

\$1.47. Employees issued with two ties each year, one of each style. (c) Approximately 15,000 ties of each style issued. No sales. (d) Post Office officials were not aware of similarity between Style B tie and Governor General's Footguards tie when the style was originally approved. (e) No communication has taken place with the Department of National Defence concerning this tie.

GOVERNMENT AIRCRAFT

Question No. 2,881—Mr. Reid:

What is the government's policy on the use of government aircraft by Parliamentarians and what are the costs of such use?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of Transport and National Defence as follows: 1. For approximately 30 years, Transport Canada and the Department of National Defence have operated aircraft for the use of cabinet ministers of successive governments. This is part of the responsibility shared by the two departments for providing airlifts for Members of the Royal Family, the Governor General, the Prime Minister, Ministers of the Crown, foreign dignitaries visiting Canada, Parliamentary Committees, or delegations on official business and, occasionally, senior federal officials on government business. The flight operations of Transport Canada are confined mainly to the North American continent, while the Department of National Defence provides flights both within North America and overseas.

2. The cost for flying the aircraft, the number of aircraft now in service, and their passenger capacity are as follows:

	Type	No. in Service	Passenger Capacity	Operating Cost per hour 1975-76
Transport Canada	Jetstar	3	8	\$553.00
	Viscount	2	22	415.00
	King Air	1	4	118.00
D.N.D.	Boeing 707	5	170	\$1,241.00
	Cosmopolitan	5(7)	38	547.00
	Falcon	4	8	751.00

The hourly cost figures stated above include the incremental costs incurred by operating the aircraft, rather than leaving them idle on the ground. They therefore include the cost of fuel and oil consumed and an annually calculated hourly cost allocation covering standard prorated maintenance, repair and overhaul costs, ground handling charges and landing fees and overtime or temporary duty expenses of the crews.

3. The following table shows the time required for flights between Ottawa and different points in Canada: see below.

4. The use of government owned aircraft by ministers of the Crown has been considered by successive governments to be legitimate use of public funds. The central government of a country as large as Canada cannot rely exclusively on commer-

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cial services for the travel requirements of cabinet ministers and/or visiting foreign dignitaries. Ministers' responsibilities are not limited to the Ottawa area. They must be able, with a minimum of delay, to travel to various areas of the country to carry out those responsibilities, and frequently require travel facilities on short notice. Government owned aircraft make it possible for ministers to accept engagements in distant parts of Canada and yet to be in Ottawa for important work as late as possible before and as soon as possible after the engagement. Moreover, they allow ministers to work in privacy while travelling and, particularly for the Prime Minister and foreign dignitaries, to maintain the level of security required without causing inconvenience to the travelling public on commercial airlines (see page 8618 of *Hansard* for December 11th, 1973). Guidelines governing the use of government aircraft by cabinet ministers were first established in June, 1963, to formalize the practices generally adhered to over the previous years. These guidelines state that ministers on government business may use government aircraft: (a) when the flight is being made to a point where there is no commercial air service; where no space is available on a commercial air service; or where because of difficulties in routings or time tables, substantial savings of essential time can be made by using departmental aircraft in place of commercial service; (b) where sudden changes in plans require emergency movement; (c) in instances where ministers are travelling with official parties of some size which need to travel together and where advantage can be gained by use of a specific aircraft. In the cabinet system of government, a minister's responsibilities extend well beyond the operations of his department across the country. Ministers must meet with provincial and local government officials and with private groups to explain and develop programmes and policies. In addition, ministers have a major responsibility for ensuring that Canadians across the country remain informed about government actions, and therefore often accept speaking engagements outside Ottawa. As far as the use of government aircraft is concerned, a minister's responsibility for his political party is considered separate from his ministerial responsibilities. Naturally, however, the demands placed on a minister's time by constituency work complicate scheduling and make it all the more important that essential time not be sacrificed by inefficient travel arrangements.

5. When ministers use government aircraft, they may choose the individuals who will accompany them. In most cases these individuals are members of the minister's staff or departmental officials. However, ministers often extend invitations to members of parliament travelling to the same destination and sometimes to newsmen interested in their activities and to other individuals.

6. Ministers and members of parliament and their dependents may also be provided space on regular DND flights within Canada and to Europe with the approval of the minister.

7. Government expenditures for DND and Transport flight operations are open to the scrutiny of parliament when estimates, public accounts, and reports of the Auditor General are considered by the appropriate committees of the House.