

YYC-CYYC

1-10

AOI

AOI

GENERAL

Operational Hours

ATS Hours: TWR H24

AD OPS Hours: Not published

Airport Information

RFF: CAT 9

PCN: O/R

Operation

Preferential RWYs

ATC will designate RWY to divert as many TKOFs as possible (consistent with safety of OPS) from flight over residential areas adjacent to AD. Use of other RWY than designated only on REQ to meet operational necessity.

All ACFT

Operation	Hours	Preferential RWYs
Arrivals		
	MON - FRI: 1300-1400‡	35R
	MON - FRI: 1400-0600‡ SAT - SUN: 1600-0600‡	35L, 35R
	MON - FRI: 0600-1300‡ SAT - SUN: 0600-1600‡	17R, 17L, 29, 26
Departures		
	All hours	35L, 35R

Transponder Mode S

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;

- after LDG until ENG shutdown.
- prior to brake release.

If no code has been assigned by ATC, set transponder to A1000.

Aerodrome Level of Service

RWY 08/26: 2600R/0.5V

RWY 11/29: 1200R/0.25V

RWY 17R/35L: 1200R/0.25V

RWY 17L/35R: 600R

Low and Reduced Visibility Procedures

RVOP in use when RVR below 2600ft to RVR 1200ft.

LVP in use when RVR below 1200ft to RVR 600ft.

RWY 08/26 may be used as TWY.

ENG run-ups not allowed.

Follow-me AVBL O/R.

ARR:

- During LVP on RWY 17L/35R only.
- During RVOP, RWY 17L/35R will be the preferential RWY.

GENERAL**DEP:**

- During LVP on RWY 17L/35R only.
- During RVOP, RWY 17R/35L will be the preferential RWY.

DEP taxi routes will be the most direct route to the THR. INT DEP are not permitted.

Exceptions: Taxi for DEP to

- RWY 11 may be approved from Apron 7 and 9 if RVR 11 is 1200ft or above.
- RWY 11 may be approved from Apron 1 and 2 if RVR 11 and 17R is 1200ft or above.
- RWY 17R may be approved from Apron 1, 2 and 9 if RVR 17R is 1200ft or above.
- RWY 17R may be approved from Apron 7 if RVR 11 and 17R is 1200ft or above.
- RWY 35L may be approved from Apron 3, 4, 5, 6, and 8 if RVR 35L 1200ft or above.
- RWY 29 may be approved from Apron 1, 2 and 9 if RVR 17R and 29 1200ft or above.

TWY Restrictions

TWY M, N, W MAX wingspan 52m / 170ft.

TWY AB MAX wingspan 37m / 120ft.

TWY YD, YE MAX wingspan 37m / 120ft or code letter C ACFT.

| MAX wingspan 36m / 118ft:

TWY P, GB, JT, WB.

| TWY C right turn on TWY YB.

TWY F left turn on TWY G.

TWY G right turn on TWY F.

TWY Y right turn on TWY YB.

TWY YB left turn on TWY C.

TWY YB left turn on TWY Y.

MAX wingspan 24m / 79ft:

TWY J2 left turn on TWY J.

TWY F left turn on TWY F1.

TWY F1 right turn on TWY F.

TWY J (eastbound) right turn on TWY J2.

TWY GB, GD one-way westbound only.

TWY P, GB, GD uncontrolled.

Taxi instructions which contain the words HOLD and HOLD SHORT should be acknowledged by a read back of the hold point. RWY-instructions to enter, cross, backtrack or line-up on any RWY should also be read back.

In APN area advisory service only (121.300) 1200-0700± 0/T broadcast intentions.

Taxi/Parking

A380, B747-8 AVBL TWYs: TWY Y, APN 9 and APN 9 de-ice pad, H and C (north of J) restricted to simultaneous use by ACFT larger than B737/ A320.

A340-6, B777-3 AVBL TWYs: F, G (south of GD), K, J (east of JV).

Warnings

Do not mistake TWY U with RWY 26 APP from YYC VOR/DME.

Birds and coyotes in vicinity of AD.

YYC-CYYC**1-30****AOI****AOI****ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

MAX IAS 200KT below 3000ft AGL within 10NM of AD.

Communication**COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern:** RWY 35L right-hand circuit.**Noise Abatement Procedure**

CLR for APCH or for LDG does not cancel ARR PROC.

Use delayed gear and flap extension and low power/drag configurations consistent with operating PROCs and safety.

Visual APCH

RWY 08: APCH not authorized.

RWY 11: Join final APCH at or above PAPI GP slope.

RWY 26: Join final APCH at or above VASIS GP slope.

Night LDG: Fly ILS 29 until interception of CL 26 for a visual straight-in APCH 26.

RWY 17L/R, 29, 35L: Intercept final APCH at or above 4800ft AMSL prior to NDB or FAF of RWY in use.

Non-standard GP intercept position on**RWY 17L**

GP intercepts RWY 17L at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 3935m / 12912ft.

RWY 17R/35L

GP intercepts RWY 17R/35L at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 3555m / 11664ft.

RWY 29

GP intercepts RWY 29 at 337m / 1107ft after landing threshold.

Remaining DIST beyond GP is 2101m / 6893ft.

RWY 35R

GP intercepts RWY 35R at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 3947m / 12951ft.

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DEPARTURE

Take-off Minima

RWY		35R	
All ACFT	ft - ft/SM	0 - 2600R/0.5V	When CYA263 (S) is active: climb HDG 345° to 5200 BPOC
RWY		35L	
All ACFT	ft - ft/SM	0 - 2600R/0.5V	When CYA263 (S) is active: climb HDG 345° to 5300 BPOC
RWY		11	
All ACFT	ft - ft/SM	0 - 2600R/0.5V	When CYA263 (S) is active: no RT BLW 6100
RWY		17L	
All ACFT	ft - ft/SM	0 - 2600R/0.5V	When CYA263 (S) is active: MNM climb gradient 4.8% up to 9400
RWY		17R	
All ACFT	ft - ft/SM	0 - 2600R/0.5V	No RT BLW 4300 When CYA263 (S) is active: MNM climb gradient 5.1% up to 9400
RWY		29	
All ACFT	ft - ft/SM	0 - 2600R/0.5V	Refer to SID
RWY		08	
All ACFT	ft - ft/SM	0 - 0.5V	When CYA263 (S) is active: climb HDG 075° to 5300 BPOC
RWY		26	
All ACFT	ft - ft/SM	0 - 0.5V	Refer to SID

Communication

Upon receipt of PDC contact DLV to read back the flight plan unique identifier (FPU).

COM Failure: See CRAR an in addition;

On recognition of failure 10min or less after TKOF and in IFR proceed as follows:

- Upon reaching last assigned ALT/LVL proceed direct on course;
- Maintain last assigned ALT/LVL for 10min * after TKOF;
- Climb to planned ALT/LVL.

* W and SW bound flights - proceed to first ENRT intersection at last assigned or acknowledged ALT/LVL, then shuttle climb to MEA BPOC (before proceeding on course).

If COM failure occurs more than 10min after TKOF, comply with appropriate PROC for COM failure ENRT.

30-APR-2015

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DEPARTURE**Departure Procedure**

SID cancellation does not terminate NAP.

Noise Abatement Procedures

ICAO Standard: Use NADP 1 or 2 for all RWYs. If PROC 1 is chosen, inform DLV or GND.

RWY	Noise Abatement Procedures
26	Restricted to ACFT under 20t / 44100lbs TKOF weight. Climb RWY HDG to 6500ft before proceeding on course.
All RWYs	Climb to 6500ft ASL on ATC assigned SID heading before proceeding on course.

De-Icing

AVBL.

VISUAL SEPARATION**Procedures**

Visual DEP PROC may be applied in a CZ or TCA at 12500ft ASL and below.

There are two methods employed to effect visual separation:

- AD controller sees the ACFT involved and issues instructions, as necessary, to ensure that the ACFT avoid each other. This type of visual separation cannot be applied if DEP routes or ACFT performance preclude maintaining separation or if wake turbulence separation is required between DEP. The application of controller applied visual separation will be virtually seamless to pilots.
- A pilot sees the other ACFT involved and, upon instructions from the controller, maintains separation from it. ATC will apply wake turbulence separation on DEP unless waived by the pilot. Pilots may refuse acceptance of responsibility for visual separation, in which case another form of separation will be applied by ATC.

Pilot applied Visual Separation

Visual separation requires that ACFT be visually in sight. Use radar or a traffic alert and collision avoidance system (TCAS) to identify traffic is not permitted when initiating or maintaining visual separation. This does not affect standard operating PROC associated with the use of a TCAS.

If instructed by ATC to follow another ACFT or to maintain visual separation from it, pilots must promptly notify the controller if they anticipate losing sight of that ACFT, suspect they will be unable to maintain continued visual separation from it, or for any reason cannot accept the responsibility for their own separation.

If instructed to maintain visual separation from another ACFT, pilots should remember that this does not eliminate the pilots regulatory responsibility to

- see and avoid other ACFT;
- meet noise abatement requirements; or
- meet OBST CLR requirements.

Pilots may receive speed control instructions on DEP, if ATC is concerned about ACFT performance and its impact on the pilots ability to maintain visual separation.

Pilots must inform ATC immediately if course deviations are required to maintain visual separation with preceding traffic.

