



VANCOUVER AIRPORT AUTHORITY

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee (ANMC)
Thursday 16 April 2020 - 1:00PM Online – Via Microsoft Teams

In Attendance:

Chair:	Marion Town	Director, Environment – YVRAA
Secretariat:	Lionel Leong	Noise Information Officer – YVRAA
Admin Support:	Michael Ferguson	Administrative Assistant, Environment – YVRAA
Participants:	Arvind Sharma	Citizen Representative – Richmond
	Ivan Yichen Ma	Citizen Representative – Richmond
	Ron Sorensen	Citizen Representative – Surrey
	Meg Brown	Citizen Representative – Vancouver
	Paula Kolisnek	City of Delta
	John Hopkins	City of Richmond
	Hugh Campbell	City of Surrey
	Alena Straka	City of Vancouver
	Terry Hiebert	Float Plane Operators
	Don McLeay	NACC
	Fraser McKinnell	Transport Canada
	Terry Cruse	NAV CANADA
	Pascal Larochelle	NAV CANADA
	Jennifer Aldcroft	Manager, Environment – YVRAA
	Mary Point	Manager, Indigenous Relations – YVRAA
	Mark Cheng	Supervisor, Noise Abatement & Air Quality – YVRAA
Guests:	Jonathan Bagg	NAV CANADA
	Rachel Min-Brown	Coordinator, Airline Client Relations – YVRAA

1.0 WELCOME AND ADOPTION OF AGENDA

Marion Town welcomed attendees to the on-line meeting and reviewed the meeting agenda. The following individuals were identified as first-time attendees or guests:

- Ivan Ma – Citizen Representative, Richmond
- Jonathan Bagg – NAV CANADA (Stakeholder & Industry Relations)
- Pascal Larochelle – NAV CANADA (Project Manager, Vancouver Airspace Modernization Project)

2.0 IMPACT OF COVID-19 ON AIRPORT OPERATIONS

Marion spoke about the significant effects of COVID-19 on YVR and referenced a video from Craig Richmond, President & CEO of Vancouver Airport Authority, detailing the impacts.

- As an economic generator in the region, this is the most significant challenge YVR has faced. Prior to the crisis, the Airport experienced a decade of growth, supported over 26,000 jobs on Sea Island, and over 100,000 across BC.
- The Airport is anticipating a significant decline of passengers this year – approximately 40-50%. The decline in passengers has impacted commercial tenants, who rely on passenger spending. A significant number of these tenants, which include retail and food & beverage, have temporarily closed while others have reduced their operating hours.
- The Airport anticipates more than 50% of the broader airport workforce to be laid off as a result of the pandemic.
- The Airport has put our multibillion-dollar capital construction program on hold – this includes the new parkade, international expansion and the Central Utilities Building, which is set to house one of Canada's largest geo-exchange systems.
- The Airport is doing everything in its power to support Sea Island business partners, as are the provincial and federal governments.

Marion advised that parts of the terminal, including Piers A and B, have been temporarily closed to consolidate operations into a smaller footprint. Critical cargo such as food and medical supplies continue to move through YVR.

All measures to protect the health of passengers, partners, and employees are being taken in alignment with the Public Health Agency of Canada (PHAC) as well as the provincial government of BC. Additionally, increased cleaning of the terminal, the promoting of physical distancing, and a temporary suspension of a range of customer care programs have been in effect.

3.0 2020 NOISE MANAGEMENT PROJECT UPDATES

Mark Cheng advised that project and program budgets were reviewed and reduced where possible due to the impacts of COVID-19 on the airport's business. The project to create noise management informational videos for the YVR website and the Noise Monitoring Terminal network expansion / hardware replacement project have been deferred; it is hoped these projects can be continued in 2021.

Both projects are related to initiatives in the 2019-2023 YVR Noise Management Plan and remain important to the Airport Authority. In the meantime, staff will continue to work on various parts of these projects to ensure there are no delays once budget approval is received and work can continue.

Marion added that while YVR is shutting down and deferring as many projects as possible, the Airport continues to conduct mandatory environmental and noise work. YVR is also actively considering how work might be done more efficiently after operations ramp up.

