



VANCOUVER AIRPORT AUTHORITY

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

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee
Wednesday 21 September 2011 - 1:00 p.m. Vancouver International Airport, Boardroom 4185

Those in attendance were:

Chairperson:	Anne Murray	VP Community & Environmental Affairs, YVRAA
Secretariat:	Bobbi Brooklyn	A/Administrative Assistant, YVRAA
Participants:	Haydn Acheson	Citizen Representative, Richmond
	Margot Spronk	Citizen Representative, Richmond
	Rick Hedley	Citizen Representative, Corporation of Delta
	Jonathan Parker	Citizen Representative, Vancouver
	Paula Kolisnek	Corporation of Delta (staff)
	Jim Bailey	City of Vancouver (staff)
	Craig MacFarlane	City of Surrey (staff)
	Warren Lampitt	Air Canada
	Scott MacPherson	Canadian Business Aviation Association
	Claudio Bulfone	Transport Canada
	Doug Martin	Airline Operators Committee (Air Canada)
	Brent Bell	NAV CANADA
	Brett Patterson	Director Airside Operations, YVRAA
	Becky Henwood	Noise Information Officer, YVRAA
	Toni Frisby	Manager, Environment, YVRAA
	Mark Cheng	Supervisor, Noise & Air Quality, YVRAA
Guests:	Joan Caravan	City of Richmond (staff)
	Jamie Molloy	Consultant, True Course Solutions
	Mike Brown	Senior Planner, YVRAA
Regrets:	Meg Brown	Citizen Representative, Vancouver
	Marlene Keefe	Air Canada Pilot's Association
	Mark MacEachern	WestJet
	Ron Sorensen	Citizen Representative, Surrey

Date/Time/Place of next REGULAR Committee meeting: Wednesday 14 December 2011 – 1 p.m. Link Boardroom 1	
<i>Bobbi Brooklyn</i>	21 September 2011
_____ Secretariat's Signature	_____ Date

1.0 INTRODUCTIONS AND ADOPTION OF AGENDA

Anne Murray welcomed Committee members and called the meeting to order at 1:00 pm.

2.0 REVIEW OF PREVIOUS MEETING'S MINUTES

The minutes of the 18 May 2011 Committee meeting were reviewed. The minutes were approved as drafted and will be posted on the internet.

Actions:

- *Post minutes on the YVR website.*

3.0 2010 YVR ECONOMIC IMPACT ASSESSMENT

Mark Cheng introduced Mike Brown who provided a summary of the 2010 YVR Economic Impact Study. The information presented included the on-airport and off-airport economic benefits derived from YVR, and the value of night-time flights to businesses in the region. This was the 7th study to date with the most recent being completed in 2005.

Some highlights of Mike's presentation included:

On-Airport Economic Impact

- Number of people working at the airport = 23,614
- Number of companies located at the airport = 372
 - Approximately \$1 billion in wages (average wage = \$46,814)
- GDP contribution = \$1.9 billion
- Taxes paid = \$608 million
- Richmond households supported by direct employment at YVR = 7%

Off-Airport Indirect, and Induced Impact

- Total indirect and induced jobs = 38,183
- Approximately \$1.5 billion in wages
- GDP contribution = \$3.4 billion

Anne mentioned that those Committee members interested in viewing a full summary report of the study can access the report at the following link - [2010 YVR Economic Impact Study](#).

Actions:

- *Presentation material to be attached to minutes*

4.0 GROUND RUN-UP ENCLOSURE (GRE) – PROJECT UPDATE

Construction:

Mark advised that the GRE construction is progressing and is on schedule for completion in December 2011 despite some construction delays due to historic contaminated soil and underground utility relocation. The earth works, foundation, and apron slabs are complete and the materials to construct the GRE facility are currently being delivered to the site.

Mark advised that a viewing platform, adjacent to the South Terminal Building, has been completed and is open, allowing the public to view the construction of the GRE as well as operations on the airfield. The viewing platform was open for the airport's 80TH anniversary events in July and was well used by the public during the events.

Operational Procedures:

Mark advised that operating procedures for run-up and de-icing operations are in the process of being drafted. The current plan for run-up usage is to require propeller (Dash-8 and smaller) run-ups by south side operators to be performed in the GRE between the hours of 10:00 pm and 6:00 am (weekdays), and between 10:00 pm and 10:00am (weekends). During the day, run-ups of aircraft that require more than 20 minutes to complete will also be assigned to the GRE.

Current run-up locations on the airfield would be used during the day to minimize congestion by aircraft trying to access the GRE and aircraft operating to and from the South Terminal Building on Apron I.

