



VANCOUVER AIRPORT AUTHORITY

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee (ANMC)

Thursday 18 March 2021 - 1:00PM

Online – Via Microsoft Teams

In Attendance:

Chair:	Marion Town	Director, Climate and Environment – YVRAA
Secretariat:	Rachel Min-Brown	Environmental Analyst – YVRAA
Participants:	Arvind Sharma	Citizen Representative – City of Richmond
	Peter Whitelaw	Staff Representative – City of Richmond
	Meg Brown	Citizen Representative – City of Vancouver
	Alena Straka	Staff Representative – City of Vancouver
	Hugh Campbell	Staff Representative – City of Surrey
	Terry Hiebert	Float Plane Operators Association
	Don McLeay	National Airlines Council of Canada
	Blair Lewis	NAV CANADA
	Greg Down	NAV CANADA
	Terry Cruse	NAV CANADA
	Heather Pablico	Manager, Airside Operations - YVRAA
	Jennifer Aldcroft	Manager, Climate and Environment – YVRAA
	Mark Cheng	Supervisor, Noise Abatement & Air Quality – YVRAA
Guests:	Jonathan Bagg	NAV CANADA
	Frederic Gagnon	NAV CANADA
	Jason Jung	Manager, Air Service Development – YVRAA
	Nate Wong	Aviation Marketing Analyst – YVRAA
	Jody Armstrong	Communications Specialist – YVRAA
	Megan Batchelor	Senior Communications Specialist – YVRAA
	Melanie Belanger-Finn	Communications Specialist – YVRAA

1.0 WELCOME AND ADOPTION OF AGENDA

Marion Town welcomed attendees and guests to the online meeting and reviewed the meeting agenda.

Rachel Min-Brown advised the meeting minutes from the ANMC meeting on 3 December 2020 were distributed to members and are posted on the YVR website (www.yvr.ca). One of the items discussed at the meeting was to explore an online portal to share files with ANMC members. As discussed at the last meeting, planned work for 2021 includes a review and restructure of current materials available on the noise management section of the YVR website. As part of the work, noise management staff will engage with the YVR Information Technology department to discuss web tool options for online file sharing and storage and will report back to the ANMC.

2.0 YVR STRATEGIC PLAN

Marion provided an overview of the new YVR 2021 Strategic Plan.

Commercial aviation continues to face the impacts of COVID-19 travel restrictions with significant reductions in passenger demand and flight volumes. As the airport navigates through the pandemic and its resulting changes and impacts on air travel, the YVR 2021 Strategic Plan outlines how YVR will lay the groundwork for success, with the ability to test and adjust in anticipation for 2022 and beyond. The Plan is organized into six strategic focus areas:

- 1) **Strengthening the Core** – YVR will focus on optimizing organization efficiency and improving and maintaining existing infrastructure for safety, efficiency and sustainability. This will ensure YVR is operating with greater efficiency when passenger and flight volumes return.
- 2) **Financial Sustainability** – YVR will focus on improving profitability and financial resiliency in the medium and long term by identifying opportunities to diversify revenue sources to generate sufficient income to meet the airport's current and future operating obligations.
- 3) **Purpose Through People** – YVR will develop its workforce to ensure the right team with the right skills and attributes is in place to serve its purpose. YVR has also partnered with Vancouver Coastal Health to support the vaccine program. While doing so, YVR has created a program to provide temporary employment opportunities for YVR staff and other Sea Island partner staff who have been laid off due to the pandemic.
- 4) **Staying Ahead of COVID** – The airport is constantly evolving its response to the pandemic by adjusting the operations and piloting new initiatives, such as COVID rapid testing, data-sharing, and contactless processing. YVR will continue to plan in ways to improve passenger experience and operating efficiency as travel resumes.
- 5) **Climate** – Airports have an immediate and outsized role in reducing greenhouse gas (GHG) emissions. As YVR re-evaluates its business to create a solid foundation to move through COVID, YVR is focused on accelerating the airport's goal of eliminating carbon emissions by 20 years and aiming to be net-zero in 2030 versus the previous target year of 2050.

- 6) **Gateway to the New Economy** – The airport has an important role to play for the economic recovery and growth of the region. While YVR’s role as a connecting hub for Asia to America will continue, the airport’s role will also be aligned to the future growth and needs of the community and economy. As such, the focus will be to become the region’s Gateway to the New Economy.

