

# VAA Airport Consultative Committee

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## Minutes

Tuesday, October 22, 2019  
7:00 PM – 8:25 PM  
SHOAL Centre  
10030 Resthaven Drive, Sidney, BC

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### Upcoming Public Meetings:

#### **Spring Airport Consultative Committee Meeting**

Tuesday, March 10, 2020

7:30 AM

Location: Victoria Marriott Inner Harbour Hotel, 728 Humboldt Street, Victoria, BC

#### **Annual Public General Meeting**

Thursday, May 7, 2020

7:00 PM

SHOAL Centre, 10030 Resthaven Drive, Sidney, BC



**Representative Members in Attendance:**

Organization

Representative

Airlines:

- WestJet
- Air Canada / Jazz
- Horizon Air
- Pacific Coastal Airlines

- Regrets
- Regrets
- Regrets
- Regrets

Airport Land Tenants Association

**Greg Matte** (Victoria Flying Club)

**Air Terminal Building Tenants' Representative**

**Margarete Rothlisberger, Joan Beattie, John Anderson, Reg Barnes and Dave Hartman**

- Association of Canadian Travel Agencies
- BC Ministry of Transportation and Infrastructure
- Canada Border Services Agency
- Canadian Aircraft Owners and Pilots Association**

- Regrets
- Regrets
- Regrets

- Capital Regional District
- City of Victoria
- Department of National Defence (443 MH Squadron)

- Regrets
- Regrets
- Regrets

**District of Central Saanich**

**Councillor Gord Newton**

**District of North Saanich**

**Mayor Geoff Orr**

- District of Oak Bay
- District of Saanich
- Greater Victoria Chamber of Commerce
- NAV Canada
- North Saanich Residents' Association
- Pauquachin First Nation

- Regrets
- Regrets
- Regrets
- Regrets
- Regrets

**Saanich Peninsula Chamber of Commerce**

**Alva Bob**

- Saanich Peninsula Water & Wastewater Commission
- Sidney Business Improvement Area Society
- Sidney North-Saanich RCMP
- Tourism Victoria
- Town of Sidney
- Tsartlip First Nation
- Tsawout First Nation
- Tseycum First Nation

- Joe Jansen**
- Regrets

**Members of the Public in attendance: 20**



**Airport Consultative Committee Members in attendance:**

Gordon Safarik (Board Chair), Lynne Henderson (Committee Chair), Rod Dewar, Wendy Everson, Marilyn Loveless (Committee Vice-Chair), Brenda Nunns Shoemaker and Wendy Zink

**Other Board Members in attendance:**

Eric Donald, Paul Gerrard, Allan Haynes, Charles Lovallo and Cathie Ounsted

**Management:** Geoff Dickson (President and CEO), Brant Arnold-Smith, Lea-Ann Bailey, Randy Bogle, Michelle Cooper, Scott Cunningham, Mike Garraway, Rod Hunchak, Jason Knight, Jason Kroeker, Stephanie Long and David Parson

**Regrets:** Ken Gallant

**1. Call to Order**

The meeting was called to order by Lynne Henderson, Chair of the Airport Consultative Committee. Melinda Orłowski acted as Recording Secretary.

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

The Committee Chair welcomed everyone and introduced the members of the Airport Consultative Committee. A number of dignitaries and special guests were recognized.

The representative members of the Airport Consultative Committee come from a broad spectrum of the community, and their input is encouraged as they share a unique perspective that the Victoria Airport Authority (VAA) may not consider.

**3. Motion to Receive the Minutes of the March 5, 2019 Airport Consultative Committee Meeting**

The minutes of the March 5, 2019 Airport Consultative Committee meeting were reviewed by the Committee.

**MOTION:** Acceptance of the March 5, 2019 Airport Consultative Committee meeting minutes as presented.

**Moved by:** Lynne Henderson  
**Seconded by:** Marilyn Loveless

**Motion carried.**

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

Board Chair Gordon Safarik provided a report to the Committee regarding the activities of the Board of Directors.

