

PAJN/JNU
JUNEAU INTL **JEPPESEN**
6 MAY 16 **(10-1W)****JUNEAU, ALASKA**
COLD TEMPERATURE TABLE**COLD TEMPERATURE RESTRICTED AIRPORT**

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA's Notices to Airmen Publication (NTAP) Graphic Notices General for a complete list of published airports, temperature/s, segments, and procedure information.
(www.faa.gov/air_traffic/publications/notices).

COLD TEMPERATURE CORRECTION TABLE

HEIGHT ABOVE AIRPORT (FEET)

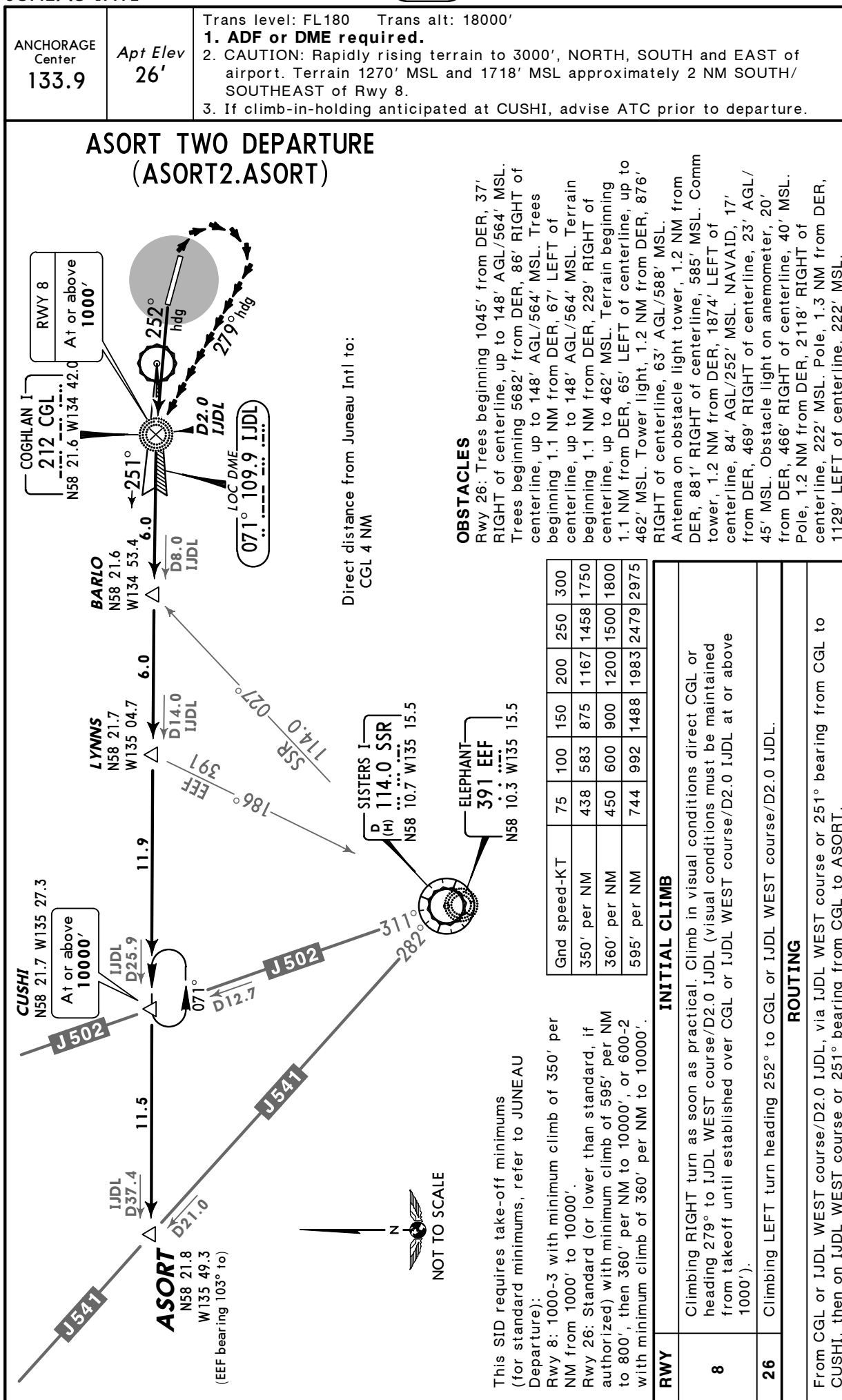
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
REPORTED TEMP +10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

PAJN/JNU
JUNEAU INTL

JEPPesen
6 DEC 13 10-3 Eff 12 Dec

JUNEAU, ALASKA

SID



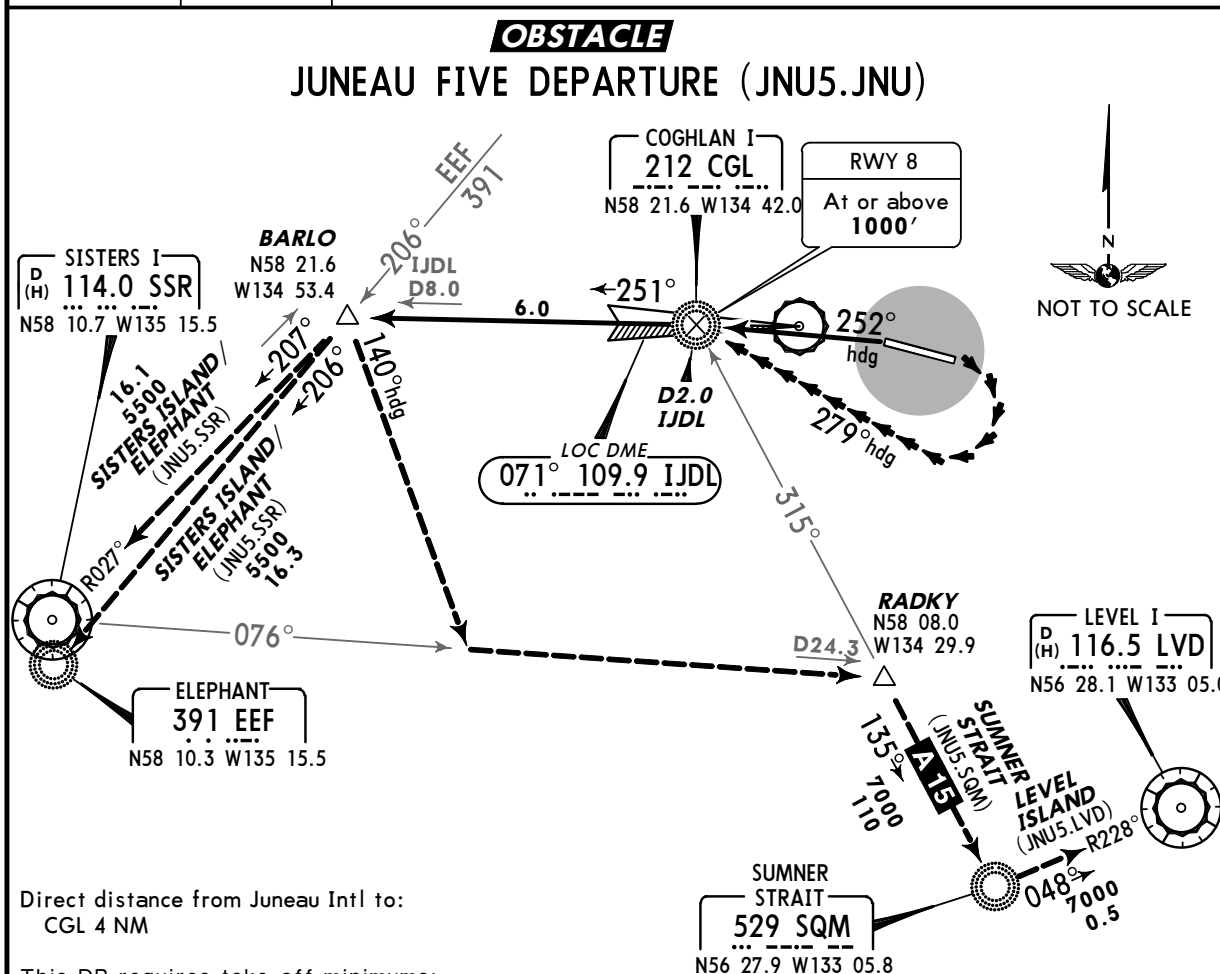
PAJN/JNU
JUNEAU INTL

JEPPesen
6 DEC 13 **10-3A** **Eff 12 Dec**

JUNEAU, ALASKA

DP

ANCHORAGE Center 133.9	<i>Apt Elev</i> 26'	Trans level: FL180 Trans alt: 18000' 1. ADF required. 2. CAUTION: Rapidly rising terrain to 3000', NORTH, SOUTH, and EAST of airport. 3. Obtain ATC approval for this procedure if not issued as part of the IFR clearance.
-------------------------------------	-------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



This DP requires take-off minimums:
Rwy 8: 1000-3 with minimum climb from 1000' as stated per transition.
Rwy 26: Standard (or lower than standard, if authorized) with minimum climb of 595' per NM to 800', then as stated per transition, or 600-2 with minimum climb as stated per transition.
LEVEL ISLAND, SUMNER STRAIT Transitions:
Minimum climb of 385' per NM to 4600'.
SISTERS ISLAND/ELEPHANT Transition:
Minimum climb of 330' per NM to 2800'.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
330' per NM	413	550	825	1100	1375	1650
385' per NM	481	642	963	1283	1604	1925
595' per NM	744	992	1488	1983	2479	2975

OBSTACLES

Rwy 26: Trees beginning 1045' from DER, 37' RIGHT of centerline, up to 148' AGL/564' MSL. Trees beginning 5682' from DER, 86' RIGHT of centerline, up to 148' AGL/564' MSL. Trees beginning 1.1 NM from DER, 67' LEFT of centerline, up to 148' AGL/564' MSL. Terrain beginning 1.1 NM from DER, 229' RIGHT of centerline, up to 462' MSL. Terrain beginning 1.1 NM from DER, 65' LEFT of centerline, up to 462' MSL. Tower light, 1.2 NM from DER, 876' RIGHT of centerline, 63' AGL/588' MSL. Antenna on obstacle light tower, 1.2 NM from DER, 881' RIGHT of centerline, 585' MSL. Comm tower, 1.2 NM from DER, 1874' LEFT of centerline, 84' AGL/252' MSL. NAVIAD, 17' from DER, 469' RIGHT of centerline, 23' AGL/45' MSL. Obstacle light on anemometer, 20' from DER, 466' RIGHT of centerline, 40' MSL. Pole, 1.2 NM from DER, 2118' RIGHT of centerline, 222' MSL. Pole, 1.3 NM from DER, 1129' LEFT of centerline, 222' MSL.

RWY	INITIAL CLIMB
8	Climbing RIGHT turn as soon as practical. Climb in visual conditions direct CGL or heading 279° to IJDL WEST course/D2.0 IJDL (visual conditions must be maintained from takeoff until established over CGL or IJDL WEST course/D2.0 IJDL at or above 1000').
26	Climbing LEFT turn heading 252° to CGL or IJDL WEST course/D2.0 IJDL.

ROUTING	
From CGL or WEST course/D2.0 IJDL, then on IJDL WEST course or 251° bearing from CGL to BARLO, then on transition.	

PAJN/JNU

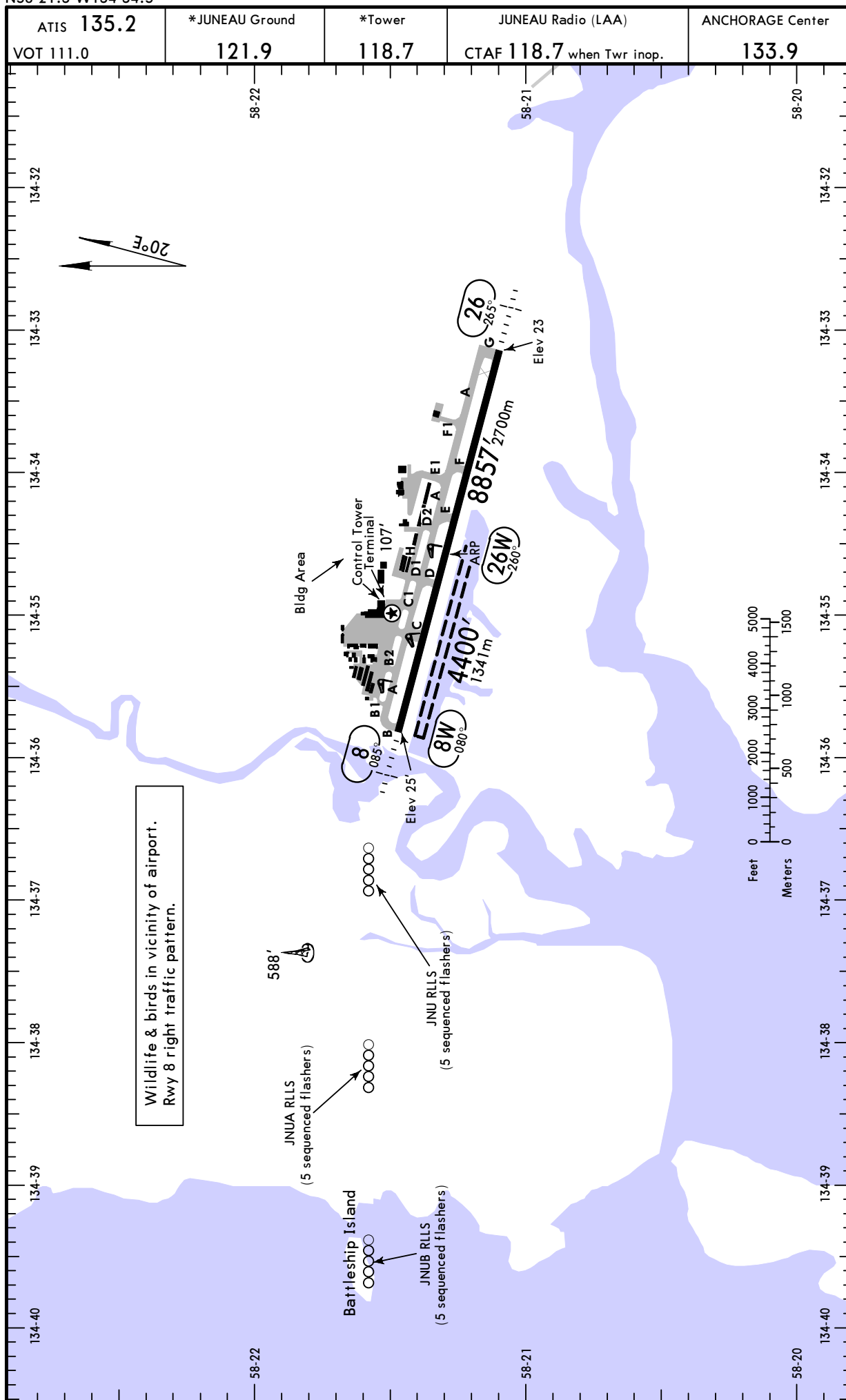
Apt Elev **26'**
N58 21.3 W134 34.5

JEPPESSEN

27 MAR 15 **(10-9)**

JUNEAU, ALASKA

JUNEAU INTL



CHANGES: Twy G relocated to Twy 26 thr, Twy A extended 650' to the east.

© JEPPESSEN, 1998, 2015. ALL RIGHTS RESERVED.

PAJN/JNU **JEPPESEN**
27 MAR 15 **(10-9A)****JUNEAU, ALASKA**
JUNEAU INTLGENERAL

All Twys, except Twy A, hold short markings do not meet enhanced standards.

Transient dock available for public use for up to six aircraft Southwest corner.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				TAKE-OFF	WIDTH
		LANDING BEYOND		Glide Slope			
		Threshold					
8	① HIRL CL ① MALSF RLLS ② VASI-L grooved	④ 8457'2478m				150' 46m	
26	① HIRL CL MALS ① REIL ③ PAPI-L grooved						
8W						150' 46m	
26W							

① Contact Tower or FSS (when tower inop) to activate lights.

② Angle 3.50°. VASI aligned approximately 13° right of runway centerline and is not visible on runway centerline. VASI unusable beyond 6° left of course.

③ Angle 3.50°. Unusable beyond 2.0 NM due to terrain.

④ Last 400' (122m) not available for landing distance computations.

TAKE-OFF

Rwys 8, 261 & 2
Eng3 & 4
Eng**USE JUNEAU DEPARTURE**

FOR FILING AS ALTERNATE

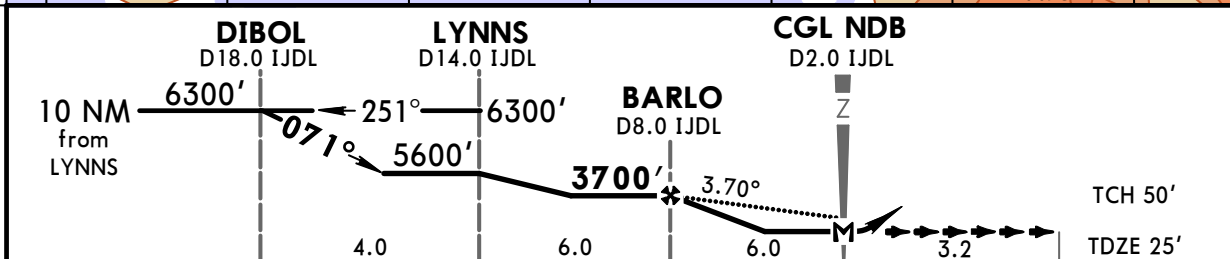
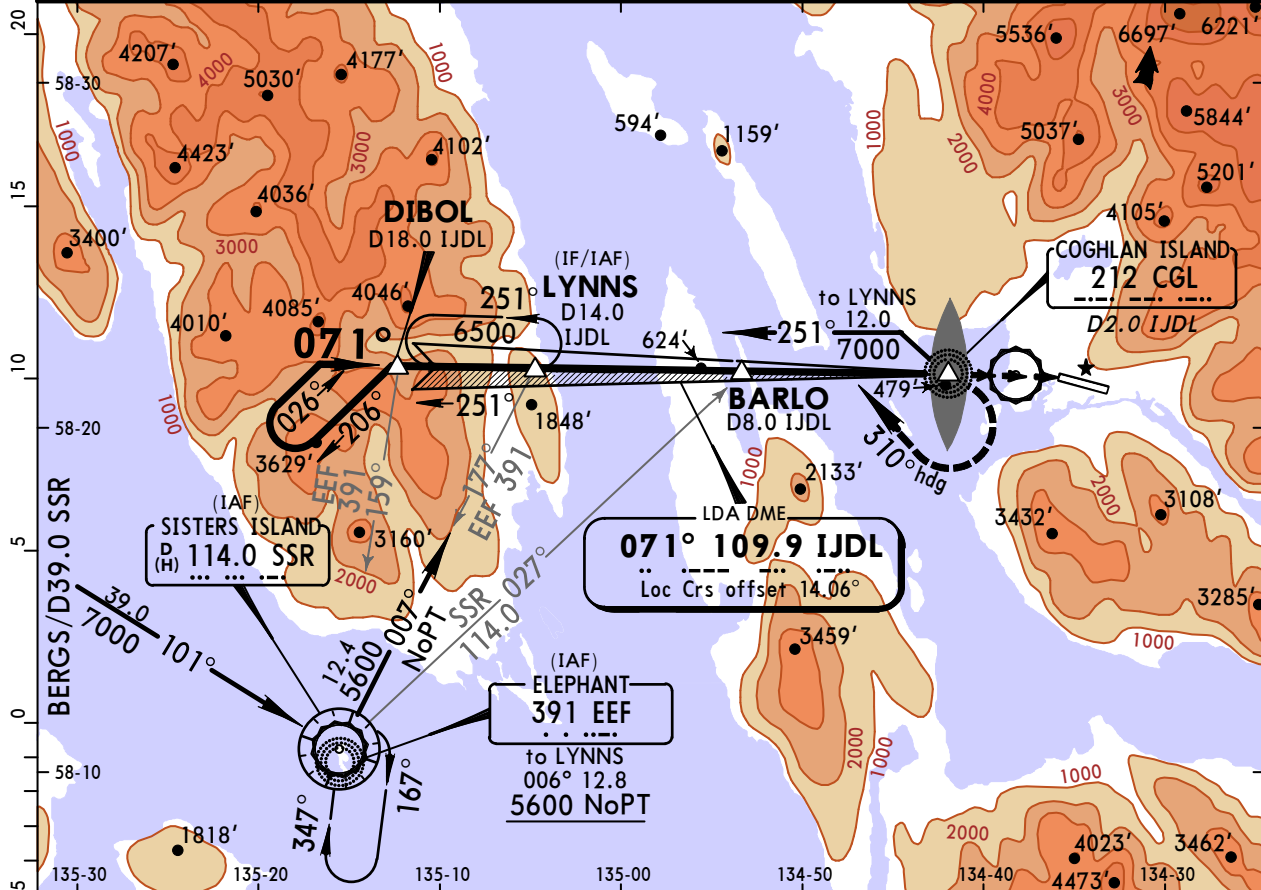
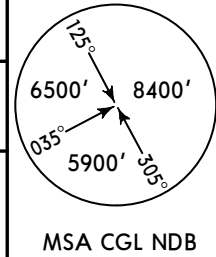
LDA X Rwy 8		RNAV (GPS) V Rwy 8
DAY	NIGHT	
A	3200-5	1900-2 ½
B	3200-10	
C		NA
D		

PAJN/JNU
JUNEAU INTL

JEPPesen
11 MAR 16 (11-1)

JUNEAU, ALASKA
LDA X Rwy 8

ATIS 135.2	ANCHORAGE Center 133.9	*JUNEAU Tower 118.7	*Ground 121.9	JUNEAU Radio (LAA) CTAF 118.7 when Twr inop.
LDA IJDL 109.9	Final Apch Crs 071°	Minimum Alt BARLO 3700' (3675')	LDA MDA(H) 3200' (3175')	Apt Elev 26' TDZE 25'
MISSED APCH: Immediate climbing RIGHT turn to 5600' via 310° heading and on CGL NDB BRG-251° to intercept SSR VOR R-027 direct SSR VOR or EEF NDB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. CAUTION: Any go-around after passing the MAP will not provide standard obstruction clearance. 3. Use IJDL DME when on LDA course. 4. When VGSI inop procedure not authorized at night. 5. Cold temperature altitude correction required at or below -13°C (-9°F).				



Gnd speed-Kts	70	90	100	120	140	160	MALSF VASI RLLS 5600' via 310° hdg RT
Descent angle	3.70°	458	589	655	786	917	
MAP at CGL NDB							

TERPS		STRAIGHT-IN LANDING RWY 8		CIRCLE-TO-LAND			
		MDA(H) 3200' (3175')		Not Authorized North of Rwy 8-26			
		ALS out		Max Kts	DAY	NIGHT	
					MDA(H)	MDA(H)	
A	4			90	3200'(3174') -4	3200'(3174') -5	
B				120		3200'(3174') -10	
C				140	3340'(3314') -10		
D	NA			165	3640'(3614') -4	3640'(3614') -10	

TERPS AMEND 12B 13 NOV 2014

CHANGES: LYNNS marker removed.


© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

PAJN/JNU
JUNEAU INTL

JEPPESEN

23 OCT 15 (12-1) CAT A & B

JUNEAU, ALASKA
RNAV (GPS) V Rwy 8

ATIS 135.2	ANCHORAGE Center 133.9	*JUNEAU Tower 118.7	*Ground 121.9	JUNEAU Radio (LAA) CTAF 118.7 when Twr inop.	
RNAV	Final Apch Crs 070°	Minimum Alt MENAE 2700' (2675')	LNAV MDA(H) (CONDITIONAL) 1880' (1855')	Apt Elev 26' TDZE 25'	

MISSED APCH: Climbing LEFT turn to 9000' direct MUGGZ and on track 281° to CHILL and hold, continue climb-in-hold to 9000'.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

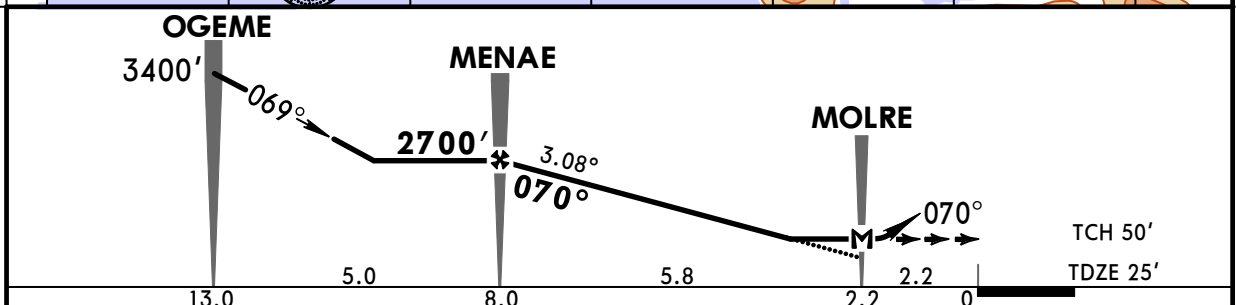
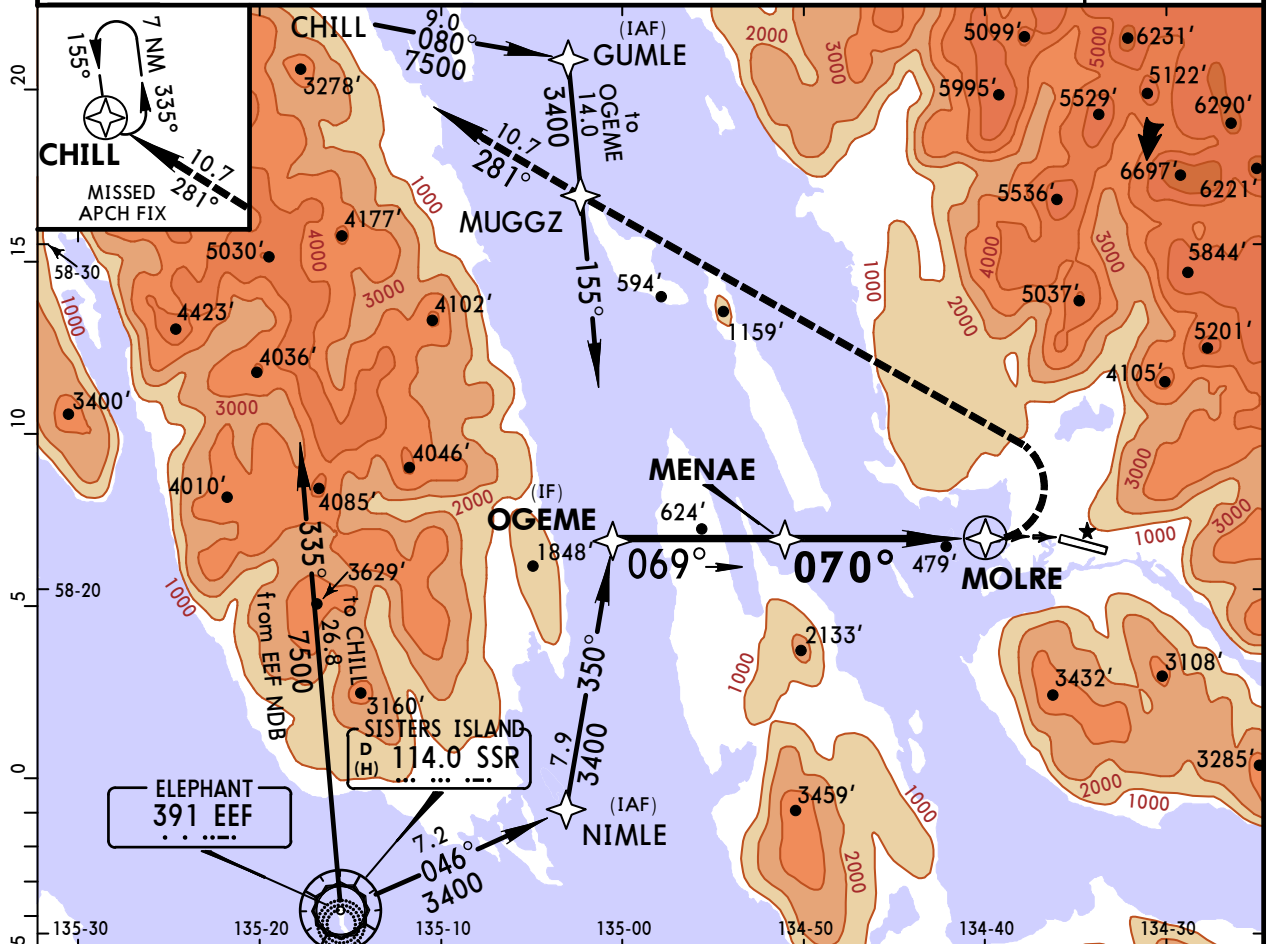
1. Procedure not authorized at night when VGSI inop. 2. Final approach course offset 15.2°.

3. DME/DME RNP-0.30 not authorized. 4. RLLS not aligned with final approach course.

5. VGS1 and descent angles not coincident. 6. Visibility reduction by helicopters not authorized. 7. Cold temperature altitude correction required at or below -13°C (-9°F).

8400'

MSA MOLRE



Gnd speed-Kts	70	90	100	120	140	160	
Descent angle 3.08°	381	490	545	654	763	872	
MAP at MOLRE							

TERPS AMEND 2B 13 NOV 2014

TERPS

STRAIGHT-IN LANDING RWY 8

LNAV

CIRCLE-TO-LAND

Not Authorized North of Rwy 8-26

Missed Apch Requires Mim
Climb of 363' per NM to 3200'

MDA(H) **2340'** (2315')

						Max Kts.	DAY	NIGHT
			ALS out	RLLS out	ALS out	RLLS out	MDA(H)	
A	2		4	3		4	2340' (2314') -3	NA
B								
C	NA			NA			C	NA
D							D	

CHANGES: Cold weather note.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

JEPPESEN
24 FEB 17 **10-2** Eff 2 Mar

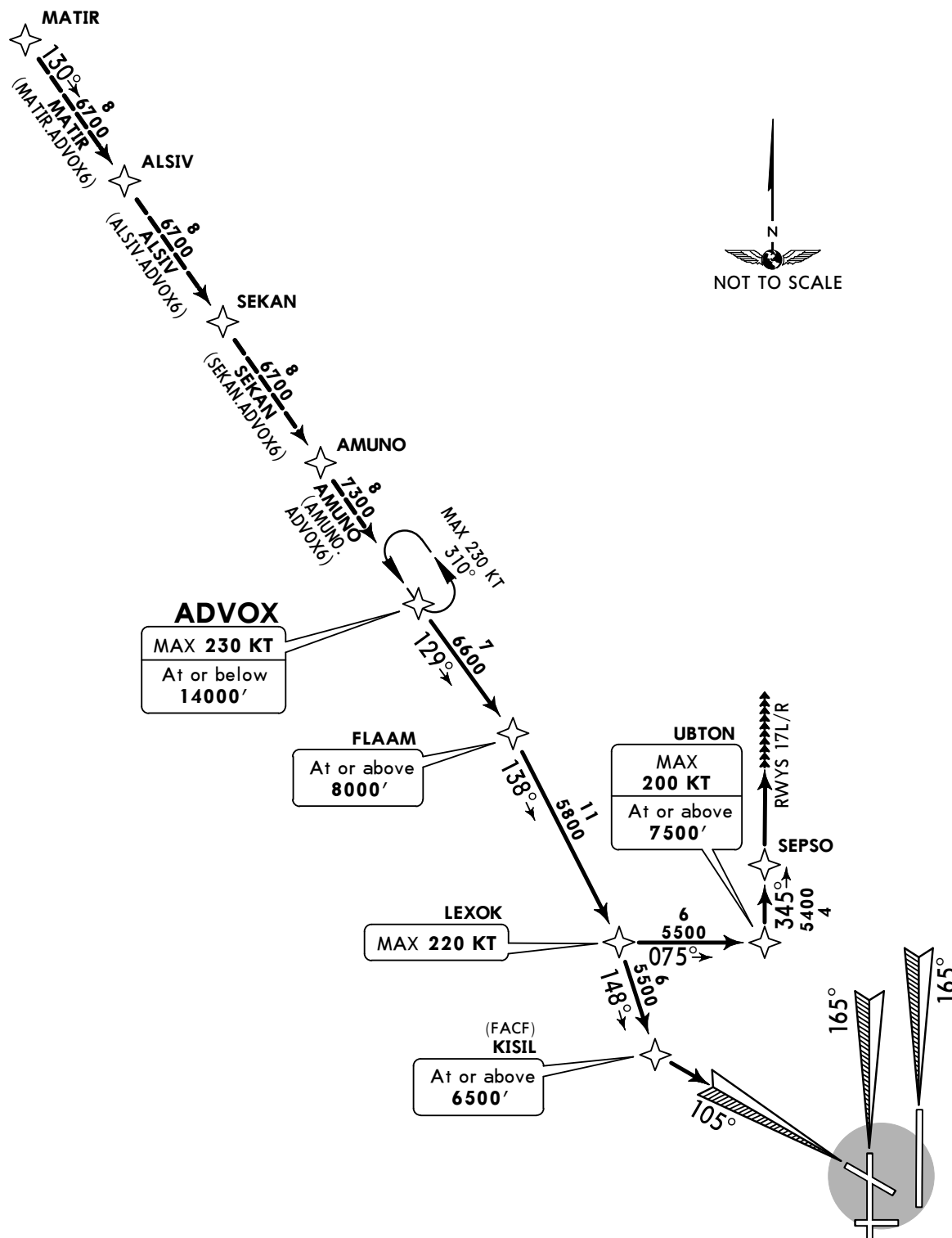
CALGARY, ALTA
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

ADVOX 6 ARRIVAL (ADVOX.ADVOX6)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2A

