





akunngini tingmittaqtit. Parnakhimayugut tingminiq talvunga Inuvik Aipuru 1-8 tamnaluk Ikaluktutiak Aipuru 9-23, kihianik tahapkuat ublut ahiangulat hilaqut. Tingmiyumayugut talvunga Ikaluktutiakmit piyakhai katitiqni tuhagakhat havaqatitpingnut Dr. John Yackel talvani Universitynga Calgary tamnaluk Dr. Richard Kelly talvunga Universitynga Waterloo havariniaqtai ayyikkuqapayai tariup hikua turangayut uuktuutit atauttikkuq. Takulugu tamna piksa ataani uuktuutit tingmiyakhaq inaa. Naunaiyagat qanuritnit makpiraliugauniat talvani naunaiyainiq taiguat piplugu Tariuq Hikua tamnaluk Hilap Ahianguqnia.

### **Personnel**

Personnel on site: 10

Days on site: 10

Total Person days: 100

Operations Phase: from 2026-04-09 to 2026-04-23

## Activities

Location	Activity Type	Land Status	Site history	Site archaeological or paleontological value	Proximity to the nearest communities and any protected areas
We are flying a Kenn Borek Basler BT-67. We will land in Cambridge Bay and fly 1 to 2 flights per day within the specified area. We are primarily interested in Sea Ice.	Aerial surveys	Marine	N/A	N/A	We only plan to take off and land at Cambridge Bay.
We are flying a Kenn Borek Basler BT-67. We will land in Cambridge Bay and fly 1 to 2 flights per day within the specified area. We are primarily interested in Sea Ice.	Aerial surveys	Marine	N/A	N/A	We will fly over our colleagues experiment CEMSIE run by Dr. John Yackel from CHARS. It is important that we fly and take data over the same region his team is surveying on the ground.

## Community Involvement & Regional Benefits

Community	Name	Organization	Date Contacted
Cambridge Bay	Junna Ehaloak	Kitikmeot Inuit Association	2026-01-09
Cambridge Bay	Dr. John Yackel	CHARS	2026-01-03

# Authorizations

Indicate the areas in which the project is located:

Transboundary  
Kitikmeot  
North Baffin

## Authorizations

Regulatory Authority	Authorization Description	Current Status	Date Issued / Applied	Expiry Date
Government of Nunavut, Nunavut Research Institute	In progress with Moshia Cote.	Applied, Decision Pending		
Transport Canada	Applied for aircraft and instruments safety review.	Applied, Decision Pending		
Nunavut Research Institute	Information copied into this application.	Applied, Decision Pending		

## Project transportation types

Transportation Type	Proposed Use	Length of Use
Air	We will fly into the region with our own Kenn Borek Air Basler. We will fly with other aircraft in the Icebird Project (126338) and CEMSIE (126247) data collection activities.	
Land	We will rent cars in Cambridge Bay to drive from our hotels to the airport and to CHARS.	

## Project accomodation types

Community

# Material Use

## Equipment to be used (including drills, pumps, aircraft, vehicles, etc)

Equipment Type	Quantity	Size - Dimensions	Proposed Use
Aircraft	1	50x50	We will fly the Kenn Borek Basler BT-67 into the Cambridge Bay airport. From that airport, we will fly over the sea ice taking measurements. We will only land at the airport.
Rental Car	2	TBD	Travel in Cambridge Bay, at the airport, and to CHARS.

## Detail Fuel and Hazardous Material Use

Detail fuel material use:	Fuel Type	Number of containers	Container Capacity	Total Amount	Units	Proposed Use
Aviation fuel	fuel	0	0	0	Liters	We will only take Fuel at the Cambridge Bay Airport. The plane consumes 600 Liters per flight hour.

## Water Consumption

Daily amount (m3)	Proposed water retrieval methods	Proposed water retrieval location
0		

# Waste

## Waste Management

Project Activity	Type of Waste	Projected Amount Generated	Method of Disposal	Additional treatment procedures
Information is not available				

### Environmental Impacts:

Using our data and the data from our University of Calgary colleagues, we will be able to better measure the change of sea ice seasonally. The data will help us calibrate the CRISTAL satellite mission ([https://www.esa.int/ESA\\_Multimedia/Images/2020/09/CRISTAL](https://www.esa.int/ESA_Multimedia/Images/2020/09/CRISTAL)) scheduled for launch in 2028. This mission will last 7.5 years and measure the change of sea ice in the polar regions. From this data, which will be shared worldwide, we can better understand our climate and also understand the impact to the Inuit people living there.

# **Additional Information**

**SECTION A1: Project Info**

**SECTION A2: Allweather Road**

**SECTION A3: Winter Road**

**SECTION B1: Project Info**

**SECTION B2: Exploration Activity**

**SECTION B3: Geosciences**

**SECTION B4: Drilling**

**SECTION B5: Stripping**

**SECTION B6: Underground Activity**

**SECTION B7: Waste Rock**

**SECTION B8: Stockpiles**

**SECTION B9: Mine Development**

**SECTION B10: Geology**

**SECTION B11: Mine**

**SECTION B12: Mill**

**SECTION C1: Pits**

**SECTION D1: Facility**

**SECTION D2: Facility Construction**

**SECTION D3: Facility Operation**

**SECTION D4: Vessel Use**

**SECTION E1: Offshore Survey**

**SECTION E2: Nearshore Survey**

**SECTION E3: Vessel Use**

## **SECTION F1: Site Cleanup**

## **SECTION G1: Well Authorization**

## **SECTION G2: Onland Exploration**

## **SECTION G3: Offshore Exploration**

## **SECTION G4: Rig**

## **SECTION H1: Vessel Use**

## **SECTION H2: Disposal At Sea**

## **SECTION I1: Municipal Development**

### **Description of Existing Environment: Physical Environment**

We do not plan to change the environment. We are measuring the environment in order to enable long term measurement of sea ice extent and thickness from our spacecraft, CRISTAL.

