BYLAW NO. 4294

A BYLAW OF THE CITY OF MEDICINE HAT to regulate the use of lands adjacent to or in the vicinity of the Medicine Hat Municipal Airport within the City for the purpose of ensuring that any use is not incompatible with the safe operation of the said Airport;

WHEREAS the City has entered into an agreement with Her Majesty the Queen in Right of Canada, as represented by the Minister of Transport, pursuant to section 5.81 of the Aeronautics Act, R.S.C., 1985, c. A-2 (the "Agreement");

AND WHEREAS the City has the authority to enter into the Agreement pursuant to:

- Province of Alberta Order in Council 19/2016 (Bill 20) – Section 60 of the Municipal Government Amendment Act, 2015 in force on March 1, 2016 allowing a municipality to enter into an agreement under the federal Aeronautics Act and which officially proclaimed the existing Aeronautics Act Agreements (City of Medicine Hat and Cypress County) Regulation (AR 33/2014) deemed to have been made under Section 615.2 of the Municipal Government Act; and

- Province of Alberta Order in Council 24/2016 – Aeronautics Act Agreements (City of Medicine Hat and Cypress County) Amendment Regulation, changing the regulation’s expiry date to March 31, 2021;

(both herein collectively called the "Regulation");

AND WHEREAS the Agreement and Regulation allow the City to enact bylaws to prohibit or regulate and control the use and development of land and buildings within City boundaries and adjacent to or in the vicinity of the Airport for the purpose of ensuring that the use and development are not incompatible with the safe operation of an airport or aircraft;

AND WHEREAS, while enacting such bylaws, Council shall have due regard to the safety and welfare of the public, both as users of the Airport and as members of the public who live in or are passing through the vicinity of the Airport;

AND WHEREAS Council has advertised its intention to consider the provisions of this Bylaw pursuant to section 606 of the Municipal Government Act, R.S.A. 2000, c. M-26 (the "Act");

AND WHEREAS copies of this Bylaw and related documents were made available for inspection by the public at the office of the City Clerk as required by the Act;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Act.
NOW THEREFORE THE MUNICIPAL CORPORATION OF THE CITY OF MEDICINE HAT, IN COUNCIL ASSEMBLED, ENACTS AS FOLLOWS:

NAME OF BYLAW

1. This Bylaw may be cited as the "City of Medicine Hat Municipal Airport Zoning Regulations".

INTERPRETATION

2. In this Bylaw:
   (a) "Act" means the Municipal Government Act, R.S.A. 2000, c. M-26 as amended or replaced from time to time;
   (b) "Airport" or "Airport owned lands" means the Medicine Hat Municipal Airport in the City of Medicine Hat in the Province of Alberta and are further defined herein in Appendix "D";
   (c) "Airport Manager" means the City employee responsible for the management and operation of the Airport or his or her designate;
   (d) "Airport Reference Point" means the point described in Part I of Appendix "A"
   (e) "Approach Surfaces" means the imaginary inclined planes more particularly described in Part II of Appendix "A"
   (f) "Building" means building as defined in the City of Medicine Hat Land Use Bylaw;
   (g) "Building Inspector" means the Chief Building Inspector of the Building Inspection Department or his or her designate;
   (h) "Bylaw Enforcement Officer" means a person appointed as a Bylaw Enforcement Officer pursuant to City of Medicine Hat Bylaw No. 2483, as amended or replaced from time to time, and includes any peace officer, police officer or special constable employed by the City's Police Service;
   (i) "City" means the municipal corporation of the City of Medicine Hat or where the context requires, the area within the boundaries of the City;
   (j) "City of Medicine Hat Land Use Bylaw" means City of Medicine Hat Land Use Bylaw No. 4168, as amended or replaced from time to time;
   (k) "Chief Administrative Officer" or "CAO" means the person appointed as Chief Administrative Officer for the City pursuant to the City of Medicine Hat Administrative Organization Bylaw No. 4311, as amended or replaced from time to time, and includes any person to whom the CAO has delegated any power, duty or responsibility assigned to the CAO under this Bylaw, or any person appointed to act in the absence of the Chief Administrative Officer;
(l) "Council" means the Council of the City;

