

Order Paper Questions

(b) Airport	1974	1975
Regina	338	375
Saskatoon	64	391
Thunder Bay	500	445
Whitehorse	3	13
Penticton	78	164
Victoria	297	478
Prince George	102	312
Totals	17,878	20,089

2. The following information was provided to Transport Canada by the R.C.M.P. (a) Eleven. (b) Three charges Section 85 Criminal Code. Two charges Section 76.3 via 421 C.C. Two charges Section 83 C.C. One charge Section 85 C.C. One charge Section 91 C.C. One charge Section 93 C.C. One charge Section 89 C.C. (c) Eight.

INVESTIGATION OF NEAR MISSES OF AIRCRAFT

Question No. 3,896—Mr. Beatty:

1. For 1974-75, in how many instances did a commercial aircraft pass another aircraft in the air with fewer than 500 feet between them?

2. In each case (a) what were the aircraft in question, including their origin and destination (b) on what date and at what time did the incident occur (c) was an investigation conducted and, if so, what were its results?

3. Is it required that an investigation take place where near misses of aircraft occur and, if so, what is the procedure followed?

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): 1. Transport Canada does not have a category which indicates that aircraft passed one another with fewer than 500 feet between them. In most cases, in view of the speed of closure, it is difficult for pilots to accurately judge the distance in passing. Transport Canada speak of "Air Traffic Services Irregularities" or "Losses of Separation" and they fall into two categories: critical and technical. A technical case is one where a loss of separation was reported but no avoiding action was considered necessary by pilots or controllers, but a report was filed. The critical case could involve a loss of separation where one or both pilots in command took avoiding action, or there was no time to take such action, but the pilots concerned would have instinctively taken such action had there been time. In response to the question the number of critical losses of separation in airspace controlled by Transport Canada during 1974-1975 were six.

2. (a) CF FUS PA 28 Local Flight Edmonton Time Air 37, DHC6, Edmonton Municipal to Edmonton International (b) March 20, 1974, 2015Z. (a) KLM 644, B747, New York to Amsterdam Capital 4902C, DC8, Shannon to New York. (b) October 8, 1974, 0350Z. (a) Pacific Western 415, B737, Vancouver to Port Hardy Air Canada 283, DC 9 Edmonton to Vancouver. (b) November 3, 1974, 1918Z. (a) CF VPK, Aztec Rochester to Toronto Eastern 308, B727 Pittsburg to Toronto. (b) June 11, 1975, 2051Z. (a) Air Canada 290, DC9 Edmonton to Saskatoon Viking 11, Tutor, Local flight at Saskatoon. (b) August 6, 1975, 1529Z. (a) CF HGL, DC3, Moncton to Sydney N7242R, BE35 Sydney to Halifax. (b) August 8, 1975, 1400Z. (c) Following each of the above incidents, the circumstances were thoroughly investigated by an Air Traffic Services Fact Finding Board, and appropriate recommendations were actioned, designed to prevent reoccurrence.

[Mr. Goodale.]

3. All losses of separation are investigated by a Fact Finding Board, consisting of controller operations analysts from another unit and aviation safety officers. Findings and recommendations are made directly to the Director, Air Traffic Services and the Director General Civil Aeronautics whose offices ensure that appropriate corrective action is taken.

GOVERNMENT CONSIDERATION OF POLICY ON PRIME AGRICULTURAL LAND

Question No. 3,897—Mr. Fairweather:

Will the government consider as a policy that prime agricultural land be officially designated for agricultural use and that such policy govern the use of land for any proposal falling within the jurisdiction of the government?

Hon. E. F. Whelan (Minister of Agriculture): The government is considering all facets of the Canadian land use issue. The development of policies to conserve prime agricultural land is an important aspect of this issue. The government has initiated negotiations with the provinces and established an interdepartmental task force with the objective of developing mutually acceptable national land use policies. The question of designating prime agricultural land for agricultural use will certainly be considered during this process.

CAR RENTAL SERVICES AT MOT AIRPORTS

Question No. 3,918—Mr. Marshall:

As a result of the announcement by the Department of Transport on a new open access policy for the licensing of car rental services at MOT airports, what car rental agencies were contacted for comment and consultation and which ones replied?

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): Following the announcement of the new car rental policy at airports, copies of the policy were given wide circulation through MOT regional offices and a press release was issued informing interested parties as to where to obtain copies of the policy. A public briefing was held in Ottawa on January 14 and similar briefings are being held across Canada during the period February 2-17. These meetings were extensively advertised in all regions through daily and weekly newspapers. Throughout, members of parliament and senators have received all information concerning the consultation process. The larger companies have expressed their views both orally and in writing. It is expected that many of the independent operator franchises will make their views known during the meetings.

FORCED LANDING IN CUBA

Question No. 3,920—Mr. Cossitt:

1. Is the Department of External Affairs aware of the fact that Canadians, Robert Carter, Greg Sieling, Allan Parfett and Leo Cossetto, had made of necessity a forced landing by air in Cuba on December 30, 1975 and, if so, on what date and in what manner did the Department receive such information?

2. Did Cuban authorities advise the Canadian Embassy in Havana of the incident and, if so, on what date and at what time?