

MEETING Q4, 2022

AIRPORT COMMUNITY CONSULTATIVE COMMITTEE (ACCC)

Dec. 15 | 2022

YYC CALGARY
AIRPORT
AUTHORITY | L'ADMINISTRATION
AÉROPORTUAIRE
DE CALGARY

In the spirit of respect, reciprocity and truth, we honour our ancestors and those who took care of this land long before we were here by acknowledging the Treaty 7 territory of the Blackfoot confederacy.

This includes the Siksika, Kainai, Piikani peoples — as well as the Îyâxe Nakoda, and Tsuut'ina nations. This territory is also home to the Métis Nation of Alberta, Region 3.

We embrace the role of helping to protect the space and foster the growth and development of the peoples – both the Indigenous and non-Indigenous - who live, work, and play on these lands.





SAFETY MOMENT

Top 5 holiday safety hazards

AGENDA

- 1. WELCOME**
- 2. YYC UPDATE**
- 3. WEST RUNWAY UPDATE**
- 4. JET TURN TRIAL**
- 5. ACOUSTIC MONITORING – DEFFERED**
- 6. SUSTAINABILITY STRATEGY**
- 7. ROUND TABLE**



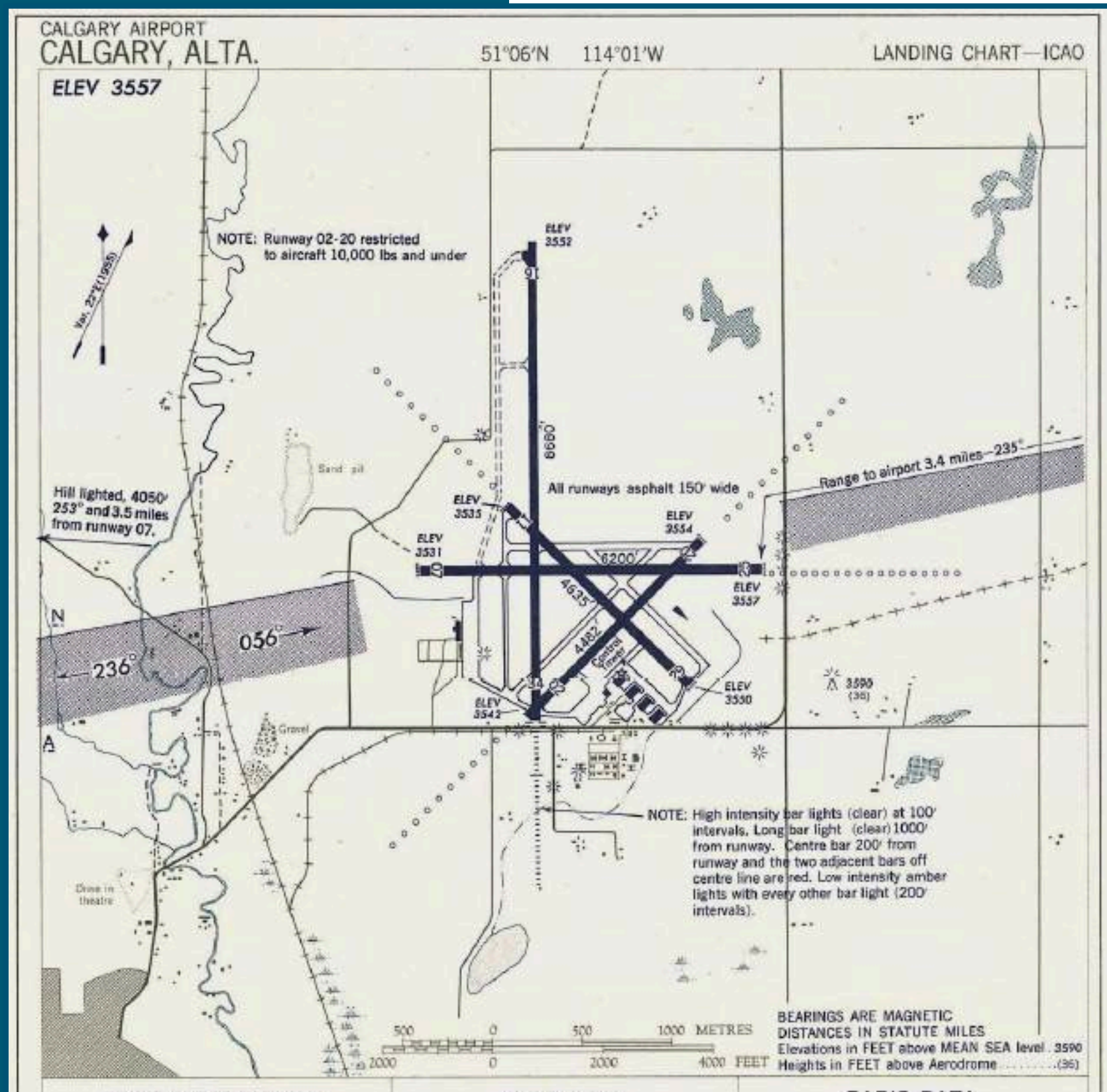


AIRPORT OPERATIONS





WEST RUNWAY REHABILITATION PROJECT

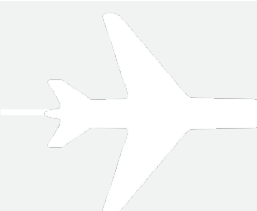


1956



OVERVIEW

- Runway 17R-35L was constructed in phases between 1939 and 1963.
- Since it's original construction there have been a number of surface restorations to prolong the life of the asset.
- In recent years YYC Infrastructure has completed structural assessments and testing to confirm that the subsurface structure is at risk of failure.
- A full depth rehabilitation of the runway is required to ensure safe, secure and efficient airport operations. Additionally, Runway End Safety Areas (RESA) will be installed to ensure compliance with Transport Canada Regulations.



WHY ARE WE DOING THIS WORK?

OPERATE SAFELY

The rehabilitation is essential for ensuring a safe, secure and efficient airport environment – ensuring YYC can safely operate while meeting the demands of passenger and cargo traffic over the next 40 years.

GROW CALGARY'S ECONOMY

Ensure we have the capacity to continue to attract various commercial partners through YYC, as one of Canada's biggest travel and cargo hubs. This enables foreign direct investment, trade, tourism and critical goods movement. This work is also anticipated to create approximately 300 jobs.

