



SOUNDSCAPE ADVISORY COMMITTEE

MONTRÉAL-PIERRE ELLIOTT TRUDEAU
INTERNATIONAL AIRPORT

SUMMARY

Meeting of December 12th, 2014



Following is a summary of the meeting of the Soundscape Consultative Committee that was held on December 12th at Aéroports de Montréal's Head Office.

Present :

- Christiane Beaulieu, Aéroports de Montréal
- Pierre-Paul Pharand, Aéroports de Montréal
- Edgar Rouleau, Mayor, City of Dorval
- Alan DeSousa, Mayor, Borough of Saint-Laurent
- Claude Cousineau, Councillor, City of Pointe-Claire
- George Petsikas, Air Transat
- Myrka Manzo, Air Canada
- Philippe Serafino, American Airlines
- Giovanni Pipino, Execaire
- Claude Trudel, Transports Québec
- Richard Beaudet, Transport Canada
- Michel Tremblay, NAV Canada
- Anne Marcotte, Aéroports de Montréal

Absent :

- Aref Salem, Responsible for Transportation, City of Montréal Executive Committee / Councillor, Borough of Saint-Laurent
- Morris Trudeau, Mayor, City of Pointe Claire
- Nicolas Pelletier, Air Transat
- Lyne Moreau, NAV Canada

Secretary :

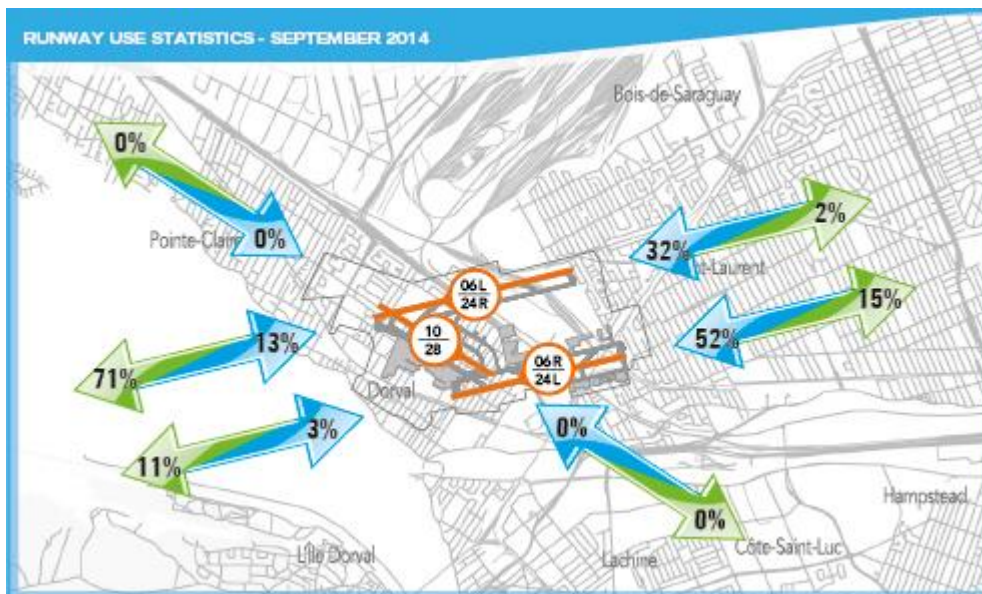
- Anne-Marie Urban, Aéroports de Montréal



Runway Use Statistics – September to November 2014 (day/night combined)