(m) "Development" means development as defined in the City of Medicine Hat Land Use Bylaw;

(n) "General Manager" means the General Manager of the City’s Planning and Development Services Department or his or her designate;

(o) "Object of Natural Growth" includes trees and shrubs;

(p) "Outer Surface" means an imaginary surface located above and in the vicinity of the Airport, more particularly described in Part III of Appendix "A"

(q) "Strip Surface" means a surface associated with an Airport runway, existing or future, that is prepared for the take-off and landing of aircraft in a particular direction, more particularly described in Part IV of Appendix "A" and,

(r) "Transitional Surfaces" means the imaginary inclined planes more particularly described in Part V of Appendix "A",

(s) "Wildlife Hazard Zone" means the area located in the immediate vicinity of the airport and described in Part VII of Appendix "A",

(t) "Zoning Plan" means Zoning Plan attached as Appendix "C", Medicine Hat Municipal Airport Plan of Lands Affected by Zoning Regulation, prepared by WSP Group, reviewed by Transport Canada and dated 15 February 2017.

APPLICATION

3. This Bylaw applies to all lands excluding Airport owned lands:

   (a) within the City, including public road allowances, that are adjacent to or in the vicinity of the Airport within the limit described in Part VI of Appendix "A", with reference to Appendix "C". For greater certainty, the lands include lands under water and public road allowances; and"

   (b) that consist of lands within or directly under an Approach Surface, Outer Surface, Strip Surface or Transitional Surface;

BUILDING RESTRICTIONS

4. No person shall place, erect or construct, or permit the placement, erection or construction, on any land to which this Bylaw applies, any Building, Development, structure or object or any addition to an existing Building, Development, structure or object, any part of which would penetrate one of the following surfaces:

   (a) Approach Surface;

   (b) Outer Surface; or
(c) Transitional Surface.

OBJECT OF NATURAL GROWTH

5. Subject to section 7 and section 8, no person shall permit, on any land to which this Bylaw applies, an Object of Natural Growth, any part of which would penetrate one of the following surfaces:

(a) Approach Surface;
(b) Outer Surface; or
(c) Transitional Surface.

6. WILDLIFE HAZARD

(a) A person must not use or permit another person to use any of the lands for activities or uses that attract wildlife - particularly birds - that may create a hazard for aviation safety.

(b) Despite subsection 6(a), a person may use or permit another person to use any of the lands as a site for an open water storage reservoir for a period of 48 hours or less

NON-CONFORMING

7. Subject to section 9, if a Development permit or Building permit, or both, have been issued on or before the coming into force of this Bylaw in respect of lands to which this Bylaw applies, and this Bylaw would make the Development or Building for which the permit was issued non-conforming, the Development or Building may continue in spite of this Bylaw.

8. Subject to section 9, the following may continue as they exist as of the date this Bylaw comes into force provided that any required permits, licenses or other permissions were in place on or before the date this Bylaw comes into force:

(a) Objects of Natural Growth that penetrate an Approach Surface, Outer Surface, Strip Surface or Transitional Surface;
(b) electronic interference that causes interference with a signal to or from an aircraft or to or from any facility used to provide services to aeronautics;
(c) a use or development of land that attracts wildlife and that may create a hazard for aviation safety.

9. Any:

(a) non-conforming Development or Building;
(b) Object of Natural Growth referred to in subsection 8(a);
(c) electronic interference referred to in subsection 8(b);
(d) use or development of land that attracts wildlife and that may create a hazard for aviation safety referred to in section 8(c),

shall be deemed non-conforming uses or non-conforming buildings, as the case may be, and may continue only in the manner and to the extent that non-conforming uses and non-conforming buildings are allowed by the City of Medicine Hat Land Use Bylaw and the Act.