ENHANCE SUSTAINABLE PRACTICES

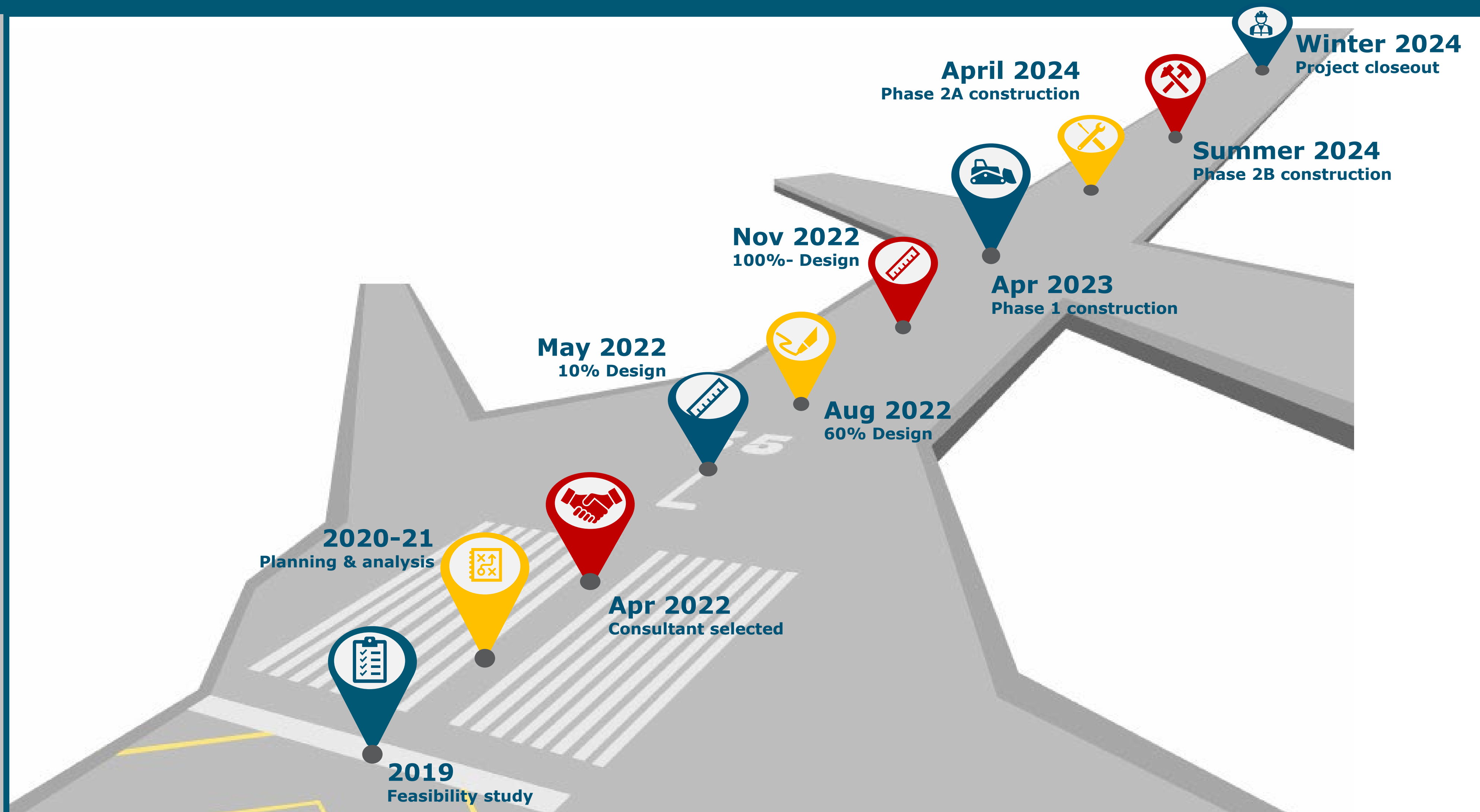
Demonstrate environmentally friendly and sustainable practices that ultimately minimize the impact on this land, any wildlife and the environment. The project will use crushed concrete from the old pavement removal and recycle milled asphalt to be reused for this and future projects.



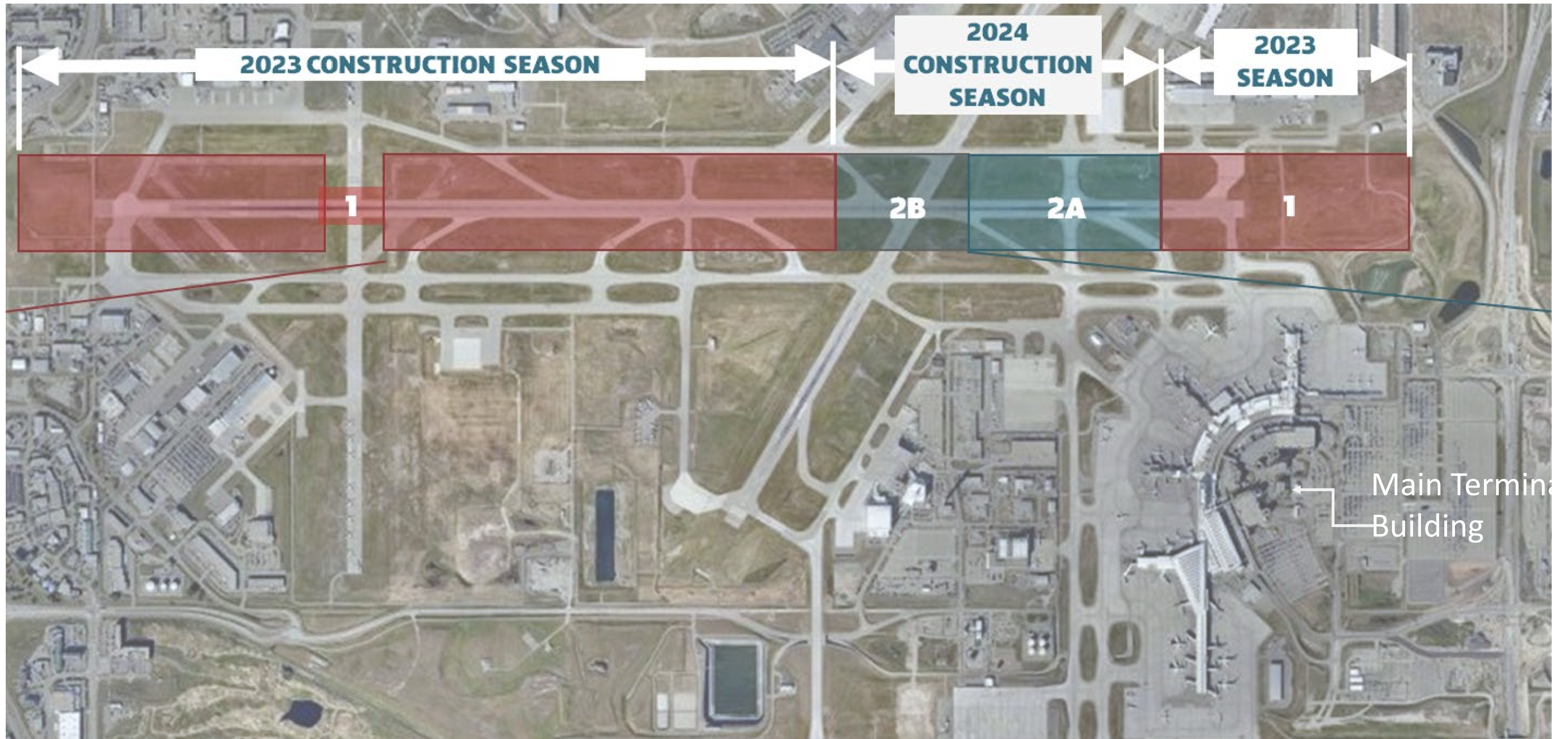
Key risks if project is not completed:

- Structural or electrical failure
- Costly emergency repairs
- Runway capacity constraints

HOW LONG WILL THIS REHABILITATION TAKE?

