

*Aeronautics Act*

ible land uses, the interest of the province in planning the development of areas around airports is recognized by a requirement for provincial participation in the zoning process.

The new power to zone around air navigation facilities is aimed at preventing development of lands in a way that would interfere with air navigation signals that provide information vital to the safe operation of aircraft using the facility. The current provision that provides for compensation for loss in value of land because of zoning is repealed. The reason is that it will make the law compatible with provincial and municipal laws. At the present time provinces and municipalities do not compensate for these losses. As a matter of fact, apart from a number of settlements made 20 years ago, there have been only two cases where applications for such compensation have been made.

With respect to fees, amendments are incorporated into this legislation aimed at improving the collection of fees. They provide for interest on overdue accounts and the authority to require a bond or letter of credit as security for fees which will be exercised where there is history of non-payment or late payment of fees. This measure incorporates good business practices. It also provides that a court order may be obtained authorizing the Government to detain an aircraft until any outstanding fees have been paid. It is recognized that there has been insufficient clout in the hands of the Department of Transport on many occasions to exercise the necessary powers to collect fees that have been outstanding and past due.

The amendments provide a procedure whereby doctors and optometrists who believe their pilot patients have a condition that could lead to an aviation accident can be sure that the Department of Transport is made aware of that condition. The amendments provide that where the doctor or the optometrist feels such a condition exists, the doctor or optometrist must advise the patient to report the condition to the Department of Transport. As well, the patient must then report his condition and the doctor or the optometrist must, within 72 hours, confirm that the report has been made.

As a result of the report, the pilot will be examined by departmental doctors and a determination made as to whether his licence should continue. Doctors and optometrists will be protected against legal actions arising out of making these reports. This amendment tries to strike a balance between the confidential relationship between the doctor and his patient and the public interest in having only those persons who are medically fit operating aircraft.

The remainder of the amendments are aimed at modernizing the wording of the Act, updating it and authorizing current departmental practices such as the provision of navigational aids, the publication of aeronautical information, and the provision of aid to non-federal airports. What we are doing is upgrading a piece of legislation that has certainly served us well but clearly needs to be updated and modernized in tune with the realities of the 1980s, 1990s and the 21st century.

As I said earlier, the provisions of this Bill have been discussed exhaustively over the years during which they were developed with the aviation community, the public, special

interest groups and, I suspect, Members of Parliament. While it is a technical and rather detailed Bill it is very important because it will provide the framework for the aviation community in Canada for some time. A lot of Members have a very particular interest in this kind of legislation. I know that my colleague, the Hon. Member for Regina West (Mr. Benjamin), has been active in the work done on many pieces of legislation having to do with aviation safety. It is an issue with which all Members are deeply concerned.

What we are trying to do here is to strike a balance whereby an effective framework can be put in place to ensure the safety and security of the aviation environment. The Hon. Member for Dartmouth-Halifax-East (Mr. Forrestall), the Parliamentary secretary, has been a long-standing advocate of better ways and means of ensuring the safety of all modes of transportation. As a matter of fact, I think Members will recall that over the course of seven or eight years, he had presented a private Member's Bill recommending the establishment of an independent accident investigation board. While this has not been implemented in its totality, at least a portion of it has. I think there are a number of recommendations and suggestions indicating that it might very well be in Canada's best interest to opt for a multimodal safety board. The Hon. Member for Prince Edward-Hastings (Mr. Ellis) has also been very closely involved in matters relating to aviation and particularly aviation safety.

● (1610)

I commend the Bill to all Hon. Members of the House. I want to assure them that they will have the utmost co-operation. We will provide the kind of departmental advice, assistance and briefings that will ensure that they will understand all aspects of the Bill. I commend the Bill to the House for quick passage with the assurance that there will be ample time to deal with all elements of it during the course of the committee considerations. I suspect that if it is deemed desirable to call witnesses, that could also be done, but I think Members will quickly find that there has already been a very exhaustive consultative process. Nonetheless, if information is required from the Department or from my own office, we will certainly be very pleased to make it available. I thank Hon. Members for this opportunity and I hope that we can move quickly to have this matter referred to the committee, at which time we can consider it in much more detail.

## PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

**The Acting Speaker (Mr. Paposki):** It is my duty, pursuant to Standing Order 45, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: