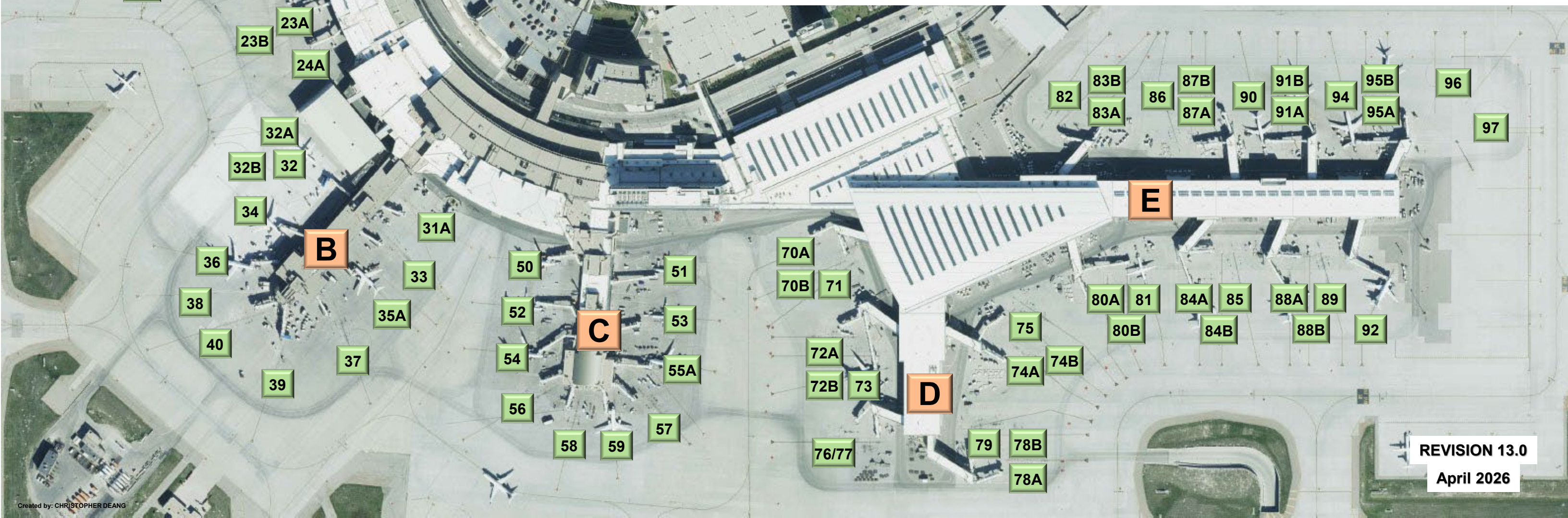


Contact Information: All Gates
 IOC (Integrated Operations Centre)

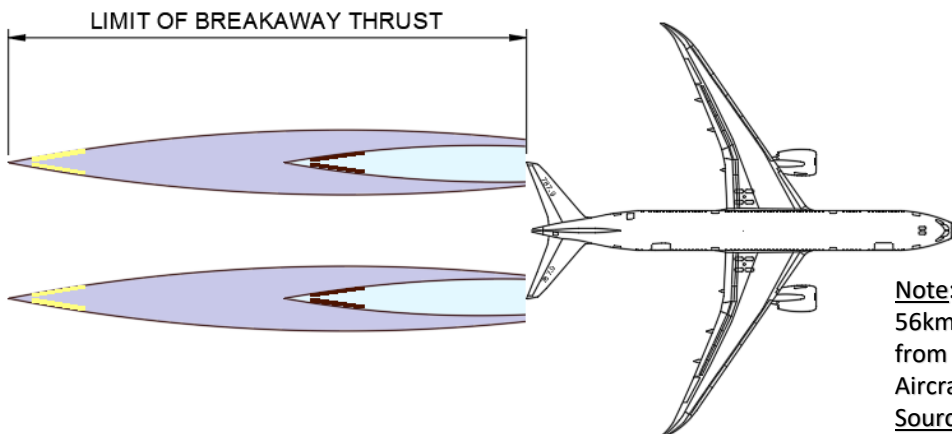
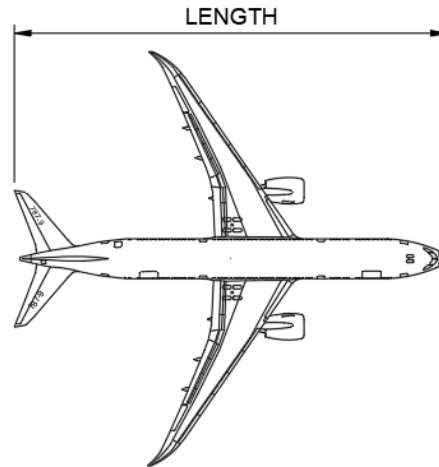
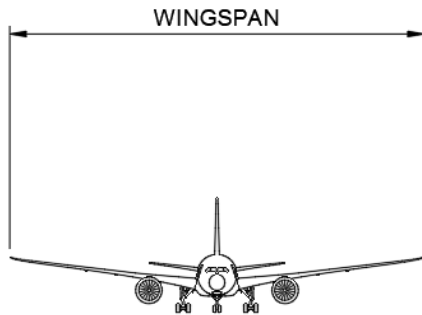
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AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	LENGTH		WINGSPAN		Distance (meters) from Tail to Limit of Breakaway Thrust (56 km/hr unless otherwise noted)
			(meters)	(feet)	(meters)	(feet)	

BEECHCRAFT	BEECHCRAFT 1900	II (Code B)	17.63	57.84	17.66	57.94	NOT AVAILABLE
FAIRCHILD	METRO III PRELIM		18.09	59.35	17.37	56.99	NOT AVAILABLE
DORNIER	DORNIER 328		21.23	69.65	20.98	68.83	NOT AVAILABLE
BOMBARDIER	CRJ-100		26.77	87.83	21.23	69.65	NOT AVAILABLE
BOMBARDIER	CRJ-200		26.77	87.83	21.23	69.65	NOT AVAILABLE
BOMBARDIER	CRJ-700		32.33	106.07	23.35	76.61	NOT AVAILABLE
BOMBARDIER	CRJ-700 ER		32.33	106.07	23.35	76.61	NOT AVAILABLE
BOMBARDIER	CRJ-900		36.24	118.90	23.25	76.28	NOT AVAILABLE
EMBRAER	E145 ER	29.87	98.00	20.04	65.75	25.0m	



Note:
56km/h Breakaway Thrust distance
from Aircraft Tail to limit of jetblast
Aircraft List Update: 20250206
Source:
Aviplan Airside Pro v2024.5.02.75



AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	LENGTH		WINGSPAN		Distance (meters) from Tail to Limit of Breakaway Thrust (56 km/hr unless otherwise noted)
			(meters)	(feet)	(meters)	(feet)	
AIRBUS	A220-300	III (Code C)	38.71	127	35.10	115.16	42.0m
AIRBUS	A318		31.45	103.18	34.1	111.88	50.0m
AIRBUS	A319		33.84	111.02	34.1	111.88	50.0m
AIRBUS	A320-200		37.57	123.26	34.1	111.88	47.0m (CFM56)
AIRBUS	A320-200		37.57	123.26	34.1	111.88	33.0m (V2500)
AIRBUS	A320-200S(SHARKLET)		37.57	123.26	35.80	117.45	49.0m (CFM56)
AIRBUS	A320-200S(SHARKLET)		37.57	123.26	35.80	117.45	31.0m (V2500)
AIRBUS	A321-100		44.5	146.00	34.15	112.04	44.0m
AIRBUS	A321-200		44.5	146.00	34.15	112.04	44.0m
AIRBUS	A321-200S(SHARKLET)		44.51	146.03	35.80	117.45	44.0m (CFM56-5B)
AIRBUS	A321-200S(SHARKLET)		44.51	146.03	35.80	117.45	30.0m (V2500)
BAE	AVRO RJ (RJ-85)		25.58	83.92	26.34	86.42	NOT AVAILABLE
BAE	AVRO RJ (RJ-100)		31	101.71	26.34	86.42	NOT AVAILABLE
BOEING	727-200		46.68	153.15	32.92	108.01	NOT AVAILABLE
BOEING	737-100		28.65	94.00	28.35	93.01	43.0m
BOEING	737-200		30.53	100.16	28.35	93.01	43.0m
BOEING	737-300		33.4	109.58	28.88	94.75	166.0m
BOEING	737-300W		33.4	109.58	31.22	102.43	166.0m
BOEING	737-400		36.4	119.42	28.88	94.75	167.0m
BOEING	737-500		31.01	101.74	28.88	94.75	166.0m
BOEING	737-600		31.24	102.49	34.32	112.60	46.0m
BOEING	737-700		33.63	110.33	34.32	112.60	47.0m
BOEING	737-700W		33.63	110.33	35.79	117.42	47.0m
BOEING	737-800		39.47	129.49	34.32	112.60	52.0m
BOEING	737-800W		39.47	129.49	35.79	117.42	52.0m
BOEING	737-900		42.11	138.16	34.32	112.60	55.0m
BOEING	737-900W		42.11	138.16	35.79	117.42	55.0m
BOEING	737-MAX 7		35.56	116.67	35.92	117.85	58.0m
BOEING	737-MAX 8		39.47	129.49	35.92	117.85	56.0m
BOEING	737-MAX 9		42.11	138.16	35.92	117.85	61.0m
BOMBARDIER	CRJ-1000		39.2	128.61	26.17	85.86	NOT AVAILABLE
BOMBARDIER	CRJ-900		36.24	118.90	24.85	81.53	NOT AVAILABLE
BOMBARDIER	Q100 or DH8-100		22.25	73.00	25.89	84.94	31.0m
BOMBARDIER	Q300 or DH8-300		25.68	84.25	27.43	89.99	34.0m
BOMBARDIER	Q400		32.83	107.71	28.42	93.24	39.0m
EMBRAER	ERJ-170		29.9	98.10	26	85.30	NOT AVAILABLE
EMBRAER	ERJ-175		31.68	103.94	26	85.30	NOT AVAILABLE
EMBRAER	ERJ-175W		31.68	103.94	28.7	94.16	NOT AVAILABLE
EMBRAER	ERJ-190		36.24	118.90	28.72	94.23	NOT AVAILABLE
EMBRAER	ERJ-195		38.67	126.87	28.72	94.23	NOT AVAILABLE
MCDONNELL	MD-83		45.02	147.70	32.85	107.78	76.0m
MCDONNELL	MD-87		39.75	130.41	32.85	107.78	76.0m
MCDONNELL	MD-88	45.02	147.70	32.85	107.78	76.0m	
MCDONNELL	MD-90-30	46.5	152.56	32.87	107.84	50.0m	



AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	LENGTH		WINGSPAN		Distance (meters) from Tail to Limit of Breakaway Thrust (56 km/hr unless otherwise noted)
			(meters)	(feet)	(meters)	(feet)	

AIRBUS	A300-600 <small>See Note 2</small>	IV (Code D)	54.08	177.43	44.84	147.11	84.0m
AIRBUS	A300-600F		64.08	210.24	44.85	147.15	84.0m
AIRBUS	A310-200F		46.66	153.08	43.9	144.03	75.0m
AIRBUS	A310-200F WF		46.66	153.08	43.95	144.19	75.0m
AIRBUS	A310-200		46.66	153.08	43.9	144.03	75.0m
AIRBUS	A310-300		46.66	153.08	43.9	144.03	75.0m
BOEING	757-200		47.32	155.25	38.05	124.84	120.0m
BOEING	757-200PF		47.32	155.25	38.05	124.84	120.0m
BOEING	757-300		54.43	178.58	38.06	124.87	117.0m
BOEING	767-200		48.51	159.15	47.57	156.07	156.0m
BOEING	767-200ER		48.51	159.15	47.57	156.07	156.0m
BOEING	767-300		54.94	180.25	47.57	156.07	156.0m
BOEING	767-300W		54.94	180.25	50.88	166.93	155.0m
BOEING	767-300F		54.94	180.25	47.57	156.07	155.0m
BOEING	767-300ER		54.94	180.25	47.57	156.07	156.0m
BOEING	767-400ER		61.37	201.35	51.92	170.34	150.0m
MCDONNELL	DC-10-10		55.55	182.25	47.35	155.35	120.0m
MCDONNELL	DC-10-40		55.54	182.22	50.39	165.32	135.0m
MCDONNELL	DC-10-40CF		55.54	182.22	50.39	165.32	135.0m
MCDONNELL	MD-11		61.6	202.10	51.97	170.51	160.0m
MCDONNELL	MD-11F	61.6	202.10	51.97	170.51	160.0m	



AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	LENGTH		WINGSPAN		Distance (meters) from Tail to Limit of Breakaway Thrust (56 km/hr unless otherwise noted)
			(meters)	(feet)	(meters)	(feet)	

AIRBUS	A330-200	V (Code E)	58.37	191.50	60.3	197.83	55.0m (Trent 700)
AIRBUS	A330-200		58.37	191.50	60.3	197.83	248.0m (CF6-80E1)
AIRBUS	A330-200F		58.36	191.47	60.3	197.83	55.0m
AIRBUS	A330-300		63.69	208.96	60.3	197.83	54.0m (Trent 700)
AIRBUS	A330-300		63.69	208.96	60.3	197.83	247.0m (CF6-80E1)
AIRBUS	A330-900		63.69	208.96	64.0	209.97	80.0m
AIRBUS	A340-200		59.42	194.95	60.3	197.83	112.0m
AIRBUS	A340-300		63.69	208.96	60.3	197.83	112.0m
AIRBUS	A340-500		67.93	222.87	63.45	208.17	50.0m
AIRBUS	A340-600		75.36	247.24	63.45	208.17	49.0m
AIRBUS	A350-1000		73.88	242.39	64.75	212.43	76.0m
BOEING	747-100		70.4	230.97	59.64	195.67	125.0m
BOEING	747-200		70.4	230.97	59.64	195.67	125.0m
BOEING	747-300		70.4	230.97	59.64	195.67	125.0m
BOEING	747-400		70.67	231.86	64.92	212.99	180.0m
BOEING	747-400ER		70.67	231.86	64.92	212.99	122.0m
BOEING	747-400F		70.67	231.86	64.92	212.99	180.0m
BOEING	777-F		63.73	209.09	64.8	212.60	93.0m
BOEING	777-200		63.73	209.09	60.93	199.90	84.0m
BOEING	777-200ER		63.73	209.09	60.93	199.90	84.0m
BOEING	777-200LR		63.73	209.09	64.8	212.60	93.0m
BOEING	777-300		73.86	242.32	60.93	199.90	83.0m
BOEING	777-300ER		73.86	242.32	64.8	212.60	86.0m
BOEING	787-8		56.72	186.09	60.12	197.24	77.0m
BOEING	787-9		62.81	206.07	60.12	197.24	75.0m
BOEING	787-10		68.30	224.08	60.12	197.24	77.0m



AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	LENGTH		WINGSPAN		Distance (meters) from Tail to Limit of Breakaway Thrust (56 km/hr unless otherwise noted)
			(meters)	(feet)	(meters)	(feet)	

ANTONOV	AN-124	VI (Code F)	69.1	226.71	73.3	240.49	46.0m
ANTONOV	AN-225		84	275.59	88.4	290.03	NOT AVAILABLE
AIRBUS	A380-800		72.73	238.62	79.75	261.65	66.0m (Trent 900)
AIRBUS	A380-800		72.73	238.62	79.75	261.65	88.0m (GP7200)
BOEING	747-8		76.27	250.23	68.4	224.41	119m
BOEING	747-8F		76.27	250.23	68.4	224.41	119m

NOTES

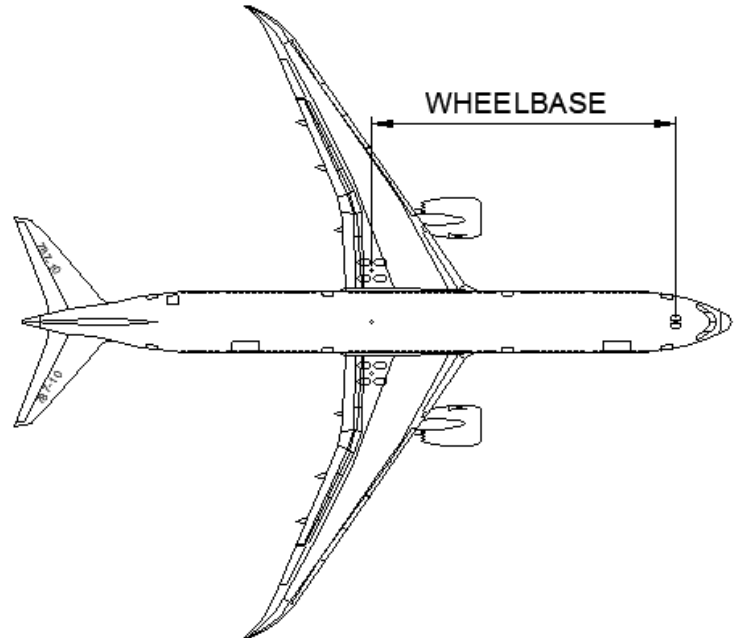
Note 1:

The aircraft labelled as A300-600F on Apron VII is simulated as the A300-600 as per direction from YYC

Source: AviPlan Software 2024.5.02.75

AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	MAIN GEAR		WHEEL BASE	
			(meters)	(feet)	(meters)	(feet)
BEECHCRAFT	BEECHCRAFT 1900	II (Code B)	5.67	18.60	7.25	23.82
FAIRCHILD	METRO III PRELIM		5.15	16.89	5.83	19.12
DORNIER	DORNIER 328		3.76	12.33	7.42	24.34
BOMBARDIER	CRJ-100		4.01	13.15	11.4	37.40
BOMBARDIER	CRJ-200		4.01	13.15	11.4	37.40
BOMBARDIER	CRJ-700		4.99	16.37	15.01	49.24
BOMBARDIER	CRJ-700 ER		4.99	16.37	15.01	49.24
BOMBARDIER	CRJ-900		4.99	16.37	17.3	56.75
EMBRAER	E145 ER		4.8	15.75	14.44	47.37





AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	MAIN GEAR		WHEEL BASE	
			(meters)	(feet)	(meters)	(feet)
AIRBUS	A220-300	III (Code C)	7.88	25.85	15.24	49.99
AIRBUS	A318		8.95	29.36	10.25	33.62
AIRBUS	A319		8.95	29.36	11.04	36.22
AIRBUS	A320-100		8.95	29.36	12.64	41.46
AIRBUS	A320-200		8.95	29.36	12.64	41.46
AIRBUS	A320-200S(SHARKLET)		8.95	29.36	12.64	41.46
AIRBUS	A321-100		8.98	29.46	16.90	55.44
AIRBUS	A321-200		8.98	29.46	16.90	55.44
AIRBUS	A321-200S(SHARKLET)		8.98	29.46	16.90	55.44
BAE	AVRO RJ (RJ-85)		5.77	18.93	11.20	36.74
BAE	AVRO RJ (RJ-100)		5.77	18.93	12.50	41.01
BOEING	727-200		7.01	23.00	19.28	63.25
BOEING	737-100		6.36	20.86	10.46	34.31
BOEING	737-200		6.36	20.86	11.38	37.33
BOEING	737-300		6.41	21.03	12.45	40.84
BOEING	737-300W		6.41	21.03	12.45	40.84
BOEING	737-400		6.41	21.03	14.28	46.84
BOEING	737-500		6.41	21.03	11.08	36.35
BOEING	737-600		6.99	22.93	11.23	41.33
BOEING	737-700		6.99	22.93	12.60	41.33
BOEING	737-700W		6.99	22.93	12.60	41.33
BOEING	737-800		7.00	22.96	15.60	51.17
BOEING	737-800W		7.00	22.96	15.60	51.17
BOEING	737-900		7.00	22.96	17.17	56.32
BOEING	737-900W		7.00	22.96	17.17	56.32
BOEING	737-MAX 7		7.00	22.96	13.36	43.83
BOEING	737-MAX 8		7.00	22.96	15.60	51.17
BOEING	737-MAX 9		7.00	22.96	17.17	56.32
BOMBARDIER	CRJ-1000		4.99	16.37	18.80	61.67
BOMBARDIER	CRJ-705		4.99	16.37	17.30	56.75
BOMBARDIER	Q100 or DH8-100		8.49	27.85	7.95	26.08
BOMBARDIER	Q300 or DH8-300		8.56	28.08	10.00	32.80
EMBRAER	ERJ-170		6.31	20.70	10.62	34.84
EMBRAER	ERJ-175	6.18	20.27	11.40	37.40	
EMBRAER	ERJ-175W	6.20	20.34	11.40	37.40	
EMBRAER	ERJ-190	7.22	23.68	13.82	45.34	
EMBRAER	ERJ-195	7.22	23.68	14.64	48.03	
MCDONNELL	MD-83	6.22	20.40	22.08	72.43	
MCDONNELL	MD-87	6.22	20.40	19.18	62.92	
MCDONNELL	MD-88	6.22	20.40	22.08	72.43	
MCDONNELL	MD-90-30	6.22	20.40	23.52	77.16	
SAAB	SAAB 340+ Wingtips	7.26	23.82	7.14	23.42	



AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	MAIN GEAR		WHEEL BASE	
			(meters)	(feet)	(meters)	(feet)
AIRBUS	A300-600 <small>See Note 2</small>	IV (Code D)	10.88	35.69	18.60	61.02
AIRBUS	A300F4-600 WF		10.88	35.69	18.60	61.02
AIRBUS	A310-200F		10.94	35.89	15.22	49.93
AIRBUS	A310-200F WF		10.94	35.89	15.22	49.93
AIRBUS	A310-200		10.94	35.89	15.22	49.93
AIRBUS	A310-300		10.93	35.85	15.22	49.93
BOEING	757-200		8.55	28.05	18.29	60.00
BOEING	757-200PF		8.55	28.05	18.29	60.00
BOEING	757-300		8.55	28.05	22.35	73.32
BOEING	767-200		10.9	35.76	19.69	64.59
BOEING	767-200ER		10.9	35.76	19.69	64.59
BOEING	767-300		10.9	35.76	22.76	74.66
BOEING	767-300W		10.9	35.76	22.76	74.66
BOEING	767-300F		10.9	35.76	22.76	74.66
BOEING	767-300ER		10.9	35.76	22.76	74.66
BOEING	767-400ER		10.9	35.76	26.16	85.82
BOMBARDIER	Q400		9.54	31.30	13.94	45.73
MCDONNELL	DC-10-10		12.55	41.17	22.06	72.37
MCDONNELL	DC-10-40		12.56	41.20	22.07	72.40
MCDONNELL	DC-10-40CF		12.56	41.20	22.07	72.40
MCDONNELL	MD-11	12.57	41.23	24.61	80.73	
MCDONNELL	MD-11F	12.57	41.23	24.61	80.73	



AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	MAIN GEAR		WHEEL BASE	
			(meters)	(feet)	(meters)	(feet)
AIRBUS	A330-200	V (Code E)	12.61	41.37	22.18	72.76
AIRBUS	A330-200F		12.61	41.37	22.18	72.76
AIRBUS	A330-300		12.61	41.37	25.38	83.26
AIRBUS	A330-900		12.61	41.37	25.38	83.26
AIRBUS	A340-200		12.61	41.37	23.24	76.24
AIRBUS	A340-300		12.61	41.37	25.38	83.26
AIRBUS	A340-500		12.61	41.37	27.96	91.72
AIRBUS	A340-600		12.61	41.37	33.26	109.11
AIRBUS	A350-1000		12.84	42.12	32.48	106.55
BOEING	747-100		12.60	41.33	24.07	78.96
BOEING	747-200		12.60	41.33	24.07	78.96
BOEING	747-300		12.60	41.33	24.07	78.96
BOEING	747-400		12.60	41.33	24.07	78.96
BOEING	747-400ER		12.60	41.33	24.07	78.96
BOEING	747-400F		12.60	41.33	24.07	78.96
BOEING	777-F		12.90	42.32	25.27	82.90
BOEING	777-200		12.90	42.32	25.27	82.90
BOEING	777-200ER		12.90	42.32	25.27	82.90
BOEING	777-200LR		12.90	42.32	25.27	82.90
BOEING	777-300		12.90	42.32	30.61	100.41
BOEING	777-300ER		12.90	42.32	30.61	100.41
BOEING	787-8		11.60	38.05	22.78	74.73
BOEING	787-9		11.90	39.04	25.83	84.73
BOEING	787-10		11.90	39.04	28.88	94.74



AIRCRAFT DIMENSIONS AND AIRCRAFT CODE

MANUFACTURER	MODEL	AGN	MAIN GEAR		WHEEL BASE	
			(meters)	(feet)	(meters)	(feet)
ANTONOV	AN-124	VI (Code F)	9.61	31.52	22.82	74.86
ANTONOV	AN-225		9.52	31.23	29.10	95.46
AIRBUS	A380-841 or A380-800		14.34	47.04	29.83	97.85
BOEING	747-8F		12.60	41.33	28.13	92.28
BOEING	747-8		12.60	41.33	28.13	92.28

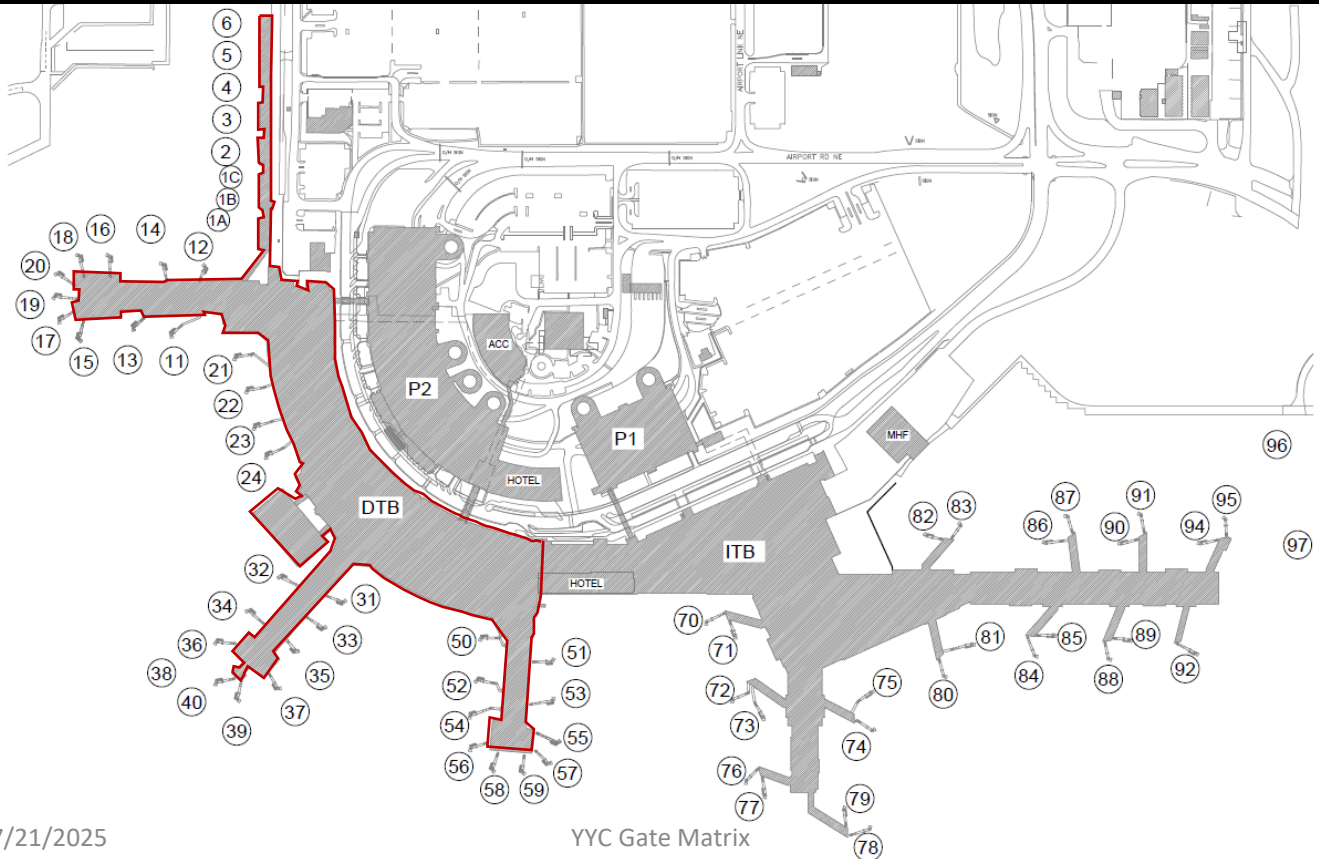
NOTES

Note 1:

The aircraft labelled as A300-600F on Apron VII is simulated as the A300-600 as per direction from YYC

GATE MATRIX

DOMESTIC TERMINAL BUILDING





Contact Information: For all Gates

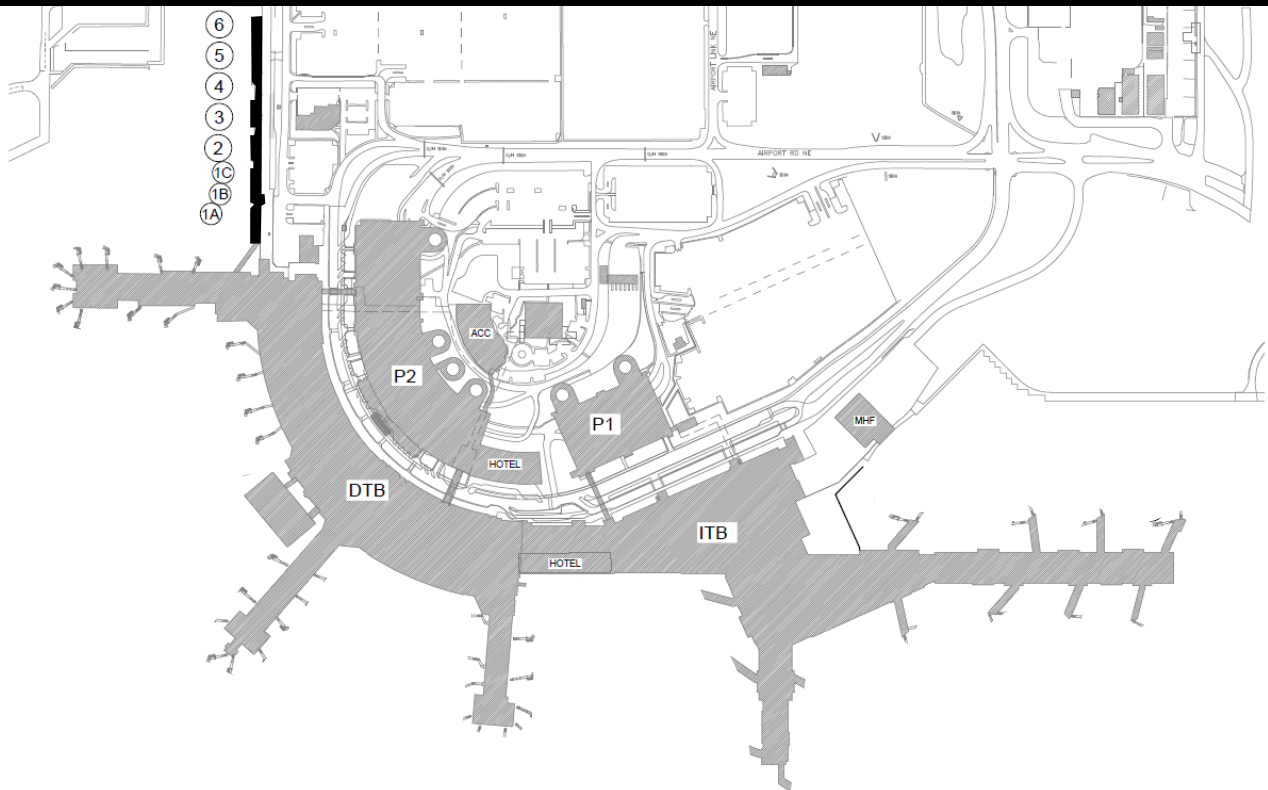
IOC (Integrated Operations Centre)

403-735-1300 24/7x365

CONCOURSE A

(GROUNDLOAD)

DOMESTIC TERMINAL



Storage and deployment positions of the units,

All GPUs shall be pulled back to the storage positions after every use. The parked position is just right next to the power receptacle at every gate. Both storage and deployment positions shall later be boldly marked on the ground and the units are to be positioned within the marked boxes.

Handling of input & output cables

During deployment of the units, both input and output cables shall be securely placed on cable cones away from the ground to prevent any mobile equipment from running over them. After their deployment, units shall be pulled back to their parked positions with both input and output cables reeled on the rack.

Storage Condition of the Units

All GPUs in their storage positions shall be turned off and remain plugged into the power receptacle with electrical power available to them at the disconnect switch. This is to provide optimal conditions for the electronic components and prevent humidity in the form of condensed water from reaching vital parts.

Units Tagged to Gate

Each unit provided at each gate is tagged and setup for each gate and should not be moved to any other gate.

Recommended Clearance around the Units

Since the units are mobile, there is a risk of positioning them without complying with the minimum clearance/spacing for the units. Please see below the recommended clearance around the units

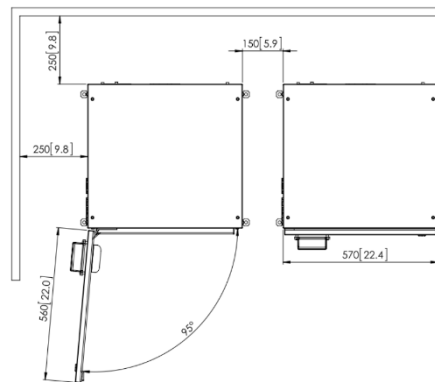


Fig. 4.6.1 - Footprint & spacing, fixed unit

Signed

Olu Abejide

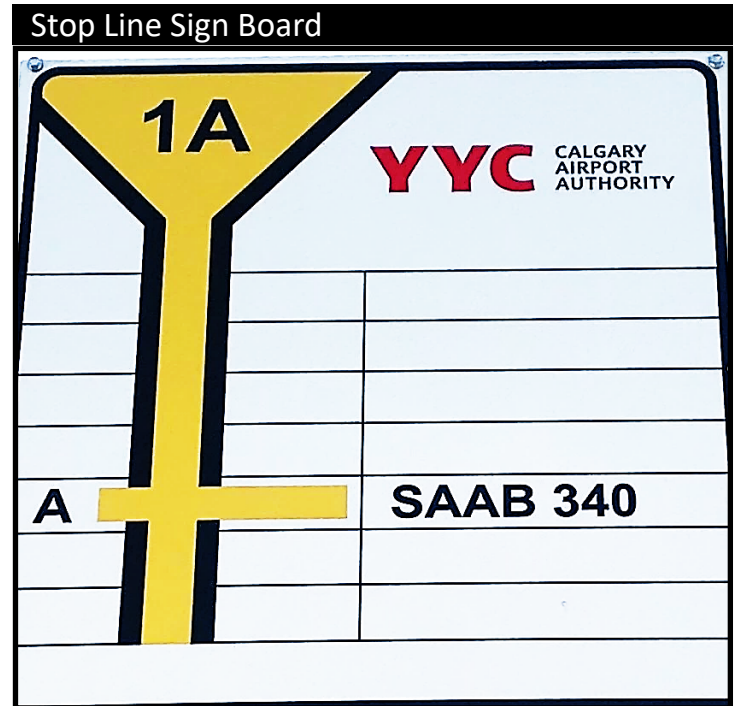
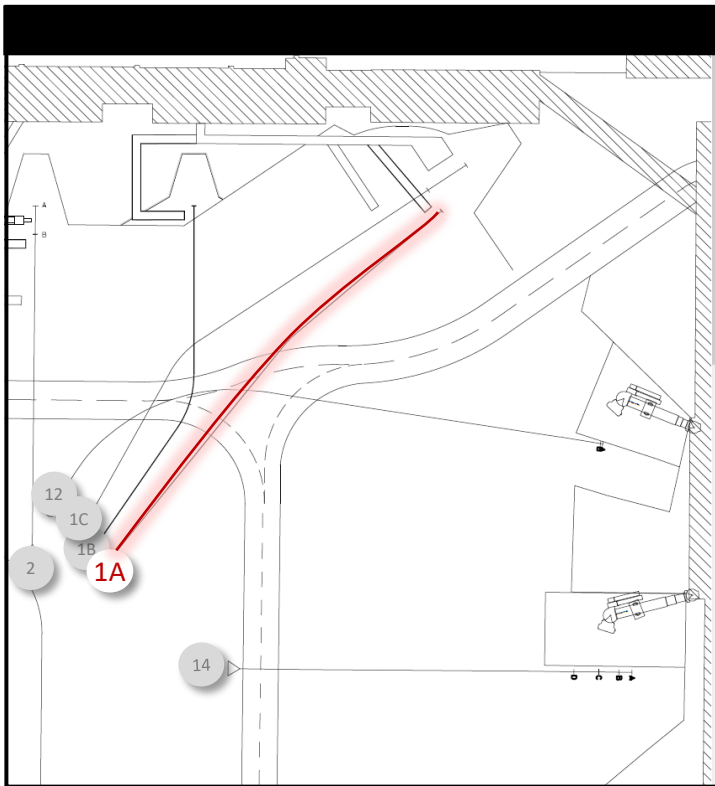
FACILITIES MAINTENANCE

THE CALGARY AIRPORT AUTHORITY

2000 Airport Road NE
Calgary, AB, T2E 6W5

Aircraft Model	STOP BAR
	Letter

SAAB 340	A
----------	---



Ground Power Unit				DTB_A4_GPU1 (October 2022)				
GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
3GWT-28/600-L	1400 Mobile	A117775/1.1	543.301	3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	240kg
				3 x 18A +/- 10%	50 / 60 Hz			

Note:

- When Stand 1A is occupied, Stand 1C must be vacant



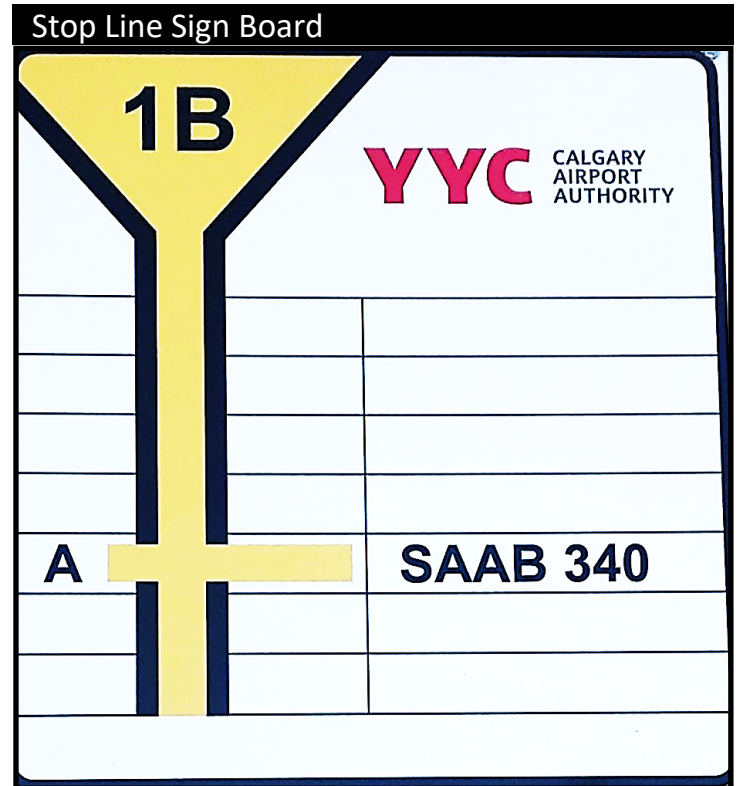
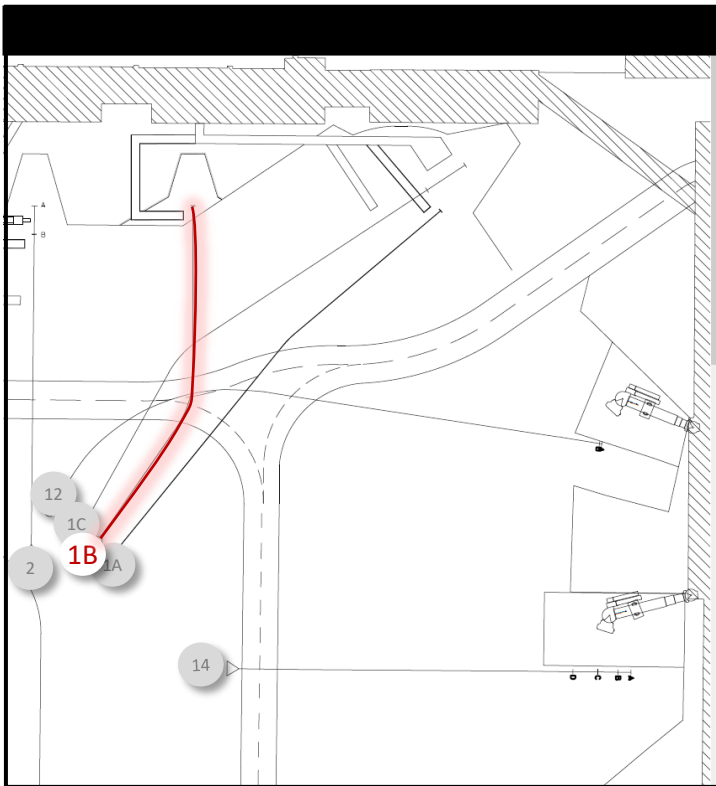
LEAD-IN LINE 1A

G R O U N D L O A D

PUSHBACK PROCEDURES

Aircraft Model	STOP BAR
	Letter

SAAB 340	A
----------	---



Ground Power Unit				DTB_A4_GPU1 (October 2022)				
GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
3GWT-28/600-L	1400 Mobile	A117775/1.1	543.301	3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	240kg
				3 x 18A +/- 10%	50 / 60 Hz			

Note:

- When Stand 1B is occupied, Stand 1C must be vacant



LEAD-IN LINE 1B

G R O U N D L O A D

PUSHBACK PROCEDURES

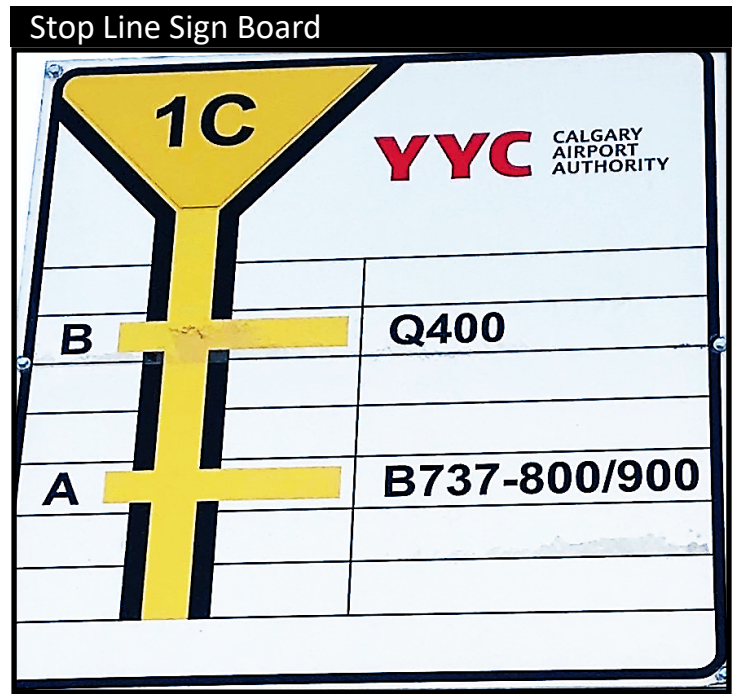
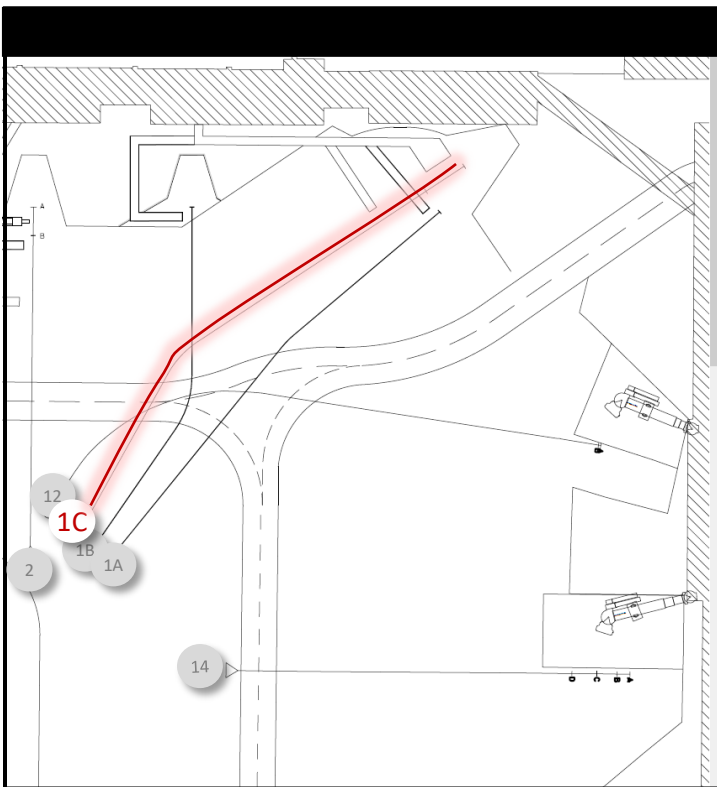


LEAD-IN LINE 1C

GROUNDLOAD GATE CAPABILITIES

| Stop Lines: A-B

Aircraft Model	STOP BAR
	Letter
B737-800/900	A
Q400	B



Ground Power Unit				DTB_A4_GPU1 (October 2022)				
GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
3GWT-28/600-L	1400 Mobile	A117775/1.1	543.301	3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	240kg
				3 x 18A +/- 10%	50 / 60 Hz			

Note:

- When Stand 1C is occupied, Stands 1A and 1B must be vacant



LEAD-IN LINE 1C

G R O U N D L O A D

PUSHBACK PROCEDURES



LEAD-IN LINE 2

GROUNDLOAD

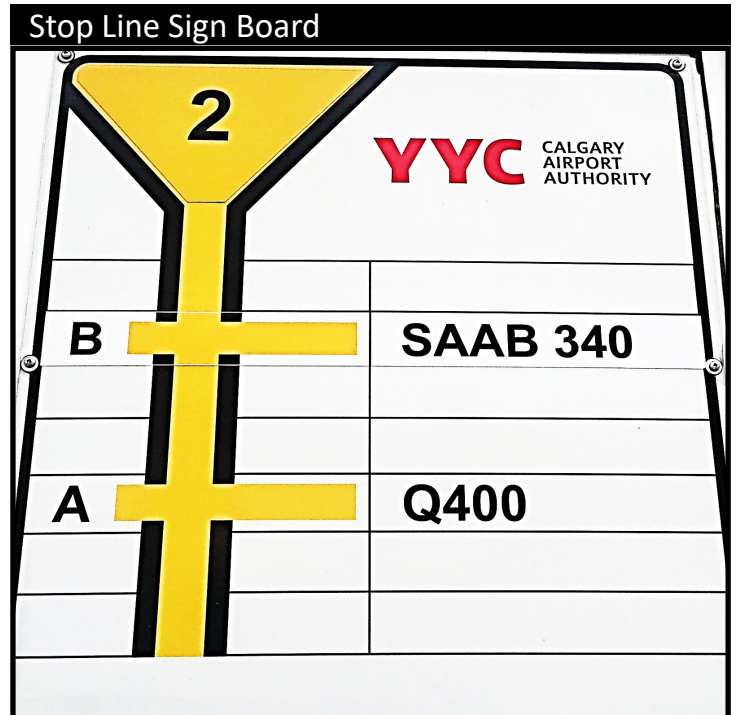
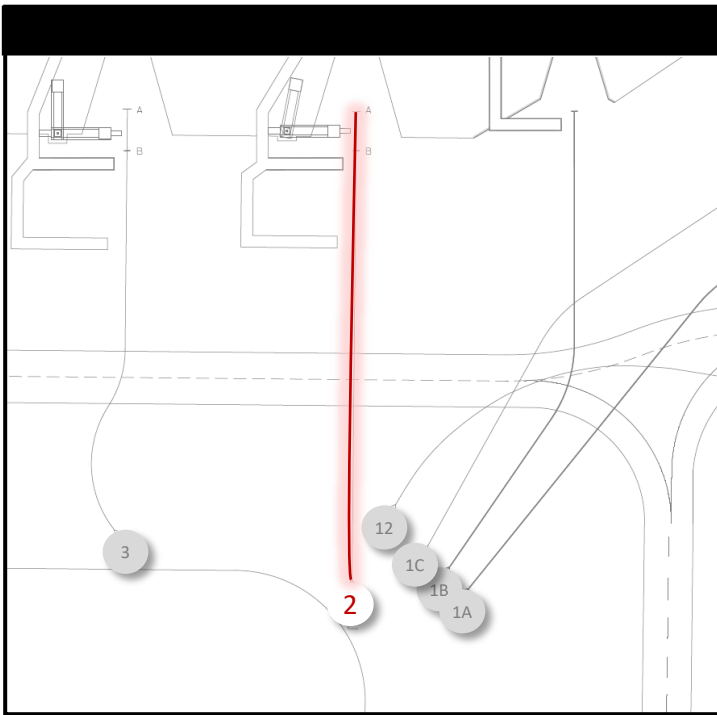
GATE CAPABILITIES

| Stop Lines: A-B

Aircraft Model	STOP BAR
	Letter

Q400	A
------	---

SAAB 340	B
----------	---



Ground Power Unit				DTB_A25_GPU2 (October 2022)				
GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
3GWT-28/600-L	1400 Mobile	A117775/1.2	543.301	3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	240kg
				3 x 18A +/- 10%	50 / 60 Hz			

Note:



LEAD-IN LINE 2

G R O U N D L O A D

PUSHBACK PROCEDURES



LEAD-IN LINE 3

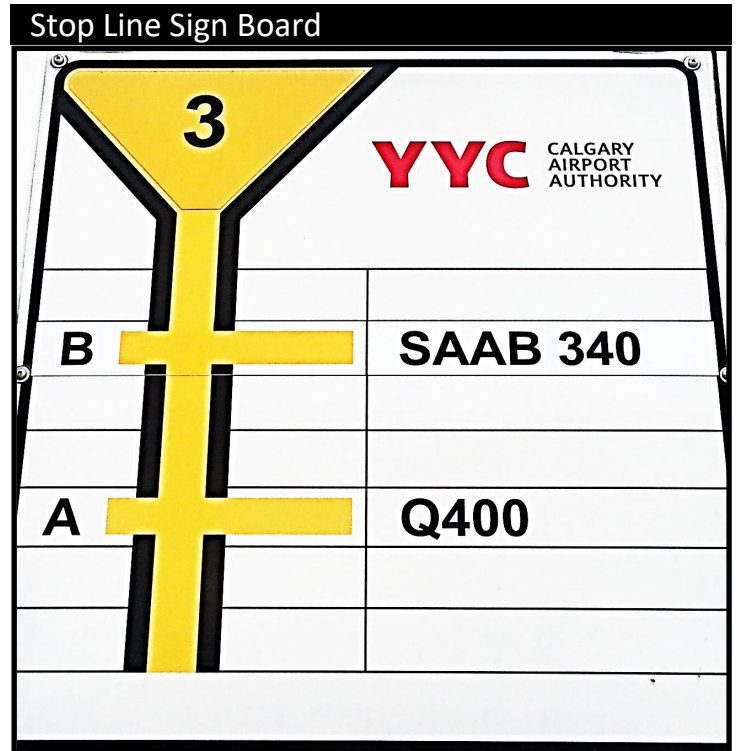
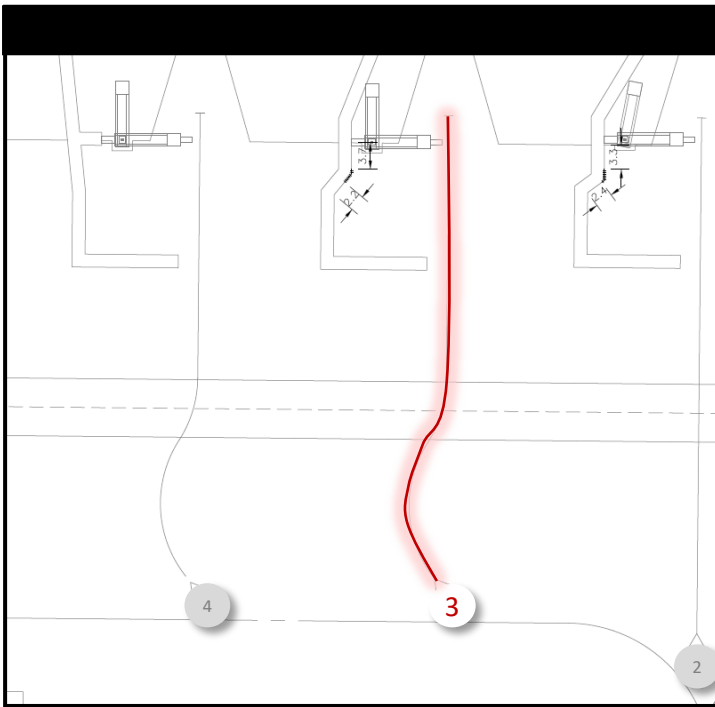
GROUNDLOAD GATE CAPABILITIES

| Stop Lines: A-B

Aircraft Model	STOP BAR
	Letter

Q400	A
------	---

SAAB 340	B
----------	---



Ground Power Unit				DTB_A33_GPU3 (October 2022)				
GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
3GWT-28/600-L	1400 Mobile	A117775/1.3	543.301	3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	240kg
				3 x 18A +/- 10%	50 / 60 Hz			

Note:



LEAD-IN LINE 3

G R O U N D L O A D

PUSHBACK PROCEDURES



LEAD-IN LINE 4

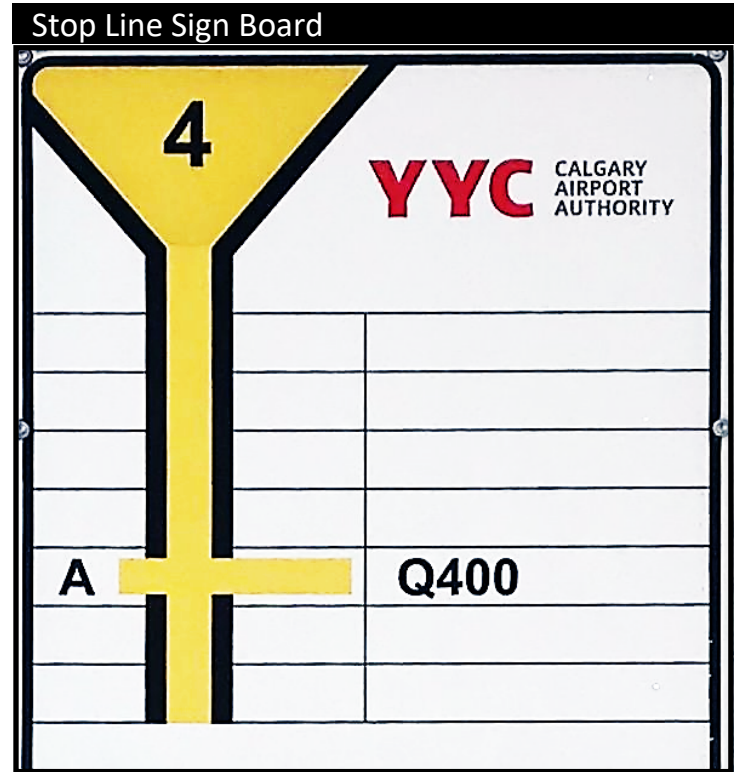
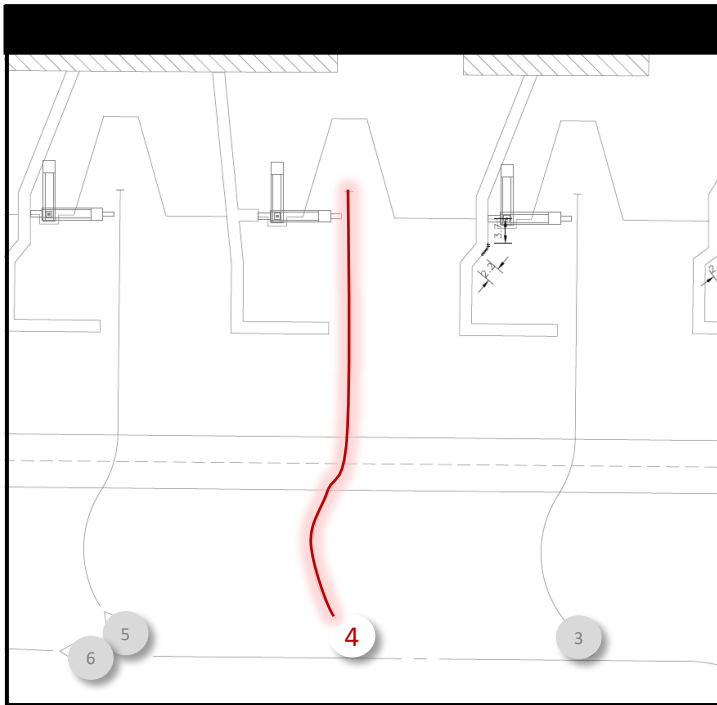
GROUNDLOAD

GATE CAPABILITIES

| Stop Lines: A

Aircraft Model	STOP BAR
	Letter

Q400	A
------	---



Ground Power Unit				DTB_A41.1_GPU4 (October 2022)				
GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
3GWT-28/600-L	1400 Mobile	A117775/1.4	543.301	3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	240kg
				3 x 18A +/- 10%	50 / 60 Hz			

Note:



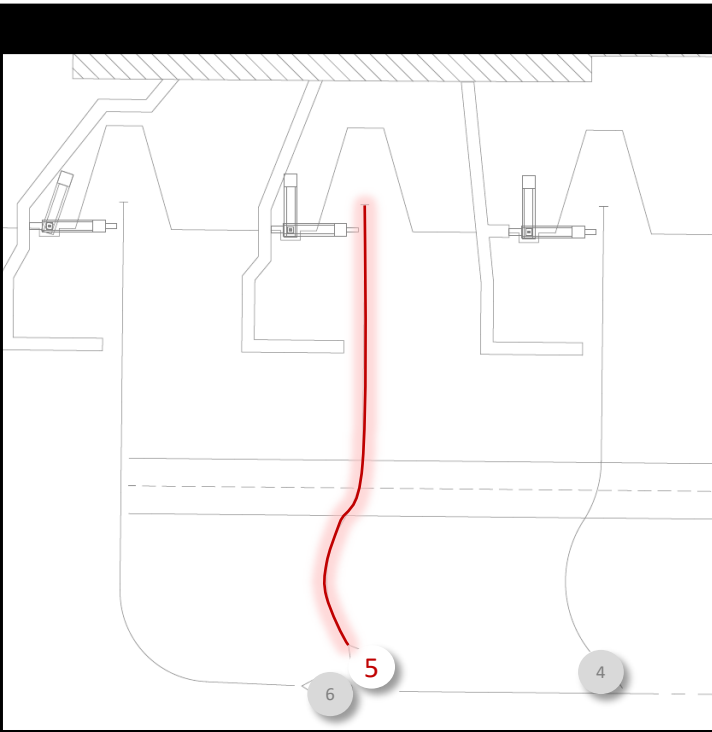
LEAD-IN LINE 4

G R O U N D L O A D

PUSHBACK PROCEDURES

Aircraft Model	STOP BAR Letter
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Q400	A
------	---



Ground Power Unit				DTB_A49_GPU5 (October 2022)				
GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
3GWT-28/600-L	1400 Mobile	A117775/1.5	543.301	3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	240kg
				3 x 18A +/- 10%	50 / 60 Hz			

Note:



LEAD-IN LINE 5

G R O U N D L O A D

PUSHBACK PROCEDURES



LEAD-IN LINE 6

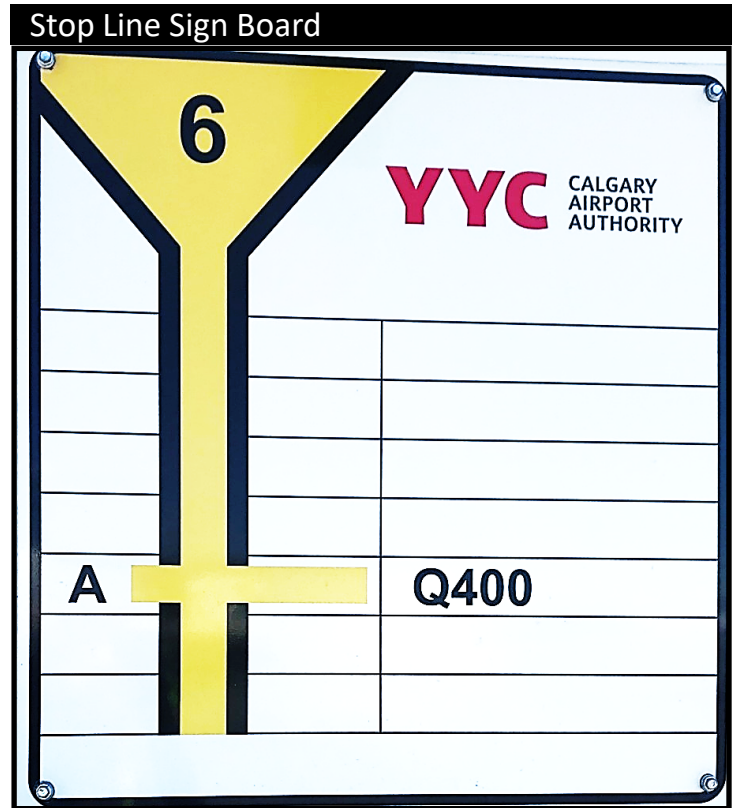
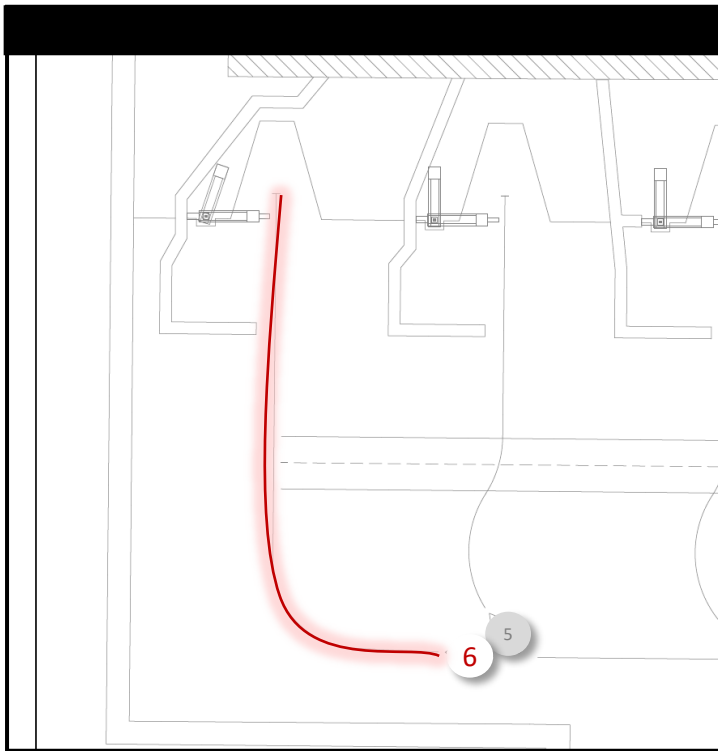
GROUNDLOAD

GATE CAPABILITIES

PBB: 6 | Stop Lines: A

Aircraft Model	STOP BAR
	Letter

Q400	A
------	---



Ground Power Unit DTB_A56_GPU6 (October 2022)

GPU Type	Model	Serial No.	Part No.	Electrical Power Input		Electrical Power Output		Weight
				3 x 600V +/- 10%	3W + PE	28VDC/600A/16.8kW	2kW	
3GWT-28/600-L	1400 Mobile	A117775/1.6	543.301	3 x 18A +/- 10%	50 / 60 Hz			240kg

Note:



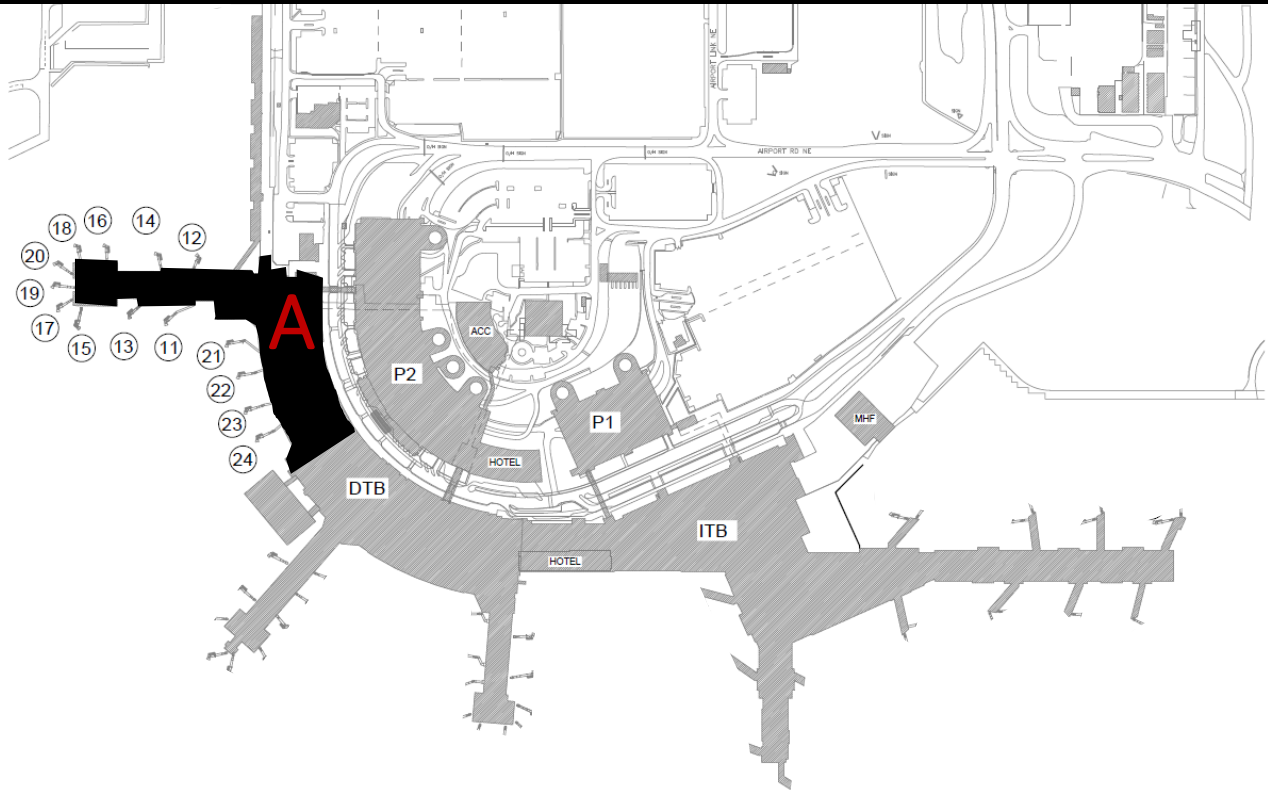
LEAD-IN LINE 6

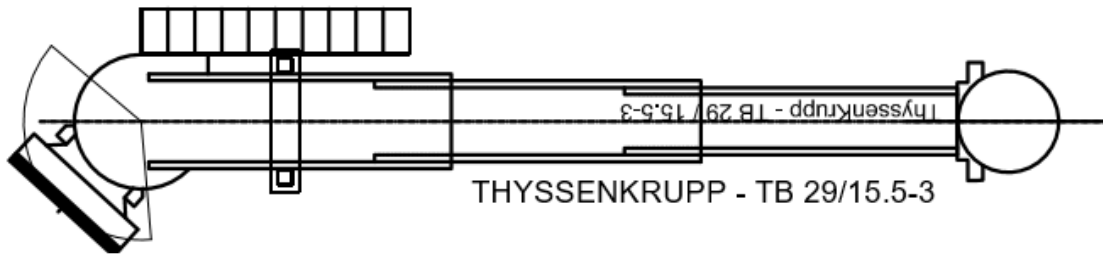
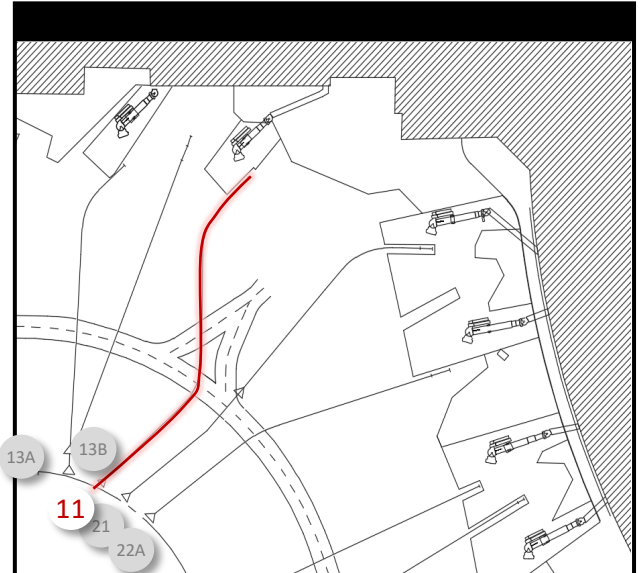
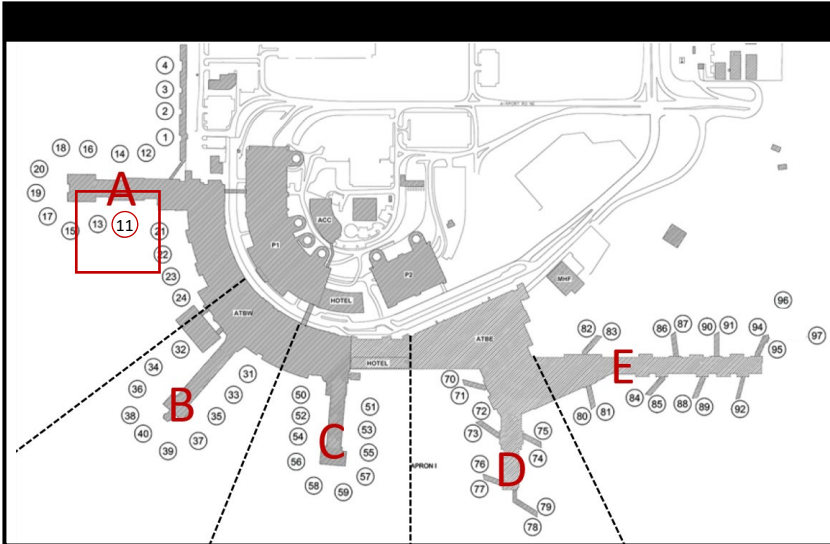
G R O U N D L O A D

PUSHBACK PROCEDURES

CONCOURSE A

DOMESTIC TERMINAL





General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-29/15.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC	INET	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	No

Notes:



LEAD-IN LINE 11

CONCOURSE A

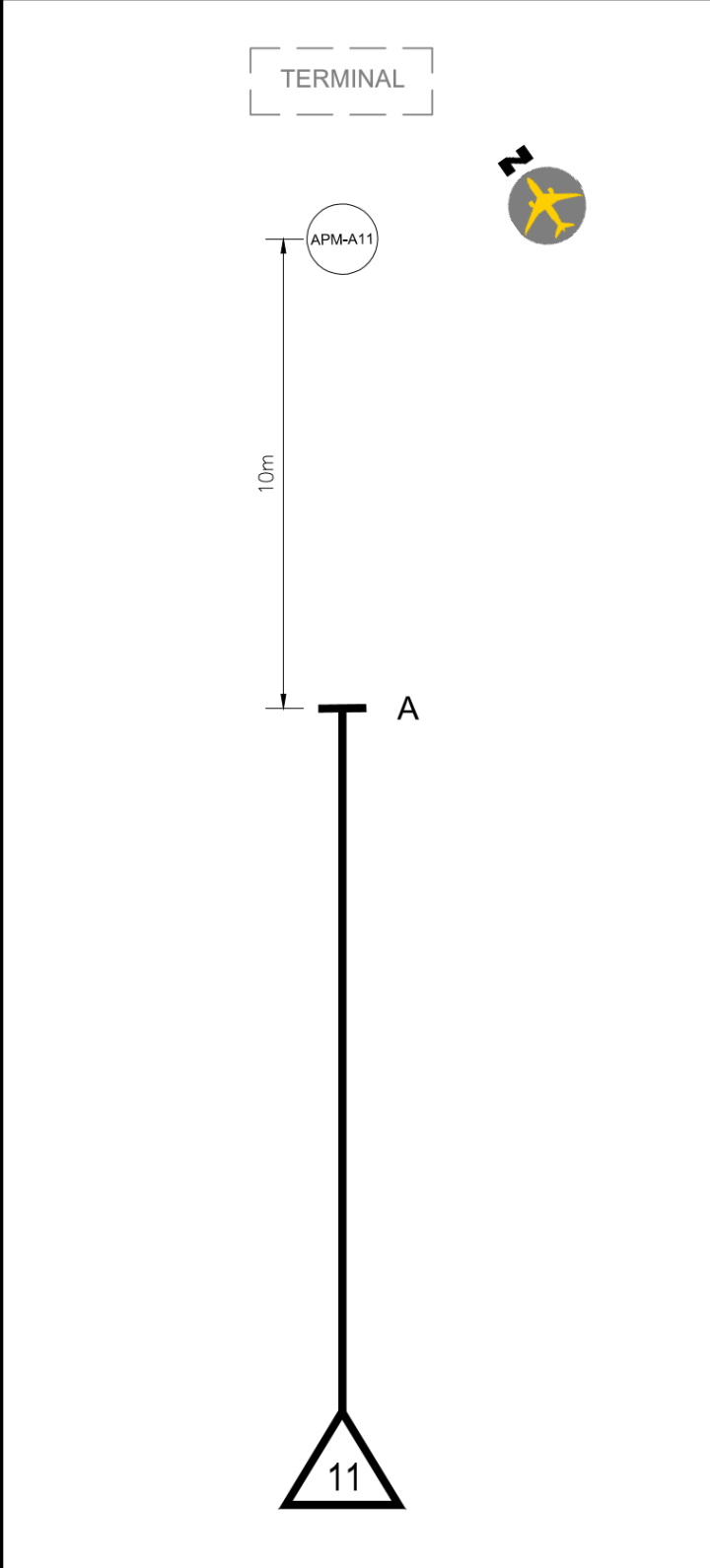
GATE CAPABILITIES

PBB: 11 | Stop Lines: A

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 21A				GATE 13A		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-200	L1	35.92m	117.85ft	A	10m	5.60%	4.77%	1
35.92m	117.85ft	737-300	L1	35.92m	117.85ft		10m	4.78%	4.00%	1
35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		10m	4.78%	4.00%	1
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		10m	4.78%	4.00%	1
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		10m	4.80%	4.01%	1
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		10m	4.95%	4.17%	1
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		10m	4.95%	4.17%	1
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		10m	4.95%	4.17%	1
35.92m	117.85ft	737-MAX7	L1	35.92M	117.85ft		10m	4.8%	3.2%	1
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		10m	4.96%	4.17%	1
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		10m	4.95%	4.17%	1
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		10m	3.97%	2.42%	1
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		10m	4.95%	4.17%	1
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		10m	4.96%	4.17%	1
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		10m	3.87%	2.42%	1
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		10m	3.50%	3.00%	1
35.92m	117.85ft	A319	L1	35.92m	117.85ft		10m	0.81%	0.31%	1
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		10m	0.75%	0.36%	1
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		10m	0.81%	0.25%	1
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		10m	0.75%	0.14%	1
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft	10m	0.75%	0.14%	1	
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft	10m	5.21%	4.74%	1	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft	10m	5.18%	4.66%	1	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft	10m	4.90%	4.37%	1	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft	10m	4.95%	4.48%	1	
35.92m	117.85ft	CRJ-100	L1	35.92m	117.85ft	10m	9.63%	8.64%	1, 2	
35.92m	117.85ft	Avro RJ(RJ-100)	L1	35.92m	117.85ft	10m	7.84%	6.95%	1	

1. GATE 13B MUST BE VACANT
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.7% FOR THE CRJ-100

Pavement Markings



Stop Line Sign Board

A	A319	A320-100/200
	A321-100/200	B737-200/300
	B737-400/500/600/700/800/900	
	ERJ-170/175/190/195	
	CRJ-100	AVRO RJ
	B737MAX	A220-300

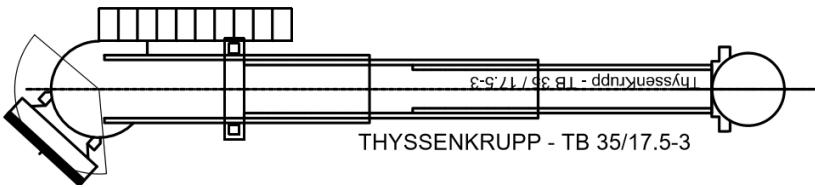
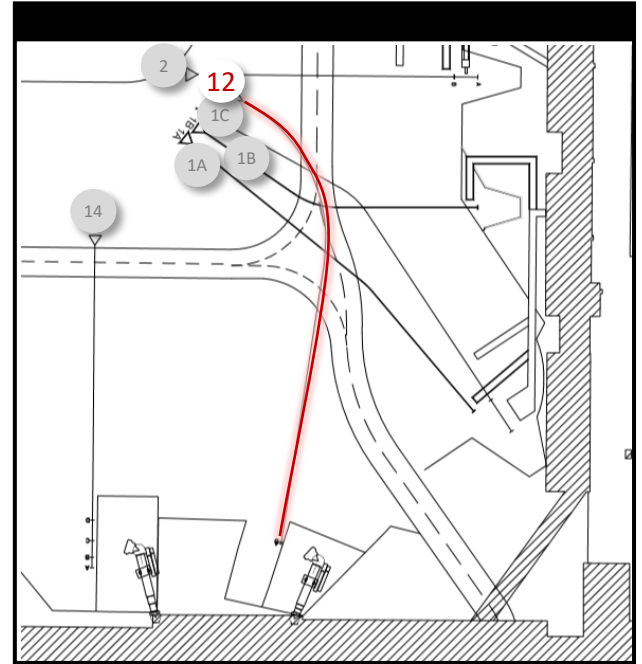
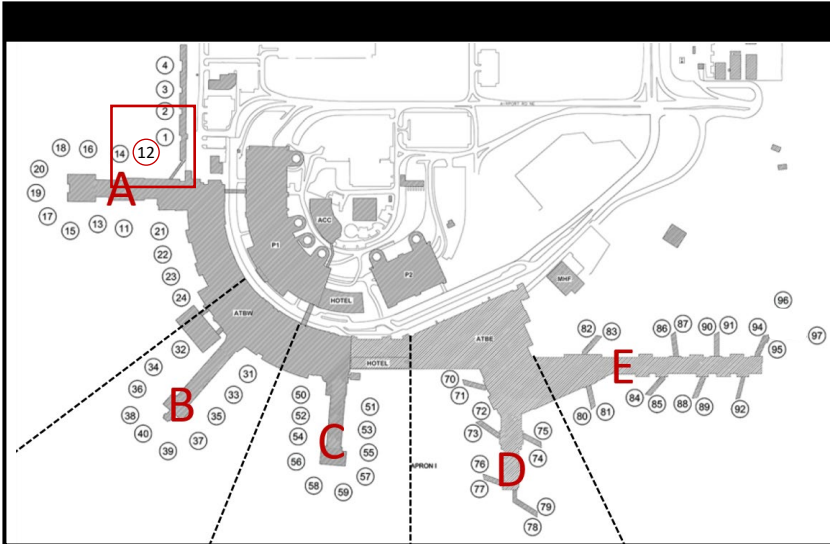
Notes:



LEAD-IN LINE 11

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-35/17.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	No

Notes:



LEAD-IN LINE 12

CONCOURSE A

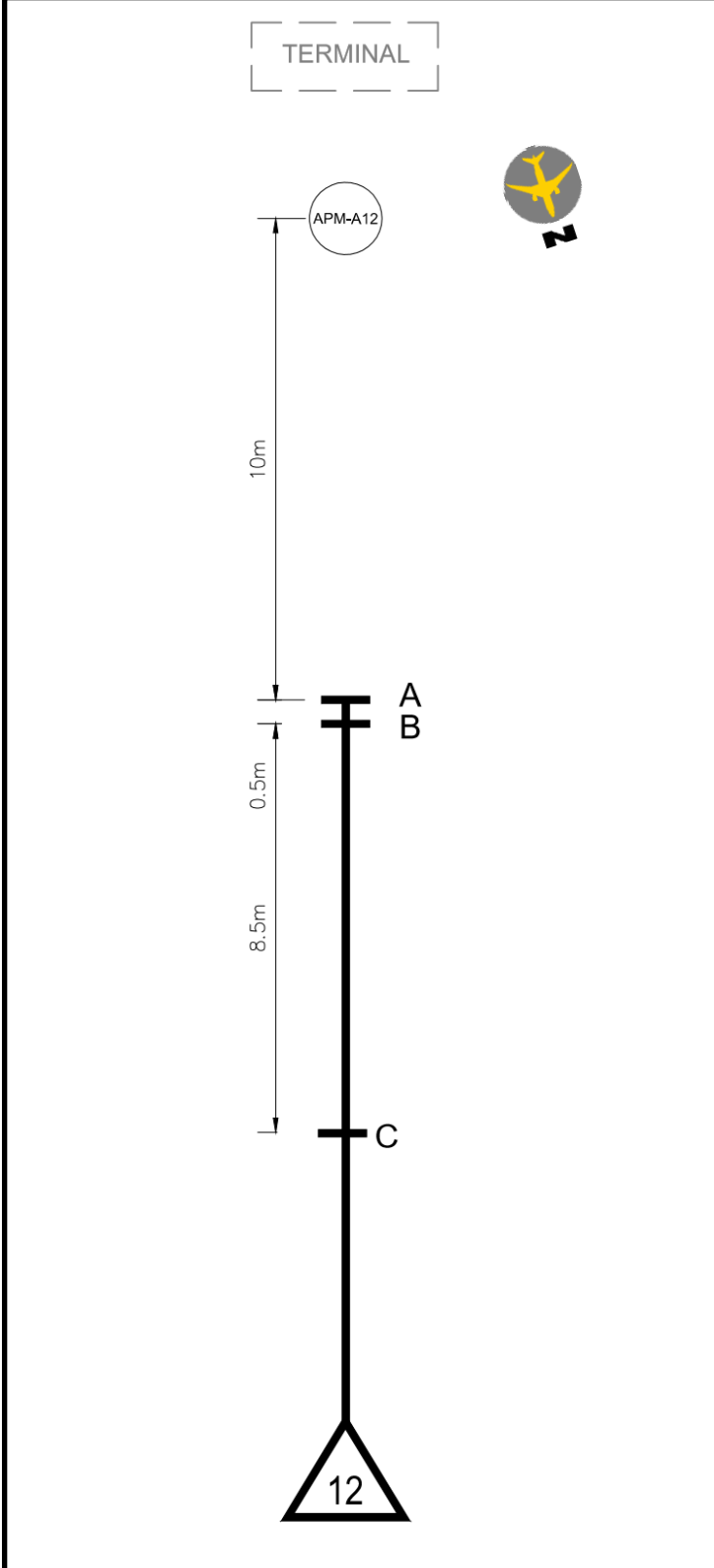
GATE CAPABILITIES

PBB: 12 | Stop Lines: A-C

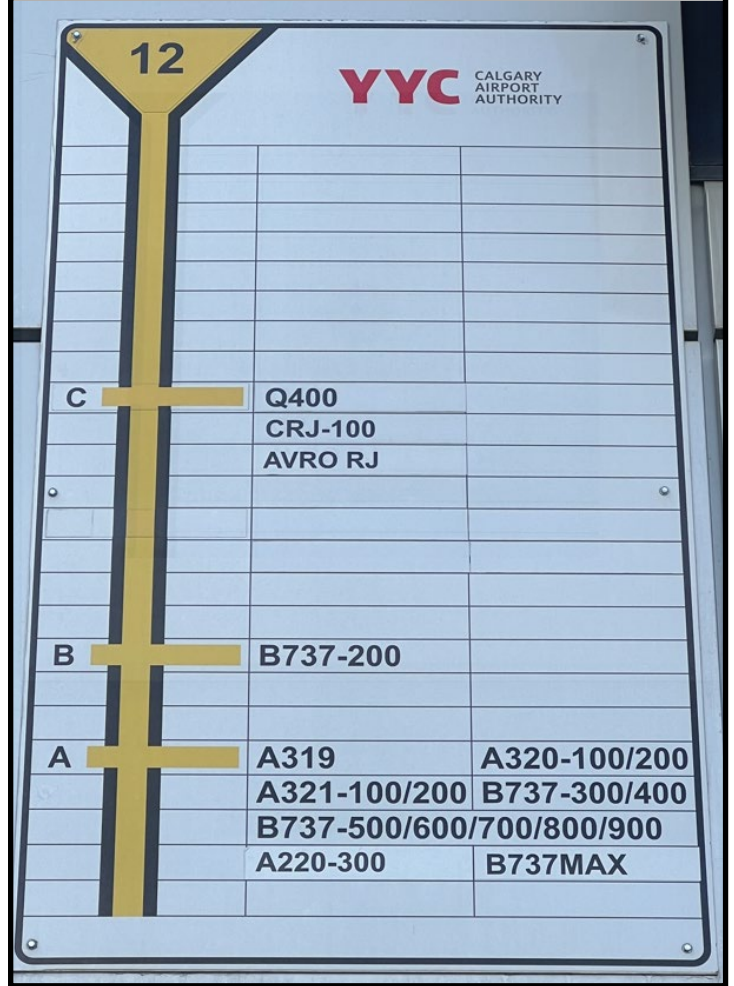
MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 14				Letter	Dist.	Full	Empty			
60.93m	199.92ft	737-300	L1	A	10m	10.65%	9.82%	1		
60.93m	199.92ft	737-400	L1		10m	10.65%	9.82%	1		
60.93m	199.92ft	737-500	L1		10m	10.70%	9.86%	1		
60.93m	199.92ft	737-600	L1		10m	10.87%	10.02%	1		
60.93m	199.92ft	737-700	L1		10m	10.87%	10.02%	1		
60.93m	199.92ft	737-700W	L1		10m	10.87%	10.03%	1		
60.93m	199.92ft	737-MAX7	L1		10m	10.7%	9.0%	1		
60.93m	199.92ft	737-800	L1		10m	10.89%	10.04%	1		
60.93m	199.92ft	737-800W	L1		10m	10.87%	10.03%	1		
60.93m	199.92ft	737-MAX8	L1		10m	9.75%	8.08%	1		
60.93m	199.92ft	737-900	L1		10m	10.87%	10.03%	1		
60.93m	199.92ft	737-900W	L1		10m	10.88%	10.04%	1		
60.93m	199.92ft	737-MAX9	L1		10m	9.63%	8.08%	1		
60.93m	199.92ft	A220-300	L1		10m	9.10%	8.50%	1		
60.93m	199.92ft	A319	L1		10m	6.78%	6.24%			
60.93m	199.92ft	A320-100	L1		10m	6.72%	6.31%			
60.93m	199.92ft	A320-200	L1		10m	6.78%	6.19%			
60.93m	199.92ft	A321-100	L1		10m	6.72%	6.07%			
60.93m	199.92ft	A321-200	L1		10m	6.72%	6.07%			
60.93m	199.92ft	737-200	L1		B	10.5m	11.24%	10.37%	1	
60.93m	199.92ft	Q400	L1	C	19.01m	11.28%	11.11%	2		
60.93m	199.92ft	CRJ-100	L1		19.01m	10.83%	10.10%	2		
60.93m	199.92ft	Avro RJ(RJ-100)	L1		19.01m	9.52%	8.86%	2		

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 11.24% FOR B737-200/300/400/500/600/700/700W/800/800W/900/900W/MAX 7/MAX 8/MAX 9, A220-300
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 11.3% FOR THE RJ-100, Q400, AND CRJ100

Pavement Markings



Stop Line Sign Board



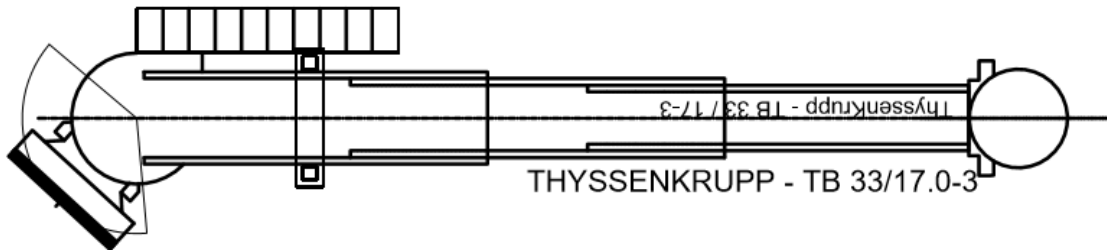
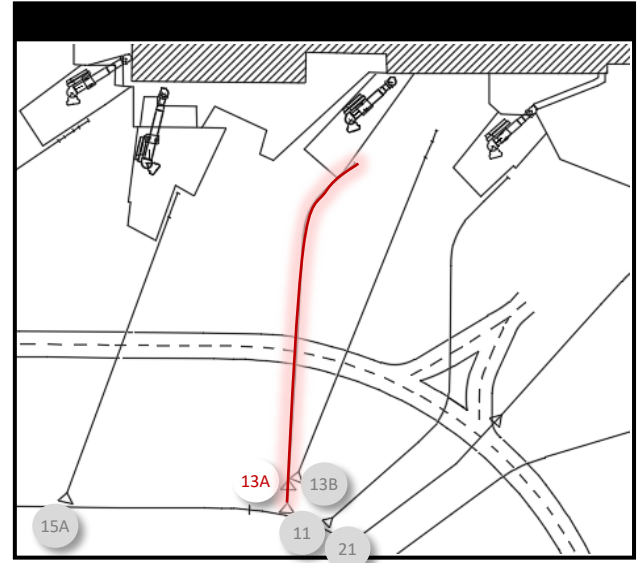
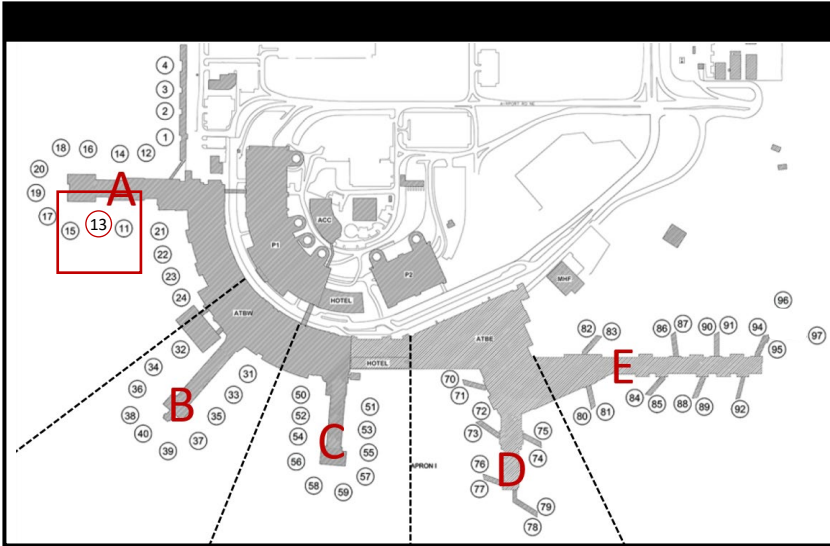
Notes:



LEAD-IN LINE 12

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-33/17.0-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	No

Notes:



LEAD-IN LINE 13A

CONCOURSE A

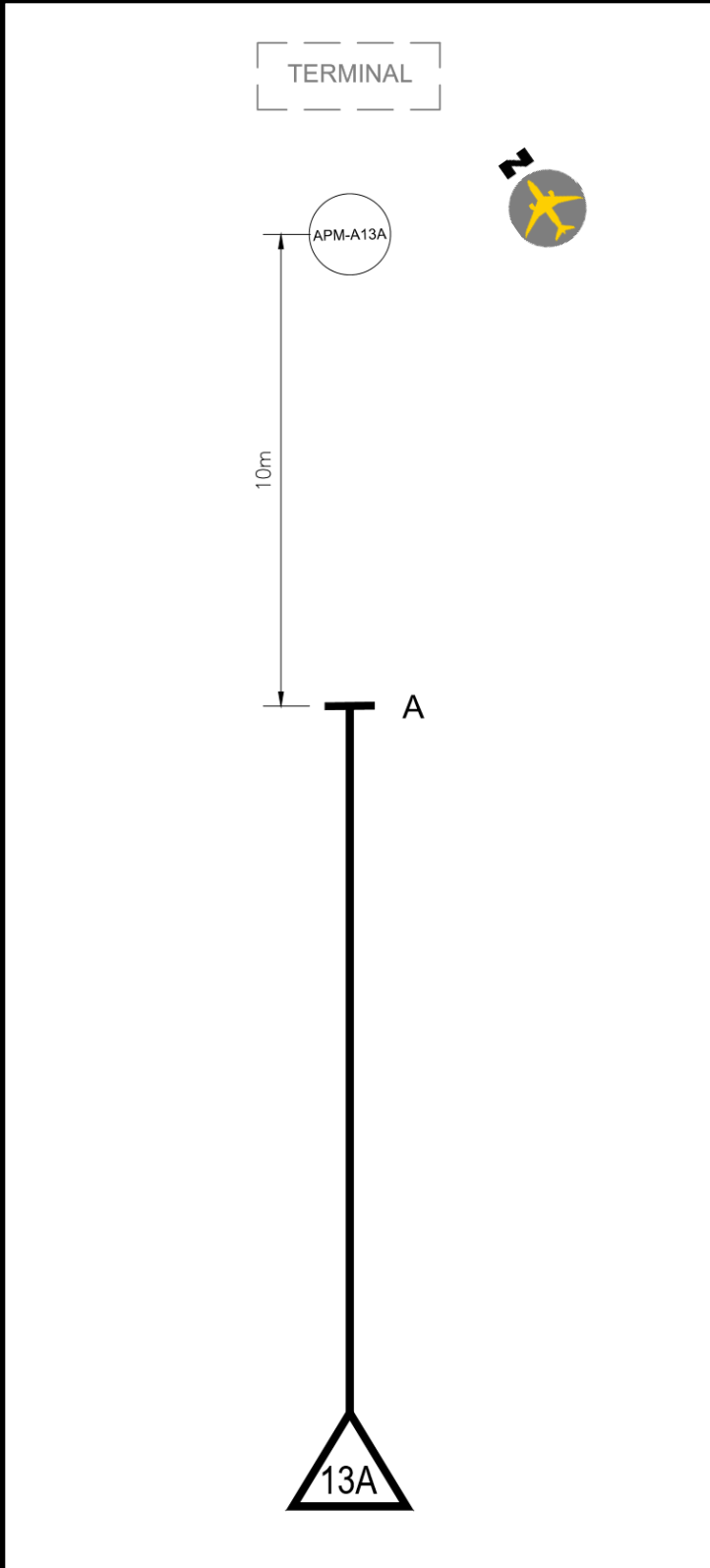
GATE CAPABILITIES

PBB: 13A | Stop Lines: A

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 11				GATE 15A		Letter	Dist.	Full	Empty	
35.92m	117.85ft	Avro RJ (RJ-100)	L1	35.92m	117.85ft	A	10m	10.39%	9.68%	1, 4
35.92m	117.85ft	CRJ-100	L1	35.92m	117.85ft		10m	11.84%	11.05%	1, 4
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft		10m	11.97%	11.17%	1, 2
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		10m	11.53%	11.22%	1, 2
35.92m	117.85ft	CRJ-700 ER	L1	35.92m	117.85ft		10m	11.44%	11.14%	1, 2
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		10m	11.23%	11.23%	1, 2
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		10m	12.30%	12.12%	1, 4
35.92m	117.85ft	737-200	L1	35.92m	117.85ft		10m	8.88%	8.23%	1
35.92m	117.85ft	737-300	L1	35.92m	117.85ft		10m	8.25%	7.64%	1
35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		10m	8.25%	7.64%	1
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		10m	8.25%	7.64%	1
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		10m	8.27%	7.66%	1
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		10m	8.39%	7.78%	1
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		10m	8.39%	7.78%	1
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		10m	8.39%	7.78%	1
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		10m	8.3%	7.1%	1
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		10m	8.39%	7.78%	1
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		10m	8.39%	7.78%	1
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		10m	7.58%	6.37%	1
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		10m	8.39%	7.78%	1
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		10m	8.39%	7.78%	1
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		10m	7.50%	6.37%	1
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		10m	7.10%	6.70%	1
35.92m	117.85ft	A319	L1	35.92m	117.85ft		10m	5.36%	4.98%	1
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		10m	5.32%	5.02%	1
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		10m	5.36%	4.93%	1
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		10m	5.32%	4.85%	1
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		10m	5.32%	4.85%	1
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		10m	8.59%	8.23%	1
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		10m	8.58%	8.17%	1
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		10m	8.35%	7.94%	1
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		10m	8.39%	8.02%	1
35.92m	117.85ft	MD-83	L1	35.92m	117.85ft	10m	9.55%	8.86%	1, 3	
35.92m	117.85ft	MD-87	L1	35.92m	117.85ft	10m	9.55%	8.96%	1, 3	

1. GATE 13B MUST BE VACANT
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 11.97% FOR CRJ-200 / 700 / 700ER / 900
3. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.55% FOR MD-80
4. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 12.3% FOR THE RJ-100, Q400, AND CRJ-100

Pavement Markings



Stop Line Sign Board

13A		YYC CALGARY AIRPORT AUTHORITY
A	A319	A320-100/200
	A321-100/200	B737-200/300
	B737-400/500/600/700/800/900	
	CRJ-200/700/900	
	ERJ-170/175/190/195	
	MD-80	Q400
	CRJ-100	AVRO RJ
	B737MAX	A220-300

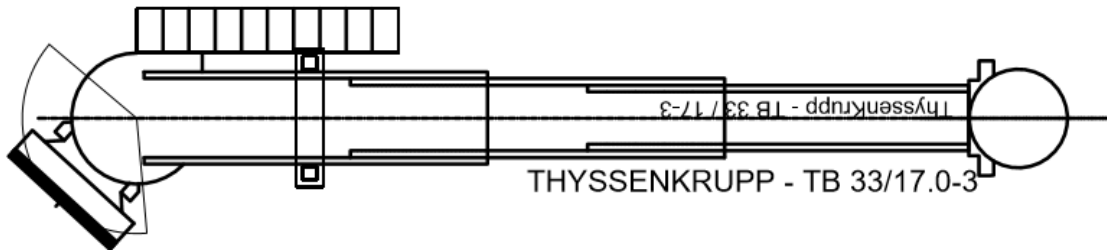
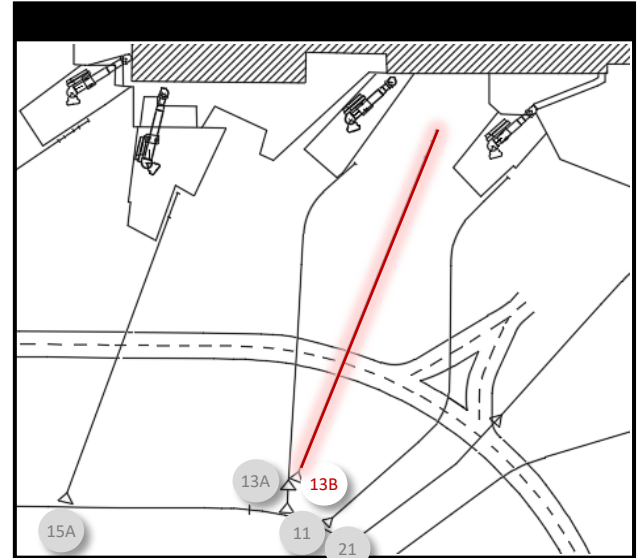
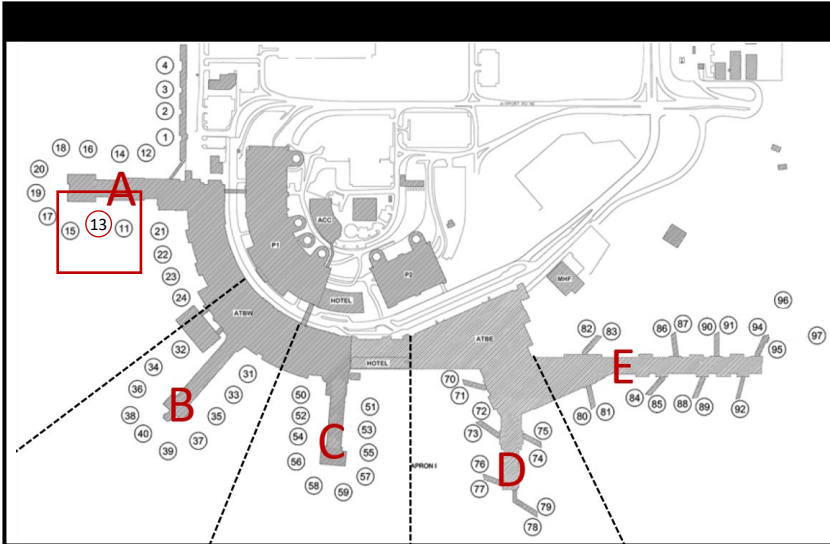
Notes:



LEAD-IN LINE 13A

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-33/17.0-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	No

Notes:



LEAD-IN LINE 13B

CONCOURSE A

GATE CAPABILITIES

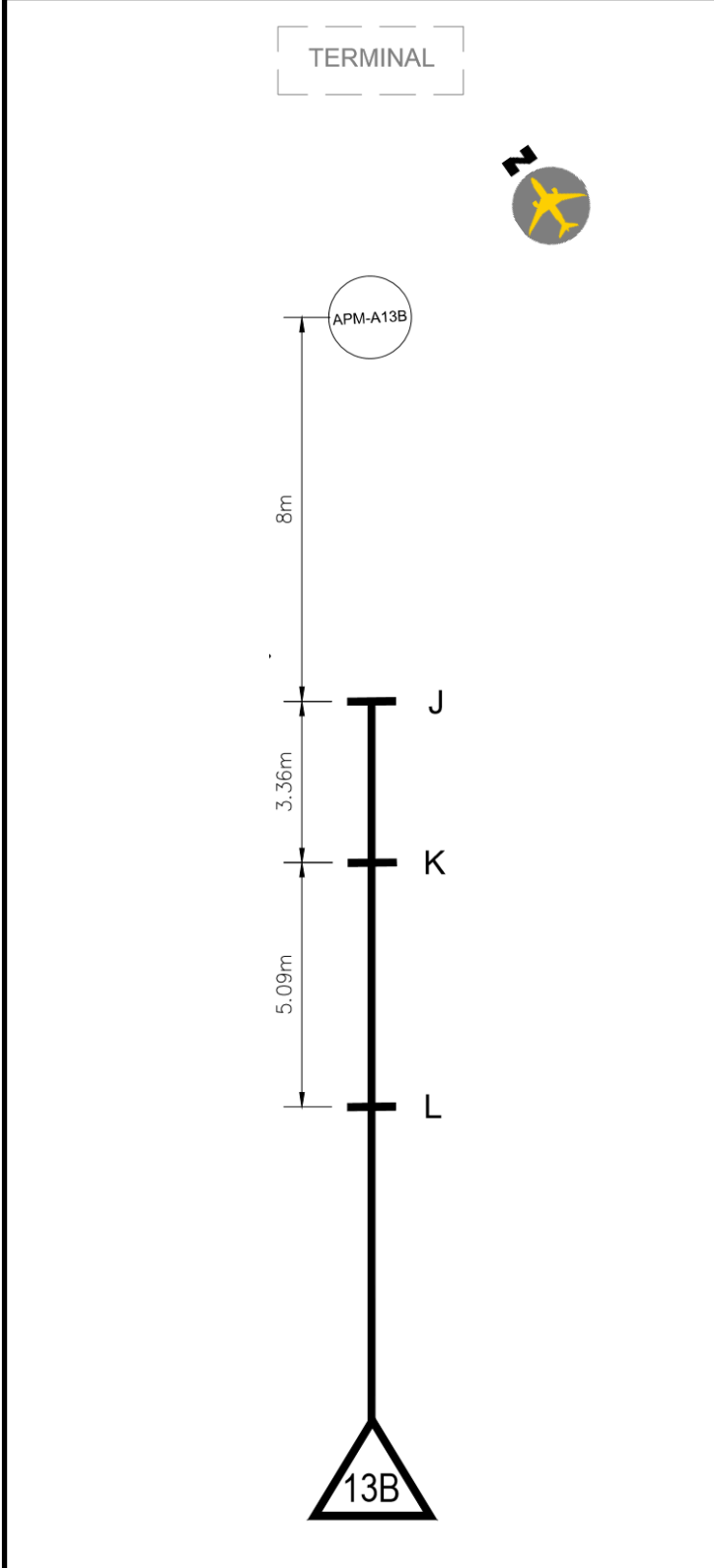
PBB: 13B | Stop Lines: J-L

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 21A				GATE 15A		Letter	Dist.	Full	Empty	
35.92m	117.85ft	747-400	L2	35.92m	117.85ft	J	8m	0.71%	2.32%	1
35.92m	117.85ft	747-400ER	L2	35.92m	117.85ft		8m	0.80%	2.37%	1
35.92m	117.85ft	777-200	L2	35.92m	117.85ft		8m	1.06%	1.93%	1
35.92m	117.85ft	777-200ER	L2	35.92m	117.85ft		8m	1.02%	1.87%	1
35.92m	117.85ft	777-200LR	L2	35.92m	117.85ft		8m	0.89%	2.05%	1
35.92m	117.85ft	777-300	L2	35.92m	117.85ft		8m	1.06%	1.93%	1
35.92m	117.85ft	777-300ER	L2	35.92m	117.85ft		8m	1.24%	2.52%	1
35.92m	117.85ft	787-8	L2	35.92m	117.85ft		8m	1.20%	0.28%	1
35.92m	117.85ft	757-200	L2	35.92m	117.85ft	K	11.36m	3.59%	2.84%	1
35.92m	117.85ft	757-300	L2	35.92m	117.85ft		11.36m	3.59%	2.84%	1
35.92m	117.85ft	767-400ER	L2	35.92m	117.85ft		11.36m	1.05%	0.41%	1
35.92m	117.85ft	787-9	L2	35.92m	117.85ft		11.36m	1.02%	0.40%	1
35.92m	117.85ft	A330-200	L2	35.92m	117.85ft		16.45m	0.04%	0.95%	1
35.92m	117.85ft	A330-300	L2	35.92m	117.85ft		16.45m	0.02%	0.63%	1
35.92m	117.85ft	767-200	L1	35.92m	117.85ft	L	16.45m	2.62%	0.81%	1
35.92m	117.85ft	767-200ER	L1	35.92m	117.85ft		16.45m	2.62%	0.81%	1
35.92m	117.85ft	767-300	L1	35.92m	117.85ft		16.45m	2.38%	0.67%	1
35.92m	117.85ft	767-300ER	L1	35.92m	117.85ft		16.45m	2.37%	0.67%	1
35.92m	117.85ft	A310-200	L1	35.92m	117.85ft		16.45m	1.05%	0.46%	1
35.92m	117.85ft	A310-300	L1	35.92m	117.85ft		16.45m	1.07%	0.40%	1

NOTES:

- GATE 11 AND 13A MUST BE VACANT

Pavement Markings



Stop Line Sign Board

13B		YYC CALGARY AIRPORT AUTHORITY	
L	A310-200/300 B767-200	B767-300/400L1	
K	A330-200/300L1/L2 A340-200/300/500L1 B747-200/300/400L1 B757-200/300L1/L2	B767-300/400L2	B777-200/300L1
J	A340-200/300/500/600L2 B747-200/300/400L2	B777-200/300L2	B787-800L2

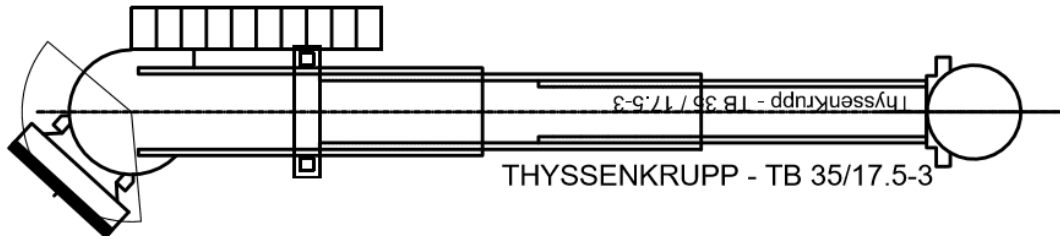
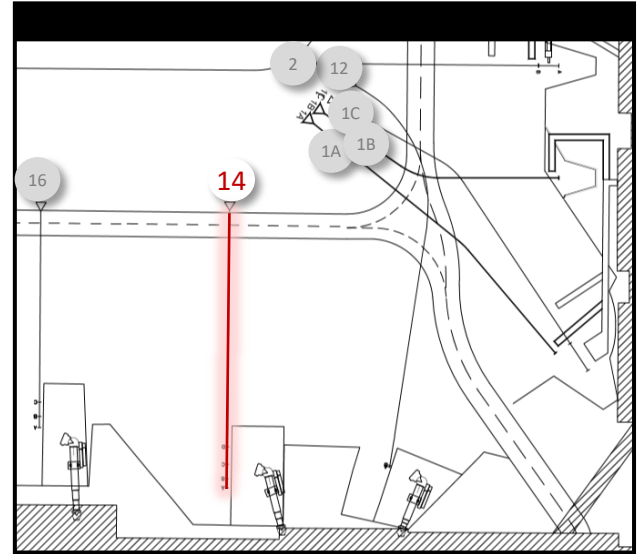
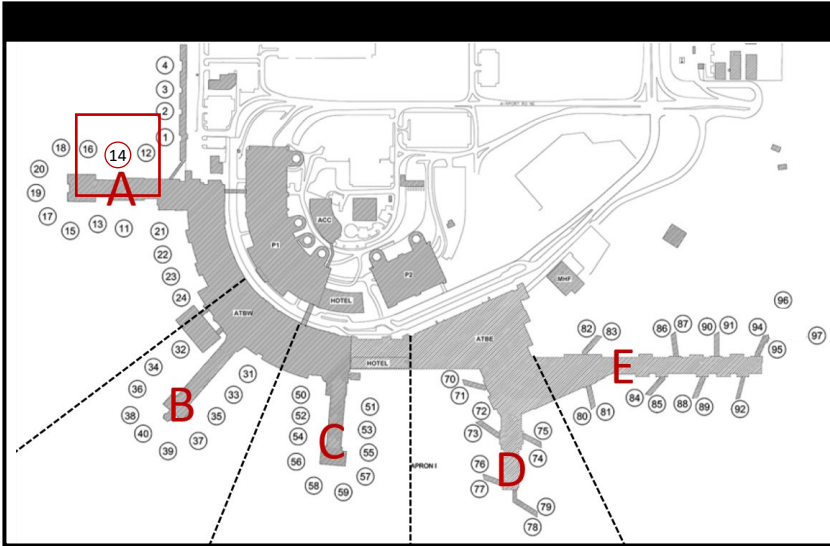
Notes:



LEAD-IN LINE **13B**

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-35/17.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	No

Notes:



LEAD-IN LINE 14

CONCOURSE A

GATE CAPABILITIES

PBB: 14 | Stop Lines: A-D

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 16				GATE 12		Letter	Dist.	Full	Empty	
35.92m	117.85ft	767-400ER	L2	35.92m	117.85ft	A	10m	0.96%	0.33%	
35.92m	117.85ft	787-9	L2	35.92m	117.85ft	B	13.71m	0.93%	0.36%	
35.92m	117.85ft	757-200	L2	35.92m	117.85ft	C	16.96m	2.92%	2.33%	
35.92m	117.85ft	757-300	L2	35.92m	117.85ft		16.96m	2.92%	2.33%	
35.92m	117.85ft	767-200	L1	35.92m	117.85ft		16.96m	2.32%	0.65%	
35.92m	117.85ft	767-200ER	L1	35.92m	117.85ft		16.96m	2.32%	0.65%	
35.92m	117.85ft	767-300	L1	35.92m	117.85ft		16.96m	2.10%	0.52%	
35.92m	117.85ft	767-300ER	L1	35.92m	117.85ft		16.96m	2.09%	0.52%	
35.92m	117.85ft	787-8	L2	35.92m	117.85ft		16.96m	1.03%	0.01%	

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LEAD-IN LINE 14

CONCOURSE A

GATE CAPABILITIES

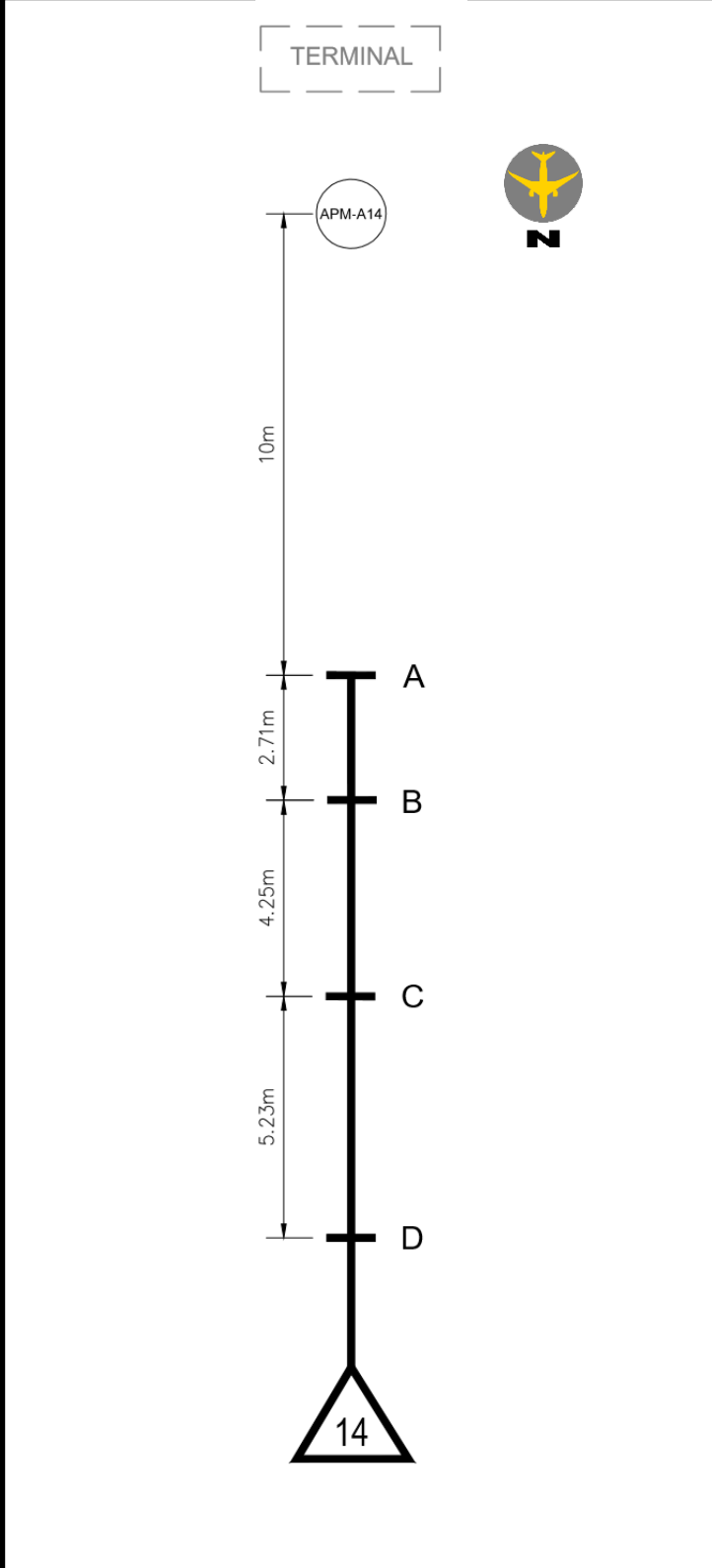
PBB: 14 | Stop Lines: A-D

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 16				GATE 12		Letter	Dist.	Full	Empty	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft	D	22.19m	11.20%	11.03%	1
35.92m	117.85ft	CRJ-100	L1	35.92m	117.85ft		22.19m	10.74%	10.03%	1
35.92m	117.85ft	Avro RJ(RJ-100)	L1	35.92m	117.85ft		22.19m	9.50%	8.86%	1
35.92m	117.85ft	737-200	L1	35.92m	117.85ft		22.19m	8.00%	7.42%	
35.92m	117.85ft	737-300	L1	35.92m	117.85ft		22.19m	7.43%	6.89%	
35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		22.19m	7.43%	6.89%	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		22.19m	7.43%	6.89%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		22.19m	7.45%	6.90%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		22.19m	7.56%	7.01%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		22.19m	7.56%	7.01%	
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		22.19m	7.56%	7.01%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		22.19m	7.4%	6.3%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		22.19m	7.57%	7.03%	
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		22.19m	7.56%	7.01%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		22.19m	6.84%	5.76%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		22.19m	7.56%	7.01%	
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		22.19m	7.57%	7.02%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		22.19m	6.77%	5.76%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		22.19m	6.50%	6.10%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft		22.19m	4.83%	4.49%	
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft	22.19m	4.79%	4.53%		
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft	22.19m	4.83%	4.45%		
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft	22.19m	4.79%	4.38%		
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft	22.19m	4.79%	4.38%		
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft	22.19m	8.1%	7.8%		
35.92m	117.85ft	A310-200	L1	35.92m	117.85ft	22.19m	0.89%	0.45%		
35.92m	117.85ft	A310-300	L1	35.92m	117.85ft	22.19m	0.91%	0.40%		

Notes:

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 11.2% FOR THE RJ-100, Q400, AND CRJ-100

Pavement Markings



Stop Line Sign Board

14		YYC CALGARY AIRPORT AUTHORITY	
D	A220-300		
	E195-E2		
	A310-200/300	A319	
	A320-100/200	A321-100/200	
A220-300	A330-200/300L1	A340-200/300L1	
	B737-200/300/400/500/600/700		
	B737-800/900	B747-200/300L1	
	B757-200/300L1	B777-200/300L1	
	Q400	B737MAX	
	CRJ-100	AVRO RJ	
C	B757-200/300L2	B767-200	
	B767-300/400L1	B787-800L1/L2	
B		B787-900L1/L2	
A		B767-300/400L2	

Notes:



LEAD-IN LINE 14

C O N C O U R S E A

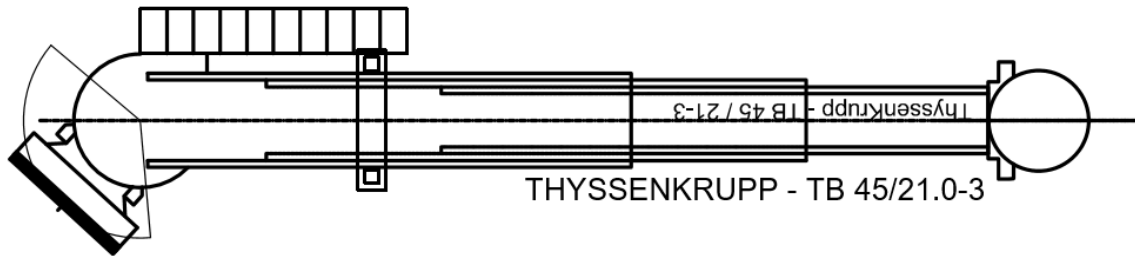
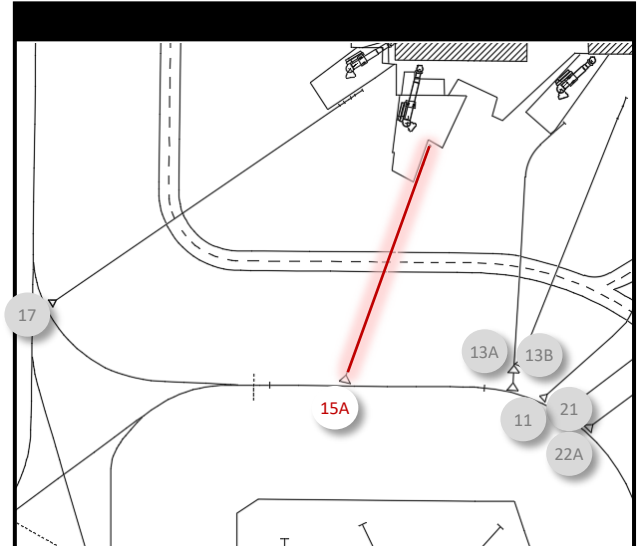
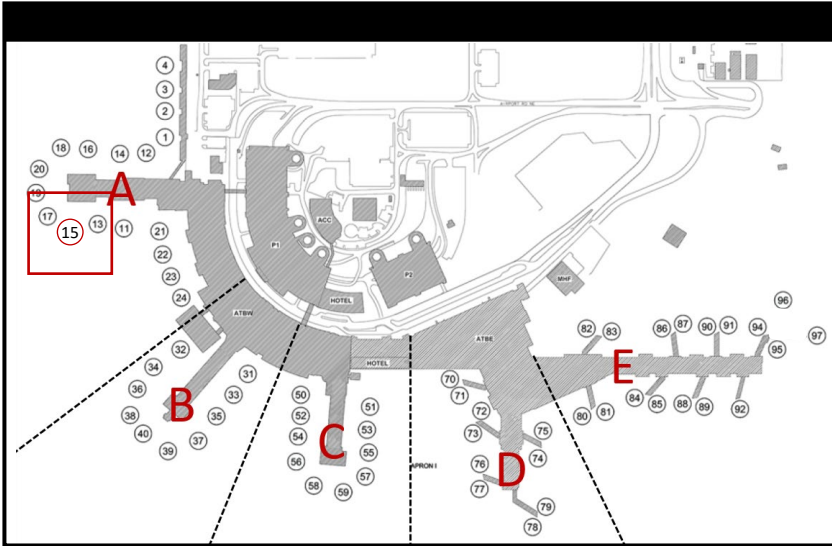
PUSHBACK PROCEDURES (Narrow Bodies)



LEAD-IN LINE 14

C O N C O U R S E A

PUSHBACK PROCEDURES (Wide Bodies)



THYSSENKRUPP - TB 45/21.0-3

General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-45/21.0-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC/DC	HOBART	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	No

Notes:



LEAD-IN LINE 15A

CONCOURSE A

GATE CAPABILITIES

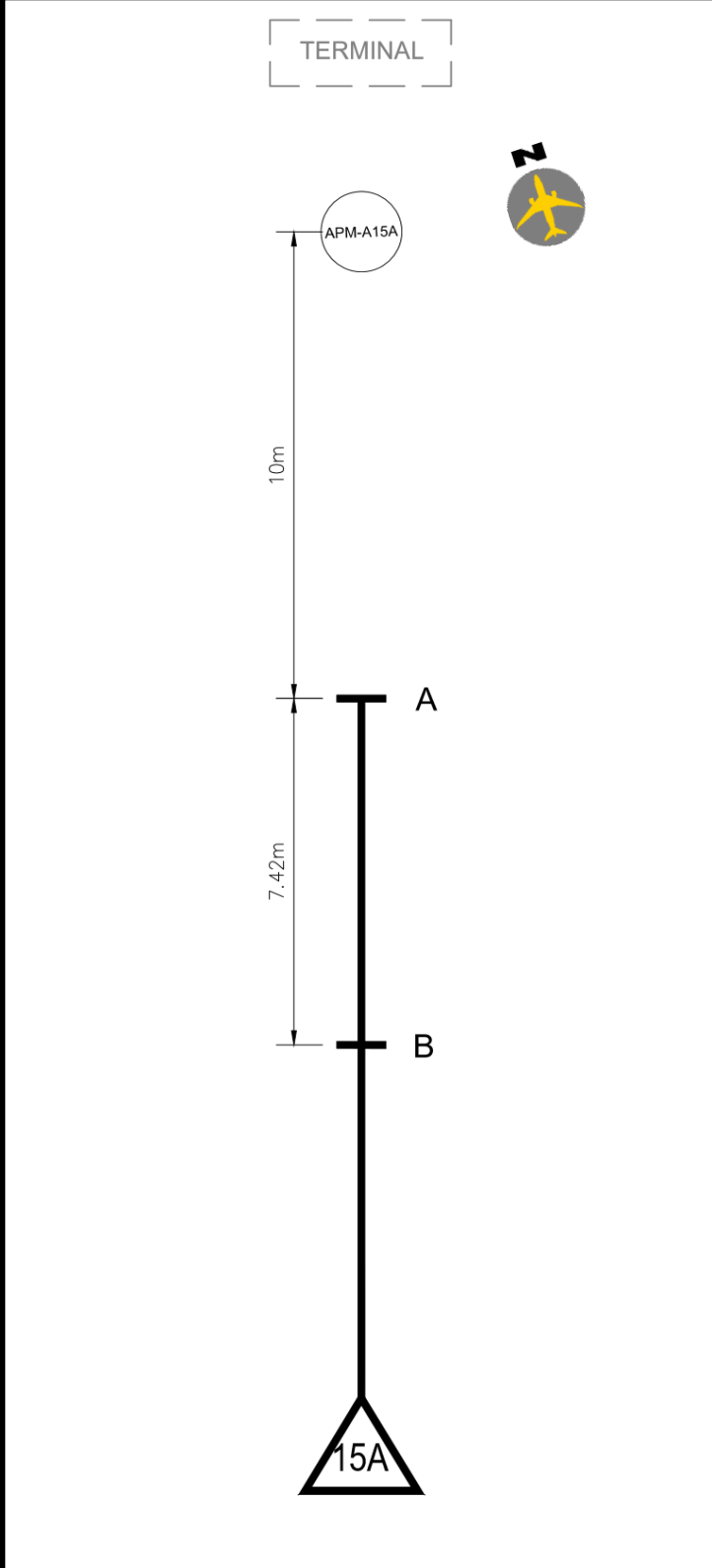
PBB: 15A | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 13A				GATE 17		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-200	L1	64.92m	213ft	A	10m	8.10%	7.51%	
35.92m	117.85ft	737-300	L1	64.92m	213ft		10m	7.52%	6.97%	
35.92m	117.85ft	737-300W	L1	64.92m	213ft		10m	7.52%	6.97%	
35.92m	117.85ft	737-400	L1	64.92m	213ft		10m	7.52%	6.97%	
35.92m	117.85ft	737-500	L1	64.92m	213ft		10m	7.54%	6.98%	
35.92m	117.85ft	737-600	L1	64.92m	213ft		10m	7.65%	7.09%	
35.92m	117.85ft	737-700	L1	64.92m	213ft		10m	7.65%	7.09%	
35.92m	117.85ft	737-700W	L1	64.92m	213ft		10m	7.65%	7.10%	
35.92m	117.85ft	737-MAX7	L1	64.92m	213ft		10m	7.5%	6.4%	
35.92m	117.85ft	737-800	L1	64.92m	213ft		10m	7.67%	7.11%	
35.92m	117.85ft	737-800W	L1	64.92m	213ft		10m	7.65%	7.10%	
35.92m	117.85ft	737-MAX8	L1	64.92m	213ft		10m	6.88%	5.79%	
35.92m	117.85ft	737-900	L1	64.92m	213ft		10m	7.65%	7.10%	
35.92m	117.85ft	737-900W	L1	64.92m	213ft		10m	7.66%	7.11%	
35.92m	117.85ft	737-MAX9	L1	64.92m	213ft		10m	6.80%	5.78%	
35.92m	117.85ft	A220-300	L1	64.92m	213ft		10m	6.50%	6.10%	
35.92m	117.85ft	A319	L1	64.92m	213ft		10m	4.88%	4.54%	
35.92m	117.85ft	A320-100	L1	64.92m	213ft		10m	4.85%	4.58%	
35.92m	117.85ft	A320-200	L1	64.92m	213ft		10m	4.88%	4.50%	
35.92m	117.85ft	A321-100	L1	64.92m	213ft		10m	4.85%	4.42%	
35.92m	117.85ft	A321-200	L1	64.92m	213ft		10m	4.85%	4.42%	
35.92m	117.85ft	ERJ-170	L1	64.92m	213ft		10m	7.83%	7.50%	
35.92m	117.85ft	ERJ-175	L1	64.92m	213ft		10m	7.75%	7.38%	
35.92m	117.85ft	ERJ-190	L1	64.92m	213ft		10m	7.61%	7.24%	
35.92m	117.85ft	ERJ-195	L1	64.92m	213ft		10m	7.65%	7.31%	
35.92m	117.85ft	E195-E2	L1	64.92m	213ft		10m	8.2%	7.8%	
35.92m	117.85ft	CRJ-900	L1	64.92m	213ft		10m	10.9%	10.7%	1
35.92m	117.85ft	CRJ-200	L1	64.92m	213ft		B	17.42m	9.06%	8.47%
35.92m	117.85ft	CRJ-700	L1	64.92m	213ft	17.42m		8.72%	8.50%	1
35.92m	117.85ft	CRJ-700 ER	L1	64.92m	213ft	17.42m		8.54%	8.32%	1
35.92m	117.85ft	Q400	L1	64.92m	213ft	17.42m		9.30%	9.16%	2

