Transport Canada Transports Canada

Advisory Circular

Subject: **Implementation of New or Amended Noise Abatement Procedures**

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1.0 INTRODUCTION

This Advisory Circular (AC) is provided for information and guidance purposes. It may describe an example of an acceptable means, but not the only means of demonstrating compliance with regulations and standards. This AC on its own does not change, create, amend or permit deviations from regulatory requirements nor does it establish minimum standards.

1.1 Purpose

(1) The purpose of this Advisory Circular (AC) is to introduce the new *Noise Abatement Procedures and Restrictions Implementation Process*, the completion of which is now required to implement new or amended noise abatement procedures and noise control measures made pursuant to CAR 602.105, at airports and aerodromes.

1.2 Applicability

(1) This document is applicable to all Transport Canada Civil Aviation (TCCA) employees, to Canadian airport and aerodrome operators, air operators, ATS personnel, and is also available to the aviation industry for information purposes.

1.3 Description of Changes

(1) This document, formerly Aerodrome Safety Circular (ASC) 2002-018, Issue 1, has been reissued as Advisory Circular (AC) 302-001. With the exception of minor editorial changes and updated references, the content is unaltered.

2.0 REFERENCES AND REQUIREMENTS

2.1 Reference Documents

(1) It is intended that the following reference materials be used in conjunction with this document:

(a) Part VI subpart 02 of the Canadian Aviation Regulations (CARs) – *Operating and Flight Rules*;

(b) CAR 602.105 - *Noise Operating Criteria*;

(c) TP 14371 – *Transport Canada – Aeronautical Information Manual* (TC-AIM);

2.2 Cancelled Documents

(1) As of the effective date of this document, the following documents are cancelled:

(a) Aerodrome Safety Circular (ASC) 2002-018, Issue 1, dated 2002-11-26— *Implementation of New or Amended Noise Abatement Procedures.*

2.3 Definitions and Abbreviations

The following definitions and abbreviations are used in this document:

(a) **CARC** means the Civil Aviation Regulatory Committee;

(b) **ANEC** means the Aircraft Noise and Emissions Committee;

3.0 BACKGROUND

(1) In response to concerns expressed over the application of the *Noise Abatement Checklist* contained in Section RAC 4.1.2 of the TC-AIM (TP 14371), a multi-disciplinary working group composed of representation from Federal government departments, NAV CANADA, the Air Transport Association of Canada (ATAC), the Canadian Business Aircraft Association (CBAA), the Federation of Canadian Municipalities, the Canadian Airports Council (CAC) and individual airport operators was formed to review the entire noise abatement procedure implementation process.

(2) This Working Group, operating under the aegis of the Aircraft Noise and Emissions Committee (ANEC), developed and agreed to a revised process that will ensure full consultation with all stakeholders, that all necessary information is collected and that decisions are made in an informed, fair, participative and transparent manner prior to the implementation of new or changes to the noise abatement procedures at an airport or aerodrome.

4.0 INFORMATION

4.1 Precedence

(1) The moratorium, instituted on September 15, 2000, on the implementation new or changes to an airport or aerodrome's noise abatement procedures is now rescinded.

4.2 Process

(1) This AC covers new or amended noise abatement procedures made pursuant to the *Canadian Aviation Regulation* 602.105 authority. The process described in the attached document shall be applied in all cases to enable publication of new or amended noise abatement procedures.

(2) Proposals for new or amended noise abatement procedures shall be submitted to the Regional Aerodrome and Air Navigation office of Transport Canada and must be completed as outlined in the attached process description.

(3) This information will be contained in the TC-AIM publication.

4.3 Summary

(1) Implementation of new or amendments to noise abatement procedures made pursuant to *Canadian Aviation Regulation* 602.105 must be the subject of consultation with all affected parties.

(2) Appendix A defines the process, the consultation subjects, and participants in the implementation of noise abatement procedures.

5.0 CONTACT OFFICE

For more information please contact the appropriate TC Regional Office – *Aerodromes and Air Navigation*, (Appendix B).

Suggestions for amendment to this document are invited and should be submitted via the Transport Canada Civil Aviation Issues Reporting System (CAIRS) at the following Internet address:

www.tc.gc.ca/CAIRS

or by e-mail at: CAIRS_NCR@tc.gc.ca

New and amended Advisory Circulars (ACs) and/or Staff Instructions (SIs) can be viewed on the Transport Canada website at http://www.tc.gc.ca/CivilAviation/IMSdoc/menu.htm.

