

*Oral Questions***CROWN CORPORATIONS****CANADAIR—FORMER MINISTER'S STATEMENT ON FUNDING OF EXECUTIVE JET PROGRAM**

Hon. Allan B. McKinnon (Victoria): Madam Speaker, I would have liked to have put my question to the Minister of Energy, Mines and Resources but, in his absence, I will put it to the Minister of Industry, Trade and Commerce.

To keep the Canadair fiasco and its causes in proper perspective, could the Minister tell the House what the former Minister of Industry, Trade and Commerce meant when he said in *Hansard* on October 18, 1976, speaking about the finances of what was then called the Lear jet proposition, as reported at page 142:

We took no decision yet concerning this proposition which seems extremely interesting and which does not require direct financial intervention by the Government.

Could the Minister explain that gross misrepresentation to the House?

[*Translation*]

Hon. Pierre Bussières (Minister of National Revenue): Madam Speaker, I think the Hon. Member should take a careful look at the report submitted yesterday to Members of the Committee by the Minister responsible. This report is available to all Members. Furthermore, I fail to see how attempts to seek contradictions in various answers that were given can clarify the subject we are discussing at the present time.

[*English*]

CLAIM OF SALES OF CHALLENGER JET AIRCRAFT

Hon. Allan B. McKinnon (Victoria): Madam Speaker, I will direct my supplementary question to the same Minister. In 1977 the then Minister of Industry, Trade and Commerce, now the Minister of Energy, Mines and Resources, speaking about the Lear jet challenger program said, as reported in *Hansard*:

Some people felt I was taking a gamble going into that. I am glad to report to this House today that as of yesterday we signed sixty-five contracts and another ten will be completed very soon. The marketing is so good that we hope by the end of the year to have sold at least 125, the break-even point. We have done this in the past two months. I wish the Opposition would open their eyes once in a while.

Seeing that the then Minister of Industry, Trade and Commerce was boasting about the program at that time, is the Minister now agreed that the Minister who boasted about it should accept some of the responsibility for this financial bath of unparalleled proportions?

[*Translation*]

Hon. Pierre Bussières (Minister of National Revenue): Madam Speaker, earlier, in response to a previous question, I

indicated that the Government had been enthusiastic in its support for the Challenger program, and that it was still supporting the Challenger marketing program. Obviously, the outlook for marketing and sales may be revised at some point, because of a number of conditions that are going to change according to the report tabled yesterday by the Minister responsible. Furthermore, it seems that a great many conditions have changed throughout the program, including marketing conditions, delivery of engines for the aircraft, and so on, so that the original forecasts are no longer entirely accurate. These forecasts have now been revised. The commercial development plan for Canadair is based on new forecasts, and we hope they will be positive.

[*English*]

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AIR SAFETY**REQUEST THAT SMOKING BE BANNED ON AIR CANADA FLIGHTS**

Mr. Gilbert Parent (Welland): Madam Speaker, may I direct a question to the Minister of Transport. Following on the tragedy of the Air Canada flight which had to land at Cincinnati, and following on the statement made today by my hon. colleague on the other side, could the Minister tell the House if he would consider imposing a ban on smoking on Air Canada flights? If not, would he consider imposing a ban on smoking on all flights of a duration of less than two hours? Surely people who are smoking could give it up for a couple of hours if it would mean greater safety for the people of Canada.

● (1450)

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, to my knowledge that question has not been addressed as yet. Smoking in our country is still considered to be socially acceptable, rightly or wrongly.

Mr. Hnatyshyn: It depends what it is.

Mr. Pepin: Certain sections of aircraft are designed for smokers, others for non-smokers. There are regulations concerning the precautions which must be taken in the aircraft, for example in the washrooms. There are all kinds of regulations concerning extinguishers, detectors, and so on. This is implemented now. The real cause of the DC-9 accident, as everyone knows from reading the newspapers, is still unclear. I feel we should wait until the report is addressed to us.

I am toying with the idea, because this is such an important subject, of suggesting to the Transport committee when matters are clarified, to have a meeting where experts could come and explain to Hon. Members what took place.