

To: Development Services Committee

From: Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Report Number: DS-22-67

Date of Report: March 2, 2022

Date of Meeting: March 7, 2022

Subject: Proposed Noise Abatement Procedures for the Oshawa
Executive Airport

Ward: Ward 2

File: 12-03

1.0 Purpose

The purpose of this Report is to obtain Council's approval of the Proposed Noise Abatement Procedures for the Oshawa Executive Airport, prepared by HM Aero Aviation Consulting ("HM Aero") pursuant to the process outlined in Transport Canada's Advisory Circular 302-002 ("AC 302-002"), in order to submit the Proposed Noise Abatement Procedures to Transport Canada for consideration pursuant to the AC 302-002 process.

On February 22, 2021, City Council considered [Report DS-21-23](#) dated February 3, 2021 regarding the process to establish a new noise abatement procedure at the Oshawa Executive Airport and passed the following motion:

- “1. That, pursuant to Report DS-21-23 dated February 3, 2021, the Commissioner of Development Services, in consultation with the City's Airport Manager, be authorized to advance the process prescribed in Advisory Circular 302-002 to request Transport Canada to establish a new noise abatement procedure at the Oshawa Executive Airport; and,
2. That, the Airport Manager, in consultation with the Commissioner of Development Services, be authorized to engage a qualified, independent consultant with familiarity of the requirements of Advisory Circular 302-002 to assist in the advancement of Part 1 of the recommendation, at an upset limit of \$60,000 exclusive of H.S.T.; and,
3. That copies of this Report and associated resolution be forwarded to all Oshawa and Whitby MPs and MPPs as well as to the Town of Whitby.”

In accordance with Part 2 of the above noted motion, the Airport Manager, in consultation with the Commissioner of Development Services, retained the services of HM Aero, a professional team of individuals with significant airport-related experience. HM Aero's experience includes familiarity with the creation of noise abatement procedures under AC 302-002.

On October 25, 2021, City Council considered Report [DS-21-190](#) dated September 29, 2021 regarding the Draft Proposed Noise Abatement Procedures for the Oshawa Executive Airport and passed the following motion:

- “1. That, pursuant to Report DS-21-190 dated September 29, 2021, Council approve, in principle, the Draft Proposed Noise Abatement Procedures for the Oshawa Executive Airport as outlined in said Report for the purpose of obtaining public and stakeholder input on the proposed solution, as developed in accordance with Part 1 of the Transport Canada Advisory Circular 302-002; and,
2. That, pursuant to Report DS-21-190 dated September 29, 2021, Development Services staff and the City's Airport Manager be authorized to hold a series of four (4) public workshops, two (2) for community members and two (2) for Airport users, which will be in virtual public engagement form owing to the COVID-19 pandemic for the purpose of presenting for public review and input the Draft Proposed Noise Abatement Procedures as outlined in said Report, using the approach described in Section 5.2.4 of said Report; and,
3. That, pursuant to Report DS-21-190 dated September 29, 2021, Development Services staff and the City's Airport Manager be authorized to undertake consultation in a virtual engagement form owing to the COVID-19 pandemic with all other affected stakeholder groups as identified in Section 5.2.4 of said Report for the purpose of presenting the Draft Proposed Noise Abatement Procedures as outlined in said Report for review and input, using the approach described in Section 5.2.4 of said Report.”

In accordance with Part 2 of the above noted motion, public and stakeholder consultation was undertaken by City Staff, the Airport Manager and HM Aero in order to solicit input and feedback on the Draft Proposed Noise Abatement Procedures for the Oshawa Executive Airport. Based on the input and feedback received from the public and stakeholder consultation, HM Aero has prepared updated Proposed Noise Abatement Procedures to be submitted to Transport Canada under the AC 302-002 process, if approved by Council.

Attachment 1 is a copy of the Regulations dealing with noise operating criteria under Canadian Aviation Regulations respecting aviation and activities relating to aeronautics.

Attachment 2 is a copy of the Transport Canada Advisory Circular 302-002.

Attachment 3 is Report DS-21-190 dated September 29, 2021, outlining the public and stakeholder consultation process to be undertaken and the initial fourteen (14) Draft Proposed Noise Abatement Procedures for the Oshawa Executive Airport that were

shared to solicit public and stakeholder input. Owing to its size it is not attached, but can be viewed at the following link: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=413>.

Attachment 4 is a copy of the notice of the virtual public workshops that was mailed and emailed to the public and stakeholders.

Attachment 5 to this Report is a copy of Table 2.2, Draft Proposed Noise Abatement Procedures, taken from the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022, outlining a total of fourteen (14) Draft Proposed Noise Abatement Procedures developed for public and stakeholder consultation.

Attachment 6 to this Report is a summary of the Comparison of Draft Proposed Noise Abatement Procedures, Findings Resulting in Changes to Proposed Procedures and Final Proposed Noise Abatement Procedures prepared by HM Aero, dated February 18, 2022

Attachment 7 to this Report is a copy of Table 6.2, Final Proposed Noise Abatement Procedures, taken from the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022, outlining a total of nine (9) Final Proposed Noise Abatement Procedures developed using the input received from the public and stakeholders through the consultation process under AC 302-002.

Attachment 8 to this Report is the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022. Owing to its size it is not attached, but can be viewed at the following link: <https://www.oshawa.ca/business-and-investment/resources/airport/Proposed-Noise-Abatement-Procedures.pdf>.

Attachment 9 to this Report is an excerpt from the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022, detailing the input received from Airport users and community members during the four (4) virtual public workshops held on November 23, 2021 and November 24, 2021 as part of the consultation process under AC 302-002.

Attachment 10 to this Report is an excerpt from the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022, detailing the input received from the Airport Community Liaison Community, the Airport Business Plan Working Group, the Air Transport Association of Canada, the Canadian Business Aviation Association, the Canadian Owners and Pilots Association, the two Flight Training Units based at the Oshawa Executive Airport, the other Fixed Base Operators at the Oshawa Executive Airport, Durham Regional Police Service, NAV Canada and Transport Canada through a series of direct engagement sessions held as part of the consultation process under AC 302-002.

Attachment 11 to this Report is an excerpt from the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022, detailing the input received from the online engagement feedback form

posted from November 8, 2021 to November 29, 2021 as part of the consultation process under AC 302-002.

Attachment 12 to this Report is an excerpt from the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022, detailing the input received from the public and various stakeholders as individual written submissions during the consultation process under AC 302-002.

Attachment 13 shows the location of Runways 05, 12, 23 and 30.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

1. That, pursuant to Report DS-22-67 dated March 2, 2022, Council adopt the Proposed Noise Abatement Procedures for the Oshawa Executive Airport for the purposes of authorizing the Airport Manager to submit the Council-adopted Proposed Noise Abatement Procedures for the Oshawa Executive Airport and all supporting material to Transport Canada for their review, consideration and final approval as outlined in said Report in accordance with Transport Canada's Advisory Circular 302-002.
2. That the Mayor be authorized to send a letter on behalf of City Council to the Federal Minister of Transport to advise of the City's adoption of the Noise Abatement Procedures for the Oshawa Executive Airport and that the City looks forward to the Minister's support.
3. That copies of this Report and associated resolution be forwarded to all Oshawa and Whitby MPs and MPPs as well as to the Town of Whitby.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Commissioner, Corporate Services
- Airport Manager
- HM Aero Aviation Consulting
- The public and various stakeholders (as identified in Section 5.3 of this Report)

5.0 Analysis

5.1 Background

On February 22, 2021, pursuant to Report DS-21-23 dated February 3, 2021, Council directed that the Commissioner of Development Services, in consultation with the City's Airport Manager, be authorized to advance the process prescribed in AC 302-002 to

request Transport Canada to establish new noise abatement procedures at the Oshawa Executive Airport.

Council also directed that the Airport Manager, in consultation with the Commissioner of Development Services, engage a qualified, independent consultant with familiarity in the requirements of AC 302-002 to assist in the advancement of the processes (11 parts in total) outlined in AC 302-002.

HM Aero, an independent consultant with familiarity in the requirements of AC 302-002, was subsequently retained in February 2021 to assist City staff and the City's Airport Manager in the advancement of the processes as outlined in AC 302-002.

On June 21, 2021, City Council considered and adopted DS-21-137 regarding the 2021-2022 Oshawa Executive Airport Action Plan (the "Action Plan"). Action 6 of the Action Plan relates to continuing to investigate the process to establish new noise abatement procedures and restrictions.

On October 25, 2021, pursuant to Report DS-21-190 dated September 29, 2021, City Council approved, in principle, a total of fourteen (14) Draft Noise Abatement Procedures for the Oshawa Executive Airport (see Attachment 5) for the purpose of obtaining public and stakeholder input on the proposed solution, as developed in accordance with Part 1 of AC 302-002.

Public and stakeholder consultation was undertaken in November and December of 2021 through virtual public workshops, stakeholder meetings and a feedback form available online and on paper.

Based on the input and feedback received during public and stakeholder consultation, HM Aero has prepared for Committee and Council consideration a total of nine (9) updated Proposed Noise Abatement Procedures (see Attachment 7), as outlined in the Proposed Noise Abatement Procedures Transport Canada Submission document, dated February 18, 2022 (see Attachment 8).

5.2 Advisory Circular 302-002 – Implementation of New or Amended Noise Abatement Procedures

Although aircraft noise concerns at airports are generally local in nature, measures to address these concerns inevitably have impacts that reach beyond the local area. In order to deal fairly with the concerns of all affected parties and yet achieve effective and enforceable measures that address noise issues, Transport Canada has established a process (i.e. Parts 1 through 11 contained in AC 302-002) for implementing or modifying noise abatement procedures and restrictions which requires the exercise of Transport Canada's regulatory authority (see Attachment 2).

The process is one that originates at the airport level and proceeds from the site to the Transport Canada regional office and eventually makes its way to the national regulatory process centre in Ottawa. The various stages of the process (11 in total) are designed to ensure that equity and fairness are observed and that consultation with the affected parties is completed.

The process is extensive and is usually undertaken by an independent consultant retained by the Airport Operator, with a background in airport planning and a familiarity with the requirements of the AC 302-002 process.

Details of Parts 1 and 2 of the AC 302-002 process are identified in Report DS-21-190 (see Attachment 3). An overview of the public and stakeholder consultation that was undertaken as part of Part 2 of the AC 302-002 process is identified below.

5.3 Overview of Part 2 of the Advisory Circular 302-002 Process: Public and Stakeholder Consultation

In order to satisfy the requirements of Part 2 of the AC 302-002 process, consultation was undertaken to solicit public and stakeholder input on the fourteen (14) Draft Proposed Noise Abatement Procedures for the Oshawa Executive Airport (see Attachment 5). As described in Step 2 of the AC 302-002 process, proponents are required to conduct consultation with all affected parties, including:

- Airport management/operator;
- Noise management committee (where applicable);
- Community representatives;
- NAV Canada;
- Air Transport Association of Canada;
- Canadian Business Aviation Association;
- Canadian Owners and Pilots Association;
- All scheduled Operators who operate at the Airport;
- Transport Canada; and
- All fixed base Operators at the Airport.

Details on the consultation that was undertaken with all affected parties are described below.

Additionally, notice of the public and stakeholder consultation was promoted to the community and stakeholders through various mediums, including media materials, social media, and print and digital promotional material.

5.3.1 Virtual Public Workshops

A series of four virtual workshops were held by City staff, the Airport Manager and HM Aero for community members and Airport users. The virtual workshops consisted of two virtual workshops for community members and two virtual workshops for Airport users, offering each group availability to attend a daytime meeting or an evening meeting to provide input on the Draft Proposed Noise Abatement Procedures.

Notice of the virtual public workshops was mailed and/or emailed to:

- Property owners located in proximity to the Airport (area generally bounded by Conlin Road to the north, Ritson Road North to the east, Rossland Road to the south and the Oshawa-Whitby boundary to the west);

- All individuals who have provided their contact details at the most recent Airport Community Liaison Committee Town Hall meeting held on September 24, 2019, the South Field Master Plan Public Open House held on May 23, 2019, the two virtual Workshops held on September 29, 2020 and October 1, 2020, and the May 10, 2021 public meeting held regarding the Draft Proposed 2020-2021 Oshawa Executive Airport Action Plan;
- The key stakeholders as noted for the key stakeholder meetings;
- All individuals who have made an Airport noise submission in the last five (5) years that included a mailing address;
- The Town of Whitby; and,
- All tenants at the Oshawa Executive Airport.

A copy of the notice of the virtual public workshops that was mailed and emailed to the public and stakeholders is attached to this Report as Attachment 4.

The virtual public workshops took place on the following dates and times:

- Tuesday, November 23, 2021 from 1:00 p.m. to 3:00 p.m. (Airport Users)
- Tuesday, November 23, 2021 from 6:30 p.m. to 8:30 p.m. (Community Members)
- Wednesday, November 24, 2021 from 1:00 p.m. to 3:00 p.m. (Community Members)
- Wednesday, November 24, 2021 from 6:30 p.m. to 8:30 p.m. (Airport Users)

A combined total of 86 individuals registered for and attended the virtual public workshops. Details on the comments received at the virtual public workshops can be found under Section 3.5 of the Proposed Noise Abatement Procedures Transport Canada Submission document dated February 18, 2022 (see Attachment 9).

5.3.2 Stakeholder Consultation

The City, the Airport Manager and HM Aero hosted the following key stakeholder meetings (in addition to the virtual public workshops for community members and Airport users identified above) to solicit input on the Draft Proposed Noise Abatement Procedures:

- The Airport Community Liaison Committee (held on November 1, 2021 at 2:30 p.m.)
- The Airport Business Plan Working Group (held on November 4, 2021 at 5:00 p.m.)
- Air Transport Association of Canada, Canadian Business Aviation Association and Canadian Owners and Pilots Association (held on November 11, 2021 at 11:00 a.m.)
- Flight Schools who operate at the Airport, including Canadian Flight Academy and Durham Flight Centre (held on November 24, 2021 at 9:30 a.m.)
- Fixed Base Operators at the Airport, including Enterprise Aviation Group Of Companies, Ryan Terminal Holdings, Corporate Aircraft Restorations and Aviation Unlimited (held on November 25, 2021 at 9:00 a.m.)

- NAV Canada (held on November 25, 2021 at 11:00 a.m.)
- Durham Regional Police Service (an additional Operator at the Airport) (held on November 29, 2021 at 11:00 a.m.)
- Transport Canada (held on December 13, 2021 at 12:30 p.m.)

Details on the comments received during the stakeholder meetings can be found under Section 3.4 of the Proposed Noise Abatement Procedures Transport Canada Submission document dated February 18, 2022 (see Attachment 10).

5.3.3 Feedback Form

The City launched and hosted a project website through Connect Oshawa. The project website provided an overview of the project, dates and times of the virtual workshops, key dates in the process, and links to project background materials and the online feedback form.

The online feedback form was available between November 8, 2021 and November 29, 2021. Paper copies of the feedback form were also available, if requested. A total of 376 responses were received from the online feedback form posted on Connect Oshawa.

Details on the comments received from the feedback form can be found under Section 3.6 of the Proposed Noise Abatement Procedures Transport Canada Submission document dated February 18, 2022 (see Attachment 11).

5.3.4 Written Submissions

In addition to the above noted consultation methods, City staff received a number of written submissions from members of the public and businesses/organizations regarding feedback on the Draft Proposed Noise Abatement Procedures, as well as other comments related to the Airport.

Details on the comments received from written submissions can be found under Section 3.7 of the Proposed Noise Abatement Procedures Transport Canada Submission document dated February 18, 2022 (see Attachment 12).

5.4 Part 3 of the Advisory Circular 302-002 Process

Part 3 of the AC 302-002 process requires that the proponent:

- “(a) Fully and clearly explains the impacts to all parties, documenting this consultation and the information produced by this process such that it is clear what has been transmitted to whom and any reactions received;
- (b) Where all parties agree with the proposal, the Airport operator shall submit a description of the proposal and the consultation process.

- Included in the package will be a signoff indicating agreement of the participants; and,
- (c) The consultation process will include descriptions of what information was considered and an explicit indication of agreement to not consider particular items.”

