

NO: R217

COUNCIL DATE: November 30, 2009

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## REGULAR COUNCIL

TO: **Mayor & Council** DATE: **November 24, 2009**

FROM: **City Solicitor** FILE: **0220-07**

SUBJECT: **Private Member's Motion Regarding Night Flight Airport Noise Impacts and Submissions regarding the 2009 - 2013 YVR Noise Management Plan**

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## RECOMMENDATION

The Legal Services Division recommends that Council:

1. Receive this report as information;
2. Endorse the Federal Private Member's Motion regarding suspension of night flights pending public consultation, as documented on page 2 of Appendix "A" to this report, and authorize staff to forward a letter advising of Council's endorsement of the Motion to Transport Canada, NavCanada, the YVR Noise Management Committee, the Member of Parliament who has put forward the Motion and the Members of Parliament who represent Surrey; and
3. Endorse the contents of the submission of each of the Surrey Airspace Task Force ("SATF") and City staff regarding the 2009 – 2013 YVR Noise Management Plan as documented in Appendix "C" to this report and authorize staff to forward a copy of each of these submissions to the YVR Noise Management Committee along with a letter advising of Surrey Council's endorsement of the submissions.

## INTENT

The purpose of this report is to respond to a request of the SATF that Council adopt a resolution in support of a Federal Private Member's Motion regarding night time airport noise, which includes a proposal airports be required to hold public consultation before implementing changes to their night flight paths and/or frequency of departures and arrivals during the period between 11 pm and 7 am.

SATF are also requesting that Council endorse the SATF and City staff comments regarding the 2009 – 2013 YVR Noise Management Plan (attached as Appendix "B") as documented in Appendix "C" to this report.

## BACKGROUND

In May of 2007, NavCanada introduced changes to the Standard Approach Routes (STARS) to the Vancouver Airport, which had the effect of routing some air traffic more directly over Ocean Park and Crescent Beach in South Surrey. This prompted complaints from residents of these communities.

At its meeting of September 17, 2007, Council adopted the following resolutions:

"THAT the City of Surrey and City Council request NavCanada to review the current flight pattern arrangement;

AND THAT NavCanada and Transport Canada consult with residents;

AND THAT NavCanada provide monthly updates on their review and actions to Surrey Council in writing or by delegation;

AND THAT NavCanada find solutions to the current noise pollution problems."

On September 24, 2007 a representative of NavCanada advised that a new visual route would be tested for aircraft approaching YVR from the south. This trial for the "visual flight rules" route would take flights further west over Semiahmoo Bay and away from the Crescent Beach and Ocean Park areas of Surrey where residents were voicing concerns with aircraft noise.

NavCanada undertook a 90 day review of the May 2007 adjustments to the STARS, which was completed in January 2008. The review resulted in further changes (that were made effective February 14, 2008) to the south air traffic flight approaches to YVR's north/south runway. This was primarily in response to concerns from Delta residents. These changes moved aircraft flight lines slightly further away from the populated areas of White Rock/Crescent Beach and Tsawwassen.

As a result of continuing concerns with respect to aircraft noise from South Surrey residents, Council directed that staff forward a letter to NavCanada requesting a response to several questions. Such a letter, dated January 16, 2008 was forwarded to NavCanada. On February 25, 2008, NavCanada advised the City it would not be responding to the City's letter of January 16, 2008 (copies attached as Appendix "D").

At its meeting of April 21, 2008, Council considered a Corporate report that included as an attachment a study conducted by consultants that provided recommendations to mitigate aircraft noise impacts in Surrey. After considering the report, Council adopted the following resolution:

*"Authorize staff to forward a copy of this report including the Consultant's report and interim recommendations attached as Appendix "A" (the "Report") and the proposed legislative amendments regarding environmental impact assessment and public consultation described in Appendix "B" to this report to Transport Canada, NavCanada, the YVR Noise Management Committee, and area Members of Parliament; and authorize the Mayor to communicate the concerns of Surrey City Council and Surrey residents regarding changes to air traffic flight patterns in the YVR area to the Minister of Transport and the Chair of NavCanada;*

*Request that NavCanada conduct a new Aeronautical Study for redesigned YVR flight paths in consultation with impacted communities;*

*Request NavCanada to meet with the City's Consultant to discuss implementation of his recommendations as interim measures pending the completion of a new Aeronautical Study for YVR flight paths; and*

*Authorize BKL Consultants Ltd., the City's noise consultant, to select noise-monitoring devices/locations in Surrey in cooperation with YVR technical staff to measure and record aircraft noise."*

NavCanada and Transport Canada did not give consideration to Council's resolutions of April 21, 2008. However, YVR has installed noise-monitoring devices in Crescent Beach and North Surrey to monitor aircraft noise on an on-going basis.

## DISCUSSION

In a letter addressed to Council (attached as Appendix "A" to this report), dated November 5, 2009, the Honourable Marlene Jennings, MP for Notre Dame-de-Grace – Lachine, requests that Council give consideration to endorsing the Private Member's Motion put forward by the MP regarding the suspension of night flights for large aircraft from Canadian airports pending public consultation on the economic, environmental and health impacts of night flights. SATF supports this request. This would be consistent with Council's resolution of April 21, 2008. That resolution recommended legislative amendments regarding environmental impact assessments and public consultations prior to changes in the control and use of airspace where the proposals are likely to affect the inhabitants of a municipality.

YVR staff have recently completed the 2009 – 2013 YVR Noise Management Plan, a copy of which is attached as Appendix "B" to this report. SATF representatives and City staff have prepared comments on the Noise Plan as documented in Appendix "C" to this report and are recommending that Council endorse these submissions to the YVR Noise Management Committee.

## CONCLUSION

Based on the above discussion, it is recommended that Council:

- Receive this report as information;
- Endorse the Federal Private Member's Motion regarding suspension of night flights pending public consultation, as documented on page 2 of Appendix "A" to this report, and authorize staff to forward a letter that advises of Council's endorsement of the Motion to Transport Canada, NavCanada, the YVR Noise Management Committee, the Member of Parliament who has put forward the Motion and the Members of Parliament who represent Surrey; and

- Endorse the contents of the submission of each of the Surrey Airspace Task Force ("SATF") and City staff regarding the 2009 – 2013 YVR Noise Management Plan as documented in Appendix "C" to this report and authorize staff to forward a copy of each of these submissions to the YVR Noise Management Committee along with a letter advising of Surrey Council's endorsement of the submissions.

CRAIG MacFARLANE  
City Solicitor

CM:mlg

Attach.      Appendix "A" –November 5, 2009 letter from the Honourable Marlene Jennings  
Appendix "B" – 2009 – 2013 YVR Noise Management Plan  
Appendix "C" – SATF's comments re 2009 – 2013 YVR Noise Management Plan  
Appendix "D" – City of Surrey letter of January 16, 2008 and NavCanada letter of  
February 25, 2008

# APPENDIX "A"

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*Hon. Marlene Jennings*  
Member of Parliament for Notre-Dame-de-Grâce – Lachine  
Députée de Notre-Dame-de-Grâce – Lachine

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Montreal (Quebec) H4B 1M7  
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Teleco: (514) 489-2806

Ottawa, November 5, 2009

Mayor Diane Watts and City Council  
City of Surrey  
14245 - 56th Avenue  
Surrey, British Columbia V3X 3A2

Dear Mayor Watts and Members of Council:

It has recently been brought to my attention by the Surrey Airspace Task Force, that it would be in favour of Surrey City Council adopting a resolution in support of my Private Member's Motion regarding airport noise. As this is an important issue that affects both the citizens of Surrey who live in proximity to Vancouver International Airport, as well as many of my constituents in Notre-Dame-de-Grâce—Lachine who live in proximity to Montreal-Pierre Elliott Trudeau International Airport, I would like to take this opportunity to reiterate my commitment to addressing this situation. I have undertaken a number of initiatives to raise awareness on the issue of airport noise as well to put an end to this problem for all Canadians who live near a major airport.

Night flights, as you may know, are a health hazard, plain and simple. The staggering effects of repeated exposure and to the sleep-depriving noise produced by jumbo-jets flying overhead during the night hours are clearly documented. Health studies conducted in Europe and by the World Health Organization confirm that people who are exposed to repeated night flights are at much greater risk for hypertension, stroke, and heart attack. I am including some of these studies for your review.

On March 28, 2008, I posted a petition on my website calling for an immediate moratorium on night flights in and out of Montreal-Pierre Elliott Trudeau International Airport, until public consultations are held. To date, this petition has been signed by literally thousands of citizens. I rose in the House of Commons, on November 28, 2008, to urge the Minister of Transport to act on the issue of night flights. On this same date, I also presented the petition signed by over 1,400 residents at that time, pleading the government to act within its power to stop these night flight from occurring. However, the Minister of Transport has responded with little but platitudes. As a result, I have continued to express my disappointment with a government that has stood idly while the number of night flights in and out of Pierre Elliott Trudeau Airport has risen steadily.

NS  
for  
City Solicitor  
cc: GMI IRI

Council  
May 20

0220-07

I also lauded the decision by *Aéroports de Montréal* (ADM – the governing body of Pierre Elliott Trudeau Airport) last year to suspend its pilot project that would have increased the number of night flights over my riding. The ADM's decision came on the heels of sustained and vigorous citizen opposition. Groups such as the *Citoyens pour une qualité de vie* (CQV) were paramount in mobilizing public opposition to the proposed changes. I am convinced that their peaceful protest at the ADM's Annual General Meeting in May 2008 was instrumental in persuading the airport authority to terminate its project.