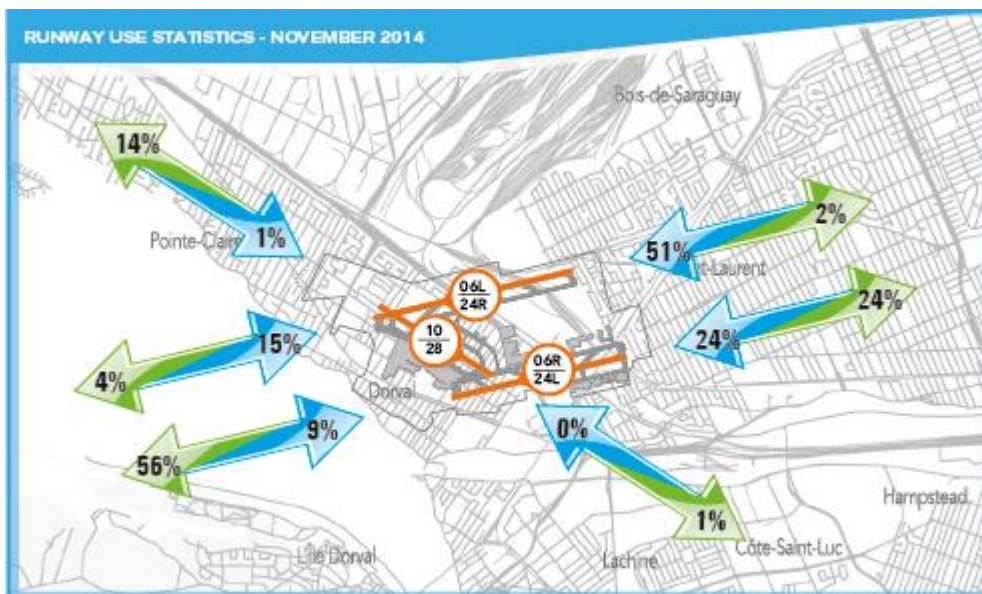
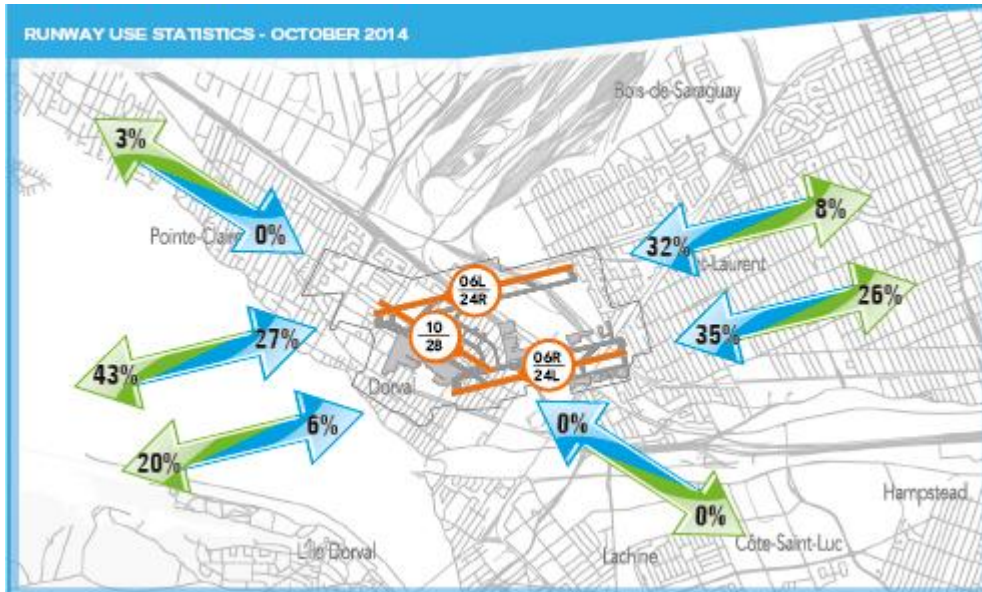
Construction work on taxiways from the end of May to mid-October modified the usual runway assignment generating an increase in take offs from runway 24R and landings on runway 24L.

Usually, statistics show that approximately 5% of take offs take place on runway 24R and approximately 28% of landings take place on runway 24L.



