LEGISLATIVE ASSEMBLY OF THE NORTHWEST TERRITORIES

10TH ASSEMBLY, 1ST SESSION

TABLED DOCUMENT NO. 18-84(1)

TABLED ON FEBRUARY 15, 1984

Tabled Document No. 18-84(1)
Tabled FEB. 15/84

Northwest Territories Legislative Assembly

Box 1320,
Yellowknife, N.W.T.,
X1A 2L9.

February 13, 1984.

Mr. Larry Rodewolt,
A/Controller of Civil Aviation,
Department of Transportation,
9th Floor, Federal Building,
Edmonton, Alberta,
T5K 1G3.

Dear Mr. Rodewolt:

I am writing to you on behalf of my constituents, the residents of Grise Fiord, Northwest Territories. Early in January of this year it came to my attention that many people flying from Resolute to Grise Fiord were becoming concerned with passenger safety.

The aircraft in question is a Twin Otter operated by Ken Borek Air Ltd. A space between the passenger compartment and the flight deck is adapted to carry freight. The size of this freight area varies according to the number of passenger seats needed on a particular flight. I have several concerns with respect to this situation:

1. The on-board freight blocks visual access to signs indicating seat belt use and smoking/no smoking.

2. The on-board freight prevents all visual and aural communication between the pilot and passengers.

3. The on-board freight completely blocks the passageway between the flight deck and the passenger compartment.

In the event of an emergency situation the freight would effectively prevent the pilot from communicating safety/evacuation procedures that might be necessary to save lives. Similarly, an emergency situation in the passenger compartment would be difficult, if not impossible, to communicate to the pilot. Even under normal circumstances the pilot cannot remind passengers about general safety (i.e. seatbelts and smoking).

.../2

To support my concerns for safety aboard the Ken Borek Air Ltd. Twin Otter, I would like to cite the following:

1. Federal Aviation Regulation 23.853 (c) and (2) which refers to the requirement that no-smoking signs should be visible when illuminated.

2. Air Navigation Order Series II No. 2/ CRCc.-28 which states (section 7) that the pilot must be able to instruct the passengers on the use of seatbelts by visual or aural means.

3. Air Navigation Order Series VII No. 3 which mentions (section 41(2)) that when there is no cabin attendent, the pilot must be able to exercise supervisory control over passengers by visual or aural means.

4. Department of Transportation Information Circular 0/6/65 (May 28th) which states, in section III under 'Carriage of Cargo in Passenger Compartments' that freight must not block the aisle between the crew and the passenger compartment.

I can acknowledge that my interpretation of orders and regulations may not stand up to the scrutiny of those better acquainted with the legislation than myself. However, I cannot emphasize strongly enough my belief that a strict interpretation of the law should never take precedence over the objectives of the law; in this case, an assurance of passenger safety on commercially operated aircraft.

I am therefore requesting that your office look into this matter with all possible haste. Please note that I have included with this letter copies of the regulations and orders cited as well as the signatures of my constituents who have been concerned about safety on the Ken Borek Air Ltd. Twin Otter flying from Resolute to Grise Fiord.

Yours Sincerely,

Ludy Pudluk, MLA,
High Arctic.

Tabled Document No. 18-84(1)
Tabled Feb. 15/84

Box 1320
Yellowknife, N.W.T.
X1A 2L9

ᐃᐅᐊᑎ 13, 1984

Mr. Larry Rodewolt,
A/Controller of Civil Aviation,
Department of Transportation,
9th Floor, Federal Building,
Edmonton, Alberta,
T5K 1G3

ᒥᖅᑕ Rodewolt-ᒧᑦ;

ᑎᑎᕋᑦ ᐃᒋᒐᑦᑭᑦ ᐅᐸᖓ ᓄᓇᕐᓱᑎᖓᓂᓐᖏᖅᓯᒪᑦᓗᖓ, ᓄᓇᓕᐅᐊᒥᑦ ᐊᐅᓱᐃᑦᑐᒥᑦ, ᓄᓇᑦᓱᐊᑦᒥ ᔭᓄᐊᑎ ᐱᒋᐊᓕᕐᖅᑎᓐᓗᒍ ᐅᖃᐅᔾᔭᐅᓚᐅᑦᓯᒪᒐᒪ ᐊᒥᓱᒪᑎᐅᐸᑦ ᖃᐅᓱᐃᑦᑐᒥᓐᖏᖅᑐᑦ ᐊᐅᓱᐃᑦᑐᒧᖅᐸᓕᐊᑦᓗᑎᒃ ᐃᓱᒪᓗᖃᑦᑕᑦᓱᒪᓕᑦᒪᑕ ᐊᑦᑕᓇᑦᓂᖓᓄᑦ.

