

Business of the House

during the discussion of a private member's bill which had the same effects as the one the government intends to introduce since we gave notice of it today. But to set things straight, first, I want to say that I told the Progressive Conservative member who had raised the point of order that I was going to consider his suggestion, and indeed I believe we are giving notice today of our intention to introduce eventually a bill to repeal the Small Loans Act.

At the same time, I want to make it quite clear that there never was any agreement between the parliamentary leaders to dispose of that legislation at any time. I would not want the hon. member to mislead the House. It is probably an oversight on his part, but he only has to check with his parliamentary leader and he will find out that this bill has never appeared on the list of bills to be passed before the summer recess. But, in any case, we are giving notice today of our intention to introduce such a bill, and I am convinced that with the support of opposition parties, the government will be able to dispose of this bill at the first opportunity within a very reasonable period of time.

[English]

Mr. Darling: Madam Speaker, following upon the matter raised by the hon. member for Broadview-Greenwood, I point out to the President of the Privy Council that I spoke specifically to the minister responsible, the Minister of Consumer and Corporate Affairs, the day before yesterday. He gave me an undertaking that that bill would be brought in Friday morning. I assured the minister that I had talked to the leaders of both opposition parties, that there would be little or no debate and that it would go through. The credit unions have been waiting for this bill and, with all due respect to the President of the Privy Council, the Minister of Consumer and Corporate Affairs gave me an undertaking that that bill would be introduced today and be disposed of through all stages.

Mr. Pinard: Madam Speaker, my hon. colleague misunderstood what the hon. minister told him. The minister told him the truth. The minister told him we would give notice of the bill today, and that is what we are doing.

Mr. Darling: Certainly not.

Mr. Knowles: We could put it through all stages on Monday.

Mr. Collenette: Madam Speaker, I rise on a point of order to ask the indulgence of the House. Since the President of the Privy Council will in a few minutes be moving a motion to adjourn the House for a recess, I wonder, out of courtesy to 30 hon. members who have questions on the order paper, if we could proceed to questions on the order paper before we consider motions.

Madam Speaker: Does the House agree to the suggestion made by the parliamentary secretary?

Some hon. Members: Agreed.

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. D. M. Collenette (Parliamentary Secretary to President of the Privy Council): Madam Speaker, the following questions will be answered today: Nos. 8, 17, 21, 24, 26, 104, 237, 248, 262, 265, 559, 595, 603, 638, 712, 713, 714, 723, 830, 866, 909, 945, 946, 949, 970, 975, 1,046, 1,195, 1,199 and 1,438.

[Text]

OTTAWA INTERNATIONAL AIRPORT

Question No. 8—**Mr. Cossitt:**

1. Does the government have plans for improving and extending facilities at the Ottawa international airport and, if so, what are the details and what is the estimated cost?
2. Does the government plan to improve the facilities so that the airport can adequately handle international flights?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): 1. Transport Canada is currently undertaking two studies in the national capital region: one is called Eastern Ontario/Gatineau Area Aviation Development Plan; the other, Ottawa Airport Master Plan.

The first will develop the most appropriate alternative locations and roles for the airports and aeronautical system components for the area; the second will provide a master plan for the development of the Ottawa airport.

Concurrently, a study to develop the passenger terminal complex, including the modification and expansion of the terminal building, associated aircraft parking apron, access roads, public car parking and utilities, to meet the forecasted demand to 1990 design year, has just been completed. The study is being reviewed by Transport Canada headquarters officials.

The passenger terminal complex development is limited to an immediate improvement program which will allow it to meet travel demands up to the year 1990. The long-range development options required to meet the demands beyond this time-frame will be addressed by the airport master plan which is being developed at the present time.

During the airport master plan process, additional studies are being carried out. These will be based on the airport role and airside requirements established as part of the area aviation development plan. The extent of details and costs associated with the additional facilities required to meet the long-range demands cannot be estimated at this time. Order of magnitude costs will be identified when the conceptual alternative airport plans are developed. The order of magnitude cost for the terminal complex development in the pre-design stage is approximately \$35 million.

2. The present inspection service facilities meet the forecasted demand for scheduled international/transborder traffic. However, a possible expansion of the international inspection facilities to meet the demand of the charter operations is to be taken into consideration in developing the terminal concept.