

Airport Community Consultative Committee (ACCC)

MEETING MINUTES

January 8th, 2020
YYC Calgary International Airport

Organizations Attending:

Albert Park-Radisson Heights Community Association
City of Calgary
City of Chestermere
Crossroads Community Association
Federation of Calgary Communities
Inglewood Community Association
Martindale Community Association
Monterey Park Community Association
Northern Hills Community Association
Rundle Community Association
Renfrew Community Association
Pineridge Community Association
Temple Community Association
Air Canada
NAV Canada
The Calgary Airport Authority

Regrets:

Bridgeland-Riverside Community Association
City of Airdrie
Evanston Creekside Community Association
Marlborough Community Association
Ogden, Lynnwood Millican Community Association
Riverbend Community Association
Sandstone MacEwan Community Association
Signal Hill Community Association
Strathcona, Christie Park, Aspen Woods Community Association
Whitehorn Community Association

CALL TO ORDER

The meeting was called to order at 18:30.

Welcome & Introductions

- Carmelle Hunka, General Counsel and Vice President, Risk and Compliance, from the Calgary Airport Authority welcomed everyone to the meeting, and introduced the presenters.

- Presenters for the meeting were Laura Sturtevant, General Manager, Civil Construction, The Calgary Airport Authority; Greg Konrad, Manager, Tower Operations, NAV CANADA; Captain Andrew Kovats, Technical Pilot, Navigation and Operational Efficiency, Air Canada; and Marta Bristow, Environmental and Community Engagement Specialist, The Calgary Airport Authority.
- Marta Bristow led ACCC member introductions and reviewed the agenda.

BUSINESS

1. Noise Monitoring Program Updates – Marta Bristow, The Calgary Airport Authority

- **Mobile Noise Monitoring Program:** the Mobile Noise Monitoring program is on hiatus for the winter and will resume in the spring to serve communities that do not currently have noise monitoring.
- The 4 communities that participated in 2019 were Signal Hill, Strathcona Park, Chestermere (Rainbow Falls) and Airdrie (Kings Heights); participating communities will receive a summary report of the results shortly.
- **Noise Concerns:** Between October and December 2019, The Calgary Airport Authority received 1,285 noise concerns submitted by 60 households.
 - The top 5 communities by number of households submitting concerns were: Marlborough (6 households); Hawkwood (5 households); Oakridge (4 households); Signal Hill/Signature Park (3 households); and Evanston (3 households).

Questions:

- **Q:** Can you elaborate on what the expectation is, in terms of what people can hope to achieve with their noise complaints?
A: We listen to individual concerns and try to provide as much information as we can as a context for what the individual is experiencing; we also track concerns to see where issues continue, and where new issues may be emerging.
- **Q:** Do you have a way of extrapolating the number of individuals in a community who may have concerns, based on the number who submit concerns? Just because only one person in a community submits concerns doesn't mean there aren't others who feel the same.
A: That is one of the areas of feedback we look for from our community association members. In the case of Oakridge, we have reached out to the Oakridge Community Association to invite them to join the ACCC.

2. 2020 Noise Management Program Plan – Marta Bristow, The Calgary Airport Authority

- **Noise Management Program Plan:** the 2020 plan will be finalized in January; activities will include a survey of ACCC members in Q1 to get feedback on 2020 priorities; the 2019 annual report will be released in Q2
- Proposed schedule for ACCC meetings in 2020:
 - January 8 – Update on Q4 2019 Stats, Preliminary Overview of 2019
 - April 22 – Update on Q1 2020 Stats, Annual Report for 2019

- July 15 – Update on Q2 2020 Stats
- October 28 – Update on Q3 2020 Stats

3. Runway Usage for October to December 2019 – Marta Bristow, The Calgary Airport Authority

- Runway selection was based on a number of variables, including wind direction (aircraft must take off and land facing the wind), air traffic volumes, runway construction and maintenance, and aircraft operator requests (*stats can be viewed on Slide 9 of the meeting presentation*).
- Flow of operations for the 3-month period: 49% of flight operations were in a northerly flow; 47% were in a southerly flow, and just under 4% were in a westerly flow.

