

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.

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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*.

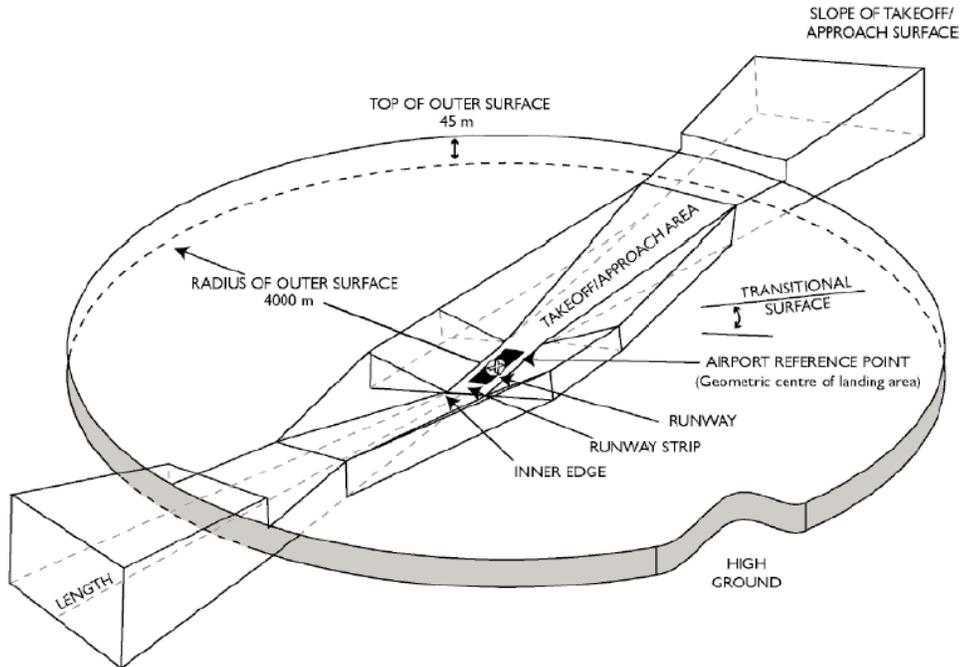
An AZR is a regulation to restrict the heights of buildings, structures and objects (including natural growth such as trees) on lands surrounding the airport. Similar to a Zoning By-law, an AZR restructures incompatible land uses and imposes height restrictions on uses, buildings, structures and objects 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.

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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>

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	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

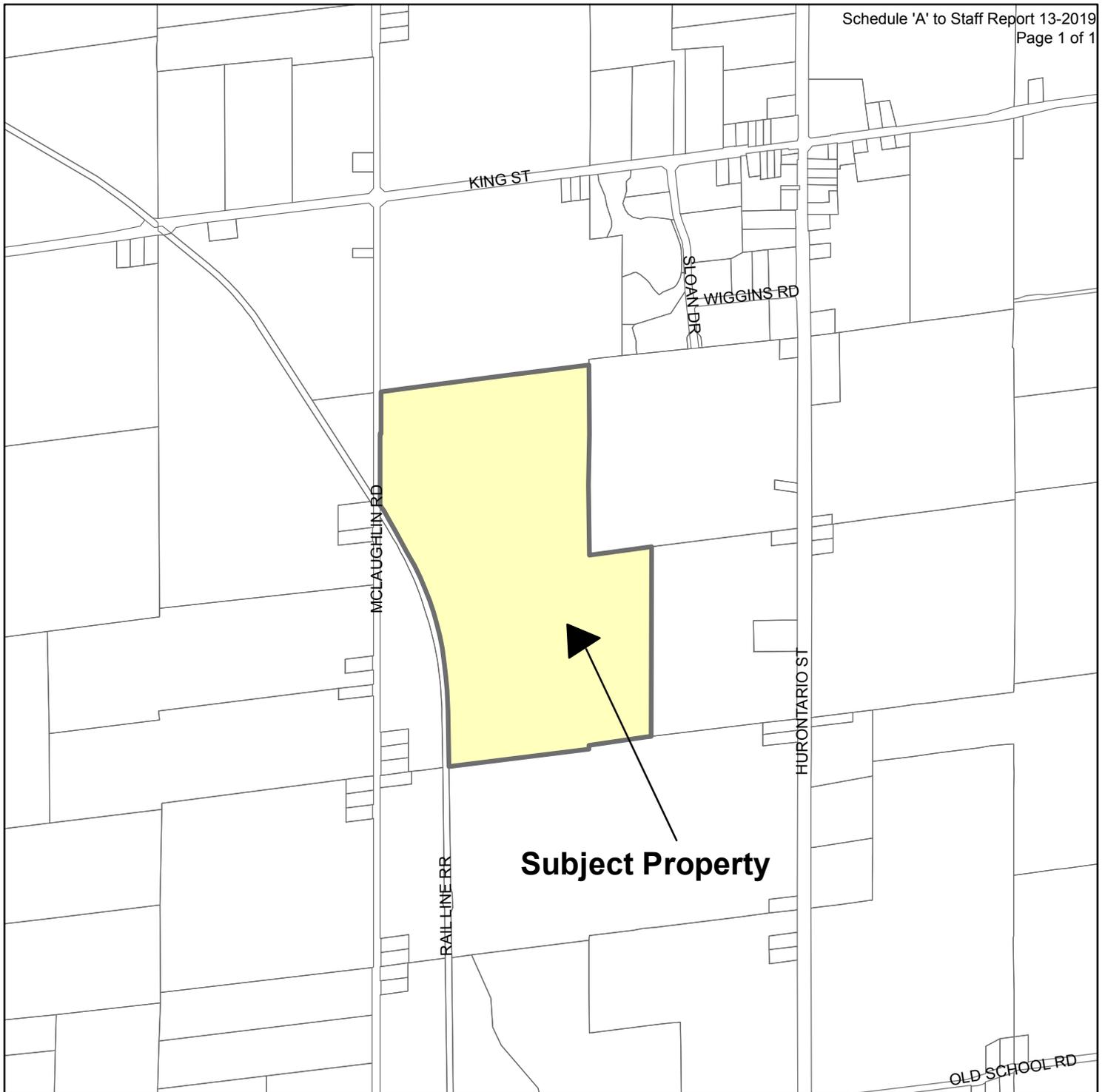
The recommendation included in this Report is related to the following goals identified in the 2015-2018 Council Work Plan:

