



General Water Licence Application  
(Application for a new Water Licence)  
Iqaluit International Airport Improvement Project  
(IIAIP)  
Document Date: 21 April 2015

Application Submission Date: \_\_\_\_\_  
Month/Day/Year

The following files are attached to the application as Appendices;

- A. Certificate of Incorporation
- B. List of Officers
- C. Authorisation Letter
- D. Iqaluit Airport and NTS Maps
- E. NPC Confirmation
- F. NIRB Screening Confirmation
- G. Pre-Existing Environmental Contamination Management Plan (PECMP)
- H. Soil and Groundwater Management Plan including Addendum (SGMP)
- I. Culvert Bridge questionnaire
- J. Land Map
- K. Request for Review Iqaluit International Airport Improvement Project (IIAIP) Iqaluit, Nunavut
- L. Fish Habitat Survey
- M. Implementation of mitigation measures to avoid and mitigate serious harm to fish 14-HCAA-00957
- N. Environmental Management of Chromium in Soil (WSP)
- O. NWB Chromium Ruling
- P. Memo of Intent – City of Iqaluit



P.O. Box 119  
GJOA HAVEN, NU X0B 1J0  
TEL: (867) 360-6338  
FAX: (867) 360-6369  
NUNAVUT

ᐃᓄᐸᓄᐸ ᐅᓄᓄᓄᓄᓄ  
NUNAVUT WATER BOARD  
NUNAVUT IMALIRIYIN KATIMAYIT  
OFFICE DES EAUX DU  
NUNAVUT

## GENERAL WATER LICENCE APPLICATION FORM

LICENCE NO: (for NWB use only)	
<p><b>1. APPLICANT (PROPOSED LICENSEE) CONTACT INFORMATION</b></p> <p>Company: Arctic Infrastructure Limited Partnership Address:</p> <p>Suite 5600 100 King Street W Toronto M5X 1C9</p> <p>Phone: 647 227 8730 Fax: 647 789 6769 E-mail: <a href="mailto:john.wood@aip-iaip.com">john.wood@aip-iaip.com</a></p> <p>Appendix A: Certificate of Incorporation Appendix B: List of Officers</p>	<p><b>2. APPLICANT REPRESENTATIVE CONTACT INFORMATION</b></p> <p>Name: Igor Bogouchevski Address:</p> <p>Suite 5600 100 King Street W Toronto M5X 1C9</p> <p>Phone: 778 690 4638 Fax: 604 683 0783 E-mail: <a href="mailto:I.Bogouchevski@bouygues-construction.com">I.Bogouchevski@bouygues-construction.com</a></p> <p>Appendix C: Authorization Letter</p>
<p><b>3. NAME OF PROJECT</b></p> <p>"Iqaluit International Airport Improvement Project" (IIAIP)</p>	

**4. LOCATION OF UNDERTAKING****Project Extents**

NW: Latitude: (63° 45' 57.1" N) Longitude: (68° 34' 44.6" W); UTM 19 V 520761 7070993  
 NE: Latitude: (63° 45' 56.5" N) Longitude: (68° 31' 57.8" W); UTM 19 V 522299 7070184  
 SE: Latitude: (63° 45' 30.6" N) Longitude: (68° 32' 52.8" W); UTM 19 V 523061 7069132  
 SW: Latitude: (63° 45' 14.8" N) Longitude: (68° 33' 11.3" W); UTM 19 V 522049 7069692

**5. MAP**

NTS Map Sheet No: 25-N/15 Map Name: Iqaluit Map Scale: 1:50000

Please refer to the topographical (Region of Iqaluit 1:50000) and the general maps of the IIAIP in *Appendix D - Iqaluit Airport and NTS Map*.