3.0 UPDATES FROM AIR SERVICE DEVELOPMENT

Rachel introduced Jason Jung, Manager Air Service Development, and Nate Wong, Aviation Marketing Analyst, who joined the meeting to present information on the impacts of COVID-19 on passenger and cargo traffic, current trends and factors influencing return of air travel, and a forecast of 2021 activity.

In 2020, YVR handled 7.3 million passengers – this is a 72% decrease compared to 2019 due to the impacts of COVID-19 on air travel and passenger demands. Cargo was down by 19.8%, a more moderate decline than the passenger traffic due to the growth in e-commerce. Traditionally, majority of cargo at YVR is carried in the belly of passenger aircraft. However, because of the decrease in international wide-body services due to the pandemic, there was an increase in cargo carried on air freight integrators such as FedEx, UPS, and CargoJet. A number of airlines have also converted their passenger aircraft to operate as mini-freighters to transport cargo only.

The forecasts for passenger traffic demand at YVR continue to be significantly reduced in 2021 as the number of COVID-19 cases worldwide continue to rise and travel restrictions remain in many regions, including in Canada, to prevent further spread of the virus and its variants. In January and February 2021, there were fluctuations in traffic with approximately 4,480-14,700 passengers travelling through YVR each day. In comparison, for the same time period in 2020, approximately 65,000-75,000 passengers travelled through YVR each day. While vaccination efforts have provided a hope for recovery, we are unlikely to see a significant return in air travel until the majority of population has been vaccinated, not only in Canada but in other key markets as well. Based on current trends, YVR is forecasting as low as 2.3 million passengers in 2021.

As YVR continues to monitor trends and indicators for signs of recovery, regular updates will be provided to the ANMC.

4.0 NAV CANADA VANCOUVER AIRSPACE MODERNIZATION PROJECT UPDATE

Mark Cheng introduced Jonathan Bagg, Director Stakeholder and Industry Relations (NAV CANADA) to provide an update on the Vancouver Airspace Modernization Project (VAMP).

Jonathan advised that work on this project continues and public consultation will likely start in Fall 2021. NAV CANADA will lead the consultation process as the proponent of the change, using the Airspace Change Communications and Consultation Protocol as a guide for the consultation efforts. YVR will provide support during the process.

The Protocol was developed jointly by the Canadian Airports Council and NAV CANADA in 2015 at the direction of the Minister of Transport. It outlines communication and consultation requirements related to changes to the airspace. Since the adoption of the Protocol, NAV CANADA has conducted community outreach and consultations at a number of airports to support various levels of airspace changes.

At this time, a number of community consultations sessions are planned for several locations across Metro Vancouver. All sessions will likely be hosted virtually given the ongoing COVID-19 restrictions on public gatherings. NAV CANADA is looking at options for allowing residents to book one-on-one sessions with subject matter experts to answer questions and provide information about airspace changes over a specific area.

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 at the next meeting, or a special meeting may be organized depending on how work progresses over the next few months.

5.0 2020 YEAR END STATISTICS – AIRCRAFT OPERATIONS AND CONCERNS

Mark and Rachel presented a summary of aircraft operation and noise concern statistics for the year 2020. Highlights included:

- Aircraft traffic volume was significantly reduced in 2020 due to the impacts of COVID-19 on air travel.
- There were approximately 157,500 aircraft movements at YVR in 2020, which is a 52% decrease compared to 2019.
- The number of runway movements during the night-time hours (midnight – 6AM) decreased by 44% compared to 2019.
- When comparing the movements by aircraft type between 2020 and 2019, the biggest decline was observed in the narrow-body jet aircraft category.
- In 2020, a total of 2,808 concerns were registered by 107 individuals, which is a 10% increase in concerns but a 55% decrease in individuals compared to 2019.
- 92% of the total concerns were registered by three individuals.

The 2020 YVR Annual Noise Management Report will provide further statistics and analysis of operations and noise concerns. The report will be posted on the YVR website at the end of April. Once posted, the link will be shared with the ANMC.

During the December 2020 meeting, some ANMC members raised issues with the way in which complaint information is presented, in particular the high number of concerns received from a few individuals, despite the fact that the operations were in compliance with published procedures and regulations, and how these high volume of concerns skew the data and trends.