##### **Composition and Mandate of the Board of Directors**

The Victoria Airport Authority Board of Directors is a governance board currently comprised of 12 directors from nine nominating entities. The Board has one employee: the President and CEO. The Board's mandate is to develop the company's vision, set the strategic direction of the airport, monitor the company's financial position and the performance of the CEO, always with a focus on being a catalyst for strong economic growth, jobs and prosperity for the region.

##### **Board Activities and Initiatives**

The Board Chair updated the Committee on some of the recent activities at the airport, and more specifically some of the initiatives undertaken by the Board.

**Strategic Plan:** In September the Board and Management team met to finalize YYJ's updated strategic plan for 2020 - 2024. This document will be released in January 2020 and will be a blueprint for the airport's mission, vision, guiding principles and strategic goals for the next five years.

**Airport Carbon Accreditation Program:** One of the airport's strategic goals is Leadership in Environmental Protection and Management, focusing on how the airport manages its environmental program.

The aviation industry provides great benefit to society by connecting people, places and products more efficiently than any other mode of transport. However, it is recognized by the industry that airports and airlines need to reduce impacts on the environment and focus on carbon reduction.

YYJ participates in Airports Council International's Airport Carbon Accreditation (ACA) program, a global initiative by airports to manage and reduce their carbon footprint and ultimately become carbon neutral. There are four levels to the program:

- Level 1: Mapping
- Level 2: Reduction
- Level 3: Optimization
- Level 4: Carbon Neutrality

The Board Chair was proud to share that YYJ has successfully achieved Level 2 certification and was recognized at a ceremony at the Airports Council International North America (ACI-NA) annual conference in September. YYJ was one of the first airports in Canada and the third airport in North America to achieve ACA certification. For context, there are approximately 5,700 airports in North America so this is a significant achievement. Many of the award recipients were Canadian airports who appear to be farther ahead of other countries in terms of environmental initiatives. The Board commends the VAA team for their hard work and success.

***New Board Members:*** This year the Board welcomed three new members: Paul Gerrard, Allan Haynes and Wendy Zink. Each of the members brings a unique set of skills and experience to the discussions, and the Board look forward to their continued contributions.

***Departing Board Member:*** At the end of the year, the Board says farewell to Lynne Henderson whose term completes on December 31, 2019. Lynne has been a member of the Board for nearly eight years and has served in a number of capacities, most recently as Board Vice-Chair and Chair of the Airport Consultative Committee. Lynne has been a member of the Steering Committee, past-Chair of the Planning and Development Committee, past-Chair of the Art at the Airport Advisory Committee and a member of the Audit and Finance Committee and Governance Committee.

Victoria Airport Authority thanks Lynne for her many contributions, her sound advice and her commitment to both the airport and the community.

### **Concluding Remarks**

YYJ's vision is to be the best airport anywhere. The focus is on keeping costs low for our airline partners. Investments continue to be made to the facility to provide the best customer experience possible. On behalf of the Board of Directors, VAA will continue to work toward achieving that objective.

## **5. Report from the Chief Financial Officer**

Randy Bogle, Chief Financial Officer, presented an update on the financial position of the Victoria Airport Authority. The audited results will be presented at the Annual Public General Meeting on Thursday, May 7, 2020.

### **Background**

VAA commenced operations in 1997 when a lease was signed with the Federal government to operate Victoria International Airport. VAA is a local non-for-profit non-share capital corporation and as such there are no shareholders. All profits are reinvested into the airport and its surrounding lands. VAA's unique operating model has resulted in capital investments of almost \$220 million since 1997, with over \$108 million of this investment occurring in the last six years.

In March 2019, the Boeing 737-MAX aircraft was grounded and had a significant impact on air carriers that operate this model, as well as the airports they serve. This report will focus on VAA's forecasted financial results for the year ended December 31, 2019.

### **Total Revenue**

Total forecasted revenue for 2019 is \$39.1 million, which is approximately 1% less than 2018.

## Revenue

Revenue at the airport can be broken down into four categories: Aeronautical, Airport Improvement Fee, Non-Aeronautical and Deferred Capital Contribution.

- **Aeronautical Revenue** consists of the landing fees paid by the airlines to land at YYJ, and terminal fees paid by aircraft using the terminal building. For 2019, Aeronautical revenue is forecast to be \$7.4 million, which is 6% less than 2018.

