

Victoria Airport Authority Joint Spring Airport Consultative Committee and Annual Public General Meeting

Summary of Proceedings

Monday, May 6, 2024

6:00 – 7:00 PM

Mary Winspear Centre, Charlie White Theater

Attendance:

VAA Board Members

Cathie Ounsted, Board Chair, Airport Consultative Committee
Margaret Lucas, Board Vice-Chair, and Chair: Airport Consultative Committee
Wendy Zink, Board Secretary and Chair: Governance Committee
Dave Cowen, Chair: Audit and Finance Committee
Paul Gerrard, Chair: Planning and Development Committee
Frank Leonard, Chair: Human Resources Committee
Kelly Bull-Tomer, Airport Consultative Committee
Erik Djukastein, Airport Consultative Committee
Allan Haynes, Airport Consultative Committee
Sami Turki, Airport Consultative Committee
Randy Wright, Airport Consultative Committee

VAA Management

Elizabeth M. Brown, President and CEO
Randy Bogle, Vice President, Finance and Administration and Chief Financial Officer
Michelle Cooper, Sr. Director, Human Resources
Ken Gallant, Vice-President, Operations
Mike Garraway, Manager, Emergency Response
Matthew Logan, Manager Finance and Accounting
Lars Olsson, Director, Airside Operations & Safety
Marc Turpin, Vice President, Planning and Infrastructure

VAA Staff

Anita Kardos, Siobhan O'Donnell

Guest

Sang Ly, Auditor, KPMG

Recording Secretary

Jannelle Snowden – Executive Assistant and Corporate Secretary

Airport Consultative Committee Representative Members in Attendance: 7

<u>Organization</u>	<u>Representative</u>
Airlines:	
Air Canada / Jazz	Regrets
Air North	Regrets
Alaska Air / Horizon	Regrets
Flair Air	Regrets
Harbour Air Seaplanes	Regrets
Pacific Coastal Airlines	Regrets
Porter Airlines	Regrets
WestJet	Regrets
Airport Land Tenants	Peter Laughlin, Sherringham Holdings
Air Terminal Building Tenants' Representatives	Regrets
Association of Canadian Travel Agencies	Regrets
BC Ministry of Transportation and Infrastructure	Regrets
Canada Border Services Agency	Regrets
Canadian Aircraft Owners and Pilots Association	Regrets
Capital Regional District	Regrets
City of Victoria	Regrets
Department of National Defence (443 MH Squadron)	Major Dale Arndt
District of Central Saanich	Mayor Ryan Windsor, Councillor Gordon Newton
District of North Saanich	Regrets
District of Saanich	Regrets
Greater Victoria Chamber of Commerce	Regrets
NAV Canada	Christopher Csatlos
North Saanich Residents' Association	Regrets
Pauquachin First Nation	Regrets
Saanich-Gulf Islands Member of Parliament Office	Regrets
Saanich North and Islands Constituency Office	Regrets
Saanich Peninsula Chamber of Commerce	Regrets
Saanich Peninsula Water and Wastewater Commission	Regrets
Sidney Business Improvement Area Society	Regrets
Sidney Community Association	Regrets
Sidney North-Saanich RCMP	Regrets
Tourism Victoria/Destination Greater Victoria	Paul Nursey
Town of Sidney	Mayor McNeil-Smith
Transport Canada	Regrets
Tsartlip First Nation	Regrets
Tsawout First Nation	Regrets
Tseycum First Nation	Regrets
W̱SÁNEĆ Leadership Council	Regrets

Members of the Public in attendance: 15

1. Territorial Acknowledgement

The Airport Consultative Committee (ACC) Chair respectfully acknowledged that Victoria Airport Authority (VAA) operates from the homeland of the W̱SÁNEĆ people and expressed VAA's commitment to further strengthening relationships.

2. Welcome to Attendees

The Airport Consultative Committee Chair welcomed everyone to VAA's Joint Spring Airport Consultative Committee and Annual Public General Meeting and acknowledged the attendance of Mayor McNeil-Smith from the Town of Sidney, and Mayor Ryan Windsor from the District of Central Saanich. The ACC Chair introduced the members of the VAA Board of Directors in attendance this evening.

