

Slide 1:

Hello and thank you for your interest in the BC Air Access Program, or B-CAP, as it's also known.

During this presentation, you will get an overview of the BC Air Access Program and information about some of the changes we've recently made.

Our hope is that you get a good understanding of the program itself along with information you will need for applying to BCAAP.

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During this presentation I'll cover topics such as:

background and objectives of the program,

information about the application process

What you should know about the revised grant funding formula

Criteria for project evaluation, and

The timeline for review and notification

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The BC Air Access Program is the latest iteration of provincial funding for air facilities in communities around BC.

We know how important it is to support investment in regional airports. Provincial funding for air infrastructure dates back 44 years to 1979.

The current iteration of the program - BCAAP - began in 2015.

Since then, the province has committed over \$67M in funding to support 71 air facilities.

When we factor in cost-sharing, the total project value of all funded projects is close to \$150M.

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As many of you know, the BC Air Access Program provides cost-shared, grant funding for infrastructure projects at airports and aerodromes around the province. These investments enhance the ability of these facilities to provide critical services to British Columbians.

Some examples include:

- Access to vital medical services including medevac and patient transfer
- Support for firefighting to deal with wildfires;
- Emergency response when surface response is not viable, such as in the 2021 atmospheric river flooding event when many roads and bridges were impassable;
- Passenger access for business and tourism; and,

- Critical access to remote and Indigenous communities, especially those that can only be reliably accessed by air.

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We know that the effects of COVID continue to impact on regional airports and airlines in B.C.

To continue to help regional airports, BCAAP continues to provide support by covering up to 90% of the cost of qualifying projects.

For smaller projects of \$100,000, applications don't require as much information for social and economic impacts. You'll notice the option to apply for these projects on the BCAAP website.

Last year we launched a new funding stream to assist small air facilities with master plan development. This will enable facilities with a service area of 10,000 or fewer people to qualify for up to \$35,000 in planning support. Master plans allow operators to develop their facilities in a manner consistent with their community's future needs and establish near and longer-term priorities..

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Now for the application process itself.

As we did last year and will do for future years, grant will be accepted through November and December.

Additional materials are available on the BCAAP website.

You will see the updated program, a transcript of this video, and a list of all questions that you may be asked depending on the application you plan to submit.

Our focus is to make sure you have the support you need to complete the application.

Along with the information on the site, Jessica Ling and other BCAAP staff are available to answer questions and provide support at [BCAAP@gov.bc.ca](mailto:BCAAP@gov.bc.ca) or call us 778.974.5468.

A reminder that all air facility operators, including local governments, non-profits/societies, First Nations and contracted operators are invited to apply.

For contracted facility operators, applications can be submitted by the contractor but they are treated as if they were from the facility owner. That means, if a grant is approved, the conditional grant agreement will be with the facility owner and not the contractor.

Please note that air facilities owned and operated by the Federal Government, private air facilities (such as those connected to a resort) and those with over 1M passengers annually, are not eligible for BCAAP funding.

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Before you sit down to write your application, you may want to review the guidelines document which gives you a more detailed understanding of all aspects of the application form and process. This document is available on the BCAAP website.

Now I'll go over some important items you will need to include with your application:

You will need to provide class B cost estimates which are prepared after completing site investigations and studies and after defining the major systems. A class B cost estimate is based on a project brief and preliminary design and is used for project approvals and budgetary controls.

For small projects \$100,000 and under, you will need detailed quotes for the proposed works instead of a class B cost estimate.

You will also need a simple description of the project that will be used as a project title – ten words or less, as well as a detailed scoping of the project that outlines all phases and key elements of the proposed work.

Having the rationale for the project ready is also important. The application form will ask questions related to different aspects, from social to environmental and economic justifications. The questions you will face in the application will differ depending on the project size and type.

For major projects, you will be asked to include design drawings.

A council resolution or equivalent is required to illustrate your organization's commitment to this project. Please ensure you have enough time to complete whatever internal process you may have to obtain the resolution so that it can be submitted with your application prior to the intake closing. If you experience any challenges in securing a Class B estimate, please reach out to the BCAAP team and we will work with you to develop a solution.

It is also important to illustrate support from your community, amongst your tenants, and any significant stakeholders. This would include identifying any opposition or concerns you are aware of along with your mitigation strategies.

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BCAAP allocates \$8M in grant funding per year and this money is awarded on a cost-shared basis. In other words, the province provides a portion of the total project cost by way of the grant while the rest of the project cost comes from other sources.

The program considers funding applications under multiple categories such as airside operating areas, environmental projects, transitional zone projects such as terminal building or perimeter fencing, groundside projects, GPS approaches and airport master plans.

The BCAAP-funded portion varies, depending on the type of project being considered as well as whether it falls into any of the categories that can increase the BCAAP share.

For example, airside or environmental projects can receive up to 75 per cent of the project funding from BCAAP.

Transitional zone projects can receive up to 60 per cent and groundside projects will receive up to 50 per cent.

Using separate applications, an applicant can apply for more than one project.

