

MINUTES

SUNDRE AIRPORT CONCEPT PLAN REVIEW

MOUNTAIN VIEW COUNTY

Minutes of the Sundre Airport Concept Plan Review Meeting held on Tuesday, January 14, 2025, in the Council Chamber, 10 - 1408 Twp Rd 320, Didsbury, AB.

**PRESENT**

D. Bell, Aviation Advisory Committee/Chair  
G. Bradley, Aviation Advisory Committee  
T. Thomas, Aviation Advisory Committee  
G. Botheras, Public Member  
S. Duncan, Public Member  
L. Volk, Public Member  
R. Warnock, Town of Sundre  
A. Aalbers, Councillor  
A. Miller, Councillor

**IN ATTENDANCE**

M. Bloem, Director, Planning & Development Services  
R. Pohl, Planner  
B. Hutchings, Development Officer  
W. Doratty, Municipal Intern  
L. Craven, Recording Secretary

**CALL TO ORDER**

D. Bell, called the meeting to order at 1:00 p.m.

**AGENDA**

SAC25-004

Moved by G. Bradley  
That the Steering Committee adopt the Agenda of the Sundre Airport Concept Plan Review for January 14, 2025.

Carried.

**ADOPTION of MINUTES**

SAC25-005

Moved by G. Bradley  
That the Steering Committee adopt the Minutes of the Steering Committee Meeting for December 04, 2024.

Carried.

**6. OLD BUSINESS**

6.1

Review additional information by HM Aero re NEP Mapping Data

- Administration gave an overview of the information from HM Aero about the data used within the model to generate the NEP Contours for the turf strip runway.
- The distribution of aircraft types on each runway used in the model was shared.
- As the aircrafts that use the airport are not recorded, the data used was derived from consultation between HM Aero and KS2.
- Concerns from members that the information does not correctly reflect the use of the turf strip runway. There has been damage to the runway from DC3s and Twin Otters.
- The Steering Committee can provide additional information about type of aircraft and usage of runways back to HM Aero. There is a potential of using Automatic Dependent Surveillance–Broadcast (ADSB) data to track aircraft landing at the airport to include in the NEP modelling.
- It was noted that the NEP model should be as accurate as possible to ensure the data is consistent to protect the future opportunity to expand the turf strip.
- The NEP Mapping is intended to account for noise projections as airport use expands over the next 10 years.
- There are currently no plans to expand the turf strip, and as the NEP map will be added to the Land Use Bylaw, it should only include the current extent of the runway (not anticipated future expansions that are not currently planned for).
- Automatic Dependent Surveillance–Broadcast (ADSB) is not mandatory at any airport. Twin otters & DC3s use this device. Members questioned if HM Aero uses ADSB to collect data.
- If there is heavier traffic on Runway 06/24, then considering other strategies for understanding Noise Exposure will be a moot point.
- If the NEP mapping is not accurate, it could be problematic if future development is in an area that will experience impact from noise. Also, development should avoid locations that may be impacted by noise if Runway 06/24 expands in the future.
- Two main offsite impacts from airports – noise exposure NEF and height restrictions. These 2 layers will assist with the policies for future land uses and development.
- These maps will be inserted in the Land Use Bylaw once the Bylaw has been adopted.
- The size and type of aircraft that is flying in should be considered when the mapping is calculated.
- Member questioned how to monitor the sound of the different aircrafts and is the mapping enforceable?
- Development is enforced through the Land Use Bylaw. If it is determined that there is a potential impact due to height restrictions or noise exposure, the application may be required to include mitigation measures (i.e., noise insulation for development).

- At the Development Permit stage, the Land Use Bylaw requirements and restrictions will be discussed with the applicant.
- Can the Steering Committee provide information about how to divide the amount of use between the two different runways for the NEP model?
- An option was demonstrated as a theoretical exercise by superimposing the NEP from Runway 15/33 onto Runway 06/24 to illustrate potential impacts from noise, making certain assumptions. of same runway length and same air traffic.
- Could it simply be noted that Twin Otters use the runway, without changing the model?
- The Administrative theoretical exercise should not be included within the Land Use Bylaw but could assist the Steering Committee to determine appropriate future land uses.
- The data to HM Aero should adjust the day versus night flights because there are no lights for nighttime landing.
- Council is seeking provincial grant approval for runway lighting.
- HM Aero provided three additional studies to consider runway 06/24 expansion with associated costs.
- The first potential study was to study surface winds to assess use of runway 06/24. The second study was to analyze the upgrades (length and surface) that would be necessary for the secondary runway expansion. The third study would be an evaluation of Noise Planning Contours of an expanded secondary runway. The third study relies on the results of the second study; the second study relies on the results of the first study.
- It was noted that runways were already configured in relation to the crosswinds. The studies may be useful but might be costly for limited benefit at this time.
- The current budget status for Concept Plan project was reviewed.
- Administration noted that the first study (wind study) may be a good first step to understand viability of the secondary runway expansion.
- The Administrative theoretical exercise was revisited of superimposing height and NEP data from Runway 15/33 onto Runway 06/24.
- Runway 06/24 is vital for small aircraft landing during crosswinds, while larger aircraft may use either runway.

Moved by G. Bradley  
SAC25-006 That the Steering Committee direct Administration to request that HM Aero assess historical ADSB data for additional data on aircraft movement to update the NEP Mapping.

Carried.

- Members discussed that the wind analysis is not useful as the winds have not changed over the last 50 years.

SAC25-007 Moved by D. Bell  
That the Steering Committee direct Administration to use the administrative assumptions to prepare a conceptual NEP Contours map for a potential secondary runway expansion for the purpose of informing future land use.

Carried.

## 6.2 Review Updated Mapping

- Height Limitations Map in meters with the addition of “Feet” and End of Runway Elevation
- Sundre Airport Existing Land Use Areas Map was updated. Land Use Bylaw amendments should include the terms Airside and Groundside as definitions.

## 7. NEW BUSINESS

Administration shared with the Steering Committee, the Municipality, Provincial & Federal Act, Regulations and responsibilities for Aerodromes.

- Administration shared a map showing the lots that are for sale and where the potential future lots, with rights-of-way, will be.
- Future services, water wells and septic systems, were discussed and must meet provincial codes. An Intermunicipal Development Plan policy allows for the consideration of beneficial development that require Town servicing. No municipal water and wastewater servicing are currently available for lands with McDougal Flats and are not planned for the area.
- Administration went over the Explorer Solutions, 2019 Sundre Airport Development Plan Report. This report does not take into consideration the update of the South McDougal ASP or, Provincial Flood Hazard Mapping. It does include recommendations regarding Sundre Airport operations, which will not be considered as part of the Concept Plan. There are suggestions for future uses that can be considered for the Concept Plan.

### Next steps

- Next meeting February 25, 2025
- Administration will request updated mapping from HM Aero.
- Administration will bring forward information on the two gravel pits within the Concept Plan, projected remaining aggregate and end of pit life use.
- April 08, 2025 @ 1 p.m. for the next meeting.

**ADJOURNMENT**

Meeting adjourned at 3:06 p.m.

A handwritten signature in blue ink, appearing to read "Dan Brady", is written over a horizontal line.

*for* Chair

I hereby certify these Minutes are correct.