A G E N D A
for

REGULAR COUNCIL MEETING
March 10, 2025

COUNCIL CHAMBERS 7:00 PM

CALL TO ORDER

The Village of Masset acknowledges the un-ceded traditional territory of the Haida Nation on which this meeting is held.

ADOPTION OF AGENDA

COUNCIL MEETING MINUTES

Council Meeting Minutes December 9, 2025

MINUTES AND REPORTS OF OTHER ORGANIZATIONS

NCRD Board Highlights February 2025

BUSINESS ARISING FROM THE MINUTES AND UNFINISHED BUSINESS

A Whaleboat for Masset – Table Until March 24, 2025

PETITIONS AND DELEGATES

NDIT - Haida Gwaii Resiliency Fund

CORRESPONDENCE

C-1 Haida Nation Flag Raising Ceremony

C-2 Water Quality Report 2024

VERBAL REPORTS OF COUNCIL/CAO/CFO

NEW BUSINESS

NB-1 Fire Chief Appointment

NB-2 Fire Department Donation

NB-3 BC ACAP Funding for Airport Fuel Truck

PUBLIC QUESTION PERIOD

ADJOURNMENT

Minutes of the Regular Council Meeting held February 24, 2025 in the Council Chambers.

Present:	Mayor:	S. Disney
	Councillors:	T. Carty, B. Johnston
	CAO:	J. Humphries
	CFO:	J. Brown
	Corporate Officer:	D. Grosse

CALL TO ORDER

The Village of Masset acknowledges the un-ceded traditional territory of the Haida Nation on which this meeting is held.

The meeting was called to order at 7:01 pm.

ADOPTION OF AGENDA

Moved by Councillor Johnston, seconded by Councillor Carty to adopt the agenda as amended changing Business Arising from Masset Skatepark to the Active Transportation Grant and the addition of Natural Resources Canada as a delegate.

CARRIED

COUNCIL MEETING MINUTES

Council Meeting Minutes February 10, 2025

Moved by Councillor Johnston, seconded by Councillor Carty that the February 10, 2025 Council meeting minutes be adopted as presented.

CARRIED

BUSINESS ARISING FROM THE MINUTES AND UNFINISHED BUSINESS

Active Transportation Grant - Gwaii Trust Special Projects Grant

The Village of Masset is applying for up to $532,000.00 from the Federal Active Transportation Grants Housing, Infrastructure and Communities Canada Program.

PETITIONS AND DELEGATES

Islands Wellness Society Daycare

Delegates Chloe Clarkson outreach worker - Islands Wellness Society
Rachel Perlickson - board member

Rachel Perlickson - The project is with SD50 on the north end in Masset. They have received a start-up grant from the province and are looking for support from the Village of Masset for their Gwaii Trust Major Contributions grant application. They will be working in collaboration with NHA and Haida Child and Family. Their application is for $200,000.00 for equipment made on island, emergency gear, high quality toys, stepping stools and more.
The maximum number of children will be 24 ages 0-5 years old with shared spaces certain days.
Chloe Clarkson – Staffing will be promoting ECE training and hosting an ECE course. NHA is hiring a recruiting firm to assist, and wages would be higher than the norm. Core funding will be coming from Haida Child and Family, NHA, parent fees and subsidies from the Ministry of Education and possibly Jordan's Principle.

Moved by Councillor Johnston, seconded by Councillor Carty that a letter of support be provided to the Islands Wellness Society for their application to Gwaii Trust Major Contributions for daycare funding.

CARRIED

Natural Resources Canada

Delegates Alison Bird and Lisa Nykolaishen

The delegates gave a presentation of the Earthquake Early Warning System (EEW). There are 24 core stations on Haida Gwaii. Smart phones, radios and television will get the alert for areas that will be affected.
The delegates have a presentation for the public to promote the system and earthquake awareness.

VERBAL REPORTS OF COUNCIL/CAO/CFO

Councillor Johnston attended a joint council meeting with OMVC.
Councillor Carty attended a joint council meeting with OMVC and the Haida Title Big Tide Low Water ceremony in Skidegate.
CFO Brown has been working on T4's.
CAO Humphries acquired Starlink for the office, the Airport Operations Manual is completed and signed off on by Transport Canada, he attended a joint council meeting with OMVC, and an emergency response meeting with Teri Kish.
Mayor Disney attended the Haida Title Big Tide Low Water ceremony in Skidegate, met with Taylor Bachrach and attended the VIRL AGM.

Moved by Councillor Carty, seconded by Councillor Johnston that the verbal reports be accepted as presented.

CARRIED

NEW BUSINESS

NB-1 Masset Arts Society Letter of Support

Moved by Councillor Carty, seconded by Councillor Johnston that the Village of Masset provide a letter of support to Masset Arts Society for their application to the Co-op Community Spaces Fund.

CARRIED

NB-2 A Whaleboat for Masset

A group in Masset would like to build a whaleboat and temporary boat shed beside the Dixon Entrance Maritime Museum.

Moved by Councillor Johnston, seconded by Councillor Carty that the discussion be tabled until the next Council meeting.

CARRIED

ADJOURNMENT/TO CLOSED MEETING

Moved by Councillor Johnston the meeting be adjourned at 7:56 pm.

Recording Secretary

Mayor

Certified Correct, Administrator

NORTH COAST
REGIONAL DISTRICT

Board Highlights

February 2025

Delegations:

Des Nobels provided an update on west coast commercial fisheries modernization and recent meetings held with the Department of Fisheries and Oceans. Mr. Nobels indicated he would continue to keep the Board updated as meetings progressed. The Board asked questions and Mr. Nobels responded accordingly. The Chair of the Board thanked the delegation.

Board Business:

1. The Parcel Tax Roll Review Panel authenticated the 2025 Parcel Tax Roll.

2. The Board resolved to invite Prince Rupert Gas Transmission and BC Assessment to future meetings of the Board of the North Coast Regional District as delegations.

3. The Board resolved to provide a letter of support to the Village of Masset for its Runway Rehabilitation Project.

4. The Board directed staff to prepare a local service establishment bylaw for a cemetery service in Tlell.

5. The Board resolved to support, in principle, the undertaking of a joint-project on Haida Gwaii to develop Hazard, Risk and Vulnerability Assessments, subject to confirmation of project partners and project funding.

6. The Board resolved to appoint Robyn L. Irvine to the Graham Island Advisory Planning Commission.

7. On February 22, 2025, the Board held its Round 2 Budget meeting to consider the NCRD's 2025-2029 Five-Year Financial Plan. The Round 3 Budget meeting is scheduled for March 5, 2025 at 7:00 P.M. To learn more about the NCRD's financial planning visit the 2025-2029 NCRD Financial Plan Consultation webpage.

For complete details of NCRD Board meetings, the Agenda and Minutes are posted online at www.ncrdbc.com.

A Whaleboat for Masset

Summary
A small team of builders is looking to gain some interest and support in the community for the construction of a wooden boat for both education and as a recreational asset. We would like to partner with community organizations whose mandates align with the goals of the project for mutual benefit. We propose to build a temporary boat shed to house the project at the Dixon Entrance Maritime Museum site and hope to expedite the whaleboat build to launch it for the 25th anniversary of the Museum in May 2026.

Fig 1.1 A Beetle Whaleboat under oar. This one was built in Rockland, Maine by The Apprenticeshop boat building school.

Fig 1.2
On davits aboard the Charles Morgan and afloat at the wharf at Mystic Seaport, Connecticut.

Haida Gwaii is home to some of the most stunning natural history in the world, and we want to give people a means to connect to it. The Wood to Water project is an opportunity for community groups on Haida Gwaii to experience the process of a wooden boat built from start to finish. At the end of the project there will be a boat and crew ready to bring groups out onto the water for camps, school events, community celebrations and may open eco tourism possibilities as well.

The Beetle Whaleboat

Whaleboats are renowned for their strength to weight ratio and their sea worthiness. They are double ended which means they can maneuver in either direction easily. For over 200 years whaleboats were used not only in the whaling industry, but in military and merchant fleets as tenders and lifeboats for ships. Many different types of whaleboats existed, but few plans survive today. The plans we procured are from Mystic Seaport in Connecticut, with lines taken from a 1933 Whaleboat designed by Charles Beetle. This boat is 29 feet long and 6.5 feet at its widest point. It will carry 12 adults with gear and will be modified in design to have 8 rowing stations along with its traditional sailing rig. Fig 1.3 shows another example of a Beetle Whaleboat built in 2013

Fig 1.3
Independence Seaport whaleboat

Wood to Water is a multi phase project:

Phase 1

Building the team and preparing a shop for the boat.

Several experienced shipwrights and wooden boat builders live on Haida Gwaii. We are currently assembling a small group of dedicated builders that can work alongside community volunteers to complete the project. At the same time we will finalize the location and boat shed design so we can create a suitable place to house the boat for the duration of the build, which we should be able to complete between May 25 and June 30. We will procure any tools still needed and set up the shop.

Phase 2
Boat building phase
This process will take 1 year from start to launch and will consist of purchasing the wood, lofting, creating the molds, raising the keel assembly, planking, framing and finishing. The oars and spars will be completed at this time. If possible we would like to have the boat ready enough to launch for May 2026, in time to celebrate the Dixon Entrance Maritime Museum's 25th anniversary. A partnership with the Museum may allow funding for a joint anniversary and launch event.

Phase 3
Outfitting and crew training
It will take another 6 months to install the sailing rig, safety and navigation equipment, perform necessary sea trials and train the crew. At this point the boat will be ready to start it's next adventures. We will use the winter to plan and prepare for group trips starting in the spring of 2027.

