

pollution. Persons at that meeting listened to the recorded sound of a jet taking off, amplified to a maximum 100 decibel tolerance level. They were told that by 1980 jets taking off would be twice as loud as the loudspeaker sound they heard that night. When one considers that 50 decibels constitutes ordinary office background noise, he can appreciate the concern of those who attended that meeting.

Forecasters have indicated that, though Toronto International Airport will handle 4 million passengers this year, by 1980 it will handle 14 million, and 19 million by 1985.

• (10:10 p.m.)

Also, those at the meeting were told that one jet engine while taking off spews out an amount of pollution that is the equivalent of the pollution generated by 225 motorcars starting up. Four jet engines spew out pollution equivalent to that of 900 cars starting up. This causes a tremendous amount of pollution, and one can understand the concern these people feel, especially when this is coupled with the problem caused by fantastic noise. Their homes will depreciate in value, and this is a further cause for concern. The Minister of Transport (Mr. Hellyer) is in an awkward position, because though he has stated he would like to see an extension to the airport he has to take into account a development in the area which would provide 43,900 housing units—3,900 in the area of Etobicoke and 40,000 at Mississauga. So he has to decide whether he should extend the airport facilities at the expense of 43,900 housing units, or whether to forgo his plans. It has been stated that no decision is expected on the future of Malton until early next year. Insiders say however, there is no alternative to the plan which the minister has set forth. Nevertheless the Ontario department of municipal affairs has issued a booklet which sets out three plans. Two of them would not require further land acquisition, and the third—the one proposed by the minister—would.

It is understandable that the province, and those directly affected, would like to hear about these alternative plans, and have them examined. They would like to hear more about the effects of noise and the extent to which studies in this field have developed. They would like to know how the department proposes to take care of this tremendous noise problem. This is why the minister should hold public meetings, set out the policy of the department, and listen to the objections

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raised by residents in the area before making his decision. This is why 700 people assembled at Burnhamthorpe school last night to register their protest in connection with a development about which they had not been consulted, and with regard to which there has been none of the participatory democracy the government talks about. The people of this area would like to hear the minister set forth his policy at a public meeting, and listen to the objections.

Mr. Yves Forest (Parliamentary Secretary to President of the Privy Council): Mr. Speaker, the Minister of Transport has received many representations from residents of the Mississauga area regarding the expansion of Toronto International Airport.

For the past few weeks there have been numerous meetings between officials of the Department of Transport and representatives of the province of Ontario, and municipalities involved in the area of the airport. Important considerations such as land use, noise, associated ground transportation systems and trends in the growth of major population areas are all considered at these meetings. It is the hope of the department that from these joint conferences a mutually satisfactory plan for the final stages of the airport expansion will be decided upon.

Immediate interim measures must be taken however, to alleviate the serious overcrowding of Toronto International Airport, which is operating at 135 per cent of capacity. This means the construction of an addition to the terminal facilities now at the airport. Once this addition is completed it hopefully should be able to maintain adequate terminal services until the final expansion is ready for use.

HEALTH AND WELFARE—MEDICARE—
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GOVERNMENT

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, this afternoon on orders of the day I put a question to the Prime Minister (Mr. Trudeau), the answer to which I had hoped would be one of reassurance. I regret it did not work out that way and I hope that tonight there may be a clarification which will be better than we got this afternoon. I asked the Prime Minister in view of disturbing reports in Winnipeg if he would assure the house and the country that it was not the intention of the federal government to get out of medicare in 1972, but rather that as far as