

### Oral Questions

Is he prepared to say in this House today, as he said when he announced ACOA, that the Government is still committed to the economic regional development process to help wealth creation and distribution in this country?

**Mr. Crosbie:** Why are you so against it?

**Hon. Harvie Andre (Minister of Regional Industrial Expansion and Minister of State for Science and Technology):** Mr. Speaker, it will be in tomorrow's *Hansard* twice. The Prime Minister said it earlier today. I repeated it by quoting from the Prime Minister's speech.

**Ms. Copps:** It is a different program.

**Mr. Andre:** This Government is committed to co-operative economic regional development programs. I do not know how the Prime Minister could have been clearer in his answers, Mr. Speaker.

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### AVIATION INDUSTRY

#### TWIN OTTER AIRCRAFT PRODUCTION

**Mr. Jim Peterson (Willowdale):** Mr. Speaker, my question is for the same Minister, the Minister of State for Science and Technology. The Twin Otter aircraft has been a truly remarkable Canadian success story. Since 1966, 844 have been produced in Canada. It has made Canada a world leader in STOL technology and in transportation in remote regions throughout the globe. When the Government sold off de Havilland—

**Some Hon. Members:** Question!

**Mr. Peterson:** —in 1986—

**Some Hon. Members:** Question!

**Mr. Peterson:** —it did not exact one single guarantee for the ongoing production of the Twin Otter in Canada.

My question—

**Some Hon. Members:** Hear, hear!

**Mr. Peterson:** Is the Government prepared to assure Canadians that it will take steps necessary to ensure the ongoing production in Canada of the Twin Otter?

**Mr. Crosbie:** What about the Beaver? I support the Beaver.

**An Hon. Member:** What about the Kittyhawk? Should we go back to producing it again?

**Hon. Harvie Andre (Minister of Regional Industrial Expansion and Minister of State for Science and Technology):** Mr. Speaker, there is no question that the Twin Otter has been a remarkably successful aircraft. They have been produced in large numbers and they are flying all over the world, but so have a lot of other aircraft. The DC-3 was a successful aircraft. But technology has changed. We are into the modern era. There are new airplanes based on the Twin Otter model that are being produced.

If, in fact, there were a market for the older style rather than the newer style of aircraft, I am sure de Havilland would continue to produce them.

#### BOEING TOOL DESTRUCTION ORDER

**Mr. Jim Peterson (Willowdale):** Mr. Speaker, the report commissioned by the Government from Burns Fry has indicated to Canadians that there is a global market still for the Twin Otter.

• (1440)

There are Canadian firms that are prepared to produce the Twin Otter in Canada. The problem is the following. Boeing has issued an order for the destruction of all the tooling necessary to produce any more Twin Otters. Canadians do not want to see the Twin Otter go the way of the Avro Arrow.

Is the Government prepared to intervene today, immediately, and stop that tool destruction order that is being put in force by Boeing?

**Hon. Harvie Andre (Minister of Regional Industrial Expansion and Minister of State for Science and Technology):** A few years ago the Government of Canada was running two airline manufacturers and the taxpayers of Canada were pouring in billion of dollars of subsidies.

Now that they are in the private sector both situations have improved remarkably. The taxpayers are no longer subsidizing the way they were in the past. The Hon. Member is suggesting that we return to those bad old days.

If he knows of private companies that want to continue the production of this aircraft, and they are going to do it with their money and not with the taxpayers' money, then certainly they could make a deal with de Havilland and continue that production. We have not forbidden that activity. They are free to go ahead and do that.