

Adjournment Debate

My question to the Minister was asked ten days after the measures had been introduced, and it is now May 1. How many more days must pass before this question will be dealt with as I proposed on an urgent basis? If the air traffic controllers are having problems with these measures, they should send a clear signal to the Minister and the Government that safety problems are being created. My question was an attempt to get the Minister to respond immediately to these safety problems and not to delay problems.

I urge the Parliamentary Secretary not to answer my question by telling me that two justices, Justice Estey and Justice Moshansky will be dealing with the Dryden and Gander problem because those problems do not reflect what is happening at Pearson. The Parliamentary Secretary should not respond to my question by saying that the Canadian Aviation Safety Board will be replaced with new legislation under Bill C-2. Nor should he respond what he responded last time I asked this question by saying that the Minister has conducted an in-depth review and there will be something coming before the House in the very near future.

• (1815)

Those are not answers to the very critical question that concerns safety from Ottawa to Toronto and at Pearson International Airport. I therefore ask my question once more: What are the Minister and this Government going to do with respect to the safety in our airways between Ottawa and Toronto as it definitely affects the air space around Pearson International Airport?

Mr. Bill Kempling (Parliamentary Secretary to the Minister of Employment and Immigration): Madam Speaker, the Hon. Member opposite should make up his mind. Prior to the implementation of the Canadian Aviation Safety Board recommendations in question, he rose in this House to ask the Minister when they were going to be addressed. Now, two weeks later, he rises again to state that the safety measures in question are now safety hazards. There appears to be some inconsistency or confusion on the Member's part.

I would like to provide some clarification for my friend across the way. The procedures to which he refers have always been the practice at Pearson. That is to say, arriving aircraft executing simultaneous approaches on parallel runways have always been designated either "high-side" or "low-side" in order to maintain a vertical

separation of 1,000 feet. Which aircraft was high and which one was low was, in the past, left to the discretion of the air traffic controller. All we have done is remove the discretion. One runway has been designated for the "high-side" and the other for the "low side".

Therefore, there is no need to run these procedures through a simulator. They are not new procedures. Controllers are simply being asked to do what they have always done in a different way, in a standard format if you will. As with all changes, large or small, a period of adaptation is required. This means that some delays may occur, not decreased safety. I repeat, not decreased safety.

As the Minister has repeatedly stated in this House and elsewhere, controllers will never be asked to handle more traffic than can be dealt with safely. I fully realize that the explanation I have just provided is not complete. It would be very difficult to get into the technical aspects of these procedures in the short time available to me today. I would be very pleased to arrange a detailed briefing for the Hon. Member at his convenience so that he may fully understand this matter.

UNEMPLOYMENT INSURANCE—UNEMPLOYMENT IN
BLACK COMMUNITY—EFFECT OF CHANGES TO
SYSTEM/EXPENDITURE OF FUNDS—REQUEST FOR
AFFIRMATIVE ACTION STIPULATION

Mr. Ron MacDonald (Dartmouth): Madam Speaker, on April 14, some two weeks ago, I asked the Minister of Employment and Immigration (Mrs. McDougall) several questions concerning the changes that she had recently announced to the unemployment insurance system. I specifically asked the Minister about the negative effect that these changes would have on some of the minority communities in Canada, specifically, the native and the black communities.

The Minister's response that day was very telling. She went on at some length about the training programs and other initiatives that her Department and her Government has undertaken to try to combat the problem of high unemployment among the black and native communities as well as other minority communities. Her answer showed her complete lack of understanding of the unfair economic burden faced by these minority groups.

I know this problem firsthand because I am fortunate, and I will underline fortunate, to represent the largest native, black community in Canada in my constituency of Dartmouth. The fact is that although my riding has an