



VICTORIA AIRPORT AUTHORITY

Airport Consultative Committee

**Minutes of the Meeting held on
Tuesday, October 27, 2015**

7:00 – 8:40 PM

**Mary Winspear Centre
Charlie White Theatre
2243 Beacon Avenue, Sidney, BC**

Upcoming Public Meetings:

- **Spring Airport Consultative Committee Meeting:
7:30 AM, Tuesday, March 8, 2016
Victoria Marriott Inner Harbour – Pacific B Room
728 Humboldt Street, Victoria BC**
 - **Victoria Airport Authority Annual Public General Meeting:
7:00 PM, Thursday, May 12, 2016
Mary Winspear Centre – Charlie White Theatre
2243 Beacon Avenue, Sidney, BC**
-

Representative Members

Organization

Airlines:

WestJet
Air Canada / Jazz
Horizon Air
Pacific Coastal Airlines

Airport Land Tenants Association

Air Terminal Building Tenants' Representative

Association of Canadian Travel Agencies
BC Ministry of Transportation & Infrastructure
Canada Border Services Agency
Canadian Aircraft Owners and Pilots Association
Capital Regional District

City of Victoria

Department of National Defence

District of Central Saanich

District of North Saanich

District of Oak Bay

District of Saanich

Greater Victoria Chamber of Commerce

Nav Canada

North Saanich Residents' Association

Pauquachin Band Council

Saanich Peninsula Chamber of Commerce

Saanich Peninsula Water & Wastewater Commission

Sidney Business Improvement Area Society

Sidney Ratepayers Association

Tourism Victoria

Town of Sidney

Tseycum Band Council

Representative

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Gerry Mants

William Fisher

Margarete Rothlisberger

Pat Maxwell

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Councillor Margaret Lucas

Major Kevin Leblond

Councillor Alicia Cormier

Councillor Geoff Orr

Councillor Heather Gartshore

Councillor Murray Weisenberger

-

-

Bruce Carter

Jason Grist

-

-

John Treleaven

Craig Norris

Joe Jansen

-

Susan Simosko

-

-

Councillor Mervyn Lougher-Goodey

-

VAA Board Members on the Airport Consultative Committee in attendance:

Mel Rinald (Board Chair), Graeme Roberts (Committee Chair), Lynne Henderson, Marilyn Loveless, Gordon Safarik and Colin Smith

Other VAA Board members in attendance:

Jim Crowley, Rod Dewar, Eric Donald, Wendy Everson and Sharlene Smith

Regrets:

Frank Leonard

VAA Management: Geoff Dickson, Nicole Beach, Randy Bogle, James Bogusz, Scott Cunningham, Ken Gallant, Mike Garraway, Melinda Orłowski and Ian West

Dignitaries and Special Guests:

Gary Holman, MLA - Saanich North and the Islands

Public in attendance: 50

1. Call to Order

The meeting was called to order. Graeme Roberts acted as the Chair of the Airport Consultative Committee; Melinda Orlowski acted as Recording Secretary.

2. Introduction of Members of the Committee, Dignitaries and Special Guests

The Committee Chair welcomed the members of the Airport Consultative Committee, recognized the local dignitaries and special guests, and thanked the members of the community for attending the meeting.

3. Motion to Receive the March 10, 2015 Airport Consultative Committee Minutes

IT WAS MOVED, SECONDED AND CARRIED TO RECEIVE THE MARCH 10, 2015 AIRPORT CONSULTATIVE COMMITTEE MEETING MINUTES.

4. Report from the Chair of the Board of Directors

Mel Rinald, Chair of the Victoria Airport Authority (VAA) Board of Directors, welcomed the participants to the fall meeting of the Airport Consultative Committee. The Committee meets twice a year, once in the spring and once in the fall. These are public meetings which provide a good opportunity for the business community, airport tenants, stakeholders and citizens of Greater Victoria to find out more about Victoria International Airport. It also provides an opportunity for the VAA to receive feedback and answer questions about the airport.

