Transcript of the Proceedings of a Public Meeting of Full Caucus of the Legislative Assembly Special Televised Meeting on Codeshare Agreements Between Calm Air, Canadian North, and First Air Iqaluit, Nunavut January 26, 2016

Members Present:

Tony Akoak Pat Angnakak Monica Ell-Kanayuk Joe Enook David Joanasie Pauloosie Keyootak George Kuksuk Steve Mapsalak, Chair Johnny Mike Simeon Mikkungwak Paul Okalik Keith Peterson Paul Quassa George Qulaut Allan Rumbolt Alexander Sammurtok Tom Sammurtok Joe Savikataaq Isaac Shooyook Peter Taptuna

Staff Members:

Stephen Innuksuk John Quirke

Witnesses:

Johnny Adams, Member of the Board of Directors, First Air Gary Bell, President and Chief Executive Officer, Calm Air Gary Beaurivage, Vice-president and Chief Operating Officer, Calm Air Dr. Brock Friesen, President and Chief Executive Officer, First Air Wayne Gordon, Chair, Inuvialiut Development Corporation b∩Lነ⊀∩Г்ଟ ₱₺ᲥᲚĹഛ b∩LơႪႪՐႽ LᲚᲡᲚᲮႪᲝႽ Ძ୯∿ՐႪჂႶႦ ḃና୮୶₺୶, Ხ๛ՃᲘ୶ ഛ୶୶୶, ୶୳ ୭ᲐᲘ୶₺୶ bჂንኦႪበሶႪႻናምናገና ୶ጉዖስጉቦሙ ር๛ል፞\๖Ძና b∩Lነ⊀ᲘႪჾႪ ՃႦചՃና, ഛ୭ና גֿש⊲ռ 26, 2016

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όσ ϤCΓ, bΛL>>60C><⁴, ⁵/Λ
Λ>⁶, ⁴/₂, ⁴

Steve Hankirk, President, Canadian North	ᠡ᠋ᢛ᠋ᡠᢄᡔᢣ᠘᠋᠋᠋ᡔᢞᡥ᠋ᢩᡔ᠋ᡗ ᠖ᡆ᠘ᡣᡆ᠋᠂᠋᠋ᠴᡆ
Peter McCart, Senior Vice-president of	ᡖ᠋ᡏᡆᡃ᠊᠕ᢗ, ᢦ᠋᠋ᡃᠾ᠋ᢣᢛ᠋ᡠᢛ, ᢆᡝᡆ᠌ᢂᢣᡄᡐᠴ᠋ᢈ ᢗᢂ᠉ᡝᠣ᠋᠋᠋ᡃ
Scheduled Services, Canadian North	∩୮∿Სና
Carmele Peter, President, Exchange Income	᠘᠘ᡃ᠋ᡆ᠊᠆ᡔ᠘ᢞ᠊,᠂᠋᠕᠋᠌ᢂᡄ᠋᠋᠋ᠣ᠋ᠬ᠋᠋ᡗ᠂᠋᠕᠋ᢤᠾ᠋ᢣᢑ᠋ᡠᢑᡃ, ᢆᡥᡄᢂᢣᡄᡏᠴᡗ
Corporation	C⊳∿ởơˤ⅃Ϥ∩T∿ƯϤ
Michale Pyle, Chief Executive Officer,	ᢞ᠋ᡣ᠋ ᠌ᡔᡆᢗ᠊᠈᠄᠋᠌ᢧᢣ᠋᠘᠅ᡣᠺ᠕᠅ᡁ᠘᠘᠅ᡁ᠘
Exchange Income Corporation	ᡏ᠋᠘ᠴ᠋᠊ᡆ᠋ᡃᡘᢂᡃᡃᠴᡗ᠂᠋᠕᠋᠌᠋᠆᠆᠘᠆ᠺ
Cindy Twerdin, Director of Airports and	ᢧᡆ᠘ᢕᢦᢩ᠂᠊ᠣᢦᢩ
Cargo Operations for Nunavut, Canadian	፟>< 🔄 ጋ ≀ሰነ, ⊲ኈሁ≺ኈḃ< ጋ·⊂⊲,
North	<u></u> ᡭᡆ᠌᠌ᢂ᠆ᡔᢄᠵ᠘᠕᠂᠋ᡦᠴ᠘
Bert van der Stege, Vice-president,	
Commercial, First Air	
Interpreters:	
Gwen Angulalik	JYAC
Andrew Dialla	j∠° ⊲°Jذ⊂°
Allen Makhagak	∠⊃ ∩مد
Mary Nashook	á⊂° LºH⊲Uº
Phillip Paneak	۲٩
Blandina Tulugarjuk	ଶ⊂ ^{<} <ଟସ ^{\$} '
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>>Meeting commenced at 9:00	
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Chairman (Mr. Mapsalak)(interpretation):	
Good morning, my colleagues,	
Nunavummiut, the witnesses, as well as the	
people in the gallery. Welcome. Before we	
proceed, I would like to ask Mr. Shooyook to	
say the opening prayer. Mr. Shooyook.	LDA®74ªasL°ic. rid%.
>>Prayer	>>⊃⊬<⊴™⊃°
Chairman (interpretation): Thank you, Mr.	∆⊳∕≪⊳⊂∿ : ‹ط۶≞م۲ه ځځ₀. (⊃۲۶۸رد) ⊳-ذ⊌ط
Shooyook. (interpretation ends) Good	dube and a set of the set of
morning and thank you.	
Before we proceed, I ask all Members,	᠕ᡣ᠋ᡏᡄᢂ᠆ᢘ᠆ᡁᡄ᠋᠘ᡄ᠋᠘ᡔᢄ᠉᠋᠕᠘᠘
guests, and visitors to put their cellphones,	>ᡄᡝᡅ᠊᠋ᠫ᠋᠋᠋ᠬᢦ᠋ᢛᢣ᠘ᢞ ᢂ᠋ᢄ᠙᠋ᢧ᠘᠘᠘᠖᠙
BlackBerrys, tablets, laptop computers, smart	ᠣ᠕ᡃ᠋ᡋ᠌᠌ᢞᠣ᠖ᡊ᠘ᡃ᠋᠆᠘᠂ᠳᡄ᠕᠂ᠺ᠘
phones, and other electronic devices on silent	᠈ᡃ᠋᠋ᡋᡪ᠋ᢣ᠋᠋ᢄᢣᡄᡄ᠘ᠴ᠂᠋᠕ᢞᡳᡄ
mode.	
I would like to begin by welcoming everyone	ᡏ᠋ᡰᠵ᠋᠕ᢉᢦ᠋ᢓ᠋ᡣ᠋᠋ᡃᢐᢓ᠘ᢞ᠋ᡃᠾ᠌᠌᠌ᢟᠾᢞ᠋᠕ᢉᢦᢓ᠋ᠬᢠᢧᢄᢞ᠋ᢤ
present to this special televised meeting of	᠘ᡱ᠋ᠳᡆᢞᢉᢩ᠆ᠳ᠋ᢄᡄ᠋ᡬᡃ᠋ᢣᢣ᠋ᡠbᠵᡣᡗ᠋ᠬ᠋
the Legislative Assembly of Nunavut's Full	᠘᠆᠋ᠾᡄᢂ᠆ᡩ᠖᠘᠘ᡷ᠋ᢞᡗ᠋᠋ᡄ᠖᠘᠘ᠴ᠋᠘᠆᠆᠁
Caucus.	

My name is Steve Mapsalak, MLA for the	د<√خ گا⊀∿ل, د⊂ل⊂⊳™∩
constituency of Aivilik, which includes the	⊴∆&⊂∿שי, ∆ב⊂רייברי בראי פינשי אילי.
communities of Naujaat and Coral Harbour. I	Δ ⁶ μ Δ ⁶ μ
am the Chairperson of the Legislative	لحارحه الحلا فالله المعالية المع
Assembly's Full Caucus, which consists of	
all elected MLAs.	
Today's special meeting of the Full Caucus is being televised live, and I would like to welcome all Nunavummiut who are following our proceedings.	Ϸ՟ᠴℾ ርLீ௳ LϷႭϽΔჼႭჼჼ ႦႶႱႫჼႦჼႫ┩ჼჼႶ՟ჂႶჼ LႠႱႠϷჼჼႶႠĽჼ ႦႶႱჂჼႶჼ ႠႺል፞ኣჼႫႦϷႶႶႫჃႽነϟ ഛႭႴႱႠϷჼ Ⴀ∆ჼႫჃ ႠႫჼႭჼჼჂჼ ჂჼჼႱჅჼႫぺႦႱ
For the barefit of the viewing public. I would	۹ ^լ ۲۵ Հ℠ℎⅆՉ ՃՀԼՐ՟೨Ր ۸ልՙℎՙԺԳԺ
For the benefit of the viewing public, I would	ݠݐݠݣᢣ᠘ᢨᠣ᠌ᢄᡶᢞᡃᠥᢂᢄ᠘ᡔᡗ᠊᠖
like to take a few minutes to discuss the	
purpose of today's historic event.	
As my colleagues will recall, a formal motion was passed by the Legislative Assembly at its sitting of November 3, 2015 concerning the codeshare agreements that went into effect last year involving Calm Air, Canadian North, and First Air. This motion, which was moved by my colleague from Aggu and seconded by my colleague from Rankin Inlet South, invited representatives from the management and ownership structures of the three airlines to appear in public before the Full Caucus to answer questions from the elected Members of the Legislative Assembly.	LclcP®DP5DD5 Δ%DPL+%LPP Λ532%icP%D562P%2L*L5 LclcP53% 6DL543%D5DF Δ&ΛΔ 3, 2015-Γ. Λ74Dc 604 5%UC2%D6 3%D0%σ%P6 65F3, 6ΔΔΔ3 Δ46 44LD 9%D464. 6643 445FPJ5 ΛΓ3%DCP2P%2L4% 4Δ5Λ%CP5_Dσ 6%P%CσP5 σΓ4Δ6 LclcP%DJ5. 44LD CΔ6d3 D%U2%DCP2P%D56CP625C2 5%UC2%D6 20%D5 4Λ%dD%P6_S.
I would like to thank the individuals who are	ᢦᡃ᠋᠘᠊ᠴ᠂ᡃᡆᡰᢞ᠌᠌ᡆᡤᢆ᠌᠌᠌ᢄ᠘ᡃᢦ᠋ᡠ᠘ᢁ᠘ᡏ᠂᠋ᡬᢉᡥᡠᡃᡗᢈ
appearing before us today, and I would ask	
that they introduce themselves before	$\Box \Box \Delta $ $\Box C = C = C = C = C = C = C = C = C = C $
beginning their formal presentations.	
Over the past year, a significant number of concerns have been raised in the Legislative Assembly concerning the codeshare agreements involving Calm Air, Canadian	۹٬۹٫۲ ۹۵۵،۲۲۹ ک۲٬۹۸۵۲۵۵۵ ۲۰۰۹ ۲۰۰۵ ۲۰۰۵ ۲۰۰۵ ۲۰۰۹ ۲۰۰۵ ۲۰۰۵ ۲۰۰۵ ۲۰۰۵ ۲۰۰۵
North, and First Air. Many of these concerns	
have been brought directly to the attention of	
Members of the Legislative Assembly by our	
constituents. They have involved such issues	
as scheduling changes, delays in the	
transportation of medical supplies, delays in	ᡃ᠋ᡃᢐ᠋᠋᠅᠋᠐ᡔᡄ᠋᠅᠋ᠺ᠘ᢣ᠋᠅ᡣ᠘᠋ᢩᢣ᠆᠘ᢩᡠ᠆ᢣᢩᠵ᠋ ᠂᠋ᡗ᠅᠋ᢗᢂᡩᡄᠺ᠕ᡄ᠋ᡄ᠂᠋ᡗᡃ᠕ᡩ᠋ᡃ᠖ᡃᢗ᠅ᢩᡔᠬᡃ

medical travel clients returning to their home communities, problems with cargo backlogs, and other operational matters.

Members of the Legislative Assembly are also concerned about the impact of the codeshare agreements on our own government's operations. As the public is very much aware, our territory's 25 communities are highly dependent on air service. This is reflected in the significant expenditures that the Government of Nunavut incurs each year for both medical travel and duty travel. For example, the Department of Health alone budgeted approximately \$70 million for travel and transportation for the 2015-16 fiscal year.

In the fall of 2015, formal letters from both the Premier of Nunavut and the Department of Health were sent to the management of all three airlines that are appearing before us today. These letters were tabled in the Legislative Assembly on November 3, 2015, along with the responses from each of the three airlines. These documents are accessible to the general public and can be downloaded from the website of the Legislative Assembly.

I anticipate that a number of my colleagues will be asking questions today concerning the specific actions that the airlines have taken to address the specific concerns that have been raised with them regarding the specific operational issues that have resulted from the implementation of the codeshare agreements.

As I noted earlier, today's meeting is an historic occasion and opportunity. For the first time since the creation of Nunavut, residents of our territory will be able to observe their elected representatives asking questions directly to the major airlines that serve our communities. ϷႶჼჼႺϚϷϟჼႦჂჂ. ႠႾჾჃႯ ႼჼႮ≪ჼჼႠႠჼႦჂႶჼ ჃႱϷჼჼႶႠϷჇႶჼႦႠჼႦჂႶჼჂ ᠕ჼჃႶႫჼ ჃჇჼႶჼჾႱჂ ჃჼჄჼႦჂჼႠϷჄႢჃჼႦჼႦჂႫჼ.

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As my colleagues will recall, the Makivik Corporation and the NorTerra Corporation announced an agreement in April of 2014 to "hold discussions leading to the merger" of First Air and Canadian North as a single airline entity. The announcement also indicated that the purpose of the potential merger was to "improve the sustainability of these critical Inuit birthright enterprises." However, in October of 2014, both companies announced the termination of merger discussions.

On May 13, 2015, a new codeshare agreement between Canadian North and First Air was announced. This announcement stated that the codeshare agreement would "significantly improve flight schedules, provide greater choice for customers and continue to improve the sustainability" of the airlines. The announcement also stated that "each party will continue to independently set prices and compete for business."

Calm Air, which is one of a number of aviation-related entities owned by the Exchange Income Corporation, entered into a codeshare agreement with First Air in the summer of 2015.

I would note that the Canadian Broadcasting Corporation reported earlier this month comments from the president of the Makivik Corporation concerning the issue of competition between airlines in the north. Today's proceedings will provide an opportunity for important questions to be Lcuc Ϸ⁵⁶ ΠϷ⁵6 Π⁵6 ⁵6 ⁵6 ⁵6 ⁵6 ⁵76 ⁵77 ⁵

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asked concerning the issues of competition, monopolies, and mergers in the airline industry and their impact on our communities and residents.	ᡏ᠙ᠫᠺᢂ᠋᠋᠖ᡃᠳᡗᠮ᠈᠘ᠴ᠋ᠫᠴᡏᡃᢑᢩᡔᠬ᠈ᡏ᠋ᢂᡔᡄᠺᠬᠥ᠅ᡣ ᡏ᠘ᠴ᠆ᡏᢗᢂᢞ᠅ᡁᠺ᠅᠋ᠳ᠅ᡣ᠋᠅᠖᠅᠘ᢗ᠋ᢇᡝ᠅ᡤ᠅᠖ᠴ ᢦᡃ᠋ᠫ᠘ᠳ᠋ᡃ᠖ᡃ᠖ᡃᡄ᠋᠋ᡗ᠘᠅ᡁᡄ᠂᠋᠘᠅᠖ᠺᠺ᠅ᠳ᠘
As I noted earlier, today is also a unique opportunity for important questions to be asked concerning the roles and responsibilities of both the federal and territorial governments in helping to foster affordable and accessible air service to our small and isolated communities.	ϷʹቴԽቴΡυLΔՀϷ ϷʹͻΓ Λ&ՙቴԽ>Jና CLხdϤ ϤΛՙϷḋՈՐᢣϷϞʹឩʹϐϚϚʹϭϤʹͻϽϷ ឩϹϘϷ ዮ៸Ͱʹͻ Λ;ϷϞʹϷϹʹͺϧϷʹϷͺϷʹϳϚ ϐឩϹϷϚ Ⴑ≪ϹϷϭϷʹϷ϶ϚͺϼͼͺϿ Ⴑ≪ϹϷϭʹϒ·ϼͼ ϤϽϪ·ͼϝϿ·ϷϚϲϒϲϒϿϫϚͼϧͼϞϴϲ ϼϲϛʹႶ·ϼϚϷϚႱϚϭͼʹʹϒϚϽϼϚͺϼϥͺͽϤͶϚႶ·ϼϚ
Members of the Legislative Assembly have taken careful note of formal resolutions passed by the Northern Air Transport Association at its recent annual general meetings concerning such issues as northern air carrier economic issues and funding for northern airport infrastructure. I anticipate that our guests will be able to comment in detail on these issues, as well as their thoughts on such matters as the federal government's Northern Air Services Study.	Lcuc Ϸ ⁵⁶ Λ ⁵ d
I also anticipate that our guests will understand and appreciate that many of our constituents have urged us as their elected MLAs to call for significantly greater clarity and transparency concerning the airline sector in the north.	σሊϷ>∿Ⴑ ĊႱdϤ ჼႱΔჼថៃ/LϧϘϚ Ͻዮ៸ϷLσϤჼσჼႶჼႣჼ ϤΓ៸ʹ, ϷϿჼ·ϽϚ ϤϧϷʹͽϽΔ៸LʹϞLϹ LϲႱϲϷʹჼႶϹჼϭჼ ϹL°Ⴍ. Ϥʹ·Ϲ;Ϛ Ͻዮ៸ႭჼჄႶႶϤჼϐʹͻͿ LϽϪʹႱσჼჼ៶ϷʹϐʹϿϹʹͻ ϹჼႱႱჼϐϿჼႱ ለነ┽ႶႶʹ϶Ⴖና ჼႱჽႱႺ៸ჼჼႶϷႶʹ϶ႶϚ ϷϨϷʹჼϲʹͽϽΓ.
As MLAs, we fully understand and appreciate that there are significant challenges involved in successfully operating complex airline services in the north. We also wish to pay tribute to the dedication and hard work of the frontline staff of the airlines, many of whom are our own constituents.	Lcucp®np=_c JPłpL <nd®jj dl_<br="">idfations of the interval i</nd®jj>
However, it is also important to acknowledge that very little detailed information is publicly available concerning the actual performance and operations of the three airlines appearing before us today.	CALΔ ^b b೨4 ^{tb} ೧՟೨J ۸ ^s t4 ^t Jt ^{tb} Þ೨ ^{&} ^A CS ^t 4 ^L LAJ ⁵ LC CL ^b dd J\ÞL ^t tሰ ^c C ^{tb} b ^b d೨ ^t L dJΔ ^e a? ^{tb} ೧CÞ ^s b ^c C ^{tb} J ^e ለ ^t t೧ ^c ^c ^s b೨Δ ^e L ^c ¹ L ^t Ú ^c dÞe ^c ^{te} dÞe ^c CÞ ^a ^c ^c C ^b d4 ^s b ^t t ^{itb} n ^c Λ ^s b ^t t dÞe ^c C ^c ១ឧ ^c Ո ^e σ. CΔ ^b d4 J ^e ^s b ^t h ^c M ^c L ^t S ^e .

As our guests will understand and appreciate, Nunavummiut are frustrated at being told that the state of the industry in the north has essentially forced the airlines to introduce such measures as the recently implemented codeshare agreements in order to survive.	ϽΡͰσϤʹͽϿϧϦϿϚͺϹͼͿϤͺϼϥϿͱΓϷϚ ͼϧϲʹϧϭ;ϷϨͼϲͼͳϹͺͼϷϿϪϲʹϧϹϲͼϫͺϹϹͼϥ ϭ;ϲϷͶͿ;ϷϷϲ;ϷϲϹͼϧϹ;ϿͿͺϤͰϹϿͺͼϼϧϦϲϧ;ͼϦϲ ϹͿϤϫϧͳϷϲͶͼϼϲ;ϿϹͼ ϤͽϧϧϿϲϼͼͺϲͼϫϤϲͿϫ Ϥ;ϧϧϿϲ
At the same time, the almost complete lack of meaningful public information concerning the performance and operations of the airlines results in a serious lack of clarity and transparency. This is another issue that I anticipate will be raised today by my colleagues.	Ċ°ႭϷჼჼႦႦႱჂ┥ჼჼႶჼჂჃ, ႠჼჼႦჼჃჂჼႱ ჂႬჼႱႵႫჼ ჂኣႦႾჼႵႶჾჼ ኣჼႼናႶჼႦናႠ°ჼႶ°Ⴋჼჼ ႠႾჼႭ ለϷჼჼႶჼႫჼჼჽႮႵჼჼ. ႠΔĽΔናჂႫჼႱჂႺჂ ჂႼჇႦႾჼႭႼჼႫჼႱჂႫ ĽჂႭჼႱናႶჃႼჼႫჼჼჂႶႱჂ ĊჼჃჃ ჼႦჼႱႠჇჼჼჼႶና. ႠႾჼႭ ϷჼჂႠ ႫჀႦႶჼႠჄႬ ႫჼႻႦႶႺჂႦႫჃჼႫჼႱႫჼ ϷჼჂႠ.
I would like to conclude by addressing some housekeeping matters.	ᡏ᠋᠘ᡩᡄ᠈ᡃᠯᢕᡗᡄ᠋᠄ᠴ᠋ᢖᢂ᠖ᡆ᠋ᠴᡆ᠘ᡋ᠘ᢩ᠂ᡆ᠌᠌᠌ᢄᢣᡃᡃ᠋ᠥ.
As I noted earlier, this hearing is being televised live on local community cable stations and direct-to-home satellite service. Transcripts of the hearing will be posted on the Legislative Assembly's website.	≪በ⊲ኈ ዹጋዺፚኈ፞፞፝፝፝፝፝፝፝፝፝፝ ዾጏዺፚኈ፞፝፝፝፝፝፝፝ኯ፟፝፝፝ ፟፟፟፟፝፝፝፝፟፝፝፝ ላ፟፟፟፝፞፞፝፞፝፞፞፝፝፝፝፝፞ዾኯ፟ኯ፟ዀዸዾኯ፟ጜኯኯኯ ፟፟፟፟፟፟ ዾዾዄጚ፞ ዾዾጚዀ፟፟ ዾዾጚዀ፟፟ ይዸ፟፝፟፟፟ ይዸ፟፝፟፝፝፝ ዾዾ፟ዀ፝፟፝፝ ይዸ፟፝፟፝፝፝ ዾዾፙዀ፟፟፝ዾዄጚ ፟ዀ፟ዾዾዾዀ፟፝ዾ ፟ ዾዾፙዀ፟፟ዾዄ ፟፟፟፟፟፟
Following the conclusion of my opening comments, I will invite opening statements from the representatives of each of the three airlines. Following the conclusion of the three opening statements, I will open the floor to questions from Members. For the benefit of our guests, I would ask Members to also introduce themselves when they ask questions.	ϤʹLϿ ϹʹͼͿϤ LϽΔʹͼϒϞϥϺͼ Λϧʹϲʹͼ LϽΔʹͼϟϞϥϺ·Ϲ ϽϚͼͶϹϷϟͰͺϞʹϧ ϹʹͼͿϫͺͼʹϧ Λʹͼϧϲͼ Ϛ Ϟϧϲͼ LϽΔʹͼϟϭ Ϥ Δ
For the benefit of our recording and interpretation system, I ask witnesses to wait until I invite you to speak before activating your microphone.	؇ڬٮ כڬ؇ڟ ڞ؉ڂ؇ٮڮ؞ڮ ػڔڗٮڮ؞ڔڎڔ؋ڟ ۥڡڮؠڟڔڗڮۿ؞ ڮۮۥ؞ڸڡڮ؞ۅ؞ڣڋڔ؞ڡ؇؞؉؞؞؋ڡ؞ؠٵڸڹ ڰڂڮ؞؞ڸ؞ڡ؞ڡ؞
I also ask witnesses to always go through the Chair when responding to Members' questions and interventions.	ᡧᡃ᠘᠋᠌᠌Ċᡃᢦᡰᡆ᠂ᡆ᠋ᡘᡃ᠋᠉ᢣ᠉ᢗᢂᢞ ᠘ᡃᢣ᠙᠌ᢂ᠋ᠿ᠈ᡥᢩᢩᡆ᠋᠄᠋ᡃᡉᡃᢗ᠋᠋᠄ᡆᢣᡃᢐ᠘ᡄᠾᡄᢂ᠋᠅ ᡆᡘ᠉ᡃᡆᠬ᠋᠈ᡥᠣᢩ᠖᠊᠋ᠳᡄᡔ᠋ᠺᠬᢣ᠋ᢩᢞᡥᠴᡱ᠋ᡷᡠ ᠙ᢂᡔᡄ᠋᠋᠋᠘᠋᠋ᠮ᠅ᠳ᠈
My caucus colleagues have been provided with a number of reports and other documents for their ease of reference during	ĊჼᲫჃ ႾႠႱႠჁჼჼႶჁჼႦႶჼႦ ჃႠჁჄჁჼჁჇჂႫჼ ჁႫჼႦႫჼ ለႶႠჁჄႾႠჼႦჂႽ. ჃჄჼႶჼႫჼჂ ႶႶჼჼႦჼჃႶႫჼ ĊჼᲫჃ ჃჂჼႦჼႺჼႫჃჼႾႶჼ ႦႶႾႫჼჼჂჼ ለ≪ჼႠჃႫჼႱ

this proceeding. For the benefit of our witnesses and interpreters, I ask Members to be very clear and very precise when quoting from or making reference to specific reports or documents.	Lლ ጋህ ላዛሬጋ ናዕልና የተገም ጋና ትድጋ ልተደቡ ጋቡ. ላሰ Leup የምሰና ወጋ ወልና በላጭ ተደላም ላለም በና የምን የትም ላልና ም ላጋና ታንት ርልኮ ዓላ ወጋ ወልና የርና ታላና በጋቡ.
Thank you. I will now invite the representatives from Calm Air to make their opening statement. Mr. Bell, please proceed.	^ና d৮°உ广ঁ [©] . ርঁ [©] d⊲ ናbΔናdፖL৮ዎና ጋ°∿Ⴑሥበ°σ⊲Ⴀჼኦ<ჼb. Ⴆናፐ⊲ჼdና Lጋ∆ჼቀፖነረበፐσჼ ϷናbϷϟናb孕°ዹናσ⊲ናLና. ⊲ሰ bጚረቦና.
Mr. Bell : Thank you, Mr. Chairman. Good morning, Premier Taptuna, Hon. Members, MLAs, residents of Nunavut who are here today as well as those who are watching on TV.	ለኦ· (ጋኣኦበJና): 'dታ°ዺ广፞ Δьረኆኦርኈ. ኦ·≟ьdና ረቃሮኦኈበ ርናጋዉ, LሮႱሮኦኈሰና, ወዉቃ⊦୮ኦ՟ጋ ርኖኆႫናጋና ርΔьdবጋ ርኦጋኦጋና ሰል፞ьdና.
My name is Gary Bell. I'm the president of Calm Air. With me today, I have Carmele Peter, who is the President of Exchange Income Corporation, our parent company, as well as Gary Beaurivage, who is the VP and COO of Aviation for the Exchange Income Corporation, our parent company. Many of you will know and recognize Gary. He was a Calm Air employee for 40 years and previously the president before me for about 12 years.	ΓΡΛ ΛΡ "ປל", 4", 4", 4", 4", 4", 4", 4", 4", 4", 4
We are very happy to have the opportunity to speak here today. Calm Air has operated in the Kivalliq region for 38 years now. In order for us to be a viable airline for the next 38 years or more, we needed to proceed with some of the transactions that are going to be discussed here today.	CAL ነፅልላሎጋ፡Lሊኦዎሪ ኦዊσ ኦነቴ፡ሬሪግሬናር. ቴ፡୮ላቴሬ ላኦሬፖሬምጋና ዮዊ፡ሮና୮ 38-ሙ ኦዮኦሙ ኦ፡ጋ୮ፓና. CALሮ ቴላፖሬናσላናናር 38- ቴሜኦσላጭጋሙ ላፅመኦσቴኣናጋዮሯና ቴላፖኦሊናቴናσላናናር ኦ፡ጋ୮ ኦነቴኦፖሊσላኈርናር Δሬኈዮኖሙ.
To give you a little bit of a background, Calm Air operated since the late 1970s in the Kivalliq region. In that time between the late '70s and 2015, we were able to be viable and underwent several fleet renewals during that time, going from small aircraft to medium- sized aircraft to the larger aircraft that we operate today. That larger aircraft is more fuel efficient, more comfortable for passengers with the stand-up cabin,	CALC Þ ⁵ bÞ/LLċ ^L ⊃ ^C b ⁶ T4 ^b d ⁶ 4ÞccÞ ⁵ LN ^b 1970 ౨ ^e ³ UP ⁴ ⁶ ^o ⁶ P ⁴ C ⁵ T. CA ⁵ /Lσ⊃ 1970 ౨ ^{e³} UP ⁴ ⁶ ⁶ 2015-J ⁶ b ⁷ V ⁴ ⁶ Q ⁶ N ⁴ ⁵ , N ^b L/4 ⁵ ^b ³ Q ⁶ 2015-J ⁶ b ⁷ V ⁴ C ⁴ ⁵ Q ⁶ , N ^b L/4 ⁵ ^b ³ Q ⁶ D ⁶ ⁵ ³ U ⁴ ⁵ Q ⁶ , CALC ⁵ b ⁵ LC ² ⁴ C ² d ⁶ ⁶ ³ U ⁴ ⁵ D ⁶ 4d ⁶ C ³ ⁴ U ⁴ C ² ⁵ b ⁵ LC ² ⁴ C ⁴

bathrooms, and flight attendants. It's also faster and has more capacity.

About six years ago, the Government of Nunavut changed the way we operated in the Kivalliq region by splitting the medical contract between two carriers, ourselves and First Air. Unfortunately, the decision to do that made those two carriers in that region uneconomical. The split revenue model by splitting that main contract that we rely on required us to examine every single one of our expense lines. We tried to operate with basically that large amount of revenue taken away by splitting that contract.

We did a number of different things to try and maintain long-term viability, including we did another fleet renewal. Many of you will remember our Saab and Hawker aircraft. We did a fleet renewal to replace them with newer, more efficient ATR aircraft, but logic being the ATR aircraft is a very good combi, or combination, aircraft. The logic there was to fill the aircraft with freight to make up for the missing passengers that would have otherwise been onboard.

We invested in warehouses and infrastructure in our communities, notably Arviat and Baker Lake, which have large warehouses that allow us to fly freight 24 hours a day in order to get better utilization out of our aircraft.

We spent a lot of money on avionics, which allow us to have better operating conditions and better infrastructure. We also did a number of small initiatives like investing in gravel deflectors so that we incur less damage to our aircraft which, long term, reduced the cost of our maintenance.

We also did very drastic things like decreasing the number of employees in our company. We reduced our headcount by over ᠘᠙᠘ᢣ᠌ᠣ ᡏ᠋ᡆ᠋ᠮ᠋ᢆᡧ᠋ᡦᢛ᠋ᠧᡣᡅᢂ᠆᠘᠆᠘ ᠉ᡃ᠋ᡰᠣᠣ᠋᠋᠋ᢛ᠋ᢣᢄ᠆᠋᠕᠆ᢂ᠆᠘᠆᠖᠆᠕᠆᠘

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Δ^{2³/2} Δ³/2

᠙ᢆᡆ᠌᠌ᠺᢣ᠘ᢣ᠋ᠮ᠋ᡧ᠋ᡦᡄᢄ᠋᠉ᡔ᠕᠋ᡗ᠄᠘ᢋ᠉᠆ᡘ᠅ᡔᠿᡄ ᠕ᠮᡧ᠕ᠮ᠋ᡗ᠂᠋᠌᠋᠋᠋᠋᠋᠖ᡄᢄ᠂ᢄ᠋ᢤ᠘ᢗᢞ᠌᠋ᡅ᠉ᢣ᠘᠆ᠺᠮ ᢄ᠂ᠴᡄ᠋᠋᠋ᡶ᠉᠂᠋᠋᠋᠋᠋᠋ᡖ᠅᠘ᢗᢞ᠋᠋᠋ᡆ᠋᠄᠋ᡉᠻᢕ᠉ᠫ᠋ᡗ᠕᠋᠋᠋᠍᠆᠘ ᠈᠋᠋᠋᠋᠋ᢐ᠈᠘ᢗᢣᡃᢁᠺ

CΔL Ρ΄ΔΡΥΔΥΊΡΙΑΡΟΡΑΟ ΥΥΡΥΊΥΔΥΥΡΟ ΊΡΊΟΓΑ Δ'ΔΊΟΠΊΡΟΠΟΊσ[™]ΑΡΟ[™]ΟΟ Δ'LΔ ΊΡΥΔ' Δ'ΔΊΟΠΙΡΟΛΟΊΡΟ Δ'ΔΊΟΛ ΓΡΟΊΟΤΗ ΑΓΔΊΡΟΓΑ ΓΡΟΊΟΤΗ ΑΓΔΙΑ ΓΡΟΊΟΤΗ ΓΡΟΤΊΟ ΓΡΟΤΙΟ ΓΡΟΤΟ ΓΡΟΤΟ ΓΡΟΤΙΟ ΓΡΟΤΟ ΓΟΟ ΓΡΟΤΟ ΓΟΟ ΓΡΟΤΟ ΓΟΟ ΓΡΟΤΟ ΓΡΟΤΟ ΓΟΟ ΓΡΟΤ

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60 employees, everything from head office	
employees to frontline staff.	በበና'ልናበ°σና ርL▷ኈሁ Δኈ፟፟፟፟፟፟፟፟፟፟
At the end of the day, those changes were not enough. In the last two fiscal years before we announced this transaction with First Air, our company lost \$8 million in each of 2013 and 2014. There have been a lot of, as the Chairman noted in his comments, requests for transparency. We are prepared to share our financial statements privately with the Premier or his aids. This is not meant to be hearsay. We are prepared to share those to show you what our revenues, expenses, and overall performance were financially.	Ċŀdd d/ [*] > ^k ^b ^c à ^L Lc ^b ^c ⁿ ^L LC ΓP ₂ d _c ^b ^L C d ⁱ c ⁱ d ⁱ d ^k ^b ^c ^k C ^a ^b ^k ^l d ^k d ^b ^{a^c} d ^k ⁿ ^k ^{b^k^k^k^k^k^k^k^k^k^k^k^k^k}
The status quo, as I mentioned, was just not long-term sustainable for us, even with those reduced expenses. Long term, not unlike our other partners that are here today, we were forced to make one of three decisions if there wasn't a change to the operating viability of our economics.	CΔL ϷʹϿΓ ʹϐϿΔϲʹʹႱϭϲϲϚʹͽϹϘϚ ϤϭϭϘ;Ϲͽ ϐ;;ϹϷϿͼϲϷͼʹϔͼͼϚϽͿϚͺϹͼͿϤͺϷͼϷ;Δ;;Ͻͽͼ ϹϷϿͼϿϤͼ;ϿϲϚϥ·ͰϿͺ;ϪϽ;ϹͼͺϹϭͿ Ϥ;ϷϷ;ϲϿ;ϾͼϲϲͺϪͼϧϲ ϳͼͼϷ;ϒϧϲϥͼϧͼͶϹϷϲϲϷϚͼϹͺϲΔ ϥ;ϧ;ͼͼϛͼϲϿͼʹϹ ϷϲͼϲϷ;ϲ
The first of those options was to reduce the size of our aircraft materially, so to go back in time 20, 30, or 40 years ago and go from ATR aircraft, which are new and efficient, down to smaller aircraft like King Airs, Metroliners, Navajos, and Twin Otters, which don't feature stand-up cabins, flight attendants, or bathrooms onboard, in combination with smaller aircraft, reduced frequency to some of the smaller communities to either less than the two or three times a day that we service each community now to potentially not even going every single day.	ిసి ్ రాశాలింది శార్ సింది శార్ శార్ శార్ శార్ శార్ శార్ శార్ శార్
The second option, if our revenue is to be reduced materially by splitting the contract is we could continue to operate if the fares were increased materially. We did not see that as a viable option given that the prices are already stretching individual Members' and constituents' ability to pay.	ላ۵<< ምንላሊ ዲ ዾን ይ ድ ሮ ይ ቀ ይ ት ድ ሬ ት ድ ት ት ት ት ት ት ት ት ት ት ት

the los lik tho pul con Th	imber three was the loss of one or both of e carriers that are in that region. If we were ing those kinds of dollars, it was very ely that other carriers were experiencing ose kinds of losses as well. We are a blicly traded company. Our parent mpany is a publicly traded company. ey're responsible to their shareholders and curring ongoing losses of that magnitude are not sustainable.	^ډ لې ح	L°ϘϚϹϷʹͽͺϤϒϷϟϘʹϚϤʹͽϭϳϲϷʹϚͳϞϹϹ ·ႱϹ;ϳϞͿʹϐϳϐͶϘϚͺͺϹϷϭϤͺͺϫʹΓϭ·ϐϷͶϘϚ Γϭ·ϐϷͶϞϒϚͺϷͽͿϽΔ°ϘʹϿϚͺϤϽΔ°ϘϷʹͼϷϚ;ϹϹ L°ϘͺͺϤϒϷϟ;ϷͼϹϪ°ϘͼʹϿͶͼͺϷϥϒϞͼϭϚϷͼϧϧϧϧϧ
reg res exp Wl exp	ppreciating that a single carrier in this gion was not the first choice of a lot of the idents in that region, the operating penses that we incur are also very high. hat we want to do is take a minute to plain what some of those operating penses were in the region:	ہ0۔ ح⊳ر مح	ͿϤ ΔϟͺϹϹʹ϶ϹͺϤϹϷϟϽΔͼͺϫʹͿϤ ϧϹϲʹͼϧͽͶͼͶϭ·ͼͺͶϷϹϷͼͼϹϿͼ ͿϤͺϷϫϷ;ͽϽϨͶϿͼͺϤϷϲϭͼͶͼͺϭͼ ͶͽϽͱͺϲϷϲϫ;ϹͺͺϪϹͼϥ ͽϷϟͺϲϷϪͼϫϨϹϟͼͶͿͼͺϷͼϷϟͼϿͼϭͺϲͺϷͼϹϿͼ ϗϿͼϟϹϟͼ;
1.	Short runways materially restrict the amount of payload that we can take in or, conversely, take out of the communities.	1.	Γ°ൎልና ഄ᠘ᡃ᠋ᠫᠣ᠋ᢩ᠆ᡣᡄ ᢂᢣᢝᢩᡅᢛᢗᠺᡥᠦᢛ ᠘ᢞᡃ᠋ᡖᡥᠺᡊ᠋᠋ᡅ᠘᠂ᡧ᠋᠘ᠴ᠂ᢤᢉᡅ᠈ᡃᡧᠺ᠋ᢇ᠋᠆ᠴᠺ᠋᠍ᠨᢗ
2.	Gravel runways. Gravel is very hard on our aircraft. We incur significant damage to our landing gear, our propeller blades, and the fuselage of the aircraft. Long term, many of our components like landing gear take significant penalties when landing on gravel versus pavement.	2.	LdϤ ϽϤ<Δና ୮%ልና ጋϤዽና ናbኈႱርኯ፟፟፟፟፟፟ ሥናኮሩʹ፦፝፞፝፝፝ዻፇ፞ጚዸኦሇ፟፟፟፟፞፞፞Lኊዾኈ፟Lር ዻኯ፟፞፞፞ጏጏኇ፞፞፞ዄጘ፞ልናበ፝፞፟፟፟፟፟፟ ሥልጋላጬ
3.	Housing crew accommodations. Our average hotel night stay or crew accommodations are more than 100 percent more than they are in Winnipeg.	3.	Δ ^ւ ხჲΔ৮ ^ֈ ঁ৮ এঁ বিঁশির্বে উি জেটে বি ১৯৫০ এঁদ ৩০০ ২০৮০ ৩০
4.	Higher cost of labour. Even for general positions like in our cargo departments or customer service agents, they are generally 30 percent more than they are in the south.	4.	L°屯Ϛ Δჼ৽b屯Δϧͽήϲ Δჼ৽b屯ϪϧͽͶϽϪͼϲͿͻ⊲Ͽͼ Γϥ⊲⊃ ΛϧϷϳͽͼ ϹϪΓϪϚϷͼΓϹ
5.	Higher utility costs. A simple factor like having more months of winters increases our utility costs in our facilities.	5.	᠘ᡏᡆᠴ᠄ᢣᢆᡃ᠋᠋᠋᠘ᠮᡃᡆᡣ᠋ᠴ᠋ᡄ᠂ᢅᡝᠴᢂ᠋᠙ᠺᢦᡆ ᡆ᠋᠆᠆᠕ᠫ᠋᠋ᢐ᠔᠆ᡷ᠖ᡃᢗ᠋᠂ᢅᡆ᠌᠌ ᡬᡆᢂᢣ᠋᠋᠋᠋ᢐᠫᠺ᠋ᠬᢪ᠋᠖᠆᠋᠋ᢐ᠆ᠮ᠋᠆᠘᠋᠋᠘

6.	Higher cost of jet fuel. Yesterday morning when we looked, the price of jet fuel in Winnipeg was one-third the price it was in Nunavut.	6. ϷჼͱϟϤϿ·ϿͺϤϷϽσჼυϿϚͺϤϷϽσჼϷϞϷϭჼႱ ΔϷϚϷϞʹϷͺϷ·ϲʹϷϐϲͺʹϷϞυϹϟ ^ϳ ͼͱͶϷϞʹͼϒϾͺϷΔϭϚΔ ^៲ Γ ΛʹϞυϟΔΡΠϽΔʹ·ϼϤϲͺϤϭ·ͺϤϷʹͽϲϷϚͿϚ.
7.	Of course, the extreme weather. The number of times that we fly and aren't able to get into destinations, but still incur all the costs of flying to that destination is an extreme cost for us.	7. ϤϤͺͻͺͺϹϷͺͺϒϲͺϷϚͺϒϲͺϨϞϳͽϲϹͽϭͺ ϷͼϷϧͽϽͽϭͺϧͺͺϥϫϷϚϽϪͼͼ;ϹͼͺͿ ϹϪϭͼͺϧͼϧϲϲͼͼͺϹϹͼͼ ϷͼϷϧͽϽϨͶͼϞϭͼϹϹͼ
5,0 20 to I w mii Ev to reggiss per Kii any To iss av Ca Fin any	ppreciate that we land in Winnipeg about 000 times per year in our airline. In all of 15, we missed Winnipeg one time and had divert to Brandon. Later on in my speech, will outline how many times we have ssed in each of the Kivalliq communities. The with the transaction that we were able put together with First Air in the Kivalliq gion that has fixed a lot of the red-ink ues that we've had, our operating rformance or return on capital in the valliq region is still the lowest of ywhere within our Calm Air infrastructure. The show you that it is not just a Calm Air ue, our parent company owns five other iation entities operating across Canada. Ilm Air's return, even after the deal with rst Air, is still the lowest of any return of y of the other aviation entities within the achange Income Corporation.	CΔL > 5,000- [*] Γ [®] / [*] ⁶ ⁶ ⁶ ⁶ ⁶ ⁵ ⁶ ⁵ ⁶ ⁷ ⁶
the cha ref the	e way we have for the last 38 years, a ange was required. The transactions Ferred to by the Chairman, the media, and e legislature as the codeshare deals are tually quite a bit more complicated than	ርΔL bᢣᠯᡝᢆᡆ᠌᠌ᢪᡆᢩ᠄ᠳ᠋ᠯᢪᢗ᠊ᠯ᠋᠕Ͻᢣ᠋ᠮᡃ ᢗΔL 38-ᠳ ᠍᠌᠊᠌᠊ᢋᡝᢆᢖᢦ ᢗΔLΔᡄᢂ᠋ᡩᢗ ᠯᡟᡃᢣᡅᡏ᠋ᡃᢐᠧᡄᢂᡃᡄ ᢗᢂ᠋᠈ᡩᠣ᠋ᡗ᠖᠋ᡠ᠋᠊ᢁ᠈᠖᠋ᢂ᠘ᢄ᠉᠔᠘ ᢗᢂ᠋᠈ᡩᠣ᠘᠖ ᠆ᢤ᠋ᠬ᠖᠋᠘ᡄᠾᡄᢂ᠋ᡭᡯ᠋ᡬᡄᡆ ᠆᠋ᢤ᠋ᠬ᠖᠋᠘ᢗᢂᡩ᠖ᠺᢄ᠘᠘ ᠘᠘᠘᠃ᢤᡁᡬ
at Fin inc Fin	hile our deal with First Air was announced the same time as the Canadian North and est Air deal was announced, the deals are dependent and very different. Our deal with est Air involved us purchasing the residual sets of First Air and the contracts within	؇ [ٟ] ڶٮ ؇ [ٟ] ۲ [٬] ۵۵/۱ [٬] ۵۶ [٬] ۵۶ [٬] ۵۶ [٬] ۵۶ [٬] ۵۶ [٬] ک [٬] ۵۲ [٬] ۵۲ [٬] ۵۶

the Kivalliq region. It also involved a wet lease, which is ourselves using First Air to operate the 737 between the Winnipeg and Rankin Inlet corridor. It also involves what we call the codeshare arrangement, which is the ability for First Air to sell tickets on any one of the Calm Air flights within that region, as well as the ability for both of our airlines to be able to sell tickets to a customer travelling between the regions where they don't have to book two tickets. They can book one ticket with either one of us.

This transaction, however, has not gone without growing pains. We're here today to acknowledge that we've had lots of them. This transaction and integration of the two operations within this region was not only a big undertaking itself, but also involved us moving our base of operations or hub for the Kivalliq region from Churchill, Manitoba to Rankin Inlet. Many of you around this table have asked for our hub to be in Rankin Inlet or in the Kivalliq region for many years and we accommodated that with this request.

Moving that hub as well as the integration created a lot of different moving parts in logistics for us. As a result of that, we did have many issues with delayed flights. We had issues with the movement of cargo, some significant delays with the movement of that cargo, and we did have a handful of medical samples or water samples that were misplaced or took too long to move. The combination of those logistics and moving that hub combined with the worst weather we have seen in the Kivalliq region for 38 years certainly created havoc on our operation.

We thought it was important to outline some of the weather issues that we encountered this year and that we encounter on a regular basis. Again, as I mentioned earlier, in all of 2015, we missed in Winnipeg once whereas in the Kivalliq region in July alone, because Ρ/Ϥσ Ϲʹ·ͺ ϹϷʹͽϟϭ·ͽ ΔͺͻϤ·ʹ·ϒϞΛ·ͽ·ʹϒϲϽͻϤ;Ϥ ϷʹͻΓ ϹΔL Ϥʹ·ΓͽϟLϧͽϽϚ·Ϲ. Ϲʹ·ͺ ϹϷʹͽϟϭ·ͽ ϤϹϷϟ··ϞͽͷϚϥϷϲͺϷʹ·ϒϤϤϚϹϪϤ·ͼ ΑϷϲͺϚϽϪ·ͺͼϷϲͺϷʹ·ϔϤϤϚϾ ΔϷϲͺϚϽϪ·ͼͺϷϲͺϷʹ·ϔϤϤϚϾ ΔϷϲͺϚϽϫͽϲϿͼϧϲʹϚͳ Ϥ·ϞϤ·Γ ϧʹϒͼ;ϲϭ·ϳϤ. ϹΔL ϹʹʹϘϭ ΔϧϟϾͼϽͼϟϷϭͼϽϟ ϧʹϒͼ;ϲϭ;ϳʹ;ϧϲϹͼϟϹϧϟͺϤϚʹϧϭ ϹϪ· ͻʹϧϧͼ

ᠰᡃ᠘᠋ᡅ᠌᠌Ď᠋᠋ᡧ᠘᠊ᡆ᠋ᠴᡆ᠘ᡃ᠋ᠫᡣ᠋᠄ᡬᡃᢦᡆ᠈ᡃᡄ᠌᠌᠌᠌ᢣᢝᠮᡃ ᠋᠄ᡃ᠋ᡋ᠌᠌᠌᠌ᢄ᠈ᡩ᠘᠊᠋ᠴᡆ᠘ᢣᢟ᠋᠋᠄᠋᠖᠋᠌᠌ᢄᢣᡄ᠋ᡬᢄ ᢄ᠋ᢄ᠆ᡄ᠘ᡏ᠂ᡆᢗᢦᠡᠡᡆᡃᡃᢩᠵᢗ᠂᠋ᠺᠥ᠆᠘ᡃ᠋᠋᠋ ᠘᠋᠋᠋᠋ᡗ᠆ᡄ᠘ᠮ᠌᠌᠌᠘᠘᠋᠋᠋᠋᠘ᡩᡄ᠋᠋᠋ of weather or runway conditions, so nothing that we can control, not mechanical, not crew issues, but weather and runway issues alone resulted in 114 cancellations in July alone, 30 in August, 45 in September, 83 in October, 137 in November, and 92 in December. When you factor in those weather and runway cancellations that we had, there's no wonder why we incurred significant delays in shipping cargo, but we're here to acknowledge that we still have made a lot of changes and can get better.

What we won't do, despite the changes that I'm about to tell you, is we will not sacrifice the safety of our passengers or our staff for any commercial pressure. We quite often will get calls or comments on social media about why we can't go into a certain community on a particular day. We will not operate against regulations or against the overall safety of any of our passengers or customers.

The operational changes that we did make from July 2 up until basically last week and we continue to make are the following:

- 1. We added four cargo managers to our new Rankin Inlet operations.
- 2. We added two additional cargo managers to our Winnipeg cargo operations. It's important to note that our Winnipeg cargo operations are just as important as the cargo operations at the Rankin Inlet end because, if they're not properly packaged or labelled in Winnipeg, the people in Rankin Inlet that are offloading those aircraft aren't going to know where to go.
- 3. We added a full-time customer service manager for cargo alone to address phone calls, questions, and queries that were coming in specifically about updates on individual cargo shipments.

ΡረϤϭ ΔL°ႭΔϚϷϞϷʹϔϔʹϔϔͼϓϔ LͲϷͻϤʹͻϔ ΔL°Ⴍ ϤʹϹʹͼʹϷϽϹϲʹͽͶͻϞϷʹϔϔͼϛͶͿͼ ΔΡLʹϷϲʹϷϽͼ ΔʹϷϷϲΔϞͽͶϿʹͻͺ ϷϲϷϞϲϷΡLσʹ϶Ϳͼ ϷʹϷϲϪϷႱϞʹϷʹϚϚϚ ϷʹϷʹϐϪϷʹϷϲϚϚϹϿʹʹϭʹ ʹϷϚϒϷϟʹϿϹ ΔΫϹʹͼͺͼϿϹϹϒ; ΔΡLΠϹʹͶʹϭͼ.

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- 4. We have spent a lot of time with our subcontractor in Rankin Inlet who has come a very long way in their development. They had to hire over 35 people in Rankin Inlet alone to accommodate our hub moving into Rankin Inlet, and with additional training and lots of support, their performance has increased materially. We have noted that even in the last six weeks, the number of delays or mistakes or anything else that we were having have been reduced materially.
- 5. We are currently in the process of interviewing for a base manager in Rankin Inlet to work in the Rankin Inlet terminal to be able to better communicate to customers when we do have delays.

Despite the weather challenges that we had throughout those first six months, especially in November and December as we led up to the Christmas season, we were being called on by people in social media and the media itself to use third party carriers to help update our cargo backlog. I can assure you that we were doing that without being asked.

We contracted Cargojet, which is a very large cargo operator in the south and is used by both Canadian North and First Air. We contracted them six times in November and December to haul freight from Winnipeg to Rankin Inlet for us. I can tell you that our challenges were also their challenges. Out of those six times, they were only able to make it into Rankin Inlet twice. They missed because of weather or runway conditions four times. That cost us a significant amount of money.

We amended our own freighter schedule to allow our own ATR72 freighters to connect into Winnipeg a couple of times a week so that if we did have backlog issues, we could

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ἀΦΡΓϤϲϷϚΓϧϘϚϷϟϐͽϹʹϭϛʹͿϚʹϐϞႱϹʹϐϹʹϷϽͽ. CLbdϤ ATR72 ϷϟϐͽϹʹϐϹʹϷϽͽ·ʹϐϞႱϹϟϲ ϷϪϭϚΔϧϳʹϐϲϹʹϭϭʹʹͰϹ ΛαϟϤϨϟʹϞϭϷ ϹʹϨϤͽͶʹͻͿ ՔϞͿϨϲϲϷʹͰϹ ϷϟϷϷʹϐϲϹʹϭϭʹϷϽͽ ϹϹϷϭϤ αϞΓϭͽ

help clear those out through our own	ᡬᠯᡃᢛ᠋ᢪᠠᢣᡄᡄᢂ᠋᠉ᢄ᠕ᢞ᠋᠋ᢁ᠂ᠳ᠋ᢁᡷ᠘ᠸᡃ᠋᠋᠋ᡔᡞ
capacity.	

We also implemented, very early in July and August, an email notification system with the various Government of Nunavut departments so that we were given notification that medical and water sample shipments were coming so that, in addition to just looking for them all coming off the aircraft, we would have an email so that we knew that they were coming so that we could go and look for them. Since we implemented that, to my knowledge, we have not missed any medical or water sample shipments.

I have also been very active within the Kivalliq region of going out. I visited every single one of the communities that we service. I have done full-day town halls. I am happy to say that the turnout in each of those communities was excellent. In some of the communities, we had over 50 percent of the entire population of those communities attend my meetings.

Those residents were there to hear about the deal, the transaction, so that they could find out first-hand what those transactions were about. They were there and their concerns were largely to make sure that the price prices were not going to be increased. They were there to understand the frequencies and that they weren't going to be decreased, but they were also there to hear the benefits of our transaction, which have largely gone unpublished. I would like to take a second and go through those individually.

 The number of seats on a weekly basis that we operate now and in combination with our codeshare partner between Winnipeg and Rankin Inlet, First Air, has increased by almost 900 seats a week versus what it was previously. Ċŀdd ole ole to be constructed and the constru

2.	Our schedule change to use First Air's	
	737 twice a day between Winnipeg and	
	Rankin Inlet has made a material impact	
	in that service in that corridor.	

3. We have changed our individual ATR or turboprop schedule to operate direct flights at least once a day to each community into Rankin Inlet.

4. We have also replaced our multi-stop, or milk run, schedule that we used to operate so that we operate either one direct flight a day or at most, one other stop to each community.

5. Our ability to have the greater amount of traffic has allowed us certain benefits as well in terms of we now are able to have one extra aircraft or redundant aircraft sitting in Rankin Inlet at all times so that if we do have a maintenance issue or a crew issue, there's a backup aircraft that sits in Rankin Inlet every day that can help out with that. The number of delays that we've had because of mechanical or crew issues have decreased drastically.

6. We have added freight capacity. The main benefit of the 737-400 that we use with First Air has allowed us to take an extra 35,000 lbs. a day of fresh, frozen, and cooler food, including milk, bread, and eggs, and allows us to move that product into the Kivalliq region up to three days faster than the traditional method of both road and rail getting into Churchill and flying it from Churchill. We've had feedback from the stores in the communities and the residents within there that they are noticing the fresher food on their shelves; green bananas for the first time in years.

7. We have increased the baggage allowance from 70 lbs. a person to 120

lbs. a person, including a carry-on.	ዾጘኯዾጜ ፝ዾዀዀዸዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀ
8. We have moved our operating base from Churchill to Rankin Inlet. This has created over 40 jobs in the Kivalliq region from us alone, including our subcontractor, which has additional employees.	8. ᠋᠋᠊ᡧ᠋ᡶ᠂᠋ᡠᡃᢣ᠌ᡃ᠋ᡇ᠋ᡩ᠋ᠴᡃ᠋᠋᠋᠆ᠮᡃ ᠋᠋ᡖ᠋᠅ᡣ᠋᠅᠅ᡔ᠋᠋ᠬ᠅ᠴ᠋᠋᠄᠋᠋᠖᠅᠆᠋᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅᠅
9. We now operate out of a new hangar in Rankin Inlet that is owned by the Kivalliq Inuit Association, which allows us to do maintenance to our aircraft that are based overnight in Rankin Inlet every day instead of flying them south that we used to do.	9. ἐᠲᡆ᠌ᠵᡃᡲᡃᢂᡄ᠋ᠺ᠋ᠬᡃ᠋ᡠᢗ᠋ᡩᡏᡪᡃᡁ᠙ᢡ᠆᠋᠅ ᠘ᠴ᠘ᢩ ᡃ᠋ᡖᠫᡷ᠋᠈ᡃᡉᡣᡤᡃ᠙᠋ᢗ᠂ᡃᢑᠲᢗᡄᡝ᠆᠋ᡅ᠊᠍᠍᠌᠌ᡧᠺ ᠘ᠴᡆᠦ. ᠋᠋᠋ᠳᢑᡶᢕᡕᡝᡃᠮ᠋᠋᠋ᡪᡆ᠋᠋ᡃ᠋ᡋᢑᢗᡄ᠋ᡩᡏᡶ᠍᠍ᡁ᠍ᢗ᠘ᡃᠥ ᠋᠍ᢑᠦᡄ᠋᠄ᡖᡄᠴᡓᡄᠴᡆᢩᡷᡅ᠌ᠴᠥ᠂ᢣᡆᢣᠺ᠋ᢣᡷᢛᠫᡝᠳᡆᡝ᠘ ᢂᡔᡄ᠅ᡣᢛ᠋᠈ᡊᢤ᠋ᡁ᠋ᢑᡄᢗᢛ᠋ᢗᢌᡄ
10. We have built crew accommodations in Rankin Inlet to try and lower our costs additionally, and increased the size of our cargo operations in both Winnipeg and Rankin Inlet. I am happy to say that we're expecting as of Monday morning, February 1, we will be operating out of both our warehouse in Rankin Inlet as well as the entire M&T building that we have renovated and put additional freezer and cooler capacity in.	10.
11. We have also ensured, at the request of MLAs here originally from the June meeting as well as the Kivalliq Inuit Association, that we have come to an arrangement with the Kivalliq Inuit Association to fix the Pivut or beneficiary fare for a minimum of three years. We also have in that agreement that at the end of that three years, if we're going to increase that rate because of inflation or any other reason, we will do so in consultation and with the approval and permission of the Kivalliq Inuit Association.	11. ϤϤͺϿ·ϹϷ·ͽ· ϟϿͺͿϤͽͶ·Ͷϲ·ͳ;ͺϤϤͺͺϹͺϲϧϲϷͼ; ϹͺϳͺϫϲϿ ϤͺϤͺϿϲϹϷ·ͽ Ϙͼʹϲͼͳ ΔͽΔ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ
12. For the first time ever, we have implemented Pivut or beneficiary cargo	12.

rates, which have resulted in a material decrease to the cargo rates in those communities.	Ϸ៸ϞϷϞብϷϞͺϲϭͺ⊲ϷϹͽϧϘϷ·Ϲ;ͽϴϹͽϲϹ ϿϭϹ _ͼ Ͽϲ
13. Finally, another benefit is that within the	13. ϤϤͺϿ ΡϞͿʹϲ·ͽϚΓ ΔϧϟϨͶϷϭϤϚϯͼ ϧϚϤͽϤ
Calm Air network, we have also allowed	ϤϷϲϭͺϧϞͺϤϹ ΔϿϤϭ ϹΔͽϤϤ
the shipments of all country foods at no	ϷϟϧϲϹϨ΅ͼ;ϔϫϹϹ ΔϿΔͼ ϭ·ϷʹϔϾϭϧ
charge within the Calm Air network. This	ϤϷϲͶϚͶͼͽϲͿϾ ΔϿΔͼ ϭ·ϷʹϔϾ
is a result of a lot of consultation with the	ΔϷϲͶϚͶͼͽϲϿͿͼ Ϸϟϧͼϲͼ
Kivalliq Inuit Association, feedback from	Δͻ;
MLAs in this region, and our overall	ϷϿ;ϞͼͶͶͼͲͼϫ
desire to have more healthy living within	ϹΔϤͼͼ
the communities.	ϭͼϷϲͶϤϭͼϧͼϫϧϷ;ϤϲϿϾ
We have been able to do all of these benefits	ᢗ᠋᠋᠘ᡃᠳᠣ᠋ᡷ᠋᠋᠘᠋᠘ᡃᢣ᠌᠌᠌᠌ᢄᢄ᠅᠖ᡩᢕ᠖᠖᠖᠖᠖᠘᠘
without increasing the prices or fares of any	᠆᠕ᡩᠫᡅ᠊ᡆᡄᢂ᠋᠅ᡙᢄ᠘ᡷ᠖ᠺ᠘ᡷᠺ᠕ᡷᠺᡅᢄᡁ᠖ᡷᡁ᠖ᡘ᠘ᡁ
of our services.	᠘᠘ᡁ᠘᠘᠘᠘᠘᠘᠘᠘
In conclusion, we wanted to acknowledge	Δ/ϲΓΦΊ&ΓϿͿ ΔϲϞʹͽϟϞͺͺϹ ϷʹϿΓ. Δ΄έϧ,
here today that we certainly have had a	ΛΡͽ<ʹϲϭϤΓʹϿϹ ϞϲΔΓσͼ
number of growing issues since July 2.	ϤϷϷͼϒΓϲϷΡΠͽϧͽϲϲͽϟͺͺϞͿͼʹͽϧϚϒϷϧͽϥͼ.
We're getting emails from the MLAs as well	ΠΠϚϷϟϤͽϷͼϹϲϷͽϿͿͼ ͺϲϲϧͼϧͶϭͼ Δͽͼͼ
as the individuals within our region and we	ϷͼʹϲͼΓ. ϤͱͺͺͻϲϹϷͽ ϹͺϷͼϤ ϷϷͽϲϲͽͺϽͿͼ
have addressed those issues and emails.	Λ;ϞϹϷͽϷϲͼͽͻ. ϧϟϳͼϫͼϭϤͽϽͿͼ
We're going to continue to address them if	ϷϷͽϧϲϲͼϲϒ
we have issues going forward.	Λ;ϞͶϷϞͼ.
I will be out into all the communities again along with the president of the Kivalliq Inuit Association, David Ningeongan, to do a tour again of our communities as a follow-up to seek additional feedback. We have had great feedback so far, which has already led to a number of schedule changes within our network, and we look forward to additional feedback from them.	ϼͼϲϲĹϼϚʹʹ϶ϲͺϤʹϭϤʹϚϞʹϧͺϘϨʹϲ·ϚͺΔϼΔϚ ϧϽ;ϟ;ϧͶϳϚͺΛ;ϧͶϹϿϹϚʹ϶ϾϐͼϭϭϤϚϚϹ ;ϧϷϟϷϧϐͼͻϿϹͺ;ϧϿϧϐͼ·ͼͺϽϞͺϤϨͼͼͳϧϳϲϹ ϼͼϲ΅ϭϚͺϽϞ;ϗϹϞϿϚͺϹϹͽϤͺͶϷͼͶϥϲϷͼϿϚ ϤϞ;Ϟͼ;ͳϲϲͼϿͶ·Ͽͺ;ϧϧϲϲͼϧϲϿϲ Ͻ;ϫϤ;ϗϹϲϷͼͶ;ϿͶϳϲ
We wanted to make sure that it is clear to all the Members here today that the previous model of split revenue was just not viable for us. Again, to reiterate, either a decrease in the size and frequency going into those communities, number two, a material increase in prices, or three, one or both of the carriers not remaining in the community was one of the options that we faced if we didn't	Ρ/Ϥσϲ ϹͺϷϤϤ ͼͺͺͻͼΔ ^ͼ νΆΓ·ϚϚϤΡͰͺϧ·Ͻ ͺϲϧϲϷͼϧϲͺ ͺͼͼ ͺͼ ͺ ͺ ͺ ͺ ͺ ͺ ͺ ͺ ͺ ͺ ͺ ͺ ͺ

do a transaction.

Again I would like to thank you very much for inviting us and having us here today and we look forward to your feedback and questions. Thank you.

Chairman: Thank you. The next presentation is from Canadian North. Please proceed with your presentation.

Mr. Hankirk: Good morning, Mr. Chairman, Premier, Hon. Members, and residents of Nunavut who are watching the televised proceedings.

I'll introduce my staff that's here today. I have Peter McCart to my left, who our Senior VP of Scheduled Services and is overall responsible for our scheduled business unit. I have Andrew Pope, who is our Senior Director of Business Analysis. Of course, we've got Cindy Twerdin, who runs our Nunavut operation and our Station Manager for Airports and Cargo. We've got Adamie over there as well. Also, Wade is here as well.

I do want to pass on the greetings from our chairman, Mr. Wayne Gordon. We have distributed a letter to you all. Unfortunately, he was unable to attend as the elections in the Inuvialuit Settlement Region were yesterday and he needed to be in that region.

I have today prepared for you a presentation, which I believe you all have. I'll take you through the presentation. I'll go probably a little bit shorter on a lot of the points because Gary has got into a lot of the detail on such things as operating costs.

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ĊჼdႫჼႱ ჂჼჼႱႰႶናጋႾႸႦ ϷላΔჼ ႱჃႠჼ, ΔჼჄዊϷርჼ ჂႫϷჼჼႦჼჄႾႱናር በႶჼჼႦႫჼ ΔႠነჄჼഛና. ႾӶላႭჼჼ Ϸ<JჼႭႺϷჼჼႶჼႭናር Δ__ልፈ_Ⴢჾ ႫჇჃჼჃჃႺϷናናር Δ<<ჼኣ. ርΔჼႭ Ϸ<ႱႶჼჼႶናჂჼ_ჂႫ ႼჄჃႫϷႺϷჼႾና.

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It's important to note that we have two business units. We have our scheduled service. You will see that scheduled service entails passenger and cargo movement to a number of communities in the NWT, Alberta, Ontario, and of course, Nunavut. We also have a charter portion, which is about 50 percent of what we do on a revenue basis and that charter business is based out of southern Canada.