Revenue has decreased due to a number of factors, including the grounding of the 737-MAX aircraft. Air Canada and WestJet have a combined fleet of 37 of these aircraft that they had expected to operate this year. This means fewer available seats to fly, so they had to make adjustments and decisions about which routes to fly and what aircraft will service those routes.

In 2018 YYJ saw a record number of seats; however for 2019, the expected number of seats is set to decline by approximately 9% to 2.5 million seats, approximately the same as in 2017. It should be noted that YYJ saw the second largest percentage increase in seat capacity among NAS airports in Canada in 2018. Fewer seats in 2019 means fewer aircrafts operating, translating to less revenue for landing and terminal fees.

As illustrated in the chart, fewer seats means fewer passengers. In January and March, YYJ had approximately the same number of passengers as 2018. The February snow event saw a downturn in passengers as a result of numerous flight cancellations. Starting in April and coinciding with the first full month that the 737-MAX aircraft was grounded, the gap started to widen as the summer months approached when the airline schedules changed and aircraft were redeployed in response to the grounding.

- **Airport Improvement Fee (AIF) Revenue** – The decrease in passengers has also impacted the AIF which is the \$15 charged to enplaned passengers. It is collected by the air carriers as part of the ticket price and passed on to the airports. The monies earned are restricted and can only be used to fund AIF-eligible capital projects and any debt servicing related to these projects. As a result of the decrease in passengers, AIF revenue is forecast to be \$14.1 million, approximately \$1 million less than 2018.

- **Non-Aeronautical Revenue** is derived from sources and consists of items such as concessions, land rents and other income. For 2019, Non-Aeronautical revenue is expected to increase by 7% to \$16.6 million, an increase of \$1.1 million. This is led by increases in year-over-year rental car and parking revenue.

YYJ has one of the largest percentages of non-aeronautical revenue of any airport in Canada. Having a good dependable source of non-aviation revenue allows more flexibility when it comes to setting aviation fees and executing non-traditional capital projects such as the Flight Path multi-use trail around the airport.

- **Deferred Capital Contribution Revenue** – The majority of this revenue relates to the accounting reconciliation of Canadian Air Transport Security Authority (CATSA) funds received in 2017 related to security upgrades for the baggage system. For 2019, it is forecast to be recognized at just over \$1 million.

## Expenses

Expenses are classified into three main categories: Operating Expenses, Amortization and Other Expenses.

- **Operating Expenses** are the direct expenses that are incurred to operate the airport ranging from snow removal costs, salaries, office supplies, landscaping, maintenance, cleaning and utilities. For 2019, operating expenses are forecast to total \$17.2 million, an increase of \$1.9 million. Almost \$600,000 of this relates to the extreme snow event in February 2019. The remaining amounts primarily relate to increased staffing and service contracts.
- **Amortization** is the accounting cost of capital assets based on their useful life. For 2019, amortization is forecast to be \$9.5 million, which is similar to 2018.
- **Other Expenses** consists of rent paid to the Federal government, property taxes paid to the District of North Saanich and Town of Sidney as well as interest expense. For 2019, this is forecast to be \$3.4 million, virtually the same as 2018.

### **Net Income**

Net income for 2019 is forecast to be \$9.2 million, a decrease of \$1.9 million over 2018. The variance in year-to-year income is primarily driven by a decline in Aeronautical and AIF revenues as a result of the decreased capacity from the grounding of the 737-MAX aircraft and other factors. When the 737-MAX aircraft is re-certified for service, VAA anticipates this will lead to increased revenues.

### **Concluding Remarks**

In summary, the airport is in sound financial shape, our diverse non-aeronautical revenue helps YYJ withstand downturns in airline capacity and passenger traffic, VAA has no debt and excellent working capital. YYJ is in good shape now and in the future.

## **6. Report from the President and Chief Executive Officer**

President and CEO Geoff Dickson provided an update on the airport activities over the past year and plans for the future.

### **Financial Approach**

In the capital-intensive airport business, VAA's imperative is to maintain a strong balance sheet, keep airline operating costs in the lowest quartile, diversify its revenue sources and make prudent capital investments. Victoria will always be a secondary hub in relation to other major airports nearby such as Vancouver or Seattle, so there is a lot of competition for air service. YYJ's non-aeronautical revenue makes up approximately 68% of total revenue, so if there is a downturn in traffic the airport is not in a position of being overextended or having to rely on continual rising passenger traffic to cover costs.

