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27 February 2010

Individual Citizen Briefing Concerning St Hubert Airport

My name is Peter Radman and I would like present this briefing to you for consideration and I would also like to address your inquiry in person on this issue either 10, 11 or 12 March 2010.

Both of the following issues are still ongoing and have been going on since mid May 2009 and continue right up to the present date of 27 February 2010. However the E-Mails included cover the period 14 July 2009 to 26 August 2009. The issues involve the management (DASHL) of the St Hubert airport and myself in reference to aircraft flying over the residential areas of Greenfield Park.

The Problems

Problem 1: It is my understanding (see attached E-Mails between me and DASHL following this brief) that between midnight and seven A.M. flights should take off and land over the non-residential Boucherville area. In effect with the exception of emergencies there should not be any flights over the Greenfield Park residential areas between midnight and 7A.M. Every morning there are between three to five flights that either take off or land using the flight path over the Greenfield Park residential area between 5:30 to 7:00 A.M. and there are also flights that land after midnight, as late as 2:30 A.M. when they should in fact use the flight path over the Boucherville non residential fields. In addition flights have landed as early as 4:00 A.M.

Problem 2: Between 7 A.M and midnight single and double engine aircraft fly rectangular routes over the residential area of Greenfield Park at low altitude. It is my understanding (see E-Mails between me and DASHL in resolution section below) that single and double engine aircraft can either use a different runway that allows them to take off and land at a higher altitude or these aircraft can do their rectangular routes over the non residential areas of Boucherville as opposed to the residential areas of Greenfield Park.

The Solution

Incident 1: Aircraft using the St Hubert Airport between midnight and seven A.M. flights should take off and land over the non-residential Boucherville area.

Incident 2: Aircraft using the St Hubert Airport between 7 A.M. and midnight should either use a different runway that allows them to take off and land at a higher altitude or do their rectangular routes over the non-residential areas of Boucherville as opposed to the residential areas of Greenfield Park.

I have been in communication with DASHL representatives between 14 July and 26 Aug 2009 and the situation has not been resolved. In fact these two problem areas have been going on all summer long and have continued up to the present date. I have lived at my current residence in Greenfield Park for ten years and this summer has been intolerable in terms of aircraft noise. I have gotten nowhere trying to resolve this issue with DASHL. I believe that the current airport manager is polite, however he is unable to resolve these two problems as he is respecting the interests of big business (flying schools and carriers) over the interests of the local residents.

There are three major consequences that are a direct result of these two problem areas. First, I cannot use my backyard anytime during the morning, afternoon or evening due to the continuous noise of small engine aircraft. Second, my sleep is regularly interrupted by aircraft taking off and landing between midnight and 7 A.M. Third, I firmly believe that the resale value of my house has decreased due to the excessive noise levels that are ongoing.

For your consideration

Peter Radman

E-Mails relating to this issue between Peter Radman and the Airport Manager between 14 July and 26 August 2009.

This morning there was a flight that took off at 5:30 A.M and another at 6:00 A.M. Also the smaller planes seem to be flying over Greenfield Park throughout the day and evening just as before. You have not responded to either of my last two E-Mails of 21 and 26 Aug. Could you give me an update on your talks with the pilots and or administrators of the airplanes. Could you also honestly let me know if there is anything you can do. This situation has not gotten any better since we first started communicating on 14 July 2009. If there is nothing that you can do just say so and I will take this matter up with other authorities. I am being a good citizen and trying to resolve this issue at the lowest possible level. If you can't regulate this issue again just say so and I will go elsewhere for resolution. Thank you.

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

From: [Peter Radman](#)

To: [Michel Beaudoin](#)

Cc: administration@dashl.ca

Sent: Wednesday, August 26, 2009 7:39 AM

Subject: Re: Further update

This morning there were flights at 4:30, 5:30, 5:45 and 6:15 A.M. Can you please let me know what is going on with this situation. You said you would speak with the persons responsible and try to find a solution. As you stated when we started communicating in July, there are not supposed to be any flights between midnight and seven A.M.

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

From: [Peter Radman](#)
To: [Michel Beaudoin](#)
Cc: administration@dashl.ca
Sent: Friday, August 21, 2009 8:08 AM
Subject: Re: Further update

Furhter to my last, this morning there was a flight at 00:30 A.M. as well as flights at 4:00 A.M and 6:00 A.M. It seems that the situation really has not changed since your E-Mail of 4 August. Do you have any other suggestions.