In order to address Part 3 of the AC 302-002 process, HM Aero has documented the following in the Proposed Noise Abatement Procedures Transport Canada Submission document dated February 18, 2022 (see Attachment 8):

- An overview of the materials provided to stakeholders to explain the impacts fully and clearly to all parties;
- The consultation process, including advertising and forms of engagement; and,
- The information produced by the consultation process, including areas of consensus and dissent.

The public and stakeholder input received on the fourteen (14) Draft Proposed Noise Abatement Procedures has been used to refine the proposed solution, where appropriate, as developed in accordance with Part 1 of the AC 302-002 process. As a result, HM Aero has prepared the Proposed Noise Abatement Procedures Transport Canada Submission document, dated February 18, 2022, which contains nine (9) Proposed Noise Abatement Procedures (see Attachment 7). A comparison of the Draft Proposed Noise Abatement Procedures and the final Proposed Noise Abatement Procedures can be found in Attachment 6.

5.5 Part 4 of the Advisory Circular 302-002 Process

Part 4 of the AC 302-002 process requires that:

“Where there is no consensus, the proponent shall document the consultation in the same manner as 3(b) above, include any dissenting views, and will forward this information to the Airport operator for onward transmission to Transport Canada. Dissents should contain all reasons for the position taken.”

Uniform consensus among all stakeholders was not achieved on each of the fourteen (14) Draft Proposed Noise Abatement Procedures. As a result, HM Aero has provided the following in the Proposed Noise Abatement Procedures Transport Canada Submission document, dated February 18, 2022 (see Attachment 8), to address Part 4 of the AC 302-002 process:

- The stakeholder engagement program, including parties that were consulted, information that was provided, and findings gained through consultations;
- The support for, and opposition against, each of the fourteen (14) Draft Proposed Procedures among the various consulted stakeholder groups; and,

- Revisions to the Draft Proposed Noise Abatement Procedures that have been made as a result of stakeholder feedback, resulting in a total of nine (9) updated Proposed Noise Abatement Procedures.

5.6 Proposed Noise Abatement Procedures

Based on all of the information and comments received through public and stakeholder consultation, HM Aero has prepared nine (9) updated Proposed Noise Abatement Procedures for Transport Canada's consideration as mandatory procedures pursuant to the authority of Canadian Aviation Regulation 602.105 and the process established under AC 302-002.

Table 6.2 as detailed in Attachment 7 documents the final nine (9) Proposed Noise Abatement Procedures. The nine Proposed Noise Abatement Procedures relate to:

- Preferential runways;
- Hours when aircraft operations are prohibited or restricted;
- Departure procedures; and
- Prohibition or restriction of training flights.

Staff note that the final nine (9) Proposed Noise Abatement Procedures do not include the imposition of a cap on the number of aircraft movements associated with flight training, although this was thoroughly investigated. The roots of this investigation originate from the direction approved by Council on October 15, 2019 pursuant to Resolution DS-19-183, whereby staff were directed to, amongst other matters:

- review issues concerning flight training with a view of reducing the amount of flight training aircraft traffic, altering the circuit patterns, addressing hours of operation, and addressing noise mitigation opportunities; and,
- obtain input from NAV Canada and Transport Canada as appropriate in order to provide better balance and respect of Oshawa residents' quality of life.

Transport Canada's AC 302-002 process is the only process by which to amend existing or impose new noise abatement procedures, including procedures to prohibit or restrict training flights. As such, on October 26, 2020, Council passed a motion (Item DS-20-124) directing staff to, among other matters, report back to the Development Services Committee on the process under AC 302-002 to establish noise abatement procedures and restrictions at the Oshawa Executive Airport and make a recommendation on what is required for the City to advance that process.

Staff subsequently prepared Report DS-21-23 dated February 3, 2021, which was considered by Council on February 22, 2021. As noted in Section 1.0 of this Report, Council authorized the engagement of a qualified, independent consultant familiar with the AC 302-002 process, resulting in the retention of HM Aero.

In view of the foregoing, a key component of HM Aero's work included investigating how the number of flight training-related aircraft movements may be reduced in order to provide

better balance and respect of Oshawa residents' quality of life. Specifically, the potential to impose a cap on such movements was assessed by HM Aero.

A cap mechanism can theoretically be applied in one of two ways: either through the imposition of an annual cap whereby a maximum number of flight training movements are permitted in any given year, which are monitored on a regular basis by the Airport Manager, or through a booking slot system where a finite number of slots are available for flight training aircraft on a daily basis.

HM Aero advanced an investigation into the practicality of implementing either method but ultimately determined that neither provides a realistic way of imposing a cap. In this regard, HM Aero has advised that there is no manner by which to equitably assign the cap across all flight training users. Further, the data shared by NAV Canada only identifies the aircraft owner, the runway and the time of the flight. It does not identify whether the flight is for flight training purposes. As a result, the Airport Operator would have no way of knowing when an annual cap was achieved/exceeded. Only Transport Canada has the legal ability to request the log book for any aircraft, which contains the details for every flight.

However, Transport Canada has advised that it would only request to review an aircraft log book in the event a transgression of a noise abatement procedure is observed from the control tower or reported by the Airport Operator. It is not practicable to monitor every single aircraft movement to ascertain whether or not it constitutes a movement related to aircraft flight training. In any case, Transport Canada has advised that it will not review log books to determine the veracity of aircraft movements suspected by the Airport Operator to be related to flight training when the sole purpose is to monitor a cap threshold.

This is unlike the nine (9) Proposed Noise Abatement Procedures, which Transport Canada can enforce as they are currently drafted and which the Airport Operator can practicably monitor, given that transgressions with respect to any of the nine (9) procedures would be far fewer in number. This is due in large part to the fact that any pilot found violating any one of the nine (9) Proposed Noise Abatement Procedures could incur significant repercussions, including such consequences as jeopardizing their ability to acquire a commercial pilot licence.

In addition to the non-practicability of imposing a cap due to monitoring limitations, the same limitations apply to establishing a booking slot system to regulate the number of flight training aircraft movements. As noted above, there is no practicable way to determine if an aircraft movement is related to flight training, which is essential in order to allocate booking slots for flight training aircraft. In this regard, Transport Canada has advised that it will not participate in a booking slot system. Staff also note that a booking slot system represents a significant constraint during peak season operations in the event it is implemented in conjunction with the other nine (9) final Proposed Noise Abatement Procedures, as discussed in the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero (see pages 98 to 100 of Attachment 8).

The foregoing discussion regarding the outcome of HM Aero's investigation into the possibility of implementing a cap to reduce the number of flight training-related aircraft

movements exemplifies the narrow limits of the City's control over matters related to the Airport.

As a result of investigating such matters as this, the number of Proposed Noise Abatement Procedures has decreased from the fourteen (14) Draft Proposed Noise Abatement Procedures initially proposed prior to public and stakeholder consultation (identified in Attachment 5), to the nine (9) Proposed Noise Abatement Procedures as outlined in Attachment 7. A comparison of the fourteen (14) Draft Proposed Noise Abatement Procedures and the nine (9) Proposed Noise Abatement Procedures is outlined in Attachment 6. The changes were based on public and stakeholder consultation, are minor in nature and are considered to be non-material to the overall Proposed Noise Abatement Procedures. They are as follows:

- Removal of the following Draft Proposed Noise Abatement Procedures:
 - Arrival Turns
 - Approach Angle
 - Circling Procedures
 - Prior Permission for Flight Training
 - Toronto Zoo
- Clarification on timing regarding the use of preferential runways.
- Updated requirements related to wind conditions for using preferential runways when the NAV Canada tower is open.
- Updated wording to clarify that scheduled engine run-ups associated with aircraft maintenance are to be prohibited from 9:30 p.m. to 7:30 a.m.
- Clarification on when the time of day flight training restrictions are not permitted to depart on specific dates/times.

Through feedback received during the public and stakeholder consultation process and based on the publication of additional reports commissioned by the City of Oshawa (e.g. the Oshawa Executive Airport Ambient Air Quality Monitoring report and the Oshawa Executive Airport Noise Study report, both prepared by R.W.D.I. Consulting Engineers and Scientists), the nine (9) Proposed Noise Abatement Procedures have been re-evaluated based on the impacts of the following ten categories:

1. Implications of Not Proceeding
2. Noise Implications
3. Cost Implications
4. Aircraft Emissions Implications
5. Airport Capacity Implications
6. Implementation Implications
7. Aviation System Implications
8. Air Traffic Management Implications
9. Safety Implications
10. Fleet Implications

The detailed evaluation of the impacts associated with each of the above noted ten categories for the Proposed Noise Abatement Procedures can be found under Section 7 of the Proposed Noise Abatement Procedures Transport Canada Submission document dated February 18, 2022 (see Attachment 8).

5.7 Next Steps

If approved by City Council, the Proposed Noise Abatement Procedures Transport Canada Submission document prepared by HM Aero, dated February 18, 2022, will be submitted to Transport Canada for consideration per Steps 5 through 11 of the AC 302-002 process.

6.0 Financial Implications

The cost of retaining a qualified consultant to advance the noise abatement procedure through the AC 302-002 process was \$68,635 exclusive of H.S.T. and was approved by Council pursuant to Report DS-21-23 dated February 3, 2021. In this regard, staff note that the increased costs of engaging a consultant to advance the noise abatement procedure in excess of the upset limit of \$60,000 were a direct result of the need to hold additional meetings as part of the consultation process approved by City Council.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations in this Report advance the Accountable Leadership, Economic Prosperity and Financial Stewardship and Environmental Responsibility goals of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.PI., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Noise Operating Criteria

CAR 602.105 No person shall operate an aircraft at or in the vicinity of an aerodrome except in accordance with the applicable noise abatement procedures and noise control requirements specified by the Minister in the *Canada Air Pilot* or *Canada Flight Supplement*, including the procedures and requirements relating to

- a) preferential runways;
- b) minimum noise routes;
- c) hours when aircraft operations are prohibited or restricted;
- d) arrival procedures;
- e) departure procedures;
- f) duration of flights;
- g) the prohibition or restriction of training flights;
- h) VFR or visual approaches;
- i) simulated approach procedures; and
- j) the minimum altitude for the operation of aircraft in the vicinity of the aerodrome.



Advisory Circular

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1.0 INTRODUCTION

This Advisory Circular (AC) is provided for information and guidance purposes. It may describe an example of an acceptable means, but not the only means of demonstrating compliance with regulations and standards. This AC on its own does not change, create, amend or permit deviations from regulatory requirements nor does it establish minimum standards.

1.1 Purpose

- (1) The purpose of this Advisory Circular (AC) is to introduce the new *Noise Abatement Procedures and Restrictions Implementation Process*, the completion of which is now required to implement new or amended noise abatement procedures and noise control measures made pursuant to CAR 602.105, at airports and aerodromes.

1.2 Applicability

- (1) This document is applicable to all Transport Canada Civil Aviation (TCCA) employees, to Canadian airport and aerodrome operators, air operators, ATS personnel, and is also available to the aviation industry for information purposes.

1.3 Description of Changes

- (1) This document, formerly Aerodrome Safety Circular (ASC) 2002-018, Issue 1, has been reissued as Advisory Circular (AC) 302-001. With the exception of minor editorial changes and updated references, the content is unaltered.

2.0 REFERENCES AND REQUIREMENTS

2.1 Reference Documents

- (1) It is intended that the following reference materials be used in conjunction with this document:
 - (a) Part VI subpart 02 of the Canadian Aviation Regulations (CARs) – *Operating and Flight Rules*;
 - (b) CAR [602.105](#) - *Noise Operating Criteria*;
 - (c) TP 14371 – *Transport Canada – Aeronautical Information Manual (TC-AIM)*;

2.2 Cancelled Documents

- (1) As of the effective date of this document, the following documents are cancelled:
 - (a) Aerodrome Safety Circular (ASC) 2002-018, Issue 1, dated 2002-11-26—*Implementation of New or Amended Noise Abatement Procedures*.

2.3 Definitions and Abbreviations

The following definitions and abbreviations are used in this document:

- (a) **CARC** means the Civil Aviation Regulatory Committee;
- (b) **ANEC** means the Aircraft Noise and Emissions Committee;

3.0 BACKGROUND

- (1) In response to concerns expressed over the application of the *Noise Abatement Checklist* contained in Section RAC 4.1.2 of the TC-AIM (TP 14371), a multi-disciplinary working group composed of representation from Federal government departments, NAV CANADA, the Air Transport Association of Canada (ATAC), the Canadian Business Aircraft Association (CBAA), the Federation of Canadian Municipalities, the Canadian Airports Council (CAC) and individual airport operators was formed to review the entire noise abatement procedure implementation process.

- (2) This Working Group, operating under the aegis of the Aircraft Noise and Emissions Committee (ANEC), developed and agreed to a revised process that will ensure full consultation with all stakeholders, that all necessary information is collected and that decisions are made in an informed, fair, participative and transparent manner prior to the implementation of new or changes to the noise abatement procedures at an airport or aerodrome.

4.0 INFORMATION

4.1 Precedence

- (1) The moratorium, instituted on September 15, 2000, on the implementation new or changes to an airport or aerodrome's noise abatement procedures is now rescinded.

4.2 Process

- (1) This AC covers new or amended noise abatement procedures made pursuant to the *Canadian Aviation Regulation* 602.105 authority. The process described in the attached document shall be applied in all cases to enable publication of new or amended noise abatement procedures.
- (2) Proposals for new or amended noise abatement procedures shall be submitted to the Regional Aerodrome and Air Navigation office of Transport Canada and must be completed as outlined in the attached process description.
- (3) This information will be contained in the TC-AIM publication.

4.3 Summary

- (1) Implementation of new or amendments to noise abatement procedures made pursuant to *Canadian Aviation Regulation* 602.105 must be the subject of consultation with all affected parties.
- (2) Appendix A defines the process, the consultation subjects, and participants in the implementation of noise abatement procedures.

5.0 CONTACT OFFICE

For more information please contact the appropriate TC Regional Office – *Aerodromes and Air Navigation*, (Appendix B).

Suggestions for amendment to this document are invited and should be submitted via the Transport Canada Civil Aviation Issues Reporting System (CAIRS) at the following Internet address:

www.tc.gc.ca/CAIRS

or by e-mail at: CAIRS_NCR@tc.gc.ca

New and amended Advisory Circulars (ACs) and/or Staff Instructions (SIs) can be viewed on the Transport Canada website at <http://www.tc.gc.ca/CivilAviation/IMSdoc/menu.htm>.

D.B. Sherritt
Director, Standards (AART)
Civil Aviation

APPENDIX A – NOISE ABATEMENT PROCEDURES & RESTRICTIONS IMPLEMENTATION PROCESS

Aircraft noise concerns at airports are local in nature. Certain airports have an obligation to manage local noise issues associated with activity at airports. Measures to address these concerns inevitably have impacts that reach beyond the local area. In order to deal fairly with the concerns of all affected parties and yet achieve effective and enforceable measures that address noise issues, Transport Canada has made revisions to the process for implementing or modifying noise abatement procedures and restrictions which will require the exercise of Transport Canada's regulatory authority. The information to be considered as part of the process has been defined by an industry/government working group reporting to Transport Canada's Aircraft Noise and Emissions Committee.

The process is one that originates at the airport level and proceeds from the site to the Transport Canada regional office and eventually makes its way to the national regulatory process centred in Ottawa. The various stages are designed to ensure that equity and fairness are observed and that consultation with the affected parties is completed. Integral to the implementation/modification of noise abatement procedures and restrictions is the assurance that the process has been followed.

