

# THE CORPORATION OF THE TOWN OF CALEDON

## BY-LAW NO. 2025-111

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

WHEREAS the Town has entered into an agreement with His Majesty the King 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;

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

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

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

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

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

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

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

NOW THEREFORE the Council of The Corporation of the Town of Caledon ENACTS AS FOLLOWS:

### 1.0 SHORT TITLE

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

### 2.0 DEFINITIONS

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

2.2 “**Agreement**” means the Town’s agreement with His Majesty the King 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;

2.3 “**Airport**” or “**Airport owned lands**” means the Brampton Airport in the Town of Caledon, Region of Peel in the Province of Ontario, further defined herein in

Schedule “B”;

- 2.4 “**Airport Zoning Regulation Area**” means the area shown in Schedule “C” affected by zoning regulations for the Brampton Airport, being part of the Town of Caledon;
- 2.5 “**Airport Reference Point**” means the point described in Part I of Schedule “A”;
- 2.6 “**Approach Surface(s)**” means the imaginary inclined surface that extends upward and outward from each end of the Runway Strip Surface more particularly described in Part II of Schedule “A”;
- 2.7 “**Approval Authority**” means for the purposes of an amendment to this By-law means Council, and for the purposes of a minor variance of this By-law means the Committee of Adjustment.
- 2.8 “**Building**” means a building defined or designated under the *Ontario Building Code Act*, 1992, S.O. 1992, c.23;
- 2.9 “**By-law Enforcement Officer**” means an individual that is an employee of the Town who has been appointed to a Town by-law as a Municipal By-law Enforcement Officer and shall include the Chief Building Official;
- 2.10 “**Chief Building Official, Inspectors**” means the Chief Building Official and such Inspectors appointed by the Town pursuant to Section 3(2) of the *Ontario Building Code Act*, 1992, S.O. 1992, c.23;
- 2.11 “**Council**” means the Council of the Town of Caledon;
- 2.12 “**Object of Natural Growth**” includes vegetation, such as but not exclusive of trees and shrubs;
- 2.13 “**Outer Surface**” means the imaginary surface located above and in the vicinity of the Airport, more particularly described in Part III of Schedule “A”;
- 2.14 “**Runway 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 Schedule “A”;
- 2.15 “**Storm Water Management**” means a facility for the management of the quality and/or quantity of storm water;
- 2.16 “**Structure**” means anything that is erected, built or constructed or parts joined together with a fixed location on the ground, or attached to something having a fixed location in or on the ground, whether permanent or temporary in nature, including but not limited to a wall, parapet, crane, flagpole, antenna or telecommunications equipment, lighting, signage, construction or maintenance equipment, or any other equipment or installation.
- 2.17 “**Town**” means the Corporation of the Town of Caledon or where the context requires, the area within the boundaries of the Town;
- 2.18 “**Transitional Surface(s)**” means the imaginary inclined surface that extends upward and outward from the lateral limits of the Runway Strip Surface and its Approach Surfaces more particularly described in Part V of Schedule “A”;
- 2.19 “**Wildlife Hazard Zone**” means the area located within the immediate vicinity of the airport and described in Part VII of Schedule “A”; and
- 2.20 “**Zoning Plan(s)**” means the Zoning Plan(s) attached as Schedule “C”, Brampton Airport Zoning Regulations Zoning Plan No. 1 and No. 2

### **3.0 APPLICATION**

These regulations apply in respect to all land, including public road allowances, that are adjacent to or in the vicinity of the Airport within the outer limits described in Part VI of Schedule “A” of this By-law, excluding land wholly owned by the Airport. For greater certainty, the lands include lands underwater and public road allowances.

### **4.0 PURPOSE**

The purpose of the Airport Zoning Regulation By-law is to prohibit or regulate and control the use of land and the erecting, locating or using of buildings, structures or objects of natural growth adjacent to or in the vicinity of the Brampton Airport to ensure that the use of land and the erecting, locating or using of buildings, structures or objects of natural growth is compatible with the safe operation of an airport or aircraft.

