



VICTORIA AIRPORT AUTHORITY

## **Airport Consultative Committee**

**Minutes of the Meeting held on  
Tuesday, March 8, 2016**

**7:30 – 8:50 AM**

**Victoria Marriott Inner Harbour Hotel**

**Pacific B Room**

**728 Humboldt Street, Victoria, BC**

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### **Upcoming Public Meetings:**

- **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**
  - **Fall Airport Consultative Committee Meeting:  
7:00 PM, Tuesday, October 25, 2016  
Mary Winspear Centre  
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

Regrets

**Councillor Margaret Lucas**

Regrets

**Councillor Alicia Holman**

**Mayor Alice Finall, Councillor Celia Stock**

**Mayor Nils Jensen**

Regrets

Regrets

Regrets

Regrets

Regrets

**Joe Jansen, Denny Warner**

Regrets

Regrets

Regrets

**Paul Nursey**

**Mayor Steve Price, Councillor Barbara Fallot**

Regrets

#### **VAA Board Members on the Airport Consultative Committee in attendance:**

Jim Crowley (Board Chair), Eric Donald (Committee Chair), Lynne Henderson, Marilyn Loveless, Graeme Roberts, Colin Smith and Sharlene Smith

#### **Other VAA Board members in attendance:**

Wendy Everson and Gordon Safarik

#### **Regrets:**

Rod Dewar, Frank Leonard and Mel Rinald

**VAA Management:** Geoff Dickson (CEO), Randy Bogle, James Bogusz, Scott Cunningham, Ken Gallant, Melinda Orłowski (Recording Secretary) and Ian West

#### **Dignitaries:**

Gary Holman, MLA - Saanich North and the Islands

#### **Public in attendance: 20**

### **1. Call to Order**

The meeting was called to order. Eric Donald acted as the Chair of the Airport Consultative Committee; Melinda Orłowski 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 (ACC), recognized the local dignitaries and special guests, and thanked the members of the community for attending the meeting. The meeting forum provides for effective dialogue on airport matters, meeting twice per year: once in the spring and once in the fall.

The Committee Chair introduced the members of the Airport Consultative Committee and honoured guests:

Gary Holman, MLA – Saanich North and the Islands  
Mayor Alice Finall, District of North Saanich  
Mayor Steve Price, Town of Sidney  
Mayor Nils Jensen, District of Oak Bay  
Councillor Celia Stock, District of North Saanich  
Councillor Barbara Fallot, Town of Sidney  
Councillor Alicia Holman, District of Central Saanich  
Councillor Margaret Lucas, City of Victoria

## **3. Motion to Accept the Minutes of the October 27, 2015 Airport Consultative Committee Meeting**

**IT WAS MOVED BY ERIC DONALD, SECONDED BY COLIN SMITH AND CARRIED TO ACCEPT THE MINUTES OF THE OCTOBER 27, 2015 AIRPORT CONSULTATIVE COMMITTEE MEETING.**

## **4. Report from the Chair of the Board of Directors**

Jim Crowley, the newly elected Chair of the Victoria Airport Authority (VAA) Board of Directors, welcomed the participants to the spring meeting of the Airport Consultative Committee.

As noted by the Committee Chair, the ACC meets twice a year to provide information to the business community, the community at large, to receive feedback and to answer questions about plans for the airport. VAA encourages all members of the public to attend these meetings to exchange ideas and share initiatives.

### **Background**

The VAA Board of Directors is a policy board. It is responsible for:

- The prudent direction and monitoring of management to discharge their fiduciary responsibilities to stakeholders and nominating entities;
- Establishing the mission, vision and values of the organization, with ongoing review of its strategic plan;
- The formation of sound and effective policies which are reviewed annually, ensuring both internal and external communication processes are maintained, including meeting with stakeholders, politicians at all levels and with staff;

- Providing advice and counsel to the CEO; and
- Continually monitoring the performance of the CEO.

