the "paint pots". These ochre beds were the source of vermilion paint used by the Kootenay Indians to decorate their bodies and teepees.

Viewpoints along this scenic highway look out over avalanche slides, animal licks, waterfalls, and Rocky Mountain goats climbing the steep slopes of Mount Wardle.

Trails within Kootenay lead to hanging glaciers, alpine lakes, and deep canyons in the back country. The Radium Hot Springs Aquacourt offers year-round soaking and swimming.

Kootenay has a less severe climate than other Rocky Mountain parks, especially in the southern sector where summers are hot, winters are moderate, and precipitation is



Snowshoeing is a popular winter sport in Kootenay National Park, British Columbia.

low. There are campgrounds both in and adjacent to the park. Commercial accommodation is available in places like Radium Hot Springs and Vermilion Crossing.

The Canadian Rockies site is the ninth in Canada to be named to the UNESCO World Heritage list. Other sites designated in previous years are: Nahanni National Park Reserve in the Northwest Territories and L'Anse aux Meadows National Historic Park in Newfoundland, 1978; Dinosaur Provincial Park in Alberta and Kluane National Park Reserve in the Yukon, 1979; The Burgess Shale, Yoho National Park in British Columbia, 1980; Anthony Island Provincial Park in British Columbia and Head-Smashed-In Buffalo Jump in Alberta, 1981; and Wood Buffalo National Park in Alberta and the Northwest Territories, 1983.

Data link for Arctic operations

Miller Communications Systems Ltd. of Kanata, Ontario has won a \$1.6-million contract from Environment Canada's Atmospheric Environment Service to develop an air-to-ship data link to help ships in the Arctic avoid ice blockages and icebergs.

The air-to-ship data link will be used in Atmospheric Environment Service's ice reconnaissance program, which provides information on ice patterns and blockages to such users as Canadian Coast Guard icebreakers, drilling rigs and other ships in ice-infested waters.

The Miller system takes data gathered by the radar systems in specially-equipped de Havilland *Dash-7* planes and instantly transmits the data to a ship in the area.

Another firm, Canadian Astronautics Ltd. of Ottawa, Ontario, has developed the airborne radar systems for the ice reconnaissance planes.

The "real-time" feature of the Miller system means that a ship travelling in icy waters can get immediate information about ice patterns, instead of having to wait several hours for a report, and can plan its route accordingly.

"Ice conditions can change in a matter of hours, and getting information in real time for applications in the far North is really important," said Terry Rubino, manager of Miller's telemetry system division.

"The system will also extend the time ships can navigate safely in the North, which will be a real bonus for the oil and other natural resource industries," he said.

This type of data link could also have many other applications, including aerial surveillance for drug-smuggling control, fishing-boundary control, monitoring oil spills and military applications.

Radio transmission system

Miller Communications has also signed a \$400 000-contract with the Department of Communications to develop a digital radio program delivery system to transmit data and stereo radio signals over satellites.

This equipment could eventually be used by the Canadian Broadcasting Corp. and other North American broadcasting companies to distribute stereo radio programming *via* satellite, said Brian Mazur, manager of Miller's satellite communications systems division.

Mr. Mazur said existing stereo transmission equipment is limited because it is based on an older technology known as analog.

The Miller system is based on digital technology, which provides higher-quality transmissions.

Consultation on nuclear waste

Atomic Energy of Canada Limited (AECL) has announced a public consultation program to obtain input from a broad cross-section of public and special interest groups on the issues associated with the safe permanent disposal of nuclear fuel waste.

The two-year public consultation program is being established to help create the conditions that society feels are necessary for the disposal of nuclear fuel wastes to be acceptable. A disposal facility is not expected to be required for several decades.

Disposal technology

Since 1978 AECL has been working to develop the technology for disposing of high-level wastes from CANDU reactors. The technical research program is aimed at developing a disposal technology where the highly-insoluble waste would be sealed in corrosion-resistant containers and emplaced in a disposal vault up to a kilometre deep in a stable hard rock formation in the Canadian Shield. The objective of this program is to ensure that there will be no significant adverse effect on humans or the environment from nuclear fuel waste at any time.

"Our scientists are confident, from the results they've achieved so far, that we will be able to overcome the technical challenges in this task and develop an extremely safe disposal system," said Egon Frech, head of Waste Management Public Affairs for AECL. "But we think it's also important that the waste disposal technology meet the expectations of the public. We're consulting with public and special interest groups as one way of finding out what those expectations are," he said.

The consultation process is open to any group wanting to participate. AECL will issue invitations to participate to groups representing a broad range of interests that are important to the program. In addition public opinion polls and more intensive surveys with specially selected small discussion groups will be conducted.

Conference planned

A public conference, where the various groups that have participated in the program will be able to discuss possible solutions to the issues they have identified, is planned for the end of the two-year consultation program.

"We expect that many different groups will be represented, and that they may not always share the same point of view, but we hope to be able to arrive at preferred solutions that can be accepted by most Canadians," said Mr. Frech.