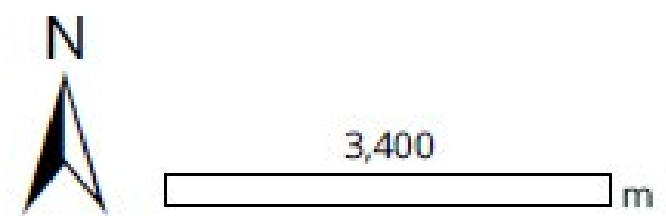
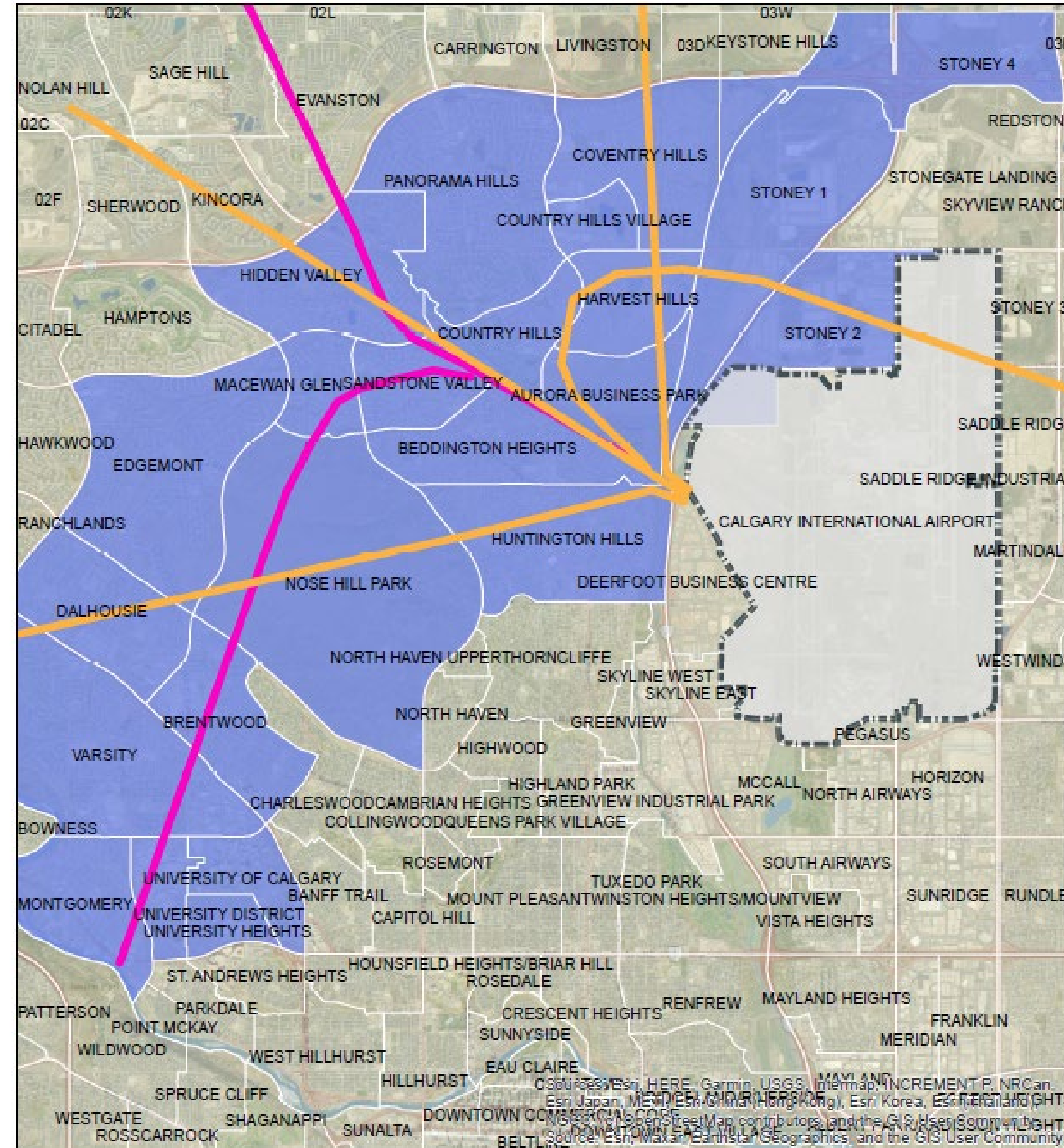


WHEN WILL CONSTRUCTION BEGIN?



WHAT ARE THE POTENTIAL IMPACTS TO NEIGHBOURING COMMUNITIES?

- Throughout this project, there will be increased use of the crosswind runway that places aircraft over parts of northwest Calgary and southeast Calgary.
- During peak construction times, those communities may experience higher volume of traffic overhead than previous summers.
- Monitoring tools will be in place to gather noise data during this time.



- Arrivals, Yes
- Departures, Yes
- Airport Property Boundary
- Potentially affected communities

2022-09-21

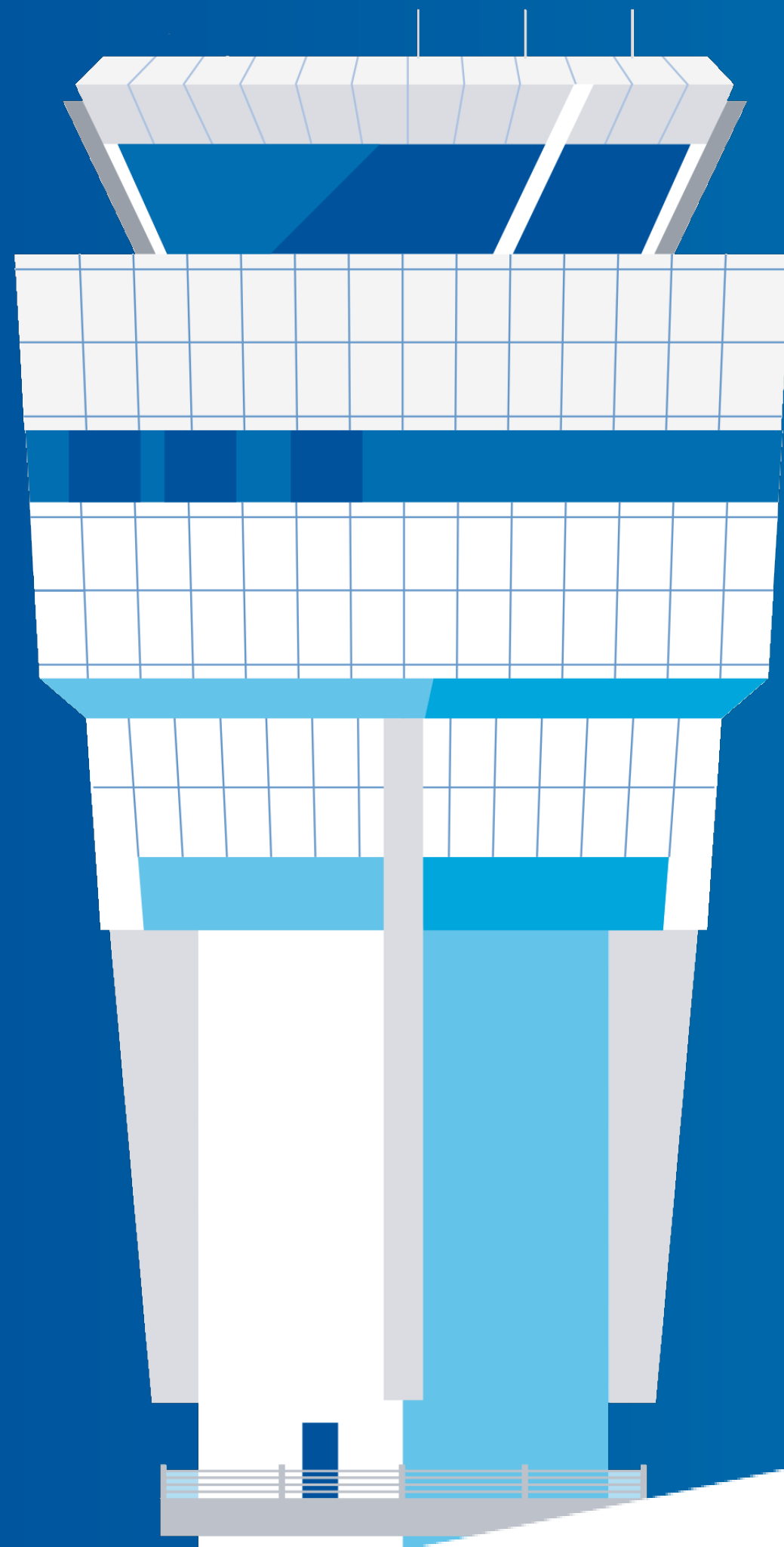
ALTERNATE DEPARTURE HEADING TRIAL

Consultation Results and Decision

Christopher Csatlos – Manager, Stakeholder and Community Relations

Tony Rushton – Manager, Calgary Tower

Brent Lopushinsky – Unit Operations Specialist, Calgary Tower



AGENDA

- ▶ Alternate Departure Heading Trial Refresher
- ▶ Consultation and Decision
- ▶ Q&A