### **Board Committees**

There are five primary committees under the VAA Board structure: Steering, Governance, Planning and Development, Audit and Finance, and Airport Consultative. The functions and principles of the committees are to study, debate, formulate and recommend a course of action for consideration by the Board; preparation of policy recommendations for presentation to the Board; to act as an information conduit with management in order to present and maintain the Board's focus and objectives; and to assist staff in meeting the objectives of the VAA.

### **Mandate of the Board Executive**

The Board Executive include the Chair, Vice-Chair, Secretary and Committee Chairs of the Planning & Development and Audit & Finance Committees. As a governance Board, the Executive ensure that the Board members do not interfere with operational issues. They are responsible for setting out the expectations to both the Board at large and the CEO, developing a vision for the future and overseeing the work of all committees.

### **2016 Board of Directors**

The 2016 VAA Board of Directors are:

Jim Crowley	Board Chair	District of North Saanich
Eric Donald	Board Vice-Chair and Chair, Airport Consultative Committee	City of Victoria
Marilyn Loveless	Board Secretary and Chair, Governance Committee	Government of Canada
Gordon Safarik	Chair, Audit & Finance Committee	District of North Saanich
Lynne Henderson	Chair, Planning & Development Committee	Province of BC
Rod Dewar	Director	Greater Victoria Chamber of Commerce
Wendy Everson	Director	Town of Sidney
Frank Leonard	Director	Government of Canada
Mel Rinald	Director	Town of Sidney
Graeme Roberts	Director	District of Central Saanich
Colin Smith	Director	Capital Regional District
Sharlene Smith	Director	District of Saanich

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](http://www.victoriaairport.com).

## **Strategic Plan**

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

In 2015, the VAA brought into force its new five-year Strategic Plan which will provide a blueprint for the VAA to achieve its vision for the airport.

VISION: To be the best airport anywhere.

MISSION: To provide a safe, secure and efficient airport that enhances economic and social benefits for our region.

The financial health of the airport has been one of the VAA's great successes due to the excellent management team, and in particular Chief Financial Officer Randy Bogle.

The foundation of the VAA's mission is built upon six strategic goals which help in the decisions, actions and behaviours in order to achieve success. These goals include:

- To provide a safe and secure airport;
- Be a leader in environmental protection and management;
- Provide exceptional facilities and customer service
- Operate in a financially responsible manner;
- Attract and maintain air service; and
- Attract and retain a talented and motivated team of employees.

The Chair remarked that in his 59 years in the aviation industry, he has never worked with a more innovative and motivated staff. Victoria International Airport is known for its excellent customer service, which has been recognized through a series of awards over the past few years. With respect to attracting and retaining air service, Delta Airlines starts three-times daily service to Seattle in April. VAA's long-term debt will be fully retired in 2017, with much credit to the management team.

Copies of the Strategic Plan are available on the VAA's public website: [www.victoriaairport.com](http://www.victoriaairport.com) under 'Accountability'.

## **Airport Updates**

One of the VAA's primary goals is to grow the core business of airline service. In order to achieve operational excellence, facilities must be kept in peak condition and new infrastructure must be built when required. As a first and last impression for visitors to the region, it is vital that the airport is welcoming and reflects the wonderful region in which we live.

Victoria International Airport has seen sustained passenger growth since 2011, culminating in a record year for the airport in 2015. By 2020, Victoria International Airport expects to serve two million passengers. VAA anticipates growth of approximately 300,000 passengers each year.

In order to accommodate future growth, a number of significant capital projects have been undertaken. One of the most ambitious programs took place in 2016 with a number of major capital projects being executed.

**Apron Expansion** - A multi-phased apron expansion is currently underway. The first phase, an \$8.2 million project, is nearing completion and will see the addition of three aircraft parking stands and a new de-icing facility and glycol containment system. YYJ has seen significant growth through WestJet Encore, Pacific Coastal Airlines and the new Delta Air Lines service. VAA is pleased to report that there were zero exceedances of glycol in the past year, which is a testament to VAA's staff and concern for the environment.

