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EFFECTIVE 0901Z **22 JANUARY 2026**
TO 0901Z 19 MARCH 2026

CANADA AIR PILOT

Instrument Procedures

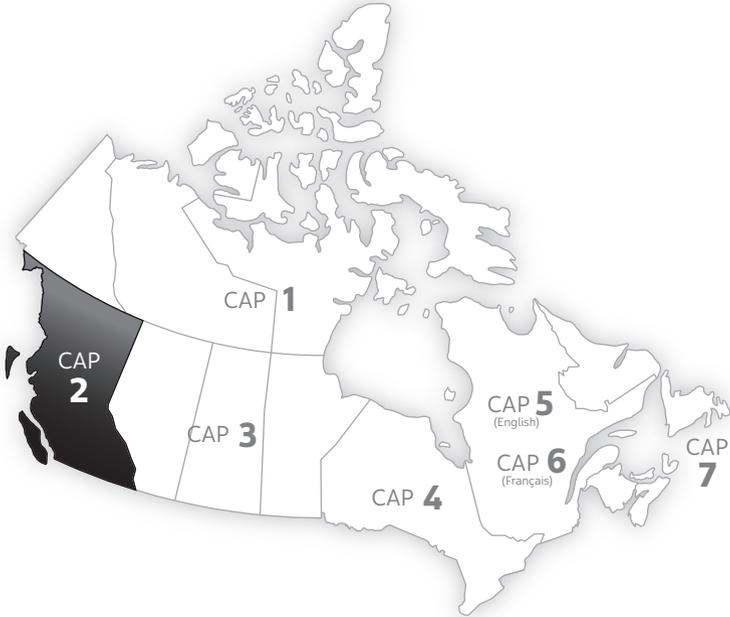
BRITISH COLUMBIA

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BRITISH COLUMBIA

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Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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ABBOTSFORD, BC

STAR (RNAV)	
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ILS Y RWY 07	CYXX-IAP-2B
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RNAV (RNP) Y RWY 07	CYXX-IAP-3B
RNAV (GNSS) Z RWY 25	CYXX-IAP-3D
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ALOVU ONE DEP (ALOVU1.)	CAJ4-DP-1B
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RNAV (GNSS) RWY 31	CBBC-IAP-3B
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NDB B	CBBC-IAP-9
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ILS Y RWY 12	CYBL-IAP-2B
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RNAV (GNSS) RWY 30	CYBL-IAP-3B
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DEPARTURE PROCEDURE (RNAV)	
KELSY ONE DEP (KELSY1.)	CYBL-DP-1B

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IRBAS THREE DEP (IRBAS3.)	CYCQ-DP-1B
AERODROME CHART	CYCQ-AD

COMOX, BC

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ILS Y RWY 12 (DND)	CYQQ-IAP-2B
ILS Z RWY 30 (DND)	CYQQ-IAP-2C
ILS Y RWY 30 (DND)	CYQQ-IAP-2D
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RNAV (RNP) Y RWY 12	CYQQ-IAP-3B
RNAV (RNP) Y RWY 18	CYQQ-IAP-3C
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SID (VECTOR)	
LAZO THREE DEP (LAZO3.) (DND)	CYQQ-SID-2B
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SID (RNAV)	
SARATOGA ONE DEP (SARAT1.) (DND) ...	CYQQ-SID-3B
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ILS Y RWY 16	CYXC-IAP-2B
ILS X RWY 16	CYXC-IAP-2C
RNAV (GNSS) Z RWY 16	CYXC-IAP-3A
RNAV (GNSS) Y RWY 16	CYXC-IAP-3B
RNAV (GNSS) Z RWY 34	CYXC-IAP-3C
RNAV (GNSS) Y RWY 34	CYXC-IAP-3D
RNAV (GNSS) X RWY 34	CYXC-IAP-3E

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SID (RNAV)		AERODROME CHART	CYXJ-AD
KOOTENAY ONE DEP (KOOT1.)	CYXC-SID-2A		
SID (RNAV)		GOLDEN, BC	
KOOTENAY ONE DEP (KOOT1.)	CYXC-SID-2B	RNAV (GNSS) RWY 14	CYGE-IAP-3A
AERODROME CHART	CYXC-AD	RNAV (GNSS) A	CYGE-IAP-3B
		RNAV (GNSS) B	CYGE-IAP-3C
		AERODROME CHART	CYGE-AD
CRESTON, BC			
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DEPARTURE PROCEDURE (RNAV)			
BOXAT FIVE DEP (BOXAT5.)	CAJ3-DP-1B		
AERODROME CHART	CAJ3-AD		
		GRAND FORKS, BC	
DAWSON CREEK, BC		RNAV (GNSS) A	CZGF-IAP-3A
RNAV (GNSS) Z RWY 07	CYDQ-IAP-3A	RNAV (GNSS) B	CZGF-IAP-3B
RNAV (GNSS) Y RWY 07	CYDQ-IAP-3B	AERODROME CHART	CZGF-AD
RNAV (GNSS) RWY 25	CYDQ-IAP-3C		
AERODROME CHART	CYDQ-AD		
		KAMLOOPS, BC	
		RNAV (GNSS) A	CYKA-IAP-3I
		LOC Z RWY 27	CYKA-IAP-4A
		SID (RNAV)	
		KEBRA ONE DEP (KEBRA1.)	CYKA-SID-1A
		SID (RNAV)	
		KEBRA ONE DEP (KEBRA1.)	CYKA-SID-1B
		SID (RNAV)	
		OLONA TWO DEP (OLONA2.)	CYKA-SID-2A
		SID (RNAV)	
		OLONA TWO DEP (OLONA2.)	CYKA-SID-2B
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		NORIP FIVE ARR (NORIP.NORIP5)	
		ARRIVAL ROUTES	CYLW-STAR-1B
		STAR (RNAV)	
		PIGLU FIVE ARR (YDC.PIGLU5)	CYLW-STAR-2
		STAR (RNAV)	
		SEKAB FIVE ARR (SEKAB.SEKAB5)	CYLW-STAR-3
		RNAV (GNSS) Z RWY 16	CYLW-IAP-3A
		RNAV (GNSS) Y RWY 16	CYLW-IAP-3B
		RNAV (RNP) Y RWY 34	CYLW-IAP-3J
		RNAV (GNSS) A	CYLW-IAP-3M
		LOC Z RWY 16	CYLW-IAP-4A
		LOC Y RWY 16	CYLW-IAP-4B
		NDB B	CYLW-IAP-9
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		ENDBY THREE DEP (ENDBY3.).....	CYLW-SID-1A
		SID (RNAV)	
		ENDBY THREE DEP (ENDBY3.).....	CYLW-SID-1B
FORT NELSON, BC			
ILS RWY 04	CYYE-IAP-2		
RNAV (GNSS) RWY 04	CYYE-IAP-3A		
RNAV (GNSS) RWY 22	CYYE-IAP-3B		
AERODROME CHART	CYYE-AD		
FORT ST. JOHN, BC			
ILS Z RWY 30	CYXJ-IAP-2A		
ILS Y RWY 30	CYXJ-IAP-2B		
RNAV (GNSS) Z RWY 03	CYXJ-IAP-3A		
RNAV (RNP) Y RWY 03	CYXJ-IAP-3B		
RNAV (GNSS) Z RWY 12	CYXJ-IAP-3C		
RNAV (RNP) Y RWY 12	CYXJ-IAP-3D		
RNAV (GNSS) Z RWY 21	CYXJ-IAP-3E		
RNAV (RNP) Y RWY 21	CYXJ-IAP-3F		
RNAV (GNSS) Z RWY 30	CYXJ-IAP-3G		
RNAV (RNP) Y RWY 30	CYXJ-IAP-3H		
VOR RWY 12	CYXJ-IAP-6		

SID (VECTOR)	
KELOWNA ONE DEP (CYLW1.)	CYLW-SID-3A
SID (VECTOR)	
KELOWNA ONE DEP (CYLW1.)	CYLW-SID-3B
SID (RNAV)	
MERYT SIX DEP (MRYT6.)	CYLW-SID-4A
SID (RNAV)	
MERYT SIX DEP (MRYT6.)	CYLW-SID-4B
SID (RNAV)	
PRINCETON SIX DEP (YDC6.)	CYLW-SID-6A
SID (RNAV)	
PRINCETON SIX DEP (YDC6.)	CYLW-SID-6B
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PARKING AREAS (APRON I)	CYLW-APD-1
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NIGHT CIRCUIT PROCEDURES	CYLW-NCP

LANGLEY REGIONAL, BC

RNAV (GNSS) RWY 01	CYNJ-IAP-3
DEPARTURE PROCEDURE (RNAV)	
OMINO TWO DEP (OMINO2.)	CYNJ-DP-1A
DEPARTURE PROCEDURE (RNAV)	
OMINO TWO DEP (OMINO2.)	CYNJ-DP-1B
AERODROME CHART	CYNJ-AD
TAXI CHART	CYNJ-GM-1

MACKENZIE, BC

RNAV (GNSS) RWY 17	CYZY-IAP-3A
RNAV (GNSS) RWY 35	CYZY-IAP-3B
AERODROME CHART	CYZY-AD

MASSET, BC

RNAV (GNSS) RWY 13	CZMT-IAP-3A
RNAV (GNSS) Z RWY 31	CZMT-IAP-3B
RNAV (GNSS) Y RWY 31	CZMT-IAP-3C
AERODROME CHART	CZMT-AD

NANAIMO, BC

ILS RWY 16	CYCD-IAP-2
RNAV (GNSS) Z RWY 16	CYCD-IAP-3A
RNAV (GNSS) X RWY 16	CYCD-IAP-3B
SID (PILOT NAV)	
FAXTO ONE DEP (FAXTO1.)	CYCD-SID-1A
SID (PILOT NAV)	
FAXTO ONE DEP (FAXTO1.)	CYCD-SID-1B
SID (RNAV)	
LADYSMITH TWO DEP (LADY2.)	CYCD-SID-2A
SID (RNAV)	
LADYSMITH TWO DEP (LADY2.)	CYCD-SID-2B
SID (PILOT NAV)	
NANAIMO THREE DEP (YCD3.)	CYCD-SID-3A
SID (PILOT NAV)	
NANAIMO THREE DEP (YCD3.)	CYCD-SID-3B
AERODROME CHART	CYCD-AD
CIRCUIT PROCEDURES	CYCD-NCP

NANAIMO/NANAIMO HARBOUR HELIPORT, BC

COPTER RNAV (GNSS) 197°	CDH5-IAP-3
VISUAL APPROACH CHART	CDH5-VAP
DEPARTURE PROCEDURE (RNAV)	
APRAP ONE DEP (APRAP1.)	CDH5-DP-1A
DEPARTURE PROCEDURE (RNAV)	
APRAP ONE DEP (APRAP1.)	CDH5-DP-1B
DEPARTURE PROCEDURE (RNAV)	
DASOG ONE DEP (DASOG1.)	CDH5-DP-2A
DEPARTURE PROCEDURE (RNAV)	
DASOG ONE DEP (DASOG1.)	CDH5-DP-2B
HELIPORT CHART	CDH5-HP

PENTICTON, BC

RNAV (GNSS) B	CYYF-IAP-3E
RNAV (GNSS) C	CYYF-IAP-3F
SID (RNAV)	
BEXUD ONE DEP (BEXUD1.)	CYYF-SID-1A
SID (RNAV)	
BEXUD ONE DEP (BEXUD1.)	CYYF-SID-1B
SID (RNAV)	
MOBUD ONE DEP (MOBUD1.)	CYYF-SID-2A
SID (RNAV)	
MOBUD ONE DEP (MOBUD1.)	CYYF-SID-2B
AERODROME CHART	CYYF-AD
NIGHT CIRCUIT PROCEDURES	CYYF-NCP

PITT MEADOWS, BC

RNAV (GNSS) Z RWY 08R	CYPK-IAP-3A
RNAV (GNSS) Y RWY 08R	CYPK-IAP-3B
SID (RNAV)	
PITT MEADOWS FOUR DEP (CYPK4.)	CYPK-SID-1A
SID (RNAV)	
PITT MEADOWS FOUR DEP (CYPK4.)	CYPK-SID-1B
AERODROME CHART	CYPK-AD

PORT ALBERNI**(ALBERNI VALLEY REGIONAL), BC**

DEPARTURE PROCEDURE (RNAV)	
KAVTU TWO DEP (KAVTU2.)	CBS8-DP-1A
DEPARTURE PROCEDURE (RNAV)	
KAVTU TWO DEP (KAVTU2.)	CBS8-DP-1B
DEPARTURE PROCEDURE (RNAV)	
TUKES TWO DEP (TUKES2.)	CBS8-DP-2A
DEPARTURE PROCEDURE (RNAV)	
TUKES TWO DEP (TUKES2.)	CBS8-DP-2B
AERODROME CHART	CBS8-AD

PORT HARDY, BC

ILS RWY 11	CYzt-IAP-2
RNAV (GNSS) Z RWY 08	CYzt-IAP-3A
RNAV (GNSS) Y RWY 08	CYzt-IAP-3B
RNAV (GNSS) RWY 11	CYzt-IAP-3C
RNAV (GNSS) Z RWY 26	CYzt-IAP-3D

RNAV (GNSS) Y RWY 26 CYZT-IAP-3E
 RNAV (GNSS) RWY 29 CYZT-IAP-3F
 DEPARTURE PROCEDURE CYZT-DP
 AERODROME CHART CYZT-AD

POWELL RIVER, BC

RNAV (GNSS) RWY 09 CYPW-IAP-3A
 RNAV (GNSS) RWY 27 CYPW-IAP-3B
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 AGGUA TWO DEP (AGGUA2) CYPW-DP-1A
 DEPARTURE PROCEDURE (RNAV)
 AGGUA TWO DEP (AGGUA2) CYPW-DP-1B
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 ITMAV TWO DEP (ITMAV2) CYPW-DP-2A
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 ITMAV TWO DEP (ITMAV2) CYPW-DP-2B
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PRINCE GEORGE, BC

ILS Z RWY 15 CYXS-IAP-2A
 ILS Y RWY 15 CYXS-IAP-2B
 RNAV (GNSS) RWY 06 CYXS-IAP-3A
 RNAV (GNSS) Z RWY 15 CYXS-IAP-3B
 RNAV (RNP) Y RWY 15 CYXS-IAP-3C
 RNAV (GNSS) RWY 24 CYXS-IAP-3D
 RNAV (GNSS) Z RWY 33 CYXS-IAP-3E
 RNAV (RNP) Y RWY 33 CYXS-IAP-3F
 LOC Z RWY 15 CYXS-IAP-4
 SID (VECTOR)
 PRINCE GEORGE FIVE DEP (CYXS5) CYXS-SID-1A
 SID (VECTOR)
 PRINCE GEORGE FIVE DEP (CYXS5) CYXS-SID-1B
 AERODROME CHART CYXS-AD

PRINCE RUPERT, BC

ILS RWY 13 CYPR-IAP-2
 RNAV (GNSS) RWY 13 CYPR-IAP-3A
 RNAV (GNSS) RWY 31 CYPR-IAP-3B
 NDB/DME RWY 13 CYPR-IAP-8
 AERODROME CHART CYPR-AD

PRINCETON, BC

RNAV (GNSS) Z RWY 22 CYDC-IAP-3A
 RNAV (GNSS) Y RWY 22 CYDC-IAP-3B
 NDB/DME A CYDC-IAP-8
 AERODROME CHART CYDC-AD

QUALICUM BEACH, BC

RNAV (GNSS) Z RWY 11 CAT4-IAP-3A
 RNAV (GNSS) Y RWY 11 CAT4-IAP-3B
 RNAV (GNSS) Z RWY 29 CAT4-IAP-3C
 RNAV (GNSS) Y RWY 29 CAT4-IAP-3D

DEPARTURE PROCEDURE (RNAV)
 SENRI FOUR DEP (SENRI4) CAT4-DP-1A
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 SENRI FOUR DEP (SENRI4) CAT4-DP-1B
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RNAV (GNSS) Z RWY 13 CYQZ-IAP-3A
 RNAV (GNSS) Y RWY 13 CYQZ-IAP-3B
 RNAV (GNSS) Z RWY 31 CYQZ-IAP-3C
 RNAV (GNSS) Y RWY 31 CYQZ-IAP-3D
 SID (RNAV)
 XORUD FOUR DEP (XORUD4) CYQZ-SID-1A
 SID (RNAV)
 XORUD FOUR DEP (XORUD4) CYQZ-SID-1B
 AERODROME CHART CYQZ-AD
 NIGHT CIRCUIT PROCEDURES CYQZ-NCP

SANDSPIT, BC

ILS RWY 13 CYZP-IAP-2
 RNAV (GNSS) RWY 13 CYZP-IAP-3A
 RNAV (GNSS) RWY 31 CYZP-IAP-3B
 VOR/DME RWY 13 CYZP-IAP-5A
 VOR/DME RWY 31 CYZP-IAP-5B
 AERODROME CHART CYZP-AD

SMITHERS, BC

RNAV (GNSS) Z RWY 15 CYYD-IAP-3A
 RNAV (RNP) Y RWY 15 CYYD-IAP-3B
 RNAV (GNSS) X RWY 15 CYYD-IAP-3C
 RNAV (GNSS) Z RWY 33 CYYD-IAP-3D
 RNAV (RNP) Y RWY 33 CYYD-IAP-3E
 RNAV (GNSS) X RWY 33 CYYD-IAP-3F
 DEPARTURE PROCEDURE (RNAV)
 IMIGU ONE DEP (IMIGU1) CYYD-DP-1A
 DEPARTURE PROCEDURE (RNAV)
 IMIGU ONE DEP (IMIGU1) CYYD-DP-1B
 DEPARTURE PROCEDURE (RNAV)
 RAGAL ONE DEP (RAGAL1) CYYD-DP-2A
 DEPARTURE PROCEDURE (RNAV)
 RAGAL ONE DEP (RAGAL1) CYYD-DP-2B
 AERODROME CHART CYYD-AD
 NIGHT CIRCUIT PROCEDURES CYYD-NCP

SONORA RESORT, BC

COPTER RNAV (GNSS) 311° CSR6-IAP-3C
 VISUAL APPROACH CHART CSR6-VAP
 HELIPORT CHART CSR6-HP

SOUTH CARIBOO/108 MILE RANCH, BC

DEPARTURE PROCEDURE (RNAV)	
ALTAG THREE DEP (ALTAG3.)	CZML-DP-1A
DEPARTURE PROCEDURE (RNAV)	
ALTAG THREE DEP (ALTAG3.)	CZML-DP-1B
DEPARTURE PROCEDURE (RNAV)	
MIBTI THREE DEP (MIBTI3.)	CZML-DP-2A
DEPARTURE PROCEDURE (RNAV)	
MIBTI THREE DEP (MIBTI3.)	CZML-DP-2B
AERODROME CHART	CZML-AD

SPARWOOD/ELK VALLEY, BC

RNAV (GNSS) A	CYSW-IAP-3
AERODROME CHART	CYSW-AD

TERRACE, BC

ILS Z RWY 33	CYXT-IAP-2A
ILS Y RWY 33	CYXT-IAP-2B
RNAV (GNSS) Z RWY 15	CYXT-IAP-3A
RNAV (RNP) Y RWY 15	CYXT-IAP-3B
RNAV (GNSS) Z RWY 33	CYXT-IAP-3C
RNAV (RNP) Y RWY 33	CYXT-IAP-3D
RNAV (GNSS) X RWY 33	CYXT-IAP-3E
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KITIMAT TWO DEP (ZKID2.)	CYXT-SID-1A
SID (RNAV)	
KITIMAT TWO DEP (ZKID2.)	CYXT-SID-1B
SID (RNAV)	
MESTI TWO DEP (MESTI2.)	CYXT-SID-2A
SID (RNAV)	
MESTI TWO DEP (MESTI2.)	CYXT-SID-2B
SID (RNAV)	
RESIN TWO DEP (RESI2.)	CYXT-SID-3A
SID (RNAV)	
RESIN TWO DEP (RESI2.)	CYXT-SID-3B
DEPARTURE PROCEDURE	CYXT-DP
AERODROME CHART	CYXT-AD
NIGHT CIRCUIT PROCEDURES	CYXT-NCP

TOFINO/LONG BEACH, BC

RNAV (GNSS) RWY 07	CYAZ-IAP-3A
RNAV (GNSS) RWY 11	CYAZ-IAP-3B
RNAV (GNSS) RWY 16	CYAZ-IAP-3C
RNAV (GNSS) RWY 25	CYAZ-IAP-3D
RNAV (GNSS) RWY 29	CYAZ-IAP-3E
RNAV (GNSS) Z RWY 34	CYAZ-IAP-3F
RNAV (GNSS) Y RWY 34	CYAZ-IAP-3G
DEPARTURE PROCEDURE (RNAV)	
COMOX ONE DEP (UQQ1.)	CYAZ-DP-1A
DEPARTURE PROCEDURE (RNAV)	
COMOX ONE DEP (UQQ1.)	CYAZ-DP-1B
DEPARTURE PROCEDURE (RNAV)	
ROLBU ONE DEP (ROLBU1.)	CYAZ-DP-2A
DEPARTURE PROCEDURE (RNAV)	
ROLBU ONE DEP (ROLBU1.)	CYAZ-DP-2B
DEPARTURE PROCEDURE	CYAZ-DP
AERODROME CHART	CYAZ-AD

TRAIL, BC

RNAV (GNSS) RWY 34	CAD4-IAP-3A
RNAV (GNSS) A	CAD4-IAP-3B
RNAV (GNSS) B	CAD4-IAP-3C
RNAV (GNSS) C	CAD4-IAP-3D
RNAV (GNSS) D	CAD4-IAP-3E
AERODROME CHART	CAD4-AD

VANCOUVER INTL, BC

STAR (RNAV)	
CANUCK SIX ARR (BOOTH.CANUC6)....	CYVR-STAR-1A
STAR (RNAV)	
CANUCK SIX ARR (BOOTH.CANUC6)....	CYVR-STAR-1B
STAR (RNAV)	
CYPRESS ONE ARR (KEINN.CYPRS1)	
TRANSITION ROUTES	CYVR-STAR-2A
STAR (RNAV)	
CYPRESS ONE ARR (KEINN.CYPRS1)	
ARRIVAL ROUTES	CYVR-STAR-2B
STAR (RNAV)	
CYPRESS ONE ARR (KEINN.CYPRS1)	
ARRIVAL ROUTES	CYVR-STAR-2C
STAR (RNAV)	
DUXUM SIX ARR (DUXUM.DUXUM6).....	CYVR-STAR-3
STAR (RNAV)	
GRIZZ EIGHT ARR (EGRET.GRIZZ8)	
TRANSITION ROUTES	CYVR-STAR-4A
STAR (RNAV)	
GRIZZ EIGHT ARR (EGRET.GRIZZ8)	
ARRIVAL ROUTES	CYVR-STAR-4B
STAR (RNAV)	
GRIZZ EIGHT ARR (EGRET.GRIZZ8)	
ARRIVAL ROUTES	CYVR-STAR-4C
STAR (RNAV)	
ISLAND NINE ARR (MEPMU.ILAND9)	CYVR-STAR-5
STAR (RNAV)	
LIONN FOUR ARR (BOOTH.LIONN4).....	CYVR-STAR-6A
STAR (RNAV)	
LIONN FOUR ARR (BOOTH.LIONN4).....	CYVR-STAR-6B
STAR (RNAV)	
SHARK FOUR ARR (FOCHE.SHARK4)	
TRANSITION ROUTES	CYVR-STAR-7A
STAR (RNAV)	
SHARK FOUR ARR (FOCHE.SHARK4)	
ARRIVAL ROUTES	CYVR-STAR-7B
STAR (RNAV)	
SHARK FOUR ARR (FOCHE.SHARK4)	
ARRIVAL ROUTES	CYVR-STAR-7C
STAR (RNAV)	
SOUND SIX ARR (LIBOG.SOUND6)	CYVR-STAR-8A
STAR (RNAV)	
SOUND SIX ARR (LIBOG.SOUND6)	CYVR-STAR-8B
STAR (RNAV)	
VITEV FIVE ARR (BOOTH.VITEV5)	CYVR-STAR-9

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STAR (RNAV)	
WHISTLER EIGHT ARR (KEINN.WHSLR8)	
TRANSITION ROUTES	CYVR-STAR-10A
STAR (RNAV)	
WHISTLER EIGHT ARR (KEINN.WHSLR8)	
ARRIVAL ROUTES.....	CYVR-STAR-10B
STAR (RNAV)	
WHISTLER EIGHT ARR (KEINN.WHSLR8)	
ARRIVAL ROUTES.....	CYVR-STAR-10C
ATTENTION ALL USERS (EoR).....	CYVR-IAP-AAU
ILS Z RWY 08L	CYVR-IAP-2A
ILS Y CAT II or III RWY 08L.....	CYVR-IAP-2B
ILS RWY 08R.....	CYVR-IAP-2C
ILS CAT II or III RWY 08R	CYVR-IAP-2D
ILS RWY 13	CYVR-IAP-2E
ILS Z RWY 26L	CYVR-IAP-2F
ILS Y CAT II or III RWY 26L.....	CYVR-IAP-2G
ILS Z RWY 26R.....	CYVR-IAP-2H
ILS Y CAT II or III RWY 26R	CYVR-IAP-2I
RNAV (GNSS) Z RWY 08L	CYVR-IAP-3A
RNAV (RNP) Y RWY 08L	CYVR-IAP-3B
RNAV (GNSS) Z RWY 08R	CYVR-IAP-3C
RNAV (RNP) Y RWY 08R.....	CYVR-IAP-3D
RNAV (RNP) X RWY 08R.....	CYVR-IAP-3E
RNAV (GNSS) RWY 13	CYVR-IAP-3F
RNAV (GNSS) Z RWY 26L	CYVR-IAP-3G
RNAV (RNP) Y RWY 26L	CYVR-IAP-3H
RNAV (RNP) X RWY 26L	CYVR-IAP-3I
RNAV (GNSS) Z RWY 26R	CYVR-IAP-3J
RNAV (RNP) Y RWY 26R.....	CYVR-IAP-3K
RNAV (RNP) X RWY 26R.....	CYVR-IAP-3L
RNAV (GNSS) RWY 31	CYVR-IAP-3M
SID (VECTOR)	
FRASER NINE DEP (FSR9).....	CYVR-SID-1A
SID (VECTOR)	
FRASER NINE DEP (FSR9).....	CYVR-SID-1B
SID (VECTOR)	
GEORGIA EIGHT DEP (GRG8.)	CYVR-SID-2A
SID (VECTOR)	
GEORGIA EIGHT DEP (GRG8.)	CYVR-SID-2B
SID (VECTOR)	
RICHMOND SEVEN DEP (RICHM7.).....	CYVR-SID-3A
SID (VECTOR)	
RICHMOND SEVEN DEP (RICHM7.).....	CYVR-SID-3B
SID (VECTOR)	
STANLEY FIVE DEP (STNLE5.).....	CYVR-SID-4A
SID (VECTOR)	
STANLEY FIVE DEP (STNLE5.).....	CYVR-SID-4B
SID (VECTOR)	
VANCOUVER FOUR DEP (YVR4.).....	CYVR-SID-5A
SID (VECTOR)	
VANCOUVER FOUR DEP (YVR4.).....	CYVR-SID-5B
NOISE ABATEMENT PROCEDURES.....	CYVR-NOR-1
NOISE ABATEMENT PROCEDURES.....	CYVR-NOR-2
AERODROME CHART	CYVR-AD
TAXI CHART	CYVR-GM-1A
TAXI CHART	CYVR-GM-1B

TAXI CHART	CYVR-GM-1C
TAXI CHART	CYVR-GM-1D
TAXI CHART	CYVR-GM-1E
CODED TAXI ROUTES	CYVR-GM-2
LOW VISIBILITY PROCEDURES	CYVR-GM-3A
LOW VISIBILITY TAXI CHART	
LAND RWY 08L/08R, DEPART RWY 08L/08R	
(RVR LESS THAN 1200 TO 600 FT)	CYVR-GM-3B
LOW VISIBILITY TAXI CHART	
LAND RWY 26L/26R, DEPART RWY 26L/26R	
(RVR LESS THAN 1200 TO 600 FT)	CYVR-GM-3C
DE-ICING GENERAL	CYVR-GM-4A
DE-ICING GENERAL	CYVR-GM-4B
CENTRAL DE-ICING FACILITY	CYVR-GM-4C
SOUTH DE-ICING FACILITY (GRE).....	CYVR-GM-4D
PARKING AREAS	CYVR-APD-1
START BOXES	CYVR-APD-2
PARKING AREAS	
(COMMON USE CARGO)	CYVR-APD-3
PARKING AREAS (SOUTH TERMINAL).....	CYVR-APD-4

VANCOUVER/BOUNDARY BAY, BC

RNAV (GNSS) RWY 07	CZBB-IAP-3A
RNAV (GNSS) RWY 31	CZBB-IAP-3B
SID (RNAV)	
SEMAIHMOW TWO DEP (SEMAI2.).....	CZBB-SID-1A
SID (RNAV)	
SEMAIHMOW TWO DEP (SEMAI2.).....	CZBB-SID-1B
AERODROME CHART	CZBB-AD

VANCOUVER/HARBOUR (PUBLIC), BC

COPTER RNAV (GNSS) 071°	CBC7-IAP-3
VISUAL APPROACH CHART	CBC7-VAP
DEPARTURE PROCEDURE (RNAV)	
HARBOUR TWO DEP (HARBO2.).....	CBC7-DP-1A
DEPARTURE PROCEDURE (RNAV)	
HARBOUR TWO DEP (HARBO2.).....	CBC7-DP-1B
HELIPORT CHART	CBC7-HP

VANDERHOOF, BC

RNAV (GNSS) RWY 07	CAU4-IAP-3A
RNAV (GNSS) RWY 25	CAU4-IAP-3B
DEPARTURE PROCEDURE (RNAV)	
APRIP TWO DEP (APRIP2.)	CAU4-DP-1A
DEPARTURE PROCEDURE (RNAV)	
APRIP TWO DEP (APRIP2.)	CAU4-DP-1B
DEPARTURE PROCEDURE (RNAV)	
DEPMA FIVE DEP (DEPMA5.)	CAU4-DP-2A
DEPARTURE PROCEDURE (RNAV)	
DEPMA FIVE DEP (DEPMA5.)	CAU4-DP-2B
AERODROME CHART	CAU4-AD

VERNON, BC

RNAV (GNSS) Z RWY 05	CYVK-IAP-3A
RNAV (GNSS) Y RWY 05	CYVK-IAP-3B
RNAV (GNSS) B	CYVK-IAP-3C
NDB A	CYVK-IAP-9
AERODROME CHART	CYVK-AD

VICTORIA HARBOUR (CAMEL POINT), BC

COPTER RNAV (GNSS) 281° CBF7-IAP-3
 VISUAL APPROACH CHART CBF7-VAP
 DEPARTURE PROCEDURE (RNAV)
 PIKMI ONE DEP (PIKMI1.) CBF7-DP-1A
 DEPARTURE PROCEDURE (RNAV)
 PIKMI ONE DEP (PIKMI1.) CBF7-DP-1B
 HELIPORT CHART CBF7-HP

VICTORIA INTL, BC

STAR (RNAV)
 APASS EIGHT ARR (AMEBO.APASS8)
 TRANSITION ROUTES CYYJ-STAR-1A
 STAR (RNAV)
 APASS EIGHT ARR (AMEBO.APASS8)
 ARRIVAL ROUTES CYYJ-STAR-1B
 STAR (RNAV)
 DISCO FIVE ARR (DISCO.DISCO5) CYYJ-STAR-2
 ILS RWY 09 CYYJ-IAP-2A
 ILS RWY 27 CYYJ-IAP-2B
 RNAV (GNSS) Z RWY 09 CYYJ-IAP-3A
 RNAV (GNSS) X RWY 09 CYYJ-IAP-3B
 RNAV (GNSS) Z RWY 27 CYYJ-IAP-3C
 LOC RWY 27 CYYJ-IAP-4
 SID (RNAV)
 CLOAKE SEVEN DEP (CLOAK7.) CYYJ-SID-1A

SID (RNAV)
 CLOAKE SEVEN DEP (CLOAK7.) CYYJ-SID-1B
 SID (RNAV)
 MILL BAY ONE DEP (MILLB1.) CYYJ-SID-2A
 SID (RNAV)
 MILL BAY ONE DEP (MILLB1.) CYYJ-SID-2B
 SID (VECTOR)
 VICTORIA SIX DEP (CYYJ6.) CYYJ-SID-3A
 SID (VECTOR)
 VICTORIA SIX DEP (CYYJ6.) CYYJ-SID-3B
 NOISE ABATEMENT PROCEDURES CYYJ-NOR
 AERODROME CHART CYYJ-AD
 TAXI CHART CYYJ-GM-1A
 TAXI CHART CYYJ-GM-1B
 DE-ICING OPERATIONS CYYJ-GM-4
 PARKING AREAS CYYJ-APD

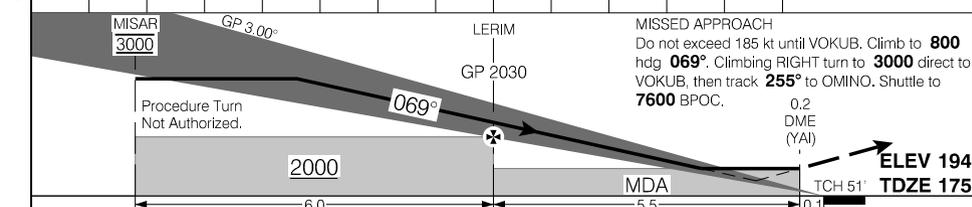
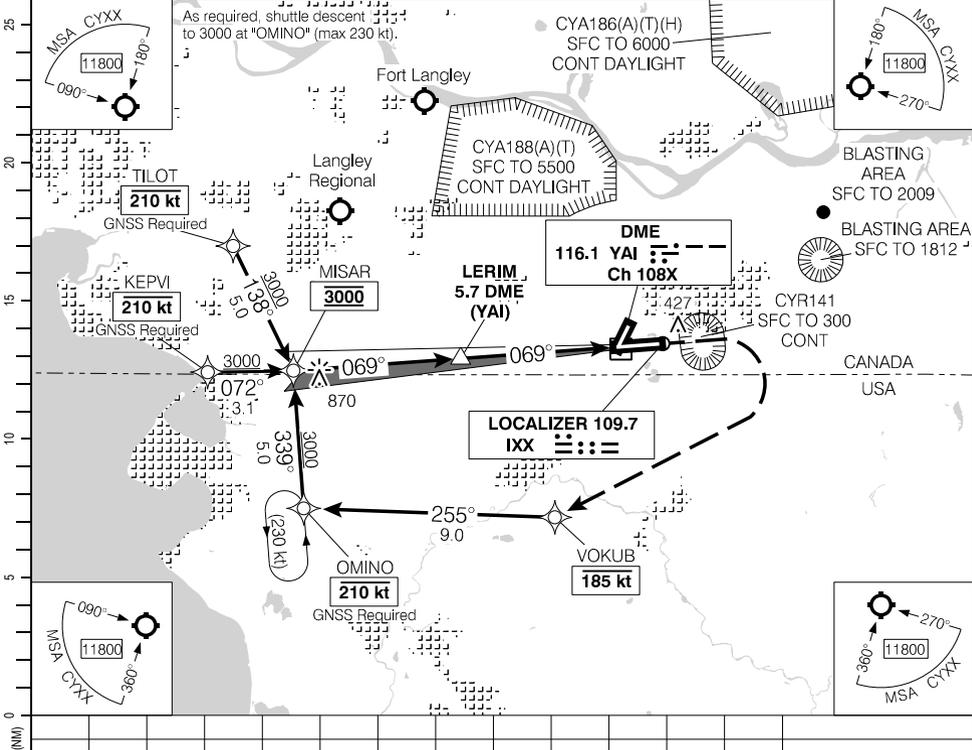
WILLIAMS LAKE, BC

RNAV (GNSS) RWY 12 CYWL-IAP-3A
 RNAV (GNSS) RWY 30 CYWL-IAP-3B
 VOR RWY 12 CYWL-IAP-6
 DEPARTURE PROCEDURE CYWL-DP
 AERODROME CHART CYWL-AD

ILS Z RWY 07

490131N 1222136W VAR 17°E

● ATIS – 119.8		TML Victoria – 132.7		● TWR – 121.0 119.4 295.0 ● RADIO Cranbrook – 119.4 295.0		● GND – 121.8	
SAFE ALT 100 NM 12,800		LOC IXX 109.7	APCH CRS 069°	GP LERIM 2030	LDA 9597		AN



			CATEGORY	A	B	C	D
			ILS/DME	425	(250)	1 RVR 50	
Knots	ft/min	Min:Sec	LOC/DME	760	(585)	1/4	
70			■ CIRCLING	940	(746)	1½	960 (766) 2¼
90							
110							
130							
150							

ILS Z RWY 07

CYXX

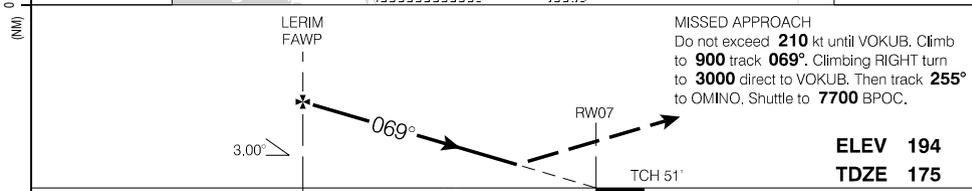
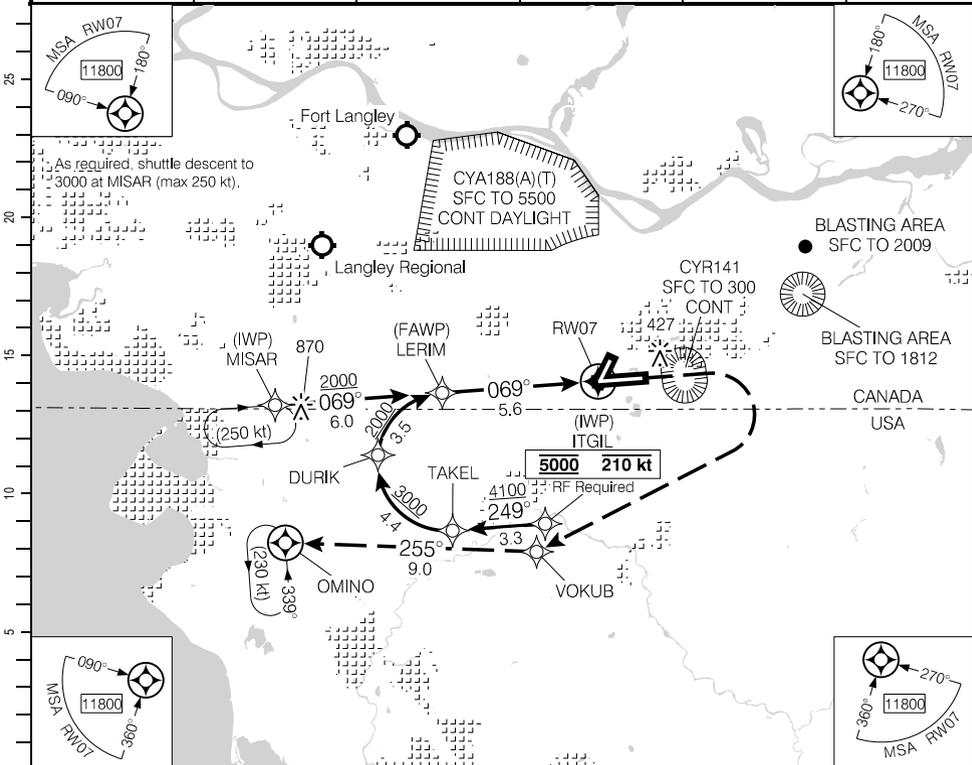
EFF 22 JAN 26

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RNAV (RNP) Y RWY 07

490131N 1222136W VAR 17°E

● ATIS – 119.8	TML Victoria – 132.7	● TWR – 121.0 119.4 295.0 ● RADIO Cranbrook – 119.4 295.0	● GND – 121.8
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 069°	MIN ALT LERIM 2000
			LDA 9597



MISSED APPROACH
Do not exceed **210** kt until VOKUB. Climb to **900** track **069°**. Climbing RIGHT turn to **3000** direct to VOKUB. Then track **255°** to OMINO. Shuttle to **7700** BPOC.

