

ITEM 4
MANAGER'S REPORT NO. 55
COUNCIL MEETING 89/09/05

RE: PROPOSED EXPANSION AT THE VANCOUVER INTERNATIONAL AIRPORT
LETTER FROM THE MINISTER OF INTERNATIONAL BUSINESS AND IMMIGRATION

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

* * * * *

TO: MUNICIPAL MANAGER 1989 AUGUST 29

FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 08.500

SUBJECT: PROPOSED EXPANSION AT THE VANCOUVER INTERNATIONAL AIRPORT -
LETTER FROM THE MINISTER OF INTERNATIONAL BUSINESS AND IMMIGRATION

PURPOSE: To update Council about the proposal for a third runway at the Vancouver International Airport.

RECOMMENDATION:

1. THAT a copy of this report be sent to The Honourable John Jansen, Minister of International Business and Immigration, Parliament Buildings, Victoria, B.C., V8V 1X4.

R E P O R T

1.0 BACKGROUND

This report is written in response to a letter dated 1989 August 14 (Attachment 1) from The Honourable John Jansen, Minister of International Business and Immigration, who wrote on behalf of the Cabinet Committee on Vancouver International Airport. The letter states that capacity enhancement (in particular, a third runway) at the airport is a top priority that must be addressed immediately. Council support in this regard is requested.

At its meeting on 1989 April 24, Council was informed about the planning and review process for the proposed airport expansion. At that time, it was not known when the Minister of Transport would give his approval to proceed to the Environmental Assessment Review process which is mandatory for all major federal projects. The process would address the impacts of airport expansion and provide opportunities for input from interested individuals, organizations and local governments.

2.0 REPORTS ON AIRPORT EXPANSION

2.1 GVRD Report:

On 1989 July 13, the GVRD Board of Directors (Mayor Gil Blair, Chairman) sent a brief to the Minister of Transport. It urged the Minister to maintain liaison with local governments on airport development; to provide full information to the public on the need for and the implications of airport expansion; and to initiate the Environmental Assessment Review process.

The GVRD report identified the following issues that should be addressed: impact on the region's transportation system, noise and air pollution, protection of fish and wildlife habitats, protection of ecologically sensitive areas, spin-off economic activities, and the roles and requirements of other Lower Mainland airports.

Council received a copy of this report at its meeting on 1989 August 08.

2.2 Transport Canada Report:

On 1989 July 24, Transport Canada released a report on Airside Demand/Capacity Analysis. It is a technical report which assesses the situation from the standpoint of current and forecast demand compared to airside capacity. The recommendations (Attachment 2) are being considered by the Minister of Transport.

A copy of the report is available for review within the Planning & Building Inspection Department.

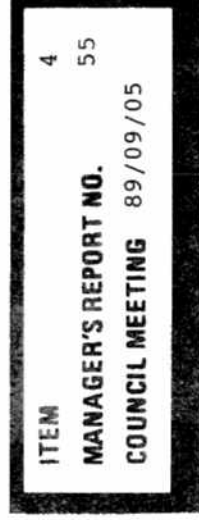
3.0 CURRENT SITUATION


The conclusions of the Airside Demand/Capacity Analysis substantiate the need for additional capacity at the Vancouver International Airport. An essential next step in the airport expansion process is the Environmental Assessment Review. This will enable all participants to make a more informed judgment concerning the expansion proposal.

The Honourable Benoit Bouchard, Minister of Transport, has not yet requested the Minister of Environment to proceed with the Review, although he has publicly stated that he favours a third runway. Currently, the Review process is underway for an additional one or two runways at Pearson International Airport.

If a Review Panel is convened for a new runway at the Vancouver International Airport, the Municipality would have the opportunity, if it so wishes, to make a submission either directly or through the GVRD. The Director Planning & Building Inspection is a member of the GVRD Technical Advisory Committee and Mayor Copeland is a member of the Development Services Committee.

As conditions warrant, staff will keep Council informed of the airport planning and review process.




A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION



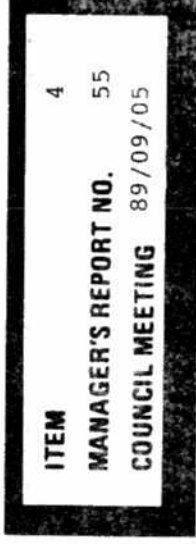
Province of
British Columbia

OFFICE OF THE MINISTER

Ministry of
International
Business and
Immigration

Parliament Buildings
Victoria
British Columbia
V8V 1X4

ATTACHMENT 1



August 14, 1989

His Worship William J. Copeland
Mayor of the Corporation of the
District of Burnaby
Burnaby Municipal Hall
4949 Canada Way
Burnaby, British Columbia
V5G 1M2

Your Worship:

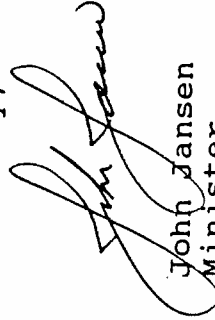
On behalf of the Cabinet Committee on Vancouver International Airport, I am writing to inform you of the need for immediate capital improvements, particularly a new runway, at Vancouver International Airport.

