

As was indicated by the two previous speakers, Bill C-5 is generally considered to be a housekeeping bill. It is entitled an Act to amend the Aeronautics Act and to amend an Act to amend the Aeronautics Act. As you know, a few short years ago, the original act, the act we are amending, was passed by this Parliament.

• (1600 )

Over the course of the last number of years, it was deemed necessary to introduce some amendments to correct some minor problems with the original legislation. As well, it updates some of the provisions in Bill C-76.

However, there are some very important changes to the bill. Among the most important changes are the provisions which increase the fines for designated offences within the bill. Fines are increased from \$1,000 to \$5,000 for individuals and from \$1,000 to \$10,000 for corporations.

That would include airline companies operating in Canada and other airlines that use Canadian airports. In particular, it would include provisions dealing with noise abatement and contraventions of the provisions dealing with the restriction of noise.

I had the privilege of chairing the federal Liberal caucus task force on Pearson International Airport a few years ago. In fact, the committee rendered its report on June 12, 1989, some two years ago.

Since that time, the report has been circulated widely. We have had numerous requests for copies of this particular report. It was a comprehensive report that studied the workings of Pearson International Airport and all the problems associated with it. The report made a number of excellent recommendations.

The task force consisted of a number of my colleagues, members of the Liberal opposition. It spent a number of days at Pearson International Airport touring the facilities there. Then it listened to a significant number of witnesses who came forward to express their concerns about matters affecting Pearson International Airport.

We heard from the pilots' association, for example. We heard from representatives of the major airlines. We heard from representatives of smaller air carriers. We heard from citizens' groups and politicians from other levels of government. All had very important and significant concerns to bring to our attention.

### *Government Orders*

The report that was released on June 12, 1989 includes a section on noise abatement and hours of operation. This particular section of the report is relevant in considering Bill C-5 which has, as one of its main provisions, the increase of fines.

In this report two years ago we recommended that fines be increased in order to deter and dissuade airline companies from breaching noise by-laws. We believe that with a significant increase in the fines that can be levied, airlines will think twice about breaking curfew provisions at Pearson International Airport and at all airports across the country.

We fully endorse and support the increase of the maximum penalty for breaching noise abatement provisions. As I indicated, the maximum penalties would be increased from \$1,000 to \$5,000 for individuals and to \$10,000 for corporations.

I would ask the committee to consider not only maximum penalties for breaches of noise abatement provisions, but minimum penalties. We know that when we establish a maximum penalty, that is the limit. If we do not provide a minimum penalty, a suspended sentence for example, no penalty at all could be considered an appropriate penalty.

If this Parliament wishes to send a very clear message to those who at times, in a callous fashion, breach noise abatement provisions then the committee should consider incorporating minimum penalties within this legislation.

Once it is proven that a particular company or individual has breached a particular section—and I refer again to the noise abatement provisions—then there would be a minimum penalty that that person or company would be subjected to.

There are a number of MPs from the Toronto area who have a significant number of constituents who are directly affected by Pearson International Airport. The task force heard, of course, that there are problems at other airports in Canada, in particular at the Vancouver airport in Vancouver, British Columbia, and I am sure there are problems at other major airports in Canada. The mandate of the task force that I chaired though was simply to investigate the problems at Pearson International Airport.

I represent a riding that is east of the airport, York Southwest, and I know that the former Minister of Finance, now the Minister for International Trade, represents the riding of Etobicoke Centre and his