

Recommendations

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.
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.
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.
4. That VAA demonstrate how the YVR Aeronautical Noise Management Committee meets the intent of YVR EAP Recommendations 2 and 3.

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:
 - a. Float planes to use the north part of the Middle Arm of the Fraser River and/or the channel north of Swishwash Island.
 - b. No flights over built-up areas below 1,000 ft until on final descent for landing.

- 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.

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.
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.
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.

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.
 - b. All ICAO Annex 16 Chapter 2 aircraft shall not operate between 11:00 pm and 7:00 am.
 - 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.
11. That VAA or other appropriate agencies publish a quarterly list of all curfew exemptions granted, including a reason for each exemption granted.
12. That VAA or other appropriate agencies require aircraft to use idle-only reverse thrust at all times on all runways. (*This reverse thrust restriction already exists on the north runway and should be applied to the south runway*).

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:
 - a. Restrict and limit use of the airspace over West Richmond below 2,500 ft.
 - 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:
 - i. 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.
 - ii. 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.
- iii. Require aircraft to remain at an altitude of not below 1,500 ft until final descent for landing.
- 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.
 - 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:
 - i. Restrict right turns until climbing to at least 1,000 ft.
 - ii. For aircraft heading south, fly directly to the new Blundell Overpass VFR checkpoint in the area near the Blundell Road / Highway 99 overpass.
 - iii. Remain east of Highway 99 until the George Massey Tunnel.
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.”
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.

Governance and Noise Management

16. That the appropriate agencies, such as the YVR Airport 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 where citizens are free to voice their concerns, and get feedback as appropriate.
17. That the YVR Airport 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.
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.

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.
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.

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 Airport Noise Management Committee.
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.