

**North runway  
(06L-24R)**

**South runway  
(06R-24L)**

# WORK 2022

## INFORMATION MEETING DEPARTURES EASTERLY WINDS

March 9, 2022

# ADM

- Greater Montreal airport authority, created in 1992.
- Non-profit organization, responsible for the management and operation of YUL and YMX airports.



From a sustainable development perspective, our mission is to:

- Connect Montreal to the world through the talent and passion of our teams;
- Offer a remarkable, safe and efficient experience while ensuring the enhancement of our facilities;
- Contribute to the prosperity of our community by embodying the vitality of Greater Montreal.

# Soundscape Management

## A shared responsibility



Transports  
Canada    Transport  
Canada

Regulatory body responsible for enforcing air traffic noise control and abatement regulations and is empowered to sanction both pilots and carriers who violate them.



Development of noise management plans, puts in place a soundscape management committee, and handles complaints regarding noise.



Air navigation services provider (air traffic control).



**Airlines**

Flight operations, fleet acquisition and compliance to procedures and flight schedules at YUL Montreal-Trudeau.



# Runway Assignment



Runway use is dictated by weather conditions, mainly wind direction, because aircraft must take off and land into the wind.

## Southwesterly



In the Montreal area, southwesterly winds generally dominate (approximately 70% of the time), which results in planes taking off toward Lac St-Louis.



3,000 feet

After take off, jets must climb in the runway heading until they reach an altitude of 3,000 feet before turning towards their destination.

