



Special Council Meeting for Public Hearings

Tuesday, November 23rd, 2004

Place: Council Chambers
Richmond City Hall
6911 No. 3 Road

Present: Mayor Malcolm D. Brodie
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Councillor Kiichi Kumagai
Councillor Bill McNulty

David Weber, Acting City Clerk

Absent: Councillor Harold Steves

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

1. **Official Community Plan Amendment Bylaw 7794**
(City of Richmond; Applicant: City of Richmond)

Applicant's Comments:

The Manager, Policy Planning, Terry Crowe, briefly summarized the consultation process with the Vancouver International Airport Authority (VIAA) that had resulted in a clearer definition of aircraft noise sensitive areas. Mr. Crowe displayed a noise contour map and indicated the different restrictions that would be attached to each zone.

Written Submissions:

V. Farmer, 5728 Vermilyea Court – Schedule 1

L. Berg, President and Chief Executive Officer, VIAA – Schedule 2

A. Murray, Vice-President, Community and Environmental Affairs, VIAA – Schedule 3



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Tuesday, November 23rd, 2004

R. Rai, 11460 Bird Road – Schedule 4

T. P. D'Aguiar – Schedule 5

D. Louth, 4140 Dallyn Road – Schedule 6

C. Bulfone, Transport Canada – Schedule 7

Mr. and Mrs. F. Lytwyn – Schedule 8

D. Johnston – Schedule 9

F. Tofin, 1405 – 6611 Minoru Blvd. – Schedule 10

Dr. J. Lu, Medical Health Officer – Schedule 11

Submissions from the floor:

Mr. Claudio Bulfone and Mr. Tom Lowry, of Transport Canada, were present. Mr. Bulfone referred to the written submission he had provided, and elaborated on the national guidelines published on compatible land use. Mr. Bulfone said that Transport Canada encouraged adherence to the guidelines indicating that no new residential development be allowed in areas above NEF 30. Mr. Bulfone noted that Transport Canada was in the process of consulting with the provinces with a view to review land use guidelines and reported that the suggestion had been made that there be no new residential construction in areas above NEF 25.

Mr. Bulfone and Mr. Lowry then responded to questions of Council on such matters as liability, 24 hour airport operations, and noise abatements procedures.



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Ms. Anne Murray, Vice President, Community and Environmental Affairs, Vancouver International Airport Authority (VIAA), said that the airport authority was a not-for-profit operator of the YVR, whose intention was to balance the needs of the airport and area residents. Ms. Murray commended the Mayor and Council for recognizing the needs of the airport, and she commended staff for their hard work noting that the decisions made would have long term implications. Ms. Murray then spoke about the economic benefits provided by the airport, and the need to look for land uses, both commercial and industrial, that would be complimentary to the airport. Although pleased for the restrictions that the bylaw amendment imposed on some high noise areas, Ms. Murray said that the VIAA could not support the bylaw amendment because it did not adhere to the Transport Canada Guidelines. Ms. Murray then responded to questions of Council.

Mr. D. Louth, 4140 Dallyn Road, read a written submission, a copy of which is attached as Schedule 12 and forms a part of these minutes.

Mr. Ashley Stotts, 1451 Wellington Crescent, expressed concern that Burkeville was not mentioned in the new bylaw amendment structure, and that Burkeville residents had not been included in the informal resident surveys. Mr. Stotts then said he appreciated that the City was attempting to reduce the amount of noise exposure for its residents, and he wondered if the City could also legislate protection of its communities by not allowing noise generating facilities such as an airport hangar close to them. Mr. Stotts said that he supported the initiative and in particular, as noted in the report, the key point that the City needed to manage noise at the source. It was Mr. Stotts belief that an attempt should be made to separate the needs of the VIAA and the conflicts that will occur not only in Burkeville but other communities. Mr. Stotts hoped that future consultation and discussion with Burkeville would move the process forward.

Mr. F. Letwyn, 10051 Gilmore Crescent, spoke about the affect of night flights on area residents, and he asked where help could be found for those residents. Mr. Letwyn said that he thought the plan should be looked at again with a focus on youth and the future vision for the City and not YVR interests.



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Mr. K. Jurczyk, 1251 Wellington Crescent, also said that it was unfortunate that Burkeville residents were not consulted for the policy draft. Mr. Jurczyk then expressed his concerns about noise issues on the ground, and the fact that the airport was moving closer and closer to the Burkeville subdivision. Mr. Jurczyk said the VIAA was planning an activity within 192 feet of the subdivision, on the last piece of greenspace, that would generate a noise level of 120 decibels or more. Mr. Jurczyk wondered what would happen to older homes if the policy was adopted and asked if they would be phased out.

Mr. John Crawford, 3171 Douglas Crescent, said that he was surprised by the hypocritical nature of the VIAA presentation in that a hangar was going to be jammed within 192 feet of Burkeville that would also have a taxiway connected to it.

Ms. Tracey Marten, 10011 Gilmore Crescent, read a written submission, a copy of which is attached as Schedule 13 and forms a part of these minutes.

Mr. Kaldenberg, 2120 Douglas Crescent, said that his issue was accountability, and he asked who would speak for Burkeville and the concern that a run up of planes would occur so close to the subdivision. Mr. Kaldenberg said that he was looking to the politicians for a guarantee that noise guidelines would be in place, and that the City would support the residents of Burkeville.

Mr. Ray Walden, 10500 Dennis Crescent, said that the NEF contour map did not reflect the impact of propeller planes on the City, or the jets that fly over Highway 99 and No. 5 Road, and also over Steveston. Mr. Walden said that the yellow areas of the map, which required more noise mitigation measures for new development than the white areas, should be expanded to reflect both new flight paths and changed flight paths. Mr. Walden further said that he understood the City's commitment to the OCP requirements for mitigation etc., but he questioned the VIAA's commitment to noise mitigation when flying over south Richmond.



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Mr. Barry Walsh said that he had been to several annual meetings for the airport, and he suggested that the number of flights could be cut back, which would in turn lessen the airport's payments to the federal government. Mr. Walsh said that he had been awakened three times the previous week, causing him to make a complaint to the VIAA, and he requested that the City put as much enthusiasm into this initiative as into other projects such as RAV.

Speaking for the second time, Mr. Walden said that his experience has shown that the south runway was used between the hours of 1 am and 5 am only, and not 12 am to 6 am as indicated by the YVR.

Mr. Jurczyk, speaking for the second time, said that 2000 jobs would not be lost at the airport as they would be relocated.

Mr. Letwyn, speaking for the second time, asked if the airport could not be shutdown until 5 am, or at least limit flights between midnight and 5 am.

PH04/12-1

It was moved and seconded

That Official Community Plan Amendment Bylaw 7794 be given second and third readings.

CARRIED

PH04/12-2

It was moved and seconded

That Official Community Plan Amendment Bylaw 7794 be adopted.

CARRIED

As a result of earlier discussion between Council members and the delegations regarding furthering communication between residents and the airport authority, the following *referral* motion was introduced:



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PH04/12-3

It was moved and seconded

That the constitution of a committee that would include representatives of the VIAA, Burkeville, and residents living under flight paths, be referred to staff for comment.

CARRIED

ADJOURNMENT

PH04/12-4

It was moved and seconded

That the meeting adjourn (9:35 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular Meeting for Public
Hearings of the City of Richmond held on
Tuesday, November 23rd, 2004

Mayor (Malcolm D. Brodie)

Acting City Clerk (David Weber)

U. J. ...

November 15th, 2004

Victor J. Farmer
5728 Vermilyea Court,
Richmond, B.C. V7C 5W7

Mayor Malcolm Brodie,
City of Richmond
Mayor's Office
6911 No. 3 Road
Richmond, British Columbia
V6Y 2C1

Dear Mr. Brodie,

RE: Vancouver International Airport – Expansion of Night Time Operations

An advertisement recently appeared in one of our community newspapers stating that the Vancouver International Airport (YVR) intends to expand its night-time operations. Apparently, YVR has approached the City of Richmond (City) to endorse or support this change. I contacted YVR in order to find out more about their plans and to answer some of my questions. They suggested I contact the City in this regard; hence the purpose of this letter to you, which now seems much more important in light of Larry Berg's quote in last weekend's newspaper "fourth runway a 'conversation starter'." My questions and concerns are specifically related to the additional airport noise that would result from increased airport night-time operations, and are as follows:

How many more night time flights is YVR considering, and what will the noise and associated health impact be on local Richmond residents, particularly those in Noise Exposure Forecast (NEF) contours greater than 25? YVR either could not, or would not, provide any meaningful information as to how many more night time flights they are considering. Surely, the City appreciates that even the current amount of YVR's night time activity disturbs the sleep of many of its citizens. It is therefore obvious that increased airport night time operations will exacerbate the airport's noise effect on Richmond citizens, their sleep, community health, and will substantially reduce our community's liveability.

The negative health effects of airport noise, particularly night time operations, is very well researched and documented. The U.S. Health Subcommittee of the Environmental Impact Committee (Note 1) found that:

- "Airport noise causes difficulty in attaining deep sleep, shortened REM sleep, and premature arousal from sleep. Both deep and REM sleep are thought to be physiologically important. Sleep deprivation leads to impaired reaction times, fatigue, lethargy, decreased efficiency, anxiety and desire to be left alone,"
- "Excessive noise has been positively associated with the development of hypertension, high cholesterol, and high blood sugar, all of which place people at increased risk of heart disease and stroke,"
- "Airport noise results in a significant increase in community use of tranquilizers and sleeping pills. Airport communities have an increased rate of alcoholism, and admissions to psychiatric hospitals. Airport-related noise can literally drive people mad."

Another more recent, in-depth, Netherland study (Note 2) on the exposure-effect relationship regarding sleep disturbance and aircraft noise concluded that "In this study a moderate to strong relationship between aircraft noise exposure during sleep and mean motility measures has been found; Motility and a variety of long term variables obtained from the questionnaire and aggregated effect variables obtained from the diaries associated. These variables are: number of times remembered to have been awake during sleep, number of marker pressings during sleep, use of sleeping pills, self-reported sleep quality from the questionnaire, number of general sleep complaints, frequency of times awake due to aircraft noise, number of aircraft noise-induced adverse effects a week, and number of health complaints."

The World Health Organization (Note 4) states that:

- "In workers exposed to noise, and in people living near airports, industries and noisy streets, noise exposure may have a large temporary, as well as permanent, impact on physiological functions. After prolonged exposure, susceptible individuals in the general population may develop permanent effects, such as hypertension and ischaemic heart disease associated with exposure to high sound levels."
- "It has been shown, mainly in workers and children, that noise can adversely affect performance of cognitive tasks. Although noise-induced arousal may produce better performance in simple tasks in the short term, cognitive performance substantially deteriorates for more complex tasks. Reading, attention, problem solving and memorization are among the cognitive effects most strongly affected by noise. Noise can also act as a distracting stimulus and impulsive noise events may produce disruptive effects as a result of startle responses."
- "Noise can produce a number of social and behavioural effects as well as annoyance. These effects are often complex, subtle and indirect and many effects are assumed to result from the interaction of a number of non-auditory variables,"

"Exposure to night-time noise also induces secondary effects, or so-called after effects. These are effects that can be measured the day following the night-time exposure, while the individual is awake. The secondary effects include reduced perceived sleep quality; increased fatigue; depressed mood or well-being; and decreased performance, among others. Long-term effects on psychosocial well-being have also been related to noise exposure during the night."

