

Staff Report 2025-0446

Meeting: Planning and Development Committee Meeting

Meeting Date: November 11, 2025

Subject: RZ 2025-0001 – Brampton Flying Club (Airport Zoning Regulation)

Submitted By: Brandon Bell, Senior Planner, Housing/Development

RECOMMENDATION

That the By-law attached as Schedule 'B' to Staff Report 2025-0446 be enacted to implement the Airport Zoning Regulation in accordance with the Agreement;

That the By-law attached as Schedule 'C' to Staff Report 2025-0446 be enacted to amend Comprehensive Zoning By-law 2006-50, as amended, to make a specific reference to the Airport Zoning Regulation; and

That in accordance with Section 34(17) of the *Planning Act*, no further notice is required to be provided on the proposed Zoning By-law Amendment

REPORT HIGHLIGHTS

- In 2019, through Staff Report 2019-013, the Town entered into an agreement with the Federal Government under the *Aeronautics Act* to enact an Airport Zoning Regulation ('AZR') By-law to regulate the use of land within the airspace surrounding the Brampton Airport.
- The proposed AZR ensures the continued safety of aircraft and the public, protects the long-term operation of the airport, and supports the Town's growth objectives by ensuring future development is compatible with the airport.
- The proposed AZR and Zoning By-law Amendment is consistent with the Provincial Planning Statement, 2024 ('PPS, 2024'), Region of Peel Official Plan, Future Caledon Official Plan and relevant provincial plans.
- The proposed AZR and Zoning By-law Amendment were circulated to both internal and external departments and agencies for comment. All comments have been reviewed.
- A statutory Public Meeting was held on April 15, 2025, in accordance with the requirements of the *Planning Act*.

DISCUSSION

The purpose of this report is to recommend that Council enact the proposed AZR and Zoning By-law Amendment, attached as Schedules 'B' and 'C' to implement the AZR in the vicinity of the Brampton Airport.

Subject Lands

The Brampton Airport (Brampton Flying Club) is located on lands municipally known as 13691 McLaughlin Road. The property is located on the east side of McLaughlin Road, south of King Street and is approximately 200 acres in size.

The lands proposed to be regulated include those located within a 4-kilometre radius of the Airport. The surrounding land uses are primarily rural residential and agricultural. Refer to Schedule 'A' – Location Map, attached.

Background

The Brampton Airport is owned and operated by the not-for-profit Brampton Flying Club, established in 1946. The facility is a Transport Canada certified aerodrome with two runways and has been in continuous operation since 1970. The Airport's operations include flight training, aircraft maintenance, and recreational flying activities. It also provides a critical function by facilitating access for air ambulance services. The Airport generates approximately 110,000 aircraft movements annually, primarily related to flight training.

The process to implement the AZR for the Brampton Airport, pursuant to the federal *Aeronautics Act*, was formally initiated through a request by the Brampton Flying Club. As directed by Council on January 15, 2019, through Staff Report 2019-013 (Schedule 'F'), the Mayor and Clerk were authorized to enter into an agreement with the Federal Government to commence the AZR process. This direction also included that staff receive and process the application for the AZR. Town staff commenced work on the AZR By-law in partnership with Transport Canada and the Brampton Flying Club shortly after. On March 27th, 2024, the final agreement (Schedule 'G') was signed by Mayor Groves and the formal application was received by staff in late December 2024 after the agreement was signed by Transport Canada.

The Town of Caledon is currently planning for a population of 300,000 and 125,000 jobs through 2051. The development of future urban areas are anticipated for lands situated near the Airport. The timing for the implementation of the AZR is critical to ensure that the future urban area remains compatible with the Airport as directed by the PPS, 2024.

Airport Zoning Regulation (AZR)

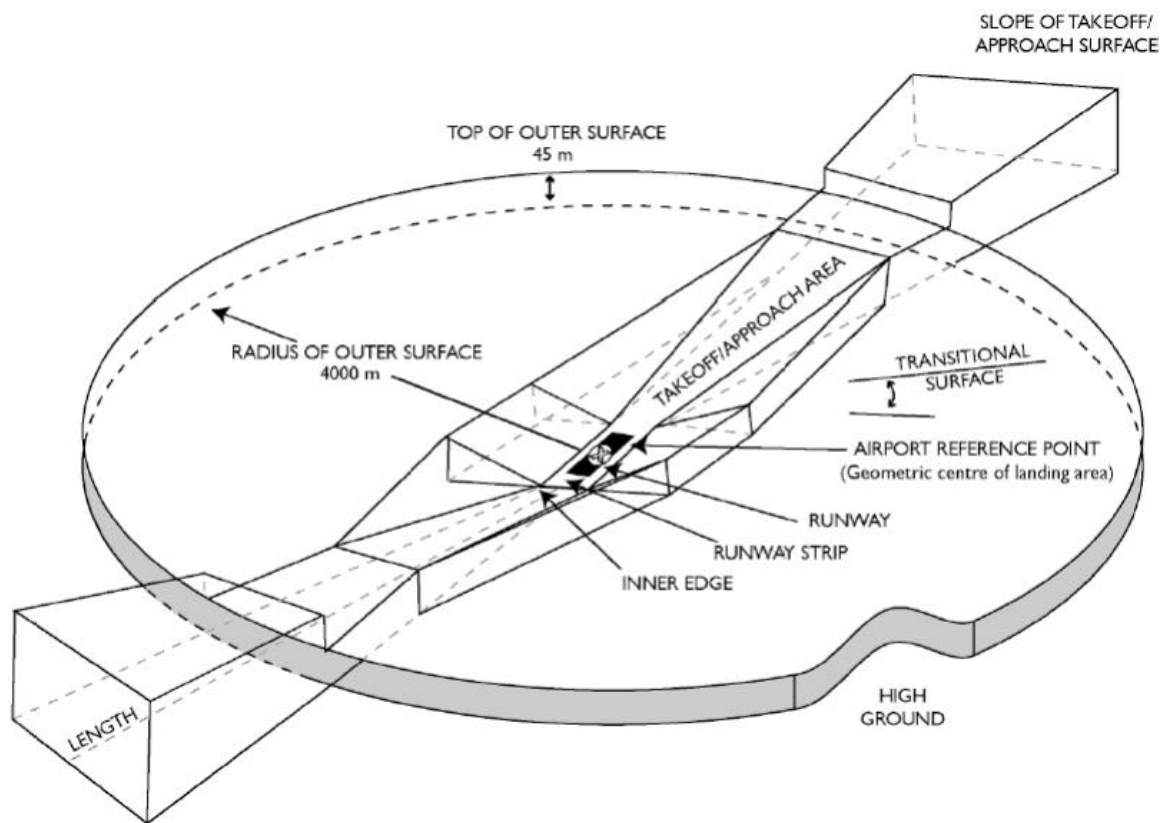
An AZR is a federal tool used to protect the airspace surrounding an airport, ensuring its safe and long-term operation. Enacted under the federal *Aeronautics Act*, an AZR restricts the height of all objects—including buildings, structures, and trees—on lands adjacent to or in the vicinity of an airport. While similar to a municipal Zoning By-law in restricting incompatible land uses, an AZR offers a more comprehensive, three-dimensional protection of the airspace. Transport Canada, through its standards and documents, defines the airspace and limits the extent to which objects may project into it.

Through an AZR, the airspace around the Airport is represented by a set of Obstacle Limitation Surfaces ('OLS') as shown in Figure 1. The OLS specific to the Brampton Airport are identified on Schedule 'B' to this report. The OLS are described as follows:

- **Outer Surface:** Required airspace for flying procedures or maneuvers in and around an airport. The largest area of all OLS types, with a radius of 4,000 metres centered on the Airport Reference Point and starts at a height of 45 metres. The outer surface also establishes the boundary of the land use provisions detailed in the AZR.

- **Approach Surface:** Long, sloped surface that provides a clear path for aircraft during take-off and landing. The surface starts at 60 metres from the end of the runway and slopes at 4-5% (depending on runway), flattening out until it reaches the Outer Surface at an elevation of 45 metres above the Airport.
- **Transitional Surface:** Sloped surface (20%) that ensures safety for a missed approach/emergency and extends along a runway and expands toward the Approach Surface. This surface is much steeper than the approach surface. The majority of transitional surfaces are within the boundaries of the Airport property, with small portions extending into adjacent properties.

Figure 1 – Obstacle Limitation Surfaces (OLS), from [TP 1247 Land Use in the Vicinity of Aerodromes](#) (Figure 3, 2013/2014, Transport Canada).



As demonstrated above, each OLS is unique in the role they serve to account for particular aeronautical functions. Together, the OLS framework within the AZR provides the Town an objective method for determining whether there may be a potential aviation safety hazard in future developments near the airport. Beyond limiting the height and/or potential location of a building or structures, an AZR also restricts land uses deemed hazardous to aircraft (such as a landfill, horse racetrack or a wildlife refuge). Further land use considerations are detailed in Transport Canada's Publication "[TP 1247 Land Use in the Vicinity of Aerodromes](#)".

Concerns were raised during the public meeting regarding noise from aircraft, as discussed in Schedule 'E'. For clarity, an AZR does not address the potential negative impact of noise exposure on development near the airport. Future Caledon Official Plan has specific policies for noise exposure that applies to new development near the airport (Policy 11.10.3 and Figure C5).

Impacts on Landowners within the AZR

Potential impacts on landowners include restrictions on property development and construction. As discussed, the AZR restricts the height of new buildings and structures within the boundaries of the OLS. Existing non-conforming structures, however, will be permitted so long as they remain unchanged. These provisions are provided for in Section 8 of the AZR By-law (Schedule 'B'). As confirmed by the Airport, no known obstacles (buildings, structures, or vegetation) or non-conforming land uses have been identified that would be protected by Section 8. Residents planning new construction or alterations to existing structures will need to follow specific height limits identified in the AZR.

Regarding larger property developments, such as single-family homes and low-rise development, it may be permissible depending on proximity to the airport and overall height. Higher density housing would need to be at a greater distance from the Airport. Such developments located in closer proximity may also need to consider noise policies and mitigation measures as well.

In assessing the impacts on landowners, it is important to distinguish the AZR as a tool to implement the existing policies of the PPS, 2024, which prohibits new residential development and other sensitive land uses in areas near airports above 30 Noise Exposure Forecast ('NEF') /Noise Exposure Projection ('NEP') and prohibiting incompatible land uses that cause potential aviation safety hazards.