Representative Members of the Airport Consultative Committee

The Committee is comprised of Representative Members from a broad spectrum of local municipalities, airlines, airport land tenants, the business community and other stakeholders. The Chair wished to acknowledge these members and invited their feedback.

VAA Board of Directors

The VAA Board of Directors is comprised of twelve members representing nine nominating bodies. Each member of the Board has a high level of knowledge and expertise to carry out their responsibilities:

James Crowley	District of North Saanich
Rod Dewar	Greater Victoria Chamber of Commerce
Eric Donald	City of Victoria
Wendy Everson	Town of Sidney
Frank Leonard	Government of Canada
Marilyn Loveless	Government of Canada
Sharlene Smith	Corporation of the District of Saanich
Lynne Henderson	Province of British Columbia
Mel Rinald	Town of Sidney
Graeme Roberts	District of Central Saanich
Gordon Safarik	District of North Saanich
Colin Smith	Capital Regional District

The Officers of the Corporation and Committee Chair positions for 2015 are:

Board Chair, and Ex Officio - all Committees	Mel Rinald
Board Vice-Chair, and Chair - Airport Consultative Committee	Graeme Roberts
Board Secretary, and Chair - Governance Committee	Colin Smith
Chair - Audit and Finance Committee	Gordon Safarik
Chair - Planning and Development Committee	James Crowley

Departing Board Members

There was a significant transition on the Board in 2015. Six of the twelve directors are new to the Victoria Airport Authority so there has been a steep learning curve over the past year. Despite the challenges, VAA is fortunate to welcome the new Board members who bring an array of knowledge and expertise to the table. These members possess strong backgrounds in corporate governance which will benefit both the organization and the community.

Biographies of all current members of the Board as well as the President and CEO are available on the VAA website at www.victoriaairport.com.

Airport Updates

Victoria International Airport is operated, managed and developed by the Victoria Airport Authority, a non-share capital corporation. The role of the Board is to provide strategic guidance and oversight to management in order to ensure fiscal responsibility, exceptional customer service, environmental stewardship and strong community relations. VAA's objective is to be one of the best airports in the world. The Board is proud of the awards and recognition that Victoria International Airport receives locally, nationally and internationally. The CEO will expand on some of these achievements during his presentation.

Strategic Plan (2015 - 2019)

Victoria International Airport serves the Greater Victoria region and surrounding area. The airport acts as an economic catalyst for the region by facilitating the movement of people, goods and ideas through flight.

In order to plan for the future, the Board and Management team revisited its Strategic Plan to provide a blueprint to capture its vision, mission, guiding principles and strategic goals for the next five years.

Copies of the Strategic Plan are available on VAA's public website: www.victoriaairport.com under 'Accountability'.

Terminal Building Improvements

If you have recently travelled through YYJ, you will have noticed some significant changes to the security screening area, circulation core, food offerings and retail concessions. Seating and flooring were updated for improved aesthetics throughout the building, and two new business centers were created.

These enhancements are intended to ease passenger flow, improve the security screening experience for our guests, provide comfortable areas to relax, and introduce a

sense of place by offering expanded local food and retail products. VAA's objective is to make the travel experience easier and more efficient, allowing more time to enjoy the journey.

Award Winning Customer Service

The VAA was honoured with a number of awards over the past year, recognizing the airport's commitment to customer service excellence. From the front line airline staff, to the security teams, cleaning staff, concessions and VAA team, the airport community strives to go above and beyond to deliver the best experience possible for travellers.

In addition to several awards, a number of positive media articles were published about Victoria International Airport's exceptional customer service and terminal improvements.

Small but important touches included the installation of a countdown clock to inform passengers about their wait time in the security lineup, a dedicated NEXUS line to speed the screening process, water stations to dispose of or refill bottles, electronic charging stations for portable devices and a host of other initiatives to make the journey easier.

