

# FORM

## Preliminary Information

### 1. NAME OF APPLICANT AND CONTACT INFORMATION

<b>1.1 Identification of the promoter</b>	
Name : Direction générale des projets et de l'exploitation aéroportuaires, ministère des Transports du Québec (MTQ)	
Municipal Address : 26 rue Mgr Rhéaume Est, 2 <sup>e</sup> étage, Rouyn-Noranda (Québec), J9X 3J5	
Mailing Address ( if different from the municipal address) :	
Name and position of the signatories authorized to submit application : Danielle Fleury, directrice générale des projets et de l'exploitation aéroportuaires	
Phone Number : 819 763-4080 #46839	Phone Number (other) : 418 646-0700 #22302
Electronic Address : danielle.fleury@transports.gouv.qc.ca	
<b>1.2 Québec Entreprise Number</b>	
<b>2 Québec Entreprise Number (NEQ) :</b> Not applicable	
<b>1.3 Municipal Council Resolution</b>	
Not required for by the MTQ.	
<b>1.4 Identification of the consultant commissioned by the promoter (where appropriate)</b>	
Name :	
Municipal address :	
Mailing address ( if different from the municipal address):	
Phone Number : -	Phone Number (other) : -
Electronic address : @ .	
Description of the mandate :	

### 2. PROJECT LOCATION AND TIMETABLE

<b>2.1 Identification of the project location and activities</b>	
Northern Village of Kangirsuk, provincial riding of Ungava, Nunavik	
Land Categories (I, II ou III): I	
The airport is located north of the village:	
Main location of the project or beginning of the project: Latitude: 60° 01' 25.06" N Longitude: 69° 59' 34.66" O	
Final location of the project (if applicable):	Latitude : Longitude :

## 2.2 Project Site Description

Kangirsuk is a northern village in Nunavik located on the north bank of rivière Payne, 13 km off the west coast of baie d'Ungava. It has a population of 589 according to ministère des Affaires municipales et de l'Habitation. The northern village is not accessible by road, so the airport (authorized in May 1985, see Appendix A) is a vital piece of community infrastructure, as it provides the only link to outside hubs that can deliver essential services year-round.

Airport services include scheduled and chartered passenger flights, medical evacuations, and deliveries of essential cargo (food, mechanical parts, etc.), so it is vital that the facilities be kept in good working order. Significant climate change and permafrost thawing have been detected in Kangirsuk since the early 2000s, requiring regular maintenance of the airstrip and gravel access road using granular materials from an existing quarry adjacent to the airport runway (see Appendix B) that was authorized in November 1985 (see Appendix C).

## 2.3 Project Timetable

Work to expand the quarry is slated to begin in summer 2021. Further to a request from the Kativik Regional Government (KRG), MTQ must provide granular materials to install two structures on the access road to the new landfill (see Appendix D). A delay in opening the new landfill could, on the one hand, seriously inconvenience Kangirsuk residents. The current landfill adjacent to the airport site is also a hazard to birds, and MTQ would like it shut down as soon as possible. The planned expansion of the quarry over an area of 1.5 hectares would allow MTQ to carry out maintenance work on the airstrip and access road over several years (see Section 3.4 for more information).

## 2.4 Location Plan

The location plan in Appendix B shows where the existing quarry is in relation to the airport.

### 3. GENERAL DESCRIPTION OF THE PROJECT

#### 3.1 Project Title

Standardization and expansion of the existing quarry near Kangirsuk Airport

#### 3.2 Compliance with the procedure

A detailed timeline of operation of this quarry is presented in Appendix E. To summarize, the quarry authorized in 1985 had a surface area of 2.7 hectares, divided into a manoeuvring area of 1.5 hectares and an area of operation of approximately 1.2 hectares (see map and key in Appendix F). But over the past 20 years, the manoeuvring area has been disregarded and the area of operation has expanded beyond the authorized zone.

Since MTQ once again holds the quarry certificate of authorization (see notice of transfer in Appendix G), it is responsible for submitting a request for exemption to standardize the situation with the manoeuvring area and over-extended area of operation. The quarry must also be expanded by another 1.5 hectares to meet the KRG's short-term needs for summer 2021 and MTQ's long-term needs for maintaining the runway and airport access road. The total area for standardization and expansion will exceed 3 hectares, so an exemption is required.

### 3.3 Summary Description of the Project and Alternative Means

In a 2012 quarry and sandpit inventory report, MTQ identified the main rock types to be quarried to supply the granular materials needed to maintain the airport site (see Appendix H). The report indicated that expanding the existing quarry was the best option for obtaining granular materials near the airport. However, as noted in Section 3.2 of this form, the entire authorized 2.7-hectare site is currently being quarried and the existing quarry needs to be expanded. This would avoid any further disruption from putting another site into operation.

### 3.4 Objectives of the Project and Justification

First, MTQ must respond to the KRG's urgent need to obtain granular materials (approximately 3,850 m<sup>3</sup>) in order to install two structures on the access road to the new landfill in summer 2021.

