

The Good Neighbour Policy

The Toronto Port Authority implemented a Good Neighbour Policy in 1995. The policy applies to all aircraft noise intrusions for aircraft operating to and from the BBTCA within a five- nautical mile radius of the airport.

The policy requests that pilots avoid flying over areas identified as noise sensitive, as set out in the Canada Flight Supplement, or that they fly over them at an altitude not less than 1000 feet above ground level (agl). It should be noted that the Noise Sensitive Areas (NSA), are not restricted air space, and that compliance is voluntary.

General Aviation and Circuit Training

For more than 75 years the Billy Bishop Airport has been home to private pilots and flights schools. To obtain a private Pilot's License, students must obtain experience doing circuit training – take-offs and landings.

Due to a significant amount of circuit training, a majority of aircraft complaints reviewed by the Noise Management Office are linked to aircraft flying over the noise sensitive areas of the Toronto Islands.

To prevent flying over the Toronto Islands, the policy establishes take-off and landing procedures. Aircraft flying circuits (see box above) are instructed to turn north, either east of Wards Island (over the eastern gap) or west of Algonquin Island (over Snake Island). Aircraft departing on a westerly heading turn left over the lake and aircraft departing east turn right over the Lake. This ensures that aircraft remain away from the NSA.

Occasionally, to maintain proper air traffic separation, it is necessary to route traffic over the NSA.

Aircraft engine run-ups must be conducted either on the threshold of runway 33, or the threshold of runway 06. These two locations are the furthest points. Airport Noise Directives require permission from airport management to conduct after hours maintenance engine runs.