



VANCOUVER AIRPORT AUTHORITY

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

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee
Wednesday 14 December 2011 - 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
	Meg Brown	Citizen Representative- Vancouver
	Ron Sorensen	Citizen Representative, Surrey
	Jim Bailey	City of Vancouver (staff)
	Craig MacFarlane	City of Surrey (staff)
	Warren Lampitt	Air Canada
	Scott MacPherson	Canadian Business Aviation Association
	Terry Hiebert	Float Plane Operators- Seair
	Doug Martin	Airline Operators Committee (Air Canada)
	Claudio Bulfone	Transport Canada
	Brett Patterson	Director Airside Operations, YVRAA
	Shaye Folk-Blagbrough	Environmental Analyst, 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
	Lyl Reynolds	City of Vancouver (staff)
Regrets:	Margot Spronk	Citizen Representative, Richmond
	Rick Hedley	Citizen Representative, Corporation of Delta
	Jonathan Parker	Citizen Representative, Vancouver
	Paula Kolisnek	Corporation of Delta (staff)
	Leona Sparrow	Musqueam
	Marlene Keefe	Air Canada Pilot's Association
	Mark MacEachern	WestJet
	Brent Bell	NAV CANADA
	Victor Wei	City of Richmond (staff)

Date/Time/Place of next REGULAR Committee meeting: Wednesday 7 March 2012 – 1 p.m. Link Boardroom 1	
<i>Becky Henwood</i>	21 December 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. New Committee members introduced included:

- Terry Hiebert, representing the Floatplane Operators Association
- Shaye Folk-Blagbrough, Environment Analyst (noise management) for the Airport Authority

2.0 REVIEW OF PREVIOUS MEETING'S MINUTES

The minutes of the 21 September 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 GROUND RUN-UP ENCLOSURE- PROJECT UPDATE

Mark Cheng provided the Committee with an update on the Ground Run-up Enclosure (GRE) project.

Construction

The construction of the GRE structure is on schedule and the facility should be operational in mid-January 2012.

Acoustical and Aerodynamic Verification Testing

Mark provided information on the acoustic and aerodynamic verification testing for the GRE. These tests will ensure that the GRE meets the noise reduction requirements included in the project design specifications and will ensure there is proper airflow through the facility during run-ups.

Verification testing will be conducted in January 2012. The tests will be performed at night using a B1900 and a Saab340 aircraft. An invitation was extended for Committee members to observe the testing. Committee members will be advised when a tentative date is set. Scott MacPherson offered the use of a corporate jet for the testing, and will coordinate further with Mark.

Mark advised that the run-up and de-icing directives have been drafted and will soon be finalized. Operator training is also scheduled for January 2012, and operators are required to attend a training session before being permitted to use the facility.

Communications

Project storyboards were placed at the Dunbar Community Centre in October and were left on display for several weeks. The storyboards will be moved to Thompson Community Centre in the next few weeks. A 1:100 scale model of the GRE was ordered earlier this year and it was meant to accompany the storyboards, but unfortunately the model was damaged during shipping and a replacement had to be made. Delivery of the model is anticipated before year end.

The GRE Opening Event is currently scheduled for January 11. Committee members can expect to receive their invitation shortly with more information on the event.

Actions:

- *GRE presentation material to be attached to minutes*

4.0 **RUNWAY END SAFETY AREA (RESA)**

Mark introduced and provided background on the RESA project. RESA is at the end of the runway and is designed to provide an area free of objects to reduce the severity of damage to an aircraft when for example, it over runs the runway on landing. It can also facilitate the movement of emergency vehicles. RESA need not be useable runway, and only has the requirement that it support the weight of an aircraft and emergency vehicles.

The Airport Authority is in the early stage of assessing various options to meet the impending Transport Canada RESA regulations. While Transport Canada has not yet issued the RESA regulation and is currently assessing what length will be required, ICAO has released their standard and recommendation for RESA lengths.

Mark advised that various RESA options are currently under initial assessment, and some include extending the runway to accommodate both the RESA requirement and serve as usable runway for increased take-off length. Criteria used for evaluation include operational benefits, economic, environmental, and social (including noise).

The plan is to present the RESA Project Definition Report, with a recommended option, to the Board later in 2012. The project definition report will not be finalized until after the Transport Canada regulations are issued.

Mark advised that a special joint meeting will be arranged in early 2012 for interested members of the YVR Aeronautical Noise Management Committee and the YVR Environmental Advisory Committee. The meeting will provide more information on the options under consideration. Further, it will provide the opportunity for Committee members to provide input on options, evaluation criteria and analysis.

Actions:

- *RESA presentation material to be attached to minutes.*
- *Meeting for ANMC and EAC Committee members to be arranged.*

5.0 **YVR FLOAT PLANE- NOISE MITIGATION PROJECT UPDATE**

Mark introduced Jamie Molloy, a consultant hired by the Airport Authority to assist with consultations with stakeholders on a project to identify best operating practices to minimize the community noise exposure from YVR float plane operations. Jamie is a former executive with Harbour Air, and is very familiar with YVR float plane operations.

Jamie provided an update to the presentation he provided to the Committee in September. Since that time, there were several meetings with stakeholders including the City of Richmond (ANMC citizen and staff representatives), operators, and Transport Canada to discuss and identify operating best practices.

