food	Taxi	Medical Facilities	Accomodation	Car Rental
Available in the terminal building:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Available on the aerodrome:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Available within 5NM of aerodrome:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Available within 30NM of aerodrome:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTAM Weather Information

NOTAM File:	<input type="text" value="YEG"/>	FSS Tel:	<input type="text" value="(800) FSS 4710"/>	WX TAF:	<input type="text"/>
FSS Info:	<input checked="" type="checkbox"/> W1 <input type="checkbox"/> W2 <input type="checkbox"/> W3 <input type="checkbox"/> W4 <input type="checkbox"/> WD1 <input type="checkbox"/> WD2	WX Observations:	<input type="checkbox"/> METAR <input type="checkbox"/> AWOS <input type="checkbox"/> LWIS	Remarks: <input type="text"/>	



Alberta Regional/Local Airport Inventory Study

Airport Survey Information Request Form

Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Services

- Aircraft Fire Fighting:**
- None
 - On Site
 - Municipal
 - Unsure
 - Other

Private Advisory Name/Frequency:

- Servicing:**
- Storage available
 - Servicing/Minor repairs
 - Major repairs
 - Parking (extended term)
 - Tie-Down facilities
 - Plug-in facilities
 - Pick-up/Drop-off only. No extended term parking

- Supplementary Fluids:**
- ADI
 - A-Ice
 - D-Ice
 - HPOX
 - LHOX
 - LOX
 - LPOX
 - OXRB
 - PRESAR

- Oil:**
- 65
 - 80
 - 100
 - 15W50
 - All

- Fuel:**
- 100
 - 100LL
 - 80
 - AP
 - D
 - DFA
 - F-34
 - F-40
 - F-44
 - FSII
 - HPR
 - IP
 - JA
 - JA-1
 - JB
 - MG-1
 - MG-2
 - MG-3
 - MG-4
 - SP
 - 130

Remarks:

Runway Data

Primary Runway:

- Designation:** 06 - 24
- Length:** 3540
- Width:** 100
- Surface:**
- Asphalt
 - Gravel
 - Turf
 - Sand
 - Earth
 - Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

- Condition:**
- Good
 - Fair
 - Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Secondary Runway:

- Designation:** -
- Length:**
- Width:**
- Surface:**
- Asphalt
 - Gravel
 - Turf
 - Sand
 - Earth
 - Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

- Condition:**
- Good
 - Fair
 - Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Remarks:



Alberta Regional/Local Airport Inventory Study

Airport Survey Information Request Form
Wabasca



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

Taxiway Data

Primary Taxiway:

Designation:

Length:

Width:

Surface: Asphalt
 Gravel
 Turf
 Sand
 Earth
 Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Second Taxiway:

Designation:

Length:

Width:

Surface: Asphalt
 Gravel
 Turf
 Sand
 Earth
 Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Third Taxiway:

Designation:

Length:

Width:

Surface: Asphalt
 Gravel
 Turf
 Sand
 Earth
 Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Taxiway Data (Continued)

Fourth Taxiway:

Designation:

Length:

Width:

Surface: Asphalt
 Gravel
 Turf
 Sand
 Earth
 Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Fifth Taxiway:

Designation:

Length:

Width:

Surface: Asphalt
 Gravel
 Turf
 Sand
 Earth
 Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

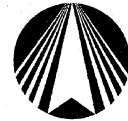
Remarks:



Alberta Regional/Local Airport Inventory Study

Airport Survey Information Request Form

Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Apron Data

Primary Apron:

Designation:

Length:

Width:

- Surface:
- Asphalt
 - Gravel
 - Turf
 - Sand
 - Earth
 - Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

- Condition:
- Good
 - Fair
 - Poor

Replacement Value:

Replacement Year:

Current Value:

Adequacy:

Secondary Apron:

Designation:

Length:

Width:

- Surface:
- Asphalt
 - Gravel
 - Turf
 - Sand
 - Earth
 - Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

- Condition:
- Good
 - Fair
 - Poor

Replacement Value:

Replacement Year:

Current Value:

Adequacy:

Third Apron:

Designation:

Length:

Width:

- Surface:
- Asphalt
 - Gravel
 - Turf
 - Sand
 - Earth
 - Clay

Load Rating:

Original Construction Year:

Last Year of Rehabilitation:

- Condition:
- Good
 - Fair
 - Poor

Replacement Value:

Replacement Year:

Current Value:

Adequacy:

Remarks:

Lighting Data

Approach Lighting - Primary Runway 1:

- Type:**
- AA: Left Single Row - Low Intensity
 - AC: Centre Row - Category II - High Intensity
 - AD: Centre Row - Low Intensity
 - AE: Centre Row - Category I - High Intensity
 - AF: Centre Row - Modified Calvert - High Intensity
 - AJ: Centre Row - Low Intensity
 - AO: ODALS - Omni-directional Approach Lighting System
 - AS: Runway Identification Lights
 - SF: Sequenced Flashing Strobe Lights
 - AM: MALSR - Medium Intensity - with RAILS
 - AN: SSALR - High Intensity - with RAILS
 - AL: ALSF-2 - Category II/III - High Intensity
 - AK: MALSF - Medium Intensity - with Seq. Flashing Lights

Runway End: 06

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Approach Lighting - Primary Runway 2:

- Type:**
- AA: Left Single Row - Low Intensity
 - AC: Centre Row - Category II - High Intensity
 - AD: Centre Row - Low Intensity
 - AE: Centre Row - Category I - High Intensity
 - AF: Centre Row - Modified Calvert - High Intensity
 - AJ: Centre Row - Low Intensity
 - AO: ODALS - Omni-directional Approach Lighting System
 - AS: Runway Identification Lights
 - SF: Sequenced Flashing Strobe Lights
 - AM: MALSR - Medium Intensity - with RAILS
 - AN: SSALR - High Intensity - with RAILS
 - AL: ALSF-2 - Category II/III - High Intensity
 - AK: MALSF - Medium Intensity - with Seq. Flashing Lights

Runway End: 24

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Approach Lighting - Secondary Runway 1:

- Type:**
- AA: Left Single Row - Low Intensity
 - AC: Centre Row - Category II - High Intensity
 - AD: Centre Row - Low Intensity
 - AE: Centre Row - Category I - High Intensity
 - AF: Centre Row - Modified Calvert - High Intensity
 - AJ: Centre Row - Low Intensity
 - AO: ODALS - Omni-directional Approach Lighting System
 - AS: Runway Identification Lights
 - SF: Sequenced Flashing Strobe Lights
 - AM: MALSR - Medium Intensity - with RAILS
 - AN: SSALR - High Intensity - with RAILS
 - AL: ALSF-2 - Category II/III - High Intensity
 - AK: MALSF - Medium Intensity - with Seq. Flashing Lights

Runway End:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Lighting Data (Continued)

Approach Lighting - Secondary Runway 2:

- Type:**
- AA: Left Single Row - Low Intensity
 - AC: Centre Row - Category II - High Intensity
 - AD: Centre Row - Low Intensity
 - AE: Centre Row - Category I - High Intensity
 - AF: Centre Row - Modified Calvert - High Intensity
 - AJ: Centre Row - Low Intensity
 - AO: ODALS - Omni-directional Approach Lighting System
 - AS: Runway Identification Lights
 - SF: Sequenced Flashing Lights
 - AM: MALSR - Medium Intensity - with RAILS
 - AN: SSALR - High Intensity - with RAILS
 - AL: ALSF-2 - Category II/III - High Intensity
 - AK: MALSF - Medium Intensity - with Seq. Flashing Lights

Runway End:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Edge Lighting - Primary Runway:

- Type:**
- T: Threshold (Green)
 - TE: Threshold and Runway End
 - A: Centreline and Rapid Exit Taxiway
 - TDZL: Touchdown Zone Lighting
 - CL: Centreline High Intensity (5 settings)
 - RR: Retro-reflective Markers
- Intensity:**
- LO: Low Intensity Lighting
 - ME: Medium Intensity Lighting (3 settings)
 - HI: High Intensity Lighting (5 settings)

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Edge Lighting - Secondary Runway:

- Type:**
- T: Threshold (Green)
 - TE: Threshold and Runway End
 - A: Centreline and Rapid Exit Taxiway
 - TDZL: Touchdown Zone Lighting
 - CL: Centreline High Intensity (5 settings)
 - RR: Retro-reflective Markers
- Intensity:**
- LO: Low Intensity Lighting
 - ME: Medium Intensity Lighting (3 settings)
 - HI: High Intensity Lighting (5 settings)

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Approach Slope Indicator - Primary Runway 1:

- Type:**
- AV: Abbreviated VASIS
 - V1: 2-BAR VASIS - Aircraft up to 10'
 - V2: 2-BAR VASIS - Aircraft up to 25'
 - V3: 3-BAR VASIS - Wide Body Aircraft up to 45'
 - AP: Abbreviated PAPI - Aircraft up to 10'
 - P1: PAPI - Aircraft up to 10'
 - P2: PAPI - Aircraft up to 25'
 - P3: PAPI - Aircraft up to 45'

Runway End:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Lighting Data (Continued)

Approach Slope Indicator - Primary Runway 2:

- Type:**
- AV: Abbreviated VASIS
 - V1: 2-BAR VASIS - Aircraft up to 10'
 - V2: 2-BAR VASIS - Aircraft up to 25'
 - V3: 3-BAR VASIS - Wide Body Aircraft up to 45'
 - AP: Abbreviated PAPI - Aircraft up to 10'
 - P1: PAPI - Aircraft up to 10'
 - P2: PAPI - Aircraft up to 25'
 - P3: PAPI - Aircraft up to 45'

Runway End:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Approach Slope Indicator - Secondary Runway 1:

- Type:**
- AV: Abbreviated VASIS
 - V1: 2-BAR VASIS - Aircraft up to 10'
 - V2: 2-BAR VASIS - Aircraft up to 25'
 - V3: 3-BAR VASIS - Wide Body Aircraft up to 45'
 - AP: Abbreviated PAPI - Aircraft up to 10'
 - P1: PAPI - Aircraft up to 10'
 - P2: PAPI - Aircraft up to 25'
 - P3: PAPI - Aircraft up to 45'

Runway End:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

Approach Slope Indicator - Secondary Runway 2:

- Type:**
- AV: Abbreviated VASIS
 - V1: 2-BAR VASIS - Aircraft up to 10'
 - V2: 2-BAR VASIS - Aircraft up to 25'
 - V3: 3-BAR VASIS - Wide Body Aircraft up to 45'
 - AP: Abbreviated PAPI - Aircraft up to 10'
 - P1: PAPI - Aircraft up to 10'
 - P2: PAPI - Aircraft up to 25'
 - P3: PAPI - Aircraft up to 45'

Runway End:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Replacement Year:

Replacement Value:

Current Value:

Adequacy:

ARCAL:

ARCAL Type:

ARCAL Frequency:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Lighting Data (Continued)

Windssocks:

No. of Illuminated Windssocks:
Original Construction Year:
Last Year of Rehabilitation:
Condition: Good
 Fair
 Poor

Replacement Year:
Replacement Value:
Current Value:
Adequacy:

Auxiliary Power: Yes
 No

Type of Auxiliary Power Supply:
Type of Auxiliary Power Distribution:
Replacement Year:
Replacement Value:
Current Value:
Adequacy:

Original Construction Year:
Last Year of Rehabilitation:
Condition: Good
 Fair
 Poor