With funding limited to \$2M for any given air facility in any given year.

While we would like to support all eligible projects, we must review the applications based on certain criteria and scored accordingly. I'll give more details about that scoring in slide 10.

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In response to the need for support coming out of the pandemic we revised the grant funding formula to provide additional support for grant recipients.

These are opportunities for applicants to qualify for 5, 10 or 15% in additional BCAAP funding over and above the base funding outlined on the previous slide.

For example, BCAAP funding for a groundside project could increase from the base level of 50% to 65%, while an airside project could increase from 75% to 90%.

This additional funding will be provided based on whether the community, facility or project meet some or all of the following criteria :

- Is the project in support of Indigenous, isolated, rural or remote airports: These are communities that can only be reliably accessed by air or are more than three hours' travel by road to the next nearest airport.
- Can the facility demonstrate they have limited revenue streams, that a greenhouse gas reduction plan in place, or that they have policies, procedures or infrastructure in place to support active transportation.
- Other projects that can be considered are projects that support medevac, wildfire suppression or emergency response operations.
- Is there a need to respond to an extraordinary event such as flooding or, does the project include climate change mitigation or adaption purposes.
- Project has significant economic impacts and/or has the ability to generate revenue for the airport facility or correct federal non-compliance.

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Airports that serve populations of 10,000 or fewer can receive funding towards the development of an Air Facility Master Plan.

Successful applicants can qualify for up to \$35,000 towards the cost of a master plan and there is not percentage limit. So, if the master plan is estimated to cost \$35,000 and it does qualify, they can have the cost of the master plan covered by this grant.

We know how important it is for an airport to have a master plan. It provides a road map for efficiently meeting community and aviation needs while preserving flexibility based on capacity and other conditions. It also enables small facilities to order projects in a logical progression that optimizes limited resources.

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Once you submit your application, it goes through a review process to identify which projects are eligible and best meet our criteria.

We make sure:

- That all required questions are answered, and all required documentation is included.
- We confirm the applicant, and the project is eligible for BCAAP according to the basic criteria.
- And, the project falls within an eligible category such as airside or avionics, groundside, transitional infrastructure, air facility master plan, or GPS approach technology.

Projects that pass this initial screening are moved to a more in depth review based on criteria I will mention in the next slide.

Applications go through a rigorous evaluation process where they are independently reviewed by experts in the Ministry of Transportation and Infrastructure, BC Emergency Health Services, the BC Wildfire Service, Ministry of Jobs, Economic Recovery and Innovation or the Ministry of Tourism Arts, Culture and Sport – among others.

Evaluators then conduct a collaborative review to ensure all projects have the best possible lens and process.

Each eligible application is scored and becomes part of a prioritized list of projects.

From this a list of recommended projects is drafted and forwarded to the Minister of Transportation and Infrastructure for consideration and approval.

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As mentioned earlier, we review each application based on a number of key criteria with safety being the priority.

When we look at the criteria, we do weigh areas some higher than others.

For example, core aviation infrastructure is scored higher than infrastructure that is ancillary to operations.

Emergency services such as medevac or wildfire suppression is weighted higher than economic projects

Projects that support existing infrastructure are weighted higher than expansion projects.

and there is a focus on smaller facilities as they tend to have lower revenue and fewer funding resources.

All of the criteria are important and the scoring does consider the whole project and how it meets these criteria.

During application evaluation, the relative weighting applied to the following priority criteria is considered equal. These are,

- Safety.

- Project need.
- Social justifications such as medevac need.
- Environmental impacts.
- Economic justification such as job creation.

Information about this criteria can be found at our website or, you can contact us at [BCAAP@gov.bc.ca](mailto:BCAAP@gov.bc.ca) if you have any other questions

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We know that applicants are eager to learn the results of their application in order to plan for the coming fiscal year.

Knowing when a grant program will be available from year to year helps with planning and provides greater certainty for budgeting.

In response to this need, the BCAAP grant program will have a consistent intake period from early November to late December this year and each year after.

We will review and assess applications and then finalize recommendations the following January and February. During this time, we may contact you concerning your application but only to ask for clarity regarding details included in your application. We do this to ensure we have the best possible information for our evaluation process.

Once we have an approved list of projects, we will contact each applicant regardless of the outcome of their specific application.

We ask that all applicants keep the information confidential until there is a public announcement with the province.

For successful applicants, we will provide the necessary documentation to formalize the funding by preparing and forwarding the Conditional Grant Agreement that will define the parameters of the grant funding.

As always, BCAAP staff are available to provide detailed feedback to unsuccessful applicants upon request.

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We appreciate the importance of regional airports and aerodromes to the communities in British Columbia. Your work is critical to the economy, health, safety and well-being of the people of this province and we thank you for all you do.

We want to thank you all for your interest in the program and hope that you have found the information in this presentation helpful.

If you have any questions or would simply like to chat more about specific project ideas, please reach out to us by email at [BCAAP@gov.bc.ca](mailto:BCAAP@gov.bc.ca) or contact our program lead, Jessica Ling, by phone at 778-974-5468.