### **Lower Departures Area Expansion**

Looking at the broader capital and terminal master plans, Management looked at what demand might look like 15 years down the road so that the airport is in a position to respond quickly to any changes made by the airlines. YYJ's mantra is to be just slightly ahead of the demand curve but not too much.

Phase 1 of the lower passenger departures lounge expansion was completed in September. This \$19.4 million project is the largest capital project to date executed at YYJ, and the CEO is very proud of the team for their efforts. Planning discussions started in 2015, with two years of architectural design, engineering, cost estimation and functional testing with the airlines. The project was approved by the Board in 2017, with construction starting January 2018. With this type of complex project, there are many things that could have gone wrong. It was challenging to construct in a live airport setting to keep people flowing, but the project worked very well.

The CEO recognized YYJ's airline partners for their cooperation and feedback. Throughout the 50+ checkpoint meetings during construction, the airlines provided their input to ensure the new building had the most efficient form and function to keep customers moving. The building design was altered to have dedicated boarding gates which will improve safety and efficiency of passenger flow.

The architects suggested changing the roofline to improve acoustics to create a calmer airport environment, coupled with a pleasing design colour palette. New soft seating was introduced with the potential for another 150 seats if required. Additionally, a 10,000 ft<sup>2</sup> basement was created for airport operations and future tenant space.

A time-lapse video showed the progress of construction from early 2018 to completion.

With consideration for promoting more local products, Fresh Cup Artisan Roastery Café was introduced to the new space. Their primary outlet is located on Mt. Newton Cross Road, and this new franchise features locally roasted coffee, spirits and fresh baked products.

YYJ's washrooms are currently undersized. Phase 2 of the project will see the washrooms quadrupled in size, with a new washroom block constructed to the eastern side of the building. Work is set to complete in April 2020.

Phase 3 will see the Spinnakers on the Fly restaurant expanded to add more seating capacity and is expected to complete June 2020.

### **Airport Service Quality**

YYJ participates in Airports Council International's Airport Service Quality (ASQ) survey. It can be challenging to maintain a high level of service quality in a live construction zone, however year-to-date YYJ scored 4.43 surpassing the national average of 4.34. The airport has consistently placed in this same range over the past number of years, and it is anticipated that as the project completes scores will only increase.

### **New Accessibility Features**

VAA worked in consultation with the Rick Hansen Foundation and Changing Places to include a number of specialty accessibility features such as a pet relief station located post-security for those travelling with service dogs, braille on lower signage and audio responses at ticket counters. The new washroom facilities will include an adult change station with adjustable changing bench and hoist.

### **New Commissioned Art**

After a rigorous selection process that saw almost 100 applications of interest and 47 proposals from local artists, VAA's Art at the Airport Advisory Committee selected 'Time Catcher' by artist Charles Campbell to complement the Lower Passenger Departures Lounge. Time Catcher invokes concepts of time and movement and will feature a 36-ft diameter ring of three-sided wooden vessels representing ships, canoes, seed pods and migratory birds. The departure lounge will be an opportunity for contemplation about what motivates movement and how people carry memory and culture as they travel the globe. A verse from writer Octavia Butler's 'Paradise' will be inscribed on the surface of each vessel in Morse code. This art feature will be installed spring 2020 and will hopefully inspire YYJ's guests while adding to the overall ambiance of the space.

### **Apron Expansion Phase 4A**

Construction projects at YYJ are built in staged and prudent phases that can be accelerated and decelerated as needed. The Phase 4 apron expansion project was broken into two phases: Phase 4A, which is expected to be complete in a few weeks and will see increased aircraft parking and apron capacity; and Phase 4B that will see an expansion of aircraft boarding bridges. YYJ is currently well positioned for overall bridge utilization so

Phase 4B has been paused until there is more demand. This expansion will ultimately allow the parking of two extra narrow body aircraft or one extra wide body aircraft, a precursor to expanding the air terminal building to the west.

