

*Oral Questions*

effectively or very well and they will no doubt be revised accordingly.

**Mr. Mazankowski:** Having regard to the fact that this is now the second example of suggested political interference or undue political pressure—the other example being the report that was made by the two members of the minister's department in the investigation of air safety in northern Ontario—and having regard to the fact that the minister has indicated he wants to be as wide open as possible in regulatory problems, I am sure he has now had an opportunity to review the report of the two members of his department. If so, is he now in a position to table that report, and now that we have these two specific examples, can he outline to the House what action he intends to take in that regard?

**Mr. Lang:** I do not think the hon. member is really being fair in suggesting that the message from headquarters to the people in the field is an example of political interference because what it suggests simply is that in moving to remove the licenses from an air carrier there should be concern in the interests and the rights of the carriers and of the citizens who are served by that carrier and a broad view should be taken of the impact of that removal of service. That is an important point for officials to bear in mind when they are moving against citizens and depriving citizens of their rights.

● (1432)

On the other question, I have had a chance to look at the report. Parts of it contain what I think will have to remain confidential descriptions of specific people and carriers, and it would not be fair to them to have that made public. However, I am looking at what can be published. I can say that I have had a chance to compare the report with the story in the *Globe and Mail*, and I will confirm for hon. members that the *Globe and Mail* story contains a pretty useful summary of the analysis and conclusion. I will also indicate that the investigation which was made by my officials was very far-reaching and without any limitations or restrictions upon it. That is a pretty good basis upon which to act, and we have already begun to take action in relation to it.

**Mr. Mazankowski:** Is the minister now saying that he does not intend to follow through with a public inquiry, or at least a reference to the Standing Committee on Transport and Communications, to investigate the specific charges of undue political interference?

**Mr. Lang:** Mr. Speaker, I will want to reflect somewhat further on the kind of action which we can take immediately, and I expect probably at a fairly early opportunity to be able to indicate to hon. members of this House and to the public what we have done and why that really does deal with a number of problems which were cited in the course of the investigation. I think that is the most important thing. Indeed, I have already acted on a number of fronts. The investigators indicated that a good deal of the problem was due to enforcement problems. I have instructed that additional inspectors be hired and a significant number of them made available to the

[Mr. Lang.]

north. I have accepted another recommendation of the investigators, which is that the regional controllers have some power to act immediately to suspend operating licences and the like in order to make the investigations by inspectors more effective, and I have taken action on that as well. It is that kind of action which I think will at the earliest date restore confidence in the operation of all carriers. I think we should also remember that it is just a few carriers which cause most of the problem, and we should not let all carriers be labelled because of that fact.

POSSIBILITY MR. MACLEISH ISSUED DIRECTIVE SAFETY  
INSPECTORS NOT REMOVE LICENCES FOR BREACH OF SAFETY  
REGULATIONS

**Mr. Dan McKenzie (Winnipeg South Centre):** Mr. Speaker, I also have a question for the Minister of Transport. Would the minister inform the House whether Mr. Walter MacLeish as air administrator sent a similar directive to safety inspectors to the effect that they were not to ground airlines over safety infractions? Did he issue a similar directive following Mr. Bolduc's directive?

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, I think the hon. member would have to identify a little more precisely what kind of directive he means, and if he is asking a sweeping question about whether an official issued a certain directive I would obviously need time to check that. I did indicate to the hon. member for Vegreville that the actual four points or items listed in Mr. Bolduc's telegram I have found repeated in another letter, but not by the official named by the hon. member. It was by another official, so I can check to see whether it was a form or a standard caution or practice, and I am also seeing that it is changed.

INQUIRY WHETHER MR. BOLDOC STILL EMPLOYED

**Mr. Dan McKenzie (Winnipeg South Centre):** Is Mr. R. L. Bolduc, the director of aeronautical licensing, still in that position, has he submitted his resignation or is the minister requesting his resignation?

**Hon. Otto E. Lang (Minister of Transport):** I am certainly not requesting it, and I do not know if the hon. member is again abusing privileges by even suggesting it.

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[Translation]

HOUSING

POSSIBILITY OF SUBSIDIZING RENTAL ACCOMMODATION AT  
OLYMPIC VILLAGE

**Mr. Arthur Portelance (Gamelin):** Mr. Speaker, I wish to direct a question to the Minister of State for Urban Affairs. I should like to ascertain what the Canadian government intends to do concerning the Olympic Village. More specifically, has the responsible minister decided to help financially a non-profit organization buy the Olympic Village from the Quebec