



# City of Richmond

## Report to Committee


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<b>To:</b>	General Purposes Committee	<b>Date:</b>	June 27, 2012
<b>From:</b>	Victor Wei, P. Eng. Director, Transportation	<b>File:</b>	01-0153-04-01/2012- Vol 01
<b>Re:</b>	<b>Semi-Annual Report from City Representatives to the Vancouver International Airport Aeronautical Noise Management Committee (YVR ANMC)</b>		




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### Staff Recommendation

1. That the report dated June 27, 2012 from the Director, Transportation and the memorandum from the City of Richmond citizen representatives to the YVR ANMC be received for information.
2. That the City explore with the Vancouver Airport Authority the opportunity to partner on the presentation of its "Fly Quiet Awards."
3. That having fulfilled their mandate, the members of the Richmond Airport Noise Citizens Advisory Task Force be thanked by the City for their contributions.

  
Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 2

REPORT CONCURRENCE			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	
Policy Planning .....		<input checked="" type="checkbox"/>	
			
<b>REVIEWED BY SMT SUBCOMMITTEE</b>		<b>INITIALS:</b>	<b>REVIEWED BY CAO</b>
			

## Staff Report

### Origin

In June 2010, Council endorsed a revised reporting structure for the City's two appointees to the YVR ANMC whereby the appointees would provide updates directly to the General Purposes Committee on the agenda items discussed at previous quarterly YVR ANMC meetings. Following the last update in July 2011, this report provides:

- a memorandum prepared by the City's appointees on the YVR ANMC (see **Attachment 1**);
- an overview of the agenda items discussed at the quarterly YVR ANMC meetings held between September 2011 and June 2012; and
- an update on the status of the recommendations of the Richmond Airport Noise Citizens Advisory Task Force (the Task Force).

### Analysis

#### 1. Agenda Items Discussed at YVR ANMC Meetings - September 2011 through June 2012

##### 1.1 Ground Run-Up Enclosure

YVR's ground run-up enclosure (GRE) for propeller engines, the first in Canada, became operational on January 25, 2012. Based on acoustical verification tests, the facility has reduced noise levels by 50 per cent (approximately 11 dBA) from previous conditions with some areas receiving greater than 20 dBA reductions. Operating procedures require use of the facility during the following time periods:



**Official Opening of the GRE: January 2012**

- between 10:00 pm and 6:00 am on weekdays;
- between 10:00 pm and 10:00 am on weekends; and
- when the procedure will take longer than 20 minutes during the day.

During the period between January 25, 2012 and March 30, 2012, Vancouver Airport Authority (VAA) staff report that there were a total of 511 propeller engine run-ups (all power settings) conducted on the south side of the airport. Of these, 50 per cent (255) were idle, 36 per cent (184) were above-idle and 14 per cent (72) were full power. Of the 256 above-idle and full power run-ups, approximately 80 per cent were conducted in the GRE. With respect to night-time usage, 90 per cent of all above-idle and 100 per cent of all full power run-ups have occurred in the GRE.

VAA staff report that the GRE is working as designed while advising that noise from engine run-ups will still be audible to residents in the community, especially those located in close proximity to the airport property. VAA staff further advise that pre-flight checks, which are conducted prior to the aircraft starting service and require a test of the engine and systems, may be mistaken for non-compliant engine run-ups. Pre-flight checks in the early morning hours are related to

cargo operations using propeller aircraft and it is not uncommon for a single operator to pre-flight multiple aircraft before they enter service. As pre-flight checks are a regulatory requirement for operators, the VAA does not intend to restrict or introduce procedures as to how operators should conduct these checks that ensure aviation safety.

