



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

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee
Wednesday 01 December 2010 1:00 p.m. Vancouver International Airport, DTB 4185

Those in attendance were:

Chairperson:	Anne Murray	VP Community & Environmental Affairs, YVRAA
Secretariat:	Becky Henwood	Administrative Assistant, YVRAA
Participants:	Meg Brown	Citizen Representative, Vancouver
	Ron Sorensen	Citizen Representative, Surrey
	Michael Gomm	Corporation of Delta (staff)
	Craig MacFarlane	City of Surrey (staff)
	Victor Wei	City of Richmond (staff)
	Marlene Keefe	Air Canada Pilot's Association (ACPA)
	Sean Lee	Airline Operators Committee (US Airways)
	Brent Bell	NAV CANADA
	Claudio Bulfone	Transport Canada
	Brett Patterson	Director Airside Operations, YVRAA
	Toni Frisby	Manager, Environment, YVRAA
	Mark Cheng	Superintendent, Noise & Air Quality, YVRAA
	Robyn Curtis	Environmental Analyst, YVRAA
Regrets:	Jim Bailey	City of Vancouver (staff)
	Haydn Acheson	Citizen Representative, Richmond
	Margot Spronk	Citizen Representative, Richmond
	Jonathan Parker	Citizen Representative, Vancouver
	Rick Hedley	Citizen Representative, Corporation of Delta
	Mark MacEachern	WestJet
	Kim Carswell	Helijet International
	Leona Sparrow	Musqueam
	Scott Macpherson	Canadian Business Aviation Assoc. (CBAA)

Date/Time/Place of next REGULAR Committee meeting: 16 February 2011 – 1 pm Link Boardroom 1	
<i>Becky Henwood</i>	02 December 2010
_____ Secretariat's Signature	_____ Date

1.0 INTRODUCTIONS AND ADOPTION OF AGENDA

Anne Murray welcomed members of the Committee and called the meeting to order at 1:00 pm. The meeting agenda was reviewed and adopted.

A number of new Committee members were introduced including: Ron Sorensen, citizen representative from City of Surrey; Marlene Keefe, a B777 pilot and representative for the Air Canada Pilot's Association; and, Michael Gomm, staff representative for the Corporation of Delta during the absence of Paula Kolisnek.

2.0 REVIEW OF PREVIOUS MEETING'S MINUTES

The minutes of the 15 September 2010 Committee meeting were reviewed. Victor Wei requested an amendment to be made to Section 9.0 Airspace Working Group. This change was to reflect his recommendation that the Working Group consult with stakeholders in the community before final decisions are made.

The minutes were approved as amended.

Actions:

- *Amend meeting minutes of 15 September 2010 with request from City of Richmond*
- *Post minutes on the YVR website.*

3.0 GROUND RUN-UP ENCLOSURE PROJECT UPDATE

As follow-up to a presentation and discussions at the 15 September 2010 Committee meeting, Mark Cheng provided a further update on the Ground Run-up Enclosure (GRE) project.

Mark advised that a final recommendation for site selection, design, and size has been reached. The site location on Apron 1, across from the South Terminal Building, has been selected. The GRE will be east facing, with the entrance to the facility located off Apron I. The GRE will be a traditional 3 walled facility, and will be sized to accommodate up to a Dash-8-400 aircraft. The facility will be large enough to allow a Dash-8-400 to power in, turn and power-out, ensuring operator convenience and flexibility. Mark mentioned that the facility would be designed to accommodate aircraft de-icing for South Airport operators.

Mark mentioned that the Airport Authority has met individually with a number of key maintenance operators on the south side and held an industry open house on 1 November 2010 to discuss the GRE project. Feedback from potential users was positive and many of the operators expressed support for the project.

Mark mentioned that the project will be presented to the Airport Authority's Board of Directors on 9 December 2010 for final review and approval. Pending approval, site preparation would begin in early 2011 and the facility construction would likely start in Spring/Summer 2011. The project is expected to be completed and the facility ready for use by the end of 2011.

Mark advised that the Airport Authority is currently reviewing operational procedures at other airports with similar structures. Mark mentioned that maintenance operators would be invited to participate on a GRE Users Working Group to assist with developing the operational procedures.

A comprehensive communications plan will also be prepared to ensure that the community and industry stakeholders are kept informed during the project. An ANMC GRE Working Group would be formed to allow a direct opportunity for Committee members to provide advice and recommendations on communication efforts. While Mark specifically welcomed City of Richmond and City of Vancouver participation on this working group, other Committee members were welcomed to participate if interested.

Victor Wei replied that City of Richmond staff and citizen representatives would be pleased to participate on this working group and that possible assistance could be sought from the City's communications group.

Mark advised that the project budget includes the purchase and installation of a permanent noise monitoring terminal that will be located across the river in the City of Richmond. Mark suggested that the ANMC GRE Working Group could assist with identifying potential sites for the noise monitor.

Victor commented that the City of Richmond is very supportive of this project and suggested that the communications plan include the Airport Authority showcasing this facility as being the first in Canada.

Committee members suggested that they would like to see the noise data collected before and after the project.

