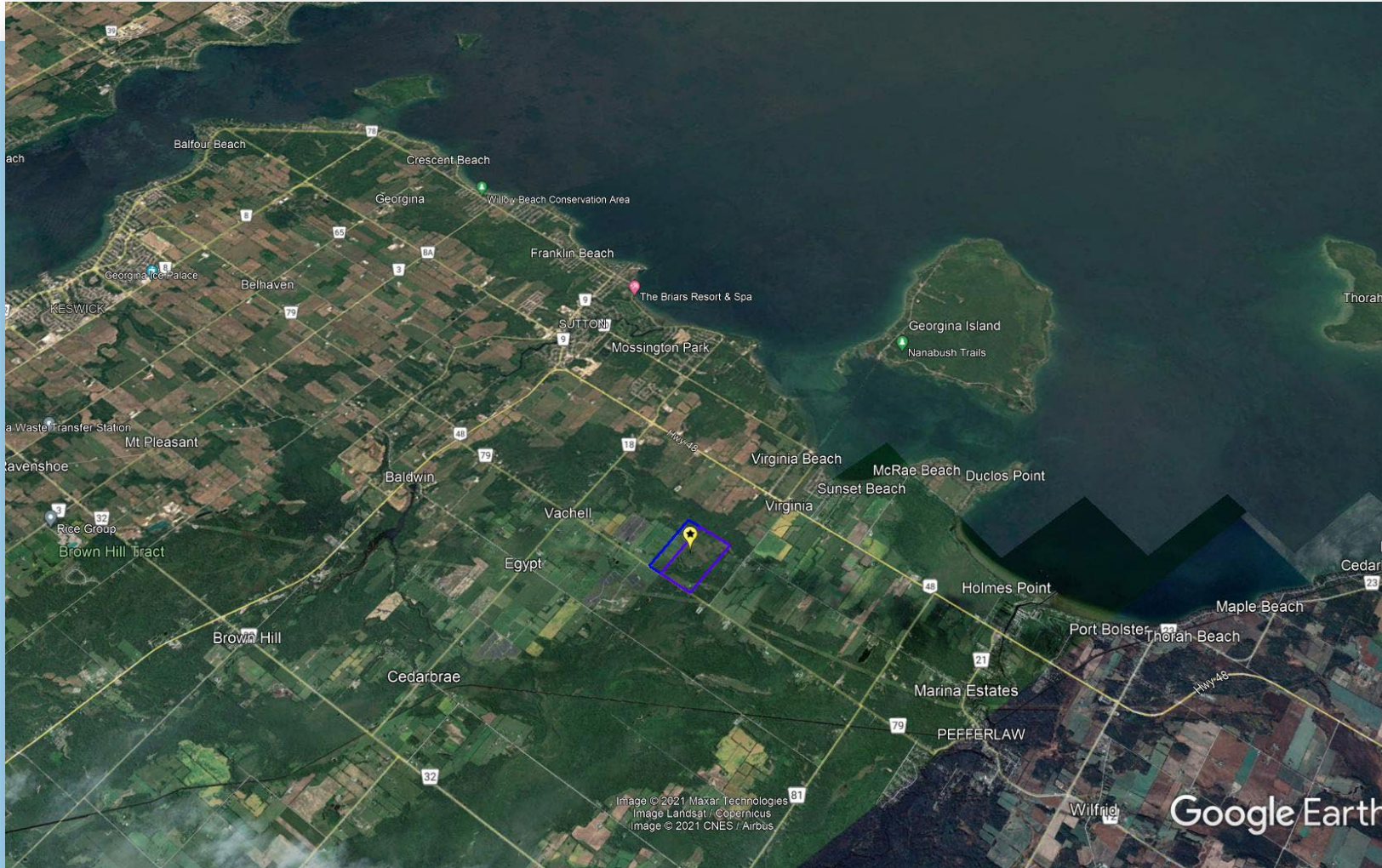


Proposed New Aerodrome



Town Council Briefing – December 15, 2021



Investor/Development Team

SUTTON AIRPORT DEVELOPMENT INC.

- Maurizio Marchioni
- Wilf Goldlust
- Harvey Frisch

PROJECT OBJECTIVE

- Alternative to Buttonville Airport – Imminent Closure of this Airport Displacing Aircraft/Pilots
- Long-term Potential to Contribute \$5-10+ Million to local economy and approx. 50-100 Jobs
- Contribute to Municipal Tax Base
- General Aviation Generates Significant Economic Benefits - \$2.2 Billion (Canada Wide, COPA)
- Each Airport Based Aircraft has potential to contribute \$68,500/year in GDP and 0.57 FTE to communities (COPA)

Technical Advisors



Avia NG Inc.

- Airport Planning and Engineering

Beacon Environmental

- Natural Heritage Studies (NHS)

ARA (Arch-Research Associates Ltd.)

- Stage 1 Archaeological Assessment
- First Nation (FN) Engagement

Peto MacCallum Ltd.

- Geotechnical and Soils Testing

WMI & Associates Ltd. & Wilson Associates

- Functional Servicing Report including SWM
- Hydrogeological Assessment

Project History



Spring 2020 – Feasibility Study to assess proposed site for general aviation airport. Scale of facility like Buttonville with up to 2 runways and ability to cater to small/medium sized single and twin-engine aircraft. Facility could also offer turf facilities for smaller ultra light aircraft and potential sky diving operations.

Summer 2021 – Initiate Engineering, Environmental and Stage 1 Archaeological Studies to develop preliminary engineering drawing, environmental impact mitigation strategies and to inform the Canada Aviation Regulations CARS 307 Aerodrome Consultation Process.

Fall 2021 – Conduct Pre-consultations with NAV CANADA and Transport Canada.

November 2021 – March 2022 (Est.) – Conduct Consultations under CARs 307 including publication of the Summary Report.

2022-2025 - Complete Engineering, Environmental and any other work proposed under the CARs 307 Summary Report and proceed with construction.

