

**Agenda for the 4:00 pm Wednesday, December 3, 2025, Town of Qualicum Beach
Committee of the Whole Meeting to be held in the Council Chambers, Town Hall, 660
Primrose Street, Qualicum Beach, BC**

Page No.

(This meeting may be recorded)

1 - 2 1. **ADOPTION OF THE AGENDA**

THAT the Committee of the Whole adopts the December 3, 2025, Committee of the Whole meeting agenda.

3 - 20 2. **QUALICUM BEACH AIRPORT DISCUSSION FORUM**

(a) **Qualicum Beach Airport Quarterly Report**

- PowerPoint Presentation

Staff Recommendation:

THAT the Committee of the Whole recommends to Council THAT the Report titled "Qualicum Beach Airport Quarterly Report," dated December 3, 2025, be received for information.

(b) **Airport Authority CAT4 Qualicum Beach**

- PowerPoint Presentation

(c) **Further Expansion of the Noise Sensitive Areas and VTTC**

- PowerPoint Presentation

Staff Recommendation:

THAT Council rescind Resolution No. 25-209:

"THAT Council directs staff to make an application to NAV Canada to create a Visual Flight Rules Terminal Procedures Chart (VTTC) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended circuit procedures;

AND FURTHER THAT Council directs staff to make an application to NAV Canada to create new additional Noise Sensitive Areas (NSAs) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended Noise Sensitive Areas on the north side of the Qualicum Beach Runway 11-29 (RWY) as shown on Appendix 1 of this Staff Report dated September 17, 2025;

AND FURTHER THAT Council directs staff to make an application to NAV Canada to create a Visual Flight Rules Terminal Procedures Chart (VTTC) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended circuit procedures, as shown on Appendix 1 of this Staff Report, dated October 22, 2025;

AND FURTHER THAT Council directs staff to make an application to NAV Canada to create new additional Noise Sensitive Areas (NSAs) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended Noise Sensitive Areas on the north side of the Qualicum Beach Runway 11-29 (RWY) and the south side of the Qualicum Beach Runway 11-29 (RWY), Aldous Road, Cottonwood Drive, Hemsworth Road and Rupert Road as shown on Appendix 1 of this Staff Report dated October 22, 2025;

AND FURTHER THAT Council directs staff to only investigate inquiries/complaints related to Noise Abatement Procedure (NAP) and curfew violations at the Airport, given the Airport Authority's inability to enforce NSAs.

(d) **Public Input**

Those wishing to speak may be required to register by signing the Speaker Sign-up Sheet located at the entrance to Council Chambers. Should sign-up be required, speakers will be called in order.

4. ADJOURNMENT

THAT the Committee of the Whole adjourns the December 3, 2025, Committee of the Whole meeting.

NEXT SCHEDULED

REGULAR COUNCIL MEETING: Wednesday, December 10, 2025, at 10:00 am



TOWN OF QUALICUM BEACH

STAFF REPORT

TO: Lou Varela, Chief Administrative Officer

FOR: Committee of the Whole Meeting

DATE: December 03, 2025

FROM: Kevin Goldfuss, Airport Manager

SUBJECT: **Qualicum Beach Airport Quarterly Report**

GOVERNANCE DECISION

For Council to receive information on Airport related matters recorded during the third and fourth quarters of 2025.

RECOMMENDATIONS:

THAT the Committee of the Whole recommends to Council THAT the Report titled “Qualicum Beach Airport Quarterly Report,” dated December 3, 2025, be received for information.

PURPOSE

To provide Council with an overview of Airport related matters that occurred in the third and fourth quarters of 2025. (Note: November 17, 2025, was the data cut off point to allow for agenda production.)

DISCUSSION

Airport Authority staff (the Town) have been managing several projects in the third and fourth quarters of 2025, which includes, but is not limited to: preparing for Airport improvements; providing a report to Council on the viability of creating NSAs and a Visual Terminal Procedures Chart (VTPC); providing a report to Council on the review of the Airport Establishment and Operations Bylaw; and utilizing, improving and monitoring the Airport Inquiry Tracking System.

Hangar Construction

Council approved two individual lease agreements for the purpose of constructing aircraft hangars. These two hangars will be located on Row B and are intended for private aircraft. The hangars will provide additional revenue to the Airport’s budget.

