



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

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee

Wednesday 18 May 2011 1:00 p.m.
 Vancouver International Airport, Link Boardroom 1

Those in attendance were:

Chairperson:	Anne Murray	VP Community & Environmental Affairs, YVRAA
Secretariat:	Stephanie Beatty	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
	Ron Sorensen	Citizen Representative, Surrey
	Craig MacFarlane	City of Surrey (staff)
	Jim Bailey	City of Vancouver (staff)
	Michael Gomm	Corporation of Delta (staff)
	Mark MacEachern	WestJet
	Doug Martin	Airline Operators Committee (Air Canada)
	Marlene Keefe	Air Canada Pilot's Association (ACPA)
	Claudio Bulfone	Transport Canada
	Brett Patterson	Director Airside Operations, YVRAA
	Becky Henwood	Noise Information Officer, YVRAA
	Mark Cheng	Supervisor, Noise & Air Quality, YVRAA
Guests:	Alana Lawrence	Communications Specialist, YVRAA
	Jiri Kouril	Senior Project Engineer, YVRAA
	Trevor Richardson	WestJet
	Joan Caravan	City of Richmond (staff)
Regrets:	Toni Frisby	Manager, Environment, YVRAA
	Scott Macpherson	Canadian Business Aviation Assoc. (CBAA)
	Les Aalders	Air Transport Association of Canada
	Kim Carswell	Helijet International
	Leona Sparrow	Musqueam
	Brent Bell	NAV CANADA

Date/Time/Place of next **REGULAR** Committee meeting:
21 September 2011 – 1 pm Link Boardroom 1

<i>Stephanie Beatty</i>	18 May 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 16 February 2011 Committee meeting were reviewed. The minutes were approved as distributed and will be posted on the internet.

Actions:

- *Post minutes on the YVR website.*

3.0 GROUND RUN-UP ENCLOSURE (GRE) PROJECT UPDATE

Mark Cheng introduced Jiri Kouril and Alana Lawrence who provided the following updates on the construction schedule and communications strategy.

Construction Schedule:

Jiri advised that the project consists of three phases:

- Phase I: Demolition of the existing building located on the property
- Phase II: Utility and foundation preparation
- Phase III: Construction of the ground run-up facility

Phase I has been completed and the project is on schedule. Phase II began on 16 May, and Phase III is scheduled to begin in the fall. The structure will be partially fabricated off site and then assembled and installed on location. The facility will be completed and operational by December 2011.

Communications Strategy

Alana reviewed recent communication efforts related to the GRE project and the Committee discussed opportunities for additional communication efforts.

Alana mentioned that a media event was held on 12 April at the South Terminal Building to showcase and launch the GRE project. The event was covered by approximately 20 different media outlets including local newspapers, television, and internet postings reaching an estimated 1.5 to 2 million people. Alana thanked Committee members who attended the media event.

Local communities will continue to be engaged through a variety of different media, including local newspapers, electronic newsletters, and the YVR website. Alana mentioned that the project team will be building a viewing platform at the South Terminal Building for the community to view construction progress as well as the final facility when completed. The viewing platform will remain after the project is completed and will provide the community with an excellent vantage point to view the airfield and aircraft operations.

Alana also mentioned the possibility of hosting open house or displays in the City of Richmond and Vancouver for residents to gain more knowledge about the project. Committee members were invited to let Alana know (through Mark) if their respective communities would like an open house or display in their area.

Noise Monitoring Plans

Mark stated that noise monitoring plans for the project will consist of collecting baseline noise data, conducting the acoustical verification and acceptance testing on the final facility, and long term monitoring.

Mark advised that ESA Airports, an acoustical consulting firm from California, was recently awarded the work to assist with gathering baseline run-up noise measurements and to perform the acoustical verification and acceptance tests.

Mark advised that baseline measurements would be collected sometime in August and October. These measurements will include noise monitoring in the community for engine run-ups at various locations on the airfield. The run-up locations will be selected to represent the locations currently in use. Committee members were invited to provide suggestions for monitoring locations in the community. Mark added that the community would be informed in advance of the testing.

