

## CALGARY (YYC/CYYC)

Elevation 3606ft

### CATEGORY A

AV brief – not required

### GENERAL

- Calgary is located on the lee side of the Canadian Rockies.

### Threats

#### CFIT

- SSA within 25nm is limited to 6600ft (3000ft above aal).
- Terrain within 100nm rises to well above 10,000ft, in the direction of CYVR.

#### Mid Air/Ground Collision

- LAHSO is in use at CYYC. Advise ATC that BAV aircraft will not participate in this procedure.
- After being cleared to land, ATC may clear other aircraft to land on crossing runways if they are suitably far out.

#### Runway Incursion

- Often all runways are in use and taxiing will require crossing of active runways.

#### Loss of Control

- Large populations of migrating Canada Geese in spring and autumn.
- Taxiways and apron although cleared of snow are often slippery in the winter.
- Underneath the aircraft may be particularly slippery with frozen de-icing fluid and hazardously cold.

### ARRIVAL

#### Diversions Airports

VANCOUVER	YVR/CYVR	371 nm/252°T	CAT B
EDMONTON	YEG/CYEG	133 nm/007°T	CAT A
SEATTLE	SEA/KSEA	392 nm/236°T	CAT A
PORTLAND	PDX/KPDX	476 nm/226°T	CAT A
SPOKANE	GEG/KGEG	251 nm/213°T	CAT A

## Approach

Arrival is via the N or NW. ATC may offer Rwy 29 for arrival at some distance from the airfield.

- Rwy 17L/35R opened in June 2014 with Cat 3 ILS available on both ends.
- The nearest alternate with Cat 2 ILS is CYVR.
- Only Rwy 17L/35R have CL lights.
- Rwy 17L/35R and 17R/35L and 11/29 are 60m wide.
- VOR YYC is off field.

### GROUND

- Parking is normally on Stand 74B, 76, 78B or 80B.
- The apron is uncontrolled and crew will be instructed to manoeuvre on the apron at their discretion. Aircraft will be advised of conflicting traffic.

### DEPARTURE

- Departure is usually runway heading then a 'turn on track' to the 1st waypoint.
- There must be no turns below 6500ft amsl regardless of ATC clearance.
- Consider NADP 1.

#### De-icing:

- De-icing is provided by Servisair – 130.075.
- Advise Servisair and the dispatcher ASAP and no later than 30 mins prior to EOBT if required.
- Engine off de-icing is conducted after a short pushback.
- Advise apron you need to push for de-icing.

### WEATHER

- Prevailing winds are W'ly Chinook winds.
- The Chinook wind creates a marked Fohn effect and can also cause significant turbulence at all levels even as far east as CYYC.
- Visibility is generally good.
- Fog is rare.
- Temperatures have a wide diurnal variation particularly early and late Summer.
- In Winter snowfall averages 5-8 inches per month (Nov-Apr).
- In Summer rain is sporadic. Summer thunderstorms develop late afternoon.

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Swissport (Ramp), BA (Pax)
<b>Handling Agent VHF</b>	130.2, 130.175 Engineering
<b>Potable Water</b>	Uplift Permitted

IF ONLY Electrical Power is required	Use at all times
If BOTH electrical power and air conditioning is required:	Use at all times