

Hon. Jean Marchand (Minister of Transport): 1. Canadian Air Carriers using Boeing 727, 737 and Douglas DC-9 aircraft equipped with Pratt and Whitney JT-8D engines are: CP Air, Boeing 727 and 737; Pacific Western, Boeing 727 and 737; Transair, Boeing 737; Air Canada, Boeing 727 and Douglas DC-9; Quebecair, Boeing 727; Nordair, Boeing 737; Eastern Provincial, Boeing 737.

2. The Department of Transport is closely monitoring the actions of the Canadian air carriers in the inspection, replacement or reworking of the low pressure turbine shaft. It has been the failure of this shaft which has led to turbine hub separation. There have been 10 in service failures of this shaft in the world's fleet of 7000 engines in 13 million engine hours of operation. None of the failures involved engines fitted to aircraft operated by Canadian air carriers. All Canadian air carriers have taken the appropriate action specified by the aircraft engine manufacturer, Pratt and Whitney Aircraft. The U.S. Federal Aviation Administration is issuing an Airworthiness Directive on this subject which will require inspections of the shaft. Since compliance with an Airworthiness Directive issued by the aeronautical authorities of the country of manufacture of an aircraft is a condition of a Canadian Airworthiness Certificate it is not necessary for the Ministry to duplicate such Directives.

CLEARANCE OF MAIL FROM UNITED STATES TO TOWN OF
RAINY RIVER

Question No. 1,119—Mr. Reid:

1. Has the Department of National Revenue (Customs and Excise) considered the transfer of the clearance of incoming mail from the USA destined for the town of Rainy River and its environs from Rainy River to Fort Frances, Ontario?

2. (a) Was such a proposal actually put into effect and, if so, for how long (b) for what reason was such a proposal considered?

3. (a) What were all of the anticipated benefits to the Department (b) did these benefits take into account (i) reduction in Customs staff at Rainy River (ii) an increase of staff in Fort Frances (iii) an improvement of working conditions to employees?

4. When planning this transfer, what were the anticipated benefits to the public which has been served by the existing system?

5. Was any consideration given to the possibility that service would seriously deteriorate to the citizens of Rainy River when this new system was put into effect and, if so, was this possibility a major consideration in approving the transfer of the clearance of US mail coming into Canada from Rainy River to Fort Frances?

6. As a result of its experience in this transfer, is the Department considering transferring the clearance of US mail from any of the towns of Rainy River, Fort Frances or Thunder Bay to Winnipeg or from Rainy River and Fort Frances to Thunder Bay?

7. In calculating the benefits from making such transfers in the future, has the Department worked out a formula to calculate the adverse impact on these communities that result from these transfers and, if not, for what reason?

Hon. Ron Basford (Minister of National Revenue): 1. Yes.

2. (a) Yes. The new procedure was in effect from October 23, 1974 to December 16, 1974. (b) The procedure was considered and implemented because the identical practise has been in existence in most other areas of the Regional Port of Winnipeg for several years without any adverse effect on our service to the general public.

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3. (a) By implementing this procedure Customs expected to benefit from the higher level of expertise in the area of tariff classification and enforcement that the staff at Fort Frances could supply. (b) (i) No reduction in Rainy River staff was anticipated. (ii) No increase in Fort Frances staff was anticipated. (iii) The only change to working conditions was that the Rainy River staff would no longer be required to conduct Customs postal examinations in the Post Office facility.

4. The public would have benefited from the higher level of expertise available in the area of tariff classification.

5. It was not anticipated that there would be any serious deterioration in service to the citizens of Rainy River.

6. No.

7. Any future transfers of service will be evaluated on the basis of information available at the time the change is first considered.

AIR CANADA—DELAYS IN BILLING AS A RESULT OF
FINANCIAL BRANCH STRIKE

Question No. 1,122—Mr. MacKay:

What amount of money is currently owed to Air Canada by other airlines as a result of delays in billing due to the 81-day strike at the Financial Branch of Air Canada in Winnipeg in the summer of 1973?

Hon. Jean Marchand (Minister of Transport): The management of Air Canada advises as follows: There is nothing outstanding as a result of the 81 day strike.

ESTABLISHMENT OF AN OFFICE OF EDUCATION

Question No. 1,143—Mr. Jones:

1. What considerations or studies have been made for the creation of a Canadian office of education jointly sponsored by the government and the governments of the provinces and territories?

2. What requests or representations have been made for the creation and establishment of such an office?

3. Are plans under way to establish such an office and, if so, on what date will such an office be established?

Hon. James Hugh Faulkner (Secretary of State): 1. None.

2. None.

3. No.

AIR CANADA—FLIGHT 807, FRANKFURT-TORONTO

Question No. 1,175—Mr. Cossitt:

1. With reference to the answer to Question No. 843, for what reason was Part 3(b) not answered in full as requested?

2. (a) How long had the crew members on Flight 807 from Frankfurt, Germany to Toronto via Shannon and Montreal been on duty on arrival in Montreal (b) what is the maximum time permitted for flight crews to remain on duty?

Hon. Jean Marchand (Minister of Transport): The management of Air Canada advises as follows: 1. Part 3 (b) of Question No. 843 was not answered in full because Part 3 (a) stated that crew duty time had nothing to do with the cancellation of Flight 807 from Montreal to Toronto. Part 1 of that question had explained that the