Committee members asked about operator compliance and training for the facility, as well as hours of use. Mark replied that training sessions will be organized for operators. Attending these sessions will be mandatory before using the facility. In addition, the Run-up Procedures would also be amended to identify the GRE as the primary location for run-ups based on the criteria referenced above.

Mark added that the facility will be equipped with Close Circuit TV cameras, and run-up activities for the first six-months will be monitored closely by Airport Authority staff to ensure proper procedures are followed (i.e. taxi in/out and aircraft positioning) and to identify any potential unsafe activity. While safety issues will be addressed immediately, feedback on procedures will be provided to the operators at the end of the six-month monitoring period.

Baseline Noise Measurements:

Mark advised that measurements to capture run-up noise levels in the community from current run-up locations were completed on September 6TH. Community notifications advising of the testing were placed in the local newspapers and the airport's website. The goal of the measurements is to document existing noise exposure from run-up activities and to use them in comparing noise levels associated with the use of the GRE.

Pacific Coastal Airlines provided two aircraft (a B1900 and a Saab340) for the measurements. Run-ups were performed at three current commonly used locations on the airfield – Apron III, Apron II, and the Lima Holding Bay. Noise measurements were obtained at various locations in Richmond (two locations) and Vancouver (one location).

A draft report summarizing the measurements is expected in early October. Depending on the results, further testing may be scheduled for the Fall.

Communications Plan:

Becky Henwood reviewed the various communication initiatives related to the GRE project, both completed and pending, which included: posting notices of the run-up measurements; the opening of the viewing platform for the airport's 80TH anniversary events; hosting a tour for Councillor Linda Barnes (City of Richmond); and, organizing project information displays at community centres.

Becky advised that project information displays at the community centres is scheduled to begin in mid-October. At this time, the Dunbar Community Centre and Thompson Community Centre have been identified as possible locations for the displays.

Becky also asked Committee members for their input on an opening event for the community at the facility. Ideas and suggestions can be forwarded to Becky.

A tour of the GRE site will be organized for the next Committee meeting in December. By that time, the facility should be substantially completed.

Actions:

- *Distribute summary baseline noise measurement report.*
- *Arrange tour of GRE site for next Committee meeting.*

5.0 CONTROL ZONE PROCEDURES REVIEW WORKING GROUP

Mark provided an update on work by the YVR Control Zone Working Group.

Missed Approach – Harbour Transit Routes

Mark explained that for safety reasons, float planes travelling between Vancouver Harbour and Victoria Harbour aircraft often use a transit route over the City and directly over the airport to avoid conflict with departing and arriving aircraft from YVR. This transit route is most often flown at an altitude of 2,500 feet.

Mark advised that the review of the missed approach altitudes for the north runway required 4,000 feet for runway 08L and 3,000 feet for 26R. This places the aircraft performing a missed approach in potential conflict with float planes transiting over the airport at 2,500 feet.

The Control Zone Working Group is meeting next week to discuss next steps, and meetings with float plane operators will be scheduled to discuss how best to accommodate the missed approach procedures and minimize conflicts. Possible solutions may include moving the transit route to the west over the water, or raising the transit altitude.

Anne asked the Committee for input on how to best inform people of changes that might be brought about. Paula Kolisnek responded that it was important to communicate the reasons why the changes were made. Margot Spronk added that communications should be framed from a safety perspective.

Integration of VFR and IFR

Mark advised that the goal of this initiative is to promote the increased use of IFR over VFR. Mark added that from a noise perspective, IFR aircraft use more established routes and standardized flight patterns than VFR aircraft. This leads to greater predictability along their flight path.

Mark advised that a meeting with the main VFR operators was hosted, and many of the operators in attendance agreed to increase their IFR operations. A review of operations over the summer indicates additional work is required to increase IFR operations.

Departure Procedures

Mark advised that the STANLEY ONE DEP standard instrument departure (SID) procedure was published in May 2011, and has been used almost exclusively. This SID is for propeller aircraft departing runway 08L/R and requires the aircraft to climb to 1,000 feet before initiating a turn. The previous SID had the turn initiated at 500 feet.

Mark added that a similar SID for runway 26L/R departures is pending publication, and is expected sometime late 2011 or early 2012.

Mark advised that the Control Zone Working Group is currently assessing possible decreases in runway capacity associated with the STANLEY ONE DEP SID and is identifying options for capacity enhancements.

Land and Hold Short Operations (LAHSO)

Under LAHSO, aircraft landing on runway 12 (the crosswind runway) are asked to land and hold short of the intersection with the south runway. This type of operation is not preferred by many of the operators and pilot associations due to the potential for conflict.

After consulting with the operators earlier this year, LAHSO was ceased on 1 July 2011. Aircraft normally using runway 12 for landings were accommodated on the north or south runways.