Action: Ground Run-up Enclosure Project Update presentation to be included in distribution of minutes.

4.0 YVR FLOAT PLANE OPERATIONS-SUMMER REVIEW

Robyn Curtis presented a review of YVR float plane operations for the months of July and August 2010. The purpose of this review was to compare the performance of YVR float operations against the preferred arrival and departure routes created in 2008. This would allow the Airport Authority to determine if current education and awareness efforts were sufficient and identify if more targeted communication is required.

As background information, Robyn advised that the Airport Authority hosted a meeting with the YVR float plane operators, Transport Canada, and NAV CANADA in 2008 to discuss the issues of low flying float planes and community noise concerns. As a result of this meeting, preferential arrival and departure routes were created for float plane operations from the river. Since the preferred routes are not mandatory, adhering to the routes requires the cooperation of pilots and operators. To ensure operator awareness, the preferred routes were broadly communicated and maps were produced and distributed to all the YVR float plane operators. In addition, the routes were published in the Water Aerodrome Supplement and information signage was posted on both the public and Harbour Air float plane docks.

A random sampling of 6,000 flight tracks associated with YVR float plane operations occurring in July and August 2010 were analyzed to compare performance against the preferred routes. Of these 6,000 operations, only 140 (or 2%) were found to deviate from the preferred routes.

Of the 140 deviations, 83% were determined as not following Westminster Highway corridor and 17% were determined to be cutting "the point" over residential areas instead of staying out over the water.

Robyn mentioned that a total of 100 different operators accounted for the 6,000 operations that she had analyzed. Of these 100 operators, 17 operators accounted for the 140 deviations that were noted.

With this analysis completed, Robyn identified the following next steps:

- The Airport Authority will arrange and host a meeting with the YVR float plane operators to share the results of the analysis. This meeting will be scheduled for January 2011, and the City of Richmond staff and citizen Committee members would be invited to attend the meeting to discuss community concerns.
- The Airport Authority will seek a float plane operator to join the Committee.
- Distribute findings of the 2010 analysis, and perform similar analysis for 2007 and 2011.
- Redistribute the preferred routing maps, and assess ways to visually mark the Westminster Highway corridor.

On a concluding note, Robyn mentioned that float plane operations at YVR has experienced a 30% decrease this year compared to the same period last year. Some of the factors associated with this decline include the consolidation of operations through the recent merger of Harbour Air and Westcoast Air; less charter services due to the decrease in U.S. visitors; and, less charters associated with the mining and forestry industry due to the slowing economy.

Action: Provide YVR Float Plane Operations-Summer Review presentation in distribution of minutes.

5.0 NOISE INFORMATION SEMINAR REVIEW

Toni provided a review of the YVR Noise Information Seminar program launched as a pilot in 2010. The goal of the program is to provide the community the opportunity to learn more about the YVR noise management program. The three seminars that were delivered in 2010 were well received by the participants. Consequently, it has been decided to continue the program into 2011 with the following scheduled dates:

- 19 March
- 16 July
- 15 October
- 26 November

These dates will be posted on the airport's website along with sign-up information.

Victor mentioned that the City has received positive feedback on the seminars from citizens who attend and suggested that the Airport Authority promote these seminars in the local newspapers. Ron Sorensen also offered to distribute information and dates for upcoming seminars to the two City of Surrey noise task forces.

6.0 NOISE ABATEMENT PROCEDURES-EDITORIAL CLARIFICATION

Mark informed the Committee of a proposal to amend wording in the published Noise Abatement Procedures (NAP) for YVR to provide greater understanding and clarify intent.

The proposed amendment is related to Part II of the Night Restrictions section of the NAP. This procedure related to the prior approval requirement of jet aircraft between mid-night and 7am, and it is currently worded as follows:

0001-0007 Departure/Arrival of JET AIRCRAFT cargo, air carrier scheduled and charter flights require the prior approval of YVRAA OPERATIONS.

To eliminate any confusion of who requires prior approval, the following wording is proposed:

0001-0007 Departure/Arrival of all JET AIRCRAFT require the prior approval of YVRAA OPERATIONS.

Mark mentioned that the current wording has been in the publications for many years, and that the proposed wording clarifies the intended application of this procedure to all jet aircraft operating at the airport.

Mark advised that this proposed amendment is subject to the Transport Canada “checklist” consultation process before it can be submitted to Transport Canada for review and approval. As part of the “checklist” process, all affected stakeholders must be consulted. As an integral stakeholder, the Committee was asked if they had any comments or concerns regarding the proposed wording. The Committee members present gave general support for the proposed changes.

Mark stated that the next steps will be to solicit comments from operators and other stakeholders. Once comments have been received, a package would be prepared and submitted to Transport Canada for their review. Claudio Bulfone mentioned that if no concerns are raised over the proposed wording, the amendments to the publications could be expedited.

Actions:

- *Provide the Noise Abatement Procedures- Editorial Clarification presentation with distribution of Minutes.*

7.0 AIRSPACE WORKING GROUP-TERMS OF REFERENCE

Brett Patterson provided the Committee with an update on the newly formed Airspace Working Group. The members of this Working Group consist of the Airport Authority and NAV CANADA, and the primary purpose is to review both Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) arrival and departure routes. The group will focus on control zone procedures. While safety issues will be considered a priority, the group will also address noise and emission issues. A draft work plan is expected to be developed in early 2011.