Airside Signage: Yes
 No

Type of Airside Signage:
Replacement Year:
Replacement Value:
Current Value:
Adequacy:

Original Construction Year:
Last Year of Rehabilitation:
Condition: Good
 Fair
 Poor

Remarks:



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Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Landside Facility Data

Ground Transportation Systems (to Airport):

Regular Bus:

Specialized Bus:

Handicap Accessibility: Yes No **Degree of Accessibility:** Good
 Fair
 Poor

Entrance Road: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Description:

Parking Lot: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Description:

Fencing: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Description:

Landside Lighting System: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Description:

Building Data

Airport Terminal Building: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Adequacy:

Disability Access: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Adequacy:

Airport Maintenance Building: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Adequacy:

Field Electrical Centre: Yes
 No

Size:

Type:

Replacement Year:

Replacement Value:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good

Fair

Poor

Adequacy:

Building Data (Continued)

Sand Storage Shed: Yes
 No

Size:
Type:
Replacement Year:
Replacement Value:
Current Value:

Original Construction Year:
Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Cold Storage Building: Yes
 No

Size:
Type:
Replacement Year:
Replacement Value:
Current Value:

Original Construction Year:
Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Other Building: Yes
 No

Size:
Type:
Replacement Year:
Replacement Value:
Current Value:

Original Construction Year:
Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Remarks:

Surface Drainage Data

Surface Drainage: Yes
 No

Size:
Replacement Year:
Replacement Value:
Current Value:

Original Construction Year:
Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Subsurface Drainage: Yes
 No

Size:
Replacement Year:
Replacement Value:
Current Value:

Original Construction Year:
Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Airport Operating Equipment Data

Equipment 1: Type:
Replacement Year:
Replacement Value:
Current Value:

Year:
Condition: Good
 Fair
 Poor
Adequacy:

Equipment 2: Type:
Replacement Year:
Replacement Value:
Current Value:

Year:
Condition: Good
 Fair
 Poor
Adequacy:

Equipment 3: Type:
Replacement Year:
Replacement Value:
Current Value:

Year:
Condition: Good
 Fair
 Poor
Adequacy:

Equipment 4: Type:
Replacement Year:
Replacement Value:
Current Value:

Year:
Condition: Good
 Fair
 Poor
Adequacy:



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Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Operating Equipment Data (Continued)

Equipment 5: **Type:**

Replacement Year:

Replacement Value:

Current Value:

Year:

Condition: Good
 Fair
 Poor

Adequacy:

Equipment 6: **Type:**

Replacement Year:

Replacement Value:

Current Value:

Year:

Condition: Good
 Fair
 Poor

Adequacy:

Equipment 7: **Type:**

Replacement Year:

Replacement Value:

Current Value:

Year:

Condition: Good
 Fair
 Poor

Adequacy:

Equipment 8: **Type:**

Replacement Year:

Replacement Value:

Current Value:

Year:

Condition: Good
 Fair
 Poor

Adequacy:

Equipment 9: **Type:**

Replacement Year:

Replacement Value:

Current Value:

Year:

Condition: Good
 Fair
 Poor

Adequacy:

Equipment 10: **Type:**

Replacement Year:

Replacement Value:

Current Value:

Year:

Condition: Good
 Fair
 Poor

Adequacy:



Alberta Regional/Local Airport Inventory Study

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Wabasca



PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Water / Sewer Data

Water Supply: Yes
 No

Type: Municipal Service
 On Site Treatment
 Well
 Other

Size:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Replacement Year:

Replacement Value:

Sewage: Yes
 No

Type: Municipal Service
 On Site Treatment
 On Site Lagoon
 Tile Bed
 Other

Size:

Current Value:

Original Construction Year:

Last Year of Rehabilitation:

Condition: Good
 Fair
 Poor

Adequacy:

Replacement Year:

Replacement Value:

Airport Peak Period Info (Approximate values)

	Spring	Summer	Fall	Winter	Average
Peak Apron Aircraft Parked:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Peak Hourly VFR Movements:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Peak Hourly IFR Movements:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Design Aircraft for Airport:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Busiest Season:

Remarks:



Alberta Regional/Local Airport Inventory Study

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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Cargo Information

Annual Tonnage Cargo:

Types of Cargo:

Cargo Facilities on Site:

How is cargo handled:

Importance to Community:

Remarks:

Public Air Services Information

Medical Evacuations: Yes No

Medical Evacuations Annual Movements:

Forest Fighting: Yes No

Forest Firefighting Annual Movements:

Search and Rescue: Yes No

Search and Rescue Annual Movements:

Policing: Yes No

Policing Annual Movements:

Remarks:



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Onsite Business Data

FBO: Yes No **Number:**

FBO Name(s)

Industrial Buildings (non-aviation): Yes No **Number:**

Industrial Buildings Name:

Hangars: Yes No **Number:**

Hangar Owners:

AC Maintenance Facilities: Yes No **Number:**

AC Maintenance Facilities Name:

Crop Spraying Activities: Permanent Temporary **Number:**

Crop Spraying Companies:

Crop Spraying Chemicals Stored On Site:

Remarks:



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Vicinity Protection, Caveat, and Right of Way

Vicinity Protection In Place: Yes No

Vicinity Protection Info:

Caveat In Place: Yes No

Caveat Info:

Right of Way In Place: Yes No

Right of Way Info:



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Operation and Maintenance Budget

	1992	1993	1994	1995	1996
Annual Operations Budget					
Airside Surfaces Budget					
Electrical Systems Budget					
Landside Surfaces Budget					
Building & Plant Budget					
Heavy Mobile Equipment Budget					
Other Budget					
Total Annual Maintenance Budget					
Remarks Budget					

	1997	1998	1999	2000	2001
Annual Operations Budget					
Airside Surfaces Budget					
Electrical Systems Budget					
Landside Surfaces Budget					
Building & Plant Budget					
Heavy Mobile Equipment Budget					
Other Budget					
Total Annual Maintenance Budget					
Remarks					

Airport Maintenance Data

Do Maintenance Practices Meet Regulation/Industrial Standards: Yes No

If No, explain needs required in maintenance practice:

Potential Operator Liability Requiring Rectification in Next Five Years:



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Economic Impact

No. of Airport Employees:

No. of Airlines Employees:

No. of Restaurant Employees:

No. of Flight Training Employees:

No. of Aircraft Maintenance Employees:

No. of ATC/FSS Employees:

No. of Security Employees:

No. of Other Employees:

Road Distance to Nearest Airport Sched. Pax Service:

Road Distance to Nearest Airport MedEvac Service:

Road Distance to Nearest Airport Cargo Service:

Road Distance to Nearest Airport AME Service:

Road Distance to Nearest Airport Fire Suppression Service:

Percentage Business Travellers

Percentage Travellers From Outside Region:

Percentage Travellers Students Schooling:

Major Economic Industries in Region:

How is the Airport Vital to the Region:

Remarks:



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Activity Information

Annual Aircraft Movements:

	SP	NSP	CNP	NCR	MIL	GOV	FIRE	MED	Other	Total
1992										
1993										
1994										
1995										
1996										
1997										
1998										
1999										
2000										
2001										

Annual Passenger Movements:

	SP	NSP	CNP	Other	Total
1992					
1993					
1994					
1995					
1996					
1997					
1998					
1999					
2000					
2001					

SP: Scheduled Passenger Flights
 NSP: Non-scheduled Passenger Flights
 CNP: Commercial Non-passenger Flights
 NCR: Non-commercial Recreation Flights
 MIL: Military
 GOV: Government
 FIRE: Fire Suppression
 MED: MedEvac

Airport Commercial Airline Information

Name	AC Type	Type of Service
Airline 1:		
Airline 2:		
Airline 3:		
Airline 4:		
Airline 5:		
Airline 6:		

Remarks:



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Revenue Data (Annual Amounts)

	1992	1993	1994	1995	1996
Landing Fees					
Terminal Fees					
Aircraft Parking					
Fuel Fee					
Terminal Concessions Leases					
Land Leases					
Parking Vehicles					
Office Rent					
Taxi					
Bank Machine					
Airport Improvement Fee / PFC					
Subsidies Grants					
Interest					
Sales of Assets					
Utilities and Maintenance					
Other					
Total					
Remarks					

	1997	1998	1999	2000	2001
Landing Fees					
Terminal Fees					
Aircraft Parking					
Fuel Fee					
Terminal Concessions Leases					
Land Leases					
Parking Vehicles					
Office Rent					
Taxi					
Bank Machine					
Airport Improvement Fee / PFC					
Subsidies Grants					
Interest					
Sales of Assets					
Utilities and Maintenance					
Other					
Total					
Remarks					



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Expenditure Data (Annual Amounts)

	1992	1993	1994	1995	1996
Salaries and Wages					
Benefits Allowances					
Training					
Materials Parts Supplies and Repairs					
Facility Management Contracts					
Professional Services					
Property Taxes					
Utilities					
Depreciation Amortization					
Insurance					
Travel					
Marketing and Public Relations					
Interest Expenses					
Other Expenses					
Return on Assets					
Total					
Remarks					

	1997	1998	1999	2000	2001
Salaries and Wages					
Benefits Allowances					
Training					
Materials Parts Supplies and Repairs					
Facility Management Contracts					
Professional Services					
Property Taxes					
Utilities					
Depreciation Amortization					
Insurance					
Travel					
Marketing and Public Relations					
Interest Expenses					
Other Expenses					
Return on Assets					
Total					
Remarks					



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Asset Data (Annual Amounts)

	1992	1993	1994	1995	1996
Property Plant and Equipment					
Cash					
Accounts Receivable					
Consumable Inventories					
Prepaid Expenses					
Other					
Total					
Remarks					
	1997	1998	1999	2000	2001
Property Plant and Equipment					
Cash					
Accounts Receivable					
Consumable Inventories					
Prepaid Expenses					
Other					
Total					
Remarks					



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PRYDE SCHROPP McCOMB INC.

AVIATION GROUP

Airport Liability Data (Annual Amounts)

	1992	1993	1994	1995	1996
Accounts Payable					
Deferred Revenues					
Security Deposit					
Current Portion of Long Term Debt					
Long Term Debt Amount					
Total					
Remarks					

	1997	1998	1999	2000	2001
Accounts Payable					
Deferred Revenues					
Security Deposit					
Current Portion of Long Term Debt					
Long Term Debt Amount					
Total					
Remarks					



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PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

Airport Historic Capital Expenditures

Year	Project Name	Funding Source	Description



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PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

Additional Comments

Additional Comments:

A large, empty rectangular box with a dotted border, intended for providing additional comments.



