



Transport Canada    Transports Canada

Pacific Region            Région du Pacifique  
Suite 820                    800, rue Burrard  
800 Burrard Street        Bureau 820  
Vancouver, B.C.            Vancouver, C.-B.  
V6Z 2J8                      V6Z 2J8

November 9, 2017

Her Worship Lisa Helps  
Mayor  
The City of Victoria  
1 Centennial Square  
Victoria BC V8W 1P6

MAYOR'S OFFICE  
NOV 16 2017  
VICTORIA, B.C.

Dear Madam Mayor,

Thank you for your correspondence of October 17, 2017 regarding the Victoria City Council's request for Transport Canada to provide a Noise Exposure Forecast (NEF) for the Victoria Harbour Water Airport.

The NEF is referenced in Transport Canada's publication *TP1247 - Land Use In The Vicinity of Aerodromes*, which also contains recommendations that land use authorities may follow, but are not mandated to.

In some provinces, provincial legislation requires land use authorities to follow our guidelines, but with respect to land zoning and aircraft noise in British Columbia, Transport Canada has no authority to regulate land uses on the basis of aircraft noise. In the case of Victoria Harbour, land use and zoning issues fall under the responsibility of the City of Victoria.

As you are aware, Transport Canada conducted several noise studies for the Victoria Harbour Water Airport when annual aircraft movements were at their peak between 1999 and 2002. For reference, the annual aircraft movements for the year ending December 2016, were 13% lower than those recorded in 2002.

The results of these studies revealed that noise impacts were characterized as annoyances rather than risks to health.

For your information, the NEF computer model is intended to be used at land airports as a tool for land use planning. A NEF generates contours that are intended to be used in conjunction with Transport Canada's recommended Land Use Tables to determine land uses compatible with the operation of nearby airports.

With respect to Victoria Harbour, it is difficult to accurately model the NEF due to a combination of: the nature of marine and aviation operations, limited hours of aircraft operations each day, the volume of air traffic, and an absence of certified sound level data related to the specific aircraft that operate in the Victoria Harbour.

Additionally, float planes do not always take off and land from specific locations like at a land airport, which further adds to the inaccuracy of a NEF. Further to this, interference caused by noise emissions generated by cruise ships, marine vessels, and road traffic make it difficult to accurately create a NEF for Victoria Harbour.

That being said, Transport Canada, in continual cooperation with the Airline Operators, continues to be cognizant of the community's concerns around noise. In order to mitigate the noise impacts, a number of aircraft operating restrictions are in place for Victoria Harbour, and are published in the Canada Flight Supplement (CFS).

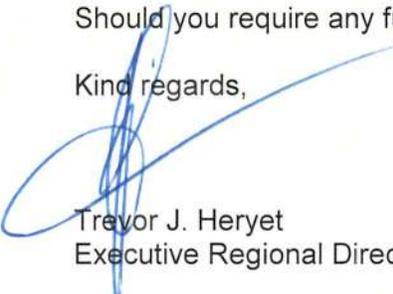
The CFS identifies noise sensitive areas, noise abatement restrictions and operational practices that must be followed by all aircraft. In conjunction with the CFS, the Port of Victoria Traffic Scheme (PVTs) dictates marine and aviation operations in the harbour and structures take-off, landing and taxiing areas. Specific mitigation measures that have been implemented include:

- Mandatory training for pilots utilizing the Victoria Harbour Water Airport.
- Adjustment of the landing/take-off threshold for air operations for "A" runway to the west, further from the most impacted residents.
- No take-offs permitted prior to 07:00.
- Enforcement of the Port of Victoria Traffic Scheme (which separates air and marine traffic).
- Installation on the north shore taxi way, buoys which keep aircraft further from residences.
- Reduction of the take-off RPM for float planes, which significantly reduces noise impacts.
- Declaration of the "B" runway the preferred runway for takeoffs, which has reduced the number of take-offs and resulting noise in front of residences.
- The increase of harbour patrol monitoring on runway "A" threshold which has increased pilot awareness.
- Implementation of best practices to reduce use of reverse thrust thereby reducing noise impacts.
- All air carriers switching to three bladed props which has significantly reduced noise.
- Regular meetings with air carriers and operators to discuss operational issues and incidents.

Transport Canada will continue to monitor aircraft movements annually, and the completion of further noise studies will be revisited should there be a significant increase in aircraft movements above the peak 2002 levels.

Should you require any further information, please do not hesitate to contact me.

Kind regards,



Trevor J. Heryet  
Executive Regional Director Issues and Program Management, Pacific Region