

## AIRPORTS

### MASTER PLAN FOR VANCOUVER INTERNATIONAL AIRPORT— REQUEST FOR PUBLIC HEARING

**Hon. John A. Fraser (Vancouver South):** Madam Speaker, my question is to the Minister of Transport. It concerns the draft master plan for the Vancouver airport. The other night in committee, on behalf of the minister one of the officials said that the decision on whether to have a public hearing on the draft master plan before it is accepted or rejected by the government would be a decision made here in Ottawa by departmental officials and the minister, after hearing recommendations from the departmental officials in British Columbia. Will the minister straighten out the confusion in British Columbia and guarantee that there will in fact be a public hearing on the draft master plan, and can he indicate how soon that public hearing will commence?

**Hon. Jean-Luc Pepin (Minister of Transport):** Madam Speaker, the hearing has been going on for quite a period of time. As a matter of fact, the date for the end of the hearing has already passed. The situation is that a number of people claim, rightly I am sure, that they have not had time to make the full representations they wanted to make. De facto, we have extended the period of time to do that. We will wait until all contributions have been made before making the necessary adjustments to the master plan.

**Mr. Fraser:** I am sure the minister would not want to leave the impression that there has been a public hearing in response to the master plan which was published and turned out by the department in the autumn of 1980. There has not been any public hearing on this. There have been some discussions with some people and invitations for people to write or phone in, but there has not been a public hearing. Will the minister tell us now that there will in fact be a public hearing before this draft master plan becomes government policy?

**Mr. Pepin:** Madam Speaker, I was in Vancouver a few days ago and consulted with those who are running this hearing. They must know what they are doing. A number of people and associations have not been fully satisfied with the hearings that have been going on. I accept that. The department has extended the duration in order to accommodate them. I want to assure my hon. friend that no decision will be made until full consultation has taken place. That is what is going on.

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## COMMUNICATIONS

### BELL CANADA DIRECTORIES USED IN PAY TELEPHONE BOOTHS

**Hon. Perrin Beatty (Wellington-Dufferin-Simcoe):** Madam Speaker, I have a question for the Minister of Communications. Does the minister intend to intercede with Bell Canada which has decided to discontinue putting the yellow pages in pay telephone booths?

## Oral Questions

**Hon. Francis Fox (Secretary of State and Minister of Communications):** Madam Speaker, I have regular conversations with Bell Canada.

**Mr. Baker (Nepean-Carleton):** By telephone?

**Mr. Fox:** If it is of use to the hon. member, I will raise this during the course of my next meeting with the president of Bell Canada.

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## AIR TRANSPORT

### PROVISION OF SERVICE TO MEMBERS OF PARLIAMENT AND GOVERNMENT OFFICIALS—POSSIBILITY OF CONSOLIDATION

**Mr. Stan Darling (Parry Sound-Muskoka):** Madam Speaker, my question is directed to the Minister of Transport. Both the Department of Transport and the Department of National Defence provide VIP air transport service for members and senior officials of government. During recent proceedings of the Standing Committee on External Affairs and National Defence, the Minister of National Defence said discussion on the consolidation of the service, under the control of one or other of the departments, was under active consideration at committee level in both departments. In light of the fact this issue has been under review for a number of years, and each time it reaches cabinet level for a decision the rivalry of the two departments for control of the service prevents a cost saving solution from being made, would the minister state the reasons why his department is insisting on providing part of the domestic service, given the fact the military is assigned the role in most other nations?

**Hon. Jean-Luc Pepin (Minister of Transport):** Madam Speaker, I cannot easily accept that a combination of the two fleets would be totally desirable. There are a number of people who believe that having a civilian arm of the government in this matter may not be a bad idea. In view of my very friendly relationship with the Minister of National Defence, I will have a conversation with him to see whether there are more arguments in favour of the suggestion.

**Mr. Darling:** Madam Speaker, it is my understanding that one of the reasons, often given, as to why the minister's department seeks to retain provision of part of the service is to maintain what is termed "currency" of the air carrier inspectors. Such currency, as I understand it, is to keep the inspectors up to date on the latest procedures involving such things as the crew and flight operations, as well as pilot proficiency. Could the minister tell this House, if such is the case, why inspectors from the Department of Transport could not fulfil those requirements flying aboard Department of National Defence aircraft?

● (1500)

**Mr. Pepin:** Madam Speaker, I do not want to analyse here the whole series of arguments in favour of or against each of