

Douglas Louth
4140 Dallyn Road
September 10, 2007

SCHEDULE B TO THE MINUTES OF
THE REGULAR (OPEN) COUNCIL
MEETING HELD ON MONDAY,
SEPTEMBER 10, 2007.

Mr. Mayor and members of council

Re: Airport Noise

After getting approval to attend this meeting, I was not sure where to begin. After a few minutes, I decided to start at the beginning by paraphrasing over the past six years my comments to this body and the GPC, and to have you focus entirely at the end of my report what I think should occur.

- I made my first presentation to you when you became Mayor six years ago.
- In a staff report, page 257 your own residential survey indicated almost 70% of those surveyed has indicated that aircraft has interrupted their sleep
- I have lived under the south runway since 1977 and back in those days, there were no night flights.
- Night arrivals and departure came into existence shortly after the liberal government turned over the operation to private organization in Canada in 1992.
- YVR had no intention of advising this council or its residents of their intention of aircrafts arriving and departing after midnight.
- In their own brochure, CEO Larry Berg is quoted "we are committed to open honest and timely communication with our community".
- By 2015, they will be able to accommodate 459,900 movements annually. Average flight per day 1,260 – 78% increase in traffic – app. 61,225 flights will be between 10pm and 7am – 93% night movements from 2002. **AND NO MEETING WITHIN THE COMMUNITY**
- As taxpayers, we own all the airport land across Canada and should have a voice to address our concerns to unelected board.

- Since the airports were privatized under (LAA's) the government has given them enormous powers without any accountability to the communities, which lie under the flight path. There is a lack of transparency at YVR and NAV Canada.
- Transport Canada has incorporated all airports as (NPC) non-profit corporations in the Canada Corporation Act. This means they are suppose to be more accountability to the taxpayers of Canada in all areas of their operation.
- They have had a reduction in their rent payment.
- Even this council has taken the position to protect the new residents with better insulation, double windows, etc that will be purchasing new homes under the flight path.
- Mr. Cummins our member of parliament is on our side.
- YVR newspaper ad – "What your vision for noise management at YVR" – Well, anybody who answered their ad has never heard back and will never hear from this appointed establishment group, who gets taxpayer dollars for destroying our sleep pattern and quality of life and improving YVR's bottom line.
- YVR held several public meetings with any published results of the comments of those who attended. YVR claims privacy rules. I attended the public meeting in July 2006 when the boxing gloves came off. There was a verbal onslaught on YVR operational practice. To date we have heard zilch from them. Shortly after the meeting, the usual staff that we were use to conversing with all disappeared. Oh, to be a fly on the wall.
- If the airport wants to operate 24/7, under the direction of transport Canada, NAV Canada and the taxpayers, they have to meet with the citizens who live under the flight path to discuss how they will improve our quality of life.
- No body is interested in shutting the airport down.
- We need to involve members of council, citizens, council representatives, federal minister and of course YVR
- I feel quite sure we can improve the quality of life for the residents within our communities and continue with the economic benefits for YVR.

Mr. Mayor, six years ago in my first report, I put forward an option to establish a committee of concern citizens. I am seeking from you today a commitment to bring back a motion made by councillor McNulty some time ago to establish a citizens committee to work with YVR, NAV Canada 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 the contentious issue.

Mr. Mayor, the time has come to stop dancing in the street with YVR. Staff has convinced this body on several occasions to hold off on appointing this committee until they hear from YVR. Well, YVR is not listening. If they were listening, we would see some action. Nevertheless, I am not surprised they have not responded. You cannot expect to get action from an unelected establishment, which lacks transparency, and is only interested in receiving taxpayer's money for running the operation.

If you bring councillor McNulty motion forward, you should be very specific in the direction you want staff to go.

Here are some suggestions for you to ponder.

- A) The committee should be up and running within two months.
- B) You need to determine the numbers on the committee. I am assuming it should not be more than nine.
- C) This committee shall submit a final report within six month from its initial meeting, unless it needs more time and approved by council for the extension.
- D) At any time, council can ask for an interim report.
- E) The committee shall meet whenever it is necessary in order to get a completed report to council within the deadline. There shall be no compensation for its work.
- F) The committee should not have any member who is sitting on YVR Aeronautical noise committee.

