

# FORM

## Preliminary information

### PREAMBLE

The James Bay and Northern Québec Agreement (JBNQA), by its chapters 22 and 23, establishes a system of protection for both the natural and social environment in the James Bay and Northern Quebec region. Depending on the type of project, some aspects of these chapters may report under the responsibility of the Government of Canada, or the Government of Québec or both levels of government. Some projects can also be reported under the responsibility of the Cree Nation Government, notably for projects conducted on Category IA lands. Title II of the [Environment Quality Act \(EQA\)](#) presents the environmental and social impact assessment and review procedures applicable in the James Bay region (section 133 of the EQA) and in Northern Quebec (section 168 of the EQA).

The projects mentioned in schedule A of the EQA are subjected to one of the procedures applicable in the Northern environment, contrary to those mentioned in schedule B, which are exempt from the procedures. Projects not outlined in either schedule are considered "grey zone" projects. A proponent who intends to undertake a project in a northern environment covered by schedule A of the EQA or a "grey zone" project must apply for a certificate of authorization or an attestation of exemption. For projects under provincial jurisdiction, the proponent must submit a preliminary information form to the Provincial administrator of the JBNQA. This form ensures that the project is subjected to the [Environmental and social impact assessment and review procedure](#) and, if necessary, allows the preparation of a directive indicating the nature and scope of the impact study that the proponent must prepare.

The preliminary information form is used to describe the general characteristics of a project. It must be completed in a clear and concise manner and the information must be limited to the elements that are relevant for a proper understanding of the project, its anticipated impacts, and possible ramifications.

In accordance with the EQA and for projects under provincial jurisdiction, the preliminary information form is either sent to the Evaluating Committee (COMEV), if the project concerns the region south of the 55<sup>th</sup> parallel (James Bay), or to the Kativik Environmental Quality Commission (KEQC), if the project concerns the region north of the 55<sup>th</sup> parallel (Nunavik). These two committees review the preliminary information and, in the case of projects covered by schedule A of the EQA, produce a recommendation on the directive indicating the nature, scope and extent of the study impact that the proponent must prepare. For "grey zone" projects, these committees produce a recommendation (COMEV) or a decision (KEQC) on whether the project is subjected to or exempt from the procedure. These recommendations and decisions are then forwarded to the Provincial administrator who communicates his decision to the proponent. The proponent may be issued an attestation of exemption for projects that are exempt from the procedure or issued a directive for those subjected to the environmental and social impact assessment and review procedure.

The Evaluating Committee is a tripartite advisory body composed of representatives appointed by the Cree Nation Government and representatives of the Government of Canada and the Government of Quebec. The Kativik Environmental Quality Commission is a bipartite body of Inuit or Naskapi representatives appointed by the Kativik Regional Government and representatives of the Government of Quebec. While performing their duties, both bodies pay particular attention to the following principles, which are outlined in sections 152 and 186 of the EQA:

- a) the protection of the hunting, fishing and trapping rights of the Native people;
- b) the protection of the environment and social milieu;
- c) the protection of the Native people, of their societies, communities and economy;
- d) the protection of the wildlife, of the physical and biological milieu and of the ecological systems of the territory;
- e) the rights and guarantees of the Native people in Category II lands;
- f) the participation of the Crees, Inuit and Naskapis in the application of the environmental and social protection regime provided for in this division;
- g) any rights and interest of non-Native people, and
- h) the right of the persons acting lawfully to carry out projects in the territory.

Also note that the preliminary information form will be published in the [Environmental assessment register](#) (French only) as defined in section 118.5 of the EQA but only for projects for which a directive will be issued. The [COMEV](#) and [KEQC](#) also publish preliminary information form on their websites.

In accordance with sections 115.5 and 115.12 of the EQA, the applicant for any authorization granted under that act must, as a condition of issuance, complete a « Declaration of the applicant or the holder of an authorization issued under the act respecting the Environment Quality Act », together with the other documents required by the minister. You will find the explanatory guide and the associated forms at the following address: <https://www.environnement.gouv.qc.ca/lqe/renforcement/index.htm> (French only).

The preliminary information form must be accompanied by the payment, charging the proponent for services provided under the environmental authorization system. This payment must be made to the ministre des Finances. Details regarding the applicable rates are available in the [Tarification](#) section (French only) of the environmental assessment web page. It should be noted that the MELCC will not process the application until payment is received.