Wesley Ridge Fire

On July 31, 2025 the Regional District of Nanaimo announced that the BC Wildfire Service (BCWS) was responding to a wildfire on the north banks of Cameron Lake, better known as the Wesley Ridge Fire. The Town of Qualicum Beach and the Qualicum Beach Airport played

a pivotal role during this arduous time. The Airport provided the infield for up to nine helicopter companies and their equipment; fuel was made available through the Airport dispensing system; and staff were on hand to provide support. Because of its central location, and proximity to the wildfire, the Qualicum Beach Airport was able to provide resources and support.

ACAP Grant Applications

In 2024 the Town applied for two grants through the Airport Capital Assistance Program (ACAP). The first grant was for \$3,687,000 to assist the Town with a runway taxiway and apron overlay.

The second grant was for \$898,000 to assist the Town with equipment replacement of a loader, snow blower and attachments. The Airport Authority was contacted in April 2025 by Transport Canada and was informed that the Qualicum Beach Airport did not receive approval for either grant.

Staff re-evaluated costs associated with the paving overlay grant application to ensure that any inflationary increase would be included in the 2026 ACAP application. Due to inflation, the new cost for the runway paving overlay is \$ 3,853,541; an increase of \$166,541. The 2026 Financial Plan has been updated for Council's future consideration.

Transport Canada informed Qualicum Beach that both grant applications are still active and will be resubmitted in 2026 for ACAP consideration. Note: both grant applications are 100% funded.

Note: the ACAP application for equipment replacement is a Transport Canada fixed cost and does not require updated pricing.

BCAAP Grant Application

As per Strategic Initiative (24-GG-10) approved December 11, 2024, In March 2025 staff applied for an Airport Master / Business Plan grant through the British Columbia Air Access Program (BCAAP) with a value of \$35,000. The Town has been notified that they were unsuccessful in their 2025 grant application. Staff have referred a BCAAP Airport Master/ Business Plan application request to the 2027 *Strategic Planning* budget process for Council consideration.

Council Strategic Initiatives 2025

As part of Council's 2025 Strategic Initiatives, Council directed staff to investigate the viability, process and estimated budget to identify if the neighbourhoods of Qualicum Woods, the Evergreens, Aldous Road, Cottonwood Drive, Hemsworth Road and Rupert Road could become recognized as a Noise Sensitive Areas (NSAs). Staff have consulted with Nav Canada on the viability of NSAs within these identified areas, and NAV Canada supports the recommended changes to the Canadian Flight Supplement. Staff provided a report to Council at the October 22, 2025 regular Council Meeting with the following recommendations:

THAT Council directs staff to make an application to NAV Canada to create a Visual Flight Rules Terminal Procedures Chart (VTTC) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended circuit procedures, as shown on Appendix 1 of this Staff Report, dated October 22, 2025.

AND FURTHER THAT Council directs staff to make an application to NAV Canada to create new additional Noise Sensitive Areas (NSAs) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended Noise Sensitive Areas on the north side of the Qualicum Beach Runway 11-29 (RWY) and the south side of the Qualicum Beach Runway 11-29 (RWY), Aldous Road, Cottonwood Drive, Hemsworth Road and Rupert Road as shown on Appendix 1 of this Staff Report dated October 22, 2025.

AND FURTHER THAT Council directs staff to only investigate inquiries/complaints related to Noise Abatement Procedure (NAP) and curfew violations at the Airport, given the Airport Authority's inability to enforce NSAs.

A Council Resolution then deferred the October 22, 2025 Report to the December 3, 2025 COTW meeting for further consideration.

Council Strategic Initiatives 2025

As part of Council's 2025 Strategic Initiatives, Council directed staff to conduct a review of the Airport Establishment and Operations Bylaw. Staff have completed the Bylaw review, with the exception of terminal lease rates, and provided a report at a special meeting of Council on November 26, 2025 (copy of report attached)

Jurisdictional Questions for Transport Canada

The Town sent a list of jurisdictional questions to Transport Canada's Judicial Branch located in Ottawa December 23, 2024. The Town was provided the following statement:

"Unfortunately, after reviewing current priorities and workload within both DOJ and Transport Canada's legal department, we will not be able to provide a legal opinion (or direction) on this matter at this time. Due to a significant increase in high-priority and time-sensitive files, resources have been reallocated to address those demands".