Approach to Design and Construction

Airfield Design

- Latest Transport Canada Airport Design Standards and Best Practices (TP312 5th)
- CAR 307 Aerodrome Consultation

Landside/Groundside Facilities

- Latest Municipal Design Standards (Town of Georgina Engineering Design Standards, York Region)
- Access Roads, Street Lighting, and Utilities

Environmental

- Compliance with federal requirements as identified through Natural Heritage Studies:
 - Fisheries Act/Migratory Birds Convention Act/Species at Risk
- SWM Quality and Quantity & Erosion, Sedimentation Control and Water Balance to LSRCA requirements
- Provincial requirements based on best practices and good neighbour approach

Archaeological

- Stage 1, 2, 3 as required through field assessment and First Nation Engagement

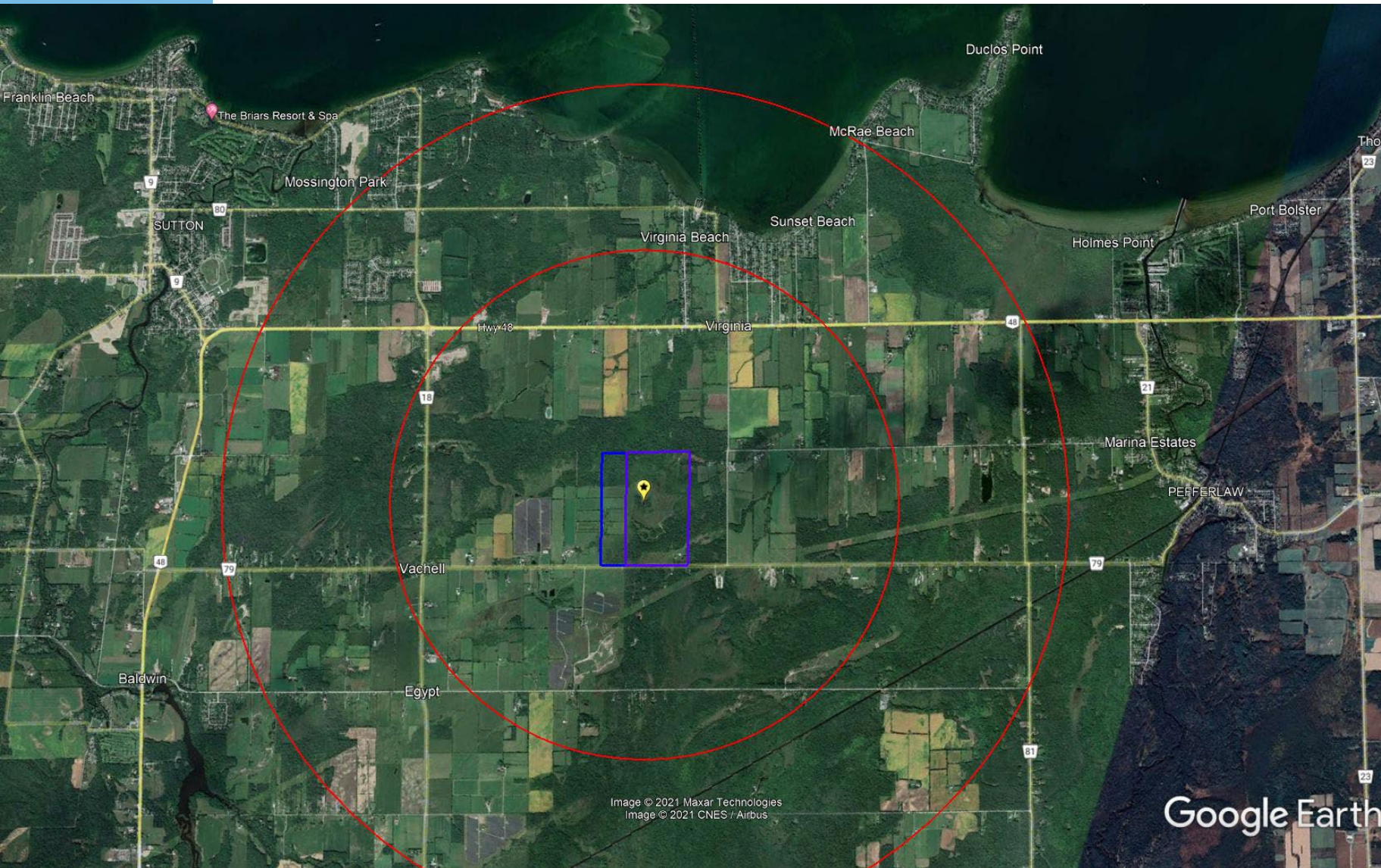
Aerodrome Features



Key Features (and some Differences Compared to Baldwin):

- Year-round access
- 2 runways >95% wind Usability
- Paved surfaces
- Lighting for night
- Designed to Latest Transport Canada standards
- Longer runway 3250 ft vs. 2460 ft.
- Accommodate wider variety of aircraft users consistent with Buttonville Airport

