

### *Transportation Policies*

Transair and a representative of the national airline have had discussions on the regional air carrier setting up a separate but shared operation in the fall of next year.

It's understood a five-year lease is one of the clauses of agreement.

There is no shortage of hangars in Winnipeg. There are a number of old Air Canada hangars that can accommodate 727's, DC7's and DC8's. Also, there is a hangar which can accommodate jet aircraft up to the size of the 707. We certainly have no need for this hangar, but we are stuck with it now. We have to find out what the government is going to do with it because the taxpayers will have to pay the maintenance costs of this monstrous hangar which will no doubt become a white elephant.

The article continued:

Air Canada, which can see no foreseeable complete utilization of the facility, feels that leasing space would see the hangar put to proper use until such time as it can incorporate the line maintenance hangar into its present system.

The line maintenance hangar is emptying ash trays and doing light work with aircraft.

The airline doesn't have any aircraft based at Winnipeg and now uses CAE aircraft facilities when it is necessary to put an aircraft inside.

If they can use the CAE facility, I do not know why we need this \$15 million hangar.

There is another aspect. Transair is having negotiations with Pacific Western Airlines with regard to a merger. If the merger goes through, all the overhaul work will be done in British Columbia and Alberta. Therefore, Air Canada and Transair will not be requiring any leased space in this \$15 million hangar.

As recently as last week Mr. Claude Taylor, the president of Air Canada, was in Winnipeg. He stated, and I quote:

—Air Canada now has enough maintenance staff in Winnipeg to immediately need half of the 80,000 square foot hangar being built for it at the airport.

The Air Canada president said his airline has not reached any agreement with Transair for use of part of the \$12 million maintenance hangar and the takeover by PWA could change the complexion of any discussions that have taken place.

At the present time they are scrounging around trying to find some use for this monstrous hangar. I hope the Minister of Transport (Mr. Lang) will take part in the debate later. Due to the present unrest and uncertainty in the province of Quebec, the federal government and Air Canada should give serious consideration to moving part of the overhaul and maintenance division back to Winnipeg and at the same time make use of this monstrous hangar. We have to find some use for it. Because of the size of that hangar, overhaul work on 747's and L1011's could be carried out in Winnipeg.

There is another point I want to clear up. When I was speaking on Bill C-7 last night the Minister of State (Multiculturalism) (Mr. Guay) interjected. He rose on a point of order which, of course, was not a point of order at all. None of his interjections are. He said, and I quote:

I would like to go on record as saying that I am very pleased with the construction of the hangar at the Air Canada base in Winnipeg. The people of Winnipeg also wanted it.

The people of Winnipeg wanted no such thing. They never made any such representations to me or anyone else.

[Mr. McKenzie.]

The minister went on to say:

I am surprised to hear the hon. member for Winnipeg South Centre saying that it is a white elephant.

It will be a white elephant if we do not find some good use for it.

He was the one who was pushing to get it,—

I was not pushing to get a \$15 million hangar. I do not know where he dreams these things up. He said "Now he is talking out of the other side of his mouth." Well, I was not. As usual, he has everything mixed up. In the campaigns of 1972 and 1974, when making representations to have part of the overhaul and maintenance division returned to Winnipeg, we certainly did not ask for any \$15 million hangar to be built because there are enough hangar facilities already in Winnipeg.

● (2100)

I should like to go a little into the history of the removal of the overhaul operation from Winnipeg to Dorval. The final move was made in 1969 and at that time the former minister of national defence, the hon. member for Winnipeg South (Mr. Richardson), stated, "It is one of the worst decisions ever made in Canadian history." Truer words were never spoken. It will certainly prove to be one of the costliest moves ever made by an airline, and it is one which has proved disastrous for many aspects of Air Canada's operations.

Air Canada, formerly Trans-Canada Airlines, was established in 1937 by the federal Liberal government of the day. Winnipeg was chosen as the overhaul centre by a group of unbiased American aviation experts who based their choice on all pertinent factors, including the advantages of a dry climate, clear flying weather, land values, construction costs, and taxation. Presumably these experts had no axe to grind and were solely interested in locating the maintenance facilities in the most logical area of Canada, and this they did.

Before the base was located in Montreal a number of studies were carried out and a well-known firm, Wallace Clark, was hired, obviously to bring in a recommendation in favour of Montreal. I should explain why I say that. Air Canada's history shows the company's planned deception and complete disregard for truth. Its refusal to disclose the consultants' report is proof of how far they were prepared to go to achieve the ends they wanted. An added aggravation was the disclosure which finally resulted from the forced release of the Wallace Clark data according to which the Winnipeg location was the one where maintenance operations could be carried out at the lowest cost. However, Wallace Clark ruled Winnipeg out because they were told that DC-8 aircraft would not be landing there. This was not true. They have been landing there for years by the thousands. DC-8 aircraft were routed, and must continue to be routed, through Winnipeg.

I hope the minister will have some comments to make on the use to which this \$15 million hangar will be put. Judging from the statements made by the Air Canada president and others, it is difficult to find out just how it will be used. Perhaps the minister will bring us up to date tonight. The minister is now