### **5.0 BUILDING RESTRICTIONS**

No person shall place, erect or construct, or permit the placement, erection or construction, on any land to which this By-law applies, any land use, building, structure or object or any addition to an existing building, structure, or object, any part of which would penetrate one of the following surfaces:

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

### **6.0 NATURAL GROWTH**

No owner or lessee of land in respect of which these regulations apply shall permit any part of an object of natural growth that is on the land to grow in such a manner as to penetrate any of the following surfaces:

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

### **7.0 WILDLIFE HAZARD**

- (a) No person shall 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 to aviation safety.
- (b) Despite Subsection 7 (a), the Town may approve the use of any lands as a site for a Storm Water Management Facility if the facility is found to be compatible with the continued safe operation of the airport and aircraft as determined through consultation with the airport and where identified through consultation with the airport as needed the completion of a supportive aeronautical study in accordance with Sharing the Skies: Guide to the Management of Wildlife Hazards - TP 13549.

### **8.0 NON-CONFORMING USES**

- 8.1 This By-law shall not prevent the use of any land, building or structure for any purpose prohibited by the By-law if such land, building or structure was lawfully used for such purpose on the day of the passing of the By-law, so long as it continues to be used for that purpose; or prevent the erection or use for a purpose prohibited by the By-law of any building or structure for which a permit has been issued under Subsection 8 (1) of the *Building Code Act*, 1992, as amended, prior to the day of the passing of the By-law, so long as the building or structure when erected is used and continues to be used for the purpose for which it was erected and provided the permit has not been revoked under Subsection 8 (10) of the Act. R.S.O. 1990, c. P.13, s. 34 (9); 2009, c. 33,

Sched. 21, s. 10 (1).

8.2 Subject to Section 8.3, the following may continue as they exist as of the date this By-law comes into force provided that any required permits, licenses or other permissions were in place on or before the date this By-law comes into force:

- (a) Objects or parts of Objects of Natural Growth that penetrate an Approach Surface, Outer Surface or Transitional Surface, at the extent of penetration without further growth;
- (b) A use of land, buildings or structures that attract wildlife and that may create a hazard for aviation safety.

8.3 Any:

- (a) Non-conforming Building or Structure;
- (b) Object of Natural Growth referred to in Subsection 8.2 (a); or
- (c) Use of land, buildings or structures that attract wildlife and that may create a hazard for aviation safety referred to in Section 8.2(b),

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 *Town of Caledon Zoning By-law 2006-50* as amended or replaced from time to time, and the Act.

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

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

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

## **10.0 ADMINISTRATIVE POWERS AND DUTIES**

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

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

## **11.0 ENTRY AND INSPECTION**

An enforcement officer appointed by the Town may, pursuant to the Act, enter upon any property to which this By-law applies to inspect for the purposes of

determining compliance with the provisions of this By-law.

**12.0 OFFENCES AND PENALTIES**

**12.1 Violations and Penalties**

Every person

- (a) who contravenes or causes a contravention of any of the provisions of this By-law, or
- (b) who is the owner of any land used or any building or structure erected, altered, enlarged or used in contravention of this By-law, or
- (c) who causes or permits any land used or any building or structure erected, altered, enlarged or used in contravention of this By-law, or
- (d) who is the occupant or owner of any land used or of any building or structure erected, altered, enlarged or used in contravention of this By-law

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

**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.

**Enacted by the Town of Caledon Council this 25<sup>th</sup> day of November, 2025.**

\_\_\_\_\_  
Annette Groves, Mayor

\_\_\_\_\_  
Kevin Klingenberg, Municipal Clerk

## **SCHEDULE “A” TO BY-LAW 2025-111**

### **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.

## **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.

## SCHEDULE “A”

### PART II – APPROACH SURFACES

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

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

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

The Approach Surfaces are described as follows:

- (a) an imaginary inclined surface abutting the end of the Runway Strip Surface associated with Runway **08** and ascending, from an assigned elevation of **282.2 m** above sea level, at a ratio of 1.0 m measured vertically to 20.0 m measured horizontally, to an imaginary horizontal line drawn at right angles to the projected centreline of the Runway Strip Surface and distant 2,500 m measured horizontally from the end of the Runway Strip Surface; the outer ends of the imaginary horizontal line being 280.0 m from the projected centreline and 125.0 m above the assigned elevation at the end of the Runway Strip Surface associated with Runway **08**;
- (b) an imaginary inclined surface abutting the end of the Runway Strip Surface associated with Runway **26** and ascending, from an assigned elevation of **279.2 m** above sea level, at a ratio of 1.0 m measured vertically to 20.0 m measured horizontally, to an imaginary horizontal line drawn at right angles to the projected centreline of the Runway Strip Surface and distant 2,500 m measured horizontally from the end of the Runway Strip Surface; the outer ends of the imaginary horizontal line being 280.0 m from the projected centreline and 125.0 m above the assigned elevation at the end of the Runway Strip Surface associated with Runway **26**;
- (c) an imaginary inclined surface abutting the end of the Runway Strip Surface associated with Runway **15** and ascending, from an assigned elevation of **285.2 m** above sea level, at a ratio of 1.0 m measured vertically to 25.0 m measured horizontally, to an imaginary horizontal line drawn at right angles to the projected centreline of the Runway Strip Surface and distant 2,500 m measured horizontally from the end of the Runway Strip Surface; the outer ends of the imaginary horizontal line being 280.0 m from the projected centreline and 100.0 m above the assigned elevation at the end of the Runway Strip Surface associated with Runway **15**; and
- (d) an imaginary inclined surface abutting the end of the Runway Strip Surface associated with Runway **33** and ascending, from an assigned elevation of **277.2 m** above sea level, at a ratio of 1.0 m measured vertically to 25.0 m measured horizontally, to an imaginary horizontal line drawn at right angles to the projected centreline of the Runway Strip Surface and distant 2,500 m measured horizontally from the end of the Runway Strip Surface; the outer ends of the imaginary horizontal line being 280.0 m from the projected centreline and 100.0 m above the assigned elevation at the end of the Runway Strip Surface associated with Runway **33**.



## **SCHEDULE “A”**

### **PART III – OUTER SURFACE**

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.

## SCHEDULE “A”

### PART IV – RUNWAY STRIP SURFACE

The Runway Strip Surface, as shown on the Brampton Airport Zoning Plan, Schedule “C”, is an imaginary rectangular surface.

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

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

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

- (a) 60.0 m in total width, being 30.0 m on either side of the centreline of the runway, commencing 31.0 m to the west of threshold **08** and ending 31.0 m to the east of threshold **26**, having a total length of 829.37 m;
- (b) The **08** end of the Runway Strip Surface has an assigned elevation of 282.2 m and the **26** end of the Runway Strip Surface has an assigned elevation of 279.2 m;
- (c) The azimuth of the centreline of Runway 08-26 is 69.735°;
- (d) Threshold **08** has grid coordinates of 590238.95 m Easting and 4845584.98 m Northing; and
- (e) Threshold **26** has grid coordinates of 590958.82 m Easting and 4845850.76 m Northing.

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

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

## **SCHEDULE “A”**

### **PART V – TRANSITIONAL SURFACES**

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.

