

Order Paper Questions

conducted in the Port of Vancouver are from a licensed airport and are in accordance with the section 529 of the Air Regulations which reads as follows: 529. Except when taking off from or landing at an airport or military aerodrome or except as specifically authorized by the Minister, aircraft shall not be flown (a) over the built-up areas of any city, town or other settlement or over an open-air assembly of persons, except at an altitude that will permit, in the event of an emergency, the landing of the aircraft without undue hazard to persons or property on the surface; such altitudes shall not in any case be less than one thousand feet above the highest obstacle within a horizontal radius of two thousand feet from the aircraft; and (b) elsewhere than over any area mentioned in paragraph (a), except at altitudes of not less than five hundred feet above the surface of the ground or water, unless such flight may be made without undue hazard to persons or property on the surface.

Aircraft Operations—Vancouver Harbour

In the interest of promoting safe operating techniques within the Vancouver Harbour and reducing noise exposure in adjacent noise sensitive communities, no aircraft shall cross the built-up area of Vancouver below 2000' ASL. Aircraft operating to and from the Harbour will be expected to follow the procedures outlined below: 1. All aircraft shall maintain a listening watch on advisory frequency 122.9 Mhz.

2. Arriving aircraft shall transmit on frequency 122.9 Mhz. Abeam Point Grey or Atkinson followed by a second transmission approaching Third Beach. This transmission will advise the position, height and intentions of flight.

Example: "C-FABC" Pt. Grey for the Harbour, with the altitude followed by a second report. "C-FABC approaching Third Beach for the Harbour".

3. Departing aircraft shall transmit the intended direction of take-off on 122.9 Mhz., remain over the water and reduce to cruise-climb power when safe. This will be followed by advisory reports over Lions Gate Bridge, and Point Grey or Atkinson advising altitude and intention of flight.

Example: "C-FABC"—on take-off (Eastbound) (Westbound) followed by a second report. C-FABC by Lions Gate (with altitude) for Point Grey (Atkinson).

NOTE: Aircraft intending to transit the Vancouver Positive Control Zone shall contact the Vancouver Tower on 124.0 Mhz. when operating at or below 2000' ASL or Vancouver Radar on 125.2 Mhz. when operating above 2000' ASL.

Refer to VFR Supplement for VFR procedures within the Terminal area.

PRINCE ALBERT NATIONAL PARK—REPORT ON PUBLIC HEARINGS

Question No. 1,217—Mr. Clark (Rocky Mountain):

1. On what date will the government publish reports on the public hearings, which ended in 1971, concerning Prince Albert National Park?

[Mr. Marchand (Langelier).]

2. As of December 15, 1974, had the report or reports concerning the 1971 public hearings on the Park gone to translation and (a) if so, on what date (b) if not, for what reason?

Hon. Judd Buchanan (Minister of Indian Affairs and Northern Development): 1. A firm date has not yet been fixed, but it is expected to be in February.

2. (a) The report was sent for translation December 10, 1974. (b) Not applicable.

1974 OFY PROGRAMME—PROVINCIAL ALLOCATION

Question No. 1,237—Mr. Marshall:

1. Under the 1974 OFY Programme, what amounts of money were allocated to each province and how many jobs were created in each province?

2. What were the specific criteria used to determine the allocation of OFY monies to each province in 1974?

Hon. Robert K. Andras (Minister of Manpower and Immigration): 1.

Province	Jobs Created	Provincial Allocation \$	
Newfoundland	1,340	1,013,000	(included in these
Nova Scotia	1,341	1,141,000	provincial
Prince Edward Island	218	192,000	allocations the
New Brunswick	1,120	951,000	sum of \$200,000
Quebec	8,815	9,255,000	which was utilized
Ontario	7,705	7,731,000	to fund projects
Manitoba	1,347	1,252,000	of merit whose
Alberta	1,893	1,728,000	activities extended
Saskatchewan	1,150	1,110,000	beyond a given
Northwest Territories	289	150,000	Management Area)
British Columbia	2,276	2,114,000	
Yukon	31	16,000	

2. The funds for the 1974 Opportunity for Youth Programme were allocated to the Department's 33 Management Areas, which covered all of Canada, using the formula which is described below. A Management Area was comprised of several Canada Manpower Centres. One-third of the OFY funds was allocated to the Management Areas on the basis of the distribution of the population 15 to 25 years of age in the areas as revealed by the 1971 Census. The remaining two-thirds were distributed in accordance with a prescribed formula which takes into account: (a) the number of jobs of a type considered normally available to young people, by area; (b) the population, 15 to 25 years of age, by area. The number of jobs available and the number of persons 15 to 25 years of age had been combined in the form of a Youth Job Availability Index for each Management Area. The numerator of the Index was the number of jobs available to young people in the Management Area; the number of persons 15 to 25 years of age was the denominator. The occupations included in the Index were restricted to those in which students and other youth could be expected to readily obtain work on account of the low skill and low experience requirements. The Youth Job Availability Index gave the relative position of each Management Area in terms of readily available job opportunities for young people and the