APPENDIX A - Category Specific Supplement

LOCAL AND REGIONAL AIRPORTS

I. Objective

To invest in airport infrastructure that has broad public benefits, and contributes to economic growth, a clean environment and stronger communities.

II. Subcategories

Construction projects that enhance airports that are accessible all year-round, through the development, enhancement or rehabilitation of aeronautical and/or non-aeronautical infrastructure:

- Aeronautical infrastructure includes, but is not limited to: runways, taxiways, aprons, hangars, lighting, aids to navigation (Navaids), maintenance sheds, airside mobile equipment and associated shelters, air terminal buildings, and groundside safety-related infrastructure;
- Non-aeronautical infrastructure such as groundside access, inland ports, parking facilities, and commercial and industrial activities.

Notes:

a. *Local and regional airports are defined as those sites having scheduled passenger traffic, not located in the national capital or a provincial/territorial capital and not classified by Transport Canada as an Arctic or remote airport.*
b. *Federally-owned airports and federal assets are not eligible for funding.*
c. *Safety and security projects that are eligible for funding under Priorities 1 and 2 of Transport Canada's Airports Capital Assistance Program (ACAP) are funded under that program, and are not eligible for funding unless they are part of a larger project.*

   ACAP priorities 1 and 2 may be described as:

   Priority 1: Safety-related airside projects required to accommodate the aircraft providing year-round, regularly scheduled passenger service such as rehabilitation of runways, taxiways, aprons, associated lighting, visual aids, sand storage sheds, utilities to service eligible items, related site preparation costs including directly associated environmental costs, aircraft firefighting equipment and equipment shelters which are necessary to maintain the airport's level of protection as required by regulation.

   Priority 2: Heavy airside mobile equipment (safety-related) such as runway snow blowers, runway snowplows, runway sweepers, spreaders, winter friction testing devices, and heavy airside mobile equipment shelters.

III. Outcomes and Benefits

Proponents must demonstrate the economic advantages and the broader public benefits of the project.

The project must demonstrate how it provides benefits to British Columbians in support of one or more of the following outcomes:

- Improving efficiency (e.g., increased traffic volumes, passenger volume, cargo etc.);
- Increasing regional or local economic development (e.g., number of new carriers, new businesses operating at the airport, increased volume of interprovincial/territorial and international trade such as in the resource sector);
- Improving safety; or

Increasing accessibility of local and regional airports (e.g., to remote and northern communities, to larger population centres).

IV. Project Specific Criteria

- Must demonstrate the economic advantages and the broader public benefits of the project.
- Local and Regional Airport projects must demonstrate financial support from provincial and/or regional/local governments by meeting the following criteria:
    - For all projects, the provincial government contribution must be no less than the federal government contribution;
    - For local and/or regional assets, local/regional government interests must furnish at least one-third (33.33 percent) of the total project costs.
- For non-provincial assets, a municipal council resolution in support of Local and Regional Airport projects must be submitted.
- Must demonstrate that projects are consistent with long-term regional development plans and provide significant economic benefits across the region.
- Must demonstrate that projects do not negatively impact other airports in their vicinity and the overall provision of airport and air transportation services in the region, and demonstrate broad public benefits.
- If the project includes an ITS component or system, that the ITS component or system is compliant with the ITS Architecture for Canada and the Border Information Flow Architecture, or expand in new areas of national interest.