

Need logical airport solution

By Barney Danson
(L-York North)

OTTAWA — As those of you who live in the vicinity of Buttonville Airport know, the recent runway expansion has been a source of concern to both the residents and the municipal governments of Markham and Richmond Hill.

All parties have legitimate concerns. The residents are worried about increased noise, deviations from standard operating procedures by aircraft using the airport, and the prospect of the runway expansion opening up the way for larger aircraft.

Markham shares those concerns of course, but is also worried about the jurisdictional "grey" areas in matters of zoning and land use.

Toronto Airways, as operators of the airport, have concerns inasmuch as they must provide the services for which they are licensed but attempt to be "good neighbors" and encourage the pilots using their facilities to be as considerate as possible of local residents.

Logical approach

The logical way to approach this problem, it seemed to me, would be to bring all parties together to try and reach a greater understanding of everyone's concerns and attempt to find feasible solutions.

Accordingly, I was successful in obtaining agreement from my colleague, the Hon. Otto Lang, minister of transport, to convene a series of meetings under the auspices of his ministry.

Len Fitton, regional controller, civil aviation for Ontario, ministry of transport, was appointed as chairman of the meetings.

Those groups represented include the town of Markham, led by Mayor Tony Roman; the town of Richmond Hill, led by Mayor David Schiller; the Association of Involved Residents (representing all affected residents), led by Murray Billingham; Toronto Airways, led by Michael Sifton; and an official of the ministry of state for urban affairs, in view of their interest in the impact of airports on urban and urbanizing areas.

A member of the minister of transport's personal staff, together with a member of my own personal staff, also attend each meeting.

Co-operative spirit

To date, the discussions have been conducted in a spirit of goodwill and co-operation, which is essential if we are to obtain lasting results. I am confident this atmosphere will continue to prevail.

For the first time, the residents are being given the opportunity to participate on an equal basis.

While some of the residents may be unhappy with the fact the meetings are not being conducted in public, I should stress it was the consensus more could be accomplished within a shorter time if discussions were conducted with a small group.

The Association of Involved Residents will speak for all affected residents.

Anyone else wanting input into the meetings should communicate with Murray Billingham at 297-2913. He will be pleased to represent their interests.

Making progress

Significant progress has been made to date. The question of jurisdictional parameters has been established.

This is an important first step. There was some confusion on this point, particularly with regard to the amount of control which Toronto Airways has over the pilots using their facilities.

As an example, air traffic controllers at the airports are ministry of transport employees as opposed to employees of Toronto Airways.

As such, it is MOT who have jurisdiction over the pilots once they are airborne.

Secondly, the ministry of transport has expressed a willingness to increase as much as they can their inspection role at the airport to make sure the regulations are properly observed.

Thirdly, Toronto Airways have co-operated in advising their customers that violations of the operating regulations will necessitate the offender seeking accommodation elsewhere.

Not important

Fourthly, and most importantly, transport officials in conjunction with Toronto Airways have:

(a) worked out alternate flight circuit patterns to try and relieve the more populated areas from heavy traffic to the greatest extent possible;

(b) specified that no turns on either arrival or departure shall be made at lower than 500 feet above ground level; and

(c) no circuits below 1,000 feet above ground level may be made without special authorization by Air Traffic Services.

The turns and circuit height provisions will go into effect as soon as possible.

Changes to the circuit patterns are in abeyance, however, pending further investigation.

They will be implemented only when agreement of all parties concerned has been obtained.

Zoning question

The question of land use and zoning has been deferred to a later date on the basis flight operating procedures should be dealt with immediately as this area could give the greatest amount of relief to the largest number of people.

The land use and zoning question is much more complex.

It will have to be tackled in conjunction with legal counsel, and with provincial government representation, at a later date.

I believe all parties — with the exception of Richmond Hill (who reserve the right for further review) — are reasonably satisfied the current runway addition is not sufficient to allow a major change in the character of the airport, given present day technology.

Generally speaking, it would not be practical for the extended runway to be used to accommodate the types of executive jets currently in use with the exception of the Citation (which, incidentally, is quieter than many of the propeller-driven aircraft currently using the airport).

Licensing change

In addition, airport licensing procedures are being amended by the department of transport to give a



ottawa report

greater degree of municipal input into proposed major expansion of airport facilities.

This should assure residents that arbitrary airport expansion can not be undertaken, once the new procedures are in place, without appreciable input from their elected municipal officials.

I am sure we all realize it will not be possible for everyone concerned to attain 100 per cent of

everything they seek in this situation.

The airport is there and it existed before the majority of residential development in the area.

On the other hand, there is no doubt the amount of traffic has increased and will continue to increase.

Pilot violators

Nor is there any doubt a small percentage of pilots using the airport refuse to abide by the rules all of the time.

There are, therefore, degrees of responsibility incumbent on everyone involved to do their part.

It is up to the pilots to make sure they adhere to the operating regulations and be as considerate as possible of those on the ground.

It is the moral responsibility of Toronto Airways to get rid of those who refuse to abide by the rules.

Report violations

It is up to the residents to report violations which

they witness, with as much corroborating evidence as possible, to Murray Billingham who will report to appropriate MOT officials.

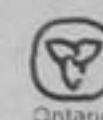
It is incumbent upon MOT to investigate these violations and enforce the regulations to the best of their ability.

I am hopeful these meetings will lead to a satisfactory resolution which will bring to an end once and for all a situation which has been allowed to fester for too long.