Implementing the AZR

The Town is responsible for administrating and enforcing the AZR, in cooperation with the Brampton Airport. To assist in the successful implementation of the AZR, staff are creating a comprehensive AZR resource at www.caledon.ca/AZR. This webpage will include the AZR By-law, frequently asked questions, helpful links, and information regarding development inquiries within the AZR. Where construction or future development is planned within the boundaries of the AZR, it is strongly recommended that proponents engage with the Brampton Airport as early as possible in their due diligence review.

Given the technical and complex nature of the AZR, a user-friendly [AZR Mapping Tool](#) has been developed by the Planning Department to ensure greater transparency and clarity regarding the potential impacts on properties located within the AZR. The tool assists in identifying whether a property is wholly or partially located within the AZR or whether a property may have building height limitations. Users may enter in an address or zoom to an extent and click around the subject property to see what the maximum building height is for that part of the property. While this tool is for convenience purposes only, it utilizes the technical information provided by the AZR and has been tested by staff and the Brampton Flying Club.

Staff responsible for issuing building permits under the *Building Code Act*, development approvals under the *Planning Act* and municipal law enforcement staff will receive training to support the Town's administration and enforcement responsibilities.

Amending the AZR

Despite the general building restrictions in Section 5 of the AZR By-law (Schedule 'B'), Section 9 of the AZR By-law provides a mechanism to consider amendments that are in the public interest and not likely to adversely affect aviation safety or security. Prior to granting any amendment or minor variance from the by-law, the Town will be required to obtain approval with the proposed amendment or minor variance from the Airport and Minister of Transport. Depending on the nature of the amendment, Section 9.2 provides that an applicant for an amendment or minor variance may need to produce a supporting aeronautical study by a qualified aeronautical consultant (at the cost of the applicant) to complete the Airport's due diligence review of the proposal.

Proposed Zoning By-law Amendment

The AZR By-law is independent from the Town's Zoning By-law 2006-50, as amended. For the lands located within the AZR and not in the area of Development Control within the Niagara Escarpment Plan Area, Zoning By-law 2006-50 continues to apply to extent it does not conflict with the AZR.

To facilitate an effective bridge between the AZR and Zoning By-law 2006-50, a minor amendment is proposed in Section 2. This amendment inserts language to clarify that where lands are subject to an AZR regulation made under the *Aeronautics Act*, no development is permitted except in accordance with the provisions of the AZR. The intent is to make clear that the AZR applies despite the provisions of the zoning by-law. For example, if the AZR limits the building height of a property to 9.1 metres, and the maximum building height of the zoning by-law is 10.5 metres, the maximum building height permitted is 9.1 metres.

The proposed new subsection 2.11 will read as follows:

2.11 AIRPORT ZONING REGULATION

No development shall be undertaken on lands that are subject to a regulation made under Subsections 5.4-5.8 of the *Aeronautics Act*, except in accordance with the provisions of Airport Zoning Regulation By-law 2025-XXX, and Toronto/Lester B. Pearson International Airport Zoning Regulations (SOR 99-123).

The inclusion of Toronto/Lester B. Pearson International Airport Zoning Regulation SOR 99-123 is for transparency purposes as it is already in full force and effect. No other changes to Zoning By-law 2006-50 are required.

PLANNING REVIEW

Documents that have been considered by the Town in its review of the proposed applications include the Provincial Planning Statement, 2024, the Region of Peel Official Plan, Future Caledon Official Plan, and Town of Caledon Comprehensive Zoning By-law

2006-50, Supporting Planning Justification Report, dated November 2024, by WSP Inc., as well as comments and recommendations provided by internal departments, external review agencies and the public also informed the review of these applications.

Provincial Planning Statement, 2024 (PPS, 2024)

The PPS, 2024, contains policies with respect to the Province's land use planning and development interests. While the nature of this application does not propose any development, the proposed AZR acts as a critical mechanism to implement and enforce specific PPS policies regarding the protection of airports and future land use compatibility in their vicinity.

The PPS, 2024 contains policies with respect to protecting airports from incompatible land uses and development, including:

- **Policy 3.4.1** “Planning for land uses in the vicinity of *airports, rail facilities, and marine facilities* shall be undertaken so that:
 - a) their long-term operation and economic role is protected; and
 - b) *airports, rail facilities and marine facilities, and sensitive land uses* are appropriately design, buffered and/or separated from each other, in accordance with Policy 3.5.”
- **Policy 3.4.2** “*Airports* shall be protected from incompatible land uses and development by:
 - a) prohibiting new residential *development* and other *sensitive land uses* in areas near *airports* above 30 NEF/NEP;
 - b) considering redevelopment of existing residential uses and other *sensitive land uses* or infilling of residential and other *sensitive land uses* in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*;
 - c) prohibiting land uses which may cause a potential aviation safety hazard.”

The proposed AZR directly supports the policies of the PPS, 2024 by providing an objective and consistent technical framework to properly assess whether a development may cause a potential aviation safety hazard. Once the tool is effectively implemented, the AZR can create more opportunities in long-range planning by better understanding these safety hazards.

Accordingly, the proposed AZR and accompanying zoning by-law amendment is consistent with the Provincial Planning Statement, 2024.

Niagara Escarpment Plan (2017)

The Niagara Escarpment Plan ('NEP') includes objectives and policies intended to balance protection and development within the Niagara Escarpment Plan Area. The purpose of the NEP is to “provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment, and to ensure only such development occurs as is compatible with that natural environment”. The NEP's

objectives include ensuring that “all new development is compatible with the purpose of the Plan”.

The proposed AZR Outer Surface overlaps in a small area of the NEP, with a smaller portion of that overlap being within the area of Development Control. This initially raised concerns with Niagara Escarpment Commission (‘NEC’) staff that while it is the approval authority within the area of Development Control, it lacks authority to consider the AZR in its decisions for NEC Development Permit approvals. As the NEC engages the Town on development permit applications as best practice, NEC staff and Town staff have agreed to work together to ensure that the Town is engaged early on for any proposed development on lands within the AZR that are subject to the NEP. The Town has provided AZR mapping information and will be providing support to NEP staff on a regular basis.

Regarding future development, the proposed AZR does not prevent the implementation of the NEP and its height restrictions are generally aligned with NEP development policies to limit development. The NEP also recognizes municipal by-laws that set more “stringent” standards than the requirements of the NEP provided they do not conflict with the NEP (Part 1, Policy 1.1.1).

Considering the nature of the AZR’s land use provisions and that no development is proposed, it is considered to conform with the policies and objectives of the NEP.

Region of Peel Official Plan (2022)

The Region of Peel Official Plan (ROP) designates the subject lands as: Airport (within the Urban System and 2051 New Urban Area) on Schedule “E-1” – Regional Structure; and, Employment Area (Schedule ‘E-4’ Employment Areas).

Section 5.10.37 provides policy direction related to airports, including the Brampton Airport. Objectives of these policies include:

- **5.10.37.1** “To optimize the economic potential of Toronto Pearson International Airport and the Brampton-Caledon Airport to the Region of Peel and the GTHA, having regard for:
 - a) Existing and future industry, business and employment opportunities; and
 - b) The interests of existing and future residents.”
- **5.10.37.2** “To support the recreational opportunities of airports in Peel where appropriate.”
- **5.10.37.3** “To support development and redevelopment opportunities around the Toronto Pearson International Airport Area and Brampton-Caledon Airport.”

Policy 5.10.37.5 states that the Airport’s role will be studied, and policies developed to protect its role. This policy is also provided in the Future Caledon Official Plan (Policy 11.10.2). Further, land use compatibility with the Airport is directly addressed in the ROP:

- **5.10.37.8** “Work with the Greater Toronto Airports Authority and the local municipalities to identify ways to protect the long-term operational role of the

Toronto Pearson International Airport and Brampton-Caledon Airport by ensuring that development and redevelopment adjacent to the airports is compatible with airport operations and the needs of residents and by discouraging land uses which may cause a potential aviation safety hazard.

In considering Policy 5.10.37.8, it “discourages” land uses which may cause a potential aviation safety hazard. This language reflects the previous Provincial Policy Statement, 2020. As demonstrated in the review of the PPS, 2024, land uses which may cause a potential aviation safety hazard are “prohibited”. To this end, the proposed AZR ensures that the Airport’s role is protected from incompatible future development.

Accordingly, the proposed AZR and Zoning By-law Amendment conforms to the Region of Peel Official Plan.

Future Caledon Official Plan (October 2025)

The Town’s in-effect Future Caledon Official Plan (‘FCOP’), approved by the Minister of Municipal Affairs and Housing (MMAH) on October 22, 2025, designates the lands as Urban Area and Natural Features and Areas on Schedule “B1” – Town Structure, New Urban Area 2051 on Schedule “B2” – Growth Management and New Employment Area on Schedule “B4” – Land Use Designations.

With respect to the Brampton Airport, the FCOP contains several key policies that the AZR will serve to implement:

- **11.10.2 (Airports)** “Brampton-Caledon Airport is identified as vital component of the Town’s *infrastructure* and plays an important role in its development and economic growth. The Town will study jointly with the Region and in consultation with the City of Brampton the potential role of the Brampton-Caledon Airport and develop policies to protect this role”
- **11.10.4 (Airports)** “The Town will work with the Greater Toronto Airports Authority and the Region to identify ways to protect the long-term operational role of the Brampton-Caledon Airport by:
 - a) ensuring that development and redevelopment adjacent to the airports is compatible with airport operations and the needs of residents;
 - b) encouraging a range of uses that support the aeronautical and aerospace sector; and,
 - c) prohibiting land uses that may cause a potential aviation safety hazard.
- **23.1.7 (Employment Areas, General)** “The Town will establish detailed policies through the secondary planning process for sector targeted growth by:
 - a) identifying the Brampton-Caledon Airport and the lands surrounding it to protect its flight path and to attract the aerospace industry”

In summary, the proposed AZR protects the role of the Brampton Airport by ensuring that land uses that may cause a potential aviation safety hazard are prohibited through an objective and consistent technical framework and will also inform the development of future secondary policies in the vicinity. Therefore, the proposed AZR and Zoning By-law Amendment is considered to conform to the FCOP.

Town of Caledon Zoning By-law 2006-50

The property is split-zoned Airport Industrial Zone (MA), Airport Industrial Zone - Environmental (MA-E) and Airport Industrial Zone – Exception 476 (MA-476) in Zoning By-law 2006-50, as amended.