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PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

Additional Comments (Continued)

Additional Comments:

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PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX B
LISTING OF AIRPORTS AND
ORGANIZATIONAL
STRUCTURES**

Listing of Airports and Organizational Structure

Airport Name	Organizational Structure
Athabasca	Athabasca Airport Commission/2-Council members from Town of Athabasca/2-Council members from County of Athabasca/1-member at large-Chairman of Committee Administration-County of Athabasca Non-Voting
Barrhead	The County of Barrhead
Bashaw	Town of Bashaw/Airport Commission
Bassano	Committee
Beiseker	Airport committee once ownership is transferred to the Village.
Bow Island	Council/Municipal Airport Commission
Brooks	Airport Commission
Cardston	Committee
Castor	Municipal Council (CAO)
Claresholm Industrial	Airport Committee
Cold Lake Regional	Municipal Government
Consort	Municipally Government
Edmonton/Cooking Lake	CEO/V.P Operations/Manager General Aviation/Airport Manager
Cowley	Council
Black Diamond/CU NIM	Gliding Club
Donnelly	Smoky River Airport Commission consisting of a representative from each municipality and one member at large appointed by the MD. MD is the administrative body.
Drayton Valley Industrial	Council/Town Engineer/Airport Manager(Contracted part-time)
Drumheller Municipal	Commision (Mayor and 5 members appointed by council)
Edson	Town Council/Town Manager/Airport Manager
Elk Point	Town of Elk Point/County of St. Paul #49
Empress	Municipal Government
Fairview	Board
Foremost	Airport Committee/Flying Club
Forestburg	Municipal Government
Fort Chipewyan	Airport Admin./Airport Manager
Fort Macleod	Airport Committee
Fort McMurray	Mayor/Municipal Manager
Grande Prairie	Airport Commission/CEO/Manager Finance & Marketing/ Manager Operations & Terminal Services
Hanna	Committee
Hardisty	Municipal Government/Private
High Prairie	Town of High Prairie (owned)/MD of Big Lakes (share costs)
High River	Highwood Airport Commission/Town of High River/MD of Foothills/3 members at large (independent)
Hinton/Jasper-Hinton	County Council/Chief Administrative Officer/Airport Manager/Airfield Maintenance Supervisor/Airport Opertor
Irma	Private
Janvier	Regional Municipality of Wood Buffalo (owned)/Road & Transportation (maintenance)
Edmonton/Josephburg	Strathcona County/Environmental Operations/Agricultural Services
Killam/Killam-Sedgewick	K/S Airport Commission
Lacombe	Lacombe Flying Club
Lethbridge	County Department
Lloydminster	Municipal Government
Manning	Public Works/Airport Manager
Mayerthorpe	Town of Mayerthorpe/Lac Ste Anne County.
Medicine Hat	City Council/Board of Commissioners/Commissioner-Public Services/General Manager-Municipal Works/Manager Utilities & Equipment/Airport Manager/Airport Superintendent
Milk River	Airport Committee - Advisory to Council
Olds (Netook)	Alberta Provincial Committee (Air Cadet League of Canada)
Olds-Didsbury	Town of Olds/Didsbury
Peace River	Municipal Government
Pincher Creek	Municipal Government
Provost	The Town of Provost/MD
Rocky Mountain House	Commission -Town/M.D/Forestry/Independent.
Stettler	Town of Stetter/Flying Club
Sundre	Airport Commission
Swan Hills	MD of Big Lakes
Taber	Commission/Town of Taber
Three Hills	Community owned
Two Hills	Town of Two Hills/County
Valleyview	Airport Commission
Vauxhall	Kinnibungh Air Spray controls operation of airport. Maintenance is performed by the town and funded by Kinnibungh.
Vegreville	Municipal Government
Viking	Town of Viking
Wainwright	Town/Council Administrator
Whitecourt	Council/CAO/Director of Infrastructure Services/Airport Manager
Indus/Winters Aire Park	Flight Club



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX C
REPORT OF MAJOR ECONOMIC
INDUSTRIES IN REGION BY
AIRPORT**

Report of Major Economic Industries in Region by Airport

Airport Name	Major Economic Industries In Region
Acme	Oil & Gas
Athabasca	Alberta Pacific Forest Industries (pulp Mill)/Millar Western Industries (lumber mill)/Athabasca University/Ail & Gas Industries
Barrhead	Agriculture/Oil & Gas/Forestry/Manufacturing
Beiseker	Agrilcultural Industries/Tourist Industry in Drumheller Area Badlands
Camrose	Business/Agriculture Services
Cardston	Agriculture
Consort	Oil & Gas/Farming/Ranching/Business/Tourism
Donnelly	Agriculture/Oil & Gas
Drayton Valley Industrial	Oil & Gas/Forestry/Power Generation (Co-Gen plant)
Edmonton City Centre	Oil & Gas/Farming/Industry
Fairview	Oil & Gas/Forestry/Agriculture/Federal government/Medical evac.
Foremost	Agriculture/Oil & Gas
Fort McMurray	Oil & Gas/Forestry
Fort Vermilion	Forestry/Oil & Gas
Grande Prairie	Agriculture/Forestry/Oil & Gas/Retail Services
Apache/Hamburg	Oil & Gas
High Level	Oil & Gas/Farming/Wood Products/Government
High Prairie	Oil & Gas/Lumber/Farming
High River	Agriculture/Cargill Foods Ltd.
Hinton/Jasper-Hinton	Forestry/Mining/Oil & Gas
Innisfail	Service/Industrial Industries
Irma	Oil & Gas
Janvier	Medical Services/Oil & Gas/Forestry
Edmonton/Josephburg	Business/Tourism/Oil & Gas Industry
Killam/Killam-Sedgewick	Agriculture/Oil & Gas
Lloydminster	Oil & Gas/Rail/Oil Seed Processing/Light Manufacturing/Farming
Manning	Oil & Gas/Forest/Logging/Farming
Medicine Hat	Oil & Gas/Agri Food/Medical Services/College/Chemical Manufacturing/Manufacturing-equipment/transportation/rubber
Milk River	Agriculture/Tourism/Oil & Gas
Olds-Didsbury	Olds College/CON 88/Agriculture/Oil & Gas
Oyen Municipal	Agriculture/Oil & Gas
Peace River	Daishowa-Marubeni International Ltd./Shell Canada Ltd.
Pincher Creek	Wind Energy/Shell Gas Processing Plant/Agriculture
Ponoka Industrial	Agriculture/Oil & Gas/Health Care
Provost	Farming/Ranching/Oil & Gas
Red Deer Regional	Oil & Gas
Slave Lake	Forestry/Oil & Gas/Tourism
Spirit River	Farming/Oil & Gas
Stettler	Oil & Gas/Coal Mining/Agriculture/Business/Students
Sundre	Students/Oil & Gas/Logging/Recreation
Swan Hills	Oil & Gas/Forestry/Hazardous Waste Plant
Taber	Agriculture/Oil & Gas
Three Hills	College/Oil & Gas
Edmonton/Twin Island Airpark	Oil & Gas
Two Hills	Agriculture
Vegreville	Business/Oil & Gas/Machinery Manufacturer/Research Centre-Provincial/Immigration Processing Federal
Wainwright	Oil & Gas/CanAmera Foods/Department of National Defence
Westlock	Agriculture Retail/Oil & Gas/Lumber/Coal
Whitcourt	Oil & Gas/Lumber/Forestry/Tourism



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX D
AIR TERMINAL BUILDING
REPORT**

Air Terminal Building Information Report by Site

Airport	ATB Size	ATB Type	Installation Year	Last Year Rehabilitated	Condition	Replacement Year	Replacement Value
Acme					Fair		
Athabasca	12x20	wood frame	1979		Good	1999	\$15,000.00
Barrhead	24'x30'	metal roof/external	1986		Fair		
Bassano	L shape-400 sq feet	wood frame	1986		Good	2020	\$100,000.00
Beaverlodge		Atco Trailer			Fair		
Beiseker	12x56	mobile office	1971	1985	Poor	2009	\$100,000.00
Bonnyville			1984		Good		
Bow Island	12x40	ATCO trailer	1985		Fair		
Brooks			1980		Good	2020	
Camrose			1980		Good		
Carstairs/Bishell's	50x90	steel	1998		Good		\$90,000.00
Castor		wood	1980	2000	Fair	2009	\$100,000.00
Claesholm Industrial	24x24	wood frame	1986		Good	2020	\$100,000.00
Cold Lake Regional	20x40	Atco Trailer	1984	2001	Poor		
Consort	24' x 32'		1985	1985	Good	2010	\$100,000.00
Coronation			1984		Fair	2009	\$100,000.00
Black Diamond/CU NIM	25'x40'	wood frame			Good		
Donnelly	42x20	trailer	1983	2001	Good		\$30,000.00
Drayton Valley Industrial	24x40ft	wood	1978	1994	Good		
Drumheller Municipal	2500	wood frame	1980		Good	2020	\$100,000.00
Edson			1980		Fair		
Elk Point		trailer	1983		Good		
Fairview	12x40ft	ATCO trailer	1985	1997	Fair		
Foremost	25X25	WOOD FRAME	1984		Fair	2020	\$100,000.00
Forestburg	24x36	wood	1987		Good	2012	\$100,000.00
Fort Chipewyan	1500 sq ft	wood frame	1964	2001	Fair		
Fort Macleod	15' x 30'	wood	1970		Good	2020	
Fort McMurray			1986		Good		\$100,000.00
Fort Vermilion	10mx14m	1 level	1983		Good		
Hanna	2500	wood frame	1980		Good	2020	\$100,000.00
Hardisty		Wood Frame	1987		Fair		
High Level	10,000sq ft	steel/wood	1976	1986	Good		
High Prairie	68'x40'	wood	1978	1996	Fair		
Hinton/Jasper-Hinton			1978		Fair		
Innisfail		D/W Atco Trailer	1984		Fair	2011	\$100,000.00
Jasper-Hinton					Good		
Edmonton/Josephburg	500ft square	Atco Trailer	1990		Fair	2008	\$100,000.00
Killam/Killam-Sedgewick	24' x 40'	wood	1982		Good	2012	\$100,000.00
Lac La Biche			1982		Fair		
Lacombe	24x26	Stucco frame	1970		Fair	2010	\$100,000.00
Lloydminster	5000sq ft	Brick	1981		Good		
Manning			1983		Fair		
Mayerthorpe	754 sqft	wood frame	1984		Fair		\$80,000.00
Medicine Hat		Linear	1980		Fair	2020	\$100,000.00
Milk River	14x20	wood frame	1985		Good	2020	\$100,000.00
Calgary/Okotoks Air Park					Fair		
Olds-Didsbury			1982	2001	Good		
Oyen Municipal	24x24	wood frame	1982		Fair		
Peace River					Good		
Pincher Creek	50'x125'	single room			Good	2020	\$100,000.00
Ponoka Industrial			1980	2001	Fair	2010	\$100,000.00
Rainbow Lake			1980	1986	Good		
Red Deer Regional			1980		Fair	2010	\$100,000.00
Rocky Mountain House	50x75	AB Gov't Bldg.	1978		Fair		
Slave Lake		Wood Frame	1973		Poor		
Spirit River	12x40ft	ATCO trailer			Fair		
St. Paul	40x20		1991		Good		
Stettler	896		1977	1986	Good	2012	\$100,000.00
Sundre		wood frame	1985		Good	2011	\$100,000.00
Swan Hills			1981		Good		
Taber	24x24	wood frame	1996		Good	2020	\$100,000.00
Three Hills		Atco Trailer	1983		Fair	2010	\$100,000.00
Tofield	3000 sq ft	wood frame	1993		Fair		
Two Hills	ATCO trailer				Fair		
Valleyview			1984		Good		
Vauxhall	600ft*2	wood frame	1984		Good	2022	\$100,000.00
Vegreville			1988		Good		
Vermilion					Fair		
Viking		Atco shack	1986		Poor		
Vulcan	14'x40'	wood frame	1984		Good	2020	\$100,000.00
Wabasca	10'x12'	wood frame	2001		Good		
Wainwright	12' x 40'	Pre-fab	1982		Fair		
Warner			1984		Fair	2020	\$100,000.00
Westlock	60x80	R1610 Metal	1976		Fair	2010	\$100,000.00
Wetaskiwin	4000sq ft		1984		Good		



