Remedial Action Plan

Former Fire Training Area
Inuvik (Mike Zubko) Airport
Inuvik, NWT

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PGL

Executive Summary

Public Works and Government Services Canada (PWGSC) authorized Pottinger Gaherty Environmental Consultants Ltd. (PGL) to prepare a Remedial Action Plan for the former fire training area (FFTA) located at the Inuvik (Mike Zubko) Airport in Inuvik, Northwest Territories (the Site). The work is being managed by Public Works and Government Services Canada (PWGSC) under the supply agreement EO211-054107.

The FFTA is located approximately 1km west of the airport, and encompasses an area of about 6,000m^2. The FFTA consists of a former mock-up area (e.g., fire staging area) and associated auxiliary equipment (e.g., aboveground storage tanks). Franz Environmental Inc. (Franz) conducted a Phase II and III Environmental Site Assessment (ESA) of the entire airport in February 2007 and identified hydrocarbon soil contamination in the FFTA. The FFTA was identified as an area of potential environmental concern (APEC), referred to as APEC 2.

PGL conducted a Phase III ESA in September 2009. PGL's assessment included a data gap analysis, interviews, access road and Site reconnaissance. The data gap analysis identified contamination in two distinct areas within APEC 2 (AEC 2A and AEC 2B). Contamination within these areas had not been delineated, where step-out samples collected were from above or below the identified contamination zone. Further soil contamination was identified as a result of changes to the Canadian Wide Standards criteria, resulting in some soils being reclassified as contaminated.

Based on PGL's assessment the total estimated volume of hydrocarbon contamination identified was between 4,200m^3 and 8,100m^3.

PGL reviewed several remedial action and risk management options for remediating roughly 4,200m^3 to 8,100m^3 of petroleum hydrocarbon (PHC) and monocyclic aromatic hydrocarbon (MAH) impacted soil identified at the Site. A criterion for evaluating options for impacted soil was developed and proposed options were evaluated. Our evaluation identified a preferred option specific to conditions and contamination at the Site.

Based on our evaluation of seven remedial options, PGL's assessment is that treatment in an onsite bioremediation cell is the most viable based on the evaluation criteria and ranking:

> **Remedial Option 1** – Excavation with treatment in an onsite bioremediation cell (existing land treatment unit – LTU): This option includes excavation of all identified PHC-impacted soil and biological treatment in an onsite bioremediation cell (LTU).

Excavation with offsite disposal at a permitted landfill, although ranking equal with onsite treatment was not considered a viable option due to the volume of impacted soil, the Site's distance from treatment facilities, and cost.

The schedule, cost, and risk associated with the remedial option should be closely reviewed prior to selection. Involving the land owner in PWGSC's selection process is also recommended.

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COST ESTIMATES

List of Acronyms

APEC	-	area of potential environmental concern
AST	-	aboveground storage tanks
bgs	-	below ground surface
EGCSR	-	Environmental Guidelines for Contaminated Sites Regulation
ESA	-	environmental site assessment
CL	-	Commercial Land Use
CCME	-	Canadian Council of Ministries of the Environment
CWS	-	Canadian Wide Standards
FFTA	-	fire fighting training area
Franz	-	Franz Environmental Inc.
GNWT	-	Government of the Northwest Territories
IL	-	industrial land use
LTU	-	land treatment unit
MAH	-	monocyclic aromatic hydrocarbons
NCSCS	-	National Classification System for Contaminated Sites
PAH	-	polycyclic aromatic hydrocarbons
PGL	-	Pottinger Gaherty Environmental Consultants Ltd.
PHC	-	petroleum hydrocarbons
PWGSC	-	Public Works and Government Services

1.0 INTRODUCTION

Pottinger Gaherty Environmental Consultants Ltd. (PGL) is pleased to present our Remedial Action Plan for the former fire training area (FFTA) located at the Inuvik (Mike Zubko) Airport in Inuvik, Northwest Territories (the Site, Figure 1). Public Works and Government Services Canada (PWGSC) authorized this work within the scope of the Phase III Environmental Site Assessment (ESA), presented under separate cover. The work has been completed under PWGSC supply agreement # EO211-054107.

2.0 SCOPE OF WORK

The scope of work for this assessment included:

- Incorporating recent findings;
- Evaluating remedial action and risk management options; and
- Identifying suitable options and associated costs for each option.

