

*Government Orders*

the fine for the corporation who may have issued the instruction to violate the noise abatement procedures—is quite out of balance.

Let me add that I am pleased that the minister has recognized the appropriateness of sending legislation to the Standing Committee on Transport. We had agreed prior to it that that would be something we would support. When it gets into the standing committee, I hope we will take a serious look at perhaps finding a new formula.

Perhaps we should be dealing with a percentage of income—the percentage of a pilot's income, the percentage of a flight attendant's income, the percentage of a mechanic's income, the percentage of a ground staffer's income—on one hand or on the other hand the percentage of the company involved—the gross revenue of that airport for that year—so we can put some fairness into that kind of approach. It is really to prevent it from becoming a licence to charge, a way in which to get around the legal requirements.

Ultimately what we really want is to ensure that the noise abatement procedures, whether they be in terms of the ground support, the baffles, what have you, or in terms of the use of certain types of engines in modern airplanes, can be achieved.

The second area is the added authorization between the Minister of Transport and provincial zoning authorities to deal with the enforcement of zoning regulations for airports. There has been a long outstanding need for this kind of correction.

We have a situation in the city of Thunder Bay which has grown up around the Thunder Bay International Airport. I can remember back in the mid-seventies when I was a provincial member having to deal with the realities of the noise contours as applied in their relationship to land development and pressure from the land owners who want to develop and have put pressure on the municipality to agree to it.

It is still before the various levels of government, the OMB, the city, and the province. I believe that this kind of change will facilitate proper zoning controls so that we can protect both the airports and the surrounding residences from encroachment by either one of them.

The new power to make regulations to implement the provisions of the convention on the International Civil Aviation Act is a positive step. It should have been done a long time ago.

The same is true with the provision for interim orders. Where a safety recommendation comes from a body such as the Canadian Transportation Accident Investigation and Safety Board charged with the investigation of aviation accidents comes forward, the government can act immediately. There is a built-in notification procedure. We may wish to take a look at some of the mechanical parts, but I believe that the provision of an interim order is a very good step.

We have to be able to react quickly. We all saw the very graphic results on the day it happened and the results of the interim report of the royal commission studying the Dryden airplane crash, the Air Ontario crash. The government had to have the ability to make reactive steps in order to learn from that accident and to protect passengers and crew members on future flights.

There is also the new provision to give the minister the power to withhold, suspend or cancel a Canadian aviation document where in his or her opinion the past record of the document holder or any principal of a company which holds a document justifies that action.

This will prevent the cancellation of one and having it resurface under another name, under another group of owners. It is designed to protect the public.

We have to make sure that within the legislation before us there are sufficient safeguards for the appropriate appeal mechanism for the individual who may find him or herself caught in the situation, but believes that they have been unfairly denied their right of due process, unfairly prevented from having an aviation certificate issued on their behalf.

I have had one one case that went to the aviation tribunal where an individual was found to be innocent of the decision that was handed down against him. However, there was no mechanism to have his record stricken, it remained a black mark even though the appeal had overturned the initial decision.

So we have to make sure that as we review this particular legislation that we put in place the components that will protect all players, not just the travelling public, not just the government, but those charged with