

# **2023 AIRPORT ENGAGEMENT AND SURVEY REPORT**

**TOWN OF VERMILION**





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## EXECUTIVE SUMMARY

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Mayor and Council would like to thank all that participated in the online survey and in person engagement sessions. The feedback received from residents and the public has been invaluable for Council to make informed decisions going forward. Council has seen a passion and desire for the airport with the need to form strategic partnerships with our neighbouring municipalities and counties to successfully fund the airport and ensure the airports future success.

The Town of Vermilion's airport has been serving the community since the mid-1940s, providing a range of services including medical transportation, private aircraft usage, aircraft maintenance, fuel sales, and recreational activities. Over the years, the airport has undergone transformations, transitioning from a grass aerodrome with four approaches to a paved aerodrome with two approaches.

In 2019, a comprehensive airport master plan study was conducted in response to runway conditions and the town's desire to develop the airport in a sustainable manner. Following the recommendations of the study, the town undertook spot repairs on heaved areas of the runway in 2020. To further align with the master plan, the town has proposed a capital project to overlay the runway, apron, and taxiway. This project necessitates a geo-technical investigation to refine the scope of work required.

As part of the 2023 capital budget, the town has included funds for the geo-technical investigation. Additionally, the town has recognized the importance of engaging the residents of Vermilion throughout the decision-making process. To gather feedback on the project and its expenses, the town conducted public engagements and an online survey. The objective of these engagements was to provide residents with relevant data and an opportunity to express their preferences and aspirations for the airport's future.

Administration staff successfully completed the public engagements and online survey, gathering valuable insights from the community. The results of these engagements will help inform decision-making regarding the airport project and its direction. By involving the residents in the decision-making process, the town aims to ensure that the project aligns with the desires and expectations of the community.

Overall, the engagement efforts have been successful in providing a platform for residents to voice their opinions and contribute to the decision-making process. The data collected from the public engagements and online survey will serve as a valuable resource for assessing community preferences and shaping the future of Vermilion's airport.

The town expresses its gratitude to all residents who participated in the public engagements and completed the online survey. Their input will play a crucial role in making informed decisions about the airport project. Moving forward, the town will carefully consider the feedback received to ensure that the airport's development aligns with the needs and aspirations of the Vermilion community.



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## **PUBLIC ENGAGEMENTS**

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There were two in person public engagements hosted at the Town Hall in the Council Chambers. The first was Wednesday March 22, 2023 from 1pm to 7pm, and the second was on Saturday April 15, 2023 from 1pm – 5pm. The day and times were selected to provide people with a variety of opportunity to participate, by having it mid-day in the middle of the week that also extended into the evening, and by having it on the weekend to allow for those that cannot make it during the week. A summary of the two engagements is below:

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### **WEDNESDAY MARCH 22, 2023 ENGAGEMENT**

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- 25 members of the public attended. (Not including staff or members of council)
- People filtered in throughout the entire engagement with the peak attendance at one time being roughly 15 people in the room.
- 5 out of 7 members of council attended the engagement.
- Several members of the flying club attended.
- All members of the airport advisory committee attended.
- The primary residence of the attendees was roughly half Town of Vermilion residents, and half County of Vermilion River or beyond the County.
- Majority of people were in favor of completing construction to maintain the same level of service at the airport.
- One attendee suggested that the airport user group should be fundraising or utilizing a user pay system for the construction.
- Most of the discussions that occurred at this meeting was about the online survey and how the information came to be.
- The most common need for the airport that people identified was the medevac, and spray planes for the agricultural sector.



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## SATURDAY APRIL 15, 2023 ENGAGEMENT

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- 30 members of the public attended. (Not including staff or members of council)
- 5 out of 7 members of council attended the engagement.
- Majority of the people that attended were there at the beginning of the engagement with the peak attendance in the room at one time being 23 people.
- 3 of the 5 airport advisory committee members attended.
- Approximately 10 to 15 people who attended this engagement attended the March 22, 2023 engagement.
- A large discussion on county residents and residents of other towns to talk to their municipal councillor about supporting the Vermilion airport. Currently the Town of Vermilion is the only funding source for the airport. Majority of people in the discussion agreed that the service area for the airport extends well beyond the Town of Vermilion boundary and services the County of Vermilion River, Mannville, County of Minburn, etc.
- One attendee stated that unless there is support from the county and other municipalities that he feels the airport should not get the construction.
- A discussion on the funding of the project occurred. Questions about the grant funding availability and the overall cost of the project. The total cost of the project was utilized from the 2019 Master Plan, and the only grant opportunity that is available is the CAP grant that could cover up to 75% of the project. It was relayed that all of this information was provided in the online survey as well.
- A member of the flying club commented that the flying club does not wish to fundraise for the airport stating that; since the airport is Town infrastructure, that the Town should be funding the construction of it.
- Majority of the people that attended were in favor of the construction at the airport.



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## ONLINE SURVEY

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The online survey was created to provide information about historical data, surrounding airports, usage data of the airport, the operating and capital costs of the airport, the current Town deficit, and the economic benefits of the airport. The questions were done in an order as to gather information on where the survey respondent primary residence is, whether or not they are a pilot that resides in the Town of Vermilion, and then to provide the information about the airport prior to the final questions about the funding of the construction, and what the community desires to see for the level of service at the airport. The final question of the survey was done to gather information for two purposes. The first being that if the community decided to re-develop the airport, that there would be a prioritization in place for council and staff to work from. The second reason being that if the construction were to occur at the airport and the level of service remains the same, that the information gathered from this question provides useful information on what the community desires for the immediate future for development in other areas of Town as well.

The data collected and shown below is presented in four ways to provide geographical representation of the responses. It is broken down as follows:

1. Original summary data from Survey Monkey. This is the cumulative answers from all respondents who participated in the survey.
2. Town of Vermilion response data only.
3. County of Vermilion River response data only.
4. Beyond Vermilion and the County of Vermilion River response data only.



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## RESPONSE DATA

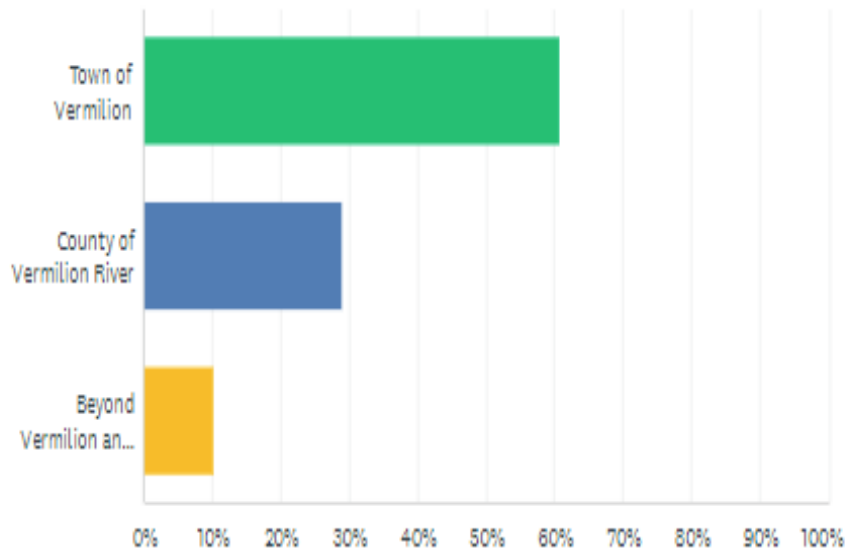
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### SURVEY MONKEY

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#### Q1 Where is your primary residence?

Answered: 629 Skipped: 0



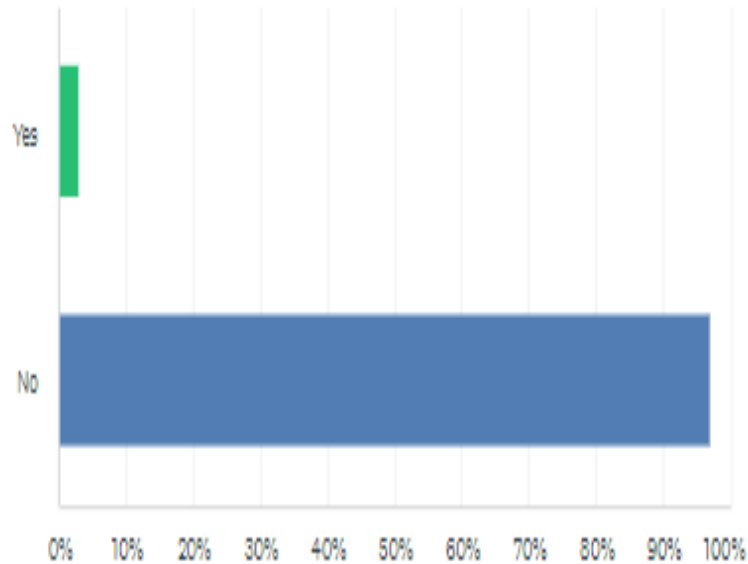
ANSWER CHOICES	RESPONSES	
Town of Vermilion	60.73%	382
County of Vermilion River	28.93%	182
Beyond Vermilion and the County of Vermilion River	10.33%	65
TOTAL		629





## Q2 Are you a pilot residing in the Town of Vermilion that uses the airport?

Answered: 629 Skipped: 0

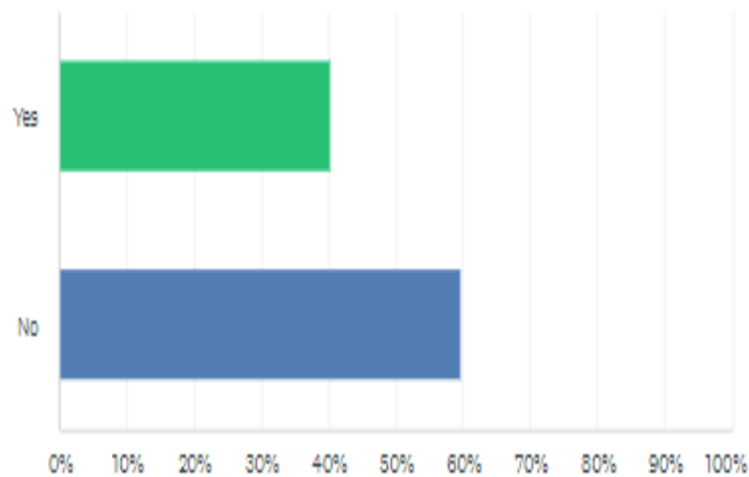


ANSWER CHOICES	RESPONSES	
Yes	3.02%	19
No	96.98%	610
TOTAL		629



Q3 There are 12 airports within a 100 km radius of Vermilion. Since 2018, the Town has recorded 266 flights that were from another airport within 100 km from Vermilion. Were you aware that there are 12 airports within this radius of Vermilion?

Answered: 629 Skipped: 0

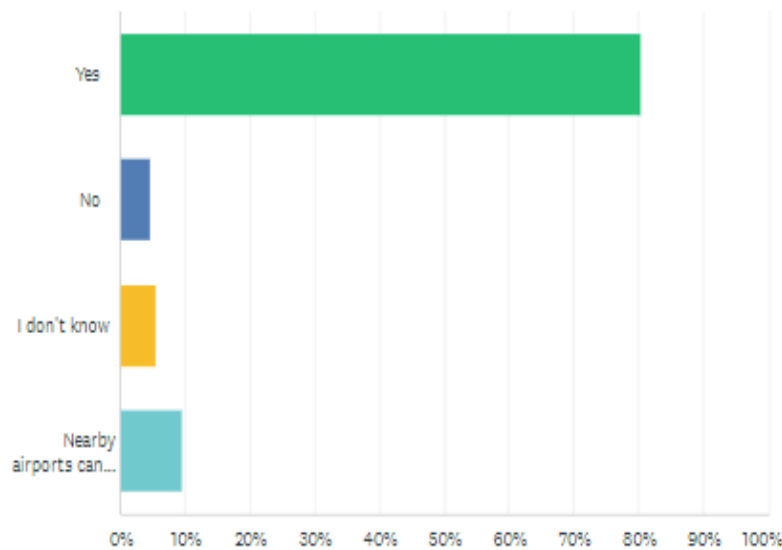


ANSWER CHOICES	RESPONSES	
Yes	40.38%	254
No	59.62%	375
TOTAL		629



Q4 The provincial medevac fleet provides medical service for the community. The medevac fleet is stationed out of Edmonton and Lac La Biche. It is also the heaviest aircraft that frequent the Vermilion airport. Historically, the Medevac provides Vermilion and the surrounding area with additional medical coverage in non-emergent situations (primarily patient transfers). Since 2017 there has been 75 missions with the medi-vac. With Covid-19, there was an increase in usage in 2021 and 2022. In the last three years there were two medevac aircraft that overload the pavement bearing weight capacity on the runway, which landed 16 times. With this information, do you support this service at the airport?

Answered: 629 Skipped: 0

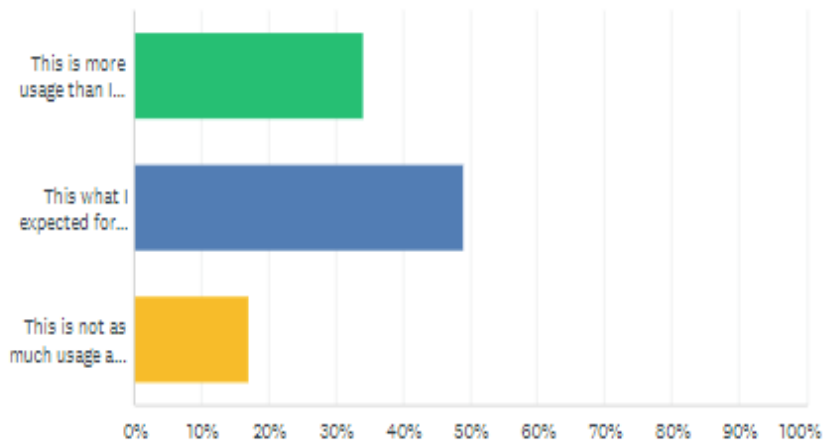


ANSWER CHOICES	RESPONSES	
Yes	80.29%	505
No	4.61%	29
I don't know	5.56%	35
Nearby airports can service Vermilion for Medi-vac instead	9.54%	60
<b>TOTAL</b>		<b>629</b>



Q5 There are twelve planes that are registered to this airport, to which 7 are active. Historical records dating back to 1970 indicate there is an average of 323 flights per year. For reference in 1970 there were 276 recorded flights, 2003 there were 332 flights, and 2022 there were 363 flights. On average the 7 pilots (who have aircraft registered to the Vermilion airport) utilize the runway 45% of the time and 9 medevac aircraft that utilize the runway 6% of the time. There is also 5% of additional aircraft movements that could not be identified. The remaining 44% of flights are from private (36%) and commercial (8%) pilots from across Canada. Majority of the flights that are non-local are aircraft from within Alberta to which the majority are from within 150km from Vermilion. With the usage information of the Vermilion airport, what is your opinion on the usage amounts?

Answered: 629 Skipped: 0

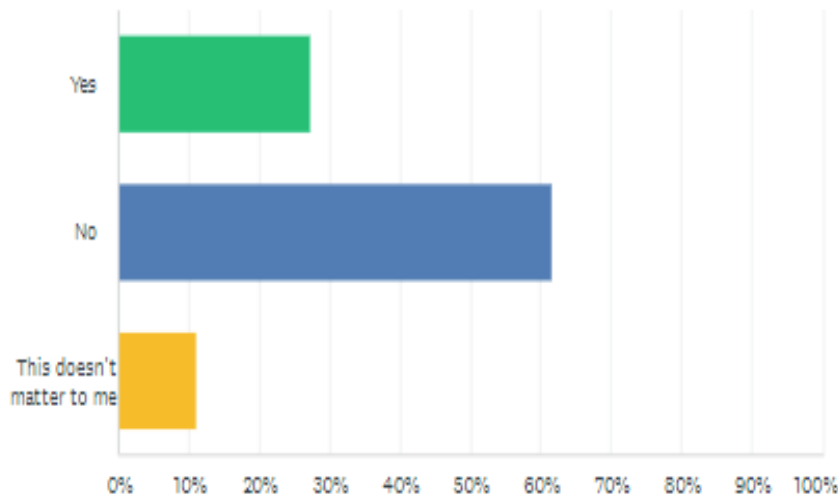


ANSWER CHOICES	RESPONSES	
This is more usage than I thought	34.02%	214
This what I expected for the amount of usage	48.97%	308
This is not as much usage as I thought	17.01%	107
TOTAL		629



Q6 The Town of Vermilion is able to borrow money and carry debt up to \$18,211,000. Currently the Town is at 76.5% of its debt limit which is \$13,394,000. The borrowing amount available to the Town is \$3,303,000. This debt limit affects the Town's ability to borrow funds for future projects such as roads, sewer, water, recreation, etc. This borrowing could also include work at the airport. Were you aware of the Town's debt limit status and the limited amount of debt capabilities there is left for the Town?

Answered: 629 Skipped: 0

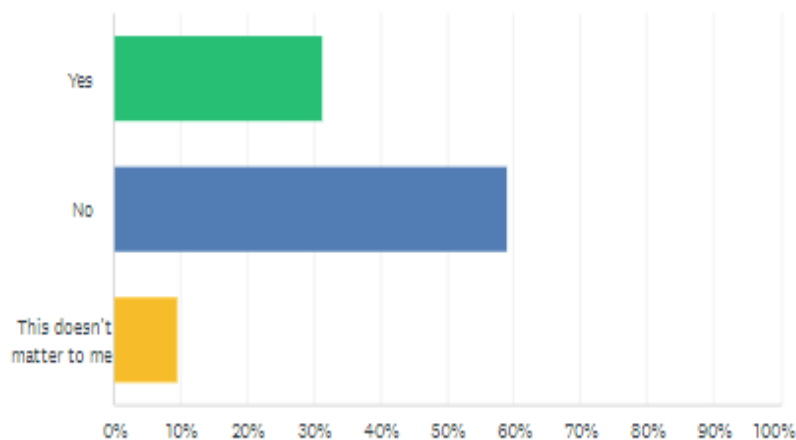


ANSWER CHOICES	RESPONSES	
Yes	27.34%	172
No	61.53%	387
This doesn't matter to me	11.13%	70
TOTAL		629



Q7 The COPA (Canadian Owners and Pilots Association) found that in 2005, 75% of the Airports in Alberta participated in a Financial Sustainability Study. 75% of the participating airports were in a deficit position, 16% were in a break-even position, and 9% posted a surplus. Historically the Town of Vermilion has subsidized the operations of the airport and operates at a deficit position. Over the past two years the airport has operated with an average of \$50,000 deficit per year. For the 2023 budget year this has grown to a \$105,282 deficit. This increase is due to the allocation of actual use of equipment and time for the operation of the airport for items such as mowing, weed spraying, terminal building maintenance, power, natural gas, water, sewer, snow removal, runway lights, line painting, etc. Were you aware of the operational deficit that the airport incurs annually?