The individual steps in the process are:

1. The noise issue is clearly identified by the proponent. Supporting documentation shall consider (where applicable) but not limited to the following, where applicable:
 - a. Description of the problem;
 - b. Proposed solution (including exceptions);
 - c. Alternatives (such as alternative procedures or land uses in the community);
 - d. Costs (such as revenue impact, direct and indirect costs to the community, airport operator and airport users);
 - e. Noise impacts of the proposed solution;
 - f. Effects on aircraft emissions;
 - g. Effect on current and future airport capacity;
 - h. Implications of not proceeding with the proposal;
 - i. Implementation issues (e.g.; aircraft technology; availability of replacement aircraft; ground facilities);
 - j. Impact on the Aviation System;
 - k. Safety implications;
 - l. Air traffic management;
 - m. Fleet impact.
2. The proponent conducts consultation on the proposal with all affected parties to include the following:
 - a. Airport management/operator;
 - b. Noise management committee (where applicable);
 - c. Community representatives;
 - d. NAV CANADA;

- e. Air transport Association of Canada (ATAC)(secretarially or by delegate);
 - f. Canadian Business Aircraft Association (CBAA)(secretarially or by delegate);
 - g. Canadian Owners and Pilots Association (COPA)(secretarially or by delegate);
 - h. All scheduled Operators who operate at the airport;
 - i. Transport Canada;
 - j. All Fixed Base operators on the airport.
3. The proponent:
 - a. Fully and clearly explains the impacts to all parties, documenting this consultation and the information produced by this process such that it is clear what has been transmitted to whom and any reactions received.
 - b. Where all parties agree with the proposal, the airport operator shall submit a description of the proposal and the consultation process. Included in the package will be a signoff indicating agreement of the participants
 - c. The consultation process will include descriptions of what information was considered and an explicit indication of agreement to not consider particular items.
 4. Where there is no consensus, the proponent shall document the consultation in the same manner as b) above, include any dissenting views, and will forward this information to the airport operator for onward transmission to Transport Canada. Dissents should contain all reasons for the position taken.
 5. Regional Aerodrome and Air Navigation Division reviews the documentation and the proposal to ensure that the consultation process has been followed and that the report is complete and accurate, and then refers it to the Director, Civil Aviation Standards (AART) with its recommendation. This report shall include the Regional concurrence or disagreement with the proposal, along with supporting rationale.
 6. The Director, Civil Aviation Standards (AART) reviews the submission and obtains headquarters Office of Technical Interest signoff to ensure that the proposal meets the national policy and verifies the national airport system effects, if applicable.
 7. Where there is consensus, the proposal will be sent for publication.
 8. If there is no agreement, the Director, Civil Aviation Standards (AART) prepares briefing explanatory notes for forwarding to the Aircraft Noise and Emissions Committee (ANEC) members.
 9. The Director, Civil Aviation Standards (AART) will call a meeting of the ANEC to schedule a proposal review.
 10. Where dissents have been forwarded, the Director, Civil Aviation Standards (AART) prepares notes and forwards an issue paper to the Secretariat of the Civil Aviation Regulatory Committee (CARC) for inclusion on a CARC meeting agenda.
 11. If no dissents or CARC has rendered a decision, the Director, Civil Aviation Standards (AART) arranges with the region to publish procedure or restriction.

SUMMARY OF HEADQUARTERS PROCESS

Submission Receipt

No Dissent → Publish

→ c.c. CARC

Dissent → CARC Approves → Publish

↓ NO

Return to Airport Operator

APPENDIX B – TRANSPORT CANADA REGIONAL OFFICES

1) Pacific Region

Aerodromes and Air Navigation
620-800 Burrard St.
Vancouver, B.C.
V6Z 2J8
Phone (604) 666-2103
Fax (604) 666-1175

2) Prairie & Northern Region

Aerodromes and Air Navigation
PO Box 8550
344 Edmonton
Winnipeg, Manitoba
R3C 0P6
Phone (204) 983-4335
Fax (204) 983-0281

1100 Canada Place
9700 Jasper Avenue
Edmonton, Alberta
T5J 4E6
Phone (780) 495-3850
Fax (780) 495-5190

3) Ontario Region

Aerodromes and Air Navigation
4900 Yonge St.
Suite 300
North York, Ontario
M2N 6A5
Phone (416) 952-0335
Fax (416) 952-0050

4) Quebec Region

Aerodromes and Air Navigation
700 Leigh Capr  ol, Suite 4086
Dorval, Quebec
H4Y 1G7
Phone (514) 633-3252
Fax (514) 633-3052

5) Atlantic Region

Aerodromes and Air Navigation
P.O. Box 42
95 Foundry Street
Moncton N.B.
E1C 8K6
Phone (506) 851-3342
Fax (506) 851-3022

Provide feedback on the Draft Proposed Noise Abatement Procedures for the Oshawa Executive Airport

This notification is to advise you of upcoming virtual workshops hosted by the City of Oshawa to obtain input on the Draft Proposed Noise Abatement Procedures for the Oshawa Executive Airport. The draft procedures were developed in consultation with H.M. Aero Aviation Consulting, a professional team of individuals with significant airport-related experience including familiarity with the creation of noise abatement procedures. The Draft Proposed Noise Abatement Procedures outlined in Report DS-21-190 and other information including an Executive Summary are available at [ConnectOshawa.ca/AirportFeedback](https://connectoshowa.ca/AirportFeedback).

Using the federal process prescribed by Transport Canada to develop a solution, the Draft Proposed Noise Abatement Procedures work to address noise, safety and air quality concerns identified in the 2021-2022 Oshawa Executive Airport Action Plan and raised during the fall 2020 virtual workshops related to flight training aircraft traffic, circuit patterns, hours of operation and noise. Community members and airport users can provide feedback on the City's Draft Proposed Noise Abatement Procedures in the following ways:

Virtual Workshops

To ensure effective, focused workshops, participants must register in advance by visiting <https://airportworkshops.eventbrite.ca> and selecting one of the date options. Registration is limited to one date per participant. In the event that registration reaches capacity and registration becomes unavailable, please contact Planning Services (planning@oshowa.ca; 905-436-3311).

The four date and time options are as follows:

- Tuesday, November 23; 1:00 – 3:00 p.m. Airport Users
- Tuesday, November 23; 6:30 – 8:30 p.m. Community Members
- Wednesday, November 24; 1:00 – 3:00 p.m. Community Members
- Wednesday, November 24; 6:30 – 8:30 p.m. Airport Users

The workshops will take place with Webex meeting software available via desktop, laptop, mobile app or phone. Login and phone details will be communicated to registered participants two business days before the workshop via the method they used to register. Individuals who would prefer to register via phone, or who require alternate formats or accommodations, are asked to contact Planning Services (planning@oshowa.ca; 905-436-3311). Those that are unable to attend a workshop can participate by completing the feedback form online at [ConnectOshawa.ca/AirportFeedback](https://connectoshowa.ca/AirportFeedback).

Feedback Form

Community members and airport users are invited to provide feedback by visiting [ConnectOshawa.ca/AirportFeedback](https://connectoshowa.ca/AirportFeedback) to review the Draft Proposed Noise Abatement Procedures and complete an online feedback form. Community members and Airport users who prefer to complete the feedback form on paper are asked to call Service Oshawa at 905-436-3311 during business hours.

Feedback will be received until noon on Monday, November 29, 2021 and will be used to refine the Draft Proposed Noise Abatement Procedures where appropriate, which will be presented to the Development Services Committee and Council for consideration.

Stay informed about the Oshawa Executive Airport by subscribing ([Oshawa.ca/Subscribe](https://oshowa.ca/Subscribe)) to the Airport news feed and following the Oshawa Executive Airport on Twitter [@OshExecAirport](https://twitter.com/OshExecAirport). For more information on the Oshawa Executive Airport, visit: [Oshawa.ca/Airport](https://oshowa.ca/Airport) or call 905-576-8146.

Table 2.2 - Draft Proposed Noise Abatement Procedures

No.	Draft Proposed Procedure
602.105(a) Preferential Runways	
1	Tower Closed Preferential Runways: When the Air Traffic Control Tower is closed, pilots shall use Runway 12 for arrivals and Runway 30 for departures consistent with safety of operations.
2	Tower Open Preferential Runways: Aircraft will use Runway 30 when the winds are from a heading of 210° (incrementally) to 030° at up to 10 kts (18.52 km/h) or from a heading of 031° (incrementally) to 209° at up to 5 kts (9.26 km/h).
602.105(c) Hours When Aircraft Operations are Prohibited or Restricted	
3	Overnight Restricted Hours: Between the hours of 9:30 PM and 7:30 AM, only police, medical and industrial emergency flights are permitted to arrive at and depart from the Airport. Airport tenants with aircraft based at the Airport are permitted to arrive between the hours described above, but are not permitted to depart, independent from police, medical, and industrial emergency flights.
4	Overnight Engine Run-Ups: Engine run-ups associated with aircraft maintenance are prohibited from 9:30 PM to 7:30 AM.
602.105(d) Arrival Procedures	
5	Arrival Turns: Aircraft arriving at the Airport will remain at least 1,000 ft. ASL (540 ft. AGL) before making the turn for their final approach for landing.
6	Approach Angle: Approaches are to remain on or above an assumed 3° glide slope.
7	Circling Procedures: If weather conditions permit, circling procedures are to be conducted at 1,460 ft. ASL (1,000 ft. AGL).
602.105(e) Departure Procedures	
8	Departure Turns: Aircraft departing the Airport will continue to fly on the runway heading until they reach 1,000 ft. ASL (540 ft. AGL) before making any turns.
602.105(g) Prohibition or Restriction of Training Flights	
9	Prior Permission for Flight Training: Prior permission by the Airport Manager is required for all flight training, including private and commercial pilot recurrent training.
10	Time of Day Flight Training Restrictions: Flight training is not permitted Friday-Monday before 8:00 AM and after 4:00 PM May 1 – September 30; and Friday-Monday before 8:00 AM and after 8:00 PM October 1 – April 30.
11	Alternating Seasonal Weekend Flight Training Restrictions: Flight training is not permitted on the 1 st and 3 rd Sunday of the month and 2 nd and 4 th Saturday of the month from May 1 – September 30.
12	Statutory Holiday Flight Training Restrictions: Flight training is not permitted on the following federal statutory holidays: New Year's Day; Good Friday; Victoria Day; Canada Day; Labour Day; National Day for Truth and Reconciliation; Thanksgiving Day; Remembrance Day; Christmas Day; and Boxing Day.
13	Circuit Flight Training Restrictions: A maximum of 4 aircraft are permitted in the circuit for training purposes for any runway at any given time.
602.105(j) Minimum Aerodrome Operation Altitudes	
14	Toronto Zoo: Pilots are to maintain 2000 ASL or above over Toronto Zoo (N43 49 05 W79 11 15).

Table 6.1 – Comparison of Draft Proposed Procedures and Final Proposed Procedures

No.	Draft Proposed Noise Abatement Procedure	Findings Resulting in Change(s) to Proposed Procedures	Final Proposed Noise Abatement Procedure
602.105(a) Preferential Runways			
1	<p>Tower Closed Preferential Runways: When the Air Traffic Control Tower is closed, pilots shall use Runway 12 for arrivals and Runway 30 for departures consistent with safety of operations.</p>	<ul style="list-style-type: none"> • Transport Canada noted that the Draft Proposed Procedures cannot compel pilots to conduct an unsafe action. Recommended the use of more safety-forward language. • Concerns were voiced by aviation users regarding the potential for converging arrival and departure paths. • Questions were raised on implications if the Air Traffic Control Tower hours of operation are changed. 	<p>Overnight Preferential Runways: <u>Between the hours of 9:30 PM and 7:30 AM, consideration should be given to using Runway 12 for arrivals and Runway 30 for departures, consistent with safety of operations.</u></p>
2	<p>Tower Open Preferential Runways: Aircraft will use Runway 30 when the winds are from a heading of 210° (incrementally) to 030° at up to 10 kts (18.52 km/h) or from a heading of 031° (incrementally) to 209° at up to 5 kts (9.26 km/h).</p>	<ul style="list-style-type: none"> • Significant safety concerns were raised regarding the proposed tailwind and crosswind limits by Flight Training Units, industry associations, and aviation users. • NAV CANADA was concerned about the potential for runway reassignments and operational disruptions if pilots do not accept clearances for Runway 30 during crosswinds and tailwinds. • Transport Canada recommended that the tailwind element be removed and the crosswind element be reduced. 	<p>Tower Open Preferential Runways: Aircraft will use Runway 30 when the winds are from a heading of 210° (incrementally) to 030° <u>at up to 5 kts.</u></p>

No.	Draft Proposed Noise Abatement Procedure	Findings Resulting in Change(s) to Proposed Procedures	Final Proposed Noise Abatement Procedure
602.105(a) Preferential Runways			
602.105(c) Hours When Aircraft Operations are Prohibited or Restricted			
3	<p>Overnight Restricted Hours: Between the hours of 9:30 PM and 7:30 AM, only police, medical and industrial emergency flights are permitted to arrive at and depart from the Airport. Airport tenants with aircraft based at the Airport are permitted to arrive between the hours described above, but are not permitted to depart, independent from police, medical, and industrial emergency flights.</p>	<ul style="list-style-type: none"> • Transport Canada voiced concern that users and businesses would be negatively impacted. • Concerns were voiced by Flight Training Units, airport businesses, and users regarding the ability to conduct overnight initial and recurrent training. 	No changes; Draft Proposed Procedure carried forward
4	<p>Overnight Engine Run-Ups: Engine run-ups associated with aircraft maintenance are prohibited from 9:30 PM to 7:30 AM.</p>	<ul style="list-style-type: none"> • Requests were received that the wording be clarified to better match the intent of the Draft Proposed Procedure. 	<p>Overnight Engine Run-Ups: <u>Scheduled</u> engine run-ups associated with aircraft maintenance are prohibited from 9:30 PM to 7:30 AM.</p>
602.105(d) Arrival Procedures			
5	<p>Arrival Turns: Aircraft arriving at the Airport will remain at least 1,000 ft. ASL (540 ft. AGL) before making the turn for their final approach for landing.</p>	<ul style="list-style-type: none"> • NAV CANADA does not have the systems or radar coverage available to monitor for compliance. Clearances with altitude restrictions will not be issued. • Transport Canada voiced concerns that sufficient evidence may not be available to determine compliance / noncompliance with the Draft Proposed Procedures. 	Draft Proposed Procedures removed
6	<p>Approach Angle: Approaches are to remain on or above an assumed 3° glide slope.</p>		

No.	Draft Proposed Noise Abatement Procedure	Findings Resulting in Change(s) to Proposed Procedures	Final Proposed Noise Abatement Procedure
602.105(a) Preferential Runways			
7	Circling Procedures: If weather conditions permit, circling procedures are to be conducted at 1,460 ft. ASL (1,000 ft. AGL).	<ul style="list-style-type: none"> The Proposed Procedures will continue to be published through the Instrument Approach Procedures, and noise from arrivals was not identified as a significant area of concern. 	
602.105(e) Departure Procedures			
8	Departure Turns: Aircraft departing the Airport will continue to fly on the runway heading until they reach 1,000 ft. ASL (540 ft. AGL) before making any turns.	<ul style="list-style-type: none"> NAV CANADA does not have the systems or radar coverage available to monitor compliance. Clearances with altitude restrictions will not be issued. Transport Canada voiced concerns that sufficient evidence may not be available to determine compliance / noncompliance with the Proposed Procedures. 	Departure Turns: <u>Departing aircraft</u> will continue to fly on the runway heading until they reach 1,000 ft. ASL (540 ft. AGL) before making any turns.
602.105(g) Prohibition or Restriction of Training Flights			
9	Prior Permission for Flight Training: Prior permission by the Airport Manager is required for all flight training, including private and commercial pilot recurrent training.	<ul style="list-style-type: none"> Transport Canada noted that the level of effort for the Airport Manager will be significant, and that consideration should be given to removal. Certified Flight Instructors should be briefing their students on applicable restrictions. Consulted industry associations were concerned that the proposal grants too much discretionary authority to the Airport Manager and adds another task during pre-flight preparation. Flight Training Units were concerned from an implementation perspective. 	Draft Proposed Procedure removed

No.	Draft Proposed Noise Abatement Procedure	Findings Resulting in Change(s) to Proposed Procedures	Final Proposed Noise Abatement Procedure
602.105(a) Preferential Runways			
10	Time of Day Flight Training Restrictions: Flight training is not permitted Friday-Monday before 8:00 AM and after 4:00 PM May 1 – September 30; and Friday-Monday before 8:00 AM and after 8:00 PM October 1 – April 30.	<ul style="list-style-type: none"> • NAV CANADA does not have the authority to deny a takeoff, taxi, or landing clearance to a flight training aircraft, and it is assumed that flight training aircraft will be individually responsible for operating in compliance with the Proposed Procedures. 	Time of Day Flight Training Restrictions: Flight training is not permitted to <u>depart</u> Friday-Monday before 8:00 AM and after 4:00 PM May 1 – September 30; and Friday-Monday before 8:00 AM and after 8:00 PM October 1 – April 30.
11	Alternating Seasonal Weekend Flight Training Restrictions: Flight training is not permitted on the 1 st and 3 rd Sunday of the month and 2 nd and 4 th Saturday of the month from May 1 – September 30.	<ul style="list-style-type: none"> • Transport Canada noted that it is at the City's discretion to request Transport Canada to restrict flight training activity. However, Transport Canada voiced concerns regarding the cumulative impacts of restricting flight training activity, including the decrease in movements and impacts to Flight Training Units. Enforcement will be contingent on the availability of sufficient information on the actual purpose of the flight in question. 	No changes; Draft Proposed Procedure carried forward
12	Statutory Holiday Flight Training Restrictions: Flight training is not permitted on the following federal statutory holidays: New Year's Day; Good Friday; Victoria Day; Canada Day; Labour Day; National Day for Truth and Reconciliation; Thanksgiving Day; Remembrance Day; Christmas Day; and Boxing Day.	<ul style="list-style-type: none"> • The consulted Flight Training Units stated that the Draft Proposed Procedures are overly restrictive. The summer months are the best periods for flight training on account of the longer daylight hours and more favorable weather. • Significant concerns were voiced by aviation users and stakeholders on the impacts of restricting flight training activity. 	No changes; Draft Proposed Procedure carried forward
13	Circuit Flight Training Restrictions: A maximum of 4 aircraft are permitted in the circuit for training purposes for any runway at any given time.	<ul style="list-style-type: none"> • From a safety perspective, users requested that only departures be restricted so that aircraft can return without rushing pre-flight preparations or travelling in unfavourable conditions. 	Circuit Restrictions: A maximum of 4 aircraft are permitted in the circuit for training purposes for any runway at any given time.

