

Springbank Airport Community Noise Consultative Committee Meeting

Meeting Notes

Meeting: May 27, 2015 19:00 Hrs.

Location: Calgary Flying Club

Attendees:	Maurean Munro-MM	Area Resident
	Richard Roberts-RR	Area Resident
	George Chaconas-GC	Area Resident
	Andy Heffernan-AH	Area Resident
	Constantine Issakidis-CI	SABPA (Springbank Airport Business and Pilots Association)
	Colin Macleod-CM	SABPA
	Karen Jenkins -KJ	SABPA
	Randy Charron	SABPA
	Francis Delisle-FD	Nav Canada
	Blair Elliot-BE	Great Slave Helicopters
	Luca Rebetti-LR	LR Helicopters
	Larry Stock-LS	YYC
	Bernie Humphries-BH	YYC
	Stacy Demers-SD	YYC
	Terry Thompson-TT	YYC
	Steve Ward-SW	YYC
	Gary Kindrat-GK	YYC
	Sarah Nelson-SN	YYC
	Jody Mosley-JM	YYC

Noise Line Statistics

- Month over Month Stats indicate that in the calendar year 2014 the majority of our calls came in April, May and June. This may relate to a request at the last committee meeting in early April to report issues of concern rather than assume that someone else would, and also may be related to an open letter by a committee member to the Rocky View Times to do the same.
- The Day and Night Concerns show that the volume of calls had increased, perhaps due to the awareness of reporting, and that the majority of the calls were made during daylight hours.
- The Hourly Noise Concern stats generally show what time of day calls come in. It can be seen that last year many calls came in between 16:00 and 17:00 in the afternoon perhaps as people were coming home from work. At YYC this is a particularly relevant slide because it can track the number of calls against airline scheduled peak periods, not so at YBW, however it does provide tracking information in any given year as to what time of day the concerns were taking place.
- The Concerns by Operation is very telling slide in that with respect to the percentage of concerns, it clearly indicates that the vast majority of our calls concern helicopter operations.

Runway Usage and Local Traffic

- The Jet Arrival Statistic slide shows the total amount of traffic that operates between the hours of 23:00 and 07:00 hours on flight plans, as well as the number of jet arrivals in any given month. In 2014 there were a total 15 jet arrivals to YBW.
- Monthly Aircraft Movements slide, indicates where peak months are, and in the case of YBW can in some cases be directly attributed to weather. What can be seen for 2014 is that generally the trend is an increase in total movements. In the most recent published statistics from Stats Canada, for a single month in October of 2014, Springbank Airport was the 6th busiest airport in Canada behind Ottawa, the 2nd busiest airport in Alberta, and the number 1 airport in Canada for local movements indicative of circuit training traffic.
- The Runway Usage slide shows from a statistical point of view that 3 of 4 runways are fairly evenly split in terms of their usage with a slightly higher usage of the west departing runway and the least amount of usage on RWY 08 the east departing runway. It can also be seen from this slide that that helicopter usage of runways has been about the same over the past 4 years, and now represents approximately 18% of the traffic. Jets in 2014 represented approximately 3/4 of 1% of the traffic.

Internet Based Noise Concern Reporting

- One of the Action items from last meeting was to investigate the potential for putting an internet based noise reporting process in place. This was accomplished thanks to Jody Moseley's department, and it is now in place on the YBW.ca website under its own separate tab entitled "aircraft concerns". Clicking on that tab will open up a drop down page that will give people the ability to report issues and to request feedback. There are some mandatory fields to enable the Authority to understand the location as to where the concern is coming from, and anonymous reporting is not accepted. Information gathered in the online process is confidential due to the FOIP legislation, and reported in aggregate format in the annual statistical reports.

Helicopter Sub-Committee

- Another action item from last meeting was to form a sub-committee to meet on the issue of helicopter operations relating to departure and arrivals, with a view to investigating whether fixed corridors could be established for routing helicopters to and from the airport. Lois Torfason sat on the committee which met to discuss the above. In these meetings there was 100% turn out from the local Helicopter operators as well as Nav Canada to discuss options that would have benefit to residents surrounding the airport. It was decided that fixed corridors would not be as effective as climbing to higher elevations as quickly as possible so that if over flights had to occur, that the machines would be at a greater elevation above ground. There was a mutual agreement that each company would promote the process and write company specific standard operating procedures (SOP) reflecting the discussion. Subsequent meetings reaffirmed the process and one standard operating procedure (SOP) has been received to date. It is understood that these SOP's relate to NON CIRCUIT traffic, and that they are to subject Air Traffic Control requirements to safely separate traffic.