Answered: 629 Skipped: 0

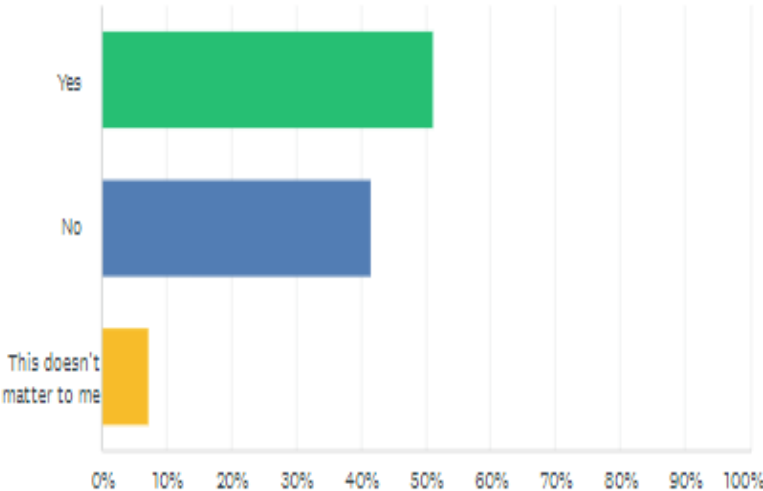


ANSWER CHOICES	RESPONSES	
Yes	31.32%	197
No	59.14%	372
This doesn't matter to me	9.54%	60
<b>TOTAL</b>		<b>629</b>



Q8 Having an airport provides positive impacts to the community through tourism, and businesses at the airport. COPA (Canadian Owners and Pilots Association) found during the general aviation economic impact report from 2017-18 that “each aircraft directly generates 0.57 FTE’s (Full Time Equivalents) of employment, earning approximately \$42,400 in wages. This contributes \$68,500 in direct GDP and \$168,500 in direct economic output to the Canadian economy”. Were you aware of the economic impacts and benefits of having an airport?

Answered: 629 Skipped: 0

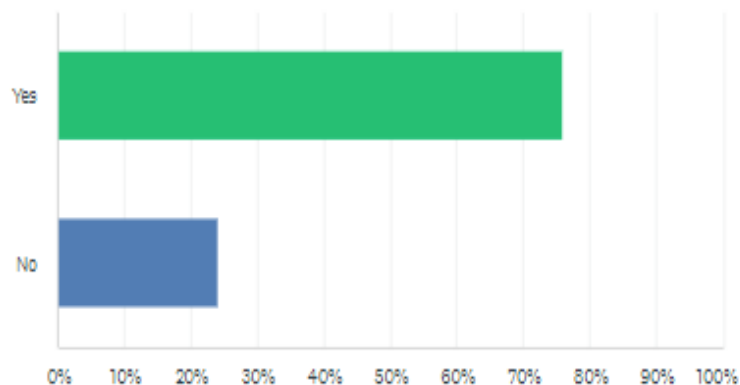


ANSWER CHOICES	RESPONSES	
Yes	51.19%	322
No	41.49%	261
This doesn't matter to me	7.31%	46
TOTAL		629



Q9 The airport is in need of reconstruction work on the runway to continue to maintain the level of service for the medi-vac and other aircraft that utilize the airport. The project at a minimum includes spot repairs of gravel structure, re-paving the runway, taxiway, and apron, as well as new line painting. A cost estimate of 2.2 to 2.3 million dollars was done in 2019 with the recommendation of a geotechnical investigation for the surfaces to confirm the work. The geotechnical investigation could identify that more work may be required. There is a provincial grant available that the Town can apply for to cover up to 75% of the cost of the project. If the Town was successful with the grant, the additional spending would equate to an 11% tax increase overall. For the full construction value, the tax increase would be equivalent to 44%. If the Town was successful with a grant application for the project at the airport, would you support the Town spending approximately \$550,000 towards the re-construction of the airport?

Answered: 629 Skipped: 0



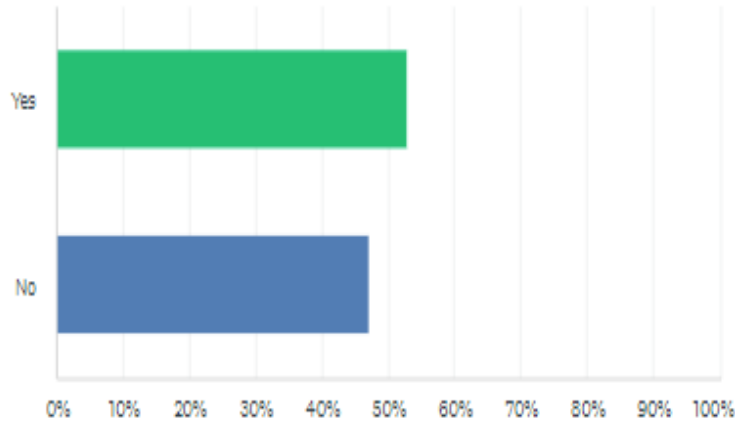
ANSWER CHOICES	RESPONSES	
Yes	75.99%	478
No	24.01%	151
TOTAL		629





Q10 If the Town was unsuccessful with the grant application, do you support the Town spending approximately 2.2 to 2.3 million dollars to complete the reconstruction?

Answered: 629 Skipped: 0

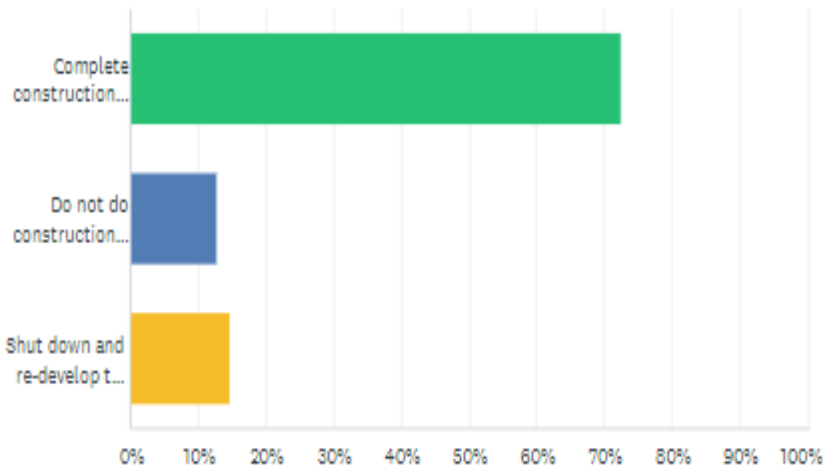


ANSWER CHOICES	RESPONSES	
Yes	52.78%	332
No	47.22%	297
TOTAL		629



Q11 The airport is not limited to being in one state or another. There are different levels of service that can be offered for an airport. The airport could be to a paved state which allows for the medevac to land in Vermilion, but could also go to a grassed state to continue to allow smaller private planes to land. The other option to consider is whether to keep the airport and re-develop to another land use such as residential, commercial, recreation, etc. What do you want to see for the future of the airport in Vermilion?

Answered: 629 Skipped: 0

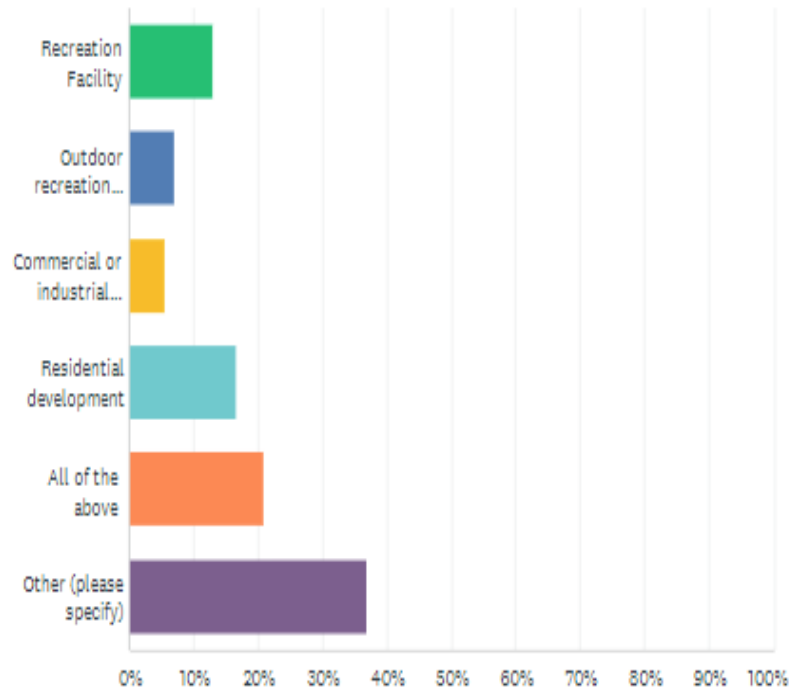


ANSWER CHOICES	RESPONSES
Complete construction and maintain the same level of service	72.50% 456
Do not do construction and keep as is, knowing that the air ambulance would eventually not be able to land in Vermilion.	12.88% 81
Shut down and re-develop the airport	14.63% 92
TOTAL	629



## Q12 If the airport were to be re-developed, what do you think would be the most immediate land use need for the Town in this area?

Answered: 629 Skipped: 0



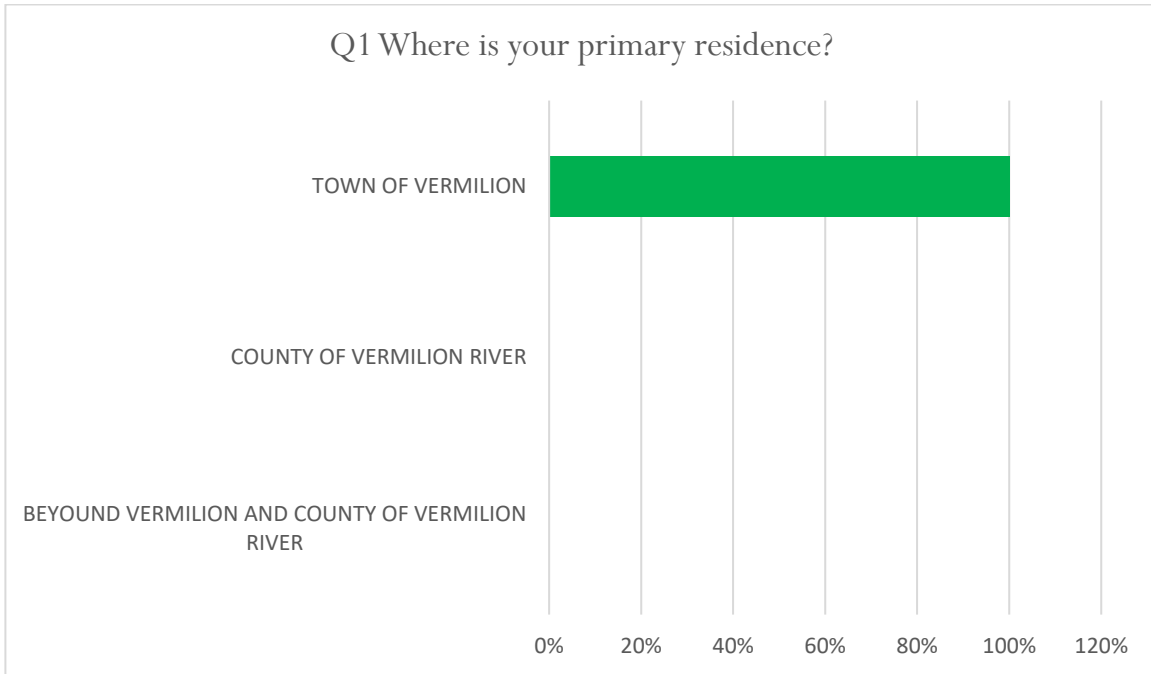
ANSWER CHOICES	RESPONSES	
Recreation Facility	13.04%	82
Outdoor recreation facilities	7.00%	44
Commercial or industrial development	5.56%	35
Residential development	16.53%	104
All of the above	20.99%	132
Other (please specify)	36.88%	232
<b>TOTAL</b>		<b>629</b>



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## TOWN OF VERMILION

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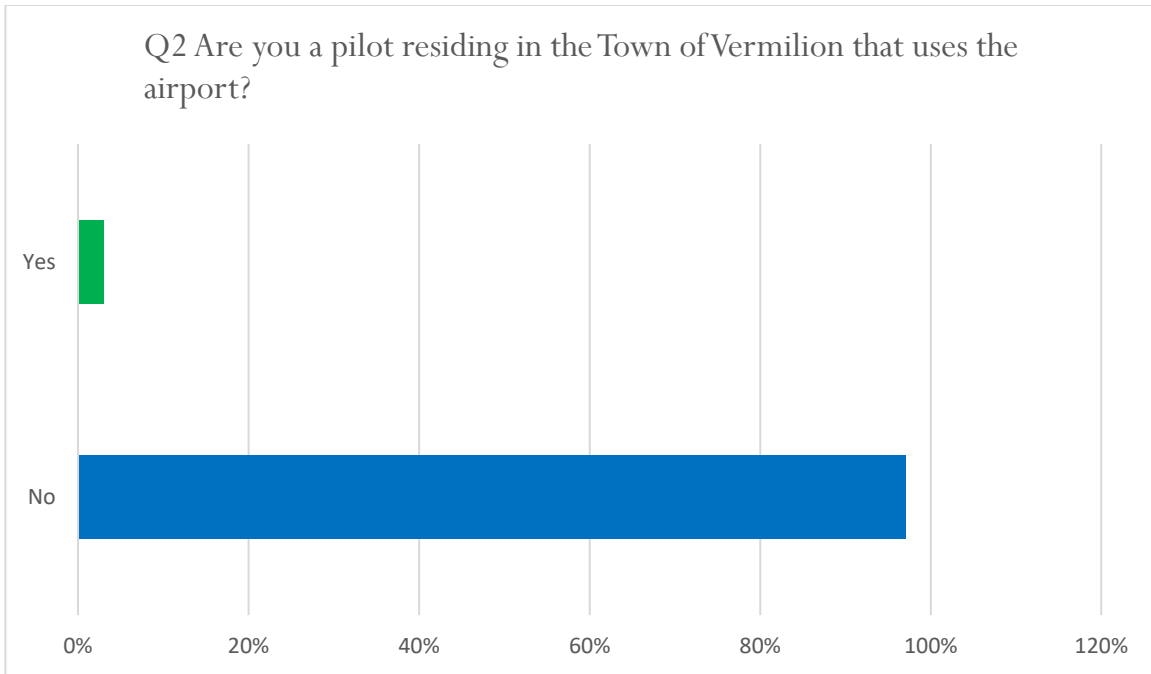


### ANSWER CHOICES

### RESPONSES

ANSWER CHOICES	RESPONSES
<b>TOWN OF VERMILION</b>	100%      382
<b>COUNTY OF VERMILION RIVER</b>	0%          0
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	0%          0
<b>TOTAL</b>	382





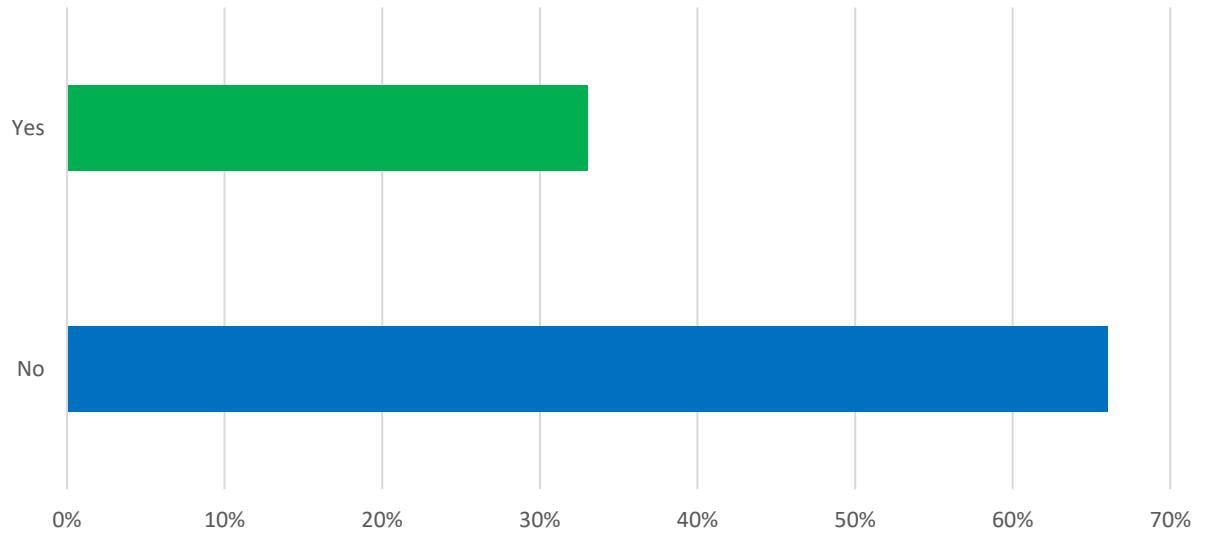
**ANSWER CHOICES**

**RESPONSES**

<b>YES</b>	3%	11
<b>NO</b>	97%	371
<b>TOTAL</b>		382



Q3 There are 12 airports within a 100km radius of Vermilion. Since 2018, the Town has recorded 266 flights that were from another airport within 100km from Vermilion. Were you aware that there are 12 airports within this radius of Vermilion?



