AIRCRAFT HANGAR

PINCHGUT LAKE

File Ref No. 200.20.2707

ABSTRACT

Please find enclosed Environmental Assessment submission relating to a proposed Aircraft Hangar at Pinchgut Lake, File 200.20.2707.

Calv Swift

[Course title]

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8 MacPherson Avenue

Corner Brook, NL

A2H6Z2   1 709 639 5330

Lands Branch Application No 152328

Minister of Environment and Climate change P.O. Box 8700

St. John's NL A1B 4J6

Attn: Director of Environmental Assessment

Project: Aircraft Hangar

Location: Pinchgut Lake

PROPONENT:

- (i) Calvin Swift
- (ii) 8 MacPherson Avenue, Corner Brook, NL, A2H6Z2
- (iii) (Private individual – no Corporate body) 709 639 5330
- (iv) As Above

The Undertaking:

- (I) Aircraft Hangar
- (II) Storage of private seaplane

Description of the Undertaking:

- (i) Geographical Location: It is proposed to construct an aircraft Hangar at the Western end of Pinchgut Lake centred on position: 48°48'20.10"N 58° 0'44.47"W approximately 10m from high water (Spring flood) mark.
- (ii) Physical Features: The area consists of an alder bed that requires clearing. See Fig 5 and 6. This area is bordered to the West by a parking lot and public boat launch area. To the south is a private cabin access road and to the East undeveloped land consisting primarily of alders. There are no existing structures on or adjacent to this land. Access from the adjacent parking lot provided by a 50m walking trail.

(iii)   Construction: The aircraft will be moved in and out of the hangar via a metal trolley riding on two steel rails. See Fig 7. These will be assembled ashore and positioned via a small row boat, the weight of the rails will keep them in position and they will require no anchoring system in the lake. A small excavator will be used to clear a 3m wide area from the hangar to the beach of the medium sized rocks pictured in Fig 4 and 5. The proposed hangar will be a wooden structure W=40', L=30', H=12'. It will consist of conventional wooden construction and a shingled roof. The Hangar will be constructed over a two month period using conventional wooden building construction techniques., No chemicals, effluents or solid wastes will be stored on this property or within the hangar. There are no resource conflicts in this area. There are no nesting avifauna in this alder bed.

(iv)   Operation: This building will house one small two seat private aircraft which is typically utilized from June to October. The aircraft is moved to and from the hangar via a hand winch system. No fuel tanks are required on the property. Fueling is done via portable containers in the hangar. In the event of a fuel spill in the hangar the slope of the cement floor is such that the fuel will be retained underneath the aircraft and cleaned up via absorbent pads.

(v)   Occupations: I will personally construct this building and maintain it.

(vi)   Project related documents: See attachments below:

Approvals of the undertaking:

The crown lands division of the Government of Newfoundland and Labrador(Western) has submitted and obtained approvals from (A) Service NL (B) Dept. of Natural Resources – Mines (C) Corner Brook Pulp & Paper (D) Provincial Archaeology office (E) Western Region LMS (F) Environment and Conservation – Wildlife Branch (G) Forestry and Agrifoods, Unit 15 (H) Dept. of Natural Resources – Energy.

Attachments:

Fig 1 Newfoundland

Fig 2 Western region (Corner Brook, Pinchgut Lake)

Fig 3 Western end of Pinchgut Lake

Fig 3B Detailed Overview

Fig 4 Pinchgut Lake (Facing Beach)

Fig 5 Pinchgut Lake (Facing requested Hangar location)

