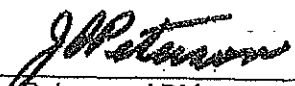




Land Use Operational Policy Airports

| | |
|---|---|
| NAME OF POLICY: | Airports |
| APPLICATION: | Applies to all uses of Crown land for public or private airport facilities and associated services, which are neither owned nor operated by Transport Canada. Applies to Crown land within the Provincial Forest except for airports associated with logging camps. Applies to special procedures respecting proposals for Crown land by the federal government for airport purposes. |
| ISSUANCE: | Assistant Deputy Minister, Tenures, Competitiveness and Innovation |
| IMPLEMENTATION: | Ministry of Forests, Lands and Natural Resource Operations |
| REFERENCES: | <i>Land Act</i> (Ch. 245, R.S.B.C., 1996) <i>Society Act</i> (Ch.344, R.S.B.C., 1996) Canadian Aviation Regulations, 2012, Transport Canada, Civil Aviation. Guide for the Planning of Small Airports, 1980. Roads and Transportation Association of Canada, Ottawa. Land Use in the Vicinity of Airports, (8th ed., 2005) Transport Canada, Air Navigation Planning and Operational Requirements. |
| RELATIONSHIP TO PREVIOUS POLICY: | This policy amends the previous Airports Policy dated August 16, 2004 |
| POLICY AMENDMENT: | Any formal request for an amendment to this policy is to be directed in writing to the Director, Land Tenures Branch, Ministry of Forests, Lands and Natural Resource Operations |



Dave Peterson, ADM
Tenures, Competitiveness and Innovation
Ministry of Forests, Lands and Natural Resource Operations

Date:

EFFECTIVE DATE: August 16, 2004
AMENDMENT:

FILE: 12635-00

| APPROVED AMENDMENTS: | | |
|-----------------------------|-------------------------------|--|
| Effective Date | Briefing Note /Approval | Summary of Changes: |
| August 16, 2004 | | Changes made as a result of the Policy and Procedures Re-write Project. |
| May 5, 2014 | 205500 | Changes made to update of content, terminology, processes and organizational names. Additional changes made to add airports as an ancillary use, extend the maximum term for Licences of Occupation. |
| September 22, 2015 | Email for Director's Approval | Amended Policy Summary Table in Appendix 1 to correct inconsistency in pricing for temporary licences. |
| September 22, 2015 | BN 217947 | Land Act Reform Phase 1 changes |
| | | |

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1. POLICY APPLICATION

This policy applies in all cases where Crown land is required for airport facilities which will be neither owned nor operated by Transport Canada.

This policy applies to Crown land within the Provincial Forest required for use as an airport except when the airport is associated with a logging camp as provided for in the Protocol Agreement on Crown Land Administration and Forest Activity.

This policy applies to special procedures respecting proposals by the federal government for transfer of administration and control of Crown land for airport purposes. Refer to the [Land and Management Transfers](#) policy for general policy and procedures.

The italicized text in this document represents information summarized from standard Crown land management policies and procedures. This material has been inserted where it provides necessary direction or context. As well, website links offer access to the full text of the relevant land management policies and procedures. Text in standard script is applicable to this policy only.

2. PRINCIPLES AND GOALS

Provincial employees act in accordance with applicable legal requirements when making decisions. The Guiding Principles are a summary of key administrative and contract law principles which guide provincial employees.

This policy is part of a series of policies that have been developed to help provincial staff use business and legal principles to achieve the government's goals with respect to the management of Crown land in a manner that is provincially consistent, fair and transparent. To that end, this policy also serves as a communication tool to help the public understand how the Province of BC makes decisions respecting Crown land.

3. DEFINITIONS

Aircraft means any machine capable of deriving support in the atmosphere from reactions of the air.

Airport Society means a reporting society which has been incorporated under the *Society Act* of British Columbia for the purpose of operating a public airport facility.

Airport in this policy may be either an “aerodrome” or “airport” as these terms are defined by Transport Canada:

- Under Federal regulations an “**aerodrome**” is any area of land, water or other supporting surface used, designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement or servicing of aircraft and includes any buildings, installations and equipment situated thereon or associated therewith.