Qualicum Beach Airport 3-Phase Power Update

On January 10, 2024, staff met with representatives from Sealand Air and an engineering consultant retained by BC Hydro. The purpose of the meeting was to provide the engineering consultant with an opportunity to inspect the single-phase power system currently feeding the Qualicum Beach Airport, and to review options for upgrading to 3-phase power.

The engineering consultant has provided staff with a report that provides capital cost estimates and explores two options: Due to the high capital costs for 3-phase power infrastructure and relatively low demand at this time, staff are recommending that until electrification of aircraft in Canada becomes industry practice, that Council takes no further action at this time. Alternatively, Council could provide direction to staff on the following options.

Option 1 – installing (2) 50 kW DC Chargers, with provision for (1) future 50 kW DC Charger

Option 2 - Installing (2) 180 kW DC Chargers, with provision for (1) future 180 kW DC Charger

Capital Cost Estimate

A 20% contingency has been included in the following estimate. Further Council direction would be required to establish budget for this project.

Option	Estimated Cost	Contingency	Total
1 – (2) 180 kW Chargers	1,505,057	301,100	1,806,147
2 – (2) 50 kW Chargers	929,272	185,900	1,115,172

Helicopter Training

From January to November, the Airport Manager has approved 23 days of helicopter training, (approximately 20 hours of training at the Qualicum Beach Airport). The training was for air ambulance operations and occurred during daytime and nighttime hours.

Air Ambulance

BC Emergency Health Services (BCEHS) has reported from January 1, 2025, to May 31, 2025, that there have been 11 transfers from the Qualicum Beach Airport. More recent data is not available at time of report writing.

Communications and Education

The Airport Authority continues to improve communications and education regarding best practices such as the Good Neighbour Program (GNP), Noise Sensitive Areas (NSA) and Noise Abatement Procedures (NAP).

This information sharing is being done through verbal communications with local pilots, the Qualicum Beach Flying Club, and Sealand Flight School. Letters have also been sent to flying schools and flying clubs on the Island and lower mainland. Also, in 2025, the Town of Qualicum Beach launched their new web site which includes an improved section for the Qualicum Beach Airport which provides easy access to information, including procedures.

Public Inquiry Update

Overall, 175 Complaints were received from 34 addresses between June 12, 2025 and November 17, 2025. There were 2 Noise Abatement Procedure violations and 1 Curfew violation notices issued in the same period. A comparison between the first half of 2025 finds the following note:

- 1 NAP violation in Q1/Q2 compared to 2 NAP violations in Q3/Q4
- 2 Curfew violations in Q1/Q2 compared to 1 Curfew violation in Q3/Q4.
- 53 Flight Path complaints in Q1/Q2 compared to 112 Flight Path complaints in Q3/Q4.
- The distribution of other concerns remains fairly constant.
- The majority of concerns come from the same addresses between Q1/Q2 and Q3/Q4 with 51% of inquiries in Q3/Q4 coming from a single address.

A complete summary of June 12 – November 17, 2025, inputs in the Public Inquiry System is included in this Report.

From June 12, 2025 - November 17, 2025, the Airport Authority received a total of 175 inputs from 35 addresses:

VIOLATIONS ACTIONABLE BY THE TOWN			
Concern Type	Concern Sub-type	Notes	
2	Noise Complaints	Noise Abatement Procedure Violation (Specific Aircraft)	<i>Information received about a specific aircraft and its operation in relation to the Noise Abatement Procedure (NAP).</i>
1	Noise Complaints	Curfew Violation	<i>Curfew violations are assessed against established Airport Operating Hours.</i>

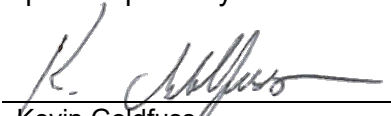
COMPLAINTS NOT ACTIONABLE BY THE TOWN			
Concern Type	Concern Sub-type	Notes	
1	Concern	Lead Fuel Use	
4	Noise Complaint	Excessive Noise	
112	Noise Complaint	Flight Path	
2	Noise Complaint	Flight Training/Circuits	
4	Noise Complaint	Low-Flying Aircraft	
6	Noise Complaint	Helicopter Noise	<i>Public inputs identified as a Noise Concern –Subtype are tracked separately and will be reported to Council and the public quarterly.</i>
2	Noise Complaint	Helicopter Training	
6	Noise Complaint	Excessive Noise/Low Flying Aircraft	
7	Noise Complaint	Excessive Noise/Frequency of Flights	
1	Noise Complaint	Flight Path/Low Flight Aircraft	
2	Public Inputs in Support of the Airport		
25	OTHER - Airport Operations, general comments or questions		