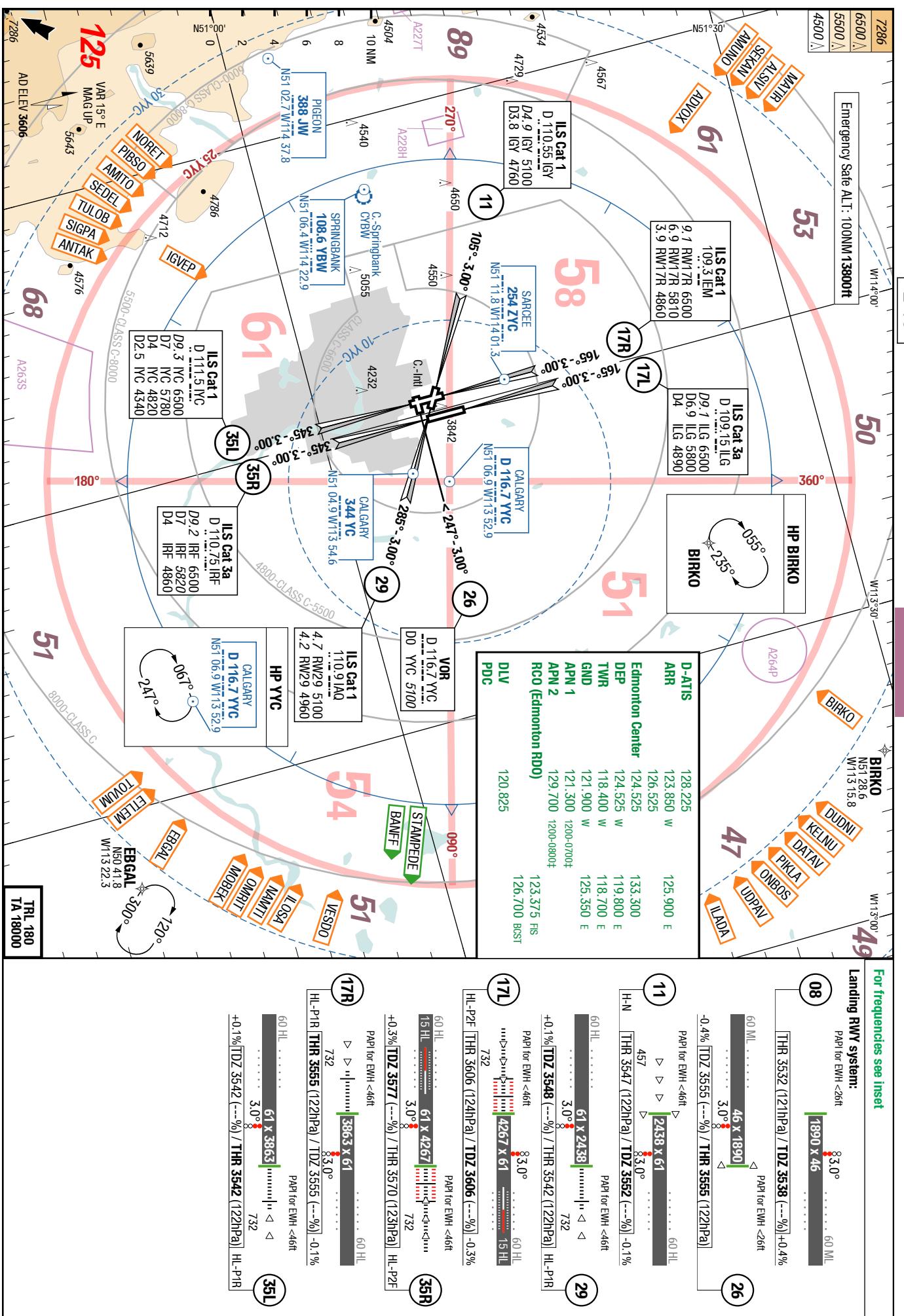
Effective 13-SEP-2018

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ary Int'l
AGC

AFC  **Calgary Int'l Calgary Canada**

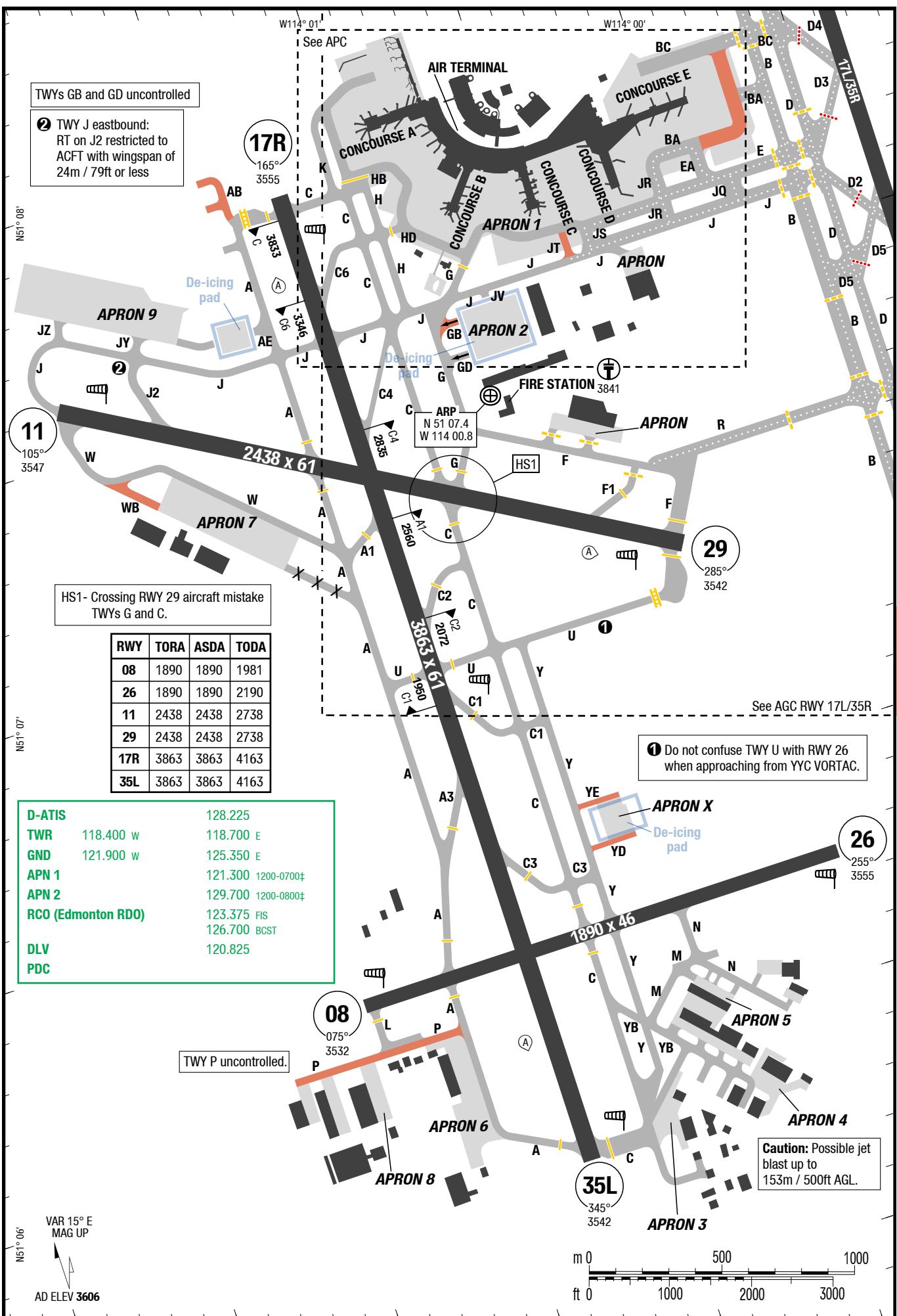


3-20

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APC

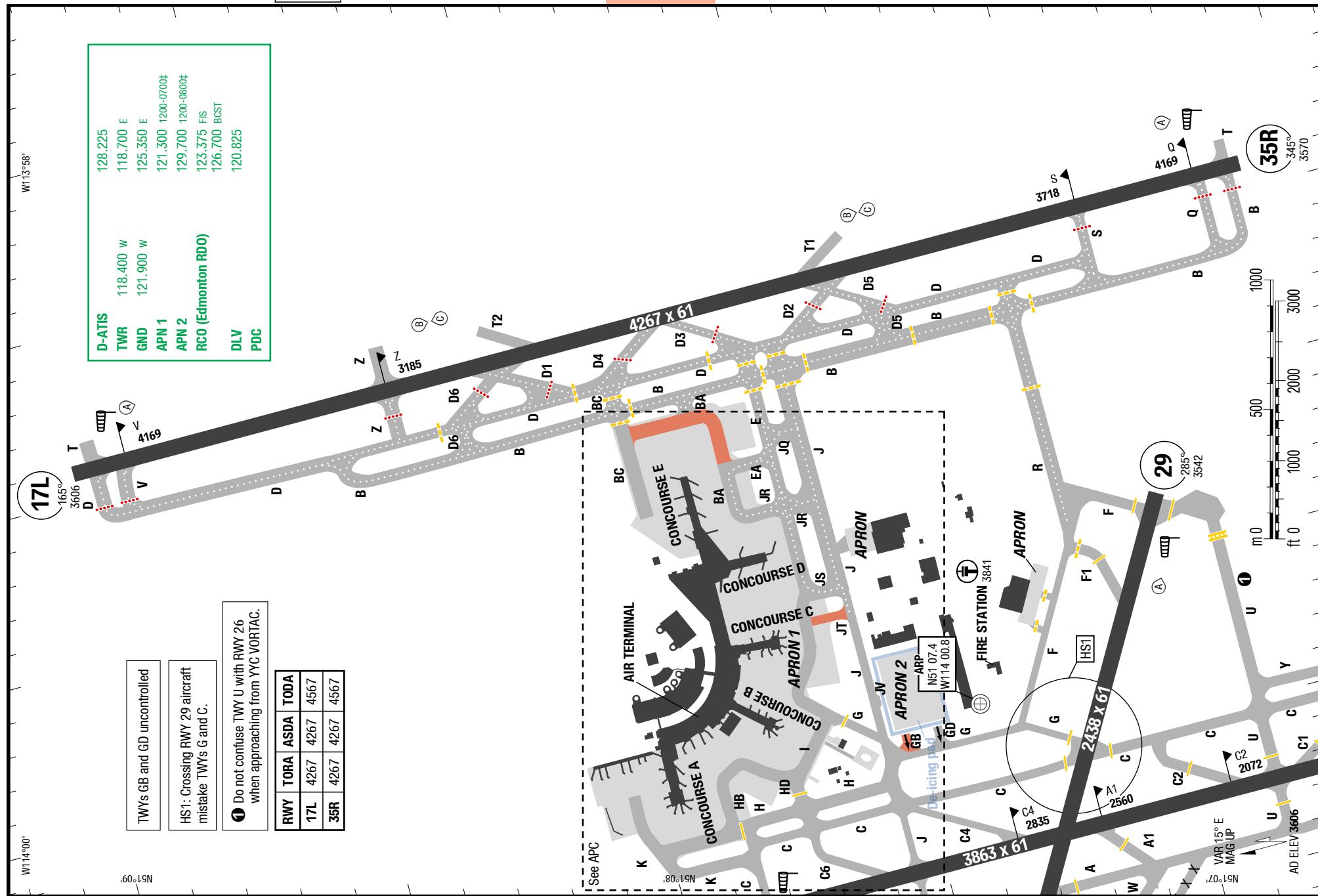
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APC

YYC-CYYC

3-30

AGC RWY 17L/35R



Changes: LAHSO, TKOF INT

Stand Coordinates

Concourse A

1-6	Not published
11	N51 07.9 W114 00.8
12	N51 08.0 W114 00.8
13	N51 07.9 W114 00.9
14	N51 08.0 W114 00.9
15	N51 07.9 W114 00.9
16	N51 08.0 W114 00.9
17	N51 07.9 W114 00.9
18-20	N51 08.0 W114 00.9
21-24	N51 07.9 W114 00.7

N110, N111 Not published

W120-W122 N51 07.9 W114 00.9

W123-W129 Not published

200-211 Not published

Concourse B

31, 33, 35	N51 07.8 W114 00.7
32, 34	N51 07.8 W114 00.8
36, 38	N51 07.8 W114 00.8
37	N51 07.7 W114 00.7
39, 40	N51 07.7 W114 00.8

Concourse C

50	Not published
51	N51 07.8 W114 00.5
52	N51 07.8 W114 00.6
53	Not published
54	N51 07.7 W114 00.6
55	Not published
56	N51 07.7 W114 00.6
57	N51 07.7 W114 00.5
58	N51 07.7 W114 00.6
59	N51 07.7 W114 00.5

60-65 N51 07.6 W114 00.5

Concourse D

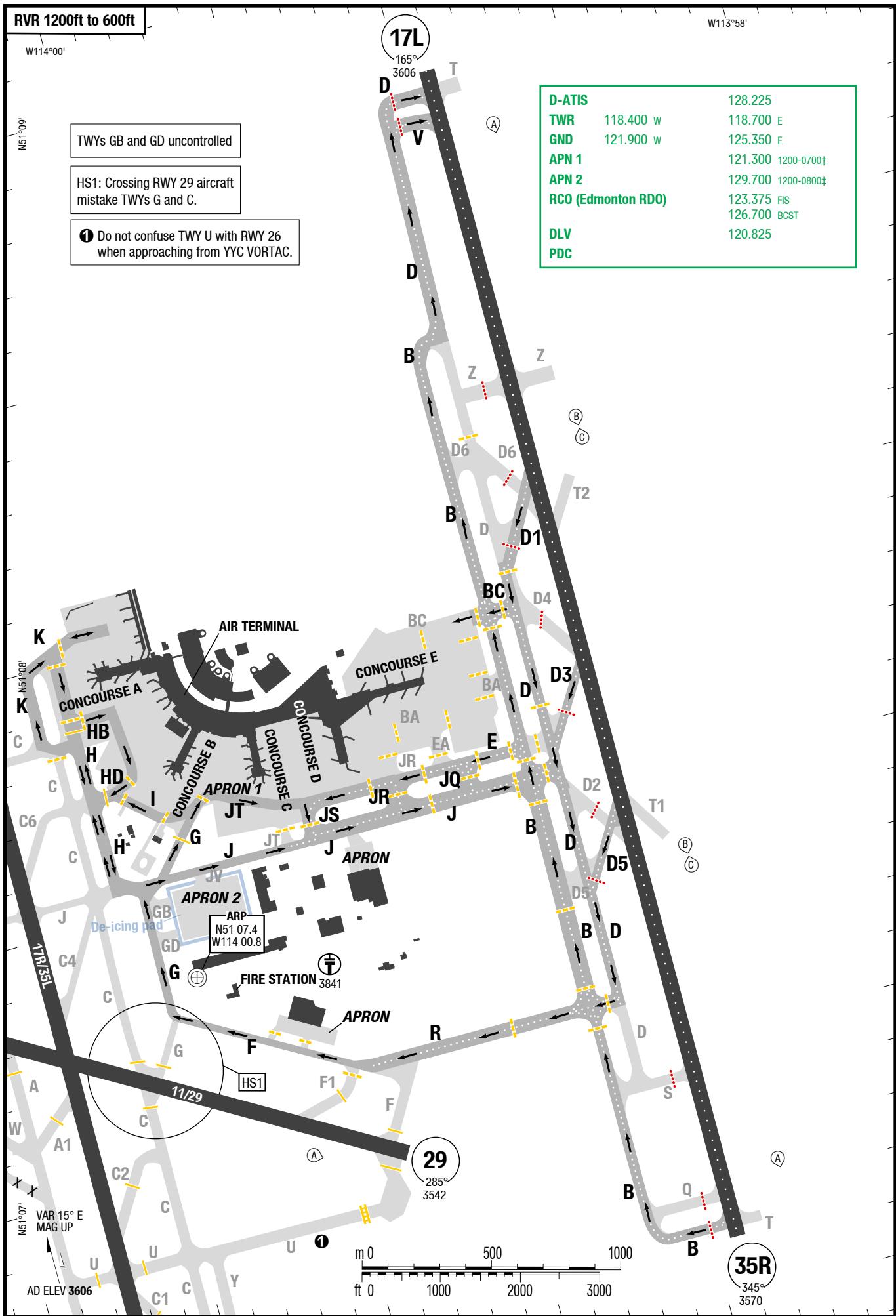
70A-79 Not published

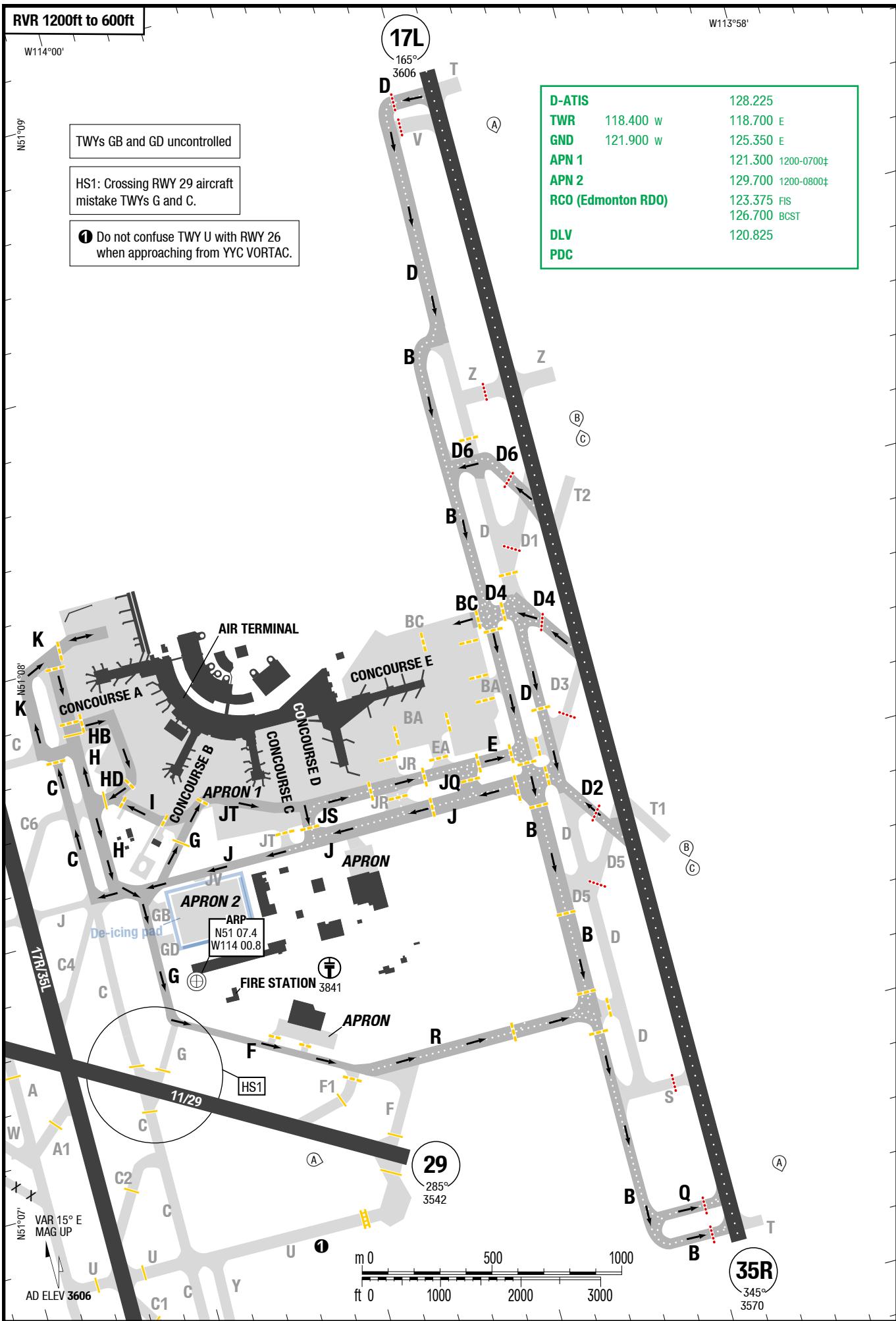
Concourse E

80A-97	Not published
E180-E183	Not published
190-194	Not published

LVC
LVC

LVC
LVC





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Canada **Calgary** Calgary Intl

STAMPEDE 9 (STAMP 9)

BANFF 2

Calgary Intl **Calgary** Canada

STAMPEDE 9 (STAMP 9)

BANFF 2

4-10

BANFF 2

8

10

DEP 124.525 W
119.800 E
Edmonton Center 124.525
133.300

SIMUL DEPs in use for RWYs 17L/R, 35L/R

Jet only

TRL 180 TA 18000

Changes: MSA

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06-SEP-2018

YYC-CYYC

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4-20

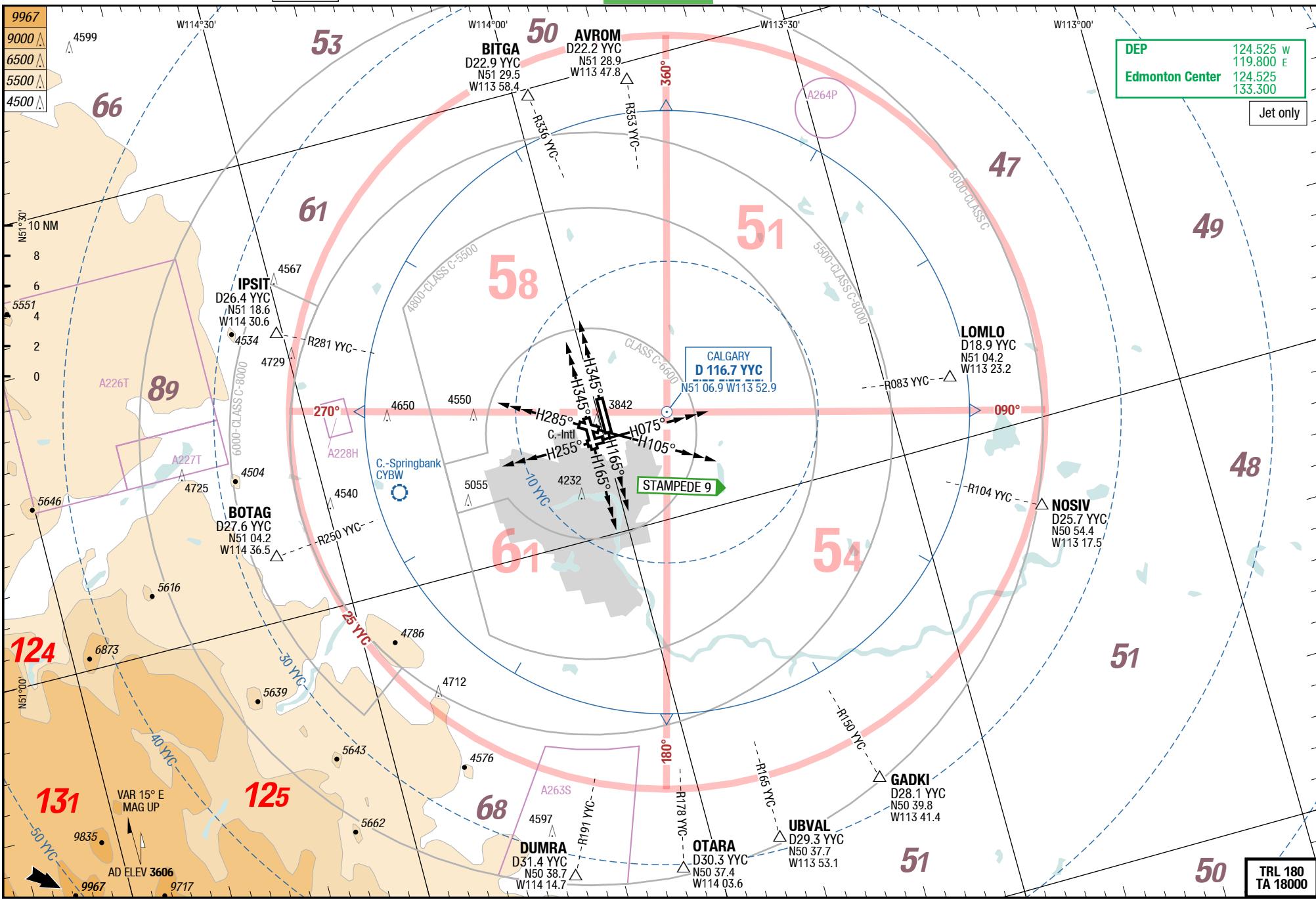
STAMPEDE 9 (STAMP 9)