Eff 2 Mar

CALGARY, ALTA

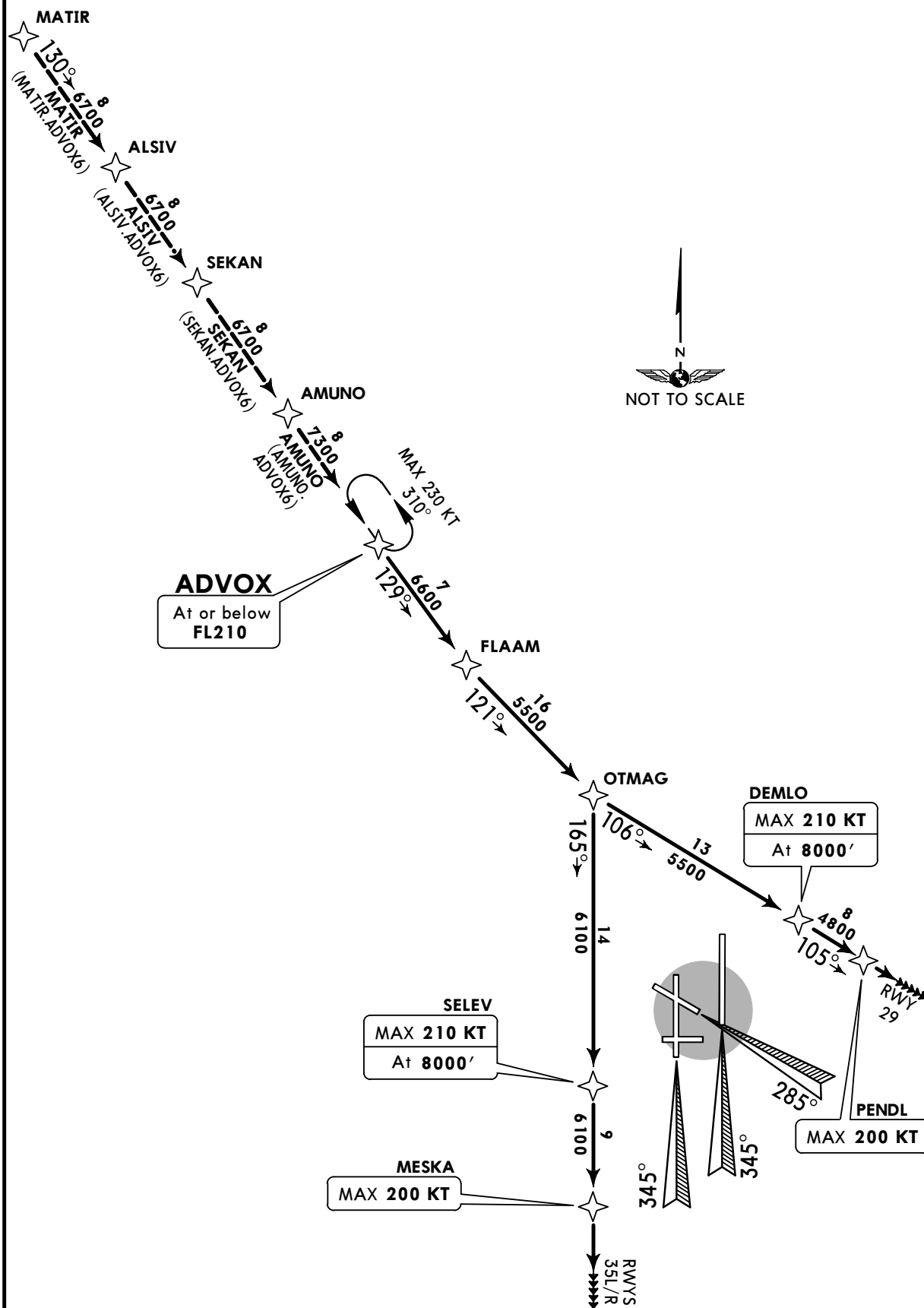
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

ADVOX 6 ARRIVAL (ADVOX.ADVOX6)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2B

Eff 2 Mar

CALGARY, ALTA

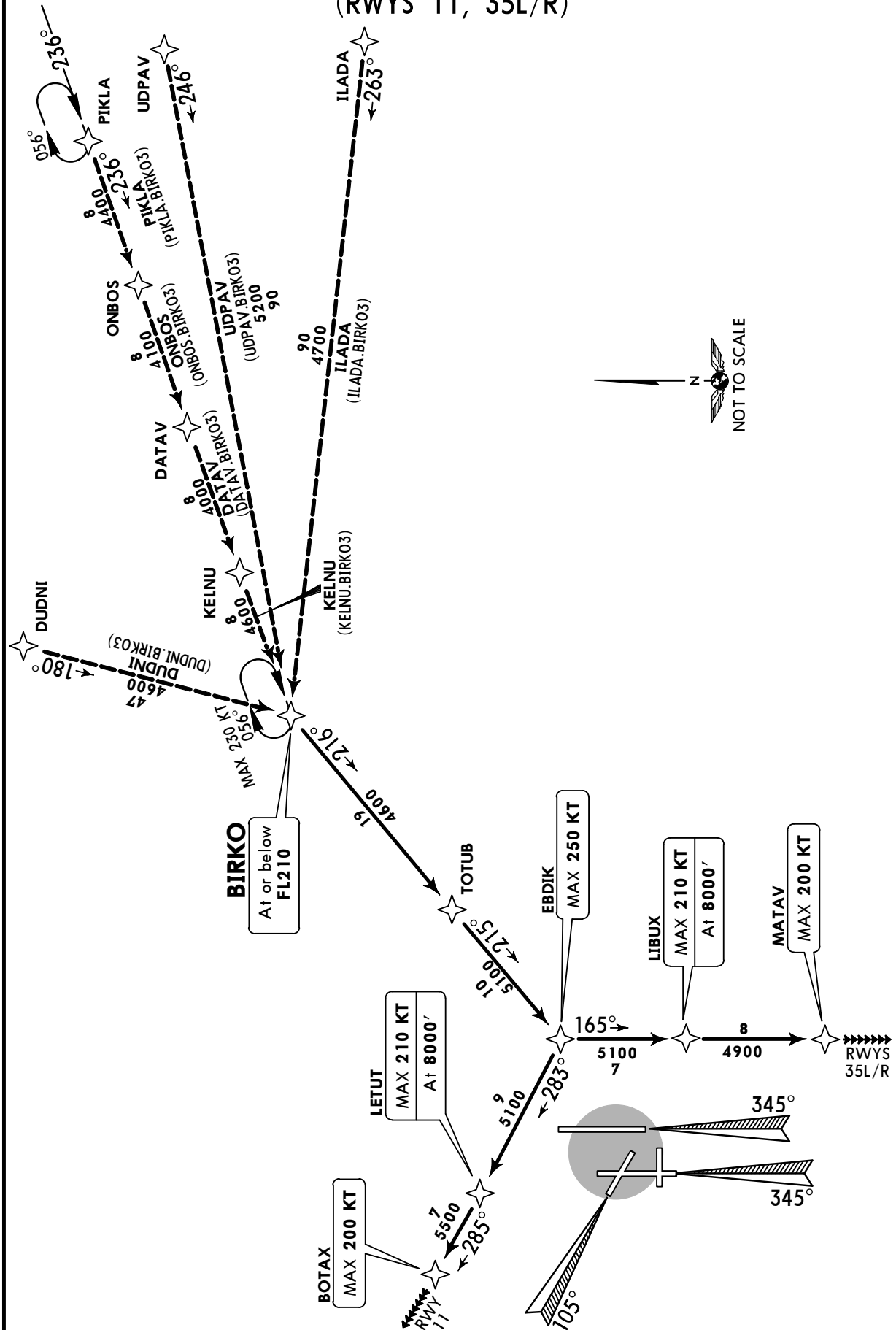
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

BIRKO 3 ARRIVAL (BIRKO.BIRKO3)
(RWYS 11, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2C

Eff 2 Mar

CALGARY, ALTA

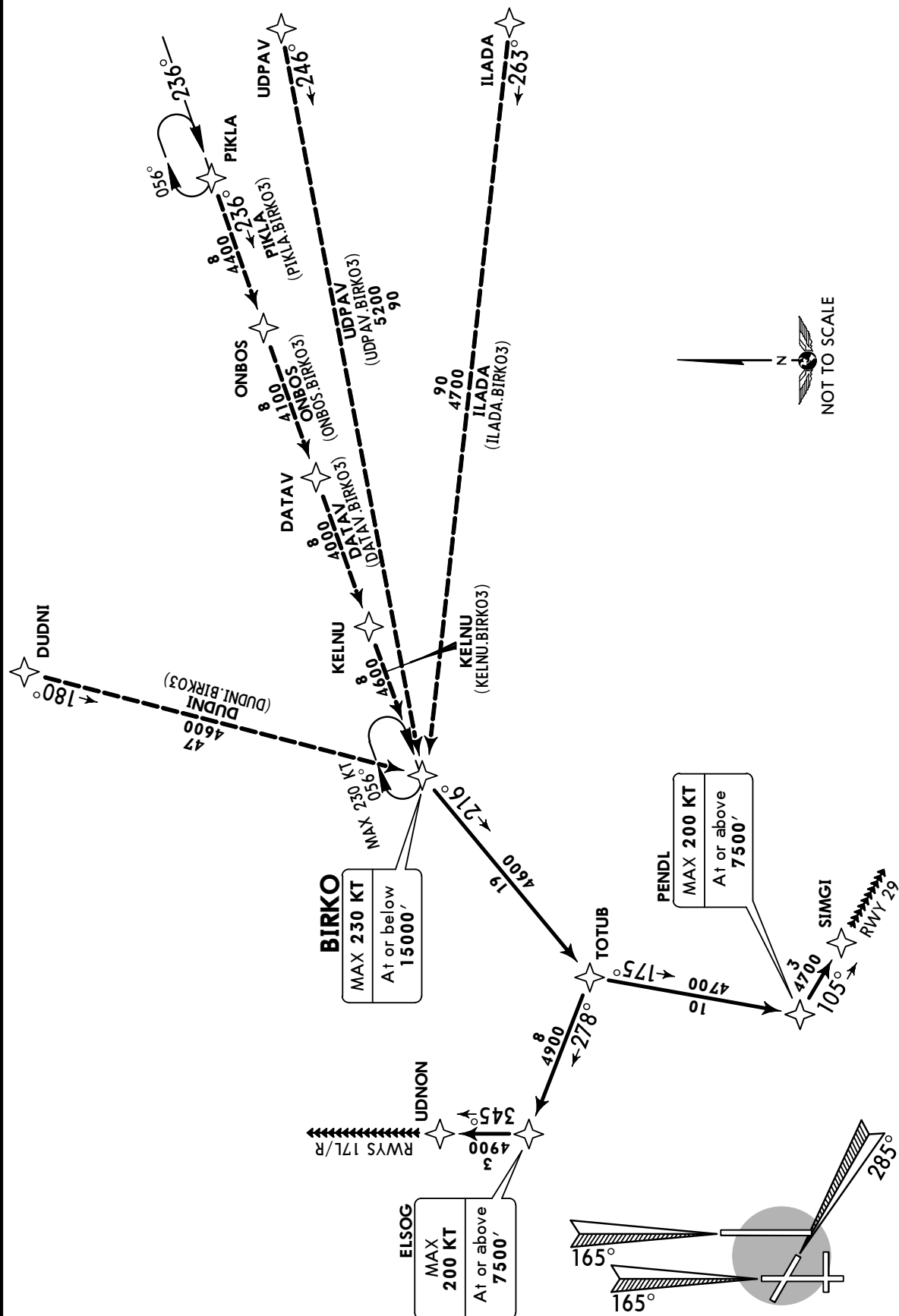
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

BIRKO 3 ARRIVAL (BIRKO.BIRK03)
(RWYS 17L/R, 29)



CYYC/YYC
CALGARY INTL

24 FEB 17

10-2D

Eff 2 Mar

CALGARY, ALTA

RNAV STAR

D-ATIS
128.22

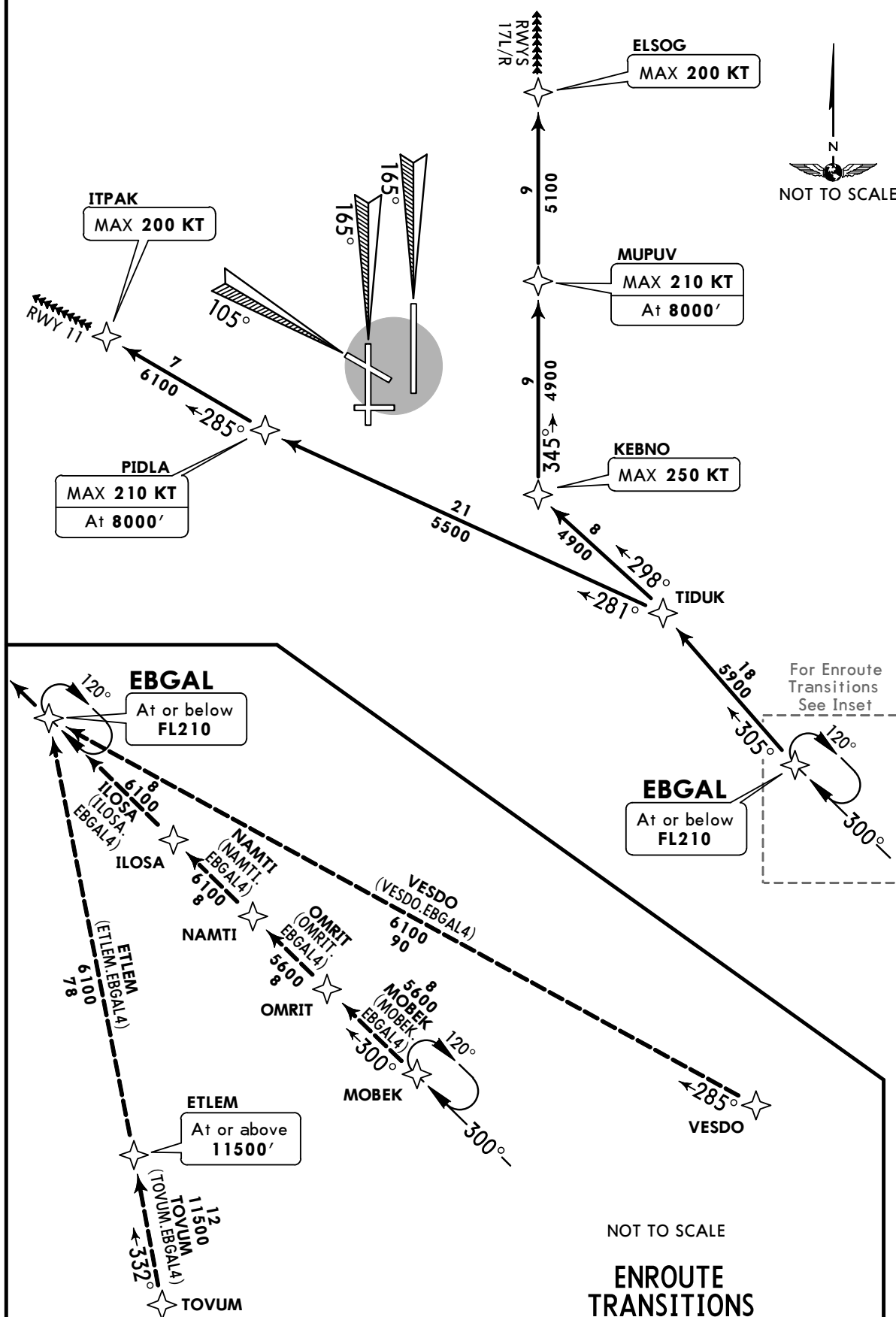
Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 13,800'.

2. Jet aircraft only.

EBGAL 4 ARRIVAL (EBGAL.EBGAL4)
(RWYS 11, 17L/R)



CHANGES: General notes.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

JEPPesen
24 FEB 17 **10-2E** **Eff 2 Mar**

CALGARY, ALTA

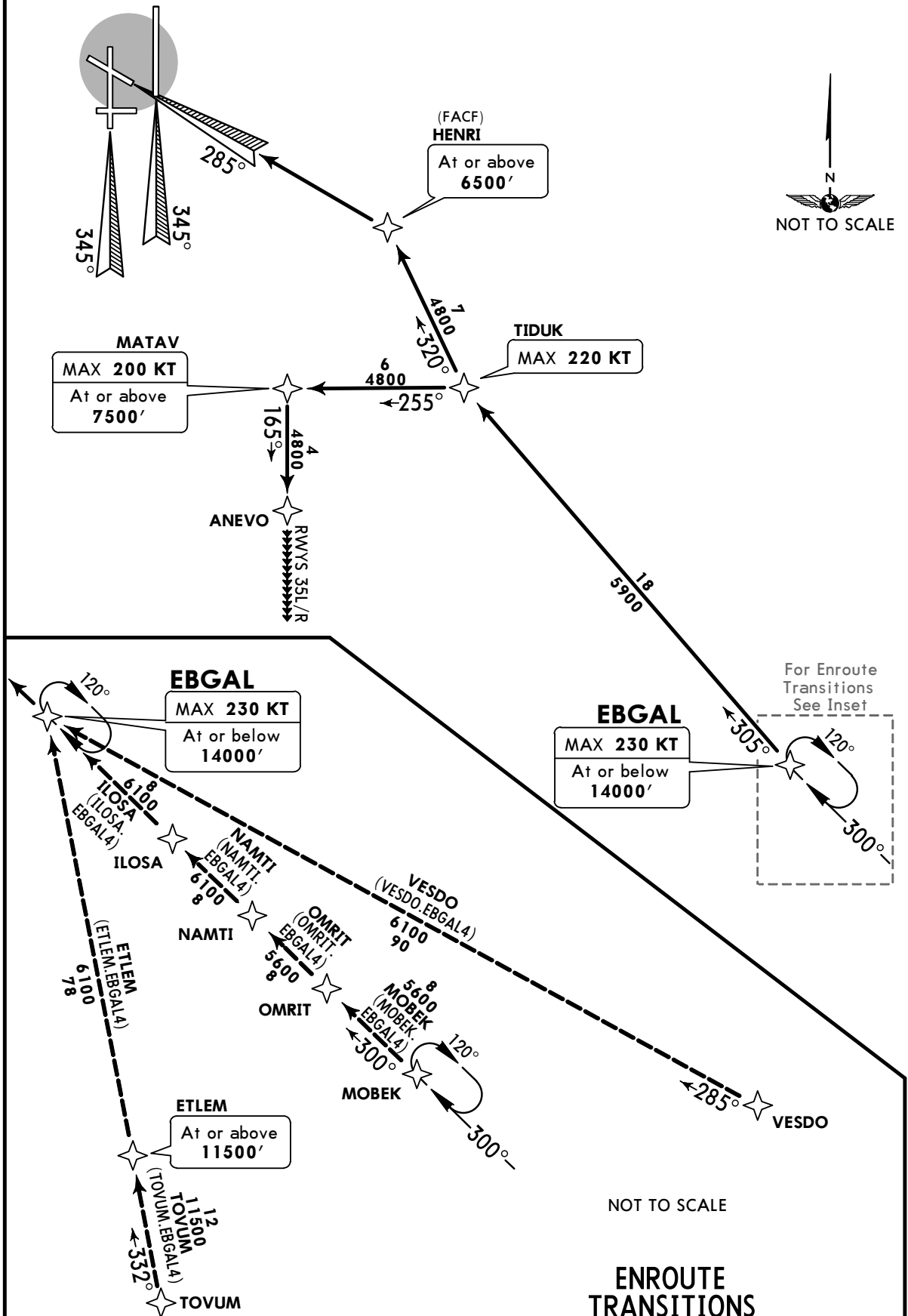
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

EBGAL 4 ARRIVAL (EBGAL.EBGAL4)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2F

Eff 2 Mar

CALGARY, ALTA

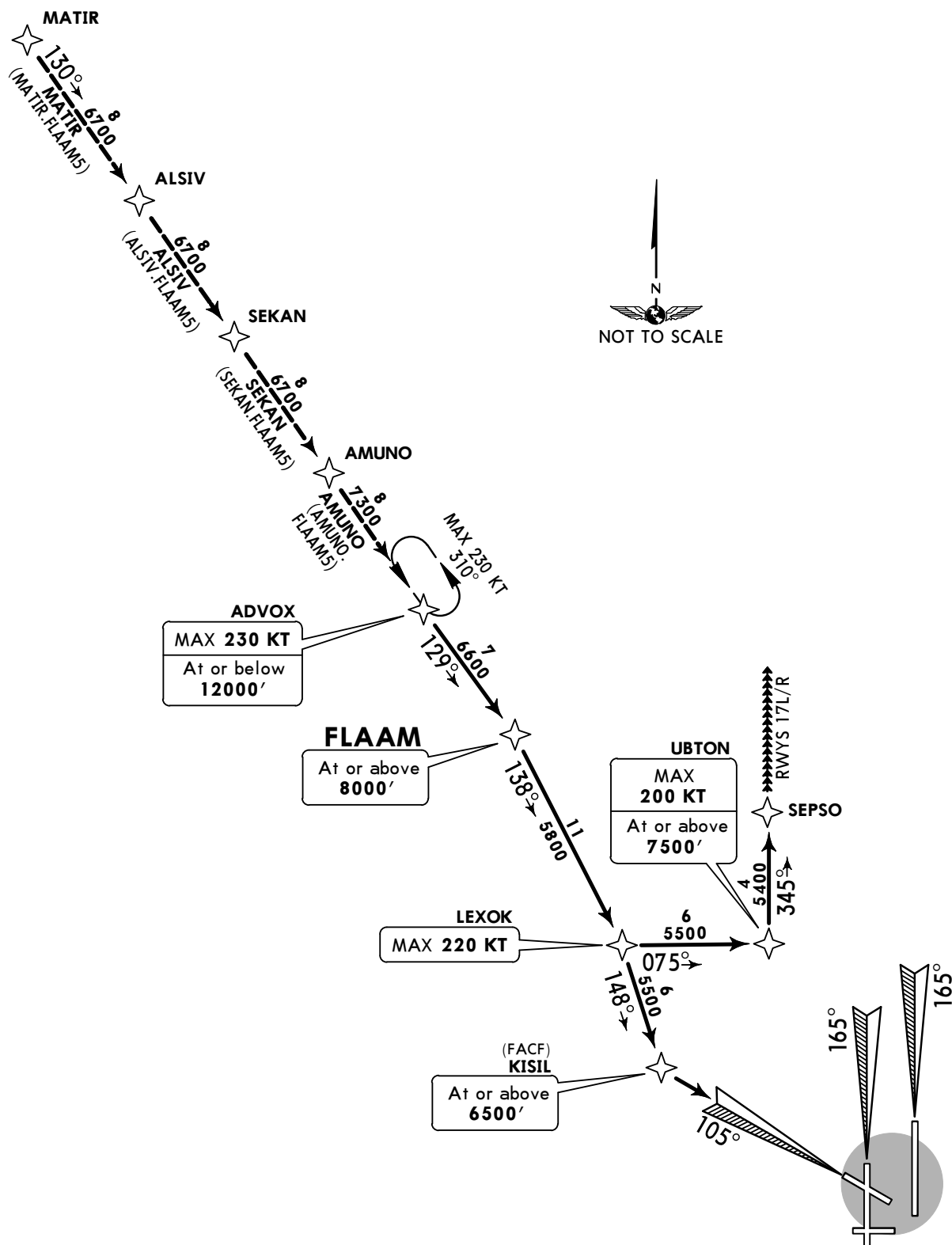
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

FLAAM 5 ARRIVAL (ADVOX.FLAAM5)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL



24 FEB 17

(10-2G)

Eff 2 Mar

CALGARY, ALTA

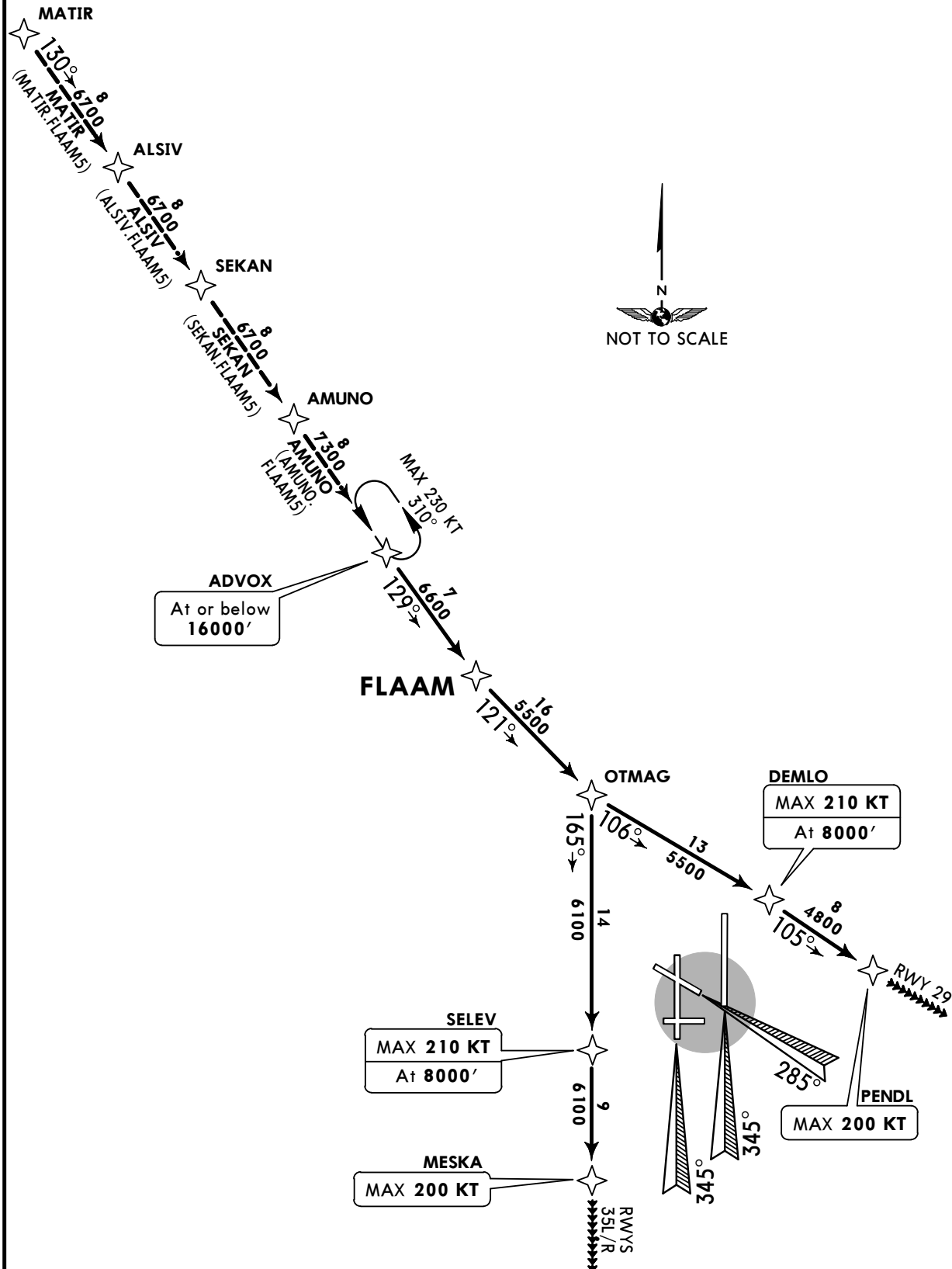
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

FLAAM 5 ARRIVAL (ADVOX.FLAAM5)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESSEN

24 FEB 17 (10-2H) Eff 2 Mar

CALGARY, ALTA

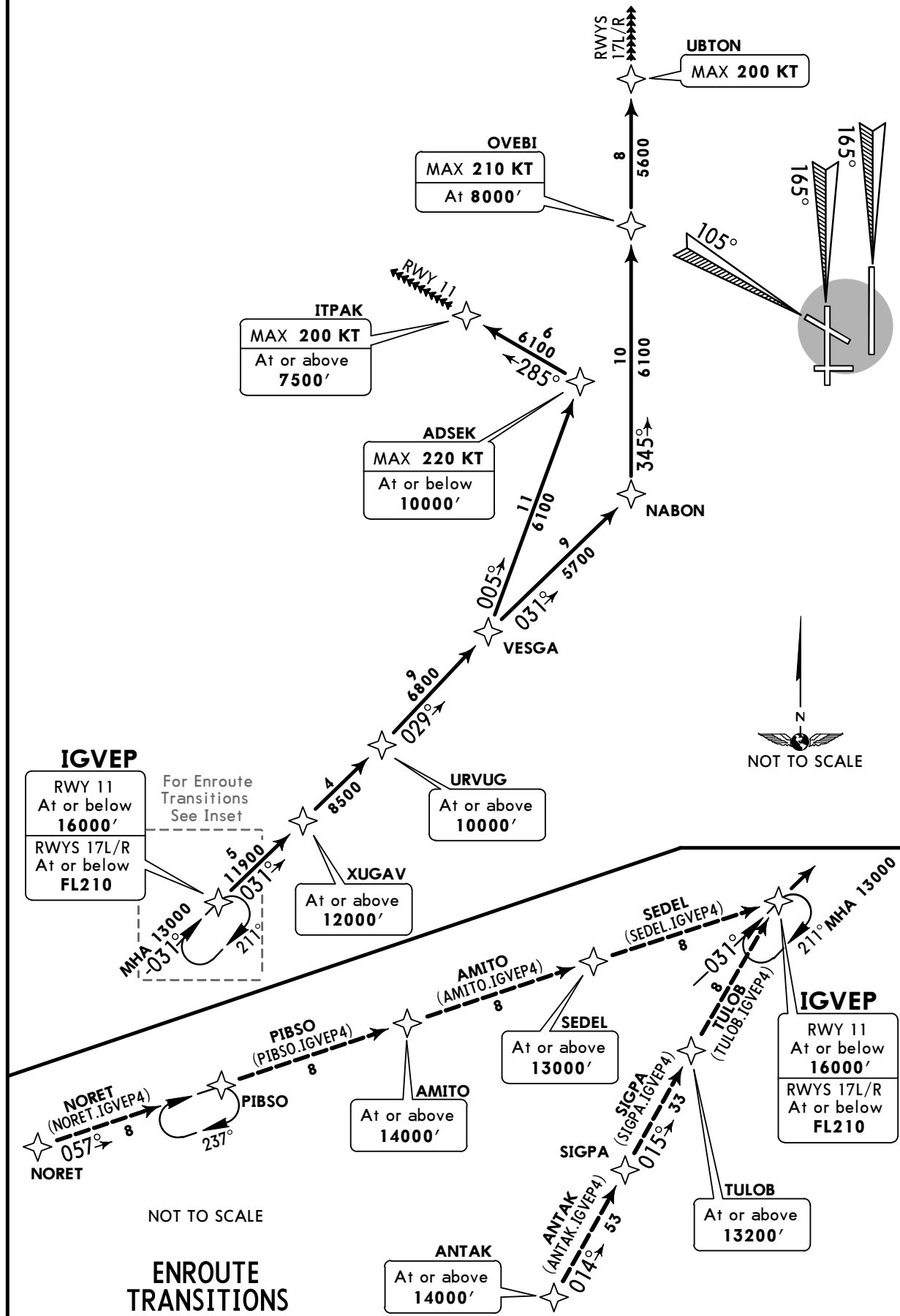
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

IGVEP 4 ARRIVAL (IGVEP.IGVEP4)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

(10-2J)

Eff 2 Mar

CALGARY, ALTA

RNAV STAR

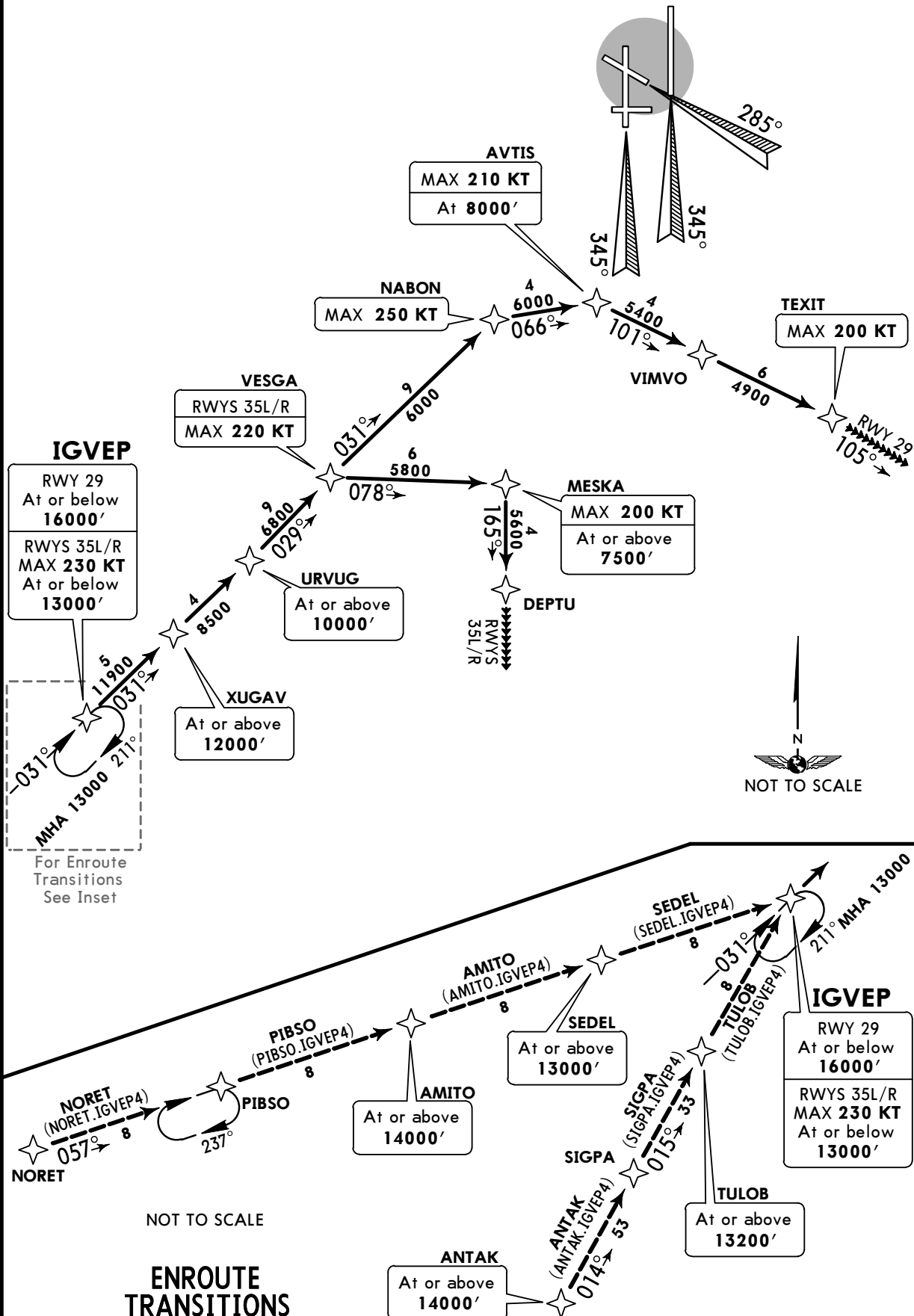
D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

IGVEP 4 ARRIVAL (IGVEP.IGVEP4)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2K