ᖃᖓᑕᕐᒥᒍᐸᖅ ᑖᓐᓇ ᒪᑦᑭᓕᕋᓛᒍᒍᐸᖅ ᐊᐅᓚᓂᖃᑦ ᑎᑕᐅᐸᖅ ᑐᖅ ᑭᐊᓐ ᐳᐊᑎᒃ ᑯᓐᓂᑦ. ᐊᐅᓚᑕᐅᐸᖅ ᑐᖅ. ᑕᒪᓐᓇ ᑎᒃᒥᕐᖅᑎᐅᑉ ᐃᒃᓗᑕᖓ ᐊᒻᒪᓗ ᐃᓄᐃᑦ ᑎᒃᒥᓱᒥ ᐃᒃᓯᐸᐅᑕᖓᑦᑕ ᐃᓚᖓ ᐃᓂᖃᑦᒪᑦ ᐅᓱᓕᑦ ᑐᐃᑦᐃᒃᓴᑦᒥᒃ. ᑕᒪᑐᒪ ᐅᓱᓕᑦ ᑐᐃᑦᐃᐅᐸᒃᑑᑉ ᐃᓚᖓ ᐃᓛᓐᓂ ᐃᓂᖏᓐᓂᑦ ᓴᐅᐸᒃᓗᓂ ᐃᓂᖅᑯᑦᑐᓂᑦᓴᐅᐸᒃᒪᑦ ᑎᒃᒥᕐᖅᒥ ᐃᑭᒪᐸᑦ ᒪᓕᒃᓗᒋᑦ ᐅᓄᑦᓂᖏᑦ. ᑖᒃᑯᐊ ᐱᒃᐸᑎᒋᑉᓗᒋᑦ ᐃᓱᒪᓗᑎᖃᕋᒪ:

1. ᐃᓛᓐᓂ ᑖᓐᓇ ᐃᓂᒋᔭᐅᐸᒃᑐᖅ ᐅᓱᔭᐅᐸᓄᑦ ᑕᑯᒃᓴᐅᑎᑦᓱᐸᓐᓇᖏᒪᑦ ᑕᑦᓱᒃ ᓇᐅᓕᑦᑎᑦᓗᒍ ᑎᒃᒥᓱᖅ ᒥᓐᓂᐊᓕᕐᖅᑎᑦᓗᒍ ᐊᒻᒪᓗ ᖃᖓᑦᑕᑦᓂᐊᓕᕐᖅᑎᑦᓗᒍ, ᐊᒻᒪᓗ ᓱᐅᖅᑐᕈᓐᓂᖅᐳᓗᓂ ᑎᑎᖃᑦᑕᖓ ᓴᖅᑭᑦᑕᕋᖓᑦ ᐃᓛᓐᓂ ᑕᑯᒃᓴᐅᐸᓐᓇᖏᒪᑦ.

2. ᑖᓐᓇ ᐃᓂᒋᔭᐅᐸᒃᑐᖅ ᖃᖓᑕᐸᓄᑦ ᐃᓄᒃᓄᑦ ᑕᑯᒃᓴᐅᑎᑦᓱᐸᓐᓇᖏᒪᑎᒃᒪᑦ ᑎᒃᒥᕐᖅᑎᐅᐸᖅ ᐅᖃᑦᓂᐊᑦᑎᑦᓗᒍ ᑐᓴᑦᑕᐅᐸᓐᓇᖏᒪᑎᒃᒪᑦ ᑖᒃᑯᐊ ᐅᓱᒋᔭᐅᐸᑦ ᓴᖅᑭᕝᕕᖅᑎᑦᓱᐸᓐᓇᖏᒪᑦ.

3. ᐃᓂᒋᔭᐅᐸᒃᑐᖅ ᖃᖓᑕᐸᓄᑦ ᐃᓄᒃᓄᑦ ᐱᓱᒃᐃᓴᖃᖃᑕᖏᒪᑎᒃᒪᑦ ᐅᓱᐅᐸᑦ ᐱᒃᐸᑎᒋᓗᒋᑦ.

