



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

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee

Wednesday 5 May 2010 1:00 p.m.
 Vancouver International Airport, Link Boardroom 1

Those in attendance were:

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

Date/Time/Place of next **REGULAR** Committee meeting:
15 September 2010 – 1pm Link Boardroom 1

<i>Becky Henwood</i>	6 May 2010
_____ Secretariat's Signature	_____ Date

1.0 INTRODUCTIONS AND ADOPTION OF AGENDA

Anne called the meeting to order at 1:00 p.m. and welcomed attendees.

2.0 REVIEW OF PREVIOUS MEETING'S MINUTES

Minutes of the 9 December 2009 meeting were reviewed and approved.

Actions:

- *Post 9 December 2009 meeting minutes on the YVR website.*

3.0 REVIEW OF 2010 OLYMPIC OPERATIONS

Mark provided a review of aircraft operations at YVR during the period of the 2010 Winter Olympic Games.

The planning for the Games was a monumental effort. Aircraft traffic projections were forecasted well in advance of the Games and plans were developed to safely and efficiently manage the anticipated increase in traffic level.

These plans included setting up a reservation system for business and corporate aircraft, authorizing departures on the north runway during peak periods, and a temporary exemption to the published Noise Abatement Procedures to allow the use of the north runway at night on selected days.

- Between 29 January and 24 March 2010, the north runway was authorized for departures between 7am and 10pm during peak periods.

During this period, 605 departures used the north runway and occurred on 23 of the 58 available days.

- To help manage the anticipated increase in traffic demand upon the closing of the Games, the Airport Authority sought an exemption to the published Noise Abatement Procedures to allow night time use of the north runway on 28 February and 1 March. This exemption was approved by Transport Canada, and the Airport Authority worked closely with NAV CANADA to develop a runway use plan to mitigate noise associated with these operations.

On 28 February, 27 aircraft landed on runway 08L (approach over the Strait) between the hours of 10pm and midnight. During this time, the south runway was used for arrivals and all departures.

No complaints were received about these operations.

Mark mentioned that there were a number of days during the Olympic period where high winds affected aircraft operations at the airport, specifically the standard instrument departure (SID) for runway 08 operations during dual runway operations.

Mark explained that during dual runway operations, aircraft departing on runway 08R (south runway) and 08L (north runway) need to be issued a 15° divergence to ensure the required amount of separation. This divergence is accommodated by issuing a 15° turn to the south at a distance of approximately 2-3 nautical miles from the airport for aircraft departing on runway 08R. This procedure is built into the SID that is issued to departing aircraft.

With high winds, the aircraft departing runway 08R were found to be drifting to the north before reaching their assigned turn point and would encroach on the aircraft departing on runway 08L. To maintain safe operations, Vancouver Tower staff amended the SID and issued the 15° turn to the south immediately after take-off.

No complaints were received about these early turns.

Mark added that many of the noise complaints received during the period of the Games were general in nature and cited the increase in aircraft traffic. Complaints associated with specific flight operations tended to be about helicopter flights over the Downtown Vancouver area.

Attachment: Mark's presentation on 2010 Olympic Operations.

4.0 RICHMOND OVAL DEVELOPMENT

Terry provided an update on the recently announced River Green development to be built on a 28-acre parcel of waterfront property just west of the Dinsmore Bridge in Richmond. ASPAC Developments Ltd will be building this high density, upscale development that will consist of approximately 2,600 units in multiple towers. The developer is currently in the development permit stage; the next step will be the building permit stage.

Claudio stated that the development is located very close to the airport and reminded the City of Richmond that residential land uses in this area is not compatible with aircraft operations.

Mark noted that the Airport Authority had originally opposed the development given that the area is exposed to over-flights of float planes, helicopters and propeller aircraft using the airport's runways. The area is also exposed to sideline noise from aircraft using the airport's 24-hour south runway. Mark noted that the Airport Authority's concerns still stand and asked what mitigation

measures were in place to educate potential residents of the noise environment and what level of sound reduction was the developer aiming to achieve.