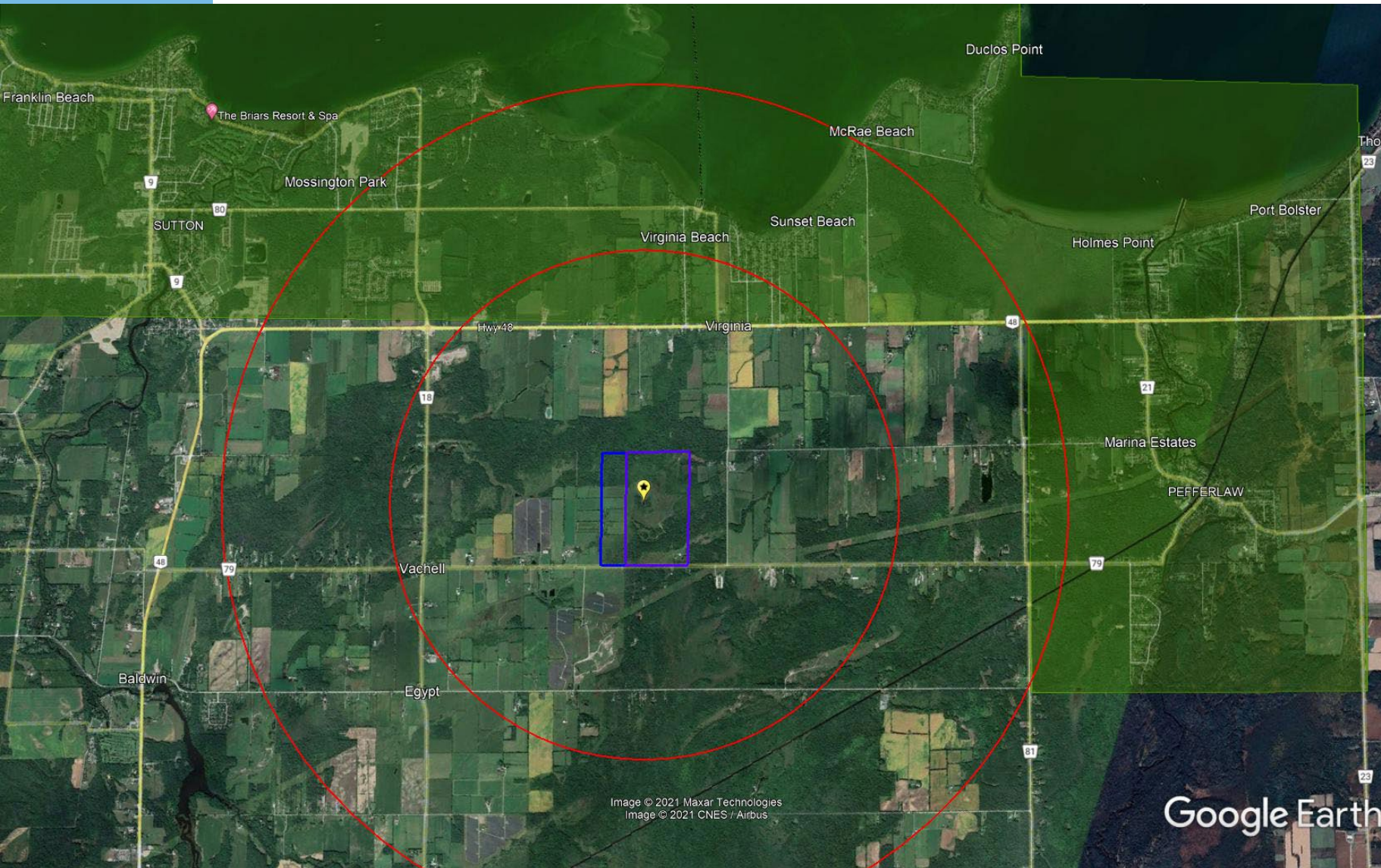
Proposed Features/Impact Mitigations



Proposed Aerodrome Location

- 3 km and 5km Circles
- General Location Reference

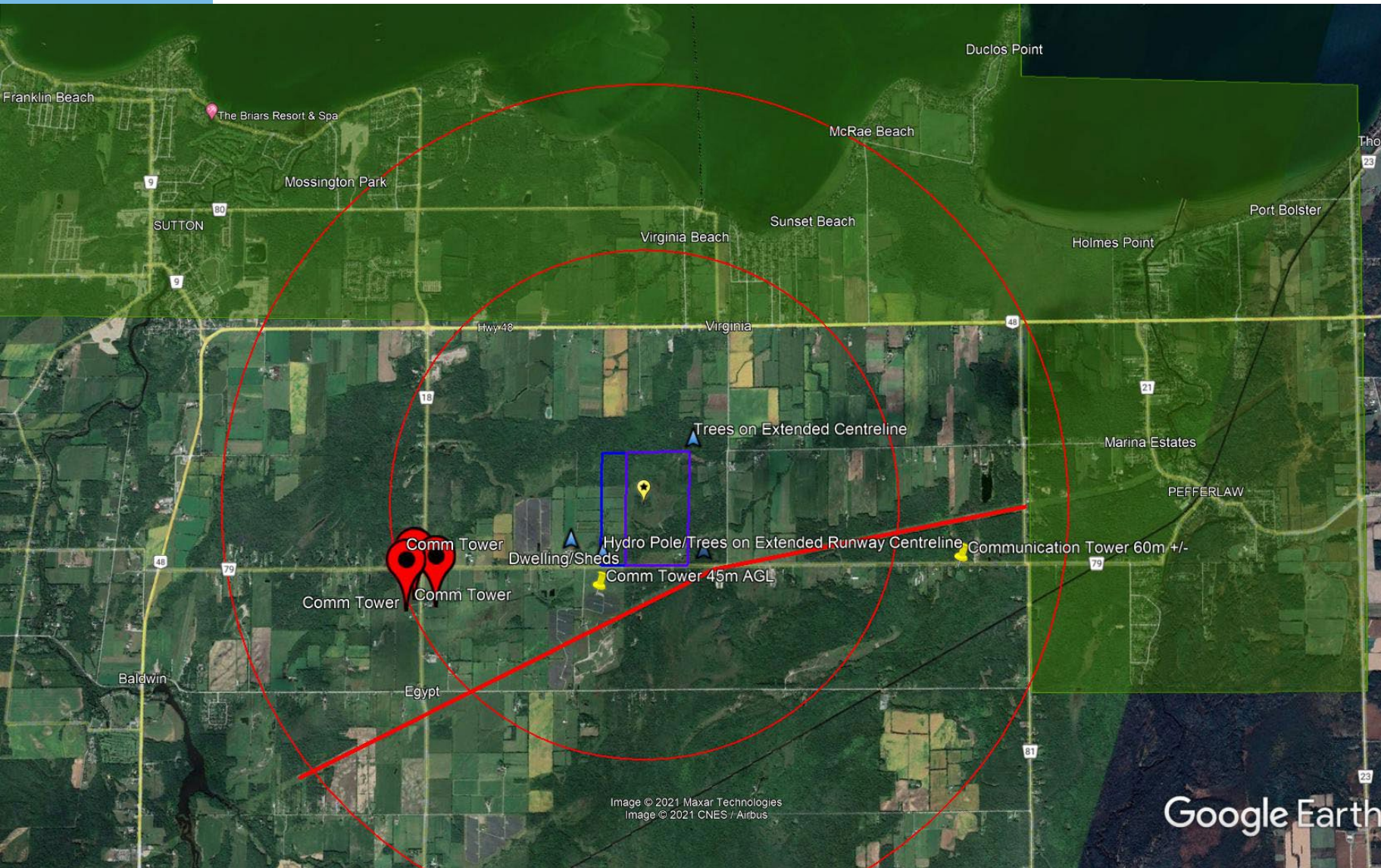
Proposed Features/Impact Mitigations



Noise Sensitive Land Uses

- Transport Canada TP1247
- Residential Communities
- Southern Shore of Lake Simcoe

