



REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 2, 2019 - REGULAR AFTERNOON MEETING	REPORT:	19-191
FROM:	CORPORATE ADMINISTRATION DIVISION	FILE:	1855-35
SUBJECT:	PRE-APPROVAL OF THE 2020 CAPITAL PROJECT: PRECISION APPROACH PATH INDICATOR (PAPI) AND TAXIWAY LIGHTING		

RECOMMENDATION:

That Council authorize execution of a Grant Agreement from the Ministry of Transportation and Infrastructure 2019/2020 British Columbia Air Access Program (BCAAP) awarding the Township \$186,000 (fifty percent) for installation of solar airway lighting on the airfield; and

That Council pre-approve the 2020 capital budget submission for the Precision Approach Path Indicator (PAPI) and Taxiway Lighting project \$372,000.

EXECUTIVE SUMMARY:

The Langley Regional Airport has been approved for a grant that would provide the Township with fifty percent of the funding required to purchase and install solar airway lighting on the airfield. The total value of the project is \$372,000. The value of the grant is fifty percent or \$186,000.

The grant is conditional on the Township entering into a contribution agreement immediately. If approved, the funding would be provided and the Township would be committed to completing the solar lighting installation by March 31, 2020.

A capital budget request for this lighting improvement has been included in the 2020 capital budget submission. Pre-approval is required to ensure completion by the grant deadline. The work will include taxiway holdline safety lighting and a PAPI approach system for runway 25. Both items will improve safety for all airport users and well as the general public.

Staff are asking that Council pre-approve this project budget, in the amount of \$372,000, to guarantee the Township's eligibility for the grant.

If supported by Council, this project would improve safety at the airport for all users.

PURPOSE:

To seek Council's authorization for execution of a grant agreement for supply and installation of solar airway lighting from the Ministry of Transportation and Infrastructure 2019/2020 British Columbia Air Access Program (BCAAP) and to provide pre-approval of the project budget included in the 2020 capital budget submission.

BACKGROUND/HISTORY:

Langley Regional Airport first opened in 1938. The airport was built by the Department of Transport as an intermediate field for Trans-Canada Airways. The site was originally called Langley Prairie. In 1941 it was taken over by the Department of National Defence for the Royal Canadian Air Force. Improvements were made and it became a relief aerodrome for No.18 Elementary Flying Training School of the British Commonwealth Air Training Plan. At the end of the war the Department of Transport took over the airport and leased it to the Township of Langley in 1946. The Township of Langley purchased the airport from the Federal Government in 1967. The airport is fully owned and operated by the Township of Langley.

Located in the heart of the Lower Mainland, Langley Regional Airport (CYNJ) is a general aviation airport used by private aircraft, commercial aircraft, and commercial helicopters. They are serviced by a 2,100-foot paved north-south runway and a 2700-foot paved east-west runway. The runways are supported by a full service NAV Canada Air Traffic Control tower, a taxiway system, and paved aircraft / helicopter parking areas. There are fourteen helipads and a hover taxiway. Runway lighting, pilot approach path indicators, and a published instrument approach give the airport good accessibility in marginal weather conditions and at night. More than 350 aircraft and 100 helicopters are based at the airport, with 90,000 (landing and take-off) movements per annum.

Although owned and operated by the Township of Langley the airport operates under the Canadian Aeronautics Act under airport Certification issued by Transport Canada. It is certified for public day and night operation under visual and instrument flight rules. Certification inspections of the airport are conducted by Transport Canada annually.

Langley Regional Airport is one of the busiest community airports in British Columbia. It has earned a reputation as a centre of excellence for the aerospace industry. Under federal covenant and jurisdiction, the Township of Langley manages the airport where 60+ aviation related businesses with over 800 skilled jobs are based.

DISCUSSION/ANALYSIS:

The airport is continuously looking to improve safety and to that end one of our top priorities is to have Precision Approach Path Indicator (PAPI) on Rwy 25. PAPI is a navigation aid that provides guidance information to help a pilot acquire and maintain the correct approach into the airport. The PAPI aids both student and visiting pilots and is particularly helpful for Rwy 25 given its close proximity to 216th Street on approach. The lighting for taxiways as you approach the runway will offer a much improved visual queue and increase safety and reduce incursions. Safe aircraft ground lighting will provide optimal manoeuvring guidance capability during night-time / low visibility / low ambient lighting conditions for taxiway which would in turn prevent runway overruns / departures and taxiway overruns / departures.

Completion of this project will help achieve the ongoing objective of proactively identifying potential high risk hazards at the airport and in turn purposing to mitigate the identified risks on an ongoing basis. Maintaining a safely lit final approach corridor, and taxiway environment during reduced visibility maneuvering helps to ensure safe local air / ground procedures and practices for all aircraft including the larger twin engine aircraft are maintained.

Financial Implications:

The Airport Manager has requested approval in the 2020 capital budget submission for a project called *Precision Approach Path Indicator (PAPI) & Taxiway Lighting* valued at \$372,000. Funding for the project includes grant funding, discussed here at 50%, plus prior year surplus funding for the remaining 50%. If Council pre-approves this project, required to secure the Provincial grant and complete the project by March 31, 2020, Finance will earmark the funds as approved.

Respectfully submitted,

Carol Madill
AIRPORT MANAGER
for
CORPORATE ADMINISTRATION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	Name
FINANCE DEPARTMENT	K. Sinclair