

*The Budget—Mr. Chappell*

the new land. This new eastern harbour boundary fulfills a double purpose in that not only does it trap the sand and create beaches but helps to protect and stabilize the shores of the island. The commission has now reached the point where it cannot implement its plans or even see where it is going until the Department of Transport decides to dredge the new eastern entrance and approve the proposed new airport.

In December, 1968, the then minister of transport abandoned the plan for major enlargement at Malton, and since then the department has been trying to find a good site for a second large airport. The decision about the harbour airport need not wait until that decision is made because it would be the city airport and complementary to other airport service.

Originally, the commissioners proposed an airport at the south west side of Toronto Island at Gibraltar Point. There were objections that the flight pattern was too close to the air approaches to Malton. As a result the commission now proposes that the airport be located on the east side of the new outer harbour at the east end of Toronto. They suggest a runway of 7,500 feet with an approach parallel to the shoreline, but over the water, and almost a mile off shore so as not to interfere with housing, and shorter runways for smaller, short take-off planes. I think it is most important for us to recognize that although the Island Airport has substantially more plane movements than Malton has, there have not been any complaints with respect to noise or pollution. Even the small jets using this airport have not caused any complaints. Surely, this is because the planes are smaller, and take-offs and landings are over water.

• (3:50 p.m.)

The suitability of such a location has already been demonstrated. Fear of large planes has caused objection, but certainly it is practical if it is limited to aircraft which will not exceed a noise level compatible with residential use a mile away. The travel time to Malton Airport, now almost as long as a flight to Ottawa or Montreal, will not shorten in the near future, but can only get longer. It is inconceivable that advantage should not be taken of this location, and without delay, for an intercity airport. Because it is a short-range airport, freight would remain with the trucking lines and the Malton Airport.

[Mr. Chappell.]

Toronto, or more properly Ontario, will require a second major airport but if the lakeport is developed now, the second major port could be delayed. After all, we are talking of perhaps a half billion dollars. A little delay would give us an opportunity to develop a rapid transit system which would make it feasible to locate it further out and as part of an over-all regional or provincial development, and on land not required for Metro expansion. A large new airport should not just be located because the land happens to be available.

Consideration must be given to planned regional or provincial development including housing, services and highways, and perhaps also one or more satellite cities along a new rapid transit route which would be generated by the airport itself. The harbour airport would be relatively inexpensive. Four hundred and fifty acres instead of thousands of acres would be sufficient, and could be assembled from reclaiming sand and the utilization of fill at an estimated cost of not more than \$25 million. A regular land-based airport would cost many times as much.

It would service the Toronto-Ottawa-Montreal passengers who make up perhaps 40 per cent of the Malton traffic. It would be flying transit or Go-Air. The majority of passengers travel less than 450 miles, with most around 250 miles. This would cover Toronto-Ottawa-Montreal and perhaps later Toronto-New York. It would relieve the traffic at Malton and thus allow that airport to become a transcontinental and intercontinental airport, which would satisfy demands for several years, at a tremendous saving to the federal government. It would relieve multiplication of flights at Malton where the planes take off and land over densely populated areas, and thus prevent the impairment of the quality of housing.

If we count the economy of time for the public, and the efficiency of the business people travelling the Toronto-Ottawa-Montreal triangle, billions of dollars would be saved. The travelling time from a downtown hotel would be perhaps seven minutes. By use of computers at various locations in the city, all tied to a master computer, people could board airport buses at these locations and step from the buses with their baggage directly to the plane. By checking in at city locations and taking a bus or rapid transit to the plane, we could use existing on-shore facilities and thus avoid the customary delays found at an airport, and the cost of substantial off-shore building. It is too late to