

Winnipeg James Armstrong Richardson International Airport

IATA/ICAO CODE: YWG/CYWG
CITY: Winnipeg
PROVINCE: Manitoba
COUNTRY: Canada

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Barry Roste	Michael O’Gorman
Title:	Operations Specialist	Vice President Operations & Customer Experience
Airport:	Winnipeg James Armstrong Richardson International Airport	
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ELEVATION: 783 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
13/31	8701	-	-	200
18/36	11000	-	-	200

NOISE ABATEMENT PROCEDURES

Note: Noise Abatement – Departure Operations Restrictions and procedures governing aircraft departures are published in the Canada Flight Supplement and Canada Air Pilot. Winnipeg Airports Authority will enforce and report violations to Transport Canada.

All Aircraft

Turbo Jet/Turbo Fan

Departures

Rwy 13 - Climb runway heading to 4000' ASL before proceeding on course.

Rwy 18 - Climb and maintain 4000' ASL. Maintain extended runway centerline (184° M) by best available means to 3.5 DME (N49 52.21 W97 14.89), (AVOTU). At 3.5 DME (AVOTU), turn left, cling hdg 171° or if able, track direct to 6 DME (N49 49.70 W97 14.58), (DUXUS). At 6 DME (DUXUS) Anticipate radar vectors.

Rwy 36 - (a) Between 23:00 - 7:00 Local time [05-13Z.(04-12DT)] Clb, turn W 5° to 359° as soon as safely able to 4000' ASL BPOC.

Rwy 36 - (b) Between 07:01 - 22:59 local time [1301-0459Z, (1201-0359DT)] For east bound turns to the on course, clb & maintain extended rwy centerline (004° M) by best avbl means to 4000' ASL BPOC.

Arrivals

Intercept final approach, at or above 2000' ASL, and at or outside the NDB final approach fix for the runway in use.

(Circuit training traffic may turn inside the final approach fix as required.)

All Aircraft

Preferential Runway Determination

Consistent with safe operating procedures, ATC will assign runways to divert as many departures and arrivals as possible from flight over noise sensitive areas. Unless operational conditions do not permit, pilots shall accept runways as assigned by ATC.

The preferred order for runway usage is as follows:

- Arrivals: 13, 18, 36, 31
- Departures: 36, 31, 18, 13

Runway 36 is the preferred calm wind runway for departure except

- for propeller driven aircraft, and;
- after 0700 local time, westbound acft may be auth rwy 31 dep.

Arrival Procedures

1. Circuit height is 2000' ASL (weather permitting).
2. Maintain 2000' ASL or above as long as practicable before commencing final descent.
3. Remain on or above the ILS or PAPI glide slope
4. Consistent with safety operations, aircraft should be flown on the approach so as to give the best possible performance with respect to noise abatement (flap and gear selection, power settings).

Night Restrictions	
Local Time	Procedure
2300-0700	1. Turbo Jet/Turbo-Fan acft departing rwy 36 are to clb & turn W 5° to 359° hdg as soon as safely able. 2. Reverse thrust above idle not permitted unless required for the safety of the aircraft. 3. Powerback operations not permitted. 4. PPR for flight training & Maintenance engine runups., Contact Operations 204 987-7834 5. Intxn dep rwy 13 or 18 not auth.

General Noise Abatement Considerations

1. Circling procedures to runways 31 and 36 are not permitted.

2. When simulating power loss after take-off or overshoot on runways 13 or 18 power may be reduced on one engine to simulate emergencies provided either;

- All engines are returned to take-off or overshoot power before the aircraft crosses the departure end of the runway or
- The departure end of the runway is crossed at 300ft or more above the ground and "one engine out" rate of climb is 500ft per minute or greater and is maintained to 2000ft ASL.

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 equipment).

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](#)

ATC REQUIREMENTS (WINNIPEG CLASS D AIRSPACE)

1. VFR & IFR Flight plans, file at least 30 minutes prior to proposed dep time. All non flight planned aircraft intending flight within Winnipeg Class D airspace, contact ATC at least 30 minutes prior to flight for transponder code. 866-WXBRIEF (866-992-7433).

2. Unless otherwise instructed by ATC, the following procedures will apply to practice approaches.

- a. The facility will be crossed outbound at 3000' ASL.
- b. Descent from 3000' ASL is to be initiated on the procedure turn side when clear of the outbound track.
- c. Missed approaches are to be flown as published. Request for circling approach procedures must be made with the initial request for the associated instrument approach.

PREFERENTIAL RUNWAYS

All Aircraft

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OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Restrictions and procedures governing aircraft engine maintenance run-ups at the Airport apply to Jet, Turbo-Prop and Piston aircraft engines. Procedures are published in the Canada Flight Supplement and Canada Air Pilot. Winnipeg Airports Authority (WAA) will enforce and report violations to Transport Canada. Prior approval for run-ups must be obtained from the Duty Manager at (204) 987-7834.

0700 - 2300 LOCAL TIME:

LOW POWER RUN-UPS

Allowed in all areas

HIGH POWER RUN-UPS

- Allowed in the bay of Runway 13
- Allowed on Apron 8, providing aircraft are positioned at the blast wall

To arrange for run-ups in the bay of Runway 13, 18 and 31 please contact the Duty Manager at 204 987-7834

2300 - 0700 LOCAL TIME:

LOW POWER RUN-UPS

Allowed on Apron 8 provided aircraft are positioned at the blast wall.

HIGH POWER RUN-UPS

Prohibited in all areas except for emergency requirements, which must be approved by the Duty Manager. Emergency run-ups will only be allowed in the bay of runway 13 for a period not exceeding 5 minutes. To obtain approval, contact the Duty Manager at (204) 987-7834.

Winnipeg Airports Authority will enforce and report violations to Transport Canada for investigation and fine assessment.

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	Dec 19, 2007	Winnipeg Zoning 200/2006
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 - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM

The Winnipeg Airport Authority uses a flight tracking system to identify airplane operations for which they have received noise complaints. This information is sent to Transport Canada for investigation.

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 lbs in Canada was completed 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](#)

COMMENTS

Information provided through the assistance of Mr. Tom Lowrey, Transport Canada. The following is from the Canadian Aviation Regulations (CARs), Part VI - General Operating & Flight Rules, Subpart 2 - Operating & Flight Rules.

Canadian Aviation Regulations;

Noise Operating Criteria

602.106 (1) Subject to subsection (2), no person shall operate a subsonic turbo-jet aeroplane that has a maximum certificated take-off weight of more than 34 000 kg (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.

Column I		Column II
Item Aerodrome		Noise Restricted Runways for Take-off
1	Vancouver International Airport	08L, 08R, 12, 26R (amended 1999/12/09)
2	Calgary International Airport	07,10,16,25,28
3	Edmonton City Center(Blatchford Field)	All runways
4	Edmonton International Airport	12
5	Winnipeg James Armstrong Richardson International Airport	13,18
6	Hamilton Airport	06
7	Toronto/Lester B. Peterson International	06L, 06R, 15
8	Ottawa/Macdonald-Cartier International	32
9	Montréal/Pierre Elliott Trudeau International Airport (amended 2004/02/24)	All runways