Terry replied that ASPAC Developments Ltd must ensure that the building meet interior noise levels specified in the City's Official Community Plan through proper design. In addition, there will be aircraft noise covenants registered on title, and there will be information material available at the sales and discovery centre. David added that the information material clearly state that the airport is open 24-hours and the area is exposed to aircraft noise.

Brett mentioned that while the buildings will meet the aeronautical zoning height restrictions in that area, the airport is aware of several requests for exemptions to the height restrictions for cranes during construction. The Airport Authority is not supportive of these requests as the height of the cranes would impact aircraft (including floatplane) operations during construction.

Mark indicated that float planes currently fly over the building site in their final approaches to the river. This route may need to be changed because of the River Green development resulting in float planes flying over residences that currently do not have float planes overhead. A meeting will be scheduled with the YVR Float Plane operators to discuss the issue and determine if any route changes are required. The City of Richmond was asked to consider this information as the notice requirements for the development does not include new residents who would be affected by potential changes to float plane routes.

Actions:

- *City of Richmond to provide:*
 - *Information material that ASPAC Developments Ltd will be using to advise potential River Green buyers of aircraft noise.*
 - *Copy of the noise covenant signed when purchasing in the River Green development.*
 - *Map illustrating location of the proposed River Green development.*
- *Airport Authority to discuss concerns directly with developer and reiterate concerns to City of Richmond.*

5.0 2009 NIGHT TIME OPERATIONS SUMMARY

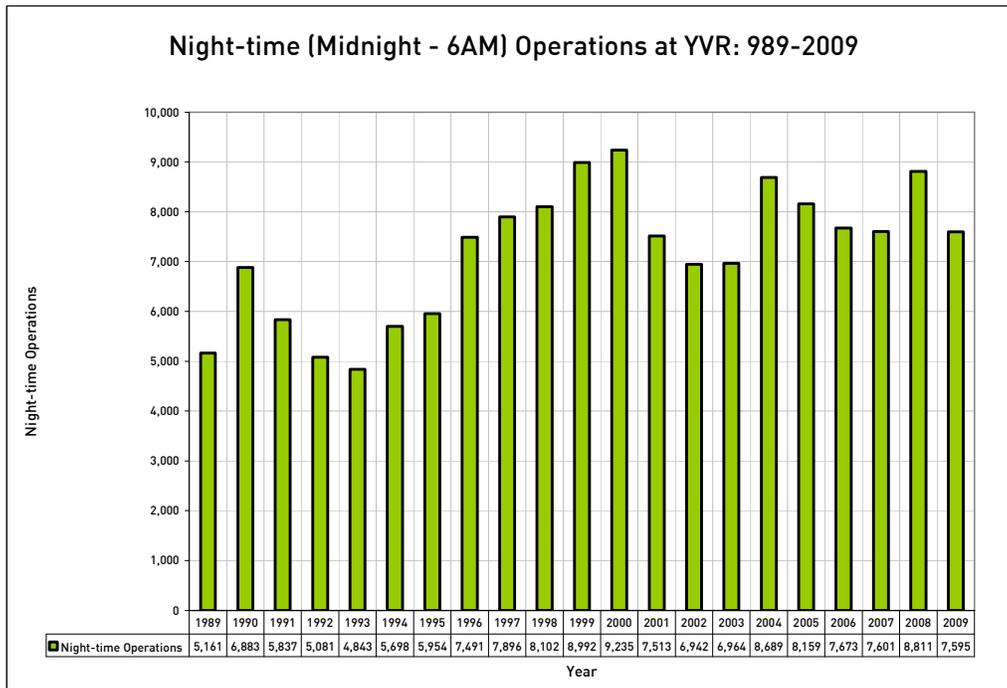
Mark provided a summary of night-time operations at YVR in the year 2009. This information was compiled as part of work on Noise Management Plan Initiative #1: Night-time Operations. For the purposes of this analysis, "night-time" was defined as the hours between midnight and 6:00am local, and an "operation" refers to either an arrival or a departure.

In 2009, between the hours of mid-night and 6:00am there were 7,595 operations, and approximately 60% of these were arrivals, and 40% of these were departures. On average, this translates to approximately 21 operations per day - 13 arrivals and 8 departures.

