

MAYOR AND MEMBERS OF CITY COUNCIL

YOUR WORSHIP, I FIRST MADE YOU AWARE OF THIS ISSUE WHEN YOU BECAME MAYOR. SINCE THEN THERE HAVE BEEN NUMEROUS MEETINGS AND REPORTS, BUT LITTLE ACTION HAS OCCURRED. FOR WHATEVER POLITICAL REASONS, YVR CONTINUES TO STALL USING CREATIVE INITIATIVES TO IMPEDE CITY STAFF AND RESIDENTS.

I AM PROVIDING YOU WITH A SNAP SHOT OF SOME OF MY COMMENTS THAT I HAVE SPOKEN AND WRITTEN TO YOU OVER THE PAST FIVE YEARS.

- **IT IS NOT MY INTENTION TO SHUT THE AIRPORT DOWN. IT NEVER WAS, NOR WILL IT EVER BE THE CASE.**
- **IT IS MR. BERG AND THE BOARD OF DIRECTORS WHO SHOW LITTLE COMPASSION FOR THE CITIZENS, WHO LIVE UNDER THE FLIGHT PATH.**
- **MR. BERG, PRESIDENT OF YVR MAKES THE COMMENT IN ONE OF THEIR BROCHURE, "WE ARE COMMITTED TO OPEN, HONEST AND TIMELY COMMUNICATION WITH OUR COMMUNITY – KEEPING THE PUBLIC INFORMED - COMMUNITY CONSULATION".**
- **IN ANOTHER ONE OF THEIR BROCHURE, "THIS INCLUDES BEING A GOOD NEIGHBOUR – BALANCING YOUR NEED – HIGH QUALITY OF LIFE, WITH LITTLE NOISE"**
- **I EXPECT YVR WILL EVENTUALLY APPLY TO THE FEDERAL GOVERNMENT TO OPEN THE NORTH RUNWAY 24 HOURS PER DAY.**
- **YVR DATA SHOWS THAT THERE ARE MORE NIGHT FLIGHTS ARRIVING AND LEAVING BETWEEN MIDNIGHT AND 7AM.**
- **YVR ANTICIPATES 459,900 MOVEMENTS PER YEAR BY 2015, AND APPROXIMATELY 61,225 OF THOSE FLIGHTS WILL BE BETWEEN 10PM AND 7AM. THAT IS A 93% INCREASE IN NIGHT MOVEMENTS FROM 2002.**
- **I PROPOSED FIVE OPTIONS IN 2004. – BAN ALL FIGHTS BETWEEN MIDNIGHT AND 7:00 AM EXCEPT FOR EMERGENCIES – AS TAXPAYERS, WE ARE THE OWNERS OF THE AIRPORT AND THEREFORE WE MUST INVOLVE ALL LEADERS OF OUR POLITICAL LEADERS 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 PATH, TO WORK WITH YVR AND THE DEPARTMENT OF TRANSPORT, ASSISTED BY YOUR PLANNING DEPARTMENT.**

IN DECEMBER 2006, AT THE GPC MEETING, ANN MURRAY VICE PRESIDENT OF COMMUNITY AND ENVIRONMENT AFFAIRS APPEARED WITH CITY APPOINTED MEMBERS OF THE YVR NOISE MANAGEMENT COMMITTEE TO UPDATE YOU ON SEVERAL ISSUES.

I WAS UNABLE TO ATTEND THIS MEETING, SINCE I WAS LEAVING FOR AUSTRALIA FOR SIX WEEKS.

THE MINUTES REFLECT DISCUSSION IN THREE KEY AREAS a) ANM COMMITTEE b) FIVE-YEAR NOISE PLAN c) PROGRESS ON NOISE. I KNOW IT IS NOT POSSIBLE FOR THE RECORDING SECRETARY TO TAKE VERBATIM. THE QUESTION I HAVE FOR EITHER YOUR STAFF OR MEMBERS OF COUNCIL, DID YVR PRESENT TO THE GPC ON PAPER A PLAN OF ACTION? ON THE OTHER HAND, IT SEEMS LIKE THEY PRESENTED ANOTHER FORUM DISCUSSION THAT YVR HOPES WILL DISAPPEAR INTO THIN AIR.

