
Subject: February 24th Council Agenda - Item E8 (PGAA Request to Mayor and all Council)

From: Derek Doughert **Redacted**
Sent: Wednesday, February 19, 2025 10:34:46 PM
To: Mayor and Council <mavorandcouncil@princegeorge.ca>
Cc: Todd Corrigan **Redacted**; Derek Dougherty **Redacted**; Sabrina Angus
Redacted; Kristy Maclean **Redacted**
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His Worship & Council,

The Price George Airport Authority ("Authority") requests that the second reading of the OCP not proceed until City Administration has had the opportunity to address the challenges with the updated OCP. This challenge stems from the relationship between the City of Prince George and the Authority not being formally recognized. The Authority should be recognized in the OCP as an institution and should have the ability to provide input into the surrounding land usage conversations. In larger centers, there is a growing trend of development going unchecked against aerodromes that results in impediments to the safe functioning of the surrounding air space and ultimately impacts on runway operations. As we position the airport lands to grow, this is becoming ever more important.

The current drafting of the OCP removes the concept that the Authority sets its own land usage guidelines and that it plays an important role in the development of the lands surrounding the airport. This unique situation is why the Accord was originally drafted, and why previous iterations of the OCP acknowledged this.

Respectfully we ask that the following be added to the draft OCP:

That

1. The Prince George Airport (YXS) is a member of the National Airports System (NAS), is regulated under federal laws and governed by the Prince George Airport Authority (PGAA). The transfer agreement and ground lease signed between Transport Canada and the PGAA grant the Authority the responsibility for operation, management and development of YXS. With respect to land development, PGAA approves a Land Use Plan and Master Plan for land included in the OCP's airport land use designation.
2. Airport expansion and aircraft and airport associated facilities are to be confined primarily to the airport land use designation. Non-airport related uses are to be discouraged in this area.
3. Planning in and around the airport should occur in partnership between the City and the Prince George Airport Authority.
4. OCP implementation through municipal plans and by-laws (as defined in 19.1.4) for the airport land use designation will be done in partnership with the PGAA.
5. The City recognizes the importance of the Aeronautics Act and should endeavor to advise land use applicants of the Airport Master Plan recommendations.

It should be noted that most of this language was present in the 2012 iteration of the OCP.

The authority welcomes conversation and would be happy to further this discussion.

Respectfully,

Derek D. Dougherty, CPA, CGA
Board Chair, Prince George Airport Authority
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