



Transportation

Client:

Calgary Airport Authority

Location:

Calgary, Alberta Canada

Runway Development Program Calgary International Airport

CH2M HILL is currently serving as the design manager on a team developing the Runway Development Program (RDP) for the Calgary Airport Authority. The RDP involves the construction of the new parallel Runway 16L-34R on lands at the Calgary International Airport (YYC).

The RDP includes the new parallel runway, a series of rapid exit taxiways, primary connecting taxiways and taxilane connections to the new International Facilities Project apron. The RDP incorporates new infrastructure to support the expanded airfield including major stormwater management facilities, airfield lighting systems, visual and electronic navigational aids and related support infrastructure. The RDP also includes coordination with NAV CANADA facility development for the new Air Traffic Control Tower, and coordination of City of Calgary road network changes.

The Taxiway J Underpass is intended as an airside road link to facilitate the free movement of aviation related support equipment and materials within the restricted area of the airfield and it is not intended for public use. The extension of Taxiway F will require the construction of a roadway underpass to allow continued public access to the McCall North Trade Park area via McCall Way. In addition, the underpass also accommodates airside vehicular traffic beneath Taxiway F via an Airside Service Road. Separate cells within the underpass are provided for each of these roadway access requirements.

Precision Approach Runway Category III(a) is an instrument runway served by an ILS or MLS and visual navigational aids intended for operations down to a runway visual range (RVR) for landing of 600 ft (200 m) with no decision height being applicable. The main components of the CAT III(a) airfield lighting system (ALS) include runway centerline lighting, threshold and touchdown zone lighting (inset) and high intensity edge lighting (elevated) for the runway. The CAT III precision approach lighting (ALSF-2) for the runway consists of both steady burning lights and sequenced flashing lights to provide final guidance to the threshold. The electrical design of the airfield lighting systems considered that each of the directional runways 16L and 34R will be operated as full Category III(a) (CAT III(a)) precision approach runways.

Delivery of the RDP for intended operations is scheduled for completion in May 2014.

About CH2M HILL

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