Refresher

REFRESHER ON ALTERNATE DEPARTURE HEADINGS

Background

- › In collaboration with Calgary Airport Authority, NAV CANADA is currently conducting a departure procedure trial that improves runway throughput, responds to airport infrastructure changes, and delivers noise mitigation to communities south of the airport.
- › The trial permits jets departing runway 17L or 17R to turn toward the other runway on initial departure.
 - This is similar to the procedure already in place for aircraft departing to the north using runway 35L or 35R.
 - Intended as a one-year trial but extended due traffic levels during the pandemic.

REFRESHER ON ALTERNATE DEPARTURE HEADINGS

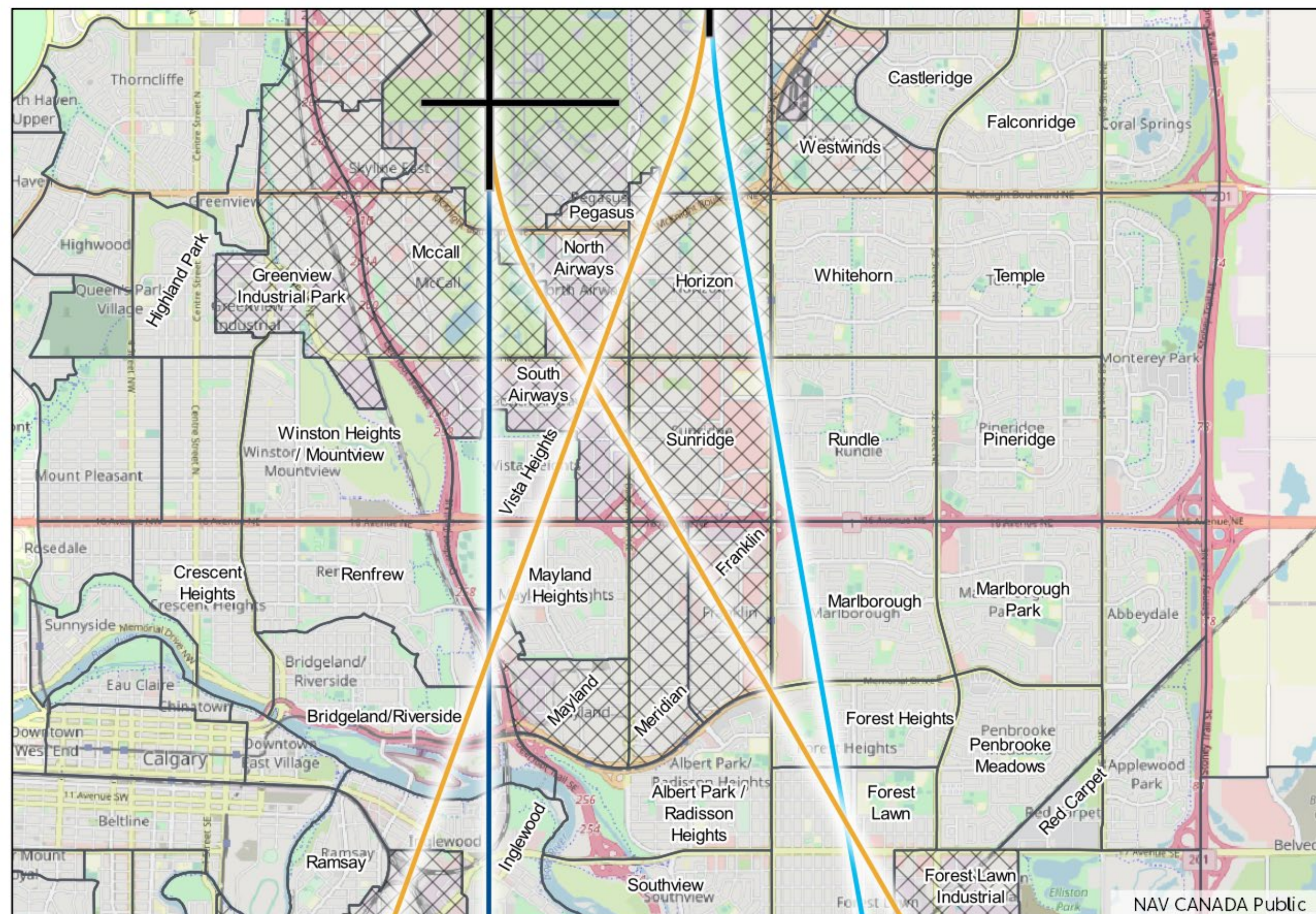
Benefits

- › Increased balancing of noise for communities south of the airport.
- › 17R departures more likely to overfly non-residential land at lowest altitudes.
- › 17L departures more likely to be higher when they reach residentially populated areas.
- › Reduced track mileage and greenhouse gas emissions as a result of reduced taxiing and more direct routing in the air.
- › Reduced taxi times and reduced complexity in moving aircraft on the ground (including associated fuel burn).

REFRESHER

Anticipated Flight Tracks

- › Light and dark blue lines show standard headings from each runway
- › Yellow lines show alternate headings from each runway
- › Hatched areas are designated, “Industrial” by the City of Calgary



Consultation and Decision

CONSULTATION PHASES



January 2022

- › Advanced briefing to elected officials
- › Other Pre-Consultation Briefings
- › Material Prep

January 2022

- › Jan 24, 2022 to Mar 11, 2022
- › Online Information Session
- › Feedback Survey

Summer 2022

- › Consultation Report
- › Briefings to ACCC on results

Fall 2022

- › Implementation Planning
- › 180-day post-implementation Community Impact Assessment in Winter 2022 / Spring 2023

CONSULTATION HIGHLIGHTS

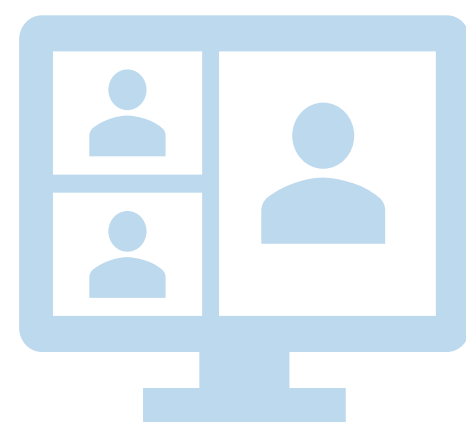
Briefings to Elected Officials



Outreach to offices of elected officials with offer of briefings.

