



BC Air Access Program (BCAAP) Client Survey

**NOTE: This PDF is for planning purposes;
please enter your responses through the electronic survey.**

Contact information

Your survey responses are collected by the Ministry of Transportation and Infrastructure under sections 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act ("FOIPPA"), for the purposes of improving the BC Air Access Program through better understanding of the requirements, preferences and processes of applicants. To protect your own privacy and the privacy of others, please do not include personal information about yourself or others in your responses, including name or email address. This survey is voluntary and a response is encouraged, not required. Should you have any questions about the collection of this personal information or the content of this survey, please contact: Jessica Ling, Policy Analyst. 5D-940 Blanshard Street, Victoria BC. Jessica.Ling@gov.bc.ca; 250 356-5306.

Please provide:

- Contact Name and Job Title
 - Organization
 - Facility (airport, if applicable)
 - Business Email
 - Business Phone number
 - May we contact you for a follow-up interview? (Y / N)
-

Have you applied for BC Air Access Program (BCAAP) funding in the past three years (since inception in 2015)? (Y / N)

If Yes, how satisfied are you with BCAAP and its processes? If not applicable, please leave blank. Comments can be provided below.

Extremely Satisfied; Very Satisfied; Satisfied; Somewhat Satisfied; Not Satisfied

Provide comments

If No, why not? Please check all that apply and provide comments below.

- Didn't know about BCAAP
- Didn't know of eligibility for BCAAP
- Lack of local funding contribution for airport projects
- Project planning not fully advanced
- Can't compete with bigger facilities
- Application process too complex
- Other, please specify

Provide comments



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What should the application review and assessment process focus on?

For each element below, indicate whether that represents an element of high, medium or low importance, or if it should not apply.

- Aerospace
- Aircraft movements
- Cargo statistics
- Community support / opposition
- Economic impacts
- Eligibility for the federal Airports Capital Assistance Program
- Environmental impacts
- Facility use by medevac aircraft
- Facility use for forest fire fighting
- Geographic distribution of BCAAP funds
- Greenhouse gas emission reductions
- Passenger statistics
- Past BCAAP funding at facility
- Population size of service area
- Project need
- Project readiness
- Remoteness

Other focuses?

We are examining ways to bring ways to bring a greater environmental focus to BCAAP. This can be accomplished by applying an environmental lens to every applications and by expanding eligibility to include environmentally-themed projects.

Do you currently consider environmental issues, including greenhouse gas emissions, in the planning and construction of capital works at your facility?

- Always
- Depending on project type
- Never

Provide details.

How should the environment be reflected in the review and assessment of BCAAP applications?

Please provide additional details in the comment box below.

Rank the items below, using numeric values starting with 1.

- Economic development
- Environmental issues
- Medevac
- Operational safety
- Wildfire suppression
- Other (please specific)

What type of environmentally-themed projects (e.g., electrification of ground handling equipment) should be eligible for BCAAP? Please provide examples of as many project types as you can.



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BCAAP currently funds rehabilitation projects to maintain or extend the useful life of existing infrastructure at up to 75% of eligible costs; and expansionary projects (new infrastructure) at up to 50% of eligible costs.

Please indicate your level of agreement with each of the following statements (from strongly agree, agree, disagree, strongly disagree, or n/a):

- The current funding model (75%, 50%) is an appropriate funding model
- BCAAP share should be increased for environmental projects
- BCAAP share should be higher for airside relative to groundside projects
- BCAAP share should be based on a facility's ability to generate revenue
- BCAAP should cap funds available to any single project

Please provide any details related to the statements above.

Are there other factors that should be considered in determining the maximum BCAAP percentage share for projects? Please provide details.

What aviation facilities **not** located on airports should be eligible for BCAAP funding? Please provide details.

How could BCAAP best encourage applications from aviation facilities **not** on airports?

Do you have any other recommendations or suggestions that could make BCAAP better? Please provide details.