

Classement CCEK**Titre** Piste d'atterrissage/ Inukjuak**Type** Dossiers Environnementaux**Date D'ouverture** 1985

Notes Document: Final report- Social an deconomic impact assement for the northern airports infrastructures improvement program- Inukjuak; Prepared by Makivik Research Departement; 6 Septembre 1985

29 Octobre 1985: Lettre de La Commission de la Qualité de l'Environnement Kativik; Environmental and social impact assessment and review procedure for the landing strip in Inukjuak

21 Janvier 1986: Lettre du Gouvernement du Québec-Ministère des Transports; Aéroport nordique d'Inukjuak Étude d'impact sur l'environnement

24 Janvier 1986: Lettre du Gouvernement du Québec-Ministère de l'Environnement; Aéroport nordique d'Inukjuak- Dossier 240-BJ377-10

4 Février 1986: Lettre du Gouvernement du Québec-Ministère des Transports; Liste des personnes à rencontrer dans le cadre de l'étude d'impacts physiques et socio-économiques

12 Février 1986: Gouvernement du Québec-Ministère des Transports; Compte rendu de réunion

26 Février 1986: Lettre de La Commission de la Qualité de l'Environnement Kativik; Questions soulevées par par la Commission

12 Mars 1986: Lettre de La Commission de la Qualité de l'Environnement Kativik; Invitation à l'assemblée pour l'études d'impact sur l'environnement et le milieu social pour les aéroports de Tasiujaq et d'inukjuak

27 Mars 1986: Lettre de Transport Canada; Étude d'impact sur l'environnement et le niveau social pour les aéroports de Tasiujaq et d'inukjuak; Présence d'un représentant lors de l'assemblée

21 Avril 1986: Lettre de la Commission de la Qualité de l'Environnement Kativik; Aéroport nordique d'Inukjuak-Décisions de la Commission

8 Mai 1986: Lettre du Gouvernement du Québec- Ministère de l'Environnement; Aéroport nordique d'Inukjuak; les travaux devront respecter les conditons apparaissant en annexe

29 Septembre 1986: Lettre du Gouvernement du Québec- Ministère des Transports; Autorisation pour l'exploitation de la Sablière no 098-001; Modification au projet d'aéroport d'Inukjuak

23 Octobre 1986: Lettre du Gouvernement du Québec- Ministère de l'Environnement; Modification au projet d'aéroport nordique d'Inukjuak; Exploitation d'une carrière supplémentaire; Dossier 240-BJ380-10

6 Janvier 1987: Lettre de la Commission de la Qualité de l'Environnement Kativik; Modification au projet d'aéroport nordique d'Inukjuak; Exploitation d'une carrière supplémentaire; Dossier 240-BJ380-10; Accord selon les conditons exposées dans la lettre



COMMISSION DE LA QUALITE DE L'ENVIRONNEMENT KATIVIK ENVIRONMENTAL QUALITY COMMISSION

SECRETARIAT - C.P. 9, KUUJJUAQ, QUEBEC, J0M 1C0

TEL.: (819) 964-2941

Le 6 janvier 1987

M. Jean-Claude Deschênes
Sous-ministre
Ministère de l'Environnement
3900, rue Marly, 6e étage
SAINTE-FOY (Québec)
G1X 4E4

Objet: Modification au projet d'aéroport nordique d'Inukjuak
Exploitation d'une carrière supplémentaire
Votre dossier N° 240-BJ380-10

Monsieur le sous-ministre,

En réponse à la lettre de M. Yves L. Pagé, datant du 23 octobre dernier, il me fait plaisir de vous communiquer la décision de la Commission concernant une modification au projet mentionné en rubrique.

Lors de son assemblée du 9 décembre dernier, à Montréal, la Commission a fait l'examen de la demande d'autorisation afin d'exploiter une carrière supplémentaire. Elle note que l'exploitation du site de la carrière proposée n'aura qu'un impact mitigé sur l'environnement. Par conséquent, la Commission approuve la modification proposée au projet, selon les conditions suivantes:

1. le promoteur transmettra au ministère de l'Environnement une copie de l'entente avec la Corporation foncière d'Inukjuak qui approuve l'exploitation de la sablière;

...2
Le 6 janvier 1987
M. Jean-Claude Deschênes

2. la nouvelle sablière ne sera pas drainée vers la rivière.

Je vous prie d'agréer, Monsieur le sous-ministre, l'expression de mes sentiments les meilleurs.

Le président,

Peter Jacobs

PJ/fl



Bureau du sous-ministre

Sainte-Foy, 23 octobre 1986

86.134

Monsieur Peter Jacobs, président
Commission de la qualité de l'environnement Kativik
Université de Montréal
Faculté d'aménagement
5829 Darlington
MONTRÉAL (QUÉBEC)
H3T 1T2

OBJET: Modification au projet d'aéroport nordique d'Inukjuak
Exploitation d'une carrière supplémentaire
Notre dossier n° 240-BJ380-10

Monsieur,

Au nom du sous-ministre de l'Environnement, monsieur Jean-Claude Deschênes, je vous transmets une copie des renseignements pour le projet mentionné en titre. J'en transmets également une copie aux autres membres de la Commission ainsi qu'à son secrétaire.

Ces renseignements ont été adressés au sous-ministre le 29 septembre dernier par monsieur Serge Bélanger, ingénieur du ministère des Transports du Québec.

Conformément à l'article 200 de la Loi sur la qualité de l'environnement, je vous demande de faire parvenir au sous-ministre, dans les meilleurs délais, la décision de la Commission.

Veillez agréer, Monsieur, l'expression de mes sentiments les meilleurs.

P.J.

YVES L. PAGÉ
Directeur, Affaires nordiques
et amérindiennes

c.c. M. Jean-Claude Deschênes, sous-ministre
Administration régionale Kativik, a/s secrétaire
Michel A. Provencher, directeur régional

Québec, le 29 septembre 1986

Monsieur Jean-Claude Deschênes
Sous-ministre
Ministère de l'Environnement
3900, rue Marly, 3^e étage
Sainte-Foy (Québec)
G1X 4E4

OBJET: Autorisation pour l'exploitation
de la sablière no. 098-001
Modification au projet d'aéroport
Municipalité: Inukjuak
N/Dossier: 018 (16) 85



Monsieur le sous-ministre,

En rapport avec les disposition du chapitre II de la loi sur la qualité de l'environnement, nous vous adressons une demande d'autorisation pour l'exploitation d'une sablière additionnelle (no. 098-001) à celle déjà autorisée par votre Ministère en date du 20 janvier 1986.

Le volume de sable prévu au contrat de construction de la piste d'Inukjuak sera insuffisant pour compléter les travaux puisque l'on doit relever le profil de la piste de près d'un (1) mètre dû à la nature des sols sursaturés d'eau.

Cet imprévu a fait passer les besoins en sable de 145 000 tonnes à 255 000 tonnes nous obligeant à localiser le plus rapidement possible un maximum de 75 000 tonnes de sable. Cette quantité pourra diminuer en fonction du volume total qui sera extrait du banc 098-019 présentement en exploitation.

Le Ministère des Transports a conclu une entente verbale avec la Communauté Inuits d'Inukjuak pour l'exploitation de cette nouvelle sablière. Cette entente sera officialisée la semaine prochaine.

Ce dépôt a déjà été couvert par l'étude archéologique et rien ne s'oppose à son exploitation. Par contre, la présence de petits étangs peu profonds à moins de 75 mètres au nord du dépôt constitue une contrainte du point de vue environnemental.

Pour récupérer les 75 000 tonnes de sable requises suite au rehaussement du profil de la piste, nous sommes contraints de nous rapprocher à 50 mètres de ces étangs tout en croyant que cela aura un impact mitigé sur l'environnement.

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De plus pour exploiter le banc 098-001, nous devons construire un ponceau sur le ruisseau à l'est de la piste donnant ainsi accès sur le ruisseau plus vaste pour les Inuits. C'est d'ailleurs la condition que ceux-ci posent pour nous accorder leur autorisation pour l'exploitation de cette sablière.

Considérant l'urgence de la situation, nous transmettons immédiatement le formulaire de demande d'autorisation d'exploitation à votre Direction régionale de Radisson ainsi qu'au Service des affaires nordiques et amérindiennes afin que soient évalués les aspects techniques du dossier si vous acceptez le principe d'une nouvelle sablière à Inukjuak.

Pour de plus amples informations, n'hésitez pas à communiquer avec nous au poste 643-8575.

Veuillez agréer, Monsieur le sous-ministre, l'expression de nos salutations distinguées.

Claude Hamel Tech. Papers.