4.0 2020 OPERATIONS AND CONCERNS SUMMARY

Lionel Leong presented a summary of aircraft operations and concerns for the year 2019:

- In 2019, YVR accommodated approximately 331,440 aircraft movements (both runway and non-runway), which is a decrease of approximately 2.3% compared to 2018.
- Total passengers in 2019 was approximately 26.4 million, an increase of approximately 1.7% compared to 2018.
- While YVR experienced a significant increase in the number of concerns in 2019 (2,546) compared to 2018 (920), the number of individuals registering these concerns dropped from 250 in 2018 to 239 in 2019.
- Of the 2,546 complaints received in 2019, 64% (1,638) were received from three individuals. Two of these individuals live in Richmond and the third individual lives in South Surrey. Offers to meet with these individuals to discuss their concerns were declined.

5.0 QUARTERLY REPORT SUMMARY Q1 – 2020

Lionel presented information on noise concerns received during the first three months of 2020:

- 1,168 concerns were received in this period
- This represents a 450% increase compared to the 260 concerns received during the same period in 2019
- However, the number of individuals registering concerns decreased by 30% from 64 individuals in 2019, to 45 individuals in 2020.
- Of the 1,168 concerns received, 80% (931) were submitted by one South Surrey resident, who YVR has reached out to discuss their concerns in person but has refused offers to meet.

A Committee member asked if the reduced number of flights could lead to aircraft spreading out more and flying over different areas of the Lower Mainland. Mark explained that published flight procedures, including standard instrument departure and arrival procedures, have not changed due to COVID-19.

6.0 OTHER BUSINESS

- **Vancouver Airspace Modernization Project**

Jonathan Bagg provided a short update on the Vancouver Airspace Modernization Project. Despite the impacts of COVID-19 on the aviation industry, this project remains a corporate priority. The primary driver for the project is to enhance aviation safety and the project is proceeding albeit with some adjustments to its strategy and approach.

Preliminary meetings for airlines, operators, airports, and community officials were hosted in November 2019. A second round is planned for May 2020 using digital means, and a third round is anticipated for September 2020.

Broader public consultation – in alignment with the Airspace Change Communication & Consultation Protocol – is anticipated for late 2020 / early 2021. A date in June 2020 will be identified for NAV CANADA to brief the ANMC.

- **Supersonic Transport (SST) Aircraft – Proposed Certification Noise Levels**

Mark provided an update on a recently proposed rule from the US Federal Aviation Administration (FAA) regarding noise certification for SST aircraft. The proposed rule outlines takeoff, approach, and sideline noise certification values for SST aircraft during the subsonic phase of landing and takeoff.

The rule would be applicable to SST aircraft that have a maximum takeoff weight no greater than 150,000 pounds and a maximum operating cruise speed up to Mach 1.8. The proposed rule does not change the prohibition of supersonic flight over land in the US and is limited to establishing procedures and noise levels for subsonic operation of supersonic aircraft during landing and takeoff.

The FAA has proposed this rule because the current FAA noise certification regulations do not include standards for supersonic airplanes other than the Concorde. In its 2018 reauthorization, Congress directed the FAA to exercise leadership in the certification of civilian SST aircraft. Several US manufacturers have begun developing the next generation of supersonic airplanes and will require noise certification standards to proceed with design.

It is anticipated that new supersonic-capable aircraft may enter service in the mid to late 2020s. The FAA continues to work with the International Civil Aviation Organization (ICAO) to harmonize work on SST aircraft. The proposed rule was deposited in the federal registry on April 13, 2020 and is open for a 90-day period for comments.

- **City of Richmond - Council Update**

John Hopkins advised that an annual noise management update was provided to City Council by both city staff and ANMC citizen representatives. This update was provided at the City's General Purposes Committee meeting on March 16, 2020. The only question raised by Council was related to use of the north runway for departures as a means for reducing noise impacts on Central Richmond.

MEETING ADJOURNMENT

Marion thanked members for their attendance and continued contributions. The meeting was adjourned at 3:00 PM.

Next Regular ANMC Meeting: September 10, 2020

Lionel Leong

Secretariat Signature

Date