Eff 2 Mar

CALGARY, ALTA

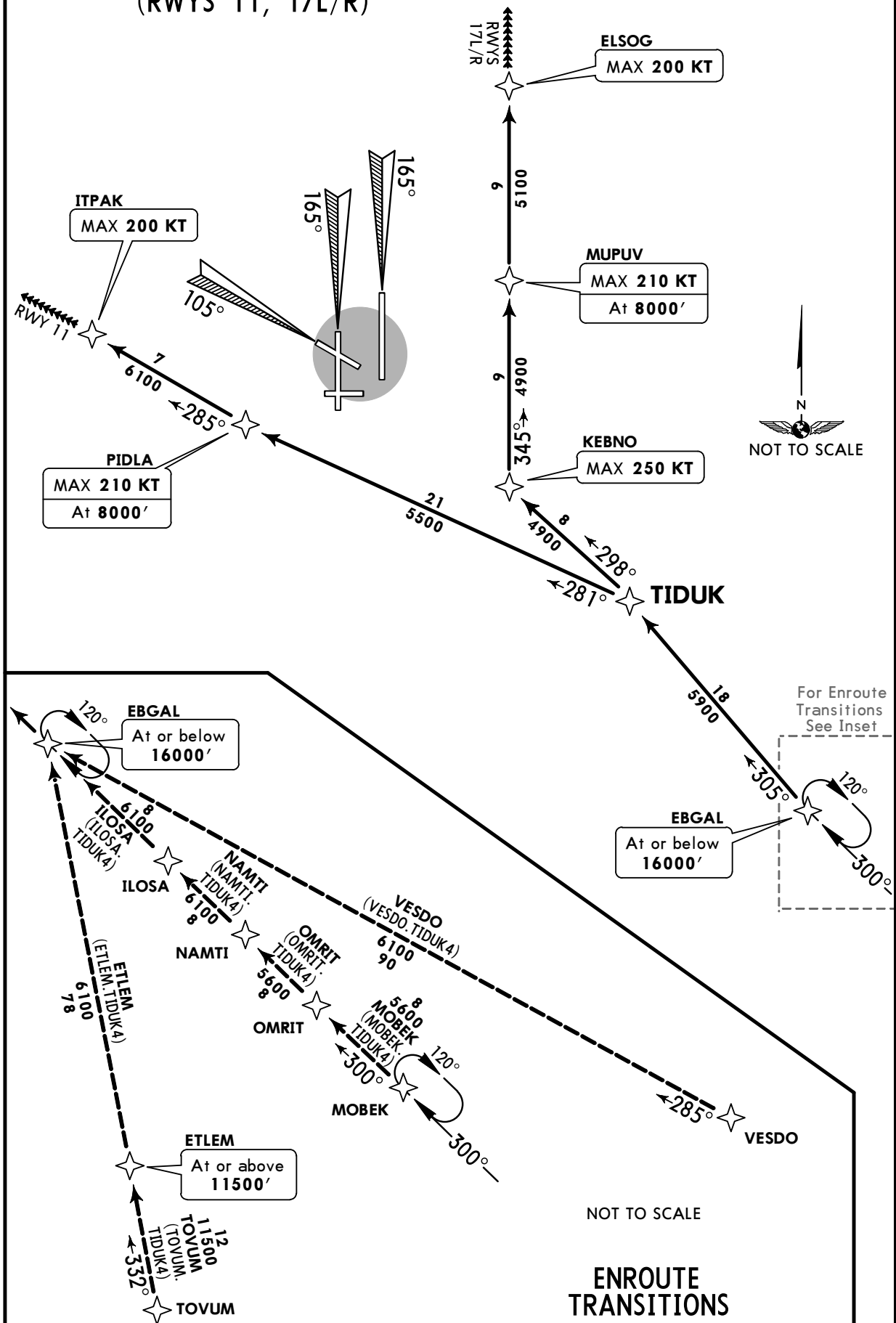
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TIDUK 4 ARRIVAL (EBGAL.TIDUK4)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

JEPPESSEN

24 FEB 17

10-2L

Eff 2 Mar

CALGARY, ALTA

RNAV STAR

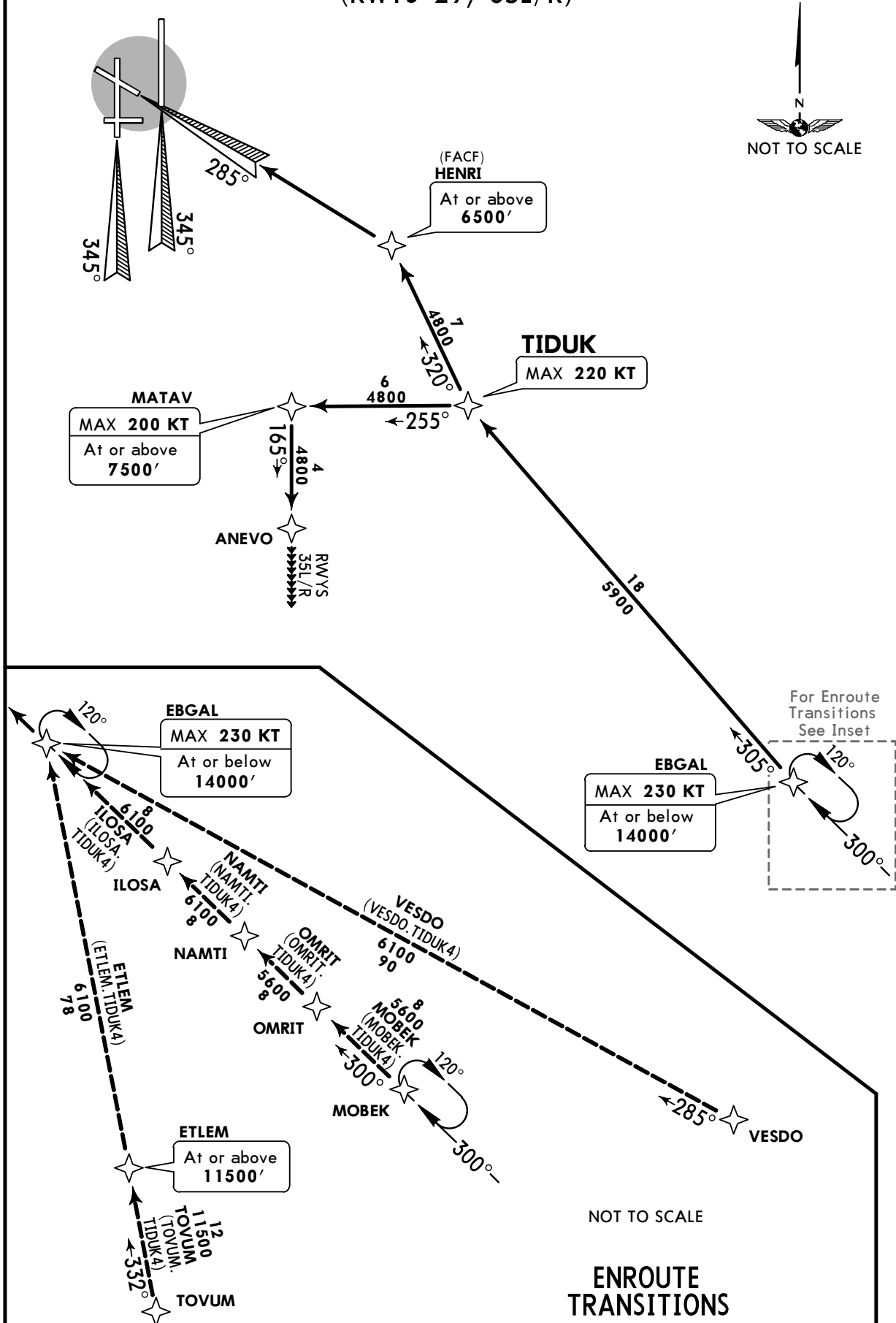
D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TIDUK 4 ARRIVAL (EBGAL.TIDUK4)
(RWYS 29, 35L/R)



CHANGES: General notes.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2M

Eff 2 Mar

CALGARY, ALTA

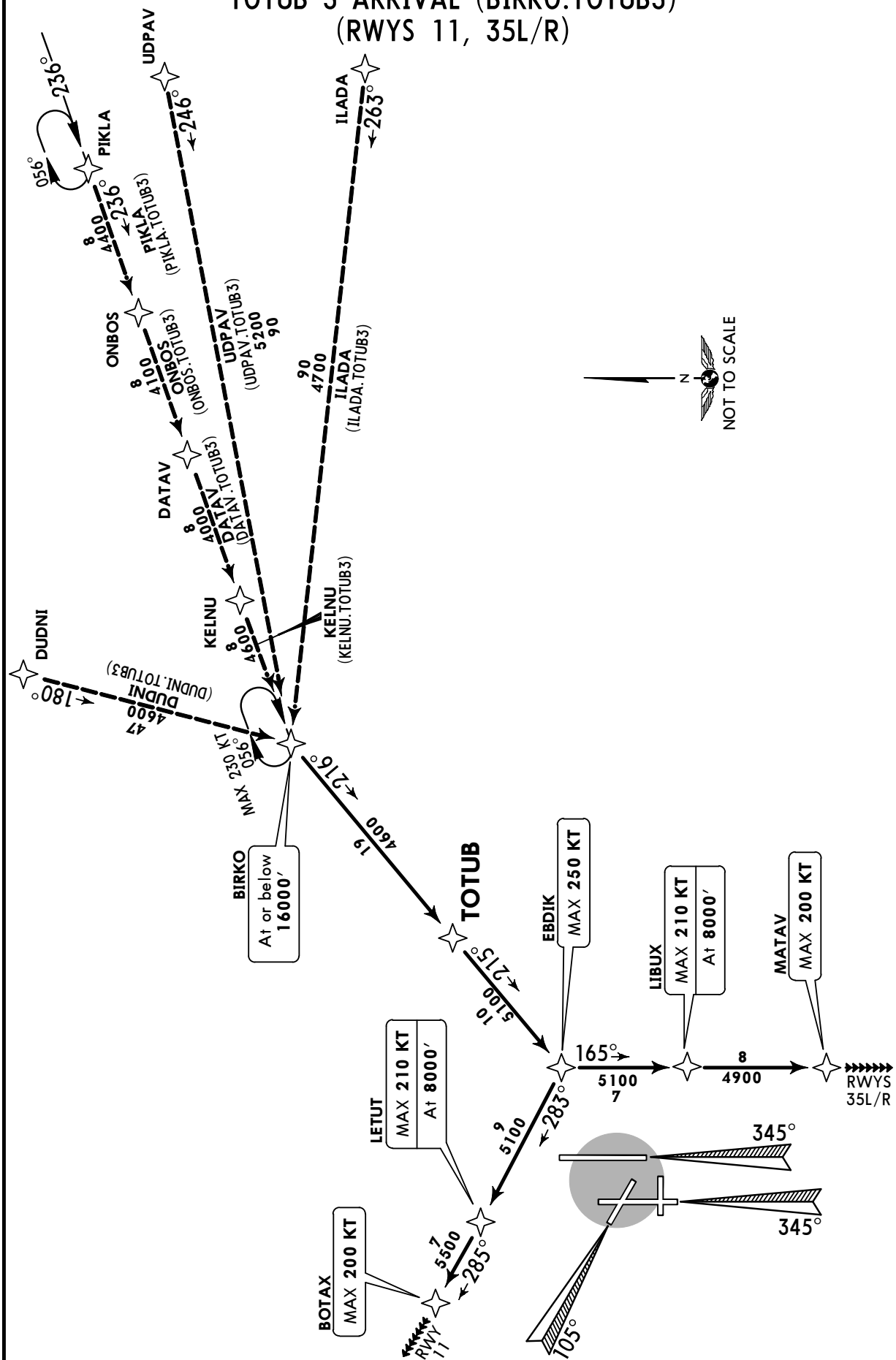
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TOTUB 3 ARRIVAL (BIRKO.TOTUB3)
(RWYS 11, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2N

Eff 2 Mar

CALGARY, ALTA

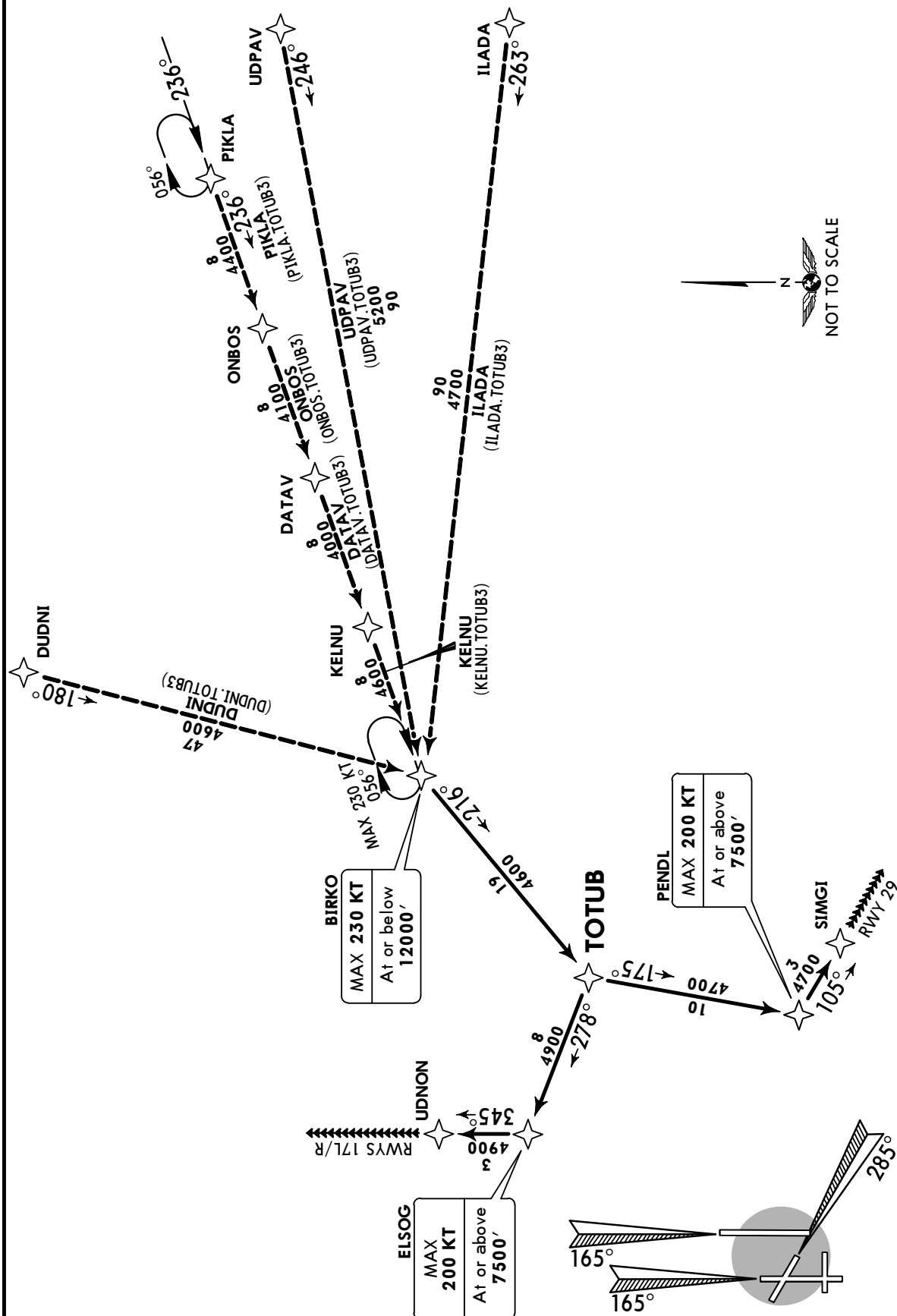
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TOTUB 3 ARRIVAL (BIRKO.TOTUB3)
(RWYS 17L/R, 29)



CYYC/YYC
CALGARY INTL

JEPPesen

24 FEB 17

10-2P

Eff 2 Mar

CALGARY, ALTA

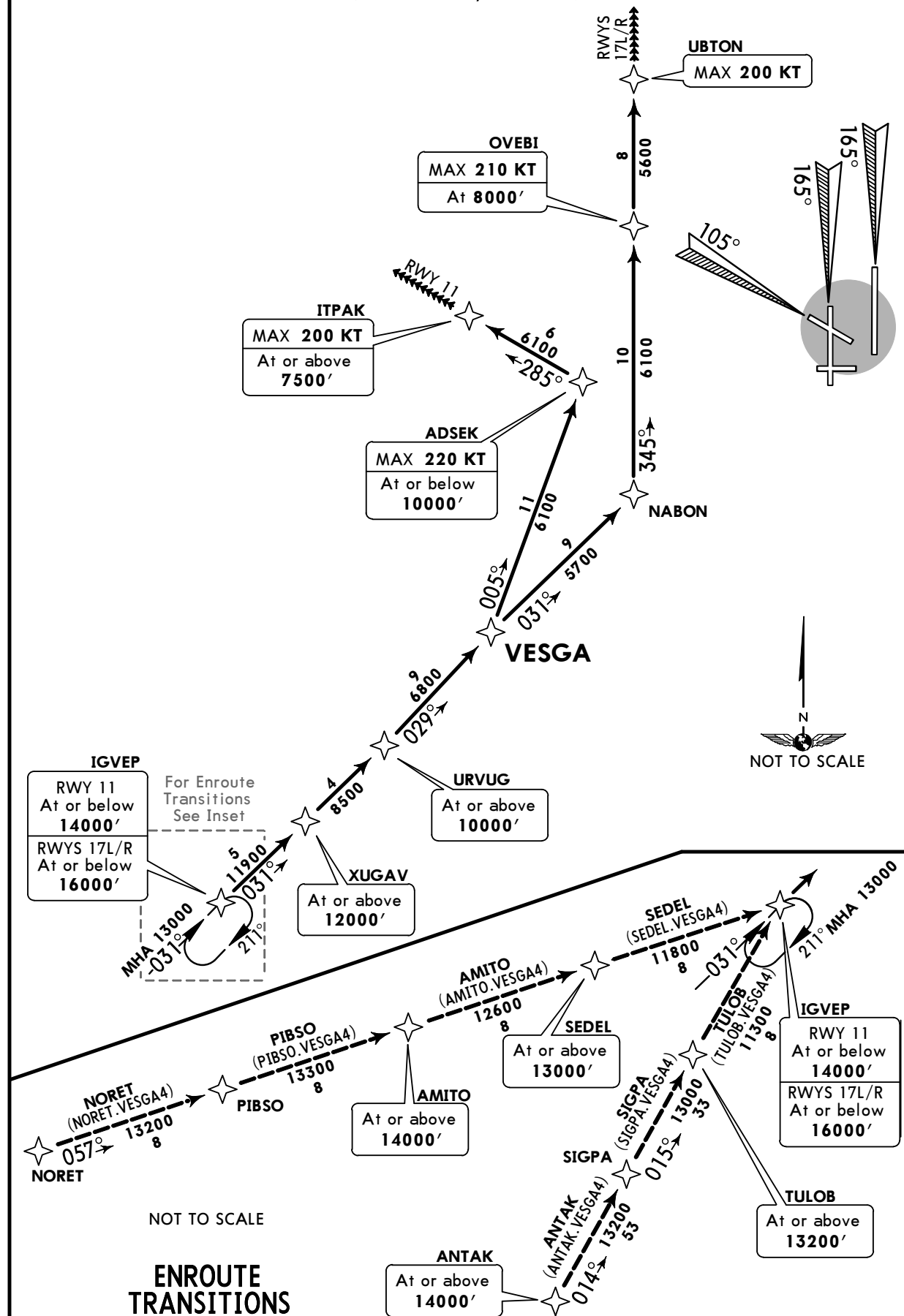
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

VESGA 4 ARRIVAL (IGVEP.VESGA4)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

JEPPESSEN

24 FEB 17

(10-2Q)

Eff 2 Mar

CALGARY, ALTA

RNAV STAR

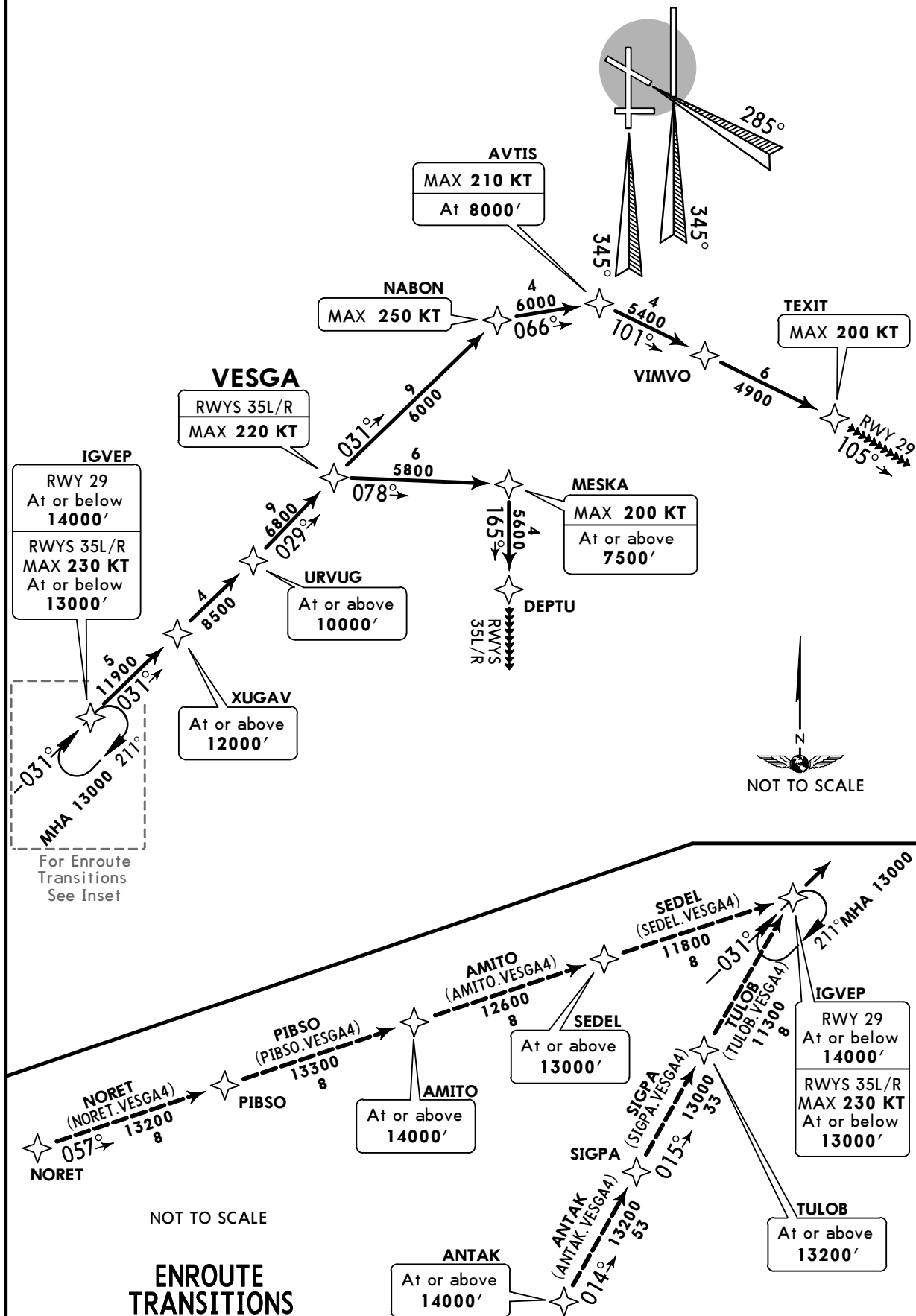
D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

VESGA 4 ARRIVAL (IGVEP.VESGA4)
(RWYS 29, 35L/R)

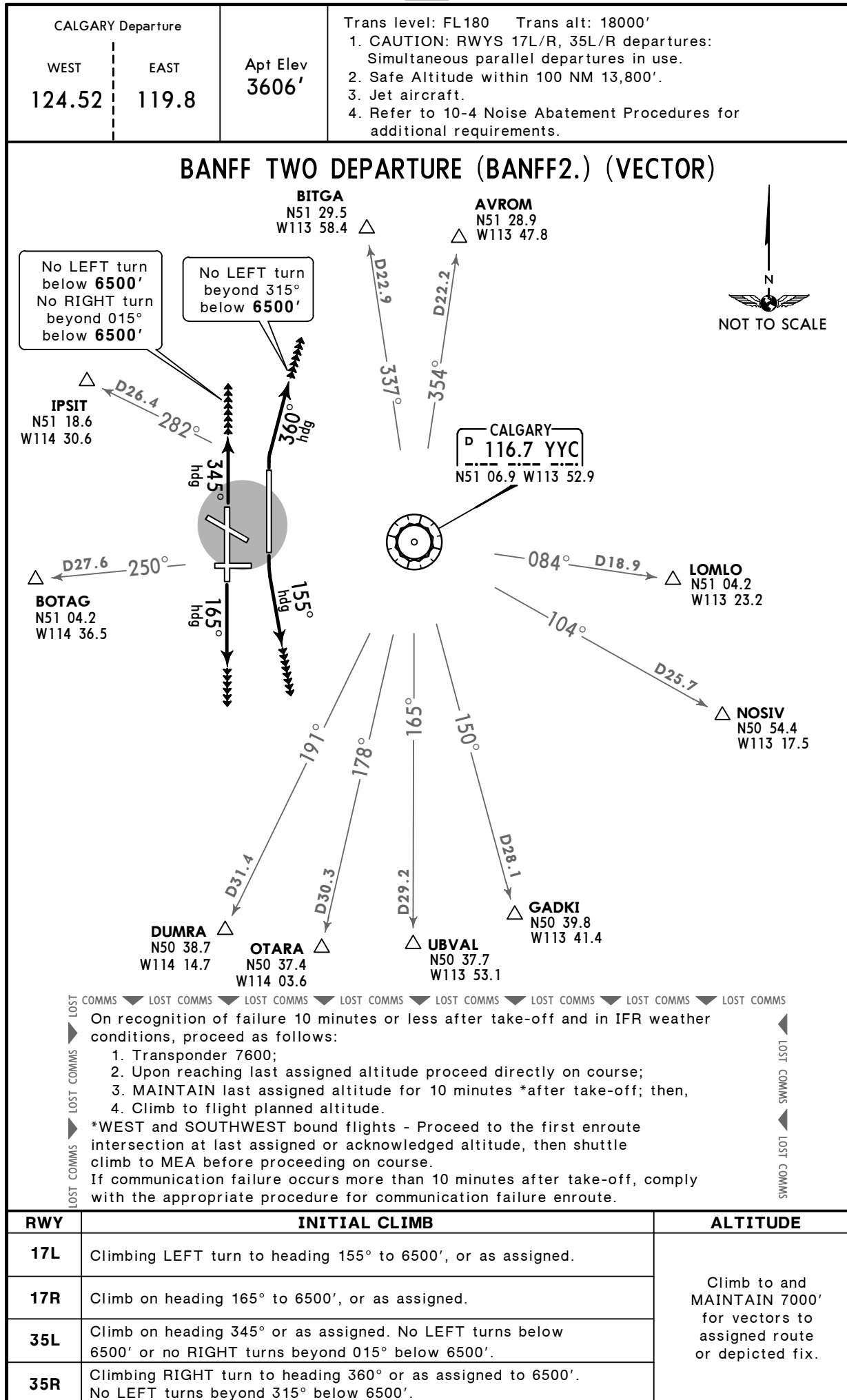


CYYC/YYC
CALGARY INTL
JEPPesen

24 APR 15

10-3

Eff 30 Apr

CALGARY, ALTA
SID


CYYC/YYC
CALGARY INTL
JEPPESEN

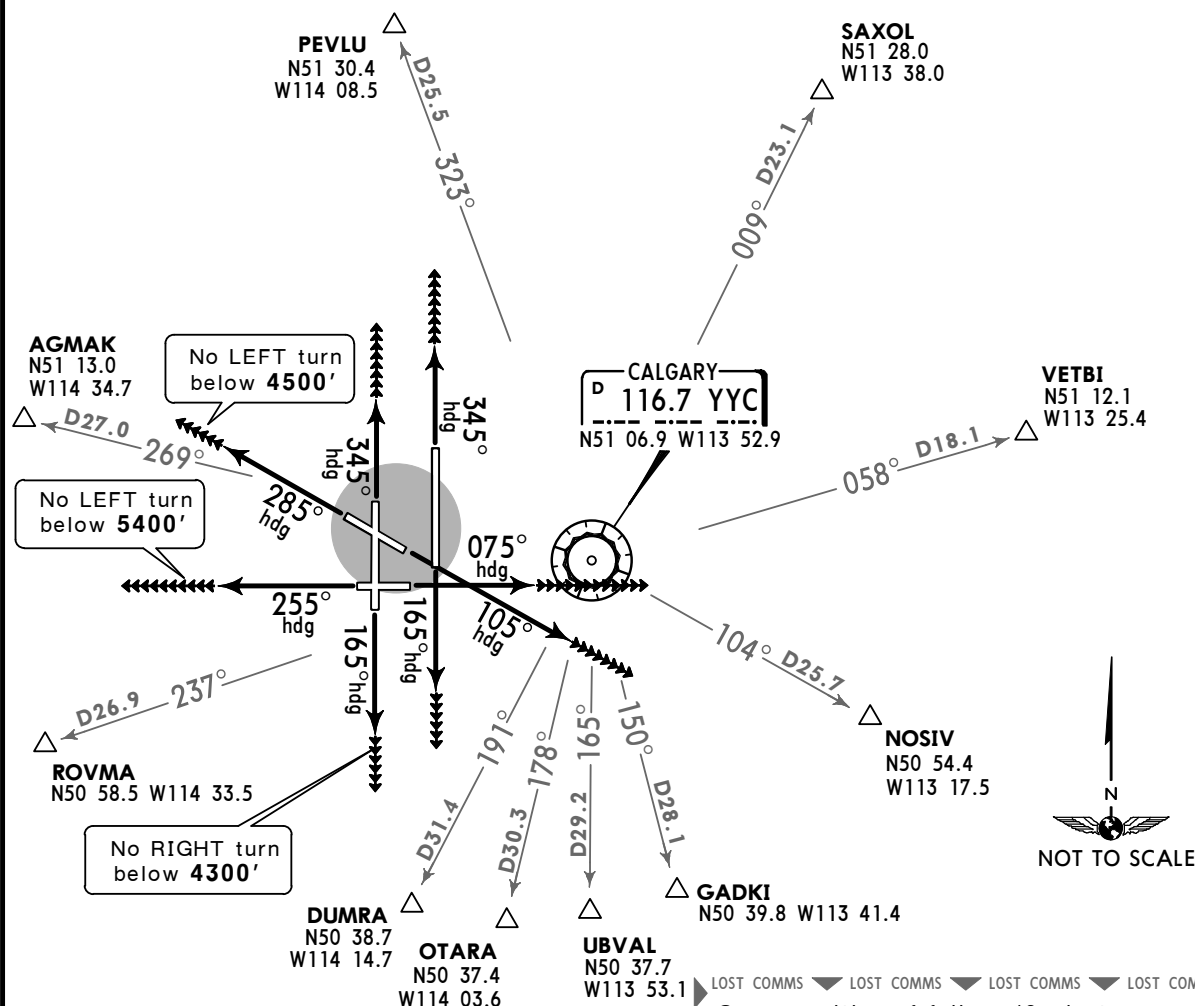
24 APR 15

(10-3A)

Eff 30 Apr

CALGARY, ALTA
SID

CALGARY Departure		Apt Elev 3606'	Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 13,800'. 2. Non-Jet aircraft.
WEST	EAST		
124.52	119.8		

CALGARY SIX DEPARTURE (YYC6.) (VECTOR)


This SID requires minimum climb gradients of:
 Rwy 26: 370' per NM to 5600'.
 Rwy 29: 220' per NM to 4300'.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
370' per NM	463	617	925	1233	1542	1850

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 intersection at last assigned or acknowledged altitude, then shuttle climb to MEA before proceeding on course.

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

RWY	INITIAL CLIMB	ALTITUDE
08	Climb on heading 075° or as assigned.	Climb to and MAINTAIN 7000' for vectors to assigned route or depicted fix.
11	Climb on heading 105° or as assigned.	
17L	Climb on heading 165° or as assigned.	
17R	Climb on heading 165° or as assigned. No RIGHT turns below 4300'.	
26	Climb on heading 255° or as assigned. No LEFT turns below 5400'.	
29	Climb on heading 285° or as assigned. No LEFT turns below 4500'.	
35L/R	Climb on heading 345° or as assigned.	

CHANGES: None.

© JEPPESEN, 2004, 2014. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

JEPPESEN

24 APR 15

10-3B

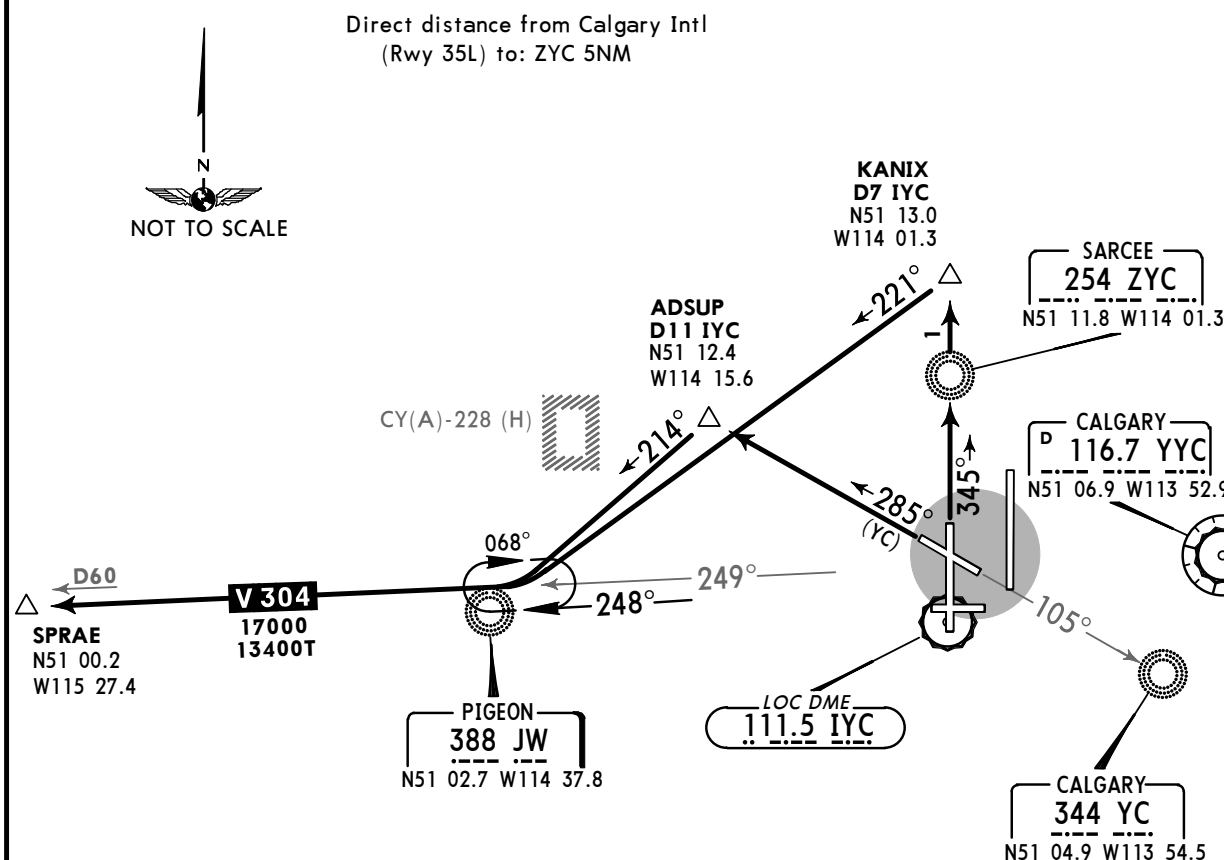
Eff 30 Apr

CALGARY, ALTA

SID

CALGARY Departure		Apt Elev 3606'	Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 13,800'. 2. Non-Jet aircraft. 3. Departure procedure not authorized when CY(A)-228 (H) active.
WEST	EAST		
124.52	119.8		

PIGEON TWO DEPARTURE (PIGEN2.) (PILOT NAV)



Take-off minimums:

Rwy 29: 1/2, requires a minimum climb gradient of 210' per NM to 4000'.

