

1 THE CORPORATION OF THE TOWN OF CALEDON

2  
3 BY-LAW NO. 2024-

4  
5 A By-law for the purposes of ensuring compatibility with Airport operations and the safe  
6 and secure operation of the Airport and aircraft.

7  
8 **WHEREAS** the Town has entered into an agreement with His Majesty the King in Right  
9 of Canada, as represented by the Minister of Transport, pursuant to Section 5.81 of the  
10 *Aeronautics Act*, R.S.C., 1985, c. A-2;

11  
12 **WHEREAS** the Town has the authority to enact by-laws for the regulation of land use in  
13 the Town of Caledon, as set out in Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13;

14  
15 **AND WHEREAS** the Town wishes to regulate, in the same manner and to the same  
16 extent as it may regulate the use of land within its jurisdiction, the use of the lands  
17 adjacent to or in the vicinity of the airport for the purpose of ensuring that the use of  
18 lands is not incompatible with the safe operation of an airport or aircraft;

19  
20 **AND WHEREAS** the By-law, being a Federal regulation, is subject to Federal legislation,  
21 such as the *Statutory Instruments Act* (R.S.C., 1985, c. S-22), the *Official Languages Act*  
22 (R.S.C., 1985, c. 31 (4<sup>th</sup> Supp.)) and associated regulations;

23  
24 **AND WHEREAS** the Minister of Transport has authorized the Town, pursuant to Section  
25 5.81 of the *Aeronautics Act*, R.S.C., 1985, c. A-2, to regulate in the same manner and to  
26 the same extent as it may regulate the use of lands within its jurisdiction, in accordance  
27 with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, the use of lands adjacent to or  
28 in the vicinity of an airport or airport site that are not the subject of regulations made  
29 pursuant to Subsection 5.4(2) of the *Aeronautics Act*, for the purpose of ensuring that  
30 use is not incompatible with the safe operation of an airport or aircraft;

31  
32 **AND WHEREAS** Council advertised its intention to consider the provisions of this By-law  
33 pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13 and O. Reg. 545/06;

34  
35 **AND WHEREAS** copies of this By-law and related documents were made available for  
36 inspection by the public at the office of the Town Clerk as required by the Act;

37  
38 **AND WHEREAS** a public meeting was held by Council as required by Section 34 of the  
39 *Planning Act*, R.S.O. 1990, c. P.13 and O. Reg. 545/06;

40  
41 **NOW THEREFORE** the Council of The Corporation of the Town of Caledon enacts as  
42 follows:

43  
44 **1.0 SHORT TITLE**

45  
46 1.1 This By-law may be cited as the Brampton Airport Zoning Regulation By-law;

47  
48 **2.0 DEFINITIONS**

49  
50 2.1 **“Act”** means the *Planning Act*, R.S.O. 1990, c. P.13 as amended or replaced  
51 from time to time;

52  
53 2.2 **“Agreement”** means the Town’s agreement with His Majesty the King in Right of  
54 Canada, as represented by the Minister of Transport, pursuant to Section 5.81 of  
55 the *Aeronautics Act*, R.S.C., 1985, c. A-2;

56  
57 2.3 **“Airport”** or **“Airport owned lands”** means the Brampton Airport in the Town of  
58 Caledon, Region of Peel in the Province of Ontario, further defined herein in  
59 Schedule “B”;

60  
61 2.4 **“Airport Zoning Regulation Area”** means the area shown in Schedule “C”  
62 affected by zoning regulations for the Brampton Airport, being part of the Town of  
63 Caledon;

64  
65 2.5 **“Airport Reference Point”** means the point described in Part I of Schedule “A”;

66  
67 2.6 **“Approach Surface(s)”** means the imaginary inclined surface that extends  
68 upward and outward from each end of the Runway Strip Surface more

