

Proceedings on Adjournment Motion

introduce this concept at Malton but there is no reason why it could not work at Toronto.

(7) By checking in at city locations and taking a bus or a rapid transit we would utilize existing facilities in the city and avoid the cost of substantial airport buildings.

(8) But most important, if the U.S. Federal Aviation Administration, which is now carrying out an intensive study, comes up with a new and relatively inexpensive material for floating airports, another runway could be tied to the existing airport and thus provide substantial enlargement at reasonable cost. Time could demonstrate that it should become the major airport.

(9) Should we decide to proceed with a second major airport at some other site the Toronto airport would still be required for the new STOL planes.

(10) The proposed development would provide Toronto with new assessment in excess of \$2 billion.

In conclusion, Mr. Speaker, I say that seldom has it been possible for so much to be done for a city at so little cost and with so little risk.

Hon. Donald C. Jamieson (Minister of Transport): Mr. Speaker, the hon. member has advanced ten most interesting and imaginative ideas with regard to the so-called sandspit airport at Toronto. Each one of them would require far more time than I have on this occasion to deal with all of them, and what I would simply like to say is that the sequence of events over the past few months has been that we originally announced, as a government, plans for the substantial improvement and expansion of Malton.

As a result of representations, some of them I may say most effectively from the hon. member who has just spoken, it was decided to change that decision and proceed with the provision of an alternative site in the Toronto or southern Ontario region. Within this framework we must also consider the matter of a downtown airport for the city of Toronto. It is exceedingly difficult to try to measure the comparative benefits or effects of proceeding now with a most limited kind of airport facility for Toronto. There is no doubt many of the advantages the hon. member has outlined are true. I would have some reservations about the total impact being as great, and would have to say there are difficulties in respect of this project which he has somewhat underestimated.

The fact of the matter is that the area to which the hon. member referred has potential. It will be considered and considered quickly, not over a period of many years, as indeed a possible alternative site for the so-called second airport. It may be that the possible development will take place at that location. But even if that is not to be the case, and there is a second development elsewhere I can assure the hon. member and members of the house that I am quite confident some form of downtown development or an inter-city airport will be part of the over-all air policy for southern Ontario. I am delighted the hon. member brought this to my attention and I am most sympathetic to his proposals. I shall be pleased to discuss them with him and with any other member in detail.

Motion agreed to and the house adjourned at 10.30 p.m.
