

And fewer than five members having risen:

The Acting Speaker (Mr. DeBlois): The motion is deemed to have been adopted, pursuant to Standing Order 73(3)(b).

Motion agreed to.

[English]

Hon. Roy MacLaren (Etobicoke North): Mr. Speaker, the purpose of the bill in front of us today, as the minister stated in her introduction, is to amend the Aeronautics Act.

Much of the bill is in a sense housekeeping. It is to correct various inconsistencies and dated provisions in the existing act. The important element in the act from the point of view of the official opposition is the provision for increased fines for noise violations, in particular, at Canadian airports.

• (1520)

This is an important provision. It is one that is long overdue. It is one which the opposition has been urging for some time in parallel with the proposal for improved noise monitoring systems at our major airports. Certainly the increase from \$1,000 to \$10,000 in way of a fine for noise violations is in itself a modest enough improvement, but it is at least a step in the right direction and we welcome that provision in the bill.

We also welcome the provision permitting the minister to make an interim order at any time when the safety of the public appears to be at risk.

At the present time, as the minister would know well, the procedures transport investigation bodies are required to follow has meant that the enforcement of regulations has been a long and time-consuming process, a process that has meant the delay of necessary corrective measures. We welcome a step that would enable the minister to proceed in a prompt and effective fashion to ensure that violations of the Aeronautics Act and particularly those relating to noise abatement are dealt with in an effective manner.

Having said that, I want to spend a moment on the question of the general problem of noise abatement and violations at our major airports, particularly at Pearson International Airport in metro Toronto. The impact of

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the airport in a variety of ways on the surrounding communities has been a constant problem which has continued for a number of years and it seems we are no closer to a solution than we were several years ago.

I say that because we on this side of the House, the Official Opposition, have attempted on a number of occasions to set forward alternative policies for the government to consider and implement as a means of ensuring that the health and the environmental safety of the members of the surrounding communities are not adversely affected by the operations of airports.

Some members will recall that members on this side took an initiative to form a task force under the direction and leadership of the member for York South—Weston and submitted a report to both community groups and to the government recommending a variety of steps to ensure that real progress would be made in coming to grips with the problems at Pearson International Airport.

In that connection, I would refer particularly to the recommendations of that report, which is now more than a year old, which related to various alternative airport use alleviating the heavy pressures on Pearson International Airport. The recommendations with regard to the safe and effective use of the total airport facilities in the Toronto area included an assurance that the facilities of Buttonville airport would remain available to general aviation use.

The issue of how Mount Hope airport at Hamilton might be further used to offset the extreme pressures on Toronto airport and the possibility of even using London, Ontario airport more efficiently and effectively have also been canvassed in our report. The possibilities offered by Toronto Island airport should also be further developed.

None of those issues have been addressed by this government. None of those possibilities have been explored in a systematic fashion, nor has the possibility of the construction of another airport, which the task force under the leadership of the member for York South—Weston suggested, been addressed.

We see a situation in which the federal government has a very large parcel of land available in Pickering for the development of a second major airport for Toronto and yet no progress, no effort has been made to utilize that opportunity. Instead, funds have yet again been channelled into the expansion of Pearson airport.