

**SCHEDULE 1 TO THE  
MINUTES OF THE REGULAR  
MEETING OF COUNCIL HELD  
ON**

**MONDAY, APRIL 28, 2008**

Submission to: City Council with respect to the Richmond Airport Noise Citizen's Advisory Task Force.

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Dated : April 28<sup>th</sup>, 2008.

In 1981 when I decided to take up residence in Richmond, I had several choices of homes to purchase. I was well aware of the existence of an airport on Sea Island and I wanted to ensure that aircraft noise would not be a problem with my choice of residence. I had a conversation with Transport Canada about this issue. I was assured that a house in the Number 4 Road and Williams area would only have aircraft flying overhead during times of extremely bad weather when the cross-wind runway would be in use. So, I decided to purchase my current residence in that area.

For many years, my area of Richmond was quite quiet with jet aircraft flying overhead only once or twice a year when the weather was extremely windy. This was tolerable since the overhead flying only went on for an hour or so. However, in 1996, this situation changed radically. With no warning at all, I found myself under a brand new flight path with propeller aircraft flying directly overhead 24 hours a day, 7 days a week and with jet aircraft flying around my house less than a mile away. The quality of life in my area of Richmond was degraded terribly. I could not use my back deck anymore due to the noise. Leaving any windows open during the summer was unthinkable. Sleep came in spurts in between airplane passages. I did, however, discover that the 3M 1100 earplug seems to be the best bang for your buck for noise reduction at night.

It wasn't until 1998 that I became aware of the existence of a Noise Management Committee (NMC) run by the Vancouver Airport Authority (VAA). I saw an item about it on a local news show. The airport authority did not seem to want the general public to know about this committee or at least didn't advertise that such an entity existed. So, I called the noise information line and tried to get this untenable situation vis-a-vis airplane fly-overs resolved.

By the third week of calling about the noise, it seemed to me that my complaints and comments were just going into a computer somewhere never to be seen by anyone again. There was supposed to be this NMC that met in camera and was supposed to discuss complaints with an eye to resolving noise complaints. There never was any feedback to the public about just what went on during these secret meetings other than an annual report that really didn't say anything in detail about complaints and resolutions thereof.

I do have to admit, however, that during the first few years that I was in contact with the NMC, several things did indeed change. Engine run-ups were prohibited or severely limited, reverse thrust engine braking was banned and all departures and arrivals to the south runway between the hours of midnight and 6:00 am were to be over the water only.

After many more years of complaints that never seemed to be responded to and e-mails that went unanswered, I gave up on getting any further resolution to the noise situation and deplorable quality of life. Basically, the airport's thoughts on the matter are - we aren't going to change anything so either live with it or move. So, in 2004, I stopped calling the NMC and gave up on attending the VAA annual meetings. After all, what was the point?

In the years since 2004, I have noticed that the limitations viv-a-vis run-ups and reverse thrust seem to have disappeared. Also, the citizens who are routinely rudely awakened in the middle of the night by freight aircraft probably notice that the strictures about arrivals and departures over water seem to be disappearing as well. The airport gives and the airport takes away. It seems that what is good for the airport or the aircraft operators is what determines the noise limitations,

not what is good for the citizens of the Richmond.

At a council meeting in November of 2007, we heard representatives of the VAA explain that changes in flight paths over Richmond are virtually impossible to change and probably will not change. This leads one to ask why the NMC exists other than to possibly pay lip service to the long suffering residents of our city.

So, it came as quite a surprise to me when the citizens of Delta and Surrey, after finding themselves under a brand new, unannounced, flight path, rose up and got the situation changed. The NMC did nothing for them, Transport Canada did nothing for them. It was media coverage, local politicians and a coalition of citizens that got the attention of the Nav Canada to get the flight path changed. This is interesting given that Larry Berg stated that this could not happen.

As well, changes to the way the NMC operates were introduced. These changes were to improve the transparency and accountability of the noise management policies. The NMC will now allow so-called delegations to attend their meetings and present complaints or problems with airport noise. Well, it turns out that the 'delegations' come down to a single individual allowed to speak for 5 minutes with an additional 5 minutes of discussion by the NMC per meeting. This individual is selected by the NMC from on-line submissions. This is ridiculous. They elect who gets to speak and they specify an incredibly short time out of a 2 to 3 hour meeting for the speaker to state his or her case. Personally, I see no reason to even attempt to apply for this process.

This is why I am applauding the City's resolve to create its own airport noise management task force to deal with the issues of the ever-increasing number of flights over the core of Richmond and the ever-increasing night arrivals and departures of jet aircraft. This situation is getting out of control and is severely impacting the quality of life in our city as well as creating an ever-increasing threat to public safety. It is getting more and more obvious that the VAA and the NMC aren't really going to do anything to resolve the situation.

We need to have local politicians and citizens create a united front to show the VAA that the overflight of the Richmond core by propeller and jet aircraft is untenable and a threat to public safety. We need to have the VAA actually do something to stop this attack on the quality of life in our city with ever expanding flight paths over the city itself and ever increasing night operations. Their NMC isn't doing anything for us, so I hope this task force evolves into a true citizen's committee that will give the residents of our fair city a voice in determining their own quality of life and safety.

Thank you for your time.