

# TAQRALIK

SERVING NUNAVIK INUIT SINCE 1974



**COVID-19 Pandemic Hits Nunavik**

**Nunavik Land Selection Atlas**

**Ivakkak 2020**

Spring 2020

122



**LP<sup>®</sup>Ab**  
**Société Makivik**  
**Makivik Corporation**

#### **Makivik Corporation**

Makivik is the ethnic organization mandated to represent and promote the interests of Nunavik. Its membership is composed of the Inuit beneficiaries of the *James Bay and Northern Quebec Agreement (JBNQA)*. Makivik's responsibility is to ensure the proper implementation of the political, social, and cultural benefits of the Agreement, and to manage and invest the monetary compensation so as to enable the Inuit to become an integral part of the Northern economy.

#### **Taqralik**

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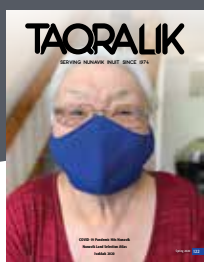
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TAQRALIK



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Cover: Elder and seamstress Eva Sakiagak wears a handmade mask she sewed as part of a project organized in Salluit by the Inuulitsivik Health Center. A group of five seamstresses in the village were given materials and paid for their hours, sewing about 250 masks for essential workers and frontline workers. As of April 20, all passengers travelling by air in Canada are required to wear face coverings to help slow the spread of COVID-19. A non-medical mask or face covering helps prevent any respiratory droplets from contaminating others and landing on surfaces.

Photo: Flore Deshayes





©CARSON TAGOONA

*Makivik held a board meeting the week of February 17 in Aupaluk. Makivik's AGM, scheduled for March 23-26 in Akulivik, was cancelled to protect Nunavik Inuit from possible COVID-19 spread.*

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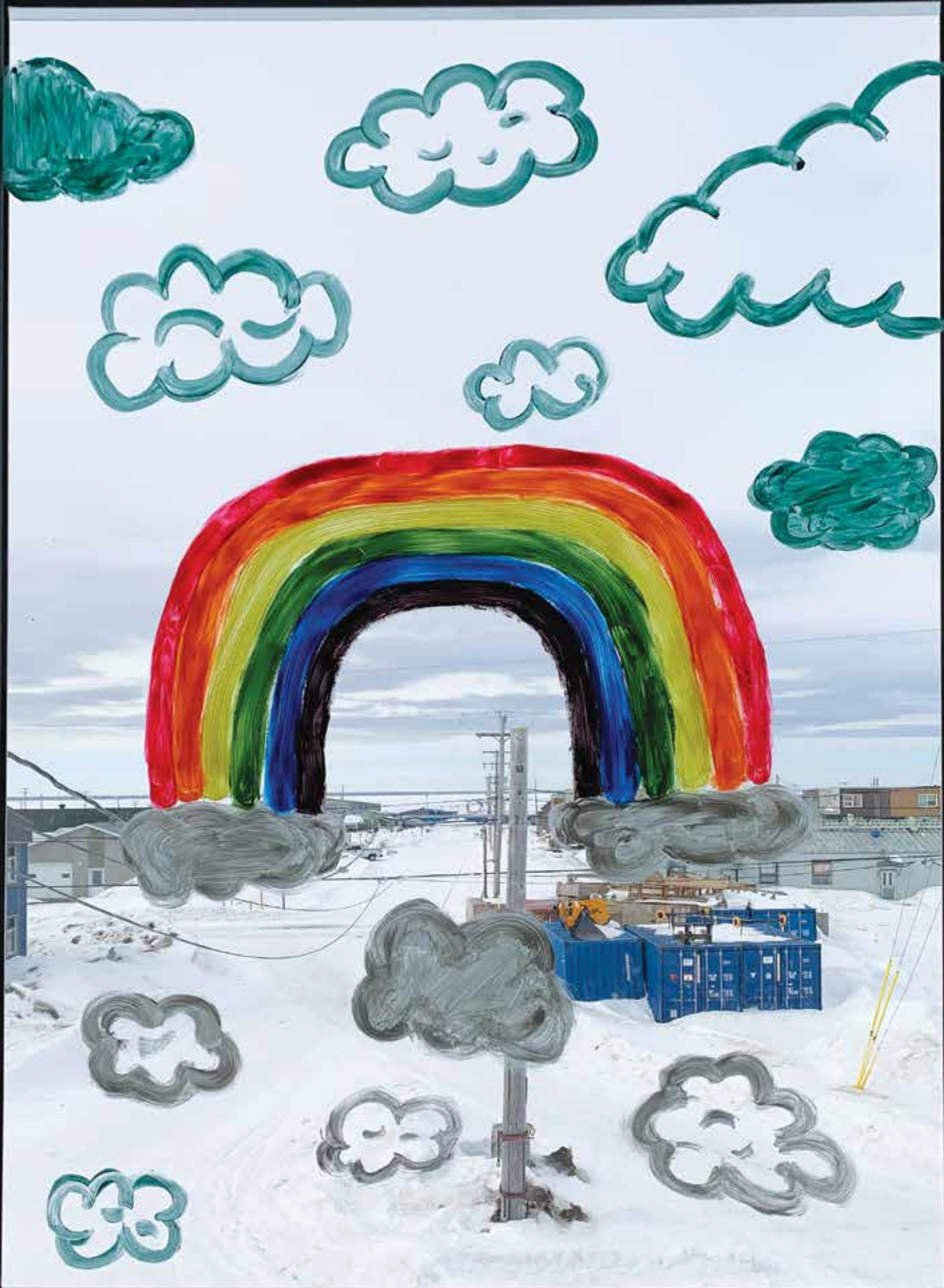
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# COVID-19 PANDEMIC

## How Health Authorities React to Counter it

Submitted by the Nunavik Regional Board  
of Health and Social Services

When COVID-19 seized the attention of the Province of Quebec, the Nunavik Regional Board of Health and Social Services (NRBHSS) swiftly activated its emergency cell composed of key players required to address the crisis. This group included members of staff that can take on aspects related to psychosocial needs, emergency measures, physical health, communication, etc. The mandate of the cell is to ensure all services are in place to react to any type of crisis linked to the health sector by applying measures and when required, coordinate with other regional organizations. To respond to the pandemic accordingly, the NRBHSS enacted a preparedness phase on all fronts to rearrange services. There was a set-up of temporary spaces dedicated to COVID-19 in all 14 communities. Acquiring necessary material, securing human resources, and appropriating sections in each Health Centre for COVID-19-specific function, were some of the many things taken in consideration. A strict medevac protocol is in place for healthcare professionals and pilots, along with securing an aircraft dedicated to COVID-19 patients only. Communication with the population is maintained through social media, the NRBHSS website, and local and regional FM Radio updates through leaders from all over the region that are updated with accurate and current information. The NRBHSS also set up two phone lines to serve the population, one for general information and psychosocial support and another for assessment of symptoms for people concerned that they may be infected.



PHOTO COURTESY OF NRBHSS

**Minnie Grey is the Executive Director at the Nunavik Regional Board of Health and Social Services.**

Based on Public Health guidelines, multiple actions were undertaken simultaneously for people showing symptoms. Isolation measures were put in place with assessment of the need for testing. Individuals awaiting results get monitored by health professionals. When a positive case is confirmed, a thorough investigation takes place, led by a Public Health team. Patients are required to answer a lengthy and detailed questionnaire to establish a close-contact list and identify people at risk of community transmitted contamination.

Protection of the population is at the core of all decisions made throughout this crisis. Implementing flight restrictions significantly reduced flight traffic to the bare minimum, only allowing cargo, medically related travel, and the movement of critically essential workers. Being an isolated region with no road-link, it was a difficult decision to make, however, it was necessary to curb the otherwise high-risk scenario of community transmitted contamination across Nunavik.

Through all this, there is a strong belief that the population must comply with the recommendations and measures in place to ensure an effort of maximum safety for all. An effort on everyone's part can get Nunavik through trying times. ♦

Jenny Inukpuk's 13-year-old daughter Olivia painted this scene on their window in Kuujjuarapik. Many across Nunavik and the rest of Canada have decorated their homes as part of the Rainbow Movement of Hope, to counter the uncertainty and anxiety caused by COVID-19.



©ISTOCKPHOTO.COM/ONEBLUELIGHT





# COVID-19 PANDEMIC

## Nunavik Organizations Mobilize

The COVID-19 Pandemic has been spreading around the world since the end of December, but it only was detected in Nunavik on March 28. The first case was an individual in Salluit who has since recovered. Nunavik leaders and officials have been working tirelessly to help contain the virus and keep the population safe. The situation is constantly changing, but the main advice to stop the spread has remained the same: Wash your hands with soap for 20 seconds, when outside stay at least 2 metres away from others, and stay home as much as possible.