- Under Federal regulations an “**airport**” is an aerodrome for which an airport certificate has been issued under Part III of the Canadian Aviation Regulations. Only those aerodromes meeting one of the following three criteria is required to be certified as an airport: the aerodrome receives scheduled passenger service, it is located in a built up area, or the Minister has determined that it is in the public's interest that the aerodrome be certified as an airport.

Authorizing Agency means the Provincial ministry responsible for the specific land use authorization.

Certified means an airport that has been certified by Transport Canada as per the requirements set out in Federal Canadian Aviation Regulations.

Private Airport Facility means an airport, including its associated service facilities used for private use by individuals or corporations.

Public Airport Facility means an airport, including its associated service and development area, which provides a public benefit, and primarily supports commercial aviation activities.

Registered means an airport that has been registered with Transport Canada as per the requirements set out in the Federal Canadian Aviation Regulations.

4. **ABBREVIATIONS**

ADM – Assistant Deputy Minister

BCA - BC Assessment

ha. - Hectare

MOU - Memorandum of Understanding

SCG – Sponsored Crown Grant

TAC – Transfer of Administration and Control

5. APPLICANT ELIGIBILITY

5.1 Private Airport Facilities

Applicants for new tenures, tenure assignment, or tenure replacement must be:

- *Canadian citizens or permanent residents 19 years of age or older; or,*
- *Corporations which are incorporated or registered in British Columbia; or,*
- *Registered partnerships, cooperatives, and non-profit societies which are formed under the relevant provincial statutes; or,*
- *First Nations can apply through band corporations or Indian Band and Tribal Councils. Band or Tribal Councils require a Band Council Resolution a) authorizing the council to enter into the tenure arrangement, and b) giving the signatories of the tenure document the ability to sign on behalf of the Band. For tenures which are to be registered in the Land Title Office, First Nations must apply through either a band corporation or trustees. Band members can elect 1 or more trustees to hold a tenure on behalf of the Band. Verification of election must be by way of a letter signed by the Chief and councilors of the Band giving the full names of the trustees and stating that they were elected at a properly convened meeting of the Band. A Band Council Resolution is not required.*
- *In the case of aquatic land, non-Canadians can apply if they own the adjacent upland (companies must still be incorporated or registered in B.C.).*

For more detailed standard policy information see [Eligibility and Restrictions](#).

5.2 Public Airport Facilities

Applicants for use of Crown land for public airport facilities must be either a municipal or regional government, or an airport society.

If the applicant is an airport society the Authorizing Agency will confirm its incorporation as a reporting society with the Corporate Registry, BC Online.

6. FORM OF LAND ALLOCATION

Refer to Appendix 1 for a summary of the forms and terms of Crown land allocation available for airport facilities.

Airport facilities ancillary to another Crown land use tenure (e.g. adventure tourism operations, road/utility construction projects) require application for a separate airport tenure under this policy when the airport facility is located outside of the primary tenure area. For airport facilities ancillary to another land use, where the airport facility is within the primary tenure area, an application for a separate airport tenure under this policy is required at the discretion of the Authorizing Agency giving consideration to relevant factors which may include, but are not limited to:

- frequency/seasonality of use;

- level of construction; and
- permanency of improvements.

Where it is determined by the Authorizing Agency that a separate application for an airport facility is not required, the airport facility must be identified in and evaluated as part of the application and management plan for the primary land use.

For more detailed standard policy information see [Form of Crown Land Allocation](#).

6.1 Temporary Licence

A temporary licence may be issued for temporary uses, where a business is better served by a short term, minor rights authorization than by a longer term tenure.

The tenure holder must allow public access to the area without interference, and must recognize that overlapping and layering of tenures may be authorized by the Province.

The maximum term for a temporary licence is 2 years.

A temporary licence may be issued for the temporary occupation of Crown land for the construction of public or private airport facilities.

6.2 Licence of Occupation

A licence of occupation may be issued where minimal improvements are proposed, where there are potentially multiple users of a site (e.g. communication sites), where survey is not required or when the land is located in remote areas and legal survey costs required for a lease or right of way are prohibitive, and where Government wishes to retain future options and management control over the use of the lands. It may also be used to allow development to proceed while awaiting completion of survey requirements for a lease. A licence of occupation conveys fewer rights than a lease. It conveys non-exclusive use for the purpose described, is not a registerable interest that can be mortgaged, and does not require a survey.

