

2. The formula for determining rental is the application of a rate of return to fair market value of the property. For the most part, the B.C. assessment authority value is used in determining fair market values of waterlots in the area.

3. Based on a sampling of 10 per cent or more of the large number of existing leases (a) \$.061735 (b) \$.02335.

4. Based on a sampling of 10 per cent or more of the large number of existing leases (a) \$.10 (b) \$.02.

5. As the mode is one number, the arithmetic mean would result in the same number.

SIDE LOOKING AIRBORNE RADAR

Question No. 3,377—**Mr. Nickerson:**

1. Do regulations prevent the use of the airborne "wet process" system for obtaining hardcopy of side looking airborne radar imagery in Canadian registered aircraft but not prevent its use in United States registered aircraft flying in Canadian territory?

2. Is the "wet process" superior to the "dry process" and, if so, does this necessitate one of the two Canadian firms that undertake SLAR work using a United States registered aircraft and does it put the second firm at a competitive disadvantage because its aircraft were registered in Canada?

3. Are changes planned in order to ensure that both Canadian and United States registered aircraft are treated the same when operating in Canadian airspace, with respect to regulations governing the use of SLAR hardcopy production systems, and, if so, what are the changes?

Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): 1. Provided the developing solution on board is not connected to any of the aircraft operating systems and the developing solution is not considered to be a dangerous article as defined under the International Air Transport Association—Restricted Articles Regulations, there is no regulation to prevent the use of the "wet process" for side looking radar in either a Canadian registered aircraft or United States registered aircraft operating in Canada provided they have been granted operating authority.

2. Transport Canada is not aware of differences in the image quality between the two processes. To operate a commercial air service in Canada, whether with Canadian or United States registered aircraft, authority is required from the Canadian Transport Commission and Transport Canada.

3. The regulations pertaining to aircraft operating in Canadian airspace do not differentiate between registrations in that they apply equally to both. No changes are foreseen.

EYE TESTS FOR CANADIAN ARMED FORCES PERSONNEL

Question No. 3,655—**Mr. Cossitt:**

Is all eye testing for Canadian Armed Forces personnel done by graduate optometrists or medical doctor eye specialists and, if not (a) what type of persons are used and what are their qualifications to perform such examinations (b) what are all the reasons justifying any government policy that does not require graduate optometrists or qualified physicians to perform such duties?

Hon. J. Gilles Lamontagne (Minister of National Defence): (a) and (b). Eye testing in the Canadian Forces is done by or under direction and supervision of physicians and ophthalmologists. Physicians and ophthalmologists are qualified to

provide eye care by virtue of their medical degrees. They are assisted by ophthalmic technicians who only perform limited procedures. Ophthalmic technicians in the forces are qualified to the same standard as their civilian counterparts by the Joint Commission on Allied Health Personnel in Ophthalmology, an accrediting body recognized by the medical professions of both Canada and the United States. This policy conforms with recognized civilian medical practices in Canada.

[English]

Madam Speaker: The questions enumerated by the parliamentary secretary have been answered.

Mr. Smith: Madam Speaker, I ask that the remaining questions be allowed to stand.

Mr. MacKay: Madam Speaker, I rise on a point of order. As you will recall, several days ago I asked the parliamentary secretary why I have not received answers to question No. 3,461 concerning Canadair which I placed on the Order Paper on November 23. At that time he indicated that he would look into it. Since that time I have placed other questions on the Order Paper concerning this subject, and still I have received no responses. Today the hon. member for Mississauga South raised further questions during oral question period about this matter. Once more I ask the parliamentary secretary if he would be kind enough to find out why these questions cannot be answered.

On a slightly related matter, if Madam Speaker will permit me, I wish to raise a point of order concerning the fact that I am having great difficulty with the Minister of Transport and the Minister of Industry, Trade and Commerce in obtaining answers to correspondence about two matters of vital concern to my constituents. In the case of the Minister of Transport, it relates to Northumberland Ferry Services which provide a vital sea link between Nova Scotia—

Madam Speaker: Order, please. This is not covered by the Standing Orders. The hon. member may ask a question concerning his questions on the Order Paper, but the matter of correspondence is not covered by the Standing Orders.

Mr. MacKay: Madam Speaker, on a further point of order, my point is that it takes up unnecessary time during question period. These matters could be dealt with if ministers would answer their correspondence.

Mr. Smith: Madam Speaker, again I will pursue the question raised by the hon. member. I know those inquiries are on the way. It may take a little longer, but we will come up with the answers pretty soon.

Mr. Young: Madam Speaker, I should like to ask the parliamentary secretary how the chase is coming along in terms of obtaining answers to questions Nos. 3,380 to 3,438 concerning the report of the Special Committee on the Disabled and the Handicapped.