Based on these meetings and consultations, the following recommendations were identified:

- Formalizing the operational area on the River
- Promote westbound take-offs and eastbound landings when possible
- Reduced noise take-off when able
- Limiting 2-bladed propeller aircraft
- Use of the area North of Swishwash, if permitted by YVR Tower
- When possible, avoid departure routes that fly over the City of Richmond
- Planned approaches when possible – no reverse
- Reinforcing Westminster downwind at 500'

Once the recommended practices had been further vetted through the operators, the Airport Authority will seek publication in the Water Aerodrome Supplement (WAS) and the Canadian Flight Supplement (CFS).

As part of this project, a framework for a Prior Notification (PN) process is being developed for YVR river operations. This process would require operators to advise the Airport Authority prior to operating on the river, and provide an opportunity for information exchange about best operating practices.

Jamie mentioned that a site visit to Victoria was organized for Airport Authority staff on December 8 to learn about operations in the very congested operating area of Victoria Harbour, and to meet with the Harbour Master to discuss their experiences.

As next steps, a draft report would be prepared and this would be circulated to the operators and other stakeholders for review and comment. Comments received will be incorporated into the final report, which will be delivered in January. Anne advised that many of the recommendations will start implementation in early 2012.

Actions:

- *Jamie's presentation material to be attached to minutes.*
- *Distribute float plane recommendations to the Committee for comments.*

6.0 CAPACITY STUDY

Mark provided a background on the upcoming capacity study. The last study was completed in 2000, and resulted in guidelines for when the north runway will be used for departures to reduce delays. As part of the Minister of Transport's response to the Environmental Assessment Review Panel for approval of the north runway, the north runway is to be used primarily for arrivals, but could be used for departures when traffic demand approaches capacity limits, such as during peak times.

The guidelines identified through the 2000 study, concluded that the airfield was at capacity when traffic levels reached the follow:

- Arrivals or departures = 35-40 movements during any given 60-minute period.
- Total arrival and departures = 60-70 movements during any given 60-minute period.

Since 2000, these guidelines have been compared against forecasted traffic levels before each scheduling season to determine if the north runway would be required for departures. The need to update to the 2000 study was identified as an initiative in the 2009-2013 YVR Noise Management Plan due to significant changes in airline schedules, aircraft fleet mix, airfield layout, and current operating procedures.

The proposed study methodology includes using a peak planning day in 2011 to model the airfield operations using current air traffic control procedures and then increase the traffic levels based on scheduled forecasted growth to see when the airfield reached capacity.

NAV CANADA will assist with modelling, using simulation models and tools that are far superior to those used for the 2000 study, and the deliverables will include revised guidelines for north runway usage, greenhouse gas (GHG) emissions, and the economic costs of delays. There may also be an opportunity to evaluate capacity enhancement options, such as early turns by “quiet” jet aircraft.

Results are anticipated by end of Summer 2012, and a draft report will be available for review by the Committee in the Fall.

Actions:

- *Capacity Study presentation material to be attached to minutes.*

7.0 ANNUAL REPORTING-REQUEST FOR INPUT

Mark provided a brief overview of the YVR annual noise report and asked the Committee for feedback in order to provide a report that better suits the needs and interest of readers. Toni Frisby also provided information on reports prepared by other airports in Canada.

Several Committee members provided comments and suggestions for report content. To capture additional comments, a short survey will be prepared and sent to Committee members.

Actions:

- *Prepare and send questionnaire to Committee members.*

8.0 2011 QUARTER 4: SUMMARY REPORT

The 2011 Quarter 4 summary report was distributed and reviewed by the Committee.

Year-to-date, 752 noise complaints have been received from 270 individuals. This represents a 21% decrease in the number of complaints received for the same period in 2010. The geographic breakdown of the 752 complaints is as follows:

- 24% from Vancouver;
- 21% from Surrey;
- 21% from South Delta;
- 14% from Richmond;
- 8% from other areas in the Lower Mainland;
- 7% from North Delta; and,
- 5% from Burnaby.

Actions:

- *2011 Quarter 4 Summary Report to be included in distribution of minutes.*

9.0 OTHER BUSINESS

- Mark provided a brief update on work by the YVR Control Zone Working Group. A meeting has held in early December with the float plane operators to discuss the issue of the missed approach procedures for the north runway and conflicts with the over-head transit routes used primarily by aircraft travelling between Victoria and Vancouver Harbour.

The options provided to the operators included transiting around the City and YVR over the Strait of Georgia or transiting along the existing routes but at a higher altitude. Both these options would result in reduced noise compared to the current operations. The new transit procedures would likely be implemented in February or March 2012 to coincide with various aeronautical publications and charts.

- Ron Sorenson presented information on current aircraft noise impacts on the South Surrey area. He was particularly concerned about over-flights (both arrival and departures) over the South Surrey area since the 2007 airspace changes.

Anne advised Ron that his questions and requests would be considered by Transport Canada, NAV CANADA, and the Airport Authority and a response would be provided at the next Committee meeting.

Actions:

- *Ron's presentation materials to be attached to minutes.*
- *Response to be provided at next Committee meeting.*

MEETING ADJOURNMENT

Anne thanked Committee members for attending and adjourned the meeting at 3:10 pm.

ATTACHMENTS:

- Ground Run-up Enclosure Project Update presentation
- Runway End Safety Area presentation
- YVR Float Plane- Noise Mitigation Project presentation
- 2011 Quarter 3 Summary Report
- Ron Sorensen's presentation materials