Helicopter Demonstration

- One of the common difficulties of reporting any aircraft concern is trying to determine what elevation the aircraft is above the ground. Helicopters are in some cases even more difficult to estimate, and many calls received by the noise line indicated that the helicopter causing the concern was 200 ft above the ground. Following the last helicopter sub-committee meeting in March of 2015, one of the YBW helicopter operators kindly offered to fly a medium helicopter from his fleet into a specific area so that members of the community could see what it would appear like from the ground at several different elevations. On March 19th after contacting the committee for attendance, we conducted the experiment in the vicinity of the Torfason Buckely residence. Lois Torfason, Maureen Munro, and Debbie Roberts were in attendance with Larry Stock on the ground in radio contact with Stacy Demers in the aircraft. A series of slides were presented to the committee to illustrate how it was done. The helicopter used...was a Bell 212 medium, which is about the largest helicopter other than military that will use the airport regularly. The demonstration started at the highest elevation the machine would operate at, and reduced elevations by approximately 500ft on each pass based on radio contact with parties on the ground and in the aircraft to allow for evaluation at each descending altitude above ground. Slides were also shown illustrating the flight tracking capabilities using the multi-lateration radar, depicting the demonstration helicopters position over the ground, elevation above sea level, speed, and registration. Overall the flight mission was very successful in demonstrating what the largest machine would look like from the ground. The Authority wishes to thank Elbow River Helicopters for their big part in this demonstration, to Lois Torfason for providing the venue and contacting members, and to the committee members that were able to attend.

There was discussion surrounding the ability to capture helicopter arrival altitudes, and at what altitude helicopter circuits were conducted. The Canada Flight Supplement speaks to arrival altitudes and circuits at 4500 ft and below. Helicopter operators present at the meeting confirmed that this was the practice at Springbank. There were questions regarding some specific helicopter operations that were answered from information on hand, based on radar tracking recently performed on specific flight operations between Springbank and Calgary relating to Alberta Forestry (firefighting) operations.

Jet Restriction

- The Authority has received another request from Springbank Airport Business and Pilots Association (SABPA) respecting the jet departure restriction.
- The Authority will be meeting with SABPA to review and understand the actual requirement.
- It should be noted that the airport, similar to communities in Rocky View and the communities surrounding the airport, will continue to grow and evolve. The airport will continue to grow in accordance with both our legislated mandate and our 20 year master plan that was adopted in 2009 and available on the YBW.ca website.
- The Authority remains committed to communicating substantive changes to operations with the community.

Community representatives expressed concern respecting not having an opportunity to meet to discuss the outcome of the meetings the Authority will have with SABPA on the jet departure restriction before any decision is made to change the status quo

Airshow 2015

- In late January of this year The Authority was contacted by the Airdrie Airshow Society with a request for the Authority to consider relocating the Airdrie airshow to Springbank. It was the Authority's advice to the society that although not opposed in principle, it was understood that the impact of this kind of event was much larger in scope than just the airport itself. The Authority indicated that a 100% buy in from all of the major business operations at the airport, as well as a letter from the Reeve of Rocky View County outlining the County's support, and how that support was going to be provided would be required. To date, the society have had buy-in from airport businesses, and a motion to conditionally support the airshow in non-monetary terms was passed by Rocky View County Council in April. At this time, the Airshow society are finalizing details with Rocky View in terms of traffic control, policing, and fire support.
- The airshow details are: Aircraft arrive starting Friday July 17th with a practice and perhaps media rides that day. The airshow itself will take place on Saturday July 18th and Sunday July 19th. Gates open at 10:00, flying begins at 13:00 ends at 16:00 gates close at 17:00. Daily. Aircraft will start departing Sunday and all should have departed by Tuesday July 21st.

The community representatives questioned how the community was consulted about the airshow and whether or not that there was insurance in place for the event, expressed concern with both traffic impacts and potential of grass fires as result of smoking, and generally advised the Authority they felt there was little benefit to the community for an airshow event. There was some support for the Airshow from the community, and it was noted that an informal poll was conducted by Councillor Jerry Arshinoff that showed an even split in the community for and opposed to the Airshow.

Fixed Meeting Dates

- In accordance with the Terms of Reference for this committee, meetings are held annually, or more often at the call of the chair or a number of the members.
- Should there be consideration of fixed meeting dates in order to alleviate scheduling issues going forward?

Discussion from all parties revolved around the potential scheduling of a fixed date for a meeting, and the consensus was to have a meeting first week of May mid-week, subject to Calgary Flying Club classroom availability.

Action Items

1. Authority to meet with SABPA in early June regarding Jet restrictions.
2. Authority will call a special SACNCC meeting to discuss the jet restriction after meeting with SABPA.
3. Authority will provide information relative to Transport Canada noise management. (please see below)

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>