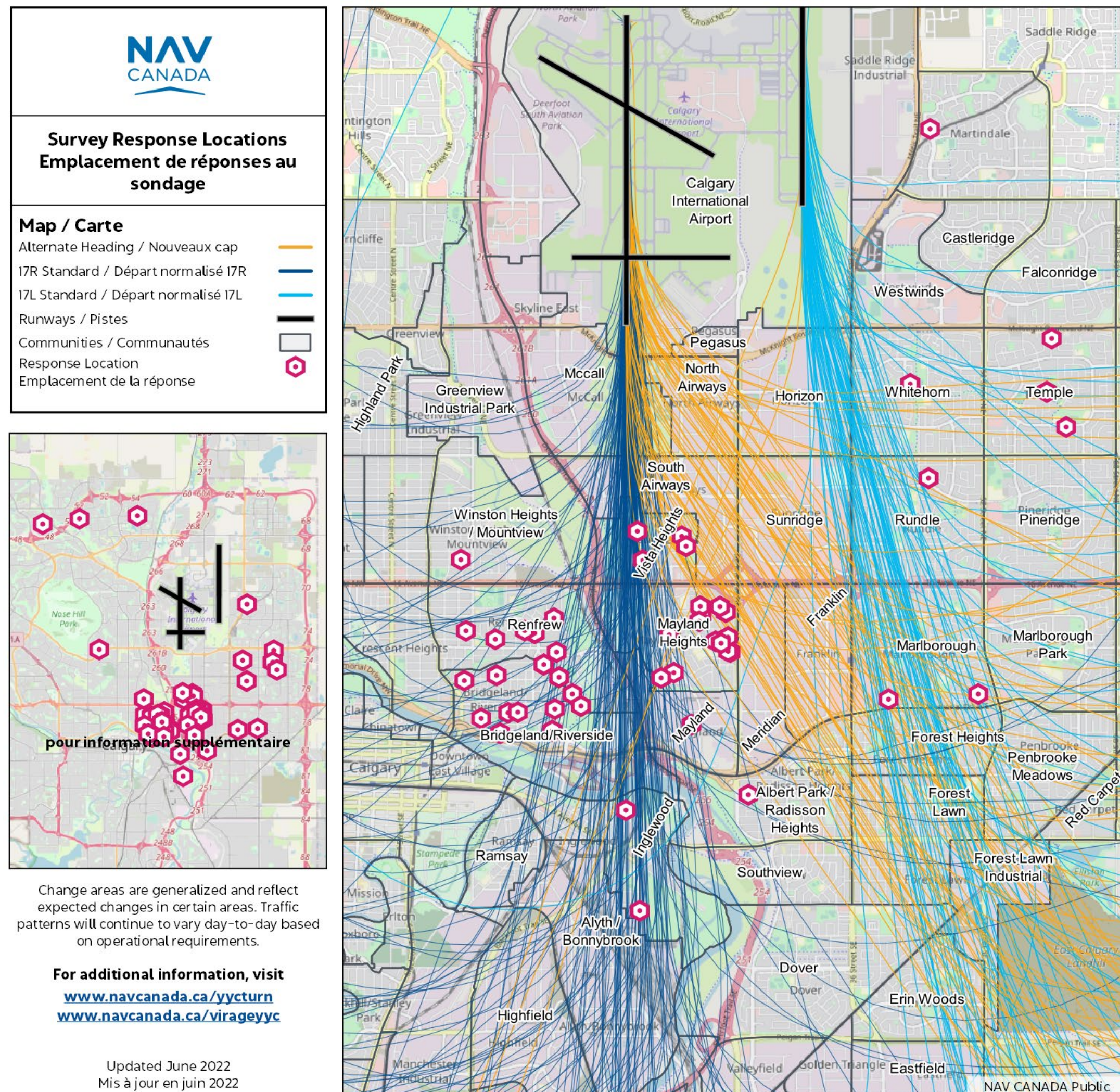
PUBLIC INFORMATION SESSIONS

Public Information Sessions



- 2 sessions
- 102 session registrations by 95 unique people
- 61 recorded attendees

CONSULTATION FEEDBACK SURVEY

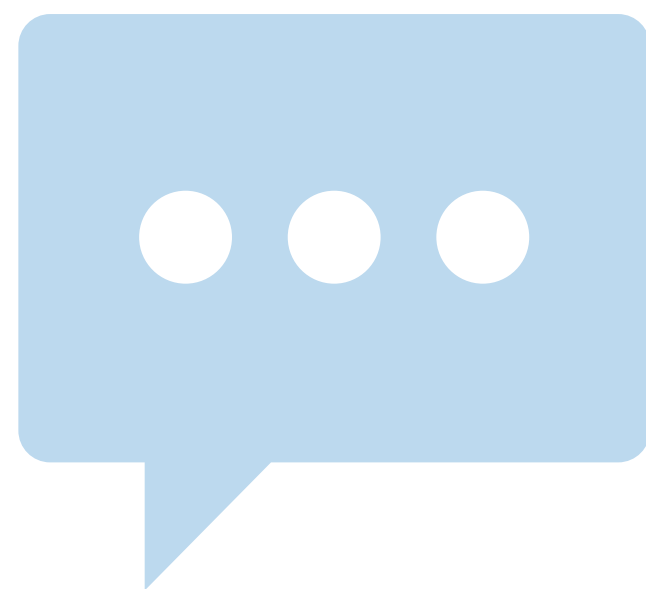


Top Three Response Locations	Number of Responses	% of Respondents
Mayland / Mayland Heights	27	32.5%
Renfrew	16	19.3%
Bridgeland / Riverside	14	16.9%

CONSULTATION FEEDBACK SURVEY

Findings

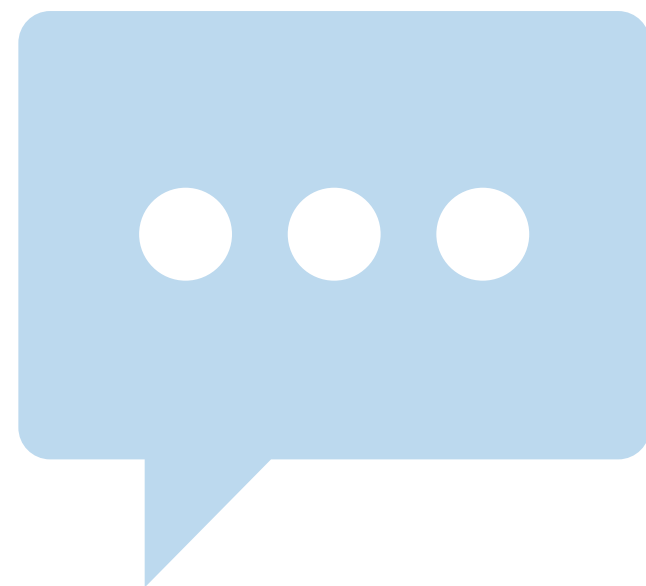
- Most who observed a change in aircraft overflight are located in Mayland, Mayland Heights, and Vista Heights
- Over 30% of those who indicated they observed a significant change in aircraft overflight since the trial began stated it was more noticeable or disruptive during the overnight period.



CONSULTATION FEEDBACK SURVEY

Mitigations Proposed by Residents

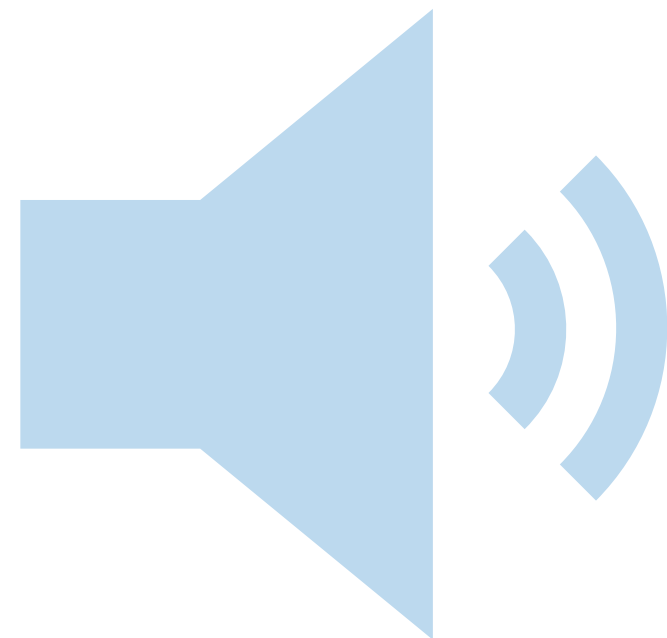
- Reduce the number of aircraft departing from the airport.
- Avoid overflying communities and fly over more non-residential lands
- Increase the altitude of aircraft
- Limit alternate departure headings hours of use



ACOUSTIC ANALYSIS

Overall community noise impact of the trial were expected to be positive

- Sound exposures decreased (statistically significant difference in all mean flight event SEL values)
 - Observed 2–3 dB(A) decrease in SEL may not be noticeable by some.
- Greater distribution of noise events was achieved.
- Average altitude of aircraft was higher at all stations.