Rwy 35L: 1/2.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

1. Transponder 7600.
2. MAINTAIN 7000' or last assigned altitude.
3. Continue to JW, then shuttle climb to MEA before proceeding on course.
4. Climb to flight planned altitude.

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

RWY	INITIAL CLIMB	ALTITUDE
29	Track 285° from YC to ADSUP. LEFT turn to JW on track of 214° to intercept V-304, then direct to SPRAE.	Climb to and MAINTAIN 7000' or as assigned.
35L	Climb direct to ZYC then to KANIX on track 345°. LEFT turn to JW on track of 221° to intercept V-304, then direct to SPRAE.	

CHANGES: None.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

24 APR 15

10-3C

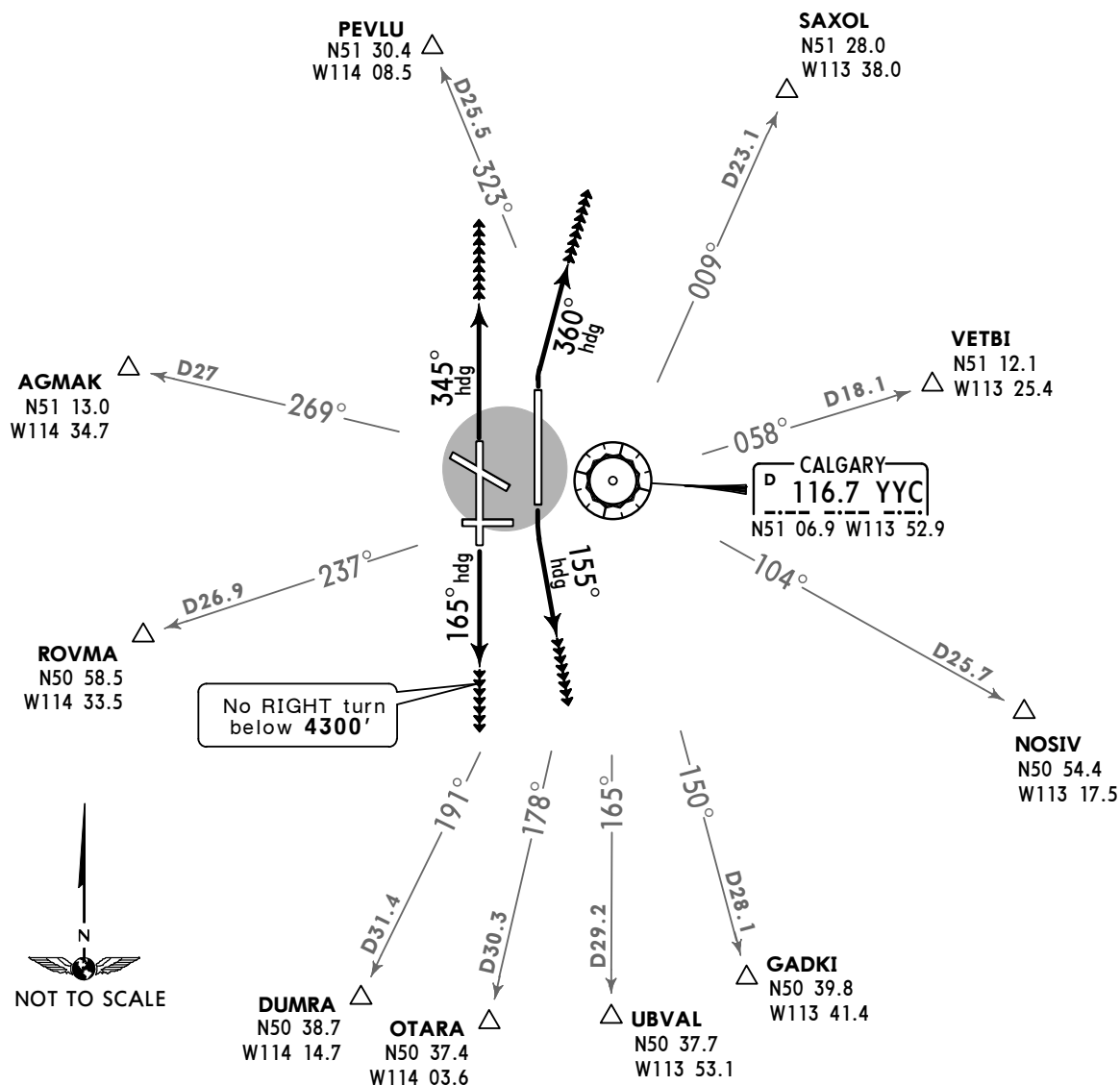
Eff 30 Apr

CALGARY, ALTA

SID

CALTARY Departure		Apt Elev 3606'	Trans level: FL180 Trans alt: 18000' 1. CAUTION: RWYS 17L/R, 35L/R departures: Simultaneous parallel departures in use. 2. Safe Altitude within 100 NM 13,800'. 3. Non-Jet aircraft.
WEST	EAST		
124.52	119.8		

RODEO TWO DEPARTURE (RODE02.) (VECTOR)



NOT TO SCALE

51 COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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 intersection at last assigned or acknowledged altitude, then shuttle climb to MEA before proceeding on course.

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

RWY	INITIAL CLIMB	ALTITUDE
17L	Climbing LEFT turn to heading 155° or as assigned.	Climb to and MAINTAIN 7000' for vectors to assigned route or depicted fix.
17R	Climb on heading 165° or as assigned. No RIGHT turns below 4300'.	
35L	Climb on heading 345° or as assigned.	
35R	Climbing RIGHT turn to heading 360° or as assigned.	

CHANGES: SID renumbered; rwy 17L heading.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

JEPPESEN

23 MAY 14

10-3D

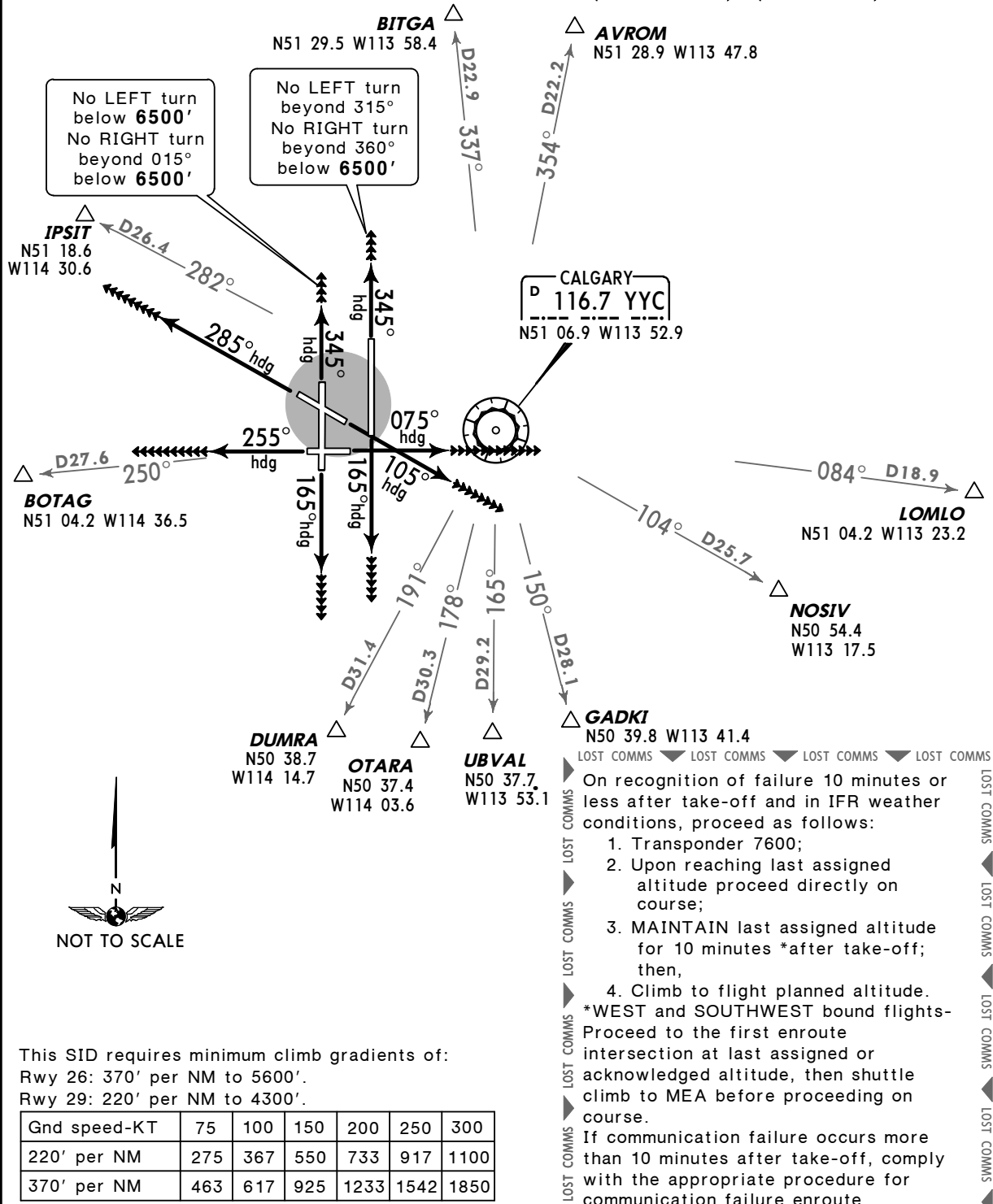
Eff 29 May

CALGARY, ALTA

SID

CALGARY Departure		Apt Elev 3606'	Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 13,800'. 2. Jet aircraft. 3. Refer to 10-4 Noise Abatement Procedure for additional requirements.
WEST	EAST		
124.52	119.8		

STAMPEDE EIGHT DEPARTURE (STAMP8.) (VECTOR)



RWY	INITIAL CLIMB	ALTITUDE
08	Climb on heading 075° to 6500'.	Climb to and MAINTAIN 7000' for vectors to assigned route or depicted fix.
11	Climb on heading 105° to 6500'.	
17L/R	Climb on heading 165° to 6500'.	
26	Climb on heading 255° to 6500'.	
29	Climb on heading 285° to 6500'.	
35L	Climb on heading 345° or as assigned. No LEFT turns below 6500' or no RIGHT turns beyond 015° below 6500'.	
35R	Climb on heading 345° or as assigned. No LEFT turns beyond 315° or no RIGHT turns beyond 360° below 6500'.	

CYYC/YYC
CALGARY INTL

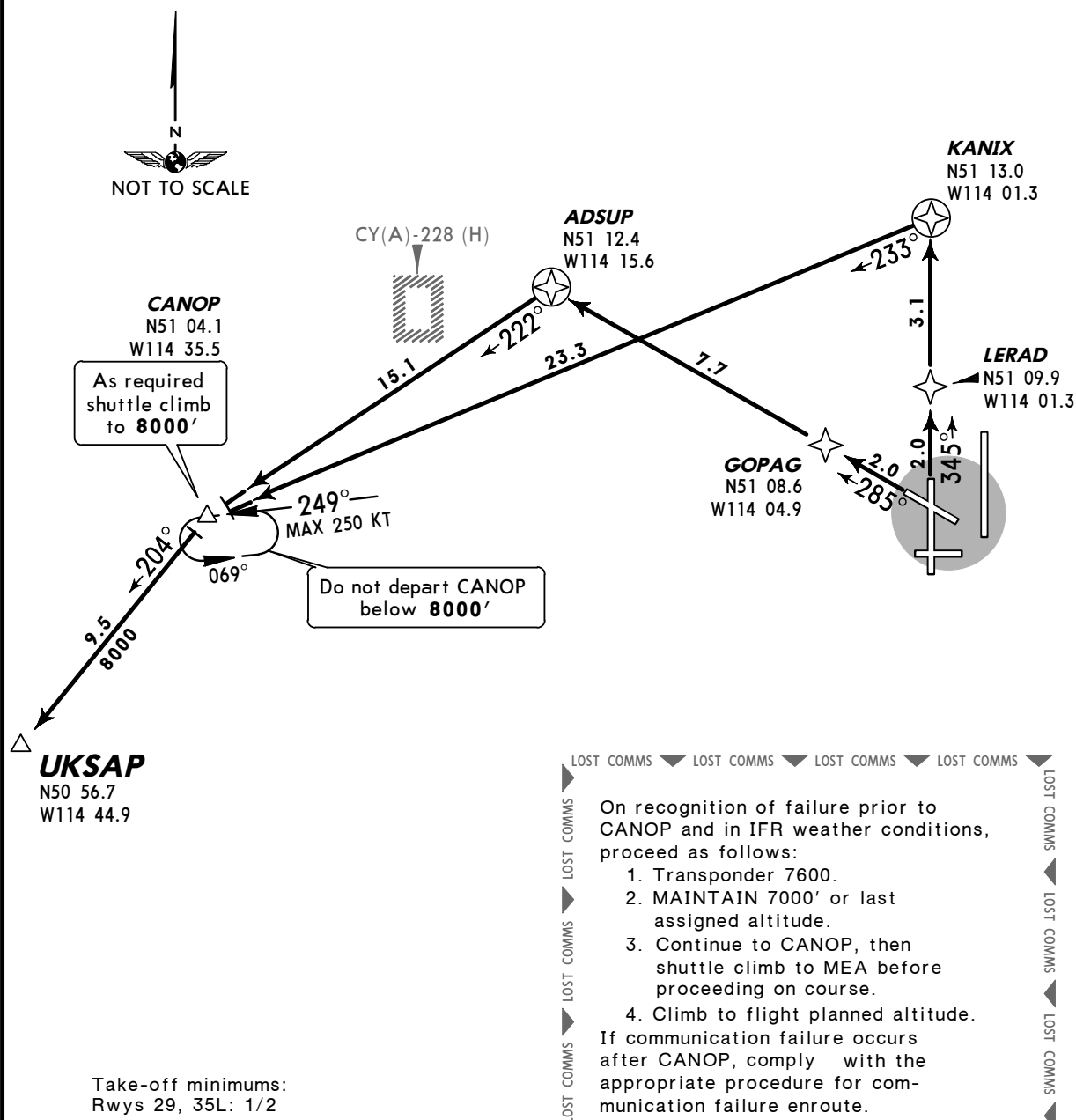
JEPPESEN
23 MAY 14 **(10-3E)** **Eff 29 May**

CALGARY, ALTA
RNAV SID

CALGARY Departure		Apt Elev 3606'	Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 13,800'. 2. Non-Jet aircraft. 3. For use by GNSS equipped aircraft. 4. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Departure from runway 29 not authorized when CY(A)-228 (H) active.
WEST 124.52	EAST 119.8		

UKSAP ONE DEPARTURE (UKSAP1.)

SPEED: MAX 250 KT FOR ALL TURNS BELOW 10000'



RWY	INITIAL CLIMB	ALTITUDE
29	Climb on track of 285° via GOPAG to ADSUP, then to CANOP on track of 222°. As required shuttle climb to 8000' at CANOP. Then proceed via CANOP to UKSAP on track of 204° before proceeding on course.	Climb to and MAINTAIN 7000' or as assigned to CANOP.
35L	Climb on track of 345° via LERAD to KANIX, then to CANOP on track of 233°. As required shuttle climb to 8000' at CANOP. Then proceed via CANOP to UKSAP on track of 204° before proceeding on course.	

CYYC/YYC


JEPPESEN
3 JUL 15 **10-4**
NOISE
CALGARY, ALTA
CALGARY INTL
NOISE ABATEMENT PROCEDURES**APPLICATION**

These procedures apply to JET AIRCRAFT unless noted otherwise.

PREFERENTIAL RUNWAYS (ALL AIRCRAFT)

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, all aircraft will use the following preferential runways:

ALL AIRCRAFT		
Operation	Local Time	Preferential Runway
ARRIVALS		
	Monday-Friday 0600-0700	35R
	Monday-Friday 0700-2300 Saturday-Sunday 0900-2300	35L, 35R
	Monday-Friday 2300-0600 Saturday-Sunday 2300-0900	17R, 17L, 29, 26
DEPARTURES		
	All hours	35L, 35R
ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified aircraft departures - ALL HOURS		35L, 35R

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 26 at night, aircraft are to fly the Runway 29 ILS until interception of the extended centerline of Runway 26 for a visual straight-in approach.

DEPARTURE PROCEDURES

Rwy	NADP (Noise Abatement Departure Procedure)
All Rwys	1 or 2 See Jeppesen Canada ATC para 7.6.

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 35L for departures when Runways 29 and 35L are in use.

Runway	Noise Abatement Procedures
26	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' MSL before proceeding on course.
All runways	Climb to 6500' MSL on ATC assigned SID heading before proceeding on course.

It is the pilot's responsibility to adhere to published noise abatement procedures.

CYYC/YYC

 **JEPPESEN**

3 JUL 15

(10-4A)

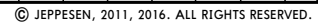
NOISE**CALGARY, ALTA**
CALGARY INTL**NOISE ABATEMENT PROCEDURES****ARRIVAL PROCEDURES - VISUAL APPROACH**

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.
08	Not authorized.
11	Join final approach at or above the PAPI glide path slope.
26	Join final approach at or above the PAPI glide path slope.
29, 35L, 35R, 17R and 17L	Intercept final approach at or above 4800' MSL and prior to the NDB or FAF for the runway in use.

For landing on Runway 26 at night, aircraft are to fly the Runway 29 ILS until interception of the extended centerline of Runway 26 for a visual straight-in approach.



CYYC/YYC

JEPPESEN
13 JAN 17 (10-9A)

CALGARY, ALTA
CALGARY INTL

GENERAL

CAUTION: Coyotes at large on airport. Extensive waterfowl activity vicinity aerodrome year around.

With the exception of helicopters, aircraft less than 6614 lbs (3000 kg) not authorized for arrival or departure 23-05Z.


Multilateration: Aircraft transponders must be kept on at all times when maneuvering on the airport (turned on prior to brake release and on arrival, on until final engine shutdown). Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

ADDITIONAL RUNWAY INFORMATION

RWY			LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE- OFF	WIDTH
					LAHSO Distance			
08		MIRL ① PAPI-L (angle 3.0°)						150'
26		MIRL REIL ① PAPI-L (angle 3.0°)			17R/35L	3762' 1147m		46m
① For aircraft with eye-to-wheel height up to 25'.								
11		HIRL ODALS ② PAPI-R (angle 3.0°)	RVR		7017' 2139m	17R/35L	3507' 1069m	200'
29		HIRL SSALR ② PAPI-L (angle 3.0°)	RVR		6950' 2118m			61m
② For aircraft with eye-to-wheel height up to 45'.								
17R		HIRL SSALR ③ PAPI-R (angle 3.0°)	RVR		11,625' 3543m	11/29	3272' 997m	200'
						08/26	9660' 2944m	61m
35L		HIRL SSALR ③ PAPI-L (angle 3.0°)	RVR		11,729' 3575m	11/29	8547' 2605m	
③ For aircraft with eye-to-wheel height up to 45'.								
17L		HIRL CL ALSF-2 TDZ ④ PAPI-L (angle 3.0°)	RVR		12,846' 3915m			200'
35R		HIRL CL ALSF-2 TDZ ④ PAPI-L (angle 3.0°)	RVR		13,049' 3977m			61m
④ For aircraft with eye-to-wheel height up to 45'.								

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions

 Crossing Rwy 29 aircraft mistake taxiways "G" and "C".

① TAKE-OFF & DEPARTURE PROCEDURE

Rwys 17L			② Rwy 35R		
Climb heading 165° to 6500' before proceeding on course.			Climb heading 345° to 5200' before proceeding on course.		
Authorized Air Carriers		All Other Aircraft	Authorized Air Carriers		All Other Aircraft
HIRL & CL & RCLM	HIRL or CL or RCLM		HIRL & CL & RCLM	HIRL or CL or RCLM	
A TDZ RVR 6			A TDZ RVR 6		
B Rollout or Mid RVR 6	RVR 12 or 1/4	RVR 26 or 1/2	B Rollout or Mid RVR 6	RVR 12 or 1/4	RVR 26 or 1/2
C			C		
D			D		

Rwy 17R		Rwy 35L	
Climb heading 165° to 6500' before proceeding on course.		Climb heading 345° to 5400' before proceeding on course.	
Authorized Air Carriers		Authorized Air Carriers	
HIRL or RCLM		HIRL or RCLM	
All Other Aircraft		All Other Aircraft	
A	RVR 12 or 1/4	RVR 26 or 1/2	RVR 12 or 1/4
B			
C			
D			

② Occasional crane to 3678' MSL approximately 0.25 NM past departure end of runway, 750' left of runway centerline.

Rwy 11		3 Rwy 29	
Climb heading 105° to 6500' before proceeding on course.		Requires a minimum climb gradient of 220 ft/NM to 4300'. Climb heading 285° to 6000' before proceeding on course.	
Authorized Air Carriers	All Other Aircraft	Authorized Air Carriers	All Other Aircraft
HIRL or RCLM		HIRL or RCLM	
A	RVR 12 or 1/4	RVR 26 or 1/2	RVR 12 or 1/4
B			
C			
D			

Rwy 08		Rwy 26	
Climb heading 075° to 5300' before proceeding on course.			
A	1/2	Refer to SID	
B			
C			
D			

① All runways: To remain clear of CY(A)-263(S), flight between YYC VOR R-180 clockwise to R-205 beyond 21 DME is prohibited below 9000'. To remain clear of CY(A)-226(T), CY(A)-227(T) and CY(A)-228(H), flight between YYC VOR R-256 clockwise to R-292 beyond 20 DME is prohibited below 12,000'.

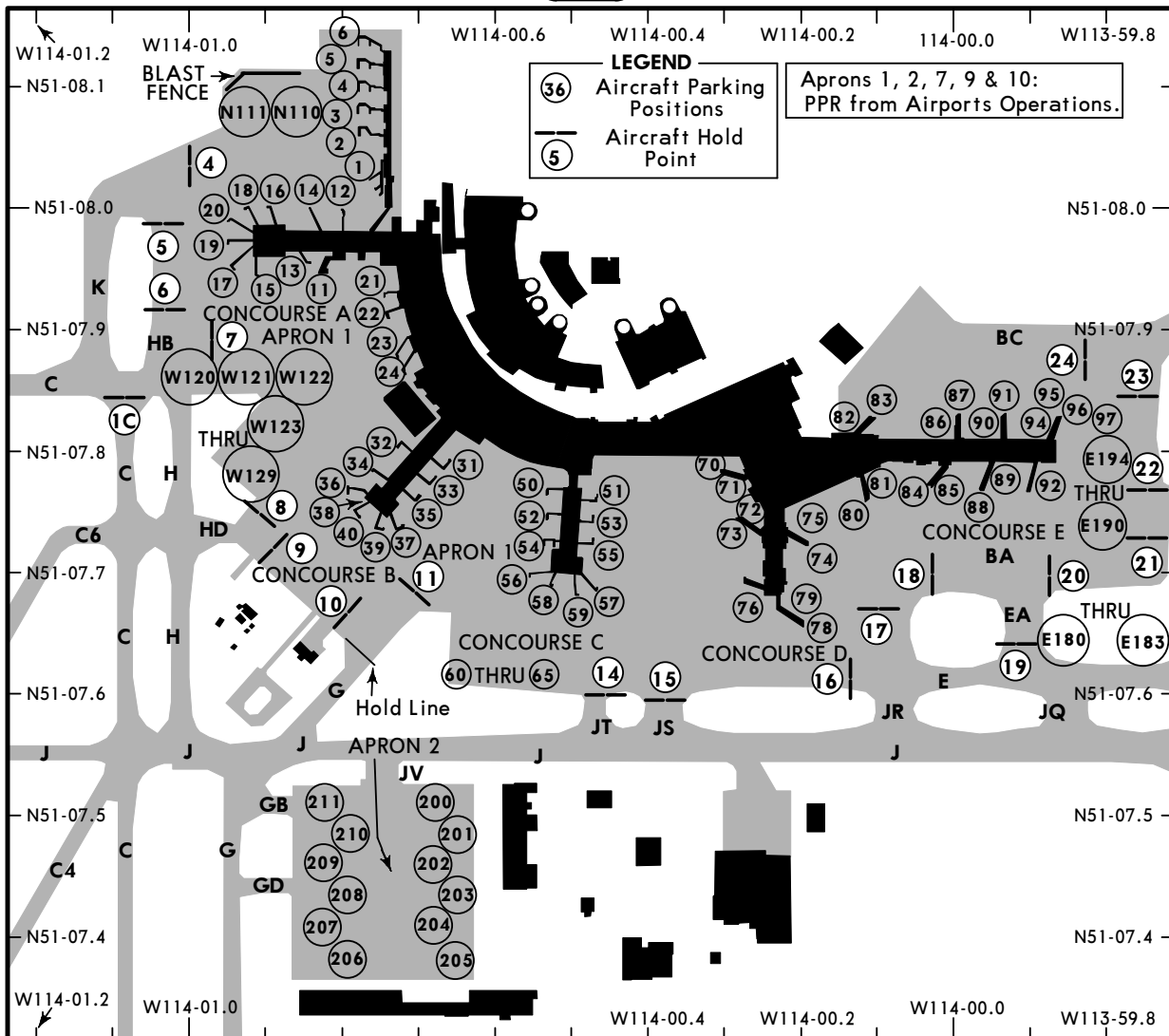
③ DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
220 FT/NM	330	440	520	590	660	740	920	1100

CYYC/YYC

JEPPESEN
13 JAN 17 (10-9B)

CALGARY, ALTA
CALGARY INTL



Apron 1 and Apron 2 Exit Routing Procedure and Restrictions

Routing
Apron Advisory (Apron 1: 121.3 - limited hours, Apron 2: 129.7 - limited hours) will normally direct departing acft to a taxi position fix dependent upon active runways.
Twy JT restricted to Code C acft or smaller, max wingspan 118' (36m).
Twy GB is restricted to Code C acft or acft with a max wingspan of 118' (36m), and is one-way westbound.
Twy GD restricted to one-way westbound.

PARKING POSITION COORDINATES

PARKING POSITION COORDINATES		PARKING POSITION COORDINATES	
POSITION No.	COORDINATES	POSITION No.	COORDINATES
1, 2	N51 08.0 W114 00.8	52, 54, 56	N51 07.7 W114 00.6
3 thru 6	N51 08.1 W114 00.8	53, 55, 57	N51 07.7 W114 00.4
N110, N111	N51 08.1 W114 00.9	58, 59	N51 07.7 W114 00.5
11	N51 07.9 W114 00.8	60 thru 65	N51 07.6 W114 00.5
12, 14	N51 08.0 W114 00.8	70 thru 72	N51 07.8 W114 00.3
13, 15, 17	N51 07.9 W114 00.9	73, 76	N51 07.7 W114 00.3
16, 18	N51 08.0 W114 00.9	74, 75, 79	N51 07.7 W114 00.2
19, 20	N51 08.0 W114 01.0	78	N51 07.6 W114 00.2
21, 22	N51 07.9 W114 00.8	80 thru 84	N51 07.8 W114 00.1
23, 24	N51 07.9 W114 00.7	85 thru 88, 90	N51 07.8 W114 00.0
W120	N51 07.9 W114 01.0	89, 91, 92, 94, 95	N51 07.8 W113 59.9
W121, W122	N51 07.9 W114 00.9	96, 97	N51 07.8 W113 59.8
W123 thru W129	N51 07.8 W114 00.9	E180 thru E183	N51 07.6 W113 59.8
31	N51 07.8 W114 00.6	E190 thru E192	N51 07.7 W113 59.8
32, 33	N51 07.8 W114 00.7	E193, E194	N51 07.8 W113 59.8
34, 36, 38	N51 07.8 W114 00.8	200 thru 202	N51 07.5 W114 00.7
35, 37	N51 07.7 W114 00.7	203 thru 205	N51 07.4 W114 00.7
39, 40	N51 07.7 W114 00.8	206 thru 208	N51 07.4 W114 00.8
50	N51 07.8 W114 00.6	209 thru 211	N51 07.5 W114 00.8
51	N51 07.8 W114 00.4		

CYYC/YYC

 **JEPPESEN**
6 JUN 14 **10-9C****CALGARY, ALTA**
CALGARY INTL**LOW VISIBILITY PROCEDURES (RVR less than 1200 to 600 FT)**
REDUCED VISIBILITY PROCEDURES (RVR less than 2600 to 1200 FT)**LOW/REDUCED VISIBILITY TAXI ROUTES**

Anticipated taxi routes will be identified, and should portions thereof be unavailable, alternate routes will be identified.

In the event that an aircraft must taxi across the airfield for departure, the RVR values along the taxi route must be used to determine visibility limitations.

Once an aircraft has commenced taxi for takeoff, or taxi after landing, and the visibility falls below the published level of service on the given taxiway, the aircraft may continue to taxi.

Runway 08/26 may be used as a taxiway.

Aircraft requiring imminent departure are permitted to tow during RVO but must obtain taxi routing clearances and follow all applicable airside traffic directives guidelines. Tow operations below 1200 RVR are not authorized on manoeuvring areas.

Engine run ups will not be allowed.

DEPARTURES

Departures during LVO will be on Runway 17L/35R. During RVO, Runway 17R/35L will be the preferential runway. The departure runway will be identified.

Runways 17L/35R, 17R/35L and 11/29 are equipped with high intensity edge lights and threshold/end lights. Runway 17L/35R is equipped with centerline lights.

Departure taxi routes will be the most direct route to the threshold. Intersection departures are not permitted. If the primary route is unavailable, Calgary Tower may recommend a secondary route.

Exceptions for departures:

Taxi to Runway 11 may be approved from Apron VII and IX when RVR 11 is 1200 or greater.

Taxi to Runway 11 may be approved from Apron I and II when RVR 11 and 17R are 1200 or greater.

Taxi to Runway 17R may be approved from Apron I & II and IX when RVR 17R is 1200 or greater.

Taxi to Runway 17R may be approved from Apron VII when RVR 11 and 17R are 1200 or greater.

Taxi to Runway 35L may be approved from Apron III, IV, V, VI and VIII when RVR 35L is 1200 or greater.

Taxi to Runway 29 may be approved from Apron I & II and IX when RVR 17R and RVR 29 are 1200 or greater.

CYYC/YYC

 **JEPPESEN**
6 JUN 14 (10-9D)**CALGARY, ALTA**
CALGARY INTL**Sequencing of Ground Movements for Take-off**

Pilots must follow instructions on Sequencing of Ground Movements for Take-off as described in CAP GEN Operating Minima.

Surface Movement Ground Control System

All taxi hold positions on taxiways leading to Runway 17L/35R are equipped with stop bars.

Prior to manoeuvring on aprons, aircraft are recommended to contact Apron Advisory Service.

AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR**ARRIVALS**

Arrivals during LVO will be on Runway 17L/35R. During RVO, Runway 17L/35R will be the preferential runway. ATC will designate the arrival runway.

Calgary Tower will direct arrival taxi routes in order to ensure the aircraft exist the runway at the first available exit, and will provide instruction from the runway to the apron.

Airport Services And Equipment Available Under Low or Reduced Visibility Operations

Airport Surface Detection Equipment (ASDE)

Upon request "follow-me" service can be provided to aircraft, Request should be made with as much notice as possible.

