

September 15, 2016

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The City of Calgary

**Re: Proposed Amendment to the Airport Vicinity Protection Area (AVPA) Regulation**

We are responding to your letter dated May 9, 2016 requesting our feedback on the proposed amendment to the YYC - Airport Vicinity Protection Area (AVPA) Regulation, to exempt specific lands in the community of Inglewood lying within the NEF 30 contour from the regulation restricting development.

The AVPA is a unique regulation in Alberta that has been in place since 1979 for YYC, which has grown into one of Canada's busiest airports. The regulation is reviewed every five years, with the Calgary Airport Authority, City of Calgary, Rocky View County, City of Airdrie and Province of Alberta at the table discussing its importance as a land development tool that ensures compatible development around YYC. Development in and around Calgary has been designed to adhere to the AVPA, and has driven significant investment and planning decisions.

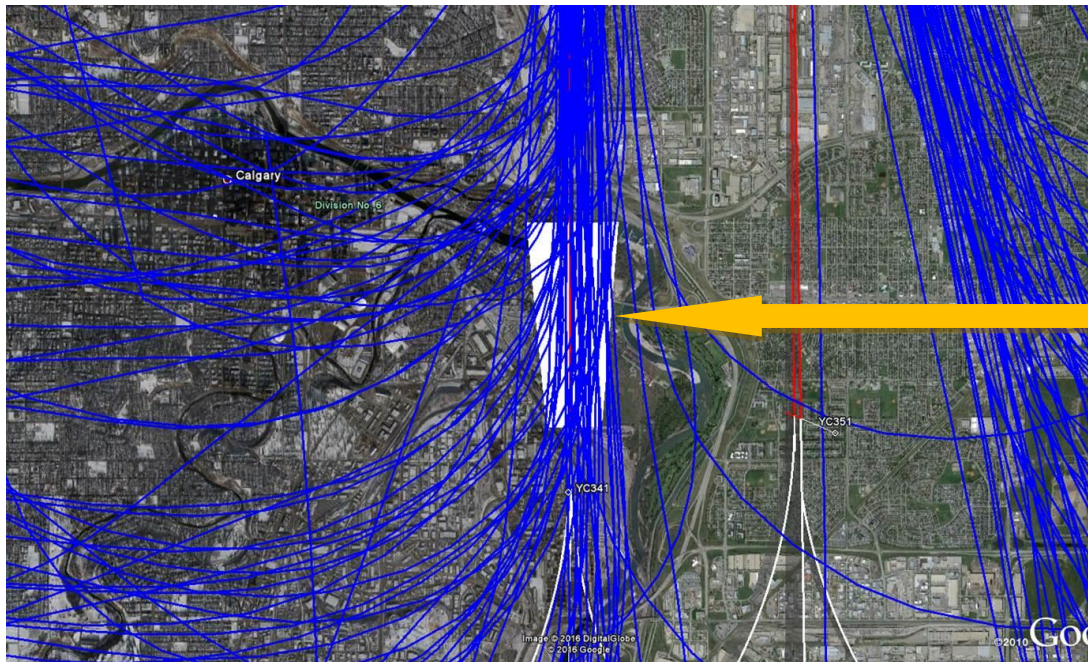
The AVPA prescribes compatible land uses within the Noise Exposure Forecast (NEF) contours surrounding YYC. The NEF contours and the AVPA were developed using current and projected aircraft fleet mix and volumes, and are considered permanent. In 2006, The Calgary Airport Authority, Rocky View County and the City of Calgary jointly sent a letter to the Province of Alberta to support the permanency of the NEF contours at YYC, unanimously agreeing to their vital role in long-term land use planning (letter attached). The NEF contours are as relevant today as they were in 1979 and are growing ever-more important as the city of Calgary continues to grow around a major inner-city international airport.

The AVPA is an important tool that is protected in legislation, and guides the development of residential homes away from significant aircraft activity. The AVPA impacts land development in communities by limiting residential development in those areas that fall within the 30 NEF contour. Residences already in existence when the regulation came into effect have been 'grandfathered' under the AVPA, provided the property use remains as is. The regulation restricts additional density in the area, such as the development or re-development of a single family property into a multi-residential property, condo or other type of multi-tenant, multi-story building. The regulation does not prohibit minor development of those existing residences, provided the development does not result in a change in the use of the land. In particular, the regulation does not prohibit the development of secondary suites and the Calgary Airport Authority believes secondary suites are compatible with the AVPA's objective of achieving harmony between aircraft operations and residential development.

