

name with the practices followed by the International Civil Aviation Organization.

In the late 1950s and early 1960s, the International Civil Aviation Organization, ICAO, became interested in the subject of listing airport names in international aeronautical information publications produced by member states. After investigation and consultation, ICAO established a standard subscribed to by all member states, including Canada. This standard, contained in Annex 15, states, and I quote:

The listing of airports in aeronautical information publications, in so far as international airports are concerned, shall include the name of the city or town they serve and the name of the airport.

I do not think there can be any misunderstanding of this paragraph, Mr. Speaker. It is quite clear. It is understood by all ICAO member states. It is the one the federal Government has abided by in designating Ottawa International Airport to identify that facility located in this city, our nation's capital. That is the history behind how airports did receive their names.

One airport set a precedent when Toronto International Airport changed its name to the Lester B. Pearson Airport. There is nothing in what I stated earlier that airports must be named according to those guidelines and those criteria. However, those were suggested guidelines which were agreed to in a gentlemanly manner by many countries.

I have listed several important reasons for retaining the name of Ottawa International Airport. I believe these reasons can be summed up as; historical usage, international practices, and the importance of a name with the precise geographic location. I am confident that the Hon. Member will recognize the importance of these reasons for retaining the name of Ottawa International Airport. I must emphasize that re-naming Ottawa International Airport the National Capital Airport

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would not be appropriate and certainly not in the interests of flight safety. It is a matter of longstanding policy of Transport Canada that airport names shall include the name of the principal geographical area.

**Mr. McGrath:** How do you explain the Toronto International Airport?

**Mr. Flis:** This is consistent with the practice of the International Civil Aviation Organization. From a location point of view, the airport occupies land in Gloucester and Ottawa. To be accurate, most of Ottawa International Airport land is in Gloucester. In fact, if Ottawa International Airport were to be re-named the National Capital Airport, the importance of Gatineau airport would be diminished and it would reduce the importance of the Quebec Government's attempt to develop the economies of communities in western Quebec.

From a demographic point of view, Hull is the fifth largest municipality in our area, but in fact it is only the second largest municipality in the Quebec portion of the national capital region. In these demographic terms, the name Ottawa-Nepean would be more appropriate—as was mentioned by the previous speaker—while the Ontario-Quebec dichotomy would, perhaps, be best represented by the name of Ottawa-Gatineau airport.

My time has run out, Mr. Speaker, but I believe we have demonstrated to the Hon. Member for Hull that, for the time being at least, it would be better to leave the name of Ottawa International Airport.

[*Translation*]

**The Acting Speaker (Mr. Herbert):** Order, please! The hour provided for the consideration of Private Members' Business has now expired.

At 5 p.m. the House adjourned, without question put, pursuant to Standing Order.