I WOULD LIKE TO KNOW IF ANY MEMBERS OF COUNCIL WERE PLEASED WITH THE DISCUSSION AS PRESENTED BY YVR NOISE MANAGEMENT COMMITTEE. ALTERNATIVELY, DID ANYONE CRITICIZE YVR MANAGEMENT FOR MOVING LIKE A SNAIL ON ALL OF THE ISSUES IN THE MINUTES?

THOSE SAME MINUTES CONCLUDED ON HOW YVR HANDLES AIRPORT NOISE COMPLAINTS. MOST PEOPLE HAVE GIVEN UP CALLING BECAUSE YVR DOES NOT CARE. OUR SLEEPING PATTERNS WILL CONTINUE TO BE DISTURBED AND OUR QUALITY OF LIFE WILL CONTINUE TO SUFFER BECAUSE YVR IS ONLY IN THIS FOR THEIR OWN SELF INTEREST.

IN 2005, YVR PLACED AN AD IN THE COMMUNITY NEWSPAPERS ASKING RESIDENTS "WHAT'S YOUR VISION FOR NOISE MANAGEMENT AT YVR." I RESPONDED AND HAVE ATTACHED MY E-MAIL TO THIS STATEMENT. TO DATE WE HAVE NOT HEARD FROM THIS COMMITTEE.

SO WHY WASTE OUR TIME. IN MY OPINION, THE 22 SITTING MEMBERS FROM SEVERAL ORGANIZATIONS AND MUNICIPALITIES LACKS THE DECENCY TO COMMUNICATE WITH THOSE CITIZENS WHO TOOK THE TIME TO RESPOND TO THE AD. THIS IS A VERY SECRETIVE COMMITTEE AND LACKS TRANSPARENCY.

AS I LOOK AT THIS COMMITTEE, I WONDER IF OUR MEMBERS AND STAFF ARE WORKING ON BEHALF OF THE CITY AND THE CITIZENS, OR YVR. I BELIEVE BOTH OF OUR APPOINTED MEMBERS HAVE DEVOTED THEIR TIME AND ENERGY TO THEIR WORK. HOWEVER, IT IS DIFFICULT FOR US TO JUDGE IF THEY ARE ACTING ON OUR BEHALF SINCE THE COMMITTEE IS NOT OPEN TO THE PUBLIC OR NEWS MEDIA. NEVERTHELESS, IN THE END YOU APPOINT THEM TO ACT AND PROTECT THE CITIZENS OF RICHMOND ON THE NOISE MANAGEMENT ISSUE, NOT YVR.

I HAVE ALSO INCLUDED WITH THIS STATEMENT AN ARTICLE ON AIRPORT NOISE FROM THE SEATTLE TIMES DATED MARCH 31, 2000. THE PORT OF SEATTLE AND THE FEDERAL GOVERNMENT HAVE STEPPED UP TO THE PLATE TO IMPROVE THE QUALITY OF LIFE FOR THEIR RESIDENTS. IT MAY NOT BE A TOTAL SOLUTION, BUT IT HAS IMPROVED THE LIVING CONDITIONS FOR THE RESIDENTS WHO LIVE UNDER THE FLIGHT PATH.

IF YVR WANTS TO OPERATED 24 HOURS A DAY BECAUSE OF THEIR BOTTOM LINE, THEN THEY MUST MITIGATE OUR DAMAGES FOR DEPRIVING US OF OUR SLEEP, AND FOR THE LACK OF CONSULATION WITH THE RESIDENTS WHO LIVE UNDER THE FLIGHT PATH.