Budget overview

Boat shed $21,000
40 feet long by 16 feet wide, with framed end walls and plywood floor. The roof and walls would be built with modular members and sheathed in 6mm greenhouse poly.

Whale boat $85,000
Material and labour costs. We are anticipating up to 30% volunteer labour from various groups.

Outfitting the boat $45,000
This includes sail rig, onboard safety equipment, navigation and gear storage

Crew training $10,000
Marine safety requirements in compliance with Transport Canada and sea time on the vessel.

Trailer $8,000
A single axle extra long trailer may be custom framed here in Masset.

We are looking for a place to build a temporary shop space 40' long by 16' wide and 12' high at the peak. The design is similar to a Quonset hut, but lumber framed and covered with 6mm poly. An example of such a shed shows the framing method. (Fig 1.4) One end would be framed with a wall and entry door, the other a barn door to allow the finished boat to be moved. The framing would be anchored using ground screws for easy removal at the close of the project.
A functional shop space has some requirements, most notably power. It will also need to be secure. The space does not need to be heated, as the boat is best kept where the ambient humidity is the same as outside. Access to running water and a washroom are helpful but not necessary.

Fig 1.4 example of a bow-roof shed frame. This one is considerably taller than the one proposed.

The Dixon Entrance Maritime Museum could be good location for this project. A boat built on site would help raise the profile of the museum and support its mandate. It would offer some maritime content which would extend outside the museum's opening hours without the need for additional staffing.
The main advantage for us to have a shed at the museum is that we would like to have a space that is easily accessed by the public but also one we can close on occasion.
On the museum grounds there is only one option for placement of a shed that allows road access and foot traffic, and doesn't require modification of pathways or any of the existing exterior displays (See fig 1.5). It may require wind firming of the large hemlock adjacent to the proposed site.

Fig 1.5 approximate location of shed. Not to scale.

Some considerations for this arrangement are:

Use of Museum utilities

Power Supply needs - 20 amp circuits x 2, 15 amp circuit x 1 Monthly cost ~ $20

We could look into getting a sub panel wired in temporarily

Water - access preferred but not essential

Washroom - access preferred but not essential

Garbage

We will have a policy of removing any garbage daily, especially food waste as we do not want to attract rodents. We will be producing a significant amount of sawdust, shavings and wood scraps. This will be removed from the site weekly.

Insurance
Our team will carry insurance for the boat shed and contents, as well as third party liability to cover anyone who is in the building. I will be getting more details on this in the coming week.

Boat shed parking
Arrangements could be made for parking on the Harrison Ave side to keep the museum parking free for visitors

The timelines for the project outlined here are aimed at a boat launch that coincides with the 25th anniversary of the Maritime Museum and not intended to apply time pressure. Depending on our funding we may find that one year is not long enough to complete the build to the point of launch.

NORTHERN DEVELOPMENT

Connecting British Columbia Program

Haida Gwaii Resiliency
Application Guide

Published January 29, 2025 – Ver. 1.0

Table of Contents

1. Intake Overview

The Connecting British Columbia program ("Program") is a province-wide program administered by Northern Development Initiative Trust (Northern Development) and is available to all eligible applicants. The Program is funded by the Province of British Columbia.

The Haida Gwaii Resiliency Intake ("Intake") is a one-time commitment that will fund connectivity infrastructure projects that provide a resilient telecommunications link between Haida Gwaii and mainland British Columbia.

This guide is intended to help applicants apply for funding to the Intake and as such, the criteria outlined is based on an applicant applying to this as a stand-alone Intake only.

1.1 Intake Objectives

The Intake is intended to help accelerate investments to provide a resilient telecommunications link between Haida Gwaii and mainland British Columbia. The infrastructure should achieve the following:

- Employ technology and construction techniques to achieve as close to 99.999% telecommunications services availability as possible.
- Enhance the capacity and performance of telecommunications services on the island to provide multiple 10Gbps transport capability
- Provide open access transport capabilities that allow telecommunications providers to purchase services between Haida Gwaii and mainland BC.

Projects are expected to be completed by March 31, 2027.

1.2 Project Scope

The purpose of this project is to design, construct, and implement a resilient telecommunications link between Haida Gwaii and mainland British Columbia. This link will provide high-capacity, reliable connectivity and offer open access for other service providers to foster competition and digital inclusion.

Solutions should be capable of providing sufficient capacity to support services to the 2400 households on Haida Gwaii as well as emergency communications, cellular services and a number of anchor institutions.

The Applicant must demonstrate that:

- The Project follows the relevant (e.g. ITU-T G.971) industry standards and best practices for optical fibre submarine cable systems design, deployment, maintenance and monitoring.
- Alternate technologies (optical satellite, wireless etc.) may be employed in the design to deliver the highest possible service availability.
- The Project prioritizes high reliability and long lifespan while ensuring a sustainable, viable and realistic technical solution.
- The proposed infrastructure solution considers route design and selection to avoid areas of risk; employ armored and burial cable as necessary to reduce risks posed by environmental and human factors.

- The solution includes network open design including:
    - Access Points: Include Points of Presence (PoP) on Haida Gwaii and a point on the mainland that are located near areas of existing telecommunications infrastructure.
    - Neutral Access: Design the system to allow any licensed service provider to connect without preference or exclusivity at market commercial rates up to a minimum of 10 Gbps.
    - Interconnection: Provide interconnection facilities at both PoP sites, including racks, power supply, and cross-connects.
    - Regulatory Compliance: Comply with Canadian telecommunications regulations regarding open access.
- The Applicant has the managerial and financial capacity to deliver the Project and to maintain the infrastructure and services on an ongoing basis for five years after Project Completion.
- The Project will be financially sustainable.

1.3 Application Process Overview

The intake will receive applications through an open intake. Applications will be accepted until March 28, 2025.

The Applicant must demonstrate the ability to successfully implement the project on time and within budget, as well as to assess how the resulting Network will be sustained once in operation. Applicants will need to describe how they, alone or in partnership, are prepared to implement, manage, and operate the proposed Service.

The Applicant must demonstrate that the Project will be delivered through strong project management, financial control and technical development skills.

A financial forecast will be used to assess the financial viability of the Project and to understand what revenues and other income will be generated to operate the Network over the longer term. Minimally, Applicants must demonstrate that they will have sufficient financial resources to operate their Network and provide Services at the price(s) specified in their application for a period of five years from the Project Completion Date.

1.3.1 Project Timelines

Applications should demonstrate that the project is to be completed by March 31, 2027, in accordance with the funding agreement signed between the applicant and Northern Development.

Applications for projects with an immediate start date will be ranked more favourably in the assessment and review process.

2. Applicant Eligibility

Eligible applicants:

- Local, regional or national service providers.
- Local governments as established by British Columbia legislation.
- First Nations or First Nations organizations (i.e. band council or a corporation controlled by a First Nation).
- Registered not-for-profit organizations, registered and active in B.C.

Ineligible applicants:

- Individuals cannot apply to the Program.

Eligible applicants must meet the following General Conditions:

- Eligible applicants must agree to own and operate the proposed network for five years after the project is complete.
    - If the applicant does not maintain and operate the network for five years, a pro-rated repayment of the funds would be required.
- All eligible applicants should have experience deploying and operating the proposed technology solution for a minimum of five years in Canada. Entities without sufficient experience may partner with an established service provider to complete a project.
    - For partnership arrangements, an agreement should be established outlining how the two parties will work together with the ongoing and active involvement of the ISP for the initial 5-year duration of the network.

3. Funding

Applicants may apply for funding up to a **maximum of 90% of total eligible project costs**. The remaining funds will come from other sources such as the applicant, other connectivity funding programs, or other levels of government.

General Conditions:

- Applications that request a lower percentage of Program funding will be viewed more favourably.
- Applicants who received funding from previous intakes are not restricted from applying.
- Provide value for money utilizing public funding to leverage investments from other sources.
- All funding decisions are final.

3.1 Awarding of Funding

Approval of funding to successful applicants will be conditional upon signing of a funding agreement that sets out the terms and conditions of the project. The Program reserves the right to award partial contributions towards the total funding request.

General Conditions:

- Funding agreements will require the applicant to follow the Intake guidelines and requirements, including submitting progress and final reports and financial reporting documents.
- Failure to meet the requirements of the grant agreement could result in the requirement for the repayment of funding to the Program and disqualify the applicant from further applications.

3.2 Eligible/Ineligible Costs

Northern Development will then assess the eligibility of the costs.