MONTRÉAL-TRUDEAU

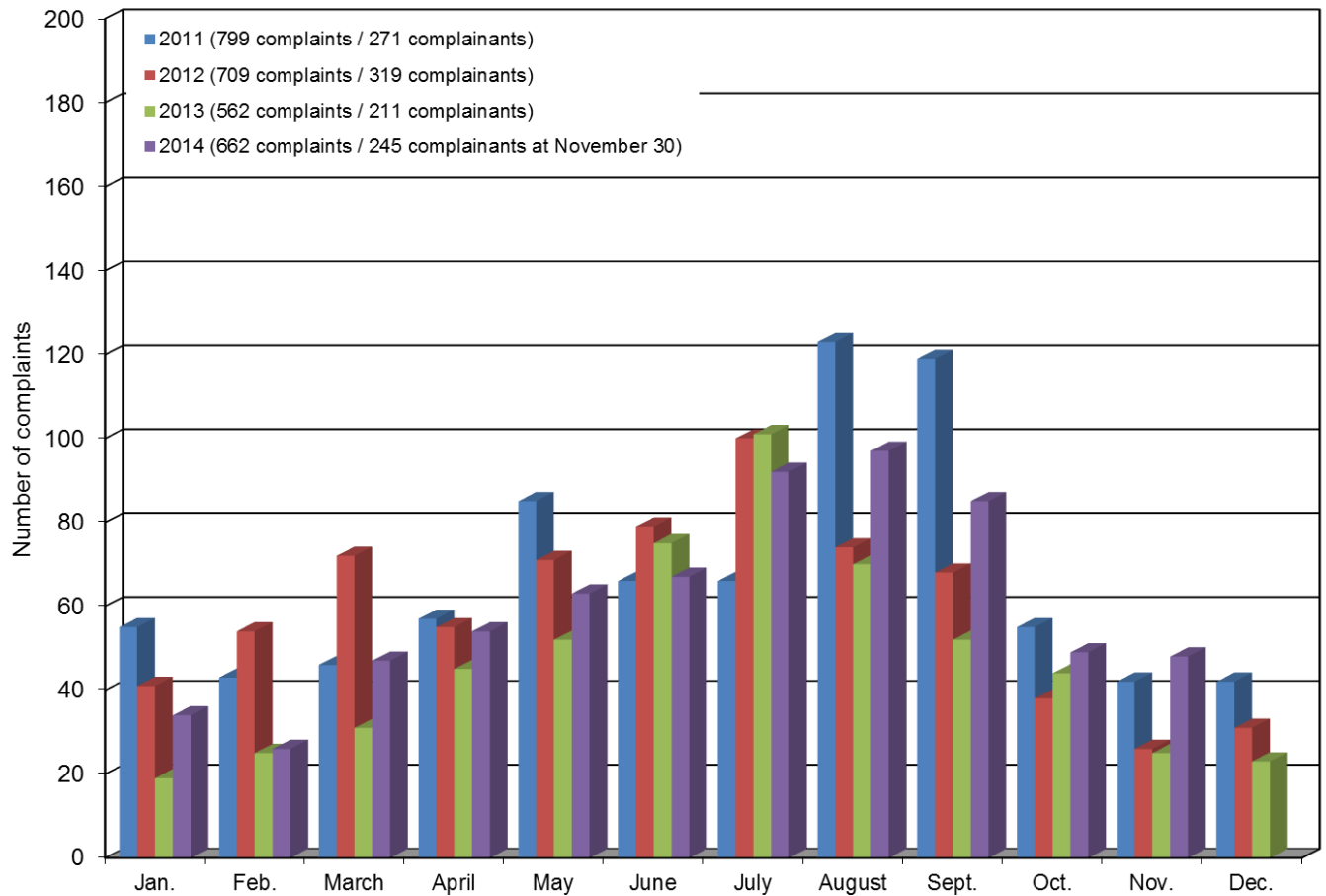
LA GESTION DU CLIMAT SONORE SOUNDSCAPE MANAGEMENT