A licence of occupation does not allow the tenure holder to curtail public access over the licence area except where it would impact the licencees' right to use the land as per the licence document. Government may authorize overlapping and layering of tenures

The maximum term for a licence of occupation varies according to land use program. The maximum term provided within each land use policy is guidance to the decision maker, who exercises the discretion to make the term shorter or longer giving consideration to the facts of a particular application. When considering the appropriate term, the decision maker will normally consider factors such as the nature of the land use, the proponent's basis for seeking long term security and the Province's interest in retaining the flexibility to review or change the tenure term.

Disposition of Crown land for private airport purposes to individuals or corporations may be made by licence of occupation.

The licence of occupation for private airport purposes does not preclude the public use of the airport for personal aviation activities.

The standard term for a licence of occupation is 10 years with a maximum term of 30 years.

6.3 Lease

A lease should be issued where long term tenure is required, where substantial improvements are proposed, and/or where definite boundaries are required in order to avoid conflicts.

The tenure holder has the right to modify the land and/or construct improvements as specified in the tenure contract. The tenure holder is granted quiet enjoyment of the area (exclusive use).

A legal survey will generally be required at the applicant's expense to define the tenured area.

A lease can be issued in a form that is registerable in the Land Title Registry (whereas, a Licence of Occupation is not.) Registered leases for a term of 30 years or more may be considered a fully taxable transfer of interest in property and may be subject to Property Transfer Tax in accordance the Property Transfer Tax Act.

Where a lease is not registered in the Land Title Registry, Property Transfer Tax does not apply.

In most cases, a tenure holder may apply for a replacement tenure at any time following the mid-term of the lease. Replacement of tenures is at the Authorizing Agency's discretion.

Where a replacement lease is for the same land, will result in a total duration of more than 30 years, and the replacement lease is registered in the Land Title Registry, the leases may be viewed as a single transaction and may be subject to Property Transfer Tax.

Where the term of a registered lease is less than 30 years or the total duration of all leases does not exceed 30 years, Property Transfer Tax exemption is available.

A lease can be a registerable interest in the land that is mortgageable.

The standard term for a lease is 30 years.

Disposition of Crown land for public airport facilities to airport societies is made by lease. For more information on leases to airport societies see the [Community and Institutional Land Use policy](#).

In limited circumstances a lease for a private airport facility may be considered as a variance under section 10 of this policy.

6.4 Sponsored Crown Grant

Disposition of Crown land for public airport facilities and ancillary purposes to a municipal or regional government is made by Sponsored Crown Grant (SCG) pursuant

to Section 51 of the *Land Act*. A restrictive covenant on the title allows for granted land to be returned to the Crown upon request by the Province if the land is no longer used for the purpose intended. The reversionary clause must state “on the condition that the land is used for airport purposes”. For more information on SCGs see the [Community and Institutional Land Use policy](#).

6.4.1 Reversion to Crown

All SCGs are subject to the provision that the land may be required to be returned to the Crown upon request if the land is not being used for the purpose intended.

If the land reverts to the Crown for any reason, the Authorizing Agency may require the land to be reclaimed by the municipal or regional government that held the SCG in such a fashion as to render it inoperable as an airport. The operator of a permanently closed airport must remove all of the markers and markings and place closed markings on the runway in accordance with the Canadian Aviation Regulations.

Written notification regarding the action of rendering an airport, which has been published in the Canada Flight Supplement or Canada Water Aerodrome Supplement in accordance with the Canadian Aviation Regulations, inoperable must be sent to the Civil Aviation Branch, Transport Canada, Vancouver.

6.5 Withdrawals from Disposition

6.5.1 Withdrawal from Disposition

Prior to acceptance of an application for a public airport facility, the Authorizing Agency may withdraw Crown land from disposition under Section 16 of the *Land Act* in order to protect the land from disposition while the necessary airport development planning is being conducted. Refer to the [Reserves, Withdrawals, Notations and Prohibitions policy](#) for additional information on Section 16 *Land Act* withdrawals.