SID

SID

Calgary Intl Calgary Canada

STAMPEDE 9 (STAMP 9)



Changes: MSA, PROC renumbered

YYC-CYYC**5-10****BANFF 2****BANFF 2**

RWYs 17R (165°) / 17L (165°) / 35L (345°) / 35R (345°)

DESIGNATOR	ROUTING	ALTITUDES
BANFF 2		initial climb 7000
RWY 17L	HDG 155° to 6500 or as assigned	
RWY 17R	HDG 165° to 6500 or as assigned	
RWY 35L	HDG 345° or as assigned no left turns below 6500 or no right turns beyond 015° below 6500	
RWY 35R	HDG 360° or as assigned to 6500 no left turns beyond 315° below 6500	

STAMPEDE 9

RWYs 08 (075°) / 11 (105°) / 17L/R (165°) / 26 (255°) / 29 (285°) / 35L/R (345°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
STAMPEDE 9		
STAMP 9		initial climb 7000
RWY 08	HDG 075° to 6500	
RWY 11	HDG 105° to 6500	
RWY 17L	HDG 165° to 6500	
RWY 17R	HDG 165° to 6500	
RWY 26 5.3% to 4400	HDG 255° to 6500	
RWY 29 4.9% to 6500	HDG 285° to 6500	
RWY 35L	HDG 345° or as assigned No left turns below 6500 or no right turns beyond 015° below 6500	
RWY 35R	HDG 345° or as assigned No left turns beyond 315° or no right turns beyond 360° below 6500	

DEPARTUREs

	GS	120	150	180	210	240	270	
4.8%	ft/MIN	600	800	900	1100	1200	1400	
5.1%	ft/MIN	700	800	1000	1100	1300	1400	

RWY	Routing
08	When A263S is active: climb HDG 075° to 5300 BPOC
11	When A263S is active: no right turn below 6100
17L	When A263S is active: MNM climb gradient 4.8% to 9400
17R	No right turn below 4300 . When A263S is active: MNM climb gradient 5.1% to 9400
26	refer to SID
29	refer to SID
35L	When A263S is active: climb HDG 345° to 5300 BPOC
35R	When A263S is active: climb HDG 345° to 5200 BPOC.
RWY	Notes
all RWYs	To remain clear of A226T, A227T, A228H, climb between HDG 307° CW HDG 246°.

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YGC-CYGC

6-10

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**TRL 180
TA 18000**

**EDMONTON
7.7 YYC**

51

1

46

D-ATIS 128.225
ARR 123.850 W
125.900 E
126.525

ADVOX 6 RNAV RWYs 11 / 17L/R

Jet only

46

12/12

A264P

51

1

EDMONTON
780 YYC

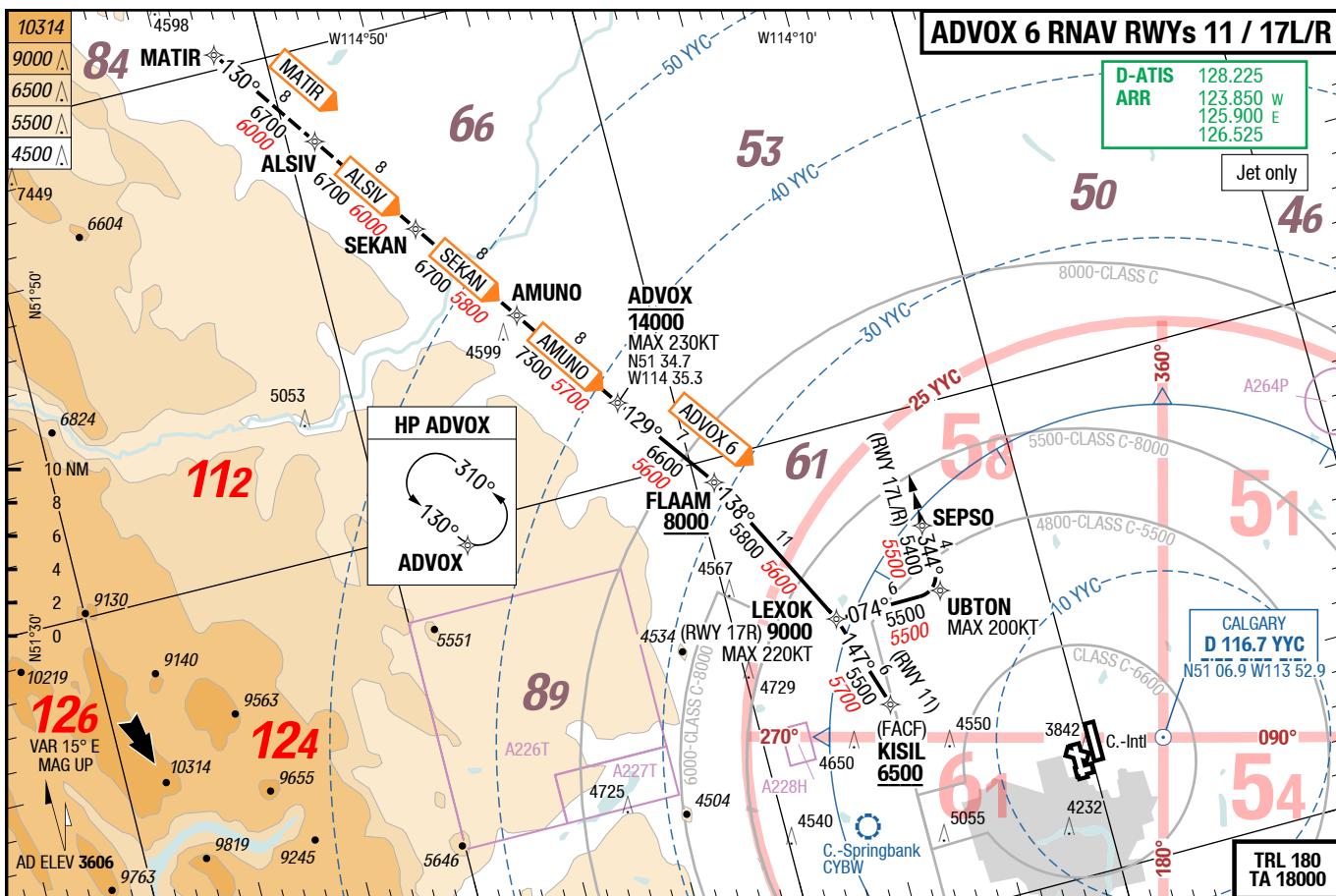
W113 52.9

54

04

**TRL 180
TA 18000**

Changes: ALT, MSA



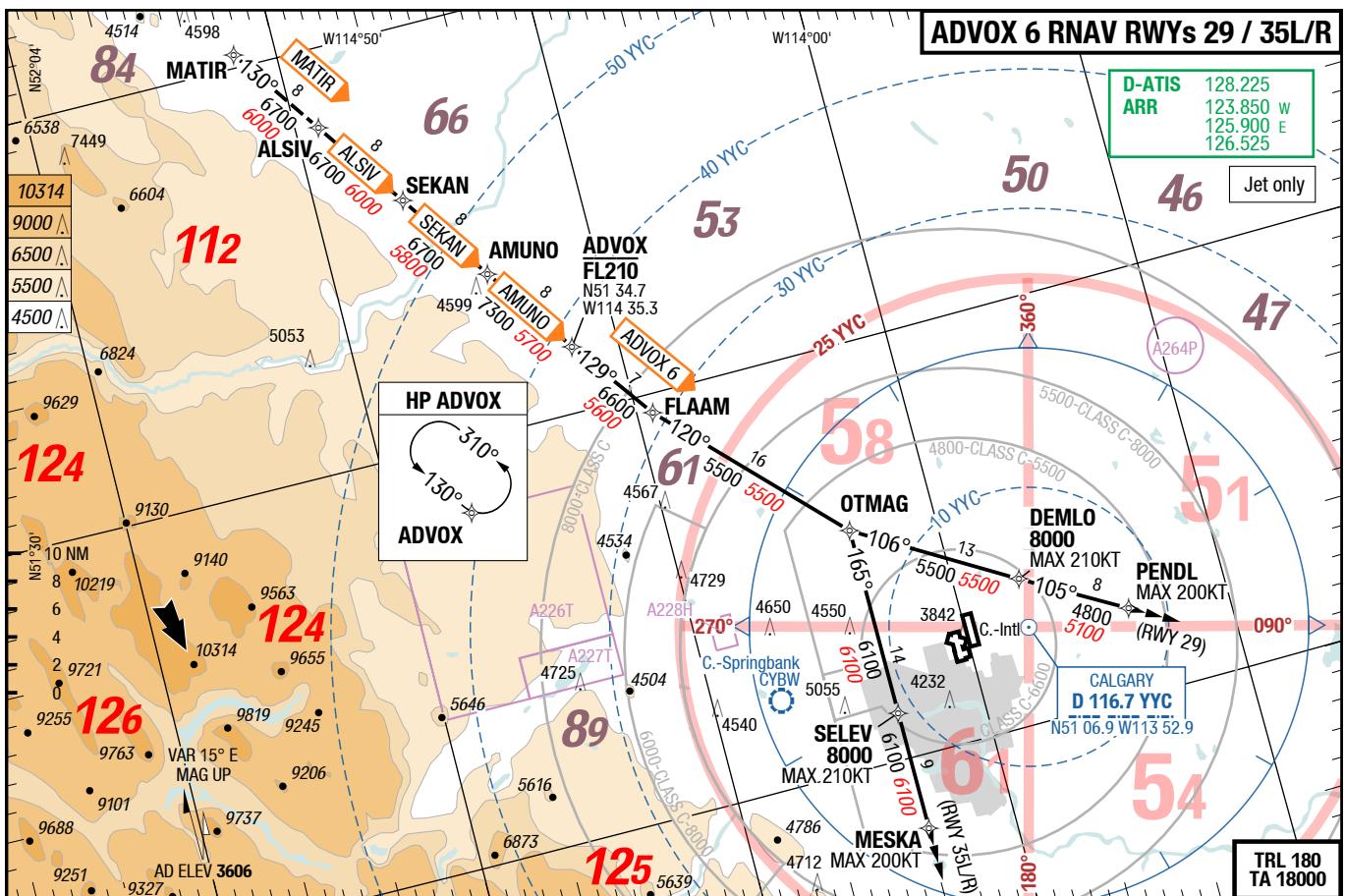
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YWC-EYGC

6-20

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Changes: MSA



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STAR

STAR

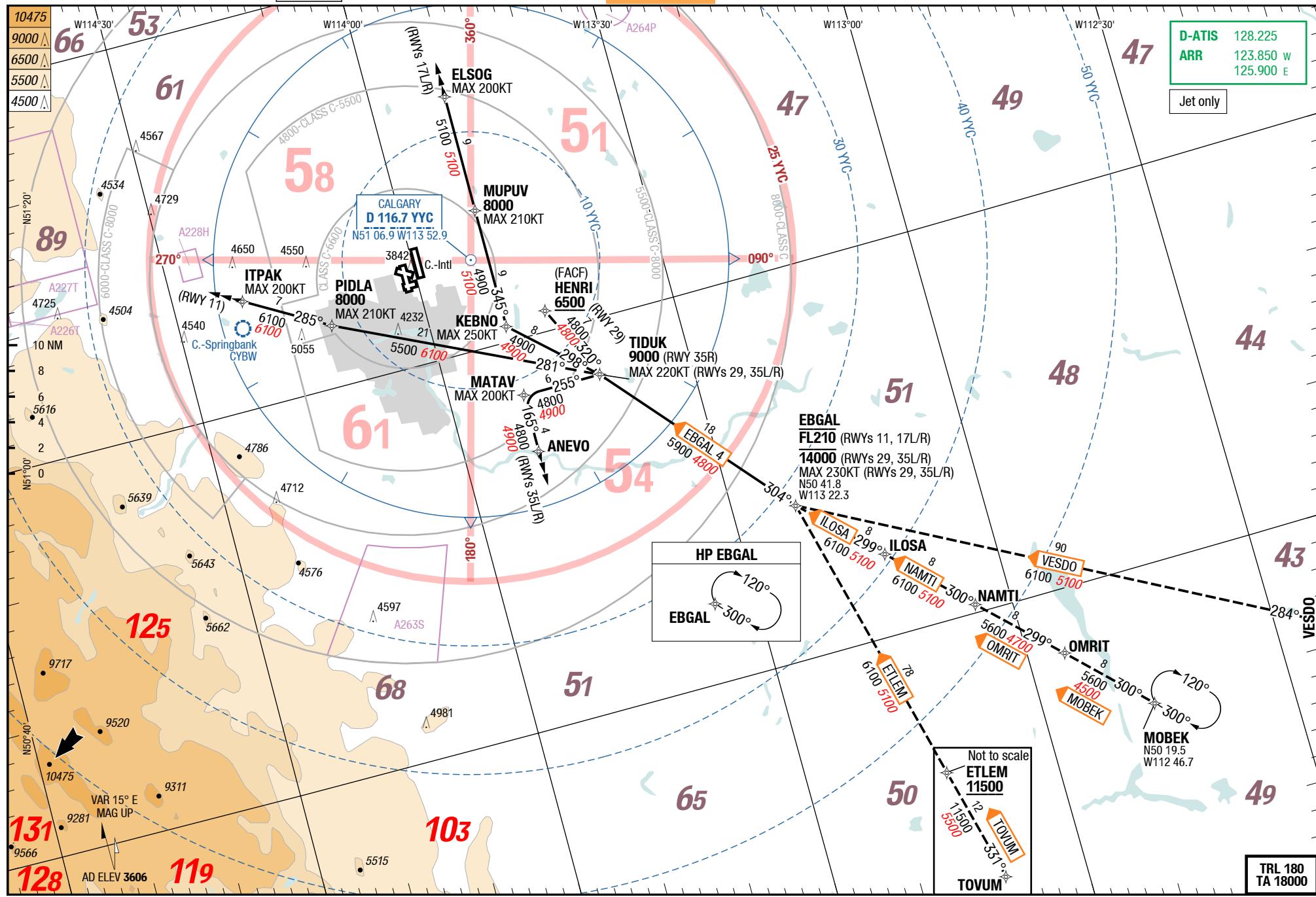
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YYC-CYYC

