

**BILLY
BISHOP**
TORONTO CITY AIRPORT

2025: Noise Summary Report for Billy Bishop Toronto City Airport



About the 2025 Noise Summary Report for Billy Bishop Toronto City Airport

This report was prepared by the Toronto Port Authority to report on the data related to noise at Billy Bishop Toronto City Airport collected in 2025. Toronto Port Authority actively monitors noise sources and complaints in its continuing efforts to pursue ESG commitments to operate cleaner, greener and quieter, and publishes results on an annual basis. To learn more about environmental, social and governance measures at the Toronto Port Authority, visit torontoportauthority.com.

For questions or concerns about airport noise, contact the Noise Management Office.
A submission form is available on billybishopairport.com under Community > Noise Management.

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The Toronto Port Authority is a government business enterprise operating pursuant to the Canada Marine Act and Letters Patent issued by the Federal Minister of Transport.

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Leadership Message



Like many Canadian airports, Billy Bishop Toronto City Airport reports annually on aircraft noise. But for us, noise reporting is more than a regulatory requirement, it is a core part of our responsibility to the communities we serve. Our guiding objective remains clear: to operate a clean, green and quiet airport, and to continually improve how we deliver on that commitment.

This commitment is reflected both in how we engage with our neighbours and in how we invest in innovation. We maintain ongoing dialogue with the local community through formal committees, informal outreach, community events and ESG initiatives. At the same time, we actively pursue technologies that reduce environmental and noise impacts. Recent examples include the transition to an all-electric ferry service in 2021 and, in 2025, hosting, with BETA Technologies and Stolport, Canada's first demonstration flight of an advanced air mobility aircraft powered entirely by electricity.

In 2024, we voluntarily commissioned an independent ground noise study, working with members of the local community to help shape its priorities. This study exceeded typical compliance-based acoustic assessments in Canada and was not required by any regulator. Its recommendations are currently being reviewed, prioritized and incorporated into ongoing noise management efforts.

As a downtown airport, Billy Bishop Toronto City Airport is embedded within Toronto's urban fabric, which has been rapidly growing in population density along the waterfront. As a result, aircraft operations and related activities are visible and audible across several nearby neighbourhoods. The Bathurst Quay and York Quay areas immediately north of the airport generate the highest proportion of noise complaints, which is not unexpected given their proximity.

In 2025, as in previous years, the majority of noise complaints were submitted by a relatively small number of individuals compared to the size and growth of the surrounding population. While these complaints represent a limited share of community voices, we continue to record and report them in full. Comprehensive and transparent reporting is essential to understanding the full spectrum of community perspectives and to ensuring that our analysis remains objective and complete.

To support this objective approach, our Noise Management Office relies on multiple sources of information. In addition to receiving and recording noise complaints, we collect continuous data from four noise monitoring terminals located around the airport. Together, these qualitative and quantitative inputs provide a balanced and accurate assessment of noise impacts affecting local residents.

Billy Bishop Toronto City Airport is proud to present this noise report on 2025, and to make its aircraft activity, as well as the noise data transmitted by our Noise Monitoring Terminals, available to the public online through WebTrak. This is all part of our dedication to transparency and continuous improvement as we work to responsibly manage noise.

Learn more about these and other initiatives on our website at billybishopairport.com.

Warren Askew
Vice President, Airport
Toronto Port Authority

Facts and Figures

We collaborate with operators, pilots, radar providers and other stakeholders to ensure that our Good Neighbour Policies are upheld, minimizing disruptive effects on the community. Full compliance is a key priority at Billy Bishop Toronto City Airport.

