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protecting the environment
for future generations



NANAIMO
AIRPORT YCD
ready for YOU!



NANAIMO AIRPORT COMMISSION
2013 ANNUAL REPORT

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Mission

To provide a safe, efficient and financially viable airport, offering excellent service and value to all users while fostering economic development.

Vision

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

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 Airport Policy transfer initiative.

The Commission is comprised of a total of nine Directors including the past Chair, all appointed by the Commission. Four Directors are selected by the Commission to represent the community at large. The following five entities provide to the Commission the name of a nominee or short list of nominees whose appointment is then subject to the consideration of the sitting Directors as provided by the NAC bylaws:

- The City of Nanaimo
- The Regional District of Nanaimo
- The Cowichan Valley Regional District
- The Town of Ladysmith
- The Greater Nanaimo Chamber of Commerce





YCD at a glance

225,251

Passengers in 2013

4

Record Breaking Years

12

Record Breaking Months



Over 98% weather reliability



21.2% increase in passenger numbers



Over 700 direct and indirect jobs generated by YCD activities



\$51 million annual in direct and indirect economy contribution to the region from YCD



Message from the Board Chair

The past year has been one of outstanding success at Nanaimo Airport. Thanks to many years of hard work improving the infrastructure, we have been successful in attracting new airlines and new routes to service the airport. Credit is due to President and CEO, Mike Hooper, his team of dedicated employees and contractors, past and current Board members. None of this has been possible without the support of the regional community, our political representatives, the passengers and the tenants of the airport. The highlight of the year was marked with the launch of non-stop WestJet Encore service to Calgary in June to further compliment the existing Air Canada Express services.

The new service is a testament to the long-term vision of the Nanaimo Airport Commission. Nanaimo was one of the first communities in Canada to welcome the new WestJet Encore service. The launch of this service has transformed YCD, and has helped to stimulate more than 30% growth in passenger numbers. Air Canada Express has also benefited as more of the traveling public have taken advantage of the reliability and convenience of flying through Nanaimo Airport. We could not have achieved such growth without ongoing support of the residents in the Mid-Island area.

Nanaimo Airport is committed to enhancing the quality of life for current and future generations in our service area. This includes focusing our stewardship on the environment, the communities in our catchment area, the workplace and people of Nanaimo Airport.

I have had the privilege of serving as Chair of the Nanaimo Airport Commission for the past two years. As my term comes to an end and on behalf of the Board of Directors I would like to thank our CEO, Mike Hooper and his staff for their continued commitment to the goals of the Nanaimo Airport Commission. Well done and continued success!

A handwritten signature in black ink, appearing to read 'Russ Burke'.

Russ Burke

Board of Directors



Board Chair, Russ Burke



Vice Chair, John Craig



Director, Joe Burnett



Director, Al Tully



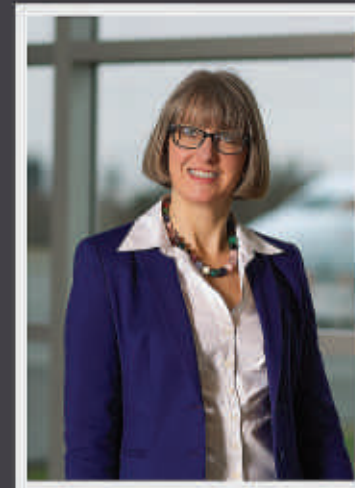
Director, Dixon Kenny



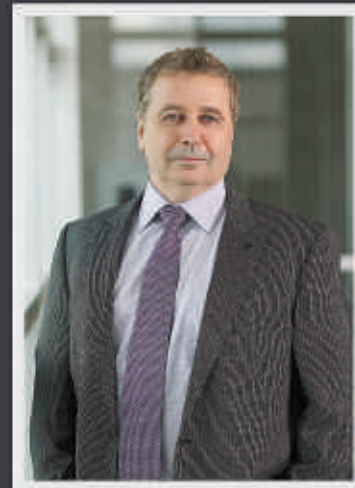
Director, Lucie Gosselin



Director, Mike Kandert



Director, Wendy Clifford



Director, Ray Gauthier



President, CEO Report

I would like to thank members of our community for travelling through the Nanaimo Airport in 2013. With over 250,000 passengers, we reached a new record for the year. This underscores why we consider safety to be the highest priority at YCD.