6-40

EBGAL 4 RNAV

EBGAL 4 RNAV



Changes: MSA, ALT

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YYC-CYYC

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100

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2

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Ca

gary Intl **Calgary** Canada

6-50

IGVEP 4 RNAV

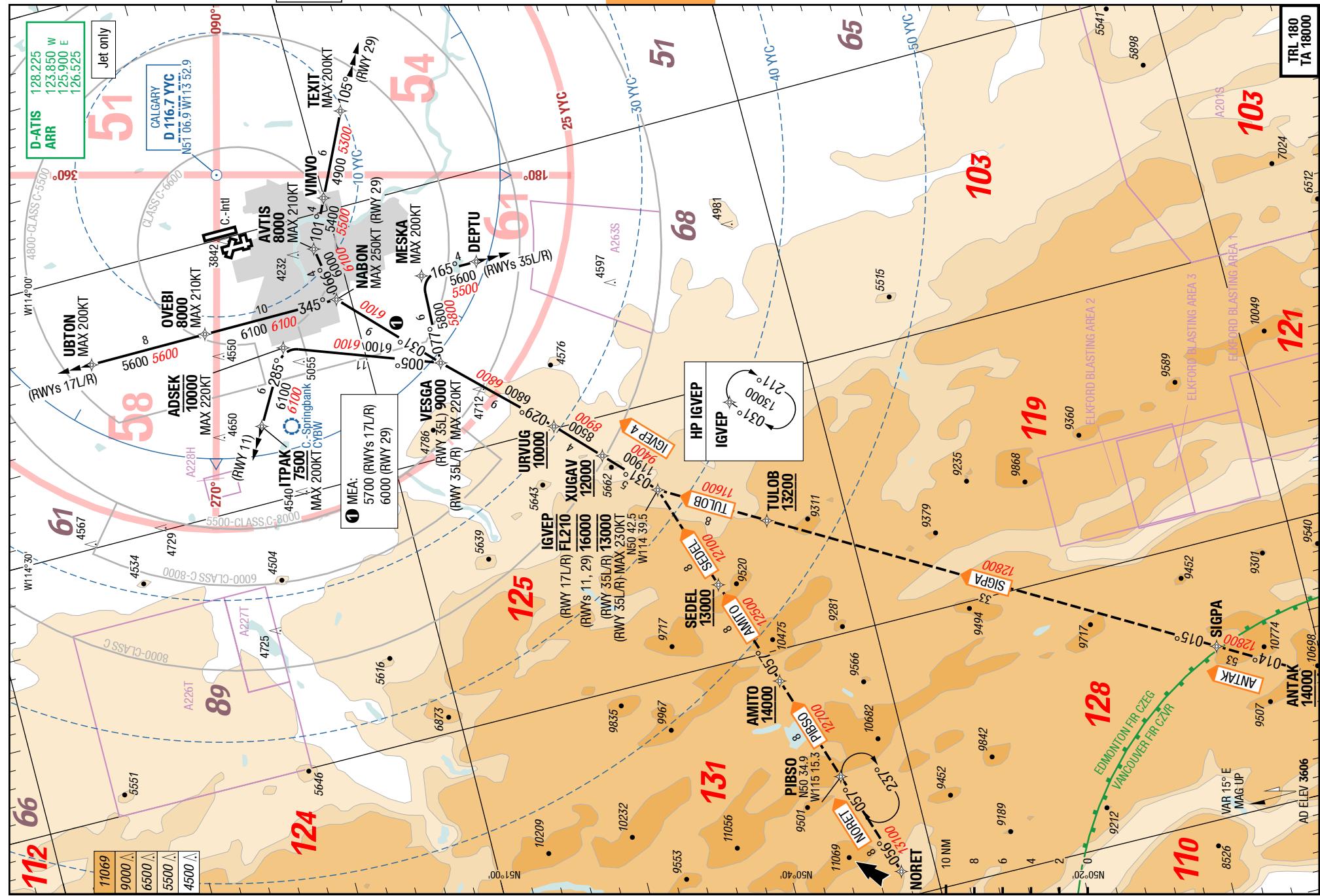
SIAR

20

SAR

Ca
NIL
IG

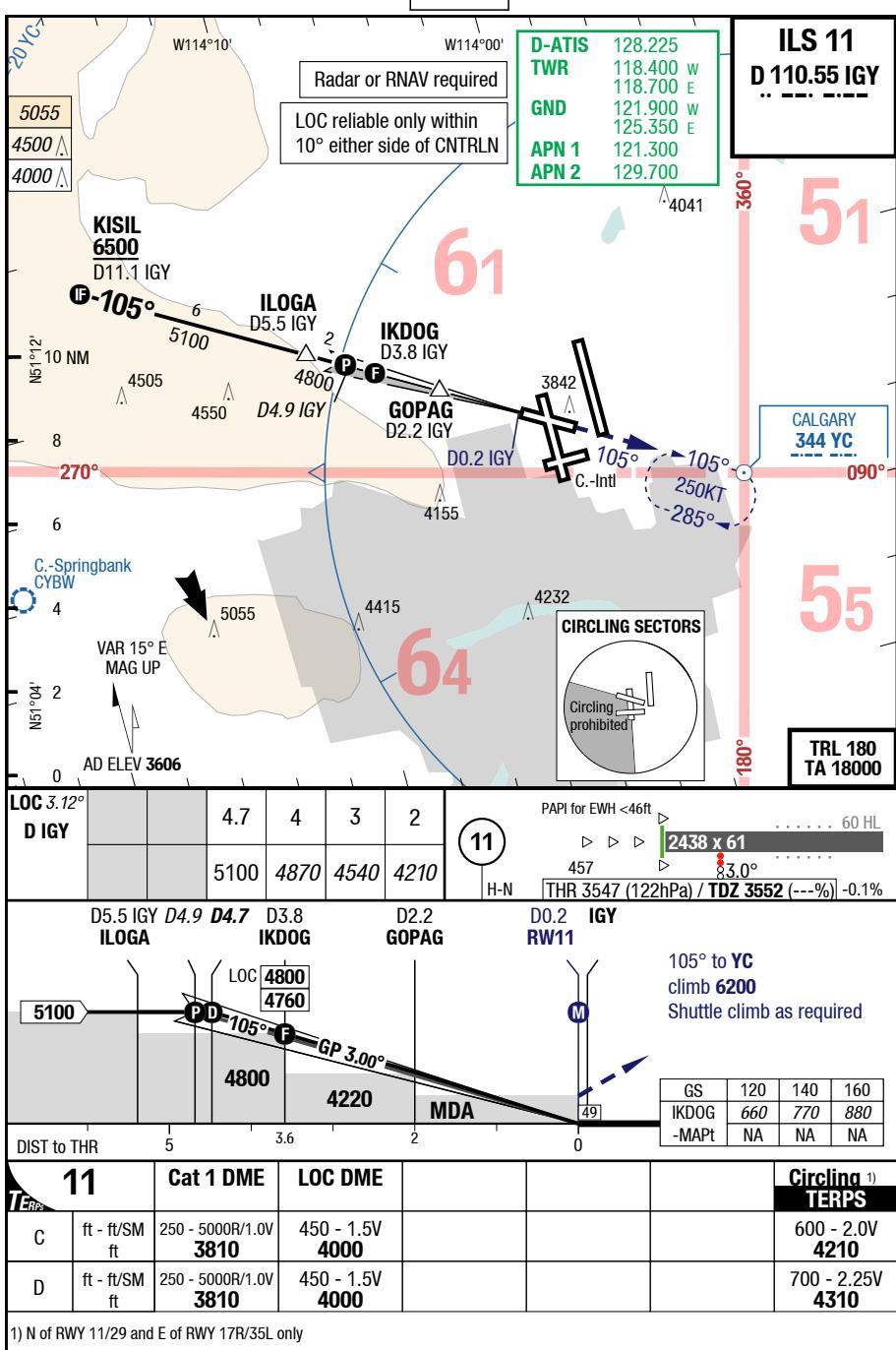
WEP 4 RNAV



YYC-CYYC

7-10

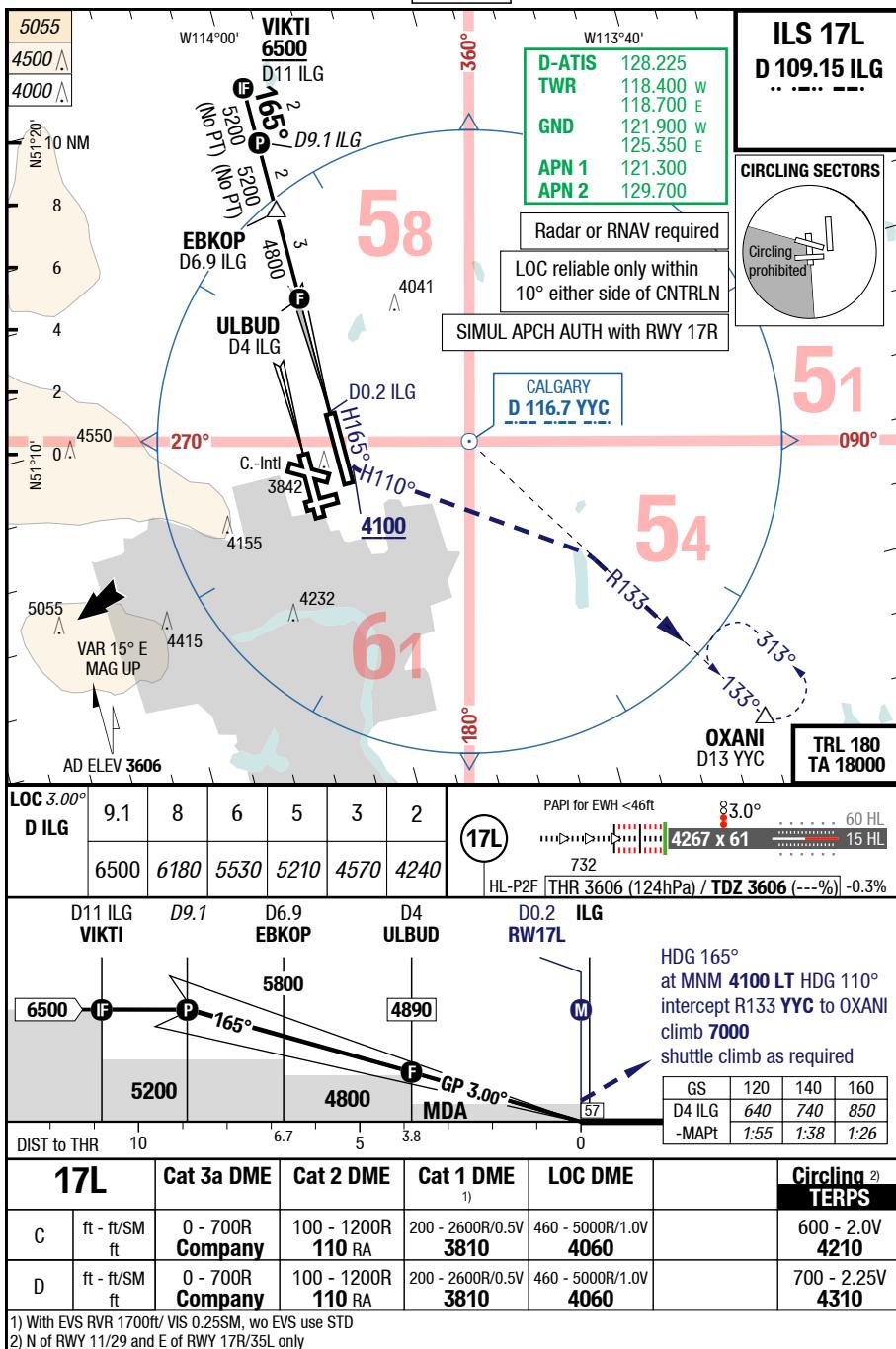
ILS 11



Changes: Completely revised

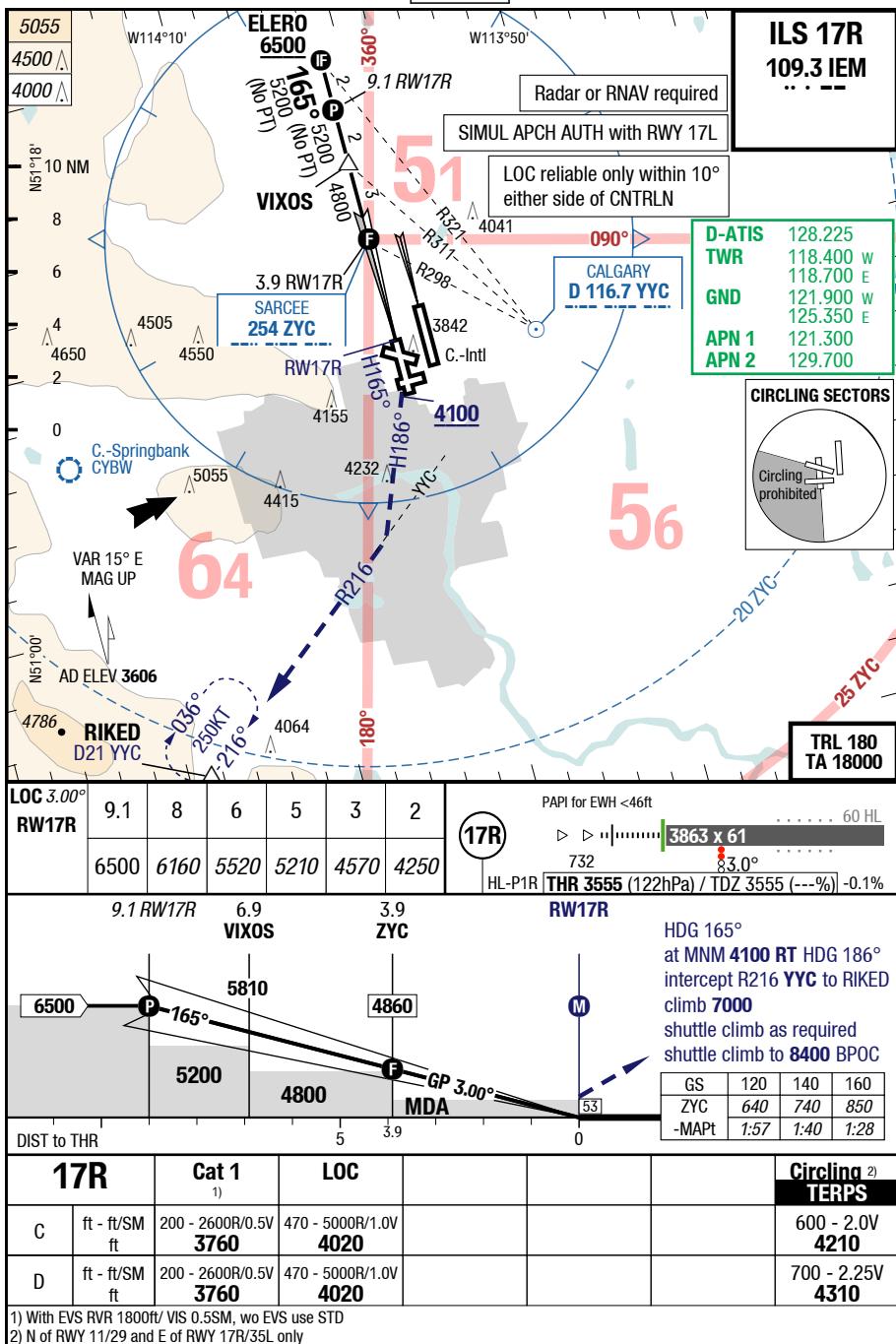
7-20