3. Call to Order at 6:09 pm

Airport Consultative Committee Chair Margaret Lucas called the meeting to order. She advised that VAA's external auditor was also in attendance and could answer any questions with respect to the audited financial statements.

4. Report from the Chair of the Board of Directors

The Board Chair welcomed attendees to the meeting and acknowledged the efforts of VAA Staff in bringing the wonderful presentations in the concourse, along with the fire truck, backhoe and operations vehicle on display this evening.

The Board Chair provided an overview of the Board, including its purpose and objectives and governance best practices. She advised that the Board consists of twelve representatives from a number of nominating entities within the Capital Regional District and various levels of government. The Board also has six standing committees: Steering Committee, Human Resources Committee, Governance Committee, Planning and Development Committee, Audit and Finance Committee and Airport Consultative Committee. The board also has the ability to form ad-hoc committees, sub-committees and task forces, as required.

Following Geoff Dickson, our former President and CEO's retirement announcement in the Spring of 2023, the Board appointed a short-term, temporary committee to conduct an international search for VAA's next President and CEO. The CEO Search Committee, with the guidance of an external executive search firm, met regularly over a period of 5 months to review and assess candidates from across the globe. At conclusion of our rigorous executive search process, Elizabeth M. Brown was appointed President and CEO of VAA, effective September 18, 2023.

The Board Chair advised the Board held six Board meetings this year, with VAA Committee meetings being held shortly in advance of all Board meetings. An additional annual Capital and Operating budget review meeting was held in the fall. In 2023 there were also three public meetings: the

Spring Airport Consultative Committee meeting, the Annual Public General Meeting, and the Fall Airport Consultative Committee meeting.

The Board Chair shared that for the fourth consecutive year, VAA was named one of BC's top 100 employers. Furthermore, VAA received the Airports Council International – North America (ACI-NA) Environmental Achievement Award, under the category of Environmental Improvement with limited resources for its Pollinator Garden. VAA also received its recertification for Airport Carbon Accreditation Level 2 by ACI-NA, which recognizes YYJ's efforts to demonstrate quantified emissions reductions.

The Board Chair advised that she is nearing the end of her ninth and final year with the VAA Board of Directors and expressed that it has been an honour to serve on the board and collaborate with its fine members. The Board Chair then invited Elizabeth Brown, President and CEO to share her presentation.

5. Report from the President and Chief Executive Officer

The President and CEO greeted attendees and advised that she would be sharing some of the important accomplishments at YYJ by its team in 2023 and the focus for 2024 and beyond. She acknowledged the strong leadership of those who came before her and expressed her gratitude to be a part of the amazing team of people who hard working and intensely passionate about Victoria International Airport, some of whom attendees had the opportunity to meet at the various behind-the-scenes displays in the reception area on the way in this evening.

2023 Highlights

- BC Top 100 Employer for 4th consecutive year.
- Welcomed Porter Airlines to the market
- Airports Council International North America recognized the Pollinator Garden with an Environmental Achievement Award
- Approval of Kothari Group proposal for the new Marriott Towne Suites
- Amazon Distribution Centre completed
- New YYJ website
- Expanded Spinnakers Restaurant in departures, and extended operating hours at all concessions
- Added 300 more parking spaces in the long-term parking lot in advance of the winter holidays and
- Uber entered the market, adding more ground transportation options for passengers.

Team Retirements

There were two significant retirements from the YYJ Team last year. Scott Cunningham after 30 years with VAA, progressing from an electrician to Vice President, Planning and Infrastructure. And of course, Geoff Dickson, President and CEO for 13 years, who steered Victoria Airport Authority through the pandemic and left it on strong financial footing, which enables her to move VAA forward.

Victoria Airport Authority will forever be grateful for their service and the legacy they have left.

Passenger Numbers

Victoria International Airport experienced steady growth in passenger numbers over the years however the bottom fell out of the market during the pandemic but is now slowly recovering. 90% of VAA's revenue is directly or indirectly related to passengers, whether it be parking, spending money in our concessions or supporting our non-stop air services.

