

*Oral Questions***ORAL QUESTION PERIOD**

[English]

AIRPORTS

TORONTO—BAN ON LANDING OF LIGHT AIRCRAFT

Mr. J. R. Ellis (Prince Edward-Hastings): Madam Speaker, my question is directed to the Minister of Transport. The Minister of Transport has done it again. After putting a \$5 fee on light aircraft landing at metropolitan Toronto airport, he has now completely banned light aircraft for a further seven hours per day from landing at that airport. Is there any possible justification for that order, other than just keeping light craft out of the airport?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, the hon. member should check with a number of his friends on the other side of the House and those on this side who complained about the noise at night in the area. This is the reason we tried to control the use of the airport during night hours.

REQUEST THAT MINISTER REVIEW SITUATION

Mr. J. R. Ellis (Prince Edward-Hastings): Madam Speaker, the minister should know that the hours being prohibited are daylight hours—in the morning and in the afternoon. Perhaps the minister is in the dark, but it really has nothing to do with aircraft flying in the dark. It is simply a matter of keeping them out of there during some fairly busy hours. I say “fairly busy”, not exorbitantly busy hours. Perhaps the minister would take a moment to look into the situation to see if he could come up with another answer.

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, I will in this particular instance but, generally speaking, general aviation at main airports in Canada presents a problem in terms of the maximum use of the airports by scheduled travellers. In every instance of which I am aware, be it in Vancouver, in Toronto or what not, there is an idea of rationalizing time in order to maximize the use of the airport by scheduled aircraft.

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AVIATION SAFETYTERMS OF REFERENCE OF ADVISORY COMMITTEE ON
IMPLEMENTATION OF DUBIN REPORT

Hon. Don Mazankowski (Vegreville): Madam Speaker, my supplementary question is directed to the Minister of Transport. It arises out of the advisory committee the minister appointed for the implementation of the Dubin report. In the tabling of the terms of reference, it is quite clear that the minister established the committee for the purpose of advising only rather than implementation.

In view of the fact that ten aviation associations have taken serious objection to the process and to the terms of reference, is the minister not now prepared to amend the terms of reference to give a clear mandate to that committee to implement the major recommendations of the Dubin report, rather than simply to review the work of the Dubin inquiry and to advise the minister?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, I have said a number of times that the purpose of the advisory committee is to implement the Dubin report. However, I have said that 90 per cent to 95 per cent—I have used figures of this kind—of the Dubin report might be implemented in the legislation which I hope to introduce in the autumn.

On the subject of the air associations which came to see me approximately two weeks ago, I told them that I would see them again if we deviated substantially from the Dubin report. I will explain myself: if the legislation we prepare for the autumn deviates substantially from the Dubin report, I committed myself to see them again and to debate the subject extensively with them.

● (1120)

Mr. Mazankowski: Madam Speaker, since the minister's own terms of reference indicate that the committee is an advisory committee rather than an implementation committee, I think that the terms of reference clearly speak for themselves.

MEMBERSHIP OF COMMITTEE

Hon. Don Mazankowski (Vegreville): Madam Speaker, the other point which is in contention is the apparent conflict of interest of some of the members of the advisory committee. I bring to the attention of the minister one Bernard M. Deschênes, who is also perceived in the industry as having a conflict of interest inasmuch as he is a legal member of the Aircraft Accident Review Board, the very subject of which is part of the Dubin inquiry. Would the minister not reconsider the appointment of Bernard M. Deschênes along with those of other members of the committee who were, in fact, subjects of the investigation by Justice Dubin?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, there is a basic difficulty in the question. The Dubin report will not be implemented by the advisory committee. The report will be implemented by the government as a whole through the Minister of Transport. That is a fundamental truth which the hon. member neglects to take into consideration at this time.

I have created this advisory committee not to implement the Dubin report of its own capacity but to advise me, as Minister of Transport, and to advise the cabinet, how to implement the report. I think there is a basic misunderstanding in the question raised by the hon. member for Vegreville.