

## Citoyens pour une Qualité de Vie (CQV)

Sir,

In lieu of your recent declaration of the impending closure of the Mirabel Terminal I felt compelled, along with other residents of Pierrefonds-Roxboro, affected by airport noise and pollution to make our views on this subject known.

You stated in your allocution to the Commission for the "Consultation Publique sur l'accroissement de vols internationaux" that Montreal would be a great city if this comes to fruition. All great cities have 2 main airports. We closed one which could have made us the envy of the world. I must insist that since the decision to transfer the international flights from Mirabel in 1996, residents affected by the new corridors imposed by ADM since then have been grumbling about a change and more transparency from your organization. Citizens groups like "CQV" have presented numerous and detailed solutions to accomodate both airports and consequently improve the quality of life for residents living within the vicinity of PET Airport. This has been rejected by ADM.

On April 2012, three residents from these affected areas met with Madame Marcotte and Mr. Bissonnet (Mayor of St.Leonard, responsable for Transport) at the Pierrefonds-Roxboro city hall. Mme. Abbruzzesse of Ahuntsic-Cartierville complained about the increasing traffic in her area. Mme. Agathe Bourassa of Ville St-Laurent was adamant about the increased ambient noise and to this effect requested a sonometre. I asked about the altitudes of the planes of the General Aviation flying over our sector between Deslauriers and the Hwy.13 over our residences. The sonometre never came and our concerns and questions were never answered. In short, we were dismissed.

It has been the mandate of ADM to exist peacefully with its neighbors and to administer the both airports. Since 1996, ADM has consistently made unilateral decisions without consulting our elected officials. Transferring international flights involves more night flights. Residents were forced to accept this decision without their knowledge. This is overstepping your authority.

In regards to our area Pierrefonds-Roxboro I would like your office to provide our elected officials answers to the following questions:

- 1) Since Mme . Marcotte was unable to provide the altitudes of the planes coming into our area ( between rue Deslauriers and Hwy. 13 ) we request that this information be given to our elected officials. What are these altitudes? These are the actual altitudes over my residence that we request and not when they reach beyond Laval and are already at 4700 feet.
- 2) According to the Federal Minister of Transport Guidelines planes have to take off in a STRAIGHT LINE and turn at 2500 feet. This was instituted for a reason ,which is to mitigate noise at take off. There is a precedence that we worked on with Mme. Noushig Eloyan and that you yourself agreed to. Planes have to be at 2500 feet before they can initiate a turn either left or right of the axis of the runways during the day. If these guidelines were followed no planes from the 06l or 24R would be seen in our area. Since the 10-28 runway is closed for repairs why are planes seen in our area at low altitudes? Why are planes from other runways coming into our area? We would like your office to elaborate on the expansion into this area.
- 3) All decisions taken on the "Comite Consultatif Sonore" without representation of the boroughs north of the island near Riviere Des Praires, Pierrefonds-Roxboro and Ahuntsic-Cartierville are technically not valid. This new expansion into our borough without an environmental impact study warrants the removal of this corridor until we can asses that the planes are at 2500 feet and do not bother neither the environment nor the health of the general population. Will ADM accept a Representative of our borough on the Comite Consultatif Sonore?
- 4) What is the status of the night flights? Will the approval of more international flights remove the curfew? We are categorically opposed to any future decision to send night flights ino our area.

5) The DSP has recently issued guidelines for noise pollution at 40db. The level of noise produced by a plane less than 2500 and continuing its upward climb over our residences is well above this guideline. We are opposed to planes using our backyards as runways. We do not live in Dorval. All these manoeuvres have to be done at the airport. People bought their homes in a quiet area not near the airport runway. Will your office correct this problem? Will your office provide a sonometre to monitor the noise generated by this activity in the area?

6) There have been many observations regarding "stacking" over Riviere Des Prairies. Will your office provide the data to our officials regarding this?

7) Since 2006 the priority runway has been the 06L. This was decided in order to disturb less people. In London's Heathrow Airport use of runways is rotated to alleviate the noise levels and to even the burden of an urban airport. Is your office willing to do this?

In the coming weeks we would like a full co-operation on the part of ADM. The above concerns have to be met. These corridors have to be modified or eliminated if need be. There is no reason to disturb our peaceful area. Planes have to take off in a straight line and turn according to the Minister of Transport guidelines. Any decision to close terminals must be done with elected officials present with a plan regarding the development of the existing airport and respecting environmental concerns or it is not valid. Representation on the Comité Consultatif Sonore has to include all the boroughs on the island, as per the Toronto Soundscape Management model. The terminal in Mirabel has to be reinvigorated and used as an international hub connecting both airports. Then Montreal will be a great city.

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