

Toronto Island Airport

clearly set out conditions in the agreement. Such amendments do, among other things, provide the statutory authority to allow the Toronto Harbour Commissioners to make by-laws to prohibit jet powered aircraft and aircraft generating excessive noise from operating at the airport, and will provide a maximum fine of \$25,000 upon summary conviction for owners of prohibited aircraft who use such aircraft at that airport. That is not to say that in the event of emergency the airport cannot be used by aircraft generating noises above these specific limits set out in the agreement or jet powered aircraft. The federal Government has invested capital over the last few years and plans further expenditures to upgrade the airport for general aviation purposes. These expenditures were recognized as necessary by all parties to the lease agreement.

The purpose of the upgrading is easiest and shortest to explain, rather than to get into detail, by indicating that the airport at the time was in a state of deterioration leading to conditions that might prove unsafe.

Among the work that is planned and contemplated, already under way are such items as utilities and drainage, sewage treatment, runways, taxiways and aprons, security fencing, field lighting and upgrading or replacing the existing terminal building, and a new control tower.

The start-up for construction that has been noted recently in the press relates to construction that is specifically designed to upgrade the safety of operations at that airport.

The Government will be spending a further \$3 million on a new control tower for the airport. That control tower and that construction work is scheduled for completion in 1987. The tower will enable the airport to handle the forecast growth in air traffic in a safe and more efficient manner. The provision of this facility is in accordance with Schedule E, Section 6 of the lease, which gives responsibility for all necessary air navigation systems and air traffic and meteorological services at the Toronto Island Airport to the Minister of Transport (Mr. Mazankowski). I would like to stress that these expenditures have been, and will continue to be, carried out within the terms of the lease agreement and in full consultation with the City of Toronto and the Toronto Harbour Commissioners. All federal expenditures at the site are designed to make the Toronto Island Airport a more modern, safe and efficient facility.

● (1410)

Bill C-76 also includes an additional amendment, at the request of the City of Toronto, concerning the method of appointment of commissioners by the city to the Toronto Harbour Commission. The amendment will allow for members to be appointed by the majority of the Toronto City Council without nomination by the executive committee. This will bring the city's commissioner appointment process into line with city appointments for other agencies and commissions under its jurisdiction.

I wish to advise the House that six minor amendments have been made to Bill C-76 on the recommendation of the legislative committee struck to review the proposed legislation. I might add that the committee heard from several local resi-

dents and expert witnesses on environmental issues in the Toronto Island area during its deliberations of the Bill. Amendments related to such areas as expansion of facilities, power of commissioners, prohibition of offending aircraft and fines for offences. These suggestions, where possible, have all been incorporated into the amended Bill which is before us.

In conclusion, in recommending Bill C-76 for third reading, the federal Government is fulfilling its obligation under the lease agreement for the Toronto Toronto Island Airport. The amendments are fundamental to the proper execution of specific terms and conditions of the lease and have the full support of the City of Toronto and the Toronto harbour commissioners. They provide the basic framework for the operation of the airport for many years to come for the benefit of users of air services to and from the City of Toronto. At the same time, the lease agreement and Bill C-76 ensure that environmental concerns raised by the city and local residents to preserve the integrity of the neighbouring park land and the harbour area will remain prime considerations governing operations at the Toronto Island Airport.

Mr. Sergio Marchi (York West): Mr. Speaker, I am pleased to participate this afternoon in the third reading debate on Bill C-76. It is a Bill which proposes to transfer the operating and financial responsibility of the Toronto Toronto Island Airport from the City of Toronto to the Toronto Harbour Commission. Despite the words of the Parliamentary Secretary, and the reassurances offered by the Government, my Party has serious reservations about the spirit of the Bill. More important, we are concerned with the holes in it and the sneaky way in which it was drafted.

In 1983, as the Parliamentary Secretary outlined, the City of Toronto negotiated with the Liberal Government of the day a new lease which was to run for a period of 50 years. The City of Toronto, in responding to the concerns of the citizens, particularly the residents of the Island, environmental groups, naturalists' organizations and other interested bodies negotiated a specific lease with specific conditions. It was drafted in 1983 in order to protect the constituencies of the individuals I have just mentioned.

What was contained in the lease? If we look at the agreement between the City of Toronto, the islanders and other interested bodies, we will see that the first issue raised is that there is to be no extension of the existing runways, or construction of new runways. Second, a bridge or a tunnel for vehicles connecting the city and the island will not be built. Third, it was agreed that the lands upon which the airport are located will not be expanded. Fourth, it was decided that no jet-powered aircraft will be permitted to operate from the Toronto Island Airport, except in the case of emergencies. Fifth, aircraft generating excessive noise levels will not be permitted within the Toronto Island Airport vicinity, except in the case of emergencies.

● (1415)

The intention of the agreement to which I have referred was designed to safeguard the infrastructure of the Island, and the