



Beyond, Every Day.

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Richmond, BC V7B 1Y7 CANADA

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee (ANMC)
Thursday 15 June 2017 - 1:00PM Vancouver International Airport, Link Boardroom 1

Those in attendance were:

Chairperson:	Marion Town	Director, Environment, YVRAA
Secretariat:	Rachel Min	Environmental Analyst, YVRAA
Admin Support:	Cathy Pham	Administrative Assistant, YVRAA
Participants:	Gary Abrams	City of Richmond (citizen representative)
	Meg Brown	City of Vancouver (citizen representative)
	Ron Sorensen	City of Surrey (citizen representative)
	Rick Hedley	Corporation of Delta (citizen representative)
	Donna Chan	City of Richmond (staff)
	Alena Straka	City of Vancouver (staff)
	Damian McKevitt	Canadian Business Aviation Association (CBAA)
	Scott Macpherson	Canadian Business Aviation Association (CBAA)
	Greg Dansereau	NAV CANADA – Vancouver Area Control Centre
	Brent Bell	NAV CANADA – Vancouver Tower
	Geert Bos	Director, Airside Operations, YVRAA
	Mark Cheng	Supervisor, Noise Abatement & Air Quality, YVRAA

Next ANMC Meeting: 7 December 2017	
Rachel Min	14 July 2017
_____ Secretariat Signature	_____ Date

1.0 INTRODUCTIONS AND ADOPTION OF AGENDA

Marion Town welcomed members and reviewed the meeting agenda.

A new member, Damian McKeivitt - Canadian Business Aviation Association (CBAA), was introduced. Scott MacPherson has served on the ANMC for over 20 years and has decided to step down. Damian will assume the CBAA representation responsibilities from Scott and continue participation on the Committee.

Marion advised that no comments were received on the draft minutes of ANMC meeting on 22 February 2017. The minutes were subsequently finalized and posted on the YVR website (www.yvr.ca).

2.0 NOISE EXPOSURE FORECAST (NEF) CONTOUR – PROJECT SUMMARY

Mark Cheng provided a presentation summarizing the results of work to review the long term planning NEF contour for YVR. This work was completed to support the YVR 2037 Master Plan process. The objective of this work was to review the current 2015 NEF planning contour to determine its continued applicability for ensuring protection for residents and future growth at the airport.

As background, the NEF is the official metric used in Canada for noise assessment and compatible land use planning in the vicinity of airports. Transport Canada guidelines contained in *TP1247E – Land Use in the Vicinity of Airports* recommends no residential developments in areas exposed to NEF>30.

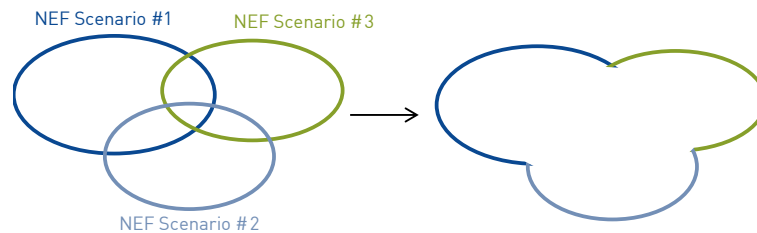
The current NEF contour for YVR was created in 1994 using a 20-year forecasted traffic projection for the year 2015. The City of Richmond has adopted an Aircraft Noise Sensitive Development Policy based on the 2015 NEF contour to provide guidance on developing in areas exposed to aircraft noise. While the City's Policy is not entirely consistent with the Transport Canada recommendations, it does provide a framework for the City and the Airport Authority to work collaboratively on planning issues.

In the previous YVR Master Plan, two options for a new future runway were identified: a south parallel runway, and a foreshore runway. The need for a new runway would be based on the need to accommodate increasing traffic levels and the planning process would be subject to a comprehensive planning and approval processes. Given traffic growth forecasts, the planning for a new runway would most likely start towards the end of the YVR 2037 Master Plan period. Good planning practice would suggest that the long-term NEF contour must provide adequate protection and guidance for community planning and development to minimize noise impacts on residents from forecasted air traffic growth and the introduction of future runways. As such, the NEF review had to account for the possibility of either future runway option.

As a result, to address the different possible operating scenarios associated with various runway options in the future, NEF contours were created for the following three airfield scenarios using a future traffic forecast for 35 million passengers:

- Status quo (maintaining the current airfield configuration);
- Addition of a new south parallel runway; and
- Addition of a new foreshore runway.

These three individual contours were then combined to create one multiple scenario envelope (MSE) contour by overlaying the three contours and then taking the outermost boundary of the individual contours at each NEF level. The illustration below demonstrates the MSE methodology:



The resulting MSE contour was compared to the current 2015 NEF contour, and additional sensitivity analysis was performed on the MSE contour to determine the effects of possible increases in the number of night operations in the future. Based on the results of this comparison reflecting similar envelopes, the Airport Authority will retain the use of the 2015 NEF contour as it provides sufficient protection for potential future expansions. As a result, the existing NEF contour will be adopted as the airport's Long-term Planning Contour and will be included in the 2037 Master Plan documentations.

