



NIRB Application for Screening #125511

Arctic Kingdom Floe Edge Camp Day Trips - 2020

Application Type: New

Project Type: Tourism

Application Date: 2/27/2020 10:00:30 AM

Period of operation: from 0001-01-01 to 0001-01-01

Proposed Authorization: from 0001-01-01 to 0001-01-01

Project Proponent: Kristyn Thoburn
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Canada
Phone Number:: 867-979-1900, Fax Number::

DETAILS

Non-technical project proposal description

English: Arctic Kingdom has requested permission to set up temporary base camps on the floe edge in Lancaster Sound to support tourist trips. The goal for these visitors is to experience Canada's high arctic in the spring to visit the floe edge, view wildlife & scenery, and photograph & film their surroundings. They will also take part in activities such as hiking, fishing, kayaking and snowmobiling. We have requested permission for our base of operations from the community of Arctic Bay. This trip will be supported by two helicopters and a twin otter aircraft, so visitors will have access to more than the surrounding area of the base camps. With aerial support, both Bylot Island Migratory Bird Sanctuary and Nirjutiqarvik National Wildlife Area are close enough to visit for day excursions. Arctic Kingdom would like the option to visit these areas as day trips from our base camps. Visitors would be transported by helicopter and/or twin otter and will spend approximately 4-8 hours visiting each location. Activities at each location could include hiking, kayaking, wildlife viewing, filming and photography. Group capacity would be between 15-25 people and visits would take place between May 01 and June 30, 2020. All guests are accompanied by experienced, local Inuit guides and trained expedition leaders. Transportation of staff and guests to and from each location will be by twin otter and helicopter. It is expected that we will visit each location one to two times for day trips during the season. For visits to Bylot Island, it is possible to land on the ice surrounding the island. In addition, we are requesting permission to fly over the island and land the helicopters on the island for short visits, provided we secure the necessary permits from Parks Canada. We would request information from Canada Wildlife Service for flying and landing regulations for the bird sanctuary so we can abide by them. In addition, we will adhere to the Canada Wildlife Service's Guidelines for Visiting Seabird Colonies if viewing migratory birds. For visits to Cobourg Island, we are requesting permission to land our twin otter and helicopters at the following location - N 75°51.257' W 079°33.103', an area that is suitable for landing a twin otter. From there, we are requesting permission to fly over and visit other areas on the island by helicopter. As with Bylot Island, we will abide by any flying and landing regulations that are in place for the wildlife area. Arctic Kingdom has its own wildlife policies that we follow to minimize impact. A copy of these can be made available.

French:

[illegible]

Personnel

Personnel on site: 25

Days on site: 4

Total Person days: 100

Operations Phase: from 2020-05-01 to 2020-06-30

Activities

Location	Activity Type	Land Status	Site history	Site archaeological or paleontological value	Proximity to the nearest communities and any protected areas
Bylot Island Migratory Bird Sanctuary	Tourism Activities	Crown	Tourist have visited Bylot Island to view bird cliffs and other migratory birds in the area. Hikers and skiers trek to view the hoodoos.	None that we are aware of.	Pond Inlet, Sirmilik National Park & the new proposed Tallurutiup Imanga.
Nirjutiqarvik National Wildlife Area	Staging areas	Crown	Tourists have visited this area to view wildlife.	None we are aware of.	Grise Fiord & the new proposed Tallurutiup Imanga
Nirjutiqarvik National Wildlife Area - twin otter landing site	Airstrip use or construction	Crown	Location of an area of land that has been previously used for off-strip aircraft landings.	None we are aware of.	Grise Fiord & the new proposed Tallurutiup Imanga

Community Involvement & Regional Benefits

Community	Name	Organization	Date Contacted
Pond Inlet	Molleen (Manager) presents our communication to the Chairman and the board.	Mittimatalik HTO	2019-11-19
Grise Fiord	Chairman and board	Iviq HTO	2019-02-11

Authorizations

Indicate the areas in which the project is located:

North Baffin

Authorizations

Regulatory Authority	Authorization Description	Current Status	Date Issued / Applied	Expiry Date
Canadian Wildlife Service	Permission to visit Bylot and Cobourg Islands as day trips with tourists. Transportation by aircraft.	Applied, Decision Pending		
Government of Nunavut, Department of Economic Development & Transportation	Outfitters License	Active	2020-02-26	2020-12-31
Government of Nunavut, Department of Environment	Wildlife Observation License	Applied, Decision Pending		
Hunters and Trappers Associations/Organizations	Consulting recommendation form for CWS & approval for tourism activities in their region. Grise Fiord & Pond Inlet	Applied, Decision Pending		
Parks Canada	Business license, guide licenses, film permit, aircraft access permit	Not Yet Applied		

