

*Adjournment Debate*

not satisfied with that, and I do not think the people of Broadview are.

**Mr. Deputy Speaker:** Order, please. It being 10 p.m. it is my duty to inform the House that, pursuant to Standing Order 58(11), proceedings on the motion have expired.

The hon. member for Edmonton Centre (Mr. Paproski) rises on a point of order.

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**BUSINESS OF THE HOUSE**

**Mr. Paproski:** Mr. Speaker, I rise on a point of order. Perhaps some member opposite could tell us what the business of the House will be tomorrow. Are we carrying on with Bill C-35 or Bill C-12?

**Mr. Andres:** Mr. Speaker, we will continue with the consideration of Bill C-12 tomorrow.

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[Translation]

**MESSAGE FROM THE SENATE**

**Mr. Deputy Speaker:** I have the honour to inform the House that a message has been received from the Senate informing this House that the Senate has passed Bill S-6, an act to exempt certain shipping conference practices from the provisions of the Combines Investigation Act, to which the concurrence of this House is desired.

**PROCEEDINGS ON ADJOURNMENT MOTION**

[English]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

**AIR TRANSPORT—CRITICISM OF ENFORCEMENT OF AIR SAFETY REGULATIONS—CALL FOR MINISTER'S RESIGNATION**

**Mr. Don Mazankowski (Vegreville):** Mr. Speaker, the issue I wish to deal with tonight arises out of questions which I directed to the Minister of Transport (Mr. Lang) last Thursday having to do with the administration and enforcement of air navigation orders and standards. It is a very important issue. It is not new. It has been around for quite some time. It has become progressively more urgent, given the disturbing reports which have emanated from time to time over the last year or so.

In order to recap briefly, back in November, 1977, the MOT conducted an in-house investigation into air navigation

[Mr. Rae.]

in northwestern Ontario. Perhaps the results are best described in the edition of the *Globe and Mail* of Monday, November 28, 1977. The article was entitled "Policing of Aviation Rules Inadequate, Violations Common, 2 Investigators Say". Briefly the article reads:

Aviation safety across Canada, and particularly in northwestern Ontario, is being jeopardized by the Ministry of Transport's failure to adequately enforce air regulations and take action against companies and individuals routinely engaging in illegal and dangerous practices, says a confidential report by two investigators for the federal ministry.

Calling for a complete overhaul of procedures, the investigators said top officials in Ottawa block the attempts of regional safety officers to put a halt to the operations of aviation firms that continually break the law and endanger the lives of employees and passengers.

The article goes on to cite various examples of political interference, and continues as follows:

Some of their other findings: —Overloading, falsification of log book entries, illegal and unsafe maintenance practices, flying below legal limits in bad weather, flying with insufficient flight instruments "and other illegal and dangerous practices too numerous to list here"—

Certainly that is a damning indictment. What action did the minister take? He indicated that Canada has one of the best records of air safety in the world. He authorized the hiring of 12 aviation inspectors, and he said that he would review the situation.

If we look at the situation, there is a shortage of 60 civil aviation air inspectors at the present time. Thus, if there were any hirings, it would be applied against the aggregate shortage of 60. We have the infamous Bolduc telex, which arose out of an inspector attempting to suspend the operation, wherein he was wired asking him to consider fully the political representations, the possible embarrassment to the Minister of Transport and any other political implications.

Then there was the question of the emergency locator transmitters which the hon. member for St. John's West (Mr. Crosbie) outlined very adequately in the House just last week. Now, Mr. Speaker, we have another report which has surfaced again from within the Ministry of Transport and which again levels a very stinging indictment against the administration and the enforcement of air regulations. To quote briefly from this document:

● (2205)

Enforcement action is generally unco-ordinated and often haphazard.

There is no clear determination of the role inspectors are expected to play in the enforcement activity even in the case of inspectors specifically assigned to the enforcement function.

Many inspectors shy away from recommending administrative enforcement action—

Agents appointed by the Department of Justice are in the majority of cases inexperienced in aeronautics law and are afforded little support when preparing prosecutions.

The enforcement sector suffers from a severe lack of inspector resources. In some regions only a small percentage of complaints are actioned and in many cases such action is limited to conveying the information to the RCMP.

In the face of all this the Minister of Transport has the gall to say that he can reassure Canadians that the safety standards in Canada are among the highest standards of the world.