Serge Bélanger, ing.
Division de la géologie
Service des sols et chaussées
200, Dorchester sud, 4^e
Québec (Québec)
G1K 5Z1

SB/jd

c.c. M. Daniel Berrouard, biologiste
M. Louis Cossette



Gouvernement du Québec
Ministère
de l'Environnement

Bureau du sous-ministre



Sainte-Foy, le 8 mai 1986

Monsieur Pierre Michaud
Sous-ministre
Ministère des Transports
700 boul. Saint-Cyrille est
29e étage
Québec, QC
G1R 5A9

OBJET: Aéroport nordique d'Inukjuak
Notre dossier: 240-BJ377-10

Monsieur le sous-ministre,

Pour donner suite à votre demande du 21 janvier 1986 dans le cadre de l'autorisation du projet mentionné en titre, je vous informe que suite à la consultation de la Commission de la qualité de l'environnement Kativik et conformément à sa décision du 21 avril 1986 et en vertu de l'article 200 de la Loi sur la qualité de l'environnement, j'autorise le projet soumis.

Les travaux seront exécutés conformément aux dispositions contenues dans l'étude. Ces travaux devront aussi respecter les conditions apparaissant en annexe à la présente.

Je vous demande d'entrer en communication avec le directeur régional par intérim du ministère à Radisson, monsieur Jean-Paul Noël (Radisson 638-8495) qui assurera le contrôle des travaux et qui finalisera cette décision en fonction de la réglementation en vigueur.

Veuillez agréer, Monsieur le sous-ministre, l'expression de mes sentiments les meilleurs.

Le sous-ministre

JEAN-CLAUDE DESCHÊNES

copie: Administration régionale Kativik, a/s du secrétaire
Monsieur Jean-Paul Noël, directeur régional (10)

ANNEXE

Aéroport nordique d'Inukjuak

Notre dossier: 240-BJ377-10

1. Supervision du projet

Le superviseur du projet (sélectionné par le Conseil municipal) débutera son mandat au minimum deux semaines avant le début des travaux et le terminera au plus tôt à l'arrêt saisonnier des travaux ou à l'achèvement des travaux selon le cas.

La description de tâches du superviseur sélectionné par le Conseil municipal sera la même que celle de l'agent de liaison ad hoc du ministère des Transports.

L'agent de liaison ad hoc assurera le suivi environnemental du projet pendant toute la période de construction.

2. Le projet

Des ententes explicites seront établies entre le Conseil municipal et le contracteur quant à:

- l'emplacement du campement;
- l'entreposage de la dynamite;
- la fourniture des services municipaux (nourriture, eau potable, égouts et élimination des déchets solides, etc.);
- la consommation d'alcool et de drogues;
- l'utilisation des terres pour les fins, entre autres, de récréation (chasse, pêche, etc.).

Le promoteur s'assurera que les travaux affecteront en rien les disponibilités et la qualité de l'eau potable durant et après la période de construction.

Le promoteur effectuera la restauration du chantier et de l'ancienne piste d'atterrissage. La restauration de ces sites reposera sur les résultats du projet pilote de Kangirsuk et tiendra compte des souhaits de la communauté. Le plan de restauration sera soumis à l'approbation de la Commission.

Le promoteur mettra en oeuvre les recommandations relatives à l'archéologie décrites à l'annexe 5 de l'étude d'impact.

La Commission considère l'opération de l'aéroport comme faisant partie intégrante du projet, celui-ci sera donc opérationnel dès son ouverture. Puisqu'un des impacts majeurs de ce projet sera l'existence d'une piste et d'un aérogare, le promoteur s'assurera que l'entretien et l'opération de la piste se feront normalement.

3. La main-d'oeuvre

En plus de respecter les ententes existantes entre les divers intervenants, le promoteur fera tous les efforts possibles pour maximiser les opportunités d'emplois locaux. Les résultats de ces efforts seront inclus dans les études d'impact des futurs projets d'aéroport nordique.

Dans le même sens, le promoteur fera tous les efforts possibles pour s'assurer que l'entretien et l'opération de l'aéroport pourront être pris en charge par les populations locale et régionale en leur offrant la formation, dont les techniques professionnelles nécessaires. Les résultats de ces efforts seront aussi inclus dans les études d'impact des futurs projets d'aéroport nordique.

4. Infrastructures

La route d'accès menant du village au campement sera construite avant les autres composantes du projet afin de permettre à la municipalité de relocaliser, si nécessaire, le point d'eau potable.

Le banc d'emprunt ne sera pas drainé directement dans la rivière. Un étang de sédimentation naturel ou artificiel sera utilisé.



COMMISSION DE LA QUALITE DEL'ENVIRONNEMENT KATIVIK ENVIRONMENTAL QUALITY COMMISSION

SECRETARIAT - C.P. 9, KUUJJUAQ, QUEBEC, J0M 1C0

TEL.: (819) 964-2941

le 21 avril 1986

M. Jean-Claude Deschênes
Sous-ministre
Ministère de l'Environnement
3900, rue Marly
6e étage
STE-FOY (Québec)
G1X 4E4

Objet: Aéroports nordiques de Tasiujaq et d'Inukjuak

Monsieur le Sous-ministre,

Pour faire suite aux lettres de M. Yves L. Pagé du 24 janvier et du 10 mars derniers et conformément à l'article 200 de la Loi sur la qualité de l'environnement, il me fait plaisir de vous transmettre les décisions de la Commission concernant les projets mentionnés en rubrique.

La Commission a fait l'examen des études d'impact de ces projets lors de ses quarante-huitième et quarante-neuvième assemblées. A cette dernière assemblée et suite à une suggestion de M. Clément Tremblay du ministère des Transports du Québec, la Commission avait convoqué divers intervenants du projet afin de discuter spécifiquement de plusieurs questions. Ces questions avaient trait notamment aux mesures de mitigation qui étaient énoncées de façon vague et imprécise dans les études d'impact et qui méritaient d'importantes clarifications compte tenu de leur importance pour les communautés d'Inukjuak et de Tasiujaq.

Suite à cette réunion et à l'examen des études d'impact, la Commission est convaincue que les deux projets sont justifiés. Dans les deux cas, la Commission note que les impacts sur l'environnement seront modestes; le promoteur les a décrit et en a tenu compte de façon appropriée. Cependant les impacts sur le milieu social, notamment les retombées économiques des projets sur la population nordique, sont abordés par le promoteur de façon très générale, même superficielle.

Handwritten notes on a yellow sticky note, including the number 2100.

Néanmoins, la Commission a décidé d'approuver les deux projets tels que décrits dans les études d'impact sous réserve des conditions suivantes:

1. Conditions afférentes aux deux projets

1.1 Supervision du projet

1.1.1 Le superviseur du projet (sélectionné par le conseil municipal) débutera son mandat au minimum deux semaines avant le début des travaux et le terminera au plus tôt à l'arrêt saisonnier des travaux ou à l'achèvement des travaux selon le cas.

1.1.2 La description de tâches du superviseur sélectionné par le conseil municipal sera la même que celle de l'agent de liaison ad hoc du ministère des Transports.

1.1.3 L'agent de liaison ad hoc assurera le suivi environnemental du projet pendant toute la période de construction.

1.2 Le projet

1.2.1 Des ententes explicites seront établies entre le conseil municipal et le contracteur quant à:

- l'emplacement du campement;
- l'entreposage de la dynamite;
- la fourniture des services municipaux (nourriture, eau potable, égouts et élimination des déchets solides, etc.)
- la consommation d'alcool et de drogues;
- l'utilisation des terres pour les fins, entre autres, de récréation (chasse, pêche, etc.).

1.2.2 Le promoteur s'assurera que les travaux affecteront en rien les disponibilités et la qualité de l'eau potable durant et après la période de construction.

1.2.3 Le promoteur effectuera la restauration du chantier et de l'ancienne piste d'atterrissage. La restauration de ces sites reposera sur les résultats du projet pilote de Kangirsuk et tiendra compte des souhaits de la communauté. Le plan de restauration sera soumis à l'approbation de la Commission.

- 1.2.4 Le promoteur mettra en oeuvre les recommandations relatives à l'archéologie décrites à l'annexe 5 de l'étude d'impact.
- 1.2.5 La Commission considère l'opération de l'aéroport comme faisant partie intégrante du projet, celui-ci sera donc opérationnel dès son ouverture. Puisqu'un des impacts majeurs de ce projet sera l'existence d'une piste et d'un aérogare, le promoteur assurera que l'entretien et l'opération de la piste se feront normalement.
- 1.3 **La main-d'oeuvre**
- 1.3.1 En plus de respecter les ententes existantes entre les divers intervenants, le promoteur fera tous les efforts possibles pour maximiser les opportunités d'emplois locaux. Les résultats de ces efforts seront inclus dans les études d'impact des futurs projets d'aéroport nordique.
- 1.3.2 Dans le même sens, le promoteur fera tous les efforts possibles pour s'assurer que l'entretien et l'opération de l'aéroport pourront être pris en charge par les populations locale et régionale en leur offrant la formation, dont les techniques professionnelles nécessaires. Les résultats de ces efforts seront aussi inclus dans les études d'impact des futurs projets d'aéroport nordique.
2. **Conditions particulières à l'aéroport d'Inukjuak**
- 2.1 La route d'accès menant du village au campement sera construite avant les autres composantes du projet afin de permettre à la municipalité de relocaliser si nécessaire le point d'eau potable.
- 2.2 Le banc d'emprunt ne sera pas drainé directement dans la rivière. Un étang de sédimentation naturel ou artificiel sera utilisé.
3. **Conditions particulières à l'aéroport de Tasiujaq**
- 3.1 Le promoteur exploitera les bancs d'emprunt le plus possible en profondeur afin d'en minimiser l'étendue.

