

Order Paper Questions

AERONAUTICS ACT TASK FORCE

Question No. 2,709—Mr. Forrestall:

1. Is there an Aeronautics Act task force and, if so (a) on what date, under what authority and for what period of time was it established (b) what are its terms of reference?

2. Since its inception, who has been employed on the task force and what are their (a) qualifications (b) terms and conditions of employment?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): 1. The Aeronautics Act task force was created in the early summer of 1978 by the Canadian air transportation administration and announced by the then minister of transport, the Hon. Otto Lang, on July 26, 1978. The task force is mandated to review and make recommendations on amendments to the Aeronautics Act and the subordinate legislation made pursuant thereto as well as the applicable enforcement procedures. It was anticipated that the project would be completed within approximately two years. As a result of the complexity of the subject matter, delays occasioned by the Dubin inquiry and operational requirements, it is now expected that the task force will complete its work in the fall of 1981.

2. A variety of persons have been employed on the task force, both from within government and from the private sector. Some have been lawyers, in most cases with aeronautical background, but most have been technical specialists. Task force members have been recruited from outside the public service by contract or by term appointments, or by secondment from other organizations within the public service.

CENTRALIZING OF DATA BANKS

Question No. 2,717—Mr. Beatty:

Is the government considering plans that would in any way centralize data banks now under the control of more than one department or agency and, if so, what are they?

Hon. Donald J. Johnston (President of the Treasury Board): No.

NATIONAL DEBT FOR 1981

Question No. 2,727—Mr. Beatty:

What is the national debt for 1981 and what will be the total amount paid in 1981 for carrying charges on the national debt?

Hon. Pierre Bussières (Minister of State (Finance)): The gross public debt of the federal government at the end of the fiscal year 1981-82 is estimated at \$133,680 million. The total amount estimated in the budget for carrying charges on the national debt in 1981-82 is \$12,350 million. In a speech to the Vancouver Board of Trade delivered on July 6, 1981, the minister indicated that public debt charges would be some \$1½ billion higher than estimated in the budget.

AIRPORT WEAPONS DETECTION EQUIPMENT

Question No. 2,729—Mr. Beatty:

1. For each year since weapons detection equipment was installed, by airport, how many persons were (a) refused permission to board aircraft (b) forced to surrender concealed weapons before boarding?

2. In how many instances were charges laid against individuals carrying concealed weapons and, in each case (a) what was the charge (b) was a conviction ultimately registered?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): The list below contains the information reported to Transport Canada by the major Canadian air carriers and the RCMP. For the years 1972 to 1975, see reply to question No. 3861, Thirtieth Parliament, first session, answered February 19, 1976. It should be noted that the criteria for statistical collection relating to airport security and weapons detection equipment was changed in 1976. This would account for the higher figures for years 1974 and 1975 in respect of question 1(b). Air carriers no longer tabulate and report on all the potentially dangerous type articles and offensive weapons removed from passengers for safe keeping during the flight. Emphasis is now placed on the detection of real firearms and explosive devices during pre-board screening.

1. (a)

Year	Airport	Number
1976	Montreal (Dorval)	1
1977	Edmonton Municipal	1
1978	Wabush	1
1979	Edmonton Municipal	2
	Whitehorse	1
	Timmins	1
	Calgary	1
	Fort McMurray	1
1980	Montreal (Dorval)	2
	Saint John	1
1981	Montreal (Dorval)	2
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(b) Statistics as to the number of persons forced to surrender concealed weapons before boarding have not been maintained by the air carriers. The number of weapons detected during pre-board screening are reported as follows:

Airport	1976	1977	1978	1979	1980	1981
Dorval	8	1	2	0	4	1
Mirabel	3	1	0	0	1	0
Toronto	3	0	2	0	0	0
Winnipeg	1	1	0	0	0	0
Vancouver	18	8	0	7	18	3
Ottawa	0	0	0	6	0	0
Halifax	1	0	1	0	0	0
Edmonton	0	0	2	0	0	0
Calgary	0	0	2	7	0	0
Gander	0	0	0	0	0	0
St. John's	4	0	0	0	0	0
Moncton	0	0	2	0	0	0
Quebec	0	0	0	0	0	0
London	0	0	0	0	0	0
Windsor	7	0	0	1	1	0
Regina	0	1	1	2	6	0
Saskatoon	0	1	0	0	0	0