The NAC Team is fully committed to the Safety Management System which enables staff to proactively identify potential safety items and to develop mitigating steps which greatly reduces the risk of an incident.

In 2013 the NAC Board and Staff reached out to all customers of the Nanaimo Airport to further strengthen our long-term relationships. This included general aviation users, the Nanaimo Flying Club, commercial aircraft, the Air Cadet Program and our passengers and guests. We will continue to improve the way we meet the diverse needs of the aviation community.

We also understand that development on airport lands may raise concerns about the potential for environmental impact. In 2013 we repeated an environmental review of the entire 200 hectare site. These efforts will ensure NAC's environmental protection record remains high. Managing environmental stewardship continued in 2013 with several projects focusing on protecting the Aquifer, managing the Vesper Sparrow area and enhancing Fish Habitat.

I would like to express my sincere appreciation to all those who made 2013 a tremendous success.

Michael K Hooper

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 that 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
President, CEO
Nanaimo Airport

Nanaimo, BC
March 26, 2014

REPORT OF THE INDEPENDENT AUDITOR ON THE SUMMARY FINANCIAL STATEMENTS

To the Directors

Nanaimo Airport Commission

The accompanying statement of financial position as at December 31, 2013 and the statement of revenue and expenses for the year ended December 31, 2013, and related notes, are derived from the audited financial statements of the **Nanaimo Airport Commission**. We expressed an unmodified audit opinion on those financial statements in our report dated March 10, 2014.

The summary financial statements do not contain all the disclosures required by Canadian generally accepted accounting principles. Reading the summary financial statements, therefore, is not a substitute for reading the audited financial statements of the Nanaimo Airport Commission.

Management's Responsibility for the Summary Financial Statements

Management is responsible for the preparation of a summary of the audited financial statements. Management has chosen to include only notes which are referenced on the statements of financial position and revenue and expenses, and to exclude the statement of changes in net assets and the statement of cash flows for the year ended December 31, 2013 from the audited financial statements in these summary financial statements.

Auditor's Responsibility

Our responsibility is to express an opinion on the summary financial statements based on our procedures, which were conducted in accordance with Canadian Auditing Standard (CAS) 810, "Engagements to Report on Summary Financial Statements."

Opinion

In our opinion, the summary financial statements derived from the audited financial statements of the **Nanaimo Airport Commission** for the year ended December 31, 2013 are a fair summary of those financial statements, on the basis described above.

Nanaimo, B.C.
March 13, 2014



Nanaimo Airport Commission Statement of Financial Position

As at December 31, 2013

	2013	2012 (Restated) (Note 12)
ASSETS		
Current		
Cash	\$ 1,482,801	\$ 937,648
Short-term investments - Note 4	235,970	191,000
Inventory	-	76,858
Prepaid expenses and operational supplies	68,407	69,584
Accounts receivable	445,454	365,807
	2,232,632	1,640,897
Long-term investments - Note 4	520,020	545,877
Deferred leasing costs	13,865	14,462
Capital assets - Note 3	28,209,692	28,897,409
	\$ 30,976,209	\$ 31,098,645
LIABILITIES		
Current		
Accounts payable and accrued liabilities	\$ 217,868	\$ 167,054
Deferred lease revenue	45,532	43,932
Current liabilities before callable debt	263,400	210,986
Callable debt - Note 5	2,956,963	3,273,683
	3,220,363	3,484,669
Deferred contributions related to capital assets - Note 7	17,309,447	17,969,082
Security deposits	19,771	20,131
	20,549,581	21,473,882
NET ASSETS		
Invested in capital assets	7,943,284	7,654,646
Internally restricted	300,000	100,000
Unrestricted	2,183,344	1,870,117
Net assets	10,426,628	9,624,763
	\$ 30,976,209	\$ 31,098,645

APPROVED:



DIRECTOR



DIRECTOR

Nanaimo Airport Commission Statement of Revenue and Expenses

For the year ended December 31, 2013

	Budget 2013 (Unaudited)	2013	2012 (Restated) (Note 12)
REVENUE			
Passenger	\$ 1,103,321	\$ 1,223,344	\$ 1,134,180
Passenger facility fee - Note 6	965,735	1,091,695	896,044
Vehicle parking	371,664	481,597	371,329
Airside facility lease, concession fees, and revenue	350,617	326,082	89,143
Air terminal lease, licence, and concession fees	297,293	319,736	282,165
Commercial land lease and licence	298,527	308,305	298,250
Interest and miscellaneous	19,800	46,872	44,559
	3,406,957	3,797,631	3,115,670
EXPENSES			
Administration and general	688,802	781,693	692,842
Operations and maintenance - CSB and airfield	631,388	575,544	335,474
Emergency safety and security services	271,440	282,955	257,017
Operations and maintenance - ATB	198,998	278,580	209,184
Marketing and promotion	277,345	254,413	233,734
Planning and development	85,450	114,680	77,802
Property taxes and general	108,500	111,363	102,224
Airport commission	106,900	106,898	104,328
Interest on demand loan	122,859	103,280	114,386
Insurance	70,800	44,097	47,069
Bad debts (recovery)	-	-	(12,450)
	2,562,482	2,653,503	2,161,610
Revenue in excess of expenses before other revenue (expenses)	844,475	1,144,128	954,060
Other revenue (expenses)			
Amortization of deferred contributions related to capital assets	837,731	821,944	837,731
Non-capital grants	-	16,358	-
Amortization of capital assets	(1,185,742)	(1,181,888)	(1,176,010)
Net realized gain on investment	-	1,323	1,453
	(348,011)	(342,263)	(336,826)
Revenue in excess of expenses	\$ 496,464	\$ 801,865	\$ 617,234

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2013

2. Significant accounting policies

- Basis of accounting

These financial statements have been prepared in accordance with Canadian accounting standards for not-for-profit organizations.

- Inventory

Aviation fuel is measured at net realizable value. The commission transferred its aircraft fueling activities to another provider on October 1, 2013; therefore, there is no aviation fuel on hand at December 31, 2013. Operational supplies not for resale are treated as prepaid expenses and presented accordingly.

- 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	10 - 50 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.

- 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.

Capital grants are deferred when received and amortized over the useful life of the corresponding assets.

Revenue is recognized as follows:

- Landing and general terminal fees are recognized as revenue when airport facilities are utilized.
- Passenger facility fee (Note 6) revenue is recognized at passenger departure.
- Concession revenue is recognized monthly based on the relevant agreements.
- Parking concession revenue is recognized as the lot is used.
- Revenue from leases is deferred and recognized into revenue over the life of the lease.

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2013

2. Significant accounting policies - cont.

- Investments

Short-term and long-term investments consisting of term deposits and GICs are recorded initially and subsequently measured at fair value. Changes in fair value are recognized in net income in the period incurred.

The commission's other investments, consisting entirely of shares of publicly traded companies on Canadian exchanges, are initially and subsequently measured at fair value. Changes in fair value are recognized in net income in the period incurred. Transaction costs that are directly attributable to the acquisition of these investments are recognized in net income in the period incurred.

- Use of estimates

The preparation of the financial statements in accordance with Canadian accounting standards for not-for-profit organizations 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, 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. Capital assets

	Cost	Accumulated Amortization	Net 2013	Net 2012
Land	\$ 3,656,503	\$ -	\$ 3,656,503	\$ 3,656,503
Buildings and improvements	13,385,622	3,349,451	10,036,171	10,501,265
Runway, airfield, and parking lot improvements	20,033,951	5,913,363	14,120,588	14,522,538
Fence	270,118	209,847	60,271	39,421
Furniture, equipment, and computer hardware	608,185	482,914	125,271	130,898
Vehicles	1,078,529	878,098	200,431	33,911
Computer software	40,668	30,211	10,457	12,873
	\$ 39,073,576	\$ 10,863,884	\$ 28,209,692	\$ 28,897,409

Included in capital assets is \$93,720 of assets which have not yet been put into use, and are therefore not being amortized.

Included in capital assets is the airport facility acquired by way of the transfer agreement. 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).

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2013

4. Investments

The short-term investments consist of several term deposits and GICs, having interest rates ranging from 2.20% to 4.15% and maturing at various dates from February 18, 2014 to June 9, 2014. The long-term investments consist of equity investments, and several term deposits and GICs, having interest rates ranging from 1.90% to 3.30% and maturing at various dates from June 9, 2015 to June 11, 2018. As a condition of its callable debt (Note 5), the commission must maintain a minimum of \$210,000 in GICs or cash in its investment account.