Je vous prie d'agréer, Monsieur le Sous-ministre, l'expression de mes sentiments distingués.

Le Président,

Peter Jacobs

PJ/fb



Transport Transports
Canada Canada

C.P. 5000
Aéroport Int'l de Montréal
Dorval, Québec - H4Y 1B9

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Your file: Votre référence

Our File: Notre référence

Le 27 mars 1986

5172-1 (QAOS)

M. Hervé Chataignier
C.Q.E.K.
Case Postale 9
Kuujuaq, Québec
J0M 1C0



SUJET: ETUDES D'IMPACT SUR L'ENVIRONNEMENT ET LE
NIVEAU SOCIAL - TASIUJAQ ET INUKJUAQ

Monsieur,

En réponse à votre lettre du 12 mars 1986 sur le sujet mentionné ci-haut, je désire vous informer que le représentant de Transports Canada à votre prochaine assemblée sera M. Claude Prévost qui est le Chargé d'élaboration de projets pour le programme de construction d'aéroports au Nouveau-Québec.

Je vous prie d'agréer, Monsieur, l'expression de mes sentiments les meilleurs.

RHEAUME ALLARD
Surintendant régional
Services aéroportuaires



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Administration Régionale KATIVIK Regional Government
P.O. Box 9, KUUJJUAQ (Fort Chimo), Quebec J0M 1C0

NOTE

La même lettre a été adressée aux personnes suivantes:

MTQ: M. Jean-Pierre Panet

M. Clément Tremblay

M. Jacques Brouard

Transport Canada: M. Jean Normand, Directeur régional, région 3-1

M. Michel Boivin, région 3-1

M. Miville Mercier

M. Rhéaume Allard

Makivik: M. Bill Kemp

M. Gilles Gagné



COMMISSION DE LA QUALITE DE L'ENVIRONNEMENT KATIVIK ENVIRONMENTAL QUALITY COMMISSION

SECRETARIAT - C.P. 9, KUUJJUAQ, QUEBEC, J0M 1C0

TEL.: (819) 964-2941

Le 12 mars 1986

M. Daniel Waltz, directeur
Ministère des Transports
Service de l'Environnement
255, rue Crémazie est, 10^e étage
MONTREAL (Québec)
H2M 1L5

Monsieur,

Dans le cadre de l'évaluation des études d'impact sur l'environnement et le milieu social pour les aéroports nordiques de Tasiujaq et d'Inukjuak, la Commission de la qualité de l'environnement Kativik (CQEK) vous invite à participer à sa prochaine assemblée qui aura lieu le 15 avril prochain à 13 h 30 à l'adresse suivante:

*Ministère des Transports
Service de l'Environnement
255 , rue Crémazie est
9^e étage
MONTREAL (Québec)
H2M 1L5*

L'objet de cette rencontre est de faire le point sur plusieurs questions soulevées par la Commission lors d'une première révision des études d'impact de ces projets. Ces questions concernent particulièrement la planification et l'exécution des travaux, la main-d'oeuvre, le milieu social et le projet lui-même (alignement de la piste, ligne électrique, bancs d'emprunt, campement, prise d'eau potable, renaturalisation et surveillance de chantier).

Veillez me confirmer votre présence à cette réunion dès qu'il vous sera possible de le faire.

En vous remerciant à l'avance de votre collaboration, je vous prie d'agréer, Monsieur, l'expression de mes sentiments les meilleurs.

Le Secrétaire,

Hervé Chatagnier

Hervé Chatagnier

HC/fb

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COMMISSION DE LA QUALITE DEL'ENVIRONNEMENT KATIVIK ENVIRONMENTAL QUALITY COMMISSION
SECRETARIAT - C.P. 9, KUUJJUAQ, QUEBEC, J0M 1C0
TEL.: (819) 964-2941

TO : Simeonie Nalukturuk
FROM : Hervé Chatagnier
RE : Airstrips in Inukjuak and Tasiujaq
DATE : March 12, 1986

The KEQC is in the process of reviewing the environmental impact studies for the proposed airstrip in Inukjuak and Tasiujaq. An initial review of the studies by the KEQC has raised several questions concerning, among others, manpower arrangements, the planning and execution of the works, and the project itself (airstrip alignment, electric line, borrow pits, water point, etc.).

In order to discuss these questions, the KEQC has invited representatives from Makivik, CNV Tasiujaq, CNV Inukjuak, Transport Quebec and Transport Canada at its next sitting which will take place on April 15 from 13:30 pm to 17:00 pm in Montreal at the following address:

*Ministère des Transports
Service de l'Environnement
255 est, Crémazie
9e étage
Montréal, Québec*

We would appreciate that you or a KRG representative attend this meeting, particularly to discuss manpower issues for these airstrip projects.

Please let us know whether or not you plan to attend.

Thanks.

Hervé Chatagnier

Hervé Chatagnier
Secretary

HC/fb

le 2 avril 1986

M. Daniel Walts
Ministère des Transports
Service de l'Environnement
255, rue Crémazie est, 9^e étage
MONTREAL (Québec)
H2M 1L5

Faisant suite à la lettre du 12 mars dernier, veuillez prendre note que la réunion de la Commission avec le MTQ, Transports Canada, l'ARK, Makivik, les municipalités de Tasiujaq et Inukjuak aura lieu à 9 h 00 le 15 avril prochain et non 13 h 30. Les autres coordonnées restent les mêmes.

Le Secrétaire,



Hervé Chatagnier

COMMISSION DE LA QUALITÉ DE L'ENVIRONNEMENT KATIVIK ENVIRONMENTAL QUALITY COMMISSION

SECRETARIAT - C.P. 9, KUUJUAQ, QUÉBEC, J0M 1C0

TEL.: (514) 984-2841

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Sainte-Foy, le 26 février 1986

ATT: NEVER SENT

Monsieur Jean-Claude Deschênes
Sous-ministre
Ministère de l'Environnement
3900 rue Marly, 6e étage
Sainte-Foy, Qc
G1X 4E4

OBJET: Aéroport nordique d'Inukjuak
Votre dossier: 240-BJ377-10

Monsieur le sous-ministre,

Nous avons bien reçu la lettre de monsieur Yves L. Pagé du 24 janvier 1986 transmettant copie de l'étude d'impact du projet mentionné en rubrique.

L'examen de l'étude d'impact par la Commission, lors de sa réunion des 17 et 18 février derniers, a soulevé plusieurs questions qui devront être précisées ou clarifiées par le promoteur. Vous trouverez ci-jointe la liste de ces questions.

Ces questions ont trait à plusieurs points, notamment aux mesures de mitigation qui sont énoncées de façon vague et imprécise et qui méritent d'importantes clarifications compte tenu de leur importance pour la communauté d'Inukjuak.

La Commission croit qu'il serait opportun de rencontrer le promoteur et les autres intervenants du projet dans les meilleurs délais afin de discuter spécifiquement de ces questions et des études d'impact des aéroports nordiques en général. D'ailleurs, monsieur Clément Tremblay, du ministère des Transports du Québec, nous a adressé une demande en ce sens et la Commission se propose donc d'organiser une rencontre qui aurait lieu dans la semaine du 17 mars prochain.

Veillez agréer, monsieur le sous-ministre, l'expression de mes sentiments les meilleurs.

PETER JACOBS

Président, Commission de la qualité
de l'environnement Kativik

ANNEXE**Préoccupations de la C.Q.E.K.****1. Planification et exécution des travaux**

Le superviseur du projet

- Définition du mandat
- Pouvoir d'intervention (e.g. peut-il arrêter les travaux si les circonstances l'exigent)
- Moment d'entrée en fonction et durée de l'emploi
- Statut de l'emploi (fait-il partie du bloc de 7 200 heures d'emploi garanties localement)

2. La main-d'oeuvre**2.1 La formation**

- Définition des programmes de formation sur le tas, localement et dans d'autres communautés
- Définition des niveaux de qualification visés et emplois disponibles selon cette qualification

2.2 L'emploi

- A quel moment seront connus les besoins en main-d'oeuvre et les descriptions de tâches
- Définition des niveaux de qualification requis par type d'emploi
- De quelle façon et à quel moment le promoteur envisage-t-il de consulter les Inuit sur leurs conditions de travail et de les faire participer à la sélection du contremaître

3. Le milieu social

Quelles sont les

Mesures envisagées pour contrôler la consommation ou la vente d'alcool et de drogue.