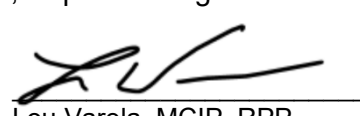
175 | Total Public Inputs from 35 individual addresses

(See Appendix 1 for more details)

APPROVALS

Report respectfully submitted by Kevin Goldfuss, Airport Manager


 Kevin Goldfuss
 Airport Manager
 Report Author


 Lou Varela, MCIP, RPP
 Chief Administrative Officer
 Concurrence

REFERENCES

Attachment 1: Airport Inquiry – Summary of Complaints by Address

Appendix 1 to Staff Report for December 3, 2025, Committee of the Whole Meeting

Airport Inquiry – Public Inputs Data Table

June 12 – November 17, 2025

Data Table Notes

1. Single addresses are reported on individually and identified by number (1), (2) etc. when there is more than one address reporting on the same street
2. **Red** font indicates Noise Abatement Procedure (NAP) violation reported
3. **Purple** font indicates Airport Curfew violation reported

Complaint ID	Public Inputs (Category)	Address	Number of Inputs	Percentage of 175 Public Inputs Per Address	Date and Time Received
2025-277	Public Inputs in Support of the Airport	Ackerman Road	1	0.57%	2025-10-27 8:30
2025-122	Excessive noise/Low Flying Aircraft	Aldous Rd	1	0.57%	2025-06-12 6:42
2025-267	Excessive noise/Frequency of Flights	Arbutus Rd	1	0.57%	2025-10-06 3:00
2025-162	Flight Path	Aspen Ave	1	0.57%	2025-07-01 12:18
2025-228	Flight Path/Low Flying	Canyon Crescent Rd	1	0.57%	2025-08-18 11:32
2025-222	Other	Chelsea Place, Nanoose Bay	1	0.57%	2025-08-06 22:44
2025-214	Other	Cottonwood Dr	1	0.57%	2025-08-03 11:55
2025-157	Low Flying Aircraft	Dogleg Rd	1	0.57%	2025-06-28 12:28
2025-209	Other	E Island Highway	1	0.57%	2025-07-30 4:14
2025-300	Other	E Panama Dr, Centennial, CO, USA	1	0.57%	2025-11-11 7:52
2025-230	Excessive noise/Low Flying Aircraft	Errington	1	0.57%	2025-08-18 12:40
2025-166	Excessive Noise	Garden Road E	1	0.57%	2025-06-30 17:00
2025-170	Flight Path	Gilbert Rd (1)	3	1.71%	2025-07-04 18:40
2025-158	Low Flying Aircraft				2025-06-28 11:29
2025-171	Flight Path				2025-07-04 18:37

2025-169	Flight Path	Gilbert Road (2)	6	3.43%	2025-07-04 18:45
2025-156	Flight Path				2025-06-28 12:10
2025-142	Flight Path				2025-06-20 15:50
2025-138	Flight Path				2025-06-16 18:50
2025-270	Excessive noise/Low Flying Aircraft				2025-10-16 14:30
2025-176	Flight Path				2025-07-11 8:01
2025-274	Other	Hall Rd	1	0.57%	2025-10-21 18:01
2025-128	Flight Path	Hodges Rd	89	50.86%	2025-06-15 17:43
2025-226	Flight Path				2025-08-14 16:29
2025-199	Flight Path				2025-07-25 14:59
2025-187	Flight Path				2025-07-11 5:59
2025-126	Flight Path				2025-06-15 17:24
2025-297	Flight Path				2025-11-03 10:51
2025-287	Flight Path				2025-11-02 15:27
2025-286	Flight Path				2025-11-02 15:18
2025-284	Flight Path				2025-11-02 15:06
2025-265	Flight Path				2025-09-28 14:41
2025-244	Flight Path				2025-08-30 22:34
2025-242	Flight Path				2025-08-30 22:08
2025-237	Flight Path				2025-08-25 8:22
2025-231	Flight Path				2025-08-18 14:45
2025-205	Flight Path				2025-07-28 17:01
2025-201	Flight Path				2025-07-28 11:38
2025-211	Flight Path				2025-07-31 8:47
2025-298	Flight Path				2025-11-03 15:34
2025-296	Flight Path				2025-11-03 10:37
2025-294	Flight Path				2025-11-02 18:44

