

# By-Law No. 2017-236

*A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to revise Section 70 being the regulations for the protection of airport operations*

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If you end up asking for a copy of a by-law OttWatch doesn't have yet, please ask the Clerk's office to cc: [kevino@kevino.net](mailto:kevino@kevino.net) when they email it to you. You'd be doing the entire community a favour!

**Enacted On:** 2017-07-12

**OttWatch Bylaw Reference:** <http://ottwatch.ca/bylaws/2017-236>

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BY-LAW NO. 2017 - 236

A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to revise Section 70 being the regulations for the protection of airport operations.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O.1990, enacts as follows:

1. Section 70 of By-law No. 2008-250, entitled the “City of Ottawa Zoning By-law” is amended by replacing subsections 1, 2 and 3 with the following:

(1) The Airport Operating Influence Zone (AOIZ) and the Airport Vicinity Development Zone (AVDZ) are defined planning areas based on the 2043 Noise Exposure Forecast (NEF) and the 2043 Noise Exposure Projection (NEP) aircraft contours. These zones, as shown on Schedule 6, apply development restrictions to protect lands uses and activities from noise impacts emanating from the aircraft and airport operations and also protect airport operations from potential complaints arising from the development of residential and noise sensitive uses too close to the airport. Policies relating to these zones are detailed in Section 4.8.67 of the Official Plan titled Land-Use Constraints Due to Airports and Aircraft Operations. The AVDZ also incorporates elements of the Ottawa Macdonald-Cartier International Airport Zoning Regulations.

(2) Airport Zoning Regulations made pursuant to the Aeronautics Act (Canada) apply to all lands in the vicinity of the Ottawa Macdonald-Cartier International Airport. The regulations prevent lands adjacent to and in the vicinity of the airport from being used or developed in a manner that is incompatible with the operation of the airport or the safe operation of aircraft or may cause interference with navigational aids and communications. Constraints to development include Obstacle Limitation Surfaces, natural growth, bird hazards (such as open water areas) and interference with communications.

Airport Zoning Regulations and the regulation of all matters of aviation are administered by Transport Canada. and in the event of a conflict with the provisions of this by-law the Airport Zoning Regulations will prevail.

(3) Development in the vicinity of the Carp Airport, and Rockcliffe Airport, must take into consideration guidelines found in the Transport

Canada Document TP312 – Aerodrome Standards and Recommended Practices. With respect to development in the vicinity of the Carp Airport, runway 10-28 must be protected as a "4C CAT 1" runway, and runway 4-22 must be protected as a "1C NON-INSTR" Runway."

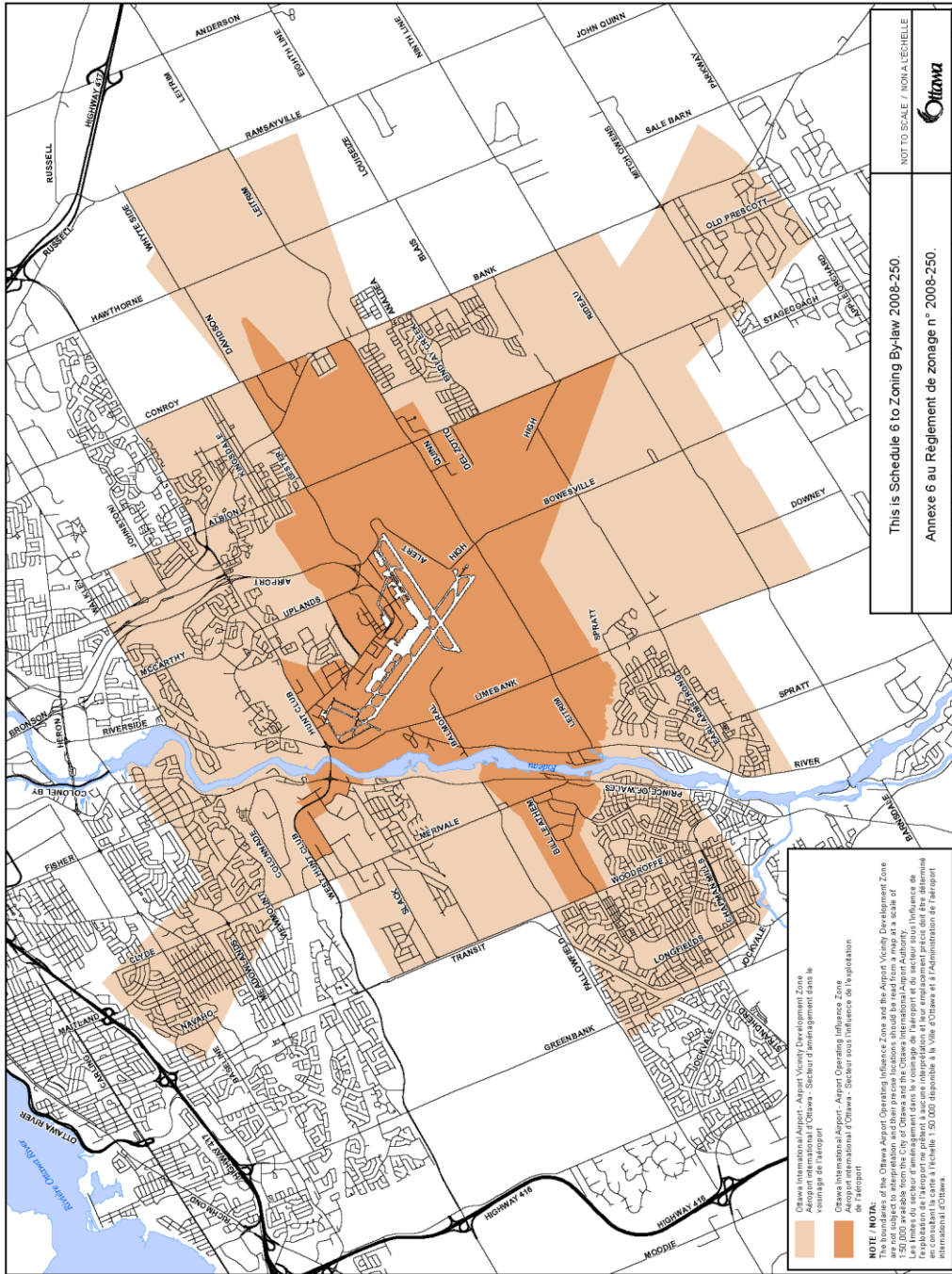
2. Schedule 6 of Part 17 – Schedules of the said By-law No. 2008-250 is replaced with Attachment 2 to this by-law.

ENACTED AND PASSED this 12<sup>th</sup> day of July, 2017.

CITY CLERK

MAYOR

Attachment 2



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Enacted by City Council at its meeting of July 12, 2017.

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Legal Services  
KM/rm

COUNCIL AUTHORITY:  
Planning Committee Report No. 48,  
Agenda Item 10