



**Beyond, Every Day.**

Mail: PO Box 23750, Airport Postal Outlet  
*Richmond, BC V7B 1Y7 CANADA*

**MINUTES OF REGULAR MEETING**

<b>Aeronautical Noise Management Committee (ANMC)</b>
Thursday 7 December 2017 - 1:00PM Vancouver International Airport, Link Boardroom 1

**Those in attendance were:**

- |                        |                  |   |
|------------------------|------------------|---|
| <b>A/ Chairperson:</b> | Mark Cheng       | Supervisor Noise Abatement & Air Quality, YVRAA |
| <b>Secretariat:</b>    | Rachel Min       | Environmental Analyst, YVRAA                    |
| <b>Admin Support:</b>  | Cathy Pham       | Administrative Assistant, YVRAA                 |
| <b>Participants:</b>   | Ihsan Malik      | City of Richmond (citizen representative)       |
|                        | Gary Abrams      | City of Richmond (citizen representative)       |
|                        | Meg Brown        | City of Vancouver (citizen representative)      |
|                        | Ron Sorensen     | City of Surrey (citizen representative)         |
|                        | Alena Straka     | City of Vancouver (staff)                       |
|                        | Joan Caravan     | City of Richmond (staff)                        |
|                        | Paula Kolisnek   | City of Delta (staff)                           |
|                        | Craig MacFarlane | City of Surrey (staff)                          |
|                        | Don McLeay       | National Airlines Council of Canada (NACC)      |
|                        | Terry Hiebert    | Float Plane Operators Associate                 |
|                        | Greg Dansereau   | NAV CANADA – Vancouver Area Control Centre      |
| <b>Guests:</b>         | Kirk Strachan    | NAV CANADA – Vancouver Area Control Centre      |
|                        | Brett Patterson  | Director Engineering Projects, YVRAA            |
|                        | Jody Armstrong   | Communications Specialist, YVRAA                |
|                        | Kyle Galbraith   | Manager Air Service Development, YVRAA          |

Next ANMC Meeting: <b>28 March 2018</b>	
<b>Rachel Min</b>	<b>19 December 2017</b>
Secretariat Signature	Date

## 1.0 INTRODUCTIONS AND ADOPTION OF AGENDA

Mark Cheng welcomed members and guests and reviewed the meeting agenda.

Mark advised the minutes of ANMC meeting on 15 June 2017 was finalized and posted on the YVR website ([www.yvr.ca](http://www.yvr.ca)). There were no follow-up action items identified from the minutes.

## 2.0 YVR GROWTH PROJECTION

Mark introduced Kyle Galbraith, who was invited to the meeting to present information on current and forecasted growth at YVR.

As background, air services between two nations are negotiated by respective governments through bilateral agreements. These agreements regulate the number, type, and capacity of air services between the two countries.

In 2006, the Government of Canada adopted the Blue Sky policy to promote connectivity between all Canadian regions and the world. The policy seeks to negotiate reciprocal Open Skies-type bilateral agreements with countries whenever it is in the overall best interest of Canada.

At a local level, the Airport Authority has seen growing public and corporate interest for more direct routes and services from YVR. In the past, airlines would undertake the initiative to identify markets and destinations, and would then approach airports to introduce new routes. This process has evolved and now airports and destinations are taking the initiatives to work jointly with the airlines to implement new services. As such, airports have taken a greater role and have become more proactive in securing flight services.

To respond to demands, the Airport Authority works closely with local stakeholders (e.g. tourism associations), airlines and the Government of Canada to secure new routes of interest.

Through changes in policy, introduction of new routes, increasing load factors, and aircraft seating densification, YVR has experienced exponential growth in passengers the past few years. In 2016, YVR served a record of 22.3 million passengers, which was approximately a 10% increase compared to 2015. The passenger forecast for 2017 is projecting further growth compared to 2016.

While passenger numbers have increased substantially, the number of aircraft movements has not increased at the same rate. The number of aircraft movements on the runways in 2016 (approximately 280,100) is less than the peak traffic year of 1998 (approximately 325,500). This is attributed to airlines becoming more strategic with investments in larger more efficient aircraft to maximize higher load factors on each flight.

