



Sahtu Land and Water Board

P.O. Box 1, Fort Good Hope, NT. X0E 0H0

☎ 867-598-2413

☎ 867-598-2325

🌐 slwb.com

Land Use Permit Application Form

(Subsection 19(2) and Schedule 2 of the Mackenzie Valley Land Use Regulations)

1 Applicant Name: Transport Canada - Prairie and Northern Region Applicant's Mailing Address: 344 Edmonton St Winnipeg, MB R3C 0P6		Fax no.: 204-983-5048 Telephone no.: 204-227-3329
2 Head Office Address: Field Supervisor:		Fax no.: Telephone no.: Email address: melissa.fraser@tc.gc.ca
3 Other personnel (subcontractor, contractors, company staff etc.): Sahtu Midnight Sun Drilling Inc, BluMetric Environmental Total number of persons on site: 3		
4 Eligibility (Refer to section 18 of the Mackenzie Valley Land Use Regulations): <input checked="" type="checkbox"/> (a)(i) <input type="checkbox"/> (a)(ii) <input type="checkbox"/> (a)(iii) <input type="checkbox"/> (b)		
5 Other rights, licences or permits related to this permit application (mineral rights, timber permits, water licences, etc.): <i>To complete this section of the Application Form, please see page 16 of the Board's Guide to the Land Use Permitting Process for more information.</i> N/A		
6 a) Summary of operation (describe purpose, nature and location of all activities). Refer to paragraph 19(3)(b) of the Mackenzie Valley Land Use Regulations: <i>To complete this section of the Application Form, please see page 15 of the Board's Guide to the Land Use Permitting Process for more information.</i> Construction (drilling) of 3 groundwater monitoring wells around existing landfarm at Norman Wells Airport, see attached figure. b) Indicate if a camp is to be set up. If yes, indicate size of camp or describe camp. (Provide details on a separate page, if necessary): No camp required.		

- 7** Summary of potential environmental and resource impacts and mitigation measures (describe the effects of the proposed land-use operation on land, water, flora and fauna and related socio-economic impacts). (Use separate page if necessary):

To complete this section of the Application Form, proponents are encouraged to use Appendix B of the Board's [Guide to the Land Use Permitting Process](#).

None anticipated. Well drilling will be occurring around an existing disturbed area adjacent to the Norman Wells airport. Wells will replace former monitoring wells (to be decommissioned).

- 8** Proposed restoration plans (Use a separate page if necessary):

To complete this section of the Application Form, please see page 16 of the Board's [Guide to the Land Use Permitting Process](#) for more information.

Wells are to be sampled as part of a groundwater monitoring program associated with the operation of the landfarm and would be decommissioned as part of the landfarm decommissioning. Exact duration of operation is unknown and will depend on landfarm performance.

Roads:

(Provide details on a separate page.)

☐ Is this to be a pioneered (new) road?

☐ Has the route been laid out or ground truthed?

- 9** Proposed disposal methods:

To complete this section of the Application Form, a waste management plan for the proposed activities is to be developed in accordance with the Board's [Guidelines for Developing a Waste Management Plan](#) and submitted as an attachment to the Application Form. A template for this Plan is provided in the Guidelines.

a) Garbage: Norman Wells landfill

b) Sewage (Sanitary and grey water): None

c) Brush & trees: None

d) Overburden (Organic soils, waste material, etc.): Cuttings dispersed on site

- 10** Equipment (includes drills, pumps, etc.) (Use separate page if necessary):

Number	Type and Size	Proposed use
1	Drill Rig	Drilling of monitoring wells
1	4x4 Pickup Truck	Transport of personnel/materials to and from site

11 Fuels:	Number of containers:	Capacity of containers:	Location:
Diesel			
Gasoline			
Aviation Fuel			
Propane			
Other			

12 Containment fuel spill contingency plans (attach separate contingency plan if necessary):
A spill contingency plan for the proposed activities is to be developed in accordance with INAC's Guidelines for Spill Contingency Planning, April 2007 (accessible [here](#)). This Plan is to be submitted as an attachment to the Application Form.
 See attached.


13 Methods of fuel transfer (to other tanks, vehicles, etc.):
 Pumped from fuel tank to drill rig.

14 Period of operation (includes time to cover all phases of project work applied for, including restoration):
 From (DD/MM/YY) 20/10/17 To (DD/MM/YY)

15 Period of permit (up to five years, with maximum of two years of extension):
 Start Date (DD/MM/YY): 01/11/17 Completion Date (DD/MM/YY): 01/11/18

16 Location of activities by map coordinates (attach maps and sketches):
To complete this part of the Application Form, please see the [Standards for Geographic Information Systems \(GIS\) Submissions](#).

Minimum latitude (degree, minute): 65,16.582
 Maximum latitude (degree, minute): 65,16.521
 Minimum longitude (degree, minute): 126,46.606
 Maximum longitude (degree, minute): 126,46.716
 Map Sheet no.:

17 Applicant (print name in full, in upper case): Transport Canada
 Melissa Fraser
 Transport Canada: Environmental officer Contaminated Sites
 Signature:  Date (DD/MM/YY): 03/11/17

18 Application fees for Type A or Type B permit (for federal and non-federal lands)¹:

a) Application fees for Type A or Type B permit (include the first two hectares) - \$150.00: \$ N/A

AND

b) Land-use fees for **federal public lands only**:

If more than two hectares of federal public lands are being used, enter the number of hectares in excess of the two hectares included in the Application fee, rounded up to the next whole hectare.

_____ hectares at \$50.00/hectare \$ N/A

1. To help identify whether your activity is on federal lands, please see [this map](#).

Total fees²: \$

2. Please make all cheques payable to the Receiver General.

Transport Canada divested the Norman Wells Airport to the Northwest Territories in the mid-1990s. As part of the Arctic A Airport Transfer Agreement, TC is obligated to address contamination at the airport that was identified prior to the transfer. Transport Canada has remediated various sites at the Norman Wells Airport and placed the hydrocarbon contaminated soils into an on-site land treatment facility (LTF), constructed in 2003. The soils are near commercially compliant CCME guidelines for all contaminants of concerns and it is expected that the LTF can be decommissioned. In fulfilling the changing territorial guidelines on soils in LTF's the decommissioning process has resulted in additional sampling and reporting requirements; such as the replacement of the three groundwater monitoring wells surround the LTF, which in turn triggers this Land Use Permit application.

