

within the regulations. I fully agree that the members of the Board should be given the full opportunity to participate in the formulation of those regulations. However, I would have like to have seen some draft outlines of regulations, because there are a few matters in the Bill which are not as clear as I feel they should be.

In my opinion, and I am sure in the opinion of a number of my colleagues, it would have been a much better piece of legislation in this instance had the Government followed more closely the recommendations of Mr. Justice Dubin. For example, the recommendations of Mr. Justice Dubin specifically included that certain present functions of the Department of Transport be transferred to the Canadian Aviation Safety Board, including the Aviation Safety Bureau, the Aviation Safety Engineering Division, the Aviation Safety Analysis Division, and the Aviation Safety Promotion Division, none of which are explicit in the Bill. When Canadians read articles such as that which I quoted a few moments ago from the *Reader's Digest*, I am sure that they would want to expect an independent body to have charge of these functions, given the lack of care taken by the Canadian Air Transport Administration in the past.

I am delighted to see the Minister nodding his head as though, in a sense, there is a good rapport between the Minister and myself. Perhaps that will happen. If it does, I would be delighted.

In order to avoid any conflict of interest, the Dubin Report recommended that a Minister, other than the Minister of Transport, be responsible in the House of Commons for the new safety board. Once again, that Minister is not named in the Bill. The Bill also states that the Board shall send a draft report of accidents or incidents to that Minister on a confidential basis. While I can certainly appreciate the need for confidentiality with regard to cockpit tapes and other pieces of information which may, in fact, be vital to any subsequent criminal or civil trial, nonetheless, there was never any specific recommendation of confidentiality in the Dubin Report, and I doubt that there is quite the need for confidentiality as is outlined in the Bill. It will be very interesting to see exactly how this is dealt with in the regulations. I appreciated the remarks of the Minister a few moments ago when he spelled out in his three examples the possibility of making available certain information in certain instances. However, we will have to see how that works.

I fully understand, Mr. Speaker, that for a Board as important and as new as this one, there will necessarily be a breaking-in period during which the Board will have to proceed very carefully and cautiously, because, obviously it will be breaking new ground in the area of the administration of air safety. It does, however, Mr. Speaker, follow the Government's penchant for secrecy. It is interesting, in light of the freedom of information legislation which is with us right now, that some of these matters are included in this Bill.

An editorial in the *Winnipeg Free Press* a little over a week ago stated:

Canadian Aviation Safety Board

There is no reason why it has taken ten years for appropriate legislation to be acted upon in Parliament. The number of accidents in which the present investigator, the Ministry of Transport, was itself involved in its dual role of regulator of the aviation industry, has been growing at a rate which demands prompt action to create an independent board.

This, Mr. Speaker, is just one of many examples of the growing cry within the community for the Board with which we are asked to deal today. The editorial went on to say that the Bill, having been introduced as it was about two weeks ago, left only two weeks in the spring session of Parliament, and again quoting the editorial, "There is some suspicion that the Bill has surfaced not so much on its own merits but as a matter so desired by responsible Members that they may be willing to ease up on the more controversial legislation."

I can tell the House, Mr. Speaker, and the Minister knows this, that the Bill has surfaced because the Hon. Member for Dartmouth-Halifax East, the Hon. Member for Comox-Powell River (Mr. Skelly), myself, and others have been hammering at the Minister. In fairness to him, he has been trying for lo these past few months to get this Bill before the House. It is an important piece of legislation and we all recognize the necessity for it. It is only because of the major importance of this piece of legislation that those Hon. Members I have mentioned, and myself, are bending the regulations and the rules in order to deal with it as expeditiously as we are.

I have already in my possession, as I said earlier, recommendations and suggestions from those air associations which I have mentioned. Their comments must, of necessity, be given a major priority and, indeed, this afternoon we will deal with them at some length. I am purposely making my comments brief, Mr. Speaker. I know others want to get involved in this debate. Everyone involved in air safety is bending over backwards to accommodate this particular piece of legislation.

A committee meeting is tentatively called for this afternoon on the assumption that the Bill will pass. The witnesses who wish to come before the committee are in place, again assuming that the Bill will pass. We are prepared, all of us, to deal with it expeditiously. There will not be major changes made in the Bill, if any. Frankly, we do not like the idea of having this Bill pushed on us in this second or third last day of the sittings of the House of Commons before the summer recess. However, as the Minister has said, it is a giant step. It is a most important piece of legislation and, because of that, we are going to deal with it as expeditiously as possible. The tragedy, Mr. Speaker, is that we are having to go about it in this manner when it has been sitting idle for the last seven months.

Mr. Ray Skelly (Comox-Powell River): Mr. Speaker, I am speaking today with some very mixed feelings about the particular legislation before us and the way in which it is being handled. I would like to comment particularly on some of the remarks made by the previous speaker.

● (1150)

I returned from my constituency late last night to find this Bill was in fact up for debate today. I was absolutely astounded this morning to come into the House and find it to be the