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# Airport Community Engagement in Canada

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## Transport Canada



MONTREAL, CANADA, NOVEMBER 29-30, 2017



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## Transport Canada's Responsibilities

- Ensures a safe, secure, efficient and environmentally responsible Canadian transportation system
- Assess safety, security and economic implications in proposed environmental measures
- Regulates all emissions from the aviation, marine and rail sectors -lead Canadian participation and involvement at the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO)
- Removes barriers to enable take-up of clean technologies – e.g., modernized and harmonized codes, standards, test protocols, targeted incentives and research



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## Aviation in Canada

- Canada is the 2<sup>nd</sup> largest country in the world (by land mass).
- Population of 36 million is scattered across 9 million km<sup>2</sup>
- Air transportation is essential to Canada's domestic and international trade, as well as to connecting Canadians within the country and to the rest of the world.
- Canada's air industry also serves remote communities where it is often the only way to move people and basic commodities.
- Average distances flown domestically per passenger are considerably higher in Canada than in countries with smaller landmass.
- Aviation plays a key role in Canada's economy



## Sustainability

- Balancing social, economic and environmental aspects
- Sustainable growth
- Governance, and public accountability





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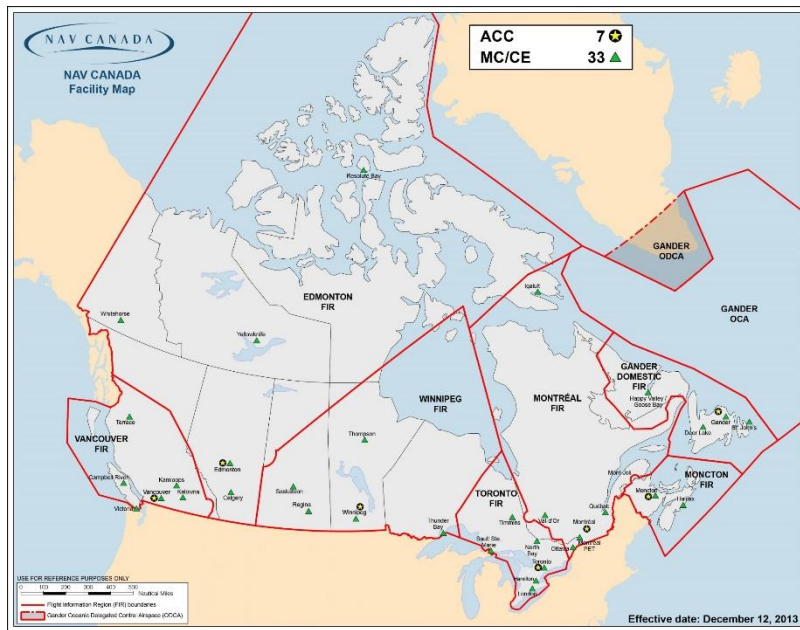
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## Managing Noise from Aircraft in Canada

- Transport Canada works to support aircraft noise reductions:
  - At the source
  - Through operational procedures
  - Through land management
  - Through consultation and regulation

## Canada's Civil Air Navigation System (ANS)



- 18 million km<sup>2</sup>
- Managed by NAV CANADA
- 2<sup>nd</sup> largest ANS Provider (by traffic volume)
- privately run, not-for-profit corporation
- Privatized in the 1990s

## Canada's National Airport System (NAS)

- 26 Major Airports  
(~95% of all operations)
- Operation of the airports was privatized in the 1990s
- Managed by Airport Authorities under long-term lease agreements
- non-elected board nominated by all levels of government and local stakeholders







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## Airport Authority Responsibilities

- The Ground Leases define the responsibilities of each party and govern the manner in which the airports are managed, operated and developed by the Airport Authorities, and include:
  - Local aircraft noise emissions, and
  - Other environmental responsibilities.



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## TC Environmental Monitoring at Airports

- Transport Canada's regional offices are responsible for conducting environmental monitoring at 23 NAS Airports.
- The monitoring allows TC to ensure that airport operations are being conducted in a manner that is compliant with environmental legislation and demonstrating sound environmental stewardship.



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## TC Environmental Monitoring at Airports

- TC environmental officers request information from the airport authorities on the following subject areas:
  - Glycol management;
  - Storing and dispensing of aviation fuel;
  - Remediation of contaminated sites;
  - Species at risk;
  - Environmental assessment determinations;
  - Federal Halocarbon Regulations;
  - Reporting of spills;
  - Environmental emergency planning;
  - Environmental Management of tenants on site; and
  - Environmental training.



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## Airport noise management committies

- Each airport should develop and maintain a noise management committee that includes:
  - air operators,
  - airport tenants,
  - civic representatives and,
  - citizen representatives.
- After carrying out a consultation process involving the local community and aviation stakeholders, the committee develops noise abatement proposals.