In addition to growing YVR as hub airport between Asia and Americas, other priority markets include Europe, the South Pacific, and Latin America.

Looking ahead to 2018, Kyle discussed the following new services:

Sector	Carrier	Destination	Frequency/Detail	Launch Date	Operation
Domestic	Flair Air	Edmonton	8x weekly	Dec 2017	Mid-day
	Flair Air	Kelowna	4x weekly	Dec 2017	Mid-day
Asia Pacific	Air Canada	Melbourne	4x weekly, year round	June 2018	Evening
	Air Canada	Delhi	4x weekly, Seasonal (increase)	June 2018	Evening
Europe	Air Canada	London Heathrow	Double Daily (Additional)	June 2018	Afternoon
	Air Canada	Paris	4X weekly, Summer	June 2018	Mid-day
	Air Canada	Zurich	3X weekly, Summer	June 2018	Mid-day
Latin America	Interjet	Mexico City	4x weekly, year round	November 2017	Evening
	InterJet	Cancun	4x weekly, year round	November 2017	Morning
	WestJet	Mexico City	3x weekly, year round	March 2018	Morning

### 3.0 AIRSIDE CONSTRUCTION PROJECTS

Brett Patterson provided a high level overview of the airfield capital projects that are currently planned for the years 2018-2020.

There will be a number of capital projects carried out on the airfield over the next three years to help sustain safe operations and to maintain assets.. Much of the work is sequenced to happen throughout the year to minimize impacts on aircraft operations.

Major planned work over the three year period includes:

- North Runway RESA (2018-2020)
- North Runway Rehabilitation and Overlay (2019-2020)
- Taxiway “L” Rehabilitation (2018-2019)
- Taxiway “V” and “H” Rehabilitation (2019)

Over the next few years, night time closures of the south runway will be minimized due to the number of major projects planned on the north runway and the north airfield. Once project details and timelines are known, the Committee will be advised of the schedule for irregular runway operations.

### 4.0 YVR AIRSPACE – NAV CANADA

Rachel Min introduced Kirk Strachan who was attending the meeting to present information on how NAV CANADA manages the airspace over the Lower Mainland. Kirk has been an air traffic controller for the past 25 years and is currently a Supervisor at the NAV CANADA Area Control Centre, located in the City of Surrey.

The YVR Terminal Control Unit (TCU) oversees the Vancouver terminal airspace and guides YVR departure and arrival aircraft. The YVR TCU consists of various control positions including: departure north; departure south; data; coordinator; arrival north (arrival high); low north (arrival low); arrival south; final approach monitor; and VTA.

Kirk presented information on the various arrival and departure routes from YVR during the runway 08 and runway 26 operations. The assignment of which arrival and departure route to use is dependent on the origin or destination airport.

Kirk mentioned the challenging nature of managing the Vancouver airspace due to the mountains to the north, the US airspace to the south, a diverse mix of traffic with a wide range of operating performance, the number of airports in the region, and restricted use airspace in the area.

The departure and arrival routes from YVR are designed to ensure a high level of safety in the busy complex airspace over the Lower Mainland.

## 5.0 NACC – ACTION PLAN UPDATE

Don McLeay provided an update on the progress towards emission reduction commitments contained in Canada's Action Plan to Reduce Greenhouse Gas Emissions from Aviation ("Action Plan").

As background, the Action Plan was created in 2012 by the aviation industry and Transport Canada and set a goal to achieve an average annual improvement in fuel efficiency at least 2% per year until 2020 from a 2005 baseline. A 2015 review of the Action Plan resulted in the parties of the Action Plan agreeing to evaluate progress against an international aviation community target to improve fuel efficiency by 1.5 percent per year until 2020 from a 2008 baseline. However, Canada will also continue to pursue and report against the 2012 aspirational goal to improve fuel efficiency of Canada's air carriers by 2 percent per year until 2020, from a 2005 baseline. Further background information on the Action Plan can be found in the ANMC meeting minutes from 14 June 2016.