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX E
PHOTOGRAPHS OF AIR
TERMINAL BUILDINGS**

AIR TERMINAL BUILDING PHOTOGRAPHS



Athabasca



Barrhead



Bashaw



Bassano



Beaverlodge



Beiseker



Bonnyville



Bow Island

AIR TERMINAL BUILDING PHOTOGRAPHS



Camrose



Castor



Cold Lake Regional



Consort



Cooking Lake



Coronation



Donnelly



Drayton Valley

AIR TERMINAL BUILDING PHOTOGRAPHS



Drumheller



Edson



Fairview



Foremost



Forestburg



Fort Chipewyan



Fort Macleod



Fort McMurray

AIR TERMINAL BUILDING PHOTOGRAPHS



Fort Vermilion



Fox Creek



Grande Cache



Grande Prairie



Hanna



Hardisty



High Level



High Prairie

AIR TERMINAL BUILDING PHOTOGRAPHS



Innisfail



Jasper-Hinton



Josephburg



Killiam-Sedgewick



Lac La Biche



Lloydminster



Manning



Mayerthorpe

AIR TERMINAL BUILDING PHOTOGRAPHS



Medicine Hat



Okotoks



Peace River



Pincher Creek



Ponoka



Provost



Rainbow Lake



Red Deer

AIR TERMINAL BUILDING PHOTOGRAPHS



Rimbey



Rocky Mountain House



Slave Lake



Spirit River



St. Paul



Stettler



Sundre



Swan Hills

AIR TERMINAL BUILDING PHOTOGRAPHS



CEN3

Three Hills



CEV7

7/10/2002

Tofield



CEL5

7/24/2002

Valleyview



CEV3

7/11/2002

Vegreville



CYV6

7/11/2002

Vermilion



CEE8

7/10/2002

Viking



FX6

8/14/2002

Vulcan



CYV5

7/12/2002

Wainwright

AIR TERMINAL BUILDING PHOTOGRAPHS



Westlock



Wetaskiwin



Whitecourt



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX F
FIELD ELECTRICAL CENTRE
REPORT**

Report on Field Electrical Centre's by Site

Airport Name	FEC Size	FEC Type	Installation Year	Condition	Replacement Year	Replacement Value
Athabasca	10x10		1987	Fair		
Bassano	6'x8'	wood frame	1985	Good	2015	\$150,000.00
Beaverlodge		Tool Shed				
Beiseker	6X6	TOOL SHED	1984	Fair	2006	\$150,000.00
Bonnyville						
Bow Island	6'x8'	wood frame	1977	Fair	2010	\$150,000.00
Brooks			1980	Good		
Camrose	in basement		1979	Good		
Cardston	6ft. X 8ft.	wood frame, steel	1978	Good	2022	\$150,000.00
Castor	6x6	tool shed		Poor	2005	\$150,000.00
Claresholm Industrial	6x8	wood frame	1976	Fair	2007	\$150,000.00
Cold Lake Regional		tool shed		Fair	2004	\$150,000.00
Edmonton/Cooking Lake			1985		2015	\$150,000.00
Coronation	6x6	Tool Shed		Fair	2005	\$150,000.00
Cowper	6x6	metal			2005	
Drayton Valley Industrial	6x6	tool shed				
Drumheller Municipal			1984	Good	2015	\$150,000.00
Edmonton City Centre				Good		
Elk Point		tool shed				
Empress	8x8	wood frame	1983	Fair		
Fairview	10x10 ft.	tool shed		Fair		
Foremost						
Forestburg	6x6	tool shed	1987	Fair	2007	\$150,000.00
Fort Chipewyan	15x30 ft	automated	1998	Good		
Fort Macleod	6x8	wood	1970	Good	2015	
Fort McMurray			1982	Good		\$150,000.00
Fox Creek		tool shed		Poor	2010	\$150,000.00
Grande Cache						
Grande Prairie						
Hanna				Good		
Hardisty		Tool Shed			2005	
High Level	14 sq m	wood frame	1970	Fair		\$150,000.00
High Prairie				Fair	2010	\$150,000.00
High River	6'x8'	wood frame	1978	Fair	2008	\$150,000.00
Hinton/Jasper-Hinton		1-new regulator		Fair		
Innisfail	6x6	tool shed/locked				
Janvier	8x10x7	aluminum shed	1982	Fair		
Edmonton/Josephburg	100 ft. square	Brytex Building	1990	Good	2011	\$150,000.00
La Crete	8x12			Good		
Lac La Biche						
Lacombe	8x8	wood hip roof bldg		Fair	2007	\$150,000.00
Lethbridge						
Lloydminster				Good		
Manning			1983			
Mayerthorpe		Tool Shed		Fair		
Medicine Hat			1945	Poor	2004	\$150,000.00
Milk River	6x6	garden shed	1984	Poor	2012	\$150,000.00
Calgary/Okotoks Air Park						
Olds-Didsbury			1982	Fair	2005	\$150,000.00
Oyen Municipal	6x8	garden shed	1977	Fair	2005	\$150,000.00
Peace River				Good		
Pincher Creek	12x10	in bsement of ATB		Good	2022	\$150,000.00
Ponoka Industrial	5x5	shed		Poor	2005	\$150,000.00
Provost	6x6	tool shed		Fair	2007	\$150,000.00
Red Earth Creek			1988	Good		
Slave Lake			2002			

Report on Field Electrical Centre's by Site

Airport Name	FEC Size	FEC Type	Installation Year	Condition	Replacement Year	Replacement Value
Spirit River	8x8	metal		Poor		
Calgary/Springbank						
St. Paul			1978	Poor	2006	\$150,000.00
Stettler	6x6	metal		Poor	2005	\$150,000.00
Sundre			1985	Fair	2008	\$150,000.00
Taber	6x8	wood/metal frame	1984	Good	2014	\$150,000.00
Three Hills						
Tofield			1979			
Two Hills		tool shed		Poor	2005	\$150,000.00
Valleyview		shed		Poor	2006	\$150,000.00
Vauxhall	6'x8'	wood frame	1983	Good	2015	\$150,000.00
Vegreville		metal shed	1988			
Vulcan	6'x8'	wood frame	1982	Good	2012	\$150,000.00
Wabasca	'8x12'	wood	2000	Good		
Wainwright		tool shed		Fair		
Warner			1984	Fair	2013	\$150,000.00
Westlock						
Wetaskiwin	6' x 6'	tool shed		Good		
Whitecourt	18x55 ft	metal frame				



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX G
PHOTOGRAPHS OF FIELD
ELECTRICAL CENTRES**

FIELD ELECTRICAL CENTRE PHOTOGRAPHS



Athabasca



Bassano



Beaverlodge



Beiseker



Bow Island



Cardston



Castor



Cold Lake Regional

FIELD ELECTRICAL CENTRE PHOTOGRAPHS



Cooking Lake



Coronation



Drayton Valley



Empress



Fairview



Fort Macleod



Fort McMurray



Fox Creek

FIELD ELECTRICAL CENTRE PHOTOGRAPHS



Hardisty



High Level



Lacombe



Lloydminster



Manning



Mayerthorpe



Milk River



Olds-Didsbury

FIELD ELECTRICAL CENTRE PHOTOGRAPHS



Rainbow Lake



Red Earth Creek



Rimby



Spirit River



St. Paul



Two Hills



Valleyview



Vauxhall

FIELD ELECTRICAL CENTRE PHOTOGRAPHS



Viking



Villeneuve



Vulcan



Wainwright



Wetaskiwin



Whitecourt



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX H
CAPITAL PLAN 2003-2012 BY
FACILITY**

Table 32
Capital Plan 2003-2012
Summarized by Facility

Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Approach Lighting-1	\$0	\$200,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
Approach Lighting-2	\$0	\$200,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Approach Lighting-3	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Approach Lighting-4	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Apron I	\$1,442,000	\$518,000	\$1,846,000	\$1,852,000	\$495,000	\$593,000	\$268,000	\$144,000	\$355,000	\$512,000	\$8,025,000
Apron II	\$180,000	\$416,000	\$560,000	\$0	\$0	\$123,000	\$0	\$0	\$0	\$0	\$1,279,000
ASI	\$120,000	\$120,000	\$360,000	\$420,000	\$0	\$150,000	\$0	\$120,000	\$0	\$0	\$1,290,000
ATB	\$0	\$0	\$0	\$0	\$0	\$100,000	\$300,000	\$600,000	\$200,000	\$400,000	\$1,600,000
Edgelighting-Primary	\$0	\$873,000	\$4,203,000	\$2,453,000	\$995,000	\$1,342,000	\$193,000	\$504,000	\$128,000	\$519,000	\$11,210,000
Edgelighting-Secondary	\$0	\$147,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$397,000
Entrance Road	\$57,000	\$31,000	\$1,229,000	\$1,200,000	\$30,000	\$77,000	\$0	\$0	\$33,000	\$0	\$2,657,000
FEC	\$0	\$450,000	\$1,050,000	\$450,000	\$600,000	\$300,000	\$450,000	\$150,000	\$300,000	\$0	\$3,750,000
Parking Lot	\$42,000	\$33,000	\$308,000	\$66,000	\$16,000	\$56,000	\$0	\$0	\$0	\$0	\$521,000
Runway-Primary	\$9,377,000	\$5,752,000	\$11,163,000	\$3,552,000	\$834,000	\$3,741,000	\$2,101,000	\$5,803,000	\$2,554,000	\$4,071,000	\$48,948,000
Runway-Secondary	\$2,989,000	\$0	\$91,000	\$600,000	\$37,500	\$5,000	\$7,000	\$724,000	\$0	\$660,000	\$5,113,500
Taxiway-1	\$2,726,000	\$378,000	\$1,106,000	\$326,000	\$137,000	\$315,000	\$539,000	\$346,000	\$416,000	\$236,000	\$6,525,000
Taxiway-2	\$127,000	\$587,000	\$357,000	\$270,000	\$0	\$0	\$11,000	\$473,000	\$33,000	\$96,000	\$1,954,000
Taxiway-3	\$1,114,000	\$0	\$209,000	\$0	\$0	\$32,000	\$0	\$28,000	\$0	\$0	\$1,383,000
Taxiway-4	\$155,000	\$254,000	\$13,000	\$0	\$360,000	\$0	\$0	\$10,000	\$0	\$0	\$792,000
Grand Total	\$18,329,000	\$9,959,000	\$23,845,000	\$11,189,000	\$3,504,500	\$6,834,000	\$3,869,000	\$8,902,000	\$4,019,000	\$6,494,000	\$96,944,500



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX I
CAPITAL PLAN 2003-2012 BY
AIRPORT**

