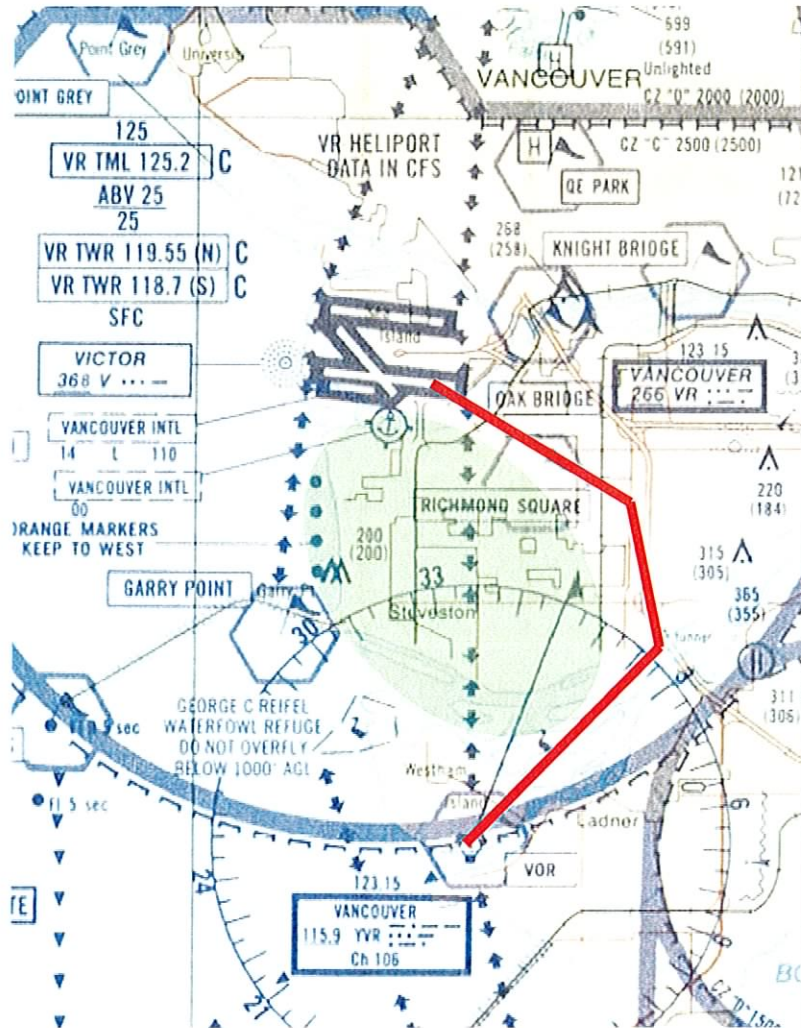


Presentation by
Howard Jampolsky
to
General Purposes Committee
November 5th, 2007

- My plan to re-route light landing/departing YVR traffic
 - Instead of flying directly over populated parts of single-family residential Richmond, aircraft would re-route east (as shown in Appendix “A”) along Hwy-99 reducing the noise footprint, and providing more open space for aircraft in the unlikely event of emergency.
 - This was the standard routing for small aircraft arriving/departing YVR for many years, and could easily be re-instated for the benefit of the people of Richmond.
 - Aircraft would continue to use the existing route west of the shoreline.
 - Better efforts by ATC (air traffic control) to ensure pilots do not ‘cut corners’ should be undertaken.
 - Not surprisingly, my proposal has been met with resistance from Nav Canada. I have been advised by Nav Canada that if the Ministry of Transportation (MOT) requested Nav Canada to implement this plan, they would do so. However, MOT claims that Nav Canada is responsible for implementing routing changes. **Who should we be talking to about this?**
- Float operations at YVR should be reviewed to ensure that float planes over-flying residences either departing or arriving adhere to air regulations with regard to minimum operating altitudes, and that consideration for noise and safety be the guiding principles of all such operations.
- North runway operational standards and noise abatement procedures should be employed on the South runway.
 - The North runway (closer proximity to Vancouver) has restrictions on the use of reverse thrust by arriving jet aircraft, thereby reducing the braking power of aircraft, and reducing the noise footprint on the north side of the airport and adjacent to Southlands in Vancouver.

- The South runway has no such reverse thrust restrictions, meaning aircraft are able to use powerful reverse thrust settings, increasing their braking ability, but creating a significant noise footprint on the south side of the airport adjacent to Thompson and Terra Nova on Richmond.
- This “reverse thrust restriction” does not make sense from an operational perspective, as the north runway is approximately 1,500 feet shorter than the south runway. The policy seems backwards. **Is this because the Vancouver lobby against airport noise is more powerful than the Richmond lobby?**
- North runway operations are also restricted to the hours of 7:00 am to 10:00 pm, meaning there are no ‘middle-of-the-night’ operations adjacent to the Vancouver side of the airport, but the south runway operates 24 hours a day, 7 days a week.
- Late night and middle-of-the-night maintenance being conducted on the south side of the airport adjacent to Thompson/Terra Nova results in significant noise from aircraft engine runnups taking place during this time. **The installation of a Ground Runnup Enclosure (GRE) would significantly reduce this noise and help make the quality of life better for the residents of these Richmond neighbourhoods. This has been done in other cities for just this purpose, but YVR has not undertaken this effort which would require a minimal investment.**
- The airport has been silent on the issue of tolling the Arthur Laing Bridge. Any toll on any bridge or roadway used by the people of Richmond by the Airport Authority would be punitive, and must be opposed at every opportunity.

Appendix "A"
Proposal by Howard Jampolsky to Nav Canada



Current VFR route is indicated by blue arrows.

Jampolsky proposal shown in solid red line

Implementation of this change would reduce noise in the green shaded area.