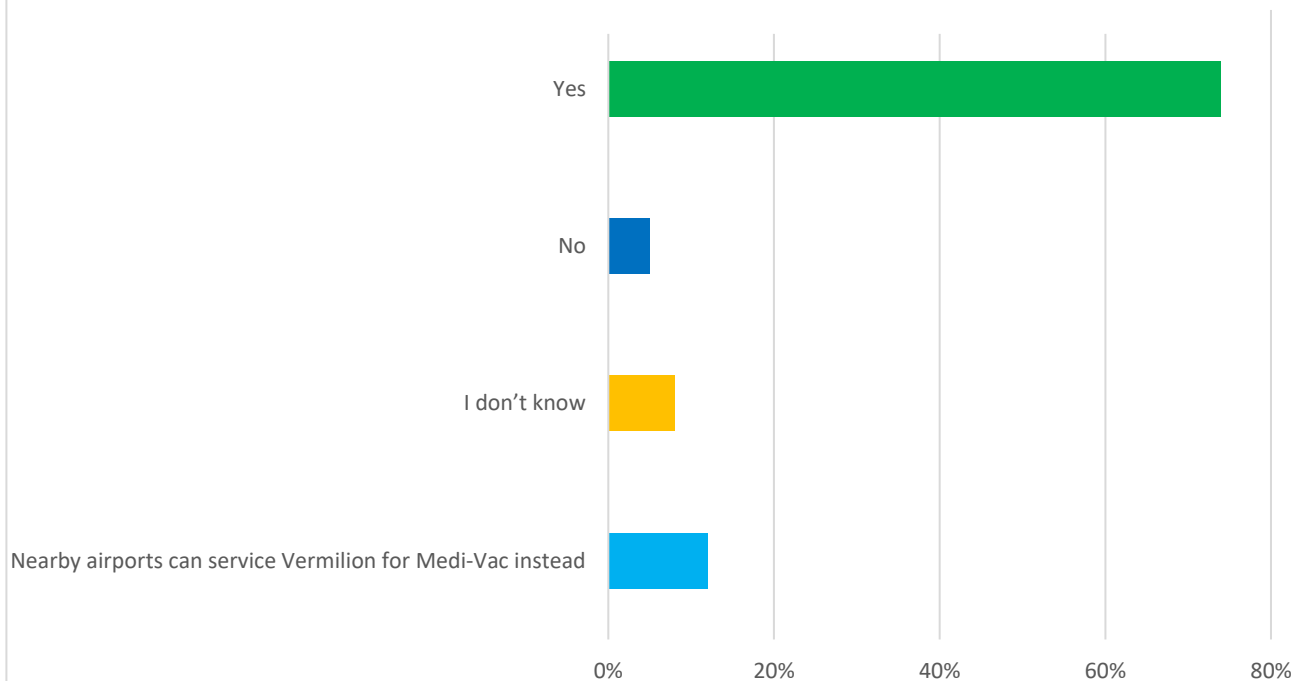
**ANSWER CHOICES**

**RESPONSES**

<b>YES</b>	33%	128
<b>NO</b>	66%	254
<b>TOTAL</b>		382



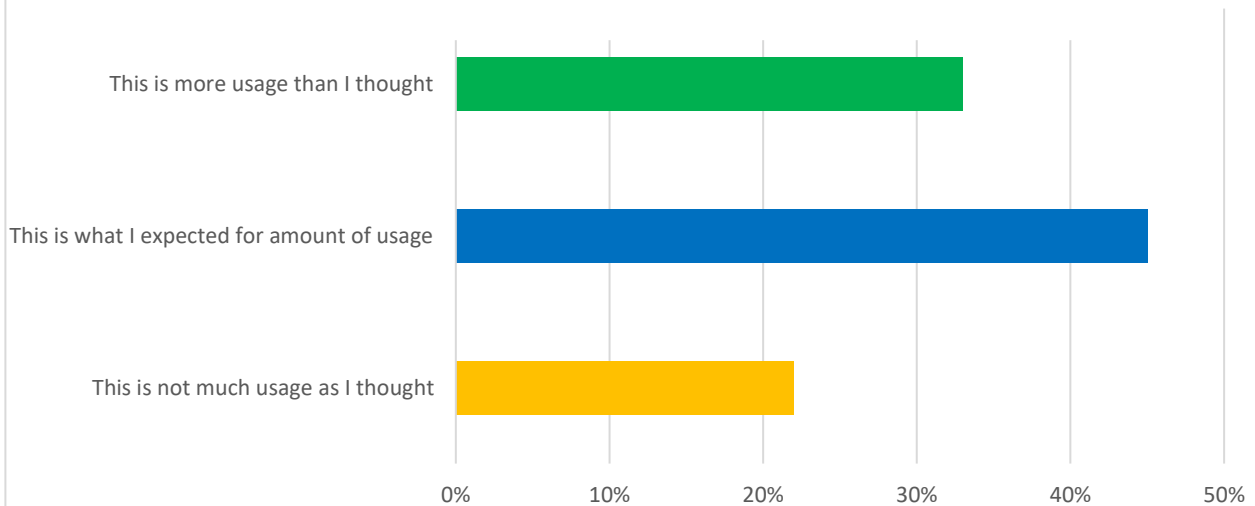
Q4 The provincial medevac fleet provides medical service for the community. The medevac fleet is stationed out of Edmonton and Lac La Biche. It is also the heaviest aircraft that frequent the Vermilion airport. Historically, the Medevac provides Vermilion and the surrounding area with additional medical coverage in non-emergent situations (primarily patient transfers). Since 2017 there has been 75 missions with the medi-vac. With Covid-19, there was an increase in usage in 2021 and 2022. In the last three years there were two medevac aircraft that overload the pavement bearing weight capacity on the runway, which landed 16 times. With this information, do you support this service at the airport?



ANSWER CHOICES	RESPONSES	
<b>YES</b>	74%	284
<b>NO</b>	5%	20
<b>I DON'T KNOW</b>	8%	32
<b>NEARBY AIRPORTS CAN SERVICE VERMILION FOR MEDI-VAC INSTEAD</b>	7%	46
<b>TOTAL</b>		382



Q5 There are 12 planes that are registered to this airport, to which 7 are active. Historical records dating back to 1970 indicate there is an average of 323 flights per year. For reference in 1970 there were 276 recorded flights, 2003 there were 332 flights, and 2022 there were 363 flights. On average the 7 pilots (who have an aircraft registered to the Vermilion airport) utilize the runway 45% of the time and 9 medevac aircraft that utilize the runway 6% of the time. There is also 5% of additional aircraft movements that could not be identified. The remaining 44% of flights are from private (36%) and commercial (8%) pilots from across Canada. Majority of the flights that are non-local are aircraft from within Alberta to which the majority are from within 150km from Vermilion. With the usage information of the Vermilion airport, what is your opinion on the usage amounts?



**ANSWER CHOICES**

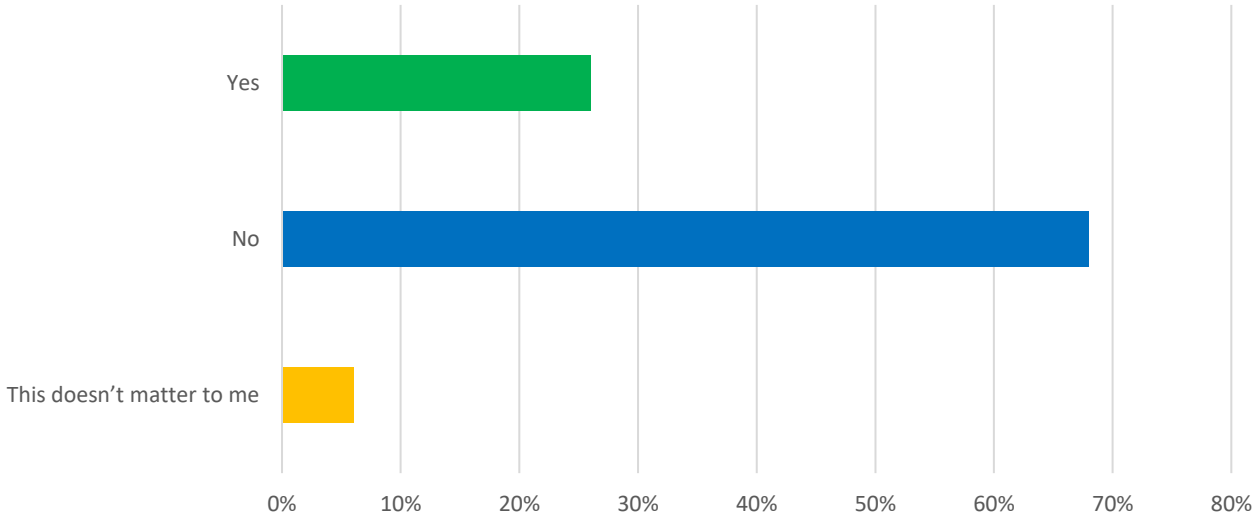
**RESPONSES**

<b>THIS IS MORE USAGE THAN I THOUGHT</b>	33%	128
<b>THIS IS WHAT I EXPECTED FOR AMOUNT OF USAGE</b>	45%	171
<b>THIS IS NOT AS MUCH USAGE AS I THOUGHT</b>	22%	83
<b>TOTAL</b>		382





Q6 The Town of Vermilion is able to borrow money and carry debt up to \$18,211,00. Currently the Town is at 76.5% of its debt limit which is \$13,394,000. The borrowing amount available to the Town is \$3,303,000. This debt limit affects the Town's ability to borrow funds for future projects such as roads, sewer, water, recreation, etc. This borrowing could also include work at the airport. Were you aware of the Town's debt limit status and the limited amount of debt capabilities there is left for the Town?



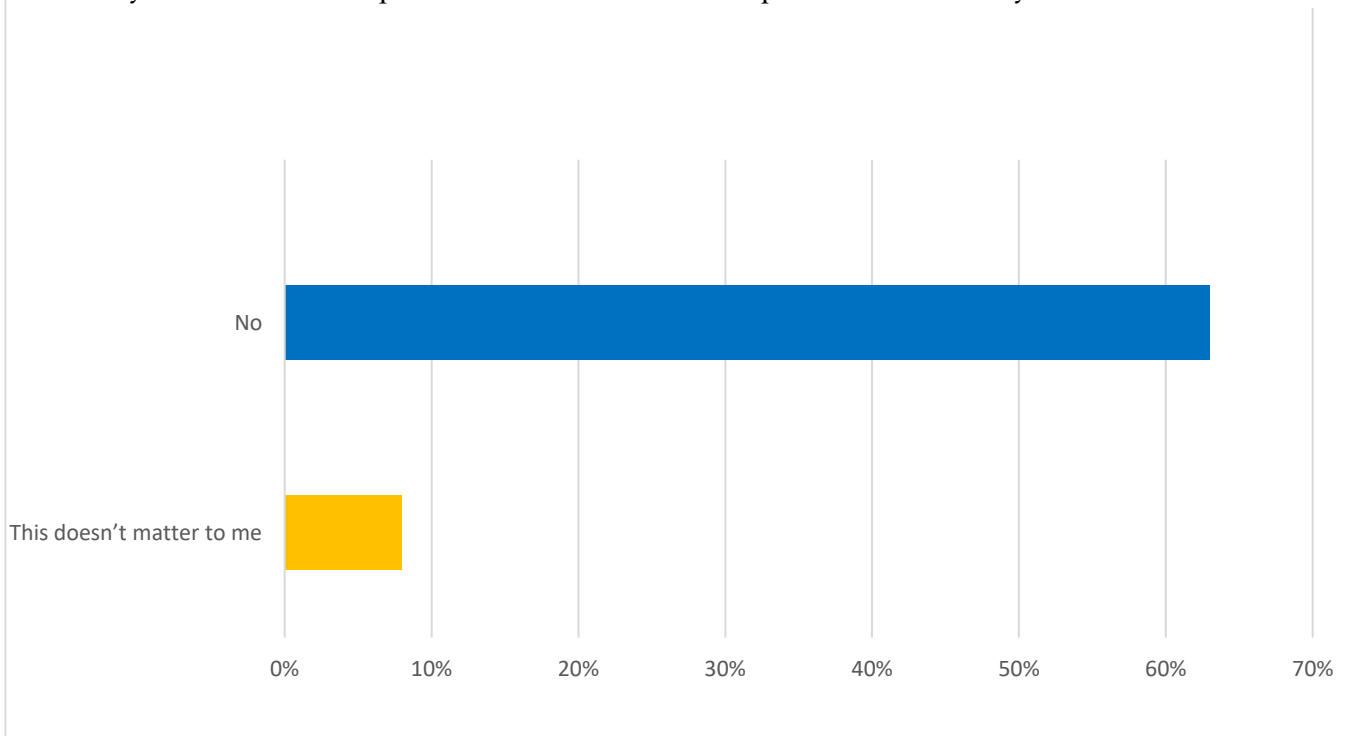
**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	PERCENTAGE	COUNT
<b>YES</b>	26%	99
<b>NO</b>	68%	259
<b>THIS DOESN'T MATTER TO ME</b>	6%	24
<b>TOTAL</b>		382



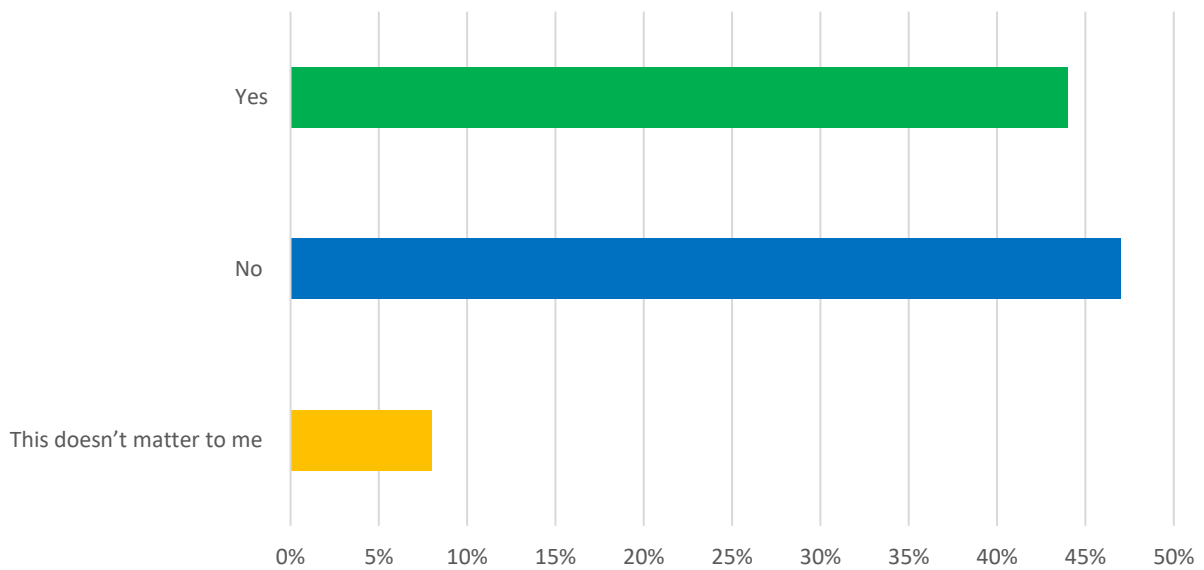
Q7 The COPA (Canadian Owners and Pilots Association) found that in 2005, 75% of the airports in Alberta participated in a Financial Sustainability study. 75% of the participating airports were in a deficit position, 16% were in a break-even position, and 9% posted a surplus. Historically the Town of Vermilion has subsidized the operations of the airport and operates at a deficit position. Over the past two years the airport has operated with an average of \$50,000 deficit per year. For the 2023 budget year this has grown to a \$105,282 deficit. This increase is due to the allocation of actual use of equipment and time for the operation of the airport for items such as mowing, weed spraying, terminal building maintenance, power, natural gas, water, sewer, snow removal, runway lights, line painting, etc. Were you aware of the operational deficit that the airport incurs annually?



ANSWER CHOICES	RESPONSES	
<b>YES</b>	28%	109
<b>NO</b>	63%	242
<b>THIS DOESN'T MATTER TO ME</b>	8%	31
<b>TOTAL</b>		382



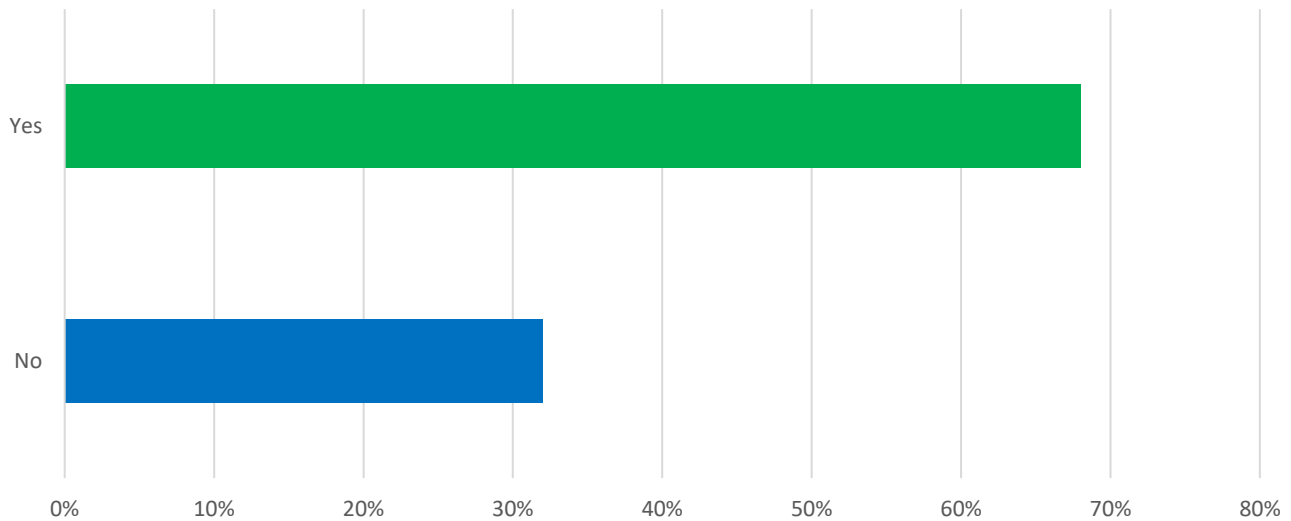
Q8 Having an airport provides positive impacts to the community through tourism, and businesses at the airport. COPA (Canadian Owners and Pilots Association) found during the general aviation economic impact report from 2017-18 that "each aircraft directly generates 0.57 FTE's (Full Time Equivalents of employment, earning approximately \$42,400 in wages. This contributes \$68,500 in direct GDP and \$168,500 in direct economic output to the Canadian economy". Were you aware of the economic impacts and benefits of having an airport?



