

be answered in some depth today and I hope the Minister will be with us in committee this afternoon. Will he?

Mr. Pepin: There will be good people answering your question.

Mr. Forrestall: We certainly want you and your experts as well. I think we will be able to clear up a number of questions about which we are concerned.

I do not see the need to delay this matter any longer because certain institutional groups in the general aviation community will not have a full opportunity to appear before us to make their views known. This does not concern me because I know that the institutional aviation groups in this country in general, from our major domestic carriers to the manufacturing and operational side, have been concerned about this matter for some time. There are very few measures in this Bill of which specific interested groups in the aviation community have not been made aware, have not helped develop or have not been consulted in their development. After consultation with the Provinces, I am satisfied that the intent of the Bill with respect to jurisdiction is acceptable to them.

I do have some concern about other investigative processes. For example, the Bill does not embrace the military. This could cause difficulty because if one area is excluded there may be a tendency to exclude other areas. I believe this should have been a priority. But this matter can be pursued in committee and experience may prove that the Bill is either correct or incorrect in the exclusivity.

It is important that we have taken the first step and I hope it will lead to increased awareness of aviation safety. I also hope this is a workable Bill which will form the basis for similar legislation in the near future which will cover marine and service transport matters. I suggest to the Minister that if he does not make a start quickly, as soon as we have a by-election in Central Nova and other events take place, whoever is the next Minister of Transport in this country will not live in peace until the legislation is in place.

● (1220)

In closing, may I just congratulate the Minister and his officials for having lost two of the children but having saved one. Again, I regret the delay, as other Members have and as I am sure the Minister has. I will not attach blame to that; suffice it to say that the Bill is now in front of us and pray God that this legislation will be the basis for enhanced general aviation safety and control in this country.

Mr. Skelly: Mr. Speaker, I want to clarify one aspect. I know the previous speaker has been very involved in this particular topic. He had a chance to draft the Bill which he had put forward in a multimodal approach. It was an excellent proposition and it is unfortunate that it has not been brought forward.

However, there is one aspect to his remarks on which I would like a little elaboration. I am referring to the suggestion that we should go ahead quickly with the Bill. This Bill will be

approved in principle in a few minutes. It will then go to committee. Essentially, it will be well on its way to being passed. Two and a half months is a very short time in which to have an examination or to have input from people who work continuously in this field.

Let me just give an example of where one of the problems arose. The Canadian Airline Flight Attendants Association is involved on a day to day basis with safety in aircraft. This group was invited to examine the Bill, but unfortunately the Ministry, because of its excellent relations with that organization, sent it to the person who was the president three years ago. The Association saw the Bill just yesterday for the first time. As the group's comments would indicate, it is not very pleased with that kind of liaison and consultation. Most of the organizations that we have contacted, and we are going to use the phones right now to find out where they are, are also not pleased that they have not had an opportunity to comment.

Since it appears that we will, in fact, pass the Bill, it having been approved in principle, would the Hon. Member for Dartmouth-Halifax East (Mr. Forrestall) not concede that it would be advantageous to slow down for a few moments to allow those people who put so much time and energy into the Dubin Report an opportunity to peruse and put together something for our consideration which may help us to fine tune this Bill?

Mr. Forrestall: Mr. Speaker, with all defence to a distinguished assistant of the Minister of Transport (Mr. Pepin), that is a hell of a faux pas. I was not aware of that and it is a matter of regret. I am not suggesting it would not be useful or helpful to the committee, to Parliamentarians, the Minister and to Government itself to have had the benefit of these briefs. What I was suggesting was that there are, to the best of my knowledge, no institutional groups within this air transport community that have not been fully and widely consulted and have not had the opportunity to make far reaching and very fair contributions.

This matter has not been under way for two or three months; it has been under way for ten or 15 years. The Standing Committee on Transport is seized now with the Crow Bill. We have outstanding matters of relative importance to the proper conduct of committee work with respect to Air Canada. We have a number of issues already. To refer the report to the Standing Committee on Transport, and to wait another six to eight months before it is dealt with and is sent back into this Chamber, in my judgment would be somewhat irresponsible. I think we should get on with it.

The Acting Speaker (Mr. Corbin): Are there any other questions or comments? Debate?

Some Hon. Members: Question.

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

Some Hon. Members: Question.