Airport Improvement Fee

In 2014, Victoria International Airport served a record 1,650,904 passengers, an increase of 6%. Based on projections, YYJ is expected to serve 2 million passengers by 2020.

When the VAA mapped out its 10 Year Capital Plan, several significant projects were identified in order to keep pace with the anticipated growth. A substantial amount of planning was undertaken and includes an expanded apron, terminal building, parking facilities and all of the related infrastructure and investments needed for increased traffic.

Management approached the Board with a number of options to address the anticipated funding gap which included growing revenue, reducing expenses, reducing capital or increasing debt servicing.

After much debate, the Board authorized a \$5 increase to the Airport Improvement Fee effective July 1, 2015. It should be noted that Victoria International Airport's AIF had remained unchanged since 2004. The additional revenue will allow for prudent and staged investments in the airport, which will facilitate growth for the entire region.

Low Cost / High Quality Airport

The VAA remains committed to providing exceptional airport facilities and customer service at a low cost to our airline partners and customers.

The financial situation at the VAA continues to be strong. Victoria International Airport continues to be one of the lowest cost airports in the country while generating the highest percentage of non-aeronautical revenue. This unique combination places Victoria in an enviable position in an increasingly competitive aviation market.

Concluding Remarks

Before concluding his presentation, the Board Chair wished to recognize the Executive Assistant who has the unenviable task of organizing the Board and CEO. He thanked her for her assistance and expressed his appreciation.

On behalf of the Board of Directors, the Board Chair thanked everyone for attending the meeting and for their support, interest and feedback. The VAA will ensure that Victoria International Airport remains a world-class facility that everyone can be proud of.

5. Report from the Chair of the Audit and Finance Committee

Gordon Safarik, Chair of the Audit and Finance Committee, shared an update regarding the financial position of the Victoria Airport Authority. He was pleased to report that 2015 is another positive year; VAA is meeting its targets, its balance sheet remains strong and the annual debt repayments of \$1.8 million continue.

Background

The VAA is incorporated as a non-share capital corporation, and any income that is earned is reinvested back into the airport and surrounding lands. An airport is a capital intensive business. The Capital Plan mapped out investments in excess of \$165 million over the next 10 years. These investments are ultimately funded by the income generated by the VAA. The airport does not receive any financial assistance from the Federal government to fund its capital program.

2015 Forecasted Revenue

The VAA has two main sources of revenue: from airport operations and from the Airport Improvement Fee. The AIF is a \$15 per enplaned passenger fee charged by the airport. Funds collected from the AIF can only be used to pay for eligible capital projects and any related finance and collection costs.

AIF revenue is forecast to be \$10.2 million in 2015, or approximately 35% of total revenue. As a result of the AIF adjustment in July and strong passenger growth for the year, AIF revenue is forecast to increase by \$2 million.

Revenue from airport operations accounts for the remaining 65% of the revenues generated by the VAA. The largest segment (31%) comes from concession revenue which includes parking, rental cars, taxicabs, restaurants and retail stores. Concession revenue is forecast to increase by 8.8% to \$9.1 million primarily as a result of increased parking and rental car revenues as a result of our strong passenger growth.

At 10% of total revenue, income from land and terminal rent is forecast to be \$2.9 million.

Aeronautical revenue is forecast to be \$6.3 million and consists of the landing and terminal fees charged to aircraft.

Other revenue is forecast to be \$400,000 and consists of items such as recoveries for electrical, water and sewage fees as well the sale of glycol and interest earned on cash balances.

2015 Forecasted Expenses

Expenses for 2015 are forecast to be \$20.8 million.

Amortization of VAA's capital assets for 2015 is forecast to be \$6.5 million.

Salaries and benefits for 2015 are forecast to be \$4.5 million.

Supplies and services expenditures is forecast to be \$3.8 million. These include items such as runway de-icing chemicals, insurance, postage and similar expenses.

Security and terminal services costs are forecast to be \$2.5 million.

Rent paid to the Federal government and property taxes paid to the local municipalities in 2015 are forecast to be \$2 million.

