

MILTON TO MONITOR AIRCRAFT NOISE

TOWN TO REQUEST HELP FROM FEDERAL GOVERNMENT ON NOISE MITIGATION MEASURES

NATHAN HOWES

Coun. Cindy Lunau's motion to install temporary noise monitors and request assistance from the federal government to mitigate aircraft noise over Milton passed with flying colours at Monday's council meeting.

Introduced in June, Lunau's proposal got the green light from council, which directed staff to install temporary noise monitors for at least one month. The monitors will operate 24-7 in an effort to determine the impact of low-flying aircraft on local residents.

Monitoring sites will be determined in consulta-

tion with the community environment and noise advisory committee (CENAC) and Town of Milton. However, potential locations include Moffat/Brookville, Rattlesnake Point and Kelso conservation areas, as well as Main Street and Thompson Road, and Louis St. Laurent Avenue and Thompson Road areas.

The town will use information from the temporary noise monitors to determine the best sites for the permanent installation of observation procedures and equipment, similar to those provided to neighbouring communities, including Oakville and Halton Hills, in 2015.

"The safe operation of aircraft is absolutely paramount. Nothing should come in the way of endangering safe flying. However, sometimes you have to be a little bit of a squeaky wheel or you end up with all of the problem," said Lu-

nau. "Without the noise monitoring, we don't know whether it's a fair consideration or not. It all starts with the noise monitoring stations."

In addition, council will formally request that MPs Lisa Raitt (Milton) and Pam Damoff (Oakville North-Burlington) work with Minister of Transport Marc Garneau, the Greater Toronto Airports Authority (GTAA) and Nav Canada to alleviate aircraft noise over Milton.

The town will also be sending a letter to Garneau, Nav Canada president and CEO Neil R. Wilson and GTAA president CEO Howard Eng, requesting action be taken to fulfil the "clear mandate" of the CENAC to lessen noise emanating from aircraft in the takeoff, ascent, descent, approach and terminal phases of flight.

Aircraft noise has been an ongoing issue for Halton residents, many of whom

attended an April Nav Canada and GTAA community open house in Milton to voice their concerns.

The two organizations began exploring mitigation options with Greater Toronto Area communities in June 2015.

Feedback provided by residents helped identify opportunities for noise reduction in residential areas, which resulted in the development of a Toronto Noise Mitigation Initiatives Engagement Plan. The plan highlights six ideas, including nighttime approaches and departures, increased downwind speed, continuous descent operations, a summer weekend runway alternation program and preferential runway system review.

Jonathan Bagg, Nav Canada manager of public affairs and community relations, told the Milton Canadian Champion at the April 5 forum, that nighttime approaches and con-



Metroland file photo

tinuous descent operations, in particular, would have the most benefits for Milton.

The approaches were designed to better avoid populated Milton areas, resulting in fewer aircraft at night, while continuous descent operations allow aircraft to use a much quieter profile.

Feedback from the April consultation was compiled for a public report that will

be released sometime this summer, according to the Toronto Pearson International Airport website.

Lunau's motion also stated if CENAC fails to take action, the town would determine the cost of installing appropriate noise monitoring devices to collect dependable data on aircraft noise in affected Milton communities for consideration in the 2019 budget deliberations.

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