



VANCOUVER AIRPORT AUTHORITY

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

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee
Wednesday 12 September 2012 - 1:00 p.m. Vancouver International Airport, Link Boardroom 1

Those in attendance were:

Chairperson:	Anne Murray	VP Community & Environmental Affairs, YVRAA
Secretariat:	Catherine Alderson	Administrative Assistant, YVRAA
Participants:	Haydn Acheson	Citizen Representative, Richmond
	Victor Wei	City of Richmond (staff)
	Meg Brown	Citizen Representative, Vancouver
	Jonathan Parker	Citizen Representative, Vancouver
	Jim Bailey	City of Vancouver (Staff)
	Rick Hedley	Citizen Representative, Corporation of Delta
	Paula Kolisnek	Corporation of Delta (Staff)
	Ron Sorensen	Citizen Representative, Surrey
	Craig MacFarlane	City of Surrey (Staff)
	Warren Lampitt	Air Canada
	Don McLeay	National Airlines Council of Canada
	Marlene Keefe	Air Canada Pilot's Association
	Claudio Bulfone	Transport Canada
	John Nehera	Transport Canada
	Scott MacPherson	Canadian Business Aviation Association
	Brent Bell	NAV CANADA
	Shaye Folk-Blagbrough	Environmental Analyst, YVRAA
	Mark Cheng	Supervisor, Noise & Air Quality, YVRAA
Guests:	Vincent Mestre	Landrum & Brown
Regrets:	Terry Hiebert	Float Plane Operators- Seair
	Mark MacEachern	WestJet
	Brett Patterson	YVRAA
	Lil Ronalds	City of Vancouver (staff)
	Margot Spronk	Citizen Representative, Richmond

Date/Time/Place of next REGULAR Committee meeting: Wednesday 12 December 2012 – 1 p.m. Link Boardroom 1	
Catherine Alderson	13 September 2012
_____ 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 member Don McLeay representing National Airlines Council of Canada (NACC) was introduced. NACC is an organization that represents the interests of airlines, and members include Air Canada, Jazz, Westjet, and Air Transat.

2.0 REVIEW OF PREVIOUS MEETING'S MINUTES

Anne mentioned that the regular June 2012 Committee meeting was replaced with an airfield tour and thanked those that attended. As there was no formal meeting in June, the minutes of the 7 March 2011 Committee meeting were reviewed. The minutes were approved as drafted and will be posted on the airport's website.

Actions:

- *Post minutes on the YVR website.*

3.0 NOISE MONITORING TERMINAL STRATEGIC ASSESSMENT – SUMMARY OF FINDINGS LANDRUM & BROWN: VINCE MESTRE

Mark Cheng introduced Vince Mestre of Landrum and Brown, who were hired to conduct a technical review of the noise monitoring terminal network connected to the airport's Aircraft Noise & Operations Monitoring System (ANOMS). Work on this project is substantially complete, and Vince was invited to provide a summary of some of the key findings.

Vince explained that the noise monitoring terminals used at YVR meet Type 1 standards, the highest grade possible for noise measurement equipment, and are calibrated according to industry standards.

While the equipment is highly accurate, Vince explained the difficulty of measuring aircraft sound levels at locations far from the airport. At these locations, the sound level from aircraft is very low compared to the ambient background sound level, which makes measuring aircraft sound extremely difficult. Aircraft would still be audible as the human ear and brain can differentiate and pick out aircraft from other background noise. At sites closer to the airport, aircraft sound levels are sufficiently higher than the background levels to allow for measurement.

Vince outlined a number of recommendations, including:

- Checking the height of some of the microphones above adjacent surfaces. In some cases, the microphones appear to be mounted lower than the recommended standard on 3m. The lower mounting of the microphone would overestimate actual noise levels due to reflections off the adjacent surfaces.
- Relocating some NMTs as aircraft sound level at the site is low making measurement of aircraft over the background noise difficult, or there are very few over-flights of the noise monitoring terminal that most of the noise events captured are related to non-aircraft sources in the community.

A draft copy of the report will be distributed to the Committee for review and comment. Committee members were requested to provide comments on the draft report by 1 October 2012. The report will then be finalized and distributed to the Committee. The recommendations would be reviewed and proposed actions will be discussed at the Committee meeting in December 2012.

