

CYFD Brantford – Capital Needs

1. ASPHALT REPAIRS AND REPLACEMENT

1.1. **Crack filling Runways and Primary Taxiways.** Critical to maintain the infrastructure we have.

This is underway with an annual allocation of funds to also include line painting

1.2. **Southwest Ramp repair/replacement.** The ramp area in front of the Terminal and Hangar 100, is in most need of repair/replacement, as this area has deep potholes, deteriorating asphalt, and caters to the most traffic.

Funds are allocated in 2029- \$50k (design) and 2030-\$615k (work) Miscellaneous terminal apron and runway repairs

1.3. **East Ramp repairs.** The area between Hangar 150 and 180 has a number of potholes and rough areas that will need to be filled or cut out and replaced.

Funds are allocated in 2031- \$40k(design) and 2032 -\$300k (work)

2. HANGAR DOOR REPLACEMENT

2.1. **Hangar 130 Aircraft Door Replacement**130. Currently home to CWHM, Nelles Aviation, And Custom Stainless Steel. This Hangar's only aircraft doors are the original 24 rolling doors built in 1939. They have long out served their expected life and have deteriorated to such a point that they are difficult to open and close, inefficient in the winter, and challenging to make secure. Their prominent location also means that they're an eye sore, with their broken windows, rotting wood, and flaking paint. Hangar 150 had identical doors replaced last year.

Doors are estimated to cost 200k per hangar (half the building) Currently have \$135k and in \$2026 another \$150k for miscellaneous building repairs

3. AIRFIELD SIGNAGE AND LIGHTING

3.1. **Aircraft Guidance Signage.** (Weather and time have degraded airfield signs used to guide aircraft to/from runways and taxiways. Approximately 30 signs need to be replaced. Some require illumination, but most are simple retro-reflective signs with frangible bases

A project Rehab lights and taxiway bravo exists with \$45k in the account from 2022

3.2. **Main Runway Lighting.** (Although Runway 05/23 edge lighting was replaced in 2007, the installed fixtures have since been discontinued and maintaining them has become challenging. When installed, LED lights were not an option, but today they are, and an upgrade would eventually pay for itself in electricity savings.)

No project identified in the next 10 years

3.3. **Approach Guidance Lighting for Runway 23.** The Visual Approach Slope Indicator (VASI) for Runway 23 became inoperable several years ago, and replacement

wasn't possible as the industry moved away from VASI systems to Precision Approach Path Indicators (PAPIs), which require a different, more wide-spread configuration. PAPIs are now readily available in a two-point LED format (APAPI), which would work with the space and electrical power we have available.

No project identified in the next 10 years

4. AIRPORT MOBILE EQUIPMENT UPGRADE

4.1. Airport Inspection and Maintenance Vehicle. The current 2WD vehicle is 10 years old, and should be upgraded to a 4X4 with snow blade to meet the current needs of Airport Staff and Tenants

Fleet has this schedule for replacement next year 75k, it hasn't currently been identified to have any attachments or 4x4

4.2. Airport Tractor – The current tractor lacks power, and the ability to run forward facing implements such as rotary brushes and articulating snow blades. Implements such as a Rotary Brush are not only essential for snow clearing but are also useful in the summer months to clear ramp/runway debris and protect aircraft.

Fleet has the large tractor scheduled in 2032 the zero turn is schedule in 2025 30k

Projects forecast but not listed

2025

- Correct Grading runway 05-23 strip \$140k
- Rehab Taxiway Bravo and lighting replacement \$337k
- Airport master plan \$100k

2028

- New taxiways in general aviation area \$210k

2032

- Decommission taxiway D and convert 17/25 to taxiway \$40k (design)

2033

- Decommission taxiway D and convert 17/25 to taxiway \$439k (work)