ILS 17L



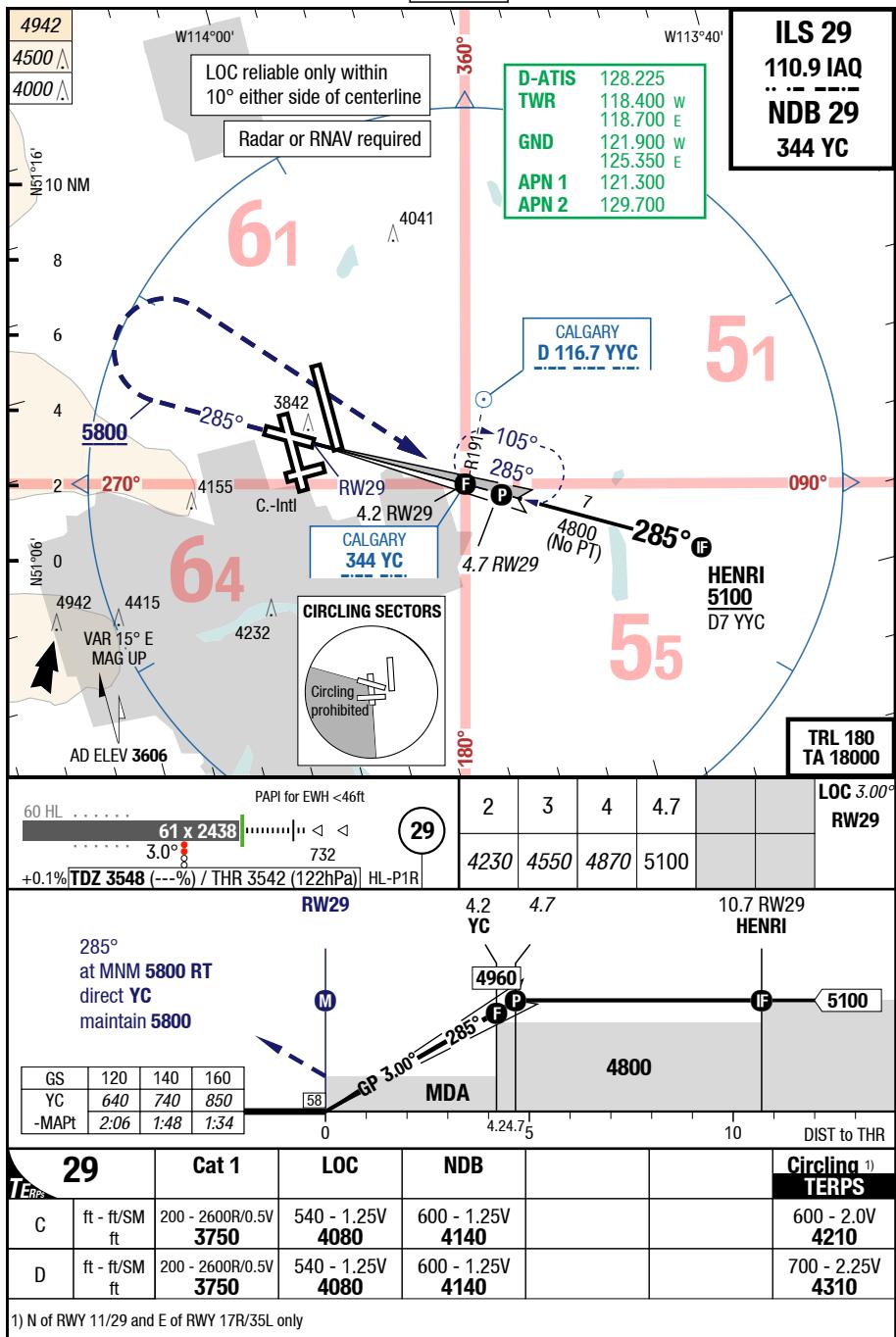
7-30

ILS 17R



7-40

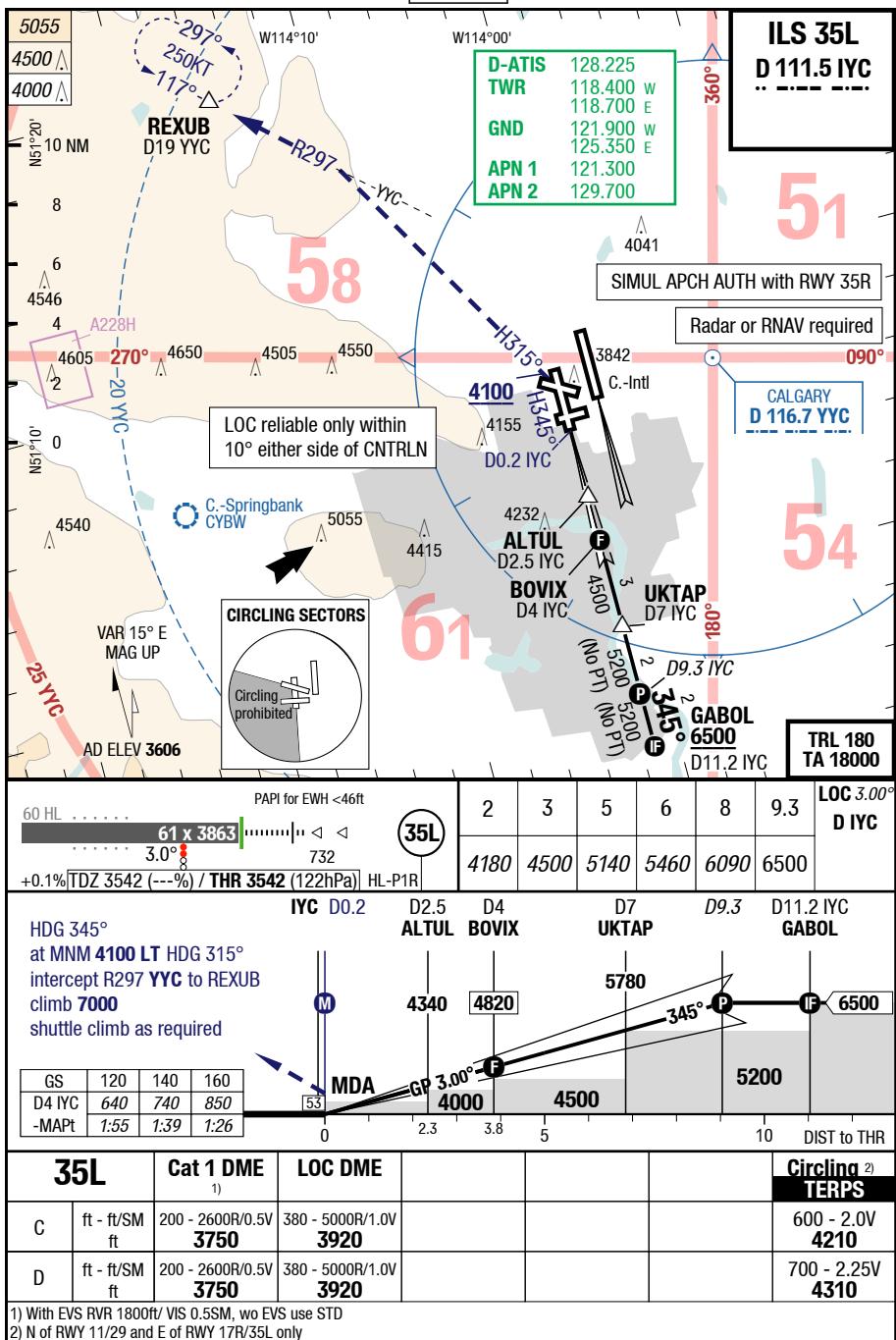
ILS 29 / NDB 29



1) N of RWY 11/29 and E of RWY 17R/35L only

7-50

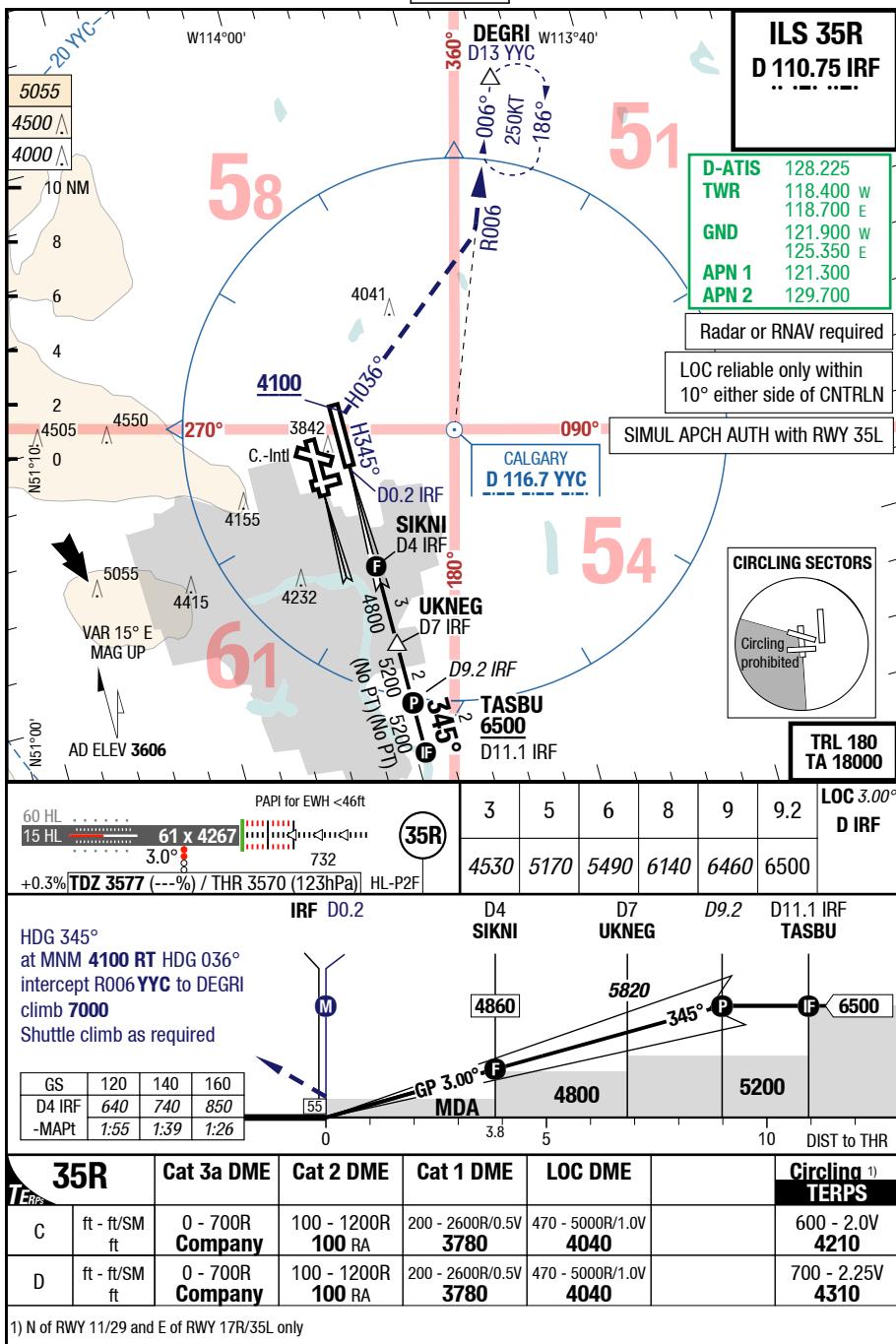
ILS 35L



Changes: MSA, DIST ALT table, HLDG, MISAP text, MOCA

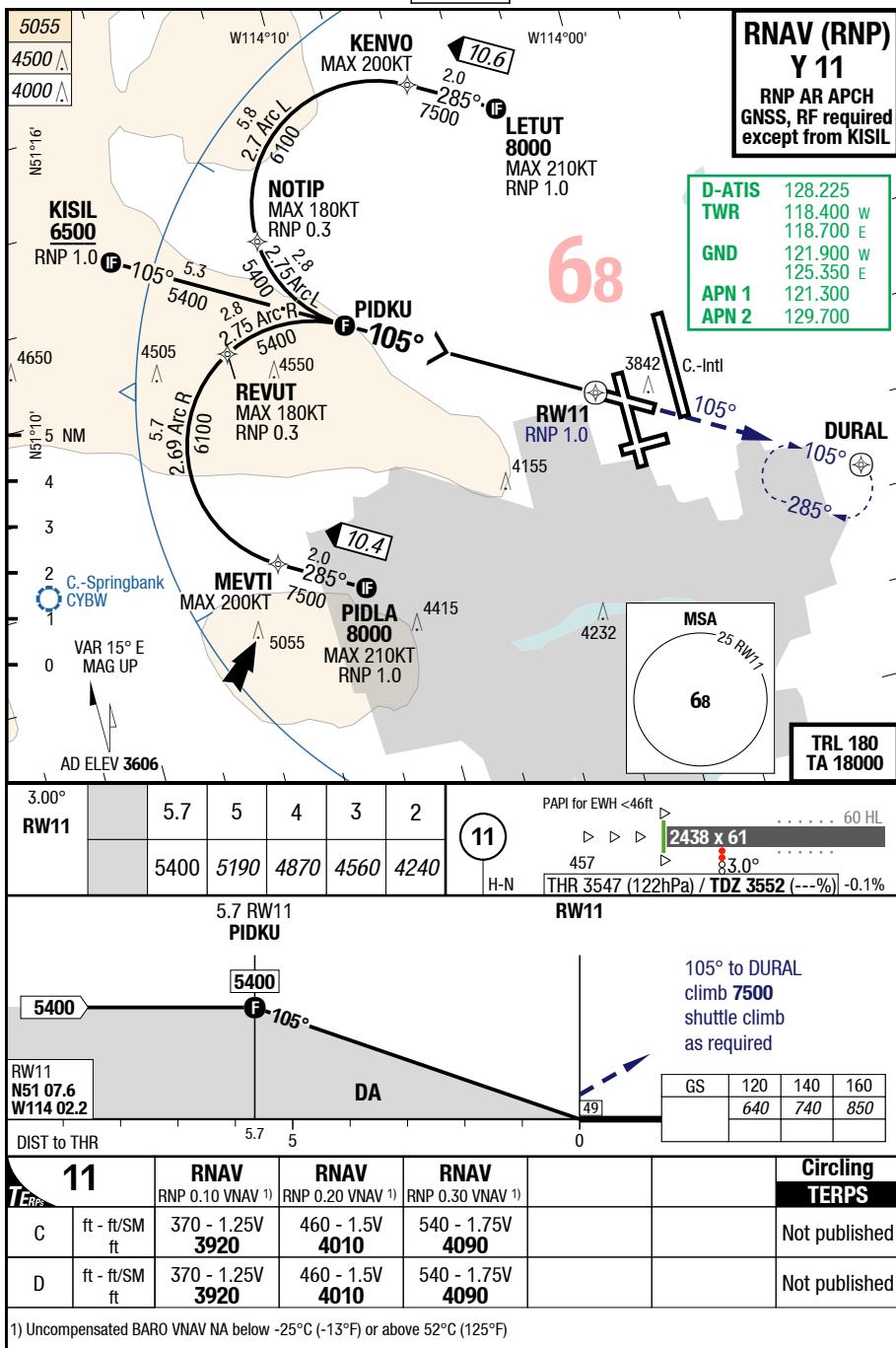
7-60

ILS 35R



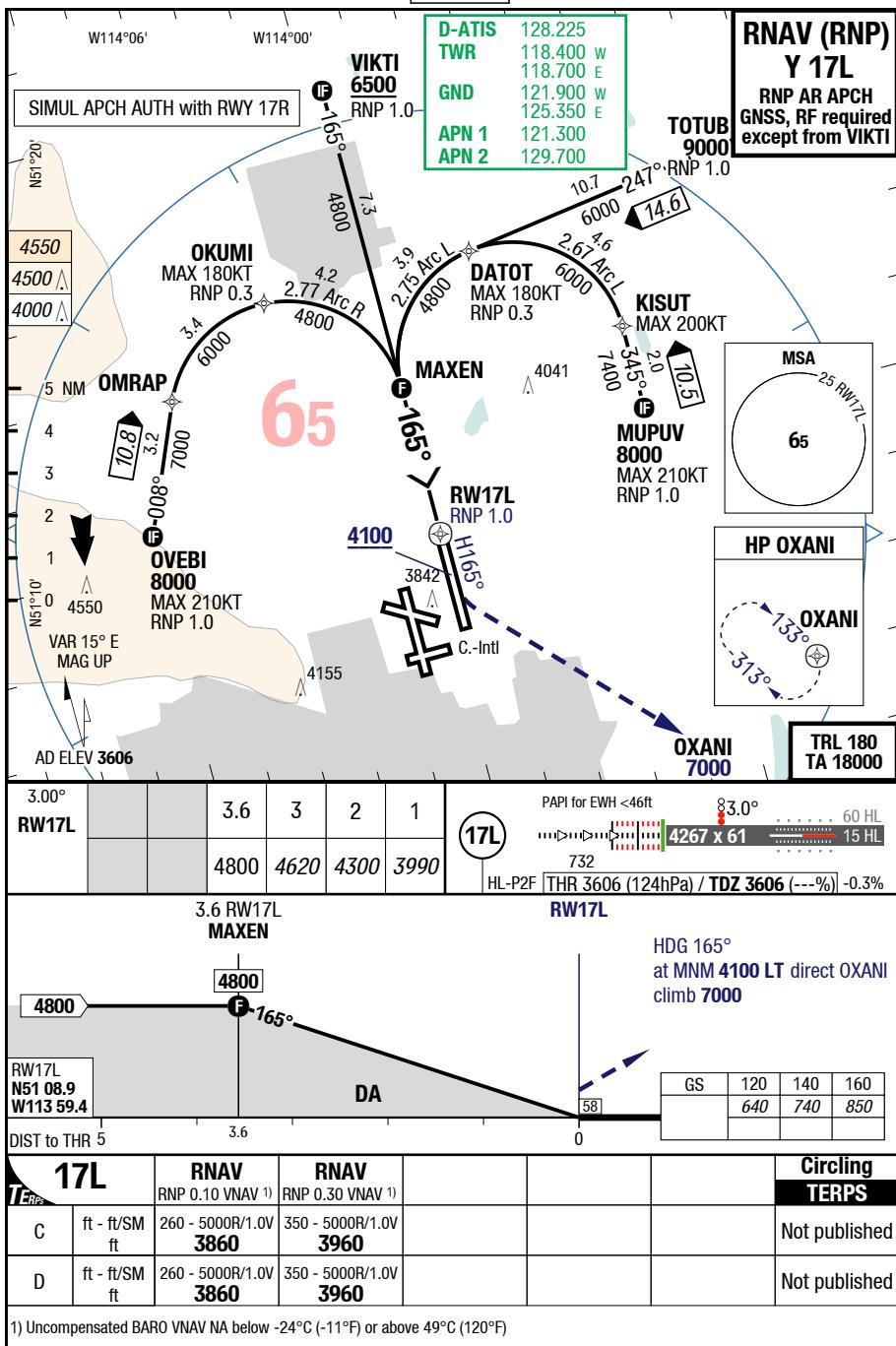
7-70

RNAV (RNP) Y 11



7-80

RNAV (RNP) Y 17L



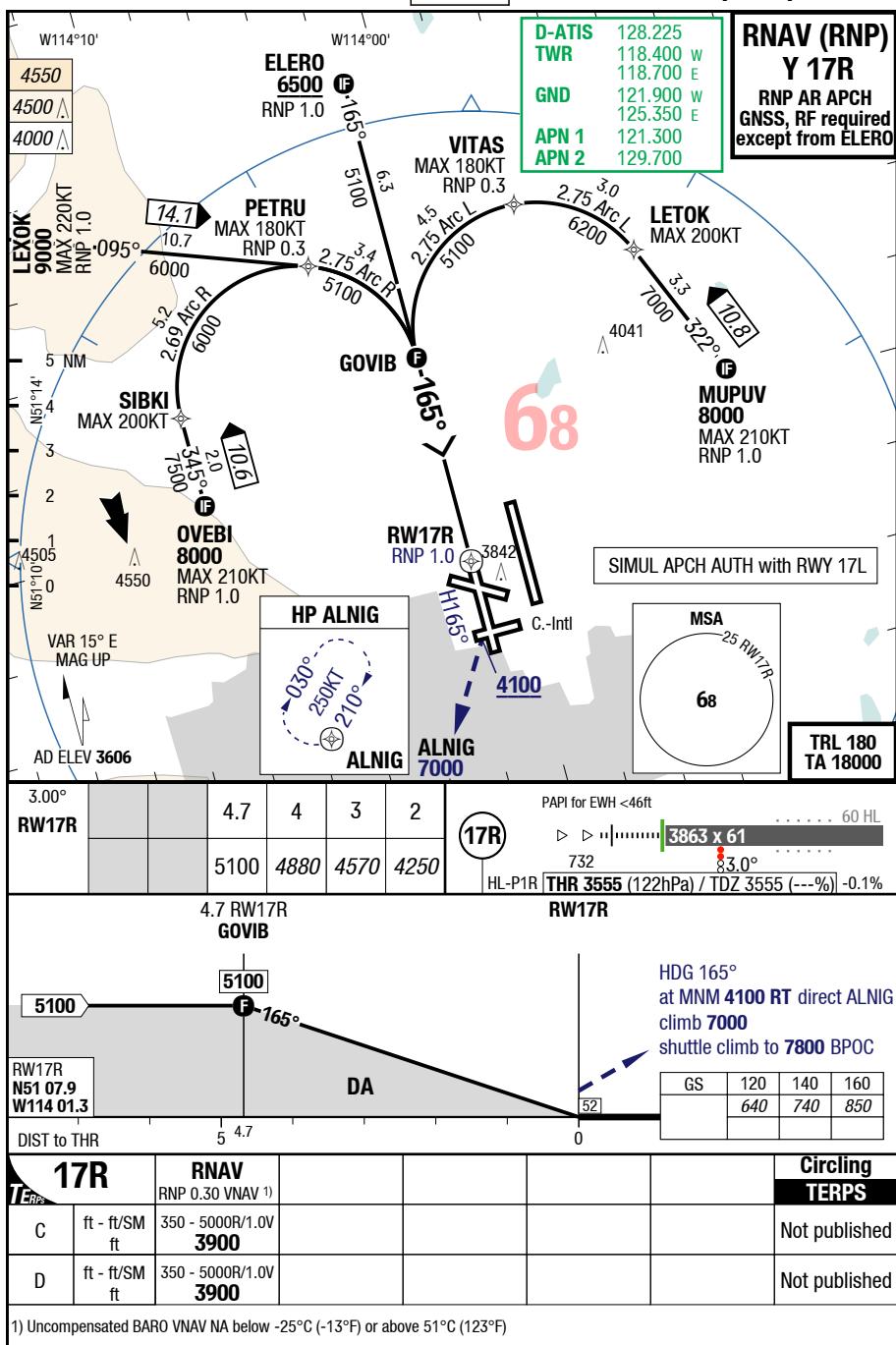
7-90

RNAV (RNP) Y 17R

D-ATIS	128.225
TWR	118.400 W
	118.700 E
GND	121.900 W
	125.350 E
APN 1	121.300
APN 2	129.700

