

Springbank Airport Community Noise Consultative Committee (SACNCC)

MEETING NOTES

Date: October 18, 2019

Location: Calgary Flying Club

Meeting Participants:

Lois Torfason, Area Resident (LT)

George Chaconas, Area Resident (GC)

Nancy Farah, Harmony Residential Development

Kim McKylor, Councillor, Division 2, Springbank, Rocky View County (KM)

Luca Ribetti, LR Helicopters (LR)

Kathy Wrobez, Prairie Aircraft

Curtis Nydon, Mountain View Helicopters

Pat Cunningham, Springbank Airport Business and Pilots Association (SABPA) (PC)

Todd Pezer, Calgary Flying Club (TP)

Shamus Gordon, NAV CANADA (SG)

Eve Levasseur, NAV CANADA

Chris Miles, The Calgary Airport Authority (YYC)

Carmelle Hunka, The Calgary Airport Authority (YYC)

Marta Bristow, The Calgary Airport Authority (YYC) (MB)

Larry Stock, The Calgary Airport Authority (YBW) (LS)

Stacy Demers, The Calgary Airport Authority (YBW)

WELCOME AND INTRODUCTIONS

- LS started the meeting with a word of welcome; attendees introduced themselves and the agenda was reviewed
- LS presented the Springbank Airport 50th Anniversary video

CURRENT BUSINESS

1. Operational Information

Aircraft Movements

- Aircraft movements climbed between 2012 and 2016, and then decreased by 13 per cent between 2016 and 2018
- There were a total of 137,019 aircraft movements at YBW in 2018
- LS noted 2018 was a unique year, because hazy conditions from the B.C. forest fires in August reduced air traffic at the airport

Noise Line Statistics

- In 2018 there were 38 noise concerns submitted by 30 households
 - Helicopters triggered most calls (47%), followed by propeller aircraft (32%)
- In the first half of 2019 there were 26 noise concerns submitted by 18 households
 - Helicopters continued to trigger the most calls (54%), followed by propeller aircraft (27%)
- LS noted YBW received noise concerns from Bragg Creek, Cremona, Sundre and Calgary. He asked the committee whether these calls from outside the catchment area should be removed from the statistics as they don't reflect issues impacting Springbank-area communities
 - Utility readings in Calgary and some rural areas surrounding Calgary are now being done from the air by aircraft during the night, which has generated calls to YBW from outside the catchment area or control zone, which is a 5 nautical mile radius from YBW
 - LT suggested separating noise concerns into 2 categories—those from inside the Springbank catchment area and those from outside
 - TP suggested taking into consideration why noise concern data is being collected, and what is being done with those statistics; LS responded that the main reason for tracking concerns is to see what the issues are, where they are, and to determine if they can be attributed to normal operations, or something else that might be mitigated
 - The YBW team will consider these factors and suggestions, and decide how to report noise concern stats going forward

2018 Springbank Airport Noise Study

- MB presented a summary of the results from the noise study conducted in 2018
- This study is meant to provide a baseline for aircraft noise in anticipation of air traffic growth at YBW in the coming years
- Aircraft noise levels were lower than general community noise levels at all sites (averaged over a 24-hour period)
- Aircraft noise levels increased with a rise in air traffic volume, and was impacted less by aircraft type
- Weather conditions played a significant role in air traffic volume
 - Most aircraft movements happen during clear days
 - Flight training requires visual flight rules (VFR)
 - Hazy conditions from forest fires reduced traffic during the study
- The full report is available on Springbank Airport's website at www.ybw.ca
- GC asked about the methodology for averaging noise over a 24-hour period; MB responded that the sound energy generated by aircraft noise events and other community noise events are both averaged over a 24-hour period, and then these two calculations are compared
- KM asked about the usefulness of using data from 2018, given that traffic was lower than average, due to the forest fires; PC and LS both responded that there was no such thing as an "average" year, as weather conditions are always changing, which is a major influencing factor on

movement statistics at YBW; KM suggested repeating the study in a year that is more aligned with what an average movement stat year might look like

- LS asked attendees to review the full report, and contact LS with any questions

Permanent Noise Monitoring at YBW

- The YBW team is investigating the possibility of having a permanent noise monitoring terminal (NMT) at YBW
 - LS would like to obtain feedback from committee members about how this might add value to the ongoing understanding of the impact of aircraft noise on surrounding communities, especially in light of earlier comments on the perception of the validity of the 2018 noise study undertaken in a year with reduced stats
- LT suggested that because the Munro Road location recorded the highest number of aircraft movements in the 2018 noise study, this would be the best location for an NMT
- GC noted the 2018 noise study didn't pick up jet aircraft movements adequately, and that an increase in jet traffic was his greatest concern (although growth in any type of air traffic is a concern); for example, there are potential plans for a new parallel runway at YBW
 - LS responded there are no imminent plans to start building a new runway at YBW in the near future, and that any future runway development would have to come with a stellar business case to justify the expenditure
- Several committee members suggested reviewing the Springbank Airport Master Plan for details about YBW's plans for growth (*NOTE: any questions regarding the plan can be directed to LS*)
- LS noted there continues to be significant progress made with respect to quieter aircraft and enhanced aircraft navigation procedures that can potentially reduce impact of aircraft activity