Utilities, AIF handling fee and interest expense combined for 2015 are forecasted to be \$1.5 million.

Summary

- Total revenue is forecast to be **\$28.9 million**, a \$2.7 million or 10.3% increase over 2014.
- Total expenses are forecast to be **\$20.8 million**, a \$1.3 million increase over 2014. Of this, \$800,000 relates to increased amortization as a result of the completion of capital projects such as the runway overlay which has a full year's amortization in 2015.
- Net income for 2015 is forecast to be **\$8 million**, a \$1.4 million or 21% increase over 2014.

Concluding Remarks

In conclusion, the Chair of the Audit and Finance Committee advised that the VAA continues to operate in a fiscally responsible manner while successfully delivering its capital program.

6. Report from the VAA President and CEO

With the assistance of a PowerPoint presentation, President and CEO Geoff Dickson shared some of the results of the Victoria Airport Authority over the past year, and plans for the future.

The Board of Directors identified four key elements in VAA's strategic goals for the organization to focus on:

1. To be a leader in environmental protection and management;
2. To operate in a financially responsible manner;
3. To attract and maintain air service; and
4. To provide exceptional facilities and customer service.

The challenge is to remain a low cost, high quality airport. Maintaining air service is vital for growth. Over the last year the airport attracted 250,000 air seats with more coming in 2016.

Airports Council International, a global airport trade association, developed a certification program and measurement tool based on greenhouse gas protocols published by the World Business Council for Sustainable Development. This initiative started five years ago by European airports, which created an accreditation program to guide airports to be more efficient and manage their overall carbon footprint. The program was introduced to North America in 2014.

Victoria International Airport was the third North American Airport, behind only Seattle and Montreal, to achieve and receive carbon accreditation status.

The first step is to measure YYJ's carbon footprint, then targets will be set in order to influence neutrality.

Reay Creek

A number of environmental projects have focused on areas that are of particular importance to the VAA.

Reay Creek runs through airport lands, draining into Bazan Bay. As a result of decades of historic poor environmental practices, heavy metals had flowed into the creek since the 1940s. Since 2012, Reay Creek has been the focus of much activity. A major initiative was undertaken to reduce the heavy metal and other contaminants in storm water runoff, which included the creation of a 200 metre bypass channel in order to remediate the creek and prevent the downstream flow of these contaminants.

After the re-introduction of riparian habitat features and fish, the bypass channel is virtually indistinguishable from the natural creek. VAA is very proud of this initiative as it allows the existing creek to remediate over time and provides much better control over the risks of downstream contamination.

VAA is actively engaged in ongoing discussions about downstream impacts of storm water volumes coming off airport lands. Since VAA came into existence in 1997, the increased development at the airport has created more hard surfaces that creates more runoff, and in turn contributes to the downstream bank.

Due to concerns expressed about this being a possible contributing factor to the erosion of Reay Creek banks, VAA engaged an independent engineering consultant to assess storm water flows post-1997.

The engineer's report concluded that Victoria International Airport is not contributing to the bank erosion, which is more closely linked to the construction of a dam downstream. The report was shared with the residents of Reay Creek.

VAA will be assessing the possibility of adding a storm water detention pond to help reduce peak flows in the future.

VAA is also working closely with Transport Canada, the Town of Sidney, the District of North Saanich, the Ministry of Environment and the Capital Regional District to address pollution in Reay Creek Pond with a view to possible remediation. While this project is not VAA's to lead, it remains fully supportive of the initiative.

TenTen Creek

TenTen Creek originates at Mt. Newton and flows through airport property to Pat Bay. The banks are eroding and materials from a federally registered dump site inherited by the VAA at transfer are starting to be exposed.

For a number of years, VAA has been lobbying the Federal government to undertake a geotechnical review of the creek. That work has now been completed, and a plan is under development to re-profile portions of the banks, with a focus on reducing sediment flow to Pay Bay.

