

Minutes

COMMUNITY CONSULTATIVE AND NOISE MANAGEMENT COMMITTEE

Date and Time: December 16, 2020 at 11:00 a.m.
Location: Virtual Meeting – via Zoom
Presenters: Bernard LeBlanc (YQM), Courtney Burns (YQM), Vincent Martin (YQM), Matt Cooking (YQM), Belinda Curran (YQM),
Committee attendees: Gilles Brine (Counsellor, Town of Shediac), Bill Budd (City of Moncton), Jean-Marc Brideau (Councillor, City of Dieppe), Jim Doyle (Province of NB), John Belliveau (CAA Travel), Ted Davis (NAV Canada), Jean-Francois Mallet (3+ Corporation), Danika Leger (Transport Canada), Robert Audoux (Expansion Dieppe)
Guests: Julie Pondant (YQM), Charline Ouellet (YQM), Gemma Askeland (YQM), Paula Cormier-Bourque (YQM), Sylvain Montreuil (CCGM), Nancy Whipp (GMIAA Board Chair), Stefan Neagoe (Transport Canada), Bob Henderson (MFC), Myron Blanchard (NAV Canada), David Williams (Cargojet), Camden Sutherland (PAL Airlines), Angela Arsenault (Transport Canada), Brent Taylor (Morningstar), Allan Dearing (91.9 The Bend), Tori Weldon (CBC)
Regrets: Tyla Finlay (Town of Riverview), Louis Godbout (Expansion Dieppe), Susy Campos (3+ Corporation), Daniel Boljkovac (Transport Canada)

TOPIC	DISCUSSION	CONCLUSION
Opening Remarks and approval of meeting agenda	The Managing Director Bernard LeBlanc opened the meeting and welcomed those in attendance.	The Committee approved the agenda for the December 16, 2020 meeting.
Review and approval of last committee meeting minutes	Reviewed prior meeting minutes and no changes suggested.	The Committee approved the meeting minutes of July 7, 2020.
YQM updates regarding community feedback since last session	<p>The meeting started with a product trailer video from a company called Aerosoft who have developed several sceneries for the XPlane 11 and Microsoft Flight Simulator platform. They covered two airports so far in Canada; Charlottetown and Moncton. https://www.youtube.com/watch?v=jBVR6gjELI4</p> <p>Then the Managing Director provided an airport update, which included:</p> <ul style="list-style-type: none"> • Commercial activities: <ul style="list-style-type: none"> ○ Current activity at YQM remains with Air Canada: a typical daily schedule would include two flights to Toronto and one Montreal flight. Can fluctuate depending on load numbers. ○ WestJet ceased operation indefinitely as of November 2 ○ Porter remains grounded until at least March 2021 ○ PAL Airlines on September 21 initiated a direct connection between St John’s NL and YQM which it plans to extend to Ottawa. ○ As well, PAL Airlines announced their winter schedule commencing January 4, 2021 with additional stops to Deer Lake and Wabush – this is in addition to their current stop to St-John’s NF ○ Biggest challenge is revenue which comes from our passenger activity 	

