Airport History

Victoria International Airport

Then – 1971

Now – 2009
The Victoria International Airport Runway Expansion Project
The Project

- Runway 09-27 will be extended by a total of 1,455 feet.
- A full Category I Simple Approach Lighting System will be installed at each end.
- Extension of the parallel taxiway (Taxi Echo) to the east and west the full length to service runway extension.
- Runway overlay for Runway 09-27 to bring the runway pavement up to the required strength for heavy jet operations.
- Installation of runway centerline lighting to allow departures in low visibility conditions to provide maximum runway availability.
The Approach Path

To limit aircraft emissions and noise impacts on the community, the approach paths for the extended runway will remain in their current locations.
Community Support

What Do Victoria Residents Say?
In February 2008, CFAX 1070 asked the question: “Do you agree that Victoria International Airport should expand to accommodate overseas flights?”

Answer
84% said Yes – It would be great for tourism, and I’d like to be able to fly directly out of Victoria instead of having to make a connection in Vancouver.

16% said No – It’s an unnecessary expense: we should worry about more frequent connections to make the “hub” system more efficient.

Tourism Victoria:
“Tourism Victoria would like to express their full support for the proposed non-stop air service between Victoria and London. We are happy to be working with the Victoria Airport Authority and are prepared to promote the flight both locally and in the UK.”
Rob Gialloreto, President & CEO

Victoria Chamber of Commerce:
“The runway extension will be good for both our conference and tourism business and will provide a platform to allow us to attract a cruise ship to home port in Victoria.”
Bruce Carter, CEO
## Airport Comparison

### Runway Lengths: Canadian Capital Cities

<table>
<thead>
<tr>
<th>Airport</th>
<th>Runway Length (in Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria, British Columbia</td>
<td>7,000</td>
</tr>
<tr>
<td>Edmonton, Alberta</td>
<td>11,000</td>
</tr>
<tr>
<td>Regina, Saskatchewan</td>
<td>7,900</td>
</tr>
<tr>
<td>Winnipeg, Manitoba</td>
<td>11,000</td>
</tr>
<tr>
<td>Toronto, Ontario</td>
<td>11,050</td>
</tr>
<tr>
<td>Quebec City, Quebec</td>
<td>9,000</td>
</tr>
<tr>
<td>Halifax, Nova Scotia</td>
<td>8,800</td>
</tr>
<tr>
<td>Fredericton, New Brunswick</td>
<td>8,000</td>
</tr>
<tr>
<td>Charlottetown, Prince Edward Island</td>
<td>7,000</td>
</tr>
<tr>
<td>St. John’s, Newfoundland/Labrador</td>
<td>8,500</td>
</tr>
<tr>
<td>Yellowknife, Northwest Territories</td>
<td>7,500</td>
</tr>
<tr>
<td>Whitehorse, Yukon Territories</td>
<td>9,500</td>
</tr>
<tr>
<td>Iqaluit, Nunavut</td>
<td>8,600</td>
</tr>
</tbody>
</table>

Victoria is the 5th most popular destination in Canada for UK travellers.

The current length of Victoria’s runway limits direct air-service to worldwide locations.
The Project includes the completion of a Detailed Environmental Assessment

Major studies underway:

- Evaluation of the Existing Environment
- Evaluation of Valued Ecosystem Components (VECs)
- Identification of Potential Impacts on VECs
- Evaluation of Marine Habitats
- Evaluation of Cumulative Environmental Effects
Noise Impacts

Noise Exposure Forecast 2005

Noise Exposure Forecast 2015

Legend
- Airport Boundary
- Runway
- Runway Displacement
- Apron / Taxiway
- Buildings
- Expressway
- Primary Highway

NEF Noise Contours (2015)
- 70 NBP
- 45 NBP
- 35 NBP
- 25 NBP

Note:
For Planning Purposes Only.

Map Source:
BC Ministry of Transportation and Infrastructure.

Contact Information:
VICTORIA AIRPORT AUTHORITY
1052 Saanich Rd
Victoria, BC V8Z 3K6
Tel: (250) 394-3400
Fax: (250) 394-2102

Map updated: November 2015

Contact: 
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737-200

737-700
Aircraft Emissions

AVIATION – A Leader in CO₂ Emission Reduction

Today’s aircraft burn less fuel and produce fewer emissions!

Emission Improvements

- 70% Improvement in fuelburn
- 90% Reduction in HC
- 70% Reduction in CO
- 30% Reduction in NOx
First Nations / Archaeological

Victoria Airport Authority commissioned a Detailed Archaeological Impact Study

Study Results Note:
“No archaeological sites were identified during the assessment and no impact to heritage resources is anticipated as a result of this development.”
I.R. Wilson Consultants Ltd.

Runway 27 Extension Subsurface Testing
Runway 09 Extension Subsurface Testing

Simon Smith Sr.
First Nations Monitor
**Market Potential**

**Market Potential of the Top 10 Canadian Destinations for the Next Two Years for UK Travellers**

- Niagara Falls, ON: 2,964
- Toronto, ON: 2,436
- Vancouver, BC: 2,040
- Ottawa, ON: 893
- Victoria, BC: 850
- Whistler, BC: 510
- Halifax, NS: 249
- St. John’s, NFLD: 186
- Charlottetown, PEI: 186
- Yukon: 176

Thousands (000) of Visitors

Source Data from the Canadian Tourism Commission 2007

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**All America Holidays Ltd.**

“In a normal year I would estimate that up to 40% of clients who currently fly in/out of Vancouver would utilize the Victoria flight.”

Denise Hunn, General Manager

**UNIGLOBE Geo Travel**

“The majority of our clients travel from Victoria, and London is one of the major hubs for their European travel. Our clients main concern is convenience so I know this would be quite appealing.”

Andrea Thomas, Corporate Reservations Manager
Economic Benefits

Construction:

- 260 person years

Long Term:

- 64 additional jobs
- 33,700 new international visitors annually
- $10.9 Million annual economic impact
- Improved global connections for Victoria’s high-tech sector
- Potential cruise ship home port
Financial Proposal

Total Cost: $41.2 Million

Project Status | Critical Date
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Archaeological Assessment | March 30
Environmental Studies | April 30
Community Consultation | March 30
Engineering – Preliminary Design | April 30
Business Case | April 30
Partnership Agreement | Target – May 31
Final Design | December 31
Construction Start | January 1, 2010