EXEMPTION

10. An exemption from this Bylaw may be granted if the Chief Administrative Officer determines the exemption would not be incompatible with the safe operation of the Airport or an aircraft. Prior to granting an exemption from this Bylaw, the Chief Administrative Officer may, at the Chief Administrative Officer's discretion, consult with the Minister of Transport as permitted by s.3 of the Agreement.

11. An aeronautical assessment commissioned by the proponent and undertaken according to approved industry standards, may, in the Chief Administrative Officer's discretion, be required to make a determination pursuant to section 10.

ADMINISTRATIVE POWERS AND DUTIES

12. The Chief Administrative Officer is responsible for administering and enforcing this Bylaw and in so doing has the authority to create or issue forms, procedures, protocols, requirements and guidelines in relation to this Bylaw.

13. The Chief Administrative Officer may at his or her sole discretion delegate any or all responsibilities, duties and powers created by this Bylaw, to any other City employee, including the Airport Manager, the Building Inspector or the General Manager.

INTERFERENCE WITH COMMUNICATION

14. Subject to section 7 and section 8, no person shall use or develop, or permit another person to use or develop, any land to which this Bylaw applies in a manner that causes interference with any signal or communication:

(a) to or from an aircraft; or,

(b) to or from any facility used to provide services to aeronautics.

WILDLIFE HAZARD

15. Subject to section 7 and section 8, no person shall use or develop, or permit another person to use or develop, any land to which this Bylaw applies in any way that may attract wildlife that may create a hazard for aviation safety.

16. Notwithstanding section 15, and subject to the City of Medicine Hat Land Use Bylaw and any other applicable bylaws, federal or provincial legislation, regulations or any other requirement of any other permit, order or license, a
person may use or develop, or permit another person to use or develop, land to which this Bylaw applies, for an open water storage reservoir provided that the water will drain in 48 hours or less.

INSPECTION

17. The Chief Administrative Officer or his or her designate may inspect any lands to which this Bylaw applies in accordance with the Act for the purposes of determining compliance with the provisions of this Bylaw.

OFFENCES AND PENALTIES

18. A person who contravenes any provision of this Bylaw by doing any act or thing which the person is prohibited from doing or by failing to do any act or thing the person is required to do is guilty of an offence.

19. Where a Bylaw Enforcement Officer believes on reasonable and probable grounds that a person has contravened any provision of this Bylaw, the Bylaw Enforcement Officer may commence proceedings against the person by issuing a summons by means of a violation ticket in accordance with Part 2 of the Provincial Offences Procedures Act, R.S.A. 2000, c. P-34.

20. A person who contravenes any provision of this Bylaw is liable upon conviction to pay a fine not more than ten thousand dollars ($10,000.00) or in default of payment of any fine imposed, to imprisonment for a period of not more than one year.

NO COMPENSATION

21. No person is entitled to any compensation or costs for any loss, damage, removal or alteration resulting from the application of this Bylaw to any:

(a) lands,
(b) Building,
(c) Development,
(d) object,
(e) structure,
(f) Object of Natural Growth,
(g) use of land that attracts wildlife, thereby creating a hazard for aviation safety,
(h) use of land that causes interference with any signal or communication to or from aircraft or facilities used to provide services to aeronautics.
OTHER ACTION

22. Nothing herein contained shall prevent the City from taking any such other lawful action as is necessary to prevent or remedy any violation or breach of this Bylaw.

APPENDICES

23. Appendices "A", "B", "C" and "D" attached to this Bylaw shall form part of this Bylaw.

24. In the event of a conflict within this Bylaw between:
   (a) Appendix "A" and Appendix "C", Appendix "A" shall prevail; or,
   (b) Appendix "A" and section 2 of the Bylaw, Appendix "A" shall prevail.

COMING INTO FORCE

25. This Bylaw comes into force at the beginning of the day that it is passed.


READ A SECOND TIME in open Council on September 18, 2017.

READ A THIRD TIME in open Council on September 18, 2017.

SIGNED AND PASSED on September 19, 2017.