No.	Draft Proposed Noise Abatement Procedure	Findings Resulting in Change(s) to Proposed Procedures	Final Proposed Noise Abatement Procedure
602.105(a) Preferential Runways			
602.105(j) Minimum Aerodrome Operation Altitudes			
14	Toronto Zoo: Pilots are to maintain 2000 ASL or above over Toronto Zoo (N43 49 05 W79 11 15).	<ul style="list-style-type: none"> The Draft Proposed Procedure transcends the scope of noise abatement at Oshawa Executive Airport and does not address a specific community concern. 	Draft Proposed Procedure removed

Table 6.2 - Final Proposed Noise Abatement Procedures

No.	Final Proposed Noise Abatement Procedure
602.105(a) Preferential Runways	
1	Overnight Preferential Runways: Between the hours of 9:30 PM and 7:30 AM, consideration should be given to using Runway 12 for arrivals and Runway 30 for departures, consistent with safety of operations.
2	Tower Open Preferential Runways: Aircraft will use Runway 30 when the winds are from a heading of 210° (incrementally) to 030° at up to 5 kts.
602.105(c) Hours When Aircraft Operations are Prohibited or Restricted	
3	Overnight Restricted Hours: Between the hours of 9:30 PM and 7:30 AM, only police, medical and industrial emergency flights are permitted to arrive at and depart from the Airport. Airport tenants with aircraft based at the Airport are permitted to arrive between the hours described above, but are not permitted to depart, independent from police, medical, and industrial emergency flights.
4	Overnight Engine Run-Ups: Scheduled engine run-ups associated with aircraft maintenance are prohibited from 9:30 PM to 7:30 AM.
602.105(e) Departure Procedures	
5	Departure Turns: Departing aircraft will continue to fly on the runway heading until they reach 1,000 ft. ASL before making any turns.
602.105(g) Prohibition or Restriction of Training Flights	
6	Time of Day Flight Training Restrictions: Flight training aircraft are not permitted to depart Friday-Monday before 8:00 AM and after 4:00 PM May 1 – September 30; and Friday-Monday before 8:00 AM and after 8:00 PM October 1 – April 30.
7	Alternating Seasonal Weekend Flight Training Restrictions: Flight training is not permitted on the 1st and 3rd Sunday of the month and 2nd and 4th Saturday of the month from May 1 – September 30.
8	Statutory Holiday Flight Training Restrictions: Flight training is not permitted on the following federal statutory holidays: New Year's Day; Good Friday; Victoria Day; Canada Day; Labour Day; National Day for Truth and Reconciliation; Thanksgiving Day; Remembrance Day; Christmas Day; and Boxing Day.
9	Circuit Restrictions: A maximum of 4 aircraft are permitted in the circuit for training purposes for any runway at any given time.

3.5 Stakeholder Findings – Public Meetings

3.5.1 Airport Users

Two public meetings were convened with Airport users on November 23 and November 24, 2021. A combined total of 86 individuals registered for and attended the two workshops.

General Comments and Questions (Draft Proposed Procedures)

- Concerns were voiced that noise abatement procedures with wide-ranging impacts are being requested to address the concerns of a limited subset of the population of Oshawa.
- The Draft Proposed Procedures are overly restrictive and will detrimentally impact Airport users, Flight Training Units, and businesses.
- The Draft Proposed Procedures will make it significantly harder for individuals employed for standard work hours (i.e., “9 to 5”) to complete their flight training. The impacts analysis does not consider whether students will terminate their flight training at the Airport.
- The wording of the Draft Proposed Procedures should be simplified to assist pilots in understanding the regulations and achieving compliance. The number and complexity of the Draft Proposed Procedures may be difficult to navigate.
- The economic impacts analysis fails to consider decreased on-Airport employment as activity is reduced, including Aircraft Maintenance Engineers, support staff, etc. The loss of students altogether must also be considered if they can complete their training more expeditiously elsewhere.
- The basis for the Draft Proposed Procedures being considered (i.e., residents with noise concerns) was repeatedly called into question. Without a demonstration of the Airport’s economic and social benefits, the consultation process is based on incomplete information.
- Relying on complaint data to diagnose the problem underrepresents the wider support of residents that do not necessarily vocalize their opinions.
- Ambient noise from roads and other sources causes more noise than the Airport does – why is this process being initiated?
- Many community members see value in the Airport and enjoy its operation.
- The increased prevalence of individuals working from home during the COVID-19 pandemic skews the noise complaint dataset. Residences logging repeated complaints may be skewing the dataset, and this should be explained in greater detail in the report.
- The Draft Proposed Procedures are part of a broader push to shut down the Airport.
- The increase in aircraft activity and noise has occurred gradually and may be interpreted as a sign of Airport health and success.
- The shifting of activity to other uncontrolled airports (e.g., Peterborough, Lindsay, Toronto / Buttonville) will decrease safety at these facilities and potentially result in noise concerns in their respective communities.
- What happens if noise complaints continue to be filed or increase – will the AC 302-002 process be initiated anew? Will additional noise abatement procedures be introduced in the future?
- The combined impacts of the Draft Proposed Procedures and the revised landing fees being implemented in January 2022 should be considered.

- Not all aircraft have the same noise profiles. Less noisy aircraft should be exempted from the Draft Proposed Procedures.
- What role will NAV CANADA have in enforcing the Draft Proposed Procedures?
- Will the Automated Terminal Information Service frequency advise pilots of the Draft Proposed Procedures?
- How can this project be independent if the consultant is retained by the City?
- If aircraft movements decrease as a result of the Draft Proposed Procedures, will the NAV CANADA Air Traffic Control Tower be closed? What are the safety implications associated with that potential development?
- The definition of flight training should be clarified within Draft Proposed Procedures 9-13.
- Aircraft sizes, types, and noise profiles should be treated differently within the Draft Proposed Procedures.
- The safety implications of the concentration of traffic during unrestricted hours should be noted.
- Shifting traffic from the Airport to others in the region will increase flight times for aircraft transiting to these facilities, increasing emissions counter to climate change goals.
- The cumulative impacts of the Draft Proposed Procedures and the landing fees being implemented in January 2022 should be considered.

Draft Proposed Procedure 1 – Tower Closed Preferential Runways

- Draft Proposed Procedure 1 is atypical of procedures established at other Canadian airports and will introduce a safety risk with aircraft operators arriving and departing on converging tracks.

Draft Proposed Procedure 2 – Tower Open Preferential Runways

- Increased crosswind and tailwind limits are a safety risk and may exceed the skill levels of certain pilots.
- Tailwind operations will decrease aircraft takeoff and landing performance at Maximum Takeoff Weight.

Draft Proposed Procedure 3 – Overnight Restricted Hours

- Draft Proposed Procedure 3 unduly impacts businesses based at the Airport based on a small proportion of the total population of Oshawa.
- The Draft Proposed Procedure is unreasonably restrictive for private pilots and users of the Airport.
- Maintaining nighttime currency during the summer months will be challenging, in combination with Draft Proposed Procedures 9-13.
- Changing the hours of operation by one hour on each end may not result in a material impact for residents.
- One respondent noted that Draft Proposed Procedure 3 may be supportable.

Draft Proposed Procedure 4 – Overnight Engine Run-Ups

- The Draft Proposed Procedure may be reworded to clearly identify that it is addressing extended duration maintenance run-ups, as opposed to pre-flight checks.

- Consideration should be given to exempting run-ups for aircraft that have had a maintenance issue, and instead only limiting scheduled maintenance run-ups
- One respondent noted that Draft Proposed Procedure 4 may be supportable.

Draft Proposed Procedure 5 – Arrival Turns

- One respondent noted that Draft Proposed Procedure 5 may be supportable.
- Would lower arrival turns closer to the Airport be of more benefit versus extended duration final approach legs?

Draft Proposed Procedure 6 – Approach Angle

- One respondent noted that Draft Proposed Procedure 6 may be supportable.
- How will engine-out landings / low approaches be practiced without violating Draft Proposed Procedure 6?

Draft Proposed Procedure 7 – Circling Procedures

- One respondent noted that Draft Proposed Procedure 7 may be supportable.

Draft Proposed Procedure 8 – Departure Turns

- One respondent noted that Draft Proposed Procedure 8 may be supportable.

Draft Proposed Procedure 9 – Prior Permission for Flight Training

- How will the City / Airport Operator know if a flight is actually for flight training purposes, as opposed to a flight training aircraft being used for recreational or sightseeing purposes?
- Draft Proposed Procedure 9 should be reworded to clarify that prior contact is required, as opposed to prior permission.

Draft Proposed Procedure 10 – Time of Day Flight Training Restrictions

- The 4:00 PM restriction will increase the difficulty experienced by individuals working traditional 8:00-4:00 / 9:00-5:00 hours in scheduling their flight training.

Draft Proposed Procedure 13 – Circuit Flight Training Restrictions

- The proposed limit may be excessive, as the Airport typically operates with a maximum of 5 to 8 aircraft in the circuit.
- Limiting the circuit capacity may result in aircraft holding over residential neighbourhoods while waiting to enter the circuit.
- How will Draft Proposed Procedure 13 be implemented and enforced?

Draft Proposed Procedure 14 – Toronto Zoo

- The question was posed as to why Draft Proposed Procedure 14 is being included in the Airport-specific noise abatement procedures.

General Comments and Questions (Other)

- Increased community outreach should occur in the future to better connect residents with the Airport.
- Why are land use planning measures not also being considered to address resident noise concerns?
- Real estate agents are allegedly trying to downplay the noise impacts of the Airport to prospective buyers.

3.5.2 Community Members

Two public meetings were convened with community members on November 23 and November 24, 2021. A total of 109 individuals registered for the two workshops, and the combined attendance of the two workshops was 86 individuals.

General Comments and Questions (Draft Proposed Procedures)

- The Draft Proposed Procedures should be tailored to provide sufficient reprieve for residents of Whitby.
- Low flying aircraft are a source of concern and should be addressed through the Draft Proposed Procedures.
- How will monitoring and enforcement occur, how will repeat offenders be tracked, and what reprimands will exist? Will residents be able to report alleged deviations?
- Will the noise abatement procedures, when enacted, be reviewed on a regular (e.g., annual) basis? Can they be revisited if improvements are not experienced?
- Will activity continue to grow at the Airport in the future regardless of the Draft Proposed Procedures?
- All noise abatement procedures should be mandatory, with no voluntary procedures to remain.
- NAV CANADA should be consulted to determine whether increased separation can be provided between departures.
- Will the total number of aircraft movements be reduced, or will traffic be reallocated to nonrestricted periods?
- The Draft Proposed Procedures may negatively impact the viability of the businesses located at the Airport.
- The flight training restrictions proposed may be overly onerous for the based Flight Training Units, especially during the summer months.
- Was consideration given to capping the annual number of flight training movements?
- Was consideration given to mandating the use of less noisy aircraft, or establishing procedures specific to turbofan / turboprop aircraft?
- Was consideration given to establishing “no fly zones” near the Airport?
- Will flight training restrictions address touch-and-go’s and stop-and-go’s?
- With respect to the AC 302-002 process, do all community members need to reach consensus regarding the proposal?
- With respect to the AC 302-002 process, will residents be informed of substantive changes to the Draft Proposed Procedures?

Draft Proposed Procedure 2 – Tower Open Preferential Runways

- The preferential runway usage criteria may result in more frequent overflights lands northwest of the Airport.
- Runway 05 seems to be very busy; will this be addressed by Draft Proposed Procedure 3?

Draft Proposed Procedure 3 – Overnight Restricted Hours

- Why are industrial emergency flights exempted in the same manner as air ambulance and law enforcement operations? Who determines what constitutes an industrial emergency flight?

- How will Draft Proposed Procedure 3 address turbofan / turboprop operations overnight?

Draft Proposed Procedures 5-7 – Arrival Procedures

- Could arrival procedures specific to turbofan aircraft be created?

Draft Proposed Procedure 8 – Departure Turns

- One respondent indicated that aircraft commonly turn to the south early when departing from Runway 12. Should the minimum altitude for the departure turn be increased to 2,000 ft. ASL when they are within radar coverage?
- How will compliance with Draft Proposed Procedure 8 be tracked and enforced?
- Can turbofan aircraft be assigned a different altitude for their enroute turns?

Draft Proposed Procedure 12 – Statutory Holiday Flight Training Restrictions

- The August civic holiday should be added to the list, despite not being a federal statutory holiday.

Draft Proposed Procedure 13 – Circuit Flight Training Restrictions

- Reducing the frequency of aircraft overflights would be a welcome reprieve.
- Clarity is requested between the current voluntary maximum of 12 aircraft and the realistic practical capacity of 8 aircraft.

General Comments and Questions (Other)

- A perception was voiced that activity levels have increased significantly over the past 18 to 24 months.
- The online noise complaint tool does not allow for the input of Whitby addresses.
- Can only one Flight Training Unit be permitted at the Airport, as opposed to two?
- The Airport is unsuited for high volume flight training given its urban residential land use context. Can the Airport be moved?
- Concern was voiced that aircraft were modifying their flight paths to avoid noise monitoring units.
- One respondent noted that regardless of fluctuations in activity levels, residents may be discontent but not voicing their concerns.
- Can Runway 23 be switched from a right-hand circuit to a left-hand circuit?
- Was consideration given to closing the Flight Training Units or moving them to a more rural airport?
- When are the results of the City's noise and air quality monitoring study to be released?
- What landing fees are charged at the Airport?

3.4 Stakeholder Findings – Direct Engagement Sessions

3.4.1 Airport Community Liaison Committee

A virtual workshop was convened with the Airport Community Liaison Committee on November 1, 2021. In attendance were Committee members Andy Armstrong, Diane Rapkoski-Mash, and Alice Keenan. In attendance on behalf of the City and Airport were Councillor Jane Hurst, Tom Goodeve (Director of Planning Services), Laura Moebs (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

General Comments and Questions (Draft Proposed Procedures)

- In general, the Draft Proposed Procedures are not balanced and disproportionately benefit the community versus aviation users.
- In general, the Draft Proposed Procedures are a positive step forward but are not yet enough from a community perspective.
- What authority does Transport Canada have to enable the establishment of mandatory noise abatement procedures?
- How will dissenting views be recorded through the AC 302-002 process?
- Concern was expressed that the process does not appear fair, in the view of the attendee.
- How will the Draft Proposed Procedures be enforced / compliance ensured?

Draft Proposed Procedure 3 – Overnight Restricted Hours

- What is defined as an Airport tenant for the application of Draft Proposed Procedure 3?
- How is “depart” defined for the application of Draft Proposed Procedure 3?

Draft Proposed Procedure 9 – Prior Permission for Flight Training

- Concern was expressed that a single person (Airport Manager) will have significant authority over flight training.