I'll talk a little bit about our fleet, which is important to understand. One of the things that we have to do as an airline is continue to try and do fleet renewal. We operate with our fleet, which I'll talk about in a second, about 360 scheduled and chartered flights each week. We serve 14 Nunavut communities, four of which are served through our new codeshare agreement with First Air. We have been renewing our fleet over the past two or three years. We have now a fleet of ten 737-300 aircraft, one of which is a combi, we still operate four 737-200 aircraft that are mainly required because of the gravel runways that we operate into like Kugluktuk and Cambridge Bay, and we have three Bombardier Dash 8 aircraft.

Gary alluded to and was quite clear with some of these details about the challenges of operating in the north. First of all, the flying distances require larger aircraft. We are serving small communities with typically gravel runways which, as Gary pointed out in his presentation, create a lot of damage on the aircraft. We have a high infrastructure and operating cost. As Gary pointed out, fuel in Nunavut is over \$1.60 a litre in Iqaluit and higher in some of the other communities. It is significantly cheaper in the south, and I do understand the logistics required to get it up to the north, store it, and then put it into the aircraft. With that said, it's still extremely expensive. At this point in time, Gary's is very close; it's about three times what we pay in Ottawa and Edmonton.

We do have unpredictable flying conditions. As Gary pointed out, this year has been a very bad year for missing at various communities due to weather. It's not only the unpredictable flying conditions. In a lot of cases, we fly there, turn around, and go back. We have incurred the costs, but we don't get paid again when we take the freight the second time to get it in.

It's important to understand why the codeshare had happened, but I'll talk about low load factors. Our load factors, prior to codeshare, and I'm willing to share them after codeshare as well, our average load factor in the north for passengers was 40 percent. To put that in perspective, on Air Canada and West Jet, which compete vehemently in the south and on pretty much every lane segment which is city to city, they run at 85 percent. You're more than welcome to go to both of their websites and they have that kind of information on it. We're dealing with extremely low load factors.

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As Gary was quite blunt about, I don't have quite as much latitude to talk numbers without the permission of my shareholders and I don't have that at this point, but the status quo that we found ourselves in predominantly with First Air was unsustainable. We did come into the Baffin in 2007. We bid the Arctic Co-op's contract for freight after the Food Mail Program got dismantled and also because we got the bid on the Nunavut government travel in the same way First Air bid on Calm Air's previous contract, as we got into that, the feds actually lowered, but that said, we found out over the proceeding eight years that on certain routes in certain regions, it was not sustainable. I can't talk about numbers. Our numbers were not quite as big as Gary's, but they were a big number that clearly got our shareholders' attention.

The other thing that came into play is that large portion of our revenue is charter and at this point, I can tell you that it's pretty much identical, 50 percent charter and 50 percent scheduled service for revenue. About a year ago, that number would have been 70 percent for charter and 30 percent for revenue and we were cross-pollinating and funding routes that weren't sustainable.

As we went into the economic downturn primarily driven out of resource sector commodities falling, oil, gold, iron, our charter division started to slow down, which made me, as the top executive for Canadian North, have to look at all of our business and business units and come up with solutions. Some very difficult things had to happen. I have 280 staff laid off at this point. We used to be almost 1,000 staff. I have 280 laid off and that's primarily driven out of the charter side, but I had to take a long, hard look at our scheduled service and realized that I still want to compete with First Air in a number of regions, but there were some routes where

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it made sense to start discussing codeshare.	ϷʹͽͽϽ;ϒͼͷϲϲϷͼϞϒ;
I can tell you that operating costs continue to rise. Garry gave a few examples; I'll give one. I mean, our investment in Iqaluit, the hangar, was about \$10 million. To put it into perspective, I could build a facility three times that size in Edmonton for that amount of money. I understand that's part of operating in the north, but we do have big investments in the north.	ኦቴኦስቲዲ ፌሬ አስት
I can tell you that all aspects of our business are continually under review, but I want to talk about what is a codeshare agreement and how common it is. A codeshare agreement is an agreement between two or more airlines to share passenger and cargo space on each aircraft. Each airline sells the seats or cargo space on the codeshare under its own flight number and by its own licensing, but only one airline operates the flight.	Ρ΄ Δ Ϸ Ϟ · ϲ ϲ ϲ ϲ τ τ τ τ τ τ τ τ τ τ τ τ τ τ τ
How common is codeshare? I'll just put a couple of examples on here. WestJet has codeshare agreements with 14 partner airlines in Canada, North America, and across the globe. Air Canada, for example, has 26 codeshare agreements. This is a very common occurrence.	ር፟፝፝፝፝፝ ር፝ዾ ዻን፟፝፝፝፝፝ዻኯ፝ጜ ርልLል፝፝፝፝፝፝ዾዾኯ፟፟፟ ሪልLል፝፝፝፝፝፝ዾዾ ፝ ይት ሪካት ይ ት ርስት ይ ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት
I must say that despite the codeshare agreement, Canadian North and First Air remain competitors and set our prices independently. I can also tell you that our prices on both passenger and cargo fares have not gone up.	ϹΔൎL՟൳ ᲮጋኑኦቴՈՐԲԺ՟⅃ ⅆ՟ՐቴՈՐᲥՈናᲮናചⅆ⅌Ո՟ചር ൎ୬՝Ոⅆ, ᲮჲՃՈⅆ℉ ഛⅆⅆ՟՟ ⅆԲՆՐՇԽՈ֍՟ ՃՃ℉Ճ՟ Խ๙৮ᲐՃ℉ൕՐഀ՟Ճ ⅆԲᲣռⅆ⅌ℯ⅃℉ՆՐ:
Why did we do the codeshare agreement? Three main reasons. It enabled us to match capacity to demand. An airline, whether it's Canadian North, Calm Air, or First Air, can't survive with 40 percent load factors unless, of course, we raise the prices materially, which we knew was not an option. We reduced our overlapping schedules; I call it	ሥሬና ኮጋኑን፥ኮበሶ°σናጋና ላ°ቦናኮበሶህበሮኦሬኦ።ኦቦር? ለኈሁለታ ለኦቲባናኮሬኦ።ጋህና. ኦለሆቄፈርናበ°σና ዻ°ኄህበሆቄኦበቦሬኦ።ሮጅና. ልσናኮፖሬናይናሮ ሬድንገና ልቪ፣ 40%-Lዲዮም ኦለጋል°ቂ።ሩሮሬኦናናር ጳፑጋሊላሊቦላናኮናσላሬኦናናር ኦለታኑኻር።ኮውኖ՞ቦሪናር. ጳርኦናበሪናσላጔቦናኮርና።ርጅና ይፈሮ՞ይና ሮነሪላ ናኮናስኖልፖሊላኈለፈኑሥራ.

wingtip to wingtip flying. We would have two aircraft going to the same place at the same time with one-third of a load on it. As an airline executive, I knew that was just not sustainable in the long term without changing the prices.	᠘᠄ᡷᡃ᠈᠄ᡃ᠋᠋ᢐ᠋ᡃ᠋ᢐᡫᢗᠵᡝᡃ᠈᠍᠊ᡏᢗᡔᠺ᠋ᡃᡂ᠙ᢕ᠙ᡧᠧ᠃ᡧᢕ᠉ ᢗᢗᡄ᠑᠘ᡆᢩ᠌ᢩᢂᢁᡩᡳ᠋ᡣ᠋ᠺᡏ᠉ᠫᡣᡅ᠄᠂᠋ᢐ᠌᠌ᡷᠾ᠋ᡬ᠅ᠧᡘᢣᢄ᠆ᡱᡧ ᡏ᠋᠅ᡁ᠖ᢗᢄ᠆ᠴ᠈᠊᠋ᡁ᠄ᢐ᠋᠌ᠺᢣᡄᢄᡬᡄ ᠖ᢣᠯᢛ᠋ᠴᢛᡣᠾ᠋᠈ᢣᢄᡷ᠌ᢩ᠆᠆᠘᠂᠆ᡐᡗ᠘᠆ᡧ᠋ᢩᢁᡷᢕ᠋
One of the cornerstones that we tried to do as we got into this codeshare agreement, as Gary acknowledged, were a codeshare agreement is not an easy thing to do. There's a lot of stuff that has to occur on the backend in the reservation system. A lot of training has to go on for airport agents, cargo agents, and ops controllers. It's a big undertaking.	Δᡄ ^ͺ ር የሚ bንንኑቴበሶቌማናኮሮጭበና ጋር ቦላሊኦ ኦቴኦፖሊኈቴኦሞፑንኄ ላግናቴበሶህበ ለታሊላጋላላ ጋልና ርΔLΔናጋና. Lኦሏ ንቴ የውርናውኦላላልና Δσርኈበርኦሁሥላናውዮና ለታሊላጋላላ ኃሮናቴጋልና. የሥላውሮ ርኖዊ ርዕና ሲርጅና.
One of the cornerstones was we understood that this was going to cause some concern in Nunavut and in the Northwest Territories. What we wanted to try while doing what we needed to do to be sustainable, we wanted to try and improve our flight schedules to the customers in both Nunavut and the Northwest Territories by increasing choices and having some different connectivity.	Δἐν ὅϷϷϞ·ϹϷΛΓϲϷͽϲϿ· ΔἰϳͻΛῦνῶϷΛͼϭϳͽυ ϫͼϿ·Γ ϤϤ ϫͼϥϭϳΓ. ϹΔLΔνοͻϭͽΛ·ϫͿ Ϸ·ϽϚͰϤϷLϲϷͽϲϿͼ ϐϞϳͼϫϿͼϭϳϐ·ϫϹ LΡLΔͼϫϿͼϭϳϐ·ϫϹ. ΛϷϞͼ·ϲͽΛυλάσρι ΛΡͼϹͼϭϲϨϿͼ. ϹΔνϥϫ ϷϟͼϲϹϿ ϷͿͼͼϲϿ ϷͿͼ Αμάτο Αματο Αμάτο Αματο Αμάτο Αμάτο Αμάτο Αμάτο Αμάτο Αματο Αματο Αμάτο Αμάτο Αματο Αματο Αμάτο Αμάτο Αμάτο Αματο Αματο Αματο Αματο Αματο Αματο Αματο Αματο Αματο Αματο Αμάτο Αμάτο Αματο Αματο Αμάτο Αμα Αμα Αμα Αμα Αμα Αμα Αμα Αμα Αμα Α Α Α Α
What does a codeshare agreement do for Canadian North? I can tell you that it ensures our long-term sustainability and our ability to continue to serve the northerners in a safe and efficient fashion.	ϷႭΔႶϤჼ
What does it mean for you guys? Again, you have service that is sustainable and greater choices of flight options. We have enhanced the Ottawa-Iqaluit schedule. We provide safe, reliable service with larger aircraft. Gary alluded on it before, but our smallest aircraft is a Dash 8 we use, stand-up cabin, hot meals, and we have flight attendants and washrooms.	⁵
I can tell you also that despite some of the media attention, we've got Pivut fares that are here to stay. I can't speak for Brock or Gary, but I can tell you that at our airline, we	ርΔL Λペ՟ϲϤϞናበJና Ϸσჼ፟፟፟፟፟፟ Ϸσჼ፟፟፟፟፟፟፟፟፟፟፟ አም፟፟፟፟፟፟፟፟፟፟፟፟፟ ለዎና-ኮđና

have not changed our fare levels on Pivut or	᠋᠊᠋᠋ᢦ᠋ᢣ᠈᠋ᡷᢛᡝ᠋᠋᠘ᢩᢞᡗᢗ᠌᠌᠌ᢁ᠋᠘ᠴᢩᢗ᠋᠋᠋ᠵᢑ᠘᠋ᡃᡪᠵ᠖ᡔ
the percentage of seat inventory to pre-	ᡏ᠘ᡒᡆᢄ᠕ᠵᡄᢕᢓᢛᠴᢓᠺ
codeshare. It's identical. We have no change	ᢞ᠋᠋ᡪ᠋ᡝᢣ᠋᠘ᢩᢞᡳ᠋ᢕᢗ᠌᠌ᢟ.ᡩ᠋ᡧ᠘᠋᠋᠋ᡃᢐ᠋ᠴ᠋᠋᠋ᢛ᠄᠋ᢐᢞ᠋ᠾᢗᢓ᠘ᡩ᠋᠋ᠴᡣ᠋ᠬ
to the booking process. You can continue to	⊳₀ݢݚݭݵݚݭᢗ ⊲ݥ؋ݕݥݵݚݐݸݛ ݕݸݼݕݚݠݷݛݤݸ
book through phone, web, or travel agent.	ᢄᡃᢆᡠᡄ᠌᠌ᢂ᠆᠅᠖᠋ᡪᢣᢂ᠋ᡱ᠂ᡠ᠋᠋ᡏ᠘᠋᠆᠋ᡘ᠉ᢓ᠘
I will say one thing, though. There have been some issues initially with the Sabre system that occurred in the first week or two. Cindy has provided a lot of feedback to us in this region and we have worked very hard to resolve those issues. We still have ongoing issues. We're only six months into this thing. We intend to fix those issues as they get brought to us.	ርΔ ⁶ dd ኣΔ> ⁶ d ∧፫ኪ ³ לበቦペבÞ ⁶ vረLႱናበJ ረግጋናርኦኈ ኦペናበ°σ ⁶ ኦናbኦ ³ ላሏናቴናርልኦበነረLቦ ² ጋσ. ላነረንልኦበረLላJና ፈኈዖቦላናረናጋቦና ላቴኦ ⁶ ዮርኦንስና. 6-σ ⁶ ርኈዖσ ⁶ Δ ⁶ ቦናና፫ርΔ ⁶ ฉናናር ርΔLΔ፫ኦኈጋር ላኈቦናቴበሰህበበJና. Δረ፲ጏሰና ናቴΔርኦሀΔ ⁴ LC ፈኈዖህበነኣኈረኦኈረናናጋላዎና.
The next page is just a snapshot and you're welcome to go and research it yourselves, but our prices have not changed and that page is just an example of two routes we have and the various fare levels that exist. We are like any airline. We do have to do revenue management. If I go and travel on WestJet, for example, for business or Air Canada, I know that if I book in advance from the day of, I'm going to get a better price. That is just airline revenue management that all airlines have to do.	L ⁴ ΛΡ ⁴ γΡ ⁶ CdJ ⁶ ac ⁴ Tζγ Ċ ⁶ dd dCP ⁴ N ⁶ d ⁶ Cd ⁴ \PΛ ⁴ ΛΔ ⁶ aJ ⁴ ib ⁶ UCσP ⁵ b ⁶ C ⁶ νLζΔ ⁶ . L ⁴ ² Ċ ⁶ dd P< ⁶ b ⁶ C ⁶ C ⁹ ⁶ Cd ⁴ \P ⁵ b ⁶ d ⁴ LJ ⁴ CP ⁶ ⁶ b ⁶ U ⁶ CPΛ ⁴ C ⁴ dP ⁴ C ⁶ ib ₂ ΔC ⁶ U ⁴ U ⁴ ⁴ b ⁶ C ⁶ d ⁶ . L ⁶ a d ⁴ L P ³ UσdJ ⁶ . PaP ⁵ C ⁶ d ⁷ J ⁶ dP ² C ⁶ d ⁶ . L ⁶ a d ⁴ L P ³ UσdJ ⁶ . PaP ⁵ C ⁶ d ⁷ J ⁶ dP ² C ⁶ d ⁶ ⁴ C ⁶ D ⁶ D ¹ J Pd ⁴ A ⁴ C ⁴ dPL, ΔP baC ⁶ d ⁶ ⁴ C ⁶ D ⁶ ib ² L ⁴ CPΛC ⁶ S ⁵ U ⁴ dPP ⁶ σ ⁶⁶ \Pσd ⁶ ⁶ U ⁶ ib ² L ⁴ CPΛC ⁶ S ⁶ U ⁴ dPP ⁶ σ ⁶⁶ \Pσd ⁶ C ⁴ C ⁴ C ⁴ D ⁶ C ⁶ S ⁶ U ⁴ dP ⁶ dΩ ⁷ C ⁶ . C ⁴ Q C ⁴ dd CΔLΔc ⁴ U ⁴ C ⁶ d ⁶ dP ⁶ dΩ ⁹ C.
I'm going to talk a little bit about the highlights and I will talk about the whole system. I understand that this Assembly and residents are about Nunavut, but I will talk about what the codeshare agreement did overall.	ჼႦϷϟͰϞჼႱ ႾႠႱႠϷჼჼႶϷჼჂჄ ഛႭႴჼႠϷϹϷჼჂჄ ഛႭႴჼႠჾႠჼ ჂኣჇႾႱჄł. ϹჼႭ ჼႦഛჼ ഛႭႴჼႠ ๙ჂϪჼႾჼႱჼჼ
Eastern Nunavut Highlights:	᠊ᠴᡆ᠌᠌ᢟ᠂ᡃ᠋ᡋᡆᢩ᠈᠋᠆᠘᠂ᡷ᠆᠘᠂᠆᠆ᡬ᠆ᡁ᠘᠋᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
We have a new choice of morning and afternoon departure from Ottawa to Iqaluit and again, from a midday departure to an evening departure from Iqaluit to Ottawa. When loads warrant, we have a 737-300 in Ottawa. It will do the flights on Mondays and Fridays typically.	రీటె స్టార్ లించ్ పొరా తే౦ిర్ ఎస్టార్ సిందా స్రా దోలపారా స్థానికి స్టార్ సింది స్లార్ దిల్లా స్రామిం స్టార్ స్టార్ స్లాస్ స్టార్ స్లాస్ దోలప్ స్టార్ స్లార్ స్టార్ స్లాస్

I know that Brock has got his 400 aircraft on	>ናኮC>ኈ 400-σ፦ር ኄጜኄርረ፟ኄጛኄኄር ፞፞ዾጜኦበር፝ኇ.
their routes. We are in the process of putting newer aircraft on the routes.	
Both airlines continue in some markets, but there are four markets that we codeshare into and I'm sure it will be a topic of discussion today and that's Pangnirtung, Qikiqtarjuaq, Clyde River, and Pond Inlet.	ᡧᡃ᠋ᡶ ᢗ᠋᠋ᡶᡃᢦ᠋ᡠ ᠅ᡃᡠᠡᡆ᠂ᡃᢐ᠋ᡃ᠋ᡫᡄ᠋ᡔᡄ᠋ᡬᡃ᠌᠉᠋ᢣ᠉ᠹᡃ᠋ᡷ᠉ᡣᡤ᠌᠉ᡆ ᠘ᠹ᠋ᠿ᠊ᡆ᠋᠊ᠲᡃᠡ ᢗᢞᡇ᠋ᢤᠾ᠊᠊᠌᠌ᠣᡆ᠋᠆ᡨᠣ᠍᠊ᡆ᠋᠋᠋᠘ᡘ᠉᠋ᠨ᠘ᢞᢉᡥ᠊ᠦ ᠆᠆᠋ᠣᠴ᠘᠋᠉᠋᠘ᢄ᠆ᠺ᠆᠖᠆ ᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
In western Nunavut, one of the highlights is the daily 737 service between Yellowknife and Cambridge Bay has put more capacity in the marketplace from a seat perspective and a cargo perspective.	ርÞ≪σ፫ Þ⊲፫σჼჼ<ናፑჼ ჼᲮϷርĹና 737 ጘለጚ፞፟፟፟፟፟ጜርና୮ጚዀ ታጋฉΔΓና ΔჼᲮጔ•፟ጋናበ⊲ና፝፝፝፝፝፝፝፝ጏና. ርĽჼd⊲ Ϸቭჼቴናርሲ⊲ሮዎና Δፚፚ፞ጏ Ϸቭჼቴናርሲ⊲ሮዎና ርď፟፟፟፟፟፟፟፟፟፟፟ጜዀጋቦና.
We have three times weekly service now between Cambridge Bay and Kugluktuk. That was a change made early into the codeshare agreement from feedback from the western Nunavut area. We have added and it came about due to drugs. The drug store or the pharmacy in Cambridge Bay came to us and said that we didn't have enough connectivity into the eastern Kitikmeot, so we have added flights there.	 Λ[*]υ/4[®]Π⁵b^CC⁵T²J^C Δ⁵b^D^DC¹J^C Δ⁵b^DC¹D^C C²[®] 4^DP³^BC^DZ^{4[®]} 4^PP⁵D¹D¹C² D⁵b^DD¹D¹C²D²D¹D²C²C²C²D²D²D²D²D²D²D²D²D²D
The Trans-Arctic, which I understand we will talk about cargo issues today, continues to operate three times a week.	ᠵ᠋᠋₽₽᠉ᡃᢗ᠉ᠫᡄ᠋᠋ᢆᡰ᠋ᡏ᠂ᡏ᠋ᡘ᠆ᡩᢑᢗ᠅ᠫ᠘᠋ᡗ᠕᠅᠘᠅ ᢂ᠆᠋᠋᠋᠋᠊ᡦ᠄ᠮ᠋ᡗ᠂ᡆᢩ᠈᠆ᡆ᠈᠘᠈᠋ᡗ᠂ᡘ᠋᠉᠆ᡘ᠖ᡊ᠅᠘ᡘ ᠕᠅᠋᠋᠘ᢣᡏ᠋ᢁᡣᠬ᠋ᢧᡄ᠋ᡬᡶ᠘ᠺ
The Mackenzie Valley - and this is really for the NWT residents but it gives you a flavour of what's going on in the Northwest Territories - we continue daily flight service up to the Mackenzie Valley with our 300 combi.	Ϸϫϲ ϤϨϭ ϿϫʹϟϤʹΓϷϿʹ ΛϞϤΛʹϷͻϤ·ϞͿϤʹͽʹϽϧϿϤʹͽ ΡϟϤϭ·ϹϷʹͽ ϷʹϷϷϟͺϹϤʹϷϛͳͿͽϷϲʹϲϨϭ ϿϫʹϟϤʹΓ ΛϲͺͺϭͺϛͼϲʹϷϲϿϲʹͺʹϐϷϹϹϤʹͺϹϭϫͼʹϷϟϧϭ·Ͽ Ϲʹ<Ϸ·ϞϧͼϲͽϽͿͼ 737-300-Γͼ ΔϿͼϭͼ Ϸϟϧϭ·Ͽ ϷϟϞϛϭ·Ͽ ϷϟͿͼϫͽϽΓͽ ʹϐϧϧϲϟʹͼϧͼϟϹ ϟͶϞͼΓͽ.
We have new direct flights between Yellowknife and Inuvik between Mondays and Fridays. Customers right out of Edmonton through Yellowknife to Norman Wells and Inuvik can book on either airline.	ᡆᡃ᠍᠍ᡁᡃᢣᢦᡏ᠋᠋ᠻ᠊᠈ᠫ᠔ᡃ᠋ᢩᡆ᠋᠄᠘᠂ᢣᠴᡆ᠘ᡏ ᠘ᡠ᠍᠋᠌᠕ᠸ᠊᠋ᠬ᠋᠋᠅ᡧ᠋᠆ᠺ᠘᠖᠋᠘᠖ᢤ᠋ᡗᢄ ᡆ᠆ᡩᢐ᠋ᠫ᠘ᢩ᠂ᡆ᠋᠋᠖᠂᠖᠋ᡃ᠋᠘ᠺ᠋ᡝ᠋᠋ᠮ᠘ᠻ᠍᠋᠕ᡩᡆ᠋᠋᠖᠋᠘ᠻ᠍ᡁ᠘ᡣ᠋᠉.
We have revised capacity to better match the demand, which is exactly what the codeshare	ᢗ᠘᠋᠋ᡶ᠌ᡃ Cᢞᡇ᠋᠊᠋᠋᠋᠋᠊ᠺ᠆ᡘᠴᢑ᠋᠋ᢆ᠆ᡘ᠆ᡘ᠋ᢆᡆᢑ᠋᠋ᢣ᠘᠋ᡗ ᠋᠊᠋᠊᠋ᠺ᠆ᡘ᠊᠋ᠳᢑ᠋ᢣ᠋ᢍ᠂᠋ᠺ᠋᠘ᢨᡅ᠌᠌᠌᠌᠌᠘᠘᠘᠋ᢥᡳ᠘᠋᠋᠋ᢟ᠋ᡗ᠋ᡬ᠙ᠳ᠘

is about, and we continue to allow passengers in our whole system to accrue Aurora points and Aeroplan points.	ርL๒d┥ ᠘₽LIJLᢣ᠘ᢩ᠂ ᠊᠋ᠴ᠋ᡐᢩ᠋᠄ᡣ᠋ᡗ᠆ᡆ᠄᠉Ͻᡣ᠉ ᡧ᠋₽₽ᡩᡄ᠋ᢉ᠊ᡆᢓᡣᡗᡝ᠋ᡄ᠅ᢗ᠋ᡏ᠋᠋ᡔ᠋ᢪ᠂ᢂ᠋ᡬᠬᡆ᠌ᢪᡃᡉᢡ.
We are listening. We continue to make improvements as a result of feedback. We expect some more feedback today. One thing we do know is that we put Cindy Twerdin in the position to take feedback from a letter I sent to the Premier and to certain government officials. Cindy continues to take feedback and we are adjusting the way we operate when the feedback makes sense or we get back to the people saying, "This doesn't make sense and here's why." We remain committed at Canadian North and our ownership to resolve any issues that are brought forward and to meet the customers' demand.	ἀ<>>৬ << ά
To summarize, my job is to operate a safe and efficient airline. Safe is always first, efficient second. I do have to provide shareholder return and we do need to continue to renew our fleet.	ᡏᢗᡄᢩ᠉ᡥᡗ᠊᠋ᢆᢣᠦᡏᡃ ᢃ᠋ᡩᡅᢣᡃᢣ᠋᠋ᠺ᠋ᡣᡆ᠙᠋᠋᠋ᢞᠮ ᠋᠋᠋᠋ᢐ᠋᠋᠋᠋᠌᠌ᠳ᠘᠋ᢑᢗ᠋᠘᠋ᢄ᠘ᢩᡃᡆᡆ᠋ᡄ᠂ᡆᢩ᠋ᡰᠮᠦ᠋᠋ᡝᡆᡗᢀ ᠙ᠴ᠌ᢂᢣᡄᢂ᠋ᡙᠡ᠋ᢉᡏ᠋᠖ᡅᡄ᠋ᠴᠺ᠋᠕ᡗᢗᢂ᠋᠋ᡃ᠘ᠺ
That ends my presentation, Mr. Chairman. Thank you.	Cኖペ ርካፈላ ኦσቴሲኑምጋσፈቴኦኦቴ. ነሪትግርኮ ፊኣፖペኦርኈ.
Chairman : Thank you. The next presentation will be from First Air. Please proceed with your presentation. Go ahead.	Δ•៸<<▷ር (ϽϞϷႶͿና): ·ϭͿϧͼϥϹϷ. ϹΔL Ϸσ·ϳϐ·ϞͿϟϲ·ϳϹϯϪͼʹʹϷʹ·ͶϤϷϭͰͼ·ͼ·ϧϾ Ϸ;ϥϲϿϪͼͼͺϲͼͺϪʹʹϐͼͼͺϷϭͼϳϷϧʹͼʹϹͼϿϲ
Mr. Adams (interpretation): Thank you, Mr. Chairman, Premier Peter Taptuna, elected officials, and people at home who are listening to the radio broadcast and watching television.	ἀ ϹΓ : ᠂d৮°௳℡, Δናイ≪ϷϹ΅, Ⴑ≪∟Ϸ·౨ イター΅∩∿Ⴑ ἰϹ ϹʹϽ௳, Δーϓ೨ σʔϤႪϹϷͰϞΔϚ, ϤϞՐ·ϚィͰϞΔ·೨ ձϲ·ϽΔϚ, ϹϲͺͺϞϧϥϿ ἀϲͺ·ϽΔϚ.
First of all, I am proud to be here along with my officials who are Brock Friesen, President and CEO, and our Vice-president, Bert van der Stege. They will be here with me.	ዸቝኇኯጟ፟ዾዾኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯ ዀኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯ
First of all, I would like to say, unfortunately,	ᢣ᠀᠋᠂᠆ᡔ᠆ᡬ᠘ᡄᢩ᠂ᠳᢂ᠉᠂ᠬᡬᠫᢪᡳ᠋ᡃ᠋᠘ᢂ᠋᠉᠂᠘

that Jobie Tukkiapik, President of Makivik and Chairman of First Air, was not able to be here. The Inuit leaders are in Ottawa right now meeting with the Prime Minister today. He was going to be here, but he will not be able to attend today. They are dealing with very important issues down there with the newly elected government and we're all trying to plan for a better future for the Arctic. It's extremely important for the whole Arctic, not just for Nunavut or Nunavik. It's for the whole Arctic.

First of all, I would like to introduce myself. I am Johnny Adams. I am from Kuujjuaq and I first started working with the airlines in 1978 in Winnipeg. When Air Inuit was just starting out, as an Inuk, I first started as a pilot when I was 19 years old with Air Inuit. To date, I have been involved with the airlines and helicopters. I have stayed in that business in our community and I own a business in the south as well and so I am involved in that to date.

We are here as First Air. We have been operating for 70 years since 1946. It first moved to the north in 1954 and in 1975, First Air first developed a base in Iqaluit. It has been 40 years since First Air came to Nunavut. In 1990, the Makivik Corporation purchased First Air and ever since that time, for the past 25 years, the Makivik Corporation has been involved in Nunavut through First Air.

The reason why we're here is that we operate the airline, First Air, in Nunavut and because we had losses, we had to make a decision on setting up a codeshare agreement. We have to run a sustainable business in order to operate in the north. Whenever there's any change, we become concerned and of course, I understand where you're coming from.

Also, in coming to this decision, we had

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problems in 2015 not only in Nunavut but in Nunavik as well and we apologize for that. We have heard concerns voiced not only in Nunavut but also in Northern Quebec. We had to make drastic changes and get rid of what is not feasible. That started in 2015. Also, there is the Iqaluit terminal that is being built. There are also instances where we can't land in Pangnirtung. We have various reasons and a need to make a change because of all these factors. We had major challenges over the years and we knew that we had to make changes.

In closing, as we heard from the presentations, we need to operate a viable, sustainable business in the north and that's one of the main reasons why we made these changes as the board of directors. I would like the people of Nunavut to know that this is very important. We are in the middle of a change and we will be giving a briefing. That's my opening comments, and please don't think that only the people of Nunavut are concerned about it. There have been losses and we have had to make this major decision.

We are also very open to having discussions. We work with the Qikiqtaaluk Corporation and they are a member of our board of directors. We hear the concerns through the Qikiqtaaluk Corporation and we hope to be able to have a close working relationship.

Thank you very much for giving me an opportunity to make my presentation, Mr. Chairman.

Chairman (interpretation): Thank you. (interpretation ends) Go ahead and proceed.

Dr. Brock Friesen: Thank you, Mr. Adams, Hon. Premier, Ministers, Members, and the public. I'll be brief because our story is somewhat similar to that of our partners, ᠋᠋ᡃᢐᠴ᠋᠉ᡃᠫᡅ᠋᠊ᢂᡪᡝᢂᠺᠺᢗ᠘᠋ᡗᢞ᠋ᡶ. ᢂᡆ᠋ᠴ ᢗᡃᡃ᠋ᢐᠥ ᠘ᢞᡆ ᠂ᡃᠣᠴ᠋᠋᠉᠊᠋ᢆᠵ᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘ ᡣᡄᢂ᠋᠃᠆᠕ᠴ᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘ Λσαυς Δρ°σ» ςΔμ°νυς ϽήΛςργρας ᠴᡆ᠋᠋᠀᠋᠘ᡩᡆᢂ᠋᠂ᡤᡗᡗ᠋᠘᠘ᡩᡆ ᠋᠂ᡃᡃᠣ᠋᠉᠊᠋ᡃᠵ᠘᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕ ᠂ᡃ᠋᠋᠋᠋ᡃᢑᡄᠧ᠋ᢤᠣ᠋᠉᠊᠋ᠣᢄᡔ᠅ᢕᡗᠵᠣ ∧σ⊲ے℃ن6℃⊂⊳™ϽͿ·Δ℆レ ᢣᡆᢣ᠌᠌ᢂᡤᠴ᠋᠋ᢣ. ᡬᡃ᠌ᡆ᠕ᠣᡏᠴᢗᢂ᠋ᡃ᠖ᡃᡄᡄᢂᠮ᠊ᠮᡃ᠉. <°♂ჂГʻ」 ≀⊂ Ċ≫∿Ს ℾ℠Ხ๖°∿ՐჂჼᲮናСჼჄ⊂ ⊲dơ. ن⁶44 م،خا۵د که د۵۳ م. که در از که د ᠕ᠣᡏ᠋ᠴᢗᡤᡃ᠋᠋᠖᠖᠆ᢧᢄᢣᢑᢕ᠖᠖᠘ᢑᡆ᠘᠘ᢣᢋ ᠈ᡃ᠋᠋ᢣᢄᢣᢟ᠂᠖ᠴ᠋᠉᠊ᠫᢆ᠋᠕᠊᠋ᢙ᠋᠘᠘ᡩ᠖᠖

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ጏኁር፞ዀ >ና፟ኯ ፇሲነዬ (ጋኣኦበJና): ናਰኦቄሏቮ፦ ጳር୮ ላዛሬ ፖንሮዀሰ, ፑውኑርልና ላዛሬ LーႱーႦჼስጋልቄሏልና, ርጐኰሳላጋ ርዕቄጂႪጋና

Calm Air and Canadian North, and I'll give you a bit of an overview. In your packages, you have a presentation that leads like this. I'm not point to go	ር°≪፞፞፞ኇ፞፞ጏ፝፦፞ጏ. Þd┥ ዾ∆י፫∩ኈ፝፝፝፝፝፝፝ኯ፟፝ዾ፞፞፞፞፞ጚኇጞዀፘ፝፝፝ ፝፟፝፝፝፝፝ ዻ፟፟፟ኯ፞ኯ፟ጚጏና∩ዻኁ፞፞፞፞፞፞ኇ ኦd┥ ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ጜኯ፟፟ ዾኆ፞፟፝፝፝፞፞፞፞ኇ፞ጏ ኇ፞፟፝፝፝፝፝፝፝፝፝፝፝፟፝፝፝፝፟፝ኇኯ፝ዀዀዀዀ ዾዻጜ፞፞፟ጏ ኇ፞፟፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝፝
that looks like this. I'm not going to go through all of these slides. Otherwise, there will be no time for questions. It may be helpful as and when we start to answer questions or for your general background. I'll speak from my prepared notes, which I think are also in your packages.	Þdaਰ <ద<<రిaర్ <ద<<సేరిగిస్తిర్ ొరోరార్ దిLద్రరా CPSనారా సినితానికి. Þdd దిప్రిఉప్తిగా Lిగిలిరిడి ఉహ్లింగిరిలి దిటిలే దరిలేగిగింగిరిలించిందిని దిల్లు తిలిగింది దిల్లు సిరిలిగి రాడాంగిందిని రిలిలింగింది సిరిలిగిందండింటరింట దిందింగింగిందిందింది సిరిలిగిందండింటరింట దిందింగింగిందిందిందిందిందిందిందిందిందిందిందిందింది
As Mr. Adams indicated, from 2011 onwards, First Air was experiencing unsustainable operating losses. Our board quite simply could not allow this to continue; our shareholders couldn't sustain this. It is important to remember that First Air is a business and as such, requires an adequate return on investment. We need a healthy and sustainable airline. We are not the only ones that need to be healthy and sustainable. Our customers do, our employees do, and so do you. First Air provides the north with vital infrastructure together with our partners. As you know, we have a major base here in Iqaluit. We're possibly the largest non- government employees all across Nunavut.	άCΓ ϷʹͽϷͽϷϷʹͺϲ 2011-ΓϚ ΛΓϤʹͽͺͻͿ Ϸʹ·ΛϤͽϤ LPL Ϟ Δ ʹ ϲ ϷΔ ʹ Δ ϲ Ϸ ͼγ L Ϟ ϤϷ ϲ Ϟ ή Ϛ Ϸ Δ Ϸ Ϟ Ͽ P Λ ʹ Γ ભ σ Ϸ Ϟ Δ α Ϛ ϲ ϥ ϲ Ϲ Ϸ ͼγ L ʹ L Ϸ ϟ Γ Γ Ͽ ʹ Δ ͼ Ϸ ʹ ϒ Ϛ Ͻ Λ Ϸ Ϥ Ϛ C Δ L Δ ʹ Γ ^Δ Ͼ ^Δ C Ϙ ^Δ C Ϙ ⁻ C Δ ⁻
Running an airline is expensive everywhere, but nowhere near as expensive as here. Aircraft and spare parts are in USD. We all know where the USD has gone. All of these have become 30 percent more expensive this year alone. Jet fuel in the north and in Nunavut is three times as costly as it is in Montreal or Ottawa. Gravel runways across Nunavut mean that our maintenance costs are much higher than those of other airlines. A couple of years ago, I did some math and I found out that \$20 of every ticket price goes to pay for propeller repairs on our fleet up here because of gravel runways. Harsh weather conditions and limited infrastructure lead to higher costs. I think my colleagues	⁵ ర్ఫింద్ స్రాంధించింది లేందింది లేందింది లేంది లింది లేంది లేంది లేంది లేంది లేంది లేంది లేంది లేంది లేంది లింద

have detailed that nicely. ᠙ᡆᢂᢞ᠉᠑᠙ᡤ᠂ᢂᠴ᠋᠉᠖ᡩᡆ᠖ᢞᠳ᠖ᡃᢗᠻᠯᡧ᠂᠕᠘ᠴ᠘ᡬᢀᢙ Because of the unsustainable operating losses since 2011, First Air has had to change. Our board asked management to develop a 2011-Гσ^с Ρ΄αϷϞσ^ϧ ϞႱΔペ⁻ϲ-ϤϲϲϷϚ⁻ ϤϞϧ⁻Ͻር turnaround strategy. The plan, which included codesharing with Calm Air and Canadian North, was deemed the best way forward. Canada's North is simply too small ᠂ᡃ᠋ᡃ᠋ᡰᠵᡄ᠋᠘᠋ᢞ᠋᠋᠋᠘ᢞ᠋᠋᠋᠋ᡗ᠋᠆᠆᠘᠂᠋᠘ᢄ᠆᠃᠘᠘᠘ to have several airlines flying wing-to-wing CĊˤϷϤϤϤϷͽͽͲϤϹ, Δέͼσ·ͻ with, at best, half-empty airplanes. We $\Delta \supset \subset \mathcal{O}^{\circ} \cap \mathcalO^{\circ} \cap$ wished they were half-empty; they were much more empty than that and all losing money. Codesharing is an industry practice that allows improved efficiencies to maintain the same or better levels of service for less operating cost. The alternative would have been further reductions in service, not ה יפחי אחשליה שינה ביירו לעב serving a destination every day like we do ᠂ᡃ᠋ᡃ᠋ᢣᡄ᠘᠋᠉ᡄᢁ᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃ now or stopping service to a community ᠵ᠋᠋ᢣᡄᢄ᠆ᡩ᠉ᢗᢟ᠋᠋᠄ᡬ᠂ᡆ᠕ᢉᢦᢓ᠒ᡤ᠋᠋ᠴ᠒᠍᠍᠍ᢧ ᡄ᠘ᠳ altogether. Our decision to stop serving bጋንትኄhnሶ∿σኈ ለቦ⊲ႠႠ⊳ኈጘLሩ. Repulse Bay was only just the beginning had we not done something like codesharing. Without codesharing, many northern communities across Nunavut would no longer have been part of our network today. Restructuring also included eliminating inefficiencies, reducing costs, and investing in our future. First Air, with the support of Makivik as its shareholder, has launched an ambitious Canadian \$110 million program to renew the fleet. We could not have launched ᠙ᠴ᠌᠌ᢄᢣ᠈᠋ᡏ᠘᠆ᢞᠴᡄ᠂᠋᠆ᡧ᠆᠙᠙᠘ᢕ᠋᠆᠖᠆᠆᠆᠆᠆ this program without codesharing. The intention is to modernize our fleet with an ☞. ⊲⊃∿⊂⊳ﻧ⇒ټے ذ∽م additional Boeing 737-400, which will ᠕ᢩ᠂ᡃᠡᢦ᠗ᡃᢣᢦ᠋᠋᠋᠂ᠳᢄ᠆ᡄ᠘ᠳᡃᠴ probably fly for the Arctic Winter Games, ᠘ᡄᡃᡃ᠋ᡖᡨᠼᠧ ATR42-500-ᠳ ᢗ᠋ᡫᠣ ᠴᡆᢟᡃᠮ. and initially five newer ATR 42-500s. We ᡬ᠗᠆ᡥ᠖᠘ᢘ᠙ᢂᢁᡧᢘ᠘᠘᠘᠉ᠳᠣ᠕ᡁ ᠴᢗᢂ᠋᠋᠆ᡥ᠆᠖᠆ᡑᢣ᠘᠋ᡗ᠕᠋ᡘᠷ᠘ᢩ᠋ᠴᢄ᠆᠁᠘ᠺ currently operate the older series of ATRs in Nunavut. The first of the newer ones will enter service next month. We hope to replace all the ATRs with more modern ones. First Air is making the single largest

investment in Nunavut's air infrastructure in recent years; I guess not counting the airport. This is all money from outside Nunavut that is being invested in airplanes to provide essential services in Nunavut, none of which could have happened without codesharing. All of these airplanes will be used in the essential services market. Like Canadian North and Calm Air, we have noticed a downturn the resource sector, for us especially in mining, so we're not investing in that sector. In fact, we have pulled back all of this fleet investment. Our shareholders approved and have already spent \$55 million CAD for the essential services market.

I would just add as a footnote that we will be able to use all of these new airplanes in every airport except one, Pangnirtung. Unless government finds a way to build a new airport in Pangnirtung, we will have to use the old airplanes. As my colleagues have mentioned, you can't fill up the old airplanes and if you can't fill them up, because the runway is too short, your cost of flying the freight is higher. Pangnirtung is the only community that has a significant export business in Nunavut. The fish that come out of Pangnirtung need to fly in our airplanes to get a high price. We have bought the airplanes, but we need the runway to match.

We and our board believe that codesharing is essential to our recovery. Combined with our codeshare partners, we now offer customers increased flight options throughout Nunavut. For example, the key Ottawa-Iqaluit route now offers two flight options per day on both First Air and Canadian North.

My two colleagues here, one from Winnipeg and one from Calgary, left their homes in those two cities to Ottawa on Monday morning and connected to the afternoon flight. For the first time in the history of Nunavut, you can fly from virtually సింగింటింగిండి సిందింటింది సింగింటింగిండి సింగింటి సింగింటి సింగింటి సింగింటి సింగింటి సింగింటి సింగింటి సింగిం సంజాంలు సింగింటి సింటి సింగింటి సింటి సింగింటి సింగింటి సింటి సింటి సింటి సింటి సింటి సింటి సింగింటి సింగింటి సింగింటి సింగింటి సింటి సింటి సింటి సింగింటి సింటి సింటి సింటి సింగింటి సింటి సి సింటి సి

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Now, for an economy that wants to build tourism, that's absolutely essential. For an economy that wants to attract investment, that kind of quality of service is essential. None of that could happen without codesharing. The only flight connection that existed from Canada to Nunavut prior to our codeshare services was from Toronto, if you got up really early and the traffic wasn't too bad. Our connections are improved to and from the communities. Compare this to the pre-codeshare where both First Air and Canadian North operated each one flight per day at identical timings with less connection possibilities from the other communities.

Similarly, in the Kivalliq region, service has been improved from Winnipeg to Rankin Inlet and through Churchill through a codeshare on larger capacity 737-400s 13 times per week. There was never before a large jet operating on this route double daily. Gary has already gone through that, so I won't go through it. The service in the Kivalliq is substantially better than it has ever been before.

Like my colleagues to the right, we admit that we didn't get everything right. Codeshare is new in northern Canada and new to all of us. We are still working on improvements and we are listening to feedback from all of our stakeholders. We continue to make adjustments and improvements to our network provided they make economic sense. Like my colleagues, safety is always our preoccupation; that always comes first.

In direct response to feedback, we have

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added cargo and passenger capacity on some routes, including Yellowknife-Kugluktuk and Iqaluit-Pond Inlet. We reinstated flights between Cambridge Bay and the [Kitikmeot] communities of Gjoa Haven, Taloyoak, and Kugaaruk. We have also increased frequency between Cambridge Bay and Kugluktuk and there will be further adjustments provided they make economic sense. We can't go back to the old days. It's not that we don't want to; we can't.	Ϥ ^L L ΠΠ ⁵⁶ b ⁵⁶ C ⁵⁶ C ⁵⁶ C ⁵⁶ ϷΔ ⁵⁶ να ⁴⁶ C ⁵⁶ b ⁵ σ ⁵⁶ C ⁵ + ΔαΔΓ ^c ⁵ d ⁵ Δ ⁵⁶ D ⁵ J ^c Δ ⁵ b ⁵⁶ Δ ⁵ C ⁵ ⁵ C ⁵ C ⁵⁶ Δ ⁵ D ⁵⁵ C ⁵ Δ ⁵ b ⁵⁶ C
First Air and it codesharing partners will continue to assess opportunities that make business sense. We look forward to hearing more constructive feedback so that we can continue to improve our service and, most importantly, continue to be the reliable infrastructure partner that you would like us to be, that you need us to be, and that you want us to be. Thank you.	⊲∿ቦኄኮበኵ፞፞፞፞፞፞፞፞፝፝፝፝፝፝፝፝፝፝ ቭኈ፞፟፝፝የቦ⊲፞፞፞፝፝፝፝ኯጋ୮፦ ጋኁኈበርዾጚዸጚሇ ለኦናበዖበቓና ለዾ፞፝፝ሥ፟፟፟፝፝፝፝፝፝፝፝፝፝ ለዾ፟፟፟፟ዾኇ፞፞፞፝፝፝፝፝፝፝፝፝፟ፚ፝፞፞፞፞፞ኯ፟፟፟
Chairman (interpretation): Thank you. At this time, we will take a 15-minute break and you can look through the briefing notes during that time. The guests can go have coffee in the Nattiq Room. We will take a 15-minute break. >>Meeting recessed at 10:15 and resumed at 10:33	Δ^ϧ/ «ϷϹ·ͽ : ͺͺϷϿͺͺϹΔͺͺͺϿͼϷϧ·ͺϳͺϲϷΛ·ϲͺ΅ϭϭϚ·Ϲ 15 Γσ·ʹ៸ϭ·. ͺϹ·ϭϭ ͺϹϲϲϷͼ·ϺϚ ϹΔ·ϭϭ ϥϫͽϹͼ·Ϲͽͼ Ͽͼ·ϷʹͺϧϲϲʹͺϤϲϲ Ϲϭϭʹϧͺͺϫͼϲϲϲϲ ϹϪϭʹϧͺͺϫͼͶͼϧͺϪ·Ͽϲ;ϫϲ ͻͼϷϧͺϳͼϭϫͽϽϲ. 15 Γσͼʹ、ϿͼϧͺϳͼϭϫͽϽϲ.
 Chairman (interpretation): Thank you for coming back. If Members have any general comments, I would first like to ask Mr. Taptuna. Mr. Taptuna. Hon. Peter Taptuna (interpretation): Thank you, Mr. Chairman. Good morning, (interpretation ends) colleagues, (interpretation) Members, (interpretation 	 >>b∩Lσ^{*b} Δ^{*b}b[*]UbΔ[*]a^{*b}D^{*b} 10:15-Γ 4^LL ∧Γ4^bb[*]σ^{*b}D^{*b} 10:33-Γ Δ^bγ < Δ^bγ
ends) and everybody in Nunavut. Good morning, Kuglukturmiut and good morning to you all. I want to thank you for appearing here before	LCして戸い穴、(ンネトロマンの) ロ マンマン LCして戸い穴、(ンネトロマ) ロ マ ダ・Γ ア C L - ン. ア ビ さ b c いるいっいういて マ L ン ア ビ さ b c ム ン ロ イ.

the committee. It is a unique opportunity for you to provide answers to questions that have been raised over the past several months by our constituents, businesses, individuals, our hamlets, and Nunavummiut in general.

Mr. Chairman, let me be clear: in the history of the government in the north, never before has one industry been asked to appear before a committee in this forum. We take this session today very seriously and everybody should too, including yourselves as witnesses. It's also an opportunity for you to articulate how you see the airline industry evolving over the next several years.

Airline travel in Nunavut is not a luxury; it is a necessity. We do not have any roads or any other daily or, for that matter, weekly connections to any other part of Canada other than by airplane or the annual sealift. Mr. Chairman, sealifts don't carry medical, personal travel, or other passengers.

This is why your service impacts every single person living in Nunavut, working in Nunavut, or visiting Nunavut. You transport the food that we eat. You move the goods that we buy and the products that we need in Nunavut. Airlines are truly the lifeline of Nunavut. You have an enormous responsibility. We understand that as a company, you have to make a profit for your shareholders. Nunavummiut understand that better than anyone, what it costs to work, live, and, indeed, survive in Nunavut.

As privately owned corporations, we cannot tell you what your profit margin should be or should not be. We can't tell you what the rate of return should be for each dollar that you invest. We don't see your finances. We don't see your balance sheets or income statements. But we do hear from you that profits are down, that you collectively are losing money. We hear you say publicly that [;]d۶°ឩϹʹΡϹ·ʹϿʹ·ϧͺϹ«ϿʹϧͺϷϹͿϫͼͺ;ͺ; ϷϷϞ°ϫʹϭϭϚ;ϒͺϭϹͽϞϤϹϷϒϹϞϿͼͺϹͼϷϷͽͼϲϚϲϹͼʹͽϽϭ ϭϨϭͼͶͼʹϼͼͺϫʹϹϭͼϷϿϭͼ, ΔϿϽΔ°ϫʹϭͼ, ΗϤ·Ϲϲϭͼ, Ϥ·ϹϿͺϼϫϨϲϹϷϭͼ.

competition between your companies is basically a race down to the bottom.

If the northern airline market cannot handle more than one company operating in any given region, you are basically asking for a monopoly. We have seen deteriorating services, we have seen cargo and we have heard of cargo backup, and we have seen changes in the schedules that we have not had any input into. Again, I have to ask, Mr. Chairman: is this a monopoly that you want us to support?

Competition in any other jurisdiction or any other industry has proven that it provides better service and better pricing for consumers. Competition is good for the consumer. Competition also keeps businesses competitive.

Mr. Chairman, we see no way to contradict what you are saying when you continually repeat that the northern airline routes are not profitable and can only be sustainable if changes, codeshares, or monopolies take place.

There also have been questions raised and suggestions made that maybe governments should provide a subsidy or subsidize northern travel and airlines.

Mr. Chairman, we already subsidize the cost of fuel delivered and sold in Nunavut, fuel that you use. We provide a form of subsidy by providing guaranteed airfares for passengers through duty travel and medical travel contracts.

Mr. Chairman, we ensure that all airports are operating and up to national codes. We ensure that passengers have proper facilities, air terminals, and access to airports in every community throughout Nunavut. Maybe today, you can clearly state what it is ϽϞϞͿϤʹʹϳϸʹϒͼϭϥϲϥϒͺϤϷϚͺϲϤͽϞϹ;ϤͺϤϲϽ ϷϿϷϞϭϷͺϤϞϷϟϨʹϲϲϥϞ;ͺϹϷϥϥͺϤϷϲϽϚϷͶϭʹͽϟ ϷͱϚϭ·ϞʹϐϿϚͺϹΔϹͺϤϚͶʹϭϭͽϞʹϞͿϲʹ;ϹϹ

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that you want us to do. How can we work together to help Nunavummiut? What regulatory, infrastructure, logistical, or administrative support do you need from the Government of Nunavut or, for that matter, from the Government of Canada?	ᢄ᠆ᠴ᠋᠋᠋᠆ᠮᡃᡋ᠘ᢂ᠋᠋᠋᠋᠖ᡩ᠖᠋ᠬᡆᢓᢪ᠌ᡆ᠅ᡔ᠋ᠨ᠄ᢐ᠋ᠴ᠘᠆ᢂᡃᡗ᠅᠘ ᠙ᡩᠬᡥᠣ᠌?᠄ᢐᠴ᠋᠋᠋᠄ᢐᠴ᠅᠕ᡔ᠋᠋ᠺ᠆ᡘᡃᢐᡘ᠋᠋᠋ᡬ᠋᠋᠋᠆ᡘ᠅᠕ᢗ ᠴᡆ᠌᠀᠊᠋᠋᠋᠋᠆ᢄ᠂ᢐᠴ᠅᠘᠆ᠸ᠋᠋ᡁ᠄ᠬ᠘᠂᠘ᢣ᠅ᠨ᠘᠅᠋ ᠙ᡧ᠋ᡱ᠅ᡩᡄ᠆ᡬᡆ᠘ᡃᢐᡄᢗᡝᠦᡊ᠋᠋᠋᠋᠘᠖ᢣ᠅᠘ᢝᡆᢩ᠄᠉᠕ᢗ ᠴᡆᢀ᠋᠊᠘᠙᠋᠘ᡃᡆᢥᡥ᠋ᠣ᠅ᢂᢤ᠍᠅ᡩᡄ᠖ᡆᢗ᠋᠋ᢉᢂᠺ?
As the largest corporate client and the issuer of the largest single passenger contract in Nunavut, we do have concerns. As elected representatives of all Nunavummiut, we have questions that are going unanswered.	ϹΔL Ρ΄ϤϷϟϿϞͽͶϘͽ ϤͼϦϘͽϫͺϿϹ ϷϽϲͼϧϧ ϤͼϦϿͼϿϲϿ;Ϲ Ϙϲϳ·ϿϹϷϲϿϲϿ; ϫͿϫ; ϲͻͼͽϲϲ ϲϫ; ϲ
Mr. Chairman, last spring, as representatives of the three major airlines servicing Nunavut, you were at the Legislative Assembly and met with the Full Caucus of Nunavut MLAs. At that time, we were briefed on the intended move towards the codeshare arrangement between the airlines. You implied that it would make things better, increase services, better schedules, and so on. Since that June meeting, many issues and	Δ ⁶ γ « Ρ Δ ⁶ γ « Γ Δ ⁶ γ « Γ
concerns have been raised across the territory in the northern media, on social media platforms, and directly to the Members of the Legislative Assembly, Ministers, and government.	ϹΔL°∿Ⴑσ ൎϞϭℾ ხႶႱϲϷჼჁჂር ΔჇĹჂቦኦϷϞ Ϸͻჼ·Ͻ·ͰϲϷʹϞϹ, ϷϷϷʹʹϾϿΓ ϽኣϷႶϲϲϷͽ ʹႦϚኣϷϧჼႶͿʹͻ ϤᡃႱͻ ႱϲႱϲϷჼႶϼ ϽϚ·ϲ·Ϲʹჼ;ͻႶჼ ΓϭʹϹϼʹͻ ႱペႱϭ.
We also note that the Federal Competition Board is reviewing the codeshare arrangements and that the Government of Nunavut has presented our concerns and observations to the board also. The implementation of the codeshare structure appears to be the catalyst resulting in more and more delays in receiving freight and cargo in a timely manner across the	ϷϞϟϟͳႱ·Ϲ Ϲ·ϭϭ ϷϫϹϲͺϳͺͿ· ϭϷ·ϽϚϷͶϲͺͺϳ· ϧͶͺͰͽ·; ͼϷϲ;ϫͺϫ ϧϤϲϧ; ϲ Ϸ;ϧϧ Ϸ; Ϸ; ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
territory. Mr. Chairman, there is growing concern that more often than not, community store shelves are now regularly empty of nutritionally healthy food products. It is	Ϸ៸ϧϧϹͽϹϷϞϘͽͺϹϳϤϲ·ϳͽͺϿϭͽϲϳͺ

having a significant impact on food staples flown in weekly like milk, eggs, bread, fresh fruit and vegetables.	ຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼ ወຼຼຼ ወຼຼຼ ወຼຼຼ
These cargo and freight delays are affecting the government's shipment of blood samples, medical lab tests, water quality tests, and other time-sensitive cargo. Mr. Chairman, later, the Minister of Health will speak on these issues. Again, the impact of the codeshare	CL ^b dd Þ/b [‰] C [‰] CÞ [,] ୯ P [、] ህ᠙ሊd [‰] CÞ [,] b ^c C [‰] D [,] し᠙L ^b d [°] D ^c dÞ [®] SbÞት [,] [™] CÞ [,] h d [°] ©d& [°] TJ SbÞ [,] [™] CÞ [,] h GÞ ² [°] CÞ ² [°] CÞ ² [°] CÞ ² [°] C ²
agreement plays itself out in many ways. Your fare class of seats means that the cheaper fares and the lower cost seats are in short supply and thus, air travel is now more expensive. On one hand, you state that you have not increased airfares. On the other hand, by restricting the number of lower airfare seat classes available, you have forced the consumer to buy the higher priced tickets. Communities are expressing concerns that	
changes to the beneficiary discounted travel program have resulted in airfare increases and steep penalties for making changes to flight tickets. Mr. Chairman, this is a result of the airlines having fewer beneficiary fare seats available because, as stated, they are the cheaper fare seats. The passenger then has to buy the more expensive seats.	Δαές ΔγΙΔΟΓ [*] σ ⁶ Υ ⁶ ⁶ ⁶ C ⁴ ⁶ ⁶ C ⁴ ⁶ C ⁴ C. CL ⁶ α Δα ⁶ ⁶ ⁶ ⁶ C ⁴ C ⁵ ⁶
The Nunavut government was assured through many channels of communications that the new codeshare agreements would result in better airline service and scheduling. However, this is not the case when the trans- territorial jet schedule change to Tuesdays, Thursdays, and Sundays has resulted in longer stays for staff from their home operations offices and increased hotel and duty travel costs.	σΡ&ሊՎԽርՀԿLC. کوی کی
Scheduling issues for sports teams include, of course, volunteer coaches and athletes that cannot afford to be away from home	ᡧ᠙ᡃᠫᡅ᠊᠋ᡏ᠋ᡃᢦᡟ᠘ᡃᠫᡅ ᢗ᠘ᡃᡆᡰᡆ᠂᠋ᡃᢐᡃᡅᡃᡆᡝᡃ᠋ᡃᢑᢗ᠋᠂ᠳ᠋᠋ᠬᠬ᠆ᠴ᠋᠋ᡗ᠋᠕᠋᠆᠘ᡔ᠋᠘ᡔ ᠕᠋᠂ᡶᡆ᠋ᢩ᠕᠋᠂᠋ᡶᡆᠴᡃᠾᠴ

communities and that do work for the length of time it now takes to travel between certain locations east and west.

As the largest customer and as representatives of our communities through our elected officials, we are deeply troubled that a conceivable monopoly has been borne through the Kivalliq region scheduled airline service where intercommunity travel is now only represented by a single airline.

Mr. Chairman, the Nutrition North program has been cited as one of the main catalysts for the unbalancing of the airline industry in the north. The subsidy through Canada Post that went to the airlines now goes to the shippers, the stores, not the air carriers. This has resulted in probably a loss of several million dollars of the bottom lines of all the air carriers. Now today, you have to compete against each other for the larger shippers' business and have probably undercut each other to get that business and they the shippers, not you the airlines, are probably dictating those prices. This decreases your profits and the viability.

Nutrition North is flawed and broken. An unintended consequence was to basically unhinge the northern airlines marketplace and almost bankrupt your operations. Maybe you can speak to this in your comments later in question period.

Mr. Chairman, constituents have noticed an absence of seat sales across the territory, which is another example of the frustrations raised since the codeshare agreements came into effect. As the airline companies that are in the business of customer service, we are sure that these concerns raised by Nunavummiut do not come as a surprise.

Again, I want to be clear: the issues raised in this forum come from all across Nunavut.

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These concerns, issues, and observations are real. We use the airlines every day. We live here. It is our home and we want to ensure that air travel, air cargo, and, indeed, your entire air transportation network is healthy, safe, and reliable.	CΔL CLbdd \%PCD4 Δ/ĹΔCD4 ΔαϿϲĹŰŶႱᡗLC. Ċbdd Δ/ĹΔCD4 ΔλλγΔγδ4 ΔΜ Λ΄2.5CD4 ΔδδεC5Ω Λ΄2.5Cδ ΔδδεC5Ω Δ. CĹσ ΔΥΛ5565C ΔLΔ CL°α 56%UC/bd Δοδεστο Δγρεστο CL°α Δνρεστοστίδε το Δαγρεστο CL°α Δνρεστοστίδε το Δαγρεστο Δια Δερεστο Δάλα Δαγρεστο Δια Δερεστο Δάλα Δαγρεστο Δια Δερεστο Δάλα Δειστο Δαγρεστο Δια Δερεστο Δάλα Δειστο Δια Δερεστο Δάλα Δειστο Δια Δερεστο Δαγρεστο Δια Δερεστο Δια Δειστο Δια Δερεστο Δια Δειστο Δια Δερεστο Δια Δειστο Δια Δερεστο Δια Δια Δια Δια Δερεστο Δια
Later today, I will have specific questions for you and I look forward to hearing from my colleagues and Members of this House on their concerns, suggestions, and questions in this forum. Thank you, Mr. Chairman. <i>Qujannamiik</i> .	Ϸ՟౨ℾჼႦჼႫϷႫჃჼჼჂჼჼ ጳለჼჼჿႶჼჽჼႦჼႫჃჼℾႱႱ ΔႠᡃჄჼჂჼ ჃႱჂ ჂჽჇႺႶჃჼႫჃჼႦჼႱ ႱႠႱႠϷჼჼႶϷჼႦႶჼႫჼ ΔჇĹჂႠϷႵႫჼ ϷჼႦϷჇϷႵჂ Ⴀჼ≪Ⴋ. ჼჿႵჼႭႱႦ, ΔჼჇ≪ϷႠჼჼ.
Chairman (interpretation): Thank you, Mr. Taptuna. The next name on my list is Mr. Savikataaq.	Δ•/ペÞርና •: ^ና dታ°ฉ广 ^ኈ , Γʹር ር<ጋฉ. ርံ°ฉ
Hon. Joe Savikataaq: Thank you, Mr. Chairman. It is a privilege for me to be here today to speak briefly about some of the issues facing us regarding the new codeshare arrangement developed by the northern airlines.	Δ•2 « Ρ C • · · · · · · · · · · · · · · · · · ·
I would like to welcome our guests and I appreciate their cooperation in giving us the opportunity to meet with them and discuss these issues. It is also a great honour to have this discussions occur through the Full Members' Caucus and the proceedings televised across the territory so all Nunavummiut can participate in this discussion. It is only through open dialogue that we can come to understand each other's concerns and work towards finding positive solutions for all Nunavummiut.	ΚΤΥΟΡΕ 33 ΥΤΕΡΕΡ 30 ΡΤΡ Ε 31 ⁵ b ⁵ UC/ ⁱ ⁵ b ⁵ DR ⁴ D ⁶ . CΔL 2 ^a ⁵ U/ ^b DR ² D ⁶ ⁵ b ⁶ DR ² D ⁶ ⁴ L ³ Λς Λ ⁵ DD ¹ ⁵ σ ⁴ d ⁶ . ⁵ dF ² C ⁴ L ³ DA ⁵ D ¹ L ΔP ⁵ U CL ^b dσ ⁵ U P ⁵ b ⁵ D ⁵ ⁴ L ³ DC ⁴ L ³ DA ⁵ D ¹ L ΔP ⁵ U P ⁵ b ⁵ bD ¹ ⁵ σ ⁵ ⁶ CL ⁶ ⁴ L ³ D ⁴ C ⁴ L ⁵ D ⁶ D ⁶ D ¹ C ² D ⁶ D ⁵ b ⁵ bD ¹ ⁵ σ ⁵ ⁴ CL ² C ⁴ L ³ D ² C ⁴ D ⁴ D ⁵ D ⁶ D ⁶ D ⁶ D ¹ ⁵ D ⁶ D ² D ² D ² C ¹ D ²
Mr. Chairman, as MLAs and Ministers, we have been hearing not only from our constituents but also from GN departments about the concerns and frustrations with the codesharing arrangement, changing freight routes and the changes in flight schedules across Nunavut. As the Minister of Community and	Δ ^ϧ ϟ≪ϷϹʹ ^{;ϧ} , LᠸႱϲϷʹ ^ϧ ͶϷʹͻϹ ΓσʹϹϷʹͻϹͻ ϽϞʹϧϲϚϚϹ Ϲ [«] ≪ ^ͺ ϧͺϳϿ ^ͺ ʹϻϲϽͽ σΡϥʹͽͶϚͶʹϭϭ ϷϟϤϭ Ⴑ≪ϹϷϭϲ Λϲͺʹϐϡʹϔͼϭ ΔϟϹͻϹϷϟϭͽ ἀ·Ϲϧϫ ^ͺ ϒ; Δ ^ͺ ϔϚϭϷϟͿϚ, ϹϹϷϭϤ ϷϟϷϚϹʹϭϭʹͿϚϥϟͽʹͽϧϲϘͶʹͻϲ ʹϧϧͺϧϧϳϧϲϹʹϭͺʹϻ϶ͻ ϿϥϿ·Ϲ ϥϟͽϫͼϲϷͶʹͻϲ.

Government Services, I have been asked to speak on how the new codesharing arrangement has been affecting the department. Before I get into more specifics, I want to address the issue of the cost of jet A-1 fuel. Often in discussions regarding the airlines, the high cost of airline tickets and freight inevitably comes up. At times, these high costs are attributed to the high cost of jet A-1 fuel.

Mr. Chairman, before we continue any further, I would like to dispel this myth. As everyone is aware, as CGS Minister, I had the privilege of announcing the reduction of fuel prices for gasoline and diesel as of January 1, 2016. As a government, we did not lower the prices of jet A-1 fuel. As we are aware, Cambridge Bay, Rankin Inlet, and Iqaluit see the largest consumption of jet A-1 fuel. Since November 1, 2011, the average cost of jet A-1 fuel for those communities has risen by 3 cents per litre. Mr. Chairman, I wish I could say the same for the how much airfares and cargo rates have risen in that same amount of time.

