



## VANCOUVER AIRPORT AUTHORITY

### MINUTES OF REGULAR MEETING

#### Aeronautical Noise Management Committee (ANMC)

Thursday 24 November 2022 - 1:00PM

Online – via Microsoft Teams

#### In Attendance:

**Chair:** Wendy Avis Acting Director, Climate and Environment – YVRAA

**Secretariat:** Rachel Min-Brown Environmental Analyst – YVRAA

**Participants:** Arvind Sharma Citizen Representative – City of Richmond  
Karen Montgomerie Staff Representative – City of Richmond  
Erin Newman-Renwick Citizen Representative – City of Vancouver  
Meg Brown Citizen Representative – City of Vancouver  
Lesley Fordham Staff Representative – City of Vancouver  
Paula Kolisnek Staff Representative – City of Delta  
Ron Sorensen Citizen Representative – City of Surrey  
Morgan Guerin Musqueam  
Don McLeay National Airlines Council of Canada  
Terry Hiebert Float Plane Operators Association  
Dave Schneider Manager, Airside Operations – YVRAA  
Mark Cheng Supervisor, Noise Abatement & Air Quality – YVRAA

**Guests:** Chris Csatlos NAV CANADA  
Beth Henschel Director, Airside Operations – YVRAA  
Melanie Belanger-Finn Communications Specialist – YVRAA

## 1.0 WELCOME AND ADOPTION OF AGENDA

Wendy Avis welcomed attendees and introduced the following new ANMC member and guests: Lesley Fordham (New Staff Representative for the City of Vancouver); Chris Csatlos (Manager Stakeholder and Community Engagement, NAV CANADA); Beth Henschel (Director Airside Operations, YVRAA); and, Melanie Belanger-Finn (Communications Specialist, YVRAA).

## 2.0 YVR UPDATES

Wendy provided an update on passenger traffic at the airport. YVR saw a surge in passenger volume in the summer months, primarily in the domestic and transborder sectors. Approximately 18 million passengers are expected to travel through YVR by the end of 2022 in contrast to 7 million passengers forecasted at the beginning of the year.

## 3.0 2023 AIRSIDE PROJECTS

Beth Henschel and Dave Schneider from YVR Airside Operations shared information on the 2023 airfield construction program, and Melanie Belanger-Finn from YVR Communications provided a high-level overview of the supporting communications plan.

In 2023, the airfield projects will focus primarily on the south airfield to ensure continued safe operations at the airport, state of good repair, and optimization of our airfield assets. It will also ensure that the south airfield is in good condition to accommodate future work planned for the north runway. Some of the main work will include concrete panel replacements on the south runway and an overlay of Taxiway Lima, which is the main taxiway that connects the west end of the south runway to the main apron.

The 2023 airfield projects are planned over a 12-14 week period, and it will require night-time closures of the south runway, six nights a week during this period. When the south runway is closed at night, all departures and arrivals will be moved to the north runway. Additionally, during the day hours, when Runway 08 is active, the north runway will be used primarily for departures and the south runway will be used primarily for landings. This is due to the work on Taxiway Lima that will restrict access to the west end of the runway. This planned way of operating the north runway during the project period is entirely consistent with the Minister of Transport's operating commitments and exemptions.

\*\* Update: The planned airside work for 2023 was re-evaluated by the project team after the meeting, and the south runway will be closed 6 nights a week (Sunday – Friday nights) between April and September.

Understanding there will be operational and community noise impacts, YVR is committed to open, transparent, and timely communications with stakeholders and communities. Melanie Belanger-Finn advised that information about the airfield projects, timelines and impacts will be shared with neighbouring communities and general public through community meetings, the YVR website, YVR social medial channels, and the news media. ANMC members were invited to provide suggestions and input on communication content as well as other communication channels that may be useful to use.

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

Chris Csatlos from NAV CANADA provided background information and updates on the Vancouver Airspace Modernization Project (VAMP).

