

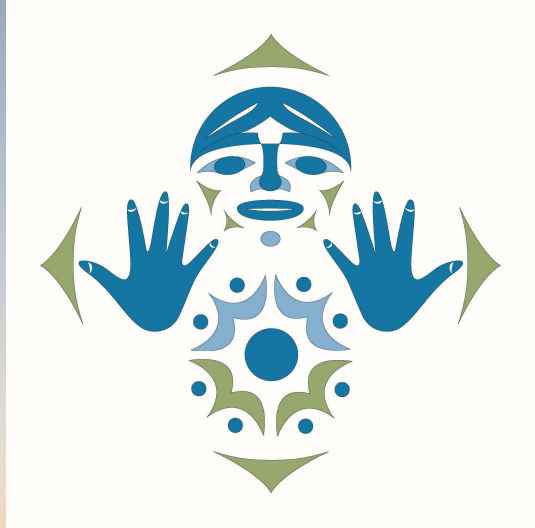
Succeeding in Uncertain Times

WiLAT Sip and Chat

Peta Wolmarans, Director Planning

Vancouver Airport Authority





Regional Context

North Shore
Mountains

Downtown
Vancouver

We are
here



Fraser River

Richmond

Agricultural
Land

Georgia
Straight

US Border



Strategic Context



Vancouver International Airport



Global gateway, local economic generator, community contributor



Vancouver Airport Authority (VAA), a non-share capital community-based corporation



Best Airport in North America (SKYTRAX)
12 years in a row



One of the cleanest, safest and healthiest airports in the world (Covid-19 Airport Excellence)