69 particularly described in Part II of Schedule “A”;  
70  
71 2.7 **“Approval Authority”** means for the purposes of an amendment to this By-law  
72 means Council, and for the purposes of a minor variance of this By-law means  
73 the Committee of Adjustment.  
74  
75 2.8 **“Building”** means a building defined or designated under the *Ontario Building*  
76 *Code Act*, 1992, S.O. 1992, c.23;  
77  
78 2.9 **“By-law Enforcement Officer”** means an individual that is an employee of the  
79 Town who has been appointed to a Town by-law as a Municipal By-law  
80 Enforcement Officer and shall include the Chief Building Official;  
81  
82 2.10 **“Chief Building Official, Inspectors”** means the Chief Building Official and  
83 such Inspectors appointed by the Town pursuant to Section 3(2) of the *Ontario*  
84 *Building Code Act*, 1992, S.O. 1992, c.23;  
85  
86 2.11 **“Council”** means the Council of the Town of Caledon;  
87  
88 2.12 **“Object of Natural Growth”** includes vegetation, such as but not exclusive of  
89 trees and shrubs;  
90  
91 2.13 **“Outer Surface”** means the imaginary surface located above and in the vicinity  
92 of the Airport, more particularly described in Part III of Schedule “A”;  
93  
94 2.14 **“Runway Strip Surface”** means a surface associated with an airport runway,  
95 existing or future, that is prepared for the take-off and landing of aircraft in a  
96 particular direction, more particularly described in Part IV of Schedule “A”;  
97  
98 2.15 **“Storm Water Management”** means a facility for the management of the quality  
99 and/or quantity of storm water;  
100  
101 2.16 **“Structure”** means anything that is erected, built or constructed or parts joined  
102 together with a fixed location on the ground, or attached to something having a  
103 fixed location in or on the ground, whether permanent or temporary in nature,  
104 including but not limited to a wall, parapet, crane, flagpole, antenna or  
105 telecommunications equipment, lighting, signage, construction or maintenance  
106 equipment, or any other equipment or installation.  
107  
108 2.17 **“Town”** means the Corporation of the Town of Caledon or where the context  
109 requires, the area within the boundaries of the Town;  
110  
111 2.18 **“Transitional Surface(s)”** means the imaginary inclined surface that extends  
112 upward and outward from the lateral limits of the Runway Strip Surface and its  
113 Approach Surfaces more particularly described in Part V of Schedule “A”;  
114  
115 2.19 **“Wildlife Hazard Zone”** means the area located within the immediate vicinity of  
116 the airport and described in Part VII of Schedule “A”; and  
117  
118 2.20 **“Zoning Plan(s)”** means the Zoning Plan(s) attached as Schedule “C”,  
119 Brampton Airport Zoning Regulations Zoning Plan No. 1 and No. 2  
120  
121 **3.0 APPLICATION**  
122 These regulations apply in respect to all land, including public road allowances,  
123 that are adjacent to or in the vicinity of the Airport within the outer limits described  
124 in Part VI of Schedule “A” of this By-law, excluding land wholly owned by the  
125 Airport. For greater certainty, the lands include lands underwater and public road  
126 allowances.  
127  
128 **4.0 PURPOSE**  
129 The purpose of the Airport Zoning Regulation By-law is to prohibit or regulate and  
130 control the use of land and the erecting, locating or using of buildings, structures  
131 or objects of natural growth adjacent to or in the vicinity of the Brampton Airport  
132 to ensure that the use of land and the erecting, locating or using of buildings,  
133 structures or objects of natural growth is compatible with the safe operation of an  
134 airport or aircraft.  
135

- 136 **5.0 BUILDING RESTRICTIONS**  
137 No person shall place, erect or construct, or permit the placement, erection or  
138 construction, on any land to which this By-law applies, any land use, building,  
139 structure or object or any addition to an existing building, structure, or object, any  
140 part of which would penetrate one of the following surfaces:  
141  
142 (a) Approach Surface;  
143  
144 (b) Outer Surface; or  
145  
146 (c) Transitional Surface.  
147
- 148 **6.0 NATURAL GROWTH**  
149 No owner or lessee of land in respect of which these regulations apply shall  
150 permit any part of an object of natural growth that is on the land to grow in such a  
151 manner as to penetrate any of the following surfaces:  
152  
153 (a) Approach Surface;  
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155 (b) Outer Surface; or  
156  
157 (c) Transitional Surface.  
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- 159 **7.0 WILDLIFE HAZARD**  
160  
161 (a) No person shall use or permit another person to use any of the lands for  
162 activities or uses that attract wildlife – particularly birds – that may create  
163 a hazard to aviation safety.  
164  
165 (b) Despite Subsection 7 (a), the Town may approve the use of any lands as  
166 a site for a Storm Water Management Facility if the facility is found to be  
167 compatible with the continued safe operation of the airport and aircraft as  
168 determined through consultation with the airport and where identified  
169 through consultation with the airport as needed the completion of a  
170 supportive aeronautical study in accordance with Sharing the Skies:  
171 Guide to the Management of Wildlife Hazards - TP 13549.  
172
- 173 **8.0 NON-CONFORMING USES**  
174
- 175 8.1 This By-law shall not prevent the use of any land, building or structure for any  
176 purpose prohibited by the By-law if such land, building or structure was lawfully  
177 used for such purpose on the day of the passing of the By-law, so long as it  
178 continues to be used for that purpose; or prevent the erection or use for a  
179 purpose prohibited by the By-law of any building or structure for which a permit  
180 has been issued under Subsection 8 (1) of the *Building Code Act, 1992*, as  
181 amended, prior to the day of the passing of the By-law, so long as the building or  
182 structure when erected is used and continues to be used for the purpose for  
183 which it was erected and provided the permit has not been revoked under  
184 Subsection 8 (10) of the Act. R.S.O. 1990, c. P.13, s. 34 (9); 2009, c. 33, Sched.  
185 21, s. 10 (1).  
186
- 187 8.2 Subject to Section 8.3, the following may continue as they exist as of the date  
188 this By-law comes into force provided that any required permits, licenses or other  
189 permissions were in place on or before the date this By-law comes into force:  
190  
191 (a) Objects or parts of Objects of Natural Growth that penetrate an Approach  
192 Surface, Outer Surface or Transitional Surface, at the extent of  
193 penetration without further growth;  
194  
195 (b) A use of land, buildings or structures that attract wildlife and that may  
196 create a hazard for aviation safety.  
197
- 198 8.3 Any:  
199  
200 (a) Non-conforming Building or Structure;  
201  
202 (b) Object of Natural Growth referred to in Subsection 8.2 (a); or  
203