The file can also be found via the following link which provides a clearer version of the map:

[http://publications.gc.ca/collections/collection\\_2011/rncan-nrcan/M116-2-025N15.pdf](http://publications.gc.ca/collections/collection_2011/rncan-nrcan/M116-2-025N15.pdf)

**6. NATURE OF INTEREST IN THE LAND**

**Sub-surface** N/A

**Surface** ☒ **Commissioner's Land Use Authorization**

Date (expected date) of issuance: September 10th, 2013

Date of expiry: December 31st, 2047

Name of entity's holding authorizations: *Government of Nunavut*

Arctic Infrastructure Limited Partnership (AILP) has been granted a Land License use under Contract by the Government of Nunavut. Arctic Infrastructure Limited Partnership has agreements with the following Project Contractors:

Bouygues Building Canada Inc.  
 Sintra Inc.  
 Nunavut Airport Services Limited

The following is extracted for the Contractual agreement between the GN and AILP;

*"The Land License granted to AILP in Section 3.3 [Provision of Lands] of this Agreement and the rights of AILP thereunder are subject to:*

- (a) all rights of public passage or access existing over all or any part of the Facility that do not interfere with the use of the Facility as an Airport;*
- (b) the rights of access and constraints on access referred to elsewhere in this Agreement including Schedules 6 [Design and Construction Specifications], 7 [Services Protocols] and 8 [Environmental Obligations and Sustainability];*
- (c) the rights of GN with respect to the Lands or parts thereof provided for elsewhere in this Agreement, including any existing GN rights of way (whether registered or unregistered) or future rights of way that do not interfere with the use of the Facility as an Airport or with the Project Work;*
- (d) all rights reserved over Crown land;*
- (e) the Project Site Encumbrances and the Utility Agreements, including those concerning GN and Iqaluit;*
- (f) the land transfer arrangements described in Section 1.9 [Land Transfer Arrangements] of this Schedule 10 [Lands]; and*
- (g) the retention of all mineral rights.*

*Notwithstanding the foregoing limitations, GN shall give AILP control over the Site and Land Rights to the extent required to design, construct and operate the Iqaluit Airport in accordance with this Agreement, all applicable Law and Reference Documents and AILP shall exercise such control in accordance with Section 1.8 [Access to Facility] of this Schedule 10 [Lands] as is required to operate the Iqaluit Airport in accordance with all applicable Law and Reference Documents. »*

**7. NUNAVUT PLANNING COMMISSION (NPC) DETERMINATION**☒ South Baffin

Please note: The project proposal is located outside the boundaries of the two approved land use plans currently administered by the NPC.

*Is a land use plan conformity determination required?*

No, we have written confirmation from the NPC that a land use plan conformity review is not required. This is contained in *Appendix E – NPC Confirmation*.

**8. NUNAVUT IMPACT REVIEW BOARD (NIRB) DETERMINATION**

Is an Article 12 Part 4 screening determination required?

Yes

No✓

A written confirmation from NIRB states that a screening is not required; please see *Appendix F – NIRB Screening Confirmation*.

**9. DESCRIPTION OF UNDERTAKING****Introduction**

The Project includes the design, construction, financing, operations and maintenance of the Iqaluit International Airport (the Airport), including the rehabilitation of the existing runway, new and existing taxiways and aprons, airfield lighting system, a new Air Terminal Building (ATB) and a new Combined Services Building (CSB). In addition, the Private Partner, Arctic Infrastructure Partnership Limited will operate and maintain the existing Airport during construction of the new facilities and for 30 years after the construction is completed. The GN will continue to own the Airport during the entire period.

The activities that are covered in detail within this license application include:

- Impacted soils – Engineered containment cell as a temporary measure for the management of contaminated soils identified in detail within the technical reports. Final disposal of the hydrocarbon contaminated soils will be undertaken in an engineered Land Treatment Unit following construction of the project.
- Inner-field and Landside drainage ditches – re-alignment and improvement of existing inner-field drainage and re-alignment of the West channel of Carney Creek drainage.
- Landside culverts - several culverts will be installed in the vicinity of the future Airport Terminal Building (ATB) and future Combined Service Building (CSB).
- Fisheries and Oceans Canada Offsetting Measures – Carney Creek works including replacement of culvert bridge installation on Federal Road.

This application contains details regarding the methodology to divert a watercourse and make modifications to the bank or bed of the watercourse.

No water body is in the surrounding area of the inner field of the airport. A water truck will be used for dust reduction at the project work areas. Water will be taken from the runoff waters at the inner field zone. Less than 100 m<sup>3</sup> a day will be consumed during high peak of construction (between June and September). Comprehensively, no water will be used during rainy day.

Waste will be produced in line with a construction project of this magnitude and will be managed in

accordance with our *Hazardous Waste Management Plan* – no waste will be released into a watercourse.

The proposed mitigation measures to reduce any impacts of each element of works are contained in detail within this application and supporting documents in appendices.

