

Thunder Bay Airport

IATA/ICAO CODE: YQT/CYQT
CITY: Thunder Bay
PROVENCE: Ontario
COUNTRY: Canada

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: Margaret Rooney
Title: Commercial Specialist
Airport: Thunder Bay Airport
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Airport Web Site: www.tbairport.on.ca/toc.htm

ELEVATION: 654 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
07	7318	Thhld 25 disp. 213	-	200
12	5297	-	-	200

NOISE ABATEMENT PROCEDURES

Arrival Procedures: (All Aircraft)

1. Circuit height 1650ft ASL (weather permitting). Right hand circuits Rwy 25 & 30.
2. Maintain 2500ft ASL or above turning onto final approach.
3. Maintain 2500ft ASL as long as practicable before commencing final descent.
4. Remain on or slightly above ILS glide slope or PAPI.
5. Consistent with safe aircraft operating procedures, arriving aircraft should be flown to give the best possible performance with respect to noise abatement. (i.e. extension of wing flap, spoilers, landing gear, engine power/thrust settings).

Departure Procedures: (Turbo-jet/Turbo-fan)

Rwy 25 - Unrestricted

Rwy 30 - Aircraft on right turnout - climb to 3300ft ASL before proceeding on course.

Rwy 07 - Climb to 3400ft ASL before proceeding on course.

Rwy 12 - Climb to 3000ft ASL, turning as required during climb.

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

Night Restrictions (0030-0600 local time)

1. The introduction of additional scheduled flights between 0030 to 0600 local time are not permitted unless authorized by the Airport Manager.
2. The use of Thunder Bay Airport by turbo-jet/turbo-fan aircraft for technical stops or charter operations between 0030 to 0600 local time, are not permitted unless authorized by the Airport Manager.
3. Turbo-jet/turbo-fan aircraft previously authorized to depart between 0030 to 0600 local time, will depart on Rwy 30 only unless operational conditions warrant departure on another runway.
4. Turbo-jet/turbo-fan aircraft previously authorized to arrive between 0030 to 0600 local time will land on Rwy 12 only unless operational conditions warrant landing on another runway.
5. Under extenuating circumstances authorization to operate between 0300 to 0600 local time may be granted by the Thunder Bay International Airports Authority. Preference will be given to aircraft meeting noise certification standards (ICAO Annex 16). Contact Airport Security at (807) 473-2612, 11:00Z to 005:00Z.

PREFERENTIAL RUNWAYS

All Aircraft:

Consistent with safe aircraft operating procedures, controllers 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. When the tower is not in operation, pilots will be expected to use the preferred order for runway usage as shown below:

Arrivals: 07, 12, 25, 30
Departures: 25, 30, 07, 12

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

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 - [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 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](#)