Mr. Chairman, if that statistic is not confusing as to why costs continue to soar, then let me give you a cost comparison between the prices today of jet A-1 fuel in Iqaluit and Ottawa. In Iqaluit, we have one fuel service provider and the cost of jet A-1 fuel is \$1.64 per litre. In Ottawa, we have two fuel service providers. The average cost of jet A-1 fuel in Ottawa is \$1.72 per litre. The cost of jet A-1 fuel is 8 cents cheaper in Nunavut. Mr. Chairman, this is from the most current information given to me by the Petroleum Products Division and these costs are with all taxes included.

Mr. Chairman, the cost of doing business in the north is expensive. The airlines may say that they have not benefited by the lowering of heating fuel and gasoline, but we must

remember that they, like the Government of	ᡬᡆ᠌᠌Ďᢣ᠋᠆Ďᢩᢨᡊᢨᠣᢛᡃ᠋ᠺᢂ᠘ᢞᡃ᠋᠋᠋᠋ᡃ᠅
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Mr. Chairman, in terms of the codesharing	

Wr. Chairman, in terms of the codesharing arrangement, most significantly from a government standpoint, the changes to routes and the dropping of flights seem to be impacting the movement of freight. The trans-arctic flights from Edmonton-Yellowknife-Rankin Inlet and reverse on the same day, this route was operated Monday, Wednesday, and Friday weekly, with both airlines offering flights on Monday and Friday and First Air had an additional flight on Wednesdays, for a total of five flights per week. This has been changed to Sunday, Tuesday, and Thursday weekly, a drop to only three flights only.

Mr. Chairman, furthermore, the change in scheduling has led to cargo delays. The route that First Air has subcontracted to Summit Air uses RJ85 aircraft. This aircraft has seating capacity of 85. However, it does not have adequate cargo space. Therefore, there is an ongoing issue with cargo capacity and delays in delivery of cargo.

Mr. Chairman, I have received phone calls and concerns from hamlets and MLAs regarding the delay in much needed parts to fix and repair water trucks and sewage trucks to keep them on the road. We all know the vital role that timely delivery of goods and services are needed to keep our 25 communities running. It is my understanding that airline officials have already met with various GN departments and have been cooperating fully to have these issues Δ⁶γ«ΡC⁶, Ċ⁶dd d⁶(Υ⁶D()d)⁶ Λ₂d⁶D⁷ U

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resolved.

Mr. Chairman, I am hopeful that through our discussions here today, we can gain a better understanding of each other's concerns and to resolve many, if not all, the difficulties we are currently facing. Mr. Chairman, my department is a service-based department and I have come to realize that teamwork is needed to make the department work to provide those services. I am pleased with the teamwork that is being exhibited today. As we move forward, I am confident that these issues will be addressed. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you, Mr. Savikataaq. I have no more names on my list for general comments. At this time, I would like to ask if Members have any questions. I'll have Mr. Taptuna go first. Mr. Taptuna.

Hon. Peter Taptuna: Thank you, Mr. Chairman. I thank you for giving me that opportunity. In my opening statement there, I cited the Nutrition North Canada Program that was put in place in 2010 and replacing the food subsidy program, the Food Mail Program.

Maybe Mr. Friesen can respond to this. In 2008 and 2009, the company was doing very well. There were bonuses given out to board members. Since that time, things have rather changed drastically.

Again, I cited the Nutrition North program. Again, in most cases, throughout the public discussions on this, it has been the main catalyst for unbalancing the airline industry in the north. Everybody knows that the subsidies that used to be given through Canada Post went to the airlines in the past, a subsidy that's now going to the retailers.

Mr. Friesen, can you address the impact of

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that program on your operations and how that changed your business model and your bottom line going from 2008-09 to the present? Thank you, Mr. Chairman.	ርΔኣፖĽ ለ⊏Ⴂ⊲ჼህ┽< ⊲>ጋΔσႢჇႱႦჼႱ ჃჇჾႼჇႱႦ ለ⊏Ⴂ⊲ኁჇーው פֿםאלי>ר״שי 2008-09-୮ שישרשי? יטליםלי שילפאכיי.
Chairman (interpretation): Thank you, Mr. Taptuna. Mr. Friesen.	Δ•/《Þር ^ۥ ፦ ^ና ժታ°ዺ广፞ ^ኈ ር<ጋዺ. <i>୭</i> ሲኣ°.
Dr. Brock Friesen : Hon. Premier, I would be delighted to reply. I'm at a bit of a disadvantage because I came back to Canada after a 15-year absence in April of 2013, but I have looked at the history of our financials and the company. 2008 was a very strong year for First Air, largely because the ice roads weren't so good, there was a lot of business for the Hercules, a lot of mining business. It was a great year. 2010 was a pretty good year, not as good as 2008, and things went downhill from 2011 onwards. It's coincidental that the financial results for First Air went down as and when the policy changed. I haven't done the research to tell you what the direct link is or what the order of magnitude is. I also know that the natural resource business changed as well during that period of time.	ϳ·Ϲʹ·· >Ϛ· >Ϛ· > Ϛ · (ϽϞϷϹͿϚ): ·ϭϐϫϥϷϾϹϤ ϷʹϷϲͺϤϷϞʹͽ ΔϿϤͼʹϷϚϽϹϳϚͼϷϷͰ ϷͽϹͿϚ ϷϹϲϷϚͰ 15-ϼϚ ϷͽϹϹϳͼʹϔϹͼϷͼ·ͽʹϞ ϤΔ>Ρ 2013-Γ ϷϹͼϷϚͰ. ΡͰϤϭ ͼϔΓϚͽͼͼϿϚϾϚ ϷʹϞͿϭͼʹϹϐ ϤϽͽϷͰͰϧʹϞ ϷʹϚϭϷϞʹ. 2008-ϞϽϹʹ϶Ͻ ϤϷͰϤϿͽ ϷͼϷ;ϲϷϚϹϤͼϷͼͰϹ ອʹϒϹϷϤͼ ΛϞϤϹϾ϶ 2010-ϞϽϹ϶ͼϒϹͼʹͽʹϹϷϤ 2010-ϞϽϹϿͼͼϔ 2011-Γ ϷαϷ;ϲϷͼʹϷͼϧϽϾ 2011-Γ ϷαϷ;ϲϷͼʹϷͼͼϧϽϾ 2011-Γ ϷαϷ;ϲϷͼʹϷͼͼϧϷϲͼͽ;ϽϷ. αϿαͼʹϒϾϿͼ ϷϤϷ;ΔϚ ອʹϒϽϤϧͼ ϤϞ;ϷͼϹϷϹϲͽϲͰͽͼϲϷ;ͰϹ ϤϽϤϹͼ ϤϞϷ;ͼϷϲϲϫͰϫʹϲ ϷϲϲͼϧͰͼʹϲϷϲϷͼ Ϥ;Ϸ϶ϲϷϲϲϫͰϫʹϲ Ϸϲϧϲ ΑνασͼϧϲͼϫϧϲͽϲϷϲ
It's difficult for me to comment on what the government policy should be and whether or not subsidies and support should go to retailers or airlines. You're quite right in your observations that the airlines are in a tight spot when it comes to freight revenue as a result of the current system. I would encourage government, both yours and the federal government, to look at this from a social point of view, from a point of view of what benefits the people that live up here and decide how or if food should be subsidized and in what form.	Λϧ;σͼϧͺμΓε διδη αριγά βαιρο β
There's certainly enough doubt raised about the current system. There has been enough experience with the current system, and I would encourage governments to take the	᠘, Ĺ᠌ᡆ ᠵ᠋᠈᠕ᡔ᠘ᠴᡐᢩᡥᢉᡃ᠋᠘ᢗ ᢗ᠋ᡣ᠋ᢉᡃᢣ᠌ᢂ᠆ᢩᡥᢉᡃ᠘ᡩ᠘ ᡏ᠋ᠫᡥᢗᢂᢞ᠄᠕ᠫ᠋᠋᠋ᠬ᠖ᡔ᠘᠆᠋᠋ᡗᡅ᠂ᡏ᠘ᡆ᠋ᠧ ᡁ᠙᠘ᡃᡆᡝ᠊ᠴ᠈ᡃ᠌᠌᠌ᢟ᠋ᡖ᠋᠋ᡥᢗᢑ᠋ᠬᢂ᠂ᡆ᠆ᢅᢧ᠋ᢉ᠘ᡃᡆᠴ᠅᠋ᡁ᠂᠋ᢐ᠋ᠴ᠋ᡥ

lead and figure out what's best for the communities or the citizens. Thank you.	ᢂ᠋᠋ᡋᠵ᠋᠋᠋᠉ᡩ᠅ᢅᡶᠾᢣ᠋ᠶ᠋᠋᠋᠘ᢣᡠ᠌᠘᠋ᠴ ᡔ᠋᠋᠄᠋᠋᠋ᡘ᠆᠕᠅ᠵ᠋᠋ᡬ᠂ᡆ᠋᠋᠋ᠴ᠅᠘᠋᠋᠋ᢣᢄ᠘᠋ᢩᡷ᠖᠘᠋ᢩ᠘
Chairman (interpretation): Thank you. Mr. Taptuna.	Δ•/ペÞር ጭ: 'dታ°ฉ广். Γ'ር ር<ጋჲ.
Hon. Peter Taptuna: Thank you, Mr. Chairman. I thank Mr. Brock Friesen for that response. I do have a few more questions, Mr. Chairman and my colleague, the Minister of CGS, has touched upon it. The airlines are continuing to include fuel surcharges on freight and cargo. However, fuel is at historic lows. Why have you not eliminated or at the very least, substantially decreased the fuel surcharges? Maybe Mr. Hankirk can respond to that. Thank you, Mr. Chairman.	γ%-ς * h ÁC C < J α (J Ϟ λ η J ϵ): * d y * α Γ ^κ Δ ^k γ « P C ^κ . * d y * α Γ ^κ < ς Δ ^k γ « P δ * L ϵ P δ * L ϵ C ' γ J * U.
Chairman (interpretation): Thank you. Mr. [Hankirk].	Δ•ረ«ϷϹ· Ϸ; ^ϛ dϧ· _ʹ ϫϹϳ _Ϸ . ΓʹϹ [ΗϤͼϳͽ].
Mr. Hankirk : Thank you, Mr. Chairman. In my answer to Premier Taptuna's question, I'm going to cover off fuel first of all. Fuel is a significant cost to an airline. To the Hon. Member's fuel price in Ottawa, I just actually brought up my current fuel price. It is 47 cents a litre.	ዘ፭°ở (ጋኣኦበJና): ናਰንድୁኮ, ፊዮረዊኦርጭ. ኦናbኦረቴሏሬግር ማሪጭጋዮሁ, ኦጭረላጋድ ሮግ ናቴዮሀር/፤ግግር ማድቴጭበናግናቴናርናደና ቴበደንኦቴሪኦታሪና ፈጋቂፑና ፈዮዮቦና. ኦጭረፈጋጅ \$0.47 ፈርኦረጭ ናቴናጋበ.
My assumption is probably when your staff found, they don't know the kind of volumes we take. This year, I expect to buy more than \$50 million worth of fuel, a significant amount in Nunavut of course, but a lot out of Edmonton, Calgary, and Ottawa. We don't go to individual vendors in each of these places; our main contractor does. We deal with Imperial Oil. Our price is something. What your staff found is not the price I get. I just want to cover that off. It's the retail price and even the retail price should be nowhere near what was quoted to your staff. I'm happy to share our fuel information with you guys at any time. That I can share. I'm going to turn it over to Pete McCart, our	Δ/LΓϞϚ Δ ⁶⁶ baΔ ⁵⁶ η ² ⁶ b ³ \ΔlF ⁶ banf ³ σ ⁶ ^{b³} Unf ³ σ ⁶ ^{b⁶} λ ⁴ Δ ³ σ ⁶ ⁴ O ⁵ σ ⁴ ⁶ D ² ² D ² ² D ² ^{b³} Uc ² σ ⁶ ² σ ⁶ ⁴ O ⁵ σ ⁴ ⁶ D ² ² D ² ² D ² ² D ² ^{p³} V ⁴ σ ⁴ C ² ⁶ ⁵ C ² ⁶ ² ² ² ² ⁴ D ² ² C ² ⁴ D ² ^{b³} V ⁴ C ² ² C ² ^{c³} D ² ⁴ ³ ³ ² ² ² C ² ² C ² ² C ² ^{d²} C ⁴ C ⁴ ² C ² ² C ² ² C ² ² C ² ^{d²} C ⁴ C ⁴ ² C ² ² C ² ² C ² ^{d²} C ⁴ C ⁴ C ⁴ ² C ² ² C ² ² C ² ^{d²} C ⁴ C

VP of Scheduled Service, on the fuel surcharge. Our intention, of course, would be as fuel has gone down.... I know that in quite some time, we haven't put any fuel surcharges on. We have adjusted down in certain markets, but the problem we have is that for the majority of flying that occurs within your region, we're still buying 60 to 70 percent of our fuel in Nunavut and it's tough to lower surcharges when those prices haven't gone down like the southern prices have, but Peter will have more detail on that, Mr. Chairman, if it's okay with you.

Chairman (interpretation): Thank you. Mr. McCart.

Mr. McCart: Thank you very much. As Mr. Hankirk said, with the majority of the flying that does take place in the north, the fuel prices that we incur are higher than what we do incur in the south. It has made it so that our pricing structure for those fuel surcharges has not changed. As fuel is still a considerable portion of our overall cost pile, we have not been able to remove those fuel surcharges. That being said, we're reviewing our prices all the time and if there is that opportunity, particularly if fuel costs are reduced in the north, we will certainly look at those fuel surcharges. Thank you.

Chairman (interpretation): Thank you. Mr. Taptuna.

Hon. Peter Taptuna: Thank you, Mr. Chairman. This question is for Mr. Bell.

In the Kivalliq region, we are now basically looking at a monopoly situation with very little competition with Calm Air. Looking at the financial reporting of your publicly traded mother company, you are doing very well. Your publicly available financial statements do not include losses from your air operations. Can you tell us what this **△ﻩィ≪ﻩ⊂੶ﻩ**: ੶ਗ਼ਖ਼°੶ਗ਼੮੶. רי⊂ גױֹכ.

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means for your operation going forward? We want to ensure that the public of Nunavut has a good understanding of this. Thank you, Mr. Chairman.	√ዎ⅃⊲Ϳ⁰Ⴍჼσ⊲ჼ፦ ርჼ৽bჼd⊲ ፞ዾႭዎ⊦ΓϷϹϷϞϤ<br ჼbϷትLና∩⊲ჼď·ጔቦና Ċჼdσ∿Ⴑ. ჼdႸჼႭ广ჼ, Δŀイ≪ϷĊჼჼ.
Chairman (interpretation): Thank you. Mr. Bell.	∆▷୵⋞⋗Ϲናၑ : ናdᢣᢩᡆᡤᢆᡃ. ୮ᢣᢗ ∧⊳ᢩ.
Mr. Bell : Thank you, Mr. Premier, for your question. For those who aren't familiar with our publicly traded parent company, our parent company owns 12 companies in all, including Calm Air, and the results that it publishes do not break out any one particular company; they're consolidated of all 12 companies put together. Six of those entities would be in aviation and the rest are in manufacturing companies all over North America, including in the US.	ΛϷ· (ϽϞϞΛͿϚ): ·ϭͿϒͽϥϮͽ. ·ϧϷϟͰͼϫϒϚϽϚ ϹϹϧϥϤ ϭϷϧ;ϽϹϷ;ϷϲϹ;ͽϽϚ ϹϹϧϥϤ Ϥϫϧϥ;ͼϧϿͼ 12-ϫͿϥͼϧ ϧϲϭϭͼϧ ͼϫϹϭͼϧͼͿϹ ϳϲϹϥ ΛͼϧϥϷͶϧϷ;϶ϽͿϧ ϹϪͽϥϥ ϞͼϷϹϷͼϧϲϲͽϽϲ ϤϹϷϟͼͿϲ ϧϲϭϷϥͿϲ ͼϧϥϥ ;ϷϧϹϲ;ϫϿϲ ϤϹϷϟͼͿϲ Ϸϲϲ ϲϧϥ ϲϫϧϲ ϲϫϧ ΑϹϥϲϷ;϶ Ͽͼϫϧͼϫ
The losses for Calm Air specifically within the Kivalliq region are consolidated within those results. I can tell you that the Calm Air results are part of the consolidated Exchange Income Corporation results. The losses incurred within the Kivalliq region as part of Calm Air are consolidated in those results, but those results are very difficult for anybody to take meaning from with relation to Calm Air because they are consolidated of 12 different entities, not just Calm Air.	٩٢٩٠٢٥ ٥٢ ٩٤٠٥ ٩٤٠٥ ٩٤٠٥ ٩٤٠٥ ٩٤٠٥ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢ ٥٢
Chairman (interpretation): Thank you. If you can acknowledge the Chair when you are finished, it will assist us, Mr. Bell. Mr. Taptuna.	Δ৽៸⋞ϷϹ· ͽ; ·ϭͿϞͼϫϹϷ. ϷϨͼʹϼϚͺͼͺͻͼϪϚϹʹͼϭϨϪϚ ͼͺͻͼʹϧϲϹϳϞʹϒၬϹϚͺϪϭϭϫϹͽͺϾͽϧͺϚͺϹϒϹͺϪϷϚͺͳϒϹ ϹʹϽͼͺ
Hon. Peter Taptuna (interpretation): Thank you, Mr. Chairman. (interpretation ends) Since the codeshare announcement and the pullout of the Kivalliq region by First Air, we have seen no seat sales or, indeed, any reduction in fares. Why is that? Maybe Mr. Bell and Mr. Friesen can respond to this question. Thank you, Mr. Chairman.	ሃዎሮጭበ አር ርናጋዉ : ናਰታବዉቮኑ, ልኑሃዊኦርጭ. (ጋኣኦበJና) ርኆዉ ኆጐቦቴኦበሶህበ ጋኣኈበናበፈኦኈበና ጋቦና የዊናሮናΓ, ፈየዖኮሮቦፈዖበታ ለርቴኦሬኦኈሃሬጐዮቦኒር ቴኦህናርኦበጔና. ሥኒኮየፈጭ? Γኑር ለኦና ኦኖዊ ኌኇኇና Γኑር ዎሲኣኖ ዉሮፈጋልኖዉጭ ዖኦታኖዉጭጋኑኣኦዎጭ. ናਰታኖዉቮኑ, ልኑሃዊኦርጭ.

Chairman (interpretation): Thank you. Mr. Bell.	Δ•/ペÞር ••: 'dታ°ฉ广். Γ'ር ዎሲኣ°. Þペኌ°፞σና Γ'ር ለϷ·.
Mr. Bell : As the airline that is remaining in the region, I'll answer the question and Mr. Friesen can add.	ΛϷ· (ϽϞϞႶͿና): Ϲʹ·ͺͼͺ ʹϧʹϧϹ <i>ϲ</i> ʹϲͺͺϫϷϚϿϹϪϲʹϷ Ϲͺϳͺͼʹ·ϺͼͺͼϿϽͼͺϷϷϭϭϚͺͺͺϭͱͺͻͺͺϹʹϘͺϫͺϫ ϪϲͺϹϤϷϐ·ϭʹϨʹͼϲͺϫϧϧϧ
We have had the exact number of seat sales post our arrangement with First Air as we did before that arrangement. We actually have an annual schedule of seat sales that we publish. We have them at Christmastime, typically back to school time, and we have continued them at the exact same times. In fact, this year, we actually went a week earlier on our Christmas sale than we did the previous year.	ϹΔL [®] Δ ^C ϿϤ ^C ΠϤ [®] ϤΡΡ ^L ϲΓϤሊረLϲϷ [®] ϽͿ ^C ⁹ ^A ^A ^A ^C Λ ^S ^B 4 ^S ^C 4 ^S
Our seat sales are not just between the Kivalliq region and Winnipeg. They are also inter-Kivalliq and we are increasing the number of seat sales within the Kivalliq region as we sponsor more and more sporting and social events within the communities. For us, the number of seat sales has not decreased. We have the same schedule as we did prior to the transaction with First Air.	CL ^b dd dPP ⁻ CPd ⁵ b ² LO ⁻ < ^C C ⁹ P ² C ⁻ TD ⁴ ³ b ² P ² L ² PΔσ<Δ ¹ J ² d ² L ² CD ⁵ P ² C ⁵ ΔαC ² P ² S ² D ² ΔαC ² P ² S ² D
I believe there was a question earlier about the seats and the availability of prices. We do not have a restriction on the number of Pivut or beneficiary seats on any flight. Our only restriction on the number of seats is for Aeroplan and the number of seats for Aeroplan is about 10 percent of the number of seats on our aircraft, and that is the same now as it was prior to the transaction with First Air.	
Again, we are continuing the promotions that we did before, whether it be seat sales. We do not have a limit on the Pivut or beneficiary seats on any of our flights. We have not changed our Aeroplan program; it is the same now as it was before. Thank you.	ዸጚኯ፞፞ዹበዛፑንኇና ጜዀዸ፟፟፟፝፝፝፝ኯዀኇጚ፝፞፞፞ኇር፝፝ኇና ርዀ፝፝፝፝፝፝ ዻዸዸኇኯ፟ኇኯ፟ዀዀ፝፝ዾፚኇ ዾኇዀኇ ፚዸዾኇ፝ዀ፞ኯዸር ፚኯ፟፟፟፟፟፟፟፟፟፟፟ፚኯ፟ፙኇ ፟ ዻዸዸኇኯ፟፟፟ጞ ፟፟፟ኇኯ፟ዀ ፞
Chairman: Thank you. Mr. Friesen.	Δ•/ペÞርና• : ናժታ°ฉ广•. Γ'ር <i>୭</i> ሲኣ°.

Dr. Brock Friesen: I would just add that I think it's important to understand that codesharing and seat sales are quite separate and there are two parallel but different agreements with Canadian North and Calm Air. We continue to set our own prices. Seat sales and codesharing are not, in any way, linked. With the arrangement we have with Calm Air, they are the primary carrier in that part of Nunavut and I won't say any more. I think Gary has said what he needs to say.

The only thing I would say is that we currently have a seat sale across Nunavut in place right now. We've had other seat sales since the advent of codesharing and we will continue to have them from time to time as you get valleys in the demand and as you require it, as you try and stimulate a bit of traffic. One of the frustrating things of operating in the north is when you lower prices, demand doesn't change very much. It's not like in the south. It's a more difficult environment to do your pricing. Thank you.

Chairman: Thank you. Mr. Taptuna.

Hon. Peter Taptuna: Thank you, Mr. Chairman. I thank the airlines for that response. Mr. Chairman, I have one more question and maybe I'll save my minutes for later on, but I want to ask this question here.

Mr. Chairman, in my hometown of Kugluktuk and across the Kitikmeot region, we have seen deterioration in services, schedules, and increases in the costs of travel and cargo shipments. The Kitikmeot seems to be an afterthought for the airlines.

Maybe Mr. Hankirk and Mr. Friesen can tell us what the airlines are to address these issues and if they are committed to the Kitikmeot over the long term. Thank you, Mr. Chairman. **Δ°/<></**

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 Chairman (interpretation): Thank you, Mr. Taptuna. For the previous responses, (interpretation ends) I saw Mr. Bell raising his hand on a point or something. Did you want to add onto that before I go to Mr. Hankirk and Mr. Friesen? Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. I was just going to respond with one more comment to Premier Taptuna's question about the fares. We have not increased any fares. We acknowledge that we haven't decreased any either. We're trying to keep the fares stable for the long term. What we have decreased is our cargo prices to all beneficiaries and those decreases, I think, in the least affected community was about 22 percent and then in the most beneficial community, I think it was about 38 percent. We are taking a look at all the fares and cargo prices. We are trying to provide discounts where we can, but it's not always across the system in every category. Thank you for that opportunity.

Chairman (interpretation): Thank you. Mr. Hankirk, to the question.

Mr. Hankirk: Thank you, Mr. Chairman. To respond to the Premier's question, codeshare is something that we haven't done before and we've had to make changes as the codeshare agreement has progressed. Over a number of months after the codeshare came into effect in July, we have not raised the prices. We still have Pivut fares available. We haven't raised the cargo rates.

We have actually added additional flights into Kugluktuk because of some of the feedback we got, Mr. Premier, I think, from your office. We are adjusting. Initially, I do admit we didn't get the capacity right on that marketplace, but we have made changes a

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number of months ago. Thank you, Mr. Chairman.	Δ [\] ₁ ረ « ኦር ^ፍ ኦ.
Chairman: Thank you. Mr. Friesen.	Δ•/ኆϷϹ· • (ጋኣትበJ፡): ኀሪታ°ዺ广፞ ቝ፞፞፞፞፞፞፞፞ጜ፞፞፟፟፟፟፟፟ት
Dr. Brock Friesen : On behalf of First Air, I would like to ask Mr. Van Der Stege. He is our commercial expert.	ጏናር፞ኈ >ና፞ ፇሲነ ዬ: ቓ፞ነበላካሪታ ኦንካካበታጋቦና Γነር ኆ ጋ ለሰን, ርድዉ ዸ፞፞፞ዉኦታሮኦናሥኇናበኇም ንዕኦትር ርሊዛር የኦንሪካናጋላና.
Chairman : Thank you. (interpretation) I didn't quite get the name, but (interpretation ends) please go ahead.	Δ•/≪ϷϹ· • (ጋኣኑብJና): 'd৮°ዺ广ં•. (ጋኣኑብĴჇ°ởႪን፦) ⊲Ո°Ს ጋየፖኣ°°ጦቴ_ͻ⊲ႪጋJ, የፖ⊲σ (ጋኣኑብJና) ⊲ሰ Ե⊰ፖባጋΔ°ዉႢና.
Mr. Van Der Stege : Thank you very much, Mr. Chairman. Hon. Premier, I would like to emphasize and echo the comments just made by Steve Hankirk, President of Canadian North. Together with Canadian North, we have decided to upgrade our services between Yellowknife and Kugluktuk. We now serve Kugluktuk nine times a week. We have increased frequency on this route.	
As we have said publicly last time we met, if there are examples of specific routes where you think adjustments need to be made in terms of capacity, schedules, or frequency, we welcome a discussion with you on each of those examples provided they make economic sense to us. At the end of the day, we run a business. We welcome similar feedback like we received from your office and feedback that we have received from others as well on some of these routes. As you can see in the presentation that we have distributed that should be in front of	 ϤϤϤϤϤϿ ϤϤϤϤ ϤϤϤ ϤϤ Ϥ Ψ Φ
you in your package, there are a number of examples where we have made adjustments already and we look forward to continue doing so, as I said, provided they make economic sense to us. Thank you very much. Thank you, Mr. Chairman.	ር ଡଏ ୬ ମିମ୍ମ ନିର୍ଯ୍ୟଟି ନିର୍ମ୍ମ ବିଜ୍ୟା ଏଲିମ୍ମ ସିନ୍ଧୁ ୨୯୦୦୫୭୦୦ ୯% ଜିବ୍ଦିତ, ୦୦୮ ବିଜ୍ୟୁନ୍ତି ସିଙ୍ଗମିଏଲିଙ୍କୁଟି ଜୁନ୍ତି ଅଟି ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନ୍ମୁର୍ବାମ୍ଭରୀ ଜୁନ୍ତି ଅଟି ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନ୍ମୁର୍ବାମ୍ଭରୀ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ ଅନୁକୁର୍ମ୍ମ ଅନୁକୁର୍ମ
Chairman (interpretation): Thank you. Mr. Taptuna, are you done for now? Mr. Taptuna.	Δ•/«Þር ᠬ•: ˤdᡃᢣᢩᢩᡆᡏᡃ. ᢗᠫᡆ, ᢗ᠘ᢆ᠘᠋᠋᠘᠘᠋᠈᠂ᠮ ᢗᠫᡆ.

Hon. Peter Taptuna: Thank you, Mr. Chairman. I'll save my minutes for later on. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you, Mr. Taptuna. The next name on my list is Ms. Angnakak.

Ms. Angnakak: Thank you, Mr. Chairman. Good morning to you all. Welcome to the House. I think this is a great opportunity to have these kinds of discussions. We're able to voice, I think, a lot of the concerns you probably already heard, but it's good to be able to publicly ask the questions and hopefully get good answers so that we can all understand the situations that you're facing as an industry and also the stress of Nunavummiut who need to use your service.

I'm going to get right down to money. In 2008, it was reported in *Nunatsiaq News* that approximately \$1.5 million was paid in bonuses to members of First Air's board of directors. Were any bonuses paid in 2014 or 2015 and, if so, how much was paid? Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Friesen.... Proceed.

Mr. Adams (interpretation): Thank you, Mr. Chairman. I'm on the board of directors of First Air. Ever since I became involved with First Air, the airline was in a very good financial situation. The First Air board did not get a bonus; it was Makivik that brought out bonuses to the board of directors. I can say that to date, we have never done that. Ever since you have heard about those bonuses, I can say that we've never had any additional bonuses.

Chairman (interpretation): Thank you. Ms. Angnakak.

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Δ৬/ペレር^ና: ነሪታ°Ⴍ广^ኈ. Γ[、] ⊲ናႭ^ϧႦ^ና^ϧ.

 Ms. Angnakak: Thank you, Mr. Chairman. I guess the same question for Canadian North, were any bonuses paid in the 2014-15 fiscal year? Thank you, Mr. Chairman. Chairman (interpretation): Thank you. Mr. Hankirk. 	ፋናዉ৽bናං (ጋኣትበJና): ናਰታ°ዉ广 Δየረዋኦርጭ. ርሏ፟LነኣΔ°ዉናbΔ
Mr. Hankirk : Thank you, Mr. Chairman. To answer the Hon. Member's question, no bonuses were paid, to my knowledge, in 2014 or 2015 and as a matter of fact, for my staff at the airline through 2015 and 2016. Despite inflation in price, we have given no raises to anyone within the company. We take our job seriously. There are about 280 laid-off people. Every dollar counts because I do have to give shareholder return at some point to continue to recoup my fleet, but no bonuses have been given whatsoever. Thank you, Mr. Chairman.	Ηἀ•ἀ• (Ͻ̈́\ኦ <code>ח</code> Jo): 'dᢣ°at́' Δ'Y L C Δ' L C Δ' Δ' L C Δ' Δ' Δ' Δ' L C
Chairman (interpretation): Thank you. Ms. Angnakak.	᠘ᡃ᠈ᠡᡧᠵᡄ᠋᠋᠄ ᠂dᡃᢣᢩᢁ᠋ᡤᡃᡃ᠖᠋᠋ᠮᡃ᠂ᢩᠫᡃᠬ᠋ᢩᢁᡃᡉ ^ᡪ ᡃ
Ms. Angnakak : Thank you, Mr. Chairman. Thank you for your answer. It leads me into my next question. When you appeared before us in-camera last spring, you said that there was going to be basically no change to staff or very little impact on layoffs. You just mentioned 280, so I want to get better clarification. What do you mean by that? Is that both airlines together? Maybe I'll ask the president of First Air the same question. What kind of impact has codeshare had on your employees? Thank you, Mr. Chairman.	ϤʹͼϷϧ· Ϸ (ϽͺͻͰϿͺϽͺϿ;ͺ;ϥϧͼͺϷͺͺϘ;ϧͺϫ ;ϥϧͼͺϳͺϲϹϷ;ͼ ϷϷϧͼͺͼϲϹϷ;ͼ ϷϷϲ Ϸ Ϥ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
Chairman (interpretation): Thank you. Mr. Friesen.	Δ•/《Þር[•]ዞ : ^ና dሃ°௳广 ^ͱ . Γ ^៶ ር <i>୭</i> ሲኣ°.
Dr. Brock Friesen : Since I came back to Canada and joined First Air, our staff numbers are down about 100 on a base of about 1,000. There have been some layoffs,	϶·Ϲʹ··· >Ϛ· Ͽሲኣ · (ϽϞϟႶͿና): ϷϫϹͿϲ ϷႶϲϷჼჼႶʹϿʹ·Ⴑ Ϸʹ·ͶϤჼϭ·ϭͺϒͼϸϹϷϲʹჼϺʹϿʹ·Ⴑ ϪჼͼϷϫϪ;ͼʹϺϚϹͺϤϹϟϭʹ·Ϲ ͰϤʹͼϫϲϭʹͼϷϪ ϪϲϐʹϞႱͼϟϹϲʹͼϿϚ. 1,000-ϞͿʹϿϺͼϧͶϲϽϺͼ ϪʹͼϷϫϪϧͼʹͶϲͺϹϷϚ. ϼʹͼϧͶϚͶϹϭʹϐͼϟϹϟͿϚ

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but they're not large-scale layoffs. Most of the reductions have come from what might be called back office administrative functions.	٩٢ᢣᡆᢩᢣᢪ᠋᠉ᡣᠦᡃ᠋ᢛᡃᢣᢂᢣᠦᡄ. ᠘ᡃᠳᡆ ᡃ᠋ᡃ᠋ᡠ᠋᠄᠋ᡠᡗ᠋ᡥᡆ᠌᠌ᢪᡅᡆᡊᠦ᠌ᢁᡕ ᠆᠘᠆ᠵ᠆ᡁ᠘᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
In Nunavut, I don't believe there would be any net reduction in staffing. I would have to go back and check that in detail, but generally speaking, for frontline positions, we did have some pilot reductions as a consequence of selling the Hercules, but our ATR operation is robust up here, so we need the pilots.	ϿႭዎ ^ͺ ͺͳϹͺϪͺͺϫͺϧͼϧͺͳͺϫͺϫͺϫͺϫͺϫͺϫ ϧϫͺϫͺϫͺϫͺϫ ;Ϸϧϧͺϫͺϫ ; ϲϫͺϫ ϲ ϲϫ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
We have an active program of encouraging local hires for good jobs, not just heavy- lifting jobs, but good jobs and we are quite successful at it, so we're quite happy. I can confidently say that codesharing has really not led to any layoffs or, more correctly, any layoffs in the north.	ϼͼϹ ^ͼ ϭ Δ [‰] ϷͼϪϟͽϲʹͽͶϚͶ·ϤϟͽϷϹͽϟͰϥϲ Δ [‰] ϷͼϪϟϲͶϭͼ Ϥ·ϹϿͺͼϤͽϥϲϲͻϲϲ ϤϞϹͽͺͼϤͽϤϲϲϲϲͻͿͼͺͼϤϫ Ϥϫϲͼͷϲͻ ϫͼϷͶͼͶϲͼϷϤͶϲϹͼϧϲͶϤϲͼͶϚͼϷϷͼϹͼͻϹ
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ•୵≪ϷϹ· ·· ·ϭϧϫͺϹϳϧ. Ηϭϳͼͺϥϧ
Mr. Hankirk : Thank you, Mr. Chairman. To answer the Hon. Member's question, I can say that codeshare has probably had an effect on a handful of people, and then I'll get to the second question. Most of the codeshare impact has been driven out of contractors, which have actually increased employment at either ourselves at First Air in certain bases.	Hidedie () () Pbb/ds_j () () Pbb/ds_j () () Lcbc>%D> () () Lcbc>%D> () () 4C () () () 4D () () () 4D () ())
By way of example, I'll use Ottawa. Those that ride up on a codeshare flight that my airline operates, when you go to the Canadian North counter, it's right beside First Air's, but if you actually look at the nametags on the staff in Ottawa, it's First Air staff doing the check-in. I used to use a third party called Service Air Swissport. We have terminated that contract and in fact, we provided that to First Air staff. Conversely, the exact opposite has happened in Edmonton. If you ride a First Air flight out of	ϤϽϘͳϷϷϚϽϽͽͽͼϭͽ϶϶ϧ. ϹΔϳϫϲ ϤϫͲͼϧϽϿͽϿϲ ϶Ϥ; ϤϫͲͼ Δ

Edmonton, it's my staff behind the First Air counter. So codeshare may be a handful of people.	
Mr. Chairman, the biggest reason for the layoff status is our charter division and I'll just put it in dollar values. We have gone from about \$250 million a year in charters to \$150 million a year. Pilots, flight attendants, engineers, and charter staff are where the majority, 95 percent, of our layoffs have taken place. We're in the process of re- jigging and getting more work. We go to Mexico three times a week now from Air Transat. We're trying to work to get all our staff back, but there's very little impact from codeshare at all. Thank you, Mr. Chairman.	Δ'Υ « Ρ C [®] Δ [®] Γ σ [®] < [®] C [®] « Λ' Η Π Γ L L P « Δ [®] b Π [©] Π Δ [®] b [®] L σ Λ + P ^S C [®] C [®] A ^Δ + P b Δ [®] α [®] + L [®] b ^C C [®] D ^C d [®] C [®] + L ¹ b ^S C [®] - P [®] + L ¹ L ^S b ^Δ A [®] b ^Δ A [®] b ^N C ^Δ + S 0 Γ - 4 [®] - P [®] + L ¹ L ^S & ¹ b ^Δ Δ + ¹ b ¹ C ^Δ + d ¹ L ^Δ + ¹ b ^Δ A ¹ b
Chairman (interpretation): Thank you. Mr. Friesen, you would like to add to your response.	Δ•/ペÞርና• : ናdታ°ฉ广். Γ່ር
Dr. Brock Friesen : One of the things that have happened as a consequence of codesharing is that, as Mr. Hankirk has elaborated, we do some groundwork for them and they do some work on the ground for us. As and when there has been a need to reduce staff, we have been very good at hiring each other's staff. I think Calm Air in particular has done that.	ప్ రేళి > ఫీ > సీ > సీ • (ఎసిగింరి): దర్రి చిర్రి విదార్గి ఎగ్ Hడింత్ రాదారిగిరిందింది రిడిగింగి. రీరిత విశురిచింది? నిదానిందిందింది. రీరిత విశురింది? నిదానిందింది దిశురింది? విశురింది? విశురింది? సిందింది సిందింది? సింది సిందింది? సిందింది సింది
I don't want to start local discussions, but together with Canadian North, we're about to shift some additional handling between ourselves and we're going to offer the Canadian North people jobs as a consequence of that and they have done the same for us. There's a lot of sensitivity to employees and we have done our best to keep the number of employees whole as we look for efficiencies in our own companies.	ወፍሮ ዮ ኦየኦየኦበሶ ምናፑ ለቦላኈበናበሀደ° ዮኦኴኋና።ጋንሁ, የፖላσሮ ኦሏልበላ ወፋና እርጉ የሆነ የኦዮ ምና ማላ።ንጋም ኦልሪናበላ ወፋና ልጭ አውል አምስ ም ልጭ አውል አምስር የደጋር. ል, ርደ ካላ ልጭ አውል አምስና ልፖደ በሳና ፖር ምና ርልካላ ጋ ልጭ አል አምር ስና ልሮ ፖር ስካላና ርልደልሮ የህረር
Chairman (interpretation): Thank you. Just a reminder that if you're going to be responding to a question, please make sure	Δ•/ペϷϹ· Ϸ: ናժታ°ዺ广፟ ^Ϸ . Δ ^ͼ ϷΔႶናጋĽ· <i>ͻ</i> ィ ዖϷσ⊲ϲϚʹ∿ႱϞ៸ Ϲ°ዺ ኣ፞៶ϟ°ϭ·Ͻჼ Δዖናርኈጋd_Ϸ

that you don't say anything until the little red light in front of you lights up. Ms. Angnakak.	ΔΡ ^ϧ ϧ· ΔΡνό [,] σ<- ν - ν - ν - ν - ν - ν - ν - ν - ν - ν
Ms. Angnakak : Thank you, Mr. Chairman. Thank you for your answers. That's good to hear because we don't want to see that kind of impact. People need to work in order to afford to live up here.	ϤʹϤϷϧ·Ϸ (ϽΫϷͶϤϲ): ʹϥϞͼϫϹϷ, ϭϧϞϭϷϹͼ. ϭ, ϹϹͼϫ ϽϞϨϹϫͽϽͼ. ϹϭϹϭϽͼͼ ϭͼϷϫϭϞϲϤͼϷϛϲϹ. ϭͼϷϫϭϞͼͶͶͼ Ϲϭͼϥ ϭͼϷϫϭϞͼͶϫͼϗϫ ϷϫϷϫϲϷϲϤϲ
I guess this is more for Canadian North. Are you currently in any form of discussions with your counterpart, the Makivik Corporation, concerning the airline industry in the north? Thank you, Mr. Chairman.	ϷϫͺϷϫϪႶϤჼͺϫϤʹϭϐͺϫϚͺϽϚʹϞႱϫϤჼϞህϤʹͽϽϧϞϷ; ·ϷϫͽͺϷʹͼϧϹͷϦϲͽϲϹͽϒϞϷͼͺϷͼϧϹϲͼϧͶϹϟͳϷͼ Ϲͳͼͼ ϒ;ϥͶϲ;ϫϤ;ͺͼϲϫͺϔϧͺϪͼϞϭϷϹ;ͼ
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ•거ペϷϹ· Ϸ; ^ϛ dᢣ°Ⴍ广Ϸ. Γ ^៶ Ϲ Ηϭϳ°ϭϷ.
Mr. Hankirk : Thank you, Mr. Chairman. To answer the Hon. Member's question, there have been discussions for three years. At this point, our discussions are around codeshare. Could that change? Possibly, but that's really up to our shareholders. No one has asked me yet why the merger didn't go ahead. Really, what came down to is the shareholders couldn't agree on the terms. Whether, at some point down the road, they decide to agree on terms and try to proceed again, really, I'm not in control of that. What I do know is that the codeshare for my airline, my shareholders, my employees, and I believe the residents of Nunavut, for a sustained safe airline, the codeshare at this point is working for me. Thank you, Mr. Chairman.	Ηἀ•ώ (ϽϞϞΛͿϚ): ·ϭͿϧͺΔϧϟͺϘϷϹʹͽ. Ϲʹϟ ϤΛʹͽϭͿϹ ΡϷΓϤʹ϶ͺͿ. ΛʹϧϧϟϼϲʹϙͺϤʹϥ ϷʹϧϧϲͺͼϧͶϦϟϹͺͼͽϽͼ. ϲϭϥ ϷͺϤϯ Ϥʹϧϲϧ Ϥϲϧϥ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
Chairman (interpretation): Thank you. Ms. Angnakak.	Δﻪ៸≪ϷϹ^{ͼϧ}: ˤdদᅆႭᡤ ᢑ. ᠮᡃ ⊲ˤᡆᢑbᢑ.
Ms. Angnakak : Thank you, Mr. Chairman. I guess, from your point of view, yes and it's for us to understand how that's also going to benefit Nunavummiut because a lot of people are just so frustrated, I guess, the change. Everybody has had to adapt. I think any of kind change is often very difficult. The	ϤʹႭϷϧ·ͽ (ϽͺͻͻͶϽϲ): ͼϥϧͼϫͺϳͼ, ϭͼϧϭϷϲͺ Ϸͼʹ ϫϲϿ;ͺϹϘͳͺϽϧϧͺϤͼϷϿ; ϫϲ ϫϲ ϫϲ ϫϲ ϫ ϲ ϫ

Federal Competition Bureau publicly	ႱペLጋჼႱႱႧ ⊲ႧჂႽႦႮႠჀჂჼჃჿ ჼႹႱႱჂႥ
confirmed that they are reviewing the	ᢗ᠘᠌᠌᠋ᡔᡏ᠋᠋᠈᠊᠋᠘ᠴ᠖ᡏᠴ᠘ᢞᠮᡃ᠘᠆᠋᠋᠈ᢞᠴᢩ᠘ᠴ᠖ᡏᠴ᠘ᡃ
codeshare agreement between your airlines.	᠕ᡧ᠆᠆᠕᠆ᢞ᠘᠆᠕᠆ᢞ᠘᠆᠆᠕᠆ᢞ᠘᠆᠆᠕᠆᠆᠆᠕᠆᠆᠆
What is the Inuvialuit Development	ᢗĹᠣ᠊᠖᠋ᠫ᠈ᢣ᠋᠋᠈ᡃᡉ᠋ᡣᡤ ^ᢏ ᠳ᠋᠋ᢉ᠊᠋᠕᠋᠋᠋᠋᠋ᡔᢛ᠆᠆᠆᠆᠆᠆᠆
Corporation's official position regarding	^ᡪ dᢣᢩᢁᡏᡃ, ᠘ᡃᢣ᠙᠋ᠵ᠋Ċᠭᡃ
airline monopolies and mergers in the north?	
Thank you, Mr. Chairman.	
	Δﻪ/ペϷϹናゅ (ϽϞϟႶͿϲ)։ ናݸϧͼႭϹϧ. Ϲ _ϒ Ϲ ℍϥͼϥͼ
Chairman: Thank you. Mr. Hankirk.	ዘ፭፞፞፞፞፞ዸ፞፞፞ (ጋ፟፟፟፟ነትበJና): ^ና ሪታ [ຼ] ፞፞፞ዺቮ፞፟ ^ኑ , Δ ዮረኞኦር፞ና _፝ . ር፞፞፞፞ዺ
Mr. Hankirk: Thank you, Mr. Chairman.	ᡏ᠕ᢛᡃᡆᢕ᠋᠄ᢄᢣ᠘᠂ᡔᢗ᠋᠄᠕᠅ᢕᡱᠣ᠋ᠴ᠘ᢄ᠘᠘
That question is kind of difficult for me to	⊳ⅇ℉ CdłLჼLჼႱჼL ⅆ℄Lℶ CL๒d⊲
answer. If I went to go to the cornerstones of	᠘᠋᠋᠈ᡣ᠋᠋᠋᠋᠋ᡏ᠆ᡩ᠆ᢗᡄ᠘ᡩᢛ᠋ᢙ᠈ᢕᢄ᠘ᡓ᠆᠘
what they want from me, they want some	
return out of the airline and the scheduled	
service.	
We have just elected a new chairman to the	᠘ᡃ᠈ᢞ᠙᠋ᢄ᠖᠆ᡩᡄᢄ᠘᠈᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘
IRC yesterday. I haven't met with him yet. I	ϧυΓέρυς» «Έλαι τη δημαιώς» και τη δημαιώς Από τη δημαιώς τη δημαι Από τη δημαιώς τη δημαι Από τη δημαιώς τη δημαι
know from Mr. Gordon's letter, who I report	ᡠᠴ᠘ᡄ᠌᠌ᢄ᠂ᠳ᠘᠂ᡠ᠋ᠴᢄ᠆᠕᠆ᡁ᠘᠂ᡩᡆᢂᡔᡔᢂ᠋ᠴ
to at the IDC, they're very supportive of	᠋᠂ᡃ᠋ᡖ᠆ᠴᡄ᠋᠂ᡥᠦᢗ᠘᠈᠋᠅ᢣᡐᡧ᠋ᡔᢗᠴ
what we do at the airline. We're one of the	Δ6៩%2674%ጋና CLጋΓኈሁ ዻኈቦን⊦ፑና Δ୯ቦን⊳ን6C⊳υΓ»
few businesses that actually make money in	▷ペႭናჾ. ᠘᠘᠘᠆ᢞᢩᡅ᠋᠋᠋ᡃ᠋ᡭ᠆ᡘᡱ᠋ᢩᢁ᠋᠁
the south and ship it to the north. They're	achthered the set of
very supportive of codeshare, understanding	ᡏᢗᢂᢞ᠉᠋ᡆᡄ᠉ᡩᢕ᠋᠉ᠴ᠋᠘᠉ᠳᡄ᠘ᢞᡆᠴ
• • • •	ᠺ᠄dᢣᡃᡝᢣᡏᡐᡃ᠋ᡅ᠘᠆ᢞᢩᠵᠡ,᠘ᡄ᠋ᢩ᠆ᠬᠣ᠊ᠥᡃ
that they're in this for the long-term play. I	ᠫᡪ᠋᠋᠋᠋᠋᠋᠋᠋᠋᠃ᡣᢨ᠋ᢩᡄᡏᢗ
couldn't say what their exact comments are	
because they have all changed. What I can	
say is what I know from the past, that they	
did support a merger. It didn't happen	
because they didn't come to commercial	
terms between each other, which really, I'm	
not privy to because of the <i>Competition Act</i> .	
Through this whole process, be it a merger or	
the codeshare agreement, we have been	ᡏᢄ᠕ᡩᢧ᠘ᡩ᠉ᡩᡁ᠘ᡩᡄ᠘ᡩ᠋᠉ᢋ᠋ ᠕᠆᠘᠆᠕᠆᠕᠆᠕᠆᠕᠆᠘᠆᠘᠆᠘᠆᠘᠆᠘᠆᠘
e ,	207°0CP4114~20° C°02°0 4P224P116728°0°06. C%PCL% ^%b22° 493J2° 4422° 52% CL6d4
cooperating fully with the Competition	C*PCL* / *0/2* <1402* <400* <400* <100* d*P0/**CP0
Bureau. I have shared every financial statement month over month for the last three	
	᠕᠋᠅ᡣ᠋᠋᠋᠋᠋ᠬ᠋᠋᠋ᢌᡄᢄ᠆ᠴᡄ᠆᠋᠋ᢄ᠆᠘᠆᠆᠘
years. I have shared every memo I have	
written about how we need to fix the	
scheduled service.	ᡏᢄᡁᠫᡆᢛ<ᢛ᠙ᢧ᠙᠘᠂ᡆ᠋᠕ᢛᡆᢕᢕᡕ᠂ᡪᡆᢣᢛᡆ᠋ᠧᢧ
Lhong Languaged your questions. Thereby	Δμζούς
I hope I answered your questions. Thank you, Mr. Chairman.	
you, wit. Chaiffian.	Δ•/ペϷርና •: ናdታ°Ⴍ广 ^ϧ . Γ [、]

Chairman (interpretation): Thank you. Ms.	
Angnakak.	
лизнакак.	
Ms. Angnakak : Thank you. Just talking about the Competition Bureau again, have there been any discussions between the Competition Bureau and both airlines in regard to public concerns about codeshare? Thank you, Mr. Chairman.	 Ϥʹ℄Ϸϧ·ͽ (ϽϞϡϦϽϚ): ʹϭͿϟͽϫϹϷ. ϹͼͿϥ ϷʹͽϷϒͺͺϷϐͼϛϫϿϹͼʹϧϿͼͼ ϹΔͼͿϥ ϤϷʹϽϚϷϽϲϲͺϭͼϒϲͺϫͼͼ ϤϞϽϫͼͼϗͼ Δͼͼϧͼϫͼϗͼ Δͼͼϗϫͼ Δͼͼϗϫͼ Δͼϗϫͼ Δͼϗϫͼ Δͼϗϫ Δεγκομάς
Chairman (interpretation): Thank you. Mr.	
Hankirk.	
	Ηવં°ðં° (ϽʹϞϟ∩Jና): Δዮ/≪ϷϹʹ·ͽ. ΡϷՐϤʹͻͿ, Ϲʹ°Ϙ
Mr. Hankirk : Mr. Chairman, to answer the Hon. Member's question, the answer is yes. They approached us fairly early on. I don't have the exact date in front of me.	⊲∧℠ⅆĊ. Ճ, Þ൞Ր℩℉൧⊲∠Ϸ℠ł⅃⊀ԺԽⅆՎ Ϸ՟೨∿Ⴑ ՙᲮՙၩϷՈ℉⅃JՔ⊲℠.
We were given 14 undertakings to provide information through our competition lawyer in Toronto to the Competition Bureau. That has been an ongoing process. I think every concern raised by the residents of Nunavut,	14-៚ ᠄᠙Γ'?௳'dᢣ⋗ᡄ⋗ [、] ᢥ᠘ᢣ᠍᠕ᡃ ᡏᡐᡗᠫᠺᢂᡣᡄᠧᠳᡃᠮ ᠕ᢣᡲᡣᡄᢜᠦ. ᡧ᠋ᡃ᠘ᠴ ᢗ᠘ᡃᢐᡆᢋ᠄᠙᠊ᠳᡃᡆᢣ᠌ᢣᡄ᠌᠉ᠫ ᡬᡃᡆᠴ᠋᠅᠘᠊ᢟᠳᡈᠬᡗᡄᢂ᠋᠅ᡔᠬᡟᡠ, ᠘ᡕ᠋᠘ᡱᠬᡗᢣᢂᡷᡄ᠘ ᠴᡆ᠌᠌᠉ᡃ᠋ᠮᢄᡔ᠍ᡩᡧ᠘ᠴ᠈᠋᠀ᡔ᠋᠅ᡣ᠋ᡗᡲ, ᠘ᡄᠾᡄᢂ᠋᠁ᡢᠴ, ᡏᠣᡃᢗᠴ᠋ᠫᠴ ᢗ᠘ᡃᢐᡆ᠌᠌᠔᠂ᠣ᠋ᡦ᠅ᡆᢗᢂ᠘ᡄ᠅ᠫᡕ
the Hon. Members, and the Premier has been passed onto to the Competition Bureau given the questions we have taken from them.	
We do continue to cooperate fully with them. I haven't heard from them in a couple of months now. I understand they're very busy, but we do expect to hear from them in the future. My expectation is they will continue to monitor the situation to make sure we don't do anything wrong. Thank you, Mr. Chairman.	ά, CΔL°∿υლĹ [®] Δb⊀Ϛሥበ4 [®] CϘ ^c CΔbd4 ^{\$} PF ^{\$} P ^{\$} P ^{\$} D ^{\$} C ^{\$} P ^{\$} D ^{\$} C ^{\$} C ^{\$} D ^{\$} D ^{\$} D ^{\$} C ^{\$} D ^{\$} D ^{\$} D ^{\$} C ^{\$} D
	∆⊳୵≪⊳⊂ ∿: ˤd≻៰Ⴍ广ᢐ. ℾˤ ⊲ˤႭᢐᠪᢐ.
Chairman (interpretation): Thank you. Ms. Angnakak.	
Ms. Angnakak : Thank you, Mr. Chairman. Thank you for your response. I think we're all looking to make sure you guys don't do anything wrong.	ፋኄ৽bኈ (ጋኣትበJና): ናዛታኄሏ፫ኑ, Δካፖዴኦርጐ. ላዛሬጋ ናዛታኄፈ፫ኈ֊ጋሀ ርሬኄዉ የኦሁንσ. ፊ, σሲኦኦጋሪ ርዛሬኈጋ⊲ኌ፞፝፝፝፦ኈጋቭ ርልሬልካጋፑኑ ርዛጓሬጭቦኄዹናር.
When you met with the Competition Bureau and they talked about concerns from the	ᡃ᠋ᡃᡋ᠋᠋ᡣᡄᢂ᠋᠅ᢄᡷ᠅ᢗᢁ᠂᠋᠕᠙ᠫᠺᢂᡣᠧ᠕ᢣᡆ᠋ᡝ᠂᠋᠕ᡶᠴ ᢗ᠋᠋᠋᠋᠋ᢆ᠆᠅᠋ᠾ᠋ᡃ᠍᠍᠅᠘᠘᠋᠋᠋᠋᠋ᠴ᠋᠋᠋ᠬᠶᡃᢂ᠆᠆᠕ᢕ᠋᠌ᢄ᠅᠘ ᠙ᢞ᠂᠋᠕ᢟᡄᢂ᠈ᢣᢂ᠋᠅ᠴᠣ᠘᠘᠋᠋᠋᠋ᠴ᠋ᠬ᠋ᡗᡃᢣᢂᡄᢂ᠅ᠵ

public, what stands out to you? What was the biggest concern? What was the number one concern? Maybe if both of airlines could answer. What was the number one concern, do you feel, that the public was bringing forward to you to address? Thank you, Mr. Chairman.	ϼϥϿ ^ͺ ΓϷϼͼϷʹ«Ͽͼϭͼ ϹͽϧϥϼͽͺϿͺϪͱͿ; ΔιͿ; ͼϧϧϹϲϧͼ; ϷϷϽͼϲϛϧϲ; ΔϞϳϿͶϧϷϞϫͼͺϫͺϫϫϫϫ ΔϲϳϿͶϧϷϫϫͼͺ
Chairman (interpretation): Thank you. Mr. Hankirk.	
Mr. Hankirk : I think probably the biggest concern they had was that they understand that a business has to make money and provide a return to be sustainable. I think the biggest concern they had is that we don't, in the near term or future, increase prices that are not justified other than costs of living or fuel or some outside influence. I would say that was their biggest concern.	Ηἀ•ἀ (ϽϞϡΛͿϚ): ϤϞϚϭ·ϷϚʹͽ ΔϲΪͺϿϹϿϷϭ·ϚʹϞͿϲϷͽϲͿϲϚͺΔέϧ, ϷἀϷϞϲϷϞϤͽϧͺϹͺϹͿͽϤϤͺͼϞϚϭ·ϤϽϲ· ΔϲΪͺϿϹϿͼͽϲϲϿͼϿϲϞϾϞͺϾϚͺϾϫ ϒϿϭϧϚϿͼͼͺϤϷϿͼϿϲϿϾ ϷͼϲϤϿΔϛ, ΔϳͼϲϳͼϥϫϲϒϿͼ ϹͼϳͼϫͺϳͼϿϲͼ ΔϲΪͺϿϹͿϲϷͼϚ;ϞͿϲϷͼϿͼͺϲ
The second biggest concern would be that we follow the <i>Competition Act</i> . I can only speak for myself, but I do know Mr. Friesen has been using our competition more because actually he and I don't get to talk about this kind of the thing; the lawyers talk. I do know we're being very careful with it and I do know that their concern is we get a captive audience and we raise prices. That's the underlying theme in every discussion we have with them. Thank you, Mr. Chairman.	 ϤͰͺͻ Ͻʹϲϭ Δ/ἰͺͻ΄ΠΓϧϷσ[™] ϤϷʹϽϚϷΠϲͺϭͼʹͿϚ ΛʹͼͿϧʹϞϤͽ, ΔέϷ ϷϨʹϧϧϲ ΔLΔϲϧͼͼϳϲ, ΓʹϚ ϿͺϞͺϧϲϷͽ ϲͼ ΔϽͽλμϧ ϷʹϧϲͼϧΠϳϧͼϛͼͽͻ ϹͿϧϥ Γϧͽͼ ΛͼͿϧ Ϸʹϧϲͼϧμά, Γ΄ Δ, μαφικά, Δ΄ Ανμαμαμαμαμαμα μαφικά Δναμαμαμαμαμαμαμαμαμαμαμαμαμαμαμαμαμαμαμ
Chairman: Thank you. Mr. Friesen.	Δ•/ペÞር ጭ (ጋኣትበJ፡): ነሪታ°ዉቮኑ. Γነር <i>ጅ</i> ሲኣ°.
Dr. Brock Friesen : The Competition Bureau doesn't actually say very much to us. They ask a lot of questions and they ask them directly and through our lawyer. We provided them with three years of financial statements and some targeted analysis to explain the situation in the north. Their fundamental concern is that we operate	ጏናር፞ጭ >ና፞ତ ፇሲነ ዬ (ጋኣኦበJና): ርΔካሪ ፈዮጋናϷበሮሲσና፤ ለሮሲኑና Lሮሁናታፈጭበዎና ፈጭሪበቦና ጋቡታና Ϸናቴናሬጭበቦናቴናርጭርዎና. Ldd ዸ፞፞ዹዾታጭጋዖበልታና ፈናናህውና ለኈሁለውና ርካሪ ዹሮጭሪሮቪኈቦና ጋσለĽና ጋቦኮሪና.
our business within the <i>Competition Act</i> , which is the Act that they administer.	ϤᡃLᠴ ርΔ°교