2019 TOTAL
26.4M
Passengers

2020 TOTAL
7.3M
Passengers

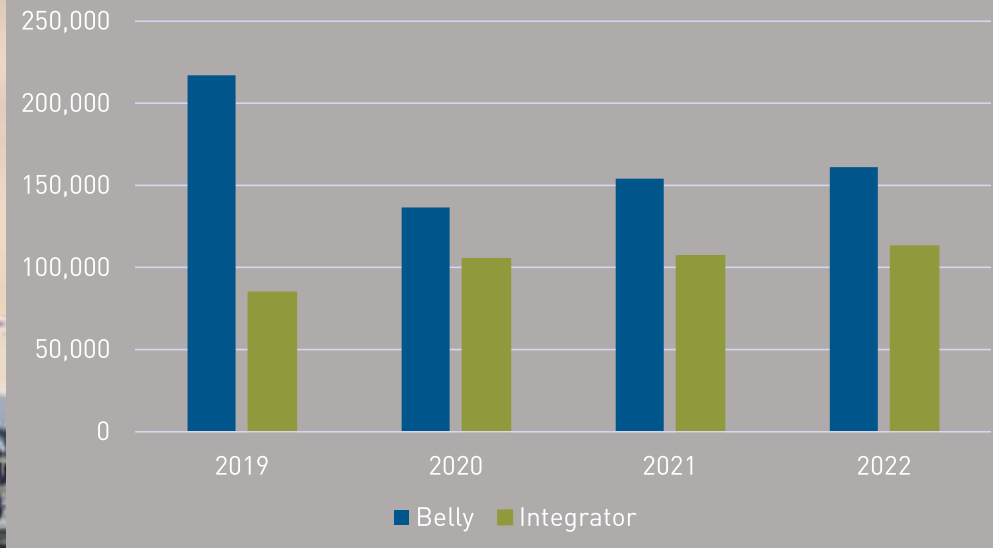
2021 TOTAL
7.1M
Passengers

2022 TOTAL
19.0M
Passengers

2023 TOTAL
24.9M
Passengers



Annual Cargo Tonnage



2019
304.0K
TONNES

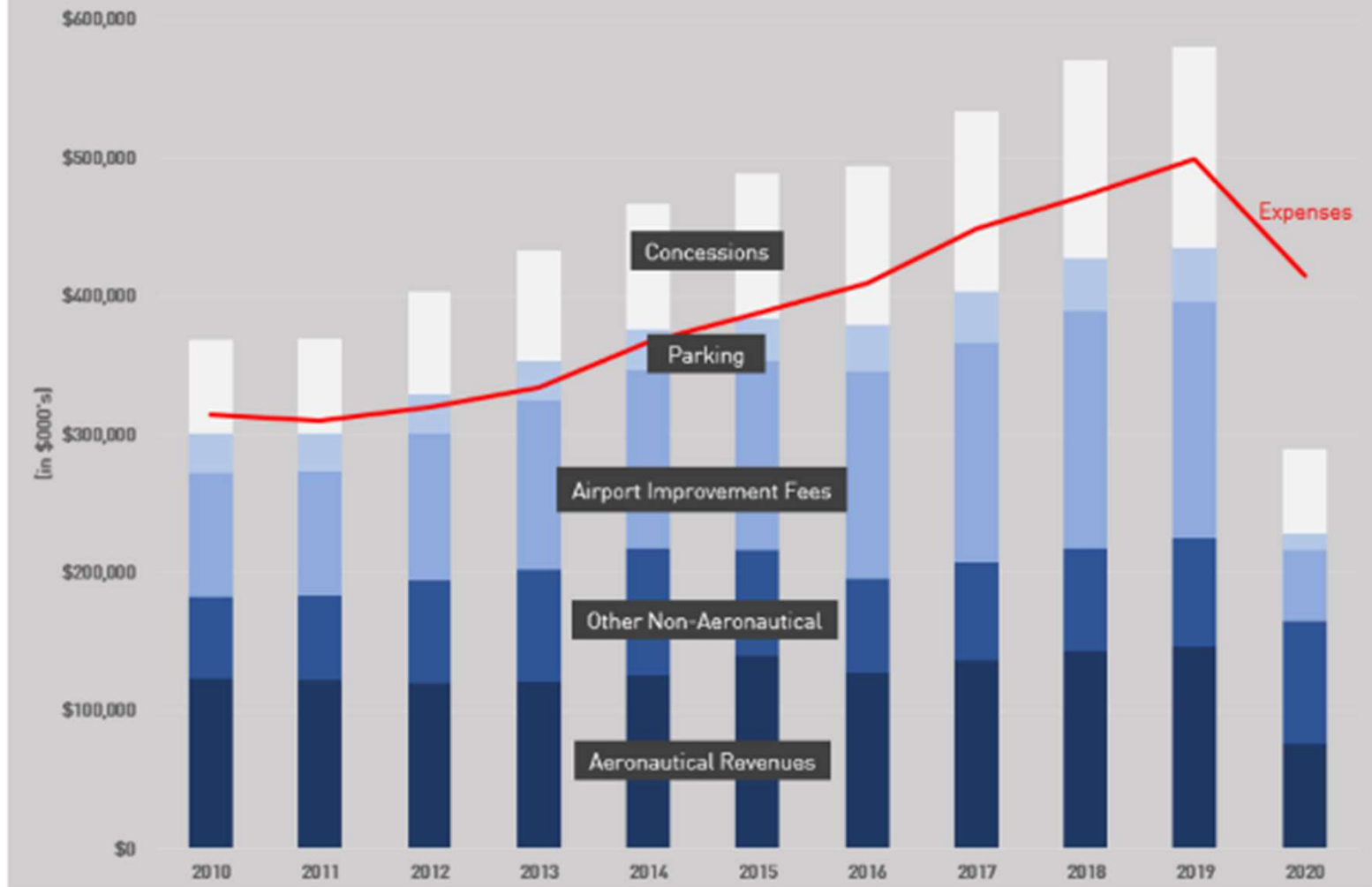
2020
241.8K
TONNES

2021
261.0K
TONNES

2022
302.5K
TONNES

2023
319.0K
TONNES

HISTORICAL REVENUE AND EXPENSES





Our Strategic Plan Notre Plan stratégique 2022-2024

YVR exists to serve our community and the economy that supports it...

Six Strategic Themes



Staying ahead of COVID



Strengthening the Core



Climate



Financial Sustainability



Gateway to the New Economy



Purpose through People



Reconciliation • Customer • Digital



Staying Ahead of COVID

An aerial photograph of an airport tarmac featuring three Air Canada aircraft. The planes are white with black accents and the red maple leaf logo on the tail. Ground support equipment, including stairs and belt loaders, is positioned around the aircraft. The scene is captured from a high angle, showing the layout of the tarmac and surrounding infrastructure.

- Building operational resilience
- Working with partners to coordinate efforts
- Leveraging technology to improve predictability, efficiency, and customer experience

Strengthening the Core

- Asset management and maintenance
- Driving value from existing infrastructure
- Airside optimization
- Terminal optimization



Climate

A person wearing a high-visibility vest and a headset is seen from the side, looking at a tablet. The background is a blurred airport tarmac with an airplane and other ground crew members.

- Net Zero by 2030
- Reducing airside emissions
- Positioning Sea Island as a platform for the zero-carbon economy
- Transition to a multi-modal hub
- Preparing for impact of climate change on our infrastructure