ELEV 194
TDZE 175

CATEGORY	A	B	C	D
	RNP 0.10	526	(359)	1 RVR 50
AUTHORIZATION REQUIRED (min. -20° C) (max. 54° C)	RNP 0.20	649	(482)	1¼
	RNP 0.30	730	(563)	1½

RNAV (RNP) Y RWY 07

CYXX

EFF 21 MAR 24

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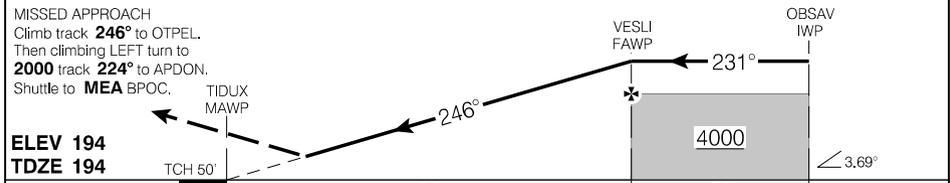
RNAV (GNSS) Z RWY 25

490131N 1222136W VAR 17°E

ATIS - 119.8 TML Victoria - 132.7		TWR - 121.0 119.4 295.0 RADIO Cranbrook - 119.4 295.0		GND - 121.8	
SAFE ALT 100 NM 12,800	WAAS Ch 81020 W25A	APCH CRS 246°	MIN ALT VESLI 4000	LDA 9302	P3 AO 3.0°



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			CATEGORY	A	B	C	D
			LPV	494	(300)	1	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

RNAV (GNSS) Z RWY 25

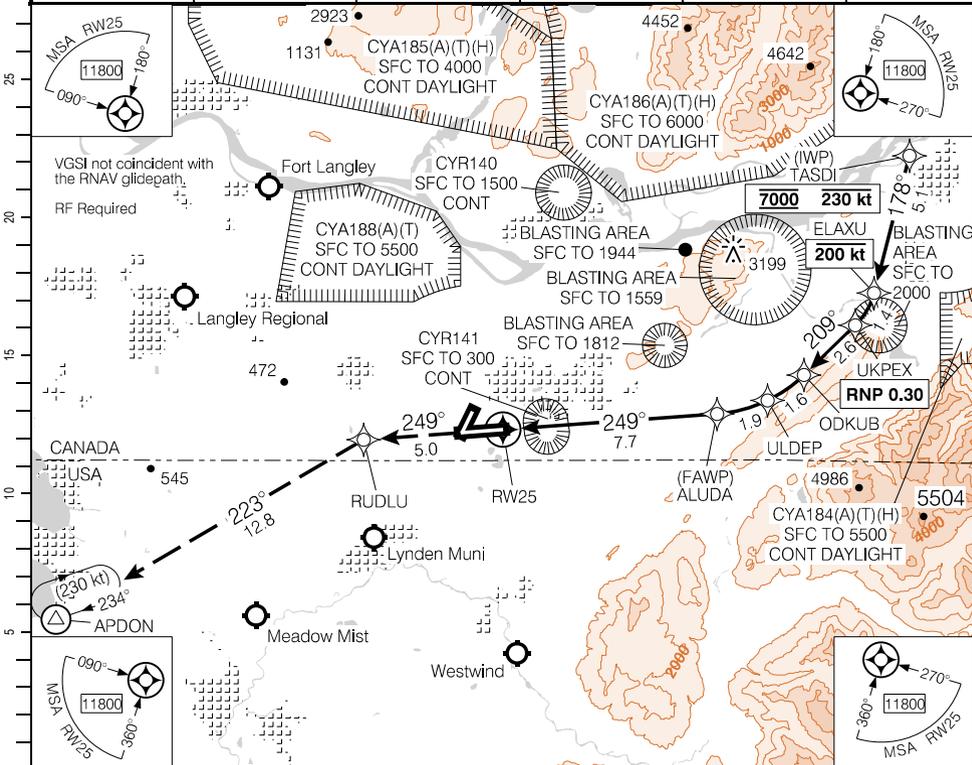
CYXX

EFF 21 MAR 24

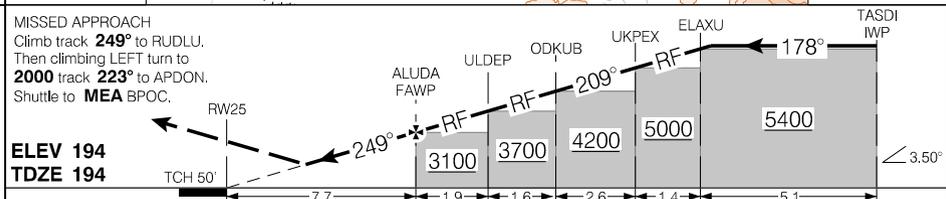
RNAV (RNP) Y RWY 25

490131N 1222136W VAR 17°E

<p>● ATIS – 119.8</p>	<p>TML Victoria – 132.7</p>	<p>● TWR – 121.0 119.4 295.0</p> <p>● RADIO Cranbrook – 119.4 295.0</p>	<p>● GND – 121.8</p>
<p>SAFE ALT 100 NM 12,800</p>	<p>RNAV</p>	<p>APCH CRS 249°</p>	<p>MIN ALT ALUDA 3100</p>
			<p>LDA 9302</p>



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<p>ELEV 194 TDZE 194</p>	<p>CATEGORY</p>	A	B	C	D
	<p>RNP 0.10</p>	527	(333)	1	
	<p>RNP 0.20</p>	691	(497)	1½	
<p>AUTHORIZATION REQUIRED (min. -25° C) (max. 48° C)</p>	<p>RNP 0.30</p>	778	(584)	1¼	

RNAV (RNP) Y RWY 25

CYXX

EFF 21 MAR 24

Departure Route Description

Rwys 07, 19, 25: Contact Victoria Terminal passing **1500** unless instructed otherwise by ATC. Maintain **3000** or as assigned.

Rwy 07 – ½: Restricted to Cat A, B & C acft only (CAT D refer to CLEARBROOK SID). Requires a minimum climb gradient of **300 ft/NM to 1200**. Do not exceed 200 kt until established on hdg **204°**. Climb hdg **069° to 800**. Then climbing RIGHT turn hdg **204°** for vectors.

Note: Antenna to 217 ASL aprx 0.1 NM past departure end of rwy, 200' RIGHT of rwy centreline. Trees to 325 ASL aprx. 0.5 NM past departure end of rwy. Trees to 352 ASL aprx 0.8 NM past departure end of rwy.

Rwy 19 – ½: Climb hdg **189°** for vectors.

Note: Trees to 260 ASL aprx 0.3 NM past departure end of rwy.

Rwy 25 – ½: Requires a minimum climb gradient of **280 ft/NM to 600**. Climb hdg **249°** for vectors.

Note: Trees to 262 ASL aprx 0.4 NM past departure end of rwy, 370' LEFT of rwy centreline. Trees to 325 ASL aprx 0.5 NM past departure end of rwy, 830' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
280 FT/NM	420	560	660	750	840	940	1170	1400
300 FT/NM	450	600	700	800	900	1000	1250	1500

Note: Refer to noise abatement procedures for additional requirements.

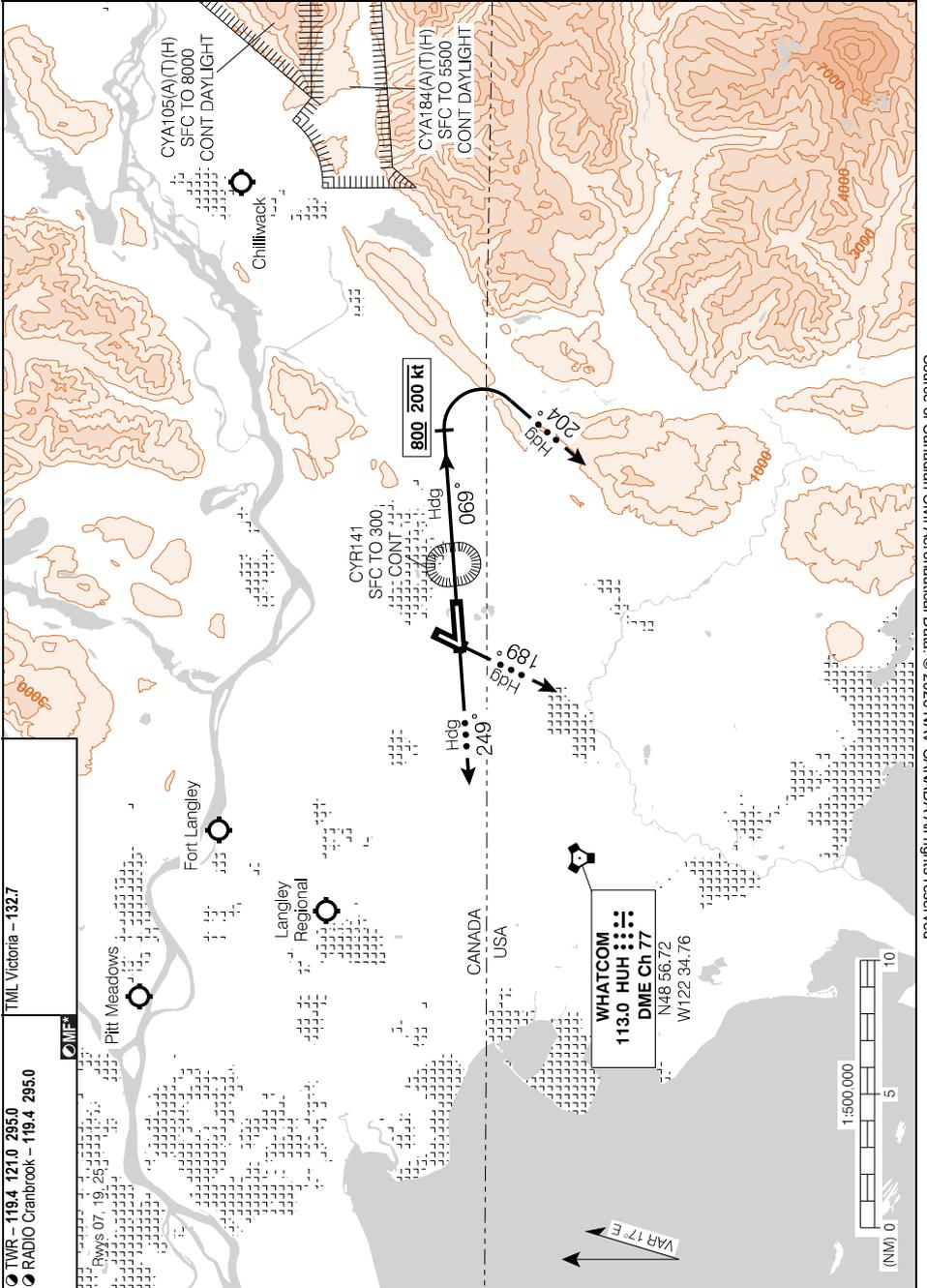
Communication Failure

If no radio contact with Departure Control by published/assigned altitude:

1. Select transponder code 7600;
2. Continue to "YVR" VOR/DME then via filed/assigned route;
3. Continue climb to flight planned/assigned altitude/flight level 5 minutes after departure.

ABBOTSFORD ONE DEP (CYXX1.)

CYXX



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ABBOTSFORD ONE DEP (CYXX1.)

CYXX

EFF 27 NOV 25

Departure Route Description

Rwy 07 – ½: Requires a minimum climb gradient of **450 ft/NM** to **4000**. Do not exceed 240 kt until established on hdg **204°**. Climb hdg **069°** to **2500**. Then climbing RIGHT turn hdg **204°** for vectors to filed/assigned route. Contact Victoria Terminal passing **1500** unless instructed otherwise by ATC. Maintain **5000** or as assigned.

Note: Antenna to 217 ASL aprx 0.1 NM past departure end of rwy, 200' RIGHT of rwy centreline. Trees to 325 ASL aprx 0.5 NM past departure end of rwy. Trees to 352 ASL aprx 0.8 NM past departure end of rwy.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

NOTE: Refer to noise abatement procedures for additional requirements.

Communication Failure

If no radio contact with Departure Control by published/assigned altitude:

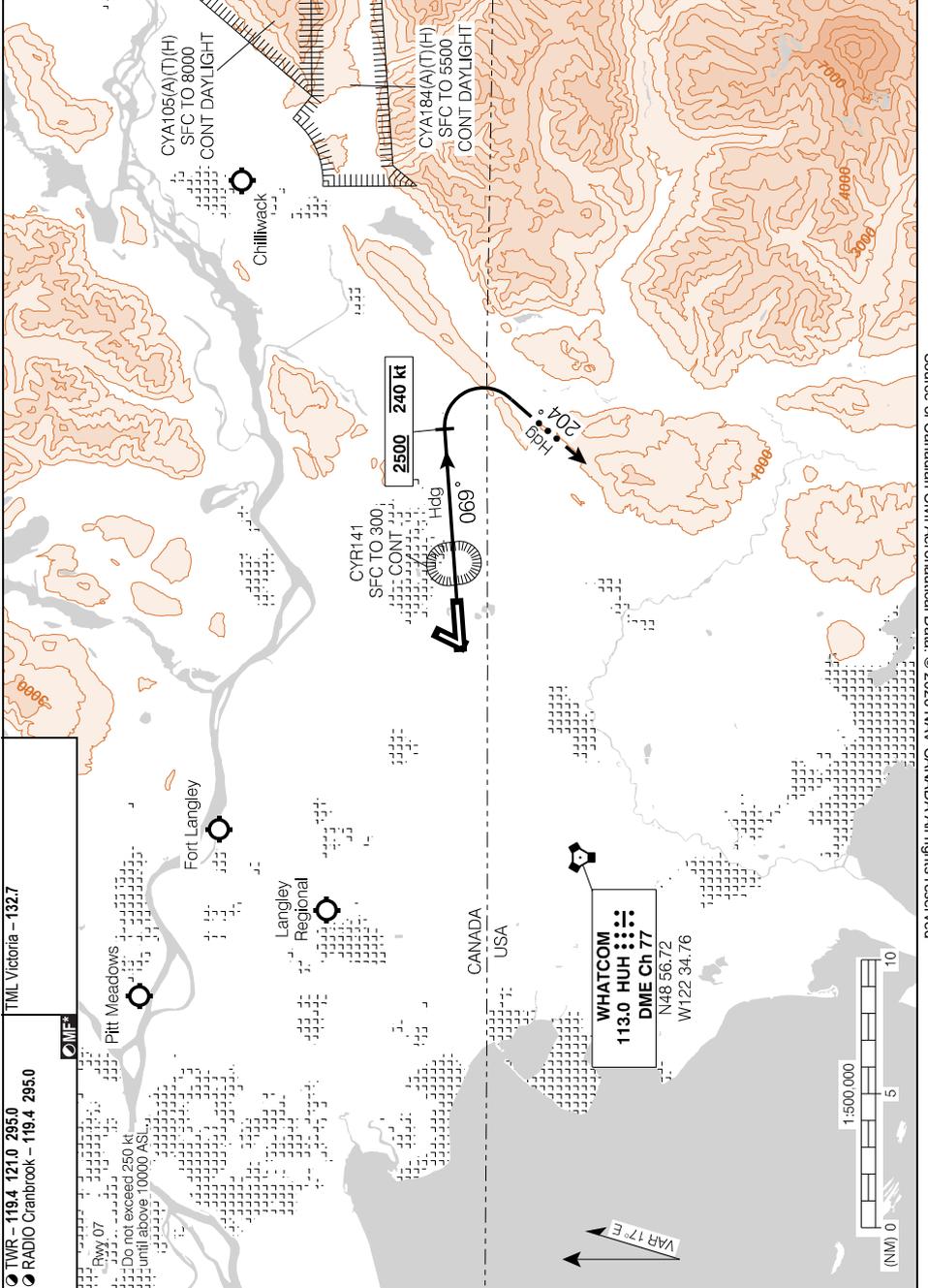
1. Select transponder code 7600;
2. Continue to "YVR" VOR/DME then via filed/assigned route;
3. Continue climb to flight planned/assigned altitude/flight level 5 minutes after departure.

SID (VECTOR)

CLEARBROOK THREE DEP (CLRKB3.)

ABBOTSFORD, BC

CYXX



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CLEARBROOK THREE DEP (CLRKB3.)

CYXX

EFF 27 NOV 25

Departure Route Description

- All rwsys:** Maintain **11000**. Contact Victoria Terminal passing **1500** unless instructed otherwise by ATC.
- Rwy 07 – ½:** Requires a minimum climb gradient of **500 ft/NM to 11000**. Climb track **069°** to EBMAL, then track **106°** to GOVIS, then track **039°** to IGTAG, then track **057°** to GABVO, then to assigned route. As required shuttle climb (max 250 kt).
- Rwy 19 – ½:** Do not exceed 210 kt until NUBUV. Requires a minimum climb gradient of **370 ft/NM to 11000**. Climb track **189°** to URMİK, then track **189°** to NUBUV, then track **099°** to ONGİK, then track **025°** to GOVIS, then track **039°** to IGTAG, then track **057°** to GABVO, then to assigned route.
- Rwy 25 – ½:** Do not exceed 210 kt until VOLON. Requires a minimum climb gradient of **360 ft/NM to 11000**. Climb track **249°** to PEMKO, then track **249°** to TABEG, then track **159°** to VOLON, then track **069°** to OVEKA, then track **057°** to GOVIS, then track **039°** to IGTAG, then track **057°** to GABVO, then to assigned route.

DEPARTURE CLIMB RATE V/V (FPM)

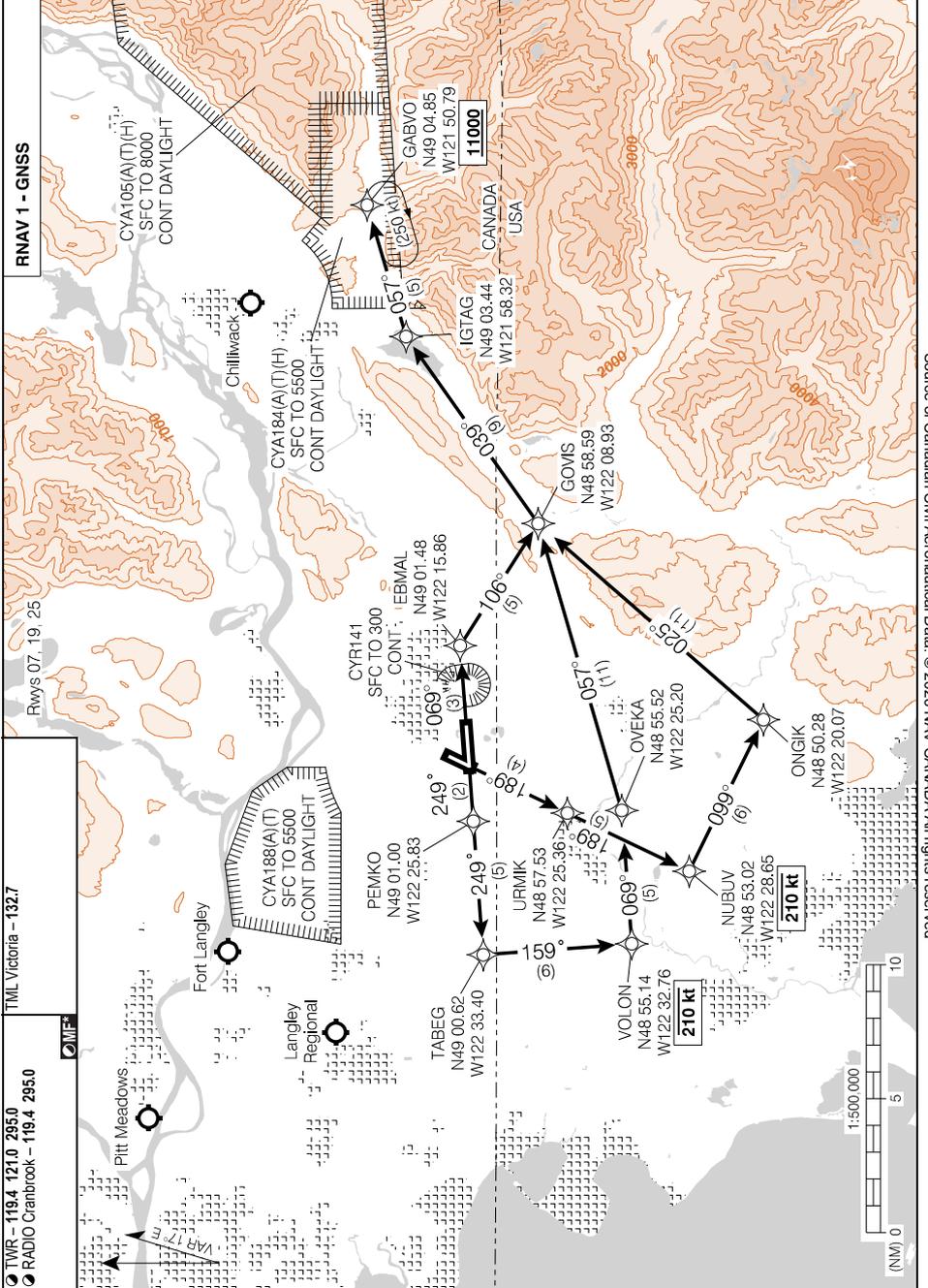
GROUND SPEED	90	120	140	160	180	200	250	300
360 FT/NM	540	720	840	960	1080	1200	1500	1800
370 FT/NM	560	740	870	990	1110	1240	1550	1850
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

NOTE: Refer to noise abatement procedures for additional requirements.

Communication Failure

If no radio contact with Departure Control by published/assigned altitude:

1. Select transponder code 7600;
2. Continue via filed/assigned route;
3. Continue climb to flight planned/assigned altitude/flight level 5 minutes after departure.



NOISE ABATEMENT PROCEDURES

Restrictions

Application

These procedures apply to all turbine aircraft including turbo-jets and turbo-fan jets and turbo-prop aircraft.

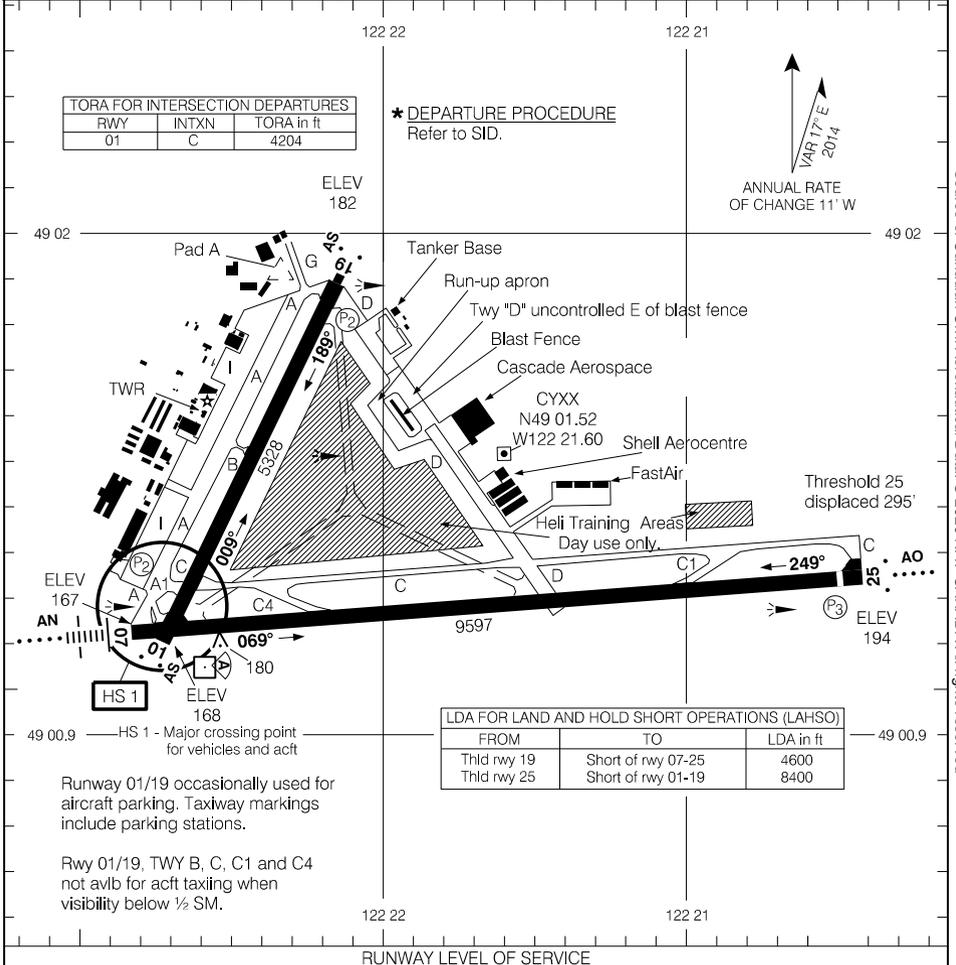
Night Restrictions

Local training for the above noted aircraft not permitted from 06-15Z \pm . All other night training as authorized by the Airport General Manager.

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AERODROME CHART

ATIS - 119.8 GND - 121.8		TWR - 119.4 295.0 RADIO Cranbrook - 119.4 295.0		TML Victoria - 132.7 MF*	
DECL	DISTS	01	19	07	25
TORA		5328	5328	9597	9597
TODA		6178	5854	10101	10581
ASDA		5328	5328	9597	9597
LDA		5328	5328	9597	9302



RWY	INTXN	TORA in ft
01	C	4204

* DEPARTURE PROCEDURE
Refer to SID.

VAR 17°E
2014
ANNUAL RATE
OF CHANGE 11' W

FROM	TO	LDA in ft
Thld rwy 19	Short of rwy 07-25	4600
Thld rwy 25	Short of rwy 01-19	8400

Runway 01/19 occasionally used for aircraft parking. Taxiway markings include parking stations.

Rwy 01/19, TWY B, C, C1 and C4 not avlb for acct taxiing when visibility below 1/2 SM.

AERODROME CHART

EFF 20 FEB 25

CYXX

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RNAV (GNSS) RWY 13

522705N 1251813W VAR 18°E

UNICOM - 122.8 (AU)

ATF

SAFE ALT 100 NM

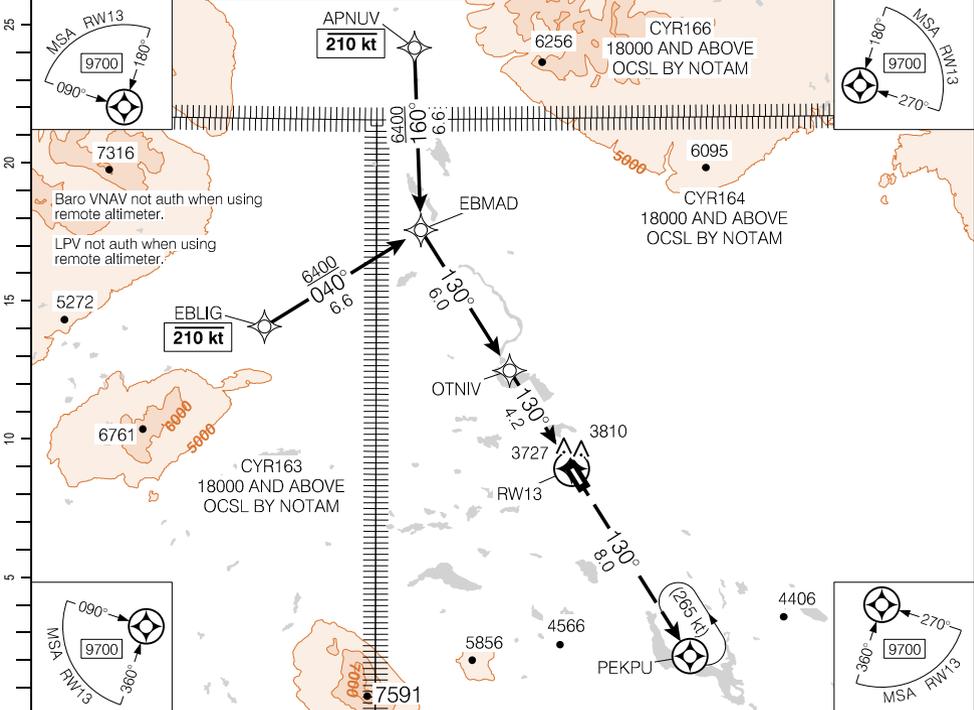
15,200

WAAS
Ch 80376
W13A

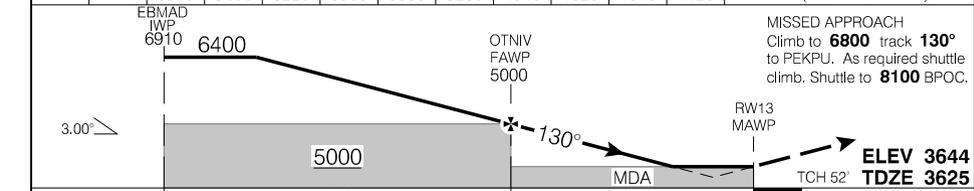
APCH
CRS
130°

MIN ALT
OTNIV
5000

LDA
4642



(NM)	10.2	8.6	8	7	6	5	4	3	2	1.4	DIST FROM RWY13
	6910	6400	6220	5900	5580	5260	4940	4620	4310	4120	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **6800** track **130°**
to PEKPU. As required shuttle
climb. Shuttle to **8100** BPOC.

RASS: ● When using CYBD add 1360'.			CATEGORY	A	B	C	D
			LPV	4117	(500)	1¼	
			LNAV/VNAV (min. -25°C, max. 51°C)	4117	(500)	1¼	
			LNAV	4120	(504)	1½	
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 13

CAJ4

EFF 21 MAR 24

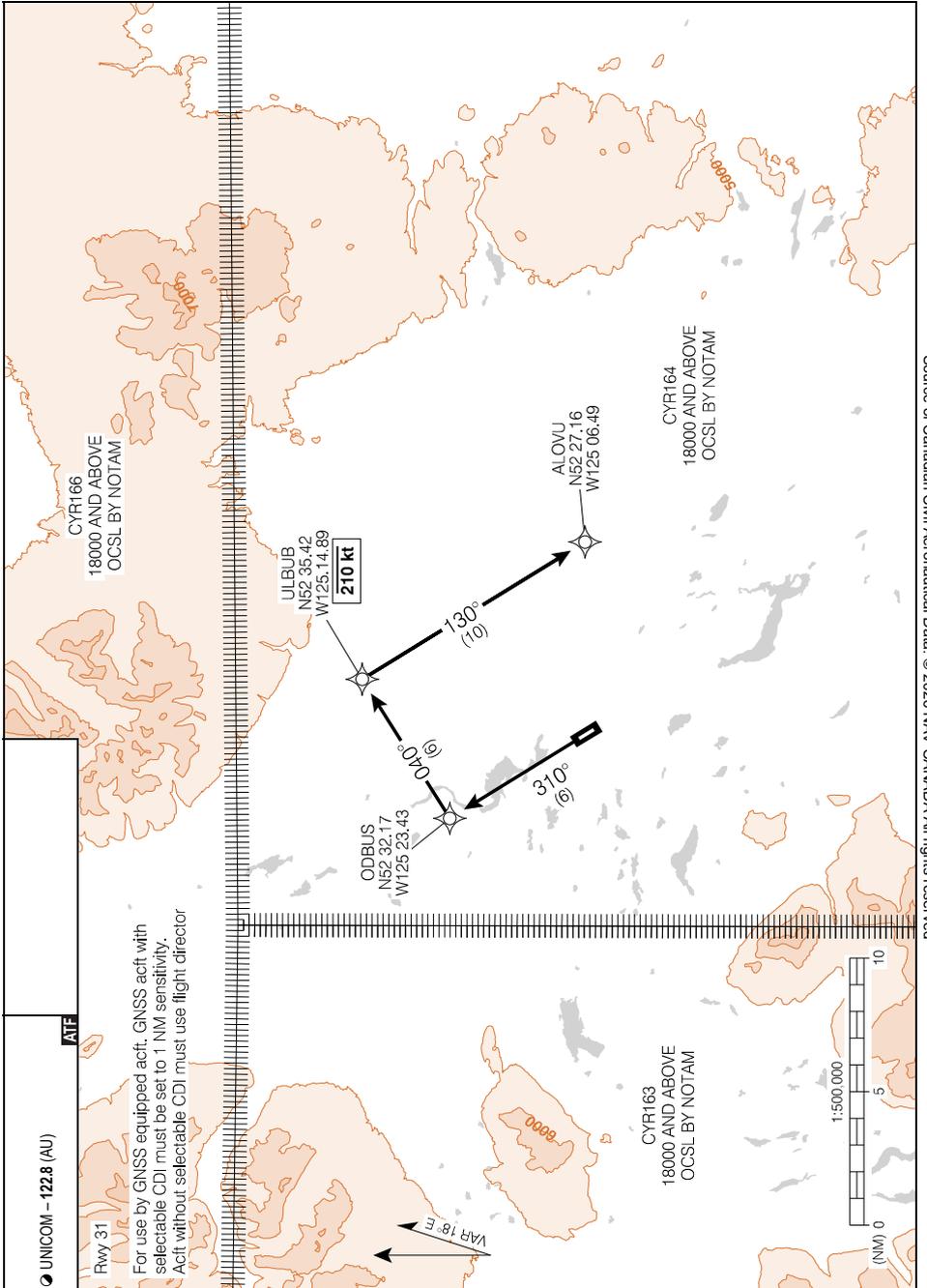
Departure Route Description

Rwy 31 – ½: Do not exceed 210 kt until ULBUB. Climb track **310°** to ODBUS. Then climbing RIGHT turn track **040°** to ULBUB. Then climbing RIGHT turn track **130°** to ALOVU to **7900** BPOC.

Note: Trees to 3699 ASL within 0.5 NM of departure end of rwy. Tower to 3727 ASL aprx 0.6 NM past departure end of rwy, 200' RIGHT of rwy centreline.

DEPARTURE PROCEDURE (RNAV)
ALOVU ONE DEP (ALOVU1.)

ANAHIM LAKE, BC
CAJ4



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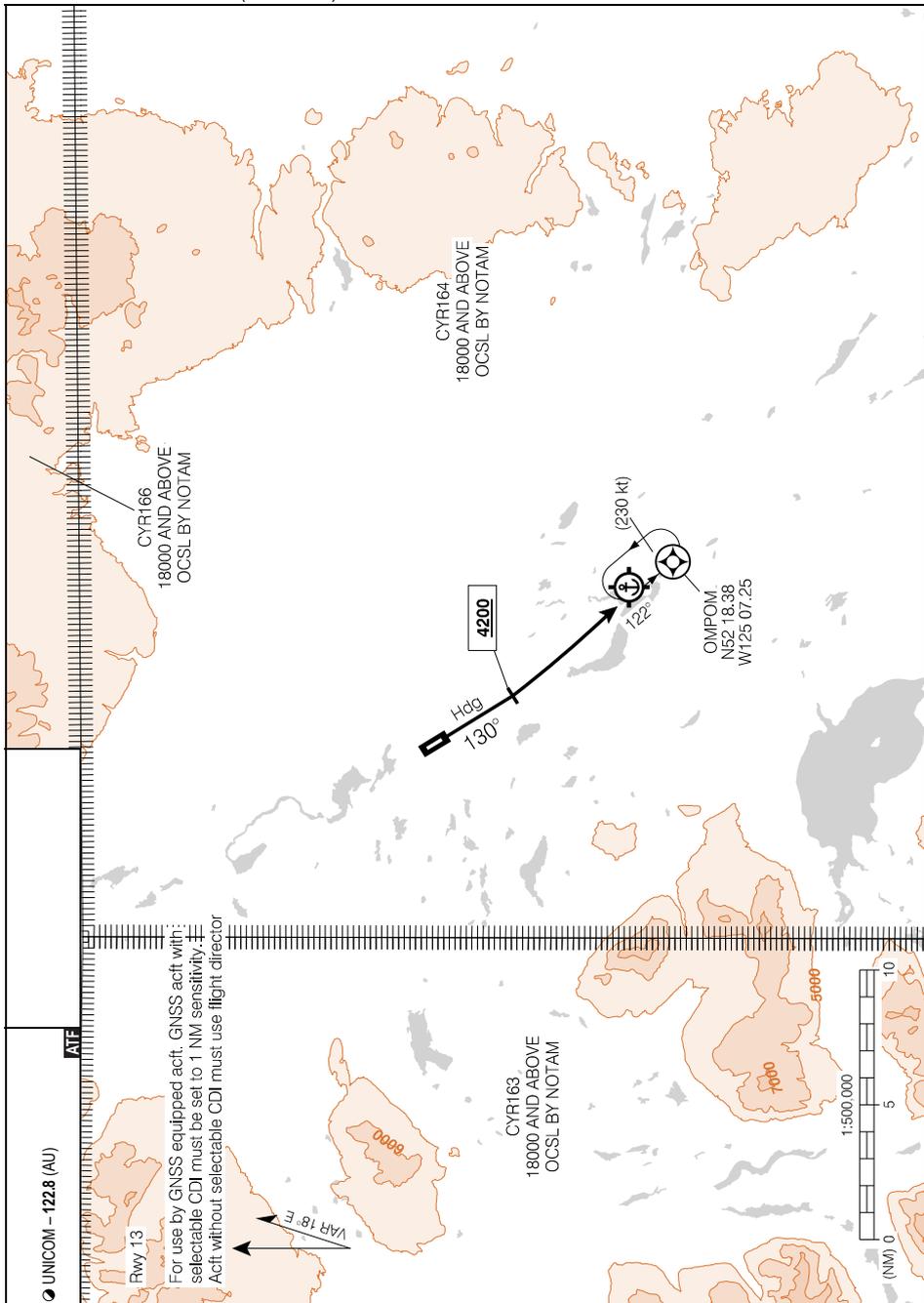
ALOVU ONE DEP (ALOVU1.)
EFF 14 JUL 22

CAJ4

Departure Route Description

Rwy 13 – ½: Climb heading **130°** to **4200**, then climbing LEFT turn direct to OMPOM. Shuttle to **8000** BPOC.

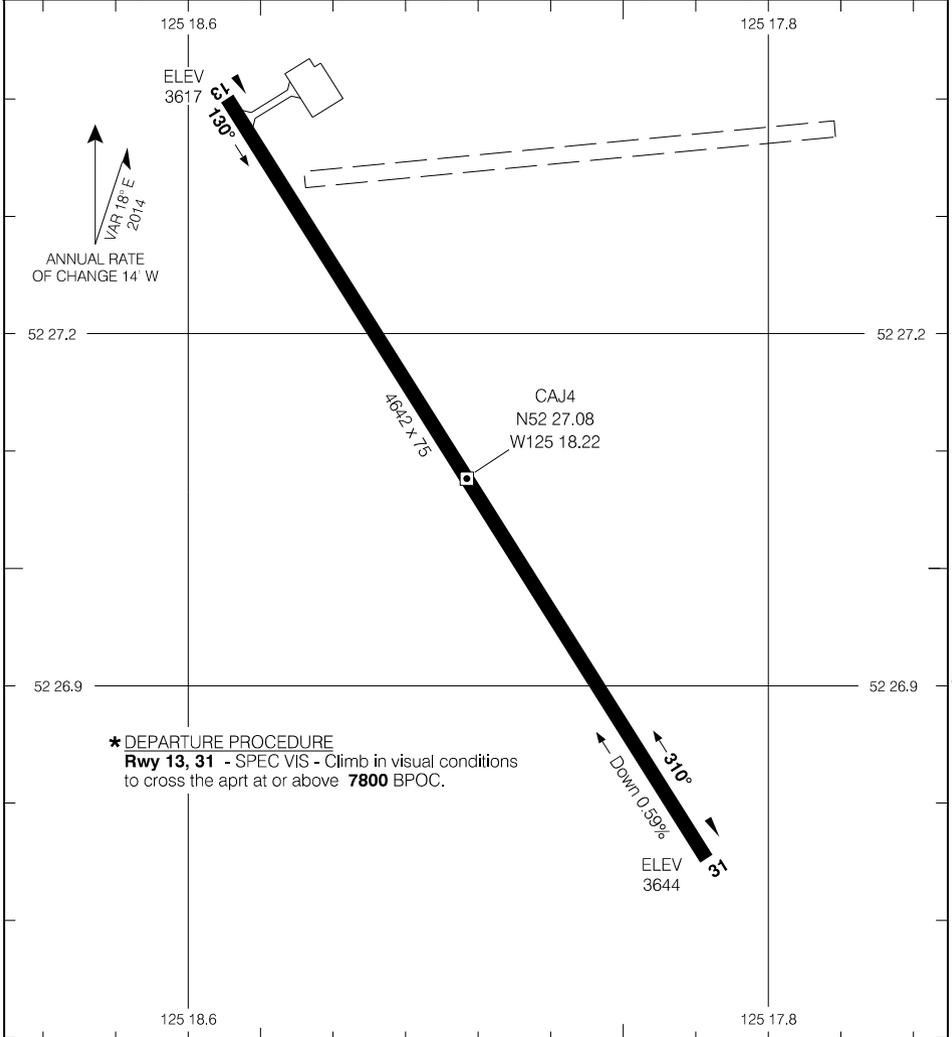
Note: Trees to 3757 ASL within 0.8 NM of departure end of rwy. Terrain to 3668 ASL within 0.1 NM of departure end of rwy.



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AERODROME CHART

				UNICOM - 122.8 (AU)		ATF	
DECL DIST	13	31					
TORA	4642	4642					
TODA	4839	4839					
ASDA	4642	4642					
LDA	4642	4642					

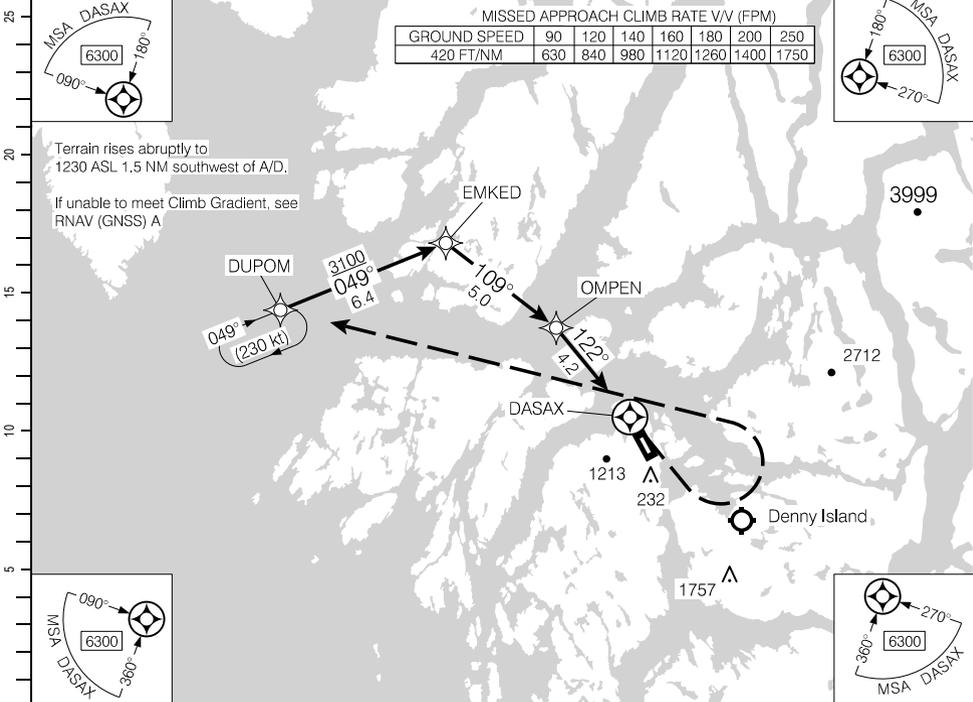


* DEPARTURE PROCEDURE
Rwys 13, 31 - SPEC VIS - Climb in visual conditions to cross the apt at or above **7800** BPOC.