A few Committee members expressed interest in being informed about any proposed changes to procedures and providing feedback. An ANMC working group was suggested with the idea that additional meetings might be required. Brett advised that the Working Group will consult as appropriate.

Actions:

- *Distribute draft Working Plan to Committee members when available.*
- *Update at next meeting of ANMC.*

8.0 2010 QUARTER 4: SUMMARY REPORT

The 2010 Quarter 4 summary report, which covers the period of 1 September to 30 November 2010, was distributed and reviewed with the Committee.

Year-to-date, the Airport Authority has received 953 noise complaints. This represents a 50% decrease in complaints compared to the same period in 2009. The geographic breakdown of the 953 complaints is: 32% from Surrey; 20% from South Delta; 19% from Vancouver; 13% from Richmond; 8% from North Delta; 4% from Burnaby, and 4% other areas of the Lower Mainland.

The Airport Authority has also received, year to date, approximately 3,380 complaints from one north Surrey resident. As discussed at a previous Committee meeting, Mark commented that these complaints have been logged into the airport's complaint database but are excluded from the data analysis.

Actions:

- *Distribute the 2010 Quarter 4 report with the minutes.*

9.0 UPDATES

- Mark summarized the results of the portable noise monitoring terminal (NMT) deployment in the Sunshine Hills area of North Delta during the month of July 2010.

With the cooperation of Delta staff, the noise monitor was located on the roof of Fire Hall No. 5 (#11720 - 64TH Avenue).

Based on event detection thresholds of 65 dBA during the day (7AM-10PM), and 55 dBA during the night (10PM-7AM), a total of 3,878 noise events were captured at the noise monitor during the month.

Of the 3,878 noise events, only 32 (less than 1%) were related to aircraft and the remaining 3,846 events were associated with other noise sources in the community.

Based on the measurement results, it can be concluded that aircraft noise does not contribute significantly to overall noise at the site.

Mark stated that noise monitoring in Stanley Park, a site identified by the City of Vancouver staff, has been completed and the data is currently being analyzed. While operations over Stanley Park are associated with Vancouver Harbour and are not related to YVR, monitoring was conducted to assist City of Vancouver staff assess noise in the area.

Mark mentioned that the NMT is currently deployed at Hawthorne Elementary in Ladner, and data from this site would be analyzed in early 2011.

Mark mentioned that the report summarizing the first deployment, in South Surrey, has been posted on the airport's website. Mark thanked Committee members who submitted comments on the draft report. While most comments were incorporated into the final report, some comments were more detailed and future reports would attempt to incorporate these.

Mark added that a report summarizing the results from the Sunshine Hills area would be prepared and posted on the website.

- Anne advised that the senior airport executives will be presenting annual updates to local City Councils. The schedule for cities represented on the Committee include:
 - City of Richmond – 6 December 2010
 - Corporation of Delta – 6 December 2010
 - City of Surrey – 13 December 2010
- Mark informed the Committee that meetings with citizen and city staff representatives will be organized for early next year to discuss 2011 noise management work planning. Becky Henwood would be in contact to organize appropriate dates and times.

10.0 OTHER BUSINESS

- Toni provided the ANMC meeting dates scheduled for 2011:
 - Wednesday, 16 February 2011
 - Wednesday, 18 May 2011
 - Wednesday, 21 September 2011
 - Wednesday, 14 December 2011
- Victor asked if anyone from the Committee was planning on presenting to the Parliamentary Standing Committee on Transportation, Infrastructure and Communities who are discussing the issue of aircraft noise impacts.

Anne replied that the Airport Authority is aware of the Parliamentary Committee, but has not submitted a request to appear before the Committee. Anne added that the Canadian Airports Council, which is a national association of Canadian airports, is also aware of the discussions and may request to appear before the Committee.

- Brent Bell advised that NAV CANADA recently received a letter from the City of Richmond regarding raising the building height restrictions around the airport. Victor advised that he was aware of this proposal and that the City was indeed interested in exploring this option.

Anne mentioned that the heights of buildings around the airport are governed by the YVR Aeronautical Zoning Regulations, which limit the heights of buildings in critical areas so they do not impact aviation safety. Anne added that the Airport Authority is concerned over increasing the allowable height of buildings as this would likely mean increased residential development in areas impacted by aircraft noise.

- Brett provided information on a civil aviation requirement by Transport Canada for runway end safety areas (RESA). RESA are designed to provide additional stopping distances if required in cases of aborted take-offs and landing over-runs. The Transport Canada requirement will be to have 150 m off the end of each runway. To achieve this, a phased 5-year implementation project would be required at a cost of approximately \$40-70 million.

MEETING ADJOURNMENT

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

ATTACHMENTS:

- Ground Run-up Enclosure Project Update presentation
- YVR Float Plane Operations-Summer Review presentation
- Noise Abatement Procedures-Editorial Clarification presentation
- Terms of Reference for Airspace Working Group
- Q4 Summary report