Gateway to the New Economy

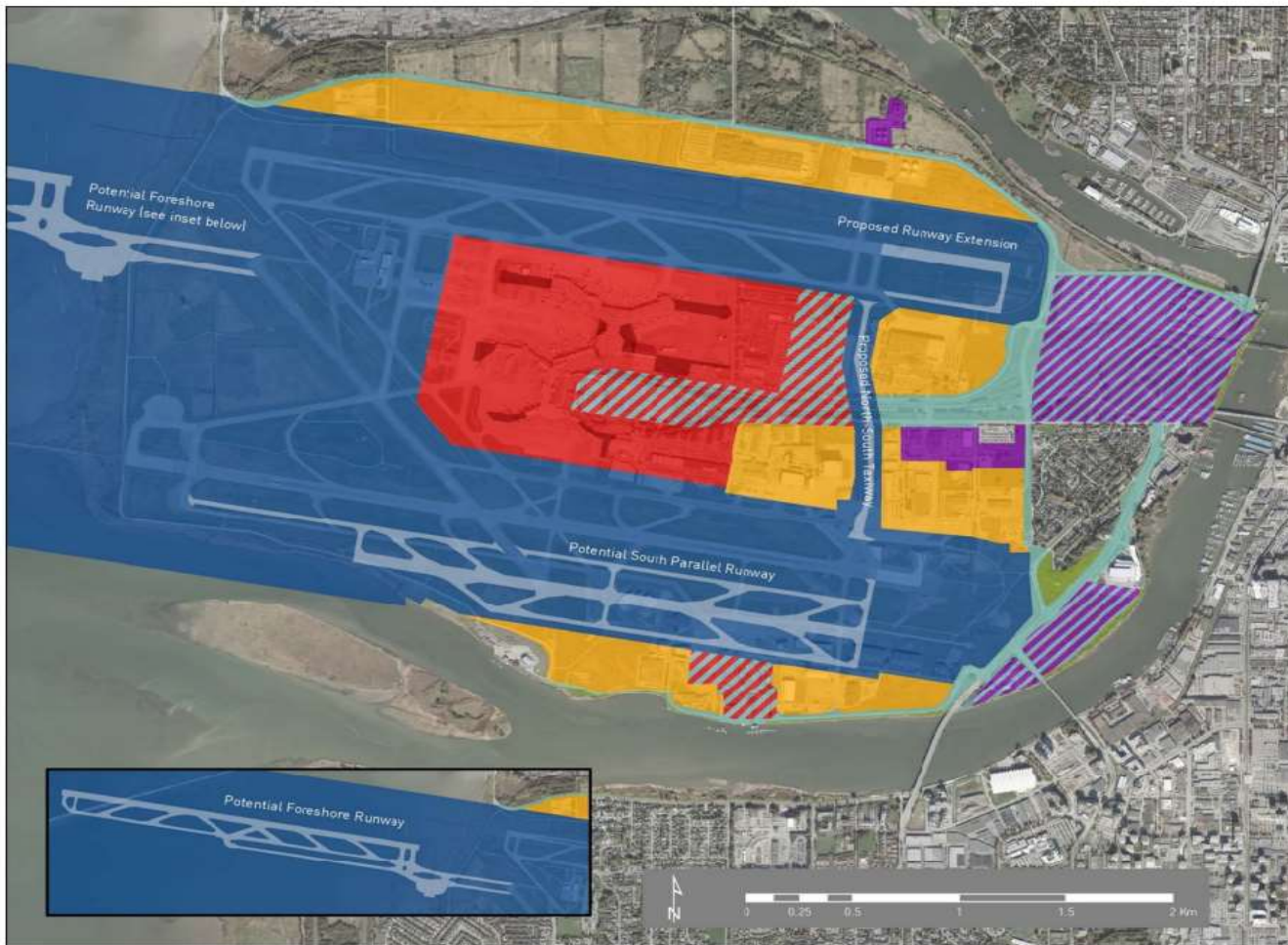


- Supporting emerging and new aviation markets
- Realizing the potential of our land assets
- Providing a platform for growth industries
- Exploring the Free Trade Zone concept
- Partnering for prosperity

Positioning YVR for the Future



Previous YVR 2037 Land Use Plan



Vancouver International Airport Land Use Plan – Approved May 8, 2018

YVR recognizes that Sea Island holds historical and cultural significance to Musqueam and that recorded and unrecorded heritage resources are present.

Airfield - Land for existing and future airfield to support the safe movement of aircraft. Includes runways, runway end safety areas, taxiways, airside roads, navigational aids and other facilities.

Terminal - Land for existing and future passenger terminal facilities, aprons, and ancillary commercial and operational uses.

Airside - Land for existing and future uses that require direct access to the airfield. Priority to be given to those uses requiring access for aircraft (cargo buildings, aircraft maintenance, etc.) and then to those uses requiring vehicle access to the airfield.

Ground Access and Parking - Land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals.

Groundside Commercial - Land for uses not requiring direct access to the airfield. Uses can be:

1. Aviation Related: Uses that are directly related to ongoing airport operations,
2. Aviation Dependent: Uses that benefit from close access to aviation services,
3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.

Recreational Area - Designates lands for recreational uses.

Groundside Commercial / Ground Access and Parking - Land for both Groundside and Ground Access and Parking uses.