Some of this work is already underway. Through the process of removing sediment and strengthening the creek banks, a number of fish traps were set. One of the more positive discoveries was the return of cutthroat trout to the creek, which were subsequently relocated. That species of fish had not existed in the creek for many years, so VAA was extremely pleased with this development.

Environmental Management Plan

Every five years VAA publishes an updated Environmental Management Plan. The new plan will be available on VAA's website in early 2016. The public is encouraged to read about the many initiatives that are being undertaken by our staff and community partners.

Operate in a Financially Responsible Manner

VAA's next strategic goal is to operate in a financially responsible manner. The Board and Management team strive to be a low-cost airport to attract air carriers while making the necessary investments to maintain a high quality facility for our customers.

As noted earlier, running an airport is a capital intensive business. Runways, aprons and parking require substantial financial investments. YYJ's \$15 Airport Improvement Fee remains among the lowest in the country but still allows the VAA to achieve the revenue required to make the needed investments to enable growth. YYJ's airline operating costs remain in the lowest quartile in Canada. Operating and capital budgets are achieved, and financial performance has improved over five consecutive years.

In addition to the AIF, VAA generates revenue from a number of other sources such as restaurants, retail, car rentals and parking. At 67% VAA's non-aeronautical revenue is one of the highest ratios on a percentage basis not only in Canada but of all airports worldwide, as recognized through a global benchmarking study.

Land Development

When the Federal government turned over airports to the private sector in the 1990's, it attached specific types of zoning that dictate what airports are permitted to do with the land. VAA manages approximately 1,200 acres of land. The zoning ranges from airport reserve to industrial to aviation to commercial. VAA's airport Land Use Plan highlights the various areas and their identified uses.

There are approximately 60 companies operating on airport lands as tenants, which generate a significant amount of land rent. Some of these include high profile companies such as Scott Plastics, Seastar Chemicals, Viking Air and Pacific Sky Aviation.

Beacon Avenue Development (Sidney Gateway)

A development opportunity exists for a 10 acre parcel of land zoned for commercial use near the intersection of Beacon Avenue and Highway 17 (Pat Bay Highway). VAA has entered into development accords with both the Town of Sidney and District of North Saanich. Omicron has been granted an exclusivity agreement to develop the lands. Sidney's current Official Community Plan (OCP) calls for COM3 Highway Commercial which would require an amendment.

A small portion of this land resides within the Agricultural Land Reserve (ALR) which would need to be excluded in order to proceed with the development. The airport falls under Federal jurisdiction and as such the Agricultural Land Commission, which is a provincial legislation, is not applicable. However VAA recognizes the importance of being a good community partner and has opted to follow the formal process with respect to making application to exclude the land from the ALC.

It should be noted that VAA currently farms 300 acres which are not designated as part of the ALR. In addition, VAA intends to donate the topsoil from the project to area farmers.

Next Steps

In the event VAA is successful in having the subject lands excluded from the ALR, the next steps would require an appearance before Sidney Council to request amendments to the zoning and OCP. If these hurdles are resolved, a more fulsome discussion will be held regarding the project.

The developer Omicron and VAA have committed to holding a series of open house public consultations to solicit feedback from the community regarding concept.

The Minister of Transportation and Infrastructure will also rule on the development and roadways, given the proximity to Highway 17.

The proposed development would be approximately 100,000 ft² in size. Potential tenants could include a national grocer, a national electronics supplier, a national drug store chain, insurance offices, medical offices, a fitness centre with day-care facilities for young families, a bank and food outlets.

VAA is aware that some of the Sidney businesses have expressed concern that this development may impact their operations. Opinions about the project range from strongly objectionable to highly supportive. There is a lot of ongoing dialogue which will all be taken into consideration.

At this stage, a number of issues must first be resolved before the next steps can be taken. VAA continues to encourage the public to share their comments, concerns and suggestions.

Air Service

The next strategic goal is to attract and retain air service for better connectivity.