Following are some of the actions that have been taken to protect Nunavimmiut:

### NREPAC Activated

Various stakeholders in Nunavik met on March 17 as KRG activated a Nunavik Regional Emergency Preparedness Advisory Committee (NREPAC) in reaction to the COVID-19 Pandemic.

The Committee stems from the Civil Protection Act and was created in compliance with the regulations that oversee civil security and public emergencies in Quebec. The initial meeting was held under the supervision of the KRPF's Chief of Police and Director of Public Security, Jean-Pierre Larose. The Nunavik Regional Board of Health and Social Services (NRBHSS) was called upon to play a key role in setting up the emergency response unit to the pandemic. Canadian North and Air Inuit airlines were invited as special participants.

### Public Told Not to Come

Makivik President Charlie Watt announced on March 17 that Nunavik leaders were telling people not come to the region unless absolutely necessary. The two northern airlines owned by Makivik Corporation, Air Inuit and Canadian North, also reduced service to Nunavik due to the virus. People returning from travel outside of Canada were advised to quarantine themselves in a southern location for 14 days before returning to Nunavik.

### Screening Process Implemented

On March 21, Makivik implemented a three-question screening process at Trudeau International Airport in Dorval for passengers travelling to Nunavik on Makivik-owned airlines Air Inuit or Canadian North. Working in collaboration with the NRBHSS, a Makivik representative, NRBHSS nurse, and Inuk interpreter were on site to greet passengers before going to the check-in counter. If the passenger had travelled outside of Canada in the past 14 days, had been in contact with anyone in that same time period who was



©RANGER FROM 2 CRPG

*The Kuujuaq patrol in the village on April 11. In the photo, from left to right, Ranger MCpl Angma, Ranger MCpl Hubloo, WO McElligot, Ranger Sgt Berthe and Ranger Cpl Epoo.*





©RANGER FROM 2 CRPG X3

Taken April 9 in Kuujuaq. From Left to right: Cpl Juanasi Epoo, MCpl Angma Junior Angma, Charles Couture (COVID-19 Clinic Advisor), WO McElligott, Sgt Simione Berthe.

known to have COVID-19, or had shown symptoms of the virus in the past 24 hours, they were refused check-in and provided assistance from the NRBHSS and Makivik. A Makivik representative was at the airport to help make arrangements for a 14-day self-quarantine period at a nearby hotel, with an allocation for meals for Inuit beneficiaries paid for by Makivik. Reimbursement will be sought from the governments of Canada and Quebec at a later stage.

### Curfew in Communities

On March 29, Director of Public Security, Jean-Pierre Larose, announced that all Nunavimmiut need to stay at home from 9 PM until 6 AM. On April 15, the curfew was shifted to 10 PM. The curfew will remain in effect in all 14 communities for an indefinite period of time.

### Lockdown

Public Health Director, Dr. Marie Rochette, and the Director of Public Security, Jean-Pierre Larose, under the NREPAC, announced a region-wide lockdown as of April 3, cancelling regular flights in and out of Nunavik, as well as between communities until further notice.



Rangers from the Umiujaq patrol informing the public about COVID-19 and social distancing. In the photo, left to right: Putulik Nuktie, Davidee Niviaxie, Alec Niviaxie.





Rangers from the Kuujuarapik patrol inform the public about COVID-19 and social distancing. In this photo: Minnie Ittoshat.

The only flights allowed are charters transporting cargo (including medical supplies and Canada Post), patients travelling for medical appointments, health care workers and other critical workers such as police officers. Upon returning to the region, everyone has to self-isolate for 14 days.

### Nunavik Leaders Group

The first meeting to establish the Nunavik Leaders Group (NLG) was held Friday April 3, via teleconference. Comprised of presidents and executives of relevant organizations, (Makivik, KRG, NRBHSS, and KI), the group will meet twice a week and remain active for as long as the members deem it necessary. The new group will provide a unified front to address issues faced by Nunavik Inuit, and make policy decisions, in close collaboration with the NREPAC. The mandate of the NLG includes making decisions regarding the use of funding that will be made available to the region in dealing with the pandemic.

### Rangers Deployed

At the request of the Director of Public Security, Jean-Pierre Larose, it was announced on April 3 that Nunavik's Canadian Rangers

were deployed in the region's 14 communities as part of the effort to contain the spread of the COVID-19 virus. The NREPAC, under the leadership of the KRG Civil Security requested the deployment of the Rangers to help local emergency response teams coordinate the fight against the virus.

### KRG Food coupons

On April 7, KRG announced eligible applicants will receive food coupon vouchers every two weeks, retroactive to March 13, 2020. The vouchers are issued by the KRG and are intended for those who are no longer employed due to COVID-19, those receiving no salary, or just part of their salary, or no income support benefits. It is also meant for those who saw their financial obligations increased, for example, by taking care of elders or families. The program will end June 30, or when the emergency measures are lifted. KRG is also issuing Elders' Food Lists to local stores. The measure is delivered monthly and is meant for elders without steady income. Elders can call their local store manager with their order, which will be picked up by local store truck or Rangers and delivered to the elder, or they can ask a family member to get the groceries for them. That program is slated to end June 17, or when emergency measures are lifted. ●

# Looking Back, **MOVING FORWARD**

Land selection atlas relevant as historical document and tool for possible future change



Makivik has published an atlas of community land selection maps that describe the Inuit land selection process associated with the *James Bay and Northern Quebec Agreement (JBNQA)*, and the challenges the Inuit faced during the four-year negotiations from 1975 to 1979. It shows where the Inuit wanted Category I and II lands delineated,\* and what exactly they ended up with after Hydro-Québec and the Quebec government had their say.

As explained in the first few pages of the atlas, a report, titled “The History of Nunavik Category I and II Land Selections (1975-1979),” was presented at the Nunavik Landholding Corporation Association’s

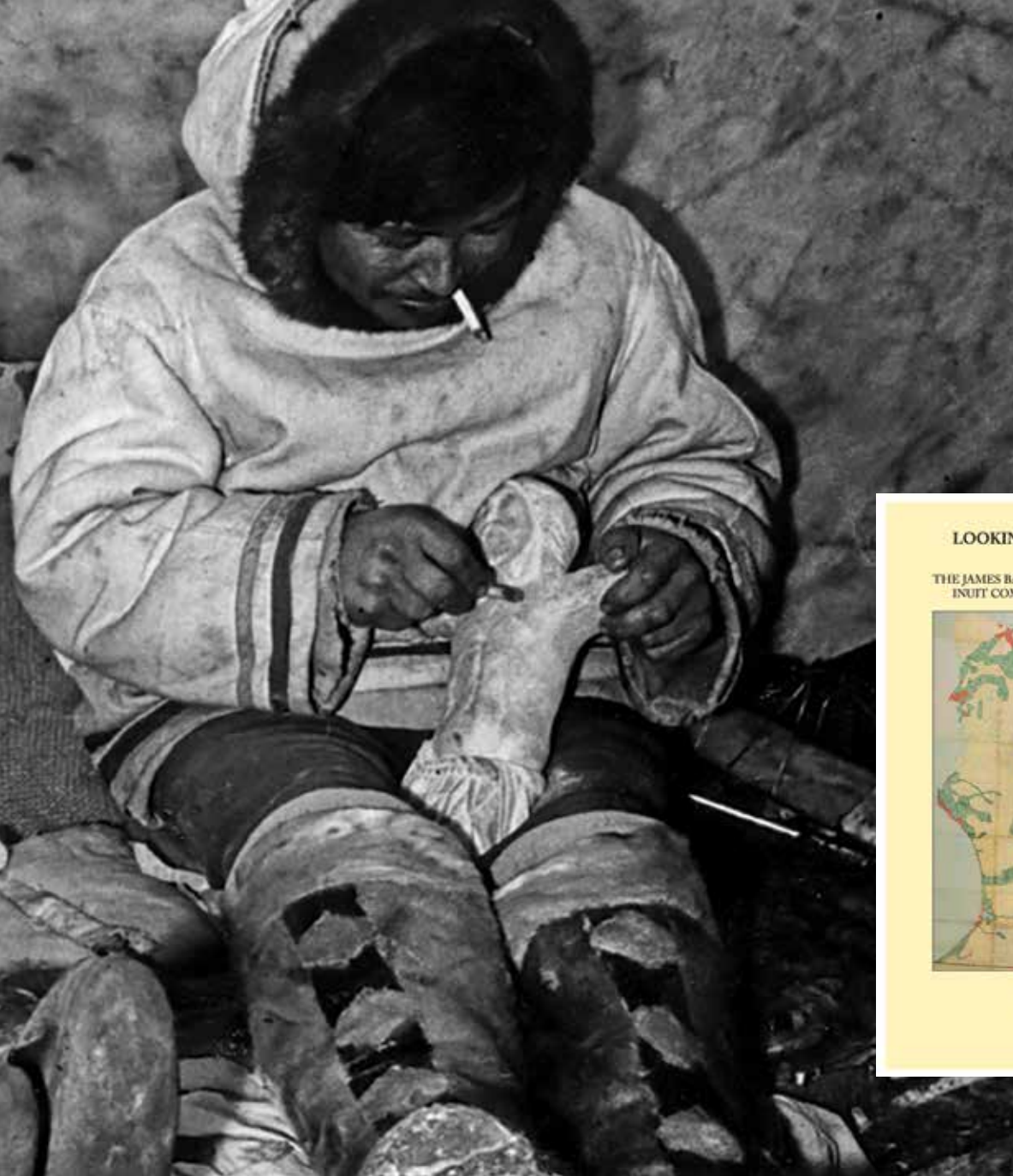
(NLCA) 2015 AGM in Montreal. The differences between lands selected by Inuit and what they were forced to accept were attributed to: unreasonable deadlines, limited resources, lack of experience and guiding policy, absence of federal government support, restrictive land selection criteria imposed by the Quebec government, and the Quebec government’s concern about how Quebecers would respond to the visual impact of selections on the map of Northern Quebec.

