

## **FAQ**

### **North runway rehabilitation project**

#### **1. Why is this work necessary?**

For air safety reasons, runways must be in excellent condition. This means that runways and taxiways must be free of potholes, and runway lighting must be functional and meet strict standards. Maintenance is therefore necessary.

#### **2. What exactly does the work involve?**

Between September 11 and November 17, the work includes completing the reconstruction of an access road, carrying out work on Taxiway B, that is parallel to the runway, and finalizing adjustments to the pavement and electrical work for the runway rehabilitation.

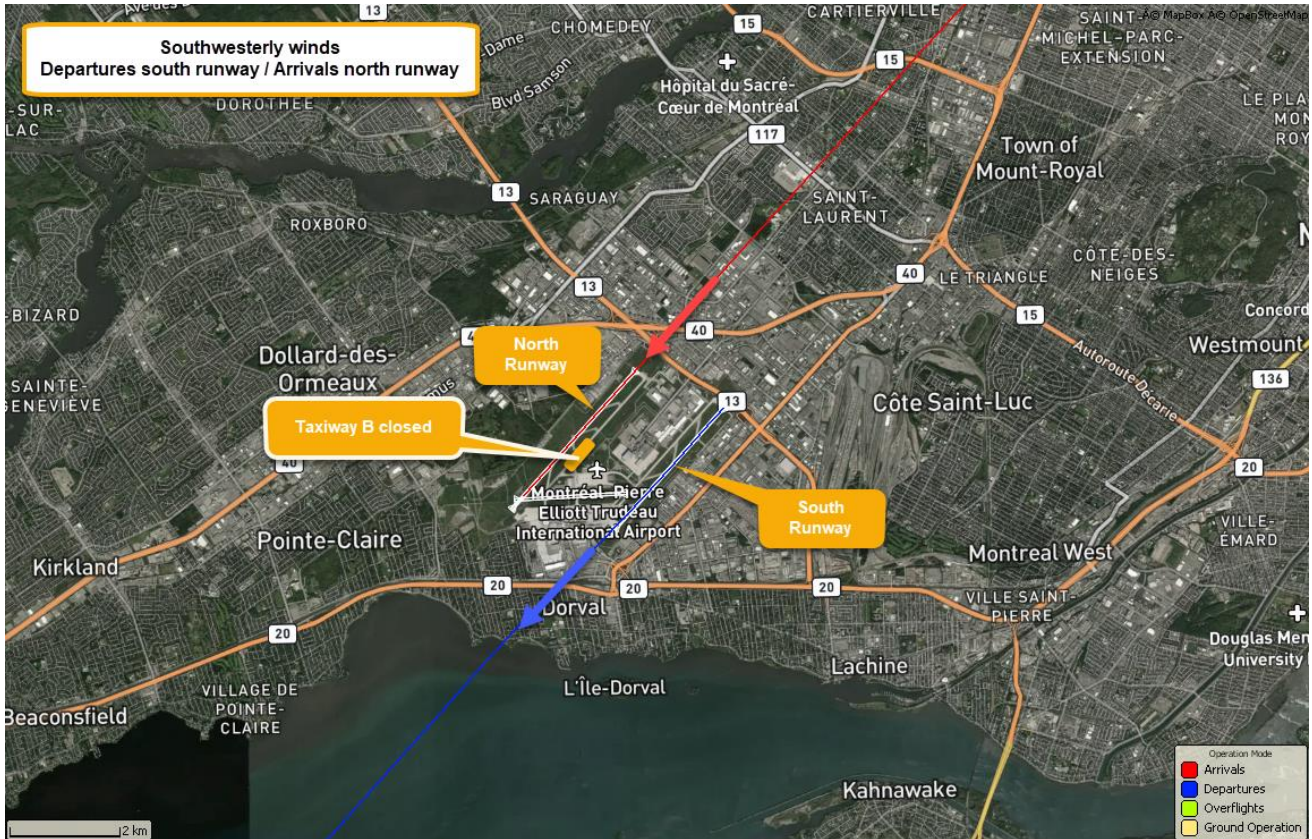
#### **3. What is a taxiway?**

Taxiways enable aircraft to get to the end of the runway for takeoff and return to the terminal after landing without having to taxi on the runways. They are the equivalent of service roads along highways.

