

Edmonton City Centre (Blatchford Field)

IATA/ICAO CODE: YXD/CYXD  
CITY: Edmonton  
PROVINCE: Alberta  
COUNTRY: Canada

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 2200 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
12/30	5868	12/1801 30/1184	-	200
Note: Runways are restricted to 140,000 lbs.				

NOISE ABATEMENT PROCEDURES  
Noise Abatement Takeoff and Landing Procedures

In order to ensure that a particular aircraft meets the aircraft noise level limits for takeoff, the most effective procedure is to increase the distance between the aircraft and the noise sensitive areas as quickly as possible and to use the noise abatement procedures recommended by the aircraft manufacturer. Similarly, the most effective noise abatement procedure for landing is the one which keeps aircraft high as long as possible, delays use of flaps and avoids overflight of noise sensitive areas where possible. To this end, the noise abatement departure and arrival procedures are as follows:

Departure Procedures:

IFR aircraft are to climb on runway heading to 3,200' ASL before proceeding on course (4,500' ASL for turbo jet aircraft except 4,000' ASL for runway 30).

Except for the purposes of air traffic control, VFR aircraft are to climb on runway heading to 3,200' ASL before proceeding on course (4,500' ASL for turbo jet aircraft except 4,000' ASL for runway 30).

### **Arrival Procedures:**

IFR aircraft are not to descend below 3,200' ASL until established on glide path or VASIS (4,500' for turbo jet aircraft), circling procedures excepted.

Except for the purpose of air traffic control, VFR aircraft are not to descend below 3,200' ASL until commencing final approach for landing (4,500' ASL for turbo jet aircraft).

Note: ATC may on occasion clear aircraft for unrestricted descent providing the above noise abatement approach altitudes are maintained.

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

### **AIRPORT CURFEWS**

As of July 1996, a passenger access policy was enacted at YXD which effectively eliminated jet air carrier service. YXD's primary roll is as a general aviation airport. The previously existing noise rules have not been eliminated, however due to the significant operational change of the airport, many of the rules are no longer appropriate or applicable.

### **Nighttime Operations Restrictions for Air Carriers**

#### **1) Scheduled air carrier nighttime restrictions:**

Scheduled carrier operators are required to schedule all flight operations so as not to penetrate the quiet hours of 2200-0700 except for landings which are permitted between 0700-2300. Air carrier flight operations may only penetrate the quiet hours when a flight that is scheduled to operate in compliance with the quiet hours restrictions but for reasons beyond the control of the air carrier, i.e., weather delays or weather related factors, aircraft mechanical factors, and/or Transport Canada air traffic control factors, require the flight to or from the airport. Additionally, the quiet hours restriction is considered waived for air carrier operations required at the airport because of weather factors associated with the airport of destination. In these cases, a report should be prepared by the Aircraft Operator for the Airport Manager setting forth the reasons that the aircraft penetrated the quiet hours.

#### **3) Cargo aircraft operations exemption:**

Operators performing all cargo operations may petition the airport manager for an exemption in accordance with the following procedure:

##### **a) The petition shall demonstrate:**

That every reasonable effort has been taken to provide the service by a quiet aircraft that complies with the nighttime operations restrictions for the airport.  
That an exemption for such service is essential to the economy of the Edmonton region or a part thereof; and That such service cannot reasonably be scheduled outside of the nighttime hours or at the Edmonton Intl. Airport.

b) The airport manager shall grant or deny the petition, taking into consideration all the facts and circumstances bearing upon the need for service by a noisy aircraft and the environmental costs of such service including but not limited to:

The ability of the operator, in view of its existing aircraft fleet composition and

schedule, and the volume of its business at the airport, to provide such service by a quiet aircraft; and The importance of such service to the economy of the Edmonton region; and The possibility that such service can reasonably be scheduled outside of nighttime hours or at the Edmonton Intl. Airport.

c) Any person aggrieved by a decision of the airport manager under this section may request that the airport conduct an independent proceeding to review the determination made by the airport manager at which time all interested persons shall have an opportunity to be heard and present evidence.

PREFERENTIAL RUNWAYS

1) Consistent with safe operating procedures, air traffic controllers will assign runways to minimize as many departures and arrivals as possible over residential areas adjacent to the airport.

2) **The order of preference is:**

Departures	Arrivals
30	12
12	30

3 ) **Quiet Hours**

All aircraft operators shall use runways 12 and 30 for landings and takeoffs **between 0000-0600** local time except when air traffic, wind, weather or runway conditions require use of a less preferred runway in the interest of safety.

OPERATING QUOTA

There is no longer the need for a slot allocation system for YXD, due to the elimination of scheduled jet air carrier service. However all airport usage must be in accordance with the airport passenger access policy.

