



VANCOUVER AIRPORT AUTHORITY

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Richmond, BC V7B 1Y7 CANADA

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee (ANMC)
Tuesday 10 September 2013 - 2:00 p.m. Vancouver International Airport, Link Boardroom 1

Those in attendance were:

Chairperson:	Anne Murray	VP Community & Environmental Affairs, YVRAA
Secretariat:	Jody Armstrong	Administrative Assistant, YVRAA
Participants:	Margot Spronk	Citizen Representative, Richmond
	Don Flintoff	Citizen Representative, Richmond
	Joan Caravan	City of Richmond (staff)
	Meg Brown	Citizen Representative, Vancouver
	Rick Hedley	Citizen Representative, Corporation of Delta
	Ron Sorensen	Citizen Representative, Surrey
	Dave Harkness	City of Surrey (staff)
	Ahmad Zakaria	AOC Representative – Lufthansa
	Don McLeay	National Airlines Council of Canada
	Terry Hiebert	Floatplane Operators Association
	John Nehera	Transport Canada
	Danielle Rehm	Transport Canada
	Bruce Graham	NAV CANADA
	Shaye Folk-Blagbrough	Environmental Analyst, YVRAA
	Mark Cheng	Supervisor Noise Abatement & Air Quality, YVRAA
Guests:	Jamie Molloy	True Course Solutions
	Oge Anoliefoh	Environmental Technician, YVRAA

Date/Time/Place of next ANMC meeting: Wednesday 4 December 2013
Jody Armstrong
<hr/> <div style="display: flex; justify-content: space-between;"> Secretariat's Signature Date </div>

1.0 INTRODUCTIONS AND ADOPTION OF AGENDA

Anne Murray called the meeting to order at 2:05 pm. New ANMC member Ahmad Zakaria from Lufthansa, representing the YVR Airline Operators Committee was introduced.

2.0 REVIEW OF PREVIOUS MEETING'S MINUTES

Mark Cheng advised that the minutes from the 24 April 2013 meeting were finalized and posted on the airport website.

3.0 YVR FLOAT PLANE OPERATIONS – PROJECT WORK

Mark introduced Jamie Molloy from True Course Solutions. Jamie has extensive work experience in the float plane industry, and was retained by the Airport Authority to assist with a project to increase awareness of community noise issues among the YVR float plane operators.

The scope of the project is to create education and awareness materials to promote noise abatement best practices for float plane operations on the Middle Arm of the Fraser River. These best practices were identified in close consultations with the float plane operators in 2011-2012, and were published in the Water Aerodrome Supplement (“WAS”) in 2013.

Since the beginning of 2013, Jamie has met extensively with the various operators and industry stakeholders to discuss ideas and content for education and awareness materials. As part of the discussions with stakeholders, minor amendments to the noise abatement wording in the WAS will be made for the next publication cycle to address issues raised by NAV CANADA.

Jamie presented and discussed draft content to promote the published best practices and highlight key issues with operating in the busy area of the Middle Arm of the Fraser River. Jamie also provided a few examples of awareness materials from other airports.

The next stage of work involves submitting amendments to current wording in the WAS, and engaging a production company to assist with layout and printing requirements. Mark explained that the plan is to have materials ready for operators in spring 2014.

4.0 REVIEW OF SUMMER 2013 OPERATIONS

Bruce Graham (NAV CANADA, Tower Supervisor) provided an update on 2013 summer runway operations.

From 7 July to 31 August, the south runway was closed at night between the hours of 9PM and 7AM for maintenance activities. During this time, the north runway was in use for both arrival and departure operations.

While the Airport Authority had approved the use of the north runway for departures during the day to reduce delays, Bruce advised that few day-time departures occurred off the north runway due to a number of air traffic control challenges.

Bruce advised that traffic congestion over the summer during runway 08 operations (departures to the east) was managed by assigning an existing published departure procedure for aircraft departing on runway 08R (south runway) that includes a 15° turn to the south after passing through 1,000 feet. It was found that having these aircraft turn-off runway heading increased departure capacity and negated the requirement to use the north runway for departures during peak times.

This procedure was exercised between 7AM and 7PM, and was effective in reducing delays, resulting in less fuel burn and a decrease in associated air emissions produced by aircraft.

Bruce added that the runway 08R departure procedure with the 15° turn is the one that would be assigned during simultaneous parallel independent departure operations, as it provides the required lateral separation for aircraft departing on the two parallel runways.

Mark added that the track followed by aircraft using the procedures with the 15° turn puts the majority of aircraft over less populated areas, and added that the Airport Authority and NAV CANADA will meet to debrief summer runway operations and discuss plans for the fall and next summer.

5.0 NOISE CONCERNS – NORTH SURREY

5.1 Concerns from North Surrey Resident

Mark advised that a resident from North Surrey had recently requested that his concerns be raised at an ANMC meeting. As background, Mark advised that the resident lives under the extended centerline of the north runway, approximately 13 nm from the threshold of the runway and aircraft on approach from the north east for runway 26R turn onto final almost directly over the resident's neighborhood. Arriving aircraft are following a Standard Terminal Arrival Route (STAR), and the average altitude of these aircraft is approximately 4,000 feet over this area. Mark added that approach procedures and STARS are designed to meet strict international standards. The area is also exposed to a small number of departure operations, and these aircraft are much higher, with the average altitude of approximately 8,000 feet.

