

Order Paper Questions

supplied in a normal manner, within the design tolerances of the system as established by the aircraft manufacturer. Emergency oxygen systems are designed to start operating when cabin differential pressure reaches a pre-determined value. At that time, panels covering oxygen masks open and passengers are expected to take them from the storage compartment and pull the attached line to start the flow of oxygen. Full instructions on the use of this system are given to all passengers by cabin personnel prior to each flight departure. In some cases, aircraft pressure differential setting and the flow control regulators, while within manufacturer's tolerances, may present or make the masks available at different times. In all checks run by Air Canada, systems have operated within the established design tolerances. There can also be instances where, at varying cabin altitudes, the flow of oxygen may be altered, since a smaller volume is required at lower altitudes. Again, during all checks, oxygen flows have been within manufacturers tolerances.

3. The data available for industry comparison is based only on information reported to the manufacturer by operators, and it is inadequate for comparison. However, Air Canada has held discussions with other operators and manufacturers, and these confirm that Air Canada's operations compare favourably with current industry experience.

4. Industry experience has shown that the design of the pressure system on the DC-9 is somewhat more critical than on other aircraft. As a result, a special meeting was held by the Douglas Corporation in October, 1974 to discuss DC-9 pressure control. Air Canada attended with 11 other airlines and the U.S. navy. Following the meeting, Douglas published a recommended list of 23 modifications of which Air Canada has actioned 22. The remaining item dealt with a switch location which has not been a problem in Air Canada's history.

NATIONAL DEFENCE—ARMoured VEHICLES*Question No. 1,121—Mr. MacKay:**

1. Has the Department of National Defence conducted studies to determine the choice of armoured vehicles to replace the Centurion tanks now used as the main component of our armoured regiments?

2. Has consideration been given to purchasing (a) the British Chieftain (b) the German Leopard (c) the American M-60?

3. Has the Department made inquiries as to the possibility of leasing tanks and, if so, what governments were consulted and what were the terms?

4. What were the advantages and disadvantages of each type of tank considered (a) the Chieftain (b) the Leopard (c) the M-60 (d) others?

5. Have plans been completed to acquire new tanks and, if so, on what date will they be delivered to the various armoured units across Canada and overseas?

6. How many tanks will be acquired?

7. What is the expected cost of the programme?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, the answer is as follows: 1. The Department of National Defence maintains current information and detail specifications on several types of armoured vehicles.

2. (a), (b) and (c). The characteristics and capabilities of all three tanks have been studied and are well known to the department.

[Mr. Speaker.]

3. The department has not made any formal inquiries about the possibility of leasing tanks but one firm has made an informal proposal to Canada to lease tanks to the Canadian forces.

4. Each tank has some specific advantages over the others in terms of relative cost, size, weight, range and availability. However, these relative advantages and disadvantages are NATO classified information.

5. No.

6 and 7. Not applicable.

UIC—BENEFITS TO SLOCAN VALLEY COMMUNITY LIBRARY**Question No. 1,141—Mr. Brisco:**

1. Did any employees of the Slocan Valley Community Library pay into the Unemployment Insurance Commission or had pay deductions made to the UIC in order that they could qualify for UIC benefits in the years 1972, 1973 and 1974?

2. Have any employees of the Slocan Valley Community Library ever received UIC benefits on the basis of their employment at this library during the years 1972, 1973 and 1974?

Hon. Robert K. Andras (Minister of Manpower and Immigration): 1. Employees of the Slocan Valley Community Library (the correct name of this organization is Community Learning Unlimited) paid unemployment insurance premiums during 1973 and 1974, since they were working in insurable employment, as defined by the Department of National Revenue/Taxation.

2. At various times during 1973 and 1974, 12 persons qualified for and received unemployment insurance benefits.

AIR CANADA—APPLICATIONS FOR STEWARDS AND STEWARDESSES**Question No. 1,153—Mr. Marshall:**

How many applications for positions as stewards and stewardesses were received by Air Canada in the years 1970 to 1974 from persons whose stated home address was (a) Newfoundland (b) Prince Edward Island (c) New Brunswick (d) Nova Scotia (e) Quebec (f) Ontario and, in each case, how many were accepted?

Hon. Jean Marchand (Minister of Transport): The management of Air Canada advises as follows: Accurate records, indicating the number of applications received by Air Canada for positions as flight attendants, or records with any real degree of validity, are not available for the years prior to 1973. However, since the beginning of 1973, a complete account of all applicants interviewed—which represents those whose qualifications met basic minimum requirements—has been maintained. Application forms from those whose qualifications are not up to minimum standards set by Air Canada are returned with appropriate explanations. Following are statistics related to the years 1973 and 1974.

	Number of Applicants Interviewed		Number Hired	
	1973	1974	1973	1974
(a) Newfoundland	66	63	2	0
(b) Prince Edward Island	15	10	1	0