



2009 Annual Report

Nanaimo Airport Commission



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Message From the Board Chair

The Board and Staff held a vision of an expanded runway with an instrument landing system (ILS) which would better serve the catchment area as the population grows. Construction of this infrastructure was successfully completed at the end of 2009.

Support and encouragement for this project came from many organizations and individuals within the community. Without this strong community commitment the expansion would not have been possible.

We sincerely thank the province of British Columbia and the Island Coastal Economic Trust for providing the NAC with the financial support to ensure the successful completion of the project.

We would not have completed this project on time and on budget without the dedication, energy and commitment of the Board of Directors and our Airport Staff.

The Nanaimo Airport is now well positioned to play a major role in support of economic development of the mid island region as it continues to grow and prosper in future years.



Jerry Pink
Chair Nanaimo Airport Commission

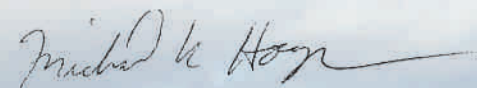
President, CEO Report

The Nanaimo Airport Team is committed to creating a safe environment for everyone using the land and facilities. We are proud of the development and implementation of an interactive Safety Management System to proactively identify and mitigate safety issues.

We are also proud to note that the Nanaimo Airport received an Environmental Award from the British Columbia Aviation Council during 2009. This award was presented in recognition of the work completed on fish habitat enhancement at Haslam Creek. This is an ongoing project in cooperation with the Nanaimo River Hatchery, Pacific Salmon Foundation, DFO and the Vancouver Island University.

The construction phase of the airport improvement project was initiated in January of 2009 and the project was successfully completed on time and on budget, with the ribbon cutting on December 17, 2009. This project was successful due to the total commitment of the Board, Staff, Community Supporters, Government Agencies, Contractors, Consultants and the numerous individuals who assisted throughout the program. I extend my warm appreciation to all those who worked so hard to provide our community with a safe, reliable, air transportation system.

Within the fall of 2009, working designs were created for Phase 2 of the airport improvement project to enlarge the terminal building and associated facilities. The Airport Team is looking forward to completing the next phase of projects by the spring of 2011 - on time and on budget.



Michael K. Hooper, BGS, MBA
President, CEO

Mission

To provide a safe, efficient and financially viable airport that offers excellent value and service to all users and in cooperation with others, contributes significantly to the economic well being of the community.

Vision

The Nanaimo Airport will be a safe, reliable, air services gateway effectively meeting customers' needs.

The Nanaimo Airport Team successfully completed Phase 1 of the airport improvement project in 2009. The economic impact of this facility is felt throughout Central Vancouver Island. With Phase 2 of the airport improvement project scheduled for completion by March 2011, the NAC continues to be in an excellent position to meet the growing needs of the community.



Nanaimo Airport Commission Overview

THE NANAIMO AIRPORT COMMISSION WAS INCORPORATED in August, 1990, as a not-for-profit authority. In 1992, the Commission assumed management and operation of the Airport from Transport Canada. In 1996, the Commission was granted fee-simple title to the Airport lands by way of the National Airports Policy transfer initiative.

The Commission is comprised of nine Directors appointed by the Commission of which 4 are from the community at large. The following five entities nominate one member each:

- THE CITY OF NANAIMO
- THE REGIONAL DISTRICT OF NANAIMO
- THE COWICHAN VALLEY REGIONAL DISTRICT
- THE TOWN OF LADYSMITH
- THE GREATER NANAIMO CHAMBER OF COMMERCE