This atlas, *Looking Back, Moving Forward: An Atlas of the James Bay and Northern Quebec Agreement Inuit Community Land Selections, 1975-1979*, expands on that report. In its foreword,

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\* According to the 1974 JBNQA Agreement in Principle, Category I lands are owned by the Inuit and are to be selected for community purposes, including economic development, and for community protection from industrial development. Category II lands are selected for exclusive Inuit hunting, fishing and trapping.



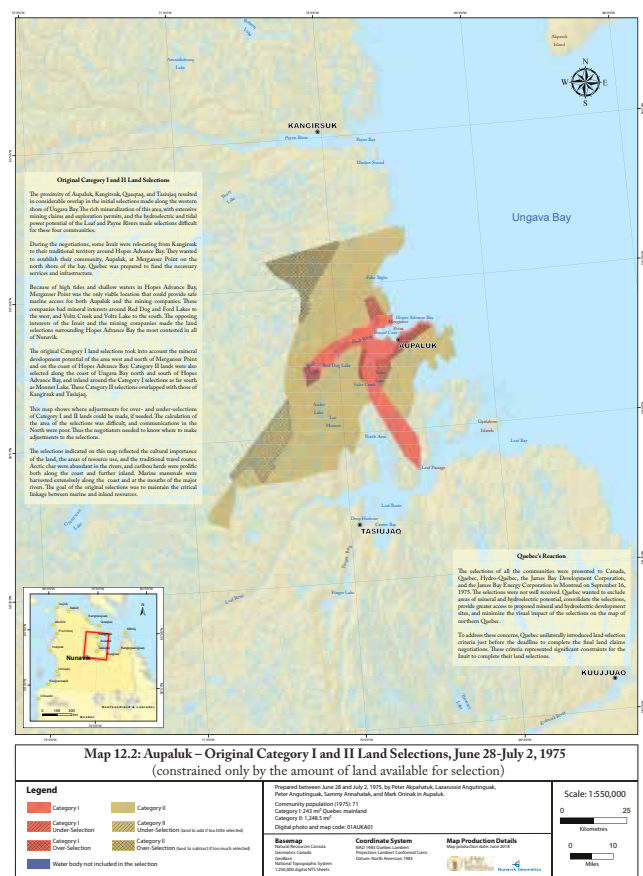
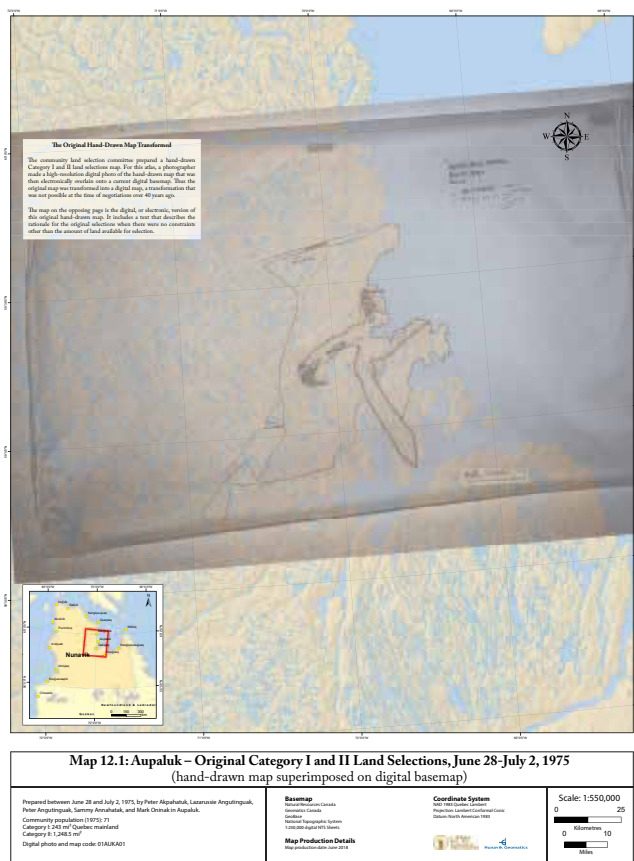


written by Makivik President Charlie Watt and NLCA President Maggie Emudluk in March 2019, it states that over the past four decades Nunavik's economic and social realities have changed, and that "in the spirit of reconciliation, empowerment and self-determination," critical aspects of the *JBNQA* must be revisited, including the amount of lands Inuit own and control.

The foreword says this atlas is a "valuable tool to support the land aspects of the *JBNQA* review." According to the terms of the *JBNQA*, Inuit are currently restricted to ownership of 1.8 per cent of the total landmass of Nunavik, the atlas shows that is not what Inuit

wanted, nor what they asked for. The foreword describes the atlas as a "valuable tool to support the land aspects of the *JBNQA* review."

Makivik's Cartographic Services has been working on the atlas for the past two years. The 160 pages includes 96 maps, consisting of 60 maps showing the land the communities originally selected, 12 original insert maps, and 24 selection evolution maps, showing how the land selected differs from what was allotted. It also includes a regional map summarizing the evolution of all community selections in one map. Descriptive summary notes have been incorporated in each community land selection map to provide relevant information



to each map including the names of the community land selection committee members, the date the original map was prepared, population of each community, and the Category I and II land quantum.

Although the project was officially two years in the making, the actual work began decades ago, when a young student met Charlie Watt on an airplane going to Killiniq (formerly Port Burwell).

Erik Val had been hired by the then Inuit Tapiirisat Canada, to support the Nunavut land claim by mapping all the NWT Inuit communities and providing evidence of multi-generational use of the land by interviewing Inuit hunters. His friendship with Watt resulted in Val being hired, along with a number of Inuit, to work for the Northern Quebec Inuit Association starting in the summer of 1975. Along with Eli Weetaluktuk, from Inukjuak, he went to all the Nunavik communities to document the land selections made by Inuit that were then put into the *JBNQA* negotiation process over the next five years.

They used federal government issued base maps with overlays, and documented the land selections by hand. Val and others created base maps for each community, then visited and worked with community members to establish land selection committees. Each community selected roughly six people to represent them in the negotiations. They drew the lines on the maps indicating where they would like to select Category I and II Lands, with the only criteria

being the allocation amount. The community selections along with explanations of why certain areas were important to each Inuit community were presented on September 16, 1975, to the Quebec government, the federal government and all of the development organizations involved. That's how the negotiating process began.

"It was a very pluralistic process in as much as that after we worked with the land selection committee to create the lines, before we left the community, there'd be a community meeting," Val said.

"People would have long discussions about the lines and why they were important and then at the end of the process at the outset, communities would agree with, or change lines." Those original maps and explanations were taken into negotiations.

Val said he has clear memories of sitting in the negotiation rooms and watching the process.

"I still remember Quebec's reaction," he recalled. "And how ballistic some of the very senior people were over that. But that's a

whole other story."

Fast forward to March 2016, after the report was given to the Landholding Corporation Association's AGM in Montreal. A search of the Makivik Montreal offices had unearthed the original land selection maps for all 12 Inuit communities that took part in the negotiations, remarkable as the office had moved four times over the decades.









## New Cargo Facility Open for Business

Warehouse strengthens essential cargo link between North and South

All photos by Brian Gibson

March 15 marked the official opening of Air Inuit's new 21,000-square-foot warehouse at Montreal's Pierre Elliot Trudeau Airport in Dorval, ensuring goods flow consistently and efficiently between the North and South.

