Federal Authority Advice Record (FAAR)

FAAR Response must be submitted by September 29, 2026

Eastern Bridge Project – Public Services and Procurement Canada – Ontario and Quebec

Canadian Impact Assessment Registry (CIAR) Reference Number: 90709

Department/Agency	Transport Canada
Lead Contact	David Zeit, Regional Senior Environmental Supervisor, Programs Branch
Full Address	4900 Yonge St, 3rd Floor, Toronto ON M2N 6A5
Email	david.zeit@tc.gc.ca
Telephone	416-428-8163
Alternate Contact	Sarah O'Keefe, Senior Advisor, Environmental Assessment, NCR - Programs, Air, Marine and Environmental Programs sarah.okeefe@tc.gc.ca

1. Will your department or agency exercise a **power, perform a duty or function**, or provide **financial assistance**, related to the project to enable it to be carried out in whole or in part?

   As relevant,

   a) Specify the power, duty or function, or financial assistance, and the likelihood that it will be required to construct the project, based on the Initial Project Description, as either Required, Potential, Likely, Unlikely or Not Required;
   b) Describe any associated Indigenous or public consultation, including timelines;
   c) Describe any associated information requirements (e.g., alternative means assessment, habitat offsetting) and specify those that may be coordinated with the impact assessment process, if an impact assessment is required;
   d) Identify any associated project-specific guidance or issues of which the proponent should be aware, or information the proponent should provide; and
   e) Indicate whether your department or agency has identified any power that it will not be exercising or may not be able to exercise to allow the project to be carried out, in whole or in part.

a) Under the *Canadian Navigable Waters Act* (CNWA), the proposed bridge is considered a major work constructed over a scheduled navigable waterway. Based on the information provided in the Initial Project Description, an application under section 5(1)(a) of the Act and an approval under section 7(6) would be required prior to construction of the bridge.

   The Project Description also identifies potential watercourse crossings associated with approach roads and related infrastructure. Insufficient information is currently available to determine whether additional approvals under the CNWA may be required for those works.

The project is located within the vicinity of the Ottawa/Rockcliffe Airport and has the potential to affect aviation operations and protected airspace. Depending on the final bridge design, bridge height, and construction methods and equipment (e.g., crane operations), reviews and approvals under the *Aeronautics Act* and associated regulations may be required. Based on the information currently available, such approvals are considered potential.

b) Transport Canada (TC) will conduct a pre-consultation assessment to determine if there will be the potential for adverse impacts to Section 35 Aboriginal and/or Treaty rights and/or Title resulting from the project and TC's Crown Conduct. In TC's pre-consultation assessment, the department may use existing consultation and/or regulatory processes to assist in its duty to consult assessment. Should TC determine that consultation is required, the department prefers to coordinate with other departments/ministries where possible to streamline the consultation process. If coordination is not feasible, TC will consult independently with Indigenous communities to address questions or concerns related to its role in the project.

c) Information requirements associated with a CNWA approval are identified through the Navigation Protection Program application process. Guidance is available at: https://tc.canada.ca/en/programs/apply-navigation-protection-program

Based on the Initial Project Description, information that may support both the impact assessment process and future CNWA review includes:

- characterization of current navigation use within the Project Area, including recreational, commercial and Indigenous navigation activities;
- results of navigation surveys and confirmation of navigation channels;
- proposed bridge configuration, including pier locations, clearances, and navigational openings;
- assessment of potential impacts to navigation during construction and operation;
- proposed measures to maintain safe navigation during construction and operation; and
- engagement undertaken with navigation users and Indigenous groups regarding navigation interests.

Given the project's proximity to Ottawa/Rockcliffe Airport, the proponent should also submit an Aeronautical Assessment Form to Transport Canada. Information requirements will be determined through that review process and may include final bridge elevations, crane and construction equipment heights, assessment of penetrations to protected airspace surfaces, potential impacts to airport and waterdrome operations, and proposed mitigation measures. Guidance is available at: https://tc.canada.ca/en/aviation/general-operating-flight-rules/marking-lighting-obstacles-air-navigation

d) Based on the Initial Project Description, Transport Canada has identified several matters that should be considered as the project advances:

- the bridge will require approval under the *Canadian Navigable Waters Act*;
- navigation channel requirements have not yet been confirmed and are expected to be refined through future navigation studies and engagement with the Navigation Protection Program;
- the project must maintain safe navigation during both construction and operation;

- the project is located within the vicinity of the Ottawa/Rockcliffe Airport and bridge design, construction methods, and equipment may be constrained by protected airspace and obstacle limitation surfaces; and
- further assessment may be required regarding potential effects on airport and waterdrome operations.

Transport Canada encourages continued engagement with relevant federal authorities, airport operators, NAV CANADA, navigation users, and Indigenous communities as project design progresses.

e) Transport Canada has not identified any power that it will be unable, or may be unable, to exercise to allow the project to proceed, in whole or in part as currently planned.