The acoustical verification testing will ensure that the facility meets the design noise reduction specifications. This will involve having aircraft perform run-ups in the facility while taking noise measurements to determine insertion loss provided by the facility. At the same time these tests are being done, community noise measurements will also be obtained at the same locations as the earlier baseline measurements.

Long term noise monitoring plans include looking at the option of locating a permanent noise monitor terminal somewhere in the City of Richmond in an area near the facility. This terminal would be connected to the Airport Authority's Aircraft Noise & Operations Monitoring System (ANOMS).

Actions:

- *Map illustrating run-up complaint locations to be sent to City of Richmond and Vancouver citizen representatives to assist them in identifying areas for community monitoring during the baseline noise measurements.*
- *The GRE Project Update presentation to be included in the distribution of minutes.*

4.0 CONTROL ZONE PROCEDURES REVIEW WORKING GROUP UPDATE

Brett Patterson provided the Committee with an update on recent work by the YVR Control Zone Procedures Review Working Group. This group consists of 3 parties: the Vancouver Airport Authority; NAV CANADA; and, Transport Canada.

The primary purpose of the Working Group is to review published procedures for arrival and departure routes for both Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) aircraft to the airport's runways, helipads and waterway. The goal of the review is to ensure aviation risks are appropriately managed to the lowest levels that are reasonably practicable; maintain or improve upon airport and aircraft operational efficiency; minimize aircraft emissions; and, minimize noise on affected communities.

There are four main issues that the Control Working Group is focusing on:

1. Missed approach procedures
2. Integration of VFR and IFR Operations
3. YVR Floatplane Operations
4. Land and Hold Short Operations (LAHSO)

Missed Approach – Harbour Transit Routes

Brett mentioned that a preliminary review of the Missed Approach Procedure altitudes has been completed by NAV CANADA. The required Missed Approach Procedure altitude for the north runway, 08L/26R, has been determined to be 4,000 feet. Options need to be identified for the existing Harbour Transit Routes, currently at 2,500 feet, to eliminate conflict with the Missed Approach Procedure altitude.

Integration of Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) Operations

Brett advised that approximately 95% of the operations at YVR are IFR. The system could be made more efficient if the small number of VFR operations were transitioned into IFR. The companies typically operating VFR are smaller operators, as most of the large commercial operations are entirely IFR. To promote a transition to IFR operations, NAV CANADA will host a stakeholder meeting to discuss the benefits of operating IFR at YVR.

YVR Floatplane Operations

The Airport Authority is in the process of selecting an aviation consultant to assist with a number of initiatives aimed at reducing noise from YVR float plane operations. These initiatives include: identifying best operating practices; developing a pilot education and awareness program; assessing the phase-out of noisier 2-bladed propeller operations; and, developing a prior permission requirement program for operations on the river. The intent would be to have these in place for the start of the busy float plane season 2012.

Land and Hold Short Operations (LAHSO)

Brett advised that 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. As such, the use of LAHSO will cease on 1 July 2011. If additional runway capacity is required in the future, the use of LAHSO will be re-evaluated.

Action:

- *YVR Control Zone Procedures Review Working Group Update presentation to be included in distribution of minutes.*

5.0 2010 Annual Report – Summary

Becky Henwood mentioned that the 2010 annual noise report was posted on the airport's website (www.yvr.ca) under the Noise Management page. Becky provided a summary of noise complaints received in 2010.

In 2010, the Airport Authority received 1,230 complaints from residents in the Lower Mainland. Of these complaints, the majority were submitted from Surrey and Vancouver residents. Approximately 81% of the total complaints were regarding over-flights. Over-flights are defined as aircraft operating to or from YVR but are not in the initial phase of take-off or the final phase of landing.

Becky mentioned that 3,620 complaints were received from one North Surrey resident, and these have not been included in the statistics referenced above as the data would not have been a true representation of complaints received.

Becky noted that the method by which the community submits complaints has changed since the introduction of the YVR WebTrak tool in 2009. The current trend has more complaints being submitted through YVR WebTrak and email compared to telephone.

Committee members were invited to provide suggestions and recommendations for data analysis for future annual reports.