It is with great pride that Air Inuit President Pita Aatami highlighted the accomplishment of this project that will allow Nunavik and other served stations of Air Inuit's network to obtain quality cargo services out of Montreal.

"Our Montreal cargo team, comprised of currently four Nunavik beneficiaries will certainly allow us to deliver quality service adapted to our needs," Aatami said.

Having worked in the air cargo industry for over 25 years, Air Inuit's Manager of Business Development, Brian Gibson, accompanied by the team, lead the project during the design of Air Inuit's new cargo facility. Over the years he has seen several warehouse operations and types of shipments, all of which give him a solid understanding of what is required to make a cargo operation successful.

Air Inuit is different from other carriers, he explained. Yes, it transports people and cargo just like other airlines, but it is a lifeline to the people of Nunavik. Without air transportation, northern communities would not have access to essential food, supplies and medication on a daily basis. Air Inuit transports approximately 13.5 million kilograms of cargo annually throughout Nunavik, and Montreal handles several million kilograms of that. Over 65 per cent of what the airline transports is perishable items such as food and medication.

The importance of shipping cargo to these communities is clear and Air Inuit staff want to make sure that every shipment makes it to the customer as soon as possible.

"Every shipment is of value to someone regardless of what it is," Gibson said.

The airline has always relied on other cargo handling companies to handle its business within their warehouse operations, but the expected service levels were often not met by these third parties.

The biggest challenge they faced over the years was that the quality of service from their vendors, Gibson explained. High turnover

of labour made it difficult to maintain experienced individuals, let alone having these third parties understand Air Inuit realities was a daily challenge. Air Inuit felt consistency and stability in its operations could be improved.

Another challenge was the lack of storage space available for perishable goods. In the past, once the cold storage units were full, Air Inuit had to rent refrigerated trailers and place them at the dock doors which drivers would back up to. This caused other issues, like less doors for trucks, lineups, longer waiting times and frustrated clients. Ultimately, some service failures and unacceptable customer experiences forced the company to look for alternatives. For Air Inuit, quality of service was not something that it could compromise.

Gibson admitted that operating your own facility in a market like Montreal where there are many warehouse operators is never usually a first option. There is no cost saving to operate on your own rather than opting for a service provider, once you factor in the operating





costs, rent, employees, equipment, and utilities. With the ongoing service-related issues over time, however, this project was made a priority.

Two years ago, as side project, Air Inuit started looking at the option of operating its own cargo warehouse facility. With only one warehouse left available at the airport, options were very limited for the airline to be able to make a change.

After drafting a mock-up drawing on paper of what was needed, Gibson said, a local racking company that specializes in warehouses was contacted to see what the potential space could become. The business case was reviewed by Air Inuit's senior management group and was approved in the fall of 2019. Construction began in December 2019.

Today the warehouse boasts a 2,400-square-foot cooler/freezer unit on two levels and four loading docks, including a drive-up ramp. The cooler has a capacity to store 48 skids on the lower level, as well as eight aircraft pallets on the upper level, or the equivalent of 16 aircraft pallets in total.

The freezer has a capacity of 36 skids on the lower section and six aircraft pallets on the second level, or 12 aircraft pallets in total. The freezer doors and rails are heated to help avoid ice buildup and when the doors are opened, the blowing warm air forces the cold air to stay in the freezer.

The 20-foot-high cooler and freezer bay doors are high-speed roll-up doors, designed to reduce loss of temperature when opening. The investment made by Air Inuit on these custom-made cold storage units was significant and are a vital part of its operation.

A specific design challenge was how to gain access to the second aircraft pallet on the top level once they are placed one in front of the other. Without any mechanical device to push it back or to bring it forward, the solution was an inclined pushback dolly system.

Using a forklift, the first aircraft pallet sits on a roller dolly inside the cooler or freezer racking. The second aircraft pallet pushes the first pallet back and then rests on the frame holding both aircraft pallets securely in place. When the front pallet is removed, while the forklift backs up, the back pallet slowly rolls forward until it meets the front stoppers.

"The benefit of using a second level is not only to optimize floor space, but also to maintain cold storage space once the aircraft pallets are inside the cooler. By placing them up on the second level, you can continue to receive more truckloads of perishables and store them in the lower levels," Gibson said.

The logistics of moving from one warehouse to another is also not an easy feat when you operate daily flights. It was crucial that the new warehouse facilities were completed and operational before Air Inuit attempted the move. This meant computers, phones, office supplies and furniture, as well as the warehouse cooler and freezer



construction all had to be in place and ready for use before the transfer could begin. To move from one facility to another without interfering with operations meant it had to happen during the evening and into the morning, before the aircrafts departed.

Staffing a new operation with experienced individuals can also be a challenge. But Air Inuit has an employment package that allowed for proper recruitment, Gibson said. There are now 20 full-time employees working at the cargo facility, which operates seven days a week.

Air Inuit is wholly-owned by the Inuit of Nunavik under the Makivik Corporation, therefore it was important that it recruit Inuit employees. The subsidiary is proud to say that it has successfully recruited three Inuit warehouse agents and one customer service agent.

The new Air Inuit warehouse is located at 800 Stuart Graham, Suite 110, in Dorval.

It is open Monday to Friday: 8 am to 8 pm, and Saturday and Sunday: 8 am to 4 pm. •





# IVAKKAK 2020

## Third victory for Cain and Labbe in race touched by tragedy

All photos by Felix St-Aubin





For the third year in a row, Tasiujammiut Willie Cain and Ken Labbe won the Ivakkak 2020 husky dogsled race. The team won the 498 km journey that spanned from Kangirsuk to Kangiqsualujjuaq, hitting the communities of Aupaluk, Tasiujaq, and Kuujjuaq along the way, with a final time of 43:11:33.

This race was a very close one, with the second and third place winning teams of Aisa Surasilak and Aipilie Qumaluk (Puvirnituk), and Janimarik Beaulne and Peter Angutik Novalinga (Puvirnituk) clocking times of 43:21:52 and 43:22:38 respectively.

The mushers and dogs converged in Kangirsuk for a February 25 start, and were treated to a feast organized by the village with the help of Sautjuik school students. The mayor welcomed all the participants and Makivik's Vice President of Economic Development Maggie Emudluk spoke to the crowd, praising the mushers for their role in keeping an important part of Inuit culture alive.





But it was the number 7, which was displayed prominently on the racers' and officials' jerseys as the days progressed, that changed everything this year. Tragically, about an hour after the race began, Willia Qullialuk, Team 7 teammate to Saanti Jaaka (Kangiqsujaq), passed away.

Seven teams had reached across the bay, when one of the teams initiated their emergency 'inReach device' requesting assistance followed by a call to the community's First Responders and an emergency response crew was deployed shortly after receiving the signal. Medical attendants performed resuscitative measures but were

unable to revive him. His body was brought back to Kangirsuk and his cause of death was not released, although it was noted that the death was not related to a racing accident.

Makivik executives gave their blessing for the mushers to decide whether or not the event would continue, and the mushers opted to re-start the race on February 27. Saanti Jaaka also made the decision to continue in honour of his former teammate and was joined by his cousin Norman Argnatuk for the leg between Kangirsuk and Nuluartalik. From Nuluartalik, Saanti was joined by Matthew Arngak for the remainder of the race.

**Willia Qullialuk, 24, passed away shortly after the start of the race in Kangirsuk.**







On February 29, Team 5, Noah Uqituk and his assistant Jaanu Jaaka dropped out of the race in Aupaluk, after having to be transported to basecamp when they lost the trail the day before and felt they would not be able to complete the race with an exhausted dog team.

By March 3, all remaining teams made it to Kuujjuaq and were welcomed by excited onlookers and a feast organized by the Kuujjuaq Recreation Committee. The race concluded with all mushers crossing the finish line to a warm welcome in Kangisualujjuaq on March 7.

“Makivik executives gave their blessing for the mushers to decide whether or not the event would continue, and the mushers opted to re-start the race on February 27.”







Maggie Emudluk, right, presented Luuku Qullialuk, Willia's mother, with her son's framed jersey.

The closing ceremonies were held the next day in the community gym where, along with trophy presentations for the top three teams and celebrations for all who participated, Luuku Qullialuk, Willia's mother, and his son, Eric Qullialuk, were presented with a framed race jersey of Number 7. The closing ceremony was a special event in which witnessed a big range of emotions, from tears to music and dancing.







