

An aerial, high-angle photograph of a runway stretching towards the horizon. The runway is dark asphalt with white dashed center lines and solid edge lines. In the foreground, there are several sets of white diagonal stripes. The number '12' is painted in large white characters on the runway surface. The surrounding landscape is flat and dark, with some distant structures visible on the horizon under a twilight sky.

Regional Airport Management

Study & Business Case

Objectives

1. Evaluate existing administrative and operational models at each Peace Region airport
2. Identify and preliminarily assess high-level options for regional management, drawing on supporting examples from similar Canadian contexts
3. Select a preferred option and develop a detailed cost-benefit analysis and business case, including implementation strategies, and projected contributions from stakeholders.

12 Community Airports in the Peace Region

- Beaverlodge Airport
- Fairview Municipal Airport
- Fox Creek Airport
- High Prairie Airport
- Manning Municipal Airport
- Peace River Regional Airport
- Red Earth Creek Airport
- Smoky River Regional Airport
- Spirit River Airport
- Swan Hills Airport
- Valleyview Airport
- Wabasca Airport



Existing Conditions

- 10 out of 12 airports report not being financially self-sustaining, demonstrating a systemic funding gap across the network where operational costs exceed revenue, requiring municipal or external subsidies
- Reported deficits range from \$7,000 per annum to \$177,000
- Operating expenses are increasing annually, typically by 1% to 5%

Administrative Models

An aerial photograph of an airport tarmac. Several small, light-colored aircraft are parked on the asphalt. In the background, there is a large, dark-colored hangar with a gabled roof. The surrounding area appears to be a mix of paved and unpaved ground, with some vegetation visible in the distance.

Current:

- Municipal Direct Operations
- Contracted Management (Single Airport)
- Not-for-Profit Airport Authority Management

To Be Explored:

- Contracted Management
(Hybrid Management of Multiple Airports)

Current Administrative Models Highlighted Challenges

- Lack of aviation expertise
- Political and budget volatility
- Operational inefficiencies
- Missed economies of scale
- Cost

What is Multiple Airport Contracted Management?

- One Airport Manager shared amongst many airports
- Operations staff remain town/county employees
- Airport Manager responsible for:
 - Aerodrome standards and best practices
 - Strategic oversight
 - Administrative support
 - Income opportunities
 - Stakeholder engagement
 - Training and capacity building
 - Emergency response



Multiple Airport Contracted Management Advantages

- Aviation experience
- Political transition resilience
- Operationally efficient
- Economies of scale
- Shared cost
- Affordable dedicated airport professional



Multiple Airport Contracted Management Challenges

- Limited physical presence
- Weaker community relationships
- Community resistance
- Initial set up challenges

The background image shows an airfield under a heavy, grey, overcast sky. On the left, there are several large hangars with green and white siding. In front of the hangars, two white pickup trucks are parked. In the center of the airfield, a small green biplane is parked on the grass. The foreground is a grassy field with a few wooden fence posts visible. The overall tone is somber due to the weather.

Cost to Airport Operators

The Million Dollar Question

Cost to Airport Operators

- Proposed equal shares across all members regardless of airport size or operation complexity.
- Ensures a clear contribution annually
- Ensures equal access to resources regardless of size

Cost to Airport Operators

Assuming 12 members:
Estimated \$29,000.00 annually
Per Member

Total estimated annual program cost:
\$350,000.00



Timeline: Establishment, Oversight & Governance

Establish
Program
Members



Establish
Oversight
Committee



Request &
Evaluate
Proposals



Implementation
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Who's Onboard?

Questions?