- Cargo activities:
 - So far, an amazing year – as of end of October tonnage up by 17% vs 2019
 - Domestic tonnage increased by 13% vs 2019
 - International tonnage increased by 52% for the YTD
 - Cargo revenue dropped approx. 13% due to reduced Cargojet flight frequency
 - Bluebird Nordic launched a new weekly service between Keflavic Iceland and YQM, bringing seafood to North American markets and leveraging our local logistics and trucking expertise
- 2020 Capital Update:
 - Had to reduce our scoop by about \$11M on planned projects which we are not sure when they will take place. Doing the strict minimum in infrastructure for 2021 due to financial difficulty.
 - NCF Phase 1, Hold Bag Screening and Mezzanine (airside) accessibility projects completed.
- Courtney, Director of Finance and Administration presented an overview of the 2020 Year End Forecast and 2021 Business Plan.
 - Highlights for Year End Forecast:
 - Passenger numbers budgeted for 2020 was 672,217 – now forecasting around 180,000. Decrease of 73%
 - Airport Improvement Funds (AIF) budgeted \$8.1M for 2020 – now forecasting around \$2.0M. Decrease of \$6.1M
 - Highlights on 2021 Business Plan:
 - Strategic focus is now on stabilize the business, recovery and position growth
 - Passenger numbers for 2021 we anticipate minimal growth around 1.3% = 182,664.
 - Long term forecast we do not anticipate returning to those 2019 numbers before 2024 at the earliest.
 - 2021 Rates and fees
 - AIF increasing by \$4 to \$29
 - Aero – new de-icing charge \$1.15/litre of glycol
 - All other fees remain at current level
 - Capital Plan Projects:
 - Delaying delivery for 2022 and require 15% pre-payment ARFF vehicle
 - Roll up doors (outbound)
 - Mandatory hold signs (airfield)
 - GMIAA faces liquidity risk due to anticipated operating losses until recovery to pre-pandemic levels. In 2021 a minimum of \$1.2M of the \$5M operating line of credit will need to be accessed.
 - 5-Year Forecast:
 - Operating losses until recovery in 2024
 - \$41M in capital investments needed
 - Funding gap of \$+23.6M. Looking at Federal funding program or will have to borrow to fill the gap.
- Matt Cooling, Manager Ops and Engineering provided an overview of the new de-icing system. First phase is now complete and online. The primary consists of the existing de-icing pad, reconstructed two new controlled buildings as well as 2 above storage tanks. How the system functions is all fluids on the de-icing pad (rain, water or de-icing fluid) everything is captured underground and collected to the control buildings. Collection is

	<p>analyzed in real-time and once the product is captured, it will be discharged via the City of Dieppe’s sanitary sewer system and on to TransAqua for treatment. The system is completely automated with overview from YQM staff. All activities are logged and reports automatically generated.</p> <p>Belinda Curran, Regulatory Manager then provided an <u>update of noise complaints</u> since the last committee meeting.</p> <p>Only received one noise complaint since our last meeting. The complaint receive was a small aircraft flying at night over a residential area. This was related to the flight college (MFC). In these instances, we return to the person who put the complaint and advised them on MFC’s procedures they have in place. MFC have mitigation measures in place to reduce noise levels.</p>	
<p>Roundtable with attendees</p>	<p>Question from committee member, Jean-Marc Brideau asking if the Federal government plans to compensate the airport with financial support due to the pandemic.</p> <p>The Managing Director talked on the subjects below which are the financial support/programs already in place or potential programs which we could qualify:</p> <ul style="list-style-type: none"> • CEWS wage subsidy • Federal rent subsidy • Abatement of Small National System Airport (SNAS) Rent to federal government – 2020, 2021, 2022, 2023 • Possibility of SNAS airports being able to access ACAP program for safety & security infrastructure funding – to be confirmed • Possibility of airport being able to access regional air service fund via ACOA – to be confirmed • Possibility of airport being able to access operational funding - to be confirmed <p>On the provincial front:</p> <ul style="list-style-type: none"> • Awaiting potential property tax reassessment as a result of pandemic impact on current airport infrastructure use/activity • Other (eg NB Airport Study, Development of Aviation Strategy, Tourism Stimulation via Rebate Program, Vaccine, Testing at Airports...) <p>Question from the Managing Director from the last meeting, NAV Canada discussed new approaches which we believed to be implemented in December. Is that taking place? Answer from Ted Davis at NAV Canada: the new Required Navigation Performance (RNP) approaches has been published and available at the Moncton Airport</p> <p>No other comments/feedback.</p>	
<p>Termination of Meeting</p>	<p>Meeting closed and all presenters and attendees were thanked for their participation.</p>	