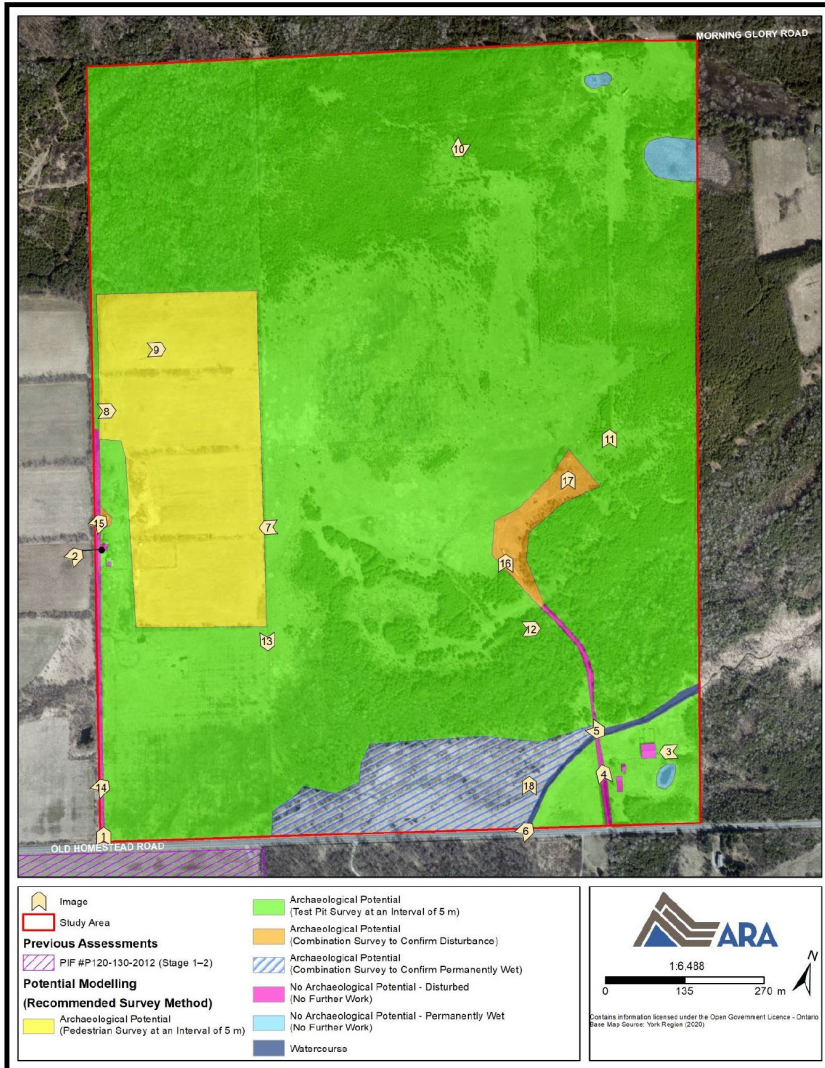
Proposed Features/Impact Mitigations



Airspace Constraints

- Towers
- Dwellings
- Power Lines
- Trees

Proposed Features/Impact Mitigations

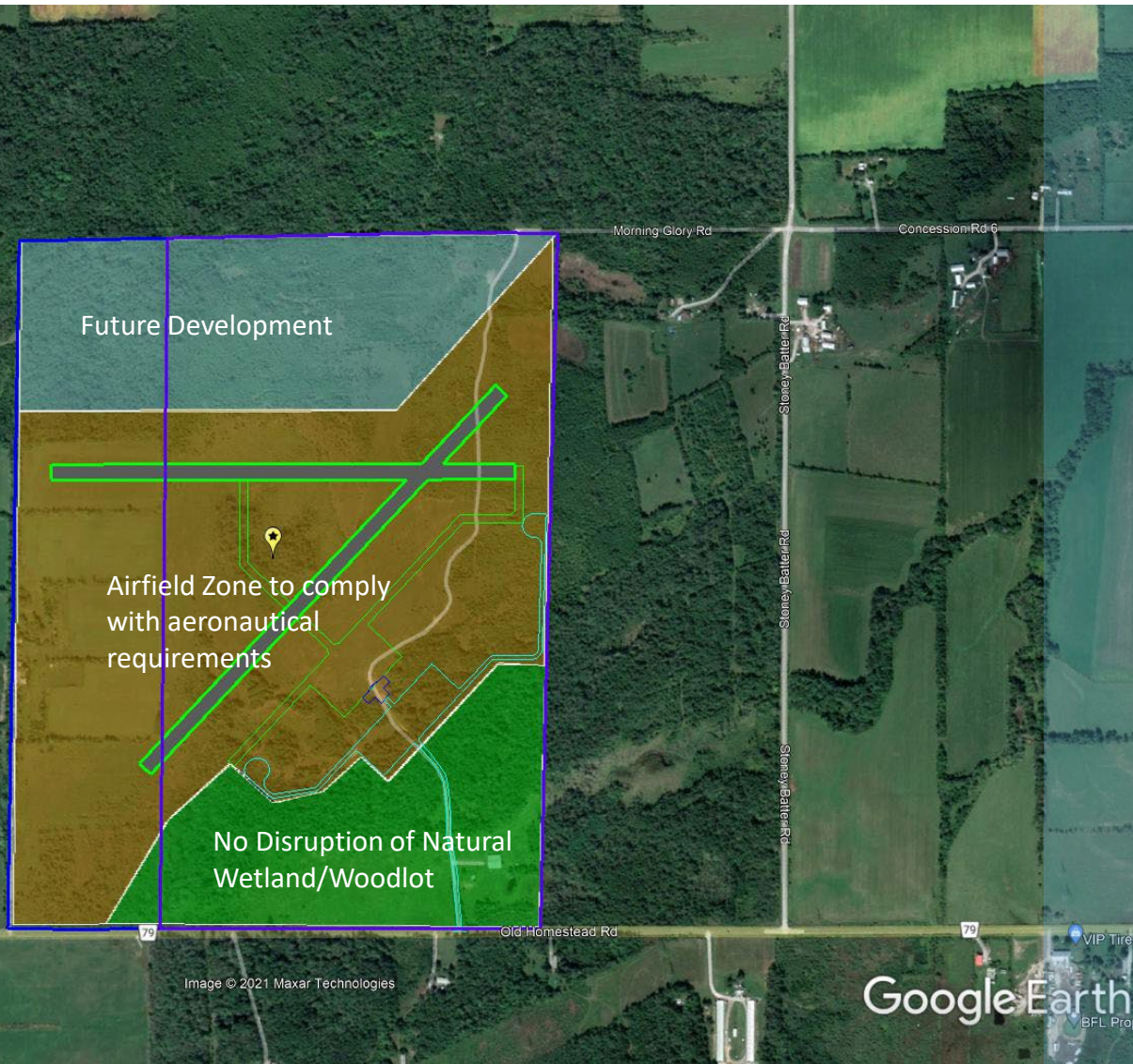
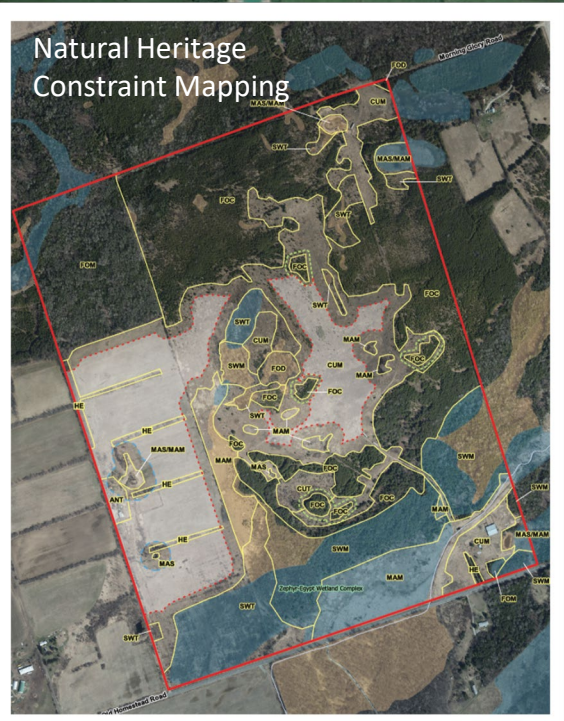


