

# Regina International Airport

IATA/ICAO CODE: YQR/CYQR  
 CITY: Regina  
 PROVINCE: Saskatchewan  
 COUNTRY: Canada

## AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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Airport:	Regina International Airport	Regina International Airport
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ELEVATION: 1894 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08/26	6200	-	-	150
13/31	7900	-	-	150

## NOISE ABATEMENT PROCEDURES

Procedures detailed in Canada Air Pilot (CAP).

### General:

These aircraft operating procedures for the take-off climb have been developed so as to ensure that the necessary safety of flight operations is maintained while minimizing exposure to noise on the ground. One of the two procedures listed below should be applied routinely for all take-offs where noise abatement procedures are in effect.

Nothing in these procedures shall prevent the pilot-in-command from exercising his/her authority for the safe operation of the aircraft, except that when a climb gradient is published it must be maintained, or alternate procedures must be adopted.

### Noise Abatement Procedure:

All aerodromes requiring specific Noise Abatement Procedures will have the procedures incorporated in the SID/departure procedure. Vertical requirements of Noise Abatement Procedures are described as Procedure A or Procedure B and published for each airport.

Wherever possible, the aircraft operator will be given the choice of Procedure A or B.

The VNAP procedures hereunder describe the methods for noise abatement when a problem is shown to exist. They have been designed for application to turbo-jet aeroplanes.

Example

RWY	VNAP (Vertical Noise Abatement Procedure)
08	A or B
26	No restrictions
13	A or B
31	A or B

Procedure A:

Take-off to 1500' above aerodrome elevation	- take-off power - take-off flap - climb at V2 + 10 to 20 kt (or as limited by body angle)
At 1500'	- reduce thrust to not less than climb power/thrust
1500-3000'	Climb at V2 + 10 to 20 kt
At 3000'	- accelerate smoothly to enroute climb speed with flap retraction on schedule.
Note: Pilots intending to use vertical noise abatement procedure VNAP A at Canadian airports are to notify ATC Clearance Delivery or Ground Control.	

Procedure B:

Take-off to 1000' above aerodrome elevation	- take-off power/thrust - take-off flap - Climb V2 + 10 to 20 kt
At 1000'	- Maintain a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (Vzf) retracting flap on schedule  thereafter: reduce thrust consistent with the following: a) for high bypass ratio engines, reduce to normal climb power/thrust b) for low bypass ratio engines, reduce power/thrust if practicable to below normal climb thrust but not less than necessary to maintain the final take-off climb gradient; and c) for aircraft with slow flap retraction, reduce power/thrust at an intermediate flap setting; thereafter:
From 1000-3000'	- continue climb at not greater than Vzf + 20 kt

At 3000'	- accelerate smoothly to enroute climb speed using normal climb power/thrust
Note: Aircraft such as supersonic aircraft not using wing flap for take-off should reduce thrust before attaining 1000' but not lower than 500'	

## 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 - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

## ENGINE RUN-UP RESTRICTIONS

No engine run-ups or high power stands are permitted on the Apron 1 (Main Apron). A total engine run-up curfew applies daily between the hours of 2230 and 0630 local except in case of emergencies. Run-ups (lead checks) of a duration not exceeding 15 minutes are permitted on all aprons except Apron 1. During published operating hours, high power, long duration are permitted on Taxi "P". If unsuitable due to surface conditions, Air Traffic Control of Flight Services shall determine if an unused runway is available. For optional procedures or emergency situations, prior arrangements shall be made by contacting Regina Airport Authority Operations Center at (306)761-7550(24 hours).

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	-	<a href="#">Airport Zoning Regulations</a>
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	2005	-
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 - [NONE](#)

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 - [NONE](#)