**RNAV (RNP)
Y 17R**

RNP AR APCH
GNSS, RF required
except from ELERO



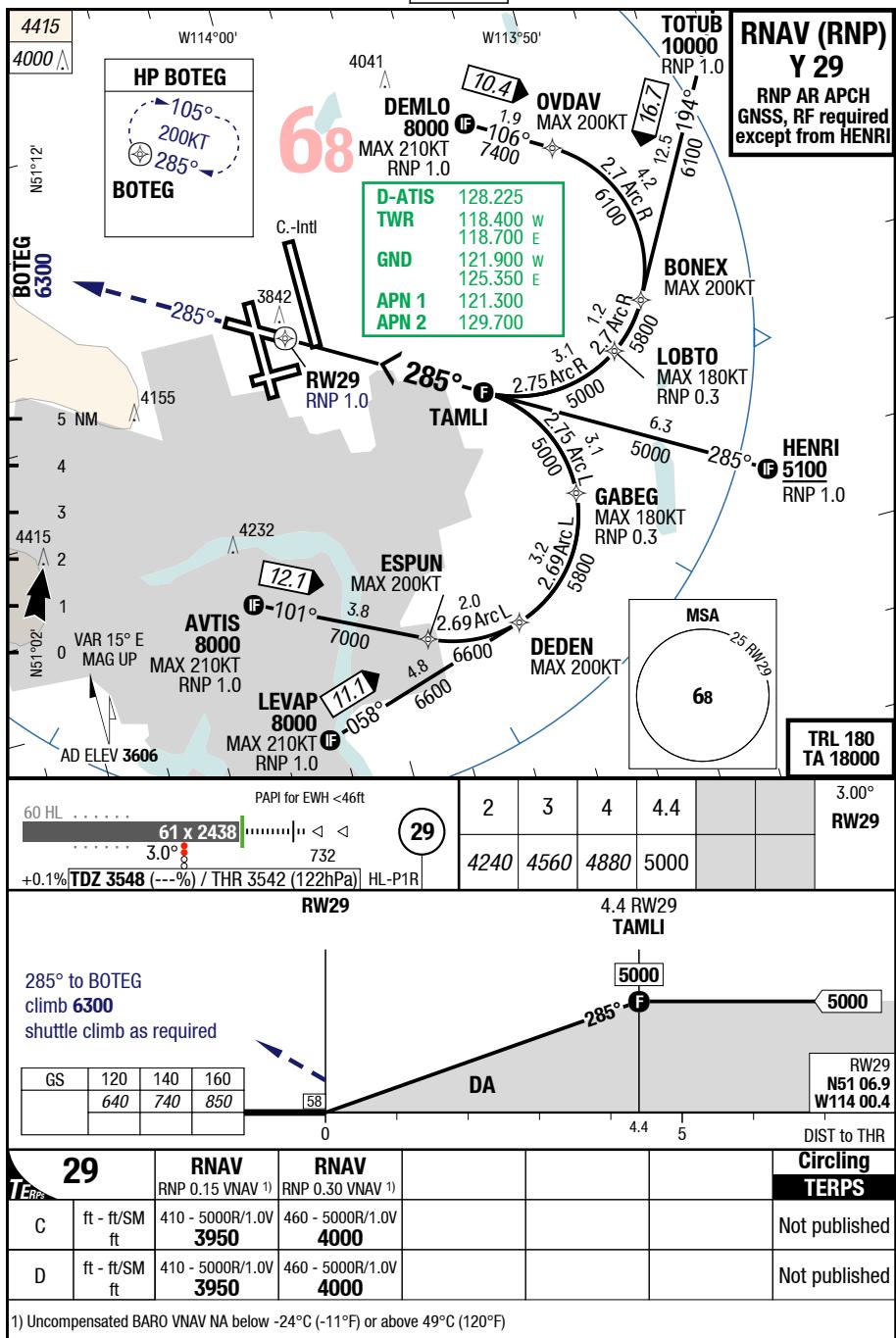
1) Uncompensated BARO VNAV NA below -25°C (-13°F) or above 51°C (123°F)

Changes: MIN, ALT, PROC, WPT , MEA

YYC-CYYC

7-100

RNAV (RNP) Y 29



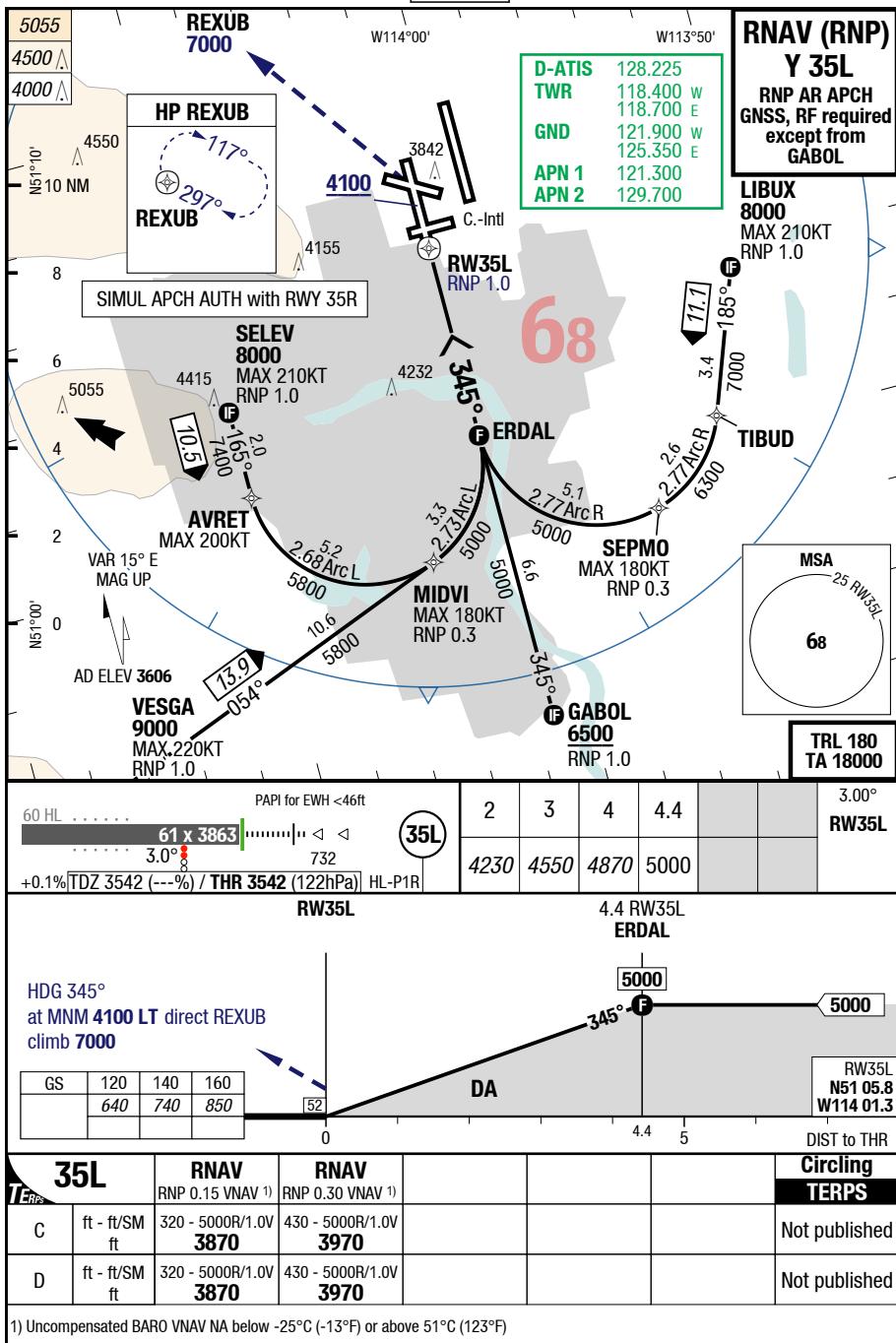
1) Uncompensated BARO VNAV NA below -24°C (-11°F) or above 49°C (120°F)

Changes: MIN, ALT, PROC, WPT , MEA

YYC-CYYC

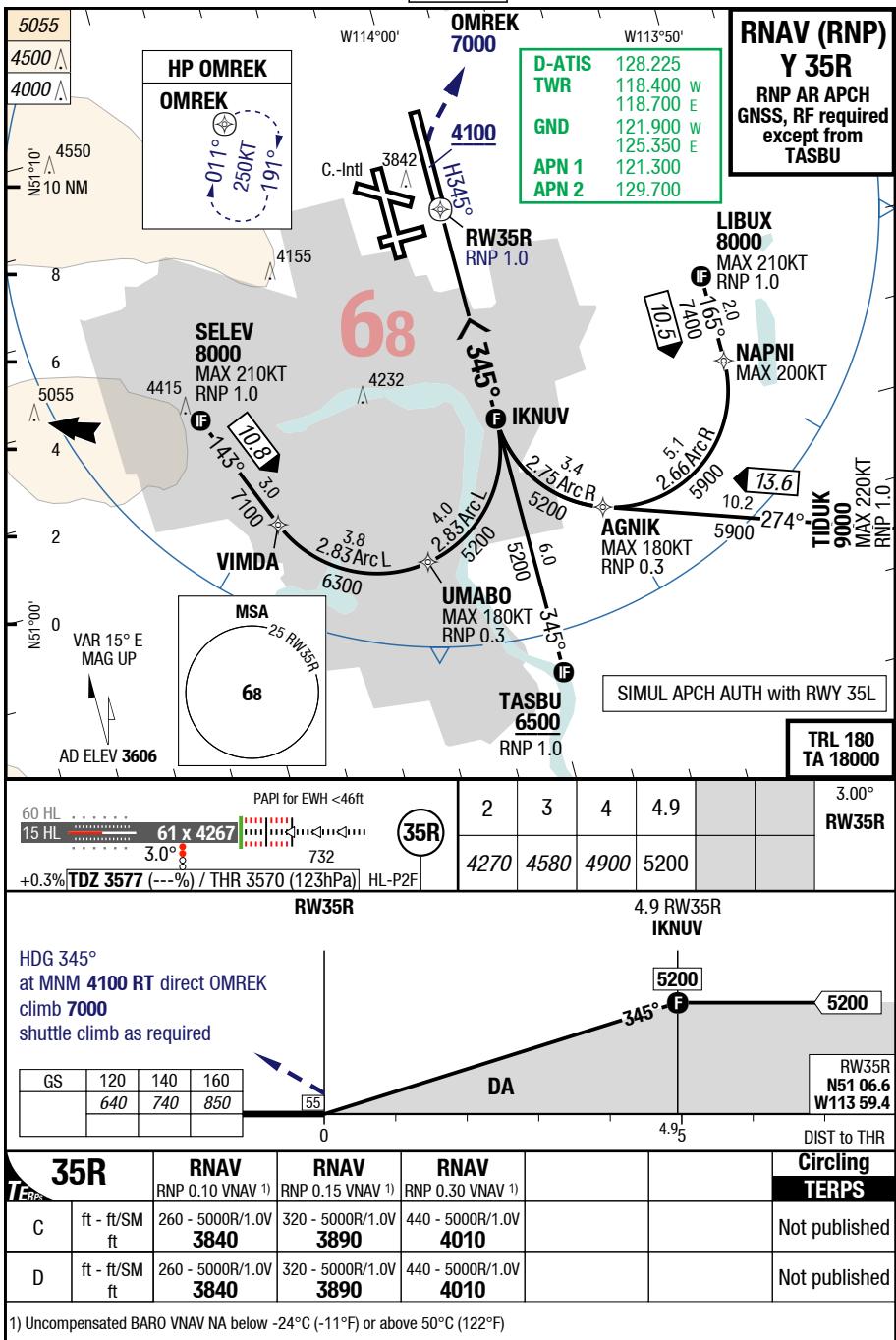
7-110

RNAV (RNP) Y 35L



7-120

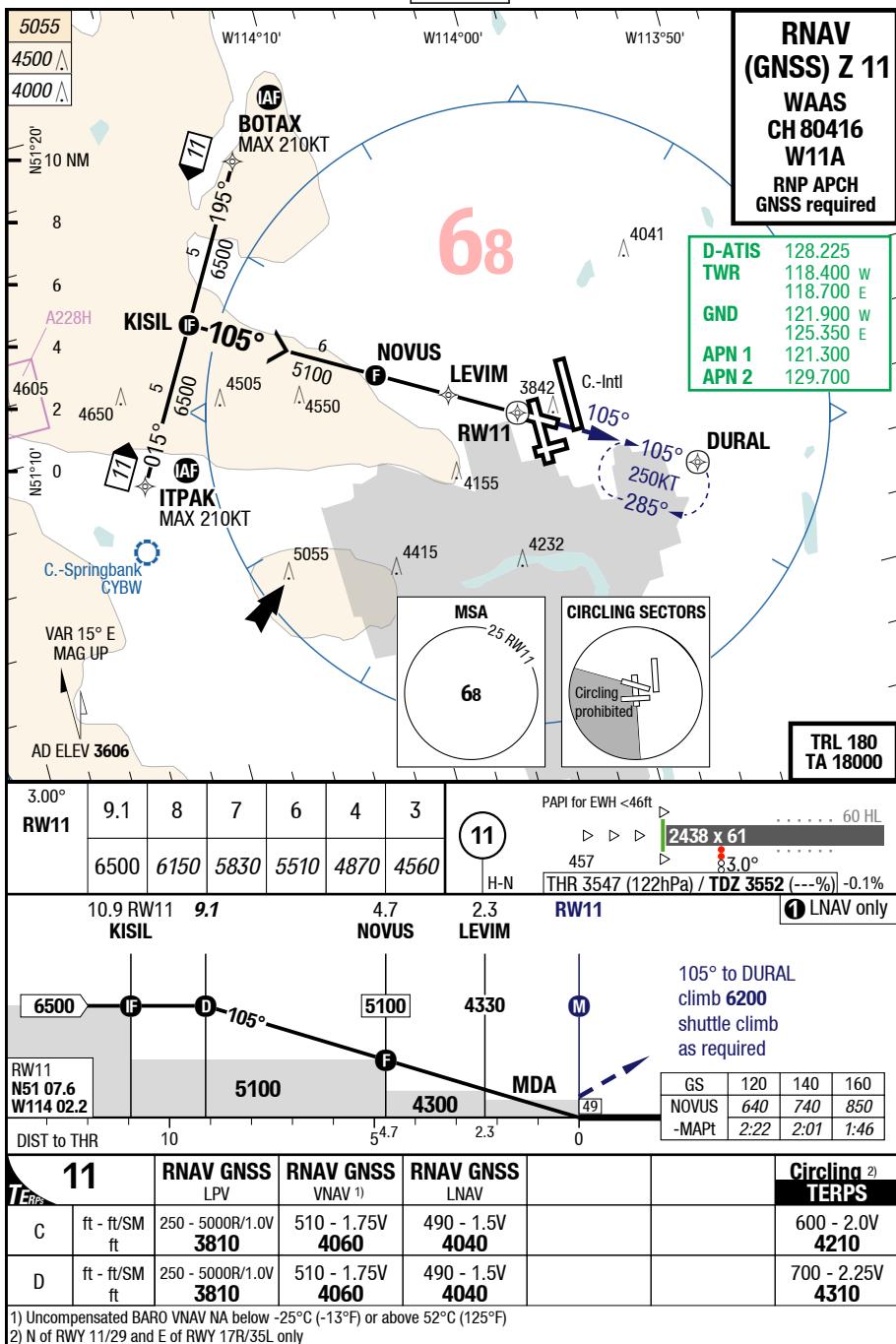
RNAV (RNP) Y 35R



[View Details](#) | [Edit](#) | [Delete](#)

