

Enclosure 2: Review table for the Waterloo Airport Runway Project - Initial Project Description (IPD)

IPD submitted March 9, 2021 by the Region of Waterloo International Airport (the Proponent)

Please use this document to provide comments on the Waterloo Airport Runway Project (the Project). The document consists of two tables.

Table 1 will enable you to describe potential project effects.¹ The Impact Assessment Agency of Canada (the Agency) requires detailed advice to inform the Summary of Issues provided to the proponent pursuant to subsection 14(1) of the *Impact Assessment Act* (IAA). Please refer to prompts in the table to guide your responses.

Table 2 will facilitate the collection of general or editorial comments.

Table 1: Description of the potential effects of the Project

Comment ID	Document Reference	Valued Component	Project Component	Description of the Potential Effect (Context and Rationale)	Powers, Duties and Functions	Risk Characterization Rating	Instructions to the Proponent	Summary of the Issue
Please identify comments by organization and comment number.	If the comment is related to a specific section of the documentation, please provide a reference (e.g. title, section, subheading, page number). You may also choose to copy the relevant text here.	Identify the valued component(s)— within the mandate of your department, ministry or agency—to which the effect applies. This may include components of the environment, health, social or economic conditions.	If applicable, please indicate the project component that could cause the described effect. If the effect is linked to a power, duty or function, please identify the project component that would be regulated, monitored, or enabled by the power duty or function.	For each effect within your mandate (one effect per row), please provide the context and rationale. In your response, please respond to following points: <ul style="list-style-type: none"> Describe whether the proponent has adequately articulated the effect. Provide rationale. If the proponent’s description is inadequate, please provide a detailed description of the effect, including the effects pathway from the project component to the valued component. Describe whether the proponent has identified and adequately articulated mitigation and/or monitoring measures to address the potential effect. Provide rationale. <ol style="list-style-type: none"> If the proponent has identified mitigation measures, provide your expert opinion of the proposed measures; indicate whether these mitigation measures are well understood and of proven effectiveness. If not, provide advice on how the effect could be managed through well-understood mitigation measures, and identify such measures. Describe whether the proponent has adequately articulated the potential for residual effects after mitigation has been applied. Provide a rationale. If the proponent’s description is inadequate, provide advice on the potential for residual effects. 	Does your department, ministry or agency have powers, duties or functions associated with this effect? If yes: <ul style="list-style-type: none"> Identify the act and associated power, duty or function. Indicate whether the exercise of the associated power, duty or function would <u>mitigate, manage or set conditions</u> that would address the effect If applicable, ensure that mechanisms for consultation and engagement related to the power duty or function are included in Enclosure 1. 	Based on the information that you have provided, please characterize the risk by selecting a rating (from [1] to [6]) for the effect (See Enclosure 3 for definitions)	Provide a specific, actionable request for the proponent Where applicable, provide instructions for how the proponent would build confidence in the Detailed Project Description and Response to the Summary of Issues to support or confirm the risk rating selected at left.	Where potential effects have been overlooked or are missing or could be better described and presented by the proponent, provide a concise synopsis for the Summary of Issues. Please, where possible, use simple (lay) language in your summary.
TC-1	15.3 - Noise	Acoustic Environment	Air operations related to the extended runway	Validating the proponent’s articulation of noise effects, the need for mitigation and residual effects would require a detailed study that is beyond the scope of Transport Canada’s current review of the draft IPD. However we note that this analysis can be captured during the future planning process, as established in Transport Canada Publication TP 1247, section 4.2 , which states the following:	TP 1247 9 th Edition Aviation - Land Use In The Vicinity of Aerodromes, section 4.2 Canadian Aviation Regulations 602.105 – Noise Abatement Procedures	Uncertain: Accurate risk characterization would require a detailed review and validation of	The proponent is encouraged to make a request to Transport Canada for a technical review of its Noise Exposure Forecast. The proponent is required to follow the process outlined in Transport Canada Advisory Circular 302-002 for the	

¹ *effects* in this context means changes to the environment or to health, social or economic conditions and the positive and negative consequences of these changes.

