

Adjournment Debate

Since she is the critic on women's issues, I would also strongly urge her to contact the school board in her riding or in her province at Halifax. She might suggest that these school boards apply for funds, because money is available from the special project assistance fund for, among other things, helping schools set up day care facilities, as she said in her remarks.

For example, Mr. Speaker, I might mention that the Minister has just announced a grant of \$80,391 to the Leeds—Grenville riding school boards to set up the kind of child care services which meet the needs of families in that area. Mr. Speaker, another grant of \$120,645 has been awarded to Québec's *Association des services de garde en milieu scolaire* for a study. That is excellent. And then, Mr. Speaker, \$422,207 to the Members of the Ottawa region for three assistance fund projects to help organizations find fresh solutions to the child care problem.

Nova Scotia therefore is also entitled to that money, and I would urge the Hon. Member to get in touch with the school boards in her riding and in her province and take full advantage of our Government's generous contribution under the Strategy. Above all, Mr. Speaker, she ought to appeal to the common sense of Senators so they will not unduly delay the legislative measures passed by the House, legitimately elected by Canadians.

• (1810)

[English]

AIR SAFETY—REVIEW BY DEPARTMENTAL AUDIT
BRANCH—MINISTER'S INTENTIONS

Mr. Joe Comuzzi (Thunder Bay—Nipigon): Mr. Speaker, on April 6, I asked the Minister of Transport (Mr. Bouchard) what preparations his Department made in anticipation of the removal of government controls in the airline industry.

The question was not answered by the Minister. I come here before you this evening, Mr. Speaker, in an attempt to receive an answer. I thank you for the opportunity to requestion the Minister on an issue that is vital to the air safety of travellers who use these facilities in Canada.

As you are aware, Mr. Speaker, the air corridors in our country are congested. The congestion causes safety problems around busy airports, airports where planes are headed especially during peak periods, airports such as Pearson International Airport.

The situation is not improving. It is deteriorating. The Minister refuses in the face of overwhelming evidence to do anything to change these unsafe conditions.

The major airlines of Canada because of deregulation have been able to create what is known as the hub-and-spoke concept, the hub being the major airport and the spokes being those arms that extend to smaller communities. Some of the spoke communities are communities such as Thunder Bay—Nipigon, the region which I represent, Sault Ste. Marie, Winnipeg, Dryden and Windsor, areas such as these that funnel their aircraft into Pearson.

Since Pearson is a major international airport the traffic is further congested because it is a recipient of many international flights, as well as many flights that generate in other areas in Canada. Pearson can be referred to, and often is, as a main hub in all of Canada.

What bothers me, and I know it bothers many other Canadians from smaller communities, is that this hub-and-spoke concept has deteriorated the quality of air travel in the country without the approval of most Canadians. If you book a flight, Mr. Speaker, to one of these centres I have mentioned through one of the two major airlines available to us, you stand a very good chance of ending up on an airline to which you have no contractual relationship. The plane is much smaller than expected. Even in Toronto one has to go outside the airport and across the tarmac in rain or snowy conditions and climb the steps to get on the airplane. This is very unsafe for our aged and handicapped people.

Although these airlines try to offer the services that the larger airlines offer, services such as beverage services, meals and luggage services, it is physically impossible for them to do this. In fact, many of these aircraft do not have any washrooms. If they do, there are not enough to facilitate the number of passengers on the aircraft.

I can go on and on about these deficiencies on these smaller airlines, but the thing that really hurts me and hurts most Canadians from rural Canada and smaller centres is the very fact that when we book on these flights we pay the very same price as we would pay on an airline that offers a more sophisticated service, especially if it is on one of the airlines in Canada or on the international scene that has a competitive route.