ᑐᐊᐃᑦᓇᑐᖃᑦᓚᒃᓂᑦᑎᑦᓗᒍ ᑎᒃᒥᕐᖅᑎᐅᐸᖅ ᐅᖃᖃᑎᖃᑦᓚᒃᓂᖅ ᐊᐸᕋᔭᑦᒪᑦ ᐃᓄᐃᑦ ᑐᓴᑦᑎᓐᓂᖅ ᐃᑭᒪᐸᑦ ᐊᐸᑦᑕᐅᓇᔭᑦᒪᑦ ᐃᓄᒃᑯᒃᑲᓐᓂᑦᔭᑦᑐᒃᓗᐊᑦ ᑐᓴᑦᑎᑕᐅᓇᔭᖏᒪᑦ ᑖᒃᑯᐊ ᐊᑦᖁᑖᓂ ᐅᓱᒋᔭᐅᐸᑦ ᐃᑎᑦᓗᒋᑦ. ᑐᐊᐃᑦᓇᑦᑐᖃᓕᑦᐸᑦ ᐊᑲᐅᖏᑦᑐᑦᓱᐅᕋᔭᑦᒪᑦ ᐃᓄᐃᑦ, ᑐᓴᐅᒪᖃᑦᑕᐅᑎ-ᖃᕈᓐᓇᖏᑦᐸᑦ ᑎᒃᒥᕐᖅᑎᑦ. ᖃᑦᐱᐊᓇᑦᑐᖃᖏᒃ ᑲᓗᐊᑦᑎᑦᓗᒍ ᑎᒃᒥᕐᖅᑎᑦ ᑐᓴᐅᒪᑎᑦᓱᒍᓐᓇᖃᑦᑕ-ᖏᒪᑦ ᐃᓄᐃᓂᒃ ᖃᑦᐱᐊᓇᑦᑐᖃᑦᓚᓕᑦᓂᖅᐸᑦ ᑐᓴᐅᒪᕝᕕᕋᔭᑦᑕᖏᓐᓂᒃ (ᑭᖅᑕᒪᒃᑯᓂᖓ ᐅᖃᐅᓱᖃᕋᔭᑦᒪᑦ ᑕᑦᓱᒋᔭᐅᐸᒃᑐᖅ ᐊᒻᒪᓗ ᓱᐅᑦ ᑐᑦᑕᐃᓕᓐᓇᐅᐸᒥᒃ).

ᐃᑲᔪᑦ ᓱᖕ ᑕᐅᖑᑦ ᓗᒋᑦ ᐅᓗᑎᐊᓐᑦ ᑐᖕᑦ ᑕᐃᓕᒪᓂᐅᔪᖕ ᐱᒃ ᔪᑎᒋᓪᓗᒋᑦ ᑭᐊᓐ ᐅᐊᑎᒃ ᑯᑦ ᖕᒐᑕᓱᖑᑎᒋᑦ ᒪᑦ ᕈᓕᕋᓛᒍᔪᑦ, ᐅᑯᐊ ᐅᖕᓕᒫᒋᒪᔪᒃ ᑲ:

1. ᑲᓇᑕᐅᑦ ᖕᒐᑕᓱᖑᑎᒋᓐᓄᑦ ᒪᓕᒐᐅᔪᖕ 23.853(c) ᐊᓐᒪᓗ (2) ᐱᑕᖕᑦ ᑎᑦ ᓱᒋᐊᖕᑦ - ᓂᕋᐃᒃᒪᑦ ᓱᒃ ᒪᓕᑦ ᑐᑎᐊᖕᓐᒋᑦᑐᒥᒃ ᑕᑯᒃ ᓴᐅᒃᔪᑎᐊᖕᑦᒪᑦ ᐃᑭᓱᒪᑎᑦ ᓗᒋᑦ ᓱᒃ ᒪᓕᖕᑐᑦ ᓇᐅᒋᑦ ᑐᖕ.

2. ᖕᒐᑕᓱᓕᑎᓂᑦ ᒧᑦ ᐅᖕᑦ ᓱᒪᔪᑦ ᑕᖕᑦ ᒥᒃ ᒪᑦ ᓇᓴᐅᑎᖕᖕᑐᒥᒃ II. No. 2/CRCc.-28

ᐅᖕᑦ ᓱᒪᒃ ᒪᑦ (ᐃᓕᒐᓂ 7-ᒥ) ᖕᒐᑕᓱᓕᑎᐅᔪᖕ ᑎᒃ ᒥᓱᖕᑎᒋᔭᒐ ᖕᐅᐅᒪᑎᑦ ᓱᒋᐊᖕᑦ ᐳᖕ ᖕᓄᖕ ᑕᑦ ᓱᐅᔪᖕ ᐊᑐᑦ ᑕᐅᓱᒍᒃ ᒪᖑᑦ ᑕᑯᒃ ᓴᐅᓗᑎᒃ ᑑᓐᓃᑦ ᐅᖕᑦ ᓱᒪᓗᑎᒃ.

