

TRANSPORT—TENDERS FOR PICKERING AIRPORT

Question No. 2,199—Mr. Jelinek:

1. Has DOT called for tenders for the design and construction of the proposed Pickering airport and, if so, to whom were such contracts awarded?
2. Has there been approval or opposition to the proposed Pickering airport from the Councils of the (a) City of Toronto (b) Borough of Scarborough (c) Town of Markham (d) Town of Stouffville (e) Town of Pickering (f) Town of Richmond Hill?
3. How many residents within N.E.F. 30 noise contour are presently affected at Malton?
4. How many residents within N.E.F. 30 noise contour will be affected at Malton (a) without (b) with F.A.R. 36 retrofit by 1980, without a second major airport in Toronto?
5. Have major airlines expressed their agreement to use a second airport in Toronto and duplicate their services and, if so, which ones?
6. How much was spent on the Pickering airport project up to March 31, 1975?
7. What is the projected cost of a completed Pickering airport?

Hon. Jean Marchand (Minister of Transport): 1. No.

2. (a) Yes; (b) Yes; (c) Yes; (d) Yes; (e) Yes; (f) No.

3. Malton, 1973 (latest year for which information is at present available): 30 NEF, 33,000.

4. (a) Malton 1980 with no retrofit or refanning: 30 NEF, 61,000; (b) Complete retrofit by 1980 is not considered to be possible. Evidence was given before the Airport Inquiry Commission on this subject and the Commission's comments were as follows: "The commission is of the opinion that if the retrofit and refan programmes are undertaken the effect will be to prolong the use of the retrofitted and refanned aircraft in order to recover the costs of investment. This, in turn, will result in an inclination by the airlines to meet growth demands by greater use of the retrofitted and refanned aircraft rather than by the introduction of widebodied aircraft. This will result in greater aircraft movements. This, in turn, will negate some of the benefits to be gained from the programmes. As previously noted, an increase in aircraft movements has the effect of expanding NEF contours and thereby increasing the number of people affected by noise from aircraft operations. It should also be noted that as the number of wide-bodied aircraft, which are regarded as quiet aircraft, are increased, the noise from these aircraft will increase. It should be mentioned that while the 747's, DC-10's do meet the requirements of FAR 36, on approach and take-off, they do so only marginally. It should also be noted that as the size of an aircraft is increased, airframe noise will be a significant problem. The commission hesitates to express an opinion as to the date the entire United States fleet will be required to meet the requirements of FAR 36. However, as a result of the determined effort demonstrated by the United States to reduce the level of noise generated by aircraft operations, it is reasonable to assume that by 1985 the entire American fleet will meet the present requirements of FAR 36. The commission is of the opinion that the jet engine and aerodynamics are very complex subjects which will require continued research for an understanding and control of the resulting noise. As a consequence, the present noise levels generated by jet aircraft operations will realistically be with us at least until 1985. While it is difficult to estimate the noise levels

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which will be generated by aircraft operations after 1985, it is fair to say that they will never be comparable to the noise level generated by a glider, as some people would have the commission believe. However, it is probable that after 1985, the then noise level from aircraft operations will increase gradually with the probable increase in aircraft movements."

5. Under the role envisaged for the Minimum International Airport, both international scheduled and charter traffic could be assigned to Pickering. An airline consultative committee has been formed and will be meeting in the near future.

6. The total expenditure to March 31, 1975 in the planning and development of the Toronto Area Airports System is \$92,156,000. Of this amount some \$75,003,000 has been paid to those parties who held a financial interest in the land expropriated at the Pickering site. Included in the balance of expenditures are costs relative to consulting and other professional work to evaluate many alternative sites, develop traffic forecasts, and prepare economic and ecological studies, etc. It would be impractical to maintain separate accounting systems for each site evaluated. Expenditures for the Pickering site are therefore included in the total given.

7. The authorized cost for the construction of the Minimum International Airport, related facilities, and land, approved by the government on February 20, 1975, is slightly in excess of \$200 Million. No airport construction at Pickering in addition to this has been approved.

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QUESTION PASSED AS ORDER FOR RETURN

DEPARTMENT OF INDUSTRY, TRADE AND COMMERCE—
PUBLICITY EXPENDITURES

Question No. 564—Mr. Symes:

1. What were the amounts of money spent by the Department of Industry, Trade and Commerce on publicity and/or information in each of the fiscal years 1972-73 and 1973-74?
2. What were the names and addresses of firms and individuals who received these contracts, what amounts of money were spent in each case and what was the purpose of each contract?
3. In the case of expenditures for publicity and/or information made within the Department by its publicity or information division, what was the amount in each case and the purpose of the expenditure?

Return tabled.

GOVERNMENT ORDERS

[English]

WESTERN GRAIN STABILIZATION ACT

MEASURE RESPECTING THE STABILIZATION OF NET
PROCEEDS FROM THE PRODUCTION AND SALE OF WESTERN
GRAIN

The House resumed, from Wednesday, April 30, consideration of the motion of Mr. Lang that Bill C-41, respecting the stabilization of net proceeds from the pro-