I ACKNOWLEDGE THEY HAVE THE RIGHT TO OPERATE 24 HOURS UNDER THE GUIDELINES SET DOWN BY THE DEPARTMENT OF TRANSPORT. HOWEVER, IT DOES NOT GIVE THEM THE MORAL JUSTIFICATION TO ACT UNILATERAL. THEY KNEW FROM THE VERY BEGINNING IT WAS GOING TO BE A HOT BUTTON ISSUE, SO WHY GO TO THE RESIDENTS FOR CONSULATION WHEN THEY ALREADY HAD THE APPROVAL. MORALLY IT WAS WRONG FOR YVR AND THE DEPARTMENT OF TRANSPORT TO IMPLEMENT THE 24 HOUR MOVEMENT OF AIRCRAFT WITHOUT CONSULTING THE CITIZENS UNDER THE FLIGHT PATH.

I KNOW YOU ARE WELL AWARE THAT THE FEDERAL GOVERNMENT LEASES THE LAND TO BOARD OF DIRECTORS OF YVR ON OUR BEHALF. UNDER THE LAA (LEASE AIRPORT AGREEMENT), THE GOVERNMENT OF CANADA IS RESPONSIBLE FOR PROTECTING THE PUBLIC INTEREST AS IT RELATES TO AIRPORT NOISE. AS OWNERS OF ALL AIRPORTS IN CANADA, WE ARE ENTITLED TO BETTER COMMUNICATIONS AND TRANSPARENCY FROM BOTH YVR AND THE DEPARTMENT OF TRANSPORT.

I BELIEVE YVR IS IRRESPONSIBLE UNDER THE AIRPORT MASTER PLAN "ARTICLE 7 SECTION 7.01 PAGE 126 (iii) THE PRESENT AND FUTURE ENVIRONMENTAL IMPACT ON AREAS WITHIN ITS VICINITY AND PAGE 127 (ix) PROPOSE SOLUTIONS TO NOISE IMPACT ON AREAS" WITHIN OLDER ESTABLISHED COMMUNITIES WERE VIOLATED.

IN THE LAST FEDERAL ELECTION, MR. CUMMINS WHO IS OUR FEDERAL REPRESENTATIVE IN OTTAWA INDICATED IN HIS ELECTION BROCHURE THAT HE WAS INTERESTED IN PLACING SOME LIMITATION ON NIGHT FLIGHTS. HOWEVER, MR. CUMMINS IS ONLY ONE PERSON AND HE COULD USE A LITTLE SUPPORT FROM THIS COUNCIL. EACH ONE OF YOU IS CONNECTED TO SOME POLITICAL PARTY IN ONE WAY OR ANOTHER. IF YOU ARE NOT CONNECTED, THEN YOU STILL HAVE THE ADVANTAGE OVER AVERAGE CITIZEN OF RUBBING ELBOWS AT FUNCTIONS WITH THE ALMIGHTY.

IN OLDER ESTABLISHED COMMUNITIES LIKE THE ONE I LIVE IN, THERE IS A NEED FOR EXTRA CONSIDERATION BEFORE YVR IMPLEMENTS DRASTIC CHANGES IN THEIR BUSINESS PLAN. THE FAILURE TO CONSULT WITH COMMUNITIES LIVING UNDER THE FLIGHT PATH IS A DERELICTION IN THEIR RESPONSIBILITIES.

IN MY OPINION, YVR GIVES PERMISSION TO UPS, FEDERAL EXPRESS AND OTHER AIRLINES TO MOVE THEIR PACKAGES AND PASSENGERS AFTER MIDNIGHT, SO THEY CAN CONTINUE TO IMPROVE THEIR BOTTOM LINE. ACCOMPLISHING THEIR GOALS HELPS YVR ACHIEVE THEIR BOTTOM LINE ON THE BACKS OF THE CITIZENS WHO LIVE UNDER THE FLIGHT PATH.

THE CEO'S OF THE COMPANIES I MENTIONED ABOVE INCLUDING YVR DO NOT GIVE A DAM ABOUT OUR QUALITY OF LIFE AND THE DEPRIVATION OF SLEEP. YOU CAN BE SURE THAT NONE OF THE THEM ARE LIVING UNDER THE FLIGHT PATH.