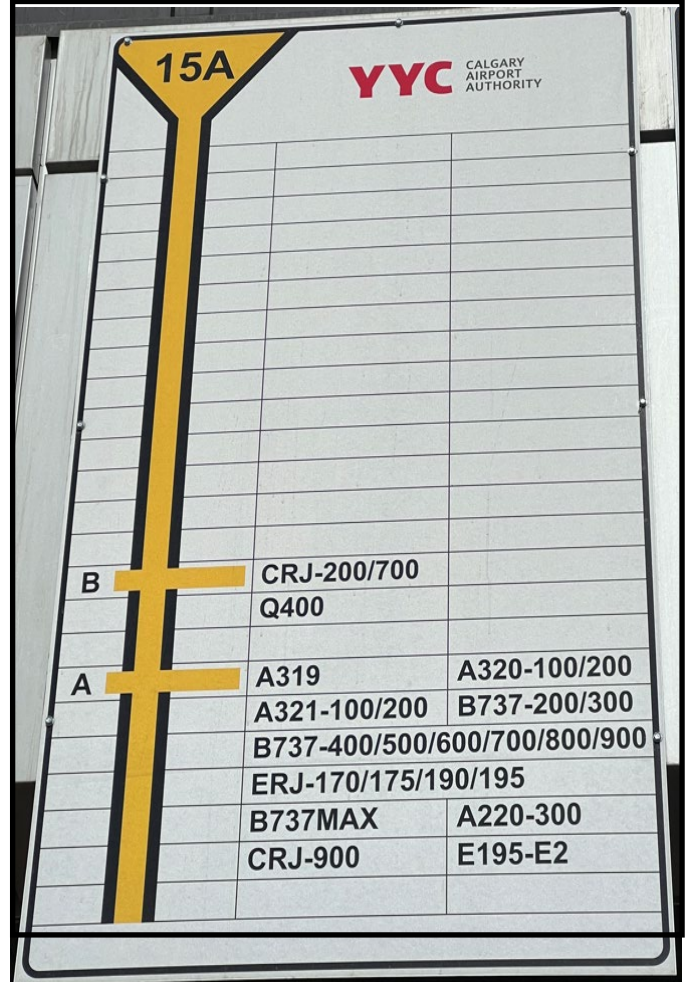
Notes:

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 10.9% FOR CRJ-200 / 700 / 700ER / 900
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.3% FOR THE Q400

Pavement Markings



Stop Line Sign Board



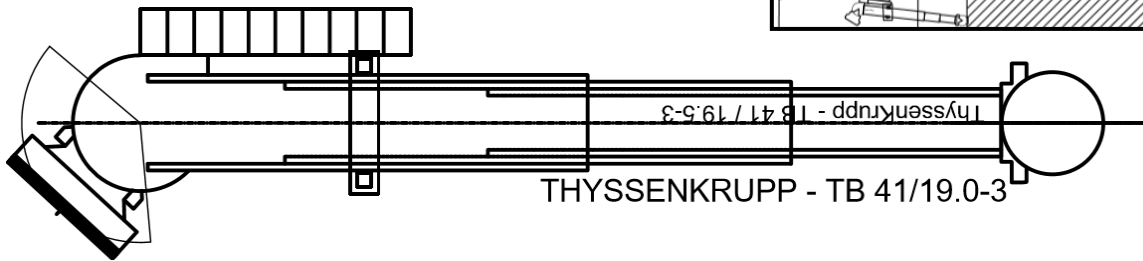
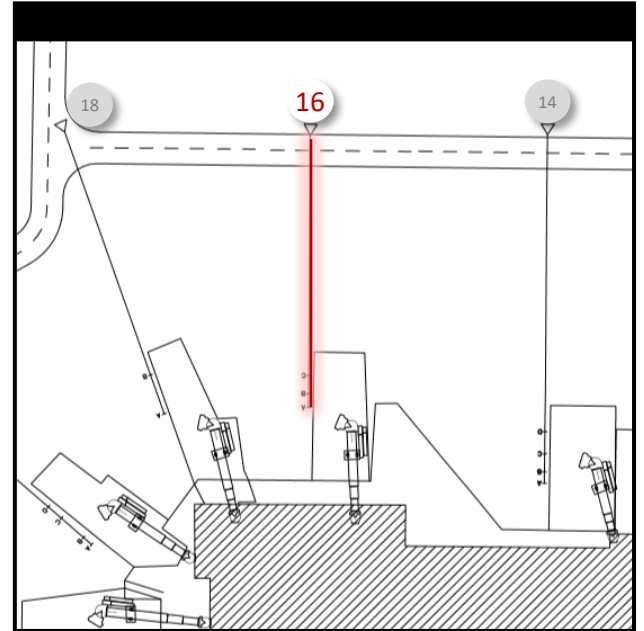
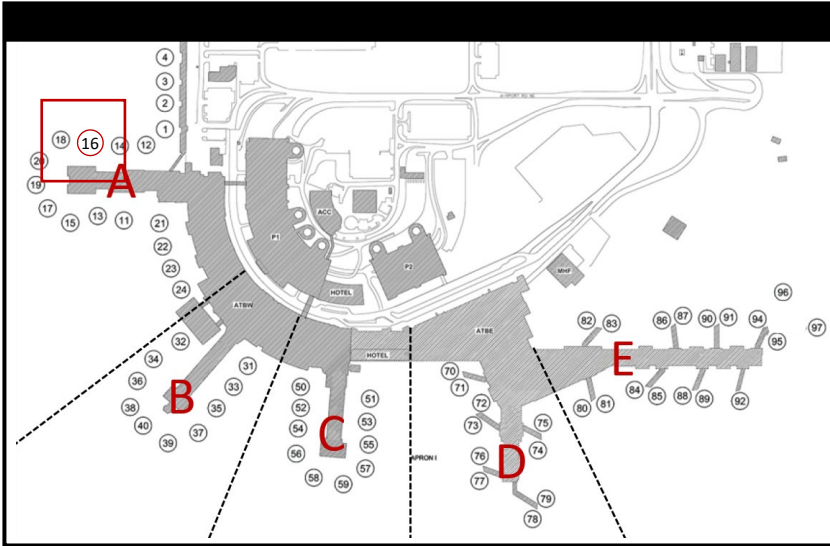
Notes:



LEAD-IN LINE 15A

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-41/19.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Asset Type	Model	Elec. Power Input		Elec. Power Output		Tag/Serial No.	Weight	Year
90kVA Horizontal DC Unit GPU	90SX240	3 x 480 V +/- 15%	50/60Hz	28VDC	50/60Hz	PBB16_GPU90 AP-578671	425kg	Nov. 2022
600VAC Input Transformer	RC225J-H/E3R	3 x 600 V	50/60Hz	3 x 480 V	50/60Hz	PBB16_PT600	102kg	Nov. 2022

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	No



LEAD-IN LINE 16

CONCOURSE A

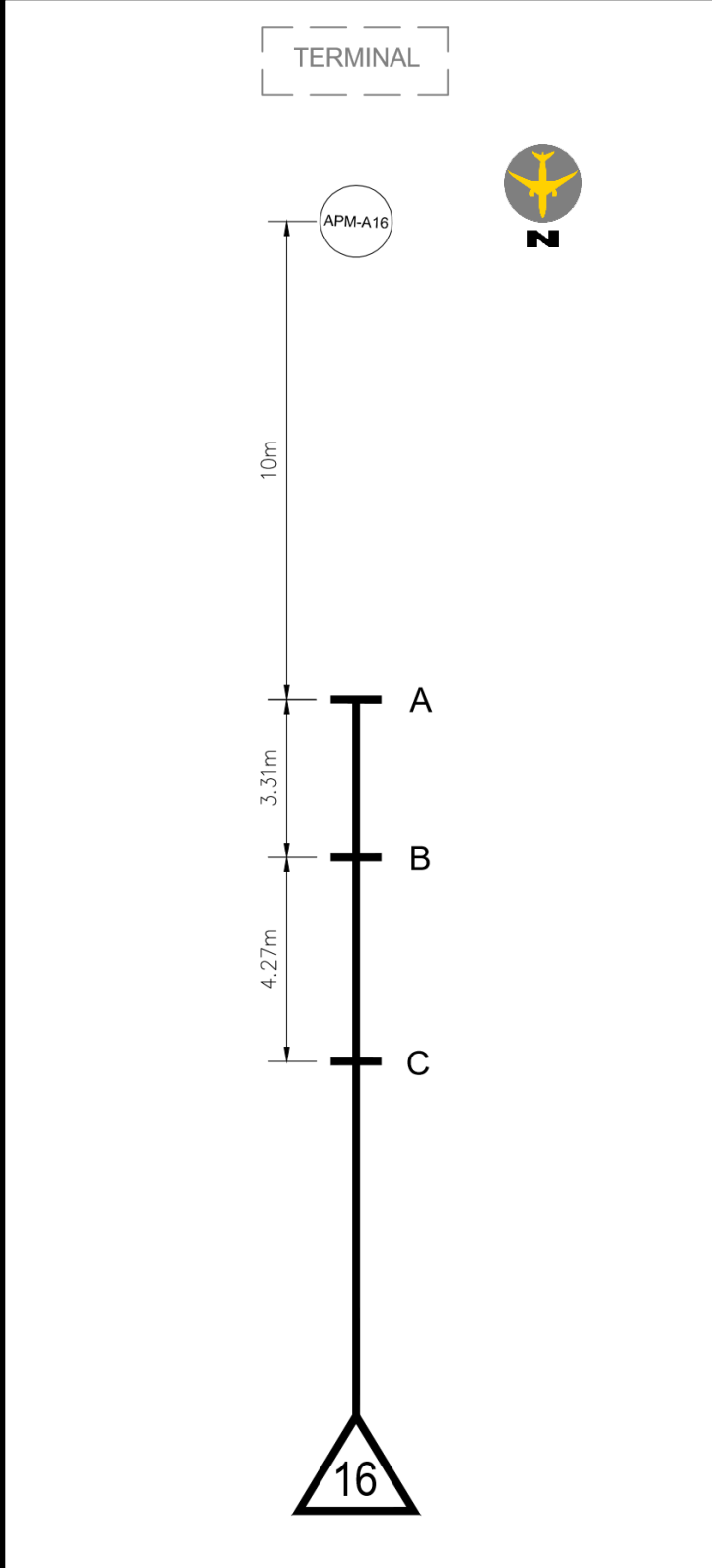
GATE CAPABILITIES

PBB: 16 | Stop Lines: A-C

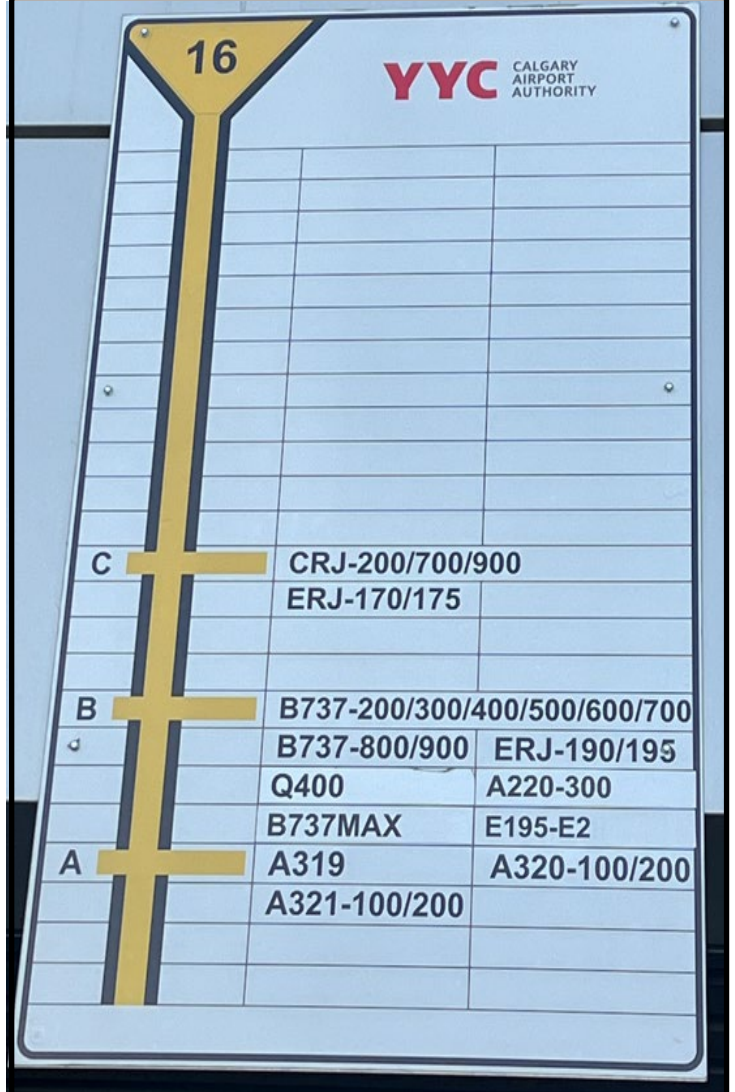
MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 18				GATE 14		Letter	Dist.	Full	Empty	
35.92m	117.85ft	A319	L1	60.9 m	199.9 ft	A	10m	4.81%	4.46%	
35.92m	117.85ft	A320-100	L1	60.9 m	199.9 ft		10m	4.77%	4.50%	
35.92m	117.85ft	A320-200	L1	60.9 m	199.9 ft		10m	4.81%	4.42%	
35.92m	117.85ft	A321-100	L1	60.9 m	199.9 ft		10m	4.77%	4.34%	
35.92m	117.85ft	A321-200	L1	60.9 m	199.9 ft		10m	4.77%	4.34%	
35.92m	117.85ft	737-200	L1	60.9 m	199.9 ft	B	13.31m	7.35%	6.82%	
35.92m	117.85ft	737-300	L1	60.9 m	199.9 ft		13.31m	6.82%	6.32%	
35.92m	117.85ft	737-300W	L1	60.9 m	199.9 ft		13.31m	6.83%	6.32%	
35.92m	117.85ft	737-400	L1	60.9 m	199.9 ft		13.31m	6.82%	6.32%	
35.92m	117.85ft	737-500	L1	60.9 m	199.9 ft		13.31m	6.84%	6.33%	
35.92m	117.85ft	737-600	L1	60.9 m	199.9 ft		13.31m	6.94%	6.43%	
35.92m	117.85ft	737-700	L1	60.9 m	199.9 ft		13.31m	6.94%	6.43%	
35.92m	117.85ft	737-700W	L1	60.9 m	199.9 ft		13.31m	6.94%	6.43%	
35.92m	117.85ft	737-MAX7	L1	60.9 m	199.9 ft		13.31m	6.8%	5.8%	
35.92m	117.85ft	737-800	L1	60.9 m	199.9 ft		13.31m	6.95%	6.44%	
35.92m	117.85ft	737-800W	L1	60.9 m	199.9 ft		13.31m	6.94%	6.43%	
35.92m	117.85ft	737-MAX8	L1	60.9 m	199.9 ft		13.31m	6.26%	5.26%	
35.92m	117.85ft	737-900	L1	60.9 m	199.9 ft		13.31m	6.94%	6.44%	
35.92m	117.85ft	737-900W	L1	60.9 m	199.9 ft		13.31m	6.95%	6.44%	
35.92m	117.85ft	737-MAX9	L1	60.9 m	199.9 ft		13.31m	6.19%	5.26%	
35.92m	117.85ft	A220-300	L1	60.9m	199.9ft		13.31m	5.90%	5.60%	
35.92m	117.85ft	ERJ-190	L1	60.9 m	199.9 ft		13.31m	6.90%	6.56%	
35.92m	117.85ft	ERJ-195	L1	60.9 m	199.9 ft		13.31m	6.94%	6.63%	
35.92m	117.85ft	E195-E2	L1	60.9 m	199.9 ft		13.31m	7.5%	7.2%	
35.92m	117.85ft	Q400	L1	60.9 m	199.9 ft		13.31m	10.33%	10.18%	2
35.92m	117.85ft	CRJ-200	L1	60.9 m	199.9 ft	C	17.58m	8.99%	8.40%	1
35.92m	117.85ft	CRJ-700	L1	60.9 m	199.9 ft		17.58m	8.65%	8.42%	1
35.92m	117.85ft	CRJ-700 ER	L1	60.9 m	199.9 ft		17.58m	8.50%	8.28%	1
35.92m	117.85ft	CRJ-900	L1	60.9 m	199.9 ft		17.58m	8.43%	8.43%	1
35.92m	117.85ft	ERJ-170	L1	60.9 m	199.9 ft		17.58m	6.36%	6.10%	
35.92m	117.85ft	ERJ-175	L1	60.9 m	199.9 ft		17.58m	6.33%	6.03%	

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.95% FOR CRJ-200 / 700 / 700ER / 900.
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 10.33% FOR THE Q400

Pavement Markings



Stop Line Sign Board



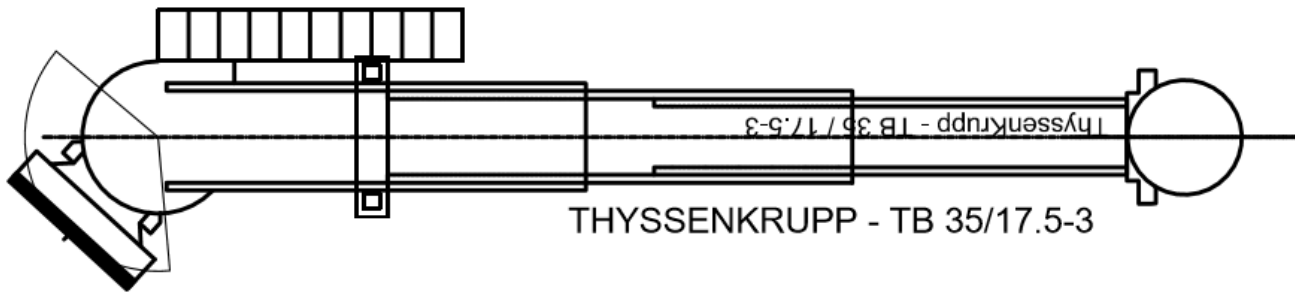
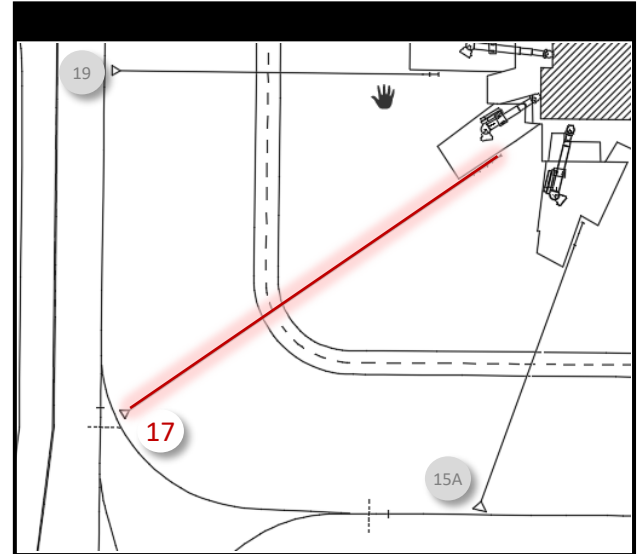
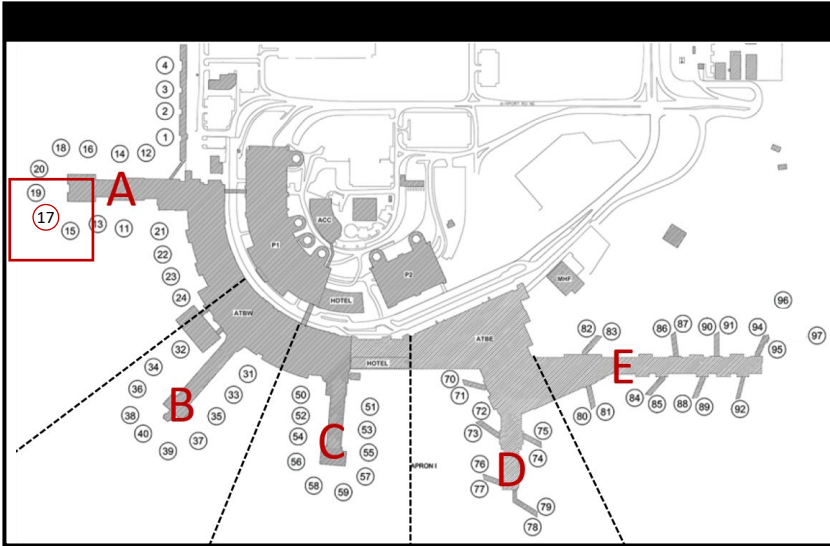
Notes:



LEAD-IN LINE 16

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-35-17.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	No

Notes:



LEAD-IN LINE 17

CONCOURSE A

GATE CAPABILITIES

PBB: 17 | Stop Lines: A-E

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes	
GATE 15A				GATE 19		Letter	Dist.	Full	Empty		
35.92m	117.85ft	747-400	L2	28.88m	94.75ft	A	10m	0.41%	1.64%	1	
35.92m	117.85ft	747-400ER	L2	28.88m	94.75ft		10m	0.48%	1.68%	1	
35.92m	117.85ft	777-200	L2	28.88m	94.75ft		10m	0.68%	1.35%	1	
35.92m	117.85ft	777-200ER	L2	28.35m	93.01ft		10m	0.64%	1.29%	1	
35.92m	117.85ft	777-200LR	L2	28.35m	93.01ft		10m	0.54%	1.43%	1	
35.92m	117.85ft	777-300	L2	35.79m	117.42ft		10m	0.68%	1.35%	1	
35.92m	117.85ft	777-300ER	L2	35.92m	117.85ft		10m	0.82%	1.80%	1	
35.92m	117.85ft	787-8	L2	26.00m	85.30ft		10m	1.04%	0.09%	1	
35.92m	117.85ft	787-9	L1	28.88m	94.75ft		10m	1.84%	1.08%	1	
35.92m	117.85ft	787-9	L2	28.88m	94.75ft		10m	0.20%	1.40%	1	
35.92m	117.85ft	A330-300	L2	28.88m	94.75ft		10m	0.06%	0.51%	1	
35.92m	117.85ft	A340-200	L2	21.23m	69.65ft		10m	0.06%	0.61%	1	
35.92m	117.85ft	A340-300	L2	28.35m	93.01ft		10m	0.12%	0.79%	1	
35.92m	117.85ft	A340-500	L2	28.88m	94.75ft		10m	0.19%	0.90%	1	
35.92m	117.85ft	757-200	L2	35.92m	117.85ft		B	13.36m	2.93%	2.35%	1
35.92m	117.85ft	757-300	L2	35.92m	117.85ft	13.36m		2.93%	2.35%	1	
35.92m	117.85ft	A330-200	L2	28.88m	94.75ft	13.36m		0.10%	0.60%	1	
						C					
35.92m	117.85ft	A319	L1	35.92m	117.85ft	D	18.31m	4.95%	4.60%		
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		18.31m	4.91%	4.64%		
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		18.31m	4.95%	4.56%		
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		18.31m	4.91%	4.48%		
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		18.31m	4.91%	4.48%		
35.92m	117.85ft	A310-200	L1	35.79m	117.42ft		18.31m	0.92%	0.46%	1	
35.92m	117.85ft	A310-300	L1	35.79m	117.42ft		18.31m	0.94%	0.41%	1	
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft		18.31m	11.5%	10.7%	2	
35.92m	117.85ft	CRJ-700 ER	L1	35.92m	117.85ft		18.31m	10.9%	10.8%	2	
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		18.31m	11.0%	10.7%	2	
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		18.31m	11.0%	10.7%	2	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		18.31m	11.27%	11.10%	3	

Continues on next page...



LEAD-IN LINE 17

CONCOURSE A

GATE CAPABILITIES

PBB: 17 | Stop Lines: A-E

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 15A				GATE 19		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-200	L1	35.92m	117.85ft	E	20.34m	7.68%	7.13%	
35.92m	117.85ft	737-300	L1	35.92m	117.85ft		20.34m	7.14%	6.62%	
35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		20.34m	7.14%	6.62%	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		20.34m	7.14%	6.62%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		20.34m	7.16%	6.64%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		20.34m	7.26%	6.74%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		20.34m	7.26%	6.74%	
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		20.34m	7.26%	6.74%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		20.34m	7.1%	6.1%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		20.34m	7.27%	6.75%	
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		20.34m	7.26%	6.74%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		20.34m	6.53%	5.51%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		20.34m	7.26%	6.74%	
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		20.34m	7.27%	6.75%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		20.34m	6.45%	5.51%	
35.92m	117.85ft	A220-300	L1	35.92ft	117.85ft		20.34m	6.20%	5.80%	
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		20.34m	7.43%	7.12%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		20.34m	7.39%	7.05%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		20.34m	7.22%	6.88%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		20.34m	7.26%	6.95%	
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft	20.34m	7.8%	7.5%		
35.92m	117.85ft	767-200	L1	35.92m	117.85ft	20.34m	2.05%	0.77%	1	
35.92m	117.85ft	767-300	L1	35.92m	117.85ft	20.34m	1.88%	0.67%	1	
35.92m	117.85ft	767-300ER	L1	35.92m	117.85ft	20.34m	1.88%	0.67%	1	
35.92m	117.85ft	767-400ER	L1	35.92m	117.85ft	20.34m	1.92%	1.04%	1	

1. WHEN GATE 17 IS OCCUPIED WITH AGN IV (CODE D) OR AGN V (CODE E), GATE 19 MUST BE VACANT.
(REFER TO GATE 17 MATRIX FOR AIRCRAFT RESTRICTED ON GATE 19 – Next page..)
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 11.5% FOR CRJ-200 / 705 / 700ER / 900
3. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 11.27% FOR THE Q400

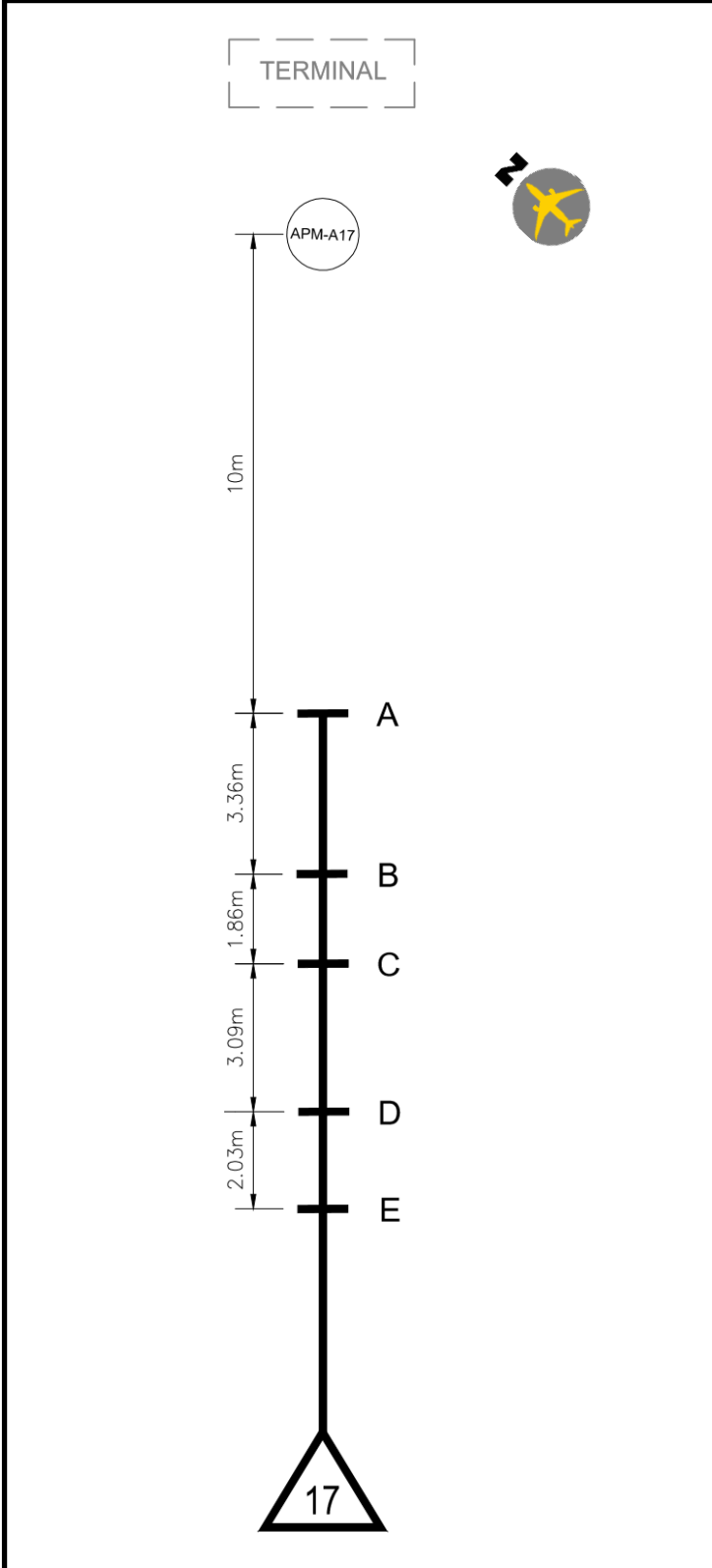
Gate 17 (Gate 17 has 7.5m Clearance for Code D/E/F and Gate 19 has 4.5m Clearance)

STOP BAR	Manufacturer	Model	Docking Door	ICAO	Maximun Wingspan		Aircrafts Restrictions on Gate 19																												
							737-200	737-300	737-300W	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	Q400	737-MAX8	737-MAX9	E195-E2	A220-300							
A	BOEING	747-400	L2	E	28.88m	94.75ft	737-200	737-300	737-300W	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	Q400	737-MAX8	737-MAX9	E195-E2	A220-300							
	BOEING	747-400ER	L2	E	28.88m	94.75ft	737-200	737-300	737-300W	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	Q400	737-MAX8	737-MAX9	E195-E2	A220-300							
	BOEING	777-200	L2	E	28.88m	94.75ft	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	ERJ-195	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300										
	BOEING	777-200ER	L2	E	28.35m	93.01ft	A319	A320-100	A320-200	A321-100	A321-200	737-300W	737-400	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	ERJ-190	ERJ-195	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300								
	BOEING	777-200LR	L2	E	28.35m	93.01ft	A319	A320-100	A320-200	A321-100	A321-200	737-300W	737-400	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	ERJ-190	ERJ-195	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300								
	BOEING	777-300	L2	E	35.79m	117.42ft	737-800W	737-900W	MD-83	737-MAX8	737-MAX9	E195-E2	A220-300																						
	BOEING	777-300ER	L2	E	35.92m	117.85ft	737-900W	MD-83																											
	BOEING	787-8	L2	E	26.00m	85.30ft	737-200	737-300	737-300W	737-400	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	ERJ-190	ERJ-195	MD80	Q400	737-MAX8	737-MAX9	E195-E2	A220-300				
	BOEING	787-9	L2	E	28.88m	94.75ft	737-600	737-700	737-800	737-900	737-700W	737-800W	737-900W	MD-80	A321-100	A321-200	A320-100	A320-200	A319	737-MAX8	737-MAX9	E195-E2	A220-300												
	AIRBUS	A330-300	L2	E	28.88m	94.75ft	737-300	737-300W	737-400	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	ERJ-190	ERJ-195	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
	AIRBUS	A340-200	L2	E	21.23m	69.65ft	737-200	737-300	737-300W	737-400	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	CRJ-700	CRJ-700ER	CRJ-900	ERJ-170	ERJ-175	ERJ-190	ERJ-195	MD-80	Q400	737-MAX8	737-MAX9	E195-E2
AIRBUS	A340-300	L2	E	28.35m	93.01ft	737-300	737-300W	737-400	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	ERJ-190	ERJ-195	MD-80	737-MAX8	737-MAX9									
AIRBUS	A340-500	L2	E	28.88m	94.75ft	737-200	737-300W	737-400	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300									
B	BOEING	757-200	L2	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	BOEING	757-300	L2	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	AIRBUS	A330-200	L2	E	28.88m	94.75ft	737-300W	737-400	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	ERJ-190	ERJ-195	MD-80	737-MAX8	737-MAX9										
C																																			
D	AIRBUS	A319	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	AIRBUS	A320-100	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	AIRBUS	A320-200	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	AIRBUS	A321-100	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	AIRBUS	A321-200	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	AIRBUS	A310-200	L1	D	35.79m	117.42ft	737-600	737-700	737-700W	737-800	737-800W	A319	A320-100	A320-200	737-MAX8	737-MAX9																			
	AIRBUS	A310-300	L1	D	35.79m	117.42ft	737-600	737-700	737-700W	737-800	737-800W	A319	A320-100	A320-200	737-MAX8	737-MAX9																			
	BOMBARDIER	Q400	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	BOMBARDIER	CRJ-705	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	BOMBARDIER	CRJ-700ER	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	BOMBARDIER	CRJ-200	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	BOMBARDIER	CRJ-900	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
	E	BOEING	737-200	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																											
BOEING		737-300	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-300W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-400	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-500	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-600	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-700	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-700W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-MAX7	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-800	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-800W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-900	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-900W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-MAX8	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		737-MAX9	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
AIRBUS		A220-300	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
EMBRAER		ERJ-170	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
EMBRAER		ERJ-175	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
EMBRAER		ERJ-190	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
EMBRAER		ERJ-195	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
EMBRAER		E195-E2	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		767-200	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		767-300	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		767-300ER	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												
BOEING		767-400ER	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																												

Gate 17 (Gate 17 has 4.5m Clearance for Code D/E/F and Gate 19 has 4.5m Clearance)

STOP BAR	Manufacturer	Model	Docking Door	ICAO	Maximum Wingspan	Aircraft Restrictions on Gate 19																									
A	BOEING	747-400	L2	E	32.85m	107.78ft	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	737-MAX8	737-MAX9	E195-E2	A220-300									
	BOEING	747-400ER	L2	E	32.85m	107.78ft	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	737-MAX8	737-MAX9	E195-E2	A220-300									
	BOEING	777-200	L2	E	28.88m	94.75ft	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
	BOEING	777-200ER	L2	E	28.88m	94.75ft	A319	A320-100	A320-200	A321-100	A321-200	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
	BOEING	777-200LR	L2	E	28.88m	94.75ft	A319	A320-100	A320-200	A321-100	A321-200	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
	BOEING	777-300	L2	E	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	777-300ER	L2	E	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	787-8	L2	E	28.88m	94.75ft	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
	BOEING	787-9	L2	E	28.88m	94.75ft	737-600	737-700	737-800	737-900	737-700W	737-800W	737-900W	737-MAX8	737-MAX9	E195-E2	A220-300														
	AIRBUS	A330-300	L2	E	28.88m	94.75ft	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
	AIRBUS	A340-200	L2	E	26.00m	85.30ft	737-200	737-300	737-300W	737-400	737-500	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	ERJ-190	ERJ-195	MD-80	Q400	737-MAX8	737-MAX9	E195-E2	A220-300
	AIRBUS	A340-300	L2	E	28.88m	94.75ft	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
	AIRBUS	A340-500	L2	E	31.22m	102.43ft	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300								
B	BOEING	757-200	L2	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	757-300	L2	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	AIRBUS	A330-200	L2	E	28.88m	94.75ft	737-300W	737-600	737-700	737-700W	737-800	737-800W	737-900	737-900W	A319	A320-100	A320-200	A321-100	A321-200	MD-80	737-MAX8	737-MAX9	E195-E2	A220-300							
C																															
D	AIRBUS	A319	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	AIRBUS	A320-100	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	AIRBUS	A320-200	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	AIRBUS	A321-100	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	AIRBUS	A321-200	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	AIRBUS	A310-200	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	AIRBUS	A310-300	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOMBARDIER	CRJ-200	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOMBARDIER	CRJ-700ER	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOMBARDIER	CRJ-705	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOMBARDIER	CRJ-900	L1	B	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
BOMBARDIER	Q400	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																									
E	BOEING	737-200	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-300	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-300W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-400	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-500	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-600	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-700	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-700W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-MAX7	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-800	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-800W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-900	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-900W	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-MAX8	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	BOEING	737-MAX9	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	EMBRAER	ERJ-170	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	EMBRAER	ERJ-175	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	EMBRAER	ERJ-190	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	EMBRAER	ERJ-195	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
	EMBRAER	E195-E2	L1	C	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																								
BOEING	767-200	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																									
BOEING	767-300	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																									
BOEING	767-300ER	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																									
BOEING	767-400ER	L1	D	35.92m	117.85ft	ALL a/c @ GATE 19 WORKS																									

Pavement Markings



Stop Line Sign Board

17		YYC CALGARY AIRPORT AUTHORITY	
E	B737-200/300/400/500/600/700		
	B737-800/900/MAX		
	E195-E2		
	ERJ-170/175/190/195		
	MD-80	B767-200	
D	B767-300/400L1	A220-300	
	A310-200/300	A319	
	A320-100/200	A321-100/200	
	A330-200/300L1		
	A340-200/300/500L1		
C	Q400 CRJ-200/700/705/900		
	B747-200/300/400L1		
B	B777-200/300L1		
	A330-200L2		
A	B757-200/300L1/L2		
	A330-300L2	A340-600L1	
	A340-200/300/500L2		
	B747-200/300/400L2		
	B767-300L2		
	B787/900L2	B777-200/300L2	
	B787-800L1/L2	B787-900L1/L2	

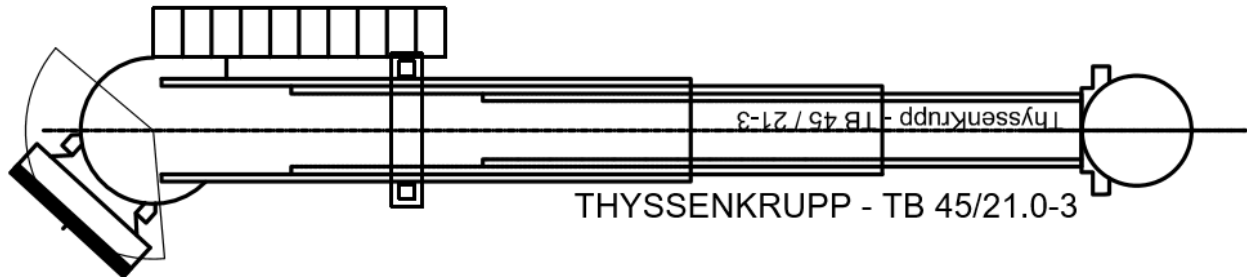
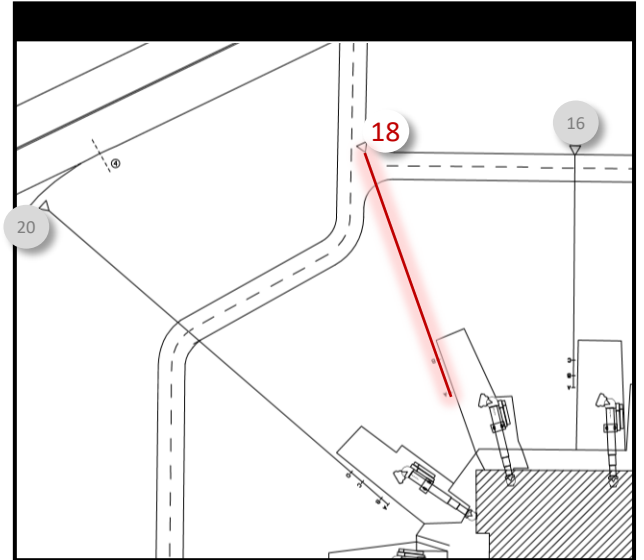
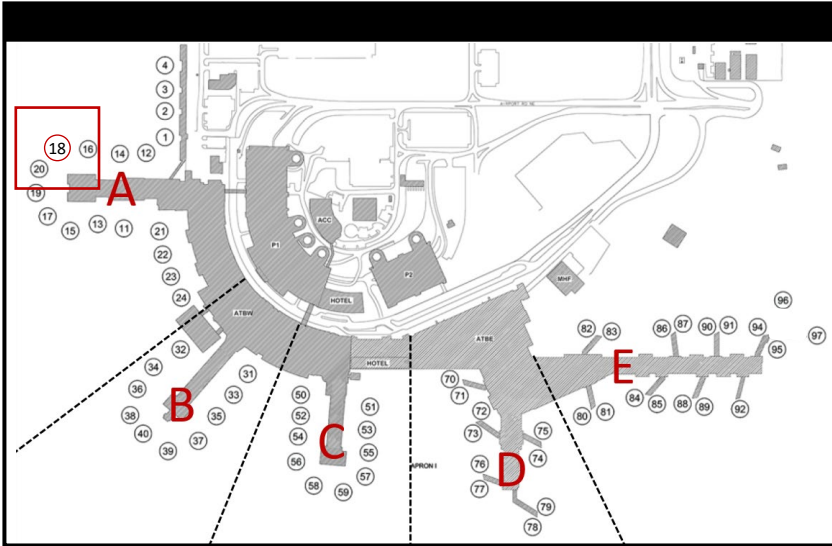
Notes:



LEAD-IN LINE 17

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp 45/21.0-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC/DC	HOBART	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	No

Notes:



LEAD-IN LINE 18

CONCOURSE A

GATE CAPABILITIES

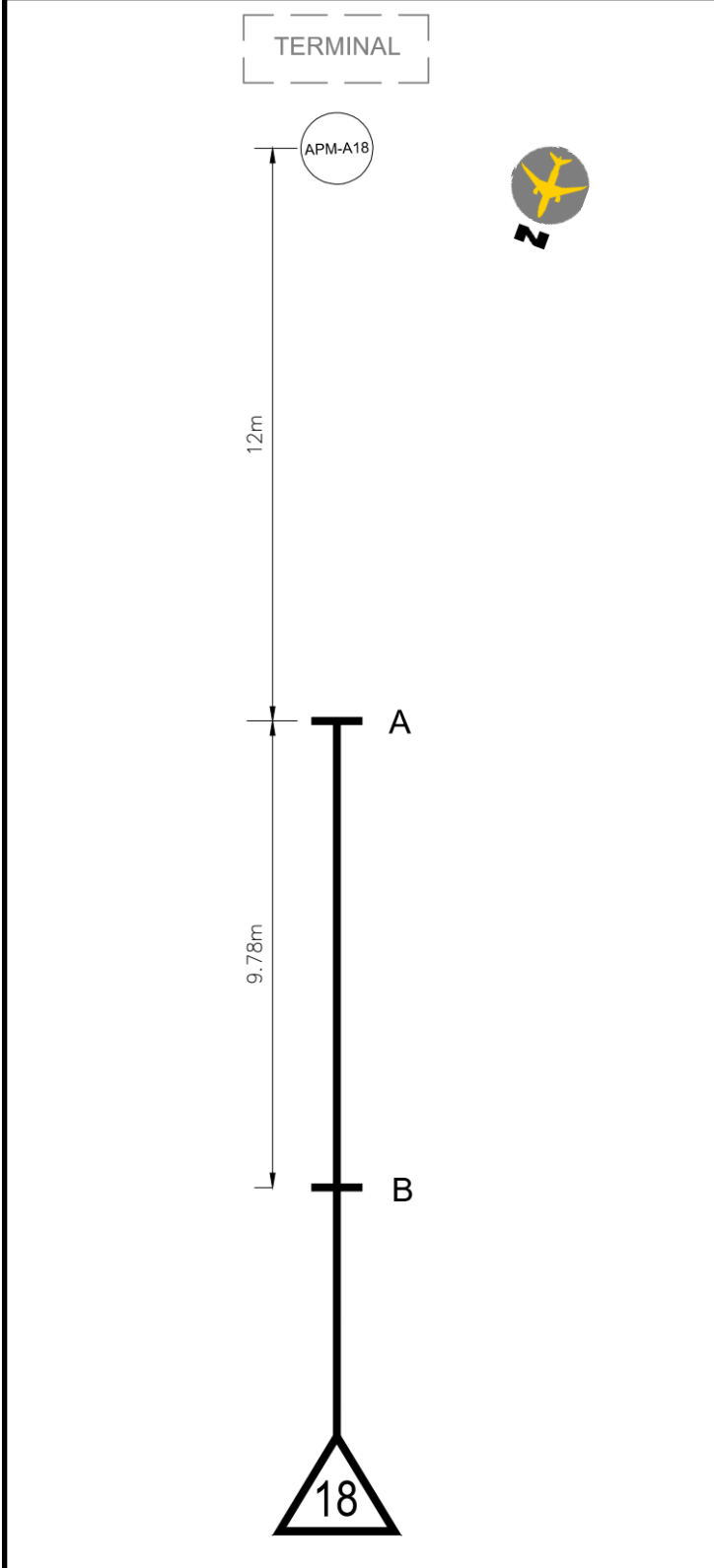
PBB: 18 | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 20				GATE 16		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-200	L1	35.92m	117.85ft	A	12m	7.97%	7.40%	1
35.92m	117.85ft	737-300	L1	35.92m	117.85ft		12m	7.41%	6.87%	1
35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		12m	7.41%	6.87%	1
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		12m	7.41%	6.87%	1
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		12m	7.43%	6.89%	1
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		12m	7.53%	6.99%	1
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		12m	7.53%	6.99%	1
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		12m	7.53%	7.00%	1
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		12m	7.4%	6.3%	1
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		12m	7.54%	7.00%	1
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		12m	7.53%	7.00%	1
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		12m	6.80%	5.74%	1
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		12m	7.53%	7.00%	1
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		12m	7.54%	7.00%	1
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		12m	6.72%	5.74%	1
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		12m	6.40%	6.10%	1
35.92m	117.85ft	A319	L1	35.92m	117.85ft		12m	4.84%	4.51%	1
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		12m	4.81%	4.55%	1
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		12m	4.85%	4.47%	1
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		12m	4.81%	4.40%	1
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		12m	4.81%	4.40%	1
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		12m	7.49%	7.13%	1
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		12m	7.53%	7.21%	1
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		12m	8.1%	7.8%	1
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		12m	11.04%	10.88%	1, 2
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	B	21.78m	8.36%	7.83%	1
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		21.78m	8.06%	7.85%	1
35.92m	117.85ft	CRJ-700 ER	L1	35.92m	117.85ft		21.78m	7.98%	7.77%	1
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		21.78m	7.85%	7.85%	1
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		21.78m	5.98%	5.74%	1
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		21.78m	5.96%	5.70%	1

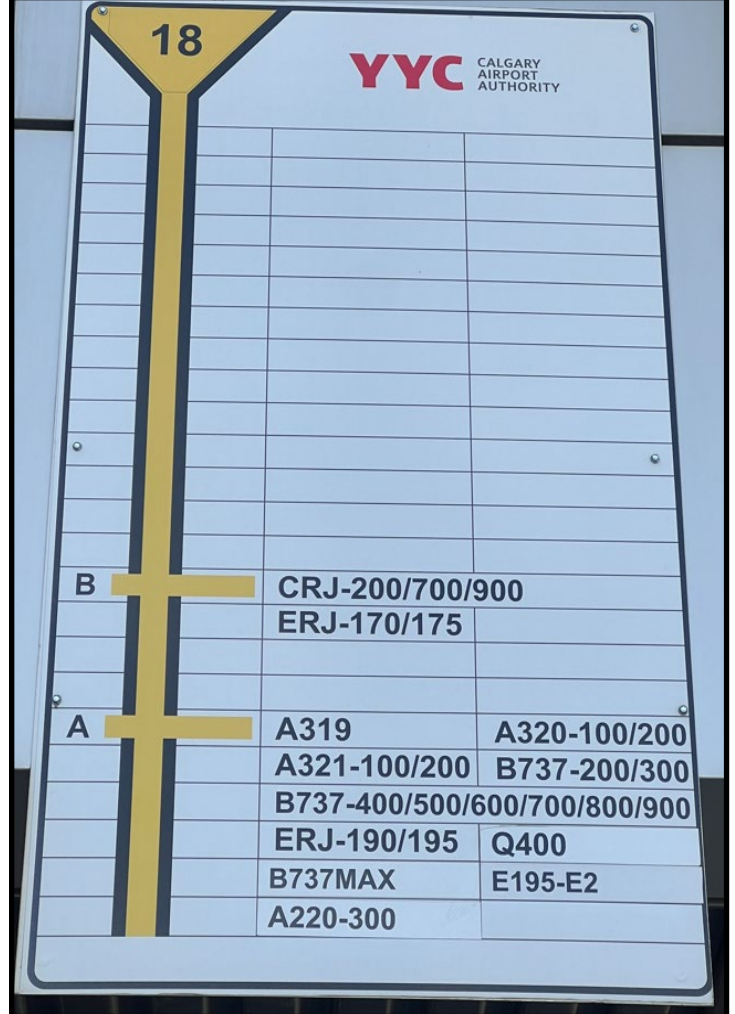
Notes:

1. WHEN GATE 18 IS OCCUPIED, GATE 20 IS RESTRICTED TO AGN III (CODE C)
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 11.04% FOR THE Q400

Pavement Markings



Stop Line Sign Board



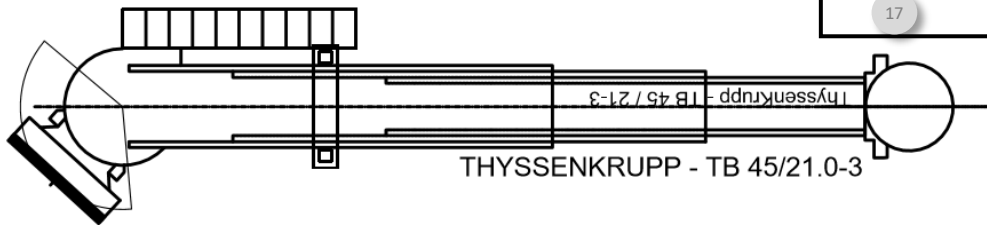
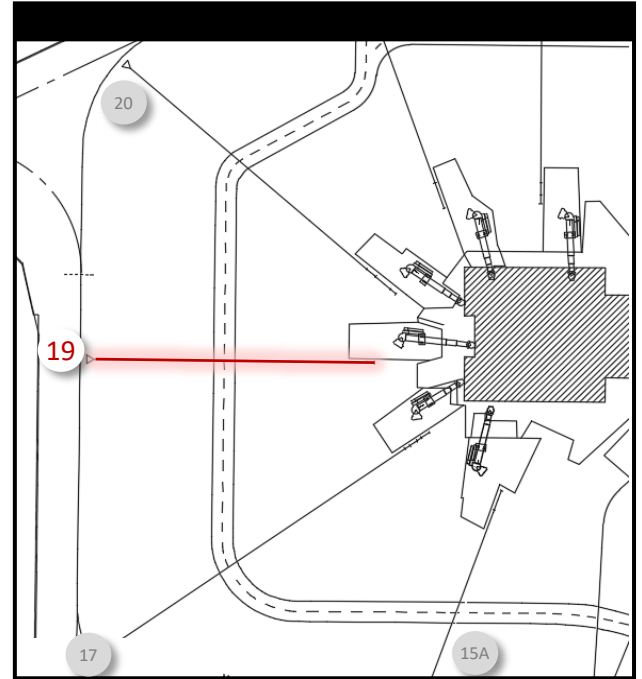
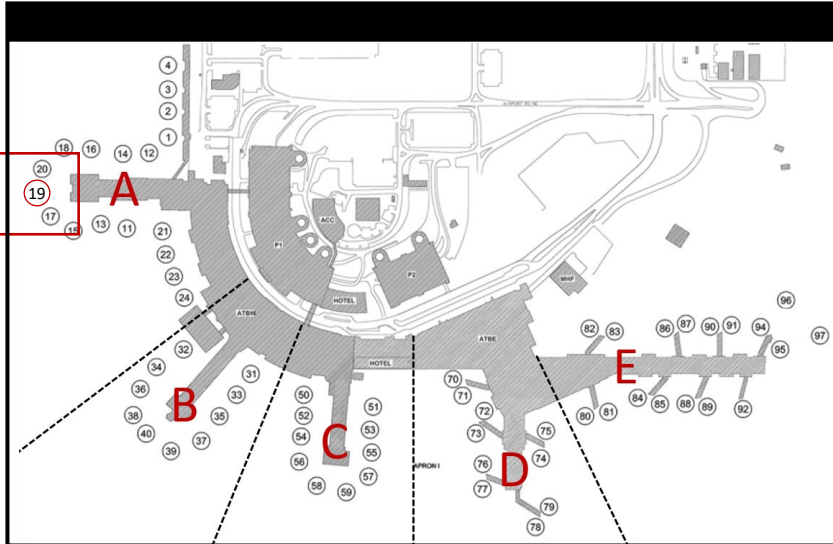
Notes:



LEAD-IN LINE 18

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-45/21.0-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC/DC	HOBART	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	No

Notes:



LEAD-IN LINE 19

CONCOURSE A

GATE CAPABILITIES

PBB: 19 | Stop Lines: A-B

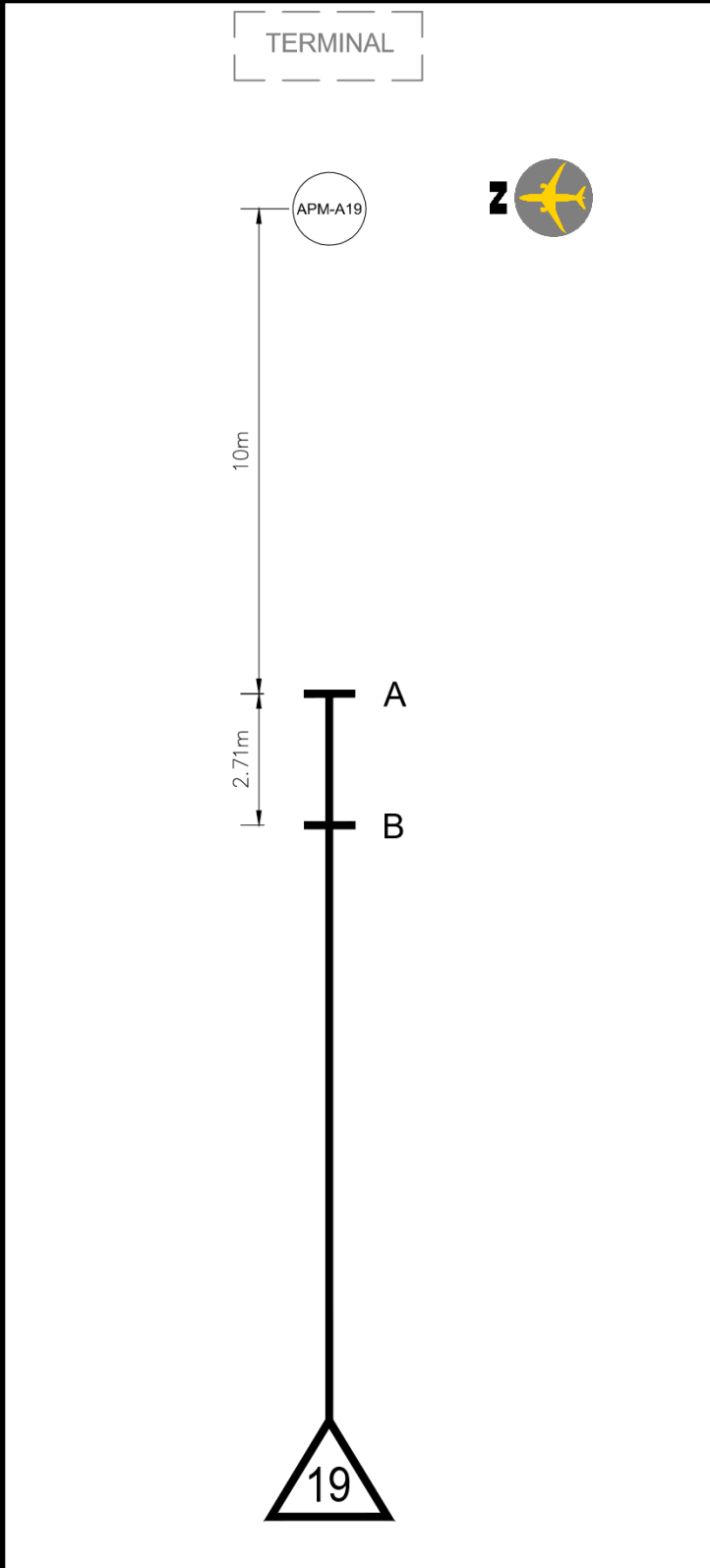
MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes	
GATE 17				GATE 20		Letter	Dist.	Full	Empty		
64.92m	212.99ft	737-200	L1	51.92m	170.33m	A	10m	6.45%	5.98%	1, 2	
64.92m	212.99ft	737-300	L1	51.92m	170.33m		10m	5.99%	5.54%	1, 2	
64.92m	212.99ft	737-300W	L1	51.92m	170.33m		10m	5.99%	5.54%	1, 2	
64.92m	212.99ft	737-400	L1	51.92m	170.33m		10m	5.99%	5.54%	1, 2	
64.92m	212.99ft	737-500	L1	51.92m	170.33m		10m	6.00%	5.55%	1, 2	
64.8m	212.60ft	737-600	L1	51.92m	170.33m		10m	6.09%	5.64%	1, 2	
64.8m	212.60ft	737-700	L1	51.92m	170.33m		10m	6.09%	5.64%	1, 2	
64.8m	212.60ft	737-700W	L1	51.92m	170.33m		10m	6.09%	5.64%	1, 2	
64.8m	212.60ft	737-MAX7	L1	51.92m	170.33m		10m	6.0%	5.1%	1,2	
64.8m	212.60ft	737-800	L1	51.92m	170.33m		10m	6.09%	5.64%	1, 2	
64.8m	212.60ft	737-800W	L1	51.92m	170.33m		10m	6.09%	5.64%	1, 2	
64.8m	212.60ft	737-MAX8	L1	51.92m	170.33m		10m	5.49%	4.61%	1, 2	
64.92m	212.99ft	737-900	L1	51.92m	170.33m		10m	6.09%	5.64%	1, 2	
64.92m	212.99ft	737-900W	L1	51.92m	170.33m		10m	6.09%	5.64%	1, 2	
64.8m	212.60ft	737-MAX9	L1	51.92m	170.33m		10m	5.43%	4.61%	1, 2	
64.8m	212.60ft	A220-300	L1	51.92m	170.33m		10m	5.20%	4.90%	1,2	
64.8m	212.60ft	A319	L1	51.92m	170.33m		10m	3.82%	3.54%	1, 2	
64.8m	212.60ft	A320-100	L1	51.92m	170.33m		10m	3.79%	3.57%	1, 2	
64.8m	212.60ft	A320-200	L1	51.92m	170.33m		10m	3.82%	3.51%	1, 2	
64.92m	212.99ft	A321-100	L1	51.92m	170.33m		10m	3.79%	3.45%	1, 2	
64.92m	212.99ft	A321-200	L1	51.92m	170.33m		10m	3.79%	3.45%	1, 2	
64.92m	212.99ft	ERJ-170	L1	51.92m	170.33m		10m	6.23%	5.97%	1, 2	
64.92m	212.99ft	ERJ-175	L1	51.92m	170.33m		10m	6.21%	5.92%	1, 2	
64.92m	212.99ft	ERJ-190	L1	51.92m	170.33m		10m	6.06%	5.76%	1, 2	
64.92m	212.99ft	ERJ-195	L1	51.92m	170.33m		10m	6.08%	5.82%	1, 2	
64.92m	212.99ft	E195-E2	L1	51.92m	170.33m		10m	6.6%	6.3%	1, 2	
64.92m	212.99ft	MD-83	L1	51.92m	170.33m		10m	7.03%	6.51%	1, 2	
64.92m	212.99ft	MD-87	L1	51.92m	170.33m		10m	7.03%	6.59%	1, 2	
64.92m	212.99ft	CRJ-200	L1	51.92m	170.33m		B	12.71m	8.32%	7.76%	1,2
64.92m	212.99ft	CRJ-700	L1	51.92m	170.33m			12.71m	8.00%	7.79%	1,2
64.92m	212.99ft	CRJ-700 ER	L1	51.92m	170.33m			12.71m	7.92%	7.71%	1,2
79.75m	261.65ft	CRJ-900	L1	51.92m	170.33m			12.71m	7.79%	7.79%	1,2
64.8m	212.60ft	Q400	L1	51.92m	170.33m	12.71m		8.59%	8.46%	1,2,3	

1. WHEN GATE 19 IS OCCUPIED, GATE 17 IS RESTRICTED TO AGN III (CODE C)
REFER TO GATE 19 MATRIX FOR AIRCRAFT RESTRICTED ON GATE 17 – Next page...
2. WHEN GATE 19 IS OCCUPIED, GATE 20 IS RESTRICTED TO AGN IV (CODE D)
3. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.59% FOR THE Q400

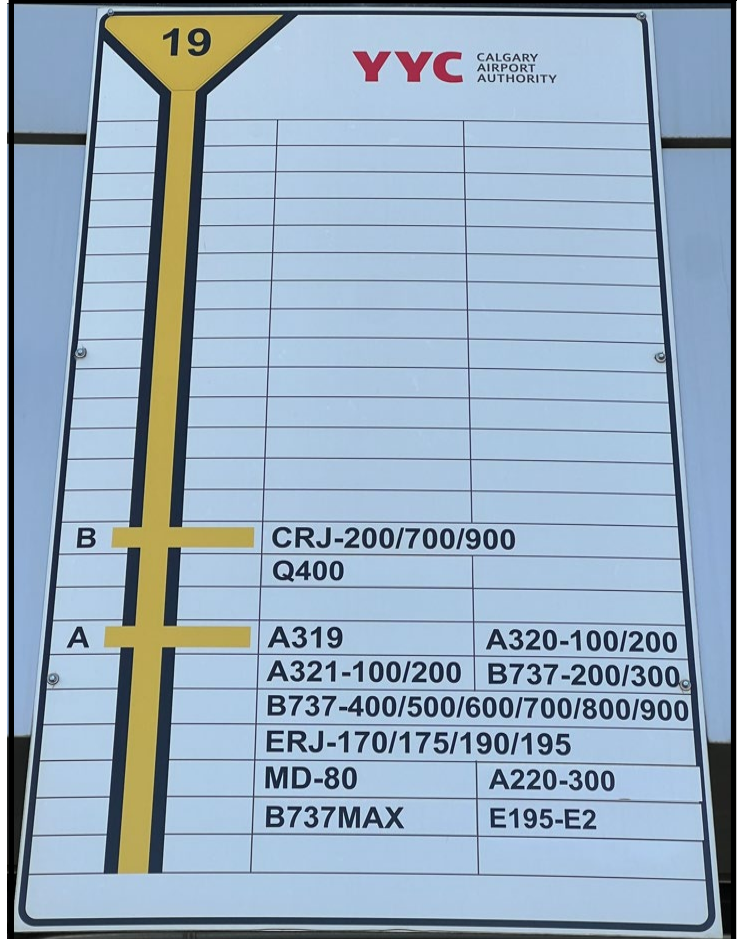
Gate 19 (Gate 19 has 4.5m Clearance and Gate 17 has 4.5m Clearance for Code D/E/F)

STOP BAR	Manufacturer	Model	ICAO	Maximum Wingspan		Aircraft Restrictions on Gate 17											
A	BOEING	737-200	C	64.92m	212.99ft	A340-200 L2											
	BOEING	737-300	C	64.92m	212.99ft	A340-200 L2											
	BOEING	737-300W	C	64.92m	212.99ft	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	777-200ER L2	777-200LR L2				
	BOEING	737-400	C	64.92m	212.99ft	A340-200 L2											
	BOEING	737-500	C	64.92m	212.99ft	A340-200 L2											
	BOEING	737-600	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	BOEING	737-700	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	BOEING	737-700W	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	787-200LR L1
	BOEING	737-MAX7	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	787-200LR L1
	BOEING	737-800	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	BOEING	737-800W	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	787-200LR L1
	BOEING	737-900	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	BOEING	737-900W	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	787-200LR L1
	BOEING	737-MAX8	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L1/L2	777-200LR L2	787-200LR L1
	BOEING	737-MAX9	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L1/L2	777-200LR L2	787-200LR L1
	AIRBUS	A220-300	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L1/L2	777-200LR L2	787-200LR L1
	AIRBUS	A319	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	AIRBUS	A320-100	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	AIRBUS	A320-200	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	AIRBUS	A321-100	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	AIRBUS	A321-200	C	64.80m	212.60ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2	
	EMBRAER	ERJ-170	C	64.92m	212.99ft												
	EMBRAER	ERJ-175	C	64.92m	212.99ft												
EMBRAER	ERJ-190	C	64.92m	212.99ft	A340-200 L2												
EMBRAER	ERJ-195	C	64.92m	212.99ft	A340-200 L2												
EMBRAER	E195-E2	C	64.92m	212.99ft	747-400 L2	747-400ER L2	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L1/L2	777-200LR L2	787-200LR L1	
MCDONNELL	MD-83	C	64.92m	212.99ft	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2				
MCDONNELL	MD-87	C	64.92m	212.99ft	777-200 L2	787-800 L2	A330-200 L2	A330-300 L2	A340-200 L2	A340-300 L2	A340-500 L2	777-200ER L2	777-200LR L2				
B	BOMBARDIER	CRJ-200	B	79.75m	261.65ft	ALL a/c @ GATE 17 WORKS											
	BOMBARDIER	CRJ-700	B	79.75m	261.65ft	ALL a/c @ GATE 17 WORKS											
	BOMBARDIER	CRJ-700 ER	B	79.75m	261.65ft	ALL a/c @ GATE 17 WORKS											
	BOMBARDIER	CRJ-900	B	79.75m	261.65ft	ALL a/c @ GATE 17 WORKS											
	BOMBARDIER	Q400	C	64.92m	212.99ft	A340-200 L2											

Pavement Markings



Stop Line Sign Board



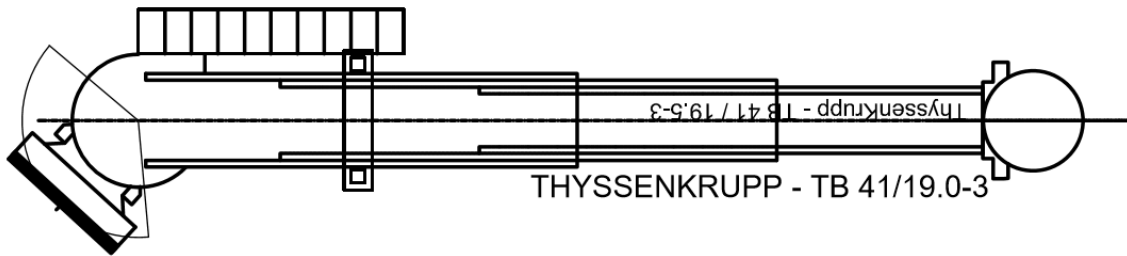
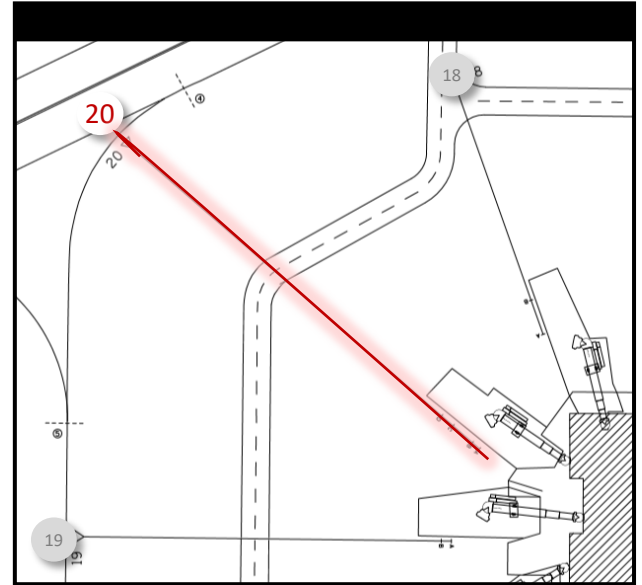
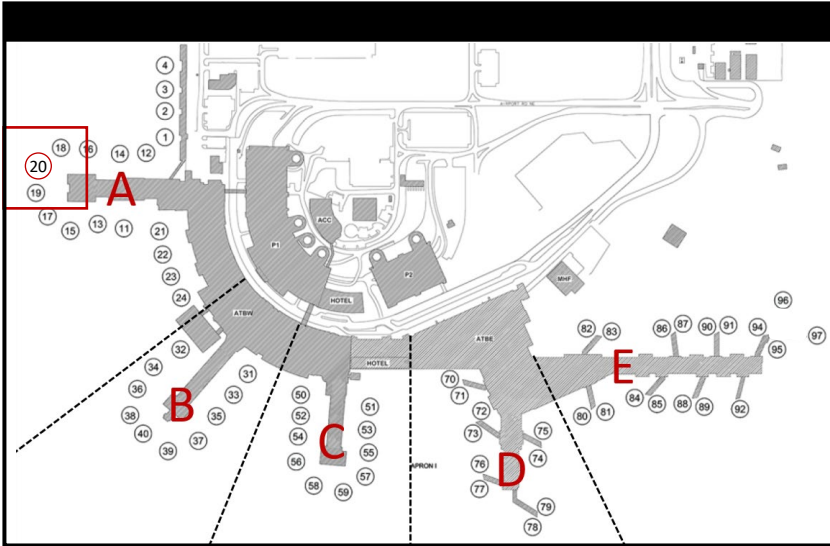
Notes:



LEAD-IN LINE 19

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-41/19.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	No

Notes:



LEAD-IN LINE 20

CONCOURSE A

GATE CAPABILITIES

PBB: 20 | Stop Lines: A-D

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 19				GATE 18		Letter	Dist.	Full	Empty	
35.92m	117.85ft	757-300	L2	0m	0ft	A	12m	2.78%	2.17%	2
35.92m	117.85ft	757-200	L2	0m	0ft	B	14.56m	2.64%	2.08%	2
0m	0ft	747-400	L2	0m	0ft		14.56m	0.44%	1.52%	1,2
0m	0ft	747-400ER	L2	0m	0ft		14.56m	0.50%	1.55%	1,2
0m	0ft	777-200	L2	0m	0ft		14.56m	0.68%	1.26%	1,2
0m	0ft	777-200ER	L2	0m	0ft		14.56m	0.65%	1.23%	1,2
0m	0ft	777-200LR	L2	0m	0ft		14.56m	0.56%	1.35%	1,2
0m	0ft	777-300	L2	0m	0ft		14.56m	0.68%	1.26%	1,2,3
0m	0ft	777-300ER	L2	0m	0ft		14.56m	0.80%	1.66%	1,2,3
0m	0ft	787-8	L2	0m	0ft		14.56m	0.82%	0.17%	1,2
0m	0ft	787-9	L2	0m	0ft		14.56m	0.75%	0.34%	1,2
0m	0ft	A330-200	L2	0m	0ft		14.56m	0.11%	0.79%	1,2
0m	0ft	A330-300	L2	0m	0ft		14.56m	0.03%	0.53%	1,2

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LEAD-IN LINE 20

CONCOURSE A

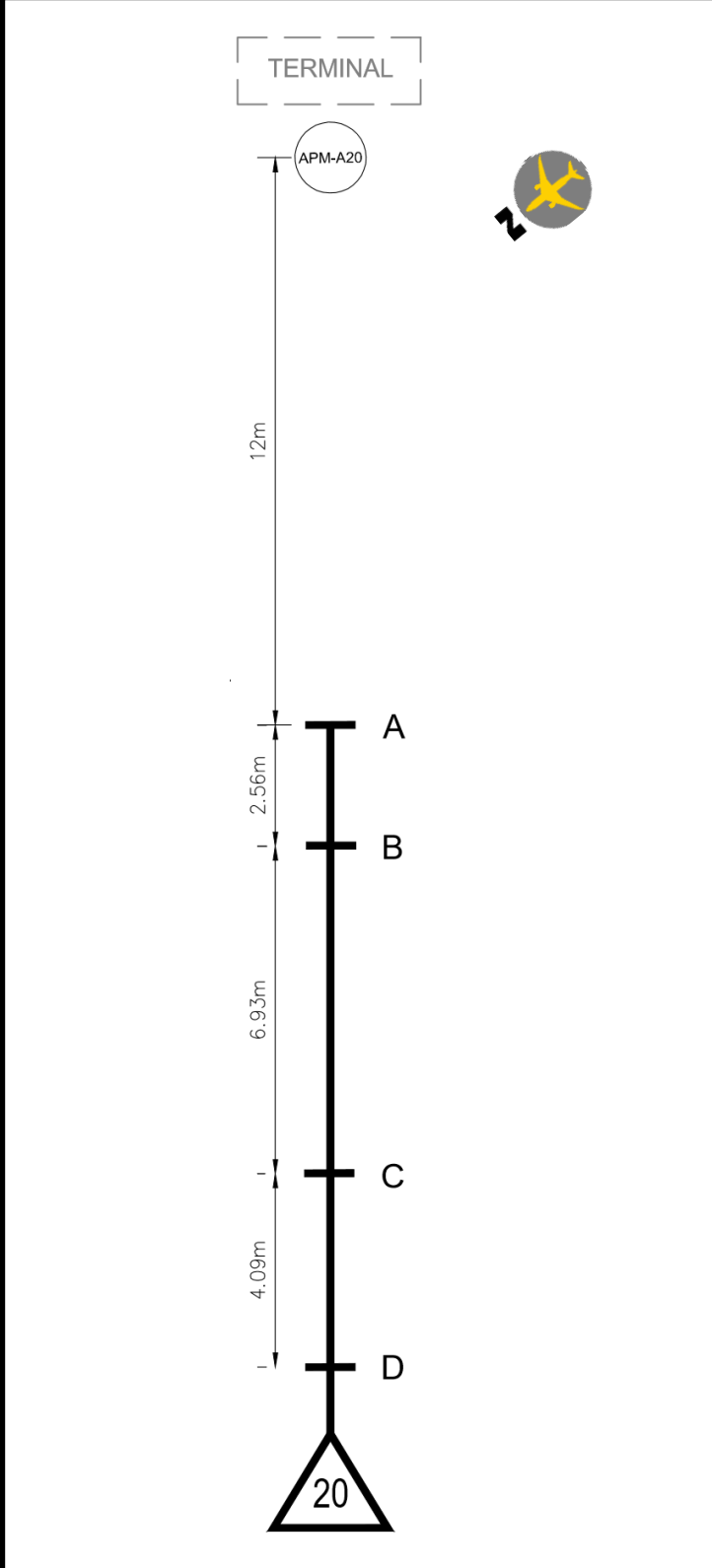
GATE CAPABILITIES

PBB: 20 | Stop Lines: A-D

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 19				GATE 18		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-200	L1	35.92m	117.85ft	C	21.49m	7.24%	6.70%	
35.92m	117.85ft	737-300	L1	35.92m	117.85ft		21.49m	6.71%	6.21%	
35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		21.49m	6.71%	6.21%	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		21.49m	6.71%	6.21%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		21.49m	6.73%	6.22%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		21.49m	6.83%	6.32%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		21.49m	6.83%	6.32%	
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		21.49m	6.83%	6.33%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		21.49m	6.7%	5.7%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		21.49m	6.84%	6.33%	
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		21.49m	6.83%	6.33%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		21.49m	6.16%	5.17%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		21.49m	6.83%	6.33%	
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		21.49m	6.83%	6.33%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		21.49m	6.09%	5.17%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		21.49m	5.80%	5.50%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft		21.49m	4.30%	3.99%	
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		21.49m	4.27%	4.03%	
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		21.49m	4.30%	3.96%	
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		21.49m	4.27%	3.89%	
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		21.49m	4.27%	3.89%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		21.49m	6.79%	6.45%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		21.49m	6.82%	6.52%	
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		21.49m	7.3%	7.0%	
35.92m	117.85ft	MD-83	L1	35.92m	117.85ft		21.49m	7.87%	7.29%	
35.92m	117.85ft	MD-87	L1	35.92m	117.85ft		21.49m	7.87%	7.37%	
35.92m	117.85ft	767-200	L1	35.92m	117.85ft		21.49m	1.82%	0.54%	2
35.92m	117.85ft	767-200ER	L1	35.92m	117.85ft		21.49m	1.82%	0.54%	2
35.92m	117.85ft	767-300	L1	35.92m	117.85ft		21.49m	1.65%	0.44%	2
35.92m	117.85ft	767-300ER	L1	35.92m	117.85ft		21.49m	1.65%	0.44%	2
35.92m	117.85ft	A310-200	L1	35.92m	117.85ft	21.49m	0.68%	0.27%	2	
35.92m	117.85ft	A310-300	L1	35.92m	117.85ft	21.49m	0.70%	0.23%	2	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft	21.49m	10.20%	10.05%	6	
35.92m	117.85ft	CRJ-700 ER	L1	35.92m	117.85ft	D	25.58m	8.48%	8.25%	5
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft		25.58m	8.94%	8.34%	5
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		25.58m	8.37%	8.37%	5
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		25.58m	8.37%	8.37%	5
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		25.58m	6.31%	6.04%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		25.58m	6.27%	5.97%	

1. WHEN GATE 20 IS OCCUPIED WITH AGN V (CODE E) GATE 19 IS VACANT
2. WHEN GATE 20 IS OCCUPIED WITH AGN IV (CODE D) OR AGN V (CODE E) GATE 18 MUST BE VACANT
3. B777-300 / 300ER TAIL EXTENDS INTO VSR BY 4.9m
4. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.94% FOR CRJ-200 / 705 / 700ER / 900
5. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 10.2% FOR THE Q400

Pavement Markings



Stop Line Sign Board

20		YYC CALGARY AIRPORT AUTHORITY	
D	CRJ-200/700/705/900 ERJ-170/175		
C	A310-200/300 A320-100/200 B737-200/300/400/500/600/700 B737-800/900 B767-300/400L1 MD-80 B737MAX E195-E2	A319 A321-100/200 B767-200 ERJ-190/195 Q400 A220-300	
B	A330-200/300L1/L2 A340-200/300/500L1/L2 B747-200/300/400L1/L2 B757-200L1/L2 B777-200/300L1/L2 B787-800/900L1/L2		
A	A340-600L1/L2 B767-300/400L2	B757-300L1/L2	

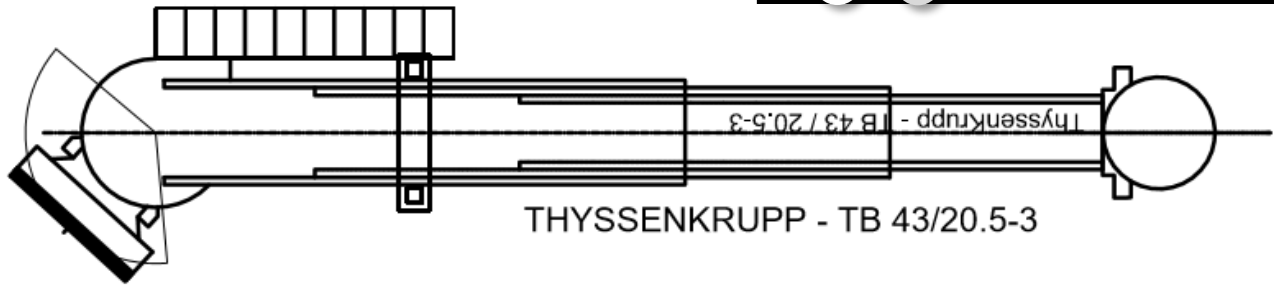
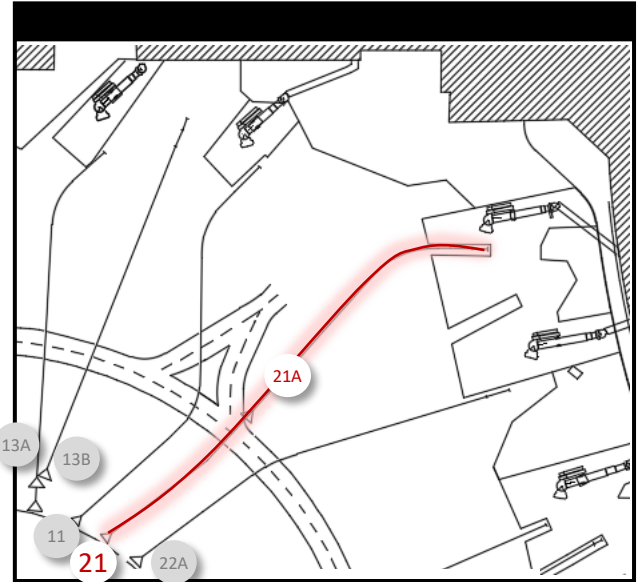
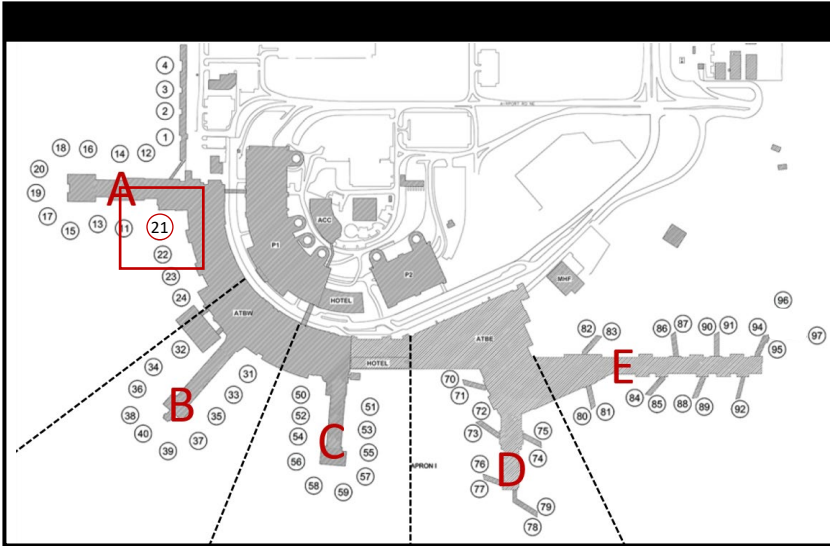
Notes:



LEAD-IN LINE 20

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	180KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:

Standard Operating Procedure

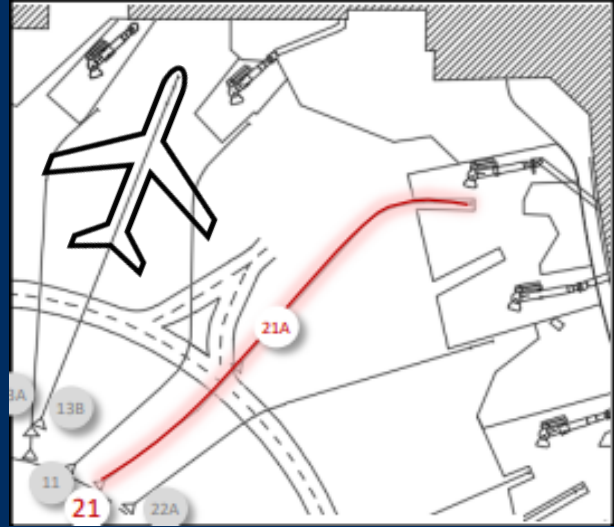
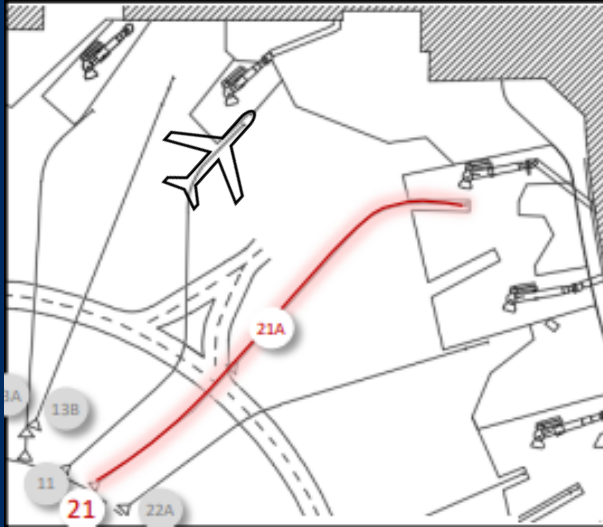
Aircraft Arrival Procedure for Stand 21a

Use this SOP for any aircraft arrivals into Stand 21a, when:

1. Any aircraft is present at Stand 11

AND/OR

2. AGN IV aircraft or larger is present at Stand 13



Responsibility	Actions
Gate planner (Airline / Ground Handler)	<ol style="list-style-type: none"> 1. Ensure when aircraft arrival operations are planned on stand 21a, that both flight and ground crews are briefed on this procedure.
Airline Flight Crew	<ol style="list-style-type: none"> 1. Taxi aircraft to stand 21a lead-in line and come to a full stop ahead of the lead-in line intersection with the tail-of-stand vehicle service road (TofS VSR) 2. Proceed to shut down aircraft engines, per company procedures, leaving anti-collision lights illuminated. 3. Await ground crew arrival and connection of aircraft tow bar / tow equipment.
Ramp Arrival Crew	<ol style="list-style-type: none"> 1. Confirm aircraft has come to full stop on lead-in line for stand 21a. 2. Proceed with connection of aircraft tow bar / tow equipment, as per company procedures. 3. Ensure wing-walkers / marshalls are in place. 4. Proceed to tow aircraft to designated Stop Bar Line on stand 21a.



LEAD-IN LINE 21A

CONCOURSE A

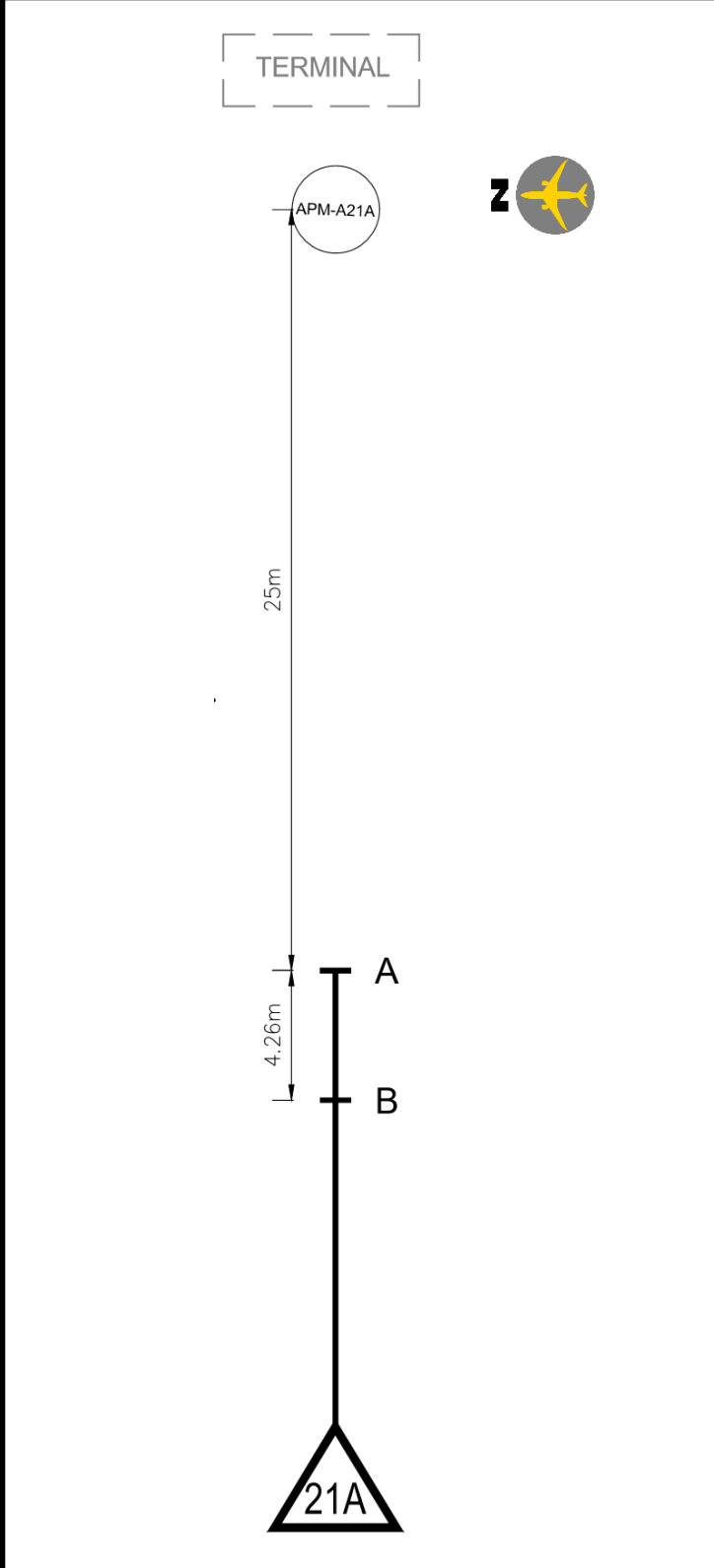
GATE CAPABILITIES

PBB: 21A | Stop Lines: A-B

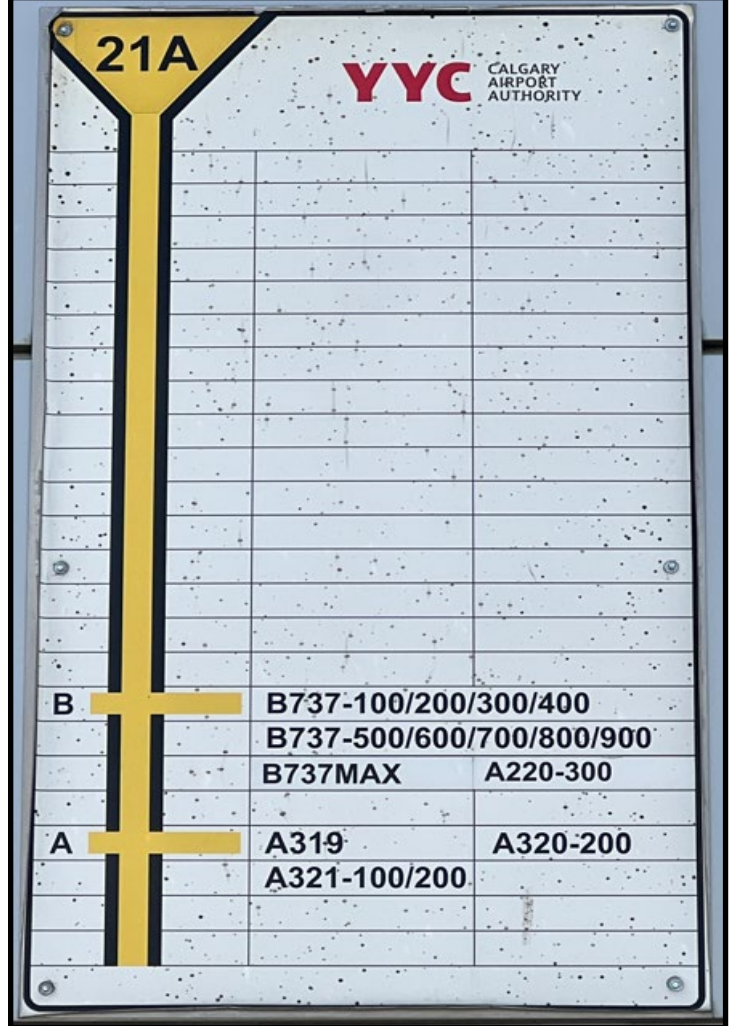
MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 22B				GATE 22A		Letter	Dist.	Full	Empty	
51.97m	170.5ft	A319	L1	35.92m	117.85ft	A	25m	5.61%	5.14%	
51.97m	170.5ft	A320-200	L1	35.92m	117.85ft		25m	5.61%	5.09%	
51.97m	170.5ft	A321-100	L1	35.92m	117.85ft		25m	5.56%	4.99%	
51.97m	170.5ft	A321-200	L1	35.92m	117.85ft		25m	5.56%	4.99%	
51.97m	170.5ft	737-100	L1	35.92m	117.85ft	B	29.26m	8.45%	7.71%	
51.97m	170.5ft	737-200	L1	35.92m	117.85ft		29.26m	8.45%	7.79%	
51.97m	170.5ft	737-300	L1	35.92m	117.85ft		29.26m	7.80%	7.19%	
51.97m	170.5ft	737-300W	L1	35.92m	117.85ft		29.26m	7.81%	7.19%	
51.97m	170.5ft	737-400	L1	35.92m	117.85ft		29.26m	7.80%	7.19%	
51.97m	170.5ft	737-500	L1	35.92m	117.85ft		29.26m	7.82%	7.20%	
51.97m	170.5ft	737-600	L1	35.92m	117.85ft		29.26m	7.95%	7.33%	
51.97m	170.5ft	737-700	L1	35.92m	117.85ft		29.26m	7.95%	7.33%	
51.97m	170.5ft	737-700W	L1	35.92m	117.85ft		29.26m	7.95%	7.33%	
51.97m	170.5ft	737-MAX7	L1	35.92m	117.85ft		29.26m	7.6%	6.4%	
51.97m	170.5ft	737-800	L1	35.92m	117.85ft		29.26m	7.97%	7.34%	
51.97m	170.5ft	737-800W	L1	35.92m	117.85ft		29.26m	7.95%	7.33%	
51.97m	170.5ft	737-MAX8	L1	35.92m	117.85ft		29.26m	7.16%	5.93%	
51.97m	170.5ft	737-900	L1	35.92m	117.85ft		29.26m	7.95%	7.33%	
51.97m	170.5ft	737-900W	L1	35.92m	117.85ft		29.26m	7.96%	7.34%	
51.97m	170.5ft	737-MAX9	L1	35.92m	117.85ft		29.26m	7.07%	5.92%	
51.97m	170.5ft	A220-300	L1	35.92m	117.85ft		29.26m	6.50%	6.10%	

Notes:

Pavement Markings



Stop Line Sign Board



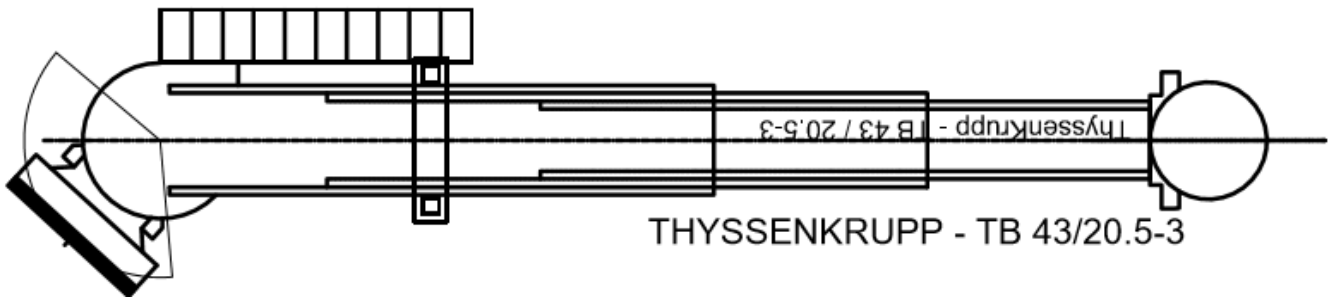
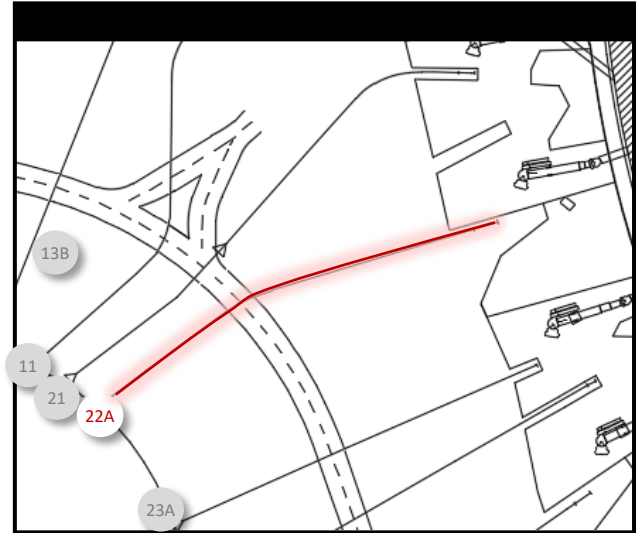
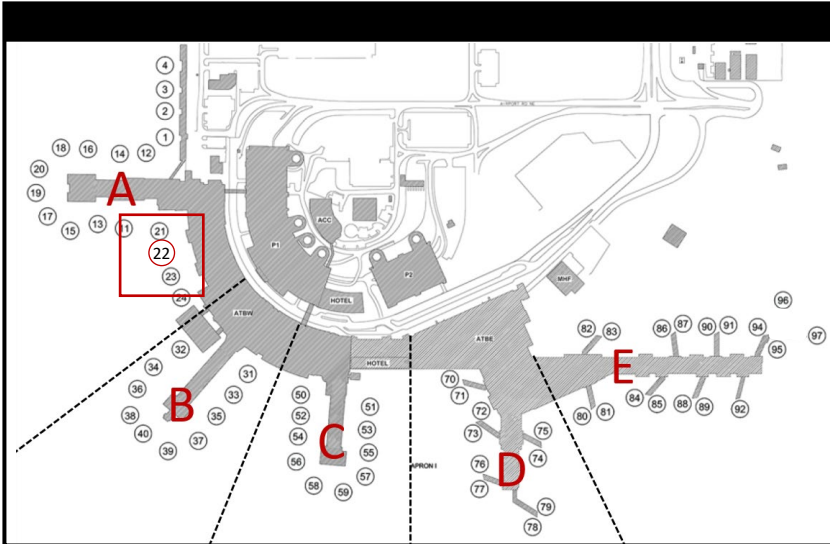
Notes:



LEAD-IN LINE 21A

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC/DC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:



LEAD-IN LINE 22A

CONCOURSE A

GATE CAPABILITIES

PBB: 22A | Stop Lines: A-B

MAXIMUM WINGSPAN		MAXIMUM WINGSPAN		Aircraft Model	Do or	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 23B		GATE 23A				GATE 21A		Letter	Dist.	Full	Empty	
64.92m	213ft	35.92m	117.85ft	737-100	L1	35.92m	117.85ft	A	8m	6.65%	6.03%	
64.92m	213ft	35.92m	117.85ft	737-200	L1	35.92m	117.85ft		8m	6.65%	6.10%	
64.92m	213ft	35.92m	117.85ft	737-300	L1	35.92m	117.85ft		8m	6.11%	5.60%	
64.92m	213ft	35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		8m	6.11%	5.60%	
64.92m	213ft	35.92m	117.85ft	737-400	L1	35.92m	117.85ft		8m	6.11%	5.60%	
64.92m	213ft	35.92m	117.85ft	737-500	L1	35.92m	117.85ft		8m	6.13%	5.61%	
64.92m	213ft	35.92m	117.85ft	737-600	L1	35.92m	117.85ft		8m	6.23%	5.71%	
64.92m	213ft	35.92m	117.85ft	737-700	L1	35.92m	117.85ft		8m	6.23%	5.71%	
64.92m	213ft	35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		8m	6.23%	5.71%	
64.92m	213ft	35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		8m	6.1%	5.1%	
64.92m	213ft	35.92m	117.85ft	737-800	L1	35.92m	117.85ft		8m	6.23%	5.72%	
64.92m	213ft	35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		8m	6.23%	5.71%	
64.92m	213ft	35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		8m	0.18%	0.00%	
64.92m	213ft	35.92m	117.85ft	737-900	L1	35.92m	117.85ft		8m	6.23%	5.71%	
64.92m	213ft	35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		8m	6.23%	5.72%	
64.92m	213ft	35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		8m	5.50%	4.55%	
64.92m	213ft	35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		8m	5.20%	4.90%	
64.92m	213ft	35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		8m	3.57%	3.32%	
64.92m	213ft	35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		8m	3.61%	3.25%	
64.92m	213ft	35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		8m	3.57%	3.18%	1
64.92m	213ft	35.92m	117.85ft	A321-200	L1	35.92m	117.85ft	8m	3.57%	3.18%	1	
64.92m	213ft	35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft	8m	6.8%	6.5%		
64.92m	213ft	35.92m	117.85ft	MD-83	L1	35.92m	117.85ft	8m	7.30%	6.71%		

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Note:

- A321-100/200 TANKER FUELING OPTION ONLY



LEAD-IN LINE 22A

CONCOURSE A

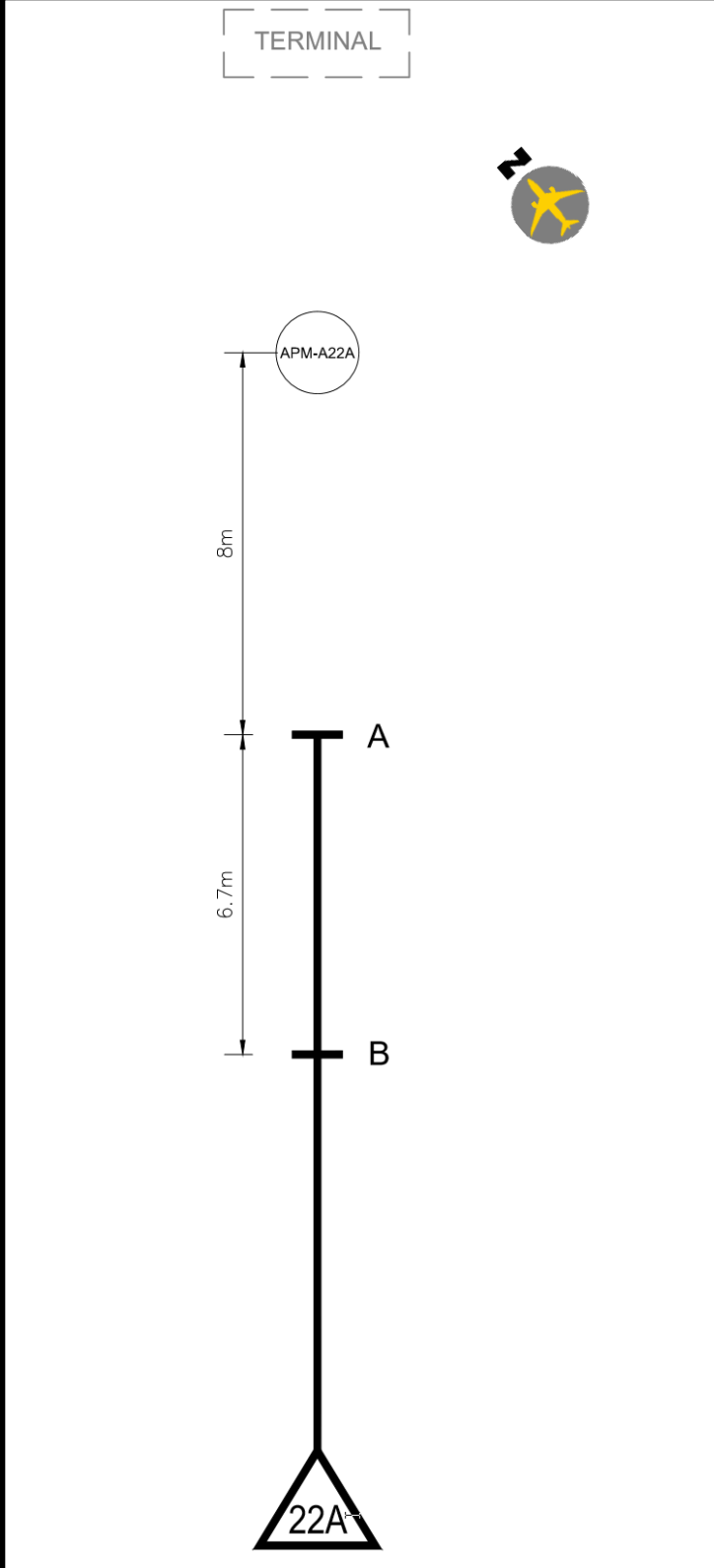
GATE CAPABILITIES

PBB: 22A | Stop Lines: A-B

MAXIMUM WINGSPAN		MAXIMUM WINGSPAN		Aircraft Model	Do or	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 23B		GATE 23A				GATE 21A		Letter	Dist.	Full	Empty	
64.92m	213ft	35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	B	14.7m	7.92%	7.36%	
64.92m	213ft	35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		14.7m	7.60%	7.38%	
64.92m	213ft	35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		14.7m	7.38%	7.38%	
64.92m	213ft	35.92m	117.85ft	E135 ER	L1	35.92m	117.85ft		14.7m	7.99%	7.78%	
64.92m	213ft	35.92m	117.85ft	E135 LR	L1	35.92m	117.85ft		14.7m	7.99%	7.78%	
64.92m	213ft	35.92m	117.85ft	E145 ER	L1	35.92m	117.85ft		14.7m	8.01%	7.70%	
64.92m	213ft	35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		14.7m	7.38%	7.38%	
64.92m	213ft	35.92m	117.85ft	E170 LR	L1	35.92m	117.85ft		14.7m	5.40%	5.14%	
64.92m	213ft	35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		14.7m	5.40%	5.14%	
64.92m	213ft	35.92m	117.85ft	E175 LR	L1	35.92m	117.85ft		14.7m	5.38%	5.10%	
64.92m	213ft	35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		14.7m	5.38%	5.10%	
64.92m	213ft	35.92m	117.85ft	ERJ-175W	L1	35.92m	117.85ft		14.7m	5.40%	5.12%	
64.92m	213ft	35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		14.7m	5.23%	4.95%	
64.92m	213ft	35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		14.7m	5.26%	5.00%	
64.92m	213ft	35.92m	117.85ft	Q400	L1	35.92m	117.85ft		14.7m	8.30%	8.17%	
64.92m	213ft	35.92m	117.85ft	A319	L1	35.92m	117.85ft		14.7m	3.51%	3.23%	

Note:

Pavement Markings



Stop Line Sign Board

Photograph of the Stop Line Sign Board for YYC. The board is white with a yellow '22A' triangle at the top. It lists aircraft types under two categories, A and B.

Category	Aircraft Types
B	CRJ-200/700/705/900 ERJ-135/145/170/175/175W ERJ-190/195 Q400 A319
A	A320-100/200 A321-100/200 B737-100/200 B737-300/400/500/600/700 B737-800/900 MD-83 B737MAX A220-300 E195-E2

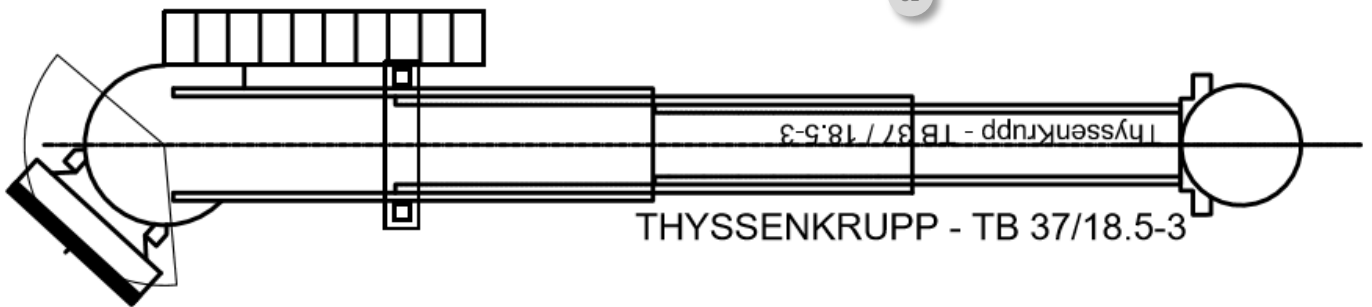
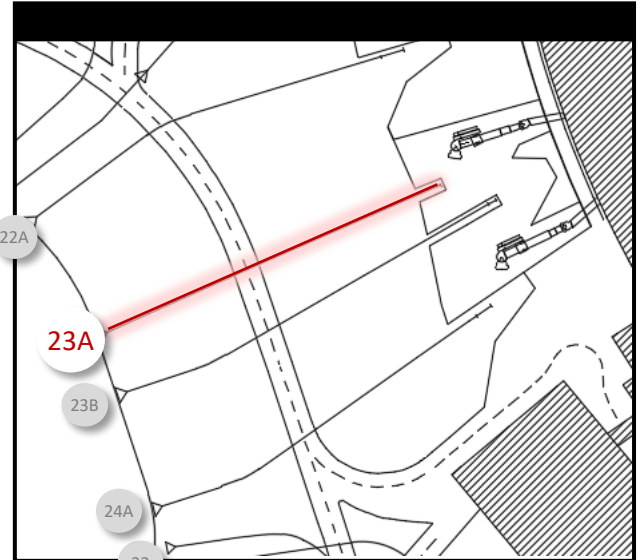
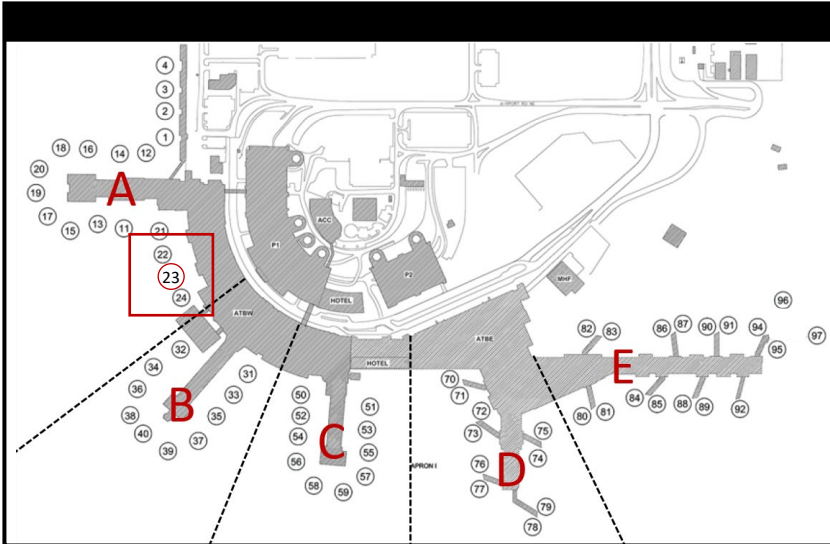
Notes:



LEAD-IN LINE 22A

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-37/18.5	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	180KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:



LEAD-IN LINE 23A

CONCOURSE A

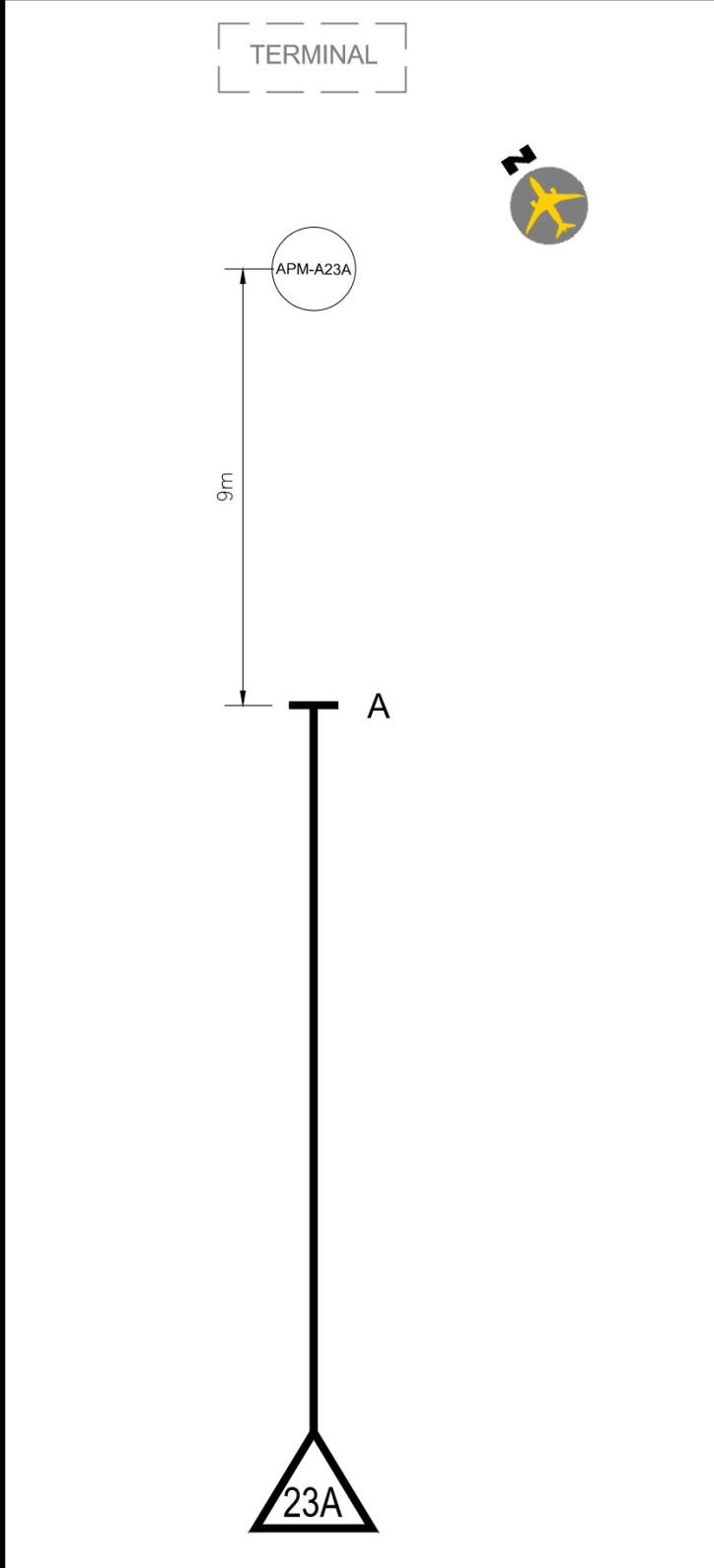
GATE CAPABILITIES

PBB: 23A | Stop Lines: A

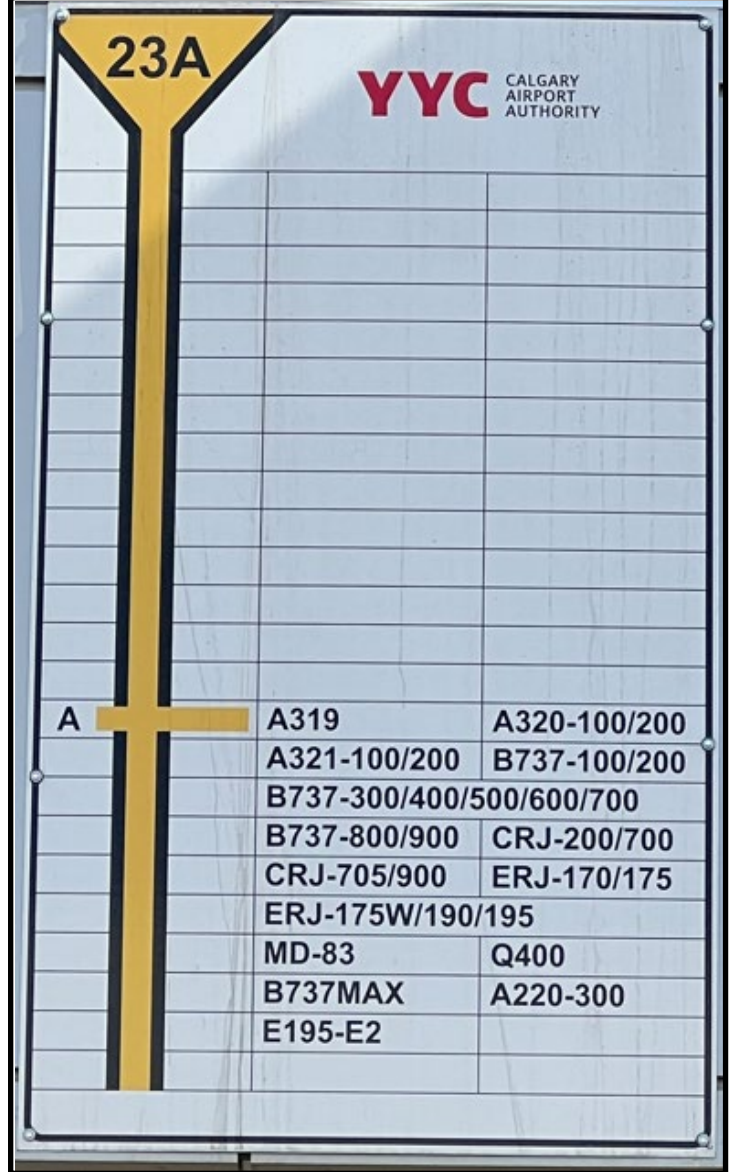
MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 24A				GATE 22A		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-100	L1	35.92m	117.85ft	A	9m	7.01%	6.37%	1
35.92m	117.85ft	737-200	L1	35.92m	117.85ft		9m	7.01%	6.44%	1
35.92m	117.85ft	737-300	L1	35.92m	117.85ft		9m	6.45%	5.91%	1
35.92m	117.85ft	737-300W	L1	35.92m	117.85ft		9m	6.45%	5.91%	1
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		9m	6.45%	5.91%	1
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		9m	6.46%	5.93%	1
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		9m	6.57%	6.04%	1
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		9m	6.57%	6.04%	1
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		9m	6.57%	6.04%	1
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		9m	6.5%	5.4%	1
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		9m	6.58%	6.04%	1
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		9m	6.57%	6.04%	1
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		9m	5.88%	4.82%	1
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		9m	6.57%	6.04%	1
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		9m	6.58%	6.04%	1
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		9m	5.81%	4.82%	1
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		9m	5.50%	5.20%	1
35.92m	117.85ft	A319	L1	35.92m	117.85ft		9m	3.85%	3.52%	1
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		9m	3.81%	3.55%	1
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		9m	3.85%	3.48%	1
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		9m	3.81%	3.40%	1
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		9m	3.81%	3.40%	1
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft		9m	9.85%	9.15%	1, 2
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		9m	9.45%	9.18%	1, 2
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		9m	9.19%	9.19%	1, 2
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		9m	9.19%	9.19%	1, 2
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		9m	6.75%	6.42%	1
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		9m	6.72%	6.36%	1
35.92m	117.85ft	ERJ-175W	L1	35.92m	117.85ft		9m	6.75%	6.39%	1
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		9m	6.53%	6.17%	1
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		9m	6.57%	6.25%	1
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		9m	7.2%	6.9%	1
35.92m	117.85ft	MD-83	L1	35.92m	117.85ft	9m	7.67%	7.06%	1	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft	9m	10.30%	10.14%	1, 3	

1. GATE 23B MUST BE VACANT
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.85% FOR CRJ-200/700/705/900
3. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 10.30% FOR Q400

Pavement Markings



Stop Line Sign Board



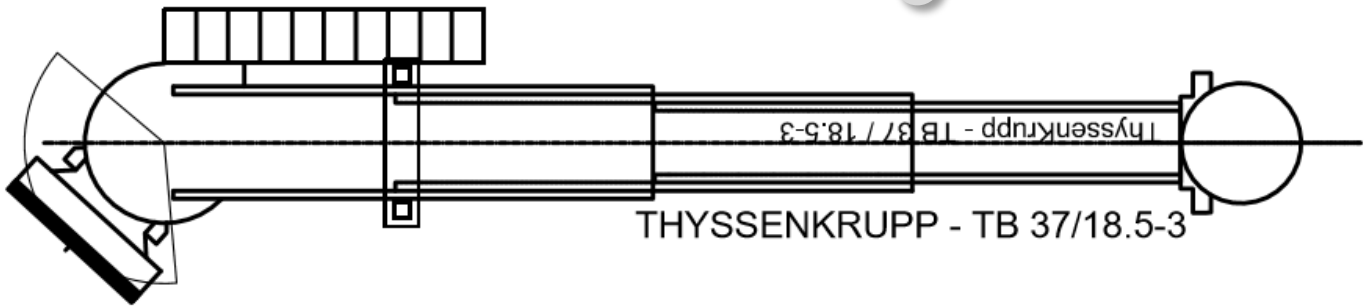
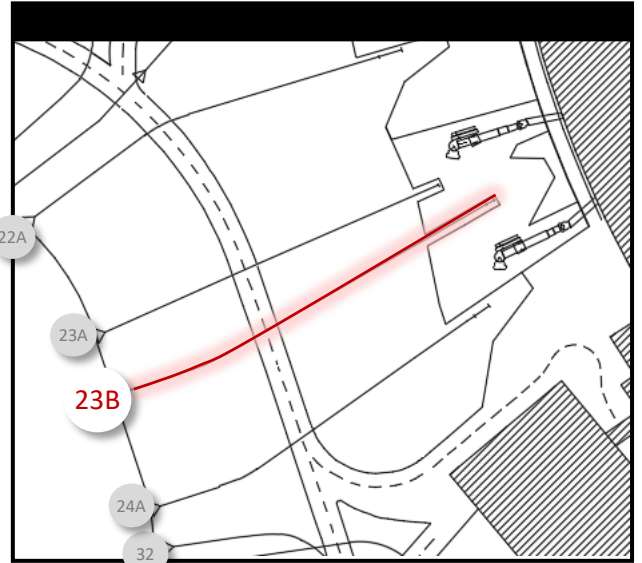
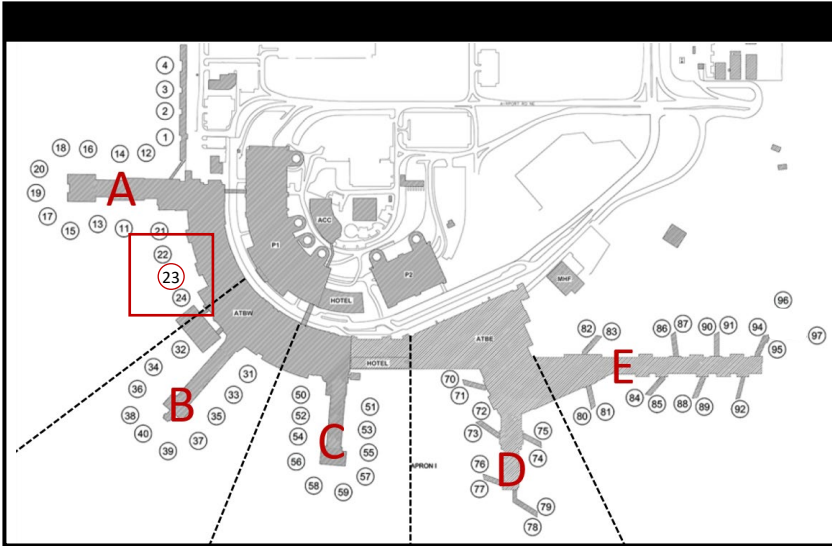
Notes:



LEAD-IN LINE 23A

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-37/18.5	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	180KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:



LEAD-IN LINE 23B

CONCOURSE A

GATE CAPABILITIES

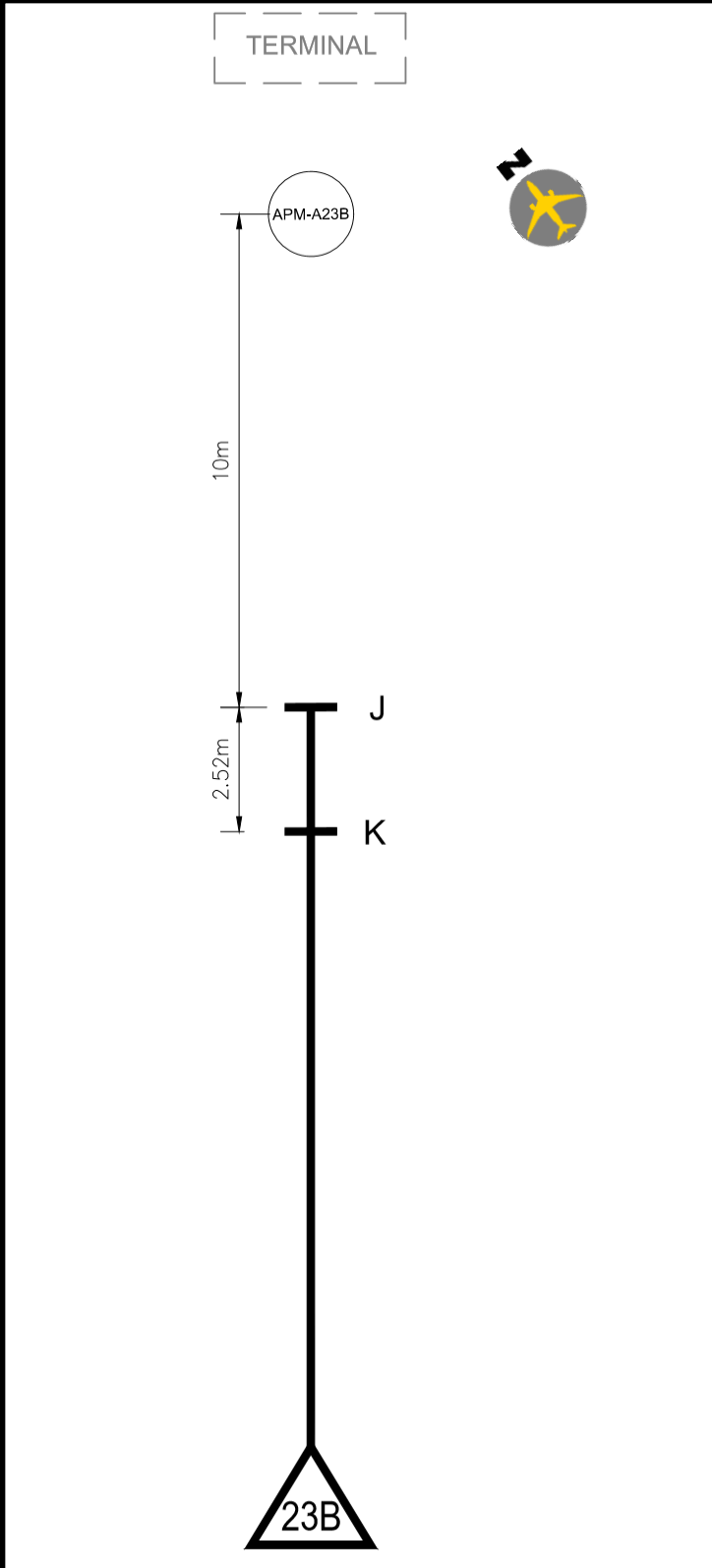
PBB: 23B | Stop Lines: J-K

MAXIMUM WINGSPAN	Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
			GATE 22A		Letter	Dist.	Full	Empty	
	777-200	L2	35.92m	117.85ft	J	10m	1.56%	2.20%	1
	777-200ER	L2	35.92m	117.85ft		10m	1.56%	2.20%	1
	777-200LR	L2	35.92m	117.85ft		10m	1.45%	2.34%	1
	777-300	L2	35.92m	117.85ft		10m	1.56%	2.20%	1
	777-300ER	L2	35.92m	117.85ft		10m	1.69%	2.65%	1
	787-8	L2	35.92m	117.85ft		10m	0.09%	1.01%	1
	787-9	L2	35.92m	117.85ft		10m	0.07%	1.16%	1
	757-200	L2	35.92m	117.85ft		K	12.52m	2.01%	1.43%
	757-300	L2	35.92m	117.85ft	12.52m		2.01%	1.43%	1
	767-200	L1	35.92m	117.85ft	12.52m		1.22%	0.45%	1
	767-200ER	L1	35.92m	117.85ft	12.52m		1.22%	0.45%	1
	767-300	L1	35.92m	117.85ft	12.52m		1.00%	0.58%	1
	767-300ER	L1	35.92m	117.85ft	12.52m		1.00%	0.58%	1
	A330-200	L2	35.92m	117.85ft	12.52m		0.84%	1.53%	1
	A330-300	L2	35.92m	117.85ft	12.52m		0.71%	1.21%	1
	A340-200	L2	35.92m	117.85ft	12.52m		0.71%	1.31%	1
	A340-300	L2	35.92m	117.85ft	12.52m		0.87%	1.47%	1
	A340-500	L2	35.92m	117.85ft	12.52m	0.91%	1.56%	1	