3.2.1 Eligible Costs

Eligible costs under the Program are the reasonable and essential expenses required to complete the project and include, but not limited to, the following:

- Equipment hardware and software (including licenses) which can be specifically identified and measured as having been used or will be used in the implementation of the project including servers, switches, fibre-optic cable, repeaters, radio equipment, towers, poles, shelters and enclosures, back-up power supplies, network broadband connectivity devices including upgrades and adaptations.
- Material which can be specifically identified and measured as having been used or will be used in the implementation of the project including cost of materials which can be specifically identified and measured as having been used or to be used in the performance of the project.
- Direct satellite capacity costs: the portion of the direct purchase or lease of bandwidth or capacity delivered over the physical medium of satellite which can be specifically identified and measured as having been used or to be used on the implementation of the project. These costs will be measured in units of Mbps, MHz, or a quantity of satellite transponders.
- Direct labour including gross wages or salaries, work that can be specifically identified and measured as having been performed on the project.
- Contracted services related to the build of the network.
- Project management (PMP).
- Third party project validation (P. Eng).
- Engineering and design: network architecture and systems design and integration.
- Travel: cost of travel which is deemed necessary to the performance of the project
    - Travel expenses, at economy rates, shall be charged at actual costs. To be eligible, travel costs must clearly document the purpose of each trip and be considered reasonable by the Program.
- Freight and/or shipping.
- Other direct costs: related to development and implementation of the project
- PST

3.2.2 Ineligible Costs

Funding will not be provided under the Program to cover ineligible costs including, but not limited to, the following:

- Costs incurred prior to the date of written conditional approval of the application by Northern Development.
- Costs related to funding application development.
- GST.
- Customer-Premises Equipment (CPE).
- Radio and spectrum licensing fees.
- Insurance (e.g. construction, general liability, commercial, etc.)
- Financing or carrying costs, loan costs, and interest payments.
- Legal fees, survey fees, right-of way/access fees, audit fees, rent, land applications and co-location.
- Land acquisition and/or leasing buildings, and other facilities, including permanent shelters for housing network-related equipment (except for temporary facilities directly related to project construction).

- Purchase of capital assets including: land, buildings, and vehicles, as well as other indirect, fixed, and/or capital costs.
- Overhead administration and labour costs including: administration, management, finance, general business overhead.
- Vacation pay, overtime, shift differential, bonuses, stock shares, allowances CPP, EI, WCB, and other benefits.
- Operational costs to run infrastructure built as a result of the project; general repairs and ongoing maintenance resulting from the project and related structures.
- All software except software to operate the network of the project.
- Warranties including warranties for equipment, software and hardware.
- Ongoing operation expenses such as vehicle leases, general office space, office equipment (e.g. photocopiers, furniture, telephones, computers, printers and office software).
- Project administration including: maintenance costs, research and development of pilot projects, operational costs resulting from the project such as customer service, progress reports, etc.
- Fees paid to members of a Board of Directors for their time.
- Advertising and/or promotional activities related to the project.
- Project contingency costs.
- Any goods and services that are received through donations or in-kind.

4. Application Process

Applicants can apply for this intake directly on Northern Development's website.

4.1 Required Attachments

All attachments must be specific to the legal entity applying for funding and may not be from a related organization such as a parent company of subsidiary. If information is missing from the application, the application will not be reviewed.

- Completed Template 1 – Project Plan
- Completed Template 2 – Application Workbook
- Financial forecast demonstrating operating sources of revenue and expenses resulting from the project for a five-year period post project completion.
- Corporate Profile of Service Provider
- Financial statement (2023 fiscal year or newer):
    - Must be specific to the legal entity applying for funding and may not be from a related organization.
    - Statements submitted must be in the final approved form, including signatures from the organization's representatives.
    - Statements must be submitted in their entirety; partial documents will not be accepted.
    - The following types may be submitted:
        - Notice to reader financial statements
        - Review engagement financial statements
        - Audited financial statements

- Mapping Data in a geo-coded format *(i.e. Google Earth KMZ, ESRI shp file, or similar.* ***NOTE: Not accepted - PDF maps or static images)***
  - *Note: information will be used for assessing applications and used for internal purposes only*
    - Mapping must include the following layers and information:
      - Current Network Infrastructure:
        - All applicant-owned or operated fibre lines within British Columbia. Fibre data must show long-haul, regional and core community lines; applicants do not need to show fibre drops to the premise.
        - All applicant-owned or operated PoPs, COs, towers, and microwave links within British Columbia.
        - Identify available speeds and capacity.
        - The location of project specific backhaul/backbone access points.
        - PTP microwave paths between towers within the project area *(if applicable).*
      - Proposed or Upgraded Network Infrastructure (project specific):
        - Identify transport capacity.
        - Locations (colour differentiated) of new and upgraded: towers, PoPs, fibre, PTP microwave links, COs.
        - New PTP microwave paths (colour differentiated) between towers.
- Logical network diagram of the project
  - Diagrams must include the following items and information:
    - All current and proposed network devices (colour differentiated) from the point of transport to the ISP Open access interface on each end.
    - All current and proposed links between devices (colour differentiated) from the point of transport to the ISP Open access interface on each.
    - Labelled throughput capacity between devices.
    - Labeling should match labels found within the application workbook and mapping layers.

5. Application Assessment

Applications will be assessed on the following categories and criteria.

5.1 Connectivity Benefits

- The application must demonstrate that communities along the route, endpoints and general area will benefit from greater reliability and potential for future services not currently available through existing infrastructure.
- The application provides evidence of wholesale rates to provide for last-mile services at prices comparable to large urban areas in BC.

5.2 Corporate Capability

- The applicant has demonstrated they have selected or are an experienced telecommunications service provider with the expertise and qualifications to implement the project.
- The applicant has demonstrated project management expertise and experience with overseeing telecommunications infrastructure projects.
- The project can start quickly.

- The applicant has addressed rights-of-ways and permits in the timelines of the project.
- The project milestones are reasonable.

5.3 Technology Used

- The technical solution describes the type of network being installed, the type of technology to be deployed, where it will be used, and how it will be installed.
- The technical solution will demonstrate how high availability services will be provided and supported throughout the life of the service.
- The technical solution adequately services the area for which it is designed (i.e., makes use of the right technology for the geographical and environmental conditions).
- The solution can be scaled and supported to address future needs, including breakout points and end-equipment to allow expansion as needed.
- The project will construct and provide Open Access to Points-of-Presence (PoPs), and/or offer competitive prices to access these PoPs.

5.4 Funding Request

- Applications that request less than 90% of eligible costs will be assessed more favourably.
- Is the funding requested by the applicant necessary to build a viable business case for the project.

6. Successful Applicant Information

Successful applicants must review and comply with the criteria outlined in this section.

6.1 Site Visits and Audits

Recipients may be subject to project, financial and performance evaluations or site inspections at any time during the term of the grant agreement and for up to five years following distribution of the Program funds to the recipient, so that Northern Development can examine project progress, documentation, and stated results.

Annually, for five years after the project has been completed, eligible applicants must sign a declaration confirming that they still own and operate the network resulting from the project.

6.2 Progress and Final Reporting Requirements

Quarterly Reports are required during the duration of the project.

Upon completion of the project, recipients are required to provide final reporting. This includes a complete final reporting form along with all required attachments.

Required attachments include:

- A reconciliation of all expenses and funding sources, supported by documentation from your accounting system.
- Spreadsheet detailing all project expenses, using the template provided by Northern Development.

Final reporting required attachments include:

- Finalized report, using the Report Workbook Template to be provided.

- Letter of attestation, after project completion, from an external third-party professional engineer (P.Eng) *that includes the following:*
    - *Confirmation that the project was completed as described in the application/contract*
    - *Confirmation that any equipment noted in the application/contract is now in place and operational and was the actual equipment used in the project*
    - *Confirmation that transport capacity provides multiple 10Gbps throughput circuit capability*
    - *Include OTDR and other standard industry measurements.*
- Mapping Data in a geo-coded format *(i.e. Google Earth KMZ, ESRI shp file, or similar. NOTE: Not accepted - PDF maps or static images)*
    - *Mapping must include actual upgraded network infrastructure (project specific) with the following layers and information:*
        - *Coverage for the communities resulting from the project; identify available speeds*
        - *Locations (colour differentiated) of new and upgraded: towers, PoPs, fibre, PTP microwave links, COs.*
        - *New PTP microwave paths (colour differentiated) between towers (required for fixed wireless and LTE projects)*

Final payments will be withheld until project is validated by an external professional engineer or consultant.

6.3 Events and Communications

Throughout the project there may be a number of occasions that require communication support for events and/or publications. As such, the following is required:

- Funding recipients must keep the Program contact person(s) informed in advance (with a minimum notice period) of any promotional activities or events related to the project.
- The Program funder (the Province of British Columbia) and Northern Development Initiative Trust be acknowledged in project communications, events and signage.
- The Province is required to provide consent to publish project details in reports and in promotion of the Program (e.g. on websites and in public material). Please contact Northern Development

6.4 Freedom of Information

Applications submitted under the Program are subject to the Freedom of Information and Protection of Privacy Act. The information being collected is for the purpose of administering the Program and evaluating eligibility of the proposal.

7. Application Support/Contact Information

If you have a question that is not addressed in this Program guide, support is available from Program staff at:

Northern Development Initiative Trust
301-1268 Fifth Avenue
Prince George, BC V2L 3L2
250-561-2525
www.northerndevelopment.bc.ca

8. Appendix 1 – Definitions

Backhaul: A network connection that transports data traffic from one Point-of-Presence to another or from a Point-of-Presence to a location that contains the internet gateway.

Bandwidth: The capacity for transferring data over a network as measured in bits per second (bps), kilobits per second (Kbps) or megabits per second (Mbps).

Breakout: A location in a transport line where additional transport(s) can be connected or branched out without compromising the integrity of the main or existing line.

Central Office: A building structure in a locality to which subscriber home and business lines are connected on what is called a local loop. The term is also known as an end office or exchange.

Customer Premise Equipment: Refers to any telecommunications equipment located at a subscriber's premises that is connected to a service provider's telecommunications network at a demarcation point. Examples include wiring, modems (DSL, cable, wireless) as well as antennae or other wireless equipment.

Dependencies: Also known as order of build, this is where separate projects depend on the completion of other projects in order to proceed.