## **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”.

## **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.

## **SCHEDULE “B” TO BY-LAW 2025-111**

### **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:

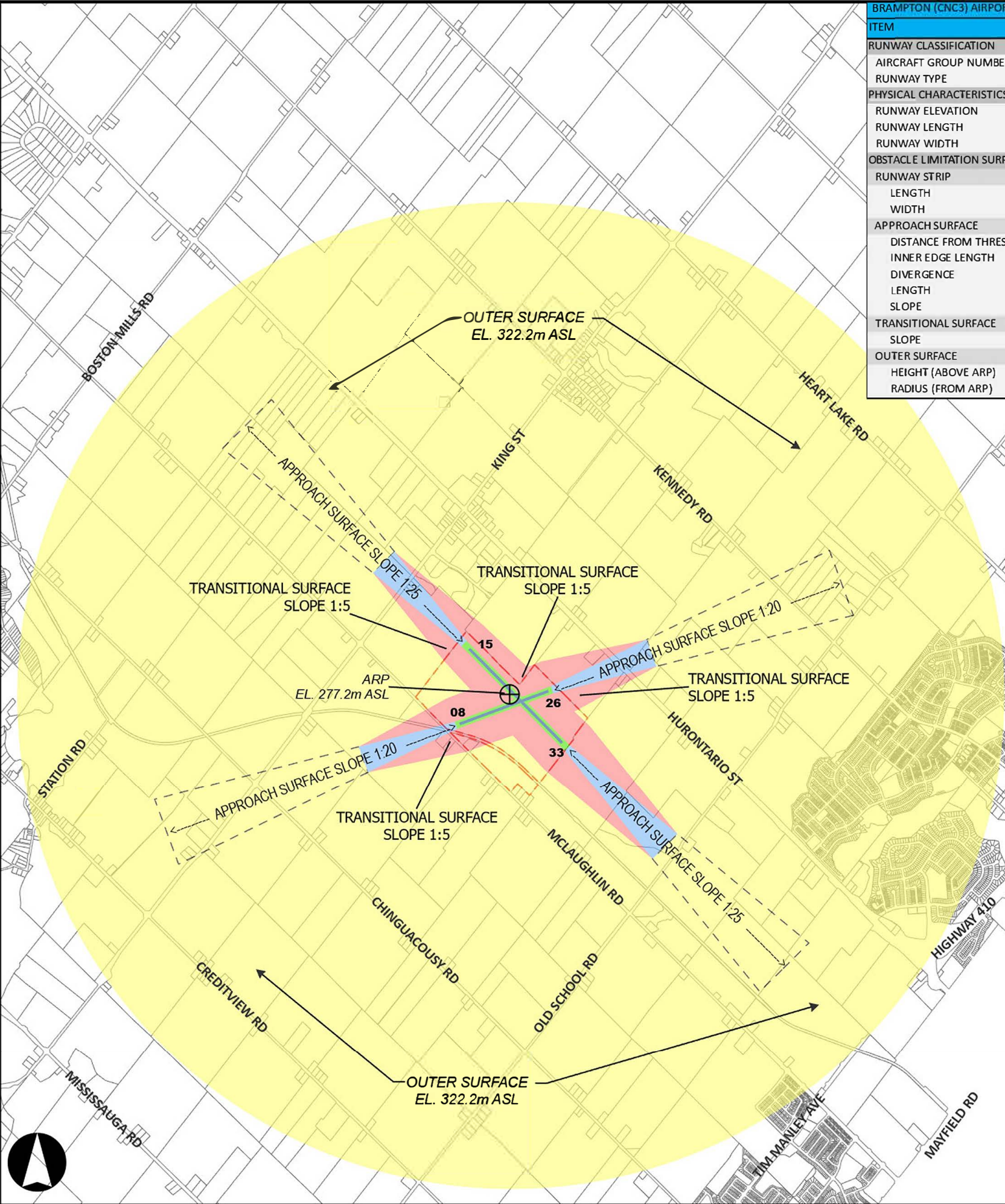
All and Singular that certain parcel or tract of land and premises, situate, lying and being in the Town of Caledon and Province of Ontario and being composed of the following:

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.