	2013	2012
Short-term investments	\$ 235,970	\$ 191,000
Long-term GICs	\$ 520,020	\$ 538,783
Equity investments	-	7,094
Long-term investments	\$ 520,020	\$ 545,877

5. Callable debt and line of credit

	2013	2012
- Callable debt		
Royal Bank of Canada - interest payable at prime plus 0.30% requiring blended monthly payments of \$35,000; repayable in full on May 12, 2014	\$ 2,956,963	\$ 3,273,683

The debt is secured by a general security agreement on all property of the commission. Debt is further secured by a collateral mortgage in the amount of \$875,000 constituting a first fixed charge on certain lands and improvements. In addition, there is a collateral mortgage including first ranking assignment of all rents in the amount of \$6,300,000 constituting a first fixed charge on certain lands and improvements. When the loan becomes due, it is management's intent to renew the demand loan for an additional 12-month period.

- Line of credit

The line of credit is a \$100,000 operating line of credit with the Royal Bank of Canada. Interest is payable at prime plus 0.50% on the outstanding balance. There was no outstanding balance at December 31, 2013.

Nanaimo Airport Commission Notes to the Financial Statements

For the year ended December 31, 2013

6. Passenger facility fee

The commission receives a passenger facility fee 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, and the air carriers serving the airport, entitling the air carriers to withhold a 3% administration fee.

7. Deferred contributions related to capital assets

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

	2013	2012
Balance, beginning of the year	\$ 17,969,082	\$ 18,806,813
Capital grants funds received	162,309	-
Amortized to revenue	(821,944)	(837,731)
	\$ 17,309,447	\$ 17,969,082

12. Prior period adjustment

During 2013, the commission discovered that a liability related to 2012 had not been accrued. The 2012 comparatives have been restated to show an increase in accounts payable of \$20,000, an increase in expenses of \$20,000, and a decrease in net assets of \$20,000.

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

Service Area

The airport's primary service area illustrated on the map includes a population greater than 253,000 and all those areas where YCD is the closest airport offering scheduled service.

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



The Future

With passenger numbers growing and the attraction of additional air carriers in the works, YCD has a unique opportunity to increase the revenue stream from land development.

The Nanaimo Airport has one of the largest available land masses for development of any airport in close proximity to YVR. The site is approximately 200 hectares, with more than half the site available for airside and groundside development.

The available lands along the new taxi-way at cost-effective lease rates will attract aviation-based businesses such as:

- Freight & courier operations
- Terminal retail & services
- Aviation support services
- Aircraft related suppliers
- Aerospace education & training
- Air transport dependant businesses
- Aircraft storage and maintenance
- Airport compatible business operations

Going forward, Nanaimo Airport will offer aviation businesses easy air access from underdeveloped airside land including taxiway lots and larger areas of unimproved land. YCD is a perfect location for both general access for the public and restricted access for aircraft operations.



doing our part for future generations

The Airport's year-long campaign "Doing our Part for Future Generations" was designed to draw attention to the airport's work related to sustainability and managed growth. Although these have been ongoing priorities throughout the years, by naming 2013 Nanaimo Airport's environmental year, it helped escalate the importance of these projects.

Considerable time and resources were allocated to environmental stewardship in 2013, including the completion of an external environmental review of the entire 200 hectare site. The review gave NAC a better sense of the success of their efforts to date, as well as some recommendations for future improvements. In addition to the review, NAC also continued to engage in environmental priorities such as enhancement of fish habitat in Haslam Creek; wildlife management, including the Vesper Sparrow; and aquifer protection.

A 100-year horizon is used when planning airport development. The addition of Enx Fuels to the site positions Nanaimo Airport to meet the current and future needs of all aviation users. Substantial work was completed in 2013 with the Regional District of Nanaimo to initiate a Memoranda of Understanding related to non-aviation land use development. The Nanaimo Airport will continue to work with the RDN in 2014, on this important issue.

The Nanaimo Airport plays an essential transportation role for Central Island residents, but the airport is so much more than that. In fact, while ensuring environmental stewardship, the Nanaimo Airport is also a regional economic generator and employer that provides services to enhance the lives of all area residents.

