

Aeronautics Act

(Standards) Code." Then the clause would continue with the words, "the maximum hours of work", and so on.

● (5:40 p.m.)

This would make it quite clear that regulations could not be made under the authority of this section of the act which would in any way be less favourable than those which are set out as standards in the Canada Labour Code. I should like the minister to consider that idea. Perhaps he may agree when we come to clause 2 of the bill to accept an amendment along the lines I have proposed.

There is one other reference I should like to make, Mr. Chairman, which I may as well make now while I am on my feet. I am pleased to see included in the proposed amendments certain provisions in regard to appeals to the minister from decisions of the Air Transport Board. I do not know whether the minister who is piloting this bill through the house will recall the matter, but a couple of years ago I raised a matter of serious concern in my area of the country involving the fact that other air lines or interveners, as I believe they are called here, might be dissatisfied with a decision of the Air Transport Board and would not have the same right of appeal as the air line which was making the application for a licence or to amend its licence. I am glad to see that the bill we have before us now does take care, as I understand it, of what at the time I argued was a quite serious omission in the provisions of the Aeronautics Act.

Mr. Leboe: Would the minister tell us approximately how much money is expected to be derived from these charges that we have been talking about? What amount will be available to the government? I am reminded that at some airports there are machines into which you can put money and get almost anything although to get a shave you have to go to the kitchen and plug in your razor. I am wondering just how far we are going to go with collecting these small amounts of money. How far are we going to go with the operation of these machines in the aeronautics business of Canada? Could the minister tell us approximately how much money is involved in this tax or charge?

Mr. Turner: I will get an estimate on that, Mr. Chairman. It is a little hard to estimate because it depends on the amount of traffic contemplated.

[Mr. Barnett.]

Mr. Leboe: Mr. Chairman, if the minister could get the amount I think it would be of some use to the committee. I suspect that not a great deal of money is involved. If not very much money is going to be involved there must be some other way in which the amount of tax, or whatever you want to call it, can be collected so that the amount of revenue can remain approximately the same.

There is a principle involved here. I agree with the hon. member for Yukon who says that we should not be operating on this basis at all. I think, as he does, that the principle is wrong.

Mr. Turner: Mr. Chairman, let me say that I have given the undertaking that the charge will not be unreasonable in relation to the cost. I want to recall to hon. members that the analogy of compulsory pilotage is not too farfetched. There are areas in international and domestic waters where compulsory pilotage is required whether needed or not, and in terms of marine safety it is well known that this is justified. In terms of the expanding areas of stand-by charges, in the light of modern methods this charge, although it might be considered novel, is certainly not unusual in the light of the expansion and development of the industry.

A good proportion of the charges for the available services will be made to international air lines flying over Canadian territory and taking advantage of the safety measures that we have by way of electronic devices and things of that sort. The people of Canada would really be subsidizing a great proportion of the world's air traffic over the pole if we did not have the power to make a charge for these available services. In effect Canada will be providing the safety measures for a good part of the world's air traffic but limited to jurisdiction over Canadian territory.

I want to bring to the attention of hon. members that while this new charge is not unusual in terms of modern safety it is only adopted because of the expanding nature and the insistent requirements of safety in the air. Canada will be responsible for a good proportion of the world's air traffic over its territory. These charges will not be unreasonable having regard to the cost that Canada will be incurring to provide these measures.

Mr. Leboe: Will these charges apply to small aircraft flying in and out of a particular home airport? I refer to an airport such as