## 1.2 Control Zone Procedures Review Working Group

Formed in 2010 with members from the VAA, Transport Canada and NAV CANADA, the Working Group has focused on the following topics that have a noise management component:

- Transit Routes Over the Airport: in order to comply with safety regulations associated with missed approach procedures (MAPs) whereby a defined envelope of clear airspace must be maintained should an arriving aircraft have to abort a landing, the altitude of overhead transit routes used by float planes traveling between Vancouver and Victoria will be increased from 2,500 feet to 3,500-4,000 feet. The new procedures, anticipated to be published in Spring 2012, will not only improve safety but also reduce noise as aircraft will be flying at a higher altitude while over Vancouver and Richmond.
- Stanley One Departure for Non-Jet Aircraft: this departure route became effective in May 2011 for Runway 08L/R and is anticipated to become effective for Runway 26L/R by Spring 2012. The route has the effect of positioning departing non-jet aircraft that are turning south further east over the less populated residential and more agricultural areas of Richmond as well as requiring the aircraft to be at a higher elevation (1,000 feet rather than 500 feet) before initiating the turn.

## 1.3 Float Plane Noise Mitigation

VAA staff and their consultant met with all major float plane operators to establish recommended operating procedures, which include:

- preferential float plane paths for westbound departures and eastbound arrivals (when wind conditions permit) including following Westminster Highway for arrivals;
- reducing engine RPM and minimizing the use of 2-blade propellers in favour of 3-blade propellers, which are less noisy;
- planning approaches to use minimal reverse when possible;
- requiring all operators to provide prior notification of arrival to ensure that they are aware of the operating procedures; and
- in general, avoiding arrival and departure routes over Richmond when possible.

As part of the implementation strategy for the recommended procedures, the VAA is currently seeking publication of these procedures and intends to create an educational program to promote the practices more broadly to the float plane community.

## 1.4 Runway End Safety Area

Currently, there is no standard for airports in Canada regarding the length required for a runway end safety area (RESA), which is an area off the end of a runway primarily to be used when an aircraft over- or undershoots the runway on landing. Once Transport Canada issues a national standard regarding the dimensions of the RESA, which is anticipated in late 2012, the VAA intends to

examine and assess options for extending the runways to: (1) meet the standard only; versus (2) also providing a useable area (e.g., for take-offs by larger aircraft). The analysis of the options will include an assessment of the noise exposure associated with each option.

### 1.5 Airside Capacity Study

The north runway is used primarily as an arrivals runway but can be used for departures when demand approaches capacity, such as during peak traffic periods, in order to reduce delays. As the last Airside Capacity Study was undertaken in 2000, the VAA will be undertaking an update of the study in 2012 to reflect significant changes in airline schedules, fleet mix, airfield layout, and operating procedures. Per the 2000 study, current guidelines identify the airfield as being at capacity when traffic levels reach the following thresholds:

- Arrivals or Departures: 35-40 movements during any given 60-minute period; and
- Total Arrivals and Departures: 60-70 movements during any given 60-minute period.

The results of the study update will be used to determine new trigger points for the use of the north runway for departures.

### 1.6 2011 Aeronautical Noise Management Report

The number of noise concerns received by the VAA in 2011 continued a downward trend since the recent peak in 2009. Potential factors contributing to this trend include:

- the introduction of WebTrak in 2009, which is on-line tool that allows the community to see real-time flight and noise data; and
- the upgrade of older aircraft with newer and quieter aircraft.

**Table 1: Noise Complaints to VAA for 2011**

<b>Municipality/Area</b>	<b>#</b>	<b>%</b>
Surrey	165	21
Vancouver	190	24
South Delta	165	21
Richmond	117	15
North Delta	51	6
Burnaby	36	5
Other/Unknown	63	8
<b>Total</b>	<b>787</b>	<b>100</b>

A total of 787 noise concerns were logged in 2011, which is a 36 per cent decrease from 2010 and a 63 per cent decrease from 2009. Consistent with past years, most concerns are associated with over-flights (79 per cent) and departures (11 per cent). As shown in Table 1, complaints from Richmond residents accounted for 15 per cent of the total received, which is similar to past years.

Data for 2011 from the VAA's network of 20 noise monitoring terminals (NMT), including seven in Richmond, indicate that recorded noise levels at all locations have remained steady with the exception of NMT#12 (located on Sea Island adjacent to a run-up location and the threshold of Runway 08R), which recorded an increase due to run-up and runway activities.

