

*Private Members' Business*

What we have attempted to do, both in the Liberal caucus and in the Standing Committee on Transport where I had the honour to serve and now I have been replaced, certainly quite ably, by my colleague from Ottawa South—

**Mr. Angus:** Nobody can replace you.

**Mr. Marchi:** Big shoes to replace, I agree, but nonetheless the member for Ottawa South has very big and able feet.

**Mr. Manley:** Give me a break.

**Mr. Marchi:** The fact of the matter is at the transport committee there was a unanimous report. Government members, Liberal members and New Democratic members signed a report that clearly called on the minister and the government in negotiations with the Americans not to give in to cabotage.

Thus far whether it is because of a negotiating tactic or whether it is because of ideology, that promise has not been given privately or publicly. We have talked about it in the House of Commons in debates and in Question Period. But the government categorically has still not given an assurance to Canadians that cabotage will neither be on nor under the table.

It comes at an interesting time as well, because if we are talking about negotiations with the Americans in respect to our bilateral air agreement, we also cannot divorce that from the feelings that Canadians bring to the table with respect to the last deal Canadians negotiated with their American friends namely, the free trade agreement.

We now live with a free trade agreement that has caused a great deal of unease, a great deal of frustration and a great deal of justified legitimate fear among Canadians who have experienced more rather than less aggravation as a result of that agreement. We also live in a time that the government of the day is contemplating a North American free trade alignment. Therefore, we cannot divorce these agreements and what they have brought with respect to our economic livelihood from the feelings that Canadians have about the negotiations on a very important part of our economy as we know it.

So I think caution is a key word for the government of the day. It would reassure Canadians if this government was prepared to admit that it was not going to sign on the dotted line if any form of cabotage was going to be part of that agreement. At the very least, Canadians deserve

to know what the bottom line is before going into any negotiations.

Another point that is viewed with some degree of consternation by the air industry is the flagship airport of the country which is in my city: Pearson airport. On the local front, we in York West and the communities surrounding the airport have had to put up with a great degree of abuse. I also see the member of Parliament for Bramalea—Gore—Malton who has made repeated representations to his government and to the Minister of Transport on issue of noise control.

The southern part of York West, virtually half the riding, is very much in the path both for take-offs and landings. We have asked the government repeatedly for a system. While it is not going to solve the problem entirely, as I said previously, it would help alleviate it. These communities are not being irresponsible to the point where they wish to close the airport down. They do not live in a fantasy world that thinks that aeroplanes are going to be taken over by the horse and buggy again. What this community in the south end of my riding is asking is that there be an alternative to the current system.

One of those alternatives would be to have a better balance of alternative runway use. There seems to be a predominant use of one particular runway that is closer to the terminal, that is preferred by the airlines and by the air traffic controllers because it saves time, fuel, money and is very convenient for the passengers. Because of that one runway, the landings and the take-offs are all over one particular community and that is grossly unfair and unjustified.

This community has been asking the last number of years for a fairer balance of distribution, that is to say to share the pain, to share the noise pollution, to share the noise that one has to live with. It is no laughing matter. In certain parts of my riding during the summer when people like to enjoy their backyards or invite the neighbours over for a barbeque it is literally impossible to do over a peak period because of the aeroplanes coming and going. Window panes rattle. People are awakened in the middle of the night. There are no curfews to speak of. This is all in the name of emergency landings. Not for one moment do I want to suggest, and I do not believe any other member of Parliament wants to suggest, that emergency cases should not be allowed to land, but when it is always the rule rather than the exception then I