

Montreal. Will there be any charge for aircraft based there? Will there be any charges in connection with chartered aircraft that might be using these facilities?

Mr. Turner: In reply, the words of the bill are:

The Governor in Council may make regulations . . . imposing upon the owners or operators of aircraft, wherever resident, in respect of flights within Canada, charges—

These charges, of course, will be geared to the size and equipment of the aircraft. That is the only answer I can give the hon. member on that question.

Mr. Nielsen: The minister referred to the analogy of pilotage. He is trying to show that there is an analogy on the basis of shipping in national and international waters being required to carry pilots whether or not the services are needed. That in no way is common ground with what is being attempted in this bill, which is an attempt to impose a charge for the mere availability of services which may or may not be required to be used. There is a great deal of difference between the two.

Perhaps I might mention here something referred to by the hon. member for Cariboo with respect to these charges. I have before me a table of the revenues collected from landing fees and aviation fuel and oil concessions at airports operated by the Department of Transport for the period of May 1, 1963, to October 31, 1963, some six months. The table covers all airports in the provinces and territories of Canada.

The table shows that fees charged to domestic users amounted in that period to \$1,972,841.45; for transoceanic users the fees amounted to \$1,916,980.47; for test flights the charges were \$9,202.00; international trans-border fees were \$488,263.59, and fees charged by way of fuel and aviation tax at 1 cent per gallon on fuel and 5 cents per gallon on oil were \$1,083,752.18.

We are not speaking about small amounts. We are speaking of the kind of charges to which I have referred. Perhaps what I say might be merged in the minister's reply to the question by the hon. member for Cariboo. It is no longer international flights that are subject to a charge or to a tax, as I call it, under this clause. Affected is the owner or user of every aircraft using the electronic navigational aids provided by the Department of Transport in this country whether he is operating a private aircraft, whether he is

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operating a commercial non-scheduled charter service—and goodness knows we must not do anything in my view to stifle the growth of this kind of service in the northern part of the country—or whether the operator is an international carrier.

● (5:50 p.m.)

I should have no objection whatsoever if the government wished to impose a charge for the use of this kind of facility. My objection rests solely on the inclusion in the legislation of the particular word "availability". It is functioning on a wrong principle to impose a charge on every aircraft owner in this country, or even give the authority for it, on the vague basis that the service is available and whether or not you use it you have to pay me a charge. That is like my saying to the minister: I have an empty garage at home; you have to pay me \$50 a month for it whether or not you use it. That principle is wrong, and the use of the word "availability" in this legislation would allow that to happen.

Many aircraft used on non-scheduled work and, indeed, on commercial scheduled work do not contain the sophisticated electronic equipment which is capable of using the kind of facilities provided in Canada. For instance, OMNI is used extensively in the southern part of Canada but in the northern part we have not got it, and for us in the north to be charged for the use of a facility like that when it does not assist us would be wrong.

Progress reported.

Mr. Peters: Mr. Speaker, may I suggest that with the consent of the house we adjourn after royal assent until eight o'clock?

Mr. Speaker: Order. I would suggest that this should be considered when we return from the other place.

PROCEEDINGS ON ADJOURNMENT MOTION

SUBJECT MATTER OF QUESTIONS TO BE DEBATED UNDER ADJOURNMENT MOTION

Mr. Speaker: Pursuant to standing order 39A the following matters will be discussed at ten o'clock this evening: The hon. member for Winnipeg North Centre (Mr. Knowles), The Canadian Economy—effect on pensioners of increasing cost of living; the hon. member for Gaspé (Mr. Keays), Northern Affairs—construction of replica of "Grande Hermine" for Expo '67; the hon. member for Hastings South (Mr. Grills), Income Tax—allowance of municipal taxation on farm homes.