3.0 SITE DESCRIPTION

The FFTA (APEC 2, the Site) is located approximately 1km west of the airport and is accessed via Airport Lake Road (Figure 1). The Site encompasses an area of about 6,000m^2 (Figure 2), and is generally flat. The land slopes down to the north, east and west of the Site, and topography indicates the area was most likely built up with fill material. To the north of the Site is the runway approach area lined with runway towers. A gravel road bounds the Site to the south, beyond which are two land treatment units (LTUs, Figure 2).

The Site consists of a former mock-up area where fires were staged for fire fighting training exercises. Surface staining was noted at several locations across the Site.

Storage of various materials was noted on Site and included:

- Old runway approach towers (metal towers, cables and light fixtures), stacked in the northwest edge of the Site;
- A pile of gravel fill material located along the north boundary of the Site;
- Remnants of what appears to be LTU construction material stockpiled at the north end of the Site. The material includes several rolls of geotextile fabric, four rolls of plastic liner and a roll of black canvas material;
- Just east of the LTU material are three drums, stored on a pallet. The drums are labelled as containing “lead paint and stripper”;
- A fourth drum, unlabelled and slightly bulging, is located at the southeast corner of the Site. Due to the stressed condition of the drum, a sample was not collected. Airport staff indicated that the exact drum contents are unknown, but most likely contain used oil, contaminated with glycols; and
- Various pallets, empty metal buckets and old sections of metal piping are scattered throughout the Site.

The above-listed materials are mapped on Figure 2.

4.0 APPLICABLE REGULATIONS

Contaminated site remediation in the Northwest Territories is regulated by the Government of the Northwest Territories' (GNWT) Environmental Guideline for Contaminated Site Remediation (EGCSR). In 2003, GNWT adopted the revised EGCSR containing petroleum hydrocarbon (PHC) Canada-Wide Standards (CWS) in soil as remediation criteria (Appendix 3 of the EGCSR). The CWS criteria apply to a variety of generalized land uses (e.g., industrial, commercial, residential, agriculture) that vary with depth (i.e., surface (<1.5m), subsurface (>1.5m) and grain size of soil (fine (<75µm), coarse (>75µm)), as well as specific environmental and human receptors and pathways (e.g., ingestion, inhalation, etc.). Tier 1 criteria are applied to surface samples (up to 1.5m below ground surface (bgs)) and generic criteria are applied to subsurface samples (>1.5m bgs).

The GNWT has also adopted the Canadian Council of Ministers of the Environment (CCME) Canadian Environmental Quality Guidelines for soil and these remediation criteria are provided in Appendix 5 of the EGCSR. These remediation criteria are for specific petroleum hydrocarbon compounds (e.g., monocyclic aromatic hydrocarbons (MAHs), polycyclic aromatic hydrocarbons (PAHs)) and a variety of other parameters (e.g., metals, chlorinated hydrocarbons, etc.) that have been established for broad land use categories (e.g., industrial, commercial, residential, agriculture).

Land use at airports is not specifically designated in the EGCSR, but is generally considered a commercial land use (CL). However, some areas of the airport may be considered as industrial land use (IL). A review of the EGCSR, indicates that the CL and IL criteria are identical in most cases. Where a difference in the criteria is observed, PGL applied the most stringent of the two. The GNWT and CWS criteria for CL are used for numerical comparison to the laboratory analytical results.

5.0 PREVIOUS ENVIRONMENTAL WORK

Franz Environmental Inc. (Franz) conducted a Phase II and III Environmental Site Assessment (ESA) of the entire airport in February 2007 and identified soil contamination in the FFTA. The FFTA was identified as an area of potential environmental concern (APEC), referred to as APEC 2.

APEC 2 consists of a former mock-up area (e.g., fire staging area) and associated auxiliary equipment (e.g., aboveground storage tanks (ASTs)). Franz's investigation involved the excavation of 18 test pits. Based on this investigation, hydrocarbon contamination was identified in seven test pits in two areas (mock up and north of former ASTs). The concentrations detected exceeding the applicable GNWT and/or CWS for PHC.

The volume of contaminated soil estimated by Franz was 1,730m^3 to 3,920m^3.

PGL's Phase III ESA was conducted in September 2009, and involved the assessment of data gaps, interviews, access road assessment and Site reconnaissance. The data gap analysis identified contamination in two distinct areas within APEC 2. Contamination within these areas had not been delineated. In addition, further soil contamination was identified as a result of changes to the CWS criteria, resulting in some soils being reclassified as contaminated.