6.5.2 Protective Zone Conditional Withdrawal

To ensure continued public safety in the airport vicinity, as well as the ongoing viability of the airport, a Section 17 *Land Act* conditional withdrawal may be made over the area within a 4000 metre radius of the airport reference point (runway mid-point generally). Refer to the [Reserves, Withdrawals, Notations and Prohibitions policy](#) for additional information on Section 17 *Land Act* conditional withdrawals.

Applications for Crown land within the conditional withdrawal area are accepted only for land uses considered compatible with airport operations and for proposed structures less than 45 metres above the reference point elevation. Uses considered to be incompatible include:

- those generating excessive smoke, noise, dust or highway or rail traffic;
- uses that attract birds (e.g. dumps, grain and seed crops, etc.);
- uses that attract high use densities;
- uses that produce electronic interference or misleading lights;

- residential and certain institutional uses (within approximately 5 km of the airport); and
- other miscellaneous uses including electrical plants, oil and gas facilities, and power lines.

Crown land applications accepted within an existing Section 17 airport protective zone are to be referred to the Civil Aviation Branch, Transport Canada for comment where the Authorizing Agency wishes to confirm that the proposed use is compatible with airport operations.

6.6 Transfer of Administration and Control (TAC)

Written proposals for TAC of Crown land are only accepted from departments of the Government of Canada.

Proposals must be accompanied by supporting information which includes justification of need, a map of the area required for airport operations and area required for protective zone designation by the Authorizing Agency, a list of proposed or existing uses and/or tenants, and specific design proposals if available.

Proposals are to be addressed to the appropriate FrontCounter BC office.

Proposals and accompanying information are to be referred by the Authorizing Agency to the appropriate local government and the Ministry of Transportation and Infrastructure (Transportation Policy and Planning Branch).

Generally, the area to be included in the TAC is the area required for any or all of the ancillary uses identified in Appendix 2.

See the [Land and Management Transfers](#) policy respecting evaluation of TAC proposals and the establishment of Orders-in-Council.

Where appropriate, upon issuance of the TAC, the Authorizing Agency is to establish the protective zone conditional withdrawal under Section 17 of the *Land Act*.

7. PRICING POLICY

7.1 Administrative Fees

Application fees for tenures, and other administrative fees, are payable to the Province of BC. These fees are set out in the fee schedules contained in the [Crown Land Fees Regulation](#).

7.2 Rentals

7.2.1 Airports as an Ancillary Use

Airport facilities ancillary to another Crown land use tenure (as outlined in Section 6 of this policy) that have been adjudicated and authorized as part of the primary tenure are charged rentals as per the primary tenure operational land use policy.

7.2.2 Temporary Licence

Temporary licences for public or private airport facilities are charged application fees only, as outlined in the [Crown Land Fees Regulation](#).

7.2.3 Licence of Occupation

The rental for new and replacement dispositions is paid annually as the greater of: \$500 per licence; or, \$5 per hectare of Crown land within the licence area.

7.2.4 Lease

A lease is issued to airport societies for the nominal rental of \$1.00, prepaid for the term of tenure. See the [Community and Institutional Land Use policy](#) for more details.

7.3 Sponsored Crown Grant

The Authorizing Agency may recover any book costs incurred by the Province in order to prepare the parcel of land for a SCG. Book costs may include, but are not limited to, servicing a parcel, advertising and appraisal costs. See [Community and Institutional Land Use](#) policy.

8. ALLOCATION PROCESSES

8.1 Applications

New and replacement tenures are normally offered in response to individual applications.

8.1.1 Application Package

Applications must be complete before they can be accepted for processing. A complete application package will include all the material defined in the Application Checklist.

Management Plan

All applications are to be accompanied by an outline of proposed development, to be used in the formulation of a management plan. Applicants are advised to consult the B.C. Aviation Council, Langley, B.C. in the preparation of the outline of proposed development. Additionally, applicants are advised to consult with the Civil Aviation Branch, Transport Canada, Vancouver if the airport is intended to be registered or certified with Transport Canada.

