

Municipality of Sanikiluaq Sanikiluaq. Nunavut. Canada. XOA 0W0 Tel: (867) 266-7900 Fax: (867) 266-7924

Tabled Document 342-5(2) Fめ 22(1)

Dear Minister, 「σっこしム

Thank you for taking the time to write back in response to the letter tabled by our MLA in the Nunavut legislature this September, and then resent to yourself and others in early November regarding flights between Sanikiluaq and Iqaluit. We are adamant that this is a critical service that can no longer be ignored. Since the first letter was sent to you, the health implications we pointed out as a serious risk were certainly elucidated. Your response however focuses solely on the economics of the situation, and so this response will focus exclusively on economic arguments for why this is needed as a critical service.

adri Arbarak decarding point in the Nunavut legislature this September, and the point is a critical service that can no longer be ignored. Since the first letter was sent to you, the health implications we pointed out as a serious risk were certainly elucidated. Your response however focuses solely on the economics of the situation, and so this response will focus exclusively on economic arguments for why this is needed as a critical service.

Arbarak Polic Arcarding Polic Polic Arcarding Polic Arcarding Polic Arcarding Arbarac Arcarding Polic Polic Arcarding Polic Polic Arcarding Polic Pol

Our MLA requested the GN to determine how many charters the GN currently pays for between Sanikiluag and Igaluit. In your response, while the number of charters was excluded, you indicated that 4 to 6 beople per week currently travel back and forth between Igaluit and Sanikiluag via GN charter. All charters originate in Iqaluit and the cost is ~\$12,000-\$15,000 from Iqaluit to Sanikiluaq and returning to Igaluit You argue, based on these numbers, that 4 to 6 people per week isn't enough to justify a schedlyled flight. However, this neglects a serious flaw in logic. Firstly, the 4 to 6 people per week does not represent the full market potential of customers seeking to travel between Sanikiluag and Igaluit, it ONLY represents the privileged individuals that can currently afford a charter each way and that the GN pays for. Secondly, this indicates that the GN already pays for about 2 charters between Sanikiluag and Iqaluit at an average cost of \$24,000-\$30,000 per week, which we are aware of based on the observer airport traffic here. There were 4 GN charters within 6 days this last week, costing the GN ~\$60,000, and likely at least one of these was unnecessary where a coordinated approach of a scheduled flight would have been more efficient. In our original request letter, we were clearly asking that instead of paying for 2 charters per week that are only accessible to GN employees, that the GN turn those flights, on similar sized aircraft, into scheduled flights that others can book tickets on. As such, this would not cost the GN any additional funding and would in fact provide a means to help offset the cost of the extensive private charters the GN is currently operating between Sanikiluag and Igaluit.

ברל ביר שביר הפרים להרישה לה

This has been an unnecessary hardship and expense for many years. Recently, one example of a Sanikillag student at the Nunavut Arctic College highlights the issue. This Christmas, to be with her children who she had left in Sanikiluag to further her education, she was required to travel south via Ottawa/Winnipeg to return home, and north through Winnipeg/Rankin to return following the holidays. The return ticket was over \$9000 plus the cost of the nights in the isolation hub, and it required 5 days of travel. This was eventually covered by Kakivak/FANS, but meanwhile the GN was flying charters with numerous empty seats to Sanikiluaq which they did not allow the student to join. Not only did this not make financial sense, it unnecessarily put the student at risk. Other examples include youth stuck to wander in the streets of Igaluit without a way home following court dates. This fall, several individuals called the GN to request travel on known charters, but were told that these charters are exclusively for GN employees and that the GN is not in the business of selling tickets on their charters. This shows a serious lack of consideration for Sanikiluaq's unique situation, being the only community in Nunavut without a flight withing the territory, and an elitist approach that uses tax payers money to only favor GN employees having exclusive access to charters at their whim while excluding travel for Nunavumiut. Sanikillag residents are required to pay the ~\$9000 fare to go via Winnipeg and Ranking when the GN is flying in and out on their own schedule with mostly empty aircraft. This is not only unethical, it likely violates the rights of Nunavumiut under our the Nunavut Act. This practice needs to stop. The answer is simple, schedule 2 flights a week via small aircraft such as King Air to Sanikiluag, and by allowing others to purchase tickets via the airline company, the GN will save money as currently they are already paying the full price for 2 flights per week.

Δ%Ь) (ΔΦΡ-ΔΕ Α ΔΥΝΈΓΥ Α ΡΌΓΝΤ Α ΔΕΊΘΕ ΤΟ ΔΑΟΝ ΤΟΘΙΟΝΟΡΙΕΙ ΑΑΝ ΕΙΘΑ ΑΝΕΙΙΕΊΑ ΑΝΕΙΘΕΊΑ ΑΝΕΙΘΙΑΝΕΙΘΙΑ ΑΝΕΙΘΕΊΑ ΑΝΕΙΘΕΊΑ ΑΝΕΙΘΕΊΑ ΑΝΕΙΘΕΊΑ ΑΝΕΙΘΕΊΑ ΑΝΕΙΘΕΊΑ Α