Draft Proposed Procedure 10 – Time of Day Flight Training Restrictions

- Support was given that Draft Proposed Procedure 10 will give residents reprieve during evening meals.

Draft Proposed Procedure 11 – Alternating Seasonal Weekend Flight Training Restrictions

- Support was given that Draft Proposed Procedure 11 will give residents prescheduled reprieve during which to enjoy their weekends.

Draft Proposed Procedure 12 – Statutory Holiday Flight Training Restrictions

- What if aviation users don't observe the noted statutory holidays?

Draft Proposed Procedure 13 – Circuit Flight Training Restrictions

- Concern was expressed that 4 aircraft in the circuit will result in overflights that are too frequent for residents.

General Comments and Questions (Other)

- A Noise Management Committee should be established for the Airport.

3.4.2 Airport Business Plan Working Group

A virtual workshop was convened with the Airport Business Plan Working Group on November 4, 2021. Working Group members Doug Thompson, Warren Hurren, and David Carr were in attendance. In attendance on behalf of the City and Airport were Councillor John Gray, Tom Goodeve (Director of Planning Services), Hailey Wright (Director of Economic Development), Laura Moebs (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

General Comments and Questions (Draft Proposed Procedures)

- The relief afforded to residents through the Draft Proposed Procedures may be beneficial.
- Additional analysis may be warranted on the financial impacts of the Draft Proposed Procedures, including with an emphasis on impacts to the two Flight Training Units based at the Airport.

3.4.3 ATAC, COPA, and CBAA

A virtual workshop was convened with representatives from the Air Transport Association of Canada (ATAC), Canadian Business Aviation Association (CBAA), and the Canadian Owners and Pilots Association (COPA) on November 22, 2021. In attendance were:

- ATAC: John McKenna, President and CEO;
- CBAA: Anthony Norejko, President and CEO; and
- COPA: Christine Gervais, President and CEO; and Fadi El Masry, Director of External Relations.

In attendance on behalf of the City and Airport were Laura Moebs (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

General Comments and Questions (Draft Proposed Procedures)

- The wording of the Draft Proposed Procedures should be simplified where possible to ensure that pilots will be able to understand and comply with the restrictions when adopted, and to mitigate potential safety issues that may arise from their misinterpretation.
- ATAC – More data should be presented in the study to ensure that the information relied upon is transparent, and clearly available to readers / stakeholders.

- ATAC – Part of the noise challenges being experienced are the result of individuals increasingly working from home and retiring, increasing their exposure to aircraft noise throughout the day. Individuals may also be more inclined to take issue with airport noise versus highways or other elements of public infrastructure.
- ATAC – Draft Proposed Procedures 10-13, are overly restrictive to flight training and may be prohibitory to the operations of the two Flight Training Units.
- ATAC – Potential reductions in activity at the Airport may result in the closure of the NAV CANADA Air Traffic Control Tower.
- ATAC / COPA – Certain elements may be missing from the evaluation of the impacts, such as impacts to on-Airport employment positions. The Flight Training Units and Airport as a whole contribute significantly to the local economy, and this is not mentioned. Further, the question is raised as to whether the economic impacts are justifiable in light of the complaints of approximately 200 residences in 2021. The community should be fully informed of the economic impacts of the Draft Proposed Procedures proceeding, before a decision is made.
- CBAA – Expectations need to be managed and a clear objective should be established – is it zero complaints, a reduction in complaints, etc.?
- CBAA – Consideration should be given to granting exemptions or incentivizing the use of quieter and more environmentally friendly aircraft, such as electric aircraft.
- COPA – How are residences that have filed repeated complaints addressed in the database?
- COPA – The Draft Proposed Procedures will dissuade pilots from operating at the Airport and cause them to fly elsewhere; accordingly, compensation should be considered.

Draft Proposed Procedure 1 – Tower Closed Preferential Runways

- Concerns were not noted by the three groups with respect to Draft Proposed Procedure 1.

Draft Proposed Procedure 2 – Tower Open Preferential Runways

- ATAC – Concerns were not noted with respect to Draft Proposed Procedure 2.
- CBAA – Concerns were not noted with respect to Draft Proposed Procedure 2.
- COPA – Draft Proposed Procedure 2 may be supportable, but the safety implications of the increased crosswind and tailwind runway usage conditions must be considered, including accounting for the lower limits of student pilots.

Draft Proposed Procedure 3 – Overnight Restricted Hours

- ATAC – If noise complaints are analyzed by the time of day, would the 9:30 PM overnight restriction be justifiable / supported by the dataset?
- CBAA – Could overnight restricted hours during the summer months be tied to Transport Canada’s definition of “night” – for example, with restrictions commencing 1 hour after official night begins?
- COPA – Draft Proposed Procedure 3 will make it challenging for pilots to complete initial and recurrent nighttime training. In the summer months, could the overnight restricted period begin at 10:30 PM?

Draft Proposed Procedure 4 – Overnight Engine Run-Ups

- Concerns were not noted by the three groups with respect to Draft Proposed Procedure 4.

Draft Proposed Procedures 5-8 – Arrival and Departure Procedures

- Concerns were not noted by the three groups with respect to Draft Proposed Procedures 5 to 8.

Draft Proposed Procedure 9 – Prior Permission for Flight Training

- ATAC – Draft Proposed Procedure 9 is not supportable and grants too much discretionary authority to the Airport Manager, is another layer of approval to satisfy during pre-flight preparation, and is a safety concern.
- CBAA – Concerns were not noted with respect to Draft Proposed Procedure 9. A wording change may be considered to better articulate that this provision is intended for educational / awareness purposes.
- COPA – Draft Proposed Procedure 9 is not supportable based on the restrictions that it would impose on flight training.

Draft Proposed Procedure 10 – Time of Day Flight Training Restrictions

- ATAC – Draft Proposed Procedure 10 is not supportable. The Draft Proposed Procedures pertaining to flight training may also require renaming to be clearer in their intent and purpose.
- CBAA – The limitations being considered on flight training through Draft Proposed Procedures 10, 11, 12, and 13 are too restrictive. For the affected Flight Training Units, consideration should be given to implementing a tax incentive or compensation program that reflects the decreased revenues that will be experienced.
- CBAA – The restrictions on flight training considered through Draft Proposed Procedures 10, 11, 12, and 13 may negatively affected the Airport's long-term viability. If Flight Training Units are unable to operate and the revenues received by the Airport from flight training decreases, then the financial sustainability of the Airport may be challenged, and the facility could potentially not be available to meet the needs of the community and the businesses that it supports.
- COPA – Draft Proposed Procedure 10 is not supportable. Draft Proposed Procedure 10 would override Draft Proposed Procedure 3, making the latter irrelevant for flight training activity from Friday to Monday. This is overly restrictive and does not represent a balanced solution.

Draft Proposed Procedure 11 – Alternating Seasonal Weekend Flight Training Restrictions

- ATAC – Draft Proposed Procedure 11 is too restrictive for flight training and is not supportable.
- CBAA – Please refer to the views shared for Draft Proposed Procedure 10.
- COPA – Draft Proposed Procedure 11 is too restrictive for flight training and is not supportable.

Draft Proposed Procedure 12 – Statutory Holiday Flight Training Restrictions

- ATAC – Draft Proposed Procedure 12 is not supportable, as it is overly restrictive for flight training.
- CBAA – Please refer to the views shared for Draft Proposed Procedure 10.
- COPA – Arbitrarily choosing holidays that are not observed by all residents / users is overly restrictive. Draft Proposed Procedure 12 is not supportable.

Draft Proposed Procedure 13 – Circuit Flight Training Restrictions

- ATAC – Draft Proposed Procedure 13 is not supportable, as it is overly restrictive for flight training.

- CBAA – Please refer to the views shared for Draft Proposed Procedure 10.
- COPA – With respect to Draft Proposed Procedure 13, this is a significant reduction in the capacity of the circuit, vs. the practical capacity of 6 to 8 aircraft. 4 aircraft is unrealistically low, 8 aircraft may be more reasonable.

Draft Proposed Procedure 14 – Toronto Zoo

- Concerns were not noted by the three groups with respect to Draft Proposed Procedure 14.

General Comments and Questions (Other)

- The Airport should be conducting community outreach to improve relationships with its neighbours and demonstrate the economic and social value of the facility.

3.4.4 Flight Training Units

A virtual workshop with the two Flight Training Units based at the Airport was convened on November 24, 2021, including:

- Durham Flight Centre (DFC): Ken Ruffo, General Manager; Andrew Noonan, Director of Flight Operations; and Rob Thompson, Administration Manager; and
- Canadian Flight Academy (CFA): John Davis, President and David Lorbetskie, Operations Manager.

In attendance on behalf of the City and Airport were Tom Goodeve (Director of Planning Services), Laura Moebs (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

Supplementary written comments were also provided by DFC, as documented in Appendix A.

General Comments and Questions (Draft Proposed Procedures)

- CFA – Were there similar numbers of complaints in 1998 as there were in 2019, given the similar activity levels experienced?
- CFA – Flight training was not operating between March and July of 2020, yet noise complaints continued to be received. Therefore, flight training is not the sole cause of resident discontent.
- CFA – Clarification is requested on the exclusions applied to the aircraft movement datasets.
- CFA – Flight training is highly dependent on weather conditions. Over the last 4 years, an average of 162 days are usable in a given year based on their weather limitations. Additional limitations as identified in the Draft Proposed Procedures will further challenge the operational viability to conduct flight training.
- CFA – The aggregate impact of the Draft Proposed Procedures is a 57% decrease in their operational availability period, decreasing from 2,600 annual hours to 1,111 hours.
- CFA – For the financial impacts analysis, Certified Flight Instructors will have a reduced ability to generate revenue and they may take employment opportunities at other Flight Training Units. The proportion of hours assumed for Certified Flight Instructors should be increased from 50% to 75%.
- CFA – Can the financial impacts for each Flight Training Unit be separated?
- DFC – Continuing with the existing voluntary noise abatement procedures would be a more reasonable approach.
- DFC – Please show the number of aircraft movements prior to 1997 to contextualize the activity levels of 1997 to 2020.

- DFC – Homeowners located near the Airport had to acknowledge that noise will impact their property. How should these complaints be treated – significant impacts will be realized by the Flight Training Units based on the noise concerns of the nearby population.
- DFC – Can the list of airports for which noise abatement procedures were reviewed be published?
- CFA / DFC – Can the Airport's Noise Exposure Forecast contours be plotted against the location of the noise complaints in a report figure?
- CFA / DFC – The activity levels currently being experienced are aligned with the projections of the Airport Business Plan (approximately 102,000 annual movements anticipated). Please show forecast activity levels vs. actual activity levels.
- CFA / DFC – Additional detail is requested on the number of complaints per residential address.
- CFA / DFC – How many houses are in the affected area of the Airport and what is the population?
- CFA / DFC – Are all movements by aircraft registered to a Flight Training Unit recorded / analyzed as flight training? This does not account for private rentals and sightseeing flights. The definition of flight training must be clearly established.
- CFA / DFC – Additional data transparency is requested.

Draft Proposed Procedure 1 – Tower Closed Preferential Runways

- CFA / DFC – No comments or concerns.

Draft Proposed Procedure 2 – Tower Open Preferential Runways

- CFA – Students will not be dispatched with a 5 kt tailwind, and students and instructors will be advised not to accept such a clearance by the Air Traffic Control Tower.
- DFC – Dispatching students with tailwinds of 5 kts or less will depend on their individual abilities and safety.
- CFA / DFC – A 10 kt crosswind component may be too high for select students; their Transport Canada-approved crosswind limit is 12 kts, but some students have individual limits under 10 kts. Concern was also expressed that students may not be sufficiently confident to not accept a clearance that exceeds their skill level.

Draft Proposed Procedure 3 – Overnight Restricted Hours

- CFA / DFC – Of the opinion that the existing overnight restricted hours are more appropriate. CFA noted that this would reduce their ability to generate revenues by 13%.

Draft Proposed Procedure 4 – Overnight Engine Run-Ups

- CFA / DFC – No comments or concerns.

Draft Proposed Procedures 5-8 – Arrival and Departure Procedures

- CFA – No comments or concerns.
- DFC – No major concerns were voiced; however, what information will be available to support monitoring for compliance and enforcement activities?

Draft Proposed Procedure 9 – Prior Permission for Flight Training

- CFA / DFC – Both groups expressed concern from an implementation perspective, specifically with whether approval would be required prior to each flight. Refinements to the wording of the Draft Proposed Procedure are requested.

Draft Proposed Procedure 10 – Time of Day Flight Training Restrictions

- CFA – Between May 1 and September 30, Draft Proposed Procedure 10 would decrease their ability to generate revenue by 18%. The summer months are the best period for flight training, and the Draft Proposed Procedure may result in good weather days being lost. From October to April, this would decrease their ability to generate revenue by 9%.
- CFA – Will returning aircraft be permitted to arrive after the commencement of the evening restricted period?
- CFA – The last booking of each day may need to be scheduled approximately 2 hours earlier to ensure students don't contravene the restricted period.
- DFC – The 5 summer months account for 56% of their total annual activity; concern was voiced that limited daylight hours during prime flight training periods would be problematic.
- DFC – Notes that the additional restrictions will limit their ability to flexibly reschedule flights that need to be rebooked from bad weather days.

Draft Proposed Procedure 11 – Alternating Seasonal Weekend Flight Training Restrictions

- CFA – Draft Proposed Procedure 11 would remove a full day per week during their busiest period of operations, or a 6% decrease in their ability to generate revenue.
- DFC – Weekends aren't identified as the most problematic period for noise complaints; why are they being targeted with Draft Proposed Procedure 11?
- DFC – Alternating weekend schedules will be confusing for pilots and may result in increased levels of accidental noncompliance.

Draft Proposed Procedure 12 – Statutory Holiday Flight Training Restrictions

- CFA – This would result in a 4% reduction in their annual ability to generate revenues.
- DFC – Draft Proposed Procedure 12 may be acceptable.

Draft Proposed Procedure 13 – Circuit Flight Training Restrictions

- CFA – This would reduce their ability to generate revenue by 11%.
- DFC – It will be a significant challenge for both Flight Training Units to coordinate their operations and will require that the Airport establishes a slot system.

Draft Proposed Procedure 14 – Toronto Zoo

- CFA / DFC – No comments or concerns.

General Comments and Questions (Other)

- CFA / DFC – The City is focussing on noise abatement procedures without considering other elements of the ICAO Balanced Approach to Aircraft Noise Management, such as land use planning. Why is new development being permitted in noise sensitive areas?

3.4.5 Airport Businesses

A virtual workshop with businesses based at the Airport was convened on November 25, 2021, including:

- Enterprise Aviation Group of Companies: Ken Ruffo, General Manager; Andrew Noonan, Director of Flight Operations; and June Stevens, Accounting Manager;
- Aviation Unlimited: Mark Brooks and Isaac Capua;
- Ryan Terminal Holdings: Sol Prizant, President and Sharon Prizant, Director of Marketing; and
- Corporate Aircraft Restorations: Maurice Nesbitt.

In attendance on behalf of the City and Airport were Tom Goodeve (Director of Planning Services), Laura Moebs (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

Supplementary written comments were also provided by the Enterprise Aviation Group of Companies, as documented in Appendix A.

General Comments and Questions (Draft Proposed Procedures)

- An overarching theme was that the Draft Proposed Procedures are imbalanced in favour of a small subset of the population of Oshawa that files noise complaints, and concern was noted that the Draft Proposed Procedures may not result in a tangible impact in complaint levels. Alternative solutions, such as community outreach, should be implemented as opposed to noise abatement procedures.
- Businesses based at the Airport will be challenged with reduced activity and revenues and may result in spin-off economic impacts such as job reductions and reduced fuel sales. Concern was noted that sufficient attention has not been paid to the impacts to businesses other than the FTUs at the Airport.
- The complexity of the Draft Proposed Procedures is considerable and will make them challenging to implement and enforce. Education of pilots and users must also be considered.
- Safety is not considered to a sufficient degree within the evaluation of the Draft Proposed Procedures and select Procedures may constitute a liability for businesses from a risk perspective.
- Aircraft should be differentiated within the Draft Proposed Procedures according to their noise profiles, and allowances made for next-generation aircraft (e.g., electric aircraft).
- Questions were posed surrounding the cumulative impacts of the Draft Proposed Procedures and the new landing fees that came into effect in January 2022, which have not been analyzed.
- Compensation to Airport businesses should be considered.
- The historical noise complaint dataset is not sufficiently specific or granular to support the development of the Draft Proposed Procedures.
- The suggestion was made that businesses that are negatively impacted should be compensated by the City.