The breakdown of the 7,595 night operations by aircraft type is as follows:

Narrow Body Jet	3,754	49%
Propeller	1,736	23%
Wide Body Jet	1,704	22%
Business Jet	401	5%

Mark also provided a summary of the historical trend in night-time operations at YVR between the years 1989 and 2009 (see chart below). As illustrated in the following graph, the number of night-time operations varies each year. The peak year for night-time operations was 2000, when there were 9,235 operations during the night hours.



Mark mentioned that all international airports in Canada are open 24-hours, despite public perception that airports such as Montreal (YUL) and Toronto (YYZ) are closed at night. To illustrate, Mark presented a summary of night operations at YVR, YUL, and YYZ in 2008. Information for YUL was provided by Aéroports de Montréal, and information for YYZ was provided by the Greater Toronto Airports Authority. This summary is provided in the following table.

2008 Summary		
Airport	Number of Movements (midnight-6am)	Annual Number of Movements
YYZ - Toronto Pearson International Airport	13,383	431,217
YUL - Montreal Airport (Pierre-Elliott-Trudeau)	7,003	220,618
YVR - Vancouver International Airport	8,811	278,796

Mark added that the following procedures were in place at YVR to minimize noise at night:

- North Runway closed between the hours of 10:00pm-7:00am (except for emergencies and maintenance).
- Approval requirement for jet operations between mid-night and 7:00am.
- Preferential runways dictating two direction flow weather permitting. This keeps both arrival and departures over the Strait of Georgia whenever possible.
- Special air traffic control procedures to minimize over-flights of populated areas by certain flights.
- Local training flights not permitted at the airport between 10:00pm and 7:00am

Mark concluded by stating that the next steps of work will include a review of the current guidelines for granting night approval and to assess extending the night-time approval requirement to cover propeller aircraft. Mark also commented that the Airport Authority would work with NAV CANADA to assess the development of preferential departure routes at night in order to minimize over-flights of populated areas.

Following the presentation, Committee members requested additional information including:

- Historical trend of passenger totals
- Historical trend of total air traffic at the airport
- Historical trend of cargo tonnage
- Historical breakdown of night operations by aircraft type.
- If possible, the approval criteria used by YYZ and YUL when they evaluate requests for night operations.

Attachment: Mark's presentation on 2009 Night Operations.

Actions:

- *Information to be compiled and provided to the Committee as requested*
- *Mark to seek night approval guidelines from YUL and YYZ*

6.0 NOISE INFORMATION SEMINAR TRIAL- UPDATE

Toni updated the Committee on the first pilot session of the YVR Noise Information Seminar held on Saturday 24 April 2010. Toni added that three Richmond residents attended the seminar. Two of the residents were members of the City of Richmond's Airport Noise Task Force and the third resident has been in previous contact with the Airport Authority about his concerns. Positive feedback was received, and one of the attendees commented that it was good to be able to discuss a controversial topic without polarized emotions.

The seminar consisted of a brief presentation on noise management at YVR, a demonstration of the Aircraft Noise & Operations Monitoring System, and a tour of the airfield. Additional seminars are currently scheduled 17 July and 20 November 2010, and further information is available on the airport's website (www.yvr.ca). Toni mentioned that these dates have been amended from what was announced earlier in the year in order to accommodate conflicts with staff schedules. The website has been updated with the new dates.

Toni reminded the Committee that the goal of the seminar program is to educate residents about noise management practices at YVR and to provide another opportunity for dialogue. The target audience is for those residents who have not yet had the opportunity to discuss noise issues in detail with airport staff. The seminar program will be evaluated at the end of the year to evaluate its success.

7.0 2010 QUARTERLY 1-2: SUMMARY REPORT

The 2010 Quarter 1 & 2 summary report was distributed and the highlights were reviewed. This report covered the period of 1 January to 30 April 2010.

The Airport Authority received 1,941 noise complaints during this period. While this represents a +510% increase in complaints compared to the same period in 2009, approximately 80% (or 1,554) of the complaints were received from one Surrey resident. These complaints were submitted through WebTrak.

