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On Approach

NEWSLETTER OF THE VICTORIA AIRPORT AUTHORITY



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A satisfied traveller is a happy traveller.



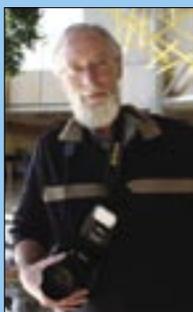
Editor's desk

It's the summer of '07, and the terminal building expansion is complete. If you're already taking the new look for granted, remember that an airport is never static. Other changes are looming on the horizon.

In this issue, Gordon Denford, our new chairman, speaks of the VAA's five year plan and some of the changes it will bring. Perhaps, one of the most exciting is an expansion of the main runway (aerial shots of the main runway on the cover, and the inside front page). This proposed change has the potential to make long distance flying more economical and convenient for Vancouver Islanders. Attention to customers' needs is really what it's about.

We have more stories for you. "They asked for it, and now they've got it," says CEO Richard Paquette. What's he talking about? The new food services, of course. We also bring you up to date on Trident Fury '07, complete with some shots of military aircraft. And finally, on the back pages of this issue, you'll read about 676 Kittyhawk Squadron, and find out what they are planning for the future.

Enjoy the issue; enjoy your travels; and enjoy the summer. But remember, you don't have to leave home to go anywhere special. You are already there.



Bicycle Flying

Aware that more and more people want to bring their bicycles when they fly, VAA has made it easier. Flying cyclists will find a dedicated bicycle assembly station located just across the road from the departure area of the terminal building. The station includes an air pump and a bicycle rack.

Cyclists planning to travel by bicycle after arrival will be pleased to find a bike lane leaving the airport and connecting with Lochside Regional Trail, which runs the length of the Saanich Peninsula.

Once on the trail, they have a choice of riding north to the Swartz Bay Ferry terminal, or south to Victoria. Those choosing the southern

route will connect with the Galloping Goose Regional Trail, which opens up the whole of Vancouver Island for their vacation.



Airport CEO Richard Paquette makes some adjustments to his mount at the VAA bicycle assembly station.

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On our cover: This photo shows the airport's main runway. Pat Bay is in the background, and Pat Bay Highway is visible at the bottom of the page.

Gordon Denford, New VAA Chairman

An airport is not static. VAA Chair Gordon Denford is very clear on that. "We have to look at the five year plan coming down the road now," he says. Indications are that net migration to Victoria will increase over the next several years, which will increase demands on the airport. YYJ must be prepared to meet those demands.

Denford joined the board in January, 2001, serving as Chairman of the Planning and Development Committee throughout the terminal development and expansion project. His vast experience in

the construction industry proved invaluable during that time of growth, and he was elected VAA Chairman in January, 2007. "The terminal expansion went very well," Denford says. "Now we are looking at

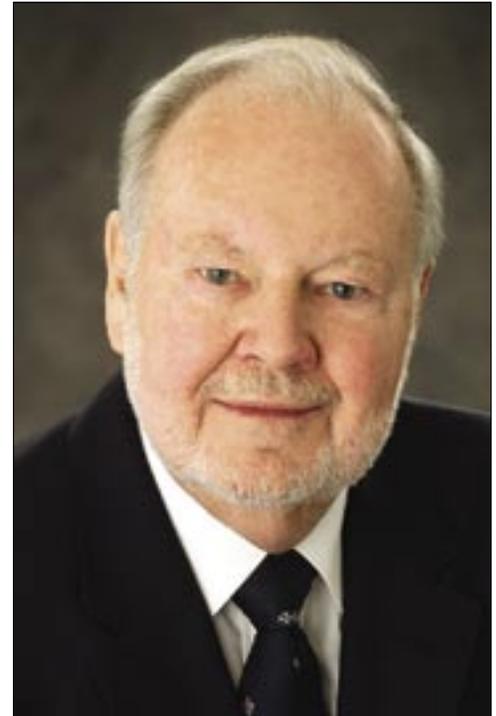
how can we increase service to the travelling public. We want to encourage airlines to have more direct international flights. To do that we have to accommodate some of the new planes, like the Boeing 787s and Airbuses."

The long range aircraft require longer runways, so the main runway will be increased at each end to accommodate

them. "Then we will have the capability of direct flights to Europe," Denford says. Side benefits are that the new long range planes are quieter, more fuel efficient and produce lower emissions. And with no further need to connect at larger airports, passengers will save time and money.

Airport usage has been increasing steadily for a number of years and ground traffic has increased proportionately. When 500 to 600 people leave the airport at the same time, the intersections at Canora and McTavish and the Pat Bay Highway become very congested. Throw some BC Ferries traffic into the mix, and the congestion increases proportionately. Denford says that several plans are being considered to alleviate the situation, including a roundabout at Canora and McTavish and an overpass to the north lanes of the Pat Bay Highway.