204 (c) Use of land, buildings or structures that attract wildlife and that may create  
205 a hazard for aviation safety referred to in Section 8.2(b),  
206  
207 shall be deemed non-conforming uses or non-conforming buildings, as the case  
208 may be, and may continue only in the manner and to the extent that non-  
209 conforming uses and non-conforming buildings are allowed by the *Town of*  
210 *Caledon Zoning By-law 2006-50* as amended or replaced from time to time, and  
211 the Act.  
212

## 213 **9.0 ZONING AMENDMENT OR MINOR VARIANCE**

214  
215 9.1 An amendment or minor variance, pursuant to the Act, from this By-law may be  
216 granted if the Approval Authority for an amendment or minor variance determines  
217 the request is in the public interest and is not likely to adversely affect aviation  
218 safety or security. Prior to granting of an amendment or minor variance from this  
219 By-law, the Approval Authority shall first obtain concurrence with the proposed  
220 amendment or minor variance from the Airport. Prior to granting an amendment  
221 or minor variance from this By-law, the Approval Authority will consult with the  
222 Minister of Transport as required by Section 4 of the Agreement.  
223

224 9.2 An applicant for an amendment or minor variance may be required to produce a  
225 supporting aeronautical study by a suitably qualified aeronautical consultant, for  
226 review by the Approval Authority in consideration of the request being made and  
227 make a determination pursuant to Section 9.1. In so doing, the applicant may  
228 also be required to pay fees associated with the procurement of an independent  
229 aeronautical assessment by a consultant nominated by the Approval Authority or  
230 Airport as may be requested and directed by the Approval Authority or Airport to  
231 complete such due diligence reviews.  
232

## 233 **10.0 ADMINISTRATIVE POWERS AND DUTIES**

234  
235 10.1 The Town is responsible for administrating and enforcing this By-law in  
236 cooperation with the Brampton Airport and in so doing has the authority to create  
237 or issue forms, procedures, protocols, requirements and guidelines in relation to  
238 this By-law.  
239

240 10.2 The Town may at its sole discretion delegate any or all responsibilities, duties  
241 and powers created by this By-law, to any other Town employee, including the  
242 Chief Building Official.  
243

## 244 **11.0 ENTRY AND INSPECTION**

245 An enforcement officer appointed by the Town may, pursuant to the Act, enter  
246 upon any property to which this By-law applies to inspect for the purposes of  
247 determining compliance with the provisions of this By-law.  
248

## 249 **12.0 OFFENCES AND PENALTIES**

### 250 251 **12.1 Violations and Penalties**

252 Every person

- 253
- 254 (a) who contravenes or causes a contravention of any of the  
255 provisions of this By-law, or  
256
  - 257 (b) who is the owner of any land used or any building or structure  
258 erected, altered, enlarged or used in contravention of this By-law,  
259 or  
260
  - 261 (c) who causes or permits any land used or any building or structure  
262 erected, altered, enlarged or used in contravention of this By-law,  
263 or  
264
  - 265 (d) who is the occupant or owner of any land used or of any building  
266 or structure erected, altered, enlarged or used in contravention of  
267 this By-law  
268

269 is guilty of an offense and upon conviction is liable for the fines as provided for  
270 under the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.  
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**12.2 Order of Prohibition**

When a conviction is entered under Subsection 12.1, in addition to any other remedy or any penalty provided by law, the Court in which the conviction has been entered, and any Court of competent jurisdiction thereafter, may make an order prohibiting the continuation or repetition of the offence by the person convicted.

**13.0 OTHER ACTION**

Nothing herein contained shall prevent the Town from taking any such other lawful action as is necessary to prevent or remedy any violation or breach of this By-law.

**14.0 SCHEDULES**

Schedules "A", "B" and "C" attached to this By-law shall form part of this By-law.

**15.0 COMING INTO FORCE**

This By-law comes into force at the beginning of the day that it is passed.

Read three times and finally passed in open Council on the [XX] day of [XXXXXX], [20XX].

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Annette Groves, Mayor

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Kevin Klingenberg, Municipal Clerk

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**APPENDIX "A"**

**PREAMBLE**

In this By-law:

- (a) all grid coordinates are in metres (m) and refer to the North American Datum 1983 (NAD83) Original Universal Transverse Mercator (UTM) Projection Zone 17 North;
- (b) all elevation values are in metres (m) Above Mean Sea Level (AMSL) and are in reference to the Canadian Geodetic Vertical Datum 1928 (CGVD28) with 1978 Southern Ontario Adjustment.