Management



MANAGER SAFETY & SECURITY
Doug Fern

AIRPORT SAFETY & SECURITY OFFICER
Clint Babcock

MANAGER OPERATIONS & MAINTENANCE
Reg Brady

BUSINESS MANAGER
Lynn Behnke

PRESIDENT, CEO
Mike Hooper

Administrative Support



Deb Cross

Brian Clark

Shari Barker



DIRECTOR
Ted Brown

DIRECTOR
Sherree Walter

DIRECTOR
Ken Bosma

DIRECTOR
Dixon Kenny

BOARD CHAIR
Jerry Pink



VICE CHAIR
Russ Burke

DIRECTOR
Patricia Huggins

DIRECTOR
Al Tully

DIRECTOR
Mike McDonald

Board of Directors

Operation Department

- Ensured that the Nanaimo Airport (YCD) was operated in a safe and secure manner
- Completed Phase 3 of the Haslam Creek fish habitat project
- Completed next phase of the SARA process for Vesper Sparrows
- Repaired frost damage to walkways and apron, completed next phase of runway crack sealing program
- Completed all tree removal required for YCD, 2009
- Adjusted southern approach to an 8 degree offset from 20 degrees
- Developed new winter maintenance plan to incorporate the 6600 foot runway and ILS ground plane
- Oversaw terminal upgrades for 2009
- Constructed new maintenance road around airport lands
- Purchased and implemented the new runway de-icer, under ACAP
- Upgraded SOP's, water and wildlife Management Plans
- Prepared for 2010 Olympics
- Completed upgraded land lease program

Airport Improvement Project

- Created and implemented a YCD Safety Oversight Plan - maintained oversight throughout the project
- Created and implemented a cost/quality control system for airport oversight
- Completed tendering process and awarded the construction contract for Phase 1 to Jakes Construction
- Adjusted project civil requirements in construction phase due to geo tech information on water levels
- Included environmental monitoring system as part of the project — EBA acted as the monitor with further oversight from YCD staff
- Worked with property owners to allow light installation on private property
- Completed Phase 1 project on time and on budget
- Received approval for \$6.8 million funding for the Phase 2 project, from the Federal and Provincial Governments
- Management Responsibility and Auditors Report

Safety & Security Department

- Ensured that the Nanaimo Airport (YCD) was operated in a safe and secure manner
- Developed and implemented a live exercise program with all responding agencies
- Update Emergency Response Plan and developed procedures for the 2010 Olympics
- Worked with the YCD Team to develop and implement a Safety Management System
- Implemented a safety oversight plan for the Phase 1 construction project
- Managed the new Safety Web Site for YCD and all tenants
- Conducted daily, weekly and monthly safety meetings
- Completed a new Key Control and Access Program
- Developed and implemented a security plan for special events
- Enhanced the site "security camera" system

Administration Department

- Managed a safe and efficient department
- Continued the process of adjusting lease agreements with all tenants
- Developed Greyhound Bus service at YCD
- Administered the ICET submission process for Phase 1
- Managed the PFF program
- Created a draft marketing plan for initiation in 2010
- Completed site visits to network planning teams at various air carriers
- Tendered and awarded car rental contracts
- Established a kiosk for the Vancouver Island University
- Updated and managed the YCD website
- Completed a sponsorship and community relations program
- Completed Phase 1 of the Safety Management System (HF training)
- Worked with existing and potentially new air carriers to develop future routes
- Installed smoking shelters for passengers and staff



Management Responsibility for Financial Statements

The accompanying financial statements have been prepared by management in accordance with Canadian Generally Accepted Accounting Principles.

The Commission's accounting procedures and related systems of internal control are designed to provide reasonable assurance that its assets are safeguarded and its financial records are reliable. These statements include some amounts based on Management's best estimates and judgments. Management is satisfied the financial statements have been prepared within reasonable limits of materiality.

The Board of Directors appoints a Governance and Audit Committee consisting of four Directors. This Committee meets periodically with Management and auditors to review significant accounting, internal control and audit matters. The Committee also reviews and approves annual financial statements and the independent auditor's report before it is submitted to the Board of Directors for final approval.

Audited financial statements contained within this report are consistent with information presented in the full set of financial statements, available at the Airport Office.