The largely favourable response from my petitions on airport noise further advanced my desires to continue to fight for this cause. As a result, on November 19, 2008 and again on February 23, 2009, I introduced the following motion in the House of Commons:

**M-320 — February 23, 2009 — Mrs. Jennings (Notre-Dame-de-Grâce—Lachine)** — That, in the opinion of the House, the government should issue an order, under the Aeronautics Act and through the relevant airport governing bodies across Canada, to ensure that night flights of aircraft weighing more than 45,000 kilograms, between 11:00 p.m. and 7:00 a.m., into and out of Canadian airports that lie within proximity to populated areas, are suspended - except for flights operating for (1) medical emergencies, (2) delays beyond a carrier's control, (3) adverse weather conditions, and (4) flights directly related to Canadian military operations - pending the outcomes of government-led public consultations on the economic, environmental and health impacts of night flights.

This motion, if passed, would require all Canadian urban located airports to hold mandatory public consultations, before implementing changes to their night flight paths and frequencies of departures and arrivals during the period from 11pm to 7am. I believe that citizens affected by noise should have a voice in this process.

My most recent work on the issue of airport noise took place this past summer. On July 16, 2009, I had the opportunity to host a round table meeting with my colleague, Sukh Dhaliwal, M.P. (Newton-North Delta), in Surrey, for citizens to share their stories and thoughts on the growing problem of airplane noise. Many of the participants of the roundtable drew attention to the lack of public consultation done by airport authorities when creating new – or modifying existing – flight corridors. The response from citizens, including those of the Surrey Airspace Task Force, further advanced my goal to see my motion put into action.

I also met with representatives of NavCanada, on August 19, 2009, to discuss the issue of airport noise. NavCanada is the corporation that owns and operates Canada's civil air navigation service, and its mandate is to "provide, maintain and enhance an air navigation service dedicated to the safe movement of air traffic throughout the country." This organization discussed the possibility of holding public consultations before changing flight paths, however did not provide a clear commitment to do so in the future.

On May 13, 2009, I had presented a question to the government and requested a written response. The question reads as follows:

**Q-235 — May 13, 2009 — Mrs. Jennings (Notre-Dame-de-Grâce—Lachine) —**

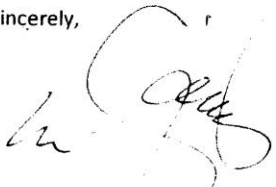
With regards to the Canadian airports and night flights: (a) how many Canadian airports are designated as international airports, and what are their names; (b) by month, over the last 5 years, what is the number of flights that, between 11:00 p.m. and 7:00 a.m. and between midnight and 6:00 a.m., (i) take off, (ii) land, (iii) weigh more than 45,000 kilograms, (iv) weigh less, (v) are regularly scheduled flights, (vi) are charter flights, (vii) are caused by weather delays, (viii) are for emergency medical reasons, (ix) are for military operations, (x) are for delays beyond a carrier's control; (c) for each of Canada's international airports, what is the specific legal or regulatory requirement for public consultation concerning the creation of new flight corridors or the modification of existing ones; (d) which organizations are the relevant airport governing bodies required to consult with before the creation of a new flight corridor or the modification of an existing one; and (e) what legal or regulatory requirements exist, if any, that oblige Canada's international airports' governing bodies to take into account public health factors when modifying or establishing flight corridors or increasing the number of night flights?

I have since received the response from the government which I am including for your review. You will note that the vast majority of Canadian airports do not have any restrictions on night flights nor do they practice noise abatement procedures. The response also indicates that there are currently no legal or regulatory requirements to hold consultations when there is a change in airport flight corridors.

The government can no longer bury its head in the sand and pretend that this problem will go away by itself. The citizens of my riding, and all Canadians living in proximity to an airport, need to be protected from the damaging effects of sleep deprivation brought about by night flights. The federal government has a responsibility to protect its citizens and it must live up to that duty now. The residents of Montreal can't afford many more years of inaction.

I appreciate you taking the time to consider my views on this issue and do hope you will also consider adopting a resolution in support of my Private Member's Motion. The Town of Mount Royal had adopted a similar resolution last year, which I am attaching for your review. Should you or your City Council require any further information regarding this situation, please do not hesitate to contact my office.

Sincerely,



The Honourable Marlene Jennings, P.C., M.P.  
Notre-Dame-de-Grâce—Lachine

Cc: Sukh Dhaliwal, M.P.  
Surrey Airspace Task Force

lundi 26 mai 2008 à 19 h

Monday, May 26, 2008 at 19:00

la mairesse, M<sup>me</sup>

Mayor

Vera Danyluk

et les conseillers, M<sup>mes</sup> et MM.

and Councillors

Melpa Kamateros  
Erin Kennedy  
Minh-Diem Le Thi  
John Miller  
Philippe Roy  
Fouad Sahyoun

formant le conseil au complet

being the entire council

**RÉSOLUTION N° 08-0518**

**RESOLUTION NO. 08-0518**

**Objet : Projet pilote d'Aéroports de Montréal  
– Nouveau corridor aérien au-dessus du  
territoire de l'arrondissement de Lachine -  
Opposition**

**Subject: Objection to Aéroports de Montréal  
Pilot Project – New air corridor over  
Lachine**

Considérant la volonté d'Aéroports de Montréal (ADM) de procéder sous peu à l'essai d'un nouveau corridor aérien, notamment au-dessus du territoire de l'arrondissement de Lachine;

Considering that Aéroports de Montréal's (ADM) intends to go ahead with a trial period for a new air corridor, especially over the borough of Lachine;

Considérant qu'ADM entend procéder à cet essai sans avoir consulté la population concernée au préalable;

Considering that ADM intends to proceed with this project without having previously consulted the concerned residents;

Considérant que cette pratique pourrait mener à de l'expérimentation sur d'autres corridors, certains se trouvant au-dessus du territoire de Mont-Royal;

Considering that this could lead to experimentation on other air corridors, some of which over the Town of Mount Royal;



Considérant que les résidants de Mont-Royal ont, au cours de la dernière année, senti une augmentation du nombre de vols au-dessus de la ville;

Considérant que les citoyens de Mont-Royal ont choisi d'habiter cette ville en raison de la qualité de vie et de l'environnement paisible qu'elle leur offre;

Considérant que toute modification de la situation actuelle risquerait non seulement de perturber le milieu de vie des citoyens de Mont-Royal mais également d'entraîner une baisse de la valeur de leur propriété;

Considérant que les opérations de l'aéroport Montréal-Trudeau, étant donné la distance qui le sépare de la ville de Mont-Royal, peuvent avoir des conséquences sur le territoire de cette dernière;

Sur proposition du conseiller Philippe Roy, appuyée par la conseillère Minh-Diem Le Thi, il est résolu :

De signaler à Aéroports de Montréal (ADM) l'opposition de la Ville de Mont-Royal à toute modification des corridors aériens susceptible d'affecter ses citoyens, y compris toute expérience pilote liée aux vols de nuit ou autres;

De demander à ADM que toute expérimentation sur les corridors aériens fasse dorénavant l'objet d'une consultation publique avant sa mise en place;

D'exiger d'ADM qu'elle consulte les élus des municipalités et des arrondissements dont le territoire serait affecté par la modification des corridors aériens;

Considering that Mount Royal residents have perceived an increase in the number of flights over the town in the past year;

Considering that Mount Royal citizens chose to live in this town because of the quality of life and peaceful environment it offers;

Considering that any changes to the present situation would not only affect Mount Royal residents' living environment but also result in lower property values;

Considering that the operations of the Montréal-Trudeau airport, given the distance between the airport and the Town of Mount Royal, would have an impact on the Mount Royal area;

It was moved by Councillor Philippe Roy, seconded by Councillor Minh-Diem Le Thi, and resolved:

To inform Aéroports de Montréal (ADM) that the Town of Mount Royal opposes to any changes to air corridors likely to affect its citizens, including any pilot projects concerning night flights or other;

To ask ADM that any future experimentation on air corridors be the subject of a public consultation prior to implementation;

To require that ADM consult the elected officials of municipalities and boroughs whose areas would be affected by changes in air corridors;

De transmettre copie de la présente à ADM ainsi qu'aux élus fédéraux, provinciaux et municipaux concernés.

ADOPTÉ À L'UNANIMITÉ

Le greffier,

(s) \_\_\_\_\_  
Me Tim Seah  
Town Clerk

To forward copies of this resolution to ADM as well as the concerned federal, provincial and municipal elected officials.

CARRIED UNANIMOUSLY

La mairesse,

(s) \_\_\_\_\_  
Vera Danyluk  
Mayor

**APPENDIX "B"**

**2009-2013 Noise Management Plan  
for Vancouver International Airport**



Prepared by Vancouver Airport Authority  
2009

Minister of Transport,  
Infrastructure and Communities



Ministre des Transports,  
de l'Infrastructure et des Collectivités

Ottawa, Canada K1A 0N5

AUG 31 2009

Mr. Graham Clarke  
Chairman  
Vancouver International Airport Authority  
P.O. Box 23750  
Airport Postal Outlet  
Richmond, British Columbia  
V7B 1Y7

Dear Mr. Clarke:

I am pleased to inform you that the replacement Noise Management Plan covering the period from 2009 to 2013, submitted by the Vancouver International Airport Authority, has been reviewed by Transport Canada and is hereby approved in accordance with Section 18 of the Aviation Services and Facilities Agreement and Subsection 3.04.01 of the Ground Lease.

Sincerely,

A handwritten signature in black ink, appearing to read "John Baird".

John Baird, P.C., M.P.

Canada



### Executive Summary

The 2009-2013 Noise Management Plan for Vancouver International Airport ("YVR") details the core elements of the YVR Aeronautical Noise Management Program and initiatives that will shape and guide noise management efforts over the next five years.

