

**From:** Sarah Gagné [tech3@nunavutwaterboard.org]  
**Sent:** Wednesday, October 11, 2006 10:18 AM  
**To:** 'Richard Kohler'  
**Cc:** fsalgado@gov.nu.ca; 'Phyllis Beaulieu'  
**Subject:** RE: Sediment Testing Iqaluit Airprot (1BR-IAD)

**Attachments:** Sarah Gagné.vcf

Hi Richard,

Yes, we are proceeding as discussed. I can deal with this in the terms and conditions of the licence.  
sg

Sarah Gagné, EIT  
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**From:** Richard Kohler [mailto:RKohler@eba.ca]  
**Sent:** October 11, 2006 11:10 AM  
**To:** Sarah Gagné  
**Cc:** fsalgado@gov.nu.ca; Phyllis Beaulieu  
**Subject:** RE: Sediment Testing Iqaluit Airprot (1BR-IAD)

Sarah - I noted the CCME in the email, but we are also testing for potential PCB and metal contamination as per our previous fee proposal to Felipe. We should have the test results shortly from the additional samples that were obtained a week ago.

Our original tests of the ditch material showed that metals present were below the CCME guidelines and PCB's were below the detectable limits based on the test equipment. We do not expect that this will change for the additional samples. However, if there are metals or PCB's in the vicinity of the ditch, would TC not have to dispose of that material in their landfarm as well?

I suggest we review the additional test results prior to developing additional land farm requirements for PCB and metals. If the tests show by chance that PCB or metals are present above the acceptable limits, we will develop an acceptable disposal protocol for review and approval. In the meantime, the material will be stockpiled as noted in the previous email.

I trust this is satisfactory and that the license may be issued as discussed.

Thanks,

Richard Kohler

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**From:** Sarah Gagné [mailto:tech3@nunavutwaterboard.org]  
**Sent:** Wednesday, October 11, 2006 10:48 AM  
**To:** Richard Kohler  
**Cc:** fsalgado@gov.nu.ca; 'Phyllis Beaulieu'  
**Subject:** RE: Sediment Testing Iqaluit Airprot (1BR-IAD)

Hi Richard,

The only thing I have a question about from the information you provided below is regarding sampling for the parameters not covered by CCME. In the information below you said that if the lab results showed potential contamination above the CCME guidelines the soil would go to the landfarm if not it would be spread in low areas. There are no CCME criteria for PCB in soil and not all metals are covered under CCME either. What is the criteria that will be used for this site to characterize the soil as either requiring treatment or disposal and used to fill low areas on site?

Also the NWB did not licence the TC landfarm for treatment of soils containing metals or PCBs so what would be the alternate

method of disposal for these soils?

I'm in Gjoa Haven this week and next, please feel free to call me at 867-360-6338 if you have any questions.

Sarah

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**From:** Richard Kohler [mailto:RKohler@eba.ca]  
**Sent:** October 5, 2006 4:47 PM  
**To:** Sarah Gagné  
**Cc:** fsalgado@gov.nu.ca  
**Subject:** Sediment Testing Iqaluit Airprot

Sarah - thanks for a copy of the TC landfarm licence.

To confirm our conversation this afternoon regarding the testing program for the ditch sediment at the Iqaluit airport, the following is my understanding.

1. Earlier this year, EBA obtained 3 samples from the ditch and tested for contaminants. Additional samples were not obtained as originally planned due to frozen conditions in the ditch. The lab results of all samples showed any potential contaminants were within CCME guidelines (previous report submitted).
2. EBA obtained an additional 8 samples last weekend from various locations and depths throughout the ditch to further characterize the sediment. These samples have been sent to the lab for analysis and we should know the results within 2 weeks. The testing requirements were as noted in the spreadsheet previously sent to you from Felipe.
3. The excavated material cannot be tested during excavation or construction activities due to the time it takes to obtain a sample, send it to a lab and get the results. It normally takes 2 weeks to obtain test results. However, based on the results of the samples tested earlier this year, we do not expect to see different results.
4. Given that we need to proceed with the excavation of material and replacement of culverts ASAP (in order to coordinate our work with TC's removal of the utilidor, and to ensure this work is completed prior to winter freeze up) we propose to take all the material to the land farm area between the apron and runway adjacent to the TC landfarm.
5. If the lab results show that any potential contaminants are within the acceptable levels (CCME guidelines), then the material can be spread out and leveled.
6. If there are contaminants above the acceptable levels, we will obtain additional samples from the piles for further testing. Based on those tests, we can estimate the approximately quantity of contaminated material and separate it from the remaining piles. The 'clean' piles can then be spread out and leveled in low areas while the contaminated material placed in the landfarm.
7. The other option is to start hauling the material to this land farm area while waiting for our lab test results. If the results show that any potential contaminants are within the acceptable levels (CCME guidelines), and that the NWB is satisfied with the characterization results, we would haul the remaining material to a stockpile location immediately north of the main apron. If the lab tests show contaminants above the CCME guidelines, we would follow the steps outlined in items 4 - 6.
8. In our previous conversation in September, we did discuss the option of testing for hydrocarbons using a gastech, however this would not test for other contaminants such as PCB's, etc.

9. I understand that you have prepared the licence for review by the board and based on your technical opinion, it should be approved since we are providing additional characterization tests on the ditch material, and the project is intended to 'improve' the quality of the ditch and the water that flows through it. However, this is only your technical recommendation and the board has the final say.
  10. I also understand that should the GN decide to proceed with the work prior to receiving the license, it is INAC who is the enforcement agency, not the NWB.
  11. You have estimated that the licence should be provided within a week, assuming there are no additional issues when the board reviews your recommendations.
- I trust this is an accurate summary of our discussion. If I missed or misinterpreted something, please let me know.

Thanks,

Richard Kohler