Some studies (Note 5) have confirmed the obvious: *at the same noise levels, night-time annoyance is above day-time annoyance in the case of aircraft noise.* Other studies have concluded that the effect of night time noise is more dramatic on children.

Is this the kind of liveability criteria we strive for in Richmond? Aircraft noise disturbs the normal activities of airport neighbours - their conversation, sleep, relaxation, degrades their quality of life (Note 6) and subjects them to a wide range of other possible secondary effects. I am hopeful that the City is not supportive of any increased night time YVR operations. And I trust that you agree that the City has a moral, if not a legal responsibility, to do what it can to ensure that YVR's night time operations do not adversely affect the health and well-being of its citizens.

Has YVR been asked to consider more equitable alternatives? It's unfortunate that YVR is seeking to have the cost of the environmental impacts of its airport operations fall disproportionately on nearby communities. In the case of aircraft noise and the resulting health risk consequences, there should be some mechanism that limits the health cost to our local citizens, and therefore puts the responsibility of these costs back onto those that are so benefiting. Fair is fair, and there are many examples of this type of approach.

- For each of Heathrow, Gatwick and Stansted airports, the UK Government prescribes very high restrictions on the total number of aircraft movements at night. Further, *Heathrow airport prices night time flights at a very high level. This results in very few night time operations.* As an incentive for airlines to use quieter aircraft, these airports have introduced a range of differential landing charges based on certificated noise values, preferentially rewarding those emitting least noise (Note 7).
- The Hong Kong Airport's website states that *"due to the airport's remote location and with most flight paths over water, fewer than 500 people are now exposed to significant aircraft noise where they live as compared with about 350,000 in Kowloon when Kai Tak airport operated."* Perhaps it is time to plan for a relocation of YVR to a less densely populated area, similar to what was done in Hong Kong. This may be especially important since YVR is located particularly close to a large urban population area. There are other airports in Pitt Meadows, Abbotsford and Boundary Bay that could be used for cargo transport. And perhaps YVR should consider utilizing other more rural locations for their night time operations?

- There is some literature that indicates that landings create less noise than aircraft take-offs. If this is true, then perhaps night time operations should be limited to a prescribed number of landings and no take offs.
- There is also some literature that suggests flight timetables can be adjusted to eliminate the requirement of night time operations by varying flight departure times, flight travel times, travel routes, and stop-over times.
- The Los Angeles Airport alone has spent over \$130 million to purchase private residences and plans to spend \$21 million on soundproofing schools and other public buildings near the airport - Note 3. Many airports have also financially assisted the construction of sound barriers and acoustical shielding, including the soundproofing of surrounding single family residences and public buildings.

In doing my research for this letter, I note that many world renowned airports are attempting to find ways to better mitigate the effect of the noise on the local community. Conversely, YVR appears to be attempting to justify increased noise to the local community - Richmond.

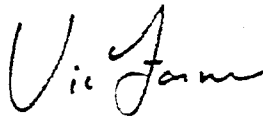
Has the City post-evaluated the effectiveness of its September 18, 1995 amendment to the Official Community Plan to: "require all new housing built within the area outlined in Attachment 4 and which need rezoning or subdivision approval, be noise insulated to CMHC standards as determined by a registered professional qualified in acoustics." The City seems to be under the impression that all new homes must have noise mitigation incorporated into their construction (I was told this by the City last year when I purchased my new home, and I have heard related conversation since). Mine is a new home, completed in 2003. As best as I can tell, the acoustical study that was performed on my house (pre-construction) does not indicate additional insulation requirements beyond the Building Code, even though my home is in the NEF 30+ zone. This was recently confirmed by an independent building inspector that I hired at the expiration of the first year of my new home warranty.

Does the City seriously believe it is acting in the best interest of its Citizens if it even considers endorsing increased night-time operations at YVR? The Official Community plan states that Richmond's vision is to be "the most appealing, liveable, and well-managed community in Canada." This was reinforced in the Mayor's December 8, 2003 Annual Address where you said that "Richmond will continue its efforts to be the most appealing, livable and well-managed community in Canada." Both the City's vision and your statement are inconsistent with any endorsement or support that allows or encourages YVR to increase its night-time operations. The World Health Organization (Note 4) states that "Governments should consider the protection of populations from community noise as an integral part of their policy for environmental protection," and it recommends that "municipalities should develop low-noise implementation plans." These guidelines and recommendations are no doubt intended to make communities more appealing and liveable, whereas any support of increased YVR night-time operations does not.

Does the City not have an obligation to first inform those citizen's who may be affected by any endorsement they may be considering? I attended two YVR open houses over the last year. At no time during either of these two events did YVR ever state their plans to increase airport noise, particularly night-time airport noise. I do not believe that most Richmond citizens living in NEF 25+ zones are aware of the potential of increased YVR night time noise. I hope you agree that public awareness is critical and a huge City Council responsibility.

In conclusion, it's obvious that any more night-time airport noise will adversely impact Richmond's liveability and the health and well being of many of its citizens. I fully understand that living within the vicinity of the Vancouver Airport also means living with some airport noise. However, I trust you share my opinion that there is much responsibility on YVR's part to mitigate the impact of noise on local residents where there is such opportunity, and there clearly is such opportunity. In any case, efforts should always be to manage and reduce airport noise, not to increase it. I trust that the City will properly, fully, and independently, research the adverse consequences of increased YVR night time operations, including the questions posed in this letter, and completely and openly communicates these results to those so affected. Further, I hope that the City requires YVR to exhaust all other alternatives rather than endorsing or supporting any motion or action that could possibly lead to increased night-time YVR airport noise.

Sincerely,



Vic Farmer

cc: Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Rob Howard
Councillor Bill McNulty

Councillor Derek Dang
Councillor Sue Halsey-Brandt
Councillor Kiichi Kumagai
Councillor Harold Steves

- Note 1: *The Adverse Health Impacts of Airport Expansion with Particular Reference to Sea-Tac International Airport* From the Health Subcommittee of the Environmental Impact Committee of the Regional Coalition on Airport Affairs, Prepared by D. Dennis Hansen, M.D. and Lee A. Sanders M.D., Ph.D. 1992
- Note 2: W Passchier-Vermeer, H. Vos, JHM Steenbekkers and FD van de Ploeg *TBO Report on Sleep Disturbance and Aircraft Noise Exposure*, Division of Public Health, The Netherlands, 2002: pages 88-9
- Note 3: Federal Aviation Administration 12 New England Executive Park Burlington, MA 01803
- Note 4: Berglund, B., Lindvall, T., Schwela, D., and Goh, K. (Eds.) "Community Noise." World Health Organization, Geneva, Switzerland: Department for Protection of the Human Environment, 2000.
- Note 5: Katja Wirth, Mark Brink & Christoph Schierz *Aircraft Noise Annoyance at Different Times of Day* Institute for Hygiene and Applied Physiology, Swiss Federal Institute of Technology, CH-8092 Zurich, Switzerland
- Note 6: U.S. FAA Office of Environment & Energy, Environmental Network *Introduction & Summary of Aviation Noise Abatement Policy* Chapter 2. How Noise Affects People
- Note 7: Please see the BAA website (Owner of seven UK airports, including the world's busiest international airport, Heathrow). http://www.baa.com/main/corporate/sustainable_development/noise_initiatives_frame.html



Vancouver International Airport Authority
Administration de l'aéroport international de Vancouver

P.O. Box 23750
Airport Postal Outlet
Richmond, B.C. Canada V7S 1Y7
Website: www.yvr.ca

To Public Hearing
Date: Nov 23, 2004
Item # 1
Re: Bylaw 7794
Aircraft Noise-Sensitive
development policy

SCHEDULE 2 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

Larry Berg
President and Chief Executive Officer

November 17, 2004

Mr. George Duncan
Chief Administrative Officer
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Duncan:

RE: Proposed OCP Airport Noise-Sensitive Development Policy

Thank you for the opportunity to comment on the above policy. I would like to commend the City of Richmond for recognizing the importance of responsible land use planning to address the issue of residential developments in high aircraft noise areas. I would also like to acknowledge the sincere efforts of City staff over the past several months in developing such a policy.

The Airport Authority is pleased that the proposed policy prohibits new residential development in some high aircraft noise areas. We think this is a step in the right direction – but not enough. This proposed policy is not consistent with Transport Canada national land use planning guidelines and international standards. The Airport Authority does not support the policy as drafted. We remain opposed to residential developments in high aircraft noise areas that would be permitted under this policy.

The policy should be amended to expand the areas where residential uses would be prohibited. We believe that an opportunity exists for significant airport compatible and complementary uses of lands in those areas—uses that benefit from the global connections that the airport provides.

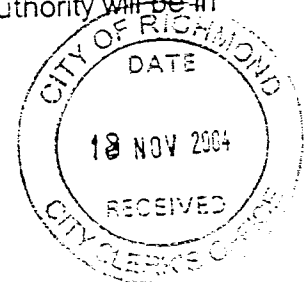
However, should Council resolve to adopt the policy despite the concerns raised by the Airport Authority and others in the aviation industry, Council must ensure all possible mitigation measures are implemented. We also request the City impose legal requirements on all new developments indemnifying the Airport Authority from any future legal actions associated with aircraft noise.

We understand that the City is holding a public hearing on the proposed policy on the evening of Tuesday, 23 November 2004 at City Hall. Representatives from the Airport Authority will be in attendance to speak to our concerns.

Thank you again for the opportunity to comment.

Yours truly,

cc: Terry Crowe, Manager Policy Planning



To Public Hearing
Date: Nov 23, 2004
Item # 7
Re: Bylaw 7794
Aircraft noise-sensitive
development policy

Submission to Council
November 8, 2004
Re: Item No. 15

10-2010181
SCHEDULE 3 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

City of Richmond - City Council Meeting
OCP Aircraft Noise-Sensitive Development Policy

November 8, 2004

Anne Murray
Vice President, Community & Environmental Affairs

**City of Richmond
City Council Speaking Notes
November 8, 2004**

- Your Worship Mayor Brodie and Council, thank you for the opportunity to speak to Item 15 on the agenda, the City's draft OCP Aircraft Noise-Sensitive Development Policy.
- First, I'd like to commend the City for recognizing the need for a policy to clearly and consistently address the important issues of development in areas with high levels of aircraft noise.
- I'd also like to acknowledge the hard work of the City staff in developing such a policy. Airport Authority staff have provided technical reports and additional information and have met with City staff many times. This is a very difficult, very complex issue, with many varied perspectives. I'd like to express my appreciation for all the work of staff, balancing and integrating many views as they developed this policy.
- Transport Canada has national airport land use compatibility guidelines that use the Noise Exposure Forecast contours. Transport Canada recommends against residential development in areas over 30 NEF. International standards and best practices also recommend this approach.
- These guidelines are in place to ensure airports can provide the service wanted by their communities. Vancouver International Airport is an economic generator with over 26,000 jobs on Sea Island and almost 400 businesses and organizations. We are also an economic facilitator supporting many Richmond businesses.