As the axis of British Columbia's air transport network, the efficient operation of Vancouver International Airport is crucial to regional growth in the province. The airport is already operating in excess of its practical runway capacity of 276,000 movements per year, and the projected increase in demand for runway movements cannot be satisfied by the existing facilities.

It is crucial that we move now to ensure that the effective and efficient operations of Vancouver International Airport are not impeded by capacity problems. Before a decision to construct a parallel runway can be made, the federal environmental assessment review process must be undertaken.

Capacity enhancement at Vancouver International Airport will facilitate economic development in the entire province. It is a top priority that this matter be addressed immediately. The Cabinet Committee on Vancouver International Airport seeks your support in this regard.

Sincerely,


John Jansen
Minister

RECEIVED

AUG 22 1989

MAYOR'S OFFICE

INTERNAL DISTRIBUTION:

AGENDA 1989 SEPTEMBER 05
COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIR. PL. & BLDG. INSP.



Vancouver International Airport

AIRSIDE CAPACITY
ENHANCEMENT PROJECT

AIRSIDE DEMAND/
CAPACITY ANALYSIS

ACE PROJECT TEAM
JUNE 1989

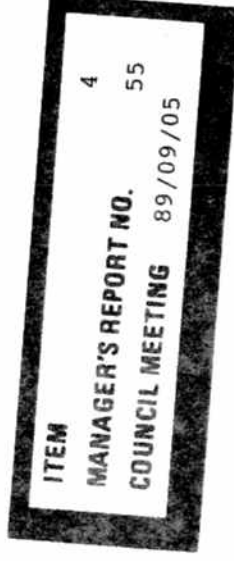
CHAPTER 9

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The following conclusions are drawn from the foregoing demand/capacity analysis.

- o Demand increased by 37.2% between 1985 and 1988 to produce a total of 287,364 runway movements in 1988.
- o In 1988, 83% of runway movements involved air carriers. If corporate traffic is included the proportion rises to 89%.
- o Single-engine piston aircraft have declined from 74,973 in 1980 to 29,135 in 1988.
- o Aircraft departure delays are being encountered on a daily basis at a rate exceeding 1,000 minutes/day.* Approximately 40% of all departures are delayed.
- o Monthly delay costs averaged \$804,000.00 from June 1988 to April 1989.
- o The current practical annual capacity of the airport is about 277,000 movements.
- o The measures proposed by the Capacity Improvement Program will increase practical annual capacity to about 300,000 movements.
- o Demand management measures could offload about 25,000 annual movements to other airports.
- o Forecast demand is estimated to reach 367,000 runway movements by 1996.
- o YVR is forecast to be at capacity in 1991 even with all CIP and demand management measures in place.
- o Growth beyond some point, 330,000 annual movements for example, is unlikely unless additional capacity is provided.
- o The capacity provided with an additional runway parallel to runway 08-26 and capable of independent IFR operations, is 350-500,000 annual runway movements.



* The analysis allows eight minutes to elapse between the time the aircraft calls for taxi clearance, and its departure. The delay data base includes all times in excess of eight minutes, where a delay sequence is apparent.

- o Jet aircraft operations and southbound traffic will exceed runway 08-26 capacity for over 60 hours weekly by 1996. Further capacity can be gained only by conducting jet operations on the north parallel.
- o An 8,000 foot long runway is the minimum length that would provide the required capacity.
- o A 9,940 foot runway is the longest runway that could be built in consideration of zoning and dyke restrictions.
- o The 9,940 foot runway would maximize operational flexibility. It would accommodate departures by large twin-jet aircraft and permit restrictions to the use of thrust reversal for landing for noise management.

Recommendations

1. Construct a runway of at least 8,000 feet in length as soon as possible. The 9,940 foot runway option should be fully evaluated by benefit/cost analysis to assess operational flexibility advantages.
2. Implement the following Capacity Improvement Program measures immediately:
 - a. Operation of taxiway Alfa as a stub runway.
 - b. Reconfigure the taxiway access to runway 26.
 - c. Construct a rapid exit from runway 26 for commuter aircraft.
 - d. Construct a rapid exit from runway 26 to taxiway X-ray.
 - e. Construct an apron by-pass taxiway to improve access to and from the north apron.
 - f. Construct a fillet at the southwest side of the Whiskey/November intersection.
 - g. Institute the Control Zone Traffic Management Program.
 - h. Institute Air Traffic Flow Management.
 - i. Pursue 'schedule smoothing' with air carriers.
3. Apply an appropriate minimum landing fee.
4. Conduct a study to determine if relocation of routine government operations would be cost-effective.

