

*Aeronautics Act*

tomorrow. We would create a dangerous precedent. I am sure the minister will give every consideration to this suggestion. It in no way weakens the amendments but it does maintain the strength of the parliamentary system in the exercise of the authority to make regulations.

● (4:40 p.m.)

I turn to one other matter, the proposed increase in the number of members of the Air Transport Board. From my own experience I am inclined to agree that an increase is necessary. The Air Transport Board has a tremendous field of responsibility and the various areas of Canada each have their own needs and requirements. There are, I think, four or five such areas across this nation, each having a different set of problems, and I think an increase in the size of the board is a step in the right direction.

However, I have known in the past—the minister shakes his head. He already knows what I am going to bring up. It shows he has the power of apperception even before communication is made—

**An hon. Member:** Extrasensory perception.

**Mr. Diefenbaker:** Yes, in a philosophic sense I suppose we call it extrasensory perception. It is very valuable. But it has been known upon occasion that when boards are increased in numbers those who had occupied positions thereon lose their appointments. I am sure the minister does not have this in mind. There are three members on the Air Transport Board today in respect of whom I should like to have the hon. gentleman's assurance that not only will they be entitled to reappointment, as stated in the bill, but that they will be reappointed and that this proposal in no way constitutes a form of circumlocution whose purpose is to bring about the removal of any member of this board.

The views I have expressed are placed before the house in the most co-operative spirit. I think they are reasonable and fair and they are based upon the experience which was mine when I headed a government. I believe them to be valid in the national interest and I hope the minister will give consideration to them.

**Mr. P. B. Rynard (Simcoe East):** Mr. Speaker, I should like to speak on a matter which concerns the safety and the comfort of air passengers. Today, more and more of our older people are flying. Also, included among

[Mr. Diefenbaker.]

the younger people who fly are a great many who suffer from coronary weaknesses and other chronic diseases. They, like other passengers, are often obliged to walk long distances and climb flights of stairs before boarding or after leaving their planes. I have noticed that sometimes they have to stop to take medication to help them on their way. I think we should provide, in close proximity to the airfield itself, sheltered places—

**Mr. Speaker:** Order. I hesitate to interrupt the hon. member when he is discussing a matter of such importance but I must remind him that our discussion now should be limited as far as possible to the principles of this bill to amend the Aeronautics Act. I have glanced rapidly at the measure before us and I see no reference in it at all to what the hon. member for Simcoe East is now saying.

**Mr. Rynard:** I will rapidly draw my remarks to a conclusion. Before you assumed the Chair, Mr. Speaker, hon. members were talking about safety. I am concerned about the safety of the passengers who use these planes. Though many of these men and women are quite able to carry on their affairs in a normal way, unusual exertion could be dangerous to them and I should like to ask the minister whether he will undertake to do something to reduce the distances which must be walked at our airports and thus make things easier for the people to whom I have referred.

**Mr. Speaker:** If the minister speaks now he will close the debate.

**Hon. John N. Turner (Minister without Portfolio):** Mr. Speaker, I wish first to deal with two points raised by the Leader of the Opposition. The right hon. gentleman took exception—and I can understand his doing so—to the terms of clause 1 of the amendment relating to the new section 3A(2). This type of delegation of powers already exists in the Aeronautics Act. Section 4(2) of the present act reads as follows:

Any regulation made under subsection (1) may authorize the minister to make orders or directions with respect to such matters coming within this section as the regulations may prescribe.

In other words, this is a power within the scope of the present act which authorizes the Governor in Council to make a regulation giving power to the minister to make orders or give directions. I use those two words advisedly. He is not given power to make