



NIRB File No.: 05UN121

May 1, 2006

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[fsalgado@gov.nu.ca](mailto:fsalgado@gov.nu.ca)

**Re: Iqaluit Airport Project Proposal**

Dear Mr. Molinski and Mr. Salgado:

As you are aware, NIRB received the Iqaluit Airport Project Proposal on September 1, 2005. The proposal included the re-opening of Taxi A and rehabilitation of Apron 1 from the proponent, the Government of Nunavut (GN) Department of Economic Development and Transportation (EDT), Nunavut Airports Division. This Proposal was submitted by the GN to Transport Canada under the Airports Capital Assistance Program (ACAP) requesting funding for upgrading the runway and apron as well as funding to reconfigure the drainage channels.

On February 27, 2005, Transport Canada (TC) informed NIRB that TC would also undertake the following activities as part of the Project Proposal: (1) removal of a utilidor which intersects the drainage channel and (2) remediation and treatment of petroleum hydrocarbon contaminated soil from of Apron 1 of the Iqaluit airport.

NIRB has received the following documents from the GN regarding the re-opening of Taxi A and rehabilitation of Apron 1 components of the project proposal:

- *Iqaluit Airport Environmental Construction Operations Plan (ECO Plan)*
- *Iqaluit Airport Environmental Assessment*
- *NIRB Part 1 Summary Application Form*
- *Non-technical project proposal description*
- *Site Plan*
- *Taxiway Typical Cross Sections*
- *Future Taxiway Typical Cross Sections*
- *Drainage Ditch Plan*

As well, NIRB has received the following documents from TC regarding the remediation, treatment and utilidor removal components of the project proposal:

- *Weir Project Proposal for Construction of Land Treatment Unit (LTU) and decommissioning Old LTU*
- *TC CEAA Screening of Landfarm Construction*
- *Dillon ESA Phase II Hydrant Investigation*
- *Airphotos*
- *Government of Nunavut ACAP Proposal – Project Description*
- *Pinchin Asbestos Abatement Specifications – DRAFT*
- *TC CEAA Screening of Utilidor Removal*
- *Water License Application to Nunavut Water Board – Iqaluit Airport Utilidor Removal and Asbestos Abatement*

All documents referenced above have been placed on NIRB's ftp site at [http://ftp.nunavut.ca/nirb/NIRB\\_ACTIVE\\_SCREENINGS/05UN121-Nunavut%20Airports%20Division%20\(Iqaluit\)/](http://ftp.nunavut.ca/nirb/NIRB_ACTIVE_SCREENINGS/05UN121-Nunavut%20Airports%20Division%20(Iqaluit)/)

Essentially, the outcome of a NIRB screening of a project proposal is an indication from NIRB to the responsible Minister as to whether the proposal may be processed without a review or that a review pursuant to Part 5 or 6 of the Nunavut Land Claims Agreement (NLCA) is required (see section 12.4.4 of the NLCA). The NLCA defines the Minister as the federal or territorial Minister having jurisdictional responsibility for authorizing a project to proceed (see section 12.1.1 of the NLCA).

Previous correspondence between NIRB staff and the proponents (GN and TC) attempted to determine whether the project proposal requires a permit or authorization from the Government of Canada or Territorial Government that would trigger a NIRB screening in accordance with Article 12 of the Nunavut Land Claims Agreement (NLCA). This includes items such as a quarry permit, land use permit, blasting or explosives permit. To date, no such authorization has been identified. Since a Minister has not been identified to whom NIRB would report its recommendation, NIRB is of the view that this Project Proposal will not be screened (i.e. the Project will proceed without screening).

Prior to reaching a final decision on the screening of this Project Proposal, by copy of this letter NIRB wishes to confirm with the distribution list if any authorization for this Project Proposal is required by an authorizing agency. NIRB requests an indication of signing authority by **May 5, 2006**. If no authorization requirements are identified, NIRB will proceed on the basis that the Project Proposal will not be screened. When doing so, NIRB will provide the attached recommendations to the proponent for the proponent's consideration.

If you have any questions or concerns, feel free to contact NIRB's Technical Advisor, Karlette Tunaley at 867-983-3399 or [ktunaley@nirb.nunavut.ca](mailto:ktunaley@nirb.nunavut.ca).

Sincerely,

*(original signed by:)*

Karlette Tunaley  
Technical Advisor

Cc Distribution List

Attachments:  
Recommendations

## **RECOMMENDATIONS**

### Hydrant Distribution System Removal

1. Waste generated from this project shall be contained and disposed of by methods approved by the Nunavut Water Board
2. The contaminated soil shall be remediated to levels approved by the Nunavut Water Board
3. The hydrants and associated piping shall be inspected and disposed of at a landfill approved by the Nunavut Water Board
4. The contractor shall have an approved health and safety plan in place to address potential health and safety issues and concerns, particularly with respect to air quality, human health, security, potential accidents and malfunctions.

