712 Airport (AIR) District

712.1 Purpose

The purpose of the Airport (AIR) District is to provide for the operation and development of licensed airports and associated aviation uses, together with compatible commercial, residential, service and accessory uses that support airport operations and economic development in the County.

712.2 Permitted Uses

The following uses are permitted:

- Aircraft Maintenance Shop
- Aircraft Sales and Rentals
- Control Tower
- Hangar
- Hangar Home
- Home Office
- Terminal Building

712.3 Discretionary Uses

The following uses may be allowed at the discretion of the Development Authority:

- Buildings and Uses accessory to permitted and discretionary uses
- Commercial Buildings and Uses compatible with airport operations
- Food Establishment
- Home Business
- Utility Building
- Warehousing and Indoor Storage

712.4 Regulations

1. External Boundary Setbacks

a. Buildings shall be set back a minimum of 40.0 metres from the property line adjacent to any public road.
b. Buildings shall be set back a minimum of 10.0 metres from any other property line that marks the external boundary of a parcel designated Airport (AIR) District.

2. Internal Lot and Taxiway Setbacks

For the purposes of this section, the building face adjacent to the nearest aircraft taxiway is considered the front of the lot.

Taxiway	Front Yard	Side Yard	Rear Yard
Main taxiway (in front of terminal building)	18.5m from centerline of taxiway	2.4 m	1.8 m
Secondary taxiway	18.5m from centerline of taxiway	2.4 m	1.8 m

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a. No variance to a taxiway setback shall be granted where the variance would adversely affect aircraft movement, required aircraft clearance, emergency access or aviation safety.

3. Building and Development Height

a. No building, structure, sign, antenna, equipment, vegetation or other object shall penetrate the applicable airport height limitation surface shown on Maps 49 & 50.
b. A development permit application shall include sufficient building and site elevation information to demonstrate compliance with Appendix 1.
c. The Airport Reference Point elevation height(s) are shown on Maps 49 & 50.
d. Maps 49 & 50 form part of this District for the purpose of determining applicable airport height limitations.

4. Hangar Homes

a. Where a Hangar Home is constructed, the hangar portion shall contain a minimum internal floor area of 190 m^2 and shall be designed and constructed to accommodate an aircraft.
b. There is no maximum floor area for the attached dwelling portion, provided the entire building complies with the setbacks in this District and all applicable Safety Codes Act requirements.
c. The dwelling component shall be accessory to and integrated with the hangar use.

5. Airport Operator Referral

a. All development permit applications and site plans associated with any DP application require a letter of consent/approval from the Airport Authority as part of the application. The Airport Authority must provide written consent and approval for all proposed setbacks and site design proposals.
b. Comments received from the airport operator or consultant may be considered by the Development Authority but do not replace or fetter the authority of the Development Authority to make a decision under this By-Law.

6. Airport Operational Compatibility

a. No development or use within the Airport (AIR) District shall create or reasonably be expected to create a hazard to aircraft operations. The Development Authority shall refer to TP 1247, Transport Canada's Land Use in the Vicinity of Aerodromes policy when making considerations in relation to this section of the By-Law.
b. Without limiting subsection (a), development shall not create:
   i. interference with aviation communications or navigation systems;
   ii. glare or lighting that may adversely affect pilots or be confused with airport lighting;
   iii. smoke, steam, exhaust plumes or other emissions that may impair visibility or aircraft operations;
   iv. an unreasonable attraction of birds or other wildlife that may create an aviation hazard; or
   v. uncontrolled access to a runway, taxiway or other aircraft movement area.

7. Servicing and Access

a. Development shall provide adequate legal access, emergency access, potable water, wastewater servicing, drainage and other servicing appropriate to the proposed use, to the satisfaction of the Development Authority and in accordance with applicable Provincial Safety Codes and all relevant County By-Laws, policies and regulations.

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8. Landscape / Vegetation

a. No owner or lessee of land within the Airport (AIR) District shall allow landscaping, vegetation or landscape features on an individual lot to exceed the applicable elevation requirement shown on Appendix 1.

9. Variances

a. All variance requests, regardless of size or scale, will be required to go to Municipal Planning Commission for a decision, regardless of any other clauses in this By-Law.
b. All variance applications must be accompanied by written rationale as to why the variance is required.
c. The Development Authority may require additional information or permissions from relevant federal aviation authorities at their discretion prior to taking a variance application to Municipal Planning Commission.

9. Technical Information and Professional Review

a. Where the Development Authority considers it reasonably necessary to determine compliance with any requirement of this District, including airport height limitations, aircraft operational safety or compatibility, the Development Authority may require the applicant to provide technical information, plans, reports or confirmation prepared by a Qualified Professional.
b. Any technical information or professional review required under this section shall be provided at the applicant's expense and shall be sufficient, in the opinion of the Development Authority, to establish compliance with this By-Law.

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Definitions

Aircraft Maintenance Shop – means a building or facility used for the inspection, maintenance, repair, overhaul or modification of aircraft, aircraft engines or aircraft components.

Airport Reference Point – means the geographic reference point established for the airport and used in determining the airport height limitation surfaces identified in Appendix 1.

Commercial Buildings and Uses – means commercial activities involving the sale or provision of goods or services which are compatible with the specific land use district, and may include retail, office and service uses.

Control Tower – means a building or structure from which aircraft traffic or aircraft ground movements at an airport are monitored or directed.

Hangar – means a building principally intended for the storage, servicing or maintenance of aircraft and related aviation equipment.

Hangar Home – means a building containing both a dwelling unit and a hangar, where the dwelling unit is accessory to and integrated with the hangar use.

Qualified Professional – means a person possessing the education, training, professional designation and experience appropriate to the matter being evaluated and who, where required by law, is licensed or registered to practice in the Province of Alberta.

Runway – means a defined area of an airport prepared and maintained for the takeoff and landing of aircraft.

Taxiway – means a defined route or surface intended for the movement of aircraft between a runway and another part of an airport. This term includes all types of taxiways.

Main Taxiway – means the primary, high-capacity circulation route for aircraft moving between runways, aprons, and main terminal areas. It may be subject to stricter setback requirements, wider safety margins and enhanced lighting or marking standards than secondary taxiways.

Secondary Taxiway – means a lower-priority, feeder, or connector path (such as individual hangar access or alternate routing) with lower traffic volume and design standards. Secondary taxiways are generally narrower than the main taxiway, subject to reduced setbacks and have more direct hangar access typically.

Terminal Building – means a building used to accommodate passengers, flight operations or services associated with the arrival and departure of aircraft.

Warehousing and Indoor Storage – means the storage of goods, materials, products or equipment wholly within an enclosed building compatible with the specific land use district and may include associated loading, unloading and distribution activities.

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