Minutes of the 4:00 pm Wednesday, December 3, 2025, Town of Qualicum Beach Committee of the Whole Meeting held in the Council Chamber, Town Hall, 660 Primrose Street, Qualicum Beach, BC

PRESENT:	Council:	Mayor Teunis Westbroek Councillor Scott Harrison Councillor Petronella Vander Valk Councillor Jean Young Councillor Anne Skipsey
ALSO PRESENT:	Staff:	Lou Varella, Chief Administrative Officer (CAO) Heather Svensen, Director of Corporate Services Kevin Goldfuss, Airport Manager Danielle Leurebourg, Deputy Director of Corporate Services Chelsea Currie, Corporate Services Coordinator

The Mayor called the Committee of the Whole meeting to order at 4:00 pm and acknowledged the meeting was being held on the traditional territory of the Coast Salish people and particularly the Qualicum First Nation.

ADOPTION OF THE AGENDA
The Committee adopted, by unanimous consent, the December 3, 2025, Committee of the Whole meeting agenda as presented.
CARRIED UNAIMOUSLY

Qualicum Beach Airport Quarterly Report
Kevin Goldfuss, Airport Manager, presented the Qualicum Beach Quarterly Report.

Councillor Skipsey MOVED and Councillor Young SECONDED, THAT the Committee of the Whole recommends to Council THAT Council receive the report titled “Qualicum Beach Airport Quarterly Report,” dated December 3, 2025, for information.
CARRIED UNANIMOUSLY

Airport Authority CAT4 Qualicum Beach
Councillor Skipsey MOVED and Councillor Vander Valk SECONDED, THAT the Committee of the Whole recommends to Council THAT Council receive the report titled “Airport Authority CAT4 Qualicum Beach,” dated December 3, 2025, for information.
CARRIED UNANIMOUSLY

PUBLIC INPUT OPPORTUNITY

The Mayor called for public input and invited speakers to address Council in the order they appeared on the sign-up sheet.

- T. Tobin provided comment on the following:
    - Public misconceptions regarding the recent petition and concern related to whether the participants were Qualicum Beach residents.
    - Noted not all residents wish to see changes that result in the airport being shut down.
    - The Noise Abatement Procedure (NAP), Good Neighbor Program (GNP) and voluntary compliance have not been effective in addressing noise concerns.
    - Noted the resident proposed new flight path would benefit pilots and residents.
- J. Little provided comment on the following:
    - Noted there were a few non-compliant pilots with excessive flights over properties occurring every few minutes on some days.
    - Shared that the City of Courtenay has implemented Prior Permission Required (PPR) practices which may help reduce circuit issues.
- D. Little provided comment on the following:

