

YYC Update

YYC presentation to the Calgary Airport Authority Community Consultative Committee (ACCC)

March 21 | 2024

YYC CALGARY
AIRPORT
AUTHORITY

Agenda

- **Welcome**
- **Land Acknowledgment**
- **YYC Executive Update**
- **YYC Operations Update**
- **West Runway Rehabilitation Update**
- **NAV Canada Update**
- **Environment, Sustainability & Governance**
- **2024 Airport MasterPlan Update**
- **James Elian – AirSprint Private Aviation**
- **Round-Table Discussion**





In the spirit of respect, reciprocity, and truth, we honour our ancestors and the original caretakers of this land long before we were here. We recognize the Treaty 7 territory, home to the Blackfoot Confederacy, comprising the **Siksika, Kainai, and Piikani** First Nations, as well as the **Tsuut'ina** and the **Îyâxe Nakoda** Nations, including the **Bearspaw, Chiniki,** and **Goodstoney** First Nations. Additionally, the City of Calgary is shared with the **Otipemisiwak Métis Government**, encompassing **Districts 5** and **6**.

As one of North America's leading hubs for connectivity, YYC Calgary International Airport welcomes a global community of visitors, connecting them to nationally significant landmarks and experiences throughout the region. These include Banff National Park, the Canadian Badlands, Waterton Lakes, the Rocky Mountains, and many authentic Indigenous tourism experiences.

Committed to the growth and prosperity of the diverse communities on these traditional lands, YYC supports the lives, work, and leisure of those who inhabit and visit the areas we serve.

Executive Update

Arrival – Jennifer Pon
Chief Financial Officer



Executive Update

Arrival – Rob Bachart
Chief Real Estate Officer

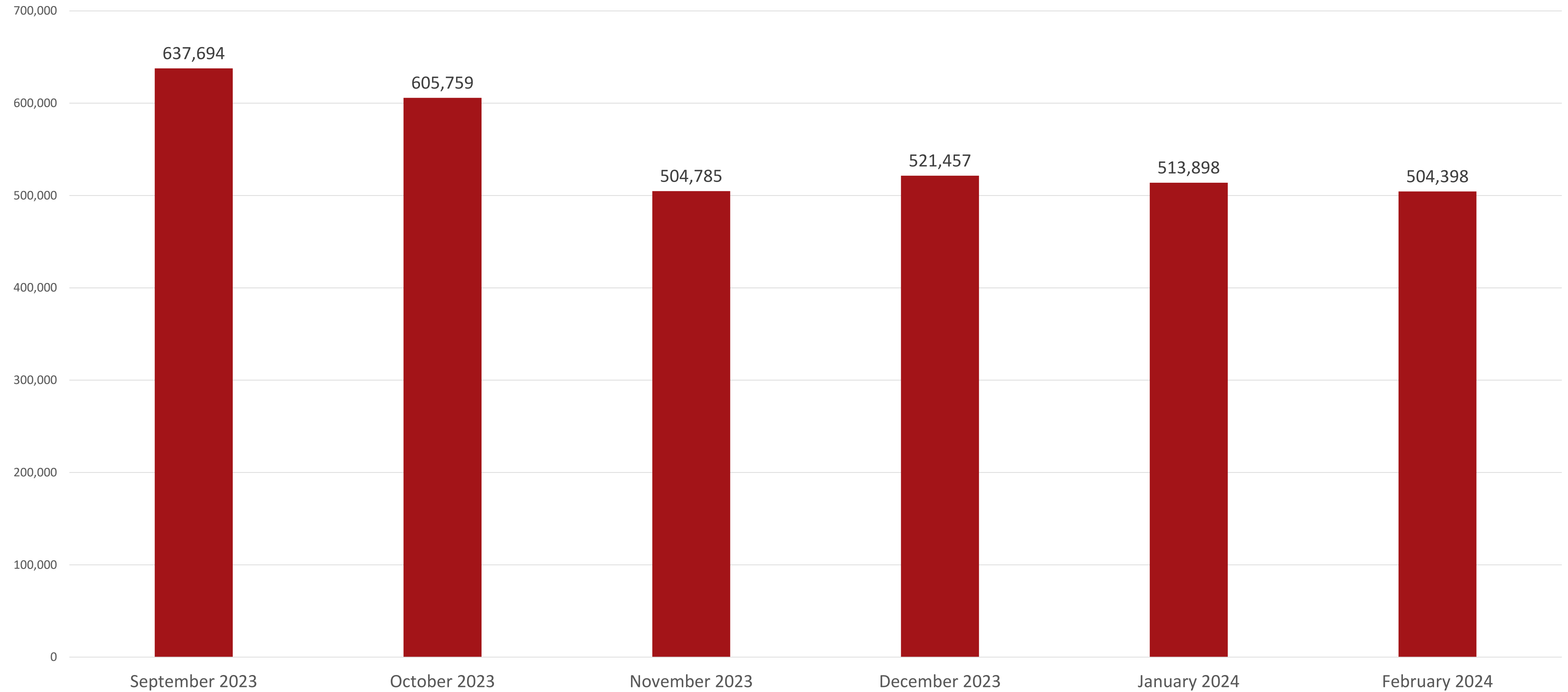




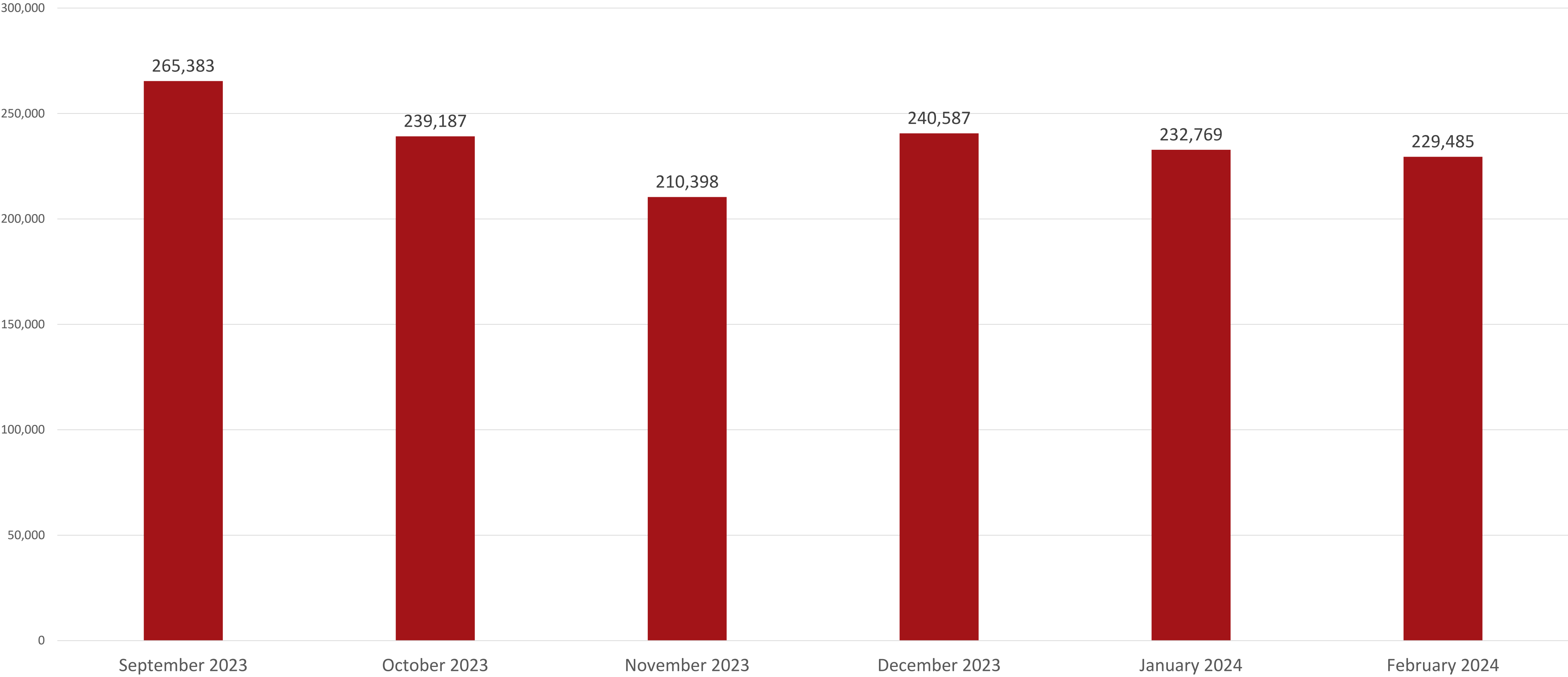
September 2023 – February 2024 YYC Update



YYC-Originating Passengers (previous 6 months)



International and Transborder Traffic (previous 6 months)



West Runway Rehabilitation Project Update

Airport Community Consultative Committee

March 21 | 2024

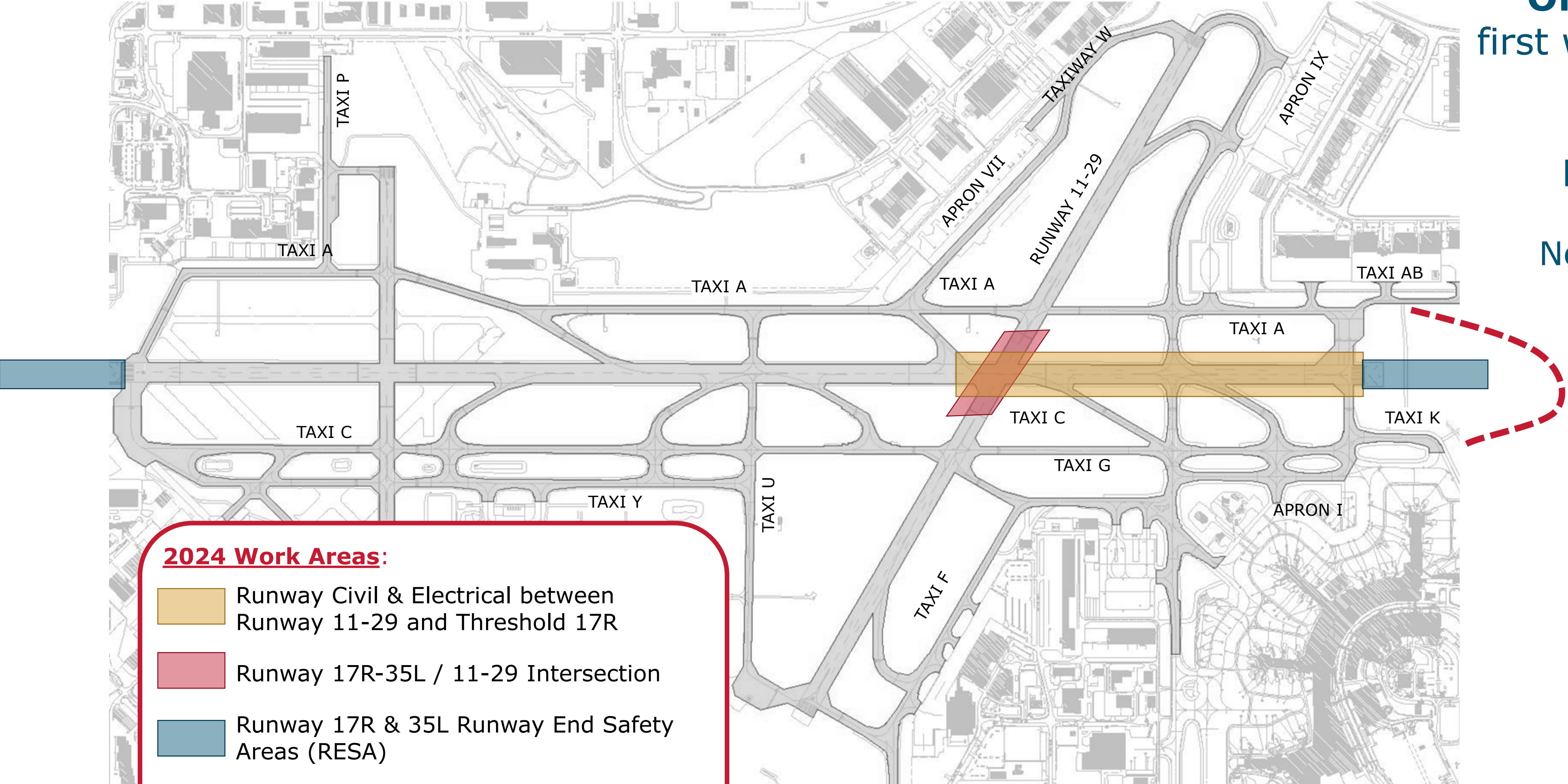
1. 2024 Construction
2. 2024 Information Sessions
3. Ongoing Engagement
4. Questions

AGENDA





2024 CONSTRUCTION | Phases 1-4

ON TRACK for first week of April

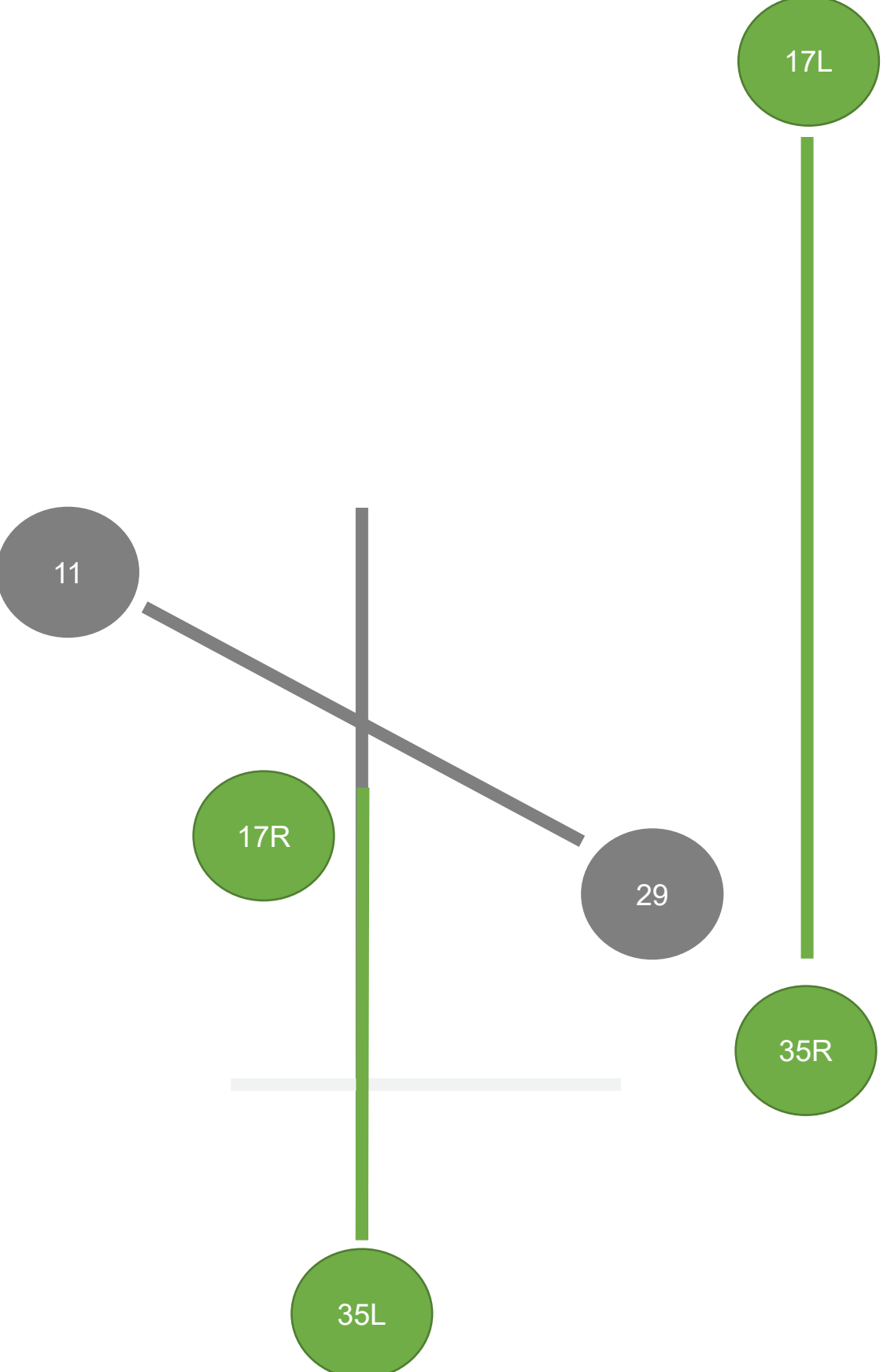
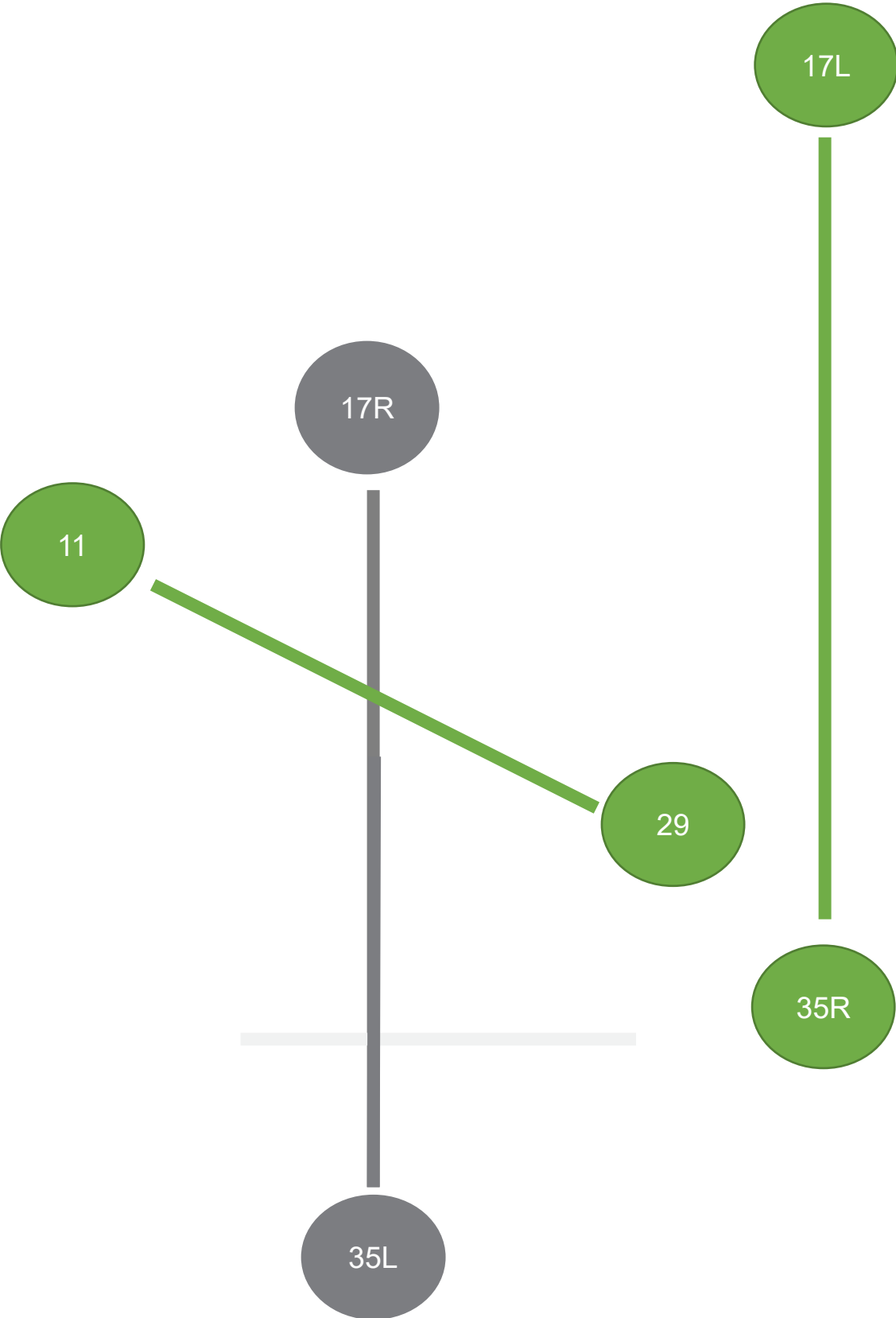
DURATION:
April 2024 to November 2024