4. Le projet**4.1 La piste**

- Il semble possible de réaligner la piste d'une dizaine de degrés afin d'éviter en partie le survol obligatoire du village. Le promoteur évaluera donc:
 - la marge de sécurité liée à un réalignement
 - les travaux supplémentaires requis (matériel, bancs d'emprunt, etc.)
 - les contraintes d'échéancier

Inuk

- 2 -

4.2 La ligne Électrique

Le promoteur présentera les contraintes physiques et les coûts reliés aux différentes options et celle qu'il retient.

4.3 Les bancs d'emprunt

Le promoteur présentera:

- la possibilité de construire un étang de sédimentation ou un filtre de drainage du nouveau banc d'emprunt
- les mesures mises en place pour s'assurer du respect de la marge de 75 m.
- les critères de distinction des différentes charges de dynamitage (petite, moyenne et grosse)

4.4 Le campement

Localisation du campement et infrastructures

4.5 La prise d'eau potable

- Echéancier d'accès à la nouvelle prise d'eau
- Mesures pour assurer la qualité de l'eau potable au village

4.6 La restauration

- Le promoteur présentera les besoins annuels en fertilisants après les trois ans de suivi
- Possibilités de tenter plusieurs types de renaturalisation
- Mesures de restauration de l'ancienne piste

4.7 La surveillance

- Mesures de surveillance environnementale du chantier

Inusique

Both

Tasmyag: why did you decide not to level cuvette



1986-03-11

Date	Le 12 février 1986
Endroit	Inukjuak
Rédigé par	Noelle Lemos et Jean-Pierre Panet, ministère des Transports du Québec Marie Lapointe, Firme Gendron Lefebvre

N. Lemos *J.-P. Panet*
Signature

Objet	Aéroport d'Inukjuak - Etude d'impact
But	Discussion avec le Conseil communautaire

Etaient présents	Mesdames Francine Bisson, Main d'oeuvre Québec Marie Lapointe, Firme Gendron Lefebvre Noelle Lemos, Transports Québec Marie-France Moysan, Transports Canada
	Messieurs Michel Boivin, Transports Québec Jacques Brouard, Transports Québec Elaïsie Nawkawalk, administrateur David Okpik, Commission environnementale Kativik Jean-Pierre Panet, Transports Québec Claude Prévost, Transports Canada Clément Tremblay, Transports Québec M. Weetaluktuck, Maire d'Inukjuak ainsi que des membres du Conseil municipal et de la Corporation foncière

Copie à	MM. Daniel Waltz, écologiste, Chef du Service de l'environnement Claude Girard, urbaniste, Chef de la Division du contrôle de la pollution et recherches, Service de l'environnement
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Date 1986.02.12

Aéroport d'Inukjuak - Etude d'impact
Objet Discussion avec le Conseil communautaire

Détails	Action à prendre par	Délai
<p>Il est à noter que nous sommes arrivés 3 heures après le début de la réunion suite à un retard d'Air Inuit.</p> <p>1. Le Conseil craint la pollution de l'eau compte tenu que leur point d'eau est en aval du banc d'emprunt. A sa demande, la route devra être construite jusqu'au nouveau point d'eau avant que le nouveau site d'emprunt soit entamé.</p> <p>Le Ministère les informe que les risques sont faibles. Malgré cela, le Conseil demeure sceptique.</p> <p>M. Clément Tremblay confirme qu'il sera stipulé dans le contrat que le contracteur devra commencer par la route. Il prendra le matériel sur le site choisi en prenant cependant le moins possible et le plus loin possible de la rivière de façon à provoquer le minimum d'impact.</p> <p>La municipalité s'engage à construire la route du tablier jusqu'au point d'eau dès que possible.</p> <p>NOTE: M. Jean-Pierre Panet communiquera à ce sujet avec monsieur Yves Dubuc du Gouvernement régional Kativik. Il discutera de même avec lui de la possibilité d'installation d'un filtre au moment de la construction et d'un contrôle (prise d'échantillons).</p> <p>2. Il sera stipulé dans le contrat que le contracteur devra permettre à la municipalité de laisser circuler les camions citerne sur la route au moment de sa construction.</p> <p>3. M. Jean-Pierre Panet informe l'assemblée de la possibilité qu'un site archéologique se trouve sur le tracé de la route d'accès prévue. Des dispositions adéquates seront prises en fonction de l'impact une fois celui-ci évalué.</p> <p>4. En ce qui concerne les impacts sociaux, M. Clément Tremblay avait déjà discuté de la question au moment de l'arrivée de notre équipe. Nous apprenons qu'une réunion aura lieu le 4 mars prochain au</p>		

Date 1986.02.12

Aéroport d'Inukjuak - Etude d'impact
Objet Discussion avec le Conseil communautaire

Détails	Action à prendre par	Délai
<p>cours de laquelle trente contracteurs visiteront le site. Lors de cette réunion le Conseil pourra faire part de ses préoccupations diverses de même que de ses prérogatives (c'est-à-dire, règlements municipaux sur la question de la circulation de drogues, alcool, de même que la prostitution). Madame Noelle Lemos souligne à ce sujet l'importance du rôle que pourra jouer la travailleuse sociale d'Inukjuak au moment de la construction.</p> <p>En réponse à la question soulevée dans les études d'impact social sur la priorité d'emploi inuit, Monsieur Tremblay a répondu en précisant que le contracteur se devait de respecter un quota de 7 200 heures minimum.</p> <p>Madame Lemos annonce pour le lendemain matin un bref compte rendu de sa visite à Vaudreuil, en même temps que madame Francine Bisson donnera de l'information sur le rôle de Main d'Oeuvre Québec au moment de la construction de la piste.</p>		



Québec, le 4 février 1986

Monsieur Peter Jacobs
Président de la Commission de la
Qualité de l'environnement Kativik
5620, rue Darlington
Montréal, QC
H3T 1T2

Monsieur le Président,

Suite à notre conversation du 3 février 1986, vous trouverez ci-dessus une liste préliminaire des noms des personnes qu'il serait avantageux de rencontrer dans le cadre de l'étude du rapport d'impacts physiques et socio-économiques du projet de construction du complexe aéroportuaire de Inukjuak.

Ministère des Transports du Québec

Direction générale du Génie:

- Yvan Demers, ing. Sous-ministre adjoint et directeur général du Génie;
- Jean-Luc Simard, ing. Directeur de la Planification routière;
- ✓ - Daniel Waltz, écologiste, Directeur du service de l'Environnement;
- Jean-Pierre Panet, ing. Service de l'Environnement;
- Denis Roy, archéologue, Service de l'Environnement;
- Jean Vézina, ing. Chef de la division Géologie au service des Sols et Chaussées;
- Guy Doré, ing. Service des Sols et Chaussées, division Structure de Chaussées.

Direction générale de la Construction:

- Guy Bourgault, ing. Directeur de la Construction;
- Bernard Caron, ing. Direction de la Construction;
- Gérald Lavoie, ing. Service des Projets, division des plans et devis;
- Jean Normand, ing. Directeur régional - Région 3-1;
- Antoine Dion, ing. Directeur régional adjoint - section Construction - Région 3-1;
- Michel Boivin, ing. Région 3-1.

Bureau du sous-ministre:

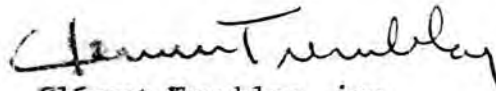
- Jacques Brouard, géographe - agent de liaison.

Transports Canada

Permettez-moi aussi de vous suggérer quelques noms de personnes travaillant pour Transports Canada.

- Pierre Champagne
- Raynald Imbeault
- Rhéaume Allard
- Miville Mercier
- Claude Prévost
- Alain Bastarache
- Fernand Beauchamp
- Alain Desrochers.

Veillez agréer, monsieur le Président, l'expression de mes meilleurs sentiments.


Clément Tremblay, ing.

Bureau du sous-ministre

Sainte-Foy, le 24 janvier 1986

Monsieur Peter Jacobs
Président de la Commission de la
qualité de l'environnement Kativik
Université de Montréal
5829, rue Darlington
Montréal (Québec)
H3T 1T2

OBJET: Aéroport nordique d'Inukjuak
Notre dossier: 240-BJ377-10

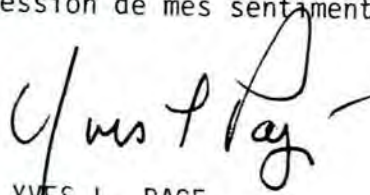
Monsieur,

Au nom du sous-ministre de l'environnement, monsieur Jean-Claude Deschênes, je vous transmets une copie de l'étude d'impact du projet mentionné en titre. J'en transmets également une copie aux autres membres de la Commission ainsi qu'à son secrétaire.