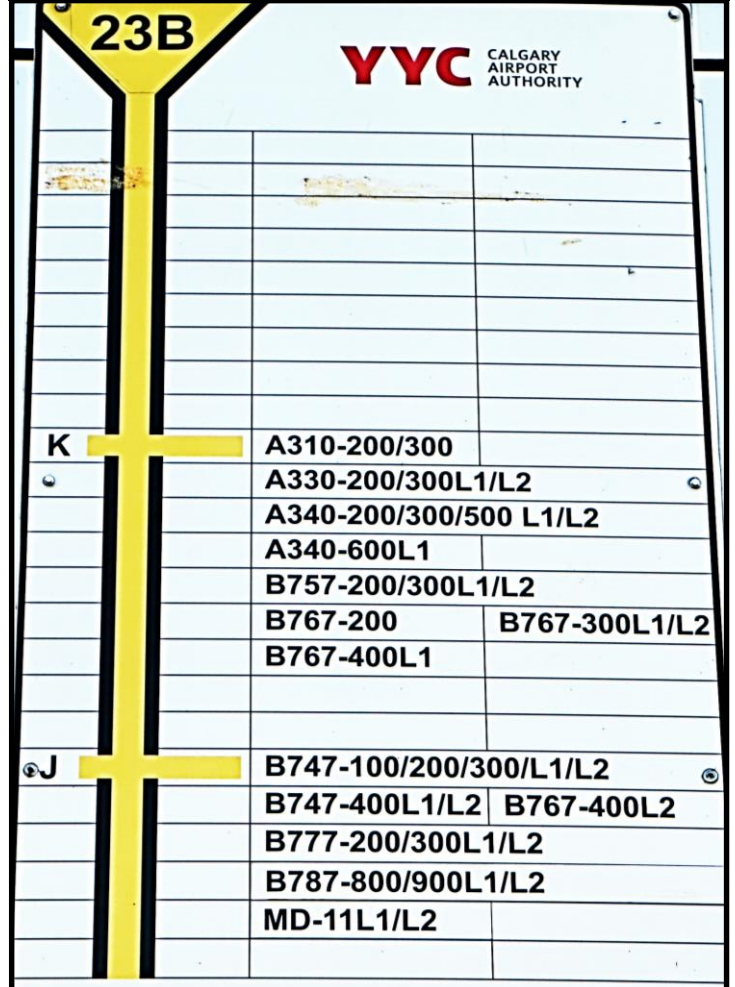
Notes:

- GATE 24A AND 23A MUST BE VACANT

Pavement Markings



Stop Line Sign Board



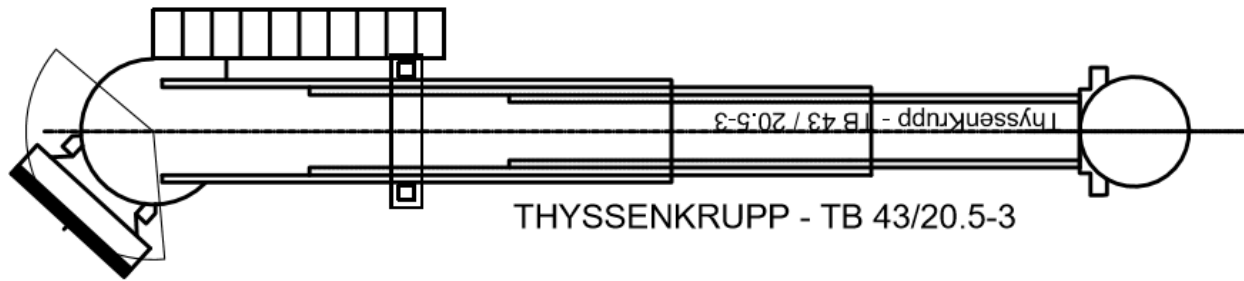
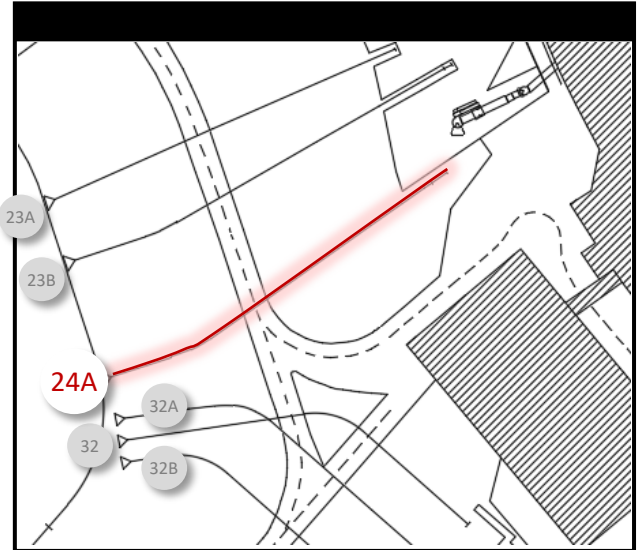
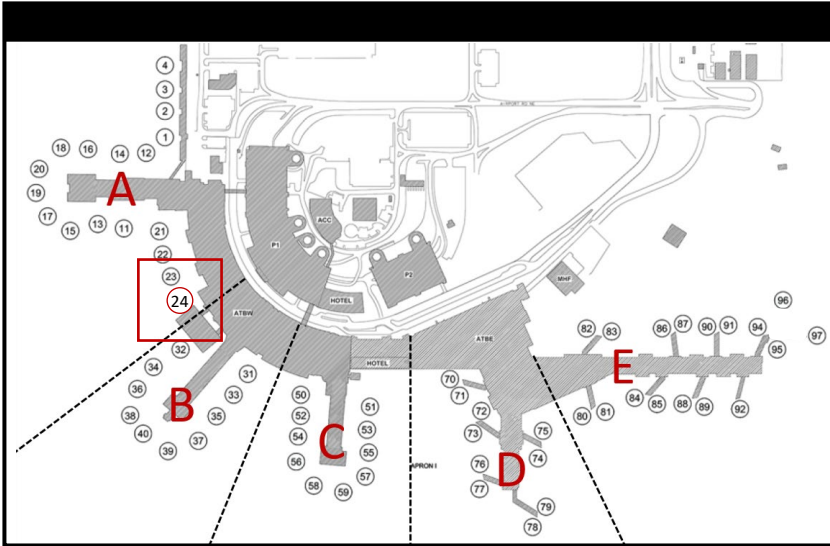
Notes:



LEAD-IN LINE 23B

C O N C O U R S E A

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC/DC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:



LEAD-IN LINE 24A

CONCOURSE A

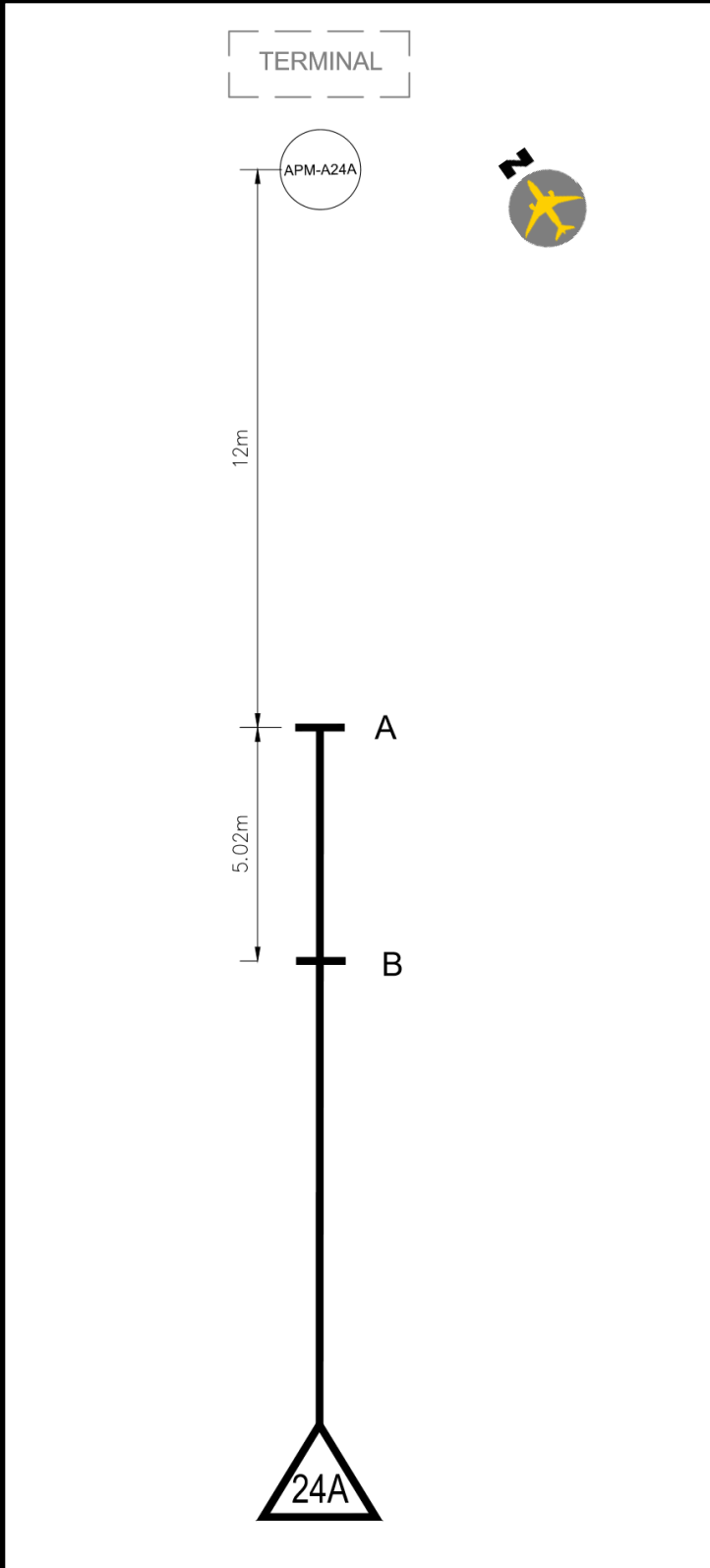
GATE CAPABILITIES

PBB: 24A | Stop Lines: A-B

MAXIMUM WINGSPAN	Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes		
			GATE 23A		Letter	Dist.	Full	Empty			
	737-400	L1	35.92m	117.85ft	A		12m	6.56%	6.06%	1	
	737-800	L1	35.92m	117.85ft			12m	6.68%	6.17%	1	
	737-800W	L1	35.92m	117.85ft			12m	6.67%	6.17%	1	
	737-MAX8	L1	35.92m	117.85ft			12m	6.03%	5.03%	1	
	737-900	L1	35.92m	117.85ft			12m	6.67%	6.17%	1	
	737-900W	L1	35.92m	117.85ft			12m	6.68%	6.17%	1	
	737-MAX9	L1	35.92m	117.85ft			12m	5.96%	5.03%	1	
	A220-300	L1	35.92m	117.85ft			12m	5.70%	5.30%	1	
	A321-100	L1	35.92m	117.85ft			12m	4.10%	3.72%	1	
	A321-200	L1	35.92m	117.85ft			12m	4.10%	3.72%	1	
	ERJ-190	L1	35.92m	117.85ft			12m	6.64%	6.30%	1	
	ERJ-195	L1	35.92m	117.85ft			12m	6.67%	6.37%	1	
	E195-E2	L1	35.92m	117.85ft			12m	7.2%	7.0%	1	
	MD-83	L1	35.92m	117.85ft			12m	7.70%	7.13%	1	
	CRJ-200	L1	35.92m	117.85ft		B		17.02m	8.56%	7.98%	1, 2
	CRJ-700	L1	35.92m	117.85ft				17.02m	8.23%	8.01%	1
	CRJ-700 ER	L1	35.92m	117.85ft			17.02m	8.15%	7.93%	1	
	CRJ-900	L1	35.92m	117.85ft			17.02m	8.01%	8.01%	1	
	737-100	L1	35.92m	117.85ft			17.02m	6.21%	5.70%	1	
	737-200	L1	35.92m	117.85ft			17.02m	6.21%	5.76%	1	
	737-300	L1	35.92m	117.85ft			17.02m	5.76%	5.33%	1	
	737-300W	L1	35.92m	117.85ft			17.02m	5.76%	5.33%	1	
	737-500	L1	35.92m	117.85ft			17.02m	5.77%	5.34%	1	
	737-600	L1	35.92m	117.85ft			17.02m	5.86%	5.43%	1	
	737-700	L1	35.92m	117.85ft			17.02m	5.86%	5.43%	1	
	737-700W	L1	35.92m	117.85ft			17.02m	5.86%	5.43%	1	
	737-MAX7	L1	35.92m	117.85ft			17.02m	5.8%	4.9%	1	
	A319	L1	35.92m	117.85ft			17.02m	3.67%	3.40%	1	
	A320-100	L1	35.92m	117.85ft			17.02m	3.64%	3.43%	1	
	A320-200	L1	35.92m	117.85ft			17.02m	3.67%	3.38%	1	
	CRJ-705	L1	35.92m	117.85ft			17.02m	8.01%	8.01%	1	
	ERJ-170	L1	35.92m	117.85ft			17.02m	6.00%	5.74%	1	
	ERJ-175	L1	35.92m	117.85ft			17.02m	5.98%	5.70%	1	
	ERJ-175W	L1	35.92m	117.85ft			17.02m	6.00%	5.71%	1	
	Q400	L1	35.92m	117.85ft		17.02m	8.94%	8.81%	1, 3		

1. GATE 23B MUST BE VACANT
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.56% FOR CRJ-200
3. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.94% FOR Q400

Pavement Markings



Stop Line Sign Board

24A		YYC CALGARY AIRPORT AUTHORITY	
B	A319	A320-100/200	
	B737-100/200/300/500/600		
	B737-700	CRJ-200/700	
	CRJ-705/900		
	ERJ-170/175/175W		
	Q400	737-MAX7	
A	A321-100/200		
	B737-400/800/900/MAX		
	ERJ-190/195	MD-83	
	A220-300	E195-E2	

Notes:



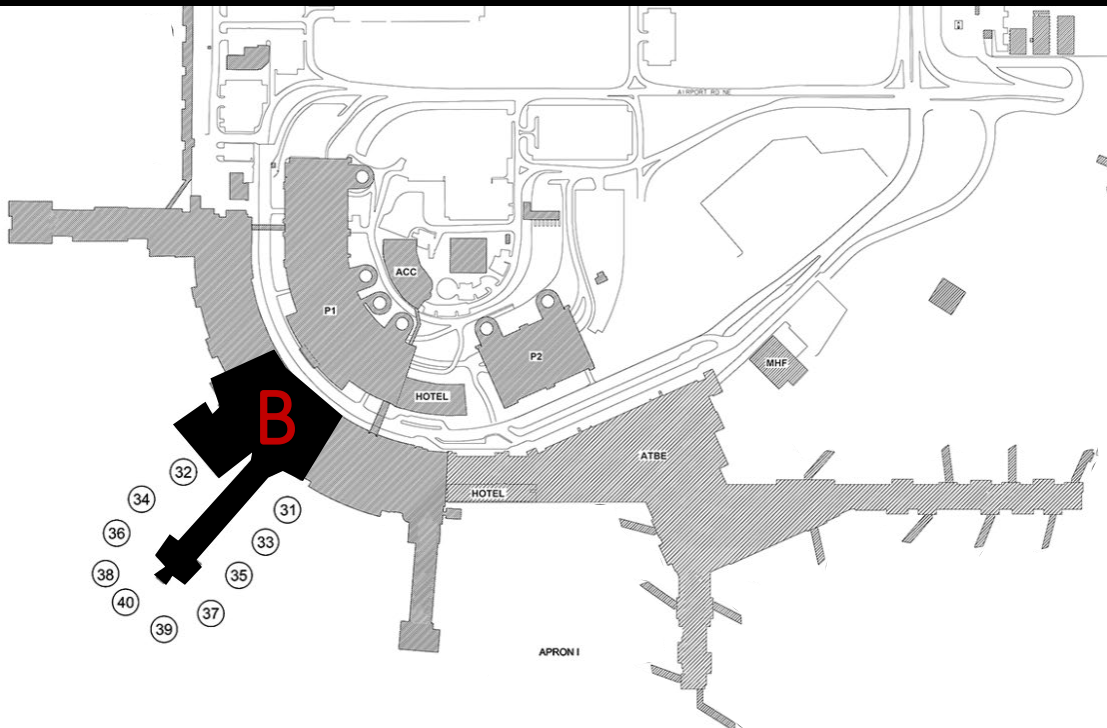
LEAD-IN LINE 24A

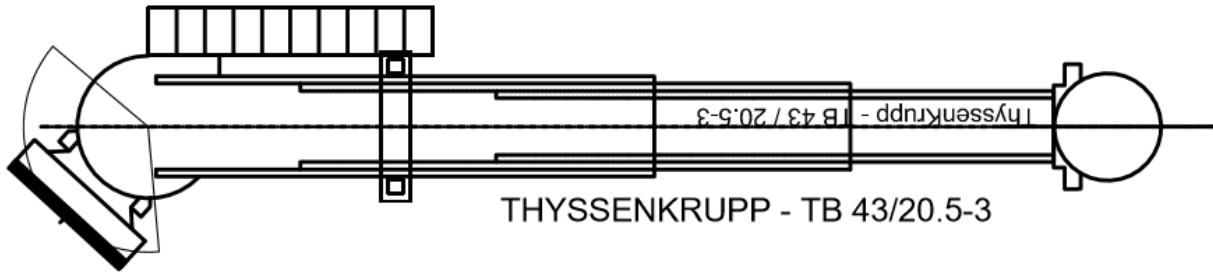
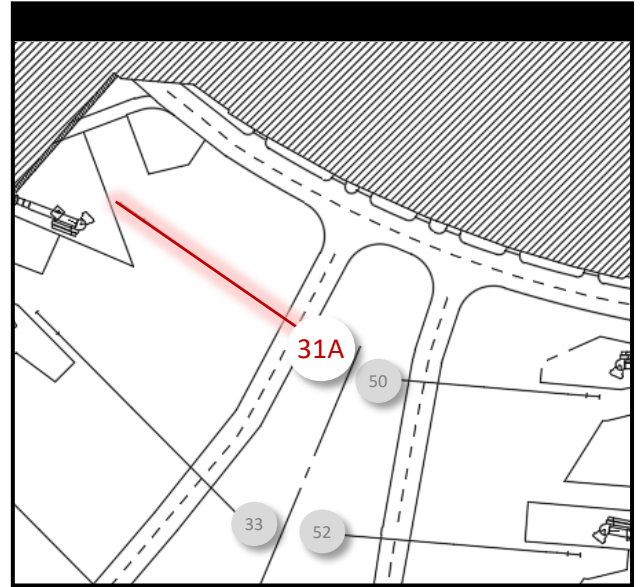
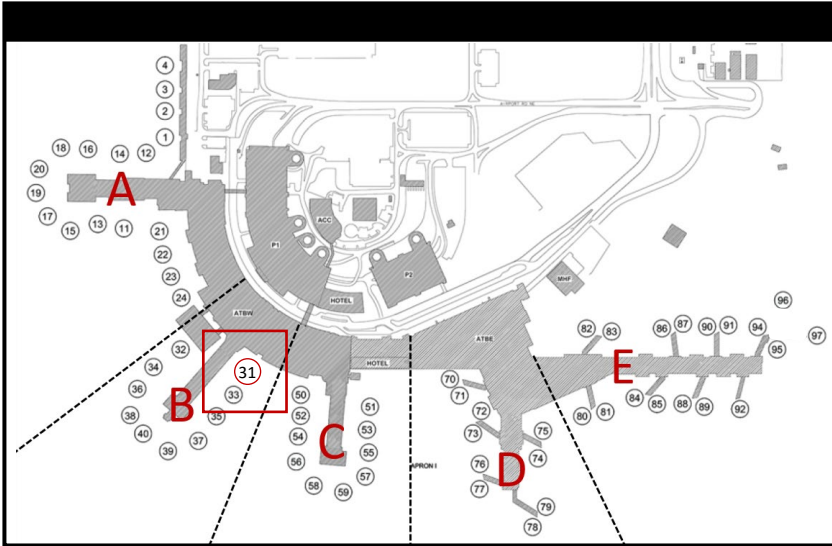
C O N C O U R S E A

PUSHBACK PROCEDURES

CONCOURSE B

DOMESTIC TERMINAL





General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 31A

CONCOURSE B

GATE CAPABILITIES

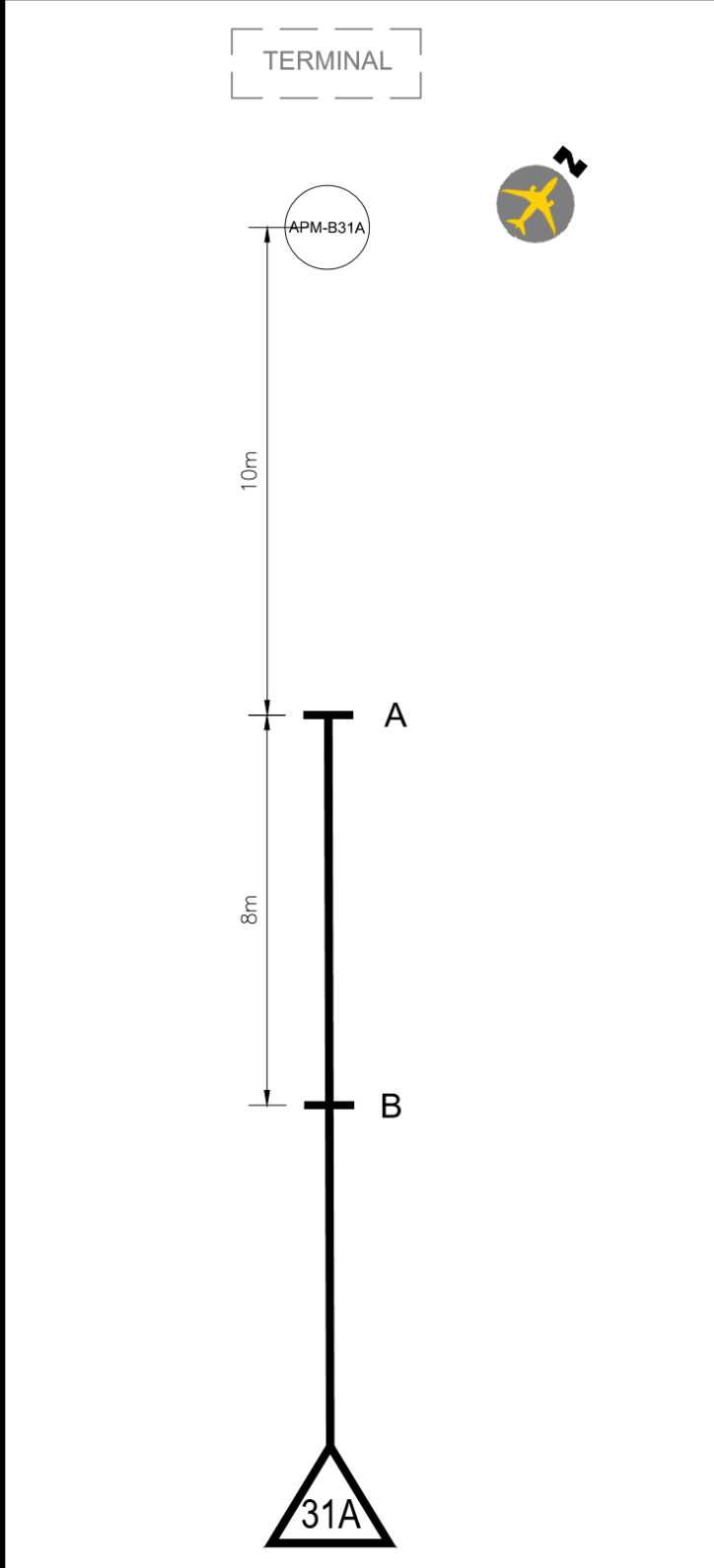
PBB: 31A | Stop Lines: A-B

MAXIMUM WINGSPAN	Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes	
			GATE 33		Letter	Dist.	Full	Empty		
	737-400	L1	35.92m	117.85ft	A	10m	6.65%	6.11%		
	737-500	L1	35.92m	117.85ft		10m	6.66%	6.12%		
	737-600	L1	35.92m	117.85ft		10m	6.77%	6.23%		
	737-700	L1	35.92m	117.85ft		10m	6.77%	6.23%		
	737-700W	L1	35.92m	117.85ft		10m	6.77%	6.23%		
	737-MAX7	L1	35.92m	117.85ft		10m	6.7%	5.6%		
	737-800	L1	35.92m	117.85ft		10m	6.78%	6.24%		
	737-800W	L1	35.92m	117.85ft		10m	6.77%	6.23%		
	737-MAX8	L1	35.92m	117.85ft		10m	6.14%	5.06%		
	737-900	L1	35.92m	117.85ft		10m	6.77%	6.23%		
	737-900W	L1	35.92m	117.85ft		10m	6.77%	6.24%		
	737-MAX9	L1	35.92m	117.85ft		10m	6.06%	5.06%		
	A220-300	L1	35.92m	117.85ft		10m	5.80%	5.40%		
	A318	L1	35.92m	117.85ft		10m	4.09%	3.79%		
	A319	L1	35.92m	117.85ft		10m	4.05%	3.72%		
	A320-200	L1	35.92m	117.85ft		10m	4.05%	3.68%		
	A321-100	L1	35.92m	117.85ft		10m	4.01%	3.61%		
	A321-200	L1	35.92m	117.85ft		10m	4.01%	3.61%		
	ERJ-170	L1	35.92m	117.85ft		10m	6.93%	6.61%		
	ERJ-175	L1	35.92m	117.85ft		10m	6.85%	6.50%		
	ERJ-175W	L1	35.92m	117.85ft		10m	6.93%	6.57%		
	ERJ-190	L1	35.92m	117.85ft		10m	6.72%	6.36%		
	ERJ-195	L1	35.92m	117.85ft		10m	6.75%	6.43%		
	E195-E2	L1	35.92m	117.85ft		10m	7.4%	7.1%		
	MD-81	L1	35.92m	117.85ft		10m	7.89%	7.27%		
	MD-87	L1	35.92m	117.85ft		10m	7.89%	7.36%		
	CRJ-200	L1	35.92m	117.85ft		B	18m	8.27%	7.70%	
	CRJ-700	L1	35.92m	117.85ft			18m	7.95%	7.73%	
	CRJ-900	L1	35.92m	117.85ft	18m		7.73%	7.73%		
	CRJ-1000	L1	35.92m	117.85ft	18m		7.73%	7.73%		
	CRJ-705	L1	35.92m	117.85ft	18m		7.73%	7.73%		
	AVRO RJ(RJ-85)	L1	35.92m	117.85ft	18m		7.31%	6.79%		
	Q400	L1	35.92m	117.85ft	18m		8.67%	8.53%	1	

Notes:

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.67% FOR THE Q400

Pavement Markings



Stop Line Sign Board

31A		YYC CALGARY AIRPORT AUTHORITY	
B	CRJ-200/700/705/900/1000 Q400	AVRO RJ	
A	A319 A321-100/200	A320-200 B737-400/500	
	B737-600/700/800/900/MAX ERJ-170/175/175W/190/195 MD-80 E195-E2		
	A220-300		

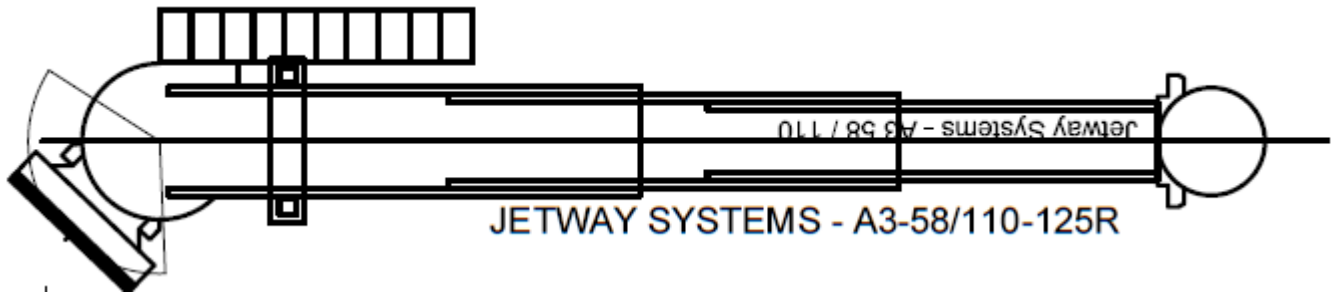
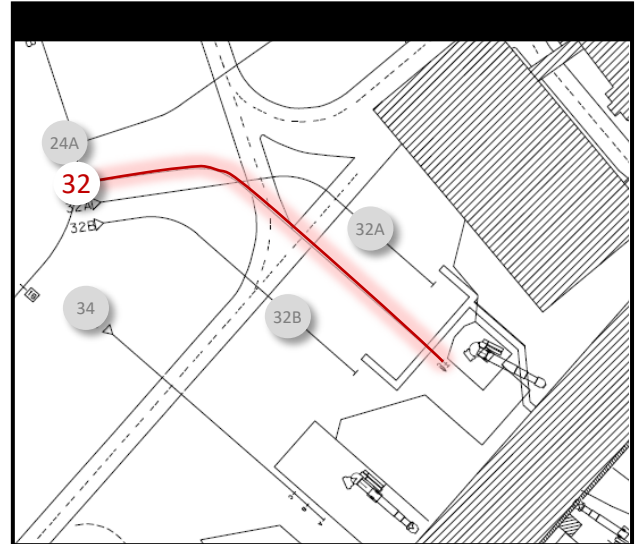
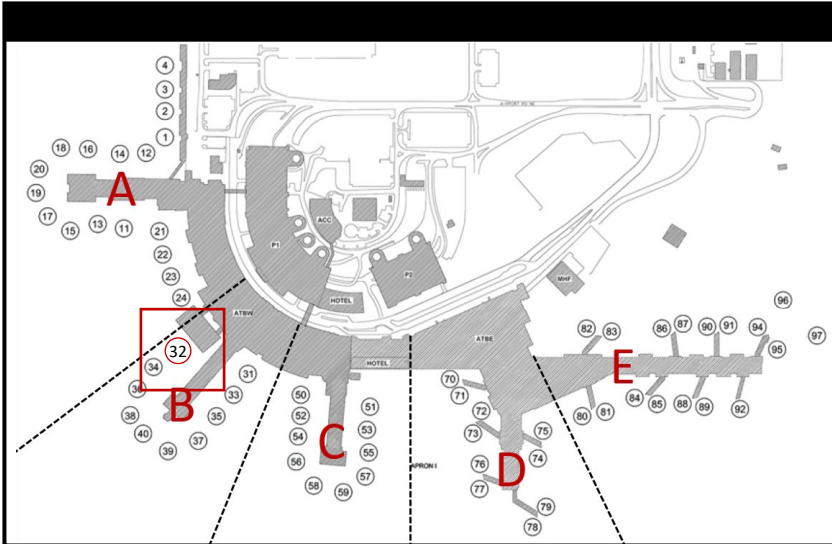
Notes:



LEAD-IN LINE 31A

C O N C O U R S E B

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	Jetway A3-58/110-125R	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
No	N/A	AC	N/A	N/A

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:



LEAD-IN LINE 32

CONCOURSE B

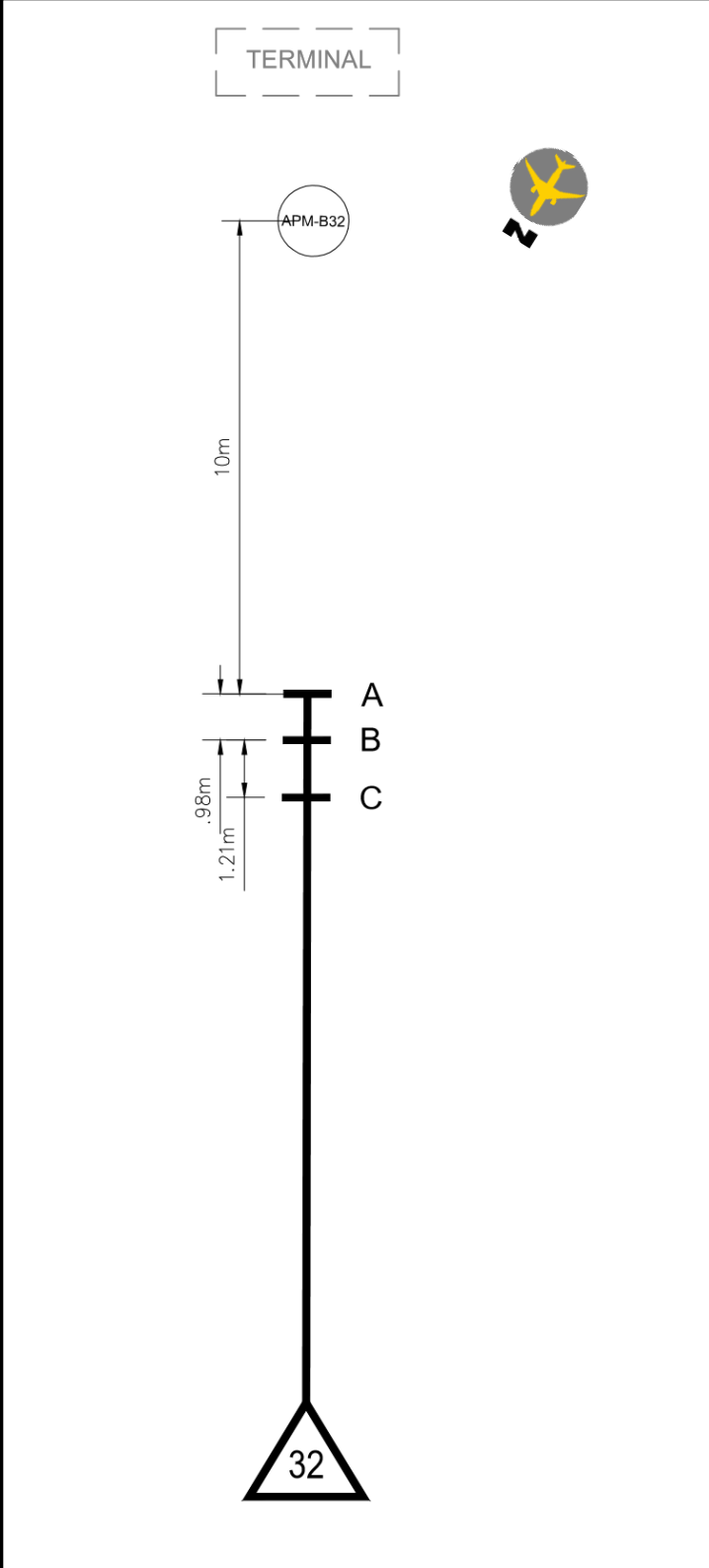
GATE CAPABILITIES

PBB: 32 | Stop Lines: A-B

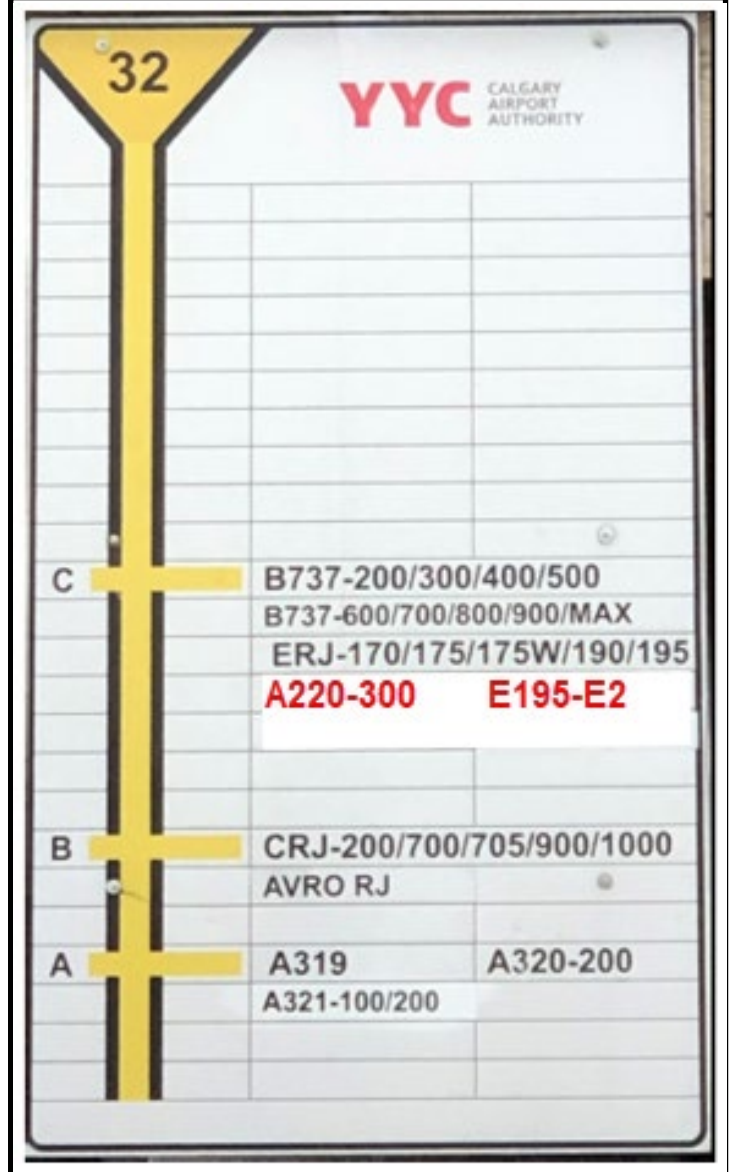
MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 34				Letter	Dist.	Full	Empty			
64.92m	213ft	A319	L1	A	10m	4.04%	3.67%	3, 4		
64.92m	213ft	A320-200	L1		10m	4.04%	3.63%	3, 4		
64.92m	213ft	A321-100	L1		10m	4.00%	3.54%	3, 4		
64.92m	213ft	A321-200	L1		10m	4.00%	3.54%	3, 4		
68.4m	224.42ft	CRJ-200	L1	B	10.98m	10.36%	9.60%	2, 4		
68.4m	224.42ft	CRJ-700	L1		10.98m	9.93%	9.64%	2, 4		
68.4m	224.42ft	CRJ-900	L1		10.98m	9.64%	9.64%	2, 4		
64.92m	213ft	CRJ-705	L1		10.98m	9.64%	9.64%	2, 3, 4		
64.92m	213ft	CRJ-1000	L1		10.98m	9.64%	9.64%	2, 3, 4		
64.92m	213ft	AVRO RJ(RJ85)	L1		10.98m	9.10%	8.40%	2, 3, 4		
64.92m	213ft	737-200	L1	C	12.19m	7.07%	6.48%	3, 4		
64.92m	213ft	737-300	L1		12.19m	6.49%	5.94%	3, 4		
64.92m	213ft	737-400	L1		12.19m	6.49%	5.94%	3, 4		
64.92m	213ft	737-500	L1		12.19m	6.50%	5.95%	3, 4		
64.92m	213ft	737-600	L1		12.19m	6.61%	6.06%	3, 4		
64.92m	213ft	737-700	L1		12.19m	6.61%	6.06%	3, 4		
64.92m	213ft	737-700W	L1		12.19m	6.61%	6.06%	3, 4		
64.92m	213ft	737-MAX7	L1		12.19m	6.3%	5.0%	3, 4		
64.92m	213ft	737-800	L1		12.19m	6.63%	6.07%	3, 4		
64.92m	213ft	737-800W	L1		12.19m	6.61%	6.06%	3, 4		
64.92m	213ft	737-MAX8	L1		12.19m	5.97%	4.86%	3, 4		
64.92m	213ft	737-900	L1		12.19m	6.62%	6.06%	3, 4		
64.92m	213ft	737-900W	L1		12.19m	6.62%	6.07%	3, 4		
64.92m	213ft	737-MAX9	L1		12.19m	5.89%	4.85%	3, 4		
64.92m	213ft	A220-300	L1		12.19m	5.00%	5.30%	3, 4		
64.92m	213ft	ERJ-170	L1		12.19m	6.79%	6.45%	3, 4		
64.92m	213ft	ERJ-175	L1		12.19m	6.71%	6.35%	3, 4		
64.92m	213ft	ERJ-175W	L1		12.19m	6.78%	6.42%	3, 4		
64.92m	213ft	ERJ-190	L1		12.19m	6.56%	6.20%	3, 4		
64.92m	213ft	ERJ-195	L1		12.19m	6.60%	6.27%	3, 4		
64.92m	213ft	E195-E2	L1		12.19m	7.0%	6.7%	3, 4		
64.92m	213ft	Q100	L1		12.19m			1, 3, 4		
64.92m	213ft	Q300	L1		12.19m			1, 3, 4		
64.92m	213ft	Q400	L1		12.19m			1, 3, 4		

1. Q100, Q300 AND Q400 ARE GROUND LOADING AND PLACED ON STOP BAR 'C'
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 10.36% FOR CRJ-200 / 700 / 705 / 900 / 1000 AND RJ-85
3. WHEN GATE 32 IS OCCUPIED WITH AGN III (CODE C) GATE 34 IS RESTRICTED TO AGN V (CODE E)
4. STANDS 32A AND 32B MUST BE VACANT

Pavement Markings



Stop Line Sign Board



Notes:

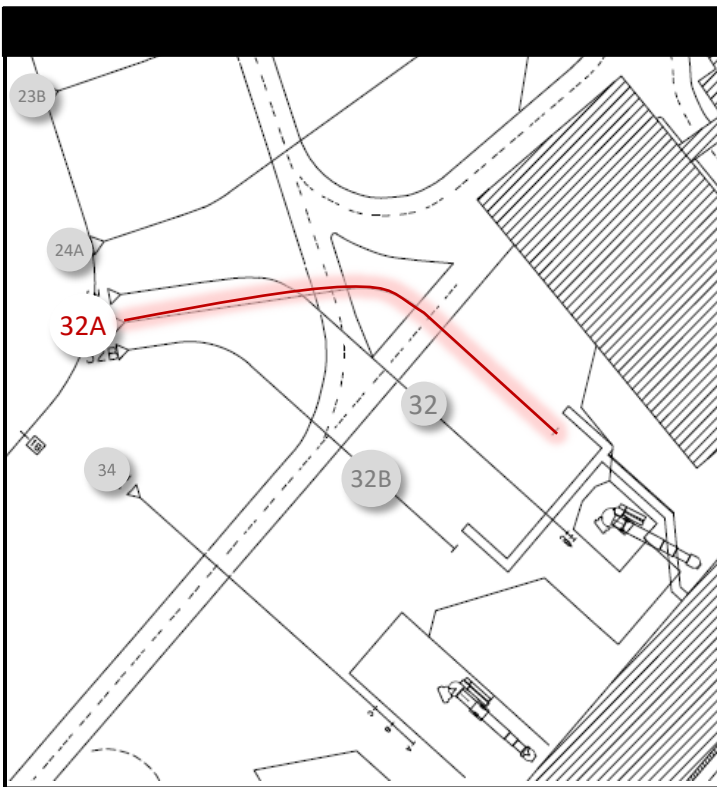


LEAD-IN LINE 32

C O N C O U R S E B

PUSHBACK PROCEDURES

Aircraft Model	STOP BAR	NOTES
	Letter	
BEH 1900	A	1
DORNIER 328		1
DH8-100/300		1
Q400		1
SAAB 340		1



Note:

- GATE 32 MUST BE VACANT

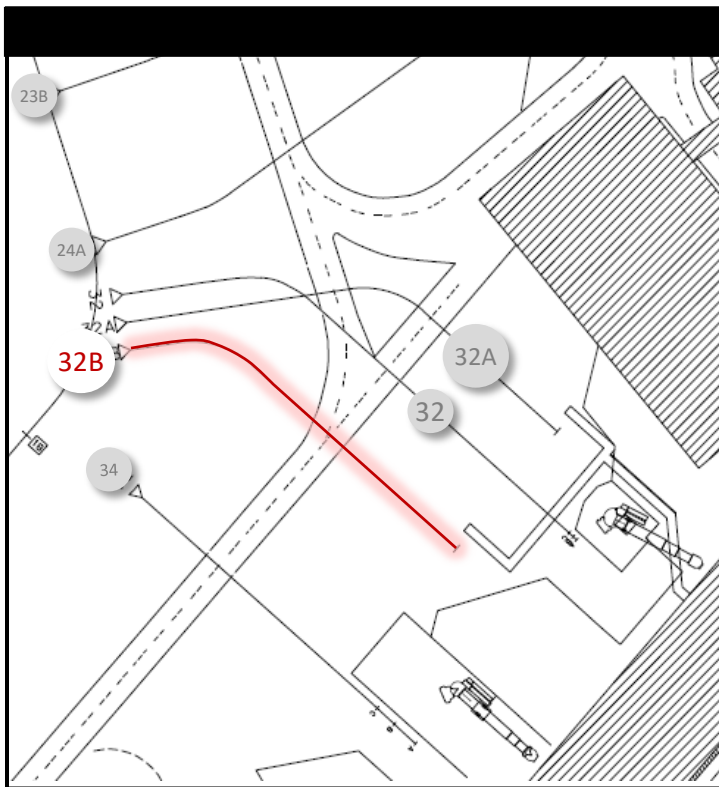


LEAD-IN LINE 32A

C O N C O U R S E B

PUSHBACK PROCEDURES

Aircraft Model	STOP BAR	NOTES
	Letter	
BEH 1900	A	1,2
DORNIER 328		1,2
DH8-100/300		1,2
Q400		1,2
SAAB 340		1,2



Notes:

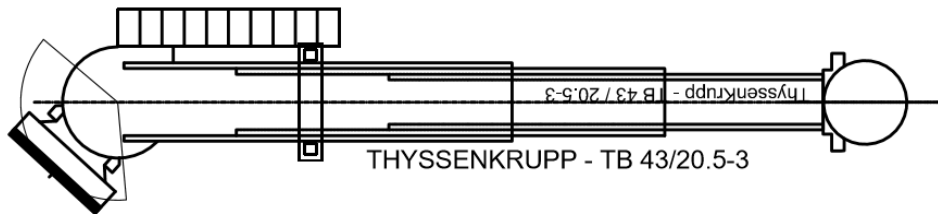
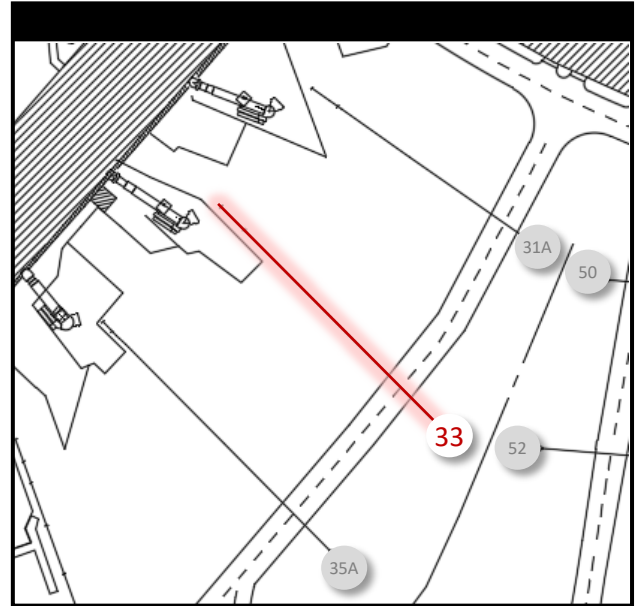
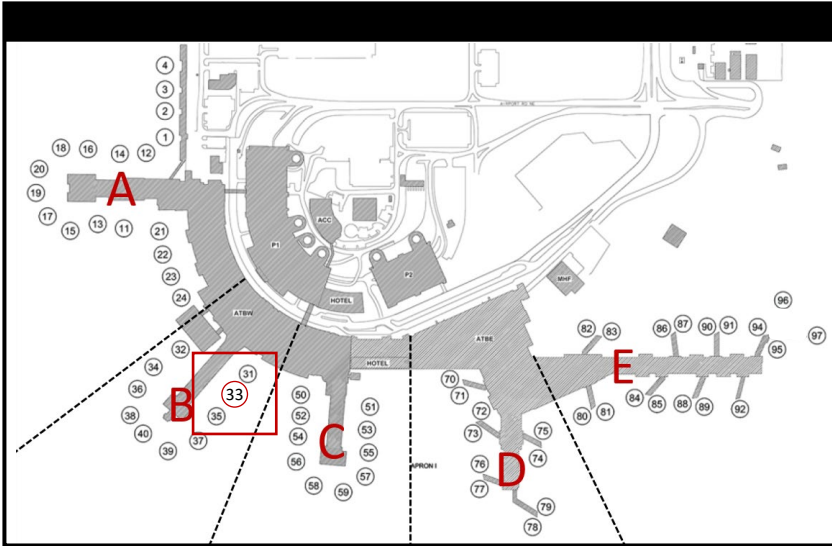
1. GATE 32 MUST BE VACANT
2. WHEN STAND 32B IS OCCUPIED, GATE 34 IS RESTRICTED TO AGN III (CODE C)



LEAD-IN LINE 32B

C O N C O U R S E B

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC/DC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 33

CONCOURSE B

GATE CAPABILITIES

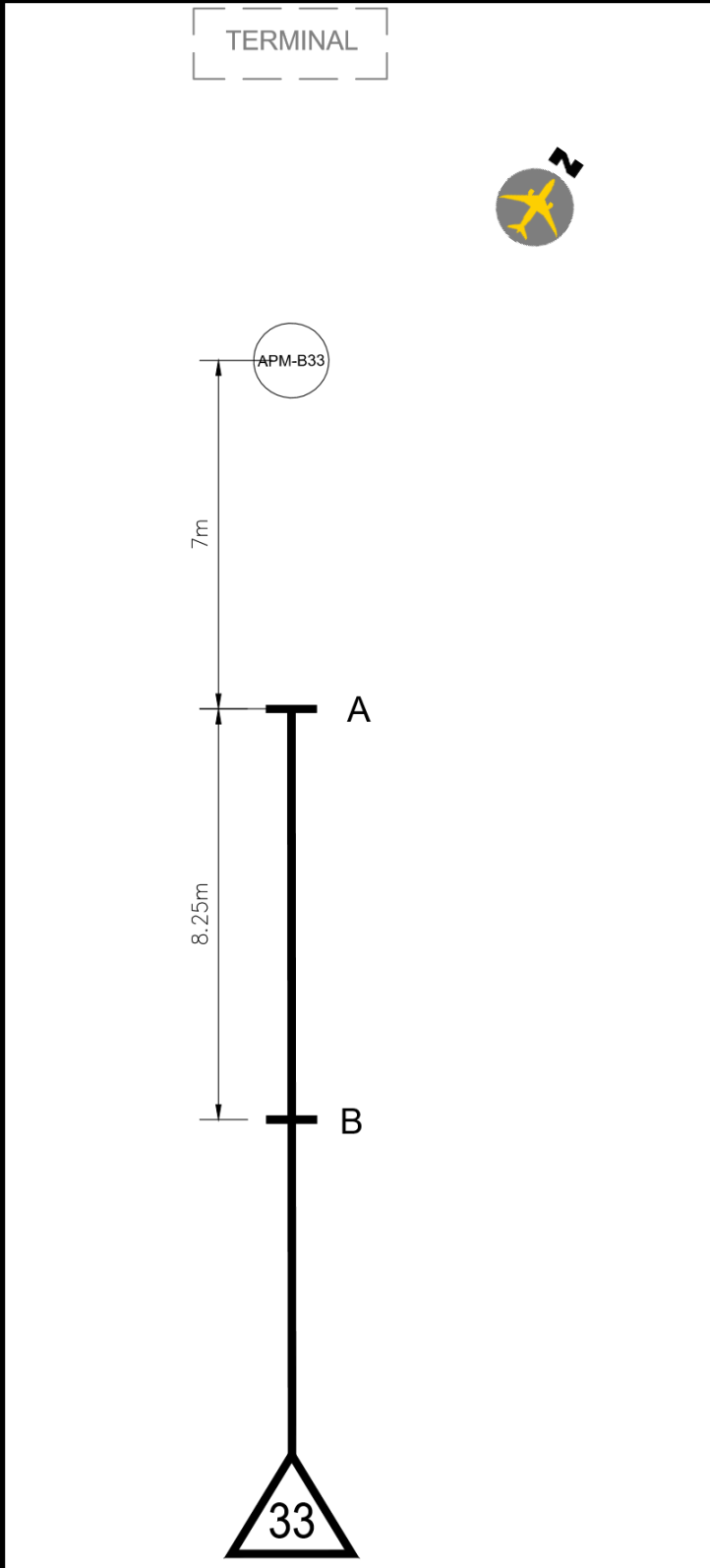
PBB: 33 | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 31A				GATE 35A		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft	A	7m	6.81%	6.26%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		7m	6.83%	6.27%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		7m	6.94%	6.38%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		7m	6.94%	6.38%	
35.92m	117.85ft	737-700W	L1	35.92m	117.85ft		7m	6.94%	6.38%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		7m	6.9%	5.8%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		7m	6.95%	6.39%	
35.92m	117.85ft	737-800W	L1	35.92m	117.85ft		7m	6.94%	6.38%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		7m	6.29%	5.17%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		7m	6.94%	6.39%	
35.92m	117.85ft	737-900W	L1	35.92m	117.85ft		7m	6.95%	6.39%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		7m	6.21%	5.17%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		7m	5.90%	5.50%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft		7m	4.13%	3.78%	
35.92m	117.85ft	A320-100	L1	35.92m	117.85ft		7m	4.09%	3.82%	
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		7m	4.13%	3.74%	
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		7m	4.09%	3.66%	
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		7m	4.09%	3.66%	
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		7m	7.12%	6.78%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		7m	7.04%	6.68%	
35.92m	117.85ft	ERJ-175W	L1	35.92m	117.85ft		7m	7.11%	6.74%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		7m	6.89%	6.52%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		7m	6.93%	6.59%	
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		7m	7.6%	7.3%	
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	B	15.25m	8.33%	7.75%	
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		15.25m	8.00%	7.77%	
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		15.25m	7.78%	7.78%	
35.92m	117.85ft	CRJ-1000	L1	35.92m	117.85ft		15.25m	7.78%	7.78%	
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		15.25m	7.78%	7.78%	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		15.25m	8.72%	8.59%	1

Notes:

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.72% FOR THE Q400

Pavement Markings



Stop Line Sign Board

33		
YYC Calgary Airport		
B	CRJ-200/700/705/900/1000 Q400	
A	A220-300	A319
	A320-100/200	A321-100/200
	B737-400/500/600	
	B737-700/800/900/MAX	
	ERJ-170/175/175W/190/195	
	E195-E2	

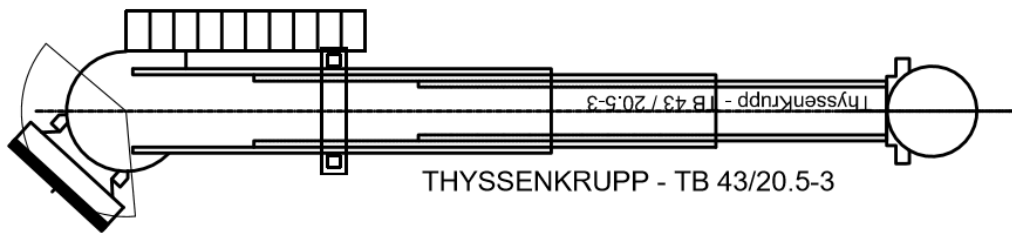
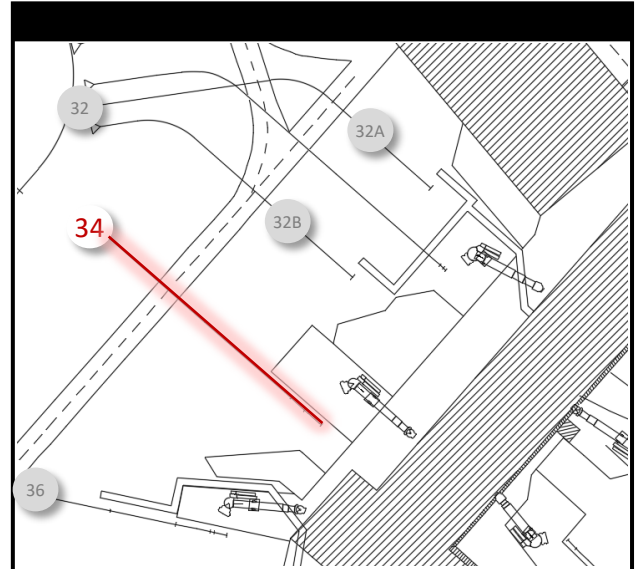
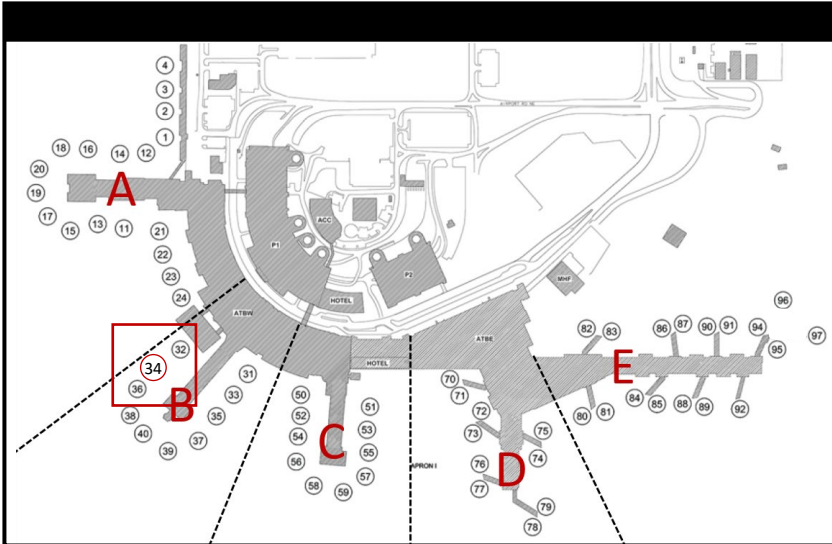
Notes:



LEAD-IN LINE 33

C O N C O U R S E B

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
No	N/A	AC	N/A	N/A

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:



LEAD-IN LINE 34

CONCOURSE B

GATE CAPABILITIES

PBB: 34 | Stop Lines: A-C

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 36				GATE 32		Letter	Dist.	Full	Empty	
51.97m	170.51ft	757-200	L2	35.92m	117.85ft	A	8m	1.93%	1.36%	2, 8
51.97m	170.51ft	757-300	L2	35.92m	117.85ft		8m	1.93%	1.36%	2, 8
51.97m	170.51ft	767-200	L1	35.92m	117.85ft		8m	1.11%	0.52%	2, 8
51.97m	170.51ft	767-300	L1	35.92m	117.85ft		8m	0.90%	0.64%	2, 8
35.92m	117.85ft	777-200	L2	35.92m	117.85ft		8m	1.37%	1.96%	1, 5, 8
35.92m	117.85ft	777-200ER	L2	35.92m	117.85ft		8m	1.37%	1.96%	1, 5, 8
35.92m	117.85ft	777-200LR	L2	35.92m	117.85ft		8m	1.27%	2.08%	1, 5, 8
35.92m	117.85ft	787-8	L2	35.92m	117.85ft		8m	0.12%	0.87%	1, 8
35.92m	117.85ft	787-9	L2	35.92m	117.85ft		8m	0.11%	1.01%	1, 7, 8
35.92m	117.85ft	A330-200	L2	35.92m	117.85ft		8m	0.85%	1.54%	1, 6, 8
35.92m	117.85ft	A330-300	L2	35.92m	117.85ft		8m	0.72%	1.21%	1, 4, 8

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LEAD-IN LINE 34

CONCOURSE B

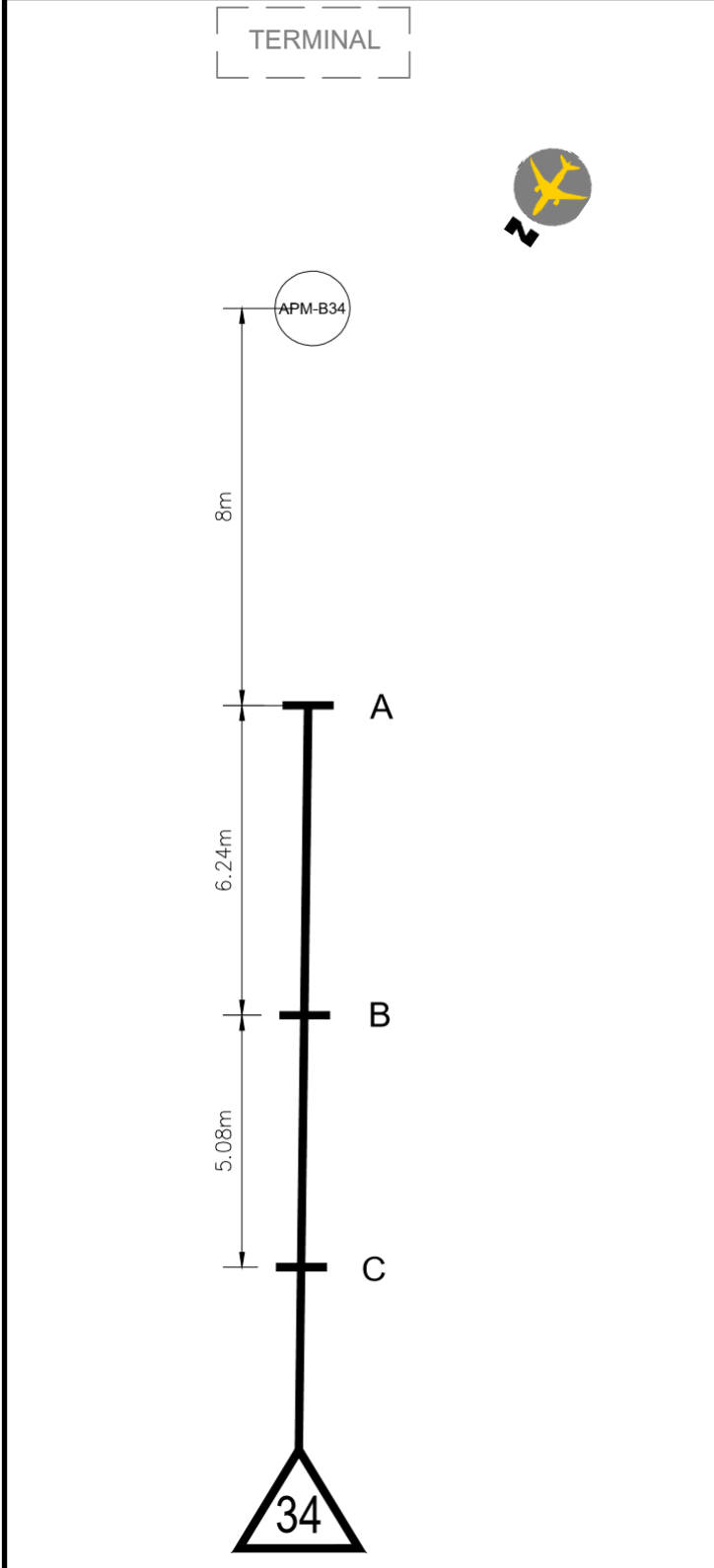
GATE CAPABILITIES

PBB: 34 | Stop Lines: A-C

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes	
GATE 36				GATE 32		Letter	Dist.	Full	Empty		
68.4m	224.42ft	737-200	L1	35.92m	117.85ft	B	14.24m	6.68%	6.13%		
68.4m	224.42ft	737-300	L1	35.92m	117.85ft		14.24m	6.14%	5.62%		
68.4m	224.42ft	737-400	L1	35.92m	117.85ft		14.24m	6.14%	5.62%		
68.4m	224.42ft	737-500	L1	35.92m	117.85ft		14.24m	6.15%	5.63%		
68.4m	224.42ft	737-600	L1	35.92m	117.85ft		14.24m	6.25%	5.74%		
68.4m	224.42ft	737-700	L1	35.92m	117.85ft		14.24m	6.25%	5.74%		
68.4m	224.42ft	737-700W	L1	35.92m	117.85ft		14.24m	6.25%	5.74%		
68.4m	224.42ft	737-MAX7	L1	35.92m	117.85ft		14.24m	6.2%	5.1%		
68.4m	224.42ft	737-800	L1	35.92m	117.85ft		14.24m	6.26%	5.74%		
68.4m	224.42ft	737-800W	L1	35.92m	117.85ft		14.24m	6.25%	5.74%		
68.4m	224.42ft	737-MAX8	L1	35.92m	117.85ft		14.24m	5.64%	4.60%		
68.4m	224.42ft	737-900	L1	35.92m	117.85ft		14.24m	6.25%	5.74%		
68.4m	224.42ft	737-900W	L1	35.92m	117.85ft		14.24m	6.26%	5.74%		
68.4m	224.42ft	737-MAX9	L1	35.92m	117.85ft		14.24m	5.56%	4.60%		
68.4m	224.42ft	A220-300	L1	35.92m	117.85ft		14.24m	5.30%	4.90%		
68.4m	224.42ft	A318	L1	35.92m	117.85ft		14.24m	3.67%	3.38%		
68.4m	224.42ft	A319	L1	35.92m	117.85ft		14.24m	3.63%	3.31%		
68.4m	224.42ft	A320-100	L1	35.92m	117.85ft		14.24m	3.59%	3.34%		
68.4m	224.42ft	A320-200	L1	35.92m	117.85ft		14.24m	3.63%	3.27%		
68.4m	224.42ft	A321-100	L1	35.92m	117.85ft		14.24m	3.59%	3.20%		
68.4m	224.42ft	A321-200	L1	35.92m	117.85ft		14.24m	3.59%	3.20%		
68.4m	224.42ft	ERJ-175	L1	35.92m	117.85ft		14.24m	6.35%	6.01%		
68.4m	224.42ft	ERJ-175W	L1	35.92m	117.85ft		14.24m	6.41%	6.07%		
68.4m	224.42ft	ERJ-190	L1	35.92m	117.85ft		14.24m	6.21%	5.86%		
68.4m	224.42ft	E195-E2	L1	35.92m	117.85ft		14.24m	6.9%	6.6%		
68.4m	224.42ft	MD-81	L1	35.92m	117.85ft		14.24m	7.34%	6.75%		
68.4m	224.42ft	MD-83	L1	35.92m	117.85ft		14.24m	7.34%	6.75%		
68.4m	224.42ft	MD-87	L1	35.92m	117.85ft		14.24m	7.34%	6.83%		
51.97m	170.5ft	A310-200	L1	35.92m	117.85ft		14.24m	0.12%	0.54%	2, 8	
51.97m	170.5ft	A310-200C	L1	35.92m	117.85ft		14.24m	0.12%	0.54%	2, 8	
68.4m	224.42ft	CRJ-200	L1	35.92m	117.85ft		C	19.32m	8.33%	7.73%	
68.4m	224.42ft	CRJ-700	L1	35.92m	117.85ft			19.32m	7.98%	7.76%	
68.4m	224.42ft	CRJ-900	L1	35.92m	117.85ft			19.32m	7.76%	7.76%	
68.4m	224.42ft	CRJ-1000	L1	35.92m	117.85ft			19.32m	7.76%	7.76%	
68.4m	224.42ft	CRJ-705	L1	35.92m	117.85ft	19.32m		7.76%	7.76%		
68.4m	224.42ft	Q400	L1	35.92m	117.85ft	19.32m		8.73%	8.59%	3	
68.4m	224.42ft	AVRO RJ(RJ85)	L1	35.92m	117.85ft	19.32m		7.32%	6.78%		

1. WHEN GATE 34 IS OCCUPIED WITH AGN V (CODE E), Gate 36 IS RESTRICTED TO AGN III (CODE C)
2. WHEN GATE 34 IS OCCUPIED WITH AGN IV (CODE D) Gate 36 IS RESTRICTED TO AGN IV (CODE D)
3. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.73% FOR Q400
4. A330-300 TAIL EXTENDS INTO VSR BY 3.2m
5. B777-200/200ER/200LR TAIL EXTENDS INTO VSR BY 4.0m
6. WHEN GATE 36 IS OCCUPIED WITH B737-700W/MAX 7, THE A330-200L2 ON Gate 34 WILL HAVE A REDUCED WINGTIP CLEARANCE OF 7.3m
7. B787-900 TAIL EXTENDS INTO VSR BY 3.6m
8. WHEN GATE 34 IS OCCUPIED WITH AGN IV (CODE D) OR AGN V (CODE E), THE STAND 32B MUS BE VACANT.

Pavement Markings



Stop Line Sign Board

34		
YYC Calgary Airport		
C	CRJ-200/700/705/900/1000	
	AVRO RJ	
	Q400	
B	A220-300	
	A310-200/300	A319
	A320-100/200	A321-100/200
	B737-300/400/500/600	
	B737-700/800/900/MAX	
	ERJ-175/175W/190	
	E195-E2	MD-80
A	A330-200/300 (L2)	
	B757-200/300 (L2)	
	B767-200/300	B777-200 (L2)
	B787-8 (L2)	B787-9 (L2)

Notes:



LEAD-IN LINE 34

C O N C O U R S E B

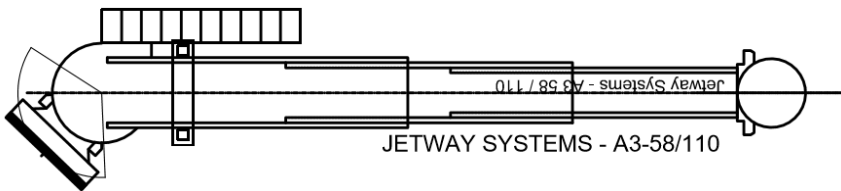
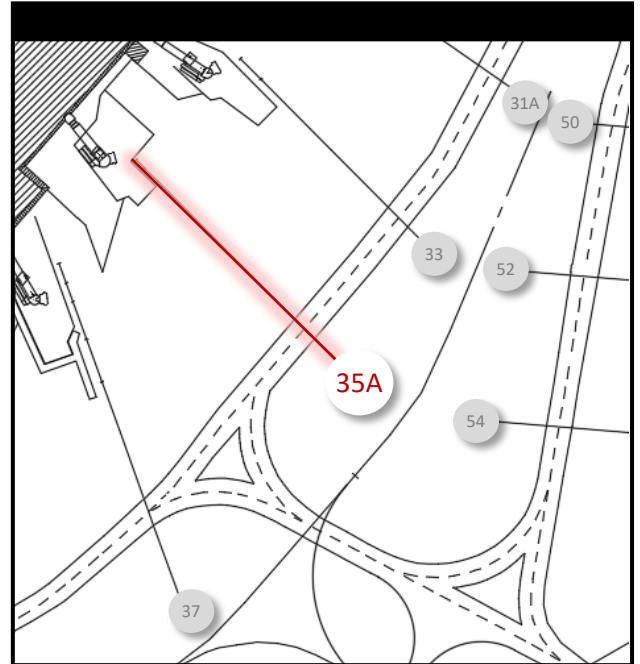
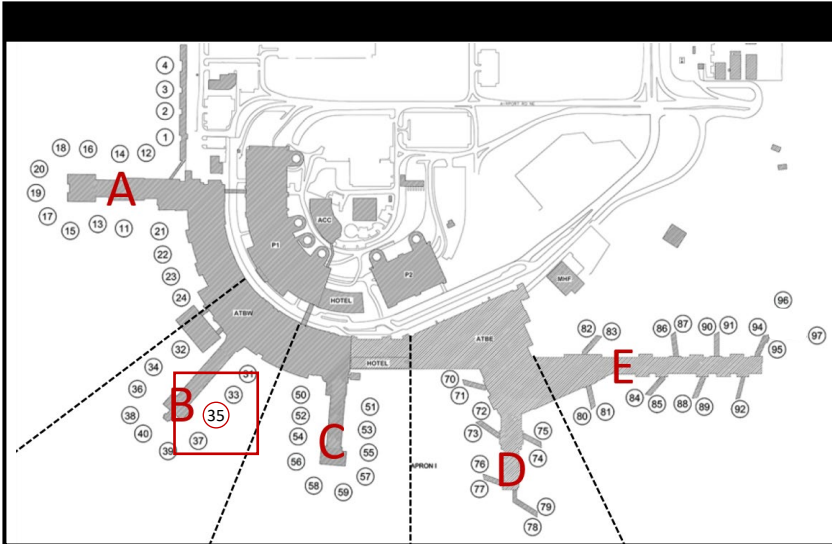
PUSHBACK PROCEDURES (Narrow Bodies)



LEAD-IN LINE 34

C O N C O U R S E B

PUSHBACK PROCEDURES (Wide Bodies)



General Information

Bridge Owner	Type	Maintenance/Repairs
	Jetway A3-58/110	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
No	N/A	AC	N/A	N/A

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
No	N/A	Yes

Notes:



LEAD-IN LINE 35A

CONCOURSE B

GATE CAPABILITIES

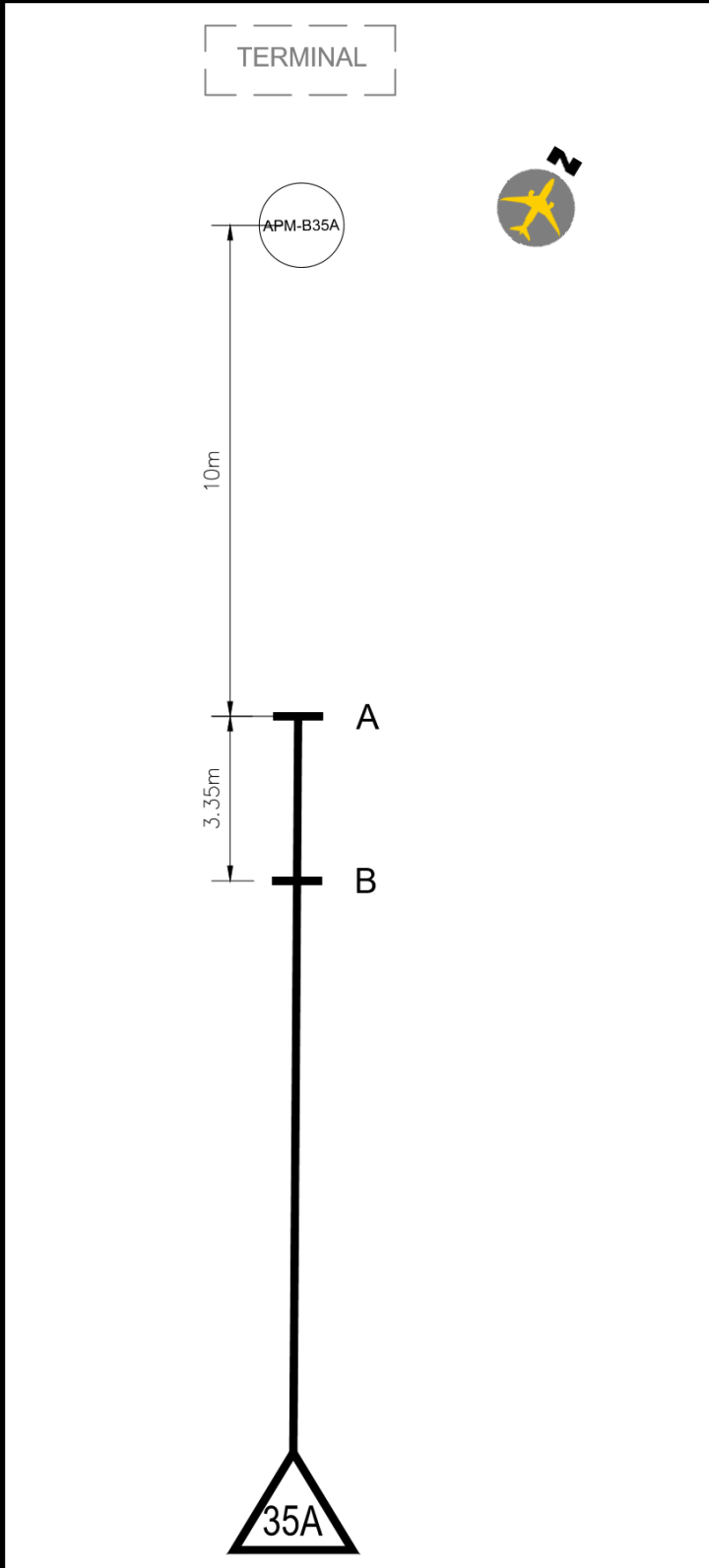
PBB: 35A | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 33				GATE 37		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-300	L1	64.92m	213ft	A	10m	7.91%	7.22%	
35.92m	117.85ft	737-400	L1	64.92m	213ft		10m	7.91%	7.22%	
35.92m	117.85ft	737-500	L1	64.92m	213ft		10m	7.94%	7.25%	
35.92m	117.85ft	737-600	L1	64.92m	213ft		10m	8.07%	7.38%	
35.92m	117.85ft	737-700	L1	64.92m	213ft		10m	8.07%	7.38%	
35.92m	117.85ft	737-700W	L1	64.92m	213ft		10m	8.07%	7.38%	
35.92m	117.85ft	737-MAX7	L1	64.92m	213ft		10m	7.8%	6.3%	
35.92m	117.85ft	737-800	L1	64.92m	213ft		10m	8.08%	7.39%	
35.92m	117.85ft	737-800W	L1	64.92m	213ft		10m	8.07%	7.38%	
35.92m	117.85ft	737-MAX8	L1	64.92m	213ft		10m	7.26%	5.87%	
35.92m	117.85ft	737-900	L1	64.92m	213ft		10m	8.07%	7.38%	
35.92m	117.85ft	737-900W	L1	64.92m	213ft		10m	8.08%	7.39%	
35.92m	117.85ft	737-MAX9	L1	64.92m	213ft		10m	7.16%	5.87%	
35.92m	117.85ft	A220-300	L1	64.92m	213ft		10m	6.50%	6.00%	
35.92m	117.85ft	A319	L1	64.92m	213ft		10m	4.61%	4.18%	
35.92m	117.85ft	A320-200	L1	64.92m	213ft		10m	4.62%	4.13%	
35.92m	117.85ft	A321-100	L1	64.92m	213ft		10m	4.57%	4.04%	
35.92m	117.85ft	A321-200	L1	64.92m	213ft		10m	4.57%	4.04%	
35.92m	117.85ft	ERJ-175	L1	64.92m	213ft		10m	8.24%	7.79%	
35.92m	117.85ft	ERJ-175W	L1	64.92m	213ft		10m	8.29%	7.83%	
35.92m	117.85ft	ERJ-190	L1	64.92m	213ft	10m	8.02%	7.56%		
35.92m	117.85ft	E195-E2	L1	64.92m	213ft	10m	8.7%	8.3%		
35.92m	117.85ft	CRJ-700	L1	64.92m	213ft	B	13.35m	10.7%	10.5%	1
35.92m	117.85ft	CRJ-900	L1	64.92m	213ft		13.35m	10.7%	10.4%	1
35.92m	117.85ft	737-200	L1	64.92m	213ft		13.35m	7.61%	6.98%	
35.92m	117.85ft	MD-81	L1	64.92m	213ft		13.35m	8.32%	7.64%	
35.92m	117.85ft	MD-87	L1	64.92m	213ft		13.35m	8.32%	7.74%	
35.92m	117.85ft	Avro RJ (RJ-85)	L1	64.92m	213ft		13.35m	9.39%	8.68%	1
35.92m	117.85ft	Avro RJ(RJ-100)	L1	64.92m	213ft		13.35m	9.30%	8.60%	1

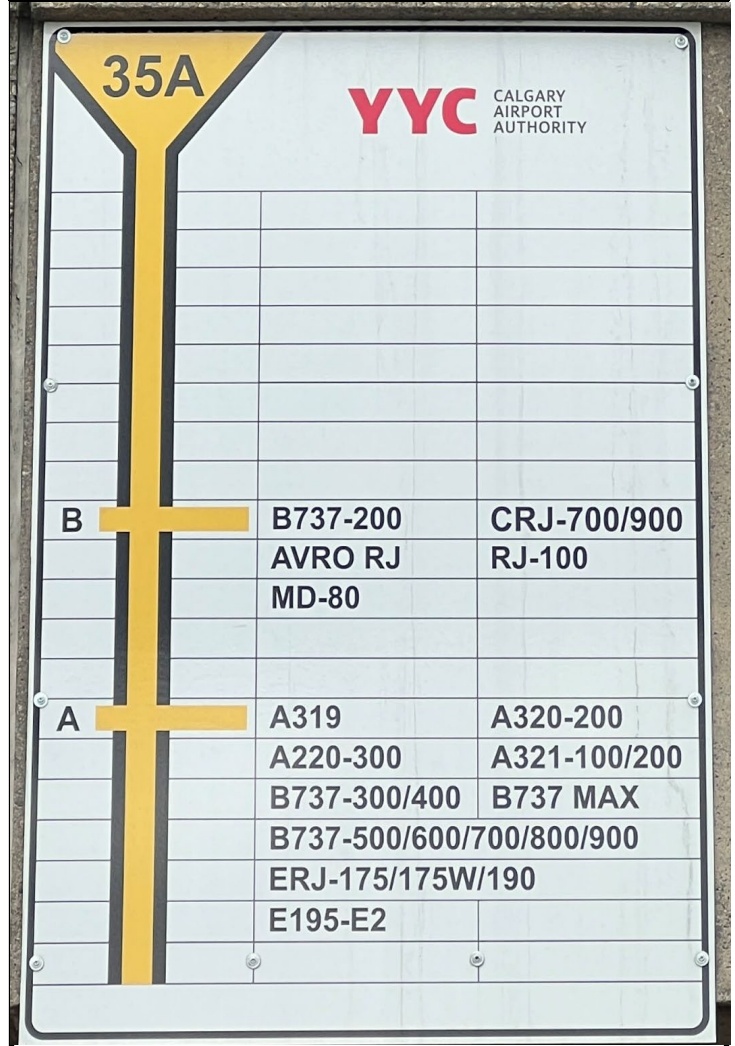
Notes:

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 10.7% FOR CRJ-700/900, RJ-100 AND RJ-85

Pavement Markings



Stop Line Sign Board



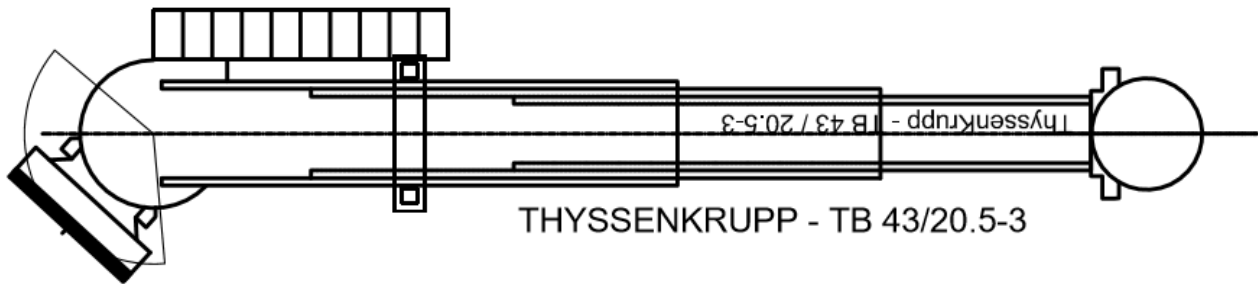
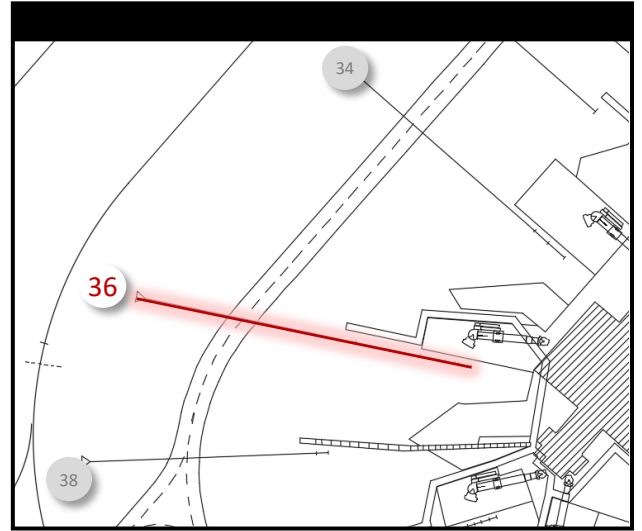
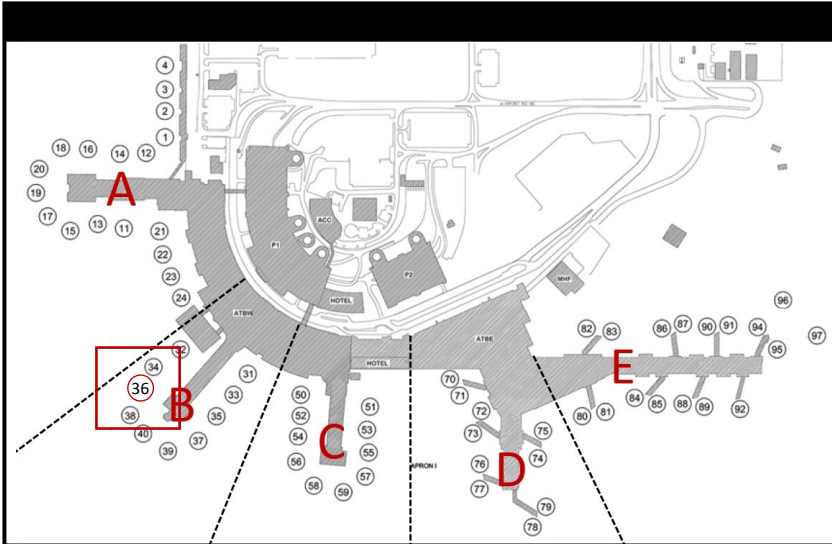
Notes:



LEAD-IN LINE 35A

C O N C O U R S E B

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 36

CONCOURSE B

GATE CAPABILITIES

PBB: 36 | Stop Lines: A-E

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes	
GATE 40				GATE 34		Letter	Dist.	Full	Empty		
51.97m	170.51ft	757-300	L2	51.92m	170.33ft	A	10m	2.39%	1.75%	1, 3, 5	
51.97m	170.51ft	767-300	L1	51.92m	170.33ft		10m	1.36%	0.43%	1, 3, 5	
51.97m	170.51ft	777-200	L2	35.92m	117.85ft		10m	1.27%	1.92%	2, 4, 5, 7	
51.97m	170.51ft	777-200ER	L2	35.92m	117.85ft		10m	1.27%	1.92%	2, 4, 5, 7	
51.97m	170.51ft	777-200LR	L2	35.92m	117.85ft		10m	1.17%	2.05%	2, 4, 5, 7	
51.97m	170.51ft	787-8	L2	35.92m	117.85ft		10m	0.37%	0.73%	2, 4, 5	
51.97m	170.51ft	787-9	L2	35.92m	117.85ft		10m	0.33%	0.89%	2, 4, 5, 8	
51.92m	170.34ft	A330-200	L2	35.92m	117.85ft		10m	0.70%	1.46%	2, 4, 5	
51.97m	170.51ft	A330-300	L2	35.92m	117.85ft		10m	0.56%	1.10%	2, 4, 5	
68.4m	224.42ft	737-200	L1	68.4m	224.42ft		B	13.66m	8.37%	7.70%	
68.4m	224.42ft	737-300	L1	68.4m	224.42ft	13.66m		7.71%	7.08%		
68.4m	224.42ft	737-400	L1	68.4m	224.42ft	13.66m		7.71%	7.08%		
68.4m	224.42ft	737-500	L1	68.4m	224.42ft	13.66m		7.73%	7.10%		
68.4m	224.42ft	737-600	L1	68.4m	224.42ft	13.66m		7.86%	7.22%		
68.4m	224.42ft	737-700	L1	68.4m	224.42ft	13.66m		7.86%	7.22%		
68.4m	224.42ft	737-700W	L1	68.4m	224.42ft	13.66m		7.86%	7.22%		
68.4m	224.42ft	737-MAX7	L1	68.4m	224.42ft	13.66m		7.8%	6.5%		
68.4m	224.42ft	737-800	L1	68.4m	224.42ft	13.66m		7.87%	7.24%		
68.4m	224.42ft	737-800W	L1	68.4m	224.42ft	13.66m		7.86%	7.22%		
68.4m	224.42ft	737-MAX8	L1	68.4m	224.42ft	13.66m		7.12%	5.84%		
68.4m	224.42ft	737-900	L1	68.4m	224.42ft	13.66m		7.86%	7.22%		
68.4m	224.42ft	737-900W	L1	68.4m	224.42ft	13.66m		7.86%	7.23%		
68.4m	224.42ft	737-MAX9	L1	68.4m	224.42ft	13.66m		7.02%	5.84%		
68.4m	224.42ft	A220-300	L1	68.4m	224.42ft	13.66m		6.60%	6.20%		
68.4m	224.42ft	A320-100	L1	68.4m	224.42ft	13.66m		4.64%	4.33%		
68.4m	224.42ft	A320-200	L1	68.4m	224.42ft	13.66m		4.68%	4.24%		
68.4m	224.42ft	A321-100	L1	68.4m	224.42ft	13.66m		4.64%	4.15%		
68.4m	224.42ft	A321-200	L1	68.4m	224.42ft	13.66m		4.64%	4.15%		
68.4m	224.42ft	E195-E2	L1	68.4m	224.42ft	13.66m		8.7%	8.3%		
						C					

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LEAD-IN LINE 36

CONCOURSE B

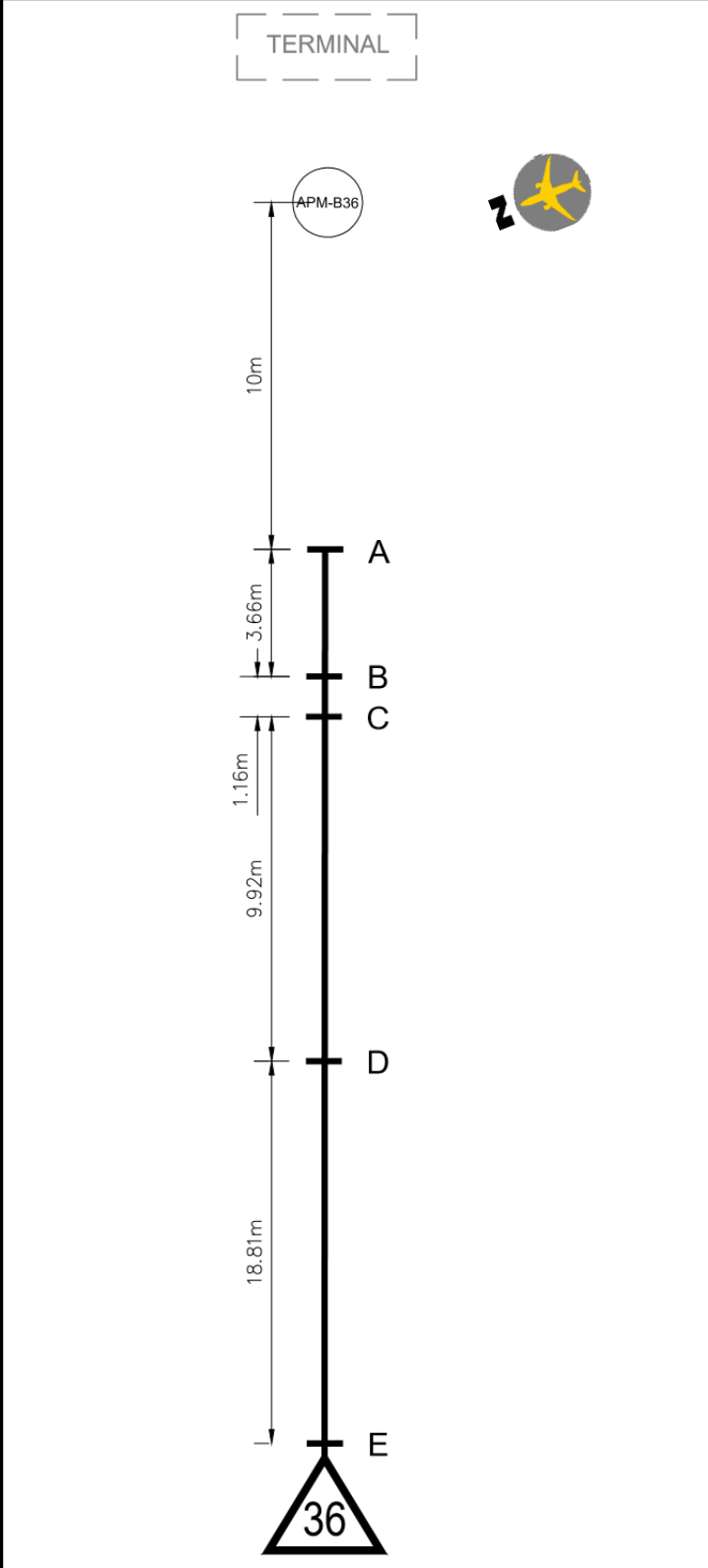
GATE CAPABILITIES

PBB: 36 | Stop Lines: A-E

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 40				GATE 34		Letter	Dist.	Full	Empty	
68.4m	224.42ft	CRJ-200	L1	68.4m	224.42ft	D	24.74m	8.49%	7.90%	6
68.4m	224.42ft	CRJ-700	L1	68.4m	224.42ft		24.74m	8.15%	7.93%	
68.4m	224.42ft	CRJ-900	L1	68.4m	224.42ft		24.74m	7.93%	7.93%	
68.4m	224.42ft	CRJ-1000	L1	68.4m	224.42ft		24.74m	7.93%	7.93%	
68.4m	224.42ft	CRJ-705	L1	68.4m	224.42ft		24.74m	7.93%	7.93%	
68.4m	224.42ft	ERJ-170	L1	68.4m	224.42ft		24.74m	5.88%	5.62%	
68.4m	224.42ft	ERJ-175	L1	68.4m	224.42ft		24.74m	5.85%	5.56%	
68.4m	224.42ft	ERJ-175W	L1	68.4m	224.42ft		24.74m	5.88%	5.59%	
68.4m	224.42ft	ERJ-190	L1	68.4m	224.42ft		24.74m	5.70%	5.41%	
68.4m	224.42ft	ERJ-195	L1	68.4m	224.42ft		24.74m	5.73%	5.47%	
51.97m	170.51ft	A310-200	L1	51.92m	170.33ft		24.74m	0.35%	0.01%	5
51.97m	170.51ft	A310-300	L1	51.92m	170.33ft		24.74m	0.36%	0.04%	5
68.4m	224.42ft	A319	L1	68.4m	224.42ft		24.74m	3.51%	3.23%	
68.4m	224.42ft	Q400	L1	68.4m	224.42ft		24.74m	8.88%	8.75%	9
68.4m	224.42ft	Avro RJ (RJ-85)	L1	68.4m	224.42ft		43.55m			10
68.4m	224.42ft	Avro RJ(RJ-100)	L1	68.4m	224.42ft		43.55m			10
68.4m	224.42ft	DH8-100	L1	68.4m	224.42ft		E	43.55m		11
68.4m	224.42ft	DH8-300	L1	68.4m	224.42ft	43.55m			11	
68.4m	224.42ft	CRJ-100	L1	68.4m	224.42ft	43.55m			11	
68.4m	224.42ft	ATR (ATR 72)	L1	68.4m	224.42ft	43.55m			11	

1. WHEN Gate 36 IS OCCUPIED WITH AGN IV (CODE D) GATE 40 IS RESTRICTED TO AGN IV (CODE D)
2. WHEN Gate 36 IS OCCUPIED WITH AGN V (CODE E) OR 747-800 GATE 34 IS RESTRICTED TO AGN III (CODE C)
3. WHEN Gate 36 IS OCCUPIED WITH AGN IV (CODE D) GATE 34 IS RESTRICTED TO AGN IV (CODE D)
4. WHEN Gate 36 IS OCCUPIED WITH AGN V (CODE E), GATE 40 IS RESTRICTED TO AGN IV (CODE D)
5. WHEN Gate 36 IS OCCUPIED WITH AGN IV (CODE D) OR AGN V (CODE E), GATE 38 MUST BE VACANT
6. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.49% FOR CRJ-200
7. B777-200/200ER/200LR TAIL EXTENDS INTO VSR BY 1.2m
8. B787-900 TAIL EXTENDS INTO VSR BY 0.5m
9. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.88% FOR THE Q400
10. RJ-100 OR RJ-85 IS POWER IN/PUSHBACK AND GROUND LOADING WHEN PLACED ON STOP BAR 'D'
11. DH8-100/300, CRJ-100, OR THE ATR (ATR 72) IS POWER IN/PUSHBACK AND GROUND LOADING WHEN PLACED ON STOP BAR 'E'

Pavement Markings



Stop Line Sign Board

36		
Calgary Airport		
E	DH8-100/300	CRJ-100
	ATR	
D	A310-200/300	A319
	CRJ-200/700/705/900/1000	
	ERJ-170/175/175W/190/195	
	Q400	AVRO RJ
C		
B	A220-300	
	A320-100/200	A321-100/200
	B737-200/300/400/500/600	
	B737-700/800/900/MAX	
	E195-E2	
A	A330-200/300 (L2)	
	B757-300 (L2)	B767-300
	B787-8 (L2)	B777-200 (L2)
	B787-9 (L2)	

Notes:



LEAD-IN LINE 36

C O N C O U R S E B

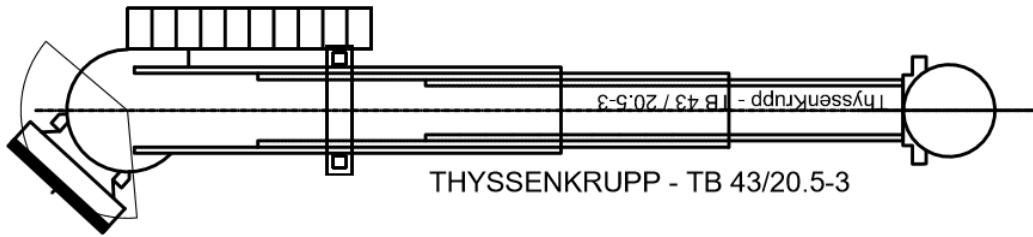
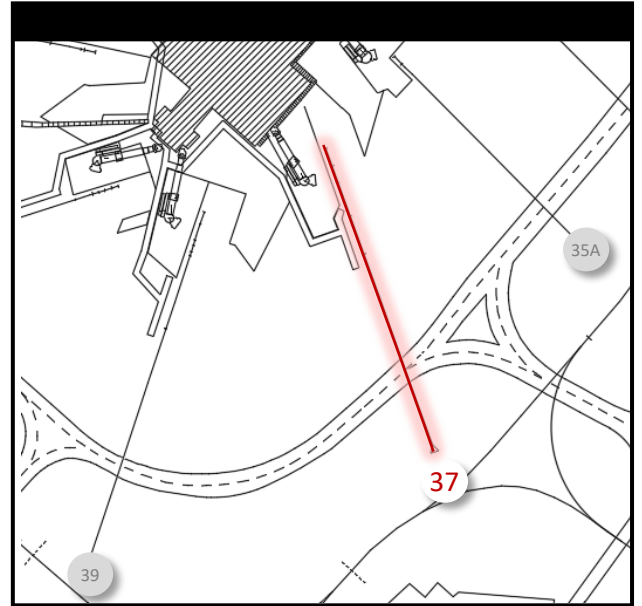
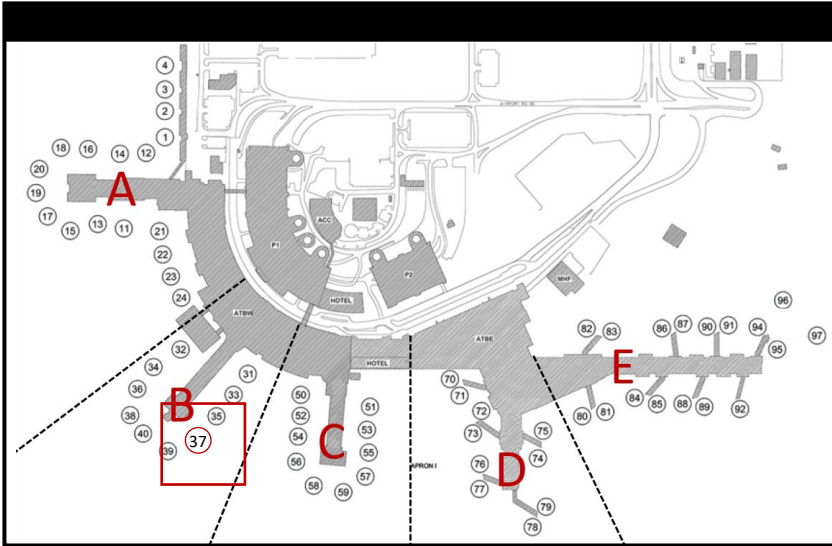
PUSHBACK PROCEDURES (Narrow Bodies)



LEAD-IN LINE 36

C O N C O U R S E B

PUSHBACK PROCEDURES (Wide Bodies)



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	140KVA	AC	HOBART	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 37

CONCOURSE B

GATE CAPABILITIES

PBB: 37 | Stop Lines: A-E

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 35B				GATE 39		Letter	Dist.	Full	Empty	
51.97m	170.5ft	777-300	L2	68.4m	224.42ft	A	11m	1.88%	2.72%	4
51.97m	170.5ft	777-300ER	L2	68.4m	224.42ft		11m	2.06%	3.29%	4
51.97m	170.5ft	A350-1000	L2	68.4m	224.42ft		11m	1.84%	2.58%	3
51.97m	170.5ft	747-8	L2	68.4m	224.42ft		11m	1.49%	2.44%	1, 5
68.4m	224.42ft	757-300	L2	68.4m	224.42ft	B	17m	2.47%	1.82%	
68.4m	224.42ft	767-300	L1	68.4m	224.42ft		17m	1.41%	0.43%	
51.97m	170.5ft	777-200	L2	68.4m	224.42ft		17m	1.32%	1.99%	
51.97m	170.5ft	777-200ER	L2	68.4m	224.42ft		17m	1.32%	1.99%	
51.97m	170.5ft	777-200LR	L2	68.4m	224.42ft		17m	1.21%	2.13%	
51.97m	170.5ft	787-8	L2	68.4m	224.42ft		17m	0.38%	0.75%	
51.97m	170.5ft	787-9	L2	68.4m	224.42ft		17m	0.34%	0.92%	
51.97m	170.5ft	A330-300	L2	68.4m	224.42ft		17m	0.58%	1.14%	

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LEAD-IN LINE 37

CONCOURSE B

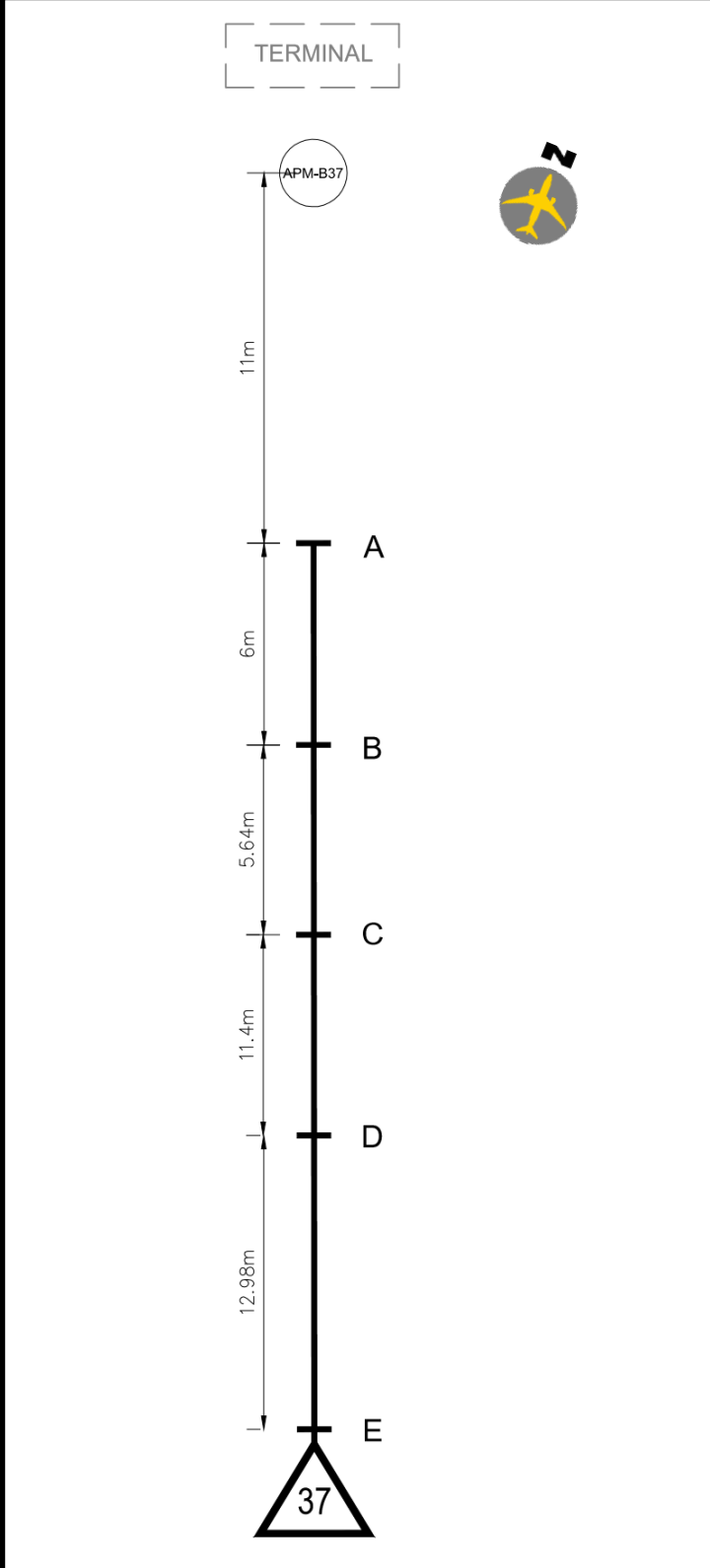
GATE CAPABILITIES

PBB: 37 | Stop Lines: A-E

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 35B				GATE 39		Letter	Dist.	Full	Empty	
68.4m	224.42ft	737-200	L1	68.4m	224.42ft	C	22.64m	8.09%	7.44%	
68.4m	224.42ft	737-300	L1	68.4m	224.42ft		22.64m	7.45%	6.85%	
68.4m	224.42ft	737-400	L1	68.4m	224.42ft		22.64m	7.45%	6.85%	
68.4m	224.42ft	737-500	L1	68.4m	224.42ft		22.64m	7.47%	6.87%	
68.4m	224.42ft	737-600	L1	68.4m	224.42ft		22.64m	7.59%	6.99%	
68.4m	224.42ft	737-700	L1	68.4m	224.42ft		22.64m	7.59%	6.99%	
68.4m	224.42ft	737-700W	L1	68.4m	224.42ft		22.64m	7.59%	6.99%	
68.4m	224.42ft	737-MAX7	L1	68.4m	224.42ft		22.64m	7.5%	6.3%	
68.4m	224.42ft	737-800	L1	68.4m	224.42ft		22.64m	7.61%	7.00%	
68.4m	224.42ft	737-800W	L1	68.4m	224.42ft		22.64m	7.59%	6.99%	
68.4m	224.42ft	737-MAX8	L1	68.4m	224.42ft		22.64m	6.89%	5.67%	
68.4m	224.42ft	737-900	L1	68.4m	224.42ft		22.64m	7.60%	6.99%	
68.4m	224.42ft	737-900W	L1	68.4m	224.42ft		22.64m	7.60%	7.00%	
68.4m	224.42ft	737-MAX9	L1	68.4m	224.42ft		22.64m	6.80%	5.67%	
68.4m	224.42ft	A319	L1	68.4m	224.42ft		22.64m	4.55%	4.17%	
68.4m	224.42ft	A320-100	L1	68.4m	224.42ft		22.64m	4.51%	4.21%	
68.4m	224.42ft	A320-200	L1	68.4m	224.42ft		22.64m	4.55%	4.13%	
68.4m	224.42ft	A321-100	L1	68.4m	224.42ft		22.64m	4.51%	4.04%	
68.4m	224.42ft	A321-200	L1	68.4m	224.42ft		22.64m	4.51%	4.04%	
68.4m	224.42ft	ERJ-170	L1	68.4m	224.42ft		22.64m	7.78%	7.42%	
68.4m	224.42ft	ERJ-175	L1	68.4m	224.42ft		22.64m	7.68%	7.28%	
68.4m	224.42ft	ERJ-175W	L1	68.4m	224.42ft		22.64m	7.78%	7.38%	
68.4m	224.42ft	ERJ-190	L1	68.4m	224.42ft		22.64m	7.54%	7.13%	
68.4m	224.42ft	ERJ-195	L1	68.4m	224.42ft		22.64m	7.58%	7.21%	
68.4m	224.42ft	E195-E2	L1	68.4m	224.42ft		22.64m	8.3%	8.0%	
68.4m	224.42ft	A220-300	L1	68.4m	224.42ft		22.64m	6.00%	6.40%	
68.4m	224.42ft	A310-200	L1	68.4m	224.42ft		22.64m	0.12%	0.38%	
68.4m	224.42ft	A310-300	L1	68.4m	224.42ft		22.64m	0.15%	0.43%	
68.4m	224.42ft	CRJ-200	L1	68.4m	224.42ft	D	34.04m	8.29%	7.72%	
68.4m	224.42ft	CRJ-700	L1	68.4m	224.42ft		34.04m	7.96%	7.75%	
68.4m	224.42ft	CRJ-900	L1	68.4m	224.42ft		34.04m	7.75%	7.75%	
68.4m	224.42ft	CRJ-705	L1	68.4m	224.42ft		34.04m	7.75%	7.75%	
68.4m	224.42ft	CRJ-1000	L1	68.4m	224.42ft		34.04m	7.75%	7.75%	
68.4m	224.42ft	Q400	L1	68.4m	224.42ft		34.04m	8.68%	8.54%	2
68.4m	224.42ft	Avro RJ (RJ-85)	L1	68.4m	224.42ft		34.04m	7.33%	6.81%	
68.4m	224.42ft	Avro RJ(RJ-100)	L1	68.4m	224.42ft		34.04m	7.28%	6.77%	
68.4m	224.42ft	DH8-100	L1	68.4m	224.42ft	E	47.02m			6
68.4m	224.42ft	DH8-300	L1	68.4m	224.42ft		47.02m			6

1. WHEN GATE 37 IS OCCUPIED WITH B747-800, GATE 39 CANNOT BE OCCUPIED WITH A340-300 L2.
2. Q400 SLOPE IS 8.68%
3. A350-1000 TAIL EXTENDS INTO VSR BY 3.0m
4. B777-300/300ER TAIL EXTENDS INTO VSR BY 1.6m
5. B747-800 TAIL EXTENDS INTO VSR BY 1.5m
6. DH8-100/300 IS POWER IN/PUSHBACK AND GROUND LOADING WHEN PLACED ON STOP BAR 'E'

Pavement Markings



Stop Line Sign Board

37		YYC Calgary Airport	
E	DH8-100/300		
D	CRJ-200/700/705/900/1000		
	AVRO RJ		Q400
C	A220-300		
	A310-200/300		A319
	A320-100/200		A321-100/200
	B737-200/300/400/500/600		
	B737-700/800/900/MAX		
	ERJ-170/175/175W/190/195		
	E195-E2		
B	A330-300 (L2)		A340-300 (L2)
	B757-300 (L2)		B767-300
	B777-200 (L2)		
	B787-8 (L2)		B787-9 (L2)
A	A350-1000 (L2)		B747-8 (L2)
	B777-300 (L2)		

Notes:

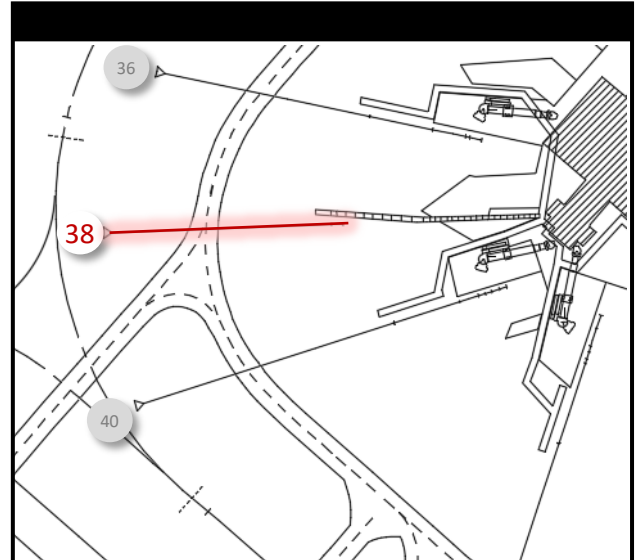
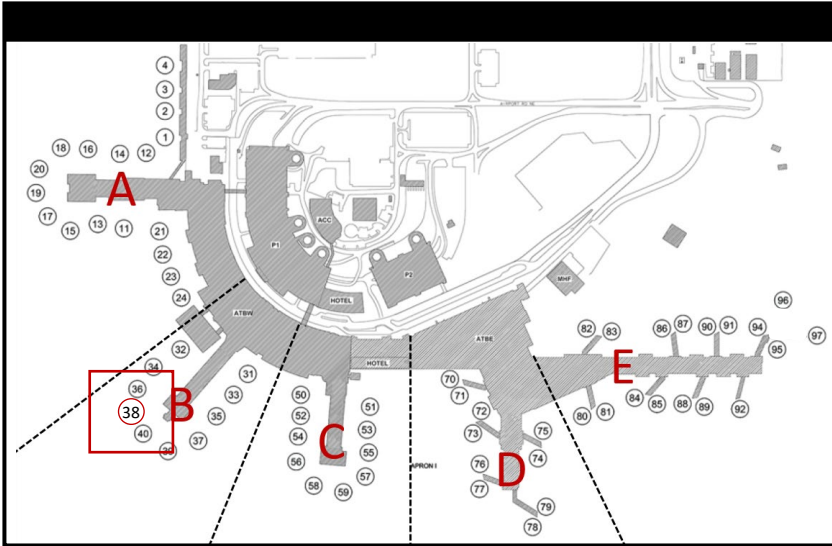


LEAD-IN LINE 37

C O N C O U R S E B

PUSHBACK PROCEDURES

GROUND LOADING INFORMATION



General Information

Bridge Owner	Type	Maintenance/Repairs
N/A	N/A	N/A

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
N/A	N/A	N/A	N/A	N/A

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
N/A	N/A	N/A

Notes:



LEAD-IN LINE 38

CONCOURSE B

GATE CAPABILITIES

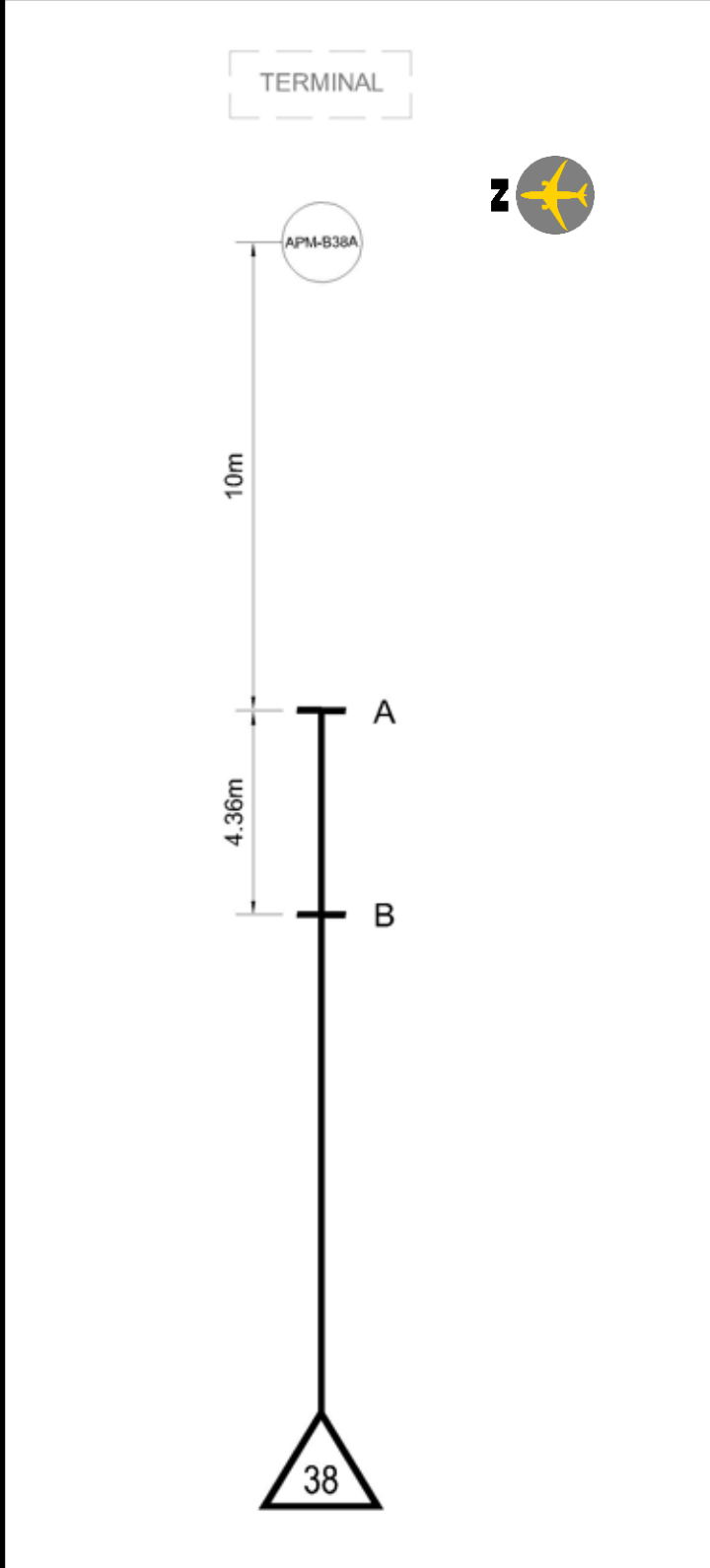
PBB: 38 | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 40				GATE 36		Letter	Dist.	Full	Empty	
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	A	10m			1, 2
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		10m			1, 2
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		10m			1, 2
35.92m	117.85ft	DH8-300	L1	35.92m	117.85ft	B	14.36m			1, 2, 3
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		14.36m			1, 2
35.92m	117.85ft	SAAB 340	L1	35.92m	117.85ft		14.36m			1, 2

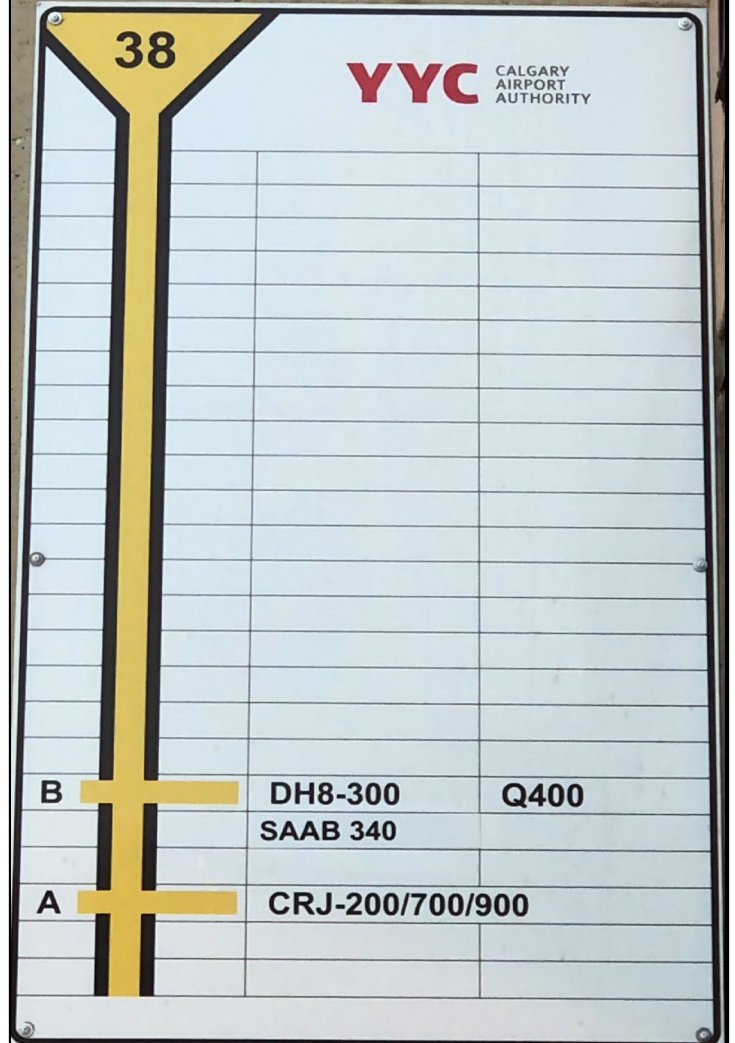
Notes:

1. WHEN GATE 38 IS OCCUPIED, GATE 40 AND 36 ARE RESTRICTED TO AGN III (CODE C).
2. GATE 38 IS GROUND LOADING.

Pavement Markings



Stop Line Sign Board



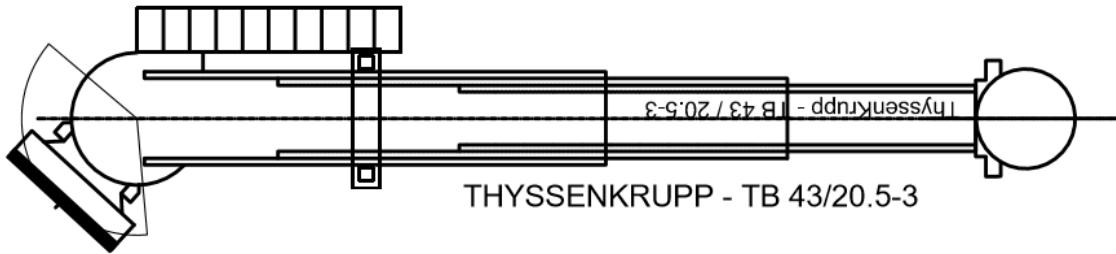
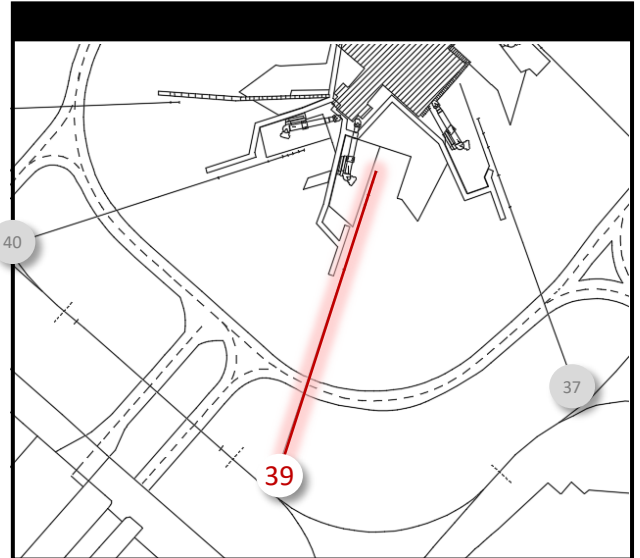
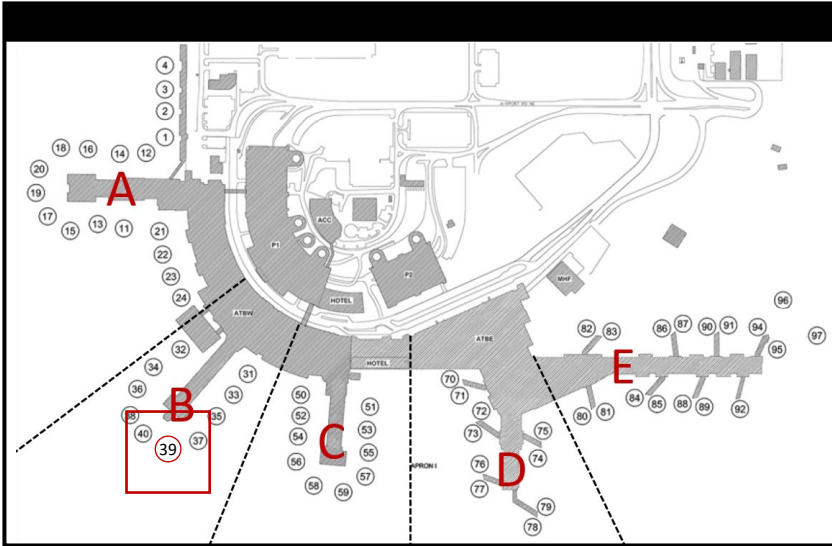
Notes:



LEAD-IN LINE 38

C O N C O U R S E B

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	180KVA	AC	HOBART Series 500081	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	Hobart 3400 PCA	Yes

Notes:



LEAD-IN LINE 39

CONCOURSE B

GATE CAPABILITIES

PBB: 39 | Stop Lines: A-G

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 37				GATE 40		Letter	Dist.	Full	Empty	
64.92m	212.99ft	A340-300	L2	51.97m	170.5ft	A	11m	1.65%	2.36%	1, 3
68.4m	224.42ft	747-8	L2	51.97m	170.5ft		11m	1.84%	2.66%	2
68.4m	224.42ft	787-9	L2	51.97m	170.5ft		11m	0.43%	1.76%	1
68.4m	224.42ft	757-200	L2	68.4m	224.42ft	B	15.2m	1.61%	1.00%	
68.4m	224.42ft	757-300	L2	68.4m	224.42ft		15.2m	1.61%	1.00%	
68.4m	224.42ft	747-400	L2	51.97m	170.5ft		15.2m	1.57%	2.72%	1
68.4m	224.42ft	747-400ER	L2	51.97m	170.5ft		15.2m	1.64%	2.75%	1
68.4m	224.42ft	777-200	L2	51.97m	170.5ft		15.2m	1.82%	2.44%	1
68.4m	224.42ft	777-200ER	L2	51.97m	170.5ft		15.2m	1.82%	2.44%	1
68.4m	224.42ft	777-200LR	L2	51.97m	170.5ft		15.2m	1.72%	2.57%	1
68.4m	224.42ft	777-300	L2	51.97m	170.5ft		15.2m	1.82%	2.44%	1
68.4m	224.42ft	777-300ER	L2	51.97m	170.5ft		15.2m	1.95%	2.86%	1
68.4m	224.42ft	787-8	L2	51.97m	170.5ft		15.2m	0.28%	1.32%	1
68.4m	224.42ft	A330-200	L2	51.97m	170.5ft		15.2m	1.34%	2.06%	1
68.4m	224.42ft	A330-300	L2	51.97m	170.5ft		15.2m	1.14%	1.66%	1
68.4m	224.42ft	A340-200	L2	51.97m	170.5ft		15.2m	1.14%	1.76%	1
68.4m	224.42ft	A350-1000	L2	51.97m	170.5ft		15.2m	1.6%	2.1%	1
							C			