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

From: [Peter Radman](#)
To: [Michel Beaudoin](#)
Cc: administration@dashl.ca
Sent: Thursday, August 20, 2009 1:32 PM
Subject: Re: Further update

this morning there was a flight at around 3:30 A.M. and another about 4:45 A.M. If my timings are off in any case two flights well before 7 A.M.

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

From: [Peter Radman](#)
To: [Michel Beaudoin](#)
Cc: administration@dashl.ca
Sent: Wednesday, August 19, 2009 12:24 PM
Subject: Updaqte over the ;ast two weeks

Some days are better than others, For example today there were flights at 4:30 and 5:30. A.M. Last week on one day there was a flight that came in at 2:30 A.M. On another occasion last week there were three flights prior to 6 A.M. The other three days last week were OK.. I will keep you informed as to the morning situation.

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

From: [Michel Beaudoin](#)
To: [Peter Radman](#)
Sent: Tuesday, August 04, 2009 7:24 AM
Subject: RE: Demande d'information

Good morning Mr. Radman

Question 1: I spoke with the chief pilot, you should see a difference. Wait about one week and let me know if you see any changes.

Question 2: The pilots of those aircrafts are in training, and they follow the instructions of the control tower. They can't land or take off against the wind more than 5 knots, it's for security purpose.

Best regards and Have a nice day

De : **Peter Radman** [mailto:peterradman@sympatico.ca]
Envoyé : **3 août 2009 09:29**
À : **Michel Beaudoin**
Cc : **aministration@dashl.ca**
Objet : **Fw: Demande d'information**

Bonjour

Ce matin, il y a trois vols qui partira avant six heures. Est-ce-que c'est possible pour vous de parler avec les pilotes ou les responsables et leur demande de attendre jusqu'à sept heures avant de décoller. Depuis les dernieres trois semaines (mon premier communication avec vous etait le 14 juillet) il y a aucune resolution de cette dossier.

Et de plus, Je n'a pas encore reçu votre réponse à mon dernier E-Mail de 30 juillet

Merci

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

From: [Peter Radman](#)
To: [Michel Beaudoin](#)
Sent: Thursday, July 30, 2009 8:04 AM
Subject: Re: Demande d'information

Thank you for your reply, I appreciate your effort.

Could I ask two more questions.

Question 1: Can you as the airport manager speak to the control tower and to the various airplane pilots or owners and direct them not to fly over Greenfield Park but rather over the Boucherville fields between midnight and seven A.M.? This morning there were two more flights before 7 A.M.

Question 2: Can you as the airport manager speak to the control tower and to the various airplane pilots or owners of the single and double engine aircraft that fly circles around the airport all day between 7A.M. and midnight and direct them either to fly higher where the noise would not be as loud or not to fly over Greenfield Park but rather fly over the Boucherville Fields?

Thank you again

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

From: [Michel Beaudoin](#)
To: [Peter Radman](#)
Cc: [Emilie Ouellette](#)
Sent: Wednesday, July 29, 2009 3:17 PM
Subject: RE: Demande d'information

Good afternoon Mr. Radman,

Point 1 – 2. You will find the information in the (Politique nationale des aéroports) also you will find enclosed a copy of the Canada Flight Supplement regarding the preferential runway. Nav Canada is responsible for the enforcement.

Point 3. I don't know how strong were the winds but, if they were less than 5 knots they must use 06L.

Point 4. The plane landed over your house. I am trying to find the pilot to know the reason he landed on 06L.

Point 5. Your house is close to the threshold of the runway 06L. It always depends on the winds, if the controller use runway 24R the airplane will be much higher over your house.

Best regards

De : **Peter Radman** [mailto:peterradman@sympatico.ca]
Envoyé : **28 juillet 2009 11:08**
À : **Michel Beaudoin**
Cc : **Émilie Ouellette**
Objet : **Re: Demande d'information**

Thank you very much sir. I appreciate your efforts.

Two points in addition to my previous E-Mail. I will label them 4 and 5.

Point 4. This morning at 2:51 A.M. a plane either landed or took off over my house. Could you tell why it didn't come in the other way over Boucherville?

Point 5. Can you tell me why a large number of single engine planes do a loop over my house? I understand that some are recreational flying and others are student pilots however are there other routes they can take? Perhaps the circle they fly can be made larger, perhaps they could be directed to other areas or perhaps they could fly higher where the noise would not be as great a factor. You know it is getting to be difficult to sit outside on my patio in the evening with the constant drone of these planes.

If you are available, I would like to invite you and your assistants over for supper so that you can experience the situation for yourself first hand.

