



Orano Canada Inc.

Noise Abatement Plan

Exploration Department
Kiggavik Project


Version 7


November 2019

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History of Revisions

Version	Revision	Date	Details of Revision
1	0	March 2007	Original submission
2	0	October 2007	Updated to reflect changes in field activities/capabilities and areas of continual improvement
3	0	January 2009	Updated to reflect changes in field activities/capabilities and areas of continual improvement
3	1	May 2010	Updated to reflect changes in field activities/capabilities and areas of continual improvement
3	2	May 2012	Updated to reflect personnel changes. Made consistent with other Plans.
3	3	May 2013	Updated to reflect personnel titles
4	0	January 2015	Revisions for increased clarity and updated template
5	0	January 2017	Updated to reflect transition to Care and Maintenance phase
6	0	January 2019	Updated to reflect corporate name change and title changes
7	0	November 2019	Updated to reflect personnel change

Table of Contents

- 1 Introduction..... 1-1**
 - 1.1 Revision to Plan..... 1-1
 - 1.2 Responsibilities..... 1-1
- 2 Activities Requiring Noise Reduction..... 2-1**

Acronyms and Abbreviations

Term	Definition
Orano	Orano Canada Inc.
SHEQ	Safety Health Environment and Quality
WMMP	Wildlife Mitigation and Monitoring Plan

1 Introduction

The Kiggavik Project is currently in a care and maintenance phase. The Noise Abatement Plan will be kept in its current state, but is not considered fully applicable during the care and maintenance phase. This plan will be updated prior to a change in project phase to reflect the most recent information.

This Noise Abatement Plan will be in effect for the duration of the Kiggavik Project and associated activities. The Project is located approximately 80 km west of Baker Lake and is operated by Orano Canada Inc. (Orano).

The Kiggavik camp is a temporary fly-in camp that is seasonally occupied. Exploration activities and occasional environmental studies take place during the summer months. Supplies to operate the camp and field program are moved overland in the winter months. Mobilization of personnel and camp opening typically takes place at the end of May or early June, with the site closed and personnel demobilized usually by September of each year. Noise generation is expected during camp opening and close, throughout exploration operations and during the winter road use.

Noise controls and abatement serve a combination of environmental and occupational health and safety purposes. The focus of this abatement plan is on the control of environmental noise for the protection of wildlife.

1.1 Revision to Plan

During the active exploration phase, the Kiggavik Noise Abatement Plan is reviewed regularly and updated as required to keep the information current and consistent with regulatory and procedural changes. A History of Revisions can be found at the beginning of this plan.

1.2 Responsibilities

The Manager – New Projects is responsible to ensure that this plan is implemented. Implementation may be completed by:

- Project Geologist
- Coordinator, SHEQ Exploration
- Or designate

The Vice President, Exploration is ultimately responsible for any activity being carried out by Kiggavik Project personnel.

2 Activities Requiring Noise Reduction

Small amounts of noise are generated during regular camp activities; however this plan has been developed specifically for drilling rigs, generators, vehicles and aircraft (fixed-wing and helicopters) which are the main contributors of noise during exploration operations. To decrease the amount of noise, the following are implemented:

- Drilling rigs are equipped with mufflers or other appropriate noise abatement equipment;
- Generators are equipped with mufflers; and
- ATVs are equipped with mufflers

To reduce aircraft noise, altitude restrictions are put in place as described in the Wildlife Mitigation and Monitoring Plan (WMMP). During long range flights (i.e., Baker Lake to Kiggavik site) aircraft fly at a minimum of 610 m above ground level, except during take-off and landing, when ceiling conditions do not permit or when safety risks arise. For relatively shorter transportation flights (e.g., movement of staff and equipment between camp and work areas) aircraft fly at a minimum of 300 m above ground level, except during take-off and landing, when ceiling conditions do not permit, or when safety risks arise. Low-flying flights may need to be conducted for geophysical surveys, but these surveys are preceded by reconnaissance survey as described in the WMMP. As per the WMMP, all activities are suspended if 50 or more caribou are within two kilometres of the activity and aircraft do not land within one kilometre of a herd.