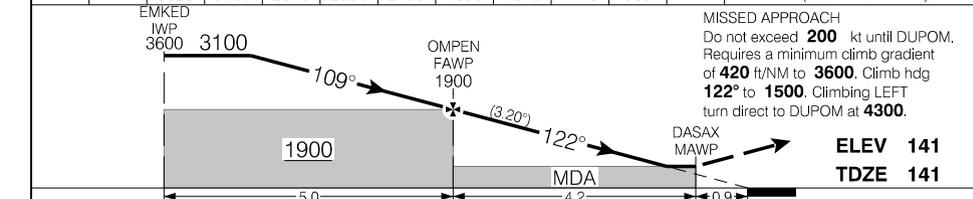
TAKE-OFF MINIMA	SCALE IN FEET
Rwys 13; 31: *	1000 0 1000

RNAV (GNSS) RWY 13

AWOS – 128.7	CTR Vancouver – 132.2 RADIO Pacific – 123.47		TFC – 122.8		ATF
SAFE ALT 100 NM 13,700	RNAV	APCH CRS 122°	MIN ALT OMPEN 1900	LDA 3702	11.0°



(NM)	9.2	7.7	7	6	5	4	3	2	0.5	DIST FROM DASAX	
	3620	3100	2870	2530	2190	1850	1510	1170	660	ALT (3.20° APCH PATH)	



RASS: When using CYBD add 140'.			CATEGORY	A	B	C	D
			LNAV	660	(519)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70	400						
90	510						
110	620						
130	730						
150	850						

RNAV (GNSS) RWY 13

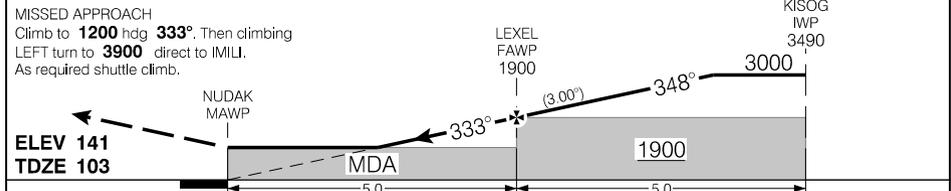
RNAV (GNSS) RWY 31

AWOS – 128.7	CTR Vancouver – 132.2 RADIO Pacific – 123.47	TFC – 122.8			ATF	20.0° ↗
SAFE ALT 100 NM 13,700	RNAV	APCH CRS 333°	MIN ALT LEXEL 1900	LDA 3702		



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(NM)	DIST FROM NUDAK										
	ALT (3.00° APCH PATH)										

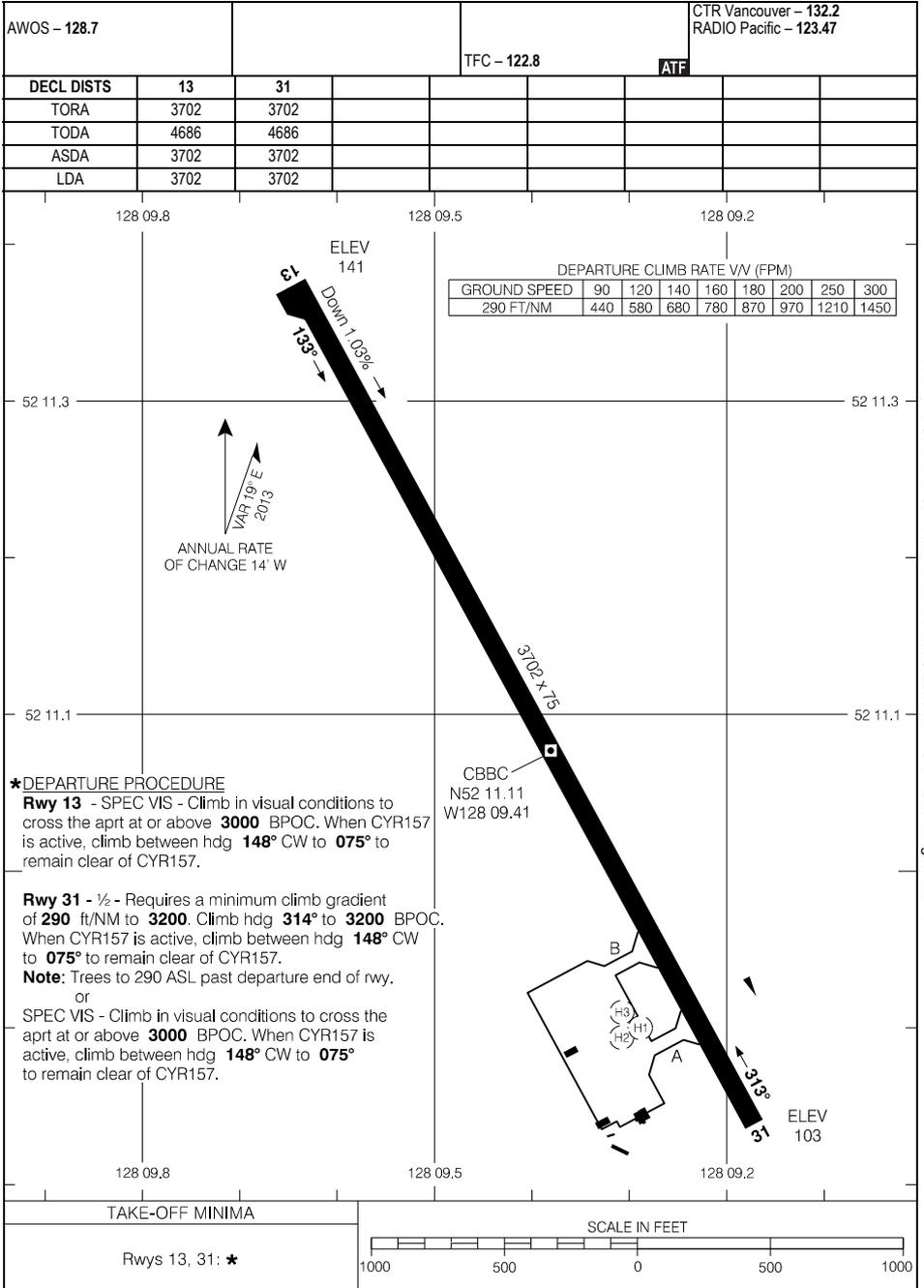


RASS: When using CYBD add 140'.		CATEGORY	A	B	C	D
		RNAV	1140 (1037)		3	
Knots	ft/min	Min:Sec				
70	370					
90	480					
110	580					
130	690					
150	800					

RNAV (GNSS) RWY 31
EFF 16 MAY 24

CBBC

AERODROME CHART



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AERODROME CHART

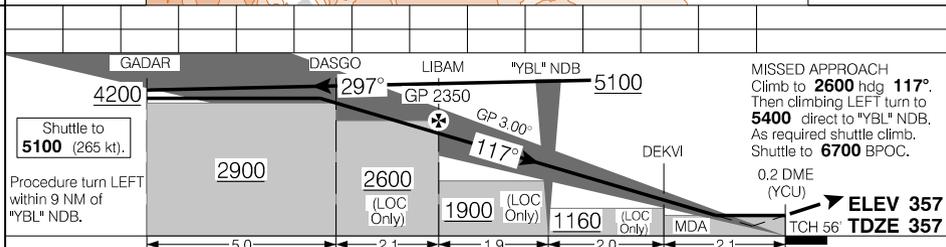
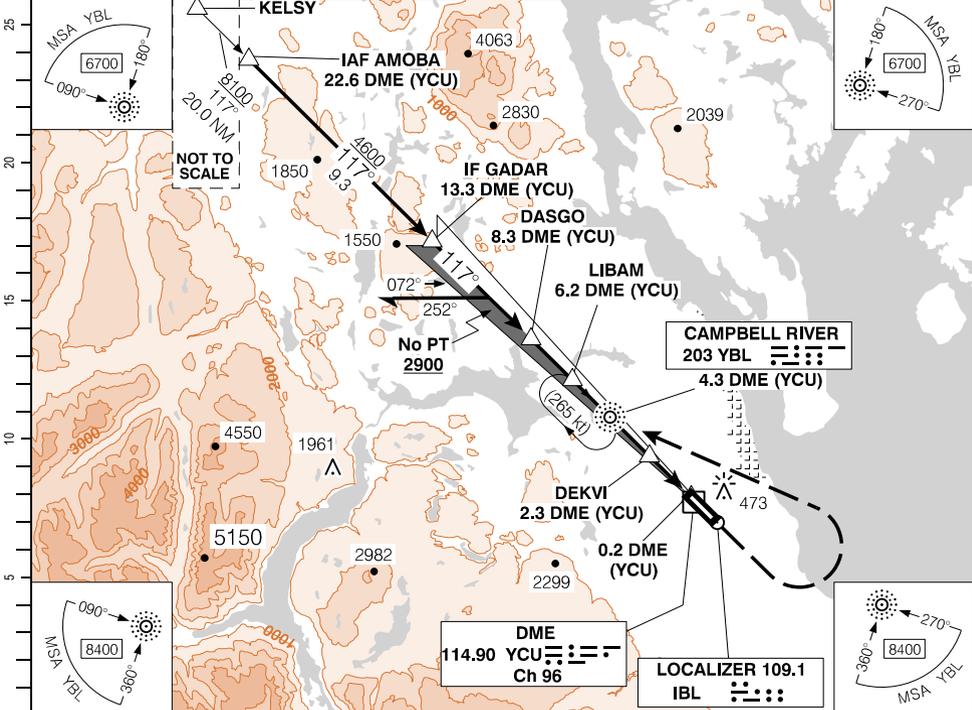
CBBC

EFF 10 SEP 20

ILS Z RWY 12

495707N 1251623W VAR 18°E

ATIS - 128.55 TML Comox - 123.7 227.6		RADIO - 122.0 TFC - 122.0			ARCAL 122.0(K)
SAFE ALT 100 NM 15,200	LOC IBL 109.1	APCH CRS 117°	GP LIBAM 2350	LDA 6499	



RASS: When using CYQQ add 90'.			CATEGORY ILS/DME	A 607	B (250)	C 1 RVR 50	D 1 RVR 50
Knots 70 90 110 130 150	ft/min Min:Sec	LOC/DME 840	LOC/DME 840	(483)	1 ½	1000 (643) 2	1400 (1043) 3
CIRCLING			940	(583)	1 ½	1000 (643) 2	1400 (1043) 3

ILS Z RWY 12
EFF 7 AUG 25

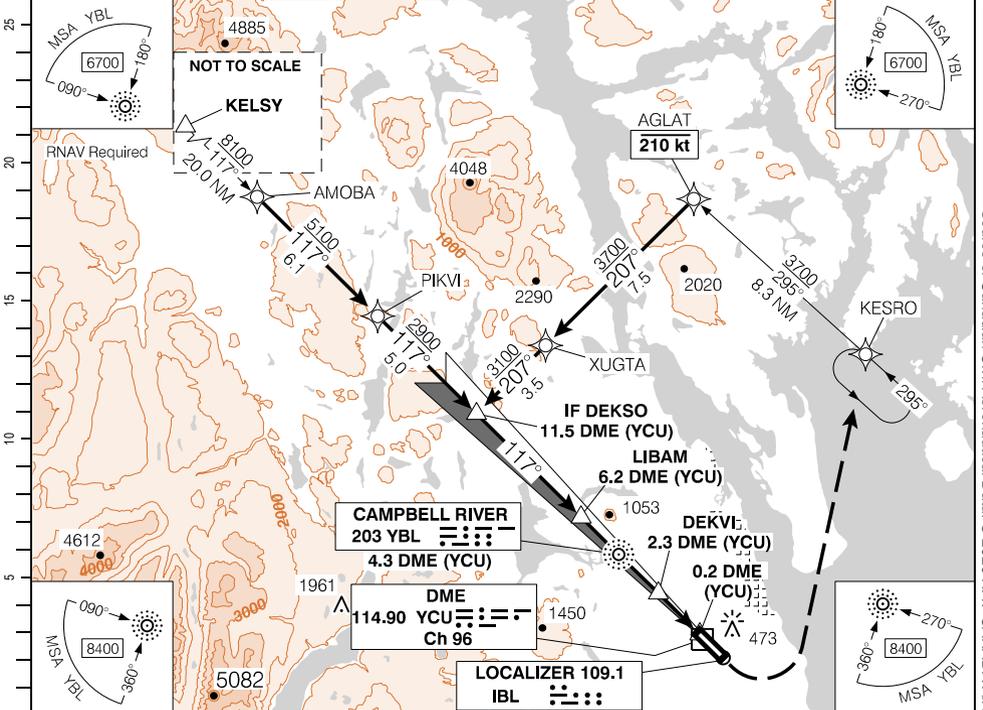
CYBL

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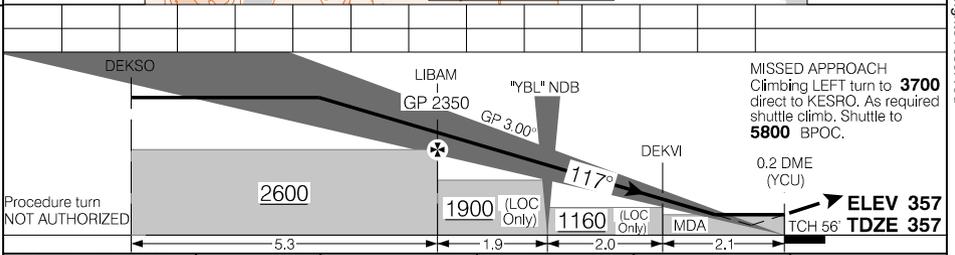
ILS Y RWY 12

495707N 1251623W VAR 18°E

ATIS - 128.55 TML Comox - 123.7 227.6		RADIO - 122.0 TFC - 122.0		ARCAL 122.0(K)	
SAFE ALT 100 NM 15,200	LOC IBL 109.1	APCH CRS 117°	GP LIBAM 2350	LDA 6499	



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RASS: When using CYQQ add 90'.			CATEGORY ILS/DME	A 607	B (250)	C 1 RVR 50	D 1 RVR 50
Knots 70 90 110 130 150	ft/min 	Min:Sec 	LOC/DME	840	(483)	1 RVR 50	

ILS Y RWY 12

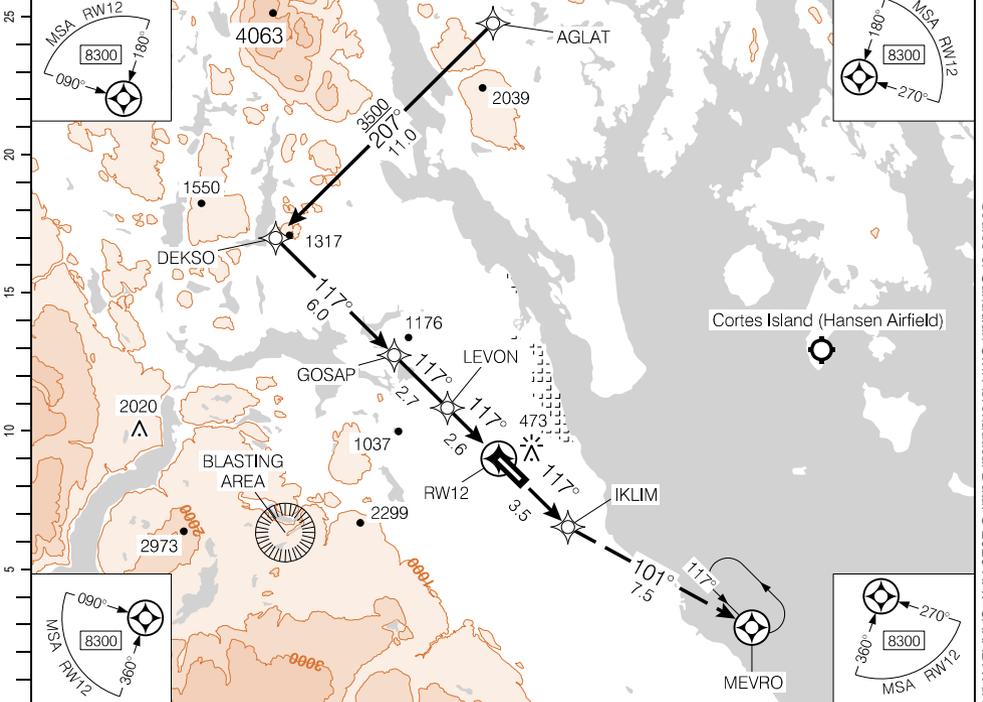
EFF 7 AUG 25

CYBL

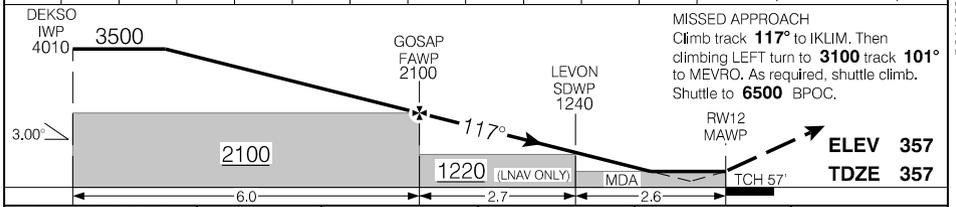
RNAV (GNSS) RWY 12

495707N 1251623W VAR 18°E

ATIS – 128.55 TML Comox – 123.7 227.6		RADIO – 122.0 TFC – 122.0		ARCAL 122.0(K)	
SAFE ALT 100 NM 15,200	WAAS Ch 80094 W12A	APCH CRS 117°	MIN ALT GOSAP 2100	LDA 6499	AN ...



(NM)	11.3	9.7	9	8	7	6	5	4	3	2	1.3	DIST FROM RWY12	
	4010	3500	3280	2960	2640	2320	2010	1690	1370	1050	840	ALT (3.00° APCH PATH)	



RAAS: When using CYQQ add 90°.			CATEGORY LPV	A	B	C	D
				607	(250)	1 RVR 50	
			LNAV/VNAV (min. -18°C max. 54°C)	891	(534)	1 ¼	
			LNAV	840	(483)	1 RVR 50	
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 12

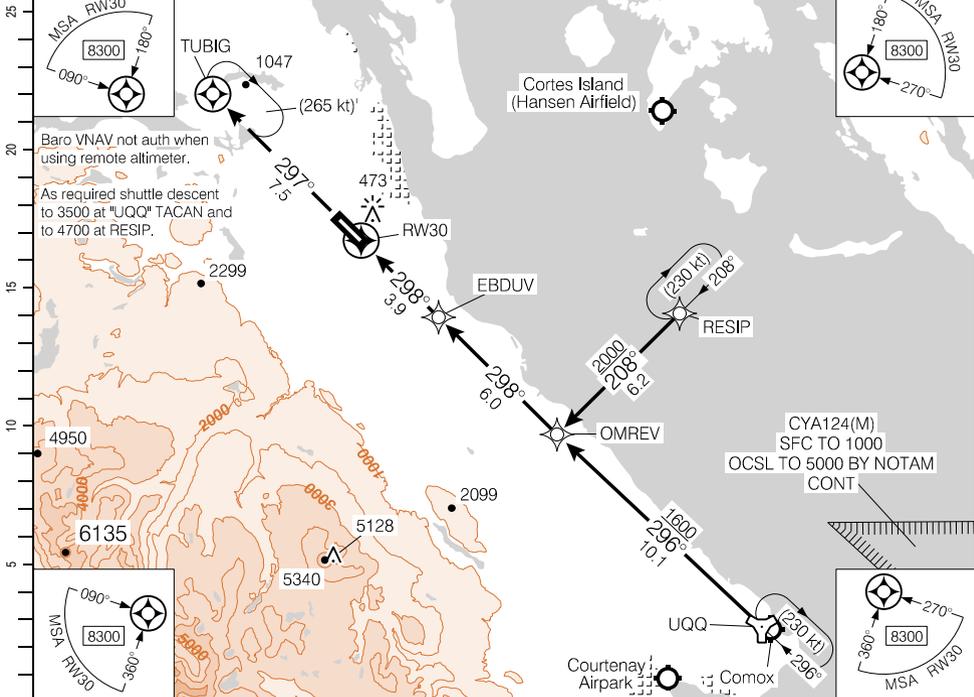
CYBL

EFF 22 APR 21

RNAV (GNSS) RWY 30

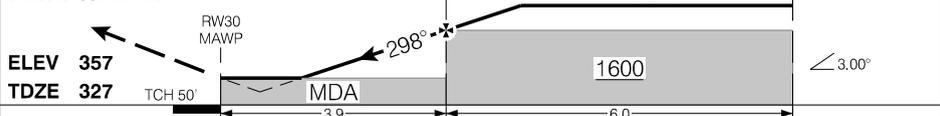
495707N 1251623W VAR 18°E

ATIS - 128.55 TML Comox - 123.7 227.6		RADIO - 122.0 TFC - 122.0			ARCAL 122.0(K)	
SAFE ALT 100 NM 15,200	WAAS Ch 80093 W30A	APCH CRS 298°	MIN ALT EBDUV 1600	LDA 6499		



(NM)	DIST FROM RW30	1.4	2	3	4	5.2	6	7	8	9	9.9		
	ALT (3.00° APCH PATH)	780	980	1300	1620	2000	2260	2580	2900	3210	3510		

MISSED APPROACH
 Climb to **3700** track **297°** to TUBIG. As required, shuttle climb. Shuttle to **6600** BPOC.



RASS: When using CYQQ add 90'.			CATEGORY	A	B	C	D
			LPV	548	(250)		1
			LNAV/VNAV <small>(min. -19°C, max. 54°C)</small>	725	(427)		1¼
			LNAV	780	(482)		1½
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 30

CYBL

EFF 10 AUG 23

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Departure Route Description

Rwy 12 – ½: Requires a minimum climb gradient of **240 ft/NM** to **1500**.
Climb hdg **117°** to **1500**. Then climbing LEFT turn direct to KELSY to MEA BPOC.

Note: Trees to 387 ASL aprx 0.1 NM past departure end of rwy, 220' LEFT and RIGHT of rwy centreline.

Rwy 30 – ½: Requires a minimum climb gradient of **280 ft/NM** to **3200**.
Climb hdg **297°** to **900**. Then continue climb direct to KELSY to MEA BPOC.

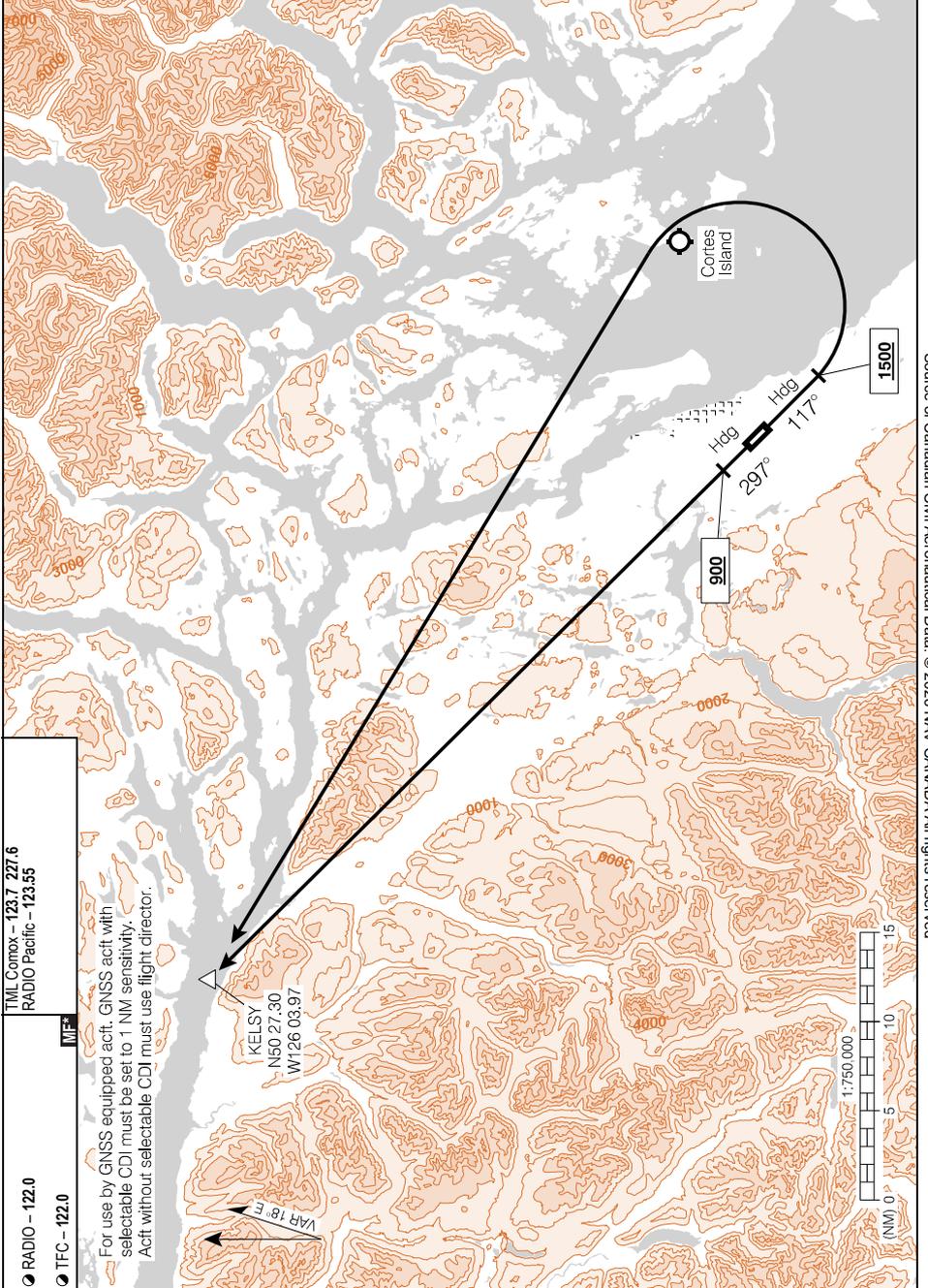
Note: Trees to 502 ASL aprx 0.3 NM past departure end of rwy, 110' LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
240 FT/NM	360	480	560	640	720	800	1000	1200
280 FT/NM	420	560	660	750	840	940	1170	1400

DEPARTURE PROCEDURE (RNAV)
KELSY ONE DEP (KELSY1.)

CAMPBELL RIVER, BC
CYBL



TML Comox - 123.7 227.6
 RADIO Pacific - 123.55
 RADIO - 122.0
 TFC - 122.0
 M³

For use by GNSSS equipped a/c. GNSSS a/c with selectable CDI must be set to 1 NM sensitivity. A/c without selectable CDI must use flight director.

KELSY
 N50 27.30
 W126 03.97

VAR 18° E

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KELSY ONE DEP (KELSY1.)

CYBL

EFF 2 DEC 21

Departure Route Description

Rwy 12 – ½: Climb hdg **117°** to **900**. Then continue climb direct to "UQQ" TACAN to **4000** BPOC.

Note: Trees rising to 390 ASL within 0.6 NM of departure end of rwy.

Rwy 30 – ½: Requires a minimum climb gradient of **260** ft/NM to **600**. Climb hdg **297°** to **900**. Then climbing RIGHT turn direct to "UQQ" TACAN to **4000** BPOC.

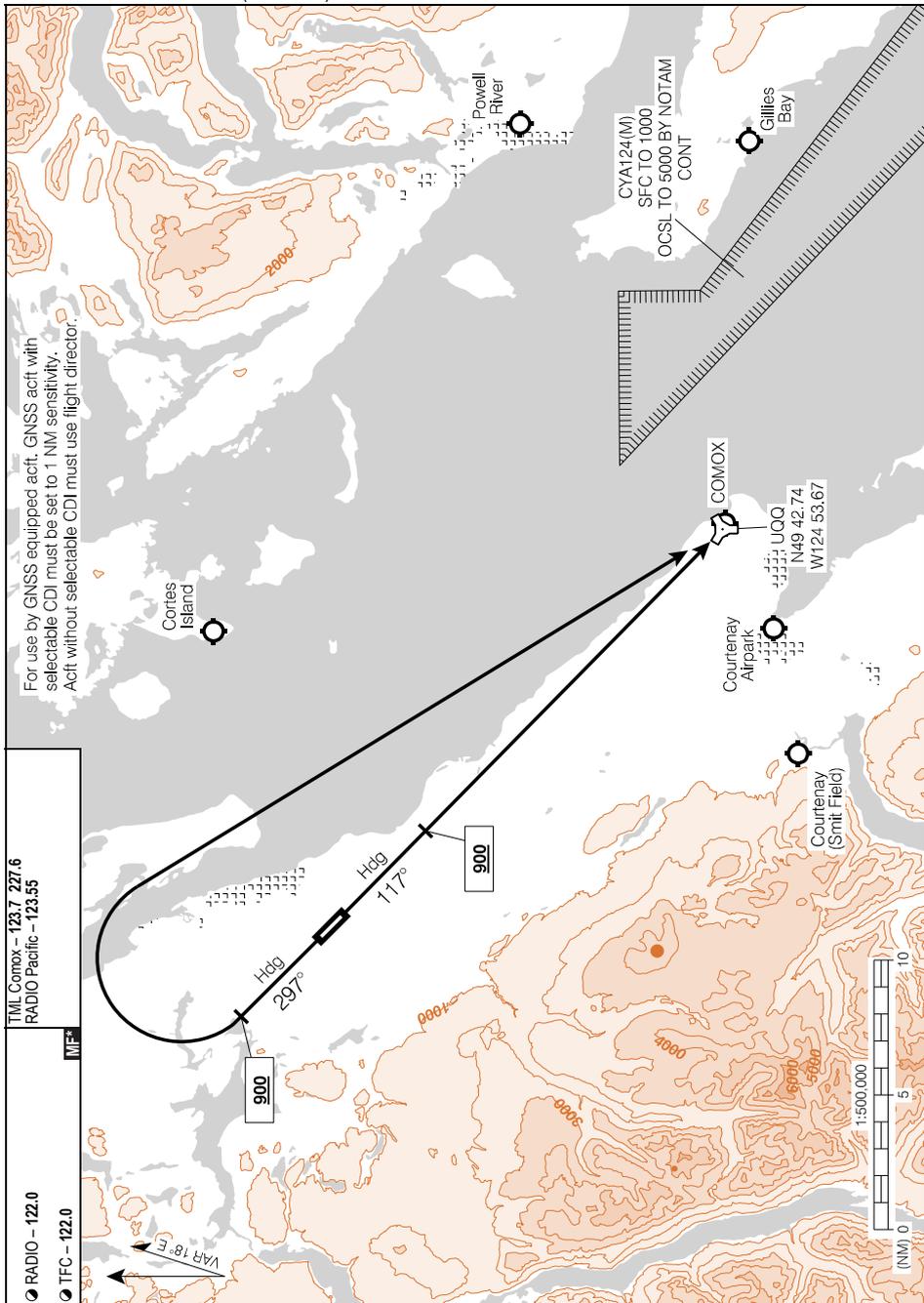
Note: Trees to 502 ASL aprx 0.3 NM past departure end of rwy, 110' LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300

DEPARTURE PROCEDURE (RNAV)
OYSTER ONE DEP (OYSTR1.)

CAMPBELL RIVER, BC
CYBL



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OYSTER ONE DEP (OYSTR1.)

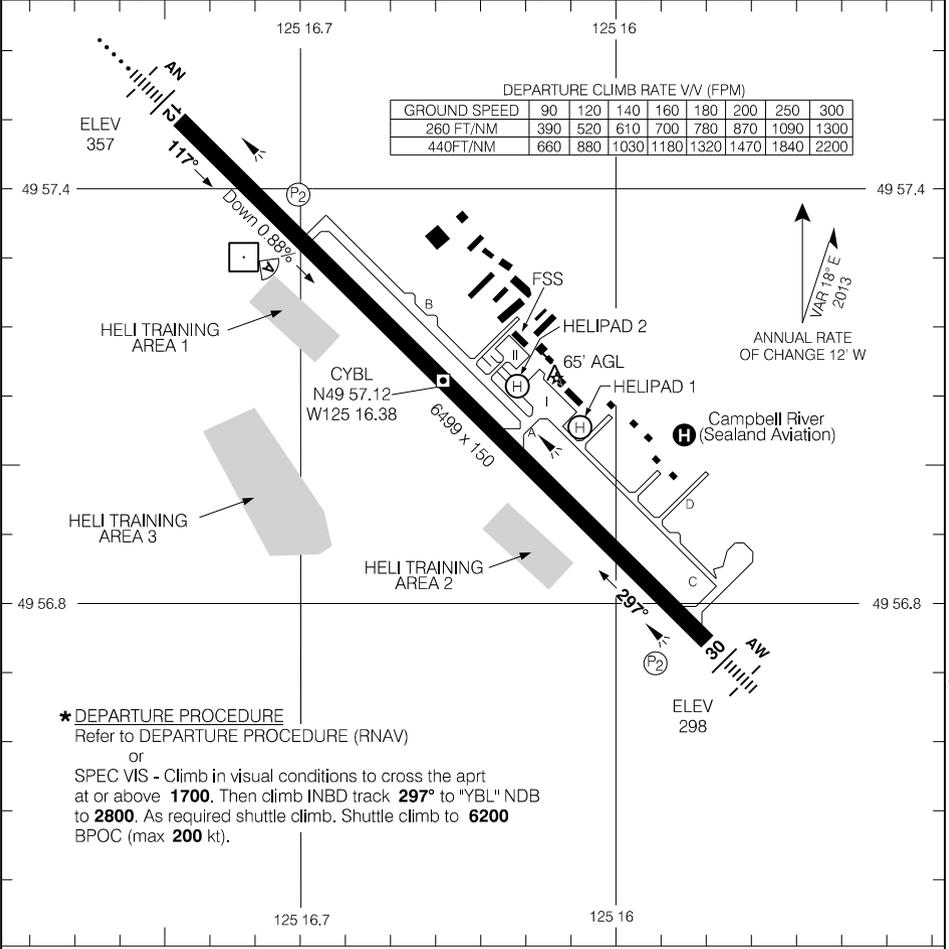
CYBL

EFF 7 OCT 21

AERODROME CHART

ATIS - 128.55		RADIO - 122.0 TFC - 122.0		TML Comox - 123.7 227.6 RADIO Pacific - 123.55	
				MF*	

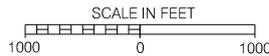
DECL DIST	12	30					
TORA	6499	6499					
TODA	7483	7483					
ASDA	6499	6499					
LDA	6499	6499					



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*** DEPARTURE PROCEDURE**
 Refer to DEPARTURE PROCEDURE (RNAV)
 or
 SPEC VIS - Climb in visual conditions to cross the apt at or above **1700**. Then climb INBD track **297°** to "YBL" NDB to **2800**. As required shuttle climb. Shuttle climb to **6200** BPOC (max **200** kt).

RUNWAY LEVEL OF SERVICE	
RVO RWY 12: RVR 1200 Day only RWY 30: (1/2sm) Day only	LVO NOT AUTHORIZED
TAKE-OFF MINIMA	
Rws 12; 30: *	



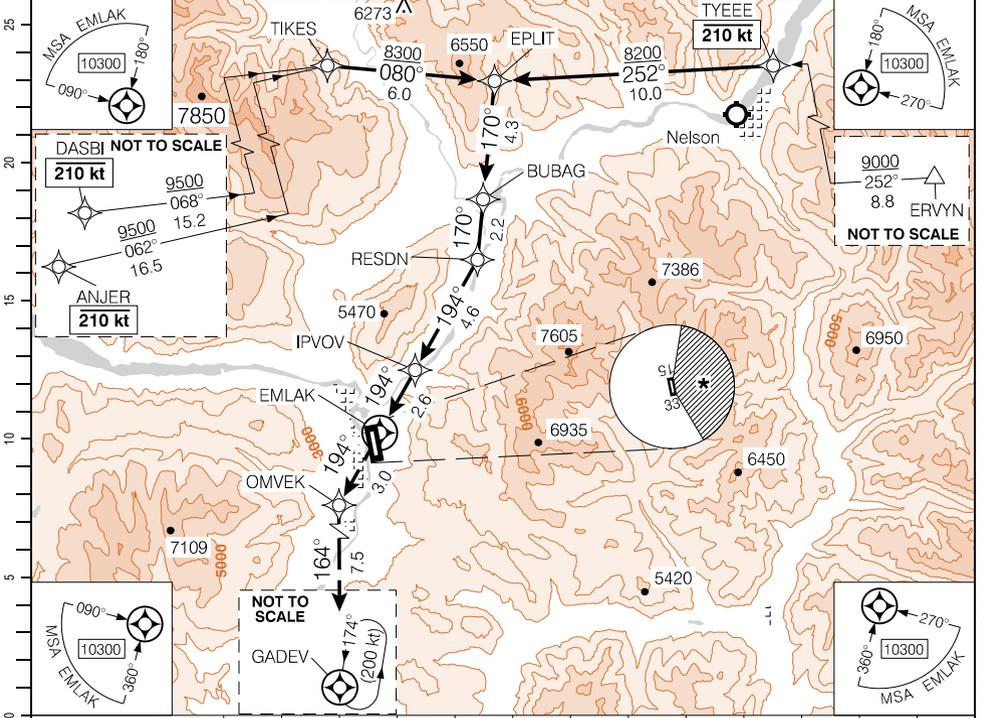
AERODROME CHART

EFF 26 DEC 24

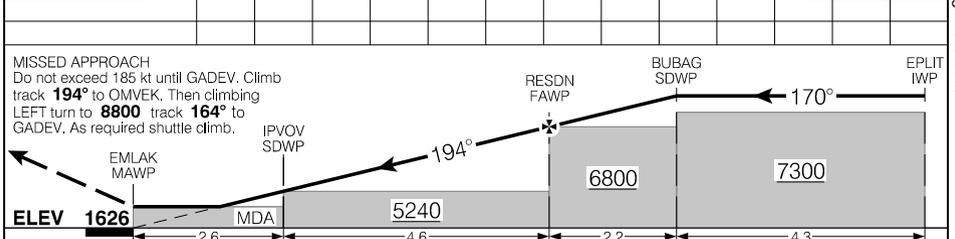
CYBL

RNAV (GNSS) A

CTR Vancouver – 134.2 227.3		RADIO – 122.1		LIGHTING: REFER TO AD CHART	
SAFE ALT 100 NM 13,500		APCH CRS 194°		LDA REFER TO AD CHART	
RNAV		MIN ALT RESDN 6800		MSE	
TFC – 122.1					



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MISSED APPROACH
Do not exceed 185 kt until GADEV. Climb track 194° to OMVEK. Then climbing LEFT turn to 8800 track 164° to GADEV. As required shuttle climb.