NAV CANADA is a private, non-share capital company that provides air navigation services in all Canada. Safety being the top priority of what they do, NAV CANADA is undertaking a multi-year project to modernize the airspace over the Greater Vancouver and Southern Vancouver Island region to ensure a continued high level of safety and efficiency. The key objective is to enhance safety and to modernize airspace by introducing new procedures based on current design standards and modern satellite-based technologies to ensure the airspace structure meets current and future demands while reducing environmental impacts such as noise and GHG emissions.

The project will result in new approach procedures and routes for YVR, including the addition of satellite-based procedures known as Required Navigation Performance Authorization Required (RNP AR). By using aircraft's flight management system and satellite positioning, RNP enables aircraft to fly a highly precise and predictable flight path. As a result, it provides an opportunity for a more efficient route by reducing the flight distance and associated GHG as well as a quieter approach by allowing continuous descent operations on a reduced engine setting.

There will be no changes to routes and procedures used by YVR departing aircraft and aircraft operating under Visual Flight Rules. The project will also not change any of the published Noise Abatement Procedures for YVR.

Chris shared the proposed arrival routes with the ANMC. These routes are designed to meet strict Transport Canada design criteria while incorporating as much noise mitigation as possible where technically feasible. However, it is not possible to create new routes that completely avoid over-flights of residential areas due to the specifications of the design criteria, local geography of the region, and complexity of the airspace.

When implemented, some communities may observe changes to air traffic patterns associated with YVR arrival aircraft over their areas. As a result, NAV CANADA, with support from YVR, is undertaking public consultations to ensure communities can learn about the project and provide an opportunity for input on the proposed changes.

Public consultation period will run from December 6, 2022 to February 3, 2023. Detailed information on the proposed changes as well as information on how residents can get involved will be made available on the NAV CANADA website on December 6 ([www.navcanada.ca/VAMP](http://www.navcanada.ca/VAMP)). There will be a series of open houses at various locations across the Lower Mainland as well as online information sessions available for residents to attend, and advertisements will be placed in local newspapers as well as through NAV CANADA and YVR social media platforms.

## 5.0 NOISE MANAGEMENT PLAN

Mark Cheng provided background information on the Noise Management Plan (NMP) and updates on creating the next NMP.

The NMP is a requirement under the long-term ground lease with the Federal Government. It serves to document the structure of the noise management program and identifies work focus areas and action items. The first NMP was created in 1994, and the current Plan covers the years 2019 to 2023.

As the current NMP ends at the end of next year, YVR Noise Management staff have been reviewing the process and timing for the next NMP. At the 2022 Q1 meeting, ANMC members were asked for their input on studies or background information they would like to see collected to prepare for the new NMP. Subsequent discussions were hosted by YVR Noise Management staff and other key departments and individuals within YVR.

Based on these discussions and input received, the work to create the new NMP will be deferred by one to two years given the many challenges and unknowns facing the aviation industry as well as to have the next NMP better align with other key plans at YVR such as Master Plan, Strategic Plan, and Environmental Management Plan. The deferral will also hopefully help better gauge how the industry recovers from the pandemic and what the future of air traffic at YVR will look like.

In the interim period between the two NMPs, YVR Noise Management staff will focus efforts on supporting NAV CANADA in the implementation of VAMP and completion of the major airside projects. In addition, the Airport Authority will remain open to receiving and considering any initiatives that ANMC members might have.

## 6.0 QUARTERLY REPORT SUMMARY

Rachel Min-Brown presented a summary of noise concerns received between January 1 and November 15, 2022. During this period, a total of 2,069 concerns were received from 120 individuals – with 92% of the total concerns registered by two individuals.

## 7.0 OTHER BUSINESS

### a) 2023 Meeting Dates

The proposed meeting dates for 2023 are March 9, September 14, and December 7.

### b) ANMC Survey

As discussed at the Q3 meeting, a survey was prepared and sent out to solicit input on the 2023 meeting format. ANMC members were reminded to complete the survey if they have not done so yet.

## MEETING ADJOURNMENT

Wendy thanked the members and guests for their attendance and adjourned the meeting at 2:45 PM.

**Next Regular ANMC Meeting: March 9, 2023**