- Alderville First Nation (AFN);
- Beausoleil First Nation (BFN);
- Chippewas of Rama First Nation (CRFN);
- Curve Lake First Nation (CLFN);
- Georgina Island First Nation (GIFN);
- Hiawatha First Nation (HFN);
- Huron-Wendat Nation (HWN); and
- Mississaugas of Scugog Island First Nation (MSIFN).

Stage 1 and Proposed Stage 2 Archaeological Assessment Limits

- Stage 1 Completed and to be Circulated
- 8 First Nations Invited to Engage and Participate
- Record of Indigenous Engagement Documented
- Recommendations for Stage 2

Proposed Features/Impact Mitigations



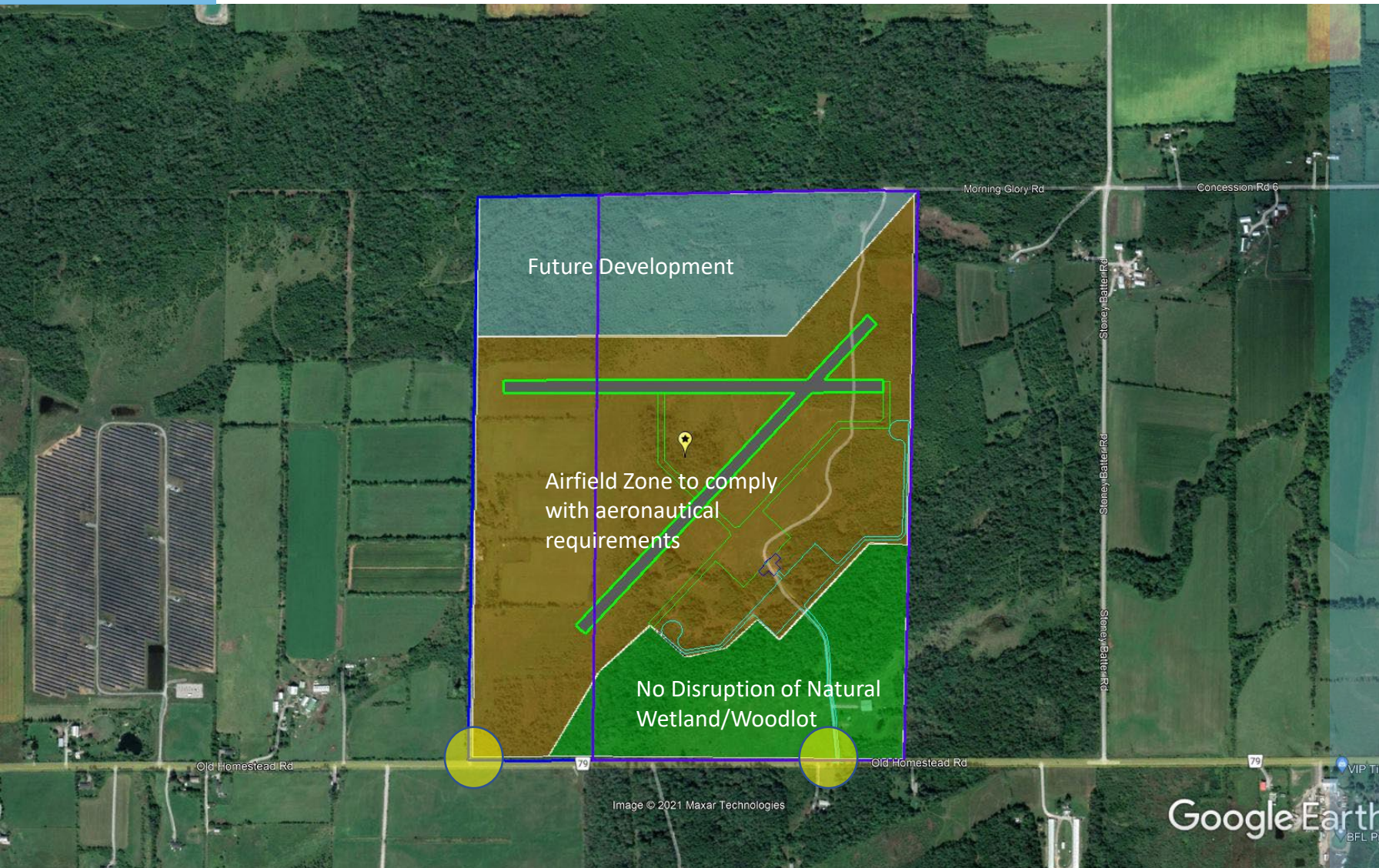
Wetland Protection

- Southern Limits un-disturbed (flood plain/wetland)
- Wetland Impact Mitigation and Compensation Planning (Work with LSRCA/MNRF/Provincial Parks)
- Airfield Layout Being Optimized to Minimize Disruption
- Subject to further field surveys and consultations (2022)

Agricultural Uses

- Being assessed as part of geotechnical study and Stage 1 Assessment
- Generally Compatible with Airports