**Baggage System Improvements** - One of the projects not visible to the travelling public includes the installation of a high tech baggage system which will see a number of security improvements. This project is managed by the VAA but funded by the Canadian Air Transport Security Authority (CATSA). A temporary structure has been constructed on the east side of the terminal and the target date for project completion is December 2016.

**Terminal Expansion** - In order to accommodate growth, VAA is planning a terminal expansion. The lower passenger departure lounge will see its current capacity doubled. The building will advance to the north, adding a number of dedicated boarding gates, new retail options and extra seating for the comfort of customers. Construction is scheduled to begin in 2017.

**Airport Improvement Fee** - On July 1, 2015, YYJ's Airport Improvement Fee increased from \$10 to \$15, which was the first increase since 2004. This additional revenue will allow the VAA to make investments in the airport which will facilitate growth. VAA remains committed to providing exceptional airport facilities and customer service at a low cost to our airline partners and customers.

Victoria International Airport was recently recognized as having one of the lowest airport improvement fees while generating the highest percentage of non-aeronautical revenue. This unique combination of low cost / high quality places Victoria in an enviable position among an increasingly competitive aviation market.

**Award Winning Airport** - Customer service excellence prevails at the Victoria International Airport, which continues to achieve a number of notable awards at the local, provincial, national and international levels. VAA has been recognized by CNN Travel as one of the 10 Most Loved Airports in the World. In 2015, the Greater Victoria Chamber of Commerce bestowed their prestigious 'Business of the Year' Award (26-75 employees) upon the VAA. For the second time in three years, Victoria International Airport won Airport Council International's Airport Service Quality Award for the Best Regional Airport in North America serving up to 2 million passengers. VAA was also the recipient of a numerous environmental awards for several of its initiatives.

The Board Chair thanked everyone for attending the meeting and for their continued support and feedback.

## 5. Report from the Chief Financial Officer

Randy Bogle, Chief Financial Officer, presented the preliminary unaudited financial report to December 31, 2015. The audited statements will be presented at the Annual Public General Meeting on May 12, 2015, at the Mary Winspear Centre.

### Revenue

The VAA has three types of revenue: aeronautical, non-aeronautical and the Airport Improvement Fee (AIF).

**Aeronautical Revenue** consists of the fees charged for aircraft to land at YYJ and to use the terminal building for passenger enplanement and deplanement. For 2015, Aeronautical revenue increased to \$6.3 million and accounted for approximately 21% of total revenue. This percentage is quite low compared to peer airports as YYJ has strived to keep its landing and terminal fees low in order to assist in encouraging new services. The Air Transport Research Society found Victoria International Airport has having the lowest cost per enplaned passenger of 12 Canadian airports studied.

**Non-Aeronautical Revenue** consists of items such as parking, concession fees and land rents. For 2015, Non-Aeronautical revenue increased by 6% to \$12.6 million. Victoria International Airport has one of the highest percentages of Non-Aeronautical revenue in the country.

**Airport Improvement Fee** - Effective July 1, 2015, the AIF increased to \$15 to assist in funding the long-term capital program. Funds raised from the AIF can only be used to fund AIF eligible capital projects and any debt servicing related to these projects. Funds cannot be used to pay for any operating expenses. In 2015, AIF revenue increased to \$10.3 million.

**Total Revenue** for 2015 increased by \$3 million, to \$29.2 million.

### Expenses

**Operating Expenses** consist of items such as safety and security, cleaning, utilities, maintenance, salaries and benefits. Operating expenses increased by \$300,000 to \$12.1 million. The increase is primarily related to increased maintenance costs, flight-way clearing and administrative costs paid to airlines to collect the AIF.

**Amortization** - Under generally accepted accounting principles, the costs for capital assets is recognized over the useful life of the asset rather than as the cash paid for an asset in a particular year. In 2015, amortization increased by \$800,000 to \$6.5 million. This is as a result of the completion of capital projects and the commencement of amortization.