A total of 16 initiatives are identified for the 2009-2013 YVR Noise Management Plan. Initiatives were identified in consultation with the YVR Aeronautical Noise Management Committee, from information gathered through a community web survey, and through an extensive analysis of noise complaints received by the Airport Authority.

The 16 initiatives included in the 2009-2013 YVR Noise Management Plan include (in no particular order):

1. Night-time operations
2. Arrivals and departures
3. Demand Management
4. Run-ups
5. Instrument Landing System flight inspections
6. Float plane over-flights
7. YVR float plane operations
8. Education and awareness – Industry
9. Land use planning
10. Noise abatement procedures
11. Noise monitoring terminal network
12. Portable noise monitoring terminal
13. Airport Noise & Operations Monitoring System
14. Communication
15. Aircraft technology
16. Roles and responsibilities

Details of the initiatives and tasks to be undertaken will require further work and consultation with affected stakeholders.

As some issues worked on during previous Plans remain a concern to surrounding communities, further work on these issues is carried into this Plan (see Appendix A for a summary of work completed in the 2004-2008 Noise Management Plan). In addition, the flexibility of the YVR Aeronautical Noise Management Program allows for initiatives to be added addressing new community issues and/or new opportunities that may emerge during the course of this five year Plan.

The Plan will be used to meet the challenge of balancing the competing demands for 24-hour airport services with those for enjoyable urban living by minimizing noise disturbances associated with airport and aircraft operations.



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## 1.0 Introduction

While managing noise impacts on the community is important to the Airport Authority, this is done with the recognition of YVR's contribution to connecting British Columbia to the World, and supporting the economy through jobs and taxes. The 2009-2013 YVR Noise Management Plan will assist the Airport Authority to meet its objective of minimizing the level of disturbance to those living in communities in the vicinity of the YVR, while recognizing the legitimate need for continued airport operations.

The first half of this document provides an introduction to the Airport and the Airport Authority, and provides information on the YVR Aeronautical Noise Management Program. The second half of this document includes a description of the initiatives to be undertaken over the next five years to address community concerns through sustainable solutions.

## 1.1 Vancouver International Airport

Vancouver International Airport (YVR) is located on the southwest coast of the Province of British Columbia, and is Canada's second busiest airport. YVR is a major entry point to North America from Asia and is a major hub for domestic, transborder (U.S.), and international air travel.

YVR's primary role is to respond to and facilitate the demands of the aviation industry, in a safe, efficient, and environmentally sensitive manner. YVR is an important economic engine for B.C., generating \$1.7-billion in direct Gross Domestic Product (GDP) value added. The total GDP (including indirect and induced) related to the airport is \$3.1-billion, and total output is \$6.8-billion<sup>1</sup>.

YVR occupies approximately 1,340 hectares of federal property on Sea Island within the City of Richmond. The Vancouver downtown core is approximately 12 kilometres from YVR, and the airport is in close proximity to major urban residential developments. This proximity adds to the challenge of operating 24-hours a day to support the economic engine of British Columbia while minimizing disturbance from aircraft operations on its neighbours.

## 1.2 Vancouver Airport Authority

The Vancouver Airport Authority (Airport Authority) assumed management of YVR from Transport Canada in 1992 and operates the airport under the provisions of a long-term ground lease with the Government of Canada. The Airport Authority is a not-for-profit corporation established under Part II of the Canada Corporations Act, and has no shareholders. All profits, known as excess of revenues over expenditures, are reinvested in airport development and service improvements.

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<sup>1</sup> Vancouver Airport Authority 2007 Annual Report



The Airport Authority's purpose is to manage and operate YVR on behalf of, and in the best interests of, the region and to expand the contribution which YVR makes to local economic development.

The Airport Authority is governed by a Board of Directors, members of which are appointed by nominating entities, namely: The Association of Professional Engineers and Geoscientists of British Columbia; City of Richmond; City of Vancouver; Government of Canada; Metro Vancouver (formerly the Greater Vancouver Regional District); The Institute of Chartered Accountants of British Columbia; The Law Society of British Columbia; The Vancouver Board of Trade. The Board also includes the Airport Authority's President and CEO, and additional members appointed by the Board from the community-at-large.

The Board oversees the business conduct of the Airport Authority and the activities of management. The Board's fundamental mandate is to ensure that the Airport Authority fulfills its objectives on an ongoing basis and operates in a safe, efficient and reliable manner.

Under the ground lease with the Government of Canada, the Airport Authority is responsible for noise management, including noise complaint and noise monitoring, for aircraft arriving and departing YVR up to 10 nautical miles from the airport. The Airport Authority is required to have a noise management plan that is approved by the Minister of Transport. Aircraft operating outside this 10 nautical mile radius and those travelling to and from airports other than YVR are the responsibility of others.

### 1.3 Key Stakeholders - Transport Canada / NAV CANADA / Local Municipalities

While the Airport Authority has been delegated the responsibility for managing noise around YVR, there are other key stakeholders that have roles in ensuring a successful noise management strategy.

#### Transport Canada

Transport Canada is the federal department that regulates aviation in Canada. The role of Transport Canada is to develop up-to-date, relevant transportation policies and legislation and to maintain a high level of safety and security.

The responsibilities of Transport Canada include: reviewing, approving, and publishing of new noise control measures at airports; and, conducting enforcement of suspected violations of the published Noise Abatement Procedures. Transport Canada is responsible for managing noise issues outside the 10 nautical mile radius from YVR as well as for enroute operations.

#### NAV CANADA

NAV CANADA was incorporated in May 1995 as a non-share capital corporation and became responsible for Canada's Civil Air Navigation System ("ANS") in November 1996 under the Civil Air Navigation Services Commercialization Act.





NAV CANADA provides air traffic control, airspace design and aeronautical information services throughout Canada. NAV CANADA's primary mission is safe, efficient and effective delivery of air navigation services.

Major facilities operated by NAV CANADA in the Lower Mainland include the control towers at many of the airports (including those at YVR, Boundary Bay, Pitt Meadows, and Vancouver Coal Harbour), and the Area Control Centre located in Surrey.

In addition, NAV CANADA operates and maintains navigation and approach aids and equipment, and is responsible for regular engineering flight checks for all runway landing systems to ensure equipment is operating in compliance with strict standards prescribed by Transport Canada.

#### Local Municipalities

In the Province of British Columbia, the responsibility for land use planning has been delegated to local municipalities. Federal guidelines have been developed to assist in land use planning in the vicinity of airports and associated flight paths. It is the responsibility of the municipality to adhere to these guidelines to effectively reduce the impact on residential and other noise sensitive areas.

Any gains achieved through quieter aircraft technology and airport noise control measures are negated if incompatible, noise sensitive developments are permitted near an airport.

## **2.0 Rules & Regulations Related to Noise Management**

### **2.1 Canadian Aviation Regulations (CARs)**

The *Aeronautics Act* allows the Minister of Transport to regulate aviation in Canada, and the regulations governing aeronautics in Canada are found in the *Canadian Aviation Regulations* (CARs). The CARs can be viewed in full on Transport Canada's website ([www.tc.gc.ca](http://www.tc.gc.ca)) and cover the broad range of areas that Transport Canada Civil Aviation is mandated to regulate, including standards for aircraft noise and air emissions, minimum aircraft altitudes, noise abatement and noise control procedures, and aircraft maintenance requirements.

Figure 1 provides a brief summary of the regulations and relevant guidelines governing aeronautical noise at airports in Canada.

**FIGURE 1**
**Aeronautical Noise at Airports in Canada – Regulations and Guidelines**

*Descriptions are summaries only. The CARs [Canadian Aviation Regulation] section numbers are identified where applicable.*

**Noise Abatement Procedures (NAP)**

Primarily intended for jet aircraft, the NAP specifies departure/arrival procedures, preferential runway determination, altitude restrictions, and night restrictions. Procedures in the NAP are enforceable by Transport Canada. [CAR 602.105]

**Vertical Noise Abatement Procedure (VNAP)<sup>2</sup>**

For jet take-offs, the 'A' or 'B' procedures specify reduced engine power for noise mitigation at prescribed altitudes, consistent with flight safety requirements. The 'A' procedure results in lower noise close to the airfield (slower climb speed), while the 'B' procedure results in lower noise farther from the airfield (faster climb speed). [CAR 602.105]

**Minimum Aircraft Altitudes**

This regulation prescribes 1,000 feet as the minimum altitude that an aircraft may fly over a built-up area (500 feet over water), unless the aircraft is conducting a take-off, approach or landing (other exemptions may also apply). [CAR 602.14-602.16]

**Airworthiness Standards (Chapter 516) - Aircraft Noise**

This standard prescribes the noise certification requirement for civil aircraft in Canada, at the time of manufacture. This standard has adopted the noise classification of ICAO Annex 16, and identifies civil subsonic jet aircraft as either Chapter 2 (old technology, noisier), Chapter 3 (new technology, quieter), or Chapter 4 (newest technology). [CAR 511.01]

**TP1247E – Land Use in the Vicinity of Airports**

Transport Canada document that provides guidance on compatible land uses around airports based on the Noise Exposure Forecast (NEF) contours. Transport Canada discourages residential developments in areas exposed to NEF 30 or greater. In British Columbia, the responsibility rests with the municipalities to incorporate these guidelines into their planning practices.

**Canada Flight Supplement & Water Aerodrome Supplement**

Used as a reference for planning and safe operating procedures at Canadian aerodromes. These supplements detail aerodrome/runway facilities, navigation aids, and hours of operation. There are specific procedures for each aerodrome in Canada.