Draft Proposed Procedure 1 – Tower Closed Preferential Runways

- Corporation Aircraft Restorations indicated that Draft Proposed Procedure 1 may be supportable.
- Concern was noted over the safety implications of using a single corridor for arrivals and departures.
- The suggestion was made to tie the Draft Proposed Procedure to set times of day (e.g., aligning with the hours of Draft Proposed Procedure 3) as opposed to link it with the hours of operation of the Air Traffic Control Tower. In the future, the hours of the Tower could be reduced.
- Emergency aircraft should continue to have the ability to choose the most time-efficient runway for arrivals and departures.

Draft Proposed Procedure 2 – Tower Open Preferential Runways

- The tailwind component will constitute a safety and performance risk for aircraft arrivals and departures, especially for larger aircraft that require longer takeoff and landing distances. The suggestion was made to implement a wording change to emphasize using pilot discretion and safety.

Draft Proposed Procedure 3 – Overnight Restricted Hours

- Draft Proposed Procedure 3 was not supported by the Enterprise Aviation Group of Companies, Aviation Unlimited, or Corporate Aircraft Restorations.
- Additional analysis was requested to determine whether people complain at sufficient levels to justify the change contemplated in Draft Proposed Procedure 3.

Draft Proposed Procedure 4 – Overnight Engine Run-Ups

- The question was posed as to why the Draft Proposed Procedure would be considered if this has not been identified as a historical issue.

Draft Proposed Procedures 5-8 – Arrival and Departure Procedures

- The question was posed by the Enterprise Aviation Group of Companies as to how each of the Draft Proposed Procedures will be monitored and enforced.
- Corporate Aircraft Restorations indicated that Draft Proposed Procedures 5-8 may be supportable.

Draft Proposed Procedure 9 – Prior Permission for Flight Training

- Clarification was requested on whether blanket approvals would be included as part of Draft Proposed Procedure 9, and a wording change was suggested to clarify the intent of this procedure.

Draft Proposed Procedure 10 – Time of Day Flight Training Restrictions

- Draft Proposed Procedure 10 was not supported by the Enterprise Aviation Group of Companies, Aviation Unlimited, or Corporate Aircraft Restorations.
- Concern was noted on how the intent of the Draft Proposed Procedure (i.e., to provide periods of scheduled reprieve) was justifiable against the business impacts of such a restriction.

Draft Proposed Procedure 11 – Alternating Seasonal Weekend Flight Training Restrictions

- Draft Proposed Procedure 11 was not supported by the Enterprise Aviation Group of Companies, Aviation Unlimited, or Corporate Aircraft Restorations.

Draft Proposed Procedure 12 – Statutory Holiday Flight Training Restrictions

- The Enterprise Aviation Group of Companies and Aviation Unlimited were not in support of Draft Proposed Procedure 12.
- Corporate Aircraft Restorations indicated that Draft Proposed Procedure 12 may be supportable.

3.4.6 Durham Regional Police Service

A virtual meeting was convened with the Durham Regional Police Service, which bases its law enforcement helicopter at the Airport. The Durham Regional Police Service was represented by Robert Bryan and Lyndon Greene. In attendance on behalf of the City and Airport were Tom Goodeve (Director of Planning Services), Victoria White (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

General Comments and Questions (Draft Proposed Procedures)

- As law enforcement operations continue to be an exempted activity under the Draft Proposed Procedures, the Durham Regional Police Service did not identify any concerns.
- The question was posed as to how many complaints are attributable to law enforcement helicopter operations, and whether that had been accounted for in the analysis.

3.4.7 NAV CANADA

A virtual meeting was convened with NAV CANADA on November 25, 2021, as represented by Albert (Tyson) Morelli and David Purkis. In attendance on behalf of the City and Airport were Tom Goodeve (Director of Planning Services), Laura Moebs (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

General Comments and Questions (Draft Proposed Procedures)

- NAV CANADA noted that they will not be responsible for enforcement of the Draft Proposed Procedures.
- From a procedural standpoint, NAV CANADA will not be responsible for briefing aircraft on the Draft Proposed Procedures, and it is expected that the Airport Operator will be responsible for following up with noncompliant aircraft.
- NAV CANADA does not currently have plans to reduce its hours of operation to coincide with the times identified in Draft Proposed Procedure 3 (9:30 PM / 7:30 AM). An aeronautical study and business case would be required prior to such a change being made.

Draft Proposed Procedure 1 – Tower Closed Preferential Runways

- NAV CANADA did not have any comments with respect to Draft Proposed Procedure 1.

Draft Proposed Procedure 2 – Tower Open Preferential Runways

- The NAV CANADA Manual of Air Traffic Services defines calm winds as being less than 5 kts – not up to and including 5 kts.
- Concern was expressed that aircraft will not accept a clearance for Runway 30 with a tailwind component and will request an alternative runway. This will disrupt the airspace and increase the workload for controllers while the request for an alternative runway is accommodated.

Draft Proposed Procedure 3 – Overnight Restricted Hours

- NAV CANADA did not have any comments with respect to Draft Proposed Procedure 3.

Draft Proposed Procedure 4 – Overnight Engine Run-Ups

- NAV CANADA did not have any comments with respect to Draft Proposed Procedure 4.

Draft Proposed Procedures 5-8 – Arrival and Departure Procedures

- NAV CANADA's radar surveillance terminates at 2,000 ft. ASL and the ADS-B mandate likely won't be in place in Oshawa until approximately 2026. NAV CANADA does not have the systems available with the data granularity to monitor for compliance with Draft Proposed Procedures 5 through 8 and will not integrate third-party hardware / software solutions in their operations for this purpose.
- NAV CANADA does not typically issue clearances with altitude restrictions for VFR traffic, and the requirements of Draft Proposed Procedures 5 through 8 will not be included in aircraft clearances. While it may do so voluntarily, there is no obligation on NAV CANADA to do so.
- Consideration may be given to keeping Draft Proposed Procedures 5-8 as voluntary to address the enforcement challenges that may arise.

Draft Proposed Procedure 9-12 – Flight Training Restrictions

- NAV CANADA does not have the authority to deny a takeoff or taxi clearance to a flight training aircraft except in very rare circumstances; it is assumed that flight training aircraft will be individually responsible for operating in compliance with the Draft Proposed Procedures.
- NAV CANADA does not have the authority to reroute or redirect aircraft that intend to complete flight training at the Airport.

Draft Proposed Procedure 13 – Circuit Flight Training Restrictions

- The language of the Draft Proposed Procedures should be clarified in how it defines flight training.
- Concern was not voiced as to the limiting of traffic in the circuit - however, NAV CANADA will not be responsible for monitoring for compliance or restricting the number of aircraft in the circuit, nor will it participate in a slot system.

Draft Proposed Procedure 14 – Toronto Zoo

- NAV CANADA will not be able to monitor compliance, nor will it be responsible for enforcement.

3.4.8 Transport Canada

A virtual meeting was convened with Transport Canada on December 13, 2021. In attendance from Transport Canada were Paul Baldasaro, Technical Team Lead – Flight Operations; Paul Spiers, Civil Aviation Safety Inspector – Flight Operations; and Hanif Mawji, Associate Director – Operations. In attendance on behalf of the City and Airport were Laura Moebs (Principal Planner), Stephen Wilcox (Airport Manager), and two representatives of HM Aero (Adam Martin and Ben Crooks).

Please note that the meeting notes provided below represent the perspective shared by the above-noted attendees from a civil aviation safety perspective. These meeting notes should not be interpreted as representing the departmental position of Transport Canada as a whole.

General Comments and Questions (Draft Proposed Procedures)

- Clarification was provided by the Transport Canada attendees on the following questions:
 - All flying done by a student pilot while under the supervision of a Certified Flight Instructor (CFI), whether that CFI is employed by a Flight Training Unit or on a freelance basis, is defined as flight training.

- All flying done by a licensed pilot while under the supervision of a CFI while pursuing an additional endorsement or license is defined as flight training.
- Solo flying done by a student pilot or licensed pilot under the authorization of a CFI while pursuing an additional endorsement or license is defined as flight training, while building time for a license without the authorization or supervision of a CFI is not defined as flight training.
- The rental of an aircraft owned by a FTU by a licensed pilot for recreational purposes is not defined as flight training.
- Several notes provided below are focussed on enforcement actions. The Transport Canada attendees noted through subsequent correspondence that there are many consensus building items that have to be defined before enforcement can be further established. The intention of the Transport Canada attendees was to convey that, where necessary and where consensus is not reached either in developing the noise abatement procedures or acting on them at the local level, it could then be escalated to enforcement. Enforcement is not the initial step in addressing alleged noise violations. The Airport's noise management committee and the ability to respond and resolve issues of noise violations tie into the consensus built into developing the procedures, and the mechanism for addressing violations.
 - Once all other mechanisms at the Airport level have failed to achieve consensus in response to an alleged noise violation, the Transport Canada attendees noted that they follow principles of natural justice in enforcement. Individuals reporting alleged violations will have to provide supporting information (e.g., time of day, aircraft registration, etc.) that supports their claim. The matter will be investigated / decided considering the balance of probabilities.
- Concern was raised that the redistribution of activity from the Airport to others in the region (e.g., Peterborough, Lindsay) is not an effective approach to noise management and would shift the problem to other communities.
- The findings of the City's noise monitoring and air quality studies are requested to be included in the future Transport Canada submission.
- The Transport Canada attendees suggested that the traffic pattern altitude could be increased modestly to reduce noise exposure from overflying aircraft.
- It was emphasized that a noise management committee should also be in place (i.e., the Airport Community Liaison Committee).

Draft Proposed Procedure 1 – Tower Closed Preferential Runways

- Consideration should be given to remove the use of “shall”, and instead that “consideration should be given to... if conditions permit” or similar substitute wording to ensure that flight safety is emphasized. If this wording change is made, Draft Proposed Procedure 1 may be supportable.
- Pilots should not be expected to arrive / depart with a tailwind. Safety is paramount in all Draft Proposed Procedures, including proposed Procedure 1.

Draft Proposed Procedure 2 – Tower Open Preferential Runways

- The 5-knot tailwind component of Draft Proposed Procedure 2 is a flight safety concern and should be removed; doing so may make this procedure supportable.
- Wording should be integrated, such as “...operations on a non-preferential runway may be accommodated by request,” to ensure pilots are aware that they do not have to accept wind conditions that are beyond their skill levels.

- From a flight training perspective, a 10-knot crosswind component should be supportable. A CFI should not assign a crosswind component to a student pilot that is beyond their skill level, and an alternative runway may be used during unsupervised flights at lower experience levels (e.g., the first solo flight of a student pilot) to reduce the risk posed.
- The Transport Canada attendees noted that NAV CANADA will prioritize safety in issuing clearances to pilots, and pilots are authorized to not accept a clearance that is, in their opinion, unsafe.

Draft Proposed Procedure 3 – Overnight Restricted Hours

- The Transport Canada attendees noted that the City has the right to decide how to operate their Airport, including the consideration of restricted hours of operation, so long as it does not violate other Operational Agreements. With respect to noise abatement, the consideration of restricted hours must be done in consultation with all stakeholders and the process does not allow for decisions without consensus.
- Concern was raised that Draft Proposed Procedure 3 would restrict operations at the Airport and negatively impact users and businesses based at the facility. Specifically, night flight training will be limited.

Draft Proposed Procedure 4 – Overnight Engine Run-Ups

- Draft Proposed Procedure 4 was identified as being potentially supportable by the Transport Canada attendees.

Draft Proposed Procedures 5-8 – Arrival and Departure Procedures

- With respect to enforcement, external reports from individuals (e.g., community members) regarding alleged violations must provide credible / strong evidence to Transport Canada to prove that the aircraft in question did not comply with the Draft Proposed Procedure. The onus is on the individual reporting an alleged violation to substantiate their claim with sufficient evidence.
 - Transport Canada would be obligated to follow-up on a detection notice, but the time and resources required to investigate a subjective alleged violation would be substantial.
 - It is noted that community members may be reporting alleged violations as safety concerns as opposed to noise concerns.
 - Third-party hardware / software solutions, such as the NemoScout platform used at other airports, are not calibrated or certified and would not be relied upon by Transport Canada to support investigations.
- With respect to Draft Proposed Procedure 7 (Circling Procedures), the Transport Canada attendees noted that given the NAV CANADA Air Traffic Control Tower at the Airport and positive Air Traffic Control directions that will be applied with all maneuvering of traffic in the control zone, then visual maneuvering procedures would not apply. In addition, airspeed and altitude limits are already published in the applicable aeronautical publications.

Draft Proposed Procedure 9 – Prior Permission for Flight Training

- The level of effort borne by the Airport Manager in responding to numerous requests for prior permission per day will be significant, and consideration should be given to removing Draft Proposed Procedure 9.
- CFIs should be conversant in the Draft Proposed Procedures and be responsible for briefing their students, and licensed pilots should be expected to familiarize themselves with all procedures.

Draft Proposed Procedures 10-13 – Flight Training Restrictions

- The wording of Draft Proposed Procedures 10-13 should be reviewed based on Transport Canada's definitions of flight training as provided above.
- The Transport Canada attendees noted that it is within the purview of the City, as the Airport owner, to restrict activity at the facility. However, concern was noted that the cumulative impact of these Draft Proposed Procedures would most likely be the significant reduction in flight training activity and / or hindering the viability of FTUs based at the Airport.
- The Transport Canada attendees noted that if movements at the Airport decrease significantly as a result of Draft Proposed Procedures 10-13, NAV CANADA may re-evaluate the operational need for the Air Traffic Control Tower at Oshawa Airport.
- The enforcement of Draft Proposed Procedures 10-13 will be contingent on there being sufficient information to investigate an alleged violation, as noted previously.

Draft Proposed Procedure 14 – Toronto Zoo

- The Transport Canada attendees questioned the inclusion of Draft Proposed Procedure 14, as it transcends the noise concerns being addressed in the community by the Draft Proposed Procedures.

General Comments and Questions (Other)

- A general discussion occurred among the meeting attendees regarding noise abatement, and the Transport Canada attendees noted that additional development in the vicinity of the Airport will likely result in increased noise complaints. This factor should be accounted for when preparing new noise abatement procedures. The Transport Canada attendees noted that noise abatement procedures require consultation and consensus with all stakeholders, in line with the principles of AC 302-002.

3.6 Stakeholder Findings – Online Survey

3.6.1 Respondent Profile and Overall Support

The online engagement survey was available from November 8, 2021 until November 29, 2021. A total of 376 responses were received during the three-week period of availability from 373 unique contributors, including registered, unregistered, and anonymous respondents. Please note that the sum of all responses to each question may not equal 376, as certain questions were not answered by all respondents.

Of the 376 responses received, 240 respondents (64%) self-identified as being a user of the Airport in some capacity, including aircraft owners, business owners, mechanics, pilots, and regular airport users / flyers. 136 respondents (36%) did not identify as being a user of the Airport (“I am not an Airport user”).

Among respondents that provided place of residence information, 168 (53%) identified as being an Oshawa resident, business owner, or property owner, while 193 respondents (47%) did not identify as being an Oshawa resident, business owner, or property owner (Table 3.1). The majority of respondents from Oshawa (75%) live in the area bounded by Conlin Road, Ritson Road, Rossland Road, and Thickson Road – i.e., within approximately 3 km of the Airport.

Table 3.1 - Survey Findings: Respondent Place of Residence

Place of Residence		Respondents	
Oshawa	Within the area bounded by Conlin Road, Ritson Road, Rossland Road, and Thickson Road	139	39%
	Outside of the above-noted boundary	47	13%
Durham Region		63	18%
Greater Toronto Area		59	16%
Ontario		52	14%
Total		360	100%

At the outset of the survey, respondents were asked whether they support the introduction of mandatory noise abatement procedures at the Airport. Among individuals that did not identify as being users of the Airport, 74% were in favour such procedures being implemented (Table 3.2). Support decreased significantly among Airport users, with only 16% of respondents in this category favouring the implementation of mandatory noise abatement procedures.

