

18,000 acres. The initial role of the airport will be to provide a variety of services, including international, scheduled and charter operations, thus complementing services at Malton and relieving congestion at Malton.

LAND EXPROPRIATION

In addition to providing a new national major airport site, it will also be an integral part of an air system for the Toronto region, and will ensure the provision of efficient and adequate air services, minimizing the problems of noise and air pollution. The land acquisition will begin immediately and the opening date for the first airport activities is planned for 1978-79. Flexibility in the scale and time of expansion is a designed feature of the new airport system.

The governments have agreed that serious consideration will be given to the utilization of the existing Toronto Island airport for short take-off and landing — STOL — aircraft as this technology develops.

The Federal Government is today filing notice of intention to acquire, in accordance with its new Expropriation Act, all the land required for the airport site itself.

The provincial government is introducing legislation today related to the acquisition of land in the vicinity of the airport which will be crucial to the orderly provision of service and transportation access to the airport and the development of the planned community associated with the airport.

The provincial government will ensure by a number of actions that land use in the airport vicinity is compatible with airport operations and with the regional planning concept. Land exposed to aircraft noise and areas being substantially influenced by urban growth pressures generated by the airport will be controlled by the Minister of Municipal Affairs.

JOINT FINANCING

Agreement has been reached in principle between the two governments on the sharing of many of the expenditures associated with the airport development. A portion of the land acquisition by the province will be carried out through funding arrangements under a variety of joint endeavours.

Generally speaking, it has been agreed that the Federal Government will be responsible for on-site costs of airport projects, as well as relocation costs resulting from the displacement of services. The provincial government will assume responsibility for the provision of basic services such as water and sewage to the boundaries of the airport. Federal assistance may be provided to a certain extent through existing programs. The two governments have agreed to study the implications of mass transit and other transportation facilities related to airport development, with a view to working out joint financing

arrangements. This is, in fact, a continuation of work now going on in the Toronto area.

To study this and other related co-operative aspects of implementation, the Federal Government and the government of Ontario have agreed to establish a federal-provincial committee to make recommendations to their respective governments.

The implementation of the airport project will require close collaboration among all three levels of government. Obviously, the Federal Government will have basic responsibility for the development on the airport site itself. The province has the prime responsibility, in co-operation with the area municipalities, for the implementation of development off the airport site. The municipalities will be informed immediately of the implications for them and discussions will begin on the establishment of machinery to ensure that they are effectively involved in the implementation process.

DEVELOPMENT OF AVIATION SYSTEM

That is the end of the joint statement by the Federal Government and the government of Ontario. I should like now to add, on behalf of the Federal Government, that on various occasions I have stated publicly that for large developing areas such as Toronto and southwestern Ontario the construction of one new airport is not in my view the sole solution for the provision of adequate aviation systems for the public at large. For areas such as these, I have stated that rather than the development of one airport we have to be more concerned with the development of an aviation system. In this context, the Government plans to take immediate steps to upgrade existing facilities in southwestern Ontario and to continue studies to determine the long-term requirements of the area as a whole.

The initial step in developing an aviation system for Toronto and southwestern Ontario will be the extensive improvement of facilities at Hamilton, London and Windsor airports. Amongst other considerations, the purpose will be to provide better domestic services directly from these centres and the capacity to originate and receive long-haul charter and international flights. It is planned that these airports will be an integral part of the over-all system which includes the present Toronto international airport at Malton and the new international airport which is to be built, as I just said, 30 miles to the northeast of downtown Toronto.

The underlying purpose in terms of the travelling public is that these three centres form the hub for a series of growth centres which the Federal Government feels are entitled to improved domestic services as well as longer-haul charter and scheduled international services. This will tend to relieve existing pressures at Malton.

There will, of course, be a continuing need to