

does he not tell us how he is going to pay for runway expansion?

**Hon. Jean Corbeil (Minister of Transport):** Mr. Speaker, if the hon. member had read all the documents that we put out yesterday, he would have noticed that we clearly stated that the request for proposals is considering no runway expansion and, as an option, three additional runways, so we are covering all aspects.

I do not understand why the hon. member from the other side is so much against the creation of 3,200 jobs in the Toronto area at this period of time.

**Mr. Iain Angus (Thunder Bay—Atikokan):** Mr. Speaker, my question is for the Minister of Transport.

The Minister of Transport knows full well the dangerous state of the Canadian airline industry in Canada. We do not know if we are going to have one or two carriers by the end of this year or next. Yet he has embarked on a plan to turn over the most profitable airport in our total aviation system to the private sector at a time when we have seen a drop in air traffic by about 12 per cent with no real indication that it is going to turn around any more than the economy is going to turn around. I want to ask the minister if he can justify to this House and, more important, to the Canadian people who will have to pay the bills how we can do this kind of mathematical wizardry to suggest that the private sector, at a large cost to the people of Canada, can do better?

**Hon. Jean Corbeil (Minister of Transport):** Mr. Speaker, again I remind the hon. member that the forecast of Transport Canada on the number of passengers who are likely to go through Pearson airport in the coming years has been deposited with the EARP panel that is studying the additional runways. These figures have been accepted as accurate by this panel.

The traffic at Pearson over the past 10 to 12 years has increased by 4.5 per cent annually. We are basing our forecast on a 3 per cent increase per year for the next 10 to 12 years. This indicates to us that by 1997-98 we are going to run into a capacity problem at the airport. We are not doing this for tomorrow, we are doing this for the future because of the time that it takes to put the renovation and upgrading together.

### *Oral Questions*

We figure that when we have completed this process we will be right on time to meet the proper capacity so again we will not find ourselves in the position in which we found ourselves in 1989. I am surprised that a representative of the NDP is against the—

**Mr. Speaker:** I think we should go on to the next question.

**Mr. Iain Angus (Thunder Bay—Atikokan):** Mr. Speaker, it would appear that the Minister of Transport relies on the same advice that the Minister of Finance relies on when he says that we are already out of the recession.

We know that the recession is not over. It is not even close to being over. We know that because of the decline in use of the aviation industry by Canadians that there will not be a 3 per cent increase. We would like to get back to that point, but we know it is not going to happen for quite some time. We also do not know if we are going to have one or two air carriers in this country. If we end up having one, you are not going to need any of that space whether it is at terminal 1 or terminal 2.

I ask the minister again: Will he reconsider this decision, put it on hold until such time as the aviation industry has turned around and we know what the long-term future of our carriers will be?

**Hon. Jean Corbeil (Minister of Transport):** Mr. Speaker, I would like to point out to the hon. member that the number of passengers going through an airport is not related to the number of airline carriers. It is related to the number of people who are travelling by air. We are not going to reverse our stand.

I find it rather peculiar that the same people who a few weeks ago and even a few days ago were asking the federal government to borrow money to do infrastructure work that belonged to other areas of government are now wondering why the federal government is getting into a project that will create 3,200 jobs without borrowing money and at no cost to the taxpayers.

**Mr. Iain Angus (Thunder Bay—Atikokan):** Mr. Speaker, the minister should also remember that Pearson airport contributes \$100 million of profit a year to the aviation system. That is the cost to the taxpayer that this government is prepared to give over to its private sector buddies which means, in the long term, it will be the