

*Transportation*

are dealt with in this bill. We are left in vague, gray shadows in this regard. We are urged: Do not worry about it; everything will be all right. Members of the general aviation industry in Canada have not yet spoken out too loudly in this regard but I am certain that during the next 12 months—and I am sure it will not take that long to pass this mammoth piece of legislation before us, after a thorough discussion of its principles—they will come forward with many questions of the minister. He could deal with these questions now, and set the minds of these people at ease, during our discussion of this bill.

Then, Mr. Speaker, what is the position with regard to appeal provisions in the bill? Under the existing regulatory powers appeals are held and dealt with in the final analysis in the minister's office. Surely nobody in the general aviation industry in Canada wants to appeal a matter to the minister's office and obtain a ruling under the act. However, the present act says that they must. In regard to every other form of transportation there is the right of appeal to a technical or legal board, but that does not apply here because the appeal is to the minister's office. Appeals taken in connection with other forms of transportation are not heard by the minister, and I hope these people are discouraged from running to his office every time they have a problem.

I ask the minister why this situation could not be changed and why something could not be spelled out in the bill to deal with these matters. The question of appeals alone has been the subject of many, many representations over a period of years. One of the major reasons for the hue and cry in the last ten years has been the lack of a definite regional and national air lines policy in Canada. Now that we have a transportation bill dealing in a broad way with these problems, why is this policy not laid down? Why must we wait until some vague, indefinite and unmentioned point in the future? Certainly this policy has to be changed. The present minister, and ministers before him, have assured this house on a regular basis, in response to questions from the floor and in reply to correspondence and inquiries from the industry generally, that we will get into this whole field of regional air policy soon. We have been told that we must devise a policy in this area. But now we have the bill before us and it contains nothing dealing with this subject.

Then there is the question of main line domestic policies. Are they to remain the

[Mr. Forrestall.]

same? Will the same bodies bargain for us in connection with international air line routes? Will they bargain for us for extended freight routes? When will we get around to dealing with the question of the Aeronautics Act, which is left hanging and vague in this bill? The only persons protected are the members of the present board, and there does not seem to be any concern for other matters in this connection. Clause 82 of the bill says:

Upon the coming into force of Part I, a person who, immediately before the coming into force of that Part, was a member of the Air Transport Board becomes a member of the Canadian Transport Commission with like effect as though he had been appointed thereto under Part I on the day that he was last appointed to the Air Transport Board.

The same position will obtain with regard to the employees of the board. As I have said, the status of the chairman of the Air Transport Board is dealt with, and rightly so. But nothing else is spelled out; there is no indication of what will happen in other directions. Indeed there does not seem to be any great concern in this regard. In the field of private aviation there are many, many vital questions. Many of these questions deal with the utilization of privately owned aircraft, privately owned and operated airfields, the use of aircraft both private and commercial and the use of military airfields for commercial purposes. These are all matters under the purview of the Air Transport Board and the air services branch of the Department of Transport. They are important matters and many thousands of Canadians are vitally concerned with them; yet the minister has done nothing to explain to this important sector of our national economy, what it is intended to do, when it will be done or whether anything at all will change under this new bill.

One of the direct results of a lack of general aviation policy in Canada, particularly a regional air transportation policy, has been the extreme difficulty on the part of regional air carriers to provide an effective and economical service in the areas they attempt to serve. Again, here, the lack of further direction only tends to restrict them. It is difficult to plan unless you know under what authority and under what rules and regulations you are going to operate in the next few months or years. Without this knowledge this section of our economy remains at a disadvantage. Mind you, it has been at a disadvantage for a long time, but these regional air carriers are pretty stout