ANSWER CHOICES	RESPONSES	
<b>YES</b>	44%	169
<b>NO</b>	47%	181
<b>THIS DOESN'T MATTER TO ME</b>	8%	32
<b>TOTAL</b>		382



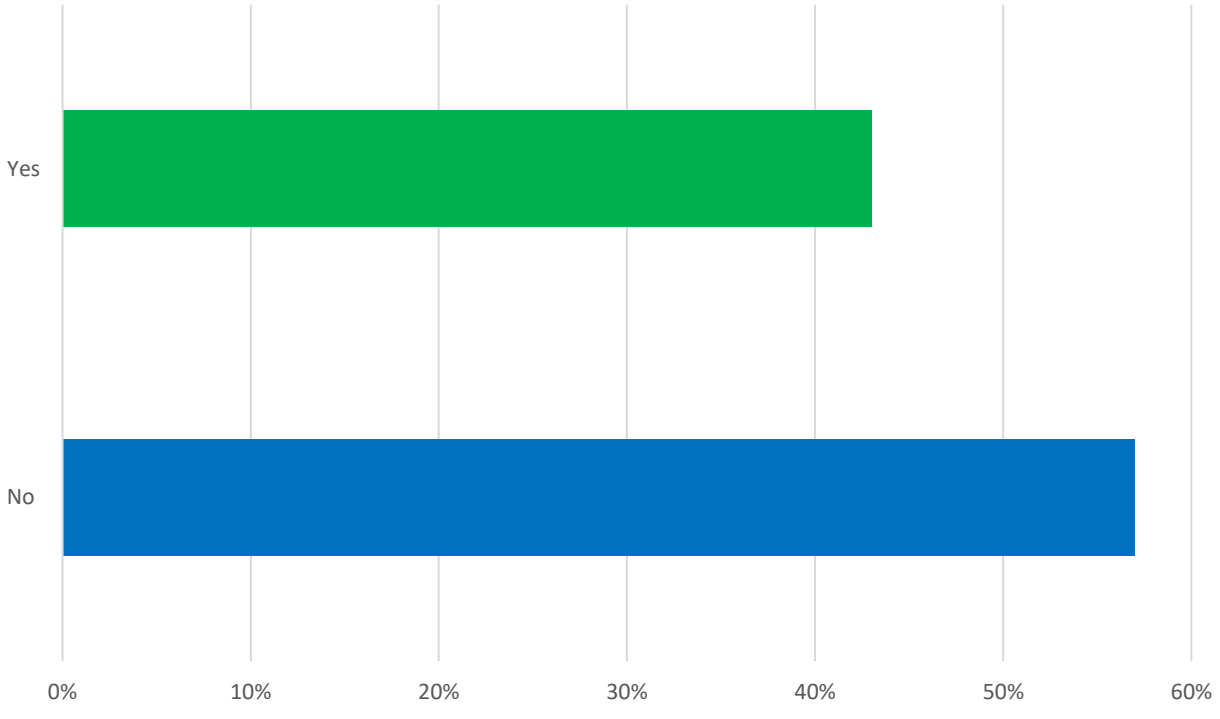
Q9 The airport is in need of reconstruction work on the runway to continue to maintain the level of service for the medi-vac and other aircraft that utilize the airport. The project at a minimum includes spot repairs of gravel structure, re-paving the runway, taxiway, and apron, as well as new line painting. A cost estimate of 2.2 to 2.3 million dollars was done in 2019 with the recommendation of a geotechnical investigation for the surfaces to confirm the work. The geotechnical investigation could identify that more work may be required. There is a provincial grant available that the Town can apply for to cover up to 75% of the cost of the project. If the Town was successful with the grant, the additional spending would equate to an 11% tax increase overall. For the full construction value, the tax increase would be equivalent to 44%. If the Town was successful with a grant application for the project at the airport, would you support the Town spending approximately \$550,000 towards the re-construction of the airport?



ANSWER CHOICES	RESPONSES	
<b>YES</b>	68%	260
<b>NO</b>	32%	122
<b>TOTAL</b>		382



Q10 If the Town was unsuccessful with the grant application, do you support the Town spending approximately 2.2 to 2.3 million dollars to complete the reconstruction?



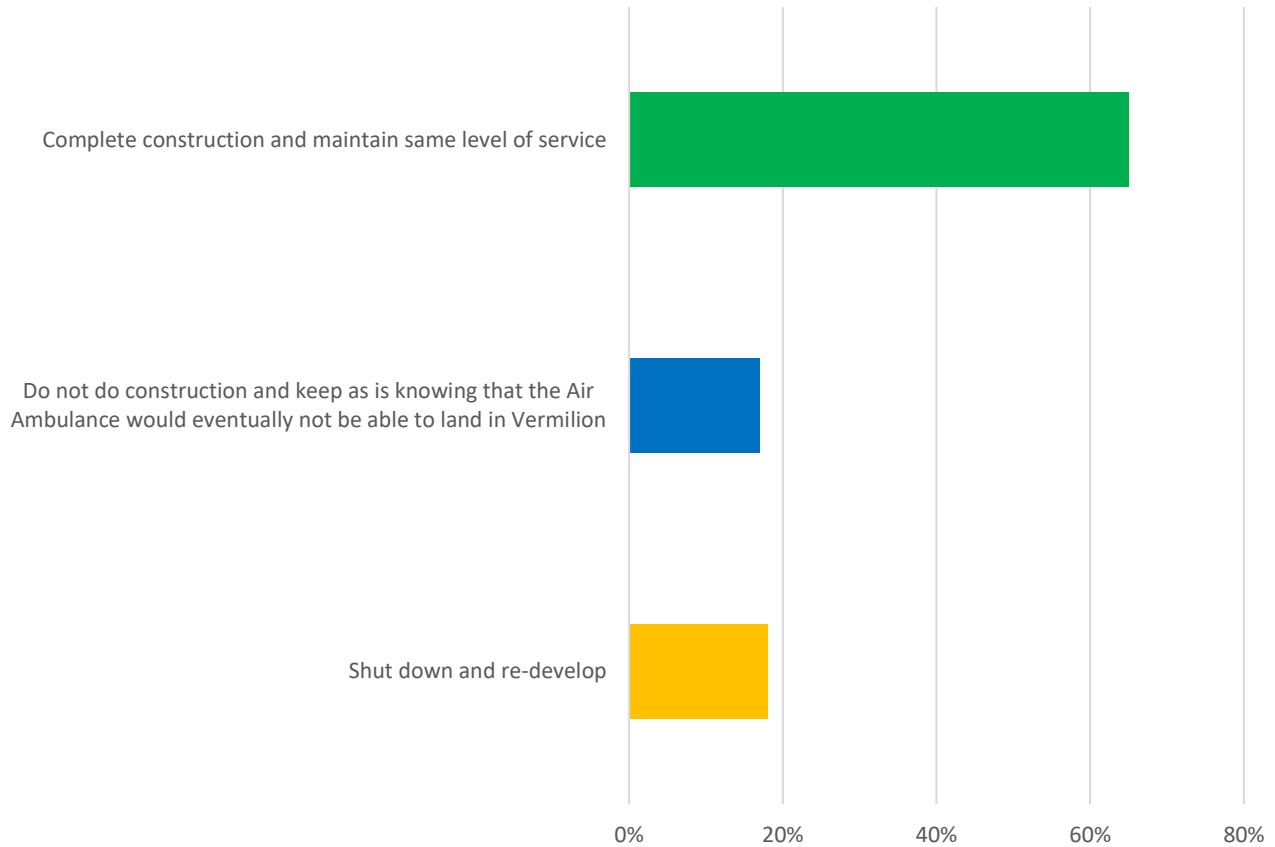
**ANSWER CHOICES**

**RESPONSES**

<b>YES</b>	43%	166
<b>NO</b>	57%	216
<b>TOTAL</b>		382



Q11 The airport is not limited to being in one state or another. There are different levels of service that can be offered for an airport. The airport could be a paved state which allows for the medevac to land in Vermilion, but could also be a grassed state to continue to allow smaller private planes to land. The other option to consider is whether to keep the airport and re-develop to another land use such as residential, commercial, recreation, etc. What do you want to see for the future of the airport in Vermilion?



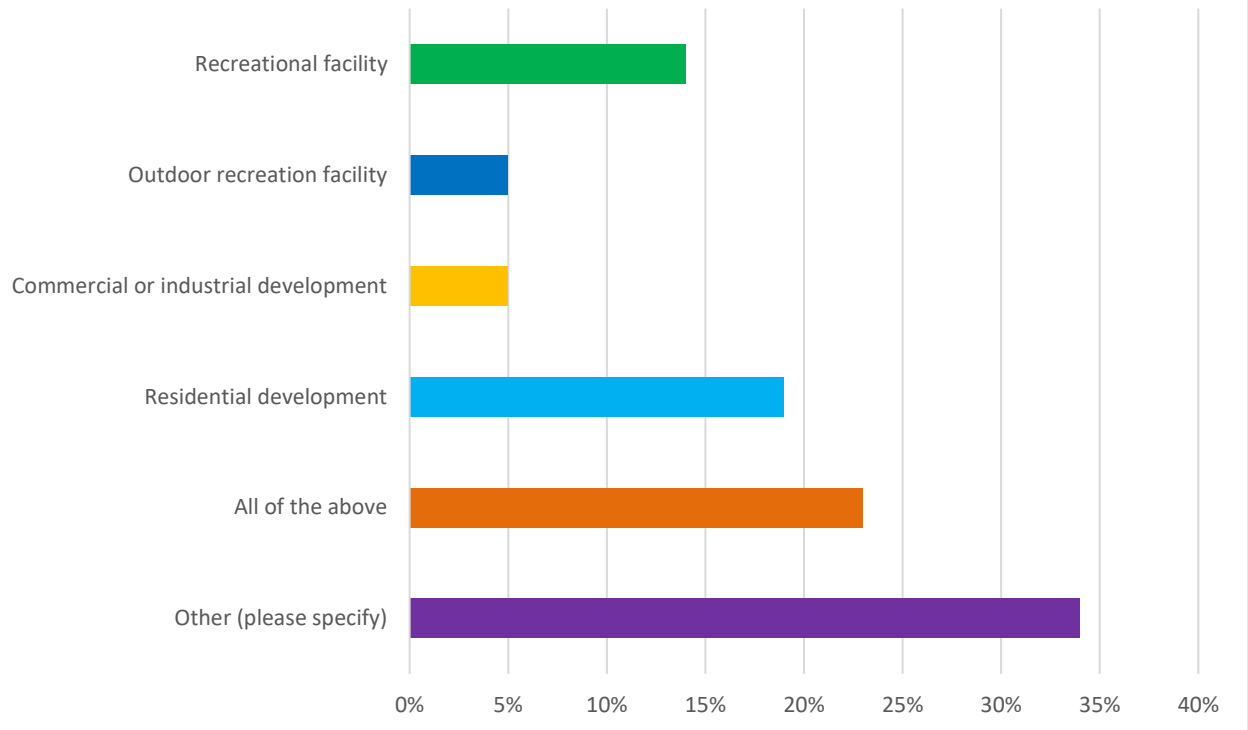
**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES
<b>COMPLETE CONSTRUCTION AND MAINTAIN SAME LEVEL OF SERVICE</b>	65% 249
<b>DO NOT DO CONSTRUCTION AND KEEP AS IS KNOWING THAT THE AIR AMBULANCE WOULD EVENTUALLY NOT BE ABLE TO LAND IN VERMILION</b>	17% 64
<b>SHUT DOWN AND RE-DEVELOP</b>	18% 69
<b>TOTAL</b>	382



Q12 If the airport were to be re-developed, what do you think would be the most immediate land use need for the Town in this area?



**ANSWER CHOICES**

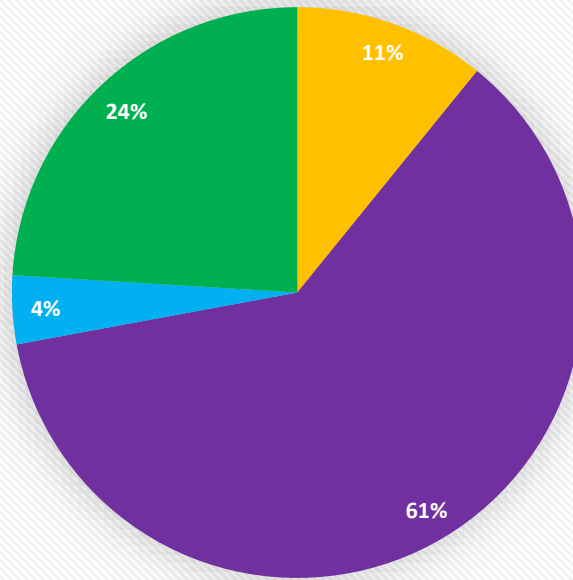
**RESPONSES**

<b>RECREATIONAL FACILITY</b>	14%	54
<b>OUTDOOR RECREATIONAL FACILITY</b>	19%	21
<b>COMMERCIAL OR INDUSTRIAL DEVELOPMENT</b>	5%	19
<b>RESIDENTIAL DEVELOPMENT</b>	19%	73
<b>ALL OF THE ABOVE</b>	23%	86
<b>OTHER: PLEASE SPECIFY</b>	34%	129
<b>TOTAL</b>		382



**Other Responses for Town of Vermilion:**

**Question 12 If the Airport were to be re-developed, What do you think would be the most immediate land use need for the Town in this area?**



■ Other Land Use   
 ■ Airport   
 ■ Vulgar Comments   
 ■ Undetermined Direction in Response

**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES	
<b>OTHER LAND USE</b>	10.85%	14
<b>AIRPORT</b>	61.24%	79
<b>VULGAR COMMENTS</b>	3.88%	5
<b>UNDETERMINED DIRECTION IN RESPONSE</b>	24.03%	31
<b>TOTAL</b>		129

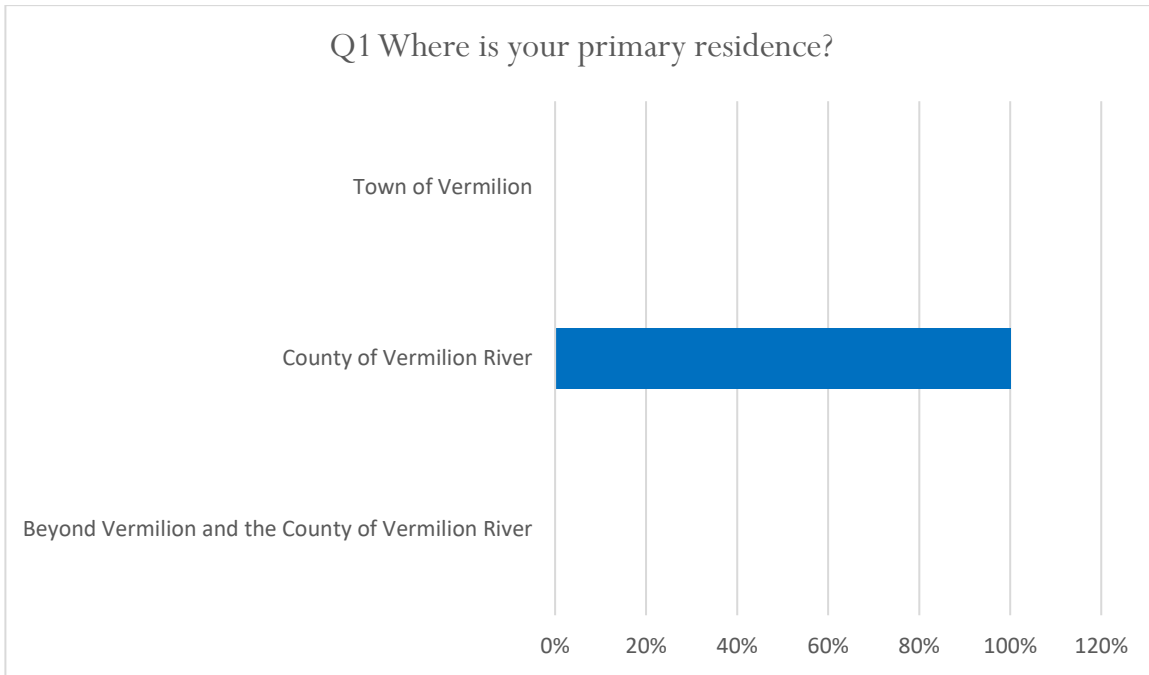




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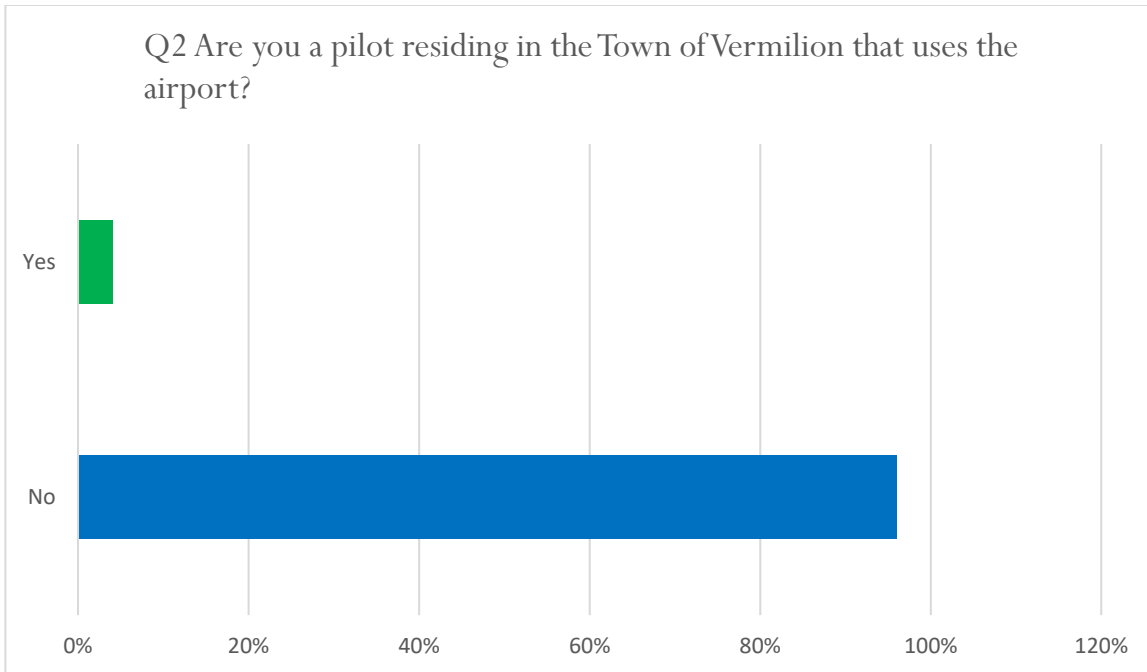
## COUNTY OF VERMILION RIVER

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ANSWER CHOICES	RESPONSES	
<b>TOWN OF VERMILION</b>	0%	0
<b>COUNTY OF VERMILION RIVER</b>	100%	182
<b>BEYOND VERMILION AND THE COUNTY OF VERMILION RIVER</b>	0%	0
<b>TOTAL</b>		182