We will not be undertaking mining or mineral extraction as part of the Project at the exception of construction material use.

#### **Current Project Status**

The QE engineered plan/drawings for the containment cell is included as an appendix of the *Soil and Groundwater Management Plan* (SGMP). It should be noted that this "QE containment cell construction" supersedes the approach suggested by CRA in their reports.

The *Erosion and Sediment Control Plan* (ESCP) attached in appendix of the SGMP include steps that already have been applied to the project. Since 2014, a water truck has been used and sediment control techniques have been utilized to control sediments at the inner field level as described in the *Water Management Plan* and the *Erosion and Sedimentation Control Plan* which are both attached appendices of the SGMP.

The drum cache referenced in the PECAMP/PECMP has already been removed to a licensed disposal facility in Quebec and will not be placed in a containment cell as noted in those reports. Further detail can be found in section 2 of the SGMP's Addendum.

*Appendix H – Soil and Groundwater Management Plan including Addendum*

#### **Impacted soils – Containment Cell**

Impacted soils currently contained at the Airport's inner field originate from the former Transport Canada LTUs and Arsenic impacted soils retrieved from an area abutting the airport runway.

Placement of impacted soils within a containment cell has largely been completed at this point under with respect to the Voluntary Abatement process. The details of this work are provided in section 1.5 of the Addendum enclosed in the *Soil and Groundwater Management Plan including Addendum*. Following installation of a new covering membrane is detailed in the SGMP. The life cycle period of the containment cell is established at 10 years. An engineer stamped drawing of the cell is included in Appendix E of the SGMP (*Specifications for Cell Cover*).

*Appendix H – Soil and Groundwater Management Plan including addendum*

The Contaminated soils formerly contained in the Transport Canada LTUs will be treated in an engineered, licenced LTU until they are no longer deemed contaminated. This soil remediation will be undertaken in a manner that does not unduly interfere with the construction of the IIAIP. Soils will remain in the temporary containment cell until they can be treated in a licenced LTU. Options for the licenced LTU include ones off the airport site, a new onsite LTU specifically engineered and licenced to treat contaminated soils from the airport site, or an engineered modification of the Containment Cell to allow remediation. Details of the remediation plan and engineered drawings will be presented to the NWB for consideration and approval prior to any remediation works being undertaken. In any case the remediation will commence no later than the summer of 2018.

As requested, a Long-Term Monitoring Plan has been drafted for this undertaking which is included in Appendix E of the SGMP (*Long-Term Monitoring Plan*).

*Appendix H – Soil and Groundwater Management Plan with addendum*

**Inner-field and Landside Drainage Ditches****Engineering work**

Airfield: existing inner-field drainage course, along taxiway A and across taxiway G and crossing the inner-field will be realigned and/or reshaped as required. New drainage ditches alongside the new taxiway A, taxiway G, and taxiway F will be excavated.

Landside: no other ditch than the one described with the arched culvert installation in Carney Creek: a 450 meters long realignment of the watercourse will be done directly upstream of this culvert with 10 meters (on average) parallel offset to the original ditch, alongside the projected North Commercial road.

**Method**

Airfield: for the main drainage feature crossing the inner-field, the realignment will be excavated first. Subsequently, the existing ditch will be tied to the new alignment, and finally the former ditch will be backfilled. For other ditches, as there is no flow to be diverted, new ditches are directly excavated in the ground.

Landside: The realignment will be excavated first and then tied to the flowing watercourse. Afterwards, the former ditch segment will be backfilled.

**Schedule**

Works to be performed between 2014 and 2017.

Erosion, sediments and spills will be managed under the ESCP and the Spill Contingency Plan that are included in appendix E of the SGMP.

*Appendix H – Soil and Groundwater Management Plan with Addendum*

For more detail on this undertaking description:

*Appendix I – Culvert Bridge Questionnaire*

**Landside culverts**

Construction works: several culverts will be installed in the vicinity of the future Airport Terminal Building (ATB) and future Combined Service Building (CSB). The widths of the culverts are either 600 mm or 800 mm. The lengths are between 18 m and 59 m.

Equipment: Excavators compactors and materials hauling trucks.

Method: These culverts allow drainage of some areas which can't be drained with general surface grading. For these culverts, as there is no flow to be diverted, new culverts are directly built in the ground.