Demarcation Point: A point that separates the customer premise equipment from the service provider's network infrastructure equipment. In other words, a "Demarcation Point" is the point where the local loop (the network transmission equipment) ends and the inside wire (which is the responsibility of the customer) begins.

Download: Data traffic travelling from the internet to the end user.

Facilities-based provider: A provider that owns and operates transmission facilities as defined by the CRTC.

Monetized donations: Means contributions of goods or services, other than cash from third-parties.

Internet Gateway: A network connection that provides access to the internet for the service provider's last-mile distribution system.

Last-Mile Infrastructure: The components used to connect homes and businesses to the service provider's Point-of-Presence. This may include routers, towers, antennae, fibre optical, cable, Digital Subscriber Line (DSL) equipment, cable modems, wireless radios and so on.

Locale: Can refer to a neighbourhood, community, subdivision, town site, reserve or village in a rural or remote area.

Long-Term Evolution or LTE: A standard for wireless communication.

Milestones: Significant stages of completion for your project(s).

National Service Providers: Service providers who also provide service outside British Columbia.

Point-of-Presence (PoP): A facility where service providers house servers, routers, switches and other communications equipment. A PoP is where an service provider's last-mile infrastructure connects to an internet gateway.

Risks: When projects depend on outside factors to proceed. This can include order of build, grants from other sources, matching funding, Crown Land applications and so on. For the purposes of the Connecting British Columbia program, any risks must be clearly stated in your application.

Scalability: The ability of a network to expand service to a larger area around the vicinity of the existing connected locale and/or ability to expand service or evolve changing technology.

Service Provider: An organization that offers its customers connectivity services.

Settlement: An unincorporated area/community, for the purpose of application to the Program, is considered to be a settlement area within a regional district electoral area.

Single End User: Where a single customer or business is the only user of the network.

Transport: The "pipeline" that carries information between different points within a network, utilizing dedicated connections to ensure reliable transmission of data between specific locations

Unincorporated Area: An unincorporated area/community, for the purpose of application to the Program, is considered to be a settlement area within a regional district electoral area.

Haida Nation
Flag Raising Ceremony

Date: March 11, 2025

Time: 10:00 AM - 12:00 PM

Location: Graham Island Ferry Terminal,
Highway 16, GuuhlG̲a (Skidegate Landing)

*Reception to follow at HlG̲aagilda (Skidegate) Community Naagudgiikyagangs (Small Hall), Front Street

BCFerries

Village of Masset Water Quality Report 2024

Annual Report

February 2025

Contents

Introduction

The Village of Masset operates and maintains a water treatment and distribution system to supply potable water to the communities of Masset and Old Massett. The population served in Masset is 838, with about 450 service connections as of 2021. There are 520 residents in Old Massett and its subdivision of BlueJacket.[1] (Tlaa Gaa Aawtlaas.) The Village of Old Massett has a separate water distribution system, run by its Capital Works Department.

This report outlines where the water comes from, how it is distributed, and how we ensure it is safe to drink. This information will provide those who want to further inform themselves about their drinking water the ability to do so.

Drinking water can be a complex issue. Much of the information provided in this report is technical in nature. Every effort has been made to provide a format that is easily understandable. The Village of Masset can be contacted at 250-626-3995, should there be any questions. This report, and subsequent year's reports, will be available at the Village of Masset Office upon request.

Contacts

Village of Masset Public Works Department: 250-626-3616

Sylvan Daugert – Superintendent

EOCP Level IV – Water Treatment, EOCP Level II – Water Distribution, EOCP Level II – Wastewater Collection

Theodore Bedard – Maintenance Foreman, Water Plant Operator

BCWWA Water Treatment I training, BCWWA Water Distribution I training, BCWWA Wastewater Collection I training

Sam Brown – Maintenance I, Water Plant Operator

Sadie Humphries – Maintenance I, Operator in Training

Josh Roden – Maintenance I, Operator in Training

Village of Masset Administrative Office: 250-626-3995

Village of Masset Emergency After Hours Contact: 250-626-7425, 250-626-7496

[1] 2021 Statistics Canada Census.

Background

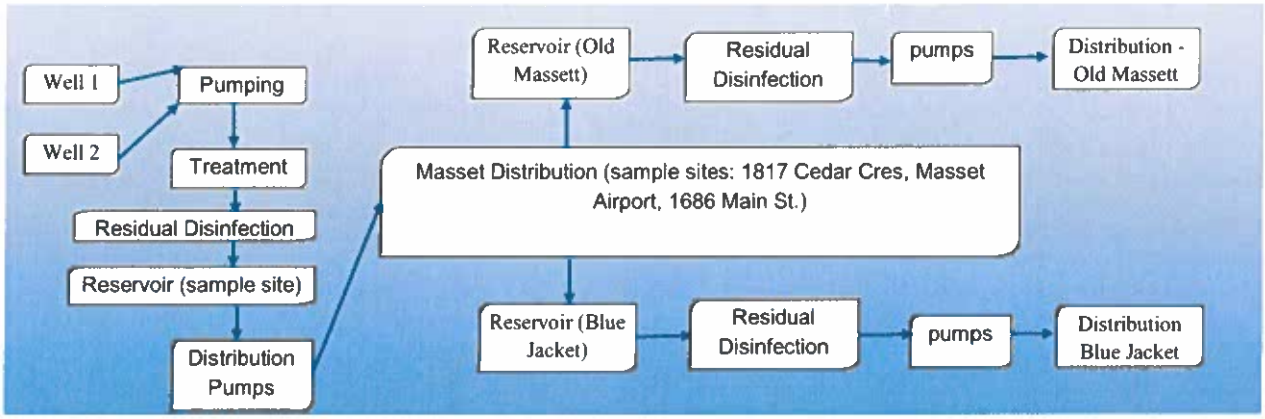
The Village of Masset operates and maintains a public water distribution system under the regulations of the Drinking Water Protection Act and the Regulations passed by the province in 2003, the Water Sustainability Act implemented in 2016 as well as adherence to the Guidelines for Canadian Drinking Water Quality. We operate under the supervision of Northern Health and their Drinking Water Office.

The Village of Masset's Water Treatment Plant is continually being optimized to ensure consistent and safe drinking water for residents of the two communities and to meet all regulations.

Water System Overview

The Village of Masset's water supply is via two wells located within the water plant property. As the two wells are within 10 meters of each other, and approximately the same depths, they utilize the same aquifer. The wells are classified as "deep wells" but are also considered to be "under the influence" of surface conditions because the aquifer is relatively shallow, without an impermeable layer above. The hydrostatic pressure of the water has the static water level of the two wells consistently about 4 meters below the surface. The draw-down depth of the water is less than 1 meter below that, with the greatest depth only during periods of the highest demand. Despite the "under the influence" designation, these levels seem to be relatively unaffected by surface conditions (precipitation levels) – such as the water advisory declared in the summer of 2016.

The Water Treatment Plant has a processing capacity of approximately 1600 m^3/day or 1.6 MLD. (Million Litres per Day.) In 2024, approximately 251,000 m^3 (251 million litres) of water was treated by the Water Plant, or an average of 686 m^3 (686,000 litres) per day. This was up significantly from the 2023 total of 210,000 m^3. This capacity is supplemented by a 1092 m^3 reservoir at the Water Treatment Plant, and a separate reservoir at the Old Massett Water Distribution site with provisions for supplying Masset with water in the event of fire or emergency. From the reservoir at the Water Treatment Plant, water is distributed to the Water Distribution System, and Old Massett via electric distribution pumps. We have a backup power generator in case of power outages; and there is a diesel-powered fire pump that provides water during during high demand periods, such as fires or water main breaks. The water lines in the distributions system primarily range in diameter from 100 mm to 200 mm (4" to 8"), and include two lines across the Delkatlah Slough, a line to Old Massett, and a separate line to the subdivision of Old Massett called "Blue Jacket" or "New Town." Proper name: "Tlaa Gaa Aawtlaas." There are a few very small lines in the range of 25 mm & 50 mm (1" & 2"). In 2024 Old Massett received approximately 72,000 m^3 (72 million litres) of water, or an average of roughly 197 m^3 (197,000 l) per day. The Blue Jacket Subdivision for Old Massett received an additional 10984 m3. Below is a simple schematic diagram of the Masset water system



Water System Overview – Water Treatment Plant

The Water Treatment Plant is a complex plant, with a Level III Water Treatment Classification. The Water Treatment Plant processes include Oxidation, Flocculation, Filtration, and Chlorine disinfection. The Oxidation is aided by "pre-chlorination," which is injection of a small amount of Chlorine before any other treatment. This allows certain elements (especially Manganese) in the untreated water to react with treatment chemicals, which is undesirable in high concentrations in our drinking water. Residual disinfection is achieved by maintaining of a free chlorine residual throughout the distribution system. The Water Treatment Plant uses strong Oxidizing agents to react with the organics and metals in the raw water. The Water Treatment Plant is a "Package Plant" that forms a "sludge blanket" that acts to separate out approximately 90% of the sediment, organics and particulate before filtration. Chlorine is added for disinfection and residual disinfection. The remaining 10% of undesirable materials are filtered out with two dual-media filters. The filtered water is continuously monitored by online turbidimeters.

The water treatment plant pumped about 291,000 m3 out of our wells to produce the 251,000 m3 of treated water in 2023 – an efficiency of ~86%. This is up from the 2023 efficiency of 82% and is approximately what we expect with this time of treatment plant

Maintaining the water reservoir level, operating pumps and managing the water plant is facilitated by a comprehensive software "SCADA" (Supervisory Control and Data Acquisition) program. If there is trouble in the treatment plant, the SCADA system will activate an alarm and dial out to Village staff until the alarm is acknowledged. In time of alarm, the lead operator can remotely dial in to the SCADA system, however, for most alarms, we find that an operator has to directly observe the water plant physically.