RASS: When using CAD4 add 60'.	CATEGORY	A	B	C	D
	CIRCLING	* 4380	(2754)	3	* 4500 (2874) 3
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

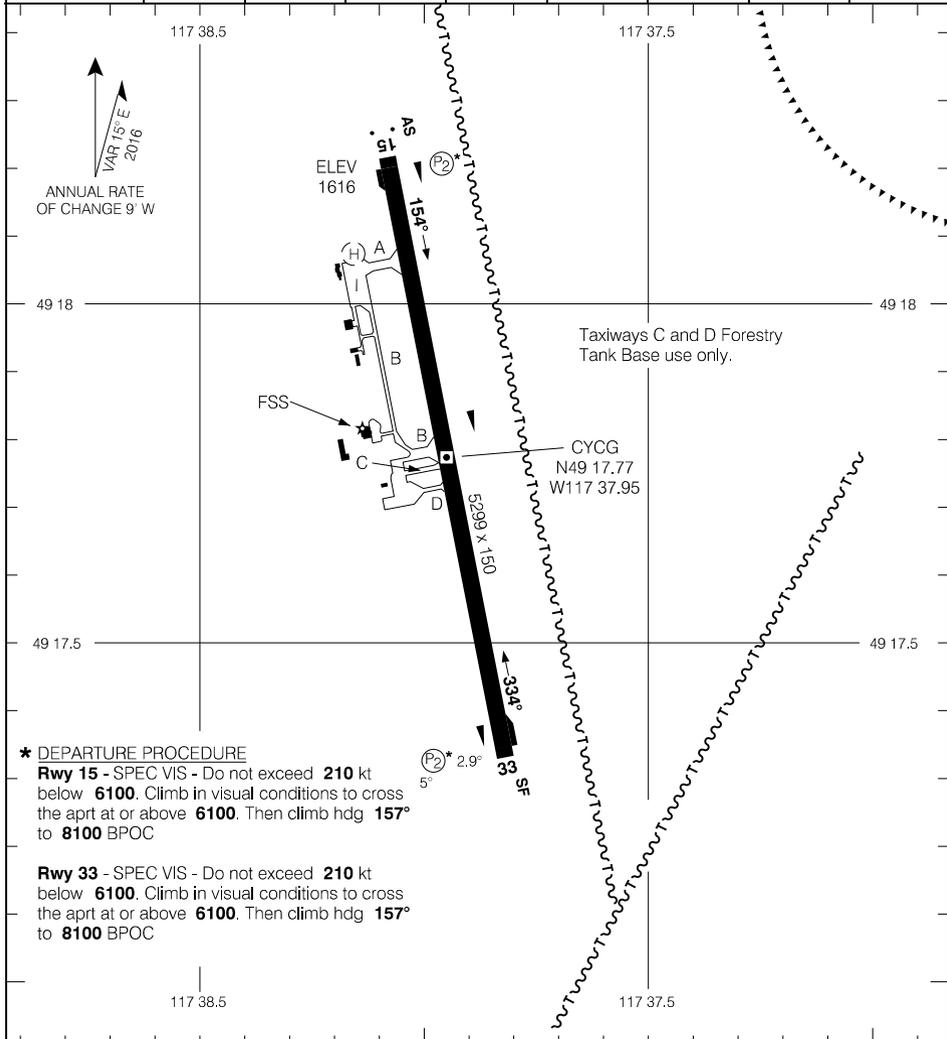
RNAV (GNSS) A

CYCG

EFF 20 APR 23

AERODROME CHART

		RADIO - 122.1 TFC - 122.1		CTR Vancouver - 134.2 227.3 MF*	
DECL	DISTS	15	33		
TORA		5299	5299		
TODA		5299	5619		
ASDA		5299	5299		
LDA		5299	5299		



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*** DEPARTURE PROCEDURE**

Rwy 15 - SPEC VIS - Do not exceed **210** kt below **6100**. Climb in visual conditions to cross the apt at or above **6100**. Then climb hdg **157°** to **8100** BPOC

Rwy 33 - SPEC VIS - Do not exceed **210** kt below **6100**. Climb in visual conditions to cross the apt at or above **6100**. Then climb hdg **157°** to **8100** BPOC

TAKE-OFF MINIMA

Rwys 15; 33: *

SCALE IN FEET



AERODROME CHART

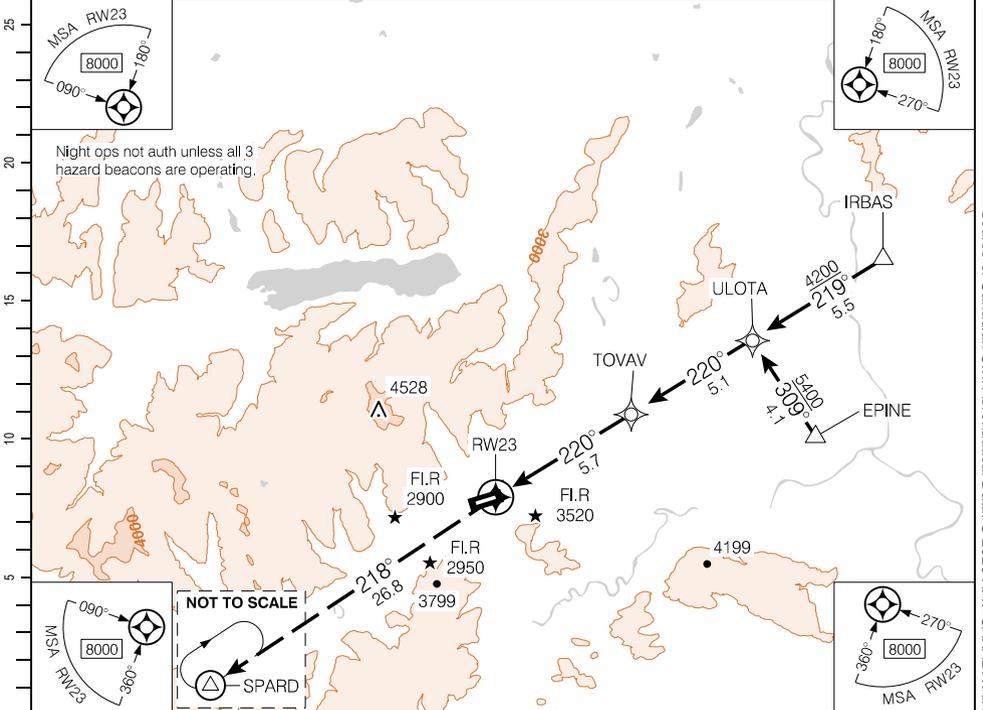
EFF 11 JUL 24

CYCG

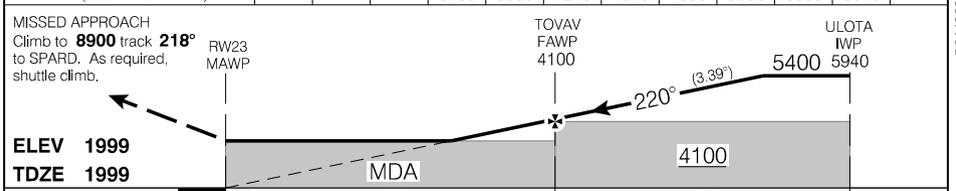
RNAV (GNSS) Z RWY 23

554114N 1213736W VAR 19°E

LWIS - 122.55		CTR - Edmonton 132.6		TFC - 123.2		ARCAL 126.7(K)	
SAFE ALT 100 NM 12,000		RNAV	APCH CRS 220°	MIN ALT TOVAV 4100	LDA 4481	14.2°	



(NM)	DIST FROM RWY23	3.9	5	6	7	8	9.3	10	10.8
	ALT (3.39° APCH PATH)	3460	3850	4210	4570	4930	5400	5650	5940



MISSED APPROACH Climb to 8900 track 218° to SPARD. As required, shuttle climb.		RWY23 MAWP		TOVAV FAWP 4100		ULOTA IWP 5940	
ELEV 1999	TDZE 1999	MDA		4100		5400	

RASS: When using CYXJ add 140'.			CATEGORY	A	B	C	D
			RNAV	3460	(1461)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70	420						
90	540						
110	660						
130	780						
150	900						

RNAV (GNSS) Z RWY 23

CYCQ

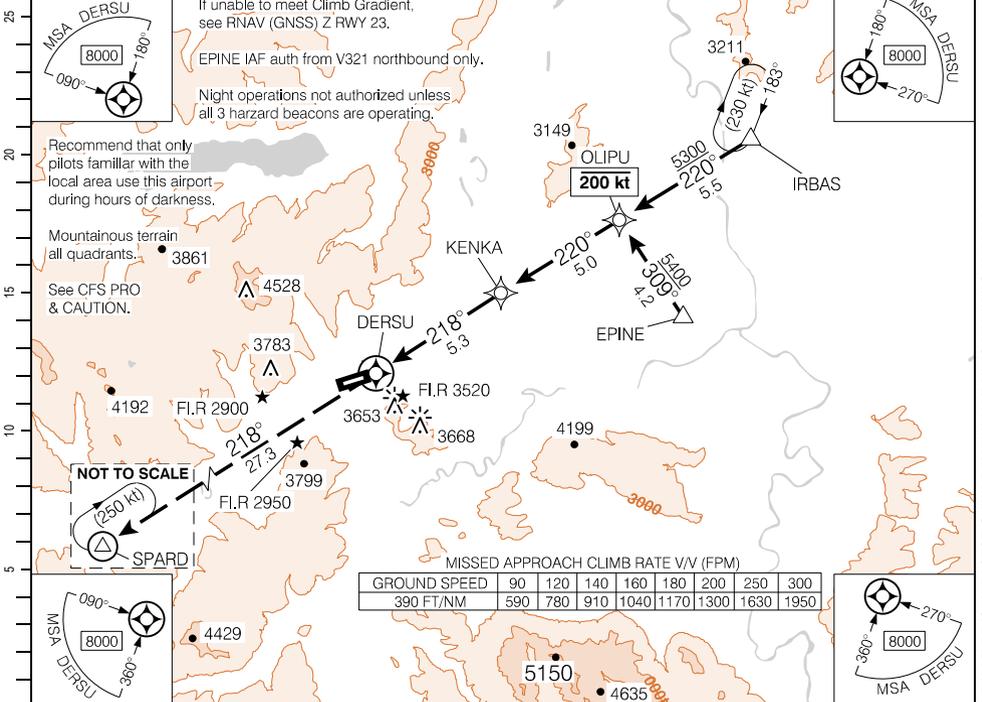
EFF 23 FEB 23

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RNAV (GNSS) Y RWY 23

554114N 1213736W VAR 19°E

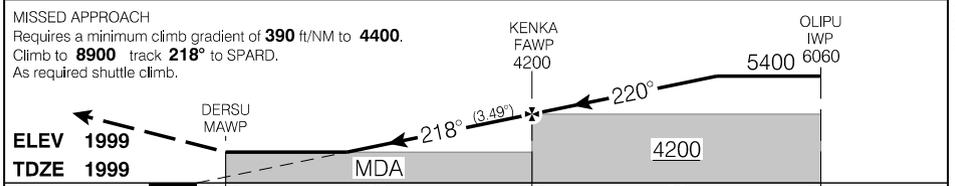
LWIS – 122.55	CTR – Edmonton 132.6		TFC – 123.2		ATF	ARCAL 126.7(K)
	SAFE ALT 100 NM 12,000	RNAV	APCH CRS 218°	MIN ALT KENKA 4200	LDA 4481	



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950

DIST FROM DERSU (NM)	2.1	3	4	5	6	7	8	8.5	10.3
ALT (3.49° APCH PATH)	3000	3340	3710	4080	4460	4830	5200	5400	6060



CATEGORY	A	B	C	D
	3000	(1001)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec		
70	430			
90	560			
110	680			
130	800			
150	930			

RNAV (GNSS) Y RWY 23

CYCC

EFF 29 DEC 22

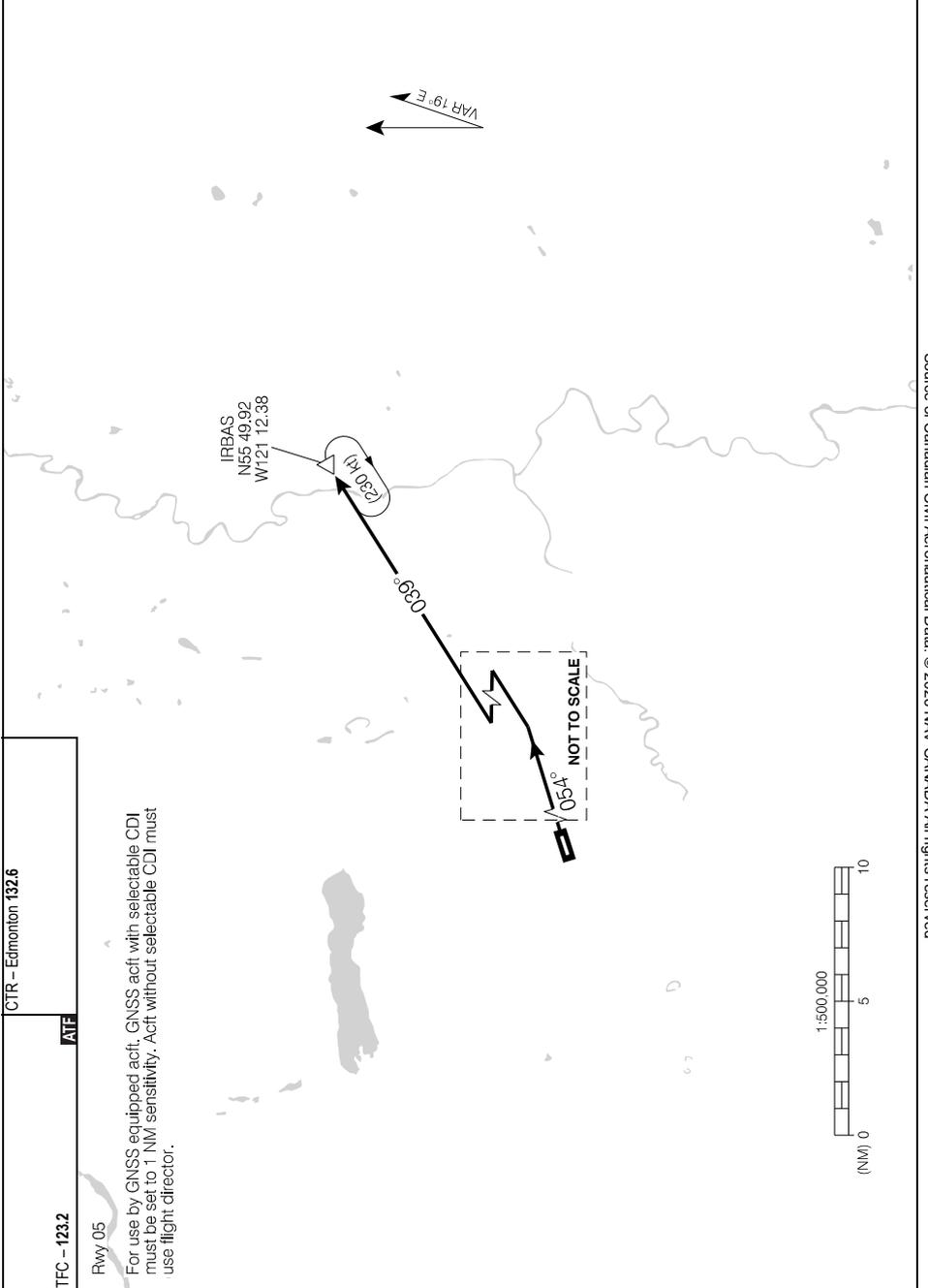
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Departure Route Description

Rwy 05 – ½: Requires a minimum climb gradient of **500 ft/NM** to **3000**. Climb heading **054°**. LEFT climbing turn to IRBAS track **039°** at **6300**. As required shuttle climb.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250
500 FT/NM	750	1000	1170	1340	1500	1670	2090



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CTR - Edmonton 132.6

TFC - 123.2

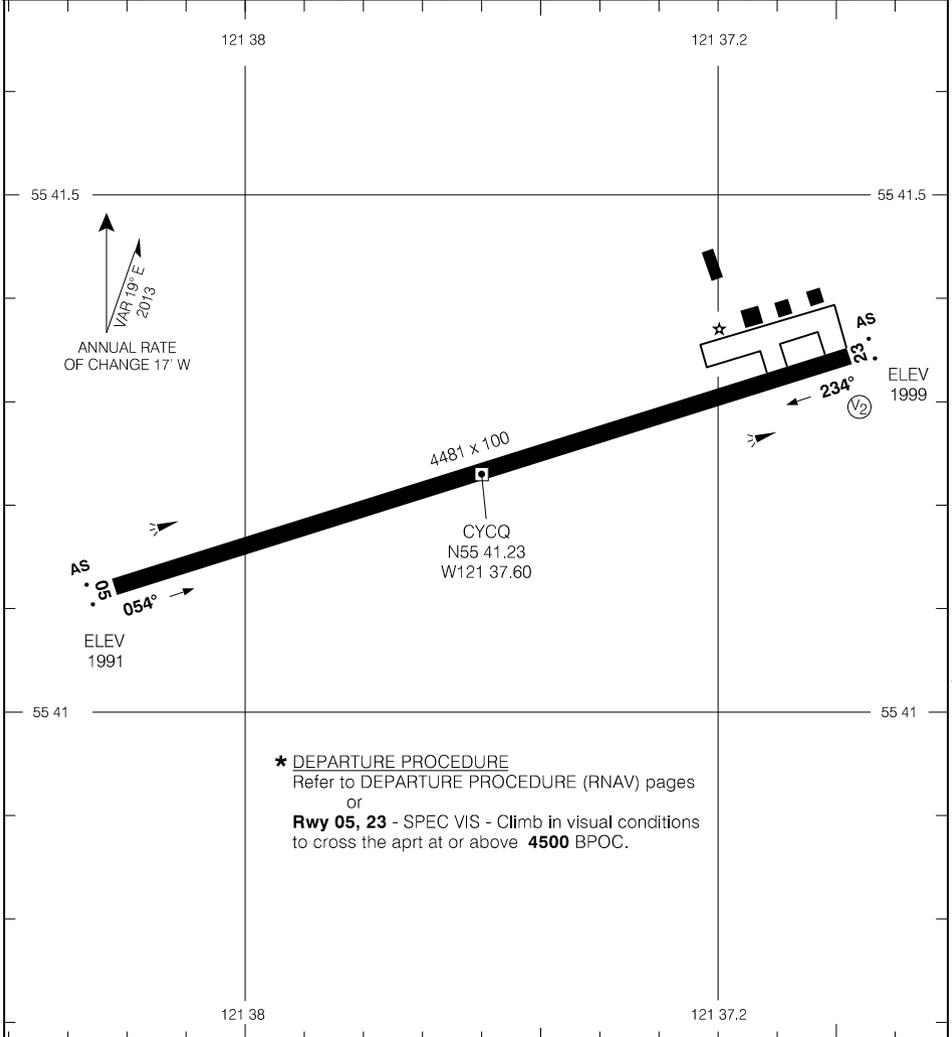
Rwy 05

AIF

For use by GNSS equipped acft. GNSS acft with selectable CDI must be set to 1 NM sensitivity. Acft without selectable CDI must use flight director.

AERODROME CHART

LWIS - 122.55				TFC - 123.2		CTR - Edmonton 132.6	
DECL	DISTS	05	23				
TORA		4481	4481				
TODA		4481	4481				
ASDA		4481	4481				
LDA		4481	4481				



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TAKE-OFF MINIMA	SCALE IN FEET
Rwys 05, 23: *	1000 0 1000

AERODROME CHART

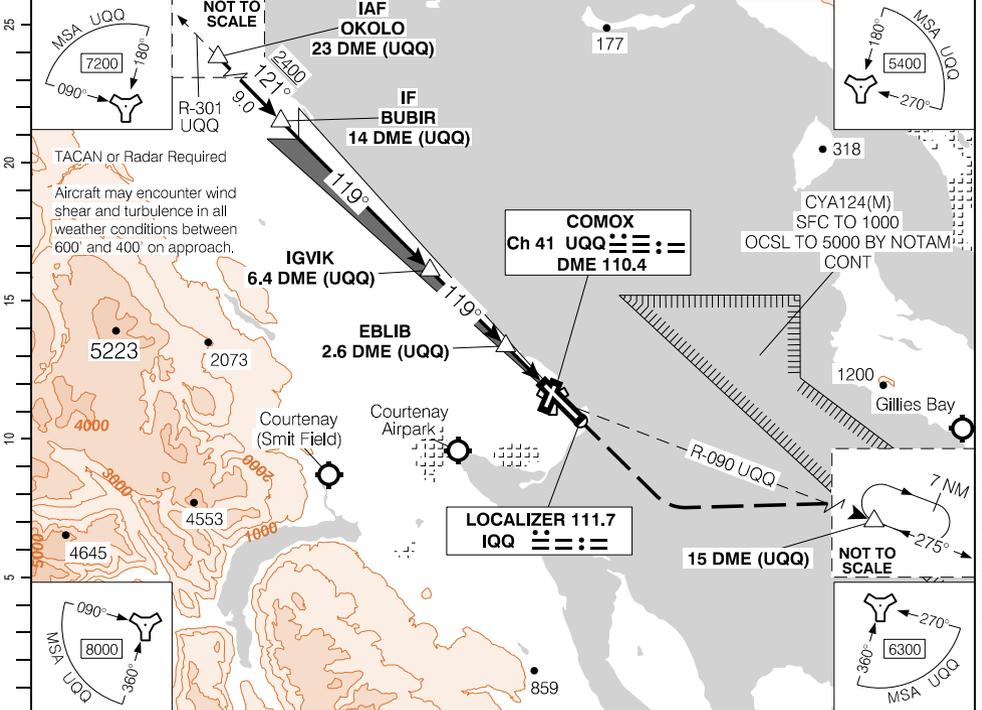
CYCQ

EFF 25 APR 19

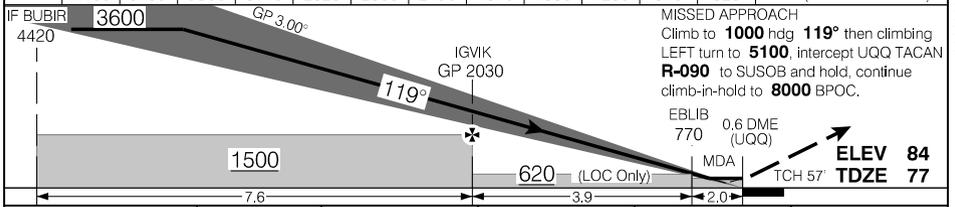
ILS Z RWY 12 (DND)

494239N 1245312W VAR 16°E

ATIS - 118.6 282.2	ARR - 134.1 342.9	TWR - 126.2 358.1	GND - 119.75 250.3	AN(P2)
SAFE ALT 100 NM 13,100	LOC IQQ 111.7	APCH CRS 119°	GP IGVIK 2030	



(NM)	13	12	11.4	10	9	8	7	6	5	4	3	1.8	DIST FROM DME (UQQ)
	4100	3780	3600	3140	2820	2500	2190	1870	1550	1230	910	520	ALT (3.00° APCH PATH)



	CATEGORY	A	B	C	D
	ILS/DME	277	(200)	½ RVR 26	
FAF to MAP 5.8 NM	LOC/DME	520	(443)	1 RVR 50	
Knots	ft/min	Min:Sec			
70	370				
90	480				
110	580				
130	690				
150	800				

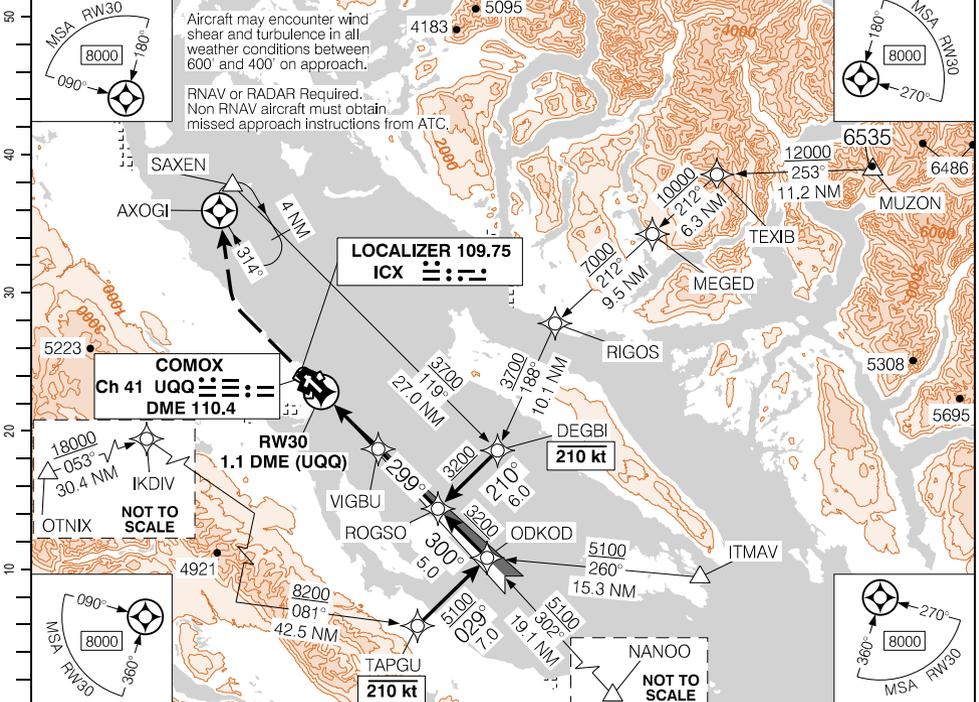
ILS Z RWY 12 (DND)

EFF 2 OCT 25

ILS Y RWY 30 (DND)

494239N 1245312W VAR 16°E

ATIS - 118.6 282.2		ARR - 134.1 342.9		TWR - 126.2 358.1		GND - 119.75 250.3	
SAFE ALT 100 NM 13,100	LOC ICX 109.75	APCH CRS 299°	GP VIGBU 2020	LDA 10001			



(NM)	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
DIST FROM DME (UQQ)		1.9	3	4	5	6	7	8	9	10	10.7	12	13		
ALT (3.00° APCH PATH)		400	750	1070	1380	1700	2020	2340	2660	2980	3200	3610	3930		

MISSED APPROACH
Climb to **1000** hdg **299°** then climbing RIGHT turn to **2200** direct AXOGI and hold, climb-in-hold to **8000** BPOC.



CATEGORY	A	B	C	D
	284		(200)	½ RVR 26
ILS	400		(316)	1 RVR 50
LOC				
VIGBU to RWY30 5.8 NM				
Knots	ft/min	Min:Sec		
70	370	5:00		
90	480	3:53		
110	580	3:11		
130	690	2:41		
150	800	2:20		

ILS Y RWY 30 (DND)

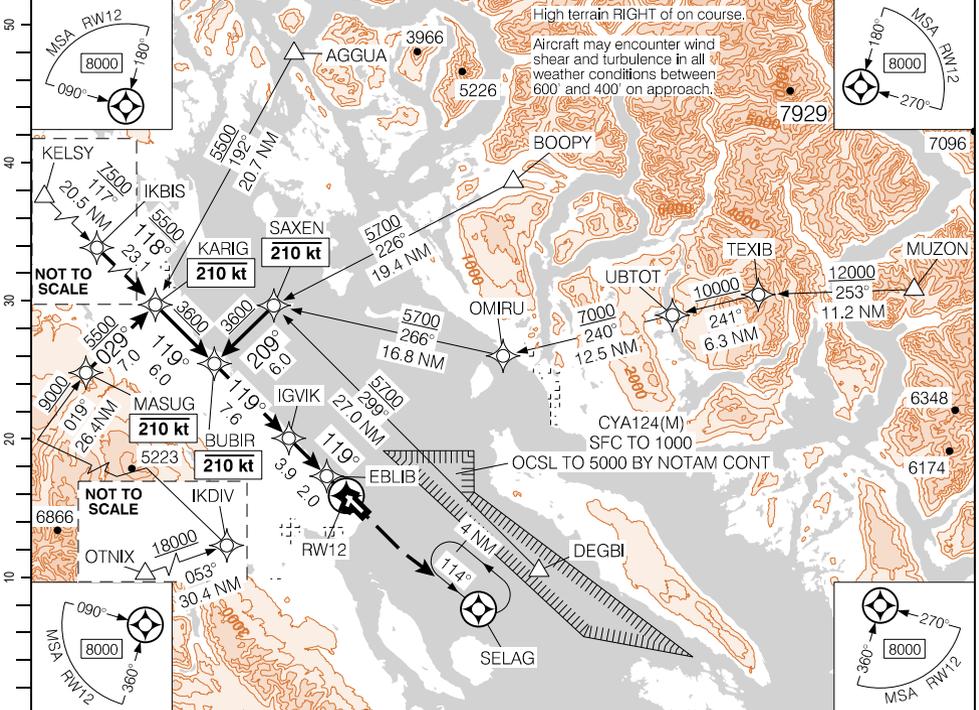
EFF 2 OCT 25

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RNAV (GNSS) Z RWY 12 (DND)

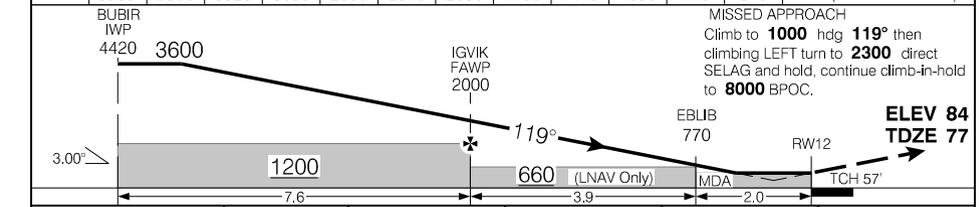
494239N 1245312W VAR 16°E

ATIS - 118.6 282.2	ARR - 134.1 342.9	TWR - 126.2 358.1	GND - 119.75 250.3
SAFE ALT 100 NM 13,100	WAAS Ch 80843 W12A	APCH CRS 119°	MIN ALT IGVIK 1200
			LDA 10001



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(NM)	12	10.9	10	9	8	7	6	5	4	3	2	1.3	DIST FROM RWY12
	3960	3600	3320	3000	2690	2370	2050	1730	1410	1090	770	540	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **1000** hdg **119°** then climbing **LEFT** turn to **2300** direct SELAG and hold, continue climb-in-hold to **8000** BPOC.

			CATEGORY	A	B	C	D
			LPV	277	(200)	½ RVR 26	
Knots	ft/min	Min:Sec	LNAV/VNAV (min. 1°C, max. 54°C)	433	(356)	1 RVR 50	
70	370		LNAV	540	(463)	1 RVR 50	
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 12 (DND)

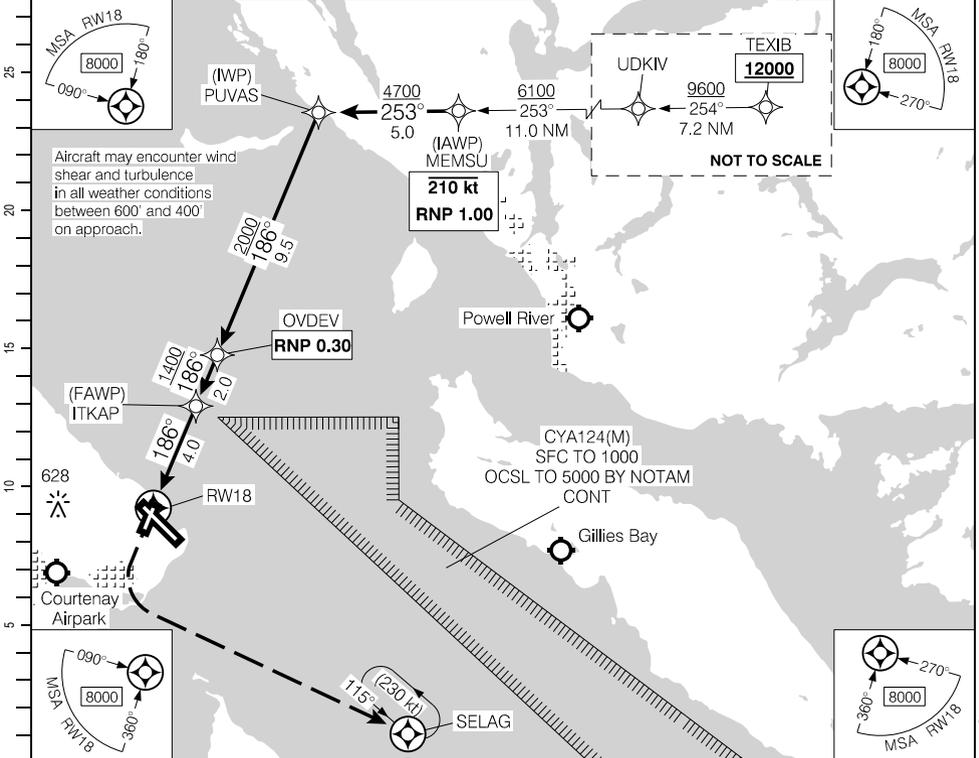
CYQQ

EFF 2 OCT 25

RNAV (RNP) Y RWY 18

494239N 1245312W VAR 16°E

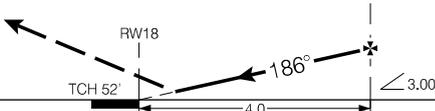
ATIS - 118.6 282.2	TML - 123.7 227.6	TWR - 126.2 358.1	GND - 119.75 250.3
SAFE ALT 100 NM 13,100	RNAV	APCH CRS 186°	MIN ALT ITKAP 1400
			LDA 4998



Aircraft may encounter wind shear and turbulence in all weather conditions between 600' and 400' on approach.

MISSED APPROACH
Climb to **600** hdg **186°**. Then climbing LEFT turn to **2200** direct to SELAG. Shuttle to **5200** BPOC.

ELEV 84
TDZE 78



	CATEGORY	A	B	C	D
	RNP 0.30	577		(500)	1¼
AUTHORIZATION REQUIRED (min. -18° C) (max. 54° C)					

RNAV (RNP) Y RWY 18

CYQQ

EFF 2 OCT 25

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Departure Route Description

All rwys: Contact Departure Control passing **1000** ASL unless instructed otherwise by ATC. Expect radar vectors to filed/assigned route, and clearance to flight planned altitude after passing **2000** ASL.

Rwy 12: Climb hdg **118°** to **600**, then direct to OLELI, thence track **121°** to NANO. Maintain **7000** or higher as assigned. Expect radar vectors.

Rwy 36: Climb hdg **006°** to **600**, then RIGHT turn direct to OLELI, thence track **121°** to NANO. Maintain **7000** or higher as assigned. Expect radar vectors.

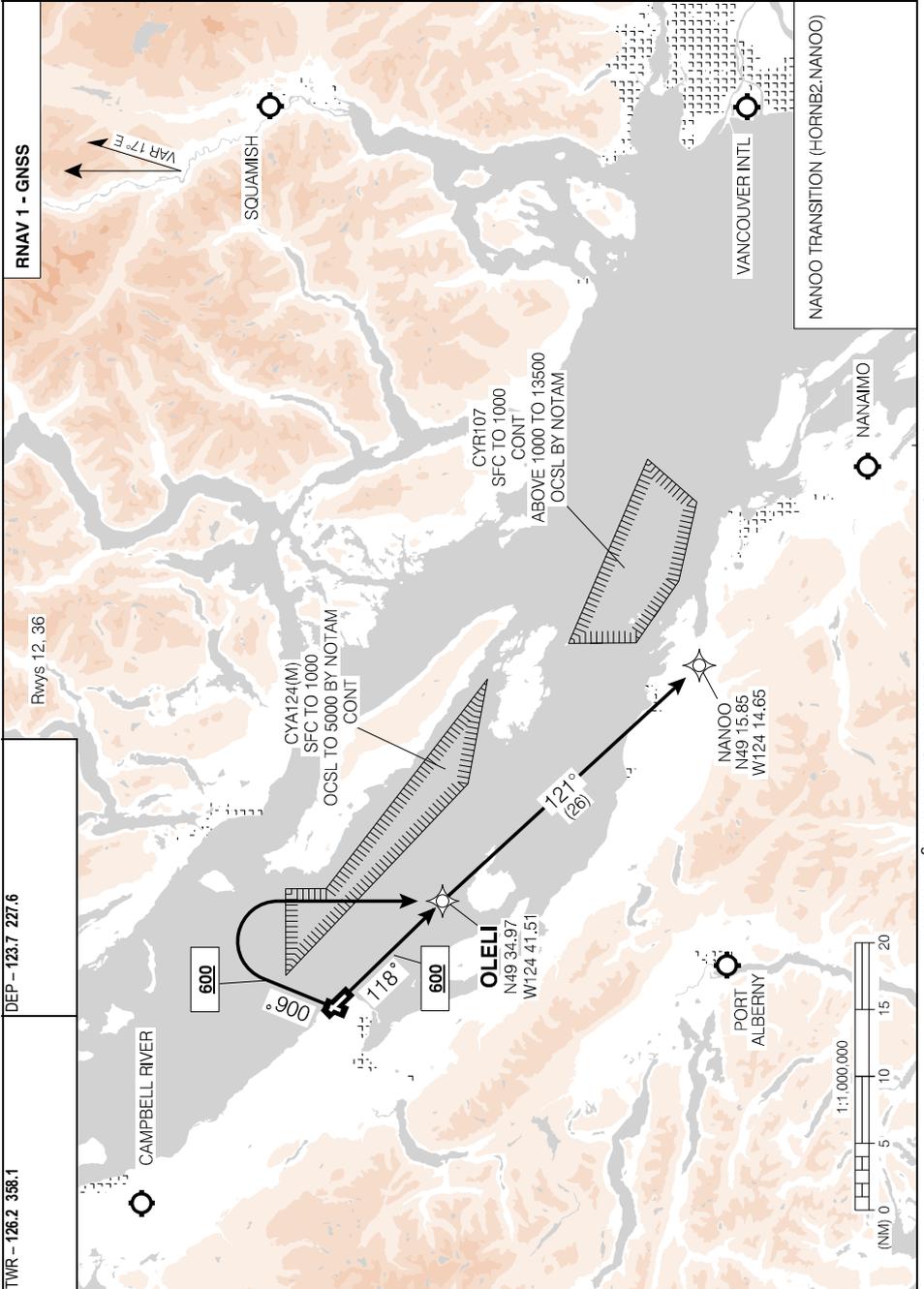
NANO TRANSITION: (HORN2.NANO)

Communication Failure

If no radio contact with Departure Control by published/assigned altitude, continue climb to flight planned altitude and proceed on filed/assigned route only once minimum IFR altitude permit, thence comply with appropriate procedures for communication failure enroute.

SID (RNAV)
HORNBY TWO DEP (HORN2.) (DND)

COMOX, BC
CYQQ



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HORNBY TWO DEP (HORN2.) (DND)
EFF 12 JUN 25

CYQQ

Departure Route Description

All rwsys: Contact Departure Control passing **1000** ASL unless instructed otherwise by ATC. Expect radar vectors to filed/assigned route, and clearance to flight planned altitude after passing **2000** ASL.

Rwy 12: Climb the UQQ **R-115** to NANAIMO. Maintain **7000** ASL or as assigned. Expect radar vectors.

Rwy 30: Climb the UQQ **R-300** to KELSLEY. Maintain **7500** ASL or as assigned. Expect radar vectors.

Rwy 36: Westbound Departures: Climbing left turn to **257°** to intercept the UQQ **R-300** to KELSLEY. Maintain **7500** ASL or as assigned. Expect radar vectors.

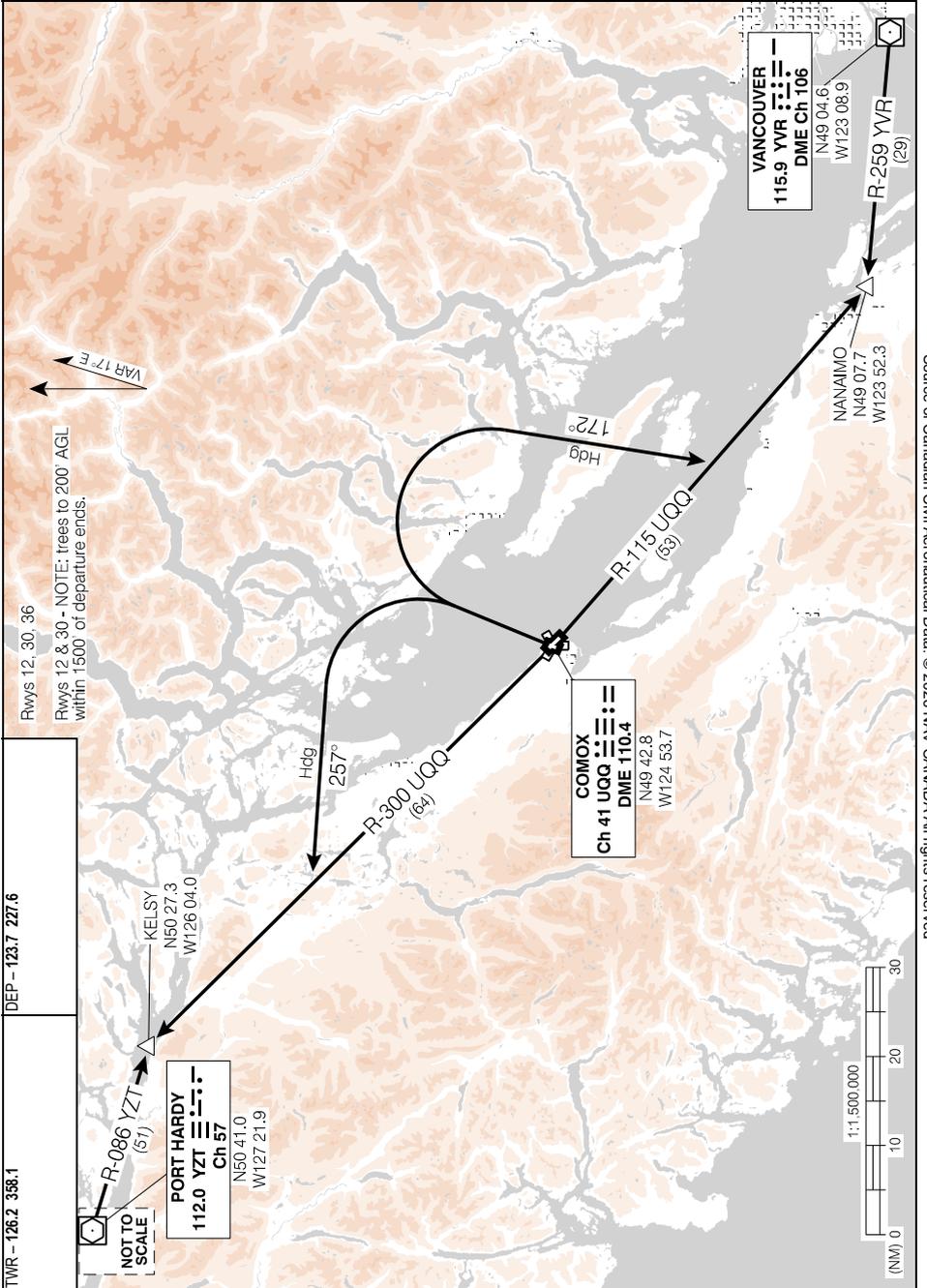
Eastbound Departures: Climbing right turn to **172°** to intercept the UQQ **R-115** to NANAIMO. Maintain **7000** ASL or as assigned. Expect radar vectors.

Communication Failure

If no radio contact with Departure Control by published/assigned altitude, continue climb to flight planned altitude and proceed on filed/assigned route only once minimum IFR altitudes permit, thence comply with appropriate procedures for communication failure enroute.

SID (VECTOR)
LAZO THREE DEP (LAZO3.) (DND)

COMOX, BC
CYQQ



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LAZO THREE DEP (LAZO3.) (DND)
EFF 19 MAY 22

CYQQ

Departure Route Description

All rws: Contact Departure Control passing **1000** ASL unless instructed otherwise by ATC. Expect radar vectors to filed/assigned route, and clearance to flight planned altitude after passing **2000** ASL.