Once completed, the proponent must send its preliminary information form together with a letter of transmission, which must be sent to the JBNQA Provincial administrator:

- Send the electronic copy of the documents (form and letter of transmission) to [reception.30e@environnement.gouv.qc.ca](mailto:reception.30e@environnement.gouv.qc.ca) including the deputy minister ([marc.croteau@environnement.gouv.qc.ca](mailto:marc.croteau@environnement.gouv.qc.ca)) as well as Vanessa Chalifour, coordinator/team leader for northern projects ([vanessa.chalifour@environnement.gouv.qc.ca](mailto:vanessa.chalifour@environnement.gouv.qc.ca)). The letter of transmission must confirm that the hard copies are consistent with the electronic ones. In case of large electronic documents, please consult the last bullet.
- Send a hard copy of the documents (French) to the Deputy minister office at the following address:

James Bay and Northern Quebec Agreement Provincial Administrator  
Deputy minister of the Environment and Fight against Climate change  
Édifice Marie-Guyart, 30e étage  
675, boul. René-Lévesque Est, boîte 02  
Québec (Québec) G1R 5V7

- Send the other hard copies and the USB keys (including the French and English versions) to the Direction de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques at the following address:

Mélissa Gagnon, director  
Direction de l'évaluation environnementale des projets  
industriels, miniers, énergétiques et nordiques  
Ministère de l'Environnement et de la Lutte contre les changements climatiques  
Édifice Marie-Guyart, 6e étage, boîte 83  
675, boul. René-Lévesque Est  
Québec (Québec) G1R 5V7

Projects located south of the 55<sup>th</sup> parallel (James Bay)

Nine (9) hard copies, including five (5) in French and four (4) in English  
Three (3) PDF copies in electronic format  
Additional copies may be requested depending on the scope of the project.

Projects located north of the 55<sup>th</sup> parallel (Nunavik)

Seventeen (17) hard copies, including nine (9) in French and eight (8) in English  
Three (3) PDF copies in electronic format  
Additional copies may be requested depending on the scope of the project.

- If the electronic documents are very large: Inform the Direction de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques ([vanessa.chalifour@environnement.gouv.qc.ca](mailto:vanessa.chalifour@environnement.gouv.qc.ca)) and a secure link allowing you to send your documents on the ShareFile platform will be shared with you. This link will be valid for a period of 7 days. Attach the letter of transmission to the email, indicating that the electronic version will be transmitted via the ShareFile platform of the DGÉES.

## 1. IDENTIFICATION AND COORDINATES OF THE PROPONENT

|   |                       |
|---|-----------------------|
| <b>1.1 Identification of the proponent</b>  |                       |
| Name : Direction de la planification des projets aéroportuaires, ministère des Transports du Québec             |                       |
| Civic address : 26 rue Mgr Rhéaume est, Rouyn-Noranda, J9X 3J5  |                       |
| Postal address (if different from civic address) :  |                       |
| Name and function of the signatory(s) authorized to submit the application: Danielle Fleury, executive director |                       |
| Telephone : 418 646-0700 poste 23814  | Telephone (other) : - |
| Email : danielle.fleury@transports.gouv.qc.ca   |                       |
| <b>1.2 Company number</b>   |                       |
| Québec enterprise number (NEQ) : not applicable   |                       |
| <b>1.3 Resolution of the municipal council, band council, northern village, or responsible body</b>             |                       |
| Not required for the ministère des Transports du Québec (MTQ)   |                       |
| <b>1.4 Identification of the consultant mandated by the proponent (if applicable)</b>                           |                       |
| Name :  |                       |
| Civic address :   |                       |
| Postal address (if different from civic address) :  |                       |
| Telephone : -   | Telephone (other) : - |
| Email : @ .   |                       |
| Description of mandate :  |                       |