Runway Level of Service	
Runway	Certification
11	RVR 1200
29	RVR 1200
17L	RVR 600
35R	RVR 600
17R	RVR 1200
35L	RVR 1200

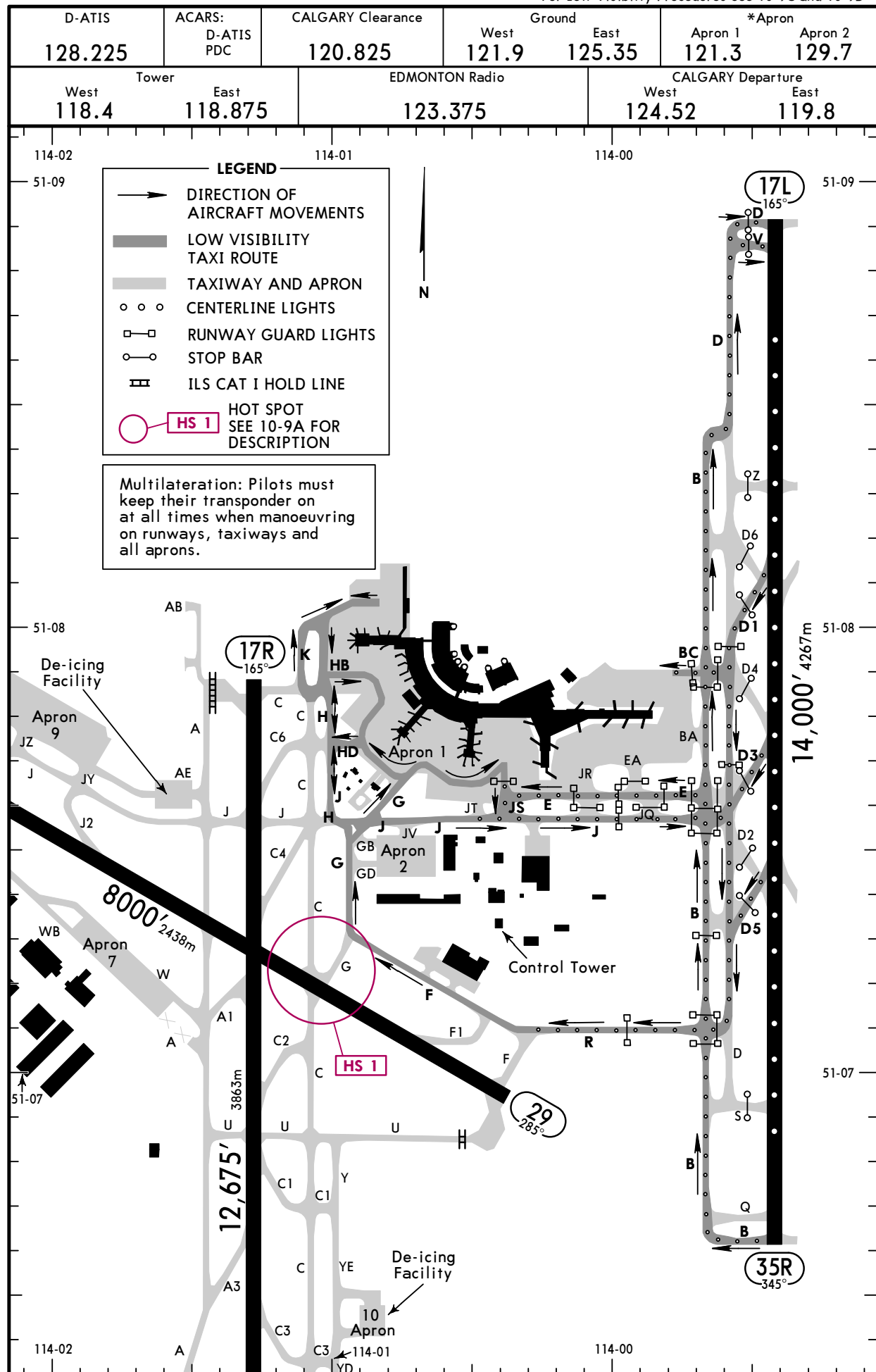
CYYC/YYC
CALGARY INTL

7 APR 17 **10-9E**

SMGCS

CALGARY, ALTA
LOW VISIBILITY TAXI CHART
LAND RWY 17L, DEPART RWY 17L

For Low Visibility Procedures See 10-9C and 10-9D



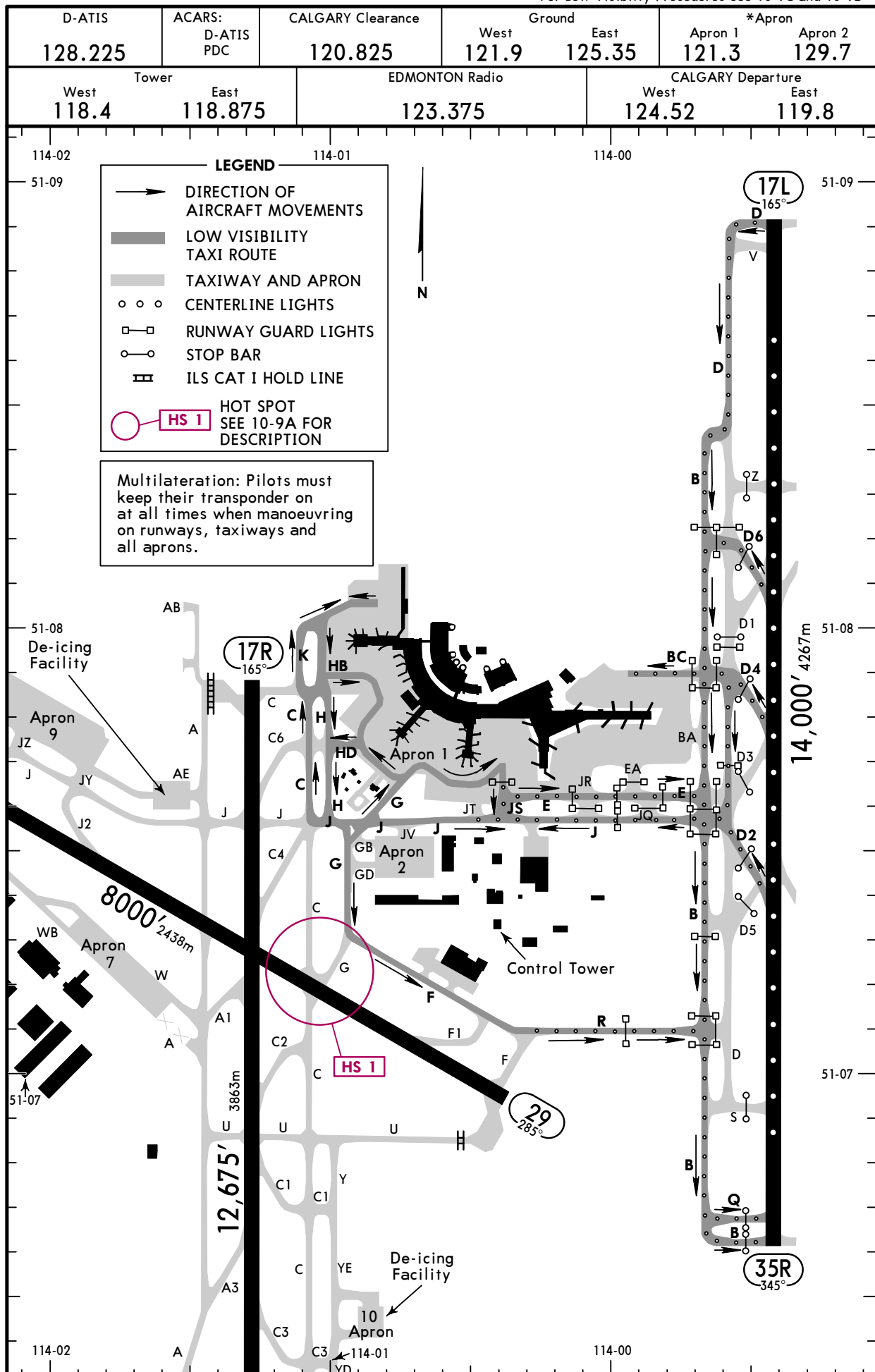
CYYC/YYC
CALGARY INTL

7 APR 17 **(10-9F)**

SMGCS

CALGARY, ALTA
LOW VISIBILITY TAXI CHART
LAND RWY 35R, DEPART RWY 35R
For Low Visibility Procedures See 10-9C and 10-9D

LESS THAN RVR 1200 TO 600

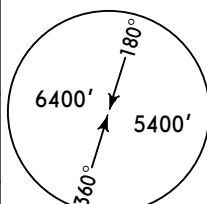


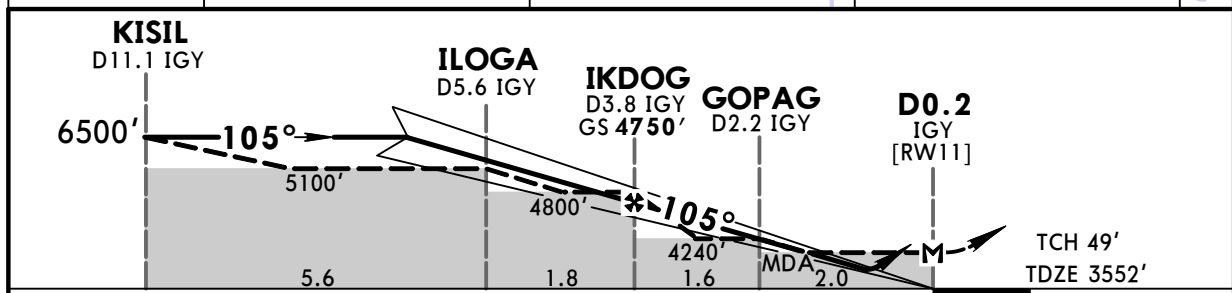
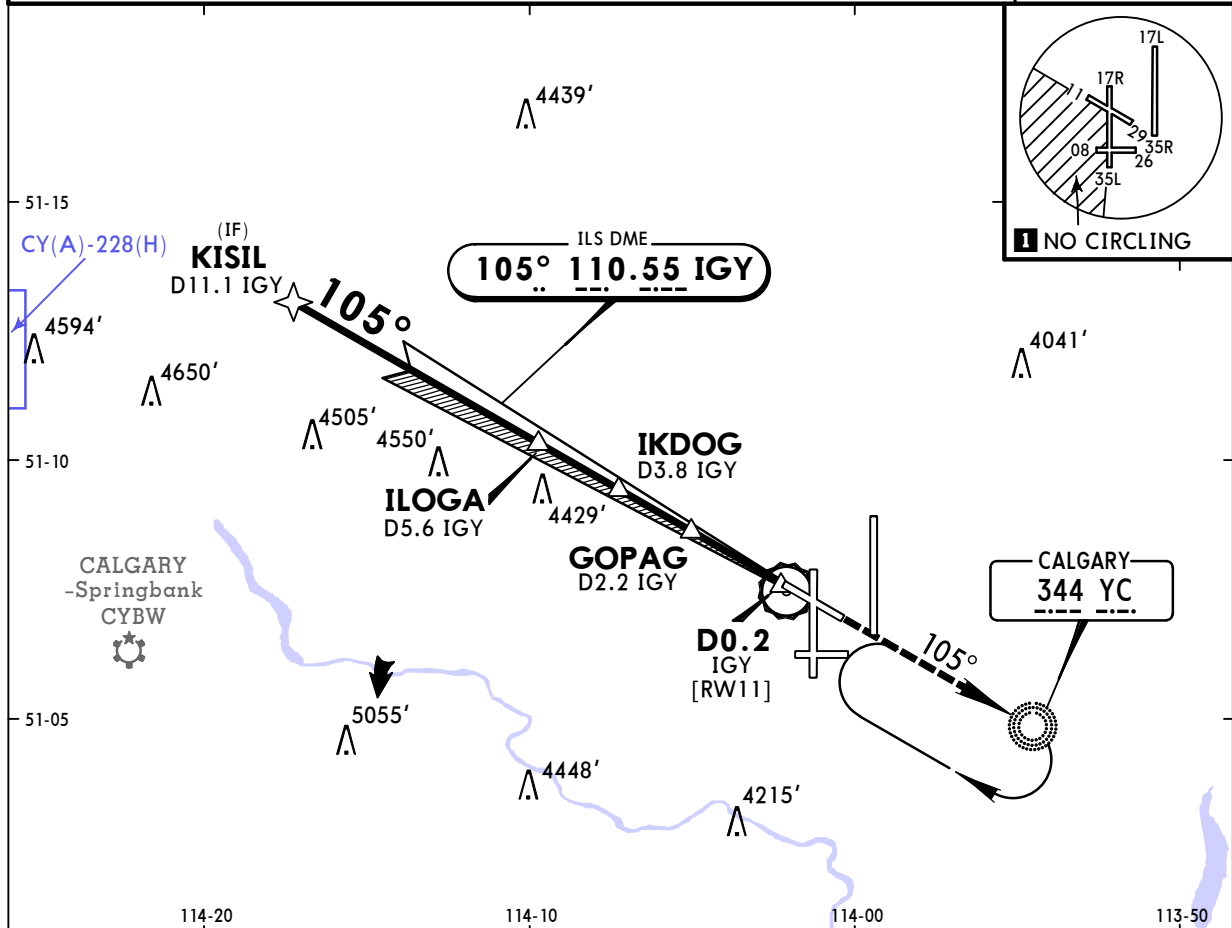
CYYC/YYC
CALGARY INTL

JEPPesen
7 APR 17 **(11-1)**

CALGARY, ALTA
ILS DME Rwy 11

BRIEFING STRIP

D-ATIS		EDMONTON Radio		CALGARY Arrival		CALGARY Tower		Ground	
				West	East	West	East	West	East
128.225		123.375		123.85 125.9 126.525		118.4 118.875		121.9 125.35	
LOC IGY 110.55		Final Apch Crs 105°		GS IKDOG 4750' (1198')		ILS DA(H) 3802' (250')		Apt Elev 3606' TDZE 3552'	
MISSED APCH: Climb to 7000' track 105° to YC NDB. As required shuttle climb.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. LOC reliable only within 10° either side of centerline. 4. Procedure turn not authorized.									



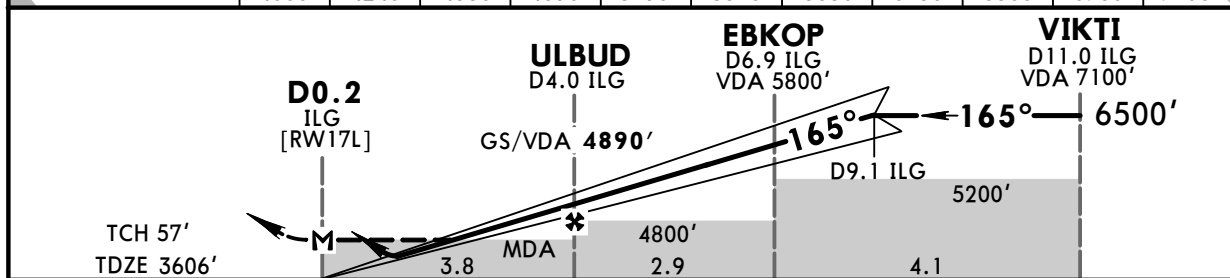
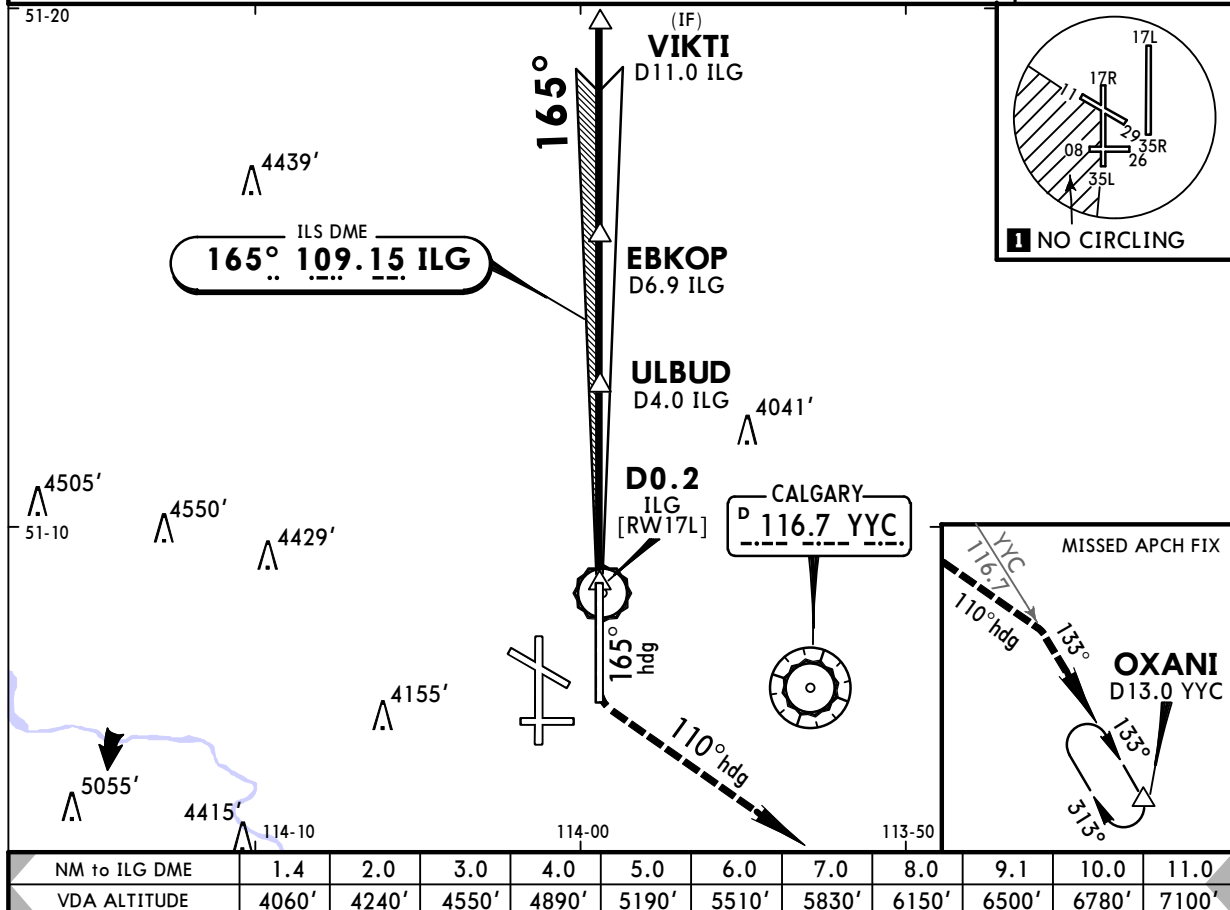
Gnd speed-Kts	70	90	100	120	140	160	ODALS PAPI 7000' 105° YC 344
GS 3.00°	372	478	531	637	743	849	
MAP at D0.2 IGY							

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
ILS DME DA(H) 3802' (250')		LOC (GS out) DME MDA(H) 3940' (388')		Max Kts	MDA(H)
RVR 40 or 3/4		1 1/4		90	4160' (554') - 1 3/4
				120	4160' (554') - 2
				140	4160' (554') - 2
				165	4220' (614') - 2

CYYC/YYC
CALGARY INTLJEPPESEN
26 AUG 16 (11-2)CALGARY, ALTA
ILS Rwy 17L

BRIEFING STRIP™

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
					West	East	West	East
128.225	123.375	123.85 125.9 126.525			118.4	118.875	121.9	125.35
LOC ILG 109.15	Final Apch Crs 165°	GS ULBUD 4890' (1284')	ILS DA(H) 3806' (200')		Apt Elev 3606'	TDZE 3606'	<div>6500'</div> <div>MSA YYC VOR</div>	
MISSED APCH: Climb to 4100' heading 165°. Climbing LEFT turn heading 110° to intercept outbound on YYC VOR R-133 to 7000' to OXANI.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. RADAR or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 17R. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn NOT AUTHORIZED.								



STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND		
ILS DME DA(H) 3806' (200')			LOC (GS out) DME MDA(H) 4060' (454')			Max Kts	MDA(H)	
FULL			HIALS out			90	4160'(554') - 1¾	
RVR 26 or 1/2			RVR 50 or 1			120	4160'(554') - 2	
						140	4160'(554') - 2	
						165	4220'(614') - 2	

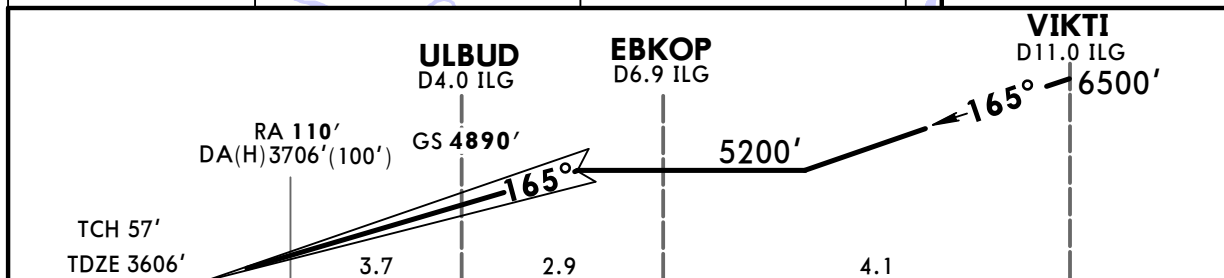
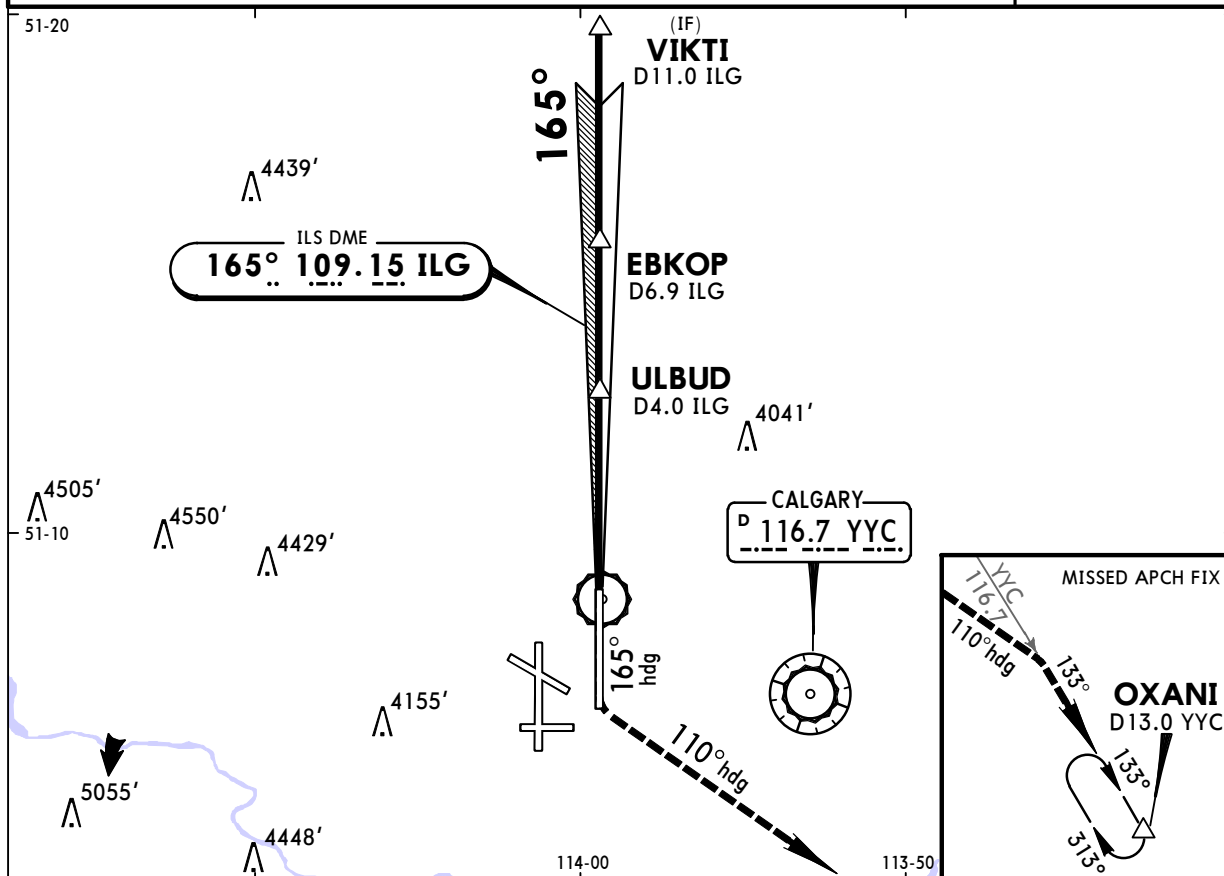
CYYC/YYC
CALGARY INTL

JEPPesen
26 AUG 16 **(11-2A)**

CALGARY, ALTA
ILS CAT II or III Rwy 17L

BRIEFING STRIP

D-ATIS		EDMONTON Radio		CALGARY Arrival			CALGARY Tower		Ground	
							West	East	West	East
128.225		123.375		123.85 125.9 126.525			118.4	118.875	121.9	125.35
LOC ILG	Final Apch Crs	GS ULBUD 4890' (1284')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev	<div><div>6500'</div><div>MSA YYC VOR</div></div>		
109.15	165°		NA	NA	Refer to Minimums	RA 110' DA(H) 3706'(100')	3606' TDZE 3606'			
MISSED APCH: Climb to 4100' heading 165°. Climbing LEFT turn heading 110° to intercept outbound on YYC VOR R-133 to 7000' to OXANI.										
Alt Set: INCHES										



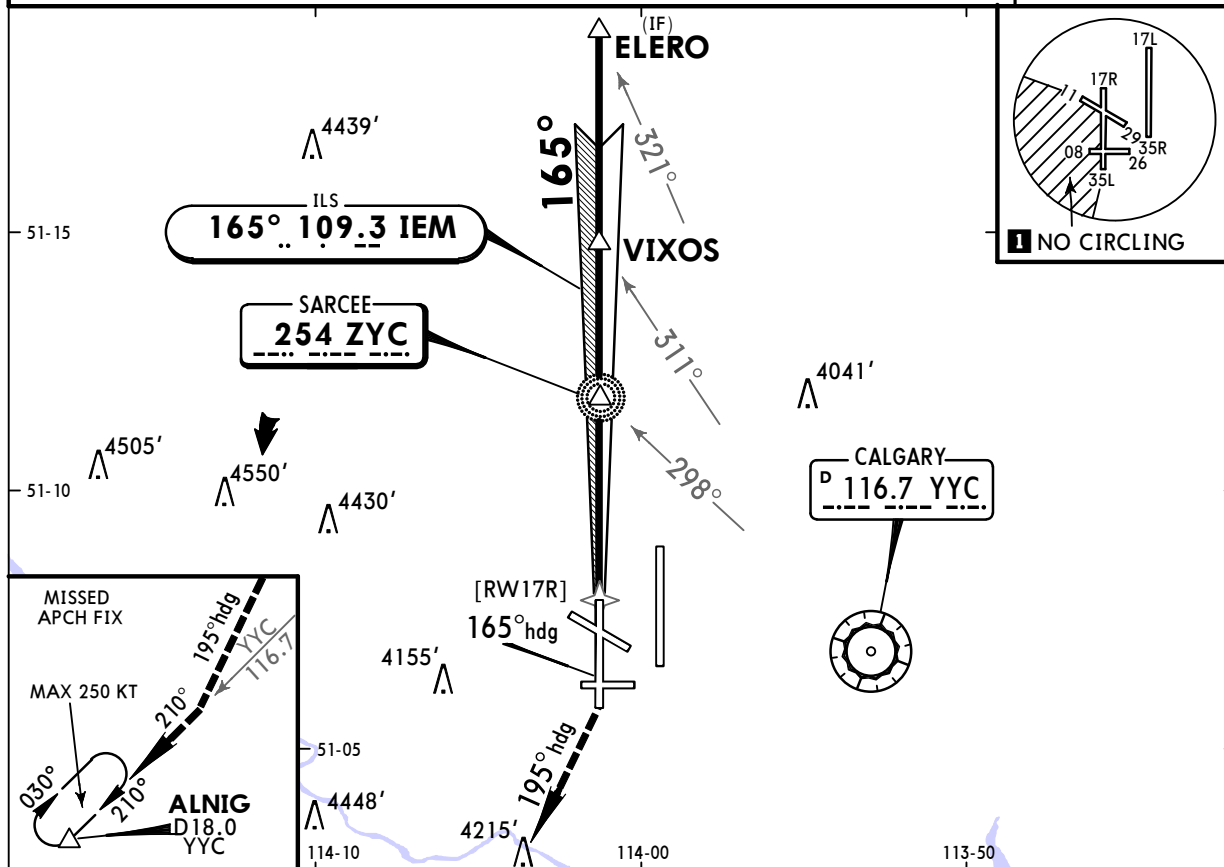
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4100'	165° hdg	7000'	110° hdg
GS	3.00°	372	478	531	637	849		↑	LT		

STRAIGHT-IN LANDING RWY17L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 110' DA(H) 3706'(100')
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

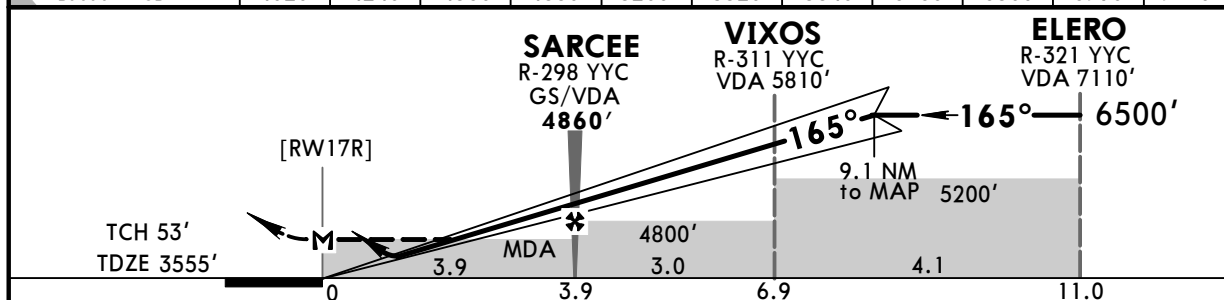
CYYC/YYC
CALGARY INTLJEPPESEN
26 AUG 16 (11-3)CALGARY, ALTA
ILS Rwy 17R

BRIEFING STRIP™

D-ATIS		EDMONTON Radio		CALGARY Arrival		CALGARY Tower		Ground	
						West East		West East	
128.225		123.375		123.85 125.9 126.525		118.4 118.875		121.9 125.35	
LOC IEM 109.3		Final Apch Crs 165°		GS SARCEE 4860' (1305')		ILS DA(H) 3755' (200')		Apt Elev 3606' TDZE 3555'	
MISSED APCH: Climb to 4100' heading 165°. Climbing RIGHT turn heading 195° to intercept outbound on YYC VOR R-210 to 7000' to ALNIG. As required shuttle climb. Shuttle to 7900' before proceeding on course.								<div>6500'</div> <div>MSA ZYC NDB</div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 17L. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn not authorized.									



NM to MAP	1.3	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.1	10.0	11.0
VDA ALTITUDE	4020'	4240'	4560'	4880'	5200'	5520'	5840'	6160'	6500'	6790'	7110'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	4100'	165° hdg	7000'	195° hdg
GS/VDA	3.00°	372	478	531	637	743	PAPI	↑		RT	
SARCEE to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28				

STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
ILS		LOC (GS out) or LOC (GS out) VOR		Max Kts		MDA(H)	
DA(H) 3755' (200')		MDA(H) 4020' (465')					
FULL		HIALS out					
A				90		4160'(554') - 1¾	
B				120		4160'(554') - 2	
C				140		4160'(554') - 2	
D				165		4220'(614') - 2	

CYYC/YYC
CALGARY INTL

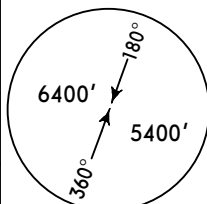
26 AUG 16

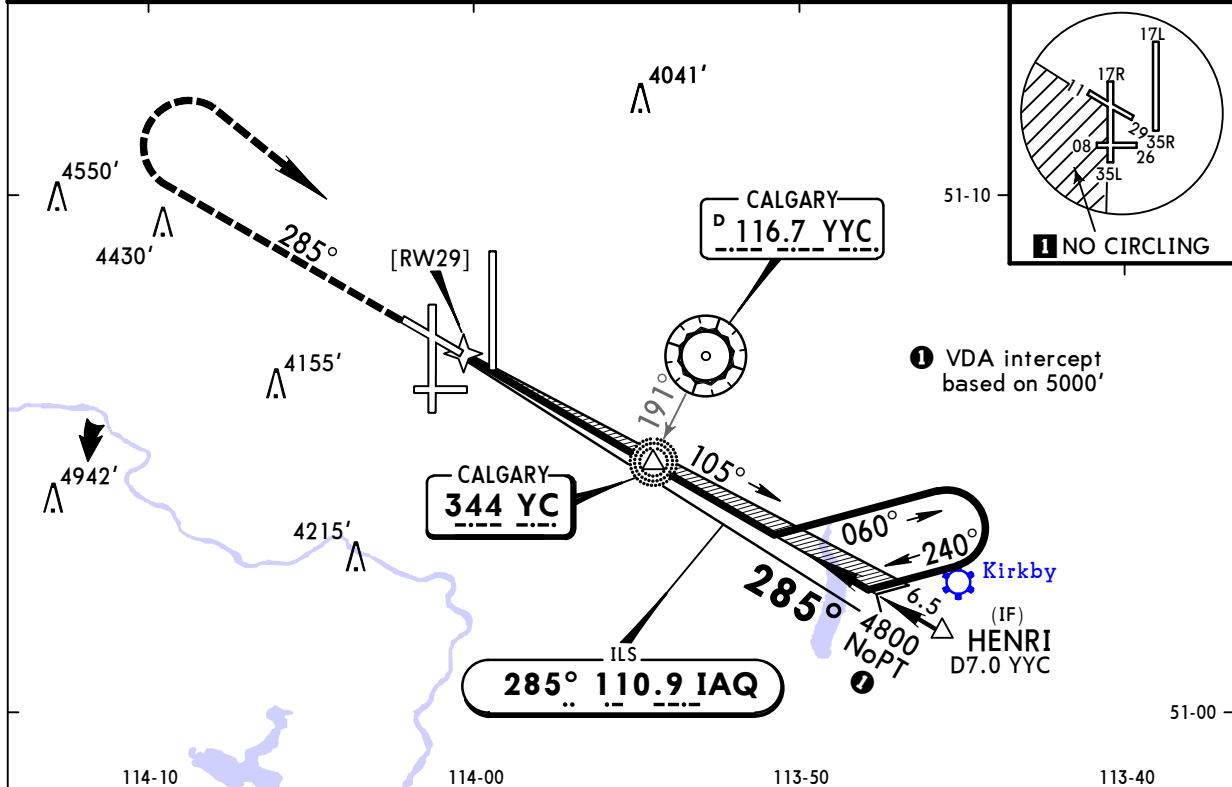
JEPPesen

(11-4)

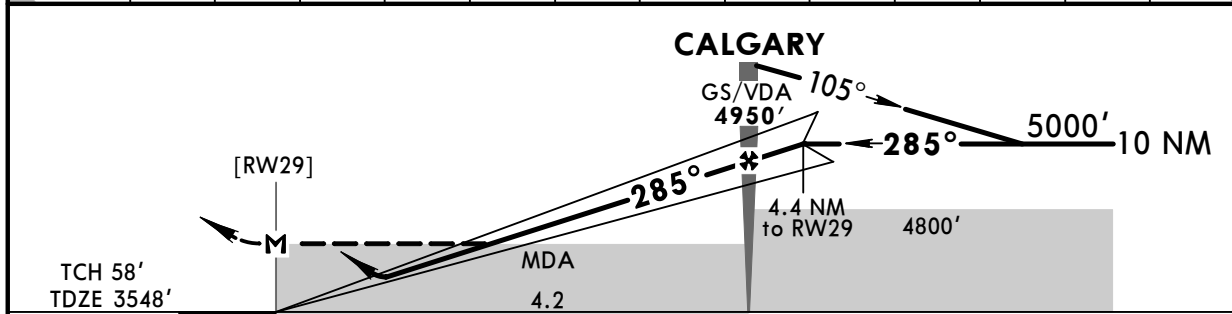
CALGARY, ALTA
ILS or (GNSS) NDB Rwy 29

BRIEFING STRIP™

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground			
					West	East	West	East		
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35		
LOC IAQ 110.9	Final Apch Crs 285°	GS CALGARY 4950' (1402')	ILS DA(H) 3750' (202')		Apt Elev 3606' TDZE 3548'					
NDB YC 344		VDA CALGARY 4950' (1402')	NDB MDA(H) 4160' (612')							
MISSED APCH: Climb to 5700' track 285°. RIGHT turn to YC NDB.									MSA YC NDB	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. LOC reliable only within 10° either side of centerline.										