ENGINE RUN-UP RESTRICTIONS

1) **Nighttime Runups (2200-0700)**

Aircraft engine run ups (except for run ups performed as part of pre takeoff procedures) shall not be performed between 2200-0700 local time.

2) **Daytime Run ups (0700-2200)**

Above idle run ups (except for run ups performed as part of pre takeoff procedures) during this period must be carried out using the designated area except where:

A company leased apron space which has sufficient unencumbered land behind the run up area to ensure the safety of the surrounding area; and

Suitable blast fence protection exists for the aircraft being run up or a land use barrier, such as a building is between the aircraft and the airport perimeter; and

The location where the run up is to take place has received approval from the

airport noise abatement office.

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 noise monitoring and flight tracking system for YXD was decommissioned in 1999 for technological and budgetary reasons, and there are no plans to replace the system due to the change in operating environment (general aviation).

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

**Maximum Noise Limits and Arrival/Departures Procedures**

**1) Daytime Aircraft Noise Limits**

- a) Except as provided in this section, no aircraft shall be operated at this airport between the hours of **0700-2200** daily which is not certificated under ICAO Annex 16 Chapter 2 criteria at or below the noise level limits set out herein.\*

The daytime noise limits for aircraft operating out of the airport are as follows:

<b>1. Takeoff</b>	<b>97 EPNdB</b>
<b>2. Approach</b>	<b>106 EPNdB</b>

c) These limits do not apply to aircraft involved in emergency operations or if scheduled air carrier flights are late due to ATC, weather or maintenance delays. However, unless the noise abatement office is notified of the legitimate reason for the violation within 3 days of notification of the noise event, the flight which exceeded the limits will be considered in violation of the noise rule.

\*Note: The daytime approach limit is valid until 2300 hours. The reference material to be used to evaluate aircraft type certification noise levels in the U.S. Department of Transportation Federal Aviation Admin. Advisory Circular No. 36-1D or current amendment - Noise Levels for U.S. Certificated and Foreign Aircraft. Latest issues of this document will be maintained in the noise abatement office.

## 2) Nighttime Aircraft Noise Limits

a) Except as provided in this section, no aircraft type shall be operated at this airport between **2200-0700** daily which is not certificated under ICAO Annex 16 Chapter 2 at or below the noise level limits set out herein\*. The nighttime noise limits for aircraft operating out of the airport are as follows:

<b>1. Takeoff</b>	<b>84 EPNdB</b>
<b>2. Approach</b>	<b>93 EPNdB</b>

c) These limits do not apply to aircraft involved in emergency operations or if scheduled air carrier flights are late due to ATC, weather or maintenance delays. However, unless the noise abatement office is notified of the legitimate reason for the violation within 3 days of notification of the noise event, the flight which exceeded the limits will be considered in violation of the noise rule.

\*Note: The nighttime approach limit is valid until 2300 hours. The reference material to be used to evaluate aircraft type certification noise levels in the U.S. Department of Transportation Federal Aviation Admin. Advisory Circular No. 36-1D or current amendment - Noise Levels for U.S. Certificated and Foreign Aircraft. Latest issues of this document will be maintained in the noise abatement office.

### Enforcement of Noise Rules

a) **Maximum Daytime and Nighttime Noise Limits:** Any operator having aircraft operations which have created apparent violations of the Maximum Daytime and Nighttime Noise Limits would be subject to the following review procedure:

i) A review would be undertake of the impact of weather and runway conditions at the time of the noise event.

ii) The operator would then be contacted by telephone and/or letter regarding the noise event and unless the noise abatement office was notified of a legitimate reason for exceeding the noise limit within 3 days of the noise event, the flight would be considered a violation

of the noise rule.

iii) Prior to assessing penalties, however, a determination would be made whether there have been noise events in excess of 3 dBA in more than 10% of operations in any month or by 5 dBA or more for any individual event for the particular operator.

iv) If such action is considered valid, a notice would be sent by registered mail indicating a violation of the noise rule and the following enforcement procedures would be implemented:

Within 10 days after deemed receipt of a notice of first violation of the noise limits, the operator shall meet with the airport manager's designate and shall provide a detailed explanation of the steps proposed to prevent recurrence.

Within 10 days after deemed receipt of a notice of second violation, the operator shall prepare a written noise compliance report for its operations at the airport, which shall be submitted to the airport manager and implemented by the operator.

Upon deemed receipt of a notice of third violation within one year after the first violation, the operator shall pay a noise surcharge of \$100 per flight for all flights in violation after the second violation notice.

Upon deemed receipt of a notice of fourth violation within one year after the first violation, the operator shall pay a noise surcharge of \$300 per flight for all flights in violation after the third violation notice.

In the event any operator has violated the noise limits 5 or more times within a one year period of the first violation notice, the operator shall pay a noise surcharge of \$2500 per flight for all flights in violation after the fourth violation notice for a period of two years thereafter.

## 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](#)