In 2023 passengers were 1.74 million, up 250,000 against 2022, but not yet what we call 'fully recovered' from the effects of the COVID pandemic.

While the pandemic is over, its impacts are not, and we are slowly recovering and by extension, so is tourism in our region and are plans to prepare for the future. We do not anticipate surpassing 2 million passengers annually until 2025, and we are working hard to get there.

Recovery Trends

Many US hub airports have returned or exceeded pre-pandemic levels; in Canada we are still lagging behind. On average air service capacity in Canada is at about 90%, with BC being at about 92%. Atlantic Canada and the Northern Territories are well below the recovery seen in western Canada.

In Victoria, which is the eleventh busiest airport in Canada, we have also seen an impact on regional connectivity caused by many changes in the market such as Air Canada retrenchment back east, terminating service between Victoria and Calgary and the dissolution of WestJet's Ultra-low cost carrier, Swoop. Flights within BC and Alberta are also well below 2019 levels.

Delta and United Airlines, which have served Victoria in the past, have also made significant capacity cuts throughout their system and our two largest Canadian airlines are barely at 80% of available seats compared to 2019. It is perplexing, as it seems that the demand is there, but the airlines are not increasing their supply.

The return to capacity both in flights and seats is hampered by a number of factors including a serious shortage of pilots, which was exacerbated by the pandemic, supply chain issues, labour challenges and delays in aircraft deliveries. Airlines are unable to secure the needed aircraft to meet travel demand. There is also a shortage in air traffic controllers in North America that four of the largest North American Airports, La Guardia, JFK, Newark and Boston, have had to cut their capacity this summer. This has a domino effect in Canada with so many flights from eastern Canada flying to one of those key airports.

There are also concerns about the continued financial viability of many airlines that will inevitably lead to mergers, consolidation and potential failures of some airlines. We have already seen the start of this with the collapse of Lynx airlines leaving our market.

Route Focus

Victoria, the capital region and Vancouver Island are very attractive markets and we have seen some increases in capacity and return of some routes already this past year.

- Alaska Airline increased to twice daily to Seattle, and intend to increase to 4 daily flights later this year
- Air Canada Rouge will add capacity on Toronto and Montréal this summer
- There has been a return of the sunspot destinations. Between Flair and WestJet, there are 4 flights a week to Las Vegas, Cancun, and Puerto Vallarta
- We welcomed Porter Airlines with added capacity to Toronto and are hopeful their service will expand as well
- We also welcomed Kenmore Air, who provides flights into the San Juan Islands.

VAA has strong domestic air services, and we have seen growth into the US Transborder market. As we move forward, we need to be deliberate with an air service strategy. We need to be clear on the non-stop targets that make the most sense in the market and work together with our many partners, such as Destination Greater Victoria and members of the business community to attract airlines to initiate these services. Victoria is an attractive market; however, we compete with many other cities for increased routes. We need to prove we provide the best economic opportunity for the airlines.

Our largest domestic market without a non-stop service are Ottawa and Halifax. We have strong potential for additional US destinations, and potentially London in the future. These routes will only be sustainable with a combination of inbound and outbound tourism and support from the business community. There is no stronger message to an airline than a full airplane.

Capital Projects in 2023

After the retirement of Scott Cunningham in Spring 2023, VAA hired a new Vice President, Planning and Infrastructure, Marc Turpin. Many of the capital projects were already underway when he joined the team, however, his experience allowed him to seamlessly step in and see them to completion. Over \$20 million in capital projects were implemented in 2023, including:

- Runway 09 Lighting SSALR - \$1.368 million in funding was received from ACIP and the project was completed in the second quarter of 2023.
- Beacon/Galaran Roundabout - \$5 million in funding from the Build Canada Fund was received, with the balance of costs shared between the District of North Saanich, the Town of Sidney, and VAA. This project is expected to finish imminently and within budget.
- Summer Parking Expansion – This project saw the addition of 300 parking spaces in the long-term parking lot. It was completed on time and on budget.
- Common Use Self Service (CUSS) Kiosks – This project saw the replacement of CUSS terminals that provide electronic check-in, printing of boarding passes and baggage tags. This project was completed on time and under budget.
- Terminal Flooring Replacement – This project included the replacement the landside flooring, with new colours and patterns to match the flooring in the airside lower holdroom completed in recent years. This project was completed on time and within budget.
- Terminal Seating Replacement – This project replaced most seating in the terminal to match style and colour of the seating in the lower hold room. This project took longer to complete because of supply chain issues but was still completed within budget.

