

DELTA HERITAGE AIRPARK: COMMITMENTS, AIRPARK OPERATING RULES AND PROCEDURES

This document replaces what was formerly known as the Flight Rules, referred to in Section 6.6 of the License Agreement. It now has two parts: PART A: States RAA's Commitments as Airpark Operators and Managers. PART B: States Operating Rules and Procedures for the Airpark.

A. RECREATIONAL AIRCRAFT ASSOCIATION COMMITMENTS AS AIRPARK OPERATORS AND MANAGERS

RAA is referred to as the Association in this document.

1. NUMBER OF AIRCRAFT

The number of tenant aircraft housed and tied down at Delta Airpark will be no more than 80 aircraft. The Association will maintain the correct number of tenancies.

2. AIRPARK RULES AND OPERATING PROCEDURES

The Association accepts Section B of the Rules and Operating Procedures for Delta Heritage Airpark. The Association will incorporate these rules and operating procedures as a term in all tenant rental agreements with disciplinary action if contravened.

Efforts will be made to ensure both tenants' and visitors' compliance with all Rules and Operating Procedures.

3. PUBLICIZING RULES AND OPERATING PROCEDURES

The Association will distribute information to all tenants, potential visitors and visiting clubs publicizing Airpark Rules and Operating Procedures, especially in advance of special events.

4. NOISE SENSITIVE AREA

The Association will request Transport Canada to extend the noise sensitive areas to include all residences along 96th Street which desire such designation. Any extension of the Noise Sensitive Area will be publicized by the Association.

5. MONITORING

The Association will establish a volunteer roster and will schedule volunteers to conduct regular observations of flight activity at the Airpark. Problems will be dealt with immediately.

6. IDENTIFICATION

The Association will screen tenants for visible aircraft call letters in accordance with Transport Canada Regulations. Those not having proper identification will not be accepted as tenants.

Any existing tenants without such identification will be given immediate notice to comply. Their tenancy will be terminated if they don't comply within 30 days.

7. TOUCH AND GO

Only tenants' aircraft and those of clubs which are tenants at Delta Airpark (such as the Boundary Bay Flying Club) will be permitted to perform touch and go practices at the Airpark.

Attempts will be made to reduce use of the grass runway by non-tenants for touch and go practices. Boundary Bay flying schools and nearby ultralight schools will be notified that the Airpark should not be used for touch and go practices or any other training. Such notification may need to be repeated on a regular basis.

8. ULTRALIGHT AIRCRAFT

Noisy ultralight aircraft will not be accepted as tenants at the Airpark. Existing tenants whose aircraft fall into the classification of ultralight will be allowed to stay.

This rule will be reviewed recognizing that technological changes are tending to reduce the noise associated with ultralights and also to blur the distinction between ultralights and other light aircraft.

Noisy ultralights will be actively discouraged from visiting the Airpark.

9. HELICOPTERS

Except for the one helicopter that is a tenant on site and except for helicopters travelling to adjacent businesses, additional helicopters will not be allowed on site as tenants, except at the discretion of the Management Committee.

10. VISITOR TRAFFIC

The Association agrees that some rules stated herein will restrict or eliminate visitor traffic at the Airpark. Casual visitation will be permitted to continue because it is an integral part of the social life of the Airpark. Traffic generated by visitors and problems caused (if any) will be reviewed annually.

11. EVENTS

Organized club visits and special events will be scheduled in advance and will only take place if approved by the Management Committee:

- i. the Association will prepare an annual event list for consideration by the Management Committee
- ii. the Management Committee will adopt or amend and adopt the annual event list, as required;
- iii. a written schedule of special events will be sent to neighbours annually; and
- iv. neighbours will receive written notice of other times when air traffic is expected to be unusually heavy.

12. TENANCY AGREEMENTS

All existing and new tenants will be required to sign the attached tenancy agreement which consists of two parts: Contract for Airpark Parking Space, and Indemnity and Release Agreement (Attachments No. 1a and 1b), and tenants who fail to sign will be asked to vacate the premises. Tenancy agreements will be updated as required.

B. DELTA HERITAGE AIRPARK OPERATING RULES AND PROCEDURES

1. NOISE SENSITIVE AREAS

Noise sensitive areas shown in the Canada Flight Supplement (as per the attached map) should be avoided.

2. RESIDENCES ON 96TH STREET

Aircraft will avoid flying over residences on 96th Street during take-offs and landings.

3. DIRECT FLIGHTS TO BOUNDARY BAY AIRPORT

Direct flights between the Airpark and Boundary Bay Airport will not be made.

4. LOW FLYING (Regulated by Transport Canada)

All Delta Airpark tenants will adhere strictly to minimum ceilings established by Transport Canada over land and intertidal areas.

5. NIGHT FLIGHTS (Regulated by Transport Canada)

There will be no landings or take-offs at night as defined under the *Aeronautics Act*, between one half hour after sunset and one half hour before sunrise.

6. IDENTIFICATION (Regulated by Transport Canada)

Visible, readable identification according to Transport Canada regulations will be required on all tenant aircraft, regardless of where the aircraft may be registered.

7. FORMATION TAKE-OFFS

There will be no formation take-offs from Delta Airpark.

8. TOUCH AND GO

Airpark operators are trying to be made to reduce use of the grass runway by non-tenants for touch and go practices. Only tenants' aircraft and clubs which use Delta Airpark (such as the Boundary Bay Flying Club) will be permitted to perform touch and go practices.

9. EMERGENCY LANDINGS

Notwithstanding the above restrictions, Delta Airpark will, of course, remain open to all aircraft for landings in case of emergency.