8.1.2 Application Acceptance

New applications will be reviewed for acceptance based on application package completeness, compliance with policy and program criteria, preliminary statusing, and other information which may be available to provincial staff. The acceptance review is to be completed within 7 calendar days. Applications that are not accepted will be returned to the applicant.

8.1.3 Clearance/Statusing

After acceptance, provincial staff undertake a detailed land status of the specific area under application to ensure all areas are available for disposition under the Land Act and to identify potential issues.

8.1.4 Referrals

Referrals are a formal mechanism to solicit written comments on an application from recognized agencies and groups. Referrals are initiated as per legislated responsibilities and formal agreements developed with other provincial and federal government agencies. Referrals may also be used to address the interests of local governments and First Nations. Referral agencies, organizations and identified special interest groups provide their responses to the Authorizing Agency within 30 days (45 days for First Nations).

A mandatory referral is required for all applications for new public and private airport tenures and the accompanying outline of proposed development to local government to ensure compatibility of the proposed uses with official plans.

For proposed private airport facilities, a mandatory referral is required to the Civil Aviation Branch, Transport Canada if the airport is intended to be registered or certified with Transport Canada.

For proposed public airport facilities, a mandatory referral is required to the Civil Aviation Branch, Transport Canada. The Civil Aviation Branch, based on resources available and the information provided to the Branch, will provide the Authorizing Agency with the following:

- appropriate runway length;
- appropriate overall length, width and area of Sponsored Crown Grant;
- extent of area required for protective zone conditional withdrawal under Section 17 of the *Land Act*, where appropriate; and
- desirability of proposed ancillary uses.

FrontCounter BC will refer to local government all requests from airport societies to sublease land for ancillary uses that are not specified in the society's lease document.

Local Government Support

Where the proposed airport land is within a local government boundary, an airport application by an airport society is to be accompanied by a written statement from the relevant local government board or council indicating that the local government supports in principle the proposed airport use, and is not itself willing to request and administer a SCG for that purpose.

Project Review Team (PRT)

A Project Review Team (PRT) is an advanced referral method which may be used for complex applications. It is a team chaired by the Authorizing Agency and comprised of recognized agencies and groups which meets to review and comment on specific Land Act applications.

8.1.5 Advertising/Notification

At the time of application acceptance, provincial staff will notify applicants if advertising is required and provide the necessary instructions.

Adjacent Owner Notification

New applications to tenure foreshore adjacent to privately owned property, including Indian Reserves, are brought to the adjacent property owner's attention through referrals or direct contact. In certain circumstances, provincial staff may advise applicants that there is a need to obtain a letter indicating adjacent owner's consent to their application.

8.1.6 Aboriginal Interests Consideration

The Authorizing Agency is responsible for ensuring the Province's obligations to First Nations are met in the disposition of Crown land. Provincial staff carry out consultations in accordance with the consultation guidelines of the Province to identify the potential for aboriginal rights or title over the subject property and to determine whether infringement of either might occur.

8.1.7 Field Inspections

Field inspection means the on-site evaluation of a parcel of Crown land by provincial staff. The need to conduct a field inspection will vary and the decision to make an inspection ultimately lies with the Authorizing Agency.

In addition to the standard field inspection procedures, the following factors are given consideration in field inspection reports for airports lands:

- existing land uses in the vicinity that may be potentially hazardous to aviation;
- potential for devaluation of existing lands;
- potential for disruption of existing land use/cultural patterns; and,
- adequacy of drainage.

8.1.8 Decision/Report

The applicant will be notified in writing of the government's decision. [Reasons for Decision](#) are posted on the relevant website.

Additional Ancillary Uses

Where an applicant proposes ancillary uses in addition to those listed in Appendix 2 (e.g. additional revenue-generating commercial uses), Land adjudication staff, in consultation with the Regional Executive Director, will prepare and submit the proposal, together with their recommendation and all relevant documentation, to the Regional ADM for review. Documentation is to include comments received on the proposed ancillary uses from referral agencies. Ancillary land uses not included in Appendix 2 may require a tenure under a different operational land use policy (e.g. Commercial – General).