## 2. GENERAL PRESENTATION OF THE PROJECT

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| <b>2.1 Project title</b>  |
| Rock mound blasting project at the Kangiqsujuaq airport site as part of a project to reload the movement area and replace the lighting devices at Kangiqsujuaq airport.   |
| <b>2.2 Article of accordance</b>  |
| The airport was licensed prior to its initial construction in 1987 (Certificate of Authorization 3215-07-13, 1987, Appendix A). The blasting of the rock mound partly inside and outside the airport site will substantially modify the site, resulting in the need for a modification of the Certificate of Authorization (CA).  |
| <b>2.3 Objectives and justification of the project</b>  |
| <p>The work is in line with the orientation of the MTQ to improve airport services and ensure user safety. All the airports in Nunavik under the responsibility of the MTQ have a gravel airstrip. Routine maintenance at these airports includes recharging the aircraft maneuvering areas with granular material approximately every 10 years.</p> <p>At Kangiqsujuaq airport, the last reloading was carried out in 2008. The condition of the movement area is considered very poor, and an intervention must be carried out in 2022 otherwise airport security will be jeopardized.</p> <p>Also, the runway lighting is in poor condition and must be changed as quickly as possible.</p> <p>A rocky mound located in part on the airport site must be blasted to provide the granular materials necessary for the project to reload the runway and install lighting. This blasting will also create space for the future expansion of airport buildings. The portion of the mound outside the site will be used as a quarry for this project and future projects (maintenance and improvement) of the airport site and access road.</p> |

## 2.4 Brief description of the project and alternatives

The project scheduled in 2022 involves recharging the runway movement area, adding lights and replacing wind indicators.

Specifically, to increase safety during landing approaches, two visual precision approach path indicators (PAPIs) will be installed on either side of the runway. These indicators will be installed in an embankment, called a tumulus, with a total width of 11 m and a thickness of 2.1 m and 6.4 m respectively (Appendix B). Also, windstock must be replaced and the access roads to this equipment will be widened to facilitate snow removal (Appendix B).

The granular materials required for this work (recharging of the movement area, tumulus for the PAPIs and widening of the access roads to the windstock) will be produced at the airport site. Indeed, a rocky mound is located near the terminal, partly in the airport lease (Appendices C and D). The blasting of this mound will provide granular materials for the project, but also create space for the future expansion of buildings and movement area.

## 2.5 Related activities

Not applicable

### 3. PROJECT LOCATION AND SCHEDULE

#### 3.1 Identification and location of the project and its activities

Name of the municipality, village, or community where the project is located (indicate if several municipalities, villages, or communities are affected by the project):

Northern Village of Kangiqsujuaq, provincial riding of Ungava, Nunavik

Land categories (I, II and III): 1

Geographical coordinates in decimal degrees of the central point of the project (for linear projects, provide the coordinates of the project start and end point):

The airport is located approximately 1 km south-east from the village.

Central point of the project (NAD 83, MTM 07) :

X UTM Z19 : 344255,01

Y UTM Z19 : 6832194,38

#### 3.2 Description of the project site

The Kangiqsujuaq airport facilities were built in 1987. Since Category I lands cannot be sold or assigned to the MTQ, pursuant to section 116 of Act respecting the land regime in the James Bay and New Québec territories, the site where the airport is located is subject to a 20 year term lease. The lease is renewable and was signed in 1986.

Kangiqsujuaq, located approximately 500 km northwest of Kuujuaq, occupies an exceptional site, 10 km from the Hudson Strait, on the southeast shore of Wakeham Bay. The village is nestled in the hollow of a valley surrounded by mountains. The population is 750 inhabitants (Statistics Canada, 2016).

As the northern village is not accessible by road, the airport constitutes a vital infrastructure for the community as it provides the only link with the outside centers that can provide essential services all year round. It provides regular and chartered passenger transport, medical evacuation and supplies of necessary materials (food, mechanical parts, etc.). It is therefore essential to maintain the facilities in good condition.

#### 3.3 Project schedule

The works described should be carried out in the summer and fall 2022. The full timeline of the project is presented in Appendix E.

#### 3.4 Location plan

The location plan in [appendix F](#) shows the airport site and the rocky mound that will be exploited.

**4. INFORMATION AND CONSULTATION ACTIVITIES OF THE PUBLIC, ABORIGINAL COMMUNITIES AND USERS OF THE TERRITORY**

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| <b>4.1 Information and consultation activities carried out</b>   |
| As the entity responsible for the management of Nunavik airports, the Kativik Regional Government was informed of the improvement works on the runway and of the replacement of the lighting system. The Nunaturlik Landholding Corporation and the Northern Village of Kangiqsujuaq have approved the rock blasting project (assimilated to the operation of a quarry), i.e. the portion of the project that triggers the need for modification of the CA (see resolutions at the <a href="#">Appendix G</a> ). |
| <b>4.2 Information and consultation activities planned during the environmental and social impact assessment procedure</b>   |
| Not applicable   |

