

Toronto Island Airport

the application of rates lower than 30 per cent to India, Guyana and the USSR. I wonder if the Parliamentary Secretary to the Minister of Finance could assure us that the Government can provide a written answer to the question asked by the Hon. Member for Trinity, which answer would be more detailed than that provided by the Parliamentary Secretary and would perhaps include the financial data which interest us, namely how much this is expected to cost the taxpayers.

Mr. Vincent: Mr. Chairman, the Hon. Member for Ottawa-Vanier (Mr. Gauthier) wants us to make projections in advance about future investors in India or in Canada. This is rather complex. I can assure the Hon. Member for Ottawa-Vanier that he will receive a written answer about the 30 per cent rate. As for other figures, we shall be happy to communicate them to the Hon. Member as we obtain them.

The Chairman: Shall Schedule IV carry?

Some Hon. Members: Carried.

Schedule IV agreed to.

Title agreed to.

Bill reported.

[English]

Mr. Wilson (Etobicoke Centre) moved that the Bill be concurred in.

Motion agreed to.

Mr. Deputy Speaker: When shall the Bill be read the third time? By leave, now?

Some Hon. Members: Agreed.

Mr. Wilson (Etobicoke Centre) moved that the Bill be read the third time and passed.

Motion agreed to and Bill read the third time and passed.

Mr. Deputy Speaker: It being one o'clock, I do now leave the chair until two o'clock later this day.

At 1 p.m., the House took recess.

AFTER RECESS

The House resumed at 2 p.m.

TORONTO ISLAND AIRPORT
MEASURE TO ENACT

The House proceeded to the consideration of Bill C-76, an Act respecting the operation of the Toronto Island Airport by the Toronto Harbour Commissioners, as reported (with amendments) from a legislative committee.

Hon. Harvie Andre (for the Minister of Transport) moved that the Bill be concurred in.

Some Hon. Members: Agreed.

Mr. Andre (for the Minister of Transport) moved that the Bill be read the third time and passed.

Mr. J. M. Forrestall (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I rise with some pleasure to introduce third reading debate on Bill C-76, an Act to amend the Toronto Harbour Commissioners' Acts of 1911 and 1939. Toronto Island Airport serves a large general aviation community and a limited number of commercial air services, one of which uses, Toronto-built DASH-7 and DASH-8 aircraft. They use this airport in the operating of convenient services for the people of Toronto. The airport acts as well as an alternative or reliever airport for Pearson International Airport. It is located strategically on land owned by the City of Toronto, the Toronto harbour and the federal Government. Until June of 1983 the airport was operated by the Toronto harbour commissioners on behalf of the City of Toronto. The lease between these two parties expired at that time, and in the absence of a new operating agreement the possibility existed that the airport might have to be shut down.

● (1405)

With this in mind, and in recognition of the vital role the airport plays in the Toronto area, the federal Government of the day agreed to bring before the House of Commons certain amendments that would correct that situation. The previous Government entered into a 50-year lease agreement in June of 1983 with the City of Toronto and the Toronto harbour commissioners to ensure that the airport, as I have indicated, would continue.

Negotiations leading up to the signing of the long-term lease were protracted, due in part to the environmental concerns raised by representatives of the City of Toronto with respect to the type of air operations that would be allowed at the airport.

As to the good faith of all parties, once again I remind the House that the Hon. Member for Davenport (Mr. Caccia) was a member of the Government at that time, and I mention that because I find it strange that now almost three years later when we are dealing with it he finds areas of concern that did not really give him much heartburn at the time. Bill C-76 should be viewed within the context and the terms and conditions of the lease agreement that was signed by the three parties in June of 1983. The Bill is designed primarily to enable the Toronto Harbour Commission to implement its obligations in the operation of the airport contained in the lease agreement. Specifically, the City of Toronto insisted that certain conditions be included in the lease to prohibit all jet aircraft and aircraft generating excessive noise. Those noise levels are set out quite specifically in the lease agreement, from operating at the airport as a prerequisite to the city entering into a long-term agreement. The former Minister of Transport, on behalf of the federal Government, agreed to make recommendations to Parliament with respect to amendments to the Toronto Harbour Commissioners Act. Such amendments are designed to give effect to the very specific and