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LEAD-IN LINE 39

CONCOURSE B

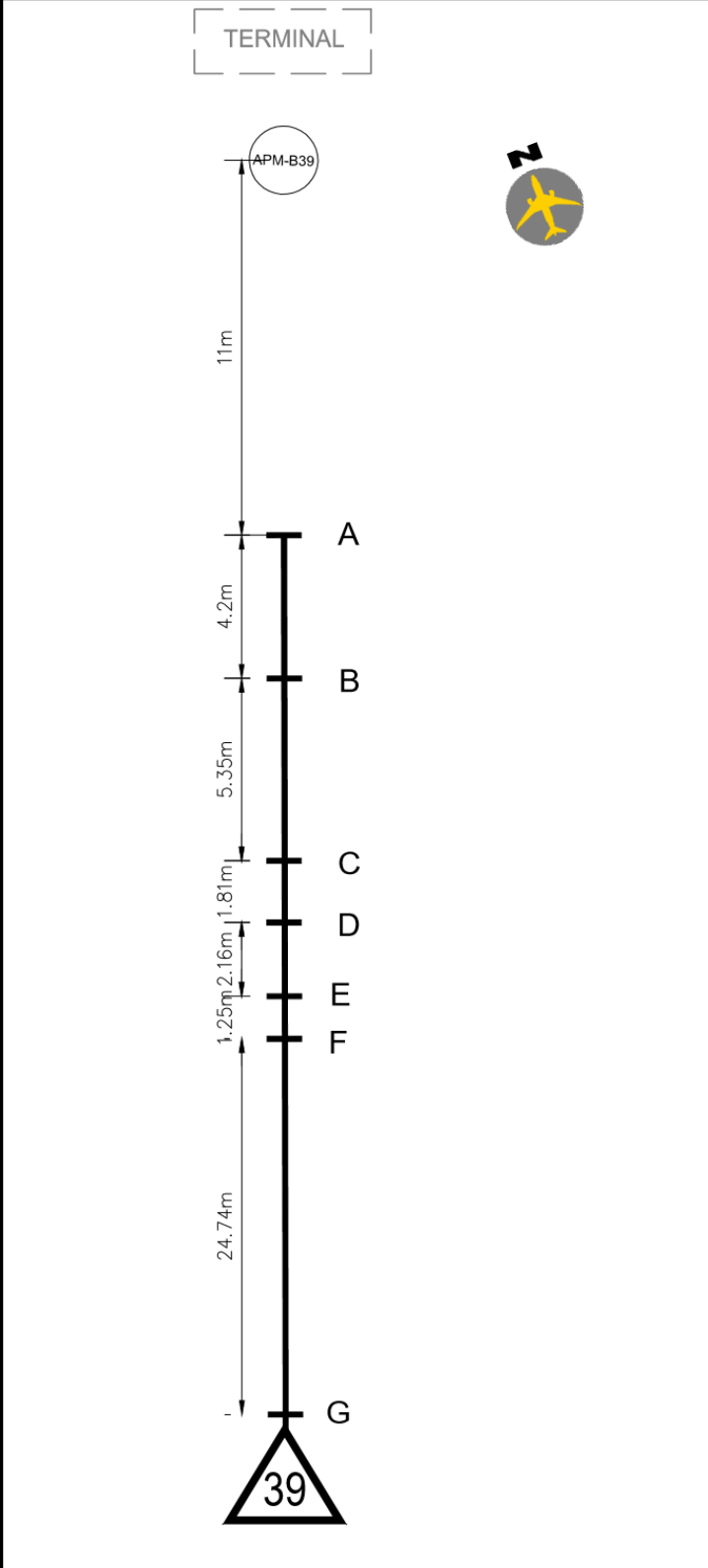
GATE CAPABILITIES

PBB: 39 | Stop Lines: A-G

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes	
GATE 37				GATE 40		Letter	Dist.	Full	Empty		
68.4m	224.42ft	737-200	L1	68.4m	224.42ft	D	22.36m	6.45%	5.88%		
68.4m	224.42ft	737-300	L1	68.4m	224.42ft		22.36m	5.89%	5.36%		
68.4m	224.42ft	737-400	L1	68.4m	224.42ft		22.36m	5.89%	5.36%		
68.4m	224.42ft	737-700	L1	68.4m	224.42ft		22.36m	6.01%	5.48%		
68.4m	224.42ft	737-700W	L1	68.4m	224.42ft		22.36m	6.01%	5.48%		
68.4m	224.42ft	737-MAX7	L1	68.4m	224.42ft		22.36m	5.9%	4.9%		
68.4m	224.42ft	737-800	L1	68.4m	224.42ft		22.36m	6.02%	5.49%		
68.4m	224.42ft	737-800W	L1	68.4m	224.42ft		22.36m	6.01%	5.48%		
68.4m	224.42ft	737-MAX8	L1	68.4m	224.42ft		22.36m	5.39%	4.33%		
68.4m	224.42ft	737-900	L1	68.4m	224.42ft		22.36m	6.01%	5.48%		
68.4m	224.42ft	737-900W	L1	68.4m	224.42ft		22.36m	6.02%	5.49%		
68.4m	224.42ft	737-MAX9	L1	68.4m	224.42ft		22.36m	5.31%	4.32%		
68.4m	224.42ft	A220-300	L1	68.4m	224.42ft		22.36m	4.70%	5.00%		
68.4m	224.42ft	A321-100	L1	68.4m	224.42ft		22.36m	3.27%	2.87%		
68.4m	224.42ft	A321-200	L1	68.4m	224.42ft		22.36m	3.27%	2.87%		
68.4m	224.42ft	ERJ-175	L1	68.4m	224.42ft		22.36m	6.18%	5.83%		
68.4m	224.42ft	ERJ-175W	L1	68.4m	224.42ft		22.36m	6.68%	6.33%		
68.4m	224.42ft	ERJ-190	L1	68.4m	224.42ft		22.36m	5.97%	5.61%		
68.4m	224.42ft	E195-E2	L1	68.4m	224.42ft		22.36m	6.7%	6.3%		
68.4m	224.42ft	767-200	L1	68.4m	224.42ft		22.36m	0.72%	0.62%		
68.4m	224.42ft	767-300	L1	68.4m	224.42ft		22.36m	0.54%	0.73%		
68.4m	224.42ft	767-400ER	L1	68.4m	224.42ft		22.36m	0.58%	0.34%		
68.4m	224.42ft	CRJ-705	L1	68.4m	224.42ft		22.36m	8.62%	8.62%	4	
68.4m	224.42ft	CRJ-900	L1	68.4m	224.42ft		22.36m	8.62%	8.62%	4	
68.4m	224.42ft	Avro RJ (RJ-85)	L1	68.4m	224.42ft		22.36m	8.11%	7.47%		
68.4m	224.42ft	Avro RJ(RJ-100)	L1	68.4m	224.42ft		22.36m	8.05%	7.42%		
68.4m	224.42ft	737-500	L1	68.4m	224.42ft		E	24.52m	5.58%	5.09%	
68.4m	224.42ft	737-600	L1	68.4m	224.42ft			24.52m	5.68%	5.18%	
68.4m	224.42ft	A319	L1	68.4m	224.42ft	24.52m		3.15%	2.84%		
68.4m	224.42ft	A320-100	L1	68.4m	224.42ft	24.52m		3.12%	2.88%		
68.4m	224.42ft	A320-200	L1	68.4m	224.42ft	24.52m		3.15%	2.81%		
68.4m	224.42ft	Q400	L1	68.4m	224.42ft	F	25.77m	8.91%	8.77%	4	
68.4m	224.42ft	ATR (ATR 72)	L1	68.4m	224.42ft	G	50.51m			5	
68.4m	224.42ft	ATR (ATR 42)	L1	68.4m	224.42ft		50.51m			5	
68.4m	224.42ft	DH8-100	L1	68.4m	224.42ft		50.51m			5	
68.4m	224.42ft	DH8-300	L1	68.4m	224.42ft		50.51m			5	
68.4m	224.42ft	SAAB 340	L1	68.4m	224.42ft		50.51m			5	

1. WHEN GATE 39 IS OCCUPIED WITH AGN V (CODE E), GATE 40 IS RESTRICTED TO AGN IV (CODE D).
2. WHEN GATE 39 IS OCCUPIED WITH B747-800, GATE 40 IS RESTRICTED TO AGN IV (CODE D).
3. WHEN GATE 39 IS OCCUPIED WITH A340-300 L2, GATE 37 CANNOT BE OCCUPIED WITH B747-8
4. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.91% FOR THE Q400 AND CRJ-705/900
5. DH8-100/300, ATR (ATR 72/42) AND SAAB 340 ARE POWER IN/PUSHBACK AND GROUND LOADING WHEN PLACED ON STOP BAR 'G'

Pavement Markings



Stop Line Sign Board

39		YYC Calgary Airport	
G	DH8-100/300	ATR	SAAB340
F	Q400		
E	A319	A320-100/200	
	B737-500/600		
D	A220-300	A321-100/200	
	B737-200/300/400		
	B737-700/800/900/MAX		
	B767-200/300	B767-400 (L1)	
	ERJ-175/175W/190	E195-E2	
	CRJ-705/900	AVRO RJ	
C			
B	A330-200/300 (L2)	A340-200 (L2)	
	A350-1000 (L2)		
	B747-300/400 (L2)	B757-200/300 (L2)	
	B777-200/300 (L2)	B787-8 (L2)	
A	A340-300 (L2)	B747-8 (L2)	
	B787-9 (L2)		

Notes:



LEAD-IN LINE 39

C O N C O U R S E B

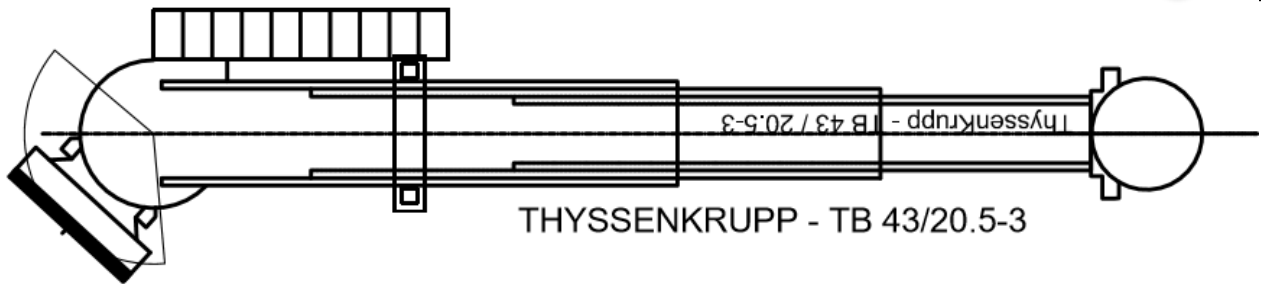
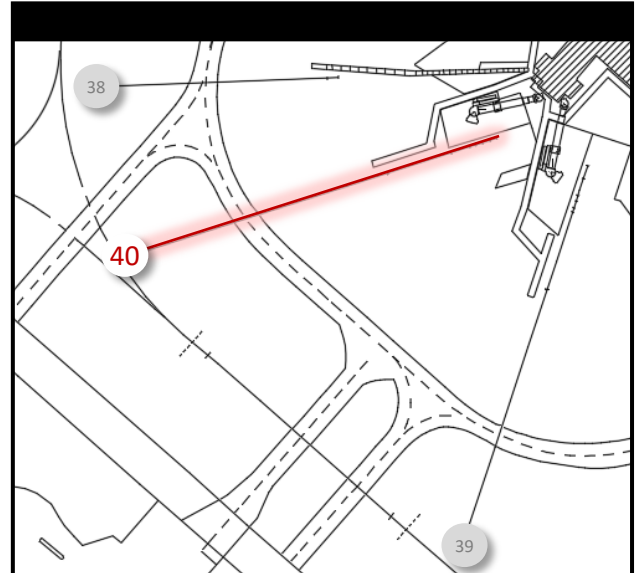
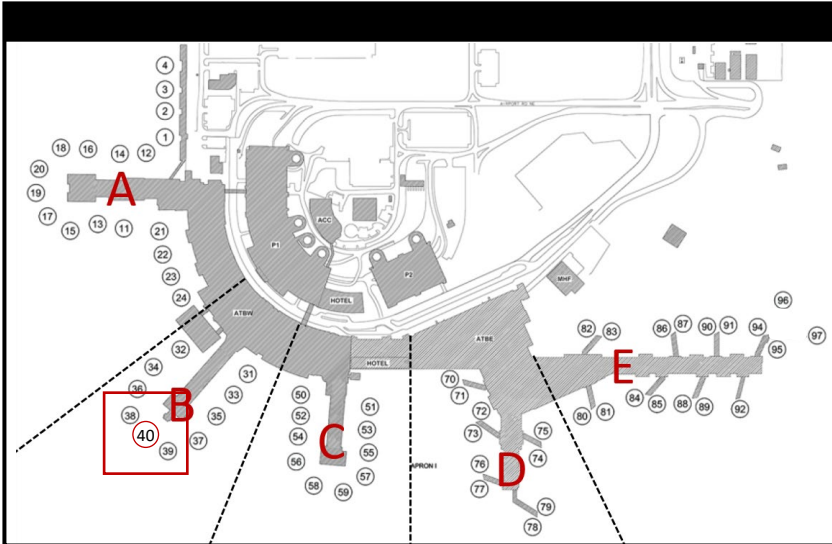
PUSHBACK PROCEDURES (Narrow Bodies)



LEAD-IN LINE 39

C O N C O U R S E B

PUSHBACK PROCEDURES (Wide Bodies)



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	180KVA	AC	HOBART Series 500081	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	3400 PCA	Yes

Notes:



LEAD-IN LINE 40

CONCOURSE B

GATE CAPABILITIES

PBB: 40 | Stop Lines: A-G

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 39				GATE 36		Letter	Dist.	Full	Empty	
51.97m	170.51ft	777-200	L2	35.92m	117.85ft	A	13.63m	2.59%	3.33%	1, 2, 4
51.97m	170.51ft	777-200ER	L2	35.92m	117.85ft		13.63m	2.59%	3.33%	1, 2, 4
51.97m	170.51ft	777-200LR	L2	35.92m	117.85ft		13.63m	2.47%	3.48%	1, 2, 4
51.97m	170.51ft	787-8	L2	35.92m	117.85ft		13.63m	0.77%	2.03%	1, 2, 4
51.97m	170.51ft	787-9	L2	35.92m	117.85ft		13.63m	0.20%	1.60%	1, 2, 4
51.97m	170.51ft	A330-300	L2	35.92m	117.85ft		13.63m	1.78%	2.40%	1, 2, 4
51.97m	170.51ft	A340-200	L2	35.92m	117.85ft		13.63m	1.78%	2.52%	1, 2, 4
51.97m	170.51ft	A340-300	L2	35.92m	117.85ft		13.63m	1.98%	2.71%	1, 2, 4
68.4m	224.42ft	757-200	L2	51.97m	170.51ft	B	15.87m	1.45%	0.77%	3, 4
68.4m	224.42ft	757-300	L2	51.97m	170.51ft		15.87m	1.45%	0.77%	3, 4
51.97m	170.51ft	A330-200	L2	35.92m	117.85ft		15.87m	1.85%	2.65%	1, 2, 4
						C				

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LEAD-IN LINE 40

CONCOURSE B

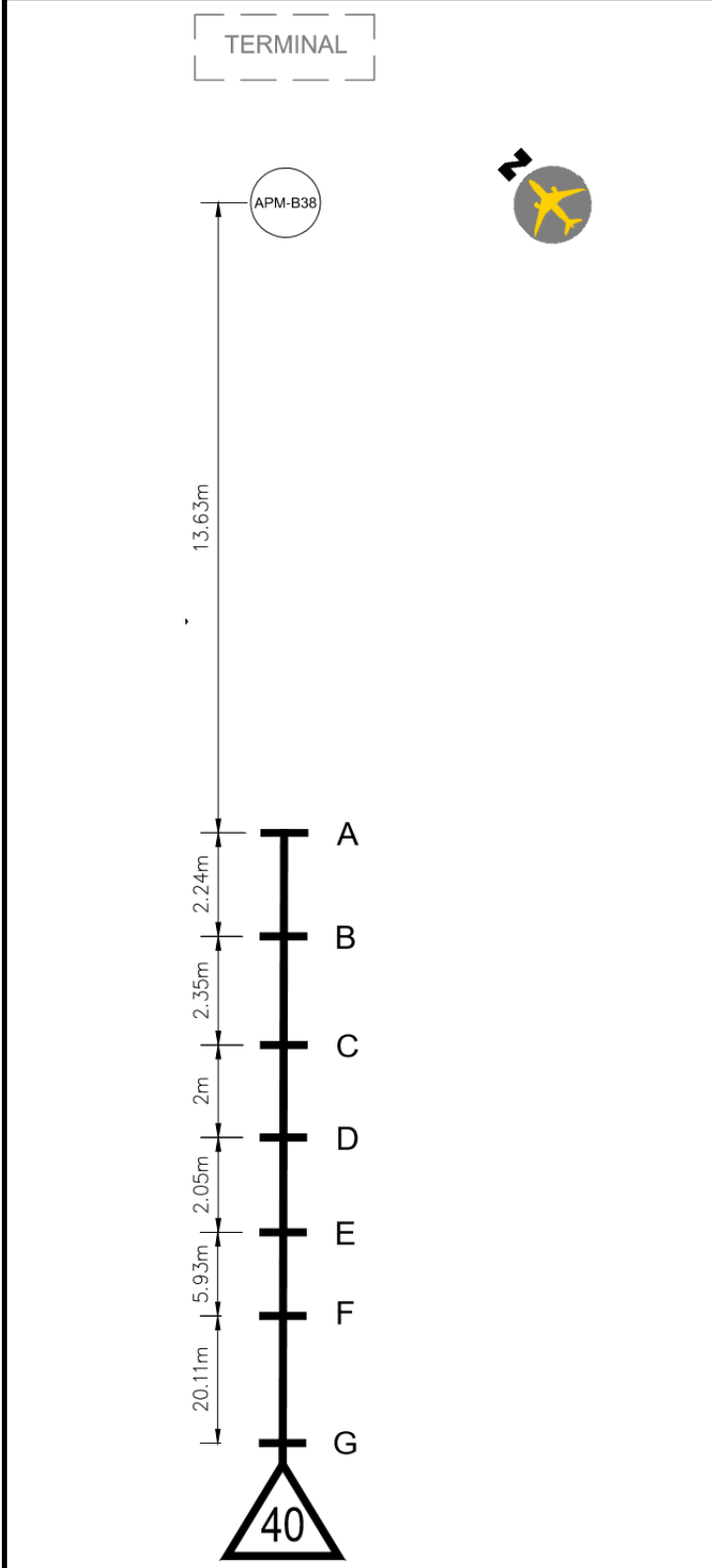
GATE CAPABILITIES

PBB: 40 | Stop Lines: A-G

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 39				GATE 36		Letter	Dist.	Full	Empty	
68.4m	224.42ft	A220-300	L1	68.4m	224.42ft	D	20.22m	5.80%	5.40%	
68.4m	224.42ft	A319	L1	68.4m	224.42ft		20.22m	3.67%	3.25%	
68.4m	224.42ft	A320-100	L1	68.4m	224.42ft		20.22m	3.62%	3.30%	
68.4m	224.42ft	A320-200	L1	68.4m	224.42ft		20.22m	3.67%	3.20%	
68.4m	224.42ft	A321-100	L1	68.4m	224.42ft		20.22m	3.62%	3.11%	
68.4m	224.42ft	A321-200	L1	68.4m	224.42ft		20.22m	3.62%	3.11%	
68.4m	224.42ft	737-300	L1	68.4m	224.42ft		20.22m	6.90%	6.24%	
68.4m	224.42ft	737-400	L1	68.4m	224.42ft		20.22m	6.90%	6.24%	
68.4m	224.42ft	737-500	L1	68.4m	224.42ft		20.22m	6.92%	6.26%	
68.4m	224.42ft	737-600	L1	68.4m	224.42ft		20.22m	7.06%	6.39%	
68.4m	224.42ft	737-700	L1	68.4m	224.42ft		20.22m	7.06%	6.39%	
68.4m	224.42ft	737-700W	L1	68.4m	224.42ft		20.22m	7.06%	6.39%	
68.4m	224.42ft	737-MAX7	L1	68.4m	224.42ft		20.22m	7.0%	5.7%	
68.4m	224.42ft	737-800	L1	68.4m	224.42ft		20.22m	7.07%	6.40%	
68.4m	224.42ft	737-800W	L1	68.4m	224.42ft		20.22m	7.07%	6.40%	
68.4m	224.42ft	737-MAX8	L1	68.4m	224.42ft		20.22m	6.27%	4.93%	
68.4m	224.42ft	737-900	L1	68.4m	224.42ft		20.22m	7.06%	6.39%	
68.4m	224.42ft	737-900W	L1	68.4m	224.42ft		20.22m	7.06%	6.40%	
68.4m	224.42ft	737MAX9	L1	68.4m	224.42ft	20.22m	6.18%	4.93%		
68.4m	224.42ft	E195-E2	L1	68.4m	224.42ft	20.22m	7.9%	7.5%		
68.4m	224.42ft	737-200	L1	68.4m	224.42ft	E	22.27m	7.06%	6.41%	
68.4m	224.42ft	CRJ-705	L1	68.4m	224.42ft		22.27m	9.52%	9.52%	5
68.4m	224.42ft	CRJ-900	L1	68.4m	224.42ft		22.27m	9.52%	9.52%	5
68.4m	224.42ft	ERJ-175	L1	68.4m	224.42ft		22.27m	6.76%	6.35%	
68.4m	224.42ft	ERJ-175W	L1	68.4m	224.42ft		22.27m	7.33%	6.93%	
68.4m	224.42ft	ERJ-190	L1	68.4m	224.42ft		22.27m	6.51%	6.10%	
68.4m	224.42ft	Q400	L1	68.4m	224.42ft	F	28.2m	9.03%	8.87%	6
68.4m	224.42ft	ATR (ATR 72)	L1	68.4m	224.42ft	G	48.31m			7
68.4m	224.42ft	ATR (ATR 42)	L1	68.4m	224.42ft		48.31m			7
68.4m	224.42ft	DH8-100	L1	68.4m	224.42ft		48.31m			7
68.4m	224.42ft	DH8-300	L1	68.4m	224.42ft		48.31m			7
68.4m	224.42ft	CRJ-100	L1	68.4m	224.42ft		48.31m			7
68.4m	224.42ft	Avro RJ (RJ-85)	L1	68.4m	224.42ft		48.31m			7
68.4m	224.42ft	Avro RJ(RJ-100)	L1	68.4m	224.42ft		48.31m			7
68.4m	224.42ft	SAAB 340	L1	68.4m	224.42ft		48.31m			7

1. WHEN GATE 40 IS OCCUPIED WITH AGN V (CODE E), GATE 39 IS RESTRICTED TO AGN IV (CODE D)
2. WHEN GATE 40 IS OCCUPIED WITH AGN V (CODE E), GATE 36 IS RESTRICTED TO AGN III (CODE C)
3. WHEN GATE 40 IS OCCUPIED WITH AGN IV (CODE D), GATE 36 IS RESTRICTED TO AGN IV (CODE D)
4. WHEN GATE 40 IS OCCUPIED WITH AGN IV (CODE D) OR AGN V (CODE E) GATE 38 MUST BE VACANT
5. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.52% FOR CRJ-705/900
6. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.03% FOR Q400
7. DH8-100/300, CRJ-100, RJ-100, RJ-85, ATR (ATR 72/42) AND SAAB 340 ARE POWER IN /PUSHBACK AND GROUND LOADING WHEN PLACED ON STOP BAR 'G'

Pavement Markings



Stop Line Sign Board

40		YYC Calgary Airport	
G	DH8-100/300	CRJ-100	
	AVRO RJ	ATR	SAAB340
F	Q400		
E	B737-200	CRJ-705/900	
	ERJ-175/175W/190		
D	A220-300	A319	
	A320-100/200	A321-100/200	
	B737-300/400/500/600		
	B737-700/800/900/MAX		
C	E195-E2		
B	A330-200 (L2)	B757-200/300 (L2)	
A	A330-300 (L2)	A340-200/300 (L2)	
	B787-8 (L2)	B777-200 (L2)	
	B787-9 (L2)		

Notes:



LEAD-IN LINE 40

C O N C O U R S E B

PUSHBACK PROCEDURES (Narrow Bodies)



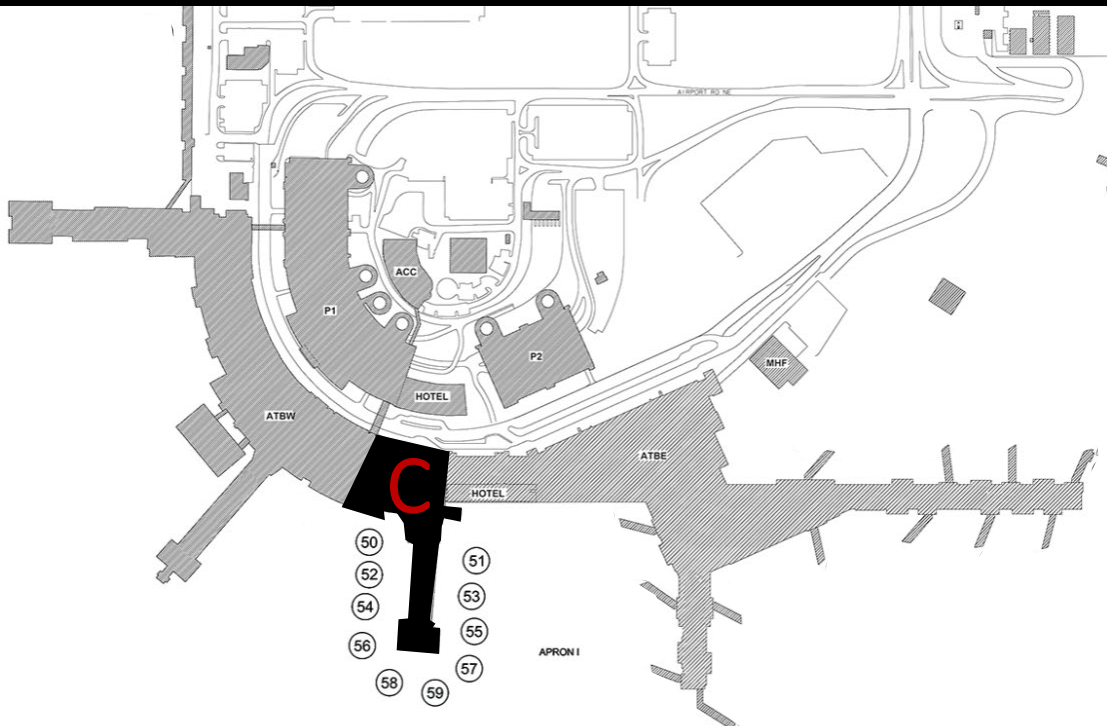
LEAD-IN LINE 40

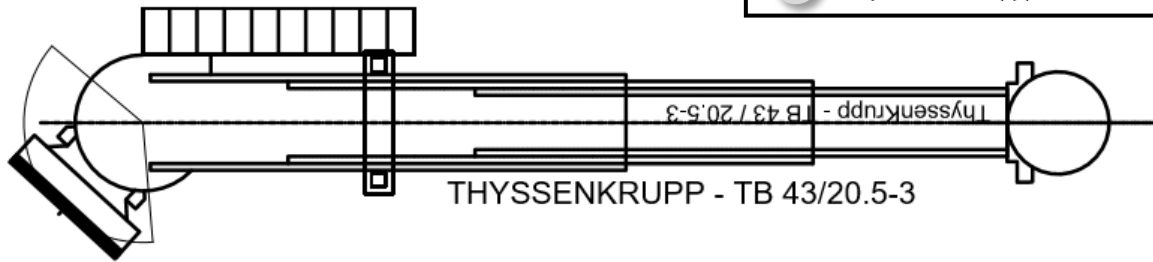
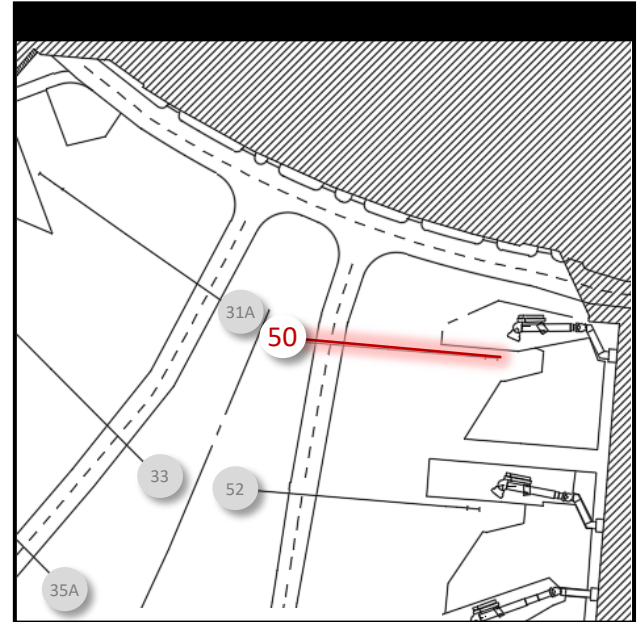
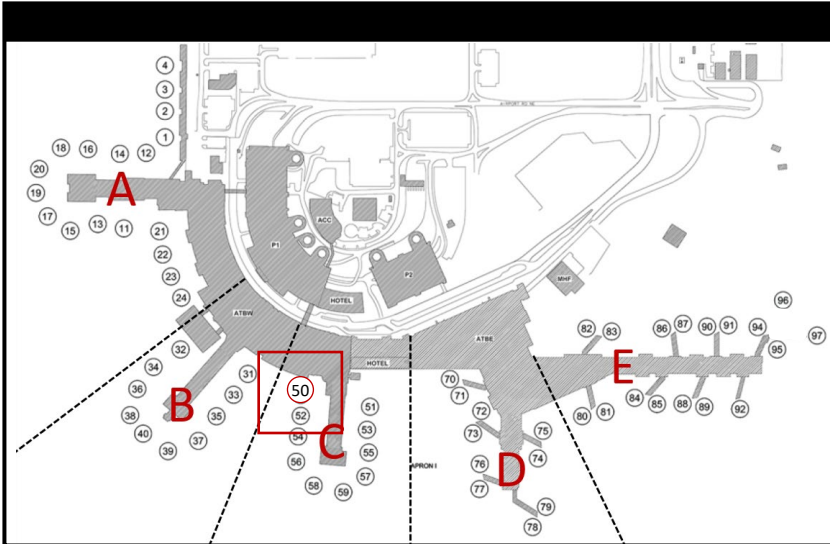
C O N C O U R S E B

PUSHBACK PROCEDURES (Wide Bodies)

CONCOURSE C

DOMESTIC TERMINAL





General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC	INET	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 50

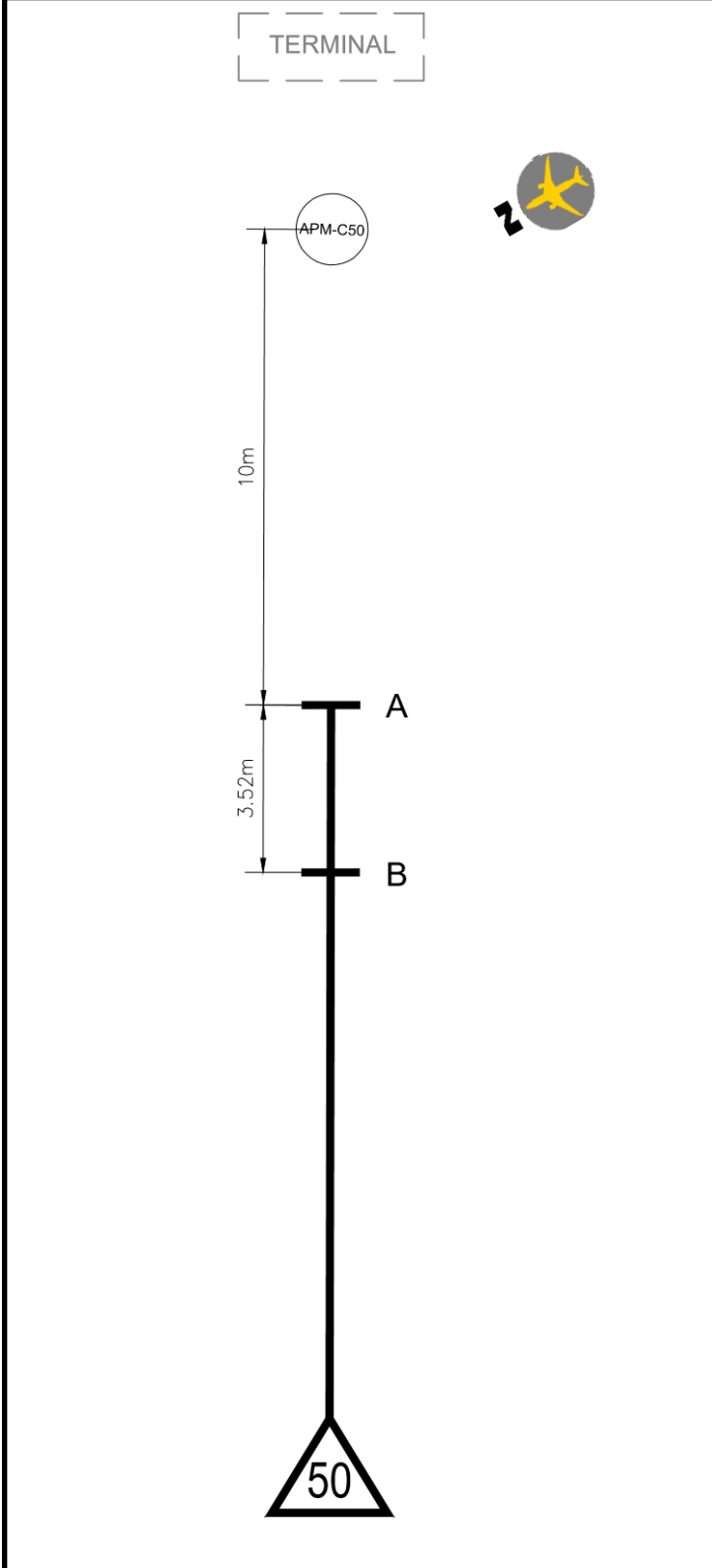
CONCOURSE C

GATE CAPABILITIES

PBB: 50 | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 52				Letter	Dist.	Full	Empty			
35.92m	117.85ft	737-400	L1	A	10m	4.26%	3.64%			
35.92m	117.85ft	737-500	L1		10m	4.28%	3.66%			
35.92m	117.85ft	737-600	L1		10m	4.41%	3.78%			
35.92m	117.85ft	737-700	L1		10m	4.41%	3.78%			
35.92m	117.85ft	737-MAX7	L1		10m	6.4%	5.2%			
35.92m	117.85ft	737-800	L1		10m	4.41%	3.79%			
35.92m	117.85ft	737-MAX8	L1		10m	3.67%	2.42%			
35.92m	117.85ft	737-900	L1		10m	4.41%	3.78%			
35.92m	117.85ft	737-MAX9	L1		10m	3.58%	2.41%			
35.92m	117.85ft	A220-300	L1		10m	5.30%	4.90%			
35.92m	117.85ft	A319	L1		10m	1.21%	0.82%			
35.92m	117.85ft	A320-200	L1		10m	1.21%	0.78%			
35.92m	117.85ft	A321-100	L1		10m	1.17%	0.69%			
35.92m	117.85ft	A321-200	L1		10m	1.17%	0.69%			
35.92m	117.85ft	CRJ-700	L1		10m	7.75%	7.43%			
35.92m	117.85ft	CRJ-705	L1		10m	7.44%	7.44%			
35.92m	117.85ft	CRJ-900	L1		10m	7.44%	7.44%			
35.92m	117.85ft	CRJ-1000	L1		10m	7.44%	7.44%			
35.92m	117.85ft	ERJ-190	L1		10m	4.35%	3.94%			
35.92m	117.85ft	ERJ-195	L1		10m	4.39%	4.02%			
35.92m	117.85ft	E195-E2	L1	10m	7.2%	6.9%				
35.92m	117.85ft	CRJ-200	L1	B	13.52m	7.14%	6.42%			
35.92m	117.85ft	ERJ-170	L1		13.52m	3.91%	3.59%			
35.92m	117.85ft	ERJ-175	L1		13.52m	3.88%	3.51%			
35.92m	117.85ft	Q400	L1		13.52m	7.62%	7.45%			

Pavement Markings



Stop Line Sign Board

50

YYC CALGARY AIRPORT AUTHORITY

B	CRJ-200 Q400	ERJ-170/175
A	A319-100 A321-100/200 B737-600/700/800/900MAX CRJ-700/705/900/1000 ERJ-190/195 E195-E2	A320-200 B737-400/500

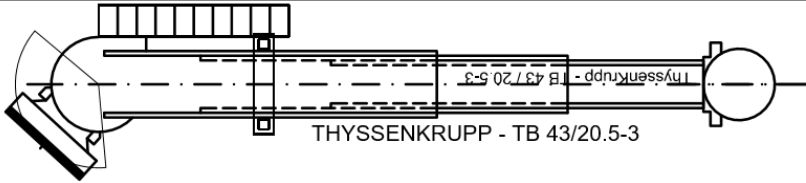
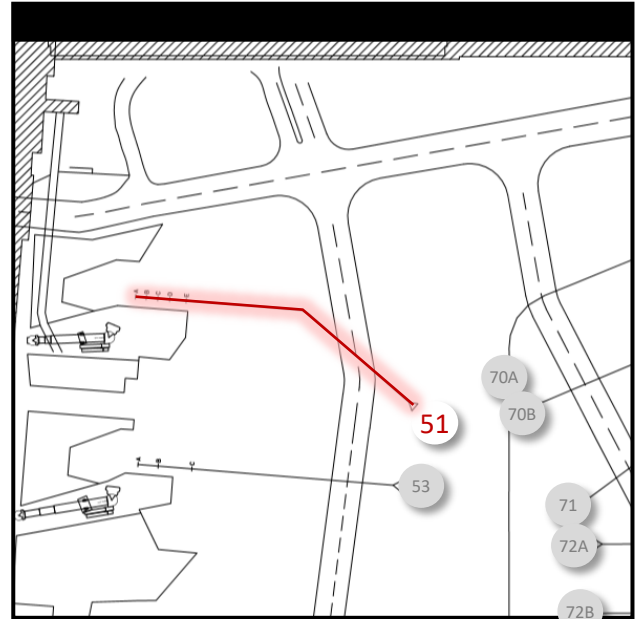
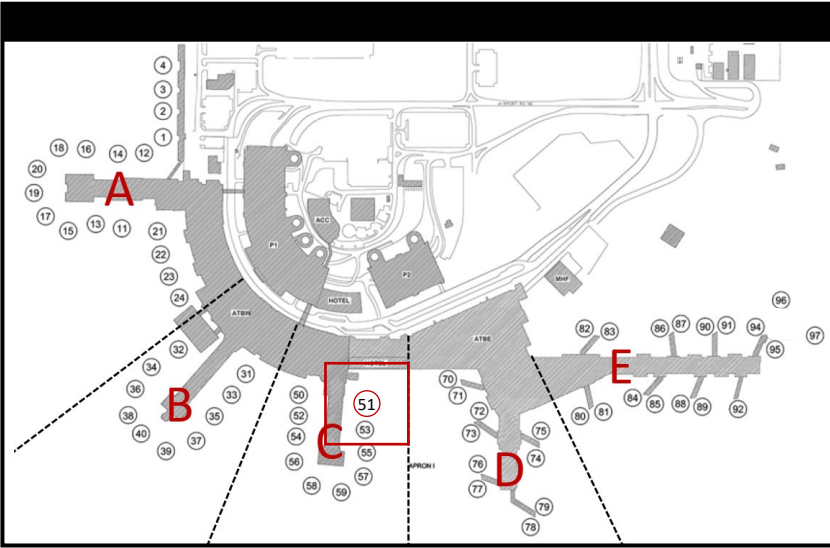
Notes:



LEAD-IN LINE 50

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems: ICO: 403-735-1300

Ground Power Unit

Asset Type	Model	Elec. Power Input		Elec. Power Output		Tag/Serial No.	Weight	Year
GPU Type: 3GWH-200/260-N	ITW GSE 2400	3 x 480 V +/- 10%	3W + PE	400Hz		DTB_PBB51_GPU A125494/1.2 Part Number: 578.671	425kg	Apr. 2024
		3 x 117A +/- 10%	50/60Hz	OUTPUT 1: 200V 90kA PF1 260A	3W + N 400Hz			
Transformer	CAT RC112J-H/E3R	Encl. Type -3R	Power 3 PH AUTO	Voltage Pri – 600 Y Sec. -480Y kVA – 112.5 60Hz		DTB_PBB51_TX G009453-2	Weight 284lbs	Year Apr. 2024

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 51

CONCOURSE C

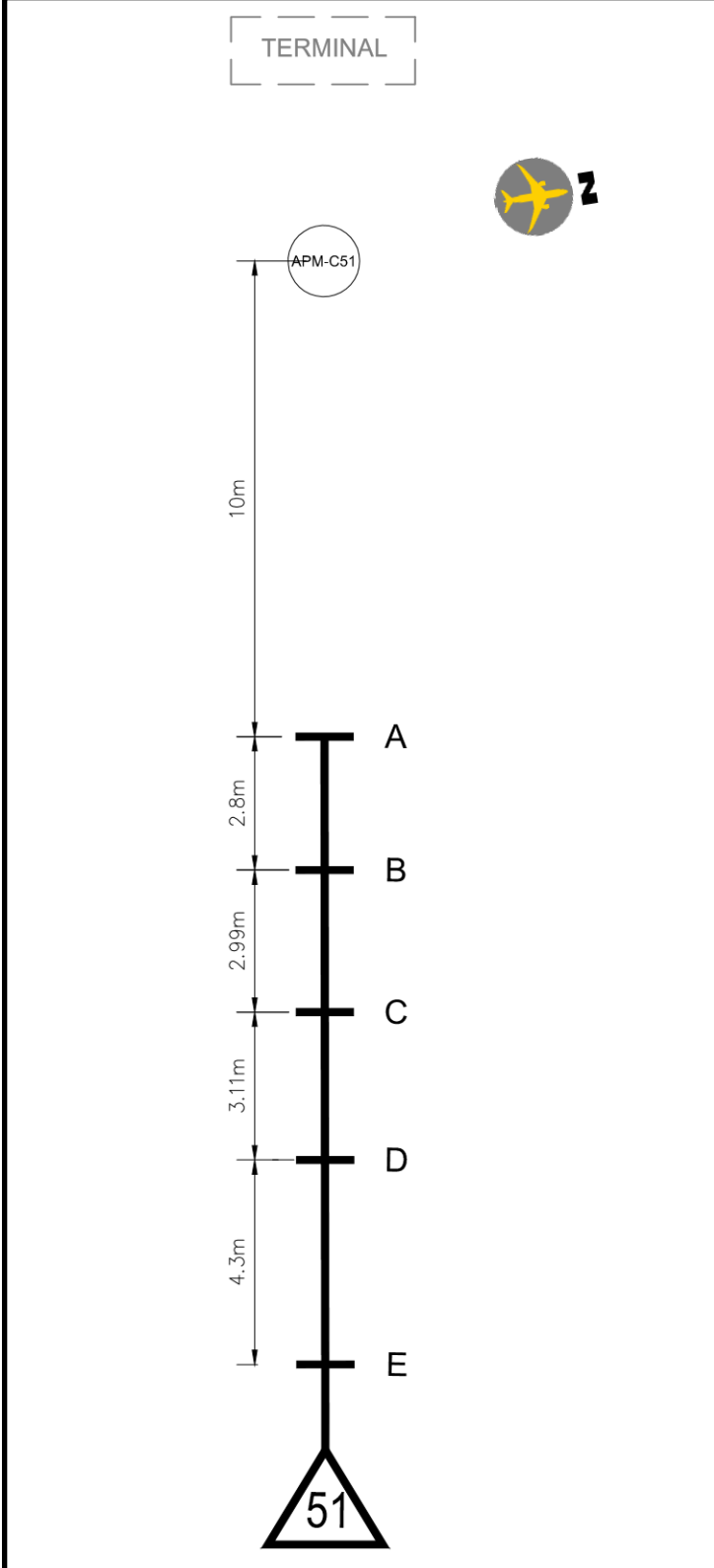
GATE CAPABILITIES

PBB: 51 | Stop Lines: A-E

MAXIMUM WINGSPAN	Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
			GATE 53		Letter	Dist.	Full	Empty	
	737-400	L1	35.92m	117.85ft	A	10m	6.58%	6.03%	
	737-500	L1	35.92m	117.85ft		10m	6.59%	6.05%	
	737-600	L1	35.92m	117.85ft		10m	6.70%	6.15%	
	737-700	L1	35.92m	117.85ft		10m	6.70%	6.15%	
	737-MAX7	L1	35.92m	117.85ft		10m	6.6%	5.5%	
	737-800	L1	35.92m	117.85ft		10m	6.71%	6.16%	
	737-MAX8	L1	35.92m	117.85ft		10m	6.06%	4.97%	
	737-900	L1	35.92m	117.85ft		10m	6.70%	6.16%	
	737-MAX9	L1	35.92m	117.85ft		10m	5.98%	4.97%	
	A220-300	L1	35.92m	117.85ft		10m	5.70%	5.30%	
	A319	L1	35.92m	117.85ft		10m	3.95%	3.61%	
	A320-200	L1	35.92m	117.85ft		10m	3.95%	3.57%	
	A321-100	L1	35.92m	117.85ft		10m	3.91%	3.49%	
	A321-200	L1	35.92m	117.85ft		10m	3.91%	3.49%	
	ERJ-170	L1	35.92m	117.85ft		10m	6.87%	6.54%	
	ERJ-175	L1	35.92m	117.85ft		10m	6.80%	6.44%	
	ERJ-190	L1	35.92m	117.85ft		10m	6.65%	6.29%	
	ERJ-195	L1	35.92m	117.85ft	10m	6.69%	6.36%		
	E195-E2	L1	35.92m	117.85ft	10m	7.4%	7.0%		
	CRJ-1000	L1	35.92m	117.85ft	B	12.8m	8.66%	8.66%	1
	CRJ-700	L1	35.92m	117.85ft	C	15.79m	8.27%	8.04%	
	CRJ-705	L1	35.92m	117.85ft		15.79m	8.04%	8.04%	
	CRJ-900	L1	35.92m	117.85ft		15.79m	8.04%	8.04%	
	CRJ-200	L1	35.92m	117.85ft	D	18.9m	8.02%	7.46%	
	Q400	L1	35.92m	117.85ft		18.9m	8.40%	8.27%	3
	BEH 1900	L1	35.92m	117.85ft	E	23.2m			2
	DORNIER 328	L1	35.92m	117.85ft		23.2m			2
	DH8-100	L1	35.92m	117.85ft		23.2m			2
	DH8-300	L1	35.92m	117.85ft		23.2m			2
	Q400	L1	35.92m	117.85ft		23.2m			2

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.66% FOR THE CRJ-1000.
2. BEECHCRAFT 1900, DORNIER 328, DH8-100/300, AND Q400 IS GROUND LOADING WHEN PLACED ON STOP BAR 'E'.
3. Q400 CAN BE BRIDGE LOADING WHEN PLACED ON STOP BAR 'D' - PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.40%.

Pavement Markings



Stop Line Sign Board

51		YYC CALGARY AIRPORT AUTHORITY	
E	BEH 1900 DH8-100/300	DORNIER 328	
D	CRJ-200	Q400	
C	CRJ-700/705/900		
B	CRJ-1000		
A	A319-100 A321-100/200	A320-200 B737-400/500	
	B737-600/700/800/900/MAX ERJ-170/175/190/195		
	A220-300	E195-E2	

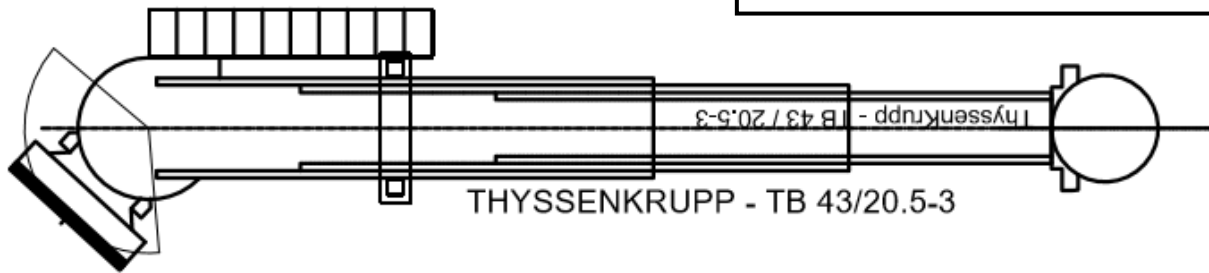
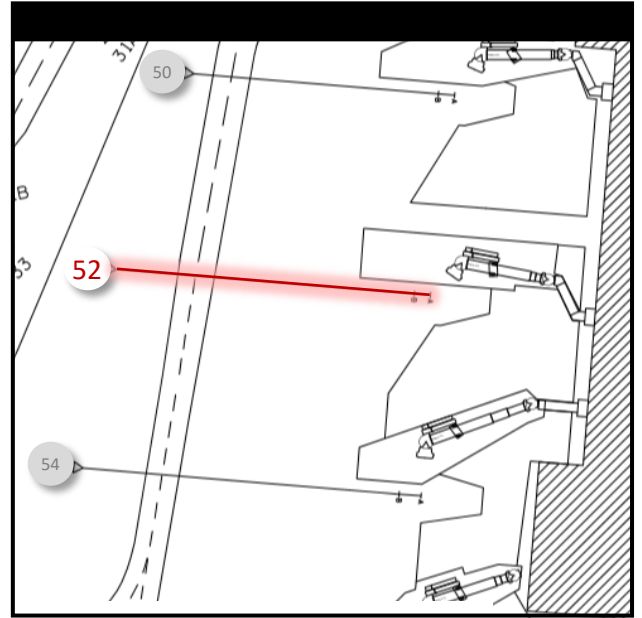
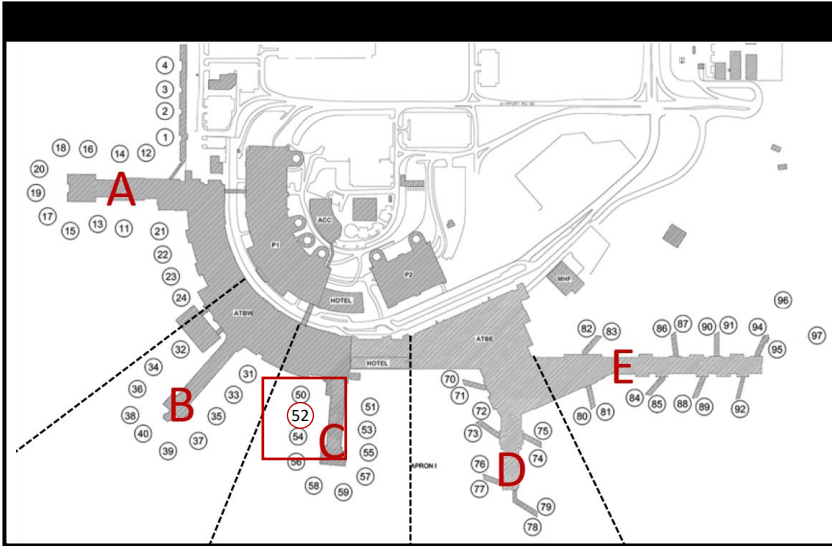
Notes:



LEAD-IN LINE 51

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC	INET	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 52

CONCOURSE C

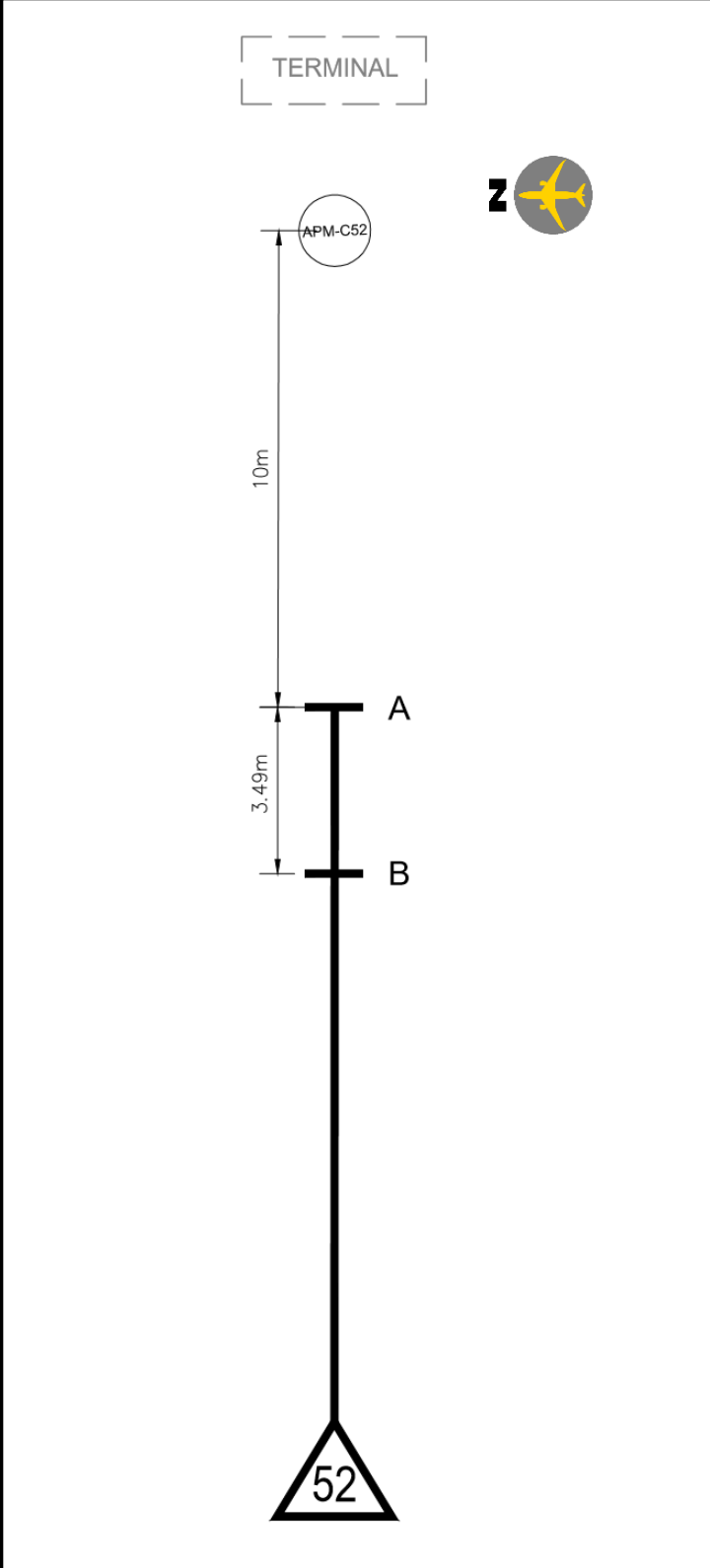
GATE CAPABILITIES

PBB: 52 | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 54				GATE 50		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft	A	10m	4.07%	3.46%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		10m	4.08%	3.47%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		10m	4.21%	3.60%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		10m	4.21%	3.60%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		10m	6.3%	5.0%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		10m	4.21%	3.60%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		10m	3.48%	2.26%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		10m	4.21%	3.60%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		10m	3.39%	2.25%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		10m	5.20%	4.80%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft		10m	1.08%	0.69%	
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		10m	1.08%	0.65%	
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		10m	1.03%	0.57%	
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		10m	1.03%	0.57%	
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft		10m	7.93%	7.13%	
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		10m	7.48%	7.17%	
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		10m	7.18%	7.18%	
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		10m	7.18%	7.18%	
35.92m	117.85ft	CRJ-1000	L1	35.92m	117.85ft		10m	7.18%	7.18%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		10m	4.16%	3.75%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft	10m	4.20%	3.83%		
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft	10m	7.1%	6.7%		
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft	B	13.49m	3.73%	3.41%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		13.49m	3.71%	3.36%	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		13.49m	7.35%	7.18%	

Notes:

Pavement Markings



Stop Line Sign Board

52		YYC CALGARY AIRPORT AUTHORITY	
B	ERJ-170/175	Q400	
A	A319-100	A320-200	
	A321-100/200	B737-400/500	
	B737-600/700/800/900/MAX		
	CRJ-200/700/705/900/1000		
	ERJ-190/195	A220-300	
	E195-E2		

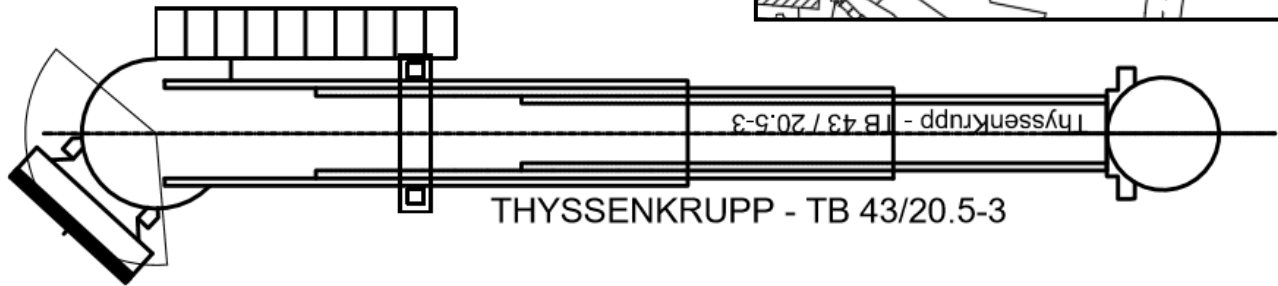
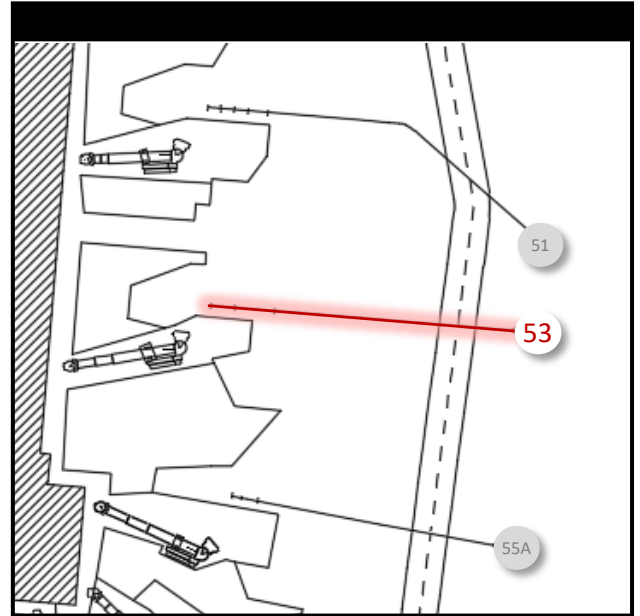
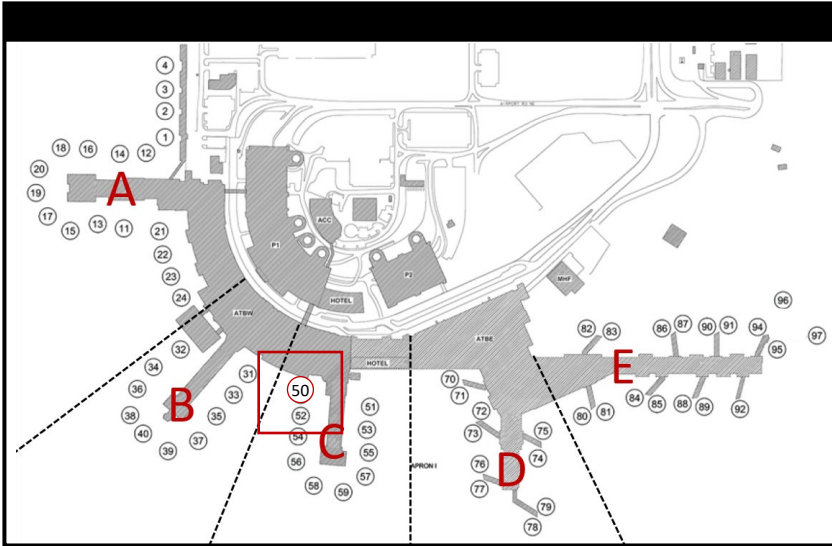
Notes:



LEAD-IN LINE 52

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC	INET	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 53

CONCOURSE C

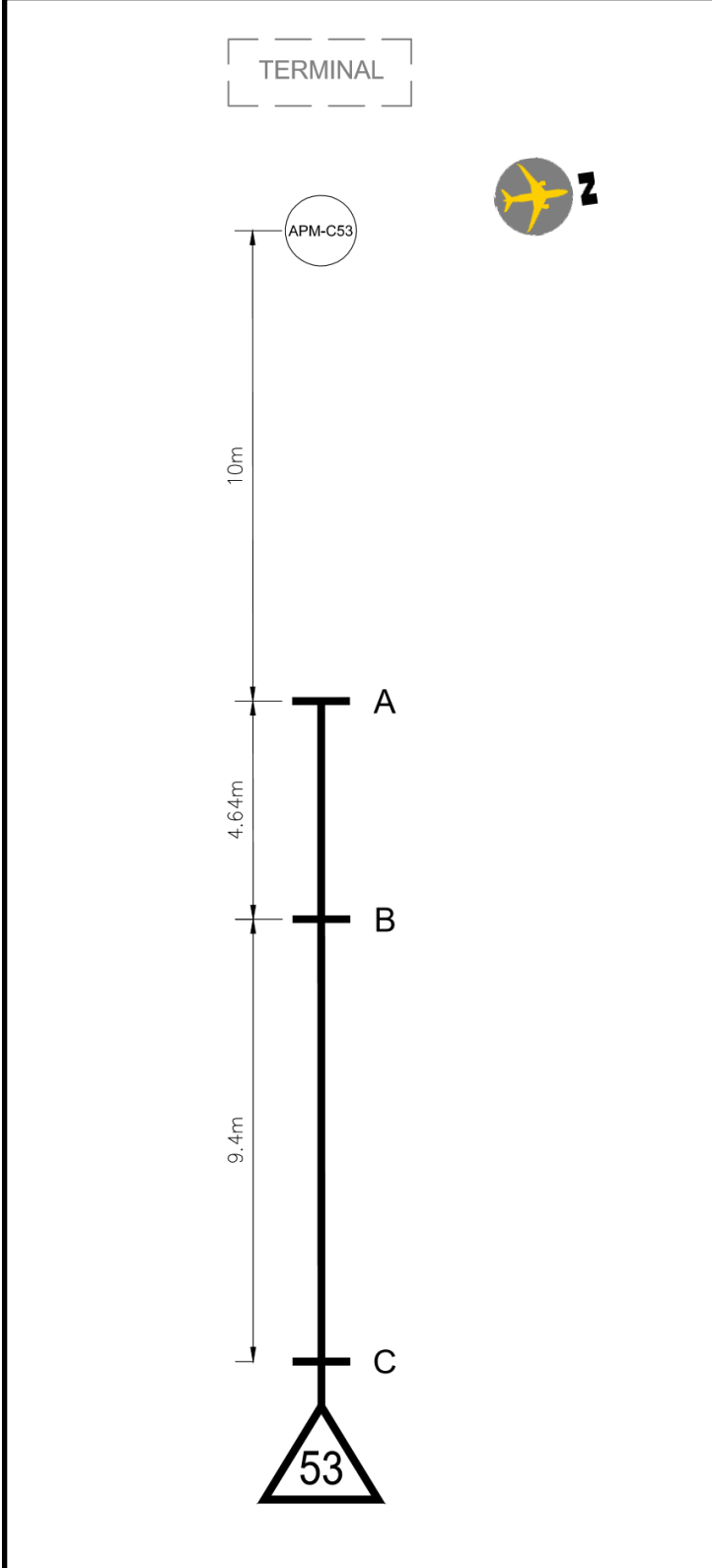
GATE CAPABILITIES

PBB: 53 | Stop Lines: A-C

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 51				GATE 55A		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft	A	10m	5.51%	5.05%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		10m	5.52%	5.06%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		10m	5.61%	5.15%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		10m	5.61%	5.15%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		10m	5.6%	4.6%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		10m	5.62%	5.16%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		10m	0.04%	0.00%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		10m	5.62%	5.15%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		10m	5.00%	4.13%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		10m	4.80%	4.40%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft		10m	3.24%	2.95%	
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		10m	3.24%	2.92%	
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		10m	3.21%	2.86%	
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		10m	3.21%	2.86%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		10m	5.57%	5.27%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		10m	5.61%	5.33%	
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		10m	6.2%	5.9%	
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	B	14.64m	7.68%	7.13%	
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		14.64m	7.36%	7.15%	
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		14.64m	7.15%	7.15%	
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		14.64m	7.15%	7.15%	
35.92m	117.85ft	CRJ-1000	L1	35.92m	117.85ft		14.64m	7.15%	7.15%	
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		14.64m	5.19%	4.95%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		14.64m	5.19%	4.92%	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		14.64m	8.06%	7.93%	2
35.92m	117.85ft	BEH 1900	L1	35.92m	117.85ft	C	24.04m			1
35.92m	117.85ft	DORNIER 328	L1	35.92m	117.85ft		24.04m			1
35.92m	117.85ft	DH8-100	L1	35.92m	117.85ft		24.04m			1
35.92m	117.85ft	DH8-300	L1	35.92m	117.85ft		24.04m			1
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		24.04m			1

1. BEEHCRAFT 1900, DORNIER 328, DH8-100/300, AND Q400 IS GROUND LOADING WHEN PLACED ON STOP BAR 'C'.
2. Q400 CAN BE BRIDGE LOADING WHEN PLACED ON STOP BAR 'B' - PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.06%

Pavement Markings



Stop Line Sign Board

53		YYC CALGARY AIRPORT AUTHORITY	
C	BEH 1900 DH8-100/300	DORNIER 328	
B	CRJ-200/700/705/900/1000 ERJ-170/175	Q400	
A	A319-100 A321-100/200	A320-200 B737-400/500	B737-600/700/800/900/MAX ERJ-190/195 A220-300 E195-E2

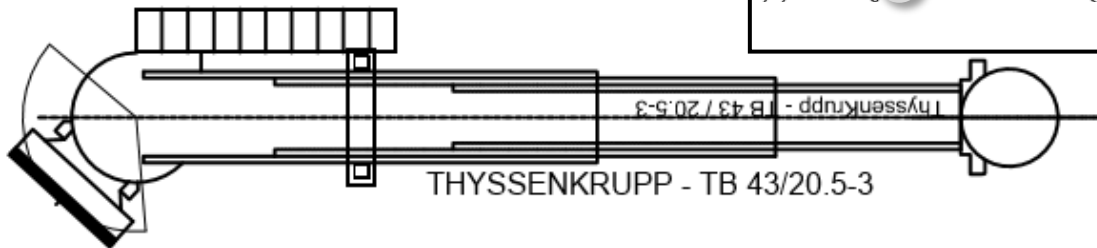
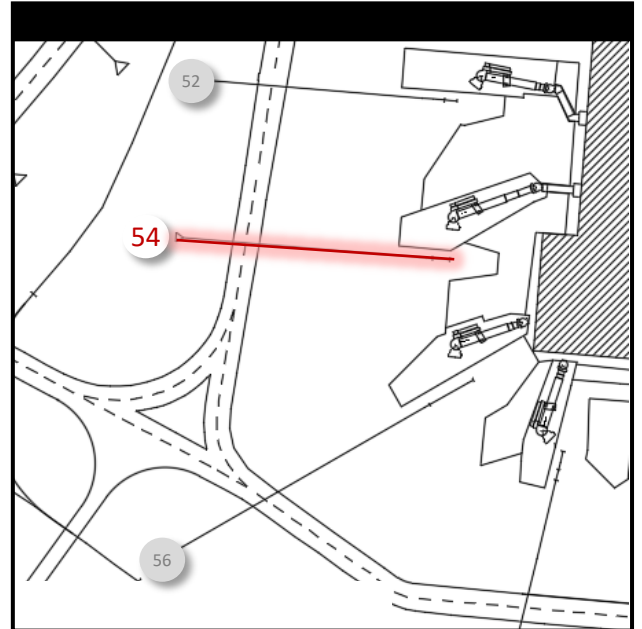
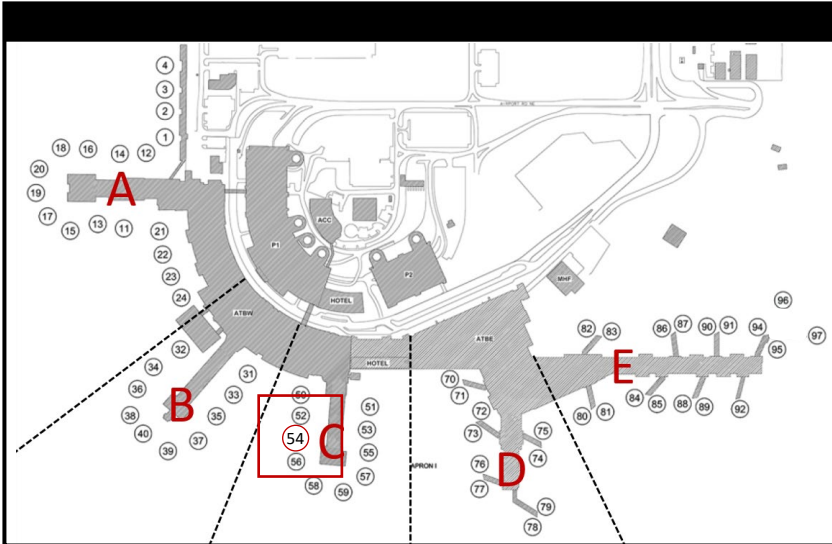
Notes:



LEAD-IN LINE 53

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Asset Type	Model	Elec. Power Input		Elec. Power Output		Tag/Serial No.	Weight	Year
90kVA AC/DC GPU	HOBART	3 X 600 V	-	115V / 400 Hz	28VDC	PBB54_GPU180	650kg	Existing (From PBB16)

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 54

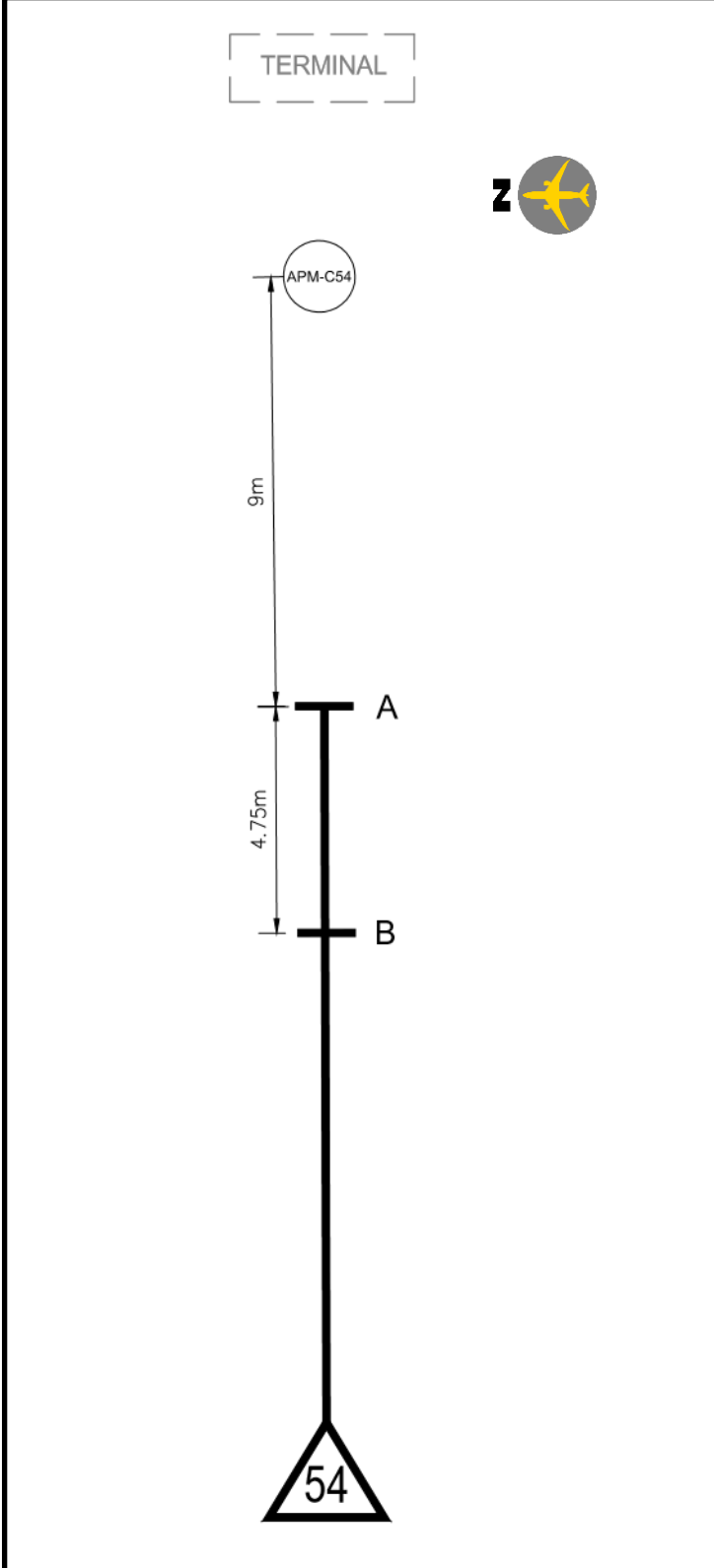
CONCOURSE C

GATE CAPABILITIES

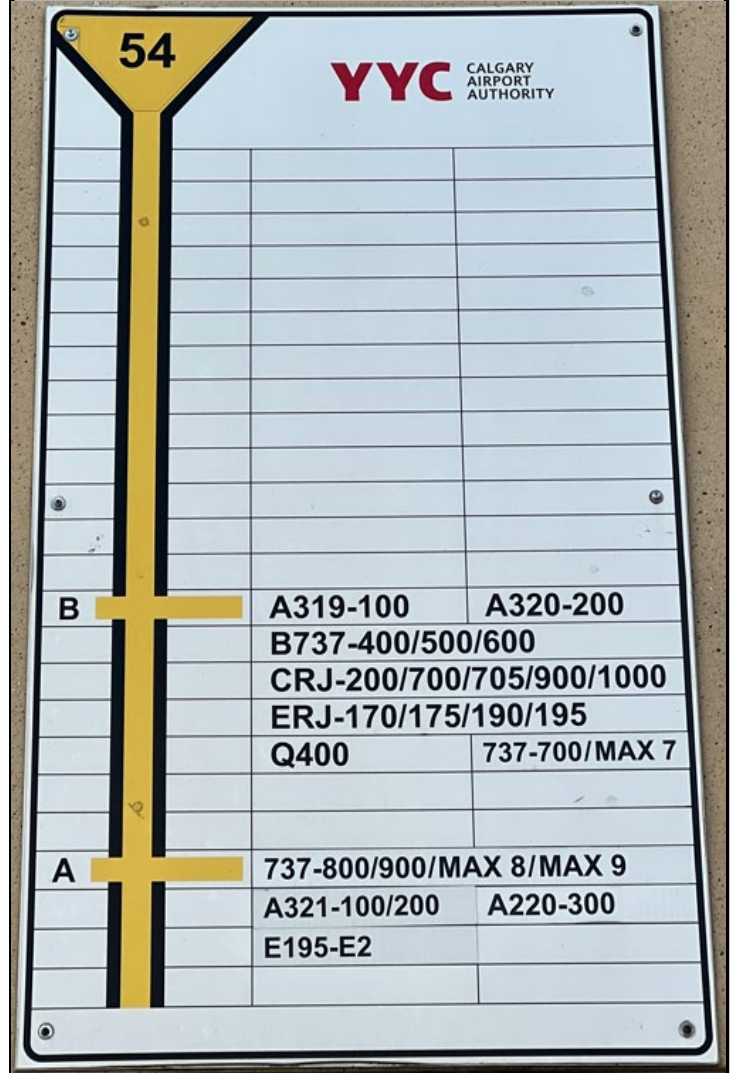
PBB: 54 | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 56				GATE 52		Letter	Dist.	Full	Empty	
60.93m	199.92ft	737-800	L1	35.92m	117.85ft	A	9m	4.76%	4.24%	
60.93m	199.92ft	737-MAX8	L1	35.92m	117.85ft		9m	4.14%	3.11%	
60.93m	199.92ft	737-900	L1	35.92m	117.85ft		9m	4.75%	4.23%	
60.93m	199.92ft	737-MAX9	L1	35.92m	117.85ft		9m	4.07%	3.10%	
60.93m	199.92ft	A220-300	L1	35.92m	117.85ft		9m	5.60%	5.30%	
60.93m	199.92ft	A321-100	L1	35.92m	117.85ft		9m	2.09%	1.70%	
60.93m	199.92ft	A321-200	L1	35.92m	117.85ft		9m	2.09%	1.70%	
60.93m	199.92ft	E195-E2	L1	35.92m	117.85ft		9m	7.2%	6.9%	
60.93m	199.92ft	737-400	L1	35.92m	117.85ft	B	13.74m	3.96%	3.50%	
60.93m	199.92ft	737-500	L1	35.92m	117.85ft		13.74m	3.97%	3.51%	
60.93m	199.92ft	737-600	L1	35.92m	117.85ft		13.74m	4.06%	3.61%	
60.93m	199.92ft	737-700	L1	35.92m	117.85ft		13.74m	6.0%	6.5%	
60.93m	199.92ft	737-MAX7	L1	35.92m	117.85ft		13.74m	5.0%	5.9%	
60.93m	199.92ft	A319	L1	35.92m	117.85ft		13.74m	1.73%	1.45%	
60.93m	199.92ft	A320-200	L1	35.92m	117.85ft		13.74m	1.73%	1.42%	
60.93m	199.92ft	CRJ-200	L1	35.92m	117.85ft		13.74m	6.95%	6.33%	
60.93m	199.92ft	CRJ-700	L1	35.92m	117.85ft		13.74m	6.59%	6.36%	
60.93m	199.92ft	CRJ-705	L1	35.92m	117.85ft		13.74m	6.36%	6.36%	
60.93m	199.92ft	CRJ-900	L1	35.92m	117.85ft		13.74m	6.36%	6.36%	
60.93m	199.92ft	CRJ-1000	L1	35.92m	117.85ft		13.74m	6.36%	6.36%	
60.93m	199.92ft	ERJ-170	L1	35.92m	117.85ft		13.74m	4.20%	3.93%	
60.93m	199.92ft	ERJ-175	L1	35.92m	117.85ft		13.74m	4.14%	3.84%	
60.93m	199.92ft	ERJ-190	L1	35.92m	117.85ft		13.74m	4.02%	3.72%	
60.93m	199.92ft	ERJ-195	L1	35.92m	117.85ft		13.74m	4.05%	3.78%	
60.93m	199.92ft	Q400	L1	35.92m	117.85ft	13.74m	7.37%	7.22%		

Pavement Markings



Stop Line Sign Board



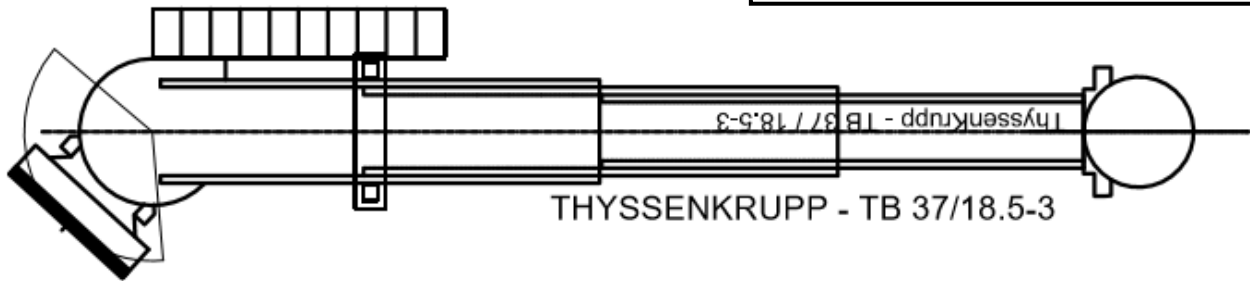
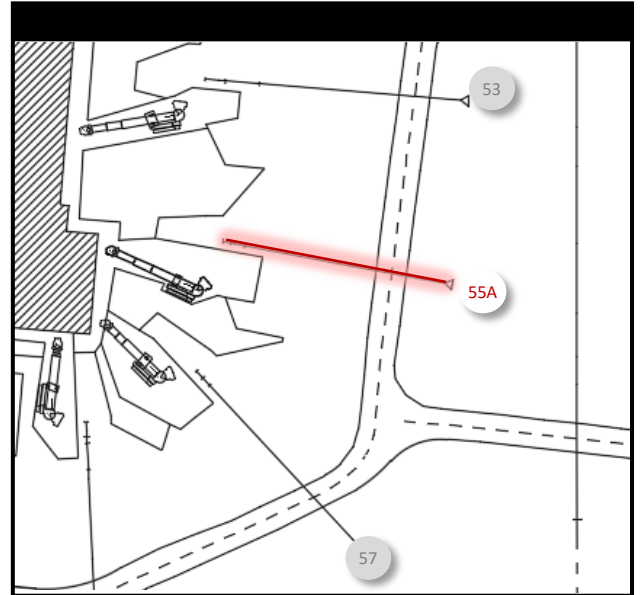
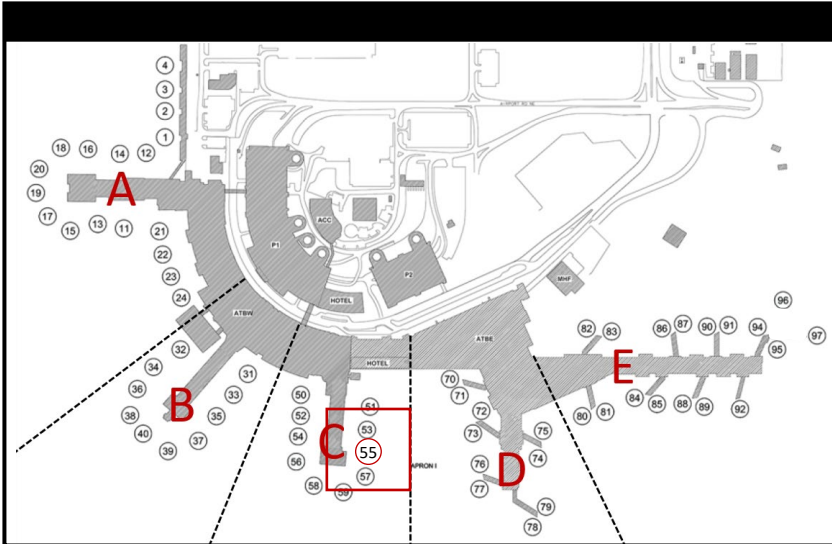
Notes:



LEAD-IN LINE 54

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-47/18.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	180KVA	AC	INET	Dual

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 55A

CONCOURSE C

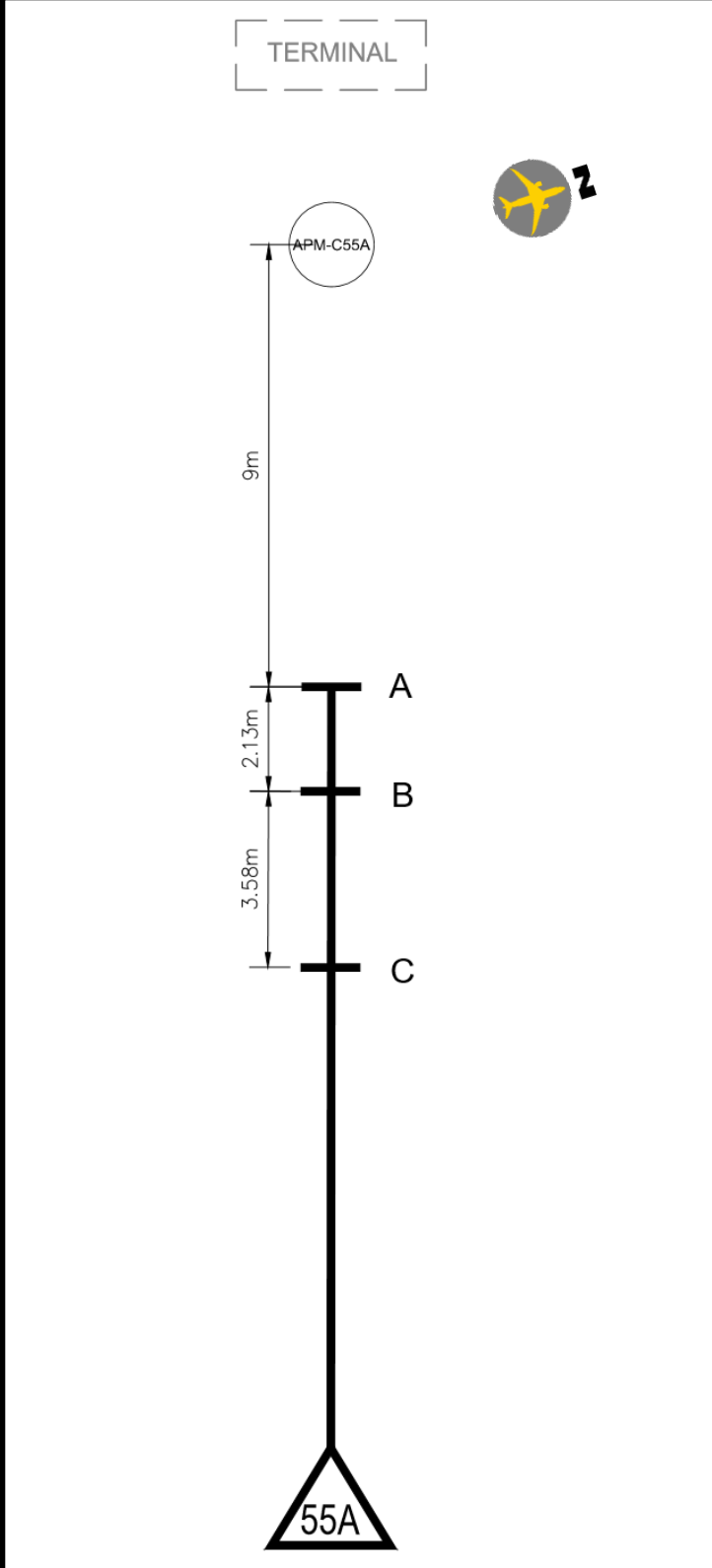
GATE CAPABILITIES

PBB: 55A | Stop Lines: A-C

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 53				GATE 57		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft	A	9m	6.66%	6.12%	2
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		9m	6.68%	6.14%	2
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		9m	6.78%	6.25%	2
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		9m	6.78%	6.25%	2
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		9m	6.7%	5.6%	2
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		9m	6.79%	6.25%	2
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		9m	6.15%	5.07%	2
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		9m	6.79%	6.25%	2
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		9m	6.07%	5.06%	2
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		9m	5.80%	5.40%	2
35.92m	117.85ft	A319	L1	35.92m	117.85ft		9m	4.06%	3.73%	2
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		9m	4.06%	3.69%	2
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		9m	4.03%	3.61%	2
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		9m	4.03%	3.61%	2
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		9m	6.74%	6.38%	2
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		9m	6.78%	6.45%	2
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		9m	7.5%	7.1%	2
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft		B	11.13m	9.46%	8.80%
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft	11.13m		9.08%	8.83%	1, 2
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft	11.13m		8.83%	8.83%	1, 2
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft	11.13m		8.83%	8.83%	1, 2
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft	11.13m		6.54%	6.24%	2
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft	11.13m		6.51%	6.18%	2
35.92m	117.85ft	DH8-300	L1	35.92m	117.85ft	C	14.71m			2, 3
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		14.71m			2, 3

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.46% FOR THE CRJ-200/700/705/900.
2. WHEN GATE 55A IS OCCUPIED, NO AIRCRAFT IS ALLOWED TO USE GATE 55B
3. Q400 OR DH8-300 IS GROUND LOADING AND PLACED ON STOP BAR 'C'

Pavement Markings



Stop Line Sign Board

55A			YYC CALGARY AIRPORT AUTHORITY	
C	DH8-300	Q400		
B	CRJ-200/700/705/900	ERJ-170/175		
A	A319-100	A320-200		
	A321-100/200	B737-400/500		
	B737-600/700/800/900/MAX			
	ERJ-190/195	A220-300		
	E195-E2			

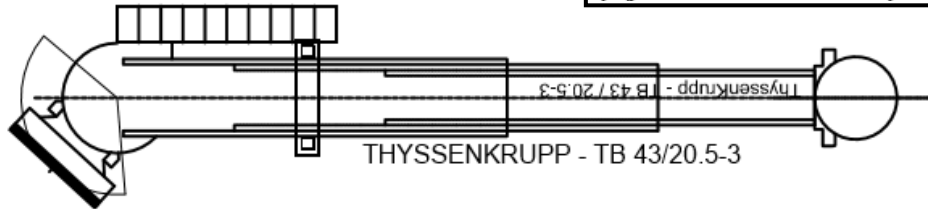
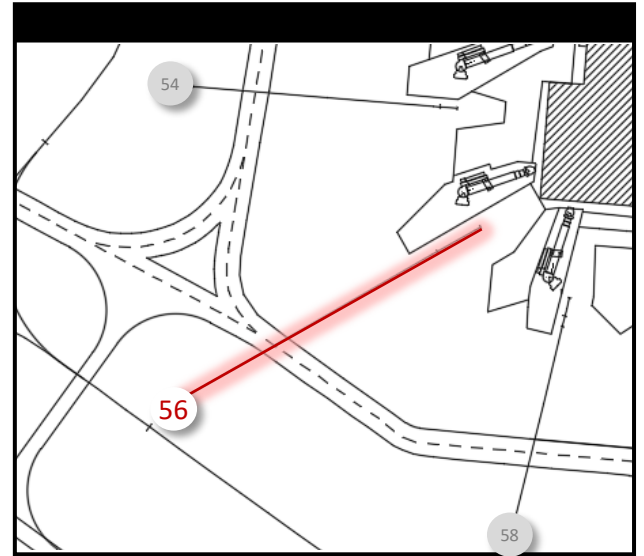
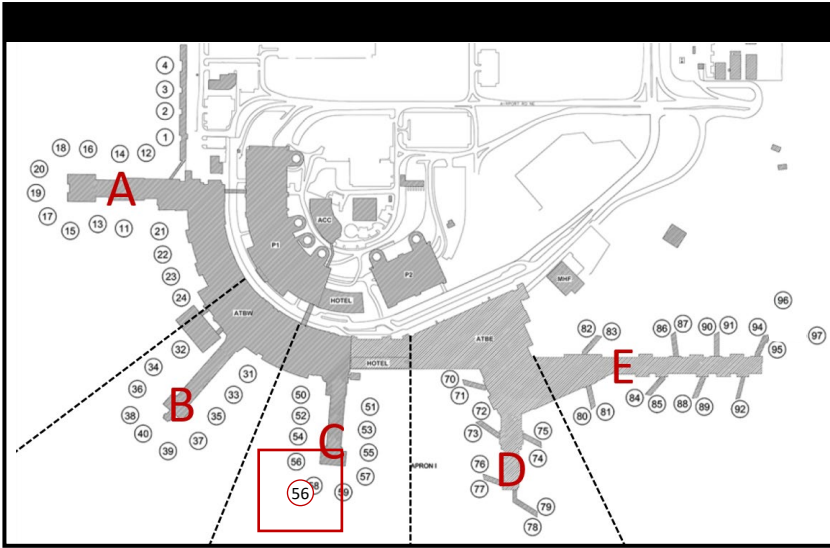
Notes:



LEAD-IN LINE 55A

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems: IOC: 403-735-1300

Ground Power Unit

Asset Type	Model	Elec. Power Input		Elec. Power Output		Tag/Serial No.	Weight	Year
180kVA Horizontal Dual Output GPU	2400 3GWF-200/520-N	3 x 480 V	50/60Hz	3 x 200/115 V	50/60Hz	PBB56_GPU180 AP-578431	650kg	Nov. 2022
600VAC Input Transformer	RC112J-H	3 x 600 V	50/60Hz	3 x 480 V	50/60Hz	PBB56_PT600 AP-578851	102kg	Nov. 2022
3GWT-28/600-L	1400 Mobile	3 x 600 V +/- 10%	3W+PE	28 VDC / 600A / 16.8 kW	2W	PBB56_GPU90 A119072/1.1 Part number 543.301	240kg	Apr. 2023
		3 x 18A +/- 10%	50/60Hz	28 VDC				
600VAC Input Transformer	RC112J-H /E3R	3 x 600 V	50/60Hz	3 x 480 V	50/60Hz	PBB56_PT600B	102kg	Apr. 2023

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes



LEAD-IN LINE 56

CONCOURSE C

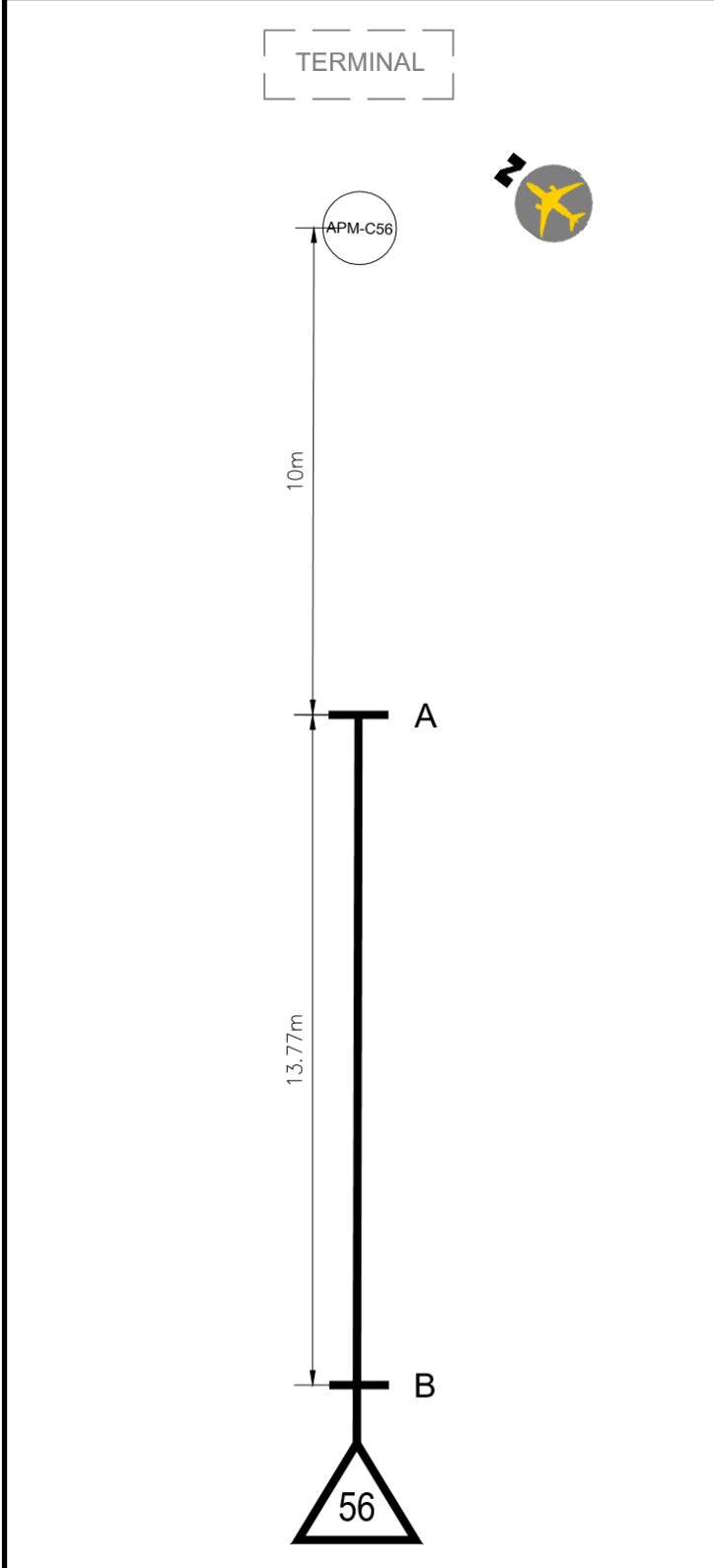
GATE CAPABILITIES

PBB: 56 | Stop Lines: A-B

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 58				GATE 54		Letter	Dist.	Full	Empty	
35.92m	117.85ft	757-300	L2	35.92m	117.85ft	A	10m	1.99%	1.34%	
35.92m	117.85ft	767-300	L1	35.92m	117.85ft		10m	0.90%	0.98%	
35.92m	117.85ft	767-400ER	L2	35.92m	117.85ft		10m	0.01%	0.56%	
35.92m	117.85ft	787-8	L2	35.92m	117.85ft		10m	0.06%	1.17%	
35.92m	117.85ft	787-9	L2	35.92m	117.85ft		10m	0.07%	1.29%	1, 2
35.92m	117.85ft	A330-300	L2	35.92m	117.85ft		10m	0.99%	1.54%	2
35.92m	117.85ft	737-400	L1	35.92m	117.85ft		B	23.77m	5.44%	4.98%
35.92m	117.85ft	737-500	L1	35.92m	117.85ft	23.77m		5.45%	4.99%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft	23.77m		5.54%	5.08%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft	23.77m		5.54%	5.08%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft	23.77m		5.5%	4.5%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft	23.77m		5.54%	5.08%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft	23.77m		4.96%	4.05%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft	23.77m		5.54%	5.08%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft	23.77m		4.90%	4.05%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft	23.77m		4.70%	4.30%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft	23.77m		3.21%	2.93%	
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft	23.77m		3.21%	2.90%	
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft	23.77m		3.18%	2.83%	
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft	23.77m		3.18%	2.83%	
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	23.77m		8.39%	7.79%	
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft	23.77m		8.05%	7.81%	
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft	23.77m		7.81%	7.81%	
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft	23.77m		7.81%	7.81%	
35.92m	117.85ft	CRJ-1000	L1	35.92m	117.85ft	23.77m		7.81%	7.81%	
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft	23.77m		5.69%	5.41%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft	23.77m		5.66%	5.36%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft	23.77m		5.50%	5.20%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft	23.77m		5.53%	5.26%	
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft	23.77m		6.0%	5.8%	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft	23.77m		8.73%	8.59%	3

1. B787-9 L2 TAIL EXTENDS INTO THE VSR BY 0.2m
2. B787-9 L2 OR A330-300 L2 CANNOT BE ON THIS GATE WHILE A B747-8 IS TAXIING ON THE APRON
3. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 8.73% FOR THE Q400.

Pavement Markings



Stop Line Sign Board

56		YYC CALGARY AIRPORT AUTHORITY	
B	A319-100	A320-200	
	A321-100/200	B737-400/500	
	B737-600/700/800/900/MAX		
	CRJ-200/700/705/900/1000		
	ERJ-170/175/190/195		
	Q400	A220-300	
	E195-E2		
A	A330-300L1/L2	A340-300L1/L2	
	B757-300L1/L2	B767-300L1/L2	
	B767-400L1/L2	B777-200L1/L2	
	B787-800L1/L2	B787-900L1/L2	

Notes:



LEAD-IN LINE 56

C O N C O U R S E C

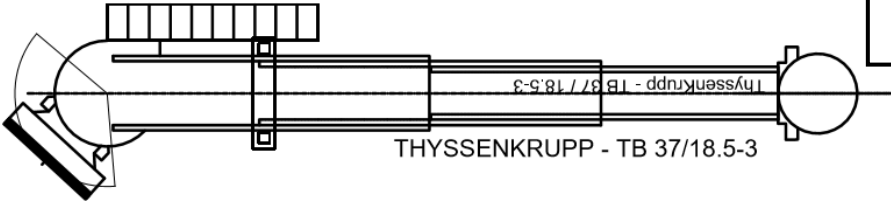
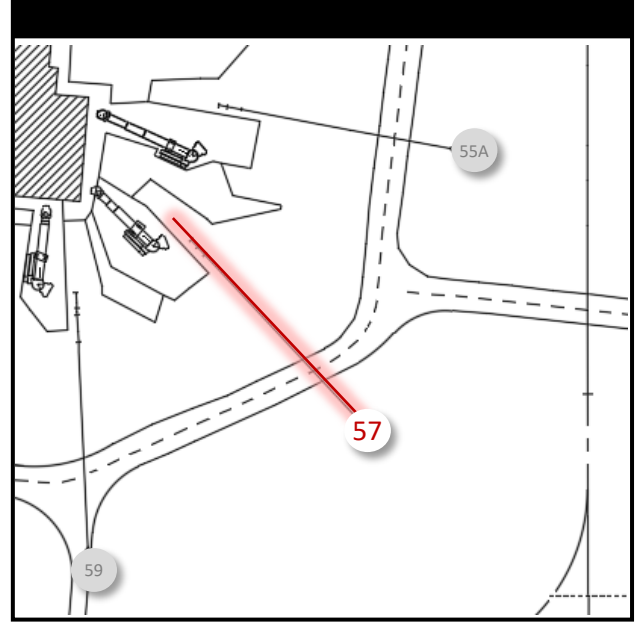
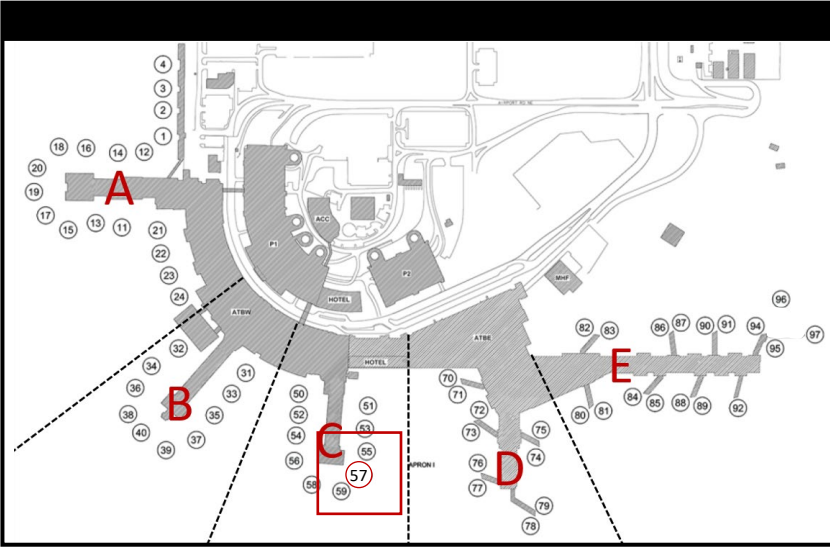
PUSHBACK PROCEDURES (Narrow Bodies)



LEAD-IN LINE 56

C O N C O U R S E C

PUSHBACK PROCEDURES (Wide Bodies)



General Information		
Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-37/18.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit								
Asset Type	Model	Elec. Power Input		Elec. Power Output		Tag/Serial No.	Weight	Year
GPU Type: 3GWH-200/260-N	ITW GSE 2400	3 x 480 V +/- 10%	3W + PE	400Hz		DTB_PBB57_GPU A125494/1.1 Part Number: 578.671	425kg	Apr. 2024
		3 x 117A +/- 10%	50/60Hz	OUTPUT 1: 200V 90kA PF1 260A	3W + N 400Hz			
Transformer	CAT RC112J-H/E3R	Encl. Type -3R	Power 3 PH AUTO	Voltage: Pri – 600 Y Sec. - 480Y kVA – 112.5 60Hz		DTB_PBB51_TX G009453-2	Weight 284lbs	Year Apr. 2024

Pre-Conditioned Air		
Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 57

CONCOURSE C

GATE CAPABILITIES

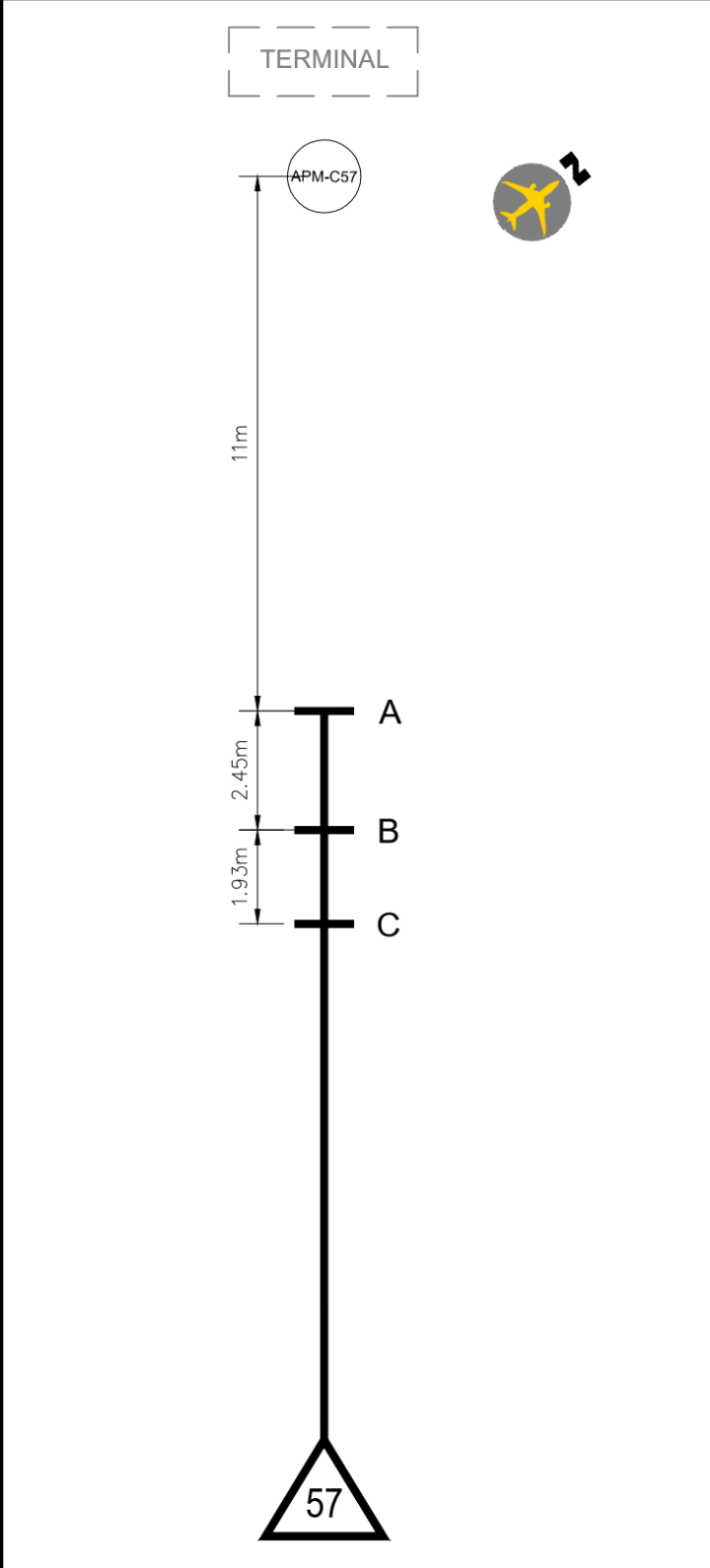
PBB: 57 | Stop Lines: A-C

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 55A				GATE 59		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft	A	11m	7.00%	6.40%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft		11m	7.02%	6.42%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		11m	7.14%	6.54%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		11m	7.14%	6.54%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		11m	7.1%	5.9%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		11m	7.14%	6.55%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		11m	6.43%	5.24%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		11m	7.14%	6.54%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		11m	6.35%	5.24%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		11m	6.00%	5.60%	
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		11m	4.15%	3.73%	
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		11m	4.10%	3.65%	
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		11m	4.10%	3.65%	
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		11m	7.9%	7.5%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft	B	13.45m	3.83%	3.49%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		13.45m	6.53%	6.17%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		13.45m	6.57%	6.24%	
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	C	15.38	9.32%	8.65%	1
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft		15.38	8.94%	8.68%	1
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		15.38	8.69%	8.69%	1
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		15.38	8.69%	8.69%	1
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		15.38	6.36%	6.06%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		15.38	6.36%	6.02%	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		15.38	9.76%	9.60%	2

Notes:

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.32% FOR THE CRJ-200/700/705/900.
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.76% FOR THE Q400.

Pavement Markings



Stop Line Sign Board

57		YYC CALGARY AIRPORT AUTHORITY	
C	CRJ-200/700/705/900 ERJ-170/175 Q400		
B	A319-100	ERJ-190/195	
A	A320-200 B737-400/500/600/700 B737-800/900/MAX A220-300	A321-100/200	E195-E2

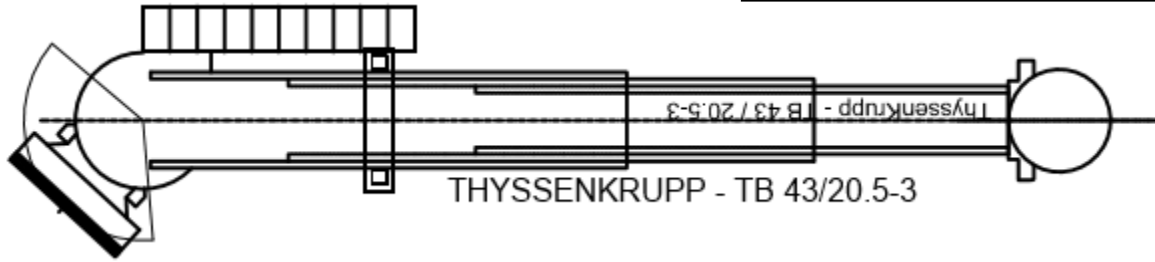
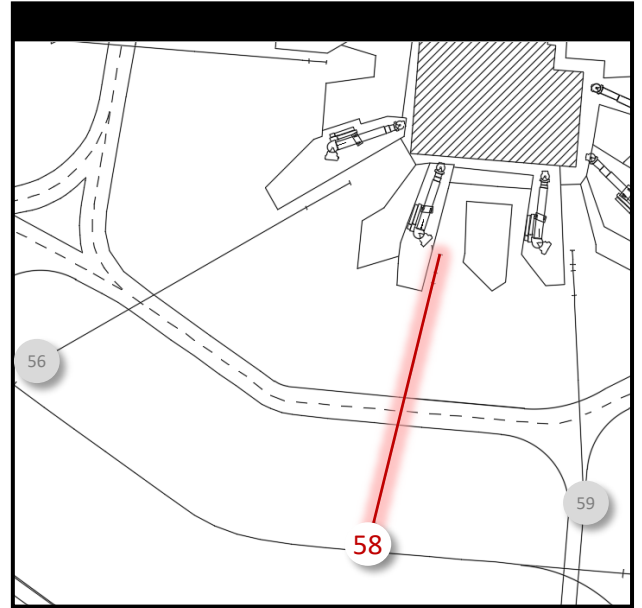
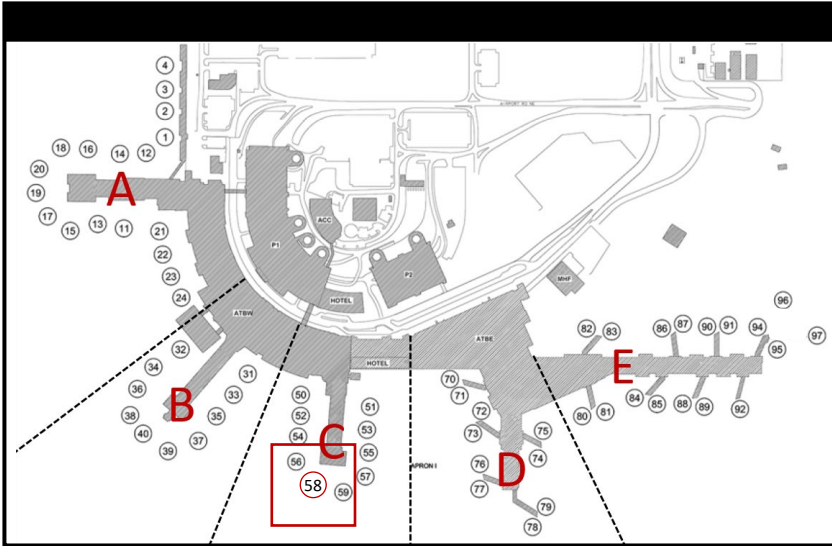
Notes:



LEAD-IN LINE 57

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC	INET	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 58

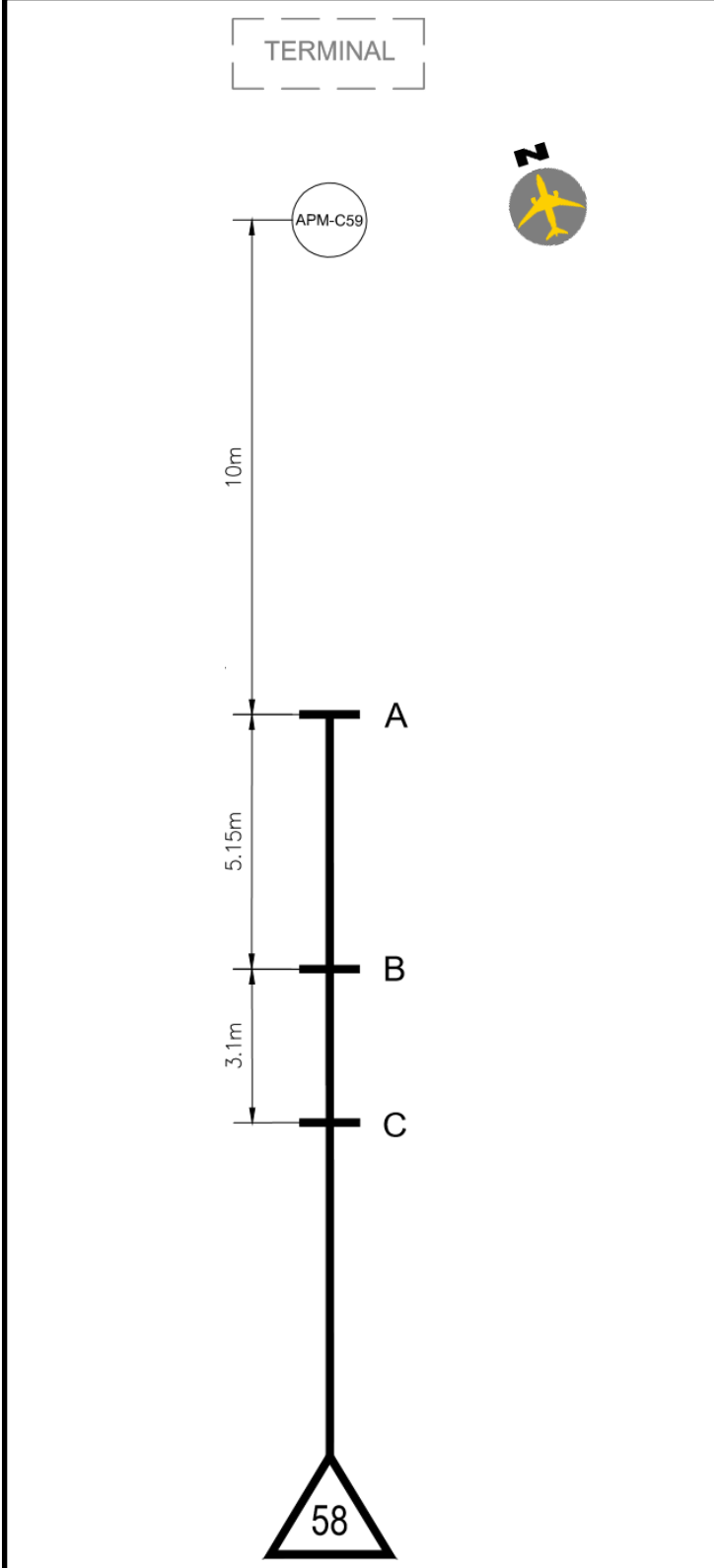
CONCOURSE C

GATE CAPABILITIES

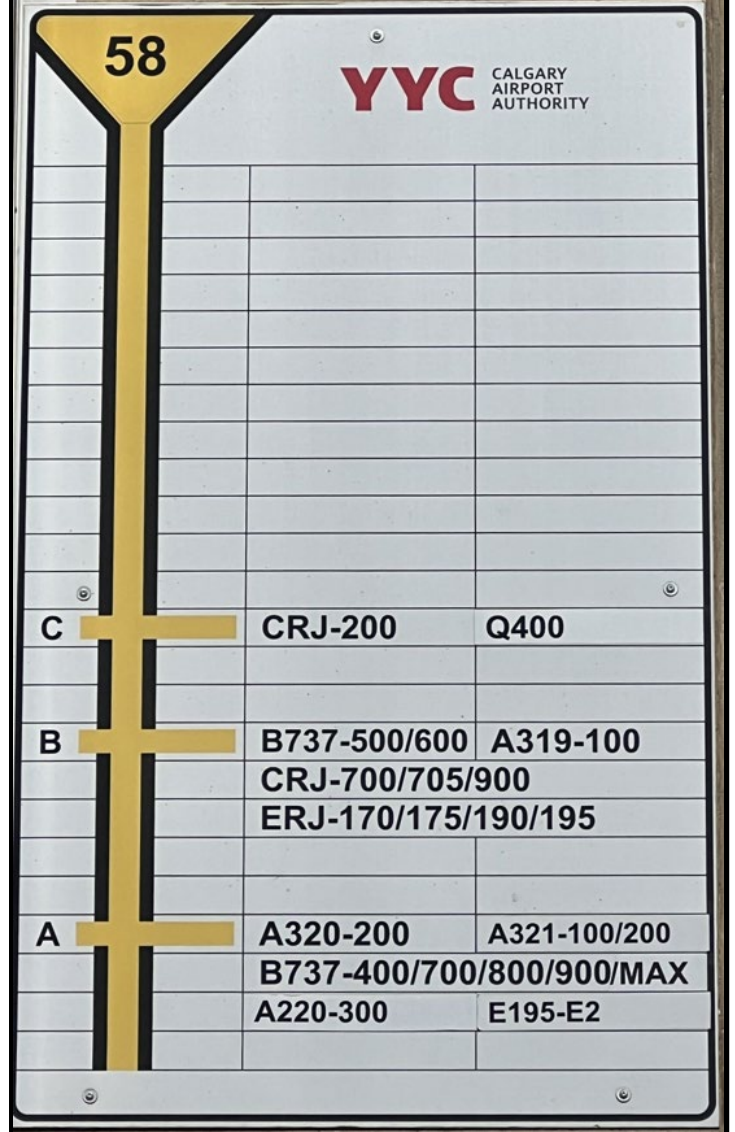
PBB: 58 | Stop Lines: A-C

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 59				GATE 56		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-400	L1	60.93m	199.92ft	A	10m	6.28%	5.61%	
35.92m	117.85ft	737-700	L1	60.93m	199.92ft		10m	6.43%	5.76%	
35.92m	117.85ft	737-MAX7	L1	60.93m	199.92ft		10m	7.5%	6.2%	
35.92m	117.85ft	737-800	L1	60.93m	199.92ft		10m	6.44%	5.77%	
35.92m	117.85ft	737-MAX8	L1	60.93m	199.92ft		10m	5.63%	4.29%	
35.92m	117.85ft	737-900	L1	60.93m	199.92ft		10m	6.43%	5.77%	
35.92m	117.85ft	737-MAX9	L1	60.93m	199.92ft		10m	5.54%	4.29%	
35.92m	117.85ft	A220-300	L1	60.93m	199.92ft		10m	6.30%	5.90%	
35.92m	117.85ft	A320-200	L1	60.93m	199.92ft		10m	3.05%	2.58%	
35.92m	117.85ft	A321-100	L1	60.93m	199.92ft		10m	3.00%	2.49%	
35.92m	117.85ft	A321-200	L1	60.93m	199.92ft		10m	3.00%	2.49%	
35.92m	117.85ft	E195-E2	L1	60.93m	199.92ft		10m	8.5%	8.1%	
35.92m	117.85ft	737-500	L1	60.93m	199.92ft		B	15.15m	5.08%	4.54%
35.92m	117.85ft	737-600	L1	60.93m	199.92ft	15.15m		5.19%	4.65%	
35.92m	117.85ft	A319	L1	60.93m	199.92ft	15.15m		2.41%	2.07%	
35.92m	117.85ft	CRJ-700	L1	60.93m	199.92ft	15.15m		8.12%	7.85%	
35.92m	117.85ft	CRJ-705	L1	60.93m	199.92ft	15.15m		7.85%	7.85%	
35.92m	117.85ft	CRJ-900	L1	60.93m	199.92ft	15.15m		7.85%	7.85%	
35.92m	117.85ft	ERJ-170	L1	60.93m	199.92ft	15.15m		5.37%	5.04%	
35.92m	117.85ft	ERJ-175	L1	60.93m	199.92ft	15.15m		5.37%	5.01%	
35.92m	117.85ft	ERJ-190	L1	60.93m	199.92ft	15.15m		5.15%	4.79%	
35.92m	117.85ft	ERJ-195	L1	60.93m	199.92ft	15.15m		5.19%	4.86%	
35.92m	117.85ft	CRJ-200	L1	60.93m	199.92ft	C	18.25m	7.69%	7.04%	
35.92m	117.85ft	Q400	L1	60.93m	199.92ft		18.25m	8.12%	7.97%	

Pavement Markings



Stop Line Sign Board



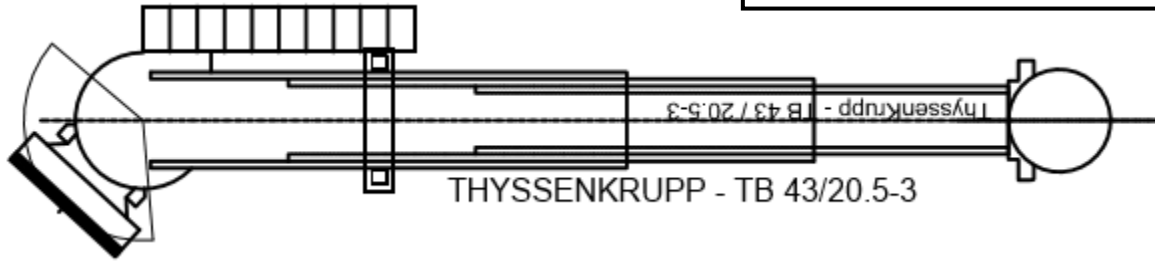
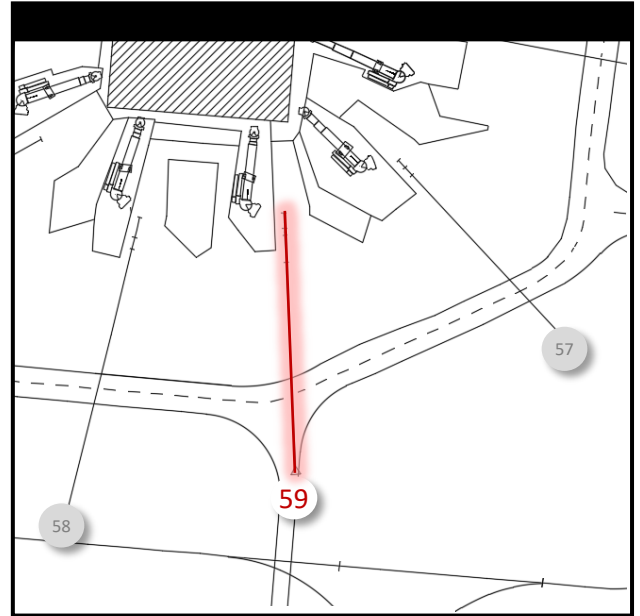
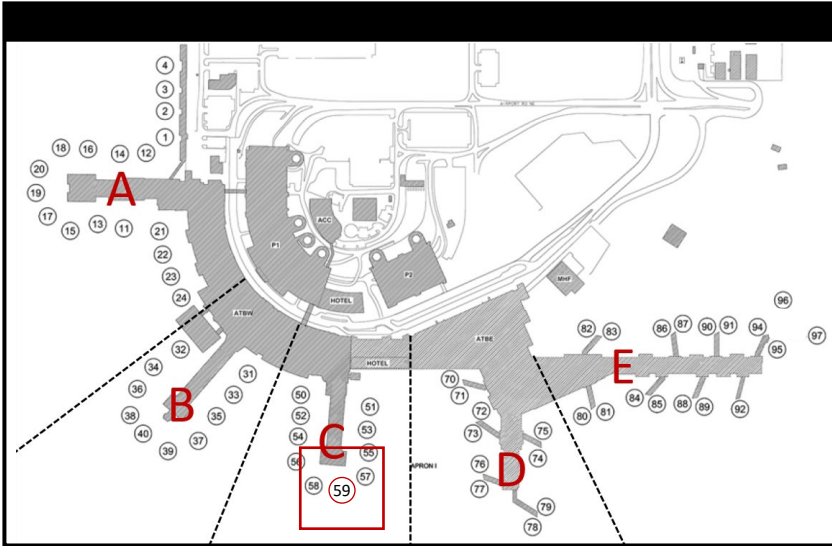
Notes:



LEAD-IN LINE 58

C O N C O U R S E C

PUSHBACK PROCEDURES



General Information

Bridge Owner	Type	Maintenance/Repairs
	ThyssenKrupp TB-43/20.5-3	For bridge problems, refer to contact information on page 2

Ground Power Unit

Equipped	Source	AC/DC	Make/Model	Single/Dual
Yes	90KVA	AC	INET	Single

Pre-Conditioned Air

Equipped	Make/Model	Mobile Bridge Adaptor
Yes	INET	Yes

Notes:



LEAD-IN LINE 59

CONCOURSE C

GATE CAPABILITIES

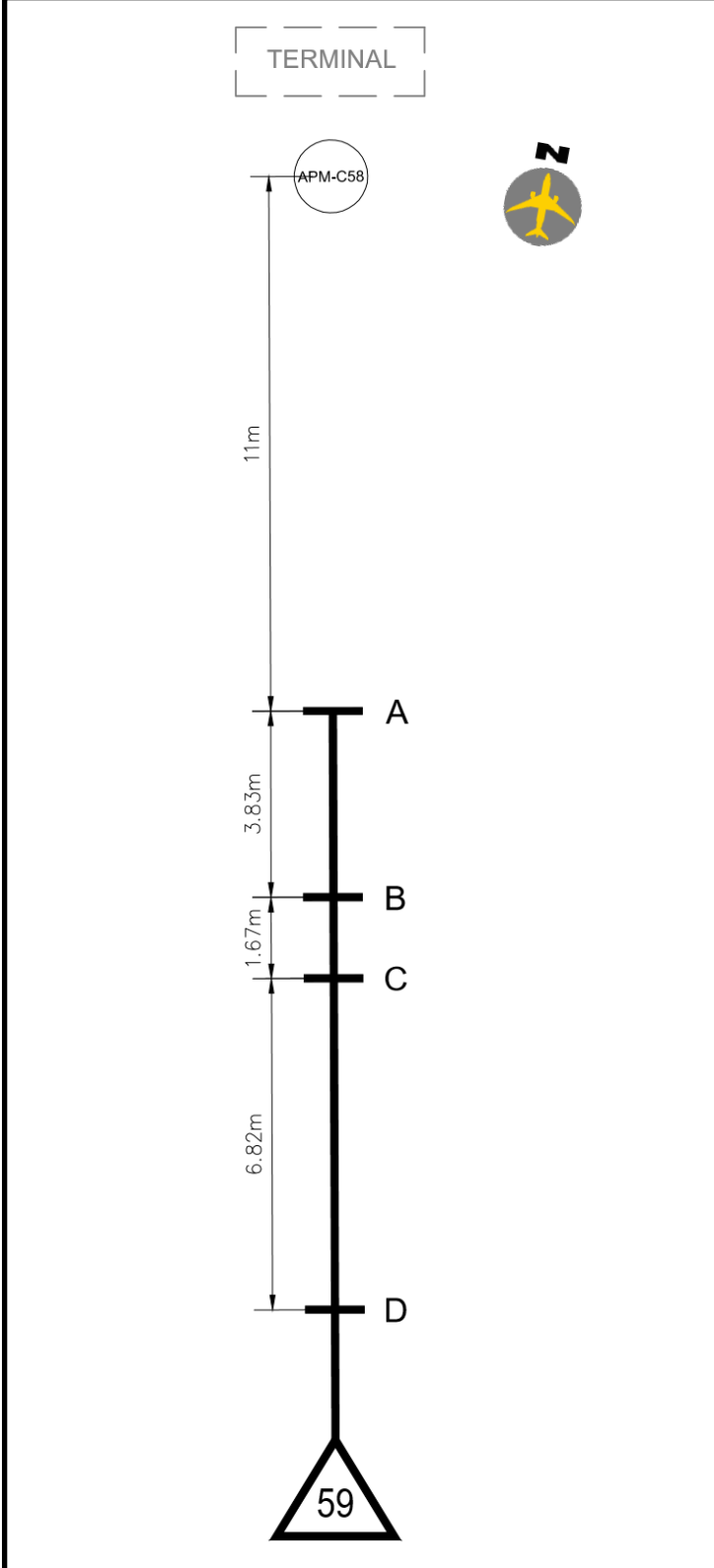
PBB: 59 | Stop Lines: A-D

MAXIMUM WINGSPAN		Aircraft Model	Door	MAXIMUM WINGSPAN		STOP BAR		PBB SLOPE		Notes
GATE 57				GATE 58		Letter	Dist.	Full	Empty	
35.92m	117.85ft	737-400	L1	35.92m	117.85ft	A	11m	7.97%	7.23%	
35.92m	117.85ft	737-700	L1	35.92m	117.85ft		11m	8.15%	7.41%	
35.92m	117.85ft	737-MAX7	L1	35.92m	117.85ft		11m	8.1%	6.6%	
35.92m	117.85ft	737-800	L1	35.92m	117.85ft		11m	8.16%	7.42%	
35.92m	117.85ft	737-MAX8	L1	35.92m	117.85ft		11m	7.27%	5.79%	
35.92m	117.85ft	737-900	L1	35.92m	117.85ft		11m	8.15%	7.41%	
35.92m	117.85ft	737-MAX9	L1	35.92m	117.85ft		11m	7.17%	5.79%	
35.92m	117.85ft	A220-300	L1	35.92m	117.85ft		11m	6.70%	6.20%	
35.92m	117.85ft	A320-200	L1	35.92m	117.85ft		11m	4.46%	3.94%	
35.92m	117.85ft	A321-100	L1	35.92m	117.85ft		11m	4.41%	3.84%	
35.92m	117.85ft	A321-200	L1	35.92m	117.85ft		11m	4.41%	3.84%	
35.92m	117.85ft	E195-E2	L1	35.92m	117.85ft		11m	9.1%	8.7%	
35.92m	117.85ft	737-500	L1	35.92m	117.85ft	B	14.83m	6.80%	6.18%	
35.92m	117.85ft	737-600	L1	35.92m	117.85ft		14.83m	6.93%	6.30%	
35.92m	117.85ft	A319	L1	35.92m	117.85ft		14.83m	3.79%	3.40%	
35.92m	117.85ft	ERJ-190	L1	35.92m	117.85ft		14.83m	6.88%	6.46%	
35.92m	117.85ft	ERJ-195	L1	35.92m	117.85ft		14.83m	6.92%	6.54%	
35.92m	117.85ft	CRJ-700	L1	35.92m	117.85ft	C	16.5m	9.58%	9.29%	1
35.92m	117.85ft	CRJ-705	L1	35.92m	117.85ft		16.5m	9.29%	9.29%	1
35.92m	117.85ft	CRJ-900	L1	35.92m	117.85ft		16.5m	9.29%	9.29%	1
35.92m	117.85ft	ERJ-170	L1	35.92m	117.85ft		16.5m	6.69%	6.34%	
35.92m	117.85ft	ERJ-175	L1	35.92m	117.85ft		16.5m	6.66%	6.27%	
35.92m	117.85ft	Q400	L1	35.92m	117.85ft		16.5m	10.48%	10.31%	2
35.92m	117.85ft	CRJ-200	L1	35.92m	117.85ft	D	23.32m	8.12%	7.50%	

Notes:

1. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 9.58% FOR THE CRJ-700/705/900.
2. THE PASSENGER BOARDING BRIDGE WILL HAVE A MAXIMUM SLOPE OF 10.48% FOR THE Q400.