Based on our review of the previous investigation, two distinct areas of hydrocarbon contamination were identified within APEC 2; we further defined each area as follows:

- AEC 2A – northwest of former ASTs; and
- AEC 2B – former mock-up area.

PGL's test pit investigation consisted of 18 test pits excavated to a maximum depth of 3m bgs. Laboratory results indicate that several of the soil samples throughout APEC 2 exceeded the applicable GNWT and/or CWS criteria for PHC F1-F4, benzene, toluene, ethylbenzene and xylenes.

The volume of hydrocarbon contamination identified is estimated at:

- AEC 2A – 140m^3 (range 100–200m^3); and
- AEC 2B – 5,060m^3 (range 4,100–7,900m^3).

The total volume of hydrocarbon contamination for APEC2 is estimated to be from 4,200m^3 to 8,100m^3.

A hazardous materials reconnaissance of APEC 2 identified three drums marked as containing lead paint and stripper and an unlabelled drum (suspected of containing waste oil contaminated with glycols) onsite. These materials may impact on human health or the environment if they were spilled or released. We recommend that these drums be removed. Non-hazardous materials identified onsite included runway towers, LTU construction material, and fill stockpiles.

6.0 NATIONAL CLASSIFIACTION SYSTEM FOR CONTAMINATED SITES SCORE

Based on data collected at the Site, PGL calculated a National Classification System for Contaminated Sites (NCSCS) score. The NCSCS score for the Site is 56.5, indicating that the Site is "Class 2 – Medium Priority for Action."

7.0 REMEDIAL ACTION AND RISK MANAGEMENT OPTIONS ANALYSIS

PGL reviewed remedial and risk management options for addressing identified contaminated soil at the Site.

7.1 Remedial Action and Risk Management Options Analysis – PHC Contamination

PGL reviewed seven remedial action and risk management options for remediating roughly 4,200m^3 to 8,100m^3 of PHC and MAH impacted soil identified at the Site. PGL established criterion for evaluating options for impacted soil, and proposed options were evaluated. Our evaluation identified a preferred option specific to conditions and contamination at the Site.

7.1.1 Options Reviewed

Seven remedial action and risk management options suitable to petroleum hydrocarbon contaminants were considered. Options reviewed include:

- Remedial Action: Excavation with treatment in an onsite bioremediation cell;
- Remedial Action: Excavation with offsite disposal (permitted landfill);
- Remedial Action*: In situ* biological treatment using enhanced bioremediation;
- Remedial Action: *In situ* biological treatment using air sparging;
- Remedial Action: *In situ* biological treatment using bioventing;
- Remedial Action: *In situ* biological treatment by monitored natural attenuation; and
- Risk Management: Risk Assessment and removal of exposure pathways.

A description of the remedial action and risk management options and conditions that favour their implementation are provided in column 1 of Table 1 – Evaluation of Options.

7.1.2 Criterion for Evaluation of Options

PGL developed a criterion for evaluating remedial action and risk management options. The criterion reviewed for evaluation of options was separated into the following categories:

- **Applicability** – Measure of the option's effectiveness in meeting selected remediation and/or risk management standards based on Site-specific contaminant conditions and considering the Site's continued use as an airport.
- **Minimizing Risks** – Human health and environmental risk.
- **Perception** – Acceptance of the option by the public and private parties.
- **Cleanup time** – Time required to remediate the Site.
- **Cost** – Comparative costs for different options, including design, construction, monitoring, maintenance, and decommissioning.

7.1.3 Evaluation of Options

PGL evaluated options using a numbered ranking system based on a qualitative assessment for the above-mentioned categories. Options were assigned a value from 1 to 5 (poor to excellent ranking) for each category. We understand timing may be less of a critical factor from a long-term perspective, as Transport Canada's management of the Site will likely continue for several years. To account for this decreased significance, we assigned values of 4 or more if the clean-up time is expected to be completed in roughly five years, and a value of 1 was assigned if clean-up time was expected to be more than ten years. Values for each category were totalled to provide an overall ranking for each option. Table 1 provides relative rankings of both remedial action and risk management options.

7.2 Remedial Options

Site remediation involves the remediation of roughly 4,200m^3 to 8,100m^3 of petroleum hydrocarbon-impacted soil. Based on our evaluation of the seven remedial options, PGL's assessment is that treatment in an onsite bioremediation cell is the most viable based on the evaluation criteria and ranking:

> **Remedial Option 1** – Excavation with treatment in an onsite bioremediation cell (existing LTU): This option includes excavation of all identified PHC-impacted soil and biological treatment in an onsite bioremediation cell (LTU).

Excavation with offsite disposal at a permitted landfill, although ranking equal with onsite treatment was not considered a viable option due to the volume of impacted soil, the Site's distance from treatment facilities, and cost ($8.8 million).

Details of the Remedial Option are provided in Appendix 1. A list of assumptions for these costs estimates is attached in Appendix 2.

7.2.1 Existing Land Treatment Units

A visual assessment was conducted of the two existing LTUs (western and eastern) located just south of APEC 2 during PGL's Phase III ESA. The purpose of the assessment was to determine if the LTUs were in suitable condition for future use.

The western LTU is approximately 110m long and 35m wide. It is currently in use and contains between 0.3 to 1m of soil. A green "arctic" liner and black geotextile fabric is visible along the inner slopes of the LTU. Holes and tears were noted in several areas of the southwest potion of the LTU. The west end of the LTU was observed to be flooded during the field program. Scott Thompson (Environmental Officer, Transport Canada) was onsite during portions of the field program and commented that there was a sump pump located in the southwest corner of the LTU, but it was currently inoperable.

The eastern LTU is approximately 85m long and 40m wide and was constructed in 2006. Based on visual observations during our assessment, this LTU does not have a liner installed, and has not been used. This LTU is currently empty, with the exception of some vegetation growing on the surface. The berms appear to be in good condition. In order to use the eastern LTU, a liner would need to be installed prior to loading with contaminated soil.

Six monitoring wells are located around the perimeters of the LTUs. All wells were found to be intact, but dry during our field program.

The eastern, unused LTU is considered as the most viable for use as an onsite bioremediation cell.

7.3 Schedule and Cost for Remedial Options

The schedule and cost for Site remediation are dependent upon the start date and the remedial option chosen. For comparison purposes, we have proposed a schedule (duration in years) and detailed cost estimates for the remedial option. As the remediation target has not been selected, we have also provided costs for completing different remedial options to the most stringent GNWT guidelines.

Details of the schedule and cost estimates for the remedial option are provided in Appendix 1 and summarized in the table below. A list of assumptions for these cost estimates is attached as Appendix 2.

Table A: Schedule and Class C Cost Estimate

Remedial Option	Schedule	Cost
1. Complete Excavation of remaining PHC-impacted Soil to GNWT guidelines	**Remediation and Biocell Loading – 1 month**	$340,000
	Biocell Treatment – 5 years	$90,000 per year
	Biocell Decommissioning – 1 month (Treatment rate of biocell soils may affect schedule)	$60,000 (Treatment rate of biocell soil and soil volume increases may significantly affect cost)

8.0 CONCLUSIONS

PGL prepared this Remedial Action Plan for the former fire training area (FFTA) located at the Inuvik (Mike Zubko) Airport in Inuvik, NWT. Environmental investigations have identified roughly 4,200m^3 to 8,100m^3 of PHC and MAH impacted soil.

To prepare this Remedial Action Plan, PGL evaluated seven remedial options and based on our evaluation criteria, one suitable option and associated costs are recommended:

> **Remedial Option 1** – Excavation with treatment in an onsite bioremediation cell (existing LTU): This option includes excavation of all identified PHC-impacted soil and biological treatment in an onsite bioremediation cell (LTU).

We have provided an estimated schedule and detailed costs for the recommended remedial option based on the most stringent remediation target (GNWT guidelines). The remedial option and remediation target chosen will be determined by Transport Canada and its future plans for the Site. The schedule for completing these remedial options is five years, or more. The initial cost for the remedial option is estimated at $340,000 excluding contingency and GST. Annual mixing and assessment costs are estimated at $90,000 per year. Biocell decommissioning costs are estimated at $60,000.

The schedule, cost, and risk associated with the remedial option should be closely reviewed prior to selection.

9.0 LIMITATIONS

PGL prepared this report exclusively for Public Works and Government Services Canada. The report's purpose is to provide an overview of our investigation and estimate of remedial costs at the Inuvik (Mike Zubko) Airport. This report is neither an endorsement nor a condemnation of the subject property.

