

## Federal Authority Advice Record (FAAR)

**The FAAR must be submitted to the Registry by January 26, 2024.**

### New Nain Airport Project – Nunatsiavut Government

Registry reference no: 87156

Department/Agency	Indigenous Service Canada (ISC)
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1. a) Is it probable that your department or agency may be required to exercise a power or perform a duty or function related to the Project to enable it to proceed?

If yes, specify the Act of Parliament and that power, duty or function.

*No. Indigenous Services Canada (ISC) is not responsible for approving or issuing licenses, permits or authorizations for the assessments of major projects.*

- b) Please describe any Indigenous or public consultation that will be undertaken in relation to the exercise of that power, duty or function, including when it would take place.

*Not applicable.*

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2. Is your department or agency in possession of specialist or expert information or knowledge in one of your fields of expertise that may be relevant to the conduct of an impact assessment of the Project?

Specify the specialist or expert information or knowledge.

*Although this project is not on reserve land, ISC may have specialist or expert information or knowledge relevant to potential adverse effects, and how the project will affect traditional practices for local Indigenous groups.*

*Indigenous Services Canada has a mandate to support Indigenous peoples (First Nations, Inuit and Métis) in their efforts to improve social well-being, health and economic prosperity; to develop healthier, more sustainable communities; and to participate more fully in Canada's political, social and economic development.*

*The First Nations and Inuit Health Branch (FNIHB) at ISC has specialist or expert information or knowledge pertaining to First Nations and Inuit in Canada. Areas of expertise include, but are not limited to: the provision of health services; community health and wellness programs; drinking water quality on First Nation reserves; and the social determinants of health (such as mental health and addictions, language, diet, chemical contamination of traditional foods or the perception of contamination).*

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3. Has your department or agency exercised a power or performed a duty or function under any Act of Parliament in relation to the Project; or taken any course of action that would allow the Project to proceed in whole or in part?

Please specify if applicable.

*Not applicable.*

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4. Has your department or agency had previous contact or involvement with the proponent or other party in relation to the Project (for example: an enquiry about methodology, guidance, or data; introduction to the Project)?

Please provide an overview of the information or advice exchanged.

*To the best of our knowledge, ISC has had no previous contact or involvement with the proponent or other parties in relation to the proposed major project.*

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5. Does your department or agency have additional information or knowledge about the project not specified above, including information about its geographic, environmental, economic or social context (for example, location of protected or sensitive areas, history between local communities and proponent or similar projects, local or regional social or economic concerns)?

Please specify if applicable.

*Not applicable.*

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6. From the standpoint of your department's mandate and expertise, what are the main issues concerning the project?

For each key issue, please:

- describe the effect or the nature of the issue, including any relevant context;
- provide the rationale and/or evidence for why it is a key issue;
- briefly provide solutions to the issue, including information or studies that, if applicable, should be requested to the proponent in the Tailored Impact Statement Guidelines, potential mitigation measures, or regulatory requirements relevant to the issues;
- provide a concise, plain-language summary of the issue for inclusion in the Summary of Issues.

The information provided will be taken into consideration by the Agency to formulate an opinion on whether an impact assessment is required and, if applicable, will be taken into account in developing project-specific Tailored Impact Statement Guidelines in the next steps of the impact assessment process.

Please use Table 1 to answer this question.

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7. If applicable, specify any additional information the proponent could provide in the Detailed Project Description or in its response to the Summary of Issues that:
- would make it possible to verify whether certain minor issues could be addressed and managed by clear measures, existing guidelines, other regulatory processes or other existing tools;
  - help the Agency to provide an opinion if an impact assessment is required, or
  - would support the tailoring of the Impact Statement Guidelines if the Agency is of the opinion that an impact assessment is required.

These clarifications and additional information will be included as specific questions/issues in the Summary of Issues provided to the proponent.

Please use Table 2 to answer this question.

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Indigenous Services Canada  
Name of department or agency

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Speaker title

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2024-01-26  
Date

**Table 1: Key issues to inform the impact assessment process**

The Agency asks that federal authorities guide expert advice on the Agency's approach to project specific tailoring, if the Agency is in the opinion that an impact assessment is required. This approach aims to focus the assessment on the Project's key issues, with an emphasis on the prevention of adverse environmental effects in areas of federal jurisdiction. In determining key issues, federal authorities should be mindful of the Project's context (size, scope, location), Indigenous knowledge and perspectives, and public concerns.