Water Treatment Plant Maintenance and Undertakings of 2024 and the Future

In the fall of 2018, we commissioned an engineering firm to do a comprehensive analysis of our water plant. While the plant was functioning correctly at that time, the firm identified several components of the plant that were aging and nearing "end of life." This was reinforced by chemical pump failures in 2021. In the late spring of 2020, we finally secured a government grant to proceed with these repairs. Unfortunately, the Covid-19 Pandemic made us unable to commence this work until much later. We finally were able to begin the engineering in November of 2020, and put out the first stage of this project (Phase 1) for bid in November of 2021. Included in these "Phase 1" changes are replacement of major portions of the MCC (Master Control Centre), PLC (Programmable Logic Controller) & its HMI (Human Machine Interface) – these are all fancy acronyms for the controls of our water plant.

We started this work in late 2022 and completed it in April of 2024. The work that we and our contractors did in 2023 included a complete replacement of the original Master Control Centre (MCC #1) to a new panel with 600 Volt controls, from the 480 Volt controls. With this, we also replaced all of our 480 Volt motors, which included the well pump motors and the distribution pump motors. Also, we replaced the Programmable Logic Controller (PLC) which is the computer brains for the water plant, and with that we replaced the programming for it. Also, a backup generator was installed, giving us backup power in case of a prolonged power outage. In 2024 we replaced corroded piping at the distribution header and finalizing the programming for our SCADA system.

We also replaced well pump #2. The old well pump #2 partially failed in the summer of 2023, with its capacity falling from ~70 m^3/hr down to 42 m^3/hr; the new pump produces 85 m^3/hr of water. We had the old well pump rebuilt and intend to pull well pump #1 and put the old #2 in its place, to see if we can increase the production of that well up from the current 65 m^3/hr up to 70 m^3/hr or more.

While we consider this upgrade largely complete, we are still waiting on final manuals from the contractor, and need to do some relatively minor corrections to programming logic.

In 2022-2023, we completely upgraded our chlorine safety procedures. We reworked our safety procedures, ventilation and alarms for our chlorine system and this effort was actually cited in the Fall 2023 issue of the WorkSafe Magazine! (pages 13 & 14) https://www.worksafebc.com/resources/newsletters/worksafe-magazine/worksafe-magazine-fall-2023?lang=en

Water Plant Staffing

The Village is pleased that all full-time members of the Public Works staff are capable operators of the water plant. We have two new operators on our Public Works team that are

well on their way to becoming certified operators, which will supplement our current staffing certification levels. Education and training for water plant procedures continues on an on-going basis.

Monitoring Program

Monitoring of the Village of Masset's water consists of three main components: monitoring of the raw water quality, treated water monitoring, and distribution system treated water monitoring.

Water quality monitoring begins with the monitoring at the treatment plant. Operators observe and record daily measurements of chlorine residuals, temperatures, pH, and turbidity. Water flows are recorded several times per week to spot trends leading to adjustments in the treatment processes. Computer controls in the water plant continuously monitor turbidity and pH – if the water quality falls out of acceptable ranges, the treated water is automatically sent to waste, and alarms will be activated. Staff also subjectively observe the treatment processes daily.

Water samples are taken monthly and sent for testing at an independent lab for bacteriological testing. At the time of sampling, staff also independently test water samples for chlorine residual. These monthly samples are taken at 4 sites determined by the Northern Health Authority to be sufficiently representative of the Village of Masset's Water Distribution System – these sites are shown on a map in the appendix.

The raw water and treated water are sampled and sent to an independent lab for mineral analysis, THM testing, and organic and inorganic parameters. These results are then compared to the Canadian Drinking Water Guidelines. Information about the parameters for Drinking Water may be found on the Health Canada website @ www.hs-sc.gc.ca. Health Canada has established Maximum Acceptable Concentrations (MAC) for some substances in the water. They have also established Aesthetic Objectives (AO) for elements of water quality that tend to affect it acceptance by users, including taste, odour, and appearance of the water. A table of Guidelines for Canadian Drinking Water Quality may be found at www.hc-sc.gc.ca/ewh-semt/pubs/water-eau/2010-sum_guide-res_recom/index-eng.php

Water Quality Results

Over the course of 2024, 4 bacteriological samples per month were taken and tested. See Appendix – Water Quality Results, Bacteriological Testing. Under the direction of Northern Health, we have implemented a flushing program for the Airport and Industrial Park in 2023, to better maintain chlorine residuals.

Turbidity is always well under acceptable limits, except upon filter start-up. During filter start-up, or after backwashes, the filters release turbidity. This water is automatically sent to waste, ensuring that no turbid water enters our drinking water.

Village of Masset staff also sampled the water for metals, Total Organic Carbon (T.O.C.), hardness, and THM's (Trihalomethanes) multiple times in 2024. Under the direction of Northern Health, we have also begun testing for HAAs (Haloacetic Acids) and will monitor those levels – this is a costly test. See Appendix – Water Quality Results, Metals, THMs, HAAs.

Unfortunately, we only received 2 of our 3 submitted metals test results in 2025. So, while Manganese was elevated above where we would like, we did not know of that in 2024. In 2025, more quality control and testing will be implemented, and that will be in next year's report.

For a more complete discussion of elements of water quality, please see the Appendix. Results of water testing may be found at www.healthspace.ca/nha

Water Distribution System

We had no major water main breaks in 2024. We did have a few service disruption, with line breaks, usually around the water meters and shut-offs of individual properties.

Emergency Response Plan

The Village of Masset has developed an Emergency Response Plan in case of significant events affecting water delivery. Copies are available in the Village Office.

Conclusion and Looking Forward

Water service failures to residences continue to demonstrate issues with the aging infrastructure of our water distribution system. We are pleased that we have largely replaced the water mains running under the major streets and under pavement for most of the town. Remaining are the water mains through the Circles in town, and the newer lines running through the Trumpeter Subdivision. We are excited that we will continue to replace water mains in the spring of 2025, ahead of finishing repaving the town.

We have almost completed our water plant repair and upgrade last year, with only some manuals to finish rewriting, and some code upgrades in the SCADA system. But, even as we finish that, we are aware that this has just exposed new issues for continued maintenance.

The Village of Masset has updated all its water and sewer maps in 2021, bringing them all into a cloud-based GIS system. We work with our engineering partners to try and maintain a water plant that is still performing well, but has parts that are aging, or becoming obsolete.

While we are fortunate to have received funding to effect some major repairs on the water plant, we continue to have to perform major maintenance and repairs until these repairs are completed.

The Village continues to monitor THM levels to try and ensure continued levels within the desired range. Bacteriological testing, metals testing, hardness testing, and Carbon testing continues.

The Village of Masset is working with Old Massett Village Council to upgrade the distribution network and metering to the "Blue Jacket" subdivision.

An investment of time and energy had to be made in the training of our more junior public works staff in running the water plant. The Village of Masset needs to continuously invest in further training its workforce in water treatment for the foreseeable future.

The employees of the Village of Masset pride themselves on their strong work ethic and desire to excel. They believe that the continual operation of the water plant and distribution system, despite various challenges, demonstrates their effective work.

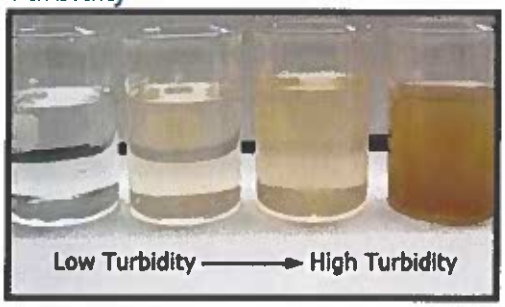
Appendices

Appendix – Water Testing Parameters

Coliforms

- No one sample should contain more than one Total Coliform per 100ml. There is to be zero E.Coli per 100ml.
- There should be no two consecutive positive samples from the same sample site location that show the presence of coliform indicators; and
- 90% of all samples must have zero Total Coliforms per 100ml sample

Turbidity



Measurements of turbidity are related to the cloudiness or optical properties of the water. Turbidity that is high means that there is more suspended particulate matter such as fine silts, sands, clays, organic and inorganic matter, microscopic organisms that are prevalent within the water column. Excessive turbidity lessens the effectiveness of disinfection - having excessively high turbidity allows for bacteria to become shielded. Units of measurement for turbidity are (NTU) Nephelometric Turbidity Unit. Upon the delivery and consumption of water, NTU should be <0.3NTU in at least 95% of the NTU measurements made or 95% of each calendar month. The NTU should never exceed 1.0 NTU at any time as these conditions can become detrimental to disinfection process achievements and allow for waterborne bacteria to become present in the water distribution system. The WTP process monitors turbidity 24/7 to ensure we are within compliance at all times.

THMs

An abbreviation of Trihalomethanes: THMs are disinfection by-products that form when chlorine is added to water that contains elevated levels of natural organic matter such as decaying leaves and vegetation. Disinfection is an essential component of public drinking water treatment. The health risks from disinfection by-products, including THMs, are much less than the risks from consuming water that has not been appropriately disinfected.[2] The

[2] http://www.ecc.gov.nl.ca/faq/thm_facts.html - from the Trihalomethanes Facts sheet, Newfoundland and Labrador website, Department of Environment and Climate Change.

current Canadian drinking water quality guideline for THMs is 100 parts per billion (ppb) or 0.100 mg/l (parts per million).

