



VRCMS - Noise Guidance

This guidance is principle based with the **goal of maintaining strong relationships with our neighbors**. Although VRCMS is A-7 zoning, which has no specific noise limitations except from 9pm – 7am, members will follow set club flying times and should set up and fly their aircraft so that they do not cause unreasonable disturbance. In broad terms:

- Gas powered 2 stroke engines should use a cannister muffler to quieten exhaust noise.
- Large aircraft should be propped and flown to avoid excessive prop rip.
- It is important to remember that even electric aircraft can be extremely loud e.g. high rpm (20k plus rpm) brushless motor with small propellor.

If there is a noise complaint regarding an aircraft either from external or internal party, then the following steps will be followed:

1. With aircraft on the ground and at full power, measure the sound from 3m all around the aircraft, if the sound exceeds 98dB on a hard surface or 96dBa on a soft surface (MAAC RC Flight Training Course 2017), then #2;
2. With the aircraft flying a typical routine for the owner, measure the sound from the property line on Lochside Dr, if the sound exceeds 65dBa (VRCMS guidance from 2003 based on Saanich bylaw re Industrial noise limits), then #3;
3. Provide constructive advice to the aircraft owner on how the aircraft sound levels can be reduced, e.g. propping the aircraft to avoid excessive rpm (tip speed) and prop rip, quieter propellor types (Carbon fibre), different exhaust system, alternative power plants, and throttle management / flying style suggestions.

Again, the above guidance is generic in nature, but the overarching principle is maintaining strong relationships with our neighbors.

Note: VRCMS may consider pursuing electronic sound monitoring equipment in the future if warranted. The dB numbers for #1 and #2 are draft starting points for this guidance; measurements across various aircraft types will be compiled during the flying season to validate these.