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General Comment

The Vancouver Airport Authority (YVR) is Canada's second busiest airport, and gateway to Asia-Pacific. YVR contributes \$15.1 billion in total yearly GDP, supports over 26,000 jobs across the airport community on Sea Island, and 119,000 jobs across the province in related sectors including tourism, hospitality, engineering etc. The airport operates 24/7 with 56 carriers serving 46 domestic and 74 foreign destinations.

Via this submission YVR would like to briefly underscore the points raised by our industry association, the Canadian Airports Council, in its submission concerning the potential impact of the proposed regulations on overall costs and regional connectivity.

While YVR is an international hub airport, we play a very important role in supporting regional connectivity and service provided by numerous Canadian air carriers, both large and small. Carriers operating at YVR that provide service to regional airports include - Air Canada, Air North, Alkan Air, Carson Air, Central Mountain Air, Flair, Harbour Air, Helijet, Iskwew, Morningstar, Pacific Coastal, WestJet and Seaair.

Regional connectivity in Canada has not fully recovered to pre-pandemic levels. This has a major impact on the resiliency of smaller communities, a development made all the more significant given the current state of economic uncertainty.

To support regional connectivity, YVR has maintained a \$5 AIF for all flights within the province of British Columbia and the Yukon. This has been a purposeful decision to support affordability, given the financial realities of operating regional service. Our commitment to supporting regional connectivity is also demonstrated by the fact that while YVR is an international airport, last year 16% of departures and arrivals at YVR were on small regional aircraft of approximately 30 seats or less, representing less than 2% of overall scheduled seat capacity.

YVR has worked hard to support connectivity to smaller communities, and ensure regional flights remain an important part of the overall service to our community and the economy that supports it.

We urge the CTA to examine very carefully the concerns raised by the aviation community with respect to the projected impact of the regulations on regional service, and the ability of such service to not only return to pre-pandemic levels but in fact go beyond 2019 service levels in support of regional economic growth and connectivity.