2024 Work Areas:

-  Runway Civil & Electrical between Runway 11-29 and Threshold 17R
-  Runway 17R-35L / 11-29 Intersection
-  Runway 17R & 35L Runway End Safety Areas (RESA)
-  North Vehicle Service Road

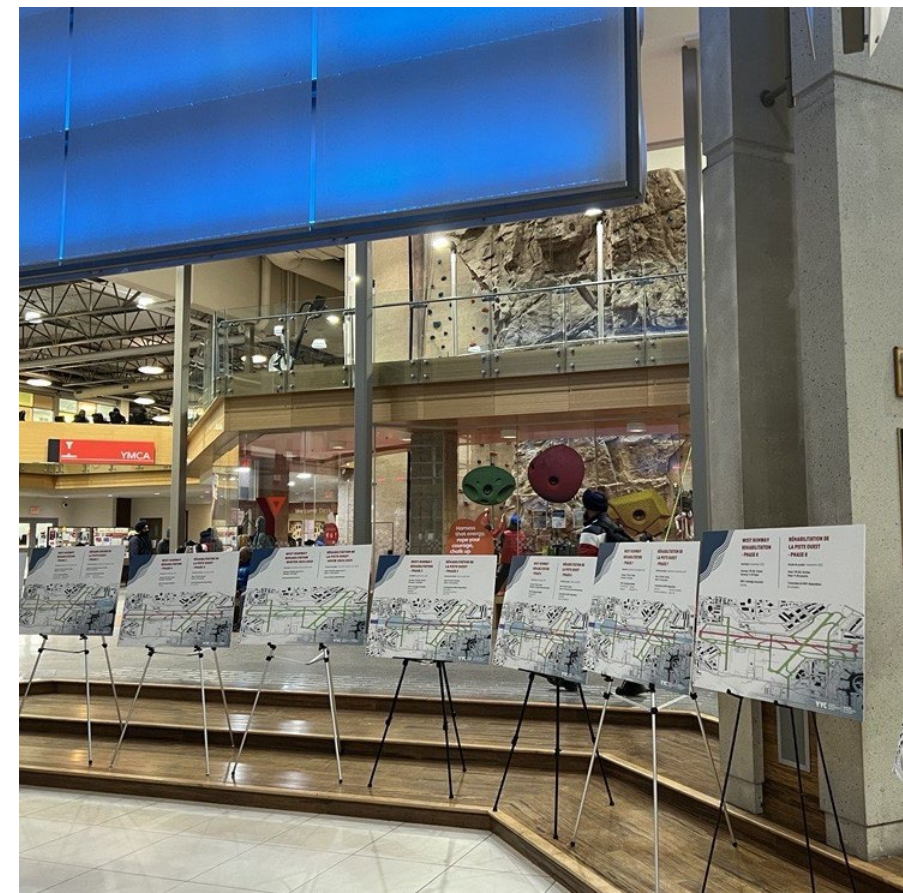
RUNWAY CLOSURES | 2024



LOCAL INFORMATION SESSIONS

February 2024: 200+ Attendees

- Vivo and Genesis Centre provided natural foot traffic and an opportunity to educate wide audiences.
- While the majority of attendees were not familiar with the project, many were grateful to have the opportunity to learn.
- The most engaged group came from our Beddington Heights session. This group was smaller (only 19) but highly engaged.



CONTINUED ENGAGEMENT...

- How would you like us to keep you informed throughout the project?
 - ACCC Sessions
 - Periodic Updates in Community Newsletters and/or Community Websites
 - YYC.com
 - Other?





QUESTIONS?

THANK YOU!

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AUTHORITY

NAV CANADA ► PROPRIETARY

CYYC Alternate Heading Jet Departures

Post Implementation Review



Serving a world in motion
navcanada.ca



Final Post Implementation Report

Calgary Alternate Jet Heading

Post-Implementation Review

A 180 day review of operations and noise impacts following implementation of the alternate jet headings off of runways 17 R and 17 L at CYYC.

Executive Summary

In partnership with the Calgary Airport Authority, NAV CANADA commenced a trial in 2019 of alternate departure headings for aircraft departing runways 17L and 17R at Calgary International Airport (CYYC). The trial was extended several times through 2021 and 2022 due to the impact of the COVID-19 global pandemic. The trial evaluated a second set of departure headings to be applied tactically when conditions permit based on the flight plan of the departing aircraft as an alternative to those already in place that serve as the predominant departure headings. This report examines the calendar year following the implementation of the alternate departure headings.

Through increased overflight of non-residential land, we expected a continuation of a reduction in the cumulative noise exposure for many communities south of the airport, while ensuring a safe and efficient operation. The alternate headings target areas of commercial use land on initial take off and allowing aircraft to gain more altitude before they are directly above residential areas when compared to the existing heading.

Following a consultation period, all input received was assessed and considered; many residents provided feedback about the greater impact of the trial during the overnight period. Based on the overall benefits of reduced track mileage and the associated reduction in GHG emissions, permanent use of Alternate Departure Headings for departures from runways 17L and 17R should proceed but their use will be discontinued daily between the hours of midnight and 6:00 a.m. (0000–0600) local time.

NAV CANADA continues to collaborate with the Calgary Airport Authority and the Airport Community Consultative Committee on aircraft noise topics, including those that were raised during the consultation.

Context

This post implementation report comes following the publication of the final Airspace Change Community Consultation Report which is found [here](#).

As a part of the process, NAV CANADA committed to a Post Implementation Review that examines the 180 days following implementation of the alternate departure headings – and any changes that came [as a result of](#) the consultative process, going beyond that commitment, this review looks at the calendar year from September 2022 – September 2023.

CYYC RWY 17R/17L Jet Alternate Headings

Results: Start of Sept. 2022 to start of Sept. 2023, Visuals: Sept. 2022 to end of Dec. 2022

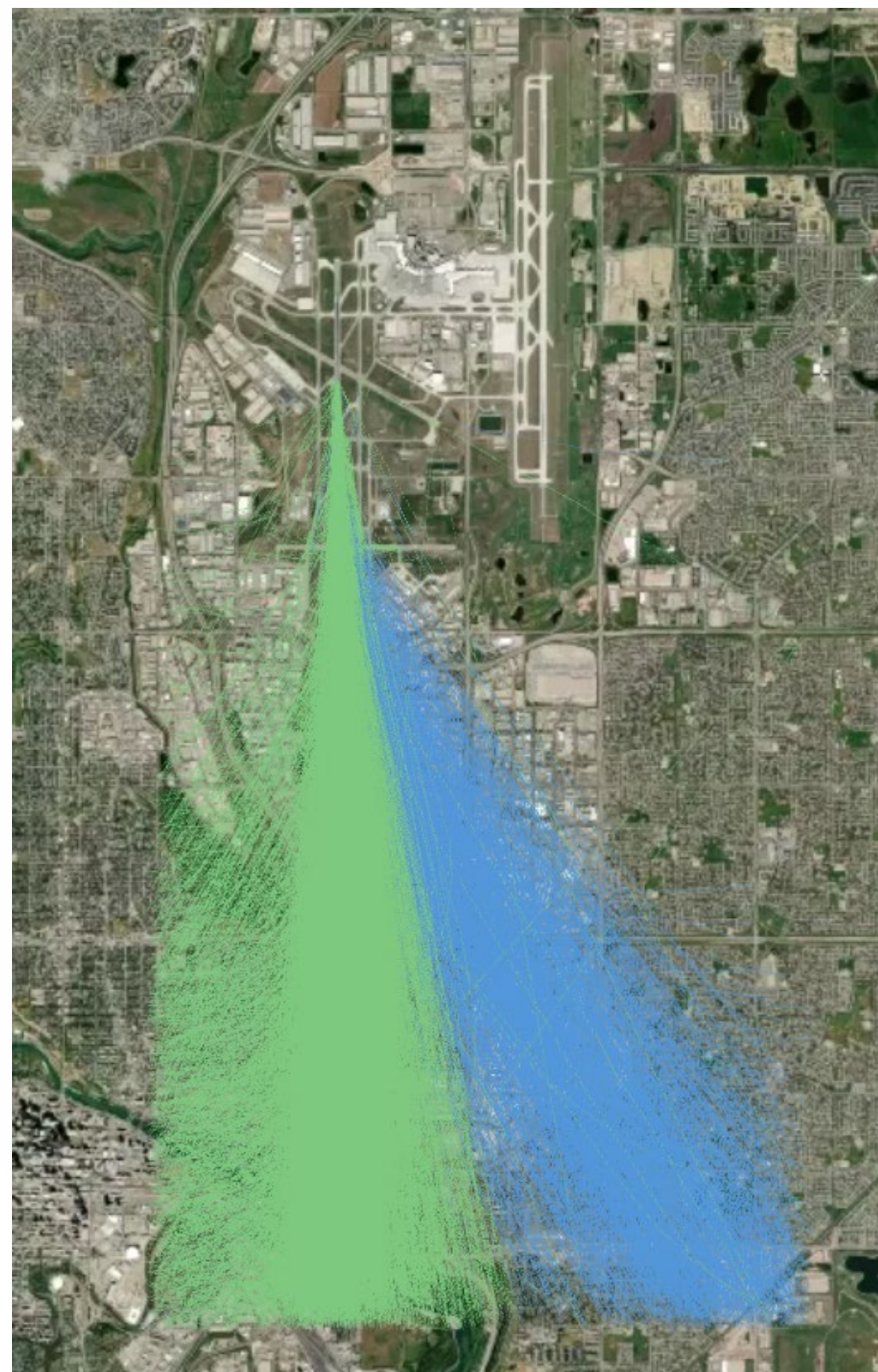
■ Standard Jet Dep.
■ Alternate Heading Jet Dep.

Percent (%) on Alternate Headings

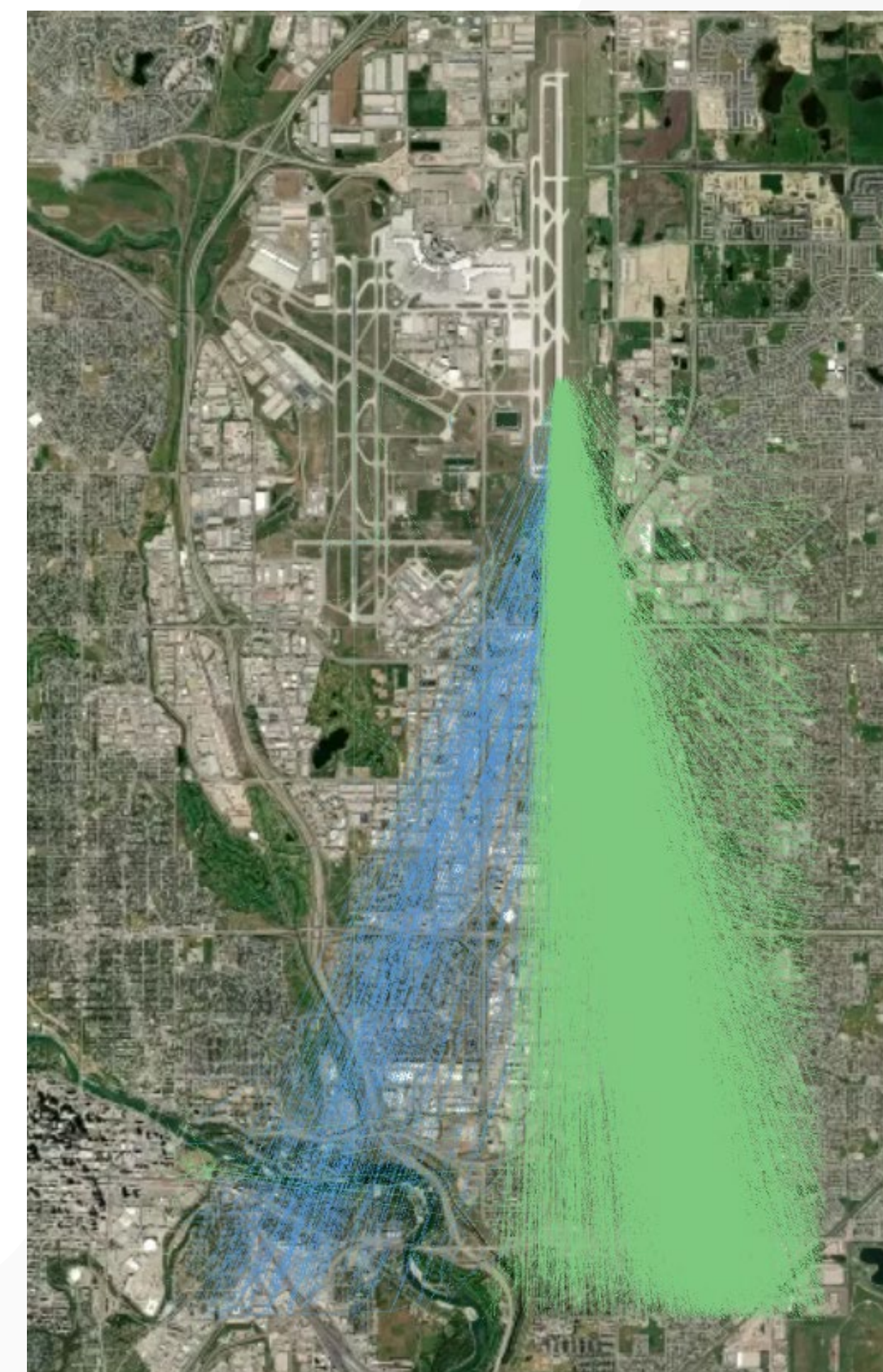
Criteria

- Jets
- Between 0600 and 0000
- Start of September 2022 to start of September 2023

RWY	Pre-Trial Estimate	Actual During Trial	Actual Sept 2022 to 2023
17R	30-50%	27-49%	27-45%
17L	5-10%	3-11%	3-10%