**5. DESCRIPTION OF THE MAIN ISSUES<sup>1</sup> AND IMPACTS OF THE PROJECT ON THE RECEIVING ENVIRONMENT**

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| <b>5.1 Description of the main issues of the project</b>  |
| As the project aims to improve an essential service to the population in a territory already disturbed by airport activities, the principal issue identified is the occasional impact of rock blasting on the surrounding environment.  |
| <b>5.2 Description of the main anticipated impacts of the project on the receiving environment</b>  |
| <p>The land where the work will be carried out has already been the subject of an environmental impact study during the construction of the airport. As the natural environment has already been severely disturbed by the development of the airport site, the work will have little additional impact on the environment and the social environment.</p> <p><b><u>Noise and air</u></b></p> <p>Construction noise is an apprehended impact for the population and some ambient air pollution is expected during rock blasting, crushing and sifting work. These are inherent project impacts that can be mitigated through appropriate construction and maintenance methods. As for the production of dust during the crushing activities at the quarry, the equipment that will be used complies with the standards set out in the Regulation respecting pits and quarries.</p> <p><b><u>Soil</u></b></p> <p>To minimize the footprint, the site already in operation will serve as a maneuvering area for crushing, screening and temporary storage of crushed materials. The anticipated impacts on soil quality during construction and blasting activities are mainly related to the risk of soil contamination by accidental spills or leaks throughout the works. This risk of contamination and wastes management are the responsibility of the contractor. They will be managed in conformity with section 11.4.7 of the Cahiers des charges et devis généraux (CCDG) (see <a href="#">Appendix H</a>).</p> <p>If contaminated soils were found on the work site, they would be managed according to the regulations in force such as the soil protection and contaminated land rehabilitation policy (PSRTC) and the regulation respecting the burial of contaminated soil.</p> <p><b><u>Archeology</u></b></p> <p>According to the notice of archaeological potential produced by the MTQ's environment department (Appendix I), the archaeological potential in the work area is considered low and no preventive archaeological intervention within the boundaries of the area is recommended.</p> <p>However, if archaeological remains were to be found incidentally during the works, the works will be stopped at the site where they are found until the MTQ's archaeologists have assessed the site and recovered the artifacts.</p> |

<sup>1</sup> Issue: A major concern for the government, the scientific community, or the population, including the impacted indigenous communities, and whose analysis could influence the recommendations or decisions of the northern committees regarding the authorization or refusal of a project.

## **Flora and fauna**

An ecological inventory of wetlands was carried out in the summer of 2021 on several airport sites in Nunavik, including that of Kangiqsujuaq. As the final study is not yet available, preliminary information relevant to the project is presented in Appendix J in the form of maps and email.

In summary, during the field inventory carried out this summer, no flora or fauna species with special status were observed. The sector of the rocky mound to be exploited does not present any sensitive environment to protect. However, backfill for PAPIs and windstock could affect wetlands and water bodies. The design will be changed to avoid these environments. However, if an impact on these environments cannot be avoided, the necessary environmental authorizations will be requested.

In addition to laws and regulations, current mitigation measures of the CCDG of the MTQ will be implemented to minimize various impacts (Appendix H). Among others, section 10.4 Environment Protection indicates various measures to put in place to limit the risks mentioned in this section, including accidental spills; the protection of lakes, water bodies and wetlands; the sediment and erosion control structures and the management of noise. In addition to the RCS, the quarry will be operated as prescribed under section 11.13 – « Material supply for sand pits and quarries » of the CCDG.

## **6. GREENHOUSE GAS EMISSION**

### **6.1 Greenhouse gas emission**

The main sources of projected emissions are related to mechanical equipment that will be used to carry out the works (e.g. trucks, backhoes, crushers, etc.). However, they will be limited to the duration of the works.

## **7. OTHER RELEVANT INFORMATION**

### **7.1 Other relevant information**

None

## **8. DECLARATION AND SIGNATURE**

### **8.1 Declaration and signature**

***I certify that :***

*1° the documents and information provided in this preliminary information form are accurate to the best of my knowledge.*

*Any misrepresentation may result in sanctions under the EQA. All information provided will form an integral part of the application and will be published on the website of the Evaluating Committee (COMEV) or the Kativik Environmental Quality Commission (KEQC) and the Environmental assessment register.*

First and last name

Signature

Date