

Q. There is no number set?—A. No.

The CHAIRMAN: Shall the item carry?

Carried.

We will now take up the supplementary estimates, page 2, item 766.
Shall the item carry?

Carried.

Item 767?

Carried.

Item 768?

Carried.

Item 769?

Carried.

Item 770?

Carried.

Item 771?

Carried.

Item 772?

Carried.

Item 773?

Carried.

Item 774?

Mr. FLEMING: Could we have an explanation of this item?

Mr. GREEN: Is 774 the operating expense of the international civil aviation organization?

Mr. HARRIS: That is our contribution to ICAO.

The CHAIRMAN: That was discussed?

The WITNESS: We did not make any reference to that. The budget of the organization for 1950 amounts to \$2,937,607 of which \$2,610,607 is to be financed by assessments, the difference being financed from casual revenue estimated at \$127,000, and from appropriation from the working capital fund of \$200,000 applied in aid of the budget. The contribution of the Canadian government, based on 15 units out of a total of 312½ units, amounts to \$125,509 for 1950. The amount of \$125,509 is submitted as a 1950 supplementary to cover this contribution. Since contributions are due as of the 1st of January 1950 it was felt that parliament should be asked to vote the amount so that the Canadian government will be in a position to pay its contribution when it becomes due plus the loss of exchange through devaluation.

Mr. GREEN: Can you say how much of the budget of ICAO is for ordinary administration expenses and how much is for building airports?

Mr. MORAN: We have to get that from the ICAO budget itself which is not available here tonight.

Mr. GREEN: Can you give us any idea of whether a large or small proportion of the money spent each year goes towards purchasing airports?

The WITNESS: The major portion is for administration. I am advised, Mr. Chairman, that it is practically all administrative cost.

Mr. GREEN: Have they very many airports?

The WITNESS: None at all.