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APPENDIX A – NOISE ABATEMENT PROCEDURES & RESTRICTIONS IMPLEMENTATION PROCESS

Aircraft noise concerns at airports are local in nature. Certain airports have an obligation to manage local noise issues associated with activity at airports. Measures to address these concerns inevitably have impacts that reach beyond the local area. In order to deal fairly with the concerns of all affected parties and yet achieve effective and enforceable measures that address noise issues, Transport Canada has made revisions to the process for implementing or modifying noise abatement procedures and restrictions which will require the exercise of Transport Canada's regulatory authority. The information to be considered as part of the process has been defined by an industry/government working group reporting to Transport Canada's Aircraft Noise and Emissions Committee.

The process is one that originates at the airport level and proceeds from the site to the Transport Canada regional office and eventually makes its way to the national regulatory process centred in Ottawa. The various stages are designed to ensure that equity and fairness are observed and that consultation with the affected parties is completed. Integral to the implementation/modification of noise abatement procedures and restrictions is the assurance that the process has been followed.

The individual steps in the process are:

1. The noise issue is clearly identified by the proponent. Supporting documentation shall consider (where applicable) but not limited to the following, where applicable:
    a. Description of the problem;
    b. Proposed solution (including exceptions);
    c. Alternatives (such as alternative procedures or land uses in the community);
    d. Costs (such as revenue impact, direct and indirect costs to the community, airport operator and airport users);
    e. Noise impacts of the proposed solution;
    f. Effects on aircraft emissions;
    g. Effect on current and future airport capacity;
    h. Implications of not proceeding with the proposal;
    i. Implementation issues (e.g.; aircraft technology; availability of replacement aircraft; ground facilities);
    j. Impact on the Aviation System;
    k. Safety implications;
    l. Air traffic management;
    m. Fleet impact.
2. The proponent conducts consultation on the proposal with all affected parties to include the following:
    a. Airport management/operator;
    b. Noise management committee (where applicable);
    c. Community representatives;
    d. NAV CANADA;

e. Air transport Association of Canada (ATAC)(secretarially or by delegate);

f. Canadian Business Aircraft Association (CBAA)(secretarially or by delegate);

g. Canadian Owners and Pilots Association (COPA)(secretarially or by delegate);

h. All scheduled Operators who operate at the airport;

i. Transport Canada;

j. All Fixed Base operators on the airport.

3. The proponent:

   a. Fully and clearly explains the impacts to all parties, documenting this consultation and the information produced by this process such that it is clear what has been transmitted to whom and any reactions received.

   b. Where all parties agree with the proposal, the airport operator shall submit a description of the proposal and the consultation process. Included in the package will be a signoff indicating agreement of the participants

   c. The consultation process will include descriptions of what information was considered and an explicit indication of agreement to not consider particular items.

4. Where there is no consensus, the proponent shall document the consultation in the same manner as b) above, include any dissenting views, and will forward this information to the airport operator for onward transmission to Transport Canada. Dissents should contain all reasons for the position taken.

5. Regional Aerodrome and Air Navigation Division reviews the documentation and the proposal to ensure that the consultation process has been followed and that the report is complete and accurate, and then refers it to the Director, Civil Aviation Standards (AART) with its recommendation. This report shall include the Regional concurrence or disagreement with the proposal, along with supporting rationale.

6. The Director, Civil Aviation Standards (AART) reviews the submission and obtains headquarters Office of Technical Interest signoff to ensure that the proposal meets the national policy and verifies the national airport system effects, if applicable.

7. Where there is consensus, the proposal will be sent for publication.

8. If there is no agreement, the Director, Civil Aviation Standards (AART) prepares briefing explanatory notes for forwarding to the Aircraft Noise and Emissions Committee (ANEC) members.

9. The Director, Civil Aviation Standards (AART) will call a meeting of the ANEC to schedule a proposal review.

10. Where dissents have been forwarded, the Director, Civil Aviation Standards (AART) prepares notes and forwards an issue paper to the Secretariat of the Civil Aviation Regulatory Committee (CARC) for inclusion on a CARC meeting agenda.

11. If no dissents or CARC has rendered a decision, the Director, Civil Aviation Standards (AART) arranges with the region to publish procedure or restriction.

SUMMARY OF HEADQUARTERS PROCESS

Submission Receipt

No Dissent → Publish

→ c.c. CARC

Dissent → CARC Approves → Publish

↓ NO

Return to Airport Operator

APPENDIX B – TRANSPORT CANADA REGIONAL OFFICES

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3) Ontario Region
Aerodromes and Air Navigation
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