Chlorine

A Disinfecting Agent: Chlorine is a strong oxidizer which reacts with organics and organisms in water. Chlorine strength can be determined by testing for "Free Chlorine Residual" and "Total Chlorine Residual" in water. Total is primarily used to check the measurements of the Free Chlorine Residual, which is used for all testing criteria. The Village of Masset's Water Treatment Permit requires that it maintains a free chlorine residual of 0.20 parts per million (0.20mg/l) within the distribution system. Currently, we maintain a dosage of approximately 0.60 ~ 0.70 parts per million (ppm) leaving the plant to maintain a chlorine residual above .20 ppm throughout the distribution system. By comparison, the City of Vancouver doses to 1.50 ppm and re-doses back to 1.50 ppm throughout the distribution system when strength drops to 0.50 ppm.

Appendix – Map of Masset, Bacteriological Sample Sites and New Water Mains

Below is a map of Masset and its water mains, with newly installed water mains marked in blue, and the bacteriological sample sites marked in red.

Appendix – Water Quality Results, Bacteriological Testing

*Please note that only one result is shown for November and December; however, all four sample sites were tested and were free of bacteriological activity. There was a difficulty in the data entry between the lab and Northern Health.

Masset Community Water System

Facility Location:

Facility Information:

Facility Type: 301-10000 Connections
Current Hazard Rating: ◆ **Low**

Facility Sampling History:

Location	Date	Total Coliform	E. Coli
1817 Cedar Crescent, 1817 Cedar Crescent	9-Dec-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	5-Nov-2024	L1	L1
1686 Main Street	1-Oct-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	1-Oct-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	1-Oct-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	1-Oct-2024	L1	L1
1686 Main Street	3-Sep-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	3-Sep-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	3-Sep-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	3-Sep-2024	L1	L1
1686 Main Street	6-Aug-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	6-Aug-2024	L1	L1

Masset Airport - Mechanical Room, 1900 Tow Hill Road	6-Aug-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	6-Aug-2024	L1	L1
1686 Main Street	2-Jul-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	2-Jul-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	2-Jul-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	2-Jul-2024	L1	L1
1686 Main Street	4-Jun-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	4-Jun-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	4-Jun-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	4-Jun-2024	L1	L1
1686 Main Street	13-May-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	13-May-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	13-May-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	13-May-2024	L1	L1
1686 Main Street	3-Apr-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	3-Apr-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	3-Apr-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	3-Apr-2024	L1	L1
1686 Main Street	4-Mar-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	4-Mar-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	4-Mar-2024	L1	L1

Masset Community WS - Treatment Plant (Treated), Burgess Street	4-Mar-2024	L1	L1
1686 Main Street	5-Feb-2024	L1	L1
1817 Cedar Crescent, 1817 Cedar Crescent	5-Feb-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	5-Feb-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	5-Feb-2024	L1	L1
1686 Main Street	2-Jan-2024	L1	L1
Masset Airport - Mechanical Room, 1900 Tow Hill Road	2-Jan-2024	L1	L1
Masset Community WS - Treatment Plant (Treated), Burgess Street	2-Jan-2024	L1	L1

(L1: means less than 1 (<1) – essentially 0. Satisfactory.)

Appendix – Water Quality Results, Metals, THMs, HAAs

LAB #			**N24F041-01**
SAMPLED DATE			**04-Jun-24**
SAMPLED TIME			**14:30**
SAMPLE ID			**Masset Airport**
	MRL Units	***CDWG***	

Calculated Parameters (Water)

Total Trihalomethanes	*0.00400 mg/L*	*MAC = 0.1*	**0.0998**

Volatile Organic Compounds (VOC) (Water)

Bromodichloromethane	*0.0010 mg/L*	-	**0.0179**
Bromoform	*0.0010 mg/L*	-	<0.0010
Chloroform	*0.0010 mg/L*	-	**0.0791**
Dibromochloromethane	*0.0010 mg/L*	-	**0.0028**
Toluene-d8	*70-130 [surr]*	-	*82%*
4-Bromofluorobenzene	*70-130 [surr]*	-	*68% [1]*

LAB #			N24I016-01	N24I016-02	N24I016-03
SAMPLED DATE			04-Sep-24	04-Sep-24	04-Sep-24
SAMPLED TIME			11:41	00:00	00:00
SAMPLE ID			Masset Airport	Raw	Treated
	MRL Units	CDWG			

General Parameters (Water)

Carbon, Total Organic	0.50 mg/L	-		**12.1**	**5.21**

Calculated Parameters (Water)

Total Trihalomethanes	0.00400 mg/L	MAC = 0.1	**0.0818**		
Hardness, Total (as CaCO3)	0.500 mg/L	-		**186**	**187**

Total Metals (Water)

Aluminum, total	0.0050 mg/L	OG < 0.1		**0.0328**	**0.0482**
Antimony, total	0.00020 mg/L	MAC = 0.006		<0.00020	<0.00020
Arsenic, total	0.00050 mg/L	MAC = 0.01		**0.00143**	<0.00050
Barium, total	0.0050 mg/L	MAC = 1		<0.0050	<0.0050
Beryllium, total	0.00010 mg/L	-		<0.00010	<0.00010
Bismuth, total	0.00010 mg/L	-		<0.00010	<0.00010
Boron, total	0.0500 mg/L	MAC = 5		<0.0500	<0.0500
Cadmium, total	0.000010 mg/L	MAC = 0.005		<0.000010	**0.000010**
Calcium, total	0.20 mg/L	-		**66.4**	**66.6**
Chromium, total	0.00050 mg/L	MAC = 0.05		**0.00103**	<0.00050
Cobalt, total	0.00010 mg/L	-		<0.00010	<0.00010
Copper, total	0.00040 mg/L	AO = 1 MAC = 2		**0.00144**	**0.0173**
Iron, total	0.010 mg/L	AO <= 0.3		**6.93**	**0.061**
Lead, total	0.00020 mg/L	MAC = 0.005		**0.00149**	<0.00020
Lithium, total	0.00010 mg/L	-		**0.00568**	**0.00547**
Magnesium, total	0.010 mg/L	-		**4.93**	**4.95**
Manganese, total	0.00020 mg/L	AO <= 0.02 MAC = 0.12		**0.162**	**0.168**
Mercury, total	0.000010 mg/L	MAC = 0.001		<0.000010	<0.000010
Molybdenum, total	0.00010 mg/L	-		**0.00020**	**0.00018**

Nickel, total	*0.00040*	*mg/L*	-		**0.00058**	<0.00040
Phosphorus, total	*0.050*	*mg/L*	-		**0.239**	<0.050
Potassium, total	*0.10*	*mg/L*	-		**2.04**	**3.24**
Selenium, total	*0.00050*	*mg/L*	*MAC = 0.05*		<0.00050	<0.00050
Silicon, total	*1.0*	*mg/L*	-		**11.2**	**10.3**
Silver, total	*0.000050*	*mg/L*	-		<0.000050	<0.000050
Sodium, total	*0.10*	*mg/L*	*AO <= 200*		**18.0**	**17.1**
LAB #				**N24I016-01**	**N24I016-02**	**N24I016-03**
SAMPLED DATE				**04-Sep-24**	**04-Sep-24**	**04-Sep-24**
SAMPLED TIME				**11:41**	**00:00**	**00:00**
SAMPLE ID				**Masset Airport**	**Raw**	**Treated**
	MRL	***Units***	***CDWG***			

Total Metals (continued)

Strontium, total	*0.0010*	*mg/L*	*MAC = 7*		**0.399**	**0.391**
Sulfur, total	*3.0*	*mg/L*	-		<3.0	<3.0
Tellurium, total	*0.00050*	*mg/L*	-		<0.00050	<0.00050
Thallium, total	*0.000020*	*mg/L*	-		<0.000020	<0.000020
Thorium, total	*0.00010*	*mg/L*	-		<0.00010	<0.00010
Tin, total	*0.00020*	*mg/L*	-		<0.00020	<0.00020
Titanium, total	*0.0050*	*mg/L*	-		**0.0067**	<0.0050
Tungsten, total	*0.0010*	*mg/L*	-		<0.0010	<0.0010
Uranium, total	*0.000020*	*mg/L*	*MAC = 0.02*		**0.000052**	**0.000031**
Vanadium, total	*0.0050*	*mg/L*	-		**0.0082**	<0.0050
Zinc, total	*0.0040*	*mg/L*	*AO <= 5*		<0.0040	**0.0052**
Zirconium, total	*0.00010*	*mg/L*	-		**0.00135**	**0.00013**

Haloacetic Acids (Water)

Monochloroacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]
Monobromoacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]
Dichloroacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]
Trichloroacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]
Dibromoacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]
Total Haloacetic Acids (HAA5)	*0.00200*	*mg/L*	*MAC = 0.08*	<0.00200

2-Bromopropionic Acid	*70-130 [surr]*	-	*105% [1]*
Volatile Organic Compounds (VOC) (Water)			
Bromodichloromethane	*0.0010mg/L*	-	**0.0131**
Bromoform	*0.0010mg/L*	-	<0.0010
Chloroform	*0.0010mg/L*	-	**0.0669**
Dibromochloromethane	*0.0010mg/L*	-	**0.0018**
Toluene-d8	*70-130[surr]*	-	*74%*
4-Bromofluorobenzene	*70-130 [surr]*	-	*75%*

Special Notes

1 = The sample was prepared and/or analyzed past the recommended holding time.