Potential effects that are considered minor, or that can be mitigated through clear measures, existing guidance or other regulatory processes, may be subject to simplified information requests or be disregarded. Advice from federal authorities on key issues and solutions - and on the scope and detail of the studies and information requested - will enable the Agency to focus the analysis on those issues that are important for the impact assessment process.

Comment ID	Relevant section of the initial project description	Valued Component or Factor to Consider	Description of key issue (context and rationale)	Advice	Plain-language summary for inclusion in Summary of Issues
<p><i>Please present comments by organization and comment number</i></p> <p><i>e.g.: IAAC-01</i></p>	<p><i>If the comment relates to a specific section of the initial project description, please provide the reference.</i></p>	<p><i>Identify valued component(s) or factors to consider—within the mandate of your department or agency—to which the potential effect or issue applies.</i></p>	<p><i>Please provide a brief description of the issue and rationale for being a key issue.</i></p> <p><i>Include, where relevant:</i></p> <ul style="list-style-type: none"> <li>• <i>the sequence of potential effects;</i></li> <li>• <i>the relevant context that specifies why this is a key issue;</i></li> <li>• <i>key uncertainties that should be addressed in the impact assessment;</i></li> <li>• <i>Indigenous or public concerns or perspectives;</i></li> <li>• <i>scientific data or traditional knowledge, including from previous projects, that justifies the inclusion of the key issue in the project assessment.</i></li> </ul>	<p><i>If applicable, please provide brief solutions/advice to address the issue or potential effect, including:</i></p> <ul style="list-style-type: none"> <li>• <i>studies or information relevant to describing and characterizing the potential effect, including any guidance for data collection or analysis or existing data sources to inform the assessment;</i></li> <li>• <i>any powers your department or agency has that may mitigate, manage or set conditions related to the issue;</i></li> <li>• <i>advice or policies to frame and mitigate the potential effect;</i></li> <li>• <i>standardized mitigation or monitoring measures that could manage potential effects, including follow-up on monitoring activities;</i></li> <li>• <i>commitments the proponent could make to respond to the issue.</i></li> </ul>	<p><i>For issues to be included in the Summary of Issues, provide a concise, plain language synopsis of the key issue and any questions or directions for the proponent, if applicable.</i></p>
<p>ISC-01-FNIHB-NCR</p>	<p>3.2.2 Engagement Plan</p>	<p>Indigenous Engagement; Primary Health Care</p>	<p>As part of the Engagement Plan, the proponent must identify health and medical practitioners (e.g., administrators, registered nurses, doctors, paramedics, health directors) for interviews to validate baseline data and inform the effects assessment and mitigation measures. Health and medical practitioners</p>	<ul style="list-style-type: none"> <li>• Recommend the proponent include health and medical practitioners and/or health administrators in the Engagement Plan.</li> </ul> <p>In the Detailed Project Description, the proponent should include baseline information on medical services and transportation. For example:</p>	<p>The proponent must include health and medical practitioners and/or health administrators in the Engagement Plan. In addition, the proponent should include baseline</p>

