

# Meliadine Extension

*Response to Technical Comments – Part 2*



Submitted to:  
**Nunavut Impact Review Board**

Submitted by:  
**Agnico Eagle Mines Limited – Meliadine Division**

November 16, 2022

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# **NUNAVUT IMPACT REVIEW BOARD (NIRB)**

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<b>Interested Party:</b>	<b>NIRB</b>	<b>Rec No.:</b>	<b>NIRB-TC-001</b>
<b>Re:</b>	<b>Dust</b>		

**Request Made by Interested Party:**

*Provide details on the proposed mitigation measures for the airstrip as presented on table C.2 in the Dust Management Plan.*

**Agnico Eagle’s Response to Request:**

If the airstrip is built, Agnico Eagle will add the following thresholds and mitigation measures to Table C.2 of the Dust Management Plan following construction of the airstrip:

- Frequency: regular weekly or more frequent inspection during the late spring and summer periods
- Indicator: measured dustfall and deterioration of visibility along the airstrip
- Threshold: deterioration of visibility, safety concern, dustfall exceeding 1.58 mg/cm<sup>2</sup>/30-day at station DF-9 (located 500 m south the airstrip)
- Mitigation Measures: use water and/or calcium chloride to control the dust, grade the airstrip surface and add new granular material to the airstrip surface

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<b>Interested Party:</b>	<b>NIRB</b>	<b>Rec No.:</b>	<b>NIRB-TC-002</b>
<b>Re:</b>	<b>Overburden</b>		

**Request Made by Interested Party:**

*Is the "with" in the sentence a typo or is something missing from the sentence to further describe the permafrost salinity?*

**Agnico Eagle's Response to Request:**

Agnico Eagle confirms it was a typo and should have read as "Below the active zone, permafrost salinity is observed to increase from 2 to 6 m depth."

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<b>Interested Party:</b>	<b>NIRB</b>	<b>Rec No.:</b>	<b>NIRB-TC-003</b>
<b>Re:</b>	<b>Indirect Impacts to Wildlife</b>		

**Request Made by Interested Party:**

*Discuss whether impacts are predicted from sensory disturbance to caribou migration from the airstrip, including lessons learned from monitoring results of other northern mining projects where possible.*

**Agnico Eagle’s Response to Request:**

Angico Eagle does not anticipate sensory disturbance impacts from the airstrip based on mitigation measures that will be implemented during caribou migration. These are outlined in Section 3.1.2.1 of the TEMMP. Although caribou are using the area around the airstrip at Hope Bay and to a lesser extent at Meadowbank, behaviour and camera monitoring completed to date have not demonstrated significant sensory disturbance to caribou.

<b>Interested Party:</b>	<b>NIRB</b>	<b>Rec No.:</b>	<b>NIRB-TC-004</b>
<b>Re:</b>	<b>Work Suspension Protocol</b>		

**Request Made by Interested Party:**

*Provide details on the work suspension protocol for aircraft using the proposed airstrip.*

**Agnico Eagle’s Response to Request:**

The work suspension protocol also applies to the aircrafts. Section 3.1.8 of the TEMMP states the following:

*As stated above, wildlife have the right-of-way, therefore one caribou on or immediately adjacent to, the AWAR or in the Mine site will warrant radio alert, yielding to the animal (i.e. traffic stoppages) and/or actions appropriate to ensure the safety of the caribou and personnel depending on the location of the caribou. Agnico Eagle will implement the work suspension protocol when 50 or more caribou are observed moving in the direction of the activities and cross the 5 km mark from site activities. Observations of 50 or more caribou immediately adjacent to, or on the AWAR and/or the mine site will warrant traffic signs, radio alerts and traffic/work stoppages (e.g., suspension of flights, drilling operations, and circulation of vehicles) depending on where the animals are occurring, until the animals leave the area.*

The work stoppage protocol includes the suspension of flights, which would be applicable to the airstrip, should it be built.

Section 3.1.2.1 of the TEMMP also outlines Air Traffic Management for helicopter and fixed wing aircraft, as provided below.