3. ᖕᒐᑕᓱᓕᑎᓂᑦ ᒧᑦ ᐅᖕᑦ ᓱᒪᔪᖕᑦ ᒪᑦ ᓈᓴᐅᑎᖕᑦ ᑐᒥᒃ VII No. 3 ᐅᖕᑦ ᓱᒪᒃ ᒪᑦ (ᐃᓕᒐ 41 (2)

ᐃᑲᔪᑦ ᑎᖕᑦ ᑎᓐᓇᒋᑦ ᖕᒐᑕᓱᒥ ᑎᒃ ᒥᓱᖕᑎᓱᑦ ᑲᒪᒋᔭᖕᑎᐊᖕᑦ LC ᐃᓄᒃ ᓂᒃ ᑕᑯᒃ ᓴᐅᓂᖕᑦ ᓗᑎᒃ ᑐᓴᑦ ᓴᐅᔪᓐᓇᑦ ᓗᑎᒃ ᓗ ᐅᖕᐅᓱᑎᔭᖑᑦ.

4. ᐊᐅᓪᓕᖕᑦ ᑕᑦ ᑐᓕᑎᐅᒃ ᑯᑦ ᑐᓴᒐᒃ ᓴᖑᑎᖑᑦ 0/6/65 (LΔ 28) ᐅᖕᑦ ᓱᒪᒃ ᒪᑦ, ᐃᓕᒐᓂ

III-ᒥ "ᐅᓱᑎᓪᓗᒋᑦ ᐃᓂᒋᔭᐅᒋᐊᖕᔪᒃ ᑐᓂᒃ ᐃᓄᒃ ᓄᑦ" ᐅᓱᒋᔭᐅᔪᑦ ᐃᓄᐃᓪᓗ ᑎᒃ ᒥᓱᖕᑎᓪᓗ ᐊᑯᓐᓂᖕᖑᑦ ᑕᑎᐊᖕᓐᖑᓐᓂᓐᓂᒃ.

ᐃᒪᒪᖕ ᖕᐅᐅᒪᑦ ᓱᐊᖑᓐᓂᑦ ᓴᐅᒐᓗᐊᑦ ᑐᖑ ᒪᓕᒐᑦ ᓂᒃ ᖕᐅᐅᒪᑦ ᓱᐊᑦ ᓂᑦ ᓴᑦ ᑕᖕᑦ ᑎᓪᓗᒍ. ᑭᓱᐊᓂᓕ ᐅᖕᐅᒪᔭᖑ ᖕᐅᐅᒪᓂᑎᔭᒃ ᑯᑦ ᑐᑭᓱᓱᒪᔭᐅᑦ ᓱᐊᑎᐊᖕᑦ LC ᒪᓕᒐᐅᔪᑦ ᐱᒃ ᒪᑎᐅᓂᑦ ᓴᐅᒋᐊᖕᖑᓪᓗᑎᒃ ᒪᓕᒐᐃᑦ; ᐊᓱᐊᒍᖑᖕ ᐅᖕᑎᐊᑦ ᓗᒍ ᓴᔾᒥᔭᐅᑦ ᓱᐊᑎᐊᖕᑦ ᓂᑎᔭᖑᑦ ᐃᓄᐃᑦ ᖕᒐᑕᖕ ᑯᖕᑦ ᑕᑦ ᑐᑦ.

ᑕᐃᒪᓕ ᐊᐱᑎᓕᑦ ᐸᑦᓱ ᐃᖕᓇᐃᓯᖕᑎᑦᑎᓱᑎᒋᔭᓱ ᑖᑦ ᓱᒋᖕ ᖕᐅᐅᓴᑎᐊᖕᑦᓗᒍ ᐃᓱᒪᓗᒍᑎᒋᔭᒃ ᓂᒃ ᖕᓄᑐᐃᓐᓇᑦ ᓱᐊᖕ. ᑕᒃ ᑉ ᖕᐅᐅᒪᖑᑦᑕᒋᑦ ᕐᖕᑦ ᓱᐅᒃᐅᒪᒪ ᐊᒃᐅᒋᔭᖑᓐᓂᒃ ᒪᓕᒐᐅᔪᑦ ᑖᒃ ᑯᐊ ᑎᑎᕋᑦ ᓱᒪᔭᒃ ᑲ ᐱᖕᓱᐅᑎᓱᒪᖑᓪᓗᒋᑦ ᓄᓇᖑᑎᒋᔭᐅᓂᒥᐅᑕᐅᔪᑦ ᐊᑎᓕᐅᑦ ᓱᒪᔭᖑᑦ ᐃᓱᒪᓗᒍᑎᖕᖕᑦ ᑕᑦ ᓱᒪᔪᑦ ᖕᑦ ᐱᐊᓇᑦ ᓂᖑᓐᓂᒃ ᐱᕈᓗᒃ ᑐᖕᑐᐃᓐᓇᑎᐊᖕᑦ ᓂᖑᓂᒃ ᖕᒐᑕᓱᖑᑎᒋᔭᖑᓂᒃ ᑭᐊᓐ ᐅᐊᑎᒃ ᑯᑦ ᒪᑦ ᕈᓕᕋᓛᒍᔪᑦ ᖕᒐᑕᖕᑦ ᑕᑦ ᑐᖕ ᐊᐅᓱᐃᑦ ᑐᒧᑦ ᖕᐅᓱᐃᑦ ᑐᑦᒥᑦ.

