

Order Paper Questions

● (1712)

ROUTINE PROCEEDINGS

[Translation]

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. Yvon Pinard (Parliamentary Secretary to President of Privy Council): Mr. Speaker, the following questions will be answered today: Nos. 389, 431, 485, 487, 489, 790, 804, 985, 991, 1,009, 1,022 and 1,134.

I ask, Mr. Speaker, that the remaining questions be allowed to stand.

[Text]

NUMBER OF PERSONS UNDER CONTRACT TO THE BLUE WATER BRIDGE AUTHORITY (CANADIAN SECTION)

Question No. 389—**Mr. McKenzie:**

1. What is the total number of persons under contract to the Blue Water Bridge Authority (Canadian Section) and how many are retired public servants?

2. What was the total amount in (a) 1975 (b) 1976 paid to those under contract and how much of this was to retired public servants?

Hon. Otto E. Lang (Minister of Transport): The Blue Bridge Authority advises as follows: 1. Nil.

2. (a) 1975, \$24,449.32; (b) 1976, \$2,153.59. None of these amounts was paid to retired public servants.

AIRPORTS FINANCIAL ASSISTANCE PROGRAMME

Question No. 431—**Mr. Brisco:**

For each year 1970 to 1977 to date, what was the total dollar value of the total number of applications for assistance under the Community Airport Facilities Fund?

Hon. Otto E. Lang (Minister of Transport): The total value of all applications received for financial assistance appears below:

| Year | Number of Applications | Total Dollar Value |
|-------|------------------------|--------------------|
| 70 | 25 | 2,227,000 |
| 71 | 20 | 4,979,800 |
| 72 | 47 | 9,644,900 |
| 73 | 41 | 9,255,900 |
| 74 | 68 | 19,417,800 |
| 75 | 59 | 15,186,200 |
| 76 | 41 | 11,489,800 |
| 77 | 23 (To November 25) | 13,621,600 |
| Total | 324 | 85,823,000 |

AIRCRAFT MOVEMENTS AT AIRPORTS

Question No. 485—**Mr. Bawden:**

1. What were the actual aircraft movements at (a) Calgary (b) Edmonton (c) Vancouver (d) Winnipeg (e) Regina (f) Montreal (g) Toronto (h) Halifax (i) Moncton International Airports for the year (i) 1974 (ii) 1975 (iii) 1976?

[Mr. Speaker.]

2. For the same airports, what are the projected aircraft movements for the year (a) 1977 (b) 1978 (c) 1979 (d) 1980?

3. (a) How many terminal services personnel was the Department of Transport first planning for the new Calgary International Airport (b) has the number of personnel been reduced and, if so (i) on what basis was such a decision made (ii) how does it affect the safety factor for ramp control?

Hon. Otto E. Lang (Minister of Transport): 1. Table I, following, contains statistics for the years 1974, 1975 and 1976 on air carrier aircraft movements, total itinerant aircraft movements, local movements and total airport aircraft movements for the requested airports.

2. Table II, following, contains forecasts for the years 1977, 1978, 1979 and 1980 for air carrier aircraft movements, total itinerant aircraft movements, local movements and total airport aircraft movements for the requested airports.

3. A total of 16 terminal services personnel was first planned for the new Calgary International Airport to carry out the functions of ramp control, gate assignment, baggage control, information services and facility monitoring. Since the ramp control function is now being provided as an advisory service by Air Traffic Services (ATS) staff, this allowed terminal services personnel to be reduced to a total of 13. The safety factor for ramp control is unaffected by this change, as this service by ATS is consistent with apron operations at all other airports in Canada, with the exception of Mirabel which uses terminal services personnel to control Passenger Transfer Vehicle (PTV) operations.

Table I

Historical Aircraft Movements

| Airport | Year | Itinerant* | | Local* | Airport Total |
|------------------------|------|-------------|---------|--------|---------------|
| | | Air Carrier | Total | | |
| Calgary | 1974 | 50,081 | 110,266 | 61,676 | 171,942 |
| | 1975 | 54,567 | 117,750 | 58,889 | 176,639 |
| | 1976 | 54,204 | 124,159 | 75,615 | 199,774 |
| Edmonton International | 1974 | 26,065 | 49,890 | 47,211 | 97,101 |
| | 1975 | 32,302 | 58,862 | 47,969 | 106,831 |
| | 1976 | 33,468 | 59,411 | 40,093 | 99,504 |
| Vancouver | 1974 | 61,953 | 180,759 | 15,762 | 196,521 |
| | 1975 | 70,149 | 198,416 | 4,837 | 203,253 |
| | 1976 | 74,205 | 211,102 | 5,520 | 216,622 |
| Winnipeg | 1974 | 38,516 | 112,942 | 38,873 | 151,815 |
| | 1975 | 41,789 | 114,459 | 34,044 | 148,503 |
| | 1976 | 40,972 | 115,569 | 35,179 | 150,748 |
| Regina | 1974 | 10,623 | 35,163 | 75,021 | 110,184 |
| | 1975 | 11,547 | 54,417 | 83,123 | 137,540 |
| | 1976 | 11,725 | 55,976 | 82,638 | 138,614 |
| Montreal** | 1974 | 121,431 | 186,097 | 6,861 | 192,958 |
| | 1975 | 121,137 | 191,795 | 4,797 | 196,592 |
| | 1976 | 125,479 | 206,783 | 2,496 | 209,279 |

* Local movements operate in the local traffic pattern or within sight of the control tower (within a 30-mile radius). Aircraft movements other than local aircraft movements are itinerant movements.

** Montreal Area i.e. Dorval and Mirabel.