

Calgary International

IATA/ICAO CODE: YYC/CYYC
CITY: Calgary
PROVINCE: Alberta
COUNTRY: Canada

AIRPORT CONTACT

Information confirmed as current by the airport 3/2011

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ELEVATION: 3557 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16/34	12675	-	-	200
10/28	8000	-	-	200
07/25	6200	-	-	150

NOISE ABATEMENT PROCEDURES

Application

These procedures apply to jet aircraft including turbo-jets and fan-jets, and are in effect at all times unless otherwise specified. It is the pilot's responsibility to adhere to published noise abatement procedures.

Preferential Runway

ATC will designate runways to divert as many take-offs as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Use of other than designated runways should only be requested to meet operational necessity.

Taking into consideration the following conditions and except as authorized by ATC, aircraft will use the following preferential runways.

Hours	Operation	Preferential Runways
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All hours	ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified aircraft departures	34
Day Operations 0700-2300(Mon-Fri) 0900-2300(Sat-Sun)	Departures	34/28
Night Operations 2300-0700(Mon-Fri) 2300-0900(Sat-Sun)	Departures	34
	Arrivals	16,28,25

- 1. Physical condition of surface
- 2. Effective crosswind component not to exceed 15 knots for arrivals, 20 knots for departures.
- 3. Effective tailwind component not to exceed 5 knots.
- 4. Other safety considerations declared by the Captain of the aircraft.
- 5. For landing on runway 25 at night, aircraft are to fly the runway 28 ILS until interception of the extended centerline of runway 25 for a visual straight-in approach.

Departure Procedures

SID cancellation does not terminate Noise Abatement Procedure.
ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified military aircraft will be assigned runway 34 for departures when runway 28 and 34 are in use.

RWY	VNAP
All RWYS	A or B

Runway	Noise Abatement Procedures
25	Restricted to ICAO Annex 16 Chapter 3 (FAA Stage 3) jet aircraft under 44,100 lbs gross take-off weight. Climb runway heading to 6500' ASL before proceeding on course.
07,10,16	Climb runway heading to 6500' before proceeding on course.
28	Climb runway heading to 6500' ASL before proceeding on course
34	No left turns below 6500 ft ASL south of "E" NDBI

Arrival Procedures - Visual Approach
Clearance for approach or for landing does not cancel the arrival procedures described below. Pilots are requested to use delayed gear and flap extension and lost power/drag configurations consistent with operating procedures and safety.

Runway	Noise Abatement Procedure
All rwys	Military jet aircraft multiple circuits and all overhead breaks prohibited
07	Not authorized
10	Join final approach at or above the PAPI glide path slope
25	Join final approach at or above the VASIS glide path slope
16	Intercept final approach from the west at or above 4800 ft ASL and prior to the NDB or FAF.
28,34	Intercept final approach at or above 4800 ft ASL and prior to the NDB or FAF for the RWY in use.

Pilots are requested to use delayed gear and flap extension and low power/drag configurations consistent with operating procedures and safety

For landing on Runway 25 AT NIGHT, aircraft are to fly the runway 28 ILS until interception of

the extended center line of Runway 25 for a visual straight-in approach.

CONTINUOUS DESCENT ARRIVAL (CDA)

Per NAV Canada:
In Canada we have 20 airports with RNAV STARS which are basically constant descent arrivals into the terminal areas (from assigned FL to below 5000’). Depending on the traffic, there would be no restrictions until landing.

At our major and secondary airports, CDAs are used at all times for descent to the terminal (from assigned FL to below 10,000 and below – The constant descent is then revised by ATC depending on traffic, metering requirements, aircraft equipage).

At most secondary airports and tertiary airports, aircraft are cleared for the approach. This is basically a CDA controlled by the pilot until landing, unless ATC needs to apply a restriction (level off) due to inbound/outbound IFR traffic (assuming no surveillance capability).

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Location assignment for run-ups during the restricted hours (2300-0700 local time Mon-Fri, 2300-0900 Sat. and Sun) must be obtained from the Airport Duty Manager 403-735-1300

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE NOISE - [NONE](#)

MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	According to information provided by Transport Canada, building code requirements due to the cold climate have been in place since the early 1970s and include solid core doors, weather stripping, double glazed windows and a high R rating of attic and wall insulation, so there is no need for airport to have sound insulation programs.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation	-	-

Easements		
Zoning Laws	1977	Municipal Act, Calgary International Airport Vicinity Protection Area Regulation (1977). Aeronautics Act, Calgary International Airport Zoning Regulations (1977)
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	Calgary International Airport Vicinity Protection Area color map is available from the Planning Document Sales Center of the City of Calgary. Phone (403)268-5333. There is a fee for this map.
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

[Map with noise monitors](#)

NMT locations Latitude and Longitude		
NMT#	Latitude	Longitude
1	51:07:44.0 N	114:02:04.8 W
2	51:09:22.5 N	114:02:47.7 W
3	51:07:47.2 N	114:03:54.4 W
4	Out of Service	
5	51:08:11.9 N	114:06:59.3 W
6	51:09:11.9 N	114:00:56.7 W
7	Out of Service	

8	51:03:45.0 N	114:01:59.8 W
9	51:02:19.1 N	114:01:14.3 W
10	51:03:21.3 N	114:00:56.7 W
11	51:03:45.0 N	114:01:51.5 W
12	51:06:19.2 N	113:57:31.8 W
13	51:05:57.9 N	113:58:22.9 W
14	51:05:34.2 N	113:57:42.0 W
15	51:05:18.0 N	113:56:21.9 W
16	51:09:03.9 N	114:05:05.3 W

FLIGHT TRACK MONITORING SYSTEM

The airport has a flight tracking system and a network of permanent noise monitors which allows the noise management personnel to monitor flight tracks and noise levels for individual aircraft.

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating in Canada except for those aircraft authorized by the Minister of Transport (northern exemptions).

CHAPTER 2 PHASEOUT

The phase out of Chapter 2 airplanes >75,000 in Canada was complete as of April 1, 2002. Those airplanes are ban from operating in Canada with the exception of a very limited number of exemptions for aircraft operating to northern and remote locations.

CHAPTER 3 RESTRICTIONS - [NONE](#)