Michael K. Hooper, BGS, MBA
President, CEO
Nanaimo Airport

Nanaimo, BC
March 16, 2010



Church Pickard
Chartered Accountants

AUDITORS' REPORT

To the Directors
Nanaimo Airport Commission

The accompanying statement of financial position as at **December 31, 2009** and the statement of revenue and expenses and net assets for the year then ended are derived from the complete financial statements of the **Nanaimo Airport Commission** as at **December 31, 2009** and for the year ended on which we expressed an opinion without reservation in our report dated March 17, 2010. The fair summarization of the complete financial statements is the responsibility of the commission's management. Our responsibility, in accordance with the applicable Assurance Guideline of The Canadian Institute of Chartered Accountants, is to report on the condensed financial statements.


In our opinion, the accompanying financial statements fairly summarize, in all material respects, the related complete financial statements in accordance with the criteria described in the guideline referred to above.

These summarized financial statements do not contain all the disclosures required by Canadian generally accepted accounting principles. Readers are cautioned that these statements may not be appropriate for their purposes. For more information on the commission's statement of changes in net assets and cash flows, reference should be made to the related complete financial statements.

Church Pickard

CHURCH PICKARD
Chartered Accountants

Nanaimo, B.C.
March 17, 2010

 Members, Institute of Chartered Accountants of British Columbia

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Nanaimo Airport Commission Statement of Financial Position

As at December 31, 2009

	2009	2008
		Restated - Note 3
ASSETS		
CURRENT		
Investments - Note 5	\$ 41,000	\$ 5,206,628
Cash	2,608,360	591,834
Prepaid expenses and operational supplies	116,015	103,342
Accounts receivable	424,713	365,989
	3,190,088	6,267,793
INVESTMENTS - Note 5	669,193	4,495
DEFERRED LEASING COSTS	16,251	16,847
CAPITAL ASSETS - Note 4		
Property and equipment	21,087,039	11,467,592
Air navigation equipment - Nav Canada	997,326	-
	22,084,365	11,467,592
	\$ 25,959,897	\$ 17,756,727

LIABILITIES

CURRENT		
Demand loan - Note 6	\$ 1,800,000	\$ -
Accounts payable and accrued liabilities	2,004,390	127,226
Deferred lease revenue	35,728	36,397
	3,840,118	163,623
DEFERRED REVENUE RELATED TO RUNWAY EXPANSION - Note 9	-	5,454,762
DEFERRED CONTRIBUTIONS RELATED TO PROPERTY AND EQUIPMENT - Note 9	14,380,170	5,022,338
SECURITY DEPOSITS	19,996	18,946
	18,240,284	10,659,669

NET ASSETS

INVESTED IN PROPERTY AND EQUIPMENT	7,704,195	6,445,254
INTERNALLY RESTRICTED	-	619,202
UNAPPROPRIATED FUNDS	15,418	32,602
NET ASSETS	7,719,613	7,097,058
	\$25,959,897	\$17,756,727

Nanaimo Airport Commission Statement of Revenue and Expenses and Net Assets

For the year ended December 31, 2009

	Budget 2009	2009	2008
			Restated - Note 3
REVENUE			
Airline passenger fees	\$984,758	\$893,726	\$929,346
Passenger facility fee - Note 8	-	554,355	-
Vehicle parking fees	311,635	296,198	314,769
Land lease and licence fees	278,985	265,447	248,894
Air terminal lease and licence fees	228,238	245,942	253,328
Interest and general	20,000	63,597	137,497
Airside facility licence and user fees	45,500	40,660	50,670
	1,869,116	2,359,925	1,934,504
EXPENSES			
Administration and management	671,500	697,866	622,133
Emergency, safety, and security	189,000	200,382	164,552
Property taxes	145,000	142,478	134,638
Air terminal building	150,000	139,229	143,823
Service buildings and airfield	203,200	118,458	253,405
Airport commission	99,500	91,470	75,899
Commercial development and marketing	100,600	51,653	113,665
Bad debts	3,000	2,142	2,447
	1,561,800	1,443,678	1,510,562
REVENUE IN EXCESS OF EXPENSES BEFORE OTHER ITEMS	307,316	916,247	423,942
OTHER REVENUE (EXPENSES)			
Amortization of deferred contributions related to property and equipment	-	746,661	463,195
Amortization	-	(1,041,549)	(684,595)
	-	(294,888)	(221,400)
REVENUE IN EXCESS OF EXPENSES	\$307,316	621,359	202,542
NET ASSETS, BEGINNING OF THE YEAR		7,097,058	6,894,516
CHANGE IN FAIR VALUE OF INVESTMENTS CLASSIFIED AS AVAILABLE FOR SALE		1,196	-
NET ASSETS, END OF THE YEAR		\$7,719,613	\$7,097,058