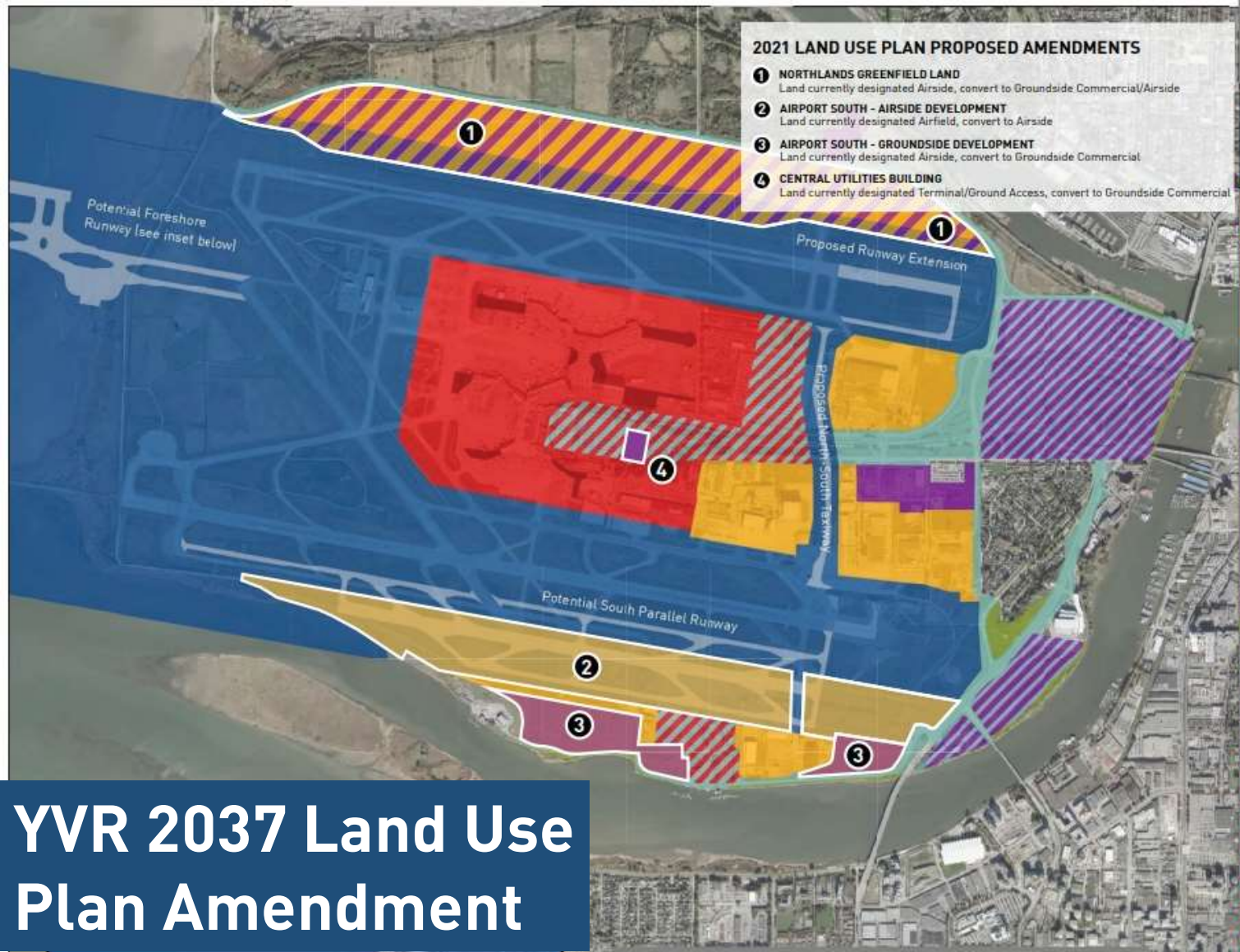
a) Land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals.

b) Land for uses not requiring direct access to the airfield. Uses can be:

1. Aviation Related: Uses that are directly related to ongoing airport operations,
2. Aviation Dependent: Uses that benefit from close access to aviation services,
3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.

Terminal / Ground Access and Parking - Land for existing and future passenger terminal support facilities, ancillary commercial and operational uses and land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals.