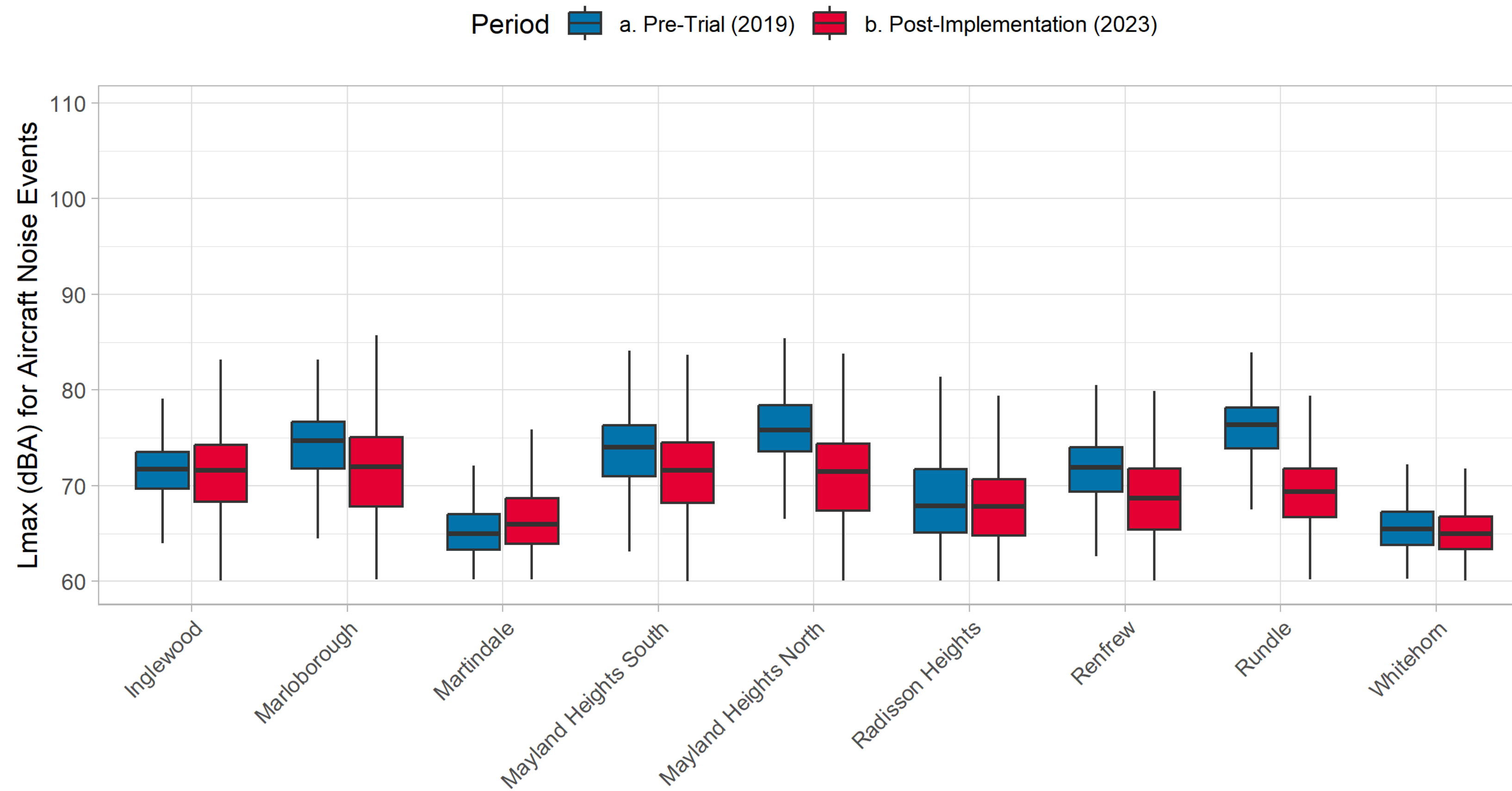


RWY 17R

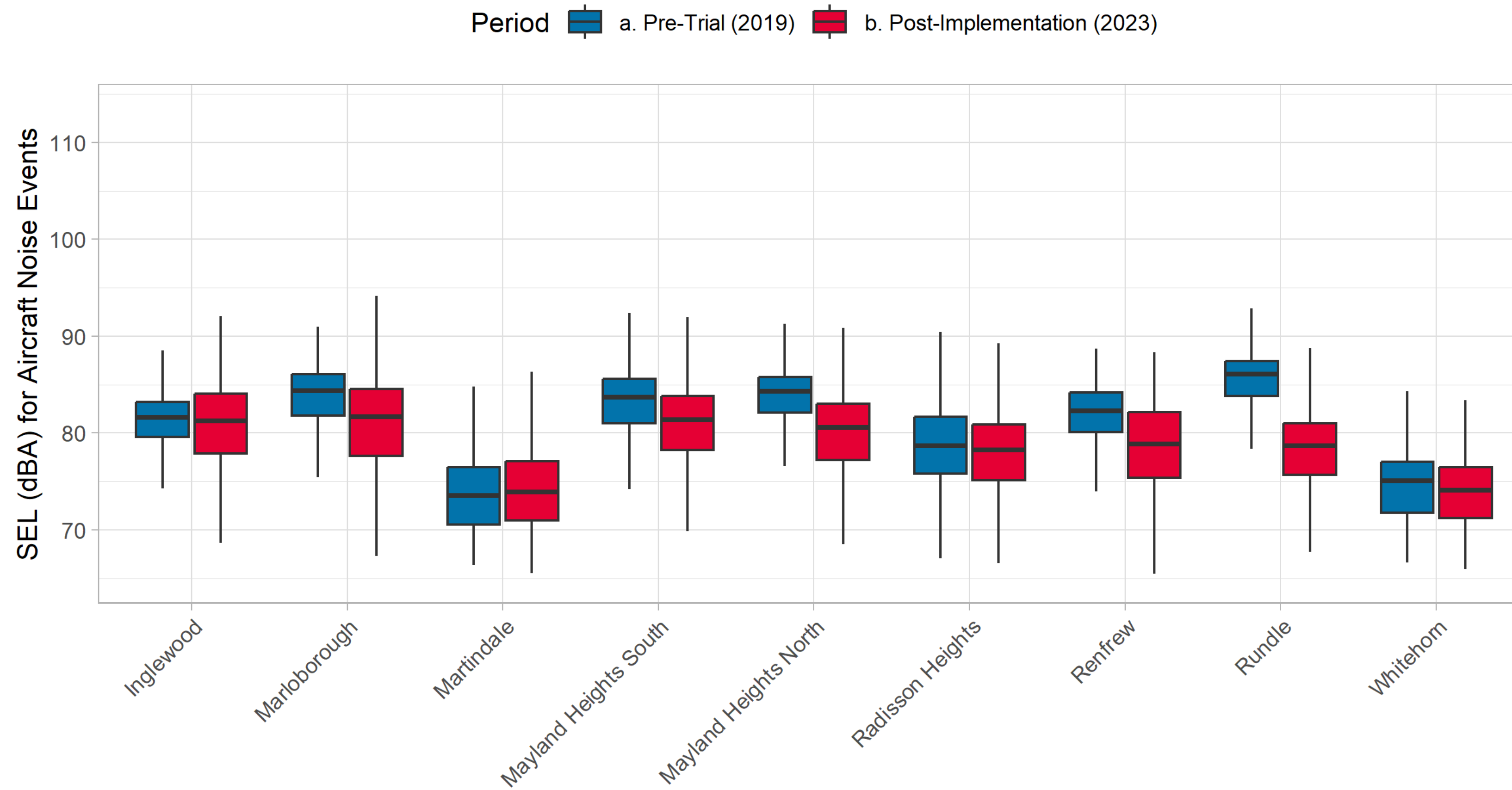


RWY 17L

Lmax for Neighbourhoods south of YYC



SEL for Neighbourhoods south of YYC



Final Post Implementation Review Next steps

- Translation and Final publication on our external site: navcanada.ca

Aviation Noise and Operational Update

March 21 | 2024

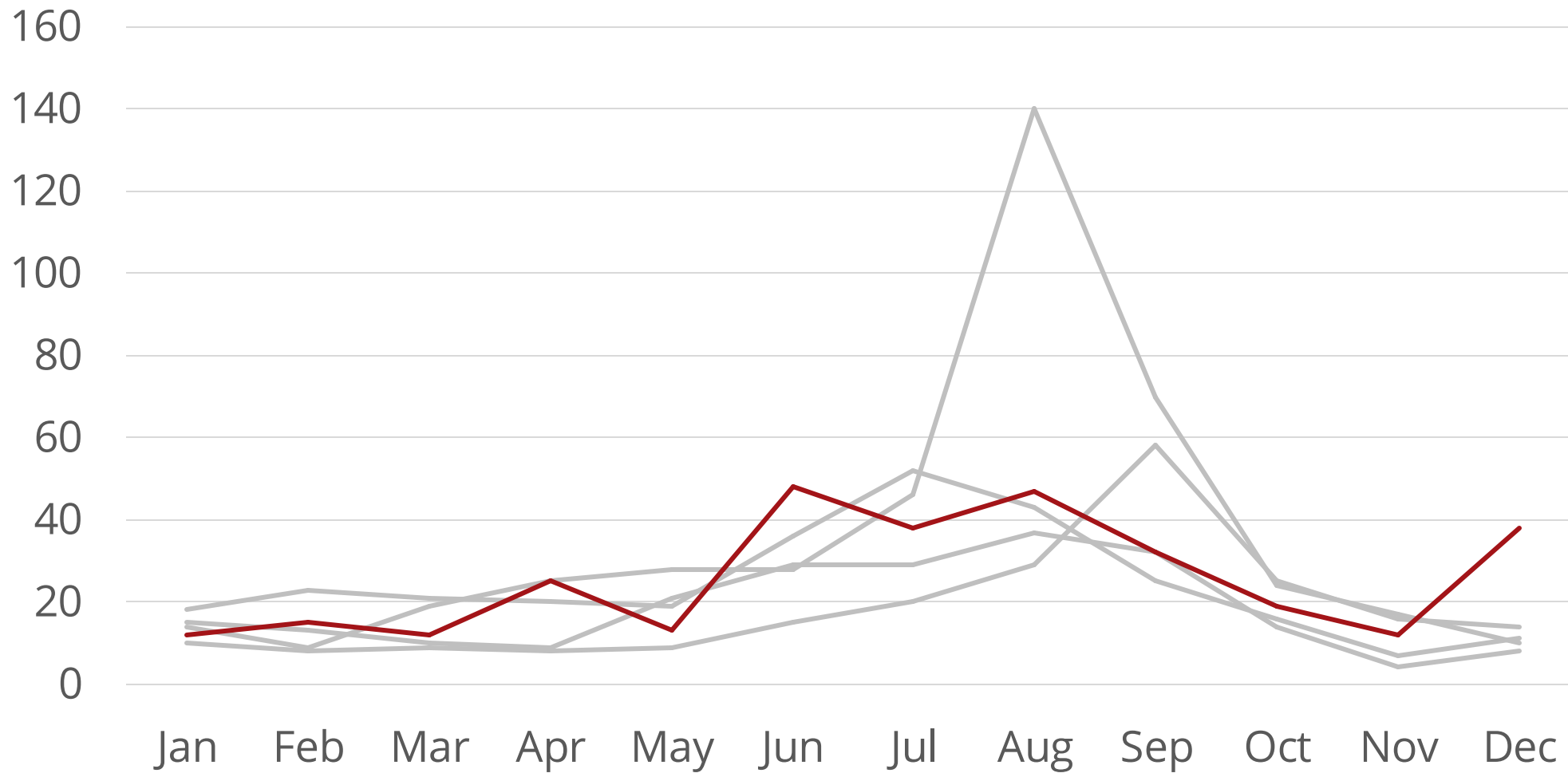
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Runway Usage Trends

➔ [Dashboard overview](#)

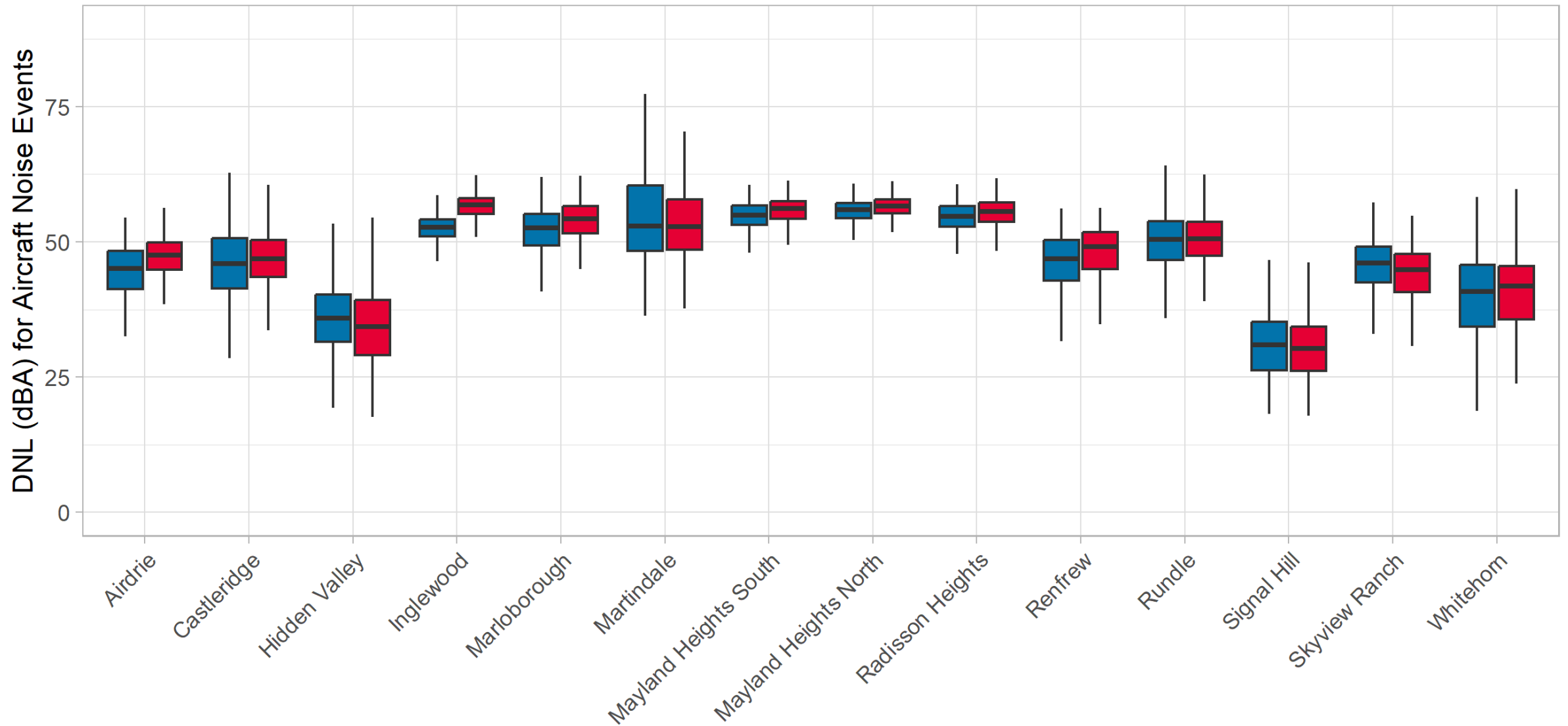


Number of Distinct Households



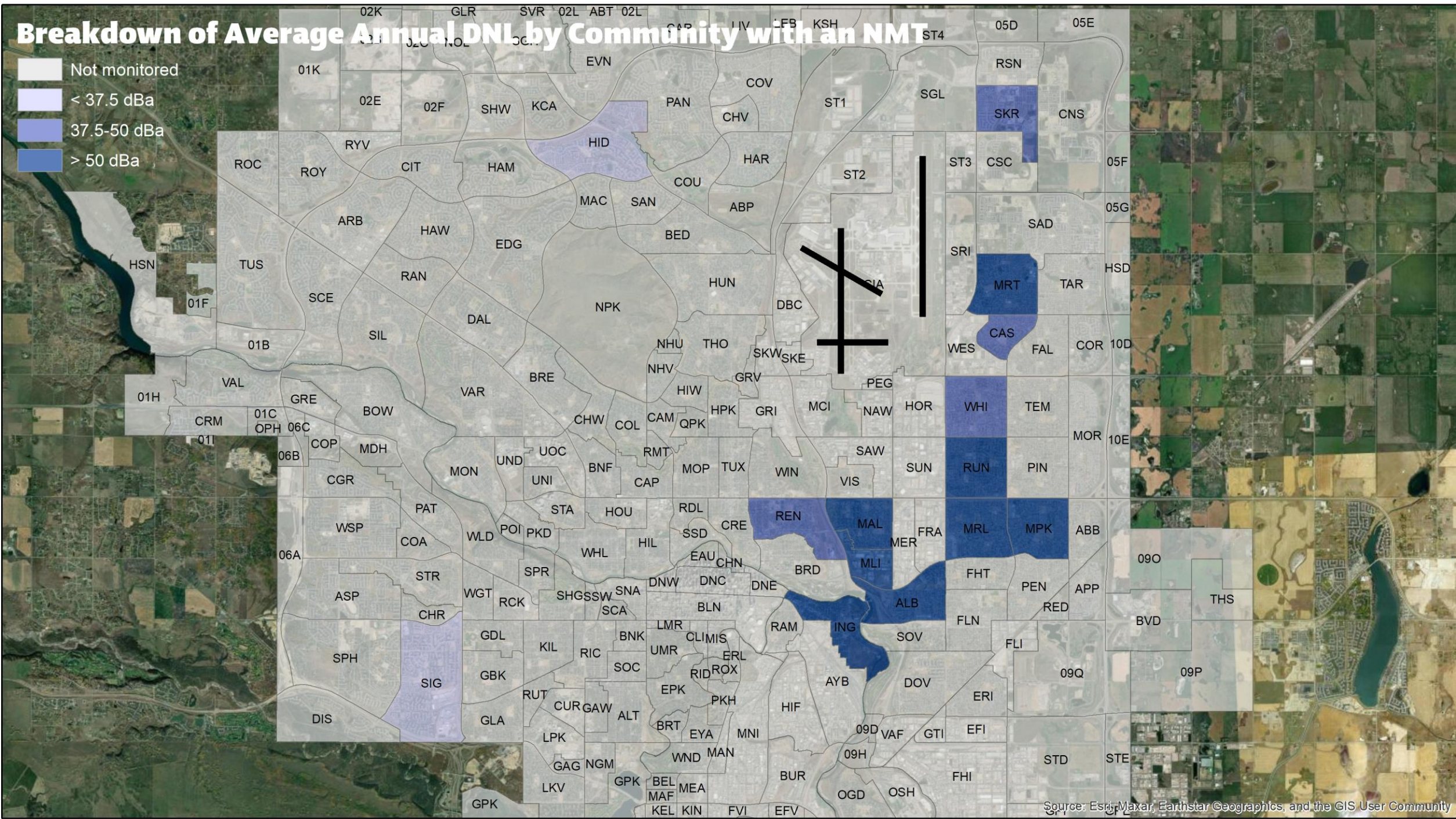
— 2019-2022 — 2023

Year 2022 2023



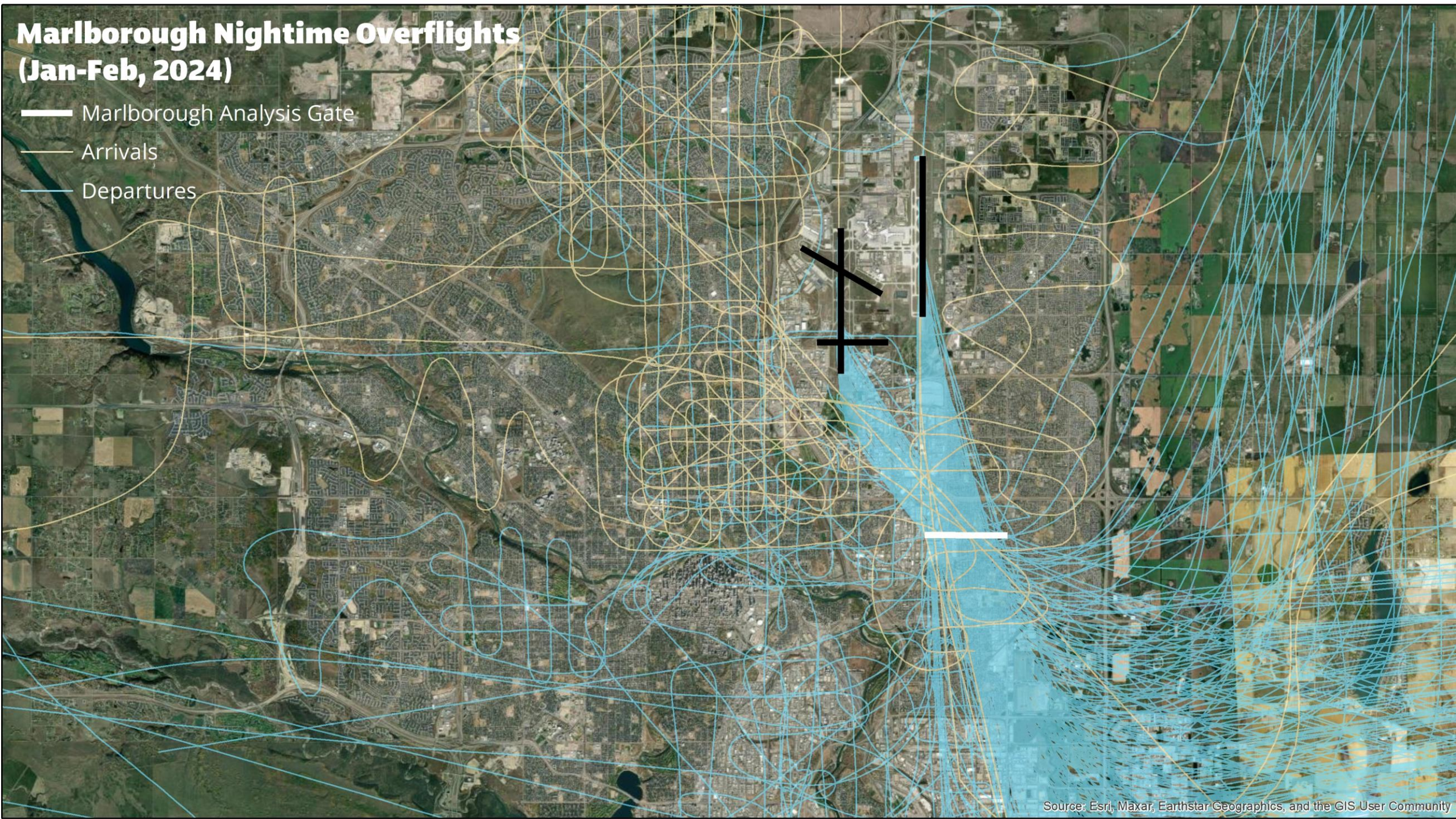
Breakdown of Average Annual DNL by Community with an NMT