Glossary of Terms

MRL Method Reporting Limit

< Less than the reported detection limit (RDL) *mg/L* Milligrams per Litre

MAC Maximum Acceptable Concentration. Values above MAC are formatted with **red** text and solid outline.

AO Aesthetic Objective (not health related). Values above AO are formatted with a dashed outline.

OG Operational guideline (for treated water)

Standards / Guidelines Referenced

CDWG Canadian Drinking Water Quality Guidelines (2019) https://www.canada.ca/content/dam/hc-sc/migration/hc-sc/ewh-semt/alt_formats/pdf/pubs/watereau/sum_guide-res_recom/sum_guide-res_recom-eng.pdf

LAB #	**N24L071-01**	**N24L071-02**	**N24L071-03**	**N24L(04**
SAMPLED DATE	**11-Dec-24**	**11-Dec-24**	**11-Dec-24**	**11-De**
SAMPLED TIME	**08:15**	**08:15**	**08:15**	**08:20**

SAMPLE ID				Masset Airport	Raw	Treated	Treatr Plant
	MRL	*Units*	*CDWG*				
General Parameters (Water)							
Carbon, Total Organic	*0.50*	*mg/L*	-		**11.1**	**5.36**	
Calculated Parameters (Water)							
Total Trihalomethanes	*0.00400*	*mg/L*	*MAC = 0.1*	**0.127**			
Hardness, Total (as CaCO3)	*0.500*	*mg/L*	-		**187**	**188**	
Total Metals (Water)							
Aluminum, total	*0.0050*	*mg/L*	*OG < 0.1*		**0.0307**	**0.0302**	
Antimony, total	*0.00020*	*mg/L*	*MAC = 0.006*		<0.00020	<0.00020	
Arsenic, total	*0.00050*	*mg/L*	*MAC = 0.01*		**0.00131**	<0.00050	
Barium, total	*0.0050*	*mg/L*	*MAC = 1*		<0.0050	<0.0050	
Beryllium, total	*0.00010*	*mg/L*	-		<0.00010	<0.00010	
Bismuth, total	*0.00010*	*mg/L*	-		<0.00010	<0.00010	
Boron, total	*0.0500*	*mg/L*	*MAC = 5*		<0.0500	<0.0500	
Cadmium, total	*0.000010*	*mg/L*	*MAC = 0.005*		<0.000010	<0.000010	
Calcium, total	*0.20*	*mg/L*	-		**67.4**	**67.7**	
Chromium, total	*0.00050*	*mg/L*	*MAC = 0.05*		**0.00090**	<0.00050	
Cobalt, total	*0.00010*	*mg/L*	-		<0.00010	<0.00010	

Copper, total	*0.00040*	*mg/L*	*AO = 1 MAC = 2*	**0.00064**	**0.00746**	
Iron, total	*0.010*	*mg/L*	*AO <= 0.3*	**6.72**	**0.030**	
Lead, total	*0.00020*	*mg/L*	*MAC = 0.005*	**0.00060**	<0.00020	
Lithium, total	*0.00010*	*mg/L*	-	**0.00578**	**0.00554**	
Magnesium, total	*0.010*	*mg/L*	-	**4.53**	**4.59**	
Manganese, total	*0.00020*	*mg/L*	*AO <= 0.02 MAC = 0.12*	**0.154**	**0.120**	
Mercury, total	*0.000010*	*mg/L*	*MAC = 0.001*	<0.000010	<0.000010	
Molybdenum, total	*0.00010*	*mg/L*	-	**0.00019**	**0.00017**	
Nickel, total	*0.00040*	*mg/L*	-	<0.00040	<0.00040	
Phosphorus, total	*0.050*	*mg/L*	-	**0.221**	<0.050	
Potassium, total	*0.10*	*mg/L*	-	**1.98**	**3.44**	
Selenium, total	*0.00050*	*mg/L*	*MAC = 0.05*	<0.00050	<0.00050	
Silicon, total	*1.0*	*mg/L*	-	**10.7**	**9.9**	
Silver, total	*0.000050*	*mg/L*	-	<0.000050	<0.000050	

LAB #			**N24L071-01**	**N24L071-02**	**N24L071-03**	**N24L 04**
SAMPLED DATE			**11-Dec-24**	**11-Dec-24**	**11-Dec-24**	**11-D**
SAMPLED TIME			**08:15**	**08:15**	**08:15**	**08:2**
SAMPLE ID			**Masset Airport**	**Raw**	**Treated**	**Trea Plan**
	MRL Units	***CDWG***				

Total Metals (continued)

Sodium, total	*0.10*	*mg/L*	*AO <= 200*		**17.4**	**17.2**
Strontium, total	*0.0010*	*mg/L*	*MAC = 7*		**0.357**	**0.361**
Sulfur, total	*3.0*	*mg/L*	-		<3.0	<3.0
Tellurium, total	*0.00050*	*mg/L*	-		<0.00050	<0.00050
Thallium, total	*0.000020*	*mg/L*	-		<0.000020	<0.000020
Thorium, total	*0.00010*	*mg/L*	-		<0.00010	<0.00010
Tin, total	*0.00020*	*mg/L*	-		<0.00020	<0.00020
Titanium, total	*0.0050*	*mg/L*	-		**0.0058**	<0.0050
Tungsten, total	*0.0010*	*mg/L*	-		<0.0010	<0.0010
Uranium, total	*0.000020*	*mg/L*	*MAC = 0.02*		**0.000050**	**0.000026**
Vanadium, total	*0.0050*	*mg/L*	-		**0.0075**	<0.0050
Zinc, total	*0.0040*	*mg/L*	*AO <= 5*		<0.0040	<0.0040
Zirconium, total	*0.00010*	*mg/L*	-		**0.00131**	**0.00013**
Haloacetic Acids (Water)						
Monochloroacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]		**0.0039 [1]**
Monobromoacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]		<0.0020 [1]
Dichloroacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]		**0.0388 [1]**
Trichloroacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]		**0.0731 [1]**
Dibromoacetic Acid	*0.0020*	*mg/L*	-	<0.0020 [1]		<0.0020 [1]
Total Haloacetic Acids (HAA5)	*0.00200*	*mg/L*	*MAC = 0.08*	<0.00200		**0.11**
2-Bromopropionic Acid	*70-130*	*[surr]*	-	*117% [1]*		*118% [1]*
Volatile Organic Compounds (V		**OC) (Water)**				
Bromodichloromethane	*0.0010*	*mg/L*	-	**0.0198 [1]**		

Bromoform	*0.0010*	*mg/L*	-	<0.0010 [1]
Chloroform	*0.0010*	*mg/L*	-	**0.104 [1]**
Dibromochloromethane	*0.0010*	*mg/L*	-	**0.0028 [1]**
Toluene-d8	*70-130*	*[surr]*	-	*92% [1]*
4-Bromofluorobenzene	*70-130*	*[surr]*	-	*92% [1]*

Special Notes

1 = The sample was prepared and/or analyzed past the recommended holding time.

Glossary of Terms

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https://www.canada.ca/content/dam/hc-sc/migration/hc-sc/ewh-semt/alt_formats/pdf/pubs/watereau/sum_guide-res_recom/sum_guide-res_recom-eng.pdf

Appendix – Electrical Work for Water Plant Upgrade Project

Replacing old 480Volt – 3Phase MCC (left) with 600Volt – 3Phase MCC (right)

Wiring in the new PLC

replacing 480V distribution pump with 600V pump

Robert Williamson

Fire Chief || Wildfire Mitigation Specialist

TLELL VOLUNTEER FIRE DEPARTMENT

Tlell, BC Haida Gwaii

C: 778-260-2205

Robert Williamson from the Tlell Volunteer Fire Department has requested the Village of Masset donate their old Scott SCBA's and the bottles.

The MVFD are aware and would like to donate their old equipment with Council's permission.

BCAAP - Large Project

Draft Saved

BC Air Access Program (BCAAP)

Contact Information

Legal name of Applicant's organization *

Village of Masset

Facility name *

Masset Municipal Airport (ZMT)

Applicant Mailing Address

Street Address *

1686 Main Street

City *

Masset

Postal Code *

V0T 1M0

Primary contact name *

Joshua Humphries

Primary contact title *

Chief administrative officer

Contact email *

cao@masset.ca

Contact telephone *

(250) 626-3995

Are you submitting more than one application to BCAAP? *

- ○ Yes
- ◉ No

NEXT

General Project Information and Description

Total estimated cost of project – Class B or better *

$491,104.00

What type of project is being applied for? *

- ◉ Airside/core aviation infrastructure
- ○ GPS approach
- ○ Transitional infrastructure
- ○ Groundside/ancillary infrastructure

Is this project identified in your airport master plan? *

- ○ Yes
- ◉ No

Please explain (if No) *

The Masset Municipal Airport does not yet have an airport master plan. The Village of Masset intends to apply for Airport Masset Plan funding in a future intake.

Will the completed project comply with applicable federal, provincial and/or local government standards? *

- ◉ Yes
- ○ No

Estimated start date

Month * Year *

May

2025

Estimated end date

Month *

February

Year *

2026

Project Title *

Masset Airport Refueller Truck Replacement

Please provide a phrase of 10 or fewer words to describe your project

Project Scope *

The project will replace the Masset Municipal Airport's 1988 International refueller truck. As a replacement, the Village of Masset has specified and received pricing for a 24,000-litre refueller based on a Peterbilt Model 567

Briefly and clearly outline the scope of the project.