They're obviously interested in the public	᠘᠋᠋᠋ᡗ᠘ᡩ᠉᠋᠋ᢕ᠋ᠴ᠋᠉᠋ᠴ᠋᠘᠘᠘᠘᠘᠘᠘᠘
interest and they're interested in having	
efficient businesses in Canada that are able to	᠕ᢞ᠋ᡣᡗ᠋ᡣᡆᡃᠴ᠋᠋᠆ᡐᡗ᠆ᡗ᠆ᡐ᠘ᡔᠴᢙ᠋᠆ᡁᡔ᠕ᡔᡕᡄᠴ
provide services at a low cost and a high	\[\] \
quality.	
As Mr. Hankirk has mentioned, they have	ᡏᡃᢗ᠊᠊᠋ᡰᠯ᠋ᡩᡠ ᢂ᠋ᡃᢑᡃᢐ᠋ᡃᢦ᠋ᢄᢣ᠋ᡗ᠆᠘᠋ᡬ ᠋ᡔ᠋ᢣ᠋᠋᠋᠋᠋᠅ᡣᡄᠫᢖ᠋᠖᠆ᡁᢄ᠂᠖ᠴ᠙ᡏ᠅᠋᠕᠆ᡘ᠆ᡥ᠆᠋᠋ᡔ᠋
been a little bit silent since, I would say,	᠈ᢞᠣ᠆ᡔ᠋ᡐ᠈᠆ᡠ᠆ᡷᡧ᠋᠆᠈᠆ᡧ᠘᠆᠈᠆ᡐ᠈᠊ᡄᢄ᠘
early December. I'm not sure whether they have other priorities or what's going on, but we remain and we stand ready to provide whatever they would like us to provide.	ΛϞϞ∩·ϧ·ͰϹ, ϹΔͰΔϲ΅·ͿϘͿϚ Ϸʹͺ ͻ Γ.
whatever they would like us to provide.	᠘৽৴⋞⋗⊂ና৽ : ՟d≻៓ឩ广৾৽. ୮ ^៶ ⊲ና៝៴៰ ^៲ ៰.
Chairman (interpretation): Thank you. Ms. Angnakak.	
Ms. Angnakak : Thank you, Mr. Chairman. I just want to get to know a little bit about what triggers codeshare. When the	Ϥʹ௳Ϸϧ· ϷͺͺϽͺͻϧϿͺϽϲ;;ͺͺϭϥϧͼϫͺϲͺϫͺϫ ϿϧϧϼϫϫͺϫϫϿϫϼͺϗϫͺϫϫϫ Ͽ;Ϸϼϭϫ;Ͽϧϲͺϫϫϫ Ͽ;Ϸϼϭϫ; ϲϿͳϿ;ϫϫ; ϲϿͳϿ;
Competition Bureau looks at your financial statements, for example, where's the line where they say, "Yes, you should go into codeshare" or "No, we're not going to allow this"? How does that work? Can you give us a better understanding about that process? Thank you, Mr. Chairman.	ዻኈጕኄኯበሶኈ፞፞፝፝፝ኇጘፑ૰ ዻጋዖLኯ፞ኯ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ጚኯ፟፟፟፟፟፟፟፟፟፟፟፟፟፟ ፞፞፞ኇኯ፟ኇፚ፫፟፟፟፟፟፟፟, ፚ፟፟ኯ፟ጞ፝፞፞፝፝፝፝ ዾኯ፟ጞዾዸ፟ዀ
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ•/ペϷϹና •: 'dታ°ฉ广். Γ'Ϲ <i>Ϸ</i> ሲኣ°. Γ'Ϲ ΗϤʹ·ἀ.
	ឣব৾৽৳৽ (ϽʹϧϟႶͿႽ)։ ᠊ᡬᠯᢛ᠋᠋₽ᡔ᠘ᢣᢛᢗ᠋᠋᠊᠋ᢐᢨᡳᡘᡄ᠋ᠫᢛ᠂᠋᠋᠋ᡐᡧᡗᠵ᠋ᡗᠮ
Mr. Hankirk: There is no set line where	♦٢٢ ٢٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩٢ ٩
codeshare triggers when you look at and I'm	$baC\Gamma \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$
going to take it to basic codeshare in North	ᠵᡄᡄ᠄᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂᠂
America. There's no line that makes it	╘° ₽° ₽° ₽° ₽° ₽° ₽° ₽° ₽° ₽° ₽° ₽° ₽° ₽°
trigger. For example, let me use the one case	
that got taken to the Competition Bureau. It	
was actually Air Canada and United. I guess	
at the time, both airlines were struggling a	
little bit.	
intio on.	
Understanding that they're both competing	ᢗ᠘᠘᠘᠆᠋᠈ᡶᡄᡅᠬᡝᠴᢗ᠘ᡆ᠕ᢝ᠆ᢦᢞ᠈ᢆᡃᢣ᠋ᡬᢕᠴ᠋
and I'll use Calgary-Denver as an example,	6-1μ-Π4°9, Π4°9 Δυ ⁽ Π4 «Ν
Denver is a great place that a lot of people	D CD <lcd </lcd CD
	らったったっ、CLbP CC_4PAという。
want to go, but when all said and done, both	⁶ مەلىكەھەر ھەكەن. ئەتھەر ئەتەكە بەركە كەلەر ئەتەكە ئەتەكە ئەتەكە ئەتەكە ئەتەكە ئەتەكە ئەتەكە ئەتەكە ئەتەكە ئە
carriers had too much capacity in the	
marketplace. Capacity drives more codeshare	▷°bናታኈጋ∿し, ▷በናልቦσ⊲ሲ≪ና ▷<σናበ°ഛና

than profits, I would say, and I'll get to that for my own company in a second and then let Mr. Friesen answer for his. They did it to take capacity out. For example, if you book a Calgary-Denver flight, you could be on an Air Canada flight on one flight and the very next flight, it could be United. When you book, it will just say, "Air Canada 114 operated by United."	ϷϤ·ϚϤϘϘϤϤͺͻ ϿͺάͺͺͺϫͺϷϷϭϥͼͺͳͺͿ. ϹΔͺϹΔͺϹϷͽϽͼ ϹϹͺͻϥͼϭͺͼϧϲͼϧͼϲϫϲϫ ϘϿͼϲϫͷϫ ϷϿϽϚͺϿϲͼϲϫ ͼϧϧϽϹͺϫϫ ͼϧϫϦϲϫ ϲ Ϸϫ ΑϤ Ϸϭϲ 114 ϤϷϲϹϷϥͼ ϲ ΑϤ ΑϤ Α Α Α Α Α Α Α Α Α Α Α Α Α Α Α Α
It's capacity that drives most of the codeshare agreements down south. In the north, I knew that there was overcapacity. I was pretty honest with you guys saying that we were cross-subsidizing some of our schedules from our charter business unit. I can tell you what triggered doing the deal with First Air on the codeshare was purely financial and it was driven on certain routes, not all routes, and it was the right thing to do if we administered it properly. In our case, it was financially driven. Some of the stuff you will read on codeshare is capacity driven. Thank you, Mr. Chairman.	CL ^b dd Λ& - d - Λλ - Λλ - Λ - Δ - Δ - Δ - Δ - Δ - Δ - Δ - Δ - Δ
I'll let Mr. Friesen answer for himself.	Γᡃር ୬ሲኣ≗ ዺዛርσኈ ዖ⊳∩°σ⊲ኈ<ና.
Chairman (interpretation): Thank you. Mr. Friesen, answer the question.	Δ•/≪ϷϹ· Ϸ·· ·ϭͰϞ·ͺϚ·Ϲ ୭ሲ、Ϟ·, ⊲ሰϳʹϷ.
Dr. Brock Friesen : Just two comments. The Competition Bureau doesn't have any sort of threshold around codesharing. They're interested in promoting competition and their legislation works best in large markets where you have abundant opportunities by six cellphone companies or four cellphone companies in southern Canada.	ጏናር፞ጭ >ና፞ତ ፇሲኁ (ጋኣኦበJና): Lናፇ፞፞፝፝፝፝፝፝፝፝፦ ሁ፝ጏ ኇ፟ኇኇ፟፟፟ ባΓና፟፝፝ ሰΓና፟፟ ሰቦኑዾዯ Ldፚኈሁ ዻኈቦዖበኇ ዾ፟ ፟ ዾ፟፟ ዾ ግሥር ሰናበላዖበቦታ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ
The legislation provides for competition or how to deal with competition concerns in thin markets. This is a classic thin market. They understand that in all cases, you might	ΛʹͼͿϧ;ϥϤϹͺϷͽϷϧϒϹϥͺͽϹϲϷͺͼϷϿͼͺϤϧϲϽϲϷϤͼ ϤϽ;ͽϹϷͼϷϲϲ;ͳϧϳϲͺϘϧϧϲϿϲͺϷϿͼϧϹϿϤͼϢϲ ϹͲͳϭ;Ͻͼͳϲͺϳϲ·ͺϤ;ϹϿͺϘϚͼϧϤϲ

unique situations here and I don't know how the Competition Bureau ultimately will choose to do this, but the legislation is flexible.One thing I should mention is that competition isn't just the three of us beating each other to death in the marketplace with	ϷʹϐϷϟϲͺͻͿͺϪ [;] ͼϭʹϲϷႶႶʹჼϐϷʹʹϹϚͻϭϚ ϭϷͻϚϷႶσϧͺΛʹϧϧϟϪͼϲϨ϶ʹϒϹϽͿϛͺ;ϷʹϧϹϲϟͼϧϽ ϭϷϽϲϭͼͺϧϽϳϨͼϭ;Γϲ
low prices. Competition is also the threat of competition. If we don't behave in the marketplace, somebody else will enforce our behaviour or somebody else will launch an airline to prove that they can do a better than we can. You always have to be aware that there's somebody else out there, so you have to compete with the unknown as well. We do that every day in our business. We have to drive ourselves to be efficient. If codesharing doesn't result in efficiencies, somebody else will "eat our lunch" for us.	ΔLΔϲϷϚ៸ ^Δ [®] ቦ ^b d& ^c イノ& ^c Λσ ⁴ ^b C ^b b ΛϷσ ^{^{sb}\Σ^c^s Ͻ^c Σ^d^c Σ^c ^b²^b²^c Δ^c^b²^c Δ^c²^c Δ^c² Δ^c²^c Δ^c²^c Δ^c² Δ^c Δ^c² Δ^c Δ^c² Δ^c Δ^c Δ^c Δ^c Δ^c Δ^c Δ^c Δ}
Chairman (interpretation): Thank you. Ms. Angnakak.	∆⊳୵⋞⋗⊂ ⁰: ʿdᢣ°Ⴍ广⁵. ℾ՝ ⊲ˤႭ╘Ϧ⁵ĕ.
Ms. Angnakak : Thank you, Mr. Chairman. When you talk about competition and somebody might be coming out with a new airline, I think that's very true. Even if you just look at the government here, they provide a lot of contracts to the two airlines worth millions and millions of dollars, so there's some power in that as well and they're going to look to you to provide in terms of service.	ϤʹϤϷϧ·Ϸ (ϽͺΫϷͶϿϲ): ;ϥϷͼͺϹͺϷ, ϘϧϚͼϧ. ϹϘΓ ϷͺϷϲϧϥϲϹ ϤϧϲϽϲϷͶϲͼͺͺϷ. ϿͺϹϹϧͺͼϼϧͺϹ ϒͼϧϧϲϿͼϼϫͼͺϲͺϲϒͳ ϐϧϽ;ͼϼͼϧͶϲͶϞϝͳϚͼͺϲϚͳϹ ϲͼϥϿϧͺϾϲ ͼ ϩ ; ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
Talking about government contracts, can you tell us what percentage of your airline passenger volume and revenue is accounted for by medical travel passengers under your contracts with the Government of Nunavut? Thank you, Mr. Chairman.	ሁペLၿdና ፟፝ፅ፦ጋና፟ኈ፞ቦ፝ዮ፞፝፝፝፝፝፝፝፝፝፝፝ ኯ፟ጜኯ፟ጜኯኯኯኯ >ኣዮበቦና፟፟፟፟ናርጭረሷ፟ኯዋዻዀ ዻ፟፟፞ኇ፞፟፝፝፝፝፝፝፝፞ ቀ፟፝፝፝፝ኇ፟፞፞፞፞፝ ፟፟፟፝፝ ይዮ፞፞፝፝፝፝፝፝፝፝፝፝፝ ፚኯ፟ጞ፝፞፞፞፝፝፝፝፝፝ዾዾ፝ዀ
Chairman (interpretation): Thank you. Who is she asking the question to? Mr. Friesen.	Δ•/ペϷϹና• : ^ና dታ°ฉ广 ^ͱ .
Dr. Brock Friesen: I think the Minister of	ጏ፡ር፞፦ >ና፞፦

Health knows as well as we do, if not better than we do, the number of people and how much money has been spent on medical	ჼႦϷትĽናႶჃႫჼჼჽႦჼႱႦჼႦჂჼႦჂႭႶႶ ዸ፟ዹϷታሏ፟ኯፘርϷኈ፟Ľኈ፟Ⴑና ዻ፟ ^ዸ ፞፞፞፞፞፞፞፞፞፞፞፞፞፞፝፝ዻ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟
travel. There are formulas in the agreements for the division of air traffic between us and our competitors, our partners at the same time. I don't have those particular numbers, but as the customer, the government will have those numbers.	ርሏ፟፟ዾ ፟ዹኣኦበኇ ፟፟፟ዹ፞፟፝፝፝፝፝፝፝፝ዾኯ፟ኇኯ፟ጜኯኯኯኯኯኯ ፟ዸ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ዾ፟፟፟ ላ፟፝፝፝፝፝፝፝፝፝፝፝ዾኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯ ኯ፟ዀዀዀዀዀዀ ኯ፟ዀዀዀዀ ኯ፟ ዾ፟ዹዾኯኯ ዾዾኯኯ ዾ፟ዀ ዾዾኯ ዾዾኯ ዾዾ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ ይ
Chairman: Thank you. Mr. Hankirk.	Δ•/ペレር •• (ጋኣኦበJና): ^ና ժታ°உ广், ୮ [、] ር ዘረ፞°ሪ፡.
Mr. Hankirk : I have to agree with Mr. Friesen. I can't mention a number, quite frankly, in front of these two guys.	ዘፋ॰ፊ ゅ (ጋኣትበJና): ፊ, ር॰ዉ ዻኈቦናbበቦታዎና የተላơ Γ ^ւ ር
>>Laughter	᠉᠘ᡩᡄ᠋ᢁᠫᡗ
I'm happy to show you, I have it right here, but I'm being watched by our competition lawyer as to my behaviour and I know the exact amount for my line and I'm happy to show you after. I just can't talk about it in front of these two guys.	ርdበናጋ°ዺናጋላሊናረ ለረLσ, የረላσ L୯Ⴑ୯ሊኦናበ°ም ΔσኈበኈርኦረLႱL ኄኦኦኒናበላኈርናጋ ርdበናጋ°ዺናበላσና የረላσ ኦdላ ፟፞፞፞፞፞፞፞፞ ዾኈበናጋቦና ኦኄኦበላ°ዺኈዮ°ዺ፱ዩና.
Chairman (interpretation): Thank you. It sounds like you asked a question to all of them. Ms. Angnakak.	Δ•/ペϷϹ · ፡ ፡ ናdታ°ฉ广ֿ ^៲ . ϹંካdϤ ርLና୮_ͻϷϹʹ ^ͼ Ϥለሲ ^ͼ ϧϷͻብና ἀ ^ͺ LϷϽ ^ͼ . Γ [、] ϤናႭϷϧ ^ͼ .
Ms. Angnakak : Thank you, Mr. Chairman. I appreciate that. Since it is public and not everybody has that privilege to that information, I wanted to ask publicly. We are on TV. I was going from that angle.	ፋና௳৽Ხና৽ (ጋኣኦበJና): ናਰኦቄቪዮ, Δዮፖ≪Ϸርና። ፚ፞, ርኆዺ ርዮਰላ የ॰ਰ፫ኒና ጋኣሊላናႦ°ኈቦчLር ΔL°ዺ ሰልነሪናናር የ৽ਰ፫ኒና ፩ሬኈበናጋቦና ላለሊላLጭbϷႱL. ር«ペ°ኈႱናሮ ርϷጋኈቴϷႱႱႻ
I want to talk about something that I actually spoke about in the House as an MLA. High Arctic transportation and transportation in general in Nunavut is very expensive for many people, including this government, who have to pay for a lot of the services.	CΔL ϷʹͽϷϒʹͽΡLႱͰ ϹĹϭ ͰϲႱϲϷʹልʹ ϷʹͽϷϒϲϲͰϫʹ·Ϛ ͰϲႱϲϷʹͽʹͰ ϹĹϭ ʹϭ·ʹϷϽΓͽ Δʹ·ϒʹϚʹϷʹϹʹϭʹͽʹ ϼͼ͵Ͽ·Γ ΛϿϭʹͽϽΓ. ϹͰͽϭ Ⴑ≪Ͱͽͼ ϭϷϲʹͽϲϪϧϲϭʹͽͽͼϛϲʹͰϹ ϹͰͽϭ ៱Ϸ·ͶϚʹϭʹϭ
I want to just do a little bit of a preamble here. In his letter that has come to the Premier, the president of First Air wrote that the Canadian federal government "mandates	ᢗ᠘᠘᠊᠌᠌ᠺᡃ᠋ᢐᡃᢛ<ᡤᡝ᠌ᢄ᠘ᡩᠴ᠌᠅᠋᠘ᢗ᠋᠙᠙ᠳ᠋ᢗᡠᠡ᠌᠅᠘ᡐ᠆᠍᠈᠂ ᡐ᠋᠋᠅ᡴᢣ᠋᠋᠉ᡠ᠅᠘ᡩ᠘ᡩ᠘᠖ᡆᡄ᠋᠋᠋ᠺ᠋ᡁ᠅᠘ᡧ᠆᠈᠖ ᠬᡄᢇ᠘᠋᠋᠅᠘ᡩ᠋᠋᠋᠘ᡔ᠋ᢄ᠘ᡶᢝᢩᡆ᠋᠅᠋᠋ᡔᡡ᠂᠋᠖᠅᠋᠋᠘ᠺᢇᡝ᠋᠋᠖᠉᠐ᠳ.

ርኦጋኑ, አህ ርኮሰላ ሁዲኮላና ላፐላሮኑ୮ ርL°ዉ ለርናክሊላናክናሬኮርጭጋፑ ዸ፟ዉኦታናክጭበናበσጭ, ርኮሰላ ላፐላሮክው Δዮቦናናላሮሲኦካሪም Δክቭቦናክናክናርናኒር ዸ፟ዉኦታጭበህና ናክኈሀርሥናክውበውና. 160-ኄህጋላጭጋም Δወዮናጋሙ ወዉሮጐσ.
ჼႦჼႱႠჄჼႦჼჂჄჼႦ∆ ∆ႦႵჼჼჄ∆ႱჄჼჼ<ና Ⴑ≪LჂჼႦჼďჼ ႠĹႣ ഛႭႴჼႠ ഛႭႼჼჂഛና, ՃഛႼჼჂഛ ჼႦჼႱႠჄჼႦჼჼႶჼႶႵഛ ՃᲮჃႶჼႦჼႦჼႠჼჼ<Ⴀ. ჼdႸჼႭႠჼჼ, ՃჼჄ≪ϷႠჼჼ.
Δﻪ/≪ϷϹ· Ϸ(ϽϞϡϡϽͿϚ)։ ·ϭϟឹϫϹϮϷ. Γ ^៶ Ϲ ≫ሲኣ≗.
· · ·
ጏናር፟ጭ >ና፟ኑ ፇሲኁ (ጋኣትበታና): ኦነትሊላናረ ርሏL ርጐዉ ኣσጭdረLሁናበJ ዖኦናርናረጐዉበJ ርLነፈውъሁ ለቦላጭበናበትኦነትኊዮጐዉናር ሁዲLነፈና ሏይላጭጋሏውዮዮውና ሏይቲብናቴናውዮዮውና. ርጐዉ ዉሮናንርኦታዮዉናLና ሁዲLነፈዮው ላኑኦንበቦጭዮርናጋላዎና.
Ρ៸Ϥσ ϤϧϷϨͶͿϧϿ;Ϲ Ϸϫ Ϲϳϭ ϷϷϷͽϹͽϽͿ ΛͼͿͶͼϤͼϼͼ ΔϗϥͶϦϫϿϭͼ ϫϭϿͱϹϲϳͼ ϽϤ<Δͼͼͼͼ Γͼϗͼϼ;ϹϹͺϹͿͼϥϤͺϽϤϚͽͼ ΓͼϗͼϼͼͶϲϿϲͼͺϒϲͼͶͽͼ;ͺϹϥϤ ͼϧϿϲϲͼͺϤϲͼϧϲͼ
CLષdd <~రోసి LDAPN రీసి<్ర4ు ఓఓ^గిLCపిర్ రీరిరెడ్డింగింగించం గిళిగీసిలిగించిం CALల 4ెలికెలెనికింగిరిం గీ ఎంకి దిందిందిందిందిందిందిందిందిందిందిందిందింద

improve the quality of transportation in the north.	
I think it's for government to decide if government wants to open the other issues that you have referred to. I'm actually more familiar with subsidies to airlines in Europe because that's where I have been for the past long time, but I have been in the US as well, whether Canada wants to go down that road or not. I know that the Emerson Commission, which is Transport Canada's review of transportation policy nationally, has considered it and they have considered all inputs to it.	ΟΔL ႱϘLϷϤ·ϲ ͺͺ·Ϛϭ·ͽͺϤʹͼϷϷϟͿϧ϶ͼϳϤϹ ϷʹϐϷϟͺϧʹϭͼͺͼϷϚͼϷϚͼϷϒ;ͺϹͿͼϥϤϹͺϷ ϤϒϤϭ·Ͻ·ϲͺϤϭϭͺϹϷϘϭϲͺϷϚͼϷϒͰϼͼϧͺͺͺυϷͼ ϤΓϤϲϷϭ·ͻ, ϷϫϹͺϹΔͰΔͼϫΔϲϷͼͿϫͺϳͼ ϐϷϟͿͼͼϒϲϲͺϲΔͼϤϤͺ;ϫͻϭͼϒͼ ϐϷϟϛͼͶϹ;ϿϹ ϐϷϟϛͼͶϹ; Ͽ Ϸ ϲϲϲϳͼͿͼ ϹΔͼϫͺϪϟͿͼϧͼϟϷϨͶͼϧͼ;
Chairman (interpretation): Thank you. Ms. Angnakak.	∆৽৴⋞⋗⊂৽৽ : ᠂dᢣ°௳广ఀ ^ϧ . ୮ ^៶ ⊲ᠳᢩᡄ᠖ᡃ
Ms. Angnakak : Thank you, Mr. Chairman. I'm wondering if the president of Canadian North would like to comment about such a program. If there was, would there be support? Thank you, Mr. Chairman. That's my last question.	ዻናዹፇ፟፟፟፟፟ጜ ፟፝ (ጋ፟፟ኣትበሀና): 'dታ ^ዸ ዹኵ፟, ፚኯ፞፞፞፞፞፝፝፝፝፝ ፚ/LጋΔ ^ኈ ዹኈ፟፝፝ጏ፝፞፞፝፝፝
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ৽៸《ϷϹʹ·ၑ ; ^ᡪ dᡃᢣᢩᢁᡤᡃᢆᡃ᠂᠋᠋ᢉ᠘᠊ᡰᠯᢩᡝᢩᡠᡃ
Mr. Hankirk : At this time, I'm going to have to take the fifth because I really don't know what Brock is talking about, so I don't think it would be right for me to comment. I really don't have an answer on that, Mr. Chairman. I would have to review it and see what I think and get back to you.	ΗϤͼϭ· (ϽϞϞႶͿና): ϹͼͺϼϞʹϚͺϪϹͼͺͺϷʹϧϞϹϫ ϷʹͽϲͺϤʹͽϐͼϭʹϔϾͼͺϹͺͺϷϷʹϞͶͼϚʹͼϹʹϔϾͼͺϹ ϹϹϽͿʹ·ႱͺϪͼϒϭϷϹʹͼϧͺʹϷϹϚϨͺϷʹ϶ͺͿͺϷϒϭϭͺʹϧϫͽͼ Ϫ៸ϹϾʹͺϹ·ϳͼϭͺϷͶ;ϗϾϹ;
I think we have to understand where Canada has come from. They have come off what was called "regulation" in the late 70's and into the 80's to what they call "deregulation." The regulation used to, quite frankly, mean one thing and it was set fares that the government and airlines set that everyone had to pay. Prices did go down significantly when we went to deregulation.	ᢗ᠘᠘᠄᠋᠑ᠻᠡᡃᢣᡅ᠊᠋ᠺᡃ᠋ᡃ᠋ᢐᡃ᠌ᢐᡃᡆ᠋ᡃᢆᡪᡩᢗ᠖᠌ᢩᡆᢩᢄ᠆ᠺ᠋ᢤ᠋ᢤ᠖᠘ᡌ᠆ᡆ ᠘᠆᠋ᡶ᠋ᡃ᠋ᡥ᠋᠋ᡣ᠋᠍ᢧ᠄᠆ᠺᡇᢄ᠆ᡩ᠘᠆᠘᠘ ᠋᠋ᠬ᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆ ᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆

Chairman (interpretation): Thank you. Ms. Angnakak, you're done. I also have Mr. Okalik.

Hon. Paul Okalik (interpretation): Thank you, Mr. Chairman. First of all, I would like to ask a question specifically as the Minister of Health. It's complicated when people have to travel and we have to ship drugs and samples that are time-sensitive and they cannot just sit around. All of these airlines had discussions that medical samples need to go out right away and come back right away.

However, to date, we have come across barriers and we have challenges, especially in Rankin Inlet, Kugluktuk, and Sanikiluaq. We still have a problem and this has been an ongoing problem with your agreement. When will you make improvements in that area, especially with respect to medical patients who are ill and cannot just wait for samples and drugs? Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. Thank you for the Member's question. To our knowledge, there were four to six medical samples or water samples that did not travel in a timely fashion in July and August. We did address that with the Government of Nunavut departments individually and we put in a system, as I mentioned in my comments, an email notification system where in addition to just sending the sample,

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Δ^{*}υ-Κ^{*}⁶ ⁵ >b⁻⁶⁶: ¹d⁵⁶ Δ⁴/2⁵⁶, Δ⁴/2⁵, Δ⁴/2⁴, Δ⁴/2⁵, Δ⁴/2⁴, Δ⁴/2⁵, Δ⁴/2⁴, Δ⁴/

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they're also sending us an email to let us know that it's coming so that we have redundant system to look for it. To my knowledge, since that has been put in place, we have not had any issues with either water or medical samples. If there are any other more recent examples of it, I would be happy to know about them. Since we put in that system, we haven't had any known issues with it.	⁵ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ
In Sanikiluaq, which we also service three times a week, Monday, Wednesday, and Friday, our issues with the medical samples are not that we haven't been sending them out, but that we have an extremely high amount of cancellations because of weather. We don't even get the weather until nine o'clock in the morning in that community, but because of its location, fog and freezing rain are a huge issue. There have also been a lot of issues with getting jet fuel in that community.	\రాగిఎర్'గా గిళ్లంకోండ్ కారింగ్ సిందింగి గిందింగిండి సిందింగిండి సంగా సిందింగిండి సిందింగిండి సిందింగిందిందిందింది సిందింగింది సిందిందింది సిందిందింది సిందిందింది సిందిందింది సిందిందింది సింది సింది సింది సింది సింది సింది సింది సిందింది సి సింది సి సి సి సి సి సి సి సి సి సి సి సి సి
To my knowledge, the issues were resolved back in July and August through our working with the Government of Nunavut. I think the Minister of Government Services even acknowledged that we have been working closely with your staff. Thank you.	^ና ២РትLፇፇኇ፝፝፝፝፝፝፝፝፝ ዾዺፇኇ ሁ፞፞፞ዺዸፇኇ ለ፝፝፝፝፝፝፝፝፝፝ ለ፝፝፝፝፝፝፝ ፝፝፝ ለኯኇኯ፝፝፝፝ኇ ለኯኇኯ፝ዀ ዾዀ፝፝፝ዾፚኯዀ ፚዀ፝፝፝ዾፚዾዀበ፝፝ ዀ ጜዀ፝፝፝ዾፚዾዀ በ፝
Chairman (interpretation): Thank you. Mr. Hankirk, do you want to respond as well?	Δ•ィペレርና• : ናdᢣ°Ⴍ广•. ୮ ^៶ Ϲ Ηϭϳ°ϭϳ•, ዖϷናbϹϷϞLልና?
Mr. Hankirk : I'm only aware of one problem that we had and it was from Ottawa to Iqaluit. I believe it was medical supplies that were not properly identified when the box was rendered to us in cargo and it went general cargo, so it didn't go with the priority that it should have gone with. Since then, we have put policies and procedures in place and we haven't had a repeat.	Ηἀοἰο (ϽϤϡΑΟͿϚ): ϚϷϷϟͰϧϚϷʹϿʹ·υ ϤϹϷϟϽϤϚ ΔϲϷʹʹ·ϒϲϷϨϹϷϲϷϚͽϽϚ ϷϘϚϚϿϛͼ ϤϽϘϚ ΔϚͽϿͼ ϤͰͺͻ ϹͽϤϤ ΔϟυΔϚ ϤͼϭϤϪϲϤϲϤϲʹ ͼͺͻͼΔϚͽϹϷϟͰϛϚϤϲϿͼʹʹϚͱͰϹ ʹ϶ʹͼϹϷʹϧϹϜ ϹΔϷʹʹ·υϚ ϷϟϷʹͼϹϷͼϲϷͰϹ ͼͺͻͼΔʹͽϹϷϟϲϤϚϿʹͼ ϤϽϤϧϲϷʹͼϟϹϷʹϲ ϤϽϤϧϲϷʹͼϟϲϿͿϲ. ϤϽʹͽϚʹϲϤϟϲϤϲͼϭʹ
There was one concern brought to us about the Kitikmeot region that the connection was	᠘ᡔ᠋Ĺ᠋᠊᠋ᡠᢗᠵ᠋ᢣᠮ᠋ᡃ᠖᠘ᢗᠵᢣ᠋᠋ᡝ᠋᠋ᠥᡄ᠌᠋᠋ᠵ᠋ᠮ᠋᠋᠘᠋᠋᠋ᡗ᠋ᠮᢄᡔ᠋᠋ᡬᡃᡆᡆ

lost between Cambridge Bay and the eastern communities in the Kitikmeot and we actually changed the schedule to benefit the	᠘᠋᠋ᡃᢐ᠋ᠴᡃᠫᠫᠺ᠋᠕ᡩᡏᡏ᠙᠂᠘ᡏᡆ᠘᠋᠋ᢄᢞᡕ᠘᠖ᡆᢩᡥ᠋ᢁᡱᡗ᠄᠙ᡣᡝᠮᢂ᠊ᠳ ᠕ᢣᡃᢣᡄᢂ᠋᠋᠄᠋ᢄᢞᠾ᠔ᡠ᠋᠋ᠮ᠖ᠮᢗ᠋᠋᠂ᡦ᠋᠆᠘᠘᠅ᠺ᠘᠖ᠼ ᠘ᢧ᠋ᢤ᠋ᡣ᠋᠋ᡝ᠋᠖ᠮ᠔᠆ᠴ᠋᠋᠋
residents of the Kitikmeot, but also deal with	᠈᠈ᠳ᠘᠘ᡔ᠂ᡐ᠘ᢕᡄ᠋᠋᠋ᠵ᠋ᠮᡶᠴ
the problem that had been brought to us with pharmaceuticals going from Cambridge Bay	᠘ᡃᢣ᠋᠘᠋ᡗ᠘᠋᠋᠖ᠴᡃ᠋ᠫᡃᡗᠡ᠋᠋ᡏᠮ ᢗ᠋᠘᠌᠌᠌ᢄ᠋ᢄ᠂᠙᠋᠋ᠬᠮᢂ᠋᠖ᡆᢩ᠈ᡄ᠋᠄ᡏ
to the eastern Kitikmeot.	
That's all I'm aware of at this point, Mr. Chairman. Like my colleague Mr. Bell said, I have given a letter to the Premier and to the Deputy Minister of Health, if anything that comes up, to please contact Cindy Twerdin and we will correct it right away, but we've had one issue that was an issue and one suggestion that you guys have made to us. Thank you, Mr. Chairman.	^ና ԵኦኦԼታጋላჼይ ር፟ჼ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ ይ፟ትረዋኦር፟፝፝፝፝፝፝፝፝፝፝፝ ለ፫ሒჼይበሁ Γነር ለኦ՞ ኦናቴናር፝ኈሁና በበና፝፝፝፝፝ኯ፟፟፟ኯሮን፝፝ ረጅ፫ኈበጋና ላ፟፟፝፝፞፝፝፞ዺ፝ዾ፝፝፝፝፝ ና፝፝፝፝፝፝፝፝፝፝፝፝ ና ምነርጐሁር ጋጐሁ፝፝፝፝፝፝፝፝፝ ርምነርግ ላይኦሮ አምድንቴጋላጭሩና አግበ ጀብ በበናናልኦቴኦበቦ ጋኁኈበርኦቴኦበቦታላጭሩ ላናቅዮቴኦበቦታላና፟ ሬናኦቶቴሬኦናኒ ሪዮጵናዮ ኦናቴኦኦናቴሬኦናት. ናሪዮ ፊዮጵ ሲዮን አንግሮም.
Chairman: Thank you. Mr. Friesen.	Δ•/ペϷϹ· • (ጋኣትበJና): ኀሪታ°ዉ广ঁ•. Γ ር ዎሲኣ°.
Dr. Brock Friesen: Fortunately, I can report that I don't know of any issues, that we've had no issues, but I think more importantly, whether we've had issues or not, the relationship between our company and the staff and the Ministry of Health is very good. They talk a lot. Bert was just there yesterday and they had a constructive meeting yesterday, and we will keep the dialogue up. Nobody is perfect in this type of thing. We strive for perfection and we work with the appropriate officials in the ministry to try and get there. Chairman (interpretation): Thank you. Mr.	ϳ;ϲϹʹ·Ϸ ;;ͼϷ ;ͺͺͺ ϳͼϲ; ʹ
Okalik.	
Hon. Paul Okalik : My next question is generally for codeshare. I travel quite a bit and I get to see codeshare in practice and I have flown elsewhere, but where there has been codeshare, there continues to be competition. There's codeshare with SkyTeam with a few airlines and another one with Star Alliance, which is competing with the other. It makes sense where they partner	Ϥʹ·ႱϞʹ·ϧϧ·ͺʹ·ͺϷϧϲ·ʹ· (ϽͺͻϷͺϽϲ;): ϤϒͼϥϦͽͼ ϤϫͺϹͼϼ ϤϫͺϹͼϼ ϤϫͺϹͼϼ Ϥϫ ϒͼ ϒ

with each other where there's competition, but here, there appears to be none. Can you	᠋ᠫ᠋᠘᠘ᠯᡔᢩᠣᢛ᠋᠋ᠫᢛ)
please clarify my understanding of codeshare	
if I'm correct or not on that? (interpretation)	ౕఠ৮°ౖౖౖౖ⊂ౖఀ, Δి౺⋞⋗ౖౖఀౕఀ.
Thank you, Mr. Chairman.	Δ•/ペÞርጭ : 'dታ°ฉ广፟ ^ኈ . Γ'ር <i>୭</i> ሲኣ°.
Chairman (interpretation): Thank you. Mr.	
Friesen.	
Dr. Brock Friesen : My career has included one world in Star Alliance in quite a large measure, so I think I understand how competition works there. Neither Star Alliance nor Oneworld nor SkyTeam actually sell seats. The individual airlines compete with each other, whether it's a SkyTeam member competing with a Star Alliance member. The difference between what they do and what we do is that all of those alliances have huge markets and huge ability to provide capacity. When American Airlines competes against Air France on the north Atlantic, the amount of capacity, the amount of revenue, and the amount of passengers are huge.	ϳ<ć [*] > ϳ<ć [*] > ζ [*] </td
In the north, we're dealing with a very small population spread out over at least 25 communities with airports. We're lucky to have seven people on a passenger flight. We're flying a large airplane that costs several thousand dollars an hour to operate and to get seven people, you're happy.	₽₽₽₻ር₻୮୯ ∆ഛ₽℃Ქ೨₻୮୭ ር₽₯Ხናር 25-ሙ ഛ๔₻ଫ 25-ଫ ୮९๙₻ማ. ልL°ዉ 7-ሙ ՃഛႦ₽ናር ୯ኖペ Ճഛቦ⊲₻ደና. ርՃ₤୭ ₻ъしርፖፑ ⊲₻₧₭୮୭ Ⴊነፖ ር₽ኣሙ ⊲₽₻₻ንና ₱፟ዹ₽ታ₻ጋ₻ጋማ. 7-ሙ ՃഛႦጋՃ°ዉ₽ልና.
We only have cargo in one direction, as both of my colleagues have mentioned, except Pangnirtung. You're full one way, hopefully with food, you're empty the other way and you're lucky to have, as Mr. Hankirk mentioned, load factors in the 40 to 60 percent range. That's typical. I can count on two hands the number of full flights that we've had in the last year or so.	ΔL° Δ ϤϹϷϟʹ·Ϳʹ·Ͽ ϷϟϤϭ· ϤϿ°ʹ·ͺͺͺͺͺʹͼʹ·ϷϽϚ Ϛʹ·ϭ·ʹϷϽϚ ϷΛ·ʹϗϷϞϽʹ·ϷϲϚʹͰϚ. ϷΛʹ·ϷϽϚ ϷϟʹϐϽʹ·ϷϲϚʹͰͺϚ. ΔL° Δ Δͻϲ·ʹϷʹ·ϷϚϾʹ·ϷΛ° ͼͺͿϚ ϷΛϲϷʹ··ͺͻσ. ϹΔL Ϸʹ·Ϸʹ·ϷϷϷͿL ϹĹϭ 40-60 >Ϛ°ΛϽΔ° ͼ.ʹΓ·ϷϷϟʹϷϲϚʹͰϹ ϹΔLΔͿϲͰϿϭ. Ϲ·ͼͿϤ ϹϹϚϽϚ ʹϐʹ·ͺͿϹϲʹϳϿϚ ϤʹϚϳͺͿϚϹʹʹϷϽΓϷ Δι·ͺϿϷϽΔ° ͼͺʹ· ͼͺϚʹϐϚͺϹϲϟϷϚ ϹϹϟϹͺϚ
Air Canada is full every day, even in November and December, on many routes in	۵۹ ۵۹۲۰۲ ۲۲۵۰۲۵۲ ۵۹ ۵۹

the south. This is a very thin market. You can't really compare us to Star Alliance and SkyTeam.	ᡤᠠᡝᢆᢦ᠙ᡏ᠌ÞᲡᠴᡏᡃᢛᠵᡩ. ᡝbᠲᠴᡈᢩᠬᢗᢆᠲᡅ ᠳ᠋Þᠻᢆᡘᠬ᠋ᠶ᠋bᡪᢅᡘᢐᡃᡪ᠋᠅ᡫᡗ ᡏ᠙᠊ᠫdᡱ᠋᠋ᡅᡶ. ᠘᠘ᡨᡅ Star Alliance ᠬᠲ᠋᠘ᠴ SkyTeam ⋗ᠭ᠋bᠵᠡᠮ᠔ᢪᡆᢩᡥᡥᡆᢩᡏᢗ.
Chairman (interpretation): Thank you. Mr. Hankirk.	∆ь⊀≪⊳⊂∿ : ⁵d≻°∝广⁵. ℾ℩́⊂ Η⊲໋°ḋ⁵.
Mr. Hankirk : I have to agree with Brock's comments and I don't have the experience in codeshare that Brock had at Canadian Airlines. I was an ops department guy, but one thing I do know is I still compete with First Air on every route. I could give numerous examples in the schedule world and in the charter world. For example, he launched a seat sale last week and I did exactly what I have done three years ago: I followed a day later. Conversely, I had a seat sale about a month ago; they did the same thing.	Ηἀ•ἀ (ϽͺϡϿͺϽͺͼ, Δ ⁵ νθ ²
My staff does their own independent pricing. Whether it's for passengers or for freight, I bid my rates and, hopefully, people book on a code fare. Let me give you an example. Hopefully, they book my fare because then I get to keep the passenger. I will use Pond Inlet to Iqaluit as an example. I want them on the flight so they then connect to my flight. I price aggressively. I can't ever talk pricing with Brock or I violate the <i>Competition Act</i> . We do compete on a daily basis. All we have done is got smart about this and got efficiencies in place so that we can continue to provide safe, reliable, and sustainable air service.	Δ ⁵⁸ baΔ ⁵ ⁵⁶ Π ⁶ b Δ ^L Γσ ⁶ α ^{Pb} ⁵ ⁶ ^c Δ ⁵ ⁶ d ⁵⁶ P ² A ⁵ b ² C ⁵ LC P ² σ ⁴⁵ C ⁶ P ² σ. Δ ⁵ Δ ⁵ P ⁸ ² C ⁵ C ⁵ LC P ² σ ⁴⁵ C ⁶ P ² σ. Δ ⁵ D ⁵ P ⁸ ² C ⁵ C ⁵ C ⁵ D ² C ⁵
We do compete every day. In the scheduled service, exactly the same thing goes on in the charter world, the mine work. I compete vigorously with First Air out of Edmonton and Yellowknife for the mining work. I have some work, First Air has the other. We do our own independent pricing. We do compete every day. Thank you, Mr. Chairman.	ዻቦ፡ጋና▷በ₽.ጏ፟፟፟፟፟፟፟፟፟፟ትናርጭጋጚዾ፞ኘ፝፟፟bናርናናር ፟፞ቓ፟ነበላካ፟፝፝፝፝፞ኇ
every day. mank you, wit. Chamman.	Δ^ϧϟ≪ϷϹ^{;ϧ}։ [;] ϭϧ ^ϫ ͺϲϳϲ

Chairman (interpretation): Thank you. Mr. Okalik.

Hon. Paul Okalik (interpretation): Thank you, Mr. Chairman. Although I didn't get a response to the question I just posed, I do want to talk about the fact that gravel is damaging the airplanes. In your report, you have stated that you have come up with gravel reflectors. We don't have gravel on the airstrips in the wintertime, so I'm sure you would save money during that time because you don't need to put those gravel reflectors on the airplanes. Where is all the money you save during the winter? The ticket prices aren't decreased. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. I believe that question is for all the witnesses. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. Thank you for the Member's question. We price our tickets based on the year-round operations. We don't increase them in summer and decrease them in winter because of gravel. We do incur less damage in the winter when the gravel runways are frozen. There is still gravel that comes up during that period, but it's much less than the summer. The manufacturers of our aircraft still require the same penalties to be taken per landing, whether the ground is frozen or not.

We still have to require the same inspection intervals and the same replacement intervals, whether the landing gear, props, or any other parts have more or less damage, depending on the seasonality. We don't change our prices in winter to decrease them because we're getting less damage because that's not really the way it works. We're having the same interval inspections and the same replacement schedules based on a year-round amount of damage. Thank you.

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Chairman (interpretation): Thank you. Mr. Hankirk.

Mr. Hankirk: Thank you, Mr. Chairman. I do agree with the Hon. Minister. You don't take as much damage in the wintertime. As you guys know, I'm a pilot by profession and I have flown the 737 in the north for a lot of years. I can say a couple of things, though.

To equip a 737, for example, or a Dash 8, just for the paperwork to land a 737 on gravel is \$600,000 USD and then there are all kinds of parts that have to go on the airplane to enable that airplane to land on gravel. Mr. Bell is bang on. The inspections that have to take place elevate when you put a gravel kit on an aircraft, meaning they're more frequent, because Boeing doesn't care whether it's summer or winter. They just care about you're landing on an unpaved surface. The inspections do continue.

The Hon. Minister is absolutely correct. If you look at things like tires in the summertime, it looks like someone has taken machetes to the Boeing tires if you actually go and take a close look at them. It's certainly not as bad in the winter. I'll tell you that on the 737, we replace the tires four times as much in the summer as we do in the winter for that very reason. Conversely, Mr. Bell is right that gravel does make its way to the surface in the winter from time to time.

The other thing to understand is that in the summer, it's not just tires that take the damage, especially on the 737. The flaps take a beating. The other thing to remember, and Mr. Bell brought it up and is absolutely correct, there is a performance penalty on every gravel runway. Each gravel runway has what they call a California bearing ratio, which really is how stiff it is, and there are minimum requirements for that. He's **᠘᠈᠈ᡧᡐᡄᢉᡃ**᠄᠂ᡃᠬᢣ᠆ᡆ᠋᠋ᡏᡃ. ᠋᠋᠆ᢣᢕ᠋᠊ᡰᡬᢩ᠆ᠿ

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absolutely correct. Depending on the flap setting, you take in between a 10 and 20 percent hit on your payload.

That really doesn't help for landing or takeoff when, for example, Kugluktuk is better, it's got a longer runway. Cambridge Bay, for example, is 15,000 feet of pavement. To put it in perspective, that's like landing a Boeing on 4,000 feet of pavement, so you could to a roll on a better airport and actually land that thing. You have all ridden those airplanes for a lot of years. The problem is the landing is quite aggressive and that does take a toll on the equipment.

I do take the Hon. Minister's point that it's less in the winter, but yes, it's less on flap damage, it's less on tires. In the overall maintenance scheme of things, yes, there would be a slight class reduction. I can take that away and look at it, but I don't think it's going to be as significant as we think because the real cost comes from actually equipping the airplane and the inspections that you have to do. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Friesen.

Dr. Brock Friesen: I've got nothing to add. My two colleagues have laid it out in some detail. That's exactly how it is.

Chairman (interpretation): Thank you. Mr. Bell.

Mr. Bell: On another question, a response that I wanted to answer from the Member's question, we mentioned that we have installed a lot of gravel deflectors, which has reduced some of that damage. Last year alone, we replaced \$1 million worth of propellers in the Kivalliq region. We're hoping to spend a lot less than that with some of these gravel deflectors. You don't ଐ୕ୖ୴ୖ୬୯୦୬୵ଧର୍ମର୍ଜ୍ରା ଜେମାର୍କ 10 ବାଧ୍ୟ 20 ୨୪°–୬୯୦ ୧୬୦୪୭୯୯୬୦୧ ସମ୍ବଳୟସେହିତେମୋଂକା

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eliminate the damage; you're reducing it. We're hoping to spend less than \$1 million worth of propellers, but it's not going to get to the point where we eliminate it altogether. Certainly the fact that we were losing money in that territory, hopefully not having to spend \$1 million just helps our bottom line.

Chairman (interpretation): Thank you. Mr. Okalik.

Hon. Paul Okalik (interpretation): Thank you, Mr. Chairman. Thank you, Mr. Bell, for working on this to make sure that you provide more support. Perhaps this will be my last question. I just recently flew from down south and my luggage didn't arrive with me and I was to fill out a form.

I also collected the form from both airlines, First Air and Canadian North, and none of these forms are translated to Inuktitut. Unilingual Inuktitut-speaking people would not be able to fill the forms out.

I have filled out application forms in different areas. In the new form, I saw that I will need a witness to sign it from a board member. I just want to get compensated for what I lost. Why should I need a witness? In the smaller communities, it's very difficult to get a witness from the board members. Why is it so difficult to get this across? Perhaps you can resolve the situation. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Hankirk.

Mr. Hankirk: Thank you, Mr. Chairman. I acknowledged, the Hon. Minister, the forms are not in Inuktitut. Any airline that tells you they don't lose bags is not really telling you the straight goods. Bags get lost. All I can do today is I'll take away to get a form translated. I'm not so sure I understand

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exactly why we need a witness. I'm assuming the agent could do that. It's something that I'm going to have to take away and it's the first time that someone has actually talked to me about it. I don't know whether my colleagues have had that question before, but I undertake to take that away and fix it. Thank you, Mr. Chairman.	^ና ቴ [*] ህርቭርሲኑና ቴበLኦ [*] ዮ°ኇ [*] . ርL [°] ሏ ለርሊታሊላ፣ቴናማላ [*] ሮዎና <i>ዝ</i> ዎናር [*] ሩናበላΓ. ϷናቴϷንታϷዊ [«] ታሊϷናL ርLጋL Γ ^ቴ ኣ ናቴ [*] ህርቭርሲትዮቴበ ⁵ ቴ ለሀጋላናL [*] ህር ናቴϷኦL [*] ዮናጋ [*] ህ. ቴLՐՐላናσላ [*] ንርዎና. ናժታ [°] ሏዮን Δ [*] ላዋϷር [*] [*] .
Chairman (interpretation): Thank you. Mr. Okalik.	᠘ᡃ᠈ᠡᡧᠵ᠋ᡄ᠄ᡃ ᠂ᠯᢣᢩᢁᡤᡃᡃ. ᠋᠋ᠮᡃᢗ᠌᠌ᢂᡔᠮᡃ.
Hon. Paul Okalik: Yes, this is four pages that you've got to fill out. At the end of it, you have to get it sworn before a notary public or commissioner for oaths. In my business, that's called suppression, trying to deprive people of an opportunity to claim their losses. I found that rather troubling that you would try to go down that route. Can you correct this? (interpretation) Thank you, Mr. Chairman.	ላኄሁሩ፧ኈ፞፟፝፝፝፝፝ ኇ፞፞፞፞፞፞ በኣLϷ ኣLC L ^ ላበ፦Ϸ ^s CD ⁴ ⁴ ላበ፦Ϸ ^s ⁵ ⁵ ⁴ ⁴ ላበ፦Ϸ ^s ⁵ ⁵ ⁴ ⁴ ላይ ⁵ ⁴ ⁴ ⁵
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ•거ペϷϹ· •• (ጋኣትበJ ^ϲ): ‹d৮°உ广். ୮ ^៶ Ϲ ዘϤʹ·ϭϷ.
Mr. Hankirk : The short answer is yes. I mean I will undertake to take that away. We have absolutely no intention to take someone's bag away. I can say this: when Air Canada or WestJet loses my bag, I don't need a commissioner for oaths and I wasn't aware that we did, so let me take that away and fix it quickly. Thank you, Mr. Chairman.	Ηἀἀἀ (ϽϞϞΛͿϚ): ΡϷ·ͿϒϚ ͼϪͼʹͻͿ. Ϫ, Ϲ·ϭϤ ΛϲͺͺͺͺϫͺϭϭͽϹϘϲ ϪͰͼͺ ϭͼͱʹͼϒϥͺͱ·ͻϹ ΛͼϞϒϲϽͿϲ. West Jet-ͽϭͼ ϭϒϷϟϞϷϟϚ· ϤͶϲϷͼ·ϽϳϧͼϧϲͺϭͼϧϞϒϹʹϿͼ ͼϹϪϹͼϥ ΛϧͺͺϭϳͽϛͼͺͺͺϳϲͼϗϿϲͿͼͼ ϪͼϞϔͼͺͼͼͺϭͼϷϳϥϫϭϭϭͼ<Ϛ. ͼϭϧͼϥϲϧͺϪϧϒϘϷϹͼ.
Chairman (interpretation): Thank you. Mr. Friesen, did you also want to respond? Mr. Friesen.	Δ•/ኆϷር· ም: ኀd৮°உ广ኮ. Γነር
Dr. Brock Friesen : I'm not sure if we have a translated form or not. I presume that the one you have is a Canadian North form. I have not seen our form yet. I will certainly look into whether we have it in Inuktitut or not and if we don't, we will. If we have the additional signatures that are required, we	J・Ċ (*) > Ϛ > Ϛ > Ϛ > Ϛ > Ϛ > Ϛ > Ϛ > Ϛ > Ϛ >

will certainly review that. I would be surprised if we do, but I'll certainly review that. Consider it on the list of things to be fixed. Chairman (interpretation): Thank you. Are you done, Mr. Okalik? Looking at the clock, it's now lunchtime, so we will break for lunch and come back at 1:30. Thank you. >>Meeting recessed at 12:02 and resumedat 13:28 CCFb\@^\$G4\$>% CL @ . CCFb\@^\$G4\$ >% CL @ . CCFb\@^\$G4\$ }>% CL @ . CCFb\@^\$G4\$ }=C C C D . CDE . CFb\@^\$G4\$ }=C C C D . CDE . CFb\@^\$G4\$ }=C C . CDE . CFb\@^\$G4\$ }=C CF . CDE . CFb\@^\$G4\$ }=C C . CDE . CFb\@^\$G4\$ }=C CF . CDE . CDE . CFb\@^\$G4\$ }=C CF . CDE . CDE . CFb\@^\$G4\$ }=C CF . CDE . CFb\@^\$G4\$ }=C CF . CDE . CFb\@^\$G4\$ }=C CF . CDE . CDE . CFb\@^\$G4\$ }=C CF . CDE . CD
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coffee room. We have to try and complete $d \succ c = d \Leftrightarrow d$
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of the witnesses have to fly out.
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The next name on my list is Mr. Qulaut.
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Hon. George Qulaut (interpretation): Thank ィットー・マート C®の ムレント
you, Mr. Chairman. It will be my very first ארע ארע אישרע איש
time to ask a question in the House and it
gives me a little smile. I have three main ໑ຠຉຆຉຏຏຒຏຏຎຎຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏຏ
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that I represent the constituency of Amittuq. I $\wedge 2^{5h} - \sigma^{2} - \sqrt{b} + \Delta^{5h} - \Delta^{5h} -$
was born in the Amittuq area and I grew up $\Delta^{\circ}\Gamma^{\circ}\sigma \supset d_{\Lambda} \subset \mathcal{A}^{\circ} \mathcal{A}^{\circ}$
there. I remember the only means of くってょう Cームー Cームー Cームー Cームー Cームー Cームー Cームー Cーム
transportation from Igloolik to Hall Beach CAL ムbいちゅ いっしょうしょう いっしょう しょうしょう しょう
and back was by dog team. I represent those くっちょうにつってんしい
two communities. We had to go by dog team
for six hours from Igloolik to Hall Beach.
Quite recently, there was a woman who had <pre> </pre> <pre> </pre> <
cancer, who walked the distance and it took $\triangleleft^{\circ} \square \Gamma^{\flat} \land \land^{\flat} \square \square \square \square \square \square$
her two days to walk from Hall Beach to $\Delta^{\downarrow} \supset \mathbb{C}^{\Gamma} \setminus \mathbb{C}^{\Gamma} \setminus \mathbb{C}^{\Gamma} \setminus \mathbb{C}^{\Gamma}$

Igloolik. We really felt for her. That was an effort to raise funds. These days, we have snowmobiles that we can use for travelling and it takes about two or three hours to travel between the two communities. It's less than \$50 for the fuel to use the snowmobile.

Afterwards when we started having airplanes, I remember my grandfather at that time. That was probably when the airlines first started coming to the north. We didn't have service in Hall Beach and Igloolik yet. The return ticket seemed so expensive at the time. The return fare was \$10 from Igloolik to Hall Beach and back. Today, if I try to book a flight for tomorrow, it's \$865. I was asked to bring this up and I used our previous ways of transportation to open this.

I was asked to pose this question: why has the cost risen so much when it's less than an hour flight? It is 15 minutes from Hall Beach to Igloolik and another 15 minutes to make the return trip. That's how expensive it is. Why is it that expensive? I'm not asking about Pivut or seat sales; I'm asking about the actual ticket price. It's to either First Air or Canadian North, Mr. Chairman. Thank you.

Chairman (interpretation): Thank you. I will ask Mr. Hankirk to respond first. Mr. Hankirk.

Mr. Hankirk: Thank you, Mr. Chairman. I honestly don't know. I would have to have one of my staff members check that right now that that is actually the price because I honestly don't know. I will have it checked while we're in session this afternoon and get back to you. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Friesen.

Dr. Brock Friesen: I can't add very much to

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Δ৬/ペϷርና»: ናሪታ° ፈርጉ. Γነር *ጅ*ሲኣ°.

that. I don't know the details either from	የረ⊲⊄ የ⊳ን⊦ቦ⊃∿ቦ ⊲⊾ጋ⊀⊗չ⊀⊲ċ¬ւ∟
here. I do know that we fly a very expensive	ᡏ᠋ᠫᢛ᠆ᢄᡄ᠘ᡩᡆ᠋᠋ᠵᢑᠫᢛᠫ᠋᠕᠈ᢣᠬᡆᡬᠴ᠋᠆᠘ᢑᢄ᠉᠆᠕
airplane between those places. We know how	᠋᠄ᡃ᠋᠋ᡰᢄ᠆᠕᠆ᡐ᠆᠕᠆ᡐ᠆᠕᠆᠕᠆᠙᠆᠕᠆᠙᠆᠕᠆᠙
much fuel it takes. We know that the number	ᢗᡄ᠘᠋᠌ᠫ᠘ᢩ᠂ᡆ᠋ᡝᠣ᠋᠋ᠺ᠘ᢞᡰ᠋᠖᠋ᡃᢐᠣᡏ᠋᠋ᡃᢛᠥ
of passengers is very small. If you have five	ᡏ᠋᠙ᡄᢅ ^{ᢩᢘ} ᡣᡃ᠘᠋᠋ᡅᠺᠫ᠋᠋᠋᠖᠕᠋᠋᠋᠋ᢥ᠋ᡗ᠋ᠬ᠋᠋ᠺ
passengers at \$800, it doesn't even pay for	᠋᠄ᡃ᠋ᡋ᠋᠌ᢄ᠆ᠴᡏᡪ᠂᠋ᢃ᠆᠆ᠴ
much of the operation. That's the problem,	
but I'll check. Thank you.	
2	᠘৽৴ᡧ᠋ϷϹና৽ : ᠂dᢣᢩᢩᢩ᠆ <u>᠘</u> ᠮᢣ.᠂ᡃ᠋᠋ᡖ᠋Ϸᢣᡳ᠋ᡏᢦᢑᢗ᠌᠌᠌ᢦᠳᡐ᠋ᠬᢌ
Chairman (interpretation): Thank you. They	CL°Q. F'C 'dCP'.
said that they will look into that. Mr. Qulaut.	
Hon. George Qulaut (interpretation): Even	⊳י∂ים יל⊲׳ ילב⊳י : אֹטָריס⊲₀ עוּגיאָיבע
still, when you go from Iqaluit to Hall Beach	
and Igloolik, I know that some people cannot	Δέ°σς ΔρϞͽϧͼϹͽϲͻͽ ΔσϧϞϧͼͼλΓΓΓΟϳͽ. ϲͼϭ
get on because there is no room. I would	᠋᠄ᡃ᠋ᡰ᠋ᢄᡔ᠋ᢣ᠋᠄ᢗ᠋᠋᠆ᡩᡆ᠘᠄ᡩᡄᡪ᠋ᠮᡃᠳ
really like you to look more into that.	
5 5	«μεςρ» ζαμενυία αργεΓ μεσιε Πρεγοι
Since this summer up to now, on both	Ċ٥dCCC<
airlines, the Northern Store has a contract	חח ⁶ ⁵ ⁵ σσ ⁵ ⁶ ⁴ . CΔL ^e ⁶ ⁵ ⁶ codeshare-
through the post office. Ever since the	
codeshare agreement, the post office is	
closed a lot more now because the mail has	
become so slow and there is no mail coming	
in. For people who rely on an elder's	
pension, sometimes they have their cheques	nn ^{se} b ^s σdδ ^e d ^c . CL ^e α ^s bΔ ^s b Δ ^e L ^c Λ ⁱ d ^s l ^e b ^c
arrive a week late at the post office. Can you	᠙᠌᠋ᢄᢣ᠌ᢄᢞ᠌ᢩ᠆ᡩᢄ᠉᠄᠂ᡬᠯᢞ᠋ᢁᢅᡗᠮᡃ
tell us the reason why that is happening?	
Thank you.	
	Δ•/«>ር·• : ናਰንድፈርኮ. Γ\C ዘረቅ.
Chairman (interpretation): Thank you. Mr.	
Hankirk.	
	ℍⅆ℉ⅆ Խ(ϽϧͻϧϢϲ;;ͺͳϹϲϓͽϧϢϷͺͺϤ୰ͽϥϢ
Mr. Hankirk: First of all, to answer the	
Hon. Member's question, Igloolik and Hall	
Beach aren't part of the codeshare	Λ ¹
agreement, so both airlines still serve Hall	
Beach and Igloolik. I have to check into the	
schedule to see if we made substantive	
changes, whether we have reduced the	
capacity considerably.	
enpuerty considerations.	
I would have to check into the mail.	
Canadian North has the mail contract for the	ᡣ᠋ᡣ᠋᠉ᡃᠣᢦ᠋ᡏᢤ᠋᠆᠆᠘ᡰᡆ᠂ᡃ᠋ᢐ᠋᠋ᡔ᠘᠋ᡆ᠋᠕
Nunavut region and normally, if there's a	60ΔΛΦ° _ΔΦ'6' δ° ϽϚ ⁶ %υσ ⁶ ΛγμμC
delay, I am made aware. I'm going to have to	∩∩ჼჾႱჾჃჼჽჾჃႺ שפאָראַנ. כער גױָרארגאייאָר
for the second s	ۥ٤٩٤٢ ٢٩٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢٩ ٢

again take that away because these are very specific instances. If we're delaying cheques by a week, that's not a good thing and we need to fix it, but I need to know dates and who and check those things. I will be happy to take those things away and respond to you myself when I have the facts. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Qulaut.

Hon. George Qulaut (interpretation): Thank you, Mr. Chairman. I'm not saying that post offices or the mail are slow in between Igloolik and Hall Beach. What I'm talking about is the mail coming from southern Canada. Sometimes the mail has become a week slower and my constituents want to know what the reason is for that sudden oneweek delay in getting the cheques. You said that you would look into this and I thank you for that. I'm interested in hearing the answer.

This will be my final question. Calm Air stated that in the Kivalliq region, they carry country food free of charge. What about the partner airlines? I'm from Igloolik and when I'm in Hall Beach, for example, if I wanted to order country food from the Kivalliq region, it would go from Rankin Inlet to Iqaluit and then from Iqaluit to Igloolik. That is very expensive. Is there any way you can reduce the price for that? That is my final question. Thank you.

Chairman (interpretation): Thank you. Mr. Friesen.

Dr. Brock Friesen: Many years ago when I was a student and a consultant, I did some work on the regional economy of Nunavut and I looked at country food. I remember reading in there that country food was many times more nutritious than the stuff you bring up from the south. It's much better to eat

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>'b'*' 'd_> 'd_> **'**: 'd>² **'**d' **Δ'**L^CCD^{**} **'**S⁶*'^CC³⁻U ΠΛ^{*b}S⁶σ4³Å^C **Λ'**^DC³⁻U⁻D²⁻U⁻D²

Δϧϟ≪ϷϹͽϧ: ‹ϥϧͼϭͺϝϧͺͺͺͺϧͺ

϶·Ϲʹ·Ϸ >ϚϷ >ͺϞͺϞ (ϽϞϷΛͿϭ): ΔϼϞϷϦϚ σ·ϷϚ. ϤʹϚͿͿϲϲϷϲʹϷϽϚ ϹΔL ϤσͿʹϷϟͰϲʹϷϽϚ Δϲ°σϤΛϷΛʹ·ͻʹϞυ ʹͽϷϷϞϞʹϷΛϷʹ϶ʹϞυ ϼαϷϚ LPLϷΛʹϒዮʹσϷ ʹϷΓϚϷϤʹϷϹϷϲϿʹϷϟͰͰΓυL. ΔϼϞϟϷΛσϷ ʹϷΓϚϷϤʹϷϹϷʹϫʹυ ϤϞL ϷʹϷϲͺϳϲϷͼϟϹϒϲϫϿ·ͷʹϤϚ ϤΓϟϤʹϷΛϽϞϹϗϤϫϿͻσͺϳʹϷ ΛΓͿϚ ΛϷσʹϷϞϷϞϹϚ. σϷϐϤΓϭʹϭϚ ΛϷϭʹϷϞʹϲϲͺϳʹϷ. ϽϚϽΓϭʹϷϽʹϐϲϹʹ϶ͻϭ ΔʹϐϧϿϚϽʹϐϒϹʹ϶ͻϭͺ϶ ΗϤϞ϶ͿϭϷ.

caribou and char than to eat hamburgers and	Ċ٩
chips. No dispute there. It probably tastes	Δ^{c}
better too, but I won't comment on the taste.	

Now, we talked about Nutrition North this morning and we talked about subsidies or assistance to retailers to bring food to the north, right? Government is assisting to bring southern foods to the north, but not assisting to bring country food across the north. For us to do it at a very low cost service or at a loss service is difficult. We do a lot within our means to keep the prices as low as we can.

I would think that it's time that those kinds of foods receive the same treatment as southern food. Again, as I said this morning, I don't want to get into the government policy debate over how they should deal with food in the north. That's a social issue that you need to deal with, but why not northern foods as well?

Chairman (interpretation): Thank you. Mr. Qulaut, are you done with your questions?

Hon. George Qulaut (interpretation): Yes, I'm done. Thank you.

Chairman (interpretation): Thank you. Mr. Tom Sammurtok.

Mr. Tom Sammurtok: Thank you, Mr. Chairman. (interpretation) Thank you. It's regrettable that you cannot be here for two days. I would have had a lot more questions. (interpretation ends) It's unfortunate that you guys are only here for the afternoon now because that kind of prevents me from my preamble.

However, before I go on to my question, I just want to express my appreciation to Gary Bell for taking the time in the Kivalliq to visit all the communities to explain the codeshare operations and how it affects his ᡬᡃ᠋°ᡆᢩ᠆ᡏ᠘᠘᠘᠋ᡃᠦ᠋ᡃ᠋᠋᠋ᢐᢣᢄᡤ᠋ᠴ᠋ᡣᡃ ᠘᠋᠋᠄ᡏᡏᡆᡅ᠋᠘᠋᠂ᡏᡔ᠋᠋᠋᠆ᠴ᠋᠋ᡆ᠆᠅ᡏᡗ᠋᠋᠉᠄

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▷'₺'•'∩ ᢣᠯ᠈ 'dᡄÞº: Å, C∆Ĺ[•]ን[•]Ⴑ. 'dᡃ²ݠᡤ[•].

△৽イペレC ና•: ・d∀°Ⴍ广^ゅ. Γ[、]C Ċ[∟] \└_1)⁵.

Ċ^L ኣ^LJ^{tb}Ͻ^{tb} (ϽϞϷΛͿϚ): ⁵dϞ^aαΓ^b, Δ^bλ ペϷϹ⁵^b. (ϽϞϷΛϳϷ^aϭ^{tb}Ͻ^{tb}) ⁵dϞ^aαΓ^b. 4Δ^cC^tUJJ4^b C^bd4 CLϭ^cϽ^aα^aΓ^LLC Ϸ^cj^bσ^c J^aσ^b 4Λ^{tb}dΠ^b5^{tb}bbσ5^kC Φ^cb^bδ^bbσ5^kU 4^LLJ (ϽϞϷΛͿϚ) Ϸ^aΔ^Aα^{tb} Ϸ^cd^bb^k Φ^lJa^{tb}JJJ4^b 4Λ^{tb}λ^cσ4^{tb}b^kσ Ϸ⁵bϷλαϽΔ^aα5^kσ4^{tb}b^kb αbΛα⁵b^c.

airline and how it affects other communities,	᠊ᢀ᠋ᢗᢨ᠋ᡥᡗᡊᢀ᠋ᡃ᠉ᠫᡊ᠋᠉ᡷᡄᡅᢀ᠋ᡃᢛ᠘ᡃ᠘ᠮᢄ᠙
not by any means that everything is going	ᢗ᠘᠘ᡗᢦᡃᠣᠴᢦᢛ᠋ᡣ᠆ᠴ᠋᠆᠆᠕᠆ᡘᢦ᠖ᠴᢙᡃ
nice. However, he did take the time to listen	የイব <u></u> ᠂dᢣᡄ᠋᠋᠆᠋᠘ᢣᡪ᠕᠋᠋᠋ᠺᢐ᠋ᡃᢐ᠋ᢕᡄᢂ᠋᠅᠋
to concerns from the people in the Kivalliq	ᠵᡄ᠋ᡅᢦ᠋ᡃᡅ᠋᠕ᡱᡆ᠉ᠫᠣ᠊᠙ᢡᠧ᠋᠋ᠮᢂᠴᠴ
communities, so I appreciate that.	^ᡪ dᢣᡆᢩ ^ᢑ ᠫ ^ᢑ .

My question here is mainly for Canadian North and First Air. I'm not going to go into a preamble, so I'm just going to lead right into my question here. Why is the transterritorial schedule for flights between Iqaluit and Yellowknife through Rankin Inlet changed from Mondays, Wednesdays, and Fridays to Tuesdays, Thursdays, and Sundays? Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Friesen.

Dr. Brock Friesen: Previously, not that many years ago, we each flew Monday, Wednesday, and Friday, then Canadian North cut down the Wednesday. There were two flights on Monday, two flights on Friday, and one flight on Wednesday. Quite simply, that was one of the worst moneylosing routes in the history of Canadian North. We had to do something.

Simply cutting down from six flights to five flights to three flights wasn't enough to make that operation work. What we had to do is we had to find a way to schedule our airplanes more efficiently, to use our airplanes more. Scheduling them more efficiently and providing all the services that we need to provide everywhere meant that we had to change the days of the week.