Importance of AIF

Airports in Canada are classified as not-for-profit. They do not receive government funding, and in fact, pay rent to the federal government. The Airport Improvement Fee (AIF) was introduced as a mechanism to fund major capital projects specifically for airfield and terminal improvements. The AIF at YYJ is still one of the lowest in Canada at \$25.

As VAA looks toward future growth in passenger levels, it needs to plan how to address its facility needs and ensure the continued smooth operation of the airport within the highly regulated environment in which it operates.

2024 Capital Projects and Decisions for the Future

The 2024 capital plan is already well underway, with a number of big projects taking place this year. These will include the final phase of the Runway End Safety Area (RESA) project, which is a regulatory requirement that must be completed this year. Other projects include taxiway rehabilitation, airfield lighting and storm water system improvements, and replacement of the terminal building roof.

VAA is also busy planning for the future in keeping with its 20-year Master Plan that was completed in 2022. VAA is focused on how to address the pressures on the terminal building while maintaining the ease of movement by passengers. VAA will need to address some facility challenges, including space constraints in the baggage area, Canada Border Services area, and the security check point. An additional consideration is the evolution of the type of aircrafts that are serving the Victoria market. In the future we anticipate seeing more small jets, such as those flown by Porter Airlines, which creates the need for more boarding bridges. Of course, VAA will need to increase revenue to financially support these capital needs through improvements in its concession program.

Business Development in 2023

VAA's Business Development program is led by Rod Hunchak, Senior Director, Business Development and Community Relations. VAA is a key economic driver for the region. We connect people and business and support investment opportunities in our region and the airport as a whole is a major employer with our many airlines, ancillary services, government agencies and other tenants on airport.

VAA continues to explore land development opportunities within the permitted use of the land use plan for the Victoria International Airport. The airport sits on approximately 1200 acres, of which about 200 acres can be developed under specific allowances for an airport. This land is among the last areas that can be developed on the Saanich peninsula and is an important part of economic growth to the region. Some of the land development that occurred in 2023 are:

- The completion of the Amazon Distribution Center
- An agreement with the Kothari Group for a Marriott TownePlace Suites. The groundbreaking is expected to take place in the coming months, with completion anticipated 18 months thereafter.
- Construction of a new NavCanada Control Tower – announcement should be coming next week.
- Completion of an expansion to Spinnakers, as well as extended hours of operations for all concessions at the airport
- The launch YYJ's new website, which contains expanded information, more intuitive navigation, and is fully supported in both official languages of Canada



Operations and Sustainability

VAA's Operations Team works behind the scenes to ensure safety, security, and the smooth operations of the airport. They are responsible for everything from a winter operations plan to efforts to reduce VAA's carbon footprint, to helping passengers in distress. The Operations Team is led by Ken Gallant, Vice President, Operations and is comprised of many teams including emergency response, sustainability, regulatory compliance, and airline relationships. Their accomplishments are often not seen but felt in everything we do at Victoria International Airport.

A key focus for VAA that is being led by the Operations Team is a commitment to reducing our carbon footprint, and sustainability. VAA has very ambitious goals in its commitment to sustainability. In 2023 VAA added three new electric vehicles to its fleet, continued its efforts to reduce the negative impact of English Ivy in Dickson Woods and improved the viability of the creeks that run through the airport. VAA's Environmental Team will continue these efforts in 2024 including investing \$600,000 in the final phase of creek restoration to ensure these vital waterways can support fish life.

VAA is particularly proud of its Pollinator Garden. This two-year project was completed in 2022, and the Airports Council International – North America (ACA-NA) recognized YYJ for its Environmental Achievement with limited resources in 2023. The Pollinator Garden contains native plants to the region to stimulate a variety of pollinators.