		<p>from the following organizations should be interviewed:</p> <ul style="list-style-type: none"> <li>• Nunatsiavut Government</li> <li>• Nain Community Clinic</li> <li>• Labrador Health Centre in Happy Valley-Goose Bay</li> <li>• Health Science Centre in St. John's</li> <li>• St. Clare's Mercy Hospital in St. John's</li> <li>• Air Ambulance Coordinator, Medical Communication Centre in St. John's</li> <li>• Department of Health and Community Service, Government of Newfoundland and Labrador</li> </ul> <p>It is critical that the proponent engage with these practitioners to fully understand the health and medical transportation needs of community members and Indigenous peoples from Nain, Nunatsiavut and Northern Labrador. These practitioners will be able to recommend what facilities, equipment and services are required to facilitate medical transportation at the New Nain Airport; emergency and routine medical transportation. The proponent may want to consider the following questions:</p> <ul style="list-style-type: none"> <li>• What facilities, equipment and services are required at the New Nain Airport for long-haul and short-haul medical flights via an air ambulance or a commercial flight?</li> <li>• What facilities, equipment and services are required to move patients from locations in the community or the Nain Community Clinic to the New Nain Airport for medical transportation? For example, mobile hospital beds, mobile medical devices, road ambulance.</li> <li>• Are medical services available in Inuktitut? Will signage at the New Nain</li> </ul>	<ul style="list-style-type: none"> <li>• The number of medical flights via air ambulance per year;</li> <li>• The number of medical flights via commercial flights per year;</li> <li>• The number of medical flights cancelled per year;</li> <li>• The reasons why medical flights were cancelled; and</li> <li>• The medical conditions requiring medical flights.</li> </ul> <p>This baseline information will be useful for determining the long-term impact of the New Nain Airport on accessing medical services and transportation in Nunatsiavut, Labrador and Newfoundland.</p>	<p>information on medical emergency flights and primary health care services within Nunatsiavut and Northern Labrador.</p>
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			<p>Airport be trilingual (e.g., Inuktitut, English and French)?</p> <ul style="list-style-type: none"> <li>Do Inuit have unique needs regarding medical services and medical transportation?</li> </ul>		
ISC-13	Human Environment	Land use/wildlife and traditional foods	The Proponent notes it expanded planned engagement activities to the Innu Nation (section 3.2.2 Engagement plan). Mushuau Innu First Nation is within 72km of the project site as noted in section 1.8.4.1. Consultations with the Innu Nation will identify potential impacts on culturally important species to the Innu that traverse within Inuit and Innu lands.	Consideration of potential impacts on culturally important species to Mushuau Innu First Nation should be addressed.	Engage with Mushuau Innu First Nation to identify potential impacts on culturally important species.

*Please insert additional lines if necessary*

Table 2. Details or additional information the proponent could include in the Detailed Project Description or in the response to Summary of Issues

Comment ID	Relevant section of the Initial Project Description	Description of the Issue, Concern or Uncertainty	Clarifications or additional information	Plain-language summary for inclusion in Summary of Issues
<p><i>Please identify comments by organization and comment number.</i></p> <p><i>e.g. AEIC-01</i></p>	<p><i>If the comment is related to a specific section of the Initial Project Description, please provide a reference.</i></p> <p><i>You may also choose to copy the relevant text here.</i></p>	<p><i>Provide a description of the issue, concern or uncertainty that the proponent could include in its Detailed Project Description, which could be framed and managed by clear measures, existing guidelines, regulatory processes or other existing tools, and thus be the subject of a simplified information request in the guidelines, or simply be disregarded.</i></p>	<p><i>Specify what additional information the proponent could provide in the Detailed Project Description to address the issue, concern or uncertainty, for example:</i></p> <ul style="list-style-type: none"> <li><i>• clarifications to elements of Project Description (e.g. components, activities, locations or alternatives);</i></li> <li><i>• proposals on Project design changes that could avoid effects;</i></li> <li><i>• evidence that could demonstrate that the effects will be negligible;</i></li> <li><i>• evidence that standard mitigation measures will reduce or eliminate potential effects;</i></li> <li><i>• commitments the proponent could make to respond to the question/issue, including the implementation of federal operational policies or guidance documents.</i></li> </ul>	<p><i>For issues to be included in the Summary of Issues, provide a concise, plain-language synopsis of the issue and any questions or instructions for the proponent, if applicable.</i></p>
<p>ISC-02-FNIHB-NCR</p>	<p>1.4.4.2.4 Recommendations</p>	<p>On page 9, the proponent states “R7: Electrical Power Supply Alternatives recommends conducting a thorough feasibility study on selected scenarios. The Project requires an independent power system as local systems do not have sufficient capacity. Integration of renewable energy solutions, such as solar panels and wind turbines, aligns with sustainability goals by reducing the environmental impact of Project operations”.</p> <p>The proponent is to conduct a feasibility study regarding the potential use of renewable energy options for the independent power system at the New Nain Airport. It is recommended that the proponent contact and apply to the <a href="#">Northern Responsible Energy Approach for Community Heat and Electricity Program</a> (Northern REACHE) at</p>	<ul style="list-style-type: none"> <li>• Recommend the proponent contact and apply to the <a href="#">Northern Responsible Energy Approach for Community Heat and Electricity Program</a> at Crown-Indigenous Relations and Northern Affairs Canada for funding to conduct a feasibility study on renewable energy options for the New Nain Airport.</li> </ul>	<p>The proponent needs to conduct a feasibility study on the renewable energy options for the New Nain Airport. Recommend the proponent contact and apply to the <a href="#">Northern Responsible Energy Approach for Community Heat and Electricity Program</a> at Crown-Indigenous Relations and Northern Affairs Canada for support.</p>

