

Vancouver International Airport

(Mr. Gagnon) wished to have his vote registered, because no mention of it is made here.

Mr. Gagnon: Yea.

And the result of the vote having been announced: Yeas, 60; nays, 86.

Mr. Speaker: I declare the motion lost.

VANCOUVER INTERNATIONAL AIRPORT
ELIMINATION OF CONGESTION—SEGREGATION OF TRAFFIC

Mr. T. H. Goode (Burnaby-Richmond) moved:

That, in the opinion of this house, the government should consider the advisability of taking steps to institute action which will relieve the congested and dangerous conditions existing at the Vancouver international airport, in the constituency of Burnaby-Richmond, with a view to:

1. Eliminating congestion.
2. Segregating the various types of traffic.
3. Establishing areas for a major portion of the aviation training program, both military and civil, at points removed from the Vancouver international airport.

He said: Mr. Speaker, I am pleased to have the opportunity of presenting this resolution to the house. It could have been presented by any lower mainland member from British Columbia, regardless of the side of the house on which he sits, because each one of us knows the serious conditions that prevail at that airport.

Because the resolution obviously indicates that private planes should be taken from the Vancouver international airport, it might be said that it is the intention of this house, should hon. members approve the resolution, to say that private flying at that airport and other airports in Canada is not important to the nation. It is not my intention for a moment to say that men flying private aircraft, whether owned by them or chartered by them for a week end, are not important to the training facilities of the R.C.A.F. Each one of us in British Columbia knows that practically all the manpower that will come to the R.C.A.F. in the way of pilots in the next few years will come from those men who today, at their own expense, fly private planes from our airports throughout Canada. But more important than the sympathy we have for the private air pilot is the fact that Vancouver international airport, which is in my riding, is the busiest airport in Canada, and has more air traffic than any other city airport in Canada. In 1954 the total number of aircraft moving through that airport was 168,954; and in 1953, during the same period, it was a fraction over 160,000. Of that total, private aircraft numbered 86,510 in 1954 and

[Mr. Speaker:]

over 91,000 in 1953. Added to that number were 11,000 visiting airplanes in 1954 and almost 9,000 in 1953.

This summer some of us had the opportunity of visiting the airport in a more or less official capacity and of standing in the control tower of that airport for a period of about one hour. We saw the difficulty experienced by those men in the control tower at that time, which was an extremely busy day in the life of the busiest airport in Canada. We saw the work they were doing. I would think that young men working in that control tower would have grey hairs in five years. The work is just impossible under the circumstances. That control tower not only handles all the private planes in the vicinity of Vancouver airport; it has to handle all air-line traffic. It handles seaplane traffic that is almost out of its orbit. Half of the seaplanes landing on the north arm of the Fraser cannot be seen from the control tower and are not under the control of the tower. Added to that is the fact that most of the private planes in British Columbia are not equipped with radio but are controlled both for take-off and landing by an Aldis lamp from the control tower itself, with all that means in lack of control. From these facts you get a rough idea of what the young men in the tower are trying to accomplish.

I said that in 1954 there were almost 169,000 landings and departures from the airport, and of those over 50 per cent of course were by private planes. My idea in presenting this resolution to the house is to try to convince the government and the Minister of Transport (Mr. Marler), who I know is sympathetic to the idea, that a secondary airport should be established somewhere on the lower mainland of British Columbia that can accommodate not only the private planes owned in that region but visiting private planes from outside the province.

The Vancouver board of trade, in a very comprehensive preliminary brief has supplied me with statistics and certain comments with respect to the situation. For some years that very important body in the internal life of the province has considered with much concern the situation that prevails on Sea island. The board has told me through its experts that unless something is done very quickly one of these days a very serious major accident will take place within the confines of the airport. In the last two years we have heard many questions asked in the house, particularly by the hon. member for Moose Jaw-Lake Centre (Mr. Thatcher), regarding flying conditions