### **Weather Office Relocation**

The apron expansion project necessitated the relocation of the Environment Canada weather office from its current location to a new location to the west. Construction on this project is complete.

### **New West Side Viewing Area**

A new upscale customer-friendly viewing area for aviation enthusiasts is under construction on the west side of the airport. A number of unofficial memorial monuments and trees from the former location are being relocated to the new space.

### **Taxi Echo East Extension**

Another significant airfield project is the east extension of Taxi Echo, as requested by Nav Canada. This new extension will allow aircraft to taxi directly onto the main runway without making a U-turn, thereby increasing airline operating efficiency and improving safety by removing all access and departure points to the threshold of the runways.

Approximately 38,000 cubic meters of soil was removed during construction of the project. VAA had a choice to truck the soil off airport property or stockpile and repurpose it. A decision was made to stockpile the soil and redistribute it for the new Runway End Safety Area (RESA) mandated by the Federal government. Airports are still waiting for an official timeline from the legislators but it is anticipated that compliance will be required by 2022. In the interim, VAA will look at ways to lower the soil mounds so as not to impact local residents.

### **Long Term Parking and Roads**

YYJ has seen phenomenal growth in long term parking. As a result, VAA must address the entrance and exit roads to the terminal building.

Plans are underway to relocate and re-orient Electra Boulevard to the west to free up space for future capacity. At approximately ten times the cost per stall of surface parking, parkades are much more expensive to construct. In light of the imminent approval of Transportation Network Companies such as Uber and Lyft, and one day the possible introduction of driverless vehicles, consideration is being given to the highest and best use of curb space and parking. If Victoria becomes a home port for cruise ships, there will be increased demand by passenger coaches.

VAA continues discussions with BC Transit to improve service to the airport. Over the last ten years, transit service has doubled but there is a lack of demand for direct bus service to/from downtown Victoria. Until passenger demand increases, Wilson's Transportation offers a practical shuttle service option.

### **Parking – Long Term**

In terms of overall green space and expansion, YYJ treats the water from the surface lots by using bio-swales and rain gardens. This also makes the parking spaces more aesthetically pleasing and creates a sense of place. Despite sacrificing a significant number of parking spaces to accommodate the gardens, it is the right thing to do.

Ride-sharing is expected to be introduced in the Lower Mainland in early 2020, and YYJ will be ready if Uber and Lyft come to Victoria. The main airport access road, Electra Boulevard, is currently bifurcated with two separate parking areas which is not the most efficient way to operate. VAA is working on plans to relocate the roads and roundabout to better accommodate long-term transportation and parking needs. The airport team will spend most of 2020 refining the engineering, costing, feasibility and options for the roadways, parking lots and curb areas.

### **Canadian Airports Demand**

A chart illustrated the period of passenger growth for a number of Canadian airports. Most of the growth has occurred in British Columbia, in particular Vancouver, Kelowna and Victoria. Victoria has seen the second largest percentage growth in the country.

### **United Airlines**

After 10 years of operations, United Airlines announced they would stop flying between Victoria and San Francisco. United indicated they are committed to the market but are not meeting their financial objectives. While the load factors are strong, the profitability just is not there. VAA is pursuing a number of other airlines for potential opportunities.

### **Delta Air Lines**

Delta Air Lines announced that after four years serving the Victoria-Seattle route, they would be ceasing operations at YYJ. Despite growing to two flights a day in the winter and three daily flights in the summer, they could not make the economics work.

Alaska Airlines continues to serve the Seattle market and increased their flights to three times daily over the winter to meet demand.

### **Boeing 737-MAX Aircraft**

After the 737-MAX aircraft was grounded for safety reasons, Boeing is working through the official recertification process. Once the jets are approved to fly again, the airlines will reintroduce additional flights into the system. The carriers lost approximately 6% of their capacity due to the grounding of the MAX aircraft, but they managed the impacts with only a 1% market loss.

### **Forecasted Passenger Traffic**

A series of charts demonstrated the total seats and total passengers between 2015 to date. In 2018 YYJ served a record number of passengers, surpassing the two million mark. Those numbers are forecasted to decrease slightly in 2019, to just over 1.9 million.

