



## **Responsible Aerodrome development?**

Transport of Canada has proposed a consulting process for the establishment or expansion of all aerodromes within Canada. If you fly, it will affect you. It is an onerous and expensive process that will not only restrict aviation, but will add substantial costs to the operating expense of each and every aerodrome or airport. The NPA (Notice of proposed amendment) is titled “Responsible Aerodrome Development.” I will outline it for you; if you want to read the original document; (I encourage you to) here is the URL:

<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/2/npa-apm/actr.aspx?id=7&aType=1&lang=eng>

*The Government of Canada has exclusive jurisdiction over aeronautics and has established a legal framework through the Aeronautics Act (the Act) and the Canadian Aviation Regulations (CARs), which set robust safety requirements for the civil aviation industry. The Act provides the Governor in Council with the authority to make regulations with respect to the location, inspection, certification, registration, licensing, and operation of aerodromes. In addition, recent amendments to the Act provide the Governor in Council with the authority to make regulations with respect to consultations.*

*The Minister may only prohibit the development of an aerodrome for safety reasons or if it is in the public interest.*

The above statements are taken from the NPA and outline Transport Canada's responsibility as it stands today. An aerodrome is any surface that an aircraft can land on and the necessary maneuvering area adjacent to it. If I land my aircraft in a field, a lake or a lane it is an aerodrome. An airport is a certified aerodrome that meets a series of Transport's requirements to aid in the safe operation of aircraft. By definition all airports are aerodromes but not all aerodromes are airports. Generally, airports are larger aerodromes because most small aerodromes cannot justify the expense of complying with airport requirements.

Transport maintains responsibility for aeronautics as well as harbors and railroads because they are considered in the national interest and would become inoperative if all local opponents were allowed to exercise an uninformed political view. The proposed amendment will require the aerodrome operator to engage the public. It is estimated within the NPA that the range of cost for a small registered or unregistered aerodrome will be a one time charge of \$6,000 to \$15,000. They go on to state that small is considered to be 100 employees or less and with a gross annual revenue of between \$30,000 and \$5 million.

This consultation process must be implemented when a new aerodrome is to be established or changes to the existing level of service at an aerodrome are to be undertaken in a non built-up area if,

1. It is within 4 km of a built up or protected area.

2. It is within 30 nautical miles of a registered or certified aerodrome.

The consultation process need not be implemented if,

1. It is an ad hoc aerodrome (used less than 30 days a calendar year).
2. Modifications do not result in a change to existing levels of service.
3. Aerodrome used solely for agricultural operations.

**Pre-Consultation** You must Notify Nav Canada and Transport Canada of proposal regardless of the requirement to conduct a public consultation.

### **Consultation Process**

1. Advise local land use authorities and nearby registered and certified aerodromes.
2. Public notification of an upcoming consultation of a proposed aerodrome development. Must be mailed or hand delivered. Advise it is not junk mail.
3. Ensure that public notification provides at least 30 days for written public comment.
4. Public Notification must include:
  1. General description of the purpose of the aerodrome development,
  2. Proposed location including civic address, geographic coordinates and a picture,
  3. Environmental status under the Canadian Environmental Assessment Act,
  4. Detailed scope of the development work, with description of changes to the facility,
  5. Attestation that the installation will adhere to local building and fire codes,
  6. Attestation that Nav Canada, Transport Canada, local land use authority's registered and certified aerodromes and the local public are being engaged in the consultation process,
  7. Notice that the consultation process is displayed on Transport Canada's web site,
  8. Closing date for submission of written public comments.

**Newspaper Notification** is required and there are another 6 items detailing how notification is to be done.

**Signage** is required with a further 6 items about your sign and what your sign must have on it.

**Community Information Session** is then dragged out in excruciating detail of how, when, where and with whom you will consult. This section takes up about 2 pages of details. It also states that you must justify why you need an aerodrome and why you can't use another. This is like justifying why you can't use your neighbor's driveway rather than putting in your own. According to Transport Canada this whole process should be completed within 111 days. At the end a final public record of the details will be produced and made available on request for 5 years.

If a resolution can not be reached Transport Canada can be requested to intervene and they will make a decision within 60 days.

After I read this NPA, I was reminded of a world history professor's remark that Rome didn't fall because they couldn't support the army but rather because the bureaucrats forced it into insolvency.

