



**NANAIMO LADYSMITH**  
PUBLIC SCHOOLS

Letter from the Board of Education  
February 16, 2021

**RE: Airline Emission Over Schools**

Dear Brian Kabaluk,

Thank you for your letter dated January 6, 2021. Your correspondence was shared at the January 27, 2021 public Board meeting.

On behalf of the Nanaimo Ladysmith Public Schools' Board of Education I wanted to inform you that your letter will be shared with district senior staff as well as the Safety and Wellness Department who will investigate this matter further.

I appreciate the time and thoughtful concern for our students.

Sincerely,

Charlene McKay  
Board Chair

## Karen Matthews

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**Subject:** FW: airline emission over schools

**From:** Brian Kabaluk <>  
**Sent:** Wednesday, January 6, 2021 10:18 AM  
**To:** Karen Matthews <[KMatthews@sd68.bc.ca](mailto:KMatthews@sd68.bc.ca)>  
**Cc:** NDTA Office Manager <[ndta@shaw.ca](mailto:ndta@shaw.ca)>  
**Subject:** airline emission over schools

**CAUTION: External Message**

To: Board of Education of School District

I sent the article below to The Nanaimo News and The Times Colonist last year but they refused to print it.

The flight path that is referred to in the article was designated by Transport Canada directing air traffic to and from YCD (Nanaimo Airport), to the north, by flying along the Nanaimo River to a beacon at the head of the mud flats west of Duke Point to avoid populated areas.

Instead of following this flight path, most pilots request permission from (Vancouver) YVR control tower to fly visually, without any reason for the change other than to save time and fuel and without any consideration for what they are flying over, including two schools. Permission is always granted, also without any consideration for the change.

Because air traffic has been reduced due to Covid 19, the particles on our sun room have decreased considerably. This has convinced me that the tests of those particles that were paid for by YCD, were done so only to produce the results that YCD wanted and the particles are definitely from airline emission.

While airline emissions have surpassed that of automobiles, and there is plenty of information on line regarding the harmful health and environmental effects, the airline industries continue to enjoy low fuel taxes and no emission regulations. There is little hope for change globally due to political contributions from the airline industry and the effect that emission regulations would have on air fares. There is also little hope for change locally while people like Pat Gilchrist and myself are the only ones who complain, but with the help of District 68 and NDTA there may be some hope.

By avoiding the designated path and flying over a populated area including two schools to and from Nanaimo Airport they are putting all the students and staff at risk by exposing them to harmful airline emissions. The risks will increase dramatically when the proposed expansion to the Nanaimo Airport is complete.

The safety of students and staff are the responsibility of District 68 while in your care, therefore District 68 should be obligated to help mitigate that risk by reaching out to YVR air traffic control and NAV Canada (Canada's Civil Air Navigation System) to convince them to avoid flying over populated areas and only allow airlines to divert from the flight path when absolutely necessary.

I would be pleased to work with you to that end and provide any further information that may help.

Sincerely,

Brian Kabaluk

CC: NDTA @shaw.ca

### **Flight Paths to Nanaimo Airport YCD**

Several years ago we noticed an increasing amount of residue on our sun room and windows in the form of black particles and light brown streaks that I suspect to be black carbon from unburned fuel and oil from airline emissions because this coincides with the same time that jet planes began flying into Nanaimo Airport (YCD) directly over our house. Some of the residue decreased last fall when the Air Canada jet was discontinued for the season. Sources like wood stoves, fireplaces, backyard burning, freighters and pulp mill emissions were ruled out.

I expressed my concern to YCD and they hired a consultant to take samples of the residue. I was told that testing would take about a week and the results would be available to me only if YCD approved. Ten weeks later YCD informed me that the residue did not come from airplanes. Almost five months since the samples were taken and I still haven't seen the test results despite asking YCD for a copy.

There could be as many as 22 daily flights plus charters in and out of YCD with flight paths and minimum altitudes designated by Transport Canada that avoid populated areas. While pilots have some discretion due to wind direction and air traffic, most of them ignore the flight paths and fly directly over the most populated area of Cedar, over 1500 homes, many of which are multiple families with preschool children, wells, vegetable gardens, livestock, and pets, two schools with 594 students with numerous outdoor activities, several ballparks, and a farmers market that attracts hundreds of people.

Airline emissions contain carbon dioxide, carbon monoxide, hydrocarbons, nitrogen oxides, sulfur oxides, oil, lead, and black carbon, all of which have a negative effect on the environment. Black carbon contributes to respiratory and cardiovascular disease, cancer and birth defects. It's totally irresponsible to expose that many people to airline emissions and noise, while much better alternative routes are available.

The obvious solution to all airline issues locally would be to direct the pilots to use the designated flight paths. I asked YCD, YVR, NAV Canada (operates Canada's civil air navigation system) and Transport Canada Aviation to do just that. They all avoided their responsibility by passing the buck, however, the departures and arrivals are at VCD so the buck starts and stops there.

YCD Management insists that they take community concerns seriously, but their track record paints a different picture, with complaints of airline noise in this area having fallen on deaf ears for years and pilots being allowed to fly below minimum altitude and disregard proper flight paths and approaches with impunity. Unfortunately, the people responsible are sorely lacking in authority or desire to correct this.