		Crown-Indigenous Relations and Northern Affairs Canada for funding to conduct the feasibility study.		
ISC-03-FNIHB-NCR	2.2.8 Operations	<p>On page 24, the proponent states that the “Airport is expected to support between 130 and 140 scheduled domestic flights per month, including both arrivals and departures based on existing schedules”. It is unclear how many medical emergency flights are expected and whether the amount of medical emergency flights will increase due to the expanded hours of operation for the New Nain Airport.</p> <p>In addition,</p>	<p>In the Detailed Project Description, the proponent should include information on the estimated number of medical emergency flights per month, as well as whether the amount of medical emergency flights is expected to increase due to the expanded hours of operation at the New Nain Airport. In addition, the proponent should include a justification as to why light de-icing is sufficient for aircrafts departing the New Nain Airport.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• What is the expected number of medical emergency flights per month?</li> <li>• Will there be an increase in medical emergency flights per month due to the airport’s expanded hours of operation?</li> </ul>	The proponent should include information on the estimated number of medical emergency flights per month; how the new airport’s expanded hours of operation may affect the amount of medical emergency flights;
ISC-03a-FNIHB-NCR	2.2.8 Operations	<p>Page 24 states: “when required, light de-icing will be undertaken at the Airport, but no de-icing facilities are planned as part of the Project. De-icing treatment will be applied only to areas of the aircraft where it is needed rather than as anti-icing”. The proponent should include their justification as to why light de-icing is sufficient for the aircrafts departing the New Nain Airport. The proposed airport is located in a sub-arctic region where aircrafts will be exposed to sub-zero temperatures. If light de-icing of aircrafts is not sufficient, it could lead to cancelled or delayed medical emergency flights and reduced access to health care services/professionals. This could be a critical factor impacting local health.</p>	<p>Recommend an elaboration on the difference between light and heavy de-icing, and a reasoned explanation of the choice to not include de-icing facilities, given the sub-arctic operating environment.</p>	<p>Explain why light de-icing is sufficient for aircrafts departing the new airport; and why a de-icing facility is not required at the new airport.</p>
ISC-04-FNIHB-NCR	2.4.1 Workforce 2.4.2 Procurement 6.2.6.1 Key Considerations and Potential Interactions	<p>The proponent anticipates that at least several hundred workers are going to be employed during the construction phase of the project. It is unclear if there is a local capacity to fill these positions, or if a construction camp is required. If a construction camp is required, information on the location of the camp should be included.</p> <p>If the construction workers are sourced from outside of the community, it is crucial to address concerns about transient workers. These include</p>	<ul style="list-style-type: none"> <li>• Recommend the proponent integrate details from the results of the R8: <i>Preliminary Engineering Services</i>, R10 <i>Construction and Supply Strategy</i> into the Detailed Project Description addressing the construction workforce, and employment and procurement opportunities in Nain and Nunatsiavut.</li> </ul>	The proponent should include the results from the R8: <i>Preliminary Engineering Services</i> , R10 <i>Construction and Supply Strategy</i> into the Detailed Project Description with regards to the