The Brampton Airport is certified by Transport Canada, acting on behalf of the Minister of Transport. As a certified Airport, the Brampton Airport is required to maintain compliance with [TP 312 Aerodrome Standards and Recommended Practices](#). Because of the federal jurisdiction over aeronautics, the Airport is exempt from certain aspects of Town's Zoning By-law.

Since no development is proposed as part of the application for a zoning by-law amendment, no zoning relief from uses or standards are proposed. The proposed zoning by-law amendment relating to the Airport Zoning Regulation reference in Section 2 is discussed on Page 5.

Consultation

In accordance with the *Planning Act*, a Notice of Application and Public Meeting was mailed to all landowners located within the proposed AZR (a 4km radius of the intersection of the airport's runways) on February 11, 2025, and a sign was posted on the property on March 3, 2025. In addition, the Notice was posted on the Town's website and an interactive mapping tool was made available at www.caledon.ca/azr.

In accordance with the *Planning Act*, a Notice of Application and Public Meeting was placed in the Caledon Enterprise on March 20, 2025. The Notice was also posted on the Town's website.

The proposed amendment was circulated to external agencies and internal departments for review and comment. Comments are attached to this report as Schedule 'D'. No objections to the proposed Zoning By-law Amendment Application were received from commenting agencies or departments.

A statutory Public Meeting was held on April 15, 2025, in accordance with the requirements of the *Planning Act*. Questions and comments raised at the Public Meeting and received during the commenting window are summarized in Schedule 'E'.

The AZR and associated zoning by-law amendment remains as presented on April 15, 2025. It is therefore recommended that no further notice or a Public Meeting is required as per Section 34(17) of the *Planning Act*.

FINANCIAL IMPLICATIONS

N/A

COUNCIL WORK PLAN

Strategic Plan 2023-2035

This report is directly related to the following priority in Caledon's 2023-2035 Strategic Plan:

Community Vitality and Livability

Details about Caledon's 2023-2035 Strategic Plan can be found at caledon.ca/strategicplan.

ATTACHMENTS

Schedule A: Location Map

Schedule B: Proposed Airport Zoning Regulation

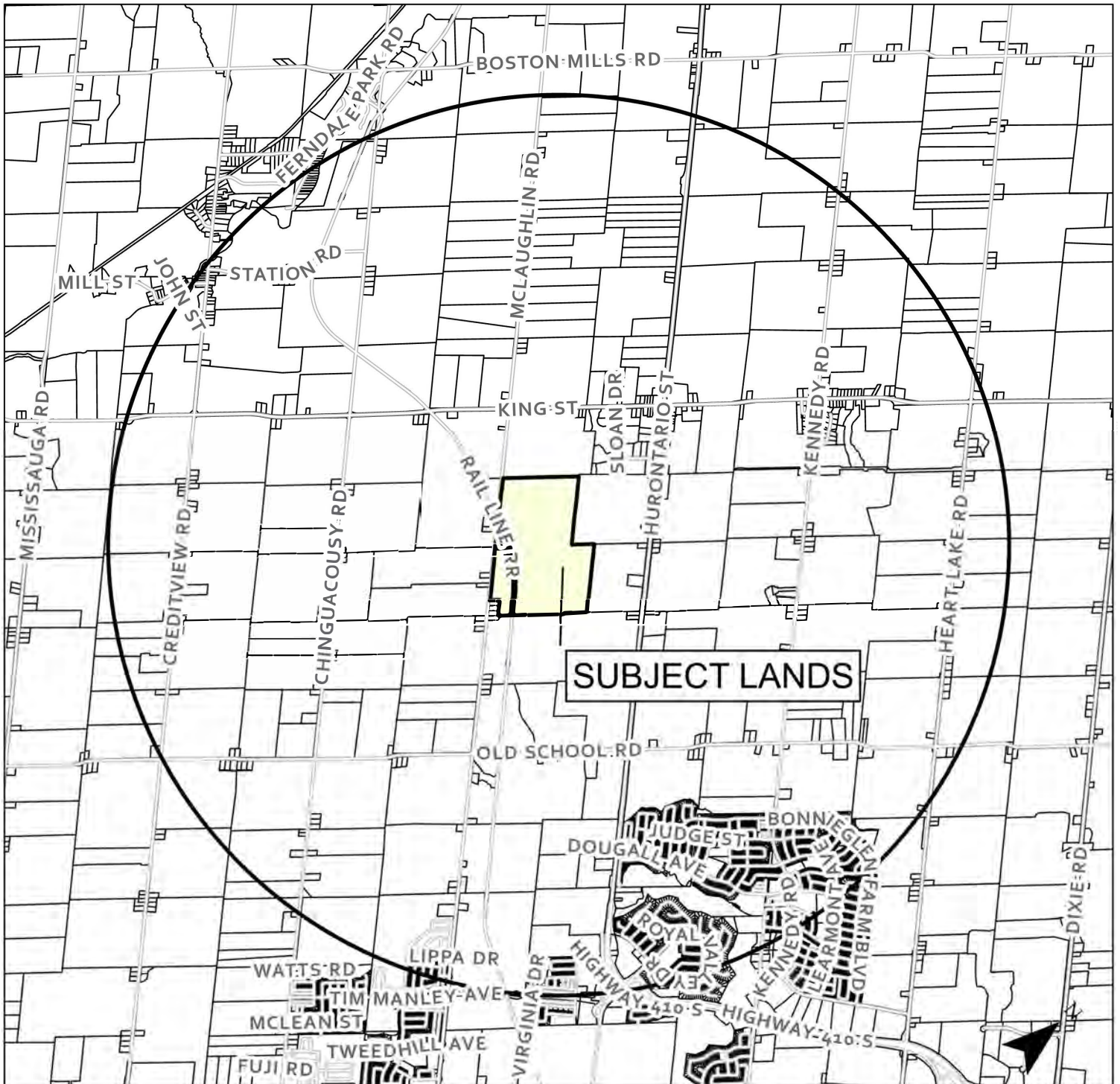
Schedule C: Proposed Zoning By-law Amendment

Schedule D: Agency and Department Comment Sheet

Schedule E: Public Comments and Response Sheet

Schedule F: Staff Report 2019-013

Schedule G: AZR Agreement



ZONING BY-LAW AMENDMENT APPLICATION

Airport Zoning Regulation
WSP on behalf of the Brampton Flying Club

13691 McLaughlin Road

LOCATION MAP



Date: 10/1/2025

File No: RZ 2025-0001

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2024-

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;

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.

272 12.2 **Order of Prohibition**
273 When a conviction is entered under Subsection 12.1, in addition to any other
274 remedy or any penalty provided by law, the Court in which the conviction has
275 been entered, and any Court of competent jurisdiction thereafter, may make an
276 order prohibiting the continuation or repetition of the offence by the person
277 convicted.
278
279 **13.0 OTHER ACTION**
280 Nothing herein contained shall prevent the Town from taking any such other
281 lawful action as is necessary to prevent or remedy any violation or breach of this
282 By-law.
283
284 **14.0 SCHEDULES**
285 Schedules “A”, “B” and “C” attached to this By-law shall form part of this By-law.
286
287 **15.0 COMING INTO FORCE**
288 This By-law comes into force at the beginning of the day that it is passed.
289
290 Read three times and
291 finally passed in open
292 Council on the [XX] day of
293 [XXXXXX], [20XX].
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299 _____
300 Annette Groves, Mayor
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303 _____
304 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.

DRAFT BY-LAW

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.

DRAFT BY-LAW

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.

DRAFT BY-LAW

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”.

DRAFT BY-LAW

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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.

DRAFT BY-LAW

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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.

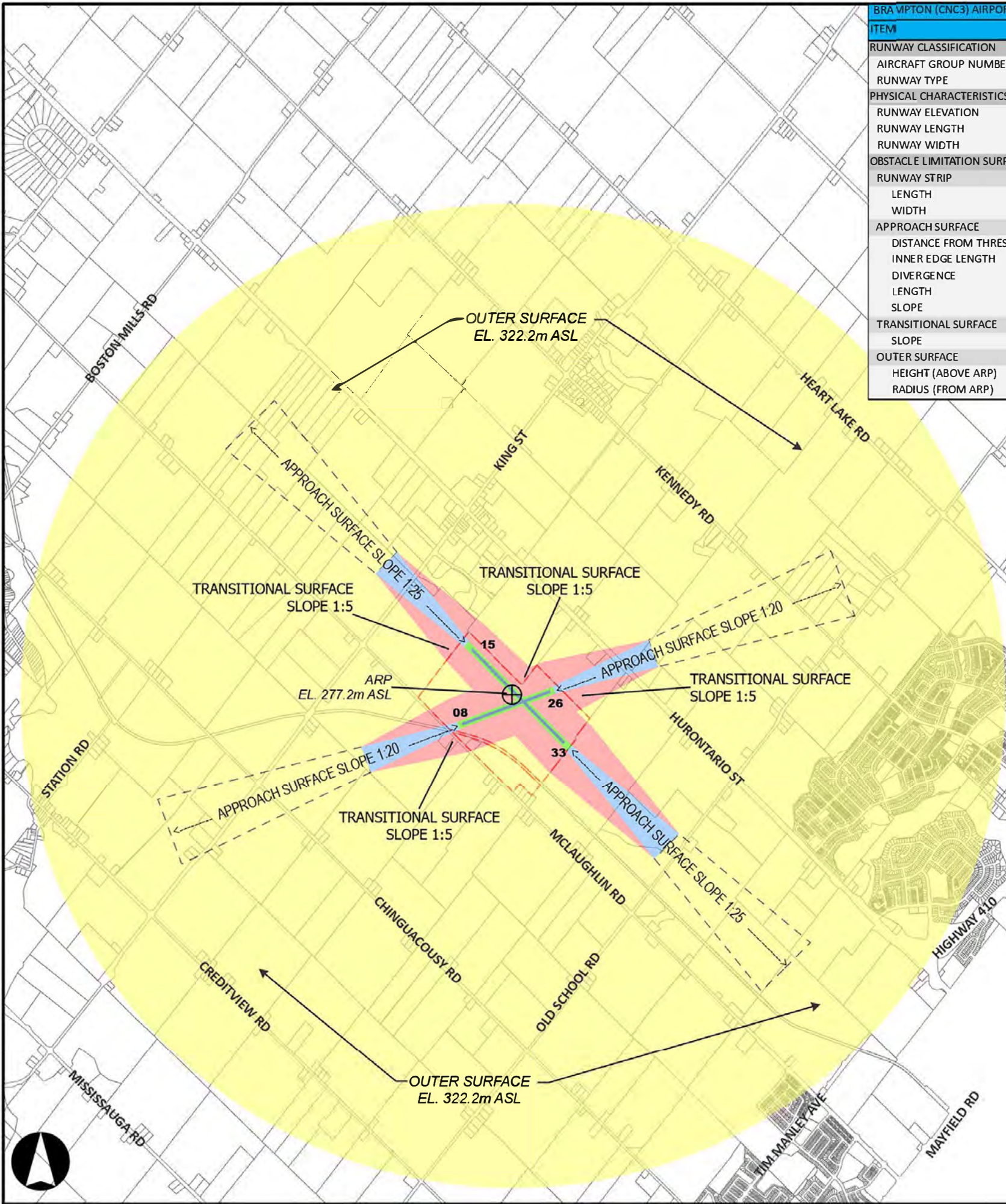
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SCHEDULE “C”