6.0 YVR FLOAT PLANE – NOISE MITIGATION PROJECT

Mark introduced Jamie Molloy, an aviation consultant retained to assist in identifying and implementing ways to further reduce noise from YVR float plane operations. Jamie has extensive experience working with float plane operators, and worked for many years with Harbour Air.

Jamie provided an overview of the project and reviewed a number of noise mitigation and best operating practices identified in recent consultations with the operators. Jamie also provided a timeline for the project and discussed anticipated deliverables.

The operators consulted include: Seair, Harbour Air, Tofino Air, and Saltspring Air. These are the main users of the YVR float plane facilities. Jamie presented a few preliminary noise mitigation and best operating practices identified during the initial phase of consultation based on the three phases of flight: taxi; take-off; and, landing.

Taxi

- Formalizing the operational area on the River

Take off

- Use preferred runway (Westbound T/O when possible)
- Reduced noise take-off when able
- Limiting 2-bladed propeller aircraft
- Use of the area North of Swishwash Island, if permitted by YVR Tower
- Avoid departure routes that fly over Richmond

Landing

- Use preferred runway (Eastbound landing when possible)
- Planned approaches when possible – no reverse
- Avoiding arrival routes that fly directly over Richmond
- Reinforcing Westminster downwind at 500'

These practices need to be further vetted by the operators, NAV CANADA, and Transport Canada.

Jamie mentioned that an educational program to promote these practise would be created. This will likely take on the form of Prior Permission Requirement (PPR) process for river operations. Jamie mentioned that the PPR process has proved very effective at other land and water based airports.

Mark mentioned that a request will be sent to the Floatplane Operators Association to join the Committee. This association represents commercial floatplane operators, and many of the operators at YVR belong to the association.

7.0 CITY OF RICHMOND – UPDATE ON REPORT TO COUNCIL

Joan Caravan provided a brief update on the City of Richmond’s Aircraft Noise Task Force, as well as a meeting between City officials and local MPs.

The meeting with the MPs occurred on September 13TH, 2011. MP Kerry-Lynne Findlay (Delta-Richmond East) attended the meeting, and MP Alice Wong (Richmond) was not able to attend. At the meeting, City officials provided an update on the Task Force and asked for federal assistance on particular Task Force recommendations such as the creation of a regional airport strategy and the creation of an independent noise monitoring agency. Joan stated that MP Kerry-Lynne Findlay appeared receptive and would go back and consult with rest of her colleagues.

City of Richmond staff and citizen representatives also provided an annual update to Council in June. Haydn Acheson advised that Council asked a lot of questions on float plane operations and night-time operations.

Anne recommended that City of Richmond staff and citizen representatives meet with Jamie to discuss the YVR float plane noise mitigation project in greater detail.

Actions:

- *Mark to arrange and facilitate a meeting between City of Richmond representatives and Jamie.*

8.0 2011 QUARTER 3: SUMMARY REPORT

The 2011 Quarter 3 summary report, which covered the period of 16 May – 19 September 2011, was distributed and reviewed by the Committee.

Year-to-date, the Airport Authority has received 669 noise complaints, from 249 individuals. This represents a 12% decrease in the number of complaints received for the same period in 2010. The geographic breakdown of the 669 complaints is as follows:

- 22% from South Delta;
- 22% from Surrey;
- 23% from Vancouver;
- 13% from Richmond;
- 7% from North Delta;
- 5% from Burnaby; and,
- 8% from other areas in the Lower Mainland.

Actions:

- *2011 Quarter 3 Summary Report to be included in distribution of minutes.*

9.0 OTHER BUSINESS

- Scott MacPherson stated his observation of increased use of reverse thrust on the south runway during good weather conditions. He stated that Air Canada has been very good in not using increased reverse thrust while WestJet and some corporate jets have not been as diligent.

Brett Patterson advised that he will bring this to the attention of the operators at the upcoming Chief Pilot's meeting in October.

- As helicopter noise has become less of a community issue, HeliJet was offered and accepted an offer to step back from their role in the Committee, but would remain on the distribution for the minutes and able to rejoin the Committee at any time in the future. As background, HeliJet joined the Committee in 2006 when helicopter noise was more of a community concern and has contributed greatly to the discussions. Anne thanked HeliJet on behalf of the Airport Authority for their participation and efforts to managing aircraft noise.

MEETING ADJOURNMENT

Anne thanked Committee members for attending and adjourned the meeting at 3:15 pm.

ATTACHMENTS:

- 2010 YVR Economic Impact Assessment presentation
- Ground Run-up Enclosure Project Update presentation
- Control Zone Procedures Review Working Group presentation
- YVR Float Plane- Noise Mitigation Project presentation
- 2011 Quarter 3 Summary Report