NM to RW29	1.6	3.0	4.4	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.2
ALTITUDE	4100'	4560'	5000'	5190'	5510'	5830'	6150'	6470'	6780'	7100'	7420'	7740'	8120'



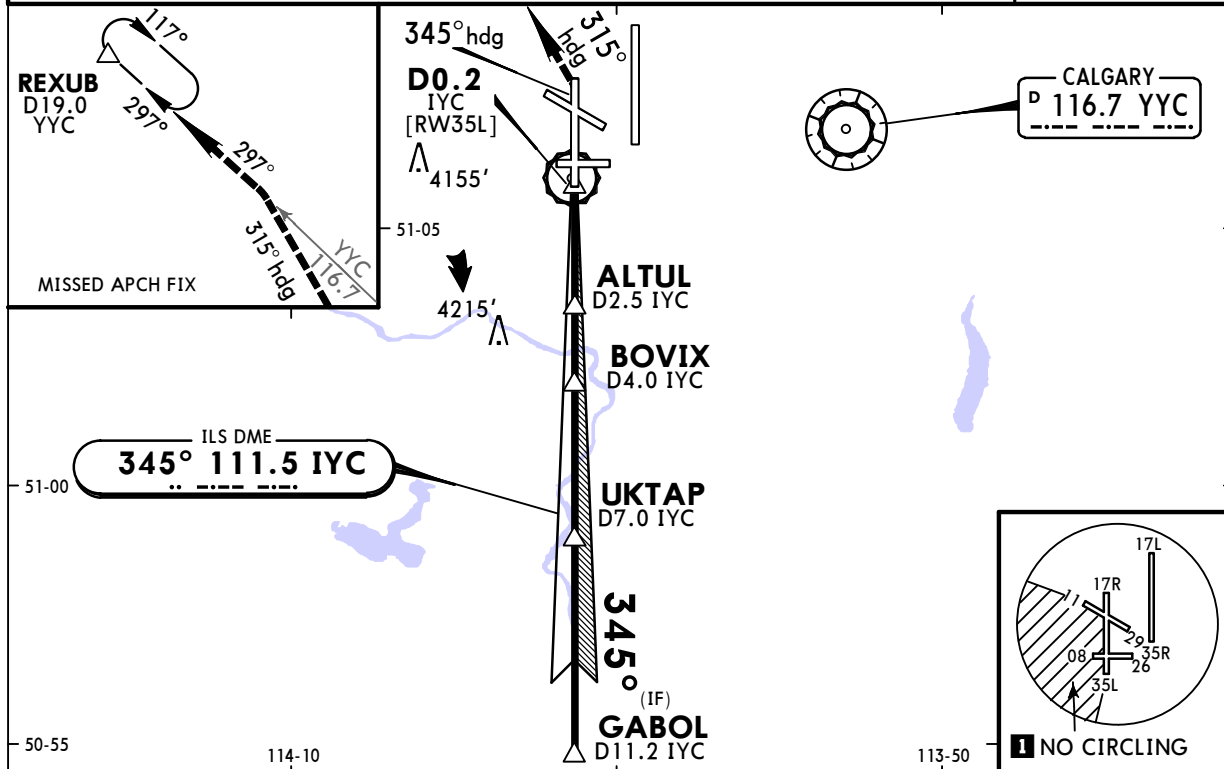
Gnd speed-Kts	70	90	100	120	140	160	SSALR	5700'	285°	RT	YC 344
GS/VDA	3.00°	372	478	531	637	743	849	PAPI	↑		
CALGARY to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35				

STRAIGHT-IN LANDING RWY 29						1 CIRCLE-TO-LAND			
ILS DA(H) 3750' (202')		LOC (GS out) or LOC (GS out) VOR MDA(H) 4100' (552')		NDB MDA(H) 4160' (612')		Max Kts		MDA(H)	
FULL		HIALS out		HIALS out		90		4160' (554') - 1 3/4	
RVR 26 or 1/2		1 3/4		2		120		4160' (554') - 2	
						140		4160' (554') - 2	
						165		4220' (614') - 2	

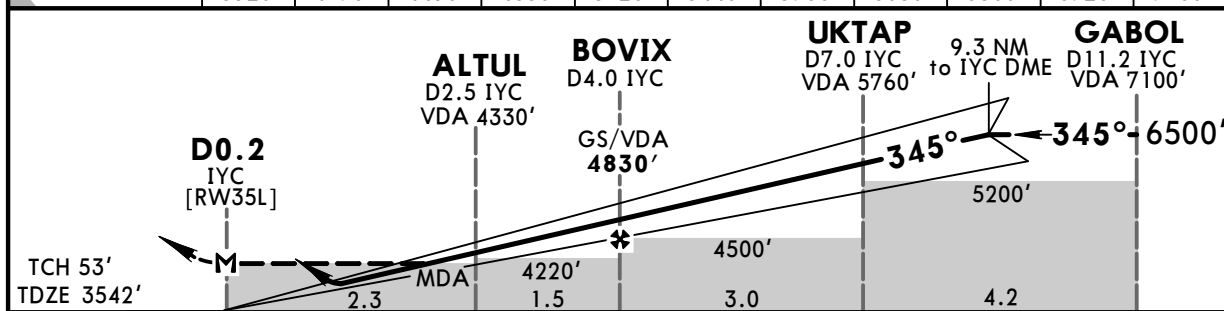
CYYC/YYC
CALGARY INTLJEPPESEN
26 AUG 16 (11-5)CALGARY, ALTA
ILS Rwy 35L

BRIEFING STRIP

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
					West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
LOC IYC 111.5	Final Apch Crs 345°	GS BOVIX 4830' (1288')	ILS DA(H) 3742' (200')		Apt Elev 3606' TDZE 3542'		<div><div></div><div>6500'</div></div> <div>MSA YYC VOR</div>	
MISSED APCH: Climb to 4100' heading 345°. Climbing LEFT turn heading 315° to intercept outbound on YYC VOR R-297 to 7000' to REXUB.								
Alt Set: INCHES								



NM to IYC DME	1.2	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.3	10.0	11.2
VDA ALTITUDE	3920'	4170'	4490'	4830'	5120'	5440'	5760'	6080'	6500'	6720'	7100'

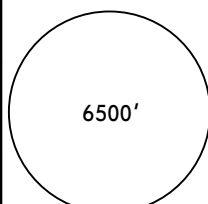


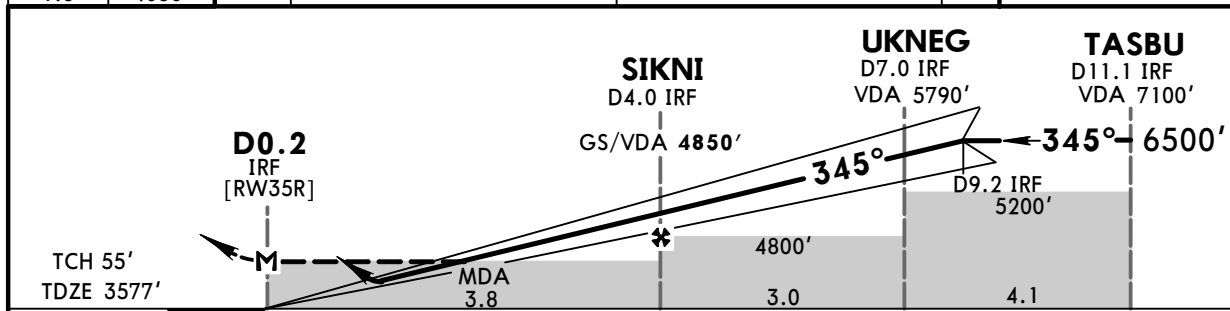
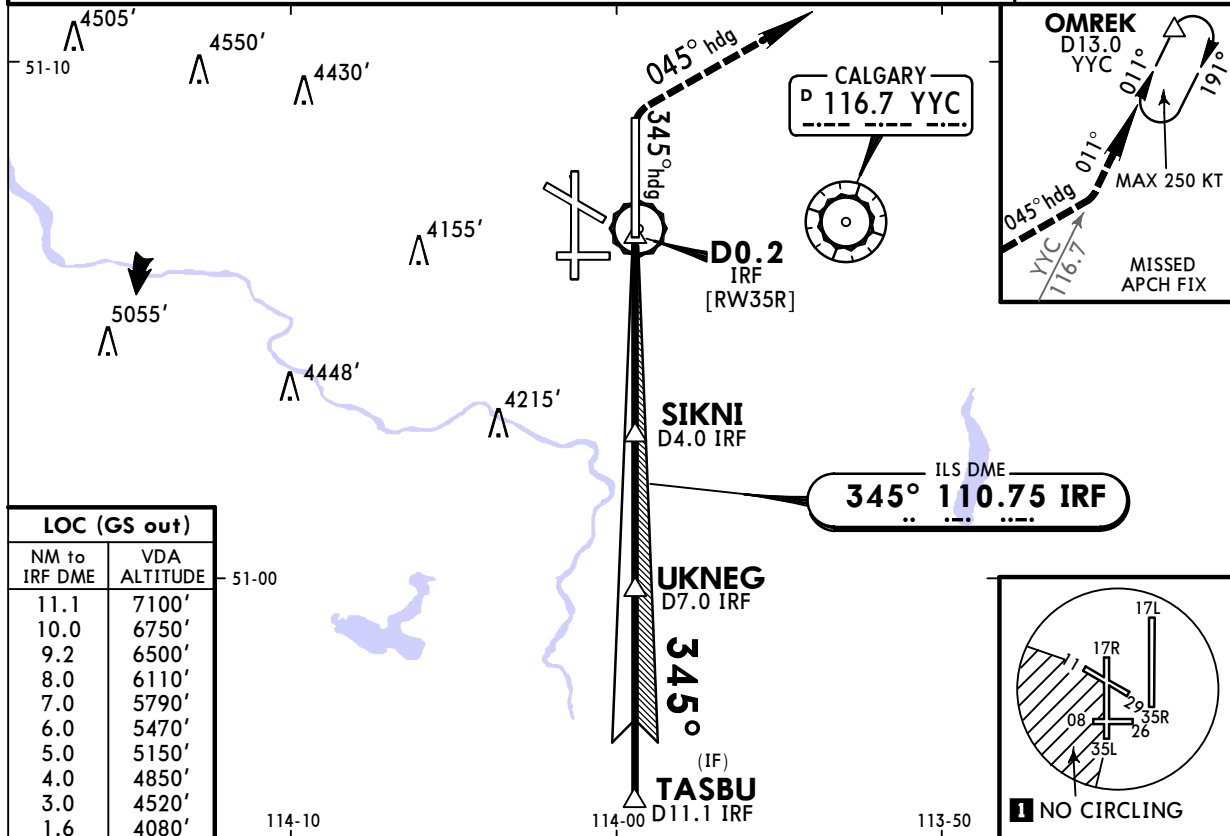
Gnd speed-Kts	70	90	100	120	140	160	SSALR		4100'	345°	7000'	315°
GS/VDA	3.00°	372	478	531	637	743	PAPI		↑	hdg	LT	hdg
MAP at D0.2 IYC												

STRAIGHT-IN LANDING RWY 35L					1 CIRCLE-TO-LAND	
ILS DME			LOC (GS out) DME		Max Kts	MDA(H)
DA(H) 3742' (200')			MDA(H) 3920' (378')			
FULL			HIALS out			
A	RVR 26 or 1/2		RVR 50 or 1		90	4160' (554') - 1 3/4
B					120	
C					140	
D					165	
						4220' (614') - 2

CYYC/YYC
CALGARY INTLJEPPESEN
26 AUG 16 (11-6)CALGARY, ALTA
ILS Rwy 35R

BRIEFING STRIP

D-ATIS		EDMONTON Radio		CALGARY Arrival		CALGARY Tower		Ground		
						West East		West East		
128.225		123.375		123.85 125.9 126.525		118.4 118.875		121.9 125.35		
LOC IRF		Final Apch Crs		GS SIKNI		ILS DA(H)		Apt Elev 3606'		
110.75		345°		4850' (1273')		3777' (200')		TDZE 3577'		
MISSED APCH: Climb to 4100' heading 345°. Climbing RIGHT turn heading 045° to intercept outbound on YYC VOR R-011 to 7000' to OMREK. As required shuttle climb.									<div></div> <div>6500'</div> <div>MSA YYC VOR</div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. RADAR or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 35L. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn NOT AUTHORIZED.										



Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALSIF-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>
---------------	----	----	-----	-----	-----	-----	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

STRAIGHT-IN LANDING RWY 35R						CIRCLE-TO-LAND			
ILS DME			LOC (GS out) DME						
DA(H) 3777' (200')			MDA(H) 4080' (503')						
FULL			HIALS out			Max Kts	MDA(H)		
						90	4160' (554') - 1 3/4		
						120			
						140	4160' (554') - 2		
						165	4220' (614') - 2		

CYYC/YYC
CALGARY INTL

26 AUG 16

JEPPESEN

11-6A

ILS CAT II or III Rwy 35R

CALGARY, ALTA

D-ATIS		EDMONTON Radio		CALGARY Arrival			CALGARY Tower		Ground	
							West	East	West	East
128.225		123.375		123.85 125.9 126.525			118.4	118.875	121.9	125.35
LOC IRF	Final Apch Crs	GS SIKNI 4850' (1273')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev			
110.75	345°		NA	NA	Refer to Minimums	RA 107' DA(H) 3677'(100')	3606' TDZE 3577'			

MISSED APCH: Climb to 4100' heading 345°. Climbing RIGHT turn heading 045° to intercept outbound on YYC VOR R-011 to 7000' to OMREK.
As required shuttle climb.

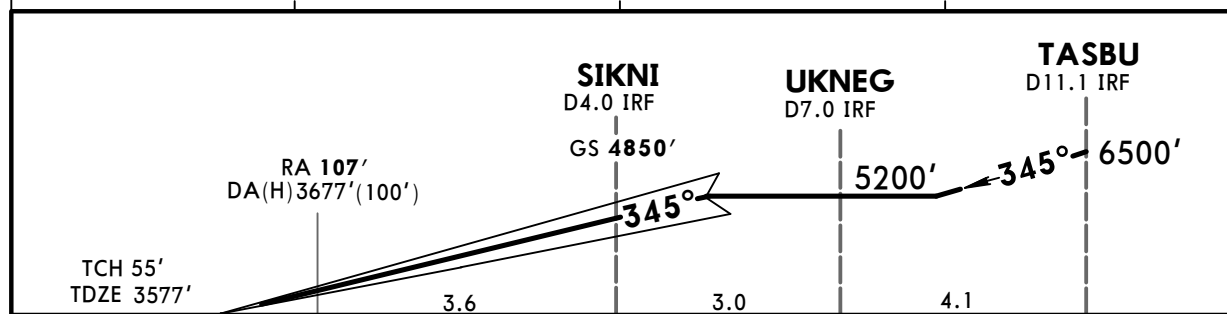
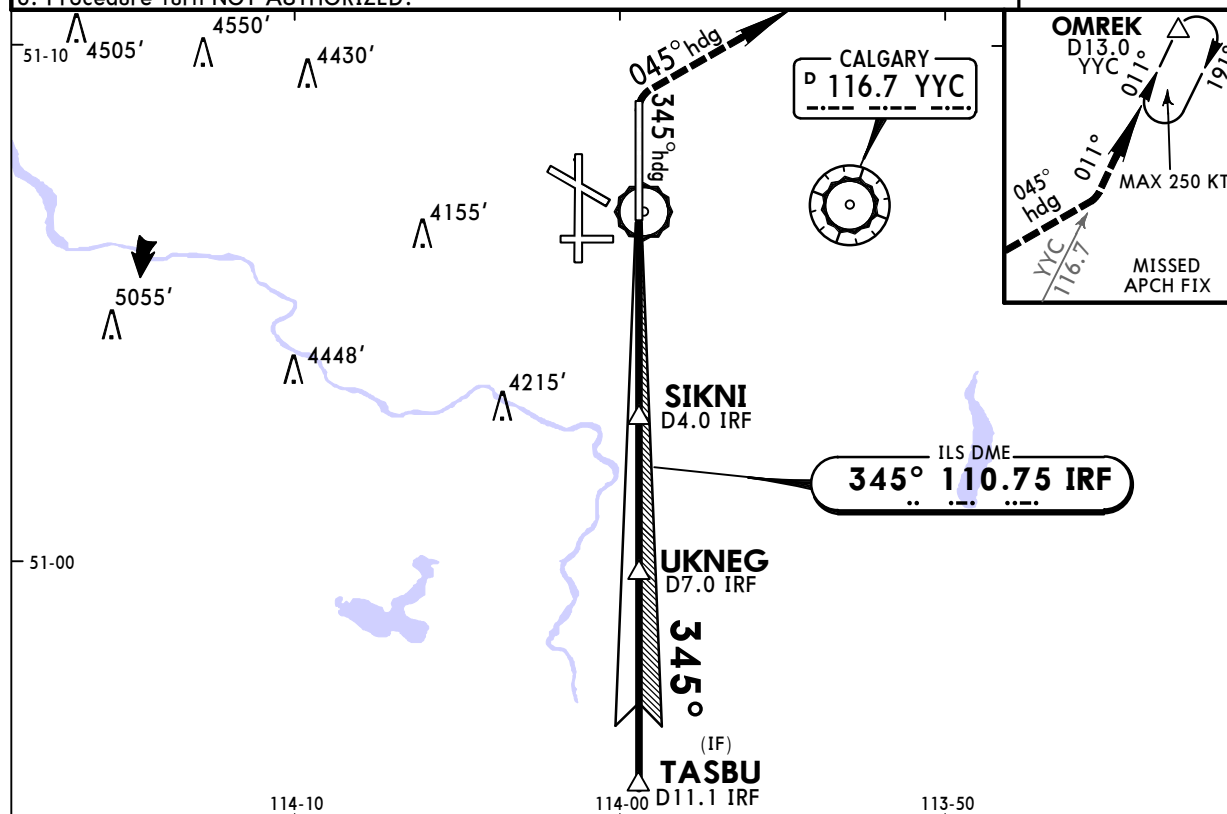
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. RADAR or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 13,800'. 4. Simultaneous approach authorized with Rwy 35L. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn NOT AUTHORIZED.

MSA YYC VOR



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

PAPI

ALSF-II

4100'

↑

345°

hdg

7000'

↗ RT

045°

hdg

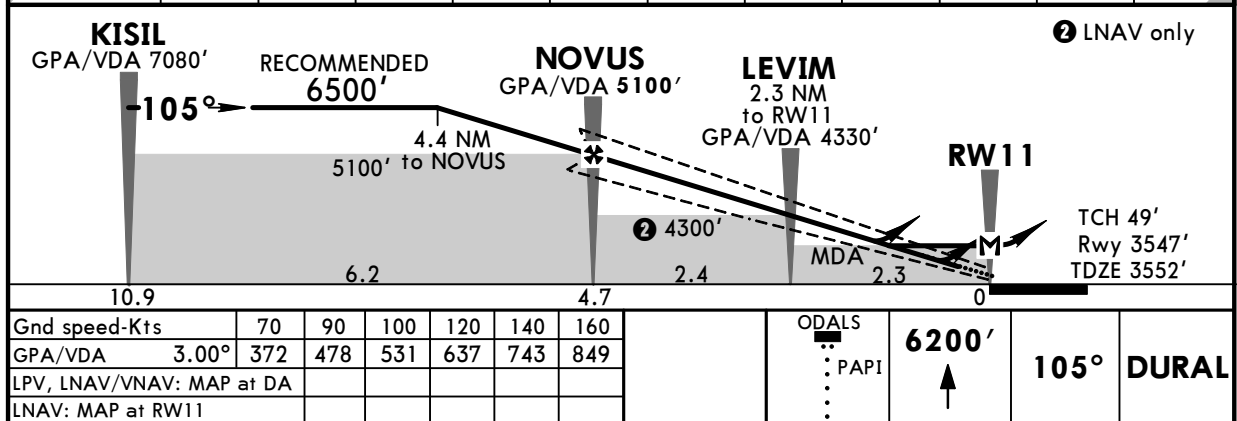
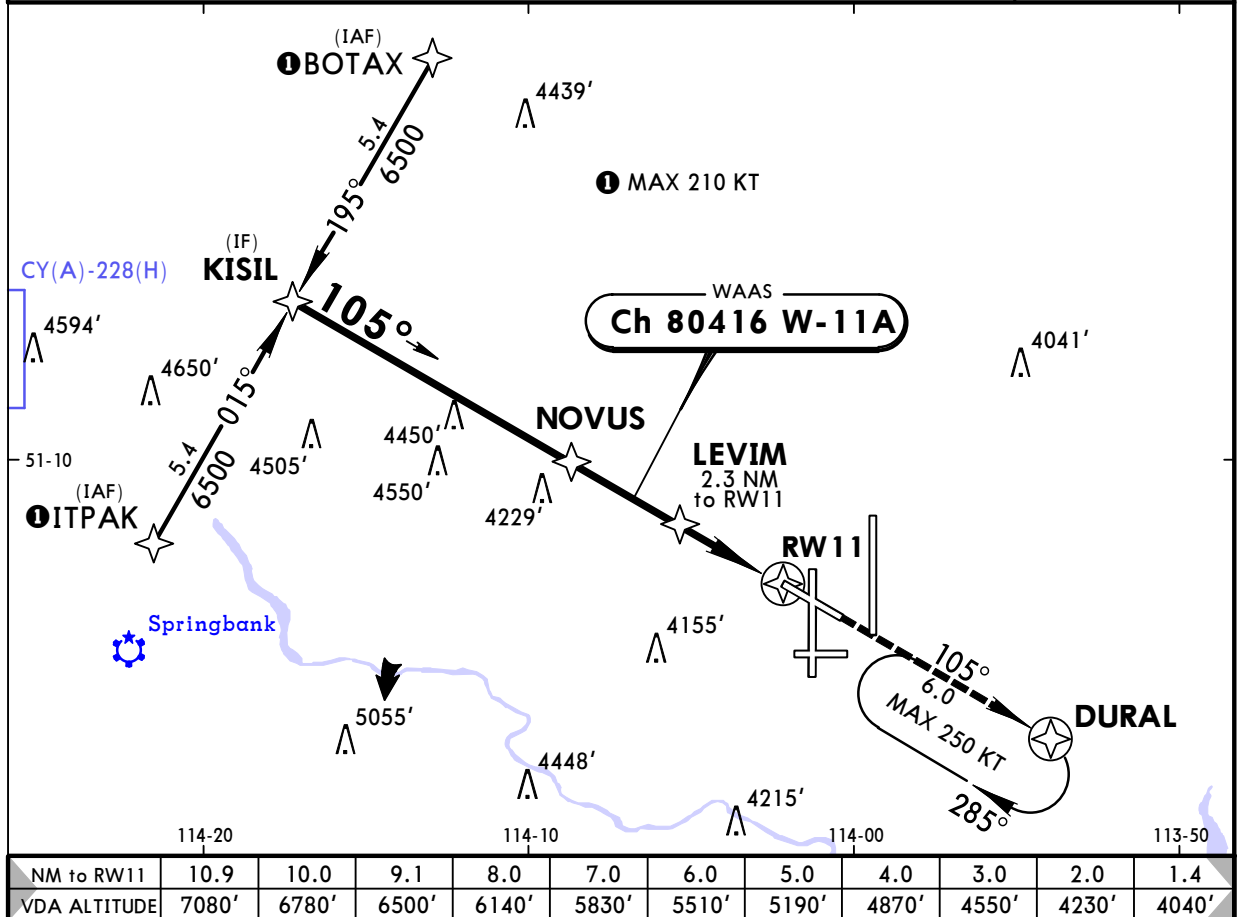
STRAIGHT-IN LANDING RWY35R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 107' DA(H) 3677' (100')
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-1)CALGARY, ALTA
RNAV (GNSS) Z Rwy 11

BRIEFING STRIP™

D-ATIS		EDMONTON Radio		CALGARY Arrival			CALGARY Tower		Ground	
				West	East		West	East	West	East
128.225		123.375		123.85	125.9	126.525	118.4	118.875	121.9	125.35
WAAS Ch 80416 W-11A		Final Apch Crs 105°		GPA NOVUS 5100' (1553')		LPV DA(H) 3797' (250')		Apt Elev 3606' Rwy 3547'		<div>6800'</div> <div>MSA RW11</div>
MISSED APCH: Climb to 6200' track 105° to DURAL. As required shuttle climb.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) and above 52°C (126°F).										

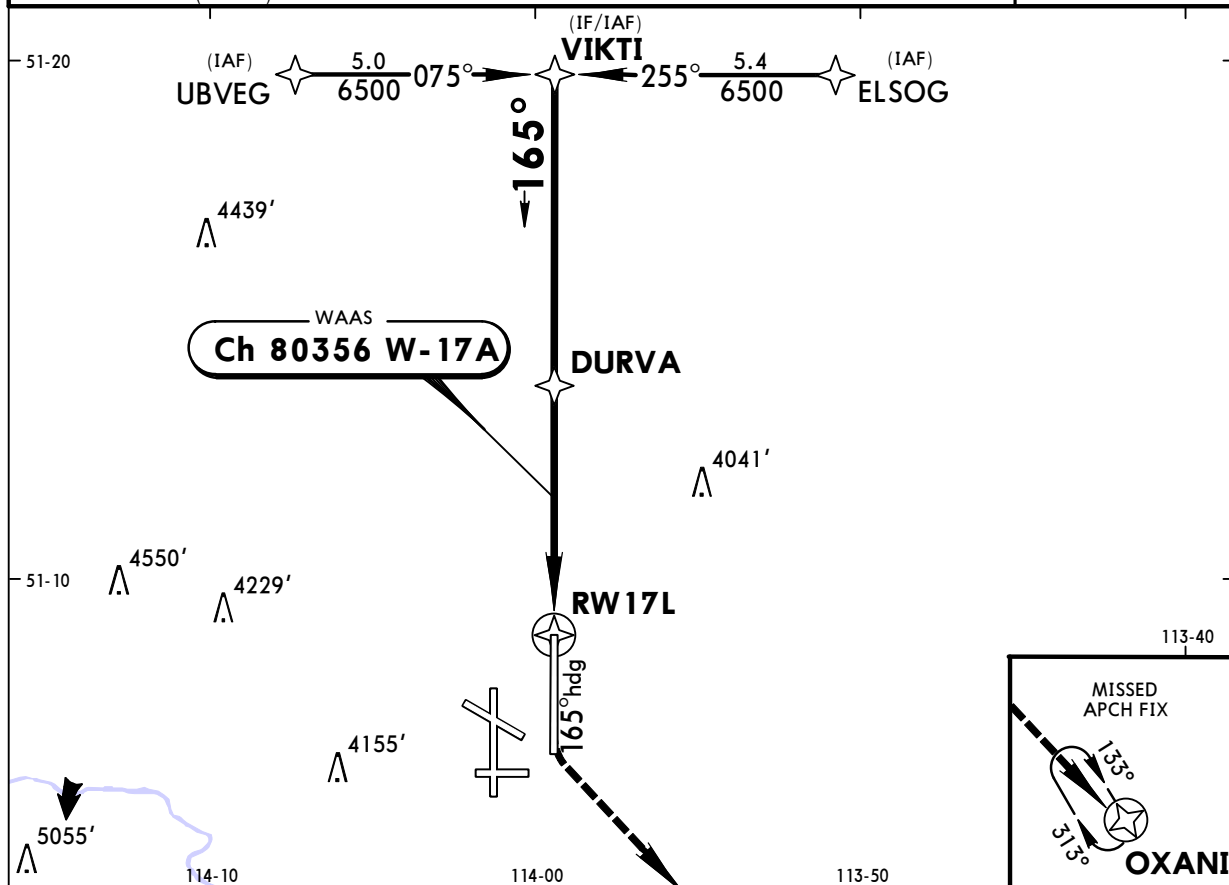


STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	
DA(H) 3797' (250')		DA(H) 4054' (507')		MDA(H) 4040' (493')	
				ALS out	
A				Max Kts	MDA(H)
B				90	4160' (554') - 1 3/4
C	RVR 50 or 1	1 3/4	1 1/2	120	4160' (554') - 2
D				140	4160' (554') - 2
				165	4220' (614') - 2

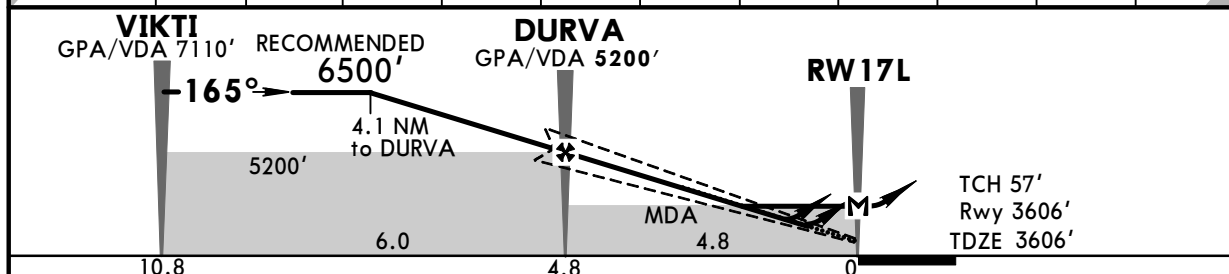
CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-2)CALGARY, ALTA
RNAV (GNSS) Z Rwy 17L

BRIEFING STRIP™

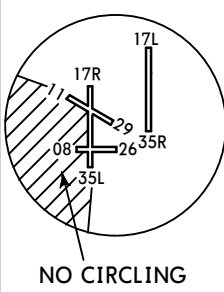
D-ATIS		EDMONTON Radio		CALGARY Arrival		CALGARY Tower		Ground	
				West	East	West	East	West	East
128.225		123.375		123.85 125.9		126.525		118.4 118.875	
121.9		125.35							
WAAS Ch 80356 W-17A		Final Apch Crs 165°		GPA DURVA 5200' (1594')		LPV DA(H) 3806' (200')		Apt Elev 3606' Rwy 3606'	
MISSED APCH: Climb to 4100' heading 165°. Then climbing LEFT turn to 7000' direct to OXANI.								<div>6500'</div> <div>MSA RW17L</div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. Simultaneous approach authorized with Rwy 17R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) and above 50°C (122°F).									

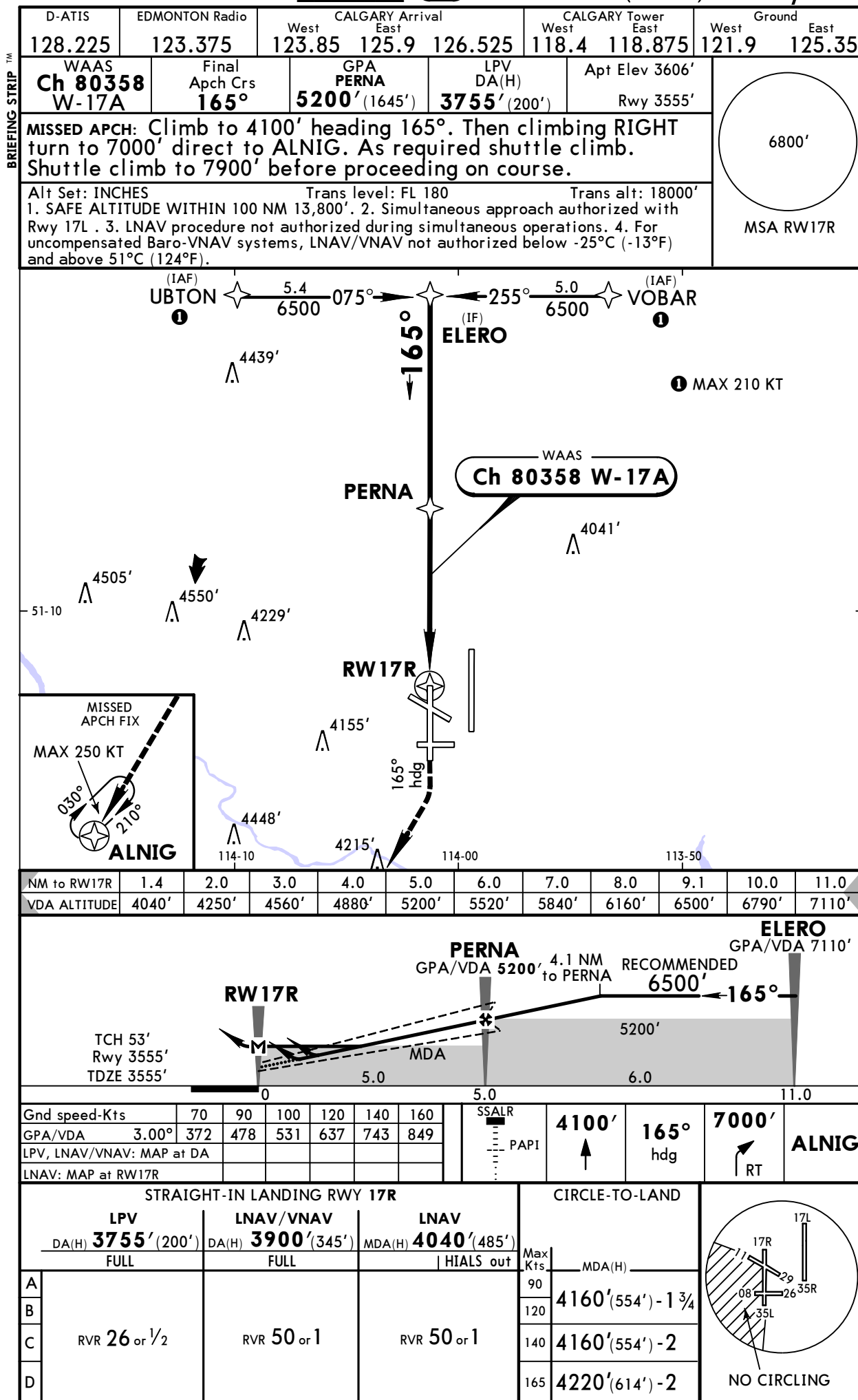


NM to RW17L	10.8	10.0	8.9	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	7110'	6850'	6500'	6210'	5890'	5570'	5260'	4940'	4620'	4300'	4060'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		4100'	165°	7000'	OXANI
GPA/VDA	3.00°	372	478	531	637	743	PAPI		↑	hdg	LT	
LPV, LNAV/VNAV: MAP at DA												
LNAV: MAP at RW17L												