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**SCHEDULE "A"**

**PART I – AIRPORT REFERENCE POINT**

The Airport Reference Point, as shown on the Brampton Airport Zoning Plan, Schedule "C", is the geometric centre of the runway thresholds, at grid coordinates 590654.34 m Easting and 4845812.36 m Northing, (N 43° 45' 35.32", W 79° 52' 25.75"). It is located 27.99 m perpendicularly from the centreline of the Runway Strip Surface at a distance of 507.01 m running southwesterly from the threshold associated with Runway 15-33, and its assigned elevation is 277.20 m AMSL.

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331 **SCHEDULE "A"**

332 **PART II – APPROACH SURFACES**

333 The Approach Surfaces are imaginary inclined surfaces abutting each end of the  
334 Runway Strip Surfaces associated with Runways 08, 26, 15 and 33.

335 The elevation of an Approach Surface at any point is equal to the elevation of the  
336 nearest point on the centreline of that Approach Surface.

337 The elevation of an Approach Surface centreline is calculated from the elevation of the  
338 abutting end of the Runway Strip Surface and increases at the constant ratios set out in  
339 this Part.

340 The Approach Surfaces are described as follows:

- 341 (a) an imaginary inclined surface abutting the end of the Runway Strip Surface  
342 associated with Runway **08** and ascending, from an assigned elevation of **282.2**  
343 **m** above sea level, at a ratio of 1.0 m measured vertically to 20.0 m measured  
344 horizontally, to an imaginary horizontal line drawn at right angles to the projected  
345 centreline of the Runway Strip Surface and distant 2,500 m measured  
346 horizontally from the end of the Runway Strip Surface; the outer ends of the  
347 imaginary horizontal line being 280.0 m from the projected centreline and 125.0  
348 m above the assigned elevation at the end of the Runway Strip Surface  
349 associated with Runway **08**;
- 350 (b) an imaginary inclined surface abutting the end of the Runway Strip Surface  
351 associated with Runway **26** and ascending, from an assigned elevation of **279.2**  
352 **m** above sea level, at a ratio of 1.0 m measured vertically to 20.0 m measured  
353 horizontally, to an imaginary horizontal line drawn at right angles to the projected  
354 centreline of the Runway Strip Surface and distant 2,500 m measured  
355 horizontally from the end of the Runway Strip Surface; the outer ends of the  
356 imaginary horizontal line being 280.0 m from the projected centreline and 125.0  
357 m above the assigned elevation at the end of the Runway Strip Surface  
358 associated with Runway **26**;
- 359 (c) an imaginary inclined surface abutting the end of the Runway Strip Surface  
360 associated with Runway **15** and ascending, from an assigned elevation of **285.2**  
361 **m** above sea level, at a ratio of 1.0 m measured vertically to 25.0 m measured  
362 horizontally, to an imaginary horizontal line drawn at right angles to the projected  
363 centreline of the Runway Strip Surface and distant 2,500 m measured  
364 horizontally from the end of the Runway Strip Surface; the outer ends of the  
365 imaginary horizontal line being 280.0 m from the projected centreline and 100.0  
366 m above the assigned elevation at the end of the Runway Strip Surface  
367 associated with Runway **15**; and
- 368 (d) an imaginary inclined surface abutting the end of the Runway Strip Surface  
369 associated with Runway **33** and ascending, from an assigned elevation of **277.2**  
370 **m** above sea level, at a ratio of 1.0 m measured vertically to 25.0 m measured  
371 horizontally, to an imaginary horizontal line drawn at right angles to the projected  
372 centreline of the Runway Strip Surface and distant 2,500 m measured  
373 horizontally from the end of the Runway Strip Surface; the outer ends of the  
374 imaginary horizontal line being 280.0 m from the projected centreline and 100.0  
375 m above the assigned elevation at the end of the Runway Strip Surface  
376 associated with Runway **33**.

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**SCHEDULE "A"**

**PART III – OUTER SURFACE**

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The Outer Surface, as shown on the Brampton Airport Zoning Plan, Schedule "C", is an imaginary surface extending outward from the airport reference point to a radius of 4,000 m. It is situated at a constant elevation of 45 m above the airport reference point, but at 9 m above the ground when that elevation would place the Outer Surface at less than 9 m above the ground.

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401 **SCHEDULE "A"**

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403 **PART IV – RUNWAY STRIP SURFACE**

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405  
406 The Runway Strip Surface, as shown on the Brampton Airport Zoning Plan, Schedule  
407 "C", is an imaginary rectangular surface.

408  
409 The elevation of a Runway Strip Surface at any point is equal to the elevation of the  
410 nearest point on the centreline of the runway associated with that Runway Strip Surface.