Ces renseignements ont été adressés au sous-ministre le 21 janvier dernier par monsieur Pierre Michaud, sous-ministre au ministère des Transports du Québec.

Conformément à l'article 200 de la Loi sur la qualité de l'environnement, je vous demande de faire parvenir au sous-ministre, dans les meilleurs délais, la décision de la Commission suite à la révision de l'étude des impacts de ce projet.

Veillez agréer, Monsieur, l'expression de mes sentiments les meilleurs.


YVES L. PAGE

c.c.: M. Jean-Claude Deschênes, sous-ministre
Administration régionale Kativik, a/s du secrétaire
✓ M. Jean-Paul Noël, directeur régional (10)

Bureau du sous-ministre

REÇU LE

JAN 23 1986

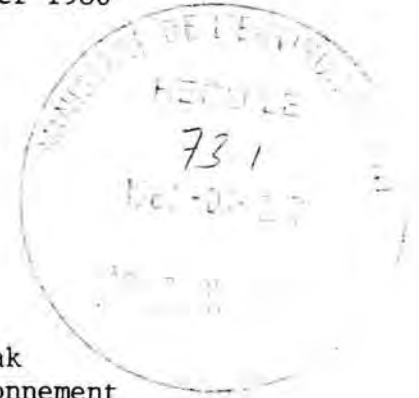
B-373

QUESTIONS NORDIQUES

Québec, le 21 janvier 1986

Monsieur Pierre-B. Meunier
Sous-ministre de l'Environnement
3900, rue Marly
SAINTE-FOY (Québec)
GLX 4E4

OBJET: Aéroport nordique d'Inukjuak
Etude d'impact sur l'environnement



Cher collègue,

Dans le cadre de l'entente fédérale-provinciale portant sur la construction d'aéroports en milieu nordique, le ministère des Transports du Québec a la responsabilité d'obtenir les autorisations nécessaires pour la construction des aéroports.

Nous vous transmettons intégralement quinze copies de l'étude pour appréciation par la Commission de la qualité de l'environnement Kativik, afin d'obtenir un certificat d'autorisation.

Finalement, nous tenons à souligner, que la construction de ce projet est prévue dans le cadre de l'entente fédérale-provinciale au cours de l'été 1986.

Veillez agréer, cher collègue, l'expression de mes sentiments les plus distingués.

Le sous-ministre


Pierre Michaud



The Kativik Regional Government members of the Commission (David Okpik, David Annanack and George Kauki), the Secretary (Hervé Chatagnier) or myself will be pleased to answer any questions you might have, so please feel free to contact us.

Sincerely yours,

Peter Jacobs
Chairman

PJ/lg

FINAL REPORT
SOCIAL AND ECONOMIC IMPACT ASSESSMENT
FOR THE NORTHERN AIRPORTS INFRASTRUCTURES IMPROVEMENT PROGRAM :
INUKJUAQ

Prepared by
Makivik Research Department

September 6, 1985

01-10

1. OBJECTIVES AND APPROACH

This report will present a summary of the findings and recommendations on the social and environmental impacts from the northern airports infrastructure improvement program for the community of Inukjuak. The work was carried out by the Makivik Research Department under a sub contract to the consulting firm of Gendron Lefebvre who was given the responsibility for the social and environmental impact assessment by the Service de l'environnement Transport Québec.

Inukjuak is the fifth community in which the Makivik Research Department has carried out part or all of an impact assessment study on the northern airport infrastructure improvement program. In these five studies the Research Department has attempted to describe the Inuit point of view about the importance and role of air service and its improved infrastructure in the development of their communities and region; to create a means for Inuit to define the objectives, methodology, and appropriate data base for impact assessment; and to provide an opportunity for Inuit to receive specific training in the design, execution and analysis of impact assessment studies.

This study has focused on the potential impacts from the planning, construction and operation of the proposed airstrip at Inukjuak. The approach has utilized the findings and opinions that have emerged from the completed studies for the communities of Ivujivik, Salluit, Povungnituk and Kangirsuk. Overtime, the ideas and experience of one community begins to coalesce with those of another, so that a more consistent and widely held point of view about airstrip impacts and corrective measures begins to emerge. A more active involvement of Inuit in impact assessment is not intended to override the responsibilities of the project proponent, but it will contribute well defined ideas about how the proponent could incorporate Inuit more effectively in every phase of the assessment process.

1.1 Objectives and Schedule of Inukjuak Study

The purpose of the social and economic impact assessment study for Inukjuak is to define the potential impacts from the planning, construction and future operation of the proposed airstrip, and to specify what measures could be taken to reduce potential negative impacts and to amplify potential positive impacts from the airstrip improvement program. The topic and issues highlighted in this study represents the information, opinions and concerns that were stated by the community.

The role of social and economic impact assessment was introduced on September ..., 1984 by Juusipi Illimasaut of the Kangiqsujuaq Cartographic Centre. This presentation was part of the general introduction to the larger impact study that was made by personnel from Gendron Lefebvre who visited the community from September .. to .., 1984. The schedule of the research program called for the social and economic study to be carried out after Gendron Lefebvre completed their community visit and had the opportunity to prepare preliminary reports on their findings.

In order to clarify the purpose of impact assessment for the community an FM radio broadcast was presented by Juusipi Illimasaut to explain the history of the airstrip infrastructure improvement program for Northern Québec and to identify some of the major concerns and recommendations made by the other five Inuit communities. At that time it was announced that social impact assessment would take place in the winter of 1985.

The social and economic impact assessment study has described by Juusipi Illimasaut was carried out from April 18 to 26, 1985. It was undertaken by Juusipi Illimasaut and William Kemp. It was decided by the Municipal Council that they would be the body responsible for making decisions related to the airstrip, but that the researchers

should be in contact with all of the organizations that contribute to the social and economic life of Inukjuak. Opinions and information from the general public about the airstrip were obtained through the FM radio in an "open line" discussion. Two meetings were held with the Municipal Council and interviews were completed with the Federation of Cooperatives, the Hudson Bay Company, the Kativik School Board, Social and Health Services, and Avataq Cultural Institute.

The information presented in this report is a summary of the findings that were gathered from these three sources. This contact with the Inukjuak community was organized around three basic themes. The first was a review and clarification of Inuit opinion about the specific airstrip and infrastructures plans for Inukjuak. The second involved general concerns about the development of the airstrip in relationship to physical, social and economic development of the community. The third theme was based on the presentation of results from the completed social impact studies for Povungnituk, Salluit, Ivujivik and Kangirsuk and a review of the applicability of the findings from these communities to Inukjuak. It is this third theme that the Municipal Council wished to stress, for they felt that many of the problems and preferred solutions identified by the other communities were directly applicable for resolving the concerns and conditions for planning and constructing the Inukjuak airstrip.

1.2 Project Justification

The need to develop an improved airstrip and infrastructure for Inukjuak is based on the same principals that underly the original creation of the northern airstrip infrastructure improvement program for all of Northern Québec. In Inukjuak as in all other Northern Québec communities, the fundamental need for this program is based on the reality that air travel is the only feasible transportation alternative for the Inuit communities of northern Québec. This justification is strengthened by the fact that the airstrips now in

use are both unsafe and unable to accommodate any improvement in services that are based on the use of larger aircrafts. The construction of airstrips and airport facilities that are safe, and which have the capacity to accommodate different aircraft and expanding local needs, is vital for the health, safety and development of every northern Québec community. There are no other means of public transport available to the Inuit, and the future expansion and delivery of services within the region is fully dependent on the quality of air service.

Community airstrips present a constant danger to pilots and air travellers. The runways are too short and too narrow, with soft and uneven surfaces that cannot be improved or easily maintained with the equipment and budgets available to the communities. Lighting and navigational aids are poor or non-existent and there are no passenger or freight facilities. Night landings often require the aid of snowmobile lights; beacons can guide a plane to the community but not get it to the ground; wind conditions and ceiling are guess work; and patients, passengers or freight may either freeze or get wet, depending on the season. Nevertheless, these airstrips are all there is, so they are used day in and day out, good weather and bad. They must accommodate the long dark of winter, the fog of summer and the rapidly changing weather conditions that can occur at any time.

Individuals, communities and northern organizations are all vitally concerned that the present conditions of air travel be greatly improved. Northern air service still involves frequent delays and many anxious moments, especially while flying at night or in bad weather. The skill and experience of pilots and the remarkable adaptability of the Twin Otter aircraft have reached the limits of their capacity to overcome poor and unsafe facilities. This can only be accomplished by upgrading the physical infrastructure and navigational aids.


