

Protection of Airport Operations (Section 70)

70. (1) ***The Airport Operating Influence Zone (AOIZ) and the Airport Vicinity Development Zone (AVDZ) are defined planning areas based on the 2013 Noise Exposure Forecast (NEF) and the 2023 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 to conversely 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 4.8.6 – Land-Use Constraints Due to Airport and Aircraft Operations. The AVDZ also incorporates elements of the Ottawa Macdonald-Cartier International Airport Zoning Regulations. (By-law 2020-299)***
- (2) ***Airport Zoning Regulations made pursuant to the Aeronautics Act (Canada) also apply to private property 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 causes interference with navigational aids and communications. Constraints to development include obstacle limitations surfaces, natural growth, bird hazards and interference with communications and aeronautical facilities. Airport Zoning Regulations and the regulation of all matters of aviation are administered by Transport Canada and will prevail in the event of a conflict with the provisions of this by-law.***
- (3) ***Development in the vicinity of the Carp Airport, and Rockliffe Airport, must take into consideration guidelines found in Transport Canada Document TP312E - 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. (Subject to By-law 2017-236)***