Table 33
Capital Plan 2003-2012
Summarized by Airport

Airport Name	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Apache/Hamburg	\$0	\$0	\$42,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000
Athabasca	\$1,060,000	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,185,000
Barrhead	\$1,236,000	\$0	\$190,000	\$0	\$272,000	\$0	\$0	\$0	\$0	\$0	\$1,698,000
Bashaw	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Beaverlodge	\$0	\$0	\$791,000	\$0	\$0	\$236,000	\$0	\$0	\$0	\$0	\$1,027,000
Beiseker	\$0	\$489,000	\$0	\$306,000	\$1,500	\$0	\$100,000	\$0	\$0	\$0	\$896,500
Bonnyville	\$0	\$186,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,000
Bow Island	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$168,000	\$0	\$474,000	\$792,000
Brooks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$524,000	\$0	\$0	\$524,000
Calgary/Okotoks Air Park	\$153,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153,000
Calgary/Springbank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,000	\$0	\$660,000	\$1,835,000
Camrose	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$989,000	\$0	\$989,000
Cardston	\$0	\$0	\$0	\$0	\$0	\$918,000	\$0	\$0	\$0	\$0	\$918,000
Castor	\$0	\$725,000	\$150,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$975,000
Claresholm Industrial	\$0	\$0	\$0	\$0	\$391,000	\$0	\$920,000	\$0	\$0	\$0	\$1,311,000
Cold Lake Regional	\$0	\$723,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$723,000
Consort	\$474,000	\$0	\$155,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$729,000
Coronation	\$0	\$476,000	\$305,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$881,000
Cowper	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
De Winton/South Calgary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000
Del Bonita/Whetstone Int'l	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
Doig	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$7,000
Drayton Valley Industrial	\$0	\$0	\$391,000	\$644,000	\$0	\$0	\$0	\$18,000	\$0	\$0	\$1,053,000
Drumheller Municipal	\$0	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000
Edmonton City Centre	\$1,000,000	\$0	\$0	\$210,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$1,560,000
Edmonton/Cooking Lake	\$0	\$0	\$0	\$642,000	\$0	\$0	\$0	\$120,000	\$0	\$0	\$762,000
Edmonton/Josephburg	\$0	\$0	\$642,000	\$0	\$0	\$100,000	\$0	\$150,000	\$128,000	\$0	\$1,020,000
Edmonton/Villeneuve	\$0	\$1,236,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,236,000
Edson	\$1,728,000	\$0	\$340,000	\$60,000	\$0	\$60,000	\$0	\$0	\$0	\$0	\$2,188,000
Elk Point	\$0	\$0	\$0	\$0	\$653,000	\$0	\$0	\$0	\$0	\$0	\$653,000
Empress	\$0	\$0	\$0	\$0	\$0	\$514,000	\$0	\$0	\$0	\$0	\$514,000
Fairview	\$0	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000
Fontas	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Forestburg	\$0	\$0	\$0	\$0	\$862,000	\$0	\$0	\$0	\$0	\$100,000	\$962,000
Fort Chipewyan	\$0	\$0	\$0	\$0	\$0	\$39,000	\$0	\$0	\$0	\$0	\$39,000
Fort McMurray	\$3,946,000	\$0	\$638,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,584,000
Fort Vermilion	\$0	\$0	\$0	\$0	\$153,000	\$0	\$892,000	\$0	\$0	\$0	\$1,045,000
Fox Creek	\$0	\$559,000	\$0	\$0	\$0	\$0	\$150,000	\$173,000	\$0	\$0	\$882,000
Grande Cache	\$2,260,000	\$0	\$0	\$416,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,676,000
Grande Prairie	\$2,600,000	\$990,000	\$1,150,000	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,440,000
Grimshaw	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000
Hanna	\$0	\$0	\$0	\$0	\$0	\$29,000	\$800,000	\$17,000	\$0	\$0	\$846,000
Hardisty	\$541,000	\$0	\$157,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$698,000
High Level	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
High Prairie	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000	\$163,000	\$0	\$20,000	\$833,000
High River	\$0	\$0	\$31,000	\$0	\$0	\$271,000	\$0	\$0	\$0	\$0	\$302,000
Hinton/Jasper-Hinton	\$0	\$0	\$1,626,000	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,938,000
Innisfail	\$389,000	\$192,000	\$0	\$637,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$1,318,000
Jasper-Hinton	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$0	\$11,000

Table 33
Capital Plan 2003-2012
Summarized by Airport

Airport Name	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Killam/Killam-Sedgewick	\$0	\$0	\$635,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$735,000
La Crete	\$0	\$0	\$0	\$0	\$0	\$153,000	\$0	\$0	\$0	\$0	\$153,000
Lac La Biche	\$0	\$0	\$1,560,000	\$470,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,030,000
Lacombe	\$0	\$0	\$0	\$0	\$328,000	\$5,000	\$0	\$100,000	\$0	\$492,000	\$925,000
Lethbridge	\$0	\$2,000,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750,000
Lloydminster	\$0	\$0	\$0	\$43,000	\$0	\$0	\$0	\$0	\$0	\$0	\$43,000
Manning	\$3,000	\$64,000	\$337,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,128,000	\$1,532,000
Mayerthorpe	\$431,000	\$0	\$153,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000
Medicine Hat	\$125,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$2,812,000	\$0	\$0	\$3,087,000
Milk River	\$0	\$0	\$427,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$158,000	\$735,000
Mobil Bistcho	\$0	\$0	\$0	\$0	\$8,000	\$8,000	\$0	\$0	\$0	\$0	\$16,000
Olds-Didsbury	\$0	\$0	\$306,000	\$475,000	\$10,000	\$0	\$0	\$30,000	\$0	\$0	\$821,000
Oyen Municipal	\$0	\$0	\$765,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$765,000
Peace River	\$0	\$400,000	\$500,000	\$213,000	\$7,000	\$883,000	\$0	\$0	\$0	\$0	\$2,003,000
Pincher Creek	\$0	\$119,000	\$0	\$0	\$0	\$2,031,000	\$0	\$0	\$0	\$0	\$2,150,000
Ponoka Industrial	\$25,000	\$0	\$816,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$941,000
Provost	\$0	\$0	\$0	\$145,000	\$150,000	\$0	\$0	\$0	\$0	\$493,000	\$788,000
Rainbow Lake	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$0	\$1,050,000
Red Deer Regional	\$0	\$1,000,000	\$645,000	\$600,000	\$0	\$0	\$0	\$100,000	\$0	\$1,224,000	\$3,569,000
Red Earth Creek	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$203,000	\$495,000
Rocky Mountain House	\$0	\$0	\$120,000	\$0	\$0	\$48,000	\$0	\$0	\$1,319,000	\$0	\$1,487,000
Spirit River	\$0	\$0	\$152,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,000
St. Paul	\$0	\$0	\$0	\$337,000	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000
Steen River	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
Steen Tower	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Stettler	\$0	\$0	\$321,000	\$397,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$818,000
Sundre	\$0	\$0	\$0	\$393,000	\$21,000	\$321,000	\$0	\$0	\$100,000	\$0	\$835,000
Swan Hills	\$1,242,000	\$0	\$0	\$227,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,469,000
Taber	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Three Hills	\$0	\$0	\$156,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$479,000	\$735,000
Tofield	\$0	\$0	\$525,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$525,000
Two Hills	\$0	\$0	\$786,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$786,000
Valleyview	\$0	\$0	\$0	\$313,000	\$0	\$1,014,000	\$0	\$0	\$0	\$0	\$1,327,000
Vegreville	\$0	\$0	\$2,102,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,102,000
Vermilion	\$0	\$0	\$0	\$917,000	\$0	\$0	\$0	\$0	\$33,000	\$0	\$950,000
Viking	\$0	\$0	\$838,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$838,000
Vulcan	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$150,000	\$248,000	\$405,000
Wabasca	\$0	\$0	\$0	\$0	\$0	\$186,000	\$0	\$0	\$0	\$0	\$186,000
Wainwright	\$0	\$0	\$0	\$732,000	\$0	\$0	\$0	\$0	\$0	\$0	\$732,000
Westlock	\$0	\$0	\$69,000	\$0	\$117,000	\$0	\$0	\$640,000	\$0	\$0	\$826,000
Wetaskiwin	\$0	\$0	\$1,463,000	\$0	\$175,000	\$0	\$0	\$0	\$0	\$0	\$1,638,000
Whitecourt	\$0	\$0	\$2,418,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,418,000
Zama Lake	\$824,000	\$0	\$131,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$955,000
Grand Total	\$18,329,000	\$9,959,000	\$23,845,000	\$11,189,000	\$3,504,500	\$6,834,000	\$3,869,000	\$8,902,000	\$4,019,000	\$6,494,000	\$96,944,500



PRYDE SCHROPP McCOMB INC.
AVIATION GROUP

**APPENDIX J
CAPITAL PLAN 2003-2012 BY
AIRPORT AND FACILITY**

Table 34
Capital Plan 2003-2012
Summarized by Airport and Facility

Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Apache/Hamburg	Runway-Primary			\$42,000								\$42,000
Apache/Hamburg Total		\$0	\$0	\$42,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000
Athabasca	Apron I	\$117,000										\$117,000
Athabasca	Edgelighting-Primary			\$125,000								\$125,000
Athabasca	Runway-Primary	\$794,000										\$794,000
Athabasca	Taxiway-1	\$149,000										\$149,000
Athabasca Total		\$1,060,000	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,185,000
Barrhead	Apron I					\$175,000						\$175,000
Barrhead	Edgelighting-Primary			\$190,000								\$190,000
Barrhead	Runway-Primary	\$1,236,000										\$1,236,000
Barrhead	Taxiway-1					\$97,000						\$97,000
Barrhead Total		\$1,236,000	\$0	\$190,000	\$0	\$272,000	\$0	\$0	\$0	\$0	\$0	\$1,698,000
Bashaw	ATB										\$100,000	\$100,000
Bashaw Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Beaverlodge	Apron I			\$101,000								\$101,000
Beaverlodge	Edgelighting-Primary						\$162,000					\$162,000
Beaverlodge	Runway-Primary			\$690,000								\$690,000
Beaverlodge	Taxiway-1						\$74,000					\$74,000
Beaverlodge Total		\$0	\$0	\$791,000	\$0	\$0	\$236,000	\$0	\$0	\$0	\$0	\$1,027,000
Beiseker	Apron I		\$67,000									\$67,000
Beiseker	ATB							\$100,000				\$100,000
Beiseker	Edgelighting-Primary				\$156,000							\$156,000
Beiseker	FEC				\$150,000							\$150,000
Beiseker	Runway-Primary		\$393,000									\$393,000
Beiseker	Runway-Secondary					\$1,500						\$1,500
Beiseker	Taxiway-1		\$29,000									\$29,000
Beiseker Total		\$0	\$489,000	\$0	\$306,000	\$1,500	\$0	\$100,000	\$0	\$0	\$0	\$896,500
Bonnyville	Edgelighting-Primary		\$186,000									\$186,000
Bonnyville Total		\$0	\$186,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,000
Bow Island	Apron I										\$77,000	\$77,000
Bow Island	Edgelighting-Primary								\$168,000			\$168,000
Bow Island	FEC							\$150,000				\$150,000
Bow Island	Runway-Primary										\$397,000	\$397,000
Bow Island Total		\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$168,000	\$0	\$474,000	\$792,000
Brooks	Apron I								\$81,000			\$81,000
Brooks	Apron II											\$0
Brooks	Runway-Primary								\$371,000			\$371,000
Brooks	Taxiway-1								\$44,000			\$44,000
Brooks	Taxiway-2								\$28,000			\$28,000
Brooks Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$524,000	\$0	\$0	\$524,000
Calgary/Okotoks Air Park	Apron I	\$120,000										\$120,000
Calgary/Okotoks Air Park	Taxiway-1	\$33,000										\$33,000
Calgary/Okotoks Air Park Total		\$153,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153,000
Calgary/Springbank	Runway-Primary								\$700,000			\$700,000
Calgary/Springbank	Runway-Secondary										\$660,000	\$660,000
Calgary/Springbank	Taxiway-1								\$225,000			\$225,000
Calgary/Springbank	Taxiway-2								\$250,000			\$250,000
Calgary/Springbank Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,000	\$0	\$660,000	\$1,835,000
Camrose	Apron I									\$97,000		\$97,000
Camrose	Runway-Primary									\$683,000		\$683,000
Camrose	Taxiway-1									\$209,000		\$209,000
Camrose	Taxiway-2											\$0