The standards for improvement that have been set out in the Northern Airports Infrastructure Improvement Program will, in the mind of Inuit, create a significant and positive change in the quality of air service, that is already long overdue. Inuit state that the most important change will be the safety of air travellers and the improved conditions for evacuating the sick and injured. Inuit also realize that improvements in the airport infrastructure will have significant implications for the economic, social and political development of their communities and the region.

2. THE INUIT PERSPECTIVE

Social impact assessment in the north can only be effective if it incorporates the perspectives, values and participation of Inuit in each of the four phases that comprise the assessment process. These phases are: 1) establishing the terms of reference for impact assessment studies; 2) participating in the planning and execution of these studies; 3) maintaining membership in the Environmental Quality Commission; and exercising a control over decisions that occur during the final stage of project planning and throughout actual construction.

Access to information and decision-making, through the Environmental Quality Commission, is the cornerstone of Inuit involvement in impact assessment. At the present time the Inuit hold three positions on the Commission and, consequently, they have the opportunity to contribute specific knowledge, perspective and values to the deliberations and decisions on the merits and conditions of development projects. Inuit have also have the opportunity to participate in the design and execution of research and data analysis for impact assessment studies the airstrips, through the Makivik Research Department and through the archeological program between Transport Québec and Avataq Cultural Institute.

The most important problem that must be resolved, is how Inuit can participate more effectively in Phases 1 and 4 of the assessment process. Participation in Phase 1 requires that a well-defined procedure be established to assure that Inuit have a continuing voice in determining the content for the terms of reference that must be submitted by project proponents. The need for establishing this role is demonstrated by the fact that Inuit do not feel they are presently able to make any significant contribution towards setting the principles, questions and priorities for impact assessment studies. To this end, the Inuit are adamant in their opinion about what



elements in the life of their communities are communities are most important with respect to potential impact from projects. They also cautioned researchers not to try to establish the only value system around which the positive and negative impacts from airstrips or other projects should be evaluated.

Inuit question who controls the assessment procedure; what type of protection impact assessment actually provides for the bio-physical and socio-economic environment of their community and region; why these protections are needed; and how specific impacts are determined and corrective or remedial measures established. In order to answer these questions, appropriate terms of reference must be developed so that they identify problems and address issues that are relevant to the current conditions and long term needs of Inuit.

Such an approach does not mean that southern-based concerns are disregarded, or basic principles of research and analysis ignored. It simply means that the context for identifying and solving problems must be enlarged and the time frame, methods and statement of results made accountable to Inuit. What these questions imply is that the proponent of a development project must be able to interact with Inuit values and points of view in a manner that enables a cross cultural understanding of problems and their solutions to be addressed in the terms of reference in the research and in the recommendations. An excellent model of how Inuit can be included is illustrated by the way in which the archeologists of Transport Québec have worked with Avataq Cultural Institute. Appropriate terms of reference for the archeological surveys required for the airstrip program have been designed; a structure for training Inuit to undertake the research is being put in place; and a means for Inuit to evaluate the findings and implement the recommendations has been established.

Closely tied to the question of social impact assessment is the question of planning and of establishing a better framework for

coordinating all of the different decisions that are made on behalf of the community by outsiders who are themselves usually not knowledgeable of one another. Fieldwork on social impact assessment for the northern airstrips has now been carried out in four communities and there is a coalescing of Inuit opinion about their roles and their rights in this process. Ideas first stated at Salluit and Ivujivik were heard again in Povungnituk and Kangirsuk, and the experiences of Ivujivik are being heard in the other communities. In particular, questions are raised about how the Inuit can gain an effective sharing of control over a process that in itself has such a strong potential for negative impact.

The Inuit considered that impacts resulting from the airstrip or other community infrastructure developments are often related to ineffective planning. They questioned why it seemed to take impact assessment for a project to create a concern about planning. The problem as stated by Inuit is that no one is really in control of community planning and thus, every mandate is treated in isolation. They called upon the different organizations that were proposing projects to coordinate their plans and specific requirements prior to coming to the community. It was felt that the municipal councils or other bodies could never make rational decisions since they never knew the full range of issues.

The Inuit felt that certain groups were very naive about the requirements of northern projects and the type of planning that was necessary to make them successful. They also said they felt that some of the people sent to do studies are unaware of how to work in the north, and do not ask the proper questions or seem to understand the issues. These people are said to bother the community and it is felt they can not write strong reports if they are unprepared and do not have the time to understand.

The Inuit stated that, although it may be the mandate of project proponents to identify planning requirements and impact assessment, it is the communities that are penalized when improper studies and poor consultation lead to the failure of a project to meet the criteria necessary for the review process. If a project needed by the community is rejected because of poor planning, or because the people were not able to do a proper study, it is the community that is the big loser.

These concerns are well summarized in the statements that were made in a formal meeting of the Inukjuak Municipal Council on April 23, 1984.

"We have heard from the other communities about the impact assessment studies and the way they want to control the work in order to benefit the economy of their community and to provide other services by using the equipment that will be brought in for building the airstrip. We agree with many of these recommendations and I think we are prepared to follow them without many changes.

This would be good if it would really happen, but we have heard that many of the things that the other communities want are forgotten after the report. We will say this to you again and I hope that the people at Transport Québec will listen because the Inuit have many good ideas and they know what is best for their community. We really agree with Kangirsuk because this isn't just a present. If we have employment and if we can get other community benefits the airstrip will be much more important because it will help us and not just by landing the planes safely."

3. FINDINGS

This section of the report will summarize the findings from the formal meetings, special interviews and public opinion from Inukjuak. The information gathered from this process are been organized by topics. These topics were developed by the researchers and the Municipal Council of Inukjuak and they are based on the themes that were developed during the social impact studies in the four communities. Once agreement was reached on these topics they were written on a blackboard and then discussed by the Council. In the FM radio show a similar approach was used to describe the decisions of the other communities and to use these decisions for structuring the comments from Inukjuak.

3.1 Justification for a new airstrip

The Inuit of Inukjuak repeated many of the same concerns about the need for a longer and better built airstrip that have been stated since the initiation of these studies in Ivujivik. In particular they emphasized the role of air service in health and the need to have a feeling of security while landing and taking off. The siting and utilization of the present summer and winter airstrips have been considered convenient and safe by the community, and no specific concerns with air safety were expressed.

The primary concern of the community therefore, is to improve the airstrip for economic reasons. With this improvement it was stated that the required changes for runway lights, navigation equipment and an improved surface condition will automatically increase the safety of flying.

Inukjuak Inuit feel that their community will develop rapidly over the next ten years, and they cite the development of Makivik Offices, the building and operation of a major cultural centre for Avataq Cultural Institute, and the general growth of the local economy in support of this assumption. There is a constant demand for freight, and the number of organisations that exist within Inukjuak or which have frequent contact with the community create an active passenger service.

The Inuit feel that the local service in and out their community has been adequate, although they point out that passenger travel to and from the south is often delayed because of weather problems at Kuujjuarapik. They also note that the delivery of freight is extremely difficult in the summer, fall and late spring when the icestrip is not operating so that only Twin Otters can be used. It is felt that improved runway facilities will be very important for the year round availability of adequate freight service. It was also noted that improved airstrips for the Hudson Bay coast communities might encourage the development of a more frequent direct passenger service to the communities of Ungava Bay, which will create a stronger network of communication within the North.

3.2 Land and Resource Impacts

The Inuit of Inukjuak stated clearly that the position of the proposed airstrip and access road posed no obvious threat to the immediate land and resource environment of the community. The airstrip or access road do not interfere with established patterns of community activity and it was stated that these do not affect any places that the Inuit consider to be environmentally sensitive or of importance for cultural reasons. It is felt by the community that the planned airstrip should help establish an outer limit to the environment that will be affected by the activities associated with present or future community development.

3.2.1 Protection of River Valley. The Inuit consider that the location of the airstrip will not have any impact on the physical or biological environment of the river valley or on the water quality and fish population of the river itself. The Municipal Council is insistant that the river valley be protected from any development related to the airstrip or other disturbances, and this attitude was supported by the statements of individuals on the FM radio.

3.2.2 Wildlife Resources. It was stated that the airstrip is on a plateau occasionnaly used by geese but the proximity of this plateau to the community meant that it was not presently used by geese for nesting or for the resting of large flocks on either the north or south migration. They stated that a large project such as the airstrip will always create a disturbance of the local environment but since this area has never been important for the ecology of geese or other species the disturbance will not translate into an important ecological or environmental impact, and any changes in hunting that might be caused by the airstrip will not affect the subsistance economy of the community.

Specific questions were asked about the impact of the access road and airstrip on ^{local} other resources used by the community, ^{in the area} and there were ^{no} concerns stated by the Municipal Council or ^{by} from other community members. The following quote summarizes community opinion on the potential impact of the airstrip on the resources :

"No one from Inukjuak likes to see the land disturb but all of us know that we cannot have a community and still have the land exactly as it was. We do not want to see the wildlife pushed out of reach because of all of the activity but this is not a worry for the airstrip because it is not important for hunting. Somebody can always find an animal or a bird almost any where but even the people who want to walk out of the community for hunting would not expect to catch an animal so close except as a surprise."

3.3 Community Infrastructure

The planned airstrip and access road follows the general growth pattern of the community since it extends inland to the east. At the present time there is no road extending east of the community to the airstrip plateau so that this will form a completely new part of the community infrastructure. As noted in 3.2 above, the Inuit want the airstrip to define the eastward limit of growth and they do not want to expand south towards the river valley. The plans for community growth were reviewed with the Municipal Council and it was noted that the airstrip and access road will not duplicate or replace the present infrastructure required for water, garbage and liquid waste disposal. Some concerns were raised about the utilization and stock piling of granular materials and various opinions were expressed about other small projects that the community would like to undertake while the construction equipment for the airstrip is available.

3.3.1 Airstrip Location and Orientation. The location of the airstrip has been and continues to be fully agreed to by the Municipal Council and other community members. Only one negative comment about the location was stated by an individual but the Municipal Council said that they have no other preference for airstrip location. They did state that the orientation of the airstrip itself would probably be safer if it was possible for planes to approach or depart over the river rather than over the land. They wanted it to be stated in this report, however, that there is no disagreement on the airstrip location or on the position of the access road, and that a change in the orientation of the airstrip is not essential for their continued agreement with the plans.

3.3.2 Granular Resources. The Municipal Council stated clearly that they do not want the airstrip construction to depend on the excavation and transport of granular materials from the area to the northwest of the community noted on the engineering maps as burrow pit 1. They

stated that the supplies in this area are limited, that excavation would damage the landscape and, most important, the transport of the material through the community by truck would be dangerous, dirty and noisy.

The community favors the development of burrow pits much closer to the airstrip site which means the utilization of pit 3 on the engineering plans. They stated, however, that they would prefer the granular materials to be obtained directly on site from blasting and crushing. This is based on minimizing the movement of materials from burrow pits to the construction site and on the stated need of the community to have stock piles of prepared stone for other construction purposes.

3.3.3. Airstrip access road. The municipal council reviewed the position of the access road according to the plans that were used for the April 1985 review of the project. They stated that there were no obvious problems with the surface conditions for the access road and that it did not disturb or duplicate their present patterns of community road transport. Several areas of snow accumulation were noted but it was felt that these were not serious problems that would require any change in its position.

They noted that the road provided a positive benefit in that it forms the first well-defined route to the west of the village and this would minimize the random travel routes that are now being developed as people move in this direction. The municipal council also stated that the airstrip road would provide easier access to the river and to granular and sand deposits that would be developed on the plateau south of the airstrip.

3.3.4. Other infrastructure. The position of the airstrip, access road and power line was reviewed in relationship to other existing or proposed community infrastructure. It was clearly stated that there was no duplication of infrastructure created by the position of the airstrip and road. The community questioned transport of power from the present generator site to the airstrip facilities and stated that

they would prefer the power to travel on or under the ground if such technology existed, was safe and also reliable.

3.3.5. Maintenance of air service. The construction of the new airstrip will have no negative impact on the easy maintenance of present air service, using the available coastal airstrip.

3.4 Economic and social concerns

The Inuit noted that the people of Inukjuak had many of the same concerns about employment and other work related issues that have already been identified in the Kanqirsuk and Salluit Impact Studies. They also were made aware of problems encountered in Ivujivik during construction and prior to the community meetings in April, they were made aware of some of the difficulties both Kanqirsuk and Salluit have encountered when trying to have their economic and social concerns accepted as a condition for construction. Consequently, the Inukjuak municipal council was conservative in their reaction to the question "How do you want to maximize economic benefits and minimize social disruptions?" The following quote summarizes their approach to this question and its long-term implications:

It is premature for us to answer this in any detail until we can be guaranteed that our request will be taken seriously. You have reviewed what the other communities wanted and their request would be very similar to ours. The best thing to be done at this time is to indicate how we wish to proceed but the details should only be provided and actual plans made once we know what will really happen here in Inukjuak.

3.4.1. Employment of Inuit. In Inukjuak, no individuals have undergone training in the heavy equipment operator program. It was mentioned however, that there were trained operators in Povungnituk and they would be welcome to work in Inukjuak. The community, however was skeptical about whether or not Inuit heavy equipment operators would be hired since they had heard that this was not happening for the projects scheduled to begin in the summer of 1985. Thus, a summary statement made by a municipal council member indicates community feelings about employment:

We would expect that the local people will be given employment that is equal to their experience and which will pay according to a wage that is the same for non-native workers. We will talk to the Quebec people as soon as possible and they should submit a list of possible employment and qualifications that we can work with. It will not be fair if we are considered to be only a source of employment for unemployed construction workers from the south.

The solutions for maximizing local employment developed by Kangirsuk were reviewed in Inukjuak and it was agreed that the same conditions should apply.

1. The company should provide a clear description of manpower requirements to the community. This can first be done in writing followed by a community visit and meeting. Each position noted in this document must be accompanied by a brief job description.
2. The contractor and a Transport Québec or Manpower representative should then interview the qualified and or interested people in Inukjuak and find out what people are available for work at what jobs. The Inuit should be told exactly what is required so that no misunderstandings arise later.

3. The qualified people from Inukjuak should have first opportunity for job and these would be followed by qualified candidates from other communities. Potential candidates should then be contacted as soon as possible to see if they are interested.

4. After the formally trained people have been reviewed, the other positions can be reviewed and a program to have on-the-job training should be set up.

5. The other labor requirements, cooks, cleaners, airstrip labor, etc., should be defined and attempts made to locate candidates for each available position.

3.4.2. Training for employment. The Inuit of Inukjuak stated that although no one from their community attended the heavy equipment operator's course, certain individuals could still be selected and trained. It was suggested that an ideal time for training to take place would be during actual construction of either the Kanqirsuk or the Salluit airstrip. This could happen in the spring and early summer of 1986, prior to the construction at Inukjuak.

It was also stated that this type of training would be ideal for an Inuk supervisor who would then have first hand experience in dealing with the consultative and supervisory problems during actual construction.

3.4.3 Project supervision. Inukjuak was insistent that a position be created within the airstrip budget to hire an Inuk for planning and carrying out all of the responsibilities associated with preparation for construction. This individual would work throughout the construction period as a full-time employee. The municipal council stated that such a position was "absolutely necessary" to make the project successful and to minimize local problems. They learned about the compromise for this position reached at Kanqirsuk and stated that this was unacceptable.

3.4.4. Labor relations and work conditions. The municipal council stated that the Inuit should be consulted as in other communities on certain conditions of their work. These would include the hours of expected work and overtime, the need to work on Sunday, and the actual description of the job requirements. They stated that difficulties could be minimized if there was a simple, written contract in Inuktitut, so that the worker would really know what was expected.

The community of Inukjuak agreed with statements from other communities that the selection of a foreman was critical for good working conditions. They would like to have more than one candidate for this job and they would like to participate or to at least give their opinion in selection. They noted that it would be best if the construction foreman had northern experience and if so, could recommendations from Inuit workers be used in his selection.

3.4.5. Control of the work force. The municipal council stated that it is very difficult for a large work force to be in a community without some problems. They said that a committee from within the community would not be necessary because of the Inuit supervisor who would be responsible directly to the contractor and the municipal council. No alcohol and no drugs were fundamental requirements stated by the community.

