

Air Canada

The question is on Motion No. 7 standing in the name of the Hon. Member for Winnipeg North (Mr. Orlikow). Is it the pleasure of the House to adopt the motion?

Some Hon. Members: Agreed.

Some Hon. Members: No.

The Acting Speaker (Mr. Paproski): All those in favour of the motion will please say yea.

Some Hon. Members: Yea.

The Acting Speaker (Mr. Paproski): All those opposed will please say nay.

Some Hon. Members: Nay.

The Acting Speaker (Mr. Paproski): In my opinion, the nays have it.

And more than five Members having risen:

The Acting Speaker (Mr. Paproski): Pursuant to Standing Order 14(11), the recorded division on the proposed motion stands deferred.

• (1040)

The Acting Speaker (Mr. Paproski): The next two motions are numbers 3 and 5. They will be voted on separately. May I have consent that the Hon. Member for Ottawa Centre (Mr. Cassidy) can move the motions for the Hon. Member for Winnipeg North (Mr. Orlikow)?

Some Hon. Members: Agreed.

Mr. Mike Cassidy (for Mr. Orlikow) moved:

Motion No. 3

That Bill C-129 be amended in Clause 6 by striking out line 34 at page 3 and substituting the following therefor:

"sauga, which centres shall maintain their staffing levels equal to those attained in the 1987-88 financial year; and".

Motion No. 5

That Bill C-129 be amended in Clause 6 by adding immediately after line 37 on page 33 the following:

"(f) provisions specified that the six bases for Air Canada flight attendants at Montreal, Halifax, Calgary, Winnipeg and Toronto be maintained with the staffing levels of each equal to those of the 1987-88 financial year as a minimum standard."

He said: Mr. Speaker, I am not sure if it is possible by consent to add the word Vancouver in Motion No. 5 but there was a drafting error when this motion was submitted. I would like to at least register the fact that the amendment was intended to refer to the six bases for flight attendants at Vancouver, Montreal, Halifax, Calgary, Winnipeg and Toronto that should be maintained. Only five were specified whereas the number six was used. It would be understood that the amendment was intended to include Vancouver as well.

The purpose of Motions Nos. 3 and 5 is to seek to be more concrete about guarantees with respect to employment and to the bases for flight attendants. We have been told the 55 per cent government shares will not be voted but will be passive, and, therefore, the decisions will be made by the new private owners. Under those circumstances even though there is a reference to the maintenance bases in Winnipeg, Montreal and Mississauga being maintained, there is no guarantee that the employment at those bases will be maintained.

The airline is now anticipating the large purchase of new airliners. It is understood those may well be Airbus planes from Europe. If that is the case, not only do we not know whether there will be any Canadian production as a part of that or a condition of that would be the case with Air Canada being publicly owned, but there is a strong likelihood that the maintenance requirements will shift. It is quite open to Air Canada to keep five or six mechanics with a couple of wrenches working in Winnipeg and say that is the Winnipeg maintenance base, basically shut it down and concentrate the maintenance in Mississauga or in Montreal upon the purchase of these new airliners.

At the very least, reference to the maintenance bases is made in the Bill but with respect to the bases for flight attendants there are no provisions at all that those bases be maintained.

We know, for example, that Canadian Airlines International, formerly CP Air, has closed its flight attendants base in Montreal. Canadian Airlines International is shifting its base because of the view held in the airline industry that Montreal is not a good place to have attendants based. It may be more efficient just to have flight attendant bases in Vancouver and in Toronto, but it also means that the prospects of working for the national airline, if it is privatized, will be best for people living within 75 miles of Toronto or Vancouver.

[*Translation*]

Mr. Speaker, this may particularly affect young men and women in Quebec who want to work for Canada's national airline, Air Canada, but who will find that they will be asked to move to Toronto or Vancouver. If we want Canada's national airline, Air Canada, to continue to reflect the variety and diversity of our population, including the fact that we are a bilingual and bicultural country, it will be much more difficult if Air Canada decides to shut down its flight attendant base for the men and women who work on its planes. That also concerns us.

[*English*]

It was suggested yesterday, and wrongly, that the unions are supporting the privatization of Air Canada. That is not so, Mr. Speaker, except for the pilots who have indicated some support and who belong to the smallest of the unions representing workers with Air Canada. It is also the case that certain employees have talked about the possibility of shares, but that is on the understanding that if Air Canada is to be privatized they would have as employees a chance to have some share