- The Airport Authority is pleased that the proposed policy prohibits new residential development in some high aircraft areas. We think this is a step in the right direction – a good start but not enough.
- This proposed policy is not consistent with Transport Canada guidelines and as such the Airport Authority cannot support it.
- The Airport Authority requests the City to expand the area where new residential development is prohibited. We call on the City to also designate all federal land within NEF 30 as no new residential development.
- We call on Council to direct staff to restrict new residential as they develop area plans for high noise areas.
- We understand the City intends to permit residential developments in areas of high airport noise contrary to the Transport Canada guidelines and in opposition to concerns raised by the Airport Authority and other aviation stakeholders. The Airport Authority recognizes the improvements that the draft policy offers including the expansion of the area covered by these requirements, the inclusion of specific indoor noise level specifications, notice and restrictive covenants. The City must recognize that these conditions provide only limited protection from claims by future residents or calls to restrict or curtail airport operations. Notwithstanding their limitations, the City must impose them rigorously to all future airport noise sensitive developments.
- We support the City's intention to expand the mitigation requirements through amendments to the Building Code or Building Bylaw and the City's work to continue to improve the restrictive covenants, notice and awareness requirements. This work should proceed as soon as possible. The Airport Authority would be pleased to provide assistance as we can.
- In closing, the Airport Authority sees improvements in the policy however cannot endorse it as it does not conform with the Transport Canada national guideline of no residential development in the 30 NEF contour.

SCHEDULE 4 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

Mayor and Councillors

Public Hearing
Nov. 23, 2004

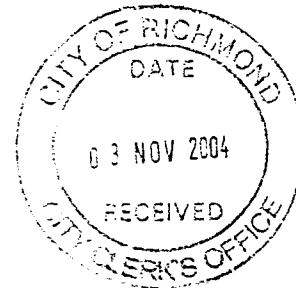
From: Ran Rai [raimob1@shaw.ca]
Sent: Monday, 1 November 2004 9:04 PM
To: Mayor and Councillors
Subject: YVR

Item # 1
Re: Bylaw 7794
Aircraft noise sensitive
development policy

To mayor and councillors

I live under the flight path of YVR, which I am well aware will be noisy, but what disturbed me this year was the flight take-off's over the area this summer at night. We had a hot summer, so we had to have the windows open, but at the same time the aircraft were taking off over Richmond at night. You can appreciate this was not a comfortable sleeping environment. I am normally a very understanding person, but we can not allow take-off over Richmond at night on a permanent basis. Please consider my request, I am writing this on behalf of 20 friends who all live under the flight path.

Ran
11460 Bird Road
604-812-5285



11/03/2004

MayorandCouncil.

From: T.P.D'Aguiar [skygirl@digital-rain.com]
Sent: Wednesday, 27 October 2004 9:54 AM
To: MayorandCouncillors
Subject: Fw: Aircraft Noise

To Public Hearing
Date: <u>Nov 23, 2004</u>
Item # <u>7</u>
Re: <u>Bylaw 7794</u>
<u>Aircraft noise-sensitive</u>
<u>development policy</u>

ATTENTION: Bill McNulty

-----Original Message-----

Sir,

I sent this e-mail ealier today and I would appreciate if you would read it out to those present at the meeting on Nov 02 2004.

This e-mail may sound abrasive and forthright but I strongly feel that the city of Richmond refuses to take action on a very

complex problem. I have lived in Richmond for many years and that kind of noise is unbearable and intrusive on many

people's lives mine included. This kind of noise must be controlled strictly and the noise problem must be adressed now and

dealt with now rather than later. There is no justifiable cause to have this airport opened 24 hrs when airports like Toronto

are closed from midnight to 7am. Since the airport is not willing to do their takeoffs over the water then they should not be

allowed to takeoff over the city throughout the night. As a taxpayer I am frustrated and angry that the City of Richmond

ignores the wishes of the residents time and time again.

I trust that you will deal with this issue keeping in mind that all the residents of Richmond is entitled to a descent quality

of life no matter where they live.

The city is to blame for allowing development of homes in areas where the noise is the worst knowing fully that the airport

was against this from the start and yet up to this day development continues. It is time to take responsibilty for this mess.

Sincerely,

T.P.D'Aguiar

To: mayerandcouncillors@city.richmond.bc.ca
Subject: Aircraft Noise

Since your meeting on November 2nd will address this issue I think the time has come once and for all to listen to people of Richmond. Aircraft noise is destructive to people's lives in every aspect. Noise over a long period of time causes illnesses of all kinds including alcoholism and suicides. Over the years the noise has become intolerant in

some areas and yet the City of Richmond continues to promote that living with noise is ok. Well it is not and the time has come for you all to do something about it. Do not let the YVR airport be open 24 hrs because the noise will only get worst and instead of a small portion of Richmond being affected by noise the whole of Richmond will be affected. Right now at 3.00am you have aircraft screaming over the west,south and east areas of Richmond. There is no need to have this airport opened 24 hours at the expense of the taxpayers and may I remind each and every one of you that we pay high enough taxes and we deserve a good night's sleep so we can function in the day. This airport might be financial cow to Richmond but not at our expense. I travel all the time and the airport in Toronto closes at midnight till 7.00am because of the people who live nearby. Why is it that we must constantly fight city hall and the airport on this issue all for a good night sleep. Don't any of you people get this and the importance of this? I urge all of you to address this issue putting the residents of Richmond first instead of money for once in your lives, noise is medically,physically and mentally bad for people. PLEASE DO WHAT IS RIGHT FOR THE PEOPLE OF RICHMOND, REMEMBER WHO PUT YOU THERE AND WHO CAN REMOVE YOU.



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October 25, 2004

**SCHEDULE 6 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.**

Bill McNulty - Chair of the Planning Committee and committee member

I want to take this opportunity to update you on all the events on aircraft noise after midnight. It has been almost two years since I first approached the General purpose Committee. I will take you chronological through the events, from the first meeting two years ago, up to YVR open house September 15, 2004.

Since that time, I had several meetings with airport officials supported by the planning department staff. None of our meetings accomplished anything. I was disappointed with the way airport officials changed what I understood at a previous meeting the format of public meetings to an open house. As you are well aware, open houses are completely different from public meetings. Residents who attend an open house will not hear any of the questions proposed to airport authorities, or their answers to those questions. When I was not able to convince them to change their mind, I would not be part of their strategy. Since it was their nickel, I decided to do what ever was necessary to pressure them into holding either an open house or a public meeting. It took a considerable amount of time for YVR to decide to hold an open house in our community.

YVR advised me they were going to hold an open house at the East Richmond Community Hall on September 15, 2004 from 5 to 9 pm. While I appreciated the advance notice of the open house, I was certain I would have to do something to make sure home owners would see their ad. I decided to place my own ad in the local newspaper. By doing this I was hopeful, I would be able to get their attention. After considerable thought, I decided to piggyback on their ad by asking several questions in my ad as to why aircraft depart and arrive from midnight to 6am. This ad was not cheap, but I needed a way to get a message out into the community quickly and to get their attention. I made a conscious decision to put my name, phone number and e-mail in the ad. Although the ad was only in for one day, I did receive lots of support.

I arrived at the open house about 5pm and already there were residents viewing the information placed around the room. There were several YVR staff located around the room to answer their questions. When people arrived, they signed in, and were given a comment sheet to fill in before leaving or fax later to their office. I positioned myself at the front entrance so I could hand out my own information sheet. Only two members from the YVR Board of Directors attended the open house. I cannot be sure if any one of our two citizen representatives, or the planning department representative, appointed by Richmond Council, to the Aeronautical Noise Management Committee attended. If they did attend, not one of them came over to introduce themselves or to ask me of my concerns. Both Terry Crowe and Eric Fiss from your planning department attended. Most people who attended the open house confirmed to me that airport noise after midnight was disturbing their sleep and quality of life.

The next day after the open house, I sent an e-mail to Ann Murray who is Vice President of Community and Environmental Affairs at YVR, asking where we go from here. To date I have not heard a word from her. This does not surprise me at all. I know they will require some time to decipher all the comment sheets. With the entire employee's at their disposal, how much time will it take. At least a phone call or e-mail to tell me approximately the time requiring to decipher the comment sheets, and what is the next step. Copies of my e-mail to Ann Murray were sent to her staff, Richmond planning staff Terry Crowe and Eric Fiss and my Member of Parliament, Mr. Cummins.

I decided to involve my member of parliament because I needed someone of his stature to represent us with the federal government. I am attaching a copy of his letter to Larry Berg and to the Department of Transport. To date we have not heard a word from Mr. Berg. Again, I am not surprised.

I was informed that Mr. Berg would be on the radio talk show with Bill Good. I took the time to e-mail Mr. Good with enough information hoping to get a chance to ask Mr. Berg why and when did he approve night flights. I did get the opportunity to ask him these questions. He said he was very sympathetic, but the Asian market was the determining factor. He also confirmed that night flights were not something that happened in the past, but still evasive on when the implementation occurred. He confirmed there was closure of midnight movements at other airports. He also confirmed that rent to the federal government was very expensive. In their auditors report to the directors it states \$66 million was for rent, while on the radio it suddenly went up to \$70 million. Almost \$5 million of ground lease payments was deferred to the federal government because of declining passenger traffic. He never mentioned anything about the deferral, leaving the radio listeners with the impression of a much higher land lease, then actually is. I am not sure I want to believe what Mr. Berg is telling us anymore. Like any good corporate company, he should take interest in our community. He does not care because he does not live under the flight path. Here is someone according to their auditors report to the directors who earns \$350,000 to \$500,000 a year. With that kind of remuneration, he does not need to live in our community and have his quality of life suffer. I do not expect we will get any kind relief from Mr. Berg. This man is only concerned with the bottom line and to hell with the residents.

Mr. McNulty and committee members, you were elected to represent all citizens of Richmond no matter what issue comes before you. While I recognize this issue is not an easy one to resolve, we stood a better chance when the federal government was in control. We clearly were able to negotiate with the department of transport back in those days. Today I believe the YVR board is arrogant and is not sympathetic towards our community. They do not intend to resolve this problem. I believe it is their intention to ignore us and hope the problem will go away.

When the time comes, and I hope it will be soon, it is YVR responsibility to prepare a comprehensive report to everybody in our community and the City of Richmond on what transpired at the open house. This is the only way for all residents in our city to know what YVR is contemplating and what they requested on their comment sheets.

A few years ago, we had problems with trains going through our community during those midnight hours. This was resolved. In addition, you have created a new bylaw for barking dogs during the midnight hours. When faced with an issue, I believe you have the determination to resolve the problem.

Were there disappointments during this process? Yes there was. First, the time it took to get YVR convinced to hold some kind of meeting. Second, both local newspapers did not send anybody to cover the open house. Third, no answers to my letters to both publishers as to why they did not send any reporters. Fourth, the lack of response from my e-mail to YVR. Finally, the continuing arrogant treatment from the YVR Board of Directors towards our community.

In closing, I want to take this time to thank Terry Crowe and Eric Fiss for their part in keeping the line of communication open between YVR and our community.