ALL WE ARE ASKING FOR IS A LITTLE PEACE AND QUIET FROM MIDNIGHT TO 7AM. IS THAT TOO MUCH TO BE ASKING FOR? I DO NOT CARE ON THE NUMBER OF FLIGHTS DURING THE DAYTIME AND LATE EVENINGS.

I BELIEVE WITHIN THE LAST YEAR THEY HAVE SUCCESSFULLY NEGOTIATED FOR A RENT REDUCTION FROM THE FEDERAL GOVERNMENT. IS IT ALL TAKE AND NO GIVE? YVR HAS NO INTEREST IN COOPERATING ON NIGHT FLIGHTS FROM MIDNIGHT TO 7AM BECAUSE OF THEIR OWN SELF INTEREST.

SO WHERE DO WE GO FROM HERE. IF CITY STAFF DOES NOT WANT SET UP A SEPARATE COMMITTEE TO INVESTIGATE THE NOISE ISSUE AS APPROVED BY THIS COUNCIL SOME TIME AGO, AND YVR HAS NO INTENTION OF CANCELLING NIGHT AIRRIVALS AND DEPARTURES, THEN THE ONLY OPTION IS TO CONSIDER WHAT THE PORT OF SEATTLE ACCOMPLISHED FROM 1985 – 2000. THEY DECIDED TO REDUCE THE NUMBER OF COMPLAINTS AND INVEST INTO THE COMMUNITIES UNDER THE FLIGHT PATH BY RETROFITTING OLDER HOMES IN ESTABLISHED NEIGHBOURHOODS.

ONE FINAL OBSERVATION ON COMMENTS MADE BY YVR IN THEIR NOISE MANAGEMENT ANNUAL REPORT 2005, “THE AIRPORT AUTHORITY IS A PROUD MEMBER OF THE COMMUNITY, AND MAKE EVERY EFFORT TO MINIMIZE DISTURBANCES FROM AIRPORT OPERATION”. THE HYPOCRISY ON THE NOISE ISSUE CONTINUES.

I WOULD SUGGEST THAT YOU TAKE THE TIME TO SEARCH WWW.NONOISE.ORG AND YOU WILL FIND A CLEARINGHOUSE FOR NOISE. THEY ALSO PROVIDE RESOURCES FOR ASSISTING COMMUNITIES FOR STRONGER NOISE CONTROLS.

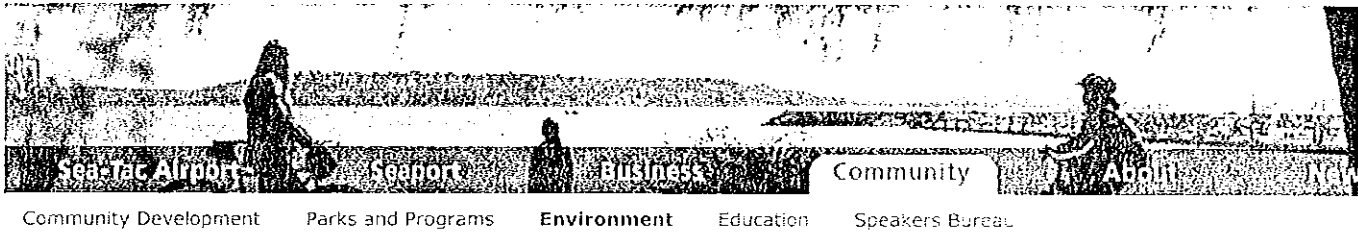
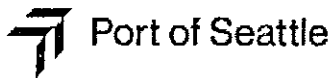
I FOUND A CASE BY THE EUROPEAN COURT OF HUMAN RIGHTS, HUTTON AND OTHERS VS UNITED KINGDOM, OCTOBER 2, 2001. BASED ON THE SAME PRINCIPLES THAT I HAVE BEEN TRYING TO CONVINCE COUNCIL, STAFF AND YVR TO SUPPORT THE RESIDENT FOR RESLOVING NIGHT FLIGHTS.

