

*Government Orders***GOVERNMENT ORDERS***[English]***WAYS AND MEANS**

## EXCISE ACT

**Hon. John McDermid (Minister of State (Finance and Privatization))** moved that a Ways and Means motion to amend the Excise Act and Excise Tax Act, laid upon the table on Friday, May 17, be concurred in.

Motion agreed to.

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**WAYS AND MEANS**

## TABLING OF NOTICE OF MOTION

**Hon. John McDermid (Minister of State (Finance and Privatization))**: Mr. Speaker, pursuant to Standing Order 83(1), I have the honour to lay upon the table a copy of a notice of a Ways and Means motion to amend the Income Tax Act and other legislation.

I ask, pursuant to the provisions of Standing Order 83(2), that an Order of the Day be designated for the consideration of the said Ways and Means motion.

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*[Translation]***EXCISE TAX ACT**

## MEASURE TO AMEND

**Hon. John McDermid (on behalf of the Deputy Prime Minister and Minister of Finance)** moved that Bill C-10, an Act to amend the Excise Tax Act and the Excise Act, be read the first time and ordered to be printed.

Motion agreed to, bill read the first time and ordered to be printed.

\* \* \*

• (1510)

*[English]***AERONAUTICS ACT**

## MEASURE TO AMEND

**Hon. Shirley Martin (for the Minister of Transport)** moved that Bill C-5, an act to amend the Aeronautics Act and to amend an act to amend the Aeronautics Act,

be read the second time and referred to a legislative committee.

She said: Mr. Speaker, it is with great pleasure that I rise for the second reading debate on Bill C-5, namely an act to amend the Aeronautics Act, to amend an act to amend the Aeronautics Act. I hope that we do not have to soon put forward a further amendment to this act or else the title will be almost impossible to deal with.

As many hon. members will know, I was personally involved in the development of increased fines for aircraft noise violations, so I am particularly happy to speak to this bill today.

These amendments to the Aeronautics Act are being brought forward to update the existing legislation to deal with the issues that have arisen since the act was last amended in 1985. They will also provide the legislative framework for the implementation of undertakings of this government regarding penalties for noise violations and federal-provincial recommendations with regard to airport zoning.

First, I would like to address the section which will provide for an increased maximum for administrative monetary penalties. The 1985 amendments introduced the concept of administrative monetary penalties, which authorized the minister to assess a penalty to a maximum of \$1,000 for the contravention of certain provisions. These provisions are designated in regulations which also established the maximum penalty with respect to each provision subject to the limit of \$1,000 set out in the act.

In some cases this \$1,000 limit has shown to be ineffective as a deterrent, especially with regard to the violation of noise abatement procedures at larger airports, such as Toronto's Lester B. Pearson International.

To overcome this problem, the act is being amended to increase the maximum penalties to \$10,000 for corporations and \$5,000 for individuals. Bill C-5 will allow the regulations to be amended, increasing the maximum penalty for those offences where such an increase is warranted.

Second, a new section is being added to the zoning provisions of the act, authorizing the minister to make agreements with local zoning authorities that will allow the local authority to make and enforce zoning regulations for local airports, using provincial procedures. This amendment is based on a recommendation of a federal-provincial working group on aerodrome zoning. It met to