

**Montreal-Pierre Elliott Trudeau International Airport**

IATA/ICAO CODE: YUL/CYUL  
CITY: Montreal  
PROVINCE: Quebec  
COUNTRY: Canada

**AIRPORT CONTACT**

Information updated by the airport 3/2011

Name: Denise Dubuc  
Title: Deputy Director – Airside Operations  
Airport: Montreal – Pierre Elliott Trudeau International Airport  
Address: Aéroports de Montreal  
Montreal-Pierre Elliott Trudeau International Airport  
975 Romeo Vachon Blvd. North  
Suite 317  
Dorval, Quebec  
H4Y 1H1  
Canada  
Phone: +1 514 633 3969  
Fax:  
Email: denise.dubuc@admtl.com  
Airport Web Site: [www.admtl.com](http://www.admtl.com)

ELEVATION: 117 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
06R/24L	9600	-	3	200
06L/24R	11000	-	3	200
10/28	7000	-	3	200

**NOISE ABATEMENT PROCEDURES**

<p><b>CANADA AIR PILOT NOISE OPERATING RESTRICTIONS AND NOISE ABATEMENT PROCEDURES</b></p> <p>Pursuant to Canadian Aviation Regulations CAR 602.105 &amp; 602.106, the following noise operating restrictions and noise abatement procedures apply at Montreal - Pierre Elliott Trudeau International Airport.</p> <p>A. General</p> <p>1. Noise operating restrictions apply to all turbo-jet and turbo-fan aircraft in accordance with the schedule in part "B".</p> <p>2. Noise abatement procedures apply to all twin and multi-engine aircraft operating</p>
---

IFR or VFR as stipulated in part "C".

3. a) The testing of any aircraft power plant above idle power setting between 2300 and 0700 hours, local time for maintenance purposes is prohibited unless previously authorized by the Supervisor, Air Operations (tel: 514-633-3488)

4. All training flights are prohibited between 2000 and 0800 hours, local time, weekdays and at all times on Saturdays and Sundays. Departures and arrivals of training flights to be conducted outside the Montreal control zone are, however, authorized, subject to 1 and 2 above.

5. Exemptions: See "AIRPORT CURFEW" section below.

B. Noise operating restrictions by turbo-jet and turbo-fan aircraft  
See "AIRPORT CURFEW" section below.

### C. Noise Abatement Procedures

1. Preferential runway assignment in effect from 2300 to 0700 (local time)  
See "PREFERENTIAL RUNWAYS" section below.

2. Departure procedures below are mandatory at all times for all runways. Compliance with the following procedures is a pilot responsibility.

a) Turbo-prop and piston powered aircraft: maximum rate of climb on assigned heading to 3,000 feet.

b) Turbo-jet and turbo-fan aircraft: VNAP\* A or B on assigned heading to 3,000 feet or maximum rate of climb on assigned heading to 3,000 feet.

c) SID's conform to noise abatement procedures

d) SID's cancellation does not cancel noise abatement procedures  
\* see general information section - C.A.P. Noise abatement procedures

3. Arrival Procedures below are mandatory at all times for all runways. Compliance with the following procedures is a pilot responsibility.

a) Turbo-prop and piston powered aircraft (between 2300 and 0700 hours local time).

Turbo-jet and turbo-fan powered aircraft (at all times).

b) Intercept extended runway center line (Localizer) at 3,000 feet or above. Not mandatory for runways 06L 06R if over Lake St. Louis.

c) Consistent with safety, pilots will use thrust/drag configurations compatible with minimum noise emissions.

d) All approaches to remain above or on an assumed 3.0 degree glide slope.

e) Use of reverse thrust is to be avoided or reduced between 2300 and 0700 hours, when conditions permit.

f) Clearance for approach or for landing, does not cancel the arrival procedures described above.

