

Questions

per cent of the time during the summer months. Areas in the Terminal Building where equipment protection or where serious heat build up (e.g. Control Tower Cab) would be a problem, have been cooled. There has not been a study of other areas. Indoor temperature and humidity data is collected only when problems are identified. The Ministry is not aware of any request for such studies at Halifax. This data is therefore not available.

3. The policy with respect to terminal building rental rates is to recover the cost (capital and maintenance) for exclusive use space from tenants in the rental rate. Where air conditioning is provided, the tenants have their portion of the cost of air conditioning in the rent for the space.

NUMBER OF UNITED STATES CITIZENS GRANTED IMMIGRANT STATUS SINCE SEPTEMBER, 1968

Question No. 568—Mr. Chappell:

1. How many Americans between the ages of 18 and 30 have been allowed landed immigrant status in Canada each month since September, 1968?

2. Does the government have any data on how many Canadians of the same age have been allowed landed immigrant status in the United States during the same period and, if so, how many?

Hon. Otto E. Lang (Minister of Manpower and Immigration): 1. United States citizens between the ages of 18 and 30 granted landed immigrant status on arrival:

SEPTEMBER 1968 TO SEPTEMBER 1970

	1968			1969			1970		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
January.....	—	—	—	215	259	474	352	387	739
February.....	—	—	—	193	236	429	291	329	620
March.....	—	—	—	222	256	478	283	298	581
April.....	—	—	—	196	258	454	380	357	737
May.....	—	—	—	235	265	500	292	318	610
June.....	—	—	—	300	371	671	455	387	842
July.....	—	—	—	336	384	720	456	444	900
August.....	—	—	—	405	457	862	531	509	1,040
September.....	403	415	818	482	547	1,029	603	647	1,250
October.....	480	552	1,032	558	647	1,205	—	—	—
November.....	301	362	663	418	466	884	—	—	—
December.....	305	363	668	344	426	770	—	—	—

2. No.

TRANSPORT—PARKING OF INDIVIDUAL LIGHT AIRCRAFT

Question No. 570—Mr. Forrestall:

1. Has there been a recent change in policy with respect to the parking of individual light aircraft at Department of Transport airports in Canada and, if so, what is the new policy?

2. What is the Department of Transport policy with respect to light aircraft owners entering into parking agreements with the Department with respect to parking on departmental land?

3. Is outdoor parking available and permitted for individual light aircraft at Montreal International Airport, St. Hubert Airport, Toronto International Airport, Halifax International Airport, Winnipeg International Airport, Calgary International Airport and Vancouver International Airport?

4. What is the current policy with respect to directions to visiting light aircraft at our larger airports with respect to short period parking, overnight parking and for periods up to one week?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. There has been no change in policy with respect to aircraft parking at ministry airports.

2. At an airport where land commercial planning and utilization permits, land can be leased on a short term basis for parking of an aircraft.

3. Outdoor parking is available and permitted as follows: A private aircraft weighing 5,000 pounds or less may park free of charge for a 24-hour period at the in-

[Mr. Duquet.]

ternational airports listed, but at the St. Hubert Airport such an aircraft may park free of charge beyond the 24-hour period when the aircraft is parked in an area set aside and marked by the officer in charge of the airport as a free parking area. Any aircraft weighing more than 5,000 pounds parked in excess of six hours at any of the airports listed is assessed a parking fee as follows: For each 10 square foot unit of area or portion thereof (a) per day, \$.01; (b) per week, \$.06; (c) per month \$.20; (d) per year \$1.20. Minimum parking charge per day or any part thereof in excess of six hours, \$1.00. Occasionally due to heavy aircraft traffic it may be necessary to direct aircraft to a fixed base operator for parking accommodation.

4. At airports with control towers aircraft are directed to designated parking areas by the tower staff. Arrangements for long term parking are subsequently made with the airport operations staff. At airports without control towers aircraft taxi to the terminal area and if necessary are then directed to designated parking areas.

FEDERAL ASSISTANCE TO UNDERDEVELOPED COUNTRIES 1968-1969

Question No. 586—Mr. Lambert (Bellechasse):

1. What was the amount of money spent by the government through the United Nations during the years 1968 and 1969 as contributions of assistance to underdeveloped countries?