- 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 AN
AIRPORT/HELIPORT**

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA,
as represented herein by the Minister of Transport,
(hereinafter called the "Federal Minister")

OF THE FIRST PART

AND:

The **TOWN OF CALEDON**, in the Province of **Ontario**
(hereinafter called the "Town")

THE SECOND PART

WHEREAS, 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/heliport or airport site for the purpose of ensuring that that use is not incompatible with the safe operation of an airport/heliport or aircraft;

AND WHEREAS, the Town, the provincial authority responsible for the regulation of land use in the Town of *Caledon*, acknowledges that it has the authority to accept the delegation from the Federal Minister as set out in *(name/section of provincial legislation)*;

AND WHEREAS 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 airport/heliport for the purpose of ensuring that that use is not incompatible with the safe operation of an airport/heliport or aircraft;

AND WHEREAS the Town shall make the by-law in accordance with its standard law-making procedures as set out in *(name/section of provincial legislation)*;

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 an aerodrome, for the purpose of the *Aeronautics Act*, is an 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; an airport therefore includes a heliport;

AND WHEREAS, 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 *(name/section of provincial legislation)*, 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 that use is not incompatible with the safe operation of an airport or aircraft.

NOW THEREFORE, THIS AGREEMENT WITNESSETH THAT in consideration of the mutual terms and conditions hereinafter specified, the Parties agree as follows:

1. DEFINITIONS

- 1.1. The word "by-law" when used herein, and unless provided otherwise, shall mean a federal airport zoning regulation enacted by the Town and authorized under this agreement as per *Aeronautics Act Agreement (Town of Caledon) Regulation (applicable legislation)*.
- 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", "airport site", "lands", "provincial authority", "zoning regulation" and "aircraft" when used herein, have the same meaning as in subsections 3(1) and 5.4(1) of the *Aeronautics Act*.
- 1.5. The word "heliport" when used herein, has the same meaning as in subsection 101.01(1) of the *Canadian Aviation Regulations*.

2. APPLICABLE LAWS

- 2.1. This agreement shall be governed by and shall be 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. The Town shall, within seven days after the making of a by-law pursuant to this agreement, transmit three (3) copies of the by-law in both official languages to Clerk of the Privy Council for registration.
 - 2.1.1.2. One copy of each of the official language versions of the by-law that is transmitted to the Clerk of the Privy Council pursuant to section 2.1.1.1, shall be certified by the Town to be a true copy thereof.
 - 2.1.1.3. The Town shall expressly provide in the body of the by-law, that the by-law will come into force on the day it is made.

2.1.2. *Official Languages Act requirements*

2.1.2.1. By-laws made by the Town in accordance with this agreement, shall be published in both official languages.

2.1.2.2. The Federal Minister shall 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 *Appendices A* as applicable, when making by-laws pursuant to this agreement.

3.2. The Federal Minister encourages the Town to use the parameters described in *Appendices A to H (as applicable)* 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 A to H* that may arise during the preparation and making of the by-laws.

3.4. Prior to the making of a by-law pursuant to this agreement, the Town shall forward a copy of the proposed by-law to the Federal Minister for comments and the Minister shall provide such comments to the Town within 15 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 shall provide a copy to the Federal Minister of by-laws made pursuant to this agreement forthwith once made.

4. AMENDMENT AND REPEAL OF BY-LAWS

4.1. Amendments to the by-law

4.1.1. Prior to amending by-laws made pursuant to this agreement, the Town shall forward a copy of the proposed amendments to the Federal Minister for comments and will consider the comments of the Federal Minister that relate to aeronautics before making amendments to the by-law.

4.1.2. The Town shall provide a copy to the Federal Minister of any amendment to the by-laws forthwith when made.

4.1.3. The federal requirements set out in sections 2.1.1 and 2.1.2 to this agreement shall apply to amendments made to a by-law pursuant to this agreement.

4.2. Repeal of the by-law

4.2.1. Prior to the repealing of a by-law made by the Town pursuant to this agreement, the Town shall notify the Minister forthwith.

4.2.2. Where the Town repeals a by-law made pursuant to this agreement, the Town shall take the necessary steps to repeal the by-laws made in accordance with its standard law-making procedures as set out in *(name/section of provincial legislation)* and will inform the Federal Minister of the repeal forthwith.

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

4.2.4. Where this agreement is terminated by either Party in accordance with section 6 to this agreement, the Town shall repeal the by-laws made pursuant to this agreement in accordance with section 4.2.1 and 4.2.2.

5. ENFORCEMENT

5.1. The Town shall monitor compliance of the 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 shall 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 and in accordance with subsection 5.81(3) of the *Aeronautics Act*, it shall notify the Federal Minister before taking such action.

5.4. The Federal Minister may delegate to the Town the power to prosecute a by-law made pursuant to this agreement in accordance with the *Aeronautics Act*. Otherwise, prosecution of a by-law under the *Aeronautics Act* shall remain with the Federal Minister.

5.5. Where the he Federal Minister delegates to the Town the power to prosecute a by-law made pursuant to this agreement, in accordance with the *Aeronautics Act*, the Federal Minister will, at the request of the Town provide to the Town, at no cost, such assistance as may be necessary to facilitate any prosecution of a by-law made pursuant to this agreement.

6. TERMINATION

6.1. This agreement shall be terminated in writing and at any time, by either party.

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

7. INDEMNIFICATION

7.1. The Town shall 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 agent, servants or employees under 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.

8.2. The Parties shall have any dispute arising out of or pursuant to this agreement resolved by referring the matter directly to the appropriate Regional Director General, for the Federal Minister, and Mayor for the Town.

