

AIRPORTS CAPITAL ASSISTANCE PROGRAM (ACAP)

Established in 1995 under the National Airports Policy as a funding source for small and regional airports transferring to local control from the federal government to fund safety related infrastructure projects.

- The 1994 National Airports Policy states: ACAP recognizes the role that regional/local airports play relative to the national airports system and it serves as a means of providing project-specific financing to these airports. ACAP provides an indirect means of returning revenues to regional/local airports because lease revenues paid to the federal government, by Airport Authorities operating larger airports, will fund the ACAP program and safety related infrastructure projects.

AIRPORTS CAPITAL ASSISTANCE PROGRAM (ACAP) IMPORTANCE

A lack of sufficient funding for the ACAP is resulting in serious deterioration of safety related infrastructure for regional/local airports across Canada

INFLATION IMPACTS

A runway rehabilitation project valued in 2001 of \$4.5 million is now \$10.2 million.

ACAP funding of \$38 million adjusted for CPI inflation (2001 - 2018) suggests the minimum funding allocation for 2019 should be \$53 million.

Estimated projects for the next 5 years identifies the need for an annual funding allocation of \$95 million.



THE ISSUE:

ACAP funding is allocated by the Treasury Board with no apparent connection to federal government airport rent revenues.

The ACAP funding allocation (\$38m annually) has not been adjusted in nearly 20 years.

Airports eligible for ACAP funding has increased from 71 to nearly 200.

In the past three years \$38 million annually was able to fund less than 20% of eligible airports.

Airports are expected to contribute to projects under a criteria format calculated by passenger activity not taking into account airport financial capabilities.

The inability of regional/local airports to provide their portions of project funding is restricting their abilities to apply for program funding for critical projects.

Adequate ACAP funding is critical to the safety of Regional / Local airports. The need for increased ACAP funding is urgent. \$95 million annual funding allocations are necessary.

ABOUT RCAC

The Regional Community Airports of Canada (RCAC), formed in 2004, is an organization of airports and associations representing airports across Canada. At the current time 41 airports maintain direct membership status with RCAC, as well as a reciprocal membership agreement between Conseil des Aeroports du Quebec (CAQ), with 59 members, and RCAC for a total representation of over 100 airports and associations.



British Columbia

Campbell River
Castlegar
Cariboo Regional District
Cranbrook
Northern Rockies Regional
Airport
Fort St. John
Kamloops
Masset
Dawson Creek
Northwest Regional Airport
Prince Rupert
Quesnel
Sechelt
Smithers
Vernon
Williams Lake

Alberta

Grande Prairie
High Level
Red Deer
Peace River
Medicine Hat
Wetaskiwin
Woodlands County

Saskatchewan

Kindersley
LaRonge

Manitoba

Gimli
Southport
St. Andrews
Prince Albert Airport
The Pas
Thompson

Ontario

Dryden
Oshawa Municipal Airport
Seguin
Sioux Lookout
Stratford
Sudbury
Kingston
Niagara District Airport
North Bay
Timmins

Quebec

Kuujuaq
Aeroport Regional de Val-
d'Or
Kativik Regional
Government - 14 Airports

Associate Members

Saskatchewan Aviation Council
Manitoba Aviation Council - 38 Members
Reseau Quebecois des Aeroports - 41 Members
Airport Management Council of Ontario
Alberta Airports Management Association

Business Members

WSP Canada Inc.
Avia NG Inc.
Northern Airports and Marine Operations - 23 Members
Tradewind Scientific Ltd.

REGIONAL COMMUNITY AIRPORTS OF CANADA



*"A national organization
dedicated to promoting the
viability of Regional and
Community Airports across
Canada"*