

The Honourable Rob Flack
Minister of Municipal Affairs and Housing
College Park
777 Bay Street
Toronto, ON

The Honourable Prabmeet Sarkaria
Minister of Transportation
777 Bay Street
Toronto, ON

November 21, 2025

RE: Bill 60, Fighting Delays, Building Faster Act, 2025

Dear Ministers,

I am writing today on behalf of the Ottawa International Airport Authority. I want to begin by affirming that we support the goal of building homes quickly. Ontario needs more housing. Families need options. We agree with this priority. The question is location. Homes must be built in safe and compatible places. They should not create risks for citizens, aviation safety, airport operations, or the economic viability of commercial airports and their communities.

Bill 60 raises concerns for major airports. The Bill could weaken the tools the Province uses to protect strategic infrastructure. The Bill changes the structure of Ministerial Zoning Orders, which could affect how the province safeguards strategic infrastructure. The Bill grants new flexibility to adjust zoning performance standards without full and due process. The Bill allows certain zoning changes to proceed with fewer approval steps, which may reduce alignment between planning rules and development activity. These changes could limit the Province's ability to stop incompatible land uses near airports, ultimately stymying economic development and affecting job growth.

Airports operate under a mix of federal, provincial, and municipal rules. There is no single authority that protects airport operations. The Province often becomes the last safeguard. MZO's have filled that role. They prevent residential construction in areas that pose safety and operational risks. They reinforce the Provincial Policy Statement, where airports are notably and importantly safeguarded. They ensure that local planning decisions do not compromise aviation.

The Ottawa International Airport is one of Ontario's major economic engines. Recent events show why this protection matters. A residential development on Riverside Drive was approved by the City less than one kilometre from the end of the longest runway at the airport. The development would sit near areas that Transport Canada and NAV CANADA have identified as sensitive. The Royal Canadian Air Force has raised serious concerns related to national security. NAV CANADA has issued a formal objection. A small aircraft crashed only 310 metres from the proposed site this summer. These are real-world risks and facts.

Bill 60 may change how and when the province can intervene, since the tools and processes shift under the new legislation. A developer could advance proposals that do not conform to safety expectations, height limits, or noise guidelines. Municipal councils may lack the tools to stop these proposals. The province may not be able to intervene quickly. Operational safety cannot rely on voluntary compliance. Airports cannot shift runways or relocate on a whim.

The Authority supports housing growth. The Authority also supports strong rules that protect airports and the surrounding community. Homes must not go in places that put people at risk or hinder airport operations. The Provincial Policy Statement is clear that sensitive uses must avoid safety zones and airport noise. Bill 60 changes the role of the Provincial Policy Statement in ministerial decisions, which may affect how airport protections are applied.

We respectfully ask the province to reconsider sections of Bill 60 that limit MZO authority or allow non-conforming development near critical infrastructure. We ask the province to affirm that airport protection remains a provincial priority. We ask the province to keep strong tools that ensure compatible land use around airports.

In many cases, the Province is the last line of protection for major airports. Municipalities face local pressures. Federal legislation is limited on land use. Ontario can ensure that airport safety and operational continuity are upheld. This is not only a federal responsibility, it is a collective responsibility.

We welcome the chance to meet with your officials on this matter, including the ongoing housing development. We can bring evidence from Transport Canada, NAV CANADA, the Royal Canadian Air Force, and national aviation associations to support this critical discussion to protect Ontarians.

This information shows how incompatible development near airports impacts safety, operations, the economy, and jobs.

Thank you for your attention to this matter. The Authority stands ready to support the province as it builds more homes and protects Ontario's major transportation assets.

Sincerely,



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