Thank you,

Doug Louth
4140 Dallyn Road
Richmond B.C.
V6X 2S7
(604) 270-2176

Attachments:

Letter to mayor requesting meeting December 2002
Letter from mayor to appear before General Purposes Committee
My presentation to General Purposes Committee
Letter from Mr. Cummins to Larry Berg
YVR ad placed in the community newspapers
My ad placed in the community newspaper
YVR Comment sheet handed out to residents
My information sheet handed out to residents
E-mail to Bill Good of CKNW
E-mail to Ann Murray at YVR
My comment sheet faxed to YVR

Douglas Louth
4140 Dallyn Road
Richmond, B.C. V6X 2S7
December 19, 2002

Malcolm Brodie
Mayor
City of Richmond
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Dear Sir:

Re: Aircraft noise after midnight

Thank you for taking the time to talk to me on several occasions about airplanes departing and arriving at YVR after midnight. Gail Johnson your executive assistant did call, and gave me two phone numbers of council representatives who are advisors to the noise management committee at YVR. I raised my concerns with Mr Watson and he in turn was going to raise the issues at their next meeting schedule on December 10th. It is my understanding that he raised my concerns before the committee. I also spend some time with a Mr. Fred Tewfik who is their environmental analyst and also sits on the committee as their secretary.

After my conversation with Mr Watson and my meeting with Mr Tewfik, I believe they still have not addressed the problem. I would appreciate the opportunity to appear before council at your next regular meeting. It is easier for me to explain before council as a whole about my concerns. I recognize that this is not an emergency, and if you want to add it to your agenda in the New Year, it will be acceptable to me. You can reach me at home (604) 270-2176 or on my cell at (604) 970-3317.

Sincerely,

Doug Louth
c.c. City Clerk



City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1

Telephone (604) 276-4000

www.city.richmond.bc.ca

December 30th, 2002

File: 0105-01

Mr. Douglas Louth
4140 Dallyn Road
Richmond, BC V6X 2S7

Dear Sir:

Re: Aircraft Noise After Midnight

In response to your letter dated December 19th, 2002, this is to confirm that arrangements have been made for you to appear as a delegation regarding the above matter at the open General Purposes Committee meeting scheduled for Monday, January 20th, 2003, at 4:00 p.m. in the Anderson Room, located on the 2nd floor, of Richmond City Hall.

Yours truly,

David Weber
Acting City Clerk

ija

pc Mayor Malcolm D. Brodie

RICHMOND
Living on the Edge

Your worship and members of council.

My name is Douglas Louth and I live

At 4140 Dallyn Road. Thank you for

allowing me to appear before this committee

with regards to aircraft departing and

arriving after midnight.

In my letter to the mayor dated Dec. 19/02

I wrote about my conversation

with a citizen representative appointed

by the city of Richmond and a meeting

with Mr Tewfik who is an employee

of YVR.

Both men listened to my concerns, but in the end

they where not able to insure me aircraft

noise after midnight would change in the future.

There fore, I felt there was no other choice but to bring the issue before city council.

I have lived under the south runway for nearly twenty-six years. We moved into our house located in the cambie and number five area in 1977. Before buying, my wife and I parked our car in front of the house on several occasions, listening to the planes taking off and landing.

We were convinced over a period of time we would be able to adjust to the noise and we did.

During those years we have raised two children who have grown up and moved on.

Since 1997 I now have the honour of looking after my parents who are in their middle eighties.

What we did not figure out at that time, or realize, was globalization. This would lead to a substantial increase in airplane traffic.

This increase of air traffic has not inconvenienced us as long as they continue to arrive or land in the daytime or evening hours.

Back in 1997 there were no flights scheduled for arriving or departing after midnight.

But, over the last few years there are numerous passengers planes leaving after midnight to the orient and other destinations, along with several commercial flights arriving during those same hours. Most of the commercial flights are couriers such as UPS, FEDERAL EXPRESS and others.

Some of you will remember me as a member of the cambie citizen advisory committee. This committee recommended we leave certain areas within our boundaries as residential. As you know, we were very successful in convincing council with respect to those views. During our endless meetings with planning committee we also had the opportunity to meet with employees from YVR.

At those meetings we learned how the industry was going to implement changes to the noise level.

One of the main changes recommended by the industry and supported by airport authority was to improve aircraft engines to reduce the level of noise over the next few years.

In addition, we recommended to council that all new houses constructed within our boundaries and specially under the NEF zones be sound proof.

At those meetings it was never mentioned about airplanes leaving or arriving after midnight.

We were only concerned about daytime and evening flights. We were under the impression or we were lead to believe that flights after midnight were banned except for emergency.

I also must tell you that this is not an every night occurrence. It is only when the winds are not favourable, other wise the planes take-off over water.

If they (YVR) had intentions of allowing arrivals and departures after midnight, then they should have told our committee of their plans.

Now they say the airport is and was always opened twenty four hours. However, it still does not give them the right to disturb the residents after midnight.

The question I have for management of YVR, why did they not hold meeting within the community about their plan of action before giving permission to the airlines?

In addition, we were not told that municipal noise by-laws are not applicable to YVR because it is regulated by the federal government.

I have some genuine concerns with their future plans outlined in Their 2001 annual report titled Environment Noise Management.

On page 6 figure 3 is a graph indicating a noise Surcharge which has been delayed. Also, under the graph in section 2.1 they write about a noise management initiatives to be incorporated into the next 5-year noise management plan, scheduled to be ready for final approval by the end of this year.

Finally, what am I looking to accomplished before you today. While I am not interested in starting a hullabaloo. I would like council and YVR to hold some regular meetings in the community over the

coming months to discuss their 5 year plan.

We all need to be involved from council members,
citizens, council representatives, our federal mp,
and of course YVR.

I feel quite sure we can improve the quality of life
for residents within our communities and to continue
the economic benefits for the authority at YVR.

Thank you.

HOUSE OF COMMONS
CANADA

CONSTITUENCY OFFICE
4871 DELTA ST.
DELTA, B.C.
V4K 2T9
TEL: (604) 940-8040
FAX: (604) 940-8041
E-mail: cummins@dcnet.com

JOHN CUMMINS, M.P.
DELTA-RICHMOND EAST

OTTAWA OFFICE
ROOM 548 CONFEDERATION BLDG.
HOUSE OF COMMONS
OTTAWA, ONTARIO
K1A 0A6
TEL: (813) 992-2957
FAX: (813) 992-3529
E-mail: cummins@parl.gc.ca

File # D 04-090

September 10, 2004

Larry Berg
President & CEO
Vancouver International Airport Authority
PO Box 23750 APO
Richmond, BC V7B 1Y7

Dear Mr. Berg:

I am writing on behalf of Mr. Louth, a constituent who contacted me regarding the noise caused by the arrival and departure of commercial aircraft at the Vancouver Airport between midnight and 7:00 AM.

Mr. Louth, who has lived under the south runway since 1977, stated that prior to 1997 there were no flight arrivals or departures after midnight at the Vancouver Airport except for those of an emergency nature. He said that since the federal government privatized the airport and leased the land to the Vancouver International Airport Authority (VIAA), flights after midnight have become commonplace.

In 2002, there was an average of eighty-seven flights between the hours of 10:00 PM and 7:00 AM each night, which works out to just about ten flights per hour! According to Mr. Louth, the VIAA assumes that the Vancouver airport will be able to accommodate an increase in traffic to 18 flights per hour between the hours of 10:00 PM and 7:00 AM by 2015. This problem is not going to go away. Now is the time to deal with this situation.

The VIAA five year noise plan was recently approved by Transport Canada, according to Mr. Louth, without public input. In the future, Mr. Louth wants

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2.

public meetings held so affected residents have a chance to give their input. The Open House, which is scheduled for Wednesday September 15, 2004, is not a venue that allows for discussion and public input.

While recognizing the significant impact the airport has on our economy, it is still important to consider the quality of life of the surrounding neighbourhoods that are adversely affected by air traffic noise. As a landscaper, Mr. Louth is restricted in the hours he can conduct his business. He would likely find himself in trouble with the law if he 'disturbed the peace' with his landscaping equipment after 10:00 PM, never mind after midnight!

Noise from aircraft arriving and departing after midnight has had a negative affect on Mr. Louth and his quality of life. Mr. Louth stated that it is his understanding that flights between the hours of midnight and 6:00 AM are prohibited at Pearson International Airport in Toronto. He wants the Vancouver Airport to have the same limitations to the hours that aircraft are allowed to fly as Pearson International Airport in Toronto. I am requesting that you either make these changes or explain why they can't be made.

I look forward to your response to Mr. Louth. Thank you for your consideration of this matter.

Yours truly,



John Cummins, M.P.
Delta - Richmond East

cc: Jean Lapierre, Minister of Transport
Anne Murray, Vice President
Community and Environmental Affairs, VIAA
✓ Douglas Louth

JMC/kss



**Concerned about
airport noise?**

So are we.

Join us to provide your comments and find out more about what the Airport Authority is doing to mitigate and manage airport noise in your neighbourhood:

Wednesday, September 15, 2004

5 p.m. to 8 p.m.

East Richmond Community Hall
12360 Cambie Road, Richmond B.C.

For more information, or to submit comments or questions, please visit the "Community Corner" section of our website: www.yvr.ca



Vancouver International Airport Authority is a community-based, not-for-profit organization that operates Vancouver International Airport (YVR).

YVR VANCOUVER INTERNATIONAL AIRPORT

- Is your quality of life suffering due to aircraft noise after midnight?
- Are you awakened when planes depart and arrive after midnight?
- Are you interested in finding out why YVR decided to operate past midnight?
- Would you like to know who approved this plan?
- Did you know YVR approved a new 5 year noise management plan?
- Did you know YVR is now working on guidelines to operate during night-time hours (midnight to 7:00 a.m.)?
- Did you know the federal government approved this plan?
- Would you like to know how many flights are scheduled after midnight?
- Would you be interested in knowing, which companies are operating after midnight?
- You will be interested in knowing how many flights will be departing and arriving after midnight in the future?
- In all their documents and mail outs, they claim to have informed the surrounding communities of their plan "this includes being a good neighbour". We need to know why there has been no community involvement.
- YVR does not hold any public meetings, only open houses except when they are required to hold an annual stakeholders meeting every May at the airport, as required by their lease agreement with the federal government.

If you are interested in finding out answers to the above then please attend:

**YVR-OPEN HOUSE
EAST RICHMOND COMMUNITY HALL
SEPTEMBER 15, 2004
5:00 P.M. TO 9:00 P.M.**

You can email me at yvraircraftnoise@shaw.ca or call Doug Louth at (604) 270-2176 for more information.



September 15, 2004

YVR Noise Management Information Session Comment Form

Name:	
Address:	
Phone:	
E-mail:	
Would you like to receive updates on airport activities?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Did you find the information session useful? Please explain.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Was the information easy to understand? Please explain.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Would you attend another information session? Please explain.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Can we share your comments directly with the YVR Aeronautical Noise Management Committee and the City of Richmond?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Comments:

Cont'd on back

YVR

VANCOUVER INTERNATIONAL AIRPORT

In a report released last year "Community and Environmental Report 2003" Larry Berg President and CEO writes, "Airport authority operates YVR in a manner that minimizes its impact on the surrounding environment, both natural and humans. We are committed to open honest and timely communication with our community."