Again thank you for taking the time to look into this.

Peter Radman

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

From: [Michel Beaudoin](#)

To: [Peter Radman](#)

Sent: Tuesday, July 28, 2009 5:56 AM

Subject: RE: Demande d'information

Good morning Mr Radman,

Sorry for the delay, I will answer your E-Mail as soon as possible.

Have a nice day

De : **Peter Radman** [mailto:peterradman@sympatico.ca]
Envoyé : **27 juillet 2009 19:23**
À : **Michel Beaudoin**
Cc : **Sylvain Gonthier; Émilie Ouellette**
Objet : **Re: Demande d'information**

Bonjour j'espère que tous va bien. Vous avez lu mon dernier E-Mail lundi matin le **20 Juillet 2009 à 07:51:43 A.M.** Est-ce-que je peut savoir quand vous me donnerez un réponse en parlent de mes trois points.

Veillez agréer Messieurs et madame mes meilleurs sentiments

Peter Radman

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

From: [Peter Radman](#)
To: [Michel Beaudoin](#)
Cc: [Sylvain Gonthier](#) ; [Émilie Ouellette](#)
Sent: Friday, July 17, 2009 6:59 PM
Subject: Re: Demande d'information

Mister Beaudoin, Thank you for your reply to my earlier E-Mail. However there are still some points that I am confused about. I will label each point and perhaps you could respond to each in turn.

Point 1: Can you please provide me with the reference document that states that: "l'aéroport de St-Hubert est un aéroport de décollage. Conséquemment, l'aéroport est ouvert 24 sur 24". I'd like to understand exactly how directives such as: " Lorsque le vent sur l'aéroport le permet, le pilote doit obligatoirement entre minuit et 7h décoller sur la piste 06L vers les champs de Boucherville et atterrir sur la piste 24R en provenance des champs" are enforced.

Point 2: Could you also provide me with the reference document that defines the term: " Lorsque le vent sur l'aéroport le permet", for taking off on runway 06L and landing on 24R?

Point 3: Recently there are a lot of flights taking off or landing (usually three to five on a daily basis) between 5:30 and 7:00 A.M. Since pilots are obliged to take off on 06L and land on 24R between Midnight and 7:00 A.M., are you telling me that in all these cases on almost a daily basis that the winds are too strong to use runway 06L for take off and 24R for landing?

I do understand that exceptions are necessary to respond to emergency situations. However I hope you understand that it is not unreasonable to expect seven hours of uninterrupted sleep between Midnight and 7:00 A.M. on a somewhat regular basis

Thank you very much for taking the time to read this E-Mail and I eagerly await your detailed response.

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

From: [Michel Beaudoin](#)
To: peterradman@sympatico.ca
Cc: [Sylvain Gonthier](#) ; [Émilie Ouellette](#)
Sent: Thursday, July 16, 2009 1:12 PM
Subject: RE: Demande d'information

Bonjour M. Radman,

Pour votre information, l'aéroport de St-Hubert est un aéroport de dégagement.
Conséquemment, l'aéroport est ouvert 24 sur 24.

Lorsque le vent sur l'aéroport le permet, le pilote doit obligatoirement entre minuit et 7h décoller sur la piste 06L vers les champs de Boucherville et atterrir sur la piste 24R en provenance des champs.

L'aéronef de mardi le 14 juillet, a décollé à 4h34 pour transporter du cargo vers Québec. Pour ce décollage le vent était probablement trop élevé pour décoller sur la piste 06L.

Espérant le tout conforme, veuillez agréer, Monsieur Radman, nos salutations distinguées.

De : **Peter Radman** [mailto: peterradman@sympatico.ca]
Envoyé : **14 juillet 2009 20:19**
À : **Émilie Ouellette**
Objet : **Demande d'information**

Mardi le 14 Juillet vers 4:30 le matin une avion a atterri ou a décollé. Cette avion a passé au dessous de ma maison. Je veut savoir trois chose:

Premièrement pourquoi un avion a fait un atterrissage ou décollage à 4:30 le matin?

Deuxièmement chaque matin il y a plusieurs vols qui départ entre 5:45 et 6:00. Pourquoi ces vols ne prennent pas la route ver Boucherville à cette heure le matin?

En fin voudriez-vous me donne dans un réponse écrit vos heures d`opération et les routes les avions peut utiliser pour d`atterrir ou décoller.

J' ai parlé avec transport canada et il m'a dit que vous étés oblige de me donner cette information.

Peter Radman
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Greenfield Park QC J4V 3M1