2025-293	Flight Path				2025-11-02 18:39
2025-292	Flight Path				2025-11-02 18:19
2025-291	Flight Path				2025-11-02 18:11
2025-290	Flight Path				2025-11-02 17:10
2025-289	Flight Path				2025-11-02 16:27
2025-285	Flight Path				2025-11-02 15:14
2025-283	Flight Path				2025-11-02 14:21
2025-282	Flight Path				2025-11-02 13:20
2025-281	Flight Path				2025-11-02 12:06
2025-280	Flight Path				2025-11-02 11:46
2025-295	Flight Path				2025-11-02 11:33
2025-250	Flight Path				2025-09-02 13:14
2025-249	Flight Path				2025-09-02 13:11
2025-248	Flight Path				2025-09-02 12:37
2025-247	Flight Path				2025-09-01 16:52
2025-245	Flight Path				2025-09-01 15:34
2025-243	Flight Path				2025-08-30 22:30
2025-236	Flight Path				2025-08-24 10:28
2025-235	Flight Path				2025-08-22 14:52
2025-234	Flight Path				2025-08-22 12:31
2025-233	Flight Path				2025-08-20 15:31
2025-232	Flight Path				2025-08-20 8:27
2025-229	Flight Path				2025-08-18 11:53
2025-227	Flight Path				2025-08-18 11:12
2025-221	Flight Path				2025-08-05 19:31
2025-220	Flight Path				2025-08-05 18:40

2025-217	Flight Path				2025-08-04 14:18
2025-216	Flight Path				2025-08-04 14:14
2025-215	Flight Path				2025-08-04 14:11
2025-212	Flight Path				2025-07-31 11:24
2025-206	Flight Path				2025-07-28 17:13
2025-204	Flight Path				2025-07-28 13:09
2025-203	Flight Path				2025-07-28 13:01
2025-193	Flight Path				2025-07-18 11:29
2025-190	Flight Path				2025-07-18 10:01
2025-191	Flight Path				2025-07-18 7:37
2025-186	Flight Path				2025-07-11 16:19
2025-189	Flight Path				2025-07-11 9:26
2025-154	Flight Path				2025-06-27 12:02
2025-153	Flight Path				2025-06-27 11:44
2025-141	Flight Path				2025-06-17 14:22
2025-139	Flight Path				2025-06-17 10:38
2025-136	Flight Path				2025-06-16 15:29
2025-135	Flight Path				2025-06-16 14:45
2025-134	Flight Path				2025-06-16 14:36
2025-132	Flight Path				2025-06-15 18:36
2025-131	Flight Path				2025-06-15 18:26
2025-130	Flight Path				2025-06-15 18:22
2025-129	Flight Path				2025-06-15 18:18
2025-127	Flight Path				2025-06-15 17:25
2025-125	Flight Path				2025-06-15 16:16
2025-124	Flight Path				2025-06-13 16:47
2025-195	Flight Path				2025-07-18 13:59

2025-196	Flight Path				2025-07-18 12:51
2025-194	Flight Path				2025-07-18 10:22
2025-288	Flight Path				2025-11-02 15:32
2025-246	Flight Path				2025-09-01 16:01
2025-219	Flight Path				2025-08-05 18:07
2025-210	Flight Path				2025-07-31 8:15
2025-208	Flight Path				2025-07-29 22:46
2025-192	Flight Path				2025-07-18 16:34
2025-192	Flight Path				2025-07-18 9:21
2025-155	Flight Path				2025-06-27 14:48
2025-152	Flight Path				2025-06-27 10:56
2025-151	Flight Path				2025-06-27 10:53
2025-188	Flight Path				2025-07-11 9:22
2025-140	Flight Path				2025-06-17 14:20
2025-279	Flight Path				2025-11-01 19:43
2025-194	Flight Path				2025-07-18 10:05
2025-213	Excessive noise/Frequency of Flights	Miraloma Dr	3	1.71%	2025-07-29 22:47
2025-202	Other			0.00%	2025-07-28 2:35
2025-207	Helicopter noise			0.00%	2025-07-29 19:18
2025-198	Low Flying Aircraft	Pine and First Ave	1	0.57%	2025-07-25 13:57
2025-163	Excessive Noise	Pratt Rd	1	0.57%	2025-06-30 6:30
2025-239	Other	Redwood Drive (1)	1	0.57%	2025-08-18 17:00
2025-251	Excessive noise/Low Flying Aircraft	Redwood Dr (2)	3	1.71%	2025-09-10 17:06
2025-197	Helicopter noise				2025-07-25 12:46
2025-148	Helicopter Training				2025-06-24 18:37
2025-146	Excessive noise/Frequency of Flights	Rockhampton Rd, Nanoose Bay	1	0.57%	2025-06-24 10:56

