

Airport Community Consultative Committee (ACCC)

MEETING MINUTES

January 14, 2021

Meeting was held online via Microsoft Teams

Organizations Attending:

City of Airdrie
City of Calgary
Crossroads Community Association
Federation of Calgary Communities
Inglewood Community Association
Marlborough Community Association
Martindale Community Association
Renfrew Community Association
Temple Community Association
Pineridge Community Association
Northern Hills Community Association
NAV Canada
The Calgary Airport Authority

Regrets:

Albert Park-Radisson Heights Community Association
Bridgeland-Riverside Community Association
City of Chestermere
Evanston Creekside Community Association
Monterey Park Community Association
National Airline Council of Canada
Ogden, Lynnwood Millican Community Association
Riverbend Community Association
Rundle Community Association
Sandstone MacEwan Community Association
Signal Hill Community Association
Strathcona, Christie Park, Aspen Woods Community Association
WestJet
Whitehorn Community Association

CALL TO ORDER

The meeting was called to order at 18:00.

Welcome & Introductions

- Harris Switzman, Environmental Specialist from the Calgary Airport Authority, welcomed participants to the meeting and introduced the presenters.

- Presenters for the meeting were Harris Switzman, Environmental Specialist, The Calgary Airport Authority; Megan Roche, Climate Change and Environmental Analyst, The Calgary Airport Authority; and Greg Konrad, Manager, Tower Operations, NAV CANADA.
- Opening remarks from Carmelle Hunka, VP, People, Risk and General Council, The Calgary Airport Authority:
 - We are appreciative that members have taken the time to join us; we hope that you are all staying safe and healthy
 - The airport operations have changed significantly, but our dialog continues to be important to the airport and the surrounding communities.
- Harris Switzman led ACCC member introductions and reviewed the agenda.
- Harris Switzman reviewed the safety minute

BUSINESS

1. Review of Terms of Reference and Action Items – Harris Switzman, The Calgary Airport Authority

- The document captures the scope and membership of the committee.
 - What, if anything, needs to be added removed or changed in the purpose?
 - Where do you see this committee going in 2021?
 - Are there topics of interest you would like to learn more about?
- **Review of Action Items:**
 - Operational summaries have been updated on the website
 - YYC will be revisiting what our mobile noise monitoring program will look like in the future before analyzing any data from the noise program

Q: Is this the same noise study to see what statistics we can get out of our noise monitoring stations?

A: It is related. There is a need to review some of the technical components regarding the way noise is analyzed and update it with some guidance from ICAO and other organizations. Once that's done we will be able to use statistics that come out of those stations.

2. Aircraft Noise Profile – Harris Switzman and Megan Roche, The Calgary Airport Authority

Noise Profile: YYC Calgary International Airport traffic has seen a significant reduction since March, 2020 due to the COVID-19 global pandemic.

- Cargo volumes have increased slightly
- Centralized deicing facility and terminal consolidation has change traffic flow in the terminal and on the apron
- Helicopters and VFR have no significant changes to traffic patterns compared to 2019, however there has been more attention from the community on these flights
- The west runway continues to be the dominant runway for arrivals and departures
- In 2020 there has been a significant decrease in air traffic between 9pm and 1am

Noise Concerns: Between October 2020 and December 2020, 75% of noise concerns were submitted by 5 households.

- The top 5 communities by number of households submitting concerns were: Mayland Heights (63 households); Marlborough (8 households); Vista Heights (7 households); Oakridge (6 households); and Whitehorn (6 households).

3. Noise Management Program – Harris Switzman, The Calgary Airport Authority

- The Noise Management Program has been incorporated into the Airport Sustainability Strategy, which is used to implement the Environmental and Sustainability Policy
- COVID-19 has impacted flight traffic, creating different issues and opportunities:
 - The noise monitoring terminal (NMT) network may need to be redesigned because of changing air traffic conditions as a result of COVID
 - Increased disruption from VFR traffic, primarily helicopters, has been noted
 - Major construction has been put on-hold
 - Airfield maintenance has created less overflights than prior to COVID
- The current focus remains on responding to noise concerns, ensuring operation of the existing NMT network and working with partners to ensure design and use of the airspace minimizes community exposure to noise.
- Mobile Noise Terminal summary report will be shared with participating communities once resources are in-place to finish analysis

4. 17L/R Jet Turns, Preliminary Results – Greg Konrad, Manager Calgary Tower

- This procedure was introduced in 2019 which is intended to spread out noise more equitably around the communities, instead of penalizing one community specifically. The trialing of new departure procedures are intended to:
 - Deliver noise mitigation to communities south of the airport
 - Respond to airport infrastructure changes
 - Improve air traffic management during high demand periods (or, as in this past year has been low traffic demand)
- The trial format provides an opportunity to assess the benefits to the communities – intended as a 1 year trial (due to low traffic it has been extended to the end of 2021)
- Further public engagement/consultation will be conducted in coordination with the Calgary Airport Authority (expect information on the plan at the next ACCC)

Questions:

- **Q:** Do you have any statistics on the departure trial and the time of day (daytime vs. nighttime flights)?
A: The trial takes place 24/7. Greg might be able to provide these stats.
- **Q:** Is there any construction activities during the last reporting period?

A: Not that we are aware of. But there are a number of factors that dictate where planes can take off like wind, deicing and snow removal activities, airline and apron efficiencies. The percentage of traffic off the east runway is heavily utilized by international traffic, which has seen a drastic decrease in 2020.

5. Round Table

- **Q:** Mobile Monitoring Terminals – is this on hold?

A: The mobile terminals are not currently deployed; it's not possible to utilize them in the winter. We are reviewing our approach to noise terminals and our strategy around noise monitoring.

- **Q:** Is there a process for notifying communities of key policies and planning issues related to the airport outside of community meeting times?

A: We can consider these type of issues and bring them to this table for consultation regarding how they relate to and affect communities

- **Q:** What is the percentage reduction in activity from pre-pandemic traffic?

A: traffic is down over 80% in 2020 (5 million passengers) from 2019 (18 million passengers). This is about the same number of passengers we saw in 1996. We are predicating only a minor increase in 2021. Air traffic is related to passenger traffic; movements are down 55-60%

- **Q:** Is part of the purpose of the group to propose strategies to mitigate noise?

A: Yes, we can take into consideration what is done at other airports or other ideas of how traffic is managed.

- **Q:** Can we get the definition of “aircraft eligible” for the departure pilot?

A: If an aircraft is departing off a runway they wouldn't normally depart from, they would be eligible for the turn based on which direction they are heading. If an aircraft is east bound, it would normally depart off the east runway; if for some reason it's departing off the west runway, then it would be eligible for the turn. For example, if an aircraft is departing east (to Toronto) off of 17R, they would be eligible for the turn.

- **Final Thoughts:** This year has been very different from previous years. We will continue to provide information and utilize this committee as a mechanism of consultation. We look forward to time where we can meet in person. Thank you for your time and commitment to your community.

CONCLUSION OF MEETING

The meeting was adjourned at 19:15.