Passenger Experience

The area of Passenger Experience is moving to become part of the Operations Team to provide greater coordination between VAA's day-to-day operations team and programs that are designed to improve how passengers move through the terminal.

In partnership with Canucks Autism Network (CAN) and Air Canada Foundation, VAA held its first Autism Aviation Day in 2023. This day focused on providing an airport familiarization opportunity for children with autism and their families by moving through the airport to boarding an aircraft and taxiing on the airfield. In 2024 VAA will be launching the Magnus Card program, which is an app that can be downloaded onto a cell phone. This will provide an additional resource for those with autism traveling through YYJ.

The VAA Team

Much of the information shared thus far has had an external focus. It is of equal importance that VAA has a positive work environment for its Team. Led by Michelle Cooper, our Senior Director, Human Resources, VAA has focused on employee engagement, fulfillment in their positions, their development for continued advancement and attraction of new people to join the team. In 2023, VAA added eleven new members to its team. Additionally, VAA's Tailwinds Leadership Program was again offered in 2023, and employee engagement was conducted through Gallup surveys and focus group discussions. VAA was also a proud sponsor and participant of Elevate Aviation 2023 Cross Country Tour.

W̱SÁNEĆ: Fostering Partnership and Reconciliation

The CEO advised that one area that is particularly near and dear to her heart is the developing relationship with the W̱SÁNEĆ people, upon whose traditional land the Victoria International Airport is located. She advised that she is hopeful that in 2024 VAA will see the culmination of two

years of discussions, started by her predecessor, in a formalization of VAA's commitment to and partnership with our First Nation communities through a Friendship Agreement.

VAA intends to develop meaningful relationships with the Tseycum, Tsartlip, Pauquachin and Tsawout communities, supporting development of potential career paths for their youth, and establishing a stronger visual presence through placemaking in the terminal and on airport lands. This agreement represents an important step in reconciliation and inclusion in the future of the Victoria International Airport.

Martin Mars in 2024

VAA is excited for the arrival of the Martin Mars at the BC Aviation Museum this Fall. The aircraft will be a highlight for the museum. The Victoria Airport Authority remains committed to the growth of the museum and is happy to provide them with additional space to house this amazing aircraft as part of our community support.

VAA also supported other organizations in 2023 including donations to the Peninsula Lions Food Bank, BC Cancer Foundation, and the Saanich Peninsula Hospital Foundation through its workplace giving program.

2024 and Beyond

Victoria Airport Authority had a great 2023 and has much to look forward to in 2024 and beyond. Keeping the pandemic in its rear-view mirror, VAA is excited for the opportunities in air service development and infrastructure investments. The CEO advised that she is proud to lead this team and is excited for what the future holds for VAA.

Presentation of the Financial Report for the Year Ended December 31, 2023 by the Vice President, Finance and Administration and Chief Financial Officer

The Vice President, Finance and Administration and CFO reported on VAA's audited financial results for the year ended December 31, 2023. VAA's 2023 Annual Report contains detailed financial statements and is available on the YYJ website under the document library.

Background

The Vice President, Finance and Administration and CFO advised that Victoria Airport Authority is a local, not-for-profit organization. The Authority has a long-term lease with the Federal Government to operate the Victoria International Airport also known by its airport code of YYJ. VAA is not a part of the federal government and in the normal course of business, it does not receive any revenue support from the federal government, and in fact, VAA's lease requires it to pay land rent to the Federal Government. In 2023, the total rent paid was in excess of \$1.9 million.

Passenger Volume

VAA has three main sources of revenue: passengers, airlines, and land leases. 90% of VAA's revenue is derived directly or indirectly from passenger and airline activities. Generally speaking, as passenger numbers increase, revenue increases, if they decrease, revenue decreases, making passenger number a key metric in determining the health of an airport.

VAA ended 2019 with 1.9 million passengers. As a result of the pandemic and associated travel restrictions, passenger numbers dropped 70% in 2020 to 574,000. In 2021, that number increased by 100,000 to 674,000 passengers. VAA saw a recovery in passenger numbers in 2022 as the

numbers increased to 1.5 million, and in 2023 VAA saw a further 17% increase to 1.74 million passengers.