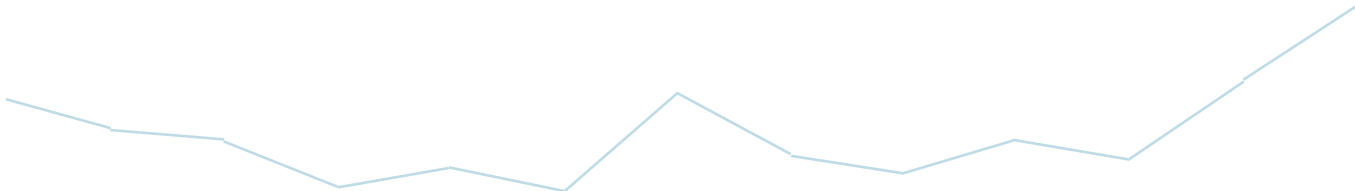


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Noise Monitoring Terminals

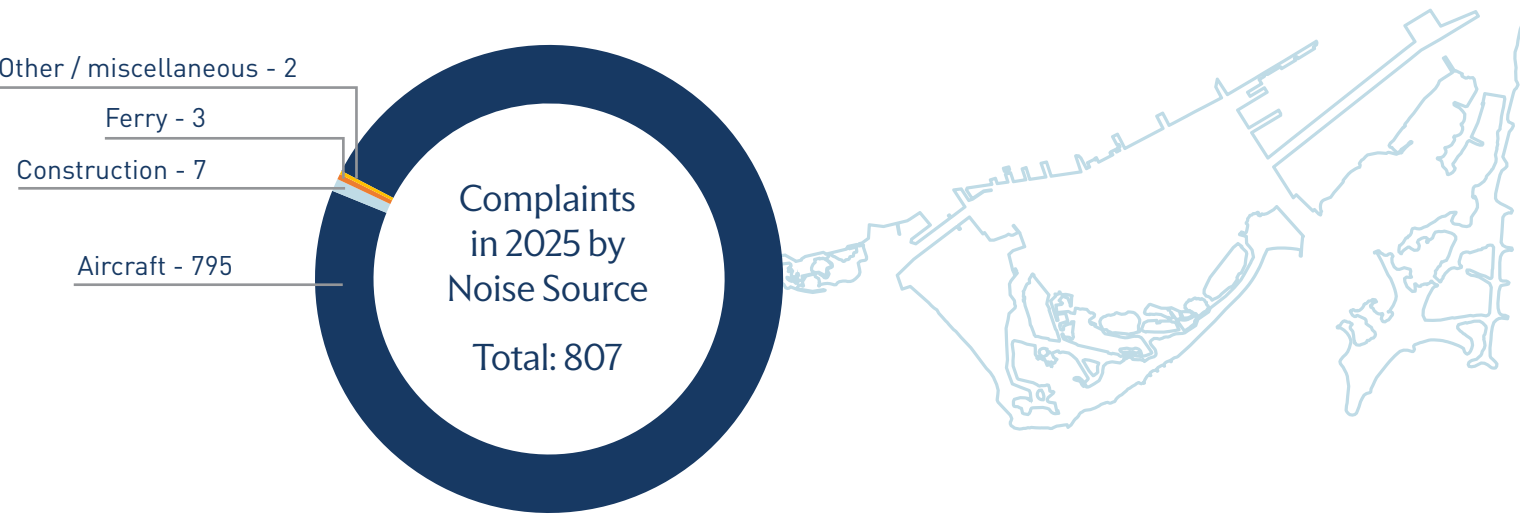
Noise Complaints in 2025

Noise complaints were up in 2025, with a total of 807 complaints received. We received 235 more noise complaints than in the year prior, an increase of 41%. When compared to noise complaints received in 2023, the increase is 161%, year over year. See “Noise Complaints and Community” below.

Noise Complaints Received by Year												
2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
503	410	386	236	271	228	542	333	257	376	308	570	807



Facts and Figures



Aircraft-Related Complaints

Billy Bishop Toronto City Airport is home to a number of partners, including commercial airlines Porter and Air Canada, as well as several fixed base operators including Stolport – which serves news helicopters, private aircraft and flight schools – and Ornge, the medical emergency service. As a result, we see a number of different aircraft types taking off and landing from our facilities. We analyze all noise complaints received by flight activity, volume and type of aircraft.

As seen in the table, noise complaints about general aviation flights and helicopters increased in 2025, while noise complaints about medevac flights went down. Scheduled commercial flights drew the highest total number of complaints but at roughly the same rate as the year before.

Aircraft-Related Complaints by Type			
	2024	2025	% change
General Aviation	24	102	325%
Helicopters	149	406	172.5%
General	133	19	-86%
Scheduled Commercial	232	254	9.5%
Military	02	01	-50%
Medevac	31	10	-68%

Definitions

General – A complaint with no identified/specified aircraft.

General Aviation – All civil aviation aircraft operations excluding any commercial air operations. Refers to light aircraft such as Cessna, Pipers, Twin Engine or aircraft for personal use.

Scheduled Commercial – Any commercial air operations, operated by an air carrier.

Interpretation of Results

Noise Complaints and Community

The volume and nature of noise complaints can be influenced by external factors such as seasonal changes, aircraft activity and flight volume. However, they can also be shaped by contextual factors, including levels of public awareness, political discourse and media coverage, particularly stories related to airport infrastructure and operations. In recent years discussions pertaining to Runway End Safety Areas (RESA) were at the forefront and may have had some impact on the number and nature of noise complaints.

Complaint tracking by individual and location reveals a high concentration of submissions: the 807 noise complaints recorded in 2025 came from just 33 individuals, with three individuals alone accounting for 94% of the total. All three are local residents who have identified themselves as opponents of the RESA project.



Additional Information

Noise Curfew and Charitable Policy

Operations at YTZ are regulated by a Tripartite Agreement (between Transport Canada, the City of Toronto and the Toronto Port Authority), which governs noise restrictions, limits total daily flight activity and enforces a curfew between 11 PM and 6:45 AM (excluding emergency flights and medevac aircraft). As a result, Billy Bishop Toronto City Airport is one of the most noise restricted airports in North America, operating within a Noise Exposure Forecast (NEF) of 25. Specific noise parameters are also placed on the type of aircraft that can fly to and from the airport. The curfew is strictly enforced, with penalties for any violations. Toronto Port Authority will redirect the funds from any fines collected to community organizations in the form of charitable donations. In 2025, as in 2024, we saw no violations of the noise curfew.

