

Second Toronto Airport

Agreement has been reached in principle between the two governments on the sharing of many of the expenditures associated with the airport development. A portion of the land acquisition by the province will be carried out through funding arrangements under a variety of joint endeavours.

Generally speaking, it has been agreed that the federal government will be responsible for on-site costs of airport projects, as well as relocation costs resulting from the displacement of services. The provincial government will assume responsibility for the provision of basic services such as water and sewage to the boundaries of the airport. Federal assistance may be provided to a certain extent through existing programs. The two governments have agreed to study the implications of mass transit and other transportation facilities related to airport development, with a view to working out joint financing arrangements. This is, in fact, a continuation of work now going on in the Toronto area.

To study this and other related co-operative aspects of implementation, the federal government and the government of Ontario have agreed to establish a federal-provincial committee to make recommendations to their respective governments.

The implementation of the airport project will require close collaboration among all three levels of government. Obviously, the federal government will have basic responsibility for the development on the airport site itself. The province has the prime responsibility, in co-operation with the area municipalities, for the implementation of development off the airport site. The municipalities will be informed immediately of the implications for them and discussions will begin on the establishment of machinery to ensure that they are effectively involved in the implementation process.

That, Mr. Speaker, is the end of the joint statement by the federal government and the government of Ontario. I should like now to add, on behalf of the federal government, Mr. Speaker, that on various occasions I have stated publicly that for large developing areas such as Toronto and southwestern Ontario the construction of one new airport is not in my view the sole solution for the provision of adequate aviation systems for the public at large. For areas such as these, I have stated that rather than the development of one airport we have to be more concerned with the development of an aviation system. In this context, the government plans to take immediate steps to upgrade existing facilities in southwestern Ontario and to continue studies to determine the long-term requirements of the area as a whole.

The initial step in developing an aviation system for Toronto and southwestern Ontario will be the extensive improvement of facilities at Hamilton, London and Windsor airports. Amongst other considerations, the purpose will be to provide better domestic services directly from these centres and the capacity to originate and receive long-haul charter and international flights. It is planned that these airports will be an integral part of the over-all system which includes the present Toronto international airport at Malton and the new international airport which is to be built, as I just said, 30 miles to the northeast of downtown Toronto.

[Mr. Jamieson.]

The underlying purpose in terms of the travelling public is that these three centres form the hub for a series of growth centres which the federal government feels are entitled to improved domestic services as well as longer haul charter and scheduled international services. This will tend to relieve existing pressures at Malton.

There will, of course, be a continuing need to provide better feeder service from a variety of centres in Ontario to the two major airports in the Toronto region, and I have asked Air Canada to consult with the government of Ontario and other interested parties with a view to initiating services to this end. We will also, in conjunction with Air Canada, take into account the latest technologies including STOL which has important significance for the Canadian aerospace industry.

Finally, Mr. Speaker, I will ask Air Canada to look into the initiation of improved services to and from Toronto to northern Ontario centres including Sudbury and Timmins. That is the end of the statement. I now wish to table an exchange of correspondence with the Hon. Mr. McKeogh which confirms the statement I have just read and contains an annex with more details concerning the extent and degree of federal-provincial co-operation.

Mr. A. D. Hales (Wellington): Mr. Speaker, I first want to thank the minister for providing copies of the announcement he has just made concerning the location of the new auxiliary airport in the Pickering township area.

We have waited for this announcement for some time. As a matter of fact, many Canadians have been held in limbo as to decisions they should make one way or another arising out of the location of this new airport. The minister promised a decision on this site as far back as November, 1969. In April, 1970 he said the decision would be made by the fall. At that time he did not say which fall. In any event, he is making the announcement in the spring of 1972. We appreciate receiving it at last. Maybe we appreciate it a little more because we waited so long for it.

Up until yesterday morning this was one of the best kept secrets in many a day. Maybe the minister could instruct some of his colleagues in the cabinet on how to keep secrets.

Some hon. Members: Hear, hear!

Mr. Hales: We would not have quite so many leaks. Until the article appeared yesterday in the *Globe and Mail* the new site had been a well kept secret. I congratulate the minister and his staff on doing just that.

We do not propose to agree or disagree with the location. No matter where an airport site is chosen, there will be those in favour and those against. I agree that it is a difficult decision. However, the official opposition feels that the government has not had a long-term aviation plan for Canada. The government recently agreed to spend approximately \$400 million on the Ste. Scholastique airport outside of Montreal and now it is going to spend \$400 million on another airport site near Toronto. If the government had taken a long-term view of the whole aviation program, it might have considered it would be much better to establish one airport in the Kingston area where good subsoil exists and develop a railway service along