CONSULTATION DECISION

- › Following consultation, all input received was assessed and considered.
 - Many commented on the more noticeable nature of the trial during overnight periods.
 - Use of Alternate Departure Headings will be discontinued between the hours of midnight and 6 a.m. local time (0000–0600) daily.
- › Based on the results of the acoustic analysis, benefits of reduced track mileage and associated reduction in GHG emissions, permanent use of Alternate Departure Headings for departures from runways 17L and 17R should proceed during other hours of the day.

POST-CONSULTATION AND IMPLEMENTATION

- › Consultation Report to be released within a few weeks (after translation).
 - Will be available on the NAV CANADA website.
- › An assessment of the change will be conducted by NAV CANADA and the Calgary Airport Authority reviewing the first 180 days of implementation.
 - This review of the implementation period will be shared with the ACCC and published on NAV CANADA's website.

Q & A

THANK YOU

NAV
CANADA



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AIR TRAFFIC DASHBOARD

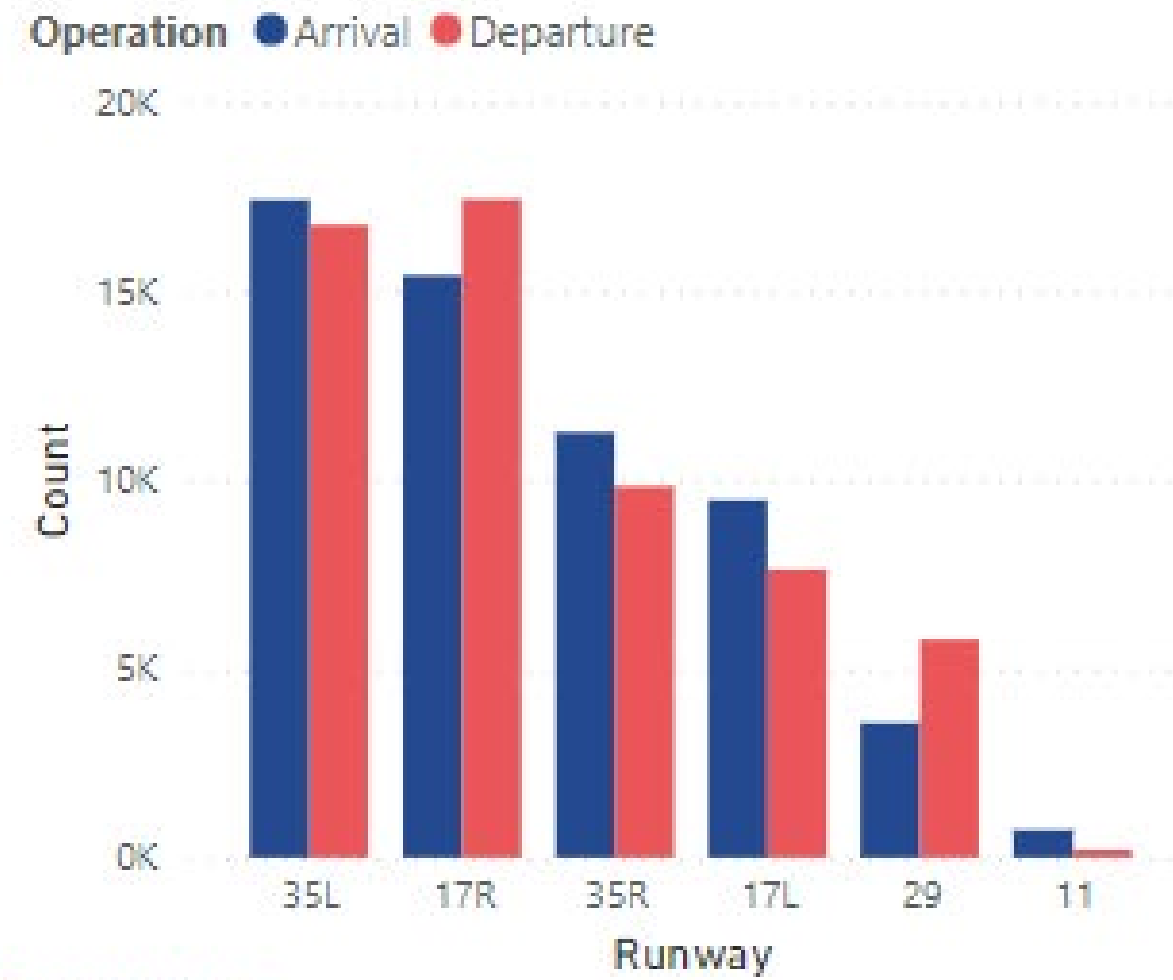
- Year
- 2018
 - 2019
 - 2020
 - 2021
 - 2022

- Month
- 01 Jan
 - 02 Feb
 - 03 Mar
 - 04 Apr
 - 05 May
 - 06 Jun
 - 07 Jul
 - 08 Aug
 - 09 Sep
 - 10 Oct
 - 11 Nov
 - 12 Dec

