

Questions

MONTREAL—AIRCRAFT MAINTENANCE AND OVERHAUL

Question No. 1,134—**Mr. Schreyer:**

1. What construction is planned in order to add to the (a) air terminal facilities (b) Air Canada maintenance and overhaul facilities, in Montreal?

2. What is the estimated cost in each case and what are the projected dates for such construction?

3. Is any construction planned to increase (a) air terminals (b) aircraft maintenance facilities either Crown owned or privately owned at Vancouver?

4. If so, what is the estimated cost and what are the dates projected for commencement and completion of such construction?

Hon. Paul Hellyer (Minister of Transport): 1 and 2. (a) In so far as the Department of Transport is concerned: Additional minimum interim facilities are planned at Montreal International Airport to cater to increased traffic and the introduction of Jumbo Aircraft in the period 1969-1972. The estimated cost of such interim facilities to be constructed in 1969, 1970 and 1971 is \$9,200,000; (b) In so far as Air Canada is concerned, Management advises as follows:—

The following Maintenance and Overhaul facilities form part of the approved 1968 Air Canada Capital Budget, although construction has not yet commenced:—

Project	Cost	Year of Completion
Expansion of Power Plant Shops, Unit Shops and Support Shops	\$ 2,800,000	1969
New Line Maintenance Hangar	\$21,200,000	1971

Certain other requirements are presently under study and may be developed for Dorval and Malton and other points on the system but are not yet in a firm stage.

3 and 4. (a) In so far as the Department of Transport is concerned, at Vancouver some modifications are anticipated to the holdrooms and apron of the air terminal to accommodate the first Jumbo Aircraft at an estimated cost of \$600,000 to be completed by 1971. (b) Canadian Pacific Airlines are constructing a large maintenance base at Vancouver Airport for completion in April, 1969, at an estimated cost of \$20,000,000. In so far as Air Canada is concerned, Management advises it is planned to construct a new Maintenance Hangar and associated facilities at Vancouver for completion in 1971, at an estimated cost of \$9,200,000.

[Mr. Benson.]

TESTING OF ARTIFICIAL GRAVEL

Question No. 1,137—**Mr. Mather:**

Is the Road and Motor Vehicle Traffic Safety Office giving consideration to testing "artificial gravel" a substance used in improving highway safety by grading dangerous curves?

Hon. Paul Hellyer (Minister of Transport): As indicated in my announcement of October 17, 1967, outlining the responsibility of the Department of Transport in the field of motor vehicle and highway safety, the new office will have responsibility for program co-ordination and the establishment of safety standards. Therefore, the Road and Motor Vehicle Traffic Safety Office will not itself undertake tests on "artificial gravel" or similar road building materials.

The Road and Motor Vehicle Traffic Safety Office is closely following the progress of tests currently being made by a number of agencies, including some provincial government departments and particularly those relating to skid resistance of pavement surfaces to traffic accidents. The relationships between aggregate texture, polishing and skid resistance have not as yet been completely evaluated.

CAR PERFORMANCE INFORMATION

Question No. 1,138—**Mr. Mather:**

Is consideration being given to requiring car manufacturers to inform car owners at the point of sale of the car's performance in such areas as (a) vehicle stopping distance (b) driver field of view (c) acceleration and passing ability (d) overall steering ratio (e) flammability of materials in car interiors?

Hon. Paul Hellyer (Minister of Transport): The Department of Transport is not at present considering the need for providing vehicle performance capability information to automobile purchasers. The new Office on Road and Motor Vehicle Traffic Safety in the Department is, however, concerned with safety standards for new vehicles at the point of manufacture.

Officials of my Department are closely following the discussions in the United States on proposals which would require providing such information to automobile purchasers at the point of sale. There is some question regarding the real ultimate value of the knowledge that would be made available, quite apart from the difficulty of standardizing the manner in which it could be most usefully presented.