3.0 YVR 2037 MASTER PLAN UPDATE

Rachel Min provided a high level summary of Phase 3 consultations of the YVR 2037 Master Plan.

Phase 3 consultations took place between January and March 2017. During this phase, the YVR 2037 Master Plan team reported back on the six focus areas that were consulted on during Phase 2, and also shared information on how input from the public and stakeholders was informing decisions for the Master Plan. In addition, the draft 2037 Land Use Plan was shared, and noise related communication materials were developed to facilitate discussions on potential noise impacts associated with future growth.

Overall feedback received during Phase 3 was positive, and a number of individuals expressed interest in receiving future updates about the Master Plan. The most common input received related to further improvements to the terminal amenities such as increasing seating capacities and moving walkways and improving the wi-fi.

The YVR 2037 Master Plan team is currently preparing a report summarizing the results of Phase 3 consultations. Once finalized, the report will be shared with stakeholders and the public.

Marion acknowledged and thanked the ANMC for their involvement and contribution to the Master Plan process.

4.0 NORTH RUNWAY RESA PROJECT UPDATE

Mark provided updates on the north runway RESA project.

Consultation for the north runway RESA project took place earlier in 2017. A public open house and two stakeholder meetings were hosted where ANMC members were invited to participate. In addition, staff and information boards were available at the YVR Annual Public Meeting, and the opportunity for online comment was made available through the YVR website.

The project team has received approval to move forward with Option #2, which protects existing take-off distance and performance of the runway. The project team is currently putting together a

Project Definition Report (PDR), and the construction is planned to start in 2108 and anticipate completion over a three year period.

5.0 2017 SUMMER RUNWAY OPERATIONS

Mark provided information on the following 2017 summer runway operations:

- There are a number of major airfield projects being undertaken this summer. This includes the completion of the south airfield RESA projects (for the south and crosswind runways) and a complete overlay of the south runway. To accommodate all the maintenance and project work, the south runway is closed at night between 29 May and 16 September.
- The demand for air travel continues to grow and a high volume of traffic is anticipated this summer. As such, the Airport Authority has authorized NAV CANADA to use the north runway for departures to reduce delays during peak periods, if required.

6.0 EARLY MORNING ILS CHECKS

Rachel provided a summary of recent early morning ILS checks conducted in May.

NAV CANADA performed flight checks on all five ILS at YVR in May. These checks were conducted in the early morning hours to reduce potential conflicts with the flight check aircraft and others operating in the airspace during the day-time. Background information on discussions related to early morning ILS checks with the ANMC can be found on the meeting minutes from 14 June 2016.

The ILS check is a complicated process and requires a high level of coordination by many groups within NAV CANADA. Performing the recent flight checks in the early morning hours helped increase the level of efficiency and safety. Additionally, the lower volume of traffic during the early morning hours allowed for increased opportunities for noise mitigation by shortening the flight check duration, using reduced power settings, and altering circuit patterns to minimize overflights of populated areas where possible. Overall, the Airport Authority received six complaints for the five checks completed, which is not more than usual.

Going forward, future flight checks will continue to be planned for the early morning hours at YVR and also at other major airports in Canada. Furthermore, NAV CANADA will continue their efforts to reduce the flight time associated with the checks

7.0 Q2 – 2017 REPORT

Rachel reviewed the Q2 report. Between 1 January and 31 May, the Airport Authority received 785 concerns from 80 individuals. This is a 12% increase in the number of complaints, but a 17% decrease in the number of individuals compared to the same period in 2016. One individual in South Surrey continues to register the majority of concerns. 81% of the total complaints received were from the top 3 complainants.

Rachel also acknowledged YVR's continued recognition of good behavior by airlines by sharing the 12th annual YVR Fly Quiet Award winners: Horizon (prop); Jazz Aviation (narrow-body); and Xiamen Airlines (wide-body). The awards were presented at the YVR Chief Pilots meeting in May and the winners were profiled in YVR Blog, social media, and Sky Talk.

The ANMC had a general discussion around noise complaint reporting and whether YVR could consider different ways to present the complaint data. Some members suggested categorizing concerns into regular and irregular operations, given that many complaints received are related

to normal airport activities. Mark and Rachel will explore opportunities to report complaints to accommodate comments received.

8.0 OTHER BUSINESS

NOISE MANAGEMENT PLAN

Mark advised that the current 5-year Noise Management Plan (NMP) ends at the end of 2018, and a new NMP will be drafted next year. Members were asked to contact Mark or Rachel if there are any studies they would like to see completed to support the development of a new plan.

SUMMER AIRSIDE TOUR

Rachel discussed arranging a potential airside tour for ANMC members during the early night-time hours to view south airfield maintenance and project work. Further information will be provided with advance notice if the tour is to be hosted.

ANNUAL SUSTAINABILITY REPORT

Marion advised that the Airport Authority plans to consult with stakeholders on sustainability reporting this fall.

MEETING ADJOURNMENT

Marion thanked members for their attendance and contribution and adjourned the meeting at 3:00 PM.