MAYOR: Keith E. (Ted) Clugston
CITY CLERK: Angela Cruickshank
APPENDIX “A”
PREAMBLE

In this Bylaw:

1. all bearings described are geodetic grid coordinates, measured in metres (m) and refer to the Alberta 3-degree Transverse Mercator Projection (“Alberta 3TM”) and North American Datum of 1983 (CSRS).

2. Geodetic grid coordinates have been computed in Alberta 3TM with a Central Median of 111 degrees West using a combined average scale factor of 0.9999; and,

3. all elevations are in metres and reference the geodetic datum (mean sea level) 1929 adjustment.
APPENDIX “A”

PART I – AIRPORT REFERENCE POINT

The Airport Reference Point is a point located at:

- Geodetic Coordinates: N 5542431.76  E 20019.94
- Geographic Coordinates: N 50°01'08.02"  W 110°43'14.26"
- Elevation: 716.00 metres Above Sea Level

The Airport Reference Point assigned elevation of 716 metres is established with reference to the geodetic elevation of the Strip Surface and closest to Runway Threshold 21.

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1 Geographic coordinates are presented in degrees, minutes and seconds of latitude and longitude.
APPENDIX "A"
PART II—APPROACH SURFACES

The Approach Surfaces are imaginary surfaces abutting each end of the Strip Surface surfaces associated with Runways 03-21 and 09-27. The Approach Surfaces are described as follows:

(a) the Approach Surface abutting the 03 end of the Strip Surface surface associated with Runway 03-21 consists of an inclined surface having a ratio of 1.00 (ONE) m measured vertically to 50.00 (FIFTY) m measured horizontally, rising to an imaginary line drawn at right angles to the projected centerline of the Strip Surface surface and distant 15,000.00 (FIFTEEN THOUSAND) m measured horizontally from the end of the Strip Surface surface; the outer edge having a length of 2,400.00 (TWO THOUSAND FOUR HUNDRED) m on either side of the projected centerline and a height of 300.00 (THREE HUNDRED) m above the elevation at the end of the Strip Surface surface;

(b) the Approach Surface abutting the 21 end of the Strip Surface surface associated with Runway 03-21 consists of an inclined surface having a ratio of 1.00 (ONE) m measured vertically to 50.00 (FIFTY) m measured horizontally, rising to an imaginary line drawn at right angles to the projected centerline of the Strip Surface surface and distant 15,000.00 (FIFTEEN THOUSAND) m measured horizontally from the end of the Strip Surface surface; the outer edge having a length of 2,400.00 (TWO THOUSAND FOUR HUNDRED) m on either side of the projected centerline and a height of 300.00 (THREE HUNDRED) m above the elevation at the end of the Strip Surface surface;

(c) the Approach Surface abutting the 09 end of the Strip Surface surface associated with Runway 09-27 consists of an inclined surface having a ratio of 1.00 (ONE) m measured vertically to 30.00 (THIRTY) m measured horizontally, rising to an imaginary line drawn at right angles to the projected centerline of the Strip Surface surface and distant 2,500.00 (TWO THOUSAND FIVE HUNDRED) m measured horizontally from the end of the Strip Surface surface; the outer edge having a length of 295.00 (TWO HUNDRED NINETY FIVE) m on either side of the projected centerline and a height of 83.33 (EIGHTY THREE POINT THREE) m above the elevation of the end of the Strip Surface surface;

(d) the Approach Surface abutting the 27 end of the Strip Surface surface associated with Runway 09-27 consists of an inclined surface having a ratio of 1.00 (ONE) m measured vertically to 30.00 (THIRTY) m measured horizontally, rising to an imaginary line drawn at right angles to the projected centerline of the Strip Surface surface and distant 2,500.00 (TWO THOUSAND FIVE HUNDRED) m measured horizontally from the end of the Strip Surface surface; the outer edge having a length of 295.00 (TWO HUNDRED NINETY FIVE) m on either side of the projected centerline and a height of 83.33 (EIGHTY THREE POINT THREE) m above the elevation of the end of the Strip Surface surface.
The elevation of an Approach Surface at any point is equal to the elevation of the nearest point on the centerline of that Approach Surface. The elevation of an Approach Surface centerline is calculated from the elevation of the abutting end of the strip surface, increasing at the constant ratios as provided herein.
APPENDIX “A”
PART III – OUTER SURFACE