YOUR WORSHIP AND MEMBERS OF COUNCIL, I AM ASKING YOU TO DIRECT YOUR STAFF TO INVESTIGATE HOW THE PORT OF SEATTLE AND ANY OTHER INTERNATIONAL AIRPORTS THAT SOLVED THE NOISE ISSUE AND TO REPORT TO COUNCIL WITHIN SIX MONTHS. I HOPE THIS IS NOT TOO MUCH TO ASK FOR. LET US GET ON WITH PUTTING A PLAN OF ACTION IN MOTION AND STOP THE HYPOCRISY YVR AND THE DEPARTMENT OF TRANSPORT DISPLAYS.

IN CLOSING, TERRY CROWE MANAGER OF THE PLANNING COMMITTEE REPORTED TO YOU ON OCTOBER 29, 2004 THAT THERE IS SLEEP DISRUPTION BY AIRCRAFT NOISE. ON PAGE 257 OF THE OCP AIRCRAFT NOISE SENSITIVE DEVELOPMENT POLICY "OVERALL 69.5% OF RESPONDENTS SAID AIRPORT NOISE HAS CAUSED THEM SLEEP DISTURBANCE".

**THANK YOU
DOUG LOUTH**

**EXCERPT ENCLOSED:
PORT OF SEATTLE – NOISE OVERVIEW
SEATTLE-TACOMA MEDIATION COMMITTEE AGREEMENT
SEATTLE TIMES ON HOMEOWNERS RETROFITTING
JOHN CUMMINS ELECTION COMMITMENT ON AIRPORT NOISE
YVR'S AD ON VISON FOR NOISE MANAGEMENT
MY E-MAIL RESPONSE TO THEIR AD**



You are here: [Home](#) » [Community](#) » [Environment](#) » [Noise: Overview](#)

Noise: Overview

Seattle-Tacoma International Airport offers one of the most comprehensive aircraft noise reduction programs in the nation.

Read about [Noise Abatement](#) for information on how the airport reduces the noise produced by aircraft while on the ground, during takeoffs and landings and during flights over populated areas.

Our [Noise Remedy](#) programs are designed to significantly reduce aircraft noise that people hear in their homes and in the classroom. As a pioneer in noise remedy efforts, Sea-Tac Airport's success story has been overwhelming. Based upon insulation questionnaires received from homeowners, an impressive 96% of homes insulated through this program experienced noticeable differences in interior noise levels as well as welcomed reduction in energy costs coupled with improved security.

[Property Acquisition/Relocation](#) staff work with property owners and tenants when purchasing land needed for airport construction or future aviation-related development, or when residential use is incompatible with airport activities.

Read about the [FAA's role in airport noise reduction programs](#).

Sea-Tac Airport's Part 150 Study

The airport's [Part 150 Study](#) (205 MB PDF, document is 400 pages and contains several large maps) on Noise and Land Use Compatibility Plan was updated and approved by the FAA on June 3, 2002. This study is a voluntary planning effort to reduce the noise from aircraft operations. It produces realistic and practical solutions, fair to both aviation and non-aviation interests. The ultimate goal of noise compatibility planning is to reduce existing non-compatible land uses around airports and prevent the introduction of additional non-compatible land uses through the cooperative efforts of all those involved. Implementation of approved Part 150 projects is now under way, with federal funding assistance.

[Sign up for Airport Noise e-mail updates](#) →

[Noise Abatement WebTrak](#)

Local area flight tracking and noise information.

[Instructions](#) (144 KB PDF)

Airport Noise Program Publications

Read online or print these informative publications:

- » [Noise Mitigation Programs brochure](#) (1 MB PDF): All the details on Sea-Tac Airport's noise reduction programs under one cover
- » [At a Glance](#) (32 KB PDF): The latest statistics on the Port's efforts to reduce noise through sound insulation, and property acquisition and residential relocation.

Noise Information Line

Residents can request information or report aircraft noise through our on-line [Noise Information Request](#) form.

Or contact the Noise Abatement office by calling 206-433-5393 or toll-free 1-800-826-1147, day or night.

