



8 Wing Environmental Management
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Water Resources Officer, AANDC
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DETAILED REPORT: FUEL SPILL-CFS ALERT, 24 APRIL, 2012

INTRODUCTION

1. This report is intended to detail the discovery and follow-on action taken in regard to the 24 April 2012 spill occurrence at Canadian Forces Station (CFS) Alert – Spot#1 & #2 locations due to a malfunction of an aircraft fuel vent valve switch during landing.
2. This detailed spill report is being submitted as required under the conditions in Part G, Section 4.C of CFS, Alerts Nunavut Water Board (NWB) Licence 3BC-ALT1015 pursuant to the Nunavut Waters and Nunavut Surface Rights Tribunal Act.
3. This spill was reported on 24 Apr 2012 as required under the Arctic Waters Pollution Prevention Act subsection 5(1).
4. This spill was reported as required by the Government of Nunavut's, Environmental Protection Act paragraph 5.1(a). The NT-NU Spill Report number is #12-141 reported on 24 April 2012.

DETAILS

1. Time, date and location of the spill occurrence.
 - a. The spill was discovered at 0230 EST on 24 April 2012 upon landing as the Aircraft was taxiing and turning from Spot#2 to Spot#1 on the ramp area at CFS Alert, Nunavut. The location of the Spot#2 to Spot#1 is at the southern end of the main runway and west of the Airfield Fuel Tank Farm pump house. GPS location of the spill: Latitude 82°30'43"N; Longitude 62°19'06"W. A map of the location of the spill is included in Annex A (Figure 1).
2. Amount and type of spilled product.
 - a. The source of the Aviation JP8 is from the aircraft fuel tank; the tail call sign of the aircraft is AC609. The spill amount is: 300 Litres.

3. Root cause(s) of the spill.
 - a. The root cause of the spill occurrence was investigated. It is suspected that a malfunction of the fuel vent valve switch on the aircraft was discovered upon landing at CFS Alert.
4. Measures taken to contain and clean up the spill site.
 - a. Upon discovery of the spill from Spot#2 to Spot#1, the Spill Contingency Plan was implemented by the CFS Alert Fire Firefighters and Team Hazmat Leader to contain the spill by immediately closing the fuel vent valve and by deploying spill absorbing material. Aviation JP8 fuel on the compacted snow/ice from Spot#2 to Spot#1 were collected using Absorbal and placed into drums. For the hard snow surface and compacted ice, heavy equipment was brought to scrape the snow and placed into drums. Approximately 285 Litres were recovered in 20 drums for disposal by incineration. The spill area will undergo examination in summer 2012 to determine if clean up was successful or if further remedial action is required.
5. Recurrence prevention.
 - a. The spill occurrence is considered to be a one-time event due to mechanical malfunction.
6. Summary.
 - a. A spill of 300 Litres of Aviation JP8 fuel was discovered on 24 April 2012 at CFS Alert and reported on the same day to the Northwest Territories/Nunavut 24-Hour Spill Report Line (Spill# 12-141) by 8 Wing Environmental Management. Measures were implemented to contain and clean up the spill site where approximately 285 Litres were recovered. The area around Spot#1 and Spot#2 will be assessed in summer 2012.

Report compiled by:



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Distribution List

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ANNEX A