Actions:

- *Distribute copy of Mr. Mestre's presentation with the minutes.*
- *Distribute draft report to Committee and receive comments by 1 October 2012.*
- *Distribute final version of report.*
- *Discuss report recommendations at Committee meeting in December 2012.*

4.0 NIGHT-TIME OPERATIONS STUDY – PRELIMINARY RESULTS & DISCUSSION ON DATA NEEDS

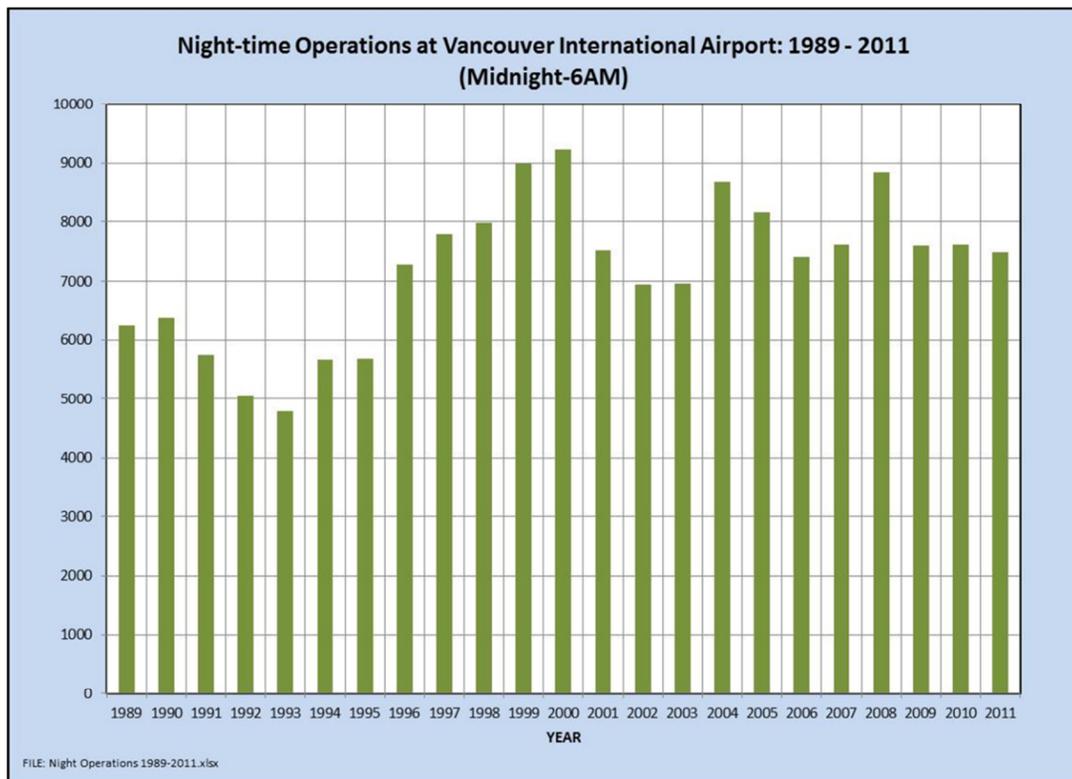
Mark provided the preliminary results of a study of night operations at YVR. For the purposes of this study, night is defined as the period between mid-night and 6:00AM. This study will complete an initiative in the 2009-2013 YVR Noise Management Plan and the results will assist the Airport Authority to determine if the current approval guidelines for jet operations at night is sufficient or if the criteria needs to be re-evaluated.

Mark began by reviewing the current procedures to manage noise at night. These include:

- Closing the North Runway nightly between 10:00PM – 7:00AM*
 - Using preferential runways (weather permitting) to keep arrivals and departures over the Strait of Georgia as much as possible
 - Using special air traffic control procedures for particular operations to minimize over-flights of populated areas
 - Having an approval requirement for jet operations between mid-night and 7:00AM.
- * *exemptions for emergencies and maintenance.*

When receiving a request for a jet operation at night, the Airport Authority will review the economic benefits of the operation to the broader community. In general, operations that carry passenger or cargo to and from YVR are approved, whereas ferry (repositioning) flights and technical stops (refuelling) operations are denied. Mark explained that this criteria is similar to those used at other major airports in Canada.

The following figure was presented illustrating the historical trend of night operations (those occurring between the hours of midnight and 6AM) for the years 1989-2011. As illustrated, YVR operated as a 24-hour airport before the Airport Authority assumed management of the airport in 1992, and the peak number of night operations occurred the year 2000. The number of night operations in 2011 is well below the peak year of 2000 (down approximately 16% from this year).



In 2011, there were approximately 7,490 night operations. This translates to approximately 20 operations per night. Approximately 66% of the total night operations are landings, which tend to be quieter than departures.