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2009

1. Operations

The Nanaimo Airport Commission operates the Nanaimo airport facility. On December 2, 1996, all airport land, buildings, and improvements were transferred to the commission from the Ministry of Transport for \$10. Under the terms of the transfer agreement, the commission must continue to operate the airport until December 2, 2046. If the commission ceases to operate or manage the airport, the Ministry of Transport has the option to reacquire the facilities for \$1. This option expires December 2, 2046.

Prior to the transfer, the commission operated the airport through a head lease from the Ministry of Transport.

The commission files as a non-profit organization under the Income Tax Act and is registered as a non-profit society under the Societies Act of British Columbia.

2. Significant accounting policies

The financial statements of the commission have been prepared in accordance with Canadian generally accepted accounting principles for non-profit organizations.

- Deferred leasing charges

Deferred leasing charges are amortized over the life of the lease.

- Capital assets

Purchased capital assets are recorded at cost at date of transfer and amortized. Contributed capital assets are recorded at fair market value (as per property assessments) at the date of transfer and amortized.

Amortization is recorded on a straight-line basis over the estimated useful life of the capital assets as follows:

Buildings and improvements	25 years
Runway, airfield, and parking lot improvements	20 years
Fence	10 years
Furniture, equipment, and computer hardware	5 years
Vehicles	5 years
Computer software	5 years

In the year of acquisition, amortization is recorded at one-half of these rates.

The air navigation equipment is amortized on a straight-line basis over 25 years which represents the estimated useful life of the assets owned by the service provider.

- Revenue recognition

The commission follows the deferral method of accounting for operating grants. Operating grants are recognized as revenue in the year in which the related expenses are incurred. Revenue from leases is deferred and recognized into revenue over the life of the lease. All other revenue is recognized when earned.

- Use of estimates

The preparation of the financial statements in accordance with Canadian generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenditure during the reporting period. Significant areas requiring the use of management estimates relate to the determinations of the collectibility of accounts receivable, the amortization of capital assets, valuation of inventories, and provisions for contingencies. Actual results could differ from those estimates. Adjustments, if any, will be reflected in operations in the period of settlement.

3. Prior period adjustments

During the year, the commission corrected an error in the calculation of ending accounts receivable in the prior period. The changes in the comparative figures are as follows:

Decrease in investments	\$38,478
Increase in accounts receivable	\$15,163
Decrease in ending net assets	\$23,315

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2009

4. Capital assets

	Cost	Accumulated Amortization	Net 2009	Net 2008
Property and equipment				
Land	\$ 3,633,608	\$ -	\$ 3,633,608	\$ 3,633,608
Buildings and improvements	4,170,550	1,838,289	2,332,261	2,393,936
Runway, airfield, and parking lot improvements	17,953,162	3,361,546	14,591,616	4,880,888
Fence	205,190	169,733	35,457	34,261
Furniture, equipment, and computer hardware	452,838	287,917	164,921	50,518
Vehicles	856,128	533,136	322,992	465,953
Computer software	21,230	15,046	6,184	8,428
	27,292,706	6,205,667	21,087,039	11,467,592
Air navigation equipment - Nav Canada	1,017,680	20,354	997,326	-
	\$ 28,310,386	\$ 6,226,021	\$ 22,084,365	\$ 11,467,592

Included in capital assets is the airport facility acquired by way of the transfer agreement described in Note 1. The transfer was recorded at \$7,000,000 (\$2,600,000 for the land, \$2,600,000 for buildings and improvements, and \$1,800,000 for the runway, airfield, and parking lot improvements).