This year's event was organized by Makivik, led by coordinator and Economic Development Officer Akinisie Sivuarapik and Department Head Nathan Cohen-Fournier. Johnny Oovaut was the Race Marshal and Trail Coordinator was Markusie Qisiiq. Veterinary services were provided by Caroline Fortin and Assistant Jean-Marc Séguin. Makivik would like to recognize the invaluable assistance of the Platinum race sponsors, including Air Inuit, KRG, Newfound Resources Ltd.,

Canadian North, Hydro Québec, Northern Stores, NRBHSS, municipalities of the communities passed by and the many other sponsors that show on the Ivakkak banner. All in all, Ivakkak sponsors provided over \$340,000 in cash and in-kind contributions. ♦



# Mapping BILL'S LIFE

By Stephen Hendrie  
Photos courtesy of Lorraine Brooke

**Any attempt to map the life of Bill Kemp – a giant of a man in the Arctic – is a tough assignment. The tributes are numerous, the stories hilarious, and his life's work will be mapped for years to come.**

Bill was born in Cincinnati, Ohio, in 1936. He did his early studies in the USA in the 1960s – a time of social revolution. As a student, his first trip to the Arctic was to canoe the Coppermine River in 1961. He worked in South Baffin Island where he lived with Inuit at a camp outside of Kimmirut for two years. He was named 'Inukpaq' – a very large person. He first came to Nunavik in 1963, conducting annual field work on traditional land use until 1969.

In 1970 he became a professor in the Department of Geography at McGill University in Montreal. He was a beloved teacher, relating his personal experiences with Inuit across the Arctic. It was there he met his wife Lorraine, and they were together until his passing on January 5, 2020.

Bill and Lorraine gave an interview to *Taqralik* magazine in June, 2019. They talked about the creation of the Nunavik Research Centre. Lorraine said, "There's a nice irony in that the original Research Centre was in the renovated *Taqralik* office, that little blue building on main street. We started with a staff of four."

The need for an Inuit-led research centre grew from the *James Bay and Northern Quebec Agreement*. Bill recalled lengthy discussions with Charlie Watt, Mark R. Gordon, Johnny Peters, and Zebedee Nungak. The original issues of concern were contaminants, such as mercury, as well as Inuit knowledge and data, which led to a comprehensive land use and ecological mapping project. There was also an archeological side, led by Daniel Weetaluktuk of Inukjuak.

"Behind all of this was a philosophy from Mark R. Gordon and Daniel Weetaluktuk about the need for information self-sufficiency," said Bill. "I remember them saying, 'unless we get the chance to take this over, we'll always be the victim of somebody else's information system.'"

In many respects, Bill dedicated much of his life to ensuring Inuit had sovereignty over research. He was involved in the development of the early eider duck, beluga, and charr studies. The harvest study was also a major project, which involved pretty much all hunters in Nunavik writing down in booklets what was caught, "from clams to polar bears," said Bill. "I think there are five volumes of the harvest study, which are still in existence, and are considered to be one of the best background evaluations of resource availability for management purposes."



Reflecting on the importance of these historical studies, Bill said, "You know the value that this information has is its historical depth, drawn from interviews from Inuit who were elders in 1974, and its identification of territory, and travel routes, and it can't be argued against. These were just unbiased interviews that provided information that now has an extreme relevance."

In the 1970s Bill also contributed to a ground-breaking project for the mapping of Inuit land use and occupancy for the 34 Inuit communities and outlying camps throughout the NWT as a starting point for Nunavut land claim negotiations. The Inuit Land Use and Occupancy Project was run by the Inuit Tapirisat of Canada, now ITK.

Bill expanded his work on cultural heritage, mapping, and Indigenous rights to other parts of the world. He worked with the Maya Indians in southern Belize. In South Africa he helped map and document San Bushmen land use to help reconnect with traditional lands. Other ports of call included war-torn Croatia, biodiversity conservation in Vietnam, the Nile Basin in Africa, and tsunami relief in Indonesia.

His love of history, maintaining traditions, documenting the past, and living life slowly were manifested in his rambling historic house in Montreal. With Lorraine, he loved to host large dinner parties, and looked forward to a huge Christmas gathering of family and friends each year. Don Allard noted that Bill was in fine form for a last holiday supper last December, before he left us all in early January. He died of cancer.

He leaves behind his life partner Lorraine, and his children Ellen, Caroline, and Andrew, their spouses Cesare and Marnie, and his granddaughters Maya, Emma, Amelia and Isabelle. He also leaves behind a legacy of Arctic research and was a mentor to many. Hugh Brody wrote a moving tribute to Bill published on January 30 in *Nunatsiaq News*. The heartfelt accolades following the story from friends across the Arctic and around the world help map the contour lines on the life of Bill Kemp. •







# Nunavik Shines at Northern Lights Event

All photos by Carson Tagoona

Nunavik business and culture were showcased at this year's Northern Lights Conference in Ottawa.

From February 5 to 8, thousands of delegates and visitors came together at the Shaw Centre in Ottawa, to engage in industry workshops, talks, and cultural events, all with an Eastern Arctic focus.

Makivik Corporation was an exhibitor with a booth on the trade show floor, along with many of its subsidiaries, including: Nunavik Geomatics, Kautaq Construction, Nunavik Furs, NEAS, Air Inuit, and Canadian North. The Arts and Cultural Pavilion saw artists selling their work, and visitors were kept engaged with a variety of demonstrations and displays. Nunavik Night, an invitation-only event, was held on February 7, showcasing entertainers from Northern Quebec.

Delegates were also able to attend a breakfast event featuring a talk by Makivik President Charlie Watt on February 6. The text of that speech follows:





Sylvia Cloutier and Akinisie Sivuarapik perform together at Nunavik Night, held during the Northern Lights event in Ottawa.







**My name is Charlie Watt and I'm the President of Makivik Corporation, which represents the Inuit of Nunavik in northern Quebec. Prior to this I have also been founding President of NQIA, and also past President of Makivik twice and the Treasurer, and I was a Canadian Senator for 34 years.**

The Arctic is made of many regions, which in Canada includes: Inuvialuit, Nunavut, Nunatsiavut and Nunavik, my homeland. But we are one people in spite of these artificial borders.

Before I begin my talk, I would like to pay my respects and acknowledge the passing of Bill Kemp, the husband of Lorraine Brooke. Bill was a member of the Makivik family since 1975. He was a friend of the north, a friend of Inuit and my friend. He is missed dearly.

*(A moment of silence observed)*

My speech today is to share the perspective that Nunavik Inuit have entered into our own self-determination process. All our actions and decisions, all the positions we take are through that lens.

As Inuit we are asserting our rights to our homeland, the Arctic lands, waters, sea ice and air, and we are developing our business capacity. We are working towards making Nunavik more economically self-reliant.

- Part of asserting sovereignty is undertaking commercial activities, building our own economy, and we have a huge opportunity to do so.
- We have shifted our focus to creating our own deals with other governments and exploring what is possible, and in doing this perhaps we need to discuss the creation of an Inuit free trade zone across the Inuit homeland and be more aggressive on international trade and take the lead.
- Canada is failing to invest in Nunavik, and Inuit need to pull together and invest in ourselves, and we are seeking investment capital.
- We need ports, better airports, new and relocated airstrips and telecommunication infrastructure and housing.
- Climate change is causing the North to experience difficulties – our runways are sinking and becoming less secure and this will need to be addressed quickly. It's only one example of what climate change is doing to the North.
- The Inuit of Nunavik are innovative, and we build strong alliances with our partners across the Arctic.
- Makivik has two successful Airlines: the new Canadian North (a recent merger with First Air) and Air Inuit.
- I would like to think about one Inuit-owned airline that can stretch across our Inuit homeland – including Alaska, Greenland and Russia and beyond.
- Traditionally our communities were linked by trails across the Arctic waters, land, and sea ice, and now we are in the modern era and we can reach across the skies.
- The successes we have with the airlines can also be experienced in other fields as well.

- As an example, we are partnered in shipping through our joint ownership in marine transportation called NEAS, where we are 50 per cent partners, and we can do more.
- In Nunavik, our structure at Makivik is unique compared to the other Inuit regions. We have the economic development and the political as two arms of the same body.
- This means, you can be certain we are able and willing to do business in a timely fashion.
- We are the approval body – which means we are a one-stop organization and can authorize the investment opportunities in the region.
- We are open for business and we look forward to creating new partnerships with the business community at the national and international level.
- As we move forward, we look to Canada to implement a clear enforceable procurement policy for Inuit business.
- And, we are looking for opportunities outside of our region, in your area, and let's see what we can do together.

In 2015, my colleagues at the Senate issued a report that linked sovereignty to a prosperous North and recommended that Canada should invest in northern communities focusing on investments in energy.

I'm pleased to know that our efforts to develop the North are recognized by Canada as significant not only for us, but to the economic health of the nation.

