

oped in the simulator trials and the manner in which Mr. Keenan was being asked to deal with them. Could the minister explain the difference and why it was decided that he should change the manner of dealing with procedures, if only—and this seems to be the most important part of the whole business—to restore confidence which has been completely eroded?

● (1130)

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, the changes should indeed restore complete confidence. If the hon. member is referring to differences between the terms of reference when Mr. Keenan was appointed and the terms of reference now for the new commissioners, most of the changes were proposed and agreed upon for the Keenan commission prior to Mr. Keenan's resignation. Therefore, most of them were made as a result of suggestions or requests by the controllers themselves to which we, in our usual flexible way, to try to accommodate their wishes, were willing to agree.

ALLEGATION LACK OF ADHERENCE TO LANGUAGE
REGULATIONS BY CONTROLLERS—REASON FOREIGN PILOTS
BOYCOTTING CANADIAN AIR SPACE

Mr. Donald W. Munro (Esquimalt-Saanich): Mr. Speaker, I think one could take issue with a statement of that sort just given off the cuff, but I should like to ask the minister whether he could comment on the report coming from the Montreal area control centre that language use regulations are not being respected or enforced. I wonder whether he would explain if this is perhaps the reason foreign air pilots have decided to boycott Canadian air space—because they are being confused and endangering their passengers?

Hon. Otto E. Lang (Minister of Transport): No, Mr. Speaker. Outside of the six incidents to which I referred earlier, of which four have been verified by the investigation to this point, there is no evidence of any substantial deviation from our rules in the Mirabel and Dorval areas where the incoming activity of a foreign nature, and indeed of Canadian transporter travel, occurs. There have been some rather more complicated situations arising at St. Hubert and they also have been subject to investigation.

Mr. Munro (Esquimalt-Saanich): A final supplementary question, Mr. Speaker. Could the minister say what attitudes and positive matters he is going to take to the meeting that he is going to have this afternoon which will calm the atmosphere and enable negotiations to take place?

EFFECT OF DIFFERENCE OF OPINION BETWEEN THE TWO
COMMISSIONERS INQUIRING INTO SAFETY OF BILINGUAL AIR
TRAFFIC CONTROL

Mr. Walter Baker (Grenville-Carleton): Mr. Speaker, my question is for the Minister of Transport and it relates to a statement he made out of the House after the tabling of the terms of reference. As I understand the statement, bearing in mind the commission is a two man commission and the possibility that there could be a difference of opinion, with no third person to break the tie, so to speak, is it the position of the government that in the event of a

Oral Questions

difference of opinion between the two commissioners this would be taken by the government to be an indication, as the outcome of the commission, that it was not safe to extend bilingual air traffic control? I ask this because I think it is important that we all understand the parameters of the commission's considerations.

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, perhaps it is important to understand that all along, as we have developed the program for establishing procedures for possible IFR flight control in the Montreal area, we have asked for the participation of the controllers and pilots and indicated that we did not see how we could proceed unless there was at the end, when we had the procedures ready, a broad consensus that the procedures were satisfactory and safe. We had always counted upon having to persuade reasonable individual pilots and controllers of the safety of our procedures. So I have no trouble in saying about the commission that safety is too important a matter to say that we could proceed in any way if there is any significant dissent, and the commissioners' dissent would certainly be significant. We would therefore need the approbation of the commission and the commissioners.

ALLEGED STATEMENT BY MINISTER OF LABOUR CONCERNING
PROSECUTION OF STRIKING PILOTS—MINISTER'S POSITION

Mr. Walter Baker (Grenville-Carleton): A final supplementary question, Mr. Speaker, which has to do with the atmosphere that we were discussing a few moments ago. The Minister of Labour indicated yesterday that he was prepared to issue warrants under the Canada Labour Code to pilots who failed to return to work. I understand the position of the government with respect to breaches of collective agreements and all those things, but in view of the Prime Minister's admonition to "cool it", which I assume applies to the Minister of Transport, if it should apply, and to the Minister of Labour and all others, is the minister going to speak to his colleague the Minister of Labour with respect to these statements, which I think can only help inflame a situation which is a pretty serious one in this country? If he has not done so, would he do so in terms of trying to bring some peace to the situation?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, I believe the Minister of Labour did not go out of his way to volunteer any such statement but rather responded to a question about what he would do as a matter of duty. I would say broadly speaking that what we want, of course, is as reasonable and positive an atmosphere as we can establish. On the other hand, there is the law, and the law is there to be enforced; we have certain obligations in that regard.

* * *

[Translation]

FISHERIES

REQUEST FOR RESULTS OF ICNAF CONFERENCE AND
AGREEMENT WITH SOVIET UNION

Mr. Albert Béchard (Bonaventure-Îles-de-la-Madeleine): Mr. Speaker, I would like to move from airline