**Schedule**

To be completed during 2015 Construction Season

Erosion, sediments and spills will be managed under the ESCP and the *Spill Contingency Plan* that are included in appendix E of the SGMP (*Erosion and Sediment Control Plan*).

*Appendix H – Soil and Groundwater Management Plan with addendum*

For more detail on this undertaking description:

*Appendix I – Culvert Bridge Questionnaire*

**Fisheries and Oceans Canada Offsetting**

Work will be performed in 2015 and in the shortest possible period of time to minimize the duration of the work depending on the available manpower and machinery. Works will be performed while the flow of water is at its lowest which will allow the capture of fish upstream and at the work area. This will allow their relocation in the watercourse. An action plan, in case of discharge of contaminants in the water body, will be developed before the implementation of the work enclosed in the *Erosion and Sedimentation Control Plan*. Should a leak or a spill occur, an emergency kit for petroleum products recovery will be available at all times on the construction site. For the time being, for the offsetting works, 20 sills, 10 boulders, 10 wing deflectors, 2 spawning areas and 2 cascades might be installed on 1,200 linear meters.

For more information on this undertaking description:

Erosion, sediments and spills will be managed under the ESCP and the Spill contingency Plan that are included in appendix E of the SGMP (*Erosion and Sediment Control Plan*).

*Appendix H – Soil and Groundwater Management Plan with addendum*

We provide here the fish study that initiated the first steps of dialogue with DFO :

*Appendix L – Fish Habitat Survey*

We adjoin at this point the request for review that was sent to the DFO and the response in reply to the request:

*Appendix K - Request for Review Iqaluit International Airport Improvement Project (IIAIP) Iqaluit, Nunavut*

*Appendix M – Implementation of mitigation measures to avoid and mitigate serious harm to fish 14-HCAA-00957*

**Schedule**

Works to be performed between 2014 and 2017.

It should be noted that two small pockets of pre-existing environmental contamination have been found. As of today, the contaminants have not been characterized specifically. Visually, it is believed to contain metal scrap and steel barrels that seem to contain bituminous products. The expected method to manage those materials would be to sort out metal from bitumen. The metal would then be managed at the City of Iqaluit landfill and the bitumen would be handled by environmentally specialized subcontractors that would follow the procedures elaborated in section of the Addendum enclosed in the SGMP.

Also, a workers camp has been installed in fall 2014 and will be operational in Spring 2015. More than 60 workers will be accommodated throughout the summer. Sewage and domestic waste is planned to be serviced by the City of Iqaluit.

Water usage monitoring and record keeping for the camp is further described in the SGMP as an appendix.

Also, hazardous wastes will be managed accordingly during all undertakings. Therefore, a Hazardous Waste Management Plan has been completed and can be found in Appendix E of the SGMP.

Please note that the original Soil and Groundwater Management Plan (without the updated Addendum) was prepared prior to the Voluntary Abatement activities. The SGMP including Addendum is now the latest update.

*Appendix H - Soil and Groundwater Management Plan including Addendum*



**10. OPTIONS**

N/A. The containment cell approach is the temporary remedial option for the known contaminants (PHC and Arsenic). As described in section 9, the PHC impacted soils from the containment cell will be treated in a licenced LTU on-site or off-site. The Arsenic contaminated soils will be preferably managed in a new engineered containment cell located within or outside the airport site.

**11. CLASSIFICATION OF PRIMARY UNDERTAKING**

- |   |   |
|---|---|
| <input type="checkbox"/> Industrial   | <input type="checkbox"/> Agricultural   |
| <input type="checkbox"/> Mining and Milling (includes exploration/drilling/exploration camps) |   |
| <input type="checkbox"/> Conservation   |   |
| <input type="checkbox"/> Municipal (includes camps/lodges)                                    | <input type="checkbox"/> Recreational   |
| <input type="checkbox"/> Power  | <input checked="" type="checkbox"/> Miscellaneous (describe below):<br><b>Airport Improvement Project</b> |

Indicate which Supplemental Information Guidelines (SIG) is applicable to your application.

