



Nunavut Regional Office  
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17UN006  
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CIDMS #1130320

February 16, 2017

Sophia Granchinho  
Manager, Impact Assessment  
Nunavut Impact Review Board  
P.O. Box 1360  
Cambridge Bay, NU, X0B 0C0  
*Via electronic mail to: info@nirb.ca*

**Re: Notice of Part 4 Screening for the Government of Nunavut's "Iqaluit Airport – Approach Lighting Replacement" Project Proposal**

Dear Ms. Granchinho,

On January 16, 2017 the Nunavut Impact Review Board (NIRB) invited parties to comment on the Government of Nunavut's "Iqaluit Airport – Approach Lighting Replacement" project proposal. Indigenous and Northern Affairs Canada (INAC) appreciates the opportunity to provide comments and offers the responses below as it pertains to the NIRB's request:

***Whether the project proposal is likely to arouse significant public concern; and if so, why;***

INAC is unable to offer comments on whether the project amendment is likely to arouse significant public concern since the application does not contain any detailed records of community engagement/consultation activities undertaken by the Proponent to discuss community concerns regarding the proposed new activities. Three federal agencies, Transport Canada, Fisheries and Oceans Canada and the Canadian Coast Guard have been consulted. The Proponent also intends to consult key stakeholders such as the Amarak Hunters and Trappers Association and community members but no community engagement/consultation activities have been undertaken to date. INAC recommends that the Proponent conduct community consultations prior to the start of the new activities.



***Whether the project proposal is likely to cause significant adverse eco-systemic and socio-economic effects; and if so, why;***

The Proponent intends to upgrade and extend the length of the current noncompliant approach lighting structure for the Iqaluit airport runway. The proposed upgrade will be accomplished by constructing a breakwater for the approach runway lighting extending 450m into Koojesse Inlet. The Proponent has proposed mitigation measures such as erosion and dust suppression to limit the impact of the breakwater construction on the surrounding terrestrial environment. However, the breakwater construction may impact the underwater environment of Koojesse Inlet by increasing turbidity through sediment resuspension. Although, the Proponent suggests building the breakwater gradually above tide levels as a possible measure to mitigate the release of suspended solids, it is unclear whether the construction of the breakwater will be limited to periods of low tide or construction during high tide is also envisaged. INAC recommends the Proponent provide some clarification on the breakwater construction methodologies and sediment resuspension mitigation measures.

INAC appreciates the opportunity to provide comments and looks forward to working with the NIRB and the Proponent throughout any further review phases related to this project. Should you have any questions, please contact Norman M. Scully at (867) 975-4554 or by e-mail at [norman.scully@aandc-aadnc.gc.ca](mailto:norman.scully@aandc-aadnc.gc.ca).

Sincerely,

[Original Signed by]

Charlotte Lamontagne  
A/Manager, Impact Assessment