Project Rationale *

The Masset Municipal Airport's existing 1988 International refueller truck has several significant mechanical problems and is at risk of a major breakdown for which replacement parts are unavailable. The heavy duty mechanic who

Briefly and clearly explain why this project is necessary

NEXT

Facility Information

Facility type *

- [x] Airport
- [ ] Heliport
- [ ] Water Aerodrome
- [ ] Other

Select all that apply

Status per Transport Canada regulations *

- [ ] Certified

- (●) Registered
- ( ) N/A

Airport usage *

- [x] Scheduled passenger services
- [x] Chartered passenger services
- [ ] Cargo services
- [x] Medevac
- [ ] Wildfire service
- [x] General aviation
- [ ] Flight training
- [ ] Other

Please provide traffic data for the past five complete calendar years (as available)

Passenger volumes

Year	Value	
2024	47715	⊗
2023	52128	⊗
2022	53617	⊗
2021	3300	⊗
2020	3482	⊗

+ Add Another Year

Cargo (in tonnes)

Year	Value	

+ Add Another Year

Aircraft movements

Year	Value	
2024	3644	
2023	4102	
2022	4406	
2021	450	
2020	458	

+ Add Another Year

NEXT

Funding Eligibility

The percentage share of BCAAP funding available for your project may be increased by up to 15% based on whether your community, facility or project meet any of the following criteria (subject to verification by BCAAP staff). Please indicate which, if any, of the following apply, with a brief explanation for those that you so indicate

The community served is:

Indigenous, isolated, rural or remote *

- (●) Yes
- ( ) No

Please explain (If Yes) *

Masset, along with other communities on the Haida Gwaii archipelago, can only be reliably accessed by air. Although Haida Gwaii is connected to Prince Rupert by a three-sailing per week BC Ferries service in winter, storms

The facility has:

Limited revenue streams available *

- ( ) Yes

- [x] No

A greenhouse gas reduction plan and/or policies, procedures or infrastructure that supports active transportation in place *

- [ ] Yes
- [x] No

The project being applied for is:

Required for medevac operations and/or wildfire suppression operations *

- [x] Yes
- [ ] No

Please explain (If Yes) *

Without a reliable refueller truck, medevac and wildfire suppression operations at the Masset Municipal Airport will be compromised.

Required to support or enhance accessibility for airport users *

- [ ] Yes
- [x] No

Needed for emergency response / preparedness *

- [ ] Yes
- [x] No

Required due to an extraordinary event (e.g., flooding) *

- [ ] Yes
- [x] No

Required to correct a non-compliance with federal aviation regulations *

- [ ] Yes
- [x] No

Required for climate change mitigation / adaptation *

- [ ] Yes
- [x] No

Likely to result in significant economic impacts and/or generate revenue for the air facility *

- [ ] Yes

- [x] No

The percentage share of BCAAP funding available for your project may be increased by an additional 5% if you are a non-profit society registered in British Columbia for the purposes of operating this small facility and you are reliant on volunteer contributions to complete this project. Does this description apply to you? *

- [ ] Yes
- [x] No

NEXT

Environmental / Climate Considerations

Please complete this section to the best of your ability. Detailed numbers such as anticipated greenhouse gas reductions are welcome but not required. All projects must be based on the highest environmental standards

Outline the benefits of the project from an environmental and/or climate perspective. *

The existing fuel truck at the Masset Municipal Airport is 37 years old, and the engine emits heavy smoke. Replacing it with a new model that is not mechanically compromised will greatly improve fuel efficiency for refuelling

How are best practices from an environmental and/or climate perspective incorporated into the design and construction of this project? *

While it is not a leading part of the project design, the airport has specified a more fuel-efficient vehicle than the existing one.

Have any specific environmental related risks been identified with this project? If yes, what is your plan for addressing these risks? *

No, there are no specific environmental risks to replacing the refueller truck.

Is any type of innovation from an environmental and/or climate perspective being incorporated into this project?

No, there is no environmental or climate innovation included in this particular project.

NEXT

Overall Project benefits

How will this project improve safety? *

The airport's existing fuel truck has a broken front windshield that may be impossible to replace. The steering on the existing truck is also worsening.

How will the project benefit medevac and/or wildfire suppression? *

By replacing a refueller that is at high risk of a major mechanical breakdown for which replacement parts are unavailable, the new refueller truck will ensure a far more reliable refuelling service at the airport to support

How will this project provide local, regional and/or provincial economic benefits, including how this project may support your airport in recovery from the impacts of COVID-19? *

The Masset Municipal Airport is a key transportation link for business, government, and personal travel for the 4,200 residents of Haida Gwaii and for the roughly 35,000 tourists who visit the islands each year. By ensuring a

How will the project advance the long-term goals and visions for the airport and community? *

The project advances the long-term vision for the Masset Municipal Airport by replacing a key piece of equipment required to continue or grow the current volume of flights at the airport. This in turn will ensure the ongoing

Have any concerns or issues with respect to this project been raised by airport users or by members of the surrounding community? What are those concerns or issues? What plans, if any, do you have to address these concerns or issues? *

Local regional district representatives and a former fuel-service provider to the Sandspit Airport have expressed concern that if the existing Masset Municipal Airport refueller truck has a major mechanical breakdown, Haida

NEXT

Funding and Project Cost Estimate Information

If your application is approved, a Conditional Grant Agreement will be issued which will define the maximum BCAAP contribution to this project based on the cost information provided in this application. Your organization will be solely responsible for any cost overruns. Do you have a contingency plan in place to ensure the project will be completed if costs increase? *

- (●) Yes
- ( ) No

Total estimated cost of project (A) *

$491,104.00

Potential BCAAP share (subject to confirmation by BCAAP staff) (B) *

$392,883.20

Third Party Contributions (C) *

$0.00

Applicant Share (D) *

$49,110.00

Total Request Being Made of BCAAP (A-C-D, not to exceed B) *

$392,883.20

NEXT

Community Support

Please list organizations or individuals providing letters or resolutions of support for this project and attach all such letters or resolutions.

Organization/Individual Name	File Upload	
Helijet International	✖ Support letter--Helijet.pdf 191.78 kB	⊗
Pacific Coastal Airlines	✖ Support letter--Pacific Coastal.pdf 104.27 kB	⊗

+ Add Another

NEXT

You can find the **Save as draft** button at the top to save your progress at any stage of the process

Feel free to reach out to BCAAP staff if you experience any issues with your application at **778-974-5468** or via email at **BCAAP@gov.bc.ca**

Version: 4

Masset Airport Refueller Replacement

Village of Masset

07-Mar-25

Description of Income	Amount	Confirmed?	Notes
BC Air Access Program (Major Projects)	$ 441,994	Pending	Grant offers 75% funding, plus 15% for projects necessary to medevac/wildfire operations
Village of Masset	$ 49,110	Yes	
Total funding	**$ 491,104**		
Description of Expenses	Amount	Quote	Notes
Refueller	$ 417,251	Advance Tank Centres Ltd.	
PST	$ 29,208		
Contingency of 10%	$ 44,646		
Total expenses	**$ 491,104**		
Difference	-$ 0		

helijet.com ‖ 1.800.665.4354

5 March 2025

BC Air Access Program
BC Ministry of Transportation and Transit
PO Box 9055 Prov Stn Govt
Victoria, B.C. V8W 9E2

Dear BC Air Access Program:

We would like to voice our support for the Village of Masset's application to the BC Air Access Program for nearly $500,000 towards a replacement aircraft refueller truck at the Masset Municipal Airport (ZMT).

We understand that the current refueller truck is nearing the end of its useful life and a replacement of this critical equipment is needed for operations to continue at ZMT.

In Masset and across Haida Gwaii, Helijet operates 13-passenger Sikorsky S76 helicopters from mid-May to mid-September, and five-passenger AS350B2 or AS350B3 helicopters year-round. We offer utility or leisure charters, offering everything from forestry and mining industry aerial support to business and government charters and bringing guests to remote fishing resorts or sightseeing adventures. Between Vancouver, Prince Rupert and Masset, Helijet Air Medical is also contracted to operate Air Ambulance Sikorsky S76 helicopters on behalf of BC Air Ambulance Services.

A new, reliable refueller truck at Masset Municipal Airport is critical to our future business on Haida Gwaii, and we strongly support the village's application.

Sincerely,

Danny Sitnam
President/CEO
Helijet International Inc.

March 5, 2025

Darcy Coonfer
Pacific Coastal Airlines
4980 Cowley Crescent
Richmond, BC V7B 1C1

BC Air Access Program
BC Ministry of Transportation and Transit

RE: BCAAP Grant Funding for Accessibility Projects

Dear BCAAP Staff,

We would like to voice our support for the Village of Masset's application to the BC Air Access Program for nearly $500,000 towards a replacement aircraft refueller truck at the Masset Municipal Airport (ZMT).

We understand that the current refueller truck is nearing the end of its useful life and a replacement of this critical equipment is needed for operations to continue at ZMT.

We are a private, B.C. company and the only airline that provides regularly scheduled service in Masset. Our flights between Masset and the Vancouver International Airport's South Terminal are key to ongoing business, government, medical, tourism, and personal travel between Haida Gwaii and the Lower Mainland.

A new, reliable refueller truck at the Masset Municipal Airport is critical to our future business on Haida Gwaii, and we strongly support the village's application.

Sincerely,

Darcy Coonfer
Vice President, Operations