Pavement Markings



Stop Line Sign Board

59		YYC CALGARY AIRPORT AUTHORITY	
D	CRJ-200		
C	CRJ-700/705/900 ERJ-170/175	Q400	
B	A319-100 ERJ-190/195	B737-500/600	
A	A320-200 B737-400/700/800/900/MAX A220-300	A321-100/200 E195-E2	

Notes:



LEAD-IN LINE 59

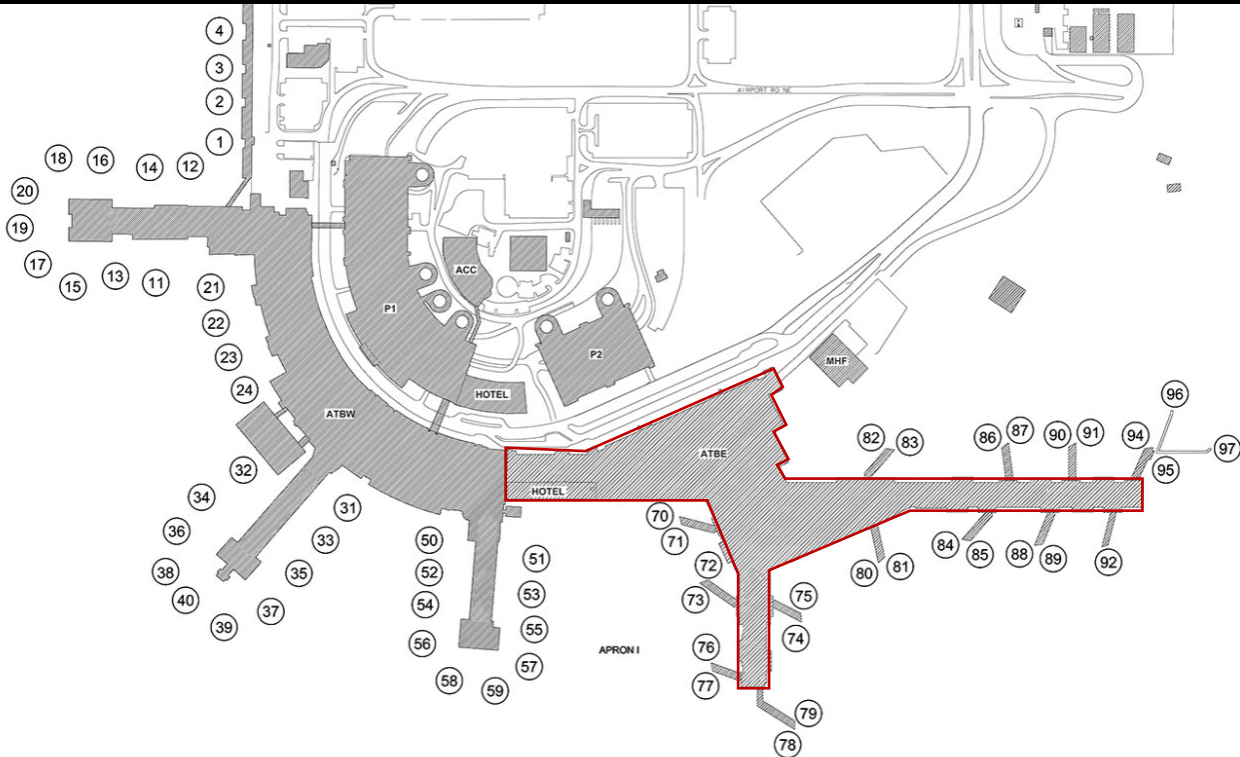
C O N C O U R S E C

PUSHBACK PROCEDURES

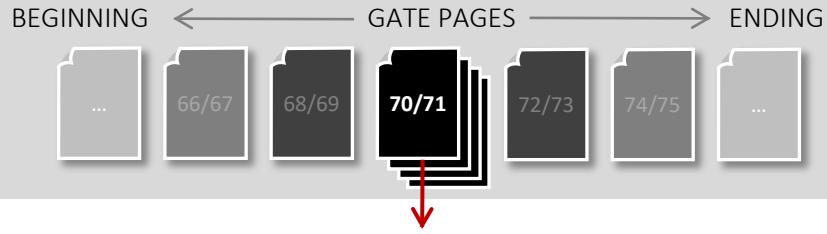


GATE MATRIX

INTERNATIONAL TERMINAL BUILDING



GATE MATRIX ORGANIZATION



G A T E 7 0 / 7 1

1 Full Page Image of MARS Gate Plan

P B B 7 0

2 Bridge Information Page

- Airport Context Plan
- Gate Context Plan
- PBB Plan and Telescoping Limits
- Bridge Specifications
 - Owner
 - Type (Make/Model)
 - Presence of Mobile Bridge Adaptor
 - Maintenance/Repairs
- Ground Power Unit
 - Equipped?
 - Power Source (Hz & kva)
 - AC/DC
 - Make/Model
 - Single/Dual
- Pre-Conditioned Air
 - Equipped?
 - Make/Model
 - Maintenance/Repairs

P B B 7 1

3 Bridge Information Page

- Airport Context Plan
- Gate Context Plan
- PBB Plan and Telescoping Limits
- Bridge Specifications
 - Owner
 - Type (Make/Model)
 - Presence of Mobile Bridge Adaptor
 - Maintenance/Repairs
- Ground Power Unit
 - Equipped?
 - Power Source (Hz & kva)
 - AC/DC
 - Make/Model
 - Single/Dual
- Pre-Conditioned Air
 - Equipped?
 - Make/Model
 - Maintenance/Repairs

Lead-In Line 7 0 A

4 Gate Capabilities Pages

- Capabilities chart
 - PBB
 - Aircraft
 - Stop Bar
 - Docking Door
 - PBS Slope
 - Full
 - Empty
 - Adjacency Notes

5 Site Conditions Page

- Plan of Passenger Boarding Bridge
- Permanent Marker Location
- Lead-In Line with Stop Bar Marks
- Distances between Permanent Marker and Stop Bar(s)
- Image of Aircraft Stop Board

6 Push Back Procedures Page

- Push Back Procedure Plan

Lead-In Line 7 0 B

7 Gate Capabilities Pages

- Capabilities chart
 - PBB
 - Aircraft
 - Stop Bar
 - Docking Door
 - PBS Slope
 - Full
 - Empty
 - Adjacency Notes

8 Site Conditions Page

- Plan of Passenger Boarding Bridge
- Permanent Marker Location
- Lead-In Line with Stop Bar Marks
- Distances between Permanent Marker and Stop Bar(s)
- Image of Aircraft Stop Board

9 Push Back Procedures Page

- Push Back Procedure Plan

Lead-In Line 7 1

10 Gate Capabilities Pages

- Capabilities chart
 - PBB
 - Aircraft
 - Stop Bar
 - Docking Door
 - PBS Slope
 - Full
 - Empty
 - Adjacency Notes

11 Site Conditions Page

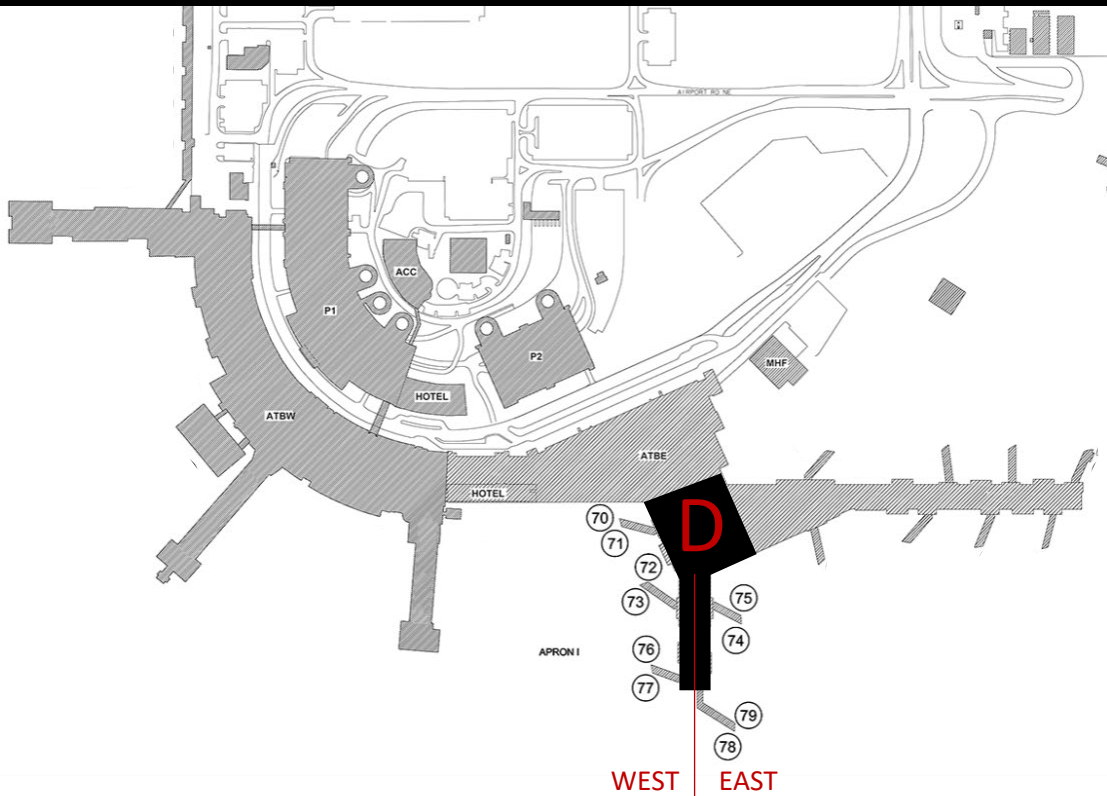
- Plan of Passenger Boarding Bridge
- Permanent Marker Location
- Lead-In Line with Stop Bar Marks
- Distances between Permanent Marker and Stop Bar(s)
- Image of Aircraft Stop Board

12 Push Back Procedures Page

- Push Back Procedure Plan

CONCOURSE D

INTERNATIONAL TERMINAL






GATE 70/71

CONCOURSE D

OVERVIEW

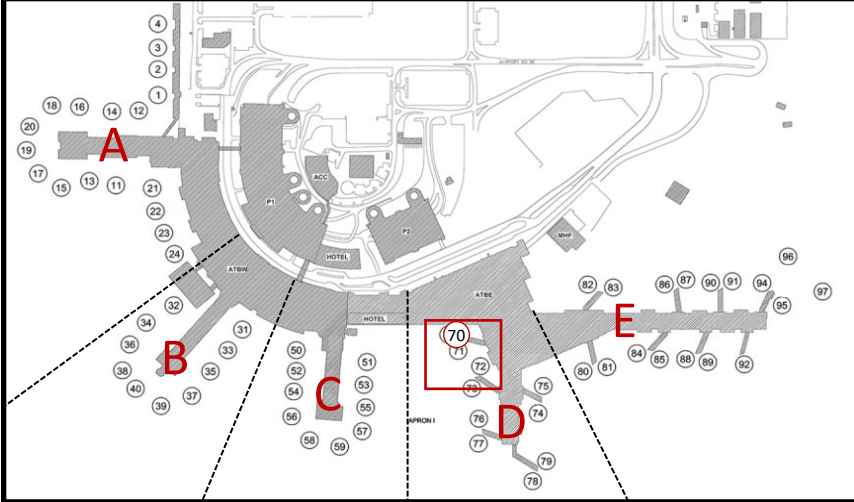
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

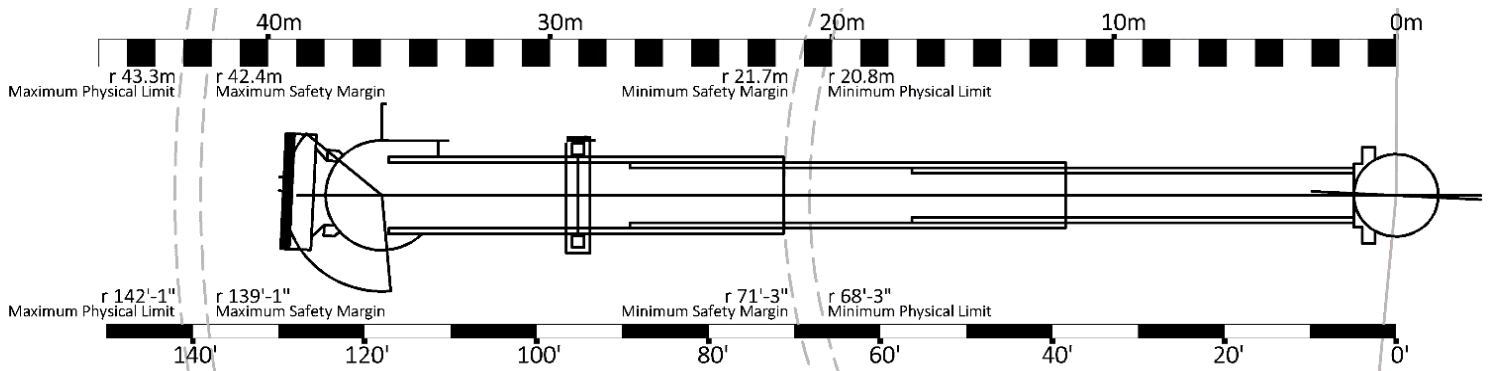
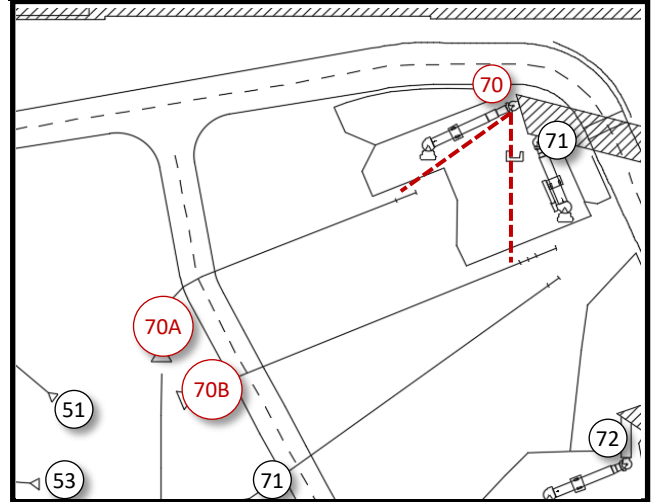
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

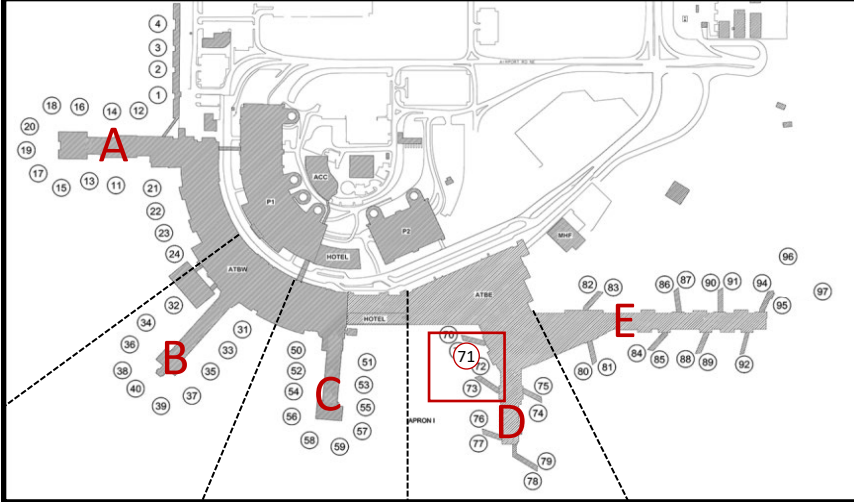
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

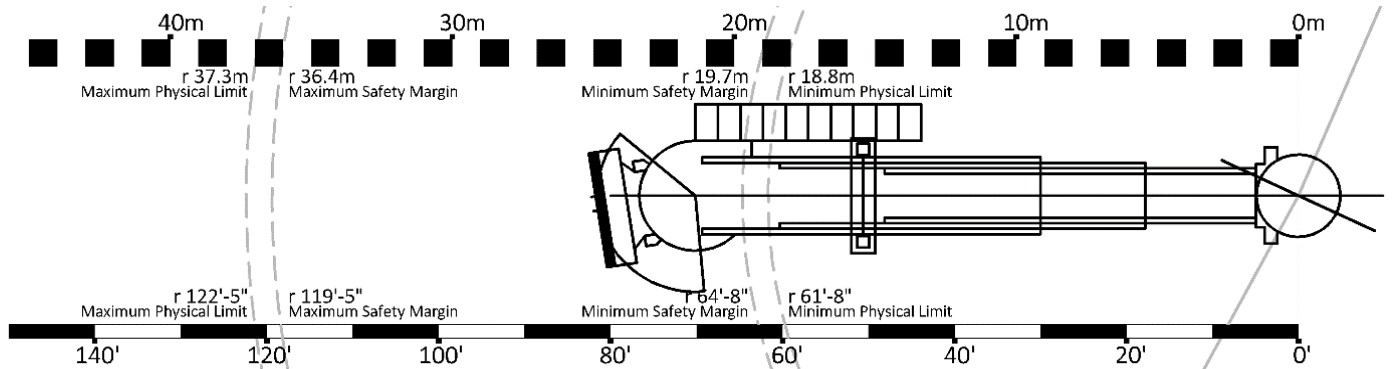
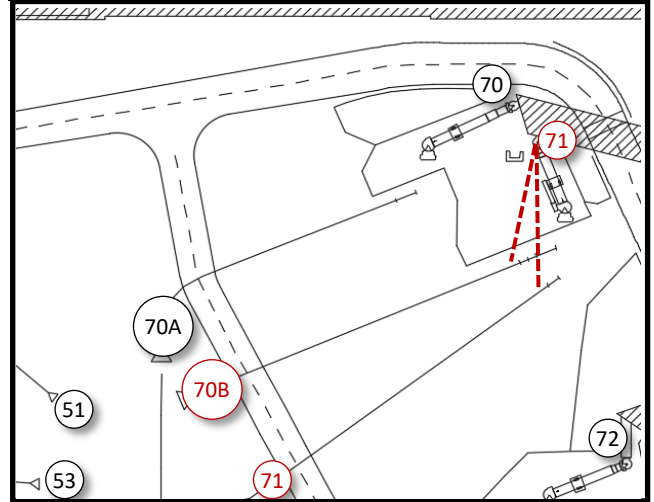
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 37/18.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 70A

CONCOURSE D

GATE CAPABILITIES

PBB: 70 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
70	A	717-200	L1	6.56%	5.55%	
		737-200	L1	5.87%	5.32%	
		737-300	L1	5.33%	4.80%	
		737-400	L1	5.33%	4.80%	
		737-500	L1	5.34%	4.82%	
		737-600	L1	5.44%	4.92%	
		737-700	L1	5.44%	4.92%	
		737-700W	L1	5.44%	4.92%	
		737-MAX7	L1	5.4%	4.3%	
		737-800	L1	5.45%	4.93%	
		737-800W	L1	5.44%	4.92%	
		737 MAX 8	L1	5.40%	4.30%	
		737-900	L1	5.45%	4.92%	
		737-900W	L1	5.45%	4.93%	
		737 MAX 9	L1	5.30%	4.30%	
		A220-300	L1	4.50%	4.10%	
		A319	L1	2.80%	2.47%	
		A320-100	L1	2.76%	2.51%	
		A320-200	L1	2.80%	2.43%	
		A320-200 SHARKLET	L1	2.80%	2.43%	
		A321-100	L1	2.76%	2.36%	
		A321-100 SHARKLET	L1	2.76%	2.36%	
		A321-200	L1	2.76%	2.36%	
		A321-200 SHARKLET	L1	2.76%	2.36%	
		E170 STD	L1	5.61%	5.30%	
		E175 STD	L1	5.61%	5.27%	
		E190 STD	L1	5.40%	5.06%	
		E195 STD	L1	5.44%	5.13%	
		E195-E2	L1	6.1%	5.7%	
		MD-88	L1	6.53%	5.93%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 70B must be vacant



LEAD-IN LINE 70A

C O N C O U R S E D

GATE CAPABILITIES

PBB: 70 | Stop Lines: B

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
70	B	CRJ-100	L1	7.56%	6.96%	
		CRJ-200	L1	7.56%	6.96%	
		CRJ-700 NextGen	L1	7.22%	6.99%	
		CRJ-900	L1	6.99%	6.99%	
		E135 ER	L1	7.62%	7.41%	
		E145 ER	L1	7.65%	7.32%	

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 70B must be vacant

LEAD-IN LINE 70A

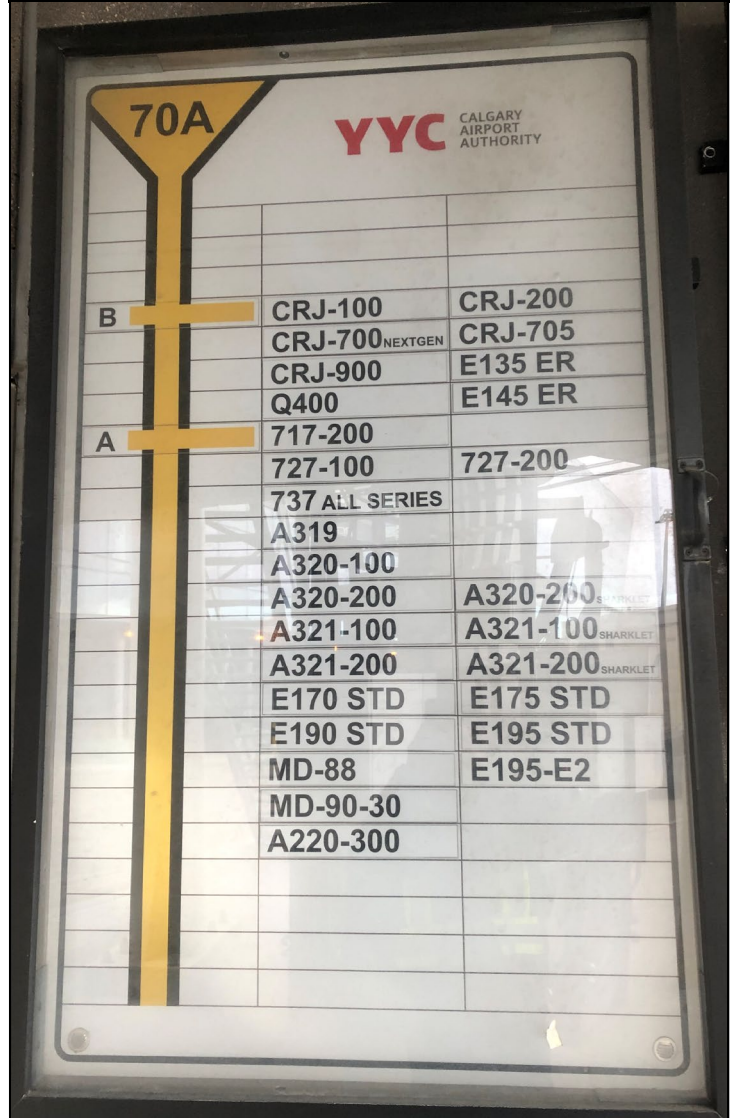
CONCOURSE D

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 70A

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 70B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 70 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
70 (PBB2)	J	767-400ER	L2	1.02%	1.52%	(1) 1.43m
		777-200	L2	2.47%	3.03%	
		777-200ER	L2	2.47%	3.03%	
		777-200LR	L2	2.38%	3.15%	
		777-300	L2	2.47%	3.03%	
		777-300ER	L2	2.59%	3.42%	
		787-9	L2	1.08%	2.17%	(1) 1.48m
		787-10	L2	0.7%	1.5%	
		A330-300-ST6	L2	1.84%	2.31%	
		A330-900	L2	1.6%	2.1%	
		A340-600	L2	2.04%	2.58%	
		A350-800	L2	3.12%	3.80%	
		A350-900	L2	2.99%	3.64%	
		A350-1000	L2	1.4%	1.9%	
70 (PBB2)	K	747-400	L2	1.99%	2.96%	
		747-400ER	L2	2.04%	2.99%	
		757-300	L2	0.68%	0.21%	
		787-8	L2	0.86%	1.72%	
70 (PBB2)	L	A340-500	L2	1.70%	2.25%	
70 (PBB2)	M	A330-200	L2	1.48%	2.03%	
		A340-200	L2	1.44%	1.93%	
		A340-300	L2	1.57%	2.06%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 70A and 71 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 70B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 71 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
71 (PBB1)	J	767-400ER	L1	0.37%	1.54%	
		777-200	L1	3.06%	4.40%	
		777-200	L2	3.20%	3.93%	(1) 1.47m
		777-200ER	L1	3.06%	4.40%	
		777-200ER	L2	3.20%	3.93%	(1) 1.47m
		777-200LR	L1	2.96%	4.67%	
		777-200LR	L2	3.09%	4.09%	
		777-300	L1	3.05%	4.39%	
		777-300	L2	3.20%	3.93%	
		777-300ER	L1	3.47%	5.00%	
		777-300ER	L2	3.36%	4.43%	
		787-9	L1	0.87%	3.42%	
		787-10	L1	0.3%	2.2%	
		A330-300-ST6	L1	1.67%	2.32%	
		A330-300-ST6	L2	2.38%	2.99%	
		A330-900	L1	1.5%	2.4%	
		A340-600	L1	2.22%	3.38%	
		A340-600	L2	2.48%	3.14%	
		A350-800	L1	4.47%	5.90%	
		A350-900	L1	4.49%	5.93%	
A350-900	L2	3.76%	4.58%			
A350-1000	L1	2.8%	4.1%			
A350-1000	L2	1.9%	2.5%			

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 70A and 71 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 70B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 71 | Stop Lines: K

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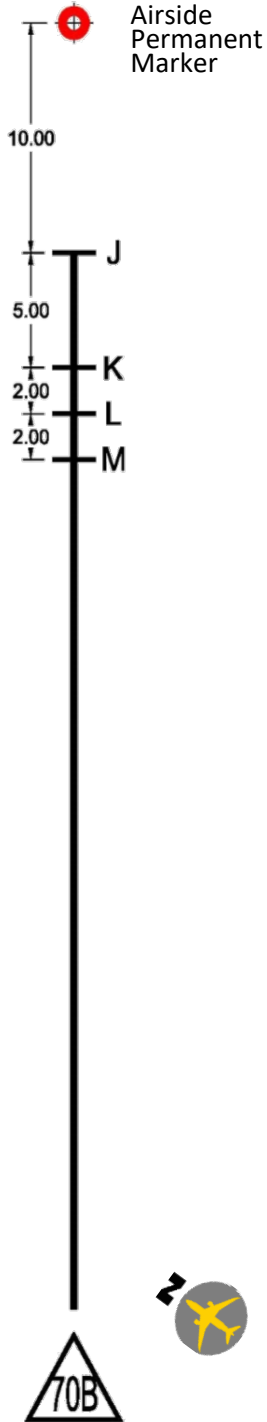
PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
71 (PBB1)	K	747-400	L1	2.74%	4.60%	
		747-400	L2	2.45%	3.66%	
		747-400ER	L1	2.79%	4.68%	
		747-400ER	L2	2.52%	3.69%	
		757-300	L1	1.26%	0.33%	
		757-300	L2	0.88%	0.28%	
		767-200	L1	0.01%	1.60%	
		767-300	L1	0.21%	1.72%	
		787-8	L1	0.64%	2.67%	
71 (PBB1)	L	A340-500	L1	1.71%	2.71%	
		A340-500	L2	2.04%	2.70%	
71 (PBB1)	M	A330-200	L1	1.29%	2.05%	
		A330-200	L2	1.81%	2.48%	
		A340-200	L1	1.13%	1.85%	
		A340-200	L2	1.71%	2.30%	(1) 1.24m
		A340-300	L1	1.33%	2.13%	
		A340-300	L2	1.86%	2.45%	

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 70A and 71 must be vacant
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

Pavement Markings



Stop Line Sign Board

	747SP A340-200	757-200 A340-300	A300	A310	A330-200
M					
L	A340-500				
K	747-200 767-300	747-300 787-800	747-400 DC-10	757-300	767-200
J	767-400 777-300 ER A350-900	777-200 787-900 MD-11	777-200 ER A330-300 787-10	777-200 LR A340-600 A330-900	777-300 A350-800

Notes:



LEAD-IN LINE 70B

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 71

CONCOURSE D

GATE CAPABILITIES

PBB: 71 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
71	A	717-200	L1	6.10%	5.13%	
		737-200	L1	5.34%	4.81%	
		737-300	L1	4.82%	4.32%	
		737-400	L1	4.82%	4.32%	
		737-500	L1	4.83%	4.33%	
		737-600	L1	4.92%	4.43%	
		737-700	L1	4.92%	4.43%	
		737-700W	L1	4.93%	4.43%	
		737-MAX7	L1	4.9%	3.9%	
		737-800	L1	4.94%	4.44%	
		737-800W	L1	4.93%	4.43%	
		737 MAX 8	L1	4.90%	3.90%	
		737-900	L1	4.93%	4.43%	
		737-900W	L1	4.94%	4.44%	
		737 MAX 9	L1	4.80%	3.90%	
		A220-300	L1	4.00%	3.70%	
		A319	L1	2.37%	2.06%	
		A320-100	L1	2.34%	2.10%	
		A320-200	L1	2.37%	2.03%	
		A320-200 SHARKLET	L1	2.37%	2.03%	
		A321-100	L1	2.34%	1.96%	
		A321-100 SHARKLET	L1	2.34%	1.96%	
		A321-200	L1	2.34%	1.96%	
		A321-200 SHARKLET	L1	2.34%	1.96%	
		E170 STD	L1	5.08%	4.78%	
		E175 STD	L1	5.08%	4.75%	
		E190 STD	L1	4.88%	4.55%	
		E195 STD	L1	4.91%	4.62%	
		E195-E2	L1	5.2%	5.5%	
		MD-88	L1	6.07%	5.50%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 70B must be vacant



LEAD-IN LINE 71

C O N C O U R S E D

GATE CAPABILITIES

PBB: 71 | Stop Lines: B

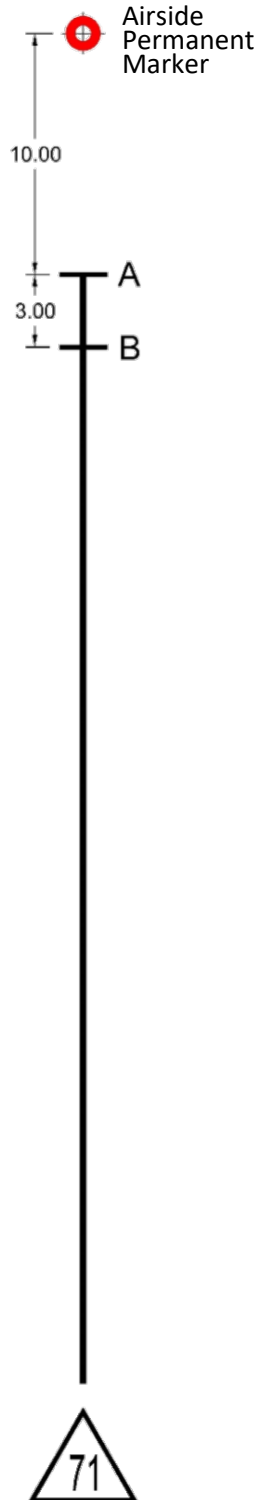
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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
71	B	CRJ-100	L1	7.82%	7.18%	
		CRJ-200	L1	7.82%	7.18%	
		CRJ-700 NextGen	L1	7.44%	7.20%	
		CRJ-705	L1	7.20%	7.20%	
		CRJ-900	L1	7.20%	7.20%	
		E135 ER	L1	7.86%	7.63%	
		E145 ER	L1	7.89%	7.53%	
		Q400	L1	8.29%	8.14%	

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 70B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 71

C O N C O U R S E D

PUSHBACK PROCEDURES




GATE 72/73

CONCOURSE D

OVERVIEW

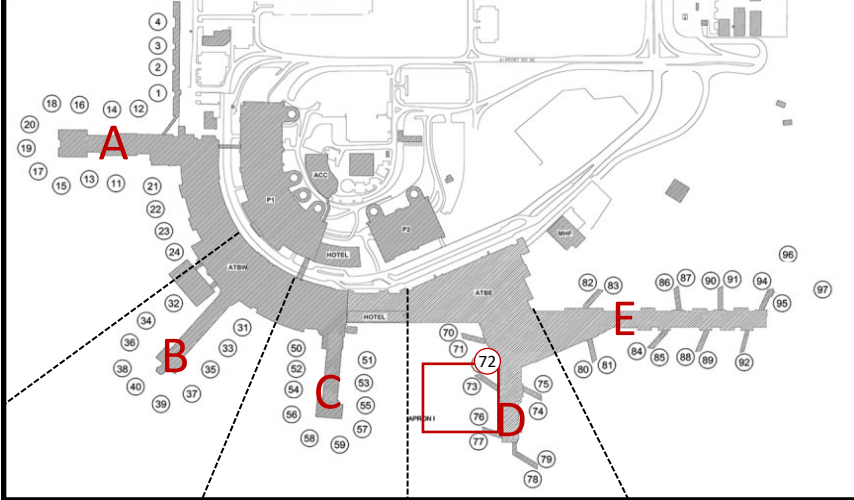
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

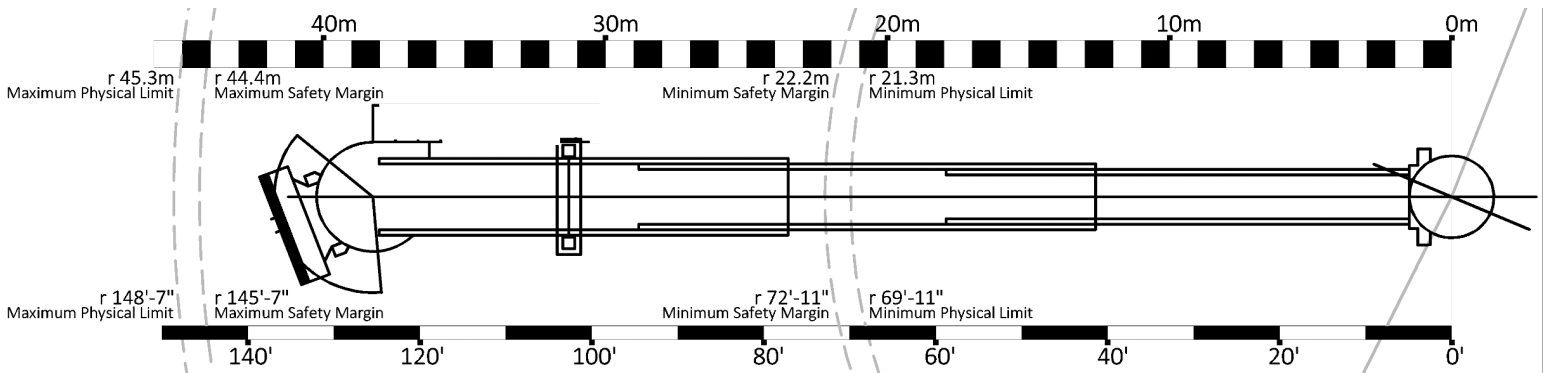
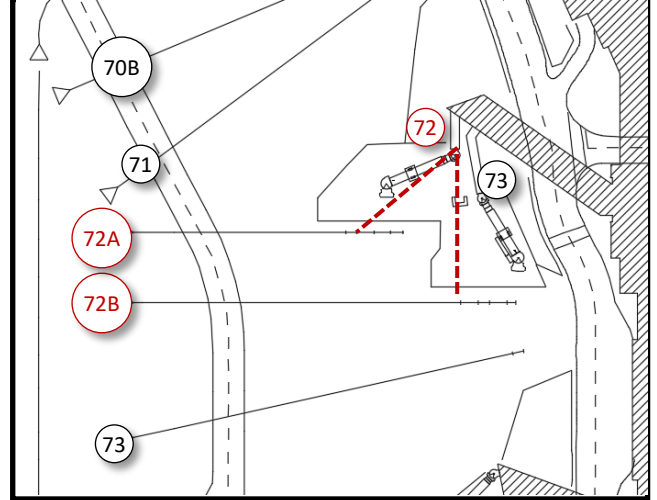
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 45/21-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

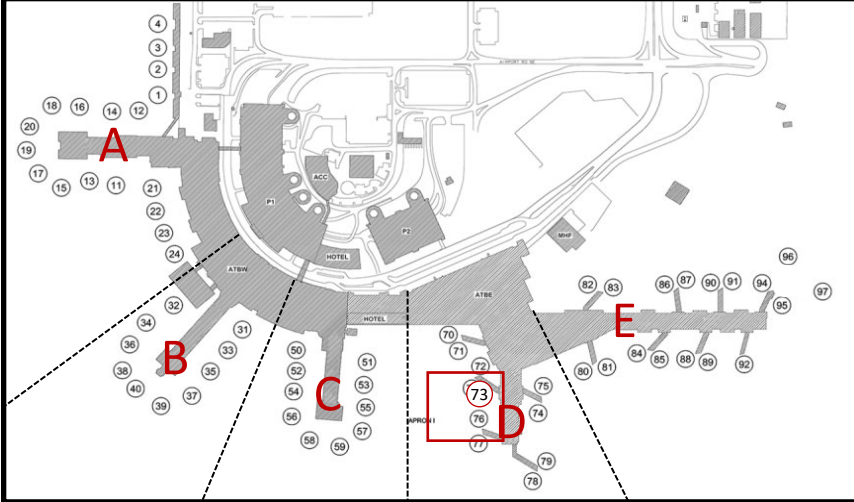
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

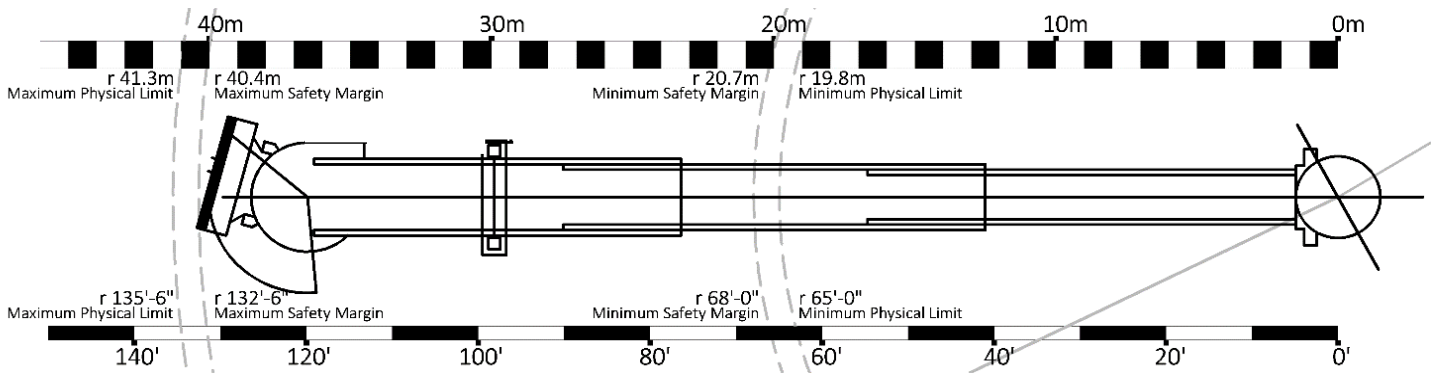
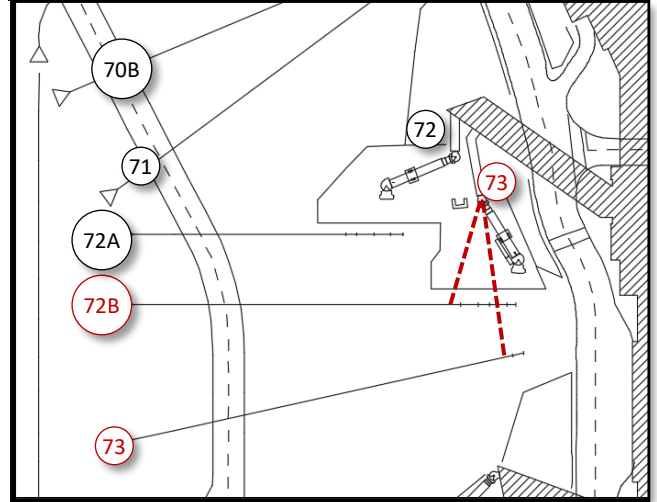
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 72A

CONCOURSE D

GATE CAPABILITIES

PBB: 72 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
72	A	717-200	L1	7.70%	6.34%	
72	B	737-200	L1	6.19%	5.52%	
		737-300	L1	5.53%	4.89%	
		737-400	L1	5.53%	4.89%	
		737-500	L1	5.54%	4.90%	
		737-600	L1	5.67%	5.03%	
		737-700	L1	5.67%	5.03%	
		737-700W	L1	5.67%	5.03%	
		737-MAX7	L1	5.5%	4.2%	
		737-800	L1	5.69%	5.05%	
		737-800W	L1	5.67%	5.03%	
		737 MAX 8	L1	5.50%	4.20%	
		737-900	L1	5.67%	5.03%	
		737-900W	L1	5.68%	5.04%	
		737 MAX 9	L1	5.40%	4.20%	
		A220-300	L1	4.40%	4.00%	
		A319	L1	2.41%	2.01%	
		A320-100	L1	2.37%	2.06%	
		A320-200	L1	2.41%	1.97%	
		A320-200 SHARKLET	L1	2.41%	1.97%	
		A321-100	L1	2.37%	1.88%	
		A321-100 SHARKLET	L1	2.37%	1.88%	
		A321-200	L1	2.37%	1.88%	
		A321-200 SHARKLET	L1	2.37%	1.88%	
		E170 STD	L1	5.87%	5.49%	
		E175 STD	L1	5.87%	5.45%	
		E190 STD	L1	5.61%	5.19%	
E195 STD	L1	5.65%	5.27%			
E195-E2	L1	6.3%	5.9%			

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 72B must be vacant



LEAD-IN LINE 72A

CONCOURSE D

GATE CAPABILITIES

PBB: 72 | Stop Lines: C

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
72	C	CRJ-705	L1	7.92%	7.92%	
		CRJ-900	L1	7.92%	7.92%	
72	D	E135 ER	L1	7.90%	7.65%	
		E145 ER	L1	7.92%	7.55%	
		Q400	L1	8.30%	8.14%	
72	E	CRJ-100	L1	7.39%	6.77%	
		CRJ-200	L1	7.39%	6.77%	
		CRJ-700 NextGen	L1	7.03%	6.80%	

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Notes

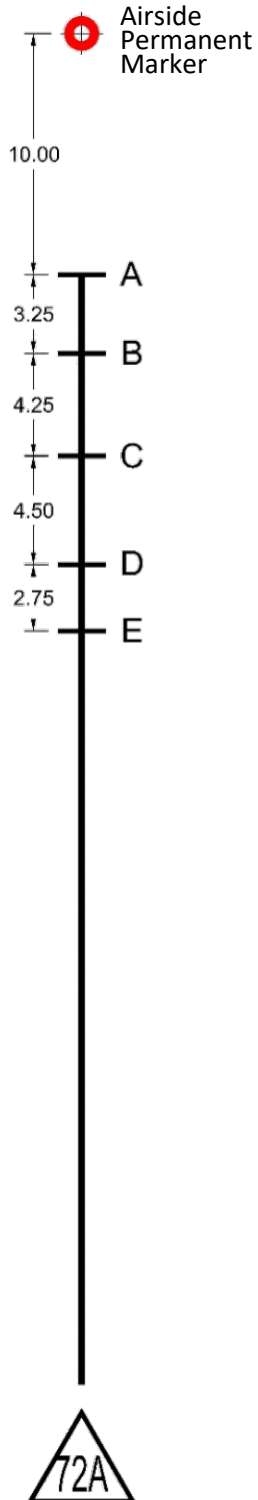
- Maximum wingspan for lead-in line: 36m
- Lead-in Line 72B must be vacant

LEAD-IN LINE 72A

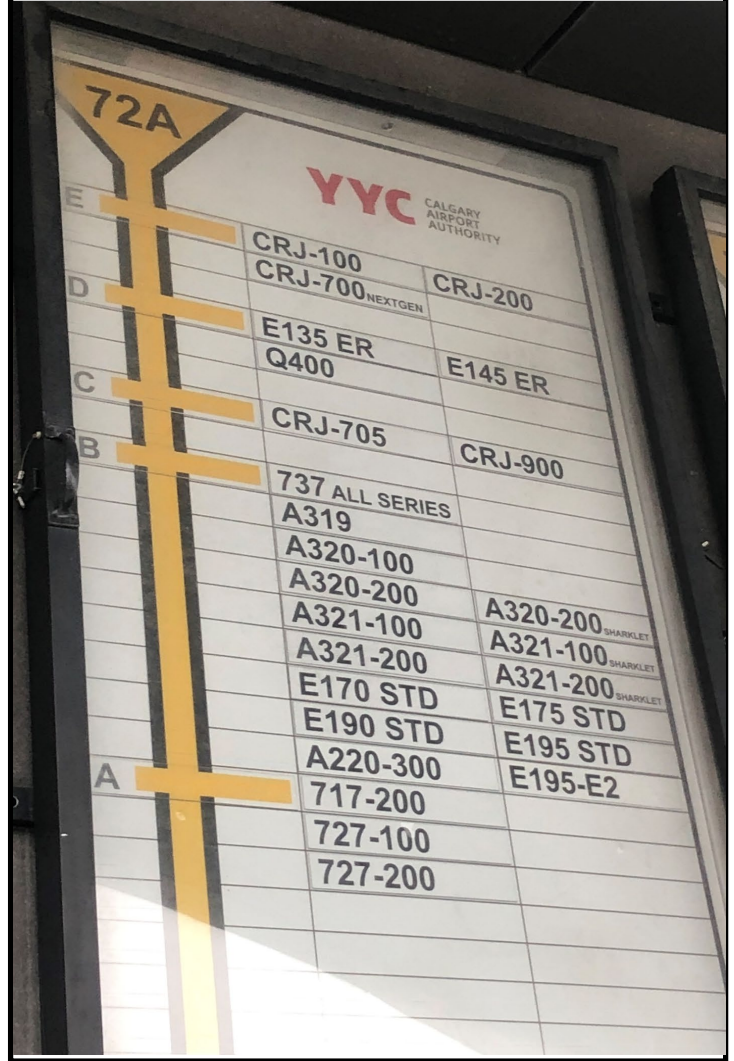
CONCOURSE D

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board



Notes:





LEAD-IN LINE 72A

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 72B

CONCOURSE D

GATE CAPABILITIES

PBB: 72 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
72 (PBB2)	J	777-300	L2	3.44%	4.00%	
		777-300ER	L2	3.55%	4.39%	
		A340-300	L2	2.94%	3.49%	
		A340-600	L2	3.20%	3.79%	
		A350-1000	L2	2.1%	2.7%	
72 (PBB2)	K	747-200	L2	3.11%	4.46%	
		747-300	L2	3.11%	4.46%	
		747-400	L2	3.17%	4.22%	
		747-400ER	L2	3.23%	4.25%	
		777-200	L2	3.40%	3.97%	
		A350-900	L2	4.05%	4.74%	
72 (PBB2)	L	757-300	L2	0.19%	0.69%	
		767-400ER	L2	1.85%	2.38%	(1) 1.29m
		777-200ER	L2	3.31%	3.88%	
		777-200LR	L2	3.22%	4.00%	
		787-9	L2	1.92%	3.04%	(1) 1.36m
		787-10	L2	1.7%	2.5%	
		A340-500	L2	2.89%	3.52%	
72 (PBB2)	M	787-8	L2	1.74%	2.66%	(1) 1.43m
		A330-200	L2	2.54%	3.14%	
		A330-300-ST6	L2	2.55%	3.02%	
		A330-900	L2	2.5%	3.0%	
		A340-200	L2	2.55%	3.11%	(1) 1.43m
		A350-800	L1	3.64%	4.58%	
		A350-800	L2	3.84%	4.52%	
72 (PBB2)	N	757-200	L2	0.02%	0.50%	(1) 1.37m

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 72A and 73 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 72B

CONCOURSE D

GATE CAPABILITIES

PBB: 73 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
73 (PBB1)	J	777-300	L1	1.16%	2.38%	
		777-300	L2	2.01%	2.86%	
		777-300ER	L1	1.54%	2.92%	
		777-300ER	L2	2.19%	3.44%	
		A340-300	L1	0.07%	0.88%	
		A340-300	L2	1.27%	2.12%	
		A340-600	L1	0.39%	1.40%	
		A340-600	L2	1.54%	2.39%	
		A350-1000	L1	0.8%	2.1%	
		A350-1000	L2	1.1%	1.9%	
73 (PBB1)	K	747-200	L1	0.87%	3.99%	
		747-200	L2	1.46%	3.47%	
		747-300	L1	0.87%	3.99%	
		747-300	L2	1.46%	3.47%	
		747-400	L1	1.25%	3.17%	
		747-400	L2	1.55%	3.12%	
		747-400ER	L1	1.30%	3.26%	
		747-400ER	L2	1.64%	3.16%	
		767-200	L1	1.54%	0.07%	
		777-200	L1	1.11%	2.36%	
		777-200	L2	1.90%	2.74%	
		A350-900	L1	2.57%	3.95%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 72A and 73 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 72B

CONCOURSE D

GATE CAPABILITIES

PBB: 73 | Stop Lines: L

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
73 (PBB1)	L	757-300	L1	2.92%	1.99%	
		757-300	L2	2.67%	1.97%	
		767-400ER	L1	1.54%	0.40%	
		767-400ER	L2	0.28%	0.42%	
		777-200ER	L1	1.01%	2.29%	
		777-200ER	L2	1.68%	2.48%	
		777-200LR	L1	0.92%	2.56%	
		777-200LR	L2	1.55%	2.65%	
		787-9	L1	1.06%	1.39%	
		787-9	L2	0.25%	1.29%	
		787-10	L1	1.4%	0.4%	
		A340-500	L1	0.16%	1.20%	
		A340-500	L2	1.10%	1.97%	
		73 (PBB1)	M	787-8	L1	1.20%
787-8	L2			0.50%	0.76%	
A330-200	L1			0.32%	0.51%	
A330-200	L2			0.62%	1.46%	
A330-300-ST6	L1			0.45%	0.16%	
A330-300-ST6	L2			0.63%	1.27%	
A330-900	L1			0.3%	0.6%	
A340-200	L1			0.49%	0.29%	
A340-200	L2			0.63%	1.39%	
A350-800	L1			2.33%	3.72%	
A350-800	L2			2.36%	3.28%	
73 (PBB1)	N	757-200	L1	3.16%	2.23%	
		767-300	L1	1.70%	0.18%	

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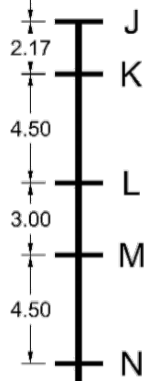
Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 72A and 73 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

Pavement Markings

 Airside Permanent Marker

10.00



Stop Line Sign Board

72B					
N	757-200	767-300			
M	787-800 A340-200	A300 A350-800	A310 A330-900	A330-200	A330-300
L	757-300 787-900	767-400 A340-500	777-200 ER 787-10	777-200 LR	
K	747-200 777-200	747-300 A350-900	747-400 DC-10	747SP MD-11	767-200
J	777-300	777-300 ER	A340-300	A340-600	

Notes:





LEAD-IN LINE 72B

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 73

CONCOURSE D

GATE CAPABILITIES

PBB: 73 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
73	A	MD-88	L1	5.94%	5.47%	
73	B cont.	717-200	L1	5.96%	5.16%	
		737-200	L1	5.27%	4.85%	
		737-300	L1	4.85%	4.45%	
		737-400	L1	4.85%	4.45%	
		737-500	L1	4.85%	4.45%	
		737-600	L1	4.93%	4.53%	
		737-700	L1	4.93%	4.53%	
		737-700W	L1	4.93%	4.53%	
		737-MAX7	L1	4.9%	4.1%	
		737-800	L1	4.94%	4.54%	
		737-800W	L1	4.93%	4.53%	
		737 MAX 8	L1	4.90%	4.10%	
		737-900	L1	4.93%	4.53%	
		737-900W	L1	4.94%	4.54%	
		737 MAX 9	L1	4.80%	4.10%	
		A220-300	L1	4.30%	4.00%	
		A319	L1	2.85%	2.61%	
		A320-100	L1	2.83%	2.64%	
		A320-200	L1	2.85%	2.58%	
		A320-200 SHARKLET	L1	2.85%	2.58%	
A321-100	L1	2.83%	2.53%			
A321-100 SHARKLET	L1	2.83%	2.53%			
A321-200	L1	2.83%	2.53%			
A321-200 SHARKLET	L1	2.83%	2.53%			

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 72B must be vacant



LEAD-IN LINE 73

CONCOURSE D

GATE CAPABILITIES

PBB: 73 | Stop Lines: B

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	

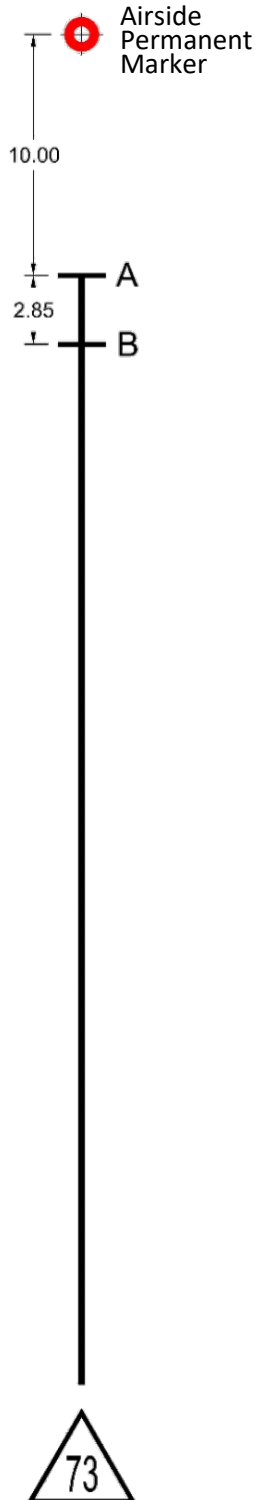
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73	B	Aircraft	Docking Door	Full	Empty
		CRJ-100	L1	7.70%	7.15%
		CRJ-200	L1	7.70%	7.15%
		CRJ-700 NextGen	L1	7.36%	7.15%
		CRJ-705	L1	7.15%	7.15%
		CRJ-900	L1	7.15%	7.15%
		E135 ER	L1	7.74%	7.54%
		E145 ER	L1	7.76%	7.45%
		E170 STD	L1	5.05%	4.81%
		E175 STD	L1	5.05%	4.78%
		E190 STD	L1	4.89%	4.62%
		E195 STD	L1	4.91%	4.67%
		E195-E2	L1	5.3%	5.1%
		Q400	L1	8.17%	8.03%

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 72B must be vacant

Pavement Markings



Stop Line Sign Board

YYC CALGARY AIRPORT AUTHORITY		
B	717-200	
	727-100	727-200
	737 ALL SERIES	
	A319	
	A320-100	
	A320-200	A320-200 _{SHARKLET}
	A321-100	A321-100 _{SHARKLET}
	A321-200	A321-200 _{SHARKLET}
	CRJ-100	CRJ-200
	CRJ-700 _{NEXTGEN}	CRJ-705
	CRJ-900	E135 ER
	E145 ER	E170 STD
	E175 STD	E195 STD
	E190 STD	A220-300
	Q400	E195-E2
A	MD-88	
	MD-90-30	

Notes:





LEAD-IN LINE 73

C O N C O U R S E D

PUSHBACK PROCEDURES




GATE 74/75

CONCOURSE D

OVERVIEW

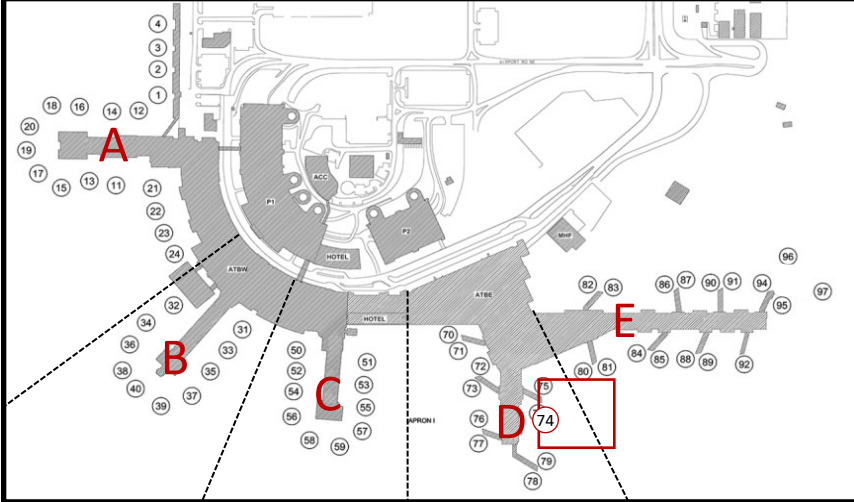
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

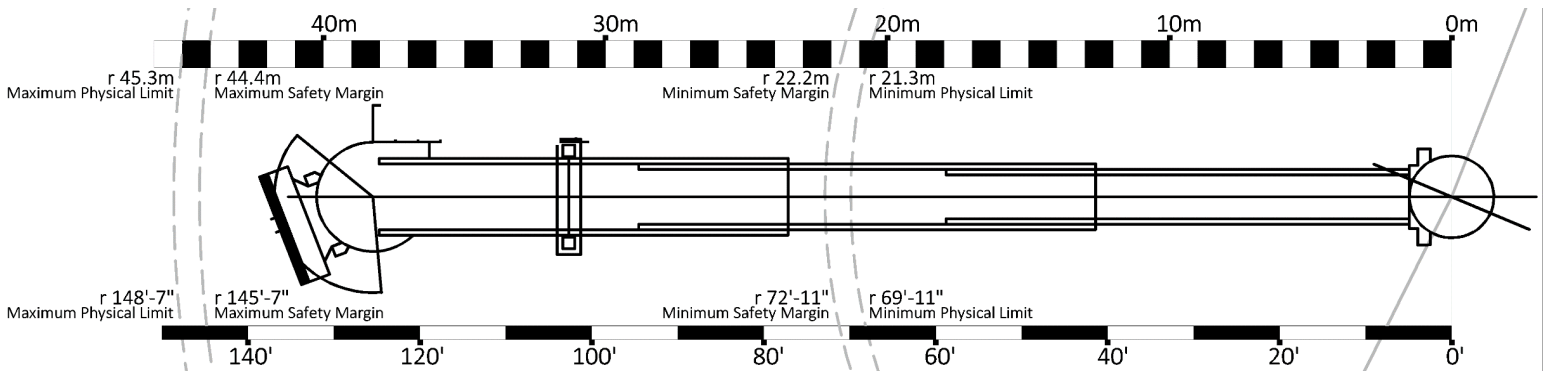
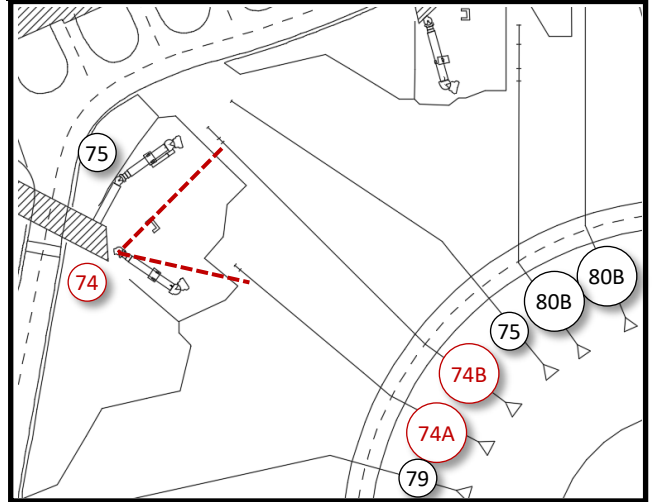
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 45/21-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

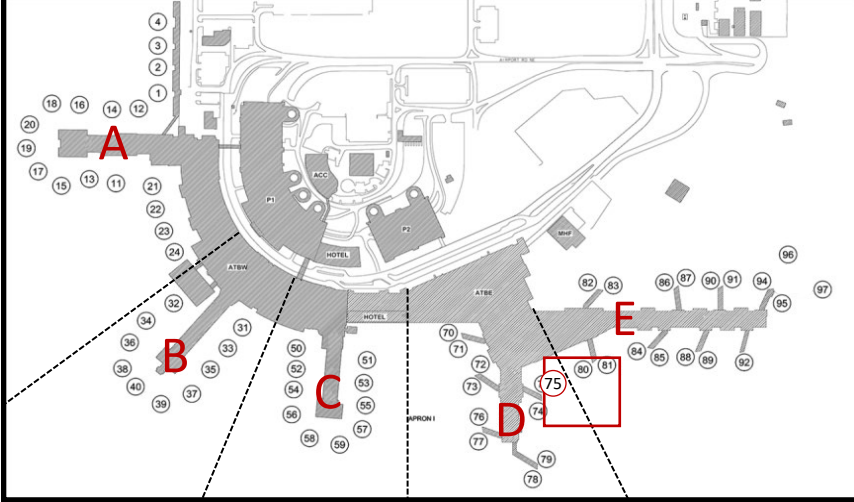
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

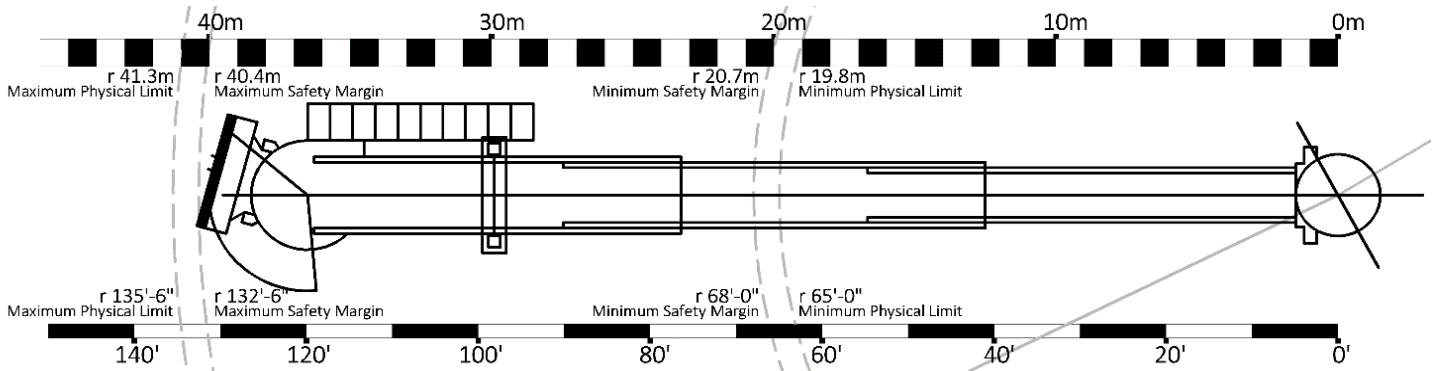
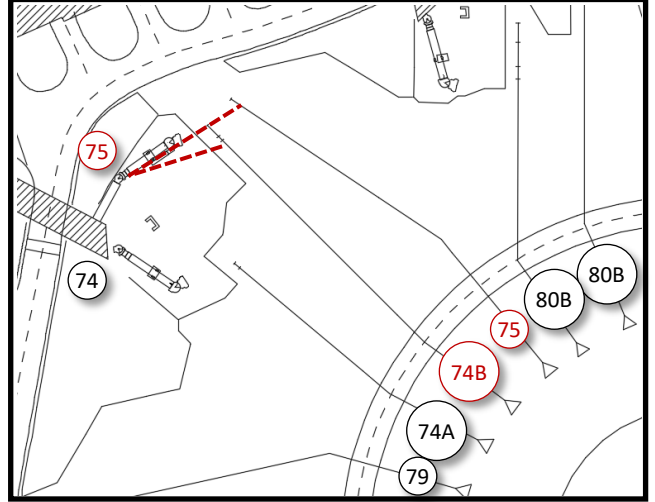
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 74A

CONCOURSE D

GATE CAPABILITIES

PBB: 74 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
74	A	737-900	L1	8.54%	8.06%	(1)
		737-900W	L1	8.55%	8.07%	(1)
		737 MAX 9	L1	8.40%	7.50%	
		A319	L1	6.21%	5.91%	
		A320-100	L1	6.17%	5.94%	
		A320-200	L1	6.21%	5.87%	
		A320-200 SHARKLET	L1	6.21%	5.87%	
		A321-100	L1	6.18%	5.81%	
		A321-100 SHARKLET	L1	6.17%	5.81%	
		A321-200	L1	6.18%	5.81%	
		A321-200 SHARKLET	L1	6.17%	5.81%	
		E195-E2	L1	9.1%	8.8%	
74	B	737-200	L1	8.48%	7.99%	(1)
		737-300	L1	8.00%	7.55%	
		737-400	L1	8.00%	7.55%	
		737-500	L1	8.02%	7.56%	
		737-600	L1	8.11%	7.66%	
		737-700	L1	8.11%	7.66%	
		737-700W	L1	8.11%	7.66%	
		737-MAX7	L1	8.0%	7.1%	
		737-800	L1	8.13%	7.67%	
		737-800W	L1	8.11%	7.66%	
		737 MAX 8	L1	8.00%	7.10%	
		A220-300	L1	7.20%	6.90%	
		E170 STD	L1	8.26%	7.98%	
		E175 STD	L1	8.26%	7.95%	
		E190 STD	L1	8.07%	7.77%	
		E195 STD	L1	8.10%	7.83%	

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Notes

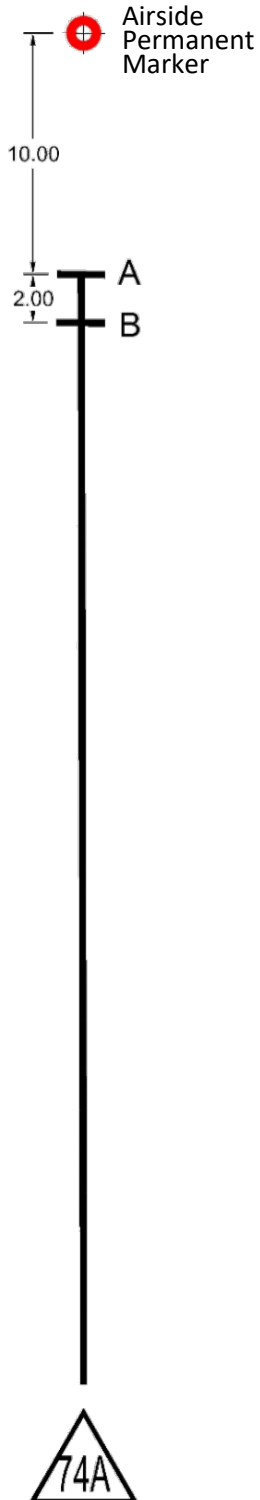
- Maximum wingspan for lead-in line: 36m
 - Lead-in Line 74B must be vacant
1. Exceeds maximum recommended ramp grade of 8.33% (1in12).

LEAD-IN LINE 74A

C O N C O U R S E D

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

74A		YYC CALGARY AIRPORT AUTHORITY	
B	727-100	737-200	737-300
	737-400	737-500	737-700
	737-600	737-800	
	737-700W	737-800W	737-MAX7
	E170 STD	E175 STD	E190 STD
	E190 STD	E195 STD	A220-300
A	737-900	737-900W	737-MAX8
	A319	A320-100	
	A320-200	A320-200 ^{SHARKLET}	
	A321-100	A321-100 ^{SHARKLET}	
	A321-200	A321-200 ^{SHARKLET}	
	737-MAX9	E195-E2	

Notes:



LEAD-IN LINE 74A

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 74B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 74 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
74 (PBB2)	J	747-200	L1	0.82%	1.01%	
		747-200	L2	0.49%	0.68%	
		747-300	L1	0.82%	1.01%	
		747-300	L2	0.49%	0.68%	
		747-400	L1	0.59%	0.54%	
		747-400	L2	0.44%	0.47%	
		747-400ER	L1	0.56%	0.59%	
		747-400ER	L2	0.39%	0.50%	
		747-8	L1	0.43%	1.13%	
		747-8	L2	0.23%	0.41%	
		757-200	L1	2.92%	2.37%	
		757-300	L1	2.92%	2.38%	
		757-300	L2	2.86%	2.43%	
		767-200	L1	2.23%	1.27%	
		767-400ER	L1	2.13%	1.47%	
		767-400ER	L2	1.42%	0.96%	(1) 1.3m
		777-200	L1	0.66%	0.08%	
		777-200	L2	0.23%	0.26%	
		777-200ER	L1	0.66%	0.08%	
		777-200ER	L2	0.23%	0.26%	
777-200LR	L1	0.71%	0.23%			
777-200LR	L2	0.31%	0.37%			

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 74A and 75 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 74B

CONCOURSE D

GATE CAPABILITIES

PBB: 74 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
74 (PBB2)	J cont.	777-300	L1	0.66%	0.08%	
		777-300	L2	0.23%	0.26%	
		777-300ER	L1	0.43%	0.41%	
		777-300ER	L2	0.13%	0.60%	
		787-9	L1	1.85%	0.43%	
		787-9	L2	1.41%	0.44%	(1) 1.35m
		787-10	L2	1.7%	1.0%	
		A330-300-ST6	L1	1.40%	1.05%	
		A330-300-ST6	L2	0.77%	0.36%	
		A330-900	L2	1.0%	0.5%	
		A340-600	L1	1.10%	0.48%	
		A340-600	L2	0.43%	0.08%	
		A350-800	L1	0.21%	1.02%	
		A350-800	L2	0.34%	0.94%	
		A350-900	L1	0.21%	1.02%	
		A350-900	L2	0.34%	0.93%	
		A350-1000	L1	1.2%	0.4%	
		A350-1000	L2	1.1%	0.5%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 74A and 75 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 74B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 74 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
74 (PBB2)	K	787-8	L1	1.98%	0.74%	
		787-8	L2	1.59%	0.79%	
		A330-200	L1	2.8%	2.3%	
		A330-200	L2	1.7%	2.3%	
		A340-300	L1	1.43%	0.92%	
		A340-300	L2	0.74%	0.25%	
		A340-500	L1	1.25%	0.64%	
		A340-500	L2	0.66%	0.12%	
		A380-841	L1	0.16%	0.86%	
		A380-841	L2	0.21%	0.80%	
		A380-841	L3	7.13%	7.66%	
		74 (PBB2)	L	A340-200	L1	1.59%
A340-200	L2			0.88%	0.40%	

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 74A and 75 must be vacant



LEAD-IN LINE 74B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 75 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
75 (PBB1)	J	747-200	L1	1.75%	4.56%	
		747-200	L2	1.96%	3.50%	
		747-300	L1	1.75%	4.56%	
		747-300	L2	1.96%	3.50%	
		747-400	L1	2.09%	3.83%	
		747-400	L2	2.02%	3.22%	
		747-400ER	L1	2.13%	3.91%	
		747-400ER	L2	2.09%	3.26%	
		747-8	L1	2.33%	4.73%	
		757-200	L1	1.62%	0.77%	
		757-200	L2	1.28%	0.69%	
		757-300	L1	1.62%	0.77%	
		757-300	L2	1.28%	0.69%	
		767-200	L1	0.46%	1.02%	
		767-400ER	L1	0.30%	0.71%	
		777-200	L1	1.99%	3.13%	
		777-200	L2	2.28%	2.93%	
		777-200ER	L1	1.99%	3.13%	
		777-200ER	L2	2.28%	2.93%	
		777-200LR	L1	1.91%	3.37%	
777-200LR	L2	2.18%	3.06%			

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 74A and 75 must be vacant
1. Cab rotation angle – PBB 75 limited to 40°



LEAD-IN LINE 74B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 75 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
75 (PBB1)	J cont.	777-300	L1	1.98%	3.13%	
		777-300	L2	2.28%	2.93%	
		777-300ER	L1	2.34%	3.65%	
		777-300ER	L2	2.42%	3.37%	
		787-9	L1	0.13%	2.31%	
		787-10	L1	0.4%	1.3%	
		A330-300-ST6	L1	0.80%	1.35%	
		A330-300-ST6	L2	1.56%	2.10%	
		A330-900	L1	0.6%	1.4%	
		A340-600	L1	1.27%	2.26%	
		A350-800	L1	3.24%	4.47%	
		A350-800	L2	3.03%	3.81%	
		A350-900	L1	3.25%	4.48%	
		A350-1000	L1	3.9%	2.7%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 74A and 75 must be vacant
1. Cab rotation angle – PBB 75 limited to 40°



LEAD-IN LINE 74B

C O N C O U R S E D

GATE CAPABILITIES

PBB: 75 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
75 (PBB1)	K	787-8	L1	0.03%	1.74%	
		A330-200	L1	0.4%	1.1%	
		A330-200	L2	1.7%	1.1%	
		A340-300	L1	0.76%	1.51%	
		A340-500	L1	1.02%	1.92%	
		A380-841	L1	3.05%	4.05%	
75 (PBB1)	L	767-300	L1	0.42%	0.87%	
		A340-200	L1	0.52%	1.19%	

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Notes

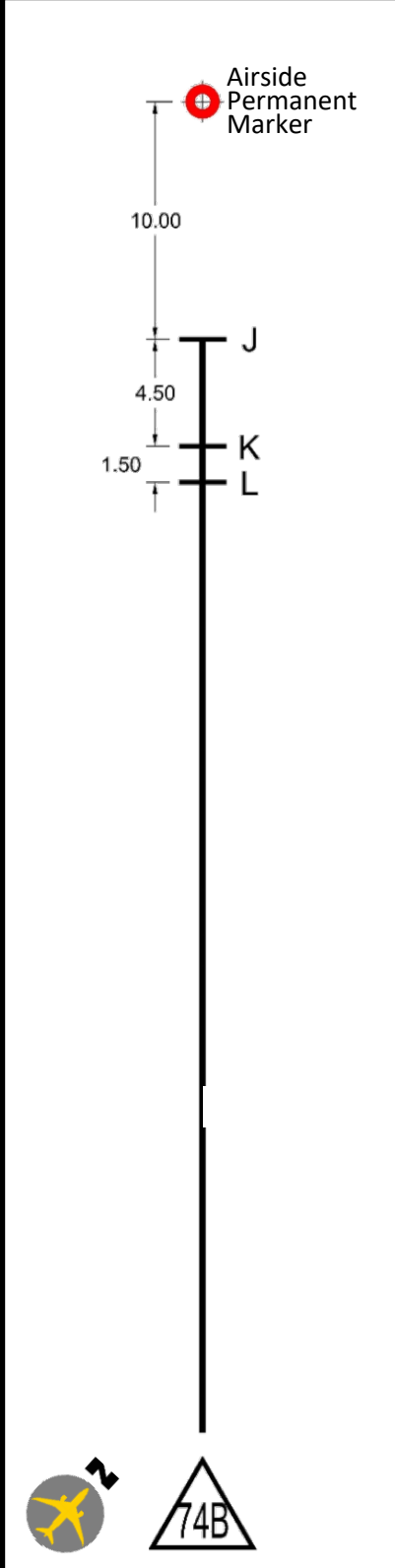
- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 74A and 75 must be vacant
1. Cab rotation angle – PBB 75 limited to 40°

LEAD-IN LINE 74B

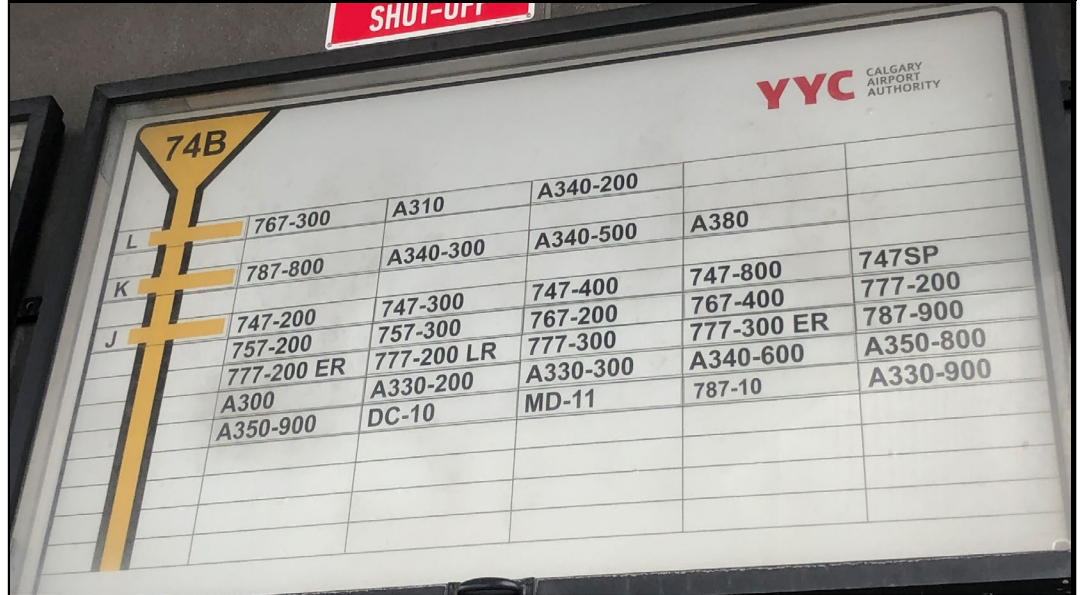
C O N C O U R S E D

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 74B

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 75

C O N C O U R S E D

GATE CAPABILITIES

PBB: 75 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
75	A	717-200	L1	5.38%	4.56%	
		737-200	L1	4.72%	4.28%	
		737-300	L1	4.28%	3.87%	
		737-400	L1	4.28%	3.87%	
		737-500	L1	4.28%	3.87%	
		737-600	L1	4.37%	3.95%	
		737-700	L1	4.37%	3.95%	
		737-700W	L1	4.37%	3.95%	
		737-MAX7	L1	4.3%	3.5%	
		737-800	L1	4.38%	3.97%	
		737-800W	L1	4.37%	3.95%	
		737 MAX 8	L1	4.30%	3.50%	
		737-900	L1	4.37%	3.96%	
		737-900W	L1	4.38%	3.96%	
		737 MAX 9	L1	4.30%	3.50%	
		A220-300	L1	3.60%	3.40%	
		A319	L1	2.23%	1.98%	
		A320-100	L1	2.20%	2.00%	
		A320-200	L1	2.23%	1.95%	
		A320-200 SHARKLET	L1	2.23%	1.95%	
		A321-100	L1	2.20%	1.89%	
		A321-100 SHARKLET	L1	2.20%	1.89%	
		A321-200	L1	2.20%	1.89%	
A321-200 SHARKLET	L1	2.20%	1.89%			

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NOTES

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 74B must be vacant



LEAD-IN LINE 75

CONCOURSE D

GATE CAPABILITIES

PBB: 75 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	

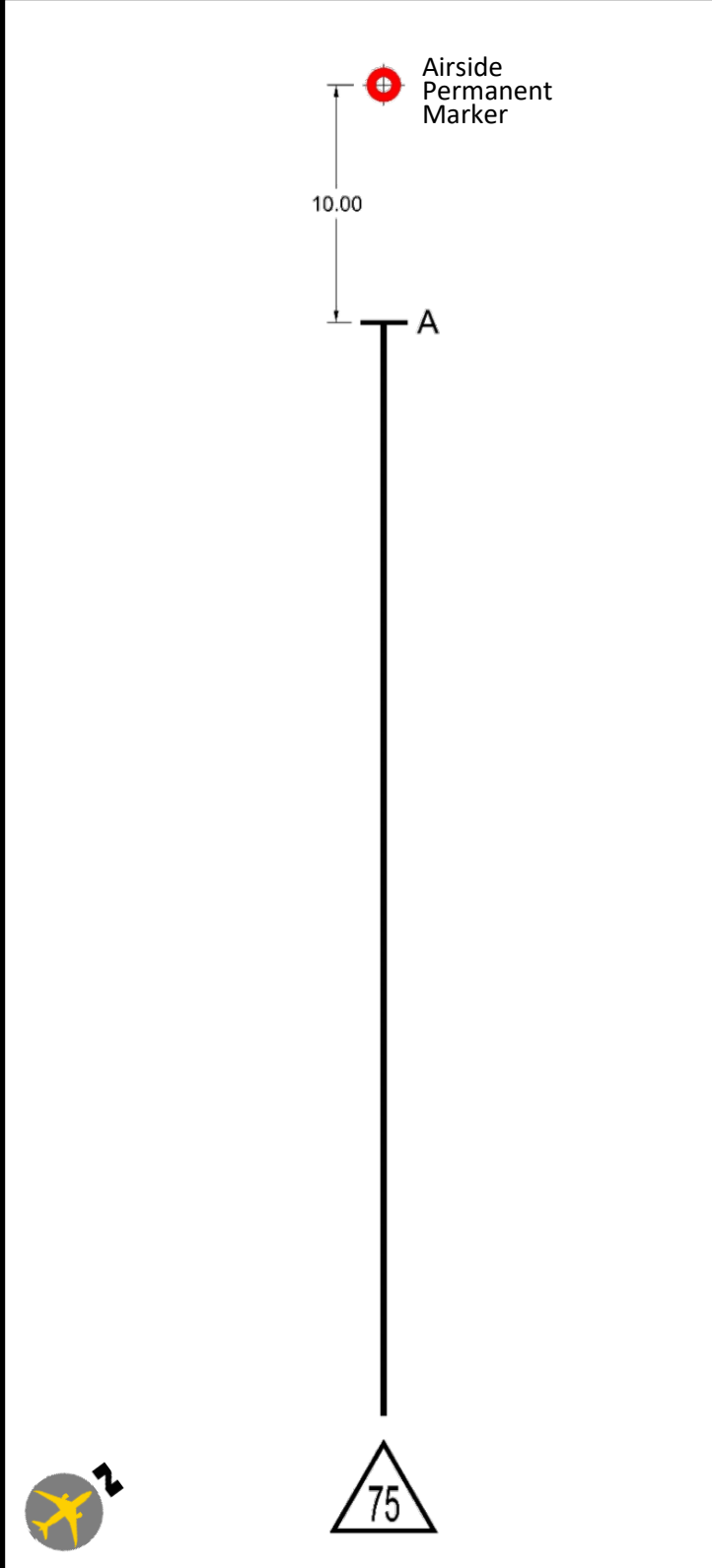
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75	A	CRJ-100	L1	7.14%	6.58%
		CRJ-200	L1	7.14%	6.58%
		CRJ-700 NextGen	L1	6.80%	6.59%
		CRJ-900	L1	6.59%	6.59%
		E135 ER	L1	7.19%	6.98%
		E145 ER	L1	7.21%	6.90%
		E170 STD	L1	4.50%	4.25%
		E175 STD	L1	4.50%	4.22%
		E190 STD	L1	4.33%	4.05%
		E195 STD	L1	4.36%	4.11%
		E195-E2	L1	4.8%	4.6%
		MD-88	L1	5.36%	4.87%
		Q400	L1	7.59%	7.45%

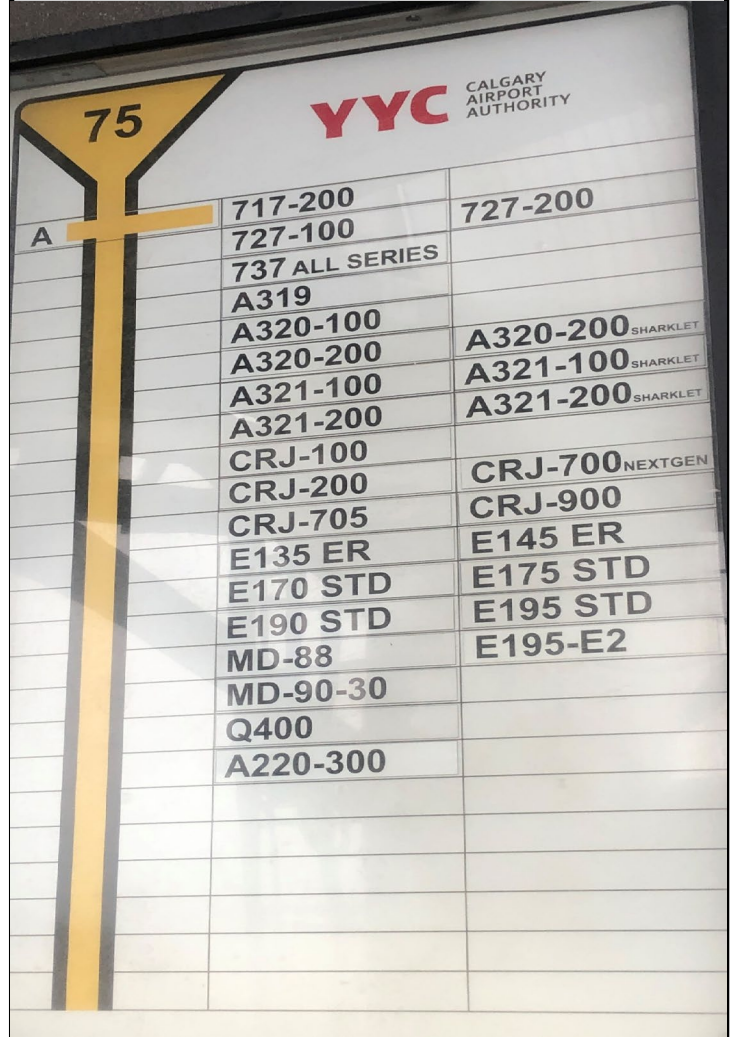
NOTES

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 74B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 75

C O N C O U R S E D

PUSHBACK PROCEDURES




GATE 76/77

CONCOURSE D

OVERVIEW

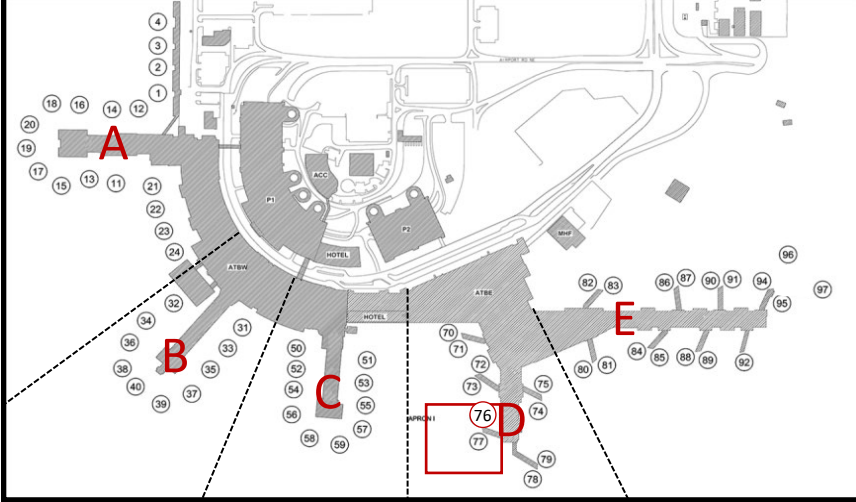
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

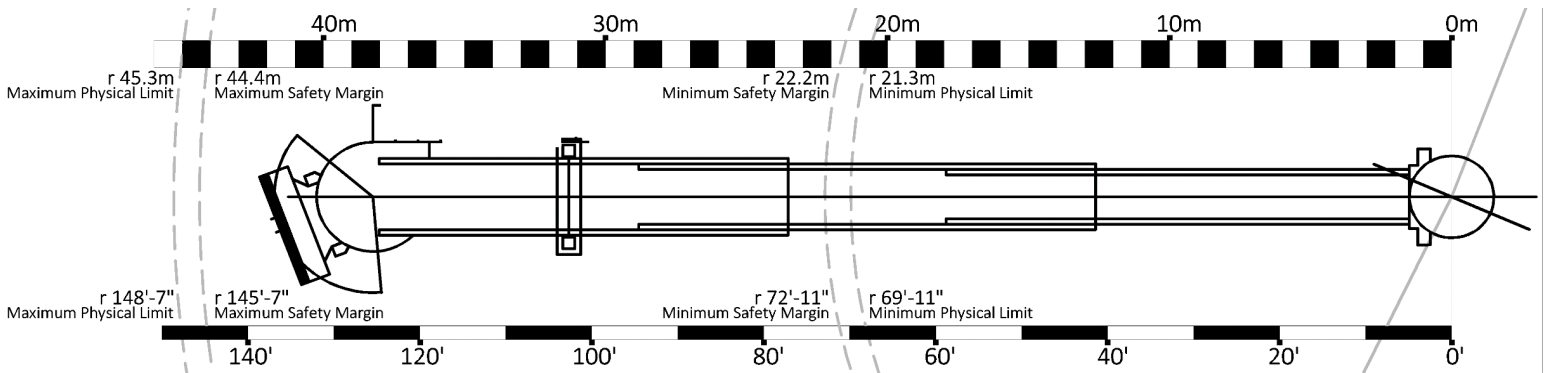
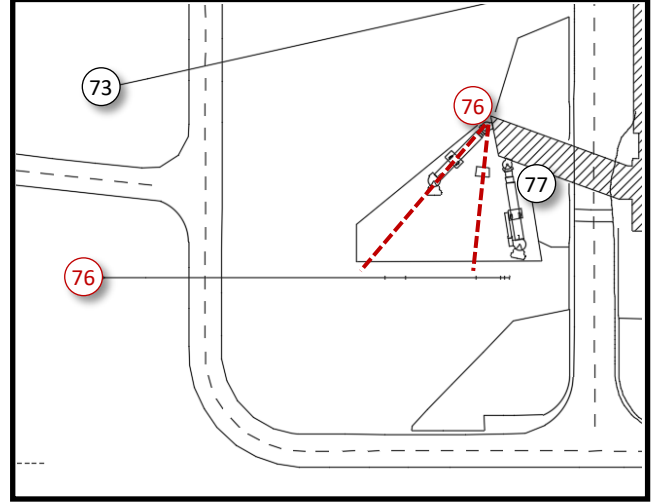
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 45/21-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
no				

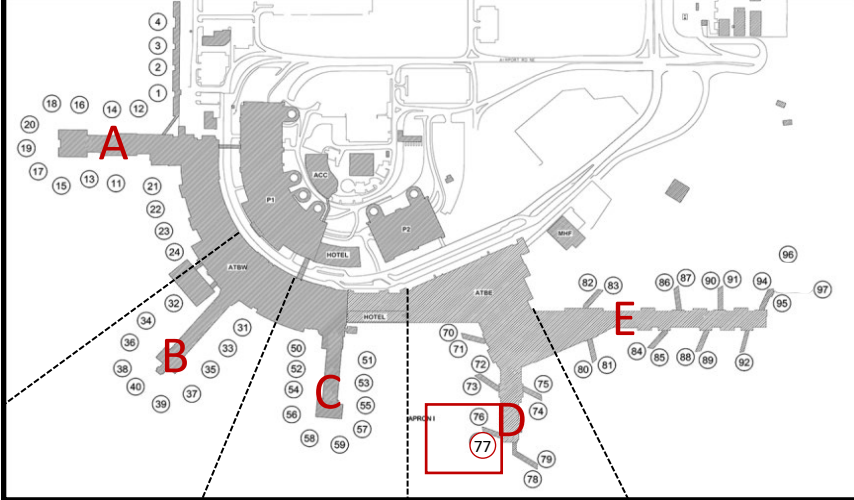
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
no			

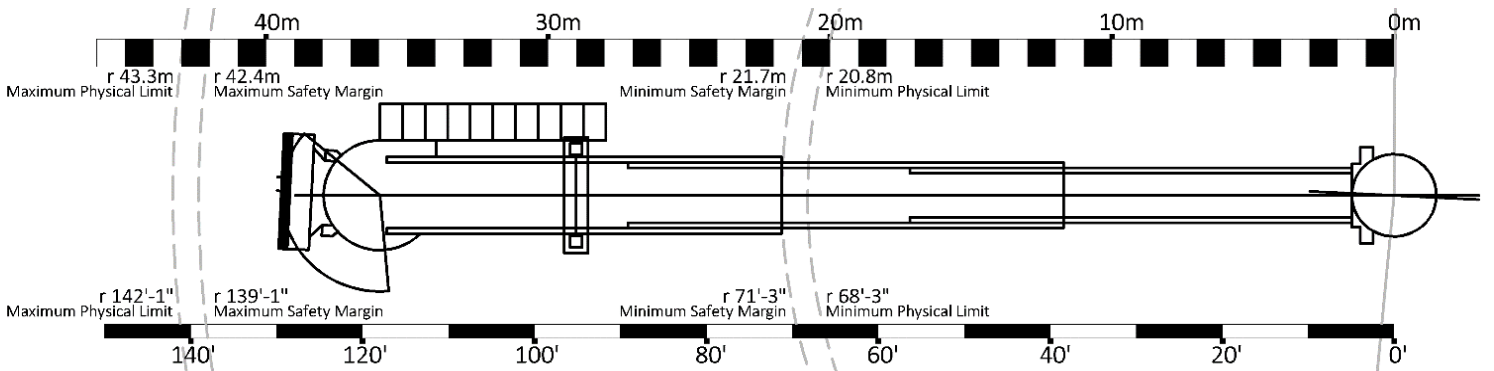
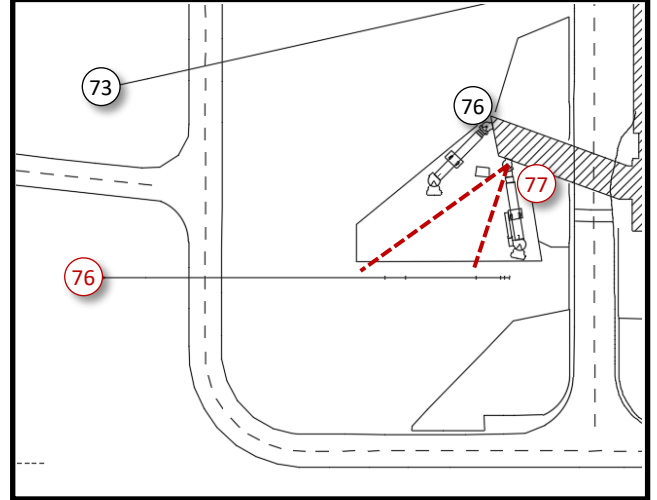
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 76

C O N C O U R S E D

GATE CAPABILITIES

PBB: 76 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
76 (PBB2)	A	A330-300-ST6	L2	2.21%	1.72%	
		A330-900	L2	2.5%	2.0%	
		A340-200	L2	2.21%	1.63%	
		A340-500	L2	1.95%	1.31%	
		A340-600	L2	1.73%	1.15%	
		A350-1000	L2	2.3%	1.7%	
76 (PBB2)	B	757-300	L2	4.65%	4.14%	
		767-200	L1	3.96%	2.80%	
		777-300	L2	1.57%	0.99%	
		777-300ER	L2	1.45%	0.59%	

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Notes

- Maximum wingspan for lead-in line: 65m
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 76

CONCOURSE D

GATE CAPABILITIES

PBB: 76 | Stop Lines: C

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
76 (PBB2)	C	747-200	L1	2.34%	0.13%	
		747-200	L2	1.90%	0.53%	
		747-300	L1	2.34%	0.13%	
		747-300	L2	1.90%	0.53%	
		747-400	L1	2.05%	0.69%	
		747-400	L2	1.84%	0.77%	
		747-400ER	L1	2.02%	0.62%	
		747-400ER	L2	1.78%	0.74%	
		767-400ER	L1	3.87%	3.08%	
		767-400ER	L2	2.89%	2.37%	(1) 1.35m
		777-200	L1	2.13%	1.24%	
		777-200	L2	1.59%	1.01%	
		777-200ER	L1	2.13%	1.24%	
		777-200ER	L2	1.59%	1.01%	
		777-200LR	L1	2.19%	1.05%	
		777-200LR	L2	1.68%	0.89%	
		787-10	L2	3.2%	2.4%	
		A330-200	L2	2.8%	2.1%	
		A350-800	L1	1.07%	0.10%	
		A350-800	L2	0.92%	0.22%	
A350-900	L1	1.08%	0.10%			
A350-900	L2	0.89%	0.21%			

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Notes

- Maximum wingspan for lead-in line: 65m
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 76

CONCOURSE D

GATE CAPABILITIES

PBB: 76 | Stop Lines: D

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
76 (PBB2)	D	757-200	L1	4.92%	4.26%	
		757-200	L2	4.58%	4.09%	(1) 1.4m
		787-8	L1	3.64%	2.18%	
		787-8	L2	3.03%	2.13%	
		787-9	L1	3.63%	1.93%	
		787-9	L2	2.85%	1.78%	
		A340-300	L1	2.99%	2.38%	
		A340-300	L2	2.05%	1.50%	
76 (PBB2)	E	MD-88	L1	8.45%	8.00%	(1)

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Notes

- Maximum wingspan for lead-in line: 65m
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 76

CONCOURSE D

GATE CAPABILITIES

PBB: 76 | Stop Lines: F

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
76 (PBB2)	F	737-200	L1	7.45%	7.06%	
		737-300	L1	7.07%	6.71%	
		737-400	L1	7.07%	6.71%	
		737-500	L1	7.07%	6.71%	
		737-600	L1	7.15%	6.79%	
		737-700	L1	7.15%	6.79%	
		737-700W	L1	7.15%	6.79%	
		737-MAX7	L1	6.7%	6.0%	
		737-800	L1	7.16%	6.80%	
		737-800W	L1	7.15%	6.79%	
		737 MAX 8	L1	6.70%	6.00%	
		737-900	L1	7.15%	6.79%	
		737-900W	L1	7.16%	6.80%	
		737 MAX 9	L1	6.70%	6.00%	
		A220-300	L1	6.10%	5.80%	
		A319	L1	5.35%	5.13%	
		A320-100	L1	5.33%	5.16%	
		A320-200	L1	5.35%	5.11%	
		A320-200 SHARKLET	L1	5.35%	5.11%	
		A321-100	L1	5.33%	5.06%	
		A321-100 SHARKLET	L1	5.33%	5.06%	
		A321-200	L1	5.33%	5.06%	
		A321-200 SHARKLET	L1	5.33%	5.06%	
		E170 STD	L1	7.26%	7.04%	
		E175 STD	L1	7.26%	7.02%	
		E190 STD	L1	7.11%	6.87%	
		E195 STD	L1	7.13%	6.92%	
		E195-E2	L1	7.1%	6.9%	

Notes

- Maximum wingspan for lead-in line: 65m



LEAD-IN LINE 76

CONCOURSE D

GATE CAPABILITIES

PBB: 77 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
77 (PBB1)	A	A330-300-ST6	L1	4.12%	3.52%	
		A330-300-ST6	L2	2.85%	2.21%	
		A330-900	L1	4.3%	3.5%	
		A340-200	L1	4.16%	3.40%	
		A340-500	L1	3.65%	2.64%	
		A340-500	L2	2.49%	1.67%	(1) 1.34m
		A340-600	L1	3.61%	2.55%	
		A340-600	L2	2.09%	1.37%	
		A350-1000	L1	3.2%	1.9%	
		A350-1000	L2	2.4%	1.7%	
77 (PBB1)	B	757-300	L1	6.60%	5.69%	
		757-300	L2	6.09%	5.42%	
		767-200	L1	5.49%	3.88%	
		777-300	L1	2.90%	1.65%	
		777-300	L2	1.99%	1.24%	
		777-300ER	L1	2.52%	1.09%	
		777-300ER	L2	1.83%	0.73%	

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Notes

- Maximum wingspan for lead-in line: 65m
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 76

C O N C O U R S E D

GATE CAPABILITIES

PBB: 77 | Stop Lines: C

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
77 (PBB1)	C	747-200	L1	3.23%	0.15%	
		747-200	L2	2.40%	0.64%	
		747-300	L1	3.23%	0.15%	
		747-300	L2	2.40%	0.64%	
		747-400	L1	2.82%	0.92%	
		747-400	L2	2.32%	0.95%	
		747-400ER	L1	2.77%	0.83%	
		747-400ER	L2	2.25%	0.92%	
		767-400ER	L1	5.33%	4.24%	
		777-200	L1	2.94%	1.69%	
		777-200ER	L1	2.94%	1.69%	
		777-200LR	L1	3.02%	1.43%	
		777-200LR	L2	2.11%	1.10%	(1) 1.34m
		787-10	L1	5.4%	3.6%	
		A330-200	L1	4.7%	3.9%	
		A330-200	L2	3.6%	2.8%	
		A350-800	L1	1.45%	0.10%	
		A350-900	L1	1.45%	0.10%	
		A350-900	L2	1.08%	0.23%	(1) 1.37m

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Notes

- Maximum wingspan for lead-in line: 65m
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available..



LEAD-IN LINE 76

C O N C O U R S E D

GATE CAPABILITIES

PBB: 77 | Stop Lines: D

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
77 (PBB1)	D	757-200	L1	6.55%	5.67%	
		767-300	L1	5.17%	3.72%	
		787-8	L1	4.80%	2.85%	
		787-9	L1	4.78%	2.52%	
		A340-300	L1	3.99%	3.17%	
		A340-300	L2	2.42%	1.77%	
77 (PBB1)	E	MD-88	L1	9.44%	8.94%	(1)

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Notes

- Maximum wingspan for lead-in line: 65m
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 76

C O N C O U R S E D

GATE CAPABILITIES

PBB: 77 | Stop Lines: F

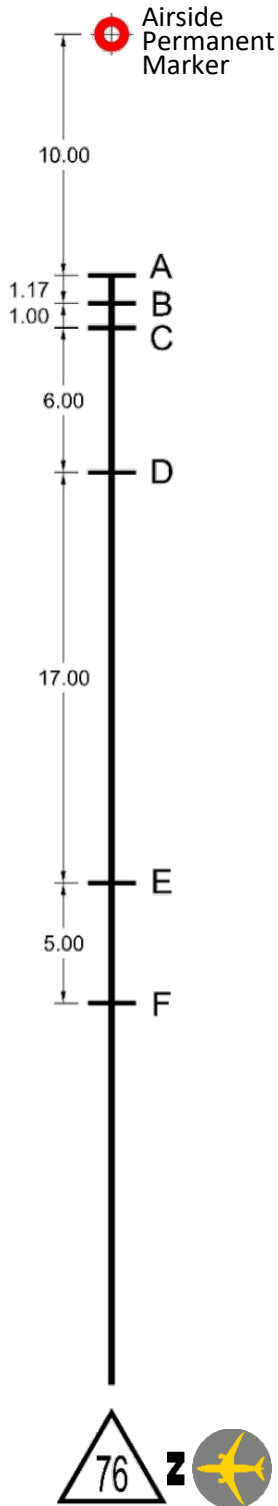
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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
77 (PBB1)	F	737-200	L1	8.10%	7.68%	
		737-300	L1	7.69%	7.30%	
		737-400	L1	7.69%	7.30%	
		737-500	L1	7.70%	7.31%	
		737-600	L1	7.78%	7.39%	
		737-700	L1	7.78%	7.39%	
		737-700W	L1	7.78%	7.39%	
		737-MAX7	L1	7.3%	6.5%	
		737-800	L1	7.80%	7.41%	
		737-800W	L1	7.78%	7.39%	
		737 MAX 8	L1	7.30%	6.50%	
		737-900	L1	7.79%	7.39%	
		737-900W	L1	7.79%	7.40%	
		737 MAX 9	L1	7.20%	6.50%	
		A220-300	L1	6.10%	5.80%	
		A319	L1	5.86%	5.62%	
		A320-100	L1	5.83%	5.64%	
		A320-200	L1	5.86%	5.59%	
		A320-200 SHARKLET	L1	5.86%	5.59%	
		A321-100	L1	5.83%	5.54%	
		A321-100 SHARKLET	L1	5.83%	5.53%	
		A321-200	L1	5.83%	5.54%	
		A321-200 SHARKLET	L1	5.83%	5.53%	
		E170 STD	L1	7.91%	7.67%	
		E175 STD	L1	7.91%	7.64%	
		E190 STD	L1	7.75%	7.48%	
		E195 STD	L1	7.77%	7.54%	
		E195-E2	L1	7.1%	6.9%	

Notes

- Maximum wingspan for lead-in line: 65m

Pavement Markings



Stop Line Sign Board

	737 ALL SERIES	A319	A320	A321	ERJ-170
F	ERJ-175	ERJ-190	ERJ-195	A220-300	E195-E2
E	MD-88	MD-90-30			
D	757-200	767-300	787-800	A300	A310
C	A340-300	787-900			
	747-200	747-300	747-400	747SP	767-400
B	777-200	777-200 ER	777-200 LR	A350-800	A350-900
	DC-10	MD-11	787-10	A330-200	
B	757-300	767-200	777-300	777-300 ER	
A	A330-300	A340-200	A340-500	A340-600	A330-900

Notes:



LEAD-IN LINE 76

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 76

C O N C O U R S E D

PUSHBACK PROCEDURES




GATE 78/79

C O N C O U R S E D

OVERVIEW

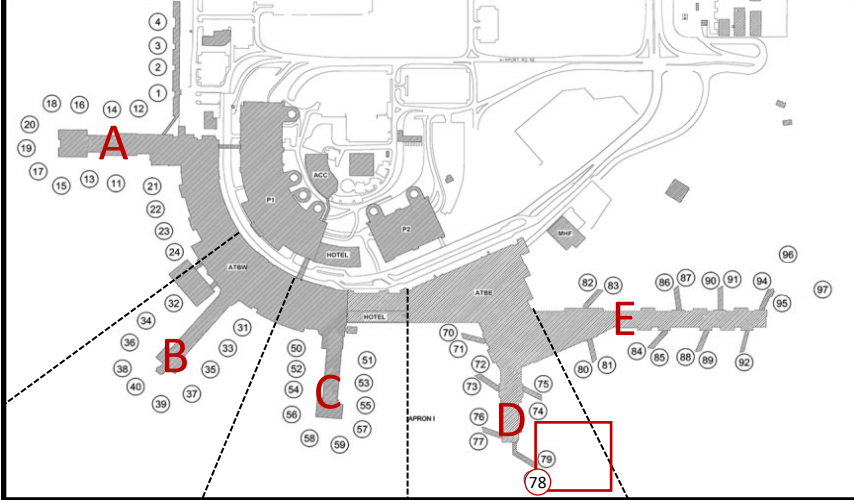
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

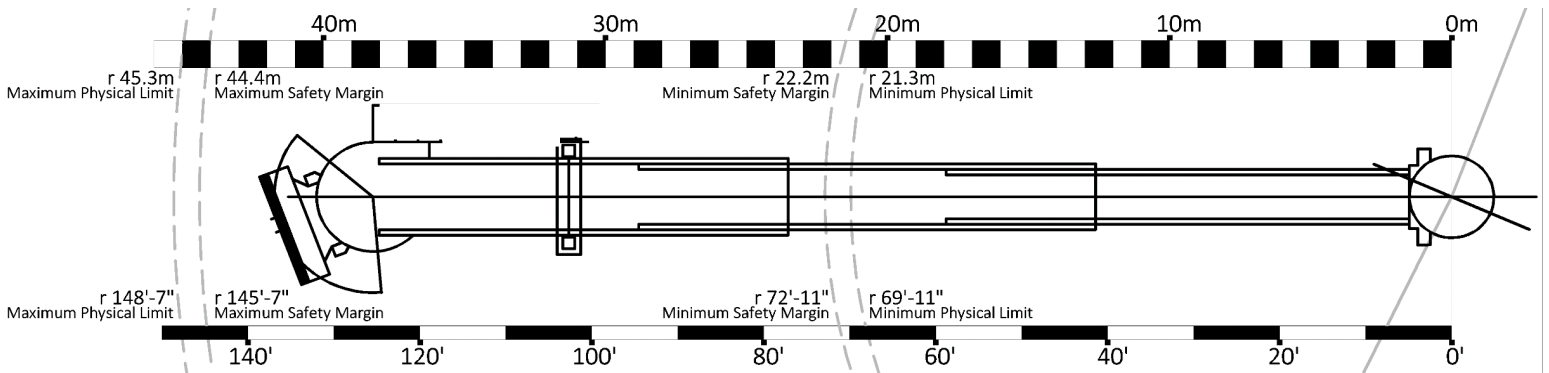
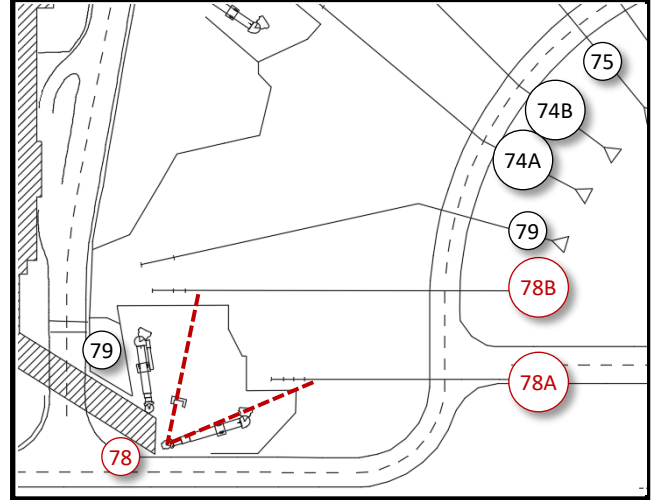
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 45/21-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

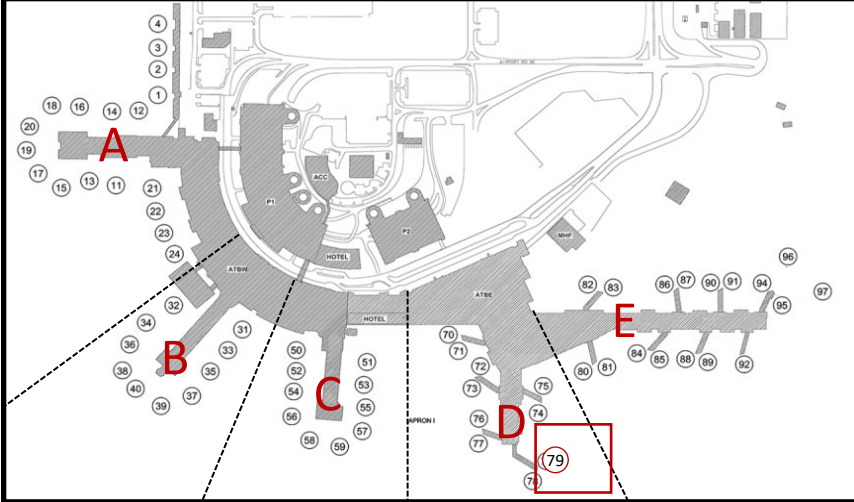
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

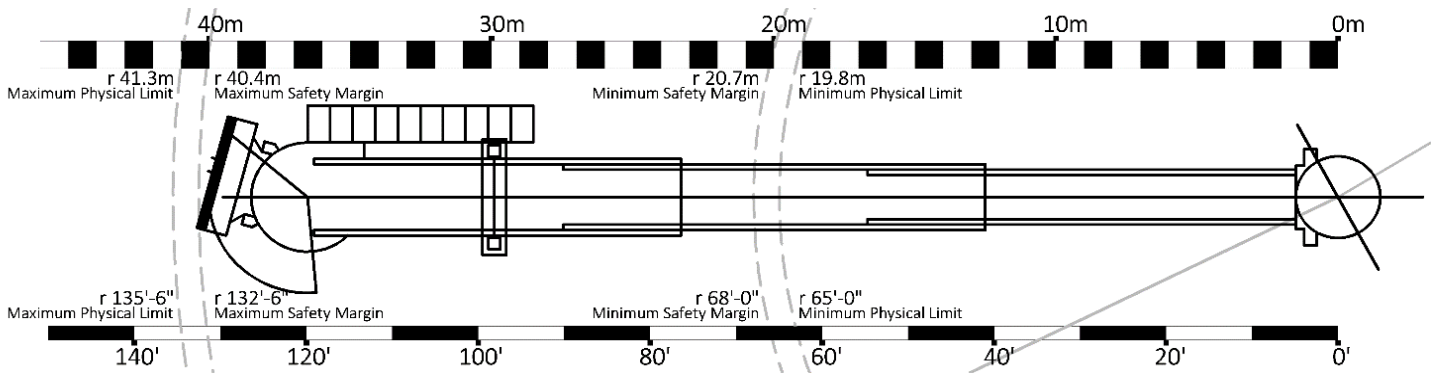
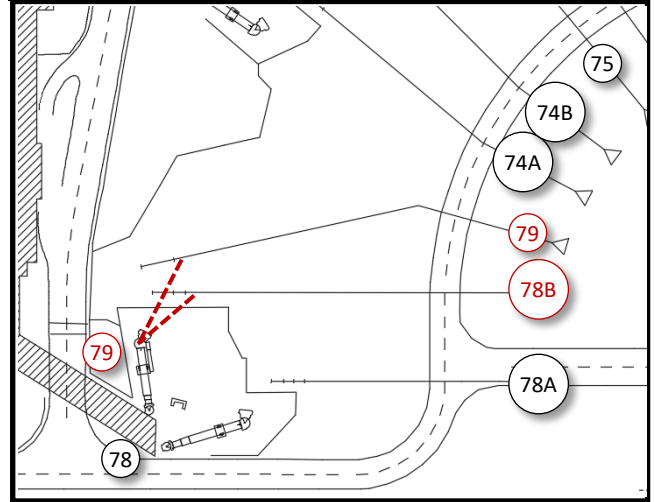
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 78A

C O N C O U R S E D

GATE CAPABILITIES

PBB: 78 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
78	A	A319	L1	6.81%	6.51%	
		A320-100	L1	6.78%	6.54%	
		A320-200	L1	6.81%	6.47%	
		A320-200 SHARKLET	L1	6.81%	6.47%	
		A321-100	L1	6.78%	6.41%	
		A321-100 SHARKLET	L1	6.77%	6.41%	
		A321-200	L1	6.78%	6.41%	
		A321-200 SHARKLET	L1	6.77%	6.41%	
78	B	737-900	L1	8.44%	8.00%	(1)
		737-900W	L1	8.45%	8.01%	(1)
		737 MAX 9	L1	8.20%	7.40%	
		E195-E2	L1	8.9%	8.6%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 78B must be vacant



LEAD-IN LINE 78A

C O N C O U R S E D

GATE CAPABILITIES

PBB: 78 | Stop Lines: C

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
78	C	737-800	L1	7.86%	7.45%	
		737-800W	L1	7.85%	7.43%	
		737 MAX 8	L1	7.70%	6.90%	
		A220-300	L1	6.90%	6.70%	
		E195 STD	L1	7.84%	7.59%	
78	D	737-300	L1	7.26%	6.88%	
		737-400	L1	7.26%	6.88%	
		737-500	L1	7.28%	6.89%	
		737-600	L1	7.36%	6.97%	
		737-700	L1	7.36%	6.97%	
		737-700W	L1	7.36%	6.97%	
		737-MAX7	L1	7.2%	6.4%	
		E170 STD	L1	7.48%	7.25%	
		E175 STD	L1	7.48%	7.22%	
		E190 STD	L1	7.32%	7.07%	

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Notes

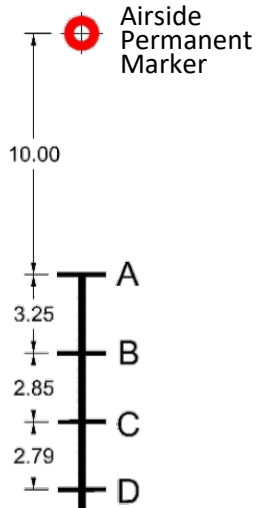
- Maximum wingspan for lead-in line: 36m
- Lead-in Line 78B must be vacant

LEAD-IN LINE 78A

CONCOURSE D

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

78A		
D	737-300	737-400
	737-500	737-600
	737-700	737-700W
	E170 STD	E175 STD
	E190 STD	737-MAX7
C	727-100	
	737-800	737-800W
	E195 STD	737-MAX8
	A220-300	
B	737-900	737-900W
	E195-E2	737-MAX9
A	A319	
	A320-100	
	A320-200	A320-200 ^{SHARKLET}
	A321-100	A321-100 ^{SHARKLET}
	A321-200	A321-200 ^{SHARKLET}

Notes:





LEAD-IN LINE 78A

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 78B

CONCOURSE D

GATE CAPABILITIES

PBB: 78 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
78 (PBB2)	J	747-200	L2	0.79%	0.41%	
		747-300	L2	0.79%	0.41%	
		747-400	L2	0.74%	0.20%	
		747-400ER	L2	0.68%	0.23%	
		747-8	L2	0.51%	0.14%	
		757-300	L2	3.23%	2.78%	
		767-400ER	L2	1.71%	1.25%	(1) 1.39m
		777-200	L2	0.52%	0.01%	
		777-200ER	L2	0.52%	0.01%	
		777-200LR	L2	0.60%	0.09%	
		777-300	L2	0.52%	0.01%	
		777-300ER	L2	0.41%	0.33%	
		787-9	L2	1.72%	0.72%	
		787-10	L2	1.9%	1.2%	
		A330-300-ST6	L2	1.07%	0.65%	
		A330-900	L2	1.3%	0.8%	
		A340-600	L2	0.70%	0.19%	
		A350-800	L2	0.07%	0.68%	
		A350-900	L2	0.06%	0.67%	
		A350-1000	L2	2.2%	1.7%	
A380-841	L3	7.28%	7.83%			
A380-841	L2	0.04%	0.66%			
78 (PBB2)	K	787-8	L2	1.88%	1.07%	
		A330-200	L2	1.5%	1.0%	
		A340-200	L2	1.14%	0.65%	
		A340-300	L2	0.96%	0.47%	
		A340-500	L2	0.88%	0.34%	
78 (PBB2)	L	757-200	L1	3.45%	2.88%	
		757-200	L2	3.19%	2.76%	(1) 1.45m

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Notes

- Maximum wingspan for lead-in line: 80m
- Lead-in Line 78A and 79 must be vacant
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 78B

CONCOURSE D

GATE CAPABILITIES

PBB: 79 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
79 (PBB1)	J	747-200	L1	2.11%	0.52%	
		747-200	L2	1.52%	0.03%	
		747-300	L1	2.11%	0.52%	
		747-300	L2	1.52%	0.03%	
		747-400	L1	1.77%	0.15%	
		747-400	L2	1.45%	0.24%	
		747-400ER	L1	1.73%	0.07%	
		747-400ER	L2	1.38%	0.21%	
		747-8	L1	1.54%	0.70%	
		747-8	L2	1.11%	0.29%	
		757-300	L1	5.06%	4.29%	
		757-300	L2	4.71%	4.13%	
		767-200	L1	4.09%	2.71%	
		767-300	L1	3.91%	2.60%	
		767-400ER	L1	3.94%	3.00%	
		767-400ER	L2	2.60%	2.02%	
		777-200	L1	1.87%	0.81%	
		777-200	L2	1.17%	0.52%	
		777-200ER	L1	1.87%	0.81%	
		777-200ER	L2	1.17%	0.52%	
		777-200LR	L1	1.94%	0.59%	
		777-200LR	L2	1.27%	0.38%	
		777-300	L1	1.87%	0.81%	
		777-300	L2	1.17%	0.52%	
		777-300ER	L1	1.54%	0.33%	
		777-300ER	L2	1.03%	0.07%	

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Notes

- Maximum wingspan for lead-in line: 80m
- Lead-in Line 78A and 79 must be vacant



LEAD-IN LINE 78B

CONCOURSE D

GATE CAPABILITIES

PBB: 79 | Stop Lines: J

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
79 (PBB1)	J cont.	787-9	L1	3.55%	1.52%	
		787-9	L2	2.67%	1.40%	
		787-10	L1	4.0%	2.4%	
		A330-300-ST8	L1	2.93%	2.42%	
		A330-300-ST8	L2	1.88%	1.33%	
		A330-900	L1	3.0%	2.3%	
		A340-600	L1	2.49%	1.59%	
		A340-600	L2	1.31%	0.69%	
		A350-800	L1	0.61%	0.54%	
		A350-800	L2	0.41%	0.38%	
		A350-900	L1	0.62%	0.54%	
		A350-900	L2	0.39%	0.36%	
		A350-1000	L1	2.0%	0.8%	
		A350-1000	L2	1.6%	1.0%	
		A380-841	L1	0.55%	0.44%	
		A380-841	L2	0.45%	0.35%	

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Notes

- Maximum wingspan for lead-in line: 80m
- Lead-in Line 78A and 79 must be vacant



LEAD-IN LINE 78B

CONCOURSE D

GATE CAPABILITIES

PBB: 79 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
79 (PBB1)	K	787-8	L1	3.54%	1.84%	
		787-8	L2	2.73%	1.73%	
		A330-200	L1	3.3%	2.6%	
		A330-200	L2	2.3%	1.7%	
		A340-200	L1	2.99%	2.35%	
		A340-200	L2	1.79%	1.19%	
		A340-300	L1	2.81%	2.10%	
		A340-300	L2	1.63%	1.04%	
		A340-500	L1	2.56%	1.71%	
		A340-500	L2	1.52%	0.87%	

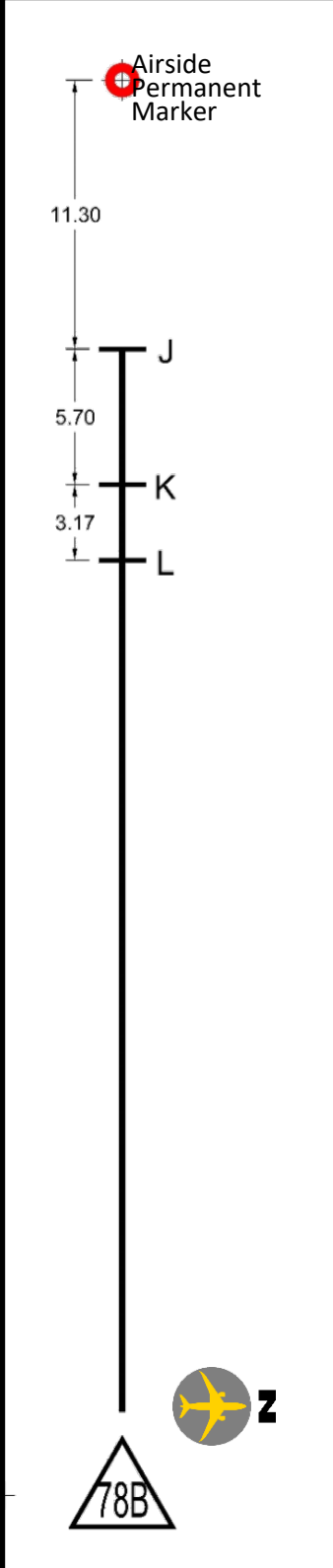
79 (PBB1)	L	757-200	L1	5.01%	4.26%	
		757-200	L2	4.34%	3.82%	

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Notes

- Maximum wingspan for lead-in line: 80m
- Lead-in Line 78A and 79 must be vacant

