



Beyond, Every Day.

**Mail: PO Box 23750, Airport Postal Outlet
Richmond, BC V7B 1Y7 CANADA**

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee (ANMC)
Thursday 14 June 2018 - 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:	Alex Konowalchuk	City of Delta (citizen representative)
	Allan Ridgway	City of Delta (citizen representative)
	Gary Abrams	City of Richmond (citizen representative)
	Ihsan Malik	City of Richmond (citizen representative)
	Meg Brown	City of Vancouver (citizen representative)
	Paula Kolisnek	City of Delta (staff)
	Joan Caravan	City of Richmond (staff)
	Philip Huynh	City of Surrey (staff)
	Alena Straka	City of Vancouver (staff)
	Marlene Keefe	Air Canada Pilots Association
	Manvir Sunny Bahia	Airline Operators Committee (AOC)
	Damian McKeivitt	Canadian Business Aviation Association (CBAA)
	Terry Hiebert	Float Plan Operators Association
	Don McLeay	National Airlines Council of Canada (NACC)
	Brent Bell	NAV CANADA – Vancouver Tower
	Mark Cheng	Supervisor Noise Abatement & Air Quality, YVRAA
Guests:	Wendy Avis	Manager Environment, YVRAA
	Mary Point	Manager Indigenous Relations, YVRAA

Next ANMC Meeting: 6 December 2018	
Rachel Min	23 Jul 2018
Secretariat Signature	Date

1.0 INTRODUCTIONS AND ADOPTION OF AGENDA

Marion Town welcomed members and guests and reviewed the meeting agenda.

The following new members and guest were introduced:

- Alex Konowalchuk – City of Delta (citizen representative)
- Allan Ridgway – City of Delta (citizen representative)
- Philip Huynh – City of Surrey (staff representative)
- Wendy Avis – Manager Environment, YVRAA

2.0 WORK UPDATE: 2019-2023 YVR NOISE MANAGEMENT PLAN

Mark Cheng provided an update on work to support the creation of the new 2019-2023 YVR Noise Management Plan (NMP). Completed and on-going work includes: a review of noise management practices at other international airports; administering a community web questionnaire; and administering a questionnaire to ANMC members.

Noise Management Practice Review

The noise management practice review was completed by AIRBIZ. The scope of this work included the following tasks:

- Task #1 – research and document noise management practices at select airports
- Task #2 – review of five-year fleet plans based on publically available information

At the Q1 ANMC meeting, AIRBIZ presented interim findings of their research and the final draft report was distributed to ANMC members on June 4.

Community Web Questionnaire – Interim Results

The objective of the community web questionnaire was to engage the community in the process of creating the new NMP and receive feedback on various aspects of the YVR Noise Management Program. The web questionnaire is being administered by IPSOS and was posted on March 13. It will close on July 13, and the Airport Authority has been promoting the survey through its social media tools.

As of May 17, 101 surveys had been completed via open web link (i.e. individuals completing the survey unsolicited via the online web link), and 503 were completed through an IPSOS survey panel.

Interim results showed that, when asked whether they have been annoyed by aircraft in the past 12 months, 67% of individuals from the open-link survey answered they have been annoyed, whereas 27% of individuals from IPSOS survey panel stated they have been annoyed. The top three causes of annoyance included: frequency of air traffic over populated areas; growth in air traffic; and night-time landings and take-offs.

When asked to provide suggestions on how concerns could be addressed, the top general responses were as follows:

- Change flight paths;
- Further restrict engine run-ups;
- Night-time curfews; and
- Move traffic to other regional airports.

The questionnaire also sought input on various aspects of the YVR Noise Management Program, including community tools like the YVR WebTrak system.

With regards to the YVR WebTrak system, many of the respondents suggested including weather information, having a real-time display of flights with no delay, and including flight number and airline information.

ANMC Questionnaire

An ANMC questionnaire was distributed on June 4 to help members formulate ideas and suggestions for the new NMP. Members were strongly encouraged to review the distributed materials and provide ideas for proposed initiatives for consideration for the new NMP. The submission deadline for the questionnaire is June 22.

As next steps, the Airport Authority staff will review and evaluate proposed initiatives received through the community web questionnaire and ANMC questionnaire. The following criteria will be used to assess proposed initiatives:

- Impact on safety
- Impact on airport or aircraft operations
- Effects on emissions or GHG
- Economic cost to industry
- Noise impact on other communities
- Impact on current and future airport capacity
- Alignment with YVR's mandate to provide 24/7 air services

Following internal review in the Fall, the draft NMP will be submitted to Transport Canada for their review by the end of the year. Approval or acceptance of the NMP by Transport Canada is anticipated sometime in 2019.

3.0 PREFERENTIAL RUNWAY USE – SNOW GOOSE HAZARD

Mark discussed upcoming changes to Preferential Runway Use, as prescribed in the published Noise Abatement Procedure (NAP), during the snow goose season in order to minimize the hazard of bird strikes in the area to the west of the airport.

As background, the NAP is published in the Canada Air Pilot or Canada Flight Supplement, and is enforceable under the *Canadian Aviation Regulations*. The NAP includes procedures related to preferential use of the runway system, restricted hours of operation, arrival and departure procedures, and minimum altitudes. Suspected violations of the NAP are investigated by Transport Canada, and operators can be fined between \$5,000 up to \$25,000.

Between the hours of 11 PM and 6 AM, the NAP for YVR prescribes westerly flow (runway 26) for departures and easterly flow (Runway 08) for arrivals as a preferred mode of runway operations, subject to limiting factors such as wind conditions (tailwind less than 5 knots), volume of air traffic, and irregular airfield operations. This mode of runway operations places both departure and arrival operations over the Strait of Georgia whenever possible.