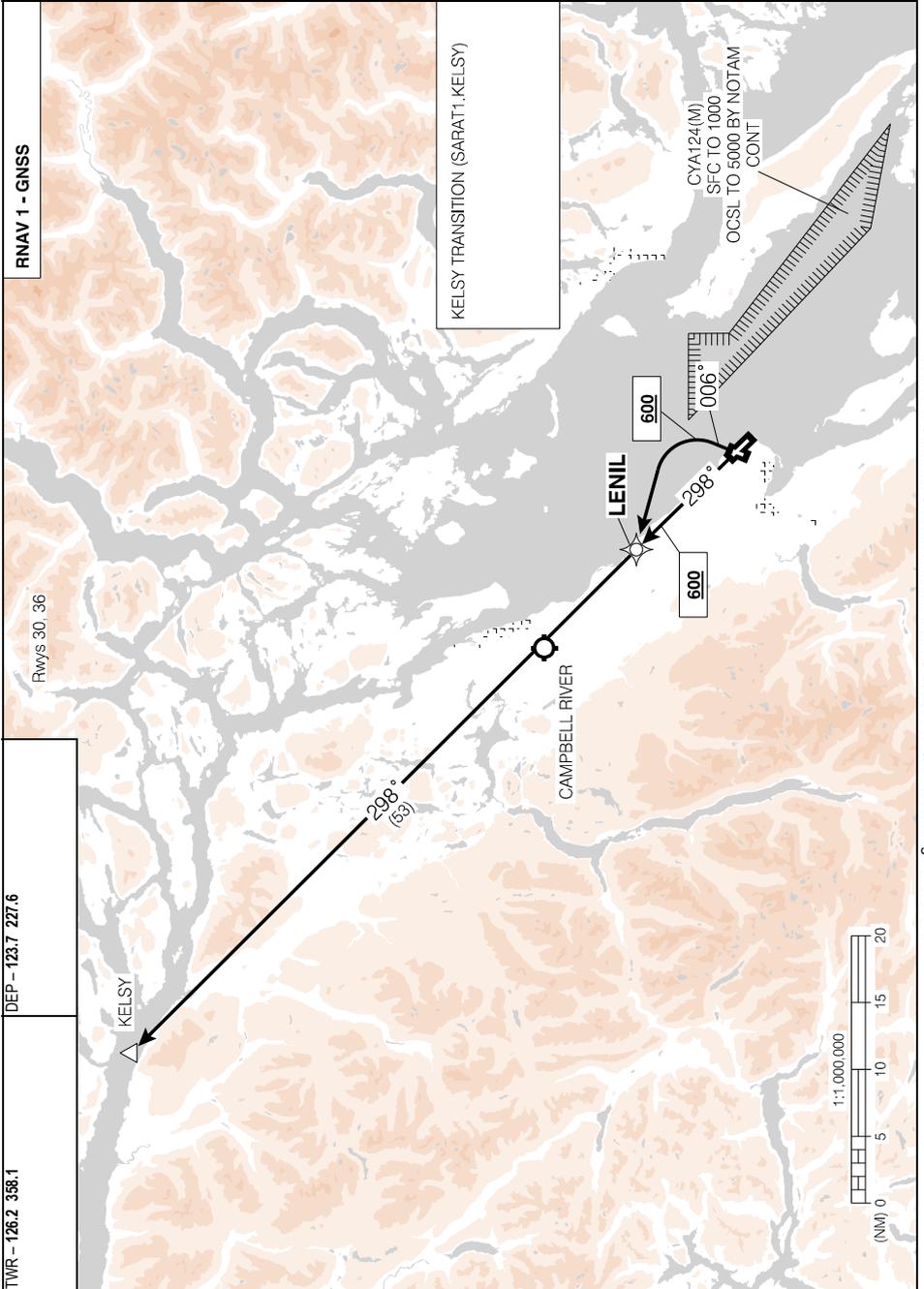
Rwy 30: Climb hdg **298°** to **600**, then direct to LENIL, thence track **298°** to KELSRY. Maintain **8300** or higher as assigned. Expect radar vectors.

Rwy 36: Climb hdg **006°** to **600**, then LEFT turn direct to LENIL, thence track **298°** to KELSRY. Maintain **8300** or higher as assigned. Expect radar vectors.

KELSY TRANSITION: (SARAT1.KELSY)

Communication Failure

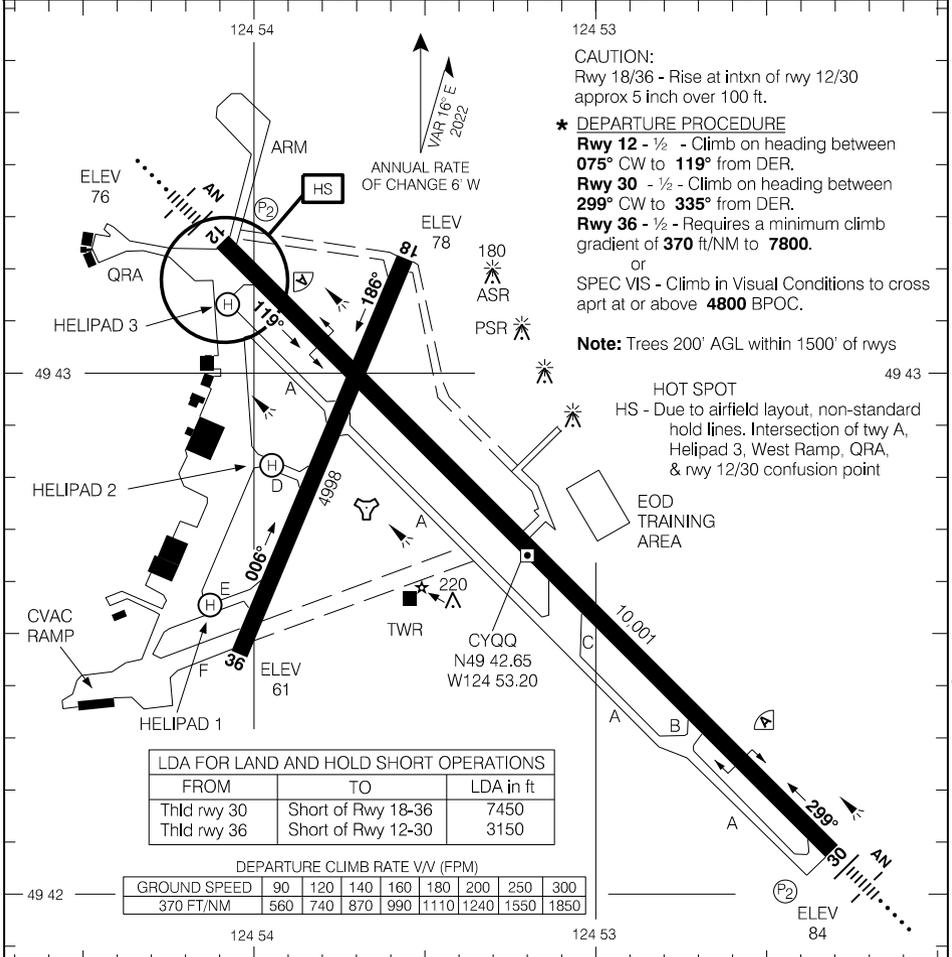
If no radio contact with Departure Control by published/assigned altitude, continue climb to flight planned altitude and proceed on filed/assigned route only once minimum IFR altitude permit, thence comply with appropriate procedures for communication failure enroute.



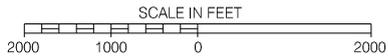
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AERODROME CHART (DND)

ATIS - 118.6 282.2		CLNC DEL - 127.0 227.6		TWR - 126.2 358.1		DEP - 123.7 227.6	
		GND - 119.75 250.3					
DECL	DISTS	12	30	18	36		
TORA		10001	10001	4998	4998		
TODA		10001	10001	4998	4998		
ASDA		10001	10001	4998	4998		
LDA		10001	10001	4998	4998		



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 12, 30; RVR 1200	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 12; 30; 36: * Rwy 18: NOT ASSESSED	



AERODROME CHART (DND)

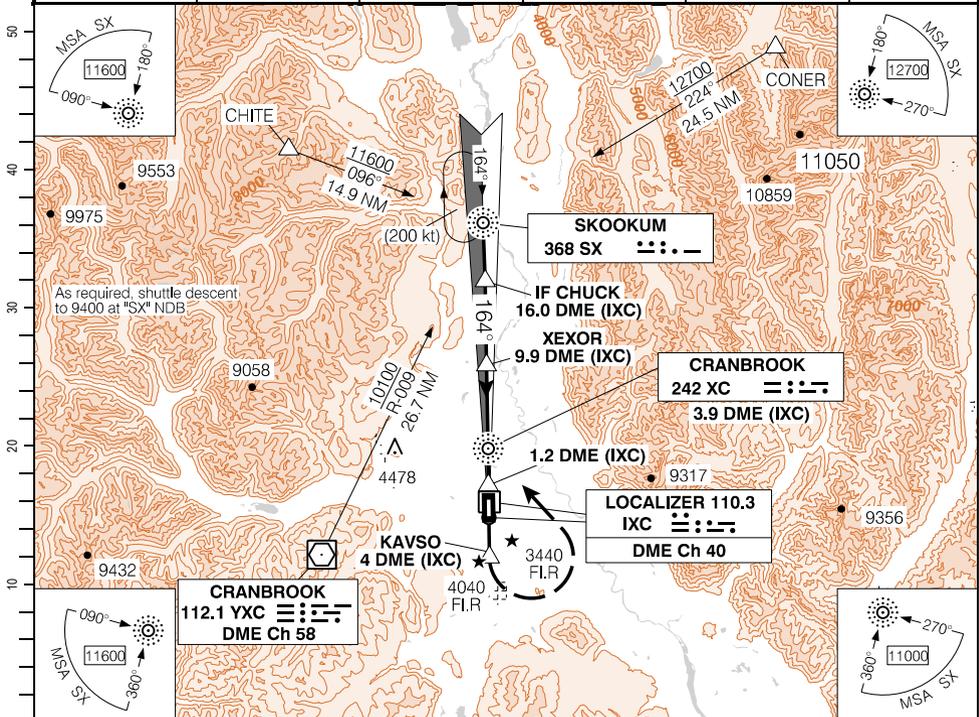
EFF 2 OCT 25

CYQQ

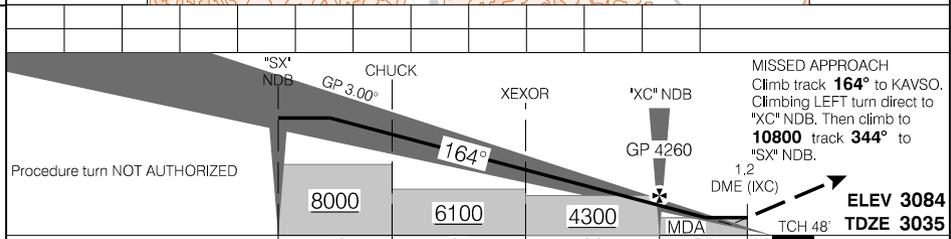
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ILS Z RWY 16

CTR Vancouver – 133.6		RADIO – 122.3 262.7			
SAFE ALT 100 NM 13,800	LOC IXC 110.3	APCH CRS 164°	GP XC 4260	LDA 7220	



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CATEGORY	A		B		C		D		
	ILS/DME	3787		(752)		2 1/4			
XC NDB to MAP 2.7 NM		3860		(825)		2			
Knots	ft/min	Min:Sec							
70		2:19							
90		1:48							
110		1:28							
130		1:15							
150		1:05							

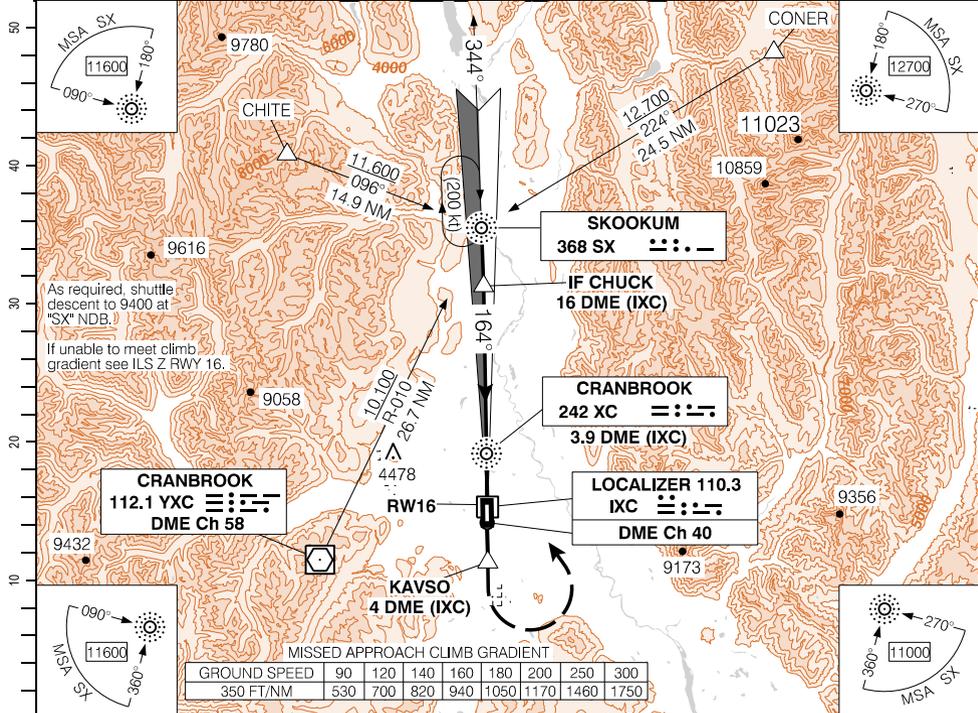
ILS Z RWY 16

EFF 17 APR 25

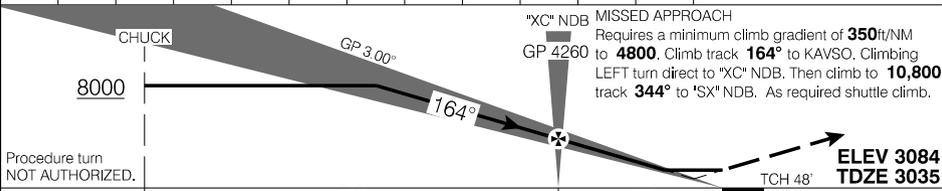
CYXC

ILS Y RWY 16

CTR Vancouver – 133.6		RADIO – 122.3 262.7			
SAFE ALT 100 NM 13,800	LOC IXC 110.3	APCH CRS 164°	GP XC 4260	LDA 7220	



MISSED APPROACH CLIMB GRADIENT								
GROUND SPEED	90	120	140	160	180	200	250	300
350 FT/NM	530	700	820	940	1050	1170	1460	1750



CATEGORY	A				B		C		D	
	ILS/DME									
3235										
(200) ½										
Knots	ft/min	Min:Sec								
70										
90										
110										
130										
150										

ILS Y RWY 16

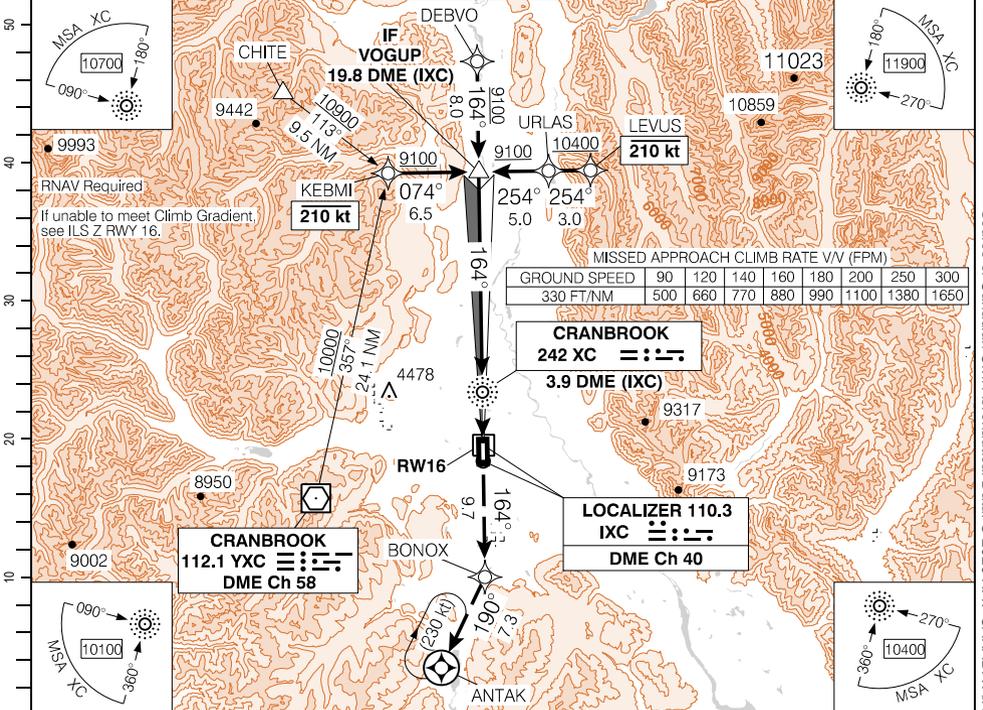
CYXC

EFF 20 FEB 25

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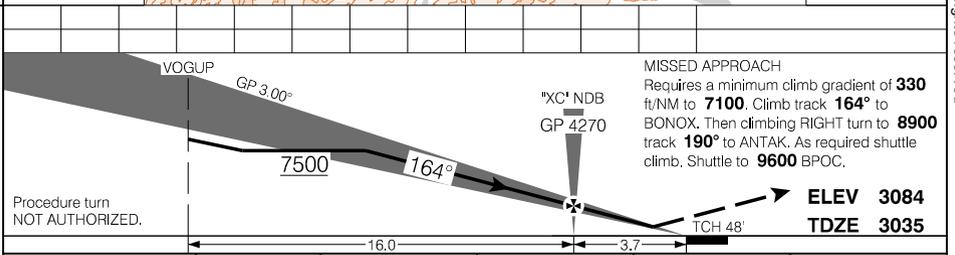
ILS X RWY 16

CTR Vancouver – 133.6		RADIO – 122.3 262.7			MF	
SAFE ALT 100 NM 13,800	LOC IXC 110.3	APCH CRS 164°	GP XC 4270	LDA 7220		



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
330 FT/NM	500	660	770	880	990	1100	1380	1650



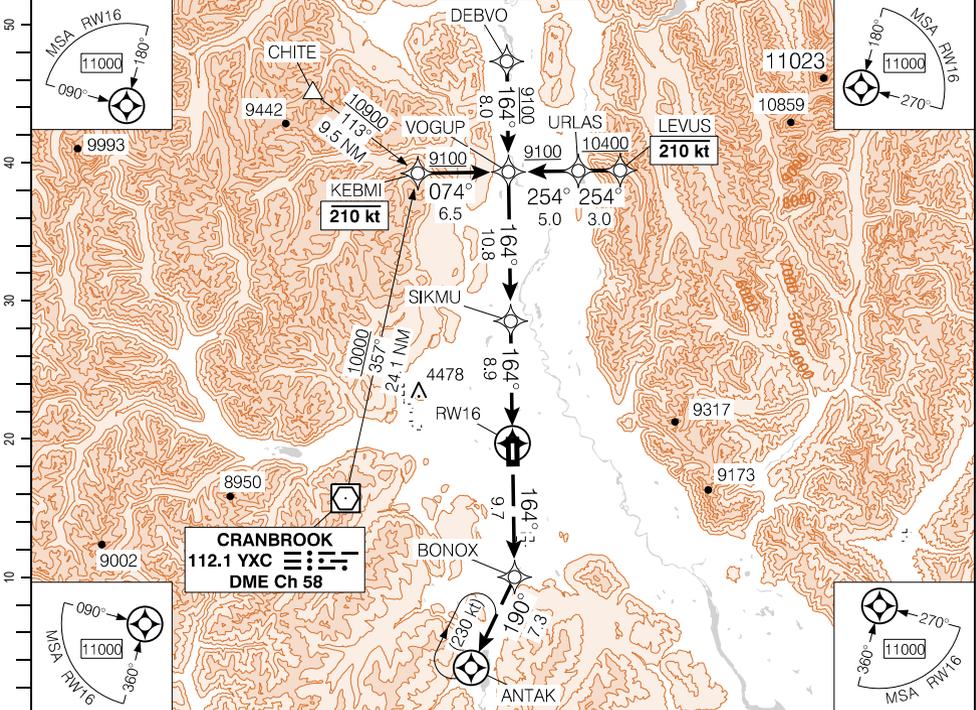
MISSED APPROACH
Requires a minimum climb gradient of **330** ft/NM to **7100**. Climb track **164°** to **BONOX**. Then climbing **RIGHT** turn to track **190°** to **ANTAK**. As required shuttle climb. Shuttle to **9600** BPOC.

CATEGORY		A	B	C	D
ILS/DME		3235		(200)	½
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

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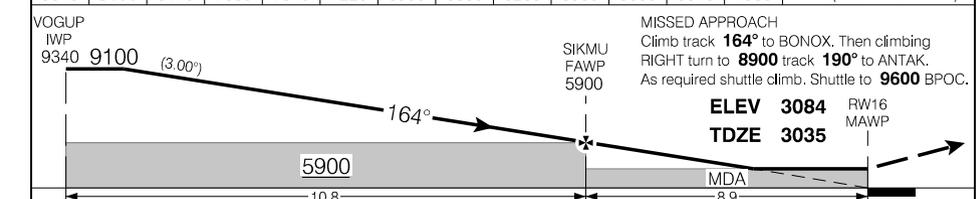
RNAV (GNSS) Z RWY 16

CTR Vancouver – 133.6		RADIO – 122.3 262.7			
SAFE ALT 100 NM 13,800	RNAV	APCH CRS 164°	MIN ALT SIKMU 5900	LDA 7220	



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(NM)	19.7	18.9	16	15	14	13	12	11	10	9	8	7	6.0	DIST FROM RW16
	9340	9100	8170	7860	7540	7220	6900	6580	6260	5950	5630	5310	4980	ALT (3.00° APCH PATH)



VOGUP IWP 9340 9100 (3.00°)		SIKMU FAWP 5900		MISSED APPROACH Climb track 164° to BONOX. Then climbing RIGHT turn to 8900 track 190° to ANTAK. As required shuttle climb. Shuttle to 9600 BPOC.	
5900		ELEV 3084 RW16 MAWP		TDZE 3035	
10.8		8.9		MDA	
CATEGORY		A	B	C	D
LNAV		4980		(1949)	2½
Knots	ft/min	Min:Sec			
70	370				
90	480				
110	580				
130	690				
150	800				

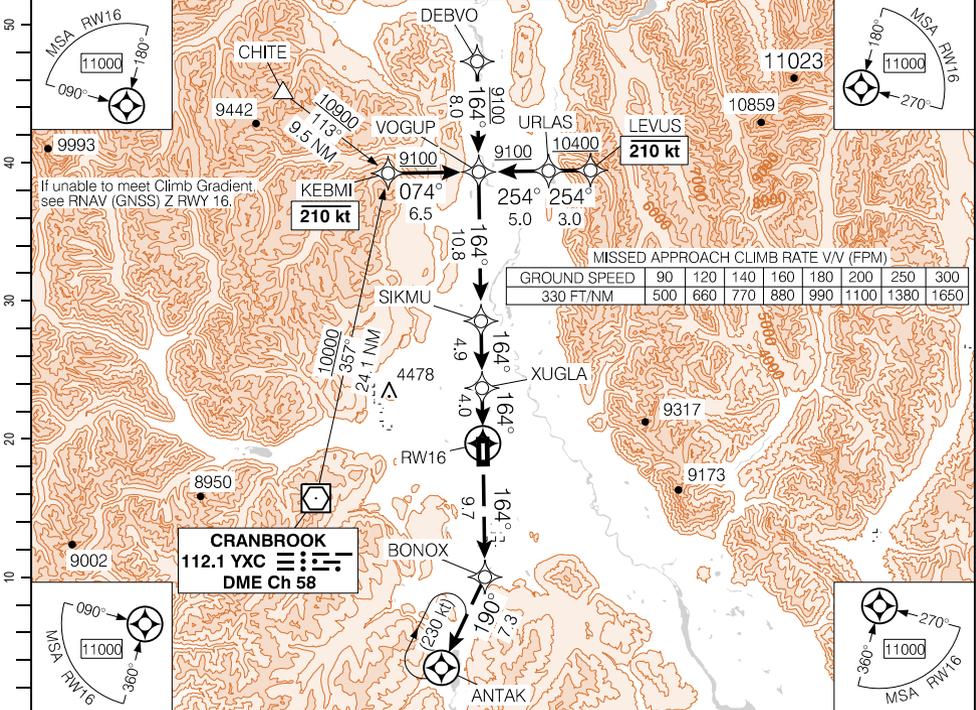
RNAV (GNSS) Z RWY 16

CYXC

EFF 25 JAN 24

RNAV (GNSS) Y RWY 16

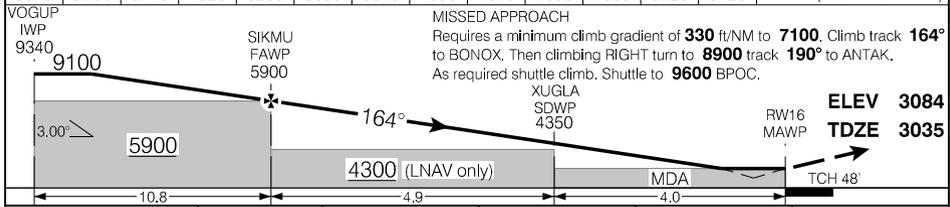
CTR Vancouver – 133.6		RADIO – 122.3 262.7			
SAFE ALT 100 NM 13,800	WAAS Ch 80282 W16A	APCH CRS 164°	MIN ALT SIKMU 5900	LDA 7220	AN



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
330 FT/NM	500	660	770	880	990	1100	1380	1650

19.7	18.9	16	13	10	8	7	6	5	4	3	2	1.1	DIST FROM RW16
9340	9100	8170	7220	6260	5630	5310	4990	4670	4350	4030	3720	3420	ALT (3.00° APCH PATH)



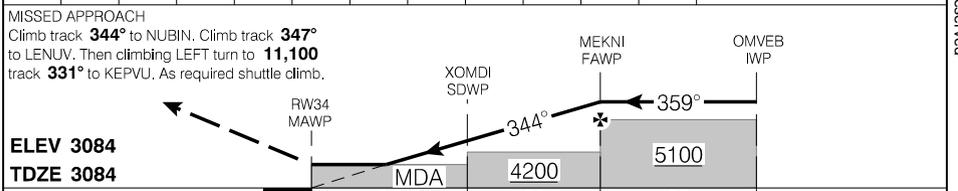
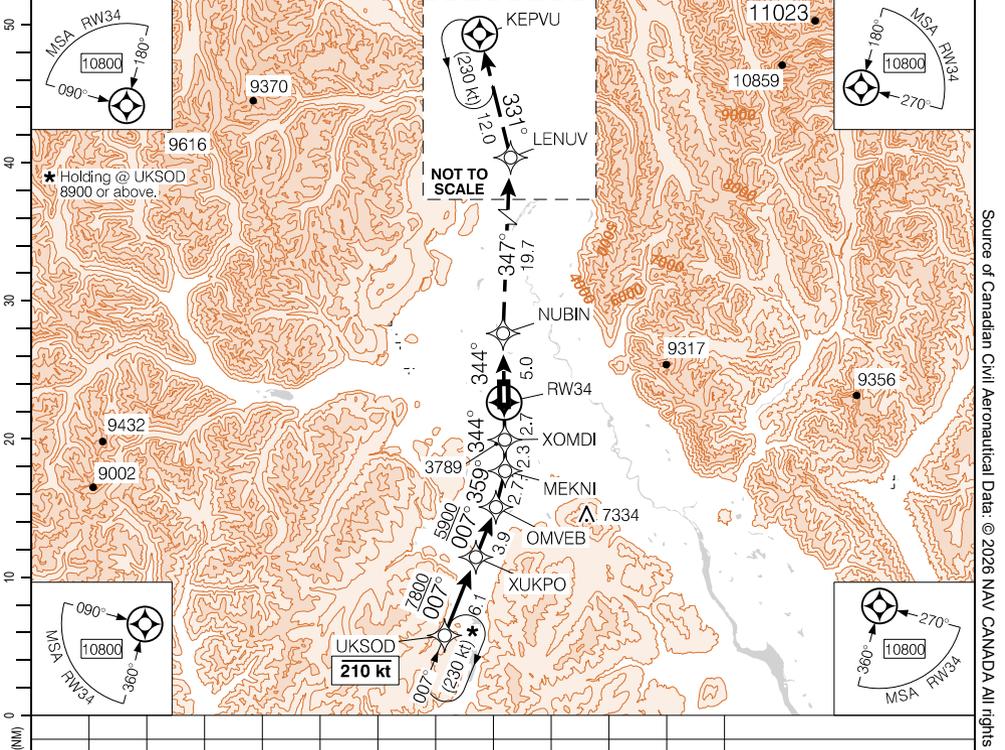
			CATEGORY	A	B	C	D
			LPV	3231	(200)		½
			LNAV/VNAV (min. -24°C, max. 53°C)	3326	(295)		1
Knots	ft/min	Min:Sec	LNAV	3420	(389)		1
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Y RWY 16

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RNAV (GNSS) Z RWY 34

CTR Vancouver – 133.6		RADIO – 122.3 262.7			
SAFE ALT 100 NM 13,800		RNAV	APCH CRS 344°	MIN ALT MEKNI 5100	



			CATEGORY	A	B	C	D
LNAV			3740	(656)	2	NOT AUTHORIZED	
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

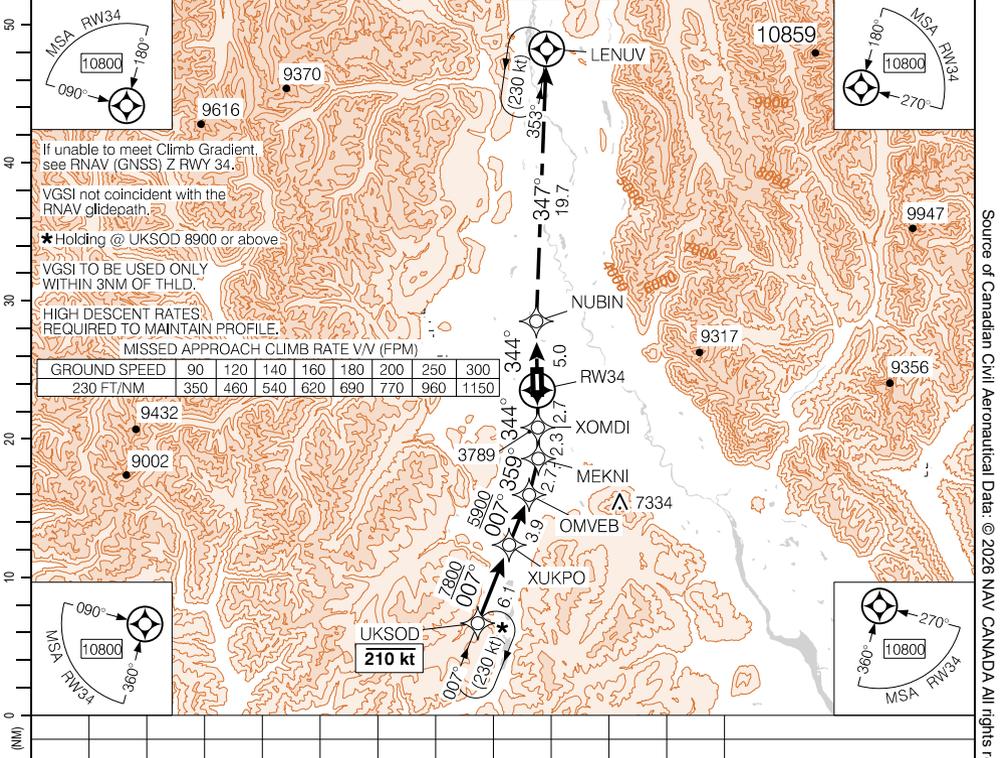
RNAV (GNSS) Z RWY 34

EFF 25 JAN 24

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RNAV (GNSS) Y RWY 34

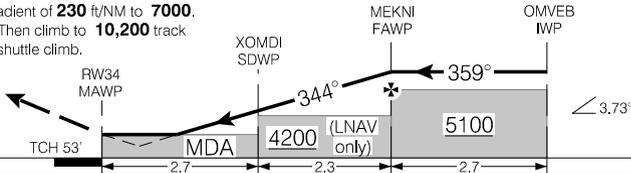
CTR Vancouver – 133.6		RADIO – 122.3 262.7		
SAFE ALT 100 NM 13,800	WAAS Ch 80283 W34A	APCH CRS 344°	MIN ALT MEKNI 5100	



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MISSED APPROACH

Requires a minimum climb gradient of **230 ft/NM** to **7000**.
Climb track **344°** to NUBIN. Then climb to **10,200** track **347°** to LENUV. As required shuttle climb.

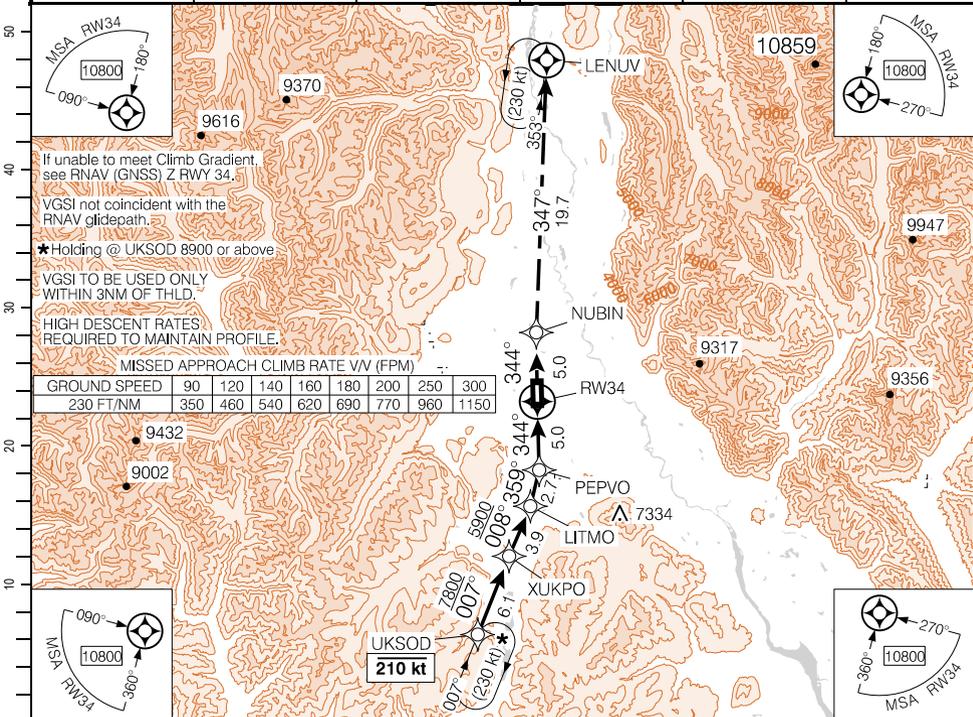


ELEV 3084		TDZE 3084					
		TCH 53'		MDA 4200 (LNAV only)		5100	
		2.7		2.3		2.7	
		CATEGORY A		CATEGORY B		CATEGORY C	
		LPV 3584		(500)		1½	
		LNAV 3740		(656)		2	
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

RNAV (GNSS) Y RWY 34

RNAV (GNSS) X RWY 34

CTR Vancouver – 133.6		RADIO – 122.3 262.7			
SAFE ALT 100 NM 13,800	RNAV	APCH CRS 344°	MIN ALT PEPVO 5100	LDA 8000	

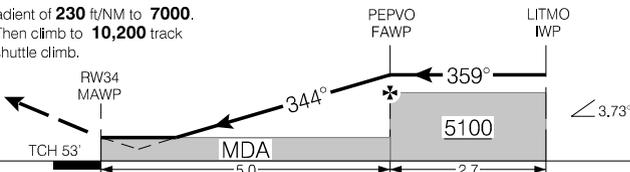


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MISSED APPROACH
Requires a minimum climb gradient of **230 ft/NM to 7000**.
Climb track **344°** to NUBIN. Then climb to **10,200** track **347°** to LENUV. As required shuttle climb.

ELEV 3084

TDZE 3084



CATEGORY		A	B	C	D
LNAV/VNAV (min. -31°C, max. 30°C)		3584	(500)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

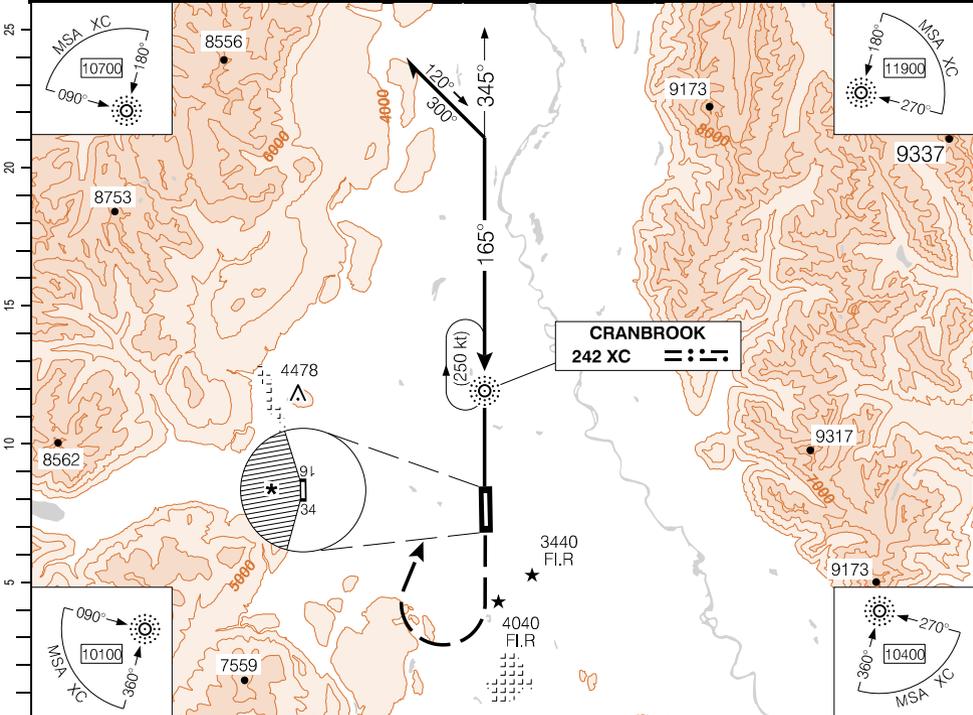
RNAV (GNSS) X RWY 34

CYXC

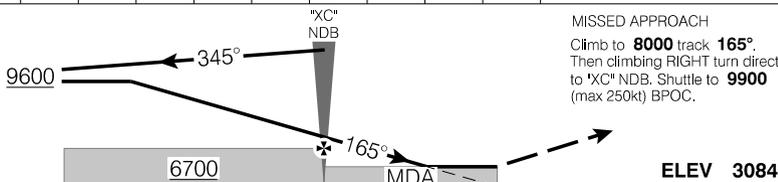
EFF 25 JAN 24

NDB A

CTR Vancouver – 133.6		RADIO – 122.3 262.7		LIGHTING: REFER TO AD CHART	
SAFE ALT 100 NM 13,800	NDB XC 242	APCH CRS 165°	MIN ALT XC 6700	LDA REFER TO AD CHART	MF



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			CATEGORY	A	B	C	D
			CIRCLING *	5340	(2256)	3	
*XC" NDB to MAP 3.7 NM							
Knots	ft/min	Min:Sec					
70		3:10					
90		2:28					
110		2:01					
130		1:42					
150		1:29					

NDB A

EFF 25 JAN 24

CYXC

Departure Route Description

Unless otherwise assigned by ATC:

All rws: Contact Vancouver Centre after passing **6000**. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

Rwy 16 – ½:

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150

SILVR TRANSITION: Requires a minimum climb gradient of **390 ft/NM to 7000**. Do not exceed 250 kt until EMUNU. Maintain **13000**. Climb track **164°** to BONOX, then track **231°** to EMUNU, then track **252°** to SILVR, then to assigned route.

TULOB TRANSITION: Requires a minimum climb gradient of **430 ft/NM to 8100**. Do not exceed 250 kt until DUVER. Maintain **14000**. Climb track **164°** to BONOX, then track **110°** to DUVER, then track **020°** to KEBVU, then track **002°** to TULOB, then to assigned route.

Communication Failure

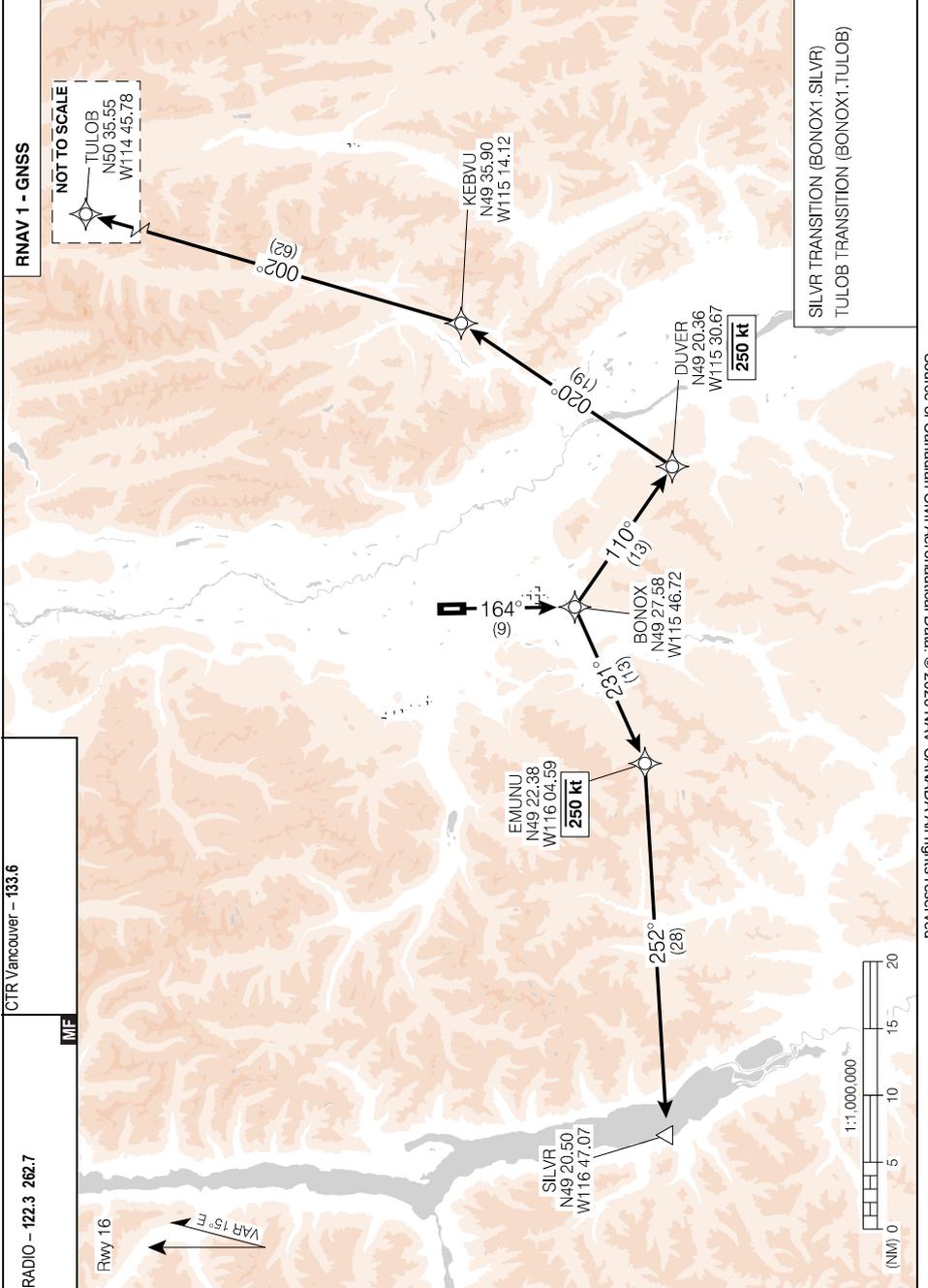
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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

BONOX ONE DEP (BONOX1.)