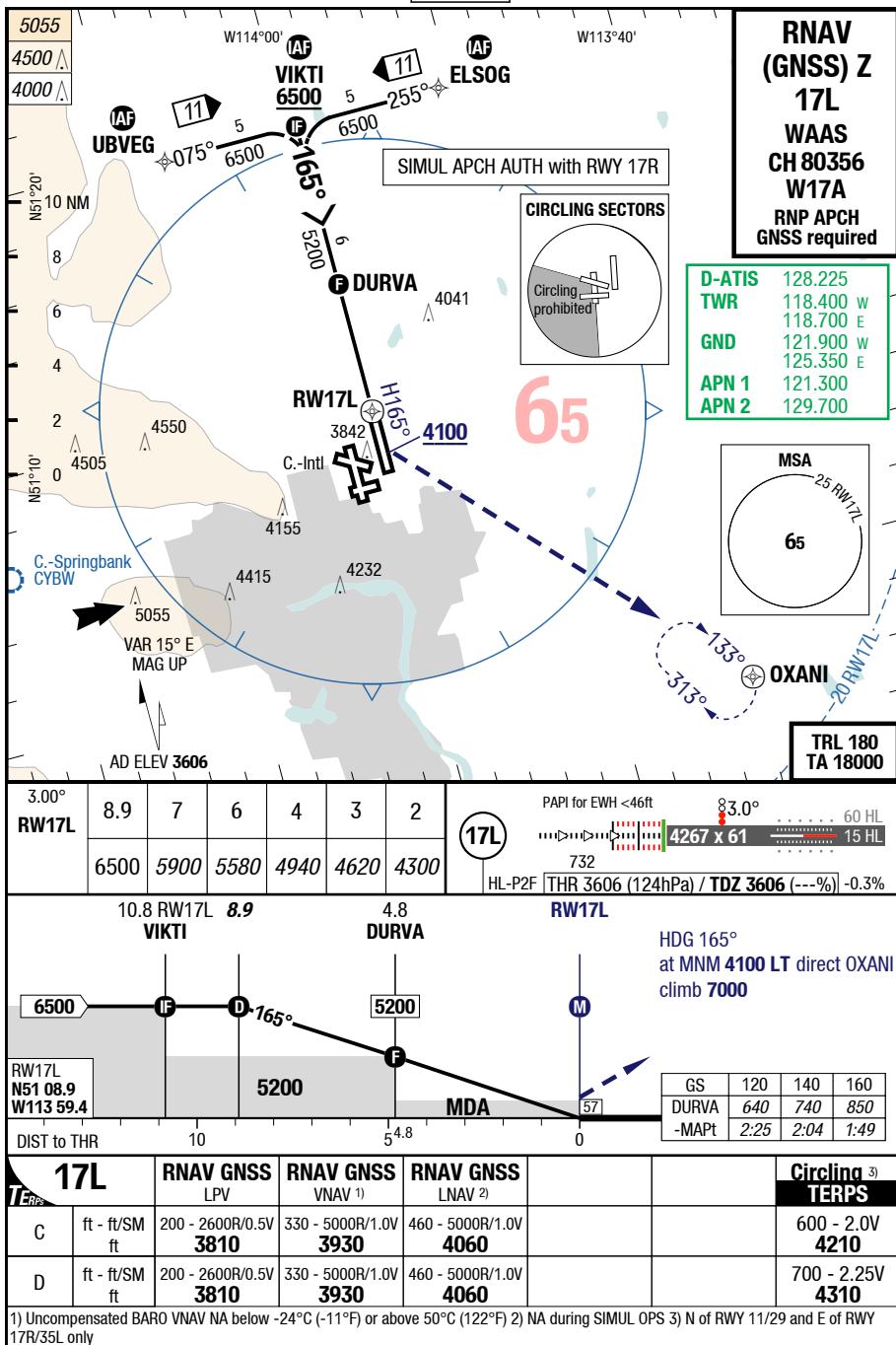
7-130

RNAV (GNSS) Z 11



7-140

RNAV (GNSS) Z 17L

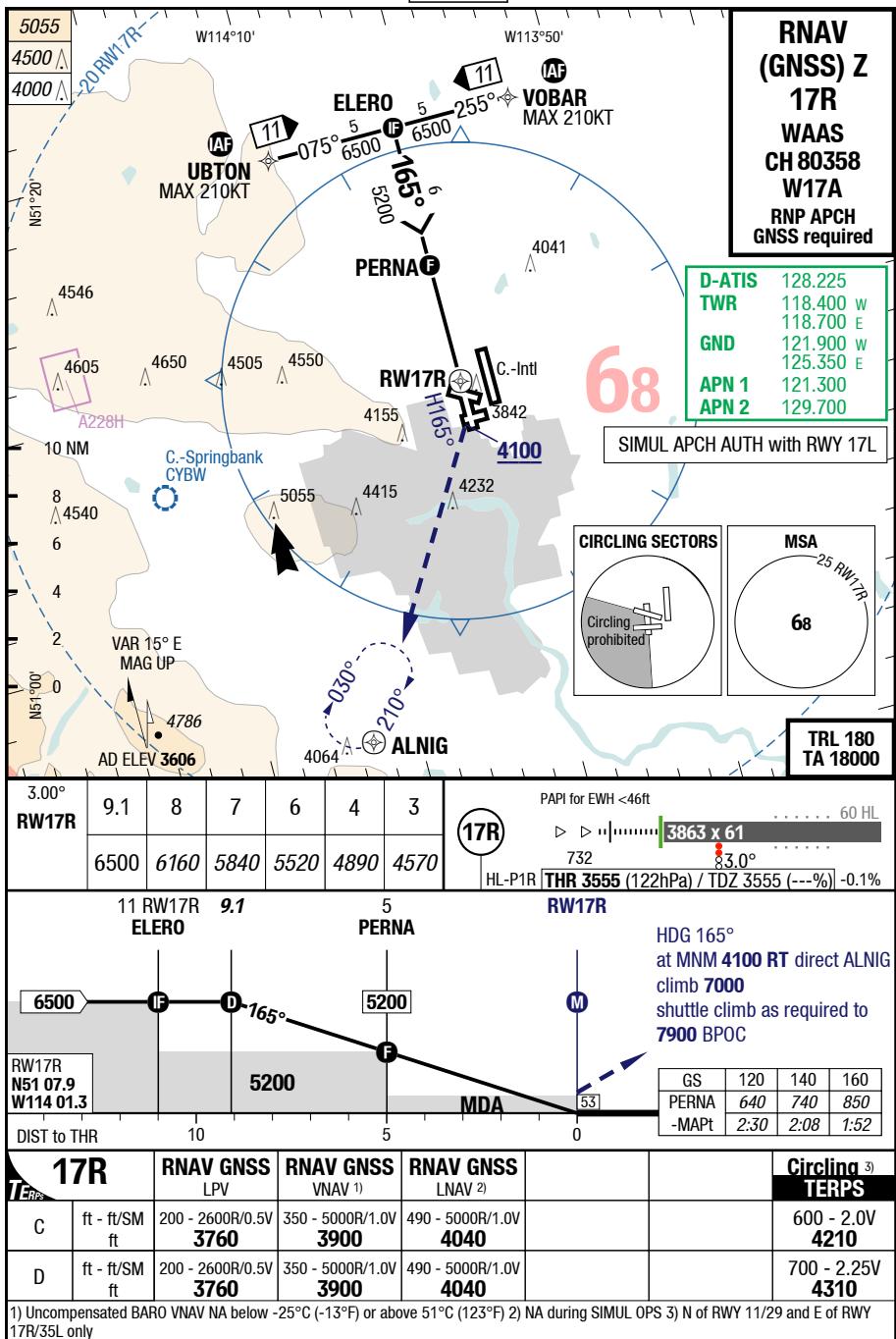


Changes: Nil

YYC-CYYC

7-150

RNAV (GNSS) Z 17R

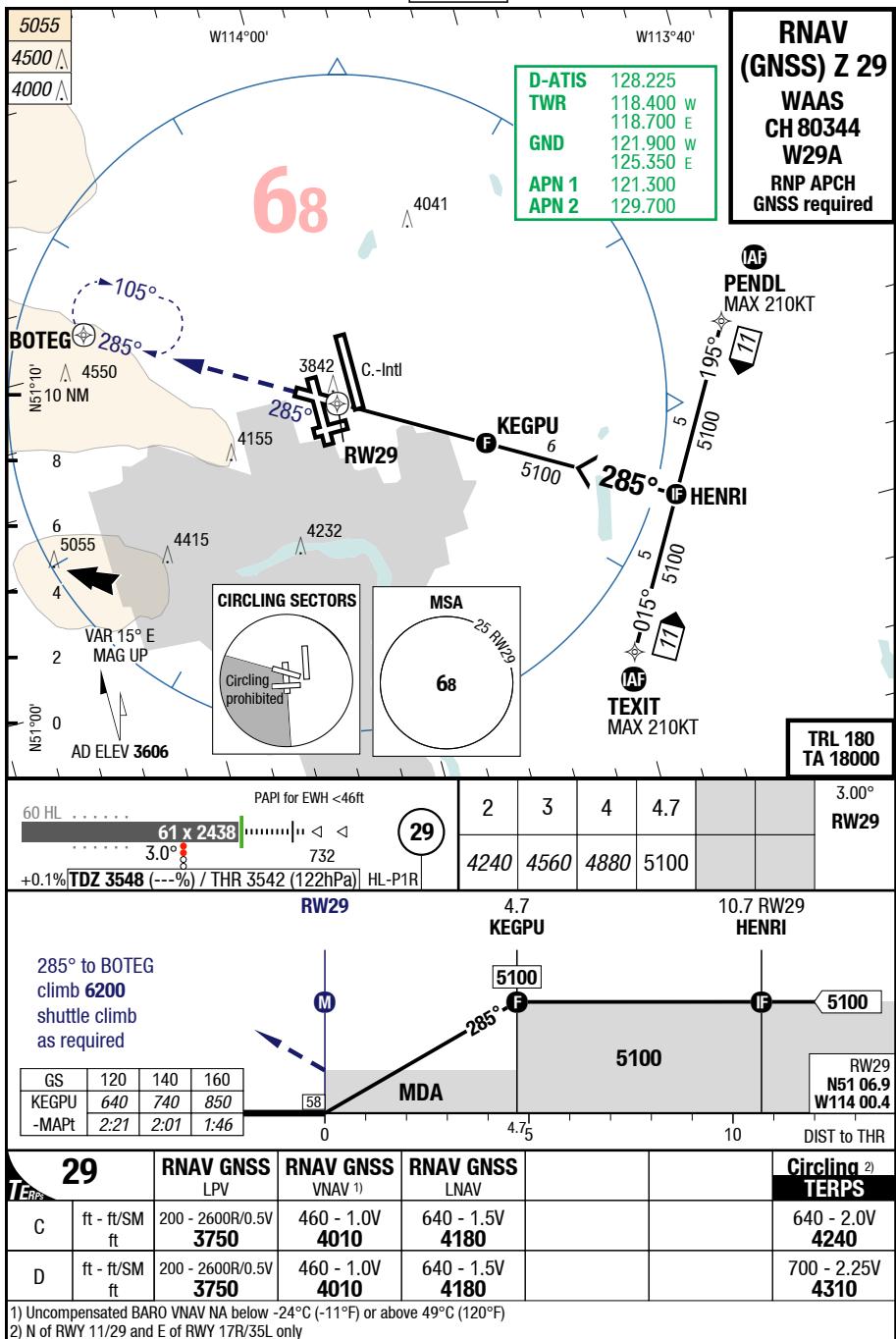


Changes: FREQ, OBST

YYC-CYYC

7-160

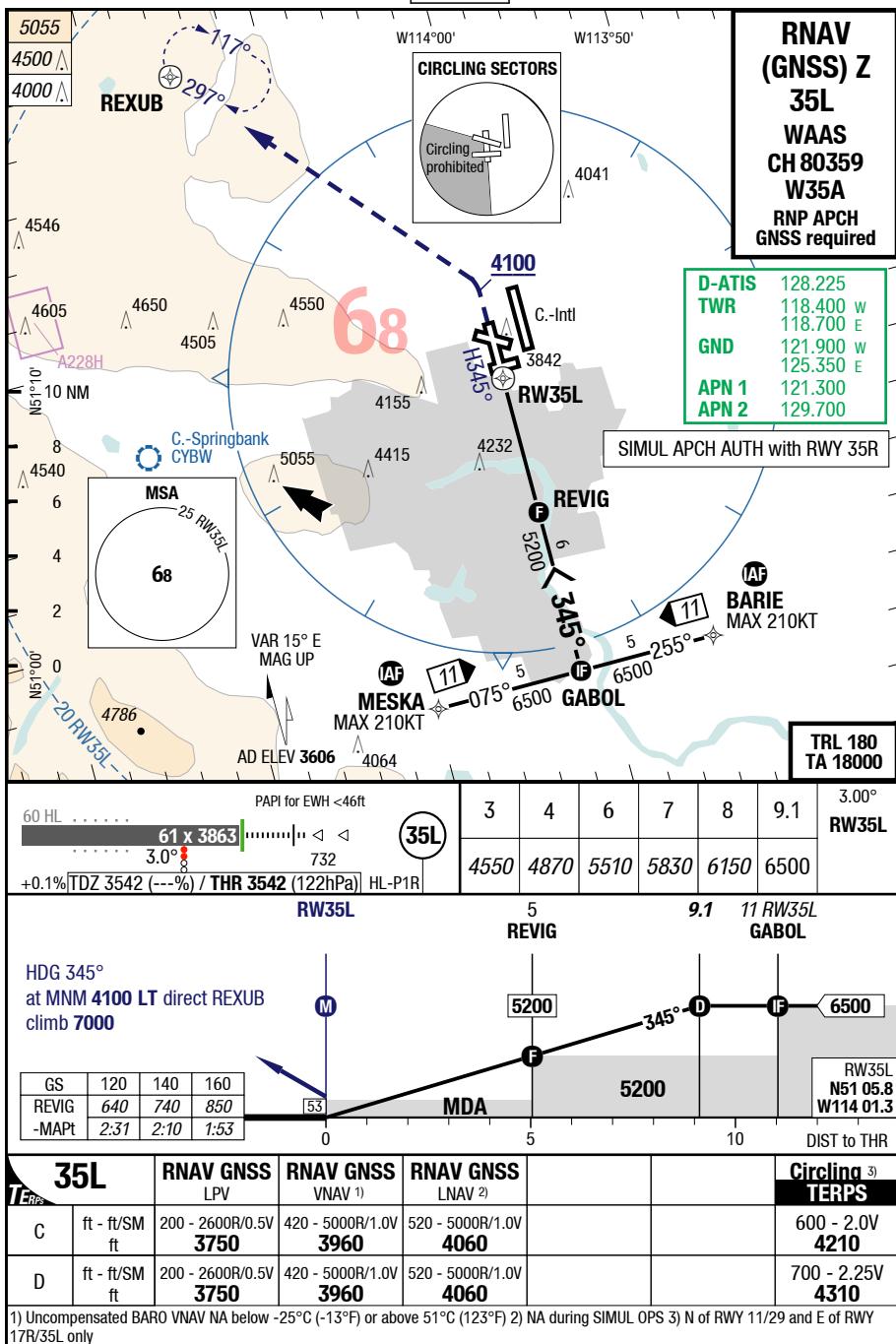
RNAV (GNSS) Z 29



YYC-CYYC

7-170

RNAV (GNSS) Z 35L

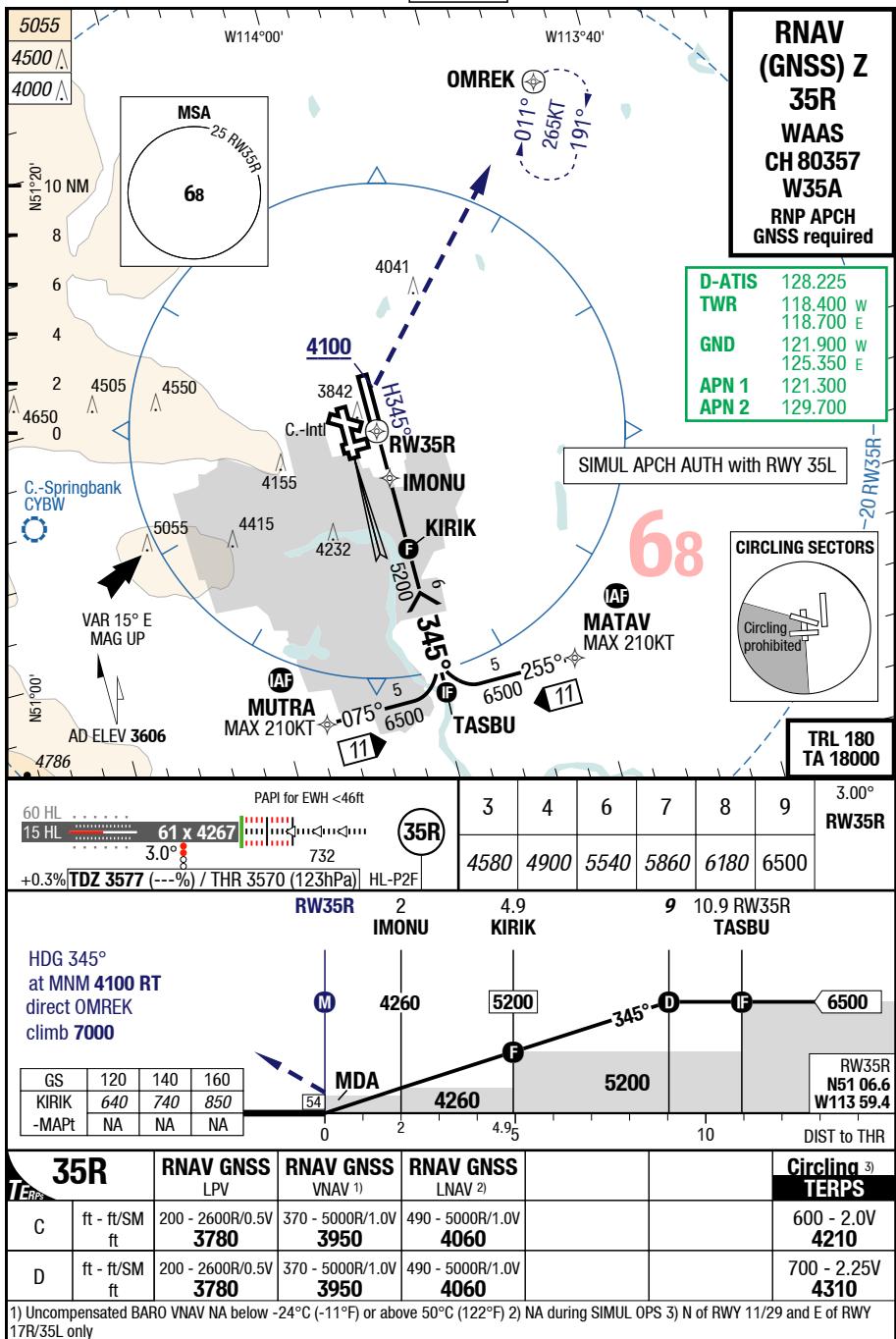


Changes: FREQ, OBST

YYC-CYYC