They may have delivered their mail outs to each home within the communities, but we have had no participation into the board of director's decision to operate flights after midnight. It is quite probable that none of the directors or the president lives under the flight paths. Before making this decision to have planes departing and arriving after midnight, they should have consulted with the communities by holding public meetings.

In their report "Vancouver International Airport Authority - Noise Management Plan 2004 -2008" they list eight ideas that have been carried forward and have been merged into their new plan for 2004 -2008. The first idea listed in their 1999 -2003 was night-time departures. In their new plan for 2004 -2008, they now have renamed night-time departures to night-time operations. They are also developing guidelines to help evaluate requests to operate during the night-time hours. (Midnight to 7:00 a.m.)

Airport authority staff has provided the following information to the Manager of Policy Planning for Richmond. In his report to city council on March 26, 2003 he writes the following; "In 2002 there were a total of 128,915 arrivals and 128,033 departures for a total of 257,850 total movements (arrivals and departures) at YVR"

- Approximately 25,030 movements or 9% of the annual total, occurred between the hours of 10:00 p.m. and 7:00 a.m.; and
- Approximately 6,940 movements or less than 3% of the annual total occurred between the hours of midnight to 6:00 a.m.

In addition, YVR is predicting 459,900 total runway operations in 2015 with approximately 61,225 movements (approximately 13%) occurring between the hours of 10:00 p.m. and 7:00 a.m. This is more than double the number of arrivals and departures experienced in 2002.

In 2002, there were 257,850 departures and arrivals averaging 706 flights per day. From 10:00 p.m. to 7:00 a.m., there were 31,870 movements or 37 flights during those nine hours every day or 19 flights per hour. If you take the number of flights of 61,225, that YVR is predicting in 2015 from midnight to 7:00 a.m., that is a 93% increase in departures and arrivals. We will now have 167 flights arriving and departing during those nine hours every day or 18 movements per hour in 2015.

No one is trying to close the airport. Everyone knows the economic advantages the airport provides to all communities. However, we need to change the way of thinking by the President, Board of Directors of YVR and are federal government on midnight to 7:00 a.m. flights.

Doug Louth
(604)2702176
yvraircraftnoise@shaw.ca

Doug Louth

From: "Doug Louth" <dmlouth@shaw.ca>
To: <good@cknw.com>
Sent: Monday, September 27, 2004 1:34 PM
Attach: Airport authority questions.doc; airport handout at open house.doc; Airport leaflet.doc
Subject: YVR - Airport Noise

Hi,

My name is Doug Louth, and I have been trying to get answers from Larry and his Board of Directors as to why midnight to 7am arrivals and departures have occurred since they took over the operation from the Federal Government. I have been working with the City of Richmond for the last two years, and we finally convinced YVR to hold an open house in our community after considerable debate. They will not hold public meetings where open discussions between residents and YVR can be heard. As you are well aware, there is a big difference between open houses and public meetings.

I must be honest and tell you I have lived under the South Runway since 1977. I bought my house with the understanding that there were flights during the daytime and nothing after midnight, except if there was an emergency. Shortly after Larry and his group were appointed by the Federal Government to take over the operation of YVR, midnight movements started. There was no consultation with any residents in any community within the lower mainland. It is not fair for us who purchased our homes with an understanding there would be no night flights, except in emergency situations.

Finally, none of us who live under the flight path want to shut down the airport. We recognize the economic benefits it generates for the lower mainland. All we want is to keep our quality of life as Larry would like for his family, and also a quiet time for sleeping from midnight to 7am. We as residents consider this to be reasonable. Everything can't be a bottom line, especially when you affect other people's lives.

I have attached information that was placed in a local newspaper with my own money, and a handout sheet as residents attended the open house. I will try to get through on your program tomorrow to ask Larry some questions, but I will not be surprised if he tries to dodge them again like he did at the annual general stakeholders meeting in May of this year.

Doug Louth
(604) 970-3317 Cellular

Doug Louth

From: "Doug Louth" <dmlouth@shaw.ca>
To: "ann Murray" <anne_murray@yvr.ca>
Cc: "karen siefen" <ks.cummins@dccnet.com>; "Frederic Tewfik" <fred_tewfik@yvr.ca>; "Laura Patrick" <laura_patrick@yvr.ca>; "Mark Cheng" <mark_cheng@yvr.ca>; "Crowe, Terry" <TCrowe@city.richmond.bc.ca>; "Fiss, Eric" <EFiss@city.richmond.bc.ca>; "Cummins, John - M.P." <Cummins.J@parl.gc.ca>
Sent: Thursday, September 16, 2004 2:37 PM
Subject: Air Craft Noise

Hi Ann,

Now the open house has ended, could you please tell me what the next step will be? I realize you will have to decipher all the information you collected from the comment sheets. I would like to know approximately, when we will be able to get together and review the comments turned in by the homeowners.

I appreciate if you could provide me with the names and addresses of all residents who turned out for your meeting.

In closing, I was quite pleased with the turn out and would like to take this opportunity to thank you and your staff for your professionalism in dealing with us homeowners. As you are well aware, I consider late night flights a very important issue within our community. I will continue to work with you, your staff and Richmond Planning Department until this issue is resolved.

Thank you.

Doug

Airport authority operates yvr in a manner that minimizes its impact on the surrounding environment, both natural and humans. We are committed to open honest and timely communication with our community. – Larry Berg 2003 Community and Environmental Report

Question: In your mind, does operating planes after midnight minimizing the impact of aircraft noise for our community?

Question: why was there no honest and timely consultation within the communities before putting your plan into force for midnight flights?

Question: If 40% of all flights are over land now. Do you anticipate with the increase of traffic that the 40% will increase substantially?

Question: why was your 5-year noise plan not put forward in the community for consultation?

Question: why is your lease payment to the Federal Government much higher than most other airports in Canada?

Question: There has been a decrease in traffic at yvr. Do you expect it will get back to the level in 1996?

Question: Does the remuneration of \$250,000 to \$500,000 not bother your conscience before phasing in midnight flights.

Question: When did you or your directors decide to approve more midnight flights?

Question: How many planes arrived or depart after midnight from 1977 to 1992? Please break it down by each year.

Question: How many planes arrived or depart after midnight from 1993 to present? Please break it down by each year.

Community is a word that people often use to describe their neighbourhood, their city or their region.

The airport authority's board of directors provides the vision and guidance for the airport and leads by example when it comes to community focus. - Graham Clarke 2003 Annual Report

Question: Mr. Clarke vision must have clouded his mind when it came to our community. Did he have any second thoughts on how midnight flights would disturb our sleep?

Question: Did he question any staff member, CEO or board of director members before putting yvr plan for midnight flights into action.

Question: 14.3 million passengers in 2003. What is your prediction for the future?

Question: How much money did yvr make from its world airport operation?

Building and maintaining strong relationships with the communities. We endeavour to inform and stay connected with our community .

Question: Do you not think having public meeting in the community rather than open houses or mail outs would be more beneficial to all concern? If you have a public meeting for your stakeholders and able to field questions from the audience, why not appear before the communities and do the same? What are you afraid of!

2003 Community and Environmental report - Community consultation and involvement
Your meeting with stakeholder does not do any good for our communities. We never hear a word from them. What good does it do if the stakeholder does not report to the communities. Maybe a free lunch or dinner on behalf of yvr.

Question: Improve community response – not measured. What does that mean?

YVR Environment/Noise Management Annual Report -2001

Question: Why was the noise surcharge delayed?

Chapter 3 may not necessarily make aircraft quieter to the human ear- If those planes are not necessarily quieter, then why would you aloud them to fly over our community after midnight when it is quieter?

North Runway Minister Transport Commitment – No operation between 10pm to 7am.
Why did the airport authority convince the minister to forbid all flights between those hours? I think I know why..

Chapter 2 is not permitted on the north runway but it is ok for the south. Why? I think I know why..

Use only for landing except when traffic approaches capacity levels only chapter 3 are permitted for take-off. Why? Again, I think I know why...

Airport authority provided information to the Manager of policy planning who prepared a report to Richmond City Council on March 20, 2003. In his report, he affirms that in 2002 there were a total of 128,915 arrivals and 128,033 departures for 257,850 runway movements at YVR. That is an average of 706 flights per day. Also in the report he states approximately 25,030 movements or 9% of the annual total, occurred between the hours of 10:00 p.m. and 7:00 a.m. ; and approximately 6,940 movements, or less than 3% of the annual total, occurred between the hours of midnight to 6:00 a.m. From 10:00 p.m. to 7:00 a.m., that makes 31,970 movements. 87 flights during those hours or 10 flights per hour.

VIAA assumes that by 2015 there will be able to accommodate 459,900 movements annually. That is an average of 1260 flights per day, or a 78% increase in traffic. Of those 459,000 movements, approximately 61,225 flights will be between 10:00 p.m. and 7:00 a.m. 167 flights during those hours, 18 flights per hour, or a 93% increase in night movements from 2002.

YVR has initiated a five-year noise plan with the YVR Aeronautical Noise Management Committee. There was supposed to be a consultation process involving the community, city council and local organizations. There were no meetings within the community. How could the Airport Authority's senior management and the Board of Director's approve a 5-year plan?



Transport
Canada

Transports
Canada

SCHEDULE 7 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

Safety and Security Sécurité et Sûreté

Civil Aviation Aerodrome Safety
Suite 620 - 800 Burrard Street
Vancouver, B.C.
V6Z 2J8

To Public Hearing	
Date:	<u>Nov 23/04</u>
Item #	<u>794</u>
Re:	<u>Aircraft noise -</u> <u>sensitive development</u> <u>policy</u>

Your file Votre référence
8060-20-7794
Our file Notre référence
T-5140-P169-1
RDIMS 977876

November 17, 2004

Mr. Terry Crowe, Manager, Policy Planning
City of Richmond
Urban Development Division
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Mr. Crowe:

This is in response to your letter of November 10, 2004 inviting comments on the City of Richmond's proposed Official Community Plan Amendment Bylaw and staff report dealing with aircraft noise. As a member of the Noise Management Committee at Vancouver International Airport and the Minister of Transport's representative, I thank you for the invitation to comment.

Transport Canada congratulates the City of Richmond on the work and progress in developing this policy and Official Community Plan amendment. The staff report improves on the extensive work done in the earlier Preliminary Research study and implementation of the recommendations in the report will aid in reducing future City of Richmond residents' aircraft noise concerns.

Transport Canada's case was stated in my earlier letter commenting on the City of Richmond's preliminary research on this topic and we have not seen any information that would change that position. As mentioned in that letter, Transport Canada appreciates the recognition that the Noise Exposure Forecast (NEF) system is a vital land use planning tool. However, along with this recognition that the NEF is a vital tool, should be the recognition that the land use compatibility tables for use with the NEF are vital tools as well.

REC'D
400 13, 13, 2004
TL/2

Canada

These land use compatibility tables, which are published in the Transport Canada document TP1247E entitled "Land Use in the Vicinity of Airports", are the national recommendations for land use zoning near airports. This guidance is internationally recognized as a tool for sound land use planning and recommends that no new residential construction, single family or otherwise, should be undertaken in areas exposed to aircraft noise above NEF 30. Unfortunately, the bylaw, as presently drafted, permits new residential construction in areas subject to aircraft noise above NEF 30.