**Rent and Property Taxes** – VAA pays rent to the Federal government, and property taxes to the District of North Saanich and Town of Sidney. For 2015, rent and property taxes increased by 11% to \$2 million.

The increase is primarily related to increased rent paid to the Federal government. Rent is calculated as a percentage of revenue. As revenues increase the amount of rent paid increases as well.

**Interest on Long Term Debt** - VAA utilized long-term debt to fund the terminal expansion. The loan is being repaid over 10 years. For 2015, the interest paid on this debt decreased to \$126,000. This debt is due to be paid off in January 2017.

**Total Expenses** for 2015 are \$20.7 million, an increase of \$1.2 over 2014.

### **Excess Revenue over Expenses**

Excess of Revenue over expenses for 2015 was \$8.4 million, an increase of \$1.7 million over 2014. This entire amount will be reinvested back into the airport.

## **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 over the past year, focusing most of his comments on future growth.

### **Financial Summary**

Looking over the past five years, VAA has achieved its operating and capital budgets; financial performance improved each year for 5 consecutive years. VAA's non-aviation revenue is 67% and is one of the highest in the country. A typical airport's non-aviation revenue is between 35 - 45%. Airline operating costs are among the lowest quartile in Canada, and VAA's debt will be fully retired in January 2017. Being able to evolve capital investments and shape the airport, while being debt free is quite an accomplishment.

### **Route Network**

There are 120 flights a day in and out of Victoria International Airport serving a range of national and international destinations. YYJ is in close proximity to three major hubs within an hour or less: Seattle, Vancouver and Calgary. In terms of tourism and market development, this is good for Victoria as it provides connectivity to destinations across the country and in the U.S.

### **Proximity to Hubs**

**Vancouver International Airport** – YVR has 80 flights a day to the U.S., 18 flights a day to Asia, 11 flights a day to Europe and 3 flights a day to the South Pacific. Victoria will benefit from this market, with 60 flights per day in and out of Vancouver.

WestJet Encore now has 10 flights per day in and out of Vancouver, which opens up WestJet's numerous code-share partners.

**Seattle-Tacoma International Airport** – SeaTac is one of the fastest growing airports in the U.S., serving 42 million passengers annually, or double that of Vancouver. Delta Air Lines and Alaska Airlines have 300 flights per day. Delta is building up Seattle as a hub to the Asia market. Between Delta and Alaska, Victoria has 16 flights per day in and out of Seattle.

**Calgary International Airport** – YYC recently completed a \$2 billion terminal expansion and is the third largest airport in Canada. WestJet established its hub in Calgary, serving 14 million passengers. Victoria is well served with 18 flights in and out of Calgary each day.

### **Annual Passenger Seats**

Airline seat growth is vital for the region. YYJ saw close to 3.4 million seats in and out of the airport in 2015, or 0.6% growth. In 2017 another 200,000 seats will be added by the airlines which on a daily basis is the equivalent of 500 new hotel rooms being added.

### **Annual Passenger Traffic**

Victoria is the third fastest growing airport in the country. Passenger traffic grew 6% in 2014, culminating in a new record number of 1,710,825 passenger in 2015, which was a 3.6% increase over 2014.

### **Pacific Coastal Airlines**

Aircraft manufacturers are moving away from building aircraft with fewer than 75 seats, which opens opportunities for Pacific Coastal Airlines. Their fleet of smaller aircraft allow them to serve communities that other air carriers can't. They recently commenced new service from Victoria to Prince George and Kelowna, and have effectively doubled their total flights from YYJ to 22 flights per day.

### **WestJet Encore**

WestJet previously had one gauge of aircraft (737) however the creation of WestJet's Encore with the Q400 aircraft creates new markets. In 2013, Encore started with two flights in and out of Victoria per day and have grown to 14 flights per day.

### **Airline Financial Performance**

The price of oil is negatively impacting many industries, but not the airlines. Five years ago the cumulative profits were zero; today the airlines are in good financial shape earning healthy profits.

