

# HOUSE OF COMMONS

Monday, June 13, 1977

The House met at 11 a.m.

## GOVERNMENT ORDERS

[English]

### AERONAUTICS ACT

AMENDMENT TO PROVIDE ACT BINDING ON HER MAJESTY IN  
RIGHT OF CANADA OR A PROVINCE

**Hon. Otto E. Lang (Minister of Transport)** moved that Bill C-46, to amend the Aeronautics Act and the National Transportation Act, as reported (with an amendment) from the Standing Committee on Transport and Communications, be concurred in.

Motion agreed to.

**Mr. Speaker:** When shall the bill be read the third time? By leave, now?

**Some hon. Members:** Now.

**Mr. Lang** moved that the bill be read the third time and do pass.

**Mr. Dan McKenzie (Winnipeg South Centre):** Mr. Speaker, we have no intention of delaying this bill any further. However, I wish to comment that it is another regulatory piece of legislation that is not required. We feel that the CTC has enough authority to handle these matters in regard to the provinces dealing with airlines, but we are prepared to let the bill go through on division.

**The Acting Speaker (Mr. Turner):** Is the House ready for the question?

**Some hon. Members:** Question.

**The Acting Speaker (Mr. Turner):** Is it the pleasure of the House to adopt the motion?

**Some hon. Members:** Agreed.

Motion agreed to and bill read the third time and passed.

● (1110)

AMENDMENTS RESPECTING CHARGES FOR USE OF AIRPORTS,  
ETC.

**Hon. Otto E. Lang (Minister of Transport)** moved that Bill C-40, to amend the Aeronautics Act, be read the second time and referred to the Standing Committee on Transport and Communications.

He said: Mr. Speaker, I thank hon. members for co-operating in moving forward this legislation. There may be agreement to amend the second reading motion, to provide for this bill to be considered in committee of the whole. When I finish my remarks I shall propose such a change in the second reading motion.

Bill C-40, to amend the Aeronautics Act, deals with several important matters, the first and most important of which is the introduction of more effective zoning provisions under federal jurisdiction. Our airports are important facilities and, obviously, the manner in which land surrounding them is used is important to their future use, and to people who may want to use the land. Sometimes after an airport is built it has been difficult to expand it, because houses have been built there and other activities engaged in. Since airports represent a large public investment it is important for land to be so zoned as not to endanger future development of an airport. We want to avoid such difficulties.

We think you can most effectively zone land through the action of municipalities and provinces which ordinarily concern themselves in the many issues which arise from time to time in communities. Bill C-40, which will allow for the additional exercise of federal jurisdiction, shows clearly that we intend ordinarily to rely on municipalities and provinces to do the appropriate zoning of our airports in order to protect the land. Ordinarily, they will do this after we discuss these questions with them. Sometimes, however, there may not be provincial legislation in existence, or a province may be unwilling to act in a certain way, and we therefore feel that there must be provision for federal jurisdiction under which zoning in such cases can be done. Alberta, after a good deal of discussion, enacted comprehensive zoning legislation which will be fully effective in allowing us to do what we need in the way of zoning around airports.

We have included compensation provisions in this bill which essentially follow compensation patterns provinces ordinarily use in their own zoning. We did not want to set different standards, even though in our judgment sometimes a different scale of compensation would be appropriate. It seems only logical to retain the provincial approach to compensation, since we want provincial governments and municipalities ordinarily to do the zoning. It would not do to have a different standard of compensation, depending on the nature of the jurisdiction, its location, and so on.

These provisions therefore will allow us to work with the provinces. We shall ordinarily enter into discussions with them, and use our zoning provisions when it is either impossible or difficult for a province to do this.