Kahnawà:ke Sustainable Energies

04 septembre 2015

Monsieur Denis Bergeron
Président
Commission du BAPE sur le projet de parc éolien de Saint-Cyprien
Édifice Lomer-Gouin
575, rue Saint-Amable, bureau 2.10
Québec (Québec) G1R 6A6

Objet	Complément d'information relatif à la sécurité aérienne
Parc éolien de Saint-Cyprien	

Monsieur le président,

La présente a pour but d'apporter un complément d'information relatif au projet et à la sécurité aérienne. Vous trouverez en pièce jointe, une lettre de NAV CANADA datée du 03 septembre 2015, présentant les résultats de son étude. Comme vous le constaterez, NAV CANADA n'a pas d'objection au projet tel que présenté et propose certaines procédures à suivre.

Nous vous remercions de porter une attention spéciale à ce complément d'information. En espérant le tout conforme, veuillez recevoir nos meilleures salutations,

Stéphane Poirier
Coordonnateur de projet
Énergies durables Kahnawà:ke

P.J. Lettre de M. David Legault, NAV CANADA à M. Fréderic Gagnon, DNV GL.

September 3, 2015

Your file
KSE Wind Farm, MM106, Saint Cyprien
Our file
14-3958

Mr. Frederic Gagnon
DNV GL

RE: Wind Farm: 8 Wind Turbines + 2 Alternates - Saint Cyprien, QC
(Within a 0.80NM radius of N45° 6' 42.57" W73° 24' 47.875" / See attached spreadsheet for individual turbine data).

Mr. Gagnon,

We have evaluated the captioned proposal and NAV CANADA has no objection to the project as submitted, however, please note that your project as proposed will require the following modifications to the VOR RWY 06 (GNSS) instrument approach procedures at the CYJN - ST-JEAN airport:

- Raise the final approach fix (FAF) altitude from 1100' ASL to 1200' ASL;
- Raise the No Procedure Turn altitude from 1100' ASL to 1200' ASL; and
- Amend the Continuous Decent Approach table as required.

The nature and magnitude of electronic interference to NAV CANADA ground-based navigation aids, including RADAR, due to wind turbines depends on the location, configuration, number, and size of turbines; all turbines must be considered together for analysis. The interference of wind turbines to certain navigation aids is cumulative and while initial turbines may be approved, continued development may not always be possible.

In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications and issue NOTAM as required. To assist us in that end, we ask that you notify us at least 10 business days prior to the start of construction. This notification requirement can be satisfactorily met by returning a completed, signed copy of the attached form by e-mail at landuse@navcanada.ca or fax at 613-248-4094. In the event that you should decide not to proceed with this project or if the structure is dismantled, please advise us accordingly so that we may formally close the file.

If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.

NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, Industry Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Industry Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA engineering as deemed necessary.

Yours truly,

David Legault | NAV CANADA
Manager, AIM Data Validation and Publishing

cc QUEB - Region Quebec, Transport Canada

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