# Airspace Change Communications and Consultation Protocol

- › Airspace Change Communications and Consultation Protocol
- › Voluntary protocol developed at request of Minister for Transport
- › Signed by Canadian Airports Council and NAV CANADA
- › Defines proponent, responsibility for consultation, role of the various organizations, relationship between ANS and Airport Authorities
- › Provides thresholds to guide decision to consult / communicate







## Consultation Thresholds

- Is a change proposed for an
  - Airport with more than 60,000 IFR movements
- Are you proposing to
  - Move a flight path laterally at lower altitudes or over populated areas

OR

- Change a procedure that would materially increase volume on an existing flight path (+30%D / +15%N)



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## Application of the Protocol

- Not just about thresholds
- Commitment to transparency, proactive approach, increased collaboration
- Decisions made with an airport authority
- Where consultation is not required – still communication
  - More flexibility in terms of timelines
  - Focus on informing/providing notice
- Post implementation community impact review

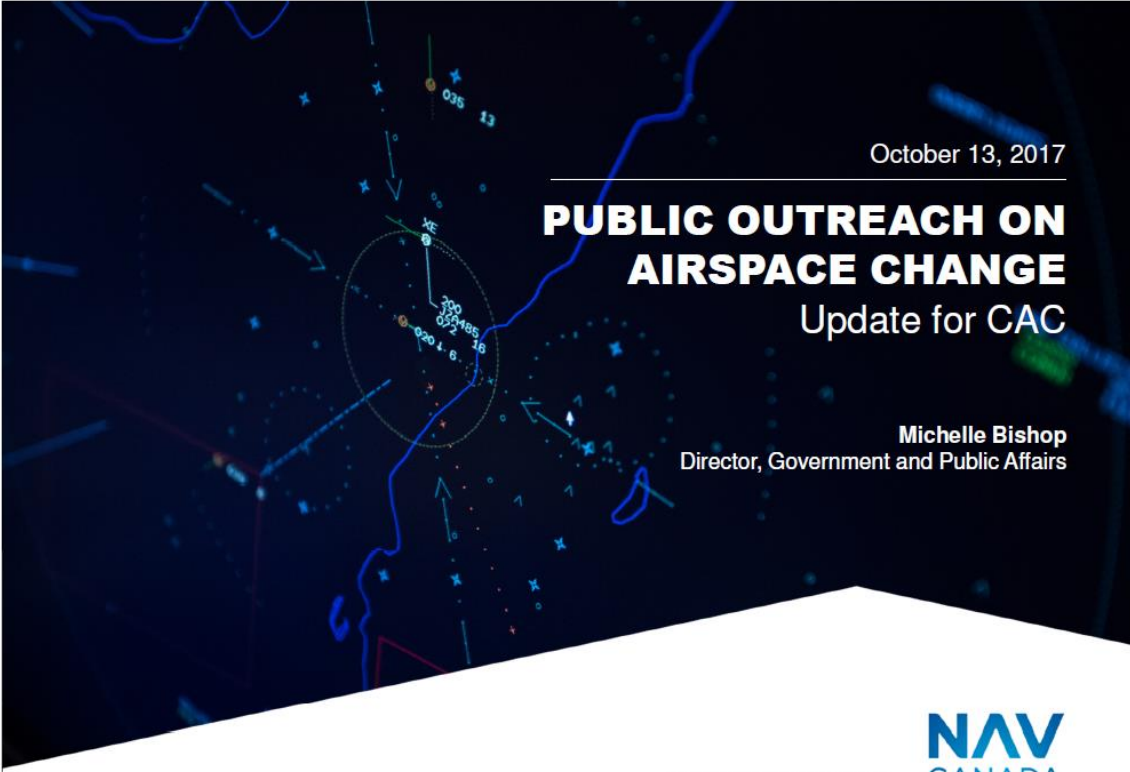


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## NAV CANADA Public Outreach




October 13, 2017

**PUBLIC OUTREACH ON  
AIRSPACE CHANGE**  
Update for CAC

Michelle Bishop  
Director, Government and Public Affairs

Serving a world in motion  
navcanada.ca



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## Winnipeg International Airport (CYWG)

- Winnipeg International Airport
- Consultation from February 15 to April 10 2017
- Both RNAV and RNP changes with expected savings: 800 mt GHGs
- Newspaper notices x 3
- Significant media coverage: WFP, CBC, CTV, Regional weeklies
- A dozen briefings to elected officials
- Three open house events
- 1,500 website visits, 221 survey respondents
  
- Recommendation: proceed with implementation in October 12, 2017



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## Calgary International Airport (CYYC)

