

*Honourable members of the Standing Committee on Transport, Infrastructure and Communities:*

*Our community, adjacent to the Ottawa International Airport, experiences an unacceptable level of noise from light aircraft providing flight training (31,00 flights in 2016). This is a similar problem to that experienced by other communities, some of which have presented their concerns to your committee. The number of training flights in Ottawa has been increasing each year.*

*The overall issue of noise, and the risk of in-air collision, is addressed in our report that has been submitted to the committee.*

*The requirements for flight training is currently the purview of the private sector, and without any regulations these businesses (and flying clubs), understandably, choose the most convenient locations without any consideration of the impact of their operations on adjacent communities. The result is conflict between the business (flying club), the airport and the community. It is a conflict that is very significant to many communities and it is becoming more severe each year.*

*In our opinion, the training of pilots should be a Public-Private Partnership (PPP) with the Federal Government providing overall guidance that addresses the chronic pilot shortage and the civil infrastructure that takes into account the protection of adjacent communities as well as pilot training, while the private sector provides the expertise, classroom and in-flight training and aircraft and support personnel and facilities.*

*Guidelines for flight training would be put in place that encourages the use of rural airports, as was the case during WWII, and discourages the use of urban airports where the flights must occur over densely populated areas. This deployment would additionally enhance the economy of rural areas. The solution would require an investment by the Federal Government in the infrastructure of these rural airports.*

*The Federal Government would also provide a consistent approach to managing the conflicts between the businesses (flying clubs) and the adjacent communities.*

*Rules for hours/days acceptable for flight training, for example, vary from airport to airport or, as is the case at Ottawa, do not exist.*

*Thank you for your consideration of this recommendation.*

*Sincerely*

*William Baird*