The Inglewood community area in question **falls directly under a flight path** of the west runway at YYC (17R/35L). Illustrated below are examples of flight activity over the area in question:

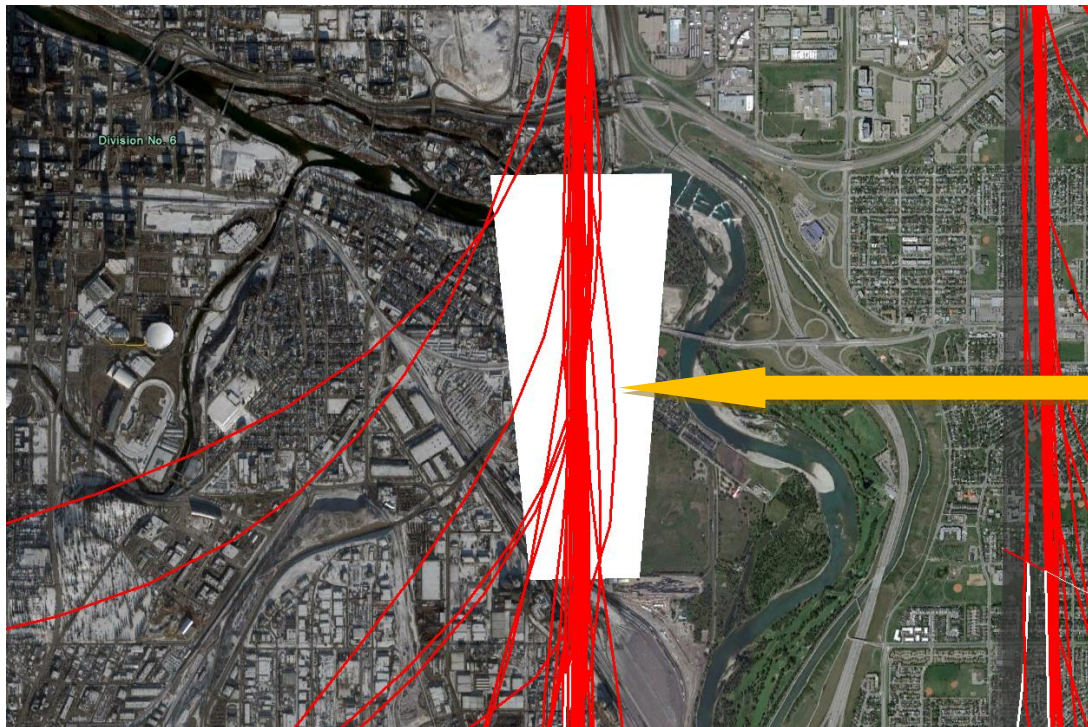
## Response from Calgary Airport Authority

### YYC Departures (8 hour snapshot)



Illustrates the area in Inglewood that is being proposed for removal from AVPA restrictions

### YYC Arrivals (8 hour snapshot)



Illustrates the area in Inglewood that is being proposed for removal from AVPA restrictions

## Response from Calgary Airport Authority

The suggestion to implement changes to the AVPA is a significant concern for The Calgary Airport Authority, as the AVPA has been a vital planning tool for the City, developers and the airport for decades, ensuring that airport operations and Calgary infrastructure and land developments are cohabitating well in our metropolitan city.

### **The Calgary Airport Authority's position on the proposed amendment to the AVPA:**

- The fundamental premise supporting the creation of the AVPA Regulation is that aircraft are incompatible with residential housing. This premise is as true today as it was in 1979 and it will continue to be true into the future.
- Aviation is a vital industry in the province of Alberta and is a major contributor to economic growth and development. The AVPA Regulation is a major facilitator of future aviation growth. We must ensure that the foresight demonstrated in the original creation of the AVPA Regulation is not compromised now or in the future.
- Since the creation of the AVPA in 1979, significant land use planning and investment decisions have been based on the regulation. These major land use decisions were considered to be permanent and affect significant land areas.
- **YYC is an urban airport** and has the expansion capability to remain in its current location for the long term. YYC has grown in its current location from 2.7 million passengers to over **15.3 million**, with annual aircraft movements increasing from 134,000 to over **248,000** arrivals and departures. YYC is projected to continue to grow to more than 19 million passengers in the next decade. It is critical that, as YYC continues to grow, the operational life of the facility continues to be protected through the AVPA.

**In summary, it is The Calgary Airport Authority's view and position that the existing Calgary International Airport AVPA Regulation continue to be considered permanent and, furthermore, does not support the request to amend the AVPA to exempt the areas in the community of Inglewood lying within the NEF 30 from the regulation restricting residential development and redevelopment.**

YYC is a vital part of the Calgary economy, creating:

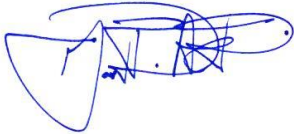
- 24,000 on-airport jobs
- 48,000 jobs for the region
- more than \$8.28 billion in GDP

As you can see from the statistics, YYC is a key driver of Calgary's success and The Calgary Airport Authority supports the City's position to grow and develop Calgary communities into vibrant neighbourhoods. However, the development should follow the land development guidelines that have been designed to ensure that densification is not in areas already impacted by aircraft activity and especially in areas that are within the 30 NEF.

## Response from Calgary Airport Authority

YYC continues to drive the momentum of our city, province and region, welcoming more than 15.3 million passengers in 2015 and moving more than 75 per cent of all of Alberta's cargo. YYC is a critical catalyst to the success of the city, and ensuring that Calgary's urban airport continues to have the flexibility to grow with more passengers, cargo and destinations is crucial to Calgary and Alberta's long-term success.

Yours truly,



Garth F. Atkinson  
President & Chief Executive Officer  
The Calgary Airport Authority