☒ N/A – Contaminated soils. The full studies are included in the, PECMP and the Phase III reports:  
*Appendix G - Pre-Existing Environmental Contamination Management Plan*  
*Appendix H - Soil and Groundwater Management Plan including Addendum*

**12. WATER USE**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> To obtain water for camp/ municipal purposes  |  |
| <input type="checkbox"/> To obtain water for industrial purposes  | <input checked="" type="checkbox"/> To divert a watercourse                    |
| <input type="checkbox"/> To cross a watercourse   | <input checked="" type="checkbox"/> To modify the bed or bank of a watercourse |
| <input type="checkbox"/> To alter the flow of, or store water   | <input type="checkbox"/> Flood control   |
| <input checked="" type="checkbox"/> Other: Water will be used for dust suppression and spraying aggregates for engineering specifications purposes. |  |

**13. QUANTITY AND QUALITY OF WATER INVOLVED**

Name of water source(s) (show location(s) on map):

**No name is given to the water source which could be described as the inner-field main drainage feature for runoff waters of the International Iqaluit airport. The water source is indicated in the *Water Management Plan* enclosed as Appendix E of the SGMP.**

Describe the quality of the water source(s) and the available capacity: **Water runoff and groundwater.**

Provide the overall estimated quantity of water to be used: **100 m<sup>3</sup>/day** during the construction season (June to September).

Provide the estimated quantity(s) of water to be used from each source:

**Inner-field main drainage feature: 94 m<sup>3</sup>/day**

**Drinking water supplied by City of Iqaluit: 6 m<sup>3</sup>/day**

Indicate the estimated quantities to be used for each purpose (camp, drilling, etc.)

**Inner-field main drainage feature: Water use is for dust suppression, and spraying aggregates to meet engineering specifications.**

**Drinking water supplied by City of Iqaluit: For Design-Builder's workers accommodation.**

Describe the method of extraction(s): **Pumping from the inner-field main drainage feature: the hose will be equipped with an inlet screen that respects the Freshwater Intake End-of-Pipe Fish Screen Guideline from Fisheries and Oceans Canada.**

**Trucked service from the City of Iqaluit for the provision of drinking water to the workers accommodation.**

Estimated quantity(s) of water returned to source(s): **90 m<sup>3</sup>/day** – residual from daily usage returned to the watershed.

Describe the quality of water(s) returned to source(s): ***Erosion and Sediment Control Plan (ESCP)* will be followed to ensure the quality of water will not be altered. The ESCP document can be found in Appendix E of the SGMP.**

*Appendix H – Soil and Groundwater Management Plan with Addendum*

**14. WASTE**

☒ Sewage

☒ Solid Waste

☒ Hazardous

☒ Bulky Items/Scrap Metal

☐ Animal Waste

☐ Other (describe): \_\_\_\_\_

☒ Waste oil

☐ Greywater

☐ Sludges

☒ Contaminated soil and/or water

**15. QUANTITY AND QUALITY OF WASTE INVOLVED**

Type of Waste	Composition	Total Quantity	Treatment Method	Disposal Method
<b>Solid Waste</b>	Domestic Solid	18.9 tons	Waste Disposal	Municipal landfill
<b>Bulky Items/Scrap Metal/Bitumen</b>	Buried Old Construction Equipment	An estimated 220 tons total volume	Metal Recycling or Disposal	Municipal landfill If soiled, Shipping outside Nunavut
<b>Waste oil/Coolant/Oil rags/Oil filters</b>	Motor/Hydraulic oil/Coolant	18 m <sup>3</sup> – total volume for the whole project	Recycling Disposal	Shipping outside Nunavut
<b>PHC</b> (Land-Treatment Units and TP24 from PECMP)	PHC	7,704 m <sup>3</sup> – total volume to date, not per day	Material will be held in a temporary Containment Cell until treatment in a LTU.	Material will be treated in a LTU.
<b>Arsenic</b>	Arsenic	545 m <sup>3</sup> – total volume to date, not per day	Containment Cell	Already in an existing Containment Cell, the project will not be generating any new Arsenic waste.
<b>SEWAGE</b>	Bathtubs, showers, hand basins and Domestic wastewater	6 m <sup>3</sup> /day (June to September) 2 m <sup>3</sup> /day (October)	No treatment. Contained.	To city facility through city service or specialized transportation services.
<b>PORTABLE WASHROOM WASTE</b>	Waste water	18.9 tons	No treatment. Contained.	To city facility through city service or specialized transportation services.
<b>TIRES</b>	Rubber	1.5 tons	No treatment.	Disposal at the City of Iqaluit Landfill
<b>BATTERIES</b>	Battery cells	400 kg	No treatment.	Shipping South