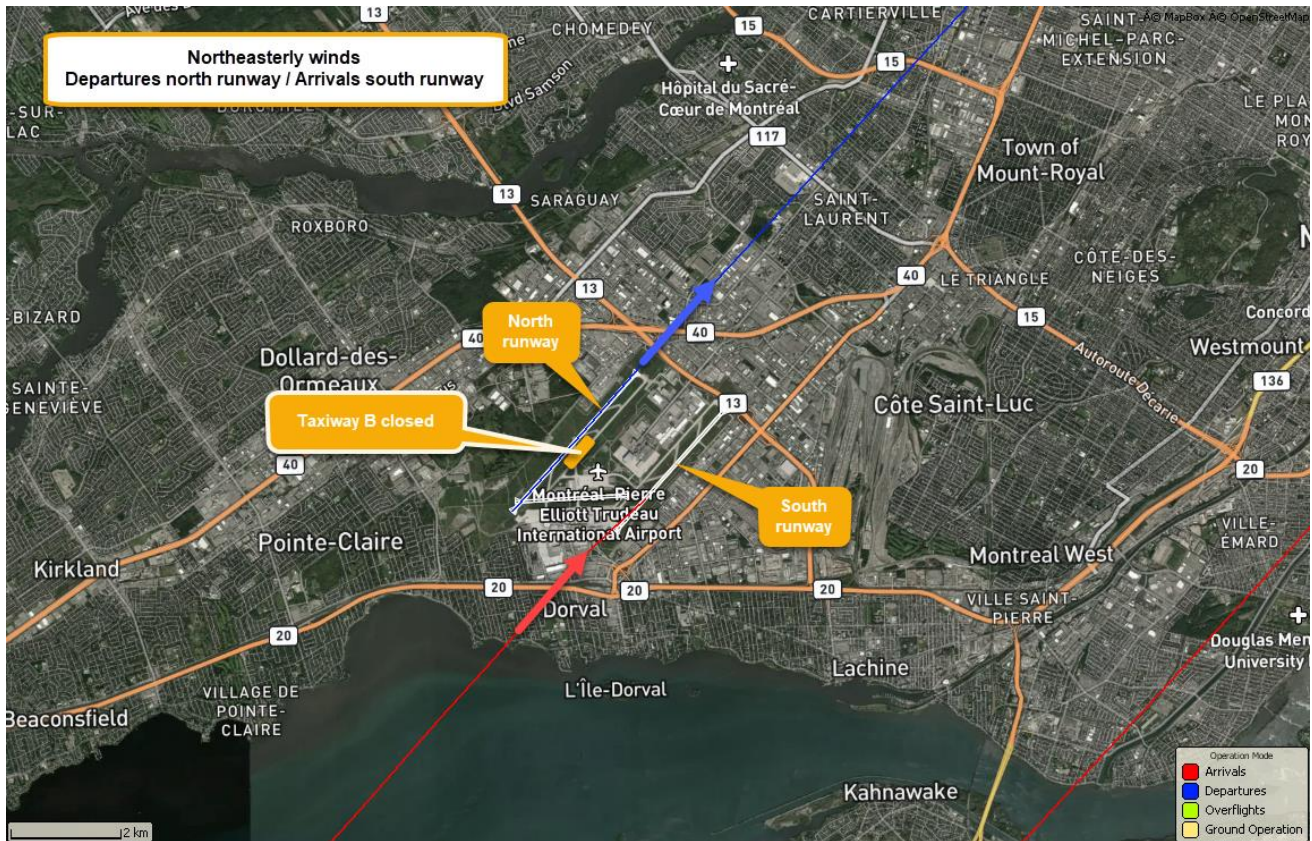
#### **4. Why are runway assignments changed during taxiway work when both runways are open?**

Aircraft must take off and land into the wind.