The report's purpose is to provide the client with a remedial plan based on investigation work conducted at the subject property. The findings and conclusions are Site-specific and were developed in a manner consistent with that level of care and skill normally exercised by environmental professionals currently practicing under similar conditions in the area. The investigation work consisted of removal of and screening for contamination and, as is true for all environmental investigations, potential remains for the presence of unknown, unidentified, or unforeseen surface or subsurface contamination. Because the conclusions rely on interpolation between sample locations selected based only on field judgement, and assess issues prevented assessment of some areas, small pockets of contamination may remain. More or different remediation and investigation may be required if other risks are identified. Changing assessment techniques, regulations, and Site conditions means that environmental investigations and their conclusions can quickly become dated. Also, Site conditions could change as this is an operational site and petroleum hydrocarbon based products are continually handled and stored onsite.

The cost estimates we have provided are best estimates using current costs, and information on Site conditions. As with all remedial cost estimates, this remedial estimate is accurate within a factor of two at best and can change substantially if options or unit costs change.

As conclusions and costs are time sensitive, this report is for use now. The report should not be used after that without PGL review/approval.

The project has been conducted according to our instructions and work program. Additional conditions and limitations on our liability are set forth in our work program/supply arrangement contract. This report is neither an endorsement nor a condemnation of the subject property. No warranty, expressed or implied, is made.

Respectfully submitted,

POTTINGER GAHERTY ENVIRONMENTAL CONSULTANTS LTD.

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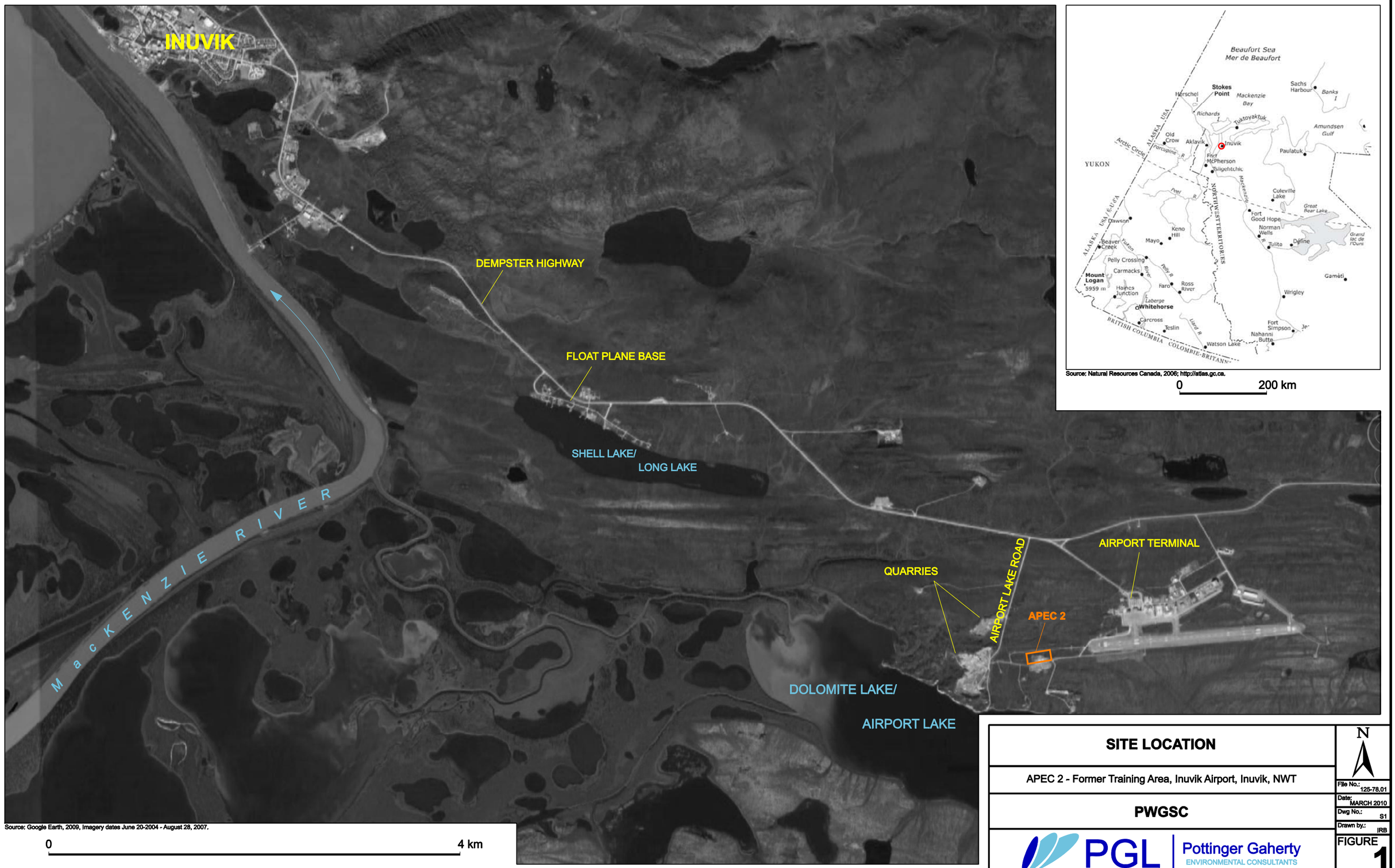
Table