"We're confident that we have capacity in the terminal for the next 15 years," Denford says. "We have the capability to expand when needed. And we can make it possible to fly directly to destinations that are popular with the



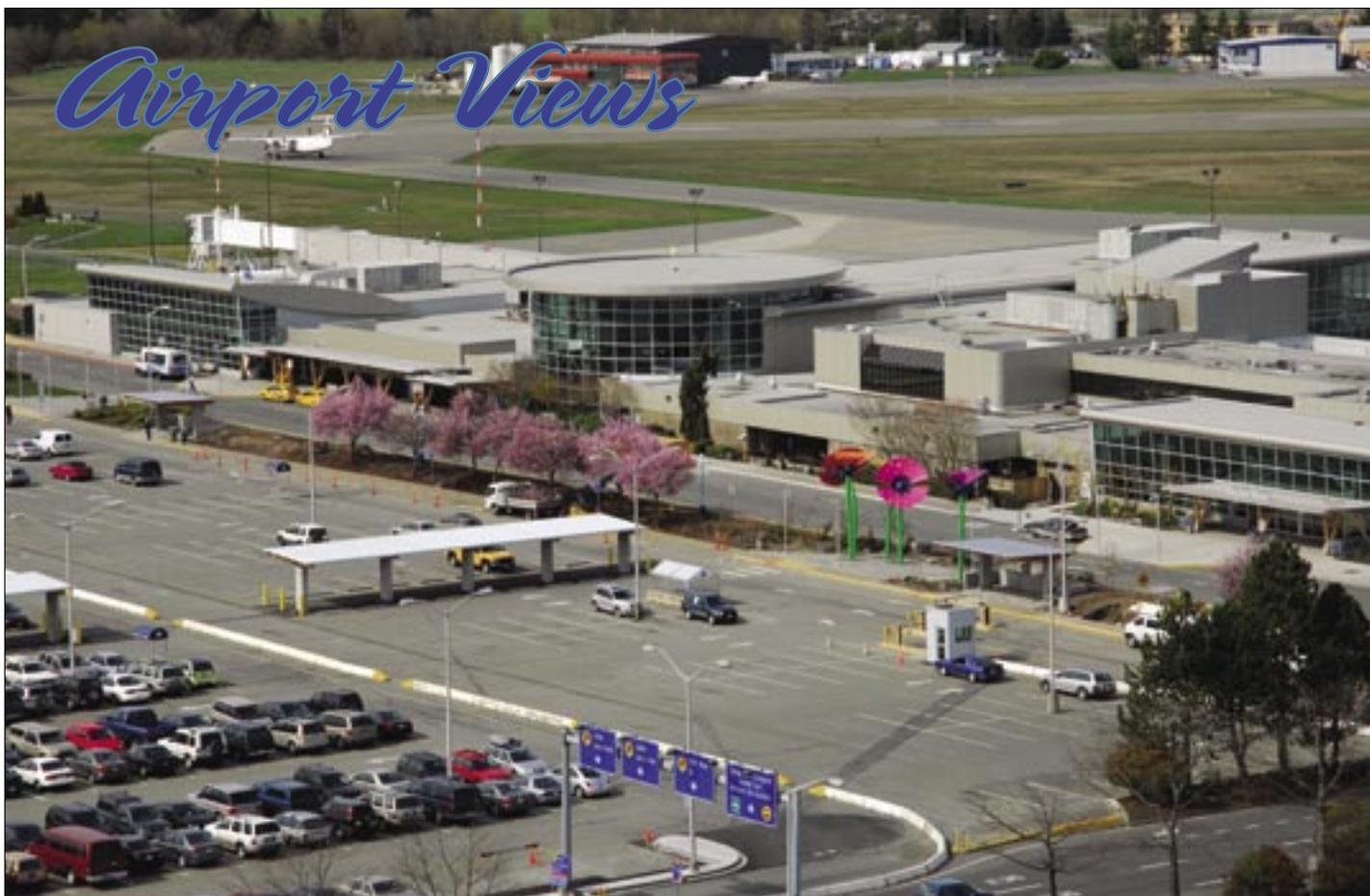
Board Chair Gordon Denford.

Victoria people. Victoria can be proud of the airport. The management listens to what the public wants and so does the board. The public has asked for better food service and improved parking and we've responded. Even the extension of the runway is a convenience to the travelling public. I'm kind of proud to be Chairman. The management and staff at the airport are terrific."



"We want to encourage airlines to have more direct international flights."