### **Canada Jetlines**

When the aviation industry is profitable, new air carriers see an opportunity to enter the market. VAA has been engaged in discussions with Canada Jetlines for a number of years to encourage them to consider Victoria in their route map if they are successful in raising the required capital to launch their airline. Customers could see airfares as much as half of those of the legacy carriers. The Victoria market is attractive to them as a year-round tourism draw, as well as the numerous post-secondary institutions in the region.

## **New Leaf Travel**

New Leaf had successfully entered the market but were temporarily grounded as they represented themselves as an airline rather than an independent air service provider. Working in partnership with Flair Air, they are resolving their regulatory requirements and expect to be returning to service by the summer. Victoria hopes to form part of their route map in the coming months.

## **Delta Air Lines**

Delta will commence new three-times daily non-stop service between Victoria and Seattle effective April 4, 2016. This new service will connect travellers to Delta's vast route network. VAA is working with Tourism Victoria with funding through the Western Economic Diversification program to market Victoria and assist Delta with the launch.

## **Planning For Growth**

In order to plan for the anticipated growth in passenger traffic, VAA has mapped out a number of projects that will be staged in a financially responsible manner.

Two years ago the main runway was strengthened, adding another 20 years of life. This was a complicated project which was successfully executed with little disruption to the air carriers and community.

The air terminal building was expanded to create a new circulation core, centralizing the elevator, escalator and stairs, changing the flow of the building and making it more intuitive.

The iconic Victoria restaurant and brewery 'Spinnakers' was introduced to YYJ, adding a sense of place and making a lasting impression for visitors.

The security screening area was expanded and reconfigured, adding a realistic mural of Francis King Park as a nice touch point for customers.

The 'Art at the Airport' program was expanded to the upper passenger departure lounge, implementing a new 'Love It – Want It – Have It' program to purchase works by local artists. VAA has received tremendous feedback for this initiative.

The upper passenger departure lounge was greatly enhanced with new carpeting, soft seating, a new skylight and business centre.

The rotunda also received a makeover, adding welcoming soft seating and creating a park-like setting to greet arriving passengers.

As the airport grows, so must the physical space. The lower passenger departure lounge is too congested and will be expanded to accommodate additional capacity. Dedicated boarding gates are planned.

Through a multi-phased project, the apron will be expanded to create additional parking spaces for aircraft. The taxi lanes will be widened, and a new anti-icing facility will be constructed.

When the building is expanded to the west, new boarding bridges for jets will be added. Additional baggage capacity will be added, and a framework for a potential U.S. pre-clearance facility will be constructed.

### **Parking**

As passenger traffic grows, so does the need for parking. Willingdon Road is the airport's private road. It was recently relocated to the south to create a safer exit from the terminal and provide more physical capacity for future parking needs. VAA has run into capacity issues over peak travel through the holiday season, so 325 extra spaces will be paved this year in addition to a 195 spot temporary overflow gravel lot. Rain gardens and covered walkways will be incorporated into the design. The project will see parking spaces in the long term lot increased by 25%.

### **Baggage Screening Improvements**

Recent mandated security changes has required the replacement of YYJ's baggage screening system. A temporary baggage facility has been constructed while the new system is put into place. The new system will provide faster processing, advanced technology and is internationally compatible. The project is expected to be completed in November 2016.

### **Non-Passenger Vehicle Screening**

New regulations from the International Civil Aviation Organization (ICAO) were mandated for Canadian airports. Non-passenger screening was implemented in 2015; in 2016 the regulations were expanded to include the screening of all non-passenger vehicles operating airside. Staffed by CATSA, the new screening facility is expected to be in place by May 2016. This initiative required a \$150 million capital investment by airports, with operating costs of \$150 million each year.

### **Average Capital Additions**

Historically VAA has invested on average \$10 million per year. The capital investment is expected to be approximately \$20 million per year over the next five years. However, the staging of projects will be dictated by demand.

### **Revenue Sources**

As noted earlier by the Chief Financial Officer, VAA's revenue sources come primarily from three sources: Aviation revenue makes up 22%; Non-Aviation makes up 43%; and the AIF makes up 35%.