Table 34
Capital Plan 2003-2012
Summarized by Airport and Facility

Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Camrose	Taxiway-3											\$0
Camrose Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$989,000	\$0	\$989,000
Cardston	Apron I						\$206,000					\$206,000
Cardston	Edgelighting-Primary						\$201,000					\$201,000
Cardston	Runway-Primary						\$463,000					\$463,000
Cardston	Taxiway-1						\$48,000					\$48,000
Cardston Total		\$0	\$0	\$0	\$0	\$0	\$918,000	\$0	\$0	\$0	\$0	\$918,000
Castor	Apron I		\$63,000									\$63,000
Castor	ATB							\$100,000				\$100,000
Castor	Edgelighting-Primary		\$176,000									\$176,000
Castor	FEC			\$150,000								\$150,000
Castor	Runway-Primary		\$463,000									\$463,000
Castor	Taxiway-1		\$23,000									\$23,000
Castor Total		\$0	\$725,000	\$150,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$975,000
Claresholm Industrial	Edgelighting-Primary					\$241,000						\$241,000
Claresholm Industrial	FEC					\$150,000						\$150,000
Claresholm Industrial	Runway-Primary							\$547,000				\$547,000
Claresholm Industrial	Taxiway-1							\$373,000				\$373,000
Claresholm Industrial	Taxiway-2											\$0
Claresholm Industrial	Taxiway-3											\$0
Claresholm Industrial Total		\$0	\$0	\$0	\$0	\$391,000	\$0	\$920,000	\$0	\$0	\$0	\$1,311,000
Cold Lake Regional	Apron I											\$0
Cold Lake Regional	Edgelighting-Primary		\$128,000									\$128,000
Cold Lake Regional	FEC		\$150,000									\$150,000
Cold Lake Regional	Runway-Primary		\$397,000									\$397,000
Cold Lake Regional	Taxiway-1		\$48,000									\$48,000
Cold Lake Regional Total		\$0	\$723,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$723,000
Consort	Apron I	\$58,000										\$58,000
Consort	ATB							\$100,000				\$100,000
Consort	Edgelighting-Primary			\$155,000								\$155,000
Consort	Runway-Primary	\$397,000										\$397,000
Consort	Taxiway-1	\$19,000										\$19,000
Consort Total		\$474,000	\$0	\$155,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$729,000
Coronation	Apron I		\$49,000									\$49,000
Coronation	ATB							\$100,000				\$100,000
Coronation	Edgelighting-Primary			\$155,000								\$155,000
Coronation	FEC			\$150,000								\$150,000
Coronation	Runway-Primary		\$397,000									\$397,000
Coronation	Taxiway-1		\$30,000									\$30,000
Coronation Total		\$0	\$476,000	\$305,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$881,000
Cowper	ATB											\$0
Cowper	FEC											\$0
Cowper Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
De Winton/South Calgary	Runway-Primary								\$900,000			\$900,000
De Winton/South Calgary Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000
Del Bonita/Whetstone Int'l	Runway-Primary			\$6,000								\$6,000
Del Bonita/Whetstone Int'l Total		\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
Doig	Runway-Primary						\$7,000					\$7,000
Doig Total		\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$7,000
Drayton Valley Industrial	Apron I			\$150,000								\$150,000
Drayton Valley Industrial	Apron II			\$60,000								\$60,000
Drayton Valley Industrial	Edgelighting-Primary			\$181,000								\$181,000

Table 34
Capital Plan 2003-2012
Summarized by Airport and Facility

Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Drayton Valley Industrial	Runway-Primary				\$524,000							\$524,000
Drayton Valley Industrial	Taxiway-1				\$60,000							\$60,000
Drayton Valley Industrial	Taxiway-2				\$60,000							\$60,000
Drayton Valley Industrial	Taxiway-3								\$18,000			\$18,000
Drayton Valley Industrial Total		\$0	\$0	\$391,000	\$644,000	\$0	\$0	\$0	\$18,000	\$0	\$0	\$1,053,000
Drumheller Municipal	Apron I		\$112,000									\$112,000
Drumheller Municipal	Runway-Primary		\$473,000									\$473,000
Drumheller Municipal	Taxiway-1		\$35,000									\$35,000
Drumheller Municipal	Taxiway-2		\$30,000									\$30,000
Drumheller Municipal Total		\$0	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000
Edmonton City Centre	Taxiway-2				\$210,000							\$210,000
Edmonton City Centre	Taxiway-3	\$1,000,000										\$1,000,000
Edmonton City Centre	Taxiway-4					\$350,000						\$350,000
Edmonton City Centre Total		\$1,000,000	\$0	\$0	\$210,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$1,560,000
Edmonton/Cooking Lake	Apron I				\$62,000							\$62,000
Edmonton/Cooking Lake	ASI								\$60,000			\$60,000
Edmonton/Cooking Lake	ASI								\$60,000			\$60,000
Edmonton/Cooking Lake	Runway-Primary				\$390,000							\$390,000
Edmonton/Cooking Lake	Taxiway-1				\$190,000							\$190,000
Edmonton/Cooking Lake Total		\$0	\$0	\$0	\$642,000	\$0	\$0	\$0	\$120,000	\$0	\$0	\$762,000
Edmonton/Josephburg	Apron I			\$94,000								\$94,000
Edmonton/Josephburg	ATB						\$100,000					\$100,000
Edmonton/Josephburg	Edgelighting-Primary									\$128,000		\$128,000
Edmonton/Josephburg	FEC								\$150,000			\$150,000
Edmonton/Josephburg	Runway-Primary			\$480,000								\$480,000
Edmonton/Josephburg	Taxiway-1			\$18,000								\$18,000
Edmonton/Josephburg	Taxiway-2			\$24,000								\$24,000
Edmonton/Josephburg	Taxiway-3			\$13,000								\$13,000
Edmonton/Josephburg	Taxiway-4			\$13,000								\$13,000
Edmonton/Josephburg Total		\$0	\$0	\$642,000	\$0	\$0	\$100,000	\$0	\$150,000	\$128,000	\$0	\$1,020,000
Edmonton/Villeneuve	Runway-Primary		\$1,236,000									\$1,236,000
Edmonton/Villeneuve	Runway-Secondary											\$0
Edmonton/Villeneuve	Taxiway-1											\$0
Edmonton/Villeneuve	Taxiway-2											\$0
Edmonton/Villeneuve Total		\$0	\$1,236,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,236,000
Edson	Apron I	\$248,000										\$248,000
Edson	Apron II	\$180,000										\$180,000
Edson	ASI						\$60,000					\$60,000
Edson	ASI				\$60,000							\$60,000
Edson	Edgelighting-Primary			\$340,000								\$340,000
Edson	Runway-Primary	\$1,100,000										\$1,100,000
Edson	Taxiway-1	\$53,000										\$53,000
Edson	Taxiway-2	\$48,000										\$48,000
Edson	Taxiway-3	\$48,000										\$48,000
Edson	Taxiway-4	\$51,000										\$51,000
Edson Total		\$1,728,000	\$0	\$340,000	\$60,000	\$0	\$60,000	\$0	\$0	\$0	\$0	\$2,188,000
Elk Point	Apron I					\$67,000						\$67,000
Elk Point	Edgelighting-Primary					\$156,000						\$156,000
Elk Point	Entrance Road					\$21,000						\$21,000
Elk Point	Parking Lot					\$16,000						\$16,000
Elk Point	Runway-Primary					\$393,000						\$393,000
Elk Point Total		\$0	\$0	\$0	\$0	\$653,000	\$0	\$0	\$0	\$0	\$0	\$653,000

Table 34
Capital Plan 2003-2012
Summarized by Airport and Facility

Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Empress	Apron I						\$67,000					\$67,000
Empress	Runway-Primary						\$410,000					\$410,000
Empress	Taxiway-1						\$37,000					\$37,000
Empress Total		\$0	\$0	\$0	\$0	\$0	\$514,000	\$0	\$0	\$0	\$0	\$514,000
Fairview	Edgelighting-Primary			\$126,000								\$126,000
Fairview Total		\$0	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000
Fontas	Runway-Primary											\$0
Fontas Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Forestburg	Apron I					\$78,000						\$78,000
Forestburg	ATB									\$100,000		\$100,000
Forestburg	Edgelighting-Primary					\$159,000						\$159,000
Forestburg	FEC					\$150,000						\$150,000
Forestburg	Runway-Primary					\$435,000						\$435,000
Forestburg	Taxiway-1					\$40,000						\$40,000
Forestburg Total		\$0	\$0	\$0	\$0	\$862,000	\$0	\$0	\$0	\$0	\$100,000	\$962,000
Fort Chipewyan	Parking Lot						\$39,000					\$39,000
Fort Chipewyan Total		\$0	\$0	\$0	\$0	\$0	\$39,000	\$0	\$0	\$0	\$0	\$39,000
Fort McMurray	Apron II			\$250,000								\$250,000
Fort McMurray	Entrance Road			\$180,000								\$180,000
Fort McMurray	Parking Lot			\$208,000								\$208,000
Fort McMurray	Runway-Primary	\$1,700,000										\$1,700,000
Fort McMurray	Taxiway-1	\$2,000,000										\$2,000,000
Fort McMurray	Taxiway-2	\$76,000										\$76,000
Fort McMurray	Taxiway-3	\$66,000										\$66,000
Fort McMurray	Taxiway-4	\$104,000										\$104,000
Fort McMurray Total		\$3,946,000	\$0	\$638,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,584,000
Fort Vermilion	Apron I							\$171,000				\$171,000
Fort Vermilion	Edgelighting-Primary					\$144,000						\$144,000
Fort Vermilion	Entrance Road					\$9,000						\$9,000
Fort Vermilion	Runway-Primary							\$585,000				\$585,000
Fort Vermilion	Taxiway-1							\$136,000				\$136,000
Fort Vermilion Total		\$0	\$0	\$0	\$0	\$153,000	\$0	\$892,000	\$0	\$0	\$0	\$1,045,000
Fox Creek	Apron I		\$146,000									\$146,000
Fox Creek	Edgelighting-Primary								\$173,000			\$173,000
Fox Creek	FEC							\$150,000				\$150,000
Fox Creek	Runway-Primary		\$393,000									\$393,000
Fox Creek	Taxiway-1		\$20,000									\$20,000
Fox Creek Total		\$0	\$559,000	\$0	\$0	\$0	\$0	\$150,000	\$173,000	\$0	\$0	\$882,000
Grande Cache	Apron I	\$278,000										\$278,000
Grande Cache	ASI				\$60,000							\$60,000
Grande Cache	ASI				\$60,000							\$60,000
Grande Cache	Edgelighting-Primary				\$296,000							\$296,000
Grande Cache	Runway-Primary	\$1,765,000										\$1,765,000
Grande Cache	Taxiway-1	\$217,000										\$217,000
Grande Cache	Taxiway-2											\$0
Grande Cache Total		\$2,260,000	\$0	\$0	\$416,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,676,000
Grande Prairie	Approach Lighting-1			\$200,000								\$200,000
Grande Prairie	Approach Lighting-2			\$300,000								\$300,000
Grande Prairie	Approach Lighting-3			\$200,000								\$200,000
Grande Prairie	Approach Lighting-4			\$200,000								\$200,000
Grande Prairie	Apron I				\$1,500,000							\$1,500,000
Grande Prairie	Apron II		\$416,000									\$416,000