A breakdown of the 7,490 night operations by aircraft type is:

Aircraft Type	Percentage
Prop	22%
Business Jets	6%
Regional Jets	1%
Narrow Body Jets	33%
Wide Body Jets	39%

Mark added that further analysis is being performed to categorize each aircraft according to their ICAO noise certification (either Chapter 3 or 4) and their ACI Noise Rating Index (“A” through to “F”). For each operation, the engine make and certified operating weight need to be determined in order to find the noise certification. Effort was spent this summer to source this information for the 2011 night operations dataset.

Analysis this fall will include:

- Categorizing operations according their ICAO Chapter and ACI Rating.
- Summarizing procedures and management practices at other airports.
- Categorizing the type of night operations: cargo, passenger, charter, or private.
- Analyzing noise complaints.
- Assessing the potential future growth of night operations at YVR.

Victor Wei suggested including information on the economic impact of night flights and an explanation of why these flights are scheduled during the night hours. This might be beneficial to help the community understand the contribution of night operations to the community.

Paula Kolisnek commented that the number of night operations from other airports should also be included in the study as this allows comparison and provides good context on the operations at YVR.

Anne thanked Victor and Paula for their comments and invited Committee members to provide other suggestions for information or data analysis directly to either Mark or Shaye.

Actions:

- *Committee members to provide suggestions on other information to add or data to analyse.*

5.0 COMMITTEE SURVEY – DISCUSSION OF PROPOSED SURVEY QUESTIONS

Shaye Folk-Blagbrough distributed the proposed Committee survey for discussion. The goal of the survey is to provide feedback to the Airport Authority on how the Committee is functioning and to identify any improvements that would ensure that time is well spent at Committee meetings.

Shaye reviewed the proposed survey questions and asked Committee members to review and provide any additional questions they would like added. The survey would be circulated to Committee members in early/mid-October, and all Committee members were requested to participate.

If any Committee member would like to have the survey administered over phone, they could contact either Shaye or Mark to coordinate an appropriate date and time.

Actions:

- *Proposed questions due by 1 October 2012.*
- *Administer survey in early/mid-October.*
- *Review results and proposed changes to Committee functions at December 2012 meeting.*

6.0 2012 QUARTER 3: SUMMARY REPORT

Shaye distributed and discussed the 2012 Quarter 3 summary report.

Year-to-date, 671 noise complaints have been received from 188 individuals. This represents a less than 1% increase in the number of complaints received for the same period in 2011. The geographic breakdown of the 671 complaints is as follows:

- 27% from South Delta/Tsawwassen;
- 22% from Richmond;
- 20% from Surrey;
- 17% from Vancouver;
- 8% from North Delta
- 2% from Burnaby;
- 4% from Unknown areas

South runway maintenance activities took place July 2- August 25. During this period, the north runway was used for landings and take-offs during the night-time hours as the south runway was closed. During this time period, a total of 36 concerns were received regarding use of the north runway at night. The concerns were largely from Vancouver (n=23) and Richmond (n=4). In 2011, summer south runway maintenance resulted in 64 concerns, and the concerns were also largely from Vancouver (n=40) and Richmond (n=24).

During the course of the project in 2012, the south runway was kept open during the weekends of July 6-7; July 28-29; August 3-5; and August 18-19. Having the south runway available on certain weekends may have led to the decrease in concerns compared to 2011.

Actions:

- *Distribute Quarter 3 summary report with the meeting minutes.*

7.0 OTHER BUSINESS

- Victor advised that City staff and Richmond citizen representatives recently presented to City Council on noise management activities. Victor advised that City Council agreed with a staff recommendation to disband the City of Richmond Citizen Noise Task Force and thanked the Task Force members for their time and work.
- Mark explained that the process to update the 2009-2013 YVR Noise Management Plan would begin in 2013. The intent would be to submit a new five year Plan to the Minister of Transport for approval in December 2013. As part of work to prepare the 2009-2013 Plan, the Airport Authority completed a study that benchmarked noise management best practices at other airports. Committee members were asked to think about studies or information that might be useful to help generate ideas for initiatives. A copy of the 2009 benchmarking report would be distributed with the minutes.
- Anne advised that a new Director, Environment has been hired. Mr. Kirithi Roberts will start on September 24TH.
- John Nehera (Transport Canada) advised that the RESA requirements can be expected in 2013.

MEETING ADJOURNMENT

Anne thanked Committee members for attending and adjourned the meeting at 3:37 pm.

ATTACHMENTS:

- Noise Management Best Practices - Report
- Noise Monitoring Terminal Strategic Assessment – L&B Report
- 2012 Quarter 3 Summary Report