

Vancouver International Airport

IATA/ICAO CODE: YVR/CYVR
CITY: Vancouver
PROVINCE: BC
COUNTRY: Canada

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 8 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08R/26L	11,500	-	3	200
08L/26R	9940	-	3	200
12/30	7300	-	3	200

NOISE ABATEMENT PROCEDURES

APPLICATION

These procedures apply to JET AIRCRAFT unless noted otherwise.

DEPARTURE PROCEDURES
JET AIRCRAFT

Use VNAP A only, and follow assigned SID to 3,000' BPOC.
Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified aircraft on Rwy 08L and 26R not permitted. Runway 08R between 2300-0600 local; aircraft on westerly routes follow assigned SID to 2000 ft. before proceeding on course.

ARRIVAL PROCEDURES

IFR APPROACHES & PUBLISHED VISUAL APPROACHES

Use low power/drag profiles consistent with safe operating procedures, conforming to

published visual approaches and as directed by ATC.

VFR APPROACHES

Conform to published VTA routes and as directed by ATC.

REVERSE THRUST - LANDING

All Rwys: Consistent with safe operating procedures, plan landing using idle reverse thrust.

ALTITUDE RESTRICTION

1). Exclusive of the Departure and Arrival procedures, no departing or arriving aircraft shall operate over the City at less than 5000' ASL (8000' between 2300-0700 local time - except aircraft operating on published RNAV STAR).

2). The City is defined as that area lying between the South Arm of the Fraser River and the North Shore of Burrard Inlet and from Point Gray to the Eastern boundary of the Vancouver Control Zone.

CONTINUOUS DESCENT ARRIVAL (CDA)

Per NAV Canada:

In Canada we have 20 airports with RNAV STARS which are basically constant descent arrivals into the terminal areas (from assigned FL to below 5000'). Depending on the traffic, there would be no restrictions until landing.

At our major and secondary airports, CDAs are used at all times for descent to the terminal (from assigned FL to below 10,000 and below – The constant descent is then revised by ATC depending on traffic, metering requirements, aircraft equipage).

At most secondary airports and tertiary airports, aircraft are cleared for the approach. This is basically a CDA controlled by the pilot until landing, unless ATC needs to apply a restriction (level off) due to inbound/outbound IFR traffic (assuming no surveillance capability).

AIRPORT CURFEWS

[Process for Requesting Approvals for Night Restricted Operations at Vancouver International Airport](#)

NIGHT RESTRICTIONS (LOCAL TIME)

1). 0001-0600: Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified JET AIRCRAFT 34,000 kg and over not permitted.

2). 0001-0700: Departure/Arrival of JET AIRCRAFT cargo, air carrier scheduled and charter flights require the prior approval of YVRAA OPERATIONS.*

3). 2200-0700: Departure/Arrival of ALL AIRCRAFT on Rwys 08L & 26R not permitted.**

4). 2200-0700: Local training flights not permitted.

*YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance, as well as for delays experienced at Vancouver Intl, such as for weather, mechanical or ATC. YVRAA OPERATIONS will provide log numbers with exemptions or approvals. Tel: 604-207 7022,

Fax: 604-276-6099 (24 hours).
**YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance.

PREFERENTIAL RUNWAYS

ALL AIRCRAFT	OPERATION	PREFERENTIAL RUNWAY DETERMINATION (ORDER)			
LOCAL TIME		1	2	3	4
1). 0600-2300	Departure	26L,26R*	08R,08L*,12	30	12
One direction flow	Arrival	26R,26L,12	08L,08R,12	30	12
2). 2300-0600	Departure	26L	30		
Two direction flow	Arrival	08R	12		

Note: *Assigned during peak periods only.

Limiting factors include: physical condition of surfaces; effective crosswind component not to exceed 25 knots; and effective tailwind component is less than 5 knots.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Maintenance engine run-ups for ALL AIRCRAFT require prior approval from YVRAA OPERATIONS. Guidelines are contained in the Airside Operations Directives, Aircraft Engine Run-ups.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-

Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

[Map with noise monitor locations April 2009](#)

[Noise Monitoring Terminals Coordinates](#)

Between 1987 and 1995, a Brüel & Kjaer Noise Monitoring System with nine noise monitoring terminals (NMTs) was used to monitor noise levels in the community.