The Outer Surface, as shown on the zoning plan, Appendix “C” is an imaginary circle-shaped surface with its center located at the Airport Reference Point, with a radius of 4,000.00 (FOUR THOUSAND) metres and located at a constant elevation that is 45.00 (FORTY FIVE) metres above the Airport Reference Point, but where that elevation would place the Outer Surface at an elevation of less than 9 (NINE) metres above the ground, the Outer Surface will be located at 9 (NINE) metres above the ground.
APPENDIX “A”
PART IV – STRIP SURFACE

The strip surface, as shown on the zoning plan, Appendix “C”, is an imaginary rectangular surface described as follows:

The Strip Surface associated with Runway 03-21 is described as follows:

(a) 300.00 m in total width, being 150.00 m on either side of the centerline of the runway, commencing 61.00 m to the southwest of Proposed Threshold 03 and ending 61.00 m to the northeast of Threshold 21, and having a total length of 2,255.60 m;

(b) the 03 end of the Strip Surface has an elevation of 716.00 m and the 21 end of the Strip Surface has an elevation of 716.00 m;

(c) Proposed Threshold 03 has grid coordinates of 5541451.01 North and 19061.64 East and geographic coordinates\(^2\) of N 50° 00'36.388" and W 110° 44'02.576"; and,

(d) Threshold 21 has grid coordinates of 5542975.30 North and 20554.55 East and geographic coordinates of N 50° 01'25.548" and W 110° 42'47.298".

The Strip Surface associated with Runway 09-27 is described as follows:

(a) 90.00 m in total width, being 45.00 m on either side of the centerline of the runway, commencing 60.00 m to the northwest of Threshold 09 and ending 60.00 m to the southeast of Threshold 27, and having a total length of 988.30 m;

(b) the 09 end of the Strip Surface has an elevation of 716.00 m and the 27 end of the Strip Surface has an elevation of 716.30 m;

(c) Threshold 09 has grid coordinates of 5542324.85 North and 19618.98 East and geographic coordinates of N 50° 01'04.607" and W 110° 43'34.422"; and,

(d) Threshold 27 has grid coordinates of 5542067.08 North and 20448.12 East and geographic coordinates of N 50° 00'56.164" and W 110° 42'52.819".

The elevation of a Strip Surface surface at any point is equal to the elevation of the nearest point on the centerline of that Strip Surface surface.

The elevation of the Strip Surface surface centerline between the Strip Surface end and the closest Strip Surface Threshold (or Proposed Threshold) is equal to the elevation of the Strip Surface end.

\(^2\) Geographic coordinates are presented in degrees, minutes and seconds of latitude and longitude.
The elevation of the Strip Surface surface centerline between the Strip Surface surface Thresholds is calculated using a constant ratio between the elevations of the Strip Surface surface thresholds.
APPENDIX “A”

PART V – TRANSITIONAL SURFACES

Transitional Surfaces, as shown on the zoning plan, Appendix “C”, are imaginary inclined surfaces that extend upward and outward from the lateral limits of the abutting Strip Surface surface and the abutting Approach Surface rising at a ratio of 1.00 (ONE) m measured vertically to 7.00 (SEVEN) m measured horizontally and perpendicularly to the centerline of each Strip Surface surface or Approach Surface, as the case may be, and continuing to a point where it intersects with the Outer Surface or with the Transitional Surface of an adjoining Strip Surface.

The elevation of the Transitional Surface where it abuts a Strip Surface is equal to the elevation of the nearest point on the centerline of the abutting Strip Surface.

The elevation of the Transitional Surface where it abuts an Approach Surface is equal to the elevation of the nearest point on the centerline of the abutting Approach Surface.

