

Springbank Airport Community Noise Consultative Committee Meeting

Meeting Notes

Meeting: April 1, 2014 19:05 Hrs.

Location: Calgary Flying Club

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| Attendees: | Larry Stock-LS | YYC |
| | Bernie Humphries-BH | YYC |
| | Stacy Demers-SD | YYC |
| | Terry Thompson-TT | YYC |
| | Steve Ward-SW | YYC |
| | Jody Mosley-JM | YYC |
| | Constantine Issakidis-CI | SABPA |
| | Colin Macleod-CM | SABPA |
| | Karen Jenkins -KJ | SABPA |
| | Blair Douglas-BD | SABPA |
| | Larry Benke-LB | YYC – Area Resident and Authority Board Member |
| | Steve Peach-SP | Calgary Flying Club |
| | Francis Delisle-FD | Nav Canada |
| | Blair Elliot-BE | Great Slave Helicopters |
| | Luca Rebetti-LR | LR Helicopters |
| | Jerry Arshinoff-JA | Rocky View Council |
| | Maurean Munro-MM | Area Resident |
| | Lois Torfason-LT | Area Resident |
| | George Chaconas-GC | Area Resident |
| | Andy Heffernan-AH | Area Resident |

LS provided a power point presentation reviewing operational information from 2013 including both the total and monthly aircraft movement statistics as well as the late night jet arrivals which is a new metric begun last year. Noise concern line statistics were also presented, and it was noted that the total number of calls received were lower than in previous years, but did say this may be attributed to frustration in the community. Following the operational information and noise line stats, an update was provided on the 2013 and 2014 capital investment programs at YBW.

New Business

Nav Canada

FD gave a presentation on the procedures that Nav Canada must follow in Canadian Aviation Regulations CARS 602.105- *Noise Operating Criteria*, and CAR 602.106 *Noise Restricted Runways* as set out by Transport Canada. Any changes to the regulations must come from the Minister of Transport. It was also stated that Nav Canada is responsible for Safe, Orderly and Expeditious operations in that order. The committee was advised that a recent new tool in multi lateration radar was now active, giving the ability to see aircraft elevation, and aircraft track over the ground, to the ground. This is an improvement over the previous radar coverage that lost signal due to the Nose Hill obstruction to line of sight.

SABPA

CM and CI on behalf of the Springbank Airport Business and Pilots Association (SABPA) submitted a verbal formal request complete with the operational and financial rational to remove the jet departure restriction between 2300 and 0700 local time. SABPA suggests a 6 month study be implemented to gauge the effects on surrounding communities with a noise consultative committee meeting to follow.

LS advised that in order to understand the impact of the change, an estimate regarding the expected volumes and departure times of the proposed traffic would be required. This would be followed by special meeting to be called to discuss further.

CI stated that SABPA has advised all their members to be cognizant of the community's noise concerns and he feels the pilots are flying with consideration of the communities surrounding the airport.

Springbank Community

LT speaking on behalf of community members advised the committee that the community were opposed to the removal of the jet departure restriction, and further wished to increase the restricted hours from 23:00 to 22:00 and 07:00 to 08:00. In addition to this, there is a request to also restrict propeller driven aircraft to the same hours, between the hours of 22:00 in the evening to 08:00 in the morning.

Suggestions were made to implement an Internet Web based reporting system for logging aircraft or helicopter noise concerns that might be made available on the Springbank Airport website.

Questions were raised about the potential for fixed arrival and departing corridors for helicopters that route the traffic over roads that experience higher ambient noise than directly over residences.

Calgary Airport Authority

In response to the above community input, discussion revolved around the fact that in order to understand the impact of aircraft operations, calls to the noise concern line were an integral part of the assessment, categorization, and measurement of impact. Without calls, there is no way to understand issues. The suggestion of a web based noise reporting system will be investigated with results communicated back to committee members.

It was stated that there is opportunity to improve and increase dialogue with the community through the Committee with more frequent meetings. A special subcommittee comprising of The Authority, Nav Canada, helicopter operators and community representatives will be convened to discuss fixed helicopter corridors, and further discussions will be held with SABPA to obtain further information respecting their proposal on the jet restriction.

Action Items

Schedule a meeting in April 2014 with LT, Helicopter operators, Nav Canada and Authority, to investigate fixed arrival and departure corridors for helicopters.

Investigate possible web base noise complaint reporting for the community and report findings to community membership.

Schedule a meeting with SABPA to continue discussions on the current jet restriction as outlined in the notes above.

Links to Transport Canada Documents

<http://www.tc.gc.ca/media/documents/ca-opssvs/302-002.pdf>

<http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-ac3-300-302-002-469.htm>

<http://www.tc.gc.ca/eng/programs/airports-noise-management-2951.html>