As shown in Table 3.3, support for mandatory noise abatement procedures also varies based on the respondents place of residence. Support was highest among respondents living within the area bounded by Conlin Road, Ritson Road, Rossland Road, and Thickson Road, with 63% of respondents in this area in support. Support incrementally decreased by distance among respondents elsewhere in Oshawa (36% in support), Durham Region (25% in support), the Greater Toronto Area (12% in support), and in Ontario (14% in support).

Table 3.2 - Survey Findings: Support of Noise Abatement Procedures by User Category

Response	Non-Airport Users	Airport Users
Number of Responses	133	239
Not Supportive	26%	84%
Supportive	74%	16%

Table 3.3 - Survey Findings: Support of Noise Abatement Procedures by Place of Residence

Place of Residence		Number of Responses	Not Supportive	Supportive
Oshawa	Within the area bounded by Conlin Road, Ritson Road, Rossland Road, and Thicksen Road	137	37%	63%
	Outside of the above-noted boundary	47	64%	36%
Durham Region		63	75%	25%
Greater Toronto Area		59	88%	12%
Ontario		51	86%	14%

3.6.2 Draft Proposed Procedure 1, Tower Closed Preferential Runways

A total of 361 responses were received with respect to Draft Proposed Procedure 1. Among individuals who did not identify as being users of the Airport, 64% were supportive of the Draft Proposed Procedure. Recurrent concerns and themes among the 36% of respondents in this category that did not support Draft Proposed Procedure 1 are as follows:

- The respondent’s neighbourhood will experience additional overflights;
- Aviation safety will be negatively impacted; and
- Overall aircraft noise will not be significantly impacted.

Among respondents that self-identified as being a user in some capacity of the Airport, 42% were supportive of Draft Proposed Procedure 1. Comments expressed by the 58% of respondents that did not support Draft Proposed Procedure 1 primarily followed the below-noted key themes, with concerns around aviation safety being expressed in most cases:

- The language should be changed to remove the use of “shall”;
- Identifying preferred runways infringes upon a pilot’s decision-making authority;
- Aviation safety will be negatively impacted through aircraft operating in crosswind and tailwind conditions;
- Aviation safety will be negatively impact by aircraft operating on converging flight paths;
- The Draft Proposed Procedure is unnecessarily complex; and
- Overall aircraft noise will not be significantly impacted.

Table 3.4 - Survey Findings: Draft Proposed Procedure 1, Tower Closed Preferential Runways

Response	Non-Airport Users	Airport Users
Number of Responses	123	238
Not Supportive	36%	58%
Supportive	64%	42%

Explanation Provided: When the Air Traffic Control Tower is closed, pilots shall use Runway 12 for arrivals and Runway 30 for departures consistent with safety of operations.

3.6.3 Draft Proposed Procedure 2, Tower Open Preferential Runways

A total of 349 responses were received with respect to Draft Proposed Procedure 2. Among individuals who did not identify as being users of the Airport, 68% were supportive of the Draft Proposed Procedure. Recurrent concerns and themes among the 32% of respondents in this category that did not support Draft Proposed Procedure 3 are as follows:

- Overall aircraft noise will not be significantly impacted and residential overflights will continue;
- Concern that aviation safety and pilot decision-making authority will be negatively impacted; and
- Concern that the Draft Proposed Procedure is too restrictive.

Additionally, a recurrent theme was that individuals without aviation expertise struggled to interpret the text of the Draft Proposed Procedure or understand its impacts.

Among respondents that self-identified as being a user in some capacity of the Airport, 47% were supportive of Draft Proposed Procedure 2. Comments expressed by the 53% of respondents that did not support Draft Proposed Procedure 2 primarily followed the below-noted key themes, with concerns around aviation safety again being expressed in the majority of comments received, similar to Draft Proposed Procedure 1:

- Aviation safety will be negatively impacted with crosswind and tailwind components, especially for less experienced pilots;
- Tailwind operations will result in reduced aircraft performance and increase the likelihood for runway excursions;
- Missed approaches and go-arounds as a result of tailwind operations may result in additional overflights and aircraft noise;
- Pilot decision-making authority will be infringed upon by the Draft Proposed Procedure; and
- The Draft Proposed Procedure is complex and difficult to interpret.

Table 3.5 – Survey Findings: Draft Proposed Procedure 2, Tower Open Preferential Runways

Response	Non-Airport Users	Airport Users
Number of Responses	119	230
Not Supportive	32%	53%
Supportive	68%	47%
Explanation Provided: Aircraft will use Runway 30 when the winds are from a heading of 210° (incrementally) to 030° at up to 10 knots (18.52 km/h) or from a heading of 031° (incrementally) to 209° at up to 5 knots (9.26 km/h).		

3.6.4 Draft Proposed Procedure 3, Overnight Restricted Hours

A total of 372 responses were received with respect to Draft Proposed Procedure 3. Among individuals who did not identify as being users of the Airport, 70% were supportive of the Draft Proposed Procedure. Recurrent concerns and themes among the 30% of respondents in this category that did not support Draft Proposed Procedure 3 are as follows:

- The Draft Proposed Procedure unnecessarily restricts aircraft operators and aviation businesses;
- The nighttime restriction is not restrictive enough and should begin earlier in the evening (e.g., 8:00 PM);
- The nighttime restriction is too restrictive and should begin later in the evening (e.g., 11:00 PM);
- The current restricted hours are adequate;
- Industrial emergency flights should not be an exempted category; and
- Flight training will be negatively impacted, especially in the summer months.

Among respondents that self-identified as being a user in some capacity of the Airport, 25% were supportive of Draft Proposed Procedure 2. Comments expressed by the majority (75%) of respondents that did not support Draft Proposed Procedure 3 primarily were centred around the following key themes, the most prevalent of which was concern that night ratings and recurrency training would be difficult to complete:

- Flight training activities, including night ratings and night recurrency flights, will be significantly restricted;
- Making the Draft Proposed Procedure mandatory would incentivize pilots to rush their pre-departure preparations;
- The Draft Proposed Procedure will negatively affect the competitiveness and value proposition of the Airport;
- The restricted hours may be appropriate in the winter but are too restrictive in the summer months;
- The existing restricted hours are more appropriate, or would be appropriate with more modest revisions or a realignment to be consistent with the municipal noise bylaw;
- Concern that arriving aircraft will not be able to return to the Airport; and
- The Draft Proposed Procedure will not have a significant impact on aviation noise, as limited operations occur during the proposed hours.

Table 3.6 - Survey Findings: Draft Proposed Procedure 3, Overnight Restricted Hours

Response	Non-Airport Users	Airport Users
Number of Responses	135	237
Not Supportive	30%	75%
Supportive	70%	25%

Explanation Provided: Between the hours of 9:30 PM and 7:30 AM, only police, medical and industrial emergency flights are permitted to arrive at and depart from the Airport. Airport tenants with aircraft based at the Airport are permitted to arrive between the hours described above, but are not permitted to depart, independent from police, medical, and industrial emergency flights.

3.6.5 Draft Proposed Procedure 4, Overnight Engine Run-ups

A total of 371 responses were received with respect to Draft Proposed Procedure 4. For respondents that self-identified as not being users of the Airport, 83% indicated their support for this Draft Proposed Procedure. Among the remaining 17% that did not provide support, recurring concerns were as follows:

- The proposed hours are not sufficiently restrictive and should be extended;
- The restriction on run-ups should be based on the type and / or size of aircraft;
- If a run-up is required because of emergency maintenance, it should be permitted; and
- The proposed hours are overly restrictive and should be reduced or eliminated.

For self-identified users of the Airport, 57% were supportive of Draft Proposed Procedure 3, while 43% did not support the restriction. Reasons cited for respondents that opposed the procedure were as follows:

- The restriction will negatively impact aviation safety and force Aircraft Maintenance Engineers to rush their repair activities;
- The proposed hours are overly restrictive and should be reduced or eliminated;
- Concerns as to the effectiveness or defined need for such a restriction;
- Interpretations that the restriction would affect pre-flight run-ups;
- Operations will be disrupted if aircraft cannot be readied for early morning flights;
- Idle power run-ups should be differentiated from high-power run-ups;
- The Draft Proposed Procedure should be discarded and a noise mitigating run-up enclosure should instead be installed; and
- If the other restrictions on flight training being considered are approved, overnight maintenance on these flights will be increasingly important to improve their utilization during unrestricted hours.

Table 3.7 - Survey Findings: Draft Proposed Procedure 4, Overnight Engine Run-Ups

Response	Non-Airport Users	Airport Users
Number of Responses	135	236
Not Supportive	17%	43%
Supportive	83%	57%
Explanation Provided: Engine run-ups associated with aircraft maintenance are prohibited from 9:30 PM to 7:30 AM.		

3.6.6 Draft Proposed Procedure 5, Arrival Turns

A total of 366 respondents shared their views on Draft Proposed Procedure 5. Among individuals that did not identify as being Airport users, 80% were in support; among the remaining 20%, key themes included:

- Suggestions that the minimum altitude should be increased (e.g., 1,000 ft. AGL or 2,000 ft. ASL);
- Concerns that the Draft Proposed Procedure is overly restrictive or complex;
- Suggestions that the Draft Proposed Procedure should not apply to all runways; and
- Concerns that this procedure, which is currently in effect, does not substantially address aircraft noise.

Among self-identified Airport users, 69% were in support of Draft Proposed Procedure 5. Among the 31% of respondents that did not support this restriction, comments generally centred around:

- The Draft Proposed Procedure will negatively impact pilots practicing engine-out landings and tight circuits;
- Concern that the turning altitude will result in pilots practicing non-standard circuits or conducting an unstable approach;
- Suggestions that this should remain a voluntary procedure;
- Concern that the restriction will not have a material impact on resident noise exposure; and
- Concern that this procedure will extend the length of the final approach leg, exposing additional residents to aircraft overflights and potentially limiting the ability of an aircraft to glide to the Airport following an engine failure.

Table 3.8 - Survey Findings: Draft Proposed Procedure 5, Arrival Turns

Response	Non-Airport Users	Airport Users
Number of Responses	128	238
Not Supportive	20%	31%
Supportive	80%	69%
Explanation Provided: Aircraft arriving at the Airport will remain at least 1,000 ft. ASL (540 ft. AGL) before making the turn for their final approach for landing.		

3.6.7 Draft Proposed Procedure 6, Approach Angle

A total of 361 responses were received with respect to Draft Proposed Procedure 6. Among respondents that did not self-identify as being Airport users, 88% were in support. Concerns articulated by individuals not in support included:

- Challenges with interpreting the wording of the procedure or lack of clarity on its impacts;
- Suggestions that a steeper approach angle should be used; and
- Concern that aviation safety should be prioritized.

73% of respondents who identified as Airport users supported Draft Proposed Procedure 6; concerns noted by individuals not in support included:

- Concerns about making the glide slope a mandatory procedure, acknowledging that variability should be expected based on pilot technique and experience, weather conditions, etc.;
- Questions about monitoring and enforcement;
- Concerns that this will negatively impact flight training and will be challenging for ab initio student pilots (e.g., demonstrating varying approach paths); and
- Concerns that Draft Proposed Procedures 5 and 6 are not compatible with one another.

Table 3.9 - Survey Findings: Draft Proposed Procedure 6, Approach Angle

Response	Non-Airport Users	Airport Users
Number of Responses	126	235
Not Supportive	12%	27%
Supportive	88%	73%
Explanation Provided: Approaches are to remain on or above an assumed 3° glide slope.		

3.6.8 Draft Proposed Procedure 7, Circling Procedures

For Draft Proposed Procedure 7, 363 responses were received. Among respondents that did not self-identify as being Airport users, 81% were in support. Comments included:

- Suggestions that a higher altitude should be used (e.g., 2,000 ft. ASL);
- Concern that aviation safety should be prioritized; and
- Challenges with interpreting the wording of the procedure or lack of clarity on its impacts.

Among Airport users, 81% supported Draft Proposed Procedure 6. Comments submitted by respondents not in support included:

- Concerns about the safety implications if a pilot is unable to maintain visual contact with the runway;
- Suggestions to keep this restriction as a voluntary procedure;
- Comments indicating that circling procedures should be removed altogether on account of aviation safety;
- Suggestions that such altitude limitations are standard and that a procedure is not required for pilots to operate as such; and
- The recommendation that training should not be limited.

Table 3.10 - Survey Findings: Draft Proposed Procedure 7, Circling Procedures

Response	Non-Airport Users	Airport Users
Number of Responses	129	234
Not Supportive	19%	19%
Supportive	81%	81%
Explanation Provided: If weather conditions permit, circling procedures are to be conducted at 1,460 ft. ASL (1,000 ft. AGL).		

3.6.9 Draft Proposed Procedure 8, Departure Turns

A total of 361 responses were received in relation to Draft Proposed Procedure 8. Among individuals that did not identify as being Airport users, 75% were in support while 25% did not support the procedure. Comments shared by respondents that did not support Draft Proposed Procedure 8 included:

- Suggestions that a higher turning altitude should be used and concerns about the effectiveness of a 1,000 ft. ASL restriction;
- Questions about the interpretation of the Draft Proposed Procedure; and
- Suggestions that the safest procedures should prevail.

Among Airport users, 84% were in support of Draft Proposed Procedure 8. Comments submitted where respondents had concerns centred around:

- Suggestions that the proposal be maintained as a voluntary or safety-dependent procedure;
- Concerns that pilot decision-making would be overly limited;
- Notes that the Draft Proposed Procedure is currently in effect on a voluntary basis; and
- Concerns that this will extend the length of time that it takes for an aircraft to fly the circuit and enlarge the circuit, potentially increasing the gliding distance to the Airport.

Table 3.11 - Survey Findings: Draft Proposed Procedure 8, Departure Turns

Response	Non-Airport Users	Airport Users
Number of Responses	126	235
Not Supportive	25%	16%
Supportive	75%	84%
Explanation Provided: Aircraft departing the Airport will continue to fly on the same heading/alignment as the departure runway until they reach 1,000 ft. ASL (540 ft. AGL) before making any turns.		

3.6.10 Draft Proposed Procedure 9, Prior Permission for Flight Training

A total of 369 survey responses were received for Draft Proposed Procedure 9. Among non-Airport users, 76% were supportive of the procedure, while 24% did not indicate their support. Reasons cited among individuals not in support of the procedure included:

- Concerns on restricting flight training activity and impacts to business operations;
- Opposition to flight training at the Airport as a whole;
- Questions regarding implementation, including the level of effort that would be required by the Airport Manager and the discretion afforded to the Airport Manager – i.e., whether training can be unreasonably withheld; and
- Concerns as to the additional level of effort required by student pilots and CFIs during pre-flight planning.

Among Airport users, 75% of respondents indicated that they are not supportive of Draft Proposed Procedure 9. The primary reasons cited included:

- Recurring concerns that this provision will result in the restriction of flight training activities at the Airport and make the facility a less conducive environment for such operations, and opposition to such reductions in activity fundamentally;
- Concerns regarding the level of effort that would be borne by the Airport Manager (i.e., the process would be too onerous), the discretion afforded to the Airport Manager, and what criteria will be considered in approving or denying flight training permission;
- Potential implementation challenges, including whether unaware pilots arriving from other airports will accidentally violate the Draft Proposed Procedure and how approvals will be coordinated between the two FTUs and other training operations; and
- Concerns that this requirement will delay pre-flight planning and flexibility.

Table 3.12 - Survey Findings: Draft Proposed Procedure 9, Prior Permission for Flight Training

Response	Non-Airport Users	Airport Users
Number of Responses	133	236
Not Supportive	24%	75%
Supportive	76%	25%
Explanation Provided: Prior permission by the Airport Manager is required for all flight training, including private and commercial pilot recurrent training.		

3.6.11 Draft Proposed Procedure 10, Time of Day Flight Training Restrictions

For Draft Proposed Procedure 10, 366 survey responses were received. This procedure was supported by 60% of respondents who did not identify as being Airport users; among the 40% that did not support the proposal, comments included:

- Concerns that flight training activity is being overly restricted and will be negatively impacted;
- Suggestions that the hours of the day and / or days of the week should be reduced to increase the restricted period;
- Concerns that flight training activity should not be permitted at the Airport more broadly; and
- Suggestions that hours of operation should be expanded to be less restrictive on flight training.