The Commission estimates that by 2026 there will be over 1,600 full-time direct and indirect jobs generated by the activities at our airport each year. That would mean more than \$121 million contribution annually to the regional economy.

2013 Highlight Project

Environmental Stewardship

Environmental Management Plan

The Nanaimo Airport Commission (NAC) is committed to operating Nanaimo Airport sustainably by taking into consideration our economic, social and environmental responsibilities with every business decision. Protection of the environment is one of NAC's corporate values.

NAC's Environmental Management Plan (EMP) follows a "Plan, Do, Check, and Act" model. The EMP provides direction and sets priorities for improving environmental performance. Management activities are controlled and documented through the operation of our integrated environmental management system.

Our EMP implements policy in the following management areas:

- Environmental Management System Administration
- Water Resources
- Land Resources
- Natural Habitat
- Aeronautical Noise
- Energy and Climate Change
- Waste Management

Aquifer Protection Plan

The Nanaimo Airport Commission is aware of the environmental value of the Cassidy Aquifer that lies beneath the airport, and recognizes its duty to protect the groundwater resource. A ground water protection strategy was further developed in 2013 to identify the asset and demand while creating a process for ongoing management and protection.

The ground water protection strategy has focused on defining the subsurface conditions, collecting and compiling available groundwater data, and in preparing a three-dimensional conceptual model illustrating subsurface ground conditions and water table levels.

A water level monitoring program was launched in 2012 to define the water table in the aquifers and the groundwater flow directions. The resulting data will provide a picture of seasonal water level changes and long-term trends.

In-Stream Work

An environmental partnership that began in 2006 to rehabilitate the lower reaches of Haslam Creek continues to benefit fish habitat today. The creek is a major, 25-kilometer-long tributary to the Nanaimo River and is home to coho, pink, and chum salmon as well as cutthroat and rainbow trout.

Restoration of the creek began as a construction mitigation plan for the flight path. Many nearby trees that had grown into the flight path had to be removed in the interest of safety. Since then, it has become a long-term partnership with groups and organizations in the community.

The Nanaimo Airport Commission, in partnership with community groups is looking forward to additional restoration projects in the future.

The Great Shoreline Cleanup

The Great Canadian Shoreline Cleanup is a national program that provides all Canadians the opportunity to make a difference in their local communities and help clean up shoreline trash. The Nanaimo Airport volunteer team annually participates in the cleanup with a focus on removing trash from the Haslam Creek area. This upstream clean up prevents the trash from entering the water way and the fragile aquatic ecosystems.

2013 Highlight Project

Environmental Stewardship cont.



Vesper Sparrow Habitat Project

Since 2002 the Nanaimo Airport Commission (NAC) managers have worked cooperatively with the Canadian Wildlife Services (CWS), and other local interest groups to plan and manage species protection activities that intersect with airport operations and aviation safety. In 2014, NAC partnered with the CWS on a Coastal Vesper Sparrow (VESP) Critical Habitat Conservation and Enhancement Project. The project was to plan and implement high priority activities for the conservation of critical habitat for Coastal VESP, while also working to ensure standards of public safety on the Nanaimo Airport Commission lands are not compromised. The overall goal of the project was to enhance the short-and long-term recovery.

Environmental Review

The Nanaimo Airport Commission retained Patrick Environmental in 2012 to repeat an Environmental Review to identify environmental risks from airport operations and tenant practices/activities on lands owned by NAC. The review was completed in July 2013 and was used as a focal point for environmental projects.

Sponsored Vancouver Island University's 2013 MBA Business Challenge

In spring 2013, 90 students in Vancouver Island University's Master of Business Administration program worked in teams to develop and run fund raising events for the Pacific Salmon Foundation. The competition gave students real world experience developing, managing and executing a major business project while exposing them to environmental projects.

2013 Highlight Project

Community Engagement



Air Cadets Annual Review

The Cadet program focuses on social development, decision-making and leadership. Most importantly, the program aids in developing knowledge of Canadian history and democracy. In 2013 the Nanaimo Airport in conjunction with the Nanaimo Flying Club (NFC) were again pleased to host the Annual Review for the 205 Collishaw Nanaimo Squadron. The Annual Ceremonial Review is the most important event of the Air Cadet training year. This event is an opportunity for the cadets to display what they have learned over the past training year to their families and assembled guests. It is also the venue for the Squadron to honour deserving cadets by presenting them with various awards.