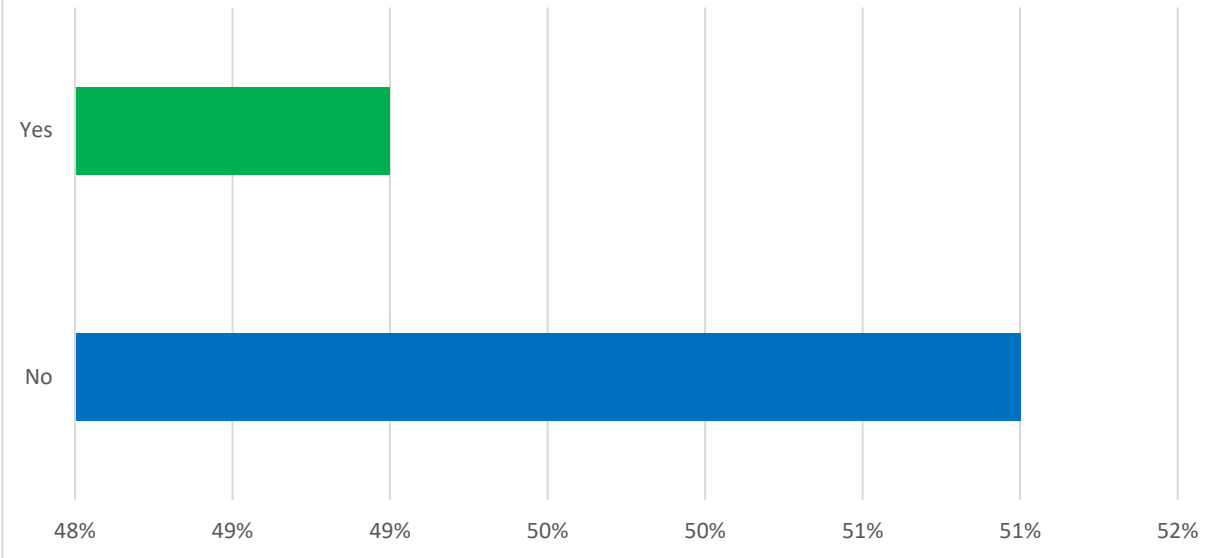




ANSWER CHOICES	RESPONSES	
YES	4%	7
NO	96%	175
<b>TOTAL</b>		<b>182</b>



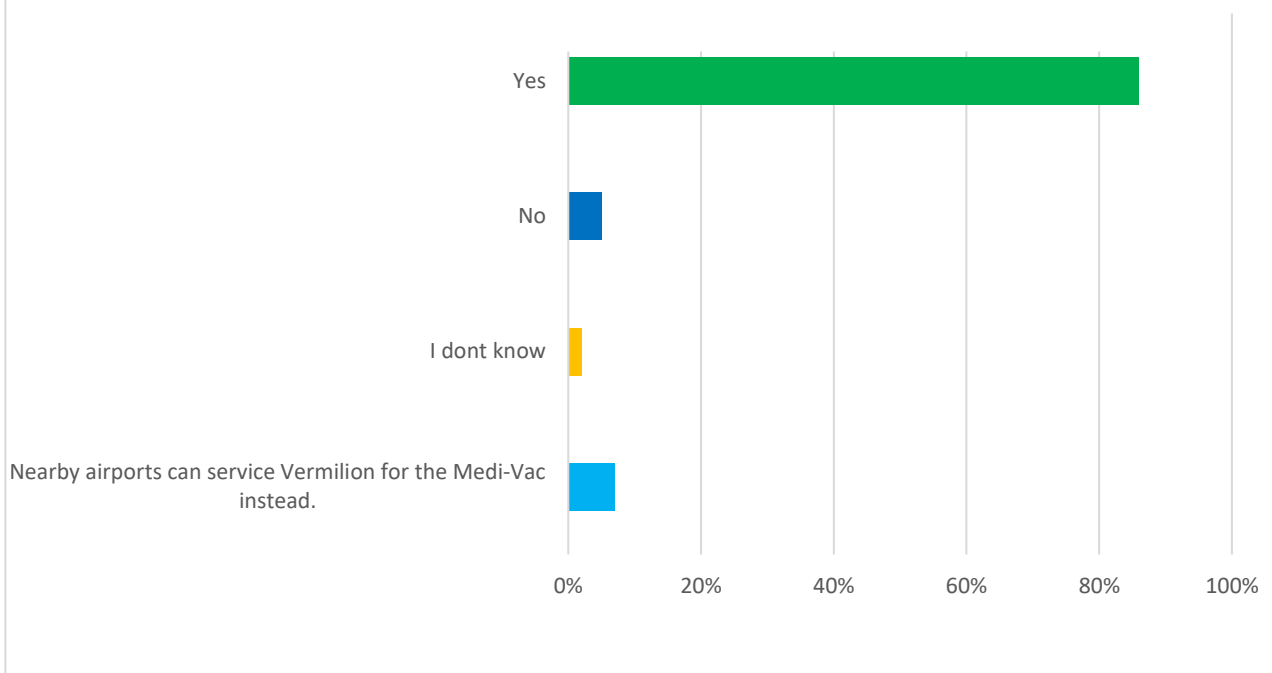
Q3 There are 12 airports within a 100km radius of Vermilion. Since 2018 the Town has recorded 266 flights that were from another airport within 100km from Vermilion. Were you aware that there are 12 airports within this radius of Vermilion?



ANSWER CHOICES	RESPONSES	
<b>YES</b>	49%	89
<b>NO</b>	51%	93
<b>TOTAL</b>		182



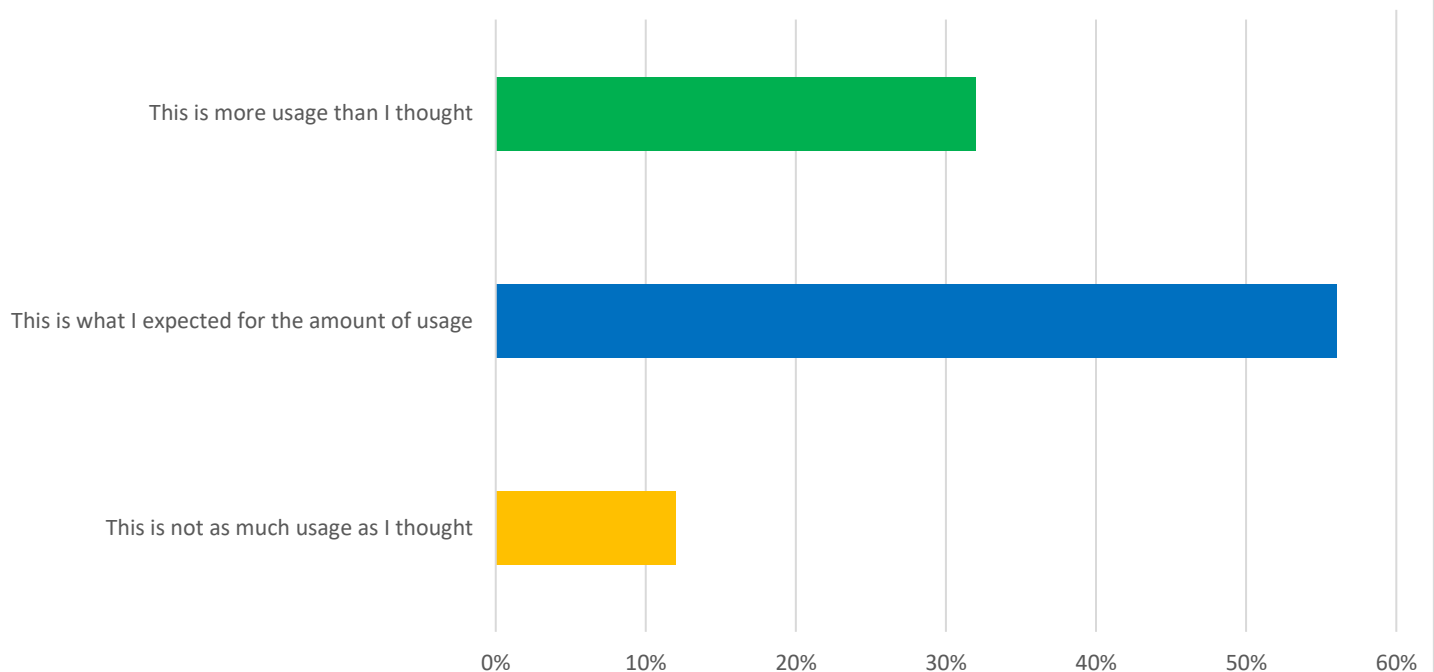
Q4 The provincial medevac fleet provides medical service for the community. The medevac fleet is stationed out of Edmonton and Lac La Biche. It is also the heaviest aircraft that frequent the Vermilion airport. Historically, the Medevac provides Vermilion and the surrounding area with additional medical coverage in non-emergent situations (primarily patient transfers). Since 2017 there has been 75 missions with the medi-vac. With Covid-19, there was an increase in usage in 2021 and 2022. In the last three years there were two medevac aircraft that overload the pavement bearing weight capacity on the runway, which landed 16 times. With this information, do you support this service at the airport?



ANSWER CHOICES	RESPONSES	
<b>YES</b>	86%	157
<b>NO</b>	5%	9
<b>I DON'T KNOW</b>	2%	3
<b>NEARBY AIRPORTS CAN SERVICE VERMILION FOR MEDI-VAC INSTEAD</b>	7%	13
<b>TOTAL</b>		182



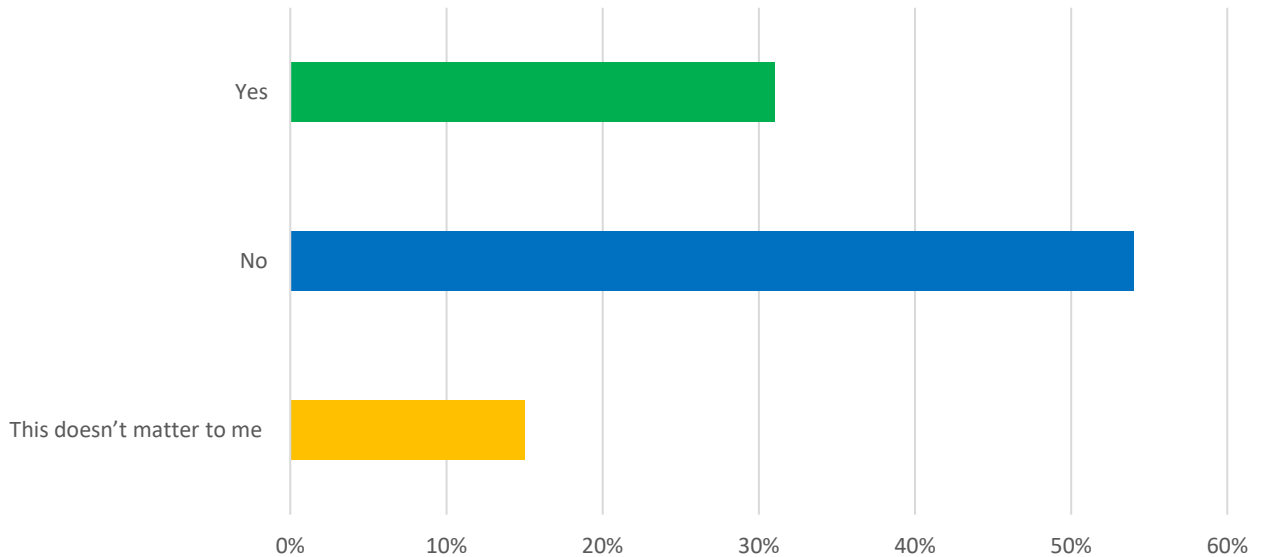
Q5 There are 12 planes that are registered to this airport, to which 7 are active. Historical records dating back to 1970 indicate there is an average of 323 flights per year. For reference in 1970 there were 276 recorded flights, 2003 there were 332 flights, and 2022 there were 363 flights. On average the 7 pilots (who have an aircraft registered to the Vermilion airport) utilize the runway 45% of the time and 9 medevac aircraft that utilize the runway 6% of the time. There is also 5% of additional aircraft movements that could not be identified. The remaining 44% of flights are from private (36%) and commercial (8%) pilots from across Canada. Majority of the flights that are non-local are aircraft from within Alberta to which the majority are from within 150km from Vermilion. With the usage information of the Vermilion airport, what is your opinion on the usage amounts?



ANSWER CHOICES	RESPONSES	
<b>THIS IS MORE USAGE THAN I THOUGHT</b>	32%	59
<b>THIS IS WHAT I EXPECTED FOR AMOUNT OF USAGE</b>	56%	102
<b>THIS IS NOT MUCH USAGE AS I THOUGHT</b>	12%	21
<b>TOTAL</b>		182



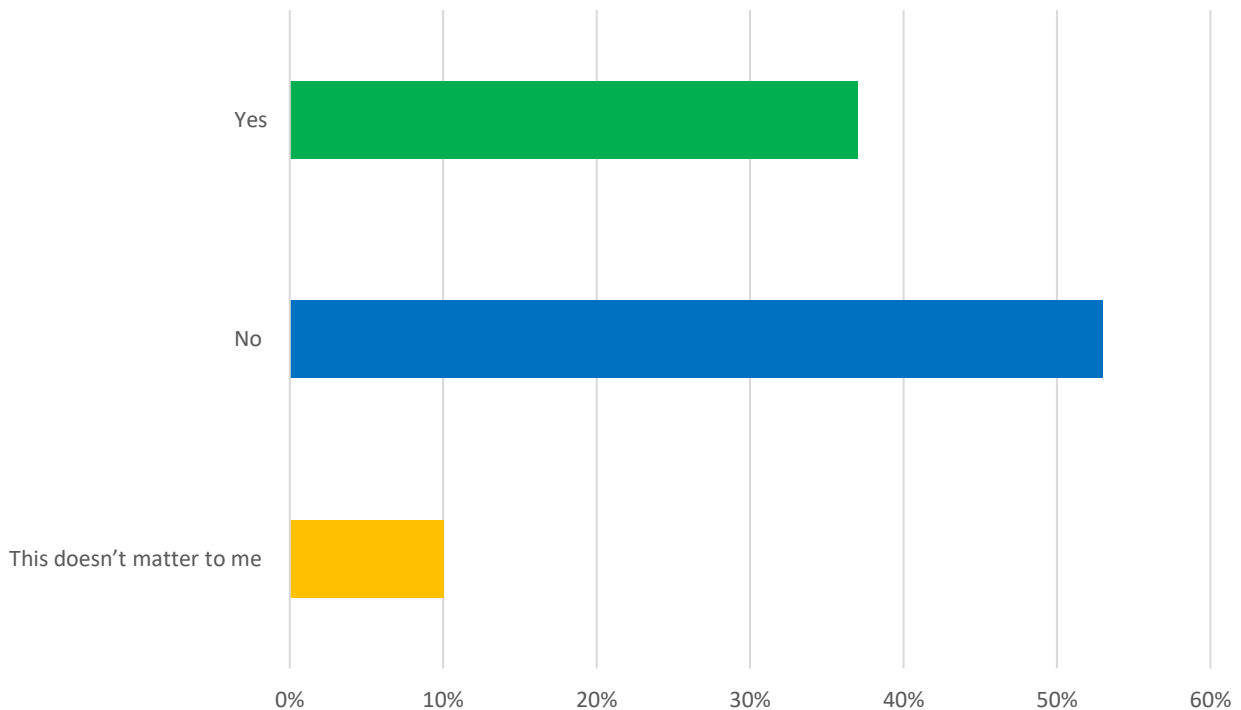
Q6 The Town of Vermilion is able to borrow money and carry debt up to \$18,211,000. Currently the Town is at 76.5% of its debt limit which is \$13,394,000. The borrowing amount available to the Town is \$3,303,000. This debt limit affects the Town's ability to borrow funds for future projects such as roads, sewer, water, recreation, etc. This borrowing could also include work at the airport. Were you aware of the Town's debt limit status and the limited amount of debt capabilities there is left for the Town?



ANSWER CHOICES	RESPONSES	
<b>YES</b>	31%	57
<b>NO</b>	54%	98
<b>THIS DOESN'T MATTER TO ME</b>	15%	27
<b>TOTAL</b>		182



Q7 The COPA (Canadian Owners and Pilots Association) found that in 2005, 75% of the airports in Alberta participated in a Financial Sustainability study. 75% of the participating airports were in a deficit position, 16% were in a break-even position, and 9% posted a surplus. Historically the Town of Vermilion has subsidized the operations of the airport and operates at a deficit position. Over the past two years the airport has operated with an average of \$50,000 deficit per year. For the 2023 budget year this has grown to a \$105,282 deficit. This increase is due to the allocation of actual use of equipment and time for the operation of the airport for items such as mowing, weed spraying, terminal building maintenance, power, natural gas, water, sewer, snow removal, runway lights, line painting, etc. Were you aware of the operational deficit that the airport incurs annually?



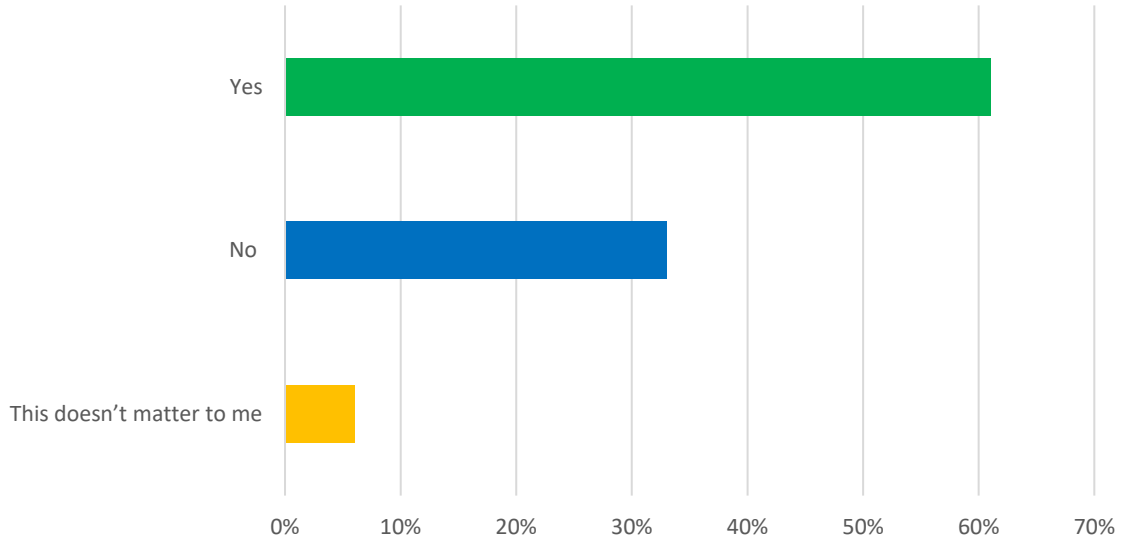
**ANSWER CHOICES**

**RESPONSES**

<b>YES</b>	37%	67
<b>NO</b>	53%	97
<b>THIS DOESN'T MATTER TO ME</b>	10%	18
<b>TOTAL</b>		182



Q8 Having an airport provides positive impacts to the community through tourism, and businesses at the airport. COPA (Canadian Owners and Pilots Association) found during the general aviation economic impact report from 2017-18 that "each aircraft directly generates 0.57 FTE's ( Full Time Equivalents) of employment, earning approximatley \$42,400 in wages. This contributes \$68,500 in direct GDP and \$168,500 in direct economic output to the Canadian economy". Were you aware of the economic impacts and benefits of having an airport?