**VAA Chair
Gordon Denford**



Phil Jensen photo

This photo shows a view of the Airport Terminal Building from a vantage point above the parking lot.



Paul Connolly photo

The Third Floor Public Observation Lounge is an ideal location to watch aircraft while waiting for a flight, or after a meal at the Airport White Spot Restaurant. This shot shows West Jet and Air Canada airplanes in the foreground, with a view of Mt. Tuam on Salt Spring Island in the background.

Airport at the Ready

The Airport Fire Department has a brand new crash truck. When I stopped by the fire hall for a closer look, Acting Captain Jim Wood and Firefighter Craig Beattie took some time to show me around the new Rosenbauer America Panther.



Acting Captain Jim Wood and Firefighter Craig Beattie show off the department's new truck.

Crash trucks are the primary tool of an airport fire department - designed so that a single firefighter can direct a stream of retardant at a burning aircraft, and extinguish the blaze without ever leaving the driver's seat.

The new Rosenbauer is definitely state-of-the-art. It's a big machine. The older trucks in the fleet have four big drive wheels. This one has six. It has double the water and

foam retardant capacity of the older machines - 12,500 litres of water and 1,500 litres of foam. It has two spray turrets, one mounted on the roof and one on the front bumper. And for the technophiles, the Rosenbauer is equipped with two full colour digital motion cameras. One is a standard back-up camera for safe reversing; the other is an infrared camera with the ability to upload real time fire fighting activities directly to the operations centre. We believe this is

a first of the kind in Canada. Fully loaded, the Rosenbauer truck weighs 90,000 lbs, approximately 41,000 kg. It has a top speed of 120 kph, and goes from 0-80 in 35 seconds.

Canadian Aviation Regulations require that airports the size of YYJ have two crash trucks and two firefighters available during regular operating hours. Each crew is on duty three days out of nine, from 5:00 a.m. until midnight.



Every wheel on this truck is a drive wheel.

Trident Fury 2007

The CF-18 Hornet came in low and hot. It circled the airport once, twice, three times. Suddenly, unexpectedly, it was on the runway – a quick puff of smoke from the tires, and a sedate taxi to 443 Squadron, home of our resident Sea King helicopters. Major Kirk “Rambo” Soroka was present and accounted for. A pilot with 409 Squadron at 4 Wing Cold Lake, Alberta, Soroka was in Victoria for this year’s Trident Fury military exercises (May 7 – 18).

Trident Fury is a regularly occurring event, incorporating Naval and Air Force elements from Canada and the United States, and hosted by Maritime Forces Pacific (MARFAC). Approximately 40 military aircraft took part in this year’s exercises. The planes flew out of CFB Comox, Victoria International

Airport and a number of locations in Washington State.

During the course of the exercises, the northern part of Vancouver Island and British Columbia was identified as a dictatorship with nuclear powers. South of the American border was considered a third country. It was sympathetic to the dictatorship, but officially neutral.

A highlight of this year’s event was the sinking of the former HMCS Huron in a live fire exercise 100 km off the coast of Vancouver Island. The Tribal-Class destroyer was retired in 2005, after 34 years of service. Navy environmental staff worked closely with Environment Canada to ensure that the sinking of the Huron met all applicable laws and regulations.



The E-2C Hawkeye is the US Navy’s all weather, carrier based tactical airborne warning and control system platform.





[Above] Major Kirk "Rambo" Soroka flew in from Cold Lake, Alberta for the Trident Fury Exercises.

[Below] A CF-18 Hornet circles Victoria International Airport prior to landing. The twin engines of this tactical fighter jet deliver 7,290 kg of thrust and speeds of up to Mach 1.8. It has a ceiling of 15,000 m and a range of 3,700 km. The Hornet is the primary combat aircraft of the Canadian Air Force.

Better Eats at the Airport

An airport has never been the kind of place you might think about going for a good meal at a good price. At least not until now. “We think our airport is different,” says Richard Paquette, CEO of Victoria International Airport. “People told us they want better restaurant services, and that’s what



Tim Hortons is very popular with the flying public. Left to right: Charles Paluch, manager; Willie Cunningham, customer service; Ina Clark, customer service.

we’ve given them.”

Donna Burger, Director of Food and Beverage for Compass, is very excited about the new restaurant services. There are four food outlets at the airport now: Tim Hortons, White Spot,



Capital Brew (serving Starbucks coffee), and the Airside Café. “We have a full Tim

Hortons franchise,” she says. “Everything, but the drive through. We’d have that too, if we could figure out what to do with the plane wings.”