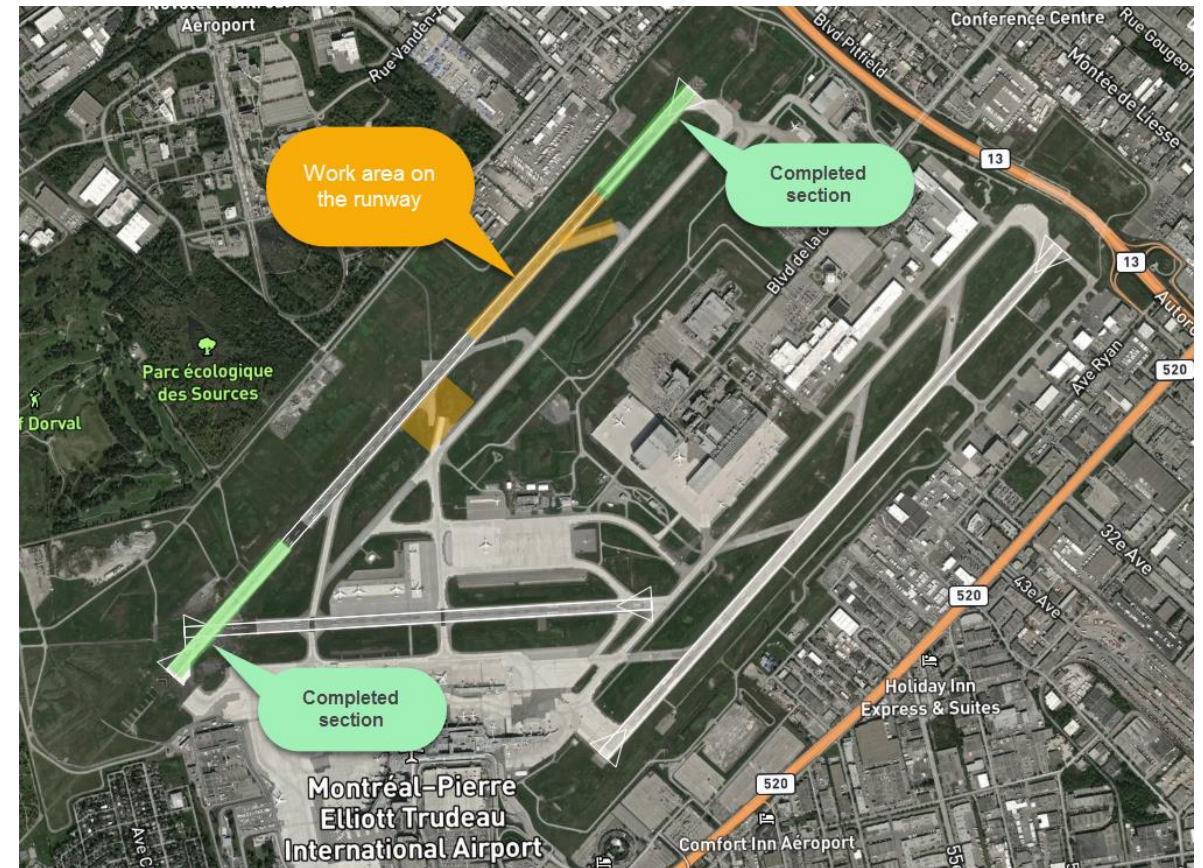


Jets do not reach 3,000 feet at the same point because the type of aircraft, load and weather conditions can affect the rate of climb.



# Why Work on the Runways

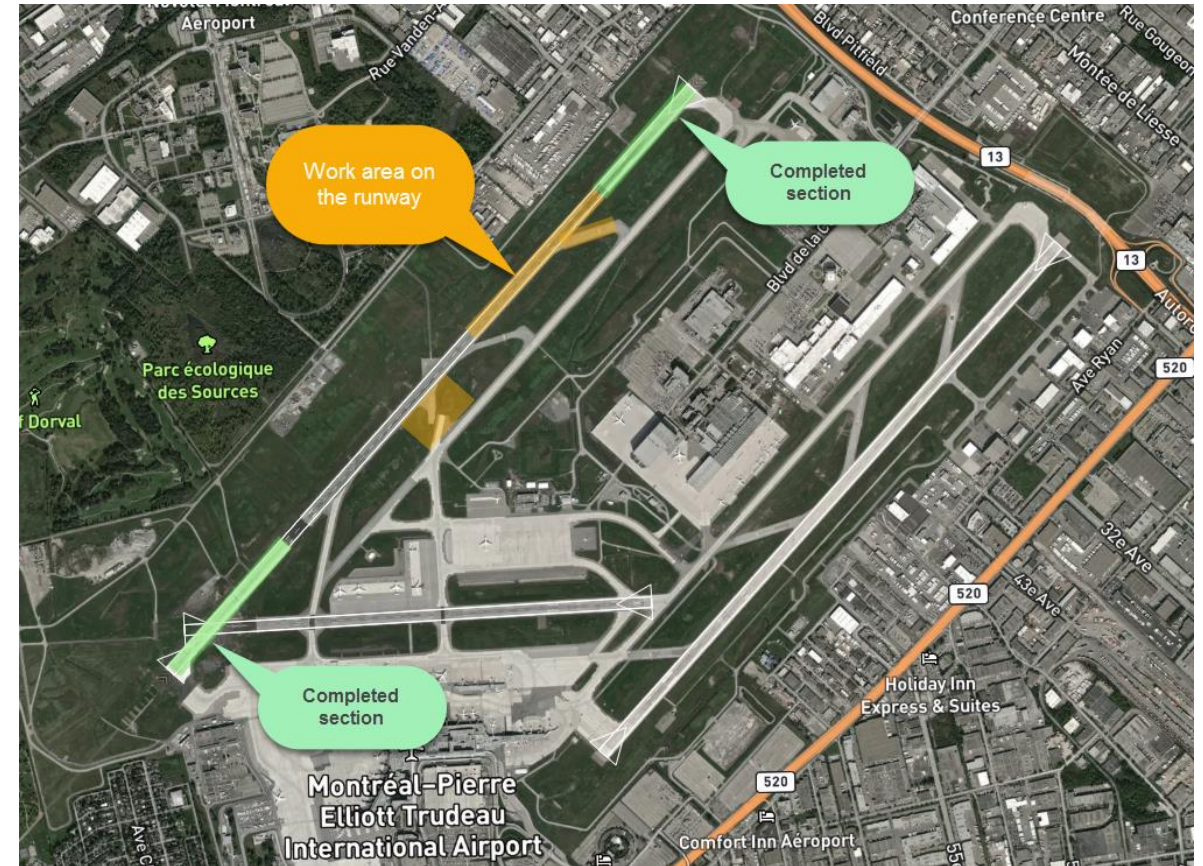
- ⚠ Safety of the operations is the priority.
- ⚠ Runways must be in perfect condition.
- ⚠ In order to increase runway durability and limit the duration of future work, both runways will have a concrete surface.
- ⚠ Once the project for the rehabilitation of the north runway is completed, we will not need to do any work requiring long closures on this runway for some twenty years.





