

Adjournment Debate

Some hon. Members: Oh, oh!

Mr. Deputy Speaker: Order, please. It is well recognized in the House that once the adjournment debate has started points of order or questions of privilege are not recognized.

An hon. Member: It has not started.

Mr. Deputy Speaker: I rose and interrupted the hon. member and began to talk. The purpose of interrupting the hon. member was to commence the adjournment debate. That is my ruling.

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

AIRPORTS—VICTORIA INTERNATIONAL—ABSENCE OF RADAR EQUIPMENT

Mr. Donald W. Munro (Esquimalt-Saanich): Mr. Speaker, I apologize to the hon. member for Edmonton South (Mr. Roche). On May 12, I asked a question of the Minister of Transport (Mr. Pepin) which he deliberately misheard and tried to answer in a different way. I was speaking about the problems caused by the absence of radar at Victoria International Airport, but he wanted to tell me about the improvements which have been made to the airport, the extension of space and the freightways and the new roads which are being built. As I indicated to him, we are all aware of the physical improvements to the buildings which were being contemplated. I believe there is one order out at the moment to redirect the road around the airport. However, these were not my concerns at the time.

My concern was with safety, as it has been for more years than I would like to count, considering the number of times I have had to land at that airport with the absence of radar. My first annotation of that particular exercise, and I still carry the memorandum telling me about it, goes back to Air Canada flight 266 from Victoria at 8.10 a.m. on January 21, 1977. Three and a half years ago, as my note reminds me—although I do not need any reminder because the impression is still very vivid in my mind—as we were taking off I suddenly felt the wing dip to starboard, and looking out the window which was then above me, I saw a float plane go by the tip of the wing.

I asked the pilot when he had regained level flight if he had been warned of the existence of that particular aircraft, and he said "No". When I got to Vancouver I spoke to the air traffic controllers there and asked them if they were aware of the presence of that aircraft in the flight path of a scheduled airline. They, too, said "No". I asked if a report was being prepared. They said, "Well, it depends on whether a request for a report is called for". From that time on I have been

asking at regular intervals whether anything is being done about radar at Victoria International Airport.

● (2205)

On May 12 I raised the question again because I had heard that the Minister of Transport (Mr. Pepin) had been out there. I am glad he did not have a near miss when he landed at Victoria International Airport. Since that date, however, I have had a number of other occasions to raise the matter. I raised it on July 15 as reported at page 2192 of *Hansard* in the first column, when I pointed out that within the last 13 months at Victoria International Airport there had been 19 near misses. It is the only airport in a capital city of Canada that does not have radar. These did not all involve scheduled airlines. Some were with private airlines or business airlines. Indeed, one happened to be an RCAF flight. When coming in, the pilot suddenly found himself confronted on the flight path with three parachutists dropping in front of him. The next day, when another flight came in, there were 30. No one had been notified. The parachutists were in American territory because the flight path happens to go over that territory. The international boundary is there. There was no problem, except that the air traffic controllers in Victoria had not been notified. Now I hear that there are hang gliders in the circuit and there is still no radar.

In a centre like Victoria which I think is one of the tourist attractions of Canada, surely it is time there was radar.

It is stated in *Hansard* of June 12 at page 2049 that the original cost of Mirabel International Airport was set at \$212 million—but that it ended up costing \$371 million. Mirabel rates as forty-seventh in importance, based on the number of landings and takeoffs. From 1976 to 1979 it built up from 49,000 landings and takeoffs to 59,000 per year. Victoria is in thirteenth place at the moment. In 1979 it was in twelfth place. It handles between 186,000 and 200,000 landings and takeoffs. I am sure there is radar at Mirabel—and of course I do not say there should not be. But Victoria International Airport also has international flights and, further, it has international overflights as it is on the flight path between Seattle and Alaska and is also on some of the flight paths from Seatac Airport that serves Seattle and Tacoma, to the far east. The presence of aircraft in the area should be known to the air traffic controllers so that incoming and outgoing traffic can be notified.

All I am suggesting is that it is high time there was radar. I am not making a plea for a new appropriation but just a for a re-examination of the assignments of funds to, let us say, Mirabel, in order to purchase radar equipment for Victoria International Airport.

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): The hon. member has raised the question of radar at Victoria a number of times. I am somewhat surprised that he wishes to raise it again as he was given a clear explanation of the situation in a letter from the minister dated June 2, 1980. At the conclusion of his letter, the minister even offers to have his officials provide further detail if the hon.