	6.2.7 Infrastructure and Services	<p>an increased demand for services and infrastructure, and an increased risk for <a href="#">violence against Indigenous women and girls</a>.</p> <p>It is also stated in the Initial Project Description that “companies owned by the Nunatsiavut Group of Companies or Nunatsiavut Beneficiaries will be engaged in construction operations wherever possible” (pg. 28). There should be a clear understanding of how the project’s economic advantages will be distributed within the local community.</p>	<ul style="list-style-type: none"> <li>Recommend the proponent engage with companies owned by the Nunatsiavut Group of Companies or Nunatsiavut Beneficiaries when sourcing employment and procurement opportunities.</li> </ul>	<p>construction workforce, location of the construction camp, and employment and procurement opportunities.</p>
ISC-05-FNIHB-NCR	2.5.3 Emergency Response	<p>The proposed Emergency Response Plan for the New Nain Airport described on page 29 solely focuses on spill prevention and response. The Emergency Response Plan should be broader in scope and include a wider variety of topics or crisis situations (e.g., fire, extreme weather events, emergency evacuation, power failure, bomb threat, injury and illness, workplace violence). The proponent should expand upon this section in the Detailed Project Description.</p> <p>In addition, it is recommended that the proponent create a Communication Plan related to the driving conditions of the Access Road (e.g., notification of dangerous driving conditions, road closure). The proponent could announce alerts on the community radio, community Facebook page, airport website, or at the Nunatsiavut Government offices. The alert, or information on road/driving conditions, could be posted in the same location as SmartICE information (i.e., information on sea ice conditions).</p>	<ul style="list-style-type: none"> <li>Recommend the proponent expand the scope of the Emergency Response Plan to include fire, extreme weather events, emergency evacuation, power failure, bomb threat, injury and illness, workplace violence, and other topics as needed.</li> <li>Recommend the proponent create a Communication Plan to communicate dangerous driving or road conditions for the Access Road.</li> </ul>	<p>The proponent should expand the scope of the Emergency Response Plan to include other topics/crisis situations (e.g., fire, extreme weather events, emergency evacuation, power failure, bomb threat, injury and illness, workplace violence). In addition, the proponent should create a Communication Plan to communicate information on driving and road conditions for the Access Road.</p>
ISC-06-FNIHB-NCR	4.1.1 Climate Change	<p>In the Initial Project Description the proponent states that 50% of flights are cancelled due to the location and design of the existing airport; cancellations are caused by poor weather and fog conditions. Table 4.3 <i>Summary of Climate Change Projects for Nain</i> states that an “increase in average number of hours with fog per year, particularly in summer (June-August) and autumn (September-November) seasons” is expected. The proponent should provide information on how the location and design of the new airport will account for increased visibility and fog challenges in the future, due to a changing climate. The predicted increase in the average number of hours with fog could lead to cancelled or delayed medical emergency flights and reduced access to health care services/professionals. Furthermore, if not appropriately considered, could result in a shortened lifespan for the New Nain Airport and the airport needing to be relocated in the future.</p>	<p>In the Detailed Project Description, the proponent should provide information on how the location and design of the new airport will address visibility and fog challenges in a changing climate.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>How does the proposed location and design of the new airport account for the predicted increase in average number of hours with fog per year?</li> <li>What design measures will be incorporated into the new airport to prevent the cancellation of flights due to visibility and fog challenges?</li> </ul>	<p>The proponent should provide information on how the location and design of the new airport will account for increased visibility and fog challenges in the future, due to a changing climate.</p>

ISC-06-FNIHB-NCR	4.1.1 Climate Change	<p>In the Initial Project Description the proponent states that 50% of flights are cancelled due to the location and design of the existing airport; cancellations are caused by poor weather and fog conditions. Table 4.3 <i>Summary of Climate Change Projects for Nain</i> states that an “increase in average number of hours with fog per year, particularly in summer (June-August) and autumn (September-November) seasons” is expected. The proponent should provide information on how the location and design of the new airport will account for increased visibility and fog challenges in the future, due to a changing climate. The predicted increase in the average number of hours with fog could lead to cancelled or delayed medical emergency flights and reduced access to health care services/professionals. Furthermore, if not appropriately considered, could result in a shortened lifespan for the New Nain Airport and the airport needing to be relocated in the future.</p>	<p>In the Detailed Project Description, the proponent should provide information on how the location and design of the new airport will address visibility and fog challenges in a changing climate.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• How does the proposed location and design of the new airport account for the predicted increase in average number of hours with fog per year?</li> <li>• What design measures will be incorporated into the new airport to prevent the cancellation of flights due to visibility and fog challenges?</li> </ul>	<p>The proponent should provide information on how the location and design of the new airport will account for increased visibility and fog challenges in the future, due to a changing climate.</p>
ISC-06-FNIHB-NCR	4.1.1 Climate Change	<p>In the Initial Project Description the proponent states that 50% of flights are cancelled due to the location and design of the existing airport; cancellations are caused by poor weather and fog conditions. Table 4.3 <i>Summary of Climate Change Projects for Nain</i> states that an “increase in average number of hours with fog per year, particularly in summer (June-August) and autumn (September-November) seasons” is expected. The proponent should provide information on how the location and design of the new airport will account for increased visibility and fog challenges in the future, due to a changing climate. The predicted increase in the average number of hours with fog could lead to cancelled or delayed medical emergency flights and reduced access to health care services/professionals. Furthermore, if not appropriately considered, could result in a shortened lifespan for the New Nain Airport and the airport needing to be relocated in the future.</p>	<p>In the Detailed Project Description, the proponent should provide information on how the location and design of the new airport will address visibility and fog challenges in a changing climate.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• How does the proposed location and design of the new airport account for the predicted increase in average number of hours with fog per year?</li> <li>• What design measures will be incorporated into the new airport to prevent the cancellation of flights due to visibility and fog challenges?</li> </ul>	<p>The proponent should provide information on how the location and design of the new airport will account for increased visibility and fog challenges in the future, due to a changing climate.</p>
ISC-07-FNIHB-NCR	4.1.2 Air Quality	<p>On page 41, the proponent states “the closest air quality monitoring station managed by ECCC as part of the National Air Pollution Surveillance Program is in Labrador City, approximately 500km southwest of Nain... In July 2023, a forest fire 30 km from Nain resulted in air quality and visibility issues, the existing airstrip was not operational for two days”.</p> <p>The proponent should install an air quality monitor, or monitoring system, at the New Nain Airport to monitor ambient air pollution (e.g., aircraft emissions during taxiing, take-off and climb, fugitive dust and particulate matter emissions). For example, the Government of</p>	<ul style="list-style-type: none"> <li>• Recommend the proponent install an air quality monitor, or monitoring system, at the New Nain Airport.</li> </ul>	<p>Address plans for air quality monitoring at the New Nain Airport to monitor ambient air pollution (e.g., aircraft emissions during taxiing, take-off and climb, fugitive dust and particulate matter emissions).</p>

		Northwest Territories, through the <a href="#">Community Based Air Monitoring Project</a> , has deployed low-cost Purple Air sensors throughout NWT Communities; including those in the Inuvialuit Settlement Region (e.g., Tuktoyaktuk, Inuvik). Purple Air sensors are a small, low maintenance and less expensive alternative to use in remote or underserved areas.		
ISC-08-FNIHB-NCR	4.3 Groundwater and Surface Water	As part of their groundwater and surface water studies, the proponent should include on-the-land drinking water sources. The proponent should engage with community members to identify on-the-land drinking water sources; especially those who own cabins located in the local project area and near the Access Road.  If not gathered through the groundwater and surface water studies, the proponent could collect this information through the proposed Land Use Study.	<ul style="list-style-type: none"> <li>Recommend the proponent engage community members on the location of on-the-land drinking water sources in the local project area and near the Access Road.</li> </ul>	Identify all drinking water sources in the local project area and near the Access Road through community engagement.
ISC-09-FNIHB-NCR	5.4.1.1 Access to Health Care 5.6.6 Health Care 6.2.5.1 Community Health and Well-being Key Considerations and Potential Interactions	There is a lack of information in the Initial Project Description on how the current airport is used for medical travel within Nunatsiavut and Northern Labrador (e.g., travel for external medical appointments, having medical professionals fly into the region, medical emergencies). Including this information will show the impacts the New Nain Airport will have on access to health care.  The current airport is limited to flights during daylight hours and can be affected by local weather conditions. At the New Nain Airport, aircrafts will have the ability to take off and land at night, which will improve health care access. The project has the ability to benefit health care access positively for community members of Nain, Nunatsiavut and Northern Labrador. It is recommended that the proponent expand upon these positive impacts.	<ul style="list-style-type: none"> <li>Recommend the proponent include details on the amount and type of medical travel happening within the region (e.g., medical emergencies, medical professional visits, external medical appointments).</li> <li>Recommend the proponent expand on the positive impact the New Nain Airport may have on health and health care access within the region.</li> </ul>	The proponent should include information about the use of the current airport for medical travel. They should also include more information to highlight the positive impact the New Nain Airport may have on health and health care access.
ISC-10-FNIHB-NCR	5.4.1.2 Food Security 6.2.5.1 Community Health and Well-being Key Considerations and Potential Interactions	The Initial Project Description states “The limitations of transportation infrastructure and storage impacts food availability and quality in the Labrador Inuit communities” (pg. 70). Flight delays and cancellations at the existing airport have a negative impact on food security within Nain and Nunatsiavut. The proponent should highlight how the New Nain Airport will have a positive impact on food security within Nain and Nunatsiavut (e.g., less flight cancellations will lead to greater food availability in the community and less spoilage).  Inclusion of a cold storage/freezer building for food storage at the New Nain Airport will improve food security, increasing the likelihood that	<ul style="list-style-type: none"> <li>Recommend the proponent expand upon the positive impacts the New Nain Airport will have on food security within the community and region (e.g., less cancelled/delayed inbound flights, cold storage and freezer building).</li> </ul>	The proponent should include information to highlight the positive impacts the New Nain Airport will have on food security.