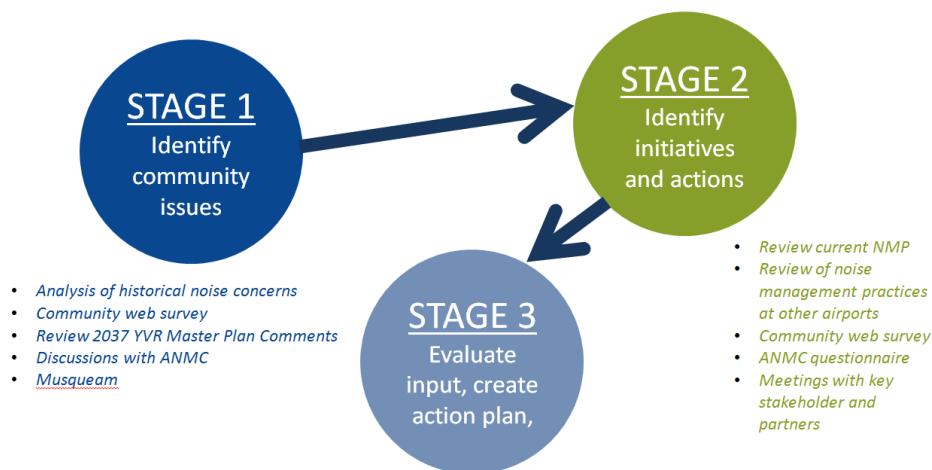
In 2016, NACC carriers (Air Canada, WestJet, Jazz, and Air Transat) achieved a total efficiency improvement of 2.78% compared to 2015, which yields to an average improvement of 1.5% per year compared to the 2005 baseline and an average improvement of 1.8% per year compared to the 2008 baseline. To help achieve further reductions, carriers will continue to invest billions to add newer and more fuel efficient aircraft to their fleets.

## 6.0 NOISE MANAGEMENT PLAN 2019-2023

Mark discussed the proposed work process for creating the new Noise Management Plan (NMP).

As background, the NMP is a requirement under the Airport Authority's ground lease with Transport Canada. It documents the structure of the YVR Aeronautical Noise Management Committee and aims to identify actions over a five-year period. The first NMP was created in 1994, and the Airport Authority has developed five NMPs since 1999. The current NMP expires at the end of 2018, and a new NMP will need to be developed for years 2019-2023.

Through continued engagement with the community and building upon best practices, the proposed process to create the new 2019-2023 NMP will follow three main stages as illustrated below:



The ANMC members, as key representatives of communities and communities of interest, will be engaged throughout the process to provide input and assistance, specifically on the following:

Stage 1	<ul style="list-style-type: none"> <li>• Review and assist with questions for web survey</li> </ul>
Stage 2	<ul style="list-style-type: none"> <li>• Review results of web survey and noise management practices report</li> <li>• Questionnaire to identify and suggest actions/initiatives</li> </ul>
Stage 3	<ul style="list-style-type: none"> <li>• Input on evaluation criteria</li> </ul>

Mark advised that updates will be provided at the regular ANMC meetings in 2018, and that much of the work with the ANMC members would be accommodated via email.

A draft plan is anticipated towards the end of summer when ANMC members will be provided an opportunity to review, following which it would be presented to the Airport Authority executive and the Board, before submission to Transport Canada at the end of 2018.

## 7.0 2017 REPORT

Rachel reviewed the Q4 report. Between 1 January and 30 November, the Airport Authority received 1,256 noise concerns from 241 individuals. This is a 27% decrease in the number of noise concerns and a 16% decrease in the number of individuals compared to the same period in 2016. 62% (n=776) of the total concerns were received from 3 individuals.

## 8.0 OTHER BUSINESS

### 2018 MEETING SCHEDULE

Mark advised the tentative dates for ANMC meetings in 2018 are: 28 March; 14 June; and, 6 December. Depending on the work progress on the NMP, the dates may change or an additional meeting may be added.

### 2017 ANNUAL NOISE REPORT

Rachel advised that the 2017 Annual Noise Report would be generated in the same format as in previous years. Rachel also offered to create community specific reports for the city and citizen representative if interested. The citizen representative from the City of Richmond and staff from the City of Vancouver requested a report for their communities.

## MEETING ADJOURNMENT

Mark thanked members for their attendance and contributions. The meeting was adjourned at 3:30 PM.