Pavement Markings



Stop Line Sign Board

78B		YYC CALGARY AIRPORT AUTHORITY			
L	757-200	A300	A310		
K	787-800	A340-200	A340-300	A340-500	A330-200
J	747-200	747-300	747-400	747SP	757-300
	767-200	767-300	767-400	777-200	777-200 ER
	777-200 LR	777-300	777-300 ER	787-900	787-10
	A330-300	A340-600	A350-800	A350-900	A380
	DC-10	MD-11	747-800	A330-900	

Notes:



LEAD-IN LINE 78B

C O N C O U R S E D

PUSHBACK PROCEDURES



LEAD-IN LINE 79

CONCOURSE D

GATE CAPABILITIES

PBB: 79 | Stop Lines: A

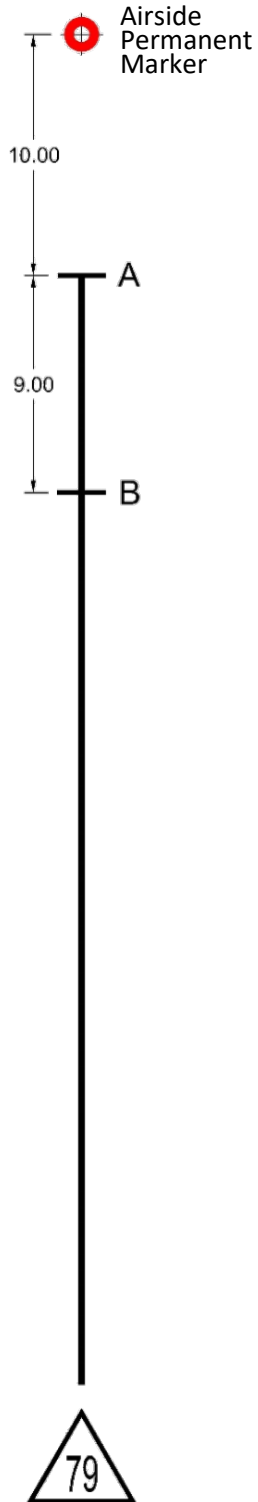
PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
79	A	717-200	L1	8.24%	7.40%	
		737-200	L1	7.55%	7.10%	
		737-300	L1	7.11%	6.68%	
		737-400	L1	7.11%	6.68%	
		737-500	L1	7.11%	6.69%	
		737-600	L1	7.19%	6.77%	
		737-700	L1	7.19%	6.77%	
		737-700W	L1	7.19%	6.77%	
		737-MAX7	L1	7.1%	6.3%	
		737-800	L1	7.22%	6.79%	
		737-800W	L1	7.19%	6.77%	
		737 MAX 8	L1	7.10%	6.30%	
		737-900	L1	7.20%	6.77%	
		737-900W	L1	7.21%	6.79%	
		737 MAX 9	L1	7.10%	6.30%	
		A220-300	L1	6.50%	6.20%	
		A319	L1	5.04%	4.78%	
		A320-100	L1	5.01%	4.81%	
		A320-200	L1	5.04%	4.75%	
		A320-200 SHARKLET	L1	5.04%	4.75%	
		A321-100	L1	5.01%	4.70%	
		A321-100 SHARKLET	L1	5.01%	4.70%	
		A321-200	L1	5.01%	4.70%	
		A321-200 SHARKLET	L1	5.01%	4.70%	
		E170 STD	L1	7.32%	7.06%	
		E175 STD	L1	7.32%	7.04%	
		E190 STD	L1	7.15%	6.86%	
		E195 STD	L1	7.17%	6.92%	
E195-E2	L1	7.6%	7.4%			
79	B	MD-88	L1	7.74%	7.28%	

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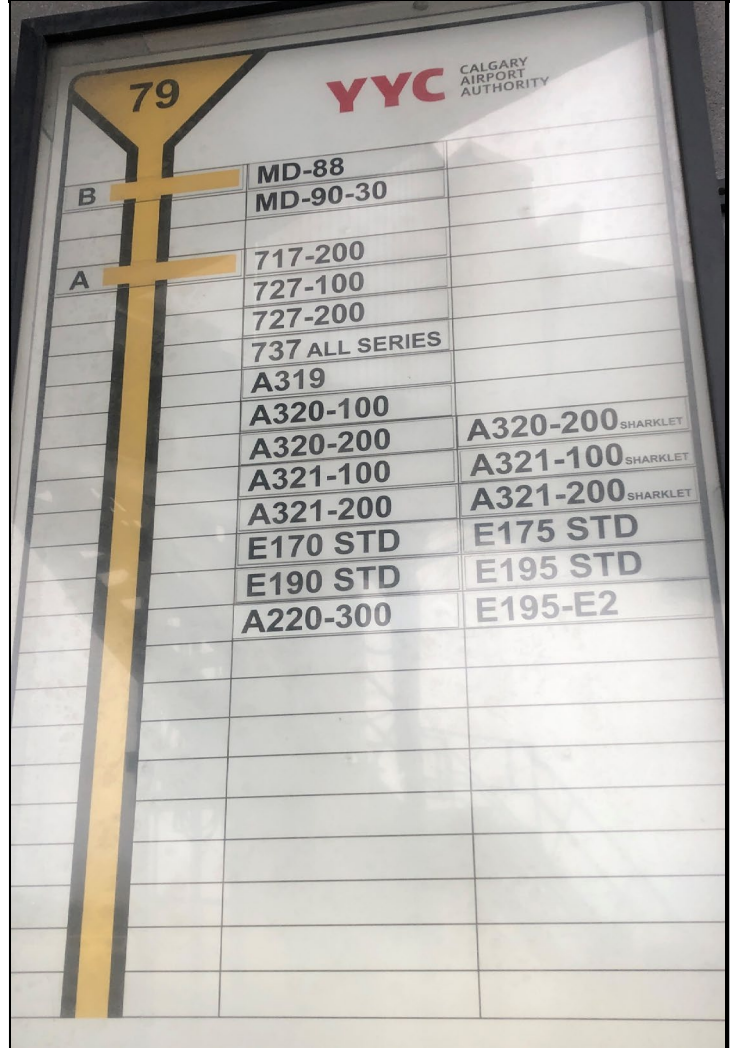
Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 78B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



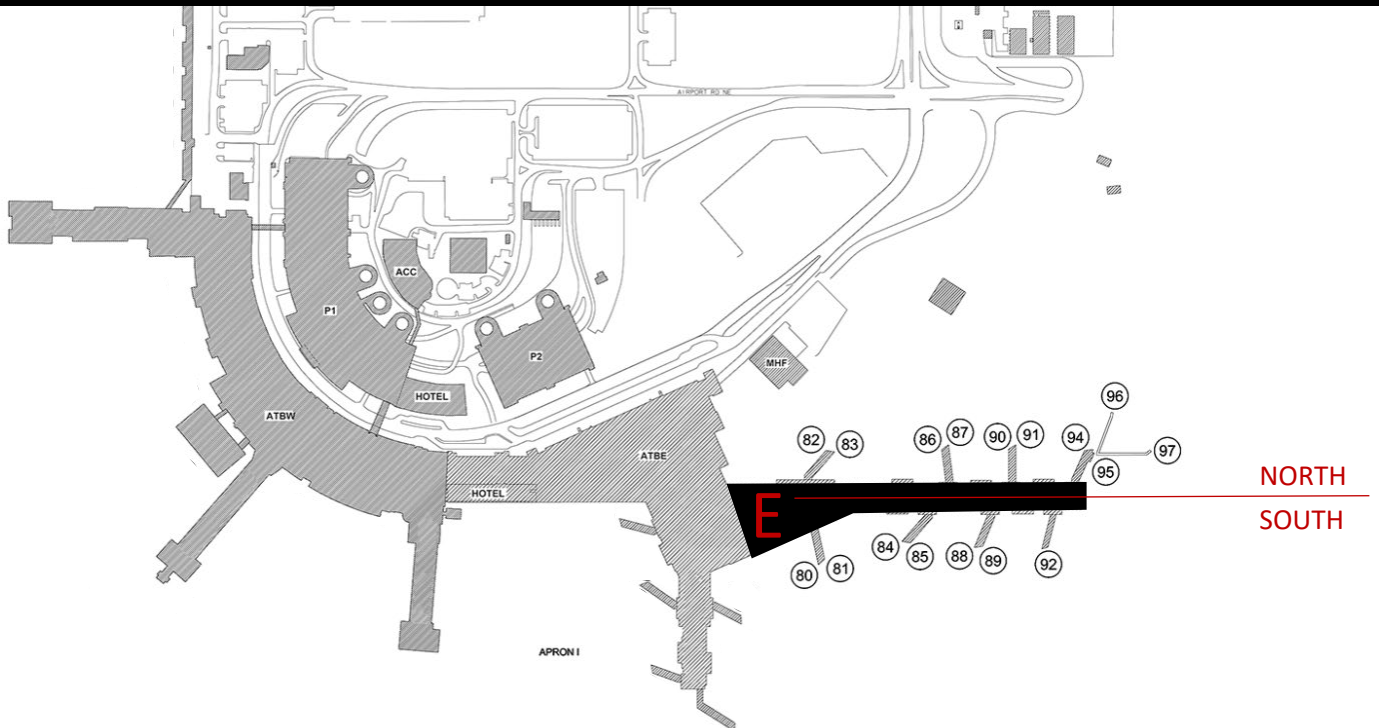
LEAD-IN LINE 79

C O N C O U R S E D

PUSHBACK PROCEDURES

CONCOURSE E

INTERNATIONAL TERMINAL






GATE 80/81

CONCOURSE E

OVERVIEW

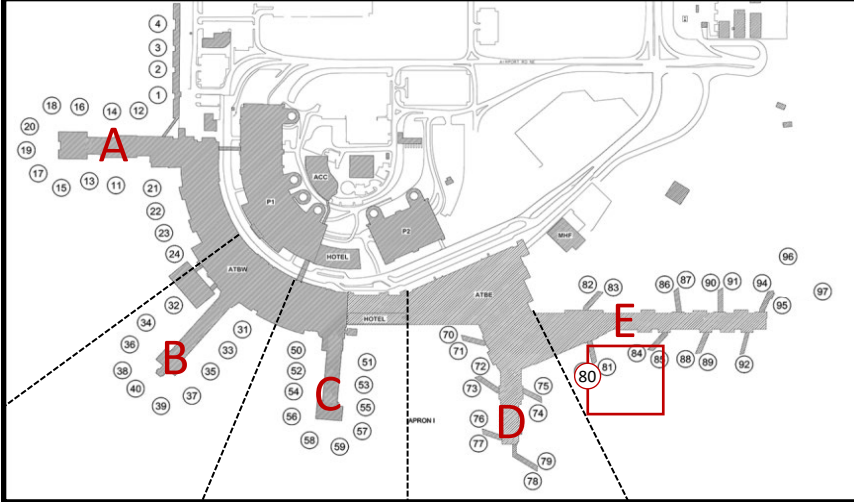
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

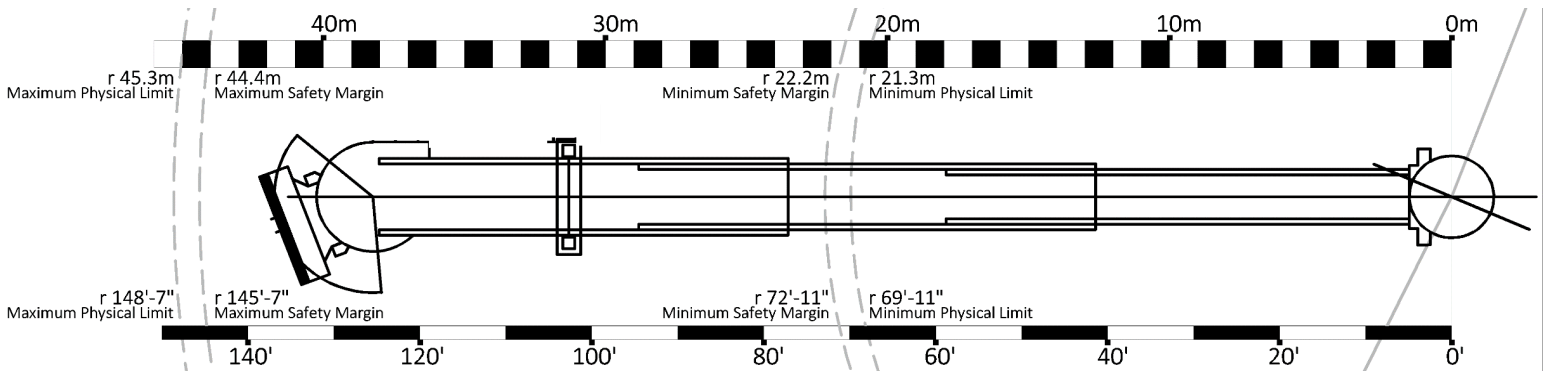
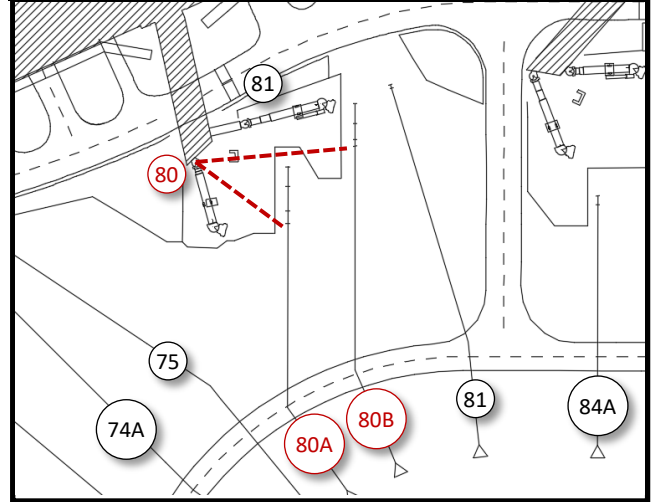
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 45/21-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

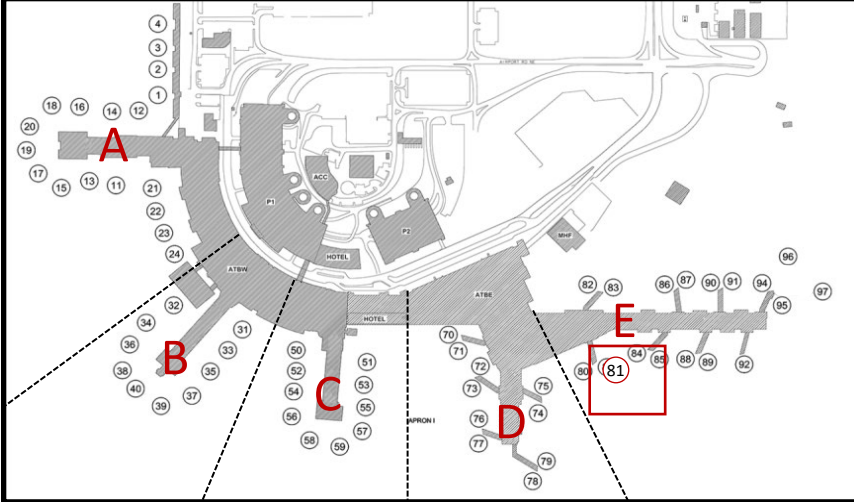
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

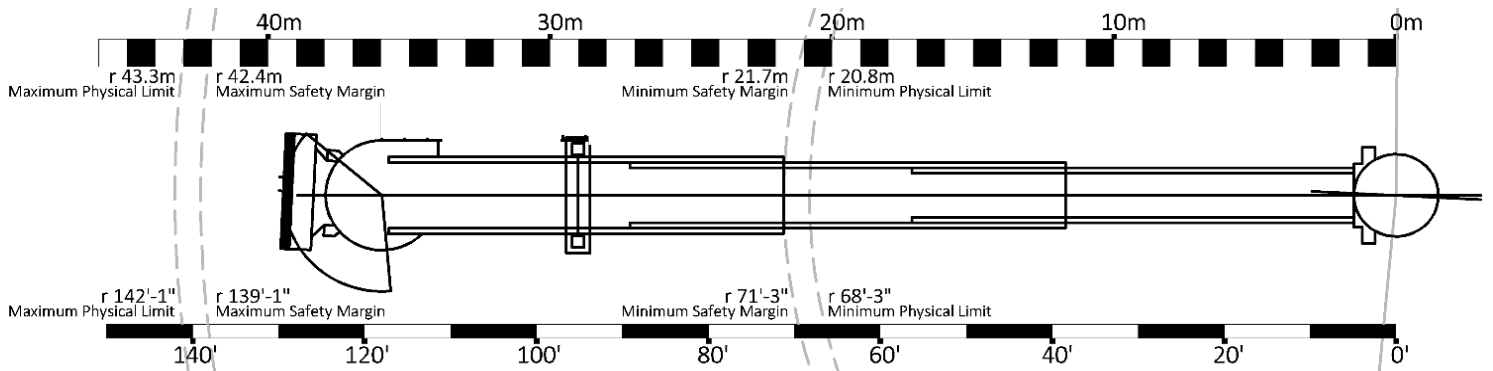
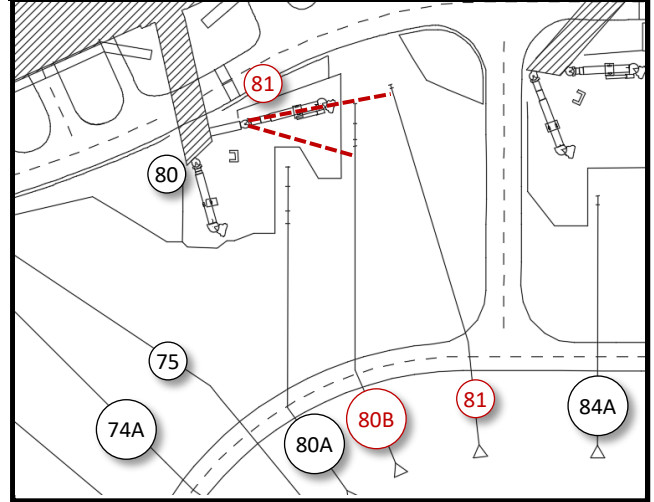
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Single

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 80A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 80 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
80	A	MD-88	L1	6.65%	5.87%	
80	B	717-200	L1	6.49%	5.24%	
		737-400	L1	4.80%	4.17%	
		737-800	L1	4.96%	4.32%	
		737-800W	L1	4.93%	4.30%	
		737 MAX 8	L1	4.70%	3.50%	
		737-900	L1	4.94%	4.30%	
		737-900W	L1	4.95%	4.31%	
		737 MAX 9	L1	4.70%	3.50%	
		A220-300	L1	3.70%	3.30%	
		A321-100	L1	1.60%	1.13%	
		A321-100 SHARKLET	L1	1.60%	1.13%	
		A321-200	L1	1.60%	1.13%	
		A321-200 SHARKLET	L1	1.60%	1.13%	
		CRJ-705	L1	8.32%	8.32%	
		CRJ-900	L1	8.32%	8.32%	
		E190 STD	L1	4.87%	4.45%	
E195 STD	L1	4.91%	4.54%			
E195-E2	L1	5.1%	5.5%			

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 80B must be vacant



LEAD-IN LINE 80A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 80 | Stop Lines: C

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
80	C	737-200	L1	5.05%	4.45%	
		737-300	L1	4.45%	3.89%	
		737-500	L1	4.46%	3.89%	
		737-600	L1	4.57%	4.01%	
		737-700	L1	4.57%	4.01%	
		737-700W	L1	4.58%	4.01%	
		737-MAX7	L1	4.2%	3.1%	
		A319	L1	1.64%	1.29%	
		A320-100	L1	1.60%	1.33%	
		A320-200	L1	1.64%	1.25%	
		A320-200 SHARKLET	L1	1.64%	1.25%	
		E170 STD	L1	4.75%	4.41%	
		E175 STD	L1	4.75%	4.38%	
		80	D	CRJ-100	L1	7.79%
CRJ-200	L1			7.79%	7.08%	
CRJ-700 NextGen	L1			7.37%	7.10%	
E135 ER	L1			7.84%	7.58%	
E145 ER	L1			7.87%	7.47%	
Q400	L1			8.31%	8.14%	

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Notes

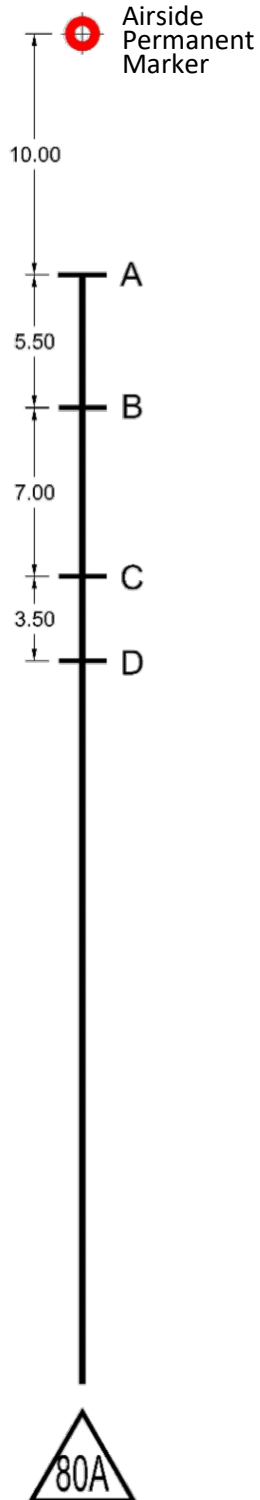
- Maximum wingspan for lead-in line: 36m
- Lead-in Line 80B must be vacant

LEAD-IN LINE 80A

C O N C O U R S E E

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

80A		YYC CALGARY AIRPORT AUTHORITY	
D	CRJ-100	CRJ-200	
	CRJ-700 ^{NEXTGEN}		
	E135 ER	E145 ER	
	Q400		
C	737-200	737-300	
	737-500	737-600	
	737-700	737-700W	
	737-MAX7		
	A319	A320-100	
	A320-200	A320-200 ^{SHARKLET}	
	E170 STD	E175 STD	
B	E190 STD	E195 STD	
	717-200	727-100	
	737-400	737-800	
	737-800W	737-MAX8	
	737-900W	737-900	
	737-MAX9	E195-E2	
	A321-100	A321-100 ^{SHARKLET}	
	A321-200	A321-200 ^{SHARKLET}	
	A220-300	CRJ-900	
	A	727-200	
MD-88			
MD-90-30			

Notes:



LEAD-IN LINE 80A

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 80B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 80 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
80 (PBB2)	J	777-300	L2	3.27%	3.73%	
		777-300ER	L2	3.36%	4.05%	
		A340-500	L2	2.93%	3.45%	
		A340-600	L2	3.08%	3.58%	
		A350-1000	L2	2.4%	2.9%	
80 (PBB2)	K					
80 (PBB2)	L	747-400	L1	2.79%	3.85%	
		747-400	L2	3.04%	3.91%	
		747-400ER	L1	2.81%	3.90%	
		747-400ER	L2	3.09%	3.94%	
		767-200	L1	1.20%	2.10%	
		777-200	L1	2.69%	3.39%	
		777-200	L2	3.23%	3.70%	
		777-200ER	L1	2.69%	3.39%	
		777-200ER	L2	3.23%	3.70%	
		777-200LR	L1	2.64%	3.53%	
		777-200LR	L2	3.15%	3.80%	
		787-10	L2	1.8%	2.5%	
		A350-800	L1	3.50%	4.27%	
		A350-800	L2	3.76%	4.33%	
		A350-900	L1	3.51%	4.28%	
		A350-900	L2	3.76%	4.33%	

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 80A and 81 must be vacant



LEAD-IN LINE 80B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 80 | Stop Lines: M

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
80 (PBB2)	M	757-200	L1	0.44%	0.96%	
		757-300	L1	0.44%	0.96%	
		757-300	L2	0.57%	0.98%	
		A330-200	L1	2.01%	2.47%	
		A330-200	L2	2.61%	3.10%	
		A330-300-ST6	L1	1.94%	2.27%	
		A330-300-ST6	L2	2.62%	3.02%	
		A330-900	L2	2.5%	3.0%	
		A340-300	L1	2.03%	2.51%	
		A340-300	L2	2.75%	3.21%	

80 (PBB2)	N	767-400ER	L1	1.23%	1.86%	
		767-400ER	L2	1.88%	2.31%	(1) 1.3m
		787-8	L1	1.50%	2.68%	
		787-8	L2	1.88%	2.65%	(1) 1.43m
		787-9	L1	1.50%	2.87%	
		787-9	L2	1.94%	2.86%	(1) 1.46m
		A340-200	L1	1.88%	2.31%	
		A340-200	L2	2.56%	3.03%	(1) 1.42m

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 80A and 81 must be vacant



LEAD-IN LINE 80B

CONCOURSE

GATE CAPABILITIES

PBB: 81 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
81 (PBB1)	J	777-300	L1	4.29%	5.36%	
		777-300	L2	4.99%	5.70%	
		777-300ER	L1	4.63%	5.84%	
		777-300ER	L2	5.14%	6.19%	
		A340-500	L1	3.50%	4.36%	
		A340-500	L2	4.44%	5.21%	
		A340-600	L1	3.54%	4.43%	
		A340-600	L2	4.38%	5.08%	
		A350-1000	L1	3.9%	5.0%	
		A350-1000	L2	3.9%	4.6%	
81 (PBB1)	K					
81 (PBB1)	L	747-400	L1	4.39%	6.05%	
		747-400	L2	4.37%	5.62%	
		747-400ER	L1	4.43%	6.13%	
		747-400ER	L2	4.44%	5.65%	
		767-200	L1	1.91%	3.32%	
		777-200	L1	4.26%	5.35%	
		777-200	L2	4.62%	5.30%	
		777-200ER	L1	4.26%	5.35%	
		777-200ER	L2	4.62%	5.30%	
		777-200LR	L1	4.19%	5.58%	
		777-200LR	L2	4.52%	5.44%	
		787-10	L1	2.1%	3.6%	
		A350-800	L1	5.46%	6.64%	
		A350-800	L2	5.39%	6.20%	
		A350-900	L1	5.47%	6.66%	
		A350-900	L2	5.17%	5.94%	

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 80A and 81 must be vacant
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 80B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 81 | Stop Lines: M

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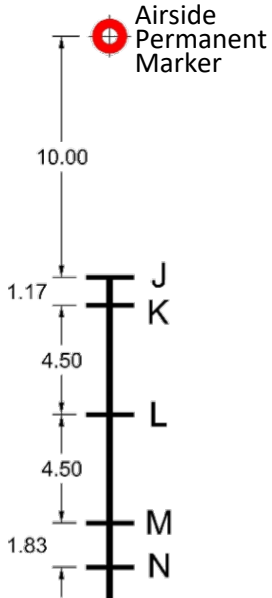
PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
81 (PBB1)	M	757-200	L1	0.70%	1.49%	
		757-200	L2	0.82%	1.39%	
		757-300	L1	0.70%	1.49%	
		757-300	L2	0.82%	1.39%	
		A330-200	L1	3.10%	3.80%	
		A330-200	L2	3.68%	4.37%	
		A330-300-ST6	L1	2.99%	3.51%	
		A330-300-ST6	L2	3.55%	4.08%	
		A330-900	L1	3.0%	3.7%	
		A340-300	L1	3.14%	3.87%	
		A340-300	L2	3.72%	4.34%	
81 (PBB1)	N	767-300	L1	1.89%	3.18%	
		767-400ER	L1	1.85%	2.78%	
		767-400ER	L2	2.38%	2.91%	
		787-8	L1	2.26%	4.00%	
		787-8	L2	2.54%	3.55%	
		787-9	L1	2.26%	4.28%	
		787-9	L2	2.51%	3.69%	
		A340-200	L1	2.86%	3.51%	
		A340-200	L2	3.39%	3.99%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 80A and 81 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

Pavement Markings



Stop Line Sign Board

	767-300	767-400	787-800	787-900	A340-200
N					
M	757-200 A330-300	757-300 A340-300	A300 A330-900	A310	A330-200
L	747-400 777-200 LR	747SP A350-800	767-200 A350-900	777-200 787-10	777-200 ER
K	747-200	747-300	DC-10	MD-11	
J	777-300	777-300 ER	A340-500	A340-600	

Notes:



LEAD-IN LINE 80B

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 81

C O N C O U R S E E

GATE CAPABILITIES

PBB: 81 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
81	A	A220-300	L1	1.60%	1.40%	
		737-800	L1	2.27%	1.88%	
		737-800W	L1	2.26%	1.88%	
		737 MAX 8	L1	2.20%	1.50%	
		737-900	L1	2.26%	1.88%	
		737-900W	L1	2.26%	1.88%	
		737 MAX 9	L1	2.20%	1.50%	
		E195-E2	L1	2.7%	2.4%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 80B must be vacant



LEAD-IN LINE 81

CONCOURSE

GATE CAPABILITIES

PBB: 81 | Stop Lines: B

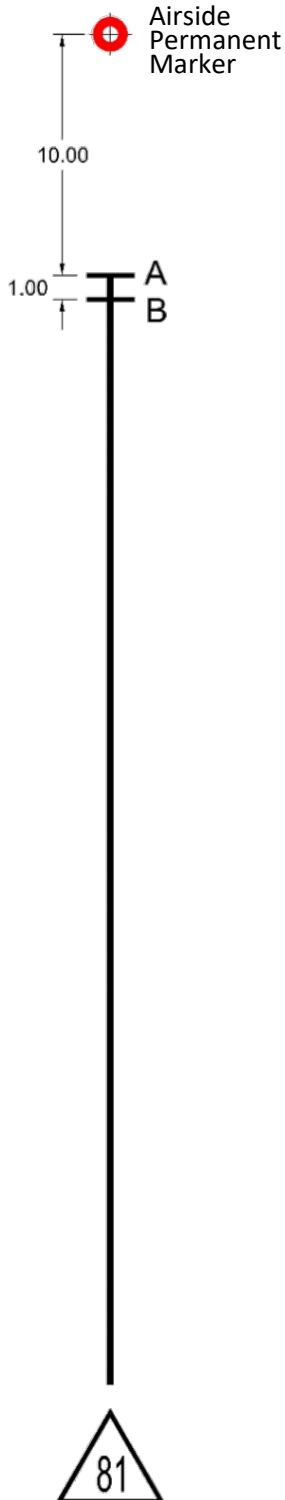
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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
81	B	717-200	L1	3.24%	2.48%	
		737-200	L1	2.58%	2.18%	
		737-300	L1	2.18%	1.80%	
		737-400	L1	2.18%	1.80%	
		737-500	L1	2.18%	1.80%	
		737-600	L1	2.26%	1.87%	
		737-700	L1	2.26%	1.87%	
		737-700W	L1	2.26%	1.87%	
		737-MAX7	L1	2.2%	1.5%	
		A319	L1	0.25%	0.02%	
		A320-100	L1	0.23%	0.05%	
		A320-200	L1	0.25%	0.00%	
		A320-200 SHARKLET	L1	0.25%	0.00%	
		A321-100	L1	0.23%	0.06%	
		A321-100 SHARKLET	L1	0.23%	0.06%	
		A321-200	L1	0.23%	0.06%	
		A321-200 SHARKLET	L1	0.23%	0.06%	
		CRJ-100	L1	4.92%	4.40%	
		CRJ-200	L1	4.92%	4.40%	
		CRJ-700 NextGen	L1	4.60%	4.40%	
		CRJ-705	L1	4.40%	4.40%	
		CRJ-900	L1	4.40%	4.40%	
		E135 ER	L1	4.98%	4.78%	
		E145 ER	L1	5.00%	4.70%	
		E170 STD	L1	2.38%	2.15%	
		E175 STD	L1	2.38%	2.12%	
		E190 STD	L1	2.22%	1.97%	
		E195 STD	L1	2.25%	2.02%	
		MD-88	L1	3.21%	2.76%	
		Q400	L1	6.0%	5.6%	

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 80B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 81

C O N C O U R S E E

PUSHBACK PROCEDURES




GATE 82/83

C O N C O U R S E E

OVERVIEW

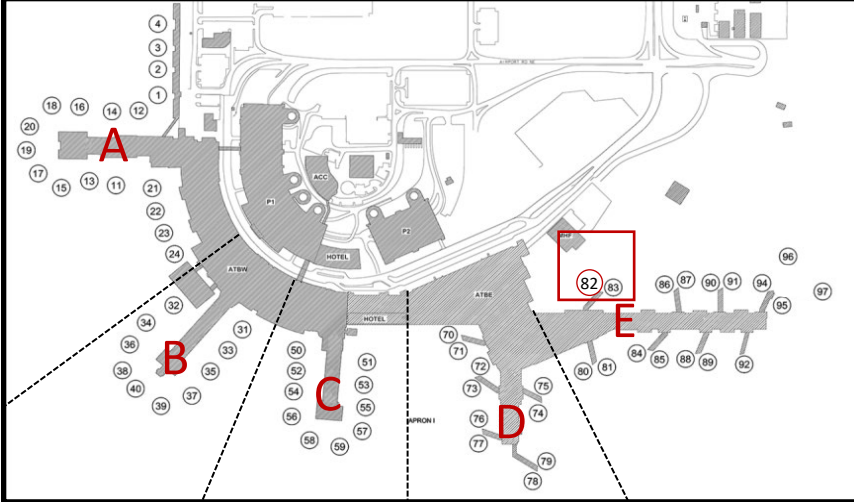
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

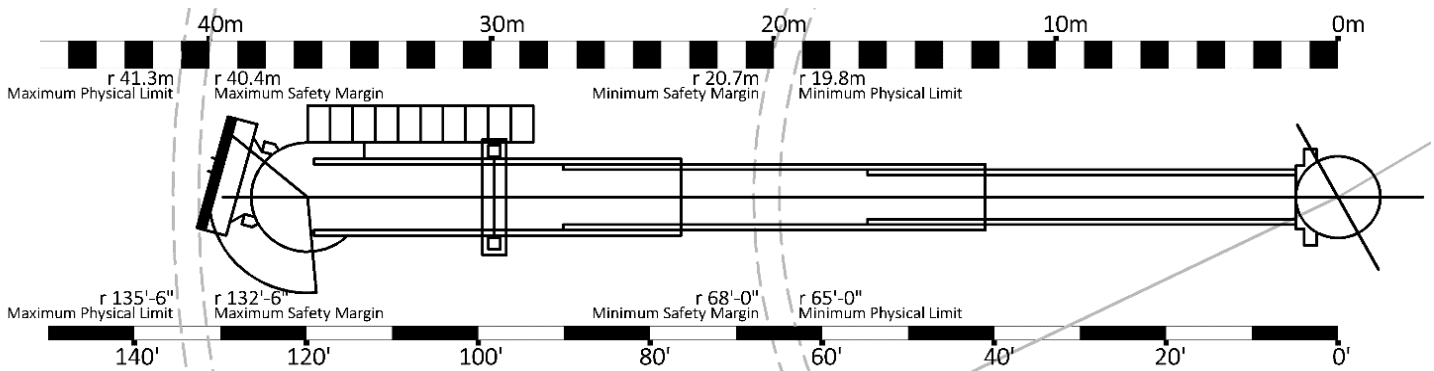
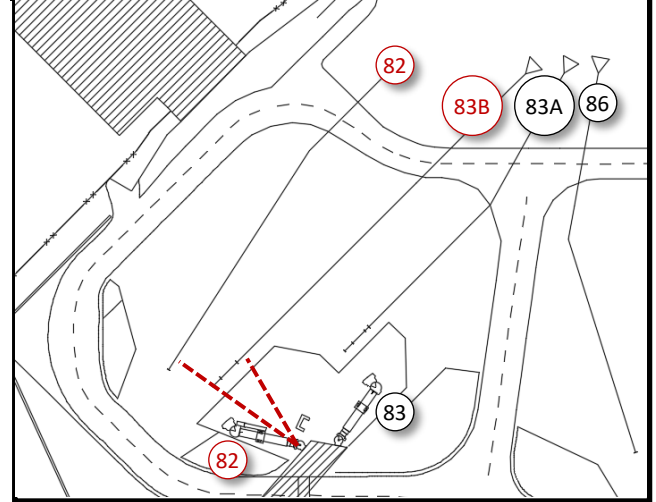
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

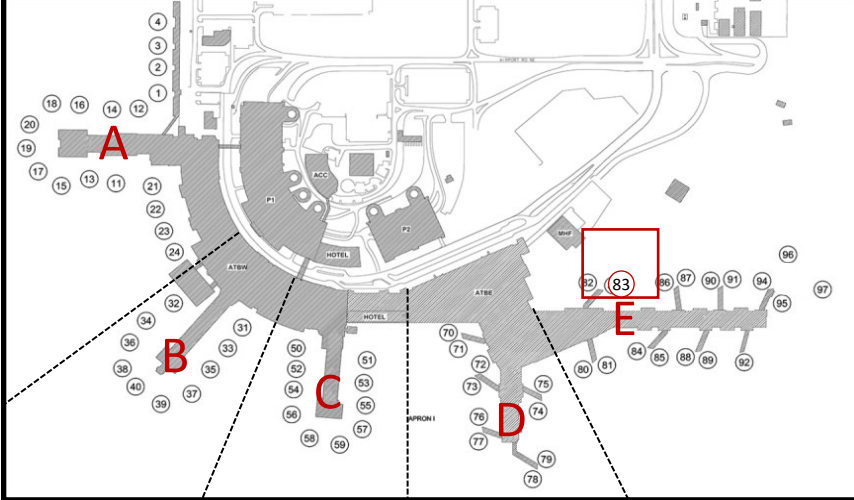
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

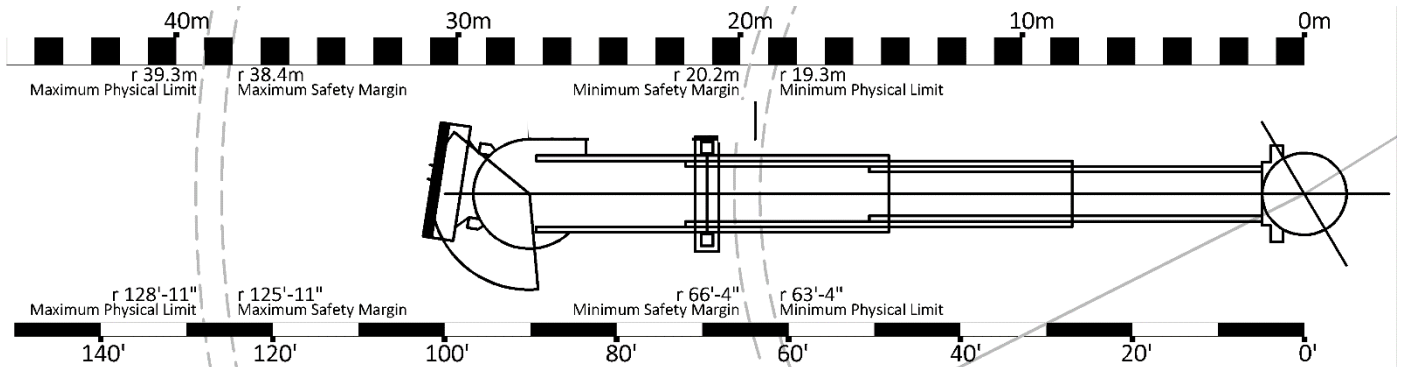
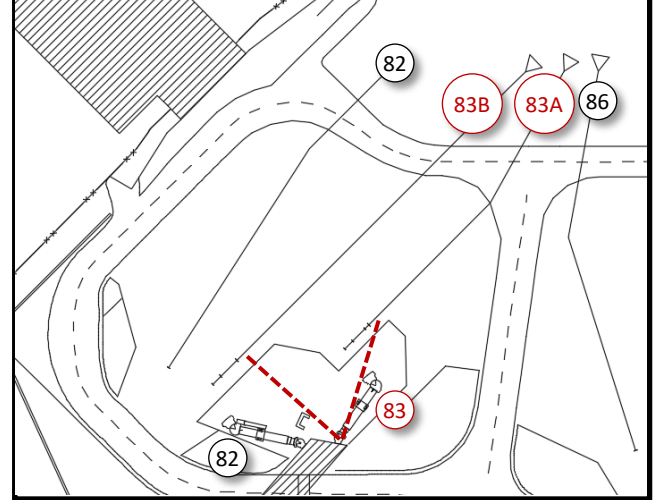
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 39/19-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 82

C O N C O U R S E

GATE CAPABILITIES

PBB: 82 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
82	A	717-200	L1	4.17%	3.36%	
		737-200	L1	3.46%	3.03%	
		737-300	L1	3.03%	2.62%	
		737-400	L1	3.03%	2.62%	
		737-500	L1	3.03%	2.62%	
		737-600	L1	3.11%	2.70%	
		737-700	L1	3.11%	2.70%	
		737-700W	L1	3.11%	2.71%	
		737-MAX7	L1	3.1%	2.3%	
		737-800	L1	3.12%	2.71%	
		737-800W	L1	3.11%	2.71%	
		737 MAX 8	L1	3.10%	2.30%	
		737-900	L1	3.11%	2.71%	
		737-900W	L1	3.12%	2.71%	
		737 MAX 9	L1	3.00%	2.30%	
		A220-300	L1	2.40%	2.20%	
		A319	L1	0.98%	0.73%	
		A320-100	L1	0.95%	0.76%	
		A320-200	L1	0.98%	0.70%	
		A320-200 SHARKLET	L1	0.98%	0.70%	
		A321-100	L1	0.95%	0.65%	
		A321-100 SHARKLET	L1	0.95%	0.65%	
		A321-200	L1	0.95%	0.65%	
A321-200 SHARKLET	L1	0.95%	0.65%			

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NOTES

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 83B must be vacant



LEAD-IN LINE 82

C O N C O U R S E E

GATE CAPABILITIES

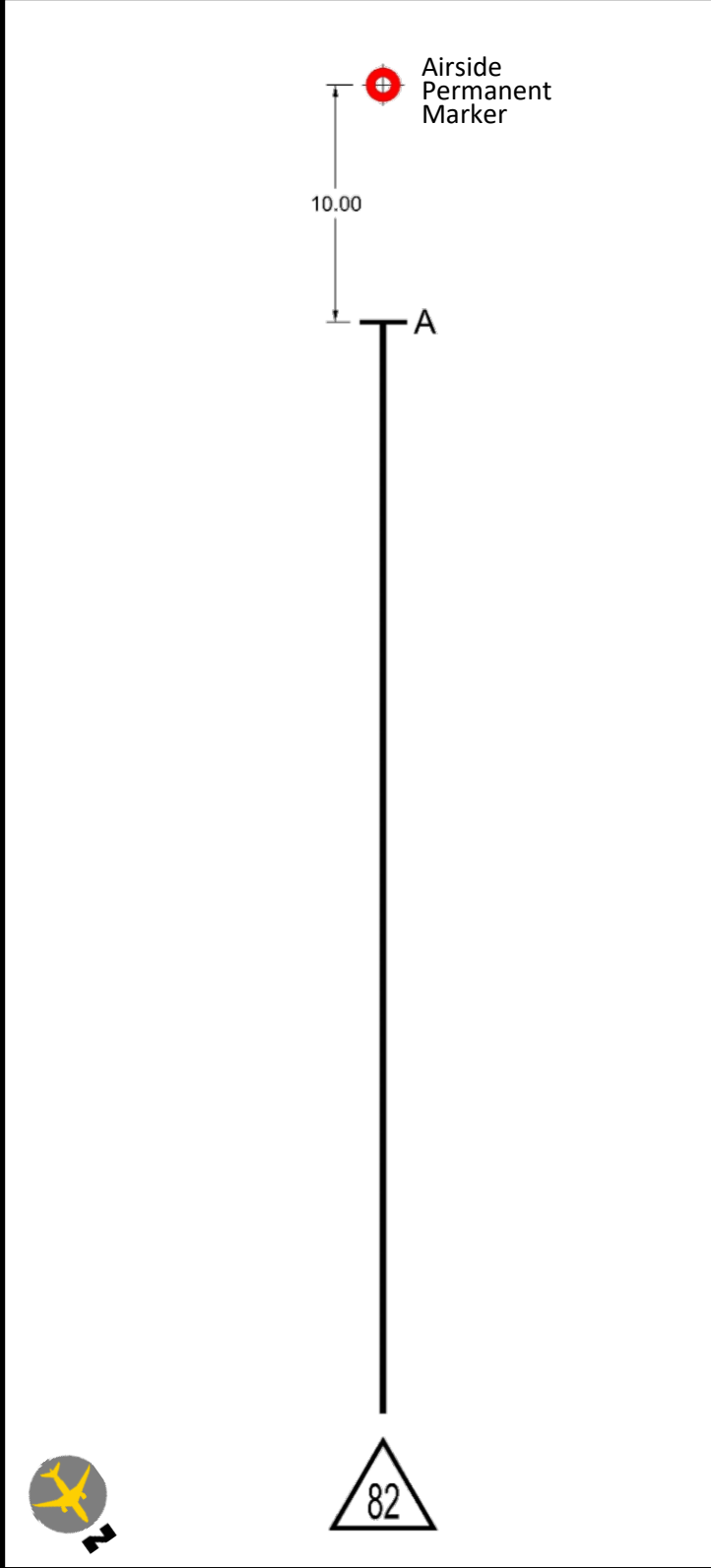
PBB: 82 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
82	A	CRJ-100	L1	5.98%	5.41%	
		CRJ-200	L1	5.98%	5.41%	
		CRJ-700	L1	5.63%	5.41%	
		CRJ-900	L1	5.41%	5.41%	
		E135 ER	L1	6.03%	5.82%	
		E145 ER	L1	6.05%	5.73%	
		E170 STD	L1	3.24%	3.00%	
		E175 STD	L1	3.24%	2.97%	
		E190 STD	L1	3.08%	2.81%	
		E195 STD	L1	3.10%	2.86%	
		E195-E2	L1	3.5%	3.3%	
		MD-88	L1	4.15%	3.66%	
		Q400	L1	7.2%	6.7%	

NOTES

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 83B must be vacant

Pavement Markings



Stop Line Sign Board

YYC CALGARY AIRPORT AUTHORITY		
A	717-200	727-200
	727-100	
	737 ALL SERIES	
	A319	
	A320-100	A320-200 ^{SHARKLET}
	A320-200	A321-100 ^{SHARKLET}
	A321-100	A321-200 ^{SHARKLET}
	A321-200	
	CRJ-100	CRJ-200
	CRJ-700 ^{NEXTGEN}	CRJ-900
	CRJ-705	E135 ER
	E170 STD	E145 ER
	E190 STD	E175 STD
	MD-88	E195 STD
	MD-90-30	A220-300
	Q400	E195-E2

Notes:



LEAD-IN LINE 82

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 83B

CONCOURSE E

GATE CAPABILITIES

PBB: 82 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
82 (PBB1)	J	747-200	L1	3.85%	6.93%	
		747-200	L2	4.40%	6.36%	
		747-300	L1	3.85%	6.93%	
		747-300	L2	4.40%	6.36%	
		747-400	L1	4.21%	6.11%	
		747-400	L2	4.49%	6.01%	
		747-400ER	L1	4.25%	6.20%	
		747-400ER	L2	4.58%	6.05%	
		757-200	L1	0.10%	0.99%	
		757-300	L1	0.10%	0.99%	
		757-300	L2	0.31%	1.02%	
		767-200	L1	1.37%	2.97%	
		777-200	L1	4.03%	5.27%	
		777-200ER	L1	4.03%	5.27%	
		777-200LR	L1	3.94%	5.52%	
		777-300	L1	4.03%	5.26%	
		777-300	L2	4.80%	5.62%	
		777-300ER	L1	4.41%	5.82%	
		777-300ER	L2	4.97%	6.18%	
		A350-900	L1	5.47%	6.83%	
		A350-900	L2	5.53%	6.48%	(1) 1.29m
		A350-1000	L1	5.6%	6.9%	
		A350-1000	L2	4.9%	5.7%	(1) 1.29m

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 82 and 83A must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 83B

CONCOURSE

GATE CAPABILITIES

PBB: 82 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
82 (PBB1)	K	A330-300-ST6	L1	2.73%	3.32%	
		A330-300-ST6	L2	3.73%	4.39%	
		A330-900	L1	2.5%	3.4%	
		A340-300	L1	2.90%	3.74%	
		A340-300	L2	3.94%	4.72%	
		A340-600	L1	3.24%	4.30%	
		A340-600	L2	3.86%	4.60%	
82 (PBB1)	L	767-300	L1	1.37%	2.89%	
		767-400ER	L1	1.33%	2.42%	
		787-8	L1	1.81%	3.84%	
		787-9	L1	1.80%	4.17%	
		787-10	L1	1.4%	3.2%	
		A330-200	L1	2.66%	3.47%	
		A330-200	L2	3.34%	4.14%	
		A340-200	L1	2.49%	3.25%	
		A340-500	L1	3.00%	4.02%	
		A340-500	L2	3.44%	4.21%	
		A350-800	L1	5.17%	6.50%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 82 and 83A must be vacant



LEAD-IN LINE 83B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 83 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
83 (PBB2)	J	747-200	L1	2.94%	5.21%	
		747-200	L2	3.63%	5.18%	
		747-300	L1	2.94%	5.21%	
		747-300	L2	3.63%	5.18%	
		747-400	L1	3.22%	4.61%	
		747-400	L2	3.70%	4.91%	
		747-400ER	L1	3.25%	4.68%	
		747-400ER	L2	3.77%	4.94%	
		757-200	L1	0.19%	0.84%	
		757-300	L1	0.19%	0.84%	
		757-300	L2	0.37%	0.92%	
		767-200	L1	1.13%	2.31%	
		777-200	L1	3.08%	3.98%	
		777-200	L2	3.96%	4.61%	
		777-200ER	L1	3.08%	3.98%	
		777-200ER	L2	3.96%	4.61%	
		777-200LR	L1	3.01%	4.17%	
		777-200LR	L2	3.85%	4.75%	
		777-300	L1	3.07%	3.98%	
		777-300	L2	3.96%	4.61%	
		777-300ER	L1	3.36%	4.39%	
		777-300ER	L2	4.09%	5.05%	
		A350-900	L1	4.17%	5.18%	
		A350-900	L2	4.71%	5.50%	
		A350-1000	L1	4.6%	5.6%	
		A350-1000	L2	4.8%	5.5%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 82 and 83A must be vacant



LEAD-IN LINE 83B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 83 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
83 (PBB2)	K	A330-300-ST6	L1	2.08%	2.52%	
		A330-300-ST6	L2	3.15%	3.70%	
		A330-900	L2	2.9%	3.5%	
		A340-300	L1	2.21%	2.83%	
		A340-300	L2	3.32%	3.97%	
		A340-600	L1	2.46%	3.25%	
		A340-600	L2	3.52%	4.19%	
83 (PBB2)	L	767-400ER	L1	1.18%	2.04%	
		767-400ER	L2	2.04%	2.61%	(1) 1.35m
		787-8	L1	1.48%	3.10%	
		787-8	L2	2.00%	3.05%	(1) 1.49m
		787-9	L1	1.48%	3.35%	
		787-9	L2	2.06%	3.32%	
		787-10	L2	1.8%	2.8%	
		A330-200	L1	2.19%	2.82%	
		A330-200	L2	3.00%	3.68%	
		A340-200	L1	2.06%	2.65%	
		A340-200	L2	2.99%	3.62%	
		A340-500	L1	2.46%	3.25%	
		A340-500	L2	3.23%	3.93%	
		A350-800	L1	4.27%	5.35%	
A350-800	L2	4.45%	5.23%			

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 82 and 83A must be vacant

Pavement Markings



10.00

3.00

6.00

J

K

L



Stop Line Sign Board

L	767-300	767-400	787-800	787-900	A300
	A330-200	A340-200	A340-500	A350-800	A310
K	787-10				
	A330-300	A340-300	A340-600	A330-900	
J	747-200	747-300	747-400	747SP	
	757-200	757-300	767-200	777-200	777-200 ER
	777-200 LR	777-300	777-300 ER		A350-900
	DC-10	MD-11			

Notes:



LEAD-IN LINE 83B

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 83A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 83 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
83	A	MD-88	L1	7.45%	6.65%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 83B must be vacant



LEAD-IN LINE 83A

C O N C O U R S E

GATE CAPABILITIES

PBB: 83 | Stop Lines: B

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
83	B	717-200	L1	6.85%	5.64%	
		737-200	L1	6.00%	5.33%	
		737-300	L1	5.34%	4.71%	
		737-400	L1	5.34%	4.71%	
		737-500	L1	5.35%	4.72%	
		737-600	L1	5.48%	4.85%	
		737-700	L1	5.48%	4.85%	
		737-700W	L1	5.48%	4.85%	
		737-MAX7	L1	5.5%	4.2%	
		737-800	L1	5.50%	4.86%	
		737-800W	L1	5.48%	4.85%	
		737 MAX 8	L1	5.50%	4.20%	
		737-900	L1	5.48%	4.85%	
		737-900W	L1	5.49%	4.86%	
		737 MAX 9	L1	5.40%	4.20%	
		A220-300	L1	4.40%	4.00%	
		A319	L1	2.25%	1.85%	
		A320-100	L1	2.21%	1.90%	
		A320-200	L1	2.25%	1.81%	
		A320-200 SHARKLET	L1	2.25%	1.81%	
		A321-100	L1	2.21%	1.72%	
		A321-100 SHARKLET	L1	2.20%	1.72%	
		A321-200	L1	2.21%	1.72%	
		A321-200 SHARKLET	L1	2.20%	1.72%	
		E170 STD	L1	5.68%	5.31%	
		E175 STD	L1	5.68%	5.26%	
		E190 STD	L1	5.43%	5.01%	
		E195 STD	L1	5.47%	5.09%	
E195-E2	L1	6.3%	5.9%			

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 83B must be vacant



LEAD-IN LINE 83A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 83 | Stop Lines: D

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
83	C	CRJ-100	L1	7.83%	7.14%	
		CRJ-200	L1	7.83%	7.14%	
		CRJ-700	L1	7.43%	7.17%	
		CRJ-705	L1	7.17%	7.17%	
		CRJ-900	L1	7.17%	7.17%	
		E135 ER	L1	7.89%	7.64%	
		E145 ER	L1	7.92%	7.54%	
		Q400	L1	9.2%	8.6%	1

Notes

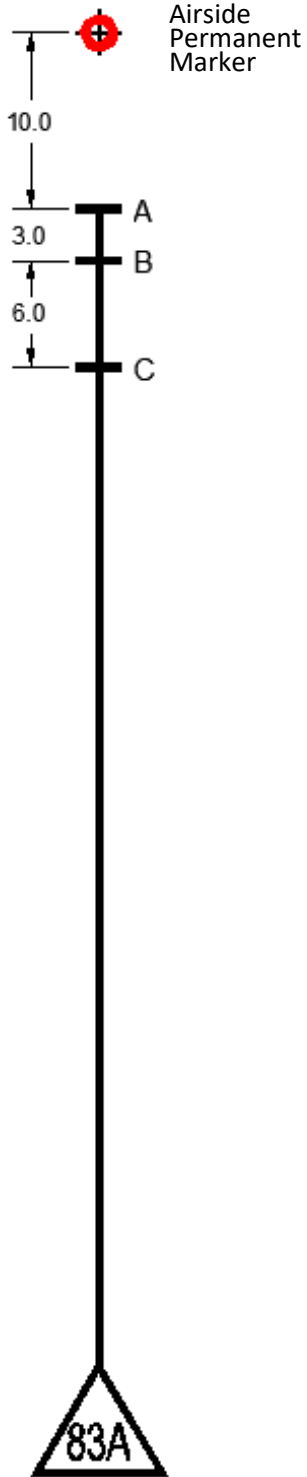
- Maximum wingspan for lead-in line: 36m
 - Lead-in Line 83B must be vacant
1. Exceeds maximum recommended ramp grade of 8.33% (1in12).

LEAD-IN LINE 83A

CONCOURSE E

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

83A		
YYC CALGARY AIRPORT AUTHORITY		
C	CRJ-100	CRJ-200
	CRJ-700 ^{NEXTGEN}	CRJ-900
	CRJ-705	
	E135 ER	E145 ER
B	Q400	
	717-200	727-100
	727-200	737 ALL SERIES
	A319	A320-100
	A320-200	A320-200 ^{SHARKLET}
	A321-100	A321-100 ^{SHARKLET}
	A321-200	A321-200 ^{SHARKLET}
	E170 STD	E175 STD
	E190 STD	E195 STD
	E195-E2	A220-300
A	MD-88	
	MD-90-30	

Notes:



LEAD-IN LINE 83A

C O N C O U R S E E

PUSHBACK PROCEDURES




GATE 84/85

C O N C O U R S E E

OVERVIEW

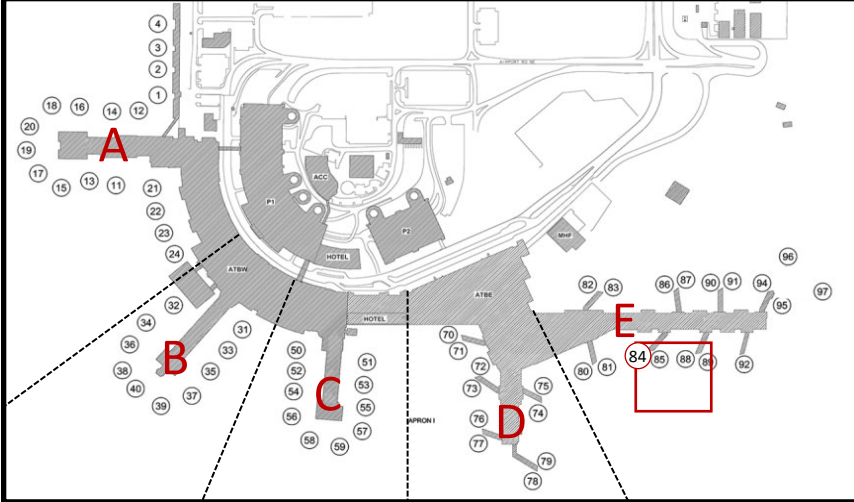
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

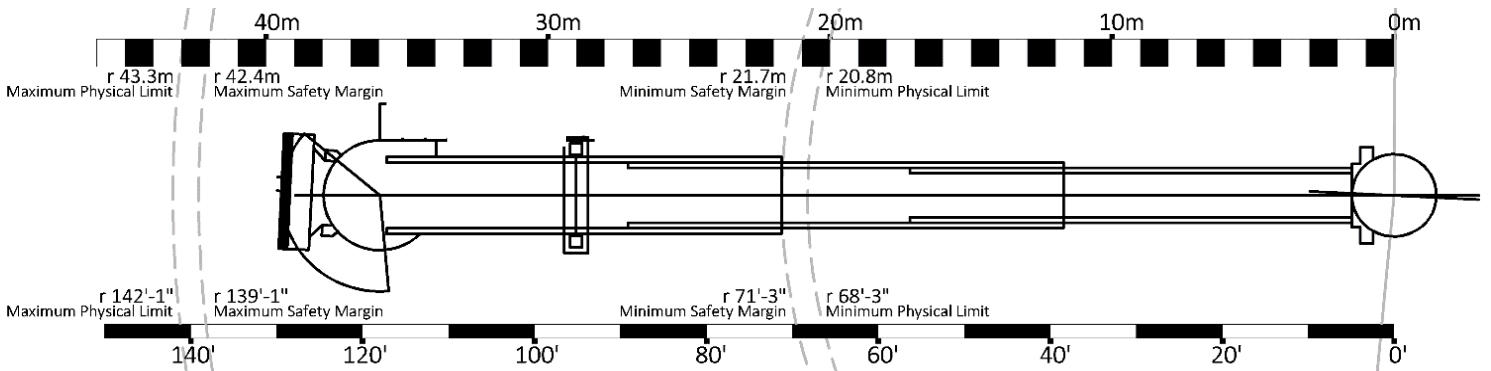
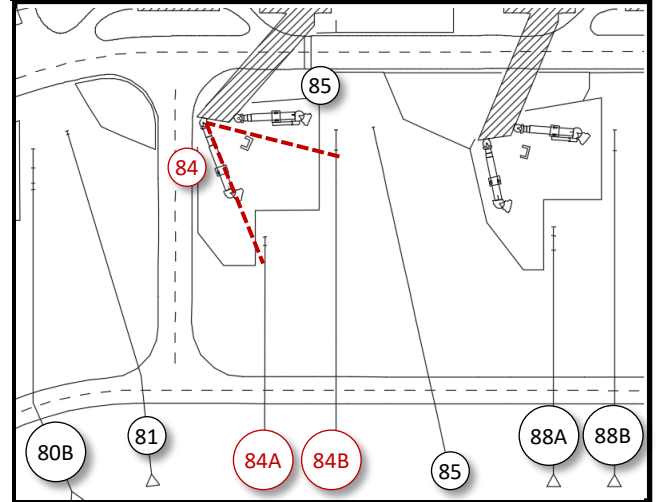
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva/28vdc	AC	Hobart / ADV90H28	Single

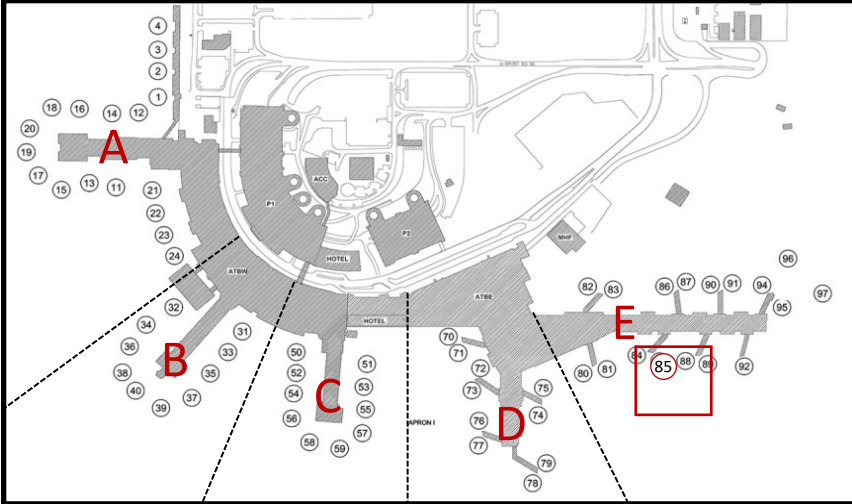
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

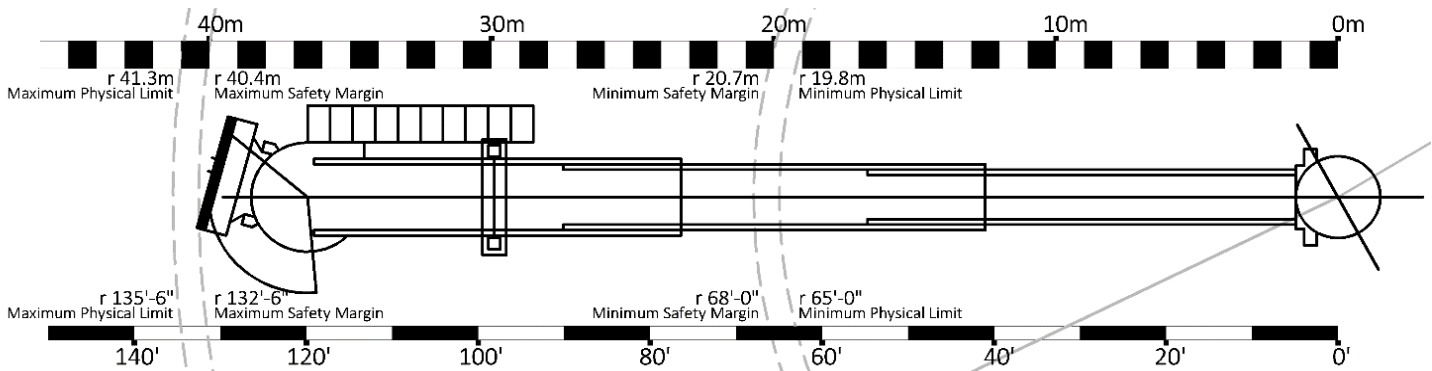
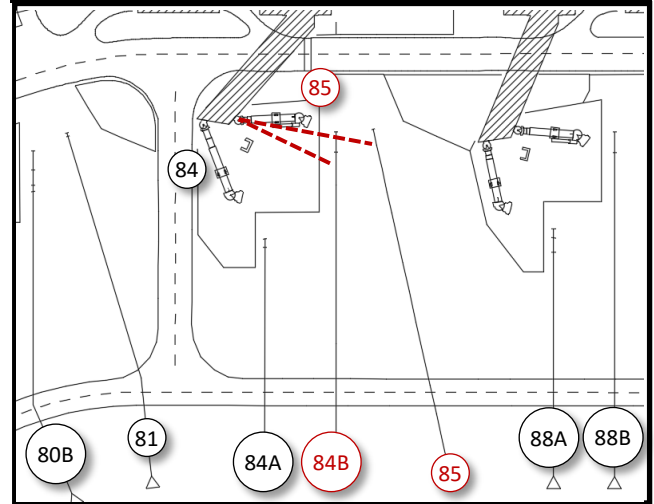
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 84A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 84 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
84	A	737-900	L1	8.08%	7.66%	
		737-900W	L1	8.08%	7.67%	
		737 MAX 9	L1	8.00%	7.20%	
		A319	L1	6.08%	5.82%	
		A320-100	L1	6.05%	5.85%	
		A320-200	L1	6.08%	5.80%	
		A320-200 SHARKLET	L1	6.08%	5.80%	
		A321-100	L1	6.05%	5.74%	
		A321-100 SHARKLET	L1	6.05%	5.74%	
		A321-200	L1	6.05%	5.74%	
		A321-200 SHARKLET	L1	6.05%	5.74%	
		E195-E2	L1	8.6%	8.3%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 84B must be vacant



LEAD-IN LINE 84A

C O N C O U R S E

GATE CAPABILITIES

PBB: 84 | Stop Lines: B

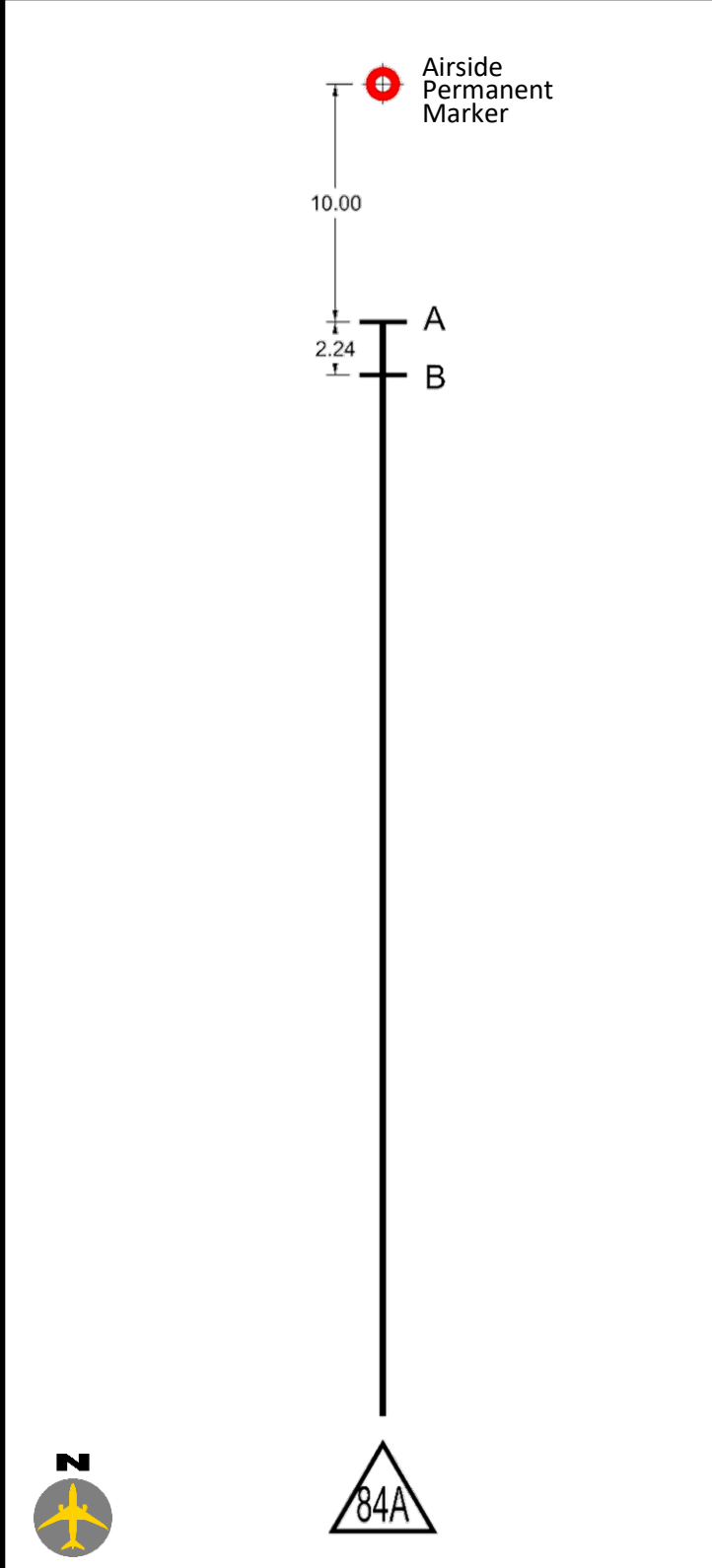
...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
84	B	737-200	L1	7.99%	7.57%	
		737-300	L1	7.58%	7.19%	
		737-400	L1	7.58%	7.19%	
		737-500	L1	7.59%	7.20%	
		737-600	L1	7.67%	7.28%	
		737-700	L1	7.67%	7.28%	
		737-700W	L1	7.67%	7.28%	
		737-MAX7	L1	7.6%	6.8%	
		737-800	L1	7.68%	7.29%	
		737-800W	L1	7.67%	7.28%	
		737 MAX 8	L1	7.60%	6.80%	
		A220-300	L1	6.60%	6.30%	
		E170 STD	L1	7.80%	7.56%	
		E175 STD	L1	7.80%	7.54%	
		E190 STD	L1	7.64%	7.38%	
E195 STD	L1	7.67%	7.43%			

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 84B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 84A

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 84B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 84 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
84 (PBB2)	J	747-200	L2	1.06%	0.17%	
		747-300	L2	1.06%	0.17%	
		747-400	L2	1.01%	0.05%	
		747-400ER	L2	0.95%	0.02%	
		757-200	L2	3.59%	3.13%	(1) 1.3m
		757-300	L2	3.59%	3.13%	
		767-400ER	L2	1.96%	1.50%	(1) 1.34m
		777-200	L2	0.78%	0.26%	
		777-200ER	L2	0.78%	0.26%	
		777-200LR	L2	0.86%	0.16%	
		777-300	L2	0.78%	0.26%	
		777-300ER	L2	0.67%	0.09%	
		787-8	L2	2.13%	1.28%	(1) 1.49m
		787-9	L2	1.99%	0.98%	(1) 1.47m
		787-10	L2	2.2%	1.5%	
		A330-200	L2	1.41%	0.85%	
		A330-300-ST6	L2	1.35%	0.91%	
		A330-900	L2	1.6%	1.1%	
		A340-600	L2	0.93%	0.42%	
		A350-800	L2	0.18%	0.44%	
A350-900	L2	0.18%	0.43%			

84 (PBB2)	K	A340-200	L2	1.27%	0.78%	
		A340-300	L2	1.14%	0.65%	
		A340-500	L2	1.05%	0.52%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 84A and 85 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 84B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 85 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
85 (PBB1)	J	747-200	L1	2.05%	0.82%	
		747-200	L2	1.37%	0.26%	
		747-300	L1	2.05%	0.82%	
		747-300	L2	1.37%	0.26%	
		747-400	L1	1.68%	0.09%	
		747-400	L2	1.29%	0.03%	
		747-400ER	L1	1.64%	0.17%	
		747-400ER	L2	1.22%	0.01%	
		757-200	L1	5.33%	4.47%	
		757-300	L1	5.33%	4.47%	
		757-300	L2	4.77%	4.16%	
		767-200	L1	4.23%	2.72%	
		767-300	L1	4.03%	2.60%	
		767-400ER	L1	4.06%	3.03%	
		777-200	L1	1.80%	0.63%	
		777-200ER	L1	1.80%	0.63%	
		777-200LR	L1	1.88%	0.39%	
		777-200LR	L2	1.11%	0.17%	(1) 1.38m
		777-300	L1	1.80%	0.63%	
		777-300	L2	1.00%	0.31%	
777-300ER	L1	1.44%	0.11%			
777-300ER	L2	0.85%	0.15%			

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 84A and 85 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 84B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 85 | Stop Lines: J

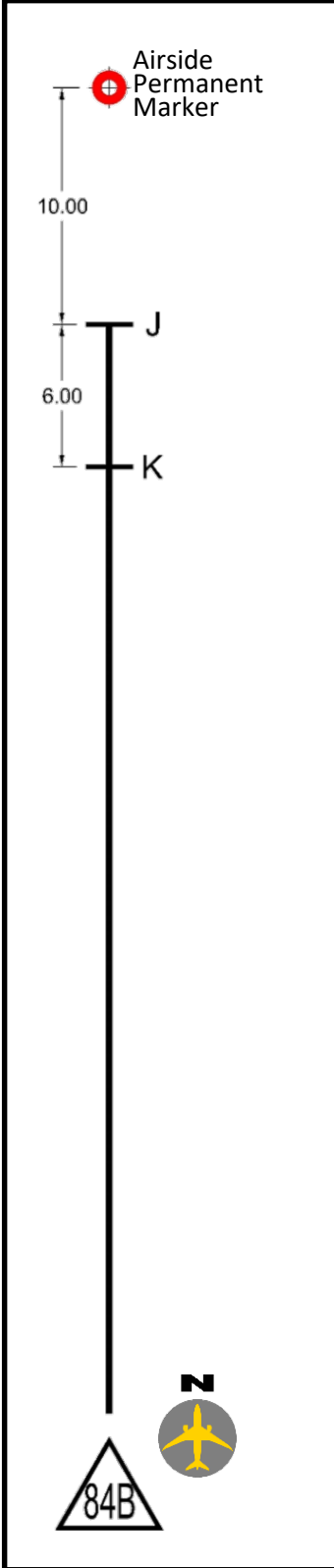
PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
85 (PBB1)	J cont.	787-8	L1	3.65%	1.74%	
		787-9	L1	3.64%	1.42%	
		787-10	L1	4.1%	2.5%	
		A330-200	L1	2.86%	2.10%	
		A330-200	L2	1.87%	1.12%	
		A330-300-ST6	L1	2.98%	2.42%	
		A330-300-ST6	L2	1.74%	1.17%	
		A330-900	L1	3.1%	2.4%	
		A340-600	L1	2.50%	1.50%	
		A340-600	L2	1.14%	0.50%	
		A350-800	L1	0.42%	0.84%	
		A350-900	L1	0.42%	0.84%	
		A350-900	L2	0.20%	0.59%	(1) 1.39m
85 (PBB1)	K	A340-200	L1	2.89%	2.20%	
		A340-300	L1	2.70%	1.93%	
		A340-300	L2	1.40%	0.79%	
		A340-500	L1	2.43%	1.51%	
		A340-500	L2	1.28%	0.62%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 84A and 85 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

Pavement Markings



Stop Line Sign Board

84B		YYC CALGARY AIRPORT AUTHORITY				
K	A340-200	A340-300	A340-500	A310	A330-900	
J	747-200	747-300	747-400	747SP	757-200	
	757-300	767-200	767-300	767-400	777-200	
	777-200 ER	777-200 LR	777-300	777-300 ER	787-800	
	787-900	A300		A330-200	A330-300	
	A340-600	A350-800	A350-900	DC-10	MD-11	
	787-10					

Notes:



LEAD-IN LINE 84B

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 85

CONCOURSE

GATE CAPABILITIES

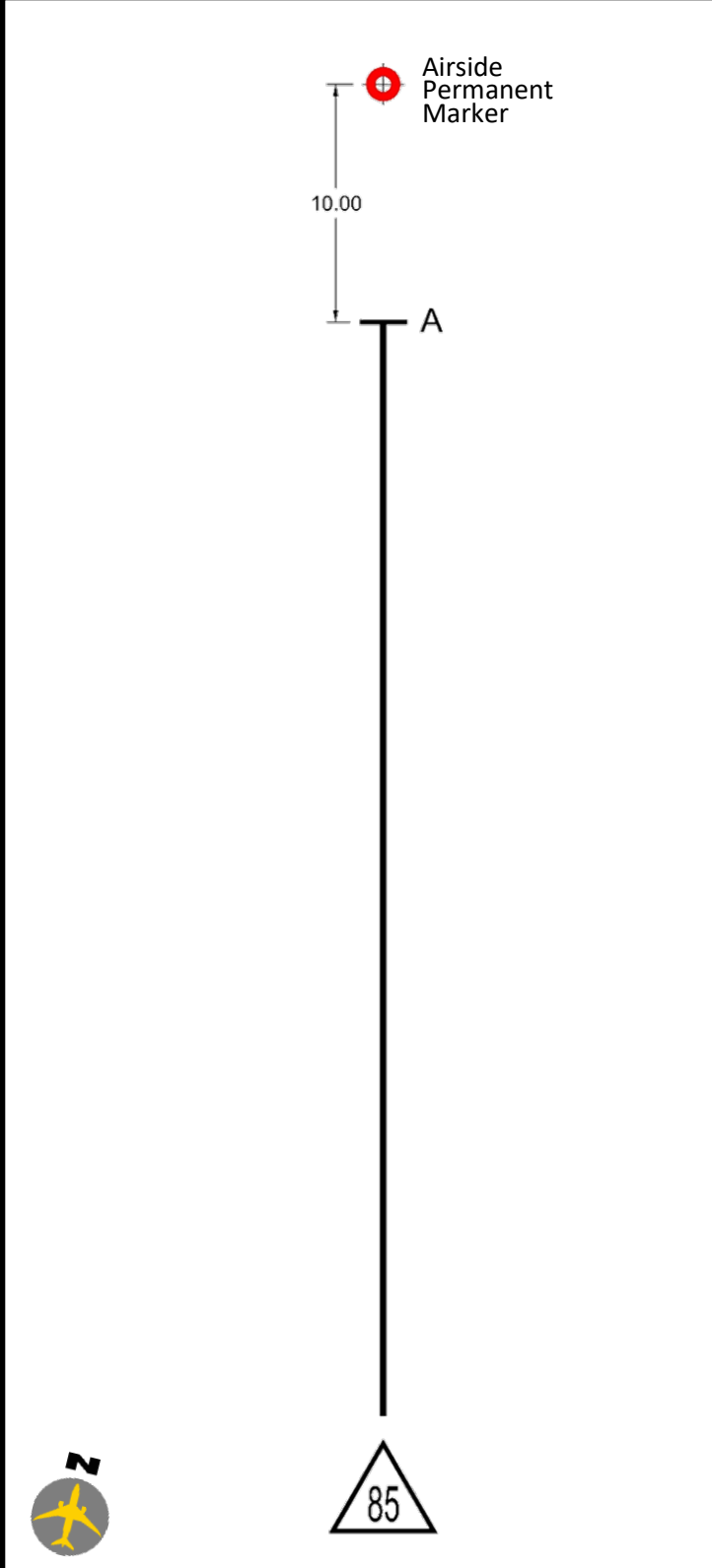
PBB: 85 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
85	A	737-200	L1	7.00%	6.56%	
		737-300	L1	6.57%	6.16%	
		737-400	L1	6.57%	6.16%	
		737-500	L1	6.57%	6.17%	
		737-600	L1	6.65%	6.25%	
		737-700	L1	6.65%	6.25%	
		737-700W	L1	6.65%	6.25%	
		737-MAX7	L1	6.5%	5.8%	
		737-800	L1	6.67%	6.27%	
		737-800W	L1	6.65%	6.25%	
		737 MAX 8	L1	6.60%	5.80%	
		737-900	L1	6.66%	6.25%	
		737-900W	L1	6.67%	6.26%	
		737 MAX 9	L1	6.60%	5.80%	
		A220-300	L1	5.90%	5.70%	
		A319	L1	4.59%	4.35%	
		A320-100	L1	4.57%	4.38%	
		A320-200	L1	4.59%	4.32%	
		A320-200 SHARKLET	L1	4.59%	4.32%	
		A321-100	L1	4.57%	4.27%	
		A321-100 SHARKLET	L1	4.57%	4.26%	
		A321-200	L1	4.57%	4.27%	
		A321-200 SHARKLET	L1	4.57%	4.26%	
		E170 STD	L1	6.77%	6.53%	
		E175 STD	L1	6.77%	6.51%	
		E190 STD	L1	6.61%	6.34%	
		E195 STD	L1	6.64%	6.39%	
		E195-E2	L1	7.1%	6.8%	
Q400	L1	10.5%	10.0%			

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 84B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 85

C O N C O U R S E E

PUSHBACK PROCEDURES




GATE 86/87

CONCOURSE E

OVERVIEW

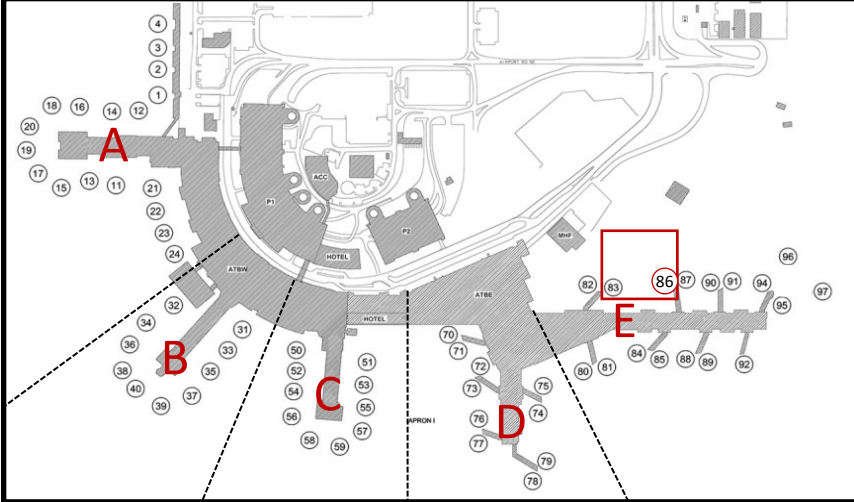
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

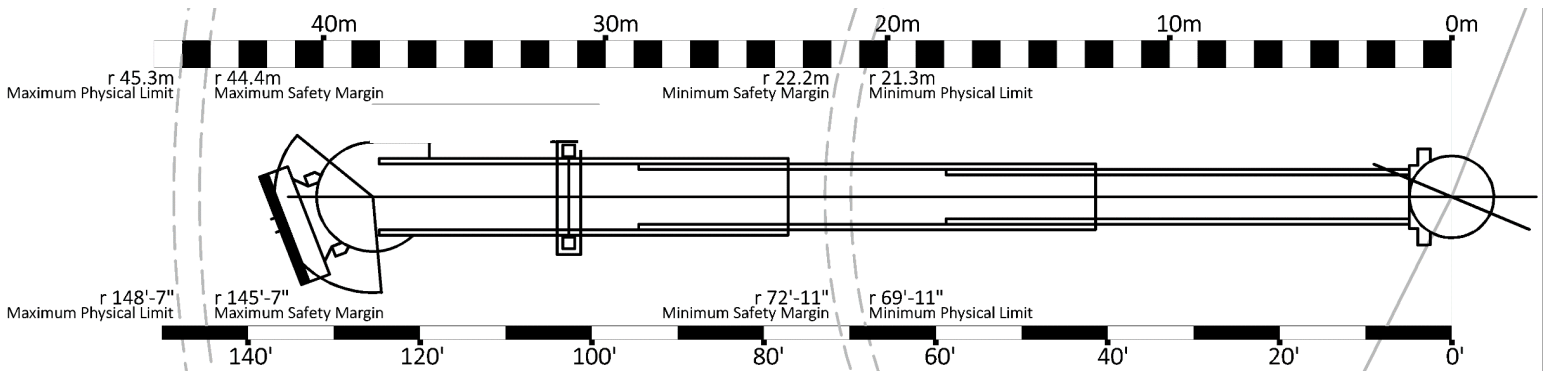
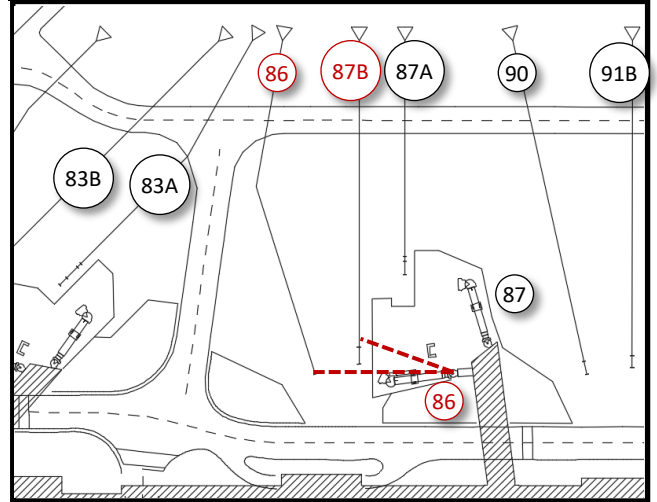
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 45/21-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva/28vdc	AC	Hobart / ADV90H28	Single

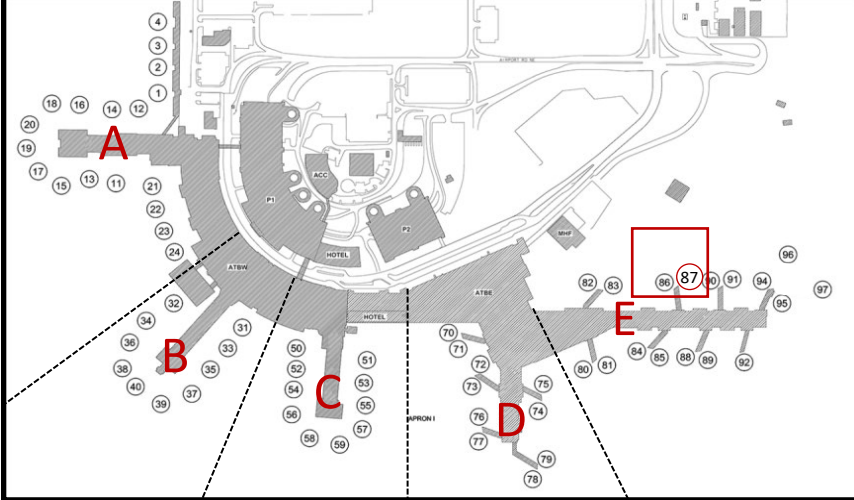
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

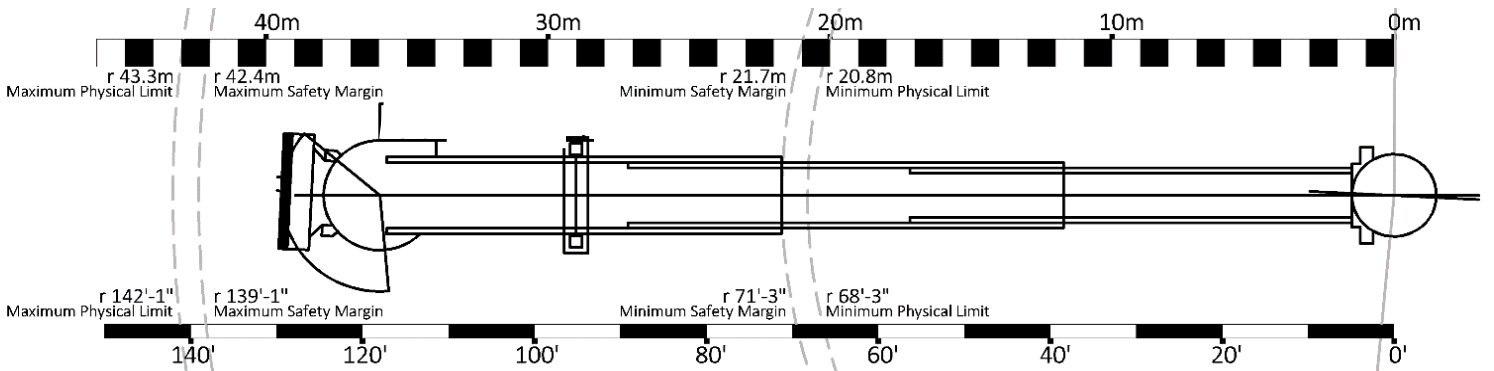
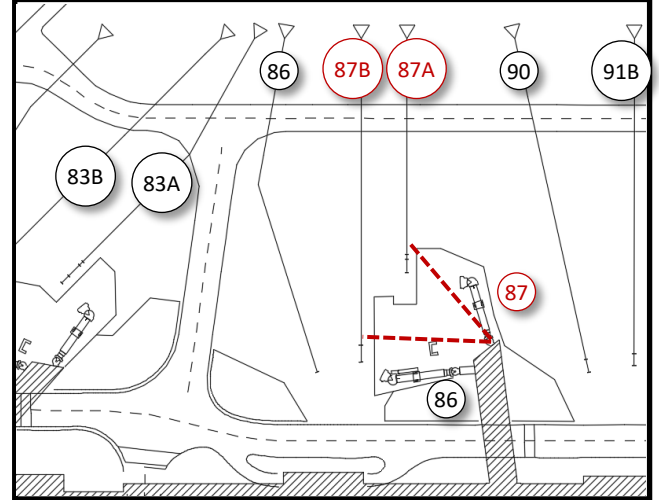
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 86

CONCOURSE

GATE CAPABILITIES

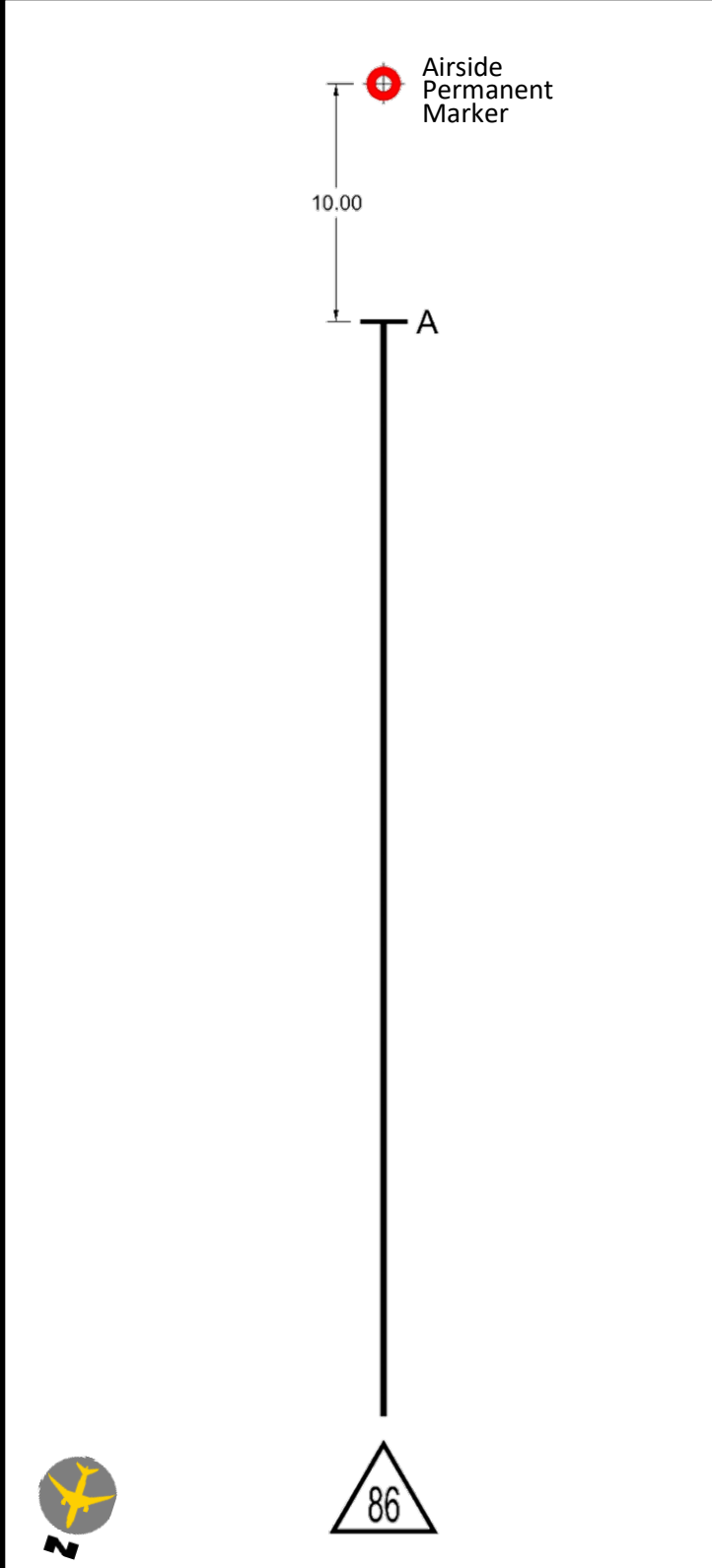
PBB: 86 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
86	A	737-200	L1	7.52%	7.10%	
		737-300	L1	7.10%	6.72%	
		737-400	L1	7.10%	6.72%	
		737-500	L1	7.11%	6.72%	
		737-600	L1	7.19%	6.80%	
		737-700	L1	7.19%	6.80%	
		737-700W	L1	7.19%	6.80%	
		737-MAX7	L1	7.1%	6.4%	
		737-800	L1	7.21%	6.82%	
		737-800W	L1	7.19%	6.80%	
		737 MAX 8	L1	7.10%	6.40%	
		737-900	L1	7.19%	6.80%	
		737-900W	L1	7.20%	6.81%	
		737 MAX 9	L1	7.10%	6.40%	
		A220-300	L1	6.50%	6.20%	
		A319	L1	5.22%	4.98%	
		A320-100	L1	5.19%	5.01%	
		A320-200	L1	5.22%	4.95%	
		A320-200 SHARKLET	L1	5.22%	4.95%	
		A321-100	L1	5.19%	4.90%	
		A321-100 SHARKLET	L1	5.19%	4.90%	
		A321-200	L1	5.19%	4.90%	
		A321-200 SHARKLET	L1	5.19%	4.90%	
		E170 STD	L1	7.30%	7.07%	
		E175 STD	L1	7.30%	7.04%	
		E190 STD	L1	7.15%	6.89%	
		E195 STD	L1	7.17%	6.94%	
		E195-E2	L1	7.6%	7.4%	

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 87B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 86

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 87B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 86 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
86 (PBB1)	J	747-200	L1	2.58%	0.38%	
		747-200	L2	1.83%	0.15%	
		747-300	L1	2.58%	0.38%	
		747-300	L2	1.83%	0.15%	
		747-400	L1	2.19%	0.37%	
		747-400	L2	1.75%	0.45%	
		747-400ER	L1	2.15%	0.29%	
		747-400ER	L2	1.68%	0.41%	
		757-300	L1	5.92%	5.04%	
		757-300	L2	5.33%	4.70%	
		767-200	L1	4.81%	3.26%	
		777-200	L1	2.31%	1.12%	
		777-200	L2	1.44%	0.74%	
		777-200ER	L1	2.31%	1.12%	
		777-200ER	L2	1.44%	0.74%	
		777-200LR	L1	2.40%	0.87%	
		777-200LR	L2	1.55%	0.59%	
		777-300	L1	2.31%	1.11%	
		777-300	L2	1.44%	0.74%	
		777-300ER	L1	1.94%	0.58%	
777-300ER	L2	1.30%	0.26%			

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 86 and 87A must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 87B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 86 | Stop Lines: J

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
86 (PBB1)	J cont.	A330-200	L1	3.40%	2.62%	
		A330-200	L2	2.36%	1.58%	
		A330-300-ST6	L1	3.52%	2.95%	
		A330-300-ST6	L2	2.21%	1.62%	
		A330-900	L1	3.7%	2.9%	
		A340-300	L1	3.35%	2.53%	
		A340-300	L2	2.02%	1.32%	
		A340-600	L1	3.03%	2.00%	
		A340-600	L2	1.54%	0.88%	
		A350-800	L1	0.89%	0.41%	
		A350-800	L2	0.63%	0.22%	
		A350-900	L1	0.89%	0.41%	
		A350-900	L2	0.59%	0.21%	
		A350-1000	L1	0.5%	0.7%	
		A350-1000	L2	0.2%	0.5%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 86 and 87A must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 87B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 86 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
86 (PBB1)	K	757-200	L1	5.86%	5.01%	
		757-200	L2	5.03%	4.45%	1.44m
		767-300	L1	4.52%	3.12%	
		767-400ER	L1	4.55%	3.54%	
		767-400ER	L2	2.75%	2.19%	
		787-8	L1	4.16%	2.27%	
		787-8	L2	3.13%	2.06%	
		787-9	L1	4.14%	1.95%	
		787-9	L2	2.85%	1.62%	
		787-10	L1	4.5%	2.9%	
		A340-200	L1	3.57%	2.86%	
		A340-200	L2	2.11%	1.47%	
		A340-500	L1	3.09%	2.14%	
		A340-500	L2	1.81%	1.12%	

Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 86 and 87A must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 87B

CONCOURSE E

GATE CAPABILITIES

PBB: 87 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
87 (PBB2)	J	747-200	L1	1.81%	0.26%	
		747-200	L2	1.44%	0.12%	
		747-300	L1	1.81%	0.26%	
		747-300	L2	1.44%	0.12%	
		747-400	L1	1.54%	0.26%	
		747-400	L2	1.38%	0.35%	
		747-400ER	L1	1.51%	0.20%	
		747-400ER	L2	1.32%	0.32%	
		757-300	L1	4.11%	3.50%	
		757-300	L2	4.06%	3.58%	
		767-200	L1	3.37%	2.28%	
		777-200	L1	1.61%	0.78%	
		777-200	L2	1.14%	0.58%	
		777-200ER	L1	1.61%	0.78%	
		777-200ER	L2	1.14%	0.58%	
		777-200LR	L1	1.67%	0.60%	
		777-200LR	L2	1.23%	0.47%	
		777-300	L1	1.61%	0.78%	
		777-300	L2	1.14%	0.58%	
		777-300ER	L1	1.35%	0.40%	
777-300ER	L2	1.02%	0.20%			

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 86 and 87A must be vacant



LEAD-IN LINE 87B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 87 | Stop Lines: J

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
87 (PBB2)	J cont.	A330-200	L1	2.34%	1.80%	
		A330-200	L2	1.78%	1.20%	
		A330-300-ST6	L1	2.42%	2.03%	
		A330-300-ST6	L2	1.74%	1.27%	
		A330-900	L2	2.0%	1.5%	
		A340-300	L1	2.31%	1.75%	
		A340-300	L2	1.59%	1.04%	
		A340-600	L1	2.09%	1.38%	
		A340-600	L2	1.31%	0.75%	
		A350-800	L1	0.63%	0.29%	
		A350-800	L2	0.49%	0.17%	
		A350-900	L1	0.63%	0.29%	
		A350-900	L2	0.49%	0.17%	
		A350-1000	L1	0.1%	0.7%	
		A350-1000	L2	0.1%	0.8%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 86 and 87A must be vacant



LEAD-IN LINE 87B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 87 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
87 (PBB2)	K	757-200	L1	4.27%	3.65%	
		757-200	L2	4.09%	3.61%	(1) 1.28m
		767-400ER	L1	3.37%	2.62%	
		767-400ER	L2	2.42%	1.93%	(1) 1.2m
		787-8	L1	3.07%	1.68%	
		787-8	L2	2.59%	1.71%	(1) 1.45m
		787-9	L1	3.06%	1.44%	
		787-9	L2	2.45%	1.39%	(1) 1.44m
		787-10	L2	2.6%	1.8%	
		A340-200	L1	2.59%	2.07%	
		A340-200	L2	1.78%	1.24%	(1) 1.47m
		A340-500	L1	2.24%	1.55%	
		A340-500	L2	1.54%	0.95%	

Notes

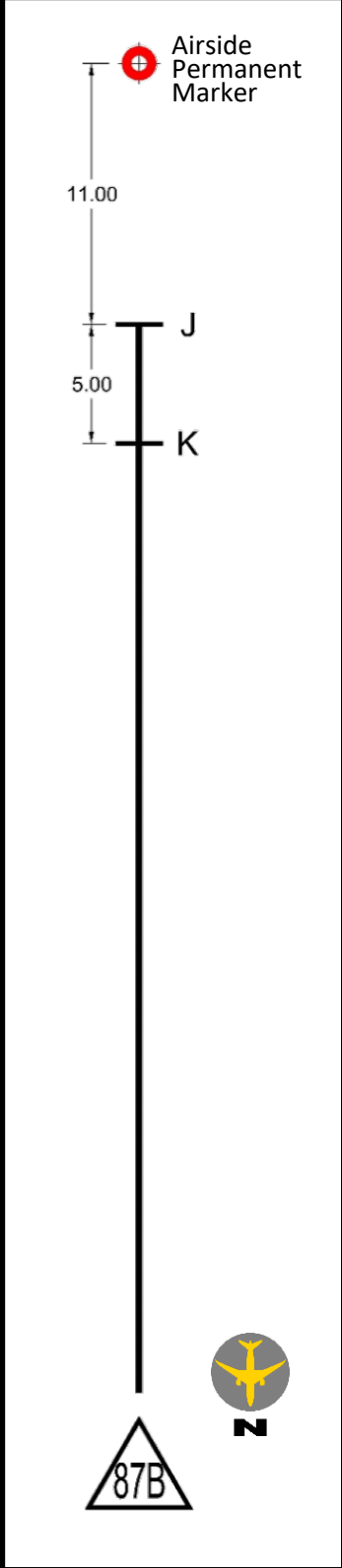
- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 86 and 87A must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

LEAD-IN LINE 87B

C O N C O U R S E E

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

K	757-200	767-300	767-400	787-800	787-900
	A340-200	A340-500	A310	787-10	
J	747-200	747-300	747-400	747SP	757-300
	767-200	777-200	777-200 ER	777-200 LR	777-300
	777-300 ER	A300		A330-200	A330-300
	A340-300	A340-600	A350-800	A350-900	DC-10
	MD-11	A330-900			

Notes:



LEAD-IN LINE 87B

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 87A

CONCOURSE

GATE CAPABILITIES

PBB: 87 | Stop Lines: A

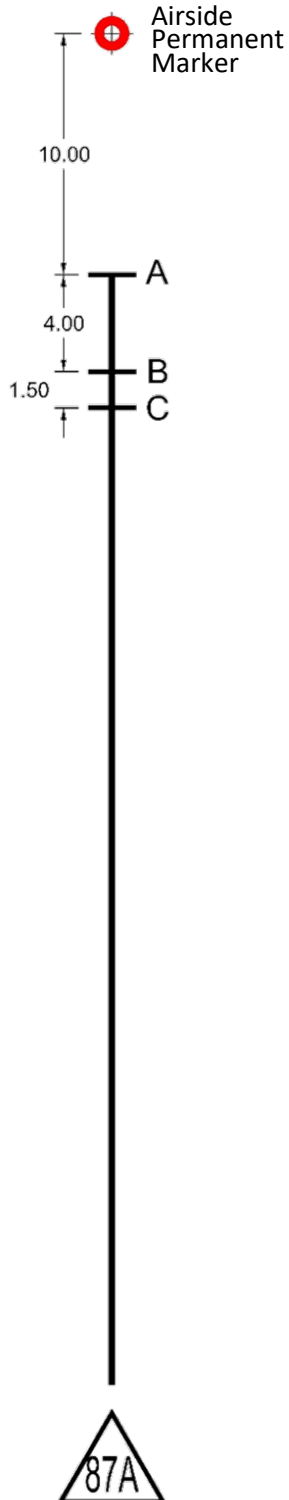
PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
87	A	A320-100	L1	6.52%	6.27%	
		A320-200	L1	6.55%	6.20%	
		A320-200 SHARKLET	L1	6.55%	6.20%	
		A321-100	L1	6.52%	6.14%	
		A321-100 SHARKLET	L1	6.51%	6.13%	
		A321-200	L1	6.52%	6.14%	
		A321-200 SHARKLET	L1	6.51%	6.13%	
87	B	A220-300	L1	7.30%	7.00%	
		737-700	L1	8.25%	7.79%	
		737-700W	L1	8.26%	7.80%	
		737-MAX7	L1	8.2%	7.2%	
		737-800	L1	8.28%	7.82%	
		737-800W	L1	8.26%	7.80%	
		737 MAX 8	L1	8.20%	7.20%	
		737-900	L1	8.26%	7.80%	
		737-900W	L1	8.27%	7.81%	
		737 MAX 9	L1	8.10%	7.20%	
		E195-E2	L1	8.8%	8.5%	
87	C	737-200	L1	8.34%	7.87%	(1)
		737-300	L1	7.88%	7.44%	
		737-400	L1	7.88%	7.44%	
		737-500	L1	7.89%	7.45%	
		737-600	L1	7.98%	7.54%	
		A319	L1	5.81%	5.53%	
		E170 STD	L1	8.12%	7.86%	
		E175 STD	L1	8.12%	7.83%	
		E190 STD	L1	7.94%	7.64%	
		E195 STD	L1	7.97%	7.70%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 87B must be vacant

Pavement Markings



Stop Line Sign Board

87A		YYC CALGARY AIRPORT AUTHORITY	
C	737-200	737-300	
	737-400	737-500	
	737-600		
	A319		
	E170 STD	E175 STD	
	E190 STD	E195 STD	
B	737-700	737-700W	
	737-800	737-800W	
	737-900	737-900W	
	A220-300	737-MAX	
	E195-E2		
A	A320-100		
	A320-200	A320-200 ^{SHARKLET}	
	A321-100	A321-100 ^{SHARKLET}	
	A321-200	A321-200 ^{SHARKLET}	

Notes:





LEAD-IN LINE 87A

C O N C O U R S E E

PUSHBACK PROCEDURES




GATE 88/89

C O N C O U R S E E

OVERVIEW

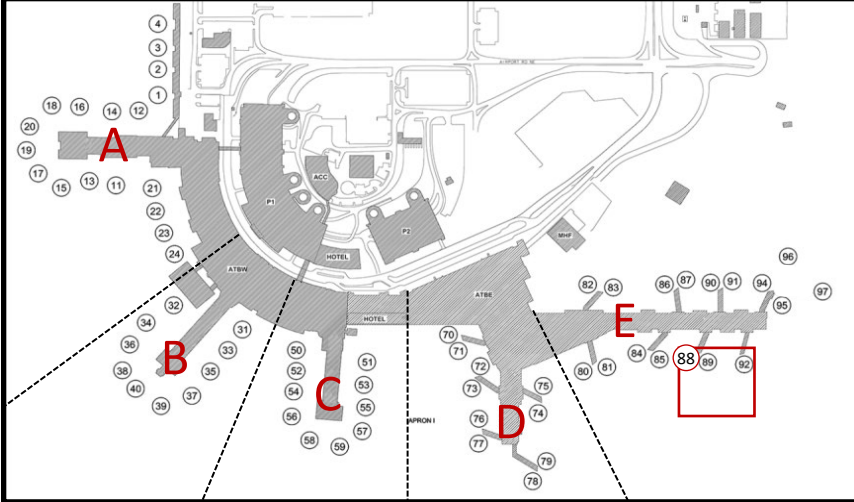
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

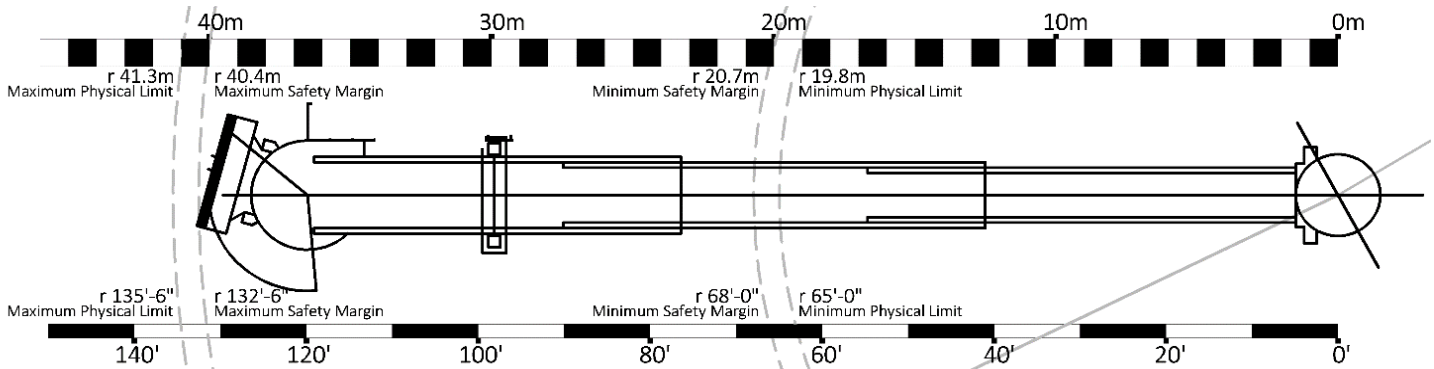
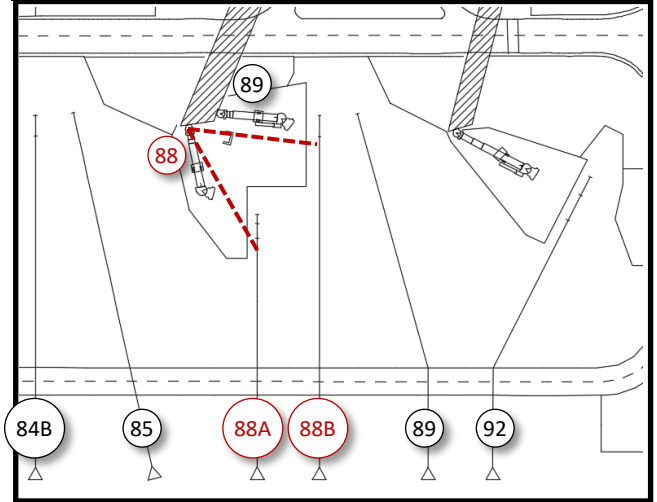
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

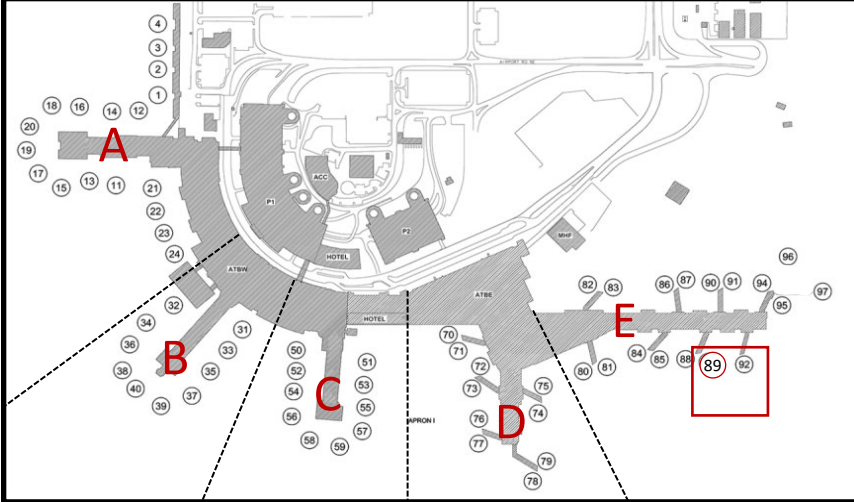
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

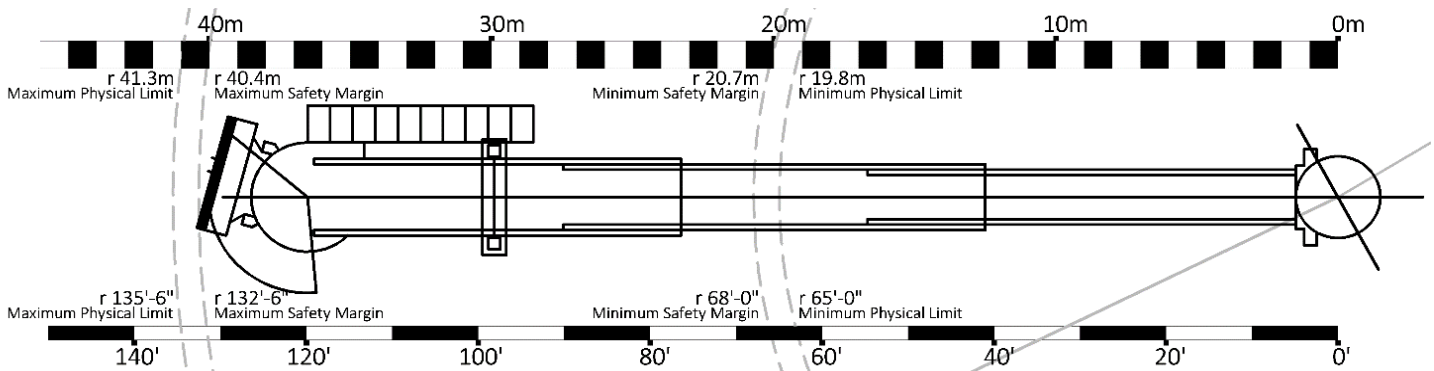
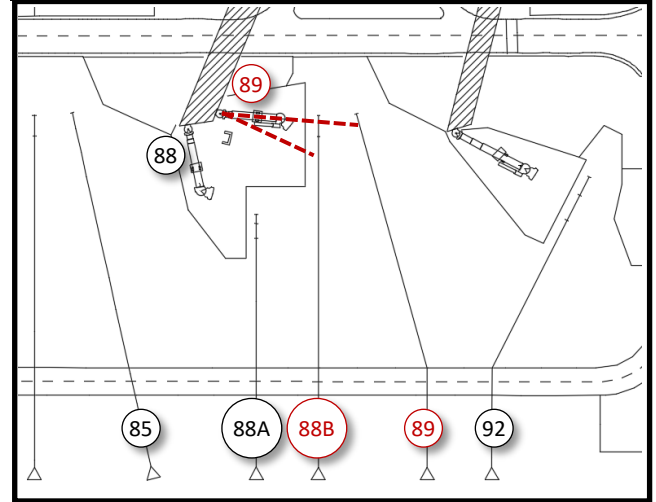
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 88A

CONCOURSE

GATE CAPABILITIES

PBB: 88 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
88	A	737-300	L1	7.14%	6.63%	
		737-400	L1	7.14%	6.63%	
		737-500	L1	7.15%	6.64%	
		737-600	L1	7.26%	6.74%	
		737-700	L1	7.26%	6.74%	
		737-700W	L1	7.26%	6.75%	
		737-MAX7	L1	7.2%	6.2%	
		737-800	L1	7.28%	6.76%	
		737-800W	L1	7.26%	6.75%	
		737 MAX 8	L1	7.20%	6.20%	
		737-900	L1	7.26%	6.75%	
		737-900W	L1	7.27%	6.76%	
		737 MAX 9	L1	7.10%	6.20%	
		A220-300	L1	6.30%	5.90%	
		A319	L1	4.72%	4.40%	
		A320-100	L1	4.69%	4.44%	
		A320-200	L1	4.72%	4.37%	
		A320-200 SHARKLET	L1	4.72%	4.37%	
		A321-100	L1	4.69%	4.30%	
		A321-100 SHARKLET	L1	4.69%	4.30%	
		A321-200	L1	4.69%	4.30%	
		A321-200 SHARKLET	L1	4.69%	4.30%	
		E170 STD	L1	7.42%	7.11%	
		E175 STD	L1	7.42%	7.08%	
		E190 STD	L1	7.21%	6.87%	
		E195 STD	L1	7.24%	6.94%	
		E195-E2	L1	7.8%	7.5%	
		MD-88	L1	8.30%	7.72%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 88B must be vacant



LEAD-IN LINE 88A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 88 | Stop Lines: B

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
88	B	737-200	L1	7.20%	6.69%	
		Q400	L1	10.9%	10.4%	
88	C	717-200	L1	7.08%	6.25%	
		CRJ-100	L1	8.82%	8.25%	(1)
		CRJ-200	L1	8.82%	8.25%	(1)
		CRJ-700	L1	8.49%	8.27%	(1)
		CRJ-705	L1	8.28%	8.28%	
		CRJ-900	L1	8.28%	8.28%	

Notes

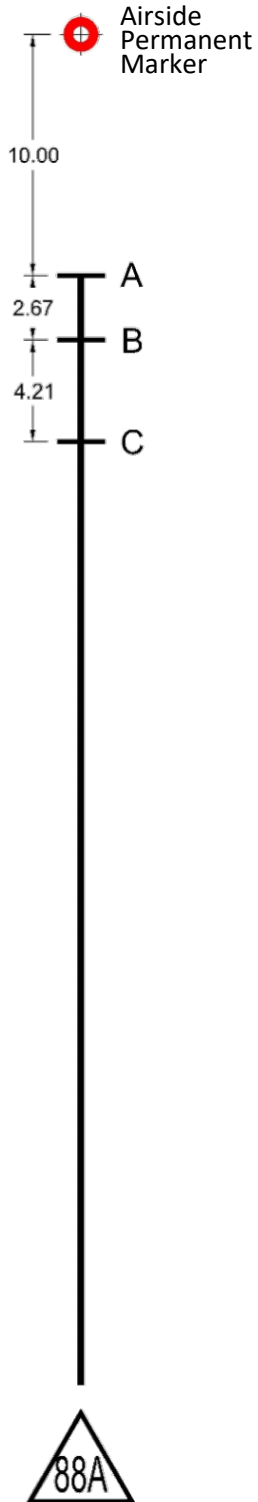
- Maximum wingspan for lead-in line: 36m
- Lead-in Line 88B must be vacant

LEAD-IN LINE 88A

C O N C O U R S E E

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

88A			YYC	CALGARY AIRPORT AUTHORITY
C	717-200			
	CRJ-100	CRJ-200		
	CRJ-700 _{NEXTGEN}	CRJ-900		
B	CRJ-705			
	727-100	727-200		
	737-200	Q400		
A	737 ALL SERIES			
	A319			
	A320-100			
	A320-200	A320-200 _{SHARKLET}		
	A321-100	A321-100 _{SHARKLET}		
	A321-200	A321-200 _{SHARKLET}		
	E170 STD	E175 STD		
	E190 STD	E195 STD		
	MD-88	E195-E2		
	MD-90-30			
A220-300				

Notes:



LEAD-IN LINE 88A

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 88B

C O N C O U R S E

GATE CAPABILITIES

PBB: 88 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
88 (PBB2)	J	747-200	L2	1.11%	2.45%	
		747-300	L2	1.11%	2.45%	
		747-400	L2	1.17%	2.22%	
		747-400ER	L2	1.23%	2.25%	
		757-300	L2	1.64%	1.15%	
		767-400ER	L2	0.01%	0.52%	(1) 1.33m
		777-200	L2	1.40%	1.97%	
		777-200ER	L2	1.40%	1.97%	
		777-200LR	L2	1.31%	2.09%	
		777-300	L2	1.40%	1.97%	
		777-300ER	L2	1.52%	2.35%	
		A330-200	L2	0.76%	1.35%	
		A330-300-ST6	L2	0.78%	1.25%	
		A330-900	L2	0.5%	1.0%	
		A340-200	L2	0.78%	1.33%	(1) 1.49m
		A340-600	L2	1.10%	1.67%	
		A350-800	L2	2.05%	2.73%	
		A350-900	L2	1.91%	2.85%	
A350-1000	L2	0.6%	1.1%			
88 (PBB2)	K	757-200	L1	1.79%	1.15%	
		757-200	L2	1.59%	1.11%	(1) 1.38m
		787-8	L1	0.49%	0.93%	
		787-8	L2	0.05%	0.84%	
		787-9	L1	0.49%	1.16%	
		787-9	L2	0.04%	1.09%	
		787-10	L2	0.3%	0.5%	
		A340-300	L2	0.88%	1.42%	
		A340-500	L2	0.96%	1.54%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 88A and 89 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 88B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 89 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
89 (PBB1)	J	747-200	L1	0.84%	3.81%	
		747-200	L2	1.28%	3.01%	
		747-300	L1	0.84%	3.81%	
		747-300	L2	1.28%	3.01%	
		747-400	L1	1.21%	3.03%	
		747-400	L2	1.35%	2.70%	
		747-400ER	L1	1.25%	3.12%	
		747-400ER	L2	1.43%	2.74%	
		757-300	L1	2.62%	1.75%	
		757-300	L2	2.32%	1.67%	
		767-200	L1	1.46%	0.09%	
		767-300	L1	1.26%	0.21%	
		767-400ER	L1	1.30%	0.24%	
		777-200	L1	1.08%	2.28%	
		777-200ER	L1	1.08%	2.28%	
		777-200LR	L1	1.00%	2.53%	
		777-200LR	L2	1.53%	2.53%	(1) 1.26m
		777-300	L1	1.08%	2.28%	
		777-300	L2	1.65%	2.38%	
		777-300ER	L1	1.45%	2.82%	
777-300ER	L2	1.80%	2.87%			

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 88A and 89 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 88B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 89 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
89 (PBB1)	J cont.	A330-200	L1	0.04%	0.74%	
		A330-200	L2	0.84%	1.63%	
		A330-300-ST6	L1	0.16%	0.41%	
		A330-300-ST6	L2	0.84%	1.45%	
		A330-900	L1	0.3%	0.5%	
		A340-200	L1	0.20%	0.53%	
		A340-600	L1	0.33%	1.35%	
		A340-600	L2	1.20%	1.88%	
		A350-800	L1	2.44%	3.74%	
		A350-900	L1	2.45%	3.76%	
		A350-900	L2	2.36%	3.19%	(1) 1.31m
		A350-1000	L1	0.7%	2.0%	
		A350-1000	L2	0.9%	1.5%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 88A and 89 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 88B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 89 | Stop Lines: K

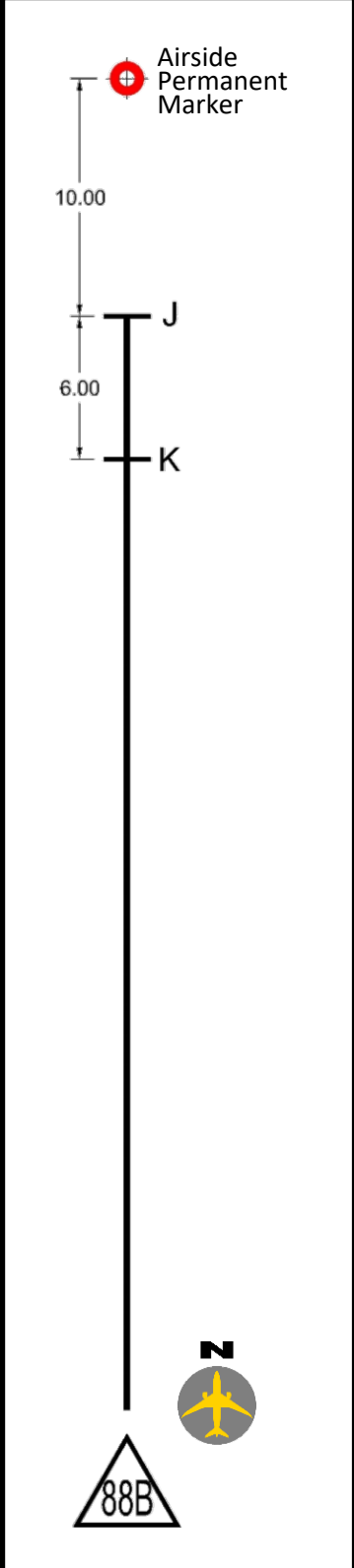
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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
89 (PBB1)	K	757-200	L1	2.57%	1.71%	
		787-8	L1	0.83%	1.07%	
		787-9	L1	0.82%	1.38%	
		787-10	L1	1.3%	0.3%	
		A340-300	L1	0.00%	0.80%	
		A340-300	L2	0.93%	1.58%	
		A340-500	L1	0.28%	1.24%	
		A340-500	L2	1.01%	1.72%	

Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 88A and 89 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

Pavement Markings



Stop Line Sign Board

	757-200 A340-300	787-800 A340-500	787-900 787-10	A300	A310
K					
J	747-200 767-200 777-200 LR A340-200 MD-11	747-300 767-300 777-300 A340-600 A330-900	747-400 767-400 777-300 ER A350-800	747SP 777-200 A330-200 A350-900	757-300 777-200 ER A330-300 DC-10

Notes:



LEAD-IN LINE 88B

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 89

C O N C O U R S E E

GATE CAPABILITIES

PBB: 89 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
89	A	717-200	L1	5.82%	5.01%	
		737-200	L1	5.16%	4.72%	
		737-300	L1	4.72%	4.31%	
		737-400	L1	4.72%	4.31%	
		737-500	L1	4.73%	4.32%	
		737-600	L1	4.81%	4.40%	
		737-700	L1	4.81%	4.40%	
		737-700W	L1	4.81%	4.40%	
		737-MAX7	L1	4.8%	3.9%	
		737-800	L1	4.83%	4.41%	
		737-800W	L1	4.81%	4.40%	
		737 MAX 8	L1	4.80%	3.90%	
		737-900	L1	4.81%	4.40%	
		737-900W	L1	4.82%	4.41%	
		737 MAX 9	L1	4.70%	3.90%	
		A220-300	L1	4.10%	3.90%	
		A319	L1	2.69%	2.44%	
		A320-100	L1	2.66%	2.47%	
		A320-200	L1	2.69%	2.41%	
		A320-200 SHARKLET	L1	2.69%	2.41%	
		A321-100	L1	2.66%	2.36%	
		A321-100 SHARKLET	L1	2.66%	2.36%	
		A321-200	L1	2.66%	2.36%	
A321-200 SHARKLET	L1	2.66%	2.36%			

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NOTES

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 88B must be vacant



LEAD-IN LINE 89

C O N C O U R S E

GATE CAPABILITIES

PBB: 89 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	

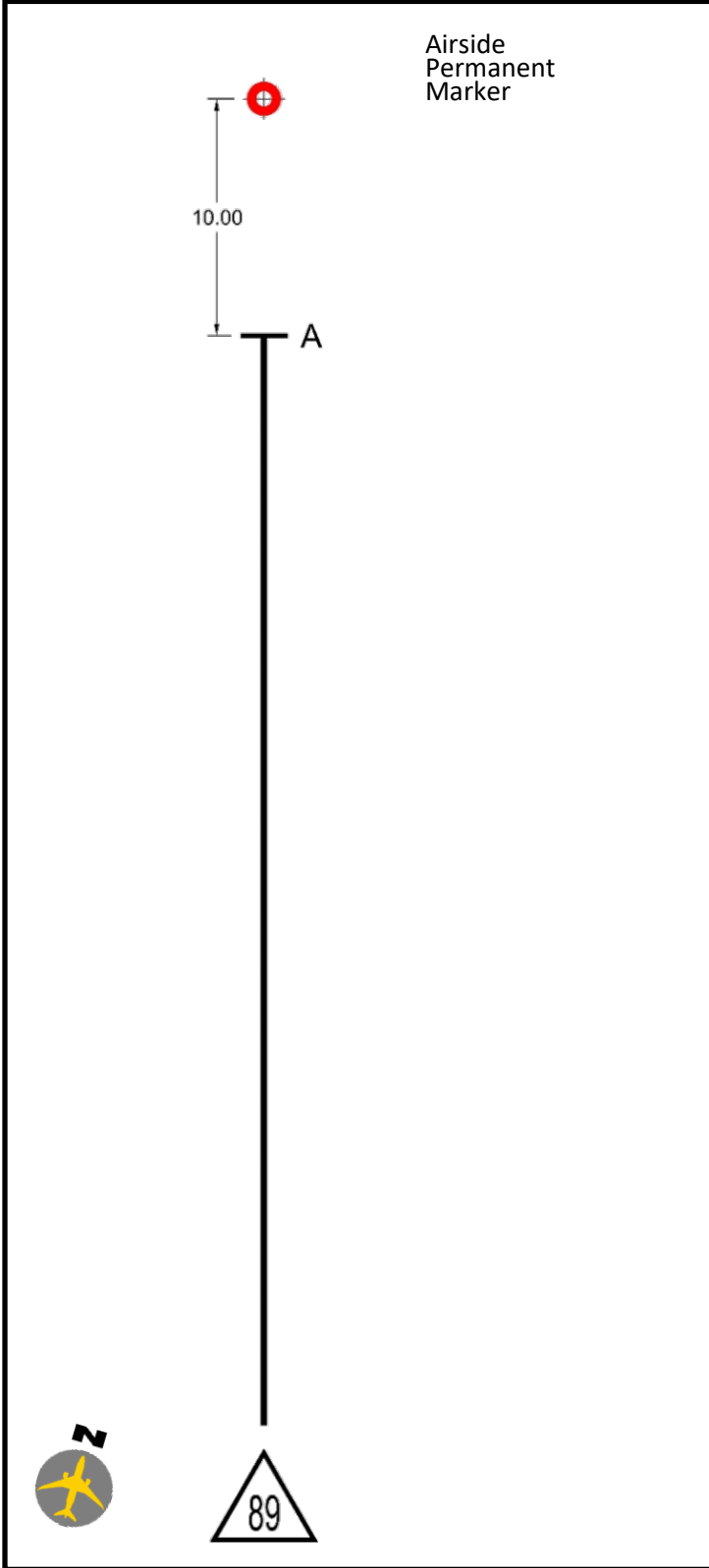
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89	A	CRJ-100	L1	7.58%	7.02%
		CRJ-200	L1	7.58%	7.02%
		CRJ-700	L1	7.24%	7.03%
		CRJ-900	L1	7.03%	7.03%
		E135 ER	L1	7.62%	7.42%
		E145 ER	L1	7.65%	7.33%
		E170 STD	L1	4.94%	4.69%
		E175 STD	L1	4.94%	4.66%
		E190 STD	L1	4.77%	4.50%
		E195 STD	L1	4.80%	4.55%
		E195-E2	L1	5.2%	5.0%
		MD-88	L1	5.80%	5.32%
		Q400	L1	8.03%	7.90%