2025-272	Other	Rowan Dr	1	0.57%	2025-10-20 12:34
2025-172	Lead Fuel Use	Rupert Road	1	0.57%	2025-07-05 23:15
2025-301	Other	Stellar Drive, Newmarket, Ontario	1	0.57%	2025-11-11 12:25
2025-238	Flight Path	Sumac Dr (1)	8	4.57%	2025-08-27 11:50
2025-175	Excessive noise/Low Flying Aircraft				2025-07-10 7:15
2025-252	Flight Path				2025-09-11 11:19
2025-224	Flight Path				2025-08-10 11:15
2025-262	Other				2025-09-22 15:08
2025-258	Other				2025-09-13 11:29
2025-123	Other				2025-06-13 11:59
2025-167	Other				2025-06-13 4:59
2025-223	Flight Training/Circuits				Sumac Dr (2)
2025-276	Excessive noise/Frequency of Flights	2025-10-26 13:00			
2025-266	Excessive noise/Frequency of Flights	2025-10-06 17:18			
2025-183	Excessive noise/Frequency of Flights	2025-07-17 7:00			
2025-257	Flight Training/Circuits	2025-09-18 12:00			
2025-177	Excessive noise/Frequency of Flights	Sumac Dr (3)	1	0.57%	2025-07-12 19:48
2025-264	Curfew	Sumac Dr (4)	4	2.29%	2025-09-25 22:10
2025-263	Excessive Noise				2025-09-26 9:59
2025-164	Low Flying Aircraft				2025-07-01 17:48
2025-273	Other				2025-10-21 11:01
2025-255	Helicopter noise	Tamarack Dr (1)	1	0.57%	2025-09-17 1:09
2025-299	Flight Path	Tamarack Dr (2)	20	11.43%	2025-11-02 18:04
2025-269	Flight Path				2025-10-14 3:55

2025-253	Flight Path				2025-09-11 13:50
2025-179	Flight Path				2025-07-13 17:54
2025-178	Flight Path				2025-07-12 11:00
2025-159	Flight Path				2025-06-29 10:44
2025-160	Helicopter noise				2025-06-29 12:07
2025-241	Helicopter noise				2025-08-30 8:00
2025-145	Helicopter Training				2025-06-23 21:45
2025-254	Excessive noise/Low Flying Aircraft				2025-09-11 3:19
2025-240	Flight Path				2025-08-29 12:52
2025-185	Flight Path				2025-07-18 14:11
2025-173	Flight Path				2025-07-04 16:49
2025-268	Flight Path				2025-10-14 15:58
2025-218	Flight Path				2025-08-03 16:40
2025-174	Flight Path				2025-07-06 10:49
2025-161	Flight Path				2025-06-29 16:15
2025-200	Helicopter noise				2025-07-25 11:49
2025-259	Other				2025-09-13 17:39
2025-275	Other				2025-10-23 19:03
2025-147	Other	Tofino, BC	1	0.57%	2025-06-24 13:26
2025-225	Other	Waterfern Dr, Port Alberni	1	0.57%	2025-08-11 14:43
2025-278	Public Inputs in Support of the Airport	West Ridge Way	1	0.57%	2025-10-27 9:38
2025-180	Excessive Noise				2025-07-15 19:13
2025-133	Flight Path				2025-06-15 18:38
2025-271	Other	None	9	5.14%	2025-10-17 6:01
2025-256	Other				2025-09-17 23:27
2025-184	other				2025-07-16 10:37

2025-168	Other				2025-07-04 17:47
2025-165	Other				2025-07-02 9:55
2025-150	Other				2025-06-25 7:24
2025-144	Other				2025-06-22 20:36
TOTAL	175 inquiries	35 single addresses or contact	175 inputs	100% of 175 inquiries	