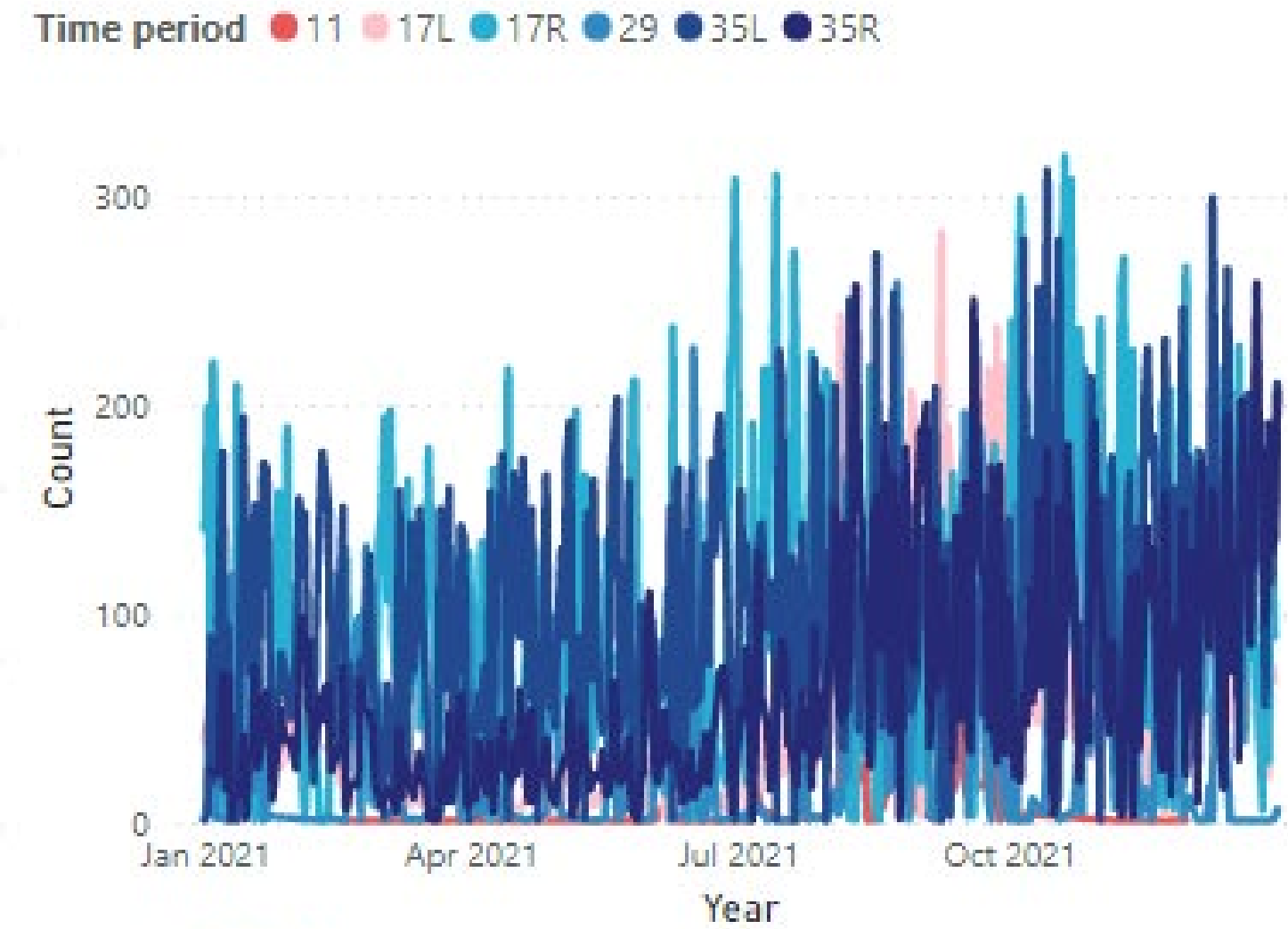
View Tabular Data

VRF Traffic and Aircraft Type

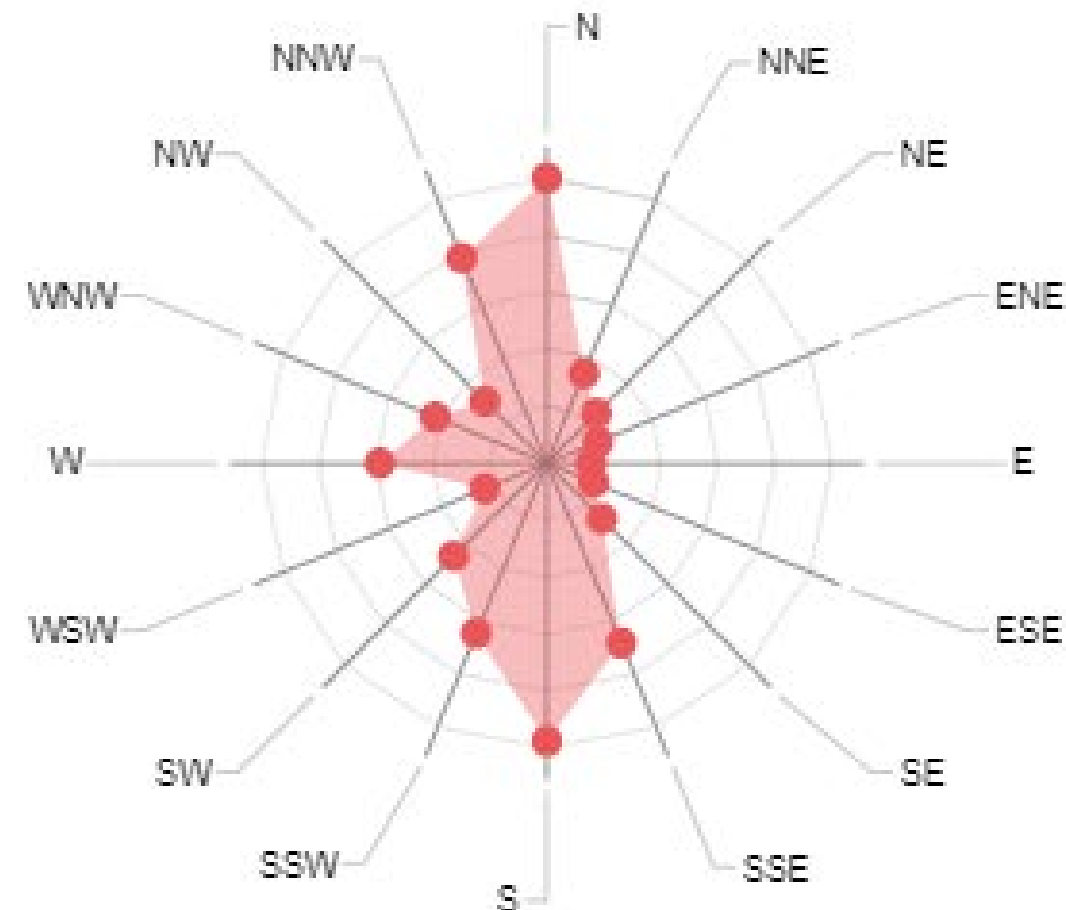
Breakdown by Runway for Selected Timeframes



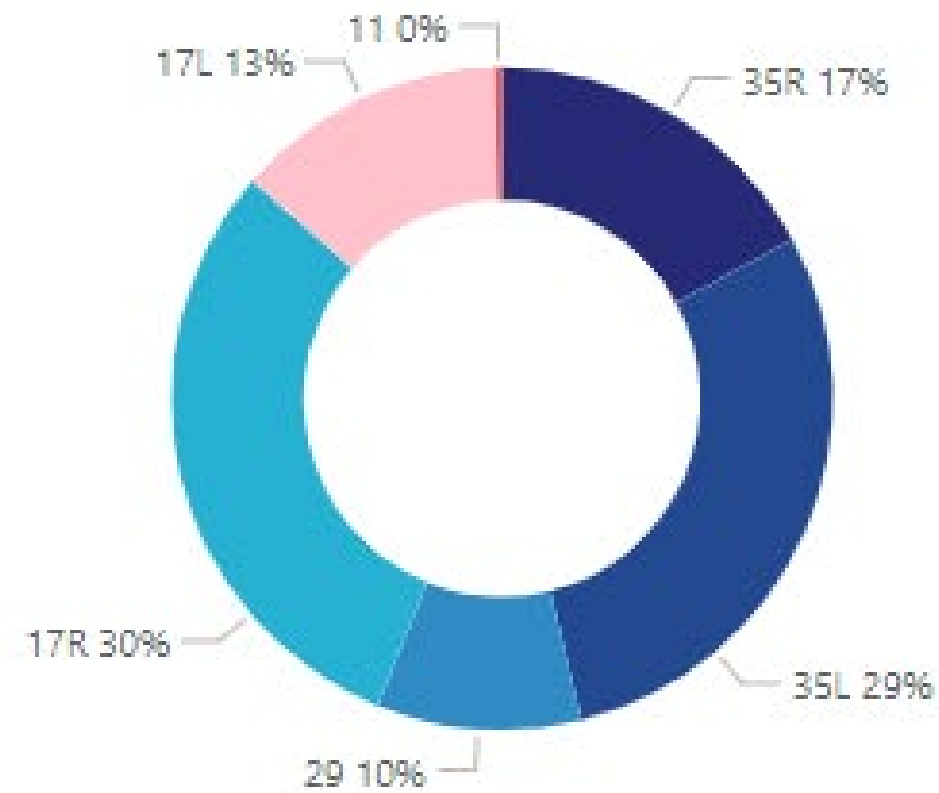
Breakdown Over Time for Selected Timeframes