*Final Package of Mediated ~~hearing~~ abatement action for
Seattle-Tacoma International airport agreed to by the
Mediation committee on March 31, 1990
presented by - Port of Seattle + Mestre Greve Associates 41 pages*
SECTION II: NIGHTTIME LIMITATIONS

GOAL

The goal of the nighttime limitations program is to reduce the noise levels from nighttime turbojet operations by phasing out the operations of Stage 2 aircraft as set forth in Appendix B.

AGREEMENT 1: The initial hours of the nighttime limitation program will be set from midnight to 6:00 a.m. with further expansion of these hours over time until the ultimate goal is reached of 10:00 p.m. to 7 a.m. *It is the intent of this agreement to provide for shifts of aircraft operations from nighttime to daytime that are meaningful and made in good faith.*

AGREEMENT 2: A grandfather period will allow existing Stage 2 operations for the first two years of the program.* *The grandfather period will commence on the date the nighttime limitations agreement becomes effective.*

AGREEMENT 3: Operations with aircraft for which there are no Stage 3 equivalent or retrofits available can receive a variance until such aircraft or retrofits become available. *The Noise Abatement Committee will conduct periodic and regular examination of the availability of retrofits.*

AGREEMENT 4: The development of administrative and implementation details will be completed by October 1, 1990.

AGREEMENT 5: *This agreement will become effective on or before October 1, 1990.*

AGREEMENT 6: *Reducing nighttime noise is a high priority. Efforts to reduce nighttime noise will continue as possible.*

IMPLEMENTING AUTHORITY: Port of Seattle

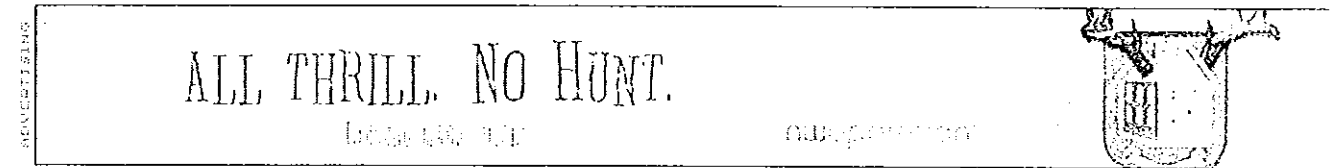
SECTION III: NOISE REMEDY/MITIGATION PROGRAM

GOAL

This program will increase the efficiency and availability of the noise insulation program so that it will better serve the needs of a greater number of homeowners within the Part 150 Noise Remedy Program area. It will not reduce noise, but rather will provide additional efforts to mitigate the effects of noise on the community by providing for a more usable indoor living environment. Success of this program is therefore measured in terms of reduced population adversely affected by aircraft noise.

Note - All costs of the Noise Remedy Program will be shared 80/20 by the Federal Aviation Administration and the Port of Seattle, respectively.

*Grandfather operations are defined as Stage 2 flights that have been operated on a regular schedule during a time period between March 31, 1989 and March 31, 1990.



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Local News: Friday, March 31, 2000

Local

Sounding out homeowners on retrofitting

Nation / World

John Zebrowski

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The planes parade over Nigel Day's house like jealous gods, demanding attention from below. They drown out conversations, they drive Day and his South Park neighbors indoors.

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There, things are better. Day can hold a conversation without resorting to shouting. He can watch television or take a phone call.

Because of where he lives, Day qualified for help from the Port of Seattle, operator of Seattle-Tacoma International Airport. Federal money has made it possible for the Port to work on nearly 8,000 homes near Sea-Tac since 1985, installing new windows and doors, insulation and ventilation. At a cost of \$163 million, the program has transformed entire neighborhoods, retrofitting houses to withstand the 1,000 flights that roar over every day.

Project near completion

By the end of the year, work on all houses is expected to be completed. The Port is going back over its lists and sending out multi-language mailings to see if anyone has been missed. While a new round could begin if Sea-Tac's third runway is built, Port officials are calling the program a success, a resounding one, in fact.

"I'd say 99 percent of the participants are satisfied," says Sarah Dalton, who is in charge of the program.

