

## **The Calgary International Airport Parallel Runway Project (PRP)**

The Calgary Airport Authority (“the Authority”) is moving forward with the opportunity to design and construct a new parallel runway at the Calgary International Airport (YYC). The potential environmental effects of the proposed runway will be assessed through public review of a Project Description and Scoping Document and a self-directed, Comprehensive Study. Public participation is a vital component of these processes. When the public participates fully in the environmental assessment process, the quality and credibility of the assessment is strengthened. To facilitate public participation in the comprehensive study, the Authority will provide a Participant Funding Program. Information on this program will be available on the Authority’s web site at: [www.calgaryairport.com](http://www.calgaryairport.com) .

The public participation program for the project will include initial contacts with key stakeholders, potentially affected persons and government agencies. The draft Scoping Document will be made widely available for public comment and review by governments. Public meetings will be held in communities near the airport during the review period. Further public meetings will be held during preparation of the Comprehensive Study. The Authority will work with its Noise/Stakeholder Advisory Committee to address concerns about noise. Finally, the draft Comprehensive Study will be subject to public and agency review,

through stakeholder committees and public meetings. All public consultation documents will be posted on the Authority's website at: [www.calgaryairport.com](http://www.calgaryairport.com).

The Calgary airport will exceed its current runway capacity in the near future and, even under good weather conditions, flight delays for the traveling public will substantially increase unless something is done to remedy the situation. Use of the runways at YYC is currently at 95 percent of annual capacity and frequently exceeds hourly capacity.

A new parallel runway is required to meet the needs of a region that includes the City of Calgary with over one million people. A new runway will reduce the environmental effects that are associated with emissions from engines running while aircraft wait for takeoff clearance on congested taxiways, increase the safety of airport operations and reduce the time that aircraft need to spend in holding patterns. A new parallel runway will confer substantial social and economic benefits on the region; the total economic benefits of the parallel runway at YYC will be in the range of two billion dollars.

Plans for the parallel runway for YYC have been included in Airport, City, Provincial and Federal planning processes since the 1970s. Building height restrictions in the area surrounding the airport were formalized in 1977 under the Calgary International Airport Zoning Regulations and are enforced by Transport Canada. The land use pattern around the airport has been regulated by the

Province of Alberta and controlled by the City of Calgary to minimize the amount of residential development that will be affected by the new runway. The land use controls have been effective and the great majority of the development within the noise exposure forecast areas is industrial and commercial.

The land for the proposed parallel runway was acquired and designated for this purpose in the 1970's and has also been a part of the airport long-term Master Plan since that time. The Province established the Airport Vicinity Protection Area Regulation in the late 1970s which established various noise exposure areas, based on noise exposure forecasts for the City of Calgary and the Municipal District of Rockyview, which is close to the airport. The AVPA established rules with respect to each noise exposure area and defined acceptable land uses in areas that will be exposed to aircraft noise. The land use pattern that has been created by City of Calgary decisions since the AVPA was legislated is based on the assumption that the parallel runway was in place and operating. The Authority signed a land use agreement with the City of Calgary in 1993 which established various zones within the Calgary Airport Authority Lands. These zones established restrictions and permitted uses with respect to each zone. Alberta planning legislation defines acceptable land use immediately adjacent to airport lands, and in areas that may receive high exposure to aircraft noise.

The airport is located entirely within the City of Calgary (Figure 1). The Parallel Runway Project consists of the following:

- A 14000 foot x 200 foot runway (4270 m x 60 m)
- Associated taxiways
- A perimeter road with security fencing
- Clearing of workspace to the east of the parallel runway
- Visual navigation aids
- Electronic navigation aids
- A maintenance facility
- A field electrical centre
- Changes to airfield roads necessitated by construction of the runway
- Closure of part of Barlow Trail
- A tunnel servicing the airport's cargo area to allow airport service vehicles to pass under one of the taxiways
- Utility services to the runway including some changes to the airfield storm drainage system.

The Project Description and Scoping Document and the Comprehensive Study will each contain a detailed Project Description (PD) for the proposed runway. This PD will be in conformity with guidelines from the federal government's Major Projects Management Office. These guidelines provide certainty and consistency regarding the information required if a federal environmental assessment of a

major project was going to be required under the *Canadian Environmental Assessment Act (CEAA)*. The PD for the parallel runway will:

- Identify the authorities that are likely to have regulatory responsibilities in relation to a project, and what regulatory approvals, licenses, permits and/or authorizations may be required.
- Identify the authorities that may have other duties, interests or supporting roles in the EA or regulatory review process.
- Identify the authorities that may be required to engage, and, where appropriate, consult with Aboriginal groups in respect of the project.
- Facilitate, as much as possible, the coordination of the EA and regulatory review process with any provincial regulatory and EA requirements that may apply to the proposal.

The PD in the Comprehensive Study will provide complete information in relation to the individual mandates of authorities and with respect to any licenses or permits that may be required. All federal or provincial authorities who may have an interest in the proposed parallel runway will be contacted by the Authority early in the assessment process. The Authority met with the CEA Agency in Edmonton in January of 2009 to inform the Agency of the general timeline for proceeding with the parallel runway. A key early engagement activity will be a meeting between the proponent and those authorities who may have an interest in the parallel runway.

The airport is on Federal Land leased by the Authority from Transport Canada. Canadian airport authorities are not at present subject to CEAA, so the federal land trigger does not apply. There are no other CEAA triggers for the parallel runway. (Changes to the airfield storm drainage system will not alter discharge into Nosehill Creek).

While the proposed parallel runway is not, at present, subject to CEAA, the Authority has elected to undertake a self-directed, environmental assessment based on the CEAA model on all projects. The Authority's self-assessment process is charged with verifying that the potential environmental effects of all projects are fully considered. To date, all previous Calgary airport projects have been assessed at the screening level but the length of the parallel runway would dictate a comprehensive study process if CEAA applied. The Authority also undertook a strategic environmental assessment of its master plan in 2004. For the new parallel runway, the Authority has chosen to follow a self-directed, comprehensive study process that parallels the CEAA Major Projects Comprehensive Study process. The attached schedule outlining the self-directed process is consistent with the proposed CEAA Major Project schedule including review times (Figure 2).

The assessment of any potential cumulative effects will include consideration of other Calgary airport development projects currently under way or likely to begin

during the self-directed, comprehensive study process. Related activities by the City of Calgary in the vicinity of the airfield such as changes to connecting roads will also be considered. An approach to the sustainability of the PRP is being developed and will be outlined in the scoping document and the comprehensive study.

The Tsuu T'ina First Nation is the only First Nation to occupy lands within 60 km of the airport. The Authority will consult with the Tsuu T'ina about the Project and address concerns they might have.

Expected topics of public or regulatory interest include noise, municipal land use, greenhouse gases, air quality, ground vehicle traffic patterns and spoil utilization.

In order to address all topics of concern, an issues-focused approach will be used in preparing the comprehensive study. Issues will be tracked throughout the course of the project and compiled in an issues list. Every issue will be addressed. Everyone raising an issue will receive a response and the result will be reported in the Comprehensive Study.