

Vancouver International Airport

money would have to be spent on that location before it could be used even by private planes. And if it could be used I doubt if we would create a satisfactory solution. The board of trade had suggested that Boundary Bay airport could be used, but I am of the opinion that it could not.

I have one suggestion to make jointly to the Minister of Transport and the Minister of National Defence (Mr. Campney), who I am pleased to see in his seat this evening. There has been some criticism of the government in connection with some land at Port Coquitlam. When that land was purchased that part of the country was in my riding. I know of the necessity for buying the land and the reason for the purchase, and I believe the reason was good. I am not too sure of the quality of the land for airport purposes, but I would not think it would have to be of high quality to handle lighter aircraft. We own the land; it is in a good location. It is not in as heavy a fog area as the Vancouver international airport. Now that the government owns the property I hope the Minister of Transport will have his officials look it over, in co-operation with the officials of the Department of National Defence, with a view to finding a solution there.

I wish to bring to the attention of the house once more the seriousness of the overall situation at the airport. As I have said, at one time or another hon. members have visited there. We have seen conditions under which operations cannot be carried out efficiently. At that point there is a control tower not much larger than an ordinary chicken house. The three or four young men in the tower, efficient though they may be, cannot carry out their job as it should be carried out in the interests of efficiency and safety.

I believe if the Minister of Transport looks into the situation carefully there will be no difficulty, so far as those of us from British Columbia are concerned, in obtaining a secondary airport in very short order.

Mr. Howard C. Green (Vancouver-Quadra): Mr. Speaker, the hon. member for Burnaby-Richmond (Mr. Goode) has dealt with this situation thoroughly, and there is very little one could add to the submissions he has made.

I have before me a press report indicating the number of passengers who landed at Vancouver airport in 1954, and it discloses that there were about 600,000 persons. It has been estimated that each day of the year about 1,700 passengers go through the airport. The airmail amounted to 4 million pounds and the air cargo about 6 million pounds.

[Mr. Goode.]

Those figures will give hon. members some idea of the business being done at that airport.

For some time there has been growing concern over the number of planes, and there has been a keen desire to remove the smaller planes from that airport. The hon. member's resolution is in terms almost identical with those of a resolution passed by the council of the Vancouver board of trade on June 17, 1954. I believe the Vancouver airport board has been making recommendations to the Department of Transport since November, 1952, urging the establishment of a secondary airport to take care of the minor traffic consisting of light planes and private flying.

In addition there has been the suggestion that sooner or later the Royal Canadian Air Force training should be taken away from that airport. We have been led to believe that the Department of Transport was about to prohibit any further civilian flying training at that field. Members from the greater Vancouver area were told that by the airport board when we were guests of the board at the airport in December. I do not know whether that is the intention of the Department of Transport but, if so, it does show vividly the need for the establishment of a second airport.

We were also told that the department had a survey under way, but since that time nothing more has been heard about it. I noticed about a month ago that the airport board recommended consideration of the use of Boundary Bay airport for minor flying. As yet, however, there has been no definite announcement from the government that any action is to be taken; and if action is to be taken, there has been no indication what form it will take.

In supporting the resolution tonight I urge that the minister tell the house what the government has in mind. I hope he will give us some assurance that there is to be a secondary airport in that area.

Mr. Harold E. Winch (Vancouver East): Mr. Speaker, I am certain all hon. members from the lower mainland of British Columbia will support the motion moved this evening by the hon. member for Burnaby-Richmond.

As has been pointed out by the two hon. members who have preceded me in the debate, the international airport at Sea Island is one of the largest and busiest in the whole of Canada, and is rapidly reaching the point where, without question, serious consideration must be given to the policies governing the use of the airport. Although I am certain this resolution will have the support of all members from the lower mainland of British Columbia, a number of whom sit in the