

## Questions

price on this project (b) what sum has already been spent (c) has work been suspended, or was work suspended, on any aspect of this project and, if so, why (d) before location at this point, did the Department of Transport receive any representation from the air industries council of B.C. and, if so, did they oppose location at Pitt Meadows (e) prior to a decision to locate at Pitt Meadows, were climatic and air records taken in the area?

Answer by: **Mr. McBain:**

(a) \$259,647.

(b) \$80,722.51 to September 29, 1962.

(c) Dredging has been suspended for approximately four weeks owing to the sinking of the dredge during the storm on October 12, 1962. Other phases of the work are still in progress.

(d) The air industries council of British Columbia opposed location at Pitt Meadows from the point of view of distance from the city and meteorological conditions. However, no site for an airport closer to Vancouver could be found which did not meet with strenuous opposition from the municipalities; and a survey of terminal weather conditions for a 12 month period determined that the weather at Pitt Meadows was slightly better than the weather at Vancouver international airport during the daylight hours.

(e) Yes.

## T.C.A.—PASSES TO MEMBERS OF PARLIAMENT

Question No. 256—**Mr. Caouette:**

1. Has consideration been given by the government to the issuing of passes to members of the House of Commons for use on Trans-Canada Air Lines on the same basis as transportation is provided for members on Canadian railways?

2. If so (a) what was the decision in this regard, and (b) what are the reasons for the decision?

Answer by: **Mr. McBain:**

1 and 2. This matter has been considered on several occasions in the past, and the conclusion was reached that such action would place an unreasonable financial burden on T.C.A.

## \*SECURITY INVESTIGATIONS OF MEMBERS OF PARLIAMENT

Question No. 276—**Mr. Matheson:**

Have the Royal Canadian Mounted Police maintained security files on, or conducted security investigations of, any members of parliament during the years 1958, 1959, 1960, 1961, and 1962?

**Mr. Bell (Saint John-Albert):** Mr. Speaker, it will be appreciated by the house that all Royal Canadian Mounted Police files on individuals are confidential and that many are secret. Consequently it is necessary to advise the hon. member that it would be contrary to the public interest to give specific answers to his question.

## \*DORVAL AIRPORT—NIGHT AIR TRAFFIC CONTROL

Question No. 287—**Mr. Rouleau:**

1. Have airport authorities been given any directives concerning night air traffic control at Dorval airport and, if so, what are the directives given to the airport authorities concerning such control?

2. Are further improvements likely to be made with respect to air traffic control in order to bring some relief to the population living in the vicinity of Dorval airport?

**Mr. McBain:**

1. (a) Special air traffic arrival and departure control procedures have been established which specify minimum operating altitudes and directions of flight to avoid, insofar as possible, the main residential areas of Montreal. Strict observance of these procedures during the take-off and climb, and approach and landing manoeuvres are assisting in reducing the disturbance, not only at the nearest communities underlying the flightways, but also at residential areas farther away from the airport. These procedures include the use of the preferential runway system. Runways are designated, by priority, to divert as many landing and take-off operations as possible, consistent with safety, from flight over residential areas adjacent to the airport. Whenever possible, traffic patterns, approaches and departures are made over water and/or open areas. Approaching aircraft are instructed to maintain an altitude of at least 2000 feet above ground level and to remain at this altitude for as long as possible before beginning descent on final approach to the airport.

(b) The airlines are not permitted to schedule regular jet flights after midnight.

(c) The use of Montreal international airport for technical stops by turbo-jet aircraft, other than those engaged in regular scheduled commercial flights serving Montreal, between 11 p.m. and 7 a.m. local time is not permitted. Late arrivals may be delayed until 7 a.m. as departures will not be permitted by airport authority except in very unusual or extenuating circumstances.

(d) Local jet training flights between 10 p.m. and 7 a.m. are not permitted.

2. Yes. The old northeast-southwest runway which has been lengthened by some 4000 feet will be reopened to traffic about December 5, 1962; the use of this runway in conjunction with the new parallel northeast-southwest runway and the other runways comprising the preferential runway system should enable a further measure of relief for the residential communities of the airport neighbourhood.

## CAPE LAZO, VANCOUVER ISLAND, RADIO STATION

Question No. 288—**Mr. Barnett:**

1. Has the Cape Lazo radio station on the east coast of Vancouver island been relocated and, if so, what are the present and former locations?

2. Will the relocation of this radio station affect