		perishable items will not spoil. The project has the ability to benefit food security positively for community members in Nain, Nunatsiavut and Northern Labrador. It is recommended that the proponent expand upon these positive impacts.		
ISC-11-FNIHB-NCR	6.2.5.2 Mitigation Measures 5.6.4 Transportation	In Nunatsiavut and Northern Labrador, snowmobiles are a primary means of transportation. They are used by community members and Indigenous peoples as a means of transportation within the community and region. As mentioned in the Initial Project Description, the Government of Newfoundland and Labrador funds a winter trail network in order to connect communities within Nunatsiavut and Northern Labrador; through the <a href="#">Labrador Transportation Grooming Subsidy</a> . These communities are connected by a winter trail network because there is no all-season road. Since snowmobiles are an important and primary means of transportation, they should be integrated into the design of the Access Road and New Nain Airport. It is reasonable to assume that community members and Indigenous peoples will be traveling to the airport via snowmobile, not just by vehicle.	Under Community Health and Well-being, the proponent should consider the following mitigation measures: <ul style="list-style-type: none"> <li>• Design the Access Road to include space for snowmobile traffic alongside vehicle traffic.</li> <li>• Design the Access Road to include pull-offs prior to identified locations of concern for avalanche, heavy snow or blowing snow (e.g., Blow Hole Pond, Mount Sophie).</li> <li>• Design the New Nain Airport to include a parking lot or shelter for snowmobiles. The parking lot or shelter should be large enough for a snowmobile and an attached qamutiik/sled.</li> <li>• Vehicle parking lot at the New Nain Airport to include outlets for battery chargers; or proponent to include a booster pack at the airport.</li> </ul>	When designing the Access Road and New Nain Airport, include design considerations for all users and potential transportation methods (e.g., space for snowmobile traffic, pull-offs prior to high risk avalanche zones, parking for snowmobiles and qamutiik/sleds).
ISC-12-FNIHB-NCR	7. Cumulative Effects	The infrastructure at the New Nain Airport is expected to last for 50 years, however, it could remain in operation longer with upgrades and renovations. The cumulative effects assessment should include an evaluation on the long-term impacts to the health of Indigenous peoples, both positive and negative (e.g., 24/7 access to medical emergency flights, reliable transportation for medical professionals, loss of access to the land).	<ul style="list-style-type: none"> <li>• Recommend the proponent include long-term impacts to the health of Indigenous peoples as part of the cumulative effects assessment.</li> </ul>	Include long-term impacts to the health of Indigenous peoples in the cumulative effects assessment.
ISC-13-FNIHB-NCR	2.2.9 Decommissioning and Rehabilitation	It is stated in the Initial Project Description that “Closure, decommissioning and rehabilitation is not anticipated as the Airport will be essential for Nain for the long-term. The proposed infrastructure is anticipated to have a life cycle of more than 50 years. If closure and decommissioning are required, these processes will be subject to appropriate regulatory regimes at that time” (pg. 25).	<ul style="list-style-type: none"> <li>• Recommend the proponent create a decommissioning plan for the New Nain Airport in consultation with the local community.</li> </ul>	The proponent should create a decommissioning plan for the New Nain Airport.

		The proponent should develop a decommissioning plan for the New Nain Airport. Development of a decommissioning plan will ensure that the project area will be remediated in the event of permanent closure of the airport. A decommissioning plan was not created for the existing airport and the proponent is unsure what to do with the property and infrastructure upon closure. A decommissioning plan for the current airport and for the New Nain Airport could be developed in consultation with the local community.		
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*Please insert additional lines if necessary*