PART VI - LIMIT OF AREA CONTAINING LANDS

The limit of the area containing the lands to which these Regulations apply is defined by a circle with a radius of 4,000 m centered on the airport reference point, as shown on the zoning plan in Appendix “C”.

PART VII - WILDLIFE HAZARD ZONE

The wildlife hazard zone would generally mean the area located in the immediate vicinity of the airport and described in this Part VII of Appendix “A”, but in the case of the Medicine Hat Municipal Airport is NOT APPLICABLE.
### APPENDIX “B”
PARAMETERS FOR MEDICINE HAT MUNICIPAL AIRPORT ZONING REGULATION

<table>
<thead>
<tr>
<th>RUNWAY</th>
<th>03</th>
<th>21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Code Number &amp; Letter</td>
<td>4D</td>
<td>4D</td>
</tr>
<tr>
<td>Runway Type</td>
<td>I-P</td>
<td>I-P</td>
</tr>
<tr>
<td>Runway end elevation above sea level</td>
<td>716.0 m</td>
<td>716.0 m</td>
</tr>
<tr>
<td>Runway length</td>
<td>2133.6 m</td>
<td>2133.6 m</td>
</tr>
<tr>
<td>Strip length</td>
<td>2255.6 m*</td>
<td>2255.6 m*</td>
</tr>
<tr>
<td>Strip width</td>
<td>300 m</td>
<td>300 m</td>
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<tr>
<td>Distance runway end to inner edge of approach surface</td>
<td>61 m</td>
<td>61 m</td>
</tr>
<tr>
<td>Length of inner edge each side of runway centerline</td>
<td>150 m</td>
<td>150 m</td>
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<tr>
<td>Takeoff/Approach Surface divergence</td>
<td>15 %</td>
<td>15 %</td>
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<tr>
<td>Takeoff/Approach Surface length</td>
<td>15000 m</td>
<td>15000 m</td>
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<tr>
<td>Takeoff/Approach Surface slope</td>
<td>2.0 % (1:50)</td>
<td>2.0 % (1:50)</td>
</tr>
<tr>
<td>Transition Surface slope</td>
<td>14.3 % (1:7)</td>
<td>14.3 % (1:7)</td>
</tr>
<tr>
<td>PAPI OPS</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>(If requested by Airport Operator)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Strip provides protection for the possible future extension of Runway 21 by 609.6 m.

<table>
<thead>
<tr>
<th>Outer Surface radius</th>
<th>4,000 m</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Outer Surface height above Airport Reference Point</td>
<td>45 m, except when terrain rises to a height less than 9 m below the outer surface elevation, in which case natural growth is limited to 9 m AGL (to be determined in consultation with local forestry authority)</td>
</tr>
<tr>
<td>Airport Reference Point assigned elevation above sea level</td>
<td>716 m</td>
</tr>
<tr>
<td>2. Area for Natural Growth Clause to apply</td>
<td>Approach, transitional, and outer surfaces</td>
</tr>
<tr>
<td>Area for Interference with Communications Clause to apply</td>
<td>_____ (to be determined by NavCanada)</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>Contact: George Donovan, In-House General Counsel</td>
<td>NavCanada, 77 Metcalfe Street, Ottawa</td>
</tr>
<tr>
<td>Tel: 613-563-7737; Fax: 613 563 3357</td>
<td>Email: <a href="mailto:donovag@navcanada.ca">donovag@navcanada.ca</a></td>
</tr>
<tr>
<td>Mr. Donovan handles ASFA agreements and restrictive</td>
<td>covenants that either flow from ASFAs or</td>
</tr>
<tr>
<td>are related to a particular airport. He will coordinate</td>
<td>with the applicable technical sections in NavCan to</td>
</tr>
<tr>
<td>with the applicable technical sections in NavCan to</td>
<td>determine the area that this clause should apply.</td>
</tr>
</tbody>
</table>

