



HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
CANADA

# Alistair MacGregor

MEMBER OF PARLIAMENT - COWICHAN-MALAHAT-LANGFORD

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August 24, 2017

The Honourable Marc Garneau, P.C., M.P.  
Minister of Transport  
330 Sparks Street  
Ottawa, Ontario  
K1A 0N5

***Re: Class F designated airspace issue in Cowichan-Malahat-Langford riding***

Dear Minister Garneau,

I am writing on behalf of constituents who are dealing with the ongoing issue of low-flying small aircraft in the Chemainus/Westholme area of my riding that is designated Class F airspace for flight training. The increase in flight traffic and the low altitudes flown for training purposes has dramatically and negatively affected their quality of their life and the enjoyment of their properties.

I recently held a town hall meeting to bring all parties affected together for a general discussion on this issue. In attendance as guest panelists were representatives from Transport Canada and NAV Canada. Representatives from flight schools, representatives from the Nanaimo, Duncan and Victoria airports, active and retired pilots, and the general public were all in attendance in the audience. The hope for this meeting was that all parties could come together for some sort of temporary compromise for a resolution to the issue and to have me bring to you the results of suggestions that were made for your review and consideration.

I acknowledge that there is a high demand for more pilots here in Canada as well as all over the world and that Canada seems to be the destination of choice for flight training. Canada's flight schools, including the ones that operate in my riding, are a key component to keep up with this demand. The demand has led to the high use of the designated flight training space on south Vancouver Island.

As you are aware, flight training often involves maneuvers where a single plane will circle numerous times over the same area. Some practices, such as stalled engine procedures, can be quite noisy when the plane's engine speed increases after a restart in order to regain altitude. Constituents in the area have had to endure low altitude passes over their properties during emergency landing practices in a local farmer's field. One constituent has told me of how he has been hospitalized due to a nervousness

issue related to fears of plane crashes from these low-altitude maneuvers. There have been counts of 45-50 planes per day in the affected area, during all hours of the day and during night for night training.

I have received reports from Transport Canada that there is another designated flight training area that is being considered as a possibility in the south Vancouver Island region. This information was received with great enthusiasm at the community meeting, and many expressed hope that this may happen in the very near future. I would certainly welcome any news your department can provide on this matter.

Other suggestions that came out of the community meeting related to the possibility of amending the size of the current flight training area in order to take note of increasing populated areas. This region is experiencing a growth in population and is not as uninhabited as it was when the airspace was first designated. It may also be a good idea to place restrictions on the hours of the day when planes can fly in the area or limiting the number of planes that can fly in the area per day. This could give residents some certainty on when they can expect low-flying air traffic in the area and when they can expect to enjoy peace and quiet.

It was also noted that some residents are experiencing frustration with Transport Canada's complaint process and investigation into matters. The current complaint process requires evidence of an offence by the complainant, such as plane identification numbers and proof of altitude. When planes lack identification numbers on their bottom and instead have markings on their sides, it can be quite difficult to obtain this information. For people on the ground it is impossible to supply proof of altitude, as photos are not accepted as proof, and computer programs are ruled out as inaccurate.

Minister, the *Aeronautics Act* gives you considerable powers and authority to make regulations relating to aeronautics, including but not limited to noise emanating from aerodromes and aircraft, the conditions under which aircraft may be used or operated, and the classification and use of airspace. A solution is needed for problems arising from the current use of the training airspace in my riding. Flight schools, pilots, and the airline industry are benefitting from the surge of pilots needed, but the constituents in this area of my riding are suffering in their quality of life and the enjoyment of their homes. I am requesting your assistance in this matter; I hope the classification and use of airspace in this area is looked at by Transport Canada in great detail and with a sense of urgency. It would also be appreciated if Transport Canada can provide opportunities for the public to learn about this work.

I have included some pictures that were presented to me that demonstrate some of the issues I speak of in this letter for your reference. I very much appreciate your attention to this issue and look forward to your response.

Sincerely,



Alistair MacGregor MP  
Cowichan-Malahat-Langford

Cc: Constituents

AM/lf UFCW 232



**CGTPY** 3D VIEW

**FLIGHT STATUS**

**YYJ** **N/A**

VICTORIA  
PDT (UTC -07:00)

DEPARTURE		ARRIVAL	
SCHEDULED	-	SCHEDULED	-
ACTUAL	10:02	ESTIMATED	17:23

**AIRCRAFT DETAILS**

TYPE  
N/A

REGISTRATION	MODE-S CODE
C-GTPY	N/A
SERIAL NUMBER (MSN)	AGE
N/A	N/A

**FLIGHT DETAILS**

CALIBRATED ALTITUDE	VERTICAL SPEED
0 ft	
GPS ALTITUDE	TRACK
N/A	146°

**Speed & altitude graph**

GROUND SPEED	TRUE AIRSPEED
110 kts	N/A
INDICATED AIRSPEED	MACH
N/A	N/A

WIND	TEMPERATURE
N/A	N/A

FIR / UIR

flightradar24

**CGTDK**  
Private owner  
2531 ft, 203 km/h

Victoria (YYJ)  
Not Available

Cessna 172S Skyhawk SP  
C-GTDK

© Jid Webb

3D

**CGWLY**  
Private owner

flightradar24  
LIVE AIR TRAFFIC

**Recent C-GWLY flights**

CALIBRATED ALTITUDE <b>200 ft</b>	VERTICAL SPEED <b>0 fpm</b>
GPS ALTITUDE <b>N/A</b>	TRACK <b>280°</b>
GROUND SPEED <b>108 km/h</b>	TRUE AIRSPEED <b>N/A</b>
INDICATED AIRSPEED <b>N/A</b>	MACH <b>N/A</b>

**Speed & altitude graph**

Time (UTC)	Altitude (Feet)	Speed (km/h)
17:05	~200	~40
17:11	~900	~160
17:17	~600	~120
17:23	~800	~140
17:30	~200	~40

WIND  
**N/A**

TEMPERATURE  
**N/A**

FIR/UIR  
**VANCOUVER**

3D view Route Less info Follow Share