ᐃᓕᓐᓇᑎᐅᐃᑦ,

ᑑᑎ ᐸᓐᓗᖕ, ᒪᓕᒐᓕᐅᖕᑎ
ᖕᐅᓱᐃᑦ ᑑᑦ ᒥᒃᓴᓂᑦ

Tabled Document No. 18-84(1)
Tabled Feb. 15/84

Box 1320
Yellowknife, N.W.T.
X1A 2L9

ᐃᐅᐊᑎ 13, 1984

Mr. Larry Rodewolt,
A/Controller of Civil Aviation,
Department of Transportation,
9th Floor, Federal Building,
Edmonton, Alberta,
T5K 1G3

ᒥᖕC Rodewolt-ᒧᑦ;

ᑎᑎᕋᑦ ᐃᒋᒪᑉ ᑭᑦ ᐅᐊᖓ ᓄᓇᕐᐊᑎᖓᓂᓐ ᖓᖕᓱᒪᑉ ᓗᖓ, ᓄᓇᓕᐅᐊᒥᑦ ᐊᐅᓱᐃᑦ ᑐᒥᑦ, ᓄᓇᑦᓱᐊᑦᒥ ᒃᓄᐊᑎ ᐃᒋᐊᓕᕐᖕᑎᑦᓗᒍ ᐅᖓᐅᒃᒃᐅᓚᐅᑦ ᓱᒪᒪᒪ ᐊᒥᓱᒪ ᒪᑎᐅᐊᑦ ᖓᐅᓱᐃᑦ ᑐᒥᓐᖓᖕᑐᑦ ᐊᐅᓱᐃᑦ ᑐᒧᖕᐊᑦᓕᐊᑦ ᓗᑎᒃ ᐃᓱᒪᓗᖓᑦ ᑕᑦ ᓱᒪᓕᑦ ᒪᑕ ᐊᑦ ᑕᓇᑦ ᓂᖓᓄᑦ.

ᖓᒪᑕᕐᒍᐊᖕ ᑮᓐᓇ ᒪᑦ ᑭᓕᕋᕐᒍᐊᖕ ᐊᐅᓚᓂᖓᑦ ᑎᑕᐅᑦᑐᖕ ᑭᐊᓐ ᐅᐊᑎᒃ ᑯᓐᓂᑦ. ᐊᐅᓚᑕᐅᑦᑐᖕ. ᑕᒪᓐᓇ ᑎᒃ ᒥᕐᖕᑎᐅᑉ ᐃᒃᓗᑕᖓ ᐊᒻᒪᓗ ᐃᓄᐃᑦ ᑎᒃ ᒥᓱᑦᒥ ᐃᒃᓱᐊᐅᑕᖓᑦᑕ ᐃᓚᖓ ᐃᓂᖓᑦᒪᑦ ᐅᓱᓕᑦᑐᐃᑦᐃᒃᓴᑦᒥᒃ. ᑕᒪᑐᒪ ᐅᓱᓕᑦᑐᐃᑦᐃᐅᑦᒃᑑᑉ ᐃᓚᖓ ᐃᓐᓇᓐᓂ ᐃᓂᖕᒥᓐᓂᑦᓴᐅᑦᒃᓗᓂ ᐃᓂᖕᑯᑦᑐᓂᑦᓴᐅᑦᒪᑦ ᑎᒃ ᒥᕐᖕᒥ ᐃᑭᒪᑉᑦ ᒪᓕᒃᓗᒋᑦ ᐅᓄᑦᓂᖓᑦ. ᑮᒃᑯᐊ ᐱᒃᐊᑎᒋᑉᓗᒋᑦ ᐃᓱᒪᓗᑎᖓᕋᒪ:

1. ᐃᓐᓇᓐᓂ ᑮᓐᓇ ᐃᓂᒋᒃᐅᑦᒃᑑᖕ ᐅᓱᒃᐅᑉᓄᑦ ᑕᑯᒃᓴᐅᑎᑦᓱᑉᓐᓇᖓᒪᑦ ᑕᑦᓱᒃ ᓇᐅᓕᑦᑎᑦᓗᒍ ᑎᒃ ᒥᓱᖕ ᒥᓐᓂᐊᓕᕐᖕᑎᑦᓗᒍ ᐊᒻᒪᓗ ᖓᖓᑦ ᑕᑦᓂᐊᓕᕐᖕᑎᑦᓗᒍ, ᐊᒻᒪᓗ ᓱᐅᖕᑐᒋᓐᓂᑦᓴᐅᓐᓂ ᑎᑎᖓᑦ ᑕᖓ ᓴᖕᑭᑦᑕᕐᖓᑦ ᐃᓐᓇᓐᓂ ᑕᑯᒃᓴᐅᑉᓐᓇᖓᒪᑦ.

2. ᑮᓐᓇ ᐃᓂᒋᒃᐅᑦᒃᑑᖕ ᖓᖓᑕᑉᓄᑦ ᐃᓄᒃᓄᑦ ᑕᑯᒃᓴᐅᑎᑦᓱᑉᓐᓇᖓᒪᑎᒃᒪᑦ ᑎᒃ ᒥᕐᖕᑎᐅᑉᖕ ᐅᖓᑦᓂᐊᑦᑎᑦᓗᒍ ᑐᓴᑦ ᑕᐅᑉᓐᓇᖓᒪᑎᒃᒪᑦ ᑮᒃᑯᐊ ᐅᓱᒋᒃᐅᑉᖕ ᓴᖕᑭᕐᖕᑎᑦᓱᑉᓐᓇᖓᒪᑦ.

3. ᐃᓂᒋᒃᐅᑦᒃᑑᖕ ᖓᖓᑕᑉᓄᑦ ᐃᓄᒃᓄᑦ ᐱᓱᖕ ᐃᓴᖓᖓᑕᖓᒪᑎᒃᒪᑦ ᐅᓱᐅᑉᑦ ᐱᒃᑑᑎᒋᓗᒋᑦ.

ᑐᐊᐃᑦ ᓇᑐᖓᑲᑦᓚᒃᑦᑎᑦᓗᒍ ᑎᒃ ᒥᕐᖕᑎᐅᑉᖕ ᐅᖓᖓᑎᖓᑦᓚᒃᑦᑎᑦᓂᖕ ᐊᑉᕋᕐᒃᑦᒪᑦ ᐃᓄᐃᑦ ᑐᓴᑦᑎᓐᓂᖕ ᐃᑭᒪᑉᑦ ᐊᑉᑦ ᑕᐅᓇᒃᑦᒪᑦ ᐃᓐᓄᒃ ᑲᓐᓂᕋᒃᑦ ᑐᒐᓗᐊᑦ ᑐᓴᑦᑎᑕᐅᓇᒃᖓᒪᑦ ᑮᒃᑯᐊ ᐊᑉᖑᓐᓂ ᐅᓱᒋᒃᐅᑉᑦ ᐃᑎᑦᓗᒋᑦ. ᑐᐊᐃᑦ ᓇᑦ ᑐᖓᑦᑉᑦ ᐊᑉᑦ ᐊᑲᐅᖓᑦ ᑐᒐᓗᐊᑦ ᑐᓴᑦᑎᑕᐅᓇᒃᖓᒪᑦ ᑮᒃᑯᐊ ᐊᑉᖑᓐᓂ ᐅᓱᒋᒃᐅᑉᑦ ᐃᑎᑦᓗᒋᑦ. ᑐᐊᐃᑦ ᓇᑦ ᑐᖓᑦᑉᑦ ᐊᑉᑦ ᐊᑲᐅᖓᑦ ᑐᓴᑦᑎᑕᐅᓇᒃᖓᒪᑦ ᑮᒃᑯᐊ ᐅᓱᒋᒃᐅᑉᑦ ᐃᑎᑦᓗᒋᑦ. ᖓᑦᐱᐊᓇᑦ ᑐᖓᖓᒃ ᑲᓗᐊᑦ ᑎᑦᓗᒍ ᑎᒃ ᒥᕐᖕᑎᑦ ᑐᓴᐅᒪᑎᑦᓱᒍᓐᓇᖓᑦᑕᖓᒪᑦ ᐃᓐᓄᑉᓂᒃ ᖓᑦᐱᐊᓇᑦ ᑐᖓᑦᑉᑦᓚᑦᑦᓂᖕᑉᑦ ᑐᓴᐅᒪᑉᑦᒋᕐᖕᑦᒪᑦ ᑕᖓᓐᓂᒃ (ᑭᕐᖕᑐ ᑕᒪᒃ ᑯᓂᖓ ᐅᖓᐅᓱᖓᖕᑦᒪᑦ ᑕᑦᓱᒋᒃᐅᑉᖕ ᑐᓂᒃ ᐊᒻᒪᓗ ᓱᐅᑦ ᑐᑦ ᑕᐃᓚᓐᓇᐅᑉᒥᒃ).