NOTES

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 88B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 89

C O N C O U R S E E

PUSHBACK PROCEDURES




GATE 90/91

CONCOURSE E

OVERVIEW

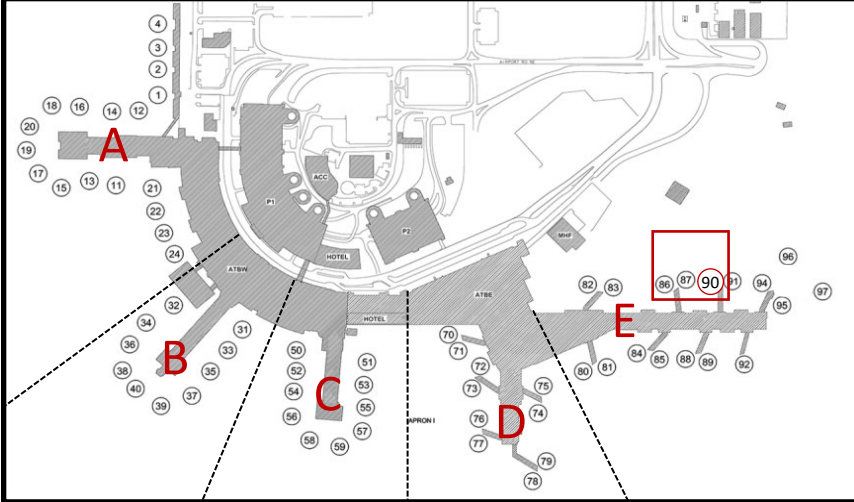
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

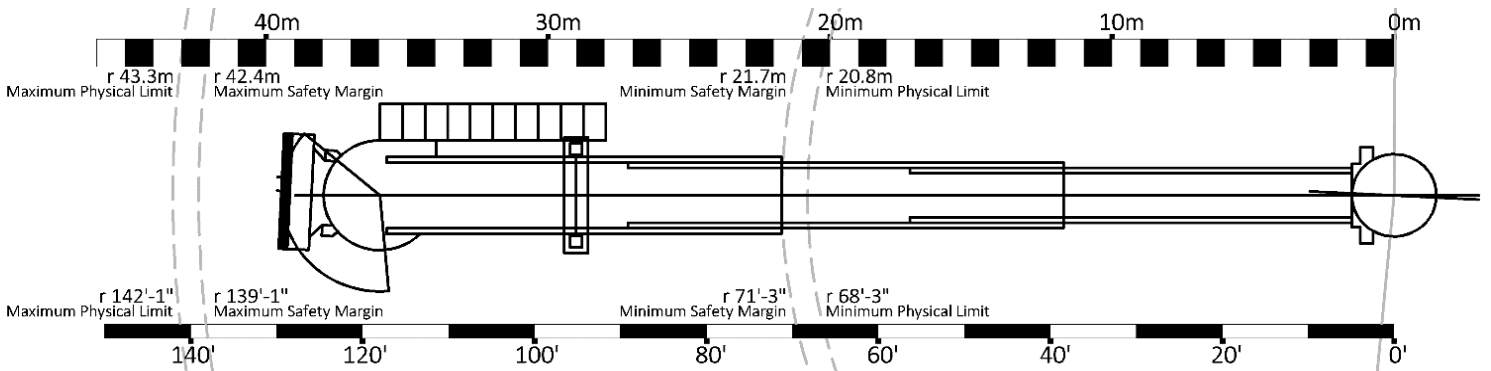
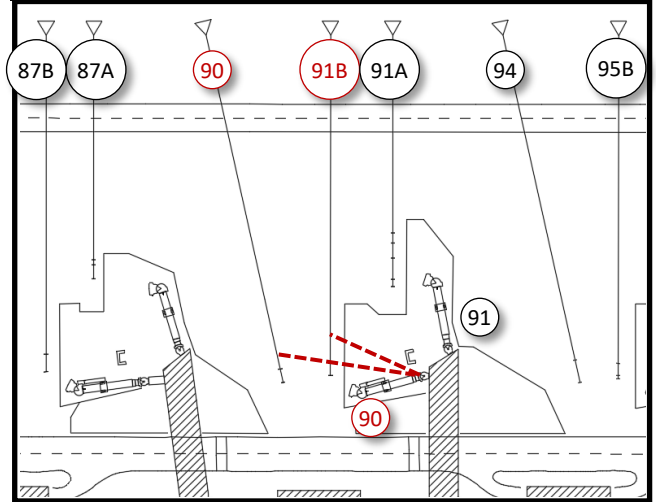
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

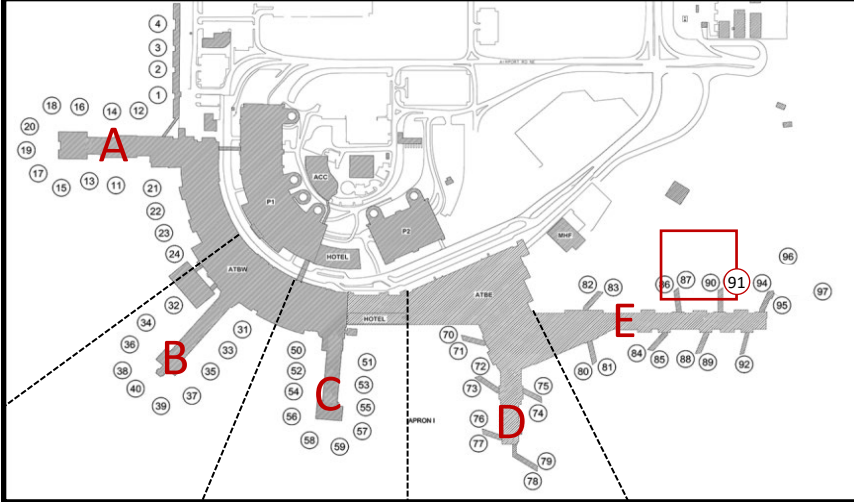
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

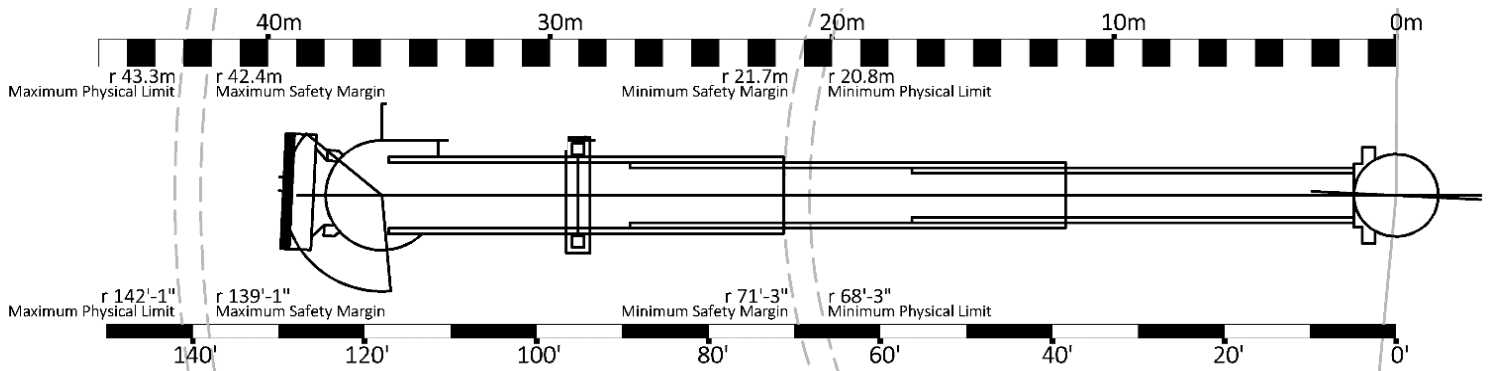
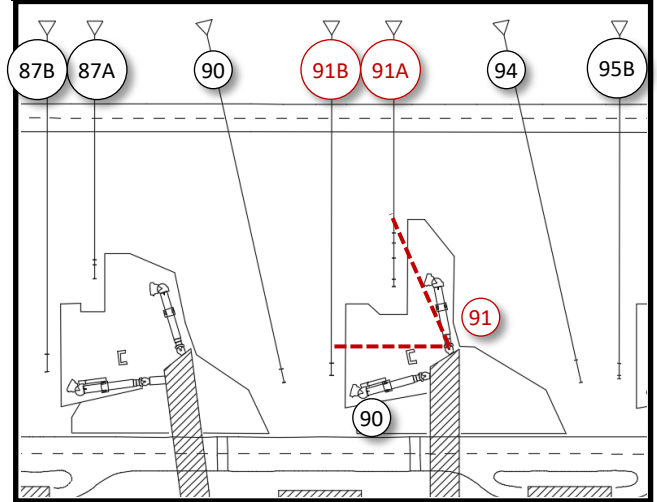
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 90

CONCOURSE

GATE CAPABILITIES

PBB: 90 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
90	A	717-200	L1	6.28%	5.49%	
		737-200	L1	5.63%	5.20%	
		737-300	L1	5.20%	4.81%	
		737-400	L1	5.20%	4.81%	
		737-500	L1	5.21%	4.81%	
		737-600	L1	5.29%	4.89%	
		737-700	L1	5.29%	4.89%	
		737-700W	L1	5.29%	4.89%	
		737-MAX7	L1	5.2%	4.5%	
		737-800	L1	5.30%	4.90%	
		737-800W	L1	5.29%	4.89%	
		737 MAX 8	L1	5.20%	4.50%	
		737-900	L1	5.29%	4.89%	
		737-900W	L1	5.30%	4.90%	
		737 MAX 9	L1	5.20%	4.50%	
		A220-300	L1	4.60%	4.30%	
		A319	L1	3.23%	2.99%	
		A320-100	L1	3.21%	3.02%	
		A320-200	L1	3.23%	2.96%	
		A320-200 SHARKLET	L1	3.23%	2.96%	
		A321-100	L1	3.21%	2.91%	
		A321-100 SHARKLET	L1	3.21%	2.91%	
		A321-200	L1	3.21%	2.91%	
		A321-200 SHARKLET	L1	3.21%	2.91%	
		E170 STD	L1	5.41%	5.17%	
		E175 STD	L1	5.41%	5.14%	
		E190 STD	L1	5.25%	4.98%	
		E195 STD	L1	5.27%	5.03%	
		E195-E2	L1	5.7%	5.5%	
		MD-88	L1	6.26%	5.79%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 91B must be vacant



LEAD-IN LINE 90

C O N C O U R S E E

GATE CAPABILITIES

PBB: 90 | Stop Lines: B

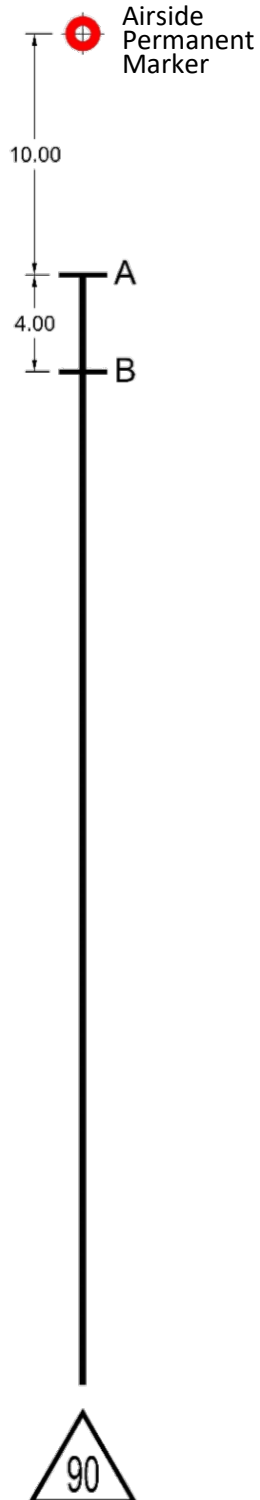
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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
90	B	CRJ-100	L1	7.85%	7.32%	
		CRJ-200	L1	7.85%	7.32%	
		CRJ-700 NextGen	L1	7.53%	7.33%	
		CRJ-705	L1	7.33%	7.33%	
		CRJ-900	L1	7.33%	7.33%	
		E135 ER	L1	7.89%	7.70%	
		E145 ER	L1	7.91%	7.61%	
		Q400	L1	8.28%	8.15%	

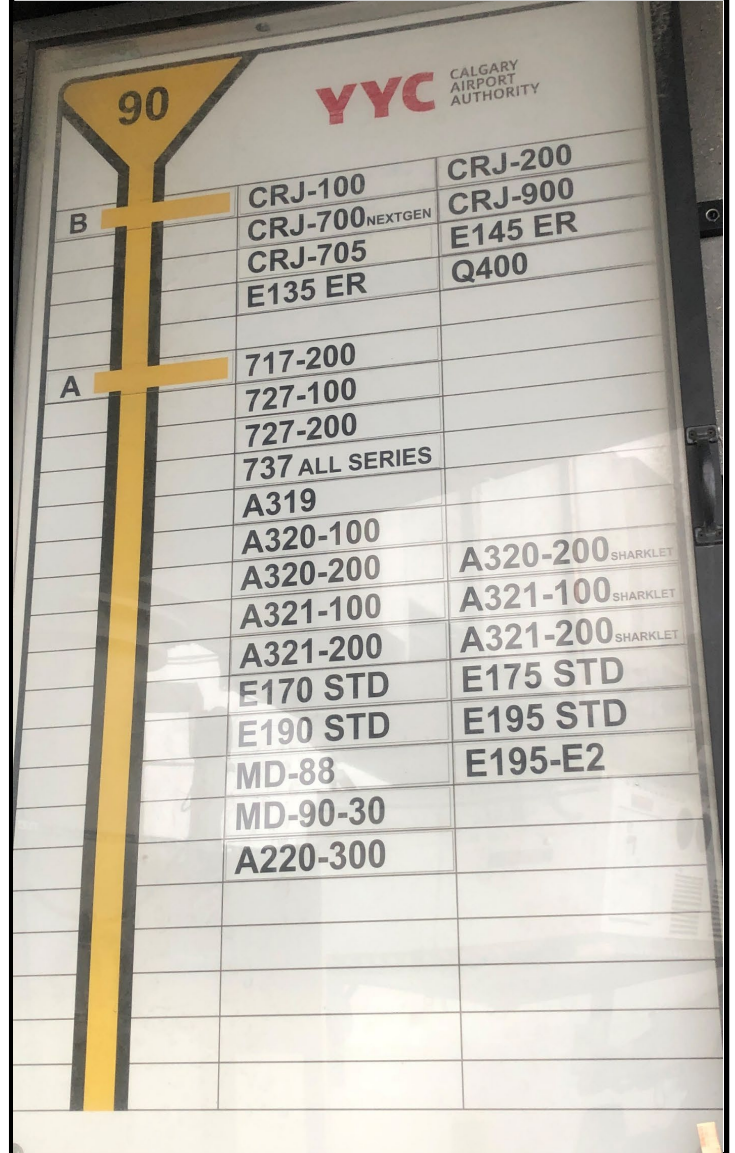
Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 91B must be vacant

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 90

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 91B

CONCOURSE

GATE CAPABILITIES

PBB: 90 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
90 (PBB1)	J	747-200	L1	0.85%	4.01%	
		747-200	L2	1.31%	3.14%	
		747-300	L1	0.85%	4.01%	
		747-300	L2	1.31%	3.14%	
		747-400	L1	1.24%	3.18%	
		747-400	L2	1.39%	2.82%	
		747-400ER	L1	1.28%	3.27%	
		747-400ER	L2	1.47%	2.86%	
		757-200	L1	2.82%	1.90%	
		757-300	L1	2.82%	1.90%	
		757-300	L2	2.50%	1.82%	
		767-200	L1	1.60%	0.04%	
		767-400ER	L1	1.43%	0.30%	
		777-200	L1	1.10%	2.38%	
		777-200ER	L1	1.10%	2.38%	
		777-200LR	L1	1.01%	2.64%	
		777-200LR	L2	1.58%	2.63%	(1) 1.28m
		777-300	L1	1.10%	2.37%	
		777-300ER	L1	1.50%	2.95%	
		777-300ER	L2	1.86%	3.00%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 91A and 90 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 91B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 90 | Stop Lines: J

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
90 (PBB1)	J cont.	A330-200	L1	0.09%	0.73%	
		A330-200	L2	0.84%	1.68%	
		A330-300-ST6	L1	0.22%	0.39%	
		A330-300-ST6	L2	0.84%	1.49%	
		A330-900	L1	0.4%	0.5%	
		A340-600	L1	0.30%	1.38%	
		A340-600	L2	1.22%	1.93%	
		A350-800	L1	2.55%	3.93%	
		A350-900	L1	2.56%	3.95%	
		A350-900	L2	2.45%	3.33%	(1) 1.33m
		A350-1000	L1	2.9%	4.3%	
		A350-1000	L2	2.6%	3.3%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 91A and 90 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 91B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 90 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
90 (PBB1)	K	767-300	L1	1.45%	0.09%	
		787-8	L1	1.03%	1.03%	
		787-9	L1	1.03%	1.37%	
		787-10	L1	1.5%	0.4%	
		A340-200	L1	0.34%	0.43%	
		A340-300	L1	0.13%	0.73%	
		A340-300	L2	0.91%	1.63%	
		A340-500	L1	0.17%	1.20%	
		A340-500	L2	1.00%	1.78%	

Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 91A and 90 must be vacant
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 91B

C O N C O U R S E

GATE CAPABILITIES

PBB: 91 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
91 (PBB2)	J	747-200	L2	1.05%	2.58%	
		747-300	L2	1.05%	2.58%	
		747-400	L1	0.89%	2.35%	
		747-400	L2	1.12%	2.31%	
		747-400ER	L1	0.92%	2.41%	
		747-400ER	L2	1.19%	2.35%	
		757-200	L1	2.14%	1.45%	
		757-200	L2	2.07%	1.51%	(1) 1.3m
		757-300	L1	2.14%	1.45%	
		757-300	L2	2.07%	1.51%	
		767-200	L1	1.24%	0.01%	
		767-400ER	L1	1.11%	0.27%	
		767-400ER	L2	0.20%	0.39%	(1) 1.23m
		777-200	L1	0.78%	1.73%	
		777-200	L2	1.38%	2.03%	
		777-200ER	L1	0.78%	1.73%	
		777-200ER	L2	1.38%	2.03%	
		777-200LR	L1	0.72%	1.93%	
		777-200LR	L2	1.28%	2.16%	
		777-300	L1	0.78%	1.73%	
		777-300	L2	1.38%	2.03%	
		777-300ER	L1	1.08%	2.16%	
		777-300ER	L2	1.52%	2.47%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 91A and 90 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 91B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 91 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
91 (PBB2)	J cont.	A330-200	L1	0.10%	0.51%	
		A330-200	L2	0.63%	1.31%	
		A330-300-ST6	L1	0.20%	0.25%	
		A330-300-ST6	L2	0.67%	1.20%	
		A330-900	L2	0.4%	1.0%	
		A340-600	L1	0.19%	0.99%	
		A340-600	L2	1.06%	1.71%	
		A350-800	L2	2.12%	2.90%	
		A350-900	L2	2.09%	2.85%	
		A350-1000	L2	3.2%	2.6%	

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 91A and 90 must be vacant



LEAD-IN LINE 91B

C O N C O U R S E

GATE CAPABILITIES

PBB: 91 | Stop Lines: K

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
91 (PBB2)	K	787-8	L1	0.84%	0.76%	
		787-8	L2	0.34%	0.69%	(1) 1.41m
		787-9	L1	0.83%	1.02%	
		787-9	L2	0.23%	1.01%	(1) 1.45m
		787-10	L2	0.5%	0.4%	
		A340-200	L1	0.30%	0.29%	
		A340-200	L2	0.59%	1.22%	(1) 1.43m
		A340-300	L1	0.14%	0.52%	
		A340-300	L2	0.75%	1.38%	
		A340-500	L1	0.09%	0.88%	
		A340-500	L2	0.85%	1.54%	

Notes

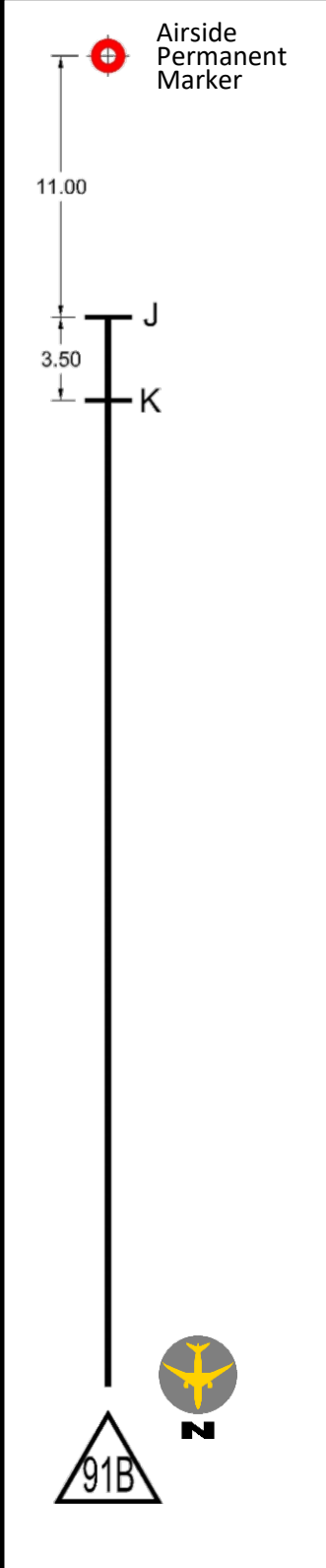
- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 91A and 90 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

LEAD-IN LINE 91B

C O N C O U R S E E

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

	767-300 A340-500	787-800 A310	787-900 787-10	A340-200	A340-300
K					
J	747-200 757-300 777-200 LR A330-200 DC-10	747-300 767-200 777-300 A330-300 MD-11	747-400 767-400 777-300 ER A340-600 A330-900	747SP 777-200 A300 A350-800	757-200 777-200 ER A350-900

Notes:



LEAD-IN LINE 91B

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 91A

CONCOURSE

GATE CAPABILITIES

PBB: 91 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
91	A	A319	L1	5.23%	4.80%	
		A320-100	L1	5.19%	4.85%	
		A320-200	L1	5.23%	4.75%	
		A320-200 SHARKLET	L1	5.23%	4.75%	
		A321-100	L1	5.19%	4.66%	
		A321-100 SHARKLET	L1	5.18%	4.66%	
		A321-200	L1	5.19%	4.66%	
		A321-200 SHARKLET	L1	5.18%	4.66%	
91	B	737-300	L1	7.91%	7.27%	
		737-400	L1	7.91%	7.27%	
		737-500	L1	7.93%	7.29%	
		737-600	L1	8.06%	7.42%	
		737-700	L1	8.06%	7.42%	
		737-700W	L1	8.06%	7.42%	
		737-MAX7	L1	7.9%	6.7%	
		737-800	L1	8.09%	7.45%	
		737-800W	L1	8.06%	7.42%	
		737 MAX 8	L1	4.90%	4.00%	
		737-900	L1	8.07%	7.43%	
		737-900W	L1	8.08%	7.44%	
		737 MAX 9	L1	4.80%	4.00%	
		A220-300	L1	6.80%	6.30%	
		E170 STD	L1	8.27%	7.88%	
		E175 STD	L1	8.27%	7.84%	
		E190 STD	L1	8.01%	7.58%	
		E195 STD	L1	8.05%	7.67%	
E195-E2	L1	8.8%	8.4%			

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 91B must be vacant



LEAD-IN LINE 91A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 91 | Stop Lines: C

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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
91	C	717-200	L1	7.75%	6.74%	
		737-200	L1	7.08%	6.53%	
		CRJ-705	L1	9.18%	9.18%	(1)
		CRJ-900	L1	9.18%	9.18%	(1)
91	D	CRJ-700 NextGen	L1	8.48%	8.24%	(1)
		Q400	L1	9.23%	9.08%	(1)
91	E	CRJ-100	L1	8.22%	7.65%	
		CRJ-200	L1	8.22%	7.65%	
		E135 ER	L1	8.27%	8.07%	
		E145 ER	L1	8.30%	7.98%	

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Notes

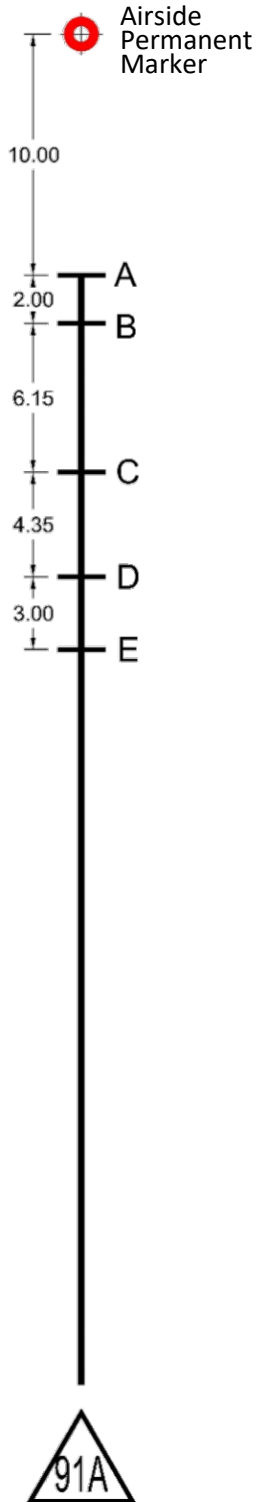
- Maximum wingspan for lead-in line: 36m
 - Lead-in Line 91B must be vacant
1. Exceeds maximum recommended ramp grade of 8.33% (1in12).

LEAD-IN LINE 91A

C O N C O U R S E E

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

91A		YYC CALGARY AIRPORT AUTHORITY	
E	CRJ-100 E135 ER	CRJ-200 E145 ER	
D	CRJ-700 _{NEXTGEN}	Q400	
C	717-200 CRJ-900	737-200	
B	E195-E2 727-100 737-300 737-500 737-700 737-800 737-900	CRJ-705 727-200 737-400 737-600 737-700W 737-800W 737-900W	
A	E170 STD E190 STD A220-300 A319 A320-100 A320-200 A321-100 A321-200	E175 STD E195 STD 737-MAX A320-200 _{SHARKLET} A321-100 _{SHARKLET} A321-200 _{SHARKLET}	

Notes:





LEAD-IN LINE 91A

C O N C O U R S E E

PUSHBACK PROCEDURES



GATE


92

C O N C O U R S E E

OVERVIEW

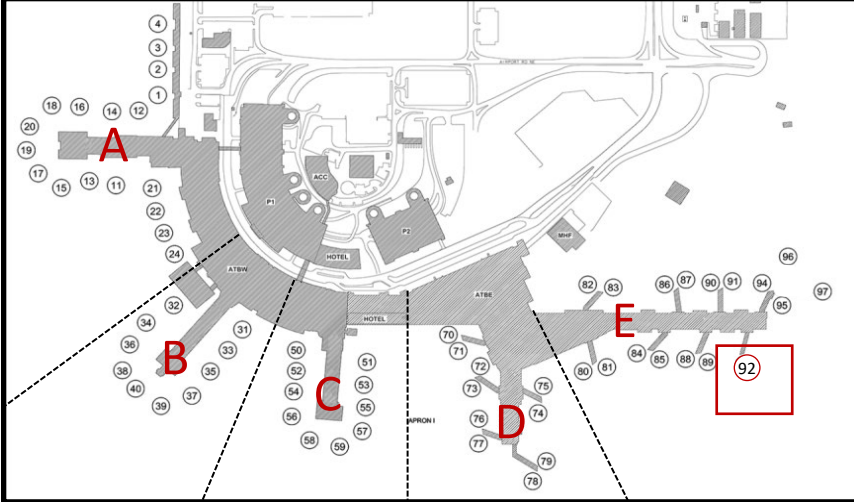
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

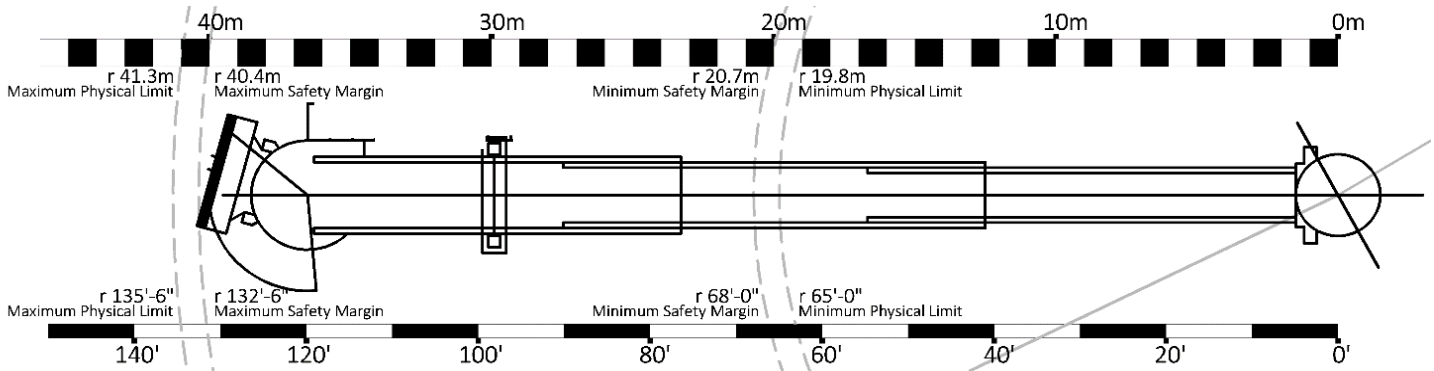
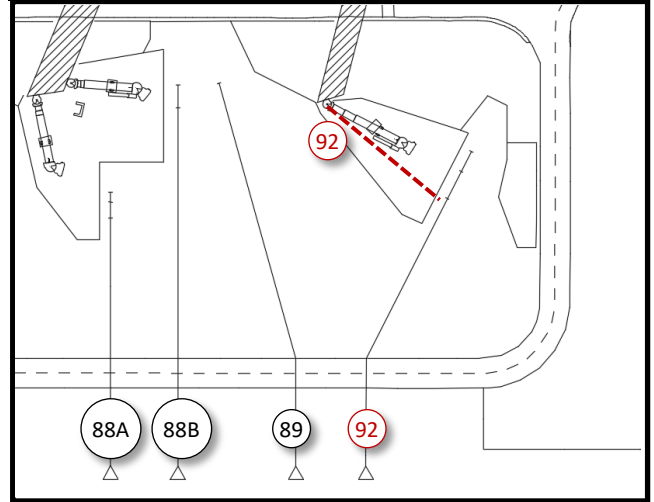
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 41/19.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

Notes



LEAD-IN LINE 92

C O N C O U R S E

GATE CAPABILITIES

PBB: 92 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
92	A	MD-88	L1	5.88%	5.41%	

Continues on Next Page...

Notes

- Maximum wingspan for lead-in line: 36m 1. Pending final confirmation from Thyssenkrupp.



LEAD-IN LINE 92

C O N C O U R S E

GATE CAPABILITIES

PBB: 92 | Stop Lines: B

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
92	B	717-200	L1	6.08%	5.27%	
		737-200	L1	5.38%	4.95%	
		737-300	L1	4.95%	4.54%	
		737-400	L1	4.95%	4.54%	
		737-500	L1	4.95%	4.54%	
		737-600	L1	5.03%	4.63%	
		737-700	L1	5.03%	4.63%	
		737-700W	L1	5.03%	4.63%	
		737-MAX7	L1	4.9%	4.0%	
		737-800	L1	5.05%	4.64%	
		737-800W	L1	5.03%	4.63%	
		737 MAX 8	L1	4.90%	4.00%	
		737-900	L1	5.03%	4.63%	
		737-900W	L1	5.04%	4.63%	
		737 MAX 9	L1	4.80%	4.00%	
		A220-300	L1	4.20%	4.00%	
		A319	L1	2.92%	2.67%	
		A320-100	L1	2.89%	2.70%	
		A320-200	L1	2.92%	2.65%	
		A320-200 SHARKLET	L1	2.92%	2.65%	
		A321-100	L1	2.89%	2.59%	
		A321-100 SHARKLET	L1	2.89%	2.59%	
		A321-200	L1	2.89%	2.59%	
		A321-200 SHARKLET	L1	2.89%	2.59%	
		E170 STD	L1	5.15%	4.91%	
		E175 STD	L1	5.15%	4.88%	
		E190 STD	L1	4.99%	4.72%	
		E195 STD	L1	5.02%	4.77%	
		E195-E2	L1	5.3%	5.1%	

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Notes

- Maximum wingspan for lead-in line: 36m



LEAD-IN LINE 92

C O N C O U R S E E

GATE CAPABILITIES

PBB: 92 | Stop Lines: C

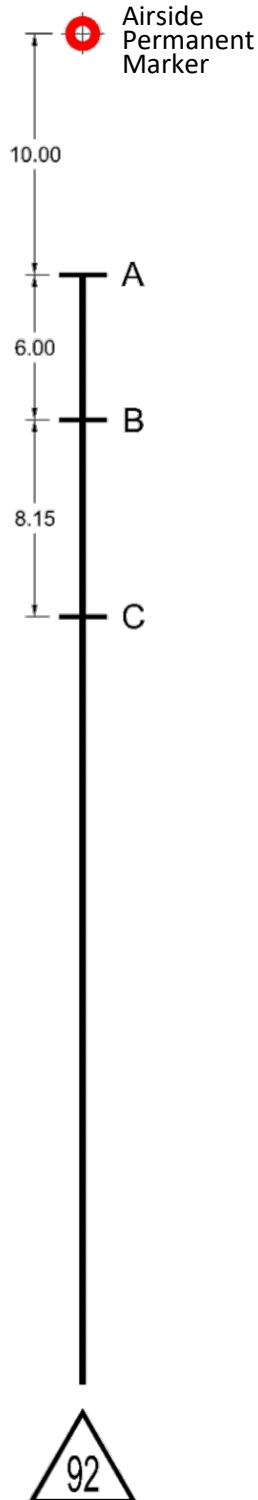
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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
92	C	CRJ-100	L1	7.79%	7.25%	
		CRJ-200	L1	7.79%	7.25%	
		CRJ-700 NextGen	L1	7.46%	7.25%	
		CRJ-705	L1	7.25%	7.25%	
		CRJ-900	L1	7.25%	7.25%	
		E135 ER	L1	7.83%	7.63%	
		E145 ER	L1	7.85%	7.55%	
		Q400	L1	8.23%	8.10%	

Notes

- Maximum wingspan for lead-in line: 36m

Pavement Markings



Stop Line Sign Board

YYC CALGARY AIRPORT AUTHORITY		
C	CRJ-100	CRJ-200
	CRJ-700 _{NEXTGEN}	CRJ-900
	CRJ-705	E135 ER
	Q400	E145 ER
B	717-200	727-200
	727-100	
	737 ALL SERIES	
	A319	
	A320-100	A320-200 _{SHARKLET}
	A320-200	A321-100 _{SHARKLET}
A	A321-100	A321-200 _{SHARKLET}
	A321-200	
	E170 STD	E175 STD
	E190 STD	E195 STD
	A220-300	E195-E2
	MD-88	
	MD-90-30	

Notes:



LEAD-IN LINE 92

C O N C O U R S E E

PUSHBACK PROCEDURES




GATE 94/95

C O N C O U R S E E

OVERVIEW

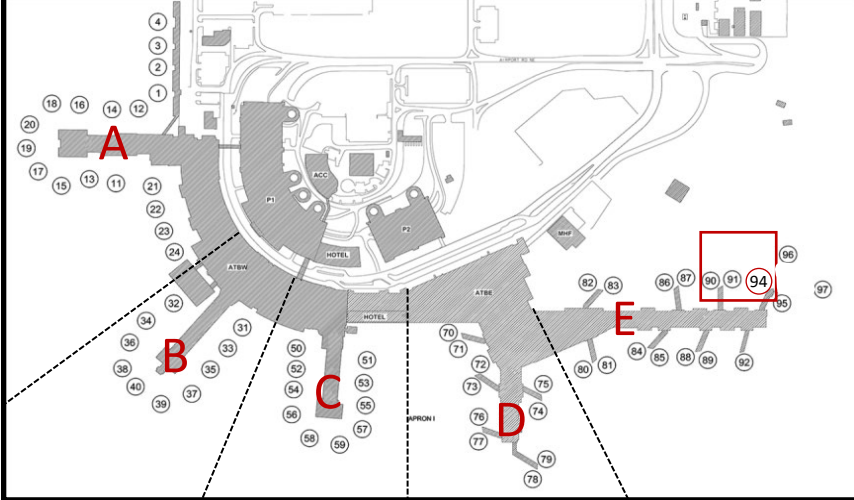
 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

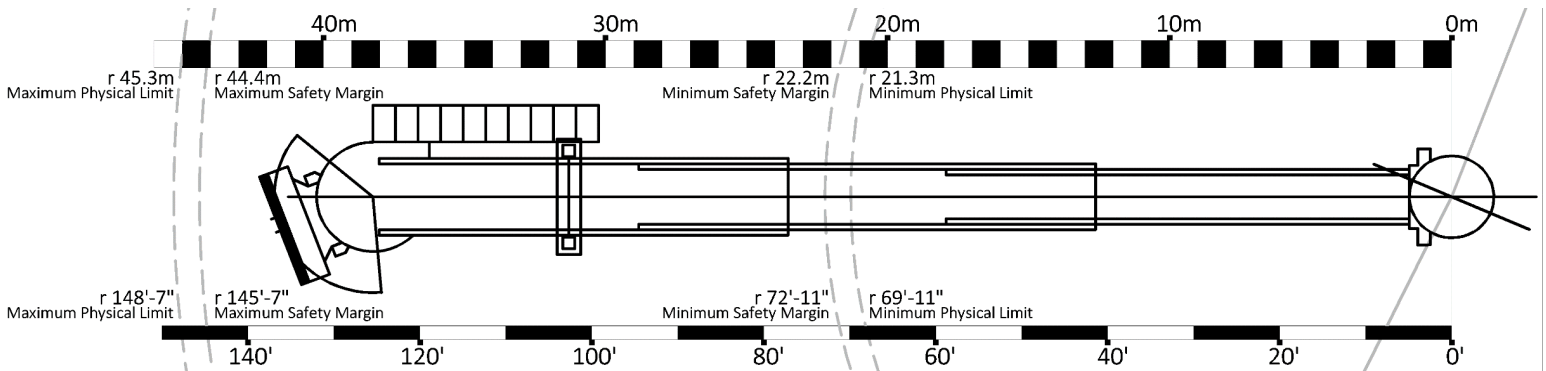
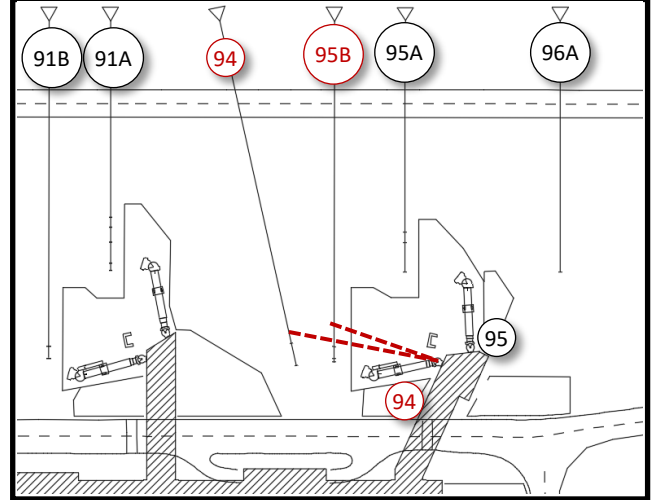
 Lead-In Line

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 45/21-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 90kva	AC	Hobart / 90SX200	Single

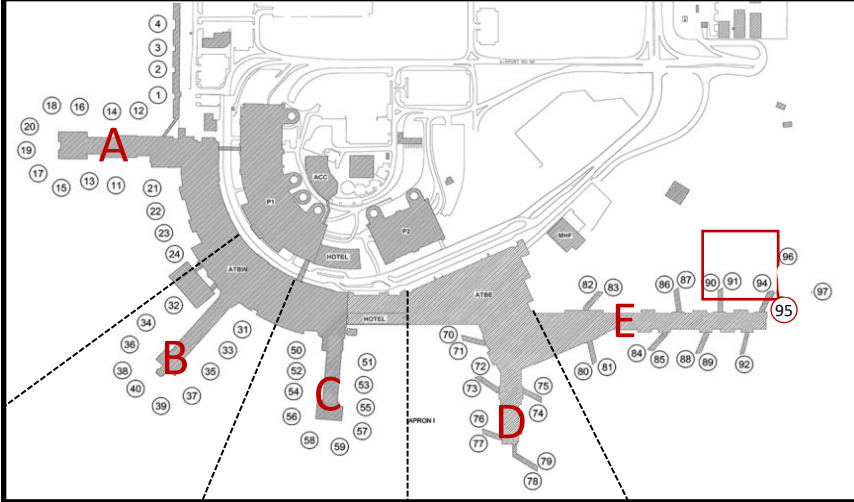
Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU3216	48 ton	

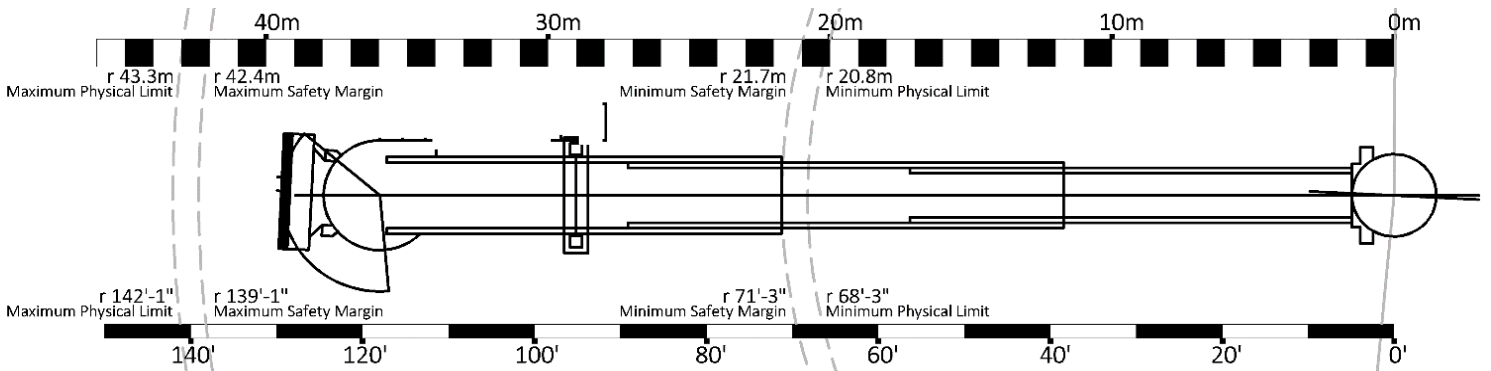
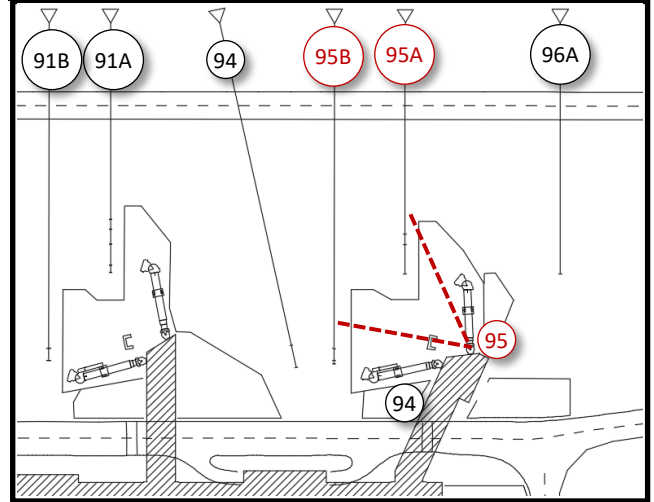
Notes

BRIDGE INFORMATION

Airport Context: Gate Location



Gate Context: PBB Location



General Information

Bridge Owner	Make/Model	Mobile Bridge Adaptor	Maintenance/Repairs
	Thyssenkrupp TB 43/20.5-3		

Ground Power Unit

Equipped	Source	AC/DC	Make / Model	Single/Dual
yes	400 HZ / 180kva	AC	Hobart / 180SX200	Dual

Pre Conditioned Air

Equipped	Make / Model	Output	Maintenance/Repairs
yes	Hobart / POU323	96 ton	

Notes



LEAD-IN LINE 94

CONCOURSE

GATE CAPABILITIES

PBB: 94 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
94	A	717-200	L1	6.16%	5.38%	
		737-200	L1	5.51%	5.09%	
		737-300	L1	5.09%	4.70%	
		737-400	L1	5.09%	4.70%	
		737-500	L1	5.10%	4.70%	
		737-600	L1	5.18%	4.78%	
		737-700	L1	5.18%	4.78%	
		737-700W	L1	5.18%	4.78%	
		737-MAX7	L1	5.1%	4.3%	
		737-800	L1	5.19%	4.80%	
		737-800W	L1	5.18%	4.78%	
		737 MAX 8	L1	5.10%	4.30%	
		737-900	L1	5.18%	4.79%	
		737-900W	L1	5.19%	4.79%	
		737 MAX 9	L1	5.10%	4.30%	
		A220-300	L1	4.50%	4.20%	
		A319	L1	3.15%	2.91%	
		A320-100	L1	3.13%	2.94%	
		A320-200	L1	3.15%	2.88%	
		A320-200 SHARKLET	L1	3.15%	2.88%	
		A321-100	L1	3.13%	2.83%	
		A321-100 SHARKLET	L1	3.12%	2.83%	
		A321-200	L1	3.13%	2.83%	
		A321-200 SHARKLET	L1	3.12%	2.83%	
		E170 STD	L1	5.30%	5.06%	
		E175 STD	L1	5.30%	5.03%	
		E190 STD	L1	5.14%	4.88%	
		E195 STD	L1	5.16%	4.93%	
		E195-E2	L1	5.6%	5.3%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 95A must be vacant



LEAD-IN LINE 94

C O N C O U R S E

GATE CAPABILITIES

PBB: 94 | Stop Lines: B

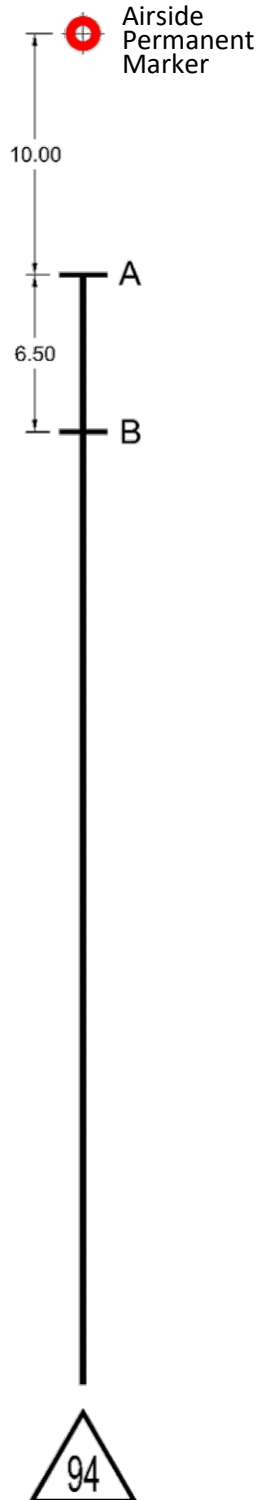
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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
94	B	CRJ-100	L1	7.53%	7.01%	
		CRJ-200	L1	7.53%	7.01%	
		CRJ-700 NextGen	L1	7.22%	7.02%	
		CRJ-705	L1	7.02%	7.02%	
		CRJ-900	L1	7.02%	7.02%	
		E135 ER	L1	7.56%	7.38%	
		E145 ER	L1	7.59%	7.30%	
		Q400	L1	7.93%	7.81%	

Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 95A must be vacant

Pavement Markings



Stop Line Sign Board

94		YYC CALGARY AIRPORT AUTHORITY	
B	CRJ-100	CRJ-200	
	CRJ-700 _{NEXTGEN}	CRJ-900	
	CRJ-705	E135 ER	
	Q400	E145 ER	
A	717-200		
	727-100	727-200	
	737 ALL SERIES		
	A319		
	A320-100		
	A320-200	A320-200 _{SHARKLET}	
	A321-100	A321-100 _{SHARKLET}	
	A321-200	A321-200 _{SHARKLET}	
	E170 STD	E175 STD	
	E190 STD	E195 STD	
A220-300	E195-E2		

Notes:





LEAD-IN LINE 94

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 95B

C O N C O U R S E E

GATE CAPABILITIES

PBB: 94 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
94 (PBB1)	J	A330-200	L1	0.21%	0.51%	
		A330-200	L2	0.62%	1.37%	
		A330-300-ST6	L1	0.32%	0.21%	
		A330-300-ST6	L2	0.63%	1.21%	
		A330-900	L1	0.5%	0.3%	
		A340-200	L1	0.36%	0.32%	
		A340-300	L1	0.17%	0.59%	
		A340-300	L2	0.81%	1.50%	
		A340-500	L1	0.10%	1.01%	
		A340-500	L2	0.91%	1.66%	(1) 1.3m
		A340-600	L1	0.13%	1.08%	
		A340-600	L2	1.00%	1.66%	
		A350-1000	L1	2.5%	3.7%	
		A350-1000	L2	2.4%	3.0%	

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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 94 and 95A must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 95B

CONCOURSE

GATE CAPABILITIES

PBB: 94 | Stop Lines: K

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PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
94 (PBB1)	K	747-200	L1	0.57%	3.34%	
		747-200	L2	0.99%	2.62%	
		747-300	L1	0.57%	3.34%	
		747-300	L2	0.99%	2.62%	
		747-400	L1	0.91%	2.62%	
		747-400	L2	1.07%	2.33%	
		747-400ER	L1	0.95%	2.69%	
		747-400ER	L2	1.14%	2.37%	
		757-200	L1	2.66%	1.84%	
		757-300	L1	2.67%	1.85%	
		757-300	L2	2.38%	1.77%	
		767-200	L1	1.58%	0.13%	
		767-400ER	L1	1.43%	0.44%	
		777-200	L1	0.79%	1.91%	
		777-200ER	L1	0.79%	1.91%	
		777-200LR	L1	0.72%	2.14%	
		777-200LR	L2	1.24%	2.17%	(1) 1.25m
		777-300	L1	0.79%	1.91%	
		777-300	L2	1.35%	2.03%	
		777-300ER	L1	1.14%	2.42%	
		777-300ER	L2	1.49%	2.50%	
		A350-800	L1	2.07%	3.29%	
		A350-900	L1	2.08%	3.30%	
A350-900	L2	2.03%	2.82%	(1) 1.3m		
94 (PBB1)	L	767-300	L1	1.45%	0.09%	
		787-8	L1	1.08%	0.74%	
		787-9	L1	1.08%	1.04%	
		787-10	L1	1.5%	0.1%	

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Notes

- Maximum wingspan for lead-in line: 65m
- Lead-in Line 95A and 94 must be vacant
- 1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.



LEAD-IN LINE 95B

CONCOURSE

GATE CAPABILITIES

PBB: 95 | Stop Lines: J

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
95 (PBB2)	J	A330-200	L2	0.45%	1.02%	
		A330-300-ST6	L2	0.47%	0.92%	
		A330-900	L2	0.2%	0.7%	
		A340-200	L2	0.47%	1.00%	(1) 1.39m
		A340-300	L2	0.61%	1.14%	
		A340-500	L2	0.69%	1.28%	
		A340-600	L2	0.80%	1.34%	
		A350-1000	L2	2.2%	2.7%	
95 (PBB2)	K	747-200	L2	0.76%	2.02%	
		747-300	L2	0.76%	2.02%	
		747-400	L2	0.81%	1.80%	
		747-400ER	L2	0.87%	1.83%	
		757-200	L2	1.84%	1.37%	(1) 1.28m
		757-300	L2	1.84%	1.37%	
		767-400ER	L2	0.27%	0.21%	(1) 1.26m
		777-200	L2	1.03%	1.57%	
		777-200ER	L2	1.03%	1.57%	
		777-200LR	L2	0.95%	1.68%	
		777-300	L2	1.03%	1.57%	
		777-300ER	L2	1.15%	1.93%	
95 (PBB2)	L	787-8	L2	0.39%	0.47%	(1) 1.47m
		787-9	L2	0.30%	0.72%	(1) 1.46m
		787-10	L2	0.5%	0.2%	

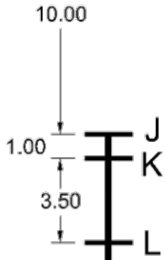
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Notes

- Maximum wingspan for lead-in line: 65m
 - Lead-in Line 95A and 94 must be vacant
1. Distance from PBB to aircraft engine if below 1.50m. Minimum distance of 1.2m considered acceptable for YYC operation. Aircraft below this distance not available.

Pavement Markings

 Airside Permanent Marker



Stop Line Sign Board

YYC CALGARY AIRPORT AUTHORITY		787-10	A310	787-10
L	767-300	787-800	787-900	747SP
K	747-200	747-300	747-400	777-200
	757-300	767-200	767-400	777-200 ER
	777-200 LR	777-300	777-300 ER	A300
	A350-800	A350-900	DC-10	MD-11
J	A330-200	A330-300	A340-200	A340-300
	A340-600	A330-900		A340-500

Notes:





LEAD-IN LINE 95B

C O N C O U R S E E

PUSHBACK PROCEDURES



LEAD-IN LINE 95A

CONCOURSE

GATE CAPABILITIES

PBB: 95 | Stop Lines: A

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
95	A	717-200	L1	8.31%	7.22%	
		737-200	L1	7.58%	6.99%	
		737-300	L1	7.00%	6.44%	
		737-400	L1	7.00%	6.44%	
		737-500	L1	7.01%	6.45%	
		737-600	L1	7.13%	6.56%	
		737-700	L1	7.13%	6.56%	
		737-700W	L1	7.13%	6.57%	
		737-MAX7	L1	7.0%	5.9%	
		737-800	L1	7.15%	6.59%	
		737-800W	L1	7.13%	6.57%	
		737 MAX 8	L1	7.00%	5.90%	
		737-900	L1	7.13%	6.57%	
		737-900W	L1	7.14%	6.58%	
		737 MAX 9	L1	6.90%	5.90%	
		A220-300	L1	6.00%	5.70%	
		A319	L1	4.33%	3.98%	
		A320-100	L1	4.29%	4.02%	
		A320-200	L1	4.33%	3.94%	
		A320-200 SHARKLET	L1	4.33%	3.94%	
		A321-100	L1	4.29%	3.86%	
		A321-100 SHARKLET	L1	4.29%	3.86%	
		A321-200	L1	4.29%	3.86%	
		A321-200 SHARKLET	L1	4.29%	3.86%	
		E170 STD	L1	7.31%	6.97%	
		E175 STD	L1	7.31%	6.93%	
		E190 STD	L1	7.08%	6.70%	
		E195 STD	L1	7.12%	6.78%	
		E195-E2	L1	7.7%	7.4%	
		MD-88	L1	8.29%	7.64%	

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Notes

- Maximum wingspan for lead-in line: 36m
- Lead-in Line 95B must be vacant



LEAD-IN LINE 95A

C O N C O U R S E E

GATE CAPABILITIES

PBB: 95 | Stop Lines: B

...Continued from Previous Page

PBB	Stop Bar	Aircraft	Docking Door	PBB Slope		PBB Service Issue
				Full	Empty	
95	B	CRJ-705	L1	7.92%	7.92%	
		CRJ-900	L1	7.92%	7.92%	
95	C	CRJ-100	L1	7.94%	7.39%	
		CRJ-200	L1	7.94%	7.39%	
		CRJ-700 NextGen	L1	7.63%	7.42%	
		E135 ER	L1	8.00%	7.80%	
		E145 ER	L1	8.02%	7.71%	
		Q400	L1	8.32%	8.19%	

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Notes

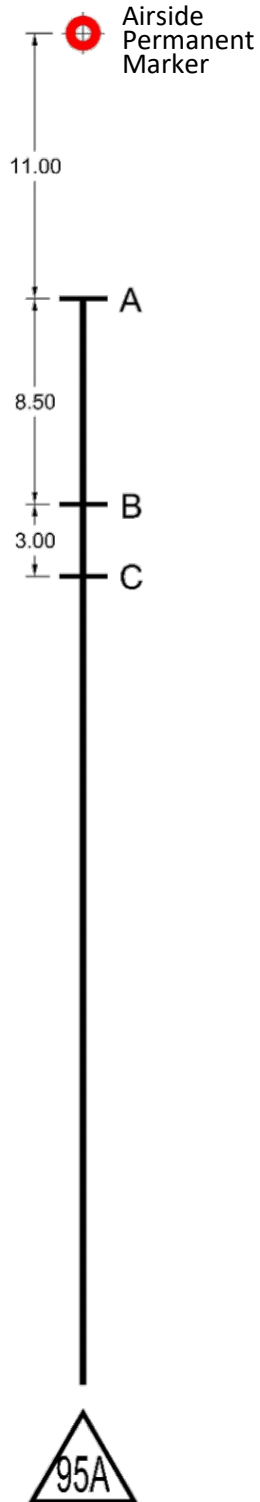
- Maximum wingspan for lead-in line: 36m
- Lead-in Line 95B must be vacant

LEAD-IN LINE 95A

C O N C O U R S E E

SITE CONDITIONS

Pavement Markings



Stop Line Sign Board

95A			YYC CALGARY AIRPORT AUTHORITY	
C	CRJ-100 CRJ-700 _{NEXTGEN} E135 ER Q400	CRJ-200 E145 ER		
B	CRJ-900	CRJ-705		
A	717-200 727-100 737 ALL SERIES A319 A320-100 A320-200 A321-100 A321-200 E170 STD E190 STD MD-88 A220-300	727-200 A320-200 _{SHARKLET} A321-100 _{SHARKLET} A321-200 _{SHARKLET} E175 STD E195 STD MD-90-30 E195-E2		

Notes:



LEAD-IN LINE 95A

C O N C O U R S E E

PUSHBACK PROCEDURES




GATE 96/97

CONCOURSE E

OVERVIEW

 PBB Pre-Stage Position

 PBB (Passenger Boarding Bridge)

 Lead-In Line



LEAD-IN LINE 96A

CONCOURSE E

GATE CAPABILITIES

PBB	Stop Bar	Aircraft Model	Notes
	A	DH8-100/200	Groundloading
		DH8-300	Groundloading
		Q400	Groundloading
	A	All AGN-III	Alternate Overnight Parking Option

Pavement Markings

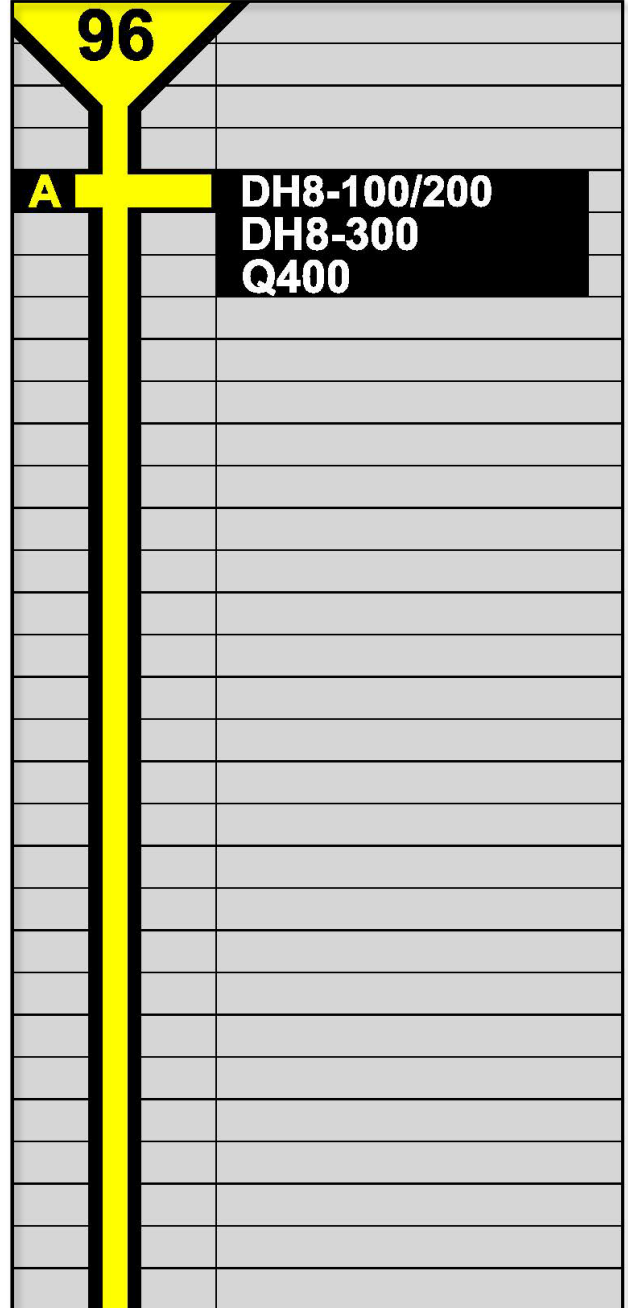
 Airside Permanent Marker

10.00

A



Stop Line Sign Board



Notes:



LEAD-IN LINE 96A

C O N C O U R S E E

AIRCRAFT MANEUVER



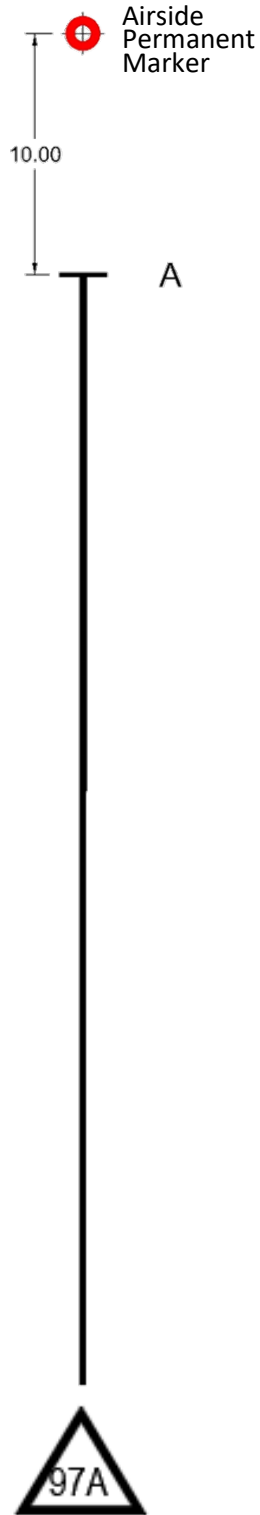
LEAD-IN LINE 97A

CONCOURSE E

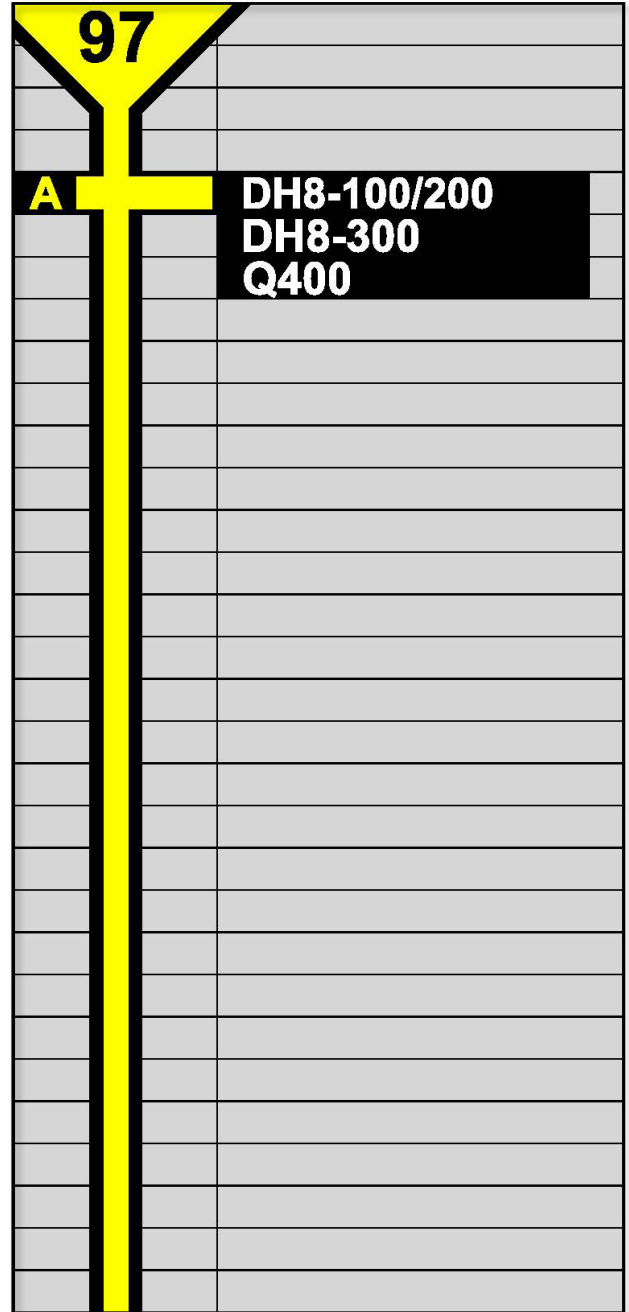
GATE CAPABILITIES

PBB	Stop Bar	Aircraft Model	Notes
	A	DH8-100/200	Groundloading
		DH8-300	Groundloading
		Q400	Groundloading
	A	All AGN-III	Alternate Overnight Parking Option

Pavement Markings



Stop Line Sign Board



Notes:



LEAD-IN LINE 97A

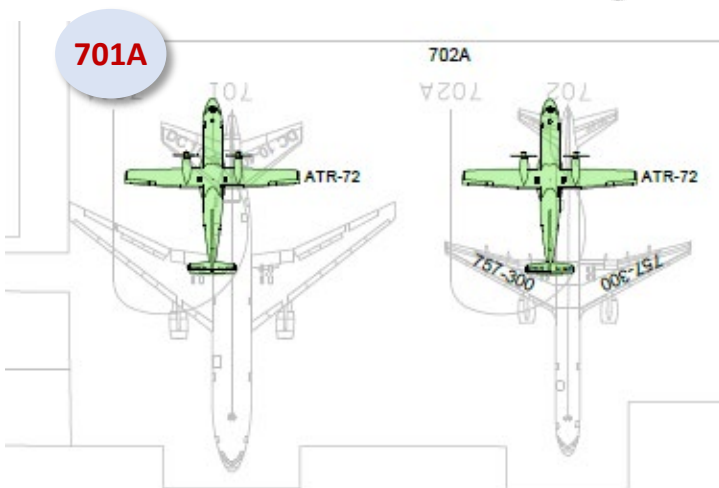
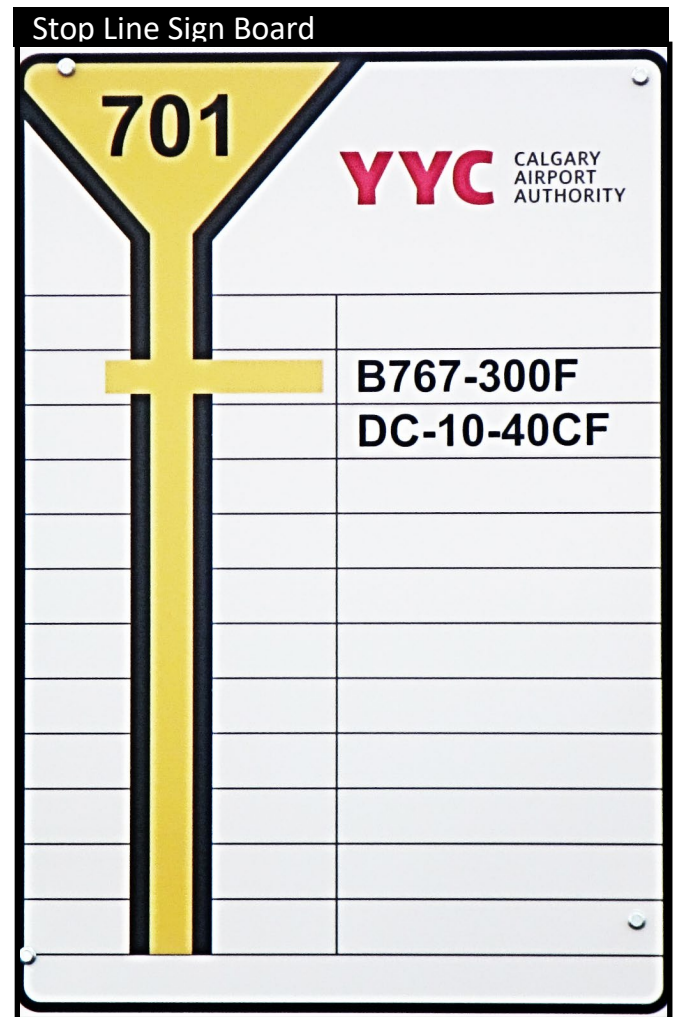
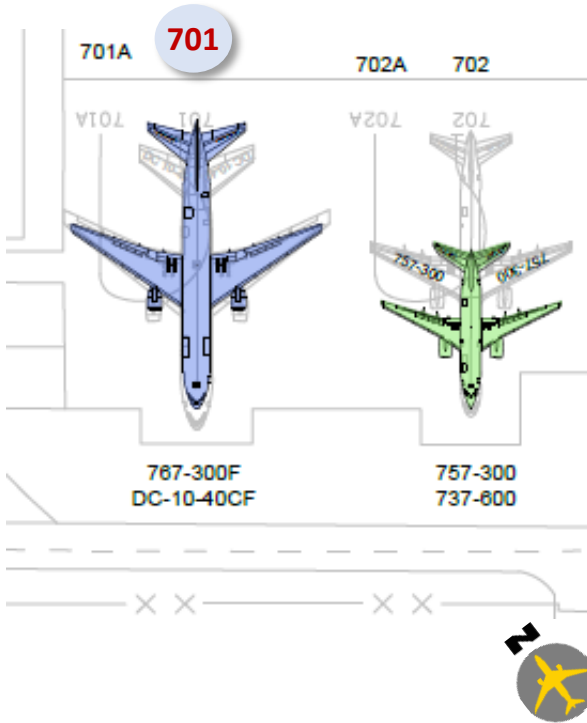
C O N C O U R S E E

AIRCRAFT MANEUVER



APRON VII

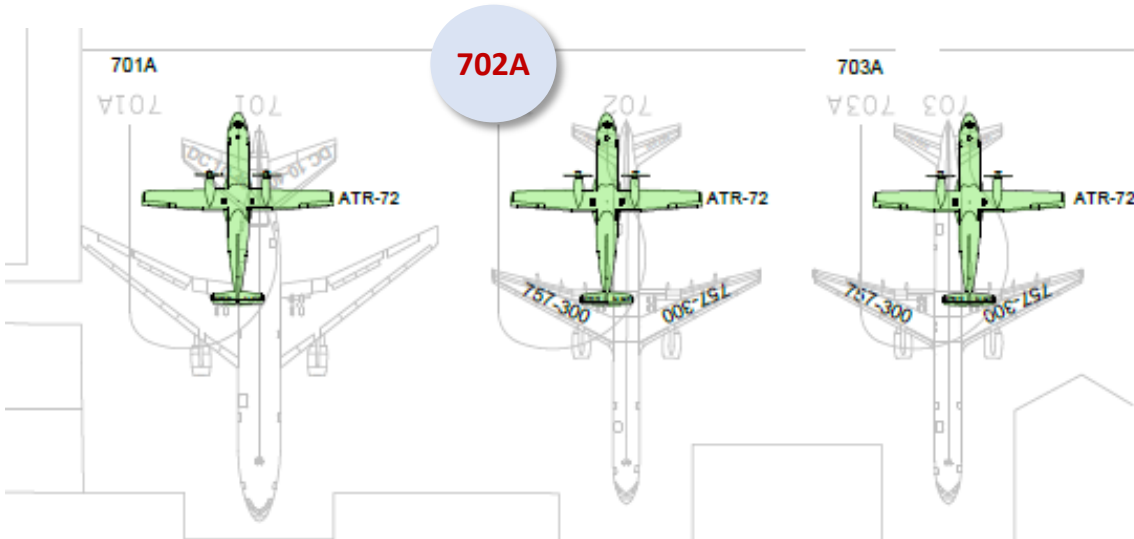
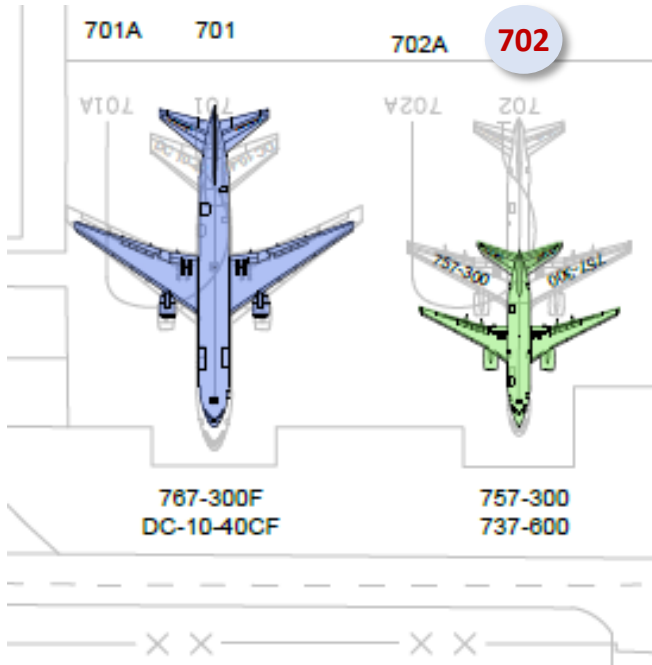
Aircraft Model	NOTES
B767-300F	1,2
DC-10-40CF	1,2



Notes

1. When 701A (ATR) is occupied, Stand **701** must be vacant
2. When **701** is occupied, Stand 701A (ATR) must be vacant

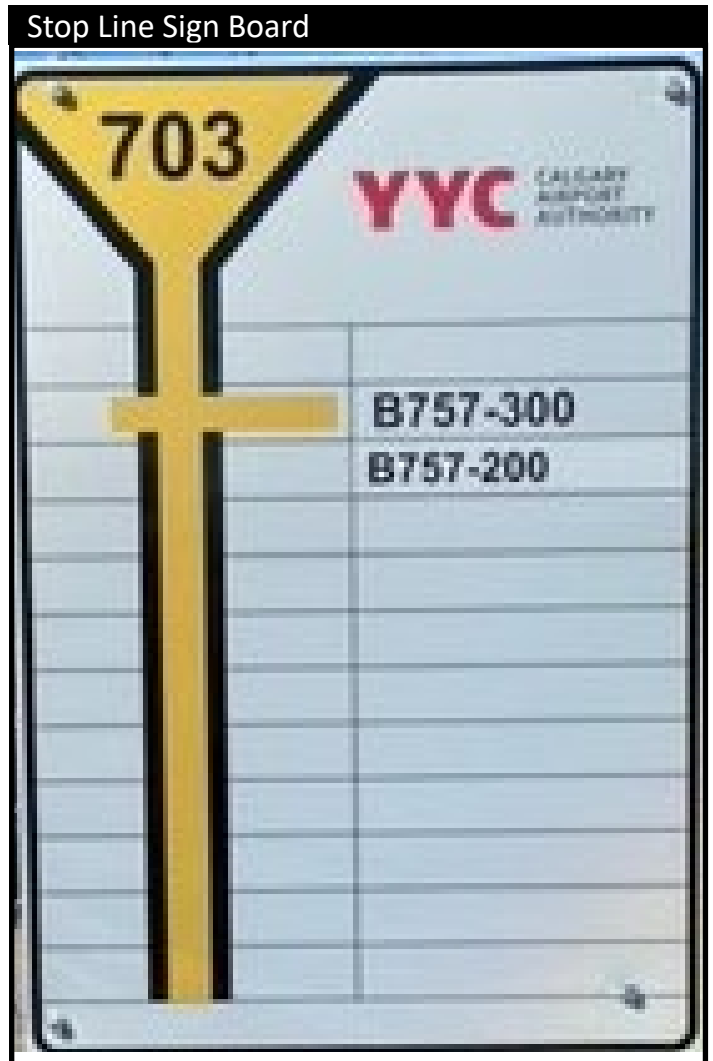
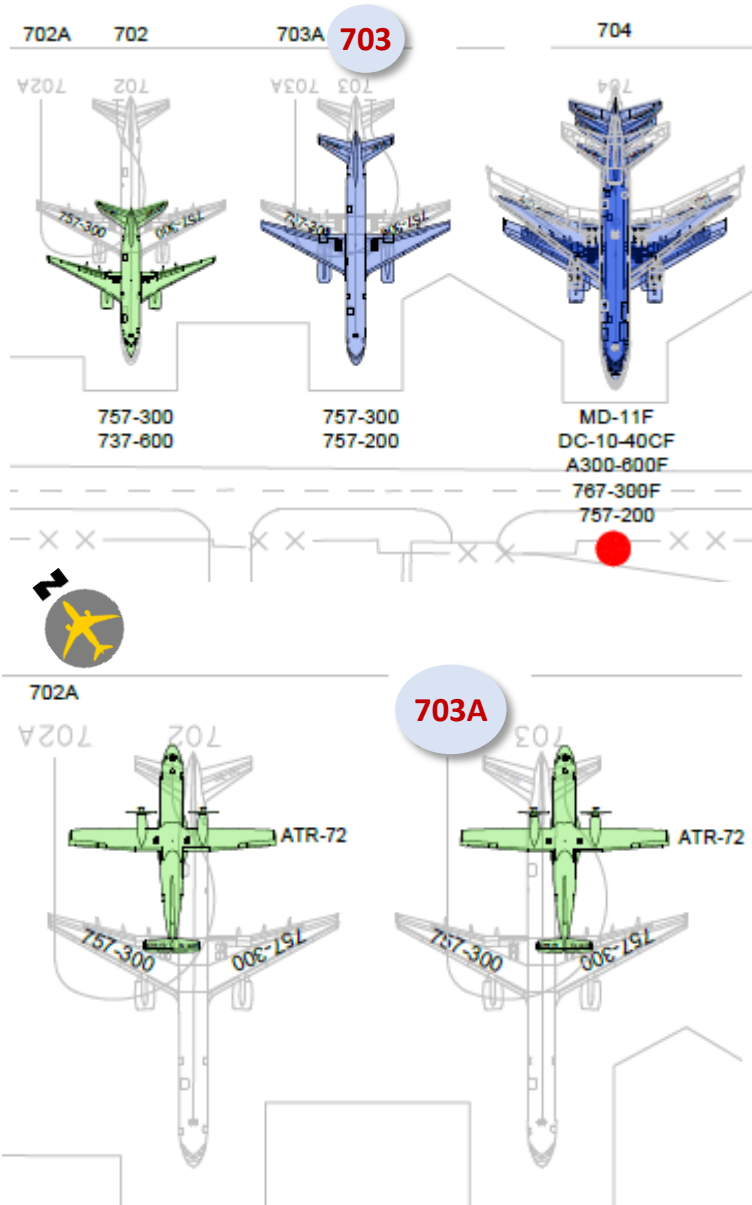
Aircraft Model	NOTES
B757-300	1,2
B737-600	1,2



Notes

1. When 702A (ATR) is occupied, Stand **701** and **702** must be vacant
2. When **702** is occupied, Stand 702A (ATR) and 703A (ATR) must be vacant

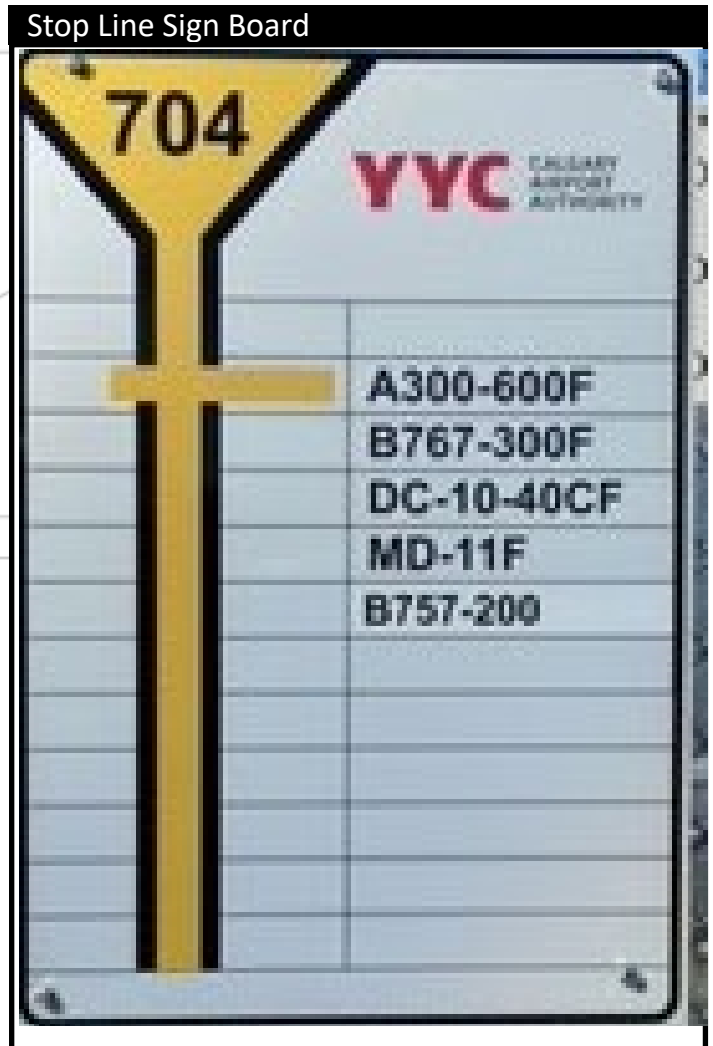
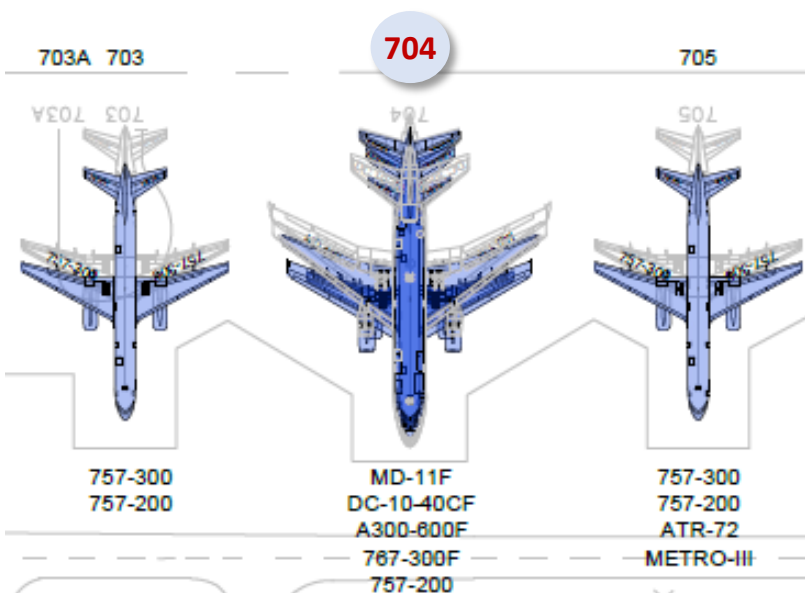
Aircraft Model	NOTES
B757-300	1,2
B757-200	1,2



Notes

1. When 703A (ATR) is occupied, Stand **702** and **703** must be vacant
2. When **703** is occupied, Stand 703A (ATR) must be vacant

Aircraft Model	NOTES
A300-600F	1
B767-300F	1
DC-10-40CF	1
MD-11F	1
B757-200	1

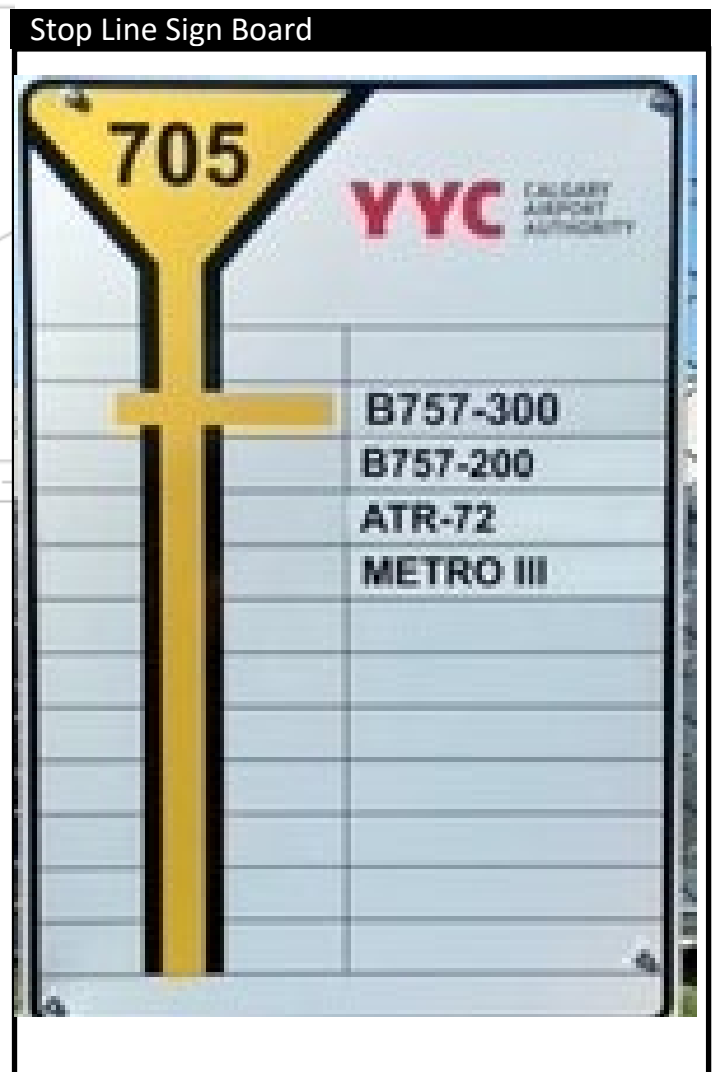
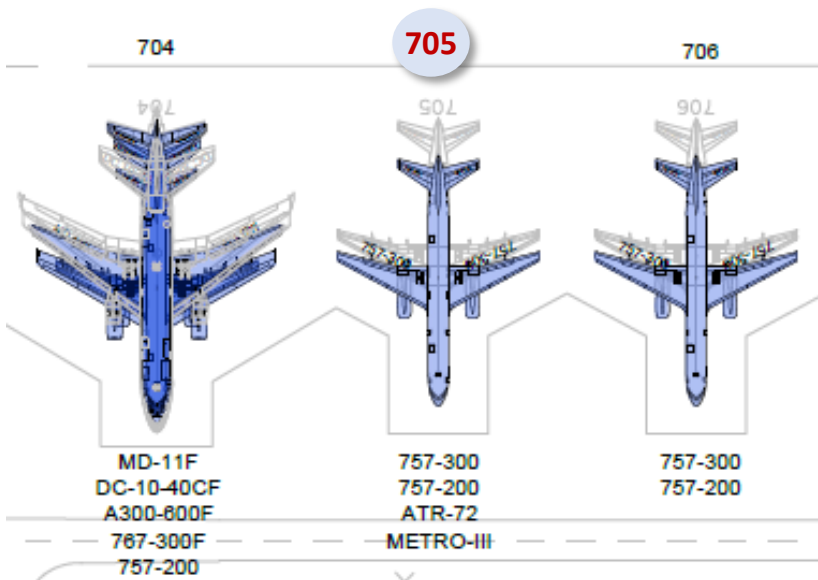


Tether Limit

Notes

1. Nose gear tether pit is available for Gate 704

Aircraft Model	NOTES
B757-300	1
B757-200	1
ATR-72	1
METRO III	1

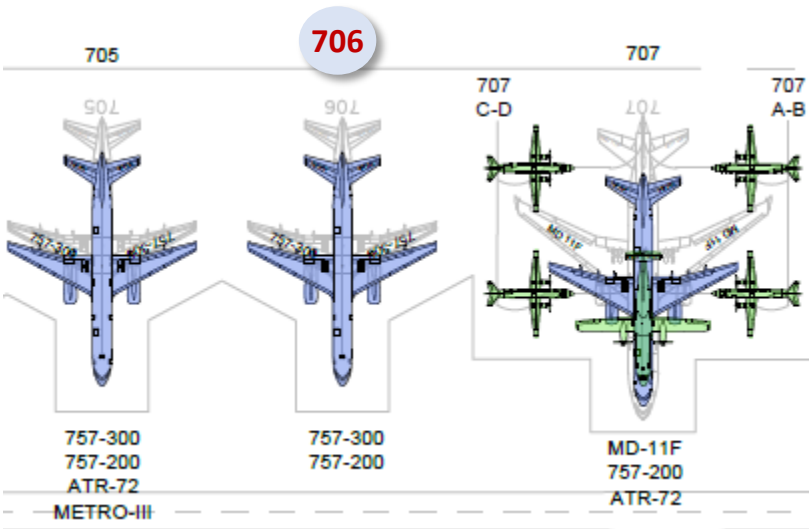


Tether Limit

Notes

1. Nose gear tether pit is available for Gate 705

Aircraft Model	NOTES
B757-300	1
B757-200	1



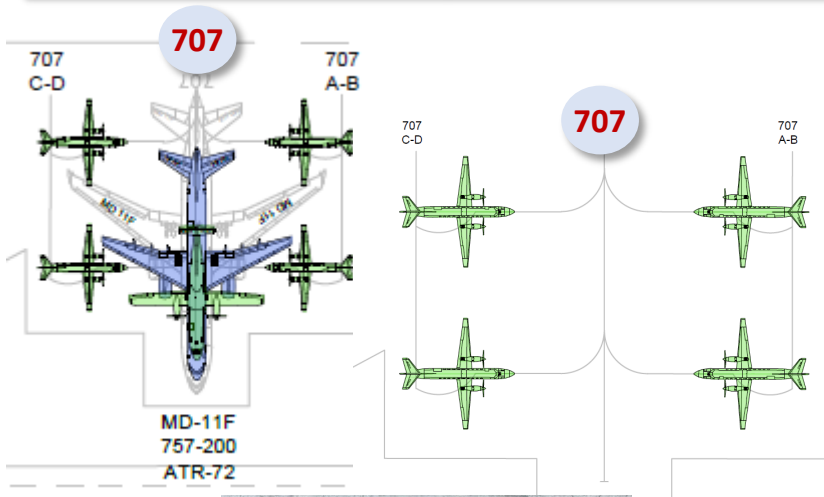
Tether Limit

Notes

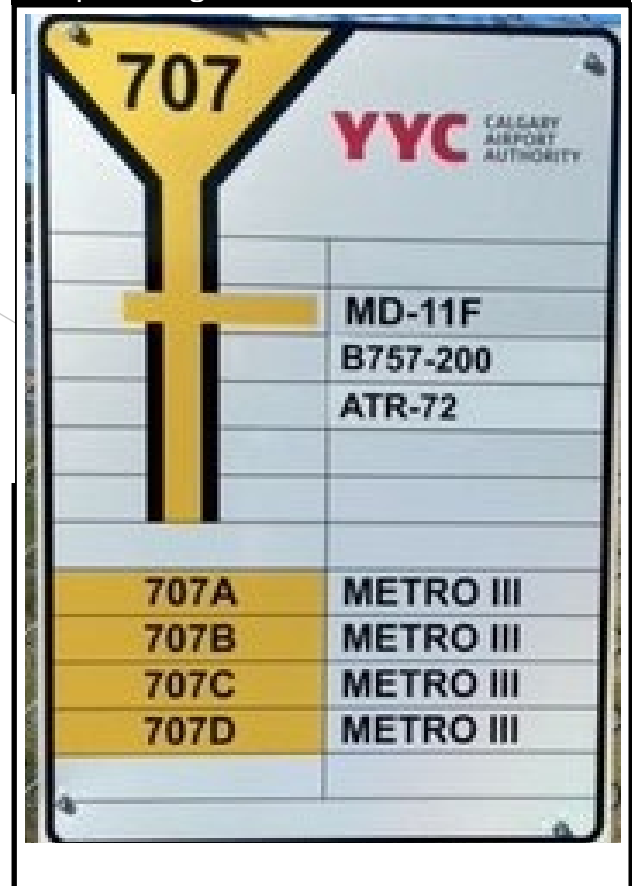
1. Nose gear tether pit is available for Gate 706

Aircraft Model	NOTES
MD-11F	1,2
B757-200	1,2
ATR-72	1.2

707A	Metro III	3,4
707B	Metro III	3,4
707C	Metro III	3,4
707D	Metro III	3,4



Stop Line Sign Board



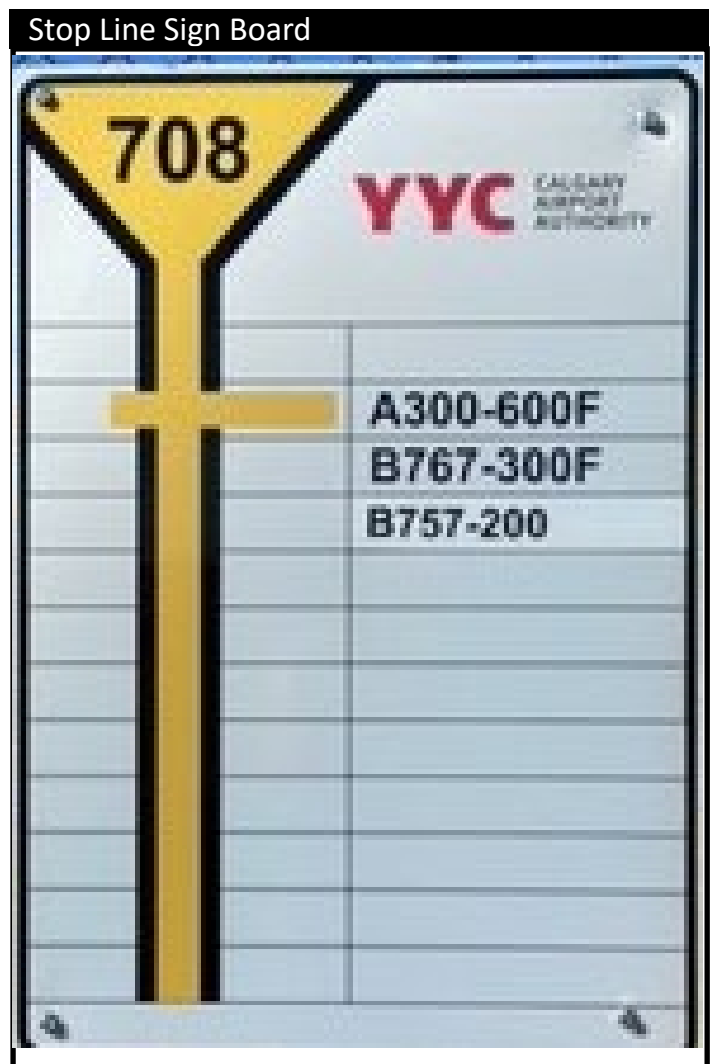
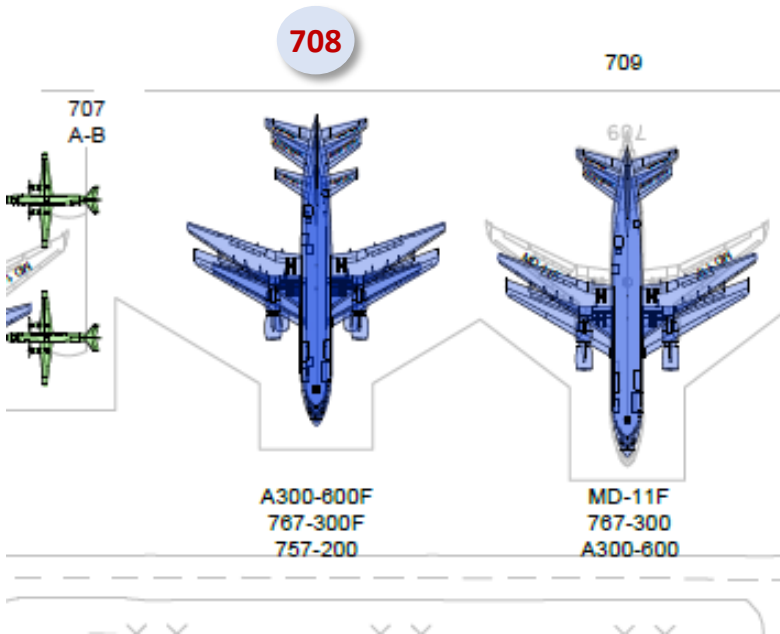
Tether Limit



Notes

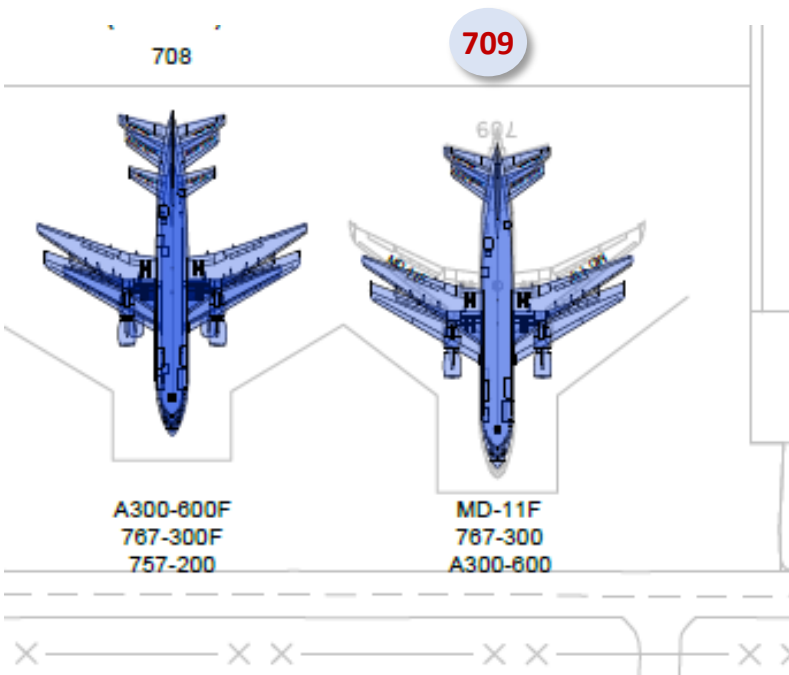
1. Nose gear tether pit is available for Gate 707
2. When Gate 707 is occupied, Gates 707A, 707B, 707C, and 707D must be vacant.
3. When Gate 707A, 707B, 707C, or 707D is occupied, Gate 707 must be vacant
4. When the Metro III on Gate 707D is powering in/out, it does not clear the equipment staging area between Gate 706 and Gate 707D. When the Metro on Gate 707B is powering in/out it does not clear the equipment staging area between Gate 707B and Gate 708.

Aircraft Model	NOTES
A300-600F	
B767-300F	
B757-200	



Notes

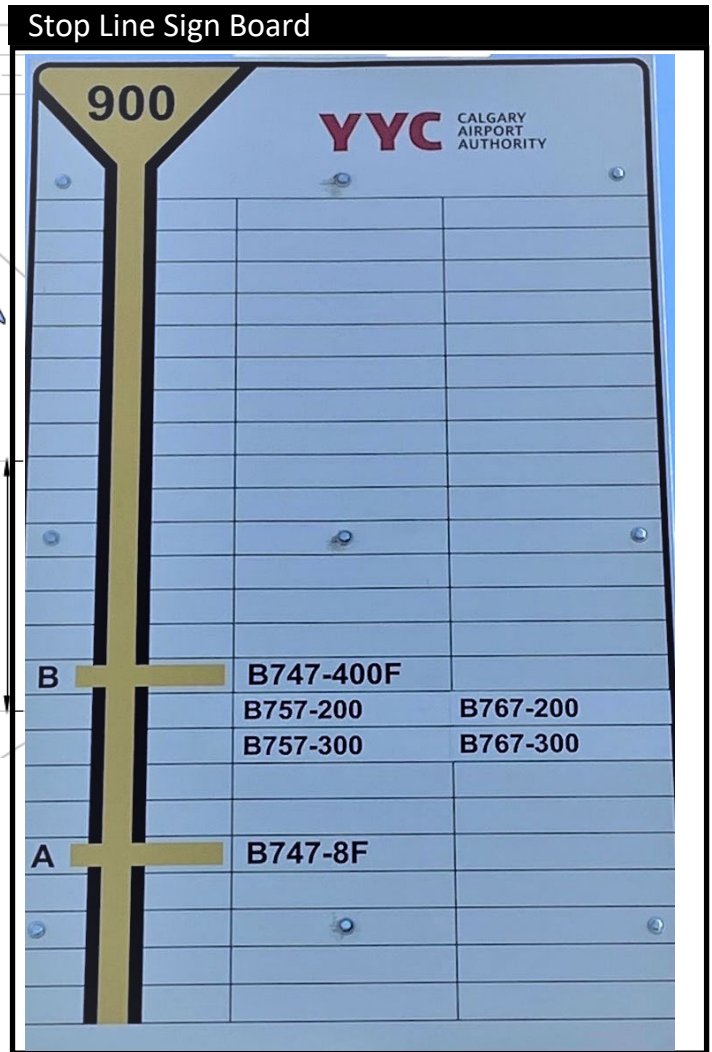
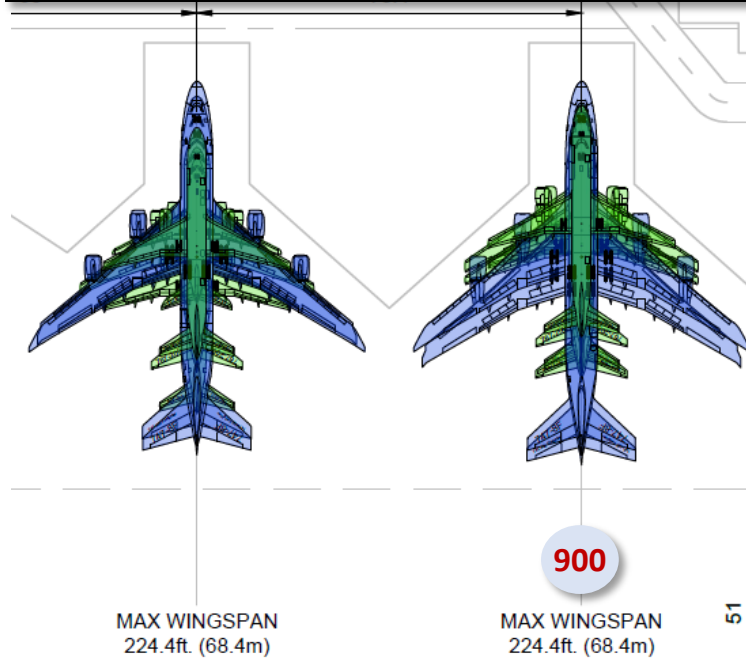
Aircraft Model	NOTES
MD-11F	
B767-300	
A300-600F	



Notes



Aircraft Model	STOP BAR	NOTES
B747-8F	A	1
B747-400F	B	1
B757-200		1
B757-300		1
B767-200		1
B767-300		1

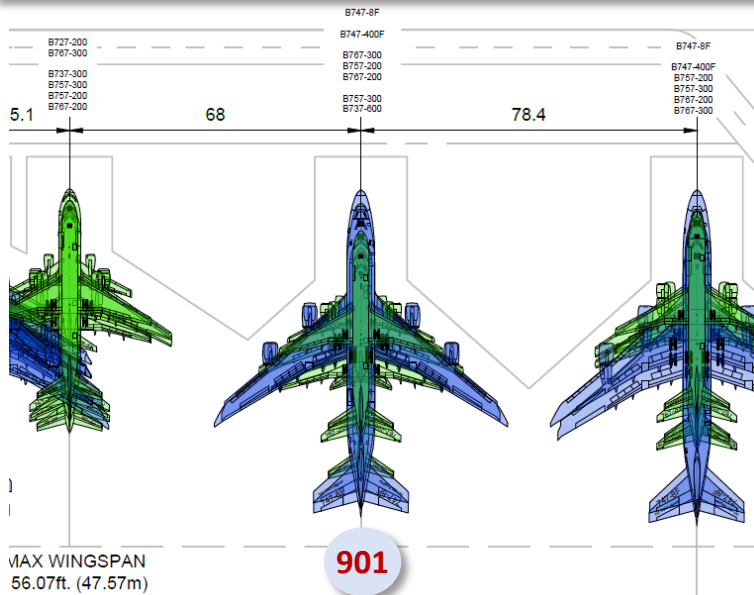


Tether Limit

Notes

1. Nose gear tether pit is available for Gate 900 Stopbar "A"

Aircraft Model	STOP BAR	NOTES
B747-8F	A	1
B747-400F	B	1
B767-300	C	1
B767-200		1
B757-200		1
B757-300	D	1
B737-600		1

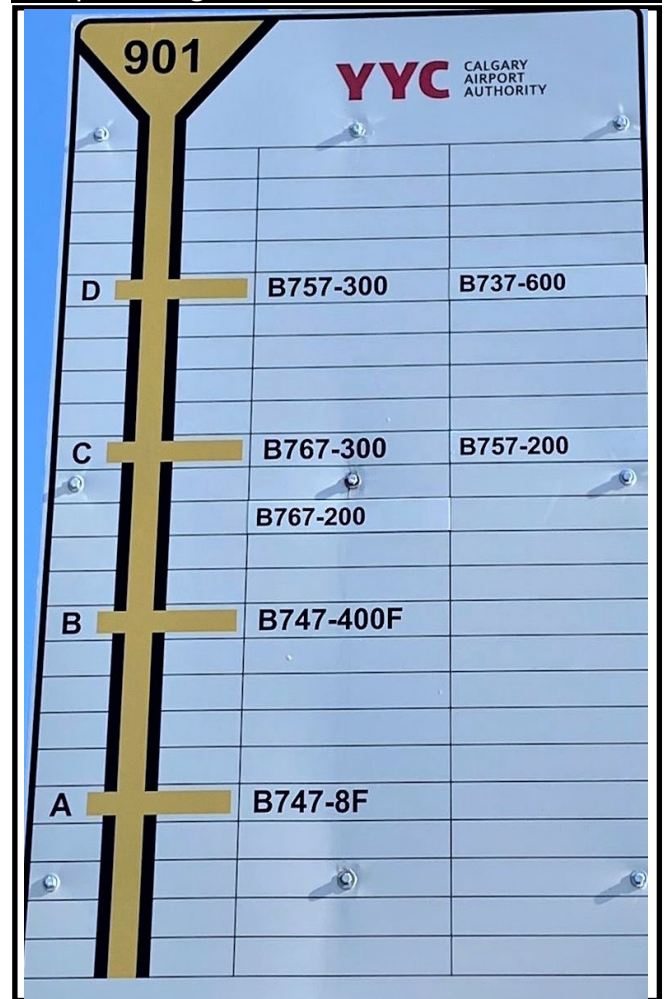


MAX WINGSPAN
56.07ft. (47.57m)



Tether Limit

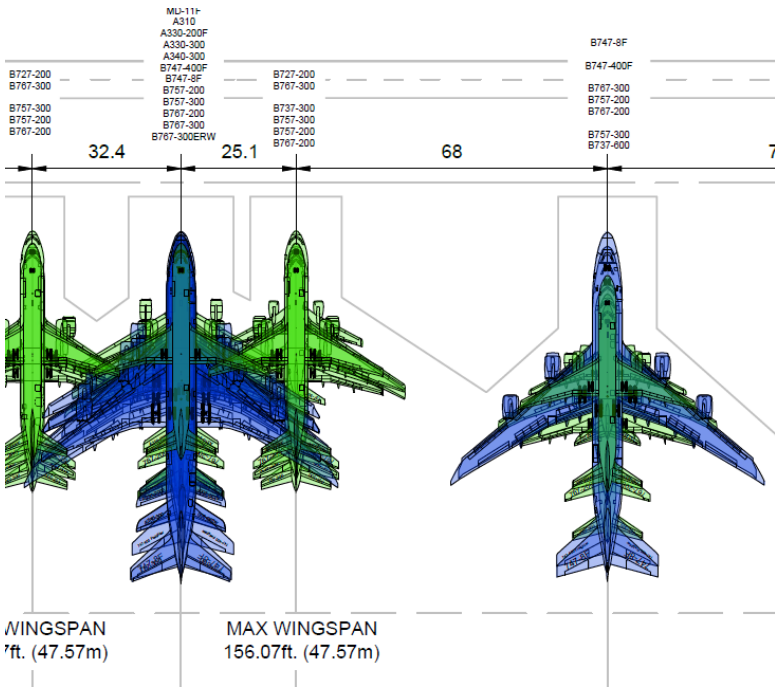
Stop Line Sign Board



Notes

1. Nose gear tether pit is available for Gate 901 Stopbar "A"

Aircraft Model	STOP BAR	NOTES
B727-200	A	1
B767-300		1
B737-300	B	1
B737-BCF		1
B757-300		1
B757-200		1
B767-200		1



902



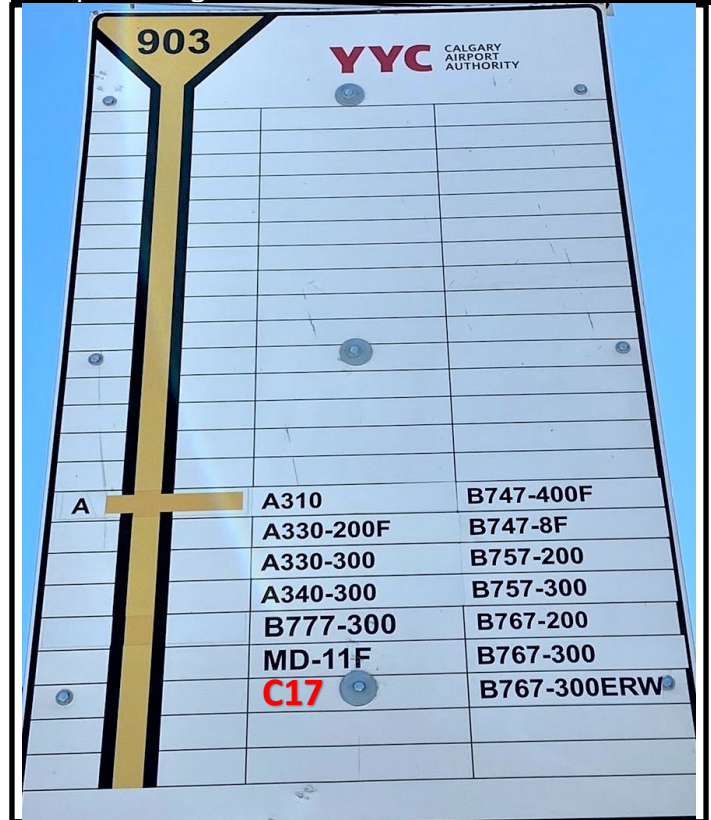
Notes

1. When Gate 902 is occupied, Gate 903 must be vacant

GATE CAPABILITIES

Aircraft Model	STOP BAR	NOTES
B777-300	A	1,2
MD-11F		1,2
A310		1,2
A330-300		1,2
A340-300		1,2
B747-400		1,2
B474-800F		1,2
B757-200		1,2
B757-300		1,2
B767-200		1,2
B676-300		1,2
B767-300ERW		1,2
C17		1,2

Stop Line Sign Board



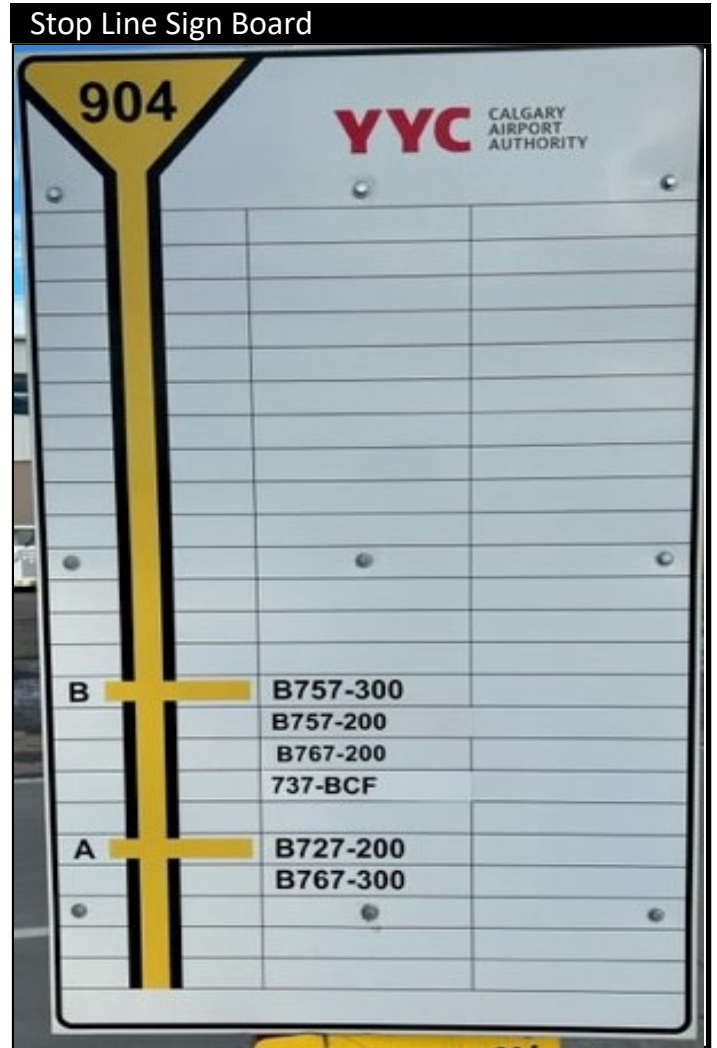
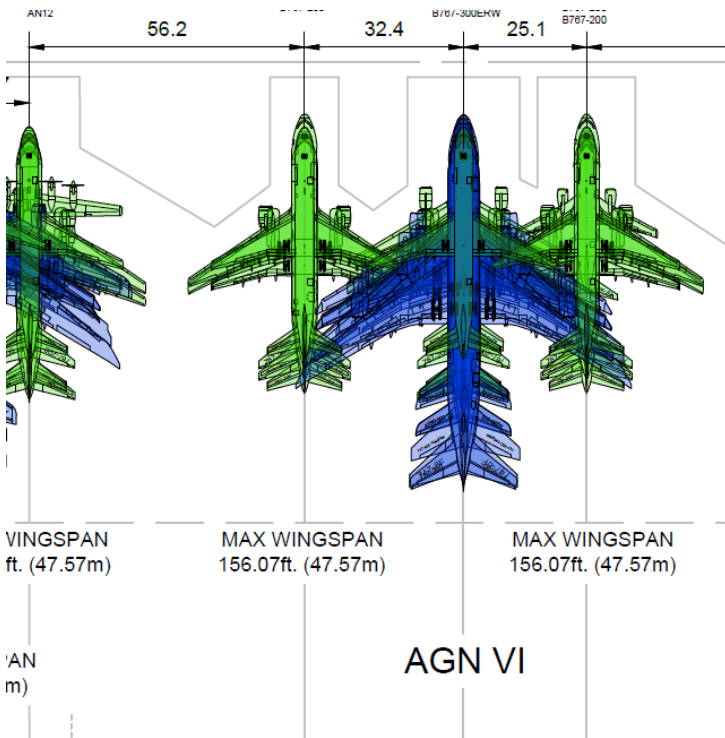
Tether Limit



Notes

1. Nose gear tether pit is available for Gate 903 Stopbar "A".
2. When Gate 903 is occupied, Gates 902 and 904 must be vacant.

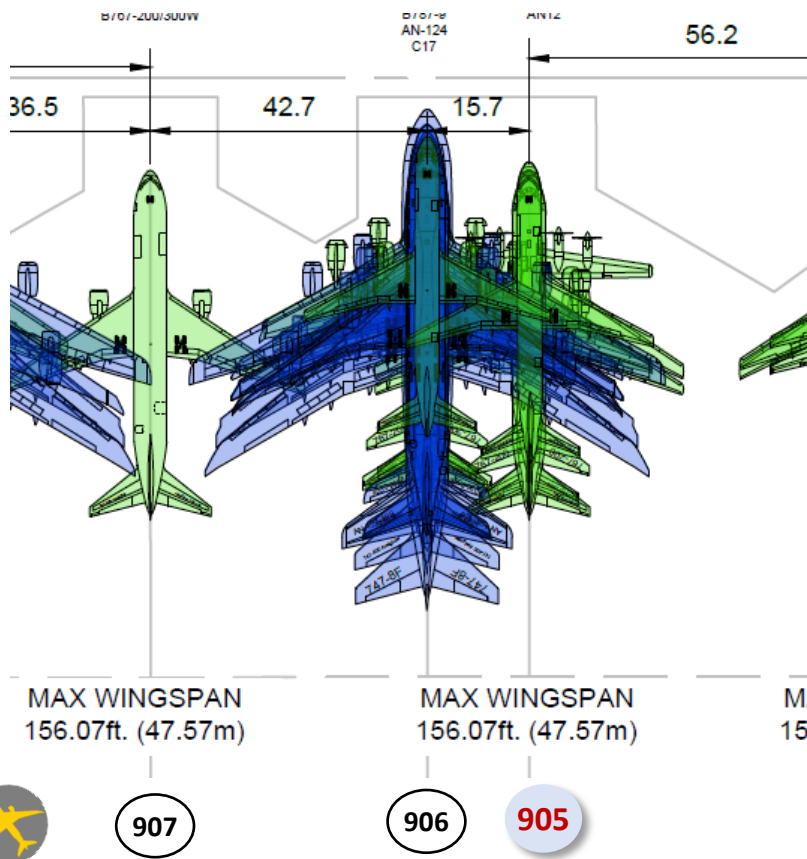
Aircraft Model	STOP BAR	NOTES
B727-200	A	1
B767-300		1
B737-BCF	B	1
B757-300		1
B757-200		1
B767-200		1



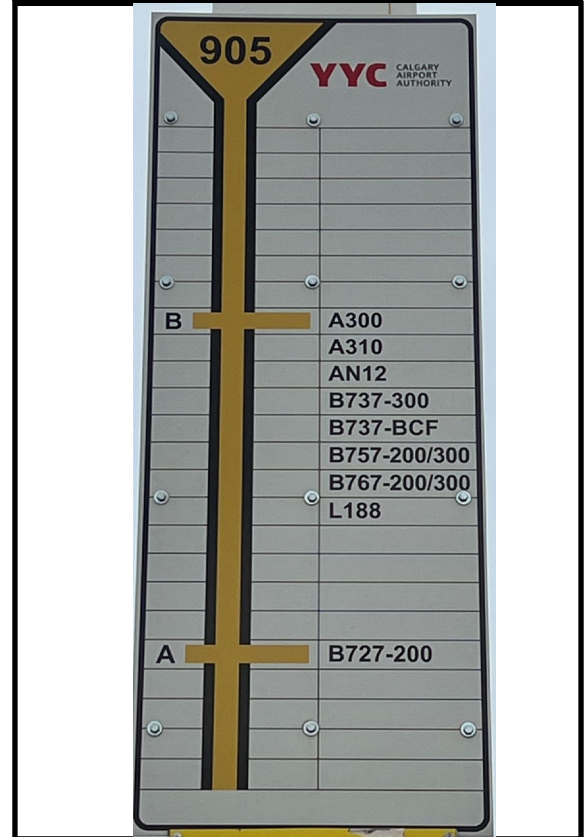
Notes

1. When Gate 904 is occupied, Gate 903 must be vacant.

Aircraft Model	STOP BAR	NOTES
B727-200	A	1
A300F4-600WF	B	1
A310-200F WF		1
B737-300		1
B737-BCF		1
B767-200		1
B767-300		1
B757-200		1
B757-300		1
AN12		1
L188		1



Stop Line Sign Board

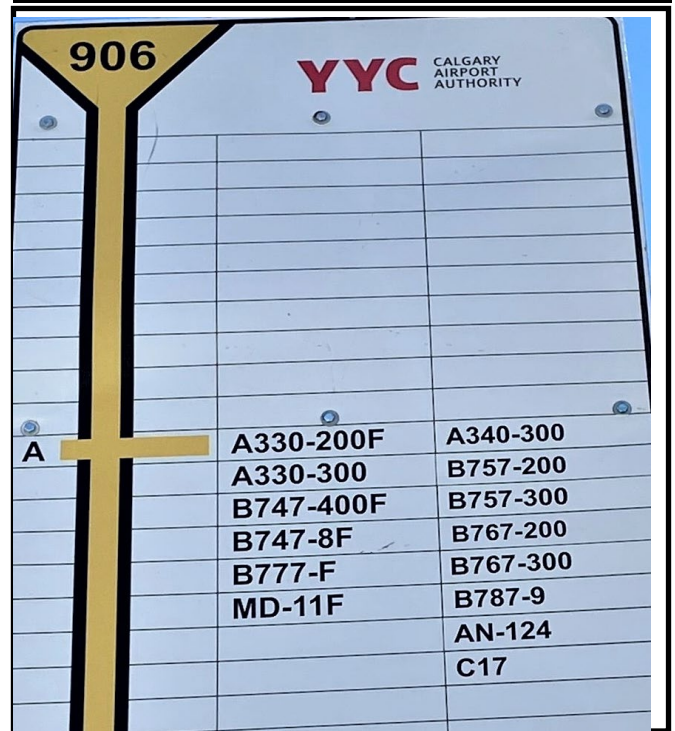


Notes

- When Gate 905 is occupied, Gate 906 must be vacant.

Aircraft Model	STOP BAR	NOTES
A330-200F	A	1,2
A330-300		1,2
B747-400F		1,2
B747-8F		1,2
B777-F		1,2
MD-11F		1,2
A340-300		1,2
B757-200		1,2
B757-300		1,2
B767-200		1,2
B767-300		1,2
B787-9		1,2
AN-124		1,2
C17		1,2

Stop Line Sign Board



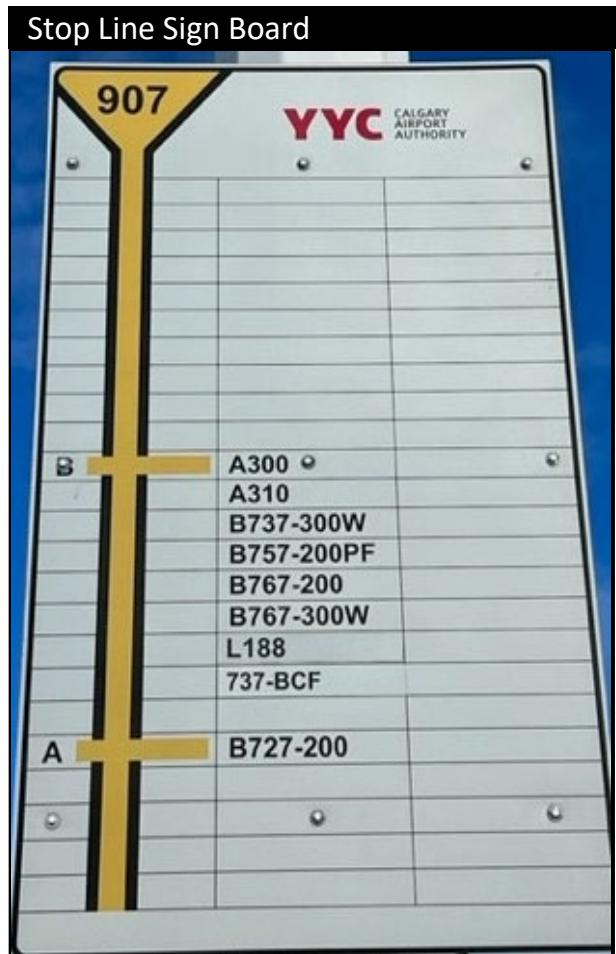
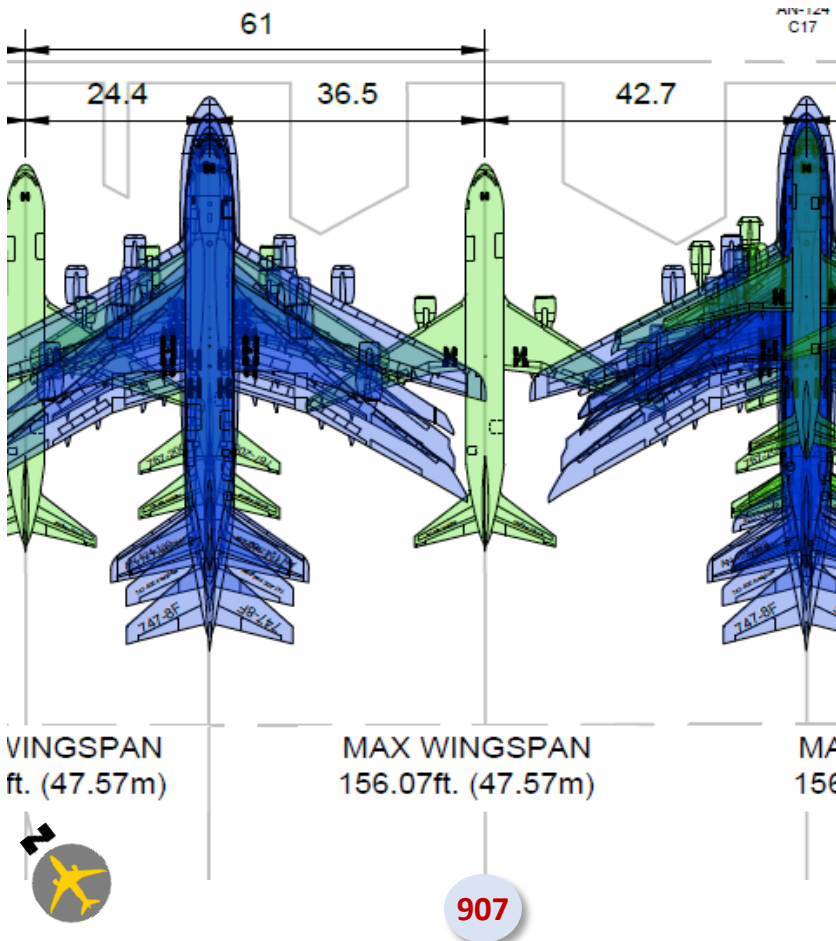
Tether Limit



Notes

1. Nose gear tether pit is available for Gate 906 Stopbar "A".
2. When Gate 906 is occupied, Gates 905 and 907 must be vacant.

