

—I have no alternative but to assume that Air Canada's Boeing B-727 operation is illegal.

The next action taken was a letter sent to the vice-president, flight operations, Air Canada, pointing out that the Ministry of Transport was concerned about the legal aspects of flight engineers not being properly licensed. In my speech yesterday, I pointed out that this affected Air Canada. In a Canadian Press story today entitled "Airline jet crews 'illegal' government action hit", it states that only Air Canada was affected. I wish to point out that the directive to Air Canada was sent to a number of other airlines in Canada pointing out that their flight engineers were not properly licensed. Also included are CP Air, Eastern Provincial Airways, Quebec Air, Nordair Limited, Pacific Airlines, Transair Limited and Wardair Limited. More than just Air Canada is affected by unlicensed flight engineers.

Last week in committee I raised with the Minister of Transport (Mr. Lang) the fact that Mirabel airport is unsafe. I quoted from a MOT document which pointed out that Mirabel is not up to an acceptable level of safety. I also pointed out that Mirabel was built using earlier obsolete information which today does not meet proper safety standards. At last week's meeting the minister said he had no knowledge of this. After I raised this at the meeting, he made a press statement. One press story stated "Lang flatly denies Mirabel safety threat". He claimed that a mound of earth near a Mirabel airport runway did not pose a threat to safety.

● (2222)

I refer to another article, the heading of which reads "Mirabel knoll no danger". I should like to challenge that statement. Elsewhere the minister is reported as saying Mirabel was built to meet 1968 safety standards, not present standards. I should like to point out to him that the lateral zoning—this is transitional surface—at Mirabel does not meet either the 1968 criteria or the present standards. The minister further stated that Mirabel meets the international civil aviation organization annex 14 aerodrome standards. I would challenge that statement, also. Transitional surfaces are not detailed in MOT annex 14 as "standards". They are not compulsory, but, rather, recommended practices. ICAO member states normally follow recommended practices but such practices are not mandatory as is the case with our standards.

Runway 29 at Mirabel is a back course instrument landing system. Hence it has higher landing limits than a front course instrument landing system as on runway 11. There are two runways involved at Mirabel. One is runway 29, a back course instrument landing system, non-precision approach. Number two, runway 11, is a front course instrument landing system, precision approach. The transitional surfaces are clearly violated by the mound to the south of runways 29 and 11.

When Mirabel was first completed it was suggested that an inquiry into the construction at Mirabel was in order. My question to the minister is this: How could such a major deficiency as a man-made mound of dirt which violates the transitional surface of runways 11 and 29 have occurred if

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adequate supervision of this multi-billion dollar project had been maintained? Why was the grading contractor not obliged to remove the knoll which clearly violates the transitional surface to runways 11 and 29?

All this is further evidence that Mirabel is a white elephant and should be mothballed. Not only does it fail to meet an acceptable level of safety but over the past three years it has experienced an operating deficit of \$164 million. This political gift to the province of Quebec is an unpardonable burden on the Canadian taxpayer. I would suggest that it be closed down. The savings realized through mothballing could go toward the \$4,300,000 required to bring the airport up to a proper safety standard. The Department of Transport has verified that figure of \$4.3 million required to make Mirabel a safe airport. An MOT memorandum states:

Correction of the problem now would be very expensive. A preliminary cost estimate indicates that \$4.3 million will be required. There seems to be some confusion as to what standards were in effect during the period of construction. The whole situation seems to question the validity of the standards and their application. It also points up the need for more supervision of a major airport project like Mirabel by Region and HQ to ensure compliance with policies and standards.

It is unbelievable that a \$600 million airport could have been built without stated standards and that an expenditure of \$4.3 million should be required—

The Acting Speaker (Mr. Turner): Order. The time allotted to the hon. member has expired.

[*Translation*]

Mr. Charles Lapointe (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I thought that the hon. member would have the wisdom to ascertain the irresponsible remarks he made yesterday during the debate on Bill C-4 regarding the illegality of Air Canada's Boeing 747 flights. On the contrary, Mr. Speaker, he is raising the matter again, and he is now implying that most of our airlines are flying illegally.

[*English*]

Maybe the hon. member has taken note of the declaration by Air Canada today denying categorically that it is flying its Boeing 727 aircraft illegally. The national carrier states that its second officers fulfil the requirements which must be met by flight engineers. Further, the airlines flight training program for 727 crews meets all the requirements of the Ministry of Transport as well as the specifications of the manufacturer.

● (2227)

The vice-president of flight operations of Air Canada, Captain Charles Simpson, is cited as saying that he has been assured by the Minister of Transport (Mr. Lang) that all our second officers meet the necessary qualifications, having completed the approved MOT course. Air Canada's cockpit crew for the 727 include a captain, first officer and second officer. Yesterday, before the speech by the hon. member, Air Canada received formal notice from the Department of Transport confirming the competency of its 727 crews.