

Adjournment Debate

Minister of Transport and by the President of the Treasury Board (Mr. Chrétien) who are placing strike-breaking before air safety. A similar notice has been sent to CP Airlines granting some of their pilots the right to become inspectors for a 12-month period.

● (2210)

I should like to quote from the autumn, 1973, issue of the magazine "Pilot". We find there a statement by Mr. Walter McLeish on the role of the Air Canada inspector. Mr. McLeish is the Director General of Civil Aviation, Ministry of Transport. In his statement he said:

It should be obvious that in the public interest and in order to verify the minister's certification, inspections of every operating certificate holder must be conducted on a continuing and orderly basis to ensure that the holder continues to be "adequately equipped and able to conduct a safe operation".

He went on to say:

After the Air Canada's DC-8 accident in Toronto in July, 1970, and as a direct result of specific recommendations made in Judge Gibson's report, authority was received to expand air carrier inspection activities...

Further on Mr. McLeish said:

To assess the effectiveness and standard of the initial training program he (the air carrier inspector) will observe parts of the program and then conduct the initial type proficiency checks or the upgrading checks... he will conduct the proficiency checks on the designated company check pilots.

Who is going to check the check pilots when their licences run out if the safety inspectors are on strike? This question must be answered in the interest of the safety of the travelling public and of air crews.

In Mr. Justice Gibson's report dated July 5, 1970, the following statement appears:

Most check pilots are reluctant to report a competent line pilot in such a manner as to incriminate him and, I suspect, some check pilots were in favour of the above so-called malpractice in that it reduced the number of bad landings.

This is a retrogressive move going back to all inspections being made by check pilots.

Further on appears this statement:

As the evidence indicated that some Air Canada check pilots did not insist that certain Air Canada pilots adhere strictly to the operating procedures described in Air Canada's DC-8 operating manual (it is recommended) that Air Canada take whatever steps are necessary to make certain that all its check pilots require that all pilots adhere strictly to the operating procedures laid down for this type of aircraft as prescribed in the said manual.

This practice must be stopped and the Minister of Transport must become personally involved in this labour dispute in the best interests of air safety.

I go on now to quote from the rules and regulations of the Ministry of Transport with regard to air safety inspection, reading from section 8 which has to do with indoctrination and training. There we find the following:

a) Indoctrination and training for all examiners will normally be supervised by an MOT inspector holding corresponding licence and rates appropriate to the particular examiner designation.

b) Responsible inspectors will instruct, observe, test and evaluate to the extent necessary to ensure prospective examiners possess:

(1) Satisfactory knowledge of their responsibilities with respect to the authority granted to them by the MOT.

[Mr. McKenzie.]

(2) Sufficient knowledge, ability and skill required to conduct a particular test.

You can see that this has all been placed aside with the appointing of those Air Canada check pilots while the safety instructors are out on strike.

The document continues:

(3) Satisfactory knowledge of MOT's evaluation, grading standards, formats and reports associated with the particular examiner function.

(c) In determining the above, inspectors will observe the prospective examiner's conduct, evaluate grade and critique at least one complete pilot proficiency check appropriate to the licence involved. If prospective examiners do not satisfy all requirements they will not be approved.

(d) Responsible inspectors will impress upon prospective examiners they will be representing and responsible to the MOT. Prospective examiners must understand that many company pilots, economics—

The Acting Speaker (Mr. Turner): Order, please. I regret to interrupt the hon. member, but his allotted time has expired.

Mr. George Baker (Parliamentary Secretary to Minister of Fisheries): Mr. Speaker, on behalf of the Minister of Transport (Mr. Lang) I should like to respond to the hon. gentleman's question. The hon. member's statement that 11 Air Canada pilots have expired licences may be quite correct. However, I am informed that this is a fluid situation which may vary from day to day due to the fact there is only one official in most regions available to process licensing documentation. Certain limited measures to relieve the licensing situation, without prejudice to safety, have been introduced. However, the period during which they may continue to be implemented diminishes with each passing day and the situation will deteriorate progressively, and eventually operations may have to be curtailed unless the strike is settled.

In view of the foregoing, therefore, it is the minister's intention to keep himself informed as to the general situation and await developments while continuing to ensure, through all means at his disposal, the provision of safe air transportation for the flying public.

FLOODS—DATE OF COMPLETION OF STUDY OF MEASURES TO PREVENT FLOODING IN MONTREAL AREA

Mr. Hal Herbert (Vaudreuil): Mr. Speaker, I want to pursue in greater depth tonight a question I asked yesterday of the Minister of the Environment (Mr. Marchand) involving a study of flooding, with particular reference to those riverside areas of the constituency of Vaudreuil that suffered such extensive damage in the floods of 1974 and again this year, 1976.

I note from the records that in the Montreal area damage costs in 1971 exceeded \$2 million, whilst protection costs were some \$290,000. In 1972 damage costs exceeded \$6 million, whilst protection costs were some \$260,000.

In a general news release dated October 3, 1974, it was stated that "Environment Canada minister Jeanne Sauvé and the Minister of Natural Resources for Quebec Gilles Massé... announced the beginning of an intensive two-year study of methods to alleviate flooding in the Montreal area. The joint study was to involve the federal Depart-