

Government Orders

The runway capacity would not handle the traffic from the two terminals already in existence.

I do not know what dummy persuaded the minister of the day to accept that. You cannot do it that way if you are going to have any kind of chance for success. On the second day of the operation at Terminal 3 I flew from Regina to Ottawa on Canadian Airlines International. I landed in Toronto and taxied up to Terminal 3, a very nice building. They welcomed me into the Canadian-plus lounge and then we boarded the plane, taxied out on the tarmac and sat there for 15 minutes waiting for a takeoff slot. Then we got the takeoff slot and went down to where the planes line up to take off. We were plane number 14 to take off and it was 10.30 at night. You could not call it a rush hour. Here was Canadian International Airlines, the new civilized way to travel. Well, nothing had changed, not a damned thing. What is the difference whether you got on at Terminal 1 or Terminal 2 if you still had to sit for 30 or 40 or 50 minutes before you could even take off?

It proves to me, and I hope to you, Sir, that the government did it backwards.

Now let us get to runway expansion, airport expansion. I heard the hon. member for Etobicoke North mention Pickering. My God, did he not learn anything from Mirabel? Is the Official Opposition proposing to go that route again?

An hon. member: Do you not want Pickering?

Mr. Benjamin: He proposed it. If you had listened to him—I listened to him carefully. He was worrying about not using up all the land the government still has at Pickering. Maybe he should start up a chicken farm or something. I do not know.

I want to say that when it comes to airports I have gone through this myself. I bought a house in Regina at Lakeview in 1973, which was right at the end of the east-west runway of Regina airport. The Regina airport was in place 20 years before that house was built. I bought it and knew full well. When the wind was the wrong way the aeroplanes went right through the bedroom, especially a cargo flight for Canada Post at 3 or 4 in the morning. The Armed Forces did their touch and

go landings at three, four and five o'clock in the morning out of Moose Jaw Air Force Base. We put a stop to that nonsense.

What do we find at Heathrow? It put in two more runways. It paid for peoples' homes to have double and triple glazed windows, insulated. It put up massive concrete barriers to deflect noise upwards and it put in half a mile deep row of trees all the way around that airport.

What do we do in Canada? We let developers build houses, warehouses and whatnot right beside the bloody runway when we should be safeguarding the area required for an airport in today's age and with the kind of aircraft we have.

It was done backward at Pearson. It can still be corrected. Two more runways must be built immediately. It would be cheaper to buy those peoples' homes and give them a fair market value than it would be to move the whole operation to another airport like Pickering.

If you have not learned anything from Mirabel, you will never learn anything else.

I want to say something else to my hon. friend from Hamilton. I have listened to him for a couple of years about using the Hamilton airport. He still has to find somebody who will use it.

I believe the ministry of transport could order cargo flights and Canada Post mail flights to use places like Hamilton and Buttonville at two, three or four o'clock in the morning, and they would not have to use Pearson. That is not more than 10 or 15 per cent of the total traffic at Pearson International. The difference it would make does not amount to anything.

I am sorry to say to my hon. friend that if Hamilton or Buttonville or Oshawa has visions of grandeur, of becoming some kind of big international airport, he is dreaming in Technicolor. It is not going to happen. You find me an airline that will be prepared to change its national and international schedules to land and take off from Hamilton, Buttonville or Oshawa, bypass Toronto completely, and I will buy you a cigar. It is not going to happen. There is not a single national or international airline prepared to do that.