

CHARLOTTETOWN AIRPORT

Question No. 2,208—**Mr. Macquarrie**:

1. Is it the intention of the government to enlarge the passenger terminal of the Charlottetown Airport and, if so (a) on what date (b) what are the dimensions of any such proposed enlargement and for how many passengers will such enlargement provide space?

2. In the past ten years how many temporary additions have been made to the Airport and at what cost and passenger capacity?

3. On what date is it intended to commence construction of a new terminal and new runways?

4. What steps have been taken to acquire property essential to an enlargement of the present Airport?

5. What is the difference in the aggregate of terminal space and passenger accommodation between the present date and the latest date antecedent to the introduction of jet aircraft service by Eastern Provincial Airways?

6. Does the Department of Transport envisage greater passenger terminal use consequent upon Air Canada's Charlottetown-Ottawa-Toronto service and, if so, how much and what steps are being taken to meet such anticipated demand?

7. What is the largest passenger aircraft which can now land safely at Charlottetown Airport?

8. Apart from improved passenger facilities in the terminal, what proposed improved navigational aids are contemplated for the Charlottetown Airport and on what date are such developments expected?

Hon. Jean Marchand (Minister of Transport): 1. It is the intention of the Ministry of Transport to provide interim renovations, within the next few months, to the existing terminal building in Charlottetown to facilitate Air Canada and EPA operations and provide additional public space equating to 75 more people. This relates to 528 square feet for baggage space, 1,024 square feet in public area and 465 square feet in washrooms.

2. In the past ten years there have been three extensions to the terminal building, in 1969, 1970, and 1973. The cost involved was approximately \$224,000. About 6,000 square feet of additional space was provided.

3. It is hoped to commence design of a new terminal building and associated facilities in the summer of 1975; this being contingent on funds availability which have not yet been identified pending completion of detailed plans which are due shortly. The main runway will be recapped in 1976-77 and a new cross-wind runway is to be constructed in 1978-79.

4. A meeting has taken place April 15 between Regional Construction Branch and the Department of Public Works to initiate land acquisition proceedings for future development in Charlottetown.

5. The three extensions referred to in answer No. 2 were constructed to meet a greater demand for service in 1969. As a result of this demand terminal increased in size from approximately 2,200 square feet to approximately 8,200 square feet.

6. The initiation of Air Canada's Charlottetown-Ottawa-Toronto service will result in an increase in annual passengers. The redistribution of passengers throughout the day due to a revision in flight scheduling should actually reduce congestion at peak times.

7. DC-9 and B737 type aircraft can operate at Charlottetown with no constraints. B727 and DC-8 type aircraft can operate on the basis of relatively severe weight restrictions.

Order Paper Questions

8. The existing navigational aids at Charlottetown meet all requirements for the design period. Associated with the airside development is a new air traffic control tower to be constructed in 1978-79.

CBC—HIRING OF CONSULTING FIRM

Question No. 2,214—**Mr. Mazankowski**:

1. Did CBC hire a USA consulting firm called McKinsey and Co. Inc. and, if so (a) for what reason (b) at what cost?

2. (a) For what reason did CBC turn to a US company (b) was there no capable Canadian company?

Hon. James Hugh Faulkner (Secretary of State): I am informed by the Canadian Broadcasting Corporation as follows: 1. CBC hired the consulting firm of McKinsey and Company, Inc., of Toronto. (a) To develop a blueprint for the CBC to improve the management of its human resources. (b) It has not been customary to require the CBC to divulge such details of its internal management and administration.

2. (a) and (b) CBC considers McKinsey and Company, Inc. to be the best qualified for the job.

GOVERNMENT SUPPORT TO NATIONAL BALLET SCHOOL, NATIONAL THEATRE SCHOOL AND CANADIAN MUSIC CENTRE

Question No. 2,241—**Mr. Reynolds**:

How much money was donated by the government during 1974 to the (a) National Ballet School (b) National Theatre School (c) Canadian Music Center and, in each case, what are the names of the officers and directors?

Hon. James Hugh Faulkner (Secretary of State): Although not an agent of Her Majesty, the Canada Council has provided the following information: The available figures are for the fiscal year 1974-75. (a) \$330,000, of which \$10,000 were awarded for the administration of the Council's Peter Dwyer scholarships. Chairman of the Board of Directors: Tom Abel; Director and Principal: Betty Oliphant; (b) \$590,000, of which \$10,000 were awarded for the administration of the Council's Peter Dwyer scholarships. President of the Board of Directors: André Galipeault; Director General: Donald MacSween; (c) \$128,000; President: Keith Bissell; Executive secretary: Keith MacMillan (Toronto Office); Assistant executive secretary: Louise Laplante (Montreal Office).

PUBLIC SERVICE APPEAL BOARD—APPEALS 1974

Question No. 2,280—**Mr. Lachance**:

In 1974, were there appeals made to the Public Service Appeal Board concerning competitions and, if so (a) how many (b) what percentage of such appeals were (i) upheld (ii) rejected?

Hon. James Hugh Faulkner (Secretary of State): I am informed by the Public Service Commission as follows: In 1974—Total number of appeals concerning promotions, 4,072; Number upheld, 1,307, (32.1 per cent); Number rejected, 2,141, (52.6 per cent); Number withdrawn by appellant, 624, (15.3 per cent); Breakdown: Total number of appeals concerning competitions, 2,936; Number upheld, 854, (29.1 per cent); Number rejected, 1,638, (55.8 per cent); Number withdrawn, 444, (15.1 per cent); Total number of