**Noise Mitigation Procedures: Aircraft Engine Run-ups**

Distributed as an YVR Airport Operations Directive, the procedures are applicable to all operators conducting maintenance engine run-ups for fixed and rotary wing aircraft. The procedures designate run-up locations, required aircraft headings, and permissible power settings based on the time of day.

<sup>2</sup> The VNAP will soon be replaced with Noise Abatement Departure Procedures (NADPs) in accordance with recommendations from ICAO.



## 2.2 North Runway (08L/26R) and Operating Restrictions

The north runway (08L/26R) was opened in November 1996. The project to construct this runway was reviewed extensively as part of the federal Environmental Assessment and Review Process (EARP). The assessment included the preparation of an Environmental Impact Statement and provided for the project to be the subject of public hearings by the EARP Panel.

In 1992, the Minister of Transport responded to the EARP Panel recommendations regarding operational use of the north runway. These responses are summarized in Figure 2.

FIGURE 2	
Minister of Transport's Responses to EARP Recommendations - Use of the North Runway	
Excerpt: Transport Canada BACKGROUNDER [public release 24-Jun-1992] <u>EARP Panel Recommendation No. 5.</u>	
<u>The EARP Panel Recommends that:</u>	
a)	<i>the parallel runway be operated as an arrival runway, except when departures are necessary for emergencies or routine maintenance of the main runway, and in due course when routine departures become necessary because capacity limits of YVR have been reached;</i>
b)	<i>only Stage 3 aircraft [see Transport Minister's response below] be permitted to operate on the parallel runway, except when Stage 2 operations are necessary for emergencies or routine maintenance of the main runway;</i>
c)	<i>all operations on the parallel runway be banned from 10:00 p.m. to 7:00 a.m., except when night-time operations are necessary for emergencies or for routine maintenance of the main runway; and</i>
d)	<i>landings on the parallel runway be conducted with the aircraft in the least-noisy configuration possible and with minimal use of reverse-thrust for braking, consistent with the principle that there be no compromise of air safety, and in compliance with applicable procedures of the International Civil Aviation Organization.</i>
<u>Transport Minister's Response</u>	
a)	Transport Canada is prepared to operate the new runway primarily as an arrival runway, but may need to use it for departures when traffic demand approaches capacity limits at YVR, such as during peak times.
b)	On the ground, an aircraft's noise-emission classification (stage) can be determined, and it can therefore be assigned a runway upon leaving the terminal or hangar, without undue strain on the air traffic control (ATC) system. However, arriving aircraft cannot be assigned to a particular runway without adding to the complexity of the ATC workload, and decreasing safety. Given that noise levels created by Stage 3 aircraft are typically only a few decibels (dBA) lower on arrival than arrival noise levels of similar Stage 2 aircraft, Transport Canada is prepared to restrict departures on the new runway to Stage 3 aircraft, but not arrivals.
c, d)	Transport Canada agrees with these recommendations.



### 3.0 YVR Aeronautical Noise Management Program

#### 3.1 Program Objectives

The goal of the YVR Aeronautical Noise Management Program is to minimize the level of disturbance to those living in the vicinity of the airport while recognizing the need for 24-hour airport operations. From a sustainability perspective, the inherent challenge is to balance the competing demands of enjoyable urban living and the airport services that support the economy of British Columbia.

The Program is based on the fundamental principle that proposed changes for noise control must be objectively analyzed and evaluated in consultation with affected stakeholders.

Program goals are achieved through a variety of means, including:

- Developing policies and procedures in consultation with the YVR Aeronautical Noise Management Committee (which includes community and industry representatives)
- Examining noise abatement procedures governing take-offs and landings, runway use, hours of operations, aircraft type
- Identifying community issues and implementing initiatives outlined in the Noise Management Plan
- Responding to public questions and concerns
- Participating in and supporting international efforts to develop new standards and technologies for noise mitigation

The Program constantly evolves in order to respond to changing industry dynamics, new technologies, and feedback received from the community. The approach to solutions is collaborative in nature, and the Airport Authority will not support a change or a new procedure without first objectively assessing impacts and consulting with stakeholders.

#### 3.2 YVR Aeronautical Noise Management Committee

The YVR Aeronautical Noise Management Committee ("Noise Management Committee") was formed in the early 1990s from various technical working groups concerned with noise management at the airport. The Committee's membership was expanded to include community representatives and now provides the forum for the discussion and consideration of all aeronautical noise management issues at YVR. The Committee is chaired by the Airport Authority's Vice President of Community and Environmental Affairs. The stakeholder groups represented are listed in Figure 3.

FIGURE 3

## YVR Aeronautical Noise Management Committee Membership (as of 2008)

The Committee is chaired by the Airport Authority's Vice-President of Community & Environmental Affairs and membership includes::

- Airlines and Aircraft Operators
- Air Navigation Services (NAV CANADA)
- Citizens
  - City of Richmond; City of Vancouver; Corporation of Delta
- Community of First Nations
- Industry Associations
- Governments
  - Federal; Municipal (City of Richmond, City of Vancouver, City of Surrey)
- Vancouver Airport Authority

Purpose

The purpose of the Committee is to provide a balanced forum where parties with an interest in noise management issues can discuss aeronautical noise management at YVR.

Scope

The scope of the Committee shall be limited to aeronautical noise generated from operations associated with YVR. The scope of the Committee is to discuss, analyze, and provide advice on or make recommendations about noise management through the airport executives, who are accountable for the operational and business decisions on any matters pertaining to aeronautical noise associated with YVR.

The role of the Committee is to:

- Act as a focal point on aeronautical noise management issues
- Provide an interface between the Airport Authority and its stakeholders
- Enhance awareness and understanding of aeronautical noise management issues
- Discuss, analyze, and provide advice on noise management issues
- Provide a forum for stakeholders to provide input on matters related to changes of airport noise control regulations

The Committee is advisory in nature, providing recommendations regarding noise management activities at YVR.

### 3.3 Noise Abatement Procedures

The Noise Abatement Procedures for YVR are published in the Canada Air Pilot - British Columbia edition. The procedures can be referred to as the "noise rules" for the airport which rely on the co-operation of pilots, air traffic controllers and favourable operating conditions such as weather, runway conditions, and air traffic patterns. The effectiveness of procedures depends on the location of noise sensitive areas in relation to the runways being used for arrivals and departures.



The Noise Abatement Procedures for YVR has sections covering the following main items:

1. Departure and arrival procedures
2. Reverse thrust
3. Night restrictions
4. Preferential runway use
5. Engine run-up restrictions
6. Altitude restrictions

Operating in compliance with the Noise Abatement Procedures is the responsibility of aircraft operators. Suspected incidents of non-compliance can be subject to investigation by Transport Canada Civil Aviation Enforcement.

The Airport Authority regularly conducts audits for compliance, and if an operator is suspected of operating in non-compliance, the incident will be reported to Transport Canada for their review and assessment. If warranted, Transport Canada will conduct an investigation and may assess fines of up to \$5,000 for individuals and \$25,000 for corporations. Transport Canada posts information on their website ([www.tc.gc.ca](http://www.tc.gc.ca)) for incidents where they have levied sanctions to the individual or corporation.

In addition, anyone suspecting an aircraft of operating in an unsafe manner or contrary to published procedures or regulations can forward the details of the incident to Transport Canada at:

TRANSPORT CANADA  
620 - 800 Burrard Street  
Vancouver, BC V6Z 2J8  
Telephone: (604) 666-4916

### 3.3.1 Amending or Introducing a Noise Control Measure at an Airport

Transport Canada established a protocol<sup>3</sup> to ensure that proposed new or amended noise control measures at an aerodrome have been subject to an impact assessment and that all affected stakeholders have been consulted. Details of the analysis and consultation must accompany the proposed noise control measure when submitted to Transport Canada for review and approval.

Analysis must include:

- A description of the problem
- Proposed solution (including exceptions)
- Alternatives (such as alternative procedures or land uses in the community)
- Costs (such as revenue impact, direct and indirect costs to the community, airport operator and airport users)

<sup>3</sup> As outlined in the Transport Canada Advisory Circular (AC) – Implementation of New or Amended Noise Abatement Procedures 302-002.

- Noise impacts of the proposed solution
- Effects on aircraft emissions
- Effect on current and future airport capacity
- Implications of not proceeding with the proposal
- Implementation issues (e.g. aircraft technology; availability of replacement aircraft; ground facilities)
- Impact on the Aviation System
- Safety implications
- Air traffic management
- Fleet impact

Consultations must include the following stakeholders:

- Airport management/operator
- Noise management committee (where applicable)
- Community representatives
- NAV CANADA
- Air Transport Association of Canada (ATAC)
- Canadian Business Aviation Association (CBAA)
- Canadian Owners and Pilots Association (COPA)
- All scheduled operators who operate at the airport
- Transport Canada
- All fixed base operators on the airport
- National Airlines Council of Canada (NACC)

If the proposal is supported by all stakeholders, Transport Canada will likely approve the proposal and publish the procedure. If the proposal does not have consensus, the dissenting views must be documented and included with the other information sent to Transport Canada. In these cases, the proposal is reviewed by the Civil Aviation Regulatory Committee, who will either approve or deny the proposal.

### 3.4 Aircraft Noise Monitoring & Flight Tracking System

Noise monitoring and assessment is a major component of the YVR Aeronautical Noise Management Program. To monitor noise levels and aircraft operations in the vicinity of the airport, the Airport Authority has an Aircraft Noise Monitoring & Flight Tracking System.

The current Aircraft Noise Monitoring & Flight Tracking System, GEMS by Lochard of Australia, was installed in 1995 and replaced the old Brüel & Kjaer noise monitoring system operating at the airport since 1987. Unlike the Brüel & Kjaer system, the GEMS System receives radar flight track information through a dedicated feed from NAV CANADA.