- Not monitored
- < 37.5 dBa
- 37.5-50 dBa
- > 50 dBa



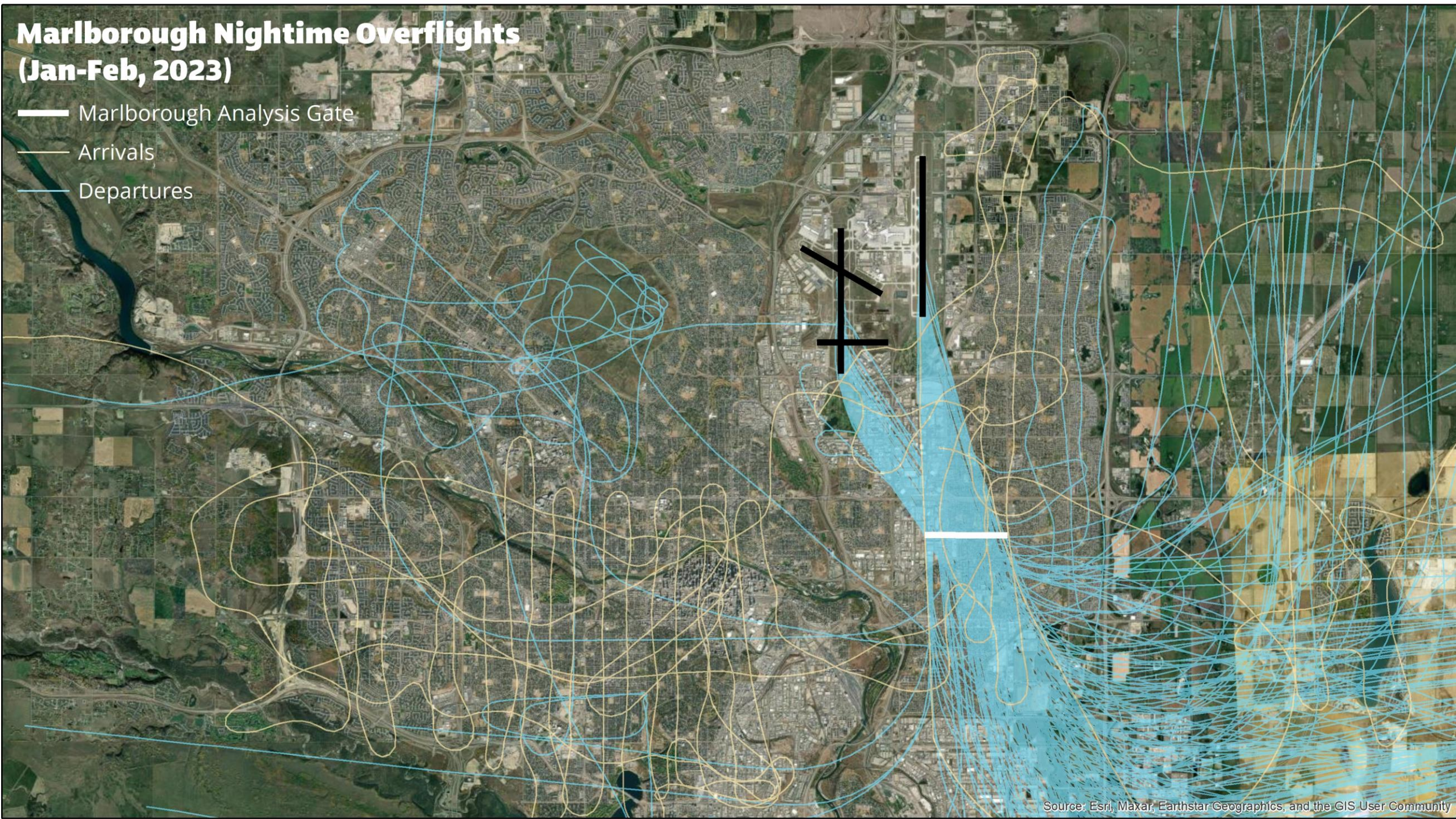
Marlborough Nighttime Overflights (Jan-Feb, 2024)

- Marlborough Analysis Gate
- Arrivals
- Departures



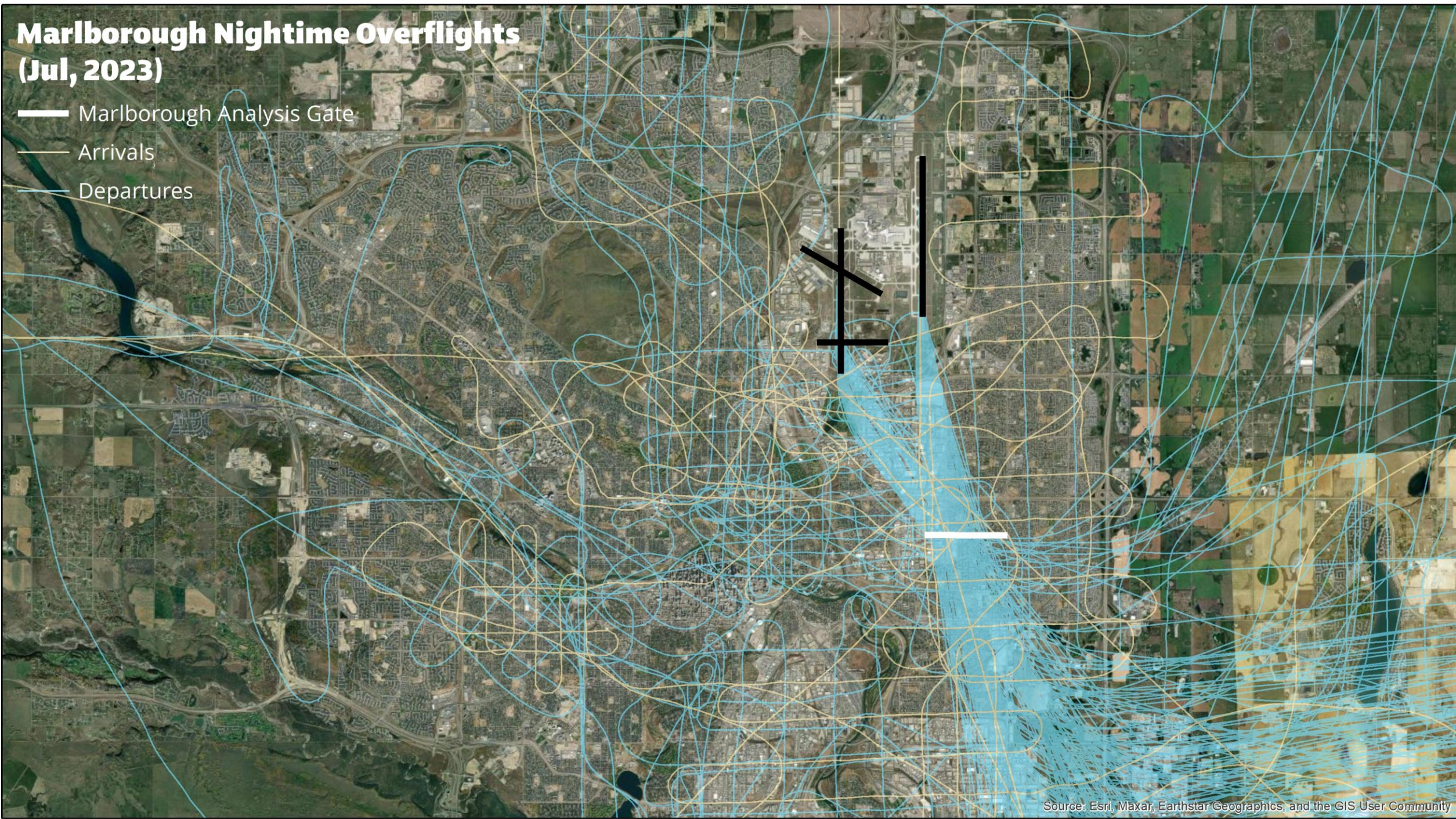
Marlborough Nighttime Overflights (Jan-Feb, 2023)

- Marlborough Analysis Gate
- Arrivals
- Departures



Marlborough Nighttime Overflights (Jul, 2023)

- Marlborough Analysis Gate
- Arrivals
- Departures



	All Departures		Marlborough Departure Overflights Only	
	Daytime Flights	Nighttime Flights	Daytime Flights	Nighttime Flights
Jan 15 – Feb 15, 2024	82%	18%	74%	26%
July 1 – 31, 2023	79%	21%	82%	18%
Jan 15 – Feb 15, 2023	83%	17%	78%	22%

Conclusions

- No observed changes to air traffic patterns
- Increase in nighttime (22:00 to 07:00) departures over Marlborough, likely due to:
 - Winter deicing operations (more flights departing on the east runway)
 - Increase in overall air traffic, extending flight schedules into the morning and evening hours

YYC CALGARY INTERNATIONAL AIRPORT MASTER PLAN UPDATE

presentation to:

Airport Community Consultative Committee



MARCH 21, 2024

Overview

Airport Master Plans

Airport Master Plan Purpose:

Establish a framework for the orderly, rational and sequential development of the Calgary International Airport

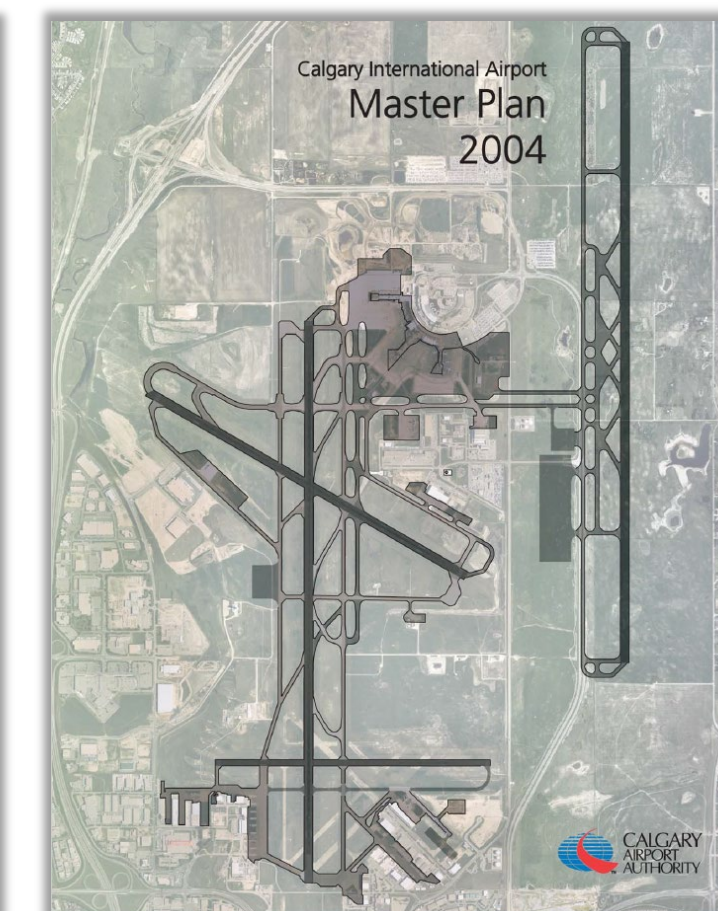
- Framework to be in alignment with:
 - Ground Lease with Federal Government
 - Mandate under the Regional Airport Authorities Act
 - YYC Strategic Plan
- AMP Planning Horizon = 20 Years

History:

- 3 Airport Master Plans have been created since transfer in 1992:



1996



2004



2014

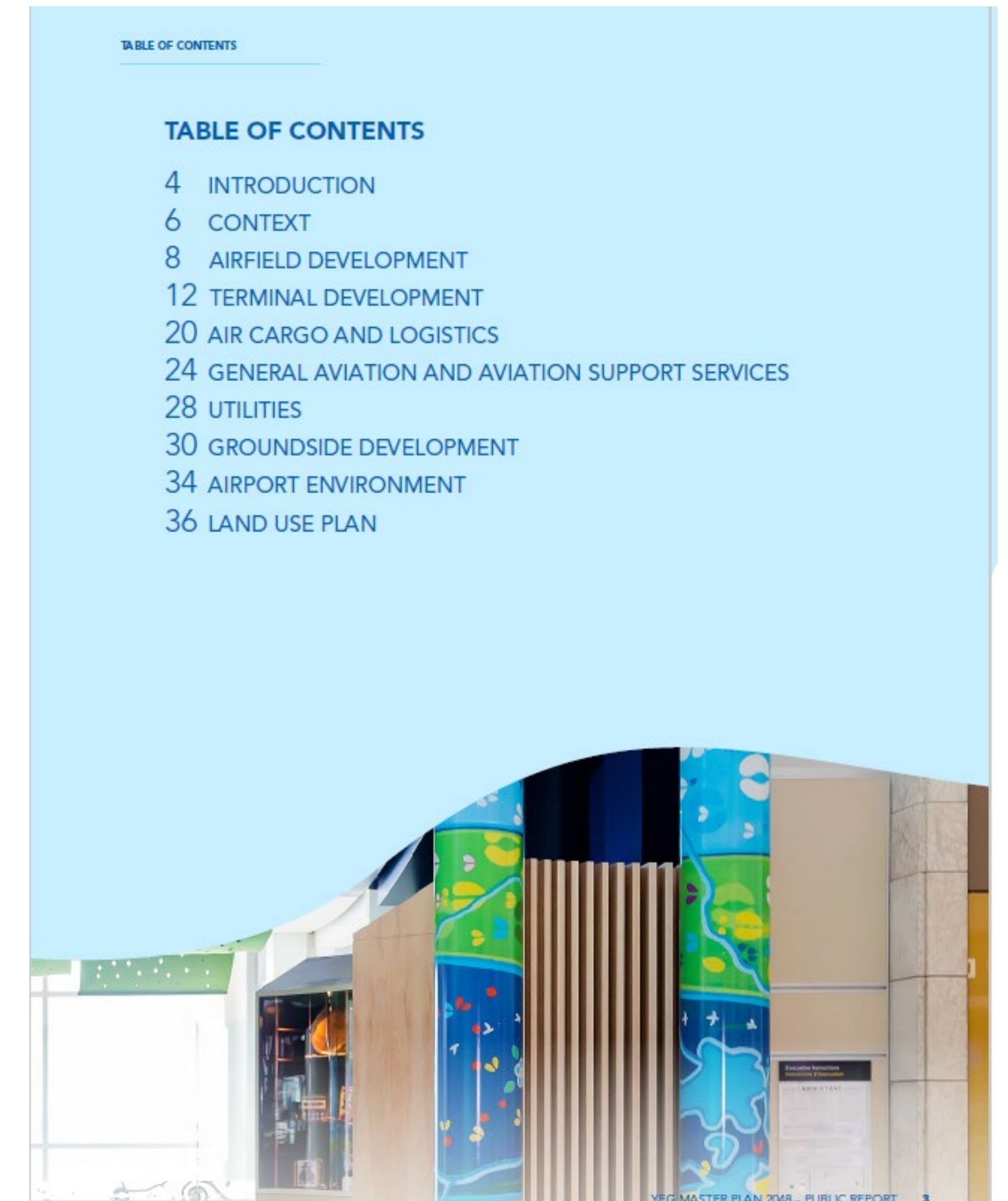
- We are embarking upon our next update to The Calgary International Airport Master Plan

Airport Master Plans: A Typical Table of Contents

The Edmonton Airports Authority recently published and made public their updated Airport Master Plan for Edmonton International Airport.

All Airport Master Plans for major Canadian Airports are generally structured in a similar fashion.

The contents of any Airport Master Plan in Canada are largely prescribed by the respective Ground Leases with the Federal Government.



