

**DRAFT MINUTES OF A MEETING
of October 30th, 2014
Airport Community Consultative Committee (ACCC)
Silver Dart Boardroom, Calgary International Airport**

Committee Members present were:

Air Canada
Albert Park and Radisson Heights Community Association
Beddington Community Association
Crossroads Community Association
Dover Community Association
Evanston-Creekside Community Association
Falconridge / Castleridge Community Association
Hidden Valley Community Association
Inglewood Community Association
Marlborough Community Association
Marlborough Park Community Association
Martindale Community Association
Meadowlark Park Community Association
Monterey Park Community Association
Nav Canada
Northern Hill Community Association
Pineridge Community Association
Rocky View County
Rundle Community Association
Sandstone MacEwan Community Association
Skyview Ranch Community Association
Temple Community Association
The Calgary Airport Authority
The City of Calgary
Tuxedo Park Community Association
WestJet
Winston Heights-Mountainview Community Association
Whitehorn Community Association

By Phone: National Airline Council of Canada (NACC)

Regrets: Edgemont Community Association
Kincora Community Association
Transport Canada

1. **CALL TO ORDER**

Meeting was called to order at 6:30.

2. **APPROVAL OF AGENDA**

As the meeting progressed, due to the nature of the discussions, the following agenda item was deflected.

- Airport Development Program Update

3. **BUSINESS**

ACCC Terms of Reference

The ACCC Terms of Reference have been refined to reflect changes to interpret:

- Keeping the size of the committee to a workable committee by limiting each community representation to one member.
- Changes to identify The Calgary Airport Authority as the point of contact for communities outside the 25 NEF (Noise Exposure Forecast) replacing the Federation of Calgary Communities.

Overview

A detailed overview of operations was presented by The Calgary Airport Authority. Discussion Ensued.

- The Calgary Airport Authority is presently exploring changes to the current standard requirement of 15-degree divergence to 10-degree divergence angles and altitude turns at 1,000^{ft}. This would allow aircraft to follow the runway heading longer and initiate their turn at a higher elevation, minimizing the impact over communities.
- The question was asked if the Authority had considered following a consistent route that would impact the same area versus a route that spreads out over a wider band of communities but with lesser impact. It was explained that the AVPA (Airport Vicinity Protection Area) has been in place since the mid 1970's identifying and protecting compatible land use around the airport. Fundamental changes in airport operations need to consider any potential impacts on these protected land uses.
- A link has been created on the yyc.com website for Aircraft Concerns. Responding to airport concerns is now being done through the website and communities are encouraged to contact the Authority in this manner. Online dialogs will be opened up so feedback may be received. This will permit the Authority to be more accessible to any concerns.

- The Authority is presently looking at implementing an innovative new online tool that allows the community to see “real-time” and historical flight and noise data collected by the Airport Authority's Aircraft Noise Monitoring & Flight Tracking System. This would provide an easy way to see what aircraft is overhead in the airspace.

For aviation security reasons, 'real-time' flight tracks are delayed by 10 minutes and specific flight information, including operating airline and flight number, would remain hidden. Additionally, sensitive flight operations, such as law enforcement and military flights, would not be displayed. Historical data would be available for replay.

- There was a request for noise monitoring stations in communities. After discussion, it was agreed that clear objectives would need to be identified before these requests would be actioned. There may be an option to install virtual noise monitors to provide requested information.
- As part of the airspace design associated with the new runway, Nav Canada has implemented the use of Global Positioning Technology (GPS) in place of the ground base technology for the airspace around YYC. This change is to accommodate the design and implementation of Performance Base Navigation (PBN) which is being incorporated worldwide. Transport Canada has presently engaged an industry working group to review the design criteria required moving from existing ground based technology to GPS technology in the development of arrival and departure procedures. It was agreed that long term improvements to departure procedures can be achieved and that periodic updates to this committee would be helpful.
- Members of the community have requested a timeline for changes to be made. Suggestion was made to have a few community representatives attend Transport Canada meetings to make them aware of any delays that take place to have a procedure in place. It was determined that the ACCC meeting is the venue for these dialogues to take place.
- Great disappointment was expressed at the fact that there was no Transport Canada representative present at the meeting. A follow-up with Transport Canada will be done to identify options for their attendance at these meetings.
- A review to mitigate nighttime operations was requested. Discussion ensued. There is a need to explore the possibility of a straight-in and straight-out procedure during the nighttime.
- An increase in frequency of committee meetings to keep the lines of communication open was deemed necessary. A one month notice of upcoming meeting was requested. Next meeting was approved for January 2015.
- The committee asked for more communication with regards to any progress made or operational changes due to construction and maintenance through email and website updates.
- Map of runways – See APPENDIX A
- The member from the National Airline Council of Canada (NACC) offered to do a presentation on New Aircraft Noise Investigation at the next ACCC meeting. This will be taken into consideration.