In addition to accessibility, and the ability to remain within the Nunavut bubble during the pandemic, the lack of flights has had serious long-term economic implications for Sanikiluag, which is already mostly neglected in policy developed for Nunavut. The lack of transport within Nunavut effectively excludes Sanikiluan from the majority of the economy of Nunavut. Bringing in a contractor from within Nunavut to Sanikiluag, or for that matter Sanikiluarmuit being able to provide services to other Nunavumiut, is precluded by the time and cost of travel. In 2019, six days of travel were required by a QIA employee to visit Sanikiluag and engage for a 2 day meeting. To-date, this travel issue has meant Sanikilliag is often left out of important opportunities. Unlike any other Nunavut community, hiring a company in Igaluit to provide a basic service in Sanikiluag adds an additional minimum of \$24,000 to the cost, as they are required to book charters each way. These individuals and the GN could easily make travel work based on 2 scheduled small aircraft flights a week at mutual benefit and cost savings. This would provide a substantial increase in possibilities for economic development in Sanikiluag, allow industry and government to together help subsidize flights for Sanikiluag residents, as well as facilitate proper engagement in cultural, educational, professional and other activities, travel to visit family members in other communities and when sick or for bereavement, and the basic rights of within territory travel afforded to every other Nunavut community. It would also have an important impact on Sanikillag youth being more likely to further their education in Igaluit if they had the support of a scheduled flight to alleviate the extensive sense of isolation cause by the current lack of flights. ᠘ᡄᢉᢦ᠋ᢆᡌᠬᠻᢐᠬ᠋᠋᠋ᢃ᠗ᡴᡆᡃ᠋ᠮ᠙, ᠕ᠺᠻᢐᡩᠣ᠍ᢀ᠂᠕ᠺᠻᢐ᠋ᢗᠺ᠌ᠴᠦ᠂ᠴᡆᢟᡰ᠋ᠮ᠙ᠴᢈ᠂ᢗᡶᠲ᠋ᡓᢂᡅ᠋᠋᠑ᠳ᠘ᢐᡳ᠘ᢐ חוד אינלי אסיף ס מלס שם שטחד > הישל בהם שישי, ברי לורי ברי דרוף 4° የረብ ነጋ ለኖሩ የህበናካል የነፈልና ልዲንር. በየበናረው 6° ጋናካበራ ልዲንር ካራየጋልናነ እኖረጋራና אמיטלי מףסחכסל אילחתשל מסבסילי. 2019F, אינלליטס סישה מסבינטיכטמססחישר CALA לאחריםר שם שירף של היל, חרירו שי שילי בילה אים של הילה של הילה של הילה של של הילה ש \σΡ⊇ ΔLΔΓΑΊδΙδΙΟ ΔΕΊΛ-ΡΥΔΟ ΡΟΙΙ- ΠΙΤΚΙΠΙΊΛΟ. C'644 ΔΩΣΟΙ ΔΙΙΔ ΔΟΣΙ 6«L64°C and the and a state a state and action of the properties and a state and a sta ٩٩٥٠١٩٥٥ ٩٩٦٥٥ ٩٩٦٥٥ ٩١٦٥ ١٥٠١٩٥٥ ١٥٠١٥ ١٥٠١٩٥ ٩٠٠٩٦٥ ١٥٠١٩٥٥ ١٥٠١٩٥ ١٥٠١٩٥ ١٥٠١٩٥ ١٥٠١٩٥ ١٥٠١٩٥ ١٥٠١٩٥ ١٥٠١٩٥ אףף כרשיים שורי שואטי בפרינסבי, ביינרטי שטחוחהיו עסאטיף כתוליחו,

We propose the weekly flight on Monday and Fridays, arriving in the morning and possibly staging for an evening departure. This would allow individuals, such as those GN employees that regularly travel for

day trips to still visit Sanikiluaq for one day meetings during business hours on Monday and Fridays, employees such as QEC or other contractors to visit for the week to implement repairs and services during the work week, and allow Sanikiluaq residents to participate in meetings from Tuesday to Thursdays in Iqaluit, such as the regular meetings that QIA and other organizations have on an ongoing basis. It would also allow individuals to acquire basic non-emergency services such as dental and non urgent medical appointments, while allowing other individuals to travel for personal reasons to visit family over weekends in Sanikiluaq or Iqaluit. An affordable ticket price would be important, and every ticket purchased would offset the ~\$24,000-\$30,000 total price the GN is already paying each week for private charters. We recognize that seat sales alone would not fully cover the cost unless all seats were sold in each direction for each flight; however, given the GN is currently covering the full cost of this, it would provide a substantial savings though any ticket sales that were made to industry and private residents.

ערסל הרטב סיגנאסש עסיגלטגרני טרגליף הנטנים סרביטב סרדה ביגנאספי טגרים שר ארסיבים בלי ארדי של ארדי של של היכל אסיים אליכים אליכים לישה. כדלים אטיף טלר אלי אין אס סאסים אלרים לישה עלרים אלי אסיים אליכים אליכים אלינים אליני לישר שלישר שרישר שרישר מבלשים שליכתישה היףילשהיש, מבלשיחר ישיכיי AALDMEAPA ALTES OF SIGN OFFICE OF ALAPYE OFFICE AFLANCE AFLAND blakβρασορικ Λαγαρικου Λαγαργς, Διιο Λαβρους Λαροαίτος Δαροβαους bULG o AQ<VOG CCLLOTIC DIPOS OF COLDIPOSCO SPOCCOPPC PUCCOPPC PUCCOPPC ۵۲۵٬۹۵۰ کو ۱۹۵۰ که ۱۹۵۰ کام و در ۱۹۵۰ کی او ۱۹۵۰ کی او ۱۹۵۰ کی او ۱۹۵۰ کی او ۱۹۵۰ کی ۱۹۵۰ کی او ۱۹۵ کی او ۱۹ کی ا الدلمال، ١٥٠ مهم و ١٥٠ ميام ٧٠ د ٢٠٠ مي مهر ١٥٠ برام الرجال د مي در الدير المهم المهم المهم المعرفة ADECYTOR. DECOTIONS TELLS OF A CONTROL OF APPLICATION OF APPLICATI ወምታ የተመሰው DUPCP4LP AbDUC6, VC.PPULLA BODPPOTAPCOCOCALL COLLO COL Γ

Sincerely,

Johnnie Cookie, Mayor Municipality of Sanikiluaq