Sustainability Strategy

YYC's Sustainability Strategy

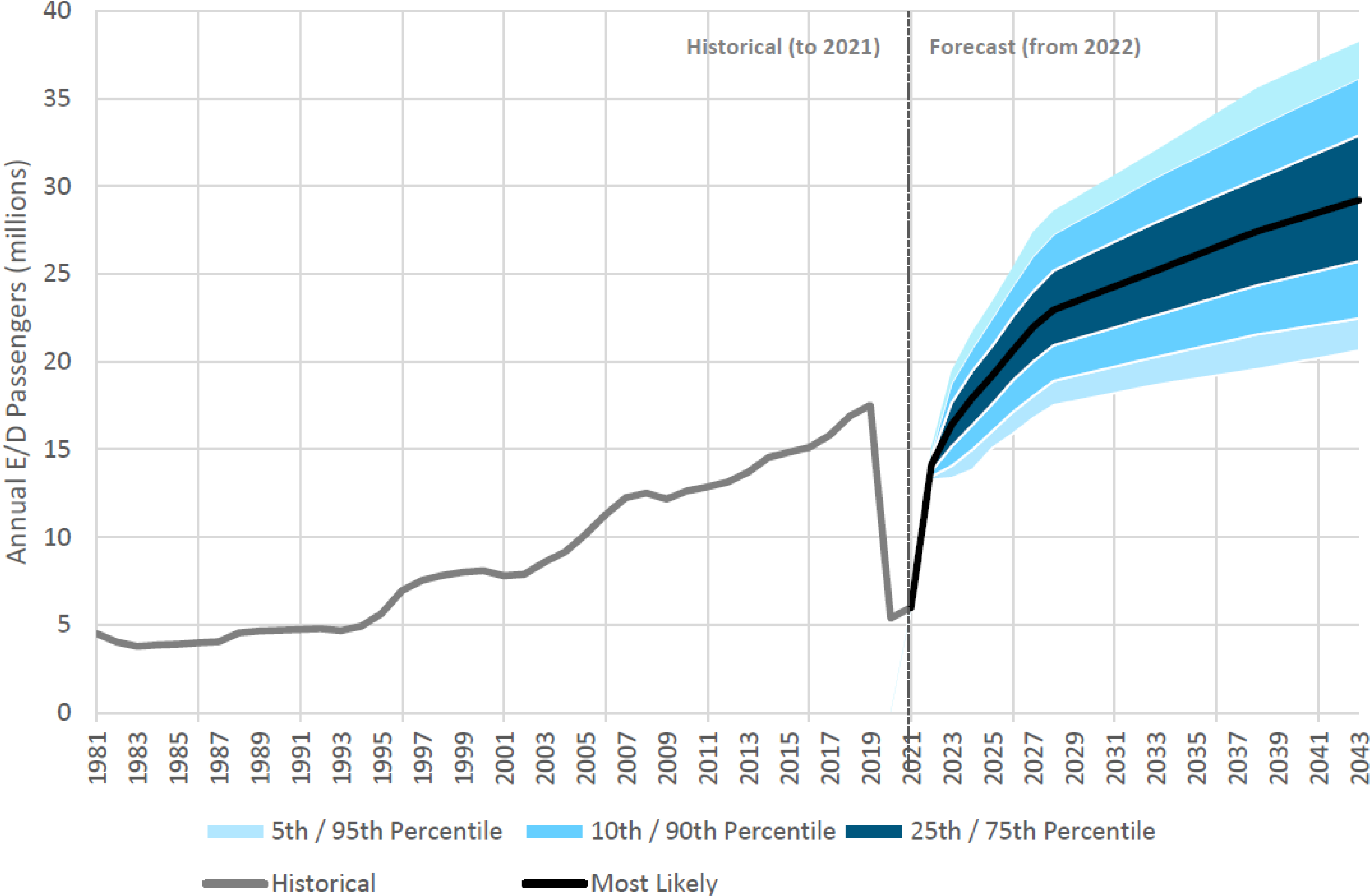
will be incorporated into the Airport Master Plan



Air Traffic Forecast

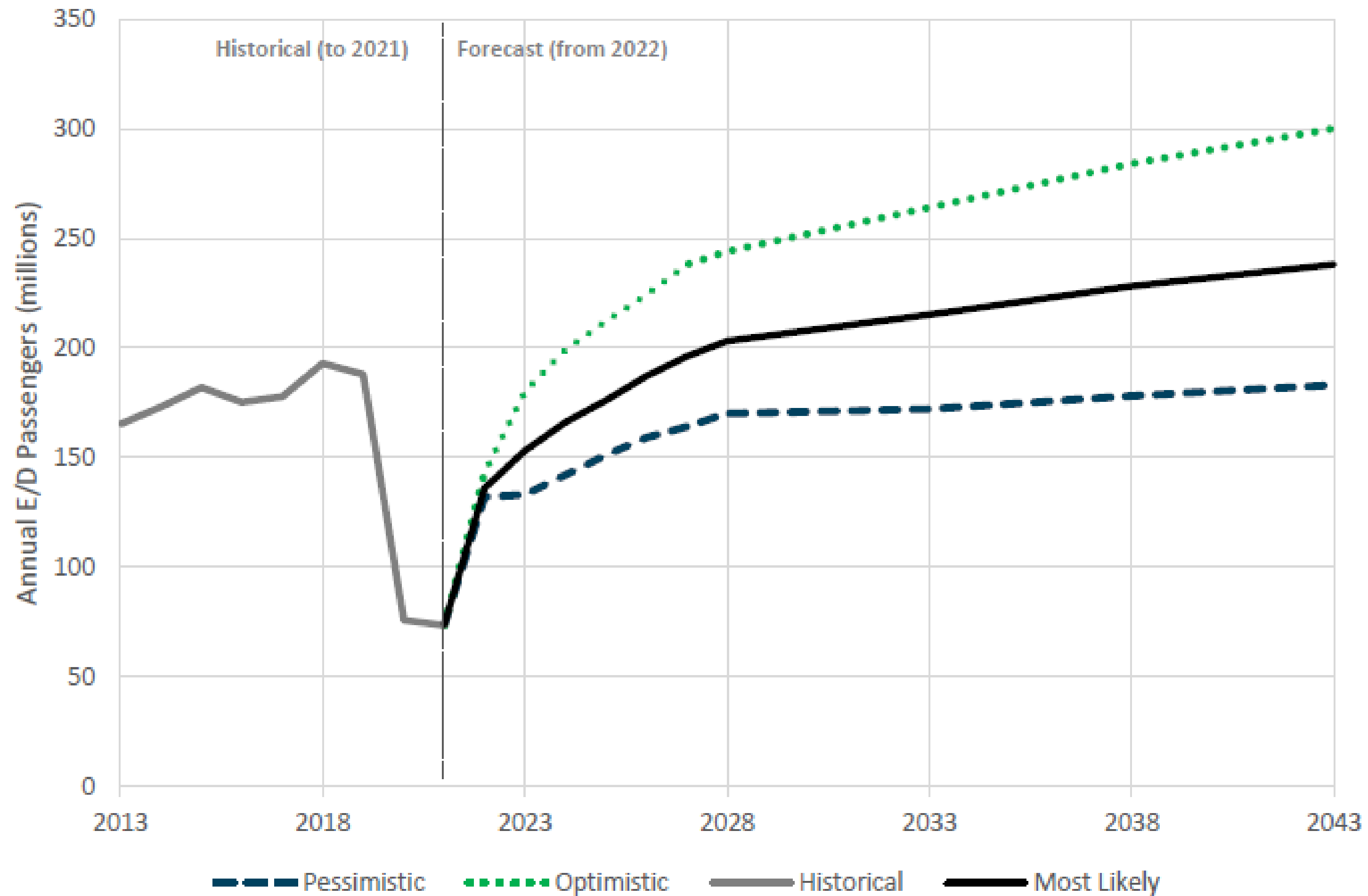
20 Year Air Traffic Forecast Update

Figure ES-1: Forecast Total E/D Passengers at YYC



20 Year Air Traffic Forecast Update

Figure ES-3: Forecast Commercial Passenger Movements at YYC

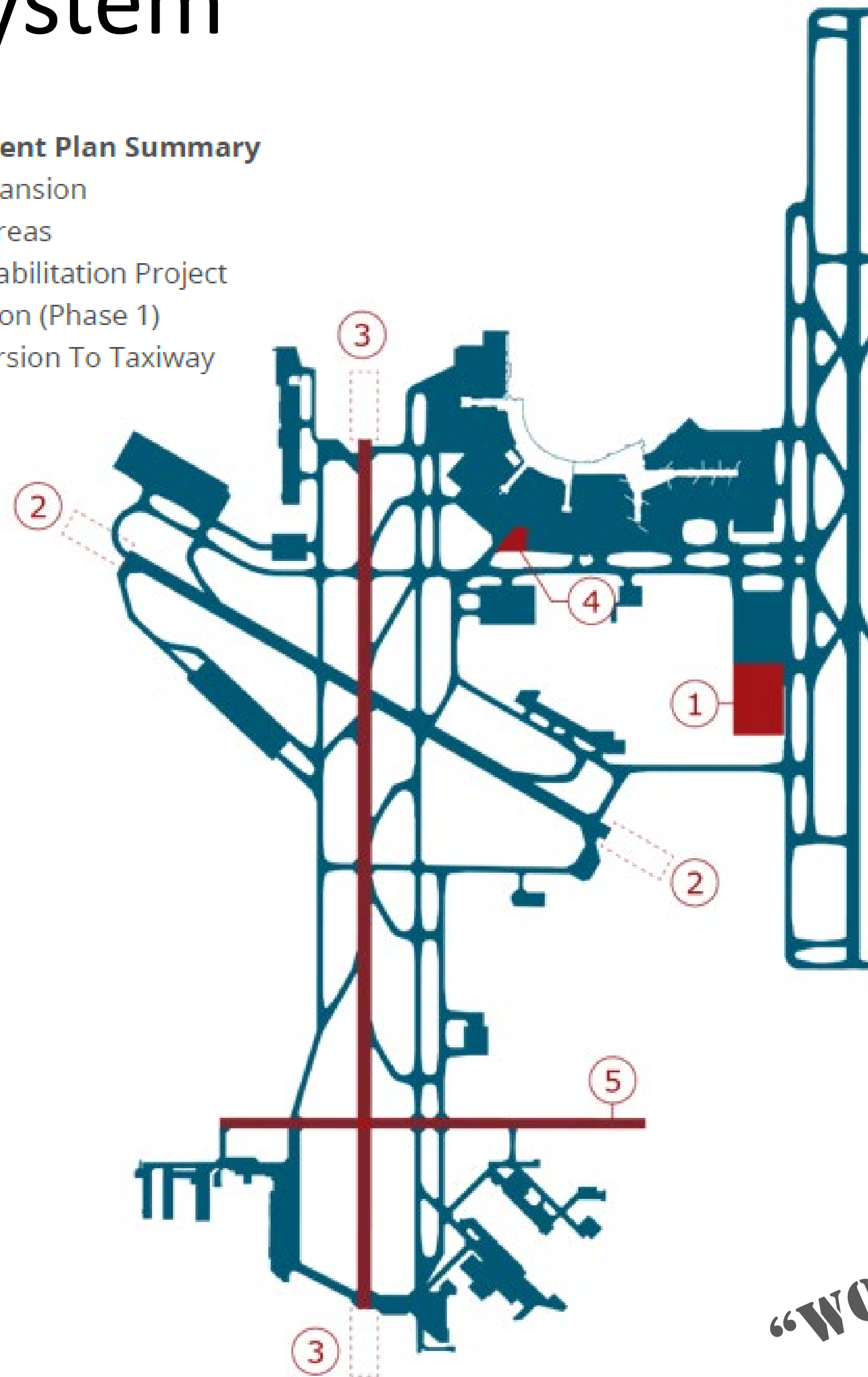


Airfield System

Airfield System

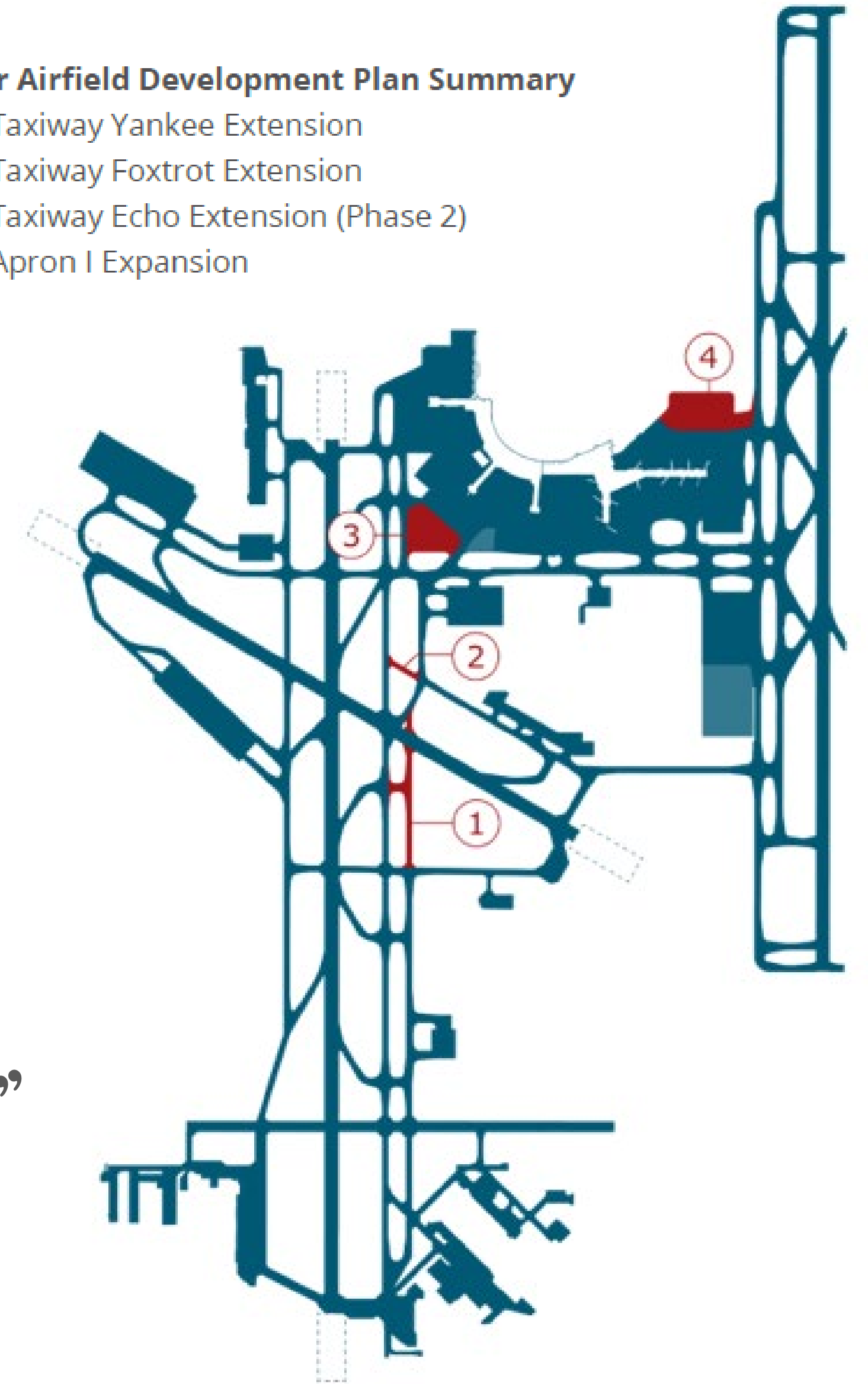
10 Year Airfield Development Plan Summary

1. East Deice Apron Expansion
2. Runway End Safety Areas
3. Runway 17R-35L Rehabilitation Project
4. Taxiway Echo Extension (Phase 1)
5. Runway 08-26 Conversion To Taxiway



20 Year Airfield Development Plan Summary

1. Taxiway Yankee Extension
2. Taxiway Foxtrot Extension
3. Taxiway Echo Extension (Phase 2)
4. Apron I Expansion



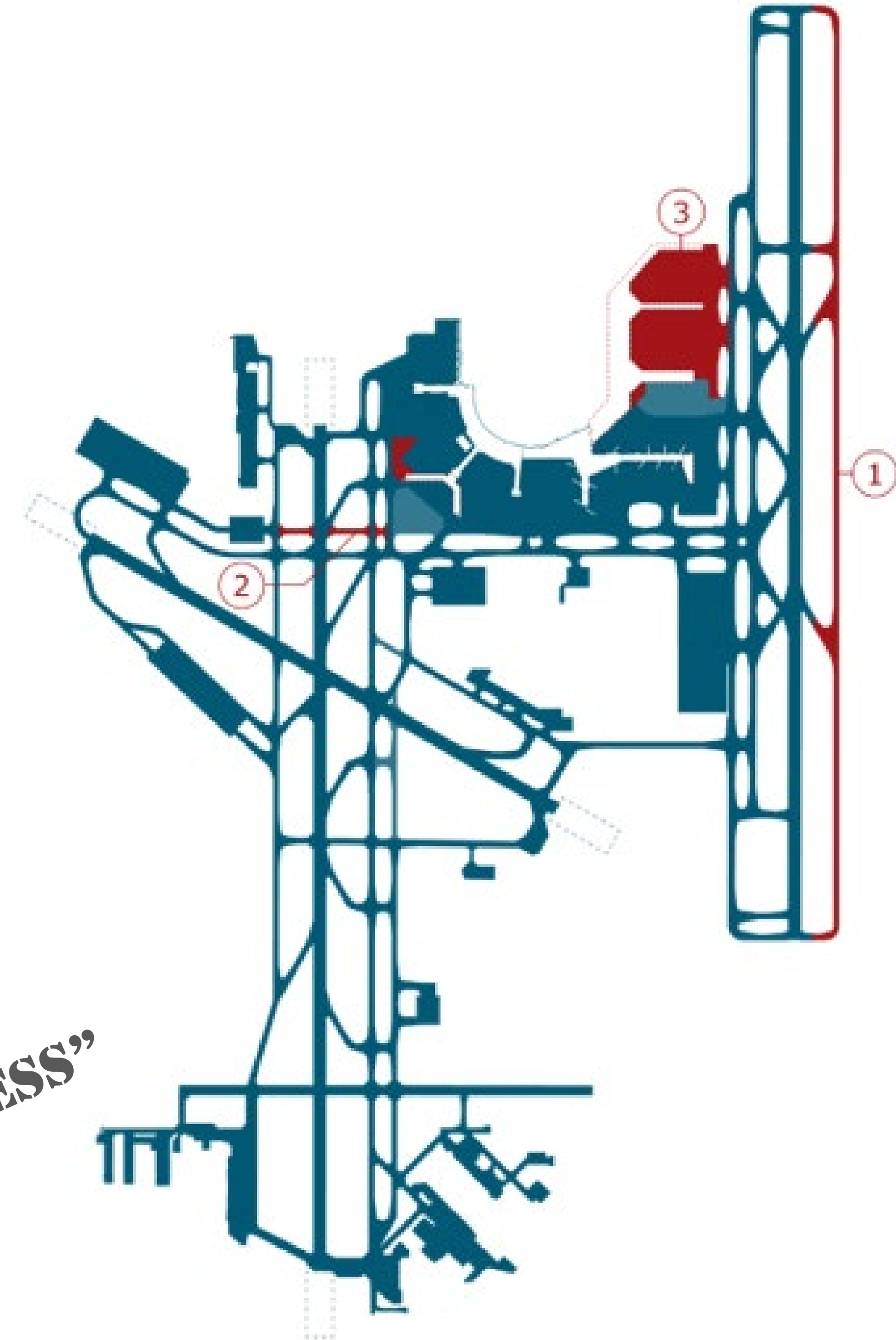
DRAFT
“WORK IN PROGRESS”

