

**DRAFT MINUTES OF A MEETING  
of January 21<sup>st</sup>, 2015  
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  
Chestermere Regional Community Association  
Crossroads Community Association  
Falconridge / Castleridge Community Association  
Hidden Valley Community Association  
Inglewood Community Association  
Marlborough Community Association  
Marlborough Park Community Association  
Martindale Community Association  
National Airline Council of Canada (NACC)  
Nav Canada  
Northern Hill Community Association  
Pineridge Community Association  
Rocky View County  
Rundle Community Association  
Skyview Ranch Community Association  
Temple Community Association  
The Calgary Airport Authority  
The City of Airdrie  
The City of Calgary  
WestJet  
Winston Heights-Mountainview Community Association  
Whitehorn Community Association

By Teleconference: Transport Canada

Regrets: Dover Community Association  
Evanston-Creekside Community Association  
Kincora Community Association  
Meadowlark Park Community Association  
Monterey Park Community Association  
Riverbend Community Association  
Sandstone MacEwan Community Association  
Tuxedo Park Community Association

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1. **CALL TO ORDER**

Meeting was called to order at 6:30.

2. **APPROVAL OF AGENDA**

The Calgary Airport Authority introduced the agenda and order of business was accepted.

3. **BUSINESS**

**Welcome & Introductions**

The meeting started with a word of welcome by Bernie Humphries, Vice President – Operations, Calgary Airport Authority.

**www.YYC.com Survey Results**

A survey was posted on the YYC.com website to engage communities / individuals on the initiatives that were brought forth at the October 2014 meeting. A total of 25 responses were received. The results were as follows:

- 75% are in support of a divergence from a 15° turn to a 10° turn when departing from the new runway 17L
- 62% are in support of a minimum altitude of 1,000 feet before making a turn when departing YYC. Today's turns can take place anywhere from 400' to 500'. Most of those who did not support this question stipulated they were requesting even higher elevation turns.
- 92% are in support of public access for flight tracking and concern registry information which would be available on YYC.com.

**Update on Operational Concerns and Initiatives**

- An Airport Community Consultative Committee – *Technical Working Group* has been initiated to unite a team of skilled people with diverse aviation technical expertise to better understand procedures that may need to be in place before implementing changes. Meetings are presently set for once a month with the option to increase the amount of meetings if needed.
- When the conditions are right, WestJet and Air Canada are presently encouraging pilots to initiate a traffic pattern altitude turn at 1,000 feet to reduce noise levels over sensitive areas. Under proper conditions, the plan does not purport to supersede any Transport Canada regulations, especially those regarding safe aircraft operating procedures, however, in order for this procedure to be published in the departure procedure, more assessment will be needed by Nav Canada.

- Exemption has been granted for changes from a 15° to a 10° divergence when departing from the new runway 17L. This change will be published in the Canada Air Pilot (CAP), put out by Nav Canada, in the April 2015 publication. Initiation of the new procedure will be implemented on April 30, 2015. Comment was made that this goal was achieved in a very timely manner.
- Preferential Runway - Nighttime Operations:
  - Nighttime operations departing from 17L have been greatly reduced since July as there has been an increased use of the preferential runways 35.
 

It is important to note that the weather has a fundamental effect on aircraft operations and the wind direction and speed determines which runway is active and the direction in which aircraft will depart and land. For safety reasons, aircraft must land and depart into the wind. The active runway is determined by the wind conditions on the airfield. Should wind/weather not be a factor, the preferential runway will be 35R.
  - Due to less traffic during nighttime operations, there is more potential for straight in-straight out procedures.
  - Discussion ensued regarding the Antonov and an assessment will be done to see if there might be any influence over the nighttime departure flights.
- When asked why a flight pattern may be over a certain location and not moved over, it was explained that there are significant GPS points located along the established en route structure over which aircrafts cleared for standard terminal arrivals are required to enter the terminal area. These points are often referred to as “bedposts”. A lot of technical research goes into determining these bedposts.
- The Calgary Airport Authority is in the process of implementing PublicVue on to the YYC.com website. PublicVue is an integrated web-based solution that provides the public with an accurate, complete and reliable tool for the robust visualization of aircraft traffic. This tool has the ability to locate or center on a particular address and help the public understand ground tracks in relation to the airport, flight patterns and runway orientation. It also includes extensive analytical capabilities for submitting community complaints.
 

The software will be available on the YYC.com website in the very near future. At that time, a mass email will be sent to all community representatives for their notification.
- The Skyview Ranch representative noted that there continues to be an issue associated with the 15° divergence from runway 35R. It was explained that this issue is being evaluated by the technical committee with potential mitigation through the development of a RNAV departure procedure.

**Required Navigation Performance (RNP) Procedures Update**

On behalf of The National Airlines Council of Canada (NACC), David Deere provided the group with an in depth presentation on noise abatement.

- Noise abatement operational procedures are being employed today to provide noise relief to communities around airports from both arriving and departing aircraft.
- Although noise abatement procedures may have quantifiable environmental benefits, effective implementation may be difficult: procedures must be developed, tested, and evaluated for benefits

impacts; approved and accepted by the airport and Transport Canada; and adopted by the airlines and other airport users.

### **Airspace Change Communications and Consultation Protocol (ACCCP)**

This initiative is a cooperative community consultation process including commitments from Nav Canada, airlines and airport authorities.

## **4. MOVING FORWARD**

Continued monitoring and assessment

- **Monitoring of the operational concerns on the website.**  
Please encourage all concerns to be directed to the website. When reporting a noise concern, it is important to provide as much information as possible so that the event can be investigated and responded to in the most accurate manner. The information needed for a thorough investigation is: Date and time of event, and location and description of event.
- **Virtual Noise Monitory**  
Virtual noise monitors will be placed in several communities to be used as an analytical tool. This will allow us to see if there are any benefits to the changes being implemented.
- **RNAV Departure Procedures**  
We have received permission from the technical committee to go ahead and pursue an RNAV departure procedure. The proposed GPS-guided system would push planes into tighter, altered courses which would allow for greater flexibility and accuracy in point-to-point navigation. It would deliver a more efficient utilization of available runways and constrained departure airspace by enabling diverging departure operations. This also would allow us to put GPS turning points at certain locations.  
  
Several steps are required through the technical committee before being able to come to the table with a proposed procedure. We are anticipating a design to be ready by this summer.
- **Assessing Annual Operations**  
An annual assessment of operations will provide a benchmark to better understand noise exposure levels around the airport requiring intelligent modification of the arrival and departure trajectories.

## **5. CONCLUSION OF MEETING**

The meeting was concluded at 8:47 pm.

## **6. NEXT MEETING**

Next meeting will be scheduled for the end of May 2015