

Hamilton (John C. Munro) International Airport

IATA/ICAO CODE: YHM/CYHM
CITY: Hamilton
PROVINCE: Ontario
COUNTRY: Canada

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Web Site: www.yhm.com

ELEVATION: 776 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
06/24	6000	-	-	150
12L/30R	10000	12L/1600	-	200

NOISE ABATEMENT PROCEDURES

Pursuant to CAR 602.105, the following procedures apply at Hamilton International Airport.

Departure	
RWY	VNAP
All RWYS	A or B

Departures

Departures not permitted on runway 06 between 2300-0700 hours local time unless authorized by Airport General Manager.

Runway 12L: Climb on track of 117deg till ZHM NDB and 3000 ft.

Runway 30R: Climb on rwy to 1300 ft. Turn left heading 260deg till abeam ZHA NDB.
No right turn below 4000 ft.

Runways 06, 24: Climb on runway heading to 3000 ft before proceeding on course.

Arrival

Arrivals not permitted on and approaches not permitted to Runway 24 between 2300-0700 hours local time unless authorized by Airport General Manager.

Visual Arrivals:

1. Aircraft 26,000 kg and over (max cert gross take-off weight) maintain 3000 ft or above North of Rwy 12-30 except on final.
2. Remain on or above ILS glide slope or assumed 3 deg glide path.

Reverse Thrust

Consistent with safety of operations, pilots should minimize reverse thrust when using Runways 12 and 30.

CONTINUOUS DESCENT ARRIVAL (CDA)

The airport plans to use CDA by January 2009.

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](#)

No curfew on commercial flights however training flights are not permitted between 2300-0700 hours local time unless authorized by the Airport General Manager.

PREFERENTIAL RUNWAYS

Pursuant to CAR 602.105, the following procedures apply at Hamilton International Airport.

Between 2300 hours to 0700 hours local time, consistent with safety of operations, ATC will assign runways in the following order of priority.

Arrivals and Departures	
1.	12
2.	30
3.	24
4.	06

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Allowed between 0700-2300 unless prior permission from Airport Manager to run outside these times.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
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	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport has installed a noise monitoring system with 2 fixed monitors and 1 portable monitor. The microphone locations are as follows:

- 1. Ancaster
- 2. Hamilton - East Mountain

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are ban 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](#)

COMMENTS

Canadian Aviation Regulations

Noise Operating Criteria

602.105 No person shall operate an aircraft at or in the vicinity of an aerodrome except in accordance with the applicable noise abatement procedures and noise control requirements specified by the Minister in the Canada Air Pilot or Canada Flight Supplement, including the procedures and requirements relating to

- (a) preferential runways;
- (b) minimum noise routes;
- (c) hours when aircraft operations are prohibited or restricted;
- (d) arrival procedures;
- (e) departure procedures;
- (f) duration of flights;
- (g) the prohibition or restriction of training flights;
- (h) VFR or visual approaches;
- (i) simulated approach procedures; and
- (j) the minimum altitude for the operation of aircraft in the vicinity of the aerodrome.

602.106 (1) Subject to subsection (2), no person shall operate a subsonic turbojet aeroplane that has a maximum certificated take-off weight of more than 34,000kg (74,956 pounds) on take-off at a noise restricted runway set out in column II of an item of the table to this section at an aerodrome set out in column I of that item, unless there is on board

- (a) a certificate of airworthiness indicating that the aeroplane meets the applicable noise emission standards;
- (b) a certificate of noise compliance issued in respect of the aeroplane; or
- (c) where the aeroplane is not a Canadian aircraft, a document issued by the state of registry that specifies that the aeroplane meets the applicable noise emission requirements of that state.

(2) Subsection (1) does not apply

- (a) to the extent that it is inconsistent with any obligation assumed by Canada in respect of a foreign state in a treaty, convention or agreement;
- (b) where the pilot in command of an aircraft has declared an emergency; or
- (c) where an aircraft is operated on
 - (i) an air evacuation operation,
 - (ii) any other emergency air operation, or
 - (iii) a departure from an aerodrome at which it was required to land because of an emergency.

TABLE		
Item	Column I Aerodrome	Column II Noise restricted Runways for Take-off
1	Vancouver International Airport	08,12
2	Calgary International Airport	07,10,16,25,28
3	Edmonton City Center(Blatchford Field)	All runways
4	Edmonton International Airport	12
5	Winnipeg International Airport	13,18
6	Hamilton Airport	06
7	Toronto/Lester B. Peterson International	06L, 06R, 15
8	Ottawa/Macdonald-Cartier International	32
9	Montreal International Airport (Dorval)	All runways