In 2011, the Airport Authority continued to offer Noise Information Seminars for the general public where participants are given an overview of noise management practices at YVR and a tour of the airfield. While sessions were offered for the months of March, July, October, and November in 2011, only one seminar was held in March due to low registration.

## 1.7 Review of YVR ANMC Terms of Reference

The VAA intends to review the terms of reference, meeting structure and membership of the YVR ANMC in 2012. The review will not change the role and scope of the YVR ANMC, which is to discuss, analyze and provide advice on or make recommendations through the VAA about aeronautical noise generated from operations associated with YVR. The Committee will also remain consultative in nature. Current Committee membership is comprised of representatives from the following groups:

- airlines and aircraft operators plus industry associations;
- air navigation services (NAV CANADA);
- citizen representatives for the Cities of Richmond, Vancouver and Surrey plus the Corporation of Delta;
- federal, provincial and municipal governments plus community of First Nations; and
- health authority and Vancouver International Airport Authority.

VAA staff advise that as the City appoints one staff and two citizen representatives to the YVR ANMC, which is equivalent to or more than other cities represented, the review will not expand the number of City representatives on the Committee.

## 2. YVR “Fly Quiet Awards”

As described in Attachment 1, the City’s appointees on the YVR ANMC suggest that the City consider partnering with the Vancouver Airport Authority on the presentation of its “Fly Quiet Awards” to demonstrate the City’s appreciation of the aviation community’s commitment to minimizing aeronautical noise. These awards were established in 2005 to promote positive noise management practices and good airmanship, and spark friendly competition amongst operators. The awards are presented at the annual YVR Chief Pilot’s Meeting and recognize operators in three categories (wide-body jet, narrow-body jet and propeller/rotary wing aircraft) based on their annual operations noise level and good standing with respect to YVR’s Noise Abatement Procedures.

Staff support this recommendation as the City’s potential participation would provide a tangible representation of the community to the airline operators and thus serve to reinforce the importance of continually striving to reduce aeronautical noise impacts on all communities that surround the airport.

## 3. Status Update on the Recommendations of the Richmond Airport Noise Citizens Advisory Task Force

**Attachment 2** provides the complete status of the 22 Task Force recommendations as of June 2012 and incorporates updates provided by each of the major stakeholders (i.e., VAA, NAV CANADA and Transport Canada) with respect to the 18 recommendations that relate to the management of airport and aircraft operations. The remaining four recommendations are directed to Council.

As described in Section 1, progress continues to be made on several initiatives of the YVR ANMC that overlap with and contribute positively to the intent of the 18 Task Force recommendations directed to the major stakeholders. Table 2 summarizes staff’s assessment of the level of completion of the recommendation as indicated in Attachment 2.



**Table 2: Level of Completion of Task Force Recommendations Directed to Agencies**

Rec #	Area and Focus	Comments
Fully Complete	1, 3, 4	1992 YVR Environmental Assessment Panel Report: completion of recommendations
	6, 7, 8	Ground Run-Up Enclosure (GRE): construction and enforcement system
	12	Night Operations: use of reverse thrust
	14	Flights Operating over West Richmond: new departure route for non-jet aircraft
	17	Governance and Noise Management: expand membership of YVR ANMC
In Progress	5	Float Plane Operations: new procedures to minimize noise impacts
	9	Night Operations: curfew periods proposed by Task Force
	11	Night Operations: publication of list of curfew exemptions
	13	Flights Operating over West Richmond: new procedures to better define and regulate existing noise sensitive area
	16	Governance and Noise Management: VAA to hold an annual public meeting
Response Received (Specific Recommendation not Implemented)	2	1992 YVR Environmental Assessment Panel Report: regional airport development plan
	10	Night Operations: program to eliminate curfew exemptions
	15	Flights Operating over West Richmond: new publication to highlight new procedures
	18	Governance and Noise Management: establish independent noise monitor agency

Overall, a majority of the Task Force recommendations have been or are being addressed. Of the four recommendations directed to Council, two are complete (Recommendations 20 and 22, which address distribution of the report) and two are pending Council's consideration of this report (Recommendations 19 and 21, which address the future of the Task Force and the establishment of a permanent advisory committee).