VAA has the second lowest domestic turnaround fees for 737 aircraft in Canada. Fees range from \$704 to \$2,324 – Victoria's fees are \$724 which make it an attractive option for airlines. VAA strives to remain in the lowest quartile of aviation fees.

At \$15, Victoria remains one of the lowest AIFs in the National Airport System. It is easy to be a high quality, high cost airport. The challenge is to be high quality at a low cost, which YYJ has successfully achieved.

VAA recently concluded a new advertising contract with Pattison Outdoor, which will drive the revenue stream to help keep costs low for the airlines and passengers.

Complimentary wireless internet service from Telus has been added throughout the terminal through a new exclusivity agreement. Customers can expect to see improved Wi-Fi access in the airport.

### **Land Development**

When the Federal government divested itself from airports, it established specific zoning regulations and land use designations setting out what airports are allowed to do with the land. VAA has approximately 1,200 acres of land zoned for aviation use, airport reserve, industrial, commercial, recreational and so on.

One of the upcoming development opportunities is around the old Department of National Defence facility (443 Squadron). Once the military fully moves into the new facility, Kittyhawk Road could be re-oriented to create a new airside development.

### **Hospital Hill Monument**

When the military's former Administration building was decommissioned, a group of concerned citizens approached the VAA to possibly preserve the structure. VAA formed a working group with these citizens and found a compromise that saw nearly 3,000 bricks from the original building set aside for incorporation into a new monument which will be constructed at Hospital Hill. Through an RFP process, local artist Illarian Gallant was awarded the contract to create the monument. The project will commence late spring.

### **Jubilee Park**

VAA was pleased to celebrate the jubilee anniversary of the District of North Saanich through the lease of land for the creation of Jubilee Park. Plans are underway to create a playground and the airport's 9.3 km 'Flight Path' continues to be well used. This recreational space is a positive addition for the region.

### **Sidney Gateway Development**

A potential development opportunity exists for a parcel of land near the intersection of Beacon Avenue and Highway 17. VAA reviewed the zoning for the land, which is designated for commercial use. It then looked to the Town of Sidney in accordance with the development accord to determine if this land is compatible with Sidney's Official Community Plan and zoning. It is zoned commercial but requires a slight amendment to be aligned with the airport.

Approximately 4.4 hectares of land was identified as being in the Agricultural Land Reserve (ALR). As the airport is on federal land, the Government of Canada does not recognize the ALR being a provincial jurisdiction. However in the spirit of transparency, and as the project is more discretionary in nature, the VAA felt it was prudent to go through the process of having this land excluded from the ALR. The application was submitted in August 2015 and approval was received in February 2016.

VAA has over 300 acres of land that does not fall in the ALR, but farming activities are permitted to take place. In addition, top soil from airport construction projects is often donated to regional farmers or local First Nations as a gesture of goodwill.

With respect to the Sidney Gateway development itself, Omicron is the developer of the project. A number of open houses and presentation meetings are planned to provide information and solicit feedback from the community.

The proposed design will see the construction of a 100,000 square foot commercial development. The plan is for a grocery store, a financial institution, a drug store or electronics provider, medical offices, a fitness centre with a day-care provider, a bank and some food outlets.

There appears to be some misinformation circulating in the public, so Omicron and the VAA met with the Sidney Business Association and several business owners to provide information about the proposed development. Feedback is being gathered from the public, and opinions ranged from do nothing, to do something compatible with the Town of Sidney merchants. The developer is committed to engage with the community to discuss the best options for the development.

It should be noted that VAA is not the developer; it is the landlord. The Town of Sidney will ultimately decide whether or not to approve the zoning amendments, which will determine the outcome of the project.

The Ministry of Transportation and Infrastructure will rule on the development and roadways, given the proximity to the highway.

Omicron and VAA are hosting a Community Information Meeting on Thursday, March 17, 2016 at 6 PM at the Mary Winspear Centre. All members of the public are invited to attend.