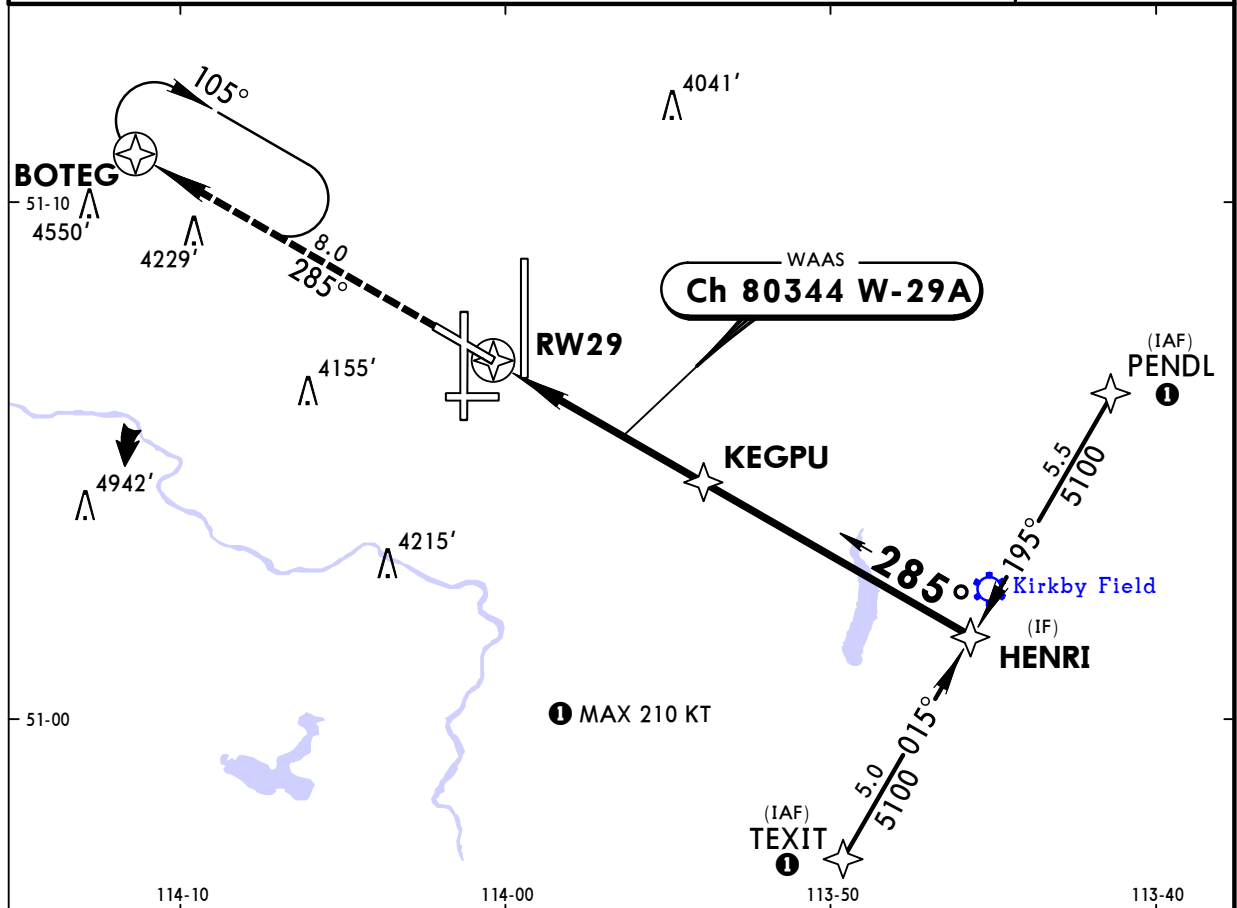
STRAIGHT-IN LANDING RWY 17L			CIRCLE-TO-LAND		
LPV DA(H) 3806' (200')	LNAV/VNAV DA(H) 3930' (324')	LNAV MDA(H) 4060' (454')	Max Kts	MDA(H)	
FULL	FULL	HIALS out	90	4160' (554') - 1 3/4	
			120	4160' (554') - 2	
			140	4160' (554') - 2	
			165	4220' (614') - 2	
A					
B					
C	RVR 26 or 1/2	RVR 50 or 1			
D					

CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-3)CALGARY, ALTA
RNAV (GNSS) Z Rwy 17R

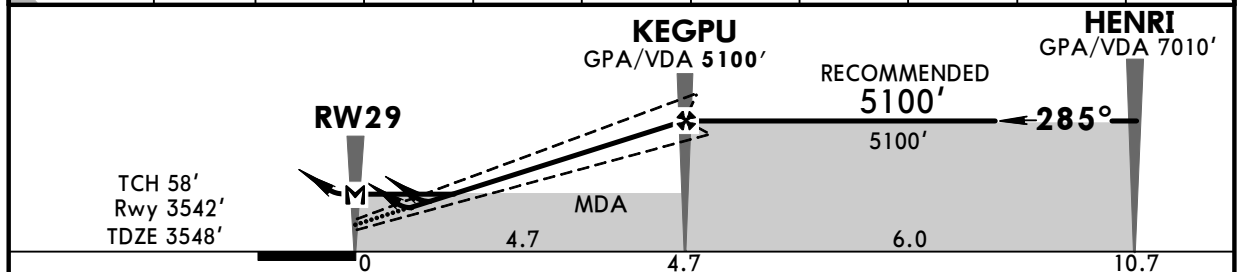
CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-4)CALGARY, ALTA
RNAV (GNSS) Z Rwy 29

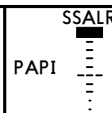
BRIEFING STRIP™

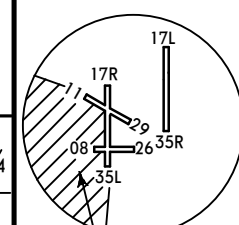
D-ATIS		EDMONTON Radio		CALGARY Arrival			CALGARY Tower		Ground		
				West	East			West	East		
128.225		123.375		123.85 125.9		126.525		118.4 118.875		121.9 125.35	
WAAS Ch 80344 W-29A		Final Apch Crs 285°		GPA KEGPU 5100' (1558')		LPV DA(H) 3742' (200')		Apt Elev 3606' Rwy 3542'		<div><div></div><div>6800'</div><div>MSA RW29</div></div>	
MISSED APCH: Climb to 6200' track 285° to BOTEG. As required shuttle climb.											
Alt Set: INCHES											



NM to RW29	1.8	3.0	4.0	4.7	6.0	7.0	8.0	9.0	10.0	10.7
VDA ALTITUDE	4180'	4560'	4870'	5100'	5510'	5830'	6150'	6470'	6790'	7010'



Gnd speed-Kts	70	90	100	120	140	160			6200' ↑ 285° BOTEG	
GPA/VDA	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW29										

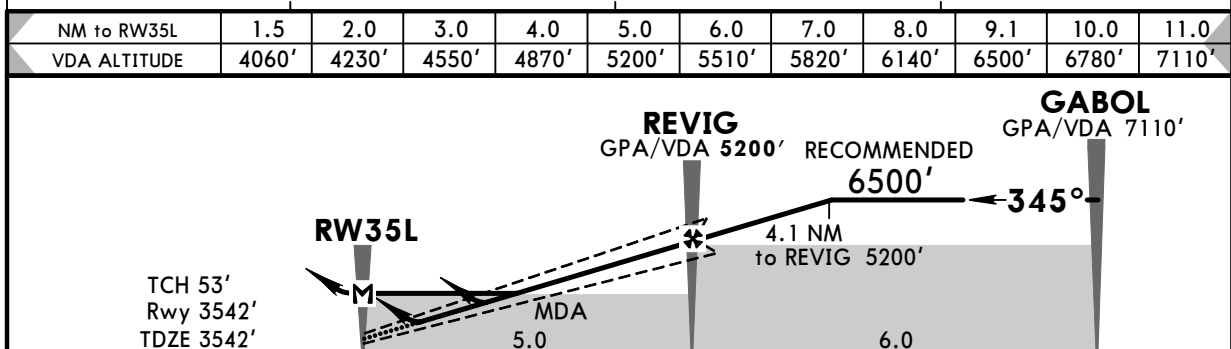
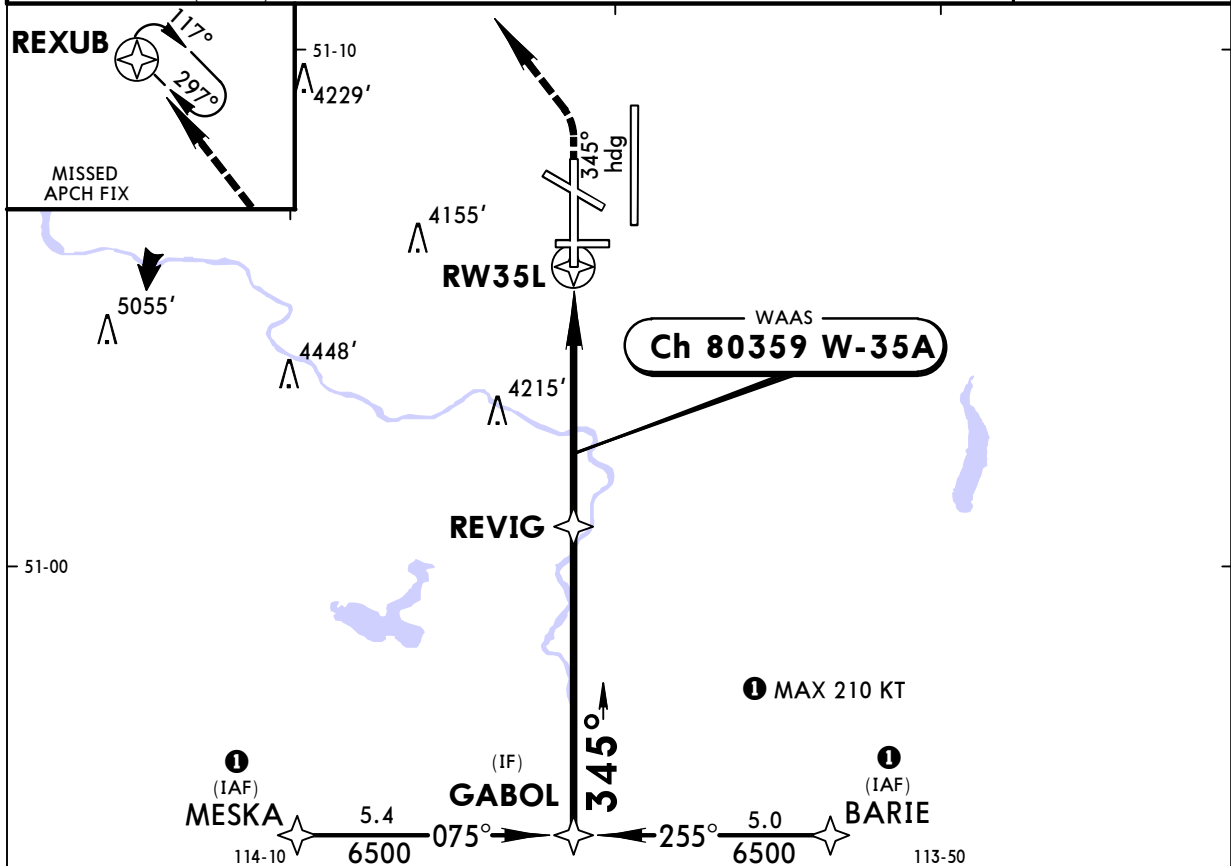
STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV		
DA(H) 3742' (200')		DA(H) 4003' (461')		MDA(H) 4180' (638')		
FULL		FULL		HIALS out		
A	RVR 26 or 1/2	1	1 1/2	Max Kts	MDA(H) _____	
B				90	4180' (574') - 1 3/4	
C				120	4180' (574') - 2	
D				140	4180' (574') - 2	
				165	4220' (614') - 2	

CYYC/YYC
CALGARY INTL


JEPPesen
4 NOV 16
Eff 10 Nov (12-5)

CALGARY, ALTA
RNAV (GNSS) Z Rwy 35L

BRIEFING STRIP TM	D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
			West	East		West	East	West	East
	128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
	WAAS Ch 80359 W-35A	Final Apch Crs 345°	GPA REVIG 5200' (1658')	LPV DA(H) 3742' (200')	Apt Elev 3606' Rwy 3542'		<div>6800'</div> <div>MSA RW35L</div>		
	MISSED APCH: Climb to 4100' heading 345°. Then climbing LEFT turn to 7000' direct to REXUB.								
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. Simultaneous approach authorized with Rwy 35R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) and above 51°C (124°F).									



SSALR	4100'	345°	7000'	REXUB
PAPI	↑	hdg	LT	
LNAV: MAP at RW35L				

STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV		
DA(H) 3742' (200')		DA(H) 3958' (416')		MDA(H) 4060' (518')		
FULL		FULL		HIALS out		
				Max Kts	MDA(H)	
A					90	4160' (554') - 1 3/4
B					120	
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1		140	4160' (554') - 2
D					165	4220' (614') - 2

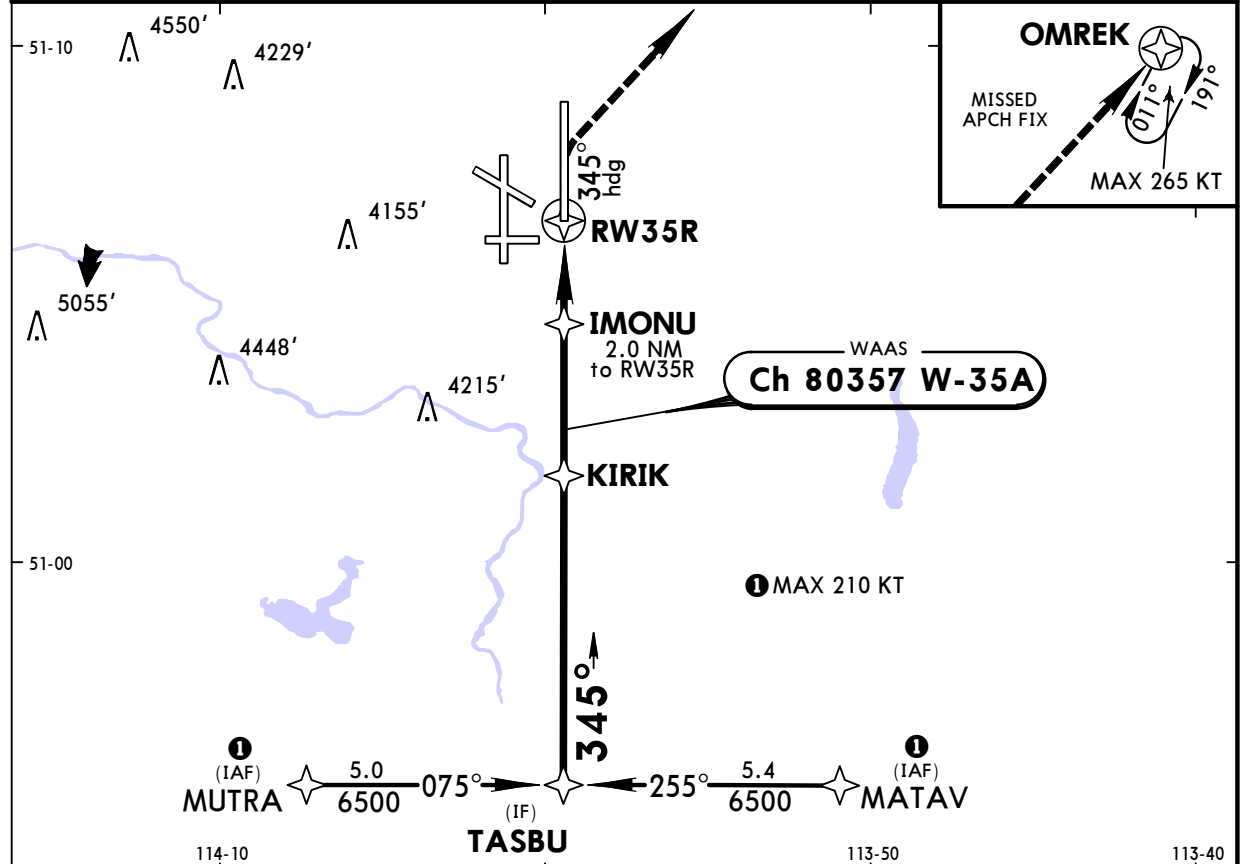
CYYC/YYC
CALGARY INTL

JEPPESSEN
4 NOV 16
Eff 10 Nov (12-6)

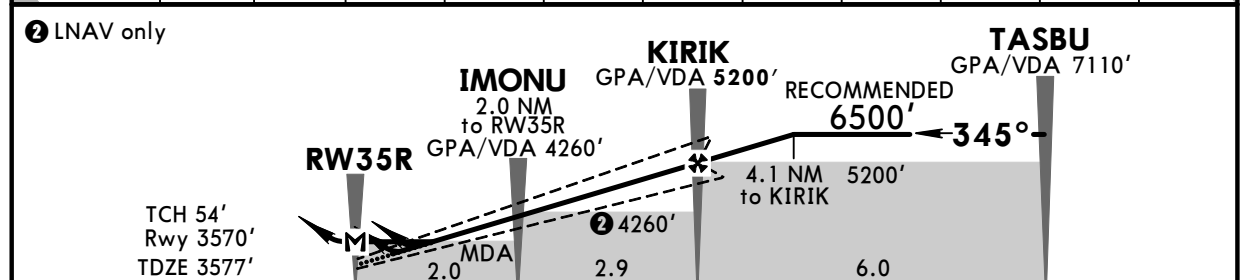
CALGARY, ALTA
RNAV (GNSS) Z Rwy 35R

BRIEFING STRIP™

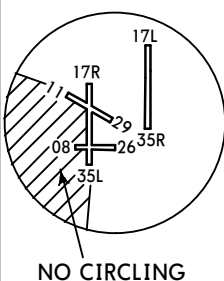
D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
		West	East		West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
WAAS Ch 80357 W-35A	Final Apch Crs 345°	GPA KIRIK 5200' (1630')		LPV DA(H) 3770' (200')	Apt Elev 3606' Rwy 3570'		<div><div>6800'</div><div>MSA RW35R</div></div>	
MISSED APCH: Climb to 4100' heading 345°. Then climbing RIGHT turn to 7000' direct to OMREK.								
Alt Set: INCHES								



NM to RW35R	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.9
VDA ALTITUDE	4060'	4260'	4580'	4900'	5220'	5540'	5850'	6170'	6500'	6810'	7110'



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	4100'	345°	7000'	OMREK
GPA/VDA	3.00°	372	478	531	637	743	PAPI	↑	hdg	RT	
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW35R											

STRAIGHT-IN LANDING RWY 35R			CIRCLE-TO-LAND		
LPV	LNAV/VNAV	LNAV	Max Kts	MDA(H)	
DA(H) 3770' (200')	DA(H) 3945' (375')	MDA(H) 4060' (490')	90		
FULL	FULL	HIALS out	120	4160' (554') - 1 3/4	
			140	4160' (554') - 2	
			165	4220' (614') - 2	
A					
B					
C	RVR 26 or 1/2	RVR 50 or 1			
D					

CYYC/YYC
CALGARY INTL

4 NOV 16

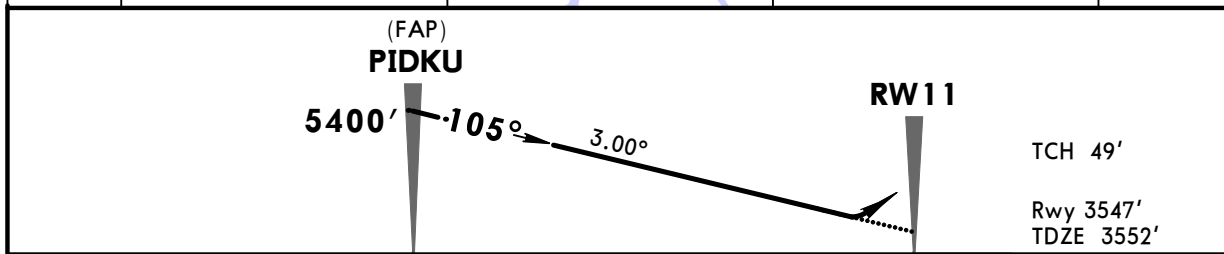
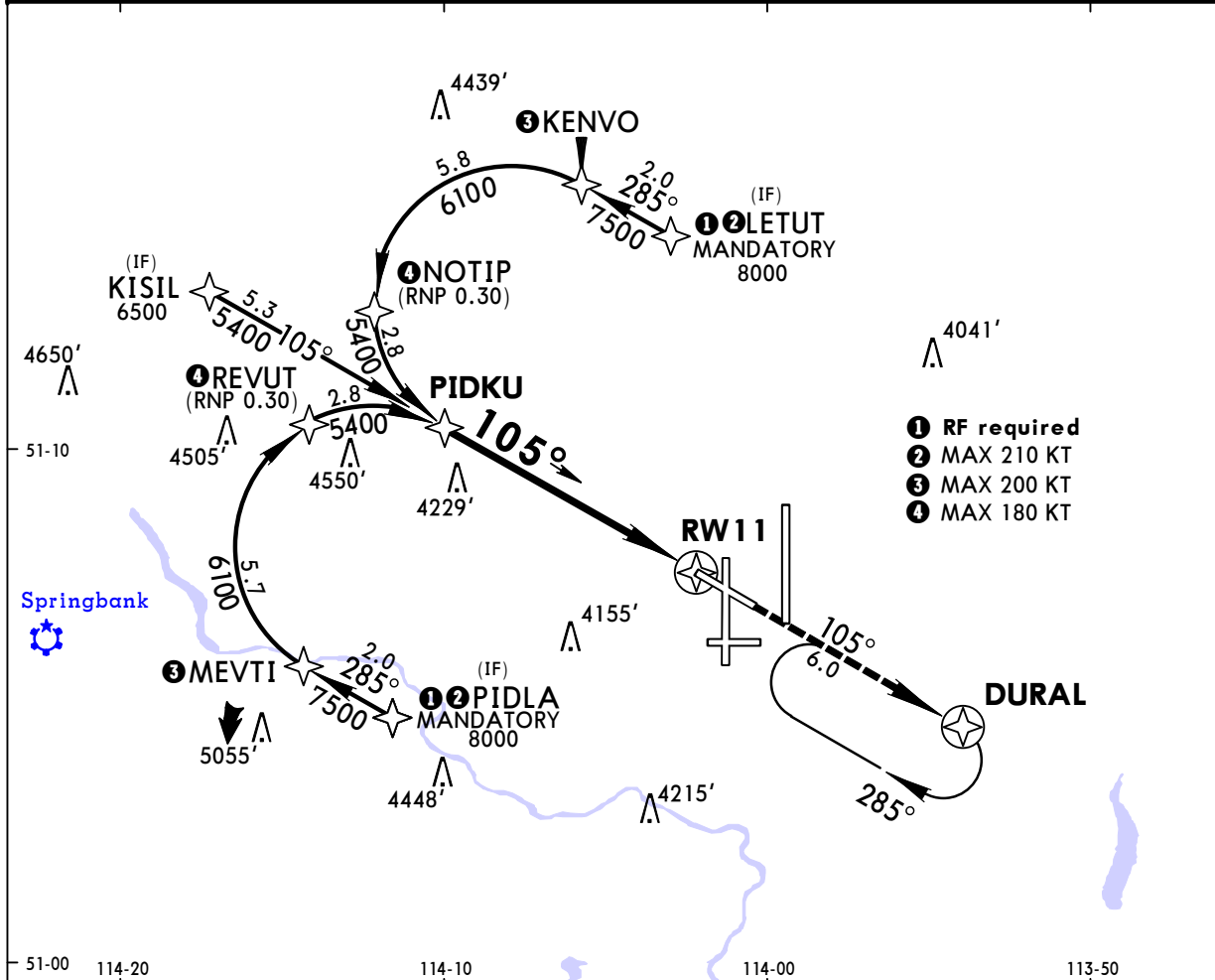
(12-20)

JEPPesen

CALGARY, ALTA
RNAV (RNP) Y Rwy 11

BRIEFING STRIP

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
		West	East		West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
RNAV	Final Apch Crs 105°	Minimum Alt PIDKU 5400' (1848')	RNP 0.10 DA(H) 3916' (369')		Apt Elev 3606' Rwy 3547'		<div><div></div><div>6800'</div></div> <div>MSA RW11</div>	
MISSED APCH: Climb to 7500' track 105° to DURAL. As required shuttle climb.								
Alt Set: INCHES								



Gnd speed-Kts	70	90	100	120	140	160	ODALS		
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	7500'	105°
MAP at DA									DURAL

STRAIGHT-IN LANDING RWY 11		
RNP 0.10 DA(H) 3916' (369')	RNP 0.20 DA(H) 4003' (456')	RNP 0.30 DA(H) 4083' (536')
A		
B	1 1/4	1 1/2
C		
D		1 3/4

CYYC/YYC
CALGARY INTL

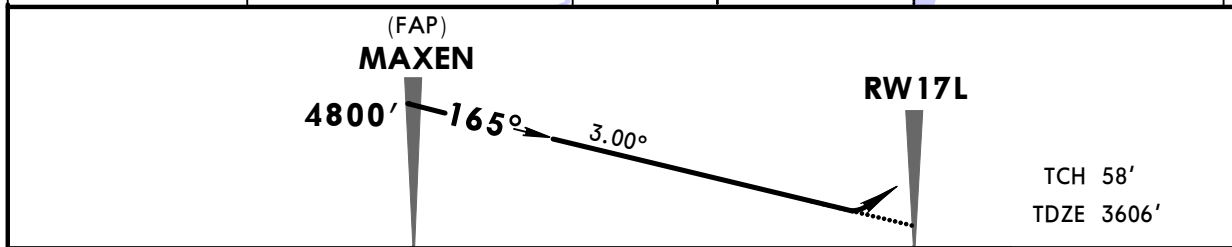
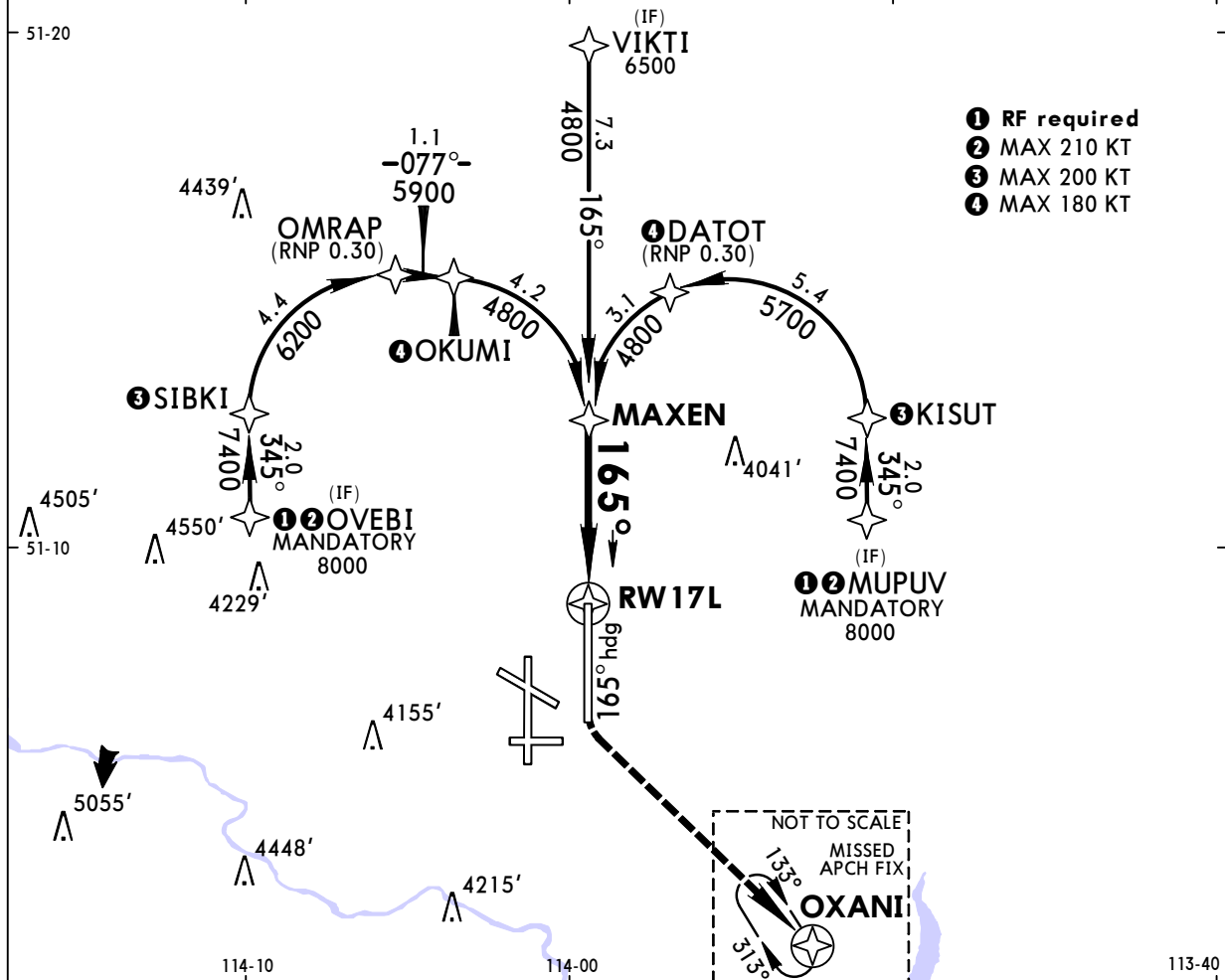
4 NOV 16

JEPPesen
(12-21)

CALGARY, ALTA
RNAV (RNP) Y Rwy 17L

BRIEFING STRIP

D-ATIS		EDMONTON Radio		CALGARY Arrival			CALGARY Tower		Ground	
				West	East		West	East	West	East
128.225		123.375		123.85 125.9 126.525			118.4 118.875		121.9 125.35	
RNAV		Final Apch Crs 165°		Minimum Alt MAXEN 4800' (1194')		RNP 0.10 DA(H) 3884' (278')		Apt Elev 3606' TDZE 3606'		<div><div></div><div>6500'</div><div>MSA RW17L</div></div>
MISSED APCH: Climb to 4100' heading 165°. Then climbing LEFT turn to 7000' direct to OXANI.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 17R. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 49°C (120°F).										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4100'	165° hdg	7000'	OXANI
Descent Angle	3.00°	372	478	531	637	743	849	PAPI		LT	
MAP at DA											

STRAIGHT-IN LANDING RWY 17L		
RNP 0.10 DA(H) 3884' (278')	RNP 0.20	RNP 0.30 DA(H) 3956' (350')
FULL		FULL
A		
B		
C		
D		
RVR 50 or 1	NOT AUTHORIZED	RVR 50 or 1

CYYC/YYC
CALGARY INTL

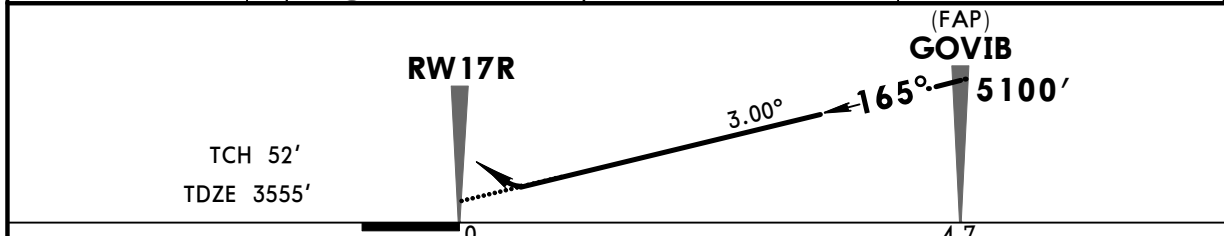
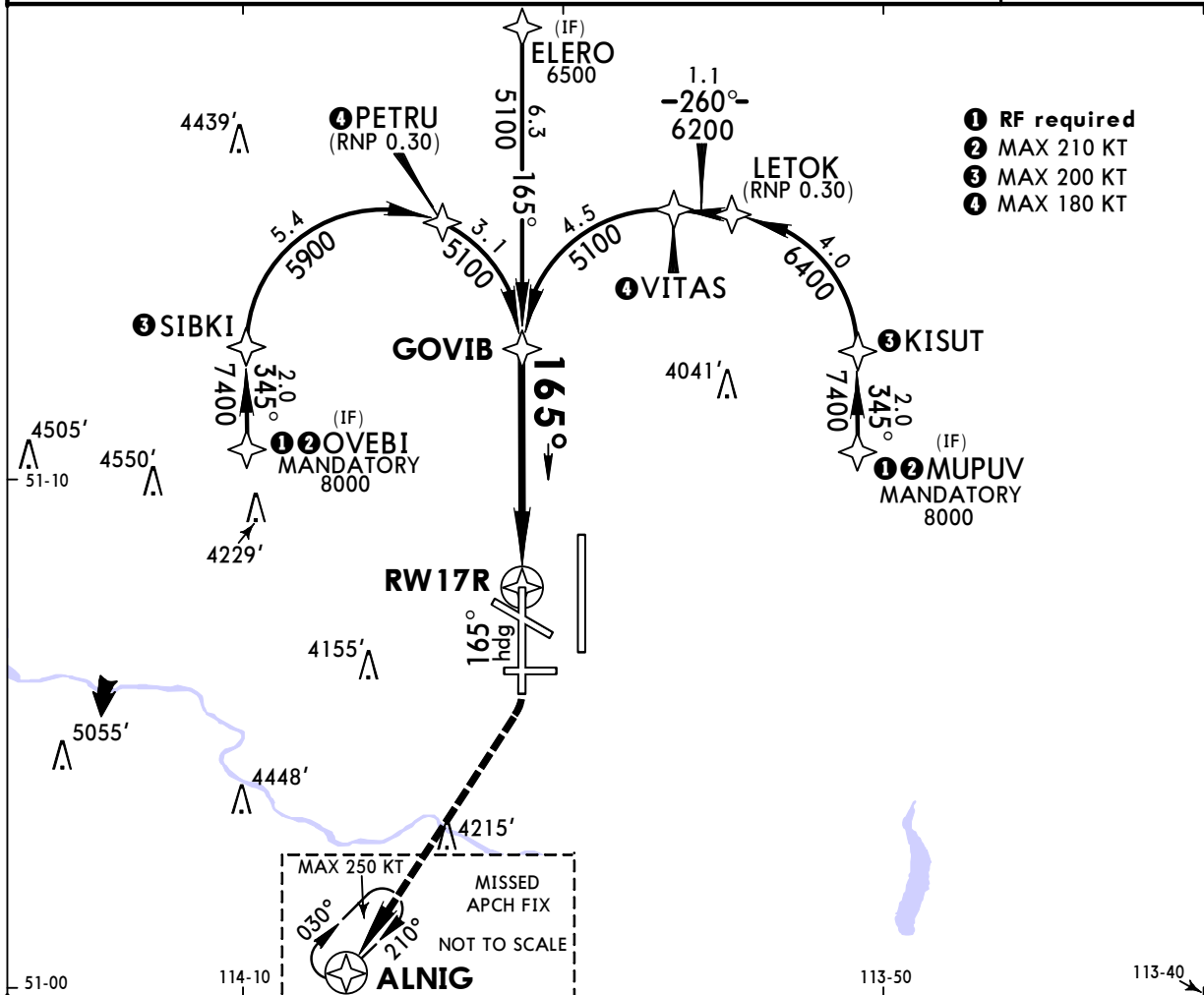
4 NOV 16

JEPPesen
(12-22)

CALGARY, ALTA
RNAV (RNP) Y Rwy 17R

BRIEFING STRIP

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
		West	East		West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
RNAV	Final Apch Crs 165°	Minimum Alt GOVIB 5100' (1545')	RNP 0.10 DA(H) 3899' (344')		Apt Elev 3606' TDZE 3555'		<div><div></div><div>6800'</div></div> <div>MSA RW17R</div>	
MISSED APCH: Climb to 4100' heading 165°. Then climbing RIGHT turn to 7000' direct to ALNIG. Shuttle climb to 7800' before proceeding on course.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 17L. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 51°C (123°F).								



Gnd speed-Kts	70	90	100	120	140	160	SSALR	4100'	165°	7000'	ALNIG
Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	hdg	↑ RT	
MAP at DA											
RNP 0.10						RNP 0.30					
DA(H) 3899' (344')						DA(H) 3954' (399')					
FULL						FULL					
A	RVR 50 or 1					RVR 50 or 1					
B											
C											
D											

CYYC/YYC
CALGARY INTL

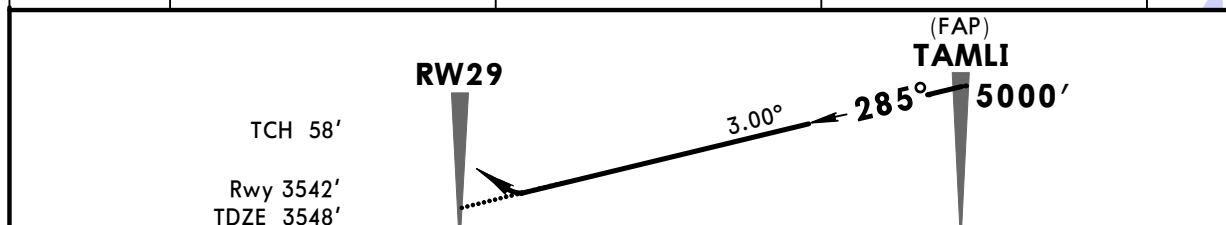
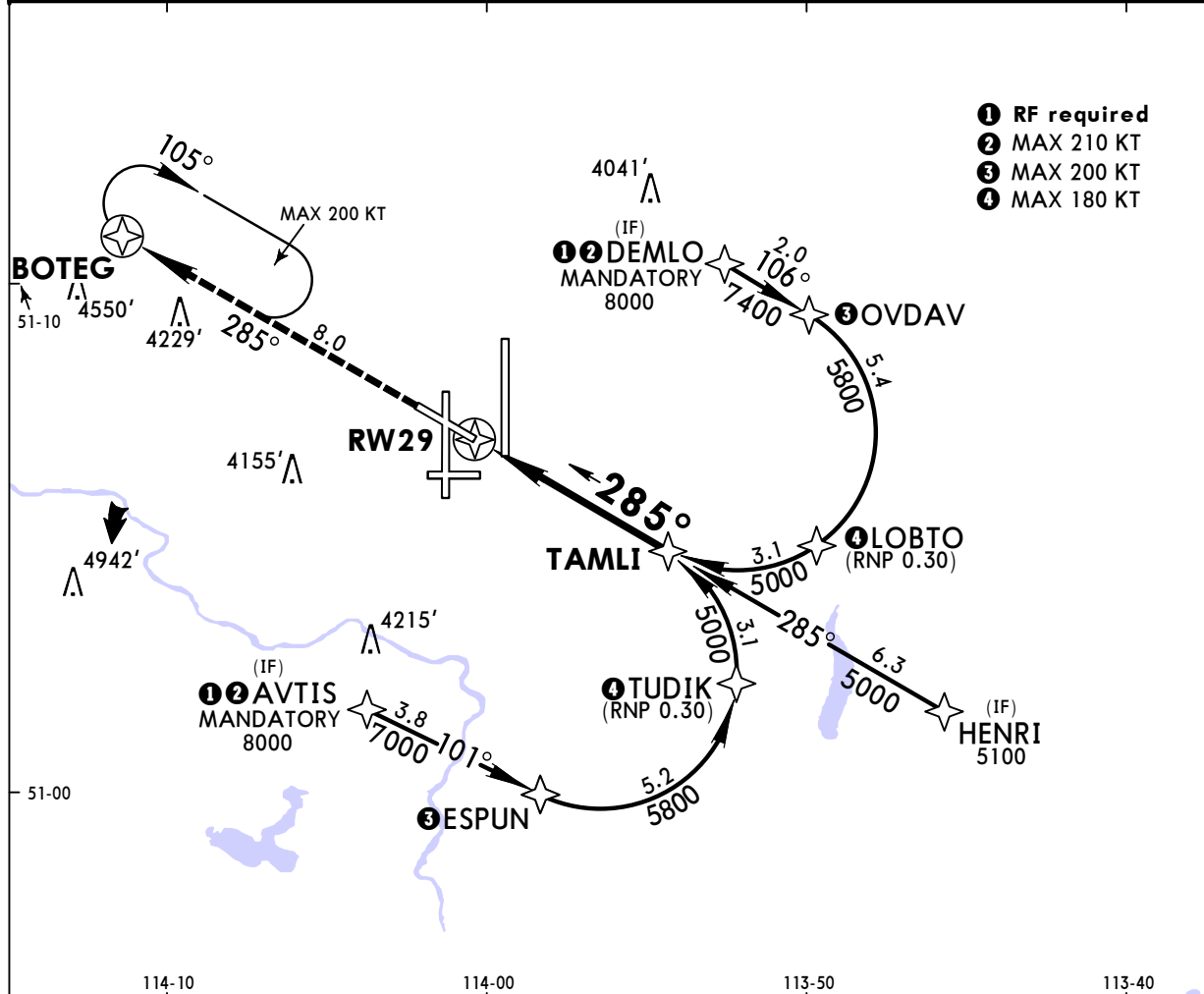
4 NOV 16

(12-23)

CALGARY, ALTA
RNAV (RNP) Y Rwy 29

BRIEFING STRIP™

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
		West	East		West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
RNAV	Final Apch Crs 285°	Minimum Alt TAMLI 5000' (1452')		RNP 0.10 DA(H) 3942' (400')	Apt Elev 3606' Rwy 3542'		<div><div>6800'</div><div>MSA RW29</div></div>	
MISSED APCH: Climb to 6300' track 285° to BOTEG. As required shuttle climb.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 49°C (120°F).								



Gnd speed-Kts	70	90	100	120	140	160	SSALR			PAPI		
Descent Angle	3.00°	372	478	531	637	743	849					
MAP at DA												

STRAIGHT-IN LANDING RWY 29		
RNP 0.10 DA(H) 3942' (400')		RNP 0.20
FULL		RNP 0.30 DA(H) 4005' (463')
FULL		
A	RVR 50 or 1	NOT AUTHORIZED
B		
C		
D		
RVR 50 or 1		RVR 50 or 1

CYYC/YYC
CALGARY INTL

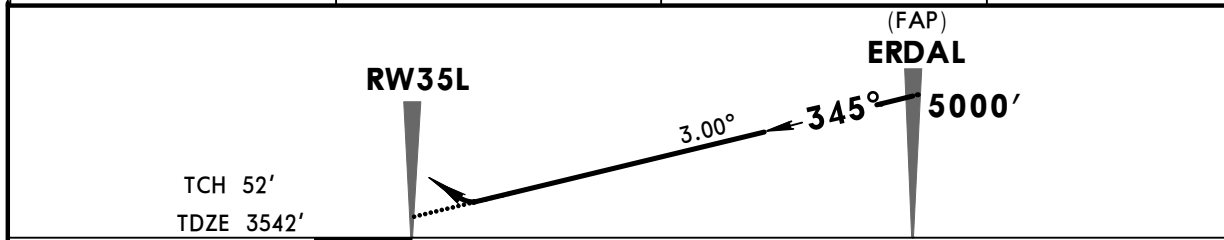
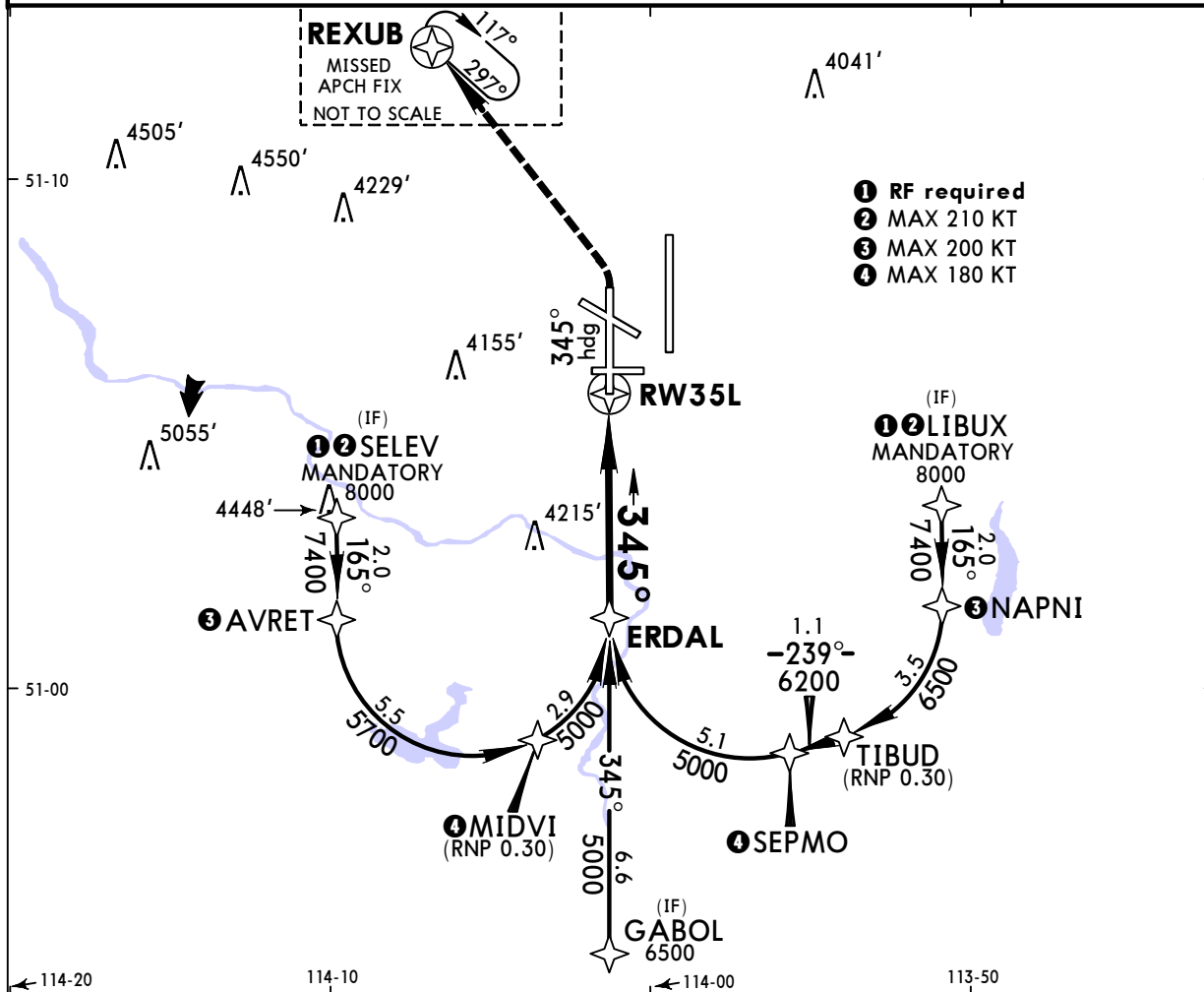
4 NOV 16

JEPPesen
(12-24)

CALGARY, ALTA
RNAV (RNP) Y Rwy 35L

BRIEFING STRIP

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
		West	East		West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
RNAV	Final Apch Crs 345°	Minimum Alt ERDAL 5000' (1458')		RNP 0.10 DA(H) 3865' (323')	Apt Elev 3606' TDZE 3542'		<div><div></div><div>6800'</div><div>MSA RW35L</div></div>	
MISSED APCH: Climb to 4100' heading 345°. Then climbing LEFT turn to 7000' direct to REXUB.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 35R. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 51°C (124°F).								



Gnd speed-Kts	70	90	100	120	140	160	SSALR	4100'	345° hdg	7000'	REXUB
Descent Angle	3.00°	372	478	531	637	743	849	PAPI			
MAP at DA											

STRAIGHT-IN LANDING RWY 35L		
RNP 0.10 DA(H) 3865' (323') FULL	RNP 0.20	RNP 0.30 DA(H) 3949' (407') FULL
A	NOT AUTHORIZED	RVR 50 or 1
B		
C		
D		

CYYC/YYC
CALGARY INTL

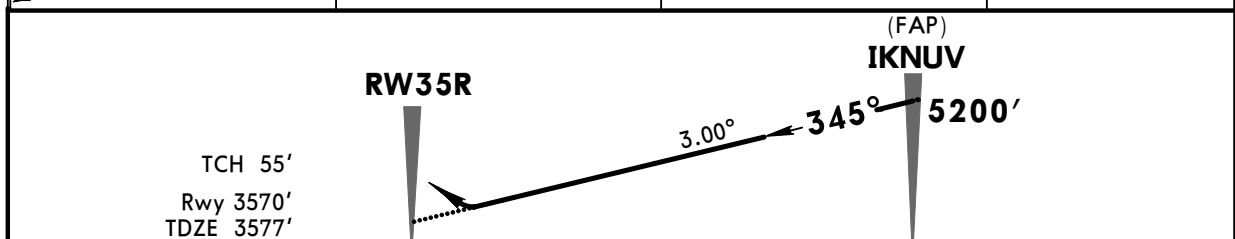
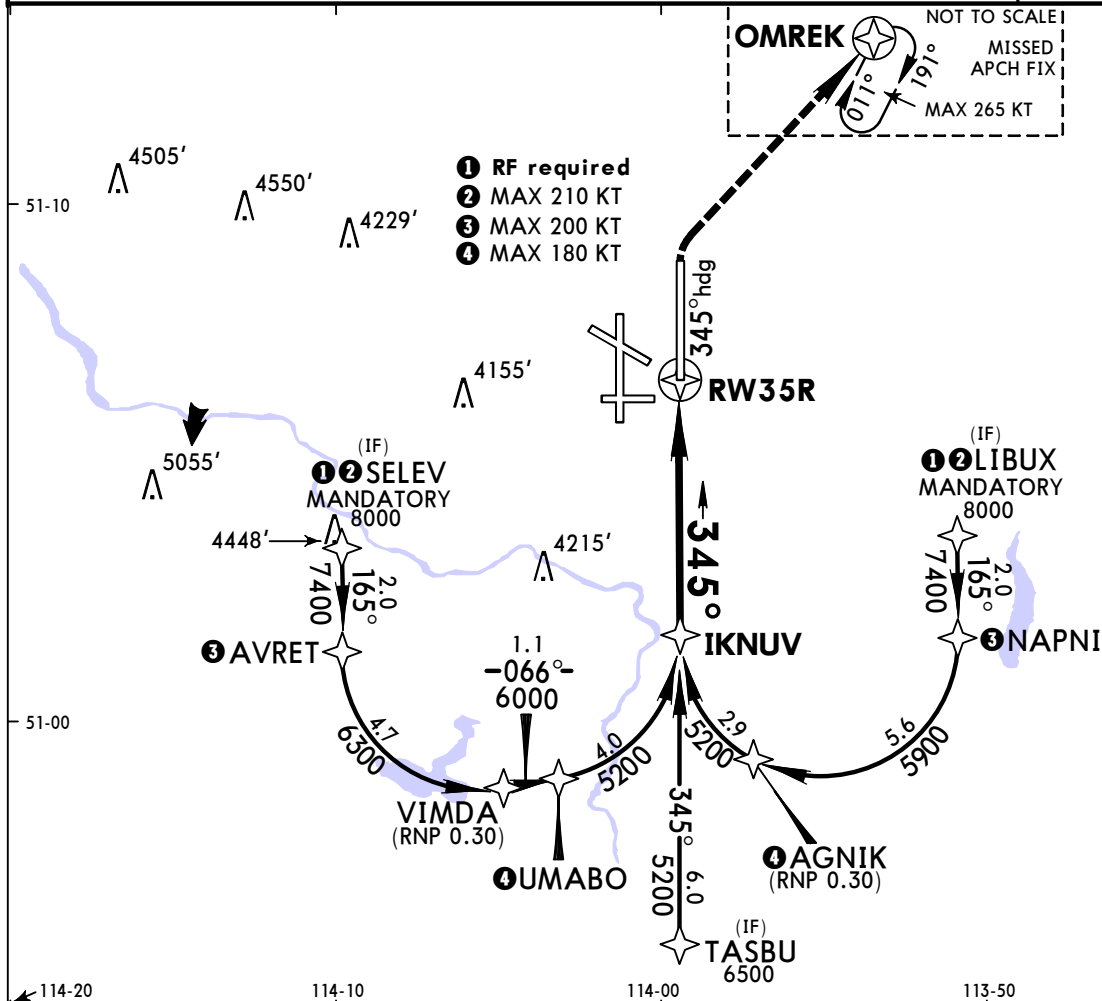
4 NOV 16

JEPPesen
12-25

CALGARY, ALTA
RNAV (RNP) Y Rwy 35R

BRIEFING STRIP

D-ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
		West	East		West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
RNAV	Final Apch Crs 345°	Minimum Alt IKNUV 5200' (1623')	RNP 0.10 DA(H) 3859' (289')	Apt Elev 3606' Rwy 3570'	<div><div>6800'</div><div>MSA RW35R</div></div>			
MISSED APCH: Climb to 4100' heading 345°. Then climbing RIGHT turn to 7000' direct to OMREK.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 35L. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 50°C (122°F).								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4100'	345° hdg	7000'	OMREK
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑		RT	
MAP at DA											

STRAIGHT-IN LANDING RWY 35R		
RNP 0.10 DA(H) 3859' (289') FULL	RNP 0.20	RNP 0.30 DA(H) 4010' (440') FULL
A		
B		
C		
D		
RVR 50 or 1	NOT AUTHORIZED	RVR 50 or 1

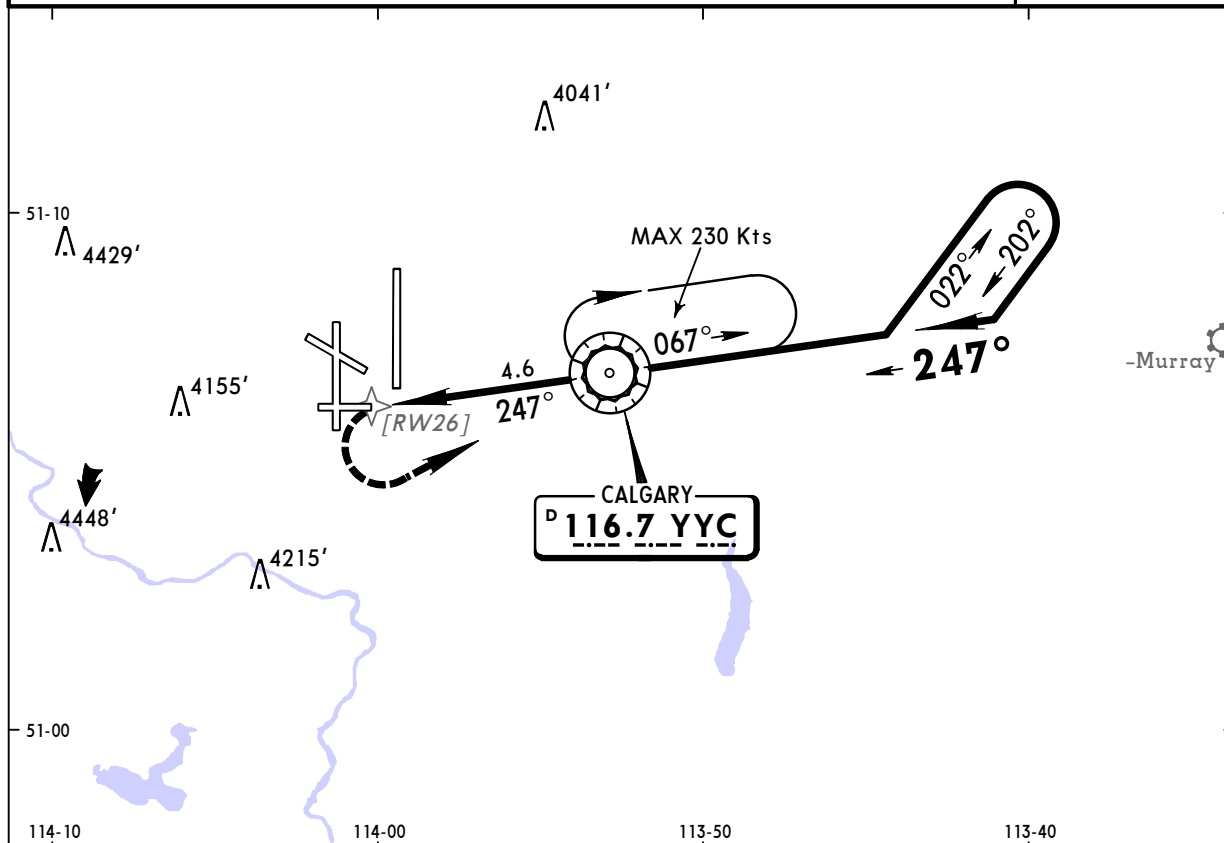
CYYC/YYC
CALGARY INTL

JEPPesen
23 MAY 14 **(13-1)** **Eff 29 May**

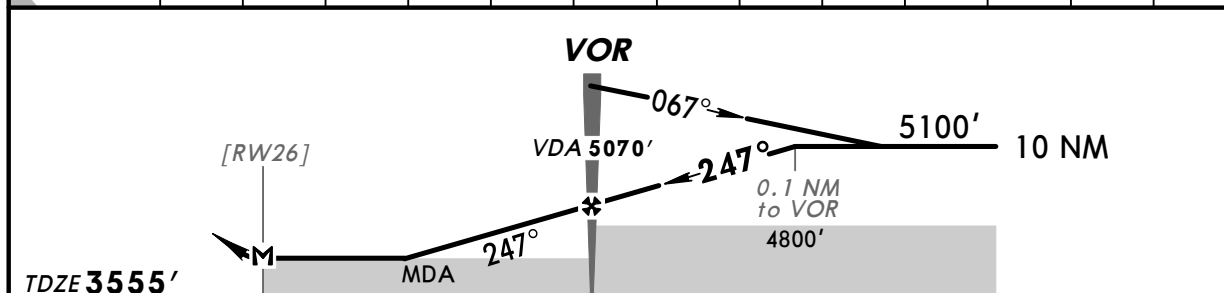
CALGARY, ALTA
VOR Rwy 26



BRIEFING STRIP

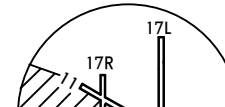
ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
		West	East		West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
VOR YYC 116.7	Final Apch Crs 247°	VDA VOR 5070' (1515')	MDA(H) 4100' (545')		Apt Elev 3606' TDZE 3555'		<div><div>6500'</div><div>MSA YYC VOR</div></div>	
MISSED APCH: Climbing LEFT turn to 5100' direct to YYC VOR.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 13,800'.								



NM to MAP	1.6	3.0	4.0	4.7	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.6
VDA ALTITUDE	4100'	4560'	4880'	5100'	5520'	5830'	6150'	6470'	6790'	7110'	7430'	7740'	8260'



0							4.6										
Gnd speed-Kts	70	90	100	120	140	160								REIL PAPI-L	5100' 		YYC 116.7
VDA 3.00°	372	478	531	637	743	849											
VOR to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43											

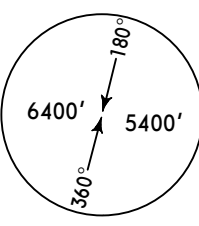
STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND		
MDA(H) 4100' (545')		Max Kts	MDA(H)	
A		90	4160' (554') - 1³/₄	
B		120	4160' (554') - 2	
C	1³/₄	140	4160' (554') - 2	
D		165	4220' (614') - 2	

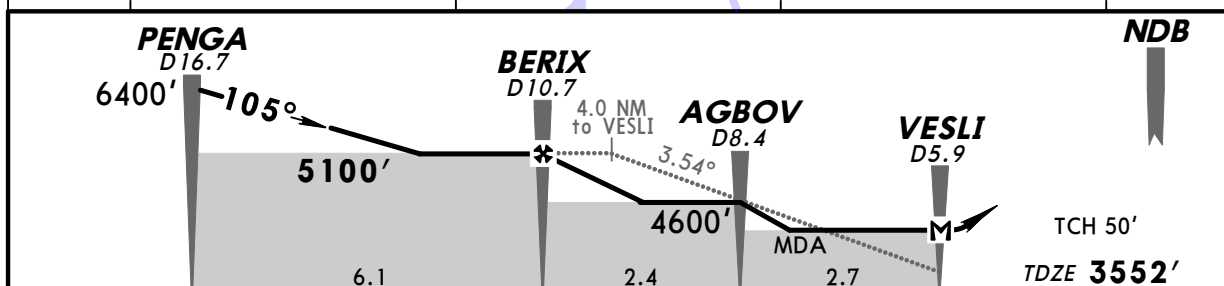
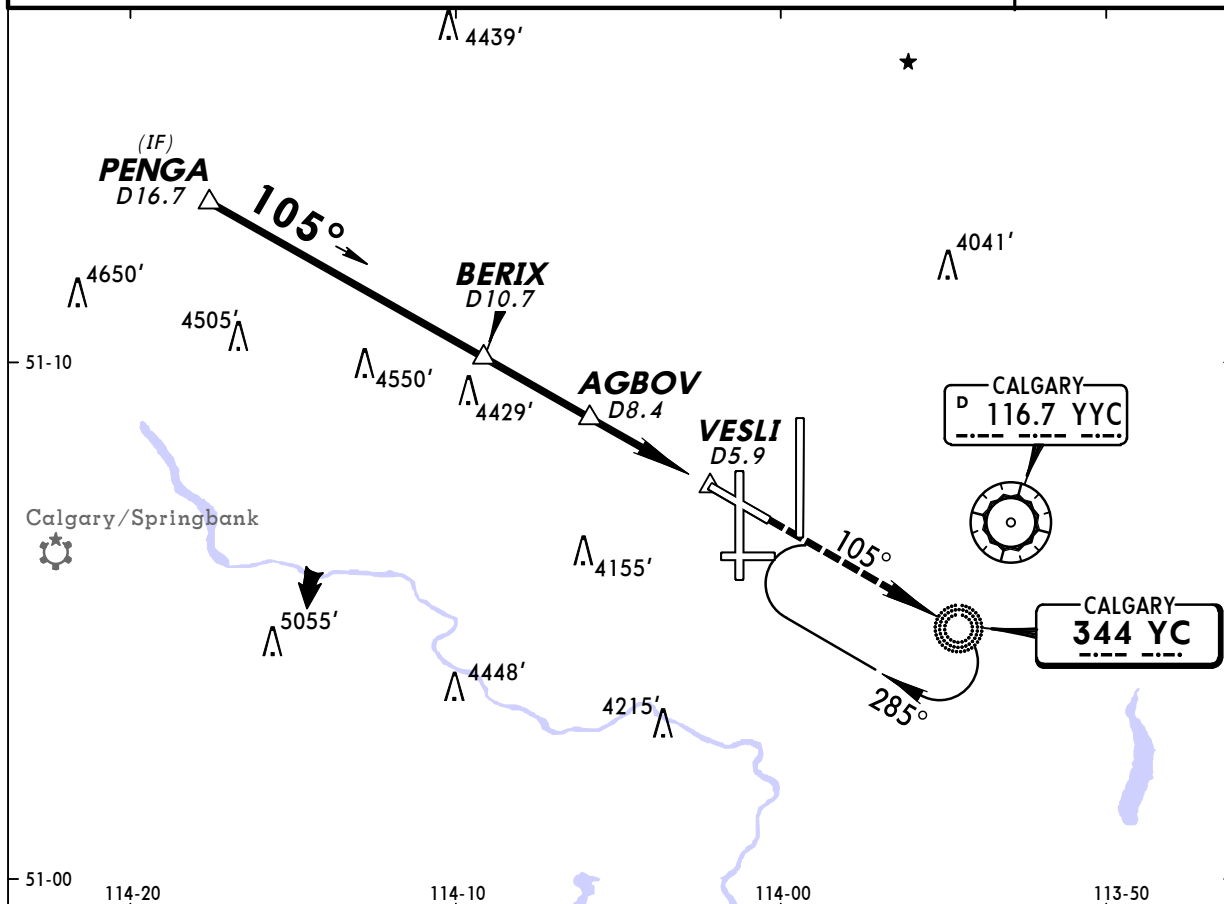
CYYC/YYC
CALGARY INTL

JEPPesen
23 MAY 14 **(16-1)** **Eff 29 May**

CALGARY, ALTA
NDB DME Rwy 11

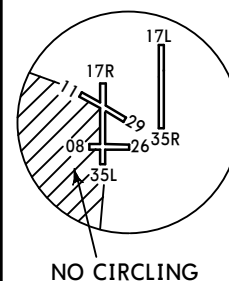
BRIEFING STRIP™

ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
					West	East	West	East
128.225	123.375	123.85	125.9	126.525	118.4	118.875	121.9	125.35
NDB YC 344	Final Apch Crs 105°	SMA BERIX 5100' (1548')	MDA(H) 4440' (888')		Apt Elev 3606' TDZE 3552'		 MSA YC NDB	
MISSED APCH: Climb to 7000' track 105° to YC NDB. As required shuttle climb.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'.								



Gnd speed-Kts	70	90	100	120	140	160	ODALS PAPI	7000'	105°	YC 344
Descent angle 3.54°	439	564	626	752	877	1002				
MAP at VESLI										

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 4440' (888')							
ALS out				Max Kts	MDA(H)		
A				90			
B				120			
C	2 3/4			140	4440' (834') - 2 3/4		
D				165			



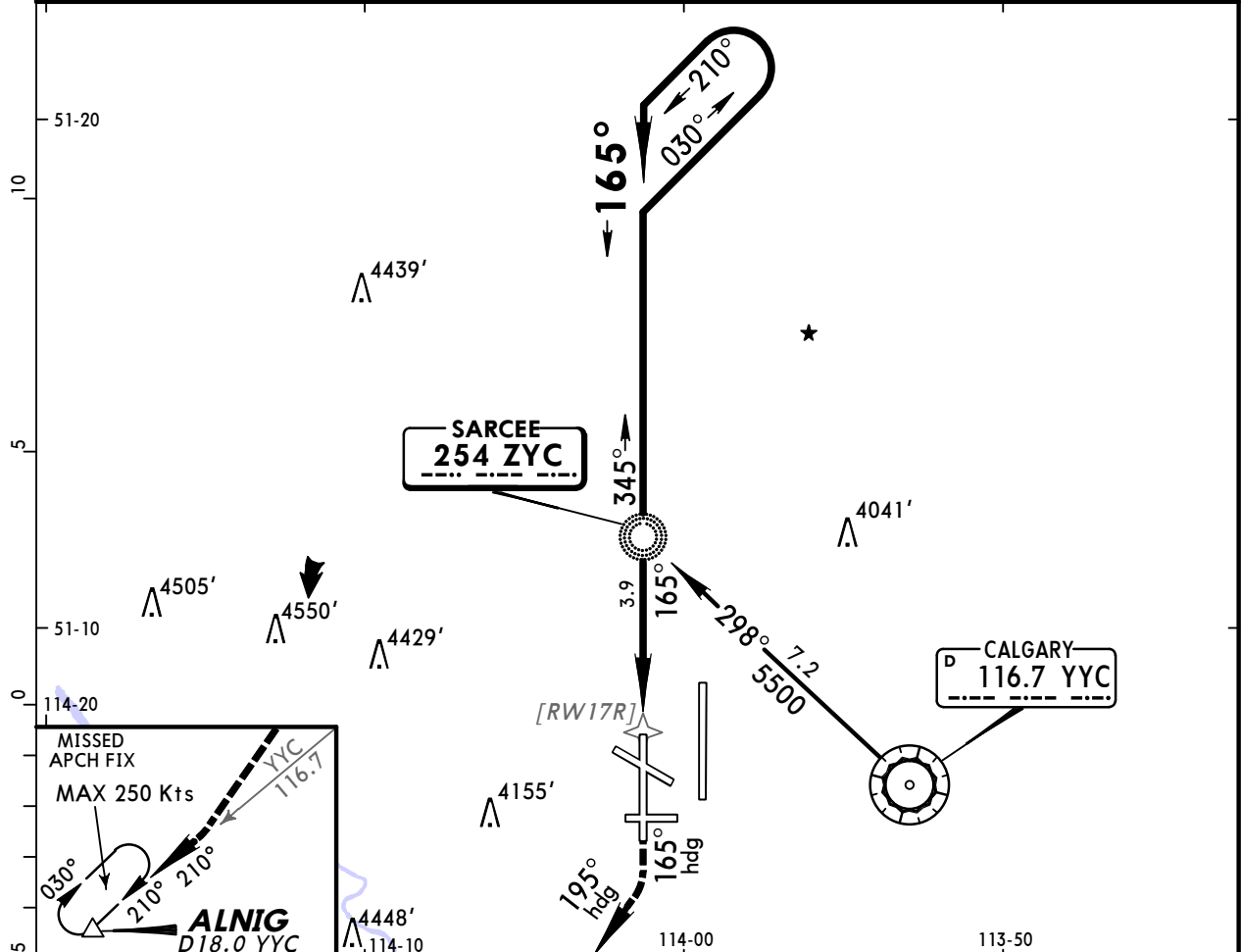
CYYC/YYC
CALGARY INTL

JEPPESSEN
23 MAY 14 **(16-2)** Eff 29 May

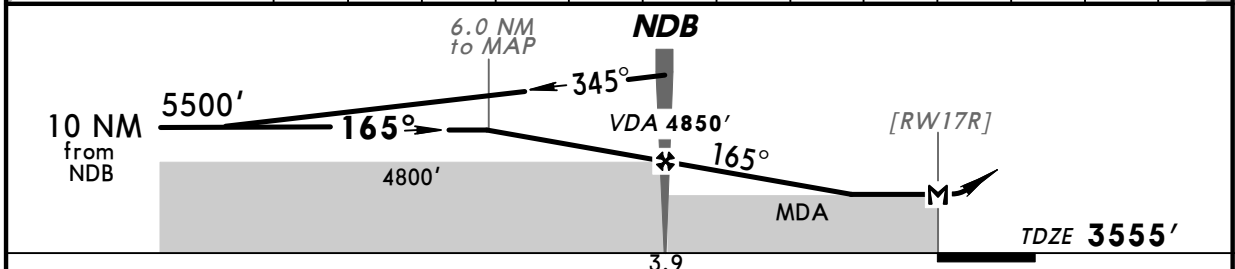
CALGARY, ALTA
NDB Rwy 17R

BRIEFING STRIP™

ATIS	EDMONTON Radio	CALGARY Arrival			CALGARY Tower		Ground	
128.225	123.375	123.85	125.9	126.525	West 118.4	Tower East 118.875	West 121.9	East 125.35
NDB ZYC 254	Final Apch Crs 165°	VDA NDB 4850' (1295')	MDA(H) 4080' (525')		Apt Elev 3606' TDZE 3555'		<div>6500'</div> <div>MSA ZYC NDB</div>	
MISSED APCH: Climb to 4500' heading 165°. Climbing RIGHT turn heading 195° to intercept outbound YYC R-210 to 7000' to ALNIG. Shuttle climb to 7900' before proceeding on course.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 13,800'.								



NM to MAP	13.9	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.5
VDA ALTITUDE	8030'	7430'	7110'	6790'	6470'	6150'	5830'	5500'	5200'	4880'	4560'	4240'	4080'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>SSALR</div><div><div></div><div>PAPI</div></div><div></div></div>	4500'	165° hdg	7000'	195° hdg
VDA 3.00°	372	478	531	637	743	849		<div>↑</div>		<div>↗ RT</div>	
NDB to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28					

STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
MDA(H) 4080' (525')				Max Kts			
ALS out				MDA(H)			
A	1 1/4			90	4160'(554')-1 3/4		
B				120			
C				140	4160'(554')-2		
D				165	4220'(614')-2		