3. Bird Hazard Zone(s) for Bird Hazards Clause to apply:

<table>
<thead>
<tr>
<th>None</th>
<th>Airport Operator has not requested a Bird Hazard Clause and Transport Canada concurs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>Primary BHZ from Safety Above All (from parameters on next page)</td>
</tr>
<tr>
<td></td>
<td>Or</td>
</tr>
<tr>
<td></td>
<td>BHZ within the limits of the Outer Surface as described in Part III of the Regulations</td>
</tr>
<tr>
<td>Enhanced</td>
<td>Secondary BHZ from Safety Above All (from parameters on next page)</td>
</tr>
<tr>
<td></td>
<td>Or</td>
</tr>
<tr>
<td></td>
<td>BHZ within the limits of the Outer Surface as described in Part III of the Regulations and extending to _____ km under the Approach Surfaces (8 km maximum)</td>
</tr>
<tr>
<td>Special</td>
<td>Any BHZ in excess of the above which is supported by the Airport Wildlife Management Plan or an equivalent site-specific bird hazard study acceptable to Transport Canada</td>
</tr>
<tr>
<td>RUNWAY</td>
<td>09</td>
</tr>
<tr>
<td>-------------</td>
<td>------</td>
</tr>
<tr>
<td>Code Number &amp; Letter</td>
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<tr>
<td>Runway Type</td>
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<tr>
<td>Runway end elevation above sea level</td>
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<td>Takeoff/Approach Surface divergence</td>
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<td>Takeoff/Approach Surface slope</td>
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<tr>
<td>Transition Surface slope</td>
<td>14.3 % (1:7)</td>
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<tr>
<td>PAPI OPS</td>
<td>n/a</td>
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<tr>
<td>(If requested by Airport Operator)</td>
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</tr>
<tr>
<td>Outer Surface radius</td>
<td>4000 m</td>
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<td>-----------------------------------</td>
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<tr>
<td>Outer Surface height above</td>
<td>45 m, except</td>
</tr>
<tr>
<td>Airport Reference Point</td>
<td>when terrain</td>
</tr>
<tr>
<td></td>
<td>rises to a</td>
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<tr>
<td></td>
<td>height less</td>
</tr>
<tr>
<td></td>
<td>than 9m above</td>
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<td>outer surface</td>
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<td>which case</td>
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<td>natural growth</td>
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<tr>
<td></td>
<td>is limited to</td>
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<td>9m AGL</td>
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<td>Airport Reference Point assigned</td>
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<td>elevation above sea level</td>
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<td>Area for Natural Growth Clause to</td>
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<tr>
<td>apply</td>
<td>transitional,</td>
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<td></td>
<td>and outer</td>
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<tr>
<td></td>
<td>surfaces</td>
</tr>
<tr>
<td>Area for Interference with</td>
<td>as determined</td>
</tr>
<tr>
<td>Communications Clause to apply</td>
<td>by NavCanada</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Bird Hazard Zone(s) for Bird</td>
<td>None</td>
</tr>
<tr>
<td>Hazards Clause to apply:</td>
<td>Airport Operator</td>
</tr>
<tr>
<td></td>
<td>has not</td>
</tr>
<tr>
<td></td>
<td>requested a</td>
</tr>
<tr>
<td></td>
<td>Bird Hazard</td>
</tr>
<tr>
<td></td>
<td>Clause and</td>
</tr>
<tr>
<td></td>
<td>Transport</td>
</tr>
<tr>
<td></td>
<td>Canada concurs</td>
</tr>
</tbody>
</table>
APPENDIX "C"

MEDICINE HAT AIRPORT ZONING PLAN
PLAN OF LANDS AFFECTED BY ZONING REGULATION BYLAW NO. 4294
MEDICINE HAT MUNICIPAL AIRPORT
ZONING REGULATIONS