Air navigation equipment refers to the installation, maintenance, and provision of an instrument landing system for runway 16 at the Nanaimo Airport. The Nanaimo Airport Commission has entered into a contract with Nav Canada to provide an instrument landing system.

5. Investments

The short-term investments consist of several term deposits and GICs, having interest rates ranging from 1.75% to 4.15% and maturing at various dates from June 2010 to June 2014. The long-term investments consist of common shares. Short-term, long-term, and equity investments are designated as available for sale securities and are recorded at fair value.

	2009	2008
Available for sale:		
Short-term investments	\$ 41,400	\$ 5,206,628
Long-term investments	663,500	-
Equity investments	5,693	4,495
	\$ 710,193	\$ 5,211,123

6. Demand Loan

During 2009 the commission secured a non-revolving demand loan on \$1,800,000 with interest payable at prime plus 0.25% to the Royal Bank of Canada. Payments are \$62,500 on a monthly basis. The loan also requires that a lump sum payment of \$200,000 be made in 2010. The balance of the loan is due December 1, 2010. The loan is secured by a general security agreement on all property of the commission.

7. Line of credit

The commission has a \$500,000 operating line of credit with the Royal Bank of Canada. The line of credit had no balance at December 31, 2009. Interest is payable at prime plus 0.50% on the outstanding balance.

8. Passenger facility fees

The commission receives a passenger facility fee (PFF) of \$10 per outgoing passenger to fund the cost of airport operating expenses as well as the cost of capital projects. This fee is collected by the air carriers under an agreement between the commission, the Air Transport Association of Canada (ATAC), and the air carriers serving the airport, entitling the air carriers to withhold a 3% administration fee.

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2009

9. Deferred contributions related to property and equipment

Deferred contributions related to property and equipment represent contributed property and equipment and capital grant contributions with which the airport buildings and various other property and equipment were acquired. These contributions are amortized into revenue at the same rates as the related property and equipment are amortized. The changes in the deferred contribution balance for the year are as follows:

	2009	2008
Balance, beginning of the year	\$ 10,477,100	\$ 4,459,853
Capital assistance received, or receivable	4,649,731	6,480,442
Amortized to revenue	(746,661)	(463,195)
	\$ 14,380,170	\$ 10,477,100

10. Contingency

The commission has received contributions for Phase 1 of the airport expansion. In the event that sufficient eligible expenditures are not incurred on Phase 2, the commission may be responsible for a repayment of Phase 1 contributions and/or be ineligible to receive the balance of the Phase 1 contribution of \$250,000. The amount of any potential repayment is not yet determinable, if any. The maximum repayment would be \$1,400,000.

11. Commitments

The commission is committed under two lease agreements for office equipment under operating lease. The minimum payments for 2010 are \$1,926.

12. Subsequent events

On February 12, 2010 the Nanaimo Airport Commission entered into a contract to sell Nav Canada the equipment building housing Nav Canada's landing equipment for the sum of \$1. The equipment sold to Nav Canada will be treated as an intangible asset in 2010 as the equipment will remain on Nanaimo Airport Commission premises and provide a future benefit.

At the date of the auditor's report, the commission was in the process of renegotiating the terms of the demand loan with the Royal Bank of Canada. The proposed loan bears interest at prime plus .30% and is in the amount of \$1,800,000. The proposed loan requires monthly blended payments of \$62,500 and requires that a lump sum payment of \$200,000 be made in 2010. The proposed loan has an amortization period of 30 months.

At the date of the auditor's report, the commission was in the process of renegotiating the terms of the line of credit with the Royal Bank of Canada. The proposed line of credit bears interest at prime plus 1% and is in the amount of \$1,000,000. The proposed line of credit must be repaid in full by April 1, 2011.