8.3. A breach of the terms of this agreement does not affect the authorization conferred on the Town by the Federal Minister under 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 or on the other, such notice will be in writing and will be communicated by registered mail, priority post mail, courier, facsimile or e-mail.

9.2. Notices or communications to be given pursuant to this agreement may be given to the Town:

The Town of Caledon

Facsimile: (____) ____-____

E-mail:

APPENDIX A SCOPE OF FEDERAL ZONING REGULATION - AIRPORT

INTERPRETATION

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

“airport” means the **Brampton Airport**, in the Town of **Caledon**, in the District 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 surfaces” 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*)

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

“transitional surfaces” 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*)

“wildlife hazard zone” means the area located in the immediate vicinity of the airport and described in Part 6 of the schedule. (*zone de péril faunique*)

“zoning plan” means Plan No. [REDACTED], prepared by the Town of Caledon and dated [REDACTED]. (*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. INTERFERENCE WITH COMMUNICATION

A person must not use or develop, or permit another person to use or develop, any of the lands under the outer surface in a manner that causes interference with any signal or communication to and from an aircraft or to and from any facility used to provide services relating to aeronautics.

5. 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 to a height that exceeds, at the location of that part of the object, the elevation of any surface referred to in section 3.

6. 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.

7. COMING INTO FORCE

The Regulations come into force on the day on which the requirements prescribed in subsection 5.6(2) of the *Aeronautics Act* are met.

SCHEDULE

(Sections 1 and 2)

In this schedule, all grid coordinates are in metres (m) and refer to the North American Datum 1983 (NAD83).

In this schedule, all elevation values are in metres (m) and are based on the Canadian Geodetic Vertical Datum 1928 (CGVD28) above mean sea level. 1978 Southern Ontario Adjustment.

PART 1

AIRPORT REFERENCE POINT

The Airport Reference Point, is a point located at:

Geodetic Coordinates	N 4845812.36	E 590654.34
Geographic Coordinates ¹	N 43° 45' 35.32"	W 79° 52' 25.75"
Elevation	277.20 metres Above Mean Sea Level (AMSL)	

and shown on Sheet No.: [REDACTED] of Appendix D.

The Airport Reference Point assigned elevation of 277.20 metres AMSL is established with reference to the geodetic elevation of the Runway Strip end closest to Runway Threshold 26.

PART 2

APPROACH SURFACES

The Approach Surfaces, as shown on the zoning plan no.: [REDACTED], 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 **282.20m** above sea level, at a ratio of 1.00 (ONE) m measured vertically to 20.00 (TWENTY) m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the Runway Strip surface and distant 2,500.00 (TWO THOUSAND FIVE HUNDRED) m measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being 280.00 (TWO HUNDRED EIGHTY) m from the projected centre line and 125.00 (ONE HUNDRED TWENTY FIVE) 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 **279.2m** above sea level, at a ratio of 1.00 (ONE) m measured vertically to 20.00 (TWENTY) m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the Runway Strip surface and distant 2,500.00 (TWO THOUSAND FIVE HUNDRED) m measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being 280.00 (TWO HUNDRED EIGHTY) m from the projected centre line and 125.00 (ONE HUNDRED TWENTY FIVE) m above the assigned elevation at the end of the strip surface associated with runway approach **26**;

¹ Geographic coordinates are in degrees, minutes and seconds of latitude and longitude and have been rounded to the nearest 1/100 th of a second based on conversion from geodetic (grid) coordinates.

- (c) an imaginary inclined surface abutting the end of the strip surface associated with runway approach **15** and ascending, from an assigned elevation of **285.2m** above sea level, at a ratio of 1.00 (ONE) m measured vertically to 25.00 (TWENTY FIVE) measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the Runway Strip surface and distant 2,500.00 (TWO THOUSAND FIVE HUNDRED) m measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being 280.00 (TWO HUNDRED EIGHTY) m from the projected centre line and 100.00 (ONE HUNDRED) 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 **277.2m** above sea level, at a ratio of 1.00 (ONE) m measured vertically to 25.00 (TWENTY FIVE) m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the Runway Strip surface and distant 2,500.00 (TWO THOUSAND FIVE HUNDRED) m measured horizontally from the end of the strip surface; the outer ends of the imaginary horizontal line being 280.00 (TWO HUNDRED EIGHTY) m from the projected centre line and 100.00 (ONE HUNDRED) 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 no.: [REDACTED], is an imaginary circle-shaped surface with its centre located at the Airport Reference Point, with a radius of 4000.00 (FOUR THOUSAND) m. It is situated at a constant elevation of 45.00 (FOURTY FIVE) m above the Airport Reference Point and 322.20m AMSL at coordinates of Northing 4845812.36 Easting 590654.34, but where that elevation would place the Outer Surface at an elevation of less than 9 (NINE) m above the ground, the Outer Surface will be located at 9 (NINE) m above the ground.

PART 4

RUNWAY STRIP

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

- (a) 60.00 m in total width, being 30.00 m on either side of the centerline of the runway, commencing 31.00 m to the west of threshold 08 and ending 31.00 m to the east of threshold 26 and having a total length of 829.30 m.

- (b) The 08 end of the Runway Strip has an elevation of 282.20 m and the 26 end of the Runway Strip has an elevation of 279.20 m.
- (c) Threshold 08 has grid coordinates of 4845584.43 North and 590238.84 East and,
- (d) Threshold 26 has grid coordinates of 4845850.76 North and 590958.82 East.

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

- (a) 60.00 m in total width, being 30.00 m on either side of the centerline of the runway, commencing 61.00 m to the west of threshold 15 and ending 61.00 m to the east of threshold 33 and having a total length of 1,191.30 m.
- (b) The 15 end of the Runway Strip has an elevation of 285.20 m and the 33 end of the Runway Strip has an elevation of 277.20 m.
- (c) Threshold 15 has grid coordinates of 4846192.49 North and 590317.68 East and,
- (d) Threshold 33 has grid coordinates of 4845432.24 North and 591069.74 East.

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

The elevation of the Runway Strip surface centerline between the runway strip end and the closest Runway Strip threshold is equal to the elevation of the Runway Strip end.