YVR 2037 Land Use Plan Amendment



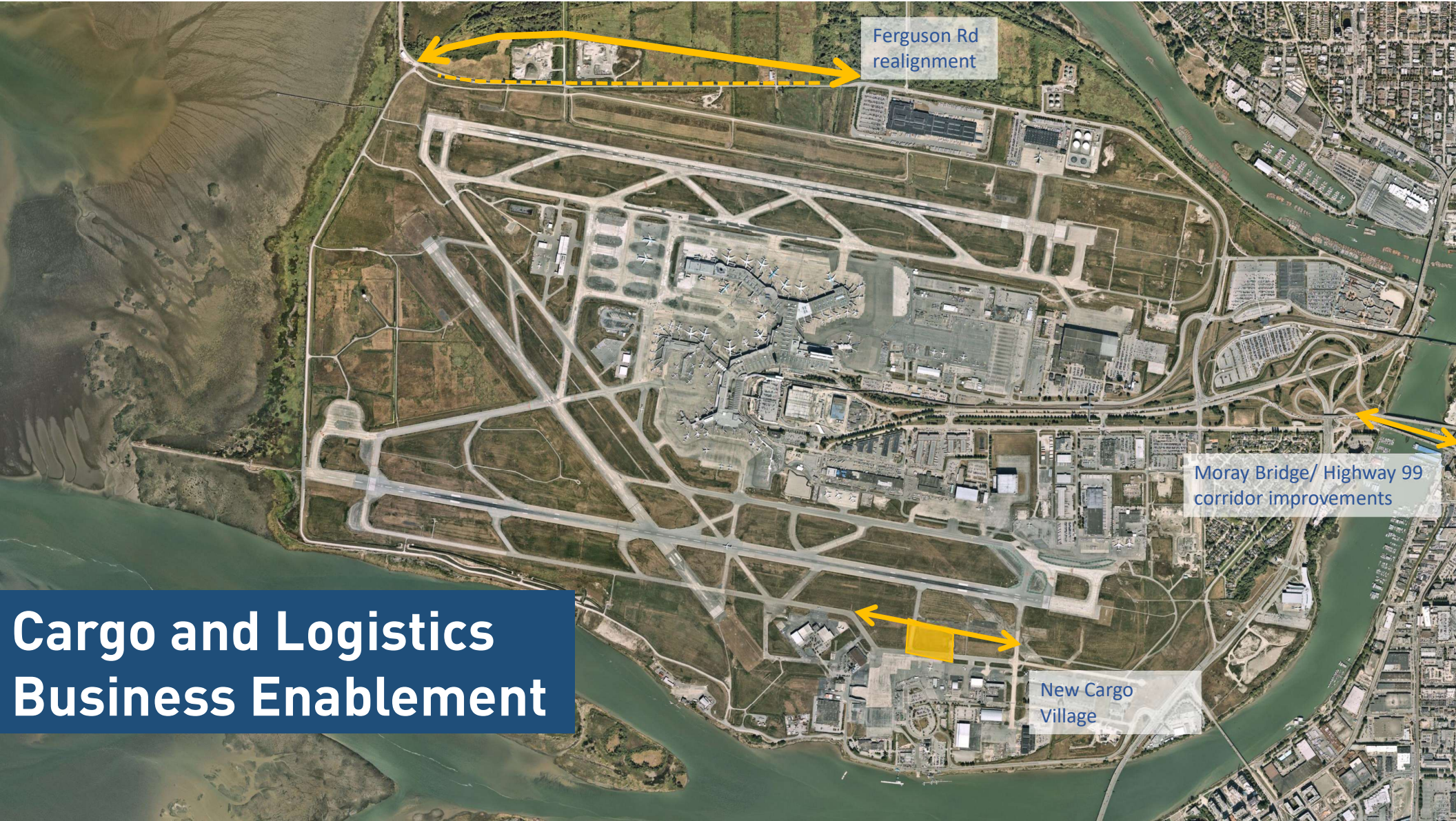
- 2021 LAND USE PLAN PROPOSED AMENDMENTS**
- 1 NORTHLANDS GREENFIELD LAND**
Land currently designated Airside, convert to Groundside Commercial/Airside
 - 2 AIRPORT SOUTH - AIRSIDE DEVELOPMENT**
Land currently designated Airfield, convert to Airside
 - 3 AIRPORT SOUTH - GROUNDSIDE DEVELOPMENT**
Land currently designated Airside, convert to Groundside Commercial
 - 4 CENTRAL UTILITIES BUILDING**
Land currently designated Terminal/Ground Access, convert to Groundside Commercial

Vancouver International Airport Land Use Plan – Approved May 8, 2018

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1	Airfield - Land for existing and future airfield to support the safe movement of aircraft. Includes runways, runway end safety areas, taxiways, airside roads, navigational aids and other facilities.
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6	Recreational Area - Designates lands for recreational uses.
7	Groundside Commercial / Ground Access and Parking - Land for both Groundside and Ground Access and Parking uses. a) Land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals. b) Land for uses not requiring direct access to the airfield. Uses can be: 1. Aviation Related: Uses that are directly related to ongoing airport operations, 2. Aviation Dependent: Uses that benefit from close access to aviation services, 3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.
8	Terminal / Ground Access and Parking - Land for existing and future passenger terminal support facilities, ancillary commercial and operational uses and land that enables the flow

Cargo and Logistics Business Enablement



Ferguson Rd realignment

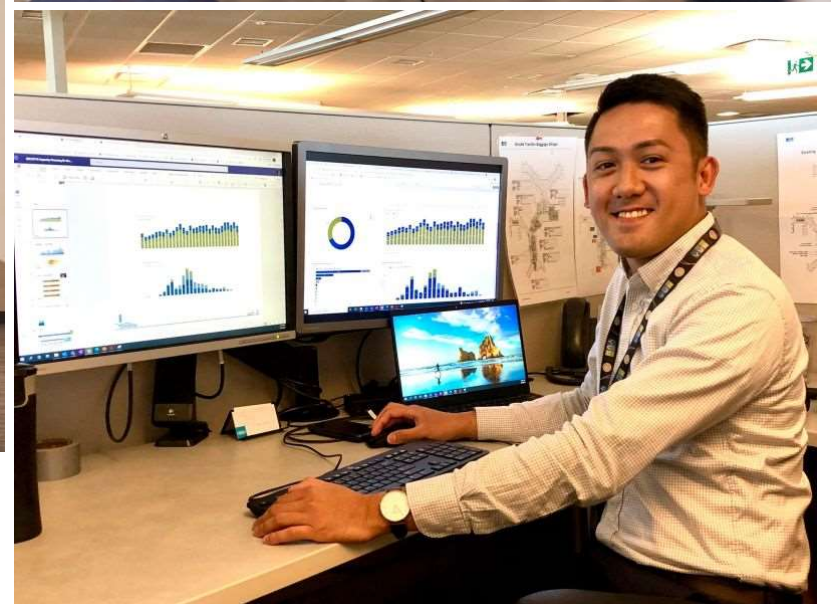
Moray Bridge/ Highway 99 corridor improvements