### **Seaplane Base**

The Pat Bay seaplane base is managed by the VAA; the airport pays taxes on the land and collects rent, however the land rests with the Provincial government. After many years of negotiations, VAA has established a two-year licence of occupation. VAA will undertake an environmental review and impact analysis of the base, which will ultimately inform whether it will pursue a 30-year lease agreement from the Province.

### **25<sup>th</sup> Anniversary – Red Coat Volunteers**

The Red Coat Volunteers celebrate 25 years helping travellers at Victoria International Airport. These smiling faces are always willing to lend a helpful hand to anyone needing assistance. We are very proud of our Red Coat ambassadors who are an important part of the airport community. We congratulate them on this milestone and thank them for their selfless 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.

- **Joe Jansen from the Saanich Peninsula Chamber of Commerce inquired about the status of general aviation at the airport.**

In 2005, general aviation activity at the airport was 25% higher than today. Between 2005 and 2012, general aviation dropped off significantly. However with Viking Air's pilot training program, the numbers are starting to return to prior levels. VAA does not track general aviation stats but the overall movements are up.

- **Mr. Jansen inquired whether VAA would try to discourage general aviation activity due to noise complaints.**

The majority of noise complaints originate from military helicopters or circuit training, not from commercial flights or general aviation. Airports like Vancouver have the option of referring pilots to the Boundary Bay Airport, however no such facility exists for Victoria. Both commercial and general aviation must coexist for the foreseeable future.

- **District of Central Saanich Councillor Alicia Holman noted that the presentations were encouraging in terms of economic benefits for the local economy. As someone who ran for office and made it clear that climate change is an issue, Canada signed on to an agreement to keep impacts less than two degrees to try to reduce global warming. With the growth of the aviation industry, the impact of travel is significant. What initiatives will the Board be looking at to control, reduce, mitigate and offset these impacts? Also, where does the aviation industry see itself helping to reduce emissions to meet the targets that have been set?**

The airport global industry developed a measurement tool and a certificate program called the Airport Carbon Accreditation Program. The program was introduced to North America in the last two years.

Victoria International Airport was the third airport in North America (behind Seattle and Montreal) to achieve carbon accreditation which allows it to manage and measure its entire footprint.

The airline industry is focusing on emissions as one of the bigger contributors. Boeing and Airbus are looking at different fuselage materials to be lighter and for longer ranges. Engine manufacturers are looking to reduce outputs.

In addition, Victoria International Airport transitioned to geothermal heating in 2010 for its new Airside Operations Centre.

All water for the terminal building is solar heated, and new boilers were installed in 2014 that have reduced natural gas consumption by 40%.

**Councillor Holman was pleased to receive the information and looks forward to hearing about future initiatives.**

VAA will be releasing its new Environmental Management Plan to the public in the upcoming weeks. The public are invited to view the document and direct any questions or comments to the VAA at: [environment@victoriaairport.com](mailto:environment@victoriaairport.com)

**Councillor Holman was encouraged to see there is active farming on airport property. The removal of property for the Sidney Gateway project has gone ahead. She inquired whether consideration would be given to 'no net loss' and return land to the Agricultural Land Reserve. She asked about the VAA's long term commitments to maintain agricultural activity.**

VAA has donated top soil in the past and is more than willing to donate 10 acres of topsoil to a farmer of the peninsula's choice.

**Tourism Victoria CEO Paul Nursey advised that he recently attended a global International Air Transportation Association (IATA) conference. Alternative fuel sources for aviation are being discussed by the industry.**

The CEO thanked Mr. Nursey for his comments.

There being no further questions or comments, the CEO thanked everyone for attending. He appreciated the opportunity for stakeholder discussions which helps inform the future direction of the airport.

## **9. Announcements**

There are two upcoming public meetings:

**Annual Public General Meeting:**

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

**Fall Airport Consultative Committee Meeting:**

7:00 PM, Tuesday, October 25, 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.