### **Air Service**

Despite challenges with the 737-MAX aircraft and a downturn in passenger traffic, there were a number of positive air service announcements.

### Air Canada

In 2018, Air Canada introduced new four-time weekly air service to Montreal on a 150 seat aircraft. Starting in June 2020 through to Labour Day, Air Canada will increase Montreal capacity by 25%, offering daily summer service on a 244 seat Airbus A-321 aircraft. They will then return to four frequencies per week through the Thanksgiving travel season. This is a significant move to delink from their Toronto hub, representing signs of growth at Montreal airport. This creates better connectivity opportunities for Victoria, and VAA is optimistic that this may eventually turn into year-round service.

### Sunwing

Sunwing added new non-stop service to Ixtapa and Mazatlán, adding to their route network that also includes Huatulco and Los Cabos. For the winter charter season, Victoria will see a total of six Mexico destinations including Puerto Vallarta and Cancun served by WestJet and Air Transat.

### **Markets Served**

A graphic demonstrated the current markets served from Victoria. Once the 737-MAX aircraft issue is recertified, it will provide more opportunity to reach destinations in Mexico and the Caribbean as the current generation of 737 aircraft are range restricted.

### **YYJ Top 20 City Pair Markets**

A list of the top 20 city pair markets indicated where YYJ may look for air service opportunities. The biggest opportunities include Los Angeles, Las Vegas, Denver, Ottawa, Halifax and Winnipeg.

### **Airport Carbon Accreditation Program**

Airports globally have been addressing the problem of CO<sup>2</sup> for many years. YYJ participates in Airports Council International's Airport Carbon Accreditation (ACA) Program. There are 286 airports from 69 countries participating in the program.

Airports have taken a leading role in reducing the carbon footprint of the aviation industry. YYJ was the third airport in the program to achieve Level 1 certification, and one of only 15 airports in North America to achieve Level 2. VAA's Vice-President of Operations accepted the certificate on behalf of the airport at an awards ceremony in September.

### **Airport Creek Environmental Program**

Reay Creek and TenTen Creek are two fish-bearing streams located on airport property. A significant amount of work has been invested to restore the health of the creeks. As a result of historical poor environmental practices, the health of the creeks have been negatively impacted. VAA invested a significant amount of money and made a commitment to resuscitate and rehabilitate the creeks through a series of projects.

VAA is pleased to share that Coho salmon have recently returned to TenTen Creek, nearly 60 years after they were last seen in the waters. This return of the Coho salmon is a testament to the hard work being done to bring the creek back to its former state.

### **Aviation and the Environment**

Air transport is responsible for approximately two percent (2%) of the global man-made CO<sup>2</sup> emissions. The aviation industry is taking an active role in this significant environmental issue, investing over \$1 trillion in engine and aircraft technology. Each generation of aircraft is 20% more fuel efficient than the previous one. Approximately 30% less CO<sup>2</sup> emissions are recorded for flights today than from 20 years ago.

Air transportation is not the problem; CO<sup>2</sup> is the problem and that is where the focus should be. The aviation industry is the first of its kind globally to form a climate-specific program to reduce the impacts of climate change.

The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) was adopted by the International Civil Aviation Organization (ICAO) as one of the four pillars used to reduce aviation net CO<sup>2</sup> emissions. CORSIA came together with national air carriers and agreed to a set of measures to reduce emissions by 2050. These measures include sustainable fuel, aircraft technologies, operational improvements and emission reduction targets.

## Concluding Remarks

The issue of flight shaming has been receiving more attention globally, however there is a significant movement by the aviation industry to make flying more sustainable. There are many benefits to aviation which have helped grow the world's economy through the transportation of goods and services, expand cultural awareness through tourism, and connect people to friends and family. Travelling across a geographically large country such as Canada by other modes of transport is challenging, so the industry's focus is on making aviation and airport management more sustainable. VAA will continue to do its part to reduce its carbon footprint.

### 7. Call for New Business

There was no new business.

### 8. Questions / Comments from the Members of the Committee and the Public

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

- **Mark Jackman commented how YYJ is such a great airport. He inquired about the demand curve, overbuilding and how big is too big to be the greatest airport.**

The Management team utilizes a number of tools including consulting with other airports as well as a terminal scorecard that looks at 15 different airport processors measuring against global standards. The metrics are shown in green, yellow and red and indicate when and where investment are needed. Based on those results, VAA makes decision on the next capital investment.