Proposed Features/Impact Mitigations



Soil Protection and Management

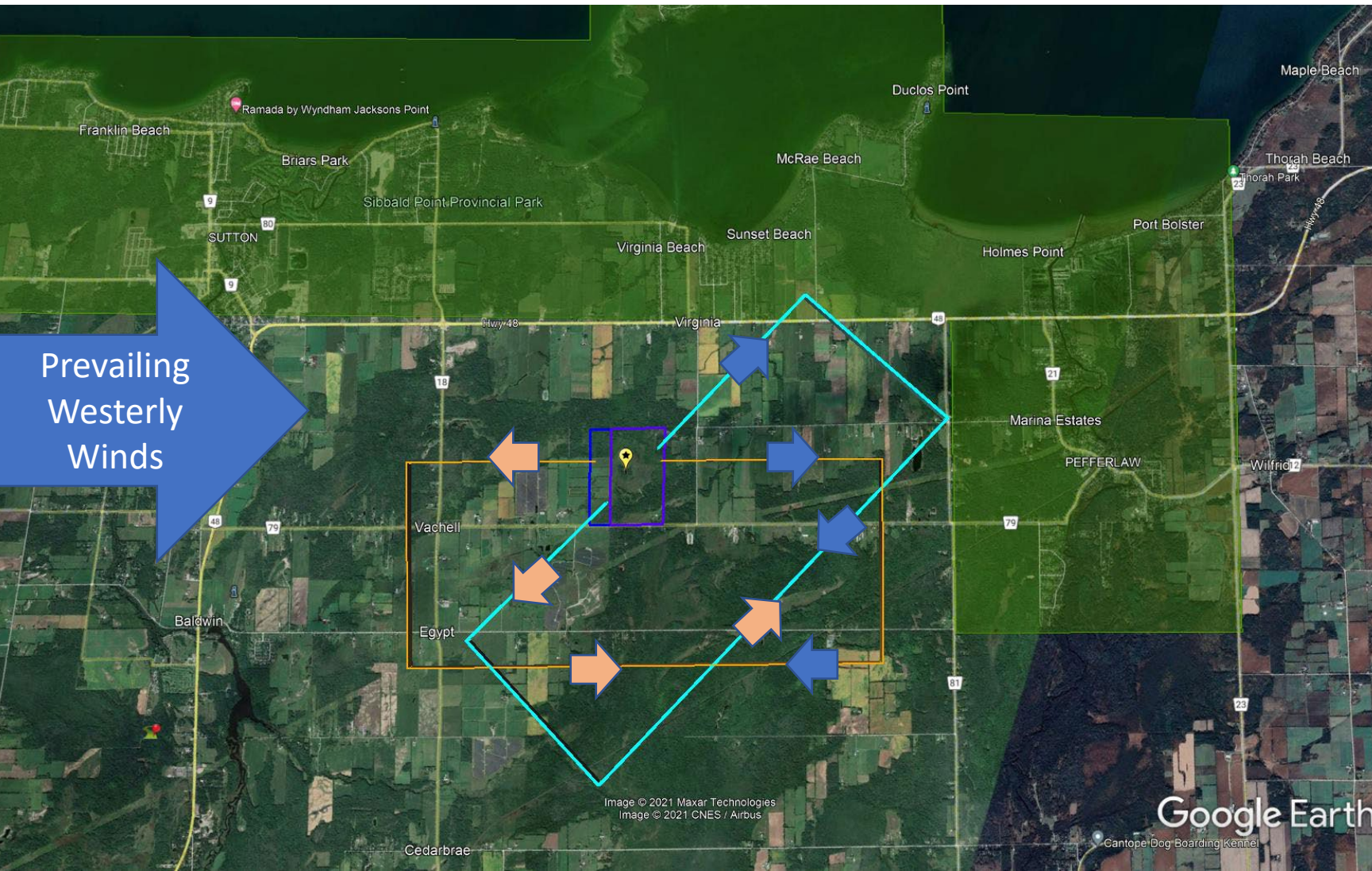
- Re-use of existing soils on the project.
- Importation of fills to comply with latest soil testing requirements (Regulation 406/19 under the Environmental Protection Act)
- Soils Management Plan to be put in place

Site Access



- Use of Existing Entrances off Homestead.