TABLE 1
Evaluation of Options
Updated Detailed Remedial Action Plan/Risk Management Plan
Former Fire Training Area, Inuvik (Mike Zubko) Airport, Inuvik, NWT
PWGSC, PGL File: 125-78.01

Remedial Action and Risk Management Options	Applicability	Minimizing Risks	Perception	Cleanup Time	Cost	Ranking
Remedial Action: Excavation and *Ex situ* Biological Treatment in an onsite Bioremediation Cell	**5**	**4**	**4**	**4**	**4**	**21**
Biopile treatment is a full-scale technology in which excavated soils are mixed with soil amendments and placed on a treatment area that includes leachate collection systems and some form of aeration. It is used to reduce concentrations of petroleum constituents in excavated soils through the use of biodegradation. Moisture, heat, nutrients, oxygen, and pH can be controlled to enhance biodegradation. Bioremediation works best in warm climates. *Ex situ* treatment is favoured for contamination that is at the surface or easily accessible (i.e., not below infrastructure).	Successful treatment for accessible PHC impacted soil is expected	Contaminant source removed and treated onsite	Onsite treatment of impacted soils, perceived risk from leachate migration	5 years depending on target level of cleanup	Relatively cost effective given contaminated soils excavated	
Remedial Action: Excavation and *Ex situ* Treatment - Offsite Disposal	**5**	**5**	**5**	**5**	**1**	**21**
Contaminated material is removed and transported to permitted offsite treatment and/or disposal facilities. Some pretreatment of the contaminated media usually is required in order to meet land disposal restrictions. *Ex situ* treatment is favoured for contamination that is at the surface or easily accessible i.e., not below infrastructure).	Successful treatment for accessible PHC impacted soil is expected	Contaminant source removed and taken to a safer site for disposal/treatment	Removal of impacted soils; final	months	High cost given distance to receiving site (Hay River) is available	
Risk Management: Risk Assessment and Removal of Exposure Pathways to Receptors	**3**	**2**	**1**	**5**	**4**	**15**
DQRA identified potential removal of exposure pathways to mitigate unacceptable risks from soil vapours and render the site remediated via the risk assessment. Three recommendations are made to eliminate the operable exposure pathways: (1) installation of a subslab vapour management system (similar to those used to manage radon issues in households) to eliminate soil vapour intrusion into the maintenance garage, (2) beneath the residential trailers, the trailer skirts should be removed and the base of the trailer insulated (e.g., to assist in retaining heat during the winter months), and (3) excavation of shallow PHC-contaminated soil. Monitoring of site conditions to ensure that the risk assessment findings remain valid would also be required.	Proven approach.	Defensibility with regulators may be challenging in the future depending on changing conditions (e.g., toxicity data, etc.).	May be perceived as a hazard/risk.	Unknown applicability but work done expeditiously; 1 yr including verification monitoring	Relatively cost effective.	
Remedial Action: *In situ* Biological Treatment - Air Sparging	**3**	**2**	**2**	**4**	**3**	**14**
Air sparging is a bioremediation process in which air is added to the subsurface to enhance the natural bio-degradation of organic contaminants found in soil and/or groundwater. Air sparging works best in warm climates and is effective for treating contaminants in and below the groundwater table.	Successful treatment expected for PHC impacted soil above and below the groundwater table.	Enhanced treatment of contaminant source *in-situ*	Remediation efforts seem minimal	3 - 5 years depending on remedial objective	Relatively cost effective as treatment area is small	
Remedial Action: *In situ* Biological Treatment - Enhanced Bioremediation	**2**	**2**	**2**	**4**	**3**	**13**
Enhanced bioremediation is a process in which indigenous or inoculated micro-organisms (i.e., fungi, bacteria, and other microbes) are added to the subsurface to degrade (metabolize) organic contaminants found in soil and/or groundwater, converting them to innocuous end products. Nutrients, oxygen, or other amendments may be used to enhance bioremediation and contaminant desorption from subsurface materials. Enhanced bioremediation works best in warm climates and is effective for remediation below the groundwater table.	Likely successful treatment for impacted soil beneath the groundwater table. More successful in warm climates.	Enhanced treatment of contaminant source *in-situ*	Remediation efforts seem minimal	4 - 6 years depending on remedial objective	Relatively cost effective as treatment area is small	
Remedial Action: *In situ* Biological Treatment - Bioventing	**2**	**2**	**2**	**4**	**3**	**13**
Bioventing involves injecting or extracting air to induce the replenishment of oxygen to the naturally occurring aerobic micro-organisms that are capable of degrading (oxidizing) contamination. By providing oxygen to the subsurface, these aerobic micro-organisms (mostly bacteria) can rapidly degrade the contamination. Bio-venting is best suited to contamination that is limited to the unsaturated zone.	Successful treatment expected for PHC impacted soil above the groundwater table	Enhanced treatment of contaminant source *in-situ*	Remediation efforts seem minimal	1 - 3 years depending on remedial objective	Relatively cost effective as treatment area is small	
Remedial Action: *In situ* Biological Treatment - Monitored Natural Attenuation	**1**	**1**	**1**	**1**	**3**	**7**
Natural subsurface processes such as dilution, volatilization, biodegradation, adsorption, and chemical reactions with subsurface materials are allowed to reduce contaminant concentrations to acceptable levels. Consideration of this option usually requires modelling and evaluation of contaminant degradation rates and pathways and predicting contaminant concentrations below regulatory standards or risk-based levels before potential exposure pathways are completed. In addition, long term monitoring must be conducted throughout the process to confirm that degradation is proceeding at rates consistent with meeting clean-up objectives.	Successful treatment for accessible PHC impacted soil is expected. Free phase liquids may present long-term contaminant source	Natural treatment of contaminant source *in-situ* , not enhanced	Remediation efforts seem non-existent	Years to decades	Can be cost-effective; however, uncertainty regarding term of annual monitoring	

