

Region of Waterloo International Airport

IATA/ICAO CODE: YKF/CYKF
CITY: Kitchener/Waterloo/Cambridge/Guelph
PROVINCE: Ontario
COUNTRY: Canada

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Web Site: [Region of Waterloo International Airport](#)

ELEVATION: 1055 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08/26	7002	-	3	150
14/32	4100	-	-	150

NOISE ABATEMENT PROCEDURES

Effective August 5, 2004

General: The following procedures apply to all aircraft operating at Kitchener/Waterloo Airport.	
Departures:	Runway 26 - Runway heading to 1600. Left turn heading 190 degrees. Heading 190 degrees to YWT 4 DME BPOC Runway 32 - Runway heading to YWT 4 DME BPOC.
Arrivals:	Contact and Visual approaches (Runways 08,14 and 32)
	1. Remain on or above assumed 3 degree glide path. 2. Maintain 3000 or last assigned altitude until established on final.
VFR Procedures	
Departures	VFR departures from Runway 26 turn left to heading 190 degrees or right to heading 320 degrees at an operationally safe altitude.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Region of Waterloo International Airport

Night Flight Restriction Program

Chapter 2 and Chapter 2 Equivalent Aircraft

Effective May 12, 2005

Between the hours of 2300 pm and 06:30 am, all Chapter 2 and Chapter 2 equivalent aircraft, above or below 34,000 kg will be charged a fee of \$5,000 for each take off and each landing. The only exception to the policy are the following categories of aircraft.

Medevac

Police

Military Aircraft on operational missions

Emergency Flights

Weather delay (YKF) and alternate diversions

Chapter 2 jet aircraft under 34,000 kg

Chapter 2 jet aircraft under 34,000 kg will not be approved to operate 23:00 pm - 6:30 am local. The following are known Chapter 2 aircraft based on FAA Advisory Circular AC36-1H Noise Levels for U.S, Certificated and Foreign Aircraft.

Aircraft

Dassault Falcon 20

Fokker F28

Gulfstream G2

Gulfstream G3

Hawker Siddeley 125

Israel Aircraft 1121

Israel Aircraft 1123

Learjet 23

Learjet 24

Learjet 25

Learjet 29

Lockheed 1329 Jetstar

Lockheed 1329 Jetstar

Sabreliner 40-60

Sabreliner 75-80

Chapter 2 Equivalent propeller aircraft

The majority of propeller aircraft types are considered to be Chapter 3 equivalent based on reference to FAA Advisory Circular AC36-3H Estimated Airplane Noise Levels in A Weighted Decibels. Assumed conversions of takeoff noise $\text{dBA} + 11 = \text{EPNdB}$ or approached $\text{dBA} + 10 = \text{EPNdB}$ were used for comparisons to Chapter 3 certification limits.

All Chapter 2 equivalent propeller aircraft will not normally be approved to operate 23:00 pm - 6:30 am local. The following are known Chapter 2 equivalent propeller aircraft

Aircraft

Antonov AN22
British Aerospace 748
Douglas DC3
General Dynamic 440
Lockheed L188
Nihon YS11

If you would like more information please call
airport administration at (519)648-2256 or +1 866 648 2256

PREFERENTIAL RUNWAYS

Between 2300 and 0600 hours local time, consistant with safety of operations, pilots should select runways in the following order of priority.

Departures	Arrivals
1. Rwy 08	1. Rwy 26
2. Rwy 14	2. Rwy 32
3. Rwy 32	3. Rwy 14
4. Rwy 26	4. Rwy 08

Night training and LOC (BC) training approaches to Rwy 08 not permitted between 2100 and 0700 hours local time.

Inquiries: Contact the Airport General Manager (519-648-2256) between 0900 and 1700 hours local time.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Run-up of jet engines other than idle run-ups are not permitted between 2200-0600 unless required due to safety reasons shortly before take-off or after landing.

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

Bruel & Kjaer Tracking and Monitoring System

FLIGHT TRACK MONITORING SYSTEM

Bruel & Kjaer Tracking and Monitoring System

NOISE LEVEL LIMITS

Between the hours of 2300-0600 departing aircraft shall not be greater than 85 dBA on any residential property when measured at the 1.8 meter level above the surface of the ground of any residential property.

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). See information under Airport Curfew.

CHAPTER 2 PHASEOUT

The phase out of Chapter 2 airplanes >75,000 in Canada was complete as of April 1, 2002. Those airplanes are banned 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](#)