



Transport Canada **Transports Canada**
Prairie and Northern Region Région des Prairies et du Nord

P.O. Box 8550
Winnipeg, Manitoba
R3C 0P6

TC File #: R 7184-90-47

November 1, 2016

Mélodie Simard, Director of Planning and Development
City of Iqaluit
PO Box 460
Iqaluit, NU XOA OHO
E-mail: planning@city.iqaluit.nu.ca

Dear Ms. Simard:

Subject: Notice of Upcoming Remedial Actions at Former Iqaluit Metal Dump

I am writing to inform you that Transport Canada is planning to undertake remedial actions at the former Iqaluit Metal Dump located adjacent to the Iqaluit Airport and Sylvia Grinnell Park. The work is anticipated to begin in summer 2017. Applications will be submitted for approval to the Nunavut Planning Commission, Nunavut Impact Review Board, Nunavut Water Board, and Indigenous and Northern Affairs Canada for a land use permit, if required.

Please refer to the attached project description addendum for details regarding the work to be completed, including a recent photo of the site and a site location diagram.

We are interested in hearing any input or comments you may have regarding the proposed project.

We look forward to receiving your response by December 2, 2016.

Yours sincerely,

Anita Gudmundson
Regional Manager, Prairie and Northern Region
Transport Canada, Environmental Affairs
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Encl.

Canada 

Project Description

Iqaluit Metal Dump Remediation

Transport Canada is proposing to undertake remedial actions at the former Iqaluit metal dump, adjacent to the Iqaluit Airport and Sylvia Grinnell Territorial Park (please refer to the next page for a site location diagram). The United States Air Force (USAF) used this site between 1955 and 1963 as a metal dump for disposed vehicles, barrels and scrap metals. The site continued to be used for Iqaluit's household garbage until the 1970's.

A variety of waste debris types are found at the site including metallic debris, abandoned vehicles and parts, fuel drums, domestic waste, tires, paints and solvents.

Transport Canada is currently assessing the conditions of the site and will develop a plan to undertake remedial work beginning in 2017. Next year's work will likely include removal of physical hazards, recycling of metals, landfilling of non-hazardous materials, and enhancing the wetland system to encourage natural treatment of contamination. Following the completion of this work, Transport Canada will implement a monitoring plan in order to track the success of the remedial work.

Transport Canada intends to submit applications for approval to the Nunavut Planning Commission, Nunavut Impact Review Board, Nunavut Water Board and Indigenous and Northern Affairs Canada, if required.