You can't fly every route at the same time, so that's basically it. It was driven by the days of the week plus the route itself. To operate a 737-200 combi, the route itself had such weak economics that we needed a lower cost solution. We used a slightly smaller airplane from Summit because it's considerably lower cost than we can operate our own. We have

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ᢣᠴᡆ᠘᠋ᡃ ᠋᠋᠋᠋᠋᠋᠋᠊᠘᠋᠋᠅᠋ᡗ᠋᠋᠃᠘᠋᠉ᢕ᠋᠋ᢉᠳᠵ᠖ᡃ᠖ᡃᢗ᠉᠋᠋ ᠕ᢞ᠈ᠳᢕᡐ <u>ݦ</u>ᡃᡁᡃᢣᡐ᠋ᠮ᠕᠋᠋᠋᠋᠉ᠳᡗ ۵٬۹۵۲ ۵٬۹۹۲ ۵٬۹۹۲ ۵٬۹۹۲ ۵٬۹۹۲ ۵٬۹۹۲ ۵٬۹۹۲ ۵۰

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ᡧ᠋ᡃ᠋᠘᠋᠊ᡄ᠘ᢨᡆ᠌᠌ᢓᡃᢛᡣᡗᠫᡗᡃ᠋ᠺᢩ᠕᠋᠋᠋᠋᠋᠋ᢥ᠘ᢞᡆ᠌᠌᠌ᢓᡃᢛᡣ᠋᠋᠋᠆ᡥ᠑ᡥ 6-5°%<<>>

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PaDyon /c ᠊᠋᠋᠕᠋᠆᠈᠆ᡩᡄᢂ᠖ᠳᠣ᠘᠉ᡩᡄ᠕᠉ᡩᡄ᠘᠉ᡩᡄ

ماردلاغیه دوهریه موهراد <<<∆°فغا∽∆°م°, v</ **ГРのいちょうししろい CLiFb のついくにつらの Prdの** CAL-C 5"PCD"dJC

created a service that comes close to breaking even out of a service that was the biggest economic drain on, I think, both of our companies of all the routes that we had in the north.	ϤϞϟϚϿϞႱϭͺϹΔϞϟͺϫϧͶϲϷͽϲϲϲ ϷͼϷϟϲϷʹϔϭ;Ϟ;;ϤϧϭͼϲϷͼϲϲ ͼϧͼϲͼϧϲͺϳͼͶϥϲͼͶͼϿͼͺϷϷϷͼϲͼϽϹ
The capacity is still abundant. The planes are not full. I know the issue of cargo capacity comes up. I'll let Mr. Hankirk address the issue of cargo capacity, but the load factor in the cargo compartment on that airplane before we started was about 8 percent across the company. When we put it all together, we can't even fill up one half a combi of cargo per week, but that's Mr. Hankirk, that's his combi.	ΑΡΑ'\\``CCA'\ ΑΡΑ'\\``CCA' Α'L_> Ρ ΑΡΔ' Α'L_> Ρ ΑΡΔ' Α'L_> Ρ Δ'
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ•ረ«ϷϹ· Ϸ; ·dϧϫϫϹϝ». Ϲ _ϒ Ϲ ΗϤͼϣ.
Mr. Hankirk : Just to follow on from Mr. Friesen's statement, he used Canada's North, not Canadian North. I think it was a context from Summit. For myself, I can say that that was a route that did have substantial losses for us. Even today, as I know the days of the week are driven out of the Summit aircraft, but it is about cost. Brock's comment to me about cargo, I can tell you this: when we are scheduled to fly in every Thursday now, people are learning that we have lots of capacity on Thursday.	Ηἀ•ἀ (ϽϞϞΛͿϚ): Δ, Ϲ·ϫ Γ·Ϲ ϿͺϞͺϧ ϭ·ϲϷΛΓͼϷϷϧ· ϷΔͿΓϤϽΔ°ϫͼͻͻͿ. ϷϫΔΛϤ ϫϤ···ͺ· ͽ·ϔϲϿͼͼϤ ϷͼϷͼϫϿ·ͺ ϹϹͼ ͼϷͻͼ Ϟ ΔͿͼϭͼϿϲ ϷϲϷͼϒϲϹͼ ϷʹϷϿͼϿ Ϸ ͽͼϿϤͺϳͼϷϲͼϲ
In my business plan last year, I had 126,000 kilos carried between Edmonton, Yellowknife, Rankin Inlet, and Iqaluit and then reversing that routing. For this year, we're planning 126,000 kilos. What does that mean economically? It means that we have one flight a week at Canadian North, which means that 2,442 kilos of freight is on that whole route. I'm a pilot, so I do everything in lbs. That's 5,370 lbs. and that's for the return routing I just told you about, so Edmonton through Iqaluit and all the way back. That's 2,600 lbs. one way.	<్ చెళి/నంగింగింగింగింగింగింగింగింగింగింగింగింగిం

We went in at 3 and 60 and we can put 15,000 lbs. in those pallets, and that just gives you a flavour that capacity is definitely there when the Boeing is operating. My suggestion, I believe Kivalliq Foods just came to us to put their country foods on our aircraft at our country food rate and I'm happy with that and that was Thursday.	3 3 4 ఓు 60 ∆ిగ్రాక్ ర్రెక్ 15,000 <ెి- ి చిక్ రెడ్ లె ెం ెం ెం ెం ెం ెం సింకిందిందిందిందిందిందిందిందిందిందిందిందింది
My point is a follow onto Brock's that there is capacity, especially cargo capacity, available on that route. What I have planned doesn't even come close to breaking even on the airplane, but it's significantly better than it was when it was running that route twice a week. Thank you, Mr. Chairman.	Δᡄᢣ᠋ᢉ᠊᠋᠋ᠺ᠋᠋ᡃᢑ᠋᠔ᢣᡬᡃᢄ᠋ᡃ᠖ᢄ᠋ᡃᢄ᠆᠘᠖ ᠺ᠋᠖᠋ᡃ᠋᠋ᢐᠫ᠅᠋ᢗ᠅᠘᠘᠆᠘᠘᠋ᡷ᠅ᢄᡩ᠖ᢄ᠋ᢥᠥᢂ᠋ ᠘᠘ᡃᡷᢄᡃ᠖ᡃ᠋ᢗᢗ᠅᠌᠌᠌ᢗᡄ᠈᠕᠘᠆᠕᠅᠋ᠺ᠋᠅᠋ᠺ ᠘᠘᠈᠊ᡶᠬ᠋᠋ᡗ᠅ᡷᢩ᠃ᡴ᠋ᢃᡇᡊ᠕ᡠᠧ᠋ ᠕ᡆᢣᡃᡆ᠋᠋᠋᠋ᡘᢣ᠋ᡗ᠋ᡬᢄ᠘᠋᠋ᢤ᠋ᠧ᠋᠘ ᡬᡆᢣᡆᢩᢂᡩ᠖ᡦᡄᡄᢂ᠅᠘᠋᠘᠄ᡁ᠋ᡷᡩᡆᡏ᠈᠋᠕᠘᠈ᡩ᠙ᢂᡬ᠖
Chairman (interpretation): Thank you. Mr. Tom Sammurtok.	∆▶୵≪⋗⊂∿ : ናਰ≻°ฉ广⁵. ୮५୦ ୯⁻ ५୮⅃℉ጋ℉.
Mr. Tom Sammurtok : Thank you, Mr. Chairman. My next question, I think, is for First Air. CBC North recently reported that First Air Vice-president Bert van der Stege stated that the Avro RJ85, and I quote, "may not be the ideal aircraft for cargo movements." However, "It's the right aircraft in terms of economics." Can you clarify what was meant by that statement? Thank you.	ĊĿ ኣၬͿ·ͽϽ·ͽ (ϽϞϟϹͿϤ;; ·ͼͿϧ·Ͽϲϳͼ, ΔͼϒϘϷϹʹͼ. Ϸϲ ϤϪͼͼϤϹͿϞͰϚ Ͽ· ϹϤ·ͼϐ·ϼϲ, ϟϪϟͼͼ Ϫͼ·ϲϤϞϹͿͼͼϹͼϫ Ͻ ;ʹϹͼ Ͻ ;ʹϹͼ Διμ Ϸͼ Ϸͼϧ Ϸͼ Ϸ ϲ Ϸ ϲ Ϸ ϲ Ϸ ϲ Ϸ ϲ Ϸ ϲ Ϸ ϲ ϲ ϲ ϲ ϲ
Chairman (interpretation): Thank you. Mr. Van Der Stege.	Δ•/ペÞርጭ : ʿdᢣ°Ⴍ广ʰ. ୮ኣር ኆ° ጋ ረሰኦ.
Mr. Van Der Stege : Thank you very much, Mr. Chairman. Very good question. Thanks for bringing that up. I'm happy to clarify what I have told to the respective journalist from CBC North. The RJ85 is, indeed, not the perfect aircraft for cargo movements. That's the statement I made.	ኆ ጋ ተሰ ን (ጋኣትበJና): ናժታ°ዺቮኑ, Δኑፖペኦሮ።.
The aircraft is very suitable to what we need this aircraft for, which is to carry passengers on this route. As our President and CEO, Brock Friesen, just mentioned to you, we	ር፟ ^ዸ ዺ ፟፝ቔ፝፝፝፝፝፝፝፝፝፝፝ቔ ፟ዾ፞፟፝፝፝ዾኯኯኯኯኯኯኯኯኯኯኯኯ ዻጋሊዻ፟፟ቔ፝ዀርናበ፝ኇ, ዻቝ፞፝፝፝፝፝ዾኇኯኯኯኯኯኯኯኯ ዾዸዾኯኯኯኯኯኯኯ ፟፟፟፝ዾ፟ጚ፝፝ ዾኯዾኯዾቝር፝፟፝፝ዾኇ ዾ፝ጜ፞፝፞ቔና፝ዀ፝ዀኯኇኯኯኯ ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ ዾኯዾዾዾዀር፝፟፝፝፝ኇ ዾ፝ጜ፞ቔናዀ፝፝፝፝፝ዀ፟ኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯኯ ፟፟፟፟፟፟፟፟፟፟፟፟

have reduced the losses that we incurred on this route as a result of using this Avro RJ85 on this particular route. However, there is not a lot of space for cargo on that aircraft. We're very well aware of the disadvantages of using that aircraft on this particular route.	⊲⊃ౖౖ⊳Ϛఁ౧Jఁ ౕb∿UC৴৾ [৻] [™] RJ85 Δσ [৳] ᢣᡅ᠋᠂ᡠᢗᡄ᠌᠉ᢅᢄ᠅ᡣᡄ. Λ [;] ᢣᢉᡣᡄ᠋ᠴᢕᠯ Δσ [৳] ᢣᠯᢑᠫᢋᢤᡄ᠋ᢄ᠊ᠴ ᠙᠋Ϸᢣᠮᡄᢕᡆ᠉ᠫᡆ ᠕ᢄ᠃ᠳ᠘ ৩০፻ᡆᡧᠴ᠋ᠨ Ϸ<᠖ᡄᡣᡄᢏᡄ ᠙ᢏ
However, as the president of Canadian North just outlined, in the cooperation we have on this route, we feel there is sufficient cargo capacity on the route in total on the trans- territorial route using the Thursday frequency where the Boeing 737-200 operates. In total, we believe that we have the right package on this route to passenger flights.	CΔLΔ ⁶ bϿϤ ⁶ h ² ͻͿ bαΔΛϤ ⁶ ϼϤʹϤ ^c Ϥ ⁶ υϟ ⁶ b ⁶ υ ^c Ϸ ⁶ b ⁶ b ⁶ L ^c , bϽንϷ ⁶ bΛ ^ή ⁶ σ ⁶ d ^c Ϥ< ⁶ b ^c ⁶ C ⁶ C ⁶ Λ ϤΓυ ⁶ ⁶ ⁶ ² ² Δσ ⁶ 5 ⁶ ⁶ ² ² Δσ ⁶ ² ² Δσ ⁶ ² ² Δσ ⁶ ² ² Δσ ⁶ ² Δο ⁶ ² ² Λ ⁵ d ⁷ ²
The Avro RJ85 is a very suitable and very efficient aircraft for us to use for passenger service. We do provide cargo space on that aircraft for priority cargo. We cannot take pallets of cargo on that aircraft. We cannot take large bulk of cargo on that aircraft. That's the cargo that goes on Thursday on the Canadian North aircraft. Thank you very much.	ϤϟϞͺͺϿͺϿͺϫͺϿͺϫͺϫͺϫͺϫͺϫͺϫͺϫͺϫ ϫͺϫͺϫͺϫͺϫͺϫͺϫ ϫͺϫͺϫͺϫ ϫͺϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ
Chairman (interpretation): Thank you. Mr. Tom Sammurtok.	Δ•/«Þር ••: 'dᢣ°ឩ广්°. ୮ʹϹ Ϲ ^ϳ ኣ ^៲ ⅃ኈጋኈ.
Mr. Tom Sammurtok : Thank you, Mr. Chairman. Thank you for that answer. However, that still doesn't alleviate my concerns with the type of aircraft because I know of situations where people have had to leave their luggage behind in Rankin Inlet because the aircraft is not able to take the entire luggage that the passengers are bringing with them. As a result, I've had friends and people whom I know sitting either here in Iqaluit or in Yellowknife waiting days for their luggage. My next question is: is First Air considering making changes to the aircraft types that are servicing Rankin Inlet? Thank you, Mr. Chairman.	Ċι ኣιΙ·ͽϽ·ͽ (ϽʹϞϷΛͿϚ): ·ϭͿϷʹϿͺΓϷ, ΔϷϒϘϷϹʹϷ. ϤʹͰͺͺͻͺ·ϭͿϷʹϿͺϹϷͺϷϷϧϤϫʹϧ. ΡϒϤϭϲʹϹϷʹϷ ϹΔLΔϷϧϿϤʹϷͶ·ͻͿ ΔϒͺͰͺϳϿͶΓϷʹͼ ͽͺͻϿΔ ⁵ Ϸ/ ³ ʹϷ ⁽²) Δϒ ² ΔΑ ² Α ² Α ² Α ² Α ² Α ² Α ² Α ²

Chairman: Thank you. Mr. Friesen.	Δ•/ペϷር· • (ጋኣትበሆ): 'd৮°உ广፞•. Γ'ር <i>⅋</i> ሲኣ°.
Dr. Brock Friesen : Like all successful airlines, we review our schedule, capacity, and fleet in a major way at least twice a year and we will continue to do that. We don't have any immediate plans to change the type of airplane on there. The 737 is big. The ATR doesn't quite have the legs, meaning it doesn't quite have the range to do it, and it's a little bit slow for that length of flight. Right now, for the next foreseeable future, the RJ is as good as we can do on an economic basis or at least a break-even basis. There are no plans to change, but that doesn't mean we won't find a better way and, if we find a better way, we will do that.	 ϳ·Ϲʹ·Ϸ >ϚϷ >ͺϞ ϒ (ϽϞϷΛͿϚ): ϹΔĹϽΔ° Δ[·]Ϸ ϳϷϝͻΔ. Δις Δ. Δ.
Chairman (interpretation): Thank you. Mr. Tom Sammurtok.	Δ•/ペϷር· ፦: ·dታ°ฉ广. ୮ ^៶ Ϲ Ϲ ^ͺ ኣ ^ͺ ⅃℠Ͻ℠.
Mr. Tom Sammurtok : Thank you. This is going be my last question at this point. As recently as yesterday, I received a call from one of my constituents who apparently was looking for a piece of freight that they shipped. They shipped it through either First Air or Canadian North in Rankin Inlet to be shipped over to Iqaluit, and then they spent the next couple of weeks trying to find out where it went.	Ċᡃ ᢣᡃ᠋ᡃᡃᡃ᠈ᡃ᠈ᡃ᠈ᡃ ᠙ᡃᠧ᠆᠋ᡃ᠅᠊ᡬ᠋ᠦ᠊᠋ᠯ᠆ᡩᠧ᠋ᢋ᠘ᡃᢣ᠒᠋᠋ᡗ᠄᠄ᡁᠯᡷ᠌ᢩᡆᡤᡃᢆ᠂ᡬ᠅ ᠙ᡃ᠋ᠧ᠆᠋ᡃ᠅ᡬᠥ᠋ᡆ᠆᠅ᢗᡪᢩ᠕ᢣ᠙ᢦᢗᡠ᠅᠋᠘᠊᠋ ᠺ᠋᠘᠆᠅᠕ᠺᡄ᠘ᡩ᠋᠋᠘᠂ᡘᡩ᠋ᡘ᠋ᡆ ᡆᢄ᠆᠅ᡣᢙᡰ᠘᠆ᡱᡩ᠋ᡗ᠋ ᠅ᡩ᠋ᠬ᠅ᡩ᠋ᡬ᠖᠋᠅ᡎ᠅ᡩ᠋ ᠘᠋ ᠘ᡓ᠋᠘ᡩ᠋᠈ᡩ ᠘ᡶᢤᡡ᠘᠄ᠳ᠘ᡩ᠋ ᠘ ᠘ᡆᢣᠯᢓᢣᡶ᠋᠋᠋ᢣ᠅᠋ᠳᢤᢉᢩ᠖᠋᠘᠋ ᠺᡆᢣᠯᢓᡳᡶ᠋᠋ᡰᢤᠳᢤᢉᢁᢩᠺᠺ᠘᠅
They went so far as to even call the Kanata First Air office to try and get some help. They were just told, "Sorry, we have no information on your freight. Call our freight office in Rankin Inlet." Two weeks later, it was located in Baker Lake. Somehow it got onto the wrong airline and ended up in Baker Lake. This was a container of country food. Now that country food is spoiled and the freight was paid for in good faith. Now the shipper and the receiver are without this piece of freight.	ቃነበላ bሲር୮ በበናነልዮና የምምምራው የተገኘ የተገኘ የተገኘ የተገኘ የተገኘ የተገኘ የተገኘ የተገኘ
I wonder if there is some way that,	᠂ᡃᠣ᠋ᠴ᠋᠉᠊ᠫ᠊᠋᠋᠋ᠺ᠋᠆ᢣᢂᢞᡆᢩᢁ᠆᠋ᠺ᠆ᡩᡆ᠖

collectively, the airlines can see what can be done to improve your freight service out of Rankin Inlet. Thank you very much.	ΔϿ ^ͼ ႭϞʹ ^ϼ ϼϚϹͿϷϭϤͺϷϒϧϷϨͼϽϚ ϧͳϧϷϲͶϥͻͼϭϫͼϒϷϞͼϫͼϫϥ;Ϲ ϼϧϧͼ;ͺͺ;ϥϧͼϭϳϲͳϭϿͼ
Chairman: Thank you. Mr. Bell.	∆•୵≪⊳⊂ ∿ (ጋኣ≻∩Jና): ናਰ≻≏உட்⊾. ୮୯୦ ∧⊳ _⊆ .
Mr. Bell : Thank you, Hon. Member, for that question. If you could email either me or the three of us, we will provide you our contact information, if you don't already have it, and we can look into the case specifically that ended up in Baker Lake. Obviously, there was a mistake somewhere in the system, but we will take responsibility for it and, obviously, refund the customer. If you want to let us know the specifics of that customer, we will take care of it afterwards for you.	AP [•] (ጋኣትበJና): የժታ°ฉ广 ^ゥ , Lলሪሮኦ ^Ⴊ ሰ, ላለሲሪልና. ሮ° ላለ [™] dበቦታናσ ^ゥ , የሪናህንታሪ በበናናልኦሩ° ଦ [™] ጋ [™] ሪ [⊥] Δ ² ° αC. C° [™] ሪ [™] ርΔL° 10Lσ ^C ጋ ⁴ ^L Δ ² ° αC. C° [™] ሪ [™] ሪΔL° 10Lσ ^C 2 ⁴ ^L Δ ² ° αC. C° [™] ሪ [™] ሪΔL° 4 [™] c [™] [™] c [™] c [™] c [™] c [™] c [™] c
Chairman (interpretation): Thank you. Are you done? Mr. Quassa.	Δ•/ペÞር ኈ: ናdታ°ฉ广. ርΔἰ∿ለና? Γነር ናd⊲ኣ.
Hon. Paul Quassa (interpretation): Thank you, Mr. Chairman. First of all, I would like to thank the airline representatives for appearing before us. While you are in Nunavut, we do have our own regulations and pieces of legislation that are enacted by this House because, of course, we are legislators.	Ϥʹ·Ϳͺ;·ͽϳͼ·ͺ;ͺ;ͼϭϥϫ ͺ;ͺ;ͼϲ;ͺϪͼϒϘϷϹʹͼͼͺϤͺ ϒϿ·ϲ·ͼ;ϚͿϚͽϿϫͺͼϲϫϿͼϔ;Ͽ·ϧͺϹͺϹϳϲ;ϲϽ·ͼϲϚ;ϒ. ϹΔ ϲϳͼϧϪͱͳͺϫͼϿͼ·ϫͼϿͼ;ϔͺϹ;ϫ;ͼ;ϫ; ϫͼϿͼ ϫͼϿͼ ϲϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
We place an emphasis on the usage of the Inuktitut language because the majority of the population speaks in Inuktitut, even in Nunavik, Northern Quebec. We have the <i>Inuit Language Protection Act</i> that was enacted here in Nunavut. I'm sure that you're well aware of that as air carriers. Let me first ask: are you adhering to the <i>Inuit Language</i> <i>Protection Act</i> as air carriers? Thank you, Mr. Chairman.	CΔL Ϸ _Φ L _C ^L [™] Λ ^L L _Δ ϷΛΡ [™] F ^L ^C ΛJ ΔΔ ^M Ω ^S Ϸ ^S [™] ΔΔ ^M Ω ^S ϽΡ ² ⁴ ^L C 4Γ ² Δ ^S ΔΔ ^M Ω ^S ΔΔ ^M Ω ^S CL [®] Φ ^S ^M ^L ^A
Chairman (interpretation): Thank you. Perhaps I'll have Mr. Friesen go first.	Δ•ィ≪ϷϹ· Ϸ: ·d৮°Ⴍ广Ϸ. Γ·Ϲ ィ୭·ϲ∽ͽ<Ϸ∩_ჂͿ·ϷΔ Γ·Ϲ ୭ሲ५°.
Dr. Brock Friesen : I believe that we are. We do have announcements on the airplanes on	ኌናርጭ >ናኮ

all of our own operated airplanes, but I'll admit that in some cases where we have used other carriers to do flying for us, such as the period from roughly September to December, we brought in another airplane on the Iqaluit-Ottawa route while ours was being made into a combi. We invested quite a bit of money. We sent it to Florida to be made into a different kind of 737. We know that they didn't have it and they were flying for us and we regret that. It's not so easy, in a costaffective way, always to provide this service, but on our own airplanes, I'm quite confident that we're doing it, that we provide it.

Chairman (interpretation): Thank you. Mr. Hankirk.

Mr. Hankirk: Thank you, Mr. Speaker. We do obviously have the announcements on our aircraft. We have it on our magazines. We have it on our safety features card. We obviously don't have it in our lost baggage, I found that out this morning, and we will correct that. For other documents, I really don't know. I just talked to the ones I do know about. I have talked to my staff this morning about getting the lost baggage simplified and in Inuktitut as well. Thank you, Mr. Speaker.

Chairman (interpretation): Thank you. Mr. Bell.

Mr. Bell: Thank you. To my knowledge, yes, we are as well and as the other two carriers have stated, not only is it your legislation, but it's also Transport Canada's that we perform the announcements on the aircraft and the safety feature card. To the best of my knowledge, we comply with all the rules. If, for whatever reason, you should find a document like the baggage claims that isn't, please let us know so that we can have it translated as well.

Δﻪ/ペϷርናﻪ: ናਰନେଦ୮୦. ୮[,]Ϲ Ηϭϳͼͺϥϧ.

H \dot{q} • \dot{d} • (Ͻ \dot{h}) (Ͻ \dot{h}): 'db° \dot{h} , ▷'bb° \dot{h} . \dot{h} , 'b°UC/ID σ • Δ σ PD \dot{h} 'D°D σ • Ͻ \dot{h} ·bFGC°•Ͻ CΔ°d4 \dot{a} L°Λ°•ϽUΔ° Δ°/QPCP< \dot{h} °U σ Δ σ +D7L'bCC°•Ͻ^c. ▷' \dot{h} ° ibD \dot{h} σ °bDP ϕ °U Δ°° \dot{h} 'A' b0° σ °*<C CΔ°d4 CCN $d\dot{r}$ ° Δ σ PD \dot{h} 'A' ℓ ° ρ °C^c. <Δ' \dot{c} ^c, \dot{h} . σ D°, CL°d4 σ σ -b°D \dot{h} 'A' σ Ͻ \dot{h} °DDDND°°DD \dot{h} Δ°° \dot{h} CD \dot{h} 'A' σ Ͻ \dot{h} °DDDND°°DD \dot{h} Δ°° \dot{h} CD \dot{h} 'A' σ CCN $d\dot{c}$ ^c Δ σ PD \dot{h} 'D°°CΔ°d4 CCN $d\dot{c}$ ^c Δ σ PD \dot{h} 'D°°DCV'd° \rightarrow D°. 'db° \dot{h} .

ƥ/≪⊳ርኁ፦ ኀሪታ°፞፞ΩΓ፞[⊾] ∧⊳·.

Λ▷・ (ϽϞϷΛͿϚ): ͽϭͿϫͺϫͺϷ. ͽϷϷͰͿϫͼϭ, ΔͽϷϦϽͽϿͼϿϞͽϞϷϚͽϹͼϷͼϲͼϿͽ. ΛͽͿͻͼϽϿͼϿϿͼϷϿϲͰϲ ϷϫϹΓͻ Δͼϲͼϲϥϲϫͼϭ ΛͼͿϫϲϤϲ Δείτα Δείτα Δείτα Δανημάτα Δανημάτα Αματικά Αμα Αμσικά Αματικ Αματικά Αματικά Αματικά Αμσικ Αματικά **Chairman** (interpretation): Thank you. Mr. Quassa.

Hon. Paul Quassa (interpretation): Thank you, Mr. Chairman. Again on the same subject, a lot of us go on duty travel anywhere in the country. At times, yes, we do hear Inuktitut announcements prior to takeoff. You see the flight attendant doing the demonstrations in French and in English, but then when the Inuktitut announcement goes on, there's no more demonstration to show the passengers how to do it, which is not fair. Unilingual Inuktitut-speaking people must have the same services provided to them, for example, the demonstrations before takeoff, and so on. I'm sure you're well aware of it.

If we're going to have a law and when it comes to safety, you must have the demonstrations done. You don't show the demonstrations because you think it's okay. We're all on the same boat when we're boarded on an airline. You will have to take a closer look and make sure that there are demonstrations done when there are announcements made and also to provide the same demonstrations. We will have to be fair to all the people of Nunavut and you do have unilingual passengers onboard in most, if not all, cases.

On to another subject, sometimes during fundraising campaigns, you provide free passes to youth groups or athletic organizations from point A to point B in Nunavut. Maybe I'll speak in English so that you can understand better, even though we have very good interpreters. (interpretation ends) What was the total value of donations made by your airlines in 2014 to registered charities, sports teams, and other organizations in Nunavut, the northwest Territories, and Nunavik? Certainly, that goes for both First Air and Canadian North. (interpretation) Thank you, Mr. Chairman. **∆⊳୵⋞⊳⊂**⊷: ᆟᢣᠲᢩᡅᡏᡃ. ୮ᢣᢗ᠂ᡝd⊲ᢣ.

⊲∿ບ⊰™ໍຍ™ <' יוס⊲ר: ⊲₋∟_⊃ ⊂∟°ם ל⊂ Ċ[、]μ[、]υμιτία Γ^μ, Δε. CΔL δ⁰υCδεCGCΔέε ۥ؈؞؈؆؋؞؈؞؆؋؞؆؋؞؆؋؞؆؋؞؆؋؞؆؋؞؆؋؞ ϽʹϞʹϧϲϹͽϧϧϙϲϲϷͽͺϘͲϧ 'bኈሁናር'σ⊲፝ሩጐሁናር. ር፞°ዹ ፟ዾኈጋናኈ∩ የረ⊲σ ᠋᠂᠋ᡃ᠋ᡄ᠋᠌ᠵᢑ᠘᠄ᢆᡔᢧ᠘ᢓ᠇ᠴᡆᢄᡔᢛ . ዾ፟፟፟፟፟፟ዾጛናናብ⊲ኁ፞፝፝፝፝፞፞៹ኈ፞፟>ኈ. ር∆L ∆ዾʰ∩ጋና ᢄ᠋᠈᠋᠋ᡃᢑ᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆ ᠕ᢗᡃ᠋᠖ᢪᡩᡃᢑᠴᠦ. ᢗ᠘ᡃ᠔ᡏ᠕᠘ᢩ᠕ᢙ᠕ᢕᡗ᠕ᡩᡆ᠘᠋ᡗ᠉ᡷ᠖᠆ᡄᠵᡃᡄ ᡆ᠋᠊᠘᠋᠋᠋᠘ᢞᡆ᠋᠋᠋᠋᠅ᢄᡃᢐ᠋ᠫᠺᡃ᠕ᢣᠧ᠂ᡬᡃᡆ ف^ـل^م۲-دم^م۲د. ۲۵ $\flat^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}}} \Delta^{\flat}_{\Delta^{\flat}} \Delta^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\flat}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}} \lambda^{\flat}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}} \lambda^{\flat}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\flat}_{\Delta^{\bullet}} \lambda^{\flat}} \lambda^{\flat}_{\Delta^{\bullet}}} \lambda^{\bullet} \lambda^{\bullet}} \lambda^{\bullet} \lambda^{\bullet}} \lambda^{\bullet} \lambda^{\bullet} \lambda^{\bullet}} \lambda^{\bullet} \lambda^{\bullet} \lambda^{\bullet} \lambda^{\bullet} \lambda^{\bullet}} \lambda^{\bullet} \lambda$ Ͻዮ૮ϷϹͼͶϭͺϧͼϷ;ϲϹͺͺͼϷϹϷϽϪͼϭͺͽϥϧϩϷϲϲ;ϹϹ C°< ነь ሀና መፈርፍር ΔΔο Πόσης, CΔL C°

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Chairman (interpretation): Thank you. That	ב־ב ⊲∧ייטו וו ידיג (שארו וטר״סייטיי) יטד״בו י, ∆יצפרכׂיי.
question is for both airlines. Mr. Hankirk, do	△৬୵≪⊳⊂৽ ৽: ˤd৮ᠲݠᡤ᠊ᡅ. ᡄ᠘ᢣᡝᠯᢑᢩᠣᡅ
you want to respond?	◁∧∿≻⊳™ਗ਼๛ჂჁ⊃⊲๛ Სᡪ⊲๛ L,C Hajean bokr>עלעי
Mr. Hankirk : Thank you, Mr. Chairman. In response to the Member's comment on Inuktitut language for safety demonstrations, I'll correct Mr. Bell here. It's not legislated by Transport Canada. That's English and French. We put it on there because, of course, we serve Nunavut.	Ηἀ°ở (ϽϞϞႶͿና): ናਰታ°፝፞ዾ广, ΔϧϞ≪ϷϹ;ϧ. Ϲ°Ͽϲ ϷϷϿͿ ϹϲϦϲϷͽͶϷϚ ΔͽϧϽϚ Ϸ;ϷϷϞͽϾͽ ϭ;Ϲ;Ͽ;ͼϽ;Ͽ ϷͽϽϛ;ͽϹϷϭ;ͳ;. Ϫ, Ϟϲ;ϤϾ; ϷϭϹϹ Ϫϧϧͼ;ϲϫϧϧϥͽͼ, ͼϧ·ϿͼͶϽϛ ϷϪϗͶϽϽϤ;ͽ ϹϪϥͽϧϲϲ ϿϭϿͱϹ ϒϟͼͶϲϲͶϧ
I can say that yesterday, unequivocally, the airplane I came up on, the flight attendant did the Inuktitut demonstration on it and it was a 737. I will take that comment to mean it's not happening all the time and I'll be happy to reinforce that with my flight attendants. Really, in a previous airline, we dealt with that by Because they don't know when to change from pointing at the exits to doing the oxygen masks, that's really what it is. They get it in French and they can catch on, but in Inuktitut, they're having difficulty with that. One of the things I talked about with my staff before as we redid the announcements here in the last little bit is putting a beep in there when you move onto the next subject matter. We take it seriously. We will take it away. I can tell you unequivocally, it was done yesterday.	Δ<<৬ኣ% CΔ°
Secondly to our charitable donations, I thought it was \$3 million a year that we did, but my VP over there correctly me. In 2013- 14, we did about \$2 million per year. Thank you, Mr. Speaker.	ላዛሬ ላልሩናም. Ldd ጋσረሰී உ୍ଟେମ୍ଟେ \$3- ୮୯ଏ୬ປብ ድନ ୦୯୮୦ ድୁ ଅନେ ଅନେକ୍ର ନେମ୍ବର୍ଥ ବ୍ୟର୍ଗ୍ତାପର୍ଜ ଅନ୍ଟର୍ଭ ଅନେତ୍ର ଭ୍ୟୁତ୍ତର ଅନେକ୍ର ଅନେ
Chairman: Thank you. Mr. Friesen.	Δ•/ペÞርጭ (ጋኣኦበሀና): ^ና d۶°உ广 ^ኈ . ୮ ^៶ ር <i>Დ</i> ሲኣ°.
Dr. Brock Friesen : With respect to the safety announcements, essentially, my response is the same as Mr. Hankirk's. We	ጏናር፞ጭ >ና፞ኑ
will try and do a better job.	
	᠋᠋᠄ᡃᡠᡃ᠋ᡃ᠋ᢨᠣ᠊ᡏ᠋᠋᠊᠆᠘᠋᠋᠋᠋᠋᠆᠘᠋᠉ᡃᠣ᠋᠘ᡔ᠉ᡣᢕ᠋ᡬ

In addition to that, we actively recruit to have	ᢗ᠋᠋ᡫ᠋᠋᠋ᡔ ᠴᡆ᠋᠋᠋ᡃ᠋ᢐ᠋ᡃ᠈ᡔᠥ᠕ᢣ᠋ᡃ᠋ᢣ᠋ᢗ᠋᠋᠅᠋᠋᠋ᠵ᠋
local Inuit flight attendants, Inuktitut	ک∩₀₽
speakers. We aggressively have job fairs	ᢄ᠋ᡃᢑᢄ᠆ᡆ᠅ᠫ᠋᠋ᡗᢛ᠂ᢂ᠋ᡃ᠘ᠴ᠂᠋᠕᠋᠄ᡬᡃᡁᢕ᠋᠘᠄᠉ᡃᠣᡆ᠘ᡃᢆᢣᡃ᠋ᡪᠥᡃ
every year and we try and hire as many as we	ᢣ᠋᠋᠉᠋₽ᡷᡃᢛᡣᡗ᠋ᡣᡅ᠋᠕᠆᠘᠋᠕ᡔ᠋ᡌ᠘᠘ᢄ᠖᠘᠘᠘᠘᠘᠘
can. Our philosophy as a company is to hire	ᡖᢩ᠆ᡔᢗ᠂ᠣᡆᢧ᠋ᡖᢛ᠐ᢂᢣᡆᢛ
as many locals as we can rather than bring	Δ^{sb} ba Δ^{sb} NCS/ \dot{c} S
people from the south and put them in houses	۵ ^۱ ت ^۱ ۵٬۵۲ ک ^و م ^۱ ٬۲۰ ک ^ر ۵٬۹۲۲ کر
and rotate them, etcetera. We want to have as	
many locals from the north, whether it's	₫ჼჼ₽ਗ਼∩੶ੑੑ੶ੑੑ੶ੑਗ਼ੑਸ਼੶ੑੑ੶
pilots, flight attendants, mechanics, cargo	
agents, everything. The real cure or the real	
fix is to get more of those.	
On the other question, I can't tell you how	ᢄ᠋ᡃᢧᢄ᠕ᠼ᠆ᡁ᠕᠉ᠳ᠘᠕᠉ᠳ᠘᠕᠉ᠳ᠘᠉᠕᠕᠕᠕
big our charitable donations are. I would	ϽσィϽΔ°α ⁶ 6(CíL ⁵ Ú·C. Ċ°α α.J° ⁵ UPA.J
have to take that away and look it up, but we	Cd/24 4 6 6 6 6 6 6 4 4 5 6 6 7 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
give back a lot to the community. It's not a	
charitable donation, but I'm sure your	J ^c (Stanley Cup) ∩PCÞJ ^c C CLP [∿] U
community will be happy if the Stanley Cup	
comes in March.	
Chairman (interpretation): Thank you Mr	Δ^ϧ៸ペϷϹ^{;ϧ}: ˤdϧᅆႭᡤ ʰ. Γᡃᢗ ᠕Ϸʹ.
Chairman (interpretation): Thank you. Mr. Bell.	
Dell.	
Mr. Bell: Thank you, Mr. Chairman. Yes, as	
President Hankirk already mentioned, the	
announcements are required in English and	ϷʹͽϚϳ;ͺ;ͺ;Ϸ;ͻͼͺͶϽ;ʹͻ ϷϤϗϤϽ;ͼ ϒϲͼϷϲϿͼͶϽϽϤ;ϧϧϥ
French. We do them in Inuktitut as well, but	
I don't think that we do a very good job	
demonstrating them in Inuktitut.	
I can't comment further to Friesen's	Γ'ር
comment that we do have a couple of our	ᢗ᠘᠘᠋ᡘ᠋ᡃ᠋ᠫᡃ᠋ᡆ᠉ᡃ᠋᠘ᠴᢦᡃ᠋᠈ᡩ᠘ᡆᡦ᠋᠖ᡩ᠋ᠮᢦᡃᡆᠲᠥ
flight attendants who can, but all of our	᠈ᢞᠣ᠋᠆᠈᠆ᡁ᠘᠆ᡁ᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘
future flight attendants hired in Calm Air, for	᠙ᢞ᠆᠋᠋᠋ᡏ᠋ᢂ᠘ᠴ᠋᠘᠋ᠴᡆ᠘ᠴᢑᢕ᠋ᠵ
at least probably next decade, will all be	ᢂ᠋᠈ᡏᡆ᠘᠋᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
hired from the Kivalliq region. Our	᠈᠂᠘ᡩ᠘ᡱᢁ᠆ᠺᢣ᠘ᡬᠴᠫ᠆ᡐᠧᡆᡃᠫᡑ
preference, of course, is to have those people	᠘ᡆ᠋᠈ᠳ᠘᠆ᡆ᠆᠈ᠣ᠘ᡩ᠕᠆ᡁ᠆ᡆᡄ᠘ᢋ᠘
hired that speak Inuktitut. We can't always	ᡏᡧᡆ᠋᠋᠋ᠪᡪ᠅᠋᠋᠋ᢍᢛ᠘᠘ᠴᢂ᠋᠋᠅
guarantee that, but we certainly want to hire	
people from there. That's not just on the	
flight attendants side, but that's on the	
• , • • • • • • • • • • • •	
maintenance side and everything else as well.	
It's a little harder for us on the pilot side, but	

In terms of donations last year, our donation number, we're not quite as big as Canadian North or First Air, but ours was over \$1 million in donations last year. Thank you.	ᠻᠡ᠊᠋ᡐᠦ᠊᠋᠋ᠺᡃ᠋ᡪᢆᡩᠦᠸ᠊᠋᠌᠋ᡔᠦ᠋ᠫ᠋᠘ᠲ᠋ᢩᡄ᠋᠉ᢗᠺᠬ᠋ᡐᠲ ᠴᡐᡝ᠋᠍᠊᠍ᡆ᠄ᡩ᠈ᡣᡐᡟᡆᡅ᠋ᠫ᠋᠂᠋ ᠋᠆᠆ᡧ᠋ᡥ᠋ᡩ᠆ᠴᡧ᠆᠋᠅ᠫ᠋ ᢗ᠘ᡃᡆᡅᠫᡅ᠋᠋᠋ᢛ᠂ᡧ᠋᠋ᠬᡕ᠋᠋ᢆᢛ᠅ᡥᡃ᠋᠋ᡖᠴ᠋ᡏ᠋᠋᠋᠋᠅ᠵᠧ᠂᠂ᡃᡆᡰᢞᡆ᠋᠋᠋ᡤᡃ
Chairman (interpretation): Thank you. Mr. Quassa.	Δ•/ペÞር [•] »: ^ና d۶°ឩ广҆ ^ኈ . ୮ ^៶ ር ^ና d⊲ኣ.
Hon. Paul Quassa (interpretation): Thank you, Mr. Chairman. Thank you for your responses. We will look forward to that in the future. Keep in mind too that in Nunavut, we have legislation. (interpretation ends) It is the law.	Ϥʹ·ϧ;ͼ;ͼͺ;ϥϥϯ ;ͺ;ϥϧͼͺϹͼͺͺϘϧϲͼͼ ; ͼͺϫͺϫͺ ϫͺϫͺϫ ; ϲͺϫͺϫ ; ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
 (interpretation) Maybe I'll ask one more question. I'll speak in English again as we were taught English. (interpretation ends) On January 13, 2016, CBC News reported that "reductions in the cost of jet fuel saved the world's airlines \$89.0 billion in 2015, according to the International Air Transport Association" and that "some of these savings are being passed along to travellers," like us. To what extent have your airlines passed along savings as a result of lower fuel costs? (interpretation) I look forward to hearing your response. Thank you, Mr. Chairman. Chairman (interpretation): Thank you. Mr. Friesen. 	(ϽʹϞϷΛͺϳϘϷʹϭ·ϷϽ·ͽ) ϤϹϷ;ͰϷϾϭ·Ϛ·ϐΔ ϤΛ [;] ϷϥϚϳϧϿϲͿϧϫϿϷϫϿϷϲϿϒϲϫϿϲϤ;Ϲ ; ϧͼͻϥϽϲ Δϲ·ͼϭϤͼͶϹϷʹͽϲϚͼϟϲͿϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
Dr. Brock Friesen : That's not an easy question to answer because you have to do the before and after and there are lots of room to look at the numbers in different ways. I think it's more important to realize that we have not had the ability to take advantage of lower fuel costs the way Air Canada, United Airlines, and Lufthansa have done. We don't have that ability. Our fuel costs in Nunavut are three times what it is in the south.	ϳ·Ϲʹ·· >Ϛ· > Ϛ · > Ϛ · (ϽʹϞϷϹͿϤ): Ϲʹ·ͺ ϷϷϧͼϭʹϒϲϽ·ͽ ΔL°ͺΔϚʹϽϲϷʹͼ·Ͻʹͼ ΔL°ͺΔϚʹϽϲʹͼ·Ͻʹͼ ἀͺϷϘϦϭ ·ϷΓϚϿϤͺͺϤʹͼϧϚ;ϫʹͼϲ ΔϷϞͺͺϤϲϤʹͼϧϲ; ϤϽϨʹͺͼͼϞϟϲͿϫͼʹϒϲͺϲ Ϛͼϧϲϲ; Ϛͼϧϲϲ; Ϲϳϭϲ ϫϫͽϧϲ Ϸͼϧϲ
We have a fleet of five or six ATRs that live here in Iqaluit, based here in Iqaluit, that	⊲لاے 2-د-لحه 6-حه ۵۵هے∿۲⊳۲-درخه

create lots of jobs and provide the services for the whole Baffin region. Those airplanes never fill up in the south, so they fill up only at the northern price, so there is no fuel savings whatsoever. The only time they ever fill up in the southern price is when we send them to Ottawa for heavy maintenance. Because of the gravel runways, we have to send them there more often. Otherwise, there is no change. The only routes where there has been a little bit of change have been the north-to-south routes. Some of that savings find its way in the form of pricing. It's very difficult for me to say directly what the impact is.

With respect to fuel surcharges that are built into the price, they're something the airline should never have done because it's very confusing. What people care about is what they pay at the bottom line. They don't care about whatever the airlines put in as service charges, taxes, airport fees, and all that. You care about what's on the bottom. I think there is a bit of mystery in the way airline prices are presented. Perhaps we can make that easier in the future. It's the bottom number that counts for you and for us. Thank you.

Chairman (interpretation): Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. As Mr. Friesen said, the price of our Nunavut fuel represents a significant amount of our fuel and that price, of course, hasn't changed. The other thing I would note is that not only is oil on a worldwide basis priced in USD, but so are probably 95 percent of our parts. While fuel has gone down so has the value of the Canadian dollar. We're making all of our purchases of oil and all of our parts in the currency that's also going down faster than the price of jet fuel.

We did an analysis at the request of our

Δ◊/ኆ▷ርናၑ: ናሪታ°ႭᡤႦ. Γ\ር ∧▷^ﺩ.

parent company. In 2015, the differential between what we saved, appreciating the fact that we have the substantial amount of our portions in the south We go to Thompson, Flin Flon, and Le Pas. Over the entire amount of Calm Air, the amount of differential that we saved on fuel versus what we had to pay extra in parts because of the US dollar was actually -\$200,000, meaning it cost us \$200,000 more to operate in 2015 than if those changes wouldn't have occurred.	2015-ఌౖ౧ౕ౨J ĊŀdϤ ϤϞϷՐᅆᄡՐϹᄡՐϚ ῬሏϷϧϚ ϤϽᅆᄡՐϹϿϚ ϤၬLϿ ϹၬϞϐͿϿ ଈϚϐ≪ἐϐ·ͿϿ Ϛ ϚʹϞ·ͰͿϿʹϐϲϹϚϚϹ. ϐϚͳϤͽϤϚ ϹΔL ϤϹϔϚϐ·ͺͻϹϚ ϐϹϦ·;ͻϹϚ LdϤ ϤϽϐϐϲϐ ϤϽϐϐϲ ϐϲ ϐ ϲ Ϸ ϲ ϲ Δίμ
When you look at the fact that we get basically no savings on our fuel in Nunavut, you would actually be able to argue that we should be increasing prices. Now, we're not going to do that as a result of telling you that we're not looking to do price increases and everything else that would have sent a terrible message. At the end of the day, we do benefit in the south from a lower fuel price, but we're affected by a higher value of the US dollar, which is unfortunately costing us a tonne of money on our oil and our parts. Thank you.	ርΔL CÞጋŀd&Þŀ ΡἀÞᢣᠳ ᡃᠳᠻᡐ᠘ᡦᢥ᠋Ϸᠻᢑᡃᢗᢏᢆᡊᡊ᠋ᠠᠺᢋᢗ ᠴᡆᢩᢟᠮ. CΔL ᡆᡘ᠊ᡧᢪᡆ᠋ᠻᡏ᠊ᡲ᠋᠋ᡛ. ΔLᢪᡆ ᠊᠋ᠺᢪᢕ᠋ᡘᡱᡃᢆᡅᡊᡭᡃ᠋ᡦᡪᡃᢞᡠᡝᡫᡝᢗ የᢣᡆᠦ CΔLᡃᠨᡃᢌᠬᡊ᠋ᢖᡁ. CΔL ᡆᠻᡃᡗᠧᡘᡃᢤᢑᡊᡢᢪᠳ Ϸናᡖᡗᡄ, ᡬᢪᡆ ᠌ᠫᢣ᠋ᠶᠣᢪᡊᠫᡃ᠋ᡶ᠋᠋ᠺ᠊᠌₽ᡶᠮ᠘᠊ ᠺᠯᡄᡊᡤ᠊ᢖ᠋᠋᠋᠋᠘ᡬ, ᢂ᠋ᡃᢪ᠋ᡗ᠋᠘ᡘᢣᠮ᠘ᢅᡩ ᠺᠯᡄᠬᡤᠴ᠋᠋᠘ᡬ, ᢂ᠋ᡃᢪᠯᡆᠴ᠋ᡱ᠋ᡆ᠋ ᠺ᠋᠋ ᠺᡄᢂᢓ ᠺ ᡬ ᠺ ᡬ ᡬ ᡬ ᡬ ᡬ ᡬ
Chairman: Thank you. Mr. Hankirk.	Δ•/ペレርና• (ጋኣኦበJና): ^ና d৮°உ广். ୮ [、] ር ዘላਂ°ሪ [†] .
Mr. Hankirk : Yes, Mr. Chairman, I just wanted to go on record as saying that I have exactly the same issue that Mr. Friesen and Mr. Bell do and that is that most of the fuel we pick up is in Nunavut or the NWT and the price hasn't changed. Our points where we do benefit where it can be trucked to are, really, Edmonton, Yellowknife, and Ottawa. I will take away to look to see if we have fuel charges on.	Ηἀοἰο (ϽϤϷΠͿϚ): Δ΄, ΔϷΖϘϷϹϚͽ, ϹΔL ΠΠϚʹͽϹϷΠϚϿΓϚ ϷϚϷΡLϽΔ°ϘϚͽϽʹυ ϹΔL°ϘϚϹϷͽ ϷϚϷϷ;ϞϚϷϚΓυL. ΓϚϹ ϿሲϚ° ϤϤͺϿ ΓϚ ΛϷϚ. ϹΔϷϭϤ ϷͽϟϤϿΔϚ ϼϥϿ·ΓϚϽσϚ ϷʹͽϚʹϐϾϚϚ ϼϥϚϟϤϚΓϿ ϤΡʹϷϚϲʹϭϚϷ;ͰϹϽϭϚ ϷʹͽϞϚϷϲϚϚ ΔϤϚL°Ϲ°-Γ, ϞϿϥΔ «-Γ, ἀϽϘΓϿ ϹΔĹʹϞͿʹϷϚϚʹͻϽϤʹͽʹϗϷϷϷΓϤϷϷʹϭ·ϭϤʹͽ<Ϛ.
As cost goes, I have to echo Gary's comments. I'm closing on two 737s today to buy off the leasing company. The reason I'm doing it is that I've had enough of the Canadian dollar going down and we need to lower our exposure to foreign exchange. I	ᡣ᠌᠌ᠵᡅᢄ᠈ᢄ᠖ᡔᠡᢝᡣᢁ᠊᠘᠄ᡷᡃᢐᡡ᠈ᢃ᠋ᢃ᠆᠋ᡡ᠈᠍᠍᠍ᠺ᠘᠘ ᠖ᡓᢗᢂ᠋᠅ᡬ᠖ᡔᢤ᠘᠋᠋᠕᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆ ᠙ᠴᢂ᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆

can say that in my airline today, foreign	
exchange has cost me \$400,000 a month, not	
a year, over late 2014, early 2015. It's just	2014 Δイタσ, 2015 ΛΓタップしσ. CΔL
when we need to buy the parts, when we	᠘ᡄ᠋᠋ᡃᡪ᠋᠅ᡃ᠋Ċ᠋ᠬᢦ᠋᠋᠋ᡃᢐ᠅᠋᠘ᢗᢇᡃᡄᠴ
need to buy the aircraft, foreign exchange is a	᠋᠋ᡔ᠋₽᠔ᢀ᠘ᢣᡅ᠕ᡩ᠖᠋᠖ᢄ᠆᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘
huge part of our cost.	ᢄ᠋ᡔ᠋ᢛᠠᡃᢆᢣᡃᠧ᠋᠋ᠵ᠋ᡦ᠖ᡃᠧ᠋ᡗᠣᡐ᠘ᠺ
Albeit, the airlines or Air Canada's saving on	
fuel on WestJet is saving them fuel, I	⊂∆L ٬۵∿∪C/i٬۵∿Ė ک∢ ۵⊂-۵۹ ⊳۵٬ ۶۹۲-۵۰
guarantee you that on every aircraft they	ᢂ᠋᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
lease, it gets offset. I have exactly the same	ᡏᢄ᠆᠕ᡩ᠕ᡩᢘ᠘᠘ᠴᡆ
issue at my airline. Thank you, Mr. Speaker.	⊲⊃₀₽∽∿ڶ₀₽C٩٢∿LC. ٩٦٩٩ك٢, ⊳₅₽%أ.
issue at my annue. Thank you, with speaker.	, ,
Chairman (interpretation): Thank you. Mr.	Δ▷/≪▷ርና▷ : ናਰንድ፬፫▷. ୮ጎር ናਰ⊲ᢣ, ር∆Ĺ∿∧ና? ୮ጎር
Quassa, are you done? Mr. Quassa.	ʿd⊲ʰ.
	· · · · ·
Hon. Paul Quassa (interpretation): Thank	ዻኈፘኆኈ፞፟፝፞፞፞ዀ ፞ ፟፟፟፟፟፟፟፟፟፟፟፟ጜዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀ
you, Mr. Chairman. We will recall earlier	∆℠Ხ⊳ഺൄ൳ ⊳⊲୳⊲℠, ൎഀഀഀഺ ഺ൳ഄ൳⊳℠∩⊳ഌ∩Ⴑ
that my colleague was talking as the Minister	᠈᠈᠋᠋᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
of Community and Government Services and	ႱペLᡄᡅᡆ᠋ᡝ᠋ᠴ᠆ᡣ᠋᠘᠕ᢣᠬ᠋ᠺ᠋᠋᠋᠄ᡨ᠘᠖᠈ᢓ
5	ᢗ᠋ᢆĹᠣ᠘᠋᠋ᡃ᠋ᡋᡃᠴ᠈ᠣ ᡏᢗᠵ᠋ᡝ᠋ᡏ᠈ᡔᢛ᠋ᢣᢛ᠋ᢉᢠᢛᡣ᠋᠋ᠴᢗ Jet A-1
he stated that "In Iqaluit, we have one fuel	⊲ዮ∿し \$1.64 ፦ር ⊲ጋσ. ⊲ਂጋኆ୮ ርኮ፞፞፞፞፞፞፞፞፞፞
service provider and the cost of jet A-1 fuel	▷℠୳℅℅⅁℆⅃ⅆ℠Ո՟⅃Ր՟ ⊲ℙ⅌Ს Jet A-1 ▷℠ℰ⅌
is \$1.64 per litre. In Ottawa, we have two	╡ጋ፸୮ \$1.72 ႠႠ ⊲ጋσ. ୯°⊾ ጋዮ/ና∩⊲°∿Րርና
fuel service providers. The average cost of jet	$^{\text{S}}$ $^{\text{L}}$ $^{\text{S}}$ $^{$
A-1 fuel in Ottawa is \$1.72 per litre." I don't	
quite get why that is.	የረላው ርላר ዾዾ ،የዾንትርህፈረር ዾዾ፝፞ዀርዾናግር
As Nunavummiut, we all know that	
everything costs a lot more when you fly it	
in. It doesn't matter where we are in Nunavut	
or if we're travelling outside of Nunavut. A	
6	[¢] ٬∩⊲ۥ٩خخ CLa ⊲٩٬٩٬٬৩۰۲، \$2,500 ،٩٩٩غ
roundtrip ticket between Ottawa and Iqaluit	᠕ᡃ᠋᠖ᡩ᠋ᡗᠴᡄ᠂ᡩᢐᡃᡅᢗᠣ᠋᠊ᢦ᠋ᡃᢛᡊ᠆ᠴᢗ. ᢗ᠘᠘
on either Canadian North or First Air costs	ᢄ᠆᠕᠆ᡐᠴ᠘᠘᠆ᡧ᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘
approximately \$2,500 for a 3-hour flight. A	ለ⊳∿'-٦ ፇና፞°'-٦ Ċ'd⊲ ⊲₽6/ċ CĹσ \$1,000
roundtrip ticket between Ottawa and Paris,	⊃∿iσ.
France, can be purchased from Air Canada	
for less than \$1,000.	ᡬ᠋᠂ᡄ᠋᠊᠋ᡔ᠋ᡗᢞᠺ᠕᠋᠆ᢧ᠖᠊᠋ᠴᢄᢣᢟ᠋᠂᠖ᠴ᠋᠉
	᠊ᡬᠯᡃ᠋ᢛ᠋᠋ᡏ᠈᠆᠘ᡩᡄ᠋᠋ᡘ᠄ᠪᢄ᠋ᡗ᠋ᡵ᠘ᢄ᠆᠕᠆᠋ᢆ᠆᠆᠘
Can you explain your pricing methodology	ᡃ᠋ᡃᢐᡃ᠋ᡃ᠋᠋᠆᠘᠆ᢞ᠋᠘ᢄ᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
and clarify why flights between southern	ᡷᡃ᠋᠆᠈ᡩ᠘᠊᠈ᡩ᠘ᠴ᠈ᡩ᠖ᡄ᠋᠅᠖᠘᠅᠖ᡬ᠆᠘᠘
Canada and Nunavut are so much more	᠕ᡠᡃ᠋ᠴᠦ᠊ᢗᢂ᠋᠀ᢣᠾᢗ᠋ᡕᢂ᠂᠕ᡇᠴ᠋ᡗᢄᠰᠾᡰ᠉᠊ᠳᢛ᠋ᢣᡲᢣᡐᡗᠴ
expensive than flights between Canada and	᠋᠄ᡃ᠋᠋ᡰᢞ᠋᠋ᡰᢕ᠋ᠴᢉ᠂᠋᠕ᠻ᠋ᡗ᠕᠋᠃᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘᠘
Europe? It's very hard for Inuit to understand	ڡےم۵۶ ^ی ۵۹۰ م۰۲۲ م۰۲۵ م۰۲۲ م
that when you travel a lot farther distance	᠙ᡆ᠌᠌ᢂᢣᡄᢂᡃ᠖ᢗᢛᡣᡄᠴᡅ ᢗ᠋᠘ᢐᡧ᠘᠂ᡔᡆᡐᡃ᠋ᡗᢕᠴ᠋᠋᠈
overseas. I wanted that clarified.	᠂᠋ᡃ᠋ᠣᠴᡄ᠘᠋᠋᠅ᡣ᠋ᡪᢋ᠋ᡃᡉᡄ᠉᠋ᢕ᠋᠋᠆᠋᠘᠆ᡩ᠘ᠾ
	᠙᠋ᠴ᠋ᠵᡃᢛᡄ᠋ᡝᠫ᠋ᡣᡗ᠇ᡷ᠋᠋᠂ᡄ᠋ᢄᡔᢎᡄ᠋
	᠔᠋ᡣᢛ᠋᠋᠋ᡣ᠋ᡄᢄ᠈᠋ᡎ᠅ᢩᠵ᠅

(interpretation ends) To what extent do revenues from flights between southern Canada and Nunavut's gateway airports subsidize flights between smaller communities within the territory? (interpretation) Thank you, Mr. Chairman.	 (ϽϞϞΛͿϚ) ჼႦϼႶႶႽ CL[®]Ⴍ ႦႭCF ჼႦჼჂႭ^Ϛ ϼႭ[®]Ⴑσ^Ⴆ ϼႭ^Ϙ[⊥]ϳʹႦ^ϛC[®]Ͻσ⁻ <i>Ϸ</i>ႭϷϟჼႦ^ႪΛ·Ϛ¹5[®]C[®]²[©]²[®]² <i>Φ</i>[®] Δ⁻Δσ? (ϽϞλΛϳ2[®] σ[®]²[®]) ⁵ d⁺[®]²[®], Δ[®]<i>τ</i> ペϷĊ[®].
Chairman (interpretation): Thank you. Mr. Friesen.	Δ•/ペÞϹ^ና• : ^ና ժታ°ዺ广፞ ^ኈ . Γ ^៶ Ϲ <i>୭</i> ሲኣ°.
Dr. Brock Friesen : Mr. Chairman, I'm a little bit puzzled. Maybe if you could just restate the question at the end of it.	ጏናር፞ጭ >ና፞ኑ
Chairman: Thank you. Mr. Quassa.	Δﻪ/ペϷϹናゅ (ጋኣኦበJና): ናਰኦኖሚԷዮ. ୮ _۲ Ϲ ናզፈኑ.
Hon. Paul Quassa (interpretation): Thank you, Mr. Chairman. (interpretation ends) First of all, I did say that the approximate cost between here and Ottawa and return is about \$2,500. That's quite expensive, but again, if you look at the flights coming in from Canada to other overseas [cities] like Paris, it's only less than \$1,000.	్ సింగ్ సింగ్ సింగ్ సింగ్ కింద్ కి . (ఎస్ఎంఎర్) గిల్లాడ్ కింగ్ రింగ్ రెంగ్ రెంగ్ రెంగ్ రెంగ్ ఎండ్ కి 2,500-రేంట్ ఎండ్ సింగ్ పారా. రాద విలినెండి. గిగితాడా, గిగ్ గెండి ఫింగ్ గరిందిందింది విలినెందిందిందిందిందిందిందిందిందిందిందిందిందిం
Now, to what extent do revenues from flights between southern Canada and Nunavut's gateway airports subsidize flights? Do they subsidize between smaller communities within our territory because of the revenues you get from flying from Nunavut to southern airports? (interpretation) Thank you.	ϹΔϹϲͺʹϧϿͶϹϲͺͺϸϭϷϒϲͺϤϒͺͽϲͺͺϧϲ ϿϭͺϧϦͺϳͼϧϽͼͺϿϭϿͱ·ϳͼϧϤϷͺϚͺϿͺͼϷ ϘϷϥͼϧϽϒ;ϤͿ;Ϸ;ϿϲϿϲϿϲͺ;ϷϲϹͼ ϛ ϲϿϲϫϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
Chairman: Thank you. Mr. Friesen.	Δ•/ペÞር ጭ (ጋኣኦበJና): 'dኦ°൨广ঁ ^ኑ . ୮ [、] ር <i>୭</i> .ሲኣ°.
Dr. Brock Friesen : Every airline has what we call city pairs, Ottawa-Iqaluit, Iqaluit- Pond Inlet, or whatever and every airline looks at the economics of every sector. Some sectors, quite simply, earn more than others. I can assure you that for Air Canada, Toronto- London makes a lot more money than Toronto-Rome, for example.	϶·ϲʹ·· >Ϛ' >ͺ' >ͺ' ͺʹͺ΄ ͺ΄ ͺ΄
There is some cross-subsidy from one route to the other and I can't tell you, without the	ᢗ᠘᠘᠘ᡃ᠘᠋᠋ᡩ᠘᠋᠋᠋᠋ᢣᡲᢛᢗᢂ᠋᠋ᠮᢄᡩ᠋᠋ᢕ᠋᠋ ᢄ᠋ᢄᡓ᠋ᢩ᠆ᡘ᠆ᡁ᠖᠙᠘ᡆ᠄᠙᠋᠋᠘᠄ᡔ᠖ᠼᡄ᠕

benefit of having some analysis done or have a tier, which routes subsidize which routes,	$\Delta b \prec^{b} \Delta b \leftarrow C^{1} \cup C + b \leftarrow C \wedge D^{1} \cap \sigma$ $\dot{P} \Delta D \rightarrow C \wedge D^{1} \cup C + c \rightarrow C + $
but it is clear that some of the jet routes do help with the ATR routes. If the ATR routes	᠘᠋᠋᠋᠋ᡋᢣ᠋᠋᠋᠋ᡃ᠋᠋᠋ᡋ᠊᠋᠋᠋᠋ᢄᡩ᠘ᢗ᠘᠆ᡬᢣ᠅᠋ᢄ᠂ᡦ᠅ᢕᢗᠣ᠋᠋᠕᠖᠆ᡘ᠖᠘ᡩ ᠘᠋᠋᠋ᡶᢋ᠋᠋᠋᠋᠋᠋᠋᠋ᢄ᠄᠋᠖ᡷ᠋᠘ᢗ᠘ᡃᡄ᠋᠘᠋ᢄ᠆ᡷᢧᡰᢞ.
lose too much money, then you can't operate	ATR CLbdd ᠳbbCric 鸬๔Ϸ৮Ⴛ ᡆᡣϷᢣᠳᢛᡃᡪϷᅴᡣᡕ
them. If they lose a little bit, sometimes you	٩٥د CD، م ۲۰۰۵ م ۲۰ م ۲۰ م ۲۰ م ۲۰ م ۲۰ م ۲۰ م
can take money from one route to another	᠘ᡃ᠋ᢨ᠋᠈᠊᠋᠋ᡝᡄ᠋ᢂᡔ᠆ᡏ᠕᠋᠋᠋᠋᠋ᢙ᠅᠘ᠳ᠅᠋ᢂ᠋ᢁ᠅᠘ᢂ᠅ ᠘ᢨ᠋᠈᠋᠘ᡔ᠘ᠮ᠈ᡬ᠘ᢂᡔᡄ᠋᠕᠅ᡥ᠆ᢁ᠂᠕᠋᠉᠅᠘ᢄ᠂᠘᠅ᡔᢕᡅ
route.	
It's a bit of an averaging game and all airlines do that. In order to maintain your network, the strong have to help the weak, but the very weak have to go and the very weak do go, such as Repulse Bay went. That's kind of the way it is. You can't subsidize every weak route in the system because you make a little bit of money on the other route. It's just not that rich an industry.	ϹΔL°ႭΔϲϘ [;] ⁶ ν ⁶ ⁵ ⁶ ⁵ ⁶
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ•୵≪ϷϹ^{ናϧ}։ ና ժታ°ዹ广፟ ^ኈ . Γ ^៶ Ϲ ΗϤʹ°ͺϳϧ.
Mr. Hankirk : My answer would be exactly the same as Brock's, save one thing and, that is, my charter routes used to subsidize my scheduled routes as well and that revenue is down. Other than that, Brock's answer is the answer I would have given. Thank you, Mr. Speaker.	Ηἀοἰο (ϽϞϷႶͿϚ): Ρ·ͿϟͰ ϤͽϷϚͶϤͺͺͰϧͼϹͽͺ. Ϲʹϟ ϞϹͼͱϟϫϭ ϹϹͽϥ ͼϧͼϹϟͼϹϷͼϲͼͽͻͼ ΔϧϞͼϽϪ;ϞϹϷͼϧϲͼϿϲ ϷϫϷϫϲϥͼͶͶϳͼ. Ϲͼϥ Ϲͼͺͼ Ϸ·Ϳϟͼ ϽϭͺͰ϶ͼϷϧͺϲϫϲͺ Ϸ·ͿϟͼϧϲϷϷϧͳϟͽͺ. ͼϥ϶ͼϫϹͼ, ϷͼϷͼϦ.
Chairman (interpretation): Thank you. Mr. Bell.	∆⊳י≪⊳ር∿ ։ ናd≻°Ⴍ广҆ ^ь . Γ\C ∧⊳ ^с .
Mr. Bell : Thank you, Mr. Speaker. Again very much like the other two carriers, if you look at what we said in our opening comments, we were losing \$8 million a year in 2013 and 2014, so it was our routes in the south that absolutely subsidized the rest of the routes.	ΛϷ· (ϽϞϷႶͿϚ): ϚͿϭϷͼϹϷ, ϷϚϷͽ·Ͷ. ϹϷϭϭ LϚϿϞͽͼ ϚϷϞυϹ;ϟϲͺͺϫϷϘϚ ϹΔϷϭϤ ϷϚϷϚϷϷϷυϚ LϽΔͺͺϭϚϚϹ \$8-ΓϲϭϐϭϷ ϷͼϷ;ϭͼ 2014-15 ΔϿϭϭ ϷͼϷ;ϭϭϐ ϭ;ϷϫϲϷϚϚϹ ϚϷʹϿͼϚ ͽͼͺϞυͽϞυϷ;ϭϿͺΔͽΔϚ ͽͼͺϞυϐ;ϔϿϚ ϷͼϷ;ϲϷϚϭͼϧϫϷϚϷϚϾϚLϹ ΔϷ;ͼϽΔϭͼϧϫϷϛϷϲϚϿϚ.
Today, even after our transaction with First Air, the Winnipeg-Rankin Inlet route, if you were simply to do the route analysis based on Rankin Inlet to the smaller communities, you're still not going to like to see what	ጵነበላካኇ ኦፚፚ<ፚኯj፞ዹኯዾጙ ይዯዀዽፚ፧ገ ርፚL፦ የዖΓናንዹካልቦና ይዮቦኈዽኇና୮ ጔዹ፞፞፝፞፝፞፞ፚ

those numbers are. You have to look at the whole, which is including the Winnipeg- Rankin Inlet route to justify doing the whole territory. Yes, there is still subsidy within our airline on certain routes.	ΓΡϚϽϹϷσϐϞϿϚͺϹϭͿϞϒϷ·ͺάͺϞϷϺϞϧ ͶϷͺϿϤϚϟͼʹϞϹͱϹϚͺϹϷϽϷϹϪͼͺϫϽϹϟϲͺϤ;Ϸͼϧϲͼ ϐϞϹͽϲͻϫϹϲͺͺϪͺ Δϧ;ͼϽϪ;;ϤϹͼϧͼͻͼ Δϧ;ͼϹϷͼϧϲͼϧϲ
The first question you asked was still comparing the price of jet fuel in the south and I think the difference there between what we actually pay, which I think Steve threw out about 50 cents, I think we're in the 55- cent region in Winnipeg, is the price that was given was for a retail price. If you pulled up with a private aircraft that was smaller and you just wanted to get what we call a retail price versus the three of us and WestJet and Air Canada all have major contracts with either Shell or Esso, then it's at a materially different price. I think that is the difference in that our price is still about one-third in the south of what it is in Nunavut.	
Chairman (interpretation): Thank you. Your questions have run out.	∆•/≪⊳ርጭ : 'dታ≏ฉ广. Ċ°௳ ⊲∧∿/₽°௳ናċ ௴ህኣናL<.
I just want to point out to Mr. Friesen in regard to his comment. (interpretation ends) He just said that they were going back to Repulse Bay. I guess we did that in July too and said "hello" to Naujaat. (interpretation) I just wanted to make that point.	Ϥ ^ͺ LϿ σʹϲʹϠΛΓϤʹϞͿϹϽΔ°ͺͼʹͽϹͿ ΓʹϹ ϿͺʹϲͺϚ ϷʹϐϷϟͺͼͽϐϷ; ͺϽͺϫϷϫϿϤʹϐϚϹϲϷͼʹϔϚʹϽϚͺϟϲϪΓͺͺϼͼϧϲϷʹ;ϹϹ ΗϤϿϲϲϷϚʹϹϲϹϷͼͽͺϫϷ;ϿͼͺͺͺϽʹϞϒϽϳϿͼʹϭͼͽϽͼ) ϷϷϽϤʹϞͿϹϽϪͼͺͼϐϷ;ʹͺͺϹʹ;ϟϹͺ
The next name on the list is Mr. Akoak.	へらさ すくゃんちてん しょうしょう しょうしょう しょうしょう しょうしょう しょうしょう しんしょう しょうしょう しょう
Mr. Akoak : Thank you, Mr. Chairman. Last October, I had an opportunity to meet with the Kitikmeot Inuit Association. I think Peter McCart was there for a meeting. There was a resolution there made that delegates expressed concerns relating to scheduled air service causing delays in medical travel, freight delays, such as prescription medication deliveries, impacts on Canada Post mail delivery, passenger service delays, a drastic reduction on available flights in the Kitikmeot communities, and increased costs	 Κιθαιώ (ϽΫΑΠΟ): ϳθκαΓϷ, ΔϷΖΦΡϹϷ. Κιδαιώς (ϽΫΑΠΟ): ϳθκαΓϷ, ΔϷΖΦΡΟΕ. Κιδαιώς Α. Κιδιώς Α.<!--</td-->

of airfares, which causes residents of the Kitikmeot who depend on air travel services a lot of grief.	᠄᠙ᡣ᠋᠋ᡪᡏ᠌Ϸᠴᡄ᠄ᡃᢐ᠌᠌ᢐᡃ᠋ᡉᡄᠡᡃᢆᡄ᠂᠋ᡘ᠙ᠫᠧ᠕᠅ᢧ᠘᠅᠘ᢗᢄ᠂᠖ᡷᠾᢗᡔᢂᡬ ᠄᠙ᡣ᠋ᡪᡏᢄ᠂᠘᠘ᠸ᠄᠖ᡷ᠋᠋᠋᠋ᡋᢗᠧ᠋ᡝ᠋ᡃᢐᢄᠧ᠋᠋᠕ᡧ᠋ᢄ᠅᠘ᢕ ᡧ᠈᠋ᢣᢤ᠋ᠬᡬᠴ᠋᠆᠋ᡗ᠘
With that, what specific responses have your airlines provided to the Kitikmeot Inuit Association? Thank you, Mr. Chairman.	ርΔLΔϹϲϷჼჼႶჼჂჼႱ, ჼხჲΔናጋσჼ የႱჃჼჾჼ ጋσϟϟLϹჼჼሊϟ ჼየႶჼℾϷና ΔჲΔና ᲮጋኑኦჼᲮႶሶჼჼቦჼჲና? ჼdႸჼႭႠჼ, ΔჼϟペϷϹናჼ.
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ•거《ϷϹና •: ናਰኦ°ዺ广፞ ^ኈ . ΓʹϹ ΗϤʹ°ͺϳϧ.
Mr. Hankirk : Thank you, Mr. Chairman. I have just one broad comment. With the exception of Kugluktuk, our schedule hasn't changed in the Kitikmeot materially other than we now run the Boeing seven days a week to Cambridge Bay.	ΗϤʹ·ϭͼ (ϽϞϞႶͿϚ): ʹϭͿϧ·ϿϹϷͺ Δϧϒ≪ϷϹϚͽ. ʹϭͿ·ϿͼͽϽͼ ϷϷϹϽϤͺͻͺͿ, ʹͽϧͺϲϹϷͺϤϲͺϫϧϫϧϥϹͺϧͺϹͽͺϿͼ ͿͺϤͼ;Ͽϥ ΑͼϞϤͻϞͼϹͺ
I'm going to let Peter McCart answer the question. He is our senior VP of scheduled services because he was at your AGM and dealt with the issues that came out of your AGM and actually wrote back to the association. I'll turn it over to Peter. Thank you, Mr. Chairman.	Ảር Lḃና ዖኦበ°σ⊲ናነਰ. Ċ°ዉ Δϧ⊰ኈጋΔናϧናርኈፖሬኑሬና ርLካਰኇህ ⊲ናና່JርĹኈፖኦም bበLበናጋፖ ርΔbጵϲϷናደና. Ċ°ዉ ዖኦበ°σ⊲ኈ<ና. ናਰኦ°ዉ广, Δνፖ≪ኦርኈ.
Chairman: Thank you. Mr. McCart.	Δ•/«ϷϹ ናኈ (ጋኣኦበJና): ናਰኦ°ዹ广፟፟፟፟፟፟ . ୮ኑር Lbs.
Mr. McCart : Thank you very much for your question. Yes, I was in Cambridge Bay for the Kitikmeot Inuit Association meeting, which was very good. I received some very detailed feedback about the flight schedule and some difficulties our travellers were having.	Lb^c (ϽϞϞΛͿϚ): ჼϭͿϧͼϲϳ·ͰϹϲͺϤͺͻϧͺϤϒͺϲͺϦϗ. ΔͼϧͺϿ;ϽϲϤͼϳϲͺϷͼϧϥͳϫͺϷ ϷͶͳͼϷͶͺϷͽϽͼ ͼ ;ϷͶͼϹϷͼ ϘϫϧϲͺϤϲϷͼϧϿͼ ͼ ͼ ϲ ϲϧϧϧϧ ΑϷϧͼϧϤϲϷϧϿϲ ϲ
We took that detailed information away. We did quite an in-depth study on that information and the information that was given to us was very useful. We not only, as Mr. Hankirk said, increased the service as a result of the codeshare to a daily Boeing jet in between Yellowknife and Cambridge Bay; we also looked at where our schedule shortfalls were.	ϹΔϷϭϤ ϽϞႱϷϞϪϚ Λ·ϲϛ·ϷϚϘϚ ʹϷϷϟϞϪ·ϿϹϿ ϽϞႱϷϞϭϷ ϹΔϷϭϭͺϿͺͺϤϽͶ·Ϸ·ϲͺϲͺϷϚϷϽϚ ϹΔϷϭϤ ϽϞႱϷϞϪϚ ϷϘϚϺ·ϼϚ ϽϭϧϷ;ϞϚͺͺΛϞϯͶϹ·ʹͻͿ Ϲ·Ϲ ΗϭͼʹͼͰ ϷʹͼϷϐϷͽͰϚ ϭϷϚϽͺϭʹ϶ϹϹ ϷͽͼͱϟϹϭʹ϶Ϲ ΑϔϟϒϨͶϚͺϟʹ;϶ϲϹϷʹϐϲϹʹͼϧϽϷ Ϫ·ϷϿϷϽϚͶϭ;ϹϷ ϞϿͼϪͺ·ϹʹͺϳϾϿϹͺϤͰϹϿϚϾϘϚ