				<p>4.2 Production of Noise Contours - Aerodromes That Are Neither Owned Nor Operated and Managed by Transport Canada</p> <p>The preparation and approval of noise contours for aerodromes that are neither owned, nor operated and managed by the Federal Government is not a responsibility of Transport Canada. Transport Canada will conduct a technical review of an NEF, NEP or Planning Contour if requested by the sponsoring aerodrome operator or airport authority provided that:</p> <ul style="list-style-type: none"> (a) the Aerodrome owner or operator initiates this action; (b) the Aerodrome owner or operator supplies or approves a projection of aircraft traffic, both as to type and numbers; and (c) the Aerodrome owner or operator uses the noise impact prediction methods, procedures and recommended practices relating to aircraft operations as established by Transport Canada. <p>TP 1247 is a publication designed to assist planners and legislators at all levels of government in becoming familiar with issues related to land use in the vicinity of aerodromes. It is available online at:</p> <p>https://tc.canada.ca/en/aviation/publications/aviation-land-use-vicinity-aerodromes-tp-1247</p> <p>Noise Abatement Procedures - CAR 602.105 - The Minister will specify the applicable noise abatement procedures and noise control requirements in the Canada Air Pilot or Canada Flight Supplement at the request of the airport operator and in accordance with the process listed in Transport Canada Advisory Circular 302-002. It is available online at:</p> <p>https://tc.canada.ca/en/aviation/reference-centre/advisory-circulars/advisory-circular-ac-no-302-002</p>		the proponent's noise study.	implementation or amendment of noise abatement procedures.	
TC-2		Accidents & Malfunctions	Air operations related to the extended runway	<p>The draft Initial Project Description does not contain a detailed consideration of potential accidents and malfunctions, however the proponent notes that one of the objectives of the project is to provide enhanced safety and reliability for aircraft. Transport Canada agrees that having a longer secondary runway would enhance the safety of the airport by providing an alternative landing option for Class AGN IIIB aircraft when the primary</p>	1. Canadian Aviation Regulation (CAR) 307 – Transport Canada (TC) will ensure that the airport has complied with the requirements under the CARs through the acceptance of a summary	1 (Positive effect anticipated)	It would be beneficial if the Detailed Project Description were to contain a section specifically discussing Accidents and Malfunctions.	

			<p>runway, 08-26, is experiencing strong crosswinds or other unfavourable conditions.</p> <p>It should also be noted that Transport Canada has a robust system of regulation, inspection and enforcement, designed to ensure the safe operation of aerodromes. The regulatory processes that the proponent will be required to follow, and future inspection protocols, will ensure that the project is carried out in a manner that ensures its safe design and operation.</p>	<p>report that establishes compliance with the regulations.</p> <p>2. Plan of Construction Operations – CAR 302.07 and TP 7775 - Transport Canada will approve the plan of construction operations to ensure ongoing compliance of the airport during construction operations.</p> <p>3. Certification – CAR 302.07(1) - Transport Canada will ensure that the facilities meet the requirements of the aerodrome standards and recommended practices (TP 312 5th Edition).</p> <p>4. Airport Operations Manual Approval – CAR 302.08 - Transport Canada will review and approve the airport operations manual which will specify the regulatory characteristics of the airport facilities. This process happens concurrently with certification activities.</p> <p>5. Airport Zoning Regulations - Enabled by 5.4(2) of the Aeronautics Act. Airport Zoning Regulations prevent incompatible land use on lands in the vicinity of, or adjacent to, the airport.</p>			

Please insert additional rows as necessary.

Table 2: General and editorial comments - include comments such as formatting, layout or grammar

Comment ID	Document Reference	Context and Background	Instructions to Proponent
<i>Example:</i> TC-01	<i>Example:</i> Initial Project Description Part D, section 17 Pg. 11	<i>Example:</i> The proponent has identified the Navigation Protection Act under the list of federal powers, duties, or function; however, the section appears to be consistent with changes to the legislation introduced in 2019.	<i>Example:</i> In 2019, the Navigation Protection Act was amended and renamed the Canadian Navigable Waters Act please ensure that the correct title is used.

Please insert additional rows as necessary.