Data from the system allows the Airport Authority to assess noise levels around the airport and in surrounding communities, identify trends, support proposed changes to Noise Abatement Procedures, and check for compliance with published procedures.



#### 3.4.1 System Upgrade Project

In 2008, the Airport Authority began a project to upgrade the GEMS System to the ANOMS System, also by Lochard. The project includes upgrades of all software and system hardware, including all the noise monitoring terminals in the community. In addition to the hardware upgrades at the existing 16 noise monitoring terminal sites, 4 new noise monitoring terminals will be added to the network.

The 4 new sites were identified through a site assessment study completed in 2005 and subsequent work with the local municipalities in 2008.

Advanced features of the ANOMS System include:

- Integrated weather and pilot advisory information
- Integrated voice recording of pilot and air traffic control communications
- Better compatibility and data exchange capabilities with MS Office software
- Web tool support - such as WebTrak, a web interface that will allow the community to view dynamic 'real-time' and historical flight tracks, noise levels, and register concerns on-line
- Portable noise monitoring capabilities

Results of noise monitoring are summarized and reported in the annual noise reports made available on the Airport Authority's website.

#### 3.5 Public Response and Communication

Providing information on aircraft noise and airport operations to the community and other groups is an important component of the YVR Aeronautical Noise Management Program.

While the Airport Authority is responsible for responding to noise complaints regarding YVR operations within 10 nautical miles of the airport, the management of complaints currently extends beyond this boundary.

The following are the main methods by which the Airport Authority receives noise complaints:

- Email - [noise@yvr.ca](mailto:noise@yvr.ca)
- The 24-hour YVR Noise Information Line (telephone 604-207-7097)
- Letters or faxes (604-276-6699)

Complaints are also relayed from other parties such as members of the YVR Aeronautical Noise Management Committee, NAV CANADA, municipal officials, government departments or airport officials.

The Airport Authority treats all complaints seriously and information provided by the complainant is kept confidential.





### 3.5.1 Complaint Handling - Investigation

An investigation is conducted if a complainant cites a specific incident and provides sufficient information. During an investigation, the radar flight track of the aircraft will be reviewed for compliance with the published Noise Abatement Procedures and applicable regulations. Further information may be gathered through discussions with air traffic control or the aircraft operator.

If the complaint deals with a specific incident, the complainant is provided an explanation. The majority of complaints, however, are either of a general nature, for example - "the airport noise level is increasing", or about fully complaint operations for which only general information can be provided.

In incidents where the Airport Authority suspects an operator of not properly following procedures, the incident is reported to Transport Canada for further investigation and possible enforcement action. During the course of Transport Canada's investigation, the Airport Authority will assist and provide information requested by inspectors.

In addition, the Airport Authority will forward complaints associated with aircraft not operating to or from YVR to Transport Canada.

### 3.5.2 Complaint Data Analysis and Reporting

Information provided by the complainant is entered into a database, which is used to further analyze complaints in order to identify recurring events and general trends. Information requested from the complainant includes: name; address; contact information - telephone and email; and details of the incident. With this information, complaints to be analyzed by date/time, activity, complaint location, aircraft type, time of event and time of call.

A report summarizing complaints received during the quarter is presented to the YVR Aeronautical Noise Management Committee during the quarterly meetings. These reports provide a brief summary of complaint statistics, significant incidents, and noise management activities undertaken. Committee members may recommend measures to address particular issues, where applicable.

At year-end, a comprehensive annual noise management report is produced, and made available to the public on the Airport Authority's web site. Information contained in this report includes:

- Summary of work on initiatives contained in the YVR Noise Management Plan
- Statistics on aircraft operations
- Analysis of noise complaint trends and noise monitoring data
- Results of studies recommended by the YVR Aeronautical Noise Management Committee or directed by the Airport Authority



#### 4.0 Five Year Action Plan

##### 4.1 Identifying Current Community Issues

To identify current community issues during the early phases of preparing the 2009-2013 YVR Noise Management Plan, the Airport Authority reviewed and analyzed noise complaint records, consulted with the YVR Aeronautical Noise Management Committee, and canvassed the community via a web survey.

###### *Analysis of Noise Complaint Records*

An analysis of over 2,500 complaints received in 2007-2008 was undertaken to identify and categorize the main issue(s) of concern. In addition, comments received at various open houses and community meetings were also analyzed.

###### *Web Survey*

An online survey was conducted during the fall of 2008. The survey was accessible directly off the airport's website homepage. Advisory notices were placed in the local papers informing the community of the survey. The survey contained open ended questions to solicit thoughts and inputs on whatever issues the participant in the survey might have. Approximately 340 individuals completed the survey during the two month period it was posted.

The issues identified from all these sources of input were then broadly grouped into categories correlating the responses to the geographic area. Table 1 illustrates a summary of the issues by community.

A more detailed summary of the web survey is available as a separate report and can be provided on request.



TABLE 1					
Current Community Issues Identified during Plan Preparation					
Issue	Richmond	Vancouver	Delta	Surrey	Burnaby / Others
Night-time operations	■	■	■ (1)	■	
Run-ups	■	■			
Take-offs/departures	■	■			
Use of north runway for departures and at night*	■	■			
Low flying aircraft	■	■	■	■	■
Flight routes	■	■	■	■	■
YVR float operations	■				
Non-YVR aircraft Operations	■ (2)	■ (2)	■	■	■
ILS flight inspections	■	■			
Older Chapter III aircraft				■	
2007/2008 Lower Mainland airspace changes			■	■	

\* Use of the north runway at night occurs during emergencies or periods of maintenance

- Notes: [1] Majority of complaints are related to aircraft on westerly routes that depart eastbound due to winds.  
 [2] Majority of complaints related to float planes operating from Vancouver Coal Harbour.



#### 4.2 2009-2013 Initiative List

A list of initiatives has been generated to address the issues identified. This list was augmented with input received through members of the YVR Aeronautical Noise Management Committee, the community via the web survey, a review of work on initiatives in the 2004-2008 Noise Management Plan (see Appendix A for a summary of work completed), and a comprehensive review by Wyle Aviation Services on noise management practices at other airports. The review by Wyle attempted to identify effective noise management practices used at other airports for consideration at YVR.

##### *Analysis of Noise Management Best Practices*

Wyle Aviation Services was selected to conduct this review due to their extensive experience in performing aviation noise studies for the U.S. Federal Aviation Administration (FAA), the National Aeronautics and Space Administration (NASA), and the U.S. Department of Defense, domestic and international airports (including several in Canada), local governments, and private entities.

As part of their work, Wyle examined management activities in the following topic areas:

- Alternative noise metrics to supplement the Noise Exposure Forecast
- Area Navigation (RNAV)/Required Navigation Performance (RNP)
- Communication
- Continuous descent arrivals (CDA)
- De-rated thrust departure procedures
- Flight tracking system
- Float plane noise abatement
- Ground run-up enclosure/hush house
- APU usage
- Nighttime restrictions/curfew
- Noise complaint management system
- Noise disclosure in real estate transactions
- Noise program web portal
- Noise stakeholder advisory committee/roundtable
- Non-acoustic mitigation measures
- Operator compliance with Noise Abatement Procedures
- Preferential runway use
- Restrictions on ground run-up operations
- Stakeholder outreach and education
- Thrust reverse – reduction and monitoring

The Wyle report identified best practices in these areas. This information will be used to enhance existing noise management practices at YVR and form the basis of future work on the initiatives contained in this Plan.

*Initiative List*

Based on all information collected from the YVR Aeronautical Noise Management Committee, the web survey, and the review by Wyle the following 16 initiatives identified for the 2009-2013 YVR Noise Management Plan and the year in which work is anticipated to commence are presented in Table 2.

Initiative	2009	2010	2011	2012	2013
Night-time operations	✓				
Arrivals and departures		✓			
Demand Management			✓	✓	✓
Run-ups	✓	✓	✓		
ILS flight inspections	✓				
Float plane over-flights	✓				
YVR float plane operations	✓	✓	✓		
Education and awareness - Industry			✓		
Land use planning		✓			
Noise abatement procedures	✓	✓	✓	✓	✓
Noise monitoring terminal network			✓		
Portable noise monitoring terminal	✓	✓			
Airport Noise & Operations Monitoring System	✓				
Communication	✓	✓	✓	✓	✓
Aircraft technology	✓	✓	✓	✓	✓
Roles and responsibilities	✓				



These initiatives and a description of their supporting tasks are presented in Table 3. The YVR Aeronautical Noise Management Committee will continue to play an integral role in implementing the proposed tasks.

TABLE 3			
2009-2013 YVR Noise Management Plan Initiatives			
No.	Initiative	Proposed Task	
1	Night-time Operations	1.1	Review current guidelines for granting approval for operations for jet aircraft between the hours of mid-night and 0700 local.
		1.2	Prepare a study assessing the impacts of extending the current prior approval requirement for jet operations between the hours of mid-night to 0700 local to <u>all</u> aircraft.
		1.3	Explore the feasibility of developing a night-time Standard Instrument Departure (SID) procedure for aircraft on westerly routes departing runway 08.
2	Arrivals and Departures	2.1	Support and work with NAV CANADA during the implementation of Area Navigation (RNAV) and Required Navigation Performance (RNP) procedures in an effort to minimize over-flights of populated areas wherever possible.
		2.2	Support Transport Canada in their project to replace the current Vertical Noise Abatement Procedures with Noise Abatement Departure Procedures.
		2.3	Explore the use of de-rated thrust take-off procedures.
3	Demand Management	3.1	Develop scope of work and undertake an airside capacity study to assess various demand management strategies to conserve YVR's airside capacity.
		3.2	Collect information and statistics on aircraft ground operations, including actual taxi times and delay. This information would feed into models and simulations needed for demand management studies.
		3.3	Work with partners to establish a strategy for regional airports with ongoing mechanisms for coordinating Lower Mainland airport activities and encouraging dialogue at both the operational and senior management/governance levels.