The Senate connected the prosperity of our communities with Canada's ability to reinforce its sovereignty in the Arctic. In spite of the Senate report, and other calls to action, Canada has failed to invest in Arctic infrastructure and continues to fail the Inuit.

We are full tax payers, and we expect to be treated with respect, and professionalism.

Over 40 years ago we signed the *JBNQA* with Canada, and we have been self-financing the implementation of our agreement while other communities have received significant money from Canada, but we have a strong culture of business development and moved forward in spite of Canada's delay.

Makivik has also signed an MOU with Canada to modernize our agreement with the Crown, but we are not waiting for Canada to give us permission – instead, we are moving forward and Canada will have to catch up to us.

We are key to Arctic sovereignty. Canada and all Arctic states need to remember that their sovereignty comes through the fact that Inuit have lived in the Arctic for millennia, long before there were ever "states." They are only able to claim "effective occupation" of the Arctic lands because they have partnerships with Inuit.

Inuit have a long history of governing ourselves before our region was colonized, and we did so very successfully. We are looking for new ways to govern ourselves which respect Inuit culture and language and our heritage as northern peoples. Our vision for the Arctic is clear. Unity among the Inuit will be key to our development. Inuit must be leaders in the Arctic. We will mark our place as free agents, decide on our alliances, and shape our own future.

Nakurmiik

The small images on these two pages show sites before rehabilitation, while the larger ones show how they look after.

## Nunavik Abandoned Mineral Exploration Sites Rehabilitation Project

All photos by Nancy Dea

The issue of abandoned exploration camps was brought to light in the 1990's when Inuit and Naskapi communities began observing large quantities of material left behind by mining exploration companies and reported their concerns to the Kativik Regional Government (KRG). Materials including heavy equipment, fuel barrels, buildings and a wide variety of chemical substances were identified as possible threats to the surrounding environment. In response to this, the KRG closely examined the issue and in





2000 undertook a series of community consultations as well as an extensive review of available records to better understand the origin and state of these sites. As a result, it was estimated that nearly 600 abandoned sites, dating from the 1950's to the 1980's, could still be present in Nunavik!

In 2001-2002 the KRG realized a series of field surveys at 193 potential sites located throughout Nunavik. This resulted in the identification of 90 abandoned mineral exploration sites which

were then classified as either requiring major, intermediate or minor rehabilitation work based on a list of criteria adapted from the National Classification System for Contaminated Sites, including an assessment of the quantity of material and equipment present at the sites, as well as soil and surface water contamination.

With this information in hand, a funding agreement for the rehabilitation of abandoned mineral exploration camps in Nunavik was eventually negotiated and signed in 2007 between the KRG, Makivik Corporation, the Ministry of Energy and Natural Resources and the Fonds Restor-Action Nunavik. The agreement is still active and the rehabilitation work continues, and to this day thousands of tonnes of waste materials have been removed and numerous seasonal jobs for Inuit and Naskapi have been created throughout the region. As this work continues, more sites have been identified and over the years an additional 40 have been added to the list of abandoned mining exploration sites in Nunavik, 12 of which have been rehabilitated.

With recent amendments to the Quebec Mining Act, provisions have been made that oblige claim holders to remove all property within 30 days of the claim's expiration. They must also apply the principles of low-impact mineral exploration work while maintaining transparency with communities and regional organizations. So, the next time you are approached by an exploration company wishing to undertake work near your community ask them how they intend to live up to these obligations. ♦



# LEGAL TIPS

## New Life, New Responsibilities

### “To be or not to be”... Really?

**R**ejoice. A new season is around the corner. For most, it means happily re-engaging in those long-awaited seasonal hunting and fishing outings. For others, it means gladly welcoming a new soul in one family unit – winters are long, and the spring and summer do present their baby booms!

For all new parents, it means entering a life-long road full of adventures and discoveries, as no “perfect parenting handbook” has ever been made available in regard to those inherent unique, imperfect, human tasks! Yet, some actions are known to be important from the start, as they deal with the civil status of a newborn, or whether he/she will, or will not, enjoy civil status, and thus, “exist.”

#### **Declaration of Birth: a necessary registration process**

All parents must declare the birth of a child in Quebec. The Declaration of Birth, made to Quebec’s Civil Status Registrar (*le Directeur de l’État Civil*), is necessary to legally establish identity, gender, parents and date of birth of the child in the government’s official records. Based on the declaration, the Registrar will create an Act of Birth – with this document, your child will now not only have a living existence but will also enjoy civil and legal identities. It will render possible the full enjoyment of civil rights and access to all available programs and services.

The Civil Status Registrar will use two documents to draw up a newborn’s Act of Birth:





**1) The Attestation of Birth**, which is prepared by the attending doctor or midwife, on which will appear the place, date and time of birth, the child's sex, the mother's first and family name (last name) as indicated on her act of birth, her domicile and the name and address of the hospital where the child was born. Two copies of the attestation of birth will be made. The original copy will immediately be sent to the Civil Status Registrar, and the second copy will be handed to the parents along with another important form to be filled out, called the "Declaration of Birth."

## 2) The Declaration of Birth

Parents **must** complete the form and submit it to the Civil Status Registrar, possibly while still being at the hospital/clinic, since staff may be able to assist them with the registration process. In any case, parents have 30 days from the birth to submit the declaration. It is advisable to respect the deadline. The declaration can still be submitted after the deadline has passed, but a fee is charged to the parents, starting at \$56.75 if the declaration is made immediately after the 30-day deadline has passed, and rises to \$114 after more than one year.

If the baby's mother and father are married, the declaration can be filled out and signed by either parent. The situation is not the same if the parents are not married. In that case, each of the parents must sign the declaration in order to establish their legal relationship to the child (this legal relationship is known as filiation). If the unmarried father does not sign, his name will not appear on the child's act of birth or birth certificate. Instead, the Registrar will indicate that the father was "undeclared." This has consequences for the legal responsibilities of the father towards the child. Changing this situation requires strict procedures and administrative costs.

If the parents are unknown or are prevented from filing the declaration for some reason, the person who shelters or takes custody of the child must complete the declaration of birth within the same 30-day limit.

The declaration is also where the baby's legal name is given. The parents are asked to list the baby's first name, spelled correctly, as well as the baby's last name, which can be either the mother or father's last name or a mix of both the mother and father's last names. If the baby has several first names, or a middle name, it is recommended to place the name that will be normally used for the baby first.

After the declaration is submitted, the parents will receive a letter from the government confirming that the birth of the child has been entered in the Quebec Register of Civil Status. It is important to verify that the information about the child and the birth is the same as that on the declaration of birth, and immediately inform the Civil Status Registrar of any error. Thereafter, correction to the essential information declared on the form would have to be made following strict name change procedures.

Makivik has had, in some cases, to collaborate with parents or various servicing institutions respecting children who had not been registered at birth. For example, when the time for school enrolment arrives, or urgent health services are sought, and everyone is surprised to realize that this double-digit-aged child does not "exist," as he/she does not enjoy a legal or civil identity since his/her birth had not been registered with the Civil Status Registrar. One of those instances is too many. We are seeking all parents' diligent assistance in rendering these irregular states as instances of the past. Making a full-fledged citizen of your newborn, with all rights at hand, is one easy action away, one of the many that will be made over the years, you lucky parents!

*This Legal Tip has been prepared in collaboration with Makivik's Nunavik Enrolment Office. Legal tips aim at explaining to the Nunavik Inuit clientele in a general and broad manner some elements of the law applicable in Quebec and is not a legal opinion nor a legal advice. For a legal opinion and advice, do not hesitate to consult a private practitioner (lawyer or notary). Makivik Legal is generally thanking [www.educaloi.qc.ca](http://www.educaloi.qc.ca) for its input in preparing Legal Tips. •*

## ICPC Meets in Ottawa

Inuit leaders gathered March 6 in Ottawa for a meeting of the Inuit-Crown Partnership Committee (ICPC) to review what has been done since its last meeting, and how to move forward on shared priorities.

Leaders from the Inuvialuit Regional Corporation, Nunavut Tunngavik Incorporated, Makivik Corporation, and the Nunatsiavut Government sat around the table with a number of Cabinet ministers and the meeting's co-chairs, Prime Minister Justin Trudeau and the President of Inuit Tapiriit Kanatami (ITK), Natan Obed.

The Committee added two new areas of focus moving forward – economic development and procurement, and legislative priorities – to its existing priority areas. It also added a focus on developing and implementing a national action plan to address the Calls to Justice of the National Inquiry on Missing and Murdered Indigenous Women and Girls to the existing priority area of reconciliation, and also merged the housing and infrastructure priority areas.