Letters of commitment and lists of ancillary uses that are specified in Crown grant or lease documents are to be consistent with the Regional ADM's decision respecting permitted ancillary uses.

Regional ADM approval is also required for subsequent proposals from a local government or airport society to amend or expand the list of permitted ancillary uses, as contained in their legal documents.

8.1.9 Issuing Documents

If the application is approved, tenure documents are offered to the applicant. All preconditions must be satisfied prior to the Authorizing Agency signing the documents. It is the applicant's responsibility to obtain all necessary approvals before placing improvements or commencing operations on the tenure.

Sponsored Crown Grants

A Letter of Commitment in respect of a public airport is drafted by the Authorizing Agency. The Letter of Commitment indicates that the SCG is conditional upon the assurance by the Civil Aviation Branch, Transport Canada, that the airport will meet the requirements of the Canadian Aviation Regulations.

At such time as the Civil Aviation Branch, Transport Canada has indicated in writing that a public airport proposal will meet the requirements of the Canadian Aviation Regulations, the Authorizing Agency prepares a draft Order-in-Council for a SCG (disposition to local government only).

A copy of the Letter of Commitment for airport tenure is forwarded to the Executive Director, Wildfire Management Branch, Ministry of Forests, Lands and Natural Resource Operations, Victoria, for information purposes.

9. TENURE ADMINISTRATION

9.1 Insurance

A tenure holder is generally required to purchase, and is responsible for maintaining during the term of the tenure, a minimum level of commercial general liability insurance specified in the tenure document. The province may make changes to the insurance requirements and request copies of insurance policies at any time during the term of the tenure.

A lessee or licensee must purchase, and is responsible for maintaining during the term of tenure, sufficient commercial general liability insurance, commensurate with the type and size of aircraft for which the airport is being used. A lessee or licensee is to ensure that the Authorizing Agency is notified of all adjustments, renewals and cancellations of airport insurance coverage during the term of tenure.

Tenure holders may also be required to obtain additional insurance policies to cover risks not dealt with under a commercial general liability insurance policy, for example: environmental pollution liability insurance or aircraft liability insurance.

9.2 Security/Performance Guarantee

A security deposit or bond may be required to be posted by the tenure holder where any improvements on, or changes to, the land are proposed. The security deposit is collected to insure compliance and completion by the tenure holder of all the obligations and requirements specified in the tenure. Some examples where such security may be used are for any type of clean-up or reclamation of an area, and/or to ensure compliance with development requirements.

Applicants for private airport licences may be required to post a performance guarantee in addition to a security deposit, to be returned upon completion of airport construction to the satisfaction of the Authorizing Agency. The amount of the performance bond is to be determined by the Authorizing Agency.

A guarantee is not required for public airports, since these are eligible for funding under Federal and/or Provincial Government grant programs.

9.3 Assignment and Sub-Tenuring

Assignment is the transfer of the tenure holder's interest in the land to a third party by sale, conveyance or otherwise. Sub-tenuring means an interest in the Crown land granted by a tenant of that Crown land rather than the owner (the Province).

Assignment or sub-tenuring requires the prior written consent of the Authorizing Agency. The assignee or sub-tenure holder must meet eligibility requirements. The Authorizing Agency may refuse the assignment of existing tenures if the details of the assignment or sub-tenure are not acceptable to the Province.

9.3.1 Leasing of Crown Granted Lands

Municipal and regional governments which qualify for SCGs may issue leases over land located within the area of the Crown grant for ancillary airport uses.

The SCG may specify uses not identified in Appendix 2, provided that such uses have been approved by the Authorizing Agency.

9.3.2 Sub-letting of Airport Lease

Airport societies holding a Crown lease for public airport purposes may issue sub-leases for ancillary airport uses listed in Appendix 2. These uses are to be specified in the lease document. Sub-leases for ancillary uses not indicated in Appendix 2 require the written consent of the Lessor.

The amount of revenue permitted to be generated from sub-leases should not be greater than that required to maintain and operate the facility.

9.4 Tenure Replacement

Replacement tenure means a subsequent tenure document issued to the tenure holder for the same purpose and area.

