

Rural Airport Development Advisory Committee

vice over the approximately 260 miles from that region of eastern Ontario to Toronto.

The world famous inventor Alexander Graham Bell cabled the *London Times* as follows:

First flight of a flying machine in Canada occurred here today when Mr. Douglas Mcurdy, native of Baddeck, Nova Scotia, flew a distance of about one-half mile at an elevation of about thirty feet above the ice of Baddeck Bay in an aeroplane of his own design named the Silver Dart.

Since that time Canadians have been interested in aviation. That cable was sent on February 23, 1909, and since then Canada has not only been a pioneer in the development of aviation; it has been a pioneer in the use of aviation. The upcoming STOL service which will operate between Montreal and Ottawa is a good illustration of our progress in both these areas. Incidentally, I am told that the STOL service will get under way early this June.

I should like to make one comment about the Silver Dart. The arena to which I take my son on Saturday mornings to play hockey, located on the Canadian forces base at Petawawa, is called the Silver Dart arena because shortly after the flight about which I spoke the Silver Dart was shipped to Petawawa. My father-in-law, who was working on the Canadian forces base at the time, transported the various parts of the Silver Dart from the railway station to the base and a flight of the airplane took place there. Anyone driving through Petawawa today will see a cairn on the right-hand side of Highway 17, just past the gate to the base, which outlines the history and activities of the Silver Dart.

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So we in Renfrew county feel we have considerable relationship with the people of Nova Scotia where the first flight of the Silver Dart took place.

As I mentioned at the outset, the hon. member's bill is a good indication of his sincere interest in aviation. Unfortunately, the problems outlined in this bill have been superseded in many areas by changing attitudes. For example, the Minister of Transport (Mr. Marchand) has said on a number of occasions that he sometimes felt there were only two kinds of people, those who want airports and those who do not want airports. Perhaps there is a third group, those persons who do not care one way or the other. I should like to speak more about this later.

This government has demonstrated in many areas that it recognizes the aviation needs of the country, ranging from the upgrading of international aviation facilities to the development of community and remote airports. For example, back in December, 1971, the government enunciated a new policy for national and community airports. At that time all members of this House were given a copy of a fact sheet so they could bring to the attention of interested municipalities and groups within their constituencies information on this revised program. I am happy to say, Mr. Speaker, that many members from both sides of the House have taken advantage of this program which has been increased from \$1 million to \$2 million annually, as mentioned by the previous speaker.

With regard to the aviation facilities we already have and those we are developing, I am sure all members agree that safety is of paramount importance and must be given top priority. As aviation traffic increases, more and more

[Mr. Hopkins.]

navigation systems are required, and the standards for aircraft operation and maintenance must be increased if we are to maintain the enviable aviation safety record which Canada has. For example, the government issued strict new standards for the operation of small commercial aircraft which came into effect on January 1 of this year. Last year the government embarked upon a program of well in excess of \$70 million designed to upgrade air navigation facilities not only in the more densely populated regions of our country but throughout the north.

The development of new aviation facilities and the expansion of existing facilities, obviously requires public participation. Where land is required for the expansion of existing facilities or for the development of new facilities, only in a few instances have local levels of government had the foresight to take into consideration the future aviation needs of their communities. For example, in 1948 comments in the Montreal newspapers lambasted the government for locating Dorval so far from downtown Montreal. It was not too many years later that the pendulum swung the other way and we were equally lambasted in the Montreal region for locating the airport so close to the areas of population. This important point, was also brought out by the previous speaker. The airport did not expand: the people and their needs expanded.

Because we have learned this lesson, our plans call for the protection of large tracts of land on the periphery of new aviation facilities so that the land is developed in a manner acceptable for airport operations and the needs of surrounding communities. When it was obvious that Dorval could not be expanded and that new aviation facilities were required for the Montreal-centred region, everyone wanted the airport to be located in their area—north, south, east or west. On the other hand, when it became equally obvious that new aviation facilities were required for the Toronto-centred region, no one wanted the airport, no matter where it was to be located.

As there is more input into centres of larger population across the country from isolated regions, more feeder lines come into major airports. This will continue to put greater and greater emphasis on the needs of urban airports. We cannot therefore, speak about the development of regional and community airports across Canada unless in the same context we take into consideration the effect this will have on the major airports in large, urban areas.

In Calgary, the city fathers had the foresight to protect the land surrounding the airport so that when it became necessary to expand aviation facilities there, as the government is now doing, they would be compatible with surrounding communities. And this is the case in Calgary. At Vancouver, however, we have a major airport facility that has been in existence for more than 40 years and, while obvious expansion is necessary, it has raised the concern of many people. This is why, as at Pickering, we are carrying out active programs to involve the public in the decision-making process.

With regard to the public being involved in the development of aviation facilities and aviation regulations, public involvement is not new to the Ministry of Transport. When new aviation regulations are being developed, everyone from the private aircraft operator to the com-