TABLE 3		
2009-2013 YVR Noise Management Plan Initiatives		
No.	Initiative	Proposed Task
4	Run-ups	4.1 Assess engineering noise control measures for propeller engine run-ups and build a dedicated run-up facility of propeller aircraft if feasible.
		4.2 Explore the use of multi-lateration technology and CCTV cameras to monitor compliance with the Engine Run-up Directive.
		4.3 Review other possible control mechanism for enforcement of Engine Run-up Directives.
		4.4 Assess further restrictions on run-up activities - hours / duration.
5	ILS Flight Inspections	5.1 Develop education and awareness web material explaining the ILS system and required flight inspections.
		5.2 Enhance community web-based notification of upcoming ILS flight inspections.
6	Float Plane Over-flights	6.1 Develop education and awareness web material explaining over-flight routes and encourage Transport Canada to address these non-YVR operations.
7	YVR Float Operations	7.1 Enhance education and awareness of community issues through regular meetings with the float plane operators.
		7.2 Create "preferred" arrival and departure routes for the Fraser River, monitor use, and report to operators.
		7.3 Review and assess voluntary restrictions on float plane operations, e.g. 2 vs. 3-bladed propeller, time of day.
8	Education and Awareness - Industry	8.1 Develop a training module on noise management for flight schools to raise the awareness of noise issues within the pilot community.
9	Land Use Planning	9.1 Develop material for the web that provides clear concise information for areas affected by aircraft noise. Link this to the municipal websites.
		9.2 Support and encourage municipalities to prohibit new residential development in high noise areas. Encourage municipalities to implement covenants, notification, and insulation standards should they permit developments in high noise areas .
		9.3 Continue with reviews of municipal development plans and discourage non-compatible land uses in high noise areas.



TABLE 3		
2009-2013 YVR Noise Management Plan Initiatives		
No.	Initiative	Proposed Task
10	Noise Abatement Procedures	10.1 Undertake annual review of published procedures with the aim of continual improvement.
11	Noise Monitoring Terminal Network	11.1 Undertake a regular review of the Noise Monitoring Terminal network to determine if additional terminals are required.
12	Portable Noise Monitoring Terminal	12.1 Perform routine monitoring using the portable Noise Monitoring Terminal and report publically on the monitoring results.
13	Airport Noise & Operations Monitoring System	13.1 Explore the use of WebTrak and other web-based tools to enhance information exchange with the community.
14	Communication	14.1 Review the Terms of Reference for the YVR Aeronautical Noise Management Committee.
		14.2 Increase use of the web to provide information and updates on noise management activities.
		14.3 Prepare and publish regular web-based noise monitoring reports.
		14.4 Develop and trial a community liaison program.
		14.5 Develop an email notification system that advises the community of particular operations at the airport – e.g. maintenance, north runway departures to reduce delay, ILS flight checks, etc.
15	Aircraft Technology	15.1 Provide input through national (Aircraft Noise & Emissions Committee) and international (Airports Council International) groups to promote increased noise certification standards and lobby for phase out of older noisier Chapter III aircraft.
16	Roles and Responsibilities	16.1 Meet with NAV CANADA, Transport Canada, and local Cities to develop detailed work plans to implement initiatives identified in the Noise Management Plan.
		16.2 Clarify roles and responsibilities between Airport Authority, Transport Canada, and NAV CANADA regarding noise management activities.

Upon approval of the Plan by Transport Canada, the Airport Authority will identify the key stakeholders who have a role in the successful implementation of these initiatives and create detailed action plans. Results of work will be summarized in annual noise management reports.





## 5.0 Contact Information

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Vancouver Airport Authority  
P.O. Box 23750 Airport Postal Outlet  
Richmond, BC V7B 1Y7

**YVR Noise Information Line:** (604) 207-7097  
**E-mail:** [noise@yvr.ca](mailto:noise@yvr.ca);  
**Web:** [www.yvr.ca](http://www.yvr.ca)



## APPENDICES



## APPENDIX A

The Airport Authority, in collaboration with the YVR Aeronautical Noise Management Committee and other stakeholders, completed many of the 17 initiatives identified in the 2004-2008 YVR Noise Management Plan.

Some of the main highlights of work include:

- Completed the construction of a dedicated run-up area at the western most end of Sea Island.
- Introduced the YVR Fly Quiet Awards, awarded to airlines with the lowest average annual noise levels, to promote education and awareness among the operators. The awards are presented at the annual YVR Chief Pilot's Meeting and the names of the winners are published on the airport's website and in other media.
- Worked with NAV CANADA to trial and assess a RNAV (Area Navigation) approach procedures at night.
- Initiated the upgrade of the Aircraft Noise Monitoring and Flight Tracking System, including the addition of 4 new noise monitoring terminals to the current inventory of 16.

To address community concerns raised about float plane operations at YVR, a new initiative [#18 - YVR Float Operations] was added during the course of the 2004-2008 YVR Noise Management Plan.

A summary of work completed on all 18 initiatives can be found in the table below. More detailed summaries can be found in past annual noise reports.

Review of Past Work – 2004-2008 YVR Noise Management Plan		
No.	Initiative	Completed Actions
1	Night-time Operations	<ul style="list-style-type: none"><li>▪ Completed a study assessing the market and regulatory factors influencing the frequency and type of night-time operations at YVR. Factors assessed included the Canada-U.S. Open Skies Agreement, fifth freedom rights between countries, and increasing flight range of new aircraft.</li></ul>
2	Capacity and Delay Reduction	<ul style="list-style-type: none"><li>▪ Worked with NAV CANADA to assess various options for standard instrument departure procedures to accommodate simultaneous parallel independent departure operations.</li><li>▪ Prepared seasonal demand forecast and compared against guidelines for use of the north runway for departures to reduce delays. These guidelines were established as a result of an extensive airside capacity study completed in 2000.</li></ul>



Review of Past Work – 2004-2008 YVR Noise Management Plan		
No.	Initiative	Completed Actions
3	Engine Run-ups	<ul style="list-style-type: none"> <li>▪ Completed construction of a dedicated run-up area at the western end of Sea Island.</li> <li>▪ Updated the YVR Engine Run-up Airside Directives to incorporate the new run-up area and improve clarity.</li> <li>▪ Met annually with aircraft maintenance engineers to discuss various issues, including noise abatement and run-ups.</li> <li>▪ Issued Operations Bulletins related to run-up noise to all aircraft operators</li> <li>▪ Conducted periods of night patrols to check for compliance with the YVR Engine Run-up Airside Directives.</li> <li>▪ Met with individual maintenance operators to discuss noise complaints and reassign run-up locations to mitigate noise disturbances.</li> <li>▪ Completed a study of run-up operations in 2008 to identify current maintenance trends and to help assess further noise control options, including the potential to construct a ground run-up enclosure for propeller aircraft.</li> </ul>
4	Compatible Land Use Planning	<ul style="list-style-type: none"> <li>▪ Provided input and information to the City of Richmond to assist with the development of their Aircraft Noise Sensitive Development Policy. While the Policy does restrict noise sensitive developments in certain parts of the City, the Airport Authority is concerned that it does permit increased residential development in some areas exposed to high levels of aircraft noise and is not consistent with the Transport Canada land use planning guidelines.</li> <li>▪ Measures implemented as part of the Policy include - construction regulations, public disclosure mechanism, provisions of notice, and lawsuit-prevention measures.</li> <li>▪ Provided comments on proposed developments in areas exposed to aircraft noise in an attempt to discourage residential and other noise sensitive developments in high noise areas.</li> </ul>
5	International Noise Standards	<ul style="list-style-type: none"> <li>▪ The Airport Authority participated in International Civil Aviation Organization's (ICAO) Committee on Aviation Environmental Protection meetings through its membership in the Airports Council International. Noise related issues discussed at this meeting included: requirements for noise re-certification of aircraft engines; problems associated with increased population encroachment around airports; and use of alternative noise metrics and modeling.</li> </ul>
6	YVR Aeronautical Noise Management Committee	<ul style="list-style-type: none"> <li>▪ Updated the Terms of Reference for the YVR Aeronautical Noise Management Committee to improve the Committee's function and membership, formalize its scope, mandate and governance structure. This process included soliciting input and comment on the Committee from the community via notices in local papers and on the airport's website.</li> <li>▪ Adopted a process that allows residents to present their concerns directly to the Committee.</li> <li>▪ Invited the City of Surrey to join the Committee.</li> </ul>
7	Social Survey	<ul style="list-style-type: none"> <li>▪ Conducted an annual community survey that includes several questions related to aircraft noise. The survey helps the Airport Authority to understand community annoyance caused by aircraft noise as well as identify ways the community prefers to provide input and receive information.</li> </ul>