To look at how to best report on concerns from repeat individuals, noise management staff had discussions with other airports and reviewed reports from other airports in Canada, US, and Europe. Based on these discussions and review, it was determined that other airports use similar reporting practices where they report on the total number of concerns and individuals and separate concerns from repeat individuals. YVR currently reports on the total number of concerns and individuals and separates concerns from top three individuals for annual reporting.

YVR will continue to report on the total number of concerns and separate the concerns from the top three in the annual noise reports. Noise management staff will continue to monitor reporting trends at other airports and make necessary adjustment to reporting practices if required. The ANMC was agreeable to this approach and requested concerns from the top three individuals also be separated out in future quarterly ANMC reports.

6.0 NOISE MONITORING TERMINAL UPGRADE AND NETWORK EXPANSION PROJECT UPDATE

Mark provided an update on the project to upgrade the hardware at the existing 20 noise monitoring locations and expand the noise monitoring terminal (NMT) network through the addition on four new NMTs.

This project was planned to begin in 2020 but was deferred along with other capital projects due to the financial impacts of COVID-19. Throughout 2020, the Airport Authority continued discussions with the equipment vendor to revise the project submission, which was subsequently approved for 2021.

The initial project plan was to complete this project over a five-year period. The revised project plan has an accelerated schedule, and all upgrades and new installations are scheduled to be completed in 2021.

Three potential sites have been identified so far for additional NMTs – two of the units will be deployed in the City of Delta, and one unit will be installed at Musqueam Community Centre replacing the portable NMT that has been set up for a long-term monitoring exercise in Musqueam. The fourth site location is under review and likely be determined based on new routes associated with VAMP.

7.0 FAA NEIGHBOURHOOD ENVIRONMENTAL SURVEY RESULTS - BRIEFING

Mark provided a summary of the FAA Neighbourhood Environmental Survey (NES) results, which were recently released.

The Survey was conducted in 2015, and the objective of the survey was to collect information and update knowledge on the relationship between aircraft noise exposure and community annoyance to ensure the FAA's efforts to reduce the effects of aircraft noise exposure on communities are based on accurate and up-to-date information.

Current US noise policy is based on the annoyance research and scientific evidence collected in the 1970s. Based on this work, the Schultz Curve was developed illustrating the relationship between transportation noise exposure and community annoyance. The

Schultz Curve shows slightly over 10% of the population is highly annoyed at a transportation exposure level of 65 DNL¹. As a note, the 65 DNL is used to define compatible land uses around airport in the US. However, recent studies showed that aviation noise results in higher annoyance than other modes of transportation. Additionally, recent international social surveys have shown higher annoyance than what is reported on the Schultz Curve.

As part of the new Survey, 20 representative airports were selected and over 10,000 residents around these airports were surveyed. Based on the results, a new National Curve was developed and compared against the Schultz Curve. Key findings include:

- The new National Curve shows a substantial increase in the percentage of people who are highly annoyed by aircraft noise over the entire range of aircraft noise levels, including at lower noise levels.
- Using the 65 DNL value as an example, the Schultz Curve indicates slightly more than 10% of people are highly annoyed at that level of noise exposure, whereas the new National Curve indicates more than 60% annoyed at that level of exposure.

FAA is currently accepting public comments on the Survey. They have not indicated any policy changes at the time.

Further information on the survey and the public briefing recording can be found on the FAA website - https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/

8.0 QUARTERLY REPORT SUMMARY

Rachel presented a summary of noise complaints received between January 1 and March 3, 2021. During this period, 251 concerns were registered by 22 individuals, which is a 74% decrease in the number of concerns and a 41% decrease in the number of individuals compared to the same period in 2020. Of the 251 concerns, 229 (91%) were submitted by two individuals. There were no suspected violations of Noise Abatement Procedures reported to Transport Canada during this period.

9.0 OTHER BUSINESS

a) North Runway Departures to Reduce Delays

Mark advised of plans to review the use of the North Runway for departures during the day to reduce delay as air traffic recovers. The objective of this review is to ensure the airport is using the runway system in the most effective manner possible to support more efficient operations and help out airlines partner with their goals to reduce GHG emissions, while ensuring all operations comply with the Minister's restrictions for operations on the North Runway. Information will be presented to the ANMC when plans are developed.

¹ DNL stands for Day-Night Average Sound Level and is used to describe the cumulative noise exposure over a 24-hour period during an average annual day.

MEETING ADJOURNMENT

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

Next Regular ANMC Meeting: September 16, 2021	
Rachel Min-Brown	April 20, 2021
Secretariat Signature	Date