Mark mentioned that the Committee's terms of reference includes an expectation of citizen representatives to provide an update to their City Councils on an annual basis and that other Committee members update their respective organizations. To support these presentations, Mark added that the Airport Authority would be happy to prepare special reports with community specific analysis of concerns.

Action:

- *The 2010 Annual Report Summary presentation to be included in distribution of minutes.*

6.0 Summer 2011 Runway Operations

South Runway Lighting Project

Mark advised that the South Runway Lighting Project is in its final year. To accommodate this work, the south runway will be closed nightly from 9pm-7am, starting from 3 July to 27 August. The north runway would be used for both arrivals and take-offs during periods when the south runway is closed. Community advisories will be placed in local community newspapers and on the airport's website. This practice is consistent with communications approaches in previous years.

Taxiway 'D'/'H' Fillets

Mark stated that work to improve the fillets at the intersection of Taxiway 'D' and 'H' was required to ensure large aircraft could properly make turns without their landing gear running off their taxiway. This work will begin on 23 May 2011 and will take approximately six-weeks to complete.

While the work will take place during the night-time hours, the south runway will remain operational. However, the north runway will be required for landings of large aircraft (B767 and larger) during runway 08 operations. Mark added that minimal noise impact is expected from these operations as the approach will be over the Strait of Georgia.

North Runway Departures for Delay Reduction

Mark advised that there are no plans to use the north runway in summer 2011 for departures during peak times to reduce delay.

Runway End Safety Areas (RESA)

Brett mentioned that Transport Canada is in the process of finalizing a standard for all airports in Canada to comply with requirements for Runway End Safety Areas (RESA), an area off the end of the runway that is used primarily in cases when an aircraft over runs the runway on landing. YVR currently does not have these. Once the standard is issued in the next 6-8 months, the airport will prepare a multi-year project plan with a schedule to minimize the effect of the construction on community noise.

7.0 2011 QUARTER 2: SUMMARY REPORT

The 2011 Quarter 2 summary report, which covered the period of 1 January - 16 May 2011, was distributed and reviewed by the Committee.

Year-to-date, the Airport Authority has received 281 noise complaints, from 75 complainants. This represents a 42% decrease in the number of complaints received for the same period in 2010. The geographic breakdown of the 281 complaints is: 39% from South Delta; 23% from Surrey; 17% from Vancouver; 9% from Richmond; 9% from North Delta, 2% from other areas in the Lower Mainland, and 1% from Burnaby.

Actions:

- *2011 Quarter 2 Summary Report to be included in distribution of minutes.*

8.0 UPDATES:

- Mark attended the annual Noise and Air Quality Symposium, hosted by UC Davis. The conference was attended by both academia and industry and much of the focus was on new navigation technology and international efforts to reduce aircraft emissions. Other delegates from Canada included staff from Calgary Airport Authority, Greater Toronto Airports Authority, NAV CANADA, and Transport Canada.

Presentations from the conference are posted on the following website - <http://airquality.ucdavis.edu/pages/events/2011/boom.html>.

- The YVR Chief Pilot's Meeting was held on 27 April. Information on noise management activities was presented to the group and the 2010 YVR Fly-Quiet Awards were presented to Japan Airlines (wide-body class), US Airways (narrow-body class), and Pacific Coastal Airlines (propeller class). These companies will be showcased in an upcoming YVR SkyTalk article and will receive a letter from the President & CEO of the Airport Authority, Larry Berg, congratulating them on their achievement.

9.0 OTHER BUSINESS

- Jim Bailey advised that Vancouver City Council recently voted in favour of the Cambie Corridor Plan. The Plan encompasses Cambie Street from 16th Avenue to the Fraser River, and includes neighbourhoods such as Riley Park, South Cambie, Oakridge and Marpole. The Plan will increase residential density along the corridor and proposes towers near transit stations, including 12-storey structures in the Oakridge Centre area, and up to 36-storey high-rise buildings at Cambie Street and Marine Drive.

MEETING ADJOURNMENT

Anne thanked Committee members for attending and adjourned the meeting at 3:00 PM.

ATTACHMENTS:

- Ground Run-up Enclosure Project Update presentation
- Control Zone Procedures Review Working Group Update presentation
- 2010 Annual Report Summary presentation
- 2011 Quarter 2 Summary Report