4. Construction Project Outlook for 2020 – Laura Sturtevant, The Calgary Airport Authority

- **2020 Projects:** The infrastructure team is planning airfield pavement restoration and airfield electrical sign restoration projects for 2020; expected impacts to runway usage will be presented at the April 22, 2020 ACCC meeting.
- **West Runway Rehabilitation Project:**
 - Currently at the feasibility study stage, analyzing design and phasing options
 - Anticipated start date is Spring 2022
 - Will necessitate closing Runway 35L/17R for a period of time
 - Stakeholder consultations to be announced, will be conducted over the next two years
- **Deicing Operations Impact – New East Deice Apron (EDA)**
 - The EDA will be the primary location for aircraft deicing for efficiency, and glycol recovery and recycling
 - On days with deicing events, more aircraft will depart from the East Runway to accommodate immediate departures after the aircraft have been deiced
 - West Deicing Apron (WDA) will be used to support deicing events as required

Question:

- **Q:** Do planes go to the deicing pad as soon as the plane is loaded?
- **A:** Yes, the plane manoeuvres to the deicing pad as soon as the plane has boarded. It is more efficient, because the trucks are in place on the apron and don't have to move around. They are also closer to the runway. It's also easier to capture and recycle the glycol (deicing fluid).

5. Noise Mitigation Initiatives

- **Alternate Departure Headings Trial Update – Greg Konrad, NAV CANADA:** NAV CANADA is working with The Calgary Airport Authority to conduct a trial of a new jet departure procedure. The goals of the trial are to deliver noise mitigation to communities south of the airport, respond to airport infrastructure changes, and improve air traffic management during high demand periods.
- The procedure is a proposed change in jet turns off runways 17L and 17R (south departures off the east and west runways).

- An analysis of the flight tracks for southbound jet departures between mid-October and December showed:
 - 40% of total jet departures from 17R were eligible to take the 135 degree heading; 28% of total jet departures (875 departures) used that heading.
 - 8% of total jet departures from 17L were eligible to take the 185 degree heading; 5% of total jet departures (79 departures) used that heading.
- Adoption of the new procedure is expected to increase as the trial progresses; further updates will be provided at the next ACCC meeting.

Questions:

- **Q:** Those in the community of Renfrew really appreciate this. Will this procedure be done only during busy times?

A: No, this procedure could potentially be used at any time, 7 days a week.

- **Q:** Could the 135 degree heading be used for night time traffic, to divert traffic away from residential areas?

A: There is the potential for that.

- **Q:** Is there a steady increase in air traffic expected?

One feature of Calgary air traffic is there are peak times when air traffic is quite busy, and other times when it is much quieter. There are significant peak departure times. Overall, Calgary air traffic is expected to continue growing.

- **Q:** If this trial works well, will it be used all over Canada?

A: No, this trial is specific to Calgary.

6. New Aircraft Technology: New Airbus A220 Line-up – Andrew Kovats, Air Canada

- The Airbus A220 is the quietest aircraft in its category, with a lower fuel burn, 20% less Co2 emissions, 50% less NOx emissions, and a 50% smaller noise footprint than previous generation aircraft in this category.
- The reduction in noise is attributed to the PW1500G Geared Turbofan engine, advances in aerodynamics, use of lightweight materials, and other technology improvements; it has achieved a 75% reduction in noise its footprint compared with the classic A320; in addition to the new A220s, it is also being used in the A320neo family aircraft, and in Embraer's E190-E2 aircraft.
- Air Canada will deploy the Airbus A220 on the Montreal to Calgary route on January 16, 2020; other routes may be coming in the fall, with up to 90 A220 YYC movements per month by December 2020.
- This new A220 aircraft is an example of how aircraft technology continues to advance, bringing new opportunities for reducing aircraft noise.

CONCLUSION OF MEETING

The meeting was adjourned at 19:30.