During southwesterly winds, aircraft take off towards Lac Saint-Louis and fly over the island of Montréal on their final approach to land. With the closure of Taxiway B, aircraft can't get to the end of the north runway to take off. Takeoffs will be redirected to the south runway and landings to the north runway. Please note that some flights may land on the south runway.



When winds are northeasterly, aircraft take off towards the city and fly over Lac Saint-Louis on final approach to land. With the closure of Taxiway B, aircraft landing on the north runway will not be able to get to the terminal. The north runway will therefore be assigned for takeoffs and the south runway for arrivals. General aviation flights will be able to use the south runway for departures.



## 5. What alternative departure flight paths will be established during the work on the taxiway?

To ensure smooth operations during peak periods, alternative departure flight paths will be used during the work.

- Southwesterly winds: Takeoffs from the south runway. The alternative flight paths introduced when the north runway was closed in mid-March 2022, and used this year from March until the end of June 2023, will be reinstated during this latest work.
- Northeasterly winds: Takeoffs from the north runway. In addition to the usual flight path, a new alternative departure flight path for jets will be established during the work.

## 6. Why introduce alternative departure flight paths and when will they be used?

To limit extending peak hours over a longer period, NAV Canada will use certain turns for departing jets, thus reducing peak periods and delays.

The alternative flight paths will be used during peak periods, i.e. in the morning, early afternoon and late afternoon/early evening.

**7. Will these alternative flight paths be used at night?**

No, only during daytime and early evening peak periods.

**8. Will noisier aircraft like the B737-200s use the alternative flight paths?**

This could happen, but their hours of operation are normally a little off-peak, which should reduce the number.

**9. What will be the departure procedure for jets using alternative flight paths?**

Pilots will reach a minimum altitude of approximately 400 feet before turning the aircraft to the intended course. However, depending on weather conditions, aircraft weight and type, the turn may be made at an altitude higher than 400 feet. Once on course, the aircraft will continue to climb to 3,000 feet before proceeding to its final destination.

**10. Why don't aircraft climb more quickly after takeoff?**

The rate of climb depends largely on the aircraft's performance, weight and weather conditions. Consequently, we cannot expect all aircraft to climb at the same or higher rates.

**11. Could these alternative flight paths continue to be used after the work is completed?**

This is only a temporary measure during the construction period. Any permanent changes will require public consultations.

**12. Why didn't you organize consultations in this case?**

Consultations are not required in the case of temporary measures for a defined period due to construction work. However, we have distributed various information tools. A video is also available on the ADM website.

### **13. Why not stagger flights throughout the day and avoid these alternative flight paths?**

For airlines, flight schedules are drawn up according to various criteria. It is not possible to change flight schedules without affecting the approximate 100 destinations served from Montréal.

### **14. Will the work be completed once and for all?**

There will always be work to do. For air safety reasons, airport infrastructure must always be in good condition, and we must also ensure that we meet Transport Canada standards. However, after this, no major work on the north runway will be necessary for about 20 years.

### **15. Will there be any other major work done on the runways in the next few years?**

Work to rehabilitate the south runway (06R/24L) will start in 2024.

### **16. How will air traffic be distributed once the runway rehabilitation is completed?**

The action plan calls for air traffic to be distributed over the two parallel runways. Public consultations will be held at that time.

### **17. How can I keep updated on the construction work?**

The “Rehabilitation Work of the North Runway” section of the ADM website includes all the information about the work. You can also subscribe to the Soundscape Newsletter by sending a request at [info@admtl.com](mailto:info@admtl.com).

[WebTrak](#) also displays this information in addition to short-term runway closures.