

NWB Water License Number: 1BR-LTU0608

Part H : Spill Contingency Plan

There is no storage of any petroleum products or hazardous materials 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. No refuelling of equipment is allowed on site. 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 at (867) 920-8130. Should a release of fuel from the equipment occur, the contractor is required to make use of the spill kit on site. If the spill is greater than the kit capacity, the contractor is required to contact the 24-hour Spill Line at (867) 920-8130. All spills are required to be reported regardless of volume to the Spill Inspector at (867) 975-4295.

- i) Contact:
 - a. Transport Canada
Prairie and Northern Region
Darryl Pederson, Superintendent Contaminated Sites
1100, 9700 Jasper Avenue
Edmonton, Alberta T5J 4E6
(780) 495-6046
- ii) Nunavut Government
John Graham, Director Iqaluit International Airport
P.O. Box 1000, Station 720
Iqaluit, Nunavut X0A 0H0
(867)9795224
- iii) Nunavut Government
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P.O. Box 1000, Station 720
Iqaluit, Nunavut X0A 0H0
(867)9795224
- iv) The LTU is located at the Iqaluit Airport 63 degrees 45' 26.99"N 68 degrees 32' 59.72"W. The 2 LTUs are approximately 55m X 45m and 90m X 40m. The construction of the LTUs 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. 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. Each LTU is constructed to hold a maximum depth of 1m of material. Therefore, cell D has the potential capacity of 2200m³ and cell C has the potential capacity of 3600 m³.

- v) The type of contaminates stored on site is petroleum hydrocarbon contaminated soil from remediation projects on airport property. The volume varies from each year depending on the remediation activities at the airport.
- vi) No petroleum products are being handled, stored or disposed of on site. No hazardous materials are on site
- vii) If a leak occurs from vehicles on site, the contractor is required to contain the spill with the use of the spill kit on site. The contaminated soil may be placed in the LTU for treatment. The contractors on site must notify the Spill Investigator for further direction and contact the 24-Hour Spill Line if required based on the severity of the spill, that being exceeding the usefulness/capacity of the spill kit.
- viii) Please see Google Earth map for topo site reference. The LTU is located between the Runway and Apron I. The area is a developed location that has been graded to a relatively flat topography. The nearest waterway is a drainage channel to the north of the LTU channelling rain/melt water away from the Apron and Runway toward the Arctic Ocean to the southeast. There are no water bodies within several kilometres of the site. There are no storage areas, sensitive areas at this location.

- ix) Contractors on site must have a spill kit with them at all times and provide a spill response plan to Transport Canada prior to the start of work.
- x) The spill kit is required to be on site with the contractor completing the maintenance at all times.
- xi) The spill plan is activated when a spill occurs.
- xii) The spill plan is prepared upon receipt of the NWB License 1BR-LTU0608 dated August 26, 2006.