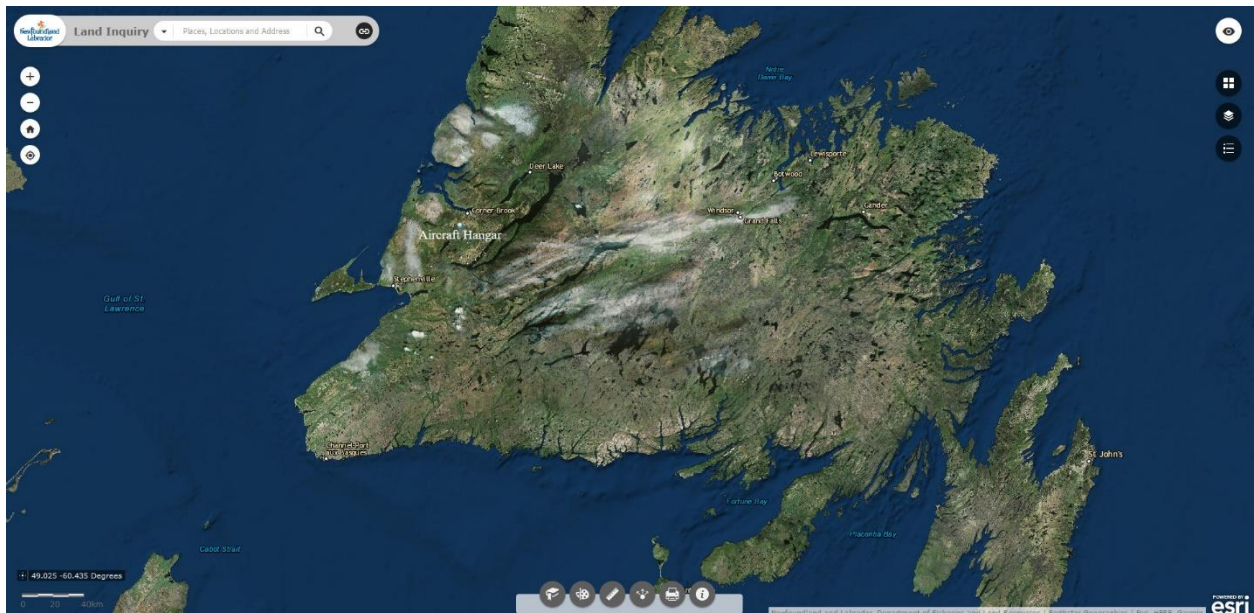Fig 6 Hangar plan

Fig 7 Sample trolley system
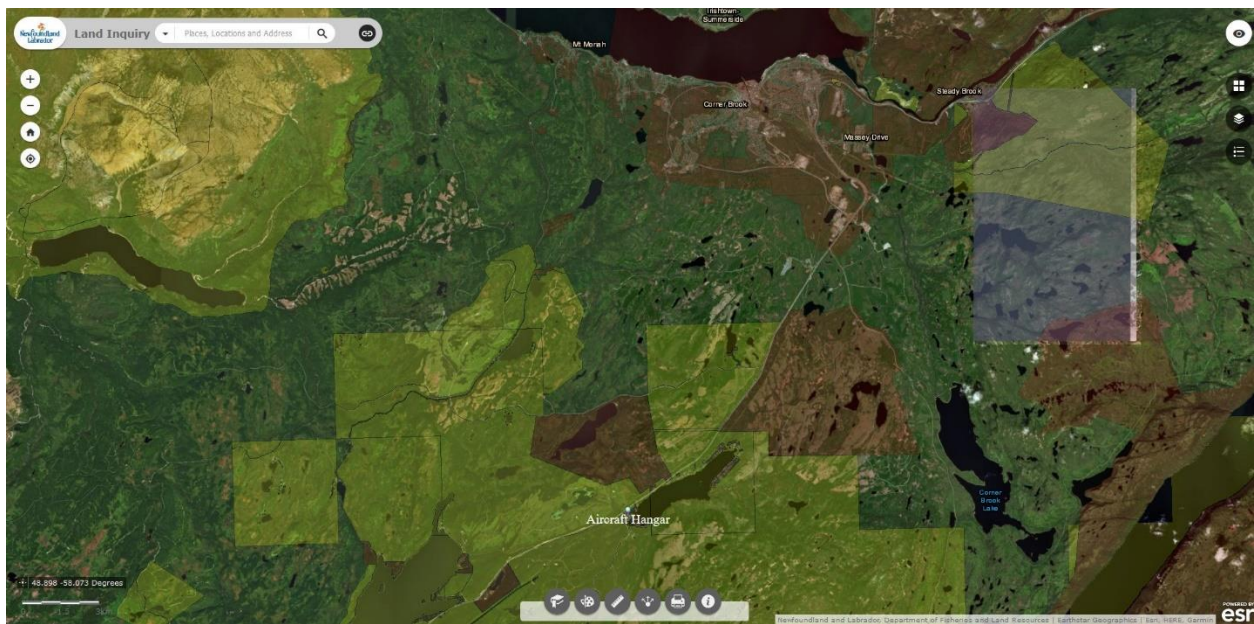
Fig 1 Newfoundland