**16. OTHER AUTHORIZATIONS**

Authorization: Projects near water

Administering Agency: Department of Fisheries and Oceans

Project Activity: Iqaluit International Airport Improvement Project

Date of issuance: August 11<sup>th</sup>, 2014

Date of expiry: none

*Appendix M – Implementation of mitigation measures to avoid and mitigate serious harm to fish 14-HCAA-00957*

Authorization: Water and sanitation Services for Temporary Workers accommodation  
 Administering Agency: City of Iqaluit  
 Project Activity: Iqaluit International Airport Improvement Project  
 Date of issuance: 2015, to be established  
 Date of expiry: 2017

*Appendix P – Memo of Intent – City of Iqaluit*

**17. PREDICTED ENVIRONMENTAL IMPACTS OF UNDERTAKING AND PROPOSED MITIGATION MEASURES**

**Impacted Soils**

Well monitoring will be installed to ensure that no contamination migrates out of the site also described in the appendix the *Long-Term Monitoring Plan*, appendix E of the SGMP.

*Appendix H - Soil and Groundwater Management Plan including Addendum*

**Arch culvert and ditch realignment**

- Predicted Environmental Impacts of Undertaking

Predicted Environmental Impacts of Undertaking are described in the appendix of the SGMP.

- Proposed Mitigation Measures

Proposed mitigation measures are described in the *Erosion and Sediment Control Plan* that was presented to the Government of Nunavut on July 14th, 2014 (appendix E of the SGMP).

*Appendix H – Soil and Groundwater Management Plan including Addendum*

**Fisheries and Oceans Canada Offsetting**

- Predicted Environmental Impacts of Undertaking

Predicted Environmental Impacts of Undertaking are described in the appendix of the following report.

*Appendix H – Soil and Groundwater Management Plan including Addendum*

- Proposed Mitigation Measures

Again, the mitigation measures for the arch culvert installation and the Carney Creek realignment are described in the next sub-section Undertaking Description of the Fisheries and Oceans Canada Offsetting's section and in both following documents:

*Appendix H – Soil and Groundwater Management Plan including Addendum*

*Appendix K - Request for Review Iqaluit International Airport Improvement Project (IIAIP) Iqaluit, Nunavut.*

**Inner-field and Landside Drainage Ditches**

- Predicted Environmental Impacts of Undertaking

Predicted Environmental Impacts of Undertaking are described in the Environmental Impacts, appendix E of the SGMP.

- Proposed Mitigation Measures

Proposed mitigation measures are described in the *Erosion and Sediment Control Plan* that was presented to the Government of Nunavut on July 14th, 2014 (appendix E of the SGMP).

*Appendix H – Soil and Groundwater Management Plan including Addendum*

#### **Landside culverts**

- Predicted Environmental Impacts of Undertaking

Predicted Environmental Impacts of the undertaking are described in the SGMP appendix.

- Proposed Mitigation Measures

Proposed mitigation measures are described in the *Erosion and Sediment Control Plan* that was presented to the Government of Nunavut on July 14th, 2014 and that is included in the SGMP as an appendix (appendix E of the SGMP).

*Appendix H – Soil and Groundwater Management Plan including Addendum*

### **18. WATER RIGHTS OF EXISTING AND OTHER USERS OF WATER**

No adverse effects on local stakeholder water sources are anticipated.

There are no known persons or properties affected by the proposed undertaking.

We are aware that Transport Canada has an existing Nunavut Water Board Licence that has been issued in connection with Airport Lands in Iqaluit. It is understood that the Transport Canada Licence regarding the Iqaluit airport LTU water licence will likely be extinguished, and that the ongoing management of the soils formerly being remediated under that licence will fall under this new licence.

### **19. INUIT WATER RIGHTS**

No adverse effects on local stakeholder water sources are anticipated.

Water will not flow through Inuit Owned Land (*Appendix J - Land Map*).

### **20. CONSULTATION**

The Government of Nunavut held a public meeting to outline the overall Project to stakeholders including local residents. A significant number of people attended this meeting which was held at Iqaluit Parish Hall on the 11<sup>th</sup> September 2013.

At this meeting no concerns were raised that relate to the activities covered by this application.

The project has also been through the Development Permit process with the City of Iqaluit where public consultations were held, no concerns were raised regarding the activities covered by this application.

