
Springbank Airport Community Noise Consultative Committee Meeting

Date: June 29, 2009
Time: 7:00pm – 9:30pm
Facilitator: Larry Stock, Springbank Airport General Manager
Calgary Airport Authority

Meeting Called to Order: 7:20pm

In Attendance:

Maureen Munro	Neighbour
Bill Beaton	COPA
Michael Anderson	NAV Canada
Shaye Folk-Blagbrough	Calgary Airport Authority
Bernie Humphries	Calgary Airport Authority
Terry Thompson	Calgary Airport Authority
Bernadette Kirsch	Calgary Airport Authority
Constantine Issakidis	SABPA
Mitch Yurchack	M.D. of Rockyview
Richard Roberts	Neighbour
Martin/Merritt	Neighbour/Tenant
Brenda Goode	Neighbour

Introduction

All members of the committee were introduced.

Noise Consultative Committee Presentation

- Statistics on airport usage, movements, and noise concerns were provided from 2005 to early 2009.
- Movements have reduced over the past year which may be a result of poor weather over the winter and the drop in the economy.
- Noise complaint trends show the majority of complaints occur in the summer months between 11:00am and 12:00pm.
- Complaints that are received without a specific time are listed in the unknown category.
- Neighbours are urged to call with their complaints in order to gather appropriate information and gather trends.

COPA Convention

- The COPA Convention will occur July 17th – 19th 2009.
- It is expected there will be 300+ aircraft and 325+ vehicles arriving at the airport throughout the weekend.
- Aircraft will be parked in the grass on the airfield and the helipads will be closed. Helicopters will still be able to depart with the use of the helipads.
- The convention will be honouring 100 years of flight in Canada. John Lovelace's Cross Canada Century Flight will be arriving Friday with 80+ aircraft from Boundary Bay. Springbank is the first stop on the way to Baddeck Nova Scotia. The crew will depart Sunday morning for Brandon MB. A film crew will be documenting the entire trip.
- Friday and Saturday morning are expected to be the busiest for inbound traffic to Springbank, while Sunday morning will be busiest for outbound traffic. There is a mountain flying program scheduled for Saturday morning and an estimated 10-15 aircraft will be participating.
- There will be a static display at the Calgary Flying Club and Mount Royal College on Saturday and Sunday which is open to the public at a cost of \$5 per person or \$20 per car. Airport neighbours can receive tickets through COPA by contacting Bill Beaton. The event is family friendly.
- Friday evening will host a private air display for convention attendees. It will begin at 8:30pm and end around 11:00pm; the aerobatics box for this event remains on airport property. Airspace will be closed intermittently during this time to accommodate the 5-7min acts; between acts, aircraft will be able to arrive or depart. There will be a pyrotechnic aerobatics display at night, the aircraft will be 500-2500' above airport property.
- Emergency Services will be on site during the display and security will be required on the roads adjacent to the airport.
- A burn permit will not be required for the pyrotechnic show as the aerobatics box is located on federal property.
- It is expected that itinerant traffic (destined for Springbank) will increase for COPA but there will be significant decrease in the circuit and helicopter traffic. With the increase in itinerant traffic, aircraft maybe be stacked above the airport to accommodate the number of arrivals and may have significant impact on the noise levels.
- It was suggested that Munro Rd. be restricted to local traffic during the event. A permit may not be required as the road will not be closed completely. RR 33 will also need attention as there are no shoulders and vehicles trying to watch the show would create a hazard. The Forestry Access Road must also be secured to ensure it is accessible at all times should Alberta Sustainable Resources require it. The West side access road will be closed as it is contained in the aerobatics box.
- The Private Air Display will not be published as an airshow. The entire convention will only be marketed to the neighbours and Springbank Airports. If attendance becomes excessive, groups will be turned away with the help of local authorities (if required).
- Aircraft and vehicle movement will be permitted during the air display as long as movements occur outside of the aerobatics box.
- Noise monitoring will not occur during the event.
- The COPA slides will be made available to the public.
- Tickets to the static display were provided to the committee members.

Removal of Restrictions to Jet Operations

- Springbank Airport Business and Pilot's Association suggested a lift on the current Jet Restrictions. It was proposed that all jet restrictions be lifted between 7:00am – 11:00pm and during 11:00pm – 7:00am jet operations would be restricted to Chapter 3 compliant.
- Currently, Springbank Airport operates a jet restriction in which all jets must be Chapter 3 noise compliant and can only access the airport between 7:00am – 11:00pm.
- Chapter 3 noise compliant is a required decibel level accepted by the FAA and Transport Canada.
- There was concern that lifting the restriction would change the traffic using Springbank and have major impacts on the community. While the infrastructure at the airport is a limiting factor unclassified jet aircraft such as the L39 and F18 could potentially use the airfield.
- The Airport Master Plan specifies the airport is a Chapter 3 compliant airport. The community was largely involved in this decision and it would be a tough sell to reopen the issue. The Airport Authority is aware of SABPA wanting to lift the overnight restriction but lifting the Chapter 3 restriction is a new and separate issue.
- There have been jet aircraft that have missed the 11:00pm curfew by minutes and have been forced to land at the International.
- It was recommended that SABPA prepare specifics and present them to the Airport Authority and go from there; SABPA will use the discussion and feedback from the meeting to develop their case.

Noise Monitoring

- The Community has an expectation that the airport will do noise monitoring on periodically. The airport had done noise monitoring in the past and found noise levels to remain constant; the problem being the regularity which is not what noise monitoring measures. Since the results over 3 years remained similar, the monitoring system was dropped.
- Noise monitoring was done prior to the extension of the runway. It would be worthwhile to place monitoring systems in similar locations as before to determine the effect the extension has had on noise in the community.
- The Airport Authority will arrange for monitoring systems to be set up in the community.
- Monitoring systems will be placed on the proposed Harmony development to provide a baseline for the new housing development.

New Business

- Departing aircraft from Runway 25 flying over the houses located south of the flight path
 - o Winds aloft may be the cause of aircraft drifting to that location
 - o Faster aircraft departing may overtake another aircraft putting them directly over those houses
 - o A training syllabus for new pilots was developed and given to the flight schools to point out noise sensitive areas
 - o Airmanship is taught to new pilots; flying over the homes for the most part is inadvertent
 - o COPA will try to add an airmanship refresher to their agenda
 - o The Airport Authority can prepare another brochure
 - o Suggestion was made to put an aiming marker on the property to give a visual reminder as they take off

Next Meeting: TBA

Meeting adjourned: 9:15pm