**ANSWER CHOICES**

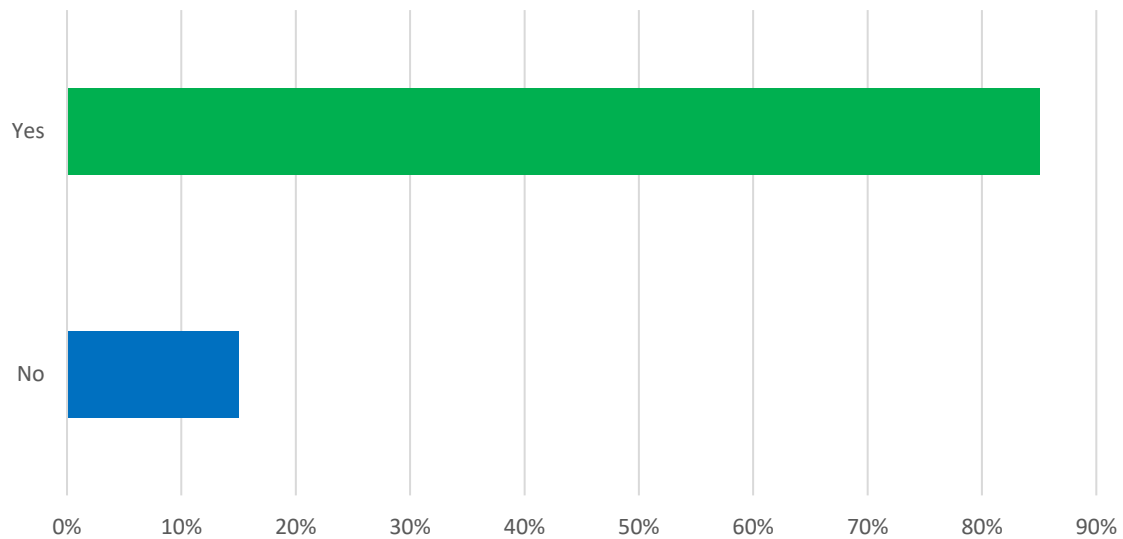
**RESPONSES**

<b>YES</b>	61%	111
<b>NO</b>	33%	60
<b>THIS DOESN'T MATTER TO ME</b>	6%	11
<b>TOTAL</b>		182





Q9 The airport is in need of reconstruction work on the runway to continue to maintain the level of service for the medi-vac and other aircraft that utilize the airport. The project at a minimum includes spot repairs of gravel structure, re-paving the runway, taxiway, and apron, as well as new line painting. A cost estimate of 2.2 to 2.3 million dollars was done in 2019 with the recommendation of a geotechnical investigation for the surfaces to confirm the work. The geotechnical investigation could identify that more work may be required. There is a provincial grant available that the Town can apply for to cover up to 75% of the cost of the project. If the Town was successful with the grant, the additional spending would equate to an 11% tax increase overall. For the full construction value, the tax increase would be equivalent to 44%. If the Town was successful with a grant application for the project at the airport, would you support the Town spending approximately \$550,000 towards the reconstruction of the airport?



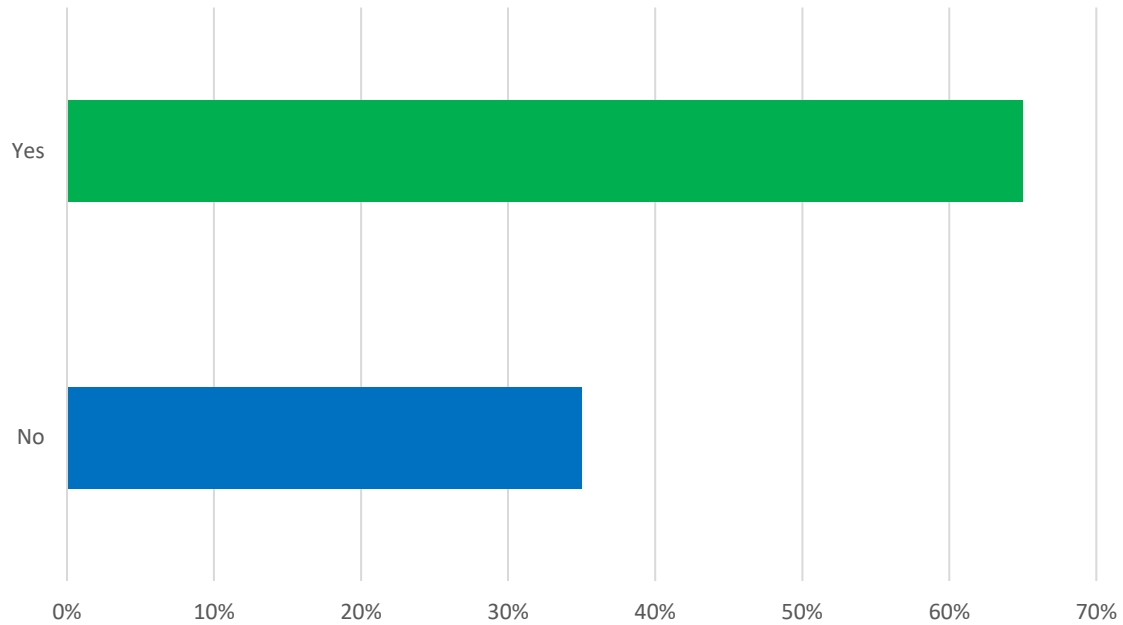
**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES	
<b>YES</b>	85%	155
<b>NO</b>	15%	27
<b>TOTAL</b>		182



Q10 If the Town was unsuccessful with the grant application, do you support the Town spending approximately 2.2 to 2.3 million dollars to complete the reconstruction?



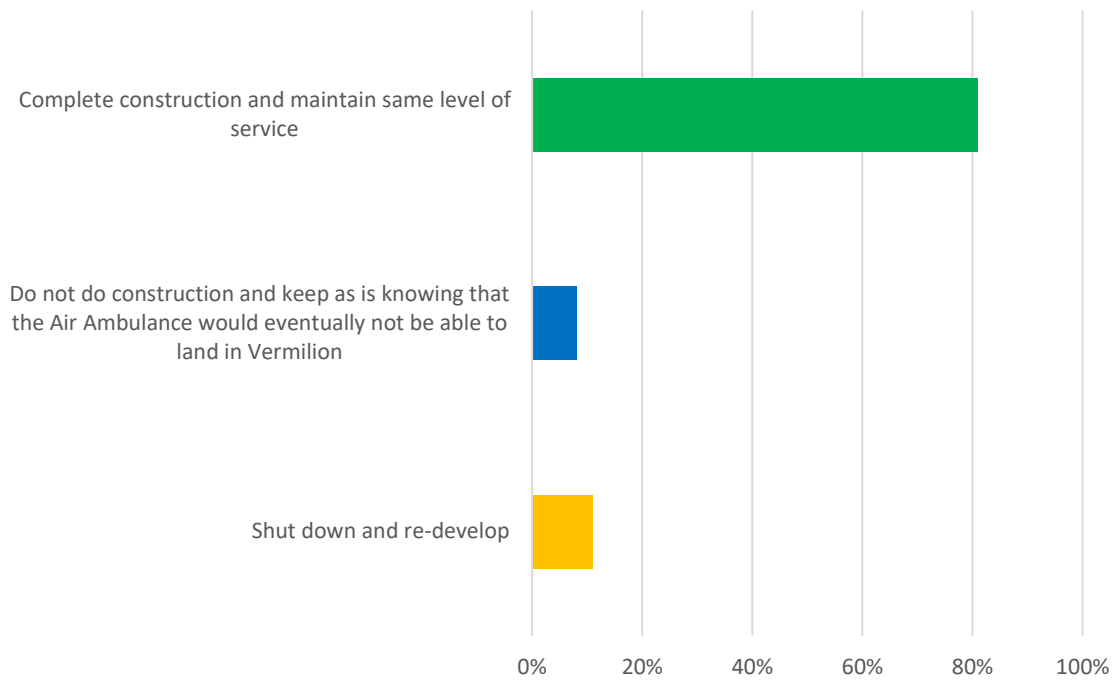
**ANSWER CHOICES**

**RESPONSES**

<b>YES</b>	65%	118
<b>NO</b>	35%	64
<b>TOTAL</b>		182



Q11 The airport is not limited to being in one state or another. There are different levels of service that can be offered for an airport. The airport could be a paved state which allows for the medevac to land in Vermilion, but could also go to a grassed state to continue to allow smaller private planes to land. The other option to consider is whether to keep the airport and re-develop to another land use such as residential, commercial, recreation, etc. What do you want to see for the future of the airport in Vermilion?



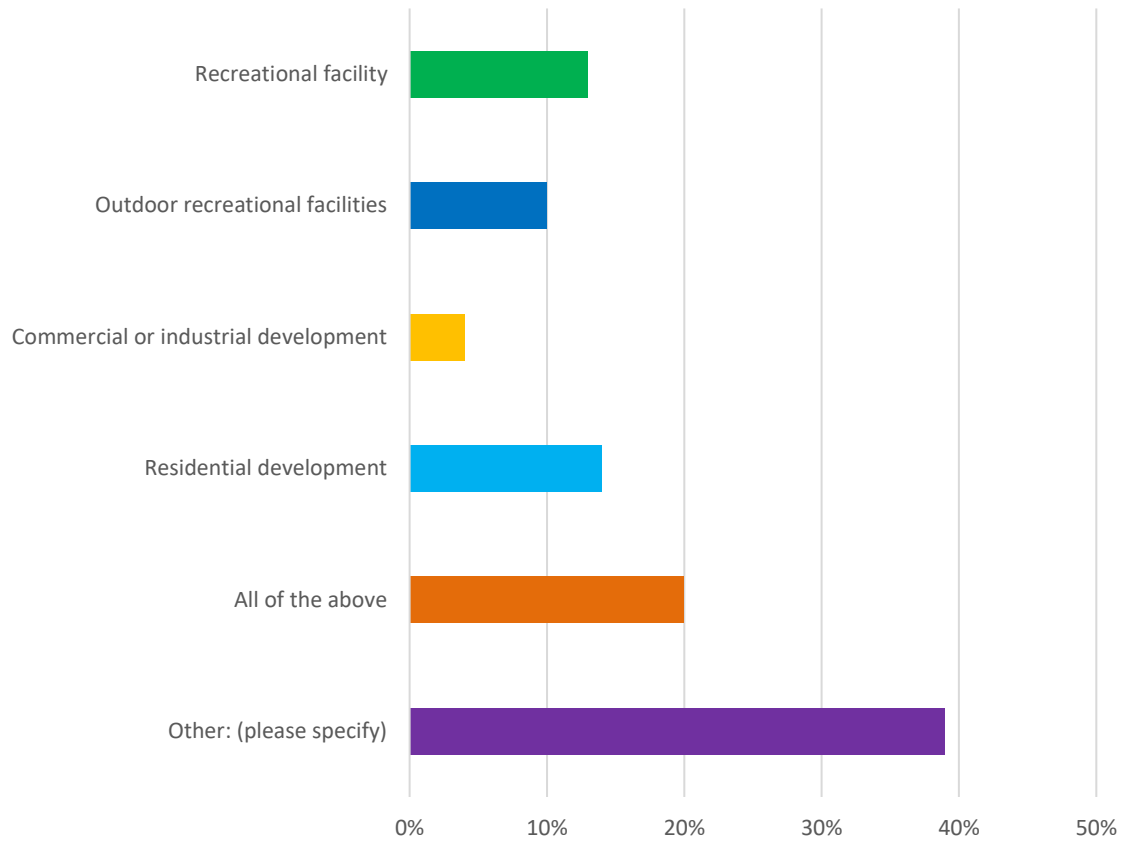
**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES	
<b>COMPLETE CONSTRUCTION AND MAINTAIN SAME LEVEL OF SERVICE</b>	81%	148
<b>DO NOT DO CONSTRUCTION AND KEEP AS IS KNOWING THAT THE AIR AMNULANCE WOULD EVENTUALLY NOT BE ABLE TO LAND IN VERMILION</b>	8%	14
<b>SHUT DOWN AND RE-DEVELOP</b>	11%	20
<b>TOTAL</b>		182



Q12 If the airport were to be re-developed, what do you think would be the most immediate land use need for the Town in this area?



**ANSWER CHOICES**

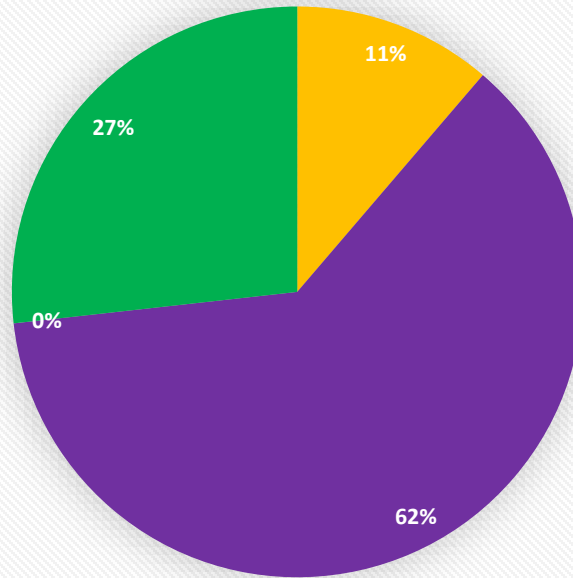
**RESPONSES**

ANSWER CHOICES	RESPONSES
<b>RECREATIONAL FACILITY</b>	13% 24
<b>OUTDOOR RECREATION FACILITIES</b>	10% 18
<b>COMMERCIAL OR INDUSTRIAL DEVELOPMENT</b>	4% 7
<b>RESIDENTIAL DEVELOPMENT</b>	14% 26
<b>ALL OF THE ABOVE</b>	20% 36
<b>OTHER: (PLEASE SPECIFY)</b>	39% 71
<b>TOTAL</b>	182



**Other Responses for The County of Vermilion River:**

**Question 12 If the Airport were to be re-developed, What do you think would be the most immediate land use need for the Town in this area?**

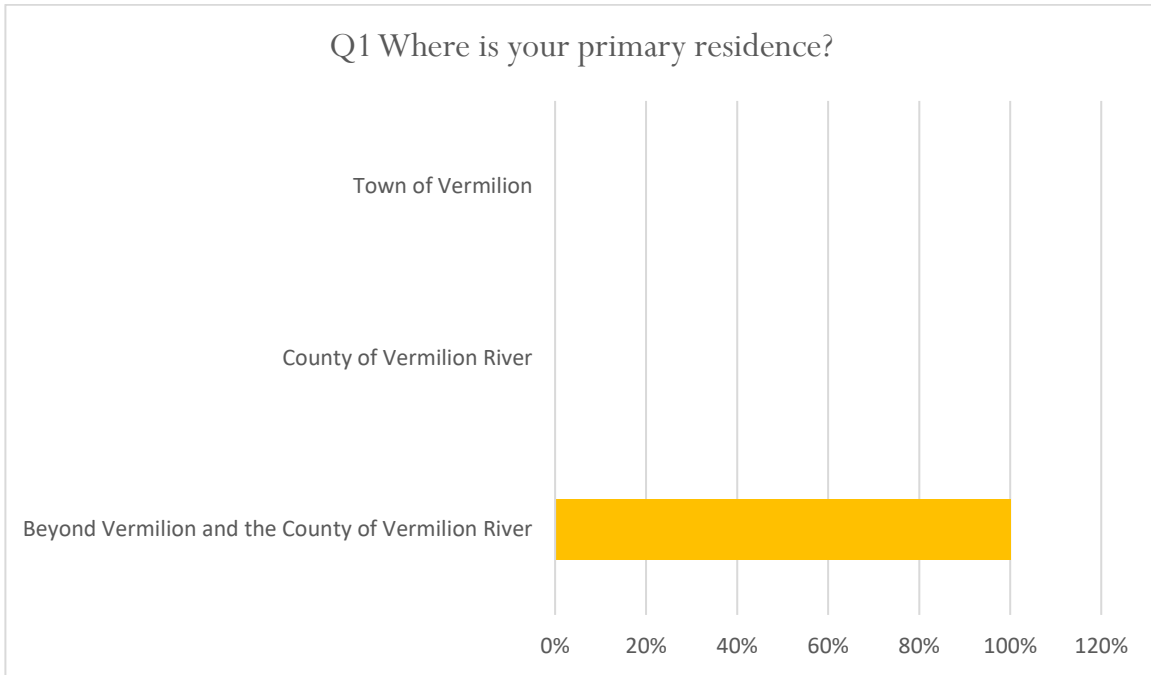


■ Other Land Use   
 ■ Airport   
 ■ Vulger Comments   
 ■ Undetermined Direction in Response

ANSWER CHOICES	RESPONSES	
<b>OTHER LAND USE</b>	11.27%	8
<b>AIRPORT</b>	61.97%	44
<b>VULGER COMMENTS</b>	0%	0
<b>UNDETERMINED DIRECTION IN RESPONSE</b>	26.76%	19
<b>TOTAL</b>		71



## BEYOND VERMILION AND COUNTY OF VERMILION RIVER

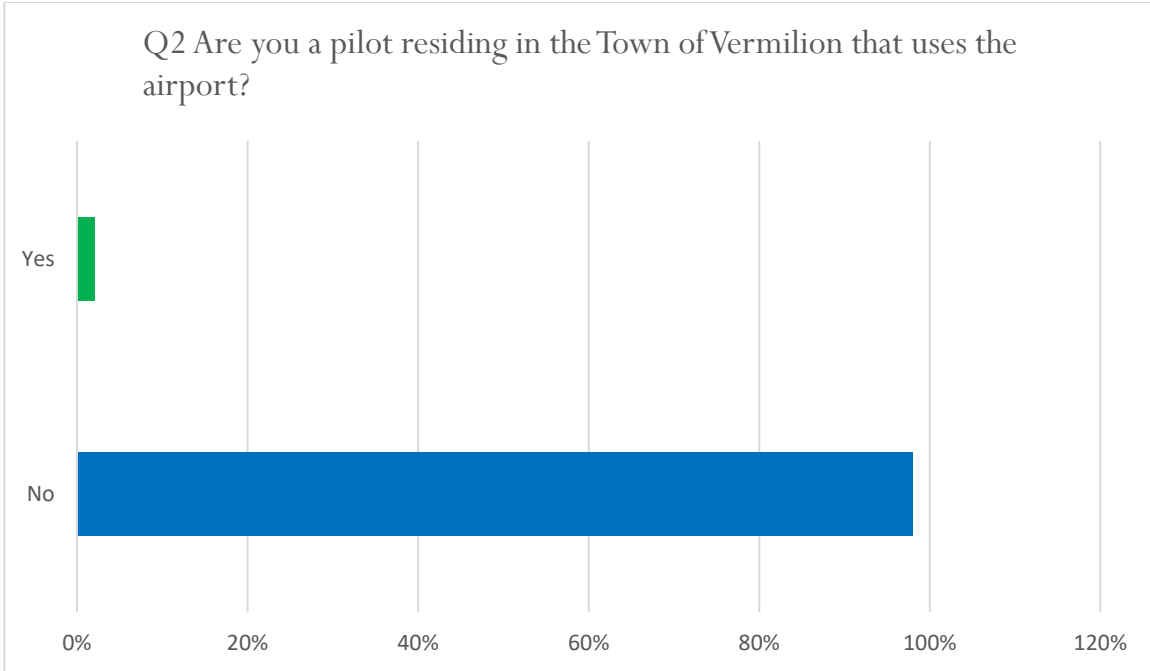


### ANSWER CHOICES

### RESPONSES

ANSWER CHOICES	RESPONSES
<b>TOWN OF VERMILION</b>	0%      0
<b>COUNTY OF VERMILION RIVER</b>	0%      0
<b>BEYOND VERMILION AND THE COUNTY OF VERMILION RIVER</b>	100%      65
<b>TOTAL</b>	65





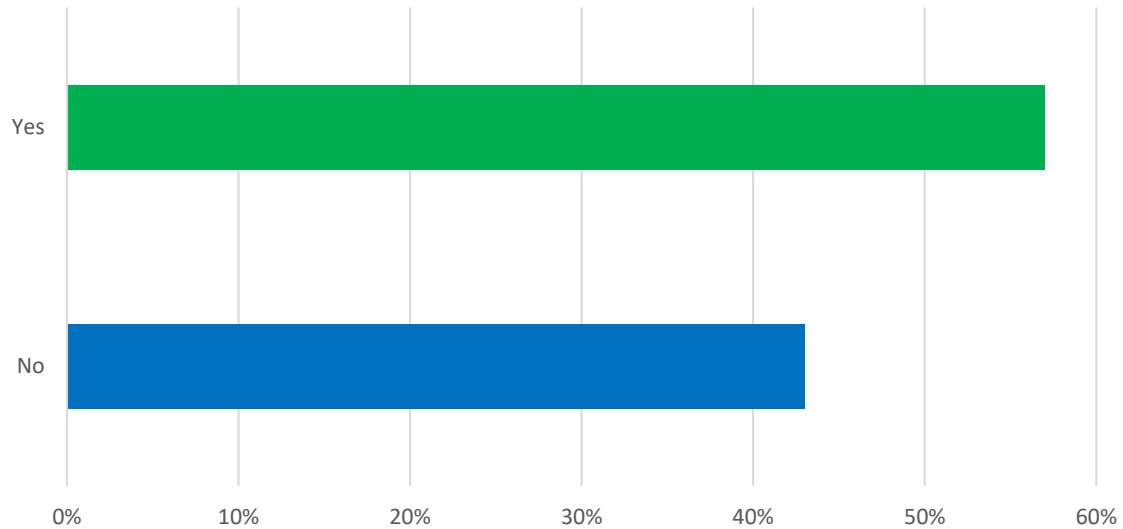
**ANSWER CHOICES**

**RESPONSES**

<b>YES</b>	2%	1
<b>NO</b>	98%	64
<b>TOTAL</b>		65



Q3 There are 12 airports within a 100km radius of Vermilion. Since 2018, the Town has recorded 266 flights that were from another airport within 100km from Vermilion. Were you aware that there are 12 airports within this radius of Vermilion?