2. **Using Table 1**, identify project- and context- specific **key issues**, based on the expertise within your mandate[1] and the information in your possession, including the Initial Project Description, any exchanges with the proponent or others related to the project and known means to address the effects of the project.

   Please note for designated projects that are a *federal work or undertaking,* such as an interprovincial bridge, per section 2 of the *Impact Assessment Act*, adverse effects within federal jurisdiction takes on a broader meaning and includes any non-negligible adverse effects on environmental, health, social or economic conditions.

   For each key issue:
   a) Specify the key issue (e.g., specific species and location);
   b) Specify the project component or activity linked to the key issue;
   c) Explain why it's a key issue based on:
      i. biophysical effect pathway(s) from the specific project component or activity;
      ii. concern unique to the project or a priority within your mandate;
      iii. the issue being material[2] to decision making under the *Impact Assessment Act;*
   d) Identify how the issue could be resolved, including through means other than an impact assessment (e.g., other regulatory oversight); and
   e) Identify additional information the proponent could provide including to give confidence on how the issue can be addressed through other means.

[1] Refer to the Memoranda of Understanding with IAAC.

[2] An issue is material to decision making if its analysis is anticipated to affect the conclusions on (1) whether adverse effects within federal jurisdiction or direct and incidental adverse effects (collectively adverse federal effects) are likely not significant, or of low, medium or high significance; (2) appropriate mitigation measures for significant adverse federal effects; or (3) justification in the public interest.

David Zeit, Regional Senior Environmental Supervisor

Name and title of Departmental / Agency Responder

September 29, 2026

Date

Table 1: Key Issues to inform the impact assessment process

This table should outline key issues to inform the impact assessment process, including whether an impact assessment is required and, if so, the scope of the assessment and tailoring of the Tailored Impact Statement Guidelines. Key issues are the major concerns directly related to a project component or activity, the analysis of which is anticipated to be material to decision-making under the *Impact Assessment Act*.
Federal authorities' advice should be guided by the identification and resolution of key issues. If an impact assessment is required, it will be focused on key issues.

Comment ID	a) Key issue	b) Project component or activity	c)(i) Biophysical effect pathway(s)	c)(ii) Concern unique to the project or a priority within your mandate	c)(iii) Material to federal decision-making	d) Means for issue resolution	e) Additional information from the proponent

Identify comments by organization and comment number.
 	
e.g.: IAAC-01
	Specify the key issue (e.g., specific species and location).	*Identify the project component or activity linked to the key issue.*
		
		Be specific about the nature, scale, novelty and complexity or the component or activity.
			Identify the specific biophysical effect pathway between the project component or activity and the affected environmental or human receptor (including Indigenous Peoples).	*Describe why it's a key issue within the mandate of your department or agency, including in terms of priorities of the federal government and in terms of anticipated likelihood, severity or uncertainty of effects.*
				
				Identify if the key issue is common for projects of this nature or in this sector, or whether it's unique to this project due to its complexity, size or novelty; a sensitive or rare receiving environment; and/or proximity of sensitive environmental or human receptors (including Indigenous Peoples).
					Describe why the key issue is material to decision-making as either:
					• *an adverse effect within federal jurisdiction, or a direct or incidental adverse effect, that may be significant based on available evidence including:*
					  ○ *federal experts' knowledge and experience with past project assessments;*
					  ○ *presence of sensitive species, habitats or human receptors (including Indigenous Peoples);*
					  ○ *novel or complex project activities, components or technologies;*
					  ○ *high uncertainties in effects or in the effectiveness of mitigation measures;*
					  ○ *unknown or unproven mitigation; or*
					• *a factor for the justification in the public interest anticipated to be material to decision-making such as a likely positive effect contributing to sustainability, to Canada's environmental obligations or climate change commitments or in supporting governmental priorities, such as reconciliation with Indigenous Peoples.*
						Describe how the key issue could be resolved or addressed by:
						• *Any means, including powers, duties, functions, frameworks, policies or guidance that your department or agency has;*
						• *Any means, including powers, duties, functions, frameworks, policies or guidance from another jurisdiction, including the province;*
						• *Common, proven, well-understood or standard mitigation measures to mitigate the effect or effect pathway(s); or*
						• *Commitments made by the proponent (e.g., in the Initial Project Description).*
							Describe information the proponent can provide, or commitments the proponent can make, in their Response to the Summary of Issues that would provide confidence that the issue can be resolved by existing means.
							
							Consider whether information, studies, analyses or collaborative work with other authorities would be required to address the issue beyond existing means.

