



Shalimar Beach is going to be fenced and managed by the Churchill Dr. Ratepayers Ass. in an effort to curb motorboats on Musselman's Lake. The ratepayers are leasing the property from the owners of Cedar Beach, who recently acquired all the Shalimar acreage. Here Ron Robb, president of the ratepayers ass. and Ian MacVarish, a Cedar Beach employee, are digging post holes.

MP Norm Cafik

Falsehoods created in aviation issue

As you are well aware, the standstill in Canadian Civil aviation is causing serious economic damages to the country and great inconveniences to anyone who wishes to travel by air. I have had many telephone calls and letters to my office in this matter, asking for my views and I trust that the following will dispel many of the falsehoods that have been created.

Some people believe that the shutdown in aviation is the result of a conflict between bilingualism and air safety. In other words the public's perception is that there is conflict between the federal government's alleged desire to promote bilingualism at all costs and air traffic controllers need to resist the government in the interest of preserving safety in the air.

I believe that such a distortion of the issues makes finding a solution very difficult in an already emotionally charged situation.

The government's policy in this respect is clear and rational. The federal government places the very highest priority on the safety and security of passengers, crew members and general public. No other goal of public policy has ever or will ever take precedence over the goal of preserving and improving public safety in the air.

If it could be shown that the use of both French and English in conversation between air traffic controllers and pilots in Quebec air space is or could be a safety hazard, the federal government would insist that only the English language be used. At this point one could ask: What is the fuss all about? Why are the air traffic controllers opposing the use of French in addition to English and why is the government proposing such a policy?

Firstly, the exclusive use of English in air traffic control in Quebec in the past has itself been a safety hazard. The bulk of pilots who use Quebec

airports are French speaking Quebecers who normally do not have occasion to fly outside Quebec air space and some of them have only a limited command of the English language.

In order to provide greater safety we can do one of two things. We can require all French speaking pilots to become fluent in English before flying, or we can provide air traffic control service in both languages where it is needed for safety reasons. Such a service is not needed outside of Quebec and the Ottawa area so there is no intention on the part of the government to provide bilingual service right across the country.

Now we come to the question which is at the very roots of Canada and the bilingualism policy. Parliament has decided that both English and French speaking citizens of this country have the right to be served by their government in their own language. Air traffic control in one of the important services provided in both languages in Quebec but only if this can be done without any threat to air safety.

The experiments which have been done in smaller airports in Quebec have been successful with bilingual air traffic control and have in part increased air safety in many cases. This bilingual service was established at the request of Quebec controllers and with the support of their national association and gives the pilots the choice of using whichever language they think is conducive to air safety. There is and will be no requirement for English speaking pilots to learn French in order to fly anywhere in Canada.

The government is now studying whether or not to expand this bilingual service to Montreal airports. I can assure you that until all safety standards are met there will be no movement towards implementing bilingual

air traffic control at these airports.

As a point of interest, Europeans have had bilingual and even multilingual air traffic control procedures for years, and have met all international safety standards.

The above makes me wonder as to what exactly the air traffic controllers

are protesting. If they are protesting the idea of even looking at the possibilities of having safe bilingual control procedures provided in Quebec they are not acting in the best interest of the travelling public.

I can assure you and the air traffic controllers that until such procedure for the Montreal region

have been approved from an air safety point of view by both the federal Department of Transport and by the independent commission of enquiry, they will not be put into practice.

I trust that my views on this subject are clear to you, and that many of your fears have been eased.



Famous recording star Tom Jones recently celebrated his tenth anniversary with Tee Vee Records. Highlight of the occasion was an enormous rose-bedecked cake prepared by the Stouffville Bakery. The celebration was held at the O'Keefe Centre.



These donkeys residing at Lazy Lake have a rather unusual occupation. They are baseball players. Various service clubs rent the donkeys in order to stage fund raising ball games in which all participants are mounted on the

balky creatures. Their next game will be in Goodwood Community Park on July 16 at 8 p.m. —Annegret Lamure

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