The elevation of the Runway Strip surface centerline between the Runway Strip surface thresholds is calculated using a constant ratio between the elevations of the Runway Strip surface thresholds.

PART 5

TRANSITIONAL SURFACES

Transitional Surfaces, shown on the zoning plan no.: are imaginary inclined surfaces that extend upward and outward from the lateral limits of the abutting Runway Strip surface and the abutting Approach Surface rising at a ratio of 1.00 (ONE) m measured vertically to 5.00 (FIVE) m measured horizontally and perpendicularly to the centerline of each Runway Strip surface or Approach Surface, as the case may be, and continuing to a point where it intersects with the Outer Surface or with the Transitional Surface of an adjoining Runway Strip.

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

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

PART 6

WILDLIFE HAZARD ZONE

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.

DRAFT

APPENDIX B (Not Applicable)

SCOPE OF FEDERAL ZONING REGULATION - HELIPORT

INTERPRETATION

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

“heliport” means the _____
Heliport, in the Town of _____, in the District of _____, in the Province of
_____. (*hélicoptère*)

“heliport reference point” means the point described in Part 1 of the schedule. (*point de référence de l'hélicoptère*)

“approach or take-off surface” means the imaginary inclined surface that extends upward and outward from the outer edge of the safety area and that is described in Part 2 of the schedule. (*surface d'approche ou surface de décollage*)

“FATO” means a final approach and take-off area, which consists of a defined area over which the final phase of a helicopter approach manoeuvre to hover or land is completed and from which the take-off manoeuvre is commenced. (*FATO*)

“transitional surface” means the imaginary inclined surface that extends upward and outward from the lateral limits of the approach and/or take-off surface and that is described in Part 3 of the schedule. (*surface de transition*)

“zoning plan” means Plan No. _____, prepared by the Department of Public Works and Government Services 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 heliport within the limit described in Part 4 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) a take-off 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) a take-off surface; or
- (c) a transitional surface.

5. COMING INTO FORCE

The Regulations come into force on the day on which the requirements prescribed in subsection 5.6(2) of the *Aeronautics Act* are met.

SCHEDULE (Sections 1 and 2)

In this schedule, all grid coordinates are in metres (m) and refer to the 1983 North American Datum

PART 1

HELIPORT REFERENCE POINT

The heliport reference point, as shown on the zoning plan, is the geometric centre of the FATO, at grid coordinates _____ (and include the latitude/longitude) and its assigned elevation is _____ m above sea level.

PART 2

APPROACH AND TAKE-OFF SURFACES

The approach surfaces and the take-off surfaces, as shown on the zoning plan, are described as follows:

- (a) the limits of an approach and take-off surfaces for a H2 and/or H3 category FATO shall comprise

- (i) an inner edge horizontal and equal in length to the safety area _____ (width in meters), perpendicular to the centre line of the approach and take-off surface and located at the outer edge of the safety area;
- (ii) two side edges originating at the ends of the inner edge diverging uniformly at a rate _____ (measured in % [10% Day, 15% Night]) from the inner edge, and
- (iii) an outer edge horizontal and perpendicular to the centre line of the approach and take-off surface and at a length from the inner edge _____ (length in meters [1075 meters total length for H2 and H3 category heliports]), that is applicable to the category of FATO for which it is certified,
- (b) the length of any portion of the approach and take-off surface shall be measured in the horizontal plane along the centre line of the approach and take-off path,
- (c) the width of the approach and take-off surface shall be measured in the horizontal plane,
- (d) the elevation of the inner edge shall be the elevation of the FATO boundary at the point on the inner edge that is intersected by the centre line of the approach and take-off surface,
- (e) the slope of the approach and take-off surfaces shall be measured _____ (in % [6%, 8% or 10%]) in accordance with the first section (245 meters) for H3 category FATOs and shall be measured as 16% for the second section (830 meters) for H3 category FATOs and shall be measured in the vertical plane containing the centre line of the surface,
- (f) the slope of the approach and take-off surfaces shall be measured _____ (in % [12% or 16%]) in accordance with the first section (245 meters) for H2 category FATOs and shall be measured as 16% for the second section (830 meters) for H2 category FATOs and shall be measured in the vertical plane containing the centre line of the surface,
- (g) the centre line of the approach and take-off surface shall define the approach and take-off path and shall be a straight line or an arc of constant radius or a combination of a straight line or an arc of constant radius,
- (h)) the limits of an approach and take-off surfaces for a H1 category FATO shall comprise
- (i) the take-off and approach OLS shall commence at the edge of the safety area and shall continue in a line that links the maximum elevation points of all critical obstacles within the approach/departure path,
- (ii) the approach/departure path area shall consist of a quadrilateral area on the surface of the earth lying directly below the approach/take-off surface, with the point of origin at the end of the area declared suitable for take-off and extend at the lessor of the point beyond where no obstacle that would adversely affect safety exists or 625 m, and
- (iii) the width of the approach/departure path area at its point of origin shall be the same as the width of the safety area and increase at the rate of $0.15D$ where "D" is the distance from the point of origin.

PART 3

TRANSITIONAL SURFACE

A transitional surface is a complex surface along the side of the safety area and part of the side of the approach/take-off surface that slopes upwards at a rate of 50% and outwards to a height of 45meters above the heliport reference point for H2 and/or H3 category FATOs.

(a) the limits of the transitional surface shall comprise

- (i) a lower edge beginning at a point on the side of the approach surface where the approach/take-off surface is at a height above its inner edge and extending down the side of the approach/take-off surface to the inner edge of the approach/take-off surface and from there along the edge of the safety area, and
- (ii) an upper edge located at a height set above the heliport assigned elevation,

(b) the elevation of a point on the lower edge shall be

- (i) along the side of the approach surface, equal to the elevation of the approach surface at that point, and
- (ii) along the safety area, equal to the elevation of the centre line of the FATO opposite that point,
- (ii) the slope of a transitional surface shall be measured in a vertical plane perpendicular to the extended centre line of the FATO.