File: 8400.01

N:\0100-0699 ADMINISTRATION\0550 COUNCIL MEETINGS\0550-20 MEETINGS\2024\07 10 COTW\1. DRAFTS FOR CORP ADMIN REVIEW\Attachment 1_Airport Inquiry Public Inputs Data Table v5.docx



TOWN OF QUALICUM BEACH

STAFF REPORT

TO: Lou Varela, Chief Administrative Officer

FOR: Regular Council Meeting

DATE: December 3, 2025

FROM: Kevin Goldfuss, Airport Manager

SUBJECT: Further Expansion of Noise Sensitive Areas

GOVERNANCE DECISION

This Report was originally provided to Council on October 22, 2025, and Council requested the item be brought forward to a future meeting. As such the Report is once again before Council for decision making

Staff are requesting Council provide direction to amend the Visual Flight Rules Terminal Procedures Chart (VTPC) previously considered and advanced at the September 17, 2025, Council meeting to further expand the Noise Sensitive Areas (NSAs) in the Canadian Flight Supplement (CFS) for the Qualicum Beach Airport.

REVISED RECOMMENDATIONS:

THAT Council rescind Resolution No. 25-209:

“THAT Council directs staff to make an application to NAV Canada to create a Visual Flight Rules Terminal Procedures Chart (VTPC) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended circuit procedures;

AND FURTHER THAT Council directs staff to make an application to NAV Canada to create new additional Noise Sensitive Areas (NSAs) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended Noise Sensitive Areas on the north side of the Qualicum Beach Runway 11-29 (RWY) as shown on Appendix 1 of this Staff Report dated September 17, 2025;

AND FURTHER THAT Council directs staff to make an application to NAV Canada to create a Visual Flight Rules Terminal Procedures Chart (VTPC) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended circuit procedures, as shown on Appendix 1 of this Staff Report, dated October 22, 2025;

AND FURTHER THAT Council directs staff to make an application to NAV Canada to create new additional Noise Sensitive Areas (NSAs) in the Qualicum Beach CAT4 Canadian Flight Supplement (CFS) entry, to include recommended Noise Sensitive Areas on the north side of

the Qualicum Beach Runway 11-29 (RWY) and the south side of the Qualicum Beach Runway 11-29 (RWY), Aldous Road, Cottonwood Drive, Hemsworth Road and Rupert Road as shown on Appendix 1 of this Staff Report dated October 22, 2025;

AND FURTHER THAT Council directs staff to only investigate inquiries/complaints related to Noise Abatement Procedure (NAP) and curfew violations at the Airport, given the Airport Authority's inability to enforce NSAs.

PURPOSE

The purpose of this Report is to provide Council with additional information following a request from the President of the Qualicum Woods Residents' Association (QWRA) regarding additional NSAs for Aldous Road, Cotton Wood Drive and Hemsworth Road. In addition, Council is provided with information following a staff discussion with NAV Canada that included adding Aldous Road, Cotton Wood Drive, Hemsworth Road and expanding Rupert Road as NSAs.

BACKGROUND

During the September 17, 2025 Council meeting there were discussions regarding the expansion of Rupert Road NSAs, more specifically why the Pheasant Glen Golf Course subdivision was not included as part of the new recommended NSA. As a result of these discussions staff have re-evaluated the Pheasant Glen subdivision in this context and propose further adjusting the Visual Flight Rules Terminal Procedures Chart (VTPC). This adjustment focuses on areas of lower density, see Appendix 1 of this staff report.

Following the September 17, 2025 Council meeting, Council received a request from the President of the QWRA to reconsider NSAs over Aldous Road, Cottonwood Drive and Hemsworth Road area. This latest proposal from the QWRA permits a clear flight path for departure and arrival (RWY 29) see Appendix 2 of this Report.

On September 22, 2025 staff had a meeting with NAV Canada and discussed several scenarios regarding the creation of NSAs and flight safety. It was determined that if a clear flight path was maintained for RWY 29, (departure and approach), then an NSA over the areas of Aldous Road, Cottonwood Drive and Hemsworth Road would be viable.

It is important to note that NSAs are not enforceable as they are not recognized by Transport Canada as a regulation or a requirement. As such, staff are requesting Council direction to not investigate related inquiries/complaints.