Between 1995 and 2008, a Lochard GEMS system was used to monitor noise levels and flight tracks, and the number of NMTs connected to the system was expanded to 16.

In 2008, the Airport Authority began a project to replace GEMS, with the Lochard ANOMS8 system. This project will involve a complete replacement of all hardware and four new NMTs will be added to the network. The ANOMS8 system will also integrate NOTAM, weather, and ATC voice recordings. The ANOM8 system has been operational since mid-2009.

Four new NMTs were added to the network, which now consists of 20 NMTs connected to the ANOMS8 system. The ANOMS8 system receives flight track information through a dedicated feed from NAV CANADA's RAMP radar. The ANOMS8 system measures noise continuously and automatically correlates noise events captured at the NMTs with near-by aircraft. This permits a determination of the aircraft noise contribution in the community at the NMTs. In addition, the System integrates all necessary analysis tools including noise monitoring, aircraft flight track investigations, statistical analysis, weather analysis, complaint investigation, mapping, and reporting.

In May 2009, WebTrak for YVR was made available and this online tool allows residents to 'real-time' (delayed 10-minutes) and historical flight operations over much of Metro Vancouver. Using radar and noise data collected at the 20 noise monitoring terminals stationed throughout Metro Vancouver, WebTrak displays a map of the region and current flight and noise activity. A simple visual key identifies aircraft type, elevation and noise level, and whether the aircraft is arriving or departing. WebTrak can be viewed through the following link - <http://yvr.webtrak-lochard.com/template/index.html>.

FLIGHT TRACK MONITORING SYSTEM

The airport has a flight tracking system. See information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating in Canada except for those aircraft authorized by the Minister of Transport (northern exemptions).

CHAPTER 2 PHASEOUT

The phase out of Chapter 2 airplanes >75,000 in Canada was complete as of April 1, 2002. Those airplanes are ban from operating in Canada with the exception of a very limited number of exemptions for aircraft operating to northern and remote locations.

CHAPTER 3 RESTRICTIONS

See Noise Abatement Procedures and airport curfews above.

COMMENTS

Canadian Aviation Regulations

Noise Operating Criteria

602.105 No person shall operate an aircraft at or in the vicinity of an aerodrome except in accordance with the applicable noise abatement procedures and noise control requirements specified by the Minister in the Canada Air Pilot or Canada Flight Supplement, including the procedures and requirements relating to

- (a) preferential runways;
- (b) minimum noise routes;
- (c) hours when aircraft operations are prohibited or restricted; (d) arrival procedures;
- (e) departure procedures;
- (f) duration of flights;
- (g) the prohibition or restriction of training flights;
- (h) VFR or visual approaches;
- (i) simulated approach procedures; and
- (j) the minimum altitude for the operation of aircraft in the vicinity of the aerodrome.

602.106 (1) Subject to subsection (2), no person shall operate a subsonic turbojet aeroplane that has a maximum certificated take-off weight of more than 34,000kg (74,956 pounds) on take-off at a noise restricted runway set out in column II of an item of the table to this section at an aerodrome set out in column I of that item, unless there is on board

- (a) a certificate of airworthiness indicating that the aeroplane meets the applicable noise emission standards;
- (b) a certificate of noise compliance issued in respect of the aeroplane; or
- (c) where the aeroplane is not a Canadian aircraft, a document issued by the state of registry that specifies that the aeroplane meets the applicable noise emission requirements of that state.

(2) Subsection (1) does not apply

- (a) to the extent that it is inconsistent with any obligation assumed by Canada in respect of a foreign state in a treaty, convention or agreement;
- (b) where the pilot in command of an aircraft has declared an emergency; or (c) where an aircraft is operated on
 - (i) an air evacuation operation,
 - (ii) any other emergency air operation, or
 - (iii) a departure from an aerodrome at which it was required to land because of an emergency.

TABLE

Column I

Column II

Item	Aerodrome	Noise Restricted Runways for Take-off
1	Vancouver International Airport	08L, 08R, 12, 26R
2	Calgary International Airport	07,10,16,25,28
3	Edmonton City Center(Blatchford Field)	All runways
4	Edmonton International Airport	12
5	Winnipeg International Airport	13,18
6	Hamilton Airport	06
7	Toronto/Lester B. Peterson International	06L, 06R, 15
8	Ottawa/Macdonald-Cartier International	32
9	Montreal International Airport (Dorval)	All runways