**3.1.2.1 Air Traffic Management**

An Air Traffic Management Plan has been developed (see Appendix II) and requests that that all pilots of helicopter and fixed wing aircraft abide by the guidelines set forth when flying to/from the Meliadine Mine or in the vicinity of the Mine area wherever possible (from a safety perspective).

- For long-range transportation flights (i.e., to and from Rankin Inlet), aircraft (fixed-wing and helicopters) are to fly at a minimum of 600 m above ground level. Exceptions may exist during takeoff and landing, low-level ceiling conditions, high winds, or other risks to flight safety.
- For relatively shorter transportation flights (e.g., movement of staff and equipment between camp and ore bodies within the Meliadine lease), aircraft to fly at a minimum of 300 m above ground level. Exceptions may exist during takeoff and landing, low-level ceiling conditions, high winds, or other risks to flight safety.
- The Environment Department must be notified if caribou, muskox, or other animals are known to be within 5 km of the heli pad. The pilot should radio the Meliadine designated

- camp aircraft frequency and request that the camp radio operator call out the wildlife team to herd animals away from the strip before landing.
- At remote landing areas, we ask that helicopters not land within 1 km of individual or large aggregations of wildlife.
  - When flying over large concentrations of caribou (50 or more individuals in close proximity to one another), a 1,000 m vertical and 1,500 m horizontal distance from the herd is observed whenever possible.
  - Avoid helicopter flights over known areas of raptor nests and waterfowl and shorebird staging areas during critical seasons (when birds are present –spring and summer months). The Environment Department can inform pilots of these areas.
  - Harassment of wildlife (flying below 300 m), especially grizzly bear, muskoxen, caribou, wolves, and wolverine, is expressly forbidden. Exceptions exist only in the rare instance the animal(s) poses an immediate danger to a person in the field.
  - The Iqalugaarjuup Nunanga Park is located between the Meliadine camp and Rankin Inlet. To minimize impact on the wildlife and the Park’s visitors, the pilots shall avoid to flight over or to land in the vicinity of the Park.



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<b>Interested Party:</b>	<b>NIRB</b>	<b>Rec No.:</b>	<b>NIRB-TC-005</b>
<b>Re:</b>	<b>Inuit Qaujimajatuqangit</b>		

**Request Made by Interested Party:**

*Clarification is requested on whether the lack of Inuit Qaujimajatuqangit for these components is based on an assumption that there is no applicable Inuit Qaujimajatuqangit and/or Traditional Knowledge available on these subjects, or that none has been provided through engagement and studies.*

**Agnico Eagle’s Response to Request:**

Agnico Eagle confirms that there is no additional IQ on these components. Throughout engagement with the public, focus groups and the Kivalliq Elders Advisory Committee, no additional IQ was shared.

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<b>Interested Party:</b>	<b>NIRB</b>	<b>Rec No.:</b>	<b>NIRB-TC-006</b>
<b>Re:</b>	<b>Marine Environment</b>		

**Request Made by Interested Party:**

*Demonstrate the assessment of extended shipping activities and detail on which marine mammals have been impacted near Walrus Island, and any mitigation measures taken.*

**Agnico Eagle’s Response to Request:**

Agnico Eagle’s primary shipping route is south of the larger Coats Island. Walrus Island is a small island located approximately 40 km north of Coats Island. Currently, 80 to 90% of our ships use that primary shipping route. The marine environment assessment was based on Agnico Eagle avoiding the area around Walrus Island except when not safe to pass north of Coats Island.

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<b>Interested Party:</b>	<b>NIRB</b>	<b>Rec No.:</b>	<b>NIRB-TC-007</b>
<b>Re:</b>	<b>Shipping</b>		

**Request Made by Interested Party:**

*Agnico Eagle should clarify the number of vessels expected annually.*

**Agnico Eagle's Response to Request:**

The number of vessels expected annually for Meliadine Extension is 6 to 12 for cargo and 4 to 10 for fuel. These ships are not always full loads, but rather partial loads. This does not represent a change from current operations.