

I would like to get into the background of this. How did our northern transportation system get where it is today? In 1970, the Northern Transportation Conference identified shortcomings in air facilities and services north of 60, and the former Minister of Transport, the Hon. Don Jamieson, spoke of the need for an Arctic air facilities policy. With this beginning, the federal Government approved a policy in 1974 for the provision of air transportation facilities in the Yukon and the Northwest Territories. It consisted of a five-year \$60 million program. Although major hub airports received attention, the policy stressed community airports to provide adequate air transportation to isolated communities with populations of 100 or more. Some projects were delayed by difficult planning, logistics and construction circumstances and, consequently, the program was extended four more years to terminate in March 1983 with a total capital program of about \$100 million. A revised or extended policy for community airports in the North is now under review by the Federal Government.

When approved, the Arctic air facilities policy will have the same objectives as the original 1974 policy, that is, to provide adequate air transportation to northern communities, and I might add that air transportation is adequate to most northern communities but still should be improved.

I would like to look at future policy concerns. There are a number of issues that must be considered. These are the vital aspects of adequacy and cost of transportation; that the aviation system of the 1980s will see route and equipment expansion of the 1970s; that competition between charter and unit toll carriers will continue but at a lower rate; and that aircraft standardization for main and local service carriers will continue. A simple, uniform policy for the North perhaps is not possible, but the search for the most appropriate combination of economic, efficient and adequate air service will continue as a challenge to Government, industry and Northern peoples in the decade ahead.

One of the over-all strategic objectives of the Air Administration is the national air transportation strategic plan. Transport Canada has developed a series of national air transportation plans covering safety, security, communications, energy, finances, human resources, air space and airports. These plans provide a framework and guideline for the national air transportation system in terms of technology, levels of service and facilities.

Within this framework, each area of Canada and each airport within that area can develop area and site master plans. An area master plan examines aviation needs and priorities for its area over a 20 year period. It also establishes individual airport roles and requirements from a regional point of view. The airport master plan guides future development of facilities and services at specific sites in the North. Aviation area master plans exist or are in the planning stages for all areas. They can be consulted at Transport Canada's regional offices. Area master plans north of 60 include the Mackenzie Valley area plan, scheduled for completion this summer, the central Arctic plan, completed in 1980, and the Eastern Arctic plan, to

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be updated in the mid 1980s. Airport master plans or updates also are under way for Norman Wells, Whitehorse, Yellowknife and Tuktoyaktuk. The majority of these will be completed later this year.

A master plan is the basis for decision-making for timing air navigational and airport facilities. This planning process has enabled a link-up of northern aviation requirements to national air strategic objectives.

How will northern airports develop during the coming decade? To answer this, one must examine the present set-up. There are more than 100 airports in Canada north of 60; of these 62 are public airports and are of direct concern to Transport Canada and the Territorial Governments. Private airports will likely continue to be developed, as well as one or two major facilities now being planned by the oil and gas industry.

Some of the 62 public airports are the well-known ones at Whitehorse, Yellowknife, Resolute and Frobisher capable of handling scheduled jet service. These will continue to be developed under national policies and standards and within available resources. Development needs include air terminal building modifications, runway and taxiway repairs, firehall, navigational aids, maintenance and utility facilities. Of the remaining 51 Arctic community airports, which can handle either medium turboprop or light aircraft, 31 have been completed, nine have work under way, and 11 are still in the planning and approval stages.

Development to date has cost \$100 million, and operation and maintenance about \$15 million. The latter includes annual contributions to the Territorial Governments which have responsibility for operation and maintenance of the majority of Arctic community airports. Benefits derived from these investments include safer, more reliable air transportation; improved aircraft access to northern communities; improved medical evacuation; perishables more readily available to Northerners, and an over-all improvement in transportation costs and quality of life for northern communities.

Mr. Speaker, I wish to make one more comment before I stop, and that is that the area which has the greatest need for upgrading of airports in all of Canada is northern Quebec.

The Acting Speaker (Mr. Corbin): Order, please. Pursuant to Standing Order 24(2) it is my duty to interrupt the proceedings.

• (1710)

PRIVATE MEMBERS' PUBLIC BILLS

[English]

The Acting Speaker (Mr. Corbin): Shall all orders listed under the Private Members' Public Bills preceding Order No. 70 be allowed to stand by unanimous consent?

Some Hon. Members: Agreed.