



## VANCOUVER AIRPORT AUTHORITY

### MINUTES OF REGULAR MEETING

#### Aeronautical Noise Management Committee (ANMC)

Thursday 15 September 2022 - 1:00PM  
Online – Via Microsoft Teams

#### In Attendance:

<b>Chair:</b>	Wendy Avis	Acting Director, Climate and Environment – YVRAA
<b>Secretariat:</b>	Rachel Min-Brown	Environmental Analyst – YVRAA
<b>Participants:</b>	Karen Montgomerie	Staff Representative – City of Richmond
	Erin Newman-Renwick	Citizen Representative – City of Vancouver
	Meg Brown	Citizen Representative – City of Vancouver
	Karen Wong	Staff Representative – City of Vancouver
	Paula Kolisnek	Staff Representative – City of Delta
	Ron Sorensen	Citizen Representative – City of Surrey
	Hugh Campbell	Staff Representative – City of Surrey
	Don McLeay	National Airlines Council of Canada
	Dave Schneider	Manager, Airside Operations – YVRAA
	Mary Point	Manager, Indigenous Relations - YVRAA
	Mark Cheng	Supervisor, Noise Abatement & Air Quality – YVRAA
<b>Guests:</b>	Jonathan Bagg	Director, Stakeholder & Industry Relations – NAV CANADA
	Fred Gagnon	Manager, Vancouver Tower & Terminal – NAV CANADA
	Peta Wolmarans	Director, Planning – YVRAA
	Scott Whitehurst	Manager, Program Delivery – YVRAA

## 1.0 WELCOME AND ADOPTION OF AGENDA

Wendy Avis welcomed attendees and guests and introduced the following new ANMC members: Erin Newman-Renwick (Citizen Representative for the City of Vancouver); Karen Wong (City of Vancouver staff representative (interim)); and, Karen Montgomerie (City of Richmond staff representative). The following staffing changes at YVR was also noted - Marion Town has stepped away from the Airport Authority, and Wendy has taken on the role of Acting Director, Climate and Environment.

Wendy also provided an update on passenger traffic at the airport. YVR has seen an increase in passengers in the past few months, primarily associated with domestic and US travel. However, the surge in demand for air travel after two years of significant reduction due to COVID-19 has resulted in some challenges at airports, including at YVR. The Airport Authority is working diligently with our business partners to address the challenges associated with the new realities of air travel.

## 2.0 AIRFIELD PROJECTS AND LAND USE PLAN UPDATES

Dave Schneider from YVR Airside Operations provided an update on the north runway Runway End Safety Area (RESA) project, and Peta Wolmarans from YVR Planning provided updates on recent approved changes to the airport's land use plan.

### RESA Project

RESAs are specialized areas at the end of runways that protect passengers and reduce the severity of damage to an aircraft in the unlikely event of an overrun or undershoot. Under Transport Canada regulations, a minimum of 150m RESA will be required by 2025.

YVR proactively initiated a phased construction project to build RESAs on all runways starting with the south runway in 2015. RESAs were completed on our South and Crosswind Runways in 2017. In 2018, work began on RESAs for the north runway, which is now near completion with full instrument capabilities to be restored shortly. There will be no changes to how the runway is operated after the work is completed. Dave also advised that airfield construction plans for 2023-2024 are currently being reviewed. Once the plans are finalized, further updates will be provided to the ANMC.

### Changes to the Airport's Land Use Plan

The Airport Authority creates the airport's Master Plan every 10 years per the ground lease requirement with Transport Canada. As part of the Master Plan, the Land Use Plan is updated and approved by the Minister. The last Land Use Plan was updated and approved in 2018 during a time when the airport was experiencing rapid growth. Accordingly, the Land Use Plan protected a large area for future terminal expansions and a potential third parallel runway.

Due to the significant impact caused by the global pandemic, and while post-pandemic traffic and revenue forecast remain uncertain, the airport has seen increasing demands for cargo and other airside developments. To better align ourselves with the new business realities and priorities identified in our Strategic Plan, the Land Use Plan was reviewed and amended to accommodate developments on lands previously designated as airside to

provide a platform for growth industries that are integral to YVR's aviation business and advancing our sustainability goals. These amendments were reviewed and approved by Transport Canada. The Committee will be updated and engaged as more information becomes available on specific development plans that may have a noise impact on the surrounding communities.

### 3.0 NAV CANADA VANCOUVER AIRSPACE MODERNIZATION PROJECT (VAMP) UPDATE

Jonathan Bagg from NAV CANADA provided updates on the Vancouver Airspace Modernization Project (VAMP) and plans for public consultation.

NAV CANADA, the air navigation service provider in Canada, is currently undertaking a multi-year project to modernize the airspace over the Greater Vancouver Region and Southern Vancouver Island. This project will result in new arrival flight paths for several airports in the region, including YVR.

The key driver of the project is to enhance aviation safety for current operations and ensure the airspace structure can safely accommodate the future demand and growth of aviation in the region. While the timeline of this project was impacted by the pandemic, the project team has started to make good progress, and it is anticipated that public consultation will likely start later in the fall.

Jonathan advised there will be community consultation sessions for various locations across Metro Vancouver and sought the ANMC's view on in-person consultation sessions. Communities will be notified about the consultation process, and further details will be made available through various channels including news media, social media, mail, and newsletters. Information packages will also be available on the NAV CANADA website.

Further updates will be provided to the ANMC prior to the start of public consultation.

### 4.0 QUARTERLY REPORT SUMMARY

Rachel presented a summary of noise concerns received between January and August 2022. During this period, a total of 1,736 concerns were received from 96 individuals – with 93% of the total concerns registered by two individuals.

The ANMC also reviewed and discussed an email received from two residents of the Bridgeport area in the City of Richmond. The residents requested that their email be shared with the ANMC, which outlined their concerns about the reporting of noise complaints and aircraft operations over the Bridgeport area. Following the meeting, the Noise Management staff provided a response to the residents based on discussion and feedback from the ANMC.

### 5.0 OTHER BUSINESS

#### a) Next Noise Management Plan

The work continues to develop a process for creating the next Noise Management Plan. The ANMC will be provided with further updates at the next meeting.

**b) Meeting of Canadian Airports and Envirosuite**

Envirosuite, the vendor of the airport's Aircraft Noise and Operations Monitoring System, hosted a user forum for their Canadian airports on September 6-7 at YVR. This forum provided a great opportunity to connect with our counterparts at other Canadian airports to share information on noise management activities and emerging issues at each airport.

**c) Q4 Meeting Date**

ANMC members were advised that the Q4 meeting date has been changed to November 24, and some members expressed interest in hosting an in-person meeting in the near future. A survey will be prepared and sent out to members, soliciting input on future meeting formats.

**MEETING ADJOURNMENT**

Wendy thanked members for their attendance and adjourned the meeting at 3:10 PM.

<b>Next Regular ANMC Meeting: November 24, 2022</b>
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