- **Former Town of Sidney Councillor Mervyn Lougher-Goodey recently travelled through the airport and congratulated VAA on its successful terminal expansion. He commented on the refillable water bottle stations, ease of transiting the airport and a number of other touches that distinguish YYJ from other airports.**

The CEO thanked Mr. Lougher-Goodey for his kind comments.

- **Kirsten Peterson congratulated the CEO and his team on doing an amazing job. She echoed the previous comments and noted a number of good-news stories coming out of YYJ. She encouraged VAA to engage in more of a public relations outreach to the community to share some of these great initiatives.**

VAA does not normally brag about its successes, however there has been some recent coverage about the return of the Coho salmon to TenTen Creek. The CEO agreed that perhaps VAA could do more outreach to promote the many great initiatives at the airport.

- **A resident of Sidney inquired about what VAA is planning for the Sidney Crossing property now that the development is not proceeding.**

VAA has been approached by a number of parties who are interested in developing the land. VAA is exploring several options for the property but would like the development to align with what is desired by the Town of Sidney. Potential developments include a farmer's market, hotel, medical office building or a number of other ideas, but a shopping plaza is not being considered.

- **District of Central Saanich Councillor Gord Newton inquired about the progress of VAA's discussions with BC Transit to improve service to the airport. He recognizes that it is a struggle from the perspective of a business and service provider.**

The CEOs of YYJ and BC Transit have worked together for many years in the past, and ongoing discussions have been very cordial. BC Transit has done a number of studies that show in order for dedicated airport service to work, there needs to be another major destination attached to the route. The CEO suggested a dedicated route from downtown Victoria to the airport to the BC Ferries terminal, however BC Transit is hesitant to divert ridership from the #70 bus, nor is there an appetite to loop the #72 bus into the airport. Each loop takes five minutes to complete, which would result in a loss of service to other markets. VAA continues to push for increased non-stop transit service.

- **Miles Arsenault, owner and operator of Bay-To-Bay Charters, explained that he operates an 8-person water taxi service from Mill Bay, Cowichan Bay and Maple Bay to the Saanich peninsula. He currently lands in Deep Cove but would like access to the Pat Bay Seaplane Base, offering to shuttle the passengers between the seaplane base and terminal building. He is certified by Transport Canada and wanted to discuss his business proposition with someone at the airport. He commended YYJ and said VAA should be proud of the airport.**

While it sounds simple, the CEO explained that there are issues regarding rent, insurance coverage, safety concerns around float plane operations and other considerations. There have been a number of proposals to operate water taxis from the Pat Bay Seaplane Base. Any operation would require a fairly substantial investment to upgrade the facility, coupled with the coordination of a professional transportation service with a bus to transport passengers to and from the airport. The Province of BC currently holds tenure over the seaplane base, but VAA is willing to have a conversation.

There being no further questions or comments, the Committee Chair thanked everyone for participating in the session.

## 9. **Announcements**

Victoria Airport Authority's upcoming public meetings:

### **Spring Airport Consultative Committee Breakfast Meeting**

Tuesday, March 10, 2020

7:30 AM

Victoria Marriott Inner Harbour Hotel, 728 Humboldt Street, Victoria, BC

### **Annual Public General Meeting**

Thursday, May 7, 2020

7:00 PM

SHOAL Centre, 10030 Resthaven Drive, Sidney, BC

### **Fall Airport Consultative Committee Meeting**

Tuesday, October 20, 2020

7:00 PM

SHOAL Centre, 10030 Resthaven Drive, Sidney, BC

All meetings will be advertised in the local print media, on YYJ's website, social media platforms and through YYJ Airmail. All members of the public are welcome to attend.

This being her final public meeting before her term ends, the Committee Chair thanked the airport team and commended them for their dedication and professionalism. The community should have confidence that VAA is working hard to ensure its guests have a positive travel experience.

## **10. Adjournment**

The Committee Chair thanked everyone for attending the meeting. There being no further business, the meeting was adjourned.