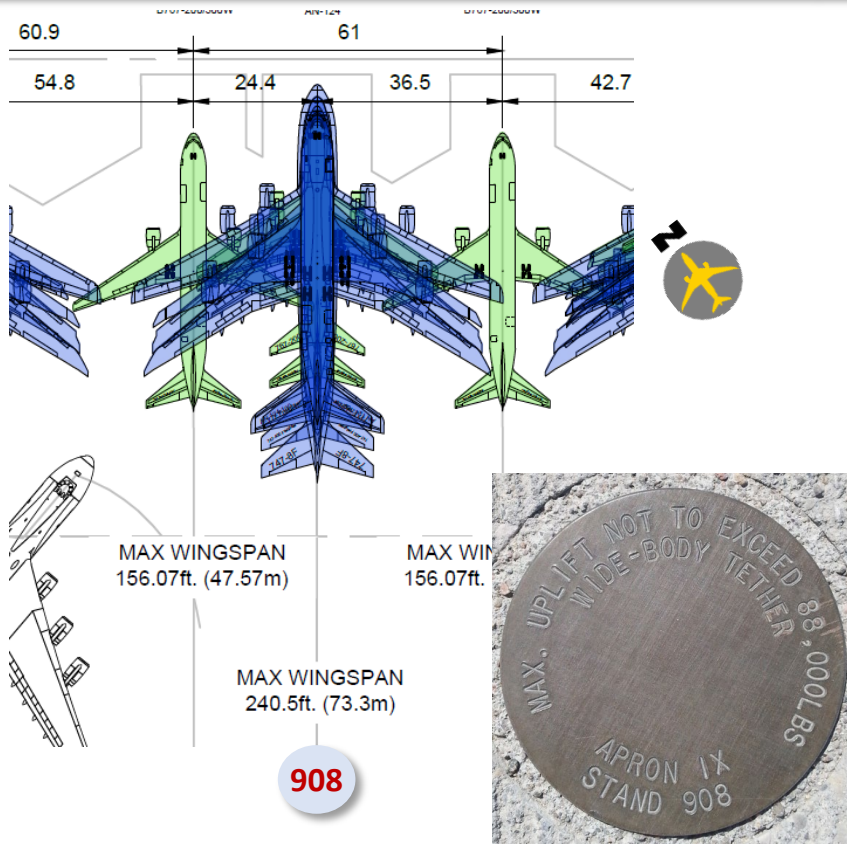
Aircraft Model	STOP BAR	NOTES
B727-200	A	1
A300F4-600WF	B	1
A310-200F WF		1
B737-300W		1
B737-BCF		1
B757-200PF		1
B767-200		1
B767-300W		1
L188		1



Notes

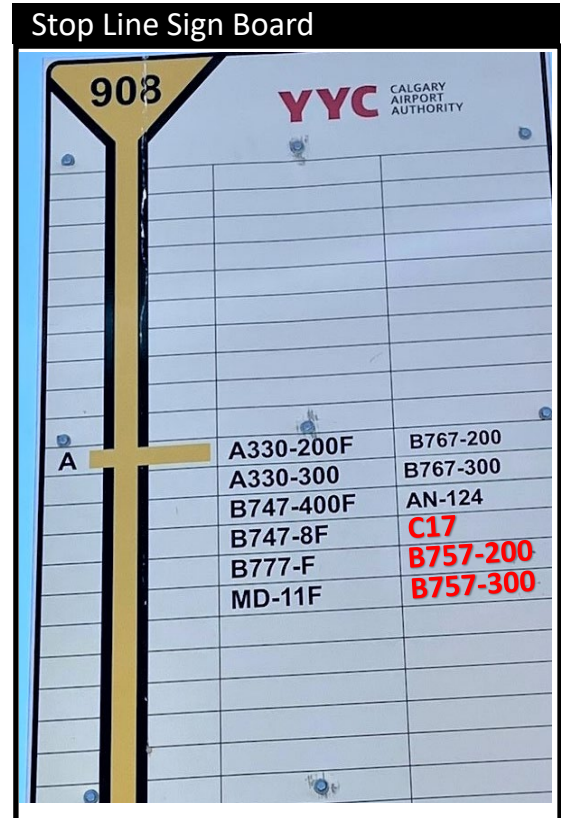
1. When Gate 907 is occupied, Gates 906 and 908 must be vacant.

Aircraft Model	STOP BAR	NOTES
AN124	A	1,2,3,4
A330-200F / 300		1,2,3,4
B747-400F		1,2,3,4
B747-8F		1,2,3,4
B757-200 / 300		1,2,3,4
B767-200 / 300		1,2,3,4
B777-F		1,2,3,4
C17		1,2,3,4
MD-11F		1,2,3,4,5



908

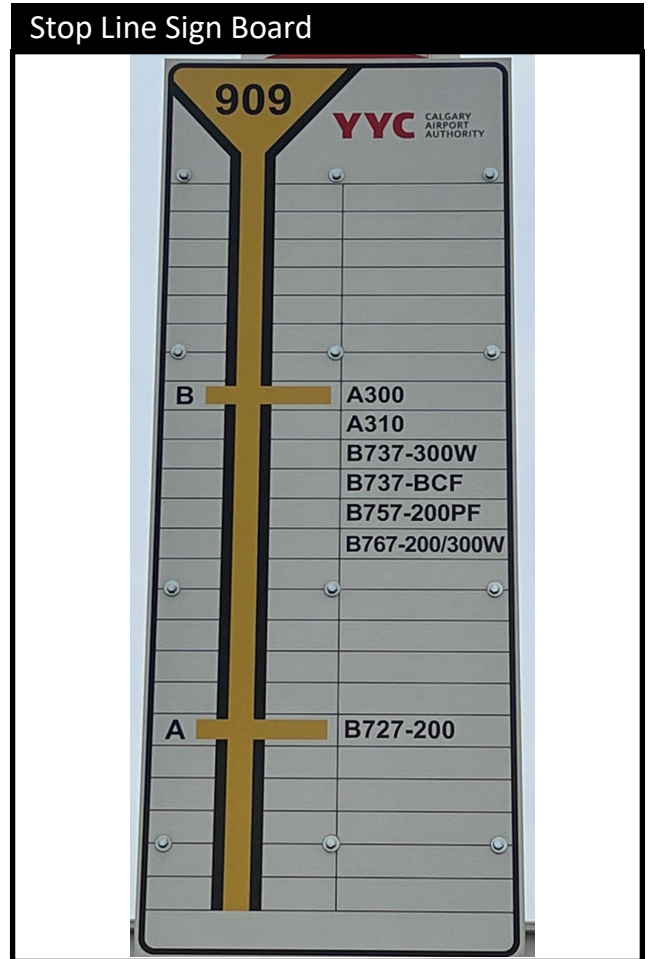
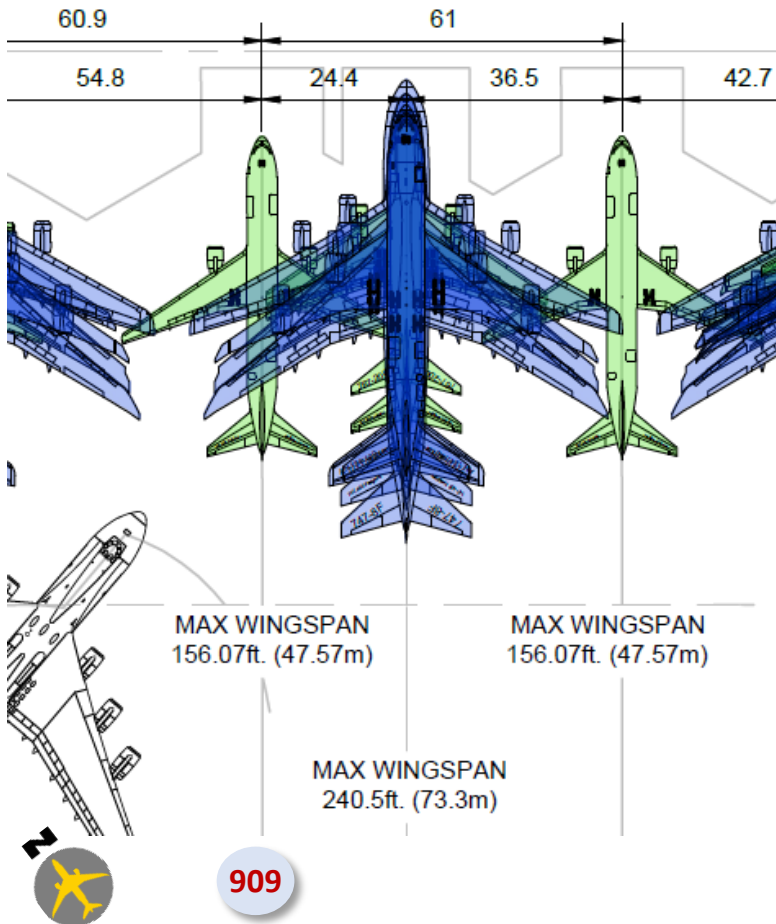
Tether Limit



Notes

1. Nose gear tether pit is available for Gate 908 Stopbar "A".
2. When Gate 908 is occupied, Gates 907 and 909 must be vacant.
3. When Gate 908 is occupied, the AN-225 on Gate 913 cannot power out. The AN-225 on Gate 913 can power in with no operational impact to Gate 908.
4. When Gate 913 is occupied, all aircraft to be pushed back east towards the taxilane.
5. When Gate 908 is occupied with AN-124, adjacent Gate 906 and 910 with AN-124 wingtip clearances are reduced to 6.0m

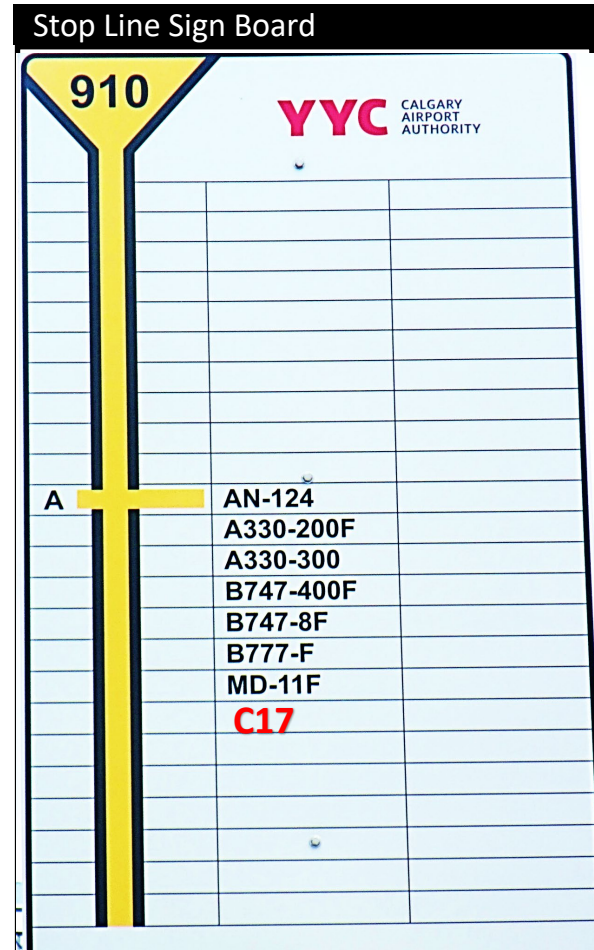
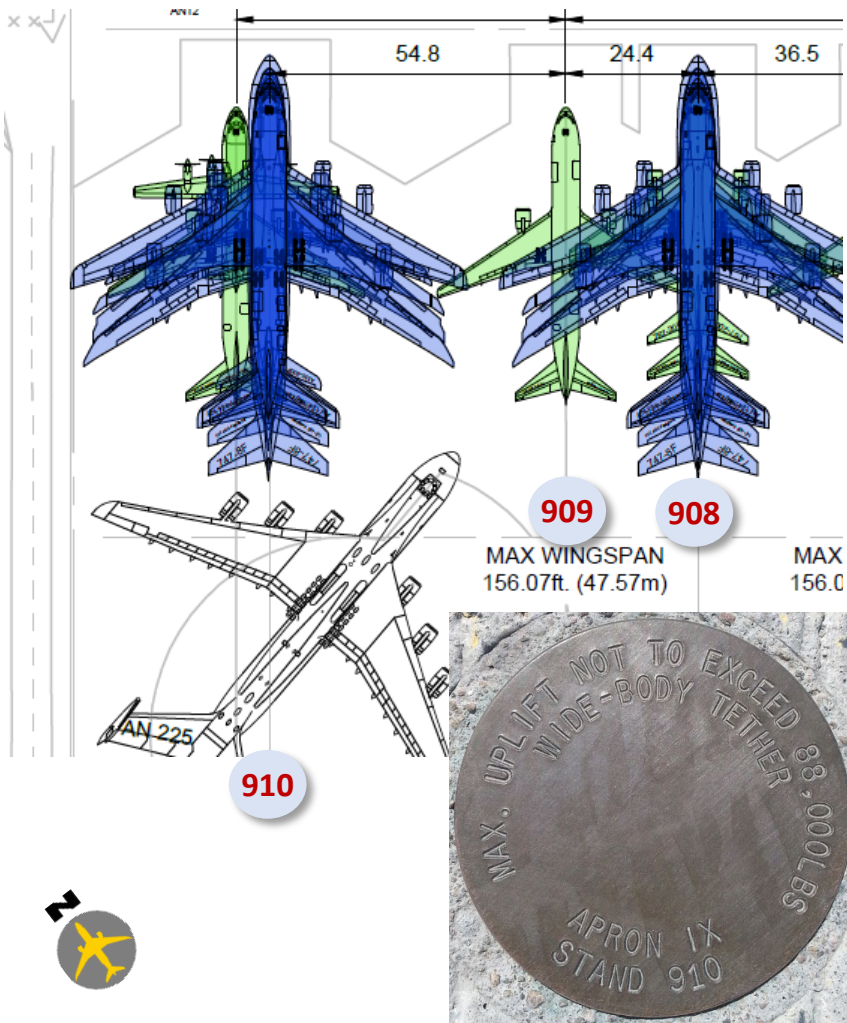
Aircraft Model	STOP BAR	NOTES
B727-200	A	1
A300F4-600WF	B	1
A310-200F WF		1
B737-300W		1
B737-BCF		1
B757-200PF		1
B767-200		1
B767-300W		1



Notes

1. When Gate 909 is occupied, Gates 908, 910, and 913 must be vacant.

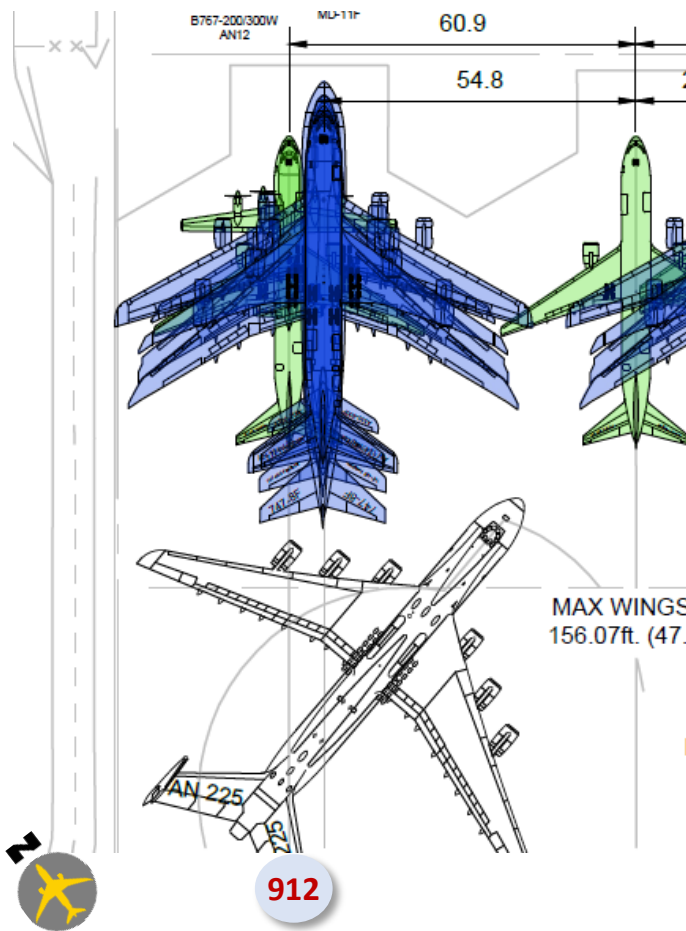
Aircraft Model	STOP BAR	NOTES
AN-124	A	1,2
A330-200F		1,2
A330-300		1,2
B747-400F		1,2
B747-8F		1,2
B777-F		1,2
C17		1,2
MD-11F		1,2



Notes

1. Nose gear tether pit is available for Gate 910 Stopbar "A".
2. When Gate 910 is occupied, Gates 909, 912, and 913 must be vacant.

Aircraft Model	STOP BAR	NOTES
B727-200	A	1,2
A300F4-600WF	B	1,2
A310-200F WF		1,2
B737-300W		1,2
B737-BCF		1,2
B757-200PF		1,2
B767-200		1,2
B767-300W		1,2
AN-12		1,2



Notes

- When Gate 912 is occupied, Gates 910 and 913 must be vacant.

Aircraft Model	STOP BAR	NOTES
AN-225	A	1,2



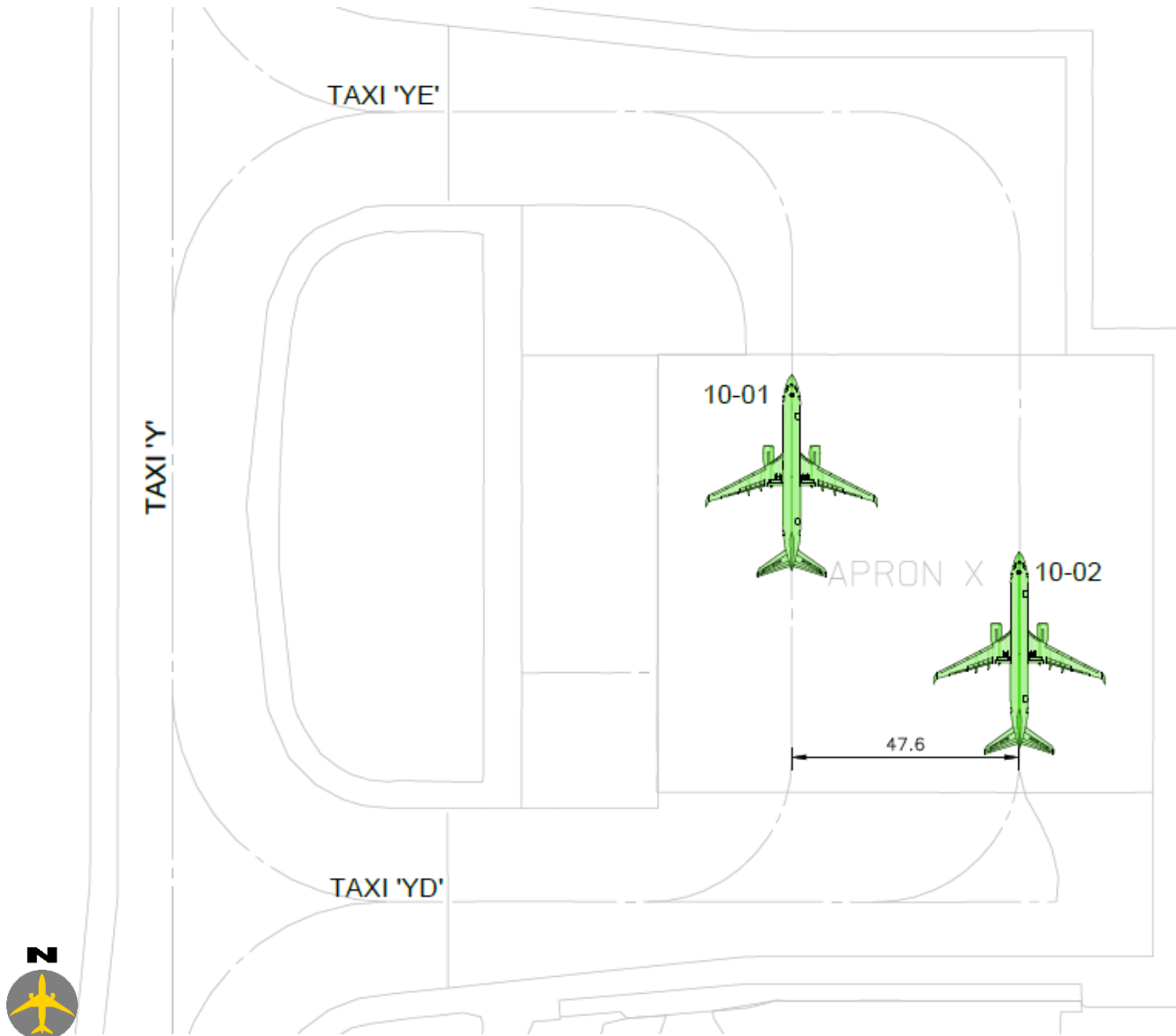
Notes

1. When Gate 913 is occupied, Gates 909, 910, and 912 must be vacant.
2. The AN-225 on Gate 913 cannot power out when gate 908 is occupied. The AN-225 on Gate 913 can power in with no operational impact to Gate 908.

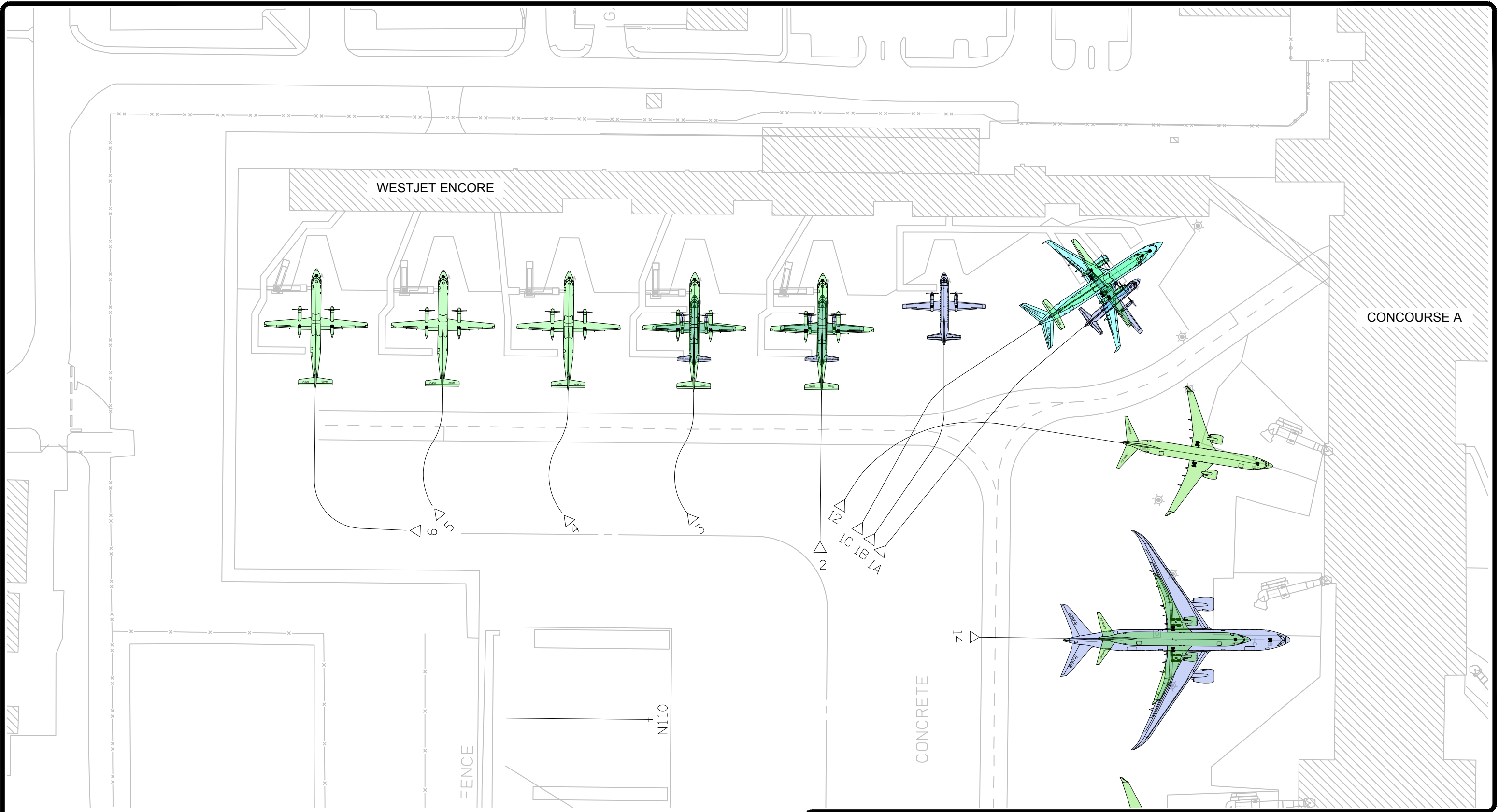


GATE CAPABILITIES

Aircraft Model	STOP BAR	NOTES
AGN III	10-01	
AGN III	10-02	



Notes



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 WESTJET ENCORE
 AIRCRAFT LAYOUT**

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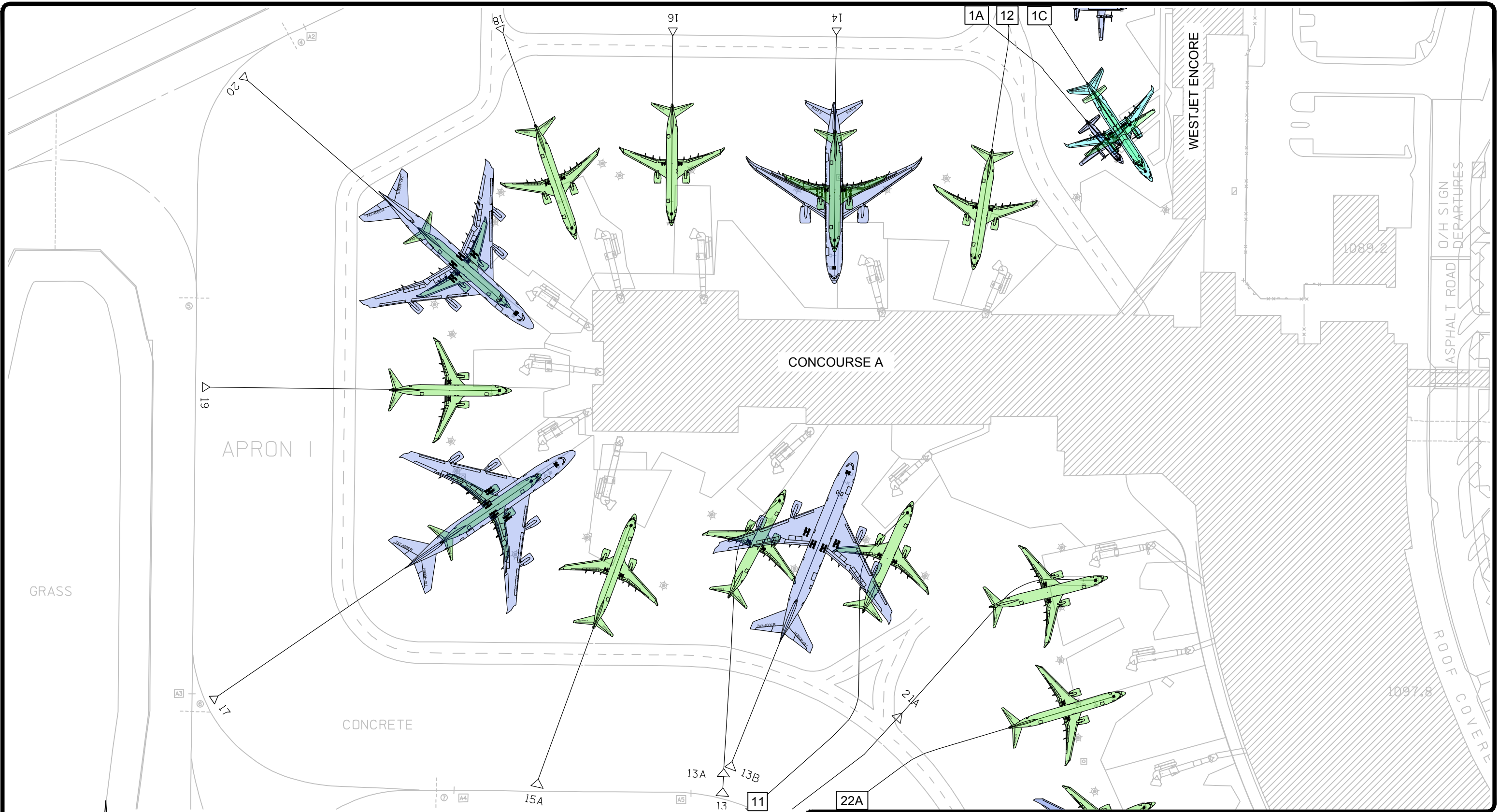
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 C.Deang

SCALE
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DATE
 2019.11.08

SHEET No.
 1 of 1



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PROJECT
**CALGARY INTERNATIONAL AIRPORT
 CONCOURSE A
 AIRCRAFT LAYOUT**

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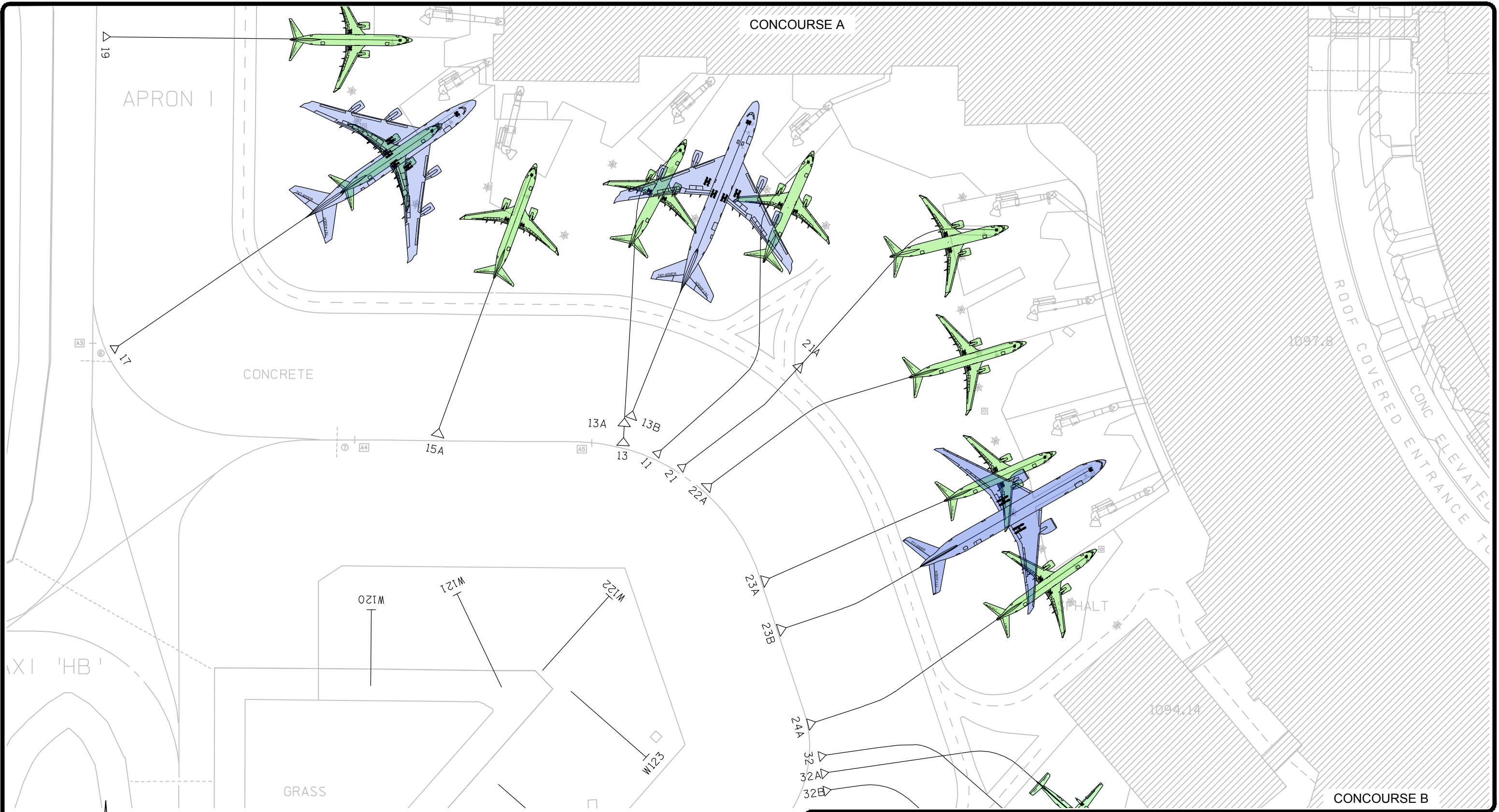
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 CONCOURSE A
 AIRCRAFT LAYOUT**

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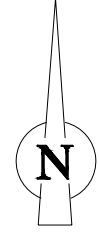
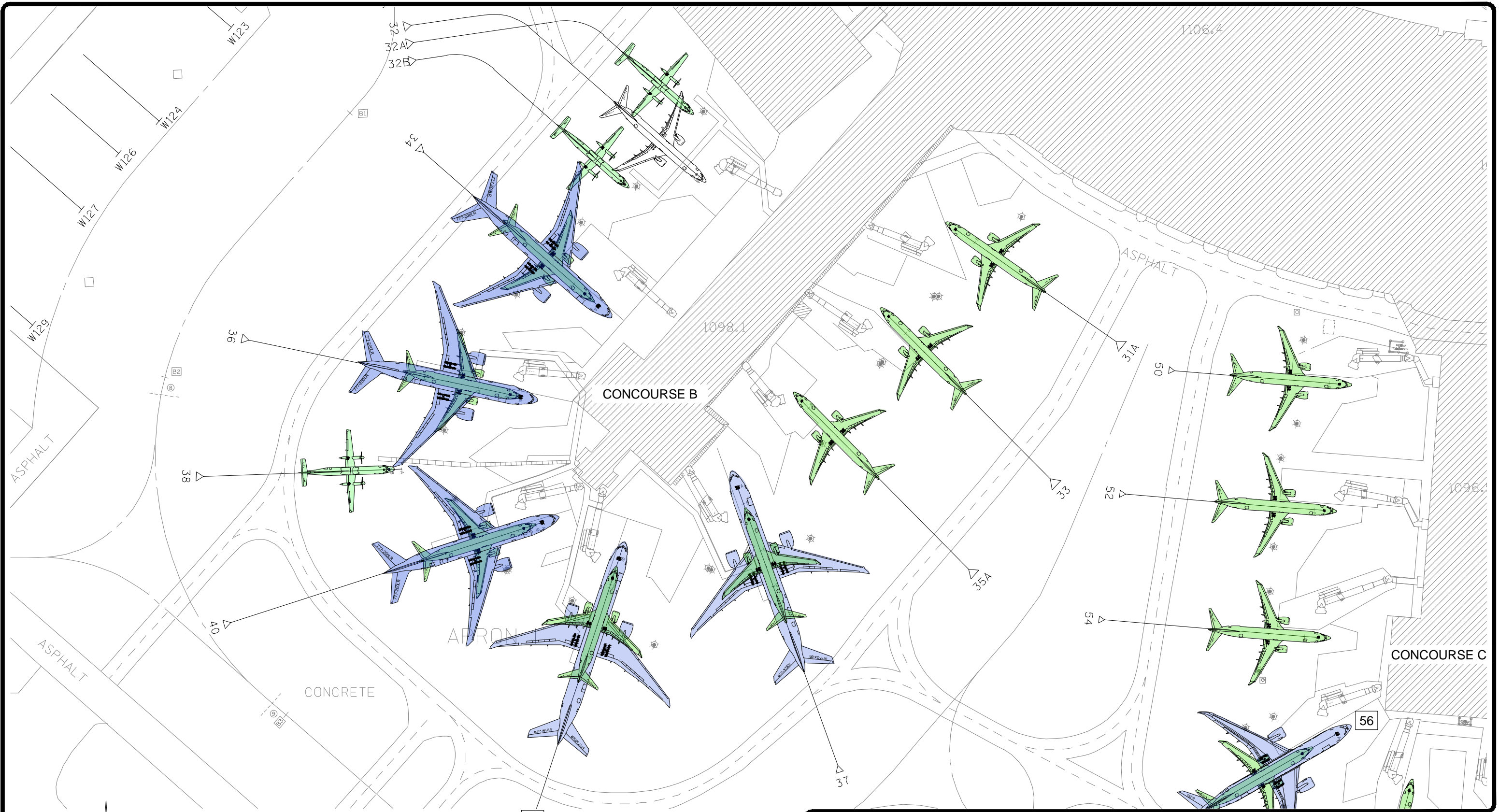
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SHEET No.
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Name: Apron I.dwg Date: Feb 03, 2025 Time: 9:23 AM



YYC Calgary Airport

PROJECT
**CALGARY INTERNATIONAL AIRPORT
 CONCOURSE B
 AIRCRAFT LAYOUT**

CADD FILE No. Apron I

REVISION No. 0

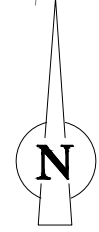
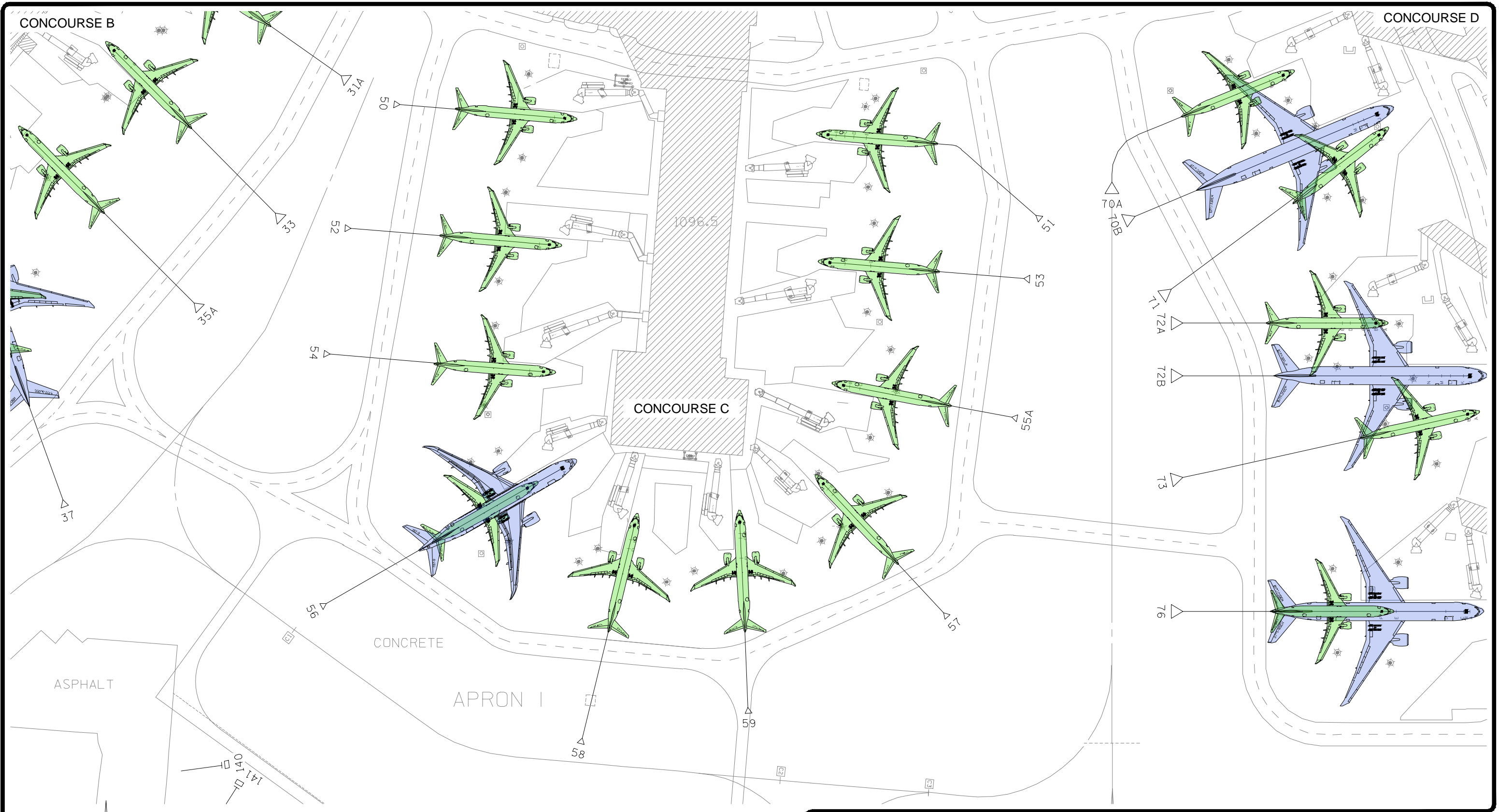
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DATE 2019.11.08

SHEET No. 1 of 1

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PROJECT
**CALGARY INTERNATIONAL AIRPORT
 CONCOURSE C
 AIRCRAFT LAYOUT**

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 Apron I

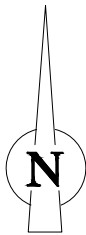
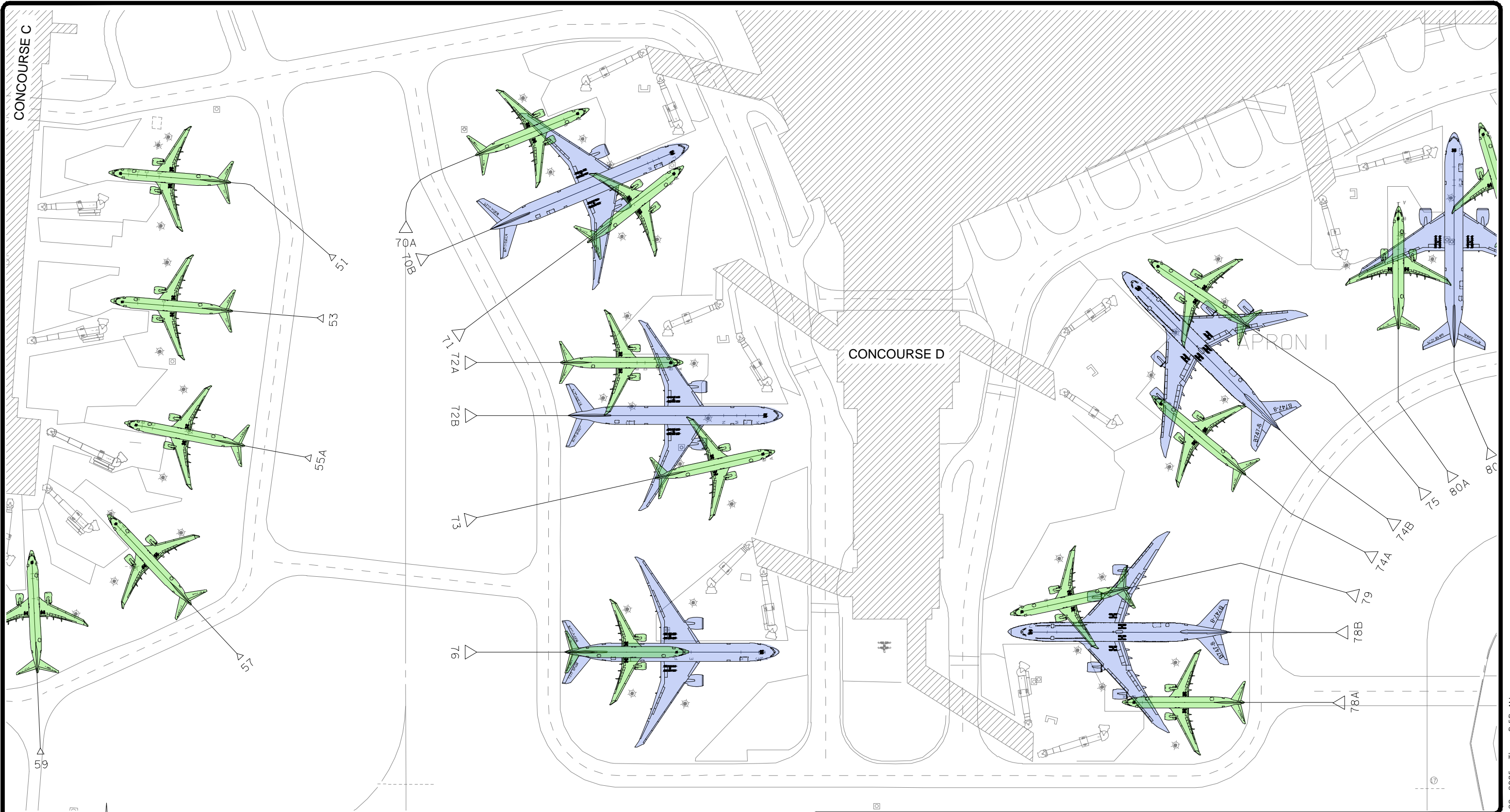
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 C.Deang

SCALE
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DATE
 2019.11.08

SHEET No.
 1 of 1



YYC Calgary Airport

PROJECT
 CALGARY INTERNATIONAL AIRPORT
 CONCOURSE D
 AIRCRAFT LAYOUT

CADD FILE No.
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REVISION No.
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 C.Deang

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DATE
 2020.01.16

SHEET No.
 1 of 1



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 CONCOURSE D
 AIRCRAFT LAYOUT**

CADD FILE No.
 Apron I

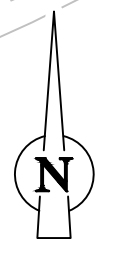
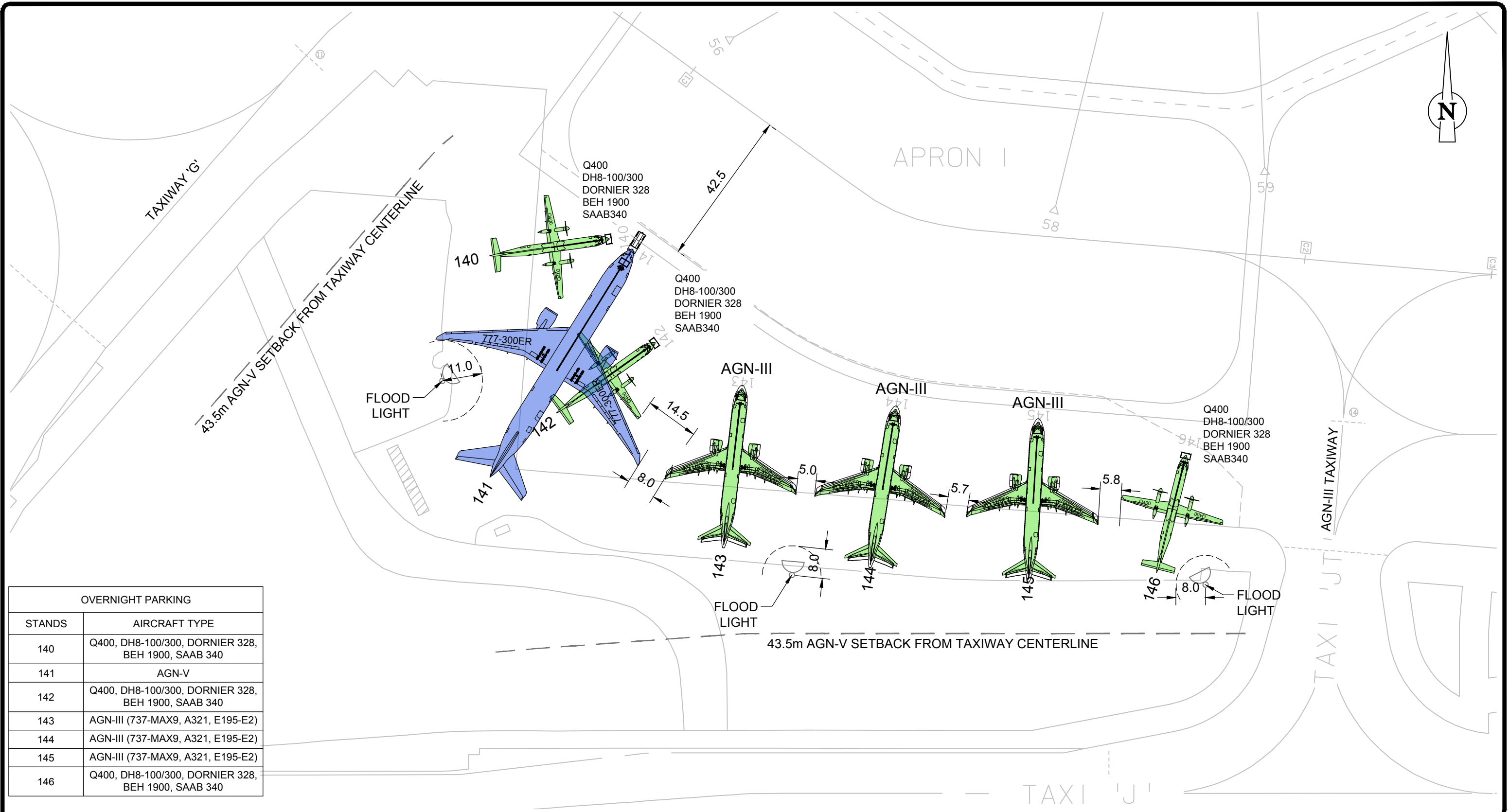
REVISION No.
 0

DRAWN BY
 C.Deang

SCALE
 1:600

DATE
 2020.01.16

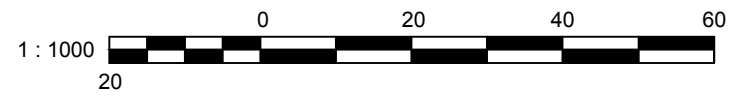
SHEET No.
 1 of 1



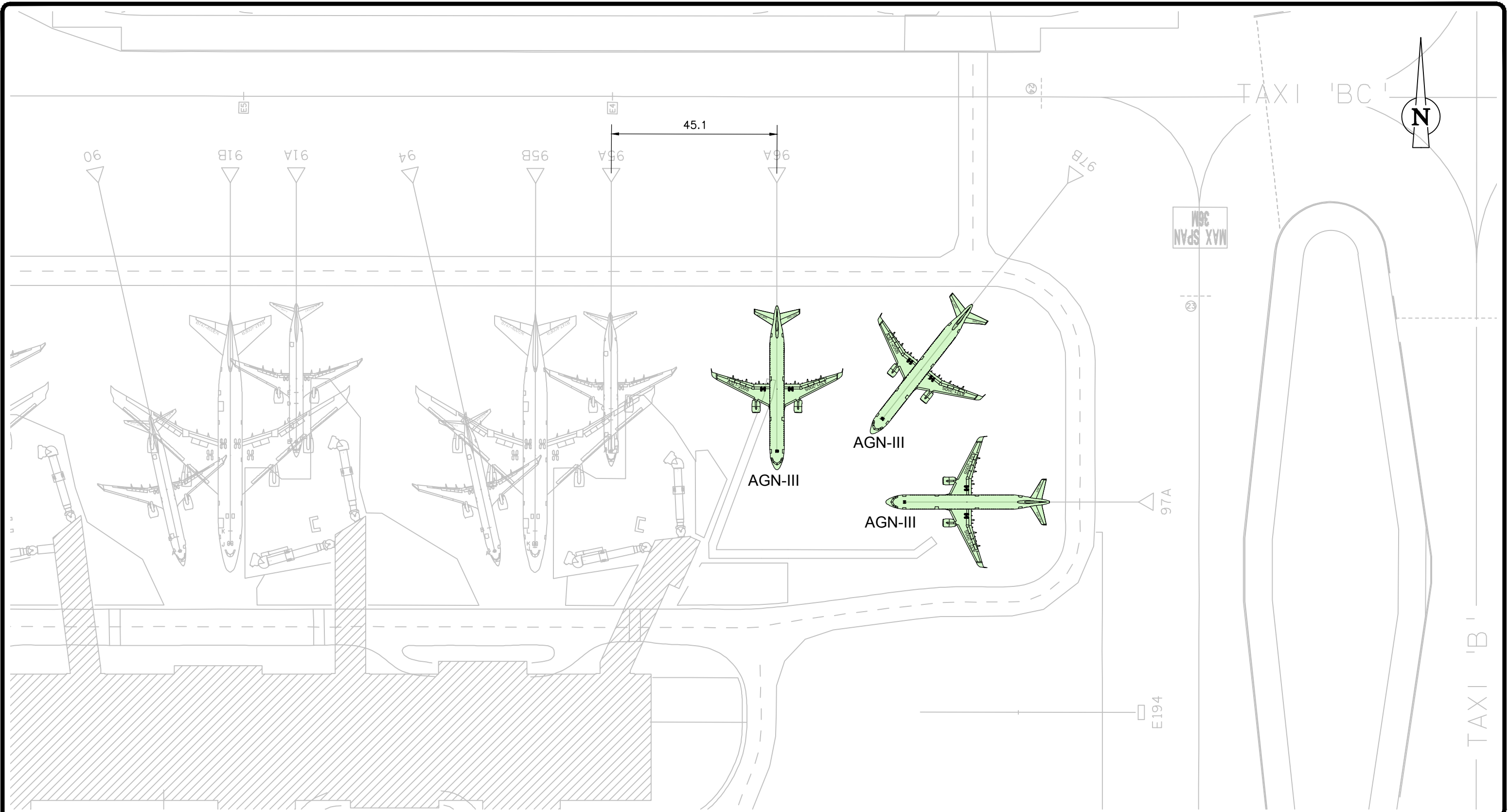
OVERNIGHT PARKING	
STANDS	AIRCRAFT TYPE
140	Q400, DH8-100/300, DORNIER 328, BEH 1900, SAAB 340
141	AGN-V
142	Q400, DH8-100/300, DORNIER 328, BEH 1900, SAAB 340
143	AGN-III (737-MAX9, A321, E195-E2)
144	AGN-III (737-MAX9, A321, E195-E2)
145	AGN-III (737-MAX9, A321, E195-E2)
146	Q400, DH8-100/300, DORNIER 328, BEH 1900, SAAB 340

RESTRICTION NOTES:

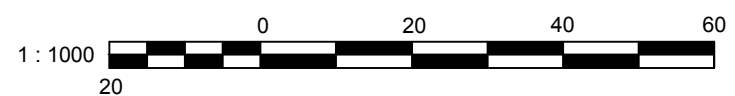
- ALL AIRCRAFTS ARE TOW-IN/TOW-OUT OPERATIONS
- STANDS 140 AND 142 ARE ALTERNATE PARKING POSITION WHEN STAND 141 IS NOT IN USE



	PROJECT			
	CALGARY INTERNATIONAL AIRPORT STANDS 140-146 OVERNIGHT PARKING LAYOUT			
CADD FILE No.	REVISION No.	DRAWN BY	SCALE	DATE
Apron I - Stands 140-146	0	C.D.	1:1000	2023.05.15
				SHEET No.
				1 of 1



ISSUED FOR REVIEW



PROJECT
**CALGARY INTERNATIONAL AIRPORT
 AGN III OVERNIGHT PARKING LAYOUT**

CADD FILE No.
 Apron I - Stands 96A-97A-97B

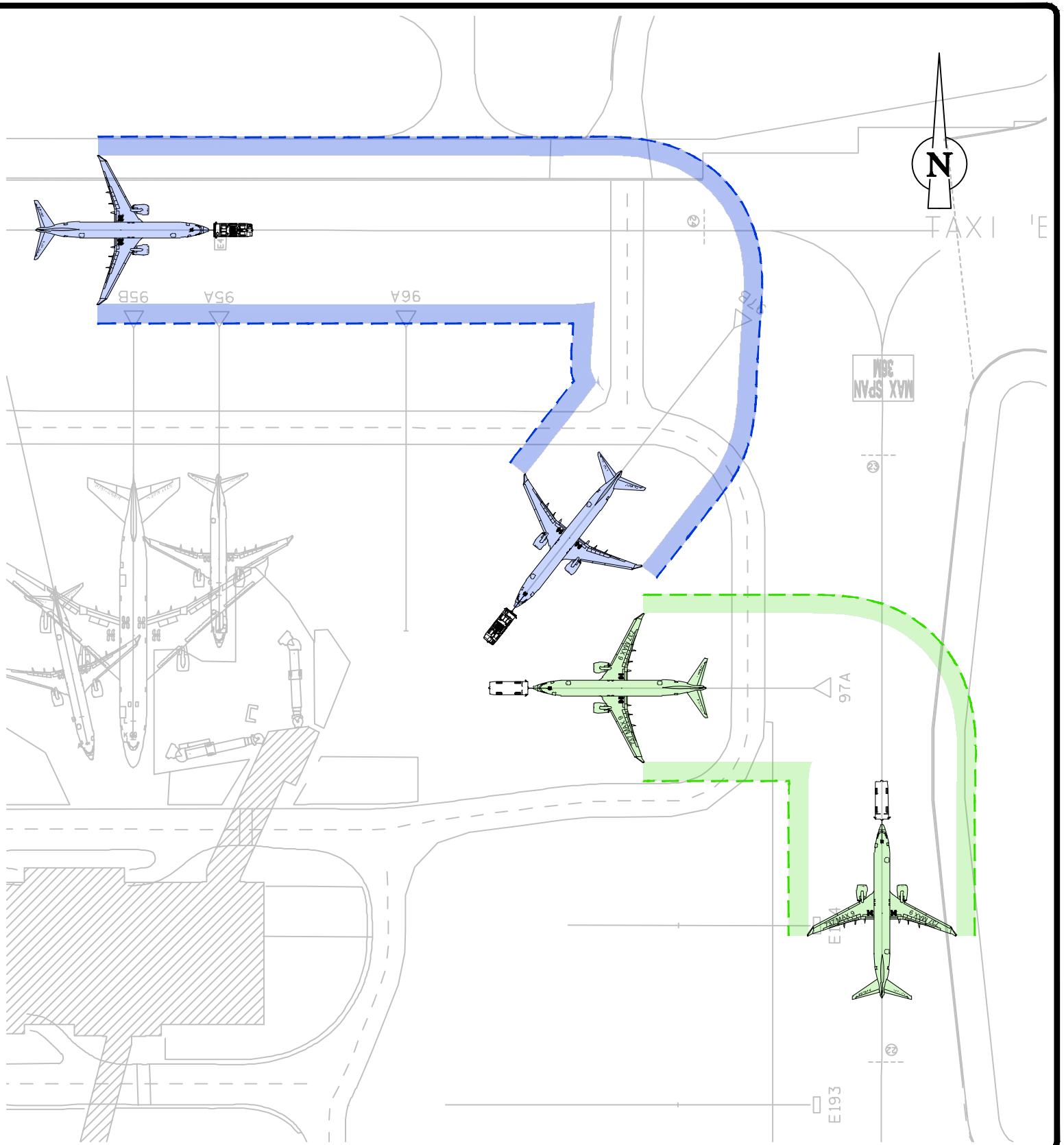
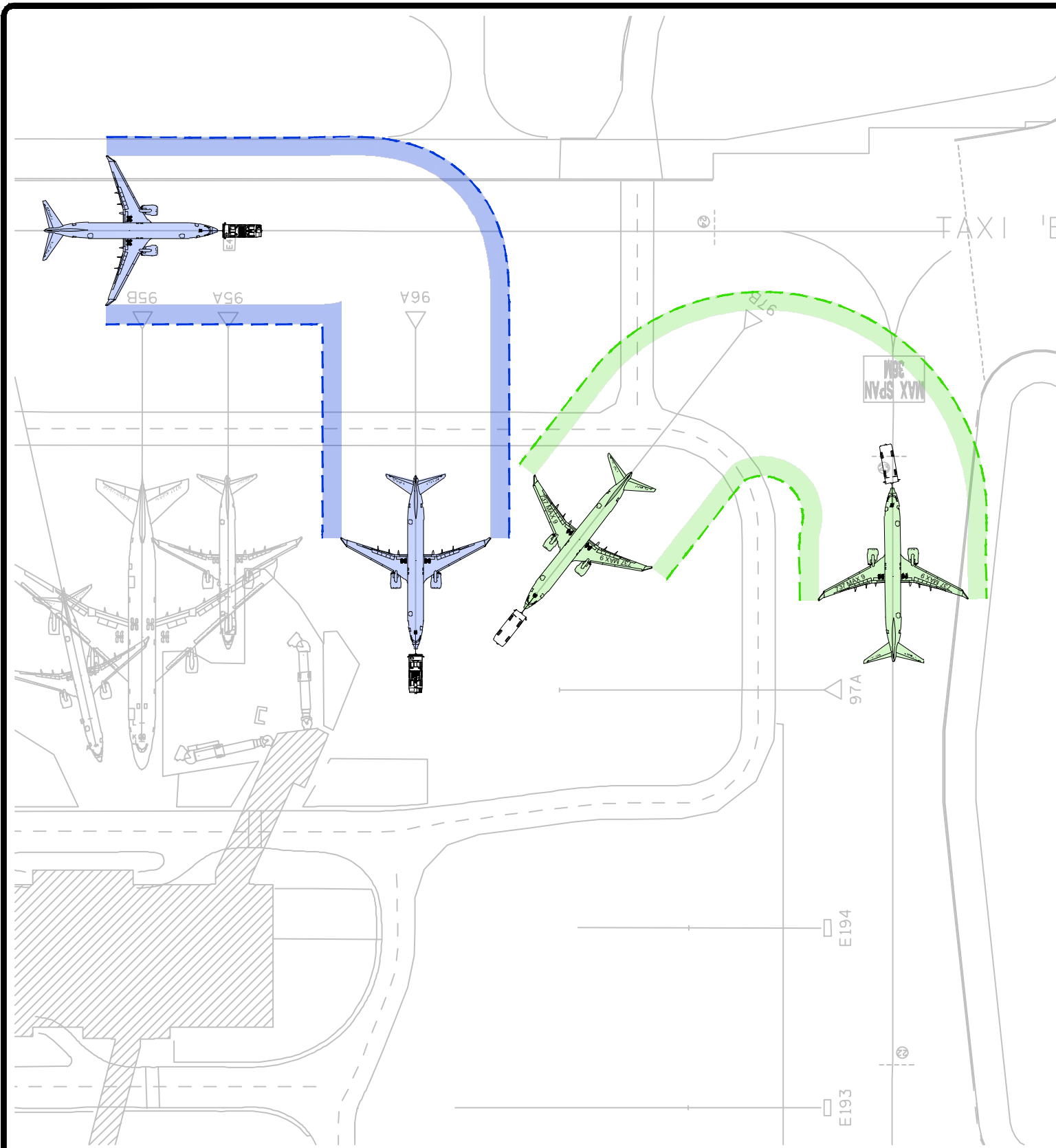
REVISION No.
 0

DRAWN BY
 C.D.

SCALE
 1:1000

DATE
 2020.01.27

SHEET No.
 1 of 1



ISSUED FOR REVIEW



PROJECT
**CALGARY INTERNATIONAL AIRPORT
 AGN III OVERNIGHT PARKING LAYOUT
 PUSHBACK MANEUVER**

CADD FILE No. Apron I - Stands 96A-97A-97B - Pushback
 REVISION No. 0

DRAWN BY
 C.D.

SCALE
 1:1250

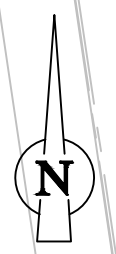
DATE
 2025.04.02

SHEET No.
 1 of 1

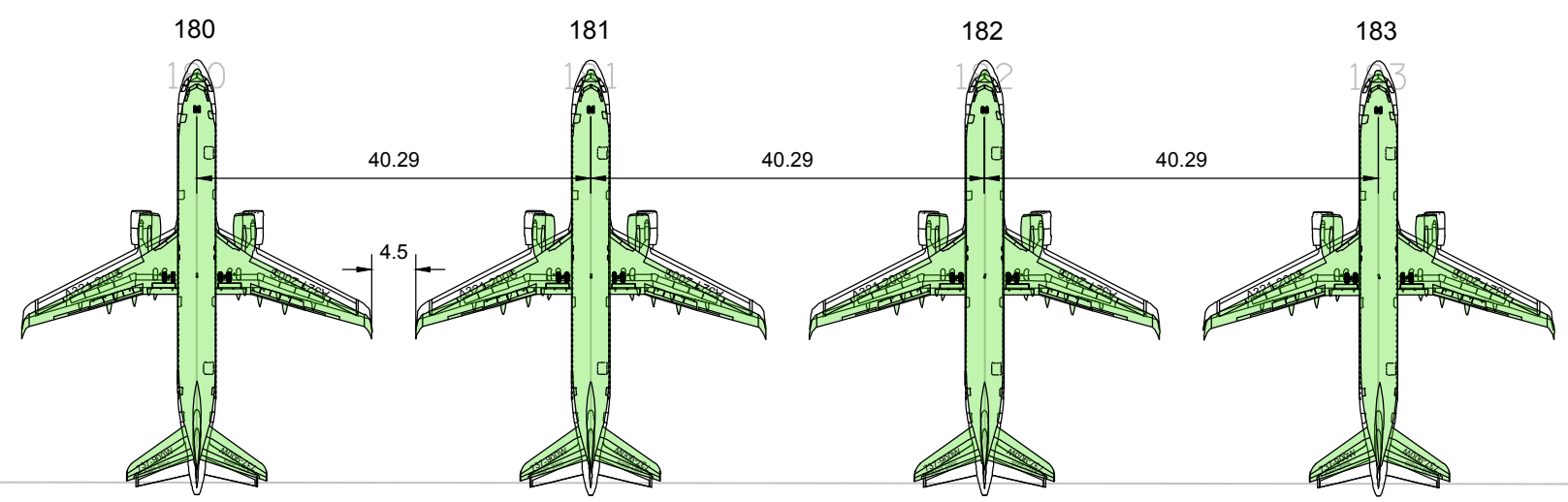
Name: Apron I - Stands 96A-97A-97B - Pushback.dwg Date: Nov 28, 2025 Time: 5:44 PM

38B 89 92

MAX SPAN
36M

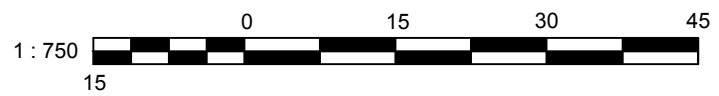


AGN-III (737-MAX9, A321, E195-E2) AGN-III (737-MAX9, A321, E195-E2) AGN-III (737-MAX9, A321, E195-E2) AGN-III (737-MAX9, A321, E195-E2)



TAXI LEA

ISSUED FOR REVIEW



PROJECT
CALGARY INTERNATIONAL AIRPORT
STANDS 180-183
OVERNIGHT AIRCRAFT PARKING

CADD FILE No.
Apron I - Stands 180-183

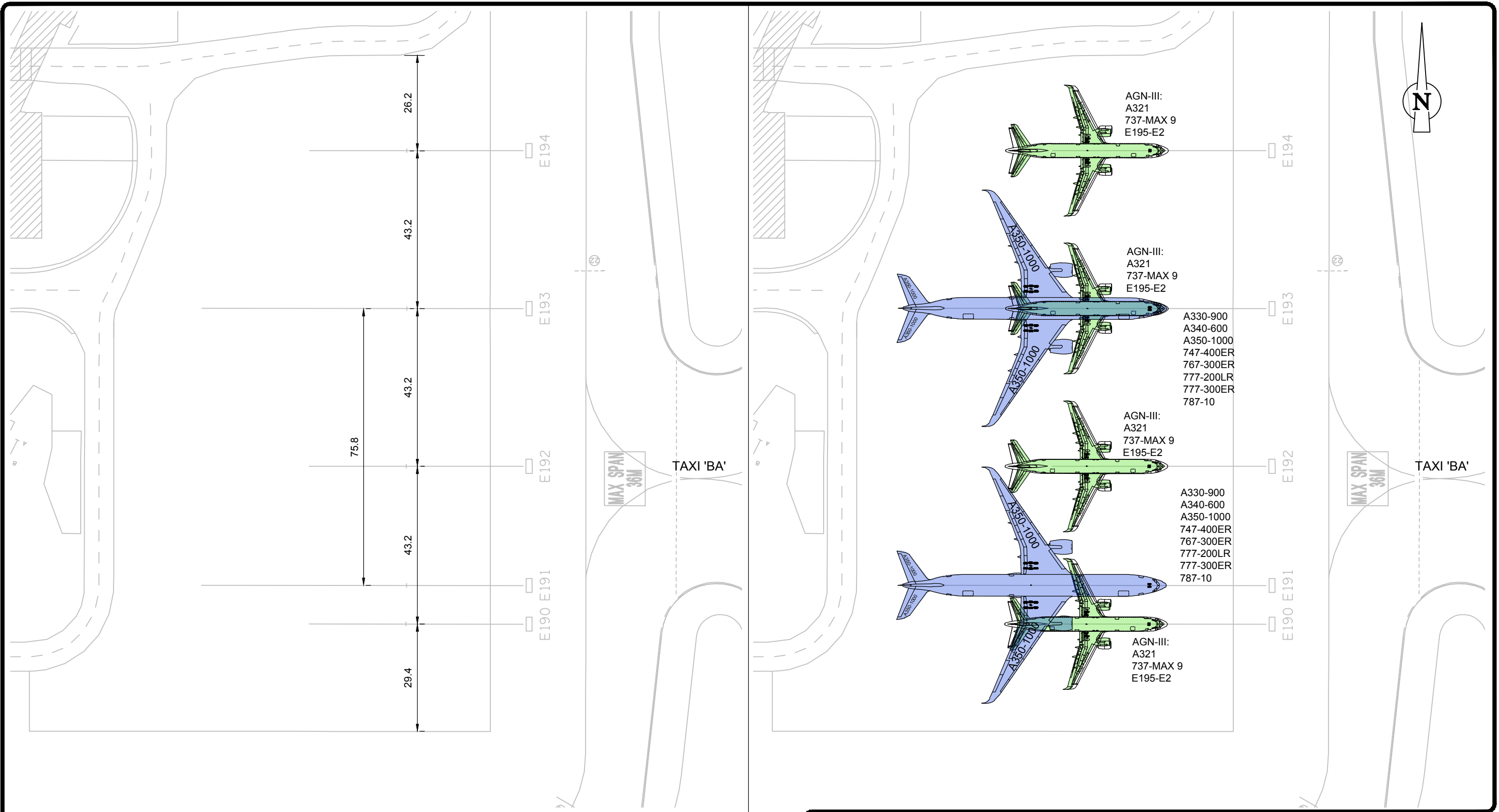
REVISION No.
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DRAWN BY
C.D.

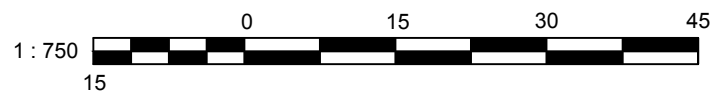
SCALE
1:750

DATE
2019.10.29

SHEET No.
1 of 1



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PROJECT
**CALGARY INTERNATIONAL AIRPORT
 STANDS E190 - E194
 OVERNIGHT AIRCRAFT PARKING**

CADD FILE No.
 Apron I - Stands E190-E194

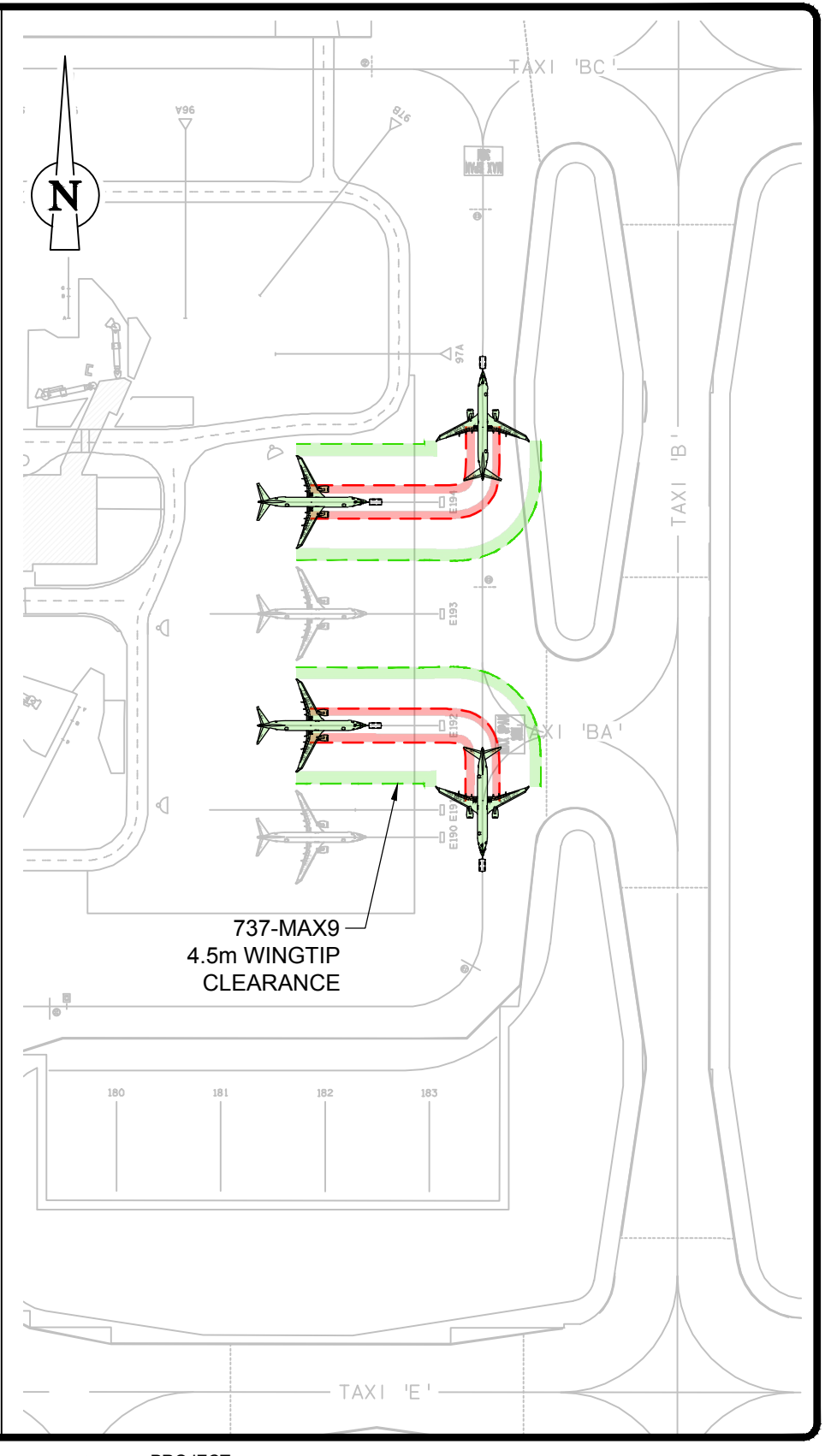
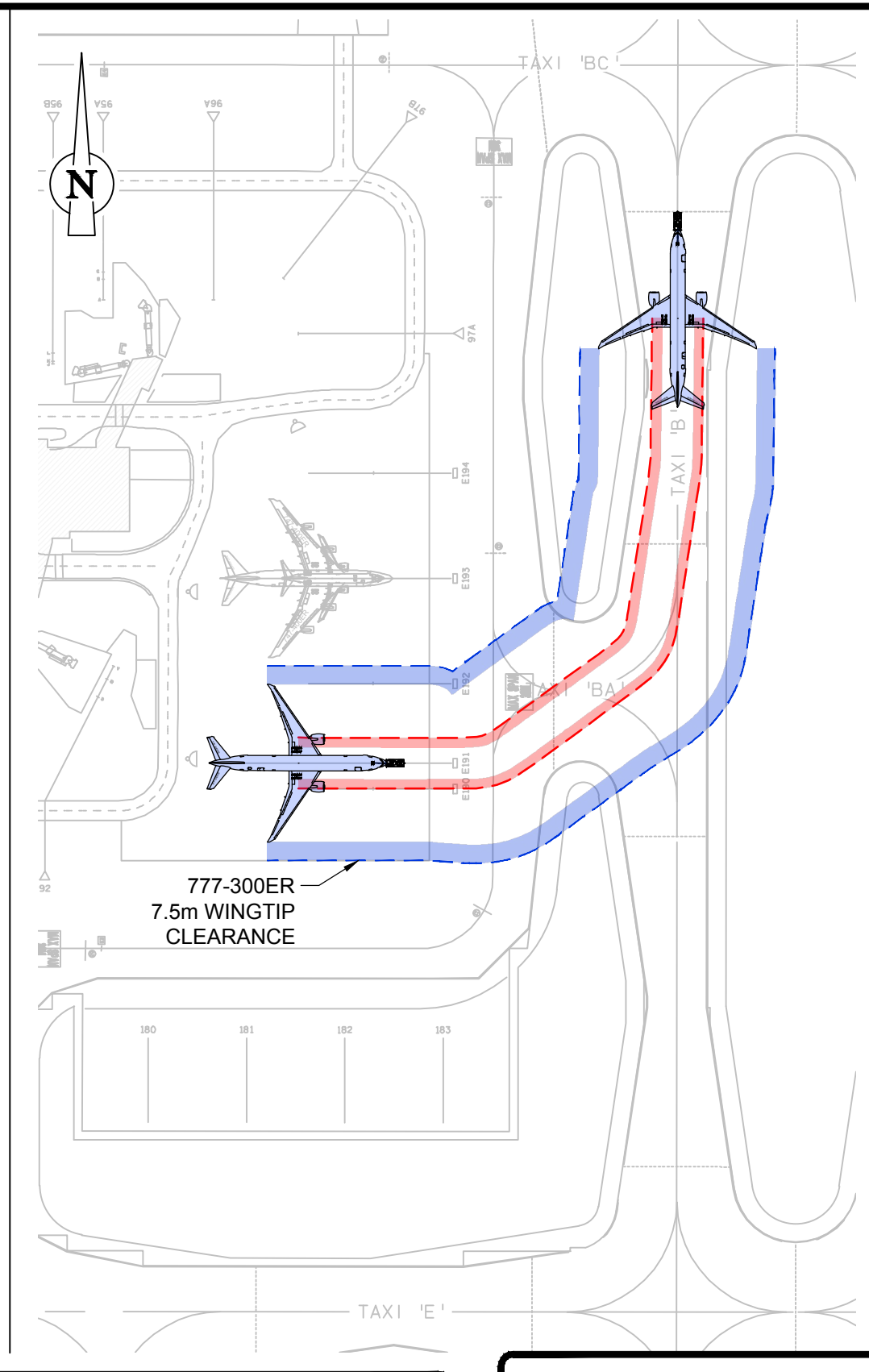
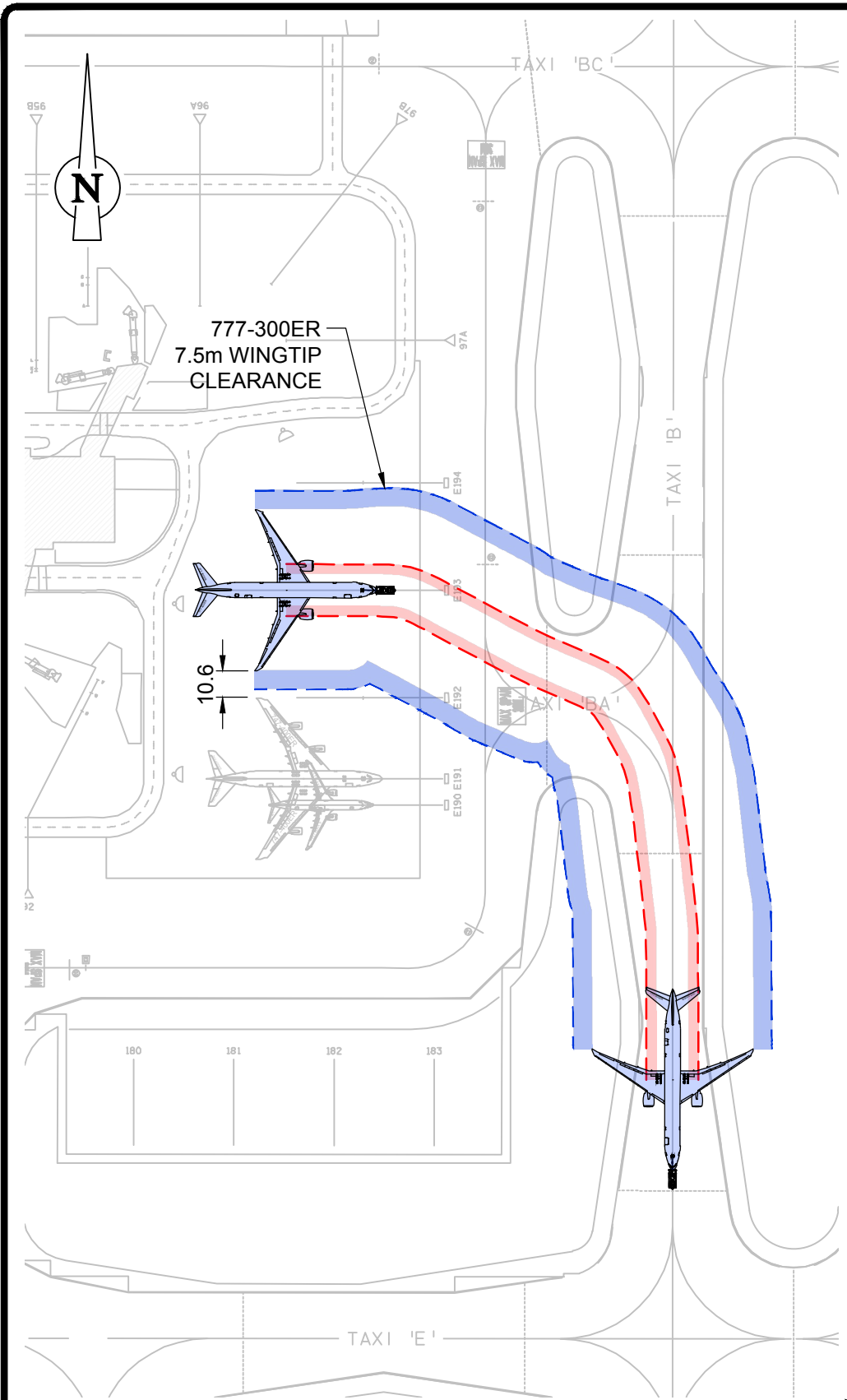
REVISION No.
 1

DRAWN BY
 C.D.

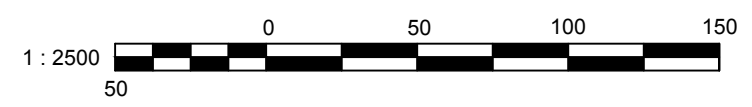
SCALE
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DATE
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SHEET No.
 1 of 1

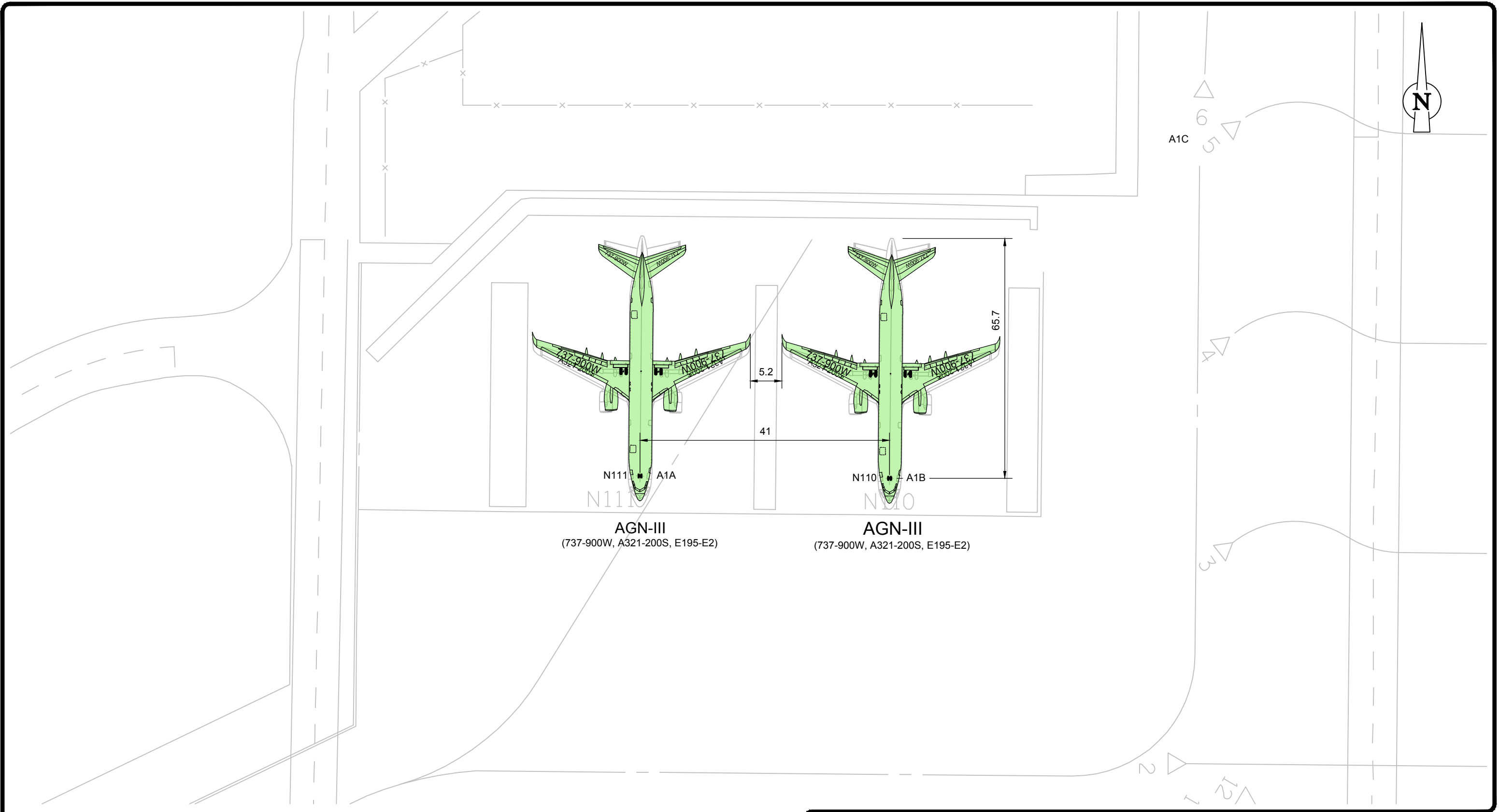


ISSUED FOR REVIEW

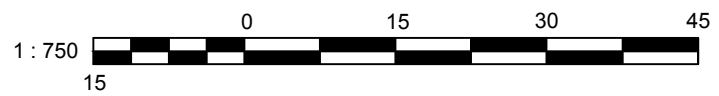


PROJECT
**CALGARY INTERNATIONAL AIRPORT
 STANDS E190-E194
 TOW-IN PROCEDURE**

CADD FILE No. Apron I - Stands E190-E194 - Pushback	REVISION No. 0	DRAWN BY C.D.	SCALE 1:1000	DATE 2025.02.13	SHEET No. 1 of 1
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ISSUED FOR REVIEW



PROJECT
**CALGARY INTERNATIONAL AIRPORT
 NORTH PAD OFF-GATE PARKING
 (N110 AND N111)**

CADD FILE No.
 Apron I - Stands N110-N111

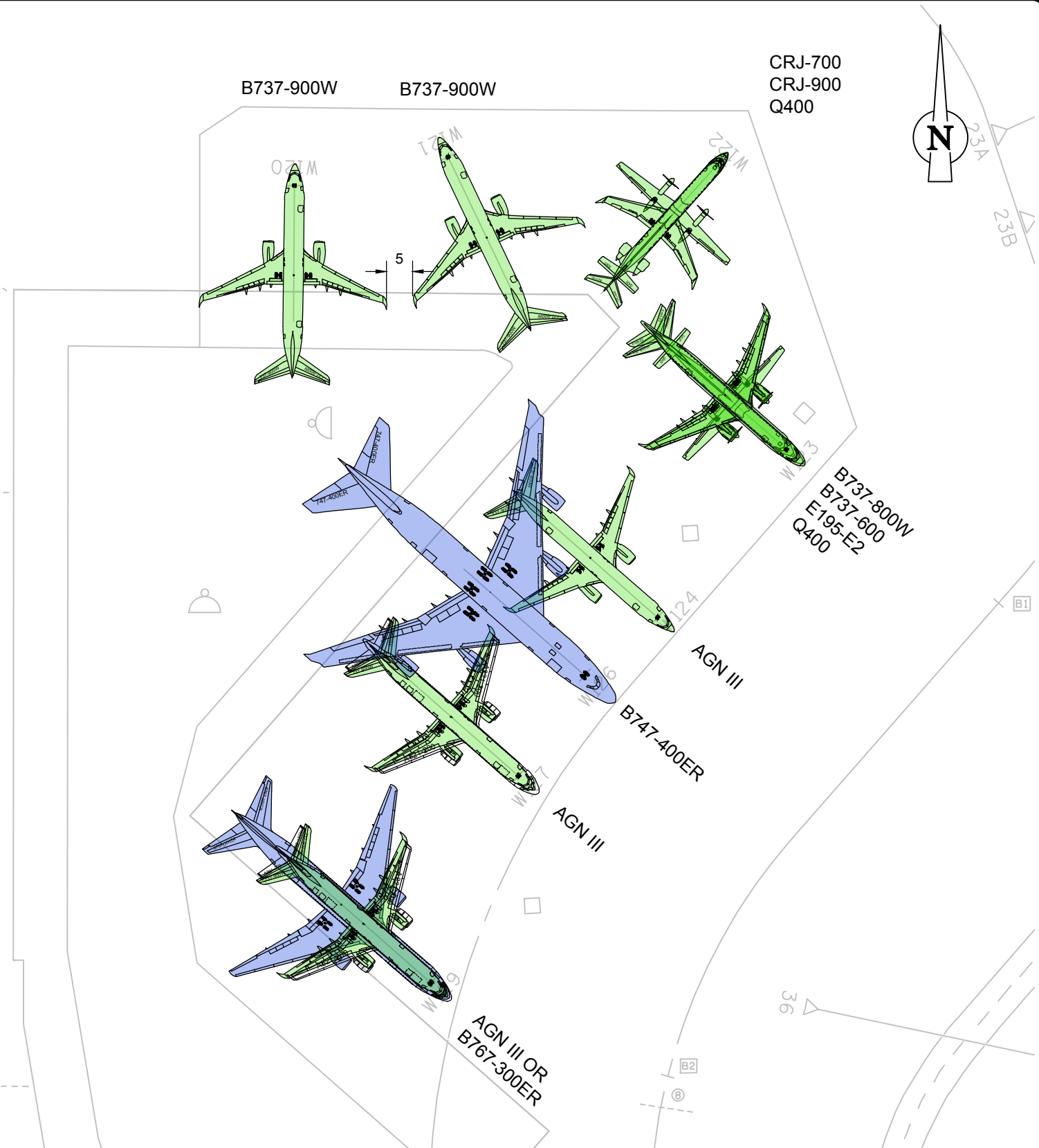
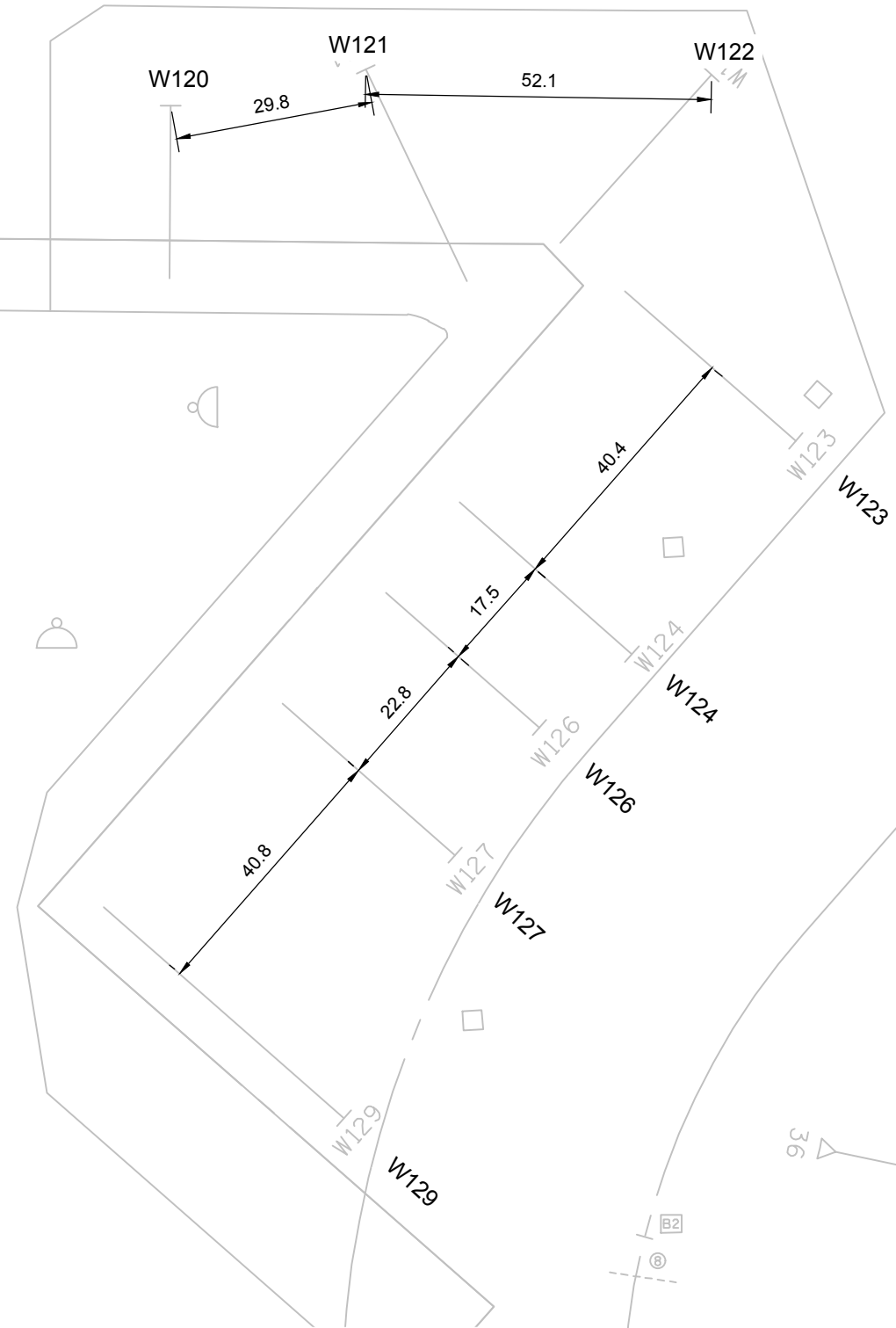
REVISION No.
 0

DRAWN BY
 C.D.

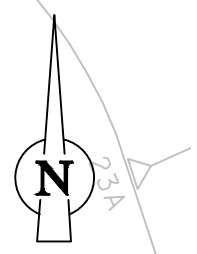
SCALE
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DATE
 2019.10.29

SHEET No.
 1 of 1

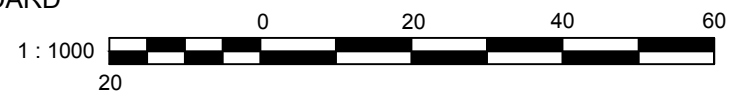


CRJ-700
CRJ-900
Q400



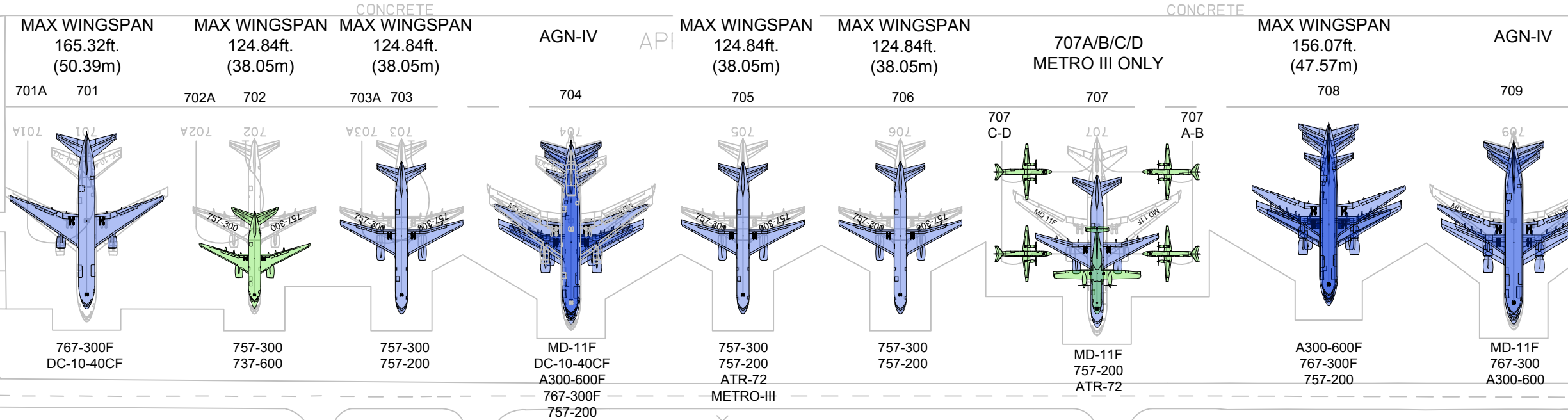
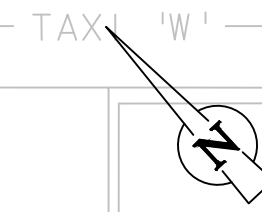
- NOTES:
- W122: SHOWN AIRCRAFT MODEL CAN ONLY PARK AT THIS STAND
 - W123: SHOWN AIRCRAFT MODEL CAN ONLY PART AT THIS STAND
 - W126: AIRCRAFT 777-300/300ER, A350-1000, OR A340-600 CANNOT BE PLACED AT STAND W126, AIRCRAFT TAIL TO LIGHT STANDARD DISTANCE WILL BE LESS THAN 7.5m.
 - W129: 47.57m MAXIMUM WINGSPAN ONLY

ISSUED FOR REVIEW

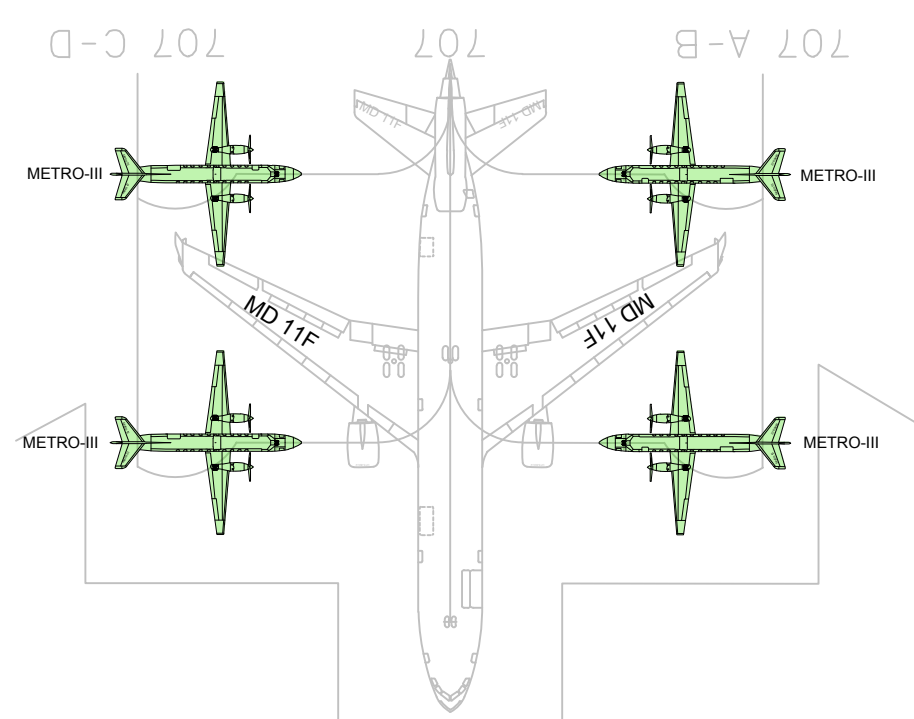


PROJECT
CALGARY INTERNATIONAL AIRPORT
APRON I - WEST PAD PARKING LAYOUT
(W120 - W129)

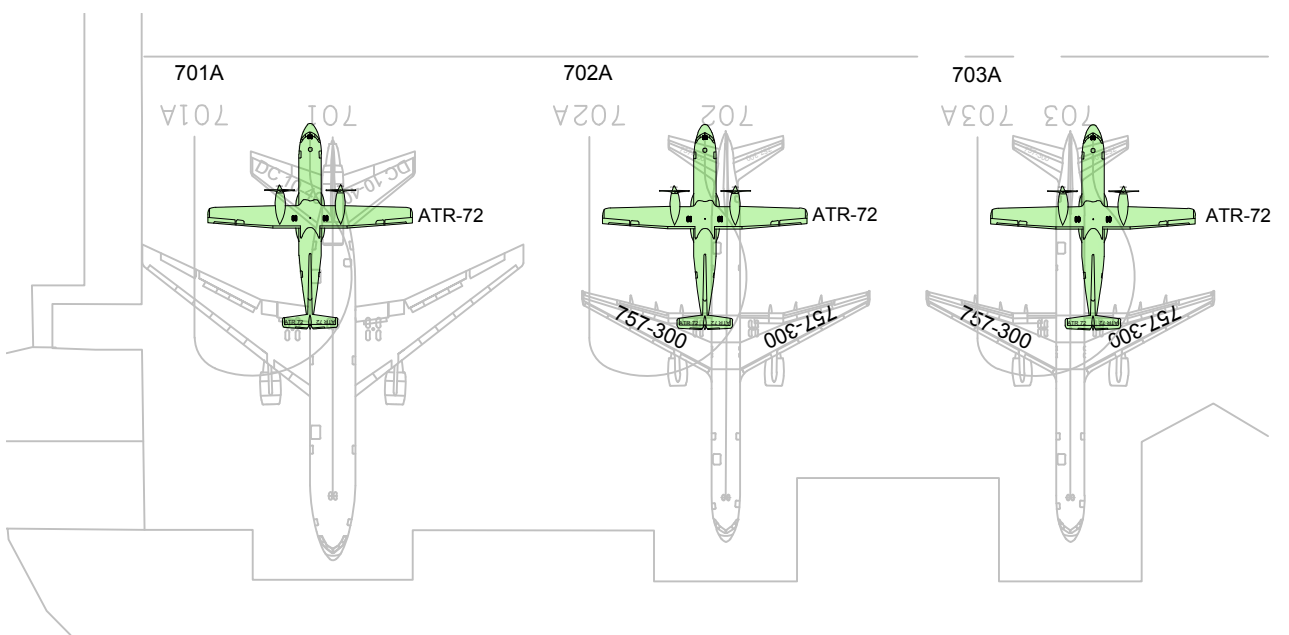
CADD FILE No. Apron I - Stands W120-W129 - Overnight	REVISION No. 1	DRAWN BY C.D.	SCALE 1:1000	DATE 2023.01.24	SHEET No. 1 of 1
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- NOTES:**
- ATR-72 AND METRO-III AT GATE 705 ARE POWER IN/ PUSHBACK OPERATIONS
 - ATR-72 AT GATE 707 IS POWER IN/ PUSHBACK OPERATION



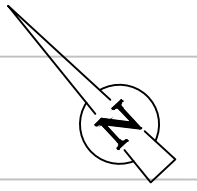
- NOTES:**
- WHEN GATE 707 IS OCCUPIED, GATES 707 A/B/C/D MUST BE VACANT.
 - WHEN GATES 707 A/B/C/D ARE OCCUPIED, GATE 707 MUST BE VACANT.
 - WHEN METRO III ON 707B IS POWERING IN/OUT, IT DOES NOT CLEAR THE EQUIPMENT STAGING AREA BETWEEN GATE 707B AND 708
 - WHEN METRO III ON 707D IS POWERING IN/OUT, IT DOES NOT CLEAR THE EQUIPMENT STAGING AREA BETWEEN GATE 706 AND 707D



ISSUED FOR REVIEW

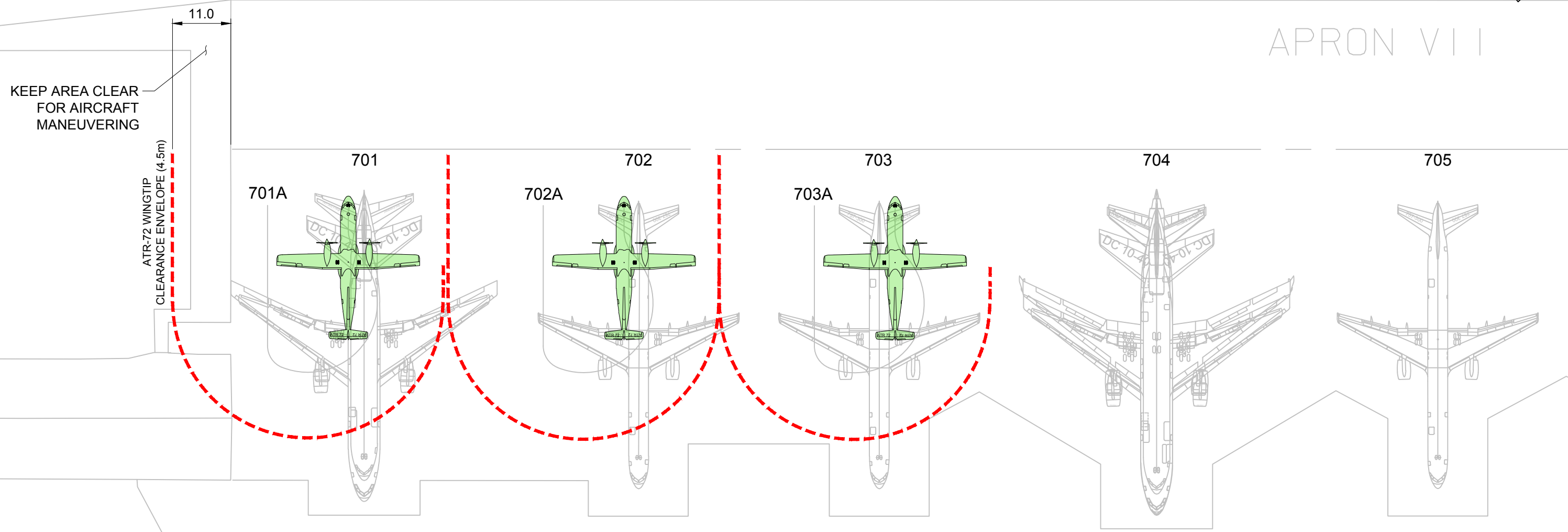


	PROJECT			
	CALGARY INTERNATIONAL AIRPORT APRON VII LAYOUT			
CADD FILE No.	REVISION No.	DRAWN BY	SCALE	DATE
Apron VII - V2	1	C.D.	1:1500	2021.05.18
SHEET No.			1 of 1	



CONCRETE

APRON VII



NOTES:

- WHEN 701A (ATR) IS OCCUPIED, STAND 701 MUST BE VACANT.
- WHEN 701 IS OCCUPIED, STAND 701A (ATR) AND 702A (ATR) MUST BE VACANT.
- WHEN 702A (ATR) IS OCCUPIED, STAND 701 AND 702 MUST BE VACANT.
- WHEN 702 IS OCCUPIED, STAND 702A (ATR) AND 703A (ATR) MUST BE VACANT.
- WHEN 703A (ATR) IS OCCUPIED, STAND 702 AND 703 MUST BE VACANT.
- WHEN 703 IS OCCUPIED, STAND 703A (ATR) MUST BE VACANT.



PROJECT
CALGARY INTERNATIONAL AIRPORT
APRON VII - ATR
701A - 702A - 703A

CADD FILE No.
 Apron VII - ATR 701A-702A-703A

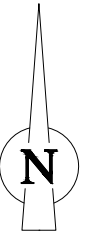
REVISION No.
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DRAWN BY
 C.D.

SCALE
 1:750

DATE
 2021.05.17

SHEET No.
 1 of 1



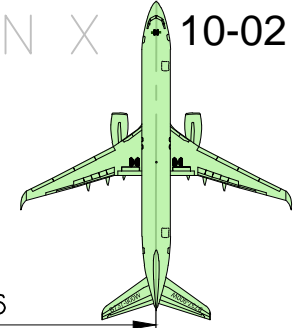
TAXI 'YE'

TAXI 'Y'

10-01



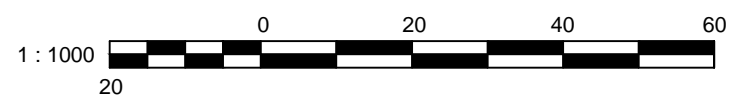
APRON X 10-02



47.6

TAXI 'YD'

ISSUED FOR REVIEW



PROJECT
CALGARY INTERNATIONAL AIRPORT
APRON X DE-ICING
LAYOUT PLAN

CADD FILE No.
Apron X

PROJECT No.

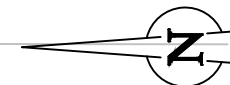
DRAWN BY
C.D.

SCALE
1:1000

DATE
2018.01.10

SHEET No.
1 of 2

TAXI 'B'



AGN-VI
(79.86m MAX SPAN)

AGN-V
(65.23m MAX SPAN)

AGN-III

AGN-III

AGN-III

AGN-III

AGN-III

AGN-III

B1

B2

B3

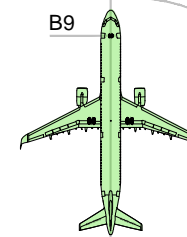
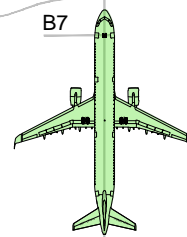
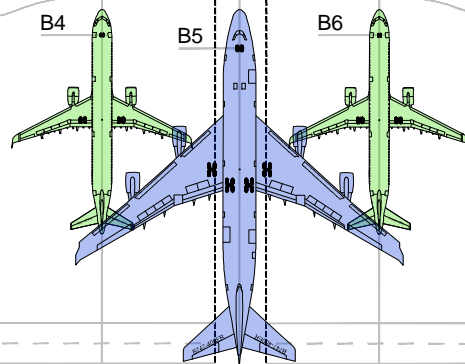
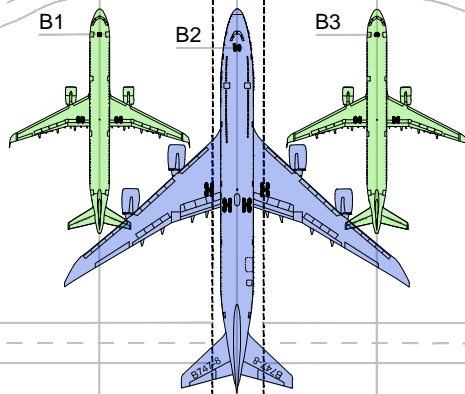
B4

B5

B6

B7

B9



S1

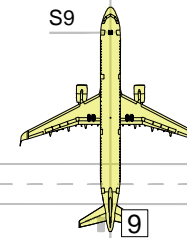
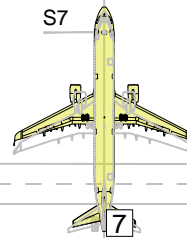
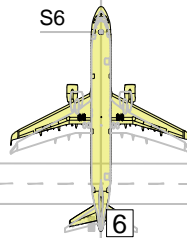
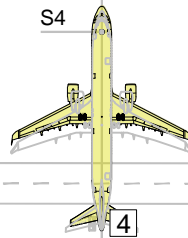
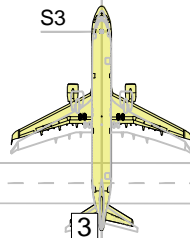
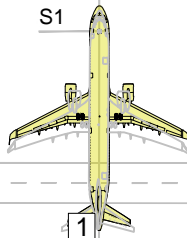
S3

S4

S6

S7

S9



1

2

3

4

5

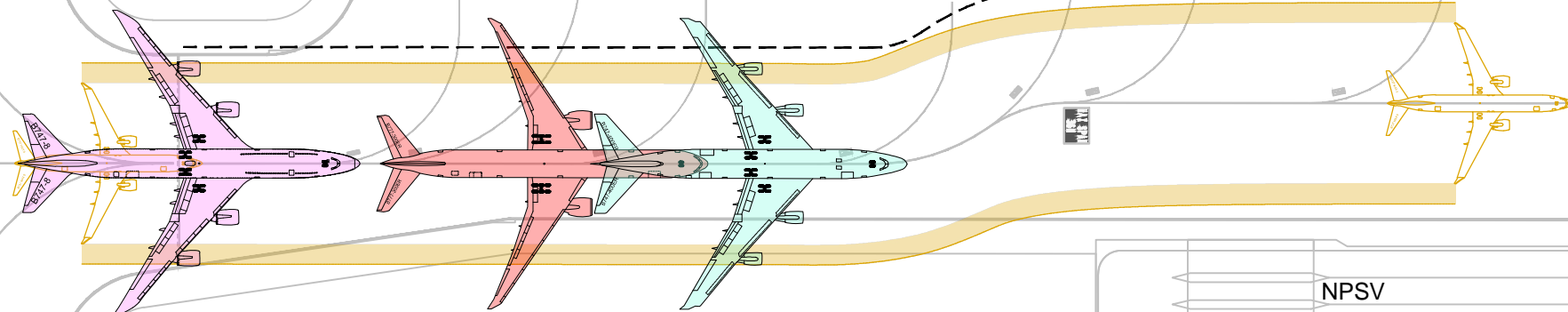
6

7

9

747-8 WINGTIP CLEARANCE LINE

747-400ER WINGTIP CLEARANCE LINE



NPSV

TAXI 'JQ'

TAXI 'J' UNDERPASS



YYC Calgary Airport

PROJECT
CALGARY INTERNATIONAL AIRPORT
EAST DEICING APRON
AIRCRAFT LAYOUT

CADD FILE No.
East Deicing Apron

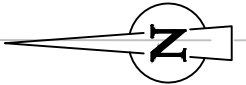
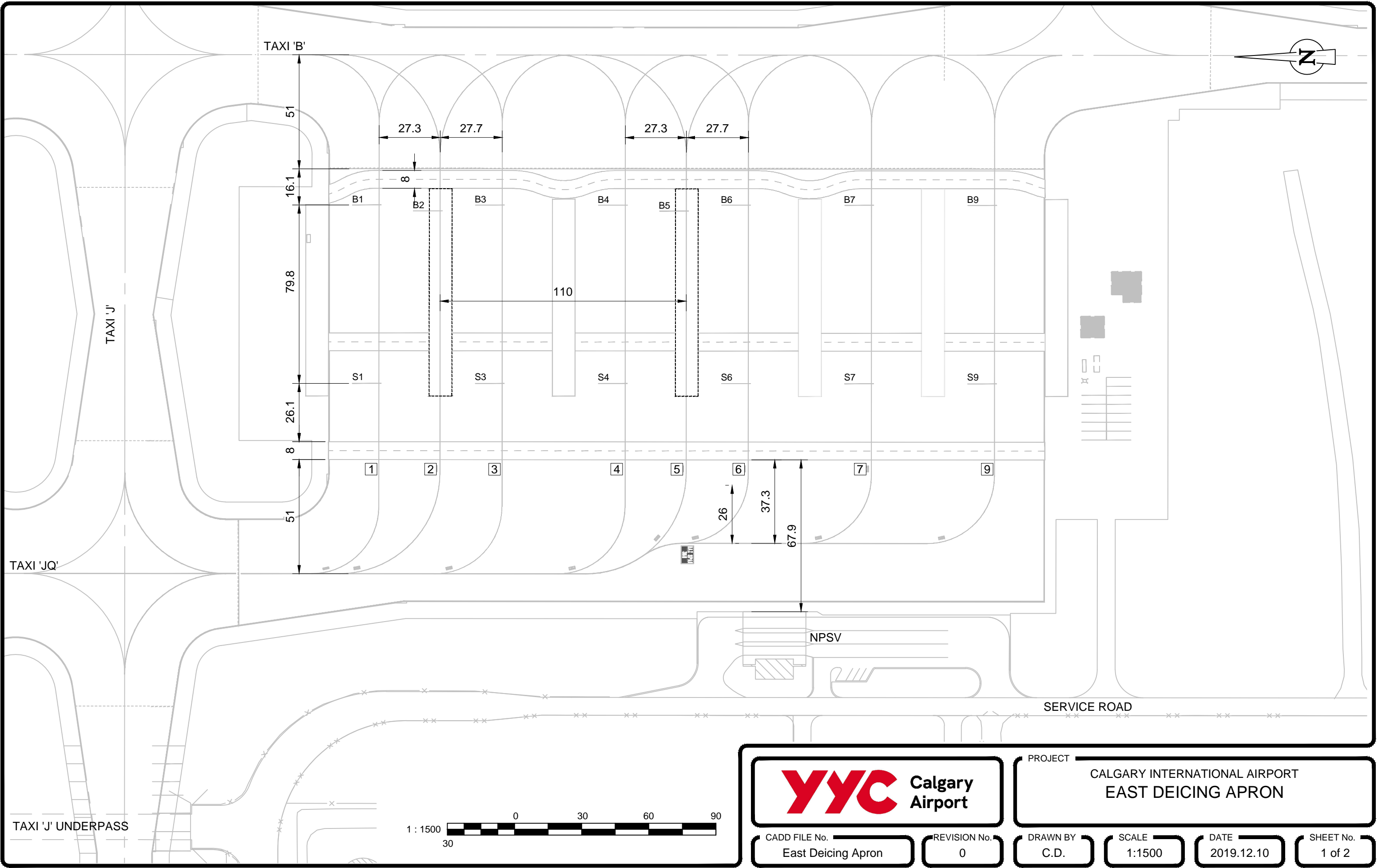
REVISION No.
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DRAWN BY
C.D.

SCALE
1:1500

DATE
2019.12.10

SHEET No.
2 of 2



PROJECT
**CALGARY INTERNATIONAL AIRPORT
 EAST DEICING APRON**

CADD FILE No.
 East Deicing Apron

REVISION No.
 0

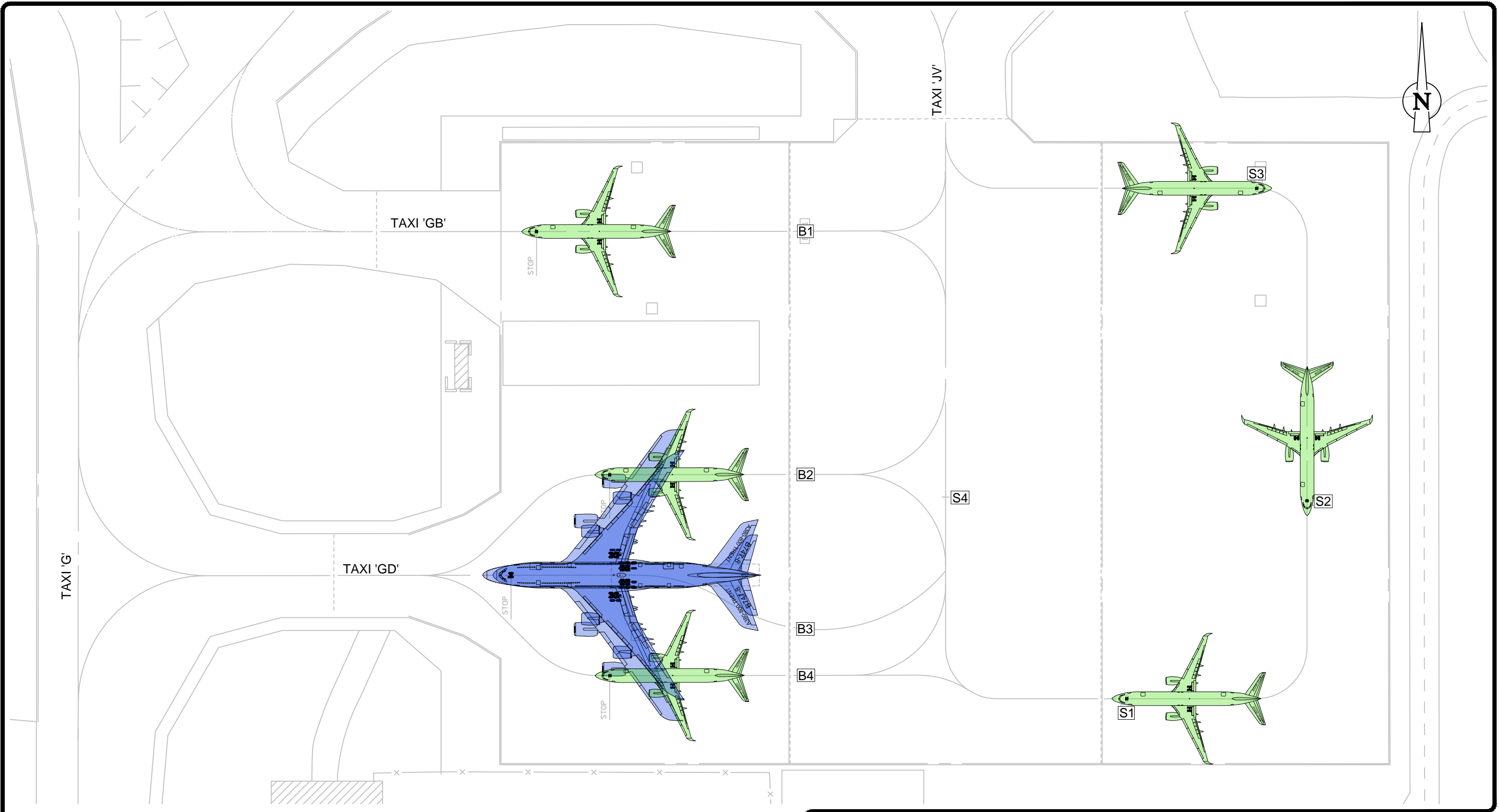
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 C.D.

SCALE
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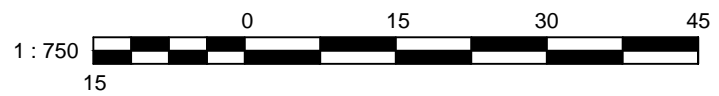
DATE
 2019.12.10

SHEET No.
 1 of 2

Name: East Deicing Apron.dwg Date: Jul 30, 2025 Time: 9:21 AM



ISSUED FOR REVIEW



PROJECT
**CALGARY INTERNATIONAL AIRPORT
 WEST DEICING APRON - AIRCRAFTS
 (Apron II)**

CADD FILE No.
 West Deicing Apron

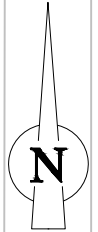
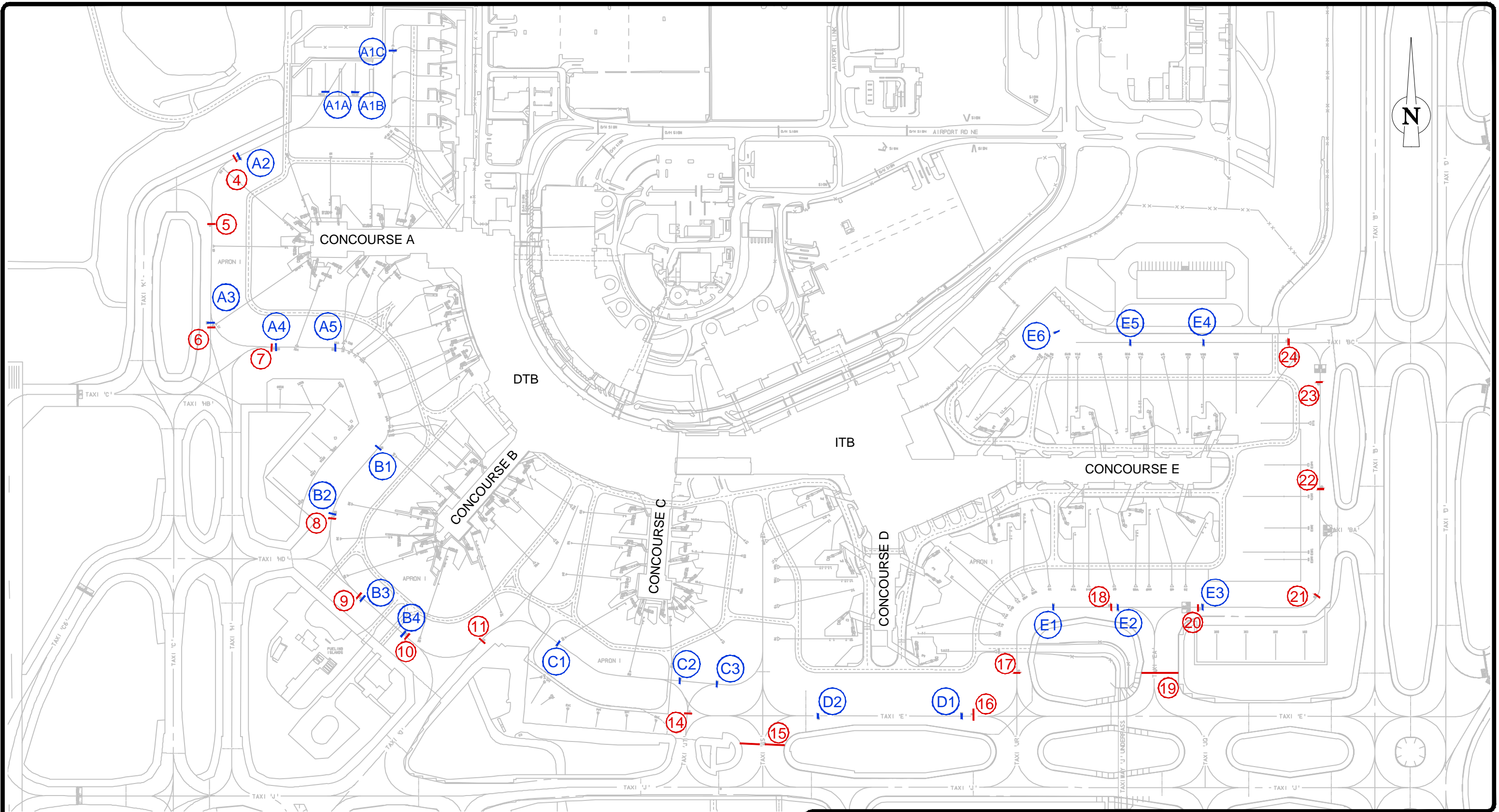
REVISION No.
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DRAWN BY
 C.D.

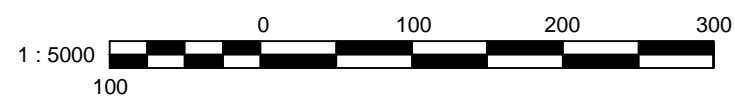
SCALE
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DATE
 2019.10.29

SHEET No.
 2 of 2



- TOW BAR DISCONNECT
- STOP SPOT (HOLDLINE POSITIONS)



PROJECT
**CALGARY INTERNATIONAL AIRPORT
 TOW BAR DISCONNECT LOCATIONS
 AND STOP SPOT LINES**

CADD FILE No.
 Tow Bar Disconnect

PROJECT No.
 -

DRAWN BY
 C.D.

SCALE
 1:5000

DATE
 2019.10.07

SHEET No.
 1 of 1