CYXC



BONOX ONE DEP (BONOX1.)

CYXC

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

All rws: Contact Vancouver Centre after passing **6000**. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

Rwy 34 – ½: Do not exceed 250 kt until AVUGU.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
230 FT/NM	350	460	540	620	690	770	960	1150
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150

TULOB TRANSITION: Requires a minimum climb gradient of **230 ft/NM to 9300**.
(KOOT1.TULOB) Maintain **14000**. Climb track **344°** to AVUGU, then track **344°** to CHUCK, then track **009°** to OTNEM, then track **036°** to TULOB, then to assigned route.

PESVI TRANSITION: Requires a minimum climb gradient of **430 ft/NM to 10400**.
(KOOT1.PESVI) Maintain **12000**. Climb track **344°** to AVUGU, then track **254°** to PESVI, then to assigned route.

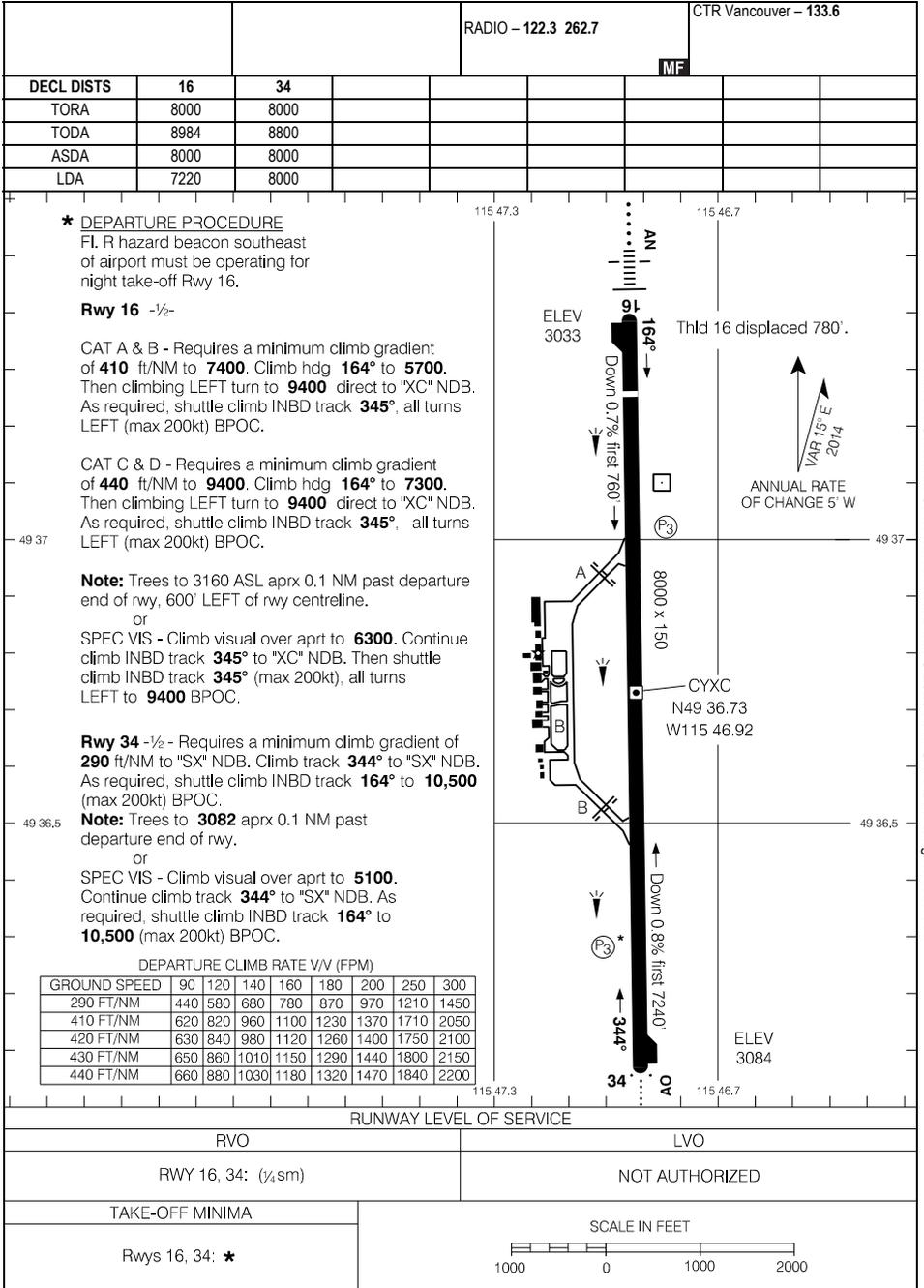
Communication Failure

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

1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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

AERODROME CHART



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AERODROME CHART

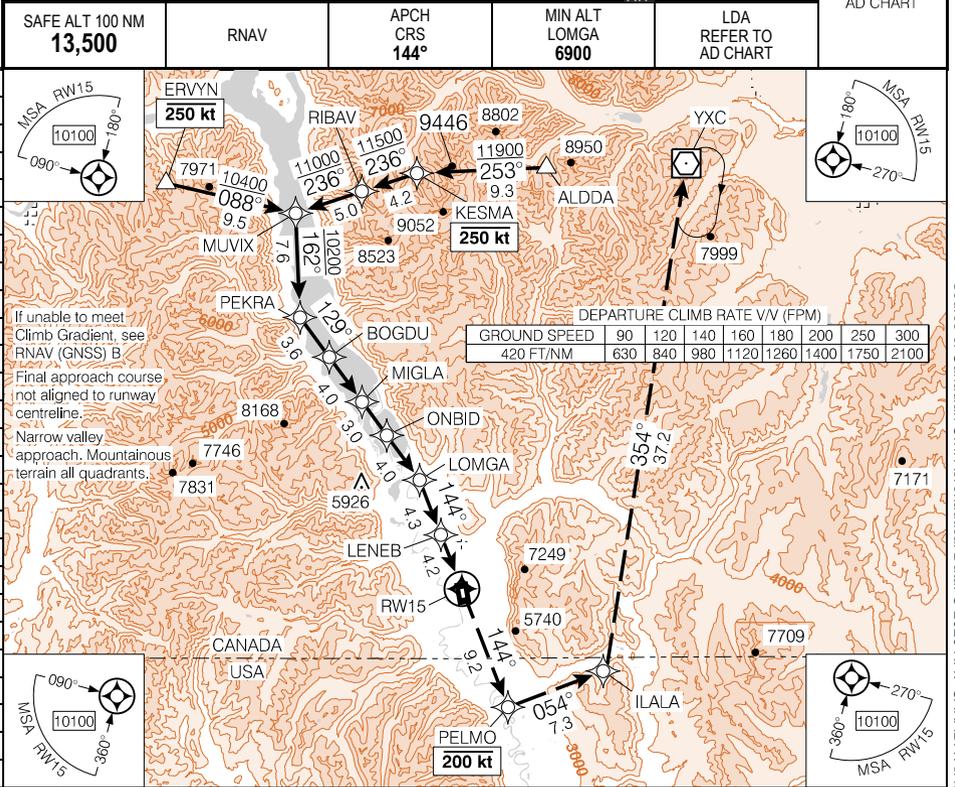
CYXC

EFF 12 JUN 25

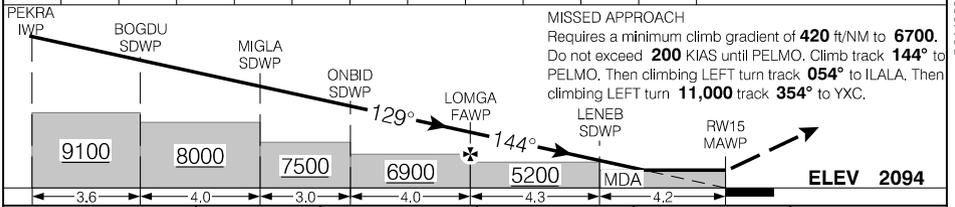
RNAV (GNSS) A

490212N 1162953W VAR 15°E

<p>LRWIS - 129.17</p>	<p>CTR Vancouver - 133.6</p>	<p>UNICOM - 122.8</p>	<p>ARCAL 122.8(K)</p>
<p>SAFE ALT 100 NM 13,500</p>	<p>RNAV</p>	<p>APCH CRS 144°</p>	<p>MIN ALT LOMGA 6900</p>
			<p>LDA REFER TO AD CHART</p>



0	10	20	30	40	50
---	----	----	----	----	----



	CATEGORY	A	B	C	D
	<input checked="" type="checkbox"/> CIRCLING	3580	(1486)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A

CAJ3

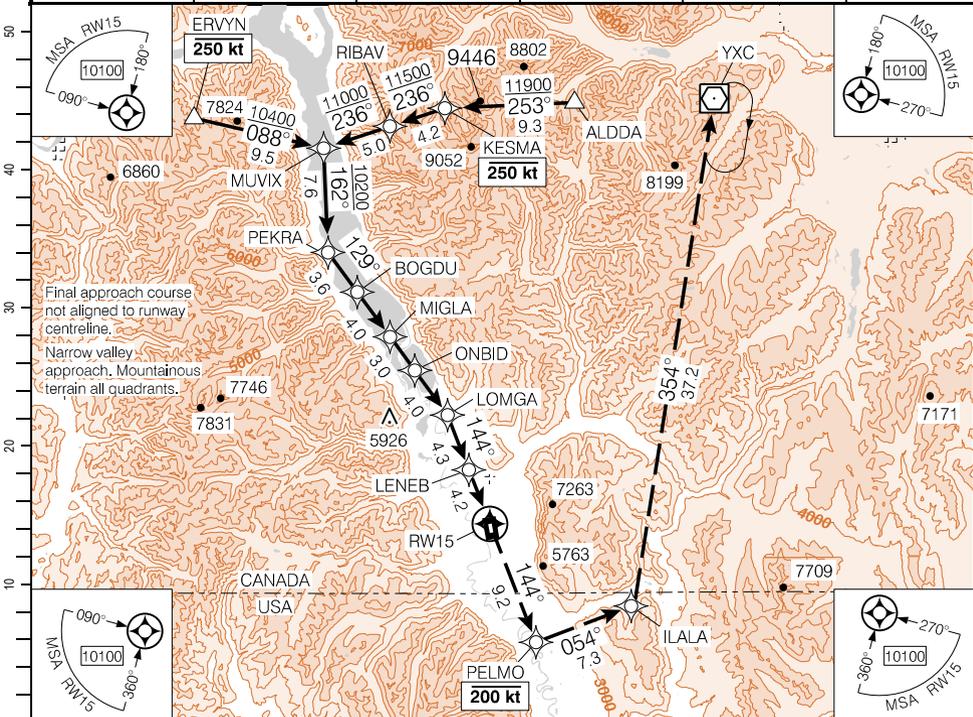
EFF 20 APR 23

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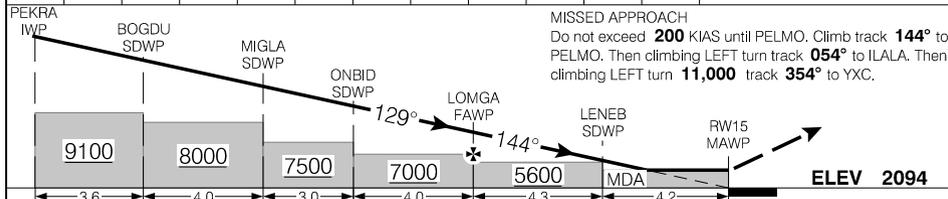
RNAV (GNSS) B

490212N 1162953W VAR 15°E

LWIS - 129.17		CTR Vancouver - 133.6		UNICOM - 122.8		ARCAL 122.8(K)	
SAFE ALT 100 NM 13,500		RNAV		APCH CRS 144°		LDA REFER TO AD CHART	
				MIN ALT LOMGA 7000		LDA REFER TO AD CHART	



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			CATEGORY	A	B	C	D
			<input checked="" type="checkbox"/> CIRCLING	5020	(2926)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

Departure Route Description

Rwy 33 – ½: Do not exceed 200 kt until above 2600' ASL. Do not exceed 250 kt until established on V300. Requires a minimum climb gradient of **500** ft/NM to **8900**.

Climb hdg **335°** to **2600**. Then climbing LEFT turn to AVOSO. Then climbing RIGHT turn track **326°** to BOXAT. Continue on assigned route.

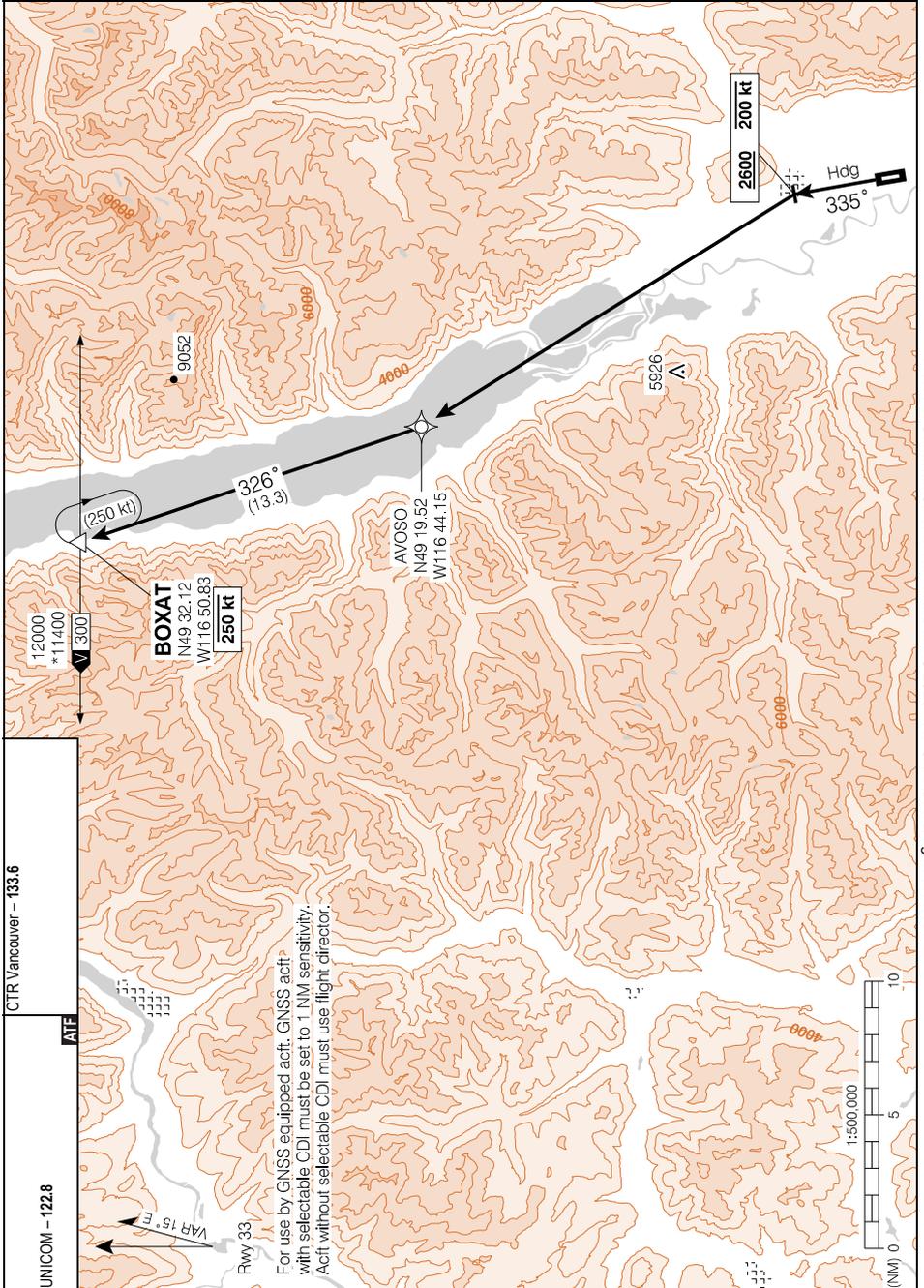
Note: Terrain and trees to 2200 ASL within 1 NM of departure end of rwy.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

DEPARTURE PROCEDURE (RNAV)
BOXAT FIVE DEP (BOXAT5.)

CRESTON, BC
CAJ3



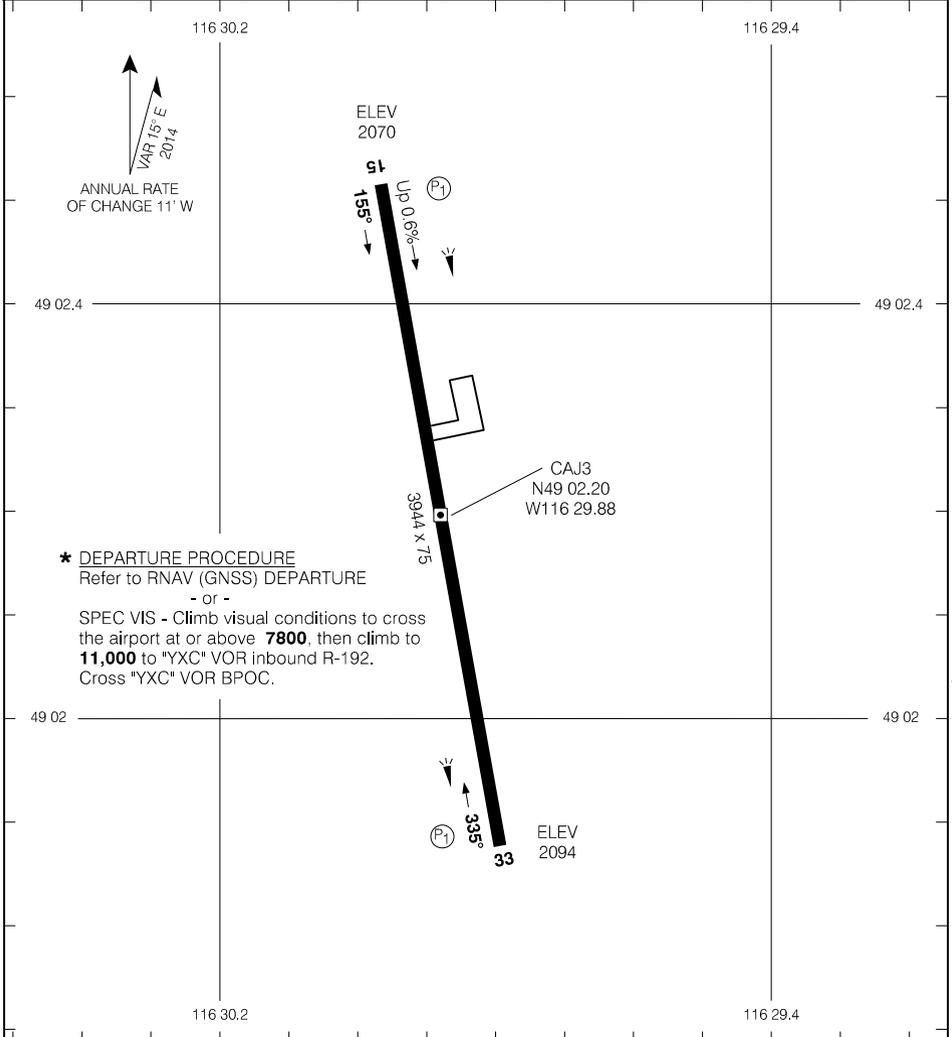
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BOXAT FIVE DEP (BOXAT5.)
EFF 20 APR 23

CAJ3

AERODROME CHART

LWIS - 129.17						UNICOM - 122.8		CTR Vancouver - 133.6	
						ATF			
DECL DIST	15	33							
TORA	3944	3944							
TODA	3944	3944							
ASDA	3944	3944							
LDA	3944	3944							



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TAKE-OFF MINIMA		SCALE IN FEET	
All Rwys: *		1000 0 1000	

AERODROME CHART

CAJ3

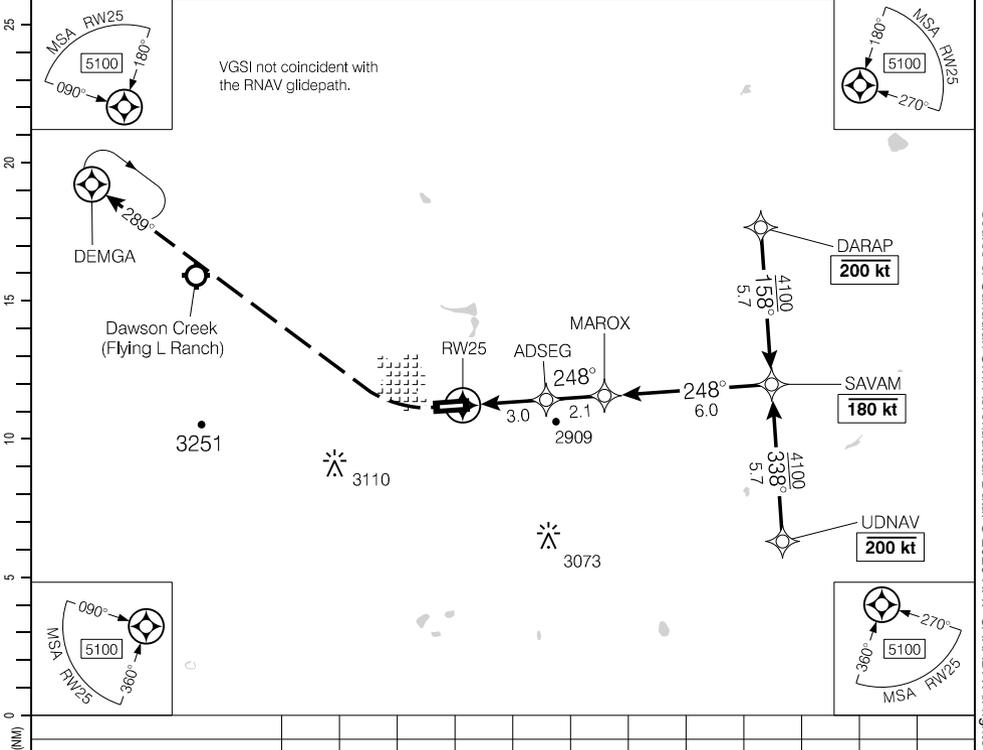
EFF 27 NOV 25

RNAV (GNSS) RWY 25

554430N 1201100W VAR 18°E

CYDQ

AWOS – 128.55	RADIO Yellowknife – 122.2	RADIO Yellowknife – 122.2		ARCAL 122.2(K)
		TFC – 122.2	MF	
SAFE ALT 100 NM 11,700	WAAS Ch 80088 W25A	APCH CRS 248°	MIN ALT MAROX 4100	LDA 5001



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MISSED APPROACH
Climb to **2700** track **248°** then climbing **RIGHT** turn to **4800** direct to DEMGA.

ELEV 2147
TDZE 2146

MDA 3300 (LNAV only)

4100

3.50°

TCH 40'

3.0, **2.1**, **6.0**

RW25 MAWP, **ADSEG SDWP**, **MAROX FAWP**, **SAVAM IAWP/IWPP**

			CATEGORY		C		D	
			A	B				
			LPV	2395 (250)	1	2415 (270)	1	NOT AUTHORIZED
			LNAV	2680	(535)	1%	NOT AUTHORIZED	
Knots	ft/min	Min:Sec						
70								
90								
110								
130								
150								

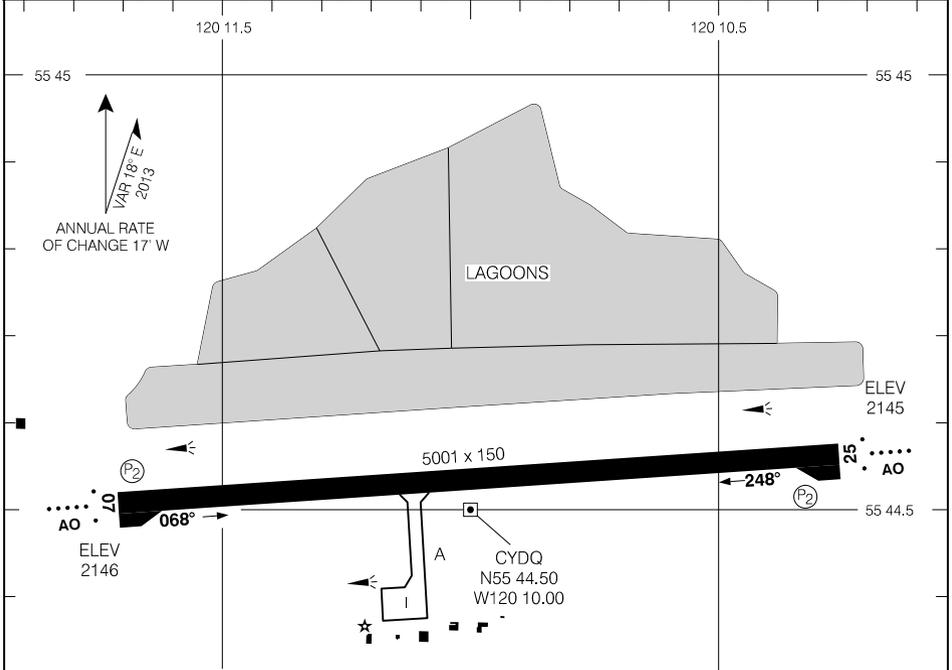
RNAV (GNSS) RWY 25

CYDQ

EFF 11 JUL 24

AERODROME CHART

AWOS - 128.55				● RADIO Yellowknife - 122.2		● RADIO Yellowknife - 122.2	
				● TFC - 122.2		MF	
DECL	DISTS	07	25				
TORA		5001	5001				
TODA		5985	5785				
ASDA		5001	5001				
LDA		5001	5001				



★ DEPARTURE PROCEDURE

Rwy 07 - 1/2 - Requires a minimum climb gradient of 440 ft/NM to 3200.
Note: Trees to 2279 ASL aprx 0.2 NM past departure end of rwy, 500' LEFT of rwy centreline.
 or
SPEC VIS - Climb in visual conditions to cross the aprt at or above 3400 BPOC.
Rwy 25 - SPEC VIS - Climb in visual conditions to cross the aprt at or above 3400 BPOC.

GROUND SPEED	90	120	140	160	180	200	250	300
440 FT/NM	660	880	1030	1180	1320	1470	1840	2200

TAKE-OFF MINIMA
Rwys 07; 25: ★



AERODROME CHART

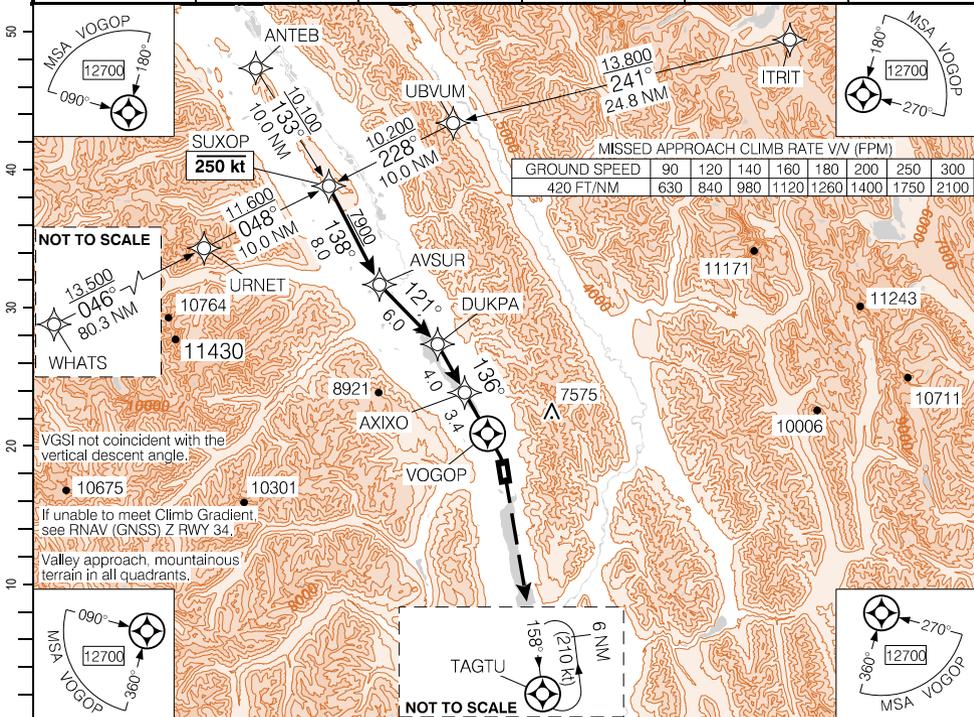
CYDQ

EFF 11 JUL 24

RNAV (GNSS) RWY 16

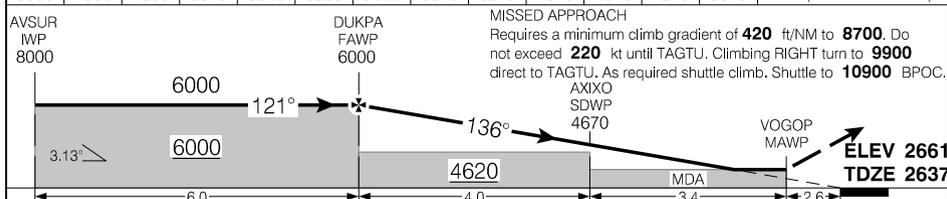
501949N 1155224W VAR 15°E

CTR Vancouver – 133.6		TFC – 123.2		ARCAL 123.2(K)*	
AUTO – 122.97		ATF		AS	
SAFE ALT 100 NM 13,800	WAAS Ch 81069 W16A	APCH CRS 136°	MIN ALT DUKPA 6000	LDA 6005	20°



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13.4	12	11	10	9	8	7.4	6	5	4	3	2	0.9	DIST FROM VOGOP
8000	7530	7200	6870	6540	6200	6000	5540	5210	4870	4540	4210	3840	ALT (3.13° APCH PATH)



			CATEGORY	A	B	C	D
			LP	3840	(1203)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec	LNAV	4560	(1923)	3	NOT AUTHORIZED
70	390						
90	500						
110	610						
130	720						
150	830						

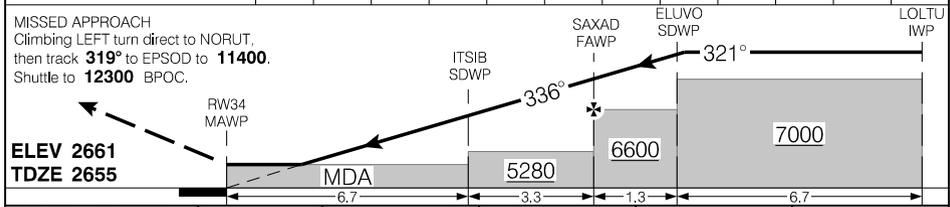
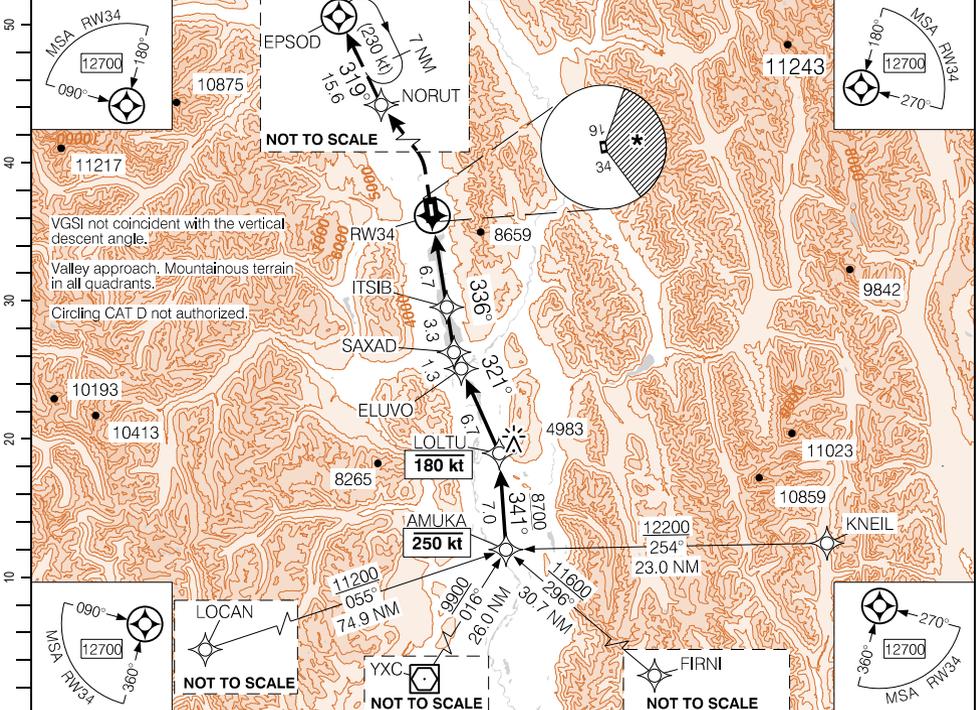
RNAV (GNSS) RWY 16

CYZC

EFF 25 JAN 24

RNAV (GNSS) Z RWY 34

CTR Vancouver – 133.6		TFC – 123.2		ATF	ARCAL 123.2(K)*
AUTO – 122.97		SAFE ALT 100 NM 13,800		RNAV	APCH CRS 336°
SAFE ALT 100 NM 13,800		RNAV	APCH CRS 336°	MIN ALT SAXAD 6600	LDA 5184



MISSED APPROACH
Climbing LEFT turn direct to NORUT, then track **319°** to EPSOD to **11400**. Shuttle to **12300** BPOC.

RASS: When using CYCZ add 960'	CATEGORY	A	B	C	D
	RNAV	5000	(2345)	3	NOT AUTHORIZED
	<input checked="" type="checkbox"/> CIRCLING	5000 (2339) 3	* 5000 (2339) 3	* 5660 (2999) 3	NOT AUTHORIZED
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

RNAV (GNSS) Z RWY 34

CYZZ

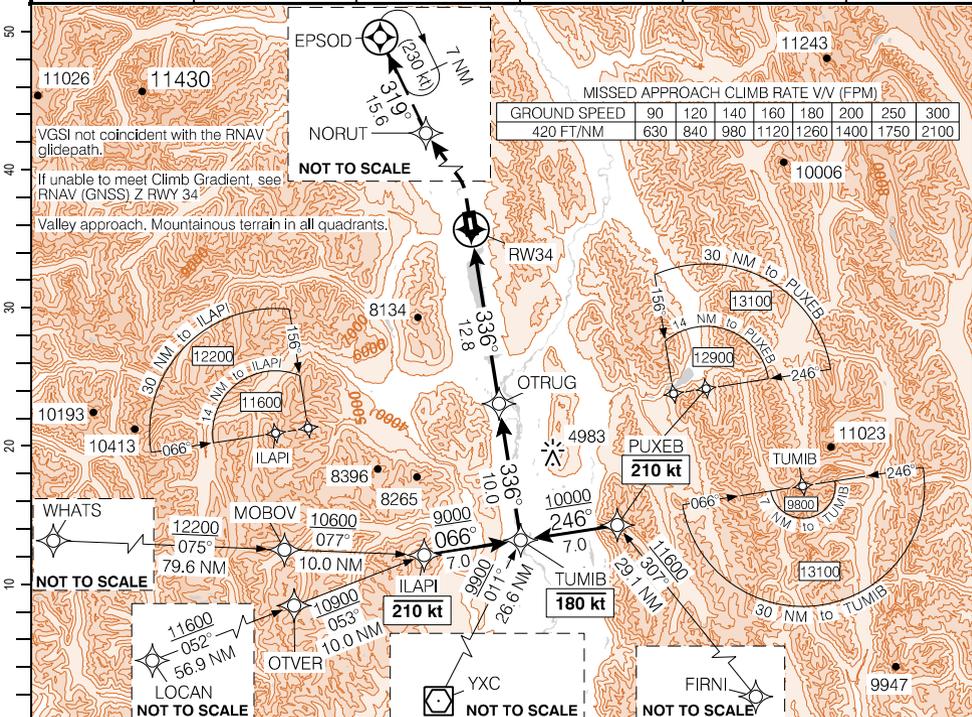
EFF 25 JAN 24

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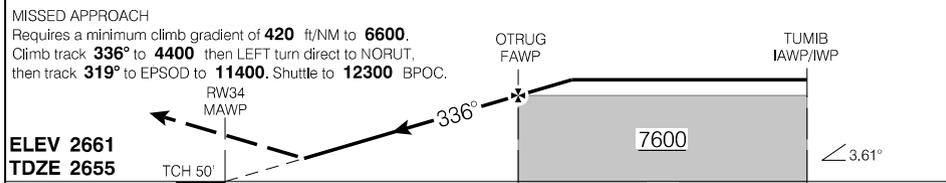
RNAV (GNSS) X RWY 34

501949N 1155224W VAR 15°E

CTR Vancouver – 133.6				ARCAL 123.2(K)*	
AUTO – 122.97		TFC – 123.2		ATF	
SAFE ALT 100 NM 13,800	WAAS Ch 80027 W34A	APCH CRS 336°	MIN ALT OTRUG 7600	LDA 5184	(P2) AS



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RASS: When using CYCZ add 960'	CATEGORY	A	B	C	D
	LPV	3155	(500)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

RNAV (GNSS) X RWY 34

CYCZ

EFF 25 JAN 24

Departure Route Description

Rwy 34 – ½:

Note: Trees to 2692 ASL 180' past departure end of rwy, aprx 500' LEFT of rwy centreline. Trees to 2692 ASL 300' past departure end of rwy, aprx 550' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

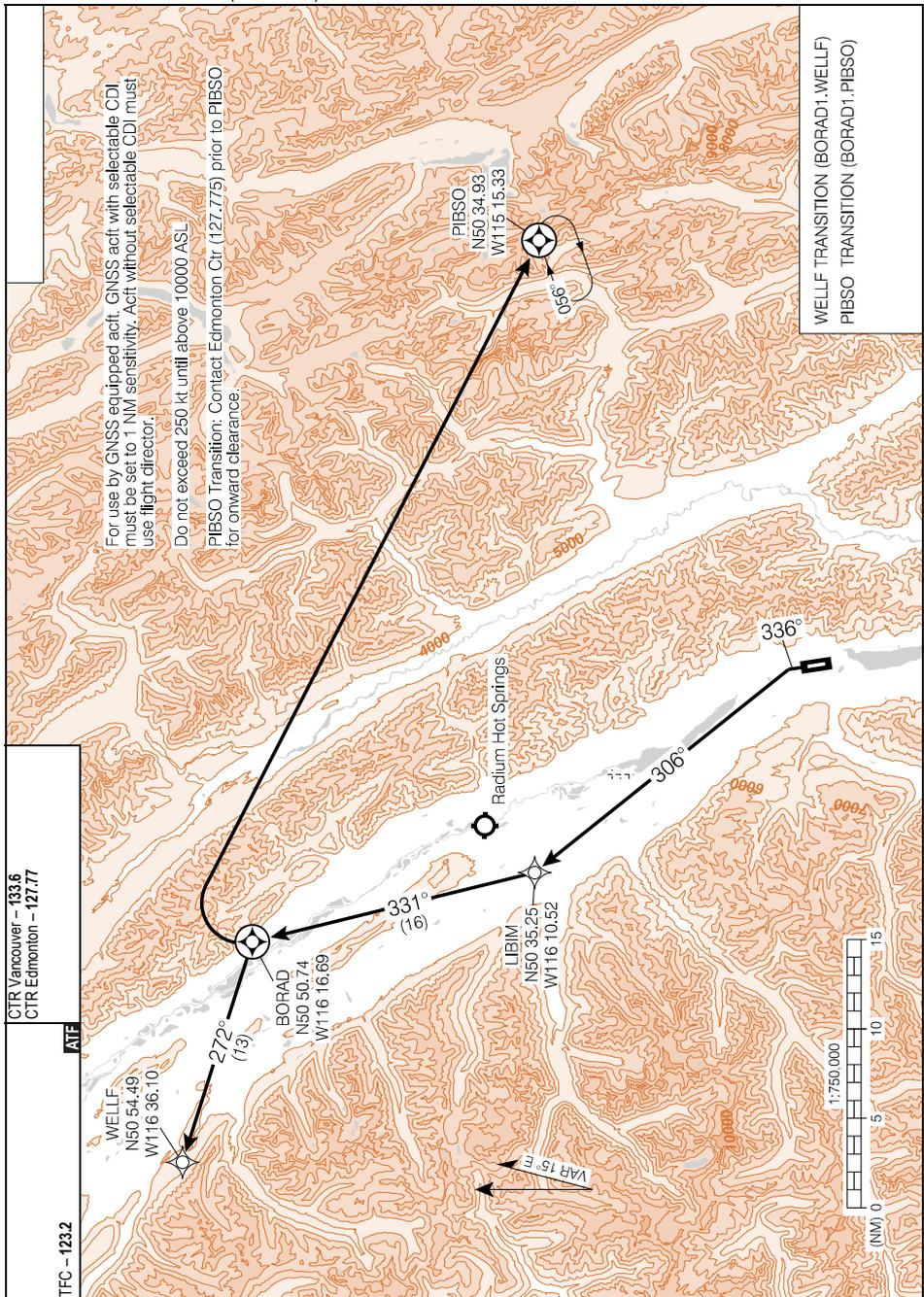
WELLF TRANSITION: Maintain **12300** or as assigned.
(BORAD1.WELLF) Requires a minimum climb gradient of **500** ft/NM to **11700**. Climb hdg **336°** to intercept course **306°** to LIBIM, then track **331°** to BORAD, then track **272°** to WELLF.

PIBSO TRANSITION: Contact Edmonton Centre prior to PIBSO for onward clearance. Maintain **15000** or as assigned. Requires a minimum climb gradient of **500** ft/NM to **14900**. Climb hdg **336°** to intercept course **306°** to LIBIM, then track **331°** to BORAD, then right turn direct to PIBSO. Hold as published.

Communication Failure

On recognition of failure proceed as follows:

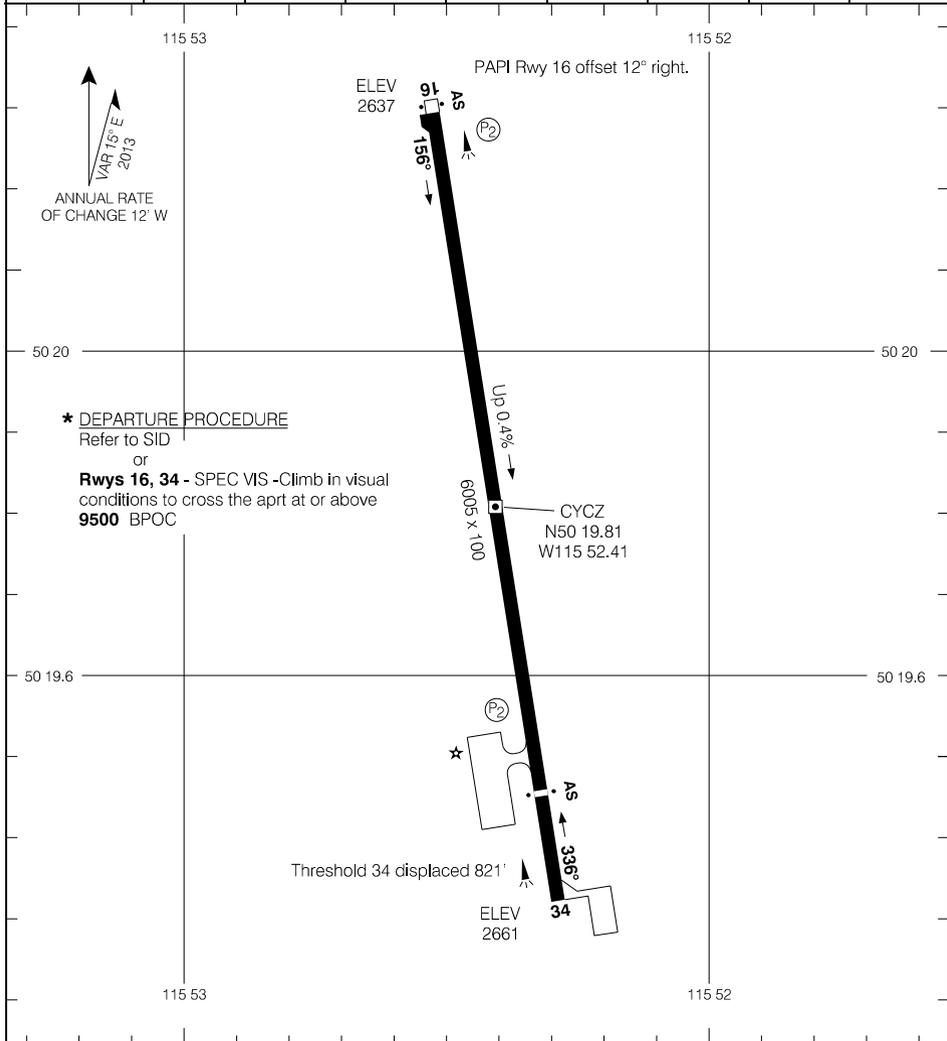
1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off, then;
3. Climb to flight planned altitude.



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AERODROME CHART

AUTO - 122.97				TFC - 123.2		CTR Vancouver - 133.6	
DECL DIST		16	34				ATF
TORA	6005	6005					
TODA	6005	6005					
ASDA	6005	6005					
LDA	6005	5184					



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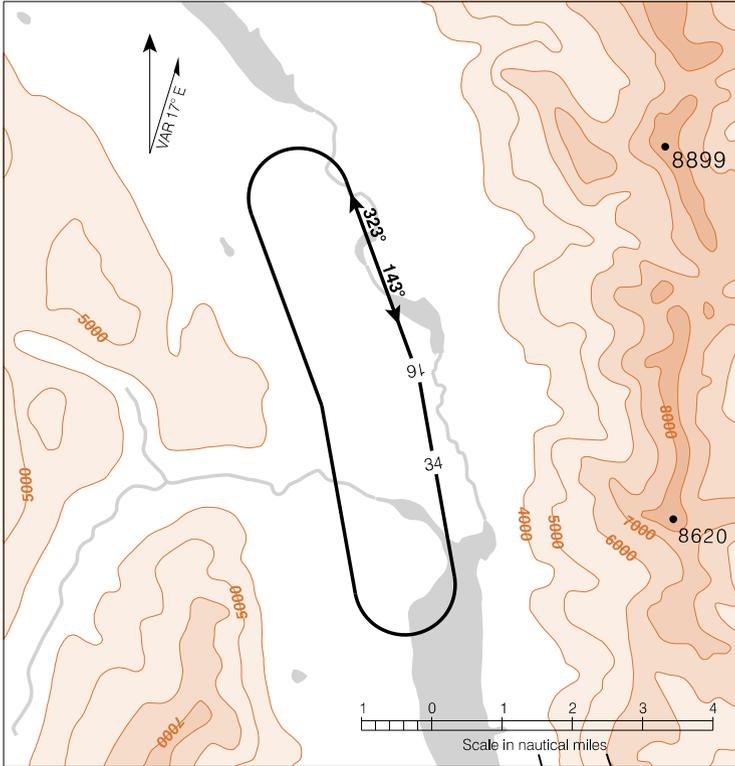
TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16; 34: *	1000 0 1000

AERODROME CHART
EFF 20 FEB 25

CYZZ

NIGHT CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 3700' ASL



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- NOTES:
1. Recommend that only pilots familiar with local area use this airport during hours of darkness.
 2. Night operations not recommended unless all three hazard beacons are operating.
 3. PAPI Rwy 16 offset 12° right.

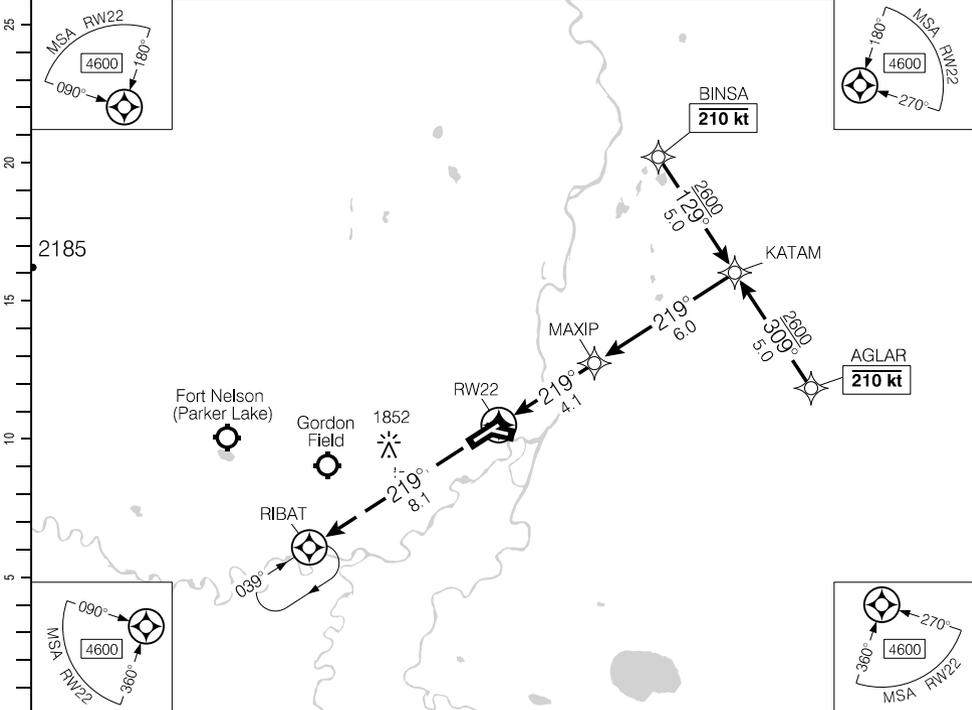
NIGHT CIRCUIT PROCEDURES

EFF 16 MAY 24

RNAV (GNSS) RWY 22

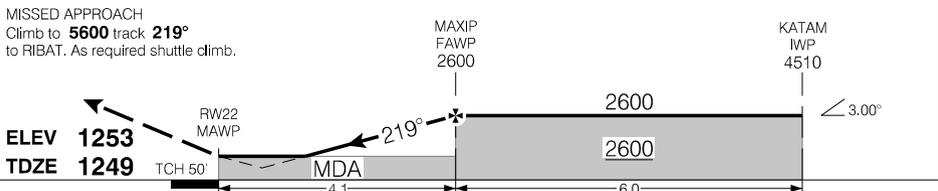
585014N 1223605W VAR 18°E

● ATIS – 125.65	CTR Edmonton – 132.87 290.6	RADIO – 122.5		
SAFE ALT 100 NM 11,700	WAAS Ch 80801 W22A	APCH CRS 219°	MIN ALT MAXIP 2600	LDA 6402



(NM)	DIST FROM RWY22	1.5	2	3	4.1	5	6	7	8	9	10.1		
	ALT (3.00° APCH PATH)	1760	1930	2250	2600	2890	3210	3530	3840	4160	4510		

MISSED APPROACH
Climb to **5600** track **219°**
to RIBAT. As required shuttle climb.



			CATEGORY	A	B	C	D
			LPV	1747	(500)		1¼
			RNAV/VNAV (min. -21°C, max. 54°C)	1747	(500)		1¼
			RNAV	1760	(513)		1½
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

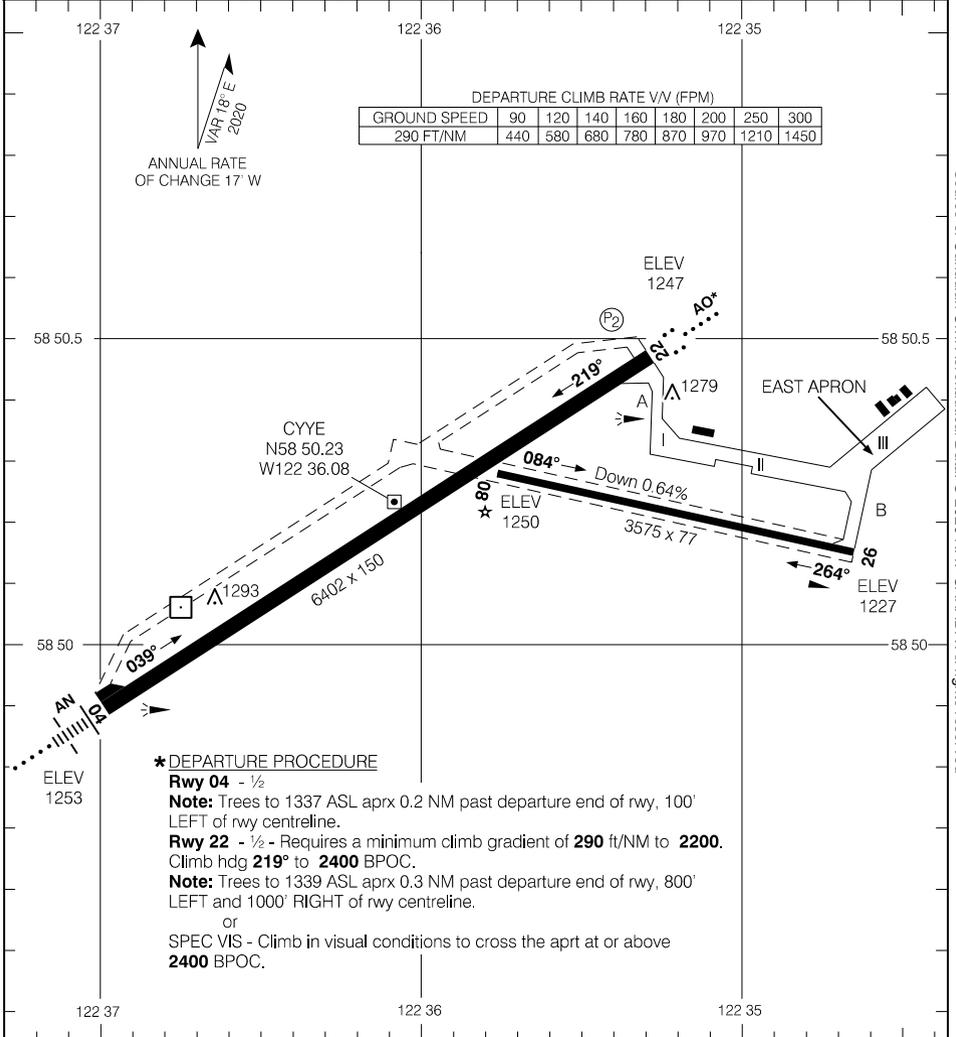
RNAV (GNSS) RWY 22

CYYE

EFF 7 AUG 25

AERODROME CHART

● ATIS - 125.65					RADIO - 122.5		CTR Edmonton - 132.87 290.6 RADIO Edmonton - 123.55	
							MF	
DECL	DISTS	04	22	08	26			
TORA		6402	6402	3575	3575			
TODA		7386	7386	4075	3775			
ASDA		6402	6402	3575	3575			
LDA		6402	6402	3575	3575			



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*** DEPARTURE PROCEDURE**

Rwy 04 - 1/2
Note: Trees to 1337 ASL aprx 0.2 NM past departure end of rwy, 100' LEFT of rwy centreline.

Rwy 22 - 1/2 - Requires a minimum climb gradient of 290 ft/NM to 2200. Climb hdg 219° to 2400 BPOC.
Note: Trees to 1339 ASL aprx 0.3 NM past departure end of rwy, 800' LEFT and 1000' RIGHT of rwy centreline.

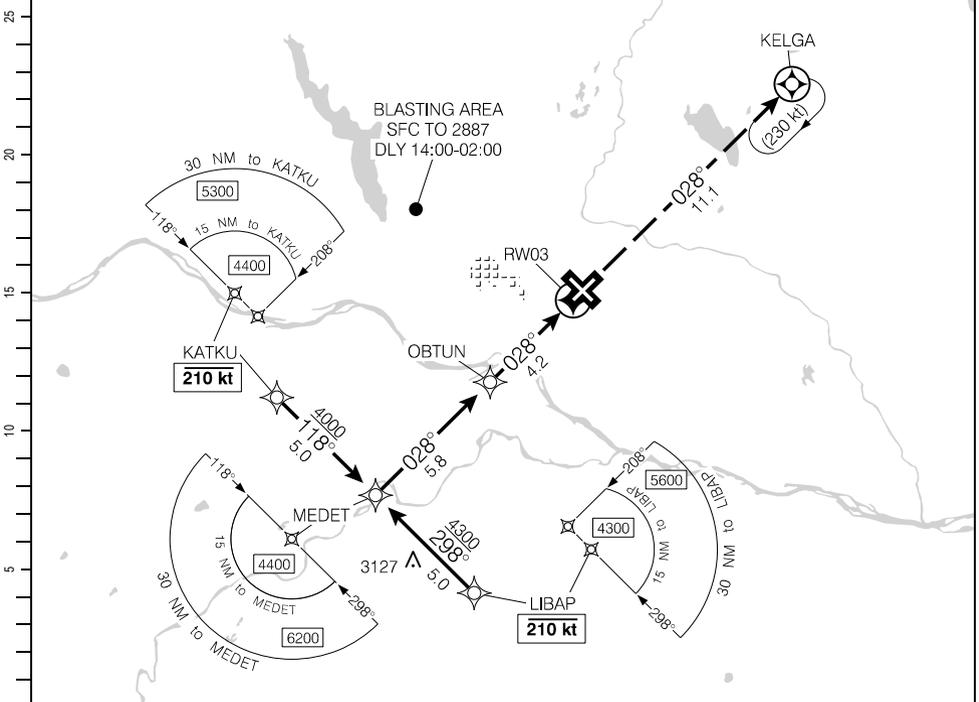
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above 2400 BPOC.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 04; 22: *	1000 0 1000 2000

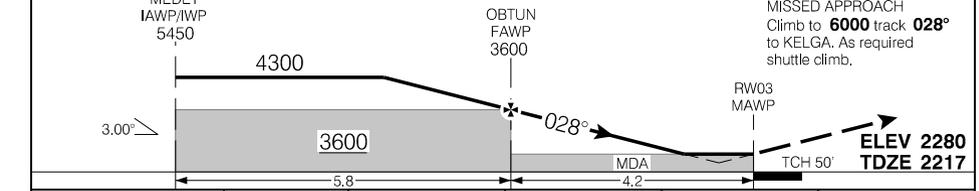
RNAV (GNSS) Z RWY 03

561418N 1204425W VAR 17°E

● ATIS – 128.5	CTR Edmonton – 132.6 285.4	RADIO – 118.5		
SAFE ALT 100 NM 10,300	WAAS Ch 80541 W03A	APCH CRS 028°	MIN ALT OBTUN 3600	LDA 6698



	10	9	8	7	6.4	5	4	3	2	1.2	DIST FROM RW03
	5450	5130	4810	4490	4300	3850	3530	3220	2900	2640	ALT (3.00° APCH PATH)



			CATEGORY	A	B	C	D
			LPV	2461	(250)		1
			LNAV/VNAV (min. -23°C, max. 54°C)	2553	(342)		1¼
			LNAV	2640	(429)		1¼
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 03

CYXJ

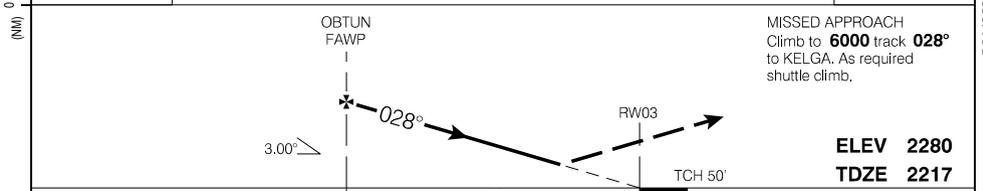
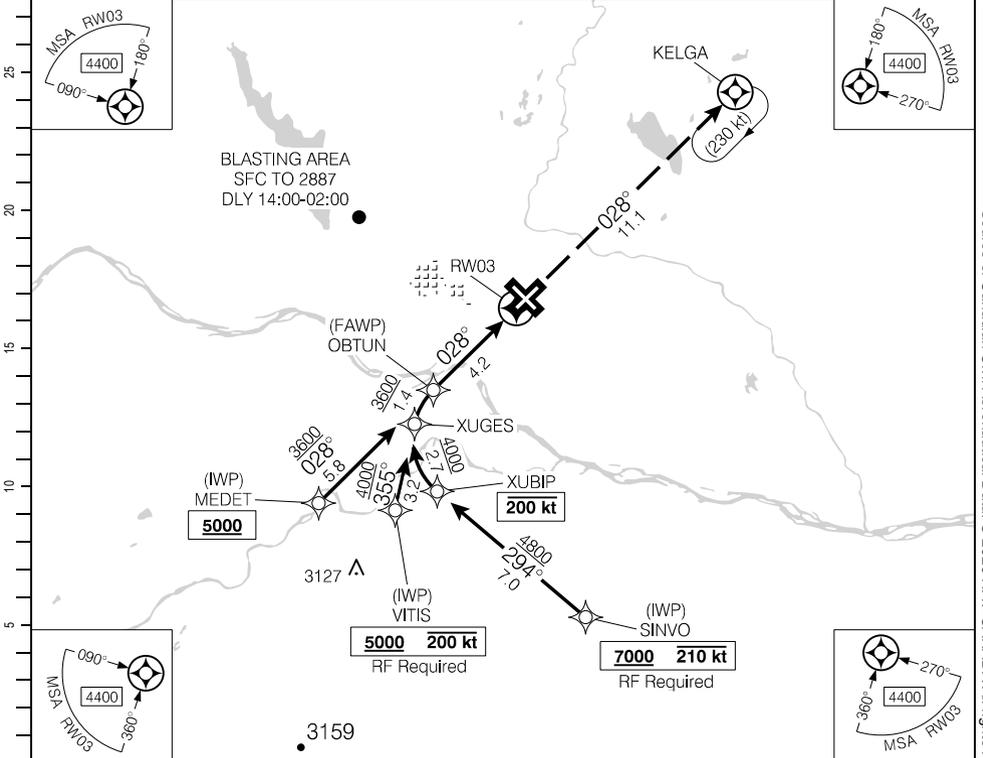
EFF 15 JUN 23

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RNAV (RNP) Y RWY 03

561418N 1204425W VAR 17°E

● ATIS – 128.5	CTR Edmonton – 132.6 285.4	RADIO – 118.5			
SAFE ALT 100 NM 10,300	RNAV	APCH CRS 028°	MIN ALT OBTUN 3600	LDA 6698	MF P2 49



ELEV 2280
TDZE 2217

CATEGORY	A	B	C	D
	RNP 0.15	2526	(315)	
RNP 0.30	2669	(458)		1½

AUTHORIZATION REQUIRED
(min. -23° C)
(max. 54° C)

RNAV (RNP) Y RWY 03

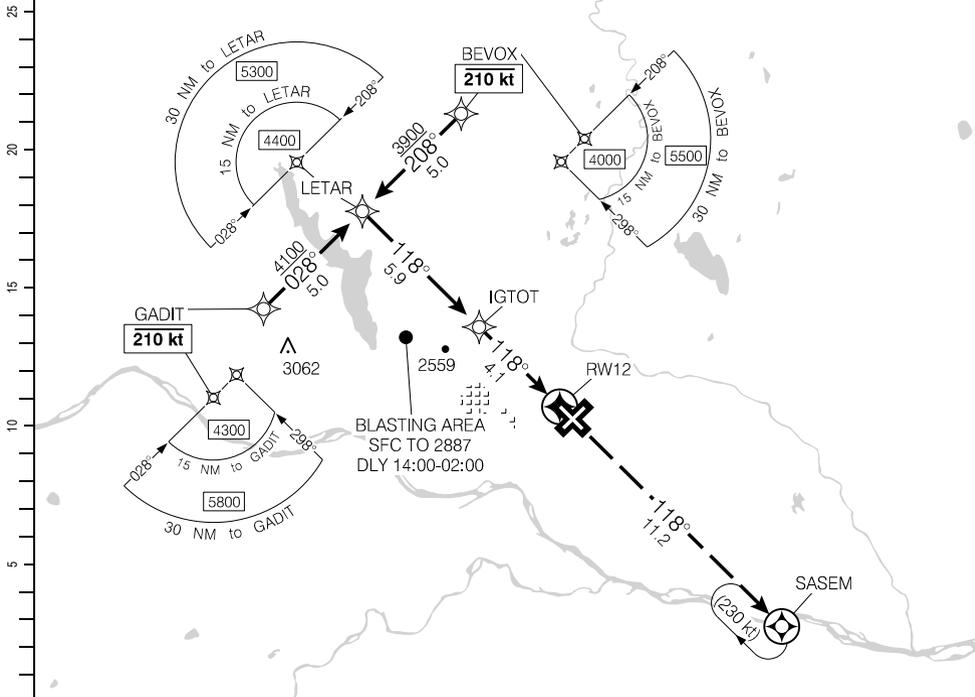
CYXJ

EFF 8 SEP 22

RNAV (GNSS) Z RWY 12

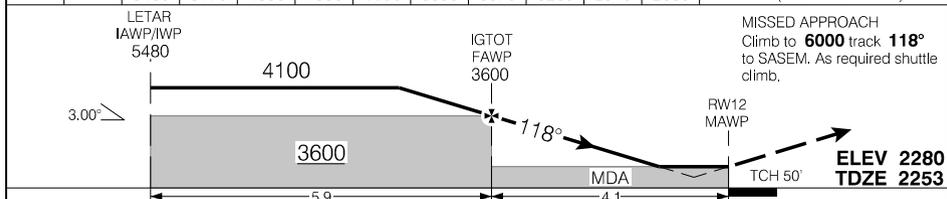
561418N 1204425W VAR 17°E

● ATIS – 128.5	CTR Edmonton – 132.6 285.4	RADIO – 118.5			
SAFE ALT 100 NM 10,300	WAAS Ch 80126 W12A	APCH CRS 118°	MIN ALT IGTOT 3600	LDA 6909	



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	10	9	8	7	5.7	5	4	3	2	1.2	DIST FROM RWY12
	5480	5170	4850	4530	4100	3890	3570	3260	2940	2680	ALT (3.00° APCH PATH)



			CATEGORY	A	B	C	D
			LPV	2500	(250)		1
			LNAV/VNAV (min. -23°C, max. 54°C)	2500	(250)		1
			LNAV	2680	(430)		1/4
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 12

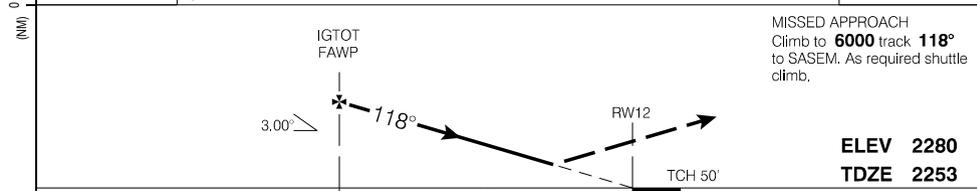
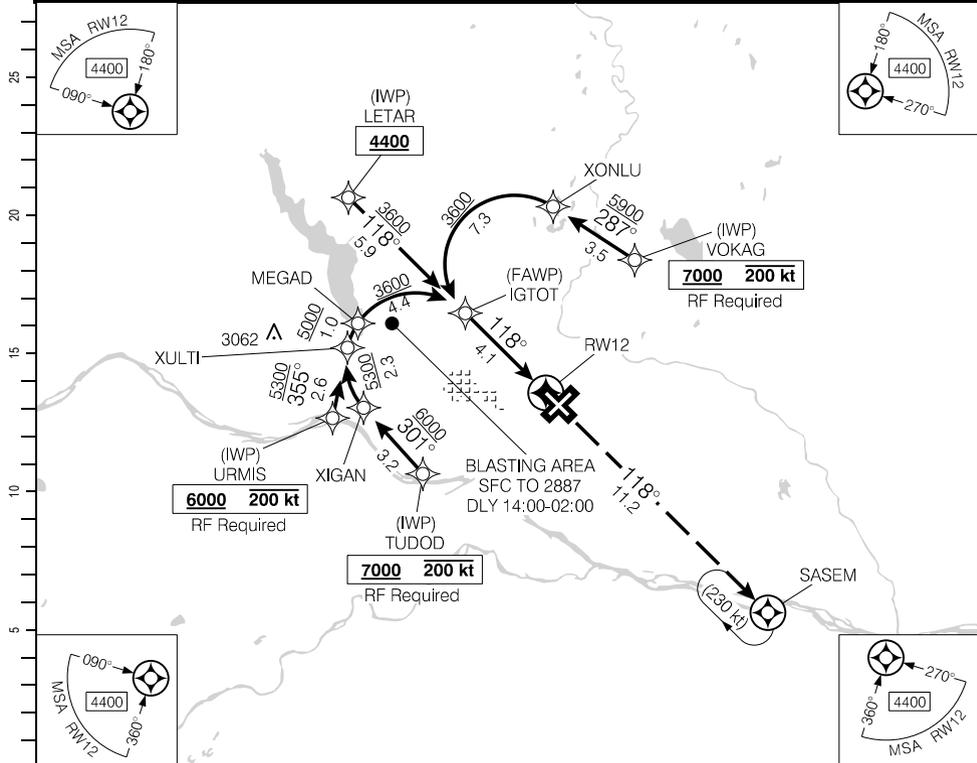
CYXJ

EFF 15 JUN 23

RNAV (RNP) Y RWY 12

561418N 1204425W VAR 17°E

● ATIS - 128.5	CTR Edmonton - 132.6 285.4	RADIO - 118.5			
SAFE ALT 100 NM 10,300	RNAV	APCH CRS 118°	MIN ALT IGTOT 3600	LDA 6909	



CATEGORY	A	B	C	D
	RNP 0.30	2642 (392)		1/4
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)				

RNAV (RNP) Y RWY 12
EFF 17 JUN 21

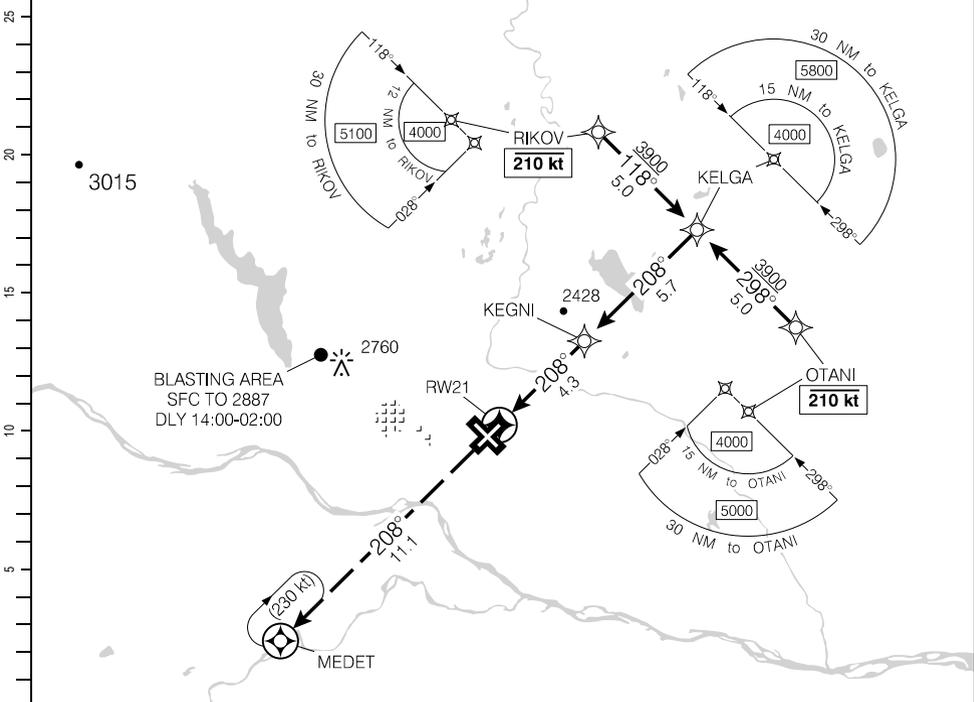
CYXJ

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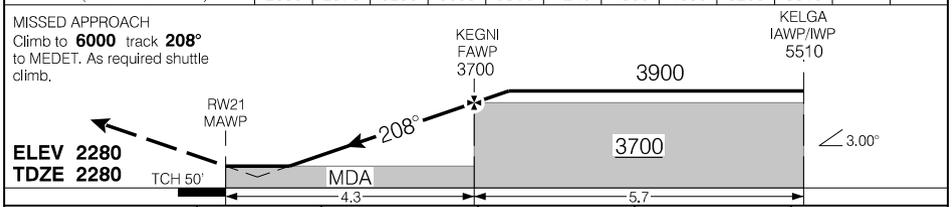
RNAV (GNSS) Z RWY 21

561418N 1204425W VAR 17°E

☉ ATIS – 128.5	CTR Edmonton – 132.6 285.4	RADIO – 118.5			P2 AO
SAFE ALT 100 NM 10,300	WAAS Ch 80542 W21A	APCH CRS 208°	MIN ALT KEGNI 3700	LDA 6502	



DIST FROM RW21	1.1	2	3	4	4.9	6	7	8	9	10		
ALT (3.00° APCH PATH)	2680	2970	3290	3600	3900	4240	4560	4880	5200	5510		



			CATEGORY	A	B	C	D
			LPV	2530	(250)	1	
			LNAV/VNAV (min. -23°C, max. 54°C)	2602	(322)	1	
			LNAV	2680	(400)	1¼	
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 21

CYXJ

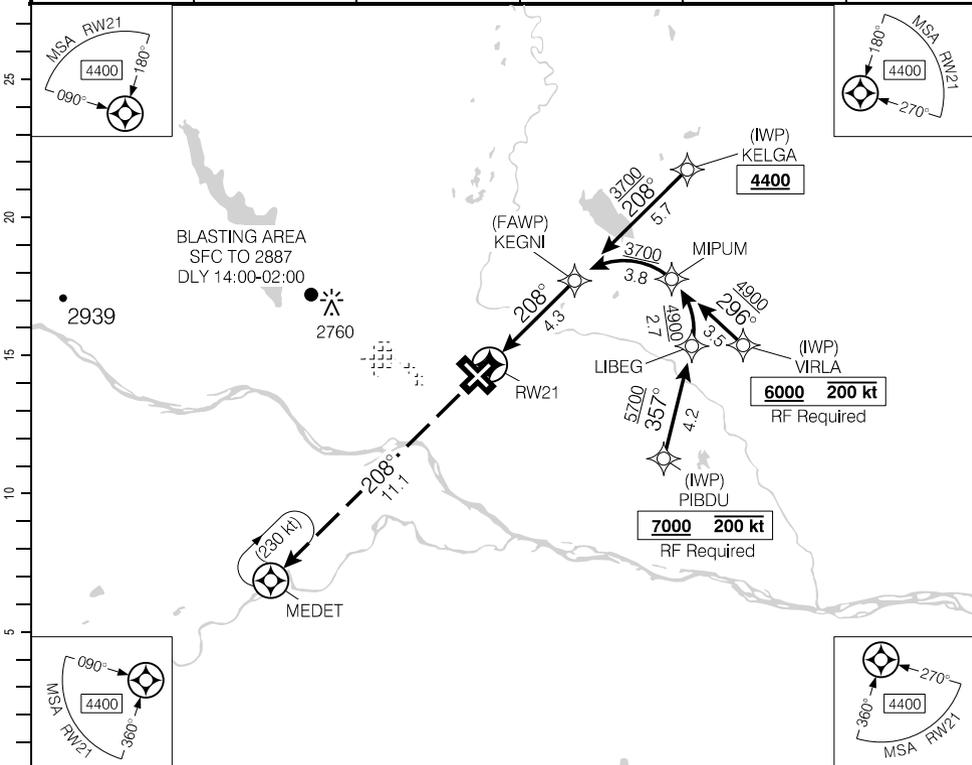
EFF 17 JUN 21

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RNAV (RNP) Y RWY 21

561418N 1204425W VAR 17°E

● ATIS - 128.5	CTR Edmonton - 132.6 285.4	RADIO - 118.5			
SAFE ALT 100 NM 10,300	RNAV	APCH CRS 208°	MIN ALT KEGNI 3700	LDA 6502	



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MISSED APPROACH
Climb to **6000** track **208°** to MEDET. As required shuttle climb.

KEGNI
FAWP

ELEV 2280
TDZE 2280

TCH 50'

4.3

∠ 3.00°

	CATEGORY	A	B	C	D
	RNP 0.20		2618	(338)	
RNP 0.30		2734	(454)		1½
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)					

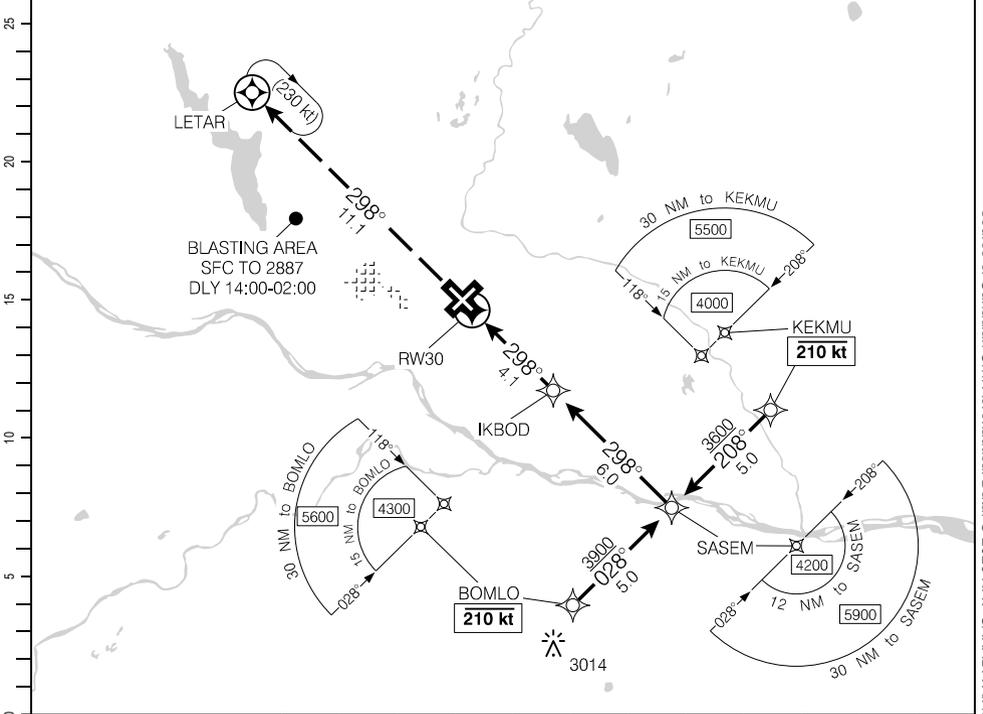
RNAV (RNP) Y RWY 21
EFF 17 JUN 21

CYXJ

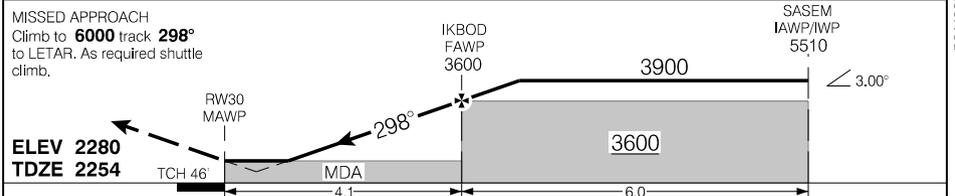
RNAV (GNSS) Z RWY 30

561418N 1204425W VAR 17°E

● ATIS – 128.5	CTR Edmonton – 132.6 285.4	RADIO – 118.5			AN
SAFE ALT 100 NM 10,300	WAAS Ch 80127 W30A	APCH CRS 298°	MIN ALT IKBOD 3600	LDA 6909	



DIST FROM RW30	1.1	2	3	4	5.1	6	7	8	9	10.1		
ALT (3.00° APCH PATH)	2640	2930	3250	3560	3900	4200	4520	4840	5160	5510		



			CATEGORY	A	B	C	D
			LPV	2444	(200)	½ RVR 26	
			LNAV/VNAV (min. -23°C, max. 54°C)	2494	(250)	1 RVR 50	
			LNAV	2640	(396)	1 RVR 50	
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 30

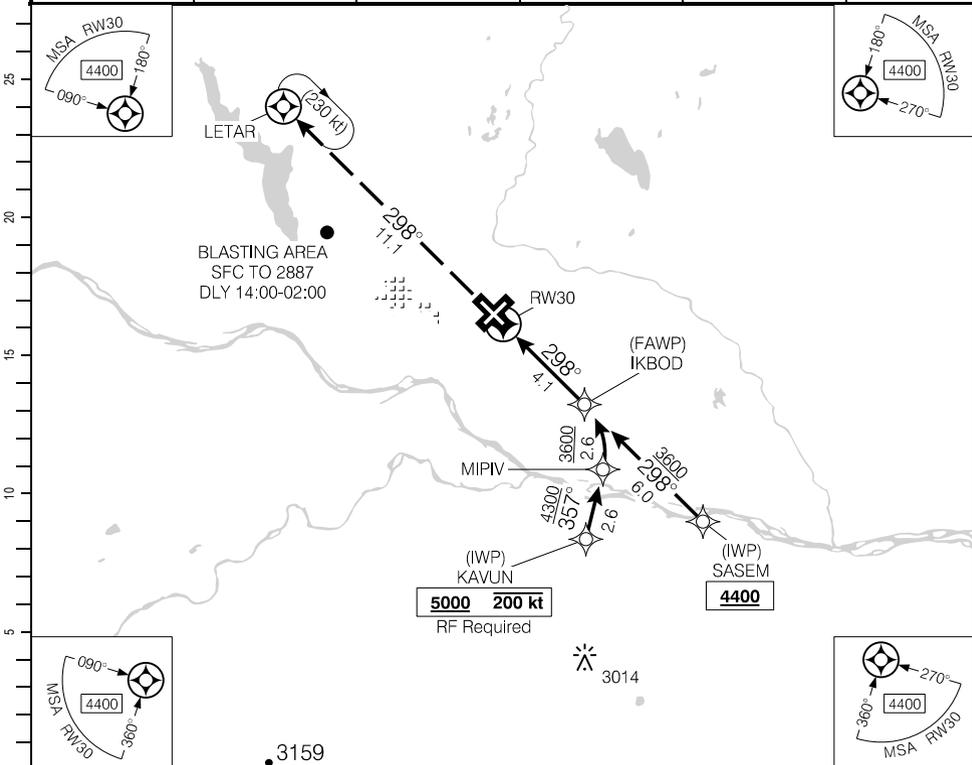
CYXJ

EFF 17 JUN 21

RNAV (RNP) Y RWY 30

561418N 1204425W VAR 17°E

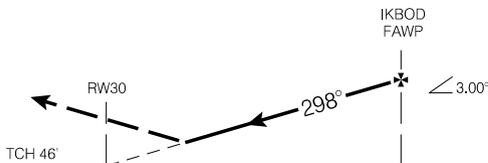
● ATIS – 128.5	CTR Edmonton – 132.6 285.4	RADIO – 118.5		 MF	 AN
SAFE ALT 100 NM 10,300	RNAV	APCH CRS 298°	MIN ALT IKBOD 3600		



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MISSED APPROACH
Climb to **6000** track **298°**
to LETAR. As required shuttle
climb.