PART 4

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 150 meters beyond the outer edge of the safety area the heliport reference point, including the area lying below the approach, take-off and transitional surfaces projected on the ground, as shown on the zoning plan.

APPENDIX C - AIRPORT
Parameters for Brampton Airport Zoning Regulation

RUNWAY	08	26
Code Number & Letter	1A	1A
Runway Type	NI	NI
Runway end elevation above sea level	282.2 m	279.2 m
Runway length	767.3 m	767.3 m
Strip length Strip width	829.3 m 60 m	829.3 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
Approach Surface divergence	10 %	10 %
Approach Surface length	2,500 m	2,500 m
Approach Surface slope	5.0 %	5.0 %
Transition Surface slope	20 %	20 %
PAPI OPS (If requested by Airport Operator)	- - m	- - m

RUNWAY	15	33
Code Number & Letter	2A	2A
Runway Type	NI	NI
Runway end elevation above sea level	285.2 m	277.2 m
Runway length	1,069.3 m	1,069.3 m
Strip length Strip width	1,191.3 m 60 m	1,191.3 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
Approach Surface divergence	10 %	10 %
Approach Surface length	2,500 m	2,500 m
Approach Surface slope	4.0 %	4.0 %
Transition Surface slope	20 %	20 %
PAPI OPS (If requested by Airport Operator)	-- m	-- m

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 Interference with Communications Clause to apply	<p>█ (to be determined by NavCanada) Contact: George Donovan, In-House General Counsel NavCanada, 77 Metcalfe Street, Ottawa Tel: 613-563-7737; Fax: 613 563 3357 Email: donovag@navcanada.ca</p> <p>Mr. Donovan handles ASFA agreements and restrictive covenants that either flow from ASFAs or are related to a particular airport. He will coordinate with the applicable technical sections in NavCan to determine the area that this clause should apply.</p>
Bird Hazard Zone(s) for Bird Hazards Clause to apply:	
None	Airport Operator has not requested a Bird Hazard Clause and Transport Canada concurs
Standard	Primary BHZ from Safety Above All (from parameters on next page) Or BHZ within the limits of the Outer Surface as described in Part III of the Regulations
Enhanced	Secondary BHZ from Safety Above All (from parameters on next page) Or BHZ within the limits of the Outer Surface as described in Part III of the Regulations and extending to █ km under the Approach Surfaces (8 km maximum)
Special	Any BHZ in excess of the above which is supported by the Airport Wildlife Management Plan or an equivalent site-specific bird hazard study acceptable to Transport Canada

PRIMARY BHZS generally enclose airspace in which aircraft are at or below altitudes of 1500 feet AGL (above ground level). These are the altitudes most populated by hazardous birds, and at which collisions with birds have the potential to result in the greatest damage.

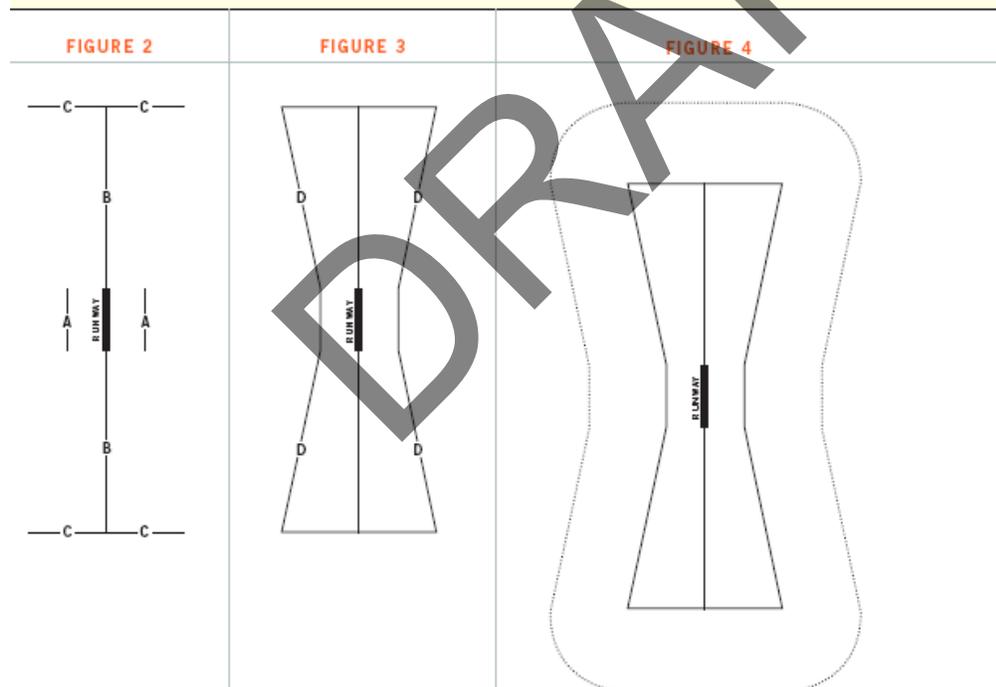
SECONDARY BHZS are buffers that account for:

- variables in pilot behaviour and technique;
- variations in departure and arrival paths that are influenced by environmental conditions, ATC (air traffic control) requirements, IFR versus VFR flight, etc.; and
- unpredictability of bird behaviour, and variations in bird movements around specific land uses.

SPECIAL BHZS, though often distant from airports, may regularly attract potentially hazardous species across primary or secondary zones (see Step 2).

STEP 1: ESTABLISH PRIMARY AND SECONDARY BIRD HAZARD ZONES (BHZS)

- Draw lines parallel to, and 2 kms² on each side of, the full length of all runway centerlines. (*Lines "A" in Figure 2*)
- Draw an extended centerline 9 km in length from the approach and departure ends of all runways. (*Lines "B" in Figure 2*)
- Draw lines perpendicular to, and 4 km from each side of the ends of, extended runway centerlines. (*Lines "C" in Figure 2*)
- Join the ends of lines A and C on each side of all runway centerlines to define the airport's primary bird-hazard zone. (*Lines "D" in Figure 3*)
- Establish the airport's secondary bird-hazard zone by creating a boundary 4 km beyond the edges of the primary BHZ. (*Dotted line in Figure 4*)



⁷Note that the size of specific zones is dictated in part by aircraft types and the maneuvering area encompassed in circuit patterns. For the purposes of this overview, size has been set arbitrarily to accommodate FAR 25 transport-category aircraft.