#### **4. Future of the Task Force and Need for a Permanent City Aeronautical Noise Advisory Committee**

Given that the YVR ANMC already exists and has broad representation from all relevant agencies, including those that have the authority to make meaningful changes to operating procedures to minimize aeronautical noise, staff do not recommend establishing a separate City airport noise advisory committee that would operate in relative isolation. Moreover, since June 2010 when the Task Force completed all of its major work items upon the presentation of its final report to Council, the City's representatives to the YVR ANMC have become the guardians

of the Task Force recommendations and have demonstrated a clear commitment to providing on-going monitoring and advancement of the recommendations.

Accordingly, as progress continues to be made on the Task Force recommendations through the collective actions of the YVR ANMC as well as the specific action items of the VAA to support its *2009-2013 Noise Management Plan*, staff therefore recommend that the Task Force be disbanded and that the contributions of the members towards improving the quality of life of Richmond residents via the mitigation of aeronautical noise be formally acknowledged.

### **Financial Impact**

None.

### **Conclusion**

The VAA and the YVR ANMC collectively continue to make progress on addressing the Task Force recommendations as there is considerable overlap between the work plan of the VAA to support its *2009-2013 Noise Management Plan*, the current joint initiatives of the YVR ANMC and the intent of the Task Force recommendations. This alignment of objectives coupled with the able stewardship of the City's representatives to the YVR ANMC suggests that steady progress towards substantial completion of the intent of the Task Force recommendations will continue for the foreseeable future.



Joan Caravan  
Transportation Planner  
(604-276-4035)

**To:** General Purposes Committee  
City of Richmond

**From:** Haydn Acheson, City of Richmond Citizen VANMC Representative  
Margot Spronk, City of Richmond Citizen VANMC Representative

**Date:** June 26, 2012

## **2012 Status Report: Vancouver Aeronautical Noise Management Committee**

### **City of Richmond Appointee Background**

Haydn Acheson was first appointed to the Vancouver Airport Noise Management Committee In January 2009, and re-appointed in January 2011 for a two year term. Haydn brings his experience as an airline pilot and a senior airline executive to the table. Currently Haydn is President and General Manager at the Coast Mountain Bus Company, and he lives in the Richmond neighbourhood of Terra Nova.

The 2011-12 term is the second VANMC appointment for Margot Spronk. Margot was previously NAV CANADA's General Manager for the Vancouver Flight Information Region, and worked as an air traffic controller at the Vancouver Area Control Centre. Margot lives in Steveston.

We believe that our backgrounds give us the subject matter expertise to understand the complex issues surrounding airport operations, as viewed through the lens of our determination to maintain and enhance Richmond's liveability.

### **Past Year at the Vancouver Aeronautical Noise Management Committee**

Since our last report, the Vancouver Aeronautical Noise Committee met 3 times: September 21, 2011, December 14, 2011 and March 7, 2012.

### **Highlights**

- Most significant was the official opening of the GRE (Ground Run up Enclosure) on January 11, 2012. Now in daily use, this world class facility has been well received by aircraft operators, and provides an average noise reduction of 15 dB. The GRE is oriented to provide Richmond residents with the greatest benefit; however the community is not completely insulated from run up noise by the structure.
- The changes to floatplane transit altitudes recommended by the tripartite Control Zone Procedures Working Group (VAA, NAV CANADA, Transport Canada), were published on April 5, 2012. Floatplanes flying over Richmond are now be required to fly at 3500 feet or above, (depending on direction of flight and runway in use) a minimum of 1000' higher than the previous regulation. This has resulted in an overall reduction in over flights as some operators must fly at lower altitudes and are routed off shore. The decrease in over flights, and the higher altitudes of those that remain should have a beneficial effect on noise in the community.



### **Vancouver Airport Statistical Trends**

Vancouver International Airport turned 80 in 2011, and was named best airport in North America for the third year in a row by Skytrax. Runway operations were up 1% in 2011, and passengers were up almost 2%, showing a subtle shift towards larger aircraft.