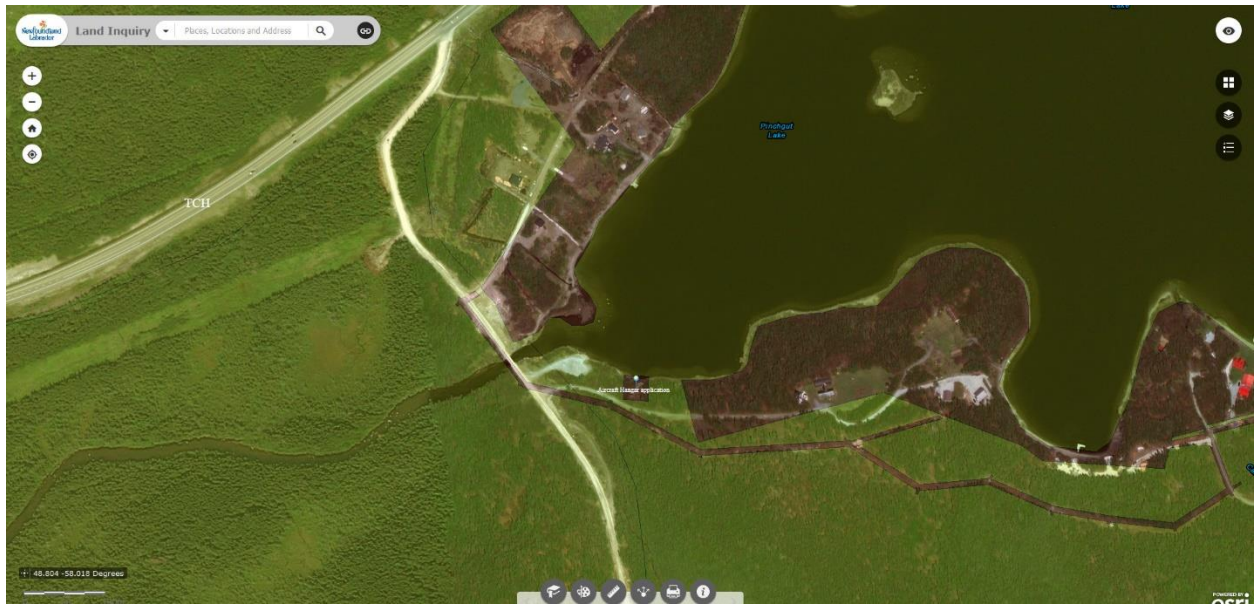Fig 2 Western Region (Corner Brook & Pinchgut Lake)