Victoria International Airport has seen record passenger traffic dating back to November 2013. Each month has seen new record numbers; YYJ is now the third fastest growing airport in the country. VAA anticipates it will see 4% growth for the year, with projections expected to surpass 1.7 million passengers.

Pacific Coastal Airlines launched new Prince George service in January and in November will be adding two additional daily flights to Kelowna. These new markets are good opportunities for Victoria in its effort to grow domestic non-stop service.

Effective April 2016, Delta Air lines will be launching new non-stop service with three daily flights between Victoria and Seattle. Seattle is a mega-hub serving over 42 million passengers each year. It is one of the fastest growing regions in the U.S. which allows travellers to connect anywhere in the world. With over 160 world flights out of Seattle each day, this new service will connect one of the world's largest airlines to Victoria which is beneficial for tourism in the region.

Future Expansion Plans

In order to prepare for this anticipated growth, the apron must be expanded to accommodate additional aircraft parking. VAA is adding three new stands with work being completed over the coming months.

VAA's 10 Year Capital Program has identified \$165 million of infrastructure investments. A multi-phased project that will be executed over the next seven years will include additional aircraft parking, a remote de-icing facility, an expansion of the lower passenger departure lounge, the broadening of taxiways and new loading bridges. U.S. pre-clearance facilities have been identified in addition to expanded baggage handling facilities. The challenge is not to overbuild, and each year the plan will be revisited subject to demand.

Parking

Additional parking capacity will be added to accommodate the anticipated growth. Over the 2014 holiday travel season, 134 vehicles overflowed onto Willingdon Road. This is a situation that is not desirable, so in anticipation of the upcoming holiday season, 195 new spaces were created in an overflow lot. VAA will be adding more spaces on the decommissioned portion of Willingdon Road to maintain the existing aesthetics rather than building an obtrusive vertical parking structure. Detailed design is complete, with the project being executed in 2016. This will increase YYJ's parking capacity by approximately 25%.

VAA is attempting to encourage alternative modes of transportation, however the current passenger demand has not met the required thresholds for dedicated bus service to the airport.

Baggage Screening Improvements

VAA recently constructed a 6,000 ft² temporary baggage handling facility as CATSA upgrades its baggage screening system. This \$9.7 million CATSA-funded project will include improved scanning technology and the latest detection devices. VAA is pleased with the temporary process which works similarly to many automated self-drop systems.

Pre-Board Screening Improvements

Some of the softer features that differentiate Victoria International Airport from other airports are aesthetic improvements to the passenger screening area. The area was expanded, adding new carpeting, benches, wood laminates, a mural conveying travel greetings in 45 languages, a rainforest visual of Francis King Park and a number of other touches to improve the experience of both customers and staff working in the space.

Airports Council International Airport Service Quality Award

For the second time in three years, Victoria International Airport was recognized as the best airport in North America for service quality serving up to 2 million passengers. The CEO attended the awards ceremony which was held in Dead Sea, Jordan. It is an honour to be recognized for this type of achievement on the world stage.

Greater Victoria Chamber of Commerce Business Awards

The Greater Victoria Chamber of Commerce honoured the Victoria Airport Authority with their Business of the Year Award (26-75 Employees). The CEO played a short video of why VAA stands out from other organizations.

CEO's Closing Remarks

In closing, the CEO reiterated that the VAA's vision is for Victoria International Airport to be the best airport anywhere. YYJ will continue to be a low-cost, high quality airport with a strong focus on customer service.

7. Call for New Business

There was no new business.

8. Questions / Comments from Committee Members and the Public

The Committee Chair opened up the floor to questions and comments.

- **David Searle, a resident of North Saanich who is approaching 80 years old, questioned why senior citizens are required to remove their shoes when going through the security screening process. He recognized that VAA may not have jurisdiction over this practice but wanted to voice his objection.**

After the terror attacks on September 11, 2001, the aviation world changed significantly with a heavy focus on security. A subsequent incident involving a shoe bomb necessitated the evolution of the screening process to include footwear. With recent enhancements to the Trusted Traveller program, pre-registered travellers will be allowed to forego many of the screening requirements.