# Work – Rehabilitation of the North Runway

- ⚠ The work at both ends of the runway is completed (green sections).
- ⚠ The work for the rehabilitation of the central section of the runway will be done in 2022 and 2023.
- ⚠ In 2022, construction work is scheduled from March 14 until the end of June and from October 11 to November 7 (yellow sections).
- ⚠ The north runway will be closed during the work.
- ⚠ In order to ensure the fluidity of operations in peak periods, alternative flight paths for departures will be used, mainly by small jets and propeller aircraft, when the north runway is closed.
- ⚠ These flight paths are already used at certain times.



# Preview of Aircraft Types



## Heavy Jets

- Boeing 777-300
- Airbus A330-300



## Small Jets

- Airbus A220
- Boeing 737
- CRJ9



## Propeller Aircraft

- Dash-8

For more information : [YUL Aircraft Spotting Guide](#)

# About NAV CANADA

Private, non-for profit company

Managing one of the largest regions of airspace in the world



**18 M**

square kilometres of airspace  
managed by NAV CANADA



More than

**100**

staffed sites



More than

**4,000**

employees across the country



**45,000**

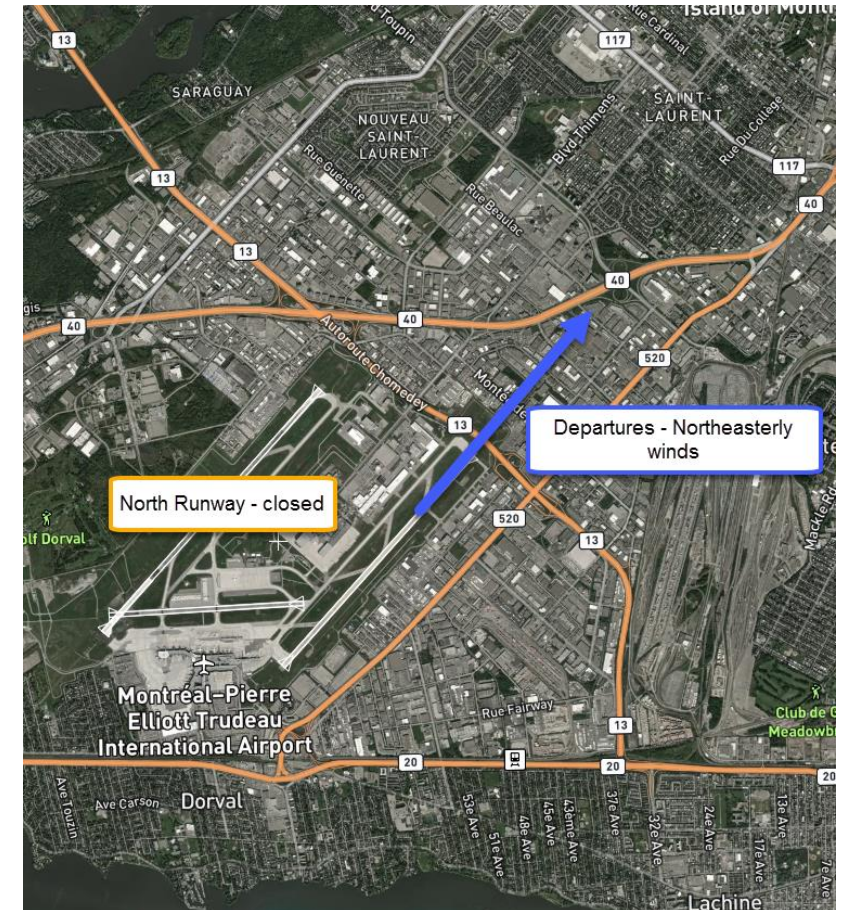
customers

## Safety is why we exist



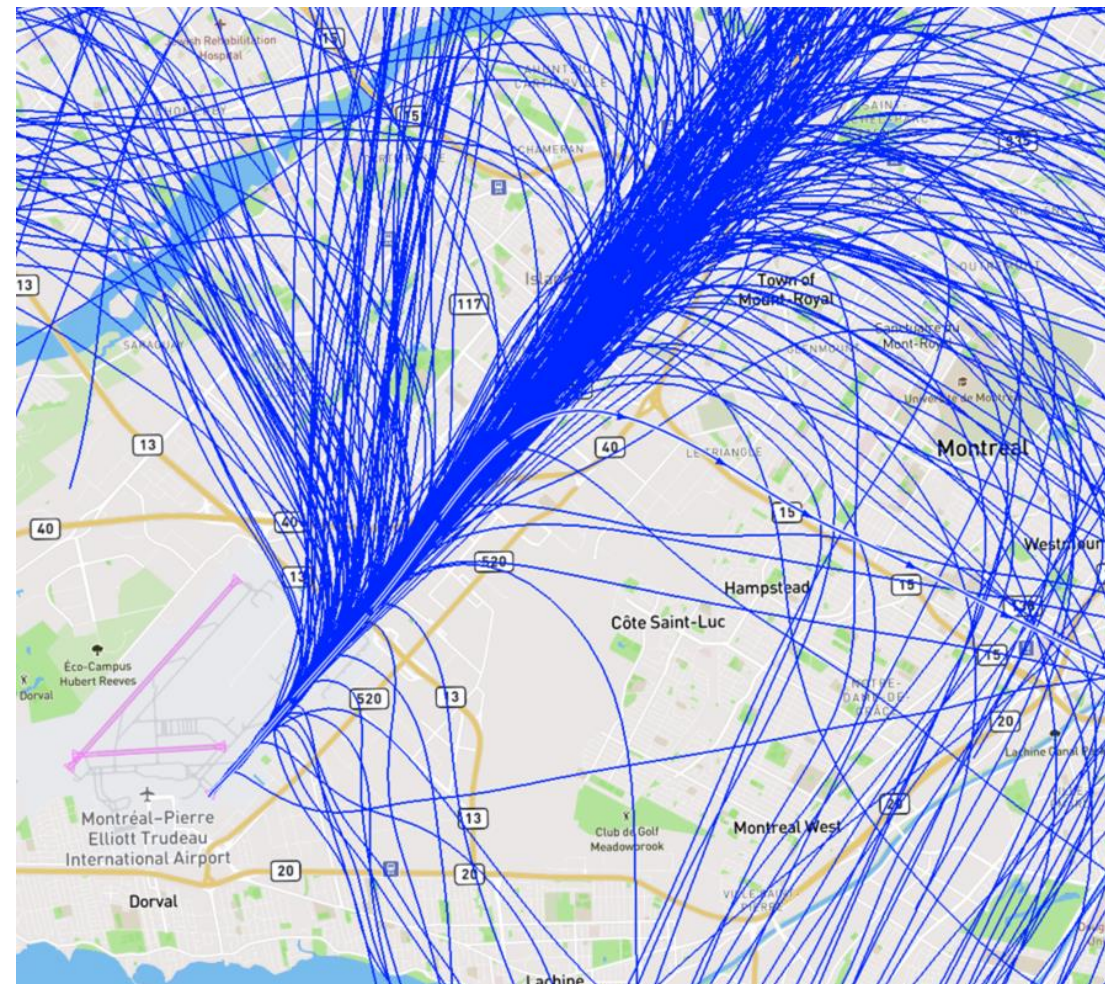
# Ensure Fluidity – Spring 2022

- Airport fluidity will be affected by the complete closure of the north runway during the work.
- During this period, all traffic will be using the south runway – 06R/24L.
- In order to limit the spread of peak hours over a longer period, NAV Canada will use some alternative headings for departures to reduce the length of the peak period and delays.