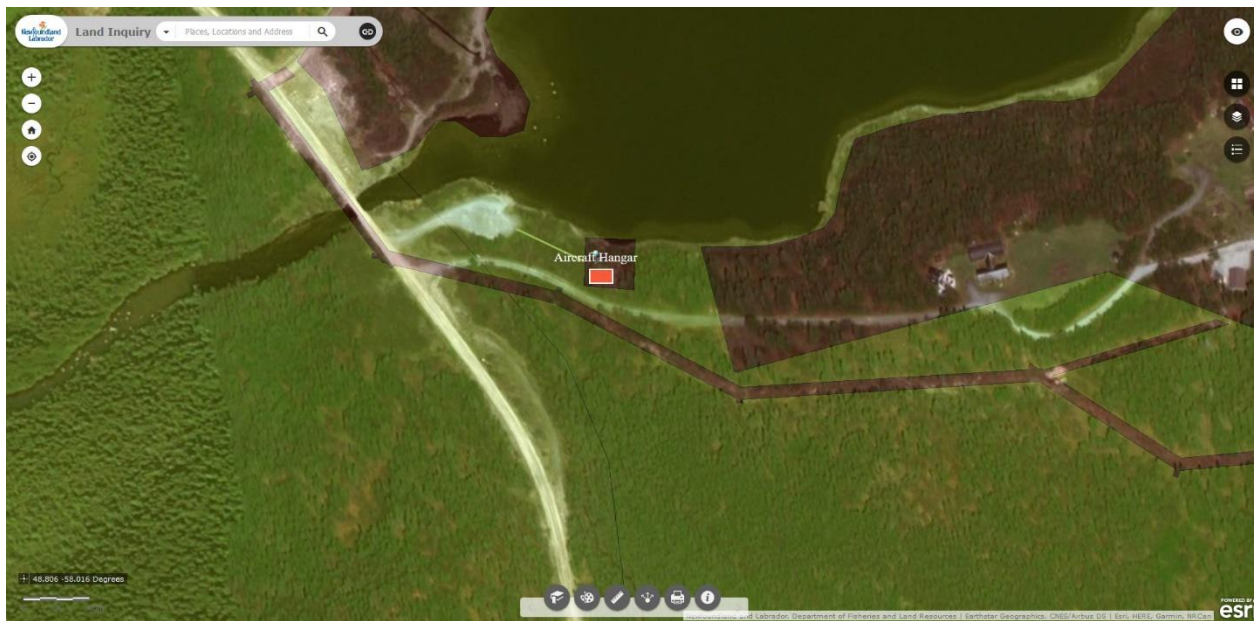Fig 3 Western end of Pinchgut Lake

Fig 3B Detailed Overview (Hangar Orange with access trail – 50m – white)

Fig 4 Pinchgut Lake – Facing Beach – proposed trolley location
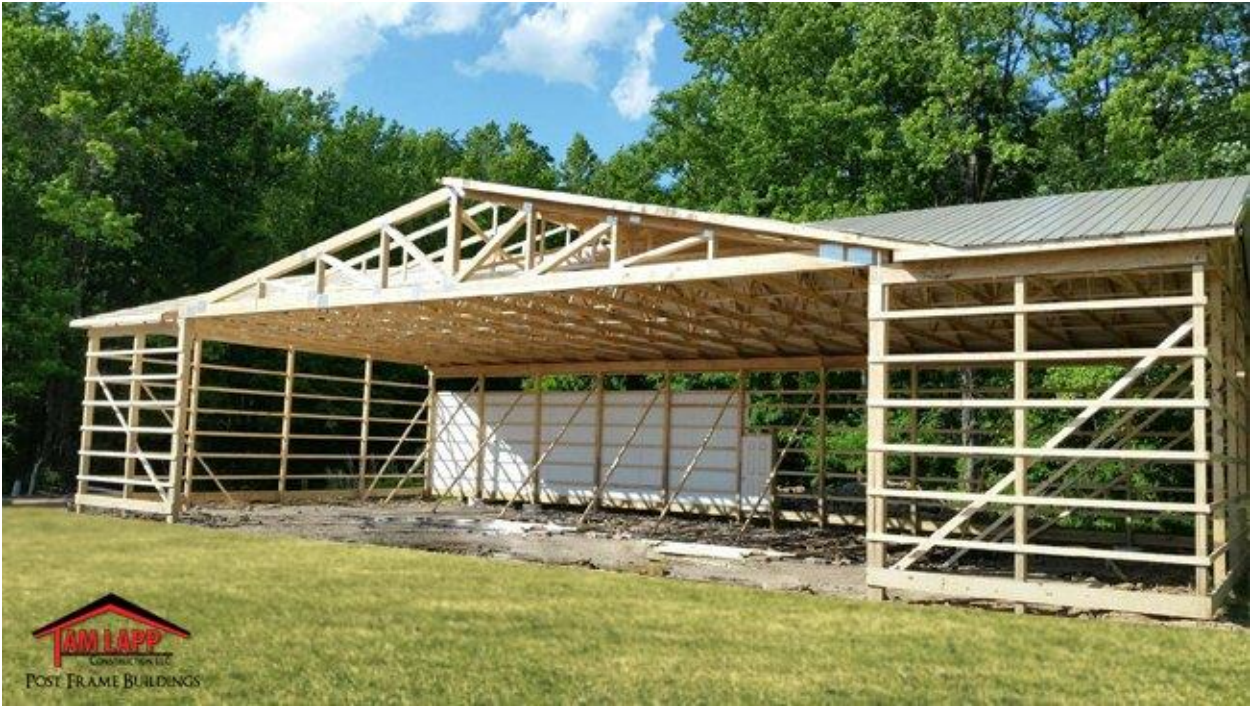
Fig 5 Pinchgut Lake (Facing requested Hangar location)

Fig 6 Hangar plan

Fig 7 Sample trolley system