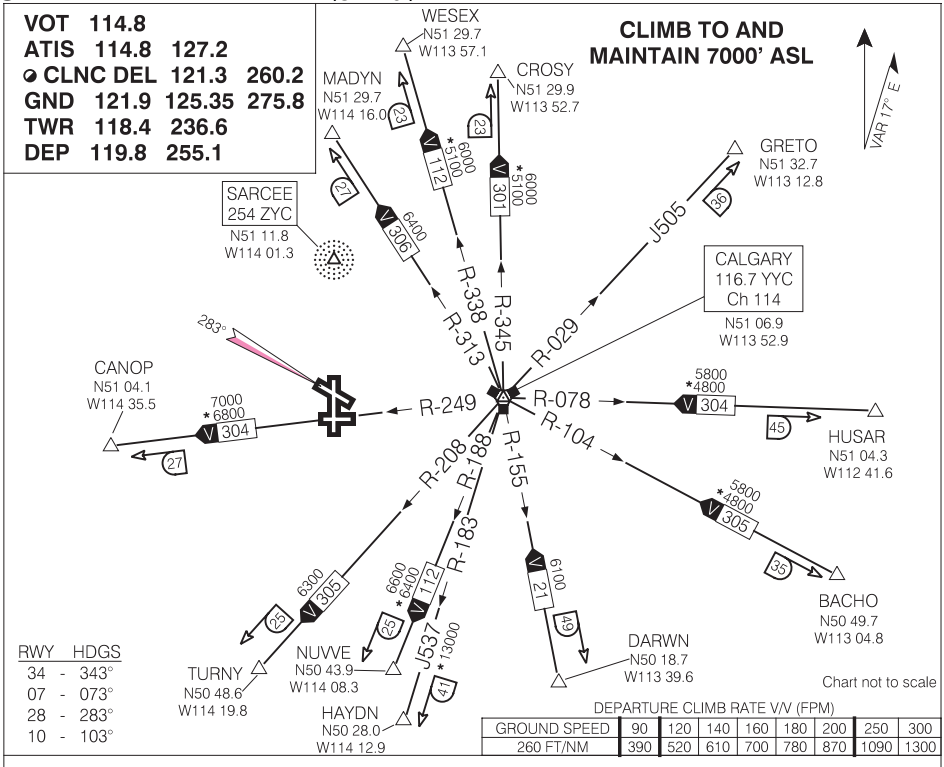
SID(VECTOR) JET AIRCRAFT

STAMPEDE THREE DEP (STAM3.)

CALGARY INTL
CALGARY AB

VOT	114.8		
ATIS	114.8	127.2	
CLNC DEL	121.3		260.2
GND	121.9	125.35	275.8
TWR	118.4	236.6	
DEP	119.8	255.1	



RWY	HDGS
34	343°
07	073°
28	283°
10	103°

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300

DEPARTURE ROUTE DESCRIPTION

All rwys: Climb to and maintain 7000' ASL for vectors to assigned route or depicted fix.

Rwys 07, 10: Climb rwy hdg or as assigned for vectors. No turns below 6500'.

Rwy 16: Climb rwy hdg for vectors. No turns below 6500'.

Rwy 25: Auth for Jet acft with max gross take-off weight less than 44,100 lbs. Clb rwy hdg for vectors, no turns below 6500 ft ASL. Clb gradient of 260 FT/NM to 4900' required.

Rwy 28: Climb on the LOC 283° for vectors, no turns below 6500' ASL.

Rwy 34: Clb rwy hdg or as assigned for vectors. No left turns below 6500' south of "SARCEE" NDB.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

COMMUNICATION FAILURE

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes * after take-off; then,
4. Climb to flight planned altitude.

* West and Southwest bound flights - Proceed to the first enroute intxn at last assigned or acknowledged altitude, then shuttle climb to MEA BPOC.

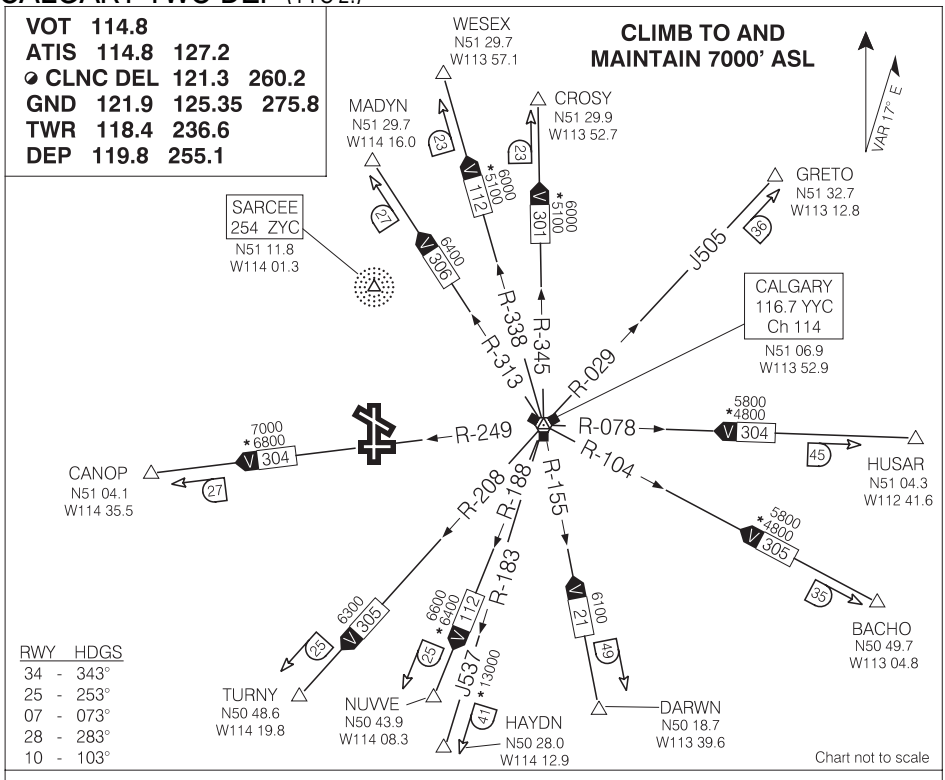
NOTE: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