.../2

ᐃᑲᔪᑦ ᓱᑦ ᑕᐅᖁᑦᓗᒋᑦ ᐅᓗᑎᐊᓇᑦ ᑐᖃᑦ ᑕᐃᓕᒻ ᓂᐅᔪᖅ ᐃᒃᓴᑎᒋᓐᓗᒋᑦ ᒋᐊᓐ ᐅᐊᑎᒃ ᑯᑦ ᖃᖓᓕᓂᖁᑎᖅᑦ ᒪᑦ ᑭᓕᕋᓛᒃᒍᔪᑦ, ᐅᑯᐊ ᐅᖃᓕᒫᒋᒪᔪᒃ b:

1. <u>bᓇᑕᐅᑦ ᖃᖓᑕᓐᖁᑎᖏᓐᓄᑦ ᒪᓕᒐᐅᔪᖅ 23.853(c) ᐊᒃᒪᓗ (2) ᐱᑕᖃᑦ ᑎᑦ ᓱᒋᐊᖃᑦ - ᓂᕋᐃᒃᒪᑦ ᓱᑦ ᒪᓕᑦ ᑐᑎᐊᖃᓐᖏᑦᑐᒥᒃ ᑕᑯᒃᓴᐅᓐᔪᑎᖃᐊᖃᑦᒪᑦ ᐃᑭᓐᒋᒪᑎᑦᓗᒋᑦ ᓱᑦ ᒐᓐᖅᑐᑦ ᓇᐅᖏᑦ ᑐᖅ.</u>

2. <u>ᖃᖓᑕᓐᓕᑎᓂᑦ ᒧᑦ ᐅᖃᑦ ᓱᒪᔪᑦ ᑕᖃᑦ ᒥᒃᒪᑦ ᓇᓴᐅᑎᖃᖅᑐᒥᒃ II. No. 2/CRCc.-28</u>

ᐅᖃᑦ ᓱᒪᒃᒪᑦ (ᐃᓚᖓᓂ 7-ᒥ) ᖃᖓᑕᓐᓕᑎᐅᐅᔪᖅ ᑎᒃᒥᓐᖅᑎᒋᔭᖓ ᖃᐅᔨᒪᑎᑦ ᓱᒋᐊᖃᑦ ᐳᖅ ᖃᓄᖅ ᑕᑦ ᓱᐅᔪᖅ ᐊᑐᑦ ᑕᐅᓱᒍᒃ ᒪᖕᒐᑦ ᑕᑯᒃ ᓴᐅᓗᑎᒃ ᔫᓐᓂᑦ ᐅᖃᑦ ᓱᒪᓗᑎᒃ.

3. <u>ᖃᖓᑕᓐᓕᑎᓂᑦ ᒧᑦ ᐅᖃᑦ ᓱᒪᔪᖃᑦ ᒪᑦ ᓈᓴᐅᑎᖃᑦ ᑐᒥᒃ VII No. 3</u> ᐅᖃᑦ ᓱᒪᒃᒪᑦ (ᐃᓚᖓ 41 (2)

ᐃᑲᔪᑦ ᑎᖃᑦ ᑎᓐᓇᒋᑦ ᖃᖓᑕᓐᒥ ᑎᒃᒥᓐᖅᑎᑦ ᑲᒪᒋᔭᖃᑎᐊᖃᑦᒪᑕ ᐃᓄᒃᓂᒃ ᑕᑯᒃ ᓴᐅᓂᖃᑦ ᓗᑎᒃ ᑐᓴᑦ ᓴᐅᔪᓐᓇᑦ ᓗᑎᒃ ᓗ ᐅᖃᐅᓱᑎᔭᖏᑦ.