"Today's meeting of the Inuit-Crown Partnership Committee builds upon the strong momentum of the past three years," ITK President Obed said. "In this first meeting of our fourth year, we renewed our shared ambition in the areas of land claims implementation, language, infrastructure, and implementing an Inuit Nunangat policy within government. In the coming year, we will work together in 10 priority areas to bring about transformative change for Inuit, which in turn benefits all Canadians."

The committee discussed ongoing work in several areas, including:

- Improving implementation of Inuit land claims agreements through the co-development of policy and review mechanisms
- Informing implementation of the Indigenous Languages Act, and providing support for the reclamation, revitalization, maintenance and strengthening of Inuktitut in Inuit Nunangat

Makivik President Charlie Watt addressed the table, flanked by Minister of Northern Affairs Dan Vandal and Minister of Infrastructure and Communities Catherine McKenna.





- Implementation of the Arctic and Northern Policy Framework, and work to modernize the co-development approach to programs, policies, and legislation
- Closing the infrastructure gap between Inuit Nunangat and the rest of Canada by addressing short, medium, and long-term housing and community infrastructure needs.

"Today's meeting with Inuit leaders was productive and promising," the Prime Minister said. "By working in true partnership, the Committee has made important advances and found lasting and meaningful solutions to issues facing communities across Inuit Nunangat. We will continue to focus on key community-driven priorities which make a real difference for Inuit, such as housing and the revitalization of Inuktitut."

Over the last year, the Government of Canada and ITK have continued to take steps towards reconciliation. These steps include the Government of Canada's apology to Qikiqtani Inuit for the effects of federal policies in the Qikiqtani region from 1950 to 1975.

The Inuit-Crown Partnership Committee was created in February 2017 and meets three times a year. One meeting includes the Prime Minister and one is held in Inuit Nunangat. The ICPC is founded on the principle that an equal partnership between Inuit and the Crown is essential to reconciliation. The Committee includes as observers the presidents of the National Inuit Youth Council, Pauktuutit Inuit Women of Canada, and the Inuit Circumpolar Council Canada. ♦

*Prime Minister Justin Trudeau listened to Makivik President Charlie Watt after the meeting had adjourned.*



# KRG Receives Waste Management Money

The Kativik Regional Government (KRG) will receive \$670,000 under the Program to Manage Residual Materials in the Northern Territory (Programme de gestion des matières résiduelles en territoire nordique). The provincial program, which totals \$1 million, is financed by the Green Fund and was designed to help Indigenous communities in northern Quebec without road access, launch projects that reduce waste and manage quantities for disposal.

The Quebec Minister of Environment and the Fight Against Climate Change Benoit Charette announced the funding on February 13.

A maximum of \$150,000 will be allocated to three projects, including: the construction of a recovery centre in Kuujuaq; the construction of an eco-centre in Kuujuaq; and a composting system to recycle organic matter in Inukjuak. A further \$220,000 will go toward training, information, raising awareness, and education in all 14 Nunavik communities.

"I am confident that the implementation of these projects will help improve residual materials in the targeted territories,

particularly by reducing the volume of material for disposal and greenhouse gas emissions with a view to sustainable development," Charette wrote in a letter to KRG Chairperson Jennifer Munick.

Charette was in Kuujuaq on February 10 to participate in a meeting with representatives from KRG and other Nunavik organizations to discuss challenges created by climate change. Participants explained that climate change was affecting both the environment and the daily lives of Inuit. Changes in ice patterns and unpredictable weather conditions, for example, have increased the risk to hunters travelling on the land. Others said that hunting has become more expensive, which has made it more difficult to access country food, and that thawing permafrost is also having a costly impact on buildings, infrastructure and homes.

The KRG proposed that a working group be set up to collaborate with the government to ensure Inuit solutions and responses to climate change are taken into account in implementing the government's Electrification and Climate Change Plan. •



From left to right, Benoit Charette, Minister of the Environment and the Fight Against Climate Change; Hilda Snowball, KRG Vice-Chairperson; Charlie Arngak, KRG Executive Member; and Adamie Delisle Alaku, Makivik Vice President Department of Environment, Wildlife and Research.

©KATIVIK REGIONAL GOVERNMENT

## Airport Investment Announced

The government of Quebec will invest \$42,526,000 by 2020 to maintain and improve Nunavik's airport system.

The MNA for Ungava, Parliamentary Assistant to the Minister Responsible for Indigenous Affairs and Parliamentary Assistant to the Minister of Forests, Wildlife and Parks, Dennis Lamothe, made the announcement on behalf of the Minister of Transport on March 2.

"Nunavik has an airport system that is essential to its economic and social development. The investments announced will be used

to ensure the safety and sustainability of the airport infrastructure of the region, while generating economic benefits for Nunavik communities," Lamothe said.

The projects to be funded include: the resurfacing of the Akulivik Airport runway; the replacement of visual aids to navigation in several airports; and the replacement of the Inukjuak Airport runway lighting system. •





KATHY MINNIE SNOWBALL



JONATHAN NASSAK

**Full name:** Kathy Minnie Snowball  
**Birthday:** September 14, 2004  
**Place of birth:** Montreal  
**Home community:** Kangisualujuaq  
**Role model:** Beatrice Deer  
**Favourite food:** Fresh Caribou meat  
**Occupation:** I'm still in school  
**Most proud moment:** Being recognized by people far from home  
**Future goals:** Becoming the best version of myself  
**Best advice you can offer youth:** If you put your mind to it, you can totally do it.

**Full name:** Jonathan Nassak (shown above, on left)  
**Birthday:** October 27, 1997  
**Place of birth:** Kuujuaq, Quebec  
**Home community:** Kuujuaq/Kangirsuk  
**Role model:** I have many but Hyper T (Adamie Tanuyak, shown above, on right) and elders.  
**Favourite food:** All country food  
**Occupation:** Currently looking for one  
**Most proud moment:** My graduation  
**Future goals:** I have a lot of goals, but I want to try welding courses and mechanics and music/production.  
**Best advice you can offer youth:** Don't rush to grow up. Try not to plan out your whole life. Friends come and go. Cool is just a matter of opinion. Saying no is fine. You're not the only one who's anxious. Seek help when things get too much. Stay open minded to the views and opinions of others. Your views will change over time. Trust your gut.

## MYSTERY

### PHOTO CONTEST

Congratulations to Minnie Kasudluak who won the Mystery Photo Contest in issue 121 of *Taqralik*! You could win \$100 if you correctly guess what this mystery photo is. Mail your answer to the address below, or you can email your answer to [mdewar@makivik.org](mailto:mdewar@makivik.org). The winner of this Mystery Photo Contest will be chosen on June 21, 2020.

Mystery Photo Contest  
 Makivik Corporation  
 P.O. Box 179  
 Kuujuaq, QC  
 J0M 1C0

WHAT IS THIS ?





YOUTH

Nunavik

# FINDING THE WINGS TO FLY:

## Aviation opens its doors for Nunavik youth

By Linda Brand, Author, Interpretation and Programs Officer, Canada Aviation and Space Museum





Eli Jr. Apaulu (left), a student at Iguarsivik School in Puvirnituq, tests out the immersive Redbird FMX flight simulator with the help of Marie-Josée Menard, a guide at the Canada Aviation and Space Museum.

Ten high school students from Nunavik had the chance to learn about exciting opportunities in the aviation and space sector through a three-day Aviation Career Exploration Tour.

Through a collaboration between Air Inuit, the Canada Aviation and Space Museum, and Kativik Ilisarniliriniq, the youth — along with four chaperones — were treated to a whirlwind, career-focused tour of Montreal and Ottawa in February 2020.

“To some, Air Inuit is just another airline, while to others it’s the future!” says Eli Jr. Apaulu, an 18-year-old participant from Iguarsivik School in Puvirnituq. “For me, Air Inuit is the gateway to the future for young Inuit children and teenagers who would like to become a pilot; it gives me the inspiration to pursue a career in aviation.”

The Nunavik youth were selected for the Aviation Career Exploration Tour based on their written submissions, which challenged them to reflect on Air Inuit’s impact on their respective communities.

### The Canadian Aero/Space Skills Network

On many of the tour stops, the youth were welcomed by partners from the Canadian Aero/Space Skills Network. This growing network is a blend of government, industry, school boards, and museums with a common goal: to nurture youth to pursue opportunities in aviation and aerospace.

“Meeting Eli and hearing him speak so enthusiastically about his dream to become a pilot was a powerful moment for me,” says Chris Kitzan, Director General of the Canada Aviation and Space Museum in Ottawa. “These youth embody our collective hope for the future of the aviation and aerospace sector, which is now facing a looming personnel shortage.”

