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Safety and Security    Sécurité et Sûreté  
Civil Aviation Aerodromes and Air Navigation  
Suite 620 - 800 Burrard Street  
Vancouver, B.C.  
V6Z 2J8

To Public Hearing	
Date:	April 18, 2006
Item #	7
Re:	Bylaw 8040 5491 No. 2 Rd

		INT
/	DW	Dw
	GJ	
	KY	
	DAW	
	DB	
	WB	

Your file    Votre référence

Our file    Notre référence  
T-5140-P169-1

**SCHEDULE 8 TO THE MINUTES  
OF THE REGULAR MEETING OF  
COUNCIL    FOR    PUBLIC  
HEARINGS HELD ON TUESDAY,  
APRIL 18<sup>TH</sup>, 2006.**

8060-20-8040

April 10, 2006

Mr. David Weber, City Clerk  
City of Richmond  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1

Dear Mr. Weber:

This is in regards to the City of Richmond's proposed Official Community Plan Amendment Bylaw No. 8040 dealing with the 5491 No. 2 Road, Richmond. As a member of the Noise Management Committee at Vancouver International Airport and the Minister of Transport's representative, I offer the following comments for incorporation at the forthcoming public hearing.

Noise Exposure Forecasts (NEF) are published for Vancouver International Airport. Transport Canada recommends that these forecasts and the associated land use compatibility tables be used as a guide for land use planning in areas adjacent to the airport.

The land use compatibility tables are published in the Transport Canada document TP1247E entitled "Land Use in the Vicinity of Airports" and are the national recommendations for land use zoning near airports. The guidance in the tables is internationally recognized as a tool for sound land use planning and recommends that no new residential construction, single family or otherwise, should be undertaken in areas exposed to aircraft noise above NEF 30. Unfortunately, all of the area under consideration by this amendment is subject to aircraft noise above NEF 30 and a small portion is subject to levels above NEF 35.

Transport Canada acknowledges that there are residential uses in areas of Richmond exposed to aircraft noise above NEF 30 but, feels that strengthening the residential building restrictions in these areas will help improve the well being of and reduce future complaints by new residents.

**Canada**



The Vancouver International Airport Authority operates the airport 24 hours per day and plans to continue to do so. The area under consideration lies adjacent to the centreline of the main runway at the airport and very close to the float aircraft alighting area on the middle arm of the Fraser River. One of the main helicopter landing pads at the airport is also close by. Both the main runway and the helicopter pad are open 24 hours per day.

The importance of Vancouver International Airport to the national transportation system and the economy, both local and national, dictates that 24-hour operations continue. Complaints from Richmond residents concerning aircraft operations from these facilities already exist and new residential development would likely see increased numbers of complaints.

In closing, Transport Canada does not support new residential construction at 5491 No. 2 Road. We are concerned that the requirements imposed by City of Richmond's Aircraft Noise Sensitive Development Policy are not sufficient to prevent future adverse public reaction to aircraft noise and strongly encourage the City of Richmond to adopt Transport Canada's guidelines for land use in the vicinity of Vancouver International Airport by prohibiting all new residential construction in areas exposed to aircraft noise above NEF 30.

If you have any questions, please don't hesitate to contact me via telephone at: 604-666-5494 or via e-mail at: bulfonc@tc.gc.ca.

Yours truly,

A handwritten signature in black ink, appearing to read 'Claudio Bulfone', written in a cursive style.

Claudio Bulfone  
Civil Aviation Investigator / Noise Management  
Transport Canada Representative to  
Vancouver International Airport Authority Noise Management Committee