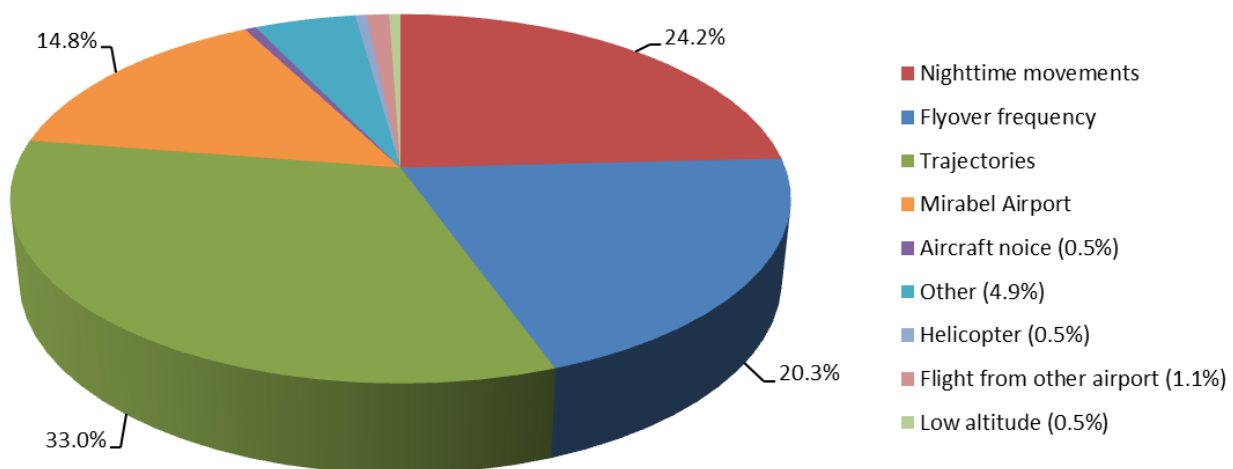
A. INDICATORS – September-October-November 2014