New Cargo Village

Building Resilience



Real-Time Situational Awareness: Digital Twin and Dashboards



Airport Risk and Resilience Assessment

Regional Projections

- IPCC (AR5) climate models
- Projections to 2050 and 2080
 - More intense rainfall events
 - Warmer temperatures, hotter temperatures will occur more often
 - Sea level rise and storm surge
 - Less snow, but unpredictable
 - Drier summers



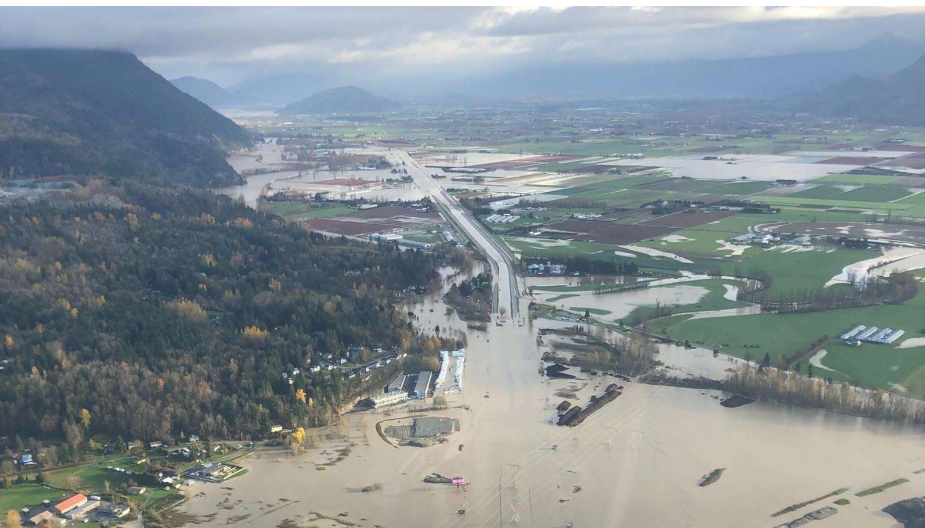