411  
412 The elevation of the Runway Strip Surface centreline between the Runway Strip Surface  
413 end and the closest Runway Strip Surface threshold is equal to the elevation of the  
414 Runway Strip Surface end.

415  
416 The Runway Strip Surface associated with Runway 08-26 is described as follows:

- 417  
418 (a) 60.0 m in total width, being 30.0 m on either side of the centreline of the runway,  
419 commencing 31.0 m to the west of threshold **08** and ending 31.0 m to the east of  
420 threshold **26**, having a total length of 829.37 m;  
421  
422 (b) The **08** end of the Runway Strip Surface has an assigned elevation of 282.2 m  
423 and the **26** end of the Runway Strip Surface has an assigned elevation of 279.2  
424 m;  
425  
426 (c) The azimuth of the centreline of Runway 08-26 is 69.735°;  
427  
428 (d) Threshold **08** has grid coordinates of 590238.95 m Easting and 4845584.98 m  
429 Northing; and  
430  
431 (e) Threshold **26** has grid coordinates of 590958.82 m Easting and 4845850.76 m  
432 Northing.

433  
434 The Runway Strip Surface associated with Runway 15-33 is described as follows:

- 435  
436 (a) 60.0 m in total width, being 30.0 m on either side of the centreline of the runway,  
437 commencing 61.0 m to the northwest of threshold **15** and ending 61.0 m to the  
438 southeast of threshold **33**, having a total length of 1,191.38 m;  
439  
440 (b) The **15** end of the Runway Strip Surface has an assigned elevation of 285.2 m  
441 and the **33** end of the Runway Strip Surface has an assigned elevation of 277.2  
442 m;  
443  
444 (c) The azimuth of the centreline of Runway 15-33 is 135.311°;  
445  
446 (d) Threshold **15** has grid coordinates of 590317.68 m Easting and 4846192.49 m  
447 Northing; and  
448  
449 (e) Threshold **33** has grid coordinates of 591069.74 m Easting and 4845432.24 m  
450 Northing.

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**SCHEDULE "A"**

**PART V – TRANSITIONAL SURFACES**

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Each Transitional Surface, as shown on the Brampton Airport Zoning Plan, Schedule "C", is an imaginary inclined surface ascending at a ratio of 1.0 m measured vertically to 5.0 m measured horizontally at right angles to the runway centreline and projected centerline of the Runway Strip Surface, extending upward and outward from the lateral limits of the Runway Strip Surface and its Approach Surfaces to the intersection with the Outer Surface.

The elevation of a point on the lower edge of a Transitional Surface abutting a Runway Strip Surface is equal to the elevation of the nearest point on the centreline of the abutting Runway Strip Surface.

The elevation of a point on the lower edge of a Transitional Surface abutting an Approach Surface is equal to the elevation of the nearest point on the centreline of the abutting Approach Surface.

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**SCHEDULE "A"**

**PART VI – LIMIT OF AREA CONTAINING LANDS TO WHICH THESE REGULATIONS APPLY**

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, excluding Airport owned lands, as shown on the Brampton Airport Zoning Plan, Schedule "C".

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**SCHEDULE "A"**

**PART VII – WILDLIFE HAZARD ZONE**

The wildlife hazard zone is coincident with the lands to which the Airport Zoning Regulations apply to as described in Schedule "A" Part VI – Limit of Area Containing Lands to which these Regulations Apply.

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**SCHEDULE "B"**

**BRAMPTON AIRPORT LEGAL DESCRIPTION**

The Brampton Airport is located 13 kilometres south of the Town of Caledon, with an Aerodrome Reference Point (ARP) at coordinates 590654.34 m Easting, 4845812.36 m Northing, and includes the following lands:

All and Singular that certain parcel or tract of land and premises, situate, lying and being in the Town of Caledon and Province of Ontario and being composed of the following:

Part of Lots 25 and 26, Concession 1, West of Hurontario Street, in the Township of Chinguacousy, lying east of the Canadian Pacific Railway as in Instrument No. VS164078, and Part 1 on Plan 43R-12942 except Part 1 on Plan 43R-21492, being in the Town of Caledon.