When the 1,554 complaints from the single individual are removed from the dataset, the geographic breakdown of the remaining complaints is: 43% from Surrey, 24% from Delta, 6% from Richmond, 17% from Vancouver, and 10% from other areas of the Lower Mainland.

The Committee discussed options on how to account for repetitive complaints as these tend to skew analysis and makes analyzing trends very difficult.

Action:

- *Airport Authority to propose a methodology at the next meeting.*

8.0 UPDATES

- a) Victor provided a brief update on the work by the City of Richmond's Airport Noise Task Force. He mentioned that the Task Force presented their final report and recommendations to Council in January. Council then directed City staff to further investigate a ban on night-time operations, additional fees and charges for operations at night, and an alternative structure for a City committee on airport noise. City staff is aiming to have their report ready for Council in June.

Victor also mentioned that the Airport Authority had provided a letter on night-time operations at YVR with information to help City staff with their report, and that the City had hired a consultant to review noise restrictions at other airports.

Mark asked if the review would consider the implications of additional restrictions on businesses and residents of Richmond, and offered to provide contacts for local companies that rely on operating at night. Victor advised this was not included in the scope of work. The Airport Authority expressed concern about this gap.

Meg requested a copy of the Airport Authority's letter to the City of Richmond if possible. Anne replied that a copy of the letter would be attached to the minutes. Anne added that there had been several meetings between Airport Authority and City of Richmond staff, and information / data was provided to the City to assist them with their report.

Mark updated the Committee on the status of the portable noise monitoring terminal currently located in South Surrey at Crescent Park Annex. Equipment deployment had been delayed as the City of Surrey took some time to provide appropriate contacts for permissions. Mark added that a summary report would be prepared and posted on the web.

The equipment will next be set up in the Corporation of Delta, and Mark complimented the cooperation of Delta staff in facilitating the process of finding a location for the equipment.

Mark asked City of Richmond and City of Vancouver staff for their thoughts on potential sites and requested their assistance in securing permission to set up the equipment on property once locations were identified.

Action:

- *Distribute the South Surrey portable noise monitoring report when completed to Committee members.*

- b) Anne mentioned that a letter was received from the City of Surrey requesting that a citizen representative be appointed to the Committee. Anne reminded the Committee that the Airport Authority is responsible for noise management within 10 nautical miles around the airport under its ground lease with Transport Canada. While the City of Surrey is outside of this area, the City of Surrey was invited to participate on the Committee in 2008 as it was felt that this would provide the City with an opportunity to learn about noise issues that would in turn facilitate their discussions with various community groups.

Anne noted that there is currently no alternative forum that municipalities outside the 10 nautical mile area can participate in. As such, Anne advised the Committee that the Airport Authority will be seeking a meeting with Transport Canada to discuss options and will keep the City informed of these discussions.

9.0 OTHER BUSINESS

- Anne advised that the Airport Authority's Annual Public Meeting is scheduled for 3:30pm on Thursday 13 May 2010. This meeting is open to the public and an invitation was sent to each Committee member. The Airport Authority's 2009 Annual and Sustainability Report and the 2009 Annual Noise Report have both been posted on the airport's website.

2009 Annual and Sustainability Report -
<http://www.yvr.ca/ar/2009/index.html>

2009 Annual Noise Report -
http://www.yvr.ca/Libraries/ENV_Docs/2009_Annual_Noise_Report_-_FINAL.sflb.ashx

- Brett advised the Committee that the south runway will be closed nightly between 4 July and 28 August 2010 to accommodate the second year of work on the south airfield lighting upgrade project. This closure will require use of the north runway at night for both arrivals and departures. A communications plan will be implemented to inform the community.

MEETING ADJOURNMENT

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

ATTACHMENTS:

- 2010 Olympic Operations Summary Presentation.
- Information material that ASPAC Developments Ltd will be using to advise potential River Green buyers of aircraft noise.

- Copy of the noise covenant signed when purchasing in the River Green development.
- Map illustrating location of the proposed River Green development.
- Presentation Material – 2009 Night Operations Summary
- Letter from the Airport Authority to the City of Richmond regarding night-time operations.