Project transportation types

Transportation Type	Proposed Use	Length of Use
Air	1 x Bell 212 helicopter, 1 x Bell 214ST helicopter, 1 x Twin Otter	

Project accommodation types

Temporary Camp

Material Use

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

Equipment Type	Quantity	Size - Dimensions	Proposed Use
Bell 212 helicopter	1	14 passenger	For transporting visitors to and from base camp to destinations as listed in the project description.
Bell 214 ST helicopter	1	18 passenger	For transporting visitors to and from base camp to destinations as listed in the project description.
Twin Otter (DHC6)	1	19 passenger	Transport of staff, equipment and fuel for helicopters.

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	5	208	1040	Liters	Extra fuel supply for helicopters transported by the twin otter.
Aviation fuel	fuel	1	215	215	Gallons	Fuel for 212 helicopter (helicopter tank capacity)
Aviation fuel	fuel	1	435	435	Gallons	Fuel for 214ST helicopter (helicopter tank capacity)
Aviation fuel	fuel	1	2400	2400	Lbs	Fuel for twin otter (aircraft tank capacity)

Water Consumption

Daily amount (m3)	Proposed water retrieval methods	Proposed water retrieval location
0	We do not need to obtain water at these locations for these day trips.	

Waste

Waste Management

Project Activity	Type of Waste	Projected Amount Generated	Method of Disposal	Additional treatment procedures
Tourism Activities	Combustible wastes	<5kg/visit	Any waste (food or food packaging) generated will be stored in garbage bags, removed from site and disposed of in a landfill.	.
Tourism Activities	Sewage (human waste)	<5kg/visit	Portable washroom facilities will be brought on day trips. Any waste generated will be packed out and disposed of accordingly in a landfill.	.

Environmental Impacts:

Potential Impact: Introduction of foreign material Proposed Mitigation: Arctic Kingdom operates with a Leave No Trace policy and all waste brought in or generated (including human waste) is packed out. Potential Impact: Destruction of fragile arctic vegetation. Proposed Mitigation: Tourism operations will mostly occur when there is still snow on the ground, therefore minimizing impact to fragile land. In addition, visits to these locations will take place when the sea ice is still viable. Potential Impact: Wildlife disturbance Proposed Mitigation: There are no known polar bear denning areas nor caribou calving and migratory grounds in the area we intend to visit. Trip leaders will follow our wildlife policies and human-bear conflict management procedures (copies can be provided upon request). Potential Impact: Wildlife disturbance - migratory birds Proposed Mitigation: Visits will take place in the middle of the day avoiding the typical feeding times of dusk and dawn. A minimum distance of 100m will be maintained from where seabirds are occupying the island. We will adhere to the Canada Wildlife Service's Guidelines for Visiting Seabird Colonies Potential Impact: fuel spill from refuelling helicopters from fuel drums carried by twin otters. Proposed Mitigation: - Drip pans will be placed underneath fill points to catch any accidental spillage. Accidental spillage collected in trays will be deposited into a container designated as waste. Absorbent pads will be kept onsite in case of larger spills or leaks.

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

Day visits are requested within the boundaries of sites protected by the Canadian Wildlife Service.

Description of Existing Environment: Biological Environment

Description of Existing Environment: Socio-economic Environment

Arctic Kingdom hires elders and local guides to work with us on the land and during all wildlife encounters. Both local businesses and individuals are hired in community to support this project.

Miscellaneous Project Information

Identification of Impacts and Proposed Mitigation Measures

See environmental impacts under impacts section.

Cumulative Effects

Other tourists have visited these areas in previous years. We do not believe that our planned short visit will contribute to any significant negative effects to the area.

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
Construction																										
-		-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-
Operation																										
Airstrip use or construction		N	-	-	-	-	-	-	-	-	-	-	-	M		-	-	-	-	N		-	-	-	-	-
Staging areas		-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	P	-	-	-
Tourism Activities		M	-	-	-	-	-	-	-	-	-	-	-	-		M	M	M	-	M		-	P	-	-	-
Decommissioning																										
-		-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

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

Project Location



List of Project Geometries

- | | | |
|---|---------|--|
| 1 | polygon | Bylot Island Migratory Bird Sanctuary |
| 2 | polygon | Nirjutiqarvik National Wildlife Area |
| 3 | point | Nirjutiqarvik National Wildlife Area - twin otter landing site |