The fact that VAA has not yet fully recovered to pre-pandemic levels tells us that both airports and airlines are still in the recovery mode from the pandemic. As previously mentioned, 90% of VAA's revenue comes from passenger and airline activity, this means that revenues have been significantly reduced over the last several years as we look to fully recover.

2023 Statement of Operations - Revenue

The Vice President, Finance and Administration and CFO advised that the additional passengers in 2023 led to increased parking and car rental revenues. This coupled with the increased revenue from restaurant and retail resulted in an overall 27% increase in concession revenue to \$13.4 million.

Aeronautical revenue consists of the fees paid by air carriers and other users of the airport in the form of landing fees to use the runways and terminal fees to use the terminal building. Increased landings and seats into YYJ resulted in an 8% increase in Aeronautical revenue to \$7.5 million

The Vice President, Finance and Administration and CFO advised that Land rent received from tenants increased by 10% to \$3.8 million.

The Airport Improvement Fee (AIF) is a fee paid by departing passengers and is included as part of the ticket price collected by airlines and remitted to the airport. AIF revenue is restricted and can only be used to fund capital projects and for related department servicing and cannot be used to fund operational purposes, such as de-icing materials.

In 2023, AIF revenue increased by 17% to \$12.9 million. Capital projects in 2023 totaled \$16 million, which is \$3 million more than was collected in AIF.

The total revenue for 2023, totalled just over \$40 million, which is \$4.7 million or 13% increase over 2022.

2023 Statement of Operations - Expenses

The Vice President, Finance and Administration and CFO advised that the majority of VAA's operations expenses are fixed and do not fluctuate much with passenger volumes. Operational expenses are all of the costs to operate the airport and include such things as: security, airfield maintenance, snow removal rent, property taxes, salaries, and utilities. For 2023, operational expenses increased 10% to \$23 million.

An additional category of expenses is Amortization. Operating an airport is very capital intensive as significant and regular investments are required. The cost of capital assets is recognized over their useful life in the form of amortization. Amortization for 2023 was \$12 million.

2023 Statement of Operations – Net Gain

VAA had a net income of \$ 7.4 million, which was a net increase of 86% over 2022.

VAA assets 17.8million liabilities of 4.2million, no debt at present

Other Highlights

The Vice President, Finance and Administration and CFO advised that one of the metrics used to measure the financial health of a company is called the Current Ratio. It compares current assets against current liabilities to measure a company's ability to pay its upcoming operating expenses.

As of December 31, 2023 VAA had current assets of \$17.8 million vs current liabilities of \$4.2 million, meaning that it has over four times more current assets, primarily cash, than it does liabilities.

VAA does not currently carry any debt, and its long term liabilities primarily consist of deferred capital contributions that will be recognized into revenue.

As a not-for-profit company, all profits stay within the airport and are ultimately re-invested into the airport in the form of capital assets to grow and maintain the facilities. As passenger traffic grows, the airport needs to grow and expand to accommodate the increased traffic.

In the ten-year period spanning from 2014 to 2023, VAA has invested approximately \$140 million into the airport and airport lands, an average of \$14 million per year. In 2023, investments were in excess of \$16 million. VAA's Master plan calls for these investments to accelerate in the coming years.

Closing

The Vice President, Finance and Administration and CFO advised that the airport is in good financial shape and will continue to be in good shape to take on the required future investments. VAA has a healthy current asset to debt ratio of 4.2:1.0.

VAA's closing cash balance of \$13.9 million in 2023 will be used to support and pay for the 2024 capital program. VAA has no long-term debt, and the \$140 million in capital additions over the last 10 years was completed without incurring any new debt. VAA has net assets of \$127 million of which over \$114 million are net assets invested in capital assets.

7. Public Comments / Questions

The Chair of the Airport Consultative Committee opened the floor to the audience for questions and comments:

A member of the public asked if there were any plans to expand transit service into the Airport?