Airfield Development Beyond the Airport Master Plan

AIRFIELD DEVELOPMENT BEYOND THE AIRPORT MASTER PLAN

Longer term planning is necessary to protect for future airport operations that go beyond the planning horizon of the Airport Master Plan. The following major airfield developments are proposed and are consistent with previous plans:

1. Taxiway T – enabling development of airside commercial lots east of Runway 17L-35R
2. Taxiway E Extension (Phase 3) – connecting Apron I and IX
3. Apron I Expansion – long term expansion of the apron to support future terminal growth
4. Taxiway B and D Extensions – enabling development of airside commercial lots at the north and south ends of Runway 17L-35R



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Air Terminal Complex

Gates / Aircraft Stands: Definitions

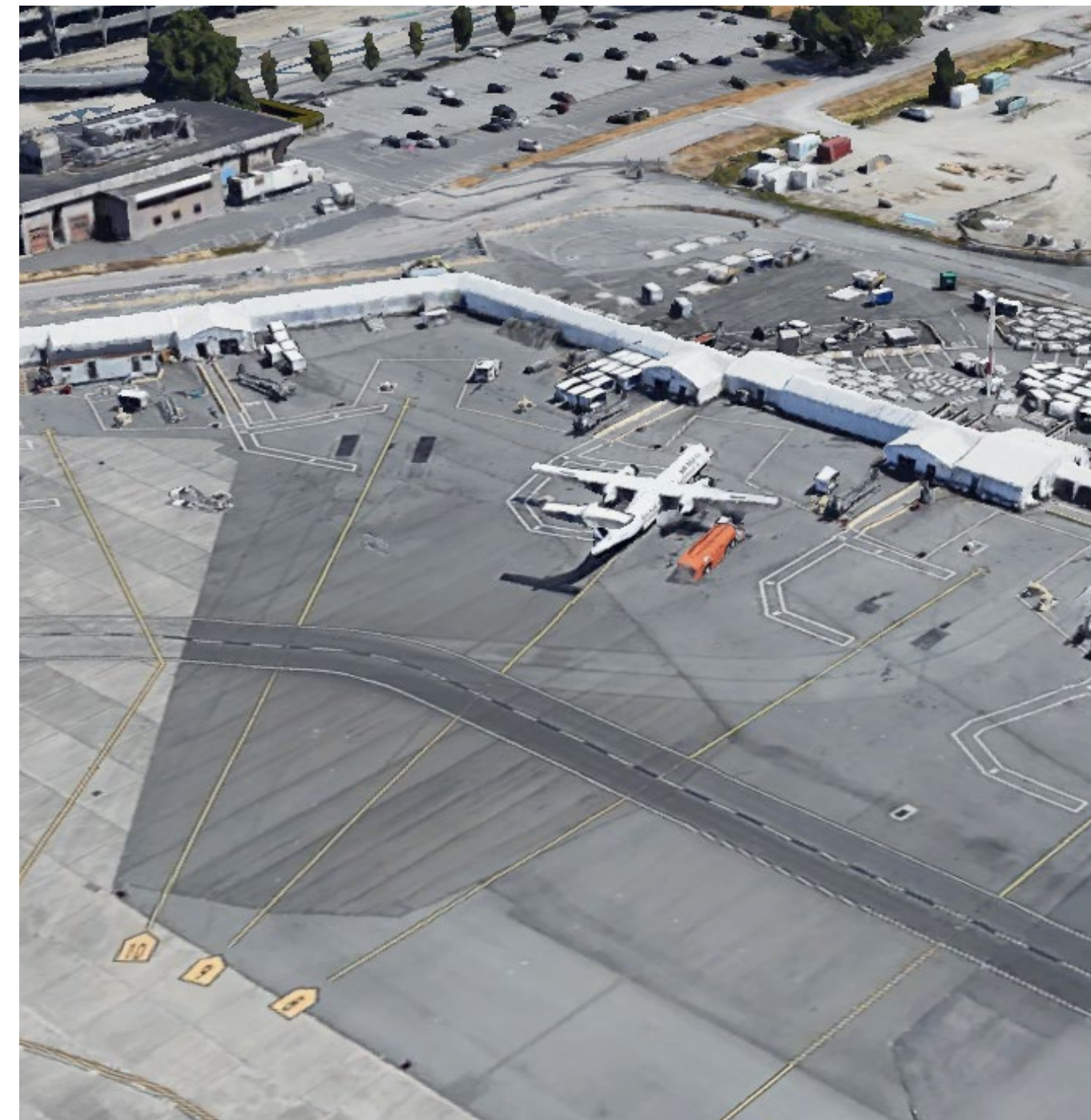
Contact Stand:

An aircraft parking stand which is connected to an Air Terminal Building via a Passenger Boarding Bridge (PBB).



Ground Load (GL) Stand:

An aircraft parking stand which is ground loaded from an Air Terminal Building – typically via a covered walkway.

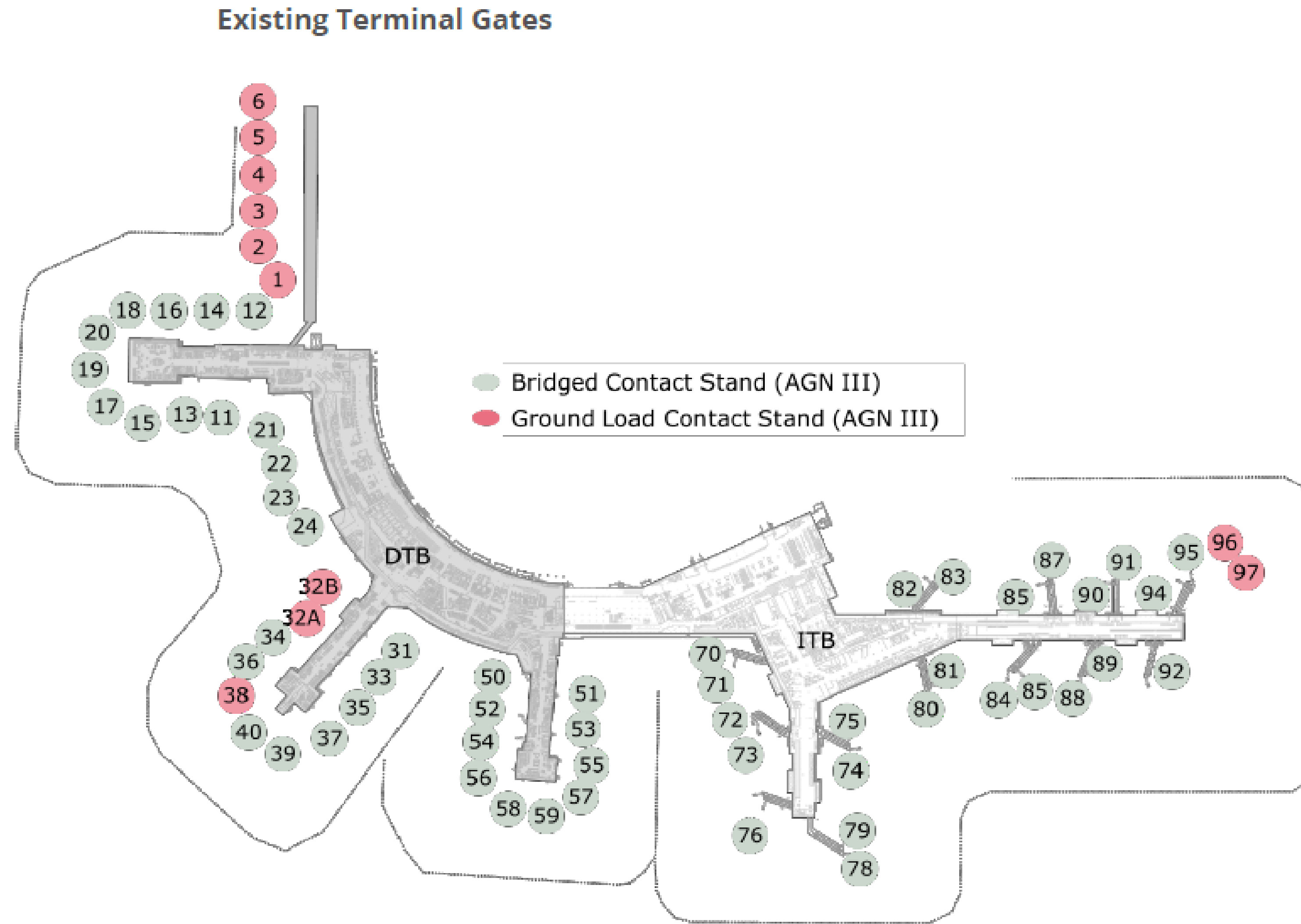


Hard Stand:

A remote aircraft parking position which may be used for off-gate parking and/or used as an operational gate via a bussing operation.



Gates / Aircraft Stands: Current Inventory



Increased Gate Utilization

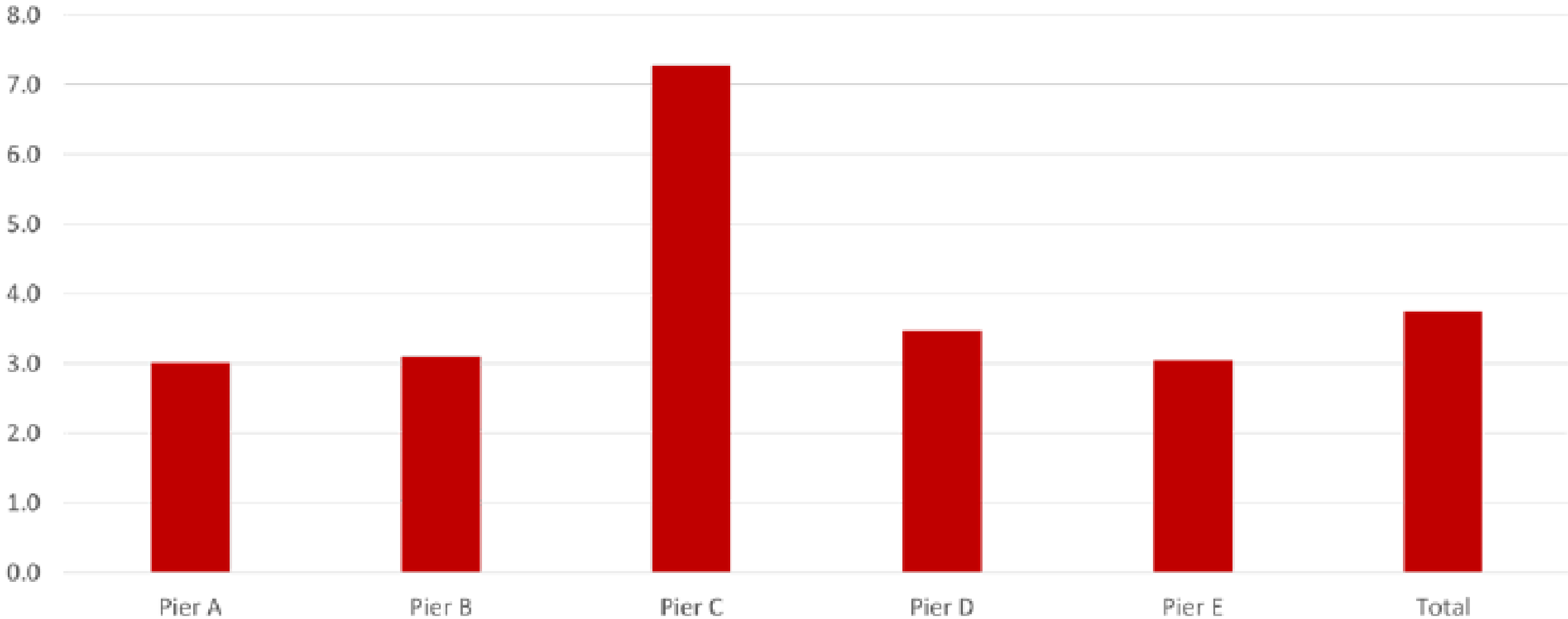
Increased Gate Utilization

The priority for YYC is to increase the utilization of existing terminal facilities, which includes the use of gates. YYC currently achieves up to 7.3 turns per gate per day on Pier C, while the terminal average is 3.7 turns per gate.

Benchmarking of North American airports highlighted that many airports achieve 4-5 turns per gate per day. If YYC were to achieve the benchmark of 5-6 turns per gate per day, this would result in an annual passenger capacity of up to 24.2 million. This would take YYC beyond the forecast year of 2030.

Higher gate utilization can be achieved through strategic scheduling. Examples include adding new flights in demand valleys, gate flexibility (both sector and airline flexibility), and adding flights to underutilized gates.

YYC Departures per Gate per Day (Aug 2023)

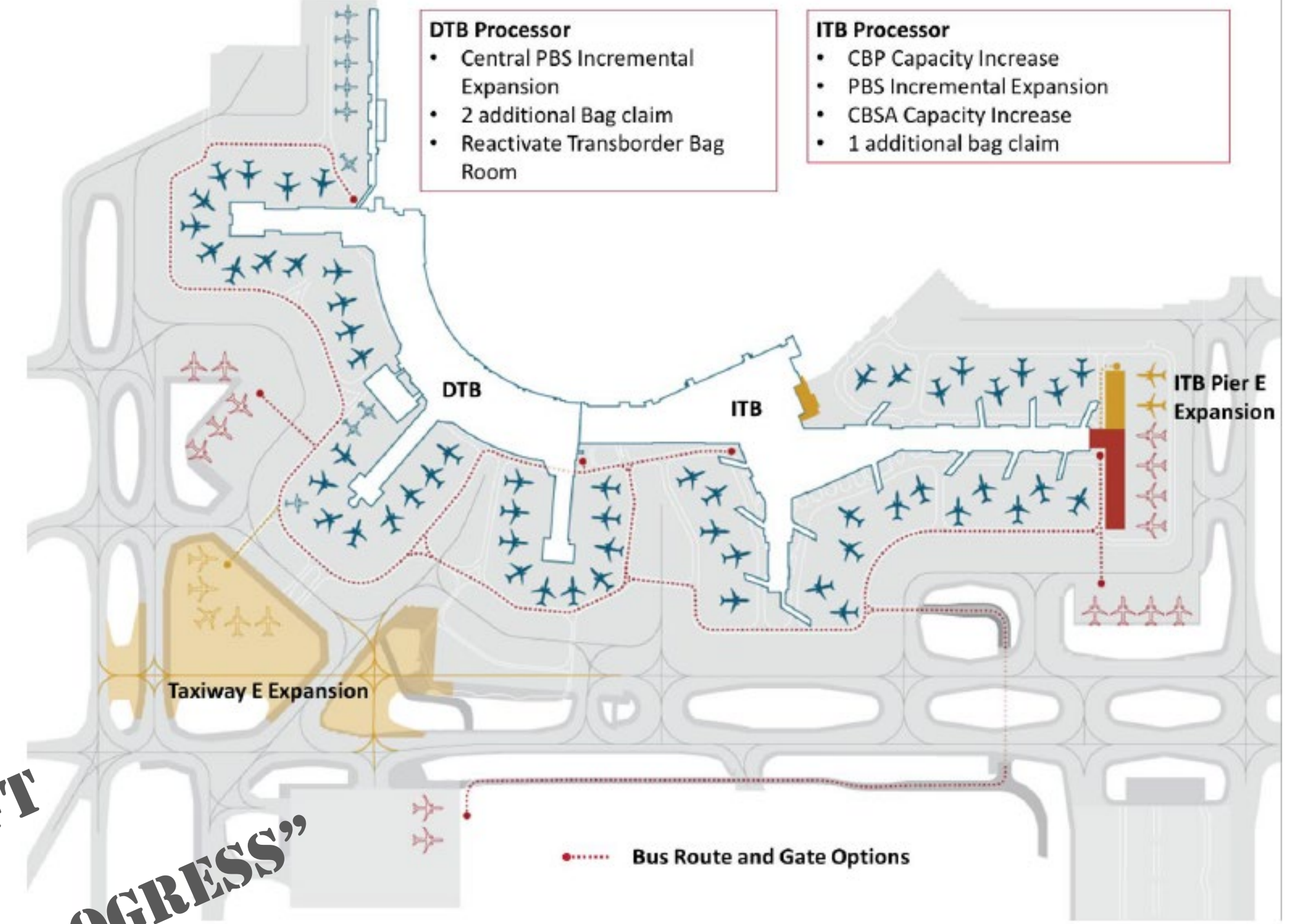
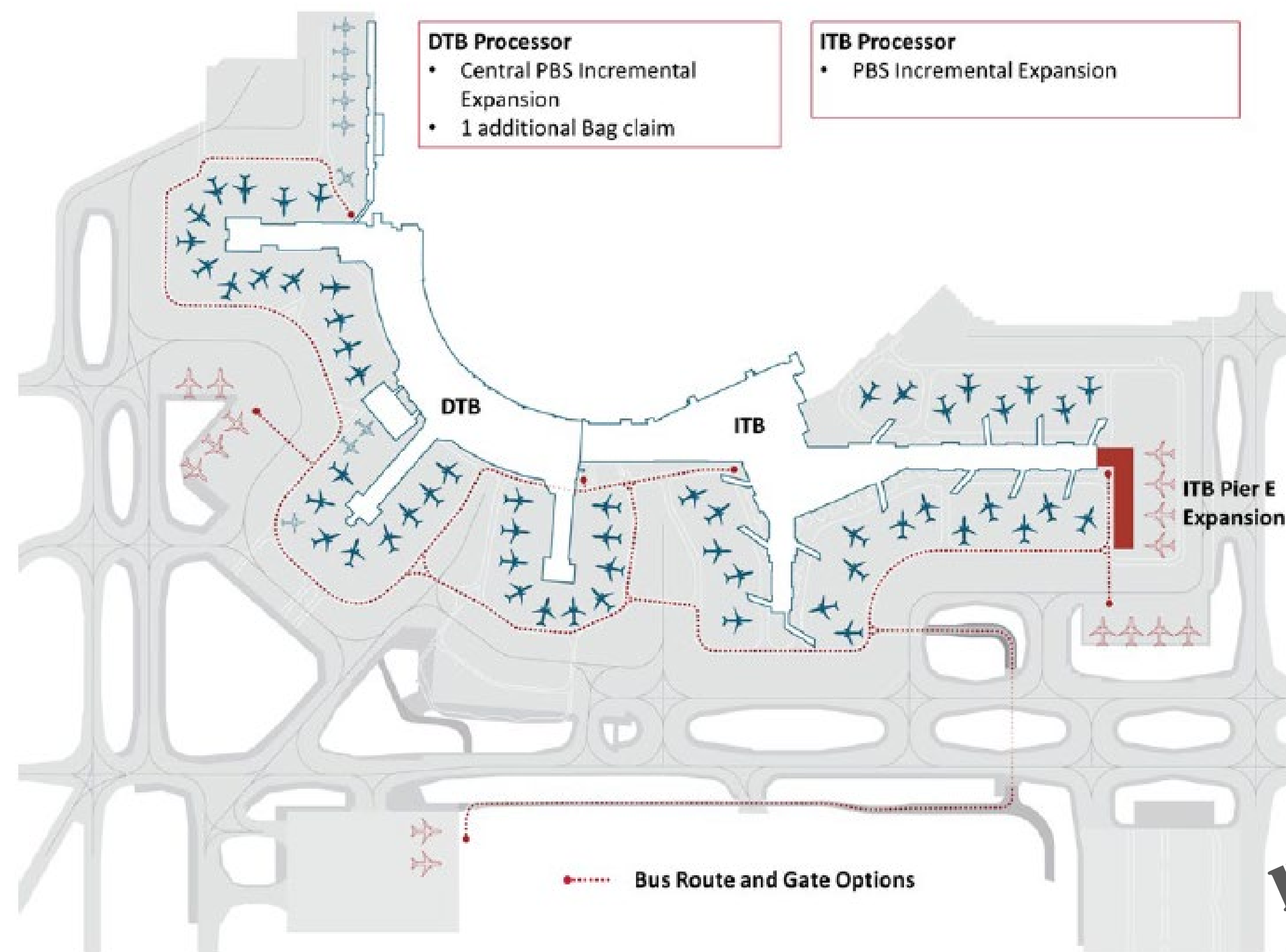