- **John Treleaven, a member of the Saanich Peninsula Chamber of Commerce and Greater Victoria Development Agency, thanked the VAA for their presentation. He inquired about the annual property tax spinoff from the airport and tenants to the District of North Saanich and Town of Sidney.**

The airport contributes nearly \$900,000 per year through property taxes to the District of North Saanich and Town of Sidney. However the Sidney Gateway project, if approved, is expected to generate an additional \$500,000 in tax revenue for the Town.

- **Susan Simosko of the Sidney Business Improvement Area Society inquired about possible air service to Portland, Oregon.**

With Delta Air Lines coming in, direct service to Portland was less likely given that their focus is more on the Seattle hub. However this may encourage Alaska Air to look at Portland or Los Angeles as potential new markets.

- **Jason Grist, a Nav Canada supervisor, advised he was attending both as the representative member and as a resident of North Saanich. He relayed that he works closely with staff and is proud to be part of the airport family. However as a resident of North Saanich, he raised a concern about the Sidney Gateway project and questioned if an overpass at the intersection of Beacon Avenue and Highway 17 would be shelved as a result.**

Given the Federal government's recent announcement that a new interchange will be constructed at McKenzie Avenue and Highway 1, any intersection at Beacon Avenue would be many years away.

As part of the proposed development process, VAA undertook a traffic study that identified a location for an overpass farther south of the current intersection. There is enough room for an interchange on the airport side. VAA has committed to working in concert with the Ministry of Transportation and Infrastructure to ensure traffic flow in the area is improved. There are a number of possible concepts that could be considered.

- **A member of the public noted that the CEO did not mention the runway extension and wondered if the project is no longer under consideration.**

At the moment, given the capital costs and state of the European travel market, VAA is focusing on other priorities with its infrastructure funding. The runway extension remains within its long term Master Plan but is not a focus at this time.

- **A new resident to Sidney who recently relocated from Vancouver and purchased a condo on First Street inquired why the jet departing at 6 AM is much noisier than the flights departing at 7 AM.**

The different gauge of aircraft can contribute to the amount of noise generated. The newer jets tend to be quieter than some of the older jets.

- **Bruce Carter, CEO of the Greater Victoria Chamber of Commerce, congratulated the VAA on its recent award. He was pleased to see the increased passenger traffic which directly correlates to improved economic performance for the region, particularly for the tourism sector. He inquired about plans for a U.S. pre-clearance facility.**

The threshold for a U.S. pre-clearance used to be 600,000 passengers. That barrier has since been removed. VAA is working through the business case of creating a dedicated U.S. pre-clearance facility which include construction costs, operating costs, policing and security costs, etc. A facility would still be some years away.

- **David Tompkins, a resident of North Saanich, thanked the VAA for all they do for the community. He mentioned VAA's remediation of Reay Creek and contribution of the Rotary Park Field of Dreams baseball diamond, from which thousands of people and children have benefitted. He raised a concern about the safety of the McTavish interchange. He recognized that this was a government initiative but suggested that the airport could show some leadership in the event a new interchange is constructed at Beacon Avenue. He suggested putting in a tunnel rather than an overpass.**

The CEO appreciated the comments about the McTavish interchange. A simple flyover was part of the original design, however with input from the community the design evolved to a more complicated overpass.

- **A resident advocating on behalf of establishing a public boat launch at Pat Bay commented that the VAA could be more transparent about the reasons why they are not allowing a facility to be built. VAA repeatedly cites safety issues but won't expand on what those issues are, and First Nations are a consideration.**

He suggested that this matter could be resolved if the airport found a safe place for users to launch their boats, and that he was entitled to know what the safety concerns are.

Some of the safety issues include mixing commercial and recreational operations, tidal issues, and maintaining a safety zone in the event of an aircraft incident. The CEO noted that aside from the existing public boat launch facility at Tulista Park, the nearby Tsartlip First Nation in Brentwood Bay has a ready-built facility at a nominal cost of \$10 per boat.