Air Cadets Glider Training

For many the life-long passion of being a pilot is kindled through an activity such as joining the Air Cadets. Through this program, every cadet has a chance to participate in flight activities, and every year some top senior cadets earn a scholarship to obtain their private pilot's licence. In Central Vancouver Island that process begins with glider training that takes place at the Nanaimo Airport. On 6 consecutive weekends in both the spring and the fall you will likely see the gliders at the airport as these young pilots begin to build their flying experience.

Noise Mitigation Round Table

The NAC invited members of the neighbourhood to participate in meetings regarding airport noise in early 2013. This group was formed to provide a balanced forum where parties with an interest in noise mitigation issues could discuss concerns at YCD. The Roundtable participants are made up of residents from the surrounding area, representatives from the Nanaimo Flying Club, area pilots, Nav Canada, as well as NAC staff. A part of the discussion includes an educational component to assist with further understanding aviation regulations and procedures.

Snowbirds Fly for C.H.I.L.D.

The Canadian Forces Snowbirds (431 Squadron) are Ambassadors to the CH.I.L.D Foundation (an acronym for CHildren with Intestinal and Liver Disorders). In 2013 the Snowbird Squadron performed an amazing aerial show over the harbour in Nanaimo to help raise awareness and funds for this important cause. The Nanaimo Airport was pleased to host the Snowbirds and work with the many community partners to bring this event to Nanaimo.

Feed the Need – Food Drive

The Nanaimo Airport, along with sponsors Country Grocer, Remax Nanaimo, Dodd's Furniture, Air Canada and Glacier Media Group, hosted a six-week food drive over the Christmas holiday season to help fill the shelves at five community food banks in 2014.

In total over 3,000 lbs of food was donated by area residents and participating sponsors as a part of the Feed the Need challenge. The donated food from the CAN-nection campaign ended up on food banks shelves in Nanaimo, Parksville, Ladysmith, Duncan and Port Alberni.

Nanaimo Flying Club

Although the majority of users of the Nanaimo Airport are airline passengers, a significant portion of the flying that takes place at the airport is from general aviation users or private aircraft. The NAC has a long history of working with the Nanaimo Flying Club (NFC) to support general aviation in the Central Island Area. In 2013, NFC and NAC partnered to host several events including the Cadet Review, CH.I.L.D. Event and monthly Fly-ins at the club.

Public Presentation

In 2013 over 50 public presentations were conducted by the NAC to ensure that service area residents were up-to-date with activities at the Nanaimo Airport, as well as to have a forum to provide feedback or ask questions of the operations of the airport.



2013 Highlight Project

Land Development

Secured New Fuel Provider – Enex Fuel

The Nanaimo Airport Commission was pleased to welcome Enex Aviation Services. A fully operational fuel supplier on site will allow the Nanaimo Airport to continue to grow by having the ability to refuel aircraft that have longer ranges. Today this service allows YCD to have the non-stop flights to Calgary, but going forward it could help attract carriers offering flights to the Pacific Northwest, western Canada, or even a sun destination like Hawaii.

SNC Lavalin – Land Use Planning

The Nanaimo Airport Commission is responsible for the development, management and operation of the Nanaimo Airport. As part of this mandate the NAC continues to review and enhance the 2004 Master Plan. To meet this requirement, the Airport has hired SNC Lavalin Inc. (SLI) to review past planning activities at the airport and to use this information together with any updates, and their extensive experience at many other airports, to develop an updated long-term Land Use Plan to guide future development at the airport.

Regional District of Nanaimo (RDN)

Working with the RDN Team and City Spaces Consulting, the NAC is developing an agreement between the RDN and NAC that describes the relationship and sets out agreed principles and a process that will guide the development of a Master Development Plan (MDP) for the airport. This agreement will eventually clarify land use jurisdictions and lead to the inclusion of the Airport property in the Area A Official Community Plan.



The Nanaimo Airport Commission (NAC) is committed to operating Nanaimo Airport sustainably by taking into consideration our economic, social and environmental responsibilities with every business decision. Protection of the environment is one of NAC's corporate values.

