

going to build Pickering from scratch and funnel a few million more cars and all the pollution that transportation creates to a brand new airport at Pickering.

This 1990 report acknowledges that Toronto Island Airport has limited potential to relieve congestion at PIA. The main reasons for this are that jet powered aircraft are prohibited from using the facility and that no new runways or extensions to runways will be permitted. Toronto Island Airport has three runways, the longest of which is 1,220 meters, so it is out of the running. Oshawa airport has two runways, the longest of which is 1,060 metres in length. It has the facilities to accept several types of aircraft with limitations due to runways and navigation aids. The study notes that the facility is severely limited in terms of growth and is not equipped to serve increased traffic, especially commercial passenger traffic. Oshawa is out. Buttonville is a privately owned facility which has two runways, the longest of which is 1143 metres in length.

The report states that the facility is not amenable to expansion given the urbanized periphery. That figures. There are a lot of houses around there. You are going to have to spend a lot of money to buy all the homes around that airport. You are not going to be able to land planes into Buttonville without being sensitive to the environment and to the quality of life of those individuals who live in and around Buttonville.

The report states also that even if lands were available for the extension of the runway, Highway 404 would have to be realigned and some of the terminal buildings would have to be removed. You can imagine the expense there.

Then it talks about Hamilton Airport, the preferred airport to Pearson International.

An hon. member: Why is the NDP against it then?

Mr. Keyes: Preferred. I mentioned you were out taking the phone message and it mentioned it. Can you imagine the NDP being against Hamilton? Study after study concludes that Hamilton is the logical alternative to Pearson International, a venting for Pearson International, a reliever of congestion for Pearson International.

The study notes—this is the 1990 study of Transport Canada—that Hamilton has the facilities to handle all

types of aircraft but that the distance that can be flown from Hamilton by various aircraft is limited due to the length of one principal runway. We have three runways.

The study agrees with the recommendations of the Hamilton-Niagara federal Liberal task force on Hamilton Airport in that with comparatively minimal expense to upgrading Hamilton could accept traffic from PIA.

I spoke earlier about the need for a multi-modal approach to transportation. GO Transit which operates a station at Malton, a mile away from PIA, has confirmed it is giving serious consideration to a link-up with Pearson.

Such a network of transportation would not only help solve some of the congestion at Pearson International but could ultimately be used to transport passengers with connecting flights to or from Hamilton Airport.

In addition, a new GO Transit station is currently under construction at Aldershot, Ontario; 15 minutes by GO bus to Hamilton Airport.

Access to Hamilton Airport from Pearson International and the southern Ontario region is quick and efficient although the Government of Ontario could play a greater role in the development of Hamilton Airport by improving road access to that facility.

An hon. member: That is the NDP government.

Mr. Keyes: Yes, the NDP government. We need help. We have a chicken and egg scenario, as I like to refer to it. As other individuals have said, Hamilton is prepared. The city is prepared. The Regional Municipality of Hamilton-Wentworth is prepared. The residents of Hamilton are prepared to accept an expanded, versatile and modern facility at Hamilton Airport.

The only thing that is holding us up is that the major commercial carriers, whether it be cargo or passenger, say: "We can't go to Hamilton because there is no access". There is this one little two-lane stretch of road that branches off from the 403, a major highway with its exit ramp already in place. I think it is about five miles from 403 to the airport. They say: "We can't do that until that is fixed up". Then the NDP government says: "We can't fix that up until the commercial airlines indicate to us that they are going to use the airport".