

Hon. Joyce Fairbairn (Leader of the Government): Honourable senators, first, I will seek to inform myself. I would then be pleased to communicate with my honourable friend in the chamber.

DELAYED ANSWERS TO ORAL QUESTIONS

Hon. B. Alasdair Graham (Deputy Leader of the Government): Honourable senators, I have several delayed answers to oral questions, some of which were sent to honourable senators by mail over the summer months. They were sent to those senators who were directly concerned.

However, in accordance with the rules, I wish to table the following delayed answers: A response to a question raised in the Senate December 15, 1994, by the Honourable Senator Carney regarding the Automatic Navigational Weather System; a response to a question raised in the Senate March 21, 1995, by the Honourable Senator Forrestall regarding the replacement of Sea King and Labrador helicopters; a response to a question raised in the Senate May 9, 1995, by the Honourable Senator St. Germain regarding relations with the European Union and the impact on local industries; a response to a question raised in the Senate May 24, 1995, by the Honourable Senator Johnson regarding federal management of radioactive waste material; a response to a question raised in the Senate May 25, 1995, by the Honourable Senator Doyle regarding the report of the Auditor General on foreign service travel directives; a response to a question raised in the Senate May 25, 1995, by the Honourable Senator Doyle regarding new directives on foreign service travel directives; a response to a question raised in the Senate June 7, 1995, by the Honourable Senator Forrestall regarding compensation for cancelled EH-101 contracts; a response to a question raised in the Senate June 7, 1995, by the Honourable Senator LeBreton regarding the creation of jobs for women through infrastructure programs; a response to a question raised in the Senate June 8, 1995, by the Honourable Senator Bolduc regarding a dispute with departments over unreported liabilities; a response to a question raised in the Senate June 13, 1995, by the Honourable Senator Kinsella regarding the return to democracy in Nigeria; a response to a question raised in the Senate June 14, 1995, by the Honourable Senator Corbin regarding the closing of the Canada Council Art Bank; a response to a question raised in the Senate June 15, 1995, by the Honourable Senator Comeau regarding the dispute with the European Union on newsprint; a response to a question raised in the Senate June 15, 1995, by the Honourable Senator Atkins regarding a request for a status report on environmental and financial concerns associated with the sales abroad of CANDU reactors; a response to a question raised in the Senate June 20, 1995, by the Honourable Senator Robertson regarding a new federal-provincial silviculture agreement; a response to a question by the Honourable Senator Doyle of June 20, 1995, regarding the reorganization of the blood supply system; a response to a question raised in the Senate June 20, 1995, by the Honourable Senator Spivak regarding closer control on tobacco products; a response to a question raised in the Senate June 20, 1995, by the Honourable Senator Kinsella regarding the Canadian Race Relations Foundation Act; a response to a question raised in the Senate June 21, 1995, by the Honourable Senator Nolin regarding the unilingual English production of the Catalog of National Sports Events; a response to a question raised in the Senate on June 21, 1995, by the Honourable Senator

Spivak regarding the use of bovine growth hormone somatotropin and the delay in investigation of human health risks; a response to a question raised in the Senate on June 21, 1995, by the Honourable Senator Johnson regarding the demise of the Winnipeg Freshwater Science Teams; a response to a question raised in the Senate June 27, 1995, by the Honourable Senator Spivak regarding the link between IGF-I and breast cancer; a response to questions raised in the Senate on June 27, 1995, by the Honourable Senators Nolin and Simard regarding the granting of a public relations contract for the G-7 Summit; a response to a question raised in the Senate June 27, 1995, by the Honourable Senator Prud'homme regarding the granting of a public relations contract for the G-7 Summit; a response to questions raised in the Senate on June 28, 1995, by the Honourable Senators Tkachuk and Robertson regarding the RCMP marketing contract with Disney Corporation; and a response to questions raised in the Senate June 11 and 12, 1995, by the Honourable Senator Forrestall regarding the lease of premises in Sydney, Nova Scotia.

TRANSPORT

AUTOMATED NAVIGATIONAL AND WEATHER SYSTEMS—REQUEST FOR DOCUMENTATION—GOVERNMENT POSITION

(Response to question raised by Hon. Pat Carney on December 15, 1994.)

Transport Canada, Aviation Group, is pleased to provide all documents it possesses on the Automatic Weather Observation System (AWOS). It should be noted, however, that this represents only a portion of the automated weather aids used in providing Aviation weather information. For the most part, the purchase and testing of automatic weather stations including the Automatic Weather Observation System (AWOS) has been under the purview of Environment Canada.

Further, the attached documents refer only to automated weather systems, as it is believed to be the thrust of the question. Automated navigation aides for aviation purposes consist of numerous individual pieces, from radar and all its component parts, instrument landing systems, lighting systems, etc.

The Coast Guard has been operating automatic aids to navigation for many years. It does not, however have AWOS equipment at any of its sites. The Aids to Marine navigation including related equipment are purchased from reputable suppliers. Statistics show that main lights and fog horns at unattended, remotely monitored lightstations are operational more than 99 per cent of the time. These statistics are based on outages of aids to navigation as recorded by remote monitoring equipment. In order to reassure users that automated aids to navigation equipment are reliable, it is intended to remotely monitor the operation of the equipment for a minimum of two years at newly destaffed lightstations.

The Coast Guard conducts considerable in-house equipment testing at its Navigational Aids Test Establishment in Cardinal and at the base in Prescott, Ontario.