Since 1991 the Port has surveyed residents over whether they would recommend the program to a neighbor: 1,409 homeowners who responded said yes; eighteen said no.

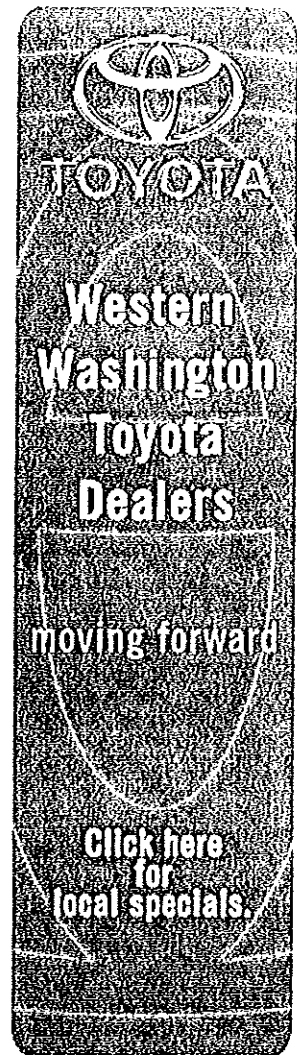
Contractors were judged competent and courteous. Noise inside homes dropped significantly. And nearly every homeowner surveyed noted that phone conversations became easier.

Thelma Zumbrunnen, who lives on Eighth Avenue South in Des Moines, had new windows and doors installed two years ago. She says the work has made the house a better place to live.

"The whole thing was just wonderful," she says.

Some complaints

Wonderful is not the word Helen Dexter would choose. For three years, she and her husband, Jerry, have battled the Port.



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With their 100-year-old South Park house nearly gutted, they have resorted to living in their kitchen, where there is no hot water, no heat and a wall that won't hold back the rain. To wash their dishes or themselves, they must use the hose outside.

Two contractors have quit; the Dexters' winter clothes remain stuffed into a container in the driveway; and a dream house that needed work is hardly fit to live in.

Although the Port agreed in late January to complete much of the disputed work - and said the first contractor, Triangle Construction, would have to swallow much of the \$60,000 bill - officials insist the Dexters have played a major role in the trouble. They say the trouble is from additional work done by the contractors to renovate the house.

Neither contractor would comment.

Are the Dexters' difficulties an aberration? Yes, Dalton says. Statistics released by the Port back this up. But even in the success stories, how much of a difference do new windows and doors make when you live in the path of a monster?

The loudest jet landing at Sea-Tac, according to program manager Jazzi Richardson, is the 727. It produces about 110 decibels, equivalent to a frenzied Seahawks crowd at the Kingdome.

No promise of silence

The Port doesn't promise silence; its guidelines require a reduction of at least 8 decibels. This is accomplished by installing triple-paned windows, solid-core doors, insulation, and in some cases, gypsum wallboard for walls and ceilings. Storm doors are installed to create a space for sound to be deadened.

In most cases, the average constant noise level in a home will drop from about 75 decibels, that of a lawn mower, to less than 70, that of a voice in conversation. But Day, who lives a few blocks from the Dexters, says this underplays the disruption caused by a plane as it flies over his house.

"Imagine 12 times over the next half-hour your boss comes by and screams as loud as he can," he says. "That's what it's like."

Lucrecia Chase, who lives in SeaTac five blocks from a runway, is at the point where she and her husband are willing to spend their own money to make things a little quieter.

Every morning, the couple is jolted awake by jets starting their engines. If a third runway is built, just 10 blocks away, she says the noise would be unbearable.

Improvements seen

But even though she says the work performed by the Port was less than perfect, Chase acknowledges the noise is much less than before. She says some of the problems she and the few others have experienced with the program may be because people believed things would be perfect when the work was done.

"We expected too much," Chase says. "Maybe we hoped for more than was possible."