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Terminal Expansion: 10 Year / 10-20 Year Horizon

10 -20 Year Terminal Plan Development Summary

10 Year Terminal Plan Development Summary

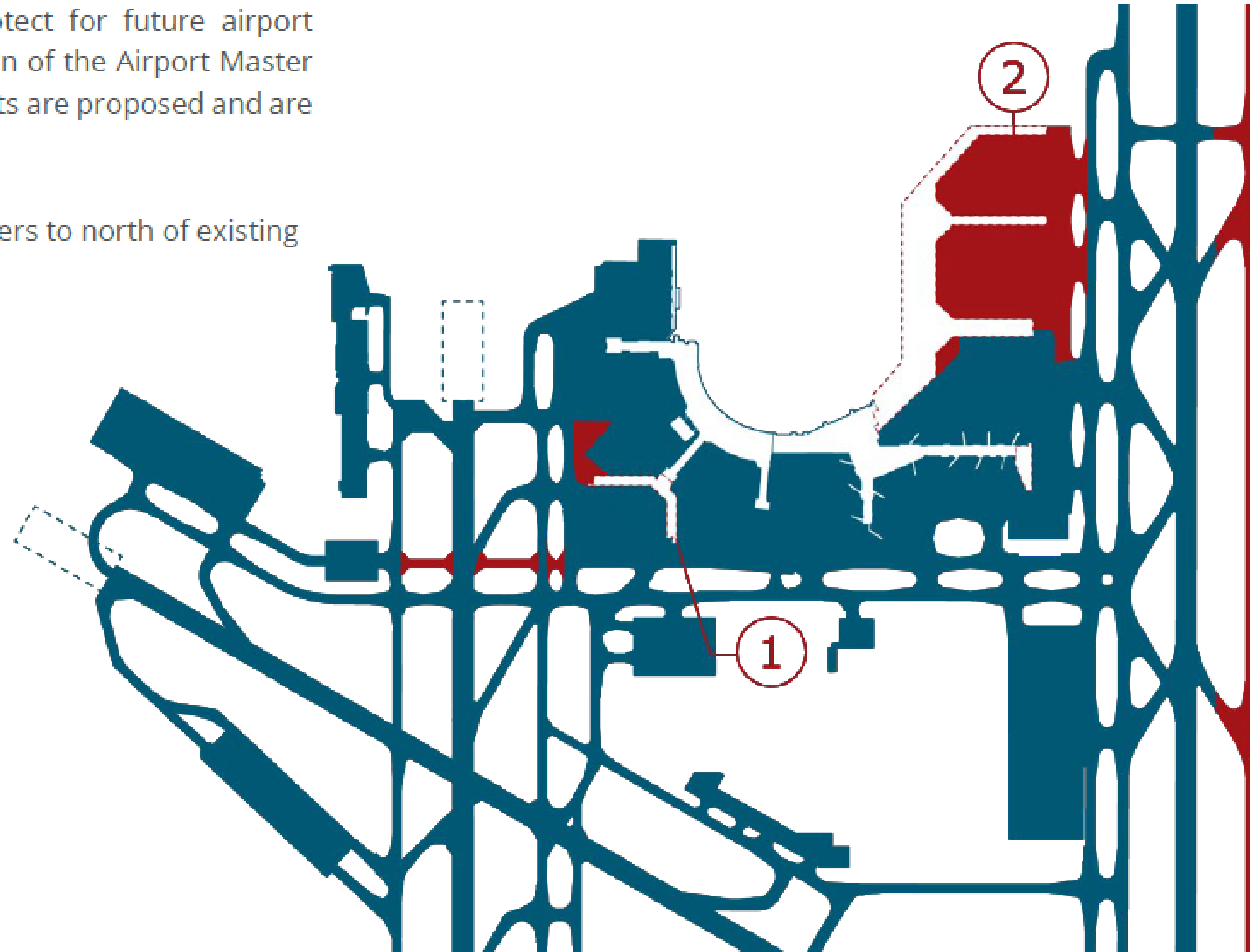


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Terminal Expansion Beyond the Airport Master Plan

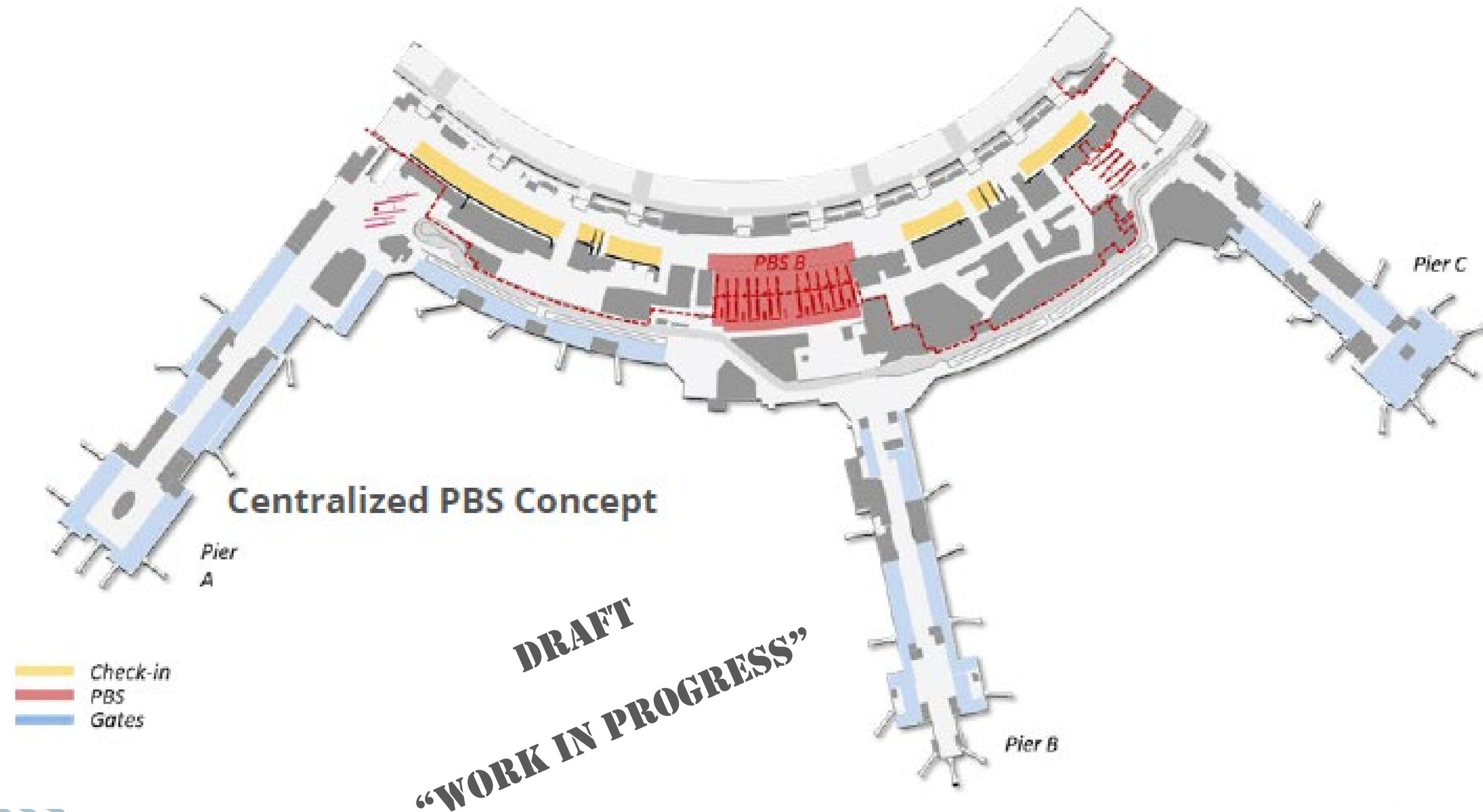
In Longer term planning is necessary to protect for future airport operations that go beyond the planning horizon of the Airport Master Plan. The following major terminal developments are proposed and are consistent with previous plans:

1. Pier B Expansion
2. Northern Expansion – three additional piers to north of existing Pier E



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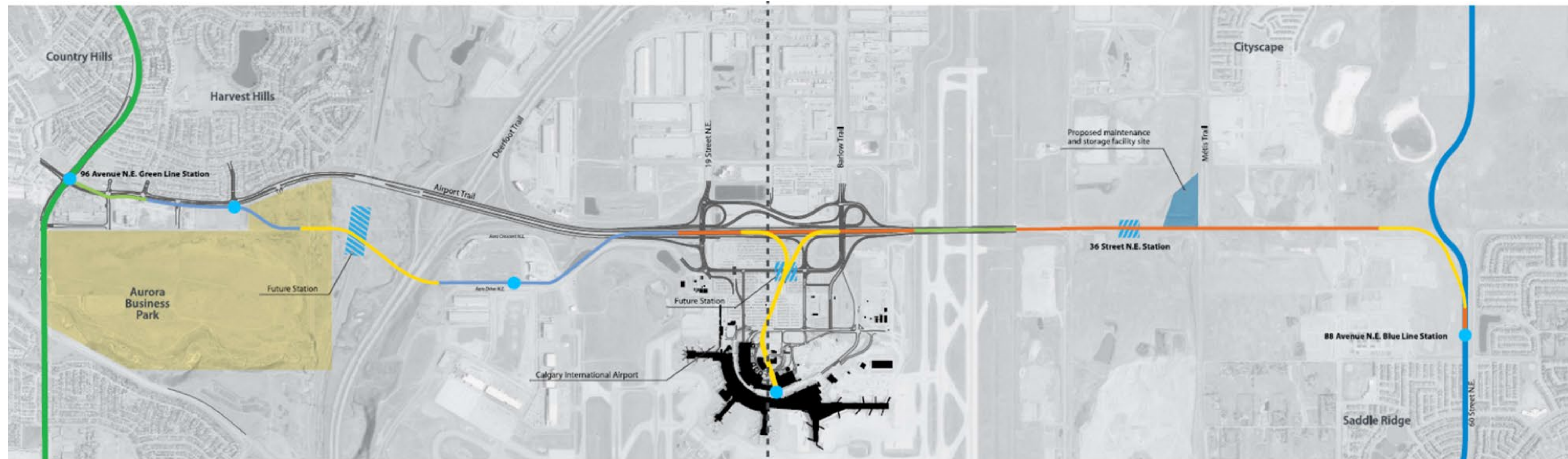
Centralized Pre-board Screening



Ground Transportation and Surface Access

2020 Airport Transit Line Study

Some form of Rail Connectivity to YYC now appears likely within the AMP planning horizon



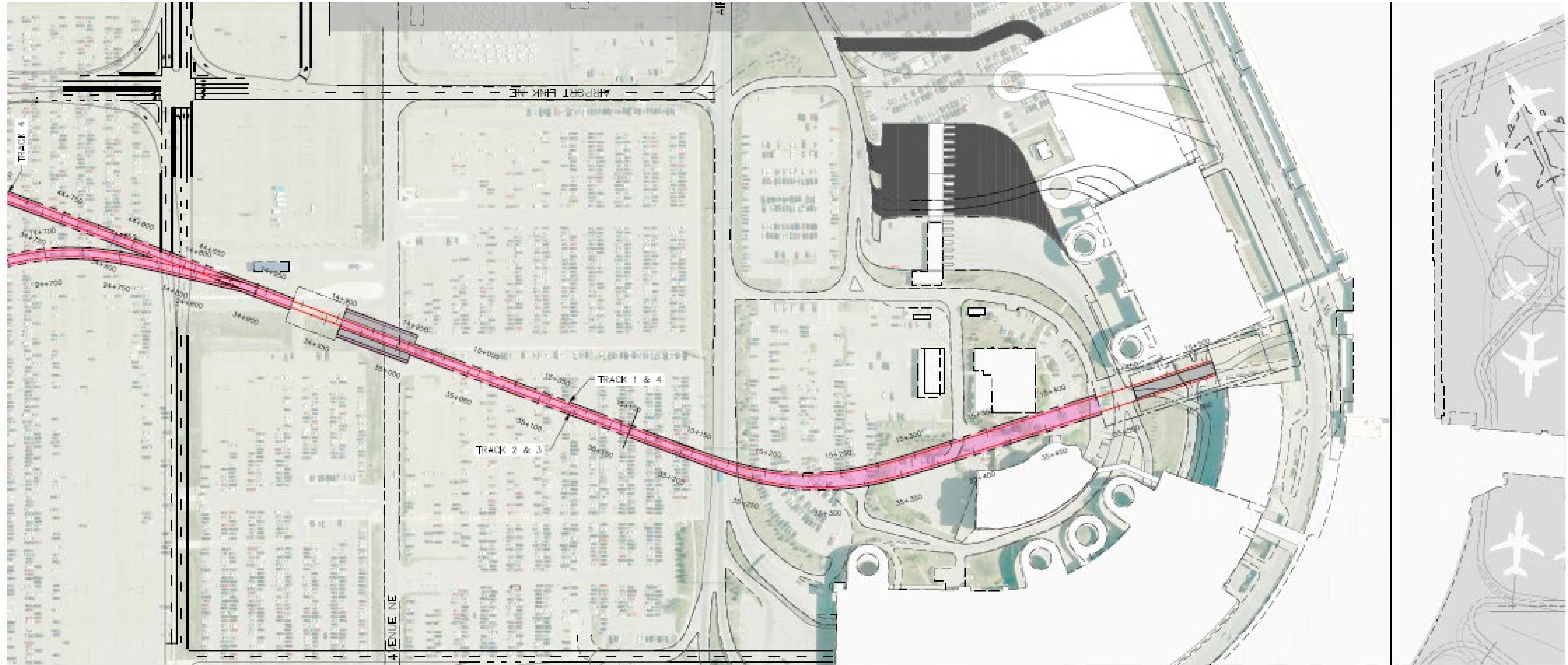
West Leg: YYC to Green Line

- Approx. \$500M to \$1B capital cost
- Approx. \$20.5M annual operating cost
- Estimated peak service frequency: every 4.5 minutes

East Leg: Blue Line to YYC

- Approx. \$400M to \$800M capital cost
- Approx. \$14.5M annual operating cost
- Estimated peak service frequency: every 4 minutes

2020 Airport Transit Line Study



2024 Calgary Airport Rail Connection Study

< City planning projects

Calgary Airport Rail Connection Study

Project update – November 2023

In partnership with the Government of Alberta, The City of Calgary is undertaking a study to identify the optimal rail connection and route between Downtown Calgary and the Calgary International Airport as part of an integrated transportation network.

The request for proposals (RFP) for a consulting firm to assist with the study closed in August 2023 and the contract was awarded to Arup, an international consulting firm, in October 2023.

