

**Transport Canada
LTU Annual Report 2006
Iqaluit Airport, Nunavut
Water License No. 1BR-LTU0608**

To:

**Nunavut Water Board
P.O. Box 119
Gjoa Haven, Nunavut
X0B 1J0**

Introduction

Transport Canada (TC) received a water license from the Nunavut Water Board to operate a landfarm in order to treat petroleum hydrocarbon (PHC) contaminated soil at the Iqaluit airport. The water license No. 1BR-LTU0608 was issued on August 21, 2006 which outlines the terms and conditions for the operations and maintenance of the facility. TC anticipated constructing one large LTU cell on site, however the topographic conditions and airport operations made this difficult due to restriction related to the runway, adjacent taxiway and apron. Therefore, TC constructed two smaller LTU cells (C & D) adjacent to the previously constructed LTU cells (A & B) which will be decommissioned in the near future (see site plan drawing). The following report will outline the activities for the LTU as described in Part B Item 2 in the water license.

History

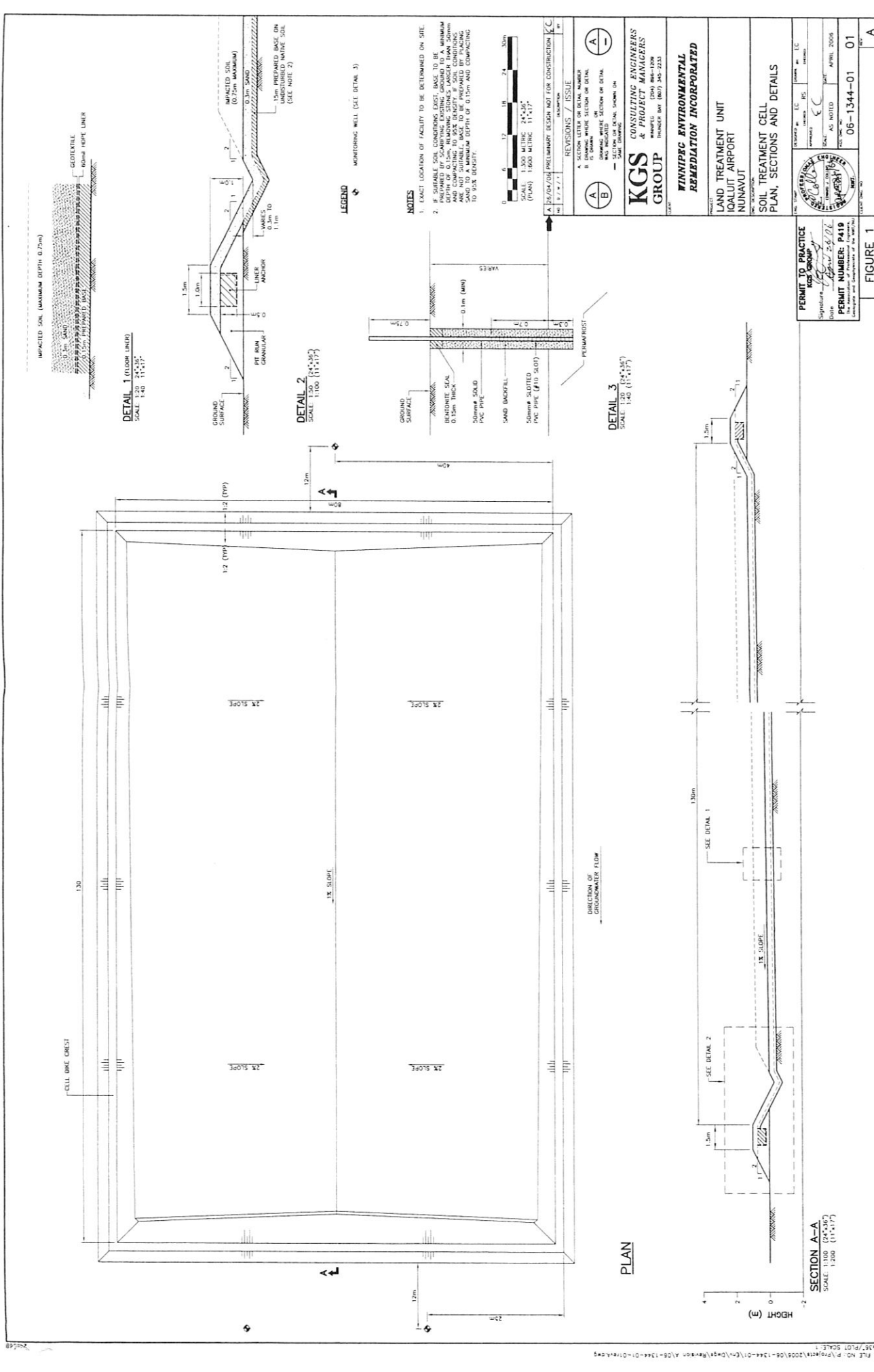
Prior to July 1, 1995 Iqaluit Airport was owned by the Government of Canada and operated by the Quebec Region of the Department of Transport. From July 1, 1995 until April 1, 1999 the airport was owned by the Government of Northwest Territories and operated by the Arctic Airports Division of the Department of Transportation. Since April 1, 1999 the airport has been owned by the Government of Nunavut and operated by the Nunavut Airports Division of the Nunavut Department of Community Government, Housing and Transportation.