**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**

B. Noise operating restrictions by turbo-jet and turbo-fan aircraft.		
AIRCRAFT	PERIOD - LOCAL TIME	
Noise Certification and Weight Limitations	Arrivals Prohibited	Departures Prohibited
All non-noise certificated aircraft including the Concorde	All Times	All Times
All ICAO Annex 16, Volume 1, Chapter 2 or US FAR Part 36, Stage 2 aircraft	2330 to 0700	2300 to 0700
All ICAO Annex 16, Volume 1, Chapter 3 or US FAR Part 36, Stage 3 aircraft over 45,000 kg (max. certificated take-off wt).	0100 to 0700	0000 to 0700
Exemptions: Exemptions may be authorized in advance by the Director, Operations for specific flights and determinate periods.		
Forward your requests with justification to the following address:		
Director, Operations Montreal – Pierre Elliott Trudeau International Airport 975 Romeo-Vachon Blvd North Suite 317 Dorval, Quebec H4Y 1H1 Fax : 514-633-3138		
For information or in case of unexpected delay, contact the Supervisor, Airside Operations (tel: 514-633-3488, Fax 514-633-3492).		

**PREFERENTIAL RUNWAYS**

Preferential runway assignment in effect from 2300 to 0700 (local time)
---

Consistent with safety considerations and operational requirements, ATC will assign runways in accordance with the order of priority listed below:		
Departures	First choice Second choice Third choice	24L* or 10 24R* or 28** 06L or 06R
Arrivals	First choice Second choice Third choice	24R or 28 24L or 06L or 06R 10
<p>* Jets departing from runway 24R and 24L must climb runway heading to 4000' before starting right turn.</p> <p>** The use of runway 28 for departure between 23:00 and 07:00 hours (local time) is restricted to turboprop and piston powered aircraft on a SID JADEE departure only.</p> <p>Intersection departures are prohibited except that departures runway 10 may be authorized from the intersection of runway 06L.</p> <p>ATC will not depart from the order of priority indicated above except for emergencies, Medevacs or operational limitations.</p>		

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

The testing of any aircraft power plant above idle power setting between 2300 and 0700 hours, local time for maintenance purposes is prohibited unless previously authorized by the Supervisor, Airside Operations (tel: 514-633-3488)

The testing of any aircraft power plant above idle power on the hangar line (cargo/maintenance area) is prohibited at all 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)	-	none
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	-	none
Zoning Laws	-	none
Real Estate/Property Disclosure Laws	-	none

Acquire Land for Noise Compatibility to date	-	none
Population within each noise contour level relative to aircraft operations	-	See table below
Airport Noise Contour Overlay Maps	-	<a href="#">Click for Map</a>
Total Cost of Noise Mitigation Programs to Date	-	none
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport's Operating Budget

### [Montreal - Pierre Elliott Trudeau International Airport 2009 NEF Noise Contour](#)

Population within NEF Noise Contours - 2009		
NEF Noise Contours	Surface Area (km2)	Population
40 +	3.0	0
35 - 40	3.2	2
30 - 35	7.8	2,150
25 - 30	16.2	15,765
<b>Total</b>	30.1	17,917

## NOISE MONITORING SYSTEM

Eight permanent noise monitoring terminals and one mobile monitoring station are used to continuously monitor noise levels around the airport. NMT location map.

The airport has the ANOMS system (Airport Noise and Operations Monitoring System) that processes radar data provided by NavCanada on aircraft position, altitude and speed, noise data measured by the noise monitors and weather information. ANOMS integrates all necessary analysis tools : noise monitoring, aircraft flight track investigation, statistical analysis, weather analysis, complaint investigation, mapping and reporting. The system has a comprehensive capability to relate noise complaints to aircraft operations and related noise levels.



FLIGHT TRACK MONITORING SYSTEM

See information under Noise Monitoring System above.

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 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

See "Airport Curfew" section above.

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.

- (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		
	Column I	Column II
	Aerodrome	Noise Restricted Runways for Take-off
1	Vancouver International Airport	08L, 08R, 12, 26R
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 (Pierre Elliott Trudeau)	All runways

