

Supply—Transport

the administration of those regulations. I have checked with my officials and with respect to the contract about which my hon. friend complained the last time my estimates were before us I am advised that there is no evidence that Autair violated any of the regulations of the board or the department. The procedures followed in the matter of tariff filing, for instance, were legal. Under the board's regulations it is a fact that the procedure for late tariff filing, while legal, raises questions with regard to timing. This is not new to the board since these questions have come up on past occasions in relation to other carriers as well.

The department subsequently decided that as a result of several cases of late tariff filing just before a contract award it should issue a new ruling regarding tariff filing. It provided for longer term notice to avoid opportunities of unfair advantage. The fact remains, however, that the company did not in any way act illegally in this regard.

My hon. friend mentioned the matter of accidents. Following his previous speech the department inquired into the accidents mentioned by the hon. gentleman. We discovered that none of the aircraft of Autair sustained any damage in the accidents noted nor had any of their aircraft been involved in a single accident in 1961 at the time the letter was written which was on June 12.

Inquiries by our Montreal regional office were unable to establish any accident involving Autair Helicopter Services Limited in 1961. There was an aircraft involved in an accident following the date of the correspondence. The accident happened north of Fort Frances and involved a Bell helicopter. The aircraft suffered a loss of control and sank in six feet of water, but there were no injuries whatsoever.

Item agreed to.

Civil aviation branch—

434. Construction or acquisition of buildings, works, land and equipment with respect to national airports (as determined by the Minister of Transport) and related facilities: contributions towards construction done by local or private authorities with respect to such airports, amounts to be paid in settlement of claims for compensation by persons whose property is injuriously affected by the operation of a zoning regulation made under authority of paragraph (j) of subsection (1) of section 4 of the Aeronautics Act and authority, notwithstanding section 30 of the Financial Administration Act, to make commitments for the current year not to exceed a total amount of \$69,893,200, \$60,900,000.

Mr. Regier: Mr. Chairman, would the minister give us a brief report concerning what is being done toward developing an airport auxiliary to the Vancouver airport? I have particular reference to the proposed airport

[Mr. Balcer.]

at Pitt Meadows. Is there any possibility this might be proceeded with in the ensuing year?

Mr. Balcer: The airport at Pitt Meadows has been approved by treasury board and funds will be requested in the estimates at the next session.

Item agreed to.

Air transport board—

446. Salaries and other expenses including the Canadian delegation to the international civil aviation organization, \$550,469.

Mr. Chevrier: Mr. Chairman, will the minister tell the committee when the studies which are being or have been made by the air transport board are likely to be given to the house? I understand that one such study has already been made and the minister made an announcement concerning it. Again that announcement was made not while the house was sitting but during a recess. I wish to know when the next study will be completed and I urge the minister to make the announcement when the house is in session so we might have some opportunity to debate it.

Mr. Balcer: If the hon. member means the reports that I have in mind, they are confidential. These reports are made to me. If it is the decisions of the air transport board, following the region hearings, well, these decisions have been rendered as far as the eastern part of Canada is concerned as far west as Windsor. There will be hearings in Regina early in December for the western half of Canada.

Mr. Chevrier: How many such reports will be made by the air transport board at other regions in Canada? From what the minister says I understand that the air transport board reports to him and he makes the announcement, as he did for the eastern regions right up to Windsor. How many other reports will there be?

Mr. Balcer: There will be two more, the prairies and the far west.

Mr. Chevrier: Would the minister be good enough to make the announcement when the house is in session? Two announcements were made by the minister during the adjournment. It gives us little opportunity to discuss it when the house is in session.

Mr. Balcer: These reports are the decision of the air transport board. It has never been the practice to table those decisions or to announce them in the house.

Mr. Chevrier: I am not asking for that. The minister was talking to his officers and because of that I am sure he was not listening to what I was asking. When the confidential report of the air transport board is made to