As a condition of the Arctic A Airport transfer agreement (July 1995) between GNWT and Transport Canada, the environmental issues, which existed prior to the airport transfer, are to be remediated as well as any items identified by the GN within six years of the transfer date. Works identified under this document address some of the issues identified in the transfer agreement as well as post transfer issues. Types of PHC contaminated soils encountered for disposal in the LTU are gasoline, diesel, and jet fuel (A,B) which are the main sources of fuel spills and leaks over the past 60 years at this location. The depth of contaminated soil in the LTU will not be greater than 1m and will be constructed based on the parameters outlined in the water licence application (also see attached engineered drawing).

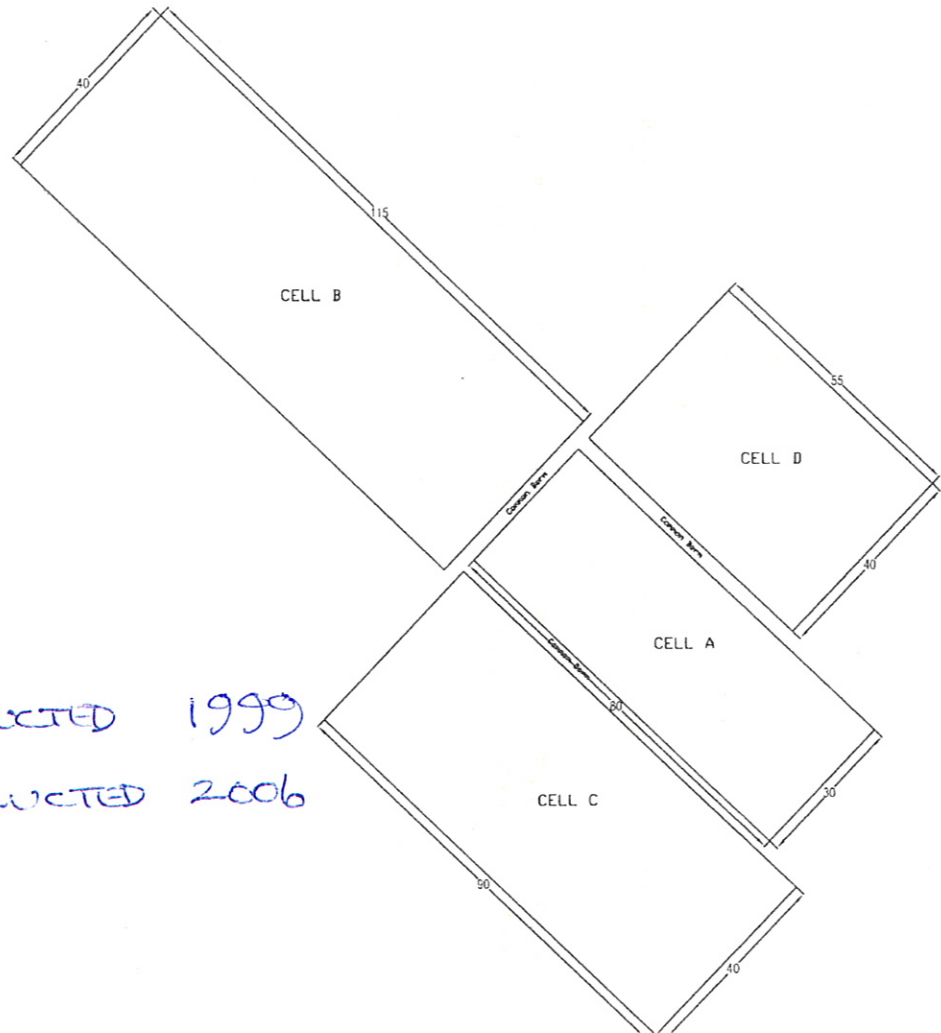
Transport Canada is obligated to remediate all hazardous substances that are the department's responsibility that do not comply with the applicable environmental laws.

Part B Item 2

- i. The construction of the LTU was initiated and completed in the fall of 2006. TC anticipated constructing one large LTU cell on site, however the topographic conditions and airport operations made this difficult due to restriction related to the runway and the adjacent taxiway and apron. Therefore, TC constructed two smaller LTU cells (C & D) adjacent to the previously constructed LTU cells (A & B) which will be decommissioned in the near future (see site plan drawing). Cell D is approximately 55m X 40m and cell C is approximately 90m X 40m. Both cells were constructed to the same specifications as described in the water license application and as the engineered drawing indicates. In addition, a geofabric was placed overtop of the liner material as extra protection from tears and punctures from rocks, branches and equipment. Clean remediated soil from cell B was used as ballast material for both cells since no contaminated soil was placed in cell C and D in 2006. TC anticipated remedial works at the airport for future years that would require the use of the LTU;
- ii. No discharges to report;
- iii. There is no storage of any petroleum hydrocarbons at this site. The only concern for the Spill Contingency Plan is for heavy equipment working at the site for delivering contaminated soil to the facility or equipment used during tilling/fertilizing and maintaining the site. Heavy equipment operators are required to have their equipment properly maintained without any leaks. Operators are required to have a small spill kit with them at all times while on site. Operators are also required to have a spill plan containing contacts and procedures for emergencies such as hospitals, fire department, police and territorial governmental department environmental spills;
- iv. No additional works completed. See attachments for photos, site plan, engineered drawing;
- v. No monitoring required for construction phase;
- vi. No additional details, no water use at this site



IGALUIT, AIRPORT LTU



CELL A & B CONSTRUCTED 1999
CELL C & D CONSTRUCTED 2006

