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0	No water retrieval, since no camp and no water use	No water retrieval, since no camp and no water use

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

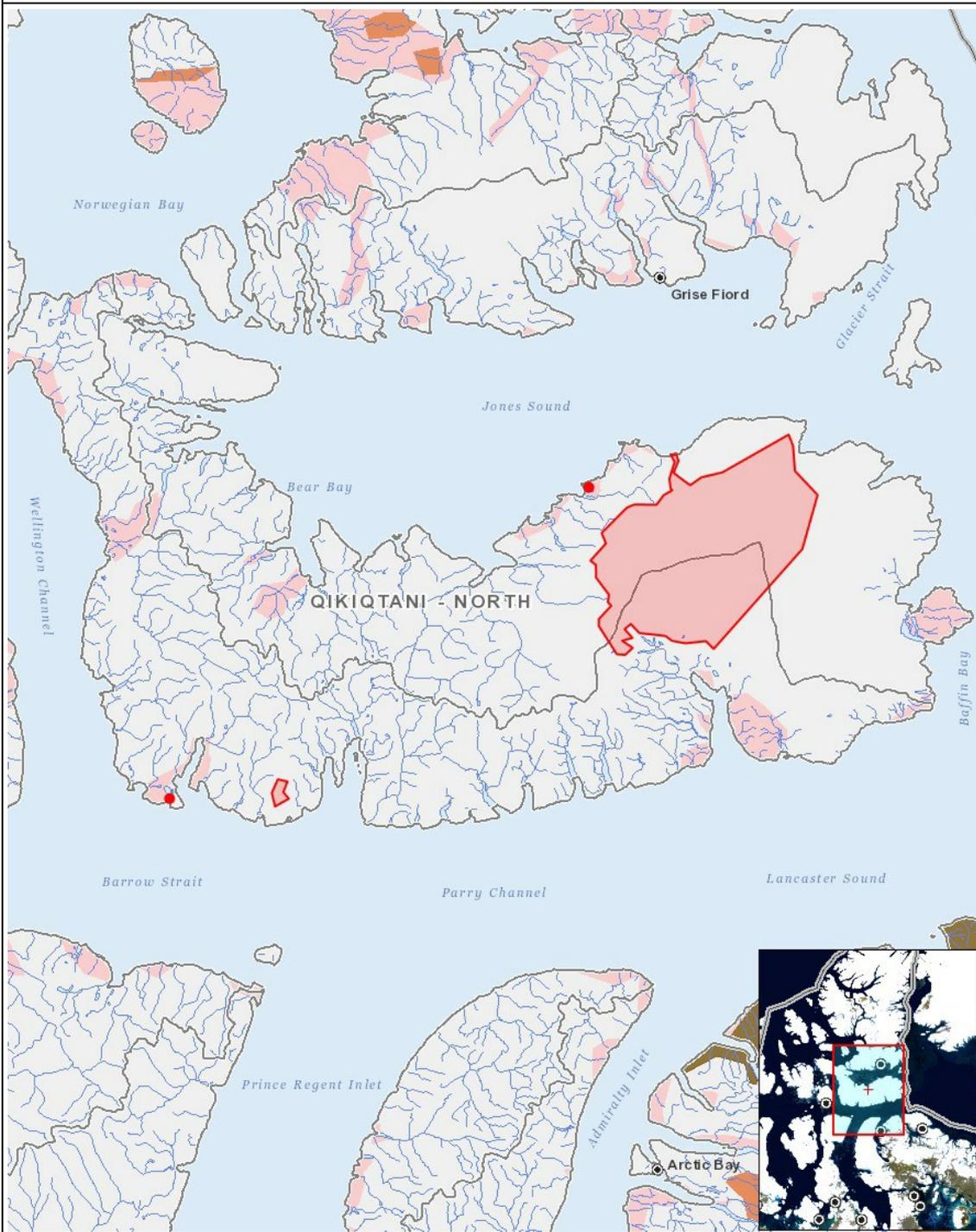
SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

The ground level noise from the helicopter flying at this elevation would be limited and thus would have a minimal impact on any wildlife if they were on the ice surface. However, to mitigate the impact of helicopter noise on wildlife, if animals were observed on the ice surface on a given day, then the survey location for that day would be changed to move away from the location of the animal(s). Fuel caching would occur in established locations at Gascoyne Inlet and Truelove Lowlands, where there are existing airstrips. The fuel drums at those locations would be placed within containment berms. The fuel would be staged in increments at Truelove Lowlands and as fuel is used, new barrels would be flown out in replacement, with the empty barrels being removed and returned to Resolute Bay. Helicopter refueling at the fuel caches would follow standard industry procedures implemented by Canadian Helicopters, who also carry spill kits on the helicopters, in case of a fuel spill. All fuel barrels would be returned to PCSP in Resolute Bay following fieldwork. The footprint of the berm for the fuel cache at each location would be small (10' x 15') but the fuel cache may result in some minor compaction of the soil and vegetation beneath. This impact would be limited due to the relatively short duration for the fuel cache and the likelihood that the ground would be frozen during this time. Caching fuel and refueling the helicopter would produce minor and short-term elevated noise levels at the fuel caching location when aircraft land and take-off. This effect is mitigated by the infrequent and short duration of these noise disturbances.

Cumulative Effects

No cumulative effects are anticipated.



List of Project Geometries

- | | | |
|---|---------|---|
| 1 | polygon | Devon Ice Cap survey region |
| 2 | polygon | Test flight region: glacier ice west of Maxwell Bay |
| 3 | point | Gascoyne Inlet - Fuel Cache |
| 4 | point | Truelove Lowlands - Fuel Cache |