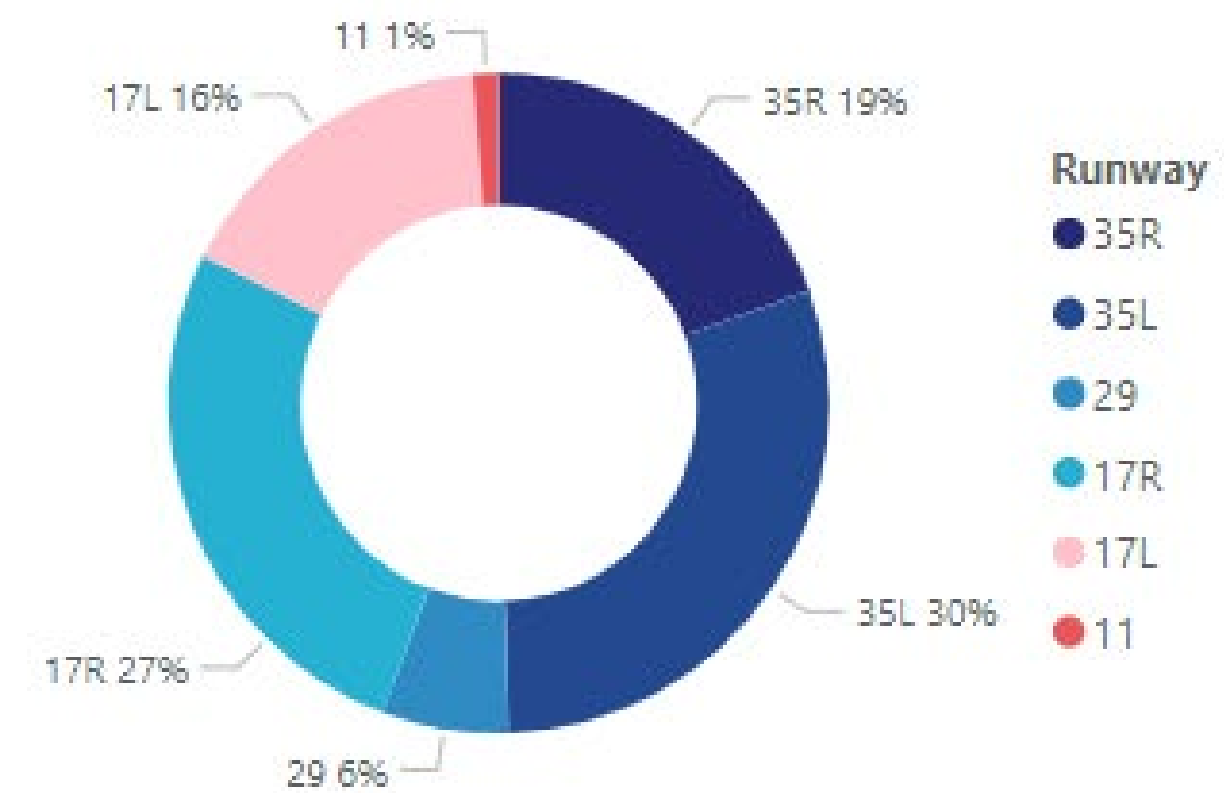
Wind Rose (3-Hourly Observations @ 10m)



Departures



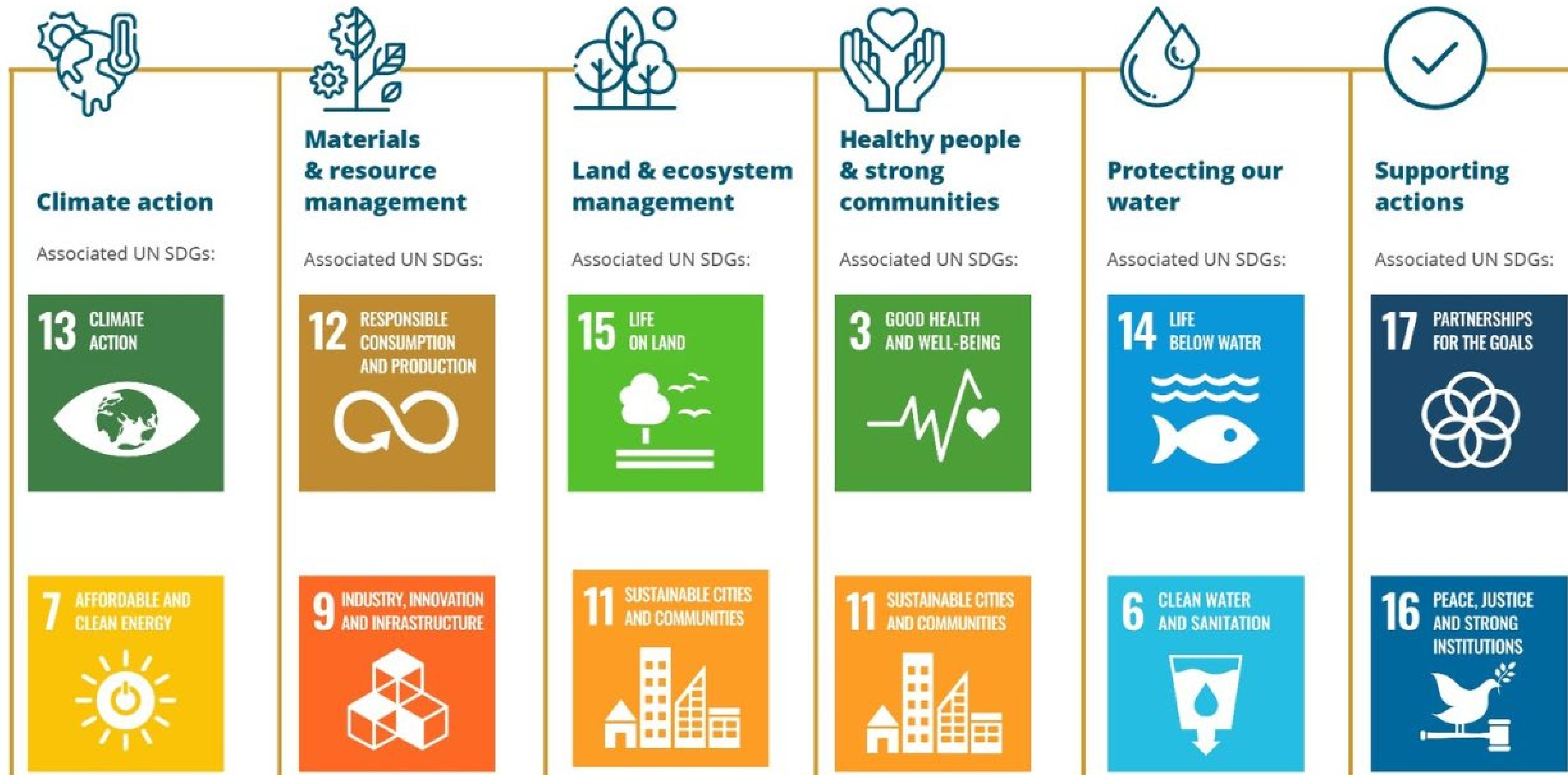
Arrivals



SUSTAINABILITY STRATEGY

(2022 – 2026)

Visit: yycsustainability.com



ROUNDTABLE
