



## **Resolution Number 5**

### **Runway Certification versus Registration**

Whereas the situation exists that many registered airports receive large amounts of charter passenger traffic with large aircraft, while some certified airports only receive very low amounts of passenger traffic with small aircraft, and;

Whereas having to have an airport certified to be able to have scheduled passenger service in many cases only adds cost and overhead with no safety gain, and;

Whereas the ability to receive Airport Capital Assistance Program (ACAP) funding is limited to certified airports, and;

Whereas the requirement to certify an airport for scheduled passenger service adversely affects small communities, seasonal markets, and tourist destinations;

**Therefore, be it resolved:**

**That Transport Canada look towards a risk based process that allows low volume scheduled passenger traffic into registered airports and that in conjunction with this initiative look at expanding ACAP eligibility to include such low volume airports.**

Passed at the 38<sup>th</sup> Annual General Meeting in Whitehorse, April 30, 2014

This is an update and reaffirmation of Resolution 5 from 2013. Although there is satisfactory intent shown in this area, it is still not resolved.