

allow the minister to make interim orders that will give these recommendations an immediate and mandatory effect while the formal regulation is undergoing the normal process. The interim order will remain in effect until the regulation development process is completed but, in any event, will not exceed a maximum of two years.

Another provision of the bill we now have before us will give the minister a new power to act to withhold, suspend or cancel a Canadian aviation document where, in the Minister's opinion, the past record of the document holder justifies that action. This would also apply to any principal of a company which holds the document. This will enable the minister to deal appropriately with situations where an operator whose certificate of operation has been cancelled attempts to continue his or her operation by starting a new company or buying an existing one. Where the minister suspends or cancels the document on this basis, the decision may then be reviewed by the Civil Aviation Tribunal.

Two new provisions expanding extraterritorial jurisdiction to the act are being added. Senators will recognize the need for this. The first will make all the provisions of the Aeronautics Act apply, as appropriate, to passengers as well as crew members on board Canadian aircraft operating outside of Canada. For example, one that immediately comes to mind is the use of seatbelts.

The second provision will authorize the Governor in Council to make regulations implementing obligations that Canada has already accepted in principle in ratifying article 3 of what is known as the Chicago Convention: For instance, setting out requirements for aircraft that may be intercepted when overflying another country's territory.

An amendment to the original bill was unanimously agreed to by the members of the Standing Committee on Transport. This amendment adds a new regulatory authority to the Aeronautics Act to limit the hours of work of crew members, including flight attendants, in a move that recognizes their important safety functions as members of the aircraft crew.

Finally, Bill C-5 provides for amendments to the security provisions in the act to implement the system of establishing security measures to be carried out by air carriers and airport operators. Instead of security measures being "approved" by the minister, specific ministerial orders will establish those measures that must be carried out. This system will overcome certain legal objections to the earlier method.

Honourable senators, I have given only a broad-brush picture of the amendments that Bill C-5 proposes to make to the Aeronautics Act. I hesitate to call them "housekeeping". Certainly, they are technical in nature, but generally they are designed to keep the Aeronautics Act up-to-date with the industry it serves.

I am confident, honourable senators, that you will find these amendments worthy of your attention and allow us to bring the helpful measures that are in here through our legislative process in an expeditious manner. To this end, I would invite honourable senators who have detailed questions to avail them-

selves of the opportunity that a hearing in committee would provide.

Hon. Jeremiah S. Grafstein: I recognize that the honourable senator wishes all questions to be directed to the committee. However, perhaps he might be able to give us some guidance about these new amendments which he says will improve the Aeronautics Act. My question is a fundamental one: What additional costs to airlines and to the travelling public will result as a consequence of these additional regulations and the enforcement procedures? What will be the cost to the Canadian taxpayer? Does the honourable senator have that information readily available?

• (1530)

Senator Forrestall: Honourable senators, I do not have that type of detailed information available, but I can advise the honourable senator that it is my understanding that these provisions will not entail any additional costs to airlines. It will be a matter of some inconvenience to perhaps one of the airlines with respect to the hours aircraft will operate, but that is the only indication of additional costs that I know of.

Senator Grafstein: I have one other point, and I assume this could be explored in committee. As the honourable senator is aware, and I am sure all members of the Senate on all sides are aware, Pearson Airport is now one of the most inefficient major airports in the western world. It is inefficient every day. Travellers to Ottawa suffer from a form of misrepresentation when we fly by Rapidair. It is neither rapid, nor is it on time. I prefer to call those flights the NOT Airlines—never on time.

Additional costs to the travelling public, additional costs to the taxpayer, additional dislocation of the neighbours in the community are all affected by countless delays in the airport. This results in stifling the growth of Metropolitan Toronto as an international city which has been the engine of growth in this country.

I ask the honourable senator and the government: Will these regulations improve the efficiency in terms of the number of incoming and outgoing flights at Pearson Airport, or will they seriously or continually erode the already inefficient method by which the airport is managed?

Senator Forrestall: Honourable senators, certainly to the degree that Canadian carriers would wish to violate certain regulations, there will be very possibly more costs.

With respect to the direct question the senator is asking as to whether this bill will improve the efficiency of Toronto international airport, the answer is no, not necessarily.

Senator Grafstein: My final question is this, and again this could be dealt with by the committee if the honourable senator does not have the answer at his fingertips. One of the difficulties that municipalities across this country are facing is the indirect taxes that are imposed by federal government regulations. My question is this: Will the cost of the municipalities of Greater Metropolitan Toronto be increased as a result of this new bill in order to regulate, from a municipal aspect, the enforcement of these provisions?