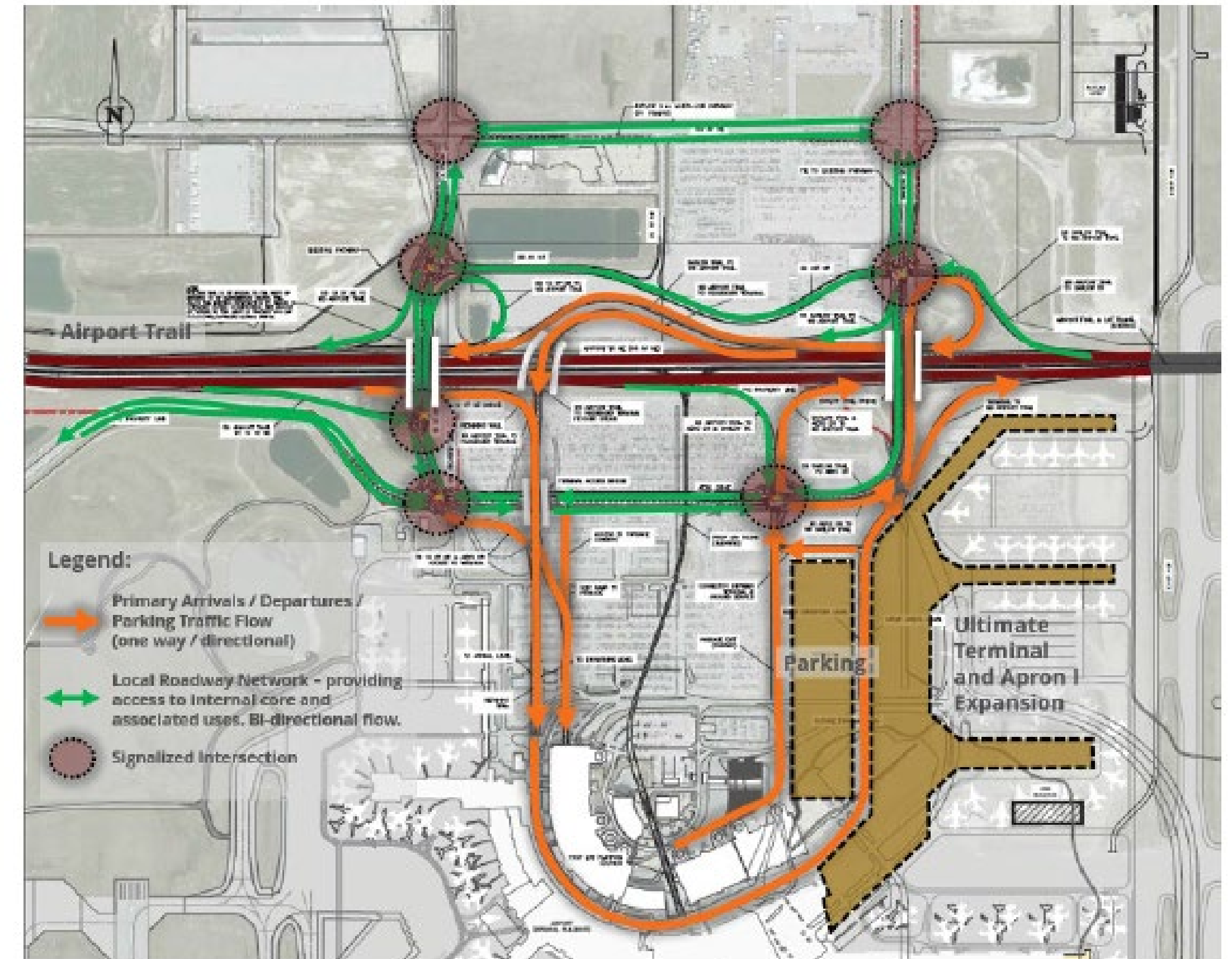
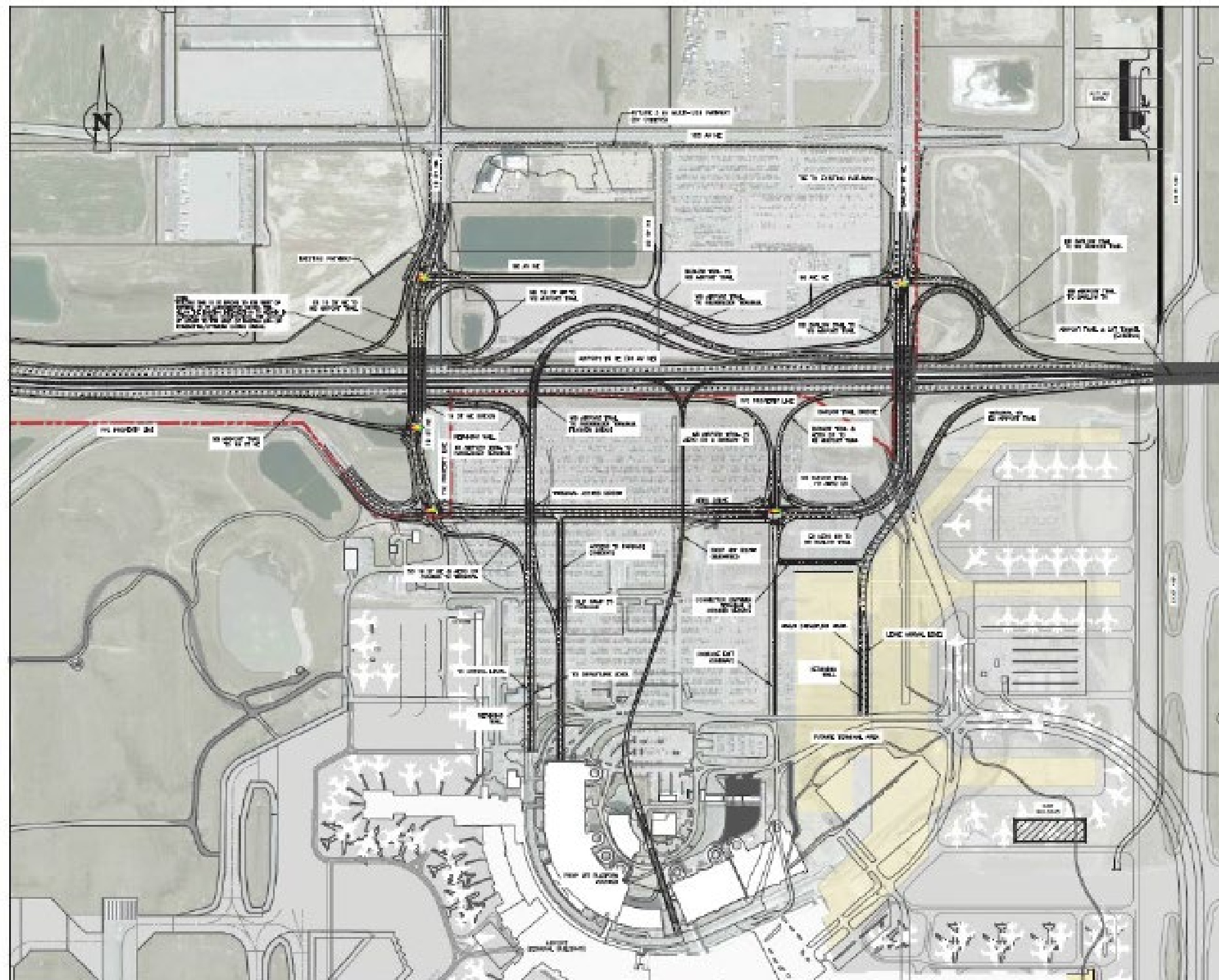
With the consultant now on board, work is underway on planning next steps, including engagement with the Canada Infrastructure Bank (CIB), Calgary International Airport (YYC), Canadian Pacific Kansas City (CPKC) railway and private rail developers who are proposing private development of transit services that connect Downtown Calgary with the Calgary International Airport and the surrounding region.

Source: <https://www.calgary.ca/planning/projects/transit-green-blue-line-connector.html>

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Ground Transportation Beyond the Master Plan

Phase 3 (Final Phase) of Airport Trail Functional Plan



Next Steps

- A Consultation Draft of the Airport Master Plan document is in progress
- We will be engaging with our key stakeholders in review / discussion
- Stay tuned for further updates at future ACCC meetings
- Our deadline for submission to Transport Canada: end of 2024



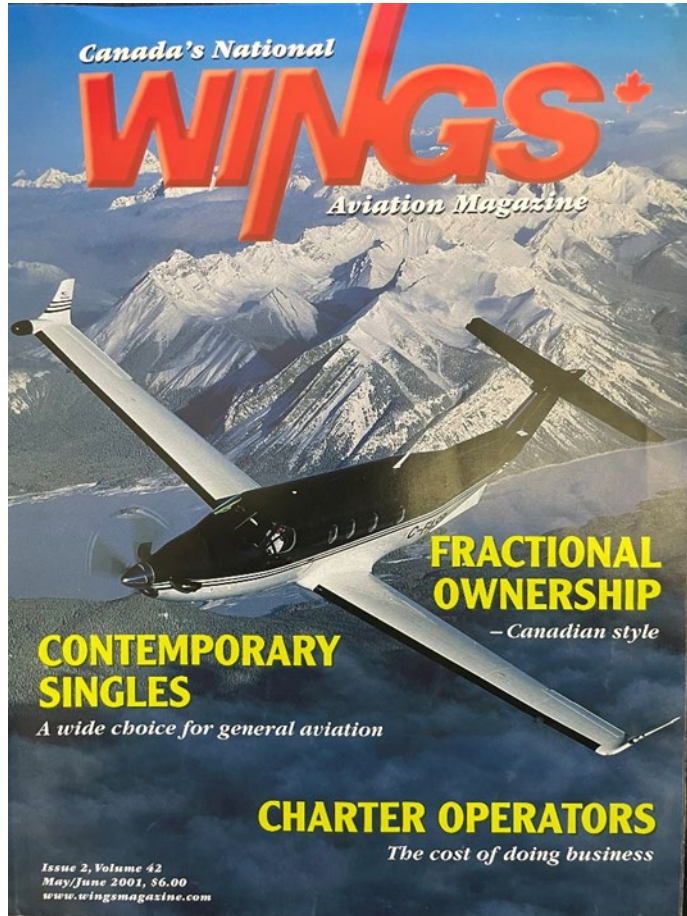
AirSprint
PRIVATE AVIATION



AirSprint Company Overview

YYC – AIRPORT COMMUNITY CONSULTATIVE COMMITTEE MEETING
MARCH 21, 2024

History //



Introduced Fractional Ownership to Canada in 2000.

Started at YYC with a single aircraft, the Pilatus PC12.

Destination: Western Canada & US

Welcome to AirSprint //

WELCOME TO AIRSPRINT: YOUR PRIVATE JET IS READY WHEN YOU ARE.

Live, work and play with all the freedom and flexibility private air travel offers—without any hassle.

AirSprint's Fractional Ownership Program gives you all the advantages of having a private jet on-call without the challenges that come with upkeep, maintenance and staff.



SAFETY



PEOPLE



SERVICE



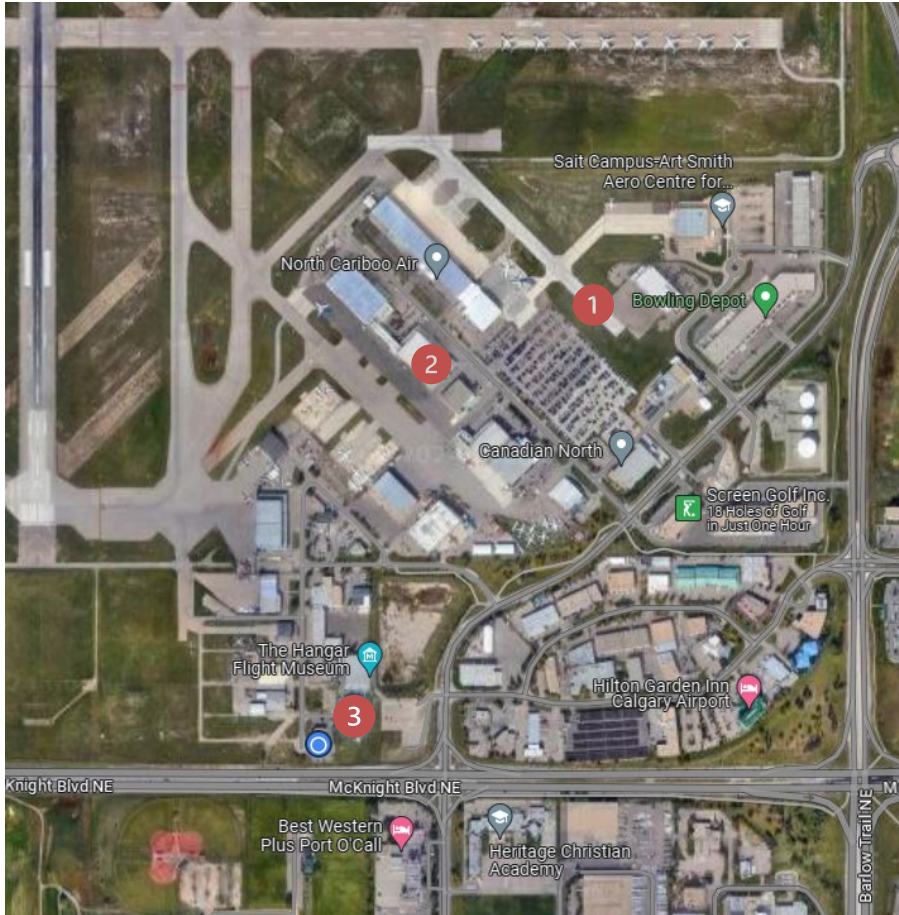
INTEGRITY



HUMILITY



COMMUNITY



3 Locations @ YYC

1. Departure Lounge & Flight Operations
2. Maintenance & Operations Centre
3. Corporate Office

Fractional Ownership //

How Fractional Ownership Works

1

You own a private jet.

You invest in one specific serial numbered aircraft and this purchase gives you guaranteed access with as little as 24 hours' notice.

2

Fly where you like, when you like.

The purchase price or annual lease payment is proportionate to the number of annual hours you'd like to fly, starting at 25 annual hours. Unlike charters, there are no repositioning fees.

3

We take care of the rest.

You'll benefit from fixed annual and hourly pricing, adding no extra costs to last-minute or one-way bookings. An annual overhead fee covers maintenance, crew, pilots and everything else you'll need.

Fractional Ownership //

Fractional Ownership versus traditional travel.

vs. Charter

- ✓ Guaranteed access to a jet
- ✓ No repositioning costs
- ✓ Higher safety standards
- ✓ Access to more foreign airports

vs. Whole Ownership

- ✓ No downtime from scheduled maintenance
 - ✓ Lower capital costs
- ✓ Ability to switch aircraft type
- ✓ Lower overhead/maintenance costs
- ✓ No repositioning costs

vs. Commercial

- ✓ Guaranteed access to a jet
- ✓ Access to significantly more airports
- ✓ Increased privacy and security
- ✓ Less hassle

Fleet //



Embraer Praetor 500

MAX RANGE 3728 mi / 6,000 km

MAX SPEED 531 mph / 855 km/h



Embraer Legacy 450

MAX RANGE 3,225 mi / 5,190 km

MAX SPEED 531 mph / 855 km/h



Cessna Citation CJ3+

MAX RANGE 2,130 mi / 3,428 km

MAX SPEED 479 mph / 770 km/h



Cessna Citation CJ2+

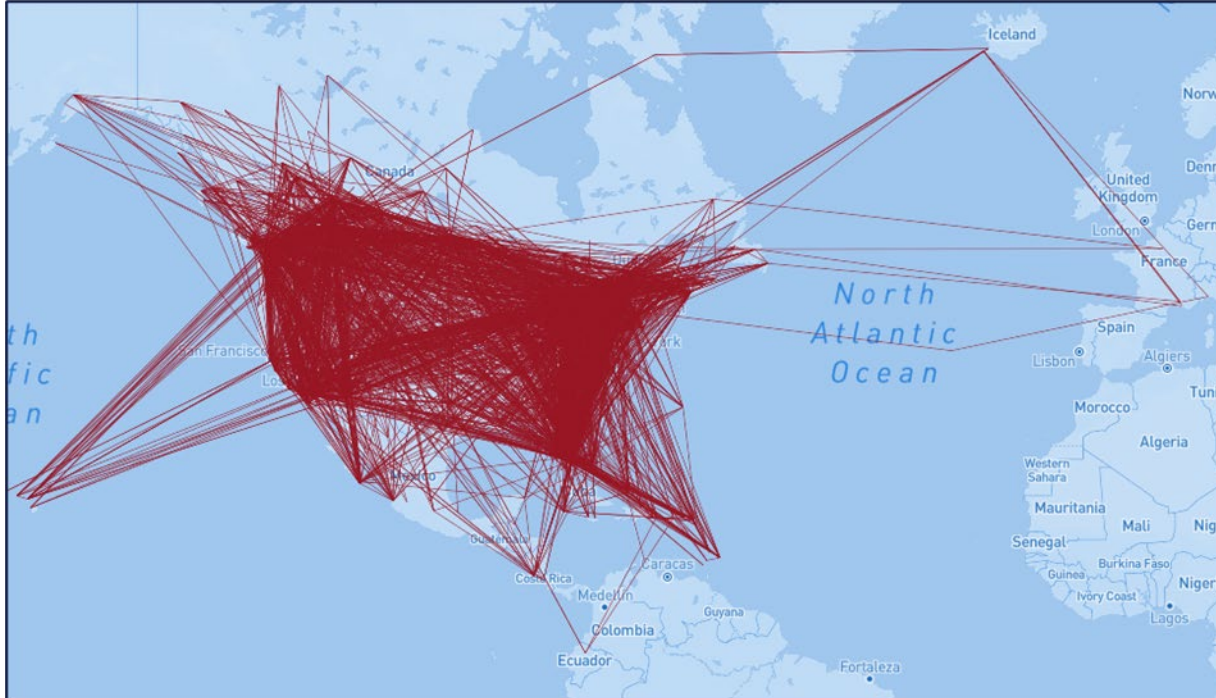
MAX RANGE 1,670 mi / 2,688 km

MAX SPEED 479 mph / 770 km/h

36 Aircraft

- 15 Midsize Jets
- 21 Light Jets

Where we Fly //



2023:

- 5400 Unique Airport Pairs
- 18,000 Flights
- 26% of all Canadian registered private jet flights

AirSprint Today //

Canadian Leader:

- Safety
- Service
- Private Jet Ownership
 - (>500 of Canada's most successful corporations and entrepreneurs)
- Growth
 - 80% of the pandemic growth in the sector
- Sustainability
 - 95% Carbon Offset, 100% by the start of 2025
- Knowledge Leader



Questions? //

James Elian
President & CEO



Thank You

MEMBER ROUND-TABLE



- MEMBERS SURVEY
 - NEXT MEETING: JUNE 20
-