Table 34
Capital Plan 2003-2012
Summarized by Airport and Facility

Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Grande Prairie	Edgelighting-Secondary			\$250,000								\$250,000
Grande Prairie	Entrance Road				\$1,200,000							\$1,200,000
Grande Prairie	Runway-Secondary	\$2,600,000										\$2,600,000
Grande Prairie	Taxiway-1		\$82,000									\$82,000
Grande Prairie	Taxiway-2		\$492,000									\$492,000
Grande Prairie Total		\$2,600,000	\$990,000	\$1,150,000	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,440,000
Grimshaw	Runway-Primary					\$6,000						\$6,000
Grimshaw Total		\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000
Hanna	Apron I							\$97,000				\$97,000
Hanna	Edgelighting-Primary							\$193,000				\$193,000
Hanna	Entrance Road						\$29,000					\$29,000
Hanna	Runway-Primary							\$469,000				\$469,000
Hanna	Runway-Secondary								\$17,000			\$17,000
Hanna	Taxiway-1							\$30,000				\$30,000
Hanna	Taxiway-2							\$11,000				\$11,000
Hanna Total		\$0	\$0	\$0	\$0	\$0	\$29,000	\$800,000	\$17,000	\$0	\$0	\$846,000
Hardisty	Apron I	\$63,000										\$63,000
Hardisty	Edgelighting-Primary			\$157,000								\$157,000
Hardisty	FEC											\$0
Hardisty	Runway-Primary	\$439,000										\$439,000
Hardisty	Taxiway-1	\$39,000										\$39,000
Hardisty Total		\$541,000	\$0	\$157,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$698,000
High Level	Runway-Primary								\$1,500,000			\$1,500,000
High Level	Taxiway-3											\$0
High Level Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
High Prairie	Apron I											\$0
High Prairie	Edgelighting-Primary								\$163,000			\$163,000
High Prairie	FEC							\$150,000				\$150,000
High Prairie	Runway-Primary							\$500,000				\$500,000
High Prairie	Taxiway-1										\$20,000	\$20,000
High Prairie Total		\$0	\$0	\$0	\$0	\$0	\$0	\$650,000	\$163,000	\$0	\$20,000	\$833,000
High River	Apron I											\$0
High River	Edgelighting-Primary						\$121,000					\$121,000
High River	FEC						\$150,000					\$150,000
High River	Runway-Secondary			\$31,000								\$31,000
High River	Taxiway-1											\$0
High River Total		\$0	\$0	\$31,000	\$0	\$0	\$271,000	\$0	\$0	\$0	\$0	\$302,000
Hinton/Jasper-Hinton	Apron I			\$174,000								\$174,000
Hinton/Jasper-Hinton	ASI				\$60,000							\$60,000
Hinton/Jasper-Hinton	ASI				\$60,000							\$60,000
Hinton/Jasper-Hinton	Edgelighting-Primary				\$192,000							\$192,000
Hinton/Jasper-Hinton	Runway-Primary			\$1,380,000								\$1,380,000
Hinton/Jasper-Hinton	Taxiway-1			\$72,000								\$72,000
Hinton/Jasper-Hinton Total		\$0	\$0	\$1,626,000	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,938,000
Innisfail	Apron I		\$81,000									\$81,000
Innisfail	ATB									\$100,000		\$100,000
Innisfail	Edgelighting-Primary				\$225,000							\$225,000
Innisfail	Entrance Road											\$0
Innisfail	Parking Lot				\$23,000							\$23,000
Innisfail	Runway-Primary				\$389,000							\$389,000
Innisfail	Runway-Secondary	\$389,000										\$389,000
Innisfail	Taxiway-1		\$111,000									\$111,000

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Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Innisfail Total		\$389,000	\$192,000	\$0	\$637,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$1,318,000
Jasper-Hinton	Runway-Primary						\$11,000					\$11,000
Jasper-Hinton Total		\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$0	\$11,000
Killam/Killam-Sedgewick	Apron I			\$61,000								\$61,000
Killam/Killam-Sedgewick	ATB										\$100,000	\$100,000
Killam/Killam-Sedgewick	Edgelighting-Primary			\$154,000								\$154,000
Killam/Killam-Sedgewick	Runway-Primary			\$393,000								\$393,000
Killam/Killam-Sedgewick	Taxiway-1			\$27,000								\$27,000
Killam/Killam-Sedgewick Total		\$0	\$0	\$635,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$735,000
La Crete	Apron I											\$0
La Crete	Edgelighting-Primary						\$153,000					\$153,000
La Crete	Taxiway-1											\$0
La Crete Total		\$0	\$0	\$0	\$0	\$0	\$153,000	\$0	\$0	\$0	\$0	\$153,000
Lac La Biche	Apron I			\$447,000								\$447,000
Lac La Biche	ASI				\$60,000							\$60,000
Lac La Biche	ASI				\$60,000							\$60,000
Lac La Biche	Edgelighting-Primary				\$350,000							\$350,000
Lac La Biche	Runway-Primary			\$1,006,000								\$1,006,000
Lac La Biche	Taxiway-1			\$107,000								\$107,000
Lac La Biche Total		\$0	\$0	\$1,560,000	\$470,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,030,000
Lacombe	Apron I										\$44,000	\$44,000
Lacombe	ATB								\$100,000			\$100,000
Lacombe	Edgelighting-Primary					\$178,000						\$178,000
Lacombe	FEC					\$150,000						\$150,000
Lacombe	Runway-Primary										\$399,000	\$399,000
Lacombe	Runway-Secondary						\$5,000					\$5,000
Lacombe	Taxiway-1										\$49,000	\$49,000
Lacombe Total		\$0	\$0	\$0	\$0	\$328,000	\$5,000	\$0	\$100,000	\$0	\$492,000	\$925,000
Lethbridge	Apron II			\$250,000								\$250,000
Lethbridge	Entrance Road			\$1,000,000								\$1,000,000
Lethbridge	Parking Lot			\$100,000								\$100,000
Lethbridge	Runway-Primary		\$2,000,000									\$2,000,000
Lethbridge	Taxiway-1			\$150,000								\$150,000
Lethbridge	Taxiway-2			\$150,000								\$150,000
Lethbridge	Taxiway-3			\$100,000								\$100,000
Lethbridge Total		\$0	\$2,000,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750,000
Lloydminster	Entrance Road											\$0
Lloydminster	Parking Lot				\$43,000							\$43,000
Lloydminster	Taxiway-2											\$0
Lloydminster Total		\$0	\$0	\$0	\$43,000	\$0	\$0	\$0	\$0	\$0	\$0	\$43,000
Manning	ASI			\$60,000								\$60,000
Manning	ASI			\$60,000								\$60,000
Manning	Edgelighting-Primary			\$217,000								\$217,000
Manning	Entrance Road		\$31,000									\$31,000
Manning	Parking Lot		\$33,000									\$33,000
Manning	Runway-Primary										\$1,071,000	\$1,071,000
Manning	Taxiway-1										\$57,000	\$57,000
Manning	Taxiway-2	\$3,000										\$3,000
Manning Total		\$3,000	\$64,000	\$337,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,128,000	\$1,532,000
Mayerthorpe	Edgelighting-Primary			\$153,000								\$153,000
Mayerthorpe	Runway-Primary	\$393,000										\$393,000
Mayerthorpe	Taxiway-1	\$38,000										\$38,000

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Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Mayerthorpe Total		\$431,000	\$0	\$153,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000
Medicine Hat	Apron I	\$125,000										\$125,000
Medicine Hat	FEC		\$150,000									\$150,000
Medicine Hat	Runway-Primary								\$1,881,000			\$1,881,000
Medicine Hat	Runway-Secondary								\$707,000			\$707,000
Medicine Hat	Taxiway-1								\$39,000			\$39,000
Medicine Hat	Taxiway-2								\$185,000			\$185,000
Medicine Hat Total		\$125,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$2,812,000	\$0	\$0	\$3,087,000
Milk River	Edgelighting-Primary										\$158,000	\$158,000
Milk River	FEC									\$150,000		\$150,000
Milk River	Runway-Primary			\$393,000								\$393,000
Milk River	Taxiway-1			\$34,000								\$34,000
Milk River Total		\$0	\$0	\$427,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$158,000	\$735,000
Mobil Bistcho	Runway-Primary						\$8,000					\$8,000
Mobil Bistcho	Runway-Secondary					\$8,000						\$8,000
Mobil Bistcho Total		\$0	\$0	\$0	\$0	\$8,000	\$8,000	\$0	\$0	\$0	\$0	\$16,000
Olds-Didsbury	Apron I				\$75,000							\$75,000
Olds-Didsbury	Edgelighting-Primary			\$156,000								\$156,000
Olds-Didsbury	FEC			\$150,000								\$150,000
Olds-Didsbury	Runway-Primary				\$400,000							\$400,000
Olds-Didsbury	Taxiway-2								\$10,000			\$10,000
Olds-Didsbury	Taxiway-3								\$10,000			\$10,000
Olds-Didsbury	Taxiway-4					\$10,000			\$10,000			\$20,000
Olds-Didsbury Total		\$0	\$0	\$306,000	\$475,000	\$10,000	\$0	\$0	\$30,000	\$0	\$0	\$821,000
Oyen Municipal	Apron I											\$0
Oyen Municipal	Edgelighting-Primary			\$124,000								\$124,000
Oyen Municipal	FEC			\$150,000								\$150,000
Oyen Municipal	Runway-Primary			\$397,000								\$397,000
Oyen Municipal	Runway-Secondary			\$60,000								\$60,000
Oyen Municipal	Taxiway-1			\$29,000								\$29,000
Oyen Municipal	Taxiway-2			\$5,000								\$5,000
Oyen Municipal Total		\$0	\$0	\$765,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$765,000
Peace River	Approach Lighting-1		\$200,000									\$200,000
Peace River	Approach Lighting-2		\$200,000									\$200,000
Peace River	Apron I			\$500,000								\$500,000
Peace River	Edgelighting-Primary				\$213,000							\$213,000
Peace River	Runway-Primary						\$883,000					\$883,000
Peace River	Runway-Secondary					\$7,000						\$7,000
Peace River Total		\$0	\$400,000	\$500,000	\$213,000	\$7,000	\$883,000	\$0	\$0	\$0	\$0	\$2,003,000
Pincher Creek	Apron I						\$210,000					\$210,000
Pincher Creek	Apron II						\$123,000					\$123,000
Pincher Creek	ASI						\$30,000					\$30,000
Pincher Creek	ASI						\$60,000					\$60,000
Pincher Creek	Edgelighting-Primary						\$365,000					\$365,000
Pincher Creek	Edgelighting-Secondary											\$0
Pincher Creek	Runway-Primary						\$1,165,000					\$1,165,000
Pincher Creek	Taxiway-1						\$46,000					\$46,000
Pincher Creek	Taxiway-2		\$65,000									\$65,000
Pincher Creek	Taxiway-3						\$32,000					\$32,000
Pincher Creek	Taxiway-4		\$54,000									\$54,000
Pincher Creek Total		\$0	\$119,000	\$0	\$0	\$0	\$2,031,000	\$0	\$0	\$0	\$0	\$2,150,000
Ponoka Industrial	Apron I	\$25,000										\$25,000

