

*Aeronautics Act*

regime in civil aviation. We ask the Minister, before the regulations are gazetted, that they be sent to the Transport Committee, that witnesses be invited and that the Committee go over every single regulation. This should be an annual practice as and when new or updated regulations are to be implemented. They should be referred to the Standing Committee on Transport and we can hear from the people concerned. Similarly, as and when a regulation has outlived its usefulness it would be nice if the Minister came and told us about it and pointed out what regulations can be eliminated. We have had too many eliminated where there was no consultation.

● (1640)

I hope the Minister will continue to conduct himself in the manner in which he has in the preparation of this legislation. To be fair about it, a lot of work and preparation has been done by two, three or four of his predecessors. We also hope there will be time to go through it in concert with the regulations envisaged. I suspect the committee is going to have a bit of difficulty in getting at it because it is faced with the Estimates and the Air Canada annual report, CNR, VIA Rail and all the other things on the committee's plate. Given that, we may not be able to finish this before the end of June, but I assure the Minister, on behalf of his Parliamentary Secretary, that we will work hard at it as quickly as we can once the Bill is through second reading. I believe we are having a steering committee meeting tomorrow and no doubt we will discuss when we can start dealing with this Bill or mix it in with the Estimates. We cannot do much about the Estimates anyway, so maybe we should send the Minister a letter and say they are done.

**Mr. Lewis:** Get that in writing.

**Mr. Benjamin:** I have only seen one amendment to the Estimates in 17 years being passed in committee and in the House, and I have seen quite a few Estimates.

In closing, if the Minister will carry out that sort of a schedule, I know the committee will be anxious to co-operate. We want to hear from all the different organizations he has consulted with in the course of his drafting of the Bill and legislation.

**The Acting Speaker (Mr. Paproski):** The Hon. Minister of Transport (Mr. Mazankowski).

**Mr. Mazankowski:** On a question or comment, Mr. Speaker.

**The Acting Speaker (Mr. Paproski):** The first round is 40 minutes without any question or comments. We now proceed to the next round and the Parliamentary Secretary to the Minister of Transport (Mr. Forrestall) has the floor.

**Mr. Mazankowski:** Mr. Speaker, not having occupied this position for a long period of time, I would like the opportunity to respond to some of the questions the Hon. Member raised. I

think he would want me to respond, and if I have an opportunity at some point in time I would appreciate it.

**The Acting Speaker (Mr. Paproski):** I am sure the Hon. Minister will have that opportunity. Other Members will be rising to debate this Bill and he will have the opportunity then, as well as on closing of the debate. But we are now starting the 20 minute round of speeches with 10 minutes for questions or comments.

**Mr. J. M. Forrestall (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, the observations I wish to make this afternoon are partly in response not only to the spokesman on transport matters for the NDP, but also to the interesting points and observations raised by the critic of the Official Opposition. This is a somewhat unique Bill. The Minister in his opening remarks suggested that it has been some 65 or 66 years since this Parliament has had an opportunity on which to bring together—not that there has not been prior work with respect to amendments—in a legislative form some of the very necessary, and we hope adequate, amendments which we all know are so needed and which we hope will be welcomed by the industry.

I am not sure which is older, the Act or Mary Poppins. On the other hand, we are attempting to bring the Aeronautics Act into the 1980s. We hope that the work not only of the present Government but of previous Governments as well will serve the industry at least over the foreseeable future. Hopefully this will be a basis for allowing the orderly, safe and efficient development of this industry in Canada through to the turn of the century. In that context, I am sure the Minister will have an opportunity, as I do so now, to welcome the assurance of support from both the Official Opposition and the NDP with respect to this measure.

A question has been raised with respect to a technical briefing concerning this Act. It is a technical matter, and this is something to which the present Minister and Government, in a spirit of consultation, is quite prepared to accede and would indeed welcome. I might just say as an aside to the NDP spokesman that indeed steps to achieve that were already in motion earlier today. They were superseded by the presence of the Bill itself, otherwise he might have had the opportunity of obtaining that type of briefing together with members of the Official Opposition. It is still not too late for that type of technical briefing and, if that is the wish, I am sure arrangements can be made to accommodate Members.

In that same vein, I want to comment very briefly on a further observation or request made by opposition spokesmen with respect to regulations. Over the years the regulations which flow from legislation have always been a matter of concern to members of the Opposition particularly, but I can assure you and all members of the Opposition that the regulatory process which will come into place once this measure has been dealt with here in the House and in the committee will be a matter of concern to all, and I am sure favourable consideration can be given with respect to a review. I hasten to add the simple but very obvious caveat—and I am sure the Hon.