    - Shared that they did their due diligence prior to purchasing property, but what was true about the flights back then, is not today.
    - Expressed that touch and go aircraft have created concerns for livestock.
    - Suggested the petition in support of the airport is illegitimate and originated from a Regional District of Nanaimo resident.
- S. Willis provided comments on the following:
    - Suggested the Town action a Noise Abatement Committee, prohibition of circuits over residential areas, PPR, and (Visual Flight Rules Terminal Procedures Chart (VTPC).
    - Provided a snapshot of the 2-hour air traffic over their residence and joint letter signed by 15 Rupert Road/Garden Road/Qualicum Road (ALR areas) Residents.
    - An increase in air traffic has occurred since the GNP was actioned.
    - Request an enforceable flight path that would prevent pilots from turning south over Rupert Road/Pheasant Glen properties.
    - Suggested benefits could come from implementing the revised NAP as shown in the presentation and prohibiting training circuits and helicopter training over residences.
    - Shared her personal experience of how circuit training has affected her livestock and home enjoyment.
- J. Tudor provided comments on the following:
    - Prior to 2016 there was no issue; following the NAP implemented in 2016 pushed aircraft over Qualicum Woods.
    - Misconception that only a small number of residents are concerned.
    - GNP has helped over Qualicum Woods but is voluntary. Sealand Flight School adopted a path in effect prior to 2016 and a reduction in complaints has been noted.
    - Request for the Town to implement an amended NAP and make it a regulation.
    - Has an additional 180 signatures to bring to the Town Hall office tomorrow (additions from last petition).
- G. Willis provided comments on the following:
    - Concerns regarding the petition validity and its acceptance by Council.
    - Enquired about airport costs.
- D. Williams provided comments on the following:
    - The 2016 implementation redirected aircraft over Qualicum Woods, causing concern among many residents.
    - Suggested resident input should help guide changes in a new NAP.
    - The GNP is voluntary and not enforceable.
    - Requested an amended NAP following the Sealand route which is identical to the route in effect prior to 2016.
- C. Dowe provided comments on the following:
    - Noted there was a change to flight path 9 years ago.
    - Pointed out there were 63 additional signatures to a petition from Qualicum Woods residents.
    - Many Qualicum Woods residents are elderly and trying to age in place.
- F. Dowe provided comments on the following:
    - Shared his personal experience piloting aircraft at Qualicum Beach Airport and recalls there was no noise for Qualicum Woods or elsewhere when the sign instructing pilots to turn left was in place. The sign has since been removed under the instruction of the federal government.

- P. McDow provided comments on the following:
    - Object to the proposed FTPC and NAP as it would direct every flight over her home and would like to see something that doesn't isolate the burden to a select grouping of homes.
- D. Durant provided comments on the following:

    - Pointed out that of the 175 complaints were recorded, 112 complaints were related to residences in flight path, and 88 calls came from one single residence. Three of these complaints resulted in noise abatement violations.
    - Shared that training doesn't equate to noise and pilots are following the rules which is evident in the low number of violations.
- T. Provost provided comments on the following:
    - The Town should use their delegated authority from Transport Canada to enact change as there are many residents concerned about aircraft noise.
    - Voluntary programs like NSAs are not enforceable so residents are requesting an enforceable solution in an updated, expanded, and amended NAP.
    - The Qualicum Woods Residents Association has reached out to Transport Canada to request a meeting, and an invite is extended to the Town to attend.
    - Suggested Instrument Flight Rules and Visual Flight Rules be added to the NAP and that the aircraft height in the NAP be increased to 1500ft.
- M. Andrews provided comment on the following:
    - Sealand Flight/Vice President of the Flying Club shared they are happy with the changes Sealand has made to try to mitigate noise concerns.
    - Noted updates in electric aviation including flight schools being authorized to purchase and operate electric aircraft.
- T. Purzer provided comment on the following:
    - President of Qualicum Beach Flying Club that has been operating for 60 years with a membership of 150.
    - A petition is circulating in support of the airport with 3000 signatures and several of those supporters live close to the airport and are not affected by aircraft noise.
    - The large volume of noise complaints from aircraft leaves no room for other discussions including improvements.
- R. Filmer provided comments on the following:
    - Noted the grant funding opportunities that have been applied for and the investment in improvements at the airport.
    - Enquired on how effectively the improvements to the airport are attracting new business.
- S. Sword provided comments on the following:
    - Noted the many benefits of the airport and highlighted the complexity of the issue and need for collaborative solutions.
- J. Newstead provided comments on the following:
    - Is a regular customer of Iskwew Air and views the service as an important connection between Vancouver and Oceanside.

Councillor Harrison MOVED and Councillor Vander Valk SECONDED, THAT Council take a 5-minute recess.
CARRIED UNANIMOUSLY

MEETING RECESSES: 6:15 pm
MEETING RECONVENED: 6:25 pm
(Meeting reconvened with all of Council present)

- T. Fraser, Founder of Iskwew Air, provided comment on the following:
    - Shared that of the 7,000 passengers that travel between Vancouver and Qualicum Beach approximately ~60% are Qualicum Beach residents.
    - Noted that NAP and NSAs can be complicated as Aircraft noise is certain and redirecting traffic will impact people.
    - Suggested that removing the NAP and the NSA to allow air traffic to distribute itself.