YVR Climate Change Adaptation Plan



Climate Risk and Resilience Report

More frequent and intense precipitation events

- BC's Atmospheric River, Nov 2021



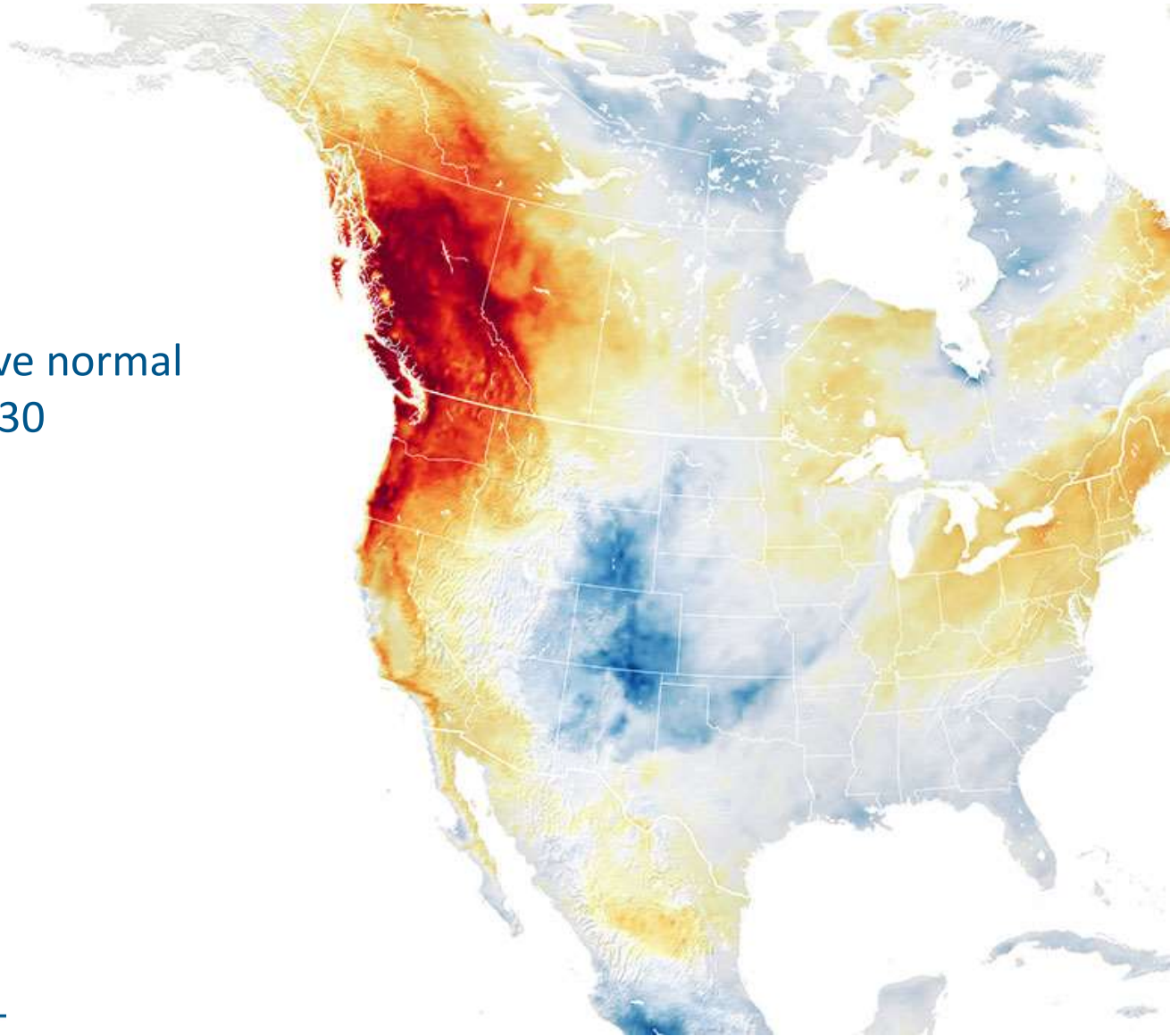
BC's Atmospheric River



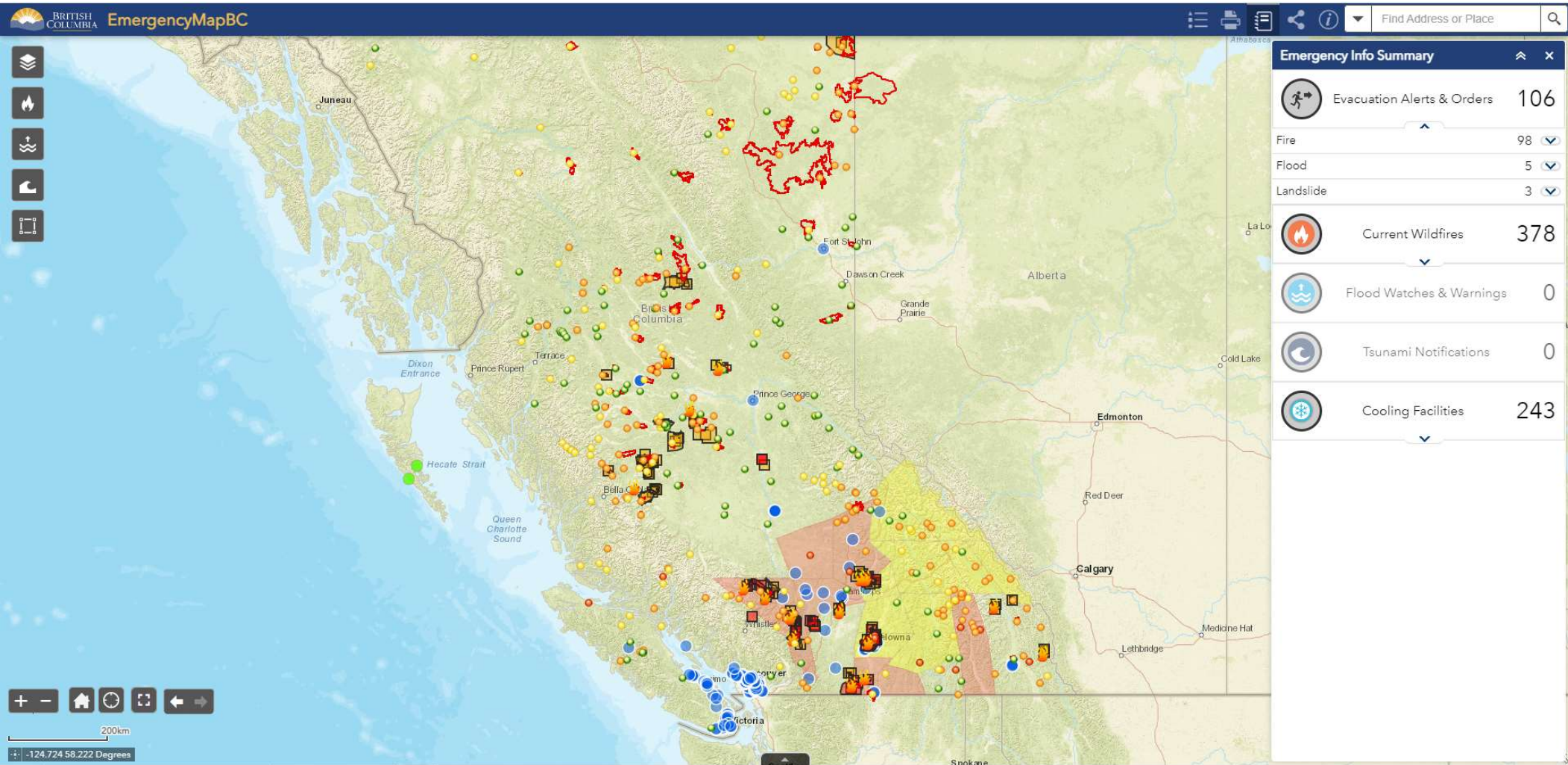
Heat Dome

June 2021

- Temperatures 20 degrees above normal
- 4 days in June 2021 exceeded 30 degrees C
- Max temp 32.4 degrees



Wildfires