SID(VECTOR) non-JET AIRCRAFT

CALGARY TWO DEP (YYC 2.)

CALGARY INTL
CALGARY AB

VOT	114.8		
ATIS	114.8	127.2	
CLNC DEL	121.3	260.2	
GND	121.9	125.35	275.8
TWR	118.4	236.6	
DEP	119.8	255.1	



DEPARTURE ROUTE DESCRIPTION

All rwys: Climb to and maintain 7000' ASL or flight planned altitude, whichever is lower, for vectors to assigned route or depicted fix.

Rwys 07, 10, 34: Climb rwy hdg or as assigned for vectors.

Rwy 16: Climb rwy hdg for vectors. No right turns below 4300'.

Rwy 25: Climb rwy hdg for vectors. No left turns below 4900'. Climb gradient of 260 ft/NM to 4900' required.

Rwy 28: Climb rwy hdg for vectors. No left turns below 4300'.

Note: Refer to Noise Abatement Procedures for additional requirements.

COMMUNICATION FAILURE

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes * after take-off; then,
4. Climb to flight planned altitude.

* West and Southwest bound flights - Proceed to the first enroute intxn at last assigned or acknowledged altitude, then shuttle climb to MEA BPOC.

NOTE: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

CALGARY INTL
CALGARY AB

NOISE ABATEMENT PROCEDURES (Page 1)

APPLICATION

These procedures apply to jet aircraft including turbo-jets, turbo-fans, and fan-jets, and are in effect at all times unless otherwise specified. **It is the pilot's responsibility to adhere to published noise abatement procedures.**

PREFERENTIAL RUNWAYS

ATC will designate runways to divert as many take-offs as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Use of other than designated runways should only be requested to meet operational necessity.

Taking into consideration the following conditions and except as authorized by ATC, aircraft will use the following preferential runways:

Hours	Operation	Preferential Runways
All hours	ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified aircraft departures	34
Day Operations 0700 - 2300 (Mon-Fri) 0900 - 2300 (Sat-Sun)	Departures	34/28
Night Operations 2300 - 0700 (Mon-Fri) 2300 - 0900 (Sat-Sun)	Departures	34
	Arrivals	16, 28, 25

1. Physical condition of surface.
2. Effective crosswind component not to exceed 15 knots for arrivals, 20 knots for departures.
3. Effective tailwind component not to exceed 5 knots.
4. Other Safety considerations declared by the Captain of the aircraft.
5. For landing on runway 25 at night, aircraft are to fly the runway 28 ILS until interception of the extended centreline of runway 25 for a visual straight-in approach.

DEPARTURE PROCEDURES

SID cancellation does not terminate Noise Abatement Procedure.
ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified military aircraft will be assigned runway 34 for departures when runways 28 and 34 are in use.

RWY	VNAP
ALL RWYS	A or B

Runway	Noise Abatement Procedures
25	Restricted to ICAO Annex 16 Chapter 3 (FAA Stage 3) jet aircraft under 44,100 lb gross take-off weight. Climb runway heading to 6500' ASL before proceeding on course.
07, 10, 16	Climb runway heading to 6500' ASL before proceeding on course.
28	Climb on the LOC 283° to 6500' ASL before proceeding on course.
34	No left turns below 6500' ASL south of "SARCEE" (ZYC) NDB.

CALGARY INTL
CALGARY AB

NOISE ABATEMENT PROCEDURES (Page 2)

ARRIVAL PROCEDURES - VISUAL APPROACH

Clearance for approach or for landing does not cancel the arrival procedures described below. Pilots are requested to use delayed gear and flap extension and low power/drag configurations consistent with operating procedures and safety.

Runway	Noise Abatement Procedures
All rwys	Military jet aircraft multiple circuits and all overhead breaks prohibited.
07	Not authorized.
10	Join final approach at or above the PAPI glide path slope.
25	Join final approach at or above the VASIS glide path slope.
16	Intercept final approach from the west at or above 4800' ASL and proir to the NDB or FAF.
28, 34	Intercept final approach at or above 4800' ASL and proir to the NDB or FAF for the rwy in use.

For landing on runway 25 at night, aircraft are to fly the runway 28 ILS until interception of the extended centreline of runway 25 for a visual straight-in approach.