4. <u>ᐊᐅᓐᓚᖃᑦᑕᑦ ᑐᓕᑎᐅᒃ ᑯᑦ ᑐᓴᒐᒃ ᓴᖏᑎᖏᑦ 0/6/65 (ᒪᐃ 28)</u> ᐅᖃᑦ ᓱᒪᒃᒪᑦ, ᐃᓚᖓᓂ

III-ᒥ "ᐅᓱᑎᓐᓗᒋᑦ ᐃᓂᒋᔭᐅᒋᐊᖃᑦᑐᓂᒃ ᐃᓄᒃᓄᑦ" ᐅᓱᒋᔭᐅᔪᑦ ᐃᓄᐃᓐᓗ ᑎᒃᒥᓐᖅᑎᓐᓗ ᐊᑯᓐᓂᖓᓐᑦ ᑕᑎᐊᖃᓐᖏᓐᓂᖏᓐᓂᒃ.

ᐃᒃᒪᖕ ᖃᐅᔨᒪᑦ ᓱᐊᖏᓐᓂᑦ ᓴᐅᒐᓗᐊᑦ ᑐᖓ ᒪᓕᒐᑦᓂᒃ ᖃᐅᔨᒪᑦ ᓱᐊᑦᓂᑦ ᓴᑦ ᑕᖃᑦ ᑎᓐᓗᒍ. ᑭᓱᐊᓂᓕ ᐅᖃᕈᒪᔭᖓ ᖃᐅᔨᒪᓂᑎᔭᒃ ᑯᑦ ᑐᑭᓱᓱᒪᔭᐅᑦ ᓱᐊᑎᐊᖃᑦᒪᑕ ᒪᓕᒐᐅᔪᑦ ᐱᒃᒪᑎᐅᓂᑦ ᓴᐅᒋᐊᖃᖏᓐᓗᑎᒃ ᒪᓕᒐᐃᑦ; ᐊᓱᐊᒍᒃᖅᑐᒃ ᐅᖃᑎᐊᑦ ᓗᒍ ᓴᔾᒥᔭᐅᑦ ᓱᐊᑎᐊᖃᑦ ᓂᑎᔭᖏᑦ ᐃᓄᐃᑦ ᖃᖓᑕᓐᒃ ᑯᖃᑦ ᑕᑦ ᑐᑦ.

ᑕᐃᒪᓕ ᐊᐱᑎᓕᑦ ᐸᑦᓱ ᐃᖃᓇᐃᕐᑎᑦᑎᓯᑎᒋᔭᓱ ᑖᑦᓱᒥᖓ ᖃᐅᔨᓴᑎᐊᖃᓐᓗᒍ ᐃᓱᒪᓗᒍᑎᒋᔭᒃᓂᒃ ᖃᓄᑐᐃᓐᓇᑦᓱᐊᖅ. ᑕᒃᐸ ᖃᐅᔨᒪᖔᒋᐸᒋᑦ ᕐᖃᑦᓱᐅᒃᔨᒪᒪ ᐊᒃᔨᒋᔭᖏᓐᓂᒃ ᒪᓕᒐᐅᔪᑦ ᑖᒃ ᑯᐊ ᑎᑎᕋᑦᓱᒪᔭᒃ b ᐱᖃᓱᐅᑎᓱᒪᖏᓐᓗᒋᑦ ᓄᓇᖁᑎᒋᔭᐅᓂᒥᐅᑕᐅᔪᑦ ᐊᑎᓕᐅᑦᓱᒪᔭᖏᑦ ᐃᓱᒪᓗᒍᑎᖃᖃᑦᑕᑦᓱᒪᔪᑦ ᖃᐸᐃᓇᑦᓂᖏᓐᓂᒃ ᐱᒋᓗᒃ ᑐᖃᑐᐃᓐᓇᑎᐊᖃᑦᓂᖓᓂᒃ ᖃᖓᑕᓐᖁᑎᒋᔭᖓᓂᒃ ᑭᐊᓐ ᕗᐊᑎᒃ ᑯᑦ ᒪᑦᑭᓕᕋᓛᒃᒍᔪᖅ ᖃᖓᑕᖃᑦᑕᑦᑐᖅ ᐊᐅᓱᐃᑦᑐᒧᑦ ᖃᐅᓱᐃᑦᑐᑦᒥᑦ.

ᐃᓚᓐᓇᑎᔭᐃᑦ,

ᔫᑎ ᐸᓐᓗᖅ, ᒪᓕᒐᓕᐅᖅᑎ
ᖃᐅᓱᐃᑦᑑᑉ ᒥᒃᓴᓂᑦ