In recent years, YVR has seen an increasing trend of Snow Goose activity on the foreshore to the west of Sea Island during the night-time hours. There has also been an increase in Snow Goose strikes involving aircraft landing over the water (Runway 08R/08L) since 2015.

The critical area of increased risk of Snow Goose hazard was identified to be the foreshore area within 1 km from the western ends of the north and south runways below 300 feet. Aircraft arriving on Runway 08 would descend through this area on their approach, while aircraft departing on Runway 26 would typically be above 300 feet and climbing.

In an effort to reduce the risk of Snow Goose strikes of aircraft during the night-time hours, the Airport Authority has authorized the preferential runway use of westerly flow (Runway 26L) for both arrivals and departures between the hours of 11 PM and 6 AM. This will be effective during the coming Snow Goose season, from October 2018 to April 2019. This will place arriving aircraft over the City whenever wind conditions permit to minimize interactions with Snow Geese.

Further work is required to revise and fine tune the operational plan for the coming Snow Goose season, and minimal community impact is anticipated based on the historical runway usage during the Fall and Winter months – very rarely during this time does the airport experience calm wind conditions.

ANMC members acknowledged the safety implications of the change.

4.0 TEMPLETON AREA REDEVELOPMENT

Mark provided a high level update on the Templeton Area redevelopment.

The Airport Authority has plans to redevelop approximately 44 acres of land adjacent to the community of Burkeville. The proposed redevelopment includes constructing a new cargo and logistics facility, and will include an enhanced greenspace and community buffer zone. The redevelopment project is consistent with the airport's approved Land Use Plan, which designates the area for groundside commercial and airside use.

As part of early planning and community engagement, the Airport Authority's project team worked closely with the community of Burkeville, including the formation of a Community Advisory Committee for the project. Community online surveys and open houses were also hosted.

Working with the community, the project team was able to refine the site layout to widen the buffer zone between the development and the community and limit traffic on Templeton Road to further mitigate potential noise exposure.

Further information on the redevelopment project and engagement materials can be found on www.yvr.ca.

5.0 NACC ACTION PLAN UPDATE

Don McLeay provided an update on the National Airlines Council of Canada (NACC)'s 2017 results against the targets contained in Canada's Action Plan to Reduce Greenhouse Gas Emissions from Aviation (Action Plan). NACC carriers include Air Canada, WestJet, Jazz, and Air Transat.

As background, the Action Plan was created in 2012 by the aviation industry and Transport Canada and set a goal to achieve an average annual improvement in fuel efficiency of at least 2% per year until 2020 from a 2005 baseline. A 2015 review of the Action Plan determined that this level of improvement would be difficult to achieve and resulted in the aviation industry and Transport Canada agreeing to evaluate progress against an improvement target in fuel efficiency by 1.5% per year until 2020 from a 2008 baseline, set by the international aviation community. However, Canada continues to pursue and report against the aspirational goal of 2% per year improvement.

In 2017, NACC carriers achieved a total efficiency improvement of 3.01% compared to 2016. The key contributor was the cargo sector in the Transborder and International market as newer aircraft can carry a lot more cargo compared to older aircraft. For instance, Boeing 787 aircraft carries 75% more cargo by weight than Boeing 767.

Compared to the 2005 baseline, NACC carriers achieved a cumulative efficiency improvement of 18.75% or a 1.6% average annual improvement. Compared to the 2008 baseline, NACC carriers achieved a cumulative efficiency improvement of 16.77% or a 1.9% average annual improvement.

NACC carriers continue to invest billions on upgrading their aircraft fleet, resulting in further reductions in emissions and noise.

6.0 Q2 – 2018 REPORT

Rachel reviewed the Q2 report. Between January 1 and May 31 of this year, the Airport Authority received a total of 243 concerns from 118 individuals. This is a 69% decrease in the number of complaints, but a 23% increase in the number of individuals compared to the same time period in 2017. Three individuals from the City of Richmond registered 30% of the concerns, and these were related to take-offs over the City and run-up activities.

Rachel also acknowledged YVR's continued recognition of good behavior by airlines by sharing the 13th annual YVR Fly Quiet Award winners: Horizon (prop); American Airlines (narrow-body); and All Nippon Airways (wide-body). The awards were presented at the YVR Chief Pilots meeting in May and the winners were profiled in YVR social media.

YVR Annual Public Meeting was held on May 10. The 2017 YVR Annual Sustainability Report and Annual Noise Report are available on www.yvr.ca.

Following the review of Q2 report, the ANMC had a general discussion on how City staff and citizen representatives can better liaise with residents and share information from ANMC meetings.

7.0 OTHER BUSINESS

B&K ANOMS USER FORUM

Airport Authority staff attended the B&K Aircraft Noise and Operations Monitoring System (ANOMS) User Forum in April where information on product development and enhancement was presented. A multi-year plan will be prepared to look at future upgrades and enhancement of the system and community tools. ANMC members were encouraged to look at B&K community tools available for other airports, and to share their thoughts with Airport Authority staff.

ANMC AIRPORT TOUR

Plans for an upcoming airport tour for ANMC members were discussed. The tour will likely be scheduled for a day in August. To help plan for the event, members were asked to advise if they were interested in attending and what topics they were interested in learning about.

RUNWAY END SAFETY AREA (RESA) PROJECTS

RESA construction on the North Runway is currently taking place during the night-time hours. During the construction period, the Crosswind Runway (Runway 13/31) will be used if there are any incidents requiring a closure of the south runway.

MEETING ADJOURNMENT

Marion thanked members for their attendance and contributions. The meeting was adjourned at 3:45 PM.