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

DRAFT BY-LAW



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	

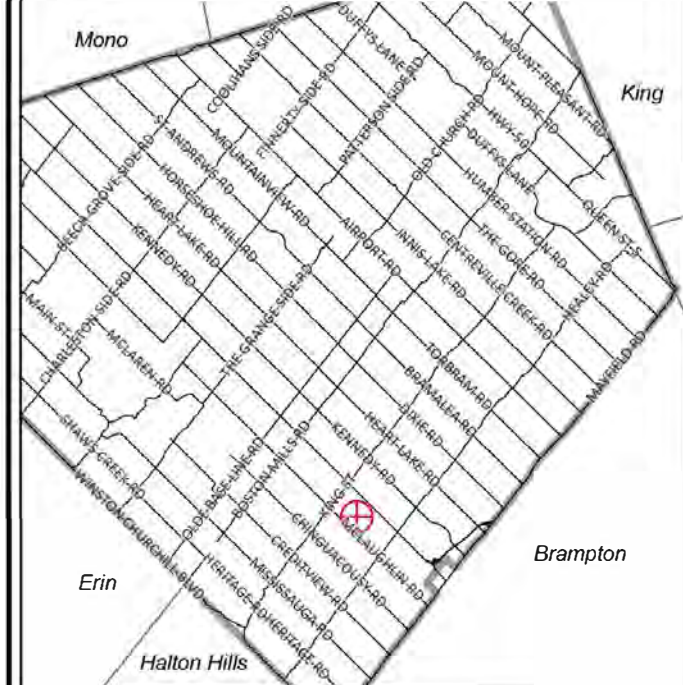
Schedule "C" Plan No. 1

BY-LAW #
RÈGLEMENT ADMINISTRATIF No
2024-_____

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

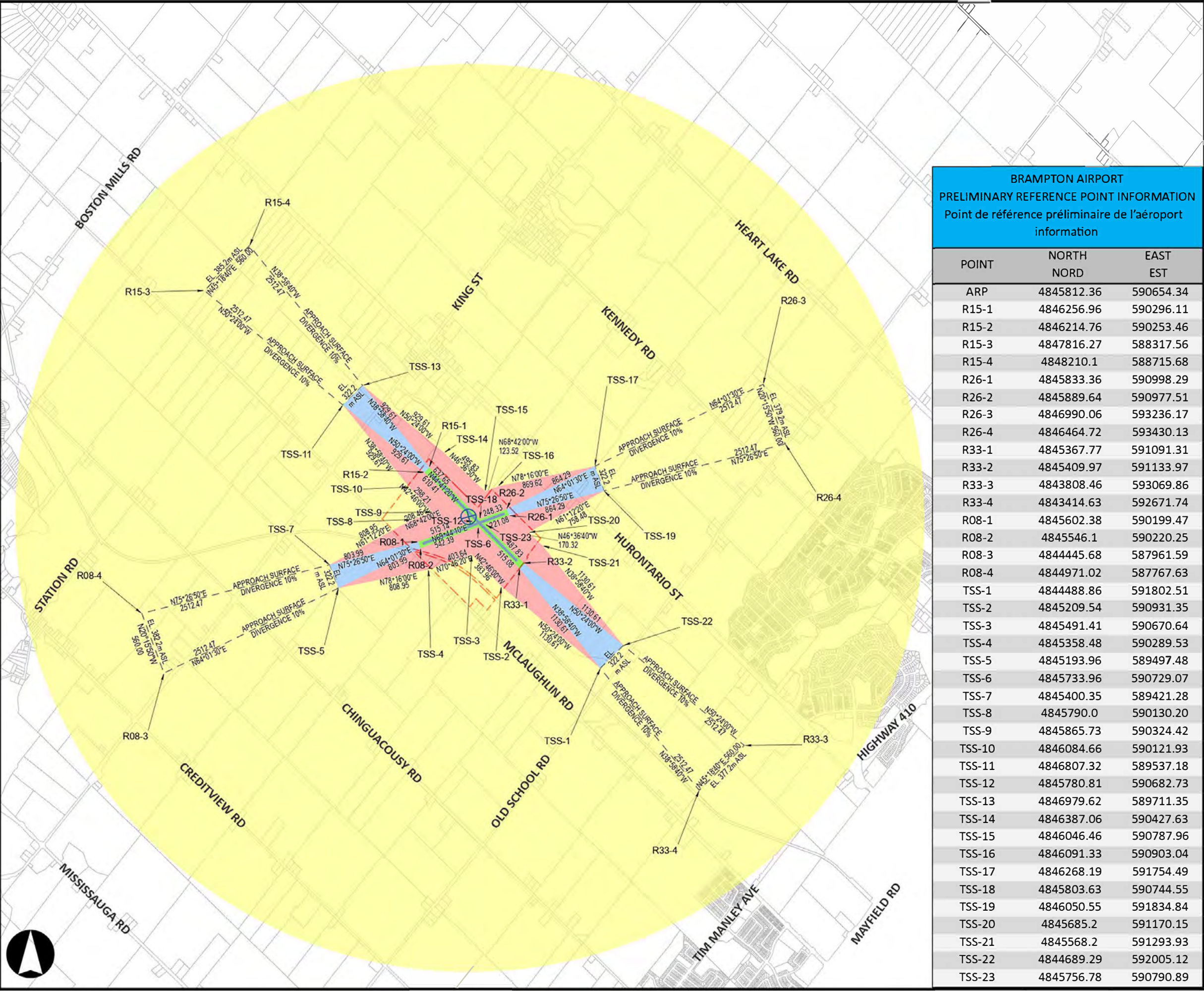
Legend	Légende
Aerodrome Reference Point (ARP)	Point de référence d'aérodrome (ARP)
Runway	Piste
Strip Surface	Surface de bande
Transition Surface	Surface de transition
Approach Surface	Surface d'approche
Approach Surface Extension	Extension de la surface d'approche
Outer Surface	Surface extérieure
Property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

key map
carte clé



Date: November 27, 2024
27 novembre 2024





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
2024-_____

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



**THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2025-0XX**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,
with respect to an Airport Zoning Regulation in the
Town of Caledon, Regional Municipality of Peel.

WHEREAS Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to add a provision respecting an Airport Zoning Regulation in the Town of Caledon, Regional Municipality of Peel.

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50 as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

- 1. The following subsection is added to Section 2 – Establishment of Zones:

2.11 Airport Zoning Regulation

No development shall be undertaken on lands that are subject to a regulation made under Subsections 5.4-5.8 of the *Aeronautics Act* except in accordance with the provisions of Airport Zoning Regulation By-law 2025-XXX, and Toronto/Lester B. Pearson International Airport Zoning Regulations (SOR 99-123).

Read three times and finally
passed in open Council on the
[XX] day of [XXXXXX], [2025].

Annette Groves, Mayor

Kevin Klingenberg, Municipal Clerk

AGENCY AND DEPARTMENT COMMENT SHEET

Prepared: September 7, 2025
Lead Planner: Brandon Bell, Planning Department

**Proposed Zoning By-law Amendment Application
Brampton Flying Club – Airport Zoning Regulation
File Number: RZ 2025-0001**

The following department and agency comments were received regarding the above-noted application:

Ministry of Transportation (MTO) – February 20, 2025

Thank you for providing this draft by-law to the Hwy 413 project team (Major Infrastructure Projects Branch). The information has been shared with our designers. We will consider the requirements of the proposed by-law and if necessary, reach out to the Town/Brampton Flying Club to discuss impacts and mitigations to airport operations as a result of the Hwy 413 project.

Niagara Escarpment Commission (NEC) – July 7, 2025

<u>Comment</u>	<u>Town Response (Date, 2025)</u>
<p>AZR does not require the NEC to consider the application of the AZR to any Development Permit applications. In the absence of statutory authority to consider the application of the AZR, the NEC likely does not have the authority to consider the AZR in decisions for NEC Development Permit approvals.</p> <p>If the NEC issues approvals in accordance with the Niagara Escarpment Planning and Development Act (NEPDA), it does not inherently create a conflict if the use is prohibited under the AZR, as NEC Development Permit approvals are a permission, not a requirement to undertake development.</p> <p>We do recognize that it could create some issues for a potential applicant, if we issue approval for something the Town cannot support. Our current best practices do include circulation to the Town on development permit applications however, for more minor applications we do not always circulate the Town, especially if it is for something that would not be regulated by the Ontario Building Code.</p> <p>NEC Staff agree it would be recommended to work with the Town on a strategy to ensure that the Town is engaged early on for any proposed development on lands within the AZR.</p>	<p>Whether there is an AZR or not, Transport Canada has reporting requirements on buildings and structures proposed within the vicinity of the airport (current requirement). The AZR, while facilitated through an agreement with the Town as an approval authority, makes this process much easier. While the Town is not the development authority for lands within the NEPDA, it was anticipated that the Town would (upon review of an NEC application) screen for the AZR and advise the NEC accordingly with a copy to the airport. There's seemingly that gap where there may be files not circulated to the Town, so thank you for mentioning that.</p> <p>Staff can't speak to the legal intricacies of the AZR in terms of what to do when an NEPDA file does not meet the AZR requirement, but if there was a conflict with the AZR then there would theoretically be a conflict with Section 3.4.2 of the 2024 PPS (protecting airports from incompatible development).</p> <p>In this sense, while the AZR agreement and by-law may not expressly give</p>

	<p>statutory authority to the NEC, the AZR can still be utilized as a tool (by any stakeholder) to determine whether or not there could be an aviation safety issue arising through potential development. In any case, if an application is proposed within the AZR, the applicant would be responsible for providing evidence that the criteria of 3.4.2 of the PPS is met through consultation with the Brampton Airport (who would be responsible for determining whether a formal aeronautical assessment is required or not).</p>
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As of August 18, 2025, NEC staff have no further concerns or comments. Planning staff will be providing GIS mapping data for NEC staff to screen for areas that are under the NEC's jurisdiction and further support for training staff as required.