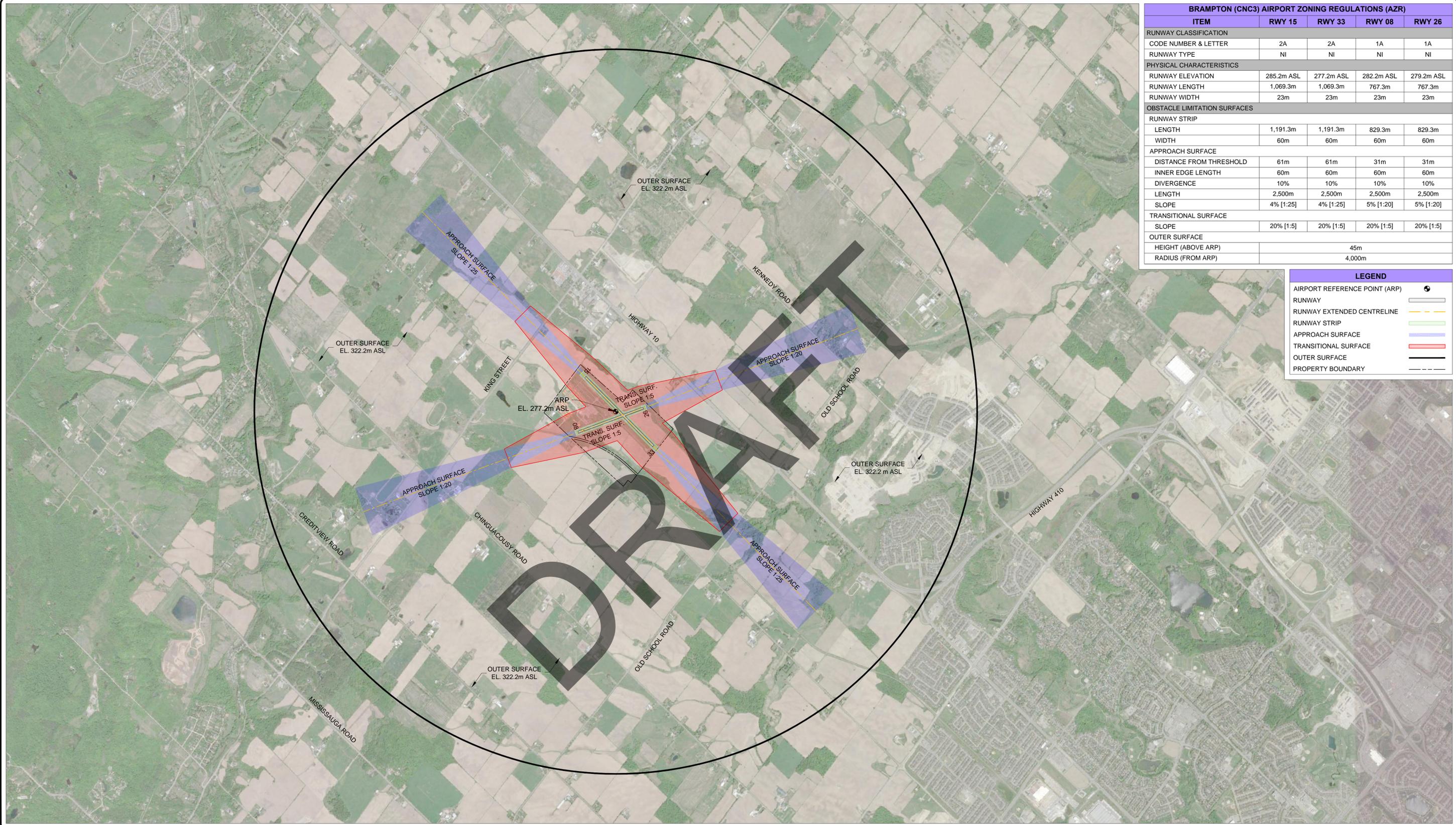
APPENDIX D - AIRPORT

Brampton Airport Zoning Plan

DRAFT

BRAMPTON (CNC3) AIRPORT ZONING REGULATIONS (AZR)				
ITEM	RWY 15	RWY 33	RWY 08	RWY 26
RUNWAY CLASSIFICATION				
CODE NUMBER & LETTER	2A	2A	1A	1A
RUNWAY TYPE	NI	NI	NI	NI
PHYSICAL CHARACTERISTICS				
RUNWAY ELEVATION	285.2m ASL	277.2m ASL	282.2m ASL	279.2m ASL
RUNWAY LENGTH	1,069.3m	1,069.3m	767.3m	767.3m
RUNWAY WIDTH	23m	23m	23m	23m
OBSTACLE LIMITATION SURFACES				
RUNWAY STRIP				
LENGTH	1,191.3m	1,191.3m	829.3m	829.3m
WIDTH	60m	60m	60m	60m
APPROACH SURFACE				
DISTANCE FROM THRESHOLD	61m	61m	31m	31m
INNER EDGE LENGTH	60m	60m	60m	60m
DIVERGENCE	10%	10%	10%	10%
LENGTH	2,500m	2,500m	2,500m	2,500m
SLOPE	4% [1:25]	4% [1:25]	5% [1:20]	5% [1:20]
TRANSITIONAL SURFACE				
SLOPE	20% [1:5]	20% [1:5]	20% [1:5]	20% [1:5]
OUTER SURFACE				
HEIGHT (ABOVE ARP)	45m			
RADIUS (FROM ARP)	4,000m			