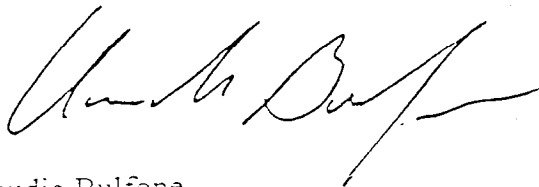
Transport Canada acknowledges that there are residential uses in areas in Richmond exposed to aircraft noise above NEF 30 but, nevertheless feels that by strengthening the residential building restrictions in these areas will help improve the well being of and reduce future complaints by new residents.

As pointed out by the Vancouver International Airport Authority at the recent Planning Committee meeting, the airport does operate 24 hours per day and plans to continue to do so. The importance of Vancouver International Airport to the national transportation system and the economy, both local and national, dictates that such 24-hour operations continue. Complaints from Richmond residents concerning nighttime operations already exist and new residential development would likely see an increase the number of these types of complaints.

In closing, Transport Canada strongly encourages the City of Richmond to adopt Transport Canada's guidelines for land use in the vicinity of Vancouver International Airport and prohibit all new residential construction in areas exposed to aircraft noise above NEF 30.

Thank you again for your invitation for comment. If you have any questions, please don't hesitate to contact me via telephone at: 604-666-5494 or via e-mail at: bulfone@tc.gc.ca.

Yours truly,



Claudio Bulfone
Civil Aviation Investigator / Noise Management
Transport Canada Representative to
Vancouver International Airport Authority Noise Management Committee

SCHEDULE 8 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

10051 Gilman Crescent
Richmond, BC
V6X 1X1

To Public Hearing	
Date:	Nov 23, 2004
Item #	1
Re:	Bylaw 7794
Aircraft noise-sensitive development policy	

		INT
	JRM	
✓	DW	DW
	KY	
	AS	
	DB	
	WB	

November 18, 2004

8060-20-7794

Mayor Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Attention: City Clerk

Re: Public Hearing, November 23rd

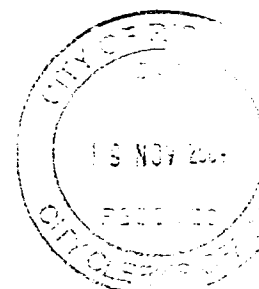
An aircraft noise sensitive development policy to allow residential development in some high aircraft noise areas and restricting new homes in other areas could be beneficial to some residents. Requiring new developments in high noise areas to incorporate noise mitigation measures may improve a little the quality of life indoors for the residents.

However I am most concerned about the living conditions of those residents already impacted by airport noise. I would ask for your support to oppose any further night airport operations and ask for the airport to respect our need for sleep and honour their commitment for only "real" emergency flights between 10 p.m. and 6 a.m. The airport authorities have admitted that aircraft will not get any quieter so we must curtail their hours of operation.

Yours sincerely

F. W. Lytwyn
N. Lytwyn

Mr. & Mrs. F. W. Lytwyn



Mr. Eric Fiss, Policy Planner
City of Richmond
Urban Development Division
6911 No. 3 Road
Richmond, BC
V6Y 2C1

SCHEDULE 9 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

o Public Hearing

Nov 23, 2004

1

Bylaw 7794

Aircraft noise-sensitive
development policy

		INT
	JRM	
	DW	DW
	KY	
	AS	
	DB	
	WB	

Dear Mr. Fiss:

This letter is submitted and I request it be read out by the City Clerk at the public forum that is being held on November 23rd; unfortunately I am unable to attend due to previous commitments.

On November 17th at 0626 am I was awakened from a sound sleep by the noise of a departing jet at VIA. The outside temperature at my residence was approximately 1.8 C; the runway assigned was I assumed to be 26L. Our residence is located on Seabay Road, Richmond, which is approximately 7 kms from the button of runway 26L and 5kms south of the runway extension. Our bedroom is located on the south side of the house which puts it away from the airport; the window was open for nighttime ventilation. I cannot confirm the type of aircraft but it sounded like the older generation jet similar to the DC9 or B737. This letter is presented to reaffirm the problem of airport noise; its effect on the residents; especially during the midnight hours.

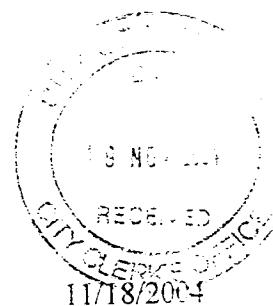
I have taken the opportunity to read the " Report to Committee" dated October 29, 2004 and I strongly suggest the planning department heed the advice given to them by the experts who have presented their findings. As a longtime resident of Richmond I have no desire in my tax dollars spent fighting litigation resulting from the approval of development in areas adjacent to the airport.

As I have outlined in the above paragraph the footprint from departing jets is extensive.

For your consideration:

Mr. Don Johnston

Don Johnston



City Clerk
City Hall
RICHMOND BC V6Y 2C1

To Public Hearing
Date: <u>Nov 23, 2004</u>
Item # <u>1</u>
Re: <u>Bylaw 7794</u>
<u>Aircraft noise sensitive</u>
<u>development policy</u>

SCHEDULE 10 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

Sir

Re – Official Community Plan Amendment – Bylaw 7794

I found it distressing to read the semantic soliloquy on aircraft noise sensitive land uses quoted in your purpose of your Notice of Special Public Hearing at City Hall on Tuesday next. Having spent a virtual lifetime in the profession and practice of architecture, it was our duty of care to provide for people the quiet enjoyment of their environment – or conversely to save and protect them from impact and harm from noise by establishing level limits. I note the oft stated “sensitive” nuances in the text – but there is no compromise about noise. There is an acceptable level that we can precisely measure – it’s a clear line in our community. Over the line must simply be zoned out.

Our building bylaw prohibits noise above specific levels – except by aircraft noise – which was a dereliction of duty by Council. The footprint of aircraft noise in excess of safe levels in our community is clearly a matter of record, and Council’s facility for enacting zones prohibiting residential and sensitive uses beyond established levels is there – but not applied.

Should not there be a clear and concise zone defined and enacted for “Airport Related Uses” within its noise footprints just as we have for a host of other specific zone uses?

I was a student of aeronautical engineering at the now south terminal, and latterly engaged in design of new airport facilities and modifications and expansions to the main terminal and know well its growth and service. We have a renowned airport on the most fortuitous site – but we have not given our airport a fair space to fly. We seem often in the history and development of our city to accept political resolve in lieu of planning principles. Aircraft noise is harmful and hugely intrusive, it cannot be “mitigated” nor “matched” with other noise – it needs merely to be isolated.

You might recall too that Council stood by when its constituents sought relief in court from harm imposed upon them by exception in our noise bylaw, despite their having been issued permits to build in a place of known hazard. And it seems that Council is going to stand by while the RAV behemoth devastates our city center – the only one of its kind in the world – or is that good?

Respectfully

Frank Tofin Architect (ret) 1406/6611 Minoru Blvd, RICHMOND BC V6Y 1Y9

MayorandCouncillors

From: Frank Tofin [franktofin@sprint.ca]
Sent: Thursday, 18 November 2004 1:07 PM
To: Berg, Larry
Cc: MayorandCouncillors; Chamber of Commerce; Murray, anne
Subject: 2044 Airport

Larry -

re your report carried in the Vancouver Sun of Nov 10, the sketch is lousy but the concept is right there. By 2044 the foreshore is going to be a bit bigger and higher as all deltas become - It's an ever-changing habitat and environment - and a virtual bonanza for the air industry. To attain extended capacity and reduced impact simultaneously can only bode well for our growing people and product air traffic.

And hopefully our city is going to reconsider its OCP and make provision for our major land use. Surely we should have a zone for specific related airport uses as we do for virtually each and every other enterprise - of which residential use is not one. I still rankle that we lost Avcor to the bogs of Delta - how come?

Re the inevitable impact issue - why do we overlook the impact of all of our urban cities - were not their sites at one time pristine natural habitat? Sounds like NIMBY.

Frank

11/22/2004

SCHEDULE 11 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

To Public Hearing	
Date:	Nov 23, 2004
Item #	1
Re:	Bylaw 7794
Aircraft noise-sensitive development policy	

Richmond Health Department
Public Health Inspection

Richmond Health Services
7000 Westminster Highway
Richmond, BC V6X 1A2
Tel: (604) 233-3147 Fax: (604) 233-3175

		INT
✓	JRM	
	DW	DW
	KY	
	AS	
	DB	
	WB	

November 19, 2004

City Clerks Department
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Attention: Mr. Richard McKenna, City Clerk

Dear Mr. McKenna:

Re: Official Community Plan Amendment By-law No. 7794

This is further to the letter and staff report from Mr. Terry Crowe, Manager Policy Planning, relative to the above noted amendment Bylaw advising that comments could be forwarded to your office prior to the Public Hearing for Mayor and Council's consideration. Our comments are as follows:

We were pleased to see that the area with an NEF>35 proposed for rezoning to allow for residential, daycare, school and health care facility uses has been reduced from the area included in the previous Draft Report. However we stand by our previous comments that Amendments that would allow for any of these uses should not be approved in the NEF>35 zones. Exposure to noise and airport noise in particular is an emerging public health concern that is receiving more and more attention around the world. Recent examples of studies that support our position have been carried out in Australia, England and Germany.

The reasons for our position include the following:

1. The Health effects of aircraft noise in areas with NEF >35 have been well documented. These effects extend beyond sleep disturbance to include mental and physical stress and annoyance. We do recognize that most of the information is from studies of existing communities around airports rather than prospective studies of consciously planned development around airports.
2. The NEF values are expected to increase in the future as Airport expansion continues and the number of flights are added. Estimates are that by 2015 there could be 61,225 late night or early morning flights per year. The Noise impact for these noise sensitive areas is therefore only going to increase.



3. Childhood learning is impaired when schools and daycares are subjected to Airplane Noise. Aircraft noise can be a significant barrier to daily physical activities outdoors particularly for children in school and daycares. Less than one quarter of the Richmond population currently is considered physically active.
4. The elderly and those with physical and mental health disorders are highly susceptible to community noise and therefore Health Care facilities are not suitable in these areas.
5. Enclosing and insulating buildings to minimize noise impacts are prone to develop other problems and sacrifice livability for residents. For example sealed buildings can lead to inadequate ventilation and mold growth and many outdoor leisure activities will be negatively impacted.
6. There is a difference between the cumulative impact of living daily in a noisy environment and the transient nature of noise exposure experienced by visitors such as hotel guests.


In addition to the above we would also recommend that any new construction in the NEF>30 areas only be allowed to proceed when appropriate mitigation plans are included. We would further support amendments to the Building By-law to require and specify the mitigation required and restrictive covenants for these high noise areas stating that the Transport Canada Guidelines do not recommend residential developments in these areas.

We have also noted that the proposed RAV line is planned along this area and would therefore recommend that the added noise from this development be considered in assessing the suitability of amending the By-law that would allow the uses as proposed adjacent to the RAV corridor.

If you have any questions on the above or would like to receive copies of the Reports from Australia, England or Germany that are referenced in this letter please call the undersigned or Mr. Art Hamade at (604) 233-3176.