Town of Caledon, Finance (March 25, 2025)

The proposed developments are said to be the enactment of Airport Zoning Regulations (AZR) in accordance with the Federal Aeronautics Act.

Airport Zoning Regulations (AZR) pertain to land developments surrounding airports, or in general, to off-airport lands. The application does not include proposals to add or change floor space on the subject property. Therefore, no internal comments on Development Charges or other financial obligations are applicable currently.

The following departments and agencies had no comments:

- **Credit Valley Conservation Authority (CVC)**
- **Enbridge Gas**
- **Hydro One**
- **Mississaugas of the Credit First Nation**
- **Peel Region**
- **Province of Ontario, Ministry of Energy**
- **Rogers**
- **Six Nations**
- **Toronto and Region Conservation Authority (TRCA)**
- **Town of Caledon, Building Services**
- **Town of Caledon, By-law Enforcement**
- **Town of Caledon, Capital Projects**
- **Town of Caledon, Development Engineering**
- **Town of Caledon, Finance**
- **Town of Caledon, Fire**
- **Town of Caledon, Legal**
- **Town of Caledon, Transportation**

PUBLIC COMMENTS AND RESPONSE DOCUMENT

Prepared: September 7, 2025

Lead Planner: Brandon Bell, Planning Department

**Proposed Zoning By-law Amendment Application
Brampton Flying Club (Airport Zoning Regulation)
File Number: RZ 2025-0001**

The following questions and comments were raised at the Public Meeting and/or received during the processing of the proposed development applications:

Public Meeting (April 15, 2025)

Question/Comment (Summarized):	Response:
Concerns regarding health and safety aspects related to the airport's operations that are not covered by this application and impacts to property owners' rights. Objection to the intensification of the airport's activities.	The proposed Airport Zoning Regulation (AZR) provides a framework to implement technical standards that are required to ensure compatible land use surrounding the airport. The Airport Zoning Regulation (AZR) is not a mechanism for increasing aircraft traffic, nor does it address operational flight volumes.
Concerns that the AZR encompasses a significant area (50km ²) that may limit future land use and development opportunities for property owners.	<p>The Provincial Planning Statement (PPS) 2024 prohibits land uses that could create a potential aviation safety hazard (Policy 3.4.2c). The proposed AZR conforms with the PPS and provides consistent and predictable technical standards (i.e., the surfaces, calculations) to reduce potential aviation safety hazards.</p> <p>The AZR regulates building and structure height to prevent penetration of defined surfaces. While the AZR specifies some incompatible land uses, these are primarily those that attract wildlife. Processes for amendments or minor variances remain in effect. Consultation with and concurrence with the Brampton Airport and Transport Canada would be required.</p>
Concerns about the commercial flight school, which involve activities such as frequent, repetitive takeoffs and landings, flight pattern loops, and high traffic volume (multiple simultaneous aircraft with minimal spacing), creating significant noise and safety concerns for local property owners, such as those located in the denser populated areas.	<p>The Brampton Airport has been operating at its current location since approximately 1970 and the flight school is a pre-existing and permitted use that predates this application.</p> <p>The proposed AZR aims to ensure the land-use compatibility of neighbouring properties with airport operations. Noise exposure forecast (NEF) contours are also utilized in the Town's Official Plan to identify areas where residential and other sensitive land uses may be prohibited.</p> <p>Residents concerned with noise should file a complaint with the Brampton Flight Centre.</p>

Questions related to how the proposed AZR addresses noise and or noise abatement.	<p>The AZR is strictly focused on land use and physical characteristics (such as building height and wildlife attraction) and does not address noise or noise abatement.</p> <p>Noise management in the vicinity of the airport is addressed through existing provincial policy and the Official Plan:</p> <ul style="list-style-type: none"> • The PPS, 2024 sets clear standards for noise-sensitive development near airports. The PPS prohibits new residential development and other sensitive land uses in areas near airports above the 30 Noise Exposure Forecast/Plane (NEF/NEP contour). • The PPS, 2024 further requires that redevelopment or infilling of residential and other sensitive land uses above 30 NEF/NEP contour must demonstrate no negative impacts on the long-term function of the airport. • The Town’s Official Plan already incorporates policies relating to the NEF contours to identify areas above that threshold where such uses are restricted.
Questions regarding the impact of the proposed AZR on air traffic in the area?	<p>The AZR does not speak to aircraft operations or airport expansion.</p> <p>Should the airport decide to expand its operations (such as a runway extension or addition), an amendment to the Airport Zoning Regulation would be required.</p>
Questions about the airport operations.	<p>The Brampton Flying Club states that there about 20,000 to 25,000 flight hours a year, which is about 110,000 movements (take offs and landings). Approximately 90% of the flights are for the flight school but also have about 200 private airplanes on the field that fly approximately 10% of the flights.</p> <p>The airport is open 24 hours a day, seven days a week.</p> <p>The flight school’s summer hours (started April 1st) are from 7:00 AM until around 11:30 PM, Monday to Friday, and Saturday and Sunday, closing at 10:00 PM. Winter hours are from 8:00 AM to 10:00 PM, 7 days per week.</p>
Questions about how people can be notified that that they are purchasing land within the flight path of an airport, such as purchasing agreements.	<p>Any individual or group looking to acquire lands in the Town of Caledon are encouraged to undertake necessary due diligence prior to purchasing property.</p> <p>A mapping tool will be available to help interested parties learn more about the airport and how it may affect their lands.</p>

<p>Concerns regarding legal non-conforming uses.</p>	<p>In previous discussions between Planning staff and the Brampton Flying Club, no existing uses, structures or natural growth currently conflict with the airport’s operations.</p> <p>The proposed AZR By-law contains provisions in Section 8 that would protect existing legal non-conforming uses, buildings, structures and objects of natural growth:</p> <ul style="list-style-type: none"> • Protects any existing non-conforming buildings or structures (i.e. agricultural silo) • Allows existing objects of natural growth (like trees) that penetrate a surface (Approach, Outer or Transitional) to remain at their existing height without further growth • Protects any existing non-conforming buildings or structures and uses that may attract wildlife and may create a hazard for aviation safety <p>These cases will be deemed non-conforming uses or non-conforming buildings and may continue only in the manner allowed by the Town’s Zoning By-law 2006-50, as amended, and the <i>Planning Act</i>.</p>
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Staff Report 2019-013

Meeting Date: Tuesday, January 15, 2019

Subject: Proposed Airport Zoning Regulation, Brampton Flying Club, 13691 McLaughlin Road, Ward 2

Submitted By: Stephanie McVittie, Senior Development Planner, Community Services

RECOMMENDATION

That the Mayor and Clerk be authorized to enter into the necessary agreements with the Federal Government to initiate the process of Airport Zoning Regulation;

That staff be directed to receive and process the request for Airport Zoning Regulation for the Brampton-Caledon Airport, including public consultation and report back to Council; and

That the applicant/owner be directed to pay an application fee consistent with the application type of a Minor Zoning By-law Amendment Application within the Town's current Fee By-law, prior to initiation of the process.

REPORT HIGHLIGHTS

- The Brampton-Caledon Airport has requested that the Town process an Airport Zoning Regulation to protect the airspace surrounding the airport to minimize dangers to aircraft.
- The Federal *Aeronautics Act* allows the Town to enter into an agreement with the Federal Government and enact a By-law to regulate the use of land within the airspace surrounding an airport.
- Planning staff recommends that the Mayor and Clerk be authorized to enter into the initial agreement with the Federal government to initiate the process.
- Planning staff recommends that Council direct staff to process the request, in a similar method to that of a Zoning By-law Amendment including public notice, and to report back after the process is complete for Council approval and enactment of the By-law.

DISCUSSION

The purpose of this Report is to discuss a request received from the Brampton-Caledon Airport to enact an Airport Zoning Regulation to protect the airspace surrounding the airport to minimize dangers to aircraft and to seek Council direction on this matter.

Subject Lands

The Brampton-Caledon Airport (Brampton Flying Club) is located on lands municipally known as 13691 McLaughlin Road. The property is located on the east side of McLaughlin Road, south of King Street and is approximately 80.94 ha (200 ac) in size.



The surrounding land uses are primarily rural residential and agricultural. Refer to Schedule "A" – Location Map, attached.

Brampton-Caledon Airport Operations

The Brampton-Caledon Airport is a Transport Canada certified aerodrome which contains two runways. The airport is home to approximately 250 aircraft and a number of associated businesses and organizations including The Great War Flying Museum, Brampton Flight College and Brampton Flight Centre. There are approximately 110,000 aircraft movements (takeoffs and landings) at the airport during the year, the majority of which are related to flight training.

Airport Zoning Regulation (AZR)

To ensure the safe operation of the aircraft operating at an airport, and to ensure its long-term viability, the airspace surrounding an airport is to be maintained free from obstacles in order to minimize the dangers presented to aircraft. Transport Canada, through standards and documents, defines the airspace and limits the extent to which objects may project into it. The airspace can be protected through the enactment of an Airport Zoning Regulation (AZR) in accordance with the *Aeronautics Act*.