Review of Past Work – 2004-2008 YVR Noise Management Plan		
No.	Initiative	Completed Actions
8	Air Traffic Control Procedures	<ul style="list-style-type: none"> <li>▪ Worked with NAV CANADA to trial and assess a RNAV [Area Navigation] approach procedure between the hours of 11:00pm and 7:00am. The procedure provided aircraft with a continuous descent profile, thereby reducing fuel burn and noise. Following the successful completion of the trials, a proposal was sent to Transport Canada to amend the Noise Abatement Procedures to allow aircraft to fly the approach. The amendment was published in the Canada Air Pilot.</li> <li>▪ As a result of the airspace changes implemented in May 2007, the Airport Authority met with numerous residents and municipal staff to explain the changes to aircraft operations over the Lower Mainland.</li> <li>▪ Signed a new radar license agreement with NAV CANADA that allows greater use of radar flight tracks when responding to questions and concerns from the community. The previous agreement limited the use of radar flight tracks to internal use within the Airport Authority.</li> </ul>
9	Noise from Non-Aeronautical Developments	<ul style="list-style-type: none"> <li>▪ Completed a study that assessed potential noise-mitigation options for future developments near Templeton Street.</li> </ul>
10	New Noise Metrics	<ul style="list-style-type: none"> <li>▪ While providing input into the City of Richmond's Aircraft Noise Sensitive Development Policy, the Airport Authority augmented the Transport Canada Noise Exposure Forecast information with various noise metrics that evaluated speech interference and sleep disturbance to help identify different planning areas for the City.</li> </ul>
11	New Technologies	<ul style="list-style-type: none"> <li>▪ Partnered with the University of British Columbia – Department of Mechanical Engineering to support a graduate student studying engine run-ups and outdoor sound propagation to help assist with assigning run-up locations and headings.</li> <li>▪ Conducted sound spectrum and directivity measurements on a CRJ200 jet aircraft. Data from this measurement were added to a database that includes two propeller aircraft, measured previously at YVR. Data was used to assist with assessing various sound propagation models.</li> <li>▪ Began a project to upgrade the current Aircraft Noise Monitoring and Flight Tracking System. This project started in 2008 and is expected to be completed in early 2009. The project includes upgrades of the software and all hardware in the field. An additional four noise monitoring terminals will be added to the network of sixteen terminals already located in the community.</li> </ul>
12	Airport Directive Enforcement	<ul style="list-style-type: none"> <li>▪ Updated the YVR Engine Run-up Airside Directives to incorporate the new run-up area and improve clarity.</li> <li>▪ Issued Operations Bulletins related to run-up noise to all aircraft operators</li> <li>▪ Conducted periods of night patrols to check for compliance with the YVR Engine Run-up Airside Directives, and forwarded incidents of non-compliance to Transport Canada.</li> </ul>



Review of Past Work – 2004-2008 YVR Noise Management Plan		
No.	Initiative	Completed Actions
13	Communications & Awareness	<ul style="list-style-type: none"> <li>▪ Prepared annual noise management reports which were subsequently posted on web, mailed out to residents requesting a hardcopy and provided to members of the YVR Aeronautical Noise Management Committee.</li> <li>▪ Held several Community Open Houses and Information Sessions</li> <li>▪ Placed community notices advising of planned activities or irregular operations such as runway closures, use of the north runway for departures during peak times, flight inspections of runway instruments, or public information sessions.</li> <li>▪ Targeted e-mail alerts and information bulletins were sent to individuals who registered to receive noise related messages through the new YVR Air Mail e-mail notification system.</li> <li>▪ Introduced the YVR Fly Quiet Awards, which has the goal of raising awareness of noise issues within the aviation community in a friendly manner. Awards are presented at the annual YVR Chief Pilot's Meeting to airlines with the lowest annual average measured noise level. Categories include: propeller and rotary wing aircraft; narrow body jets; and, wide body jets.</li> </ul>
14	Roles and Responsibilities: Vancouver Airport Authority vs. Transport Canada	<ul style="list-style-type: none"> <li>▪ Updated and signed a Memorandum of Understanding (MOU) that outlines and clarifies roles and responsibilities between the Airport Authority and Transport Canada with regards to suspected violations of published Noise Abatement Procedures.</li> </ul>
15	Noise Monitoring Terminal Assessment	<ul style="list-style-type: none"> <li>▪ Completed a study to assess possible sites for additional noise monitoring terminals. Based on the results of this study, new sites were selected for the installation of permanent noise monitoring terminal as part of the project to upgrade the current Aircraft Noise Monitoring &amp; Flight Tracking System.</li> </ul>
16	Master Plan	<ul style="list-style-type: none"> <li>▪ Conducted preliminary noise assessments for the various runway options considered for the 2007-2027 YVR Master Plan.</li> <li>▪ The 2027 YVR Mater Plan (the land use plan) was approved by the Minister of Transport, and two future runway options are reserved: a South Parallel Runway or a Foreshore Runway (into the ocean). When a decision is made on which option to exercise, further noise assessments will be undertaken.</li> </ul>
17	5-Year Review	<ul style="list-style-type: none"> <li>▪ Completed</li> </ul>
18*	YVR Float Plane Operations	<ul style="list-style-type: none"> <li>▪ Met with YVR Float Plane Operators to discuss noise issues.</li> <li>▪ Created preferential arrival and departure routes from the river in consultation with the float plane operators, NAV CANADA, and Transport Canada.</li> <li>▪ Created signage for the docks and information brochures that identify the preferential routes and advising pilots of community issues.</li> </ul>

\* This was a new initiative added within the time period of the 2004-2008 YVR Noise Management Plan to address community concerns over float plane operations at YVR.



## APPENDIX B

The following is a calendar of events during the preparation of the Plan.

Date	Event
11 June 2008	<p><i>YVR Aeronautical Noise Management Committee Meeting</i> Requested Committee members for their assistance in reviewing the current Plan, and identify new initiatives to include in the new Plan.</p> <p>Preliminary input subsequently received from the Canadian Business Aviation Association.</p>
July-August 2008	Review and analysis of noise complaint records to identify current community issues.
September 2008	<p>Preparation of initial initiative list to address community concerns identified through the analysis of complaint records.</p> <p>Retained Wyle Aviation Services to review noise management practices at other airports. Information from this review will help guide future work on the various initiatives contained in the Noise Management Plan.</p>
1 October 2008	<p><i>YVR Aeronautical Noise Management Committee Meeting</i> Community issues and initial initiative list shared with Committee members. Requested Committee members review material and identify any community issues not captured and to provide comments on the initiatives.</p> <p>Input subsequently received from City of Vancouver (citizen representatives and staff), and City of Richmond staff.</p>
November – December 2008	Web survey posted to solicit comments and input from the Community.
10 December 2008	<p><i>YVR Aeronautical Noise Management Committee Meeting</i> Final draft initiative list shared with Committee members. Additional initiatives and tasks added to reflect comments and input received from Committee members and via the web survey.</p>
5 January 2009	Draft Plan distributed to YVR Aeronautical Noise Management Committee for review.
26 January 2009	Draft Plan and results of web survey posted on-line for community review and comment.
February 2009	Final document submitted to Transport Canada for ministerial approval.



## APPENDIX C

### Supporting Documents and Materials

The following supporting documents and materials are provided as background information to this Plan:

- Web survey report
- Summary of noise complaint analysis
- Review of noise management best practices (report by Wyle Aviation Services)
- Comments received from members of the YVR Aeronautical Noise Management Committee





APPENDIX D

Acronym List

ANOMS	Airport Noise & Operations Monitoring System
ANS	Air Navigation Systems
CARS	Canadian Aviation Regulations
CCTV	Closed Circuit Television
EARP	Environmental Assessment and Review Process
GDP	Gross Domestic Product
GEMS	Global Environmental Monitoring System
ILS	Instrument Landing System
NAP	Noise Abatement Procedure
NMT	Noise Monitoring Terminal
RNP	Required Navigation Performance
RNAV	Area Navigation
SID	Standard Instrument Departure
VNAP	Vertical Noise Abatement Procedure
YVR	Vancouver International Airport

# APPENDIX "C"

## CITY OF SURREY COMMENTS 2009 – 2013 YVR Noise Management Plan

### 1.0 Introduction

Expand the definition of "communities" to include Richmond, Delta, Vancouver, Surrey and White Rock.

### 1.2 Vancouver Airport Authority

Responsibility of others. Explain who are "others".

### 1.3 Key Stakeholders

#### Transport Canada

Identify the number and year of violations and resulting penalties and enforcement actions.

#### Local Municipalities

The inclusion of local municipalities as stakeholders means more than examining local planning issues. This section needs updating in light of the impact that the new air routes had on Surrey which went beyond planning issues.

A mention of the importance of community groups should also be included. YVR's mandate should be broadened to allow community groups to be part of the noise management process.

### 3.1 Program Objectives

Include community groups as additional stakeholders so that they are included in the process of implementing new procedures.

If the goal is to consult widely with community groups, then YVR should consider making a commitment to making the Noise Management Committee more transparent, with a more timely updating of the YVR website and access to meetings and the Committee's documentation.

### 3.2 Noise Abatement Procedures

Add Transport Canada's phone numbers and email address.

#### 3.2.1 Amending or Introducing a Noise Control Measure at an Airport

Expand the meaning of "community" representatives.

#### 3.3.1 System Upgrade Project

Include an appendix showing the location of current and proposed noise monitoring devices and report data on YVR website.

### 3.4 Public Response and Communication

Explain how information is to be provided.

Surrey now is on the Noise Management Committee and noise monitoring equipment is being installed in Surrey. Implicitly YVR has done more than extended the management of complaints beyond its boundary. Its complaints radius has been extended beyond 10 nautical miles as has its noise monitoring. It should state this explicitly. Although the noise abatement procedures only apply within the 10 nautical miles, YVR has proactively included communities beyond this boundary in its noise management, such as Surrey.

Guidance should be provided on how to submit complaints in order to maximize the potential for investigation/assessment.

### 4.2 Identifying Current Community Issues

A breakdown by community would be helpful here to see how well the residents of each city responded to the method used to publicize the survey. Also, it would give context to the information in Table 1.