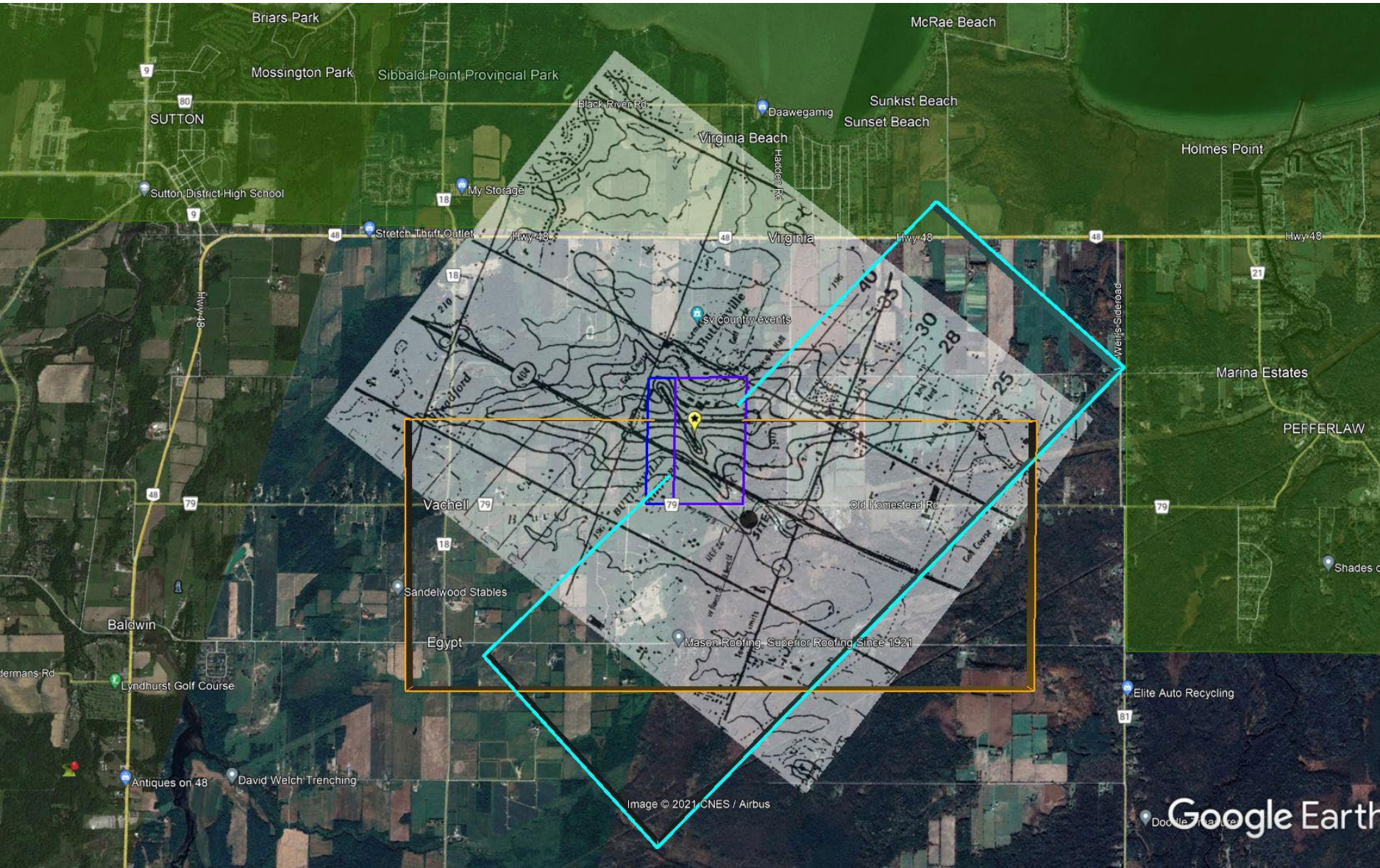
Proposed Features/Impact Mitigations



Aircraft Flight Patterns

- Proposed to avoid noise sensitive areas as much as possible
- Patterns are regulated by Transport Canada
- Patterns flown to land and takeoff
- Some flexibility to assign left or right turns

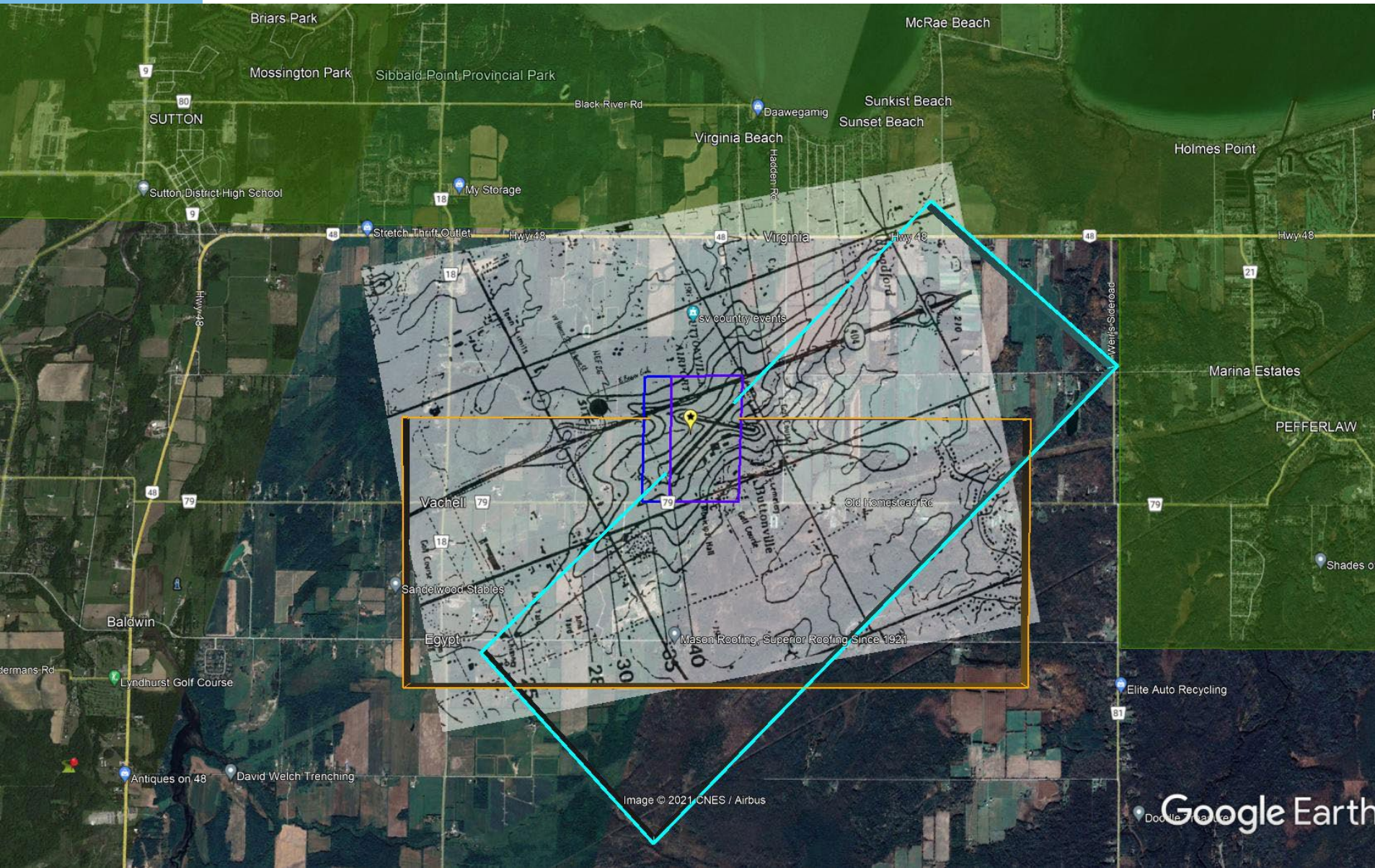
Proposed Features/Impact Mitigations



Aircraft Noise

- Noise Exposure Forecast (NEF)
- Transport Canada 25 NEF for New Aerodromes
- Provincial Policy Statement 30 NEF
- Historical Buttonville NEF Shown (Peak Operations)
- 25 NEF Remains clear of residential communities

