

MINUTES

OLDS DIDSBURY AIRPORT AREA STRUCTURE PLAN REVIEW

MOUNTAIN VIEW COUNTY

Minutes of the Olds Didsbury Airport Area Structure Plan Review
Meeting held on Monday, August 21, 2023, @ 9:00 a.m. in the Council
Chamber, 10 - 1408 Twp Rd 320, Didsbury, AB

PRESENT: G. (Bruno) Bradley, Chair
J. Smith, Aviation Committee
D. Bell, Aviation Committee – Via Zoom Cloud
T. Thomas, Aviation Committee
A. Aalbers, Reeve
A. Miller, Councillor
N. Persaud, Aviation Committee

ABSENT: M. Kennedy, Aviation Committee

ADMINISTRATION: M. Bloem, Director, Planning & Development Services
C. Atchison, Director of Legislative, Community & Agricultural Services
R. Pohl, Planning Technician
L. Craven, Recording Secretary

CALL TO ORDER Chair G. Bradley called the meeting to order at 1:02 p.m.

AGENDA
ODA23-004 Moved by J. Smith
That the Steering Committee adopt the agenda of the Olds Didsbury
Airport Area Structure Plan Review of August 21, 2023.
Carried.

MINUTES
ODA23-005 Moved by G. Bradley
That the Steering Committee adopt the minutes of the Olds Didsbury
Airport Area Structure Plan Review of June 05, 2023.
Carried.

NEW BUSINESS
7.1
7.1.1 **Runway Expansion**
The following highlights key considerations and discussion:
• Consultation required from the Federal authorities for the
expansion of the Runway.

- Should a runway expansion proceed, the County would need to follow the Canadian Aviation Regulations for consultation that is Federally regulated.

7.1.2 Review of Springbank Airport Protection Strategy

The following highlights key considerations and discussions:

- Springbank Airport is divided into three areas to help preserve the airport: residential zone, non-residential zone and no build zone.

7.1.3 Noise Exposure Forecast (NEF) Mapping Discussion

The following highlights key considerations and discussion:

- Administration recommendation – two titles per quarter, and only Agricultural or Residential (farmstead) Districts. No bare parcel – residential considered.
- Adequate provision for dwellings, noise exposure, & height contours. Circulation to Nav Canada and Transport Canada.
- NEF (Noise Exposure Forecast) Mapping Software requires information for Flight Paths, type of aircrafts, straight departures, approaches & aircraft movements.
- AOPA (Aircraft, Owners & Pilots Association) or COPA (Canadian Owners and Pilots Association) may have additional information that may be helpful for creating NEF mapping for Olds-Didsbury Airport.
- D. Bell's suggestion was to speak to Doug Ronan, he may be able to assist. G. Bradley will provide contact details for assistance with NEF mapping.

7.2 Land Use Bylaw Provision

7.2.1 Protecting Flight Paths – Add General Regulation discussion:

- It was outlined for clarity that left-hand circuits can go in either direction, depending which direction aircraft take-off from.
- Administration demonstrated three layers – Obstacle height limitation, Noise exposure forecast and outer surface. These will be included in the regulations of the Land Use Bylaw which will help regulate uses within the “Outer Surface” that may be outside of the ASP Plan area.
- Administration demonstrated the map showing the heights of the flight paths.
- Jetpro provided the information to assist with the mapping of the Obstacle Height Limitation.
- Structures that don't meet policies would be incompatible. NRCB circulate applications for new or expanding Confined Feeding Operations and we would provide comments back to them regarding CFO's and proximity to the flight path; however, the NRCB is the authority to decide on CFO applications.

7.2.2 Review of S-AP District

- Administration shared the table to indicate what the uses are and what have been proposed.

- Economic Development Micro Grant has been applied for and should know the results, if we are successful, by September 12, 2023, this will assist to attract new business and upgrades. The Grant will be used for an Attraction Study.
- Differentiating the airside and groundside should be a priority on these lots. New structures must be primarily for aviation use to be considered a "hangar" If there is Airside access the use must be Aviation and if the lot is groundside, then it can be used for commercial use. Airside supersedes the Groundside.
- Lots should be appropriately sized for the vision.
- All Groundside lots have discretionary uses, Airside (Aviation Use only) lots have permitted and discretionary uses.
- Phasing map shared.
- Committee discussed the vision and additional development ideas for the lots.

7.3

Policy Review - Track Changes - Discussion

- Administration shared the changes for the committee.
- No Setback Relaxations will be allowed for Sea Cans. These are accessory to the primary use only, not stand alone.
- New Policies: Aerodrome Protection Overlay Zone – height limitation, noise exposure and outer surface.
- Land Use: any changes to land use designation can only be for first parcel out consisting of fragmented parcel, Farmstead (R-F) or Agricultural (A) designations only.
- Non agricultural use must be compatible with airport use and meet criteria.
- Referral circulations may be sent to NAV Canada and Transport Canada for comment.
- Sundre Airport has its own ASP that will be under review next year, may wish to implement these policies.
- Leasing lots may be a way to restrict the uses and they must develop within 2 years. Olds/Didsbury lots will be sold and not leased until direction changes.
- Market should decide the direction the airport wants to go in terms of uses.
- What type of business would benefit from a lot at the airport or what would attract businesses to the area?
- Direction – summary, not opposed to looking at industrial uses on groundside area. Mimic a few of the airports that are very successful. Industrial businesses on the groundside would be beneficial. Westlock, Winkler and Villeneuve Airports are good examples.

7.4

Verbal Updates on Airports

- As per the previous meeting: Christofer clarified that signs will be installed soon & tiedown rates are being established. He will investigate the tiedown areas at Olds/Didsbury for itinerant parking.

Adopted

- Sundre Airport Auction, for the two lots, is set for September 11-13, 2023.
- Sundre fuel cabinet being delivered August 22, 2023.
- Paving is being done currently, south groundside access to be an eight-meter-wide roadway, north airside access and east taxiway will connect into the apron and will be 11 meter wide.
- Two Olds/Didsbury lots have been sold, 59 & 63. Two County owed lots are still for sale.
- Olds/Didsbury NDB (Non-Directional Beacon) hasn't been inspected in years and is no longer compliant. As per the Steering Committee this can be decommissioned. GPS is used by most aircraft now.

7.5 Next Steps

- Land Use Bylaw, mapping, NEF mapping and review the Specific Use in the Land Use Bylaw.
- Bring back information about the permitted and discretionary uses within Westlock, Winkler and Villeneuve Airports
- Aviation Advisory Committee give direction to Council for the purchase of lands at the ends of the runway.

Moved by G. Bradley

ODA23-005 That the Aviation Advisory Committee recommends that Council consider securing any lands that are necessary for future runway expansion at the Olds/Didsbury Airport.

Carried.

Next Meeting – October 3, 2023, or once the NEF mapping is complete for review.
Revised to November 20, 2023.

ADJOURNMENT

Meeting adjourned at 2:53 p.m.

Adopted November 20, 2023



Chair

I hereby certify these Minutes are correct.