In most cases, tenure holders may apply for a tenure replacement at any time following the mid-term of the tenure. Replacement of tenures is at the Authorizing Agency's discretion. The Province may decline to replace a tenure, or may alter the terms and conditions of a replacement tenure. For tenure terms and conditions see Section 6.

At expiry of the temporary licence, the tenure holder may re apply through Virtual Frontcounter BC. The tenure holder may supply the previous file number and upload a revised Investigative Plan. If it appears that there is a conflict with what the application is for and what the tenure holder/applicant intends to do in the Investigative Plan, or the term seems substantially longer than 2 years, a standard licence of occupation may be required at market rent.

9.5 Monitoring and Enforcement

Tenure terms and conditions, including requirements contained in approved management/development plans, act as the basis for monitoring and enforcing specific performance requirements over the life of the tenure.

10. VARIANCE

Variances to this policy must be completed in accordance with the [Policy Variance Procedure](#).

Appendix 1. Airports Policy Summary

| TENURE | TERM | VALUATION | PRICING | METHOD OF DISPOSITION |
|---|--|--------------|---|-----------------------|
| Public Airports | | | | |
| Temporary Licence | 2 years standard | Fixed amount | Application fee only | Application |
| Lease (to airport societies) | 30 years standard | Fixed amount | Nominal rental of \$1.00 prepaid for tenure term | Application |
| Sponsored Crown Grant (to local government) | Perpetuity, provided that the land is used for the specified purpose | Fixed amount | Recovery of Authorizing Agency costs and other items as per Community and Institutional policy. | Application |
| Private Airports | | | | |
| Temporary Licence | 2 years | Fixed amount | Application fee only | Application |
| Licence of Occupation | 10 year standard, 30 year maximum | Fixed amount | Annual payment of \$5 per ha per licence area, with minimum payment of \$500 per licence per year | Application |

Appendix 2. Ancillary Uses for Public Airport Facilities

A. Definition

Ancillary airport uses are uses deemed by the Authorizing Agency as necessary for the viable operation and management of a public airport facility.

B. Application of List of Uses

The list in Part C is to be employed in the issuance of Sponsored Crown Grants and leases for public airport facilities and in the Transfer of Administration and Control of Crown land for airport purposes as a means of determining the amount of Crown land to be included in the disposition. It is also to be used as the basis for establishing uses for which leasing or subleasing may be permitted.

C. List of Ancillary Uses

- (a) Terminal Building.
- (b) Hangars (either group or individual ownership).
- (c) Runways and grounds maintenance equipment building/garage.
- (d) Transport Canada flight service station (weather reports, radio, flight plan filing).
- (e) Car parking area (either free public or revenue generating).
- (f) Aircraft parking area (either free public or revenue generating).
- (g) Water bomber or chemical staging areas for forest protection (Forestry).
- (h) Air Ambulance provisions.
- (i) Flying School facilities.
- (j) Cargo handling/storage facilities.
- (k) Aircraft sales/service/maintenance /airframe/electrical/mechanical/avionics services.
- (l) Wheels-to-floats conversion facilities.
- (m) Vehicle rental office and parking facilities.
- (n) Restaurant/gift shop providing airport revenue.
- (o) Base operators—scheduled service/charters (airplane and helicopter).
- (p) Specialty agricultural and/or forest protection spraying and/or related services/storage facilities.
- (q) Flying Club House.
- (r) Caretaker's residence.
- (s) Fuel dispensing and storage facilities.
- (t) Navigation/landing aids.

Appendix 3. Typical Land Requirements for Simple Airports Based on Runway Length

| Runway Length l (metres) | Overall Length h (metres) | Widths (metres) | | | Area (hectares) |
|-----------------------------|------------------------------|-----------------|-----|-----|--------------------|
| | | A | B | W | |
| Up to 800 | Up to 1,400 | 75 | 125 | 200 | Up to 28 |
| 801 to 1,200 | 1,401 to 1,800 | 100 | 200 | 300 | 42 to 54 |
| 1,201 to 1,800 | 1,801 to 2,400 | 125 | 275 | 400 | 72 to 96 |
| 1,801 and over | 2,401 and over | 150 | 350 | 500 | 120 and over |

