



VANCOUVER AIRPORT AUTHORITY

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee (ANMC)
Thursday, 7 September 2023, 1000 – 1100H Hybrid: Aylmer Road Complex Room E106 and Online (Microsoft Teams)

In Attendance:

Chair:	Wendy Avis	Director, Climate and Environment – YVRAA
Secretariat:	Lionel Leong	Environmental Analyst – YVRAA
Participants:	Erin Newman-Renwick	Citizen Representative – City of Vancouver
	Tracy Adole	Citizen Representative – City of Vancouver
	Lesley Fordham	Staff Representative – City of Vancouver
	Howard Jampolsky	Citizen Representative – City of Richmond
	Kevin Eng	Staff Representative – City of Richmond
	Paula Kolisnek	Staff Representative – City of Delta (online)
	Lee-Ann Blake-Pizon	Director, Regulatory Affairs – NACC (online)
	Mary Point	Director, Indigenous Relations – YVRAA
	Mark Cheng	Supervisor, Noise Abatement & Air Quality – YVRAA
Guest:	Ian Giesbrecht	Manager, Stakeholder & Community Engagement – NAV CANADA (online)

1.0 WELCOME AND ADOPTION OF AGENDA

Wendy Avis welcomed the attendees and acknowledged the traditional and unceded territory of the Musqueam Nation on which the Airport operates. The following new committee members and guest were introduced:

- New member Lee-Ann Blake-Pizon, Director of Regulatory Affairs at the National Airlines Council of Canada.
- New member Kevin Eng, Senior Planner at the City of Richmond, returning to the ANMC as an interim staff representative.
- Ian Giesbrecht, Manager of Stakeholder and Community Engagement, NAV CANADA, guest speaker.

The following staffing updates for the YVR Climate & Environment team were noted:

- Wendy has accepted the permanent Director, Climate & Environment role. Wendy had been acting in the capacity since last year.
- Brenden McBain will be taking on the role of Manager, Climate & Environment and will have oversight of the noise management program.
- Yeganeh Asadian will be joining the team in the role of Manager, Climate & Environment.
- The team is also looking to fill a Senior Environmental Specialist and Archaeologist position.

2.0 AIRPORT UPDATES

Wendy provided an update on YVR operations year to date (YTD), comparing the July YTD data for 2023 and 2022. Increases in passenger traffic was observed in all sectors, with the strongest increase coming from the Asia-Pacific (+145%) and Transborder (+60%) sectors. While aircraft movements increased 12% over 2022, passenger traffic increased by 45%, suggesting flights were operating with high load factors.

Three noteworthy updates were provided. Firstly, the YVR Resiliency Plan was released in April and includes 25 action items to better support passengers during major weather events. This plan follows a comprehensive After-Action Review of the 17 – 28 December 2022 travel disruption at YVR, as well as direct feedback from over 1,500 passengers and members of the public. A \$40 million action plan will add new staff, improve training, better leverage technology, increase communication, and invest in additional equipment to keep more aircraft moving and passengers well-informed.

Secondly, the Musqueam Gathering Place, located in the arrivals area of the Domestic Terminal Building was dedicated on August 9, the United Nations International Day of the World's Indigenous Peoples. This space showcases the culture and traditions of the Musqueam People, and includes a 30-foot ocean-going canoe crated from a 600 year-old red cedar log by master carvers using traditional skills passed down through generations.

Thirdly, in July, YVR was awarded Level 1 for Customer Experience Accreditation by the Airports Council International (ACI) and is the largest airport in Canada to receive this rating. The award recognizes our understanding of customer expectations and its focus on delivering the best possible experience to passengers and the community.

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

Ian Giesbrecht advised that following the robust public consultation undertaken in late 2022/early 2023, NAV CANADA continues to evaluate the valuable feedback provided by communities regarding the proposed airspace changes around Metro Vancouver and Southern Vancouver Island.

While a public consultation report was initially anticipated for Spring 2023, the review work is still underway, and the consultation report will be issued when this work is completed. NAV CANADA remain committed to taking the time necessary to fully consider the feedback

received and to deliver an optimal airspace design that supports safe operations and long-term growth in demand for air travel in the region and mitigate noise where feasible.

4.0 CONCERNS - 2023 YEAR-TO-DATE

Lionel Leong reviewed the noise concerns received between January to mid-August.