### **21. SECURITY INFORMATION**

Due to the type of activities due to be undertaken and the ongoing delivery of services at the facility there will be no requirement for any reclamation work. It is anticipated that the Airport will continue to function well beyond the period covered by any Nunavut Water Board issued License.

As there is no requirement for reclamation work as part of the Project we consider a financial security assessment not applicable in this instance.

**22. FINANCIAL INFORMATION**

Arctic Infrastructures Limited Partnership has been contracted by the Government of Nunavut to undertake the Construction, Operation and maintenance of the Iqaluit International Airport. In undertaking a complex P3 bidding process the consortium illustrated to PPP Canada and the Government of Nunavut, that Arctic Infrastructure Limited Partnership, and the organisations delivering services for the Project have the financial stability and provenance to deliver the Project.

Under contract to Arctic Infrastructure Limited Partnership, Bouygues Building Canada Inc. and Sintra Inc. will take responsibility for the Project's Design-Build requirements including Constructions.

Under contract to Arctic Infrastructure Limited Partnership, a subsidiary of Winnipeg Airports Authority (Nunavut Airport Services Ltd.) will have primary responsibility for Airport operations, including facilities maintenance services and life cycle deliverables.

We have also attached evidence of registration in *Appendix A – Certificate of Incorporation*

A list of Officers is contained in *Appendix B – List of Officers*

**23. STUDIES UNDERTAKEN TO DATE**

The following studies have been undertaken are included as Appendices to this application;

*Appendix G – Pre-Existing Environmental Contamination Management Plan*

*Appendix H – Soil and Groundwater Management Plan including Addendum*

*Appendix L – Fish Habitat Survey*

*Appendix N - Environmental Management of Chromium in Soil (WSP) with subsequent correspondence between the NWB and the GN on the adoption of site specific guidelines found in*

*Appendix O – NWB Chromium Ruling.*

**24. PROPOSED TIME SCHEDULE**Construction

Actual Start Date: June, 2014

Proposed Completion Date: December 2017

Operation

Actual Start Date: July 2014

Proposed Completion Date: December 2047

Closure

Upon completion of the Operation period the Contract to operate the Airport will either be extended or the facility will be handed back to the GN to operate.

Post - Closure

Not applicable

For each applicable phase of development indicate which season(s) activities occur:

**Construction**

Winter ☐ Spring ☐ Summer ☐ Fall ☐ All season ☐

**Operation**Winter Spring Summer Fall All season**Closure**

Not applicable

**Post - Closure**

Not applicable

**25. PROPOSED TERM OF LICENCE**

Number of years (maximum of 25 years):

Proposed Date of Issuance: April 2015

Proposed Expiry Date: April 2025

**26. ANNUAL REPORTING**The NWB's *Standardized Form for Annual Reporting* will be used for reporting purposes.**27. CHECKLIST**

Written confirmation from the NPC confirming that NPC's requirements regarding land use plan conformity have been addressed.

**Yes**✓ No If no, date expected \_\_\_\_\_

Written confirmation from the NIRB confirming that NIRB's requirements regarding development impact assessment have been addressed.

**Yes**✓ No If no, date expected \_\_\_\_\_

Completed General Water Licence Application form

**Yes**✓ No If no, date expected \_\_\_\_\_

Information addressing Supplemental Information Guideline (SIG) , where applicable

**Yes**✓ No If no, date expected: \_\_\_\_\_

English Summary of Application

**Yes**✓ No If no, date expected \_\_\_\_\_

Inuktitut and/or Inuinnaqtun Summary of Application

**Yes**✓ No If no, date expected \_\_\_\_\_

Application fee of \$30.00 CDN (Payee Receiver General for Canada)

**Yes**✓ (post) No If no, date expected \_\_\_\_\_

Water Use fee of \$30.00 CDN (Payee Receiver General for Canada)

Yes **No**✓ If no, date expected : April 30<sup>th</sup>, 2015

## General Water Licence Application Form

**28. SIGNATURE**

Igor Bogouchevski

Project Environmental Director

**Name (Print)****Title (Print)****Signature****Date****For Nunavut Water Board office use only****APPLICATION FEE**    Amount: \$ \_\_\_\_\_ Receipt No.: \_\_\_\_\_**WATER USE DEPOSIT** Amount: \$ \_\_\_\_\_ Receipt No.: \_\_\_\_\_