# Current Situation – Easterly Winds





# Construction – Easterly Winds



Headings used by propeller aircraft remain unchanged on H350 and H025.



Some jets will be able to turn left to the H025 as well which will allow successive and close jet departures.





Runway heading will remain the preferred option for the majority of jet departures.

We estimate that a third of jet departures will use an alternative flight path, which represents between 40 and 50 small jets per day.

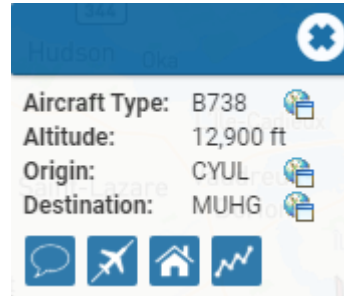
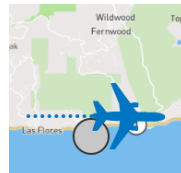


# Information

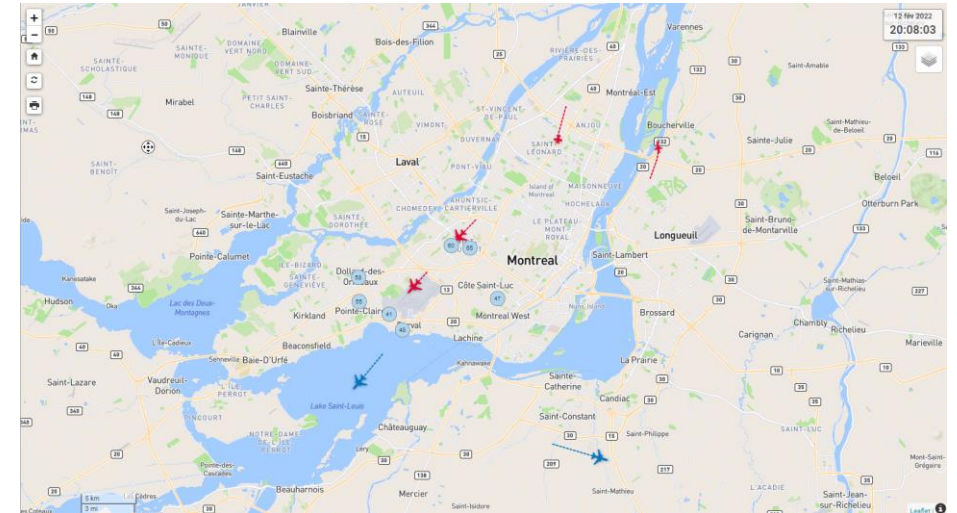
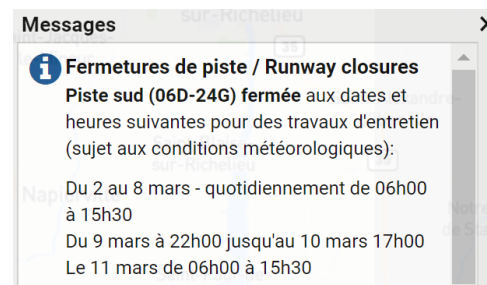
- **WebTrak: A soundscape reference tool**

Allows user to locate address and see flight paths, aircraft types, altitude, origin and destination and to submit a complaint linked to a flight

Displays noise levels at noise monitoring stations



Displays information on work and runway closures



- **Soundscape Newsletter :**

- Sent out when a situation changes soundscape around the airport
- Published on ADM's website – [Soundscape](#) section
- To subscribe – send a request by email to [info@admtl.com](mailto:info@admtl.com)

- Information requests: [info@admtl.com](mailto:info@admtl.com)

# Question Period

To contact us: [info@admtl.com](mailto:info@admtl.com)