The President and CEO stated that we can all agree one of the biggest challenge we have is affordable transportation that gets us quickly from the airport to downtown. She advised that she has had conversations with BC transit already, and they have a commission that is mandated to look at how this can be solved. However, the solution may not be through BC Transit as it may not be the best or easiest option for travellers with suitcases to be on public transit. There may be a better way to serve passengers such as a private operator for an airport express shuttle. BC Transit is still an important service at the airport as it provides affordable transportation for airport employees. The addition of Uber has also been good as it is stimulating a change in the market and causing people to look at the BC Transit option and some sort of possible extension of an airport express in the future.

A member of the public complimented VAA on keeping the flight path open through all the construction, which has just about wrapped up, and also for keeping the water fountain at Hospital

Hill operational. He then asked what impact the hotel would have on incoming traffic, and what the tree removal plans would be, particularly the one really big tree.

The President and CEO advised that the roundabout on Beacon Avenue and Galaran should generally help with the flow of traffic. She advised that she has not seen the final development permit so couldn't speak specifically to the big tree, but they are trying to keep as many trees as possible.

A member of the public said that there is some talk about development of farmland to the south and west, and enquired if VAA has any designs on it?

The President and CEO advised that VAA has about 600 acres in agricultural farmland, which is under a long-term lease, with the tenants taking care of those lands. VAA is not actively developing those lands ourselves, but likewise, have heard the rumours. She advised that Pauquachin First Nation owns land in area as well and perhaps they have development plans.

A member of the public, who is a part of Peninsula Streams Society, stated that is aware that creek restoration has happened along the airport property and that in recent years the salmon was back enquired about an update.

The Vice President, Operations advised that restoration work along a 600 meter stretch of Ten Ten Creek will be completed this year and on the westside, VAA is working with Peninsula Streams, the District of North Saanich, and the Town of Sidney. Town of Sidney has also reached about for an evaluation on another restoration project for Kelset Creek. Some initial assessments have been completed, and the section of Kelset Creek that's on the airport shows a lot of success with creek restoration and more work will be undertaken this year.

The President and CEO added that VAA has focused on restoration of those creeks for a number of years to bring back the fish populations. VAA is dedicated to this work, and it is an important pillar in our sustainability and environmental focus.

A former member of the board of directors commended VAA on its continued fine operation of the airport. He noted that earlier it had been mentioned that space was an issue and enquired if VAA would finally be looking at a parking structure and moving the rental car location across the street to free up space and reduce the walking distance?

The President and CEO advised that VAA was looking at a number of things. We are looking at how we can expand the terminal building to accommodate the bag screening and all its requirements and what that pinch-point means for us because it can be a real challenge for the airlines and their ground handlers. We are looking at how we can improve the passenger screening checkpoint and current space and accessibility concerns. There are a number of pinch-points that could be solved with a parking structure. The senior management team has been working with a consultant to review our Master Plan and map out what problems we actually have and what are we trying to solve. Hopefully by the end of this year, or early next year will be able to speak more about future plans as Victoria International Airport is on the cusp of some really exciting growth, whether it be in parking structures, or whether it is moving passengers through the terminal building.

A member of the public asked how VAA uses competitive pressures of the other airports on the island such as Nanaimo, Comox or Campbell River, all have interesting flight paths that are not too dissimilar to what we have here with south-bound flights.

The President and CEO advised that she does not think it is a big issue. They have their own catchment areas and market that they serve. Victoria International Airport is in the capital, and we have to serve the needs of British Columbia, of the Legislature. This will always put us in a favourable position, but there is definitely still room for the other airports. It is an important part of who people up island are able to move to where they need to go. For us in the southern part of Vancouver Island, and for the capital region, we are very strong in our potential market, and the airlines are paying attention to that. We just need to get above the fray of all the other competing airports, and when I talk about competing airports, I'm not thinking about those on the island, but of other airports in Canada, or just south of the boarder. For example, Alaska Airlines can put their aircraft into a number of markets, not just here. So, we need to make sure that we have a very strong business case with a specific focus on building our services and ensuring we have the data we need to track those airlines.

There were no questions or further comments from the public.

8. Concluding Remarks

The CEO expressed her gratitude to participants for attending the meeting. She thanked the Board of Directors for attending, and then thanked the VAA team members for their attendance and for hosting a great reception display showcasing some of what it is we do every day.

9. Adjournment

There being no further business, the meeting was adjourned at 7:01 PM.