

On behalf of Burlington Executive Airpark I am happy to announce the latest results of the extensive testing we have done which confirms that the fill used for the airport improvements has not had any adverse impact on the groundwater.

The testing program was very thorough. To be certain that we satisfactorily answered the question of whether the activities on our land were impacting the groundwater, we requested the Ontario Ministry of the Environment or MOE to review the plan for the test program. Our consultant then considered and incorporated the MOE's comments into the testing program plan. However, the final responsibility for the work that was done is ours.

A plan to install nine monitoring wells on the Airpark to test the groundwater was finalized in late August, 2013 and the monitoring wells were installed. The first samples were taken in September and sent to an independent laboratory for testing. Additional samples were taken from three of the wells to confirm results and two additional monitoring wells were advanced to provide more information for greater certainty. Our consultants were delayed in completing their study by the severe winter we had and as a result, the last samples could not be taken until late March, 2014. The samples were tested for petroleum hydrocarbons, volatile organic compounds, a group of chemicals called polycyclic aromatic hydrocarbons and many metals.

Based on the sampling results, our consultant has concluded that the Airpark lands are not affecting the groundwater and that, with a couple of exceptions unrelated to the fill used in the airport improvements and which are naturally occurring, the groundwater meets the MOE Site Condition Standards in a Potable Ground Water Condition.

One sample from one test well, while meeting all other standards, gave a reading for the metal cobalt that was just above the standard. Our consultant retested the well twice, and both these results were well below the MOE standard for cobalt. It is our consultant's opinion that the first result was not representative of what was in the water.

One of the nine test wells had a higher than expected result for uranium while meeting all other standards. Retesting of that same well also found elevated levels of uranium in the water. Our consultant recommended that we drill two additional monitoring wells in the immediate vicinity and test the soil itself for uranium as well as take additional ground water samples. Groundwater samples were taken from the new well "above" the well that had initially given the higher reading for uranium (that is, the groundwater generally flows in a direction from the new well towards the old well). The groundwater from this new well met the MOE standard. Water samples were also taken from the new well "below" the old well (that is, the groundwater is flowing in a direction away from the old well and toward this new well). The groundwater from this well had elevated levels of uranium.

As recommended, both the fill and the underlying native soil (the original farmland under the fill) from these two new wells was also tested. All five of these soil tests came in well below the MOE standard for uranium. This is consistent with the available analytical data for the imported fill which also showed uranium levels well below the MOE standards.

Because the test results for uranium in the soil are so low, it is our consultant's opinion that the elevated levels of uranium in the groundwater in these two wells are not the result of the fill used

at the airport, but is likely the result of the breakdown of naturally occurring deposits in the underlying shale bedrock. They are aware of other studies in Halton Region that have also identified naturally occurring elevated levels of uranium in the groundwater. In other words, it's natural, it's already there and it has nothing to do with the fill.

Prior to this study, there have been six inspections, studies and or tests of the fill and its potential impact on local water which have been carried out between 2009 and the fall of 2013. The Airpark has only recently found out about some of these through Freedom of Information Requests. These include two by the Region of Halton, two by the MOE and one by Environment Canada. Most were prompted by unsubstantiated complaints or "tips" that the fill was contaminated. None found there was any problem. By letter dated November 27, 2013, the MOE confirmed to the City of Burlington there was "no such evidence" that the fill was having any adverse off-site impact. This latest study is the most comprehensive to date and is completely consistent with the six previous studies.

We have already provided a copy of this report to the MOE. It is my intention to address any questions they may have. A copy of the report is also available for viewing on the Airpark's website.

Vince Rossi

Burlington Airpark Inc.