

Aeronautics Act

And what about the fixed base operators? They perform a useful service in the small airports across the country. Are they to be affected by these regulations?

One of the things that I have encountered as a pilot, and which has been brought to my attention by other pilots, is that the Department of Transport seems to practise a policy of frustration or an adversary way of doing things. Whenever a private pilot wants a change in his licence, a change in the medical designation, it would appear that he is in an adversary situation with the department. The first answer to his request is always no, and then he must prove his case.

Not long ago I had an encounter with the department over my medical designation. It has since been changed, but the first notice I had was when my licence came through with an entirely different grade on it. I did not receive any indication that they were concerned about my medical adequacy for flying, before the licence came. There was no chance to provide further medical evidence, no chance to get a second medical opinion, just the licence with the new grade. I have not done much flying over the past 15 or 20 years so this was not a critical matter, but if I were flying for a living my livelihood would be affected. I get the same complaint from other pilots.

Then there is the matter of zoning regulations, which I think are worthwhile. I think the amount of building that has taken place around Malton Airport should have been curtailed, and I know I am supported by many people when I say there is no need for an airport at Pickering. The twinning of the north-south strip at Malton would provide all the service we need in the next two or three decades. As a private pilot I do not use Malton very much, but when I do I can get in and out without difficulty. It is not as busy as O'Hare or Kennedy, or some of the other large airports in the United States.

Zoning regulations vary from province to province. It is fine for the federal government to encourage universal zoning, which might be accepted as the National Building Code has been accepted, but I do not think it is necessary.

The hon. member for Vegreville also mentioned the People Over Planes Group. I do not have a great deal of sympathy for some of the leaders of that group who espouse politics rather than different from mine, and who turn up in all parts of the country as troublemakers at various hearings. Nevertheless, they have a point. Presumably a draftsman from the Department of Transport would draw a line around an airport and determine which properties are affected. As I understand the legislation, there is no provision for appeal, and there is no consultation with the affected owners or municipalities. The federal bureaucracy will determine the detailed land use in any province near an airport. From the way the compensation clauses are written it would appear that the federal government could weasel out of paying compensation.

● (1220)

I shall speak mainly on two topics, the first being the licensing of a proposed, scheduled commercial air service. I think the Department of Transport could do much more to promote third level services. A few years ago we used Twin

[Mr. Ellis.]

Otters in an experimental air service between Ottawa and Montreal. There was so much wrong with the service that I have not time to enumerate all the complaints. If the department is interested in such air services it might consider using the new Dash-7 on a scheduled, hourly commuter service in the Montreal-Ottawa-Toronto corridor, with a stop-over at Trenton as well. Colleagues from western Ontario may wish the service to extend as far as London, to which I would not object. But we should provide a service for the cities named in the corridor, which are strung out at between 125 and 150 miles intervals. I think the Dash-7 is the right aircraft to use.

The Twin Otter is a delightful aircraft but not suitable for commercial use. It is not comfortable, has fixed landing gears, and is not equipped properly for use as a commercial aircraft. The Twin Otter service between Montreal and Ottawa was an experiment, but not too successful. If that kind of service is to succeed it must operate from top notch airports. The Twin Otter service was grounded so often because of bad weather and other factors that it could hardly be called reliable.

The Dash-7 service could operate from Dorval, in Montreal, Ottawa International Airport CFB Trenton, and Toronto International Airport, all of which are equipped with the finest air navigation and landing devices in North America. I suggest Trenton as a stop-over, because it is half way between Ottawa and Toronto, and would serve a growing community of about 350,000 people in the Kingston-Cobourg corridor who want the service. Industrialists in the area sometimes complain to me that their means of access to Montreal and Toronto is inadequate. True, they can use the train, but the Via CN train service is not yet operational. The people of the area need an air service to link them with major air services departing for overseas points from Dorval or Toronto international. At present businessmen must either drive a car, or take a train. An industrialist in Belleville told me recently that when he returned from his trip overseas, his parking charge was approximately \$38. Surely that \$38 could have bought him a seat on an aircraft going from Trenton to Toronto or Montreal.

I do not make my suggestion lightly, for I intend to urge the department, with all the strength at my command, to begin such a service. I want to see a regular, commuter airline service serving the points I mentioned. At CFB Trenton we already have one of the finest airports and facilities in all Canada. There is a magnificent landing instrument system in place so that the service should not cost a great deal to install. We would need some facilities on the south side of the main base for civilian use. Some security measures will need to be taken, but there is lots of space. Although I have not had a chance recently to discuss this question with the people at the national headquarters, or with the base commander, I know from my experience in the past that there would be general agreement for such a service. Knowing how anxious the members of our forces are to do what is good for all Canada, not just for the military establishment, I am sure we can get their agreement.