In closing we would like to thank Mayor and Council for this opportunity to comment on the proposed Amendments.

Yours truly,


Dr. James Lu
Medical Health Officer

AH:vr

c.c. Mr. Terry Crowe, Manager Policy and Planning,
City of Richmond
Art Hamade, Assistant Chief Public Health Inspector

**PUBLIC HEARING NOVEMBER
AIRPORT NOISE SENSITIVE P**

SCHEDULE 12 TO THE MINUTES
OF THE SPECIAL MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 23, 2004.

Mr. Mayor and members of council, my name is Doug Louth and I reside at 4140 Dallyn Road.

The question is do I support this Aircraft policy? I can answer yes and no to that question. I support the compromise between the city and YVR on residential development in areas defined in the report. We know YVR is not very happy with the areas that are now under consideration for future development. On the other hand, they were successful in getting some areas restricted for future residential development. I am also convinced the city needs this policy to succeed because of RAV and the Oval. Pressure from developers was also an important part of completing this policy report

This aircraft noise policy shall require developers to build their sites under strict guidelines. Those guidelines will require extra insulation, double or triple glazed windows and air conditioning for the summer time. This by-law also places restrictive covenants on all land titles to deal with aircraft noise. If you adopt this policy, you will certainly solve some of the noise irritants for future development in those areas within the 30+ NEF zones

The reason I do not support this aircraft policy, it does absolutely nothing for older established neighbourhoods.

I do not believe your aircraft sensitive policy either covers older established neighbourhoods such as my area, or the residents who will continue to live in their homes where you are planning future development within the 30+ NEF zones.

We will not have the benefits of those noise guidelines you want developers to implement in the 30 and higher NEF zones. Since we have been paying our fair share of taxes faithfully, we are now out in the NOISE

On page 257 of this report, your own residential survey indicated almost 70% of those surveyed has indicated that aircraft has interrupted their sleep. This survey of residents was from only four communities. It reflects what I have been telling you for the past two years.

Your amendment Bylaw 7794 new section under 5.4 NOISE MANAGEMENT you are recommending the city goal is to enable the airport to continue to operate at its intended full long-term 24 hour per day and night capacity. It is apparent, YVR authorities convinced planning staff they needed to have this inserted into the policy to show the city agrees with the 24-hour operation. If that is the case, and I believe it is. How does council intend to protect our QUALITY OF LIFE and our SLEEP DISTURBANCE after midnight?

Over the years, you have allowed a lot of single-family residential development under both flight paths without any guidelines. Now because of RAV, the OVAL and pressure from developers you now want to develop residential within the 30 + NEF zones. How time changes.

Not for a minute am I suggesting you cannot develop a new policy for residential development with guidelines, but you have to look at the bigger picture for all residents. If you adopt this policy at your next council meeting, without considering us inclusive in your deliberations, then I believe you have not done your job as our elected representatives.

As I told you, a couple of weeks ago, the airport authorities have not done their task on notifying communities on midnight to 7:00 am movements. Let me quote you several statements from their publications made by Larry Berg and Graham Clark in several of their publications.

Graham Clark Chair of YVR:

“Community is a word that people often describe their neighbourhood, their city or region. The airport authority board provides the vision and guidance for the airport and leads by example when it comes to community focus”

*** “Building and maintaining strong relationship with the communities”**

*** “We endeavour to inform and stay connected with our community”**

Larry Berg President and CEO of YVR:

*** “Airport authority operates YVR in a manner that minimizes its impact on the surrounding environment, both natural and humans”**

*** "We are committed to open, honest and timely communication with our community"**

*** "Keeping the public informed" & "Community consultation"**

In my presentation to the planning committee, I told you I approached my federal member of parliament Mr. Cummins, to write a letter on my behalf to Larry Berg President of YVR. I enclosed his letter with my presentation to your planning committee.

We did receive a reply, and for some strange reason it came from the Minister of Transport, Jean Lapierre. One has to wonder why Mr. Berg did not personally respond to the letter himself.

I do not know how in good conscience Mr. Lapierre can write in his letter that there were flights at YVR after midnight. I am not sure, when Mr. Berg and his board of directors of YVR took over the operation, but I can tell you I have been living under the south runway since 1977, and there were no flights during those hours. He follows that comment with "the airport has always been open and operating 24 hours a day". Guess what, so is the city and many other companies, but that does not give YVR the right to disturb our sleep and quality of life. He also writes that most flights occur before midnight and after 6:00 am. Who can argue with that? I have never ever questioned the operation of the airport from 7:00 am until midnight. I will also dispute his assertion; that there are on average three aircraft movements per hour between midnight and 6:00am. I have in my possession two information sheets provide by YVR that tell a different story.

On July 21 /04, there were a total of 72 arrivals and departures. On the North runway, 08L there were 13 movements and 30 movements on 26R. On the south runway 08R, there were no movements and 26 movements on 26L. There were three on the crosswind runway. That is an average of 12 flights per hour.

On Aug 4/04, there were a total of 59 arrivals and departures. On the north runway, 08L there were 40 movements and 1 movement on 26R. On the south runway 08R, there were 18 movements and none on 26L. There were no movements on the crosswind runway. That is an average 9.83 flights per hour.

Therefore, I do not know where Mr. Lapierre gets his information from, but his average of three per hour has me worried.

I also believe YVR will eventually apply to the department of transport to open the north runway 24-hours a day. If they are correct that the numbers of flights will be increasing in the future, then they have no choice but to apply to the minister to open the north runway.

What really bothers me is the City of Vancouver banning backpack blowers we require to do our work during the daytime, but the airport can operate 24-hours a day and make all the noise they want without any penalties, because they claims they provide economic benefits to the municipalities and job opportunities. That rationale does not give them the right to operate midnight to 6:00 am. The citizens of Richmond also provide economic benefits to several levels of government. We pay our fair share of property

taxes and income taxes. We expect our governments to look after our concerns just as well as the airport.

So what are the options?

- Ban all flights between Midnight and 7:00 am except for emergencies
- Because the federal government owns the airport, we must involve all leaders of our political parties in Ottawa for support.
- Mitigate our damages – Like the airport authorities did in Seattle from 1985 -2000
- Litigate or
- Set up a committee of interested property owners who live under the flight paths, to work with YVR and the department of transport, assisted by your planning department. This committee shall report to the planning committee within six months with a resolution to this contentious issue.

In closing, Mr. Mayor and councillors I cannot express how concerned we are with regard to the above issue.

I am on record and I will state it again, it is not our wish to shut the airport down. It never was, nor will it ever be the case. In fact, it is the airport authorities under the leadership of Mr. Berg and the board of Directors who have to show a little compassion for the citizens, who live under both runways.

Once again, please make sure you consider the older established neighbourhoods, in your deliberation. How can you now ignore us? I do not believe you can.

Thank you,
Doug Louth

To FAX: 604.270.1400

NORTH Runway 5000 ft
 SOUTH Runway 5000 ft
 CROSSWIND Runway

Printed: 23-Jul-04

DATE

A = Arrivals
 D = Departures

J = Jet
 Pr = Propeller

Operation	08L	26R	08R	26L	12°	30°	Tot
Wed							
21/Jul/04							
A Tot	12	320	-	106	32	-	470
D Tot	1	53	-	404	-	-	458
TOTAL	13	373	-	510	32	-	928
A J2	2	15	-	9	-	-	26
A J3	3	187	-	20	-	-	210
A Pr	7	115	-	80	32	-	234
D J2	-	3	-	21	-	-	24
D J3	1	21	-	181	-	-	203
D Pr	-	29	-	202	-	-	231
A 00	-	1	-	-	-	-	1
D 00	-	4	-	-	-	-	4
A 01	-	2	-	-	-	-	2
D 01	-	1	-	-	-	-	1
A 02	-	4	-	-	-	-	4
D 02	1	1	-	-	-	-	2
A 03	5	-	-	-	-	-	5
D 03	1	-	-	-	-	-	1
A 04	1	-	-	-	-	-	1
D 04	1	-	-	-	-	-	1
A 05	5	1	-	-	-	-	7
D 05	-	2	-	-	-	-	2
A 06	-	9	-	2	3	-	14
D 06	-	3	-	24	-	-	27
A 07	-	8	-	4	5	-	17
D 07	-	-	-	34	-	-	34
A 08	-	10	-	4	11	-	15
D 08	-	-	-	38	-	-	38
A 09	-	18	-	24	9	-	34
D 09	-	-	-	24	-	-	24
A 10	-	28	-	7	1	-	36
D 10	-	-	-	24	-	-	24
A 11	-	22	-	12	-	-	34
D 11	-	-	-	27	-	-	27
A 12	-	25	-	7	2	-	34
D 12	-	-	-	31	-	-	31
A 13	-	24	-	1	13	-	28
D 13	-	-	-	46	-	-	46
A 14	-	19	-	6	5	-	30
D 14	-	-	-	27	-	-	27
A 15	-	21	-	8	3	-	32
D 15	-	-	-	34	-	-	34
A 16	-	17	-	11	-	-	28
D 16	-	-	-	29	-	-	29
A 17	-	21	-	14	-	-	35
D 17	-	-	-	25	-	-	25
A 18	-	16	-	16	-	-	34
D 18	-	-	-	30	-	-	30
A 19	-	19	-	5	-	-	24
D 19	-	10	-	11	-	-	21
A 20	-	16	-	-	-	-	16
D 20	-	12	-	-	-	-	12
A 21	-	14	-	2	-	-	16
D 21	-	8	-	-	-	-	8
A 22	-	17	-	-	-	-	17
D 22	-	4	-	-	-	-	4
A 23	-	5	-	-	-	-	6
D 23	-	6	-	-	-	-	6

TOTAL

TOTAL BY AIRCRAFT TYPE

If the South Runway was not closed for Renovation we would have got all the arrivals & Departures
 Total 92
 3 arrivals + departures were on the crosswind runway.

