

Airport Community Consultative Committee (ACCC)

MEETING MINUTES

July 8, 2021

Meeting was held online via Microsoft Teams

Organizations Attending:

Bridgeland-Riverside Community Association
City of Calgary
Crossroads Community Association
Federation of Calgary Communities
Inglewood Community Association
Marlborough Community Association
National Airline Council of Canada
Northern Hills Community Association
NAV Canada
Rundle Community Association
The Calgary Airport Authority
Thornccliffe Greenview Community Association
WestJet

Regrets:

Albert Park-Radisson Heights Community Association
City of Airdrie
City of Chestermere
Evanston Creekside Community Association
Martindale Community Association
Monterey Park Community Association
Ogden, Lynnwood Millican Community Association
Pineridge Community Association
Renfrew Community Association
Riverbend Community Association
Sandstone MacEwan Community Association
Signal Hill Community Association
Strathcona, Christie Park, Aspen Woods Community Association
Temple Community Association
Whitehorn Community Association

CALL TO ORDER

The meeting was called to order at 18:05.

Welcome & Introductions

- Harris Switzman, Environmental Specialist from the Calgary Airport Authority, welcomed participants to the meeting and reviewed the agenda.
- Harris Switzman discussed the action items and the safety minute

BUSINESS

1. Passenger Statistics & Aircraft Noise Profile – Megan Roche, The Calgary Airport Authority

- Passenger numbers remain low but have shown a slight improvement from 2020
- About 90% of passengers are travelling domestically
- The most utilized runways configurations are 17R and 35L
- 70% of noise concerns were submitted by 10 households
- The top 6 communities with unique households submitting concerns are:
 - Mayland Heights (15 households)
 - Lake Bonavista (7 households)
 - Southwood (5 households)
 - Marlborough (5 households)
 - Hillhurst (4 households)
 - Coventry Hills (4 households)
- 2021 helicopter traffic is quite a bit lower than 2019 (and for the most part 2020 as well)

2. West Runway Rehabilitation – Laura Sturtevant, The Calgary Airport Authority

- Runway 17R-35L was constructed in phases between 1956 and 1963. A full depth removal and replacement of the structural and electrical components is required to ensure safe, secure and efficient airport operations.
- The project is in the design and development phase, but some underground utility investigation will begin this year that will cause some short-term closures to the runway.
- Construction will be phased over 2 construction seasons, with low impact construction beginning in the fall of 2022.

3. Helicopter Traffic Update and Community Engagement – Harris Switzman, The Calgary Airport Authority

- We are working very closely with NAV Canada and helicopter operators to minimize impact to communities.
 - Maintained flights are being done outside of City limits at YBW or elsewhere rural.
 - Where flights over Calgary are operationally required, operators are requesting higher altitudes (previously was 4,000 –4,500 ft, now they are closer to 5,000 to 6,000 ft.
 - Operators are requesting departure headings to the east or south, where operationally feasible
- An opportunity was identified to communicate noise mitigation efforts and strategy through individual community newsletters. YYC will investigate if this is feasible for our internal communications team to undertake.

4. 17L/R Jet Turn Trial Update & Consultation Plan – Greg Konrad, Manager Calgary Tower

- Expected timelines for the consultation process are as follows:
 - Briefings to elected officials: Fall 2021
 - Notice of Consultation and comment period (90 days): Fall 2021
 - Report drafted and ACCC briefed: Winter 2022
 - Implementation Planning (if required): Winter 2022
- **Q:** We've seen a lot of planes crossing over new areas of the crossroads neighborhood, can we set some performance requirements for turn eligibility (it's 34°C and your fully loaded, so you won't be able to miss the communities)?

- **A:** With headings there are a lot of factors to consider like wind, weight, wind drift and runway take off point. It is something to we could consider, but it might be very complicated. In terms of turns over the community, it's up to the pilot to determine where and when to make the turn. There are a lot of factors that contribute to when and where the plane will make that lateral turn.
- **Q:** Can we quantify the fuel and time savings?
 - **A:** In terms of the savings: we do intend to do some quantify before consultation, but a lot has to do with the ground operations. There is a lot of ground efficiency happening as well.
- **Q:** Is time of day is something to consider as well?
 - **A:** It is something we need to consider. The exposure level has changed as well (the 9 to 5 workers are now at home due to the pandemic).
- **Q:** What is the consultation process for communities?
 - **A:** We will make the information available publicly and through the airport authority. We will also provide the information through the ACCC.
- **Q:** Will there be public consultations sessions, or will it just be info provided to this committee to provide to their communities?
 - **A:** There are no public consultations planned at this time, but we do plan on disseminating the information through the ACCC and Airport Authority
- **Comments:**
 - Marlborough has seen a huge reduction in noise
 - The idea of spreading the noise around is a good news message

5. Member Q&A

- **Q:** update on when the runway stats will be online?
A: They will be emailed out to the group if they can't be posted online
- **Comment:** When looking at opportunities to reduce greenhouse gases upon takeoff one mile of thrust can make a huge difference in fuel consumption. Forward bookings are 70% of pre-covid levels (in fall and winter) which adds up to a lot.
- **Q:** A community member has reached out to me and wants to know about AVPA/NEF contours proposed changes.
A: AVPA and update contours have been submitted to the province, the review is underway and we are waiting to hear if and when it happens
- **Q:** Are other communities experiencing a perception of an increase in helicopter traffic?
 - marginal increase, but not a nuisance
 - HAWCS and STARS that are doing critical jobs, this should be accepted and the tolerance level should be a bit greater.
 - Some increase but acceptable
 - A lot of traffic is caused by news chopper, which is dispatched and can be quite localized depending on incidents in the city
 - Can we talk to councilors about making loudness of helicopters a part of the criteria for selecting new helicopters?
 - There is a concerted effort to do what can be done regarding this issue
- **Final Thoughts:** Thank you for the robust communications and discussion. There continue to be several important issues that we will continue to discuss. Please stay safe and healthy over the summer and we look forward to our next meeting.

CONCLUSION OF MEETING

The meeting was adjourned at 19:31.

ACTION ITEM REGISTER

Action	Status
Year over year helicopter traffic numbers and update to on operator consultation	Complete
YYC will investigate if this is feasible for our internal communications team to provide a noise consultation update to community newsletters.	Ongoing