**ANSWER CHOICES**

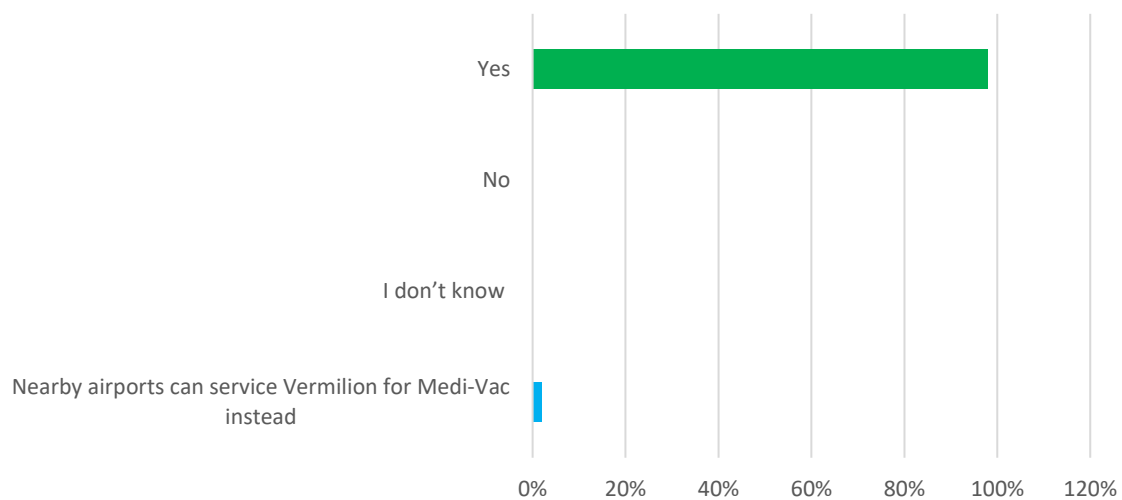
**RESPONSES**

<b>YES</b>	57%	37
<b>NO</b>	43%	28
<b>TOTAL</b>		65





Q4 The provincial medevac fleet provides medical service for the community. The medevac fleet is stationed out of Edmonton and Lac La Biche. It is also the heaviest aircraft that frequent the Vermilion airport. Historically, the medevac provides Vermilion and the surrounding area with additional medical coverage in non-emergent situations (primarily patient transfers). Since 2017 there has been 75 missions with the medi-vac. With Covid-19, there was an increase in usage in 2021 and 2022. In the last three years there were two medevac aircraft that overload the pavement bearing weight capacity on the runway , which landed 16 times. With this information, do you support this service at the airport?



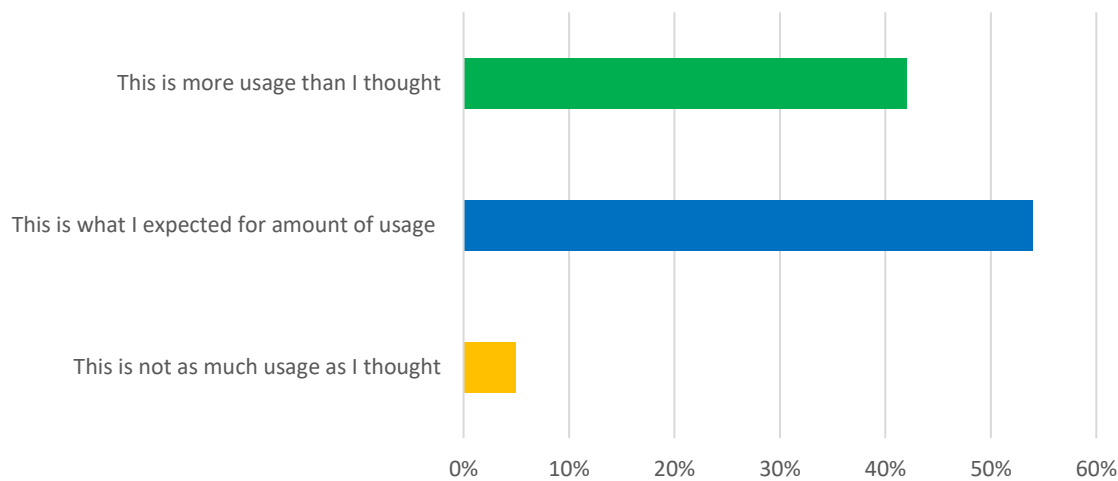
**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES
<b>YES</b>	98%      64
<b>NO</b>	0%      0
<b>I DON'T KNOW</b>	0%      0
<b>NEARBY AIRPORTS CAN SERVICE VERMILION FOR MEDI-VAC INSTEAD</b>	2%      1
<b>TOTAL</b>	65



Q5 There are twelve planes that are registered to this airport, to which 7 are active. Historical records dating back to 1970 indicate there is an average of 323 flights per year. For reference in 1970 there were 276 recorded flights, 2003 there were 332 flights, and 2022 there were 363 flights. On average the 7 pilots (who have aircraft registered to the Vermilion airport) utilize the runway 45% of the time and 9 medevac aircraft that utilize the runway 6% of the time. There is also 5% of additional aircraft movements that could not be identified. The remaining 44% of flights are from private (36%) and commercial (8%) pilots from across Canada. Majority of the flights that are non-local are aircraft from within Alberta to which the majority are from within 150km from Vermilion. With this usage information of the Vermilion airport, what is your opinion on the usage amounts?



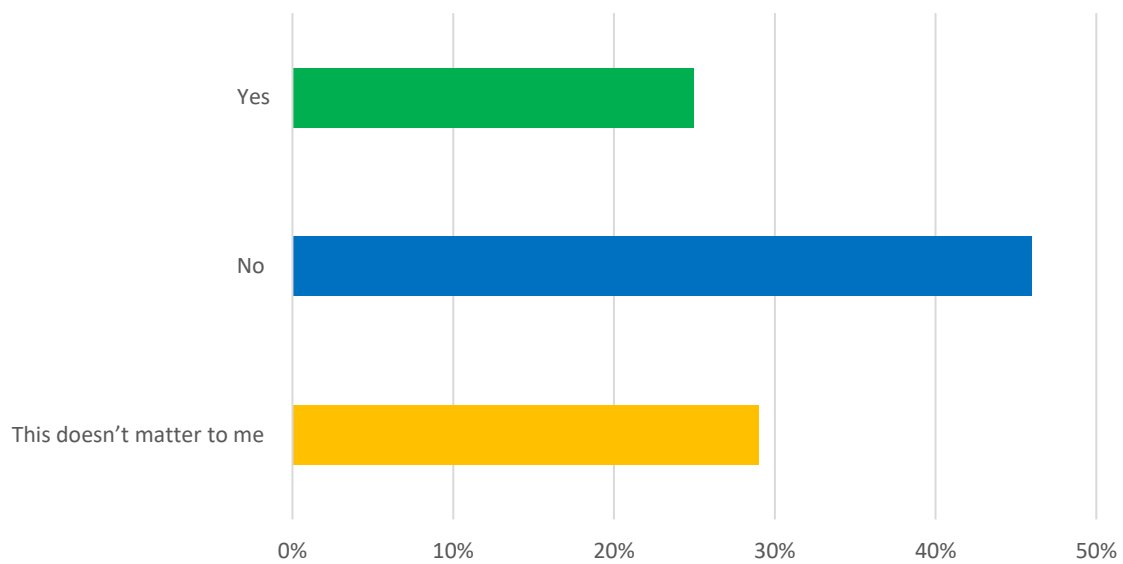
**ANSWER CHOICES**

**RESPONSES**

<b>THIS IS MORE USAGE THAN I THOUGHT</b>	42%	27
<b>THIS IS WHAT I EXPECTED FOR AMOUNT OF USAGE</b>	54%	35
<b>THIS IS NOT AS MUCH USAGE AS I THOUGHT</b>	5%	3
<b>TOTAL</b>		65



Q6 The Town of Vermilion is able to borrow money and carry debt up to \$18,211,000. Currently the Town is at 76.5% of its debt limit which is \$13,394,000. The borrowing amount available to the Town is \$3,303,000. This debt limit affects the Town ability to borrow funds for future projects such as roads, water, recreation, etc. This borrowing could also include work at the airport. Were you aware of the Towns debit limit status and the limited amount of debt capabilities there is left for the Town?



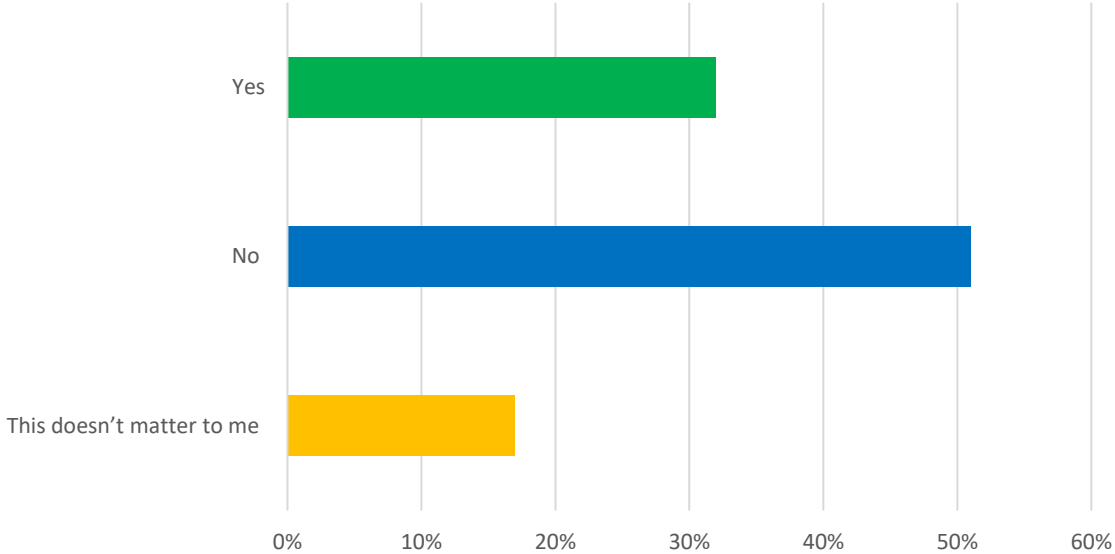
**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES
<b>YES</b>	25% 16
<b>NO</b>	46% 30
<b>THIS DOESN'T MATTER TO ME</b>	29% 19
<b>TOTAL</b>	65



Q7 The COPA (Canadian Owners and Pilots Association) found that in 2005, 75% of the Airports in Alberta participated in a Financial Sustainability Study. 75% of the participating airports were in a deficit position, 16% were in a break-even position, and 9% posted a surplus. Historically the Town of Vermilion has subsidized the operations of the airport and operates at a deficit position. Over the past two years the airport has operated with an average of \$50,000 deficit per year. For the 2023 budget year this has grown to a \$105,282 deficit. This increase is due to the allocation of actual use of equipment and time for the operation of the airport for items such as mowing, weed spraying, terminal building maintenance, power, natural gas, water, sewer, snow removal, runway lights, line painting, etc. Were you aware of the operational deficit that the airport incurs annually?



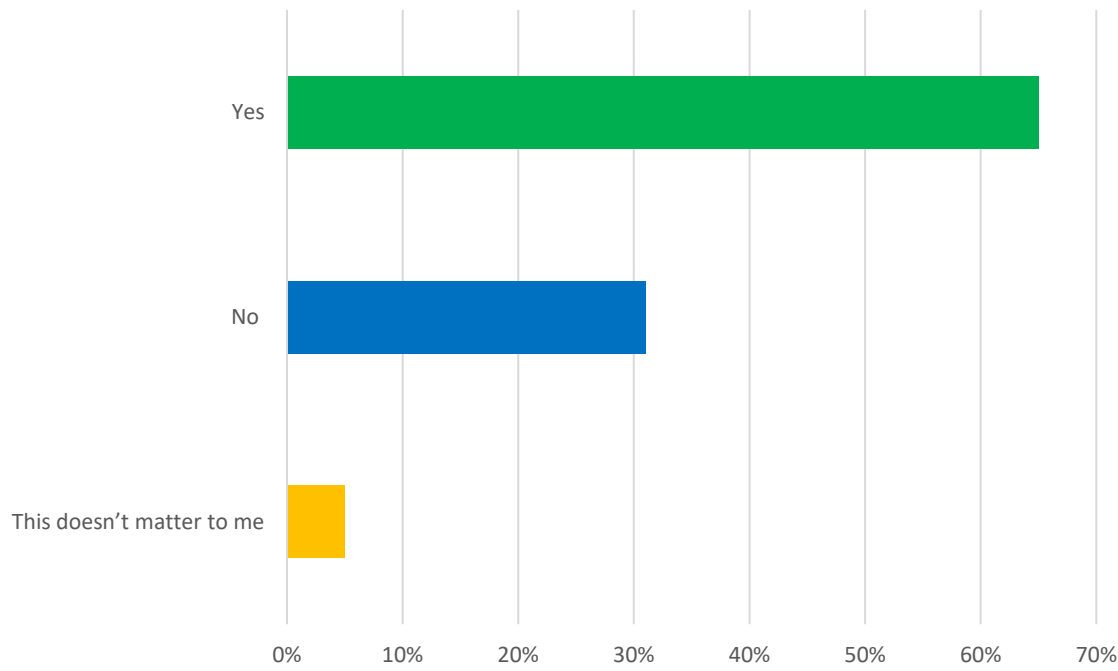
**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES	
<b>YES</b>	32%	21
<b>NO</b>	51%	33
<b>THIS DOESN'T MATTER TO ME</b>	17%	11
<b>TOTAL</b>		65



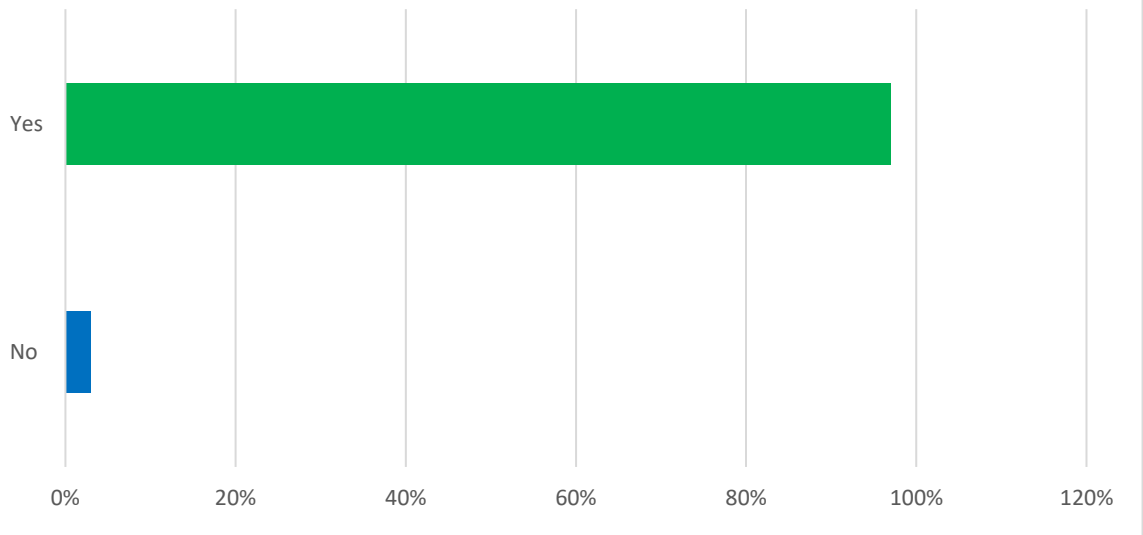
Q8 Having an airport provides positive impacts to the community through tourism, and businesses at the airport. COPA (Canadian Owners and Pilots Association) found during the general aviation economic impact report from 2017-18 that "each aircraft directly generates 0.57 FTE's (Full Time Equivalents) of employment, earning approximately \$42,400 in wages. This contributes \$68,500 in direct GDP and \$168,500 in direct economic output to the Canadian Economy". Were you aware of the economic impacts and



ANSWER CHOICES	RESPONSES	
<b>YES</b>	65%	42
<b>NO</b>	31%	20
<b>THIS DOESN'T MATTER TO ME</b>	5%	3
<b>TOTAL</b>		65



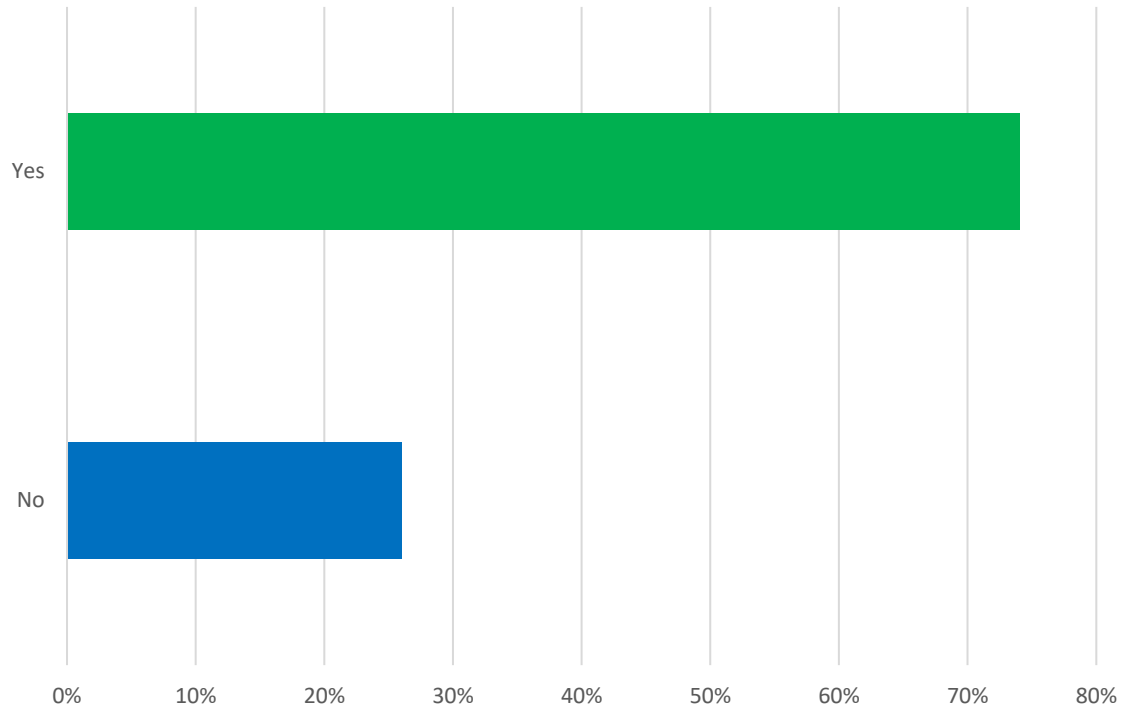
Q9 The airport is in need of reconstruction work on the runway to continue to maintain the level of service for the medi-vac and other aircraft that utilize the airport. The project at a minimum includes spot repairs of gravel structure, re-paving the runway, taxiway, and apron, as well as new line painting. A cost estimate of 2.2 to 2.3 million dollars was done in 2019 with the recommendation of a geotechnical investigation for the surfaces to confirm the work. The geotechnical investigation could identify that more work may be required. There is a provincial grant that is available that the Town can apply for to cover up to 75% of the cost of the project. If the Town was successful with the grant, the additional spending would equate to an 11% tax increase overall. For the full construction value, the tax increase would be equivalent to 44%. If the Town was successful with the grant application for the project at the airport, would you support the Town spending approximately \$550,000 towards the re-construction of the airport?