At the date of the auditor's report, the commission was in the process of securing an additional loan with the Royal Bank of Canada. The loan bears interest at prime plus 1% and is in the amount of \$3,456,456. The proposed loan requires monthly blended payments of \$62,500.

13. Comparative figures

Certain of the comparative figures have been reclassified to conform with the current year's presentation.

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2009

14. Financial instruments

Financial instruments are financial assets or liabilities where, in general, the commission has the right to receive cash or another financial asset from another party or the commission has the obligation to pay another party cash or other financial assets. The commission's financial instruments consist of cash, investments, accounts receivable, and accounts payable and accrued liabilities.

- Financial risk

The financial risk is the risk to the commission's earnings that arises from fluctuations in interest rates, foreign exchange rates, and the degree of volatility of these rates. The commission does not use derivative instruments to reduce its exposure to interest risk as management does not consider them to be material. There were no significant accounts receivable or accounts payable denominated in foreign currency at the year end. The US\$ cash balance was \$43,337.16 CA\$ at December 31, 2009. The commission does not use hedging to minimize their risk to foreign exchange fluctuations as they do not consider this risk to be significant.

- Credit risk

The commission is exposed to credit risk from its carriers, tenants, and licensees. The commission has a significant number of diverse tenants and licensees which reduce the concentration of credit risk; however, at the year end there was only one major scheduled carrier, which increases the amount of credit risk as the carriers create the largest portion of revenue.

- Fair market value

For cash, accounts receivable, accounts payable and accrued liabilities the carrying amounts of these financial instruments approximate their fair value due to their short-term maturity or capacity of prompt liquidation. See Note 5 for investments.

Five-Year Capital Plan

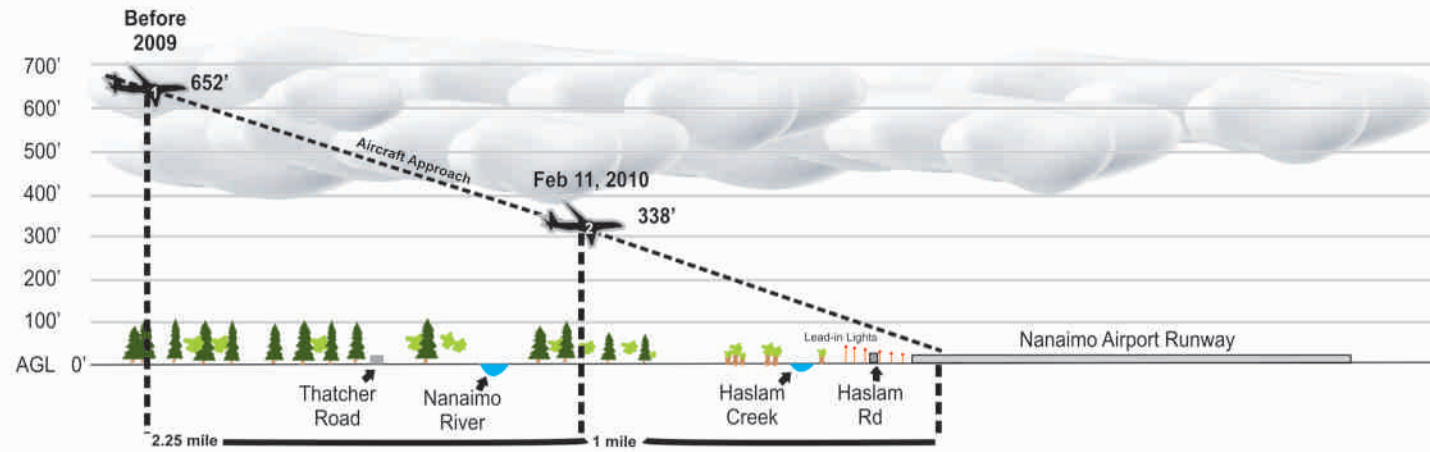
Proposed five-year plan

Note: Excludes the Airport Improvement Project and ACAP funding contributions.

