

to know if Quebec senators on this side would keep silent during this debate. Have I heard correctly?

**Senator De Bané:** Honourable senators, I just wanted to invite all senators and in particular Quebec senators from both sides to take part in this debate. I think it is the responsibility of opposition senators as well as government senators to participate in this very important debate.

We, the Quebec senators from both sides, should not keep silent on this issue which affects every Canadian.

**Senator Lavoie-Roux:** I want to thank Senator De Bané for his explanation. If we assume that we will have other opportunities to speak about this, I want to tell him that it is certainly my intention, and that of some of my colleagues on this side of the House, to take part in that debate. For now, I agree to his request for an adjournment debate.

I want to thank the Leader of the Opposition for this opportunity to speak.

**Hon. Lowell Murray (Leader of the Government):** Mr. Speaker, before you present the motion to adjourn of Senator De Bané, I would simply like to say clearly that the Senator can quote the late Canon Groulx all he wants, the position of the federal government on this issue has absolutely nothing to do with Quebecers' attitude towards French minorities outside Quebec, an attitude I have always found to be constructive, at least as far as members of this House are concerned. The position of the federal government on this issue is based on its policy towards the privatization of corporations. We will have another opportunity to talk about this after my colleague has spoken.

On motion of Senator De Bané, debate adjourned.

● (1510)

[English]

## AERONAUTICS ACT

### BILL TO AMEND—SECOND READING

**Hon. J. Michael Forrestall** moved the second reading of Bill C-5, to amend the Aeronautics Act and to amend An Act to amend the Aeronautics Act.

He said: Honourable senators, it is with some pleasure and recollection that I rise to speak to Bill C-5, an Act to amend the Aeronautics Acts and to amend an Act to amend the Aeronautics Act. I recall how long ago we started on some of these amendments. Many of you may recall that in 1985 the first major amendments to the Aeronautics Act in over 60 years were processed through the House of Commons and through this chamber. It took sixty years to bring about the first amendments, and I am pleased to note that the government is now causing to be brought about amendments only five or six years after the somewhat relatively new act was brought into play. We are demonstrating that we can keep pace on behalf of the aeronautics industry with the legislation that, in fact, supports it.

● (1520)

Honourable senators, these amendments to the act are brought forward to update the existing legislation to deal with

[Senator Lavoie-Roux.]

issues that have arisen since the last act was passed in 1985. They will also—and very importantly—provide the legislative framework for implementing undertakings of the government regarding penalties for noise violations and federal-provincial recommendations with regard to airport zoning.

First, I would like to address the section which will provide an increased maximum for administrative monetary penalties. The 1985 amendments introduced the concept of administrative monetary penalties which authorized the minister to assess a penalty to a maximum of \$1,000 for the contravention of certain provisions of the act. These provisions are designated in regulations which also establish the maximum penalties in respect of these provisions subject to the limit of \$1,000 set out in the act.

In some cases, honourable senators, the \$1,000 limit has been shown to be ineffective as a deterrent, especially with regard to violations of noise abatement procedures at larger airports such as Lester B. Pearson International Airport in Toronto. To overcome this problem, the act is being amended to increase the maximum penalties to \$25,000 for corporations and \$5,000 for individuals. Bill C-5 will allow the regulations to be amended, increasing the maximum penalty for these offences where such an increase is warranted. In other words, it is not automatic.

Second, a new section is being added to the zoning provisions of the act authorizing the minister to make agreements with local zoning authorities that will allow the local authority to make and enforce zoning regulations for local airports using provincial procedures. The amendment is based on the recommendation of a federal-provincial working group on airport zoning which met to explore methods of increasing federal-provincial cooperation in preparing and enforcing zoning regulations on land surrounding airports.

Height zoning around aerodromes comes within the exclusive power of the federal government since it relates to the very vital question of aviation safety. At the same time, provinces have authority to zone such areas for other purposes. Additionally, zoning procedures under the existing Aeronautics Act are more complicated and expensive than those followed by many of the provinces and the municipalities in those provinces in which the airports may be located.

This amendment establishes a system whereby provincial zoning authorities will be able to make height zoning regulations apply to airports at a time and in a manner that will be in accordance with other zoning regulations applying to the area. If the local authority does not wish to make such an agreement, however, it is not obligated to do so. The airport may eventually be zoned by the federal government if it comes within its zoning requirements and policies.

Bill C-5 also proposes amendments to the act to allow more expeditious response to urgent safety recommendations. Occasionally, a body investigating an aviation accident or incident will make a recommendation to the Minister of Transport that requires immediate implementation in the interests of aviation safety. A new provision is being added to the act that will