Live Flight Tracking for YBW

- The YBW team is currently investigating a flight tracking option for YBW
 - YYC Airport's PublicVue Tracking System allows viewers to observe nearly live flight activity surrounding YYC (there is a 10-minute security delay), as well as noise readings at NMTs located around Calgary; the system can be viewed at www.yyc.com/noise
 - Viewers can navigate west on the system map to YBW to see flight tracks for air traffic arriving and departing YBW; however, there is an issue with the system categorizing too many flights as "unknown", which is currently being resolved
 - The intention is to have a separate link to a map of YBW so viewers don't have to navigate west on the system map to YBW

2019 Springbank Airshow Review

- LS presented a recap of the 2019 Springbank Airshow; the theme was YBW's 50th anniversary
- Poor weather disrupted the first day, and the show ended early; this impacted attendance figures for the event
 - There were approximately 12,000 attendees, compared with 17-18,000 in previous years

- KM asked if there would be a show in 2020
 - LS responded that airshows are proposed every two years making 2021 the next potential year a show is held
 - There will be a tenant debrief of the last show with a view to determining whether future shows added value to the business community at the airport; each airshow is a stand-alone event that must be judged based on proposals the Authority receives from the Airshow Society
- Several committee members noted it generates enthusiasm for flying, and promotes recruitment for the aviation industry
- The Calgary Flying Club sees it as an opportunity to do something positive for the local community, as a “thank you” for bearing the impact of aircraft operations at YBW
- KM asked how many complaints were received about the airshow; Larry said he received none, while KM said she received 5 mainly from around Lariat Loop and RR33, about the Snowbirds and F18s scaring horses; no concerns were received from Harmony

NEW BUSINESS

- **Question about flight paths:** KM noted she has received an inquiry from the Vantage Estates development about whether there had been a change in flight paths impacting their area
 - LS responded that these calls should be referred to the airport to investigate, and that from a fixed-wing perspective nothing had changed; wind direction will dictate traffic patterns either away from, or closer to communities
 - KM asked that if there are formal flight path changes, these should be communicated to community members
 - SG also responded there has been a new flight procedure for helicopters developed to place south departure and arrivals over fixed paths to enable the aircraft to climb to a higher altitude over communities while separating them from fixed wing traffic
- **Question regarding the difference between noise events and ambient noise levels:** LT asked how noise events are measured and differentiated from ongoing ambient noise levels; MB responded she would inquire about this from the software provider that processes the data
 - *NOTE: the YBW team inquired with our noise monitoring system provider, and they responded that a noise event measurement includes all sound energy measured during that event, including any ambient noise. However, the noise is measured in decibels, which is on a logarithmic scale—every 10 decibels represents a doubling of sound energy. So if, for example, the maximum noise level of an aircraft passing overhead is measured at 70 dB, any sound more than 10-15 dB below that would be so much lower, its contribution to the overall sound measurement would be negligible*
- **Question regarding online complaint form:** KM has submitted noise concerns using the online complaint form, and hasn't received any responses. She is concerned these concerns aren't reaching YBW, and believes noise concerns should receive a response. LS confirmed that all concerns YBW receives will be given a response, if they are received
- **Roundtable comments:** LS asked committee members to offer any final comments or questions before the meeting was adjourned:

- LR: noted that enforcement of aviation regulations is not based on sound levels, it's based on altitude and other criteria; Transport Canada's Canadian Aviation Regulations dictate what pilots are allowed to do
 - LT: expressed her appreciation for LS's efforts to work with NAV CANADA and local helicopter operators to help mitigate helicopter noise
 - SG: noted that everyone is working towards the same goal, and are making compromises; for example, it costs aircraft operators money to make the changes that lead to noise mitigation, and they have made numerous changes
 - LR: agreed with SG, noting helicopter operators' efforts to work on procedures that route traffic away from communities wherever possible, which has cost implications. LR also stated that when complaints come to the Authority, they always contact the operator in question to understand the issue and relay information back to those who make the complaint. In most cases aircraft are being flown in accordance with the Canadian Aviation Regulations (CAR's)
 - TP: thanked community members on behalf of Calgary Flying Club flight trainees; the club is aware that training operations are not always convenient for community members, so they thank all community members for their support
- **Timing of committee meetings:** the committee agreed that holding SACNCC meetings one per year would work well for the group; LS will plan the next meeting for the fall of 2020

CONCLUSION OF MEETING

The meeting was adjourned at approximately 20:30.