

*Government Orders*

constituents are very concerned about what is happening at Pearson. A number of my colleagues as well, from Etobicoke North and York West and others from Mississauga, also have constituents who are directly affected. In fact, the task force heard that over 300,000 residents living near the airport are affected by problems at Pearson International Airport.

The residents who have written to us, appeared before the committee or have called our constituency offices have consistently and persistently pointed out the problems emanating from frequent take-offs and landings at Pearson International Airport. In fact, at task force hearings the most animated, the most passionate submissions came from community groups which expressed their serious concern about noise problems at Pearson.

The problem continues. The complaints continue. Unfortunately, this government and its officials believe that the answer is simply to build new runways. We do not believe that is the ultimate answer.

The task force report points out that before there is any consideration of increasing the runways at Pearson, the government should consider increasing the usage of other airports in and around Toronto that are under-utilized at present. For example, the airport at Hamilton. We heard a significant amount of evidence about the under-utilization of that particular airport.

The taxpayers of Canada have spent millions of dollars to update that particular facility and for some reason the government has chosen not to require different airlines to move their operations to the Hamilton airport. A lot of the commercial traffic could be moved to Hamilton. Hamilton is not that far away from metropolitan Toronto. Indeed, it is at times more convenient, or would be more convenient, for people to travel to Hamilton rather than to Pearson International Airport.

We also recommended that, for example, the use of the Buttonville airport, the Island airport, the London, Ontario airport and the Oshawa airport could be increased. Also, we recommended that the government introduce measures to require companies and others to use those airports to draw away, to siphon off some of the very heavy traffic at Pearson International Airport.

Regarding the problems of noise, especially noise in the early morning hours and in the evening hours, the task force recommended that there should be no easing of the restrictions placed on late night flights at Pearson International Airport.

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We also recommended the appointment of an independent airport ombudsman to investigate and report on noise complaints at Pearson International Airport. Unfortunately, the government has not yet adopted this recommendation and perhaps at the committee level the members of the committee will consider same. The problem is not going to disappear, although the operators of different airlines suggest that with the advent of quieter aircraft the problem will eventually diminish and go away. That has not yet happened and the task force heard that the fleets of Air Canada and Canadian International Airlines have a small percentage of quieter generation aircraft.

My time is limited. At the committee level the Liberal members of the committee will certainly bring to the attention of the committee the section in the task force report dealing with noise abatement and hours of operation at Pearson International Airport. The problems are well known. The report is extensive; the recommendations are good and I believe the committee can make excellent use of the summary of all the evidence that we heard two years ago. That evidence is still relevant today. That evidence includes the tremendous increase in the number of complaints at Pearson International Airport over the last five years.

We were told at the task force that in the period 1985-88 the number of annual complaints rose from 500 to over 3,500, an increase of over 700 per cent. At the same time, the number of aircraft movements increased from just over 250,000 to just under 350,000, an increase of approximately 30 per cent.

The problem of noise at Pearson International Airport is significant. A community group called the Citizens Against Airport Noise appeared before the committee and I would suggest that perhaps the standing committee that considers this bill should consider inviting this citizen group and others before the committee.

Different citizen groups and community groups have called upon the government to undertake an effective noise abatement program. There is still a lot that can be done. Some has been done over the last number of years but we believe there is still a lot that can be done in order to give some peace of mind and tranquillity to all