ELEV 2280
TDZE 2254

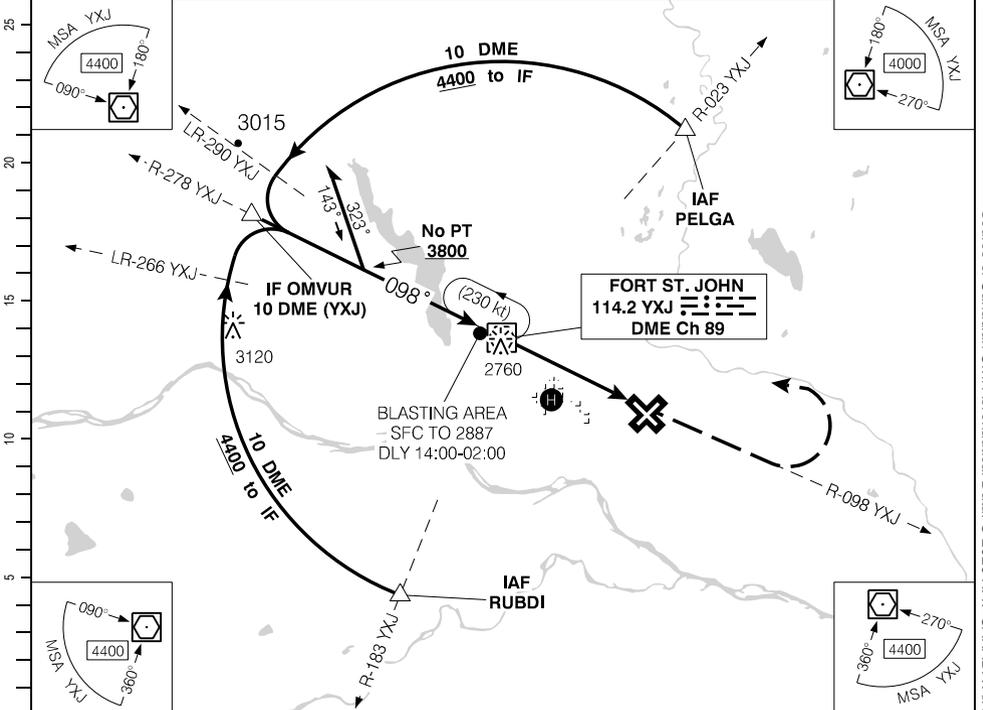


	CATEGORY	A	B	C	D
	RNP 0.10	2494	(250)		1 RVR 50
RNP 0.30	2562	(318)		1 RVR 50	
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)					

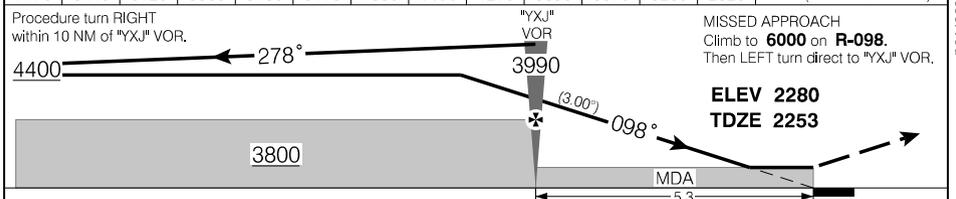
VOR RWY 12

561418N 1204425W VAR 18°E

● ATIS – 128.5		CTR Edmonton – 132.6 285.4		RADIO – 118.5			
SAFE ALT 100 NM 10,300		VOR YXJ 114.2	APCH CRS 098°	MIN ALT YXJ 3800	LDA 6909		



15.3	13	11	10	9	8	6.6	6	5	4	3	1.6	DIST FROM MAP	
7170	6440	6120	5800	5480	5170	4850	4400	4210	3890	3570	3260	2820	ALT (3.00° APCH PATH)



	CATEGORY	A	B	C	D
	VOR	2820		(567)	1¼
"YXJ" VOR to MAP 5.3 NM					
Knots	ft/min	Min:Sec			
70	370	4:33			
90	480	3:32			
110	580	2:53			
130	690	2:27			
150	800	2:07			

VOR RWY 12

CYXJ

EFF 15 JUN 23

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Departure Route Description

All rws: Maintain **6000** or flight planned altitude, whichever is lower. Expect clearance to flight planned altitude/flight level within 5 minutes after departure.

Rwy 03: Climb hdg **028°** or as assigned by ATC for vectors.

Rwy 12: Climb hdg **118°** or as assigned by ATC for vectors.

Rwy 21: Climb hdg **208°** or as assigned by ATC for vectors

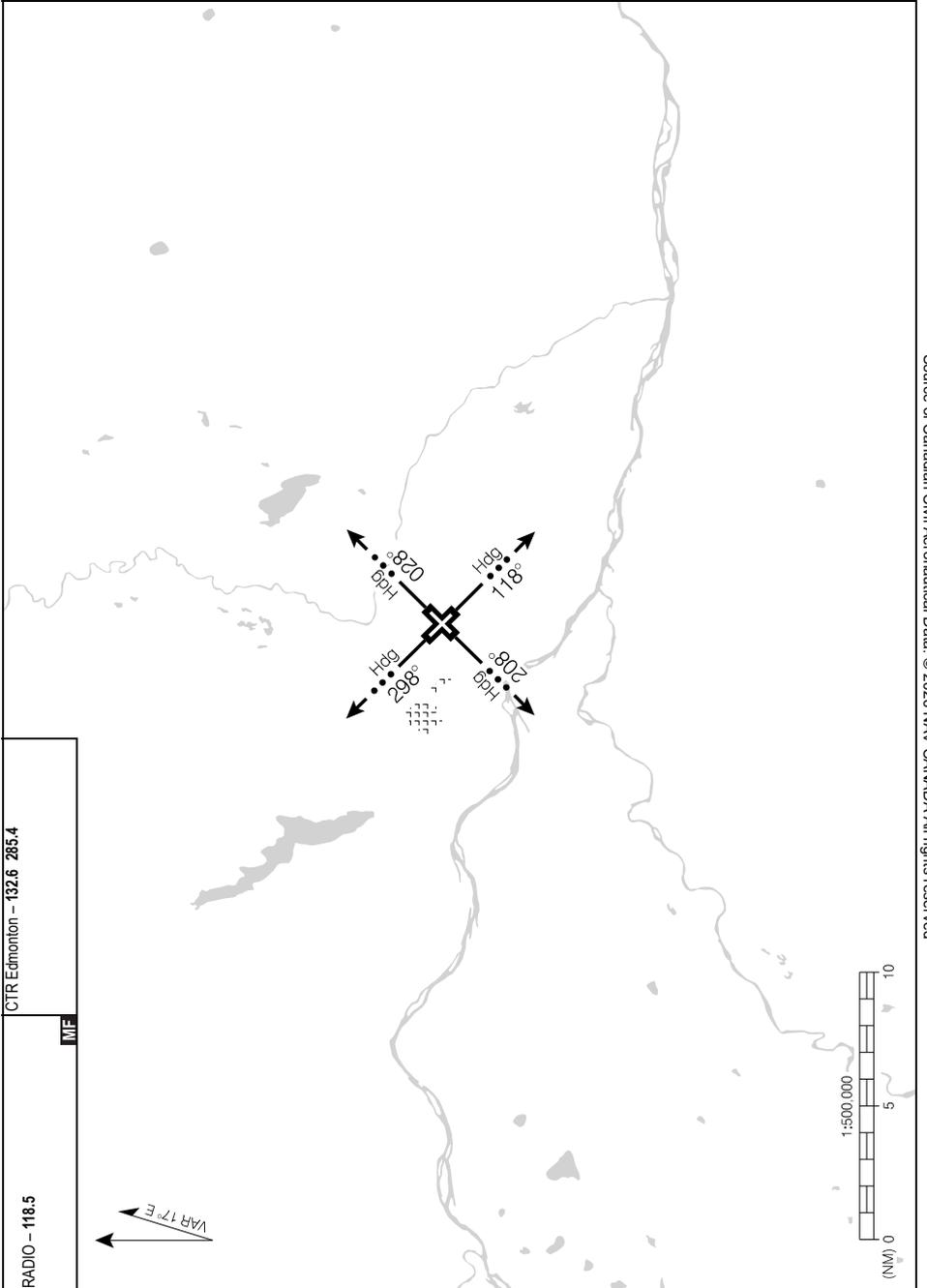
Rwy 30: Climb hdg **298°** or as assigned by ATC for vectors.

Communication Failure

On recognition of communication failure 5 minutes or less after take-off and in IFR conditions, proceed as follows:

1. Select mode C/3 code 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Maintain last assigned altitude until 5 minutes after take-off, then;
4. Climb to flight planned altitude.

Note: If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedure for communication failure enroute.



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DEPARTURE PROCEDURE

Departure Procedure**Rwy 03 – ½:**

Note: Fence to 2317 ASL aprx 0.2 NM from departure end of rwy, 294' LEFT of centreline. Trees to 2377 ASL aprx 0.4 NM past departure end of rwy.

Rwy 12 – ½:

Note: Trees to 2293 ASL aprx 1040' past departure end of rwy.

Rwy 21 – ½:

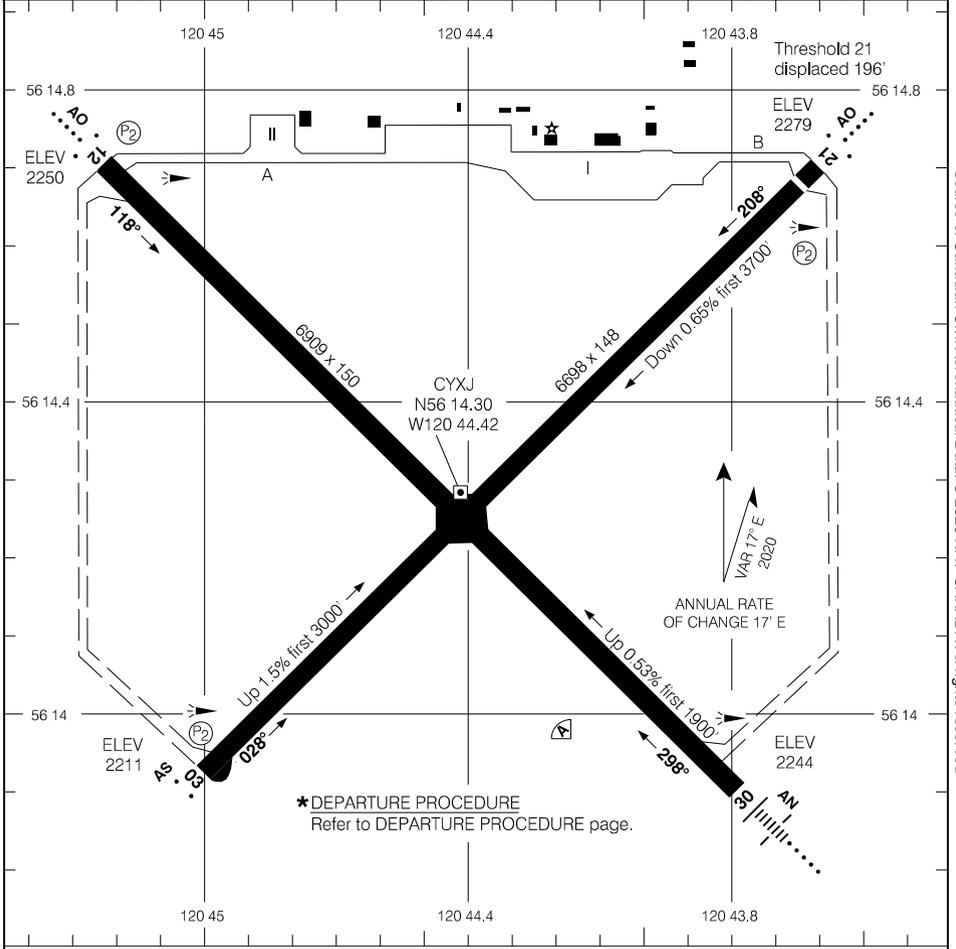
Note: Trees to 2253 ASL aprx 820' past departure end of rwy.

Rwy 30 – ½:

Note: Trees to 2302 ASL aprx 2090' from departure end of rwy, 620' LEFT of centreline.

AERODROME CHART

● ATIS - 128.5		● CLNC DEL - 121.9		RADIO - 118.5		CTR Edmonton - 132.6 285.4 RADIO Edmonton - 123.55	
DECL		DIST				MF	
TORA	6698	6698	6909	6909			
TODA	7508	7518	7734	7893			
ASDA	6698	6698	6909	6909			
LDA	6698	6502	6909	6909			



* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page.

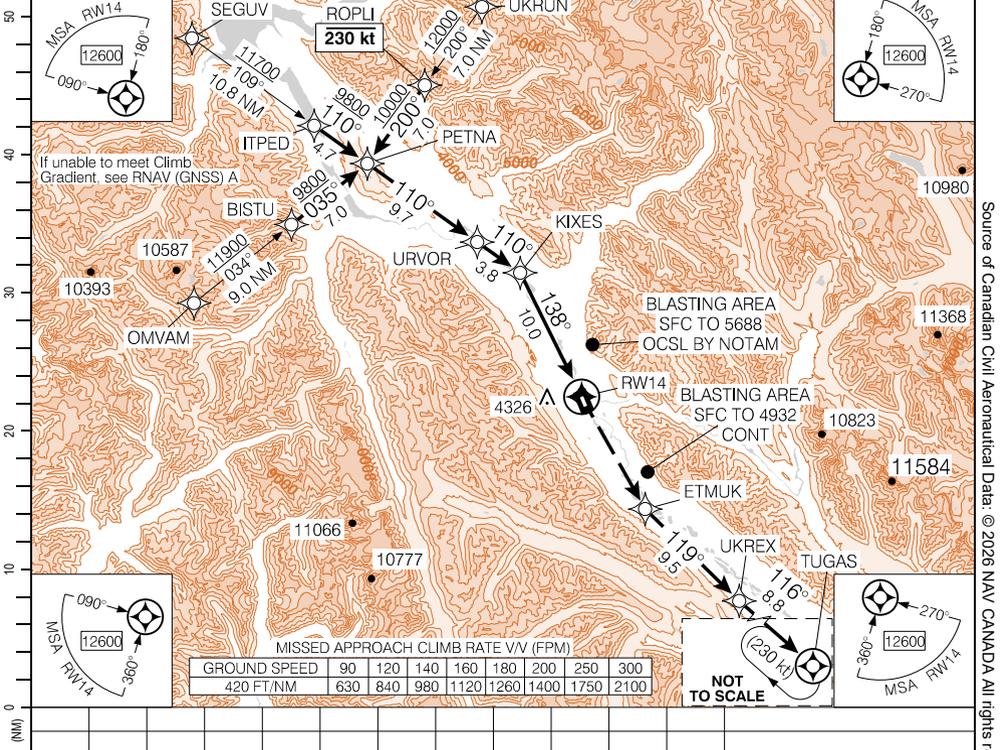
RVO		LVO	
RWY 30: RVR 1200 RWY 12: (1/4sm)		NOT AUTHORIZED	
TAKE-OFF MINIMA		SCALE IN FEET	
All Rwys: 1/2		1000 0 1000 2000	

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RNAV (GNSS) RWY 14

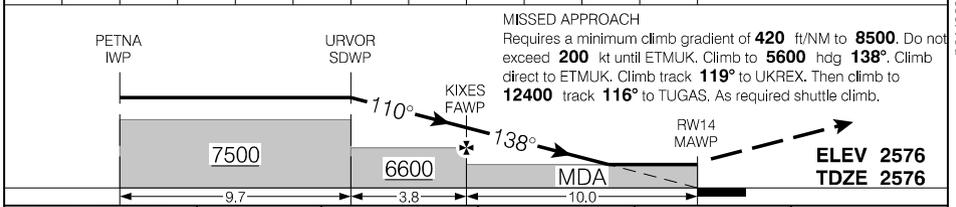
511757N 1165856W VAR 16°E

CTR Vancouver – 132.35		TFC – 122.8		MF	
SAFE ALT 100 NM 14,300	RNAV	APCH CRS 138°	MIN ALT KIXES 6600	LDA 4528	4.0°



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
420 FT/NM	630	840	980	1120	1260	1400	1750	2100



RASS: When using CYRV add 280'.

Knots	ft/min	Min:Sec	CATEGORY	A	B	C	D
			LNAV	5320	(2745)	3	NOT AUTHORIZED
70							
90							
110							
130							
150							

RNAV (GNSS) RWY 14

CYGE

EFF 7 AUG 25

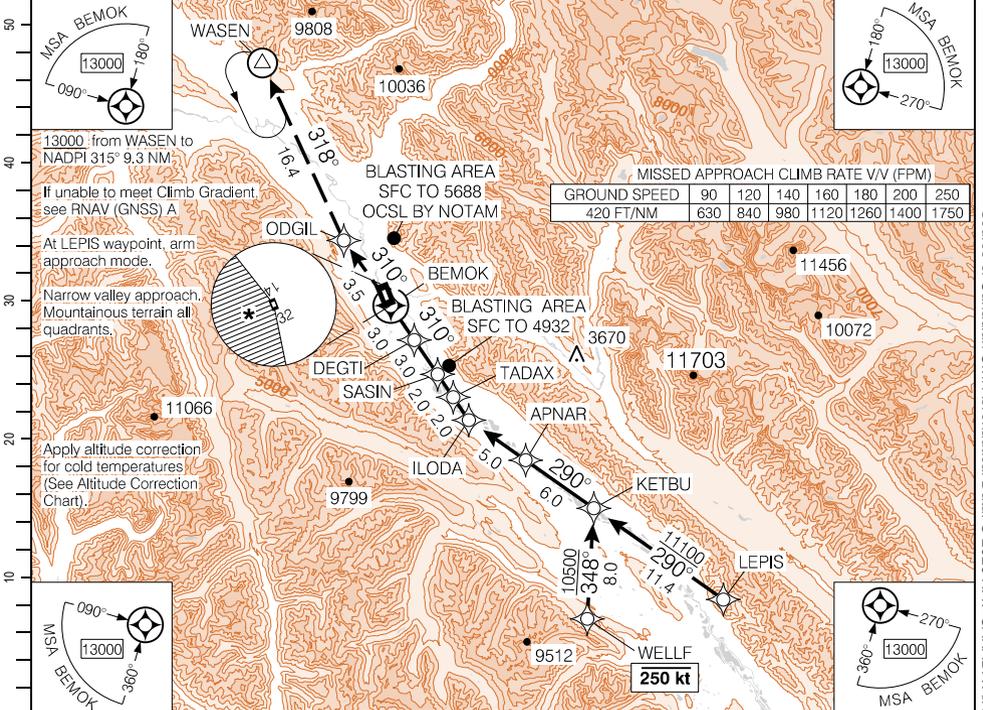
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RNAV (GNSS) B

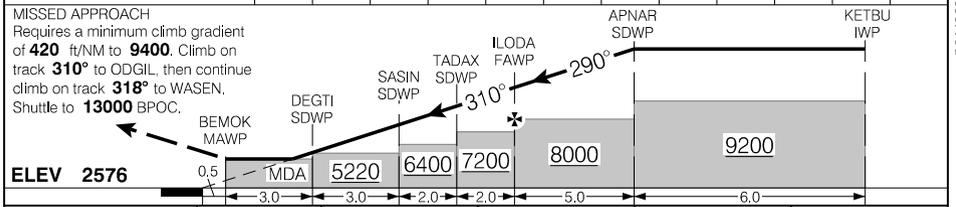
511757N 1165856W VAR 16°E

CTR Vancouver – 132.35		TFC – 122.8		MF
------------------------	--	-------------	--	----

SAFE ALT 100 NM 14,300	RNAV	APCH CRS 310°	MIN ALT ILODA 8000	LDA REFER TO AD CHART
----------------------------------	------	-------------------------	------------------------------	-----------------------



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CATEGORY	A	B	C	D
CIRCLING	4220 (1644)	3	NOT AUTHORIZED	

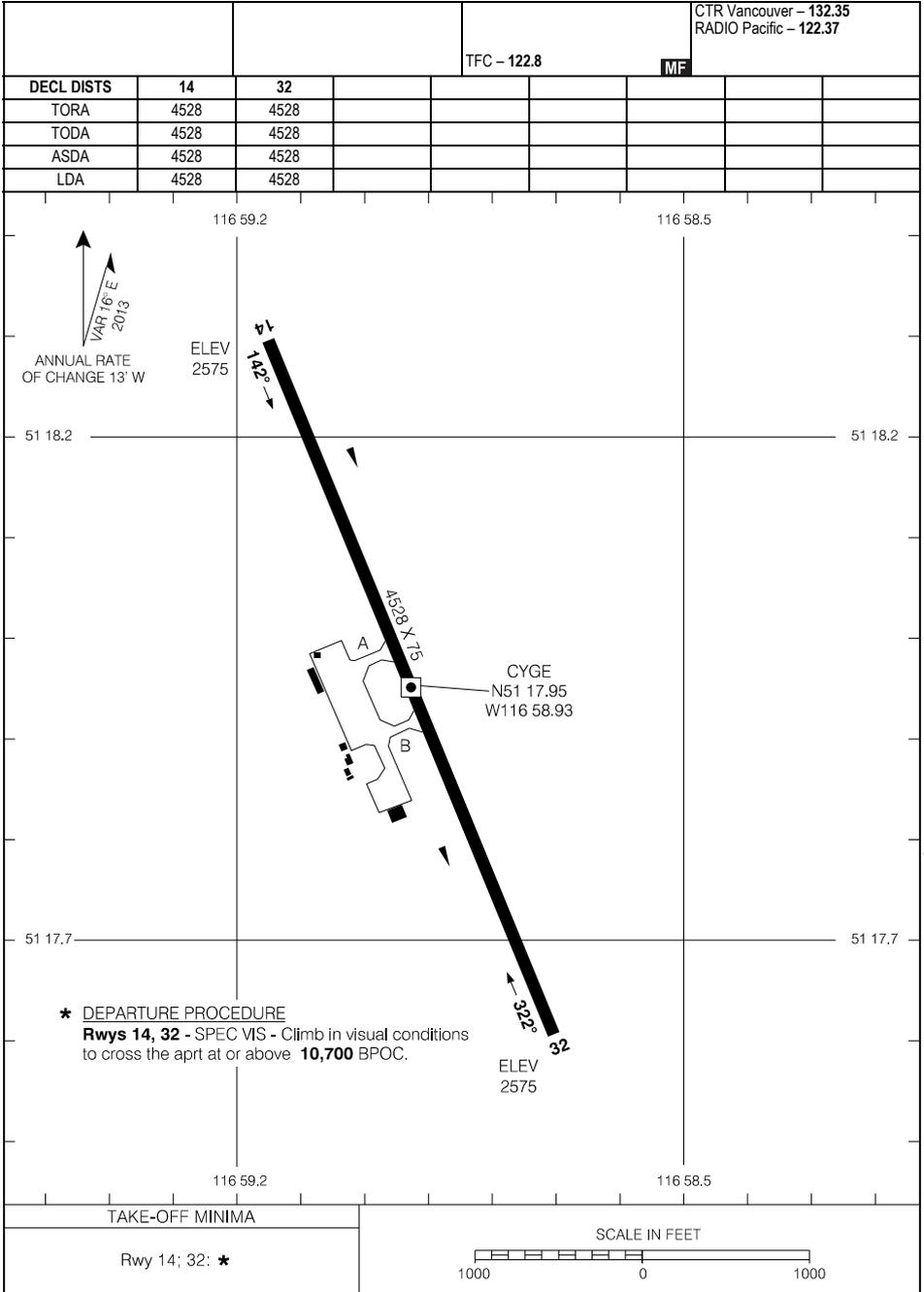
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) B

CYGE

EFF 23 FEB 23

AERODROME CHART



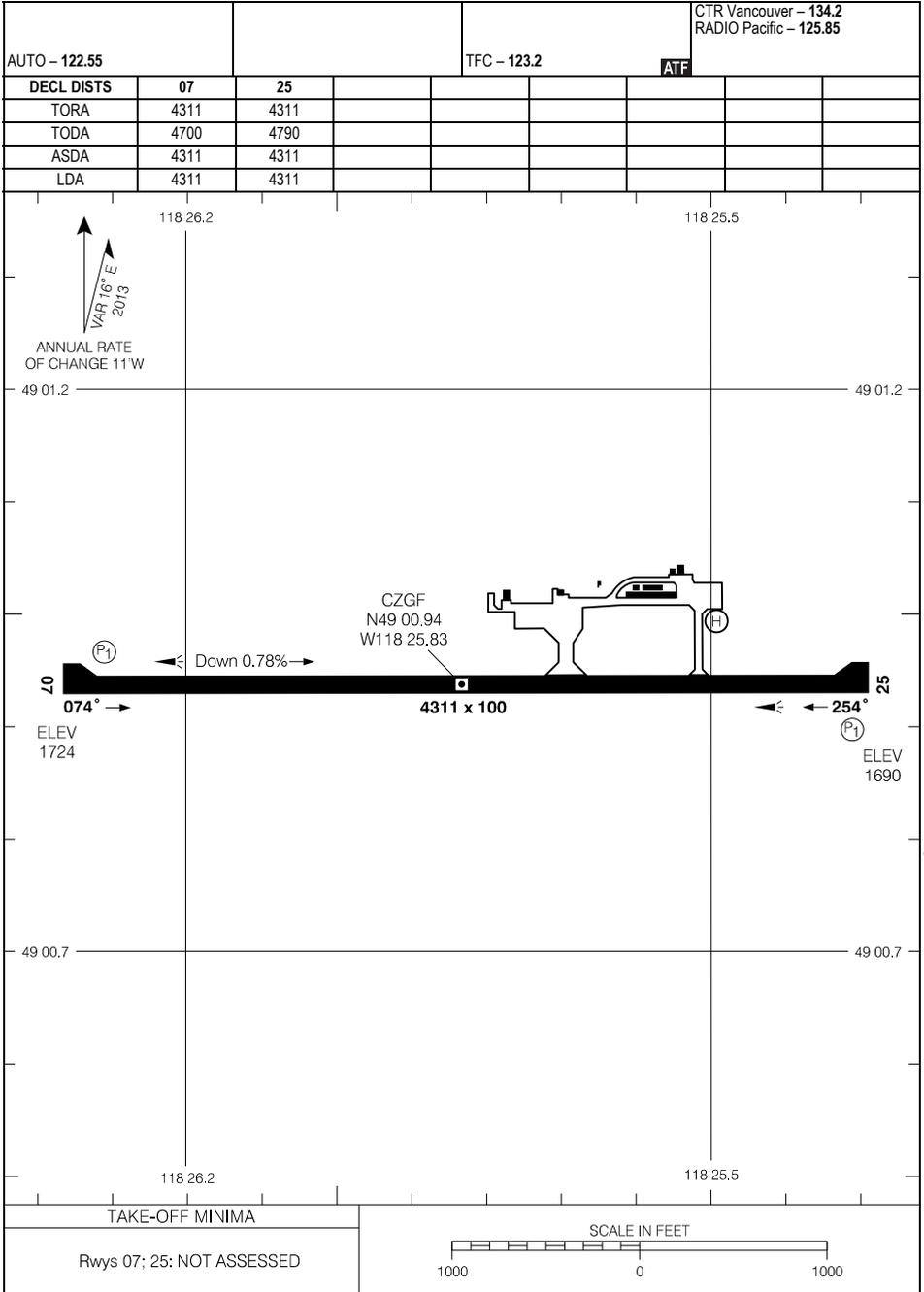
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AERODROME CHART

CYGE

EFF 27 JAN 22

AERODROME CHART



AERODROME CHART

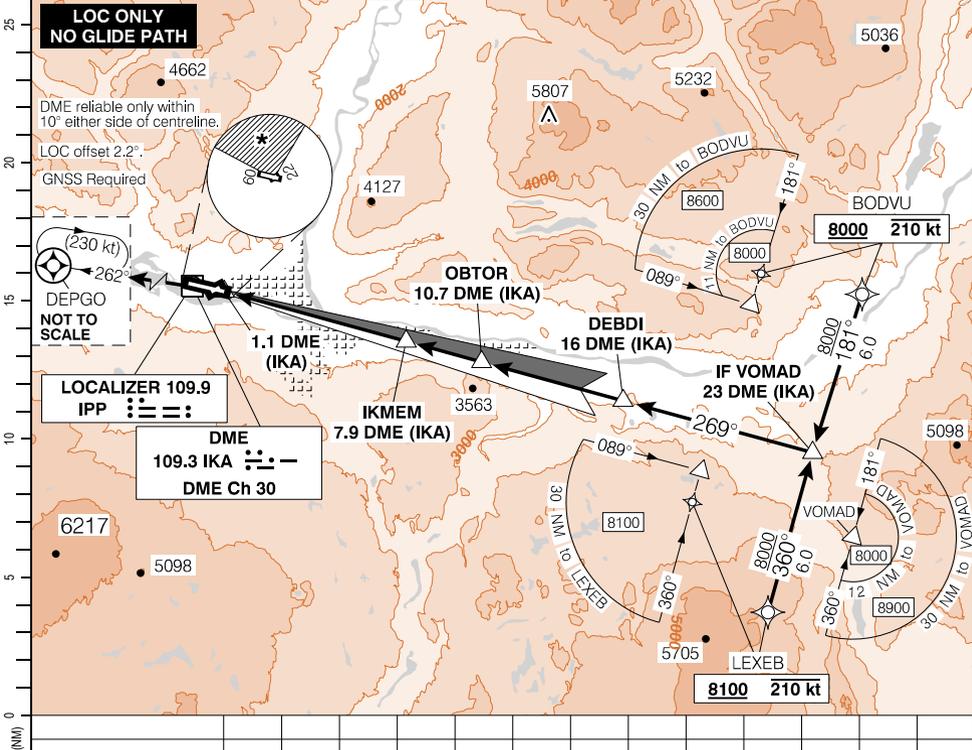
EFF 10 SEP 20

CZGF

LOC Z RWY 27

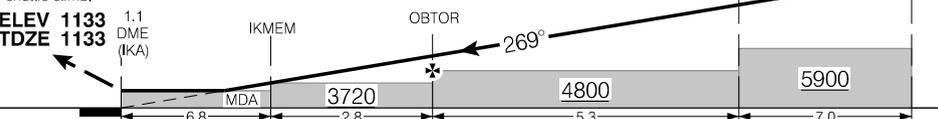
504209N 1202655W VAR 16°E

CTR Vancouver – 132.35		RADIO – 125.7		ARCAL 125.7(K)*	
SAFE ALT 100 NM 12,000	LOC IPP 109.9	APCH CRS 269°	MIN ALT OBTOR 4800	LDA 8000	MF 2.2°



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MISSED APPROACH
Climbing LEFT turn to **8000** direct to DEPGO. As required shuttle climb.



			CATEGORY			
			A	B	C	D
LOC/DME			3140		(2007) 3	
CIRCLING *			3140	(2007) 3	* 3600 (2467) 3	* 4100 (2967) 3
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

LOC Z RWY 27

EFF 12 JUN 25

Departure Route Description

All rwys: Contact Vancouver Centre after passing **4000**.

Rwy 09 – ½: Requires a minimum climb gradient of **620 ft/NM** to **5300**. Maintain **8000**. Climb track **087°** to IKBID, then track **087°** to KEBRA. As required, shuttle climb. Expect clearance to flight planned altitude/flight level within 5 minutes after take-off.

DEPARTURE CLIMB RATE V/V (FPM)

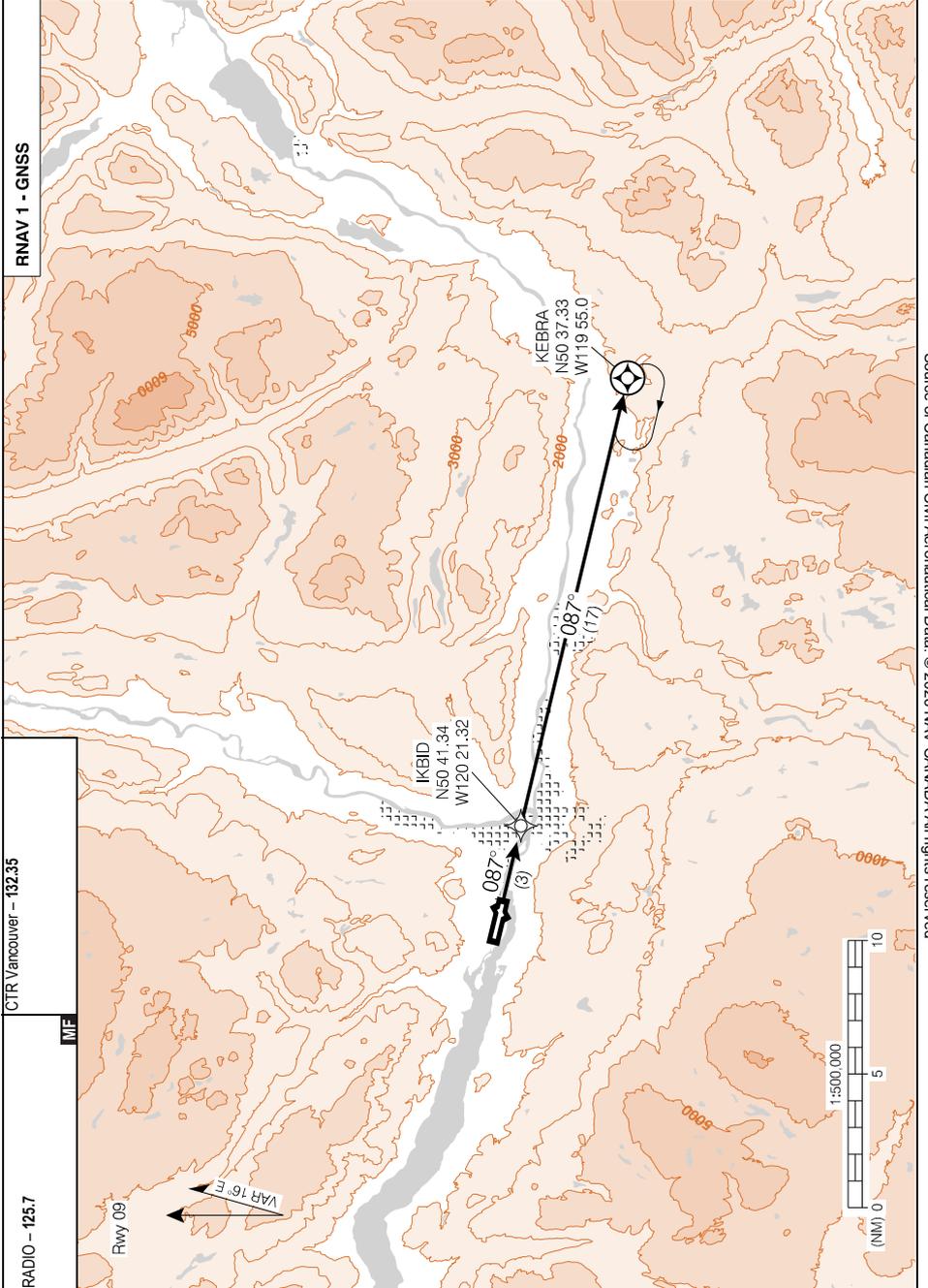
GROUND SPEED	90	120	140	160	180	200	250	300
620 FT/NM	930	1240	1450	1660	1860	2070	2590	3100

Communication Failure

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

1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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



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Departure Route Description

All rwys: Contact Vancouver Centre after passing **4000**.

Rwy 27 – ½: Requires a minimum climb gradient of **430 ft/NM** to **5000**. Maintain **8000**. Climb track **267°** to SAVUD, then track **267°** to IMUKO, then track **257°** to OLONA. As required, shuttle climb. Expect clearance to flight planned altitude/flight level within 5 minutes after take-off.

Note: Trees to 1168 ASL aprx 420' past departure end of rwy, 550' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

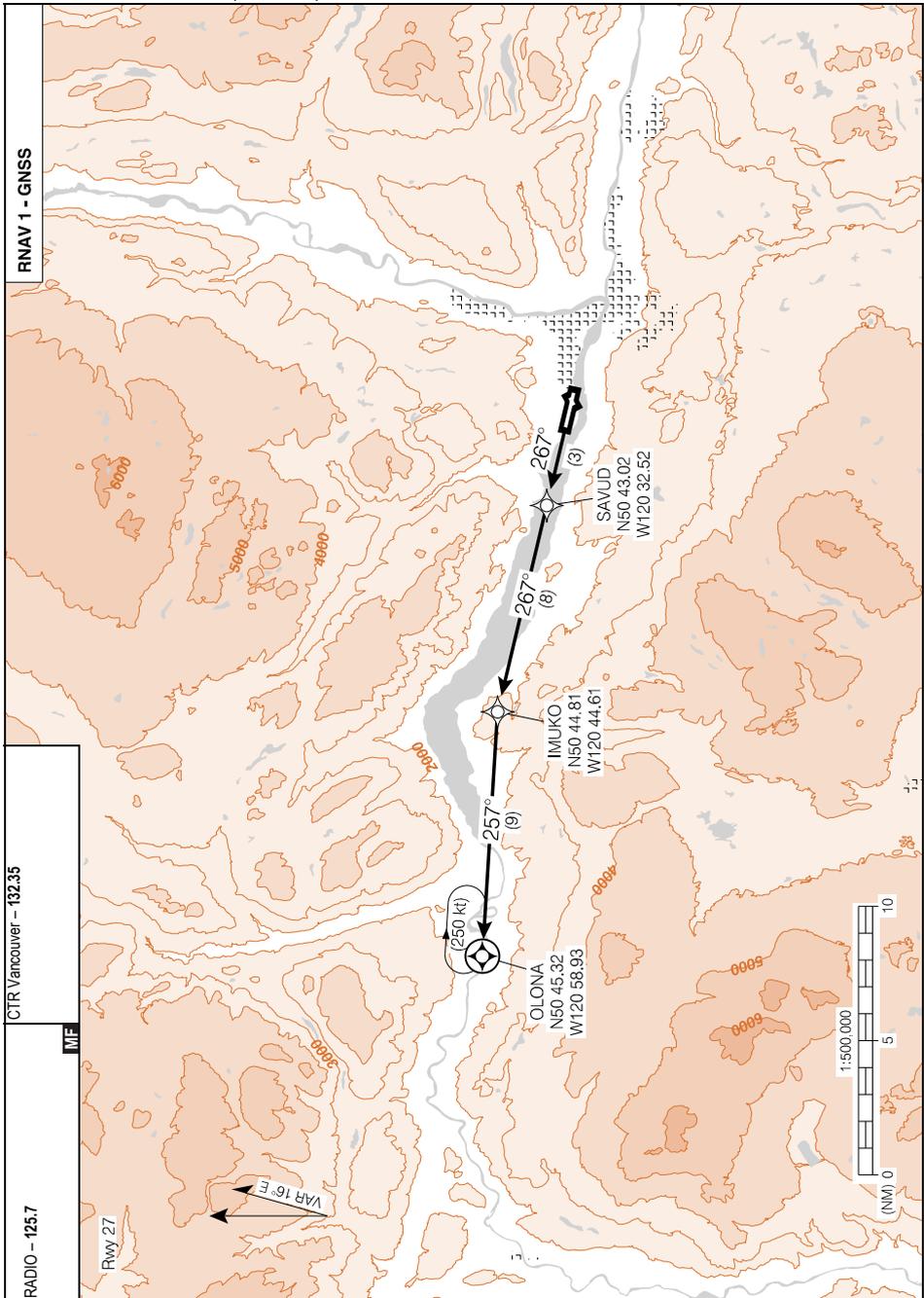
GROUND SPEED	90	120	140	160	180	200	250	300
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150

Communication Failure

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

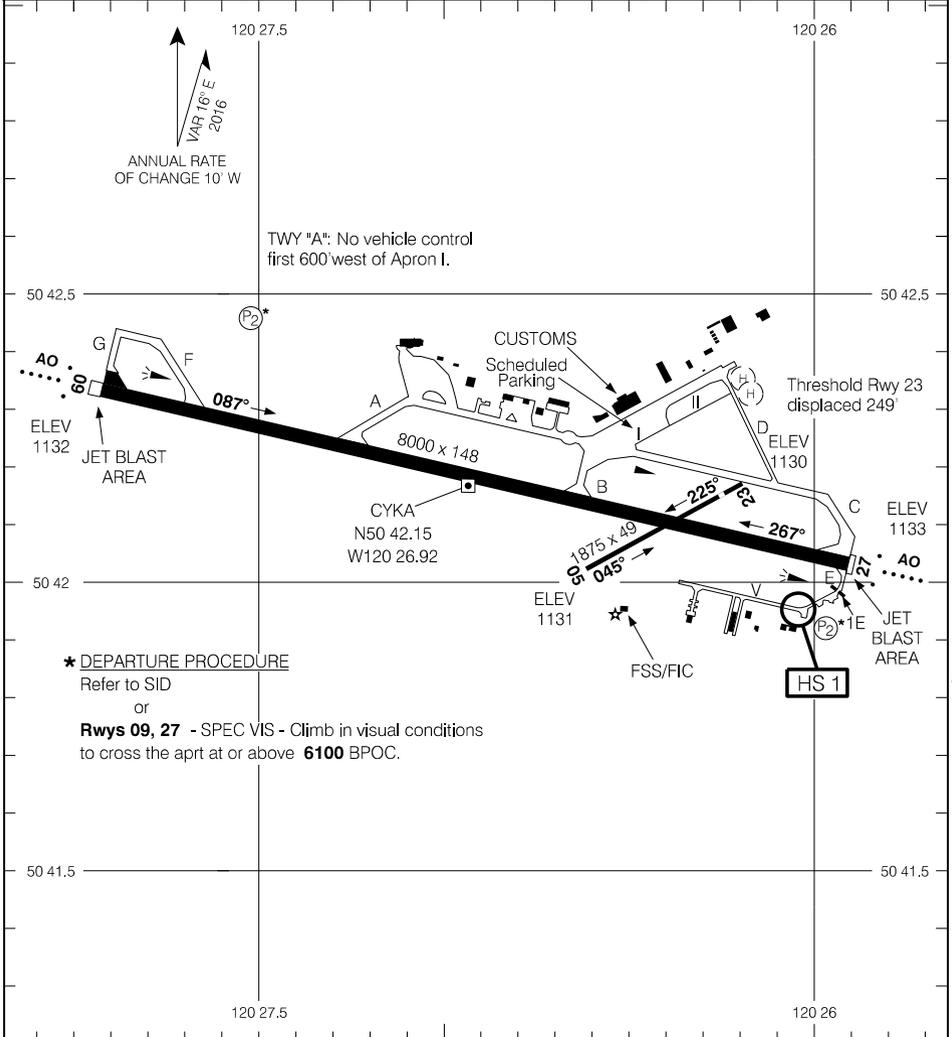
1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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



AERODROME CHART

		● CLNC DEL - 121.9		RADIO - 125.7		CTR Vancouver - 132.35	
						MF	
DECL DIST	09	27	05	23			
TORA	8000	8000	1875	1875			
TODA	8984	8984	1875	1875			
ASDA	8000	8000	1875	2552			
LDA	8000	8000	1875	1626			



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