We heard loud and clear that there was a problem between Kugluktuk and Cambridge Bay. We immediately looked at that and said, "We need to increase the schedule," and we did increase the schedule. It went from a flight in one direction per week to three times per week. That was a schedule change that was made immediately after that meeting based on some very detailed and very accurate information.	ϽϞϚͶϤϲϷʹϷϽͿϚϤϷϷʹʹϒϲϲϷϨͶ;Ϸ;ͳϹϳʹϷͺ;Ϥ;Ͽ;ϧϽϹ Δ;ϷϿ·ϽϚͶϤ;ϹϷ;Ͽ ; ϷϹ;ϿϲϲϷ;ϹϷͽϲ ϲϹͼϧϲϲ; ϷϿͼϧϒϹϤϲϷ;ϹϟϿϧ ϤϷϧ;ϲϲϧ; ϷϿͼϧϒϹϤϲϷ;Ϲ; ϷϿͼϧϒϹϥ; ϷϿ ϲ Ϸ ΔϿϤϿ;;ϷϷ; Ͻ
We also made other increases from Cambridge Bay into the eastern Kitikmeot, where there hadn't been many changes. In fact, I don't believe there were any at all. It was pointed out at that meeting that there was a schedule shortfall in that area, which again we took away and we studied. It made sense to add the extra flight and so we added the extra flight. Although it was not associated with the codeshare, it did improve the airline service in that area.	ϤϞͺͺͺ϶ϲϹϷ΅ΔͼϧϫϳϲͶϥͼͺϷϭͺͽͼϫͺϞϧϿͼ ͼϧϧ;ϫ ͼϧ; ϲ « « « « « « « « « « « « «
I very much appreciated the feedback that we got from KIA and we acted on it very quickly. Thank you very much.	ᠮ᠔᠋ᡧ᠋ᠺ᠆ᠴᡐᡄᢂ᠋᠅᠙ᡣ᠋᠋ᠮᢄ᠂ᢄ᠕᠅ᢣ᠋᠖᠋ᠬᡤᢆᡃ᠔ᢞᠦ ᢂ᠋ᢄ᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆ ᡏ᠔ᢞ᠌ᢁᡤᡃ᠘ᡅᡐ᠋ᠴᡃ
Chairman: Thank you. Mr. Akoak.	Δﻪ/ペϷϹ· Ϸ(Ͻ ^ϳ ϞͰႶͿϲ): ^ϛ dϧͼ <u>ϲ</u> ϳ·Ϸ. Γ ʹϹ ͺϤͼϥϭͽ.
Mr. Akoak : Thank you, Mr. Chairman. We have both airlines flying into the Kitikmeot East, but would you consider changing the schedules on both airlines? They're both going one way on the same day following each other to Cambridge Bay, Yellowknife, Taloyoak, Gjoa Haven, and Kugaaruk. They're following each other. I think it would be a lot better if they both went the opposite way on the same day. I think that would be reasonable. Thank you, Mr. Chairman.	ἀ'd4' • (ϽϞϟΛͿϚ): ʹϭͿϧͽϥϹͽ, ΔͽϒϘϷϹͼͽ. ʹϧϧͺϹϲ ϹϹ;ϹϷ ʹͼ ϒ ϒ ϒ
Chairman : Thank you. Just to remind you that I'm the Chairperson, not the Speaker. We're televised. Just to remind you of that. Mr. Hankirk.	Δ৽៸⋞ϷϹ·· ͽ (ϽϞϟႶͿϚ): ʹͼͿϒ·ϿϹϮ·. Δ ^ͼ ϧΔϺϚϽϹʹ·ͻϒ Δ ^ϧ ϒ⋞ϷϹϷႱϹ Ϸʹϧϐ· ^ͼ ͶϷʹϔϹ·ϿϲͿ. Δ ^ͼ ϧϤϹϷϭϚʹͼϹϷʹϧϾϚϲʹ·ϧ ϹϲͺͺͺϫϧϲϳͼͼͺͻϹͺ϶ϚϲϹ. Δ ^ͼ ϧΔϺϲͶϟϹϟϧ ϷʹϧϐʹͼͶϷʹϔϹϿʹϧ ΔϧϒͼϷϹϷϟʹϧ ΓʹϹ Ηϥʹ·ͼϳͱ.

Mr. Hankirk: Thank you, Mr. Chairman. I take the Hon. Member's comment and we will take that away. It's exactly what we're trying to avoid. I know that we didn't make big changes in the Kitikmeot, but we will take a look at that if you think there's some value to having the airplanes go around different ways. We will engage to take that away, Mr. Chairman. Thank you.

Chairman: Thank you. Mr. Akoak.

Mr. Akoak: Thank you, Mr. Chairman. For medical travel, we have elders travelling from Yellowknife to Kitikmeot East and we don't know how long that flight is. It's almost three hours from Yellowknife to go back home. It could be two hours and 58 minutes, it's still three hours. It's a long flight and it's a really long flight when you're an elder with a cane or after an operation. It's a tiring flight.

You say that you work with CARS operators. When the weather is bad, you still go fly the patients three hours one way and another three hours to go back to Yellowknife. There was one patient who did that for four days. On the fifth day, the patient made it home. I'm wondering if you are able to cancel flights if you know that there's bad weather where you're trying to go. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Hankirk.

Mr. Hankirk: Thank you, Mr. Chairman. I took this question just because of my technical background. Brock and I decided it is better I answer it. This person went five times and I can't apologize for that because that is the weather, but I'll talk from years in an airline. That's not a good thing for the passenger. It's definitely not a good thing for either airline, whether it was First Air or

Ηἀ°ἀ (ϽϞϡΛϽϚ): ʹϭͰ°ϫϹϷ, ΔϷϒϘϷϹϷ. LϲႱϲϷͽΛ ϷʹϷϷϒϲϞϞυ, ΛϽϚΛϤͽϹϚ. ϹΔL°ϫ Λαζ^ϳ ΛϷͻϿϤϚϚ. Δ΄, Ϥϒ;ϡ;ϞͽϽϤϿϲϷͽϽͿ ʹϷͶϚΓϷϭ ʹϷϷϟͰϞϧ. ϷϒϤϭ ϤϽΛͼϷ;Ϲ ϹϹͽ ἀʹϷϷ;ϲͼϹϷϫϲϧϭϤͽϽͽ, ΔϷϒϘϷϹͼ. ʹϭͰͽϲϳϷ.

△▷ィ≪▷⊂ና₀ (Ͻݩᡪᢣ∩ט^ϲ): ˤdϧ°ႭĖﻩ. Ϝᢣ⊂ 刘ˤd⊲ˤ₀.

>'b'b'b'C'G'Y Δ"bbab'b'D'b'b'CG'YJi'b' 'b'bC'ich2Pdob. /c'AQP'P'C'G'b'C 'b'bC'b'C'b'C' /c. d'odna"D'b'C' Δb'GD' A'bJ D' 'b'bC'D d'L PA'b'b'D'b CΔL'aL'D'b'L' d'odna'b'D'bD'bbb'AL'L' D'DD'AL'D'. C'CLPC'b'C'bo d'P'G'C'b'S'. 'b'bC/i' D'bb'bAC'b'C'C /c AD'C'G'C'b'. al'bbaJ'bCCG_d'bA/? 'db'aL'b, Δb/QDC'b.

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Unfortunately, whether it was at a previous airline or at Canadian North, we're always up against the factor. I remember when we started in the Qikiqtani region here, "Well, First Air gets into Pangnirtung and Qikiqtarjuaq more than you guys do." There are always two sides to that debate. Certainly, I can tell you that we don't dispatch a flight knowing it's not going to get in. I know what kind of cancellations we have and when the weather is bad in the eastern Kitikmeot, we're up at 20 percent cancellations. If it's Qikiqtani and the weather is bad, we're up to 30 percent cancellations. I can tell you that we definitely don't go to bring them back. It makes far more sense for us as an airline when we go to make the mission.

With that said, safety is always first. Having been a pilot for many years, I would be flying into Cambridge Bay and a Kenn Borek Twin Otter just got in ahead of me. I'm in with a Boeing right behind and I miss because it's what the pilot sees at the time and you can't try a couple of approaches, but then really, you're going back to your alternate. There's a lot of technical stuff involved, a lot of legal stuff involved, but it's certainly not what we want to do. Thank you, Mr. Chairman.

Chairman: Thank you. Just a reminder that all electronics have to be on silent mode. Mr. Akoak.

Mr. Akoak: Thank you, Mr. Chairman. My colleague was talking about language safety demonstrations on the airlines. I will correct First Air. They do not do the Inuit language from Kitikmeot East onto Yellowknife. That doesn't happen. All we hear is the English

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ϤʹϹʹʹឩʹϞϪʹͼϟLϭʹͼ ϹL^eឩ ϟϘʹϲϷͶϟLΔ^eͼϷϟϚʹͶͿ. ʹϧϞυϹϟʹͼͶϷϽʹϧϷʹϺʹ·ͻϞυ ϤʹϚϥͿϧϞͽͼ ΔʹϧϿͼʹϽϤͼΓ *ϷϤ*^e >ϤϚͼ LⁱPϲͼ Δ^kΓϤʹͼϹϷϘͼϧϲϲ ͶϷͼϧͽϽϷ. ϤⁱLϿ ϟʹ϶ϥʹ LϲϷϹϷʹϿσ. ϹΔL^eͼ Λϧʹϭ^kΓοσͼ ΛʹϧϹϷΡϿ;ϧʹϧϲʹϲL^c ϹΔL^eα CL^bdσ^kυ ϽϿʹͼϹΡͶʹϧΡLϘ^e^k ϷϧϿϤʹͼϽͿϲ. ʹϳϥϧ^eαΓⁱ, Δ^kϟϘϷϹʹͼ.

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and French, no Inuktitut. This is happening with Canadian North. They are doing the Inuit language and we do recognize the voice as our colleague there just sitting beside us. I can tell you that with First Air, it's not happening.	ンኣንጋላሊኖርዎና 'Ხ՟ച೬೧ンና ኦሏል៌በン՟ച ሏഛናበኃኈንቴሎናኆኊቦናጋዀ Ხஉሏበላዮ ഛላናሮ ርሏኮdላ ሏഛናበኃኈቦናበናᲮናርႪჂႱചላና ላናርዹႪጋሮჀ๙ႫჁ ՙᲮ՞ᲡናርሊላႪጋႪጋႫჼ. ႠነፖŁና ርሏLሏሮዀᲮႦჼLႫႾჁ Ⴀ՞₠ LলႱলႦჼჼႶႦናႦႶႱ ኣႫჼႫናጋዀ.
We have tourism, I think, that's supposed to boom in Gjoa Haven [after] they found the boat. My question is in line with this. It has been noted that the high airfares between southern Canada and Nunavut act as a barrier to developing our territory's tourism industry. To what extent do your airlines work with such organizations as Nunavut Tourism to provide affordable fares to attract tourists to visit the territory? Thank you, Mr. Chairman.	ϤϤͺͻ > ϲ Ϛ Ϛ Ͻ ϲ Λ σ ⁵⁰ C ⁵ b ⁵ ⁵ b σ Γ ⁵ λ C ⁵ b ⁵ b σ Γ ⁵ λ σ σ 4Λ ⁵ d Π Γ ⁴ L ⁵ A C ⁵ b ⁵ λ ⁵ b σ Γ ⁵ λ σ σ 4Λ ⁵ d Π Γ ⁴ L ⁵ C Δ L L d 4 ⁵ b ⁵ C C ⁵ b ⁵ L ⁵ L ⁵ L ⁵ C Δ Δ ⁵ C ⁵ D Δ ⁵ L ⁵ L ⁵ C ⁵ b
Chairman: Thank you. Mr. Hankirk.	Δ•/ペϷር ጭ (ጋኣኦበJ ^c): ^ና dኦ°൨广 . Γ [、] Ϲ ΗϤʹ°ͺά ^ϧ .
Mr. Hankirk : I'll turn this over to Peter McCart as I think Brock will to Bert van der Stege. Thank you, Mr. Chairman.	ዘፈ፞፞ዻፚ፞፞ ፇ (ጋኣትበJና):
Chairman: Thank you. Mr. McCart.	Δ•/«ϷϹ ናኈ (ጋኣኦበJና): ናਰኦ°ႭႠჼ. ୮ኣር Lḃና.
Mr. McCart : Thank you very much. Thank you for the question. This is an area of the airline that we actually consider has great potential and we work with Nunavut Tourism. We work with tourism in the NWT. We work with tourism across the territories because we actually think that there is growth potential here and the airfares that we provide are specifically targeted at the tourist trade to help promote that growth.	Lb^c (ϽϞϞΛͿϚ): ¹
We absolutely are partners with the tourism authorities and the tourism operators to help them develop their programs or develop their projects so that they're priced at a rate that will bring in tourists from several parts of the world. We would like to see that growth. Any opportunity that we have to actually participate more in the development of	۲۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵۵

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tourism in the north, we're absolutely on	יטנ⊳־בתו'יזינ. יטל״פו ינת⊲∟״.
board. Thank you very much. Chairman : Mr. Van Der Stege.	Δ•/ኆϷር ኈ: Γ'ር ጵ॰ ጋ ረሰ ^ッ .
Chan man. wir. Van Der Stege.	
Mr. Van Der Stege : Thank you very much. I know it's a difficult name, but you're doing very well. Thank you.	ኆ ጋ
Hon. Member, thank you very much for pointing out the issue identified by yourself on allegedly not having Inuktitut safety briefings on some of the flights operating between the Kitikmeot and Yellowknife. Brock and I just had a side conversation. Brock will take this issue up with our flight operations department tomorrow morning right away. If what you're saying is true, then that's definitely not according to our operating standards and we will make sure that we will correct it right away.	Lcucpshin sdyeafb a.saashuvu Abdabuvu Codonu arit.saashoo sobyruvu Abdabuvu decaborator persent sobyrus. aecaborator persent soborator b.saaset.com
To your second question about tourism, personally I think this is the single biggest opportunity for economic growth in Nunavut. We are actively working with Nunavut Tourism. Not only in Nunavut, we also work with Nunavik Tourism and we cooperate fully with tourism authorities in the Northwest Territories as well.	ᡏ᠘<< ᠯᡘ᠉ᡃᡆᡣᡳᡩ᠖᠋ᡘ᠉ᡩ᠋ᢕᡳᡩ᠖᠘ᡩ᠋᠉ᡄᡪᠻ᠋ᡔᡄ᠋᠋ᠬᠦ᠋᠋᠆ᡘ᠈ᢣᡘᡊᡄᡃ ᡆᡃᡏᠣ᠋ᡩᡄ᠘᠘᠘ᡰᢣᡃᡆᡩᡬᡄᢩᢗᢞᡇ᠕᠋ᢟ᠋᠉᠆᠆ᡘ᠆ᠬ ᡧᡊ᠊᠋ᡦ᠉᠆ᢋᢄ᠆ᡘ᠆᠕ᡄ᠋ᡘ᠖ᡁᡩ᠖᠘ᡩ ᠉ᡄᠺᠻᠫᡄ᠋ᠬᢣᡃᡆᢪᠦ᠕ᡄᡅ᠋᠋᠋ᡃᡠ᠋᠋᠋᠖᠋᠉᠆ᠺᡩ᠋ ᠴᡆᠺᠯᡏ᠉ᡄᠺᠻᠫᡄ᠋ᠬᢣ᠋᠈ᡩᡊ᠆ᢐ
As an airline, all I can say is that we're very keen and interested in filling our aircraft. Our utilization of our fleet is not high enough. It's not nearly as high as we would like it to be. We would like to help foster tourism to get either more passengers on our aircraft or to try and help justify a second flight to a particular destination. We work very closely with the tourism organizations.	⁵ b ⁵ bC/i¯¯¯¯¯¯ ⁵ 2C¯ Λ ⁵ bCDJLσ ⁵ b ⁵ ² C¯ ⁶ ⁵ ² C¯ ³ CC ⁵ b ² C ³ d ⁵ ² C¯ ³ S ⁵ ² C ³ C ⁴ ² ² C ³ C ³ S ⁵ ² C ⁴ C ⁴ ² C ³ C ⁴ ² C ⁴ C ⁴ ² C ⁴ C ⁴ ² C ⁴
We have very attractive fares in the market to work with travel agents and tour operators. We would like to try and incentivize travel to the north. We think there is a lot of demand here, but unfortunately, it's not just the airlines. Hotels, tour operators, and various	ΛυΓω [®] Ͻል [*] ϞϤϚϳϿ [®] σ [®] ϤΡ [®] Ϸ [®] Ո [®] Ո«Ο [®] ΟΩ [®] >ϲͺϤΡLϞΔ [©] >ϲͺϤΡLϞΔ [©] ϽϚ [*] ὑΠ [©] C ^Ω [®] >ϲϚ [©] Ͻϲͺϳ [*] CϷϫσ ΔϲΓ [*] ϿΠJ. [®] ϷϷLႱ [©] CΔϲ [®] LϷ [®] [®] ὑΡLϞCϲϭ [*] ϞϤϚϳͻϧϿϤ [®] [®] LϷ [®] [®] ὑΡLϞCϲϭ [*] ϞϤϚϳ Δ [®] [®] ¹ ¹ ¹ ¹ ¹ ¹ ¹ ¹ ¹ ¹

other players in the industry will need to their bit to try and offer a package to tourists that is attractive. As First Air, we're not only trying to support these tourism organizations and institutions that I was talking about, but we're also trying to show the beauty of the north.	ዻጋ∆ኈ፞ዹ፞፟፝፝፝ኯ፝፝፝፝፝፝፝ዹኯ፝ዾኯ፝ዀዀዀዀዀዀዀዀዀዀዀዀ >ዾፍናጋ፝ፘ፟፟፝፝፝፝ፘፙኇ፞፟፝፝ ዾ፝፞፞፞፞፞፞፞፞፟፟፝፞ዾኯ፟፟፟፟ ዾ፟፟፟፟ዀዀዀዀዀዀዀዀዀዀዀዀ ዾኯዀዀዀዀዀዀዀዀዀዀ ፟ ዾኯ፟ዀዀዀዀዀዀዀዀዀዀ
Just this month, I did an interview in the largest US magazine, <i>Leisure & Tourism</i> <i>International</i> , talking about US Americans coming to Canada. As much as the current exchange rate does hurt us as Canadians or as Canadian enterprises, it is an opportunity for tourism development. We're trying to see if we can get more US American tourists to come to Canada that actually benefit from the current exchange rate.	C th PL ^J ^c ⁿ ^b d ^T d ^c b ^b d ^b σ ^c ^N ^b C th D ^h ^o ^o d ^h D ^{sh} d ^t d ^s d ^j d ^b b ^k D ^t C th D ^t d ^s d ^k d ^s d ^k d ^s d ^k D ^k d ^t D ^k d ^t D ^k d ^t D ^k D
I'm also pleased to say that we're working with National Geographic on a similar project where we are trying to see if we can show and broadcast the beauty of the north here. Thank you very much.	ርΔʰdϤᠴ Þˤbᡄ᠋ᡫႱናᡄᡄᢂ᠉ᡤ ᢦᠯ᠈ᢡᢆህᡐ᠋ᡃᡉᠠᡃᢆᠥᡃ ᡈᢣ᠌ᠴ ᠈᠈᠌ᢣ᠋᠕ᡩ᠕ᡄᡅ᠋᠋᠋᠋᠖᠐ᡘ᠘ᡩ᠋ᠮᢣ᠌᠌᠌ ᡄ᠋ᡬᡪᢣᡆ᠋ᡝ᠉ᡴᡗᡢᡄᡪ᠘ᢩ᠋<< ᠈᠋᠙᠌᠌᠌᠌ᢄ᠉ᡷᢁᡬᡃ᠋᠘ᡘᡆᠴᢤ ᢗᡆᡃᢣᢂᠬᠬ᠋᠋ᠶᢑᢗᠦᢦ᠋᠋ᢁᡶᢗ. ᠂᠋᠔ᡃᡨᡅ᠋ᡗᡃ᠘ᡅ᠍ᆀᠴ
Chairman: Thank you. Mr. Bell.	Δ•/«Þር ጭ (ጋኣትበሀ ^ϲ): 'dታ°ฉ广். Γ'ር ለÞ [֊] .
Mr. Bell : Thank you, Mr. Chairman. Similar to the other two carriers, we already have a deal in place with Nunavut Tourism and anticipate continuing that for some time. We provide a discount on their flights across the board. It's a big opportunity, as both Peter and Bert have already mentioned. We would like to see nothing but more tourists coming into the region and filling our planes. Thank you.	Α> [•] (ϽϞϷϽͿͼ): ·ϭͿϧϿͺϳ·ϧ, ΔϧϒϘϷϹͼͽ. ϹΔͺϳ·ϞΔ [®] ͺϫͺ<_ͽϲϹϷ ^ͼ ͽͺϹͽϤϤͺ ·ͽϧϿϲϹϲϫͽ ϿͼϿϷϲ ϒͼϷϹϷϥϫͼ ϒͼϷϹϷϥϫͼ ϒͼϷϹϷ ϒͼ Α ͻͼ ϲ
Chairman: Thank you. Mr. Akoak.	Δ•/<Þር ጭ (ጋኣኦበJና): ናਰኦ°ഫ广ঁኮ. ୮ኑር ፭ናਰ⊲ጭ.
Mr. Akoak : Thank you, Mr. Chairman. I believe that you guys have contracts with the stores in the Kitikmeot like Northern and Coops to fly groceries in. I'm going to ask you: do you feel that you're part of the problem with the high cost of food in Nunavut? That's	ቫ፡ፅব፡ ▷ (ጋኣኦበJና): ፣ሪታ°ዺቮኦ, Δኦረ «ኦርጐ. ርሏL ፱°ጋናተረርህን ፣ዖበናፑኦታ ምኦልናልሮሲኦኖታ ሪፈሩሮሲኦσኁጋ σናዮታ ወኦልላንኣኦታላጭጋታኦ በዮቴናርበናበኦኦታሪና ፈላሲታላናንሪ ቴኦሶዮኦኖታ. ላይኦ° ዮሮኦንርኦቴርኦሪዮሪልሪ ምናሶና ፈዮጋታፈንዮኖታና ርሏርሏር ፣ዖበናበቴርኦሪዮልሪ ምናሶና ፈዮጋታፈንዮኖታና ወቂቃኑዮ? ፣ሪታኖሲዮ.

my question. Thank you.

Chairman: Thank you. Mr. Friesen.

Dr. Brock Friesen: There is no doubt that food is very expensive in Nunavut. I don't know if I would say that we're part of the problem, but I will say that we go to great lengths to try and make our operation as inexpensive and efficient as we possibly can. The codesharing project is one of them. We also have another partnership with Cargojet, which has enabled us to keep our costs of freight under control. We do our part to try and create efficiencies and lower the cost of food. I don't think we can do more than that. We might be part of the problem, but we're certainly doing our part to be part of the solution. Thank you.

Chairman: Thank you. Mr. Hankirk.

Mr. Hankirk: I would answer the question exactly like Brock did. I know that I can truck food forward to Yellowknife versus putting it on my aircraft to Yellowknife. There is a substantial difference. The airplane costs don't change. The airplane costs are the airplane costs.

I can tell you that on the food, our margin is extremely low. When you're flying food from Yellowknife to Gjoa Haven, that's a long Dash 8 flight and those costs have to be covered, so I would say we're definitely part of the problem. Geography is the biggest problem. You've got to move it and you've got to move it in chunks. We just talked about dirigibles and all those things, then you get into storage space issues, you get into freshness issues, and all of these things. We can't change the geography. The most efficient way to get the fresh food there is still aircraft, but it's absolutely not cheap. I can tell you that we're absolutely not making more than a very thin margin on it. Thank

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you, Mr. Speaker.

Chairman: Thank you. Mr. Bell.

Mr. Bell: I would echo the comments of the other two airlines. I can tell you that in Calm Air, our lowest margin is in our freight business. I think we recognize that the retailers are also under fire on that all the time. I think, together, we have come up with a couple of creative solutions over the last couple of years to try and keep prices down.

The other thing that I would put as an addition to that is appreciate that when you start hauling freight, not only is some of our lowest margin business; what makes it even worst is that you have an additional costs in terms of you have cargo handlers now. We have cargo handlers in all of our major hubs, both to load and unload the aircraft, whereas you don't have that expense necessarily in southern operations. If you were to look at the WestJets and Air Canadas of the world, their load factors are not only in the high 80s, as Brock mentioned earlier, but it's all customers.

The lowest margin product on our aircraft is freight. When it makes up a substantial amount of our capacity at the already low margin, it's one of the things that actually affect our profitability. The extra cargo handlers, which Air Canada and WestJet and all those guys in the south don't have, are certainly one of those things that affect our business. No, I don't see a whole lot of potential change there in terms of being able to reduce that cost.

Chairman: Thank you. Mr. Akoak.

Mr. Akoak: Thank you. Even the second hand is quite fast.

>>Laughter

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I was looking into freight. There were four biscuit boxes that were not very big totalling in weight of 56 kilograms from Gjoa Haven to Baker Lake. Those four boxes not even weighing 120 lbs. all together cost \$746. The person is being charged a fuel surcharge twice. Is that the normal procedure? Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Hankirk.

Mr. Hankirk: Thank you, Mr. Chairman. I just want to be clear if that was from Gjoa Haven to Baker Lake. First of all, we're going to take it away and look at it, but at first brush, I would say that that freight, whether it was on Canadian North or First Air, would transition from Gjoa Haven to Yellowknife to Rankin Inlet and then go on Calm Air to Baker Lake.

Probably there are going to be two air waybills there and again, we have to take it away, but my guess is it's because of the distance this thing travelled. It travelled a long way to go the other way and I do agree that Gjoa Haven and Baker Lake aren't that far apart, but there is no service. That's probably the case in this, but we will take it away to look at it.

My guess on the two fuel surcharges is one was First Air or Canadian North and one was Calm Air, but again, we need the detail and we will be happy to look into it for you. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Akoak.

Mr. Akoak: Thank you. Just to let you know, it went through First Air from Gjoa Haven to Yellowknife and the freight is still sitting in Yellowknife as of today.

The other one before my time is out is Calm

CL^bdd ΡγΟΔ^eαυΔ^cτ Λ^c^ΔΓ^c Π^cLσ^cCΔL Δ^cΠ^sδΡ^b^c^eσ^b, ΔⁱγαΡCΓσ^b^c²2^bσ^b ΓΡⁱΠ²2^oσ^b 56 Ρ³J^cⁱσ^b PⁱdLΔ^eσ^bbⁱDσ^b bΠ^cD^c^c dP^cΠ^cN^bD^c^k PⁱdL^c^c³dⁱd^c²</sub> CΔ^bd³ Π^cL^c 120 < P^aⁱd^b^kⁱCⁱL^c²D^c^c</sub> bΠ^c³D^c^c Δⁱb^c Pⁱd³ (Δ^a²) dPⁱb^c^k²Cⁱd²) Aⁱd² Dⁱd² Δⁱd² (Δ^b²) dPⁱb^c^k² Δⁱd² Δⁱd²

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ἀΊἀϤϤ™ (ϽϞϞႶͿϤ): Ίἀϧ϶ϫϹϷ. ͽϷϞͶႱϟϽΔ϶ϫ϶ϽϤ. ϷʹͶϤϷϳϲϷͽϽͽ ϷͽϟͽϿ;Ϲ ϞϿϫΔͿϲ ϹΔϷϥϤ ϷʹϷϷϟϲϚϹͽϹϷϷ ϞϿϫΔϹ ϟϹ ʹϷϷͽϥ.

ŰႭ ለል^ᡃᢣ᠘᠍᠍᠕ᡄᢩᢂ᠋᠅ᠬ°᠊᠋᠋᠋᠋ᠬ᠋᠆ᡐ°ᠸ, ᡠ᠋᠋ᡏ᠊᠋ᢉᢦᡃᡆ ᢀᡄ᠋᠋ᠺᠻᠬ᠋᠋ᡃᢐᡃᡄᢗ᠋᠅᠋᠋᠋᠋᠋ᡶᡄ᠆᠋ᡘ᠋᠋᠋ᡗᢑ᠅᠋ᡗᠺᠴ᠋ᢧ

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Kivalliq region. Am I correct? Can the other	Lizeby	
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two animes do the same for the Kitkineot?		
An Hon. Member: And Baffin?	Δᡄ∿Ⴑና ┠ᡄႱϲϷ┉Ⴖ (ϽϞϷႶͿϭ)։ ՙዋዖኈĊ՟ჂႱ <u>Ⴈ</u> ՟Ⴢ?	
Mr. Akoak: Thank you.	ዻ፞፞፞ኇዻ⊲ኁ • (ጋ፟ኁ≻∩Jና): ˤdኑ°உ广⁵.	
>>Laughter	᠈᠈᠘᠆ᡄ᠉᠊᠋ᡔ	
Chairman (interpretation): Thank you. Mr. Friesen.	Δ•/ኆϷϹ· Ϸ: ^ና d৮°உ广 ^ϧ . Γ ^៶ Ϲ <i>Ϸ</i> ሲኣ°.	
Dr. Brock Friesen : We ship country food at a very attractive rate. I'm not going to volunteer to do it free, but as I said earlier, if governments are subsidizing hamburgers and chips to come up from the south to the north, why can't this be part of whatever program is in place to feed people in the north? That's basically all I have to say on that one. I think there's a government policy issue here.	ϳ·Ϲʹ·· >Ϛ· >ሲ· (ϽϞϷͶͿϚ): ΔϼϧϟϷͶϭϧ ϤϷ;ϹͶ;Ͷ;Ϸ;Ϲ;϶ϽͿ; ϤϷ;ͶϤͲϲͶͶϟϗϷͶ;ϽͿϲ ϤϷ;Ϸ;ϿϲϤ;ϼϲ;ϿͿϲ ϿͺϤϷ;ϷͼϧͶͼϤ;ͼϹ;ϿͿϲ Ϸ;Ϸ;ϷͼͲϲϽͽͺͶͺϤϷϷ;ϹͶϥ;ϷϹϷ;ϷϲϹ;ͳϹ Ϲϭͳ ;Ϸ;ϿͼʹϿͼϧͺϤϧϧϲͺϤϧϧϲͺͳϷϫ ϒϧ ΑϷϤ;Ͽ ΑϷϤ; Α Α Α Α Α Α Α Α Α Α Α Α Α Α Α Α Α Α Α	
Chairman: Thank you. Mr. Bell.	Δ•/《Þር ጭ (ጋኣኦበJና): ናሪታ°ዉ广ঁ ^ኈ . ለÞ [֊] .	
Mr. Bell : Thank you, Mr. Chairman. I thought that I would answer this next because Premier Taptuna made a comment in his opening comments about the fact that there was no longer any competition in the Kivalliq region. One of the benefits of that is that we were able to pass along some other benefits that aren't apparent in some of the other regions where there still is competition.	ΑϷ· (ϽϞϷ⋂ͿϚ): ͽϭͿϫͺϷͺΔϷϒϨϷϹͽ. Ϲ϶ͺ ΡϷ;ϤϫΓϧϚ ΡϞϳϲϲϷͺͻϞυ Ϲ϶ͺ ϹϚϽϥϷϚ LϽΔͼϟϞϥΠϹͿͼ ϭ·ϲϷႶႶͼϧϷͽͳͼͺͿϭ. ϤϷ·ϽϚϷͶϭͼϲͼϷϨͼϲͼͳ ϹΔLΔϲͼϷϹϷͼϧϷϫͺϲ. ϹΔLΔͼϽϭͼυͺϭͼ ΔϧϥͶϭͼͺϤϒͼϼͼϧϫϷͼ ΔϷ; ΔϷ; ΔϷ; ΔϷ; ΔϷ; ΔϷ; ΔϷ; ΔϷ;	
One of the things that we did at the request of your community, Mr. Chairman, and at the request of the Kivalliq Inuit Association is address the rate on country foods. The other one is we're able to have a redundant aircraft sitting in Rankin Inlet because we're able to have the majority of that business and have those higher load factors.	ద౬ౕ౪౪ దౖౖదౖదౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖౖ	
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dominant share of the market like that, there can be in terms of some of these other benefits. That's one thing that we do offer to our region because we have that substantial part of the business. Thank you.	Δbᠯᡣᡗ᠋ᡊᡄᠨᠯᡆᡃᢛᢅ᠆ᡩᡄᢁ᠄ᠺ᠕ᠺᠫᢛᠠ᠘ᢣᠦ ᠕ᢣᡊᠬᠬᢑᢂᡣᡊᢂᡪᡊ᠋᠕᠋᠄᠂ᠯᡧ᠋᠘ᡃ᠘ᡃ᠘ᡃ᠘᠂᠘᠂᠘᠂
Chairman : Thank you. Mr. Friesen, do you want to add more?	Δ•/ኆϷϹ· Ϸ(ϽϞϞႶͿና): ነd৮°Ⴍ广ჼ. ΓʹϹ <i>Ͽ</i> ሲኣ°, ΔϲՐላჼႱዮϭ-ჇLልϷჼ?
Dr. Brock Friesen : If I could just add, there is one area where we do, I think, a really good job on country food. It's not free, but all of the fishnot all of the fish, I wish it was all of the fish, that comes out of Pangnirtung go south on our airplanes at a very attractive rate. The reason it goes south at an attractive rate is because, going north, we take all of the food freight up to Pangnirtung. The airplanes going south are largely empty. We're able to offer very attractive backhaul rates and we will continue to offer very attractive backhaul rates. It's good for our economics. We don't make a lot, but it's really good for the community economies. We hope that there are more communities that can send more things out of the north at these attractive rates.	ϳ;ϲʹ·· >Ϛ
Chairman : Thank you. Next on the list, Mr. Alex Sammurtok.	Δﻪ/ペϷϹናゅ (ጋኣት∩Jና): ናਰ⊁°உ广். ⊲∩ናਰ∩°σ, ୮ ^៶ Ϲ ⊲ׂ <i>ϲ</i> ϧ، ለ⊾յኈጋኈ.
Mr. A. Sammurtok (interpretation): Thank you, Mr. Chairman. (interpretation ends) Medical travel, they were mostly talking about patients. I would like to talk a little bit about doctors and specialists travelling to my region, which is the Kivalliq, as I represent Rankin Inlet South.	ዻ፞፞፝፝፝፦ኯ፟ዻጋ ኣ֊ጏኈጋኈ : የdፇ፝፞፝፝፝፝፝ፚቮኑ, Δኑ፞፞፞፞፞፞፝፝፝፝ ለኦት ሪኮ (ጋኣኦበJና) Ldd ዻ፟፟ኇ፟፟፟፟፟፟
Since the codeshare agreement between Calm Air and First Air, implemented in July of 2015, the doctors or specialists have been having a negative impact due to the scheduling. The scheduling is now that sometimes they get into communities at	రించి రెడ్డి చిహింగింది రెహింగింది సింగింది స్ సింగించి సింగించి సింగించి రాజు సింగించి, సార్లు రెడింది సింగింది సింగించి సింగించి, సార్లు రెడింది సింగిందింది సింగించి సింగించి సింగించి సింగింది సింగించి సింగించి సింగింది సింగించి సింగించి సింగింది సింగింది సింగించి సింగించి సింగింది సింగించి సింగించి సింగింది సింగించి సింగించి సింగింది సింగించి సింగించి సింగింది సింగించి సింగించి సింగింది సింగించి సింగించి సింగింది సింగించి సింగించి

midnight and they have to work with the patients the following morning, which cuts down the clinic time for the doctors or specialists.	ᢗdᢣ᠌Þᢣᡅ᠋᠋ᢦᡄᡃᡄ.ᢗ᠘᠘ᡘᡃᠫᢆ᠌ᢣ᠘᠋᠋ᡗ᠘ᡃ᠖᠘ᢧ᠋᠋ᠬ᠋ᢌᡊ ᠈᠘᠌ᢪᡠ᠋᠋᠋᠄ᠳᢣᠺ ᠈᠘᠋ᢪᡠ᠋᠋᠋᠄ᠳ᠋᠋ᢣᠺ ᠕᠋᠕᠙ᡃ᠋ᢆᢖ᠋᠋ᠣᢛᡃ᠋ᢣ᠋ᢂᡄ᠋ᡝᢤᡁᢞ᠋.
Would you be able to look into the scheduling between the codeshare of First Air and Calm Air? (interpretation) Thank you.	ᢗ᠋᠋᠋᠆ᡄ᠈ᡃᠣ᠘᠂᠋ᡝ᠋᠋᠋ᡏᠮ᠌᠌ᢪᡓ᠋᠍᠆ᡘᢛ᠕ᠺ᠉᠂ᡃ᠖ᡷ᠋᠋᠐᠋ᠿᡝᡄ᠅᠋ᡬ᠋ᠬ᠕ᡃᡆᡆ ᡖᢄ᠆ᡘᢦ᠋᠔ᡩ᠋᠋ᠴ᠘᠋᠋ᠰ᠋᠋ᡗᡊᢖᡷ᠊ᠥ᠋᠋ᠺ᠄᠖ᡃᢗ᠅ᢕ᠅ᢕ ᠈᠋ᡖᢣᠾᡰ᠋ᠯ᠄ᡃᠥᡄᠮᡃ
Chairman (interpretation): Thank you. Mr. Bell.	Δ⁵┦⋞ϷϹ·ჼ ᡷ᠄᠂dᢣᢩ°ݠᡤᢆᡃᡷ. ᠮᡃᢗ᠂᠕Ϸ ^ᡄ .
Mr. Bell : Thank you, Mr. Chairman. To be honest, I'm not quite sure if I understood the question that clearly. As we mentioned in our remarks, the number of seats that we have in the region now that Calm Air uses First Air 737 twice a day has increased dramatically. We send the first 737 up at seven o'clock in the morning. The afternoon flight is, I believe, at about three o'clock in the afternoon.	ΑϷ· (ϽϞϷΛͿϤ): 'dϷ°ႭΪϷ ΔϷϟ≪ϷϹʹϷ. Δ΄, ϽΡϟϚΛϥͽͼϷʹϒΡ°ႭϷϭͿ ϹʹϷͺϫͺϥΛͼϷϭͿΛΓϷΔϚ. ϷʹϷϷϷϷϹϹ LϽΔͼϷϟϞϚͶϚϺ·ͼ ΔϷϟ≪ϷϹΔϚ ΔϷϭϤ ϷϿʹϭʹϷϒϲͺϥʹϷϷϷϹϷʹϷϾϹϷʹϿϚ Ϸ≪·ϲ·Ϛͳ ϷϚϤϷϭϷ ϷʹϒΛϤϷϭͰϿ' ϟʹ϶ϟͼʹυϚ ΛΡϲϹʹϭʹϷ L ϞϨϥʹϷͶͼͽͻͿ. ϷϿͼͱϟϷϷʹϭϚLC ϽϚϹʹϭʹϐʹϒϚ 7-Ϛ Ϸʹ·ϲϷϭϲ ϤϷʹϲͺʹϷϚϾϽͽϷͺϟʹ϶ͺͼ. ΛʹϧϸϹ 3:00-ͿϥʹϷͶ·ʹϿͿ ϷʹϼͺϞϷϭϲ.
There is not a single community in the Kivalliq region where we can't connect a person in the same day. Even, Mr. Chairman, your community, which is probably the farthest away for us, we can still get a passenger to your community within the afternoon. I might have to take that question away from the Hon. Member, but we actually have more connectivity with the new schedule than we did with the old one.	Ρ Ρ Γ Γ
Chairman (interpretation): Thank you. Mr. Alex Sammurtok.	Δ•/ペϷር· •: ᠂dᢣ°Ⴍ广ᡃ. Γ ^៶ Ϲ 깋᠆ᢣ ᢣ᠋᠉ጋ᠉.
Mr. Sammurtok (interpretation): Thank you, Mr. Chairman. (interpretation ends) As you mentioned, you leave Winnipeg at 7:00 in the morning. The specialists have to be at the airport by 5:30 a.m. and then travel for a couple of hours. In order for them to get to Arviat or Whale Cove, they have to go through the north and then travel back south	 Υ-Ϳ*>Ͻ*>: ⁵ ປ>⁵ Δ⁵ Δ⁵ Δ⁵ Δ⁵ Δ⁵ Δ⁵ Δ⁵ Δ

again.	That,	again,	cuts	down	on	their clinic	
hours.							

On to another matter, this has been touched on by some of the other members regarding lost or delayed baggage. When it happens to medical equipment for use in the clinics and they have to delay it, they can't fully provide the patient any care.

I'm just reading from a letter that I got from one of the medical clients, "Often results in calling all seven of the hamlet airport's cargo staff." What they're looking for is that instead of calling all the seven community airports in the Kivalliq, they should be able to call one hub, which would be Rankin Inlet. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. I'll answer the first point first in terms of the customers in Whale Cove or Arviat having to go all the way north before they can come back. That is one of the points of having a hub and spoke system. It's no different in our region than you will have anywhere in North America. If I want to go to Orlando, sometimes I have to go through Minneapolis or Denver before I can get there. At the end of the day, it benefits the entire system if you can have a hub within the region like this.

If we were to fly directly from Winnipeg to Arviat or Whale Cove, we would have to have a dedicated aircraft to do that. The capital cost to do that would be prohibitive in the pricing. What we did instead is we have the 737 that provides that service in the main corridor before we connect from Rankin Inlet into the individual communities. The reason that we did the deal with First Air is that 737 aircraft is materially faster. You're still getting into the community, even though you might have to backtrack a certain amount, faster because of the speed of the 737 in the ư@Þ%bÞ∩ʻJJ 4LJ CL°@ σʻcÞ∩ቦᢣÞ%bÞʻJσ 4/°P LclcÞ%DP. Ldd Δ%łść 4LΔ4Þ%b℃σ%P° PJ&%DCÞ%b℃σ%P° PJ&%DCÞ%b℃σ%P°J Pł4σc Δ/Lቦ°J°C Ldd Δġc\Þ∩C 4σ%i%Ĵ∩° 4/%ቦ°J 4J%CÞ4n4č° J°ĆŶP&σ°P. 4J%CÞ4n4č° Ć'łJ%L ΔD%J°.

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first place.

In terms of customer service, if a doctor or any kind of medical person is travelling, we encourage them to travel with all of their equipment. If their equipment is too much, beyond the 120 lbs. limit or whatever the case may be, if they let us know in advance, either we can ship the equipment in advance or number two, we can make a note on file in their reservation that they're travelling with extra equipment, like we do quite often in our construction industry where somebody is travelling with their tools. They need to get their tools there with them. Otherwise, they're not very good at building or making repairs.

If the medical professionals are travelling with excessive amounts of equipment, they need to let us know so that we can either move it in advance or put a note in the reservation to make sure it goes as cargo on the same flight. Thank you.

Chairman (interpretation): Thank you. Mr. Alex Sammurtok.

Mr. Sammurtok (interpretation): Thank you, Mr. Chairman. (interpretation ends) On another note, as my colleague indicated, First Air had successfully reached a five-year agreement, and I am also aware that Calm Air has made an agreement with the two biggest retailers in the north.

My question in regard to that, or I have been asked, the smaller companies in our region have been waiting for freight right up to a month, five weeks, or six weeks. Is that because of your contract with the bigger retailers? (interpretation) Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Bell.

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Mr. Bell: Thank you, Mr. Chairman. As I mentioned in my remarks, we certainly had growing pains when we both took on the integration as well as when we moved our hub from both Churchill to Rankin Inlet. We acknowledged that we had numerous delays in shipment of some cargo. I have never heard of a six-week delay. We certainly did have two- and three-week delays in some non-perishable items.

We had a lady the other day that was claiming excessive delays on a piece of perishable cargo. When we actually investigated it, it was a roll of fabric. The seven days it took us to it get there was because Rankin Inlet had a three-day blizzard and Chesterfield Inlet had four days of weather disruption.

I would be happy to take back specific examples from the Member and take a look at it. We have contracts with basically all the smaller retail providers. I met with a couple of them the other day that acknowledged, since just before Christmas that the delivery times on their shipments has increased materially. They're no longer getting damages. They're no longer having claims. We are starting to work out some of those issues, but we certainly want to acknowledge here that we did have numerous issues in the first several months leading all the way up into Christmas and that's what we were working so hard on and the list of things that we were doing.

The final thing is we have put extra managers in Rankin Inlet and a specific customer service manager in Winnipeg to address any claims or customers that have questions about their freight. Thank you.

Chairman (interpretation): Thank you. There are quite a few names on my list. **ለÞʻ** (ጋኣ፞ትበJና): ነሪት°ଦ୮፞ ዾ°ረペኦርጭ.

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Please keep your questions and answers brief as the clock is ticking faster. The next name on my list is Mr. Joanasie.	ריכ לסבי.
Mr. Joanasie (interpretation): Thank you, Mr. Chairman. Welcome to the House. I send my regards to the people listening to the proceedings.	ዛવ止/ : ናਰንድሏርሱ, Δኮረଉኮርሱ ላዛሬጋ ጋግ ሁለኮናበ ርኛዎኄሁ ሬርር ይናልዛሬና ቅርናጋናጋ ርኛ ወይዎረ.
My first question is in regard to the Premier's letter to the air carriers on October 6, 2015. This letter raised concerns regarding such issues as "delays to receiving freight and cargo which have impacted fresh foods," as well as "time-sensitive" medical and water samples. In his October 14, 2015 reply to the Premier's correspondence, Mr. Hankirk, the President of Canadian North, wrote that "it is concerning that we have not received similar feedback from your staff on a regular basis through our normal channels."	ΥΡ΄ Γ΄ ϤΛ Λ Ϥ ⁵⁶ ΡΕ Κ ⁵ υ CΔ ⁶ d ΥΡ Γ ⁶⁰ Π ⁶ ΠΠ ₅ Δ ⁶⁶ C ⁶⁷ C ⁶⁶ ²⁶ υδη Δ ⁶⁷ Δ ⁶
How frequently do your airlines meet with Government of Nunavut officials to discuss issues related to the government's contracts with your airlines for medical travel, duty travel, and cargo shipments? Thank you, Mr. Chairman.	۵۵، ۲۵۵ ک۹۲۲۹ ۵۵ کې ۵، ۲۵ کې کې ۲۵ کې
Chairman (interpretation): Thank you. Mr. Hankirk.	٨ᢣᠯᡣᡥᠴJ? ᠮᠯᡷᢩᡄᡏᡃᢆ᠈᠕ᢦᢣ᠙ᢂᢗ᠅. ᠕᠈ᠡ᠙ᠺ᠅ ᠄ᡏᠯᡷᢩᡄᠮᡃ᠂ᠮ᠋ᡳᠧ᠊᠋᠊ᢂᡬᢩᡆ᠋ᡠ
Mr. Hankirk : Thank you, Mr. Chairman and Hon. Member. I can say and I said in my letter to Premier Taptuna and to the Deputy Minister of Health that Cindy Twerdin lives right here in town and anyone can phone her or email her any time. One thing I do know about Cindy is she is very engaged in Nunavut and she meets on a very regular basis with all government officials from all different departments.	Ηἀἀἀ (ϽϞϡΛͿϚ): ᠂dϧ°αϮϧ, Δϧϒ≪ϷϹʹͽ ϤͰͺͻ ·dϧ°αϹͽͺϽͺϹ°αͺͺϹϲႱϲϷͽ·ͶͺͺϤ·ϹͺͻͺϷʹϧϿϷ ϒͽϲʹͽͺϹͿϛ Ϥ°σϥʹϧϛͼͺͽϒϲͻϲϲϫϧϥϲͺϹͼ≪ϭ;ͺϹϭͼ ϷͼϽϪ°ͼͺͽͺϷͽϳϲϪϹϟͼͼϾϿͼͺϪͼϧͼϪϧϣͶϿͼ ·ϧϧͺϽϪ°ͼͺͽͺͺϿͼϿ;ϹͺϹͼϥͺϒϲϹͺϤϥϲ Ϸ ͶϹ;ϷͶ;ϷͿ;ͺϿϲ Κϲϲͺ«ϪϲͺϳϫϹͼϧ
I can also say that on the medical parcels, prescriptions, and water samples, I'm only aware of one that happened right at the very	Ϥᡃ᠘ ᠘ᡠᡄᡃ᠋᠘᠈ᢣᠯᡤ᠂᠘ᡏᡆ᠘ᡠᡄᡃᢣ᠌᠌Ϸᡤ᠂ᢣ᠌ᡅᡃᡆᢗ᠅᠘ᡃᢣᡃᡉ ᢗ᠋᠘ᡃᡆᠯ᠋ᠴ᠘ᡏᡃ᠄᠋᠖᠋᠌᠌᠌ᢣᢣ᠋᠋᠋᠅ᢗ᠌᠌᠌᠌ᢣᡕ᠍᠅ᢗ᠌᠌᠌ᡔᠶ᠋ᡆᡃᢣᢂᡷ ᠈᠋ᢄ᠋᠕᠆ᡩ᠖᠘ᢣᡃᡆ᠄ᠺᠶᡆᡄ᠋ᡃ᠅᠋ᡢ᠆ᠴᢗ ᠋᠋᠄᠖ᢂ᠈ᢣᢣᡶᢞᠣᢛ᠂ᡆᡃ᠋᠘ᠴ᠂ᡆᡃ᠋᠌᠘᠋᠋ᡔ᠋ᡗ᠖᠅ᡣᡗ᠋ᡬᡅᠴᡆ᠋᠅

beginning and it had absolutely nothing to do with codeshare, but I think I made it clear and I'll keep my comments short, Mr. Chairman, that Cindy is here and she will pick up the phone, she will come to your office and I know she does it. She's over there. I wish she could be on the mic saying exactly how often she does it, but she's in constant contact with the staff. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you, Mr. Chairman. I thank him for the response. If I can go back to my colleague Mr. Sammurtok's comment, I also had a concern about it. This is regarding medical travel. When our constituents want service between communities and sometimes they have to leave for the south or to Iqaluit or to larger communities. They have to go to medical facilities because they can't be treated in their communities.

The Department of Health sometimes sends specialists like ophthalmologists or dentists to other communities so that the doctors can diagnose them. He also wrote a letter concerning these issues by the Deputy Minister. I know this was touched on, but we want more of these things. If you can work closer with the Department of Health when you're dealing with doctors and other personnel like dentists or eye teams, these are specialty clinics and we want to see more of that in the communities. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Who is that directed to? Mr. Joanasie, who are you directing that to? Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you. It can be directed to all of them.

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Chairman (interpretation): Thank you, Mr. Joanasie. Mr. Hankirk.

Mr. Hankirk: I can say for my airline, Canadian North, my staff sat off to my left and they heard what you said loud and clear. Hon. Member, I heard what you said loud and clear and we will continue to follow up with that department on a continual basis to make this thing work. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Friesen.

Dr. Brock Friesen: In response to the Hon. Member, we have a very close contact with the medical services department here on all aspects of the contract. Mr. Van Der Stege, who is probably in the washroom, just had a large meeting with them yesterday, a very good meeting, and that dialogue continues together with members of his staff. I think we have a pretty good understanding of what their needs are and we try very hard to fill them, and the door is always open.

Chairman: Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. Thank you for the question, Hon. Member. As the two other presidents have said, we have a fantastic relationship with the individuals that work in the departments and by no means do we even require them to send us a letter or have a sit-down meeting. If they want to just shoot us an email or a phone call, we're always open to any of those communications, whatever makes it easier.

It's not just medical services; it's all the departments. We had government services call us the other day. They had a part for a sewer truck that absolutely needed to make it to Coral Harbour. We received it on a Wednesday afternoon and it was in the ⊲∩j₅.

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community by Thursday. If you have an important freight or passengers or anything else or medical professionals that need to go, all you need to do is shoot us an email or a phone call and we can make those accommodations. Thank you.

Chairman (interpretation): Thank you. I would like to point out that there are still a lot of names on my list for questions, nine of them to be exact, and with that being the case and recognizing the clock, using my discretion, the next Members will have five minutes to ask their question and they can only ask one question each. Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you. Perhaps I'll make my questions short.

I thank them for their responses. This was probably touched on by the Premier. In the October 6 letter, it indicates that there are limits to discounts for beneficiaries. Before the codeshare agreement, it used to be unlimited beneficiary discounts for airfares. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Friesen, do you want to respond?