Among Airport users, 91% opposed Draft Proposed Procedure 9. Comments from this group of respondents included:

- Overarching concern that flight training activity at the Airport will be significantly limited and the based FTUs will be at a competitive disadvantage vs. other FTUs, with associated revenue, employment, student progress, and economic impacts;
- Suggesting later evening cut-offs;
- Concern that nighttime training will especially be impacted during the summer months;
- Concern that the summer months which typically have weather more favourable for flight training will be overly restricted;
- Concern that pilots may be pressured to fly during unrestricted hours / days, even if the weather is not favourable for such operations;
- Concern that individuals working during typical business hours (“9 to 5”) will not be limited in advancing their training;
- Concern that flight training activity will be concentrated in unrestricted hours, increasing activity levels during these times;
- Questions as to the effectiveness of the Draft Proposed Procedure in resolving noise concerns; and
- Concerns as to the complexity of the wording of the procedure.

Table 3.13 - Survey Findings: Draft Proposed Procedure 10, Time of Day Flight Training Restrictions

Response	Non-Airport Users	Airport Users
Number of Responses	129	237
Not Supportive	40%	91%
Supportive	60%	9%

Explanation Provided: Flight training is not permitted Friday-Monday before 8:00 AM and after 4:00 PM from May 1 to September 30 of any calendar year; and Friday-Monday before 8:00 AM and after 8:00 PM from October 1 to April 30 of any calendar year.

3.6.12 Draft Proposed Procedure 11, Alternating Seasonal Weekend Flight Training Restrictions

A total of 365 respondents provided their perspectives on the Draft Proposed Procedure 11. For respondents not identifying as Airport users, 60% were supportive of this proposal, while 40% were not in support. Among individuals in the latter category, comments included:

- Suggestions that flight training should not be permitted at all on weekends;
- Suggestions that this procedure should be applied to alternating weekends year-round;
- Questions as to how the Draft Proposed Procedure would apply in months with more than 4 Saturdays or Sundays;
- Concerns that the restrictions contemplated are arbitrary and / or overly complex for pilots to adhere to; and
- Concerns that flight training activity is being overly restricted and will be negatively impacted, with impacts especially experienced by student pilots working standard workweeks.

For Airport users, 91% were in opposition to Draft Proposed Procedure 11 for reasons that included:

- Concern that FTUs at the Airport will be significantly negatively impacted, as the summer weekends represent peak periods for flight training;
- Concerns that pilots that are only able to fly / train on weekends will be significantly impacted by the restrictions being considered, especially when considering weekends that are lost due to poor weather;
- Suggestions that the proposed restriction on flight training should only apply to circuit training during the periods contemplated, but other activities (e.g., cross-countries) could continue;
- Concern that restricting the days available for flight training will lead to pilots choosing to fly on suboptimal nonrestricted days and that activity levels will increase significantly on nonrestricted days;
- Concerns regarding the complexity of the wording and potential for pilot error in interpretation;
- Concern that Draft Proposed Procedures 10 and 11 could be reasonable individually, but are overly burdensome when combined;
- Concern that the dates prescribed are arbitrary and may be ineffective in addressing resident concerns;
- Suggestions that the type of training that can occur on weekends (e.g., commercial vs. private) be differentiated; and
- Suggestions that provisions be implemented to address bad weather that would limit training on an otherwise unrestricted day.

Table 3.14 - Survey Findings: Draft Proposed Procedure 11, Alternating Seasonal Weekend Flight Training Restrictions

Response	Non-Airport Users	Airport Users
Number of Responses	129	236
Not Supportive	40%	91%
Supportive	60%	9%
Explanation Provided: Flight training is not permitted on the 1st and 3rd Sundays of any given month and the 2nd and 4th Saturdays of the month from May 1 to September 30.		

3.6.13 Draft Proposed Procedure 12, Statutory Holiday Flight Training Restrictions

A total of 369 responses were received for Draft Proposed Procedure 12. Among non-Airport users, 75% were in support of the proposal. Comments made by respondents not in support of the proposal included:

- Questions as to the rationale behind the proposed restriction and its effectiveness;
- Comments indicating that the restrictions are onerous and would disrupt student training;
- Suggestions to add civic holidays to the restricted list; and
- Concerns that flight training at the Airport in its entirety should be terminated.

Among Airport users, 66% of respondents did not support Draft Proposed Procedure 12. Comments made by respondents in this category included:

- Concern as to the business impacts of FTUs and disruptions to flight training progress by students, including individuals that work full-time jobs;
- The suggestion that this restriction should be limited to circuit training as opposed to all flight training, or that the existing voluntary restriction should be maintained as is;
- Restricting activity on statutory holidays may result in displaced activity being concentrated on other unrestricted days;
- Concern that not all individuals celebrate the noted statutory holidays; and
- Questions as to the effectiveness or rationale behind the proposed restriction given the limited operations that currently occur on these days.

Table 3.15 - Survey Findings: Draft Proposed Procedure 12, Statutory Holiday Flight Training Restrictions

Response	Non-Airport Users	Airport Users
Number of Responses	133	236
Not Supportive	25%	66%
Supportive	75%	34%
Explanation Provided: Flight training is not permitted on the following federal statutory holidays: New Year's Day; Good Friday; Victoria Day; Canada Day; Labour Day; National Day for Truth and Reconciliation; Thanksgiving Day; Remembrance Day; Christmas Day; and Boxing Day.		

3.6.14 Draft Proposed Procedure 13, Circuit Flight Training Restrictions

For Draft Proposed Procedure 13, 365 survey responses were received. For individuals that self-identified as not being users of the Airport, 63% were supportive of the proposal, while 37% did not support the restriction. Among respondents that identified a reason for not supporting Draft Proposed Procedure 13, key themes included:

- Opposition to circuit training as a whole due to the frequency of overflights;
- Concern that a limit of four aircraft will permit overflights on a basis that continues to be too frequent (i.e., the procedure is not sufficiently restrictive);
- Conversely, concern that a limit of four aircraft is too restrictive;
- Flight training will be unable to effectively occur at the Airport; and
- Concern that displaced circuit traffic will be redistributed throughout the day, lengthening the daytime noise problem.

Among self-identified Airport users, 77% were not in support of Draft Proposed Procedure 13. Recurrent concerns for this position were as follows:

- The maximum number of aircraft will be prohibitively restrictive, negatively impact the viability of Flight Training Units based at the Airport, and hinder the training programs of student pilots and increase the costs borne by these individuals;
- Training effectiveness will decrease without operations in a high-volume operational environment;
- Rescheduled circuit traffic will be redistributed throughout the day, lengthening the daytime noise problem;
- Aircraft will be required to wait prior to departure on a taxiway or holding bay, or entering a holding pattern near the Airport, until a slot becomes available in the circuit;
- Questions as to the effectiveness of the Draft Proposed Procedure in reducing noise exposure and the net difference in impact vs. other limits (e.g., eight aircraft);
- Questions as to how this will be coordinated between the two FTUs;
- The Air Traffic Control Tower already does an effective job at controlling circuit capacity; and
- Concerns that the restriction will be unenforceable and difficult to implement.

Table 3.16 - Survey Findings: Draft Proposed Procedure 13, Circuit Flight Training Restrictions

Response	Non-Airport Users	Airport Users
Number of Responses	130	235
Not Supportive	37%	77%
Supportive	63%	23%
Explanation Provided: A maximum of 4 aircraft are permitted in the circuit for training purposes for any runway at any given time.		

3.6.15 Draft Proposed Procedure 14, Toronto Zoo

A total of 369 responses were received with respect to Draft Proposed Procedure 14. Among individuals who did not identify as being users of the Airport, 86% were supportive of the Draft Proposed Procedure. Among the 14% of respondents in this category that did not support Draft Proposed Procedure 14, recurrent themes included:

- Questions as to why higher minimum altitudes apply over zoos but not over residential areas;
- Concern that the minimum altitude should be higher; and
- Concern that the Draft Proposed Procedure is unnecessary or beyond the scope of the Airport’s noise concerns

Similarly, among respondents that self-identified as being a user in some capacity of the Airport, 87% were supportive of Draft Proposed Procedure 14. For respondents that did not support the Draft Proposed Procedure, the primary comments addressed the fact that a limitation for overflights of the Toronto Zoo is currently published in the Canada Flight Supplement, and concerns that the Draft Proposed Procedure extends beyond the jurisdiction of the Airport and the purpose of the noise abatement study.

Table 3.17 - Survey Findings: Draft Proposed Procedure 14, Toronto Zoo

Response	Non-Airport Users	Airport Users
Number of Responses	132	237
Not Supportive	14%	13%
Supportive	86%	87%
Explanation Provided: Pilots are to maintain 2000 ASL or above over Toronto Zoo (N43 49 05 W79 11 15).		

3.7 Stakeholder Findings – Written Submissions

A total of 15 written submissions were received by City Staff from 11 private individuals, in addition to submissions received by the following businesses or organizations: Durham Flight Centre, the Enterprise Aviation Group of Companies, Canadian Owners and Pilots Association – Flight 70, and Ban Urban Flight Schools. Accordingly, a total of 19 written submissions were received from 15 individuals, businesses, or organizations, as documented in Appendix A.

Of the 19 submissions, 10 were characterized as generally being opposed to, or having concerns with, the Draft Proposed Procedures or efforts to restrict operations at the Airport. Among submissions that were opposed to the Draft Proposed Procedures or against measures to limit activity at the Airport more generally, key themes included:

- Questions as to why noise abatement procedures are being considered given the size of the population that is filing complaints, the level of movements vs. historical peaks in the 1970s and 1980s, whether the level of complaints are comparable to other airports, and concerns that justifying the Draft Proposed Procedures on account of increasing complaint levels in 2020-2021 is due to residents increasingly working from home during the COVID-19 pandemic;
- Concerns regarding the impacts to Airport businesses, users, and the viability of the Airport facility. Specifically, a recurring theme is that the Airport's usability for flight training will be significantly hindered;
- Concerns about the effectiveness of the Draft Proposed Procedures and implementation matters, such as NAV CANADA staffing;
- Concerns that noise challenges are primarily a result of residential development in the vicinity of the Airport;
- Concerns that Draft Proposed Procedure 3 will limit the periods of the year during which pilots can complete their nighttime recurrency requirements;
- Suggestions that abatement procedures may not be required with the increased adoption of aircraft with lower noise profiles, or that such aircraft should be exempted from the Draft Proposed Procedures;
- Concerns regarding the safety of Draft Proposed Procedure 1;
- Questions regarding the implementation of Draft Proposed Procedure 13, including how aircraft operating in the circuit that are not conducting training are addressed;
- Concerns that the Draft Proposed Procedures are overly complex; and
- Concerns that the Draft Proposed Procedures will increase noise exposure at other airports (e.g., Peterborough, Kawartha Lakes), potentially creating challenges in these communities.

A total of 9 submissions were characterized as being in favour of the Draft Proposed Procedures or of broader measures to restrict activity at the Airport. For submissions in this category, findings included:

- Points made that elaborate on resident concerns, including the frequency of overflights, aviation safety, and environmental impacts;
- The suggestion that community members that may otherwise be concerned about Airport-related noise are not filing complaints, thus underrepresenting the extent of the issue;
- Concerns that resident noise issues have not been heard or that the Draft Proposed Procedures may not cause meaningful change;
- Concerns that substantial change will not occur through the Draft Proposed Procedures and that implementation will be a challenge for the City and Airport Operator;
- Suggestions for additional restrictions, such as implementing a cap on annual movements; and
- With respect to the stakeholder engagement program, views were also shared that the engagement opportunities were overly technical in nature, that certain attendees of the open houses were unable to share their views, and that an open town hall meeting is requested.

Suggestions or comments that were made that transcend the scope of the AC 302-002 process through the written submissions included:


- Investigating the use of electric powered aircraft or restricting aircraft with higher noise profiles;
- Closing or relocating the Airport;
- Ceasing flight training at the facility and / or relocating this activity to other airports, given the urban land use context of the Airport and noise, safety, and environmental impact concerns;
- Implementing increased landing fees, as well as the consideration of the impacts of the recently increased landing fees;
- Concerns that the NAV CANADA Air Traffic Control Tower may close; and
- Further restricting development in the vicinity of the Airport.

Subject: Proposed Noise Abatement Procedures for the Oshawa Executive Airport

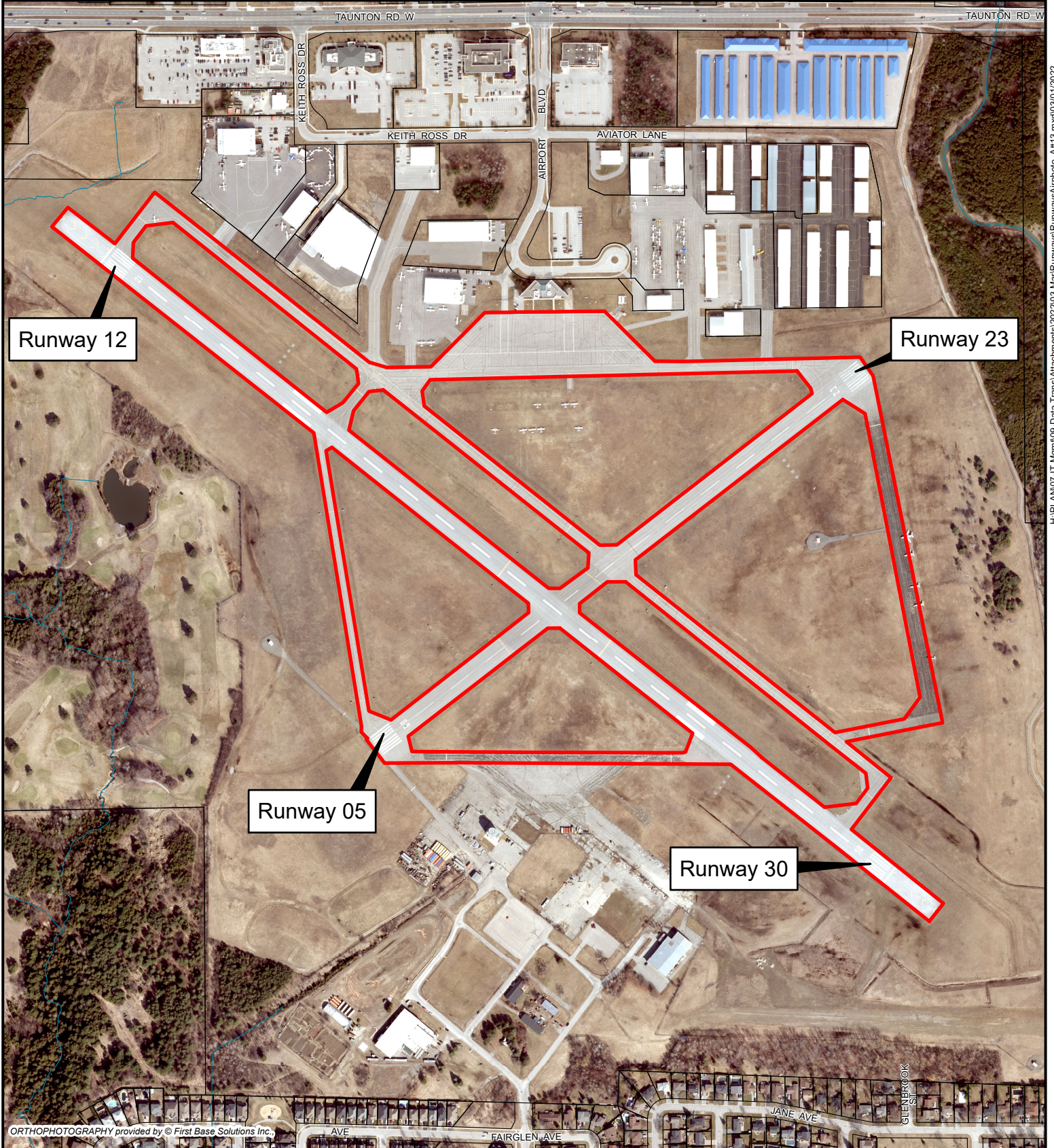
Ward: Ward 2

File: 12-03



 Subject Site

City of Oshawa
Development Services Department 



Runway 12

Runway 23

Runway 05

Runway 30