

*Proceedings on Adjournment Motion*

covering supersonic transport. I take this opportunity to urge the minister and his department to press forward with all speed with research on this matter. We have no time to lose. The problem of noise pollution is a major one, not only in Canada but throughout the world. We must ensure that we make no mistakes in this regard in connection with Air Canada and other Canadian air companies when they are placing orders for supersonic air transport planes. If supersonic flight is not to be allowed over Canada, such companies should be told at the earliest opportunity.

**Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, I commend the hon. member for Kootenay West (Mr. Harding) on what appears to be a very sincere interest in the extremely important subject of sonic boom and its effect upon us and our environment.

In addition to the question raised on December 4 concerning definite government policy, I noted that the hon. member asked a related question of the Minister of Transport (Mr. Jamieson) on December 11 regarding the involvement of Air Canada and their future planning on this matter. At that time the minister assured us of the very constructive discussion which has been held among officials of Air Canada and the Ministry of Transport. This is very encouraging.

The first part of the hon. member's question asked whether a definite policy has been formulated with regard to sonic boom. The answer is yes, Mr. Speaker. The government's policy is reflected in the air regulation 515(2) which was promulgated in 1965. It provides as follows:

No aircraft shall be flown in such a manner as to create a shock-wave the effect of which is to create or likely to create a hazard to other aircraft or to persons or property on the ground.

Where Canadian air space is concerned, this policy is in full effect. Hon. members will recall that the minister has reaffirmed this regulation in recent weeks in reply to questions resulting from the development of giant supersonic aircraft in Britain. Officials of the ministry are following closely the present flight trails of the Anglo-French Concorde and are specifically interested in any facts which may be uncovered by the sonic boom measurement portion of these trials.

The hon. member also referred to surveys on this subject. There is now established an interdepartmental committee on the sonic boom with representation from the departments of Transport, National Defence, National Health and Welfare, the Canadian Wildlife Service, Air Canada and the Canadian Meteorological Service. This committee is attempting to examine the problem of sonic boom from all aspects which appear to have relevance to a Canadian evaluation of the problem.

In addition to this, the Department of Transport has sponsored and is represented on the ICAO sonic boom panel. We are represented by Dr. H. S. Ribner and Dr. I. Glass of the University of Toronto institute for aerospace studies. This panel is composed of technical experts from a number of countries. They have recently completed a

[Mr. Harding.]

1½ year study of the problem and have submitted to the ICAO air navigation panel their evaluation of the state of knowledge with respect to sonic boom.

[Translation]

**The Acting Speaker (Mr. Laniel):** Order, I regret to interrupt the Parliamentary Secretary, but I have to remind him that his time has expired.

[English]

REGIONAL ECONOMIC EXPANSION—ARGENTIA, NFLD.—  
REPORT ON EFFECTS OF CLOSING OF UNITED STATES  
NAVAL STATION

**Mr. Walter C. Carter (St. John's West):** Mr. Speaker, on December 7 I asked the Minister of Regional Economic Expansion (Mr. Marchand) the status of the report of the task force appointed by him some time ago to investigate economic conditions in Argentina, Newfoundland, as a result of the phase-down of the United States naval station in that area. The minister replied that the report had been submitted and that some recommendations of the task force had been accepted. The minister referred to the renovation of the Castle Hill project in Placentia, the rebuilding of a road from Long Harbour to the TransCanada highway and the construction of a community stage complex in the Argentina area. The phase-down of the U.S. naval station at Argentina, which imposed very severe hardship on the social and economic life of that area, took place in 1969. It was finalized in February, 1970. It is almost a year since the final lay-off.

The task force was appointed by the Minister of Regional Economic Expansion in conjunction with his colleague, the Minister of Transport (Mr. Jamieson), on March 7, 1970. In its report, the task force made a number of recommendations including paving of the road from Long Harbour to the TransCanada highway. They recommended provision of a small boat building and boat repair complex in the Argentina area. They recommended that a community stage be built and that power facilities be provided. They recommended a national historic site referred to as Castle Hill, as well as a few minor jobs involving minor expenditures.

• (10:20 p.m.)

The minister would have us believe, in reply to my question of December 7, that all is well, that the task force has reported, that the recommendations of the task force have been accepted, that work in connection with some of those recommendations has already begun and that as a result there is a real boom in the area. What the minister did not tell the House is that work has started in connection with only one of the projects recommended by the task force—the improvements at the historic site on Castle Hill. This has provided fewer than 50 jobs.

I would point out that the Argentina-Placentia area has a population of more than 7,000 people and a work force in excess of 1,000 of whom, today, approximately 300 are unemployed. We hear figures quoted with regard to unemployment. It is said the national figure is something over 6 per cent. Hon. members should realize that in the