

Noise Barriers

The Toronto Port Authority (TPA) will be constructing a noise barrier immediately east of Runway 15 adjacent to the Western Gap. It is anticipated that the barrier will be completed by spring 2012.

The six-metre-high, 82-metre-long barrier will be a rigid vinyl structure with a core comprising a mixture of new and recycled PVC with noise reduction properties. It is anticipated that the barrier will lead to a 10dB range of reduction (perceived by the human ear as half the sound) from ground level up to five storeys.

The barrier is being erected to mitigate noise in response to community concerns and as a follow up to one of the 16 recommendations put forward by the Jacobs Report.

Released in early 2010, the Jacobs Report put forward, as one of its 16 recommendations, that the Toronto Port Authority (TPA) assess the potential of installing noise barriers at Billy Bishop Toronto City Airport.

Following the report's release the TPA conducted an environmental assessment to investigate the potential for noise mitigation. The assessment determined that barriers would mitigate noise aircraft noise from the airport and determined locations that would provide effective noise reduction. The assessment and subsequent barrier design were presented to the community in spring 2011.

The TPA will be measuring the barrier's effectiveness following construction to determine noise reductions.

Jacobs Report

In February 2010, the Toronto Port Authority (TPA) released a report, prepared by Jacobs Consultancy, which looked at airport activities and related noise sources at Billy Bishop Toronto City Airport (BBTCA).

The report, which is available on the TPA's website, included recommendations on possible ways to lessen the impact of noise on the surrounding community.

The TPA commissioned the report in 2008 to assess and identify noise mitigation measures that could be implemented at the BBTCA. In a series of meetings with the community during the data analysis period, the TPA discussed noise measurements and potential mitigation measures with these considerations included in the report.

In spring 2010, the Toronto Port Authority's Board of Directors accepted the report and directed TPA management to start working on the 16 recommendations outlined in the report. The TPA

immediately established an implementation team, which in June 2010 issued draft terms of reference for an “Airport Community Consultation Committee”.

In October 2010, the Board approved the Terms of Reference, and the new Committee dubbed the ‘Community Liaison Committee’ held its inaugural meeting in March 2011. As of February 2012 the Committee, which meets quarterly, has held five meetings.

The Committee comprises several airport, resident and waterfront stakeholders who discuss issues ranging from the taxi congestion to the construction of noise barriers. Committee members included representatives from:

- Bathurst Quay Neighbourhood Association
- York Quay Neighbourhood Association
- City Councillor Adam Vaughan’s Office
- City Councillor Pam McConnell’s Office
- The Waterfront BIA
- Porter Airlines
- Air Canada
- Waterfront Toronto

The TPA also introduced a comprehensive Noise Management Programme in February 2011, in response to recommendations made in the Jacobs Consultancy Report and requests from the community. Consistent with best practices at other international airports, the TPA established a Noise Management Office with experienced noise management staff who are responsible for monitoring aircraft operations using a new state of the art flight tracking system that was introduced in early 2011.

In addition to tracking flights and monitoring curfew violations and Good Neighbour Policy infractions the Noise Management Office responds to noise complaints within five business days and publishes monthly reports, which are available on the TPA’s website (www.torontoport.com) within three weeks of the end of the previous month.