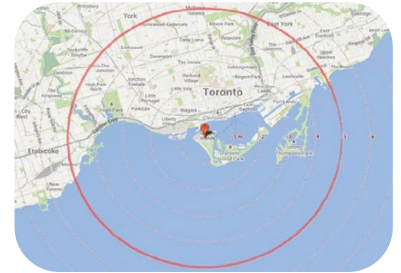


Billy Bishop Toronto City Airport Area of Responsibility

5 Nautical Miles for Aircraft Arriving/Departing at Billy Bishop Toronto City Airport.

The Toronto Port Authority Noise Management Policy states that:

- The Toronto Port Authority is responsible for reviewing and responding to the noise complaints received at Billy Bishop Toronto City Airport.
- Complaints which are not associated with the operation of Billy Bishop Toronto City Airport, are referred to Transport Canada or the related airport.



Additional Information

Assessing Strategies to Minimize the Impact of Ground Noise

As mentioned in our 2024 Noise Report, the Toronto Port Authority commissioned a research study in 2024 with support from the City of Toronto to examine the sources of operational noise at Billy Bishop Toronto City Airport by location, frequency and measurable impact.

R. J. Burnside & Associates Limited led the study in collaboration with Akoustik Engineering Limited. Using A-weighted Decibels as the acoustic unit in its modeling, the research team measured noise levels in distributed locations in the area over time, removing background noise from local roadways, etc. The team then scored the noise data according to intensity, frequency, time of day and how many people were likely to be affected, to produce a list of discernable ground noises ranked from most significant to least.

This careful and scientific collection and ordering of information was helpful to us, not only for establishing a list of priorities, but also for establishing a baseline on which to measure the outcome of future mitigation strategies.

As for the mitigation strategies themselves, the report made several recommendations, ranked in terms of their potential to improve the noise in the local community. Some strategies proposed were relatively straightforward whereas others are more complex, and would involve major investments, changes and/or collaboration between multiple partners.

In 2025, the Toronto Port Authority began assessing with its partners which recommendations are feasible to pursue and when, considering all costs and restrictions. When decisions are made, they will be shared with the public.



Ground noise is any noise produced at ground level at the airport that is not associated with aircraft in flight and is the type of noise we have the greatest opportunity to mitigate using design strategies.



A-weighted decibels or dBA are commonly used in the acoustic industry and in regulations. They are closely predictive of how sound is perceived by the human ear.



Toronto Port Authority thanks the many volunteers from the local community who participated in the discussions leading to the 2024 ground noise study as well as the collection of ambient acoustic measurements in residential locations.

About Us



About the Toronto Port Authority

The Toronto Port Authority owns and operates Billy Bishop Toronto City Airport, which welcomes more than two million passengers and generates approximately \$2 billion in economic impact per year; the Outer Harbour Marina, one of Canada's largest freshwater marinas; and the marine Port of Toronto, which facilitates businesses such as marine shipping, cargo services and passenger cruises to generate approximately \$460 million in economic activity annually.

Since 1911, and in its role as a city builder, the Toronto Port Authority has worked with partners and every level of government to enhance Toronto's transportation infrastructure and economic growth. The Toronto Port Authority is committed to fostering strong, healthy and sustainable communities, and has invested more than \$30 million in recent years to fund charitable initiatives and environmental programs that benefit communities along Toronto's waterfront and beyond.

The Toronto Port Authority is a federal agency and operates in accordance with the Canada Marine Act. It is guided by a Board of Directors that includes representation from all three levels of government.

torontoportauthority.com.



About Billy Bishop Toronto City Airport

Billy Bishop Toronto City Airport is an award-winning gateway to Canada's largest city, offering unmatched convenience just minutes from downtown Toronto. Serving passengers since 1939, the airport provides service to more than 20 cities across Canada and the U.S., with connections to more than 100 global destinations through its airline partners, and a U.S. Customs and Border Protection Preclearance facility.

Renowned for its accessibility, stunning skyline views and 98% passenger satisfaction rating, Billy Bishop Toronto City Airport supports critical regional services, including medical travel and medevac operations through Ornge. It is also a key economic driver, supporting more than 4,000 jobs (2,000 directly associated with its operations) and generating approximately \$2 billion annually for the regional economy.

Committed to sustainability, the airport is a three-time recipient of the Airports Council International–North America's Environmental Achievement Award and is certified under Level 2 Airport Carbon Accreditation.

Billy Bishop Toronto City Airport is owned and operated by the Toronto Port Authority. Nieuport Aviation is the terminal partner and operates the airport's complimentary shuttle service to and from downtown Toronto.

billybishopairport.com.

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