RÉGLEMENTS DE ZONAGE L'AÉRPORT
MUNICIPAL DE MEDICINE HAT

APPENDIX C TO MEDICINE HAT
MUNICIPAL AIRPORT ZONING
REGULATIONS BYLAW 4294

ANNEXE C AU RÈGLEMENTS DE
ZONAGE L'AÉRPORT MUNICIPAL DE
MEDICINE HAT BYLAW 4294
APPENDIX "D"

APPENDIX D - AIRPORT
Medicine Hat Municipal Airport Legal Description

The Medicine Hat Municipal Airport is located in the City of Medicine Hat, with an Airport Reference Point of

Geodetic Coordinates: N 5542431.76  E 20019.94
Geographic Coordinates: N 50°01'08.02"  W 110°43'14.26"
Elevation: 716.00 metres Above Sea Level,

and includes the following lands:

1. PLAN 3728JK
   BLOCK 8
   CONTAINING 190 HECTARES (469.5 ACRES) MORE OR LESS
   EXCEPTING THEREOUT:
   PLAN NUMBER HECTARES (ACRES) MORE OR LESS
   Subdivision 4210JK 0.231 0.57
   SUBDIVISION 5424JK 0.231 0.57
   SUBDIVISION 7066JK 3.33 8.22
   ROAD 9811146 0.032 0.08
   ROAD 0614659 0.943 2.33
   EXCEPTING THEREOUT ALL MINES AND MINERALS

2. MERIDIAN 4 RANGE 6 TOWNSHIP 12
   SECTION 23
   THE EAST HALF OF THE NORTH HALF OF THE NORTH EAST QUARTER
   CONTAINING 16.2 HECTARES (40 ACRES) MORE OR LESS
   EXCEPTING THEREOUT ALL MINES AND MINERALS
   AND THE RIGHT TO WORK THE SAME

3. PLAN 0510749
   BLOCK 6
   LOT 6
   EXCEPTING THEREOUT ALL MINES AND MINERALS
   AREA: 1.45 HECTARES (3.58 ACRES) MORE OR LESS

4. PLAN 0510749
   BLOCK 6
   LOT 7
   EXCEPTING THEREOUT ALL MINES AND MINERALS
   AREA: 1.24 HECTARES (3.06 ACRES) MORE OR LESS

5. PLAN 4210JK
   BLOCK 5
   LOT 1
   EXCEPTING THEREOUT ALL MINES AND MINERALS
   AREA: 0.231 HECTARES (0.57 ACRES) MORE OR LESS

3 Geographic coordinates are presented in degrees, minutes and seconds of latitude and longitude.
6. PLAN 4210JK
   BLOCK 6
   LOT 2
   EXCEPTING THEREOUT ALL MINES AND MINERALS
   AREA: 2.23 HECTARES (5.51 ACRES) MORE OR LESS

7. PLAN 5424JK
   BLOCK 6
   LOT 1
   EXCEPTING THEREOUT ALL MINES AND MINERALS
   AREA: 1.46 HECTARES (3.61 ACRES) MORE OR LESS

8. PLAN 0510749
   BLOCK 5
   LOT 5
   EXCEPTING THEREOUT ALL MINES AND MINERALS

9. PLAN 0510749
   BLOCK 7
   LOT 1
   EXCEPTING THEREOUT ALL MINES AND MINERALS
   AREA: 1.05 HECTARES (2.59 ACRES) MORE OR LESS

10. PLAN 1550AK
    BLOCK 35
    LOTS 1 TO 36 INCLUSIVE

11. PLAN 0110768
    BLOCK 1
    LOT 1
    EXCEPTING THEREOUT ALL MINES AND MINERALS
    AREA: 3.23 HECTARES (7.98 ACRES) MORE OR LESS

12. PLAN 0110768
    BLOCK 1
    LOT 3
    EXCEPTING THEREOUT ALL MINES AND MINERALS
    AREA: 1.89 HECTARES (4.67 ACRES) MORE OR LESS

13. PLAN 0110768
    BLOCK 1
    LOT 2
    EXCEPTING THEREOUT ALL MINES AND MINERALS
    AREA: 2.1 HECTARES (5.19 ACRES) MORE OR LESS