Snow & Winter Disruption



YVR Report & Action Plan

DECEMBER 2022 TRAVEL DISRUPTION



Vancouver Airport Authority

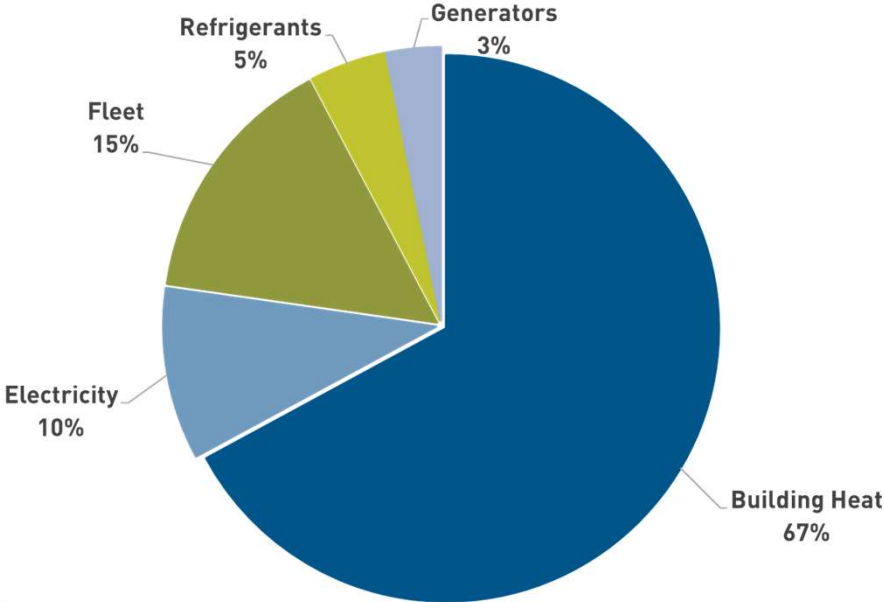


Tackling New Challenges

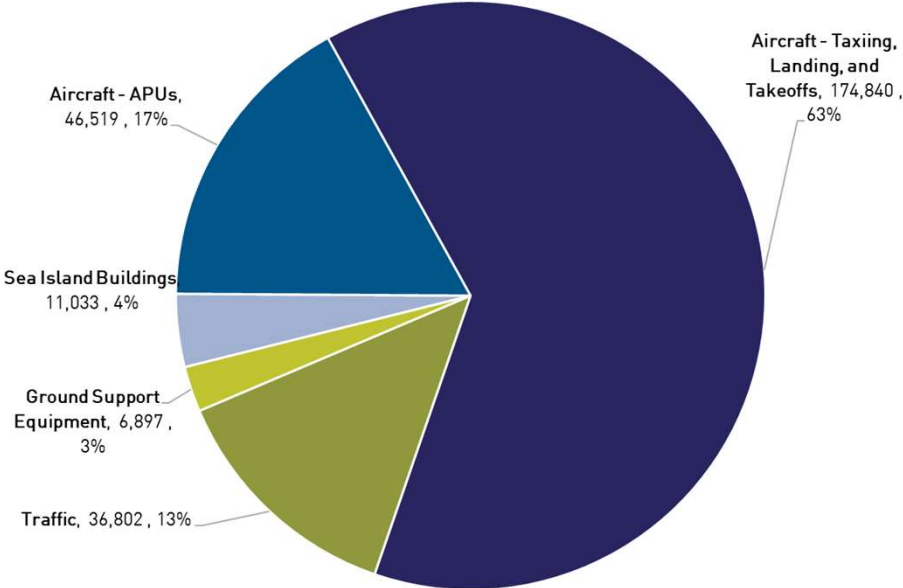


Our footprint

Airport Authority Emissions (2022)
Scope 1 & 2 = 11,437 tonnes



Airport Supply Chain Emissions (2022)
Scope 3 = 276,091 tonnes



Decarbonizing Aviation



Future Demand – Aircraft Propulsion



THANK YOU