### **Richmond-Specific Noise Trends**

- 117 noise complaints were made by 81 Richmond residents in 2011, compared to 196 complaints and 116 complainants in 2010, a 40% decrease.
- However, in the first quarter of 2012 there was an uptick of complaints from Richmond. This increase is primarily due to an upsurge in run up complaints—10 in this quarter, as opposed to 1 in Q1 of 2011. Reasons for this are unknown.
- Richmond has 10 Noise Monitoring Terminals located throughout the community. The average sound level of all aircraft related noise events recorded is unchanged over the past 3 years.
- Night-time traffic over the past 5 years remains steady at around 3% of day-time operations.
- The number of approved maintenance run ups increased from 4114 in 2010 to 5701 in 2011.

### **Areas for Concentration in 2012-2013**

We will continue to monitor and contribute to the following initiatives:

- Review of the Terms of Reference for the Aeronautical Noise Management Committee.
- Noise implications of the pending Transport Canada standards for Runway End Safety Areas.
- Development of a training module for flying training schools to raise awareness of noise within the pilot community.
- Continue to monitor progress on Noise Task Force Recommendations.

### **Recommendation to the General Purposes Committee**

That the City of Richmond consider partnering with the Vancouver Airport Authority on the **Fly Quiet Awards**, to show the City's appreciation of the aviation community's commitment to being good neighbours. These awards are presented at the annual YVR Chief Pilot's Meeting to the airlines that are not in violation of noise abatement procedures, have the lowest average noise level and fly regularly at YVR.

We are appreciative of the opportunity to work with the City of Richmond and the Vancouver Airport Authority on the environmental noise portfolio, and look forward to helping make a difference to the citizens of Richmond in how airport noise is felt and perceived as we complete our 2011/2012 term.

Sincerely,

Haydn Acheson

Margot Spronk

## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
1992 Vancouver International Airport Environmental Assessment Panel (YVR EAP) Report	1	That the appropriate agencies coordinate a response that clearly and comprehensively advises which of the recommendations of the 1992 YVR EAP, as endorsed by the Minister of Transport of the day, have been implemented and to what degree.	<ul style="list-style-type: none"> <li>VAA states that all VAA requirements of the Minister of Transport approval of the north runway were met prior to its opening</li> <li>Transport Canada states that all recommendations have been completed</li> </ul>	Complete
	2	In particular, that Transport Canada or other appropriate agencies provide a detailed report on the progress of an airport development plan for the Lower Mainland (metro Vancouver) region and initiatives with Abbotsford International Airport as per YVR EAP Recommendations 21 and 22.	<ul style="list-style-type: none"> <li>Transport Canada states that since the introduction of the National Airport Policy in 1994, airport operations in the Lower Mainland have been transferred to local entities, which have assumed responsibility for development and planning of these airports in co-operation with the VAA</li> </ul>	Response Received  (Specific Recommendation Not Implemented)
	3	That the responses as requested in Recommendations 1 and 2 include a detailed implementation plan for all outstanding recommendations approved, endorsed and required by the Minister of Transport of the day.	<ul style="list-style-type: none"> <li>Transport Canada states that all initiatives arising from the Minister's response to the YVR EAP recommendations have been completed</li> </ul>	Complete
	4	That VAA demonstrate how the YVR Aeronautical Noise Management Committee meets the intent of YVR EAP Recommendations 2 and 3.	<ul style="list-style-type: none"> <li>VAA states that the YVR ANMC fully meets the intent of the Minister of Transport's response to YVR EAP Recommendations 2 and 3</li> <li>Transport Canada states that it is satisfied that the current operation of the YVR ANMC complies with the Minister of Transport's response to the recommendations</li> </ul>	Complete
Float Plane Operations	5	That VAA, NAV CANADA and other appropriate agencies introduce and publish new procedures for float plane operations to minimize noise impacts that include requiring:	<ul style="list-style-type: none"> <li>VAA states that specific Task Force recommendations are not feasible but significant action has been taken to address float plane noise (see Section 1.3)</li> </ul>	In Progress  (Intent of Recommendation Substantially Complete)
	(a)	Float planes to use the north part of the Middle Arm of the Fraser River and/or the channel north of Swishwash Island.	<ul style="list-style-type: none"> <li>VAA advises that routing not feasible due to exposure to wake turbulence from aircraft using the south runway</li> </ul>	
	(b)	No flights over built-up areas below 1,000 ft until on final descent for landing.	<ul style="list-style-type: none"> <li>VAA advises that restriction not feasible as raising altitude to 1,000 ft would place float planes in conflict with other aircraft operating from the south runway at similar altitudes</li> </ul>	
	(c)	No powered float plane operations, including docking or ramping, on or adjacent to the Middle Arm of the Fraser River between 10:00 pm and 7:00 am.	<ul style="list-style-type: none"> <li>VAA advises that less than 1% of operations in 2010-2011 occurred before 7:00 am</li> <li>VAA will not implement procedure as early morning operations are typically departures by aircraft repositioning to Vancouver Harbour after overnighting at YVR for maintenance</li> </ul>	

## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
Aircraft Maintenance & Engine Run-Up Operations	6	That VAA install a proper Ground Run-up Enclosure (GRE), as a high priority capital project, to be used for all aircraft engine maintenance run-ups.	<ul style="list-style-type: none"> <li>GRE officially opened and operating procedures for use of GRE established in January 2012</li> </ul>	Complete
	7	That until a GRE is operational, VAA discontinue the granting of approval for engine run-ups between 10:00 pm and 7:00 am in airport areas and during wind conditions where the resulting noise is likely to affect residents living on the south side of the Middle Arm of the Fraser River.	<ul style="list-style-type: none"> <li>Recommendation no longer applicable as GRE now operational</li> <li>VAA advises that no further action is planned</li> </ul>	Complete
	8	That VAA implement an effective reporting, monitoring and enforcement system to better manage noise issues resulting from operations on the south side of the airport.	<ul style="list-style-type: none"> <li>VAA established new reporting procedures to document and report unapproved engine run-ups to Transport Canada in May 2010</li> <li>VAA advises that no reports of suspected non-compliant run-ups have been received since July 2011</li> </ul>	Complete
Night Operations	9	That VAA or other appropriate agencies implement the following curfew periods at YVR:		
	(a)	Non-noise certified jet aircraft shall not operate at any time.	<ul style="list-style-type: none"> <li>VAA advises that this regulation is already in place</li> </ul>	Complete
	(b)	All ICAO Annex 16 Chapter 2 aircraft shall not operate between 11:00 pm and 7:00 am.	<ul style="list-style-type: none"> <li>VAA advises that guidelines for approving operations between midnight and 7:00 am are reviewed on an on-going basis</li> <li>VAA reiterates that YVR is a 24-hour airport and if there is demand for night-time services, then VAA will ensure that the airport can serve and accommodate those needs</li> </ul>	In Progress
	(c)	All ICAO Annex 16 Chapter 3 aircraft shall not operate between midnight and 6:30 am.		
	(d)	All ICAO Annex 16 Chapter 4 aircraft may operate at any time for an initial two year trial period to allow for an assessment of the impact on the Richmond community.		
	(e)	All other aircraft shall not operate between midnight and 7:00 am.		
	10	That VAA or other appropriate agencies develop a program to eliminate the number of curfew exemptions granted over the next three years.	<ul style="list-style-type: none"> <li>VAA advises that no program to reduce the number of night flights is forthcoming</li> </ul>	Response Received (Specific Recommendation Not Implemented)
	11	That VAA or other appropriate agencies publish a quarterly list of all curfew exemptions granted, including a reason for each exemption granted.	<ul style="list-style-type: none"> <li>VAA advises that the data on the number of aircraft operating during night-time hours can be found in the VAA's annual noise reports, which are posted on the YVR website</li> </ul>	In Progress
	12	That VAA or other appropriate agencies require aircraft to use idle-only reverse thrust at all times on all runways. <i>(This reverse thrust restriction already exists on the north runway and should be applied to the south runway).</i>	<ul style="list-style-type: none"> <li>Procedure implemented and published in 2010</li> </ul>	Complete



## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
Flights Operating Over West Richmond	13	That NAV CANADA or other appropriate agencies revise existing and develop new procedures for VFR (Visual Flight Rules) aircraft to better define and regulate the existing Noise Sensitive Area over Richmond as identified on Vancouver Terminal Area (VTA) charts to include:		In Progress  (Intent of Recommendation Partially Complete: see Sections 1.2 and 1.3; Specific Recommendation will not be implemented)
	(a)	Restrict and limit use of the airspace over West Richmond below 2,500 ft.	<ul style="list-style-type: none"> <li>VAA advise that the restriction is not feasible as West Richmond is in close proximity to the airport; aircraft operating in this area are in the process of landing and take-off and therefore must operate at low altitudes</li> <li>Proposed limit would significantly reduce airport/airspace efficiency and capacity</li> </ul>	
	(b)	Amend the published VFR arrival routes for all aircraft, including float planes and helicopters, landing westbound on Runways 26L and 26R, on helipads, or on the Middle Arm of the Fraser River to include: <ol style="list-style-type: none"> <li>Revoke the current "Richmond Square" VFR checkpoint and replace it with a new checkpoint near the Blundell Road overpass on the east side of Highway 99.</li> <li>Amend the "Coal Pile Arrival" route to utilize the new Blundell Overpass checkpoint with the route proceeding from the YVR VOR to north of the George Massey Tunnel and then remaining east of Highway 99 to Blundell Road.</li> <li>Require aircraft to remain at an altitude of not below 1,500 ft until final descent for landing.</li> </ol>	<ul style="list-style-type: none"> <li>VAA advise that amendment is not feasible as it would place slower moving aircraft in the stream of faster moving aircraft already operating east of the airport resulting in an unacceptable hazard due to significant impacts to separation and sequencing of air traffic</li> <li>As VFR routes are not precise, aircraft using the suggested new checkpoint would likely result in overflights of other communities (e.g., Ladner) and thus merely a relocation rather than a reduction in aircraft noise, which is contrary to VAA policy</li> </ul>	
	(c)	Float planes arriving from the north should use a standard circuit for landing westbound on the Middle Arm of the Fraser River but be required to maintain an altitude of at least 1,000 ft on the downwind leg as per Recommendation 5b, and be restricted from turning base until east of the Richmond General Hospital.	<ul style="list-style-type: none"> <li>VAA advise that routing is not feasible as float planes arriving and departing must remain below aircraft operating from the main runways</li> </ul>	
	(d)	For VFR aircraft, including float planes and helicopters, departing eastbound from Runway 08L or 08R, from helipads, or from the Middle Arm of the Fraser River eastbound: <ol style="list-style-type: none"> <li>Restrict right turns until climbing to at least 1,000 ft.</li> <li>For aircraft heading south, fly directly to the new Blundell Overpass VFR checkpoint in the area near the Blundell Road / Highway 99 overpass.</li> <li>Remain east of Highway 99 until the George Massey Tunnel.</li> </ol>	<ul style="list-style-type: none"> <li>VAA advise that routing is not feasible as course would place float planes in conflict with aircraft using the main runways and operating at the same altitude</li> <li>The current operating altitude for float planes and helicopters is designed to maintain required separation between these aircraft and those using the runways</li> <li>As with Recommendation 13b, aircraft using suggested new checkpoint would likely result in merely a relocation rather than a reduction in aircraft noise, which is contrary to VAA policy</li> </ul>	



## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
Flights Operating Over West Richmond	14	That NAV CANADA and other appropriate agencies cancel the "Richmond One Departure" and require all non-jet aircraft to use only the new "Olympic One Departure."	<ul style="list-style-type: none"> <li>NAV CANADA published the "Stanley One" SID departure (formerly the "Olympic One" SID departure) for non-jet aircraft in May 2011</li> </ul>	Complete
	15	That a new Aeronautical Information Circular (AIC) or Aeronautical Information Publication (AIP) Supplement, whichever version is most suitable, be published in the Canada AIP to highlight the noise issues of Richmond, reinforce the existence of the Noise Sensitive Area and describe the existing and new noise control procedures.	<ul style="list-style-type: none"> <li>Transport Canada states that the formal Noise Abatement Procedures (NAP) for YVR are published in the Canada Flight Supplement, which is the appropriate publication to communicate with pilots landing or taking off at YVR</li> <li>NAP not published as specific recommendations not implemented</li> </ul>	Response Received  (Specific Recommendation Not Implemented)
Governance and Noise Management	16	That the appropriate agencies, such as the YVR Aeronautical Noise Management Committee, hold a public meeting (not just an open house) in each of Vancouver, Richmond, Delta, and Surrey at least once per year (e.g., evenings or weekends) where citizens are free to voice their concerns, and get feedback as appropriate.	<ul style="list-style-type: none"> <li>VAA advises that a public meeting is held annually where citizens have an opportunity to ask questions or state their concerns directly to VAA executives</li> <li>VAA also hosts several noise information seminars each year that are open to residents interested in discussing aeronautical noise issues</li> </ul>	In Progress  (Intent of Recommendation Substantially Complete)
	17	That the YVR Aeronautical Noise Management Committee membership be expanded to include all flight operators, including float plane operators and members of the Task Force or a permanent City aeronautical noise advisory committee, if established by Council.	<ul style="list-style-type: none"> <li>VAA advises that number of City representatives on the Committee will not be expanded</li> <li>Staff recommendation that Task Force be disbanded with no permanent City aeronautical noise advisory committee to be established</li> <li>YVR ANMC membership expanded to include a representative for float plane operators in January 2011</li> </ul>	Complete  (Pending Council Decision)
	18	That the appropriate agencies, such as Transport Canada, establish an independent noise monitor agency with the authority to monitor and enforce noise mitigation measures and penalize noise violators consistent with the intent of YVR EAP Recommendation 3.	<ul style="list-style-type: none"> <li>Transport Canada states that it provides regulatory oversight of Canadian civil aviation</li> <li>With regard to noise abatement procedure violations, Transport Canada's mandate is limited to investigation and regulatory action pursuant to Canadian Aviation Regulation 602.105 only; violations of this regulation can result in penalties of up to \$25,000</li> </ul>	Response Received  (Specific Recommendation Not Implemented)

## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Staff as of June 2012	Assessed Level of Completion
Recommendations for Richmond City Council	19	That the mandate of the Richmond Airport Noise Citizens Advisory Task Force be extended until all agencies have received, reviewed and reported back on these recommendations, at which time the Task Force recommends that it review the responses and report to Council with its final assessment of those responses, including any further recommendations, if necessary. After presenting this report to Council, the Task Force would not reconvene until the City receives feedback from VAA, NAV CANADA, Transport Canada or other appropriate agencies.	<ul style="list-style-type: none"> <li>Responses received from all agencies</li> <li>Staff recommendation that Task Force be disbanded</li> </ul>	Pending Council Decision
	20	That the recommendations of the Task Force, if approved by Council, be publicized as widely as possible by the City, including presentation(s) to senior levels of government, the media and other interested community organizations.	<ul style="list-style-type: none"> <li>Task Force report disseminated to relevant stakeholders and posted on the City's website in June 2010</li> </ul>	Complete
	21	That if the Task Force is permanently disbanded, that a permanent City aeronautical noise advisory committee be established and its membership include the City of Richmond's appointees to the YVR Aeronautical Noise Management Committee.	<ul style="list-style-type: none"> <li>Staff recommendation that Task Force be disbanded with no permanent City aeronautical noise advisory committee to be established</li> </ul>	Pending Council Decision
	22	That this report be forwarded to Transport Canada, NAV CANADA, the Vancouver Airport Authority, and other agencies and persons as deemed appropriate by Council.	<ul style="list-style-type: none"> <li>Task Force report forwarded to identified agencies in June 2010</li> </ul>	Complete