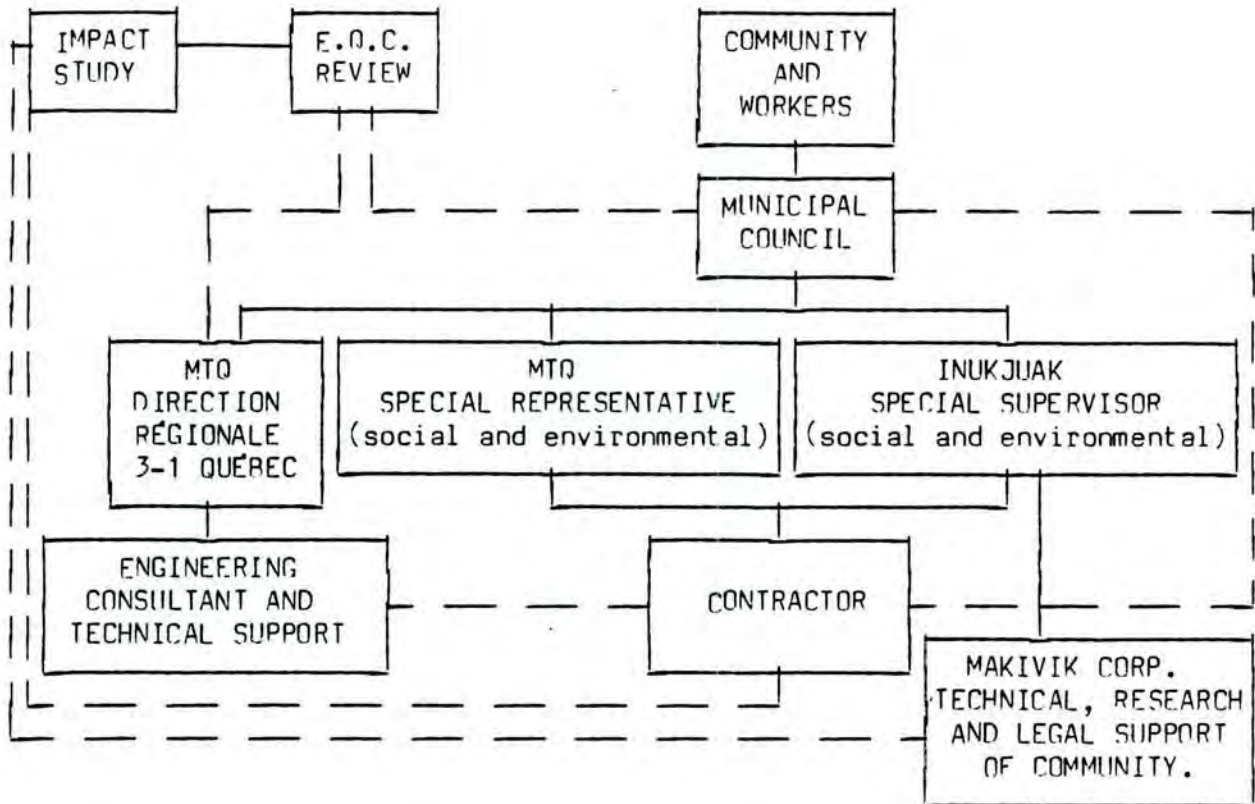
3.4.6. Service contracts. The municipal council stated that they were prepared to benefit economically from service contracts but not until the plans for construction and the requirements of equipment, food and lodging were decided upon. They would expect that the Inuit supervisor would be hired in time to help the contractor and the community establish these contracts where feasible.

The municipal council worried about some of the problems that occurred in Ivujivik and they stated that they wanted some formal

contacts such as a complimentary trip to Kangirsuk in order to see the problems that will occur during this phase of the airstrip program. Once they have more information, they will be able to determine how to avoid such problems within their own municipality.

It was mentioned that the construction equipment and vehicles in Inukjuak could be available through contracts for limited airstrip work, but that they are committed to a variety of other jobs throughout most of the year, and would therefore not be easily available for long term use.

3.4.5. Structure of project planning and supervision. The diagram presented on the following page identifies the parties and illustrates the structure for project organization (solid lines), and for the primary interactions of the identified organizations and tasks (dotted lines).



4. CONCLUSION

THE NEGATIVE POTENTIAL IMPACT OF SOCIAL ECONOMIC IMPACT STUDIES

Research carried out in Inukjuak on the social and economic impact of the Northern Airport Infrastructure Improvement Program is similar in format and perspective to studies completed in five other communities. Information derived from each of these studies has been communicated to the other communities and there is a rapid coalescence of an Inuit point of view about their relevance and the authenticity of the impact assessment process.

The impact statements for the northern airstrips provided the Inuit communities with an opportunity to present their concerns about the planning and construction of a vital part of their infrastructure, and it enabled the people to state how the community could benefit economically from the construction phase and how potential social and environmental problems could be minimized. For most communities, it was their first contact with the impact assessment process, including the proponent, the terms of reference required from the proponent and evaluation by the Environmental Quality Commission. Certain parts of this process worked extremely well, especially the critical review. Others, such as the development of appropriate terms of reference and of post-review decisions did not.

The impact assessment process called for a review and evaluation of social and economic factors, and the communities took this mandate very seriously. Time is now at hand for stating what has actually taken place in relationship to what the communities justifiably requested within a process that is designed to protect their legitimate interests and concerns. What emerges from this examination is a very serious shortcoming between the stated objectives of the social and economic impact studies, the specific findings of these studies and the real application of findings after the review process. At the present time, much of what the community stated in terms of economic and social benefits or concerns has been totally ignored when planning and carrying out construction.

The statements made by individuals and representative organizations within the northern municipalities represented an honest and thoughtful attempt to deal with the problems of a massively disruptive construction project. They also attempted to transfer in many significant ways important community benefits. They were led to believe by the social and economic researchers responsible for the study that the environmental review process was a protection for their community and they acted accordingly and in good faith.

Certain problems arose early in the study, when the Service de l'environnement du Ministère des Transports Québec seemed ill-prepared to incorporate procedures within their terms of reference that would make the study more responsive to community values, perspectives and well-defined needs. Social impact assessment was viewed by Inuit as the type of research that, at last, could play a positive role in the life of the community, since it provided a voice for the people and an opportunity to advance legitimate community interest. These expectations have not materialized. What communities asked for was not some impossible "wish list", but rather a set of legitimate instructions to responsible authorities about how to maximize potential benefits and minimize potential negative impacts. In retrospect, this assumption was at best misleading, but most probably it served to deceive. The deception is protected by the fact that the communities desperately want an improved air service so they are prepared to ignore or substantially compromise with their stated concerns in order not to jeopardize construction.

In a previous study, it was noted that social impact assessment in the north can only be effective if it incorporates the perspectives, values and participation of Inuit in each of the four phases that comprise the assessment process. These phases are: first, establishing the terms of reference for impact assessment studies; second, participating in the planning and execution of these studies and in the analysis, interpretation and presentation of findings about impacts and corrective measures; third, maintaining an active membership in the Environmental Quality Commission, and; fourth, exercising a control over decisions that occur during the final stage of project planning and throughout actual constructions.

The most important problem that must be resolved, is how Inuit can participate more effectively in Phases 1 and 4 of the assessment process. So far, the results are unrewarding for Inuit. Participation in Phase 1 requires that a well-defined procedure be established to assure that Inuit have a continuing voice in determining the contents for the terms of reference that must be submitted by project proponents. The need for establishing this role is demonstrated by the fact that Inuit do not feel they are presently able to make any significant contribution towards setting the principles, questions and priorities for impact assessment studies. To this end, the Inuit are adamant in their opinion about what elements in the life of their communities are most important with respect to potential impact from projects. They also cautioned researchers not to try to establish the only value system around which the positive and negative impacts from airstrips or other projects should be evaluated.

Inuit question who controls the assessment procedure; what type of protection impact assessment actually provides for the bio-physical and socio-economic environment of their community and region; why these protections are needed; and how specific impacts are determined and corrective or remedial measures established. In order to answer these questions, appropriate terms of reference must be developed so that they identify problems and address issues that are relevant to the current conditions and long term needs of Inuit.

The process of assessment and evaluation has to date been successful in so far as the airstrips have been permitted to be built. It is not successful in so far as the community expectations of complimentary benefits are concerned. It was stated in Kanqirsuk that airstrips need not be thought of as Christmas presents. They are essential and they need not be considered as a gift. Consequently, they should provide other opportunities for much needed community development. People trained in heavy equipment had expectations, other community workers had expectations, and the community itself had a structure for meeting these and other economic and social expectations. The question that must now be answered is how to address this problem as defined in Part 4 of the assessment process. In a

municipal council meeting held on November 12, 1984, in Kangirsuk, it was stated that

You say that you are here to find out how the new airstrip will affect our lives, and we don't know why you bother to ask that question because it should be clear to anyone who know our problems. But it always seems that people down south know more about our problems than we do because their answers are stronger than ours.

If everybody in all the governments is worried about all that is going on up here in this community why do they come to us the very last, after everything is done, to ask what we think; does it matter to them anyway if we like something or are against something. ...If we cooperate and tell you what we think or what we worry about, will anybody down south pay attention if they think we should be thinking or worrying about something else?

It seems only fair that this individual's concern be honestly answered in relationship to the decisions that have been made with regards to the economic and social concerns of the communities.

Finally, it was stated by another individual who participated actively in the Kangirsuk Social Impact Assessment Study and who now sees what is not happening:

I don't know exactly how we should proceed to change the situation that exists in my community and throughout northern Québec. If I was a mayor, I would like to see airstrip construction shut down until the problems with poor Inuit participation are finally solved. I know that this would be very difficult for a community to do, because they need the airstrip and other community facilities. I know it is difficult to heat your house, haul your garbage or land a plane safely with nothing more than principles, but drastic action will eventually have to be taken. The Environment Quality Commission should be notified about what happens once the project is out of their jurisdiction.