

*Aeronautics Act*

would be able to decide who was going to fly, where they were to fly from, and where they would go.

There are other aspects of the bill which interest me. One of them is the provision the minister is seeking in connection with the zoning of areas surrounding airports. I am, of course, aware of the need to maintain air clearance in such areas, but I have always been of the opinion that this could largely be ensured by agreement and consultation. When a community asks for an airport it is obviously ready to bear these considerations in mind. It is in favour of the project. Otherwise, it is not likely to be particularly successful. For instance, when a new airport was built in Japan the public in the area surrounding it were violently against it; riots at the approaches to the airport have already resulted in a number of serious injuries. Protestors built a high tower to express their feelings. It was torn down, but only after a great furor.

Canada, it seems to me, is large enough to enable airports to be put in locations about which there is agreement. To begin by contemplating buying up land around the approaches to an airport under the Expropriation Act indicates that the government intends to go ahead and make these decisions whether there is agreement or not. I suppose this particular proposal relates to Pickering. I suppose it means that the minister still has in the back of his mind, being the type of person he is, the intention to build Pickering whether the people around there want it or not. If he gets the power sought in this bill he would have no need to ask for any co-operation from the surrounding municipalities. All he needs to do is use the expropriation powers given in this bill and he would be able to make decisions as to the height of buildings surrounding an airport or do anything else he may wish to do.

I imagine that much of this bill arises from the fact that Mirabel has been such a disaster. For us to lose \$43 million—

**Mr. Béchard:** It is not a disaster.

**Mr. Peters:** The hon. member says it is not a disaster.

**Mr. Béchard:** You will see in ten years.

**Mr. Peters:** The hon. member comes from that area and he says we shall see in ten years. It seems to me we should not have to wait ten years. Why should we pay \$430 million over the next ten years? If we extend the \$43 million we are losing this year that would be the cost. Why should we make that kind of contribution when we could probably solve the problem?

● (1150)

We either have to shut down Dorval and operate Mirabel or shut down Mirabel and operate Dorval. No matter how we cut it, there are fewer landings now than there were two years ago. That being the case, we should close one of them and operate out of the other one. The people of Quebec are going to find themselves in a very odd position if no international carriers land in that mess and go to Toronto instead. That would create another disaster in Toronto because that airport is overloaded now.

We do not want to transfer all international traffic to Toronto, but we had better do something about the Montreal situation because it is a disaster. To reach Mirabel, in Montreal a person gets on a bus and travels around the city for a long time. The time varies according to the traffic, but it is not very easy to get from Dorval to Mirabel or back. It is very expensive. If you go by taxi it costs a lot of money to transfer from one airport to the other.

I personally have not encountered any difficulty at Mirabel. It is a totally different concept, and I have not had any difficulty with the airport itself. It may very well be that we can use Mirabel to its full capacity, but if we do, we cannot operate those two airports so close together. The minister should know about this because it happened in New York, Chicago, and everywhere a second airport has been built. The only ones which are operating efficiently are the small ones, like the ones in Calgary and Edmonton were some carriers operate only out of the municipal airports and move all the local traffic. The local air carriers do not use the international airports. At one of those cities the international airport is about 12 miles out and therefore cannot handle short-run traffic because ground traffic would have to be used for a longer period of time than the air traffic.

We have not been able to operate Mirabel satisfactorily, and we are not doing anything to solve the problem. The minister can say he has this in hand. He can be as callous about it as he wants to be, but it is costing a lot of money. This makes many people unhappy, and we are no closer to a solution than we were the day we opened that airport. I think some hon. members from that area would like to see some of the long-range problems which are developing solved.

There will be a difficulty because international traffic will be going into Toronto where it cannot be handled. I do not think the answer is to build another airport at Pickering, or at Camp Borden, for international traffic. If we did that, we would have the same problem, and we probably would not be any better at solving it. If we move people from Barrie to Toronto or from Pickering to Toronto, we will have the same situation we now have with Mirabel and Dorval, because the minister has no expertise in handling ground transportation. We do not have any rapid ground transportation in this country. We do not seem to be able to buy it from anybody who will operate it in this country satisfactorily.

Let us hope that this bill does not allow the minister to go back into Pickering. If he had the power to eliminate municipal objections which might arise, if he could expropriate, and if we are talking about supersonic aircraft, the minister could get control of a radius of 20 miles or 30 miles around that proposed airport. If we plan to land Concorde aircraft, airports have to be away from large population centres. This legislation provides a considerable amount of control. Before the minister gets that kind of control, I think he has a responsibility to say what he is going to do about the problem he now has which is not being solved.

It really would not be advantageous to limit the CTC's control, as limited as it may already be. I remember what the