### Utilidor Removal – Asbestos Abatement

5. Waste generated from the asbestos abatement shall be contained and disposed of by methods approved by the Nunavut Water Board
6. No in water works shall take place
7. Hazardous wastes shall be disposed of at a licensed facility approved by the Nunavut Water Board.
8. Prior to the start of the project, background air quality shall be assessed. An air quality monitoring program shall be conducted during and after completion of the project. Ongoing testing of air quality shall be compared to accepted health and safety standards.
9. Demolition of the concrete and metal structure of the utilidor shall not proceed until all asbestos containing material has been removed.
10. Asbestos containing material shall be removed and disposed of by a licensed Asbestos Abatement Contractor in accordance with the appropriate regulations.
11. The asbestos work area shall be secured from public access.
12. All employees and facility users shall be made aware of the asbestos removal activity.
13. Work shall not proceed during periods of strong winds or wind gusts.

### Dewatering

14. The timing of dewatering/diversion activity shall be confirmed with DFO
15. Drainage channel activity shall be scheduled so as to prevent adverse downstream environmental impacts

### Blasting

16. Avoid blasting during temperature inversions
17. Blasting shall be avoided during strong winds
18. Water impacted by blasting activities shall be collected and treated before release
19. Blast energies shall be minimized to the greatest extent possible
20. Blasting shall be timed so as to minimize the effect of noise on residents
21. Blasting shall not occur during sensitive periods for wildlife including migratory birds

### Culvert Installation

22. DFO shall be consulted prior to culvert installations
23. Culvert installation shall occur during low flow periods

#### Channelling/ Dredging

24. The drainage channel design shall mitigate the impact of flooding, accommodate increased flows, and mitigate any impacts on the downstream receiving environment

#### Crushing

25. Crushing shall not proceed during strong winds to prevent dispersion of dust
26. Crushing operations shall be timed so as to minimize the effect of noise on residents

#### Physical Terrain

27. Earthworks shall be minimized
28. The project area shall be kept clean and tidy at all times.
29. Care shall be taken to protect permafrost during all aspects of construction
30. If material is required for construction, DIAND's Environmental Guidelines on Pits and Quarries shall be considered. All material used in construction must be clean, non-acid generating, and free of contaminants.
31. Measures shall be adopted as required to control erosion by surface disturbance. Sediment and erosion control measures shall be implemented prior to, and maintained during the work to prevent sediment entry into the water especially during spring thaw.

#### Water

32. Water shall only be used from sources approved by the Nunavut Water Board.
33. No stream, lakebed or banks of any definable water course shall be disturbed unless authorized by the Department of Fisheries and Oceans.

#### Wildlife

34. Wildlife shall not be allowed access to the airfield
35. A wildlife management plan shall be developed and include regular monitoring and management of birds that may use the drainage ditch as habitat
36. Attraction of wildlife and birds to the site shall be minimized
37. Activities shall cease if they interfere with caribou migration or calving until caribou and their calves have vacated the area

#### Waste

38. Refuse substances or other waste materials shall not be deposited in any body of water, or on the banks thereof, which will impair the quality of the waters of the natural environment.
39. Waste material shall be recovered and recycled wherever practical.

#### Fuel, Chemicals and Hazardous Waste

40. A spill contingency and emergency response plan shall be approved by the Nunavut Water Board
41. All spills of petroleum and hazardous chemicals shall be immediately reported to the Nunavut twenty-four (24) hour spill report line at (867) 920-8130.

42. All fuel caches and other hazardous materials shall be located in such a manner as to prevent their release into the environment.
43. Fuel storage containers in excess of 4,000 litres capacity shall either be double-walled, self bermed construction, or diked with adequate storage capacity. An impermeable liner shall be used to ensure that no fuel escapes. All reasonable precautions shall be taken to prevent the possibility of migration of spilled petroleum fuel or chemicals over the ground surface.
44. All activities, including maintenance procedures and refueling, shall be controlled to prevent the entry of petroleum products or other deleterious substances into the water or onto the land.
45. Fuel and chemical storage containers shall not be located below, or within 30 metres of the ordinary high water mark of any body of water.
46. All fuel and chemical storage containers shall be examined on a regular basis for leaks. All leaks should be repaired immediately.
47. The storage facilities shall be a secured area with controlled access. Only persons authorized to enter and trained in waste handling procedures should have access to the storage site.
48. Incompatible wastes shall be segregated by chemical compatibility to ensure safety of the public and workers at the facility.
49. All containers shall be labeled according to the requirements of the Work Site Hazardous Materials Information System (WHMIS) of the Safety Act or the relevant Transportation Authority, if transportation is planned.
50. All hazardous wastes shall be stored in a proper manner and transported from the site in accordance with the Transportation of Dangerous Goods Act and Regulations.
51. All on site personnel shall be properly trained in fuel and hazardous waste handling procedures as well as spill response procedures.
52. Clean copies of all MSDS sheets shall be kept on site in a place that is accessible to on site personnell. All personnell shall be made aware of this location.

#### Other

53. NIRB would like to encourage the proponent to hire local people and services, to the extent possible.
54. NIRB strongly advises proponents to consult with local residents regarding their activities in the region, and to keep the communities informed.