NOISE COMPLAINT STATISTICS
January to November 2014





Motive of complaints September - November 2014

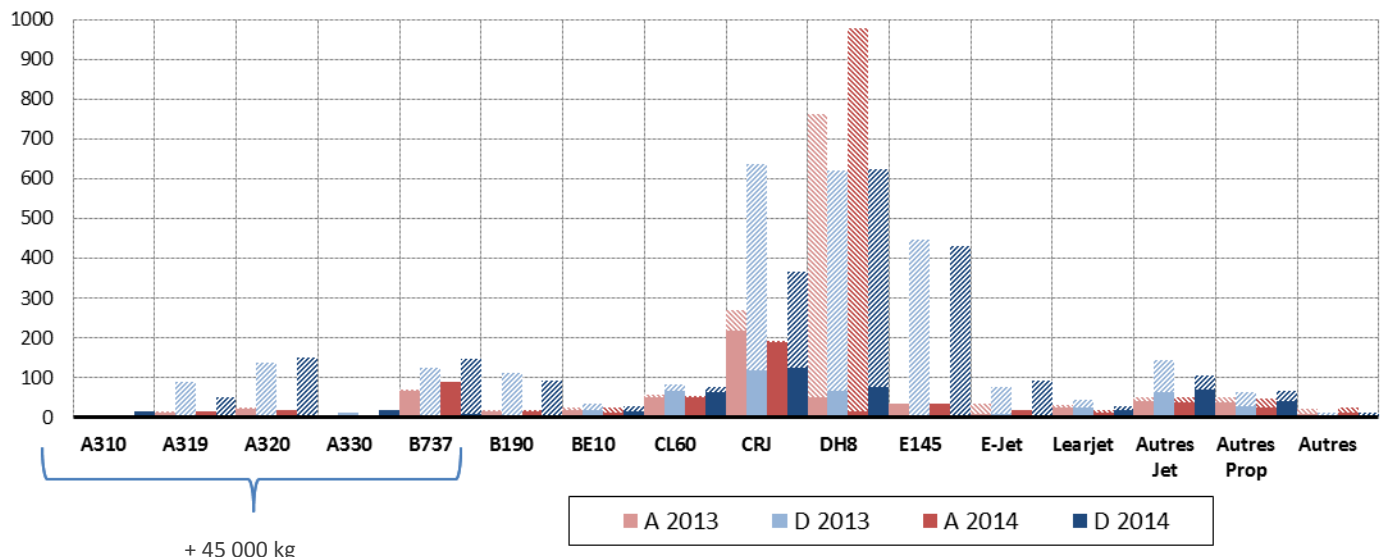




B. REVIEW OF NIGHT OPERATIONS

The table of nighttime aircraft movements for the period of 4 months (May to August) is presented to the Committee.

Nighttime Movements, YUL
May to August 2014



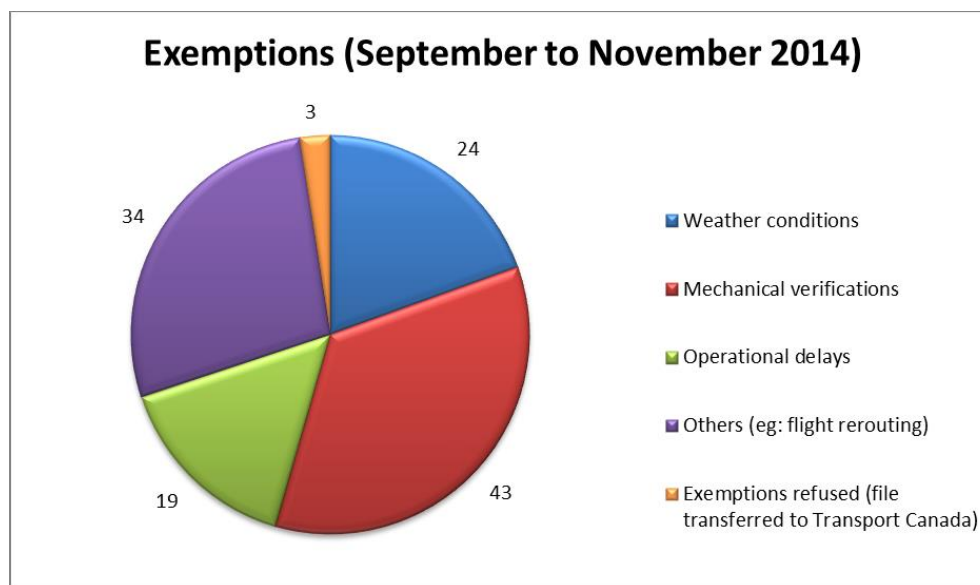
The shaded areas represent movements between 6:00 and 7:00 a.m.



Review of night operations – September to November 2014

The summary of night flights from September to November is presented to the Committee. 120 ad hoc exemptions were granted from September to November. 3 infraction cases were transmitted to Transport Canada.

ADM continues to rigorously evaluate every request for exemption. It is noted that the restricted operation hours apply only to flights operated with an aircraft weighing more than 45 000 kg and that only these flights are required to submit an exemption request.



C. CONSTRUCTION WORK – SUMMER 2015

An airport map illustrating the scale of the work done in 2014 is presented to the Committee members. The same exercise has just been completed for summer 2015, and that the map will be available at the next meeting. This is scheduled work. It is noted that more work may be added following inspection of the runways at the end of the winter.

D. VARIA

In response to the question from the resident of Pointe-Claire introduced by M. Cousineau, M. Tremblay, from NAV Canada, explains that NAV Canada does not authorize banking until the aircraft has climbed to 3,000 feet (4,000 feet at night). Early banking is authorized only when safety reasons such as storm cells or other weather conditions require a trajectory change. It can happen that weather phenomena are too far away to be visible to an observer on the ground, but still present a danger that the pilot must avoid. In reply to a question on late departures that are supposedly made up for by banking sooner, M. Tremblay explains that after take-off, the exit window from the airport area is very narrow, and delays can be made up later in the flight.