Proposed Features/Impact Mitigations



Aircraft Noise

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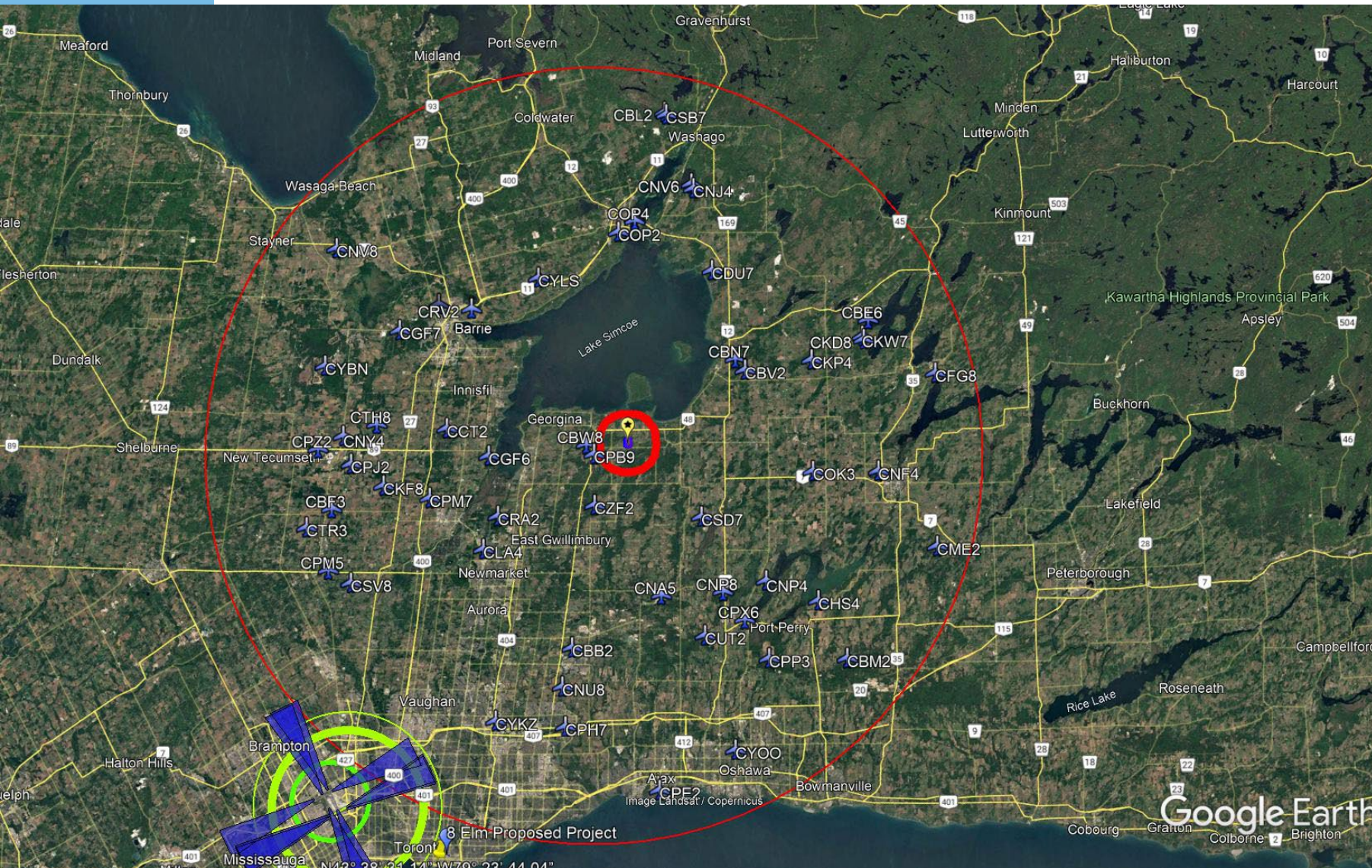
Proposed Features/Impact Mitigations



Airport Lighting

- LED Technology
- Pilot Controlled (As Required)
- “Pin needle” Airfield Lighting
- Lighting does not illuminate the sky (Very narrow beams focused on pilots)
- Street/Parking Lot Lighting to Town Standards and Low Profile Fixtures (Pointing down)

CARs 307 Aerodrome Consultation



30 Nautical Mile Aerodrome Notifications

- Notifications sent to all Aerodromes within 30NM of the proposed new aerodrome

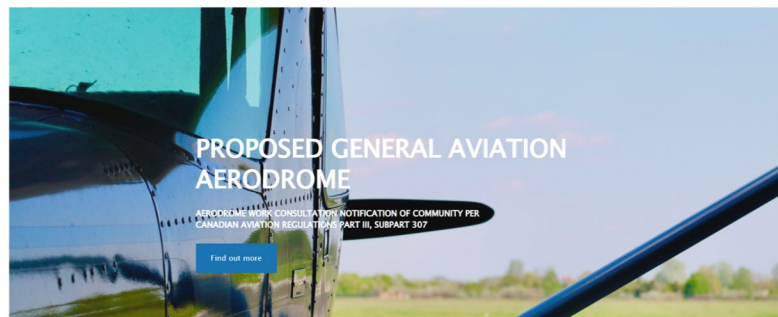
CARs 307 Aerodrome Consultation



Protected Areas

- Two were identified
- Notifications sent to these Provincial Parks
- Sibbald Point (West)
- Duclos Point (East)

CARs 307 Aerodrome Consultation



Comment on a Proposed General Aviation Aerodrome in the Town of Georgina, Ontario

A private developer intends to develop a parcel of land approximately 7 kilometers southeast of the Town of Sutton in a rural setting to serve the recreational and small to medium general aviation community.

The project is subject to Transport Canada's Aerodrome Consultation Process outlined in the Canadian Aviation Regulation - Subpart III - Section 307 - Aerodromes - Consultations.

Review the project information notice at www.NewAerodromeOntario2021.ca

Send any comments or objections to tocomments@NewAerodromeOntario2021.ca or mail to

New Aerodrome Ontario 2021
c/o Mauro Marchioni
9100 Jane St., 3rd Floor, Bldg "A"
Vaughan, ON, L4K 0A4

Notifications Sent to:

- Minister of Transport
- NAV CANADA
- Ministry Environment Climate Change
- Land Use Authorities including
 - Town of Georgina
 - LSRCA
 - DFO/MNR
- Georgina Post
- Georgina Advocate
- 30 NM Aerodromes
- Website and Signage

CARs 307 Aerodrome Consultation

- **Comments/Objections** – November 5 to December 22, 2021
- **Assess Inputs and Prepare Summary Report** – January – February 2022 +/-
- **Publish Summary Report** – February-March 2022 +/-
- **Complete CARs 307 Process** – March 2022 +/- (Subject to Minister Comments)
- Summary Report to Remain Available for 5 years.
- Construction must be Completed within 5 years.
- Anticipated Construction Period to be 2-3 years.

CARs 307 Aerodrome Consultation

Proposed Pre-Consultation prior to Summary Report Submission

- Continue to gather comments from local and regional governments and interested community members.
- Will use these comments to further refine the proposal to mitigate as many concerns as much as possible.
- Further discussions with local authorities are welcomed as part of our future efforts and will form part of our Summary Report action plans.
- Proponent offers to **Pre-Consult** with **Interested Parties** before submitting the Summary Report to the Minister. Opportunity to share and receive comments based on a consolidated response and greater project detail. **(January-February 2022)**.

Summary

- Compliance with CARs 307 Aerodrome Consultation Process and Summary Report.
- Best Practices and Good Neighbour Approach to Applying Municipal and Provincial Regulations.
- Continue to support and encourage further consultations/meetings with local authorities.
- Inputs received will help refine project details and implementation plan.
- Proponent will **Pre-consult with Interested Parties in January-February 2022** prior to Summary Report Submission.



Thank you