

Noise & Traffic Management Policy at CYOO

(Revised January 2016)

i. Progressive Noise & Traffic Management

Oshawa Executive Airport prides itself on our progressive Good Community Neighbour Policy as we seek to find the balance between the essential service that the airport provides and the sensitivity to aircraft noise. A great example of this can be found in our Evening Curfew Program, which allows essential flights like police, medical and industrial emergencies while limiting non-essential flights.

Our Airport Community Liaison Committee plays an important role in this process and consists of members from the community and aviation users to provide the broadest possible perspective. As the community around the airport continues to grow and utilization of the airport increases, we will continually seek to define the term “Good Community Neighbour” and bring forward innovative progressive strategies to meet this objective.

As part of our commitment to the community, the following procedures have been established in cooperation with our flight schools and airport users to minimize the noise and traffic impact.

- ***Night Operational Limitations***
Between the hours of 10:30pm and 6:30am, only police, medical and industrial emergency flights are permitted to land and take off from the Oshawa Executive Airport. Airport tenants with aircraft based at the Oshawa Executive Airport are permitted to land between the hours above, but are not permitted to take off, independent from police, medical and industrial emergency flights.
- ***Preferential Runway Use***
Runway 30 (aircraft depart from the southeast to the northwest over Thornton and Taunton Road.) is the preferential runway at the Oshawa Executive Airport. Aircraft will use this runway when the winds are blowing from a heading of 210° (incrementally) to 030° at up to 5kts (9.26 km/h).
- ***Departure Procedures***
Aircraft leaving the Oshawa Executive Airport will continue to fly on the Runway heading until they reach 1,000 ft above sea level (ASL) (540 ft above ground level (AGL)) before they turn off the Runway heading.
- ***Arrivals Procedures***
Aircraft flying into the Oshawa Executive Airport will remain at least 1,000 ft above sea level (540ft above ground level) before making the turn for their final approach for landing.

ii. Flight Training Restrictions (Includes Private Aircraft)

- Prior permission by the Airport Manager is required for all flight training including private and commercial pilot recurrent training.
- A maximum of 12 aircraft are permitted in the circuit for training purposes on Runway 05/23 at any given time.
- Flight training aircraft will not utilize a touch-and-go departure pattern on all runways after 4:00pm on any Saturday or Sunday.
- During the holiday long weekends, circuit training is not permitted on the Sunday or Monday on all runways.
- Taxiway Charlie was established to facilitate the efficient use of Runway 05/23 particularly during periods when touch-and-go departures are not permitted.
- An earthen noise berm was constructed at the north east corner of the airport to mitigate ground based noise associated with the new Hangarminium development.
- An earthen noise was constructed at the south limit of the airport to mitigate ground based noise affecting the new Stephenson Road housing development.
- An earthen noise berm is being constructed at the south east limit of the airport to mitigate ground based noise affecting the Jane Street area residents.