- **Bill Roberts, a resident of Sidney, congratulated the VAA on a polished presentation and for sharing their good news. Many of the measures are quantitative, but he suggested that VAA may wish to look at qualitative measures. He questioned what cultural and societal variables were used to examine the impact of the Sidney Gateway project.**

The CEO invited Mr. Roberts to share what he thought may be good metrics. VAA has considered the economic impact to the community. With the Uptown and Broadmead shopping areas, many people choose to spend their money at those locations. A new shopping development may provide an opportunity for the Town of Sidney.

The resident said that he would be happy to have a private discussion about possible metrics. He commended the superlative management team.

- **A resident of Sidney who is also a former pilot inquired about the noise abatement protocol, noting that some aircraft are louder than others and take different approaches when landing.**

VAA has noise abatement policies on the north-south runways which are closed after 7 PM and open at 8 AM, seven days a week. There have been no changes to the approach paths as published in the Canada Flight Supplement. If the resident notices a particular issue, he was encouraged to contact YYJ's noise hotline. VAA will work with Nav Canada to identify the issue but suggested the incidents may have been isolated.

Jason Grist, supervisor of the Nav Canada Control Tower, advised that he would be pleased to speak on any of the topics related to noise and flight paths. He confirmed there have been no alterations to any of the VFR or IFR arrival or departure routes since they were published in 1997. The volume of traffic has increased with new routes opening up, but the routes are predictable coming in and out of the airport. Nav Canada has the ability to redirect aircraft for the efficiency of operations or as measures of separation and safety. A large part of Nav Canada's business as air traffic controllers is ensuring flights are on time, with a strong focus on safety.

James Bogusz, Vice-President of Operations and Development requested that the resident share some examples after the meeting and VAA can follow up with the airline's flight operations.

- **Susan Simosko of the Sidney Business Improvement Area Society advised that her organization was collecting metrics on business performance over the past year. The data suggests that downtown Sidney businesses are still fragile, and that business owners fear that a new development will usurp customers. People want reassurances that customers will return to Sidney. Her organization wants to work with the VAA, the Town of Sidney and Omicron to increase customers in the Sidney area.**

The CEO agreed about the importance of a vibrant downtown Sidney business core but suggested that with this matter currently before the ALC, there is still a long process to work through before the project is approved.

- **Gary Holman, MLA for Saanich and the Islands, commended the VAA on a great presentation. The airport performs remarkably on a number of fronts. He wanted to mention one of the key concerns of the Sidney Gateway project was the potential impact on the downtown core of Sidney. He said it would be helpful to engage an independent view on the project to look at potential gains and drawbacks. He strongly recommended that the VAA and Omicron seek independent advice as each party has its own perspectives.**

As well, he noted that the wooded area on airport property, Dickson Woods, is treasured in the community. It is currently designated as airport reserve and suggested that VAA may wish to add to its record of strong environmental stewardship by preserving the woods in perpetuity.

The VAA recently entered into a long-term lease of land for a new park in North Saanich, for which they are to be commended. Greenspace on the peninsula is becoming rare, and he encouraged the airport to preserve the airport woods.

The CEO thanked Mr. Holman for his suggestion and kind words.

There were no further comments or questions from the public or Committee members.

9. Announcements

There are two upcoming public meetings:

Spring Airport Consultative Committee Meeting:

7:30 AM, Tuesday, March 8, 2016

Victoria Marriott Inner Harbour – Pacific B Room

728 Humboldt Street, Victoria BC

Annual Public General Meeting:
7:00 PM, Thursday, May 12, 2016
Mary Winspear Centre – Charlie White Theatre
2243 Beacon Avenue, Sidney, BC

All members of the public are welcome to attend.

10. Adjournment

The Committee Chair thanked the members and the public for attending the meeting, and for their support of the Victoria International Airport. There being no further business, the meeting was adjourned.