It has inflicted untold damage to the relationships between the airport, the residents, and the municipality.

The problems are complex and several more meetings will be required to solve them.

If cool heads, reason, and the present spirit of co-operation can be maintained, however, I am confident of a successful conclusion.



MINISTRY OF CONSUMER AND COMMERCIAL RELATIONS
THE LIQUOR LICENCE ACT, 1975
NOTICE OF SPECIAL MEETING

TAKE NOTICE THAT A Special Meeting of The Liquor Licence Board of Ontario will be held at THE LIQUOR LICENCE BOARD OF ONTARIO, 55 LAKESHORE BLVD. EAST, TORONTO, ONTARIO, on THURSDAY, DECEMBER 2nd, 1976, at the hour of 9:00 o'clock in the forenoon, at which time the Board will hear application for new licence in accordance with The Liquor Licence Act, 1975 and Regulations thereunder.

The following establishment has applied for a licence of the type indicated, and the application will be entertained at the aforementioned location and time:
The King's Head Restaurant
10593 Yonge Street, Richmond Hill
Dining Lounge Licence

AND FURTHER TAKE NOTICE that any person who is resident in the municipality and objects to any application may file the grounds of objection in person at the time and place of the meeting or in writing to:

Executive Director,
Liquor Licence Board of Ontario,
55 Lakeshore Boulevard East,
TORONTO, Ontario M5E 1A4.

Bad Boy's

ACT NOW! FINAL 4 DAYS LEFT

Shop tonite Thurs., & Fri. till 9 P.M. SAT. 9 A.M. to 6 P.M.

GREATEST LAUNDRY SALE-ON-EARTH

Every DRYER, Every WASHER NOW ON SALE

What A Sale! Our Total Inventory Of Fabulous Washer & Dryer Values Are Now At Big Savings. So If You're In The Market For Buying, We've All The Name Brands At The Low Prices... For You. But Hurry! Time Is Running Out...

FEATURE #7

GENERAL ELECTRIC 2-Speed, 4-Cycle Automatic Washer

Super Special Price

\$329

Delivered

Automatic Washer features 2-wash/spin speed selections for normal or delicate wash. Has 3-wash/rinse temperature settings. Set the dial and machine automatically programs for normal, delicate, permanent press and activated-soak wash cycles. Big 16 lb. capacity Filter-Flow machine has 3-position water level, unbalanced load control and safety lid switch to prevent accidental starts. It's the perfect match with GE automatic dryer. Hurry... while they last!

FEATURE #8

GENERAL ELECTRIC Matching Dryer

Super Special Price

\$209

Delivered

3-Cycle Dryer features 3-temperature heat selection in timer: normal, delicate & fluff. Has safety start, lint screen and porcelain enamel top and drum. GE answers all your washday problems with this laundry pair. Bad Boy solves your budget problems with these low prices! Act Now! This is a guaranteed sellout at this price.

"The Best Dryer Value Anywhere" Inqlis

FEATURE #9

Top-Of-The-Line Royal Dryer With 'Electronic Custom Dry System' And Special Drying Rack

Electronic wizardry features the 'Electronic Dry System' that sniffs out moisture as your clothes tumble dry. And when they're dry automatically shuts off the dryer. Other features include: Press Guard to keep permanent press wrinkle free; Special Low Heat Setting for knits; Flexible Timed Drying; 5-Temperature Selections; Air Only Setting; Push-to-Start Safety Button; Interior Drum Light; Ultra-Violet Lamp; End-of-Cycle Signal; Porcelain-Enamelled Top; Heavy-Duty Construction. Royal, everything you'd expect and then some.

Super Special Price

\$258

Available In Colour Only Delivered

HERE ARE ONLY A FEW OF THE DELUXE FEATURES

 <p>FILTER-FLO FILTER Provides lint free clothes at all times.</p>	 <p>3-POSITION WATER LEVEL Saves on water when washing small loads.</p>	 <p>16 LB. LOAD CAPACITY Fewer loads... saves time... saves steps.</p>	<p>1 FULL YEAR WARRANTY, from date of purchase, on all parts & labor. PLUS 4 year warranty, from date of purchase, if the transmission assembly proves defective within that time, parts required to replace or repair that assembly will be provided. You get FREE PARTS & TRANSPORTATION BUT YOU PAY FOR THE LABOUR.</p>
--	---	--	---

Electronic Custom Dry system features an amazing electronic sensor which sniffs out moisture as the clothes tumble dry.

Permanent Press Care & Press Guard Control a special control keeps the press in permanent press; press guard keeps permanent press wrinkle free.

No-Tumble Drying Rack is a great feature. Use for stuffed toys or tennis shoes.

Sales Service Leasing



Audi
Porsche
VW

H. J. PFAFF MOTORS

Hwy. 11, Newmarket
895-2366 Toronto, 364-7917

TONITE, THURS. & FRI. ONLY!

These Are The Kind Of Great Values With The Kind Of Big Savings That's Happening Now At All Bad Boy Stores. Hurry. You Can't Afford To Miss These Savings!

NOBODY BEATS BAD BOY FOR VALUE, QUALITY AND SERVICE!

10165 YONGE ST., RICHMOND HILL

Direct Phone Lines:

884-9125 • 881-1320 • 773-4512

CHARGE-X
SURE YOU CAN AFFORD IT!
GIVE YOURSELF CREDIT
90 DAY PRICE GUARANTEE