DISCUSSION

Both appreciation and concerns about the Qualicum Beach Airport have been brought forward to Council. Concerns vary from noise, flight training circuits, helicopter training and flight paths. In general, airports are under continued pressure to find ways to mitigate noise. A reduction of noise can be achieved by creating Noise Abatement Procedures, which Qualicum Beach implemented in 2015. Noise reduction can also be achieved by creating programs such as the Good Neighbour Program (GNP) implemented in Qualicum Beach in 2024. Noise Sensitive Areas, while not enforceable, can also support noise mitigation efforts.

The GNP was adopted in 2024, and pilots are generally observed by the Airport Authority to be

flying the GNP when safe to do so. In addition, Qualicum Beach Airport has Noise Sensitive Areas (NSAs) that are published in the Canadian Flight Supplement; currently these NSAs are located North of the Airport and a small portion South of the Airport (Rupert Road).

It is important to note that NSAs are not enforceable as they are not recognized by Transport Canada as a regulation or a requirement. It's also important to note that NSAs are not typically located within flight paths (at the end of runways). The primary reason for this is because it creates confusion for pilots on departure and arrival, as there must be a designated flight path in and out of an airport.

With the addition of Noise Sensitive Areas over Aldous Road, Cottonwood Drive, Hemsworth Road, and Rupert Road as shown on Appendix A, while maintaining a clear flight path (RWY 29), for departure and arrival, staff consider this will be a positive move forward to further mitigate noise disturbance.

Because NSAs are not enforceable staff are recommending that Council direct staff to continue to focus on NAP violation and curfew violation complaints.

FINANCIAL IMPLICATIONS

The Airport Manager and Deputy Airport Manager have been working on this initiative. The cost associated with this initiative will be funded within the Airport operation budget. No additional financial impacts have been incurred to date.

PUBLIC PARTICIPATION SPECTRUM (IAP²)

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
<ul style="list-style-type: none">• Provide balanced and objective data to assist in understanding issues, alternatives, opportunities, and solutions	<ul style="list-style-type: none">• Obtain feedback on analysis, alternatives, and/or decisions	<ul style="list-style-type: none">• Work directly with stakeholders to ensure concerns and aspirations are understood and considered	<ul style="list-style-type: none">• Partner with stakeholders in each aspect of the decision, development of alternatives, and identification of preferred solutions	<ul style="list-style-type: none">• Final decision making in the hands of the stakeholders

Public Participation Framework developed by the International Association for Public Participation – IAP² International.

INFORM:

- The public will continue to be advised of progress through the regularly scheduled Airport Committee of the Whole meetings.
- Any approved changes will be published to the Town's website.

STRATEGIC PLAN ALIGNMENT

Council’s Strategic Plan Focus Area(s) supported by this initiative:

- Good Governance: *To govern for the public interest of our community while managing competing interests, ensuring availability of transparent and accessible information, fostering respectful public engagement, and demonstrating ethical values.*
- Community Health & Wellbeing: *To improve the health and wellbeing of people who live, work and play in the Town.*

SUMMARY

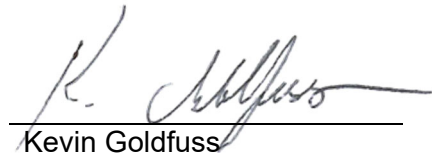
The Town of Qualicum Beach understands that some community members from various neighbourhoods are affected by aircraft noise, and over the years steps have been taken to mitigate noise disturbances. In 2015 the Town of Qualicum Beach implemented the NAP for turns to the North, and in 2024 the Town of Qualicum Beach implemented the GNP for turns to the South when safe to do so. New signs have been installed at the Airport, and the Airport Authority continues to educate pilots, both local and transient, on procedures and best practices. With the implementation of a VTPC, and additional proposed NSAs, the Airport Authority recognizes these efforts as another step forward on noise mitigation efforts in Qualicum Beach.

ALTERNATIVE OPTIONS

If Council chooses other options, and directs staff to investigate, staff will engage in further discussions with Transport Canada and NAV Canada as required.

APPROVALS

Report respectfully submitted by Kevin Goldfuss, Airport Manager



Kevin Goldfuss
Airport Manager
Report Author



Lou Varela, MCIP, RPP
Chief Administrative Officer
Concurrence

REFERENCES

Attachment 1: Proposed VTPC / NSA Map (Appendix 1)**APPENDIX 1**

