

## **AIRPORT ZONING REGULATIONS RELEASED: YOUR INPUT NEEDED BY SEPTEMBER 15!**

On July 11, a second piece of the Federal Lands was transferred to the Rouge National Urban Park (RNUP). As for the rest, Transport Canada, as required by the *Aeronautics Act*, has issued a draft of the revised **Pickering Airport Site Zoning Regulations (PASZR)**, intended to “protect the new, smaller Pickering Airport site for future aviation needs, by ensuring that land use and development adjacent to and in the vicinity of the airport site does not interfere with safe aircraft operations.” The draft was published in the *Canada Gazette* in July, launching a 60-day public consultation period.

### **We’ll be submitting comments. You should too. Here’s why:**

The regulations extend far beyond any future airport’s footprint. They encompass urban and rural land in Uxbridge, Pickering, and Markham and a substantial chunk of the RNUP. They are largely comprised of lot-boundary and airspace descriptions, but also describe a Wildlife Hazard Zone. And here’s where it gets interesting.

**What is a Wildlife Hazard Zone?** Well, it’s land within the vicinity of an airport (roughly a 15 km radius) where, in Transport Canada’s words, “numerous land-use constraints [are applied] ... to avoid attracting wildlife that pose a threat to aviation safety.” These constraints can range from deterring wildlife to killing wildlife and to significantly altering or even destroying natural habitat. There are restrictions on what farmers can plant and how and when they can sow or harvest crops.

We don’t dispute the need for such constraints to ensure airport and aircraft safety, but how can they possibly be applied and enforced within a national park – a wildlife sanctuary with a mandate to preserve and protect? How can an airport be built adjacent to a national park whose mission is to feature and celebrate agriculture – especially the type of agriculture that also happens to be particularly attractive to wildlife? *Ask Transport Canada these questions.*

**And what are NEF contours?** These are Noise Exposure Forecast contours, which indicate where airport noise will be heard and where it will be loudest. For some reason, the PASZR, a document largely intended to guide local municipalities when they’re planning new infrastructure, says not a word about NEF contours – surely a topic

### **UP TO THE MINUTE**

We’ve been busy, this past month, updating our factsheets to reflect the new situation on the Lands and to add fresh information.

So visit the Be Informed! page of our website, where you’ll find:

- **Pickering’s Federal Lands: Runways or Food Hub?**

This factsheet combines past, present, and future in one concise package.



Others factsheets dissect specific aspects of nearly half a century of government waste and neglect:

- **Airport! / No Airport! / Airport by Stealth?** (a timeline)
- **The Case Against an Airport at Pickering** (in part, a response to the Needs Assessment Study Report of 2010)
- **Pickering Airport: What Has This Boondoggle Cost Us?** (a sobering look at how our tax dollars have been squandered for 43 years)
- **Why Is an Airport at Pickering a BAD IDEA?** (only *some* of the many reasons...)

**You can help us make sure this BAD IDEA never becomes disastrous reality. Please read and share.**

**Informed opposition stopped the airport in 1975. It can also kill it.**

those municipal planners (and the local citizenry) need details on. Why aren't they included? *Ask this question, too.* Being within certain noise contours has a direct effect on property values and can seriously affect health.

**Need more info?** From our website's home page you can access:

- a) our PASZR factsheet
- b) our research papers on the PASZR and on Wildlife Control, and
- c) Transport Canada's draft PASZR.

E-mail your comments to: [CASO-SACO@tc.gc.ca](mailto:CASO-SACO@tc.gc.ca)

Or mail them to:

**Transport Canada – Civil Aviation  
Regional Director  
4900 Yonge Street, Suite 400  
Toronto, Ontario M2N 6A5**

Deadline: September 15, 2015. It's vitally important that Transport Canada hear the public's concerns, not just those of municipal planners. *Thank you, as always, for helping us fight this good fight.*

## GET ON BOARD WITH **Eat Think Vote**

*Does food matter to you?*

Look into Food Secure Canada's "EAT THINK VOTE" campaign, which urges citizens and federal candidates to share a meal and discuss how to build a healthy, just, and sustainable Canadian food system.



Events are being hosted across Canada prior to election day. Plan to attend! Enjoy great local food and discuss the importance of nationwide policies to save farmland – including the farmland of the Federal Lands. The current rate of loss of farmland is unsustainable. If not stopped, it will gravely affect food security in the near future. To host an event or find one near you, see: [campaign.foodsecurecanada.org](http://campaign.foodsecurecanada.org). We hope to be hosting one ourselves. Stay tuned!

## WE GET THE LAST WORD



The fall issue of *ON Nature* features a pointed article by our vice-chair, Jim Miller, who notes that the non-farming landowners of some 40 per cent of Ontario's farmland (including the Federal Lands) are failing to make the long-term investments in those properties that are necessary to ensure a healthy farming future.

The article is a wake-up call, not just to Transport Canada but also to the rest of the landlords who have failed to understand the worth of responsible farm stewardship and its direct effect on Ontario's economy and future food security.

Read it all at:  
<http://onnaturemagazine.com/>



Photos by Alexis Whalen

## **Land Over Landings Because food is a GROWING concern!**

[landoverlanding@gmail.com](mailto:landoverlanding@gmail.com)

[www.landoverlandings.com](http://www.landoverlandings.com)

905-649-2433