    - Suggested implementing instrument Flight Rules along with strict departure and approach procedures that cannot be deviated from issued by Transport Canada.
    - Iskwew Air spent $400,000 at Qualicum Beach Airport in 2025 through lease fees, fuel, and Airport Improvement Fees (AIF).
    - AIF is the driver for increasing ticket prices and passed on to the traveler.
    - Objection to an increase in parking fees and would like passengers have a voucher for parking.
    - Without scheduled service there will not be grant funding eligibility for airport improvements.
- B. Smith provided comments on the following:
    - As a flight instructor at Sealand and executive of the Flying Club, spoke to importance of CAT4 in Westley Ridge Fire response.
    - Pointed out the $120 increase in flying school rates from previous year.
    - Enquired about changes to rates and user fees laid out within the Miscellaneous Rates Bylaw and requested confirmation there is no 'double dipping' on rates.
    - Noted that the date and time of this meeting impacts the ability of many young working adults to attend.
- G. Gannon, Skydive Vancouver Island, provided comment on the following:
    - Noted there is a petition of 3000 signatures in support of the airport.
    - Commercial operations benefit the Town (Sealand, Skydive Vancouver Island, Iskwew) as they garner provincial funding. If commercial operations leave, there will be no funding.
- A. Roberts provided comment on the following:
    - Resides near the airport and was the initiator of the petition which was signed by 3,000 petitioners including over 400 residents who reside in Qualicum Beach.
    - That a collaborative approach may result in a balanced solution that respects residents and supports airport operations and services.
- T. Whitfield provided comments on the following:
    - Shared that the airport brings tremendous economic benefit to the area.
    - Pointed out that although there are residents who may have purchased property next to the airport, the airport operations have changed over the years. (helicopter training, NAP flight path, etc.)
- B. Sturkeman provided comments on the following:
    - Suggested that helicopter training could be done outside of the Town as it can be ongoing for multiple hours and the circling of aircraft can become annoying.

Further Expansion of the Noise Sensitive Areas and VTPC
Councillor Harrison MOVED and Councillor Young SECONDED, THAT Committee of the Whole recommend to Council 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*.

CARRIED UNANIMOUSLY

Councillor Young MOVED and Councillor Skipsey SECONDED, THAT pursuant to Council Procedure Bylaw No. 733, 2019, the meeting be extended beyond the 3-hour time limit.

CARRIED UNANIMOUSLY

Mayor Westbroek called a final time for any input from the public.

- F. Dowe provided comments on the following:
  - Concerns regarding circuit training.
- T. Provost provided comments on the following:
  - Noted that the NSA is not enforceable and the NAP is enforceable.
- T. Whitfield provided comments on the following:
  - Shared that the flight path at top of the hill is loud and expressed his desire for a quick transition to electric aircraft.
- S. Sort provided comment on the following:
  - Suggested pilots' association and lawyer experts have done a disservice by TC.
- B. Smith provided comments on the following:
  - Sealand offers night ratings which often require repetitive circuits for license issuance and restricting circuits would negatively affect students.
- D. Williams provided comments on the following:
  - Shared her experience reporting violations to Transport Canada noting that a report requires a description of the plane, call number and time making it difficult to provide a complete report.
- C. Dowe provided comments on:
  - Concern that circuit training has made real estate less desirable when selling.

ADJOURNMENT
Councillor Skipsey MOVED and Councillor Vander Valk SECONDED, THAT the Committee of the Whole adjourns the December 3, 2025, Committee of the Whole meeting.
CARRIED UNANIMOUSLY

MEETING ADJOURNED: 7:32 pm

Certified Correct:

ORIGINAL SIGNED	ORIGINAL SIGNED
Heather Svensen Director of Corporate Services/Deputy CAO	Teunis Westbroek Mayor