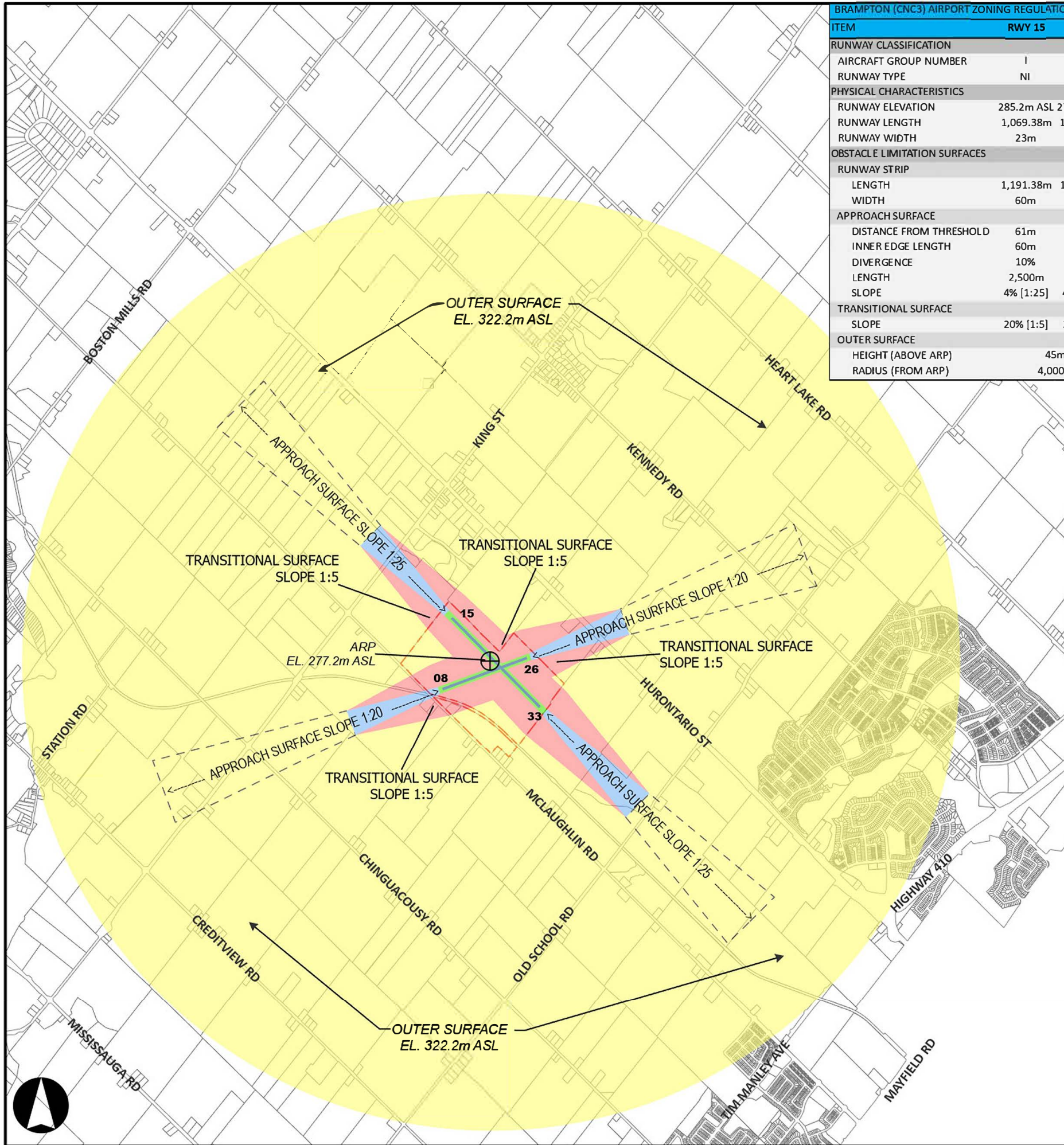
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**SCHEDULE "C"**

**BRAMPTON AIRPORT ZONING REGULATIONS ZONING PLAN NO. 1 AND NO. 2**

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BRAMPTON (CNC3) AIRPORT ZONING REGULATIONS (AZR)		
ITEM	RWY 15	RWY 33
<b>RUNWAY CLASSIFICATION</b>		
AIRCRAFT GROUP NUMBER	I	I
RUNWAY TYPE	NI	NI
<b>PHYSICAL CHARACTERISTICS</b>		
RUNWAY ELEVATION	285.2m ASL	277.2m ASL
RUNWAY LENGTH	1,069.38m	1,069.38m
RUNWAY WIDTH	23m	23m
<b>OBSTACLE LIMITATION SURFACES</b>		
<b>RUNWAY STRIP</b>		
LENGTH	1,191.38m	1,191.38m
WIDTH	60m	60m
<b>APPROACH SURFACE</b>		
DISTANCE FROM THRESHOLD	61m	61m
INNER EDGE LENGTH	60m	60m
DIVERGENCE	10%	10%
LENGTH	2,500m	2,500m
SLOPE	4% [1:25]	4% [1:25]
<b>TRANSITIONAL SURFACE</b>		
SLOPE	20% [1:5]	20% [1:5]
<b>OUTER SURFACE</b>		
HEIGHT (ABOVE ARP)	45m	
RADIUS (FROM ARP)	4,000m	