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Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Ponoka Industrial	ATB								\$100,000			\$100,000
Ponoka Industrial	Edgelighting-Primary			\$269,000								\$269,000
Ponoka Industrial	FEC			\$150,000								\$150,000
Ponoka Industrial	Runway-Primary			\$397,000								\$397,000
Ponoka Industrial Total		\$25,000	\$0	\$816,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$941,000
Provost	Apron I										\$64,000	\$64,000
Provost	Edgelighting-Primary				\$145,000							\$145,000
Provost	FEC					\$150,000						\$150,000
Provost	Runway-Primary										\$410,000	\$410,000
Provost	Taxiway-1										\$19,000	\$19,000
Provost Total		\$0	\$0	\$0	\$145,000	\$150,000	\$0	\$0	\$0	\$0	\$493,000	\$788,000
Rainbow Lake	Runway-Primary									\$900,000		\$900,000
Rainbow Lake	Taxiway-1									\$150,000		\$150,000
Rainbow Lake Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$0	\$1,050,000
Red Deer Regional	Apron I										\$128,000	\$128,000
Red Deer Regional	ASI		\$60,000									\$60,000
Red Deer Regional	ASI		\$60,000									\$60,000
Red Deer Regional	ATB								\$100,000			\$100,000
Red Deer Regional	Edgelighting-Primary		\$383,000									\$383,000
Red Deer Regional	Edgelighting-Secondary		\$147,000									\$147,000
Red Deer Regional	Entrance Road			\$49,000								\$49,000
Red Deer Regional	FEC		\$150,000									\$150,000
Red Deer Regional	Runway-Primary										\$1,000,000	\$1,000,000
Red Deer Regional	Runway-Secondary				\$600,000							\$600,000
Red Deer Regional	Taxiway-1			\$500,000								\$500,000
Red Deer Regional	Taxiway-2										\$96,000	\$96,000
Red Deer Regional	Taxiway-3			\$96,000								\$96,000
Red Deer Regional	Taxiway-4		\$200,000									\$200,000
Red Deer Regional Total		\$0	\$1,000,000	\$645,000	\$600,000	\$0	\$0	\$0	\$100,000	\$0	\$1,224,000	\$3,569,000
Red Earth Creek	Apron I	\$207,000										\$207,000
Red Earth Creek	Edgelighting-Primary										\$203,000	\$203,000
Red Earth Creek	Entrance Road	\$26,000										\$26,000
Red Earth Creek	Parking Lot	\$21,000										\$21,000
Red Earth Creek	Taxiway-1	\$38,000										\$38,000
Red Earth Creek Total		\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$203,000	\$495,000
Rocky Mountain House	Apron I									\$258,000		\$258,000
Rocky Mountain House	Apron II											\$0
Rocky Mountain House	ASI			\$60,000								\$60,000
Rocky Mountain House	ASI			\$60,000								\$60,000
Rocky Mountain House	Entrance Road						\$48,000					\$48,000
Rocky Mountain House	Runway-Primary									\$971,000		\$971,000
Rocky Mountain House	Taxiway-1									\$57,000		\$57,000
Rocky Mountain House	Taxiway-2									\$33,000		\$33,000
Rocky Mountain House Total		\$0	\$0	\$120,000	\$0	\$0	\$48,000	\$0	\$0	\$1,319,000	\$0	\$1,487,000
Spirit River	Edgelighting-Primary			\$152,000								\$152,000
Spirit River Total		\$0	\$0	\$152,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,000
St. Paul	Edgelighting-Primary				\$187,000							\$187,000
St. Paul	FEC				\$150,000							\$150,000
St. Paul Total		\$0	\$0	\$0	\$337,000	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000
Steen River	Apron I											\$0
Steen River	Runway-Primary								\$12,000			\$12,000
Steen River Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000

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Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Steen Tower	Runway-Primary			\$5,000								\$5,000
Steen Tower Total		\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Stettler	ATB										\$100,000	\$100,000
Stettler	Edgelighting-Primary			\$171,000								\$171,000
Stettler	FEC			\$150,000								\$150,000
Stettler	Runway-Primary				\$397,000							\$397,000
Stettler Total		\$0	\$0	\$321,000	\$397,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$818,000
Sundre	ATB									\$100,000		\$100,000
Sundre	Edgelighting-Primary						\$154,000					\$154,000
Sundre	FEC						\$150,000					\$150,000
Sundre	Parking Lot						\$17,000					\$17,000
Sundre	Runway-Primary				\$393,000							\$393,000
Sundre	Runway-Secondary					\$21,000						\$21,000
Sundre Total		\$0	\$0	\$0	\$393,000	\$21,000	\$321,000	\$0	\$0	\$100,000	\$0	\$835,000
Swan Hills	Apron I	\$136,000										\$136,000
Swan Hills	ASI	\$60,000										\$60,000
Swan Hills	ASI	\$60,000										\$60,000
Swan Hills	Edgelighting-Primary				\$227,000							\$227,000
Swan Hills	Entrance Road	\$31,000										\$31,000
Swan Hills	Parking Lot	\$21,000										\$21,000
Swan Hills	Runway-Primary	\$794,000										\$794,000
Swan Hills	Taxiway-1	\$140,000										\$140,000
Swan Hills Total		\$1,242,000	\$0	\$0	\$227,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,469,000
Taber	Apron I										\$87,000	\$87,000
Taber	Apron II											\$0
Taber	Runway-Primary										\$397,000	\$397,000
Taber	Taxiway-1										\$31,000	\$31,000
Taber Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Three Hills	Apron I										\$67,000	\$67,000
Three Hills	ATB								\$100,000			\$100,000
Three Hills	Edgelighting-Primary			\$156,000								\$156,000
Three Hills	Runway-Primary										\$397,000	\$397,000
Three Hills	Taxiway-1										\$15,000	\$15,000
Three Hills Total		\$0	\$0	\$156,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$479,000	\$735,000
Tofield	Apron I											\$0
Tofield	Edgelighting-Primary			\$128,000								\$128,000
Tofield	Runway-Primary			\$397,000								\$397,000
Tofield	Taxiway-1											\$0
Tofield Total		\$0	\$0	\$525,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$525,000
Two Hills	Apron I			\$63,000								\$63,000
Two Hills	Edgelighting-Primary			\$155,000								\$155,000
Two Hills	FEC			\$150,000								\$150,000
Two Hills	Runway-Primary			\$384,000								\$384,000
Two Hills	Taxiway-1			\$34,000								\$34,000
Two Hills Total		\$0	\$0	\$786,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$786,000
Valleyview	Apron I						\$110,000					\$110,000
Valleyview	Edgelighting-Primary				\$163,000							\$163,000
Valleyview	FEC				\$150,000							\$150,000
Valleyview	Runway-Primary						\$794,000					\$794,000
Valleyview	Taxiway-1						\$110,000					\$110,000
Valleyview Total		\$0	\$0	\$0	\$313,000	\$0	\$1,014,000	\$0	\$0	\$0	\$0	\$1,327,000
Vegreville	Approach Lighting-1			\$200,000								\$200,000

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Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Vegreville	Apron I			\$152,000								\$152,000
Vegreville	ASI			\$60,000								\$60,000
Vegreville	ASI			\$60,000								\$60,000
Vegreville	Edgelighting-Primary			\$211,000								\$211,000
Vegreville	Runway-Primary			\$1,226,000								\$1,226,000
Vegreville	Taxiway-1			\$84,000								\$84,000
Vegreville	Taxiway-2			\$109,000								\$109,000
Vegreville Total		\$0	\$0	\$2,102,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,102,000
Vermilion	Apron I				\$124,000							\$124,000
Vermilion	Edgelighting-Primary				\$130,000							\$130,000
Vermilion	Entrance Road									\$33,000		\$33,000
Vermilion	Runway-Primary				\$621,000							\$621,000
Vermilion	Taxiway-1				\$42,000							\$42,000
Vermilion Total		\$0	\$0	\$0	\$917,000	\$0	\$0	\$0	\$0	\$33,000	\$0	\$950,000
Viking	Apron I			\$104,000								\$104,000
Viking	Runway-Primary			\$683,000								\$683,000
Viking	Taxiway-1			\$51,000								\$51,000
Viking Total		\$0	\$0	\$838,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$838,000
Vulcan	Apron I										\$45,000	\$45,000
Vulcan	Edgelighting-Primary										\$158,000	\$158,000
Vulcan	FEC									\$150,000		\$150,000
Vulcan	Runway-Secondary							\$7,000				\$7,000
Vulcan	Taxiway-1										\$45,000	\$45,000
Vulcan Total		\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$150,000	\$248,000	\$405,000
Wabasca	Edgelighting-Primary						\$186,000					\$186,000
Wabasca Total		\$0	\$0	\$0	\$0	\$0	\$186,000	\$0	\$0	\$0	\$0	\$186,000
Wainwright	Apron I				\$91,000							\$91,000
Wainwright	Edgelighting-Primary				\$169,000							\$169,000
Wainwright	Runway-Primary				\$438,000							\$438,000
Wainwright	Taxiway-1				\$34,000							\$34,000
Wainwright Total		\$0	\$0	\$0	\$732,000	\$0	\$0	\$0	\$0	\$0	\$0	\$732,000
Westlock	Apron I								\$63,000			\$63,000
Westlock	ATB								\$100,000			\$100,000
Westlock	Edgelighting-Primary					\$117,000						\$117,000
Westlock	Runway-Primary								\$439,000			\$439,000
Westlock	Taxiway-1								\$38,000			\$38,000
Westlock	Taxiway-2			\$69,000								\$69,000
Westlock Total		\$0	\$0	\$69,000	\$0	\$117,000	\$0	\$0	\$640,000	\$0	\$0	\$826,000
Wetaskiwin	Apron I					\$175,000						\$175,000
Wetaskiwin	Apron II											\$0
Wetaskiwin	Edgelighting-Primary			\$227,000								\$227,000
Wetaskiwin	Runway-Primary			\$1,236,000								\$1,236,000
Wetaskiwin	Taxiway-1											\$0
Wetaskiwin	Taxiway-2											\$0
Wetaskiwin	Taxiway-3											\$0
Wetaskiwin	Taxiway-4											\$0
Wetaskiwin Total		\$0	\$0	\$1,463,000	\$0	\$175,000	\$0	\$0	\$0	\$0	\$0	\$1,638,000
Whitecourt	Edgelighting-Primary			\$370,000								\$370,000
Whitecourt	Runway-Primary			\$2,048,000								\$2,048,000
Whitecourt Total		\$0	\$0	\$2,418,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,418,000
Zama Lake	Apron I	\$65,000										\$65,000
Zama Lake	Edgelighting-Primary			\$131,000								\$131,000

**Table 34
Capital Plan 2003-2012
Summarized by Airport and Facility**

Airport Name	Facility	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTALS
Zama Lake	Runway-Primary	\$759,000										\$759,000
Zama Lake Total		\$824,000	\$0	\$131,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$955,000
Grand Total		\$18,329,000	\$9,959,000	\$23,845,000	\$11,189,000	\$3,504,500	\$6,834,000	\$3,869,000	\$8,902,000	\$4,019,000	\$6,494,000	\$96,944,500



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