Notes for Table 1

Surrey has long complained about night time operations and departures over South Surrey. The City has received many complaints on these topics. Table 1 should indicate both of these issues that have been identified by Surrey as important issues.

As has been done for Delta, a note can be added that Surrey's concern with departures is easterly departures off Runway 26.

### 4.3 2009 – 2013 Initiative List

Having identified that a review was done by Wyle Labs, how will this information be made available to the public? It would be helpful to see how YVR compares to other airports in this regard.

**Table 3**

Add to No. 1

1	Night-time Operations	1.2	Extend the current prior approval requirement for jet operations between the hours of midnight to 0700 local to all aircraft. What is the criteria of approval? Is this public information?
	ADD	1.4	Develop a night-time Standard Instrument Departure (SID) procedure for aircraft on easterly routes departing runway 26
	ADD	1.5	Need for community consultation in Surrey.

Add to No. 2

2	Arrivals and Departures	2.1	Support the implementation of area Navigation (RNAV) and Required Navigation Performance (RNP) procedures in an effort to minimize over-flights of populated areas wherever possible. How will YVR ensure that further changes to any navigation is not unintentionally detrimental to communities of the Lower Mainland?
		2.2	Support Transport Canada to replace the current Vertical Noise Abatement Procedures with noise Abatement Departure Procedures. Surrey's concerns about departures over South Surrey needs to be included in this process.

Add to No. 16

16	Roles and Responsibilities	16.1	Clarify roles and responsibilities between Airport Authority, Transport Canada, and NAV Canada regarding noise management activities. This is considered very important to the residents of Surrey. Surrey has received many comments on this specific issue. More must be done to help communities understand how all the pieces of the puzzle fit together. Environmental assessment of flight path changes needs to be introduced.
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**Appendix A**

Add to No. 5

5	International Noise Standards		How is this participation undertaken? (eg. Through written contributions from YVR?). Does YVR participate through the Canadian representative in CAEP? This document should include more information on how work done at YVR may or may not influence the position of the Airports Council International or Transport Canada.
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Add to No. 8

8	Air Traffic Control Procedures	<ul style="list-style-type: none"><li>• What was the outcome of these meetings? Did YVR take any additional steps to address some aspects of the airspace changes that are in its mandate. eg. modify nighttime operations?</li></ul>
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Add to No. 14

14	Roles and Responsibilities: Vancouver Airport Authority vs. Transport Canada	<ul style="list-style-type: none"><li>• What does this mean for people reporting violations? How has anything changed?</li></ul>
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**Appendix B**

September 2008	Retained Wyle Laboratories to review noise management practices at other airports. This information should be made public.
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## APPENDIX "D"



CITY OF SURREY  
Legal Services

14245 - 56th Avenue, Surrey  
British Columbia, Canada V3X 3A2

Telephone  
(604) 591-4124

CRAIG MacFARLANE, City Solicitor  
RALPH HILDEBRAND, Deputy City Solicitor  
MAUREEN ST. CYR, Assistant City Solicitor  
KELLY RAYTER, Assistant City Solicitor  
ANTHONY CAPUCCINELLO, Assistant City Solicitor  
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Fax  
(604) 599-1613

Our File: 0220-07  
Direct Line: (604) 591-4255

VIA FAX (613) 563-3487

January 16, 2008

NavCanada  
P.O. Box 3411, Station "D"  
Ottawa, ON K1P 5L6

**ATTENTION:** Michelle Bishop  
Manager of Government & Public Affairs

Dear Madam:

**Re: Aircraft Noise in Surrey**

Further to your presentation to Council on January 14, 2008 on the 90 day review of the new standard arrival routes ("STAR") to Vancouver Airport (the "Review"), the City has the following questions arising from the Review that you agreed would be answered in writing:

### ARRIVALS

1. Will Nav Canada agree to an independent third party reviewing the conclusions of the Review and investigate whether anything more can be done to mitigate noise and environmental damage?
2. Will Nav Canada agree to noise monitoring in locations and times suggested by the City or a third party consultant hired by the City?
3. Does Nav Canada have intentions to implement a program of ongoing monitoring and reporting to the City? If so, how often?
4. What type of enforcement measures will be applied to ensure noise abatement measures and flight paths are adhered to?
5. The revised STAR route places aircraft in the middle of Boundary Bay (Review, page 19), yet pilots are permitted to request visual landings that take them off of the STAR route. What is the maximum number of visual flight requests that will be

permitted to fly off the STAR? Is the number of flights taken off "STAR" tracked? Can visual flight requests be denied altogether?

6. What is the margin of flight space related to the STAR route for runway 26 (i.e. how far from a waypoint can a pilot fly and still be considered on STAR)? Is it possible that a flight can be on the "STAR route" designated in the middle of Boundary Bay yet due to the wide margin of a STAR route still able fly over land on the south side of the Bay?
7. The report states that the acceptance rate at YVR has increased by 25% (Review, page 4). This equates currently to exactly how many arrival flights per day flying in the area of South Surrey? How many arrival flights per day do you expect to be using the same air space in the next 10 years?
8. Is it possible to direct aircraft to pass the relocated MIBKO waypoint (in addition to the GOVAV waypoint) before they are permitted to turn northward? Alternatively, could the GOVAV waypoint be moved westward so that it is equal distance from the west and east coast of Semiahmoo Bay?
9. Why is it necessary to direct arrivals from the MIBKO - KEPGI - PEMBU waypoints (Review, page 19)? Can these flights not be directed to fly directly from MIBKO to GOREG, before they are required to turn west?

#### **DEPARTURES**

10. The Review notes that there has been no significant change in the number of departures that fly over the South Surrey Area. Can you advise how many of these flights crossed, or came within 1 km of the peninsula prior to May 14, 2007? How many departure flights/per day fly currently fly over the South Surrey/White Rock peninsula in comparison?
11. Given that the airport is located to the northwest of the South Surrey area, is it possible, between the hours of 00:01 and 07:00 to direct all south and southeast bound flights to fly west of the MEVGO and GOVAV waypoints before they are permitted to turn east, thus avoiding South Surrey altogether? (see map on page7)
12. Regarding westbound departures off of runway 08R on their southern heading, could you clarify where precisely the southern route is? Is this route now closer to Ocean Park or Crescent Beach?

#### **GENERAL**

13. Nav Canada is required to conduct a review of the recent flight routes one year after the implemented changes (May 2008). Will this review still take place? Will Nav Canada continue to respond to citizen concerns regarding the changes made in May 2007 and the recently made mitigations?

14. What are Stage II and Stage III recommendations/actions that resulted from the Nav Canada review three years ago and will the recommended changes have any impact on the communities in Surrey when they are implemented? If so, how?
15. Nav Canada asserts that Abbotsford's flight path conflicts with the pre May 10, 2007 YVR flight paths for transborder flights. Why were alternatives not assessed for Abbotsford's flight paths to maintain some or all of the pre May 10, 2007 flight paths?
16. Can you please advise whom is responsible for governing/monitoring/controlling the level of traffic and concomitant noise that occurs in the airspace outside an airport's 10 nautical mile radius?
17. Why is it that all noise abatement procedures apply only within 10 nautical miles of the airport? How can this buffer zone be expanded to include communities that reside outside the 10 nautical miles that are heavily impacted by a large volume of low flying commercial aircraft?

Yours truly,



CRAIG MacFARLANE  
City Solicitor

CM:mlg

c.c. City Manager





Direct Line/Ligne directe : (813) 563-7520

February 25, 2008

BY EMAIL

Craig McFarlane  
City Solicitor  
City of Surrey  
14245 - 56<sup>th</sup> Avenue  
Surrey, BC V3X 3A2

Dear Mr. McFarlane:

I am in receipt of your letter of January 16, 2008 containing a number of questions regarding NAV CANADA's review of airspace and route changes in the Vancouver area. I apologize for the delay in replying.

NAV CANADA has endeavored to be responsive to Surrey City Council and to resident complaints and to be transparent in our communications.

Southern British Columbia has numerous airports, including four of the top ten busiest airports in Canada. Because of the volume of activity and the need to safely manage the routing of aircraft to all area airports, residents throughout the region are exposed to some degree of aircraft noise.

We have always been very clear that we could not eliminate aircraft noise for residents of South Surrey and that going back to pre May 2007 routings was not practicable. In fact, doing so would simply result in the re-emergence of a serious air traffic bottleneck with the associated delays and potential safety issues exacerbated by the continuing growth in air travel. Quite simply, this is not an option.

That being said, NAV CANADA has acknowledged the issues raised by residents and has taken steps to address them in a substantive manner, making reasonable adjustments to routes where possible.

As you are aware, in mid-September, we implemented, on a trial basis, a procedural change that substantially mitigated noise from arrival aircraft for the majority of the residents of the South Surrey area. Our 90-day review indicated our intention to put in place formal, published changes, establishing the route trialed in mid-September. That was done, as promised, just last week on February 14, 2008.

...2

NAV CANADA is charged with a vital job of safeguarding public safety in a complex airspace. That must be our first priority. We maintain a safety record in Canada amongst the best in the world and are widely recognized for our expertise.

At the same time, we have learned over time that a safe system is an efficient system – and one that is environmentally friendly as well. The report we released in early January strikes a balance among all of these critical factors, addressing noise complaints while ensuring that the significant safety, efficiency and environmental benefits of the Vancouver Airspace review are maintained now and into the future.

This is where I believe our interests converge. And this is why I must inform you that we will not be replying to the specific questions contained in your letter which seek only to reopen what has been sufficiently debated, considered and addressed.

Thank you for your correspondence, and your interest in this matter.

Sincerely,



Michelle Bishop  
Manager, Government and Public Affairs