What can you do? Our best hope is that everyone will write to their MP and the Minister of Transport expressing their own personal reasons why this politically driven NPA is a bad idea and that it should be withdrawn. I've included a form letter for those who are pressed for time to copy and send in to your MP and the Minister of Transport. Remember if you are going to use snail mail you do not have to put a stamp on the envelope; its free if you are sending the letter to the MP.

**Form letter body**

To: Hon.Minister of Transport or Member of Parliament

Re Notice of Proposed Amendment (NPA): Responsible Aerodrome Development #2013-014

I am writing to you today to express my displeasure and disagreement with the following Canadian Aviation Advisory Council (CARAC) Notice of Proposed Amendment (NPA) “Responsible Aerodrome Development”.

“Responsible Aerodrome Development” is so badly flawed that it should be withdrawn. Poorly written nonenforceable legislation creates confusion and ultimately harms rather than enhances the basic fabric of the nation.

No other use of my personal property comes under such ill advised scrutiny. This NPA will reduce the personal freedom by restricting the use of my property. This freedom has been in place since aviation began, but is now being threatened by making it so onerous, and expensive that no one will bother. Local grass air strips will eventually be eradicated by bureaucratic strangulation.

The regulations that are in place for the development of private air strips have been working well. There are the occasional abuses of the aerodrome but all should not have to pay for the abuses of a few. If Transport was truly concerned about safety, the few abuses of the system would be addressed rather than generating a one size fits all approach. You can kill flies with a sludge hammer but its not very economical in the long run.

Due to the flawed NPA I would like the Minister of Transport the Honorable Lisa Raitt to withdraw this NPA or at very least send it back to the CARAC committee for a complete rewrite.

Sincerely yours:

<Your Name>

**Contact Information**

**Your response must go to CARAC** to be considered in the NPA rewrite. You can also send copies to your MP, the Minister of Transport and anyone else you think is appropriate, but CARAC is the required recipient. You can use email or snail mail.

If you email, put “NPA - Responsible Aerodrome Development” in the subject line

If you snail mail add ‘NPA - Responsible Aerodrome Development’ on the outside of the envelope in the bottom left corner. Don’t forget to allow extra time.

**To CARAC** before April 8 send email to [carrac@tc.gc.ca](mailto:carrac@tc.gc.ca)

**Snail mail** before April 8<sup>th</sup>, don’t forget to allow extra time.

To: Mélanie Drouin

Manager, Canadian Aviation Regulations Advisory Council  
Transport Canada | Transports Canada

Place de Ville, 330 Sparks Street, AARBH  
Ottawa, Ontario K1A 0N5

**To your Member of Parliament**

Find your local MP and his/her contact information at:

[www.parl.gc.ca/Parlinfo/Compilations/HouseofCommons/MemberByPostalCode.aspx?Menu=HOC](http://www.parl.gc.ca/Parlinfo/Compilations/HouseofCommons/MemberByPostalCode.aspx?Menu=HOC)

If you send a letter to your MP via snail mail, send it to the House of Commons address in Ottawa, or their constituency office and you will not need postage.

Mail your MP on the Hill at:

- Insert MP's name -  
House of Commons  
Parliament Buildings  
Ottawa, Ontario  
Canada  
K1A 0A6

For example: snail mail Lisa Raitt:

The Honorable Lisa Raitt  
House of Commons  
Parliament Buildings  
Ottawa, Ontario  
Canada  
K1A 0A6

Email her at [lisa.raitt@parl.gc.ca](mailto:lisa.raitt@parl.gc.ca)

Her constituency office is at  
86 Main Street East (Main Office)  
Milton, Ontario  
L9T 1N3

If you send your response as an email attachment, please write a simple statement of support for the of COPA , UPAC and EAA CDN Council in the body.

Send a copy to EAA CDN Council to [edwardlubitz@gmail.com](mailto:edwardlubitz@gmail.com)

Or by snail mail to:

907289 Twp Rd 12, RR#4  
Bright, ON  
N0J 1B0

Send a copy to COPA to [pgilligan@copanational.org](mailto:pgilligan@copanational.org)

Or by snail mail to:

71 Bank Street, 7th Floor,  
Ottawa, ON,  
K1P 5N2

Send a copy to UPAC to [klubitz@upac.ca](mailto:klubitz@upac.ca)

Or by snail mail to:

907289 Twp Rd 12, RR# 4

Bright, ON

N0J 1B0

Edward Lubitz

EAA Canadian Council

Remember we are all in this together!