Note: 1 - poor ranking, 2 -low ranking, 3 -moderate ranking, 4 -high ranking. 5 -excellent ranking - The higher the score the better the option.

Figures



SITE LOCATION

APEC 2 - Former Training Area, Inuvik Airport, Inuvik, NWT

PWGSC

PGL | Pottinger Gaherty
ENVIRONMENTAL CONSULTANTS

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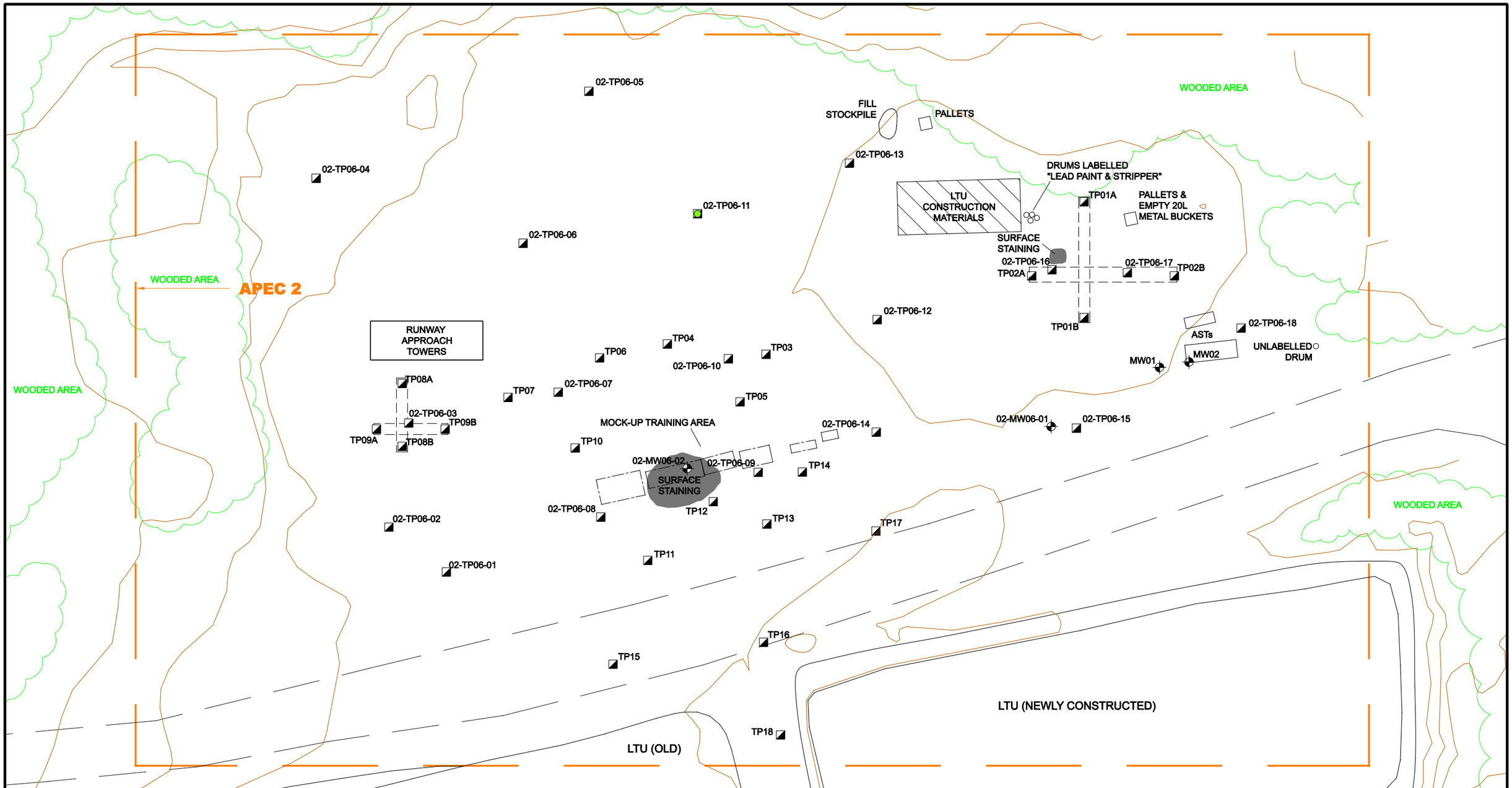
File No.:	125-78,01
Date:	MARCH 2010
Dwg No.:	S1
Drawn by.:	IRB

FIGURE 1

ORIGINAL IN COLOUR



MONITORING WELL LOCATION
TEST PIT LOCATION
TP06 PGL TEST PIT
PGL TEST TRENCH
02-TP06-03 FRANZ TEST PIT
MW FRANZ MONITORING WELL

APEC AREA OF ENVIRONMENTAL CONCERN
AST ABOVEGROUND STORAGE TANK

0 25m
Scale 1:500

SITE PLAN

APEC 2 - Former Training Area, Inuvik Airport, Inuvik, NWT

PWGSC

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File No.: 125-78.01
Date: MARCH 2010
Dwg No.: S2
Drawn by.: IRB

FIGURE 2

ORIGINAL IN COLOUR

TP10	PGL TEST PIT	APEC	AREA OF POTENTIAL ENVIRONMENTAL CONCERN
MW01	FRANZ MONITORING WELL	AST	ABOVEGROUND STORAGE TANK
02-TP06-07	FRANZ TEST PIT		
	PGL TEST TRENCH		
■	SOIL SAMPLE GREATER THAN APPLICABLE STANDARD		
●	SOIL SAMPLE LESS THAN APPLICABLE STANDARD		
•	SOIL SAMPLE NOT ANALYZED		

0 — 25m
Scale 1:500

ESTIMATED EXTENT OF SOIL CONTAMINATION

APEC 2 - Former Training Area, Inuvik Airport, Inuvik, NWT

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Date: MARCH 2010
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Drawn by.: IRB

FIGURE 3

ORIGINAL IN COLOUR