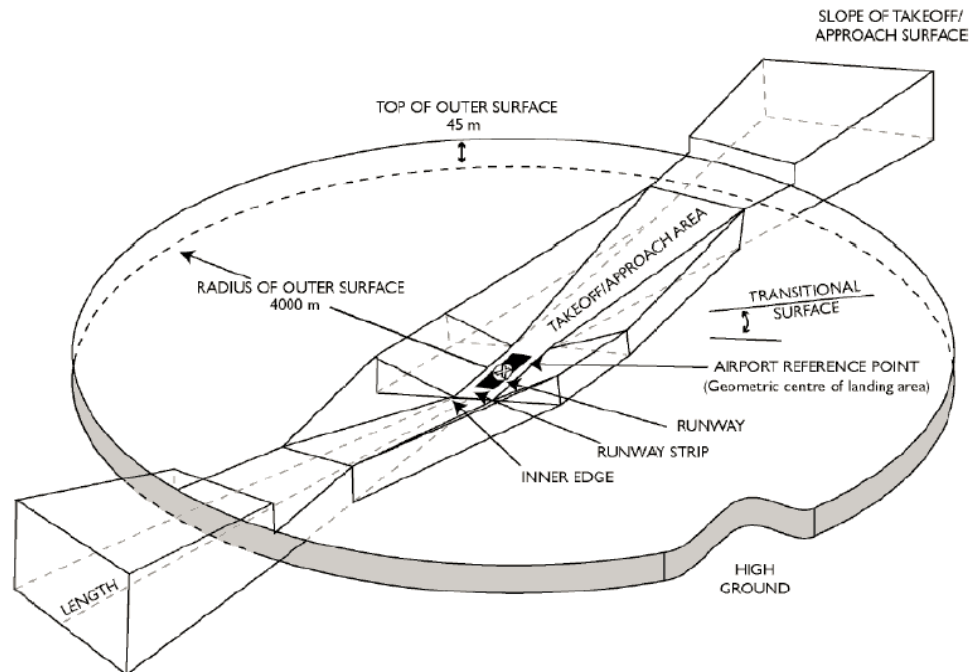
An AZR is a regulation to restrict the heights of buildings, structures and objects (including natural growth such as trees) on lands surrounding the airport. Similar to a Zoning By-law, an AZR restructures incompatible land uses and imposes height restrictions on uses, buildings, structures and objects which may interrupt the safe operations of an airport. Different from a Zoning By-law, an AZR takes a more 3D approach to protecting airspace and imposes setbacks/regulations for uses such as radar, communications, wildlife, noise, wind turbines, farms, exhaust plumes and solar panels.

Defining the Airspace

Transport Canada describes a series of Obstacle Limitation Surfaces (OLS) within an airspace surrounding an airport. These surfaces, as demonstrated in the figure below, are described as:

- The Outer Surface: Airspace required for aircraft doing circling procedures or maneuvering in and around an airport. This surface is typically a radius (circle) surrounding an Airport reference point and is measured at a specific height and distance, as defined by Transport Canada.
- The Take-Off/Approach Surface: Airspace required for aircraft during take-off and landing movements and extends from the end of the runway and is measured with specific lengths, height and widths, as defined by Transport Canada.
- The Transitional Surface: Airspace required to ensure safety for a missed approach and extends along a runway and expands towards the Take-off/Approach Surface, with specific lengths, heights and widths as defined by [Transport Canada](#).

Figure 1: Obstacle Limitation Surfaces



(Aviation Land Use in the Vicinity of Aerodromes, prepared by Transport Canada)

Contents of an AZR

An AZR results in two documents:

- An agreement executed between the Minister of Transport (Federal government) and the Provincial Authority; and,
- A stand-alone By-law, similar to that of a Zoning By-law, enacted by Council and interpreted/regulated by the Town of Caledon.

The By-law largely mimics the agreement which contains specifics relating to the details of location, dimensions and heights of the Obstacle Limitation Surfaces as well as restrictions on the land uses within the surfaces.

The Town's Authority

Section 5.4(1) of the *Aeronautics Act*, defines Provincial Authority as an authority in a Province responsible for the regulation of land use. In consultation with Legal Services, staff have confirmed that the Town has the authority to complete this process and enter into the required agreement.

The AZR Process

The AZR process is similar to that of a Zoning By-law Amendment processed under the *Planning Act*. The process includes a request from an applicant/proponent, review of the request by various agencies and departments, public notice, execution of an agreement, Council approval and an enactment of a by-law.

The process is described below in the following steps:

Applicant Requests an AZR	<p>A request is submitted to Transport Canada from the applicant, requesting that an AZR be established.</p> <p>Upon receipt, Transport Canada works with the applicant to identify the requirements of the AZR and prepare a draft agreement.</p> <p>The applicant forwards the draft agreement to the Town for execution and initiation of the By-law drafting process.</p>
Town Reviews and Executes the Initial Agreement, Initiates the By-law Process	<p>The applicant forwards the initial agreement to the Town for execution and requests that the process be initiated.</p> <p>The agreement is specific and contains the requirements of the AZR which will be reflected in the By-law.</p> <p>Town staff must receive direction from Council to enter into the agreement and initiate the process by Council Resolution.</p>
Drafting of the By-law	<p>The applicant and Town work together to draft a By-law which reflects the requirements contained within the agreement.</p>
Public Consultation	<p>The applicant forwards the draft By-law to Transport Canada for review.</p> <p>The Town completes the public consultation process as per the requirements of the <i>Aeronautics Act</i>. Details of the public consultation process are outlined later in this report.</p>
Council Decision on By-law	<p>Upon completion of the public consultation and finalization of the By-law, Town staff will bring forward a Staff Report summarizing the public process and a recommendation to Council regarding enactment of a by-law and execution of the final agreement.</p> <p>Town staff will receive direction based on the Council Resolution. There is no appeal mechanism for an AZR by-law.</p>
Final Agreement and By-law Forwarded to Transport Canada	<p>Provided that Council chooses to enact the By-law and authorize execution of the final agreement, the Town will forward the By-law and agreement to Transport Canada.</p> <p>Transport Canada translates the By-law into French</p>

Staff Report 2019-013

	and works with the Privy Council Office to receive Standard Orders and Regulation Numbers. A copy is then forwarded to the Town. The By-law is now a Federal regulation and in force and effect.
Enforcement	The Town enforces the by-law through review of land uses proposed (development applications and building permits) and through Regulatory Services in accordance with typical business practice.

Status

The process is currently at the second step, where staff have received the draft agreement from the Brampton-Caledon Airport for execution and are currently reviewing the agreement. The agreement is an initial agreement where the Town indicates that the AZR process is being initiated and the Town will follow the steps and requirements as dictated by the Federal government. This agreement is not a commitment to complete the process and is not the final agreement to impose the AZR. Town staff, through this report, is seeking direction from Council to execute the initial agreement (attached as Schedule 'B') and initiate drafting of the by-law and public consultation.

Fee

Due to the unique nature of this request, the Town's Fee By-law does not contain an applicable fee. Since the process is similar to a Zoning By-law Amendment, Town staff is recommending that the following fees be required to be paid by the applicant prior to further initiation of the process:

- Application Fee (in line with Minor Zoning By-law Amendment Application) being \$12,855.00 (as per draft 2019 Fee By-law)

Public Consultation

Although the AZR process is similar to that of a Zoning By-law Amendment, the requirements of public consultation for an application under the *Planning Act* do not apply to the AZR process as it is permitted under the *Aeronautics Act*.

The *Aeronautics Act* requires that the Minister:

- Provide notice of the proposed zoning regulation in two successive issues of at least one newspaper which serves the area where the proposed regulation will be imposed, as well as two successive issues of the [Canada Gazette](#), and a reasonable effort shall be afforded to interested persons to make representations to the Minister.
- In addition to the publication required by the *Statutory Instruments Act*, a copy of the zoning regulation shall be published, forthwith after it is made, in two successive issues of at least one newspaper which serves the area where the proposed regulation will be imposed.

The Town's Public Notice Policy requires that for Regulatory By-laws the Town:

- Publish a notice in the newspaper and on the website 20 calendar days in advance of the Open House concerning the new proposed regulatory by-law.

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- The proposed by-law shall come before Council for consideration within 6 months of the Open House. Should a by-law not come forward within 6 months, and if staff wish to pursue the new by-law, this process will be repeated.

Town staff will proceed with meeting the public notice requirements as required by the *Aeronautics Act* and the Town's Public Notice Policy.

FINANCIAL IMPLICATIONS

There are no immediate financial implications associated with this report.

COUNCIL WORK PLAN

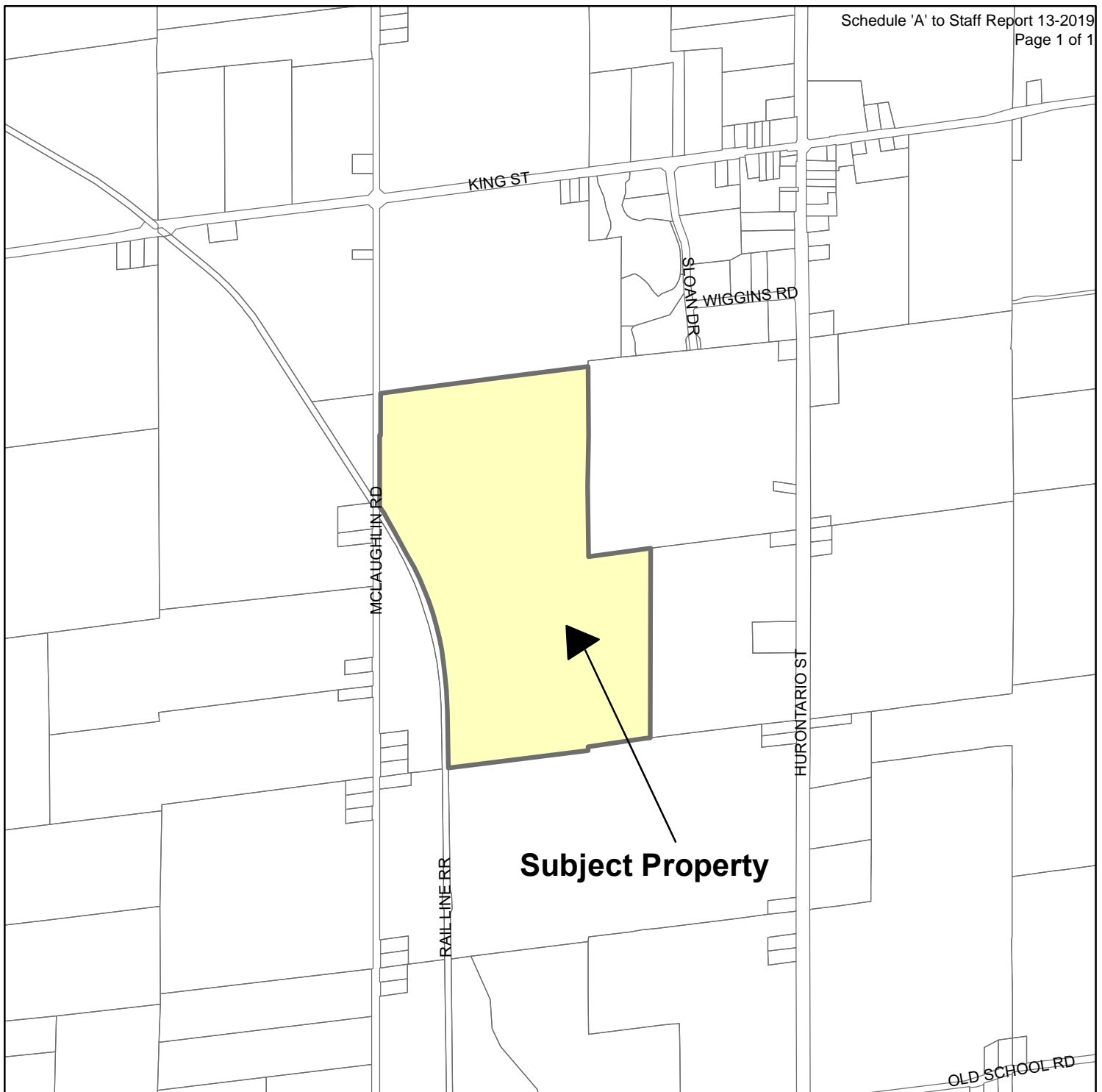
The recommendation included in this Report is related to the following goals identified in the 2015-2018 Council Work Plan:

- Growth: To plan for complete communities under the growth plan.
- Protection of Rural Environment: To enhance and protect our rural environment and to enable a viable rural economy.

ATTACHMENTS

Schedule A - Location Map

Schedule B - Draft Agreement



Proposed Airport Zoning Regulation

Brampton-Caledon Airport

13691 McLaughlin Road

Part of Lots 25 and 26, Concession 1 WHS (Caledon)

Designated as Parts 2 to 4 of of Registered Plan 43R-21492

LOCATION MAP



Date: November 28, 2018

**AGREEMENT RESPECTING THE ZONING OF
THE USE OF LANDS OF THE TOWN OF CALEDON
ADJACENT TO OR IN THE VICINITY OF BRAMPTON
AIRPORT**

BETWEEN:

HIS MAJESTY THE KING IN RIGHT OF CANADA,
as represented by the Minister of Transport,
(the "Federal Minister")

AND:

THE CORPORATION OF THE TOWN OF CALEDON
(the "Town")

Given that pursuant to section 5.81 of the *Aeronautics Act*, the Federal Minister may enter into an agreement with a provincial authority to authorize the provincial authority to regulate the use of lands adjacent to or in the vicinity of an airport for the purpose of ensuring that that use is not incompatible with the safe operation of an airport or aircraft;

And given that the Town, the provincial authority responsible for the regulation of land use in the Town of Caledon, acknowledges that it has the authority to enter into agreements with the Crown in right of Canada with respect to matters within the Town's jurisdiction as set out in Section 3.1 of the *Municipal Act, 2001*. S.O. 2001, C. 25;

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

And given that the Town will make any by-law authorized pursuant to this agreement in accordance with its standard law-making procedures as set out in the *Planning Act*, R.S.O. 1990, c. P.13;

And given that any exemption, including minor variance, to the application of a by-law authorized pursuant to this agreement that is granted by the Town must be in the public interest and not likely to adversely affect aviation safety or security;

And given that a by-law authorized pursuant to this agreement, 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 given that an aerodrome, for the purpose of the *Aeronautics Act*, is any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement or servicing of aircraft and includes any buildings, installations and equipment situated thereon or associated therewith and an airport is an aerodrome in respect of which a Canadian aviation document is in force;

And given that the Federal Minister hereby authorizes the Town pursuant to section 5.81 of the *Aeronautics Act*, 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 the *Planning Act*, R.S.O. 1990, c. P.13, the use of lands adjacent to or in the vicinity of the Brampton Airport, that are not the subject of regulations made pursuant to subsection 5.4(2) of the *Aeronautics Act*, for the purpose of ensuring that that use is not incompatible with the safe operation of the airport or aircraft;

And given that any by-law enacted by the Town and authorized pursuant to this agreement will no longer have legal effect in the case that Brampton Airport's airport certificate is cancelled;

Therefore, the Parties agree as follows:

1. DEFINITIONS

- 1.1. The word "by-law" means a federal airport zoning regulation enacted by the Town and authorized pursuant to this agreement.
- 1.2. The word "Party" means the Federal Minister or the Town as the case may be.
- 1.3. The word "Parties" means the Federal Minister and the Town.
- 1.4. The words "airport", "lands", "provincial authority", "zoning regulation" and "aircraft" have the same meaning as in subsections 3(1) and 5.4(1) of the *Aeronautics Act*.

2. APPLICABLE LAWS

- 2.1. This agreement is to be governed by and construed in accordance with the applicable laws of the *Province of Ontario* and of Canada.

2.1.1. *Statutory Instruments Act* requirements

2.1.1.1. So that it may be registered within seven calendar days, as required by para. 9(1)(a) of the *Statutory Instruments Act*, the Town will, within four calendar days after a by-law made pursuant to this agreement is passed by council, email a copy of the by-law in both official languages, certified to be a true copy thereof, to the Clerk of the Privy Council for registration, to be followed by a certified hard copy of the by-law in both official languages.

2.1.1.2. The Town will expressly provide in the body of the by-law, that the by-law will come into force on the day it is passed by council.

2.1.2. *Official Languages Act* requirements

2.1.2.1. A by-law made by the Town pursuant to this agreement will be published in both official languages.

2.1.2.2. The Federal Minister will translate, at no cost to the Town, the final draft by-law and any subsequent amendments into the other official language.

3. CONTENT AND SCOPE OF THE BY-LAW

3.1. The Town acknowledges the importance of maintaining the consistency of zoning regulations across Canada and will take into consideration the suggested content and scope of zoning regulations as set out in Appendix A, when making by-laws pursuant to this agreement.

3.2. The Federal Minister encourages the Town to use the parameters described in Appendices B to D to inform the making of by-laws pursuant to this agreement.

3.3. The Federal Minister will, at the request of the Town, provide to the Town, at no cost, advice and assistance concerning technical matters, including in relation to the parameters described in Appendices B to D that may arise during the preparation and making of by-laws.

3.4. Prior to the making of a by-law pursuant to this agreement, the Town will forward a copy of the proposed by-law to the Federal Minister for comments and the Minister will provide such comments to the Town within 20 business days.

3.5. The Town recognizes the expertise of the Federal Minister in matters related to aeronautics and will consider the comments of the Federal Minister that relate to such matters before making the by-law.

- 3.6. The Town will provide a copy to the Federal Minister of by-laws made pursuant to this agreement immediately once made.

4. EXEMPTIONS, AMENDMENT AND REPEAL OF BY-LAWS

4.1. Amendments to the by-law

- 4.1.1. Before amending a by-law made pursuant to this agreement, the Town will forward a copy of the proposed amendments to the Federal Minister for comment and the Minister will provide such comments to the Town within 20 business days. The Town will consider the comments of the Federal Minister that relate to aeronautics before making amendments to the by-law.
- 4.1.2. The Town will provide a copy to the Federal Minister of any amendment to the by-law immediately when made.
- 4.1.3. The federal requirements set out in sections 2.1.1 and 2.1.2 to this agreement apply to amendments made to a by-law pursuant to this agreement.

4.2. Exemptions to the by-law

- 4.2.1. Before granting any permit, certificate, authorization or other related document authorizing any exemption, including minor variance, to the application of a by-law made pursuant to this agreement, the Town will forward a copy of the proposed document to the Federal Minister for comment and the Minister will provide such comments to the Town within 20 business days. The Town will consider the comments of the Federal Minister that relate to aeronautics before granting the document.
- 4.2.2. The Town will provide a copy to the Federal Minister of any exempting document granted in regard to the by-law immediately when made.

4.3. Repeal of the by-law

- 4.3.1. Prior to the repeal of a by-law made by the Town pursuant to this agreement, the Town will notify the Minister.
- 4.3.2. Where the Town repeals a by-law made pursuant to this agreement, the Town will take the necessary steps to repeal the by-law made in accordance with its standard law-making procedures as set out in the *Municipal Act, 2001*, S.O. 2001, c. 25 and the *Planning Act*, R.S.O. 1990, c. P.13; and will inform the Federal Minister immediately.

4.3.3. The federal requirements set out in sections 2.1.1 and 2.1.2 to this agreement will apply to the repealing of a by-law made by the Town pursuant to this agreement.

4.3.4. Where this agreement is terminated by either Party in accordance with section 6 of this agreement, the Town will repeal the by-laws made pursuant to this agreement in accordance with sections 4.3.1 and 4.3.2.

5. ENFORCEMENT

5.1. The Town will monitor compliance of any by-law made pursuant to this agreement, in accordance with its standard enforcement procedures and take such measures to enforce compliance as its laws permit and as it considers necessary.

5.2. The Town will notify the Federal Minister of any enforcement action taken.

5.3. Should the Town wish to prosecute non-compliance with a by-law made pursuant to this agreement, it will notify the Federal Minister before taking such action.

5.4. The Federal Minister may provide, at the request of the Town, at no cost, such assistance as may be necessary to facilitate any prosecution or enforcement of a by-law made pursuant to this agreement.

6. TERMINATION

6.1. This agreement may be terminated by either Party at any time, upon notice to the other Party.

6.2. The termination will take effect following the repeal of all by-laws made pursuant to this agreement.

7. INDEMNIFICATION

7.1. The Town will indemnify and save harmless the Federal Minister, its agents, servants or employees from any and all claims, demands, actions and costs whatsoever that may arise, directly or indirectly, from any duties, work or services performed by the Federal Minister, its agents, servants or employees pursuant to this Agreement, and will not claim against the Federal Minister, its agents, servants or employees, except for claims, actions and costs that are attributable to the gross negligence or intentional torts of the Federal Minister, its agents, servants, or employees.

