

The Hon. Member for Davenport (Mr. Caccia)—Environmental Affairs—Acid rain—Canada-United States discussions. (b) Niagara River pollution; The Hon. Member for Notre-Dame-de-Grâce-Lachine East (Mr. Allmand)—Unemployment Insurance—Inclusion of severance pay in income calculation. (b) Effect on laid-off workers; and the Hon. Member for York South-Weston (Mr. Nunziata)—Administration of Justice—Premier's trial—Prime Minister's knowledge of marijuana find. (b) Date of inquiry.

## GOVERNMENT ORDERS

[Translation]

### AERONAUTICS ACT

#### MEASURE TO AMEND

The House resumed consideration of the motion of Mr. Mazankowski: That Bill C-36, an Act to amend the Aeronautics Act, be read the second time and referred to the Standing Committee on Transport.

**Hon. André Ouellet (Papineau):** Mr. Speaker, I welcome this opportunity to take part in the debate on the Bill to amend the Aeronautics Act, Bill C-36, and to give the Hon. Member the assurance that the Official Opposition supports this Bill and will co-operate with the Government in referring the Bill to committee as soon as possible.

I should remind the House that this Bill is the result, as the Minister himself said earlier, of numerous consultations that took place in recent years with the various parties involved in the aviation sector. I believe the Minister recalled that, in 1978, a task force was created in the Department of Transport to start a review of all aeronautics regulations, in order to introduce appropriate amendments to the Aeronautics Act and provide this vital industry in Canada with modern legislation to meet the needs of the hour and of 20th and even 21st century aeronautics. Consequently, I am very pleased to see that all the major parties concerned were consulted and consulted often in the past few years, preparatory to drafting what is before the House today as Bill C-36.

I am equally pleased with the decision to incorporate in this Bill the principal recommendations made by the Dubin Commission of Inquiry on Aviation Safety in Canada. This Commission, which was formed when my hon. friend, the present Minister of Transport (Mr. Mazankowski), was doing his first stint, that is, during his short mandate . . .

As his first mandate as Minister of Transport in 1979, he had the good fortune of creating that commission which did an excellent job. All Canadians must be grateful to Mr. Justice Dubin for his exceptional work which ended with a whole series of important recommendations we now find embodied in and implemented through specific amendments to the

### *Aeronautics Act*

Aeronautics Act. I thank the Minister for following up on many of the Dubin report recommendations.

I should like to emphasize, Mr. Speaker, that if we in Canada believe that deregulation is a must if we want to foster more competition on behalf of consumers, on behalf of civil aviation users, it is just as important to admit that deregulation would not be advisable with respect to safety. I am pleased to see that the Bill advocates stricter and more severe regulations on aviation safety and the protection of Canadians. To me, that is essential. We can have confidence in the airlines, in market forces concerning user services, in the range of prices and services made available to passengers, but I do not think we can give free rein to the companies when it comes to air safety. Therefore, though the former Liberal Government was in favour of deregulation to make users benefit from improved competition, it too had every intention of implementing stricter aviation safety regulations.

I am pleased to see that this Government has decided to seek the same objectives we had in mind a few years ago to make sure that the air travelling public and air terminal users are better protected in a safer environment.

I want to make a point concerning incidents that have occurred, such as the aircraft forced down at Gimli in Manitoba because of fuel shortage. I have been told that the Government has received or is about to receive the report on that incident. It is to be expected that the report will contain suggestions and recommendations which might bear directly on this Bill. I am not advocating a delay in the adoption of the Bill, for it will certainly be referred to a parliamentary committee for clause by clause consideration. But until the Bill comes up for third reading, if the Minister gets the report on the Gimli incident, I would like the report to be tabled in the House and made public so that we might consider its recommendations and perhaps learn something and take it into account before final passage of Bill C-36.

Finally, I want to thank the Minister for his generous offer to give a technical briefing on the various aspects of the Bill to Hon. Members who sit on the parliamentary committee to which the Bill will be referred. It is obviously a very complicated piece of legislation and I am sure that senior officials of his Department or a few experts could give the required briefing to the Members of the parliamentary committee who will do the clause by clause study of this measure.

Mr. Speaker, I conclude therefore my comments by congratulating the Minister who has introduced a legislation which assuredly is nearly identical in every respect to the one which his predecessor could have introduced if the Canadian electorate had voted differently. I can assure him that although this may be a golden opportunity to make a whole series of speeches on the needs of our respective constituents, the area of transportation being so vast that each and everyone of us could rise and make representations on behalf of our