### **Description of Existing Environment: Biological Environment**

### **Description of Existing Environment: Socio-economic Environment**

### **Miscellaneous Project Information**

We are working with our colleagues at CHARS and University of Waterloo. Dr. John Yackel of the University of Calgary is already leading a team out onto the ice at Cambridge Bay in the CEMSIE Experiment (126247). He will have additional aircraft flying over the team on the sea ice. Dr. Richard Kelly from the University of Waterloo is also flying an aircraft at the same time in project IceBird (126338). Our aircraft has instruments that are different but complimentary to the other aircraft in this experiment. We want to fly at the same time these other aircraft are flying so that we collect data over the same regions and at the same time and can use all of the data to help predict how well we can measure sea ice from space.

### **Identification of Impacts and Proposed Mitigation Measures**

We would be happy to fly with a spotter in our airplane to help us avoid wildlife. Please contact me at 626-375-4164 if needed. All flights will originate in Cambridge Bay.

### **Cumulative Effects**

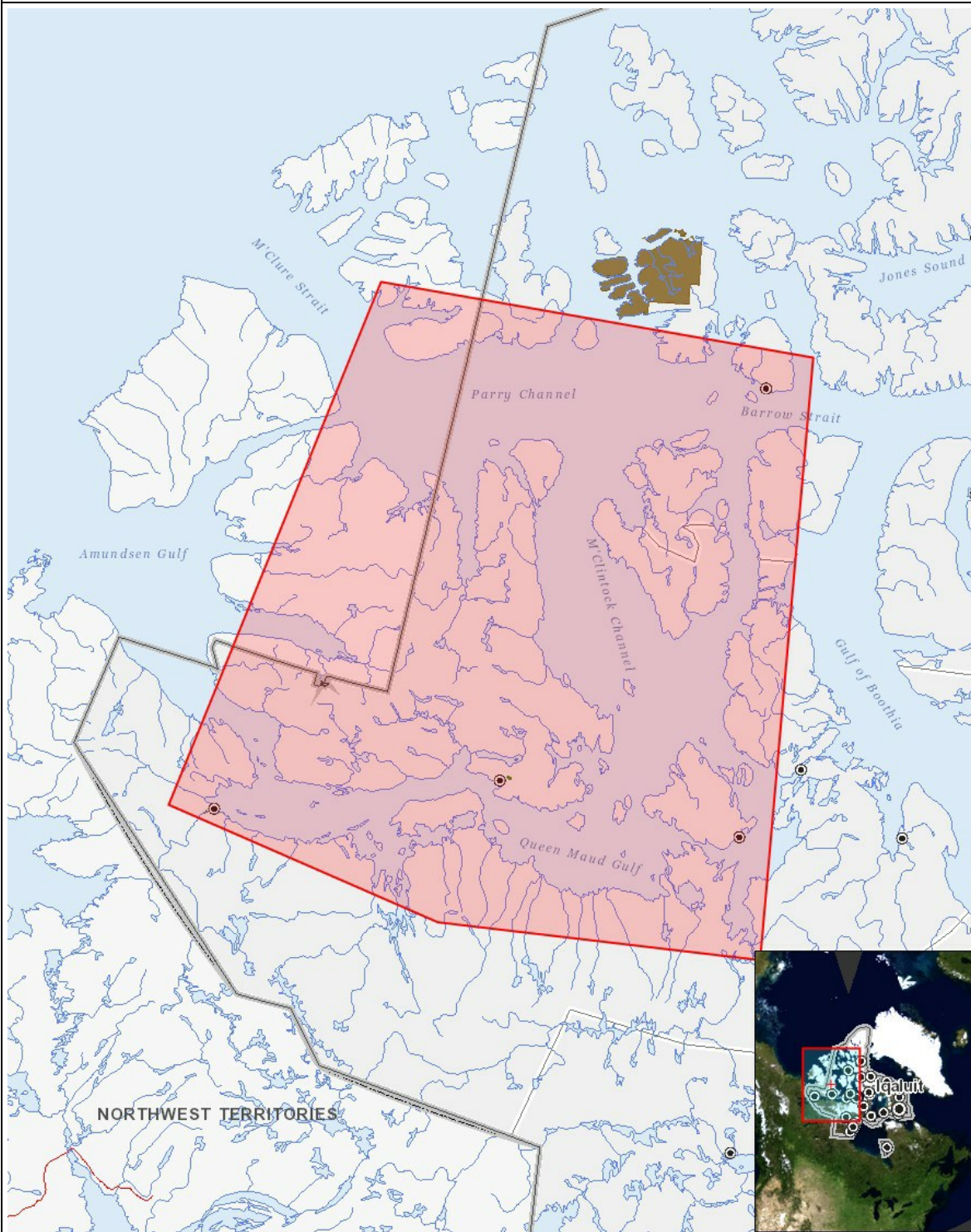
# Impacts

## Identification of Environmental Impacts

	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
<b>Construction</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Operation</b>																									
Aerial surveys		-	-	-	-	-	P	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-
<b>Decommissioning</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(P = Positive, N = Negative and non-mitigatable, M = Negative and mitigatable, U = Unknown)

## Project Location



## List of Project Geometries

- 1 polygon We are flying a Kenn Borek Basler BT-67. We will land in Cambridge Bay and fly 1 to 2 flights per day within the specified area. We are primarily interested in Sea Ice.