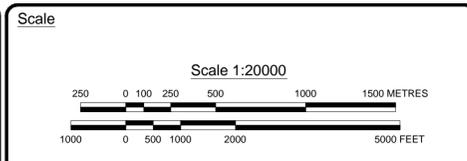
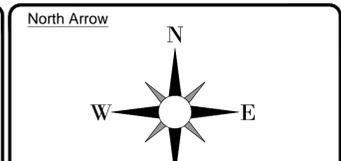
LEGEND	
AIRPORT REFERENCE POINT (ARP)	
RUNWAY	
RUNWAY EXTENDED CENTRELINE	
RUNWAY STRIP	
APPROACH SURFACE	
TRANSITIONAL SURFACE	
OUTER SURFACE	
PROPERTY BOUNDARY	



No.	DATE	DESCRIPTION	BY	QA/QC
1	05/11/2017	ARP ADJUSTMENT	MR	JRM
0	12/07/2016	FINAL	JRM	PRM
REVISION / ISSUE				

Notes

- DRAWING IS TO BE USED FOR PLANNING PURPOSES ONLY.
- AERIAL PHOTOGRAPHY DATED 05-27-2015 FROM GOOGLE EARTH PRO.
- OLS BASED ON TP312 4TH EDITION AND AIRPORT OPERATIONS MANUAL (AOM).
- THRESHOLD COORDINATES AND ELEVATIONS SURVEYED ON SEPTEMBER 23, 2016 BY MMMWSP.
- COORDINATES UNLESS OTHERWISE SPECIFIED ARE IN NAD83 (ORIGINAL) Z17, AND ELEVATIONS IN REFERENCE TO CGVD28:78.



Location: CALEDON, ONTARIO

Airport: BRAMPTON AIRPORT (CNC3)

