

*Government Orders*

tions of bodies such as the Canadian Transportation Accident Investigation and Safety Board.

I want to ensure that this legislation will also allow the minister to implement air safety recommendations from other institutions and from other committees.

• (1620)

I speak primarily of an ongoing inquiry: Mr. Justice Virgil Moshansky's investigation into the air tragedy at Dryden, Ontario. We understand at this stage that Mr. Justice Moshansky has completed his hearings into this matter and is in the process now of forming his final recommendations.

The report is in its final stage and should be released some time in June.

We are further aware from the information that we have been able to gather that Mr. Justice Moshansky's inquiry went to further in depth studies, not only in the events that led up to the Dryden crash, but in the ability and the competence of those entrusted with the responsibility in Canada of investigating not only airline disasters but airline incidents.

We are also led to believe that problems with the air-side operation at Pearson International Airport will be addressed in his lordship's report.

I compliment the former ministers of transport who were in office during the Moshansky inquiry for implementing the interim recommendations made by the justice, especially the recommendation that affects so many of us in Canada with respect to airline procedure on de-icing.

I want to ensure, and I will pursue in committee, that the recommendations that will be forthcoming and that have been so long awaited from the Moshansky inquiry will receive priority of the highest order and that the legislation that we are in the process of implementing through committee and through final reading will be implemented at the earliest possible time for the betterment of the travelling public in Canada and for international countries that use a Canadian airline service.

The other area that I hope this legislation will implement and allow us to have more of a rapid input into safety measures which affect Canadian air travellers is with respect to safety and security. In light of the events that have happened in the last few days with respect to

an international airline, I am told that the X-ray procedure on baggage for all Canadian airlines does not follow the X-ray procedure requiring all baggage to be X-rayed before it gets on an aircraft.

We are told that only the baggage that is carried on by the individual through the security gates at all airports in Canada is subject to X-ray investigation.

I would like to urge today and with this opportunity to speak before the House and in regard to recent events that all baggage which goes on to any airline in Canada not only follow the present procedure that it must be on the same airline as its owner, but that it be X-rayed for suspicious materials. I would like to see that recommendation implemented at the earliest possible time.

My colleague from Toronto spoke at some length on environmental concerns and noise abatement, and quite capably gave the concerns of those areas around Pearson Airport which will be influenced by the increased traffic that we presently experience in the hub of Canada which is Pearson International Airport.

In this bill we will question the environmental concern which will be expressed through the assessment which is presently going on of the contemplated addition of the two extra runways to handle the expanded traffic Pearson is not only receiving now but is expected to receive in the next several years as it becomes the hub of Canadian air travel in Canada.

Needless to say, we should not avoid what the report of the environmental assessment hearing will recommend to us involved in transportation and to the government with respect to the two additional runways which may be added.

I am advised that even with the environmental assessment review with respect to the two runways, an Order in Council can do away with the environmental assessment hearing and its recommendations. The process of adding the two additional runways at Pearson International Airport is a *fait accompli*, and regardless of what the environmental assessment review will show, the two runways are now in the planning stage at Pearson International Airport.

I caution this government that the noise abatement and noise procedures should be enhanced and given proper consideration at this stage before those two runways are completed.