I am sure you are aware of several factors that have arisen over the last couple of months. Several letters have been sent to the editors by citizens who are angry with YVR and NAV Canada. In addition to those letters and most recently, Brian Lewis of the province wrote an article "Air-traffic brass a few runways short in landing public support for plans. An editorial by the Richmond Review "Growing with noise" suggest in its second to last paragraph "its time to establish a committee that could advise council on aircraft noise and its impact on new development proposals, and "Its time to get a firm grasp on aircraft noise-the future of the city depends on it". In the North Delta leader newspaper an article by Dan Ferguson, "Low-flying jets generate complaints, Residents and Delta Mayor irked over NAV Canada decision to change runway approach. Even the Delta mayor was upset when she was on the phone and was interrupted by a low flying jet. Try sleeping at 3am when a 747 is departing. She is upset and wants to know why the Vancouver Airport Delegation fail to inform her and council of the changes when they met. She is now demanding another meeting with airport officials. Once again, YVR and NAV Canada have climb up on their high horses and galloping off into the sunset, ignoring the most important people who pay their salaries, to adopt a bottom line approach for themselves and the airlines. One final thought on the numerous criticisms and complaints of YVR and NAV Canada are receiving from several municipalities or cities. Maybe, just maybe, we should be looking at a coordinated approach from those cities or municipalities.

The time has come Mr. Mayor for you and members of this council to act on behalf of all citizens of Richmond. We need to tighten the reins on YVR and NAV Canada before it gets out of hand.

Communication is the key, and that is not happening. YVR and NAV Canada takes the approach; it is our way or the highway.

Thank you

October 31, 2005

Fred Tewfik
VIAA
Environmental Analyst

Re: Newspaper ad "What's your vision for noise management at yvr"

Hi Fred,

Thank you for taking the time to talk to me on Friday and for pointing out that I direct my comments on your aeronautical noise management committee. It is impossible to comment solely on your committee without expressing a few observations from your noise management annual report.

I have few suggestions as to how the committee could function with more transparency.

Before I get into those suggestions, I need to vent my viewpoints as to why the committee's lacks any creditability.

I am not sure how long this working group has been a standing committee, but I can assure you most residents of Richmond know nothing about this group of people appointed by certain organizations or councils. I have lived in Richmond for 28 years, and since the Federal government decided to lease out the lands to the private sector in the early nineties, I cannot remember seeing any ads in our local newspapers from this aeronautical committee requesting input. In addition, I have also taken the time to ask new and long-standing members of city council who appoint these citizen's to this noise committee, and not one of our appointed representative has ever gone back to council to explain what they have discussed. Additionally, they have never ever received a report from the noise committee or its appointed representatives.

What is my vision for noise management at yvr...?

- a) I understand this committee meets quarterly. Therefore, members of the noise committee shall make verbal and written reports after every meeting to those organizations or councils who have appointed them.**
- b) YVR should advise residents by placing ads in local community newspapers when this committee would be meeting.**
- c) This meeting shall be open to the public and reporters for better communications and transparency.**
- d) The meeting should allow residents who have a grievance to appear before this committee. Those residents who appear before this committee cannot debate with the members, but members of the committee can ask questions of those citizens.**
- e) Quarterly reports be made available to all citizen's, organizations and city councils who request them or they should be put on your web site.**
- f) I would like to suggest accurate comments made by any members of the committee be noted by the recording secretary. Minutes of those meeting should also be available to any concern citizen, organizations and city councils, or placed on your web site.**

Just a couple of comments on your Noise Management Annual Report.

In your own report, you write, "**The airport Authority is a proud member of the community, and makes every effort to minimize noise disturbances from airport operation**". You may consider yourself a **proud** member of the community, but homeowners who live under the flight path think otherwise, and who establishes those minimum noise disturbances? Residents should be the one who rates whether you are a proud member of our community. As far, as noise disturbance from nighttime operation, your commitment to minimize noise is only as good as who decide what the minimum standards are. We all know that those minimum standards will be going up over the next few years. Profit over residents' quality of life will determine those numbers of night flights.

In another section, you write, "**The objective of the YVR Aeronautical Noise management Program is to minimize the level of disturbance to those living near the airport while maintaining safe, convenient, 24-hour airport operation**". What does minimizing noise levels to those living under the airport have to do with safe airport operations? It has more to do with convenience for profit, rather than improving the quality of life and sleep disturbance for residents who live under the flight path.

I will still try to impress council to appoint a grass root committee of concern citizens to look into this noise disturbance of flights after midnight.

In closing, I hope I have provided some points which will lead to better communication and transparency between the citizen's and yvr.

Doug Louth
4140 Dallyn Rd
Richmond BC
V6X 2S7
(604)270-2176
dmlouth@shaw.ca