**SCHEDULE “C” TO BY-LAW 2025-111**

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





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

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

Règlement de zonage aéroportuaire (RZA) de Brampton (CNC3)		
ARTICLE	PISTE 15	PISTE 33
Classification de la piste		
Numéro de groupe d'aéronef (AGN)	I	I
Types de piste	NI	NI
Caractéristiques Physiques		
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
Surface de limitation d'obstacles		
Bande de piste		
Longueur	1,191.38m	1,191.38m
Largeur	60m	60m
Surface d'approche		
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]
Surface de transition		
Pente	20% [1:5]	20% [1:5]
Surface extérieure		
Hauteur au-dessus ARP	45m	
Rayon au-dessus ARP	4,000m	

Règlement de zonage aéroportuaire (RZA) de Brampton (CNC3)		
ARTICLE	PISTE 08	PISTE 26
Classification de la piste		
Numéro de groupe d'aéronef (AGN)	I	I
Types de piste	NI	NI
Caractéristiques Physiques		
Altitude de la piste	282.2m ASL	279.2m ASL
Longueur de la piste	767.37m	767.37m
Largeur de la piste	23m	23m
Surface de limitation d'obstacles		
Bande de piste		
Longueur	829.37m	829.37m
Largeur	60m	60m
Surface d'approche		
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]
Surface de transition		
Pente	20% [1:5]	20% [1:5]
Surface extérieure		
Hauteur au-dessus ARP	45m	
Rayon au-dessus ARP	4,000m	

Schedule "C" Plan No. 1

BY-LAW #

RÈGLEMENT ADMINISTRATIF No

2025-111

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

Legend

Aerodrome Reference Point (ARP)

Runway

Strip Surface

Transition Surface

Approach Surface

Approach Surface Extension

Outer Surface

Property Boundary

Légende

Point de référence d'aérodrome (ARP)