The resident has contacted the Airport Authority a number of times with his concerns, and airport staff have met with him on a number of occasions. Mark recently met with the resident on 22 June and Ron Sorenson, as the City of Surrey citizen representative to the ANMC, has also contacted the resident.

Ron presented a letter from the resident outlining a number of questions, and asked that the Airport Authority review and provide a written response to the resident. In summary, the questions posed by the resident included the following:

1. What further noise mitigation measures are possible for this area of North Surrey?
2. Is it possible to modify the flight routes or procedures to:
 - a. Have the aircraft arriving from the northeast fly higher?
 - b. Establish aircraft on final approach further the east to reduce the noise from aircraft turning onto final approach?
 - c. Over-fly less populated areas, such as the large open fields south of this area?
 - d. Approach at a lower speed to reduce noise?
3. Can YVR install a Noise Monitoring Terminal in the area to capture the noise from the aircraft arriving from the North East?

Mark advised that the Airport Authority would review, coordinate with other industry stakeholders, and provide a written response to the resident.

5.2 Portable Noise Monitoring

Mark stated that the Airport Authority had recently deployed its portable noise monitor in North Surrey to address the request for noise monitoring in the area. A location was identified with the assistance of the resident, and data gathering began on 14 August. Once an appropriate dataset has been collected, a summary report will be prepared. This report will be provided to the resident, posted on the airport website, and presented at a future ANMC meeting. Mark advised that noise monitoring data is used for informational purposes only, and it should not be expected that changes to air routes and procedures will occur based on the results of monitoring.

6.0 2014-2018 YVR NOISE MANAGEMENT PLAN (THE PLAN)

6.1 Noise Management Plan Progress Update

Mark provided an update of the process to develop the 2014-2018 YVR Noise Management Plan ("Plan"), and presented information on the following main stages of work completed to date:

Stage 1 – Identification of Community Issues

Current community issues were identified through:

- a community web based survey;
- an analysis of noise concerns received between the years of 2008-2012; and,
- numerous stakeholder meetings held with ANMC members, government, and industry.

Stage 2 – Identification of Plan Initiatives and Actions

Work to identify potential actions and initiatives to address issues included:

- completing a review of best management practices at other airports (report delivered by AirBIZ);
- numerous stakeholder meetings held with ANMC members, government, and industry;
- the community web based survey; and,
- a detailed questionnaire administered to members of the ANMC.

Stage 3 – Developing an Action Plan

The work in this stage included processing the input received and then formulating these into a five-year action plan with initiatives and supporting actions.

Input received was wide ranging, and in some cases the proposed initiatives could not be incorporated into the action plan as the actions or objectives suggested were contrary to the business objectives of YVR to serve the community and contribute to the economy. An Appendix will be included in the final document to summarize all the input received along with the Airport Authority's responses.

6.2 Plan Overview

A draft copy of the Plan was distributed to Committee members, and contents were reviewed. The Plan contains a section to provide current business context, a section that documents the current YVR Noise Management Program, and a section outlining work to create the five-year action plan.

The primary audience for the Plan is Transport Canada, and the content and structure is laid out to satisfy the regulatory requirement under the ground lease. Once the Plan has received approval from Transport Canada, the Airport Authority will work to create a more effective version for use as a communication and outreach tool for the public.

6.3 Next Steps

Mark requested ANMC members review the draft document and provide any comments by 18 October. Mark added that any questions could be directed to himself or Shaye. Mark advised that the draft document would be posted on the airport website for wider review.

Comments received will be incorporated into the draft document if possible, and the intent is to present the final version to Transport Canada in December 2013.

7.0 ICAO CHAPTER 14 NOISE STANDARDS

Mark presented information on the new proposed aircraft noise certification standard, Chapter 14, which was discussed and recommended by the ICAO Committee on Aviation Environmental Protection (CAEP) at their meeting in February 2013. The new standard is – 7 EPNdB cumulative over Chapter 4 levels and is applicable to new aircraft designs on 31 December 2017 for large aircraft (> 55 tonnes), and 31 December 2020 for small aircraft (< 55 tonnes). The new proposed standard will be tabled with the ICAO Assembly this fall for approval, and demonstrates the industry's continued commitment to reducing noise at the source.

8.0 Q3 2013 REPORT

Shaye Folk-Blagbrough reviewed the Q3 2013 report and provided an overview of noise complaints received between 1 January and 1 September 2013. During this period, the Airport Authority received a total of 870 complaints, from 229 individuals. The number of complaints is an increase of 47% from the same period last year; however, the following highlights were noted:

- 50% of the registered complaints are from three individuals
- 66% (n=575) of the complaints were submitted by 10 people, with only one of these ten individuals living within 10 nm of YVR
- 60 complaints were received about use of the north runway at night due to the summer south runway closures for maintenance
- Runway 08R departures with 15° turn resulted in 17 complaints from 8 residents

9.0 OTHER BUSINESS

Next ANMC meeting will be held on 4 December 2013.

MEETING ADJOURNMENT

Anne thanked Committee members for attending and adjourned the meeting at 3:32 PM.