The Aviation Career Exploration Tour started in Ottawa at the Aero Mag 2000 de-icing facility, then went on to Canadian North, where they saw a team working on a plane that services Kuujuaq. Next, the group went to the Centre for Air Travel Research at the National Research Council, followed by a stop at the Canadian Museum of Nature where the youth enjoyed the *Canada Goose Arctic Gallery* exhibition.

At the Canada Aviation and Space Museum, the teens were treated to some hands-on science demonstrations. They tried the museum’s Redbird FMX flight simulator, and tested Minerva Prime, a virtual reality game currently in development by Algonquin College students. The tour group also met with students of Algonquin’s Aircraft Maintenance Technician diploma program, who do the majority of their practical coursework at the museum.

In Montreal, the youth toured the Air Inuit hangar, the Cosmodome, and CAE Inc., which manufactures flight simulators and training devices. At the Airbus facility, the group went on a special access tour of the A220 Program assembly line — a coveted, rarely-seen tour.

During the tour, partners from the Canadian Aero/Space Skills Network introduced the students to employees working in different sectors of the aviation and aerospace industry. A highlight for 17-year-old Pasha Lauzon was meeting Melissa Haney, who started off as a flight attendant with Air Inuit before becoming a pilot. Haney also leads Sparrows, Air Inuit’s pilot training program targeted at Nunavimmiut.

“Melissa Haney is an inspiration to me,” says Lauzon, who attends Jaanimmarik Secondary School in Kuujuaq. “She was the first captain on the Dash and she is an Inuk; she is also the teacher of the



©PIERRE MARTIN, INGENIUM

*Tiivi Tullaugak, a student at Nuvviti School in Ivujivik, sits in the cockpit of a Cessna 150 at the Canada Aviation and Space Museum in Ottawa, Ontario.*



©MELISSA HANEY, AIR INUIT

*Students Miranda Berthe (left) of Ajagutak School (Tasiujaq) and Pasha Lauzon from Jaanimmarik School (Kuujuaq) meeting with Air Inuit Pilot Melissa Haney.*

Sparrows project. She is a role model for all young Inuit women who want to become pilots."

The students listened intently as Haney talked about behind-the-scenes operations at Air Inuit. She encouraged them to finish their schooling and consider applying for the various careers in the airline industry, including the Sparrows program.

### **Building a workforce for the future**

From avionics and mechanics to understanding testing and development, the participants embraced each experience with excitement and enthusiasm. A few of the youth displayed skills that impressed flight simulator instructors from CAE Inc. and the Canada Aviation and Space Museum.

The Aviation Career Exploration Tour was very informative for the young Nunavimmiut and their chaperones; it offered a close-up look at the immense infrastructure required to service the large populations of cities in southern Canada. For those living in remote communities, however, air transportation can be a matter of life and death during medical emergencies.

The 13 provincially owned airports that service the youth's remote communities are nothing like the federal airports in Montreal (YUL), Ottawa (YOW), Iqaluit (YFB), and Kuujuaq (YVP). In Nunavik, gravel runways are challenged by wildlife, extremely high winds, and a lack of radar equipment. These remote locations also face climate change erosion; dense travelling fog banks are created by melting Greenlandic glaciers and rising ocean temperatures.



*At the Canada Aviation and Space Museum, students met with Professor Serge Côté (left) and his class from the Algonquin College Aircraft Maintenance Technician diploma program.*

©PIERRE MARTIN, INGENIUM



These factors are all reminders of the work that lies ahead for the Nunavik workforce of the future, and the Inuit-owned airline industry. Ongoing work will be required for the development, testing, and implementation of new solutions to ensure safety during Arctic transport of food supplies, evacuations, and services for their communities — both for regular flights and in case of emergencies.

Recently, the Quebec government announced it will invest \$42.5 million by 2022 to maintain and improve the Nunavik airport system. This is just a fraction of what will be required to plan for the future. Looking ahead, securing much-needed investments in infrastructure will be crucial to ensuring equitable services for the next generations of people living in Nunavik.

As the 10 students returned to Nunavik after the Aviation Career Exploration Tour, each of them reflected an understanding of the importance of the aviation sector and an excitement for a world of possible opportunities.

"I want to become a pilot; the aircraft reminds me of freedom!" says 15-year-old Akulia Anowak, from Kiluutaq School in Umiujaq. "When I am a pilot, I will speak in three languages; Inuktitut, French, and English.

"I would like to be part of the Air Inuit team of pilots that will fly the planes of the future, which will operate without gas." •

*Eli Jr. Apaulu, a student at Iguarsivik School in Puvirnituk, examines an aircraft engine in the Canadian North hangar at the Macdonald–Cartier International Airport in Ottawa, Ontario.*



©LINDA BRAND, INGENIUM

*As part of the Aviation Career Exploration Tour, Canadian North's Murray Balzer gives high school students a tour of the hangar at the Macdonald–Cartier International Airport in Ottawa, Ontario.*



©LINDA BRAND, INGENIUM

TAORALIK

# A Seasoned Role Model

**Alicia Aragutak  
honoured with  
2020 Indspire  
Inuit Youth Award**

*"The population in Nunavik is so young. It's really, really time to invest in these younger generations. . . The will is there and I'm just very, very hopeful good things will happen from here."*

*— Alicia Aragutak*





She may be young, but at 26, Alicia Aragutak has been around. She is currently the Executive Director of the Isuarsivik Regional Recovery Centre in Kuujuaq, where she helps facilitate a culturally sensitive treatment and healing process, addressing the role that intergenerational trauma plays in addiction. She is originally from Umiujaq, but has travelled the world, including Peru, New Zealand, and South Africa.

On March 6, however, she was at the National Arts Centre in Ottawa, where she was recognized as the 2020 Indspire Inuit Youth Award Recipient in a nationally broadcast event.

"Receiving the Indspire Award means so much to me, personally, it's an affirmation for myself that I am an active member of our community. It is also very humbling and makes you want to do more. It's a big break when often we are questioning ourselves as youth if we are doing the right thing, or if we are where we need to be," Aragutak said a few weeks after the ceremony.

"The Indspire Award has uplifted me, encouraged me to continue what I like to do -- mobilize and be attune to our communities. We need to cheer each other on and build on what an awesome population we have!"

During her time as the founder and first President of the Qarjuit Youth Council, Aragutak held Inuit youth consultations for all 14 Nunavik communities, creating pioneering programs to bring youth and elders together. She served as a Youth Ambassador for the Qanuirlipitaa? survey initiative, which examined the health of the Nunavik population, and also engaged in a regional Arctic Policy

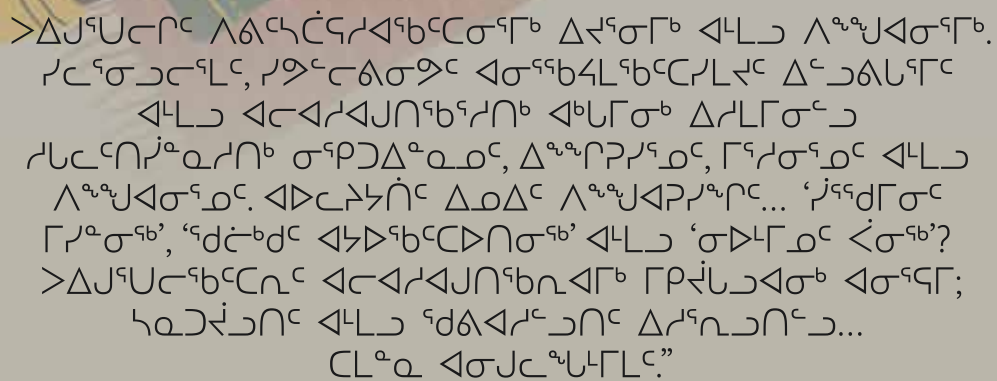


Framework roundtable, helping to bring a long-term vision for the Canadian and circumpolar Arctic.

"We are all proud of Alicia for receiving this award," said Makivik President Charlie Watt. "She leads by example. We know from her experience as President of Qarjuit, and now at Isuarsivik, she is inspiring youth across Nunavik, and beyond."

The Indspire Awards represent the highest honour in the Indigenous community. Over 26 years, the awards have honoured 362 First Nations, Inuit, and Métis individuals who demonstrate outstanding achievement. The show is a nationally broadcast celebration of culture, showcasing the diversity of Indigenous peoples in Canada, including performances by Canada's biggest names in Indigenous entertainment. •





During storms, our Ancestors were often confined to an igloo and found enjoyment in keeping their hands and mind occupied with country food, songs, crafts, and games. Remember our Inuit Pingnuarusingit, the 'Kneel Jump,' the 'Back-Push' and the 'Leg Wrestle?' Don't forget to enjoy little pleasures in your home. Be creative, find joy and comfort, and remember: this too shall pass.


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