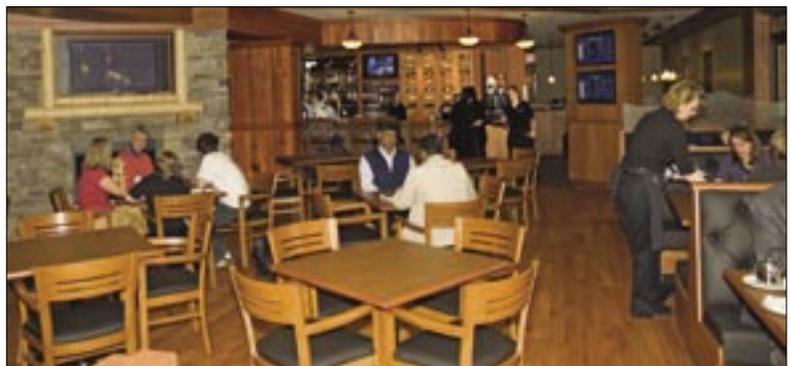
Ben Cains will prepare your Starbucks coffee anyway you like it at Capital Brew.

The new White Spot restaurant opened in June. “White Spot is a very well known name here,” Burger says. “It’s the perfect choice for the airport. We have a limited edition menu that is unique to us. We have all the White Spot traditionals, plus the full burger menu. We have chosen the top selling items, things that can be served in a 15 minute period. And we serve breakfast all day, until 4:00 pm.”

Paquette points out that the new restaurant isn’t limited to just the flying public. “Many people from our community come to the airport to watch the planes. Now with quality food service available at normal street prices, they can have a

meal here before heading back home.” Parking is readily available, and it’s free. “We will take the two dollar short term parking fee off any bill over \$20 at the White Spot. People can come to the airport, enjoy the airplanes, and take their family to lunch or dinner at the White Spot. And we will give them good food at fair prices in a good atmosphere.”

Burger sees her job as much more than feeding people. “We’re the ambassadors; we’re the first and last people many travelers see at the airport. Some people are nervous about travelling, and food is the comfort zone. We try to treat them like guests in our home, and send them off feeling calmer.”



You get good food, good service and a pleasant atmosphere at the new Airport White Spot.



David Reid standing outside the 676 Kittyhawk Squadron building at 1979 Anson Road.

676 Kittyhawk Squadron

Building 51 doesn't look like much, and it probably never did. It's one of those World War II era buildings you still see



Corporal Robert Gray at an annual review.

scattered around the airport's East Camp. Built to serve as a theatre and recreation centre for the RAF, in 2007 it still carries an aura of military functionality, gone slightly to seed. The Air Cadets took Building 51 over in 1958, and have been there ever since.

The Cadet program provides young people, between the ages of 12 and 18, with a variety of educational experiences and offers summer camps in cooperation with the Department of National Defence and the Air Cadet League of Canada. Kittyhawk Squadron takes part in local food and toy drives, and participates in the Sidney Remembrance Day Parade, the Battle of Britain and the

Victoria Day Parade.

David Reid has been an enthusiastic supporter of 676 Kittyhawk Squadron since 2001. That's the year his son joined the program. Too old for Cadets now, Logan will be at university this fall. His chosen areas of study are business and aviation at the University of Victoria. David, however, has continued in his role as an adult volunteer. He helps out wherever he can, and publishes the regular Squadron newsletter. He is also Chairman of the Building Committee.

Kittyhawk Squadron want to replace their WWII era building with a modern facility more in

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676 Kittyhawk Squadron

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keeping with the needs of the 21st century. “The new site is over by the Aviation Museum,” David says. “It has great potential as an aviation resource centre. It’s an awesome potential. The new building will be five times this size.” He emphasizes it isn’t just for Cadets. The plan is to create a multi-purpose facility for the community.

Cost estimates are a few years old now, and in the building climate of today it’s not clear how much money will eventually be involved. “It’s \$5 million, and rising,” David says. “But we’ve got a lot of support-in-kind, so the actual cost will be less. We’re trying to get it in



Commodore David P. Gagliardi, CD, Deputy Commander, Canada Command, inspecting Sergeant Graeme Wellburn and Corporal Michelle Cain.



Warrant Officer 1 Gavin Johnstone, Squadron Commander.

place by our 50th anniversary next year, but it seems to be slipping away from us.” Meanwhile Air Cadets continue to meet and take classes in Building 51, at 1979 Anson Road. It’s a friendly old building, but long outgrown. Whether it is ever replaced depends entirely on the efforts of volunteers like David Reid and the good will of the community. Next year is the 50th anniversary of 676 Kittyhawk Squadron,

and all alumni are invited to participate in celebrating this event. Please get in touch with the Squadron, so they can keep you up to date on the plans. E-mail 67650th@telus.net.