Inflight to 7AM
 38 ARRIVALS
 & DEPARTURES

Inflight to 7AM
 8 ARRIVALS
 8 DEPARTURES

Inflight to 7AM
 5 ARRIVALS
 3 DEPARTURES

AND TOTAL
 123

or
 3.3% Flights
 between midnight
 and 7AM
 28 flights per day

6 AM to Midnight
 Hourly Distribution

604-270-1400
NORTH
Runway

SOUTH
Runway

CROSSWIND
Runway
Printed 02-Aug-04

Operation	08L	26R	08R	26L	12*	30*	Tot
Wed							
04/Aug/04							
A Tot	328	8	102	11	7	-	446
D Tot	56	1	369	13	-	3	442
TOTAL	384	9	471	14	7	3	888
A J2	20	-	2	-	-	-	22
A J3	139	8	12	-	-	-	189
A Pr	139	-	88	1	7	-	235
D J2	2	-	13	1	-	-	22
D J3	23	1	166	4	-	-	194
D Pr	31	-	184	8	-	3	226
A 00	5	-	-	-	-	-	5
D 00	-	-	-	-	-	-	-
A 01	2	-	-	-	-	-	2
D 01	-	-	-	-	-	-	-
A 02	3	-	-	-	-	-	3
D 02	1	-	-	-	-	-	1
A 03	3	-	-	-	-	-	3
D 03	2	-	-	-	-	-	2
A 04	2	-	-	-	-	-	2
D 04	2	-	-	-	-	-	2
A 05	5	-	-	-	-	-	5
D 05	1	-	-	-	-	-	1
A 06	11	-	-	-	-	-	11
D 06	4	-	-	-	-	-	4
A 07	13	-	7	-	-	-	20
D 07	-	-	31	-	-	-	31
A 08	12	-	5	-	-	-	17
D 08	-	-	39	-	-	-	39
A 09	20	-	11	-	-	-	31
D 09	-	-	22	-	-	-	22
A 10	30	-	9	-	-	-	39
D 10	-	-	21	-	-	-	21
A 11	20	-	9	-	-	-	29
D 11	-	-	33	-	-	-	33
A 12	27	-	9	-	-	-	36
D 12	-	-	26	-	-	-	26
A 13	18	-	10	-	-	-	28
D 13	-	-	33	-	-	-	33
A 14	21	-	1	-	-	-	22
D 14	-	-	36	-	-	-	36
A 15	12	5	8	-	3	-	26
D 15	-	-	118	10	-	1	129
A 16	16	2	6	1	1	-	26
D 16	-	-	27	3	-	-	30
A 17	19	-	10	-	-	-	29
D 17	-	-	29	-	-	-	29
A 18	13	-	12	-	-	-	25
D 18	-	-	25	-	-	1	26
A 19	24	-	7	-	2	-	33
D 19	7	-	11	-	-	-	18
A 20	12	1	-	-	-	-	13
D 20	13	-	-	-	-	-	13
A 21	15	-	-	-	-	-	15
D 21	7	-	-	-	-	-	7
A 22	19	-	-	-	-	-	19
D 22	6	-	-	-	-	-	6
A 23	3	-	-	-	-	-	3
D 23	19	-	-	-	-	-	19

Midnight
To
6 AM

59 flights
12-6
9.83
flights per hr



HOUSE OF COMMONS
CANADA

CONSTITUENCY OFFICE
4871 DELTA ST.
DELTA, B.C.
V4K 2T9
TEL: (604) 940-8040
FAX: (604) 940-8041
E-mail: cummins@dccnet.com

JOHN CUMMINS, M.P.
DELTA-RICHMOND EAST

OTTAWA OFFICE
ROOM 548 CONFEDERATION BLDG.
HOUSE OF COMMONS
OTTAWA, ONTARIO
K1A 0A6
TEL: (613) 992-2957
FAX: (613) 992-3589
E-mail: cummij@parl.gc.ca

File # D 04-114

October 25, 2004

Douglas & Myrna Louth
4140 Dallyn Road
Richmond, BC V6X 2S7

Dear Mr. & Mrs. Louth:

We have received a response from the Minister's office, in regards to your inquiry concerning nighttime noise from flights arriving and departing from the Vancouver International Airport.

You will recall that I forwarded your concerns to the Minister of Transportation in order that his department could provide you with a detailed reply. I am forwarding a copy of this letter for your information.

Please advise us if we can be of any further assistance in this matter.

Yours truly,

Karen Siefken
Constituency Assistant to
John Cummins, M.P.
Delta - Richmond East

enc.

Minister of Transport



Ministre des Transports

Ottawa, Canada K1A 0N5

15 OCT 2004

Mr. John Cummins, M.P.
House of Commons
Ottawa ON K1A 0A6

Dear Mr. Cummins:

Thank you for providing me with a copy of your correspondence of September 10, 2004, to Mr. Larry Berg, President and Chief Executive Officer, Vancouver International Airport Authority (VIAA), regarding concerns expressed by a constituent, Mr. Douglas Louth, about nighttime noise from flights arriving at and departing from Vancouver International Airport (YVR).

I appreciate being made aware of Mr. Louth's concerns. At the outset, I should explain that the VIAA is responsible for managing aircraft noise at and around YVR. Specialized personnel provide current information and advice, and deal with complaints by telephone at (604) 207-7097 or by e-mail at noise@yvr.ca. Mr. Louth may wish to submit his comments to the VIAA using these methods.

That being said, I would offer the following background information, which may be useful in responding to Mr. Louth. I should note that Mr. Louth is incorrect in his assertion that there were no flight arrivals or departures after midnight, except for emergencies, prior to 1997. In fact, the airport has always been open and operating 24 hours a day. The majority of nighttime flights (between 10:00 p.m. and 7:00 a.m.) take place before midnight or after 6:00 a.m. Furthermore, weather conditions allow many night aircraft operations to take place over Georgia Strait, which minimizes the noise impact on residents east of the airport. Airport landing and departure records confirm that there are an average of three aircraft movements per hour between the hours of midnight and 6:00 a.m.

With regard to the Noise Management Plan, the VIAA publishes updates to this plan periodically after extensive consultation with aviation stakeholders. These stakeholders include representatives from the City of Richmond, members of municipal councils and the YVR Noise Management Committee. The latter committee includes two citizen representatives from the City of Richmond, one staff member from the City of Richmond and one staff member from the Vancouver Coastal Health Authority. These Noise Management Committee members contribute significantly to the development of the plan.

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Canada

On September 15, 2004, Transport Canada officials attended a public information session organized by the VIAA, at which a number of representatives from the Noise Management Committee were also present. The open-house meeting provided the public with an opportunity to voice their concerns, and I have been informed that many citizens took advantage of this opportunity. Indeed, I understand that Mr. Louth was at the meeting and distributed material to other attendees, the contents of which are similar to the information that he sent to you.

Mr. Louth is also incorrect in stating that Toronto's Lester B. Pearson International Airport prohibits night flights. Rather, restrictions are in place at Pearson that require aircraft operators to obtain prior permission for such activities from the Greater Toronto Airports Authority. These restrictions are similar to those in place at YVR that allow the VIAA to manage aircraft movements to minimize the noise impact on neighbouring residents.

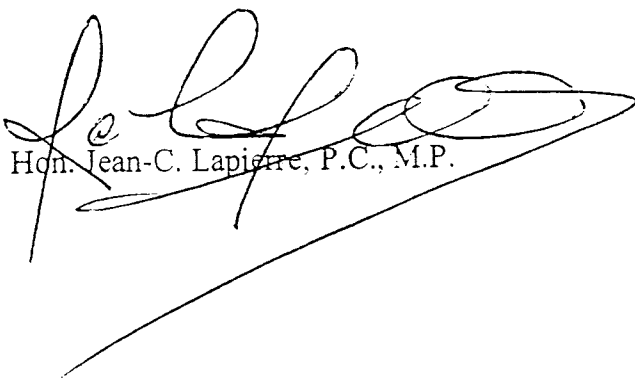
Finally, I would note that YVR is Canada's second busiest airport and a major gateway to Pacific Rim countries. Its operations contribute significantly to the local and national economy. Should you or your constituent wish to obtain further information on YVR and its operations, you may contact Mr. Chris Cox, Transport Canada's Regional Manager, Aerodromes and Air Navigation, Civil Aviation, at the following address:

620-800 Burrard Street
Vancouver BC V6Z 2J8

Telephone: (604) 666-2103
E-mail: coxc@tc.gc.ca

Thank you for writing. I hope that this information is helpful.

Yours sincerely,



Hon. Jean-C. Lapierre, P.C., M.P.

From Graham Clowes <grahamjclowes@hotmail.com>

Sent Tuesday, November 23, 2004 3:45 pm

To yvraircraftnoise@shaw.ca

Cc

Bcc

Subject Richmond Public Hearing re: Airport Noise; 23 November 2004

12411 Flury Drive
Richmond, V6V 1H6

23 November 2004

To: Richmond City Council

Re: AIRPORT NOISE and the future plan for YVR

Public Hearing; 23 November, 2004

Due to other commitments we are unable to attend tonight's meeting at the Richmond City Hall Council Chambers. However, we wish to submit the following views:

1) Our family has lived for almost 20 years near the Bridgeport and No.5' Road approach to the new north runway and, even with the current volume of air traffic, we are often disturbed by the noise. For example, when awoken several times a week at about 2:30am by a large jet taking off for Asia. Also, during the Summer we cannot carry on a conversation while on our patio while traffic is landing on the north runway, let alone when the north runway is used for take-off.

2) Since the recent ruling of the Supreme Court of Canada there is a perception that the operations guidelines that were in place are no longer applied; namely that only the south runway would be used between the hours of 10pm and 7am, unless in an emergency such as an electrical failure or during a snow storm. We submit that some specific guidelines should be in place for evening hours and that they be monitored and adhered to by YVR.

3) If council is concerned about "visual pollution" of the RAV line, we trust that they are equally concerned about ALL "noise pollution" which detracts from the liveability of Richmond. The concerns that were raised about noisy pets and motorcycles should be applied to all noisy industries - be they a metal fabrication plant or YVR.

4) Specific to YVR as a corporate resident of Richmond;

a) Noise guidelines should apply to all activities such as engine run-up tests as well as landings and take-offs.

b) By some not too distant date, e.g. 2006, ALL aircraft using YVR should meet Chapter 3 Noise Abatement guidelines; both passenger and freight aircraft.

c) What administrative "teeth" would be in any such noise pollution guidelines or bylaws? It is a business truism that one gets the behaviour for which there are incentives.

5) Building further high density residential housing under both flight paths makes no sense (except for the developers). Two alternative plans could be: Amend the residential building code for liveability under the flight path noise e.g. to include triple glazed windows. (Existing homeowners were supported by 2 levels of court action concerning current noise pollution ... there IS a problem in living with such noise) Or Re-zone all sub-flight

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areas in Richmond to either agricultural or commercial or light industrial land use only.

We are please to be part of the solution and will participate in any future residential initiatives involving improving our living space in Richmond and in cooperative efforts with YVR and City Council.

Yours truly,
H. Elaine Barnes and Graham Clowes

Cc: Mr. Doug Louth, yvraircraftnoise@shaw.ca

Tracey Martin
10011 Gilmore Crescent
Richmond, B.C.
V6X 1X1

I have lived in Richmond for 12 years and I'm proud to call Richmond my home. I have lived in the Shell and Cambie area for many years and recently purchased a house on Gilmore Crescent. I'm now closer to the North runway.

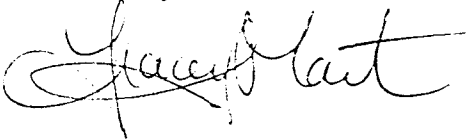
When I purchased my home I was aware that the planes fly by, I was not aware that the YVR was a twenty- four hour operation and I feel that the numbers that are proposed for night flights for the future are concerning. I feel that the community requires their sleep and you cannot get a peaceful sleep with planes flying all night long.

When the south runway was closed for renovations over the summer the planes took off over the North runway, the noise was extremely loud and I'm sure that everyone in the surrounding areas were affected. Even last week the planes took off at the North runway due to maintenance still required on the South runway, there were three planes that took off from 1:45am until 2:15am. This is frustrating to try to get back to sleep only to be awoken throughout the night.

I feel that we need to look at ways to make everyone happy, we're a community and I don't think we've looked at all possibilities.

Thank you,

Sincerely,

A handwritten signature in black ink, appearing to read 'Tracey Martin', with a stylized, cursive script.

Tracey Martin
604-214-4460