TC-01	Effects on commercial, recreational, and Indigenous navigation on the Ottawa River during construction and operation of the proposed bridge.	In-water construction activities, bridge piers and associated infrastructure within the Ottawa River, temporary construction works, and operation of the completed bridge.	Construction activities within the river may result in temporary restrictions, delays, or hazards to navigation resulting from work zones, barges, temporary structures, vessel movements, or other	The public right of navigation is protected under the *Canadian Navigable Waters Act* (CNWA). In addition, navigable waters may be used by Indigenous Peoples in the exercise of Aboriginal and Treaty rights. Transport Canada has a mandate to protect	This issue is material to federal decision-making because the Ottawa River is a scheduled navigable water under the CNWA and supports commercial, recreational, and Indigenous navigation. The significance of navigation effects will depend on the final bridge design, navigation clearances, pier locations, construction methods, and measures proposed to maintain navigation during construction and operation. Information	Potential impacts to navigation may be addressed through project design, navigation studies, engagement with navigation users and Indigenous groups, and the review and approval process under the Canadian Navigable Waters Act. Potential mitigation measures could include bridge design modifications, provision of appropriate navigational	Additional information that would support assessment of this issue includes: • results of navigation surveys and characterization of navigation use within the Project Area;

			construction activities. During operation, bridge piers and other permanent infrastructure may alter navigable passage and create navigational constraints or collision hazards if not appropriately designed and marked. These effects could impact commercial, recreational, and Indigenous users of the waterway.	navigation while balancing navigation interests with infrastructure development. While navigation impacts are a common consideration for bridge projects, the proposed Eastern Bridge would cross a heavily used section of the Ottawa River that supports recreational boating, sailing activities, commercial tour operators, fishing activities, and Indigenous use. The scale of the crossing and the presence of identified navigation channels elevate the importance of evaluating and mitigating navigation impacts.	regarding these matters could influence conclusions regarding the extent and significance of adverse effects within federal jurisdiction and the adequacy of proposed mitigation measures.	clearances, navigational markings and lighting, construction timing and methods, navigation management plans, and other measures required through regulatory review.	• confirmation of the location and dimensions of navigation channels; • bridge design information, including pier locations, navigational clearances, and navigational openings; • assessment of construction-phase impacts on navigation; • proposed measures for maintaining safe navigation during construction and operation; and • information on engagement with navigation users and Indigenous communities regarding navigation interests. This information would help determine whether navigation effects can be effectively addressed through project design and the CNWA approval process.
TC-02	Potential effects on the operation of the Ottawa/Rockcliffe Airport and associated social and economic conditions resulting from restrictions on airport use or operational changes.	Construction and operation of the bridge, including the bridge structure, bridge approaches, and temporary construction equipment such as cranes and gantries.	The bridge structure and construction equipment may penetrate or constrain protected airspace associated with Ottawa/Rockcliffe Airport. As a result, modifications to airport infrastructure, aircraft operating procedures, and takeoff and landing	Aviation safety and the protection of life and property are core responsibilities of Transport Canada under the *Aeronautics Act*. While elevated structures near airports are not uncommon, the proposed bridge is located within the vicinity of Ottawa/Rockcliffe Airport and may interact	Aviation safety and aeronautics are matters of federal jurisdiction under the *Aeronautics Act*. Based on the information provided in the Initial Project Description, the project may require changes to airport infrastructure, airport operations, or flight procedures. Such changes could affect airport users, airport operations, neighbouring communities, and other stakeholders. The nature and extent of these effects remain uncertain and depend on the final design of the bridge and the outcomes of subsequent aeronautical assessments.	Potential effects may be addressed through project design, aeronautical assessment, operational procedures, and coordination among the proponent, Transport Canada, NAV CANADA, and airport operators. Potential measures may include modifications to bridge design, restrictions on construction equipment and activities, alterations to flight procedures, modifications to airport infrastructure, obstacle	Additional information that would assist in evaluating this issue includes: • proposed bridge elevations, dimensions, and clearance requirements; • anticipated heights and locations of cranes, gantries, and other temporary construction equipment;

			profiles may be required. Such changes could affect airport operations and users and may alter aircraft movement patterns over surrounding communities.	with protected airspace, airport operations, and flight procedures. Factors such as the bridge height, location, orientation relative to the runway, construction methods, and the use of tall temporary equipment increase the importance of assessing potential aviation effects.	Information regarding these potential effects could influence conclusions regarding the extent and significance of adverse effects under federal jurisdiction and the adequacy of proposed mitigation measures.	marking and lighting, operational notifications, or combinations of these measures.	• assessment of potential interactions with obstacle limitation surfaces and other protected airspace associated with Ottawa/Rockcliffe Airport; • assessment of potential impacts on airport and waterdrome operations; • assessment of potential changes to flight procedures or airport infrastructure requirements; • identification of potential mitigation measures; and • records of engagement with Transport Canada, NAV CANADA, airport operators, and other affected stakeholders. This information would help determine whether potential effects can be effectively addressed through project design, aeronautical review processes, and associated regulatory oversight.

Please insert additional rows as necessary.