Piste

Surface de bande

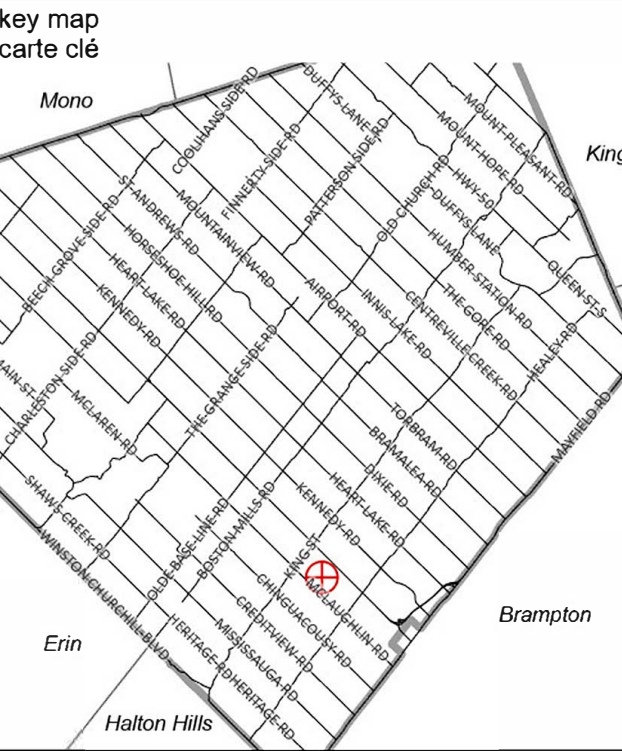
Surface de transition

Surface d'approche

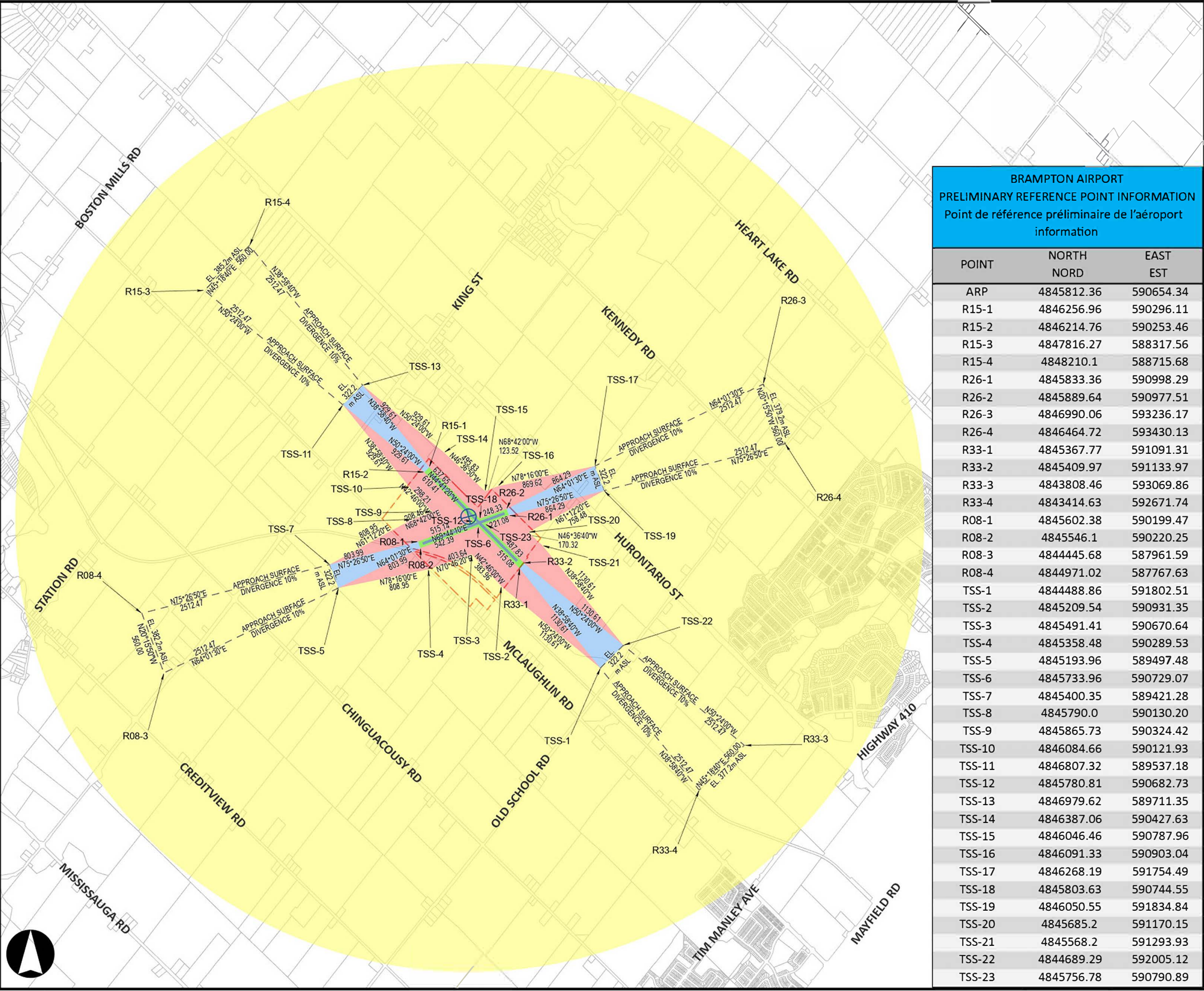
Extension de la surface d'approche

Surface extérieure

Property Boundary







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

### Schedule "C" Plan No. 2

BY-LAW #  
RÈGLEMENT ADMINISTRATIF No  
2025-111

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

Legend

Aerodrome Reference Point (ARP)

Runway

Strip Surface

Transition Surface

Approach Surface

Approach Surface Extension

Outer Surface

Property Boundary

Légende

Point de référence d'aérodrome (ARP)

Piste

Surface de bande

Surface de transition

Surface d'approche

Extension de la surface d'approche

Surface extérieure

Property Boundary

key map  
carte clé

Date: November 27, 2024  
27 novembre 2024