- Consultation from November 24 to January 30
- Adding RNP approaches only - reductions in flying time, fuel burn and GHG emissions
- Benefits for some neighbourhoods
- Context was soon after new runway opened
- Newspaper notices, 8 open houses, 363 attendees, 170 survey responses



**Implemented May/16**

**Savings in first 6 months:**

- 1,400 mt GHGs
- 600,000 L jet fuel





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## Toronto Pearson International Airport (CYYZ)

- Working with GTAA to identify and implement measures to mitigate community noise impacts
- Airport working on Master Plan and 5 year noise management plan
- Joint GTAA-NAV CANADA consultation planned for early 2018
  - Night time arrival and departure procedures
  - Measures to improve CDO
- Third party airspace review – “Helios Report”
  - Final Report tabled September 18<sup>th</sup>
  - NAV CANADA to respond by mid-November



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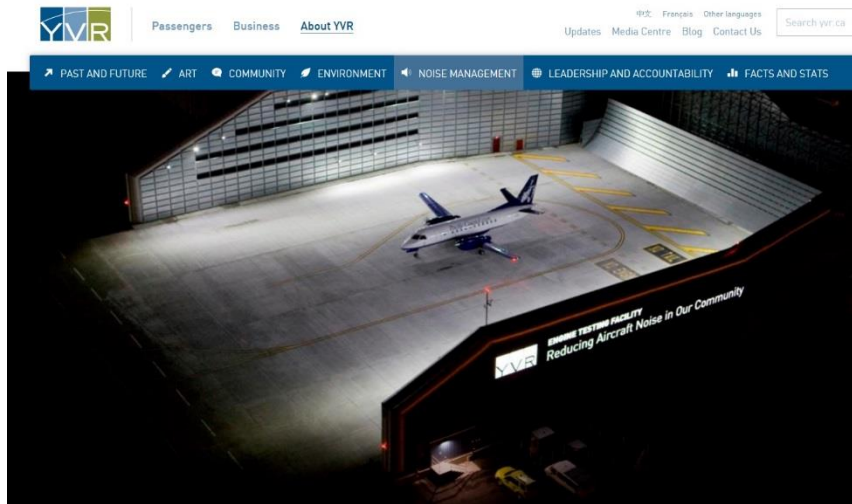
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## What has the response been?

- Positive response to the proactive and collaborative approach.
- Elected officials appreciate the heads up
  - What does it mean to my constituency
  - The “right way” of doing things
- Public:
  - from apprehension to reassurance,
  - increase in awareness of the industry (pros and cons)

## Other examples: Vancouver International Airport (CYVR)



- Ground Run-up Enclosure
  - Reduce noise
  - Decrease emissions
- Noise monitoring and flight tracking system
- Improving noise tools through collaborations with U.S. ASCENT

## Other examples: Toronto Pearson International Airport (CYYZ)

- Survey on Noise Fairness and Airport Growth
- Public Workshops (5)
  - Transit, noise, environment, community engagement / comm's
- Residents' Reference Panel







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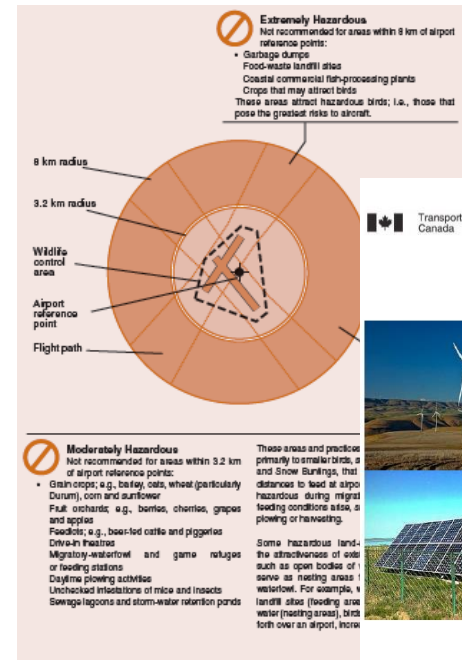
## Canadian Aviation Regulations (CAR) 307 - Aerodrome Consultations

- Requires consultations with “interested parties” when:
  - building a new aerodrome; or
  - at an existing aerodrome,
    - (i) building a new runway for aeroplanes, or
    - (ii) increasing the length of an existing runway for aeroplanes by 100 m or by 10%, whichever is greater.



## Land Use in the Vicinity of Aerodromes

- Safety and community impacts
  - Land Use in the Vicinity of Aerodromes (TP1247)
  - Sharing the Skies (TP13549)



Transport Canada / Transports Canada

TP1247E  
2013/14



**AVIATION**  
Land Use In The Vicinity of Aerodromes

Fourth Edition  
2013

Canada



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# Thank you!

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