BRAMPTON (CNC3) AIRPORT ZONING REGULATIONS (AZR)			
ITEM	RWY 08	RWY 26	
<b>RUNWAY CLASSIFICATION</b>			
AIRCRAFT GROUP NUMBER	I	I	
RUNWAY TYPE	NI	NI	
<b>PHYSICAL CHARACTERISTICS</b>			
RUNWAY ELEVATION	282.2m ASL	279.2m ASL	
RUNWAY LENGTH	767.37m	767.37m	
RUNWAY WIDTH	23m	23m	
<b>OBSTACLE LIMITATION SURFACES</b>			
<b>RUNWAY STRIP</b>			
LENGTH	829.37m	829.37m	
WIDTH	60m	60m	
<b>APPROACH SURFACE</b>			
DISTANCE FROM THRESHOLD	31m	31m	
INNER EDGE LENGTH	60m	60m	
DIVERGENCE	10%	10%	
LENGTH	2,500m	2,500m	
SLOPE	5% [1:20]	5% [1:20]	
<b>TRANSITIONAL SURFACE</b>			
SLOPE	20% [1:5]	20% [1:5]	
<b>OUTER SURFACE</b>			
HEIGHT (ABOVE ARP)	45m		
RADIUS (FROM ARP)	4,000m		

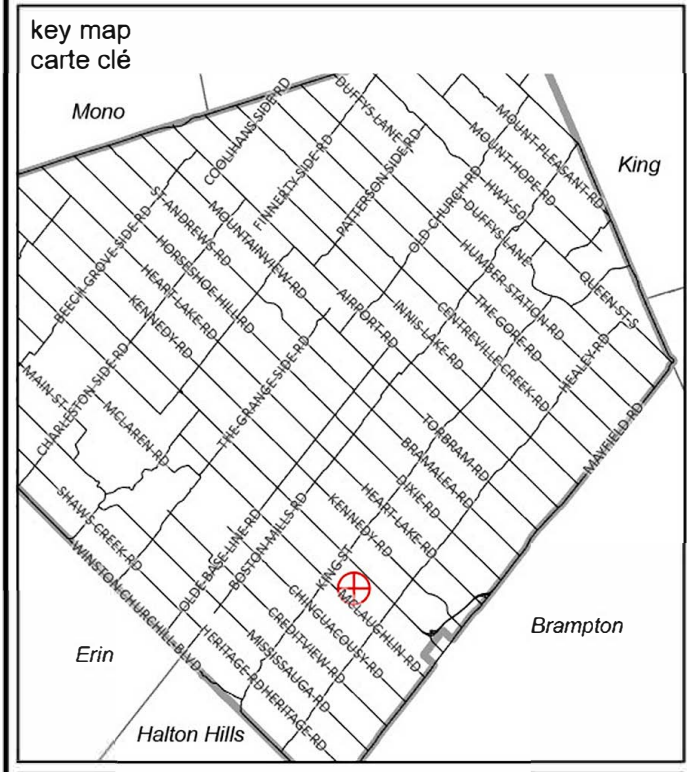
Règlement de zonage aéroportuaire (RZA) de Brampton (CNC3)		
ARTICLE	PISTE 15	PISTE 33
<b>Classification de la piste</b>		
Numéro de groupe d'aéronef (AGN)	I	I
Types de piste	NI	NI
<b>Caractéristiques Physiques</b>		
Altitude de la piste	285.2m ASL	277.2m ASL
Longueur de la piste	1,069.38m	1,069.38m
Largeur de la piste	23m	23m
<b>Surface de limitation d'obstacles</b>		
<b>Bande de piste</b>		
Longueur	1,191.38m	1,191.38m
Largeur	60m	60m
<b>Surface d'approche</b>		
Distance par rapport au seuil	61m	61m
Longueur du bord intérieur	60m	60m
Divergence	10%	10%
Longueur	2,500m	2,500m
Pente	4% [1:25]	4% [1:25]
<b>Surface de transition</b>		
Pente	20% [1:5]	20% [1:5]
<b>Surface extérieure</b>		
Hauteur au-dessus ARP	45m	
Rayon au-dessus ARP	4,000m	

Règlement de zonage aéroportuaire (RZA) de Brampton (CNC3)		
ARTICLE	PISTE 08	PISTE 26
<b>Classification de la piste</b>		
Numéro de groupe d'aéronef (AGN)	I	I
Types de piste	NI	NI
<b>Caractéristiques Physiques</b>		
Altitude de la piste	282.2m ASL	279.2m ASL
Longueur de la piste	767.37m	767.37m
Largeur de la piste	23m	23m
<b>Surface de limitation d'obstacles</b>		
<b>Bande de piste</b>		
Longueur	829.37m	829.37m
Largeur	60m	60m
<b>Surface d'approche</b>		
Distance par rapport au seuil	31m	31m
Longueur du bord intérieur	60m	60m
Divergence	10%	10%
Longueur	2,500m	2,500m
Pente	5% [1:20]	5% [1:20]
<b>Surface de transition</b>		
Pente	20% [1:5]	20% [1:5]
<b>Surface extérieure</b>		
Hauteur au-dessus ARP	45m	
Rayon au-dessus ARP	4,000m	