ANSWER CHOICES	RESPONSES	
YES	97%	63
NO	3%	2
<b>TOTAL</b>		<b>65</b>



Q10 If the Town was unsuccessful with the grant application, do you support the Town spending approximately 2.2 to 2.3 million dollars to complete the reconstruction?



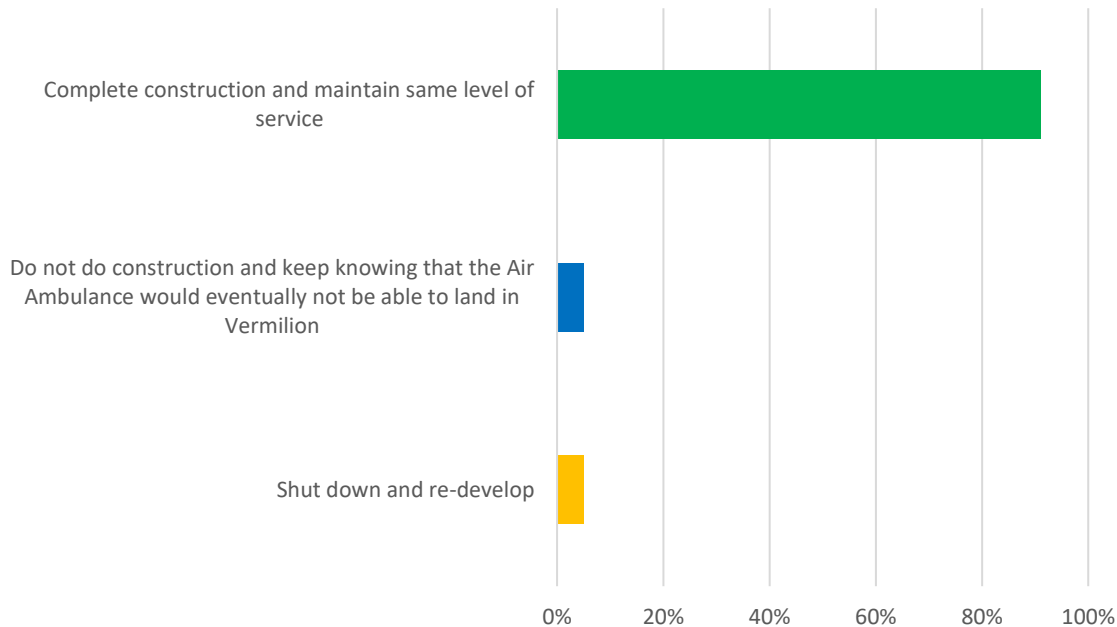
**ANSWER CHOICES**

**RESPONSES**

<b>YES</b>	74%	48
<b>NO</b>	26%	17
<b>TOTAL</b>		65



Q11 The airport is not limited to being in one state or the another. There are different levels of service that can be offered for an airport. The airport could be a paved state which allows for the medevac to land in vermilion, but could also go to a grassed state to continue to allow smaller private planes to land. The other option is whether to keep the airport and re-develop to another land use such as residential, commercial, recreation, etc. What do you want to see for the future of the airport in Vermilion?

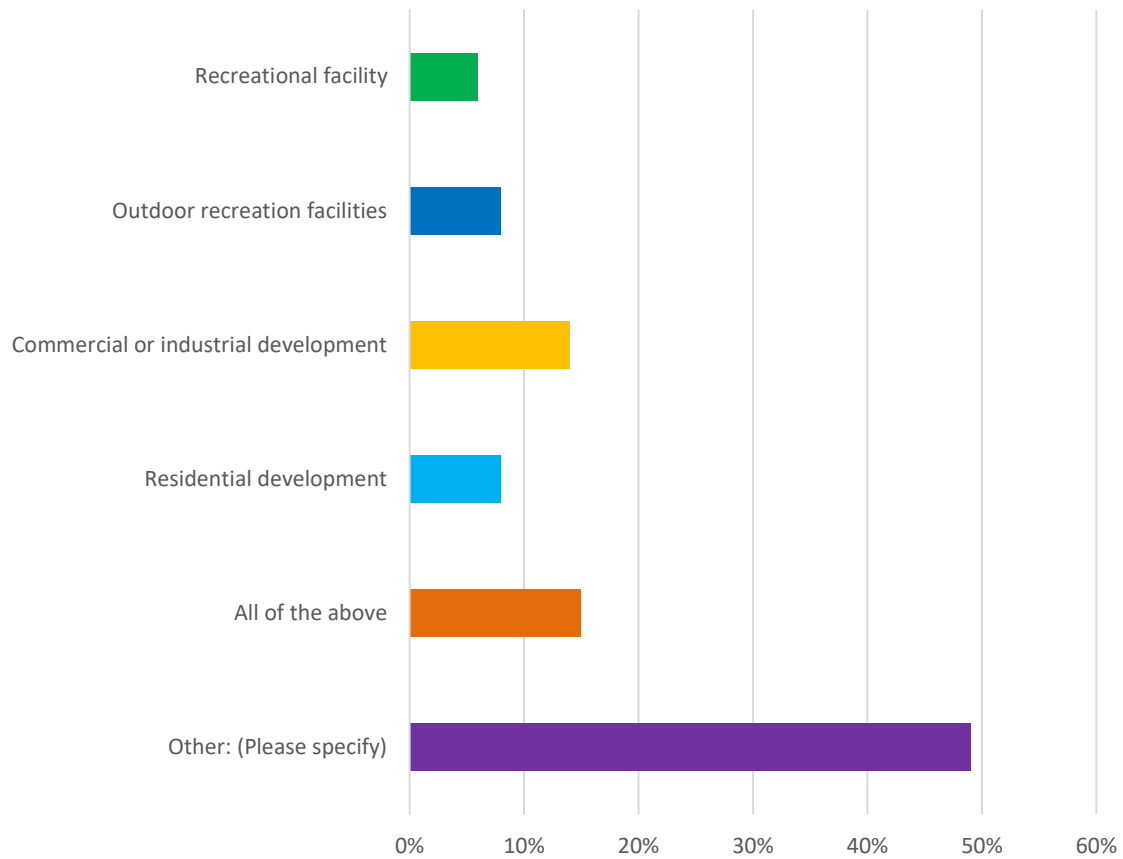


ANSWER CHOICES	RESPONSES	
<b>COMPLETE CONSTRUCTION AND MAINTAIN SAME LEVEL OF SERVICE</b>	91%	59
<b>DO NOT DO CONSTRUCTION AND KEEP KNOWING THAT THE AIR AMBULANCE WOULD EVENTUALLY NOT BE ABLE TO LAND IN VERMILION</b>	5%	3
<b>SHUT DOWN AND RE-DEVELOP</b>	5%	3
<b>TOTAL</b>		65





Q12 If the airport were to be re-developed, what do you think would be the most immediate land use need for the Town in this area?

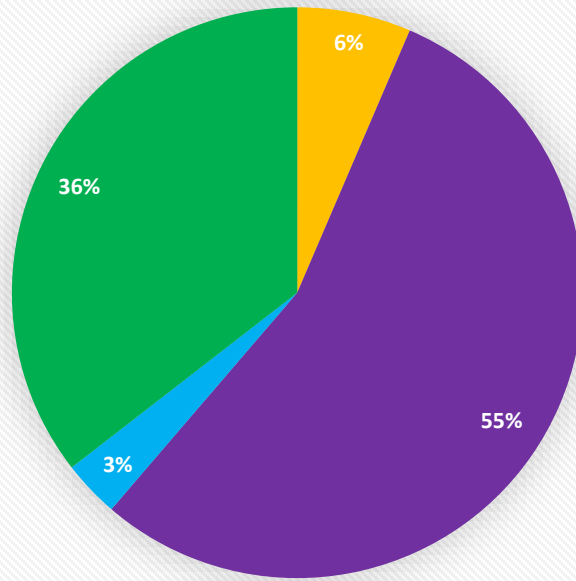


ANSWER CHOICES	RESPONSES	
<b>RECREATIONAL FACILITY</b>	6%	4
<b>OUTDOOR RECREATIONAL FACILITY</b>	8%	5
<b>COMMERCIAL OR INDUSTRIAL DEVELOPMENT</b>	14%	9
<b>RESIDENTIAL DEVELOPMENT</b>	8%	5
<b>ALL OF THE ABOVE</b>	15%	10
<b>OTHER: (PLEASE SPECIFY)</b>	49%	32
<b>TOTAL</b>		65



**Other Responses for Beyond the Town of Vermilion and County of Vermilion River:**

**Question 12 If the Airport were to be re-developed, What do you think would be the most immediate land use need for the Town in this area?**



■ Other Land Use   
 ■ Airport   
 ■ Vulger Comments   
 ■ Undetermined Direction in Response

**ANSWER CHOICES**

**RESPONSES**

ANSWER CHOICES	RESPONSES	
<b>OTHER LAND USE</b>	6.25%	2
<b>AIRPORT</b>	53.12%	17
<b>VULGER COMMENTS</b>	3.12%	1
<b>UNDETERMINED DIRECTION IN RESPONSE</b>	34.38%	11
<b>TOTAL</b>		32



## RESPONSE SUMMARIES

A final summary and comparison of the geographic answers is provided below to allow for easier comparison of the results.

### Q1 WHAT IS YOUR PRIMARY RESIDENCE

### TOTAL RESPONSES

<b>SURVEY MONKEY</b>	629 (total combines from each locations)
<b>TOWN OF VERMILION</b>	382
<b>COUNTY OF VERMILION RIVER</b>	182
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	65

### QUESTION 2

### YES

### NO

<b>SURVEY MONKEY</b>	3.02%	96.98%
<b>TOWN OF VERMILION</b>	3%	97%
<b>COUNTY OF VERMILION RIVER</b>	4%	96%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	2%	98%

### QUESTION 3

### YES

### NO

<b>SURVEY MONKEY</b>	40.38%	59.62%
<b>TOWN OF VERMILION</b>	33%	66%
<b>COUNTY OF VERMILION RIVER</b>	49%	51%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	57%	43%



<b>QUESTION 4</b>	<b>YES</b>	<b>NO</b>	<b>I DON'T KNOW</b>	<b>NEARBY AIRPORTS CAN SERVICE</b>
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<b>SURVEY MONKEY</b>	80.29%	4.61%	5.56%	9.54%
<b>TOWN OF VERMILION</b>	74%	5%	8%	12%
<b>COUNTY OF VERMILION RIVER</b>	86%	5%	2%	7%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	98%	0%	0%	2%

<b>QUESTION 5</b>	<b>MORE USAGE</b>	<b>EXPECTED USAGE</b>	<b>NOT MUCH USAGE</b>
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<b>SURVEY MONKEY</b>	34.02%	48.97%	17.01%
<b>TOWN OF VERMILION</b>	33%	45%	22%
<b>COUNTY OF VERMILION RIVER</b>	32%	56%	12%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	42%	54%	5%



<b>QUESTION 6</b>	<b>YES</b>	<b>NO</b>	<b>THIS DOESN'T MATTER TO ME</b>
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<b>SURVEY MONKEY</b>	27.34%	61.53%	11.13%
<b>TOWN OF VERMILION</b>	26%	68%	6%
<b>COUNTY OF VERMILION RIVER</b>	31%	54%	15%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	25%	46%	29%

<b>QUESTION 7</b>	<b>YES</b>	<b>NO</b>	<b>THIS DOESN'T MATTER TO ME</b>
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<b>SURVEY MONKEY</b>	31.31%	59.14%	9.54%
<b>TOWN OF VERMILION</b>	28%	63%	8%
<b>COUNTY OF VERMILION RIVER</b>	37%	53%	10%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	32%	51%	17%



**QUESTION 8**                      **YES**                                      **NO**                                      **THIS DOESN'T  
MATTER TO ME**

<b>SURVEY MONKEY</b>	51.19%	41.49%	7.31%
<b>TOWN OF VERMILION</b>	44%	47%	8%
<b>COUNTY OF VERMILION RIVER</b>	61%	33%	6%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	65%	31%	5%

**QUESTION 9**                                      **YES**                                      **NO**

<b>SURVEY MONKEY</b>	75.99%	24.01%
<b>TOWN OF VERMILION</b>	68%	32%
<b>COUNTY OF VERMILION RIVER</b>	85%	15%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	97%	3%



**QUESTION 10****YES****NO**

<b>SURVEY MONKEY</b>	52.78%	47.22%
<b>TOWN OF VERMILION</b>	43%	57%
<b>COUNTY OF VERMILION RIVER</b>	65%	35%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	74%	26%

**QUESTION 11****COMPLETE CONSTRUCTION****DO NOT COMPLETE AND KEEP****SHUT DOWN AND RE-DEVELOP**

<b>SURVEY MONKEY</b>	72.50%	12.88%	14.63%
<b>TOWN OF VERMILION</b>	65%	17%	18%
<b>COUNTY OF VERMILION RIVER</b>	81%	8%	11%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	91%	5%	5%



QUESTION 12	RECREATIONAL FACILITY	OUTDOOR RECREATION FACILITY	COMMERCIAL OR INDUSTRIAL	RESIDENTIAL DEVELOPMENT	ALL OF THE ABOVE	OTHER
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<b>SURVEY MONKEY</b>	13.04%	7.00%	5.56%	16.53%	20.99%	36.88%
<b>TOWN OF VERMILION</b>	14%	5%	5%	19%	23%	34%
<b>COUNTY OF VERMILION RIVER</b>	13%	10%	4%	14%	20%	39%
<b>BEYOND VERMILION AND COUNTY OF VERMILION RIVER</b>	6%	8%	14%	8%	15%	49%





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## DISCLAIMER

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Public engagements and online surveys come with the inherent potential for discrepancy in information in several ways. This engagement and survey could have been subject to discrepancy in four potential ways. To try to limit the potential for discrepancy, safeguards were put in place to help prevent or lessen this potential factor. A couple of the potential areas of concern observed that could pertain to these engagements and survey are:

1. An individual submitting multiple times from a singular source. A safeguard was put in place through survey monkey to only allow one survey to be taken per device. Another safeguard in this aspect is the ability to review the IP addresses of those that submitted a response. For the responses provided above, it included all responses without any information removed. After review of the IP addresses and the number of submissions, the approximate amount of potential repeat responses is estimated at 11 responses which is 1.75% of the total responses. In a singular question, this could mean the potential of 1% in change in either direction (Percentage is only relevant to Town of Vermilion response evaluation).

*NOTE: the determination of the number of potential repeat responses was considered when there were more than two responses from a singular IP that were identical in responses. This is to reflect the average voting aged person per household.*

2. The survey required people to be honest about their primary residence in the survey. There is evidence that a few respondents were not truthful in their responses based on their responses from a similar IP address, as well as their response to question 2 in the survey. For instance, they may have stated their primary residence in in the County of Vermilion River, but then said they are a pilot that resides within the Town of Vermilion.

3. Accusations of false information within the survey. There were accusations about the accuracy of information within the survey and this was observed to have played a part in people taking the survey by not reading the information within the survey. An example of this is an individual that attended the in-person engagement asking about the grant funding and why it was not included in the survey that they took online. For that example, the information was provided within question 9 and 10 regarding the overall costs and funding of the project. These accusations that were advertised in social media, local news paper, and at the engagement, have the potential to sway respondent's opinions prior to having the opportunity to review the information for themselves. This could have occurred multiple times within the survey, and there is only one method of establishing whether this occurred or not. That is by reviewing the length of time an individual spent taking the survey. There were a few respondents who took less than two minutes to complete the survey which indicates this type of scenario, or that they have taken the survey already on another device.

4. Utilization of a VPN (Virtual Private Network) could have been utilized by an individual to change their IP address to anywhere in the world to take the survey



multiple times. A safeguard in place for this is that Survey Monkey only allows one survey to be taken per device for this survey. While this could be a potential risk and is difficult to establish the level of interference this could have had on the survey, it is felt that this is very minimal based on the response data.

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## CLOSURE

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In total the Town received 629 responses from the online survey and had a total attendance at the public engagements of 55 people, with approximately 10 to 15 attending both engagements. The percentage of Town population that participated in the online survey was 9.2% (based on the 2017 municipal census result of 4,150). Overall, the engagement and participation at the public engagements and the online survey was very successful in gathering information pertaining to the construction at the airport.

