

is an important area in Canada. It is the area our flying clubs use to produce much needed pilots for our commercial flying industry. It is an important industry and it is being charged out of existence.

In the Victoria flying training club alone the new charges, using the 1975 figures for flying hours, will add \$17,600 to the fees charged last year. This represents one replacement aircraft, a Cessna 150, a light training aircraft. From where does this come? It comes from the increase from 30 cents per hour to \$1.90 per hour, on the basis of something in the order of 13,000 hours being flown for training in that particular aircraft. On the basis of a \$1,000 fee for the first licence, obtained for 70-odd flying hours, this might be between 7 per cent and 8 per cent if you work it out. Is this what the minister had in mind when he talked about 5 per cent?

The Victoria Flying Club is only one of the 39 clubs that are members of the Royal Canadian Flying Clubs Association. That association alone records some 200,000 flying training hours flown by pilots each year. I ask the minister: if this is where they are going to get their revenue who is to pay these extra charges? This is not the first time that the Department of Transport has increased charges for pilot training. In the late 1960's the pilot training subsidy of \$100 per pilot was dropped. It represented something in the order of a 15 per cent to 20 per cent increase in fees. Now the pilot is being asked to assume another load. Over the last 18 or 20 years pilots have been asked to assume an increasing burden, and the clubs even more.

I wonder whether the parliamentary secretary can assure this House that the director of flying safety was consulted in the development of the new fee schedule. I have a feeling he was not, Mr. Speaker, and indeed I have some reason to believe he was not.

How were these levels determined if, as is assumed, they were expected to be calculated on a user-pay basis? Is the pilot in training wearing out the runway 533 per cent more now than last year? How were these charges arrived at when it is known that two more phases of charges are arriving? Why does the Department of Transport not bring out the whole package and discuss it with the flying training clubs that are performing a great service to this country? They are providing the pilots we need for our commercial systems.

Why does the government not publish charges to be levied under phases I, II and III, so that clubs will know what they face? Of course they will operate with outdated equipment for which they will pay. What about maintaining the currency of licences? This will be an added charge for the man who has a licence and must keep it up to date. What charges will the new phases I, II and III involve? Will these charges apply to visual flight rules? Will they apply to visual flight rule approaches, or only to guided approaches? Why does the ministry not spell out the whole package? An additional \$2.60 is to be charged for what are called casual landings, that is, when you land at another airport than the one at which you are training. That is an additional fee pilots are asked to assume.

We were unable earlier to get sales tax removed from aircraft, despite arguments showing that they are a cheaper mode of transport than automobiles. Now there is a new

#### *Adjournment Debate*

levy. When is the pilot training industry to stop being the target of the government's revenue hunters?

**Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, my hon. friend raised a number of issues in his remarks. It is difficult, of course, to reply to all his questions in the brief period available, and to provide the mathematical substantiation for the calculations but I hope I shall be able to shed some light on the situation this evening.

Presently, aircraft owned by a flying club or commercial flying school and engaged in flying training are subject to a landing fee of 30 cents for each hour flown by the aircraft. If one assumes, as is the case, that an aircraft normally performs ten touch and go landings per hour of training, the fee of 30 cents per hour is equivalent to three cents per landing. At present owners of private aircraft of 5,000 pounds or less do not pay landing fees at ministry of transport airports except Montreal, Toronto and Vancouver.

It should also be mentioned that the practice of not identifying aircraft doing local landings except at the three airports I previously mentioned prevents the billing of such landings.

The Minister of Transport (Mr. Lang) has indicated that he will soon announce increases in user charges to obtain a larger percentage of revenue from users rather than from taxpayers. The minister has already said in the House that the increases would be in the order of 30 per cent.

The increased fees for individual landings will apply to the last landing of an aircraft engaged in flying training, at a rate of \$1.30 per last landing, assuming the purchase of a package.

**Mr. Munro (Esquimalt-Saanich):** I wonder what the Anti-Inflation Board thinks of that.

**Mr. Goodale:** To make this possible, the first take-off and last landing of all local flights will be recorded with the identification of the aircraft.

The fee of 30 cents per hour of flying training will be replaced as a "landing fee" by a new "service fee" of 60 cents per hour during flying training. At present each flying training landing produces revenue of three cents. For flying training of air crew personnel of a Canadian air carrier the landing fee applicable is 20 per cent of the corresponding normal landing fee. If, for comparison purposes, we compute the discount actually given to flying clubs, they only pay 3 per cent of the actual minimum landing fee of \$1. The objective is that the charge applicable to flying training landings should be, on the average, 20 per cent of the normal landing fee. For owners of private aircraft over 5,000 pounds the impact of the proposed fee structure will be close to a straight 30 per cent increase in landing fees.

The case of aircraft owned by flying clubs or commercial flying schools is peculiar. The actual increase in fee would represent an increase of over 500 per cent when compared directly to the 1947 figure. Nevertheless, if we assume that the increase will be passed in the normal course to the customer, the corresponding impact on an hour of flying