

## Ottawa International

IATA/ICAO CODE: YOW/CYOW  
 CITY: Ottawa  
 PROVINCE: Ontario  
 COUNTRY: Canada

### AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Mr. Yvon Larochelle	Ms. Manon Théorêt
Title:	Director, Environmental Services	Environment Coordinator
Airport:	Ottawa International Airport	Ottawa International Airport
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Airport Web Site:	<a href="http://www.ottawa-airport.ca">www.ottawa-airport.ca</a>	

ELEVATION: 374 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
04/22	3300	Rwy 04/250	-	75
07/25	8000	-	Rwy 07/3	200
14/32	10000	-	Rwy 32/3	200
Note: Runways 04/22 and twys M, Q and T are restricted to aircraft not exceeding 60,000 lbs. Turbojet take-offs and landings not permitted on Runway 04/22.				

### NOISE ABATEMENT PROCEDURES

#### Departure Procedures

Runways 07, 14, 32 - Climb on runway heading to 3000' before proceeding on course.

#### Arrival Procedures - VFR and Visual Approach

##### VFR

1. Circuit height 2500' (weather permitting);
2. Right hand circuits on runways 07 and 14;
3. Maintain 2500' as long as practicable before commencing descent;
4. Remain on or above glide slope or assumed 3 degree glide path.

##### Visual Approaches

ATS may provide vectors direct to the final approach fix aircraft must:

1. Intercept final at or outside the final approach fix.
2. Remain on or above ILS glide slope or assumed 3 degree glide path.
3. Maintain the last assigned altitude until established on final.

#### 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

Restriction:

Summer - May 1 through September 30.

The use of runway 32 for departure by turbojet aircraft on technical stops or charter operations is not permitted between the hours of 2300 and 0700 local time daily. Under extenuating circumstances, permission to operate during restricted hours may be granted (passenger flights only) through prior authorization by the Airport General Manager or his designated official.

#### PREFERENTIAL RUNWAYS

***Note: The information below is for historical purposes since the phase out of Chapter 2 airplanes in Canada is complete.***

Controllers will designate runways to divert as many take-offs and landings as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Pilots should be prepared to use runways other than 32 for take-offs and pilots of non-Chapter 3 aircraft should be prepared to use runways other than 14 for landings when conditions permit the use of such other runways.

#### OPERATING QUOTA - NONE

#### ENGINE RUN-UP RESTRICTIONS

	DAY TIME	
	Mon. to Fri. 0700-2200 (local time)	Sat. & Sun. 1000-2200 (local time)
Idle Power	- Designated aprons - Taxiway Juliet/Charlie - Alert Hangar run-up pad	- Designated aprons - Taxiway Juliet/Charlie - Alert Hangar run-up pad
Above Idle Setting of less than 5 minutes	* - Designated aprons - Taxiway Juliet/Charlie - Alert Hangar run-up pad	* - Designated aprons - Taxiway Juliet/Charlie - Alert Hangar run-up pad

Above Idle Setting of 5 minutes or more	* - Taxiway Juliet/Charlie - Alert Hangar run-up pad	* - Taxiway Juliet/Charlie - Alert Hangar run-up pad
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	QUIET HOURS	
	Mon. to Fri. 2200-0700 (local time)	Sat. & Sun. 2200-1000 (local time)
Idle Power	* - Designated aprons - Taxiway Juliet/Charlie - Alert Hangar run-up pad	* - Designated aprons - Taxiway Juliet/Charlie - Alert Hangar run-up pad
Above Idle Setting of less than 5 minutes	* - Taxiway Juliet/Charlie - Alert Hangar run-up pad	* - Taxiway Juliet/Charlie - Alert Hangar run-up pad
Above Idle Setting of 5 minutes or more	* - Taxiway Juliet/Charlie - Alert Hangar run-up pad	* - Taxiway Juliet/Charlie - Alert Hangar run-up pad

\* Must have prior approval from the Airport Authority Duty Manager (+1 613 248 2013).

APU OPERATING RESTRICTIONS - **NONE**

NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

#### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
		<p>According to information provided by Transport Canada, building code requirements due to the cold climate have been in place since the early 1970s and include solid core doors, weather stripping, double glazed windows and a high R rating of attic and wall insulation, so there is no need for airport to have sound insulation programs.</p> <p>However, for new residential development located outside the Airport Operating Influence Zone (AOIZ) but within the 25 composite noise contour, the following conditions are strongly recommended:</p> <p><i>The preparation and implementation of a noise impact study prepared and certified by a Profession Engineer with expertise in the subject of acoustics related to land use planning, such study to be to the satisfaction of the City and to comply with MOEE LU-131, Noise Assessment Criteria in Land Use</i></p>

Sound Insulation (Residences and Public Buildings)	-	<p><i>Planning;</i></p> <p><i>Or,</i></p> <p><i>The implementation of the <u>Prescribed Measures to Address Aircraft Noise</u>, dated July 1998 and as may be revised from time to time.</i></p> <p><i>For new high-rise apartment type dwelling and noise-sensitive developments located outside the Airport Operating Influence Zone (AOIZ) but within the 25 composite noise contour, and also for commercial development or potential infilling of residential land use within the AOIZ, the following condition is strongly recommended:</i></p> <p><i>The preparation and implementation of a noise impact study prepared and certified by a Profession Engineer with expertise in the subject of acoustics related to land use planning, such study to be to the satisfaction of the City and to comply with MOEE LU-131, Noise Assessment Criteria in Land Use Planning.</i></p>
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	none	-
Airport Noise Contour Overlay Maps	none	Noise Exposure Forecast - NEF 2013 Noise Exposure Projection - NEP 2023
Total Cost of Noise Mitigation Programs to Date	none	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

## NOISE MONITORING SYSTEM

The Ottawa Airport owns now a mobile microphone system.

## FLIGHT TRACK MONITORING SYSTEM

The Ottawa Airport has now in place a Flight Track Monitoring System (NAV TRACK) acquired from Nav Canada.

## NOISE LEVEL LIMITS - NONE

### CHAPTER 2 RESTRICTIONS

*Per Canadian Aviation Regulations:*

#### **Requirements**

**602.150** (1) 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) to or from an aerodrome other than Gander International Airport unless the aeroplane meets the noise emission standards set out in Chapter 3 or 4 of Volume I, *Aircraft Noise*, of Annex 16 to the Convention.

### 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

*Per 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.

*Per Canadian Aviation Regulations:*

#### **Noise-restricted Runways**

**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.

TABLE

	Column I	Column II
Item	Aerodrome	Noise Restricted Runways for Take-off
1	Vancouver International Airport	18L, 09R, 12, 26R
2	Calgary International Airport	07,10,16,25,28
3	Edmonton City Center(Blatchford Field)Airport	All runways
4	Edmonton International Airport	12
5	Winnipeg International Airport	13,18
6	Hamilton Airport	06
7	Toronto/Lester B. Peterson Intl. Airport	06L, 06R, 15L, 15R, 05
8	<a href="#">Ottawa/Macdonald-Cartier Intl. Airport</a>	<a href="#">32</a>
9	Montreal Intl./Pierre Elliott-Trudeau	All runways