In addition, regular maintenance and upgrading is required to keep the runway infrastructure and airport access road in good working order. This work will be carried out at varying intervals (3, 5, or 7 years) and require the use of quarried granular materials (approximately 20,000 m<sup>3</sup> each time). With a capacity of approximately 93,000 m<sup>3</sup> (see Appendix I), the requested 1.5-hectare expansion will support at least three rounds of maintenance and upgrading to meet the urgent needs of the Kangirsuk community.

### 3.5 Related Activities

Outside the summer 2021 emergency work requested by the KRG, no other projects are planned for the next 10 years.

## 4. PUBLIC INFORMATION AND CONSULTATION ACTIVITIES

### 4.1 Information and Consultation Activities conducted

As the organization in charge of managing Nunavik's airports, the KRG is kept regularly informed of projects to maintain and upgrade our infrastructure. However, given that the quarry standardization and expansion will cover a total area of 7.2 hectares, MTQ consulted the northern village to ensure that this request was in compliance with the zoning bylaw (see Appendix N). As the quarry is located on Category I lands, the Saputik Landholding Corporation of Kangirsuk was also consulted about the expansion and gave it the green light (Appendix J).

## 5. DESCRIPTION OF THE MAIN ISSUES AND IMPACTS APPREHENDED OF THE PROJECT ON THE ENVIRONMENT

### 5.1 Description of the Main Issues of the Project

The key issues around the quarry expansion—mainly related to air, soil, and flora and fauna—are presented in detail in the next section.

### 5.2 DESCRIPTION OF THE MAIN APPREHENDED IMPACTS OF THE PROJECT ON THE ENVIRONMENT

#### **Noise and air**

Noise from the work is expected to have an impact on local residents. As with any construction project, some ambient air pollution can be expected during crushing and screening operations at the quarry. This is an inherent part of the project that can be mitigated by applying best construction and maintenance practices. The impacts are expected to be minimal since the work will not be performed near the village. As for dust produced from crushing operations, the equipment used complies with the standards set out in the *Regulation respecting sand pits and quarries*.

#### **Soil**

To minimize the project footprint, the portion of the quarry already in operation will be used as a maneuvering area for crushing, screening, and temporarily storing crushed materials. Expected impacts on soil quality during construction mainly involve the risk of soil contamination from accidental spills. While remaining the responsibility of the contractor, contamination and waste material management will be handled in accordance with the requirements of Section 11.4.7 of the *Cahier des charges et devis généraux* (CCDG) (see Appendix K).

In addition, if contaminated soils are found on the work site, they will be managed according to the regulations in effect, such as the *Politique de protection des sols et de réhabilitation des terrains*

contaminés and the *Regulation respecting the burial of contaminated soils*.

### **Flora and wildlife**

According to the finding of Centre de données sur le patrimoine naturel du Québec (CDPNQ), there are no threatened or vulnerable plant species, species likely to be designated as such, or rare species within an 8 km radius of Kangirsuk (see Appendix L).

In addition, as part of the process of planning upgrades to the Kangirsuk Airport access road, MTQ completed a biophysical inventory in the vicinity of the existing quarry in summer 2014 (see map and report in Appendix M). Although the study area involved more sensitive environments than the quarry, including ruisseau Majuriarjuak, the report concluded that there are few environmental issues near the airport site. Similarly, the portrait of avian and terrestrial fauna produced in the study showed that the likelihood of finding wildlife species of precarious status in the area is very low.

Finally, the standard mitigation measures set out in the CCDG will be implemented, and the relevant laws and regulations enforced to mitigate various impacts (see Appendix K). In particular, Section 10.4 – Protection de l'environnement (environmental protection), outlines measures to limit the risks mentioned in this section, including protection of lakes, watercourses, and wetlands, sediment retention and erosion control, and noise management. There are also provisions for blasting operation oversight (sections 11.4.3.3.5 and 11.4.4 and the monitoring guide), contractor obligations and responsibilities, and site reclamation. Furthermore, the quarry will be operated in accordance with the requirements of CCDG Section 11.14 – Fourniture de carrière ou de sablière (quarry or sand pit supply) and the *Regulation respecting sand pits and quarries*.

## 6. Greenhouse Gas Emissions

### 6.1 Greenhouse Gas Emissions

The main sources of projected emissions are the mechanical equipment used to carry out the work (e.g., trucks, backhoes, crusher). However, emissions will be limited to active work, which will be spread out over time (a few weeks per year every three, five, and seven years, depending on the extent of the maintenance work requiring granular materials).

## 7. Other Relevant Information

### 7.1 Other Relevant Information

None

## 8. Declaration and Signature

### 8.1 Declaration and Signature

I certify that all the information mentioned herein is accurate and to the best of my knowledge.

Any false statement may result in sanction under the EQA. All information provided will form an integral part of the application and will be published on the website of the Evaluation Committee (COMEV) or the Kativik Environmental Quality Commission (KEQC) and the Registre des évaluations environnementales.

Name and first name

Danielle Fleury, Director General

Signature

Date