

remains high, when in the aircraft industry there is a gathering together of highly trained, highly skilled people who work in a technologically sophisticated enterprise which is very competitive, nearly always on the edge of difficulty, indeed on the edge of disaster, it is fundamentally necessary for the government to give priority consideration to any company which will provide a significantly large number of jobs for Canadians.

I hope, therefore, that due consideration will be given to the impact of purchasing policies on aircraft producers across this country. I plead for some recognition to be given to aircraft producers in the Toronto area, employing as they do 5,200 people and providing work for the employees of 1,100 suppliers. That is a consideration which ought to be taken seriously. I certainly hope the government will use its good offices in making sure that every consideration is given to these companies.

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): Mr. Speaker, the assurance in the answer of the minister which was given to the hon. member for Scarborough East (Mr. Stackhouse) on October 1 of this year has not changed. The selection of aircraft by a large commercial carrier is a very complex process. In addition to meeting regulatory standards which assure safety of operation, the aircraft characteristics must match the airline's route structure and market. Distances between stops on a route, average and peak numbers of passengers estimated, annual utilization, maintenance

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cycles, and ground facilities required and available are some of the many elements which must be considered in the determination of the profitability of a particular aircraft for an airline.

Air Canada's primary role is to provide an efficient and economic air service, and the airline therefore selects aircraft that best satisfy this role. Air Canada selected the L-1011 in preference to the DC-10 because after an exhaustive comparison of the two aircraft Air Canada determined that the L-1011 was much superior in meeting the requirements of its routes and markets. I might add that negotiation of a substantial offset package with Lockheed as a result of the L-1011 purchase will result in much work to Canadian industry at various points in the country.

As has been evident in recent months, the demand for air travel is increasing and Air Canada must add to its fleet if it is to provide the public with the service to which it is entitled. Air Canada has placed proposals before the government which are under consideration. These proposals and their implications for the Canadian aerospace industry will be given very careful consideration. I am keenly aware of the concern, particularly in the Toronto area where so much of the Canadian aerospace industry is located, and I can assure the House that every effort possible will be made to sustain employment levels through this program and other programs which the government is considering.

Motion agreed to and the House adjourned at 10.27 p.m.