A small number of individuals continue to register a high number of concerns. Excluding the concerns from these small number of individuals, concerns related to changes in runway operations associated with the South Airfield Rehabilitation Project (SARP) resulted in a 13.5 x increase in the number of concerns and an 11.1 x increase in the number of individuals from Vancouver when compared to the same period in 2022.

For Richmond, the number of concerns doubled compared to the same period in 2022, and the number of individuals increased by 1.7 x. The SARP is scheduled from April to November 2023, and details of this project and its effects are discussed in the next Agenda Item.

Burnaby and the Tri-Cities (comprising Coquitlam, Port Moody, and Port Coquitlam) have historically submitted few concerns. This year, 36 concerns from 35 individuals were received specifically about VAMP. As well, likely due to increased awareness of airspace use from consultations around VAMP, other concerns from these municipalities have erroneously attributed current aircraft operations to VAMP.

Compared to the same period in 2022, Delta saw an approximately 30% decrease in the number of concerns and number of individuals.

Regarding YVR's noise monitoring network, NMT#13 located off Ferguson Road on the north side of the airport is currently pending relocation due to future land development in the area. NMT#10 located at David Lloyd George Elementary in Marpole will be relocated to a different structure at the same site.

5.0 SOUTH AIRFIELD REHABILITATION PROJECT (SARP)

Lionel advised that the project is scheduled for April to November 2023, and highlighted the extensive work needed as some elements of the airfield have reached the end of their service life. Scope of work includes significant upgrades, resurfacing work, and sustainability enhancements to our South Runway and connecting taxiways. Access to the South Runway and taxiways is required, resulting in increased use of the North Runway for both arrivals and take-offs during the day and night, as well as a different jet run-up location, located near Taxiway Hotel on Runway 31.

Community outreach was done through online messages and social media, as well as postcards targeting neighbourhoods in parts of North Richmond and South Vancouver. In addition, a midsummer project update was distributed to the community via email and was well-received.

The following are our efforts to minimize the noise during the project:

- Subject to wind conditions and safety, our published Noise Abatement Procedures states a preference for take-offs to the west during calm wind conditions (tailwind less than 5-knots). This strives to place the noisiest aircraft operation (take-offs) over the water and away from populated urban areas whenever possible.
- We have worked with NAV CANADA to have some departing aircraft, when taking-off to the east, climb to a higher altitude before making their turn to the North when safety and weather conditions allow. This has reduced aircraft overflights and noise for several neighbourhoods to the North of the airport.

Work on Taxiway Lima, a significant artery connecting the Main Apron to the west end of the South Runway, was completed returned to operational service on 24 July. This resulted in a significant reduction of take-offs on the North Runway during the daytime. Overall, use of the North Runway for departures reduced from over 80% to less than 20% since Taxiway Lima was returned to service.

A significant archaeological find was made in the project area in August, and a voluntary work stoppage was made. An assessment of the site was conducted in close collaboration with Musqueam. Work resumed on August 22, with nightly closures of the South Runway scheduled from 9pm – 7am, Sunday to Friday, for the remainder of the project duration.

6.0 BILL C-52

Mark Cheng provided an overview of the Bill which was tabled by the Liberal Government for first reading on June 20 before the House adjourned for the summer. A second reading is anticipated sometime when the House resumes on September 18, and exact timing will be based on the Government's fall legislative priorities.

The legislation establishes various information reporting requirements and sets out community and public consultation processes concerning aircraft noise and the specific role of the noise committee – especially around flight path changes and establishes a formal role for the Canadian Transportation Agency in overseeing noise complaints tied to flight path changes.

We are in the process of discussing the noise elements of the legislation with other airports and the Canadian Airports Council. We will then formulate our position statements and determine how best to respond.

Committee members were invited to contact Mark if they had any questions or comments about the Bill.

Mark noted that work to review the ANMC's Terms of Reference was paused due to the introduction of the Bill, but we plan to continue the review in the fall once we have a better sense of the priorities of the Government and the new Minister of Transport.

MEETING ADJOURNMENT

Wendy thanked the attendees for their time and adjourned the meeting at 1100H. In-person attendees were later provided an airside tour starting at 1215H.

Next Regular ANMC Meeting: December 7, 2023