7-180

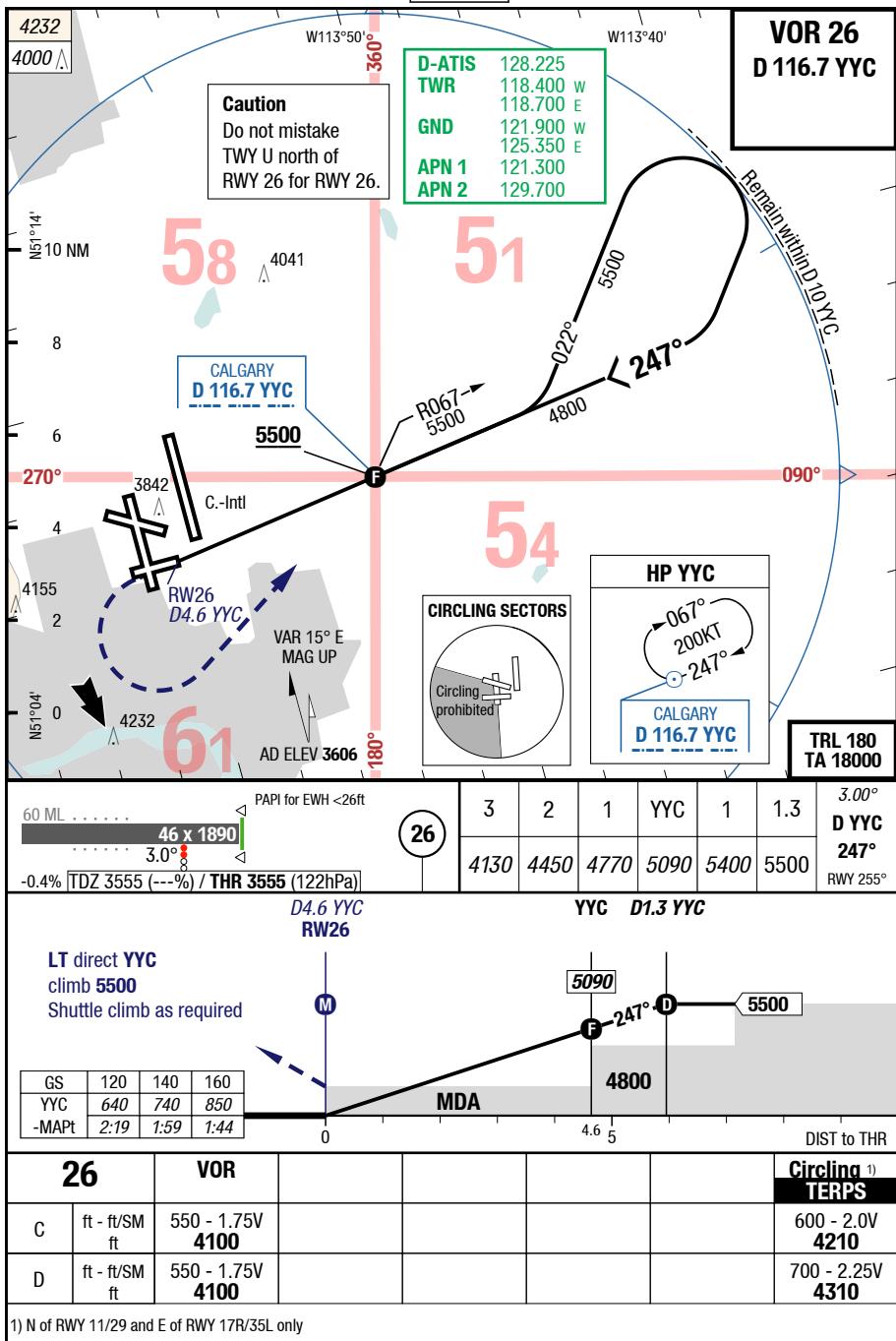
RNAV (GNSS) Z 35R



Changes: FREQ

7-190

VOR 26

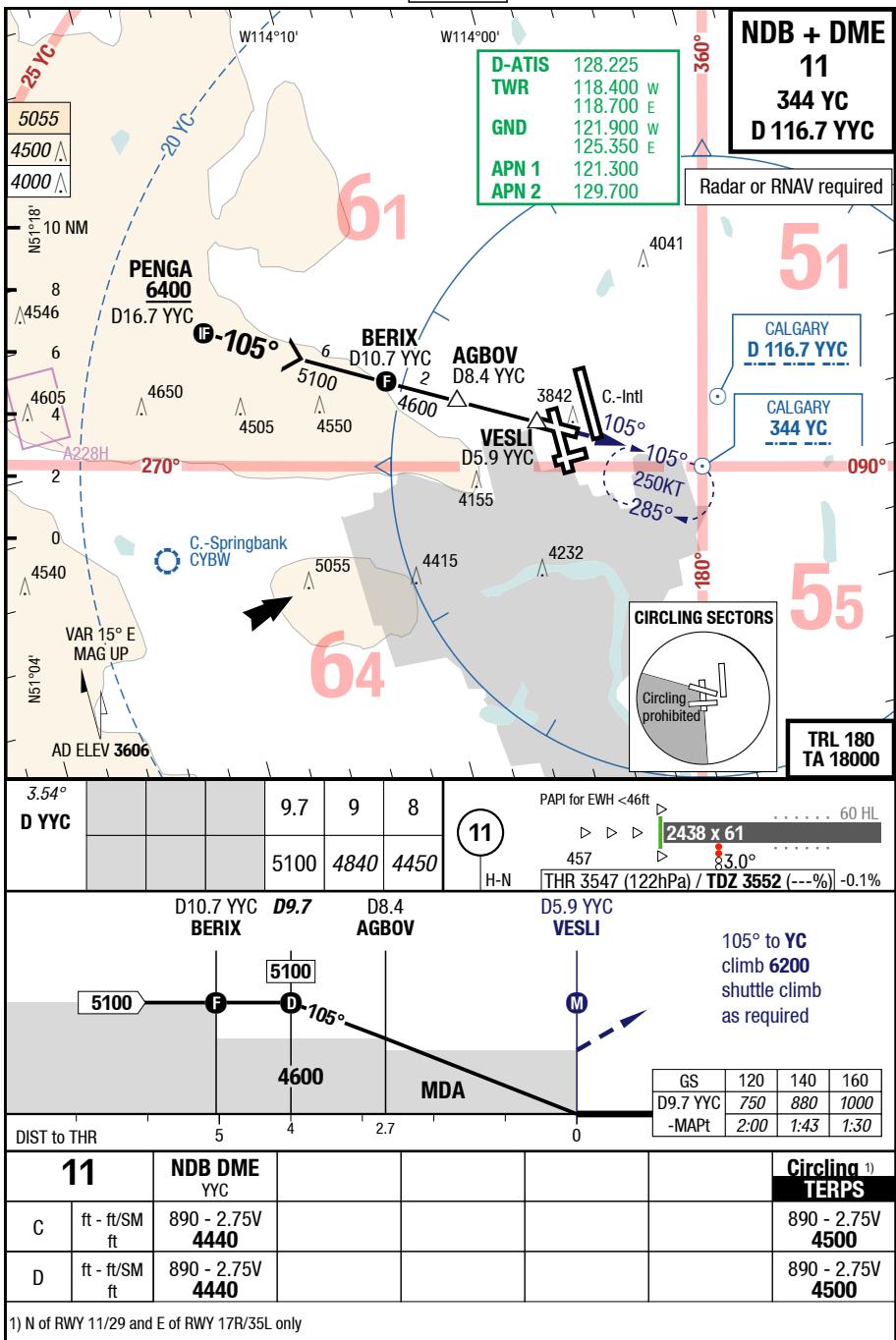


(1) N of RWY 11/29 and E of RWY 17R/35L only

YYC-CYYC

7-200

NDB + DME 11



1) N of RWY 11/29 and E of RWY 17R/35L only

Effective 13-SEP-2018

06-SEP-2018

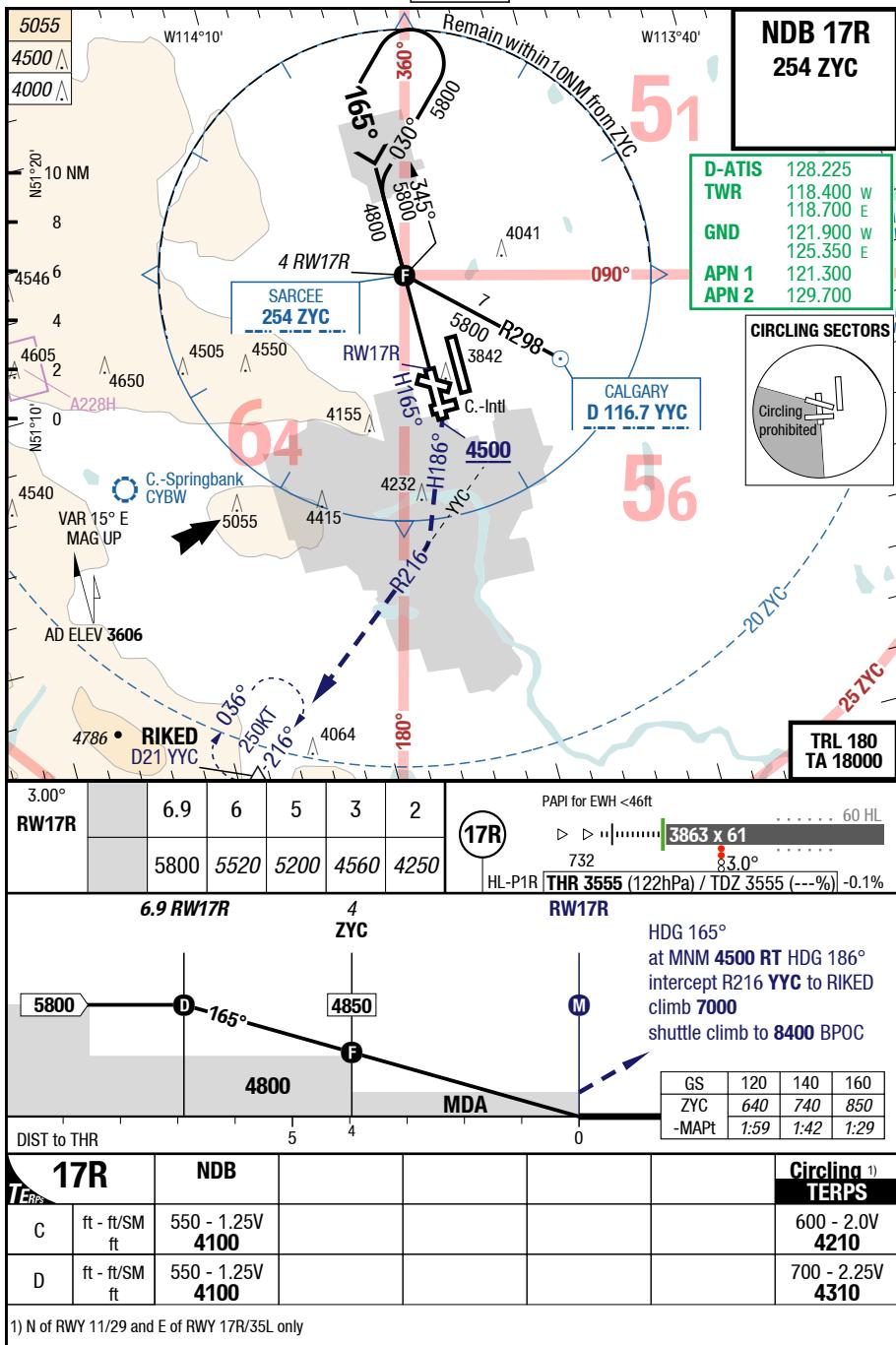
YYC-CYYC

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Changes: Completely revised