4. MOVING FORWARD

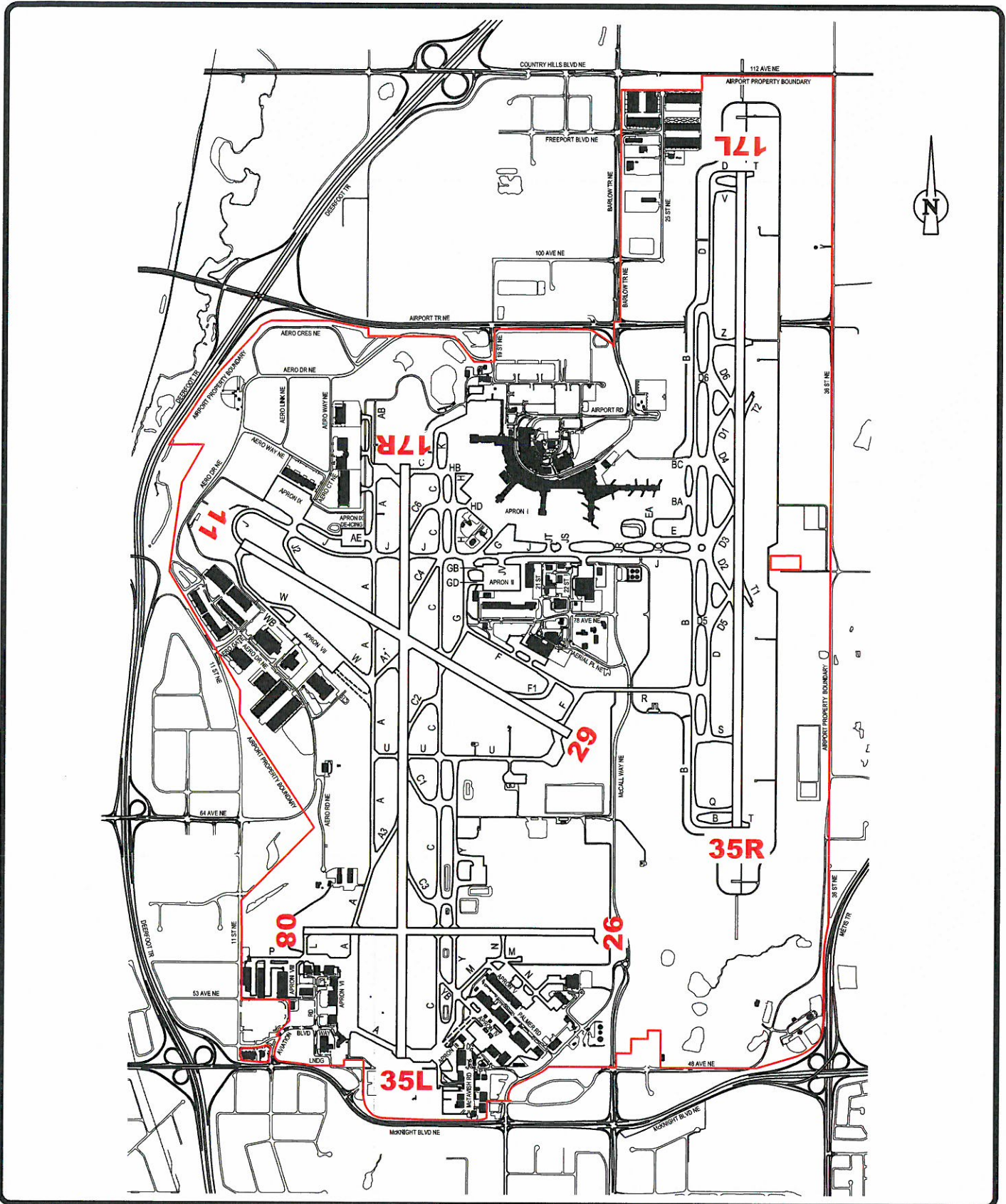
- Routing - 10 degree divergence
- Altitude - Turns at 1000'
- Mitigation to nighttime operations
- Website Updates

5. CONCLUSION OF MEETING

The meeting was concluded at 9:00 pm.

6. NEXT MEETING

Next meeting is scheduled for January 22nd, 2015



Name: cspbase35k-JACKIE.dwg Date: Nov 06, 2014 Time: 12:38 PM

YYC™ CALGARY AIRPORT AUTHORITY

PROJECT
**CALGARY INTERNATIONAL AIRPORT
 AIRPORT AREA RECORD PLAN**

CADD FILE No.
 cspbase35k

DRAWN BY
 T.D.C.

SCALE
 1:35,000

DATE
 August 2014

SHEET No.
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