

number of trained inspectors to allow for a 10 per cent, 20 per cent, 30 per cent increase in aircraft. This would require a proportionate increase in inspections and enforcement of regulations having to do with safety and security.

They told us that after the 1978 legislation in Washington which brought in deregulation in transportation, because of the drive to reduce the deficit, to cut-back and show restraint the Americans chopped 200 inspectors from the Federal Aviation Administration. They have had to frantically try to replace them.

As I recall, and my colleagues will correct me if I am wrong, they have replaced 166 of them and are now rushing to get trained, hired and put in place something in the order of 150 to 200 more inspectors this year and 250 or 300 next year in an effort to catch up with the growth and increase in airline and general aviation traffic. That kind of preparation in advance is particularly applicable to the high volume airports. I believe I heard someone say today that Toronto Island is fourth or fifth highest in the country in movements—

**An Hon. Member:** It is ninth.

**Mr. Benjamin:** That makes it a pretty high volume airport. You do not wait until after you have that increased movement to put in place people who have to be there to provide more than sufficient air traffic control, inspection and enforcement of regulations. That situation applies to every airport in Canada.

Therefore, if you are going to be ready for increased activity at Toronto Island, if you are going to be ready under whatever kind of regime the Minister wants to bring in, you better start now. Budget increases had better be reflected in some very quick Supplementary Estimates which would have the support on all sides of this House. If the Minister has a problem with the Treasury Board, the Minister of Finance (Mr. Wilson) and the Minister of National Revenue (Mr. MacKay), he will have the support of Members from all sides to get the increases required to train, hire and place more inspectors, more air traffic controllers, better enforcement capabilities and a better investigative capability.

We all know, and we were told in Washington earlier this week, that the increase in violation, whether loss of separation in the air, near misses or even the odd accident on the ground, is just not tolerable. The increase in Canada in the same kinds of incidences is not tolerable. We do not have the capacity to deal with it. I do not blame our lack of capacity on the present Government.

I remember a reduction of something like 19 inspectors as per the Estimates back about 1976 or 1977 when we needed more inspectors, not less. This was at the time of the six and five program of cut-backs, restraining and whatnot. The Government cut back in the wrong places which increased risk and increased the possibility of problems. Let us quit waiting until there is some kind of a tragedy, when we all rush to close the barn door after the fact.

### *Petroleum and Gas Revenue Tax Act*

We need to be more prepared to handle certain situations with our present volume of air traffic. We must be prepared ahead of time for an increased volume. I am making a wild guess, but I suspect the Minister needs at least \$100 million or \$200 million in his budget for the training and placement of inspectors, for investigations capacity, air traffic control and the facilities and structure they need to carry on a proper job.

What is being done here today with the Toronto Island Airport requires more than just looking at what a new contractual agreement will be with the City of Toronto and the Toronto Harbour Commission and the federal authority. It is what is done before, during and after the entering of such agreements. If we are going to be slack and lacking as we have been and as we are now, we are just asking for that much more trouble, and we increase the odds that we will get a lot more trouble.

• (1510)

I hope the Minister will be hearing from his colleagues who were in Washington as well. We should learn from their mistakes. We cannot copy everything they have done, because our situation is very much different. However, we can and should learn from their errors, about which they were quite candid in telling us. If we do not learn from them, we place in jeopardy the people in Canada who have to travel.

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

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### **PETROLEUM AND GAS REVENUE TAX ACT INCOME TAX ACT**

#### **MEASURE TO AMEND**

The House proceeded to the consideration of Bill C-82, an Act to amend the Petroleum and Gas Revenue Tax Act and the Income Tax Act, as reported (without amendment) from a legislative committee.

**Hon. Don Mazankowski (for the Minister of State for Finance)** moved that the Bill be concurred in.

**Some Hon. Members:** Agreed.

**Mr. Mazankowski (for the Minister of State for Finance)** moved that the Bill be read the third time and passed.

**Mr. Pierre H. Vincent (Parliamentary Secretary to Minister of Finance):** Mr. Speaker, Bill C-82 is an important piece of legislation. In fact, it can be considered a cornerstone of the Western Accord which was announced by my colleague, the Hon. Minister of Energy, Mines and Resources (Miss Carney), on March 28, 1985. This event marked the end of more than a decade of dispute between the federal Government and western provincial Governments concerning energy pricing and taxation.

As my colleagues on this side of the House have emphasized in the preceding debates on the Bill, the Act to amend the Petroleum and Gas Revenue Tax Act contains the necessary