PROJECTS	2010	2011	2012	2013	2014
Drill new well	5,000				
Entrance landscaping	5,000				
Forklift & implements	5,000				
Vital Aviation - Roof	10,000				
Upgrade auto gate controllers	15,000				
Ramp hog loader attachment	20,000				
Haslam Creek improvements	2,500	5,000			
Safety Management System	40,000	5,000			
Security cameras	20,000	10,000	5,000		
Computer upgrade	5,000	5,000	5,000	5,000	5,000
External properties	10,000	5,000	5,000	5,000	5,000
Perimeter fence clearing, gravel path		20,000			
Event shelter		10,000			
Security enhancements RAIC		10,000			
New Fuel tanks		30,000			
Vehicle storage facility		50,000			
Apron overlay			45,000		
Apron concrete park stands			75,000		
Extension to Mustang Road & misc			50,000	30,000	90,000
CAR 303 fire truck				150,000	
Fencing Mustang Road					60,000
General projects & purchases	20,000	20,000	20,000	20,000	20,000
TOTAL CAPITAL PLAN	157,500	170,000	205,000	210,000	180,000

YCD Improved Reliability

A critical component of the Phase 1 project completed in 2009 includes the Instrument Landing System (ILS). This system will allow pilots to move closer to the end of the runway and much lower, before making the decision to land or complete a missed approach. This will greatly increase the reliability at the Nanaimo Airport for the future.



The addition of High Intensity Lead in Lights, Runway Edge Lights and the Instrument Landing System creates a highly visible runway for aircraft landing during inclement weather.

Fact Sheet

The Nanaimo Airport property is located 15 minutes south of Nanaimo and is situated on approximately 500 acres and includes the Cottonwood Golf Course.

On Site Facilities

Runway, 6600' x 150'

- High-intensity edge lighting
- Approach lighting system (SSALS)
- Runway 16 is currently an instrument runway with published ILS, RNAV, NDB/DME and NDB approaches
- Runway 34 is a non-instrument approach

Apron, 554' x 352'

- Edge lighting, flood lights and three ground power unit plug-ins
- Fuel truck, Jet A-1

Terminal Building, 1,230 m²

- Airline offices
- Café
- Security screening by Garda
- Passenger pre-board screening and hold room
- Vehicle rentals
- Canada Customs inspection
- 24 hour security on-site



YCD — The Future

The population of the mid island region continues to grow and a number of land development projects are scheduled for completion in the coming decade. These facts underscore the need for the Nanaimo Airport to prepare for increased air travel demands.

The projects being completed at the airport between 2008 to 2011, will ensure YCD can support safe reliable air travel to a growing number of destinations. The economic impact to the community will include the development of 1,600 fulltime jobs (direct and indirect) and a yearly contribution to the regional economy of \$121 million by 2025.

The Nanaimo Airport is well positioned to meet the growing needs of local communities.

Greater Catchment



Primary Catchment

Catchment Area

The airport's primary catchment area illustrated on the map includes a population greater than 232,000 and all those areas where YCD is the closest airport offering scheduled service.

The greater catchment area includes the Regional Districts of Comox-Strathcona and Mount Waddington for an additional population base of 150,000.

YCD Improvement Projects

The Federal and Provincial Governments have committed \$6.9 million to the Nanaimo Airport, under the Building Canada Fund. Based on this generous support, the Nanaimo Airport is in a position to complete Phase 2 of the airport improvement project during 2010/2011."

Phase 2 (2009 to 2011) includes:

- (a) enlarged terminal building,
- (b) apron improvements,
- (c) additional parking area,
- (d) new maintenance building (CSB),
- (e) enhanced sewer and water treatment.

The Phase 2 cost estimate is \$10.4 million, with a target completion date of March 30, 2011.

SPRING	SUMMER	FALL	SPRING 2011
Detail Design and Tender			
	Build Apron, Parking, CSB, Water Systems		
		Build Terminal Building Expansion	