8. OTHER CONSIDERATIONS

- 8.1. This agreement comprises the entire agreement between the Parties. No prior document, negotiation, provision, undertaking or agreement in relation to the subject of the agreement has legal effect. No representation or warranty express, implied or otherwise, made by the Federal Minister to the Town except as expressly set out in this agreement has legal effect.
- 8.2. The Parties will have any dispute arising out of this agreement resolved by referring the matter directly to the appropriate individuals specified in sections 9.2 and 9.3.
- 8.3. A breach of the terms of this agreement does not affect the authorization conferred on the Town by the Federal Minister pursuant to this agreement, unless the agreement is terminated pursuant to section 6.
- 8.4. Except as otherwise specified in this agreement, the Town agrees to pay all costs associated with the making and implementation of the by-law made pursuant to this agreement, including all costs associated with the enforcement, amendment, or repeal of such by-law.

9. NOTIFICATION

- 9.1. Whenever in this agreement it is required or permitted that notice be given by either Party to the other, such notice will be in writing and will be communicated by registered mail, priority post mail, courier, or e-mail.
- 9.2. Notices or communications to be given pursuant to this agreement may be given to the Town at the following coordinates:

The Town of Caledon

The Town of Caledon
Chief Planner/Director of Planning
6311 Old Church Road
Caledon, ON L7C 1J6

E-mail: Planning@caledon.ca

- 9.3. Notices or communications required or desired to be given pursuant to this agreement may be given to the Federal Minister at the following coordinates:

Regional Director, Civil Aviation
Transport Canada

Joseph Shepard Building
4900 Yonge Street, 3rd Floor
North York, ON
M2N 6A5

E-mail: aviation.ont@tc.gc.ca

- 9.4. Where a change arises to the information provided in sections 9.2 and 9.3, the relevant Party will immediately notify the other of these changes.
- 9.5. If any question arises as to whether any notice was or was not communicated by one Party to the other, it will be deemed to have been effectively communicated or given on the day received or on the fifth day after it was mailed or sent, whichever is the earlier.

This agreement comes into force on the date of the last signature:

For the Federal Minister of Transport


George, Marcia

Digitally signed by George,
Marcia
Date: 2024.12.05 17:38:23
-05'00'

Regional Director, Date
Civil Aviation

For the Town

Authorized signatories, as authorized by
resolution number 2019-21 and dated
January 22, 2019:



Mayor Groves March 27, 2024
Date



Clerk - Kevin Klingenberg March 27, 2024
Date

APPENDIX A

Example of text for Federal Zoning Regulations - Airport

INTERPRETATION

1. (1) The following definitions apply in these Regulations.

“airport” means the **Brampton Airport**, in the Town of **Caledon**, in the Region of **Peel**, in the Province of **Ontario**. (*aéroport*)

“airport reference point” means the point described in Part 1 of the schedule. (*point de référence de l’aéroport*)

“approach surface” means the imaginary inclined surface that extends upward and outward from each end of the strip surface and that is described in Part 2 of the schedule. (*surface d’approche*)

“outer surface” means the imaginary surface that is located above and in the immediate vicinity of the airport and that is described in Part 3 of the schedule. (*surface extérieure*)

“strip surface” means the imaginary surface associated with the airport runway and that is described in Part 4 of the schedule. (*surface de bande*)

“transitional surface” means the imaginary inclined surface that extends upward and outward from the lateral limits of the strip surface and its approach surfaces and that is described in Part 5 of the schedule. (*surface de transition*)

“zoning plan” means Plan No. _____, prepared by the **Town of Caledon** and dated _____ . (*plan de zonage*)

2. APPLICATION

These Regulations apply in respect of all lands that are adjacent to or in the vicinity of the airport within the limit described in Part 6 of the schedule. For greater certainty, the lands include lands under water and public road allowances.

3. BUILDING RESTRICTIONS

A person must not place, erect or construct, or permit to be placed, erected or constructed, on any of the lands, a building, structure or object, or an addition to an existing building, structure or object, any part of which would penetrate one of the following surfaces:

- (a) an approach surface;
- (b) the outer surface; or
- (c) a transitional surface.

4. NATURAL GROWTH

A person must not permit any object of natural growth that is on any of the lands to grow in such a manner as to penetrate any of the following surfaces:

- (a) an approach surface;
- (b) the outer surface; or
- (c) a transitional surface.

5. WILDLIFE HAZARD

(1) 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.

(2) Despite subsection (1), 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.

6. COMING INTO FORCE

This regulation comes into force on the day it is made.

SCHEDULE

(Sections 1 and 2)

In this schedule, all grid coordinates are in metres (m) and refer to the 1983 North American Datum (NAD83), Universal Transverse Mercator (UTM) Zone 17 North.

In this schedule, all elevation values are in metres (m) and are based on the Canadian Geodetic Vertical Datum (CGVD28) above mean sea level, 1978 Southern Ontario Adjustment.

PART 1

AIRPORT REFERENCE POINT

The airport reference point, as shown on the zoning plan, is the geometric centre of the runway thresholds, at grid coordinates N 4845812.36, E 590654.34 (N 43° 45' 35.32", W 79° 52' 25.75"). It is located 27.99 m perpendicularly from the centre line of the 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 above sea level.

PART 2

APPROACH SURFACES

The approach surfaces, as shown on the zoning plan, are described as follows:

(a) an imaginary inclined surface abutting the end of the strip surface associated with runway approach **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 centre line of the strip surface and distant **2,500 m** measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being **280.0 m** from the projected centre line and **125.0 m** above the assigned elevation at the end of the strip surface associated with runway approach **08**;

(b) an imaginary inclined surface abutting the end of the strip surface associated with runway approach **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 centre line of the strip surface and distant **2,500 m** measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being **280.0 m** from the projected centre line and **125.0 m** above the assigned elevation at the end of the strip surface associated with runway approach **26**;

(c) an imaginary inclined surface abutting the end of the strip surface associated with runway approach **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 centre line of the strip surface and distant **2,500 m** measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being **280.0 m** from the projected centre line and **100.0 m** above the assigned elevation at the end of the strip surface associated with runway approach **15**; and

(d) an imaginary inclined surface abutting the end of the strip surface associated with runway approach **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 centre line of the strip surface and distant **2,500 m** measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being **280.0 m** from the projected centre line and **100.0 m** above the assigned elevation at the end of the strip surface associated with runway approach **33**.

The elevation of an approach surface at any point is equal to the elevation of the nearest point on the centre line of that approach surface. The elevation of an approach surface centre line is calculated from the elevation of the abutting end of the strip surface, and increases at the constant ratios set out in this Part.

PART 3

OUTER SURFACE

The outer surface, as shown on the zoning plan, 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 **45.0 m** above the airport reference point, but at **9.0 m** above the ground when that elevation would place the outer surface at less than **9.0 m** above the ground.

PART 4

STRIP SURFACE

The elevation of a strip surface at any point is equal to the elevation of the nearest point on the centre line of that strip surface. The elevation of the strip surface centre line between the strip surface end and the closest strip surface threshold is equal to the elevation of the strip surface end.

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

the strip surface associated with runway **08-26** is **60.0 m** in total width, being **30.0 m** on either side of the centre line of the runway. The strip surface commences **31.0 m** to the west of

threshold **08** and ends **31.0 m** to the east of threshold **26**, having a total length of **829.37 m**. The **08** end of the strip surface has an assigned elevation of **282.2 m** and the **26** end of the strip surface has an assigned elevation of **279.2 m**. The azimuth of the centre line of runway

08-26 is **69.735°**. Threshold **08** has grid coordinates of **N4845584.98** and **E590238.95**, and threshold **26** has grid coordinates of **N4845850.76** and **E590958.82**; and

the strip surface associated with runway **15-33** is **60.0 m** in total width, being **30.0 m** on either side of the centre line of the runway. The strip surface commences **61.0 m** to the northwest of

threshold **15** and ends **61.0 m** to the southeast of threshold **33**, having a total length of **1,191.38 m**. The **15** end of the strip surface has an assigned elevation of **285.2 m** and the **33** end of the strip surface has an assigned elevation of **277.2 m**. The azimuth of the centre line of runway

15-33 is **135.311°**. Threshold **15** has grid coordinates of **N4846192.49** and **E590317.68**, and threshold **33** has grid coordinates of **N4845432.24** and **E591069.74**.

PART 5

TRANSITIONAL SURFACES

Each transitional surface, as shown on the zoning plan, 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 centre line and projected centre line of the strip surface, extending upward and outward from the lateral limits of the 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 strip surface is equal to the elevation of the nearest point on the centre line of the abutting 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 centre line of the abutting approach surface.

PART 6

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** centred on the airport reference point, as shown on the zoning plan.

APPENDIX 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 Northing 4845812.36, Easting 590654.34, 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.

APPENDIX C

Parameters for Brampton Airport Zoning Regulations

RUNWAY	08	26
Aircraft Group Number (AGN)	I	I
Runway Type	NI	NI
Runway end elevation above sea level	282.2 m	279.2 m
Runway length	767.37 m	767.37 m
Strip length Strip width	829.37 m 60 m	829.37 m 60 m
Distance runway end to inner edge of approach surface	31 m	31 m
Length of inner edge each side of runway centreline	30 m	30 m
Takeoff/Approach Surface divergence	10 %	10 %
Takeoff/Approach Surface length	2,500 m	2,500 m
Takeoff/Approach Surface slope	5.0 % [1:20]	5.0 % [1:20]
Transition Surface slope	20.0 % [1:5]	20.0 % [1:5]

RUNWAY	15	33
Aircraft Group Number (AGN)	I	I
Runway Type	NI	NI
Runway end elevation above sea level	285.2 m	277.2 m
Runway length	1,069.38 m	1,069.38 m
Strip length Strip width	1,191.38 m 60 m	1,191.38 m 60 m
Distance runway end to inner edge of approach surface	61 m	61 m
Length of inner edge each side of runway centreline	30 m	30 m
Takeoff/Approach Surface divergence	10 %	10 %
Takeoff/Approach Surface length	2,500 m	2,500 m
Takeoff/Approach Surface slope	4.0 % [1:25]	4.0 % [1:25]
Transition Surface slope	20.0 % [1:5]	20.0 % [1:5]

Outer Surface radius	4,000 m
Outer Surface height above Airport Reference Point	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)
Airport Reference Point assigned elevation above sea level	277.2 m
Area for Natural Growth Clause to apply	Approach, transitional, and outer surfaces
Area for Wildlife Hazard Clause to apply	Approach, transitional, and outer surfaces

APPENDIX D - AIRPORT

Brampton Airport Zoning Plan

This provides a visual depiction of the lands to which the by-law will apply.