**Schedule "C" Plan No. 1**  
**BY-LAW #**  
**RÈGLEMENT ADMINISTRATIF No**  
**2024-\_\_\_\_\_**

Flight Centre and Flying Club,  
 13691 McLaughlin Rd,  
 Cheltenham, ON L7C 0S8  
 Town of Caledon,  
 Regional Municipality of Peel

Legend	Légende
Aerodrome Reference Point (ARP)	Point de référence d'aérodrome (ARP)
Runway	Piste
Strip Surface	Surface de bande
Transition Surface	Surface de transition
Approach Surface	Surface d'approche
Approach Surface Extension	Extension de la surface d'approche
Outer Surface	Surface extérieure
Property Boundary	Property Boundary



Date: November 27, 2024  
 27 novembre 2024






# Schedule "C" Plan No. 2

BY-LAW #  
RÈGLEMENT ADMINISTRATIF No  
2024-\_\_\_\_\_

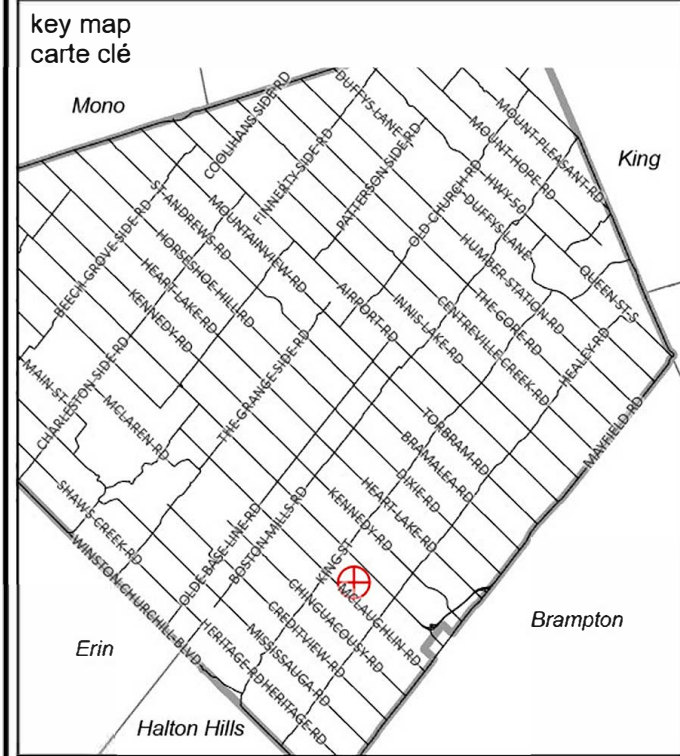
Flight Centre and Flying Club,  
13691 McLaughlin Rd,  
Cheltenham, ON L7C 0S8  
Town of Caledon,  
Regional Municipality of Peel

## BRAMPTON AIRPORT PRELIMINARY REFERENCE POINT INFORMATION Point de référence préliminaire de l'aéroport information

POINT	NORTH NORD	EAST EST
ARP	4845812.36	590654.34
R15-1	4846256.96	590296.11
R15-2	4846214.76	590253.46
R15-3	4847816.27	588317.56
R15-4	4848210.1	588715.68
R26-1	4845833.36	590998.29
R26-2	4845889.64	590977.51
R26-3	4846990.06	593236.17
R26-4	4846464.72	593430.13
R33-1	4845367.77	591091.31
R33-2	4845409.97	591133.97
R33-3	4843808.46	593069.86
R33-4	4843414.63	592671.74
R08-1	4845602.38	590199.47
R08-2	4845546.1	590220.25
R08-3	4844445.68	587961.59
R08-4	4844971.02	587767.63
TSS-1	4844488.86	591802.51
TSS-2	4845209.54	590931.35
TSS-3	4845491.41	590670.64
TSS-4	4845358.48	590289.53
TSS-5	4845193.96	589497.48
TSS-6	4845733.96	590729.07
TSS-7	4845400.35	589421.28
TSS-8	4845790.0	590130.20
TSS-9	4845865.73	590324.42
TSS-10	4846084.66	590121.93
TSS-11	4846807.32	589537.18
TSS-12	4845780.81	590682.73
TSS-13	4846979.62	589711.35
TSS-14	4846387.06	590427.63
TSS-15	4846046.46	590787.96
TSS-16	4846091.33	590903.04
TSS-17	4846268.19	591754.49
TSS-18	4845803.63	590744.55
TSS-19	4846050.55	591834.84
TSS-20	4845685.2	591170.15
TSS-21	4845568.2	591293.93
TSS-22	4844689.29	592005.12
TSS-23	4845756.78	590790.89

**Legend / Légende**

- Aerodrome Reference Point (ARP) Point de référence d'aérodrome (ARP)
- Runway Piste
- Strip Surface Surface de bande
- Transition Surface Surface de transition
- Approach Surface Surface d'approche
- Approach Surface Extension Extension de la surface d'approche
- Outer Surface Surface extérieure
- Property Boundary Property Boundary



Date: November 27, 2024  
27 novembre 2024