John Zebrowski's phone message number is 206-464-8292. His e-mail

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John Cummins

Stood Up for Delta - Richmond East

- **Leaky Condos** - (i) Uncovered documents proving that the government was aware of the moisture problem; (ii) Challenged the government to end the cover up and to acknowledge their role in causing this disaster.
- **Coast Guard Hovercraft** - Forced the Liberal government to acknowledge the need for a replacement hovercraft at the Vancouver International Airport. (They have yet to replace it .)
- **Coast Guard Dive Team** - Forced the Liberal government to reinstate the Coast Guard dive team in Vancouver - the only such Coast Guard Dive Team in Canada.
- **Alternate Transportation Routes** - Pushed the government to provide alternate transportation routes through Delta connecting ports and ferries to major transportation routes.
- **Dredging** - Challenged the government to undertake dredging to reduce the likelihood of flooding in Delta and Richmond. The government stopped funding dredging on the Fraser, something they had previously been doing for a century.
- **Emergency Response Capabilities** - Challenged the government to adequately support emergency response capabilities, particularly those necessary in the event of an earthquake.
- **Airport Noise** - Pushed to restrict airport landing and take-offs over East Richmond based on the plan that is already in place at the Toronto airport.
- **Fraser River Fishery - Government Condemned** - Succeeded in having the House of Commons Fisheries and Oceans Committee issue two reports critical of the government's management of the Fraser River Fishery. Succeeded in having the Aboriginal Communal Fishing Regulations declared illegal by the Joint Senate - House of Commons Committee on the Scrutiny of Regulations.
- **Fish Farms in BC** - Held the government accountable for its failure to meet its constitutional and legislative obligations to protect wild fish and their habitat from the effects of salmon farming;
- **BC Lighthouses** - Challenged the government to maintain BC light stations.

WHAT'S YOUR VISION FOR NOISE MANAGEMENT AT YVR?

Vancouver International Airport Authority wants to improve on a good thing - we are reviewing how the Aeronautical Noise Management Committee works and would like to get your input.

The Aeronautical Noise Management Committee provides a forum for the discussion and consideration of all aeronautical noise related issues and makes noise management recommendations to the Airport Authority. Terms of reference guide the committee and outline both its scope and purpose.

Learn more about the Committee and the current terms of reference at www.yvr.ca/noisemanagement/ and send us your comments and expectations or contact us via the Noise Information Line at 604.207.7097. We look forward to hearing from you!

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



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

www.yvr.ca



October 2, 2005

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Aeronautical Noise Management**What's your vision for noise management at YVR?**

Managing airport noise to balance the community's desire for safe, convenient 24-hour air travel with enjoyable urban living is the Airport Authority's commitment to our neighbouring communities.



To provide this balance, the Airport Authority has a comprehensive Aeronautical Noise Management Program that includes: consultations with the YVR Aeronautical Noise Management Committee; a five-year noise management plan; published noise abatement procedures; an airport noise monitoring and flight tracking system; and a complaint management and response system.

We are currently reviewing how the YVR Aeronautical Noise Management Committee works in efforts to improve how the Committee functions. As such, we would like to get your input, as we work to formalize the scope, mandate, and governance structure of the Committee through its Term of Reference.

The Committee was formed to provide a forum for community and industry stakeholders to discuss and consider aeronautical noise management issues at YVR. The Committee meets quarterly and is chaired by the Airport Authority. Members of the Committee are independently appointed by their respective stakeholder groups, which include:

- Citizen Representatives (Richmond, Vancouver, and Delta)
- City of Richmond (Planning)
- City of Vancouver (Vancouver Coastal Health Authority)
- Musqueam Indian Band
- Airlines (Air Canada and Air Canada Jazz)
- Air Transport Association of Canada
- Canadian Business Aircraft Association
- Nav Canada
- Transport Canada
- Vancouver International Airport Authority
- YVR Airline Operators Committee

More detailed information on our noise management practices, as well as the Committee is available in our:


- [Aeronautical Noise Management Report 2004](#)
( PDF File, 2.85MB)
- [Five-Year Noise Management Plan](#)
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Please send us your comments and expectations to noise@yvr.ca by **October 31, 2005**.

We look forward to hearing from you!





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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
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