

Aeronautics Act

department did in Sudbury. The municipal airport there was under the direct control of the Minister of Transport (Mr. Lang), through regulation. Sudbury was not putting any money into this airport, it was not controlling it or operating it, but because of safety regulations the department said the airport could not handle Nordair aircraft. Therefore it was decided that Air Canada would use that airport. Air Canada got the route, and what happened in that regard is interesting. It operated for several months during a disadvantageous period of time. There was no traffic on the route, and Air Canada was able to drop it within a matter of four or five months. Perhaps Nordair would have had to drop it as well. I am not expert on the financial structure of that route and on how it would operate at a better time. However, Montreal, Ottawa, Sudbury, Thunder Bay and Winnipeg do not have the benefit of that service now because a second line carrier was not able to get the licence because its aircraft would not be permitted to land at the Sudbury airport.

There are a number of other factors which have been mentioned by previous speakers. I think all of us are interested in them. How can there be an accident in which the CTC is involved but which is investigated by the department? There is no question that the government was involved in that famous inquiry into a disaster which happened very recently in the Northwest Territories. The government was involved in compensation as well. There was obviously a conflict of interest, and I do not think we will ever know the truth about that accident because I do not think the inquiry was impartial.

I agree with those who say that there should be full and impartial inquiries into accidents, and that people involved in non-fatal accidents and people dealing with the estates of those involved in fatal accidents should be totally informed and convinced that inquiries are impartial. All the facts should be made available. I think that is not the case at the present time, and there are many people who agree.

Another clause in this bill which surprised me has to do with overflights. If everyone making an overflight had to make a deposit, that would mean Russia would have to deposit with Canada a large sum of money. These deposits would be for flights into Canadian territory, whether by helicopters operating off Russian ships in our coastal waters—

Mr. Ellis: Spy planes.

Mr. Peters: —or by aircraft which land in the Arctic to do supervision there because we do not have that capability. The Russians are in that area to quite an extent, and so are the Americans. Do we get a deposit from them, or what are we talking about? Are we talking about John Blow who has a \$5,000 aircraft and who will have to pay these \$100 landing fees at airports? Will he be the guy who will have to put up a bond, or will we get one from the U.S.S.R. or the United States for their overflights? If we think so, then we are dreaming.

● (1200)

Mr. Ellis: The U-2.

[Mr. Peters.]

Mr. Peters: Yes, I was thinking of the U-2 flight. It would have been interesting. If Turkey had a deposit, they would have been able to charge Cuba, and Cuba would have been able to collect on their U-2 because they shot it down. The Americans say it never flew over and that there was no such plane. In talking to the Cuban officials—and that was some time ago—they told us that they still had the body which they kept in deep freeze, and any time the relatives of the deceased want to have the body back, they would be happy to send it back, but the Americans will have to admit there was a plane. They would have been able to collect on the bond on delivery of the body from the aircraft, but they will not collect from the U.S. because the U.S. would not agree to such a bond, nor will Canada collect from the U.S., nor will Russia.

Even the minister is smart enough to know that if he were going to collect that kind of levy for overflights he would need an international agreement. The Secretary of State for External Affairs (Mr. Jamieson) would have to negotiate such an agreement in a proper way because it would be difficult to get agreement from countries which have sovereignty as well. They are not supposed to be flying over another country without permission. That is the way things are.

The other section, which is connected with this, deals with the other services for which we will now be able to charge. I suppose this has something to do with the minister's cockeyed idea about user-pay. It is true that the weather reports cost money and that they are used mainly by the flying public, but they are used for a number of other purposes as well. Aircraft in this country provide a service. If we eliminated all the aircraft, we would slow down our country considerably. For aircraft to fly, some services are needed, regardless of whether or not they land at a certain airport. Even if they have a private landing strip of their own somewhere, they need to have the services that are provided at the airports. They need weather reports, radio beams, radar control, and all the other services provided at a modern airport.

You may remember that a former minister of transport not long ago proposed that landing fees be paid at airports. That would have eliminated all training schools in the country. There was talk about a landing fee being paid every time a plane touched down. If a plane made several circuits and bumps on landing, it would have to pay a landing fee for each one. A training pilot has to make 50 or 60 landings, and each landing would cost some money.

We are helping in the financing of pilot training through other programs, and I think rightly so. I think that a country the size of Canada needs to train as many pilots as possible. A person in training to become a pilot today is making quite a contribution to the industry, as well as eventually to the country. He has to learn something about navigation, about the operation of airports, as well as about the operation of the industry in general. He may become a commercial pilot or someone involved in the field of aeronautics, in design, testing and research, and that will be of advantage to Canada.

We should know whether the minister is really talking about the licensing of airports in accordance with the user-pay