Title: AIRPORT ZONING REGULATIONS ZONING PLAN NO. 1

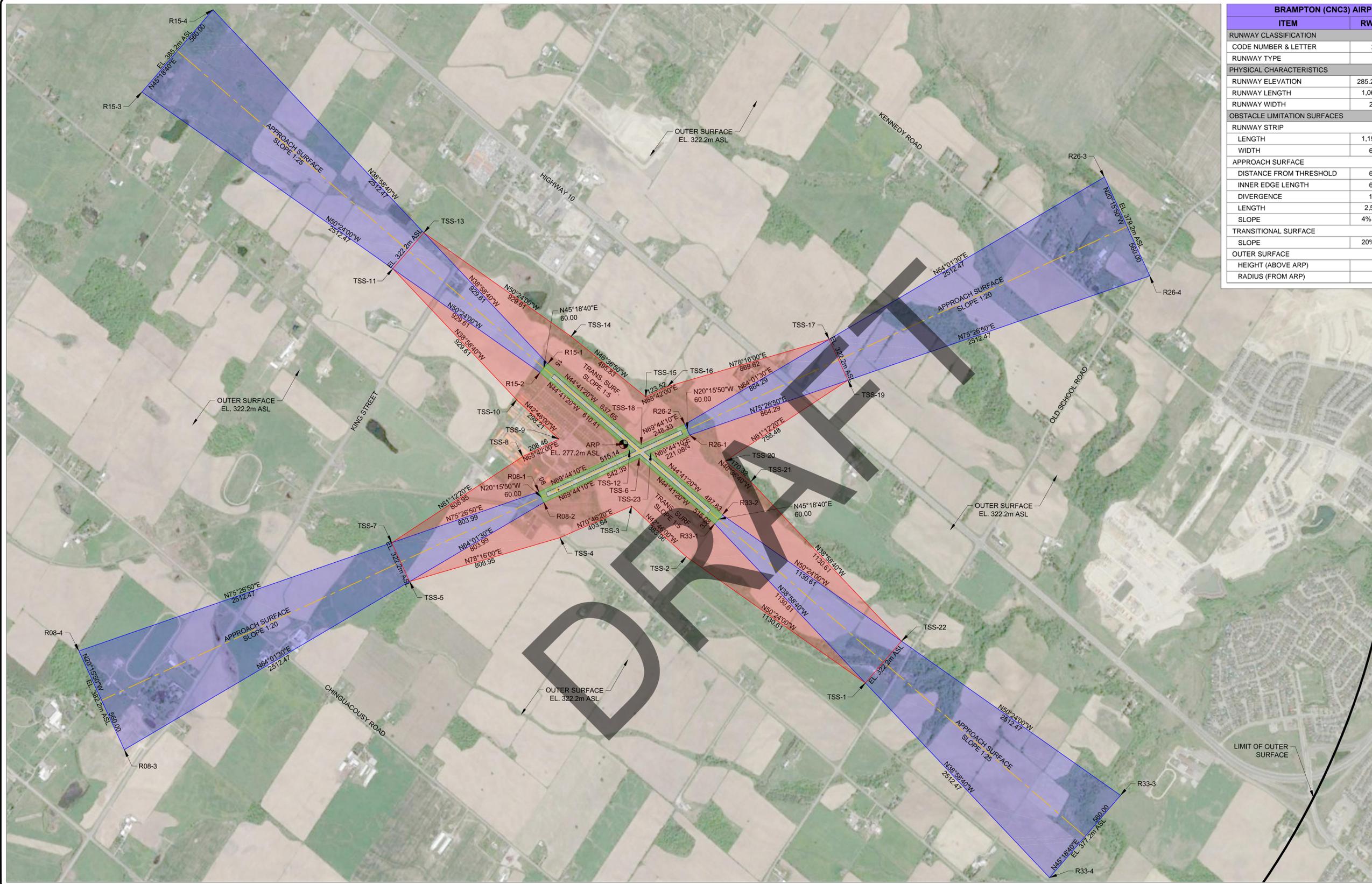
Project No: 161-09485-00

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SHEET 1 OF 2

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BRAMPTON (CNC3) AIRPORT ZONING REGULATIONS (AZR)				
ITEM	RWY 15	RWY 33	RWY 08	RWY 26
RUNWAY CLASSIFICATION				
CODE NUMBER & LETTER	2A	2A	1A	1A
RUNWAY TYPE	NI	NI	NI	NI
PHYSICAL CHARACTERISTICS				
RUNWAY ELEVATION	285.2m ASL	277.2m ASL	282.2m ASL	279.2m ASL
RUNWAY LENGTH	1,069.3m	1,069.3m	767.3m	767.3m
RUNWAY WIDTH	23m	23m	23m	23m
OBSTACLE LIMITATION SURFACES				
RUNWAY STRIP				
LENGTH	1,191.3m	1,191.3m	829.3m	829.3m
WIDTH	60m	60m	60m	60m
APPROACH SURFACE				
DISTANCE FROM THRESHOLD	61m	61m	31m	31m
INNER EDGE LENGTH	60m	60m	60m	60m
DIVERGENCE	10%	10%	10%	10%
LENGTH	2,500m	2,500m	2,500m	2,500m
SLOPE	4% [1:25]	4% [1:25]	5% [1:20]	5% [1:20]
TRANSITIONAL SURFACE				
SLOPE	20% [1:5]	20% [1:5]	20% [1:5]	20% [1:5]
OUTER SURFACE				
HEIGHT (ABOVE ARP)	45m			
RADIUS (FROM ARP)	4,000m			

LEGEND	
AIRPORT REFERENCE POINT (ARP)	
RUNWAY	
RUNWAY EXTENDED CENTRELINE	
RUNWAY STRIP	
APPROACH SURFACE	
TRANSITIONAL SURFACE	
OUTER SURFACE	

BRAMPTON AIRPORT PRELIMINARY REFERENCE POINT INFORMATION		
POINT	NORTHING	EASTING
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	4848210.10	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	4845546.10	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	4845790.00	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	4845685.20	591170.15
TSS-21	4845568.20	591293.93
TSS-22	4844689.29	592005.12
TSS-23	4845756.78	590790.89

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Aug 11, 2017

No.	DATE	DESCRIPTION	BY	QA/QC
1	05/11/2017	ARP ADJUSTMENT	MR	JRM
0	12/07/2016	FINAL	JRM	PRM
REVISION / ISSUE				

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 5. COORDINATES UNLESS OTHERWISE SPECIFIED ARE IN NAD83 (ORIGINAL) Z17, AND ELEVATIONS IN REFERENCE TO CGVD28-78.

Consultant

Client

North Arrow

Scale

Scale 1:10000

SCALE BASED ON SHEET SIZE 22" X 34"

Location: CALEDON, ONTARIO

Airport: BRAMPTON AIRPORT (CNC3)

Title: AIRPORT ZONING REGULATIONS ZONING PLAN NO. 1

Project No: 161-09485-00

SHEET 2 OF 2

APPENDIX E - AIRPORT

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.

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APPENDIX F – HELIPORT (Not Applicable)

Parameters for _____ Heliport Zoning Regulation

APPROACH/TAKE-OFF SURFACES BEARINGS	___ (deg mag)	___ (deg mag)
FATO Category (H1, H2 and/or H3)	—	—
Safety area elevation above sea level	___ m	___ m
Safety area width	___ m	___ m
Takeoff/Approach Surface divergence 10% Day, 15% night, 0.15D for H1	___ %	___ %
Takeoff/Approach Surface length H2/ H3 – 1075 m, H1 – 625 m	___ m	___ m
Takeoff/Approach Surface slope (H2/H3) 1 st section 2 nd section H1 (steepest slope to objects)	___ %	___ %
Transition Surface slope (To 45 m) Orientation to Take-off/Approach Surface	50 %	50 %

Circular Surface radius	150 m beyond outer edge of safety area
Heliport Reference Point Grid Coordinates (Lat/Long)	
Heliport Reference Point assigned elevation above sea level	_____ m
Area for Natural Growth Clause to apply	Approach/Take-off, transitional and circular surfaces
Area for Interference with Communications Clause to apply	<p>_____ (to be determined by NavCanada) Contact: George Donovan, In-House General Counsel NavCanada, 77 Metcalfe Street, Ottawa Tel: 613-563-7737; Fax: 613 563 3357 Email: donovag@navcanada.ca</p> <p>Mr. Donovan handles ASFA agreements and restrictive covenants that either flow from ASFAs or are related to a particular airport. He will coordinate with the applicable technical sections in NavCan to determine the area that this clause should apply.</p>

DRAFT

APPENDIX G – HELIPORT (Not Applicable)

_____ Heliport Zoning Plan

Suggested that the area of protection extend 30 meters parallel beyond the outer edge of each side of the identified approach and take-off surfaces, including any transitional surfaces that may be applicable.

Area of protection to extend in a circle radius of 150 meters beyond the outer edge of the safety area centred on the heliport reference point.

Lower slope angle protection to be set at 4%, 6% and 8% corresponding with the first segment H2 and/or H3 slopes of 6%, 8% and 10%. Lower slope angle protection to be set at 14% corresponding with the second segment H2 and/or H3 slope of 16%.

For slope angles associated with surface level H1 FATO slopes set at critical highest slope – 2%. All obstacles in approach/take-off slope pathway identified in critical slope out to 625 meters to be identified by elevation and coordinates (Lat/Long).

For slope angles associated with rooftop (elevated) H1 FATO slopes set critical slope at an angle of 0% (flat plane) extending out from safety area along approach/take-off surface, thus protecting surface, to allow for drop-off flight profile associated with appropriate Take-off decision point (TDP) elevation. All obstacles in approach/take-off slope pathway identified in critical slope out to 625 meters to be identified by elevation and coordinates (Lat/Long).

DRAFT

APPENDIX H – HELIPORT (Not Applicable)

_____ Heliport Legal Description

The _____ Heliport is located __ nautical miles southwest of the ____ (i.e. Town) of _____, with a geometric centre at coordinates N__° __' __" W__° __' __", and includes the following lands:

Lots __ and __, save and except that part of said Lot __, shown on Plan "__" _____, of Lot __, _____ Division _____ District, Map _____ and part of Lot __ subdivided by Plan _____, and Lot __, of Lots __ and __, _____ Division _____ District, Map _____, except part shown on Plan _____.

DRAFT