Dr. Brock Friesen: I think it's still unlimited, Hon. Member. I still believe that it's unlimited. However, in cases where we have reduced capacity, which are not that many cases, but if we have fewer seats and if those seats get sold early, it may be more difficult to get them as the day of the flight approaches. I can assure you it's a lot easier to get one of these seats on First Air five or ten days out than it is to get a cheap seat on any of the major airlines operating in the south five or ten days. We still have abundant seats. It's not unlimited seats, but it abundant seats at the low prices. Thank you, Mr. Speaker. ᠘᠌ᠴ᠋᠋᠋ᠰ᠆ᢉᢪ᠊ᠳᡃᡱᢪᡠᡗ᠂ᢂᢄ᠆ᡄᡅ᠊᠋ᡏᡃᢐᡃ᠋᠑᠋᠄ᠳ᠅᠆᠅ ᡱᡃᢗ᠋ᡏ᠌ᡃ᠋᠘᠘ᢩᡄ᠘᠋᠋᠋ᠬ᠅ᡤ᠌᠌ᡄ᠌᠌ᡅᠺ᠕᠖ᡩ᠖᠘ᢄ᠅ᡬ ᢄᡃᢆᡠᡄ᠌᠌᠌ᢂ᠆ᡱᡱᡩᡗ᠋᠋᠋ᠫᢣᢛ᠋ᢕᢗᠵ᠋᠍ᡁᢗ᠂ᡬᢛ᠙᠈ᢞᡓᡄᢁᠺ ᠈ᡃᡆᢞᡆ᠋ᡏᡃ᠈

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Chairman: Thank you. Mr. Hankirk.	Δ•/ペÞርና • (ጋኣኦበJና): ናਰአቀዉቮ•. ୮ኣር ዘረትው.
Mr. Hankirk: Thank you, Mr. Chairman. We are not unlimited in our Pivut seats and we never have been, but I can tell the Hon. Member that we have not changed that allotment on any flight at all. Thank you, Mr. Speaker.	ዘፋጐቆ (ጋኣትበJና): 'dታ°ዺ广፟፟፟፟፟፟, Δ፝ ^ֈ ሃ የኦሮች. Δለማትዮንዮንንዮንና ለዎና ሏለማል ወንታችንሁጋላና የረፈው ኦቴኦስቶ°ፈጭርና ርዮፈ ደርካሮኦምበ ለርቴኦዮንቦናበላዛኪሌቴዮርዮቦናንና ቴዮህር <i>ት</i> ም. 'dታ°ዺጦ፟ ኦቴሎስ.
Chairman: Thank you. Mr. Bell.	Δ•/ペレርኈ (ጋኣትበJና): ^ና dታ°ዉ广҆ ^ኈ . Γʹር ለϷ·.
Mr. Bell : Thank you, Mr. Chairman. We are unlimited in ours. Again I would say that that's one of the benefits to the Premier's questions earlier about having the dominant market shares. It does allow us some of those privileges and that would be the one in our territory.	٨ ► (ጋኣኦበJና): ነሪታ ዲሶ, ፊኦ ላ የኦር ነ።. ፊሥቴ የሰርዎ ዮ ኦኖ በዮ σ. ሮ ዲ ር ኖ ለ «ዮ ሮ ፖር ኦ ሬ ዮ የ ስኦና ላ ለ ነስ ሰነ ው ሰነ ነ። ላ የ ምሩ ነ ነ በ ነ ው የ ሲ ስ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ
Chairman (interpretation): Thank you. Mr. Joanasie.	∆▶୵⋞⊳⊂ኁ ⊮: ⁵d≻°Ⴍ广҆Ҍ. ୮ᢣᢗ ⊀⊲ႭჄ.
Mr. Joanasie (interpretation): Thank you, Mr. Chairman. I would like further clarification. For instance, do you identify on one aircraft that there are four seats available on beneficiary fares? For instance, is there a limit per aircraft or can you fill up the plane with beneficiary discounted fares? Thank you, Mr. Chairman.	לסבי : 'اطه مات , ۵۰ کې
Chairman (interpretation): Thank you, Mr. Joanasie. I think it was clear that they have unlimited seats. Mr. Hankirk.	Δ৽៸⋞⋗Ϲ ჼᡃᡃ᠄᠂dᢞ᠌ᡅ᠋ᡤᡃᡃ,᠋᠋ᡏᡃᢗ᠂ᢣ᠍᠍ᡧᡆ᠋᠈ ᠌᠌᠌ᡔᠻᠡ᠌᠌ᡅ [᠄] ᢐ᠔ᡷᢛ᠋᠋᠔ᡔ᠅᠘᠅ᡄ᠋ᡬᢄ᠅ᡣᢩ᠈ᠳᠺ᠅᠘᠅ᢑᠼᢧᠥ ᠋᠋ᡏᡃᢗ᠊᠊᠋᠊ᢂᡆᡃᢆ᠊ᡠᡃ
Mr. Hankirk : Mr. Chairman, I just want to reinforce that Canadian North does not have unlimited seats. We have a proportion of our seats that's allotted per flight. I can't tell the Hon. Member the exact number, but Cindy will be able to follow up with the Hon. Member. It is yes, Canadian North has an allotment per flight. It could be four seats, it could be two seats, or it could be six seats. I'm not sure, but Cindy will undertake to get the Hon. Member the answer on specific	Ηἀ•ἀ (ϽϞϞΛͿϚ): ΔϧϟϘϷϹʹͽ, Ϲʹͺ ϷʹϧͺϤϧϼͼͺϿͿ, ϷϫΔͶϤͼ ϿϤϲϤͼ Δϟ;Ϸͼϧͺϲϳͻͼϲϲϲͼͼϫϧϲͺϫϲͼ ͼϫϧϲϲϲͼͼϫ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ Γ

routes. Thank you, Mr. Chairman.	
Chairman (interpretation): Thank you. Please respond, Mr. Friesen.	Δ•/ペÞርጭ : ናժታ°ዺ广፟፟ ^ኑ . ዖÞJʰ, Γነር ፇሲኣ°.
Dr. Brock Friesen : Thank you, Mr. Chairman. In response to the Hon. Member's question, it isn't an open allotment on First Air. It's not open. On a few peak flights, which are probably not more than 10 or 20 in the year, it would be a smaller number. On all other flights, it would be quite a large number. It's a dynamic. It's not always the same.	ϳ·ϲʹ··· >Ϛ· >Ϯ· >Ϯ (ϽϞϷϹͿϤ): ʹϭͿϧͼͺϹϷ, ΔϧϟͺϨϷϹʹ;ϧͺͺϹͼͺͺͺͺϹϲͺϹϷʹͼϺϷͺϭͶʹͼϭͶʹϧͺ ϷϷͺͻͿ. Δ ΔͺͼͺͺͺͺͺϽΔ ^ϫ ͺͺϽΔ ^ϫ ͺϲϓϽʹͽͺʹϷʹͺϹϤϷͼ ʹϧϧͺϹϲϫͺϲϲϧϲͺϫϲϲϽͽͼ ϧϧͺϹϲϫϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
You set it at the beginning and then if the flight doesn't fill, you may open up additional seats at the lower prices. You don't want to fly empty. The whole name of the game is to fill the airplane with a mix of revenue to try and get a decent average fare, but you want to fill the airplane. That's exactly the way all other airlines operate in order to try and make an economic operation in a market like that. Thank you, Mr. Chairman.	ΛΓϤ ^ϛ σ υσ CΔL CC ^Δ ^Γ < ^ζ ^δ
Chairman: Thank you. Mr. Bell.	Δ•/«Þር •• (ጋኣትበJና): ^ና ժታ°ュ广 [•] . Γ ር ለϷ ⁻ .
Mr. Bell : Thank you, Mr. Chairman. Yes, ours is unlimited in terms of we have no limit on the number of seats. We would sell the whole plane that way. We rarely have an issue in terms of running out of seats. Number two, if a beneficiary wanted to book every single day of the year, we would let them as well. Thank you.	ΛϷ· (ϽϞϷႶͿϚ): ϚϭͿϧͼϫϹϷ, ϪϧϒϘϷϹϚͽ. Ϫ, ϷϘͿϚ ϪϟϚϧϚͽͶͼͺϒϹϘϚ. ϚϧͺϧϹϲϟͼϧͺϤϹͺϒϚϫͿ ϹϪͰϪϚϽͶϚϽͼϫͼϲϘϚ. ͼͺͰͼϫϔ;ϞͺͶϚϧϲϳϫͼϫϔͼϫϲϲ. ϹϪͰϪϚͺϫϣͼʹϧϛϷϲϷϲͿϫϚͺϷϛϫϲϹͼ ϹϪͰϪϚϷʹͽͶϚϽͼϫͼϲϘϚ. ϚϭͿϧͼϫϹϷ.
Chairman (interpretation): Thank you. Mr. Joanasie.	∆⊳៸≪⊳⊂ ኈ: ናਰ≻°ฉ广⁵. ୮′C ≺⊲ႭჃ.
Mr. Joanasie (interpretation): Thank you. (interpretation ends) I'm going to move on to another topic. It's a federal <i>Canada</i> <i>Transportation Act</i> under subsection 67 (1)(c). It requires a carrier to, and I quote,	ϞϤ℄ ϟ: ჼdϞ°Ⴍ广ჼ. (ϽϞϞႶͿና) bϞϟՐϤჼϭ·ϤϚL ϤϟϤ͵ϼϚ. bႭϹℾ ჼbჼႱႠϟჼቴჼჼႶႽ, ϹΔL ჼbჼႱႠϟჼቴჼႶႽ CLჼdႭჼႱ ჼႦჼႱናႠϷႶჼႶჼႫჾ ϤႲჼႶჼႫႽჂႽ ႶႮℾϤႭჃჼႦჼLႽ ϤჼϚͿႽ ΛჼႱჅჼ ჂჼႱჅჼႶႽჂჼ ĊჼႻ ჼႦჼႱናႠϷႶႽ

"ratein a reasond of its tariffs for a pariod of	
 "retain a record of its tariffs for a period of not less than three years after the tariffs have ceased to have effect." Over the past three years, what has been the average annual change in base airfares charged by your airline? Thank you, Mr. Chairman. Chairman (interpretation): Thank you. Mr. Friesen. 	ϤϽϨ·ʹϭϚϿϤ ^{ͼϧ} Ͷ·ʹϿϹ·ͺͺά, ϹΔL ϤʹϚ;Ϳϭ Λʹ·ϧϟϚϹʹϷϽϭͺϤʹϚ;ͿϹϹͺϚϧϿͼ ϤϟϞϟͼͶϹͼϧϲϹͼϟϹͼ ϭͿϟͼϼϹͼ ϪϷϟ ϤϷϹͼ ; ʹϤϧͼϲϲϧ;ͺ;ͼͿϧͼϫϲϲͽͺϹͺϿϫϓ;
Dr. Brock Friesen : Mr. Chairman and Hon. Member, I can't give you three years, but in your package today, I can give you before and after, which is probably one year or a year and a half or something like that. I have been here for two and a half years. From memory, there have been minor fare increases in the past, but not a lot of fare increases in the past three years. I can assure you that nothing has changed before and after the codeshare and I believe Mr. Hankirk can give you some similar numbers on similar routes, similar but different routes with the same finding.	϶ͼϲʹͼͽ >Ϛͼ >Ϛͼ >Ϛͼ >
Chairman: Thank you. Mr. Hankirk.	ፚኯጞዼ⊳ርኈ (ጋጘ፞ኯሀኄ): ኀዻኯ _፝ ዾ፞፟፞፞፞ኯ፟፟፟ዀ. ዘዿ፞፞ኇ፞፞፞፟፟፟፟፟፟፟
Mr. Hankirk : Thank you, Mr. Chairman. My answer is going to be the same as Mr. Friesen's. I do have the before and after it was in the package I handed out. I won't be surprised if there were any more than very small percentage raises year over year, but I don't have that information with me and we can undertake for Cindy to get that information to the Hon. Member within about a week or so. We will have to dig back to look at that. Thank you, Mr. Chairman.	Ηἀ•ἀ• (ϽϞϷΠͿϚ): ͽϭͿϫͺϷͺΔͼϒϘϷϹͽ. Δ, ϹΔϹϫͺϤϤͽϾϹϷͽ ΡϷϭϭͼϹϞ ϷϫϲϫϿϚ. Ϲ«Ϙϭ ΠΠͽϷϭ ϽϭϷͽϷͽϷϷϒϲ ΔϿϭϭ ΛϹϲͼ ϒͽϭϭͿͼ ϷϞϹϭϿϞϾϿͲͼ. ΔϹϫͺ ͼϧϒ >ϞͼΠϭϿͼϭϘϭͽ ϭͼϳϲϹϲ ϭϷͻϧͺϭͼͼϒϲϲϳ Ϸϒϭϭ ΠͿϹϭϫͲϫͺͼϷͼ ϲϫϷϲͽ Δϲϒͼ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ
Chairman (interpretation): Thank you. Mr. Bell.	Δ•/ペϷϹናゅ : ናdታ°Ⴍ广Ⴆ. ΓʹϹ ᠕Ϸʹ.
Mr. Bell : Thank you, Mr. Chairman. I don't have those numbers with me today, but we certainly provided them to the Competition Bureau and I would be happy to provide	ለኦ • (ጋኣትበJና): የժታዒርፑ Δኮፖዊኦርጭ. ሮኮታላ በJГላጭዮርኮb ኋኣኦስና ኦ፦ጋΓ የፖላσ ርΔኮታው ላቦናጋናኦበলሲትቴ ወና ላጋΔኄሏኦበናበላፈኦጭርዎና ሁペLወና bበLσኦና የህσኈህያ ላጋΔኄሏኦበኄፈሎσላሲናጋበJና.

them after this meeting.

Chairman (interpretation): Thank you. Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you, Mr. Chairman. I'll be expecting that information. Ms. Angnakak had already asked this question about the percentage of your airlines, passenger volume and revenue, but we already heard that they won't be available in front of the others as they're confidential information.

We recently heard that the health minister will be negotiating a new medical contract and they will be doing a request for proposals. Are you going to give separate proposals or a joint proposal in response to the Government of Nunavut's next request for proposals for medical travel and duty travel? Are you going to be giving separate proposals or joint proposals? Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Hankirk.

Mr. Hankirk: Thank you, Mr. Chairman. My understanding is, and I'm going to ask my staff if I'm wrong, but we just signed a one-year extension to August of 2017. At that point, for my airline, we will be submitting a separate proposal. Yes, we put pricing on some of First Air's codeshare flights and that would be my answer at this point. My understanding is the RFP is not going out this year; it has been extended to next year. I believe we signed the extension already. I personally didn't sign it, so I can't say for 100 percent, but I was told that it was signed. That's the information I have and we would bid on our own. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you.

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Would anyone like to respond from the witness table? Mr. Friesen.

Dr. Brock Friesen: Thank you, Mr. Chairman. In response to the Hon. Member, my understanding is the same as Mr. Hankirk's. In fact, the agreement has a life until August 2017 as a result of extending it. As and when the time comes to make another proposal, I think it's very clear that codesharing doesn't mean one company. We still would submit our own proposals. We make our own sales contracts with our customers, including the government. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. The same as the other two airlines, we will be submitting our own response to any contracts or RFPs.

Chairman (interpretation): Thank you. Mr. Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Chairman. It's too bad I only have five minutes. We're here about codeshare, to talk and question about it. All three airlines have said that without codeshare, then there might not be three airlines. I'm just wondering why First Air and Canadian North doesn't have codesharing anymore between Iqaluit and Ottawa, they started off and now they don't have it, if they couldn't survive without codeshare. Thank you.

Chairman (interpretation): Thank you. Mr. Friesen.

Dr. Brock Friesen: Thank you, Mr. Chairman and Hon. Member. Indeed, we do have codeshare. There was a period, because of aircraft availability and the fact that we brought in another airplane, where the Γ'ር ୭ሒ፞፞፞፞፞፞፞፞፞፞ઽ°.

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I'm going home this afternoon on a First Air seat on the Canadian North operated airplane at 5:15, so it's very much alive. Mr. Bell and Mr. Hankirk will tell you that it meant that they could come on the same day from, respectively, Winnipeg and Calgary for the first time ever. It's very much alive. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. I believe he responded on behalf of his other colleagues. Mr. Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Chairman. On another matter, all of you have stated that the airplanes aren't flying full, roughly about 40 percent capacity. We have heard from many people that freight is not being moved. Is there any reason that freight can't be moved quicker if the planes aren't flying full? Thank you.

Chairman (interpretation): Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman and Hon. Member. For our region, with respect to freight delays or delay in cargo shipments, again it largely resulted in moving our hub from Churchill to Rankin Inlet. Not only the integration and the movement of those hubs, but largely, our delays were a result of the inclement weather that we've had from July until just before Christmas. I mentioned the number of cancellations that we had.

If that Winnipeg-Rankin Inlet corridor is out because of either runway or weather conditions, it can result in backlogs. When we do have those backlogs, what we're trying to do is either bring in third party ⊲σJ™łL⊂™ጋ™ Ϥ¹L⊃ ◀∿ՐႪ∩ՐJ∩⊲ጋ™C▷⊂™ጋႪ.

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Since just before Christmas, I think we finally got a lot of that worked out. It's not to say that we won't have problems again, but I think that since just before Christmas time until last night, the backlog has been materially resolved and we're not having those kinds of issues. Again, when we do have those backlogs in delay of cargo, the vast majority of the time, they're related to weather delays and not because we don't have room on the plane. We do have room on the plane for that. Thank you.

Chairman (interpretation): Thank you. Mr. Friesen.

Dr. Brock Friesen: Mr. Chairman and Hon. Member, providing cargo service in the north is incredibly challenging. As Mr. Bell mentioned, you have weather which results in backlogs. Sometimes airplanes break and that results in backlogs. Sometimes our customers have a hard time telling us how much they're going to move next week, next month, or tomorrow. Quite often, you end up with a large stack of cargo to be moved, totally surprising us at the point where we receive it, either in Ottawa or Iqaluit or Yellowknife. We manage cargo in a world of uncertainty.

I'm happy to say that I have walked around our warehouse on my last two trips here, including this one. It's really good right now. There will be other times when, let's say, pre-Christmas peak when there's a lot of cargo coming up here or in the summertime when, suddenly, there's a bunch of building materials that come up, there will be times when there's a bit of congestion, but we're getting increasingly good at it. Particularly in ⊳∆σ<∆י∟ና כ∆∟°ת ∆د∿ቦና ⊳∩ኈ∩כ⊳د≀LC ₽₻ו≪יט<רינר

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⁵ἀϐϤሎϽϞυ ϷʹͽϲͺϤϧͺϫͺϫͺϿϤϚͶͼϭ ⁶ΡΓϳϿϥʹͽϲϲϛͺ Ϲ«ϿͼϞυϚϞυͺϪ, ΑϷϚͶϤͼϽͽ. Ϫ, ΔἐͼσϧϤϛ ϳἀϐϤϟϧϐϷϲϷͽͼͽϺϐͼϥ ϷϟϷϲϤϲϲ ϷϿͼϽϤϿϹϳϿϹ ϤϷϟϧϥϲϿ. ΔϧϿϧϽϛ ͶϧϲϤͼϼϧͺϪ. ϷϟϷϲϤϲϲ ϷʹϿͼ;Ϸϲϲ ϷʹϿͼ ΔͼϧͼϿϫϧϧͶϲϲϷͼϽͿϲ ΔͼϷϽͼ ϷϿͼϲͼϧϷ ΔͼϧͼϿϟͼͶϲϤϭϣϲϷ ΑϷϟϹϤͽϲϹ

Iqaluit, we have hired more staff, better staff.	
Given the improved economic situation of the airline partly as a result of codeshare, we have invested a lot of money in a new IT system to manage our cargo. We're no longer managing with 1950s infrastructure. This month, we effectively have a new system, which hopefully will help us to predict and plan smooth the movement of cargo to all points in Nunavut. Thank you, Mr. Chairman.	⁵ δ δ υ C μ c δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ
Chairman (Mr. Tom Sammurtok): Thank you. Again, do you want to respond? Mr. Hankirk.	Δ•/ペϷርጭ (ር፞ၬ ኣၬ⅃ኈጋኈ)(ጋኣ፞ኦበJና): ናd৮°உ广. የዹΔ°ዹ የϷጚLペ? ዘጳ°ሪŀ.
Mr. Hankirk : I'll just echo the statements of my two colleagues. We don't have a significant backlog and haven't had for some time. When we do get a backlog, it's typically driven over weather.	Η ╡°ð (ϽϞϞႶͿና): ϷናႦჼჾႦϷ⊀ჼႱ ናႦჼႱႠ៸ϳϲჀϞϷናႦႶჼႦჼ ϹΔL°Ⴍ Ρჼህ≪ჼ፥ረLჃσჼ ΛϹናႦ°ჼՐჼLና. Ρჼህ≪ჼ፥ረLϲϚჼႱናር ረϲ_Ϳና ለႱႵჼጋና Ρჼህ≪ႱႵჼጋና CLჼd⊲_ Ϸ៸ჼϟჼჼႺናႦናႺჼႦჂና.
For our main freight customer, which is one of the food providers, yes, the planes are full. It comes in on Saturday at a 6/7 or a 5/7 load, and then Sunday, Monday, and Tuesday, yes, we are quite full with freight, and then Wednesday, Thursday, and Friday are really pick-me-up days if the weather is bad in those first four days.	σ్ ¹ Ρσ ⁶ Ρλο ⁶ Ο
We're not always full. Most of the backlogs we run into are typically driven out of weather, especially in the Qikiqtani region. Thank you, Mr. Chairman.	ϹϹϪ ^ͺ ͺϫϐϲϹ ^ͺ ʹϻϲϽͿϲͺͺͼϼϼͽϲϳϫϔϲϫͺϫϲͺͿͼ ϹϪϹ ^ͺ ϫϪႱϞʹͽϭʹͽϧϷ;ͿϲͺͺͼͿϧͼϫϹϳͼͺϪͼϒϭϷϹ;ͽ
Chairman : Thank you for that. Mr. Savikataaq.	Δ•/ペϷϹ · • (ጋኣኦበJና): ናਰኦ°உ广ኑ ዖϷႱልና. ኣልხርናኑ.
Hon. Joe Savikataaq : Thank you, Mr. Chairman. Mr. Bell stated earlier that he's had growing pains with moving cargo up there from Churchill to Rankin Inlet. I don't know if this is part of the growing pains, but before codesharing, if I wanted to ship cargo	Ϥʹ·ϧ;ͼͺ;ͺͺ;ͺϫϧϧϹ;ͼ ͺͺϽ;ϧϦϽϲ);ͺ;ϥϧͼϭͺϳͼ ΔͼϒϭϷϹͼͼͺͺϒϷϲͺϷϤͼͶϤͼͼͺϷ;ϼͼϷϷϷϫϹϲͺϪͼͺͼ Ͷͼϲϥϲ;;ͼϧϽͶϳͼͼͺϤϷϷͼϫϔϲϲϷϒͶͼϷͼϷͼϲϲϷͼϹϹ ϷϗϧϷϒϲϥϲϲͺϒϲϿϲϲͺϥϳϗϥϗʹϿϫϹϲͺϷͼϧϲͼ ϽͼϷͼͼϲͼϗͼͺϪϲͻϷϫϹϲͺϪϲϹϧͳϹ ͼϷϧϧϹͼϗͼͺϪϲͻϷϫϹϲͺϪϲϹϧϲ ϤϫϧͼϷϤϲ

from Arviat to Iqaluit, I took it to Calm Air	᠘᠋᠂ᠣ᠆ᠳᢄ᠘᠆᠕᠆ᠺ᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕᠆᠕
cargo and I paid for it and it got to Iqaluit,	∆؈ ے ∩۹ کو ط⊂⊳۲۹ کا طہ جہ ک
just a one-time payment. Now that the	CALC L°a
airlines are working together, unless it is	᠘᠋᠋᠋᠄ᡃ᠋ᠣ᠋ᢄ᠆ᡩ᠘ᡣ᠋᠈᠂᠋᠋᠖ᢞ᠋᠋᠐ᢗᠵ᠋᠋᠋ᠧᠧᡬ᠊᠋᠕᠈ᢣᡤᡃᢈ᠌ᠵᡕ
fixed, I take cargo to Arviat to Calm Air	ᡏ᠄ᠴᠧᢞᢕᢞᠣ᠘᠖᠕᠈ᢣᡆ᠕᠉ᢣᡆ᠕᠉ᢣᡆ᠕᠉ᢣᡆ᠕᠉ᢣ
cargo and pay for it, it gets to Rankin Inlet,	ᢀᡄ᠋ᡃᠣ᠆ᠣᡆ᠆ᢣ᠖᠕᠅ᡬᡧ᠘᠅ᡷ᠋᠅ᡣᡐᡃᠣ᠋᠊ᢧᡆᠴ᠋
and then you've got to pay either First Air or	ీరౕ౨ ᡧᠻᡄᡅᡏ᠋ᡃᡠᡄᡅ᠋ᡝᠫᠡ᠘᠋ᡃᠪᠴᢩ᠉᠊ᢨ᠋᠔⊳ᢣ᠉.
Canadian North again for it to get to Iqaluit. I	ᢗ᠘᠘ᡨᡆᡄ᠊᠘᠋᠋᠉ᡃᠣᡆ᠘ᢣ᠋᠋᠋ᢐ᠋ᠺᡣᡬᡃ᠑ᡏ᠋ᠴᡄ᠋ᡪᡃᡳ ᢗ᠘᠘ᡨᡆ
would have thought that since you're	ᡠᡃᡃᠣ᠆ᡏ᠘ᡁᠧ᠕ᡩᢐ᠅ᠳ᠅ᢕᠫᠣ᠌ᠴᡐ᠋᠋
working together, this would sort of be	᠘᠄᠌᠌᠌᠌ᢓ᠊᠋᠋ᢙ᠋᠋ᢂ᠋᠆᠆᠘᠆ᡆ᠂ᡬᡃᢛ᠙᠖ᢕᠣ᠋᠋᠕᠆ᠺᢛᠺ᠅᠘᠋ᢥᡨ᠘᠋ᠮᡃ
seamless and you wouldn't have to pay	
twice. Is that the norm now or is it going to	
be worked out? Thank you.	
·	
Chairman: Thank you, Mr. Savikataaq. Mr.	
Bell. My apologies. Mr. Hankirk.	LF4c. [®] . F'C H4 [°] d [®] .
Mr. Hankirk: No problem, Mr. Chairman. I	ឣৰં॰ਰં ゅ (ϽϞϡϡϽͿϚ): ˤᲮᠴ᠘ᅆᅆᢉᠺᠫᢛ, ᠘ᡰᢞ᠙ᠵᢗᢛ,
thought I had lost weight and got taller all of	PriLン トントロン CPCで、 2、 2 1 (2) (2) (2) (2) (2) (2) (2) (2) (2) (2)
a sudden.	
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>>Laughter	
To answer that question directly, that's one	
of the things that we want to try and put in	₽⊳Ხ⊳∩Ր⊀Ľʿ⊃∩Jˤ, Ճᡄ∿Ს ℂĽ⁰Ⴍ ∢҆™₽JĽᢣ≫ˤ
place, Hon. Member. Right now, I'm actually	
looking at a new cargo system and one of the	ᠴᢗᡏ᠋᠈᠋ᠺᢧᢑᢄ᠈᠆᠘᠘᠉᠆᠘᠘
reasons that's taking time is we want to be	
able to interact because what you said	
doesn't make sense. It shouldn't happen, but	
it does and it happened to the other Hon.	
Member's shipment from Gjoa Haven as	ᢂ᠋ᢛ᠈ᡩᢄᢛᢌᢆ᠋ᡁᢛᠫᡝᠴ᠈᠋᠈ᡔᡟᢣ᠌᠌ᢄᢣᡕ᠕ᡄᡄ᠘ᡔ᠋ᢩ᠉
well.	
It's something that's very high on our radar.	ՙፅՙՈኮጋ广Ոርዎና ለ ^ֈ LኊዾσኈႱ. ዾペኈႱ ቓ፞ՙበዻ•ď- <i>ጏ</i>
Myself and First Air didn't realize, including	
Calm Air, but it's high on our radar to try	᠋᠋ᡏ᠋ᡃᡪᡬ᠋᠋᠋᠆ᠳ᠂ᢗ᠘᠋ᢩ᠘᠋᠂᠋ᢑ᠘᠋᠋᠂᠋ᢑ᠘᠂᠋ᢑ᠘᠂᠋
and come up with a solution this year so that	ᡃ᠋᠋᠋᠋ᡃᢐ᠋᠃᠘᠆ᡁ᠋
doesn't happen. It's just we got there with	᠈᠋ᡔᡟ᠈᠋ᠴ᠆᠃᠕ᡩᡆᢕ᠄᠕᠄ᠳ᠙᠖᠘ᡔᢤ᠖᠘ᠵ᠋
the passenger; we haven't gotten there with	ᡏ᠋᠋ᠴ᠋᠋᠄᠗ᡃ᠋ᢣ᠋᠋᠋ᡃᢑ᠘᠋ᡃᡄ᠘ᠮᡃ᠘ᡃᢣ᠙᠋ᢂ᠋
the cargo yet that we don't have that middle	
step. Thank you, Mr. Chairman.	
Chairman: Thank you, Mr. Hankirk. Mr.	Δ•/<>ር• (ጋኣትበሆን: የዛታ°ዉቮ•, Γ [、] ር ዘ፭°ď•. Γ [、] ር
Savikataaq.	∽αbĊ™.

Hon. Joe Savikataaq: Thank you, Mr. Chairman. I know that all you three airlines have medical travel. I guess what I want to know is: is it an absolute necessity? In your guys' opinion, can an airline survive in operating in Nunavut without having the medical travel contract? Thank you.	Δ⁵U ζ⁵⁶ ζ ζ δb ζ Δ⁶U ζ ⁵ ⁶ . 50 D b L ζ ⁶ U Δc δ ⁶ U L ζ ⁶ Δ⁶U ζ ⁶ D σ ⁶ Δ⁶U ζ ⁶ D σ ⁶ Δb Z ⁶ D σ ⁶ Δb Z ⁶ D σ ⁶ Δb Z ⁶ D σ ⁶ ΔD c ζ ⁶ ΔD ζδ ΔD ζ ΔΔΔ ΔΔ ΔΔ ΔΔ ΔΔ Δ Δ Δ Δ
Chairman : Thank you, Mr. Savikataaq. I guess that's a question to all of you. Mr. Friesen.	Δ•/«ϷϹ· • (ጋኣትበJና): 'd৮°ዺ广፟ [•] , ΓʹϹ ኣልbϹʹ ^ͼ . ⊲ለኈdበ Δૐڡ [؞] ቦ°ഛ. ΓʹϹ ୭ሒኣ°.
Dr. Brock Friesen : Hon. Member, I'm not sure I would use the word "survive." If we didn't have the medical contract and the revenue for the medical contract, our network would probably be significantly different and there would be a number of routes that would be uneconomic for sure.	ϳ·Ϲʹ·· >Ϛ· >ͺͺ ͺ LPCᢣ ^a ႭϚϧናL ^{&} ͺͺϤϹ ϚϧϷϡL ^a ዮィン ⁵ PaϷϧϲϷϚϧ;L ^{&} ͺͺϤϹ ΔϫϲϒͺͼϷϹϷϟͼϽͼϧ PyϐͼϹϷϭͼϔϹϷϭ Δαϲ [®] ϫ ^a
The way we operate in Nunavut with the ATR aircraft, which are basically half cargo and half passenger, you have to have the amount of revenue that we forecast in the passenger compartment and you've got to have the freight in the front. If we were to lose the critical mass of passenger revenue and/or the critical mass of freight revenue - in fact, I would say passenger or freight revenue because it's such a marginal operation - we would have to cancel some routes. It's a delicate balance. I can't sit here now and say that we would cancel all routes, but the impact on us would be probably devastating. Thank you, Mr. Chairman.	ΦΕ σ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ δ
Chairman: Thank you. Mr. Hankirk.	Δ•/ペÞር፣• (ጋኣኦበJና): ናਰኦ°உ广•. Γ [、] ር ዘላਂ°ਰં•.
Mr. Hankirk : I would have to answer exactly the same as Mr. Friesen. The reason we have done this codeshare in the regions is to balance the revenue that we currently have today as separate airlines and to make ourselves sustainable with the larger aircraft. Even if someone was given the whole contract, I think it would be difficult just to	Ηἀ°ၨΦ (ϽϞϷΛͿϚ): ϹΔϹ°ϘϚΛϭʹͽϹϷʹͽ ϭϞϷʹႱϭͼ Γ·Ϲ ϿͺͺϞͺϷ·-ΛϽϚ ΡϷͿϧʹͽϽϞͺ. ΛϞϤΛϚʹϿͿ ϭʹ·ϚʹͽͶͶͿͶϲϷϾϷʹͽϽͿϚ ϭϹʹͼϧͼϓϭ·ʹͿϚ ϹΔϹ°ϙ ϤΡϽϿϭϲϾϷʹͰϚ. ΔένἀʹϞυϿϹ ΛϲϲͺϞ°ϙΔʹϲϹͰϚ. ϹΔϹ°ϼ ϷϼϷϧϲϷϨ°ϙʹͼϧϷϭϭϚϚ ϚͽʹϞϹϟϭͼ ϭʹ·Ϲϭʹͽ ϷϿϚʹͽϽϹ. ϷϿϽϚ ϹΔͽϥϿʹϞͺ. ΓʹϚ ϿͺϲͺϞ ϷʹͽϷϟͼϾʹϞϭͼʹϿϹ ϹΔͽϥͽʹϧͺ

survive on your own on just that contract. I have to go with what Mr. Friesen says.

I think that if you awarded it just to one carrier, you've got issues you've got to deal with like what other business is out there; infrastructure is going to be a huge issue. My answer would be it would tough. You would have to make some really tough choices, tougher than the codeshare choices, and deal with the fact that a large portion of your revenue, which I can't say the number, would have disappeared. It would not be an easy task. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. I'm going to go back to our opening comments and when we were talking about a split, so not zero but 50 percent, Calm Air was losing \$8 million a year. To go from 50 percent to zero would kind of make that an obvious answer. To survive, I suppose we could. We wouldn't be offering the kind of aircraft that we're offering today. We would be operating in very small aircraft, possibly single engine type aircraft. You wouldn't be getting anywhere near the frequency that you're getting today.

There are a number of communities specifically in the Kivalliq region that may lose scheduled service altogether or alternatively, you could be certainly surviving without it, but your prices would be massively increased. It's a large percentage of our overall passenger traffic and to contemplate dealing without it would be one of those three options. Thank you.

Chairman: Thank you. Mr. Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Chairman. Going on to the presentation here from First Air in their pamphlet on page 2, ϤϹϷϟϤͻͽʹͿϚ ϽϭϧϷϷ<Ϛ Ϥʹ·ϭϤͽϽϲͺϲϭ·ʹͿϚ ϷϟϷͽϹϚͽϚͼ. ϷϟͺϫͺͼϚϭͺϫϷϹϫͺϧϷ;ϚͺϒͼϤͶ;ϥϤʹͻ ϹϹϷϥϤͺϒϞϤϷͽϷϲϚͼϲϔϚϞϹ ΛʹͼϤϿ;ϞϤϲϫϲϤͽϷͼϲϔϚͼ. ΛϧʹϭͽϚϲϽϷϳϳϧͽϽͽ ϹϹͽϥͺϤͽϚͽͶϦϿͼϭͼϚϷ. ϤϷϷͼͽϲϲϷϷϽͼϿϚͼϧϫϷϲͿϫͽϽͼͼͼϿϲϔͼ ΔϫϲͺϫͼϹϷϧͼϿͼϿϚϷϟϷͼϷϲϲͼϫϲ ϷϫϷϲϤϫϲϤϲϷϷϲ ΑϷϲϲϥϫϷϘͼϲϲϥ;ϲϤϲϷϷϲ ΑϷϲϤͽ;. ϳϤϧͼϲϳͼ, ΔεγͼϷϹʹͼ.

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ፈኈሁሩኈ፟፟፟፟፞፞፝፝፝፝፝፝፟፞፞ ጜ፟፟፟፟ ፟ጜዀፘ፞፞ዀ (ጋ፟፟፟ትନበሆኑ): ጘ፝፝፝፝ ዾዾጞ፟፟፟፟ዾኯ፟፟ ዾዾጞዾዾ፟ዀ. ዾጚኯባ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ አኯኯኯ፟ዀ when you say you have roughly 250,000 passengers per year, I'm just going to make an assumption here. Would it be correct to say that if each passenger fare is roughly \$1,000, just in passengers, you would gross \$250 million a year? Thank you.

Chairman: Thank you. Mr. Friesen.

Dr. Brock Friesen: Mr. Chairman and Hon. Member, no, it wouldn't be accurate. It wouldn't be at all accurate. That is not our average fare system-wide by a wide margin. We rely a lot on cargo. I have to be careful because of what I'm supposed to say and not say without competition board lawyers present, but cargo is a big percentage of our business. Thank you.

Chairman (Mr. Mapsalak)(interpretation): Thank you. Mr. Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Chairman. This is to First Air again on the same page. If cargo is a big part of your revenue and you say it's roughly 65,000 kilograms every day and most of the distance are far, I could make another assumption again, which I think is conservative. If it was \$4 a kilogram, I mean, you would gross \$250,000 a day. Is that reasonable? Thank you.

Chairman (interpretation): Thank you. Mr. Friesen.

Dr. Brock Friesen: Mr. Chairman and Hon. Member, I'm not sure where your question is leading to, but I'm not in a position to give you the inside information on our financials. Our airline is privately held and I'm not about to do that. Moreover, I probably would be violating some aspect of competition laws if I was just sitting in front of my two partners/competitors and tell you all of those numbers. I can't do that. Thank you. ▷σ•ḃሊኈᲮ▷ኦጐቦ°ഛ ೭⁵∧ሁ∿ሁ 2. ▷ኄዀ₽ኦሁልና ርሏ∟ ርĹσ<ቃ 250,000 ሏዖLል▷≪৬ኑንጋኈ ሏഛጐ ኄዮጏኌ፟፟፟፟ጔዸ፟ ፦ዀንጊ ፈር▷ፖኈ \$1,000-ፑ በሀፖልቦ≪ናፖ? \$250 ୮⊂ዻ°ኄሀሁንኈጋኈ \$1,000-ኦሏኦኈጋሏ°ዹኦσኈኦር ▷ፖታΓσኈፖ? ናժኦ°ሷፑ.

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ϳ·Ϲʹ·· >Ϛ· >Ϛ· >Ϛ**・** Lーしー Lーしー S⁶ Lーしー S⁶ J⁶ J⁷ **Chairman** (interpretation): Thank you. Mr. Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Chairman. Now, I was not trying to get information out of you. I'm just using your presentation and just trying to state the facts because, just from what I'm reading, 65,000 kilograms of cargo a day seems a lot to me. I don't run the airlines, so I don't know, but it sounds like a lot and 250,000 passengers per year sounds like a lot to me too. I was just trying to get to the point. Maybe the overhead is really high, but the figures seem high in my opinion, but I'm not in the airline business.

I was just trying to point it out that these are your figures. This part here is just a statement now, but it was a question. No, I'm not trying to get information out of you or give information to your competitors. I was just reading some figures from your presentation. Thank you.

Chairman (interpretation): Thank you. I don't think I heard a question in that comment. Mr. Friesen.

Dr. Brock Friesen: Just remember that when you're looking at our overall situation, that 250,000 is not just Nunavut. It includes charters in Nunavut and outside Nunavut. It includes passenger traffic in the west where we compete aggressively with Air Canada and WestJet and fares are considerably lower. One needs to be careful as to how you were to try and read into these numbers. The reason we put them in was to give you an order of magnitude of our size. When I was with Air Canada, 250,000 passengers, that's one of their smaller routes per year, city pairs per year. It's not a lot of people; it's very small. Thank you.

Chairman (interpretation): Thank you. Mr.

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Hon. Joe Savikataaq : Thank you, Mr. Chairman. This last one is not a question but just a comment for all the three airlines there.	ΔኣረペϷርኈ. ዮህ፦፫ኈሩናኈ ር፟፝፝፞ ባለኈዕበ፦፫ኪዾ፝ኈ፞ዮናጋኈ, የረবσ ኦኄኮኦ/ኣኣጋሏ°፬ኈ ፚ፫ጎዖ°ഛና ርLነረ ኄኈኄርረ፞፫ኪኦኦጚ
Codesharing is common. It might be here to stay and there have been many changes. The one change that I got a lot of feedback from is that customer service has really fallen. There's very little communication with passengers. When there's a flight delay or cancellation, the message is just not being given to the customer. This is not a monetary thing; it's just a communication problem.	ϧϽ;ϧ;ϼϢϧͺϫͺͺϫͺϫϧϧ;ϼϢͺ ϫϧ;; ϫ; ϫ; ; ;
People sit at airports for hours and hours and they're not told anything or "The flight is delayed another hour" and that has nothing to do with money. I think there would be a whole lot less dissatisfied people if it was communicated to them on a timely basis of what's going on. People want to know what's going on. They don't want to just sit there and not know what's going on. They don't know. "Why is the flight delayed? How long is it delayed for?" If you could just communicate to the customers when they're all just sitting at the airports.	ϤʹͺͺͺϷʹͼͿϽΔ [°] ͺͺΔ [°] ϷʹϐϧʹϼϲͺϫϿͺ ʹͼϧϧϹϲʹϝϥϐϒͺͺͺͺͺ ͼϧϧͺϷϲϧϫ ͼϝ ͼ ͼ
I thank all of you for coming and giving up your time because I know all of you three are very important and busy people. Thank you.	ჼdᡃᡷ᠌᠌ᡆ᠋ᡤᡃ᠋᠉ᡃᡖᡃ᠈᠕᠋ᠺ᠋᠋᠄ᡃᡋ᠆ᠴᡏ᠉᠋ᠫᠡ ᢂ᠙ᡠ᠍᠍᠕᠆᠋᠋᠅ᢣ ᡣ᠋᠘᠘ᠬᡏ᠋ᠴ᠆᠋ᡔᢛ᠋᠕ᢣᡃᢣ᠋᠋᠋᠋ᡃ᠖᠋ᢣ᠘᠊ᢝ᠋᠐.᠂᠋ᠯᢣ᠆᠋ᡄᢩᠮᡃ
Chairman (interpretation): Thank you. That was not a question, (interpretation ends) but Mr. Bell.	Δ•/ペϷϹ· Ϸ: ·dᢣ៓Ⴍ广Ϸ. ϤΛ·ͽdϹϷ΅ʹϹͱͺϹ Ϥ۸·ͽdϹϷʹϞ΅ʹϹͱͺϹϳͺʹϽʹϞϷႶͿϚ) የረϤϭ ΓʹϹ ΛϷʹ.
Mr. Bell : Thank you, Mr. Chairman. I do appreciate that comment, Hon. Member. I know that part of our growing pains has been a lack of communication within the Rankin Inlet Airport as well and that's one of the reasons why we're interviewing right now for a base manager. We notably haven't done a good job of communicating within that	ΑϷ· (ϽϞϷႶͿϚ): ჼថታ°ႭႠႦ, ΔϷϟϘϷϹʹϷ. ჼថታϲͲϷϾ ϹΔͺͺϷϷͼϧϗͼ ͺͺϲϲϧͼϷʹϔ·. ϹΔͺͺΔͼ, ͽϹϹϷ ϭϷϲͼႶႱϟϲͼϷϹʹϿϹ ϾʹͼͺϭϷϲͼϺϭͼϟϹͼʹͲϲ ϷͽϹͼͶϟͼϷϹʹͽͺϤͰͺ ϹΔϷϭͼϔϒϭͼϔͼ ϭϫϲͼ ϲ ϫͼ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ

airport and we aren't happy with that and we want to do better on that.	
It's not a secret why we have delays. We should be telling people that at least if there's lengthy delay, they can either make the decision to go home or fly on a different day. We have addressed that and that's certainly something that we're taking away in advance of these meetings, so I do want to appreciate that comment.	Ϸ°·ህዺ [·] ϷʹϽʹϷϹϽʹϷ Ϸ°·ህዺ [·] ϷϽʹϭϤϹϹϷʹϚϘϲ ·ϳϧʹϚϷϹϘϤϹϿ ϤϷʹϲϿͰϲϲϧϲϲͽϷϹͺͼϷϹͺͼϧϥϭ ϒ;ϤϹϷϲͺ;ϷϲϲͽϷϹͺͼϧϥ ϒ;ϤϹϫ ; ϷϷ; ϲϿϳͼ Ϸ;ϷϷϹϤϲ; Ϸ ϲ
Chairman (interpretation): Thank you. (interpretation ends) Next on the list, Mr. Mikkungwak.	Δ•/ペϷϹና፦ : ናdታ°Ⴍ广Ⴆ. (ϽϞϷႶͿϚ) ϹΔL ዮህ·ϲϷϲ·ΓϞ·ͽ ΓʹϹ ΓΡ°°ህ⊲ናͽ.
Mr. Mikkungwak : Thank you, Mr. Chairman. I'm MLA for Baker Lake. First of all, welcome. My questions will be somewhat similar to some of my colleagues but more focused at what I have been hearing from my constituents, but this first question that I'm doing will be directed to all three.	ΓΡ° ϞͿ ϤʹϷ (ϽϞϷͶͿϚ): ʹϭͿϷʹϿͺϹϷ, ΔϷϒϘϷϹʹϷ. LϲႱϲϷʹϷͶϷϞʹ·Ⴑ ʹϐϹϭ·ϽϤʹ·ͿϚ ϽϷʹ·ႱϟʹϚϺͼϧϷͿϹϒϟ. ϤΛʹϷϭͶʹϞϷϐϲ ϹϷϭϤ ϤϞϷ<ϿϽΔ° ϤͺϲϭϤʹϷϹʹϒϾ LϲႱϲϷʹϷͶϷʹϐͶϹ ϤΛʹϷϭͶϹϚϹʹϷϹʹϚϹ. ϷϟϤϭ ϽϚʹ·ႱϭʹϷϧϷϭϤʹϷϽΔϚϷϨʹ·ϷʹʹϷ ϭϝϤʹϷͶϲͿϲϧͼϧͺ; Ϩϛʹ·ႱϭϤͼ·ϽʹϷͺΔϲʹϒϐϣϲϹͽ
On October 6, 2015, the Premier sent correspondence to Calm Air, Canadian North, and First Air. The Premier's letter referred to "the inconvenience placed on Elders and medical patients experiencing repeated delays and longer connection times." What specific actions have your airlines taken to respond to the Premier's concerns regarding these issues? Thank you, Mr. Chairman.	ϷϽΛ _Ω 6, 2015- ⁵ ປິິິ ⁶ - J _Δ _α , ² ² ³ ⁶
Chairman (interpretation): Thank you. Who is that question for? Mr. Friesen.	Δ•/ペϷርኈ ։ ናժታ°ฉ广፟፟፟፟፟፟ .
Dr. Brock Friesen : Hon. Member and Mr. Chairman, scheduling in this business is much of the business. In many ways, it's the key to success. We're always trying to refine our schedules to create more connectivity, which means more convenient connections everywhere for two reasons: one, the customers like it and two, you get more	J・Ċ・・、>ċ・、>ċ、、、、、、、、、、、、、、、、、、、、、、、、、、、、、

customers. We constantly work on our schedules to try and get better.

With respect to delays, as my two colleagues have used examples, most of our delays are weather and some are mechanical. Weather delays are quite often frustrating delays because you're either sort of sitting there wondering, "Geez, if we fly, can we land or can we not land? What do you tell the passengers?" You're trying to fly because you know everyone wants you to fly, but you won't do anything that's unsafe.

Reality is you don't actually know what the weather will be like two hours from now when you're going to land. We struggle with that as best we can. We have very good equipment, very good people, very good forecasters, state-of-the-art technology, and we try and deal with that as much as we can, but delays are a difficult part of doing business in the north. Thank you.

Chairman: Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. Thank you, Hon. Member, for that question. Certainly for us, the number one delay factor is weather. As we mentioned, we have the redundant aircraft that sits in Rankin Inlet, so the number of delays that we've had because of mechanical or crew issues has been materially reduced since our deal with First Air.

The one thing that I would appreciate your feedback as well as the other Members from the Kivalliq region is we're often in a quandary of whether to cancel the flight altogether or whether to delay it and hope that we can get a forecast where the weather has cleared up later on. That may not seem like a big deal other than the fact that if you just cancelled it and rescheduled the passengers for either later that day or the next

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day, there's more certainty in terms of when they're going and they're not waiting in airports.

The downside is, as good as our equipment is or some of the CARS operators that are trying to forecast weather, it's still very uncertain. We don't know what weather is going to do necessarily. Certainly, the farther the community or the longer the flight in there, it may be fine at noon, but by the time you land at 1:00 or 1:30, the weather could be out again. For us, we often debate whether to put a delay on a flight because of weather and hope that we can get in later in the day. If we had a little more feedback from the communities as to their preference, whether they would rather cancel and reschedule or whether they would like us to try it later on, it would help.

For us, Rankin Inlet is the hub. With us connecting those ATRs into Rankin Inlet and then down, if we're delayed on a flight, let's say, to your community, do we delay the 737 waiting for passengers that were delayed because of weather earlier in the day or do we simply move the 737 down, accommodate all the other passengers that are on it, and make the passengers that were coming from that particular community that were delayed by weather wait for another flight? Those are often the issues that we have.

If we could predict weather at 100 percent, we would never have those issues, but that is unfortunately one of the biggest factors that we have in the north. Again, in your individual communities - and we don't need an answer today by means - but we would appreciate more feedback from your constituents as to whether they would like us to delay the flight and try and get in for weather or whether they would like us to cancel it and go either the next scheduled flight or later in the day. Thank you. **Chairman** (interpretation): Thank you. Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman. In response to Mr. Bell's question, I can clearly indicate, having experience travelling with a group of medical travel patients, on the last experience I had, we didn't really have that option. I'm pretty sure your office probably recalls a phone call from myself because we got cancelled out and an hour later, the weather cleared up, but we did not have that option because of the fact, as indicated in your presentation earlier on in the morning, we also have to take into consideration pilots' airtime, as they start flying very early out of Winnipeg. By the time they start after going through Rankin Inlet, it changes their whole scope of air and delays and whatnot.

Seeing that we're talking about codeshare, this next question I have and I guess to add to that, I'm now limited to just Calm Air, I believe, because Baker Lake used to have Calm Air and First Air, but we only have the one airline now. I guess my other question here would be: how do your airlines prioritize between different categories of cargo, such as perishable food, medical samples, prescription medication, Canada Post mail, some elderly still wait for their elders' pension cheques, and other items? Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Bell.

Mr. Bell: Thank you, Hon. Member, for that question. Our priority is the following: medical and water samples are top priority because of the sensitive nature of those shipments. Number two is mail and included with mail is usually the prescription. They usually go together in our airline. So that **Δ•/ペレC[•]**: [•]ປ۶[•]Δ[•]/ Γ⁺C ΓΡ[•][•]ປ<[•]•.

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would number two. Perishable food from either the two large retailers or the small air carriers, together, perishable food is number three priority, and then general freight being	ᢞ᠋᠋ᠬ᠋᠋ᡷ᠊ᠣᢂ᠋᠆ᡘ᠖᠖ᢋᡬ᠙ᡪ᠕ᡔ᠉᠑᠋᠘᠆ᠴ᠘ᡏ ᠕᠋᠈᠋ᡶᡆᡆ ᠕᠈᠂᠘᠙ᢣ᠑᠘ᡱᡆ᠘᠙
any dried goods or anything like that is after that.	᠘dϤ <σჼ᠈ᠫ᠘ᢩ᠂ᢅ᠆ᠺᢡ᠋ᠳ᠋᠌᠌ᠺ᠅ᡥᡗᠺᠫ᠘᠋ᡬ᠕᠘ᢉᢣᢂ᠋᠂᠘
Chairman (interpretation): Thank you. Mr. Mikkungwak.	∆⊳៸⋞⊳⊂ ∿: ՙⅆᢣ°௳广҆Ҍ. ୮ᢣᢗ ୮₽°°୰⊲₅ь.
Mr. Mikkungwak : Thank you, Mr. Chairman. I guess my next question here would be: in your reply to the Premier of October 26, 2015, the president of Calm Air wrote, and I quote, "the reality is that airline operations in the Far North are extremely capital-intensive and require many communities to be served with very small populations. Splitting traffic between carriers creates significant excess capacity and leads to uneconomic operations that cannot be sustained or forces significantly higher prices."	ΓΡ° ህፈጭ (ጋኣትበJና): የਰታ ሲኮ Δν ረዋርጭ. Þ ፈላ የዕሰቦ የው ዋር ወላሮ የርካና. ኦ ወ ው ሪ አምር የ ፈሪ 26, 2015-Γ ΡΡ - ጋ ም ሪ ምር የ ΔLΔ - ሬ ኮ የሪ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ΔLΔ - ሬ ኮ የሪ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ
Do you believe that [having] a single air carrier would be better for consumers in Nunavut and, if so, what mechanisms would ensure that the carrier did not take advantage of its monopoly position with respect to prices and service? Thank you, Mr. Chairman.	ჼႱჼႱርቭჼჼስ ፈርኦታჼ ለኦσჼነኣኦσፈჼ Δჼቦናናኦስቦኑኦኦሩና ርሏLሏናጋ°ዺჼነሩን? ርካፈ ሏሷንምናΓσኮ ለነፈበናክናጋበና ፈየጋጋፈჼ፥በናበናርሏሮLσና፥ ርL°ዺ ኦነትቭኈርኦናበፈናኑ፣ሩ? ናፈኑ°ሲዮ, Δካፈፍኦርና፥.
Chairman (interpretation): Thank you. Mr. Bell.	∆⊳៸ペ⊳⊂ና₀ : ናdᢣᢩᢩᡆᡤᢑ. ୮ᢣᢈ ∧⊳្.
Mr. Bell : Thank you, Mr. Chairman. Thank you, Hon. Member. Another great question. I believe my answer is fairly obvious given the transaction that we completed with First Air. Yes, we do believe that. What are the benefits? We have gone through that, whether it be able to move country food at no charge, whether it be able to have a redundant aircraft. All these kinds of things are benefits, obviously, to the consumers.	ΛϷ· (ϽϞϷϽͿϚ): ͽϭͿϫϿϥϳϷ, ΔϷϒϘϷϲϳͽ. ͽϭͿϫϿͺ LϲυϲϷͽ. Δ, ϲϫ ϥΛͽϭͿϚϿϥϘϷͼϲ;. PϷͻϫͽϿϞ Ϸ、Δϥ ͽϞυϲϳͼ ϧϽͼϧ PϷΛϫϷϿϞ Ϸ、Δϥ ͼϞυϲϳͼ ϧϽͼϧ PϷΛϫϷϭϲ. Δητά

If you can just repeat the last part of your question again.	ᡬ ^ᡄ ᡆᢩ᠂ᡏ᠕᠋ᡃᢛ᠋᠔ᡣᡗᢛ᠋ᡃ᠋ᡋᠵᢣ᠘᠋᠅᠋ᡃᠥ᠘᠂᠋᠖᠖ᡔ᠈᠂ᠳᢓ
Chairman (interpretation): Thank you. Mr. Mikkungwak.	∆▶୵⋞⋗⊂ ∿: ˤdᡃᢣ°Ⴍ广ᡝ. ℾᡃᢗ᠊᠊᠋ГҎ°ᡨ୰⊲ᠬᢛ.
Mr. Mikkungwak : Thank you, Mr. Chairman. Do you believe that having a single air carrier would be better for consumers in Nunavut and, if so, what mechanisms would ensure that the carrier did not take advantage of its monopoly position with respect to prices and service? Thank you, Mr. Chairman.	ΓΡ°ϞͿϤʹ· Ϸ (ϽʹϞϷͶͿϚ): ʹϭͿϧͼϫϹϷ, Δϧϟ≪ϷϹʹͼ. Ϲͼϫ ϤϹϷϟʹϚϷ ʹϧϞͶϲϟʹͼϧϹʹϧϒϟ ΛϷϭͼϧϒϷϭϤϚϟϒϐϷ ϼͼ͵ϿͼͳϷϿͼ ϤͰϹϿ ϹΔͰΔͼϹͺϲͺϤʹϧϚϟͶͿʹͼϭ ʹϧϿΔͼϽϭͼ ϹϲϧͼϷ ϥͼϷͼϟϒϧϫϒ? ϹΔͼͿϤ ϛϧϞϹϲϟϳͼϧϔͼ ΔͽϽϭͼϭ ϒ;ϥͶͼʹϿϭϒͼ ϤϷϽϿϤͼϲϪϲϹͶͼͶϭϤͼϫϲͱϹ ϒϷͼͶͻϦ
Chairman (interpretation): Thank you. Mr. Bell.	∆⊳୵≪⊳⊂^{ւь}: ና ժታ°௳Ѓь. Γᡃᢗ ∧⊳ິ.
Mr. Bell : Thank you for repeating that. The mechanisms that we put in place in our territory are the following:	٨৮੶ (ጋኣትበJና): ଗ୪୫୦୮୮ ব୵ଜଗମ୯୭୫ଟ୯୫୦. CL৮dব বଠନୋଜେ୯୭ና ഛୁଦନଙ ۵L۵୯%৮୯፡
When the three of us presented to the legislature in June, we said that we weren't going to increase pricing. At that time, we offered both the Government of Nunavut as well as the large food retailers long-term contracts based at existing prices at that time. It was actually the Member from Arviat, sorry, not Mr. Kuksuk but the other Member from Arviat, thank you, Mr. Premier, that said, "Well, that's great for the big guys and for the government, but how about the little guy, the individual consumer, or the smaller shops?"	Λ [*] υ, ¹
We actually took that feedback back and we met with the Kivalliq Inuit Association about that. That's why we have signed the agreement with the Kivalliq Inuit Association that protects all the little guys. Number one, we haven't increased the Pivut fares and in fact, what we did to put that mechanism in place is we said that we were going to keep that fare constant for three years. At the end of the three years, we still	חון ב איינ כאילנ איינ כאילנ איינ איינ איינ איינ איינ איינ איינ

have to go back to the Kivalliq Inuit Association and get their permission, in consultation, to increase it if we needed to increase it for inflation after the fact. We have continued to make a long-term offer available for both the Government of Nunavut on medical and duty traffic and the larger retailers. We have offered long-term contracts to even the smaller consumers in our region. For us, the whole transaction that we completed with First Air was not about price increases; it was about greater efficiencies. We have tried to back that up by offering long-term contracts to individuals through the Kivalliq Inuit Association as well as the Government of Nunavut and larger retailers.

Chairman (interpretation): Thank you. Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman. Could I also get First Air's perception on that last question I did? Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Friesen.

Dr. Brock Friesen: Mr. Chairman and Hon. Member, I won't repeat everything that Gary said. Obviously, you can't take that word for word and apply it to the rest of the north, but the principles are the same. We have strived to make sure that our prices remain in line with the way they were before the codeshare. If we're able to lower them as we become more efficient and better, as the tourism industry grows, for example, we will. We're certainly not there yet.

I will repeat something I said once before today and that is that Canada is a deregulated aviation market. Anybody can start an airline in Canada tomorrow. If somebody thinks they can do a better job than us of delivering the kinds of service we deliver with relatively

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ΓΡ° ህረጭ (ጋኣትበJና): 'ሪታዮሏ፫ዮ, Δዮፖ የኦሮኑ. ጵካበላኮሪና 'ኮፊናሮ Δፖ L ቦታ፣ የነር ኦሮ ጋዮፖ በላናልቦ ር ጵና ር Δነፖ J የ ላለጭ ሪ በ ቦታዮ ውና? 'ሪታዮ ሲዮ, Δዮፖ የኦሮሱ.

Δ•/<>Cና• (ጋኣትበJና): ነሪታ ፈርቅ. Γነር ቃሲኑ .

የረላው ▷ ጔ୮ ▷ኄ፝፝፝፝፝፝፝፝፝፝፝ ▷ኄ፟፝፝፝፝፝፝፝፝፝፟፟፟፟፟፟፟፟፟፟፟፟ የዉጋሏ፝፝፝፝፝፝ ጔዹ፝፞፞፝፝ ጜ፟፟፟፟፟፟ የሚኒንድ ጜ፟ዀ የውን፝ጜም ለቅናበንበም ጜ፟፝ የግብታ ሚናምጜንድረጉጚዀ ለዉረታ ዉ፝ ምናየበታ ፈረጭናበታ ር∟ያፈፈ ረንታና 737 large airplanes, with the cabin features of stand-up and food, and so on, that Gary has alluded to, the 737s both Canadian North and us operated, if they think they can do it better and they can provide the same schedule and the same quality of service.... I will not say safety because that should be a given for the airline industry in this country, but for us, it's safety. If they can do it better and cheaper, go for it.

We think we have done it efficiently and as efficiently as it possibly can be done. By combining forces at this table with the three of us, we think we can be more efficient in the future and it will be very hard for anyone else to start because we will always have the best service and the lowest price for what you can do up here. This is not the Toronto-Caribbean winter market; this is quite a different market. For what you can do up here, we're quite confident that we have found the formula and we're going to keep working on that formula to make it more efficient, better service, and more costeffective for everybody. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman. Looking at the time, I guess this would be my last question, so I'll be very precise. I'm seeing codeshare right before my eyes and at the same time, I have heard a lot of questions and a lot of responses. When I look at the responses and codeshare right before my eyes, split revenue, in some essence, has changed the structure of operations.

To all three, my question is: when you look at split revenue and it has changed the structure of operations of the three airlines within Nunavut, who is really benefiting? ⊲ጋኈርሥቴናርኈጋና ba∆በላ° ___ላናው ለዾፚኈኣፚዾ ኣኈዖበናበ⊰° ፟፝ዹናፖቦጚኈ ዖ፟፟ልጋ∆° ፟፝፝፝ ፟ዾጛ፟፝፝፝ን፝፝፝፝፝፝፝ዾኇ፟፟፟፟ ዾ፝፞ዾ፟፟፝ጏ፝፝፝፝፝፝፝፝፝፝፝ኯ፟ኯ፟፟ ዾ፟ጜኯጜኯጜ ዾ፟ጜጜጜኯጜ ፟ ዾ፟ጜጜጜ ፟ ዾጚ፞ጚኇ፟፟፟፝ዹናበላኈጋና.

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The airlines or the people? Thank you, Mr. Chairman.	
Chairman (interpretation): Thank you. Mr. Friesen. (interpretation ends) Sorry. Mr. Hankirk.	Δ•/ペϷϹና •፡ ናਰታ°ዺΓ፞•. Γ'Ϲ タሲኣ°. (ጋኣትበJና) LΓ⊲ሏና•. Γ'Ϲ ΗϤʹ·ϭͱ.
Mr. Hankirk : Thank you, Mr. Chairman and Hon. Member. This is my opinion only and maybe not that of my colleagues. I think both are benefiting.	ዘ፭°ፊ፟ (ጋኣትበJና): 'dታ°ዺ广፟ ^ኈ , Δ ^ϧ ሃ≪Ϸርʹኈ Ϥ L LーしーϷኈሰ. ፊ, ር°ዺ Δ/Lቦኑና ϷdϤናኴΔ ϷdϤ ፈኣትቦ°ኈቦርኈቦ°ታኈ Δ/LናኴኈጋኴኣϷፇኈ. ርLናΓኴ Δb√በ⊰°ዺኈጋና.
If codeshare hadn't moved ahead in its current form, the things that we talked about earlier in the day, pulling out of markets, going to smaller airplanes, for example, I could go to Pond Inlet with a Beech 1900 for about 60 percent of the price I can go there with a Dash 8 with. Another option was to down-gauge the aircraft or pull off the route.	ిళిగి?గీ
I think that when all said and done, overall, the airlines benefited only insomuch as it has pulled costs out so it's sustainable. When we appeared in front of you earlier on this year, we tried to be very clear that this was just a cost exercise. It had nothing to do with gaining any more revenue.	ϹͺϷϭϤϘϷʹͽϷϷϞϲͺϲϷʹͻϽϷϭ·ϤϽϲʹϷϚϹͺϤϞͺͻ ͺͰϷͺͺϫͼͼͼͼͺϹͺϲϫͺϽͼϫϧϗϒ·ͻϽϷϭ·ͺϹϪͺͼϫ ͺϭʹͼϷͼϞͺϹͺϫͼ;ϫϿͼϧϲϿͼϫϿͼϫ ͺϫͼϫ Ϲͺϫϫ Ϲϫ; ϲϫ ϲϫ ϲ ϲ ϫ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
My answer would be I think both have benefited because all three options that Mr. Bell laid out today, if they didn't do their deal, I can absolutely say that they were going to happen in my deal and I don't think anyone wants to see Beech 1900s for two and a half hour flights. We had to do something and this was the best thing that we could come up with, that the airline survived and was sustainable, and that passengers got safe, excellent service on airline category aircraft. Thank you, Mr. Chairman.	ΔL°α ΡΡυξ ⁵ ⁵ ⁵ ⁵ ⁶ CL ⁵ ⁶ ⁶ , Λ ⁵ ⁶ ⁴ ⁷ CΔ ⁵ ⁴ ⁴ ⁵ ⁵ ⁵ ⁵ ⁵ ⁵ ⁵ ⁶ ⁵
Chairman: Thank you. Mr. Friesen.	Δ•/ペÞርጭ : ናժታ°ฉ广 ^ኈ . ዎሲኣ°.
Dr. Brock Friesen : Mr. Chairman and Hon. Member, in my introductory remarks, I	᠊᠋᠋᠅᠊᠋ᡤ᠅᠉᠅ ᠂᠌᠉᠅ᢣᠲ᠋᠘᠄᠘ᡃᢣ᠙᠋ᢂ᠅ ᠘᠆᠋ᠾᡄᢂ᠋᠅ᡣ᠄᠘᠋᠘᠋᠋᠋᠉ᢞ᠆᠆᠆᠆᠆᠅᠘ ᡏᢄᢣᡗᢨ᠋ᡥᡗ᠊ᡗᠣ᠋᠊᠆ᡆᠴᡆ᠘᠋᠋᠋᠅ᢑ᠋ᢂ᠘

mentioned a couple of sentences which I	᠘᠋᠋ᠮᢦ᠋᠖᠆ᠳ᠋᠖᠘ᡩᡄᠴᡐ᠋᠅ᡔᠥ᠋ᢄ᠘᠋ᢄ
think stick with me.	

First Air needs a healthy and sustainable airline and our shareholder, our owner, Makivik, needs a healthy and sustainable airline, but it's not only us that need a healthy and sustainable airline. It's also our customers because we provide the vital services in the north. It's also our employees. We're a large employer up here. We need to make sure that First Air is safe, strong, viable, and able to live up to the job of serving the people in the north. We are the vital infrastructure for the north.

I think that kind of says it all from our perspective. Sustainability is in everybody's best interest. Thank you.

Chairman: Thank you. Mr. Bell.

Mr. Bell: Thank you, Mr. Chairman. You asked a great summary question there. I would echo my colleagues' comments. What I wanted to add to that is a comment. I wanted to acknowledge that our growing pains during this integration and this move of hubs have certainly masked some of the benefits to the residents of the Kivalliq region. We think that we're getting better every day. By no means are we perfect yet. We have a long ways to go and we're still striving to get there.

I think the other comment that Brock made earlier as an answer to one of your questions is that the virtual competitor or the potential competitor out there, in addition to the fact that the residents in the Kivalliq region in Nunavut do not have a lot of extra discretionary dollars, is always going to keep prices in check. If we were to materially increase prices, number one, a potential competitor could come in and number two, the amount of that discretionary traffic that's > ΛΦυθημε LPLεησιωρι
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not GN traffic would fall off the floor if we had material price increases.	
Those two things alone really keep pricing in check, whether it be passengers or cargo fares, but as you're all here today and we're on TV, these three carriers probably get more scrutiny because of the territory and the media coverage that we have up here versus any other carrier in North America. I think those are the safeguards and mechanisms that you have in place. Thank you.	Ċ ⁶ d4 ⁶ L ⁶ 7D4 ⁶ UN ⁶ D ⁶ 4P ⁶ P ⁶ D ⁶ CPD ⁶ CP ⁶ LN ⁶ , ΔDΔ ⁶ ⁶ b ⁶ U ⁶ CPN ⁶ P ⁶ D ⁶ P ⁷ P ⁴ b ⁶ D
Chairman (interpretation): Thank you. (interpretation ends) Next on my list, Mr. Mike.	Δ•거≪ϷϹ· Ϸ: ·ּd⊁°Ⴍ广Ⴆ. (ϽϞϷႶͿϚ) ⊲ႶჼdႶ°ϭ Γ·Ϲ LΔϷ.
Hon. Johnny Mike (interpretation): Thank you. Good afternoon. I'm Johnny Mike, Member for Pangnirtung and Minister of Environment with the government. I am very pleased that you're here regarding the codeshare agreement between the airlines because we have been affected in all ways.	ϤኈႱ⋞ኈ፟፟፟፟፝ዀ፞ ቓ፞ኇ LΔۥ : ᡪᢅdᢣᢩᢩᠣᡄᡏᡃᢆ᠄ Ϸᢩ᠊ᠴᢣᡃ᠈d. ᢣᢆᠥ LΔჼ- ᡃᠧ᠋ᠯᢤᠾ <ᡨᡦ᠅ᠫᠴᡗ ᠘᠆᠋ᠧᠥᡔᢂ᠋ᠺᠺᡶ ᠮᠣᡃᢗ᠋᠘ᢣ᠌ᢂᢤᡁᡄ᠋ᠺ᠈ᡩᠿᡄᠴᡷ ᢗĹᡠ᠍᠍ᠿᡆ᠋ᠺᡃᡗ ᢗ᠘ᢩᡆ᠕ᢣᡟᡣᡅ᠆ᠴᢧ᠂᠋ᢐᡐᠾᢗ <i>ᠯ</i> ᡄᡅᠦ᠋᠋ ᡏ᠋᠑᠄᠖ᢗᢂ᠘᠂ᡬᠥᠺ᠘ᠮ
It was indicated earlier that there is a requirement to use the codeshare agreement. That was during the meeting we had last spring. It indicates here that codeshare would come into effect and it would have an effect on the freight, passengers, and better alignment of providing the services to the people Nunavut.	Ρίδργρορίνημα στό στο
Last year, we were also told by Canadian North that in the Baffin region, they will not be providing flights to Pond Inlet, Clyde River, Pangnirtung, and Qikiqtarjuaq. That's what it indicates here. It has had a huge impact on those communities. Even though we might not be part of the codeshare agreement, it has had an impact on the residents of Pangnirtung.	۲۵۵ ۲۱۷ ۲۵ ۲ ۵۰ ۲ ۵۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰
We have been having more problems since the agreement came into place. There are a	ᢄ᠆ᠴ᠋ᠮ᠘᠆ᡄᠾᡄᢂ᠋᠉᠆ᡁ᠘᠅ᡁᡬᢀ᠋ᡆ᠕᠆ᡕ᠕᠆ᡘ᠆ᡁ ᠈᠋᠋ᢐ᠋᠆᠘᠆ᡁᡄᢂ᠉᠆᠅ᡁ᠘᠅ᡁ᠘᠅ᡁ᠘ ᠘᠆ᡆ᠕ᢉᡏ᠆ᡄᡄᢚᠾᡄ᠘ᡃᡆᠯ᠅ᠳᡐ᠋᠕᠆ᠬ᠖ᡃᡄᢕ᠘᠆ᠴ

lot more problems with the medical passengers. There are a lot more problems with the retail outlets and the supplies. We see a very limited availability of products for sale on the shelves now.	ᡏ᠋᠔᠙ᡩᡘᠣ᠋᠋᠉ᢣᡄ᠋ᡕᡏ᠋ᡱᡄ᠉᠑ᡬᢋ᠋᠘ᠴᢗ᠘ᡃᡆᡏ ᡆᢄ᠋ᡧᢌᠯ᠋᠕ᡄᡄ᠋ᠺ᠆ᡷᠺᠦ᠉ᠫᡕ᠋᠘᠆ᡘ᠆ᡘ ᡆᢄ᠕ᡩ᠋᠕᠆ᡩ᠋᠘ᡩ᠆ᡆᢄ᠕ᡩᡬ ᠘ᠴᡄᠮ᠋᠋᠖᠋᠆ᡷ᠋᠆ᡘᡄ᠋᠕ᡩ᠋᠆ᡁ᠘᠆ᡁ ᠘᠋ᢄ᠆ᡆ ᠘᠘᠆ᡩ᠘ᡩ᠘᠘᠘᠆ᡁ᠘᠆ᡁ᠘᠘᠘᠘
When it came into effect, we were told that it would provide better services, but it hasn't done so for the community of Pangnirtung. I just wanted to get that information out. Again, there was a reduction of employees in Pangnirtung. We were told that they were going to be able to get other employment. I would like to know if the Canadian North employees are now employed by either First Air or other airlines. Thank you.	CL°α ϤϽϲͺϤʹϷʹϭϚʹϷϹϷϲʹϷՈʹͻͻͿ ϤʹϚϭ ϤϷϷϒͶϤϷϐ·ϭϿϹϷϭϤʹϭϚʹϷϹϷϲϞʹϷ. ϷʹͻϹͿϤ ϤϷϷϒͶϤϷϐ·ϭϿϹϷϒϹͻϤ°ϘʹϒϽʹϲ ϚʹͼϭʹϷʹϽͿʹ. ϹϹͽϥ ʹϷϷͽϪ;ͼʹͶϭϲϹϷʹϷʹͶϭϭϲ ΔʹͼϷͽϪϧʹͼͶϭϲϹϷʹϷʹͶϭϪϲϷʹͼϒͿϲϹ ϭʹͼϭʹͼʹϽϹ ϷͼϪͶϤͼ ϫϤʹͼ ϹΔͼͿϤϤ Ϛʹͼʹͼʹ;ϽϹ ΔʹͼϷͽϪ;ͼʹϲͽϒϽϹ ΔʹͼϷͽϪ;ͼʹϲͽϒϽϹ ΔʹͼϷͽϪ;ͼʹϲʹϷϒ
Chairman (interpretation): Thank you. Mr. Friesen.	Δ•/ኆϷϹ· •· ·d৮°Ⴍ广 ^ϧ . Γ ^៶ Ϲ <i>Ϸ</i> ሲኣ°.
Dr. Brock Friesen: Mr. Hankirk will go.	ጏናር፞ጭ >ና፞፦
Chairman (interpretation): Thank you. Mr. Hankirk.	∆ﻩץ⋞⋗⊂ናۥ : ˤdᡃᢣᢩᢁᡤ᠖᠋᠋᠋᠆ᠺ᠂ᢗ᠊᠊ᡰ⊲ᡝᢩ°᠊ᡠ᠖
Mr. Hankirk : Thank you, Mr. Chairman. Yes, we did pull out of Pangnirtung, Qikiqtarjuaq, Clyde River, and Pond Inlet. Those decisions were made for business reasons. I have had to share all of that with the Competition Bureau. It has all been submitted to them. I can't share that with you in front of my colleagues nor do I have permission to release our financials on those routes to you guys. Certainly, if it becomes a big issue, I would try and take that forward to our ownership group.	Ηἄ•ἀਂ (ϽϞϷႶͿϚ): ᠮϭͰ϶ϫϹϷ, ΔϷͰϘϷϹϾ. Δ΄, <֊ምϷʹϿͼϝϲ, ͼϷϼͼϲͼϞϤϲϲ, ϷͼϼͼͽͺϳϲͿ ϜͼͶϹϲͼϝϲϿ ϔͼϞϲϷͼϿͿͼ ϷͼϷ϶ϲ Λ·ϿͿ. ϹΔL ϤϷϿϚϷͶϲϲϫϷͼϐϿͼ Ͽϭ϶ϲϤͼϷͼϷͼϞϲ϶ͼ ϷϭϤ ϹϷϿͼͶ·Ͽϲ ϤͼϼͼϹϷϞϹͼϫͼϲϲͼ ἀϫϲͼͼͽ϶;. ϹΔL ΛιϲϷϲͼͼͼ ϫʹϲϭͼϷͼϻϲ
I don't think we have cargo issues, but the person I really want to give the mic to, because she knows how Canadian North's operation is running, is Cindy Twerdin. I would ask her to speak to medical issues. We did have some medical issues initially, but I would rather you hear it from her because she's the person who fixed it with our IT	የረላσ ኦረቴჼሮჼንጋውና Δ೨ኦ՞ዮሮኦንበናቴჼንኑላኦ՞ዮንጋና, የረላσ ረግ ጋላበ° ኦናቴჼስናጋር-೨J ኦሚ՞ውና ቴሏልበላ° ወላና የኴ፬ჼ ላኦርσ՞Ⴑσቴ ናቴኦኦር-ር ደልσ՞Ⴑ ፈ՞σσናልናናናሪናንጋውና ለቦላናσ՞Ⴑσ Δረ፲ኃበርናቴሮኦንጋና ለቦላናσ՞ኒሪ ጋσፈርነያና የቴናኣኦታርሲσჼሪ ቴርቦሮኦናርJ. ረግ, ናቴወልናኣ՞ዮቴልና.

people. Cindy, if you don't mind.	Δካ/≪⊳ር ⁰፡: ˤdን⁰Ⴍ广ʰ. Γኁ ጋ⊲∩°.
Chairman (interpretation): Thank you. Ms. Twerdin.	
Ms. Twerdin : Thank you, Mr. Chairman. Hon. Johnny Mike, we did have some medical travel issues at the beginning of the codeshare with a Sabre glitch, which is our system. We fixed that with Lorraine Bonner and also First Air's Paul Ford, who is in charge of our Sabre system. We did have some issues with cargo, but that was weather-related as well. As far as we know, we don't have any more cargo issues, but if there is, I would like you to contact me and we will work together with our cargo department as well as First Air's cargo department. Thank you, Mr. Chairman.	ϽϤ Λ ^{e} (ϽʹϞϷΛͿϚ): ^ና dϧ ² αͺΓ΄ ⁶ Δ ⁶ γ «ϷϹ ⁶ . CΔL Ϥ ⁶ σ Ϥ ⁶ & C ⁴ ⁶ C ⁶ ⁵ Ͻ Δ ₋ Ϥ ⁶ ⁴ ⁶ Γ ⊂ Ϸ ² Π ⁶ ⁶ ⁴ ⁵ Δ ⁶ ⁴ ⁵ Δ ⁶ ⁴ ⁴ ⁵
Chairman: Thank you. Mr. Mike.	Δ•/ペÞር ጭ (ጋኣኦ∩Jና): ናਰኦ≏உ广். ୮ [、] ር L∆ ^ϧ .
 Hon. Johnny Mike (interpretation): Thank you. I thought I was going to get a response. I can look further into this. I brought this up last year and I was going to get a response. I used Pond Inlet and Pangnirtung as an example for snowmobile freight costs because they need to ship them sometimes. It was \$1,600 for a snowmobile and \$1,700 to Pond Inlet. I was going to get a response last year. They said that I would get correspondence on this. Pond Inlet is a lot farther than Pangnirtung and it's almost the same price. I wanted clear information as to why this is the case. Can you clarify this now while the Inuit are listening? Thank you. Chairman (interpretation): Thank you, Mr. Mike. Who is that question for? Do you want a response from Canadian North or all the ciding 2 Mr. Existent 	
airlines? Mr. Friesen. Dr. Brock Friesen : I can't answer that off the top. I would have to go back and get some facts, Hon. Member.	ሥሊጓች. ጏናርጭ >ናኮ

I would mention that with respect to snowmobiles, I would encourage everybody to ship them on the sealift. Snowmobiles are very difficult for airlines to ship because when you put a snowmobile in, you get a large tube and you put the snowmobile there and you can't fill up the airplane. They're incredibly expensive for us to ship them. We struggle. We find places to put snowmobiles on. That doesn't answer your pricing question, but it's my opportunity to tell you that snowmobiles are difficult for us.

With respect to cargo on Pangnirtung generally, we don't have any backlogs for Pangnirtung in our cargo warehouse right now. I went through it and found out where we have backlogs. There are no backlogs. The biggest single problem we have in Pangnirtung is the weather and that's compounded by the facilities or the runway. That's the biggest single problem. We're actively monitoring right now to take the fish out, which we're looking forward to doing, but we can't control the weather and that's the issue. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. I don't think you got the answer you wanted to hear, but please note that the witnesses will have to leave at 4:30. I'll have to shorten the length of time you can ask questions. Mr. Mike, do you have another question?

Hon. Johnny Mike (interpretation): I'm not asking another question. Canadian North also has to respond to my question. Canadian North was involved at the time. I'm trying to ask why it would cost \$1,600 to Pangnirtung with a 50-minute flight and it takes hours to fly to Pond Inlet, but costs \$1,700. They didn't answer that question. Unfortunately, we're running out of time.

Pangnirtung has a real issue with airlines.

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Two years ago, we had 700,000 lbs. of turbot to ship out from the community. Tourism is also operating. Why do they have such high operating costs to Pangnirtung for freight and passenger fares? Thank you.	ΡΥϞʹϞϭϲϷʹʹϞυϹ ʹϷʹυϹϟϲͺϷϭϤ ʹϷϲϚϲΓϭʹϭϷ ΔʹϷͻΓϭʹϭϷ ϤͰͺͻ >ϲϚ·Ͻϲͺͺϭ·Ϸ ϤϷϲʹͻϭ ϹͺL°ͺϲ, ͵μͺLϷϘϤϷ ϤϷϽϞϐϫϞϤϚͻͱΓϷ <°ϭ·ϷϽͿϤ ϤϷϲϭʹϷʹϷϾϾʹϷϽʹϷ ʹϷʹϞυϹ͵ϟϲ ϷϒϷϷϞϽϷϭʹͻ ϤͰͺͻ ʹϷʹϧϾϹϷϽϷϭ? ʹϭͿ϶ʹͼͺϹϷ.
Chairman (interpretation): Thank you, Mr. Mike. Mr. Hankirk.	Δ•/ペϷϹና• : ናd৮°Ⴍ广•, Γ [、] Ϲ LΔ•. Γ [、] Ϲ ΗϤʹ°ἀ•.
Mr. Hankirk : Thank you, Mr. Chairman. I'll have Cindy look into it right away. It does make no sense to have a ski-doo going to Pond Inlet for \$1,700 and to Pangnirtung for \$1,600. It makes no sense to me at all. The driving force behind the operating cost of airlines is actually operating the aircraft and that's on a block hour basis and I do know exactly how long it takes to get to Pangnirtung and how much to Pond Inlet.	Ηἀἀἀ (ϽϤϷΛͿϚ): ϭϭϭϫϥϷ, ΔͼϒϘϷϹʹͼ. ϒͼΛͿϚ ϹϭͿϚϭϷϷΛΓΛϿͼϭϤͼϚ. ΔϹͼͺϽϒϒϫͼͼϒ·ϹϚ ϒϷϽͲͼ ΓϚΛϹϹ΅ͿϚ \$1,700-Ϛ϶Ͽϭ ϚͽϭͼϿͿϚ \$1,600- Ϛ϶Ͽϭ. ϹͼͺͺϽϒϒϫͼͼϒϹϹϿͼϭͼ ϷϘͼϫϲ. Ϲͼϫϲ ϭϷϲϭ϶ͿϚ ϤϒϽϭͼϧ ϹͼϫͺϔͽϿ ΔϐϚϹϹϜͼ ϭϷϲϭͼϧ ϤϒϽϞϧ ϚͽϭͽϽͿϚ ͽϷ ϭϭϭϷΛΓϔϧϞϹͽϳϚ ΓϲͶϹϹͼϧͿϲϿͼϭϲ.
What you're saying, Hon. Member, makes perfect sense to me. I'm sorry if we didn't respond. We obviously took that away and didn't get back to you, but I'll commit Cindy will take it away and try and find out. We will give you what it costs to send a ski-doo to Pangnirtung and a ski-doo to Pond Inlet and the actual pricing.	Å, ር፟ ^ዸ ዺ LーႱーኦኈበኦ< ኦናbኦፖኄ ጋየፖፈናበላኈጋኈ. L୮ላሏኦሁጋላጐ የኦ°ኇጐዮቴናበJ. ΔL°ሏ ኦበናልቦሬኦ°ኁቦናር የረላσー ፖግበ ኦናbኦበፖLσላናኔd ናbኌኈ ናbኦኦባላዖኄናቴታጋJ <ኄታኈጋናጋና ናbኁፖናኒኄና ፖዖጋኈ ላዛሬጋ ΓናበLርሮኄጋና.
One of the things is unless we have very specifics or if there's a quote or all of these things, it's tough for me to track these things down, but what you're saying doesn't make sense, but obviously it happened, so we need to find out and Cindy will be back to you very shortly. Thank you, Mr. Chairman.	CΔLϚ CLbdσጐႱ ዺጋዺΔታዀረL՟ϹϹʹႪϽႪϹናႦጐቦၬLና. ናԵϷትႭረປ໊Ⴍ՟ϹϚϹʹ·ℙ·ႭϷϘϚ CLbdϤ. ൎΔ, ϽΡረႭʹ·ϹʹϽႱϽϤσϷ ϹΔLΔናႦϚϾϓረLʹ·LϚ. ൎΔ, ረ°Ո ናႦኈႱናႶ⊲ϷϭϚ ϷႶናልቦσ⊲Ⴊ<ʹႶና. ናdታ°ႭӷႦ, ΔϷረ≪ϷϹʹჼႦ.
Chairman (interpretation): Thank you. There are still six names on my list. We're running out of time, so you can only ask two questions now and you have two minutes. Also on the list is Mr. Shooyook.	Δ•/≪ϷϹ· •: ^ເ dታ ^e ឩ广 ^b . ሥር ር ^b d⊲ ⊲∩ ^s d∩ ^b b 6- [*] ህ [*] LC. ር ^b d⊲ ΔL ^e ឩ Ϥ ^{sb} P ^L ⊃ቦ ^c P ² ⊲σϷσ⊲⊂ ^s L ^c . Δδ ^s SΔJ∩ ^L L _C ⊂ ^s ^C C. L ^s PDΔ ^e ≜ [*] σ ^b ⊲Λ _L ^e ^e ^s σ⊲ ^s ^b ² . C ^e ^e C ^s ≪σ ^c ^b 2 Γσ ^s ² Γ ^b , L ^s PDΔ ^e ^e ^b ² ^{c^b} σ ^b 2 Γσ ^s ² ^s ^b ²
Mr. Shooyook (interpretation): Thank you, Mr. Chairman. I'll keep it short as other members have questions. I represent the three	፟ዸጚኈ : ናdታ°ฉ广, ΔኮፖペϷርʹ፦.

communities of the High Arctic: Arctic Bay,	᠋᠄ᡃᠣ᠌᠌ᠵ᠘ᡃ᠋ᠫᢛ᠂᠂ᡆᡗᠬ᠅᠋᠋᠋ᠳ᠅ᠵᢛᡬ᠅᠋ᢧᢄ᠉᠆᠘ᠺ
Resolute Bay, and Grise Fiord. In the High	'b∿レᢗ᠋᠋ᡝ᠌ᢧᡄ᠋ᠴ᠘᠕᠋᠉᠔᠘᠘᠘
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community. They have the most difficult time living there and First Air doesn't go there. They go through real difficulties. I'm asking: can you describe how your airline's codeshare agreement has affected travel to the High Arctic? Kenn Borek flies to Grise Fiord, not First Air. To what extent has your codeshare agreement affected your working relationship with Kenn Borek? How have you worked with them? Can you clarify that for me? Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. He directed the question to First Air. I forgot your name. Can you respond?

Mr. Van Der Stege: Thank you very much, Mr. Chairman. I can respond to this question in great detail. First of all, I remember the last time we met, I did tell you that I was going to visit Grise Fiord, Resolute Bay, and Arctic Bay and I am happy to tell you that I very much enjoyed that visit to the three communities last year. It did provide me with an opportunity to actually see first-hand what the challenges are operating into Grise Fiord. The reason we don't fly to Grise Fiord is a very simple one: the smallest aircraft we have is an ATR 42. It cannot land in Grise Fiord. The runway is simply too short and the approach is very challenging.

We have to work with another airline that can operate into Grise Fiord with much smaller aircraft. Kenn Borek is the perfect partner for us. We do exactly the same arrangement using their Twin Otter into Kimmirut. This relationship that we have with Kenn Borek is completely unrelated to the codeshare arrangement with either

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Canadian North or Calm Air.

I am pleased to say that as a result of our overall network adjustments and changes, we have been able to increase the frequency to Arctic Bay and Resolute Bay to six times a week in the summer and that's what we will continue doing in 2016. Even though it's unrelated to the codeshare, as a result of aircraft availability and First Air being able to adjust supply and demand, we have been able to increase the frequency to six times weekly in summer. Thank you very much, Mr. Chairman.

Chairman (interpretation): Thank you. Please keep your responses clear and short. Mr. Shooyook.

Mr. Shooyook (interpretation): Thank you, Mr. Chairman. He answered the question, but please keep in mind that in the High Arctic communities, it's hard to get fresh foods and they're just losing them because the airlines are not keeping up. They get only two flights per week. Can they get service more frequently than two flights a week? Can you put that into more careful consideration to provide better service to the community? Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Friesen.

Dr. Brock Friesen: Mr. Chairman and Hon. Member, I think I got the gist of the question. The Grise Fiord operation is determined by Kenn Borek and what Kenn Borek is able to provide on an economic basis, so there isn't a lot we can say about that. I would hope the community could support more, but it's not really us that will determine that one. Thank you.

Chairman (interpretation): Thank you. Mr. Kuksuk.

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Hon. George Kuksuk (interpretation): Thank you very much, Mr. Chairman. I have been waiting six hours and when it's finally my turn, I only have two minutes. I won't be able to finish my questions in two minutes, so my only question is to Mr. Bell. I'm here as a regular MLA representing Arviat and Whale Cove. I wanted to ask about the concerns of my communities, but since we don't have enough time, I'll make it short.

If your two colleagues want to respond, it's up to them. Hearing what is being said today, they keep repeating the same answers when it's only Calm Air in the Kivalliq, so I'll have a short question. I wanted to ask a proper question, but I'll leave them to some other time. If Mr. Bell can identify after the meeting in the coming days, I don't know when, I would like to work with him in my community if I can have discussions and if he wants to go to the communities with me after the winter session.

Briefly, I had some comments to make, especially with respect to the smaller communities. For example, in Whale Cove, once the codeshare for First Air and Calm Air was in place, what improvements have we seen? This was a question my constituents wanted me to pose. They say that some of the services are inadequate now.

There are problems for some communities and we need to identify problems in the smaller communities, especially where there is only one retail store outlet. They are missing out a lot with the service because, perhaps, the plane isn't frequenting the community as much as before with cargo. These are various issues that we are facing. Perhaps you can consult and visit the communities so that you can get a better understanding. One day of meeting like this is impossible to resolve the situations and **ፈጓし⊰፡፡፟፟፟ь፞፞፡፡ ጚዻን 'db/b**: L'௳՟⊃ላልካ, ΔካイペϷϹ^ናቅ. Δ៦ናናσϷ 6-σϷ ϷϹ^ናϷΡႱL ΛΡϹΔ°௳ϚL 2 Γσ^Ϸ-ʹቴϽΔ°ฉϚLϳ[·]Ϸ ϤΛ[·]ϷϤΛՐ⊀L۶Ϸϧ. 2 ΓσϷ Δ⊃Ϥσ ΛϤσϲ[°][°] Γ[°] Δ[▶][°] ϽϤል[°] [°] [°] [°]

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listen to all the problems that are occurring.

In regard to cargo rates, I can't remember who it was, but one of my colleagues stated today that when there's any cargo coming in through Calm Air or First Air, it would cost a certain amount of money to send cargo and when arrives to its destination, the price was doubled. It's probably due to the lack of understanding. I know that there's no understanding between the two airlines and I know that they have to compete with each other. I know that had increased the price of cargo.

I know that the communities are not aware of all this information. As my colleague for Uqqummiut had stated, you have to consult with the communities to make sure that they understand what codeshare is all about, especially in the smaller communities where there are no retail stores or only one retail store and they have to send cargo there and back. I'm talking about smaller communities, not the larger communities. I'm talking on behalf of the smaller communities that don't have economic development or retail outlets. In the smaller communities, family ties are very tight and so they travel back and forth.

You are providing service to the Inuit in Nunavut. I am very pleased to see the airline providing Inuktitut language service for the beneficiaries and I see a lot of Inuit beneficiaries working within your airline, but one thing that has to be considered further within your corporate office or your dispatch, whether it be down in Thompson or Ottawa, should have Inuktitut-speaking staff. You should have that incentive or promote Inuktitut-speaking people in your dispatch areas and hire more Inuktitut-speaking people in your dispatch areas. When unilingual Inuktitut-speaking people try to call the 1-800 number, they don't understand anything because everything is in English.

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That's a problem that we face.	
Mr. Chairman, some of the questions that I wanted to pose personally, I would like to have ample time to pose them to either one of the airlines, but if Mr. Bell would like to respond, I would appreciate it. Thank you.	۵۴۲۹۲۵، ۵۵۲۵ ۵۵۹ ۵۵۹ ۵۸۴۵۸۲۲۵ ۵۸۴۵ ۱۳۶۵ ۱۹۳۵ ۱۹۳۵ ۵۹۵ ۵۹۲۵ ۵۵ ۱۹۸۵ ۲۹۸۹ ۵۹ ۱۹۹۵
Chairman (interpretation): Thank you. The questions will now only be responded to by one of the witnesses because there's only 10 minutes left. Mr. Bell.	Δ•/ペϷርና• : ናdታ°ฉ广•.
Mr. Bell : Thank you, Mr. Chairman. Thank you, Member Kuksuk. You presented a couple of different questions. I think the easiest way is to acknowledge the fact that I would be very happy to come into the communities that you represent and not just yourself but that offer is open to any of the Members in the communities that Calm Air services. I would be more than happy to have town halls with you present to answer questions and provide more information to the communities.	Α> (ϽϞϷΛͿϚ): 'dϞͽϥϳϷ ΔϷ/ «ϷϹͼ. 'dϞͽϥϳϷ 'dϷ/Ϸ. LiϷω dኣϷϳϷͼʹϷϲϿϿϖ < daubnibς cas Pbulkagas auchab acdukendas Pbulkagas auchab acdukendas Pub Steciae auchab e > Acdual/ Acdual/ Acdual/ Acdual/ Pub Steciae auchabe > Acdual/ Acdual/ Acdual/ Pabdeis Achor action action action action action book action action action action acdual/ Action book at a action book action and action action book action action action book action action action book action a
I was in Arviat and Whale both in October and I think the beginning part of November. I will be coming out probably in February, but I can touch base with you and make sure that our schedules align and we can pick those dates. I would be happy to do that.	ላናልላԺᡄϷჼᢦᢣ᠘ᢣ᠋᠋᠅᠋Ⴑ ႶႼናናᢣᡧᡏᠥᠴ ᡧᡃ᠋ᢆჂ<ϷႶჼᠴ᠍᠍᠍᠍ ঝᡰ᠘ᠴ ᠴልለᡅϷ᠊᠋ᠺᠺᡆᡃᠦᡃᠾᠦ᠌Ϸჼᢦᠯ᠄ᡃᢑ᠋ᢆᠫ᠄᠖ᡧ᠋᠘ᠴᠺ᠋Ϸ ᠘ᡃ᠘ᡃ᠋ᡠ ልጅላሲℾ ႶႼჂ᠋Ĺᡪᠴᢩ᠍ᡆᡃᢛ᠋᠋ᢃᡁ ϷናႦናႦႶႶᢞᡆᡗᠣᡆᠲᢗᠺᠬᡊ Ϸ՟ᠴᢩ᠅ႱႻ ႦႶჼልᡟᡪᠺ ᢤᡃᢛ᠋᠙ᢣᢞᡆᡗᠣ᠋᠋ᠺᡪᠺ
With respect to your question on, I believe you called it dispatch, but I think what you're meaning is reservations, when they call in to make a reservation. We actually have a lady starting hopefully next week or the week after and she will actually be in the new Rankin Inlet facility. That lady will be there to address the question that you exactly have, which was also a concern from the Kivalliq Inuit Association.	Λ [*] ⁺ ⁻ ΔJ 4Λ ^{**} ⁺ dΩΓϚϹ [*] ⁻
We will have somebody in reservations Monday through Friday to start 8:00 'til 4:30,	ር∆ీd௳∿౿౿ ద৵৸৻৵⋗৽ঌ৽ড়৽৻৽৵৸৵৵৸ ৴ৣ৴ৣ৴৽৽৾৴৽৴৵৽৸৽৸৽৸৽৸৽৸৽৸৽৸৽৵৽৵৽৵৽

who speaks Inuktitut, and that person will be based right in Rankin Inlet, not in Winnipeg, so that we can hire more Inuit people. There's no reason why that job needs to be in Winnipeg; it can be in Rankin Inlet. That's starting either next week or the week after, but that person has already been hired. I can tell you who it is after.	ϷʹϲʹϷϭϤ ΛΓϤʹ϶ͻϭ 4:30-ϞͿϚ/ϷϭϞϧͻϤϷʹ ΔϼϷΠϽϨϷͼʹϷϽʹϷ ϹϪϷͼ. ϷϞΓʹϷϲʹϭϭϳϮʹϧͻϭ ϷΔϭ<Δ ^μ ϳϮͼϞΓͼϧϭϭͻ. Δ ⁵ ϷϷͼΔϟͼΠϹʹϷʹϚʹϲϲϨϷͼʹϭϭϤϚ·Ϲ ΔϼʹϭϷ, ϷΔϭ<ΔϳΓϤϽͼϞΓϲϽͼ. ϹʹϷͼ Δ ⁵ ϷϷͼΔϟϷϞʹϷ Λͼ/ϤϨϟϷϭϤʹϷϽΓ Δ ⁵ ϷϷͼΔϟͼΠϹʹϲʹͼϟϹϲϚϚϹ ΛΓϤʹϭϭϤϲϲϹΔ ^e ͼͼϷϽͼ.
Again, so that you have more time to ask not only your questions but those of constituents, I would be happy to come to the communities that you represent or even touch base with you after and get a list of the questions so that I can respond in writing beforehand.	CΔL°ዹ ላለኈ፝ኯ፟በ፞፝፝፝፝፝፝ኯ፟፝፝፝፝፝፝፝፝፝ኯ፟ዀ፝፝፝፝፝፝፝፝፝፝ ፚኯ፝፟ጞ፝ ዾ፟፝፝ ሩቦዻ፝፝፝፝፝፝፞ጚኯኯ፝ ዾዾዾ፝፟፟፝፝፝፝ ላይዾ፝፟፟፟ጜናበዻና፟፝፝፝፝፝፝፝፝፝ኇ፟ጚዀ፝፝፝
Chairman (interpretation): Thank you. The clock is ticking very fast. Mr. Enook.	Δ•/ペϷϹ· •: ^ເ d৮°Ⴍ广 ^ϧ . Ϲ°Ⴍ [·] ႦϷትኣϷϤ ለ⊲ᡄ⊀ናלϤናʹ_ ^ϧ . Δ <i>ጔ</i> ^ϧ .
Mr. Enook (interpretation): Thank you, Mr. Chairman. Good afternoon and thank you for appearing before us. Mr. Adams, thank you for appearing before us. I am very pleased that you are here to listen to the proceedings. I have numerous questions that I wanted to pose because all our communities in Nunavut have been impacted by the codeshare agreement. However, as Mr. Adams stated this morning, perhaps six hours ago, I remember what he said, that he wants to have discussions.	Δ.Δ. ⁶ : ¹ 'db ² a. ¹ b ² A
With the airlines all day here and the questions and concerns that we have, after the codeshare, it seems like we're not useful to you anymore. You said that the codeshare is improving the scheduling and it's good for the airlines and I agree with you, but for the people that you provide services for, I believe it didn't improve. Yes, codeshare is very good for the airlines, but it doesn't improve the services to the people that you serve.	Ρ/Ϥσ ϷʹϿϲͺͺϳͺͽ ϤΛͽϟͽͺϹͺϿͺϘϭ ΔϧϟͼͽϽϭϚϽϭϚ ϹϹϧϤϤ ΔϟͺϳͺϿͺϹͿϧͽϚ, ϽϒϷϹϧͽϚ ͼͺϿͼͺϿͼʹϛͼͺϹͼͼ ϤͼϔͼϧϹͿϥϽϹͼϷϲϷͽͺϹͺϿ ϤϽͶͼϷϿͼϭͽϽͿϚͺϟ;ϿͺϷͼϐͼͻϽϐͼϷϷϷϲϧϟ ϹϹͼϥϳͽ Ϥ;ϲϧϷϹϧͼϫϿϽϲͺϟͼϿͺϷͼϧϲ; Ϥͼϲϫ ϤϫϲͼϷϲ Ϥϫϲ Ϸϲ ϒϧ Δϲ ϫ Δ ϲ ϲ ϫ Ϥ ϫ ϲ
One thing that I'm quite concerned about is	٥٩৬৮ ۵، ۵، ۵، ۵، ۵، ۵، ۵، ۵، ۵، ۵، ۵، ۵، ۵،

the patients on medical travel because I feel compassion for them, especially the elderly. One time I found out in the month of December, and I'm not sure whether it was in the November, quite a few patients coming in from Ottawa had to go Pangnirtung. Some patients had been gone for two months. They were supposed to go home on the same day, but due to bad weather, I remember I was told by them that they will have to wait for six days in Iqaluit because the plane was full all the time going to Pangnirtung. I feel compassion for these people because they have been away from their home for a long period of time.

In spite of that, we have been told since this morning to now that codeshare is really good for the airlines. Yes, I believe it's good for you, but for some communities that you provide service to, it hasn't improved at all. I have many questions. I want Nunavummiut to understand fully and have a better understanding. Someone said that with the codeshare, a lot has improved with the airlines. As Nunavummiut, our ideas aren't going to be used because the codeshare is really good and benefiting your airlines. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. Mr. Adams.

Mr. Adams (interpretation): Thank you, Mr. Chairman and (interpretation ends) Hon. Member, Mr. Enook. (interpretation) Thank you. I want to state that as we provide services, I can't say that the service has improved. As I stated this morning, we had growing pains with the codeshare and we still have a bit of a problem, but through discussions, we can improve the issues that we face.

We meet with the Qikiqtaaluk Corporation. $\square \square \square \square \square \square \square$

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through for 38 years, we have been providing	᠆᠆᠃᠈᠖ᢞᠾᢗᠽᡃᡄ᠋ᡳᠣ᠋᠋ᠶ᠆ᠴᡆ᠋᠕ᡃ᠋ᠮ᠂᠕᠋ᠵᡄᠺᡃᡄᠺᡃᡄ
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it's called here. Air Inuit had started this	
program.	
For distribution of meat, I hear the problem	ᠵᡆᡏᠴ ᡆ᠋ᠻᡝ᠋ᡔ᠘ᡩᡆ᠘ᡕ ᢗ᠘ᡩᡆ᠕ᠣᡏ᠋ᠴᡄ ᠋ᡔ᠋ᡃᡕ᠋ᠶ᠋ᢩᢐᡄᢗᢁᡕ
with providing service. I envy Calm Air.	Pdd $Dr^{a}aD\Delta c$ betable aperdation $AJ^{a}adted Ac$.
They provide the shipment of country food at	ᠴ᠋᠋ᡆ᠋᠋᠋᠋ᡊᠣ᠂ᡏ᠙ᢞᡄᢉᢦ᠋᠋᠋᠋᠋᠋ᠬ᠘᠘ᡩ᠋᠘᠘
no charge. In our community, we have a	ےمرح°ےbCک<کنیزیاد CLa مرجد
lower discount fare for country food	ᢗ᠘᠘᠘᠆᠋᠋᠈᠊᠋᠘᠘ᢣ᠋᠕᠋᠄᠋᠘᠘᠄᠘᠘᠘᠘
distribution and we try to do that in the three	د۲×۲۰ د۲۰۲ د۲۰۲۰ د۲۰۲۰ دCLG د
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regions of Nunavut. We were able to work	
closely together	
	C ¹ ⁻
After the codeshare, due to financial losses	
. Calm Air, our airline, and Canadian North	
are separate airlines. For the issues that we're	<u></u> ፈ፨ዖՐ⊲ዖ∩ቦレረ⊲൨⊲ኄԵ <u></u> ∿ሁፇጵና. ⊳ჲ
trying to resolve, we wanted to use the	
Nunavik airline service as a model. For	
example, we provide services to the	
departments of Education, Health, and	
Transportation. They meet annually with Air	$b \cap O \cup C \land C$
Inuit and I believe that similar meetings	
should occur in Iqaluit too with the three	
airlines so that we can resolve the issues that	
we face.	
While I have the opportunity, I'm saying that	Ċ°Ⴍ. ĹσJĹᡄᢂ᠋᠋ᠻᠺᡗᡳ ᠺ᠋᠕ᠺᡃ᠋ᡪ᠋ᡃᢑᠳ᠋ᢋ᠋
I want you to expect that we will be working	᠆᠆᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃
on the improvement and to meet together to	
resolve the issues. That's what we would like	
to see in the future. Mr. Chairman, I just	Cd°Q.5/495C. CL°Q, Δ°/«>>
wanted to say that and thank you for bringing	
that issue up, Hon. Member.	
1 '	
Chairman (interpretation): Thank you. Mr.	Δ•/ペϷርና •: ^ና dታ°Ⴍ广 ^ኈ . Γ [、] Ϲ ና ^ϳ > ^ϲ .
Rumbolt.	
Mr. Rumbolt: Thank you, Mr. Chairman. I	ናኑ`>ና (ጋኣትበJና): ፣ሪታ°ዺ广ካ, Δካ/ペϷርና።.
don't have much to say because I'm in one of	᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆᠆
the communities that is least affected by	ᠴᡆᡄᠮᡆᡣᢆᡅ. ᡏᡃᢗ᠕ᢄ᠋᠂ᠺ᠋ᡟᡉᢄ᠋᠈᠋᠘ᢄ
codesharing, but I would like Mr. Bell to	৹_⊃০∆৽৸৾ঀ৸ঀ৾৴৶ঀ৾ঀ৾৾৾
clarify something that he stated earlier for the	
record.	
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Earlier when Mr. Okalik was expressing concerns about the medical samples getting to southern destinations on time, some of Mr. Bell's response was weather-related issues, which I agree. If you're going to fly to Sanikiluaq for three hours, you've got to make sure your plane can land.	ΔϿϲ·៶ [;] ϷϹϷϟͺϤʹϐ [;] ϷϽϚʹϐϷϷϞʹ [;] ϷϹϷʹϟϹ ʹϒϹϷʹϲ ϿϪ ^ͺ ·ͺͿϫ ϘʹͺϤϷʹϲͺ [;] ϷϹϹϷʹϹϭʹϐ [;] ϘʹͺϤͼϷͼϲ ϒ ϫϲϫϲ ϫ ϲ ϫ ϲ ϫ ϲ ϫ ϲ ϫ ϲ ϫ ϲ ϫ ϲ ϫ ϲ
He also stated that Calm Air does not get adequate weather information from the community until 9:00 a.m. in the morning. That's the second time I have heard him state that. He stated it, I think, about a year ago when I was in Winnipeg. I know the CARS operator in my community. He goes to work at eight o'clock in the morning, which is 7:00 a.m. in Winnipeg.	ϤᡃL ϷʹͽϐϷϷϷϞϹϚͺͺϐϚͳϤͽϤ·ϳʹͽ·;ϒϲϲϲͺϷͽϤͼ Ϸʹϲʹ϶ϤϚͺϷ;ϤϭͺͺϿ;Ͽϴ;ϹͺϽϚͽϺϹϷʹͽϹϚϤϹ ϒϲϲʹͺϚʹͻϭͺϽϚʹϐϚϹϚϤϚͺͺϤʹϚϭϷͺϷϚϸϲʹϷ;ͶϹϷͳϷϹϚ ʹϐϷϧϹϲϟϲʹϲ;ϷʹͼϫϲʹͶͼϭϷͺϷϚϲͽϤϚͺϐ;Ͽϴ-Γ ΔʹͽϧϭϪϒϲͺϤʹͽϹϲͽϿͽϷϿϪϭͺϭϪϗϹϷϚͺΫ;Ͽϴ ϳͼϧͶ·ͺͻϹϲ
I wonder if he can explain why he made a statement about not being able to get weather [information] until 9:00 a.m. in the morning. Thank you.	[৽] ৳౨Δ ^៲ LၑΡϤ ^ۥ ᢣᡄ᠋᠋᠋Ӷ᠊᠋ᡃᡝᢛ᠂ᢐᠫ᠘ᡃ᠘᠅ᡁᡄ Ͻᡪᢟᡆ᠊᠋ᢛᡟᠧ᠋ᢗ᠘ᠳᡆ᠋᠋᠌ᡊᡃᢤᡁᡰ᠘᠋ᡕ᠑:᠐᠐᠆᠋᠋ᠴ᠋᠋᠍ᡆ᠋ᡬ᠅ᠾᡕ᠋᠙ᢣᡆᠦ. ᠈ᡃᡆᡃᢣᠳ᠋᠋ᡄ
Chairman (interpretation): Thank you. Mr. Bell.	Δካ/≪ϷϹ ና ၑ : ናdᢣ°Ⴍ广҆ ^ϧ . ΓʹϹ ∧Ϸ ^ϲ .
Mr. Bell : Thank you, Mr. Chairman. The comment about weather at 9:00 a.m. was not just directed at one community; there are a handful of communities that we have some of those issues with. I can specifically get back to you on our dispatch department's issue with getting the weather department in your community specifically.	٨> ()نه اله الم
Obviously I'm not the one who gets the weather reports in the morning, but we actually changed our flight time so that it leaves at 9:00 or 9:30 now instead of 8:00 in the morning because of that issue. If it's not nine o'clock, I'll specifically tell you exactly what time and apologize if it's not quite that late, but I know that we actually changed our schedule time to depart over an hour later because of getting the weather reports out of that community.	ఒ౨ి [*] గ్రెీ > స్టీర్ నంస్ కుందిరాగురెశ్రింగ్ నిర్ంటింగింటింగి ఎస్ట్ సినిది వినిపింగింటి వి స్ట్రింగింటి వి స్ట్రింగింటి స్ట్రింగింలు స్ట్రింగి స్టింగి స్ట్రింగి స్ట్రింగి స్టింగి స్ట్రింగి స్టింగి స్టింగి స్ట్రింగి స్టింగి స్టింగి స్టింగి స్టింగి స్టింగి స్టింగి స్టింగి స్టింగి స్టింగి స్లింగి స్టింగి స్టింగి స్లి స్లింగి స్లి స్లింగి స్లి స్లింగి స్ల స్లింగి స్ల స్ల స్లింగి స్ల స్ల స్ల స్ల స్ల స్ల స్ల స్ల

Chairman (interpretation): Thank you. Mr. Rumbolt. (interpretation ends) Sorry. Mr. Peterson.	Δ•/ペϷϹና• : ናਰታ≏ዉ广•. Γ·Ϲ Ϛʹ>ና. (ϽʹϞ≯በJና) LΓ⊲ዉና•. Γ·Ϲ ለϹ៶ ^ͺ .
	ዻኈሁ┽ኈ፟፟፟፟፞፞ኈ፟፟ ሶ፞፞፞ ^ ໍ່ < \`、 (ጋኻ፟፟፟ትበJና): ጘ፞፞፞፞፞፞፞፞፞፞ጛ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟
Hon. Keith Peterson: Thank you, Mr. Chairman. Thank you for the airline folks for coming here today. I was just sitting here all day patiently and listening to the questions and answers. There was a lot of good information. I learned a lot about your industry.	ΔϷϟϨϷϹʹϷͺͺʹϭͿϧ·ϿϹϹϘʹϷͺʹϧϿϧϹϟϲͺϧϲ ʹϧϪͿͼͺͼϧϟϹͱϹͺͺϷϛϿϲͺϳͺͼͺϷϹͼϷͶϥͼϽͽ ͼϼϿϪϳͼͶϥͼϿͽϧͺͼϲͼϽͽϧϿͺϪϲͼϽͽ;ϥϥϳϿ; ;ϷͽͶϹϞϲͲϿͼϹ
It's got to be quite challenging being an airline executive these days. I was reflecting back over the last 40 years and evolution to the airline industry in Nunavut. Nunavut is two million square kilometres, 25 communities, and we have three time zones. I know that as a politician, it's very hard to govern and look after such a large territory. It must be very difficult as airline executives to provide that airline service.	٨ۥ٤ڡ٢ڡ؞ د ٢٠ ٩٥ ٢٠ ٩٥ ٩٥ ٩٥٦٠ ٢٠ ٢٠ ٩٢ ٩٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٩٢٠ ٨٠٠ ٩٢٠ ٩٠٠ ٩٠ ٢٠ ٩٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠ ٢٠
I come from the Kitikmeot and Cambridge Bay has been mentioned a few times. I have concerns about the linkage of east-west travel back and forth and I often wonder if, at some point, whether the airlines are going to just be able to provide that service. As a government, how are we going to govern our territory and look after all our citizens?	[;] ΡΛ·ΓϷϭ·ʹͺͺϤϚͺϪϲͺϫϿ ϷϤϲϭ·ͳϚͺϹϷʹϧͺϷϭͼϫϿ ·ϐʹϧϹϹͶϲͼϭϷ; ϒ϶ϲϿͼͼϭϤϚϿϤ;ͳ; ͼϷϿͼ ϒϲͶϤͼϿͶͽͺϒ;ϤϹϛϫϤ ͼ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
I'm wondering if one or two of the executives of the major airlines could, perhaps kind of like Zoltar, look into their crystal ball and tell us where they see the airline industry going, where it will be in five years or in ten years in terms of will we still have an airline industry that can connect this very territory of ours. Thank you, Mr. Chairman.	Ċۥۥۥ ح، اله، ال ح، اله، ال ح، اله، الم، الم، الم، الم، الم، الم، الم، الم
Chairman (interpretation): Thank you. Mr. Friesen.	Δ•/ペϷϹ· Ϸ· ·ϭͿϞ°ͺϹʹϹ <i>Ϸ</i> ሲʹ៶°.
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Dr. Brock Friesen: Thank you, Mr. Chairman and Hon. Member. I'm delighted to address that question because our board has just given us permission to spend \$110 million CAD on more modern airplanes to serve Nunavut. It used to be only \$100 million until the USD went up. It used to be \$90 million until the USD went up. Nevertheless, we're making that investment in what we think are the most efficient, comfortable, economic aircraft for serving Nunavut. We're hoping to be here for the long term. Five years from now, I would hope that we would have all of these newer airplanes well into service and we stop using the older airplanes.

We have built this service together with our partners, Canadian North and Calm Air. We're not dating; we're actually quite seriously involved. This is not a fly-by-night quick solution. This is a well-thought-out codeshare arrangement that we have made to try and create longevity and sustainability in the business without detracting from service and, where possible, improving service. I think, in the Kivalliq, we have improved service. In parts of Nunavut, we have maintained service and in some cases, we have improved.

We're here for the long term. We're trying to find the right airplanes and the best means of operating them to provide the essential services that we need to sustain as a business. We are a going concern. We have our shareholder behind us. Your customers need it. You need the infrastructure. Our employees, which are your taxpayers, your citizens, need it.

We think the future is rosy, but as Johnny and others have said, there have been bumps getting the codeshare in place. It has had its bumps. Most of the bumps, we hope, are over. We're getting on with as many projects Δʰᠯ᠙ÞĊ᠅ Ϥၬᠴ LᠸႱႠϷ᠅ᡤ. ᡠል⊲ሥሩሲናን∿Ⴑ Ċ°Ⴍ ₽ÞႱኯՐ⊲ኈႱ ᲮᲘLኦ୭ና ቴፚናበናርና∩⊲∠ኦናፑၬር \$110 ୮Ⴀ⊲°Ⴋ ႦႭႠϷና ዸ፟ႭϷታኈቦ°Ⴋ ⊲ጋ₽°ႭናႫናՃႽჂႶჼ ቴႦჀႠჇჼ჻ႠჇႶჼႽႫ ႭႭႦႠ ⊲ჂናჾჼႠႶ°Ⴋ ႭႠႱႮႠႦჾჼჁჽႻჂ°Ⴋ. \$100

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as we can to create both efficiency and improved service and that will continue. Thank you, Mr. Chairman.	Λኦና∩ናናơ∩°ơຩ ଏၬ ርL°௳౨ రనసి≏௳ናơ⊲∿ጋ∩Jና. ՟ⅆᢣ°௳广ఀ, ᠘৸৵᠙ϷϹʹჼ
Chairman (interpretation): Thank you. Mr. Hankirk.	Δ^ϧϟ≪ϷϹ ናͽ: ^ϛ d۶°ႭϹϷ. ϹϒϹ Ηϭϳͼͺϥͼ
Mr. Hankirk : Thank you, Mr. Chairman. I thought that was an excellent question because, really, we do have to look ten years down the road and it's a great territory you have, but it is huge. It takes four hours to traverse it in a jet aircraft if you go end to end. We understand that.	Ηጳঁዮở (ጋኣትበJና): 'dን°ዺ广 Δኣፖ≪Ϸርጐ. Δ΄, ϤΛႪdበናበϤዺ፞ጏረቦንና ር፝፞፞፞ዺ. ዻናና፞Jና 'dϲϲϭና ፖዎϭናበ°ϭ ርժ፝፞፞፝፞፞፞ ር፟፟፟፝፝፝፞፞ ርካርናርርኦዀ. ዾዺዎና Ϸዹ ዻ፝ዮጚናጚዻና፞ጏ በኣLσ Δፄናናም 'dሬϷʹጏJ የረላϭ ϤϭJናንዀ ረን፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ ፈ፟ዮጚ፞፞፞፝፝፝፝፝፝፞፞፝፝
One of the reasons we did the codeshare Well, the first main reason is we had to do it. The second reason is it ensures sustainability. We do have to give some shareholder return, but both airlines are in the middle of re- equipping. The problem we have with the size of the territory, and it would be very germane to the trans-territorial route, is a turboprop really doesn't fit because the distances are so long, the time to traverse the distance is long, and a jet really fits that route. That's what we have tried to do on what I call the trans-Arctic; First Air calls it the trans-territorial.	CΔL C° & bϽϞϞͽϦϦͼϭϤͼͼͳ ϤʹϒͼϸϦϯͿϽϲϷϲϷͼϟͿϷͿϲ. ΔϲʹϧϤ ΛϞϥϽͼϷ ΔϲϾϞϷ;Ϥ ΔϲϾ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ
We need to modernize the aircraft on there. We need to get the fuel burns down and we have done that in our western network. We are working on it on the eastern network. It may not lower fares, but it certainly takes the cost away on some of the expensive aircraft, the 737-200s, that we're still running in some of our scheduled service. I can't talk about fuel burns. A fuel burn on a newer generation 737, because I've got ten of them, is 600 litres an hour less than the 200 burns. The beauty of it is it hauls 22 percent more cargo and passengers.	> [%] ^b ² C [*] ⁶ C [*] ⁶ C ⁵ ⁶ C ⁵ ⁵ C ⁵ ⁵ C ⁵ ⁵ C ⁵ ⁵ C ⁵ ⁶ C ⁵ ⁵ ⁵ C ⁵
That's the direction, I think, long term that all three airlines have to go in to have safe,	ϹĽϷʹϷ᠂᠕ʹʹ·ႱϟϪϚͺϹϷϭϤͺʹϴʹ·ϧϹϟʹϲͺͺ;϶ϲ ϤϚϹϫ ^ͼ ʹϒϲϽϭ·ϚϹϷʹͼͺͺͶϟϚͶϚϪͼϫϚϟϒϤʹͽϧʹͽϧϹ Ϫϲ·ʹϟͼʹϿϲͺϳͺͼ;ͺϪϟϹϧϫͺϤͼϷͼϽͿͼͺϤͼ;ϥϲͺϹϲϲϹͼ

sustainable service to you guys. We need to think five and ten years out, exactly what your question was and it was a very good question. Thank you, Mr. Chairman.	^ና ሳሮና ኃዮጵና
Chairman (interpretation): Thank you. Mr. Peterson.	Δ•/ペϷϹ^{ͼϧ}։ ና ժᢣ°Ⴍ广Ⴆ. Γ ^៶ Ϲ ἰϹ៶°.
Hon. Keith Peterson : Thank you, Mr. Chairman. I thank both executives for answering my question. This will be my final question as the clock is running out.	ዻኈሁኆኈ፞፟፝፟፞፞፞ኇ፞፞፞፞ኯ፟፟ዸ፞ዂ፞፞፞፞፞፞፞፞፞፞ ፚ ^ֈ ፞፞፞፞፞፞፞፞ኯ፞፞ጞ፟፟፟ዾኯ፟፟ ዸዾጜኯዸዀዀዀዀዀዀዀዀዀዀዀዀዀዀዀ ዾጞዀ፟፟፟ ዾጞዀ፟፟፟፟፟፟፟፟፟፟፟ዀዀዀዀዀዀዀዀዀዀ
Is there a role for the Government of Nunavut to play in helping develop our airline industry and support the airline industry? Is there a role to play with policies or lobbying the federal government to invest in Nunavut or to put policies in place that will support the industry so that five or ten years out, we still actually do have a viable airline industry and we're not again having these meetings, concerns, and worries that the airline industry is going to collapse?	ϼͺͺϿͺϫͺϿͼͺͺϿͺϫͺϫ ΔͺͺϷϭͼϧϿ; ϫͺϫͺϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ ϫ
Let's face it, without the airline industry, we can't travel up here. It's just a fact of life. We need the airline industry for travel, freight, medical, and all sorts of other things. It's impossible to conceive a Nunavut without an airline industry. I'm just wondering if there's a role for the Government of Nunavut or the Government of Canada over the next five to ten years, if you can see a role for us. Thank you, Mr. Chairman.	ϹϭϤͶϤϲϷʹͼϲϿϚ, ʹϐϞͶϹϲϳʹͼϹϾϧϧϲϹʹϒϚϚ ϤϷʹͼͺϨϷʹϼϚϧʹϔϹϿͿϚͺϹͺϹϭͺͺϽϾͺͶϧϷʹϔϹͼϼϭʹʹϞͶϚ ϷϭϯϛͺʹϐϲϹϨϹϷϿϹϷϿϹϷϿϹϷϿϹϷ ϳʹͼϭϤϪϲϭʹͼϿϿϲʹϿͺϤϟϨϿϳͻϿϲʹϿͺϿϥϿϚϪϲϷ ϹϭϧϼͼʹϞͿϭϥ;ϧϷͼʹϔϲϲϧϧϲϲϳͼϧͼϧϹͼ ͶϲϲʹϝϹ;ʹϧϲϲͼϧϥϒͼϲϲϧϲͿϫ Ͷϛϲϲϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ ϲ
Chairman (interpretation): Thank you. Mr. Hankirk.	Δﻪ<i>Υ</i>≪ϷϹ [;] Ϸ; ^ϛ ϭϟ ^ϧ ͺϹ ^ͱ Ϸͺ Γ ^៶ Ϲ ΗϭϳͼͺϥϷͺ
Mr. Hankirk : Thank you, Mr. Chairman and Hon. Member. Again a good question. I don't think there's a reasonable chance that we would ever get regulation back into the air industry. I just don't think the federal government would move in that way.	ዘፋጐ፟፟፟ ው (ጋ፟፟ትኦበJና): ^ና dታ ፝፞ዹ广፟ ^ኈ Δ ሃረኛኦር ^ጭ . ላ ^լ L୯Ⴑ୯Ϸ ^Ⴊ በ, ^ና dታ [°] ዹ广 ^ኈ ላለሲናበላናር ^ጭ ጋላ <i>ጏ</i> しልና. L୯Ⴑ ^ኊ ቦና ርΔ ⁶ dላ ኦበሊላ ^Ⴊ በርኦ ^ነ ታኛናሬΔ [°] ^ኊ ቦናና ႱኛLጋናክ ⁶ dና ረዎJላ ^ጭ ናናኆላጋΔ [°] ዹ ^{ናኊ} Ⴑር ΔLΔናጋበናክ ^ሙ bና.

What could help us as an airline is to have infrastructure at the communities where we could run more modern aircraft that are fuel efficient and quite frankly, faster. The economics of some of the distances you're going, I'll give you a short example.

Cambridge Bay, in a Boeing, is about an hour and 20 in the air and that airplane is about \$8,000 an hour. If you do the math, you're at the \$11,000 mark to go to Cambridge Bay in a Boeing, but you're holding 30,000 lbs. of people and freight. If I do that with one of my Dash 8s like I used to, it takes two hours and 20 minutes to get there at a little over \$4,000 an hour. Now, for \$9,500, I'm moving about a quarter because you haul 8,000 lbs.

If we put infrastructure in place where we can run faster aircraft, and they could be turboprops like a Q400 or something like that, if we put that kind of infrastructure in place, I think it would help our airline on the routes I fly because I don't have very many communities that are close to Yellowknife or Iqaluit. If I was to leave you with one thing, it's that it would be: build the infrastructure.

As airlines, we have to be more transparent and I think, today, I can't share stuff in front of these guys because that's against the Canadian law, but in one-on-one sessions, I think all of our team, with our shareholders' permission, sit down and show you and be transparent about our costs and what it's like running an airline in the north. Thank you, Mr. Chairman.

Chairman: Thank you. (interpretation) We have run out of time. Mr. Friesen, do you want to make a comment? Keep it short. Mr. Friesen.

Dr. Brock Friesen: Thank you, Mr. Chairman and Hon. Member. I agree

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Δ•/ペÞርጭ (ጋኣትበJና): 'd৮°ዺቮ፟፟፟፟・. (ጋኣትበJን°፟ታ፞ዀጋዀ) 'bΡትኣΡና Δሬጐ ΔቴናናΔJበናበላናናር. Γነር ዎሲኣ°, σ<σ7Lልና? αΔά<ጋJ, Γነር ዎሲኣ°.

ጏናር፞ኈ >ና፞ኈ ፇሲኁ° (ጋኣኦበJና): ናሪታኇሏቮካ, Δካረዋኦርጐ ላዛሬ Lーしーኦኈሰ. Γነር ዘዻ፞፝፞፞፞፞ ፈኈቦኄከበናበፈኈርና ርLካሪዻ ለーሲልነኣሏና ላዛ

certainly with what Mr. Hankirk has said. To the infrastructure side, I would add something to do with navigation and improved navigation aids. I realize this is not all Government of Nunavut; some of it is also federal, that side of the infrastructure.	ጋናት ወላዖሰና, ୮ቦላጭጋጭጋ ጋናት ወላዖሰና, ወዉሮ ወና ጋናት ወላዖሰና, የቴትሁናርጭበር ኦፖሬ ተቆማ ሬላ ፈጭ የሰጭር ኦና በፈጭ ይር ርሏ ሬር ጋው ለር የውር ጭበር ኦናሩ ልር የጉ ወለታ ሲፈ የናጋና አጭ የጭር ኦቶ ዉና ፑሪና.
There are also a couple of softer things that would help. We want to hire more northerners, clearly, more Nunavut residents. It's not that easy to find people who are equipped to come and work at our airline in skilled jobs. We want to hire at all levels, but we want to hire some of the higher quality jobs. One of the neat things about airlines from an employment perspective is they provide high-quality jobs, good pay, interesting work. We want more northerners. To the extent that your programs in education and human resources can help us to recruit, this would be a really good thing and I have heard the same from my colleagues beside me.	Δ [%] baΔ [*] ⁺ ⁻ ⁻ ⁺ ⁻ ⁻ ⁺ ⁺ ⁻ ⁺ ⁻ ⁺ ⁺ ⁻ ⁺ ⁺ ⁻ ⁺ ⁺ ⁺ ⁺ ⁻ ⁺
The other is a soft one and I don't know how to put it in appropriate words, but I'll try. We employ a lot of people in Nunavut and so do my two partner airlines beside us here. Sometimes when government contracts are put out for charter work, you allow southern carriers to cherry-pick because they come in and they offer a 3 percent discount. I won't give you the example that I'm thinking of, but 3 percent of \$100,000 isn't very much. In that example, all of the money, except whatever they bought for fuel here and pittance for landing fees, all of that money ends up in the south.	ϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤϤ
When you use us, the money ends up here. We have 400 employees in Nunavut, 100 to 150 here in Iqaluit. I know that Steve has and I know that Calm Air, not only do they have but they are hiring. I don't know how you can organize your bidding processes to favour the carriers that have a stake in the	ĹσΓΡϹʹσ·ϲ ΛϲͺͺϹϚͺͺΟͼͺϷϫϷ Ĺϭ·Ϛͼϫͼ 100-150-Ϟϳ·ϿϹ Οἰσ Δ΄ ϷϿͼ Δ΄ ϷϷͼ Δ΄ Ϸ Δ΄ Α Δ΄ Ϸ Δ΄ Α Δ΄ Ϸ Δ΄ Α Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄ Δ΄

community, but if you're sending 80 percent of the money south, if you use us, you will keep a lot of the money in your community and generate jobs in the community.

I'm not a government policymaker; you're the government policymakers, but you might want to think about that. Most airlines, even the mighty United States, are supported in a soft way by their governments. Government travel in the US goes on American carriers. You think about it. It's not for me. I'm not the policymaker, but it would certainly help if we could get more of the business up here. Thank you, Mr. Chairman.

Chairman (interpretation): Thank you. The last one will be Mr. Taptuna.

Hon. Peter Taptuna: Thank you, Mr. Chairman. Very quickly, I'm going to be asking a question to Mr. Friesen and that can be responded to by correspondence, as we don't have a lot of time here.

Mr. Chairman, if we look at the opening comments of First Air, the first sentence of the first paragraph and the first sentence of the third paragraph, which states that "from 2011 onwards, First Air was experiencing unsustainable operating losses" and the third paragraph, first sentence, "Because of the unsustainable operating losses since 2011, First Air had to change." It seems like in 2011, you hit a brick wall.

Through correspondence, I could try and respond to that. I know there are a number of factors, but you have been operating for over 70 years. These things always have been there. There are ups and downs in the economy. Again, just for clarification for the viewing public, remember that I'm going to be tabling these letters and responses.

However, in your annual report of 2012 and

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2013, the report of the Makivik Corporation indicates, and I quote, "All in all, 2013 was a terrific year for First Air." Naturally, everybody was thinking it's a great year, a lot of profits. That's what the name of the game is. The airline "was able to record significantly improved results based on lower operating costs." Again, as my colleague has indicated, one of the resolutions that have been supported by the northern Air Transport Association at its recent annual general meeting calls on the federal Department of Transport to "develop policy that recognizes and supports the role of Northern air carriers in the northern economy and in Canada's air transportation network." A part of the mandate of the Government of Canada's review of the federal <i>Canada Transportation Act</i> review is "how to address rapid changes in the north and associated challenges for the continued safety, security, and sustainability of the northern transportation system, and, specifically, the federal role in supporting the northern transportation system."	Δ/L= ⁶ b>J ^c ⁶ b ^c Γ ⁶ σd= ^c P ^c Πd ⁶ D&σd ₂ ba ^c /Γ ^c ₂ Ω ^{bd} CΔLΔ ^c D ^b Λ ^b ^c ⁶ b ^c /LUΓ ^b . P/dσ ^c C ^{b⁶} d ⁴ L P ₂ ⁶ ^b D ^b Λ ^b ^c /Ω ^c D ^{b⁶} d ⁴ L P ₂ ⁶ ^b D ^b Λ ^b ^c /Ω ^c D ^{b⁶} d ⁴ L P ₂ ⁶ ^b D ^{b⁶} A ^b ^c /Ω ^c D ⁶ ^b D ⁶ d ⁵ D ⁶ d ⁵ D ⁶ ⁶ a ⁵ D ⁶ ⁶ D ⁶ ^b D ⁶ D ⁶ d ⁵ D ⁶ ^b D ⁶ D
Again, you can respond to this through correspondence. What is the specific federal policy initiatives that the northern Air Transport Association and your airlines would like to see introduced?	ἀ, ϹΔĹ Ϲْឩ ᠙ᠵᢞ᠌ᡆᢩ᠄ᢦᢗ᠘ᡩ ᡣᡣ᠋ᠬᢛᡃᢐᡣᠨᡄ᠄ᡃᢐ᠌ᠴ᠘ᠺᠫᠥ ᡏ᠋ᠫᠯ᠘ᠳ᠋ᡷ᠋ᢣ᠋ᢪ᠙ᡣ᠘᠆᠋᠄᠋᠋ᡶᢩ᠅ᡶᡝ᠈᠋᠘᠘ᡃᡆᠴ᠅ᡁ ᠄ᡖᡲᠾᡄ᠋ᡝᢛᡤᡄ᠖ᠫ᠈ᡷ᠖ᡣᡤᠬ᠋ᡥᢄ᠂᠙ᢣᠳᡃᠴ ᢗᡆᠯ᠋ᡶ᠋ᢩᢘ᠋ᡶ᠋᠅ᡶ᠈
Mr. Chairman, if I can carry on to my closing comments. Thank you, Mr. Chairman. Again, first of all, I want to thank you, the airline representatives, for appearing here at this committee.	Δ৽ϒ《ϷϹʹ·ͽ, Ϸͺ ϷϭϤ LϽΔʹͽϒϞϤϺͽ ϷʹͽϷϒͺͺϞ·ϼϿϷϾ·ͺͺʹϭͿϧ·ͺϥϾ·ϧͺͺΔͽϒͺ《ϷϹʹͽ. ϒϿ·ϲ·ͽ·ϚͳͽͺʹϭͿϧ·ͽϲϹ;ͳͿͺϹʹϧ ʹϛ·ϹϿ·ʹϛϲϛϗϚͺϧϹͿϲϡϲʹϧϢϹ·ͺͻϹ.
Today, many of the questions and concerns raised by the Members you have heard come directly from the communities, the people, and the businesses in Nunavut that you serve. We will be reviewing your answers very carefully.	Ϸ՟ᠴℾ ╡ᡘჼᢦdႶჼႦ ሏረĹჂႶቦჂዎ՟Ⴢ ϷペናႶჼႫჼჼႱჼႦჂና ൧൨ናႶჼႫჼჼႱჼႦჂႽ ൧൨ዎჼℾϷႫჼ ႭჼℾႫჼdႶႠჼႫჼჂ. ჃჼĽჂ ႠႱჼႻႯ ႼჼႮႶႶႽ ჼႼႬჼჇႭናႶჃჼႫჃჼჼႠዎና.
Again, Mr. Chairman, I want to assure you	ᡧᡃ᠋᠋᠘ᡃ᠈ᡘ᠙᠋᠌᠌ᠵᡬ᠅᠋᠙᠘᠘᠋ᢗᡄᢠᢆᢣᡃᡏ ᠋᠋᠑᠘ᠳ᠉ᡔ ᢣ᠋᠋᠋᠉᠋᠋᠋᠋᠙ᢄ᠆᠘᠘᠆᠘᠋᠘᠆᠘

that this committee hearing televised across Nunavut demonstrates the concerns and the serious manner we take this industry in Nunavut. Your cooperation has been noted as well on your answers and in some cases and a few cases, non-answers. I will be following up with a formal letter to all of you concerning these hearings and I'll be making that letter public. Again, I want to thank everybody for their participation and cooperation. Thank you very much, Mr. Chairman. Chairman (interpretation): Thank you very much, Mr. Chairman. Chairman (interpretation): Thank you. Physical action and cooperation. Thank you we have run out of time. I will skip the closing remarks and I'll just thank you for appearing in front of the Full Caucus meeting. (interpretation ends) Thank you. >>Meeting adjourned at 16:49	
Premier indicated that he would be sending some correspondence to the air carriers. Yes, we have run out of time. I will skip the closing remarks and I'll just thank you for appearing in front of the Full Caucus meeting. (interpretation ends) Thank you. $A = - \Delta \dot{\varsigma} \sigma^{\varsigma_b} b b^{L^c} \cap \Omega^{\varsigma_b} D \bar{\varsigma} \Delta (\beta_b) \Delta (\beta_b) b^{L^c} = - \Delta \dot{\varsigma} \sigma^{\varsigma_b} b b^{L^c} - \Omega (\beta_b) \bar{\varsigma} \Delta (\beta_b) b^{L^c} = - \Delta \dot{\varsigma} \sigma^{\varsigma_b} b b^{L^c} - \Omega (\beta_b) \bar{\varsigma} \Delta (\beta_b) b^{L^c} = - \Delta \dot{\varsigma} \sigma^{\varsigma_b} b b^{L^c} - \Omega (\beta_b) \bar{\varsigma} \Delta (\beta_b) b^{L^c} = - \Delta \dot{\varsigma} \sigma^{\varsigma_b} b b^{L^c} - \Omega (\beta_b) \bar{\varsigma} \Delta (\beta_b) b^{L^c} = - \Delta \dot{\varsigma} \sigma^{\varsigma_b} b b^{L^c} - \Omega (\beta_b) \bar{\varsigma} \Delta (\beta_b) b^{L^c} = - \Delta \dot{\varsigma} \sigma^{\varsigma_b} b b^{L^c} - \Omega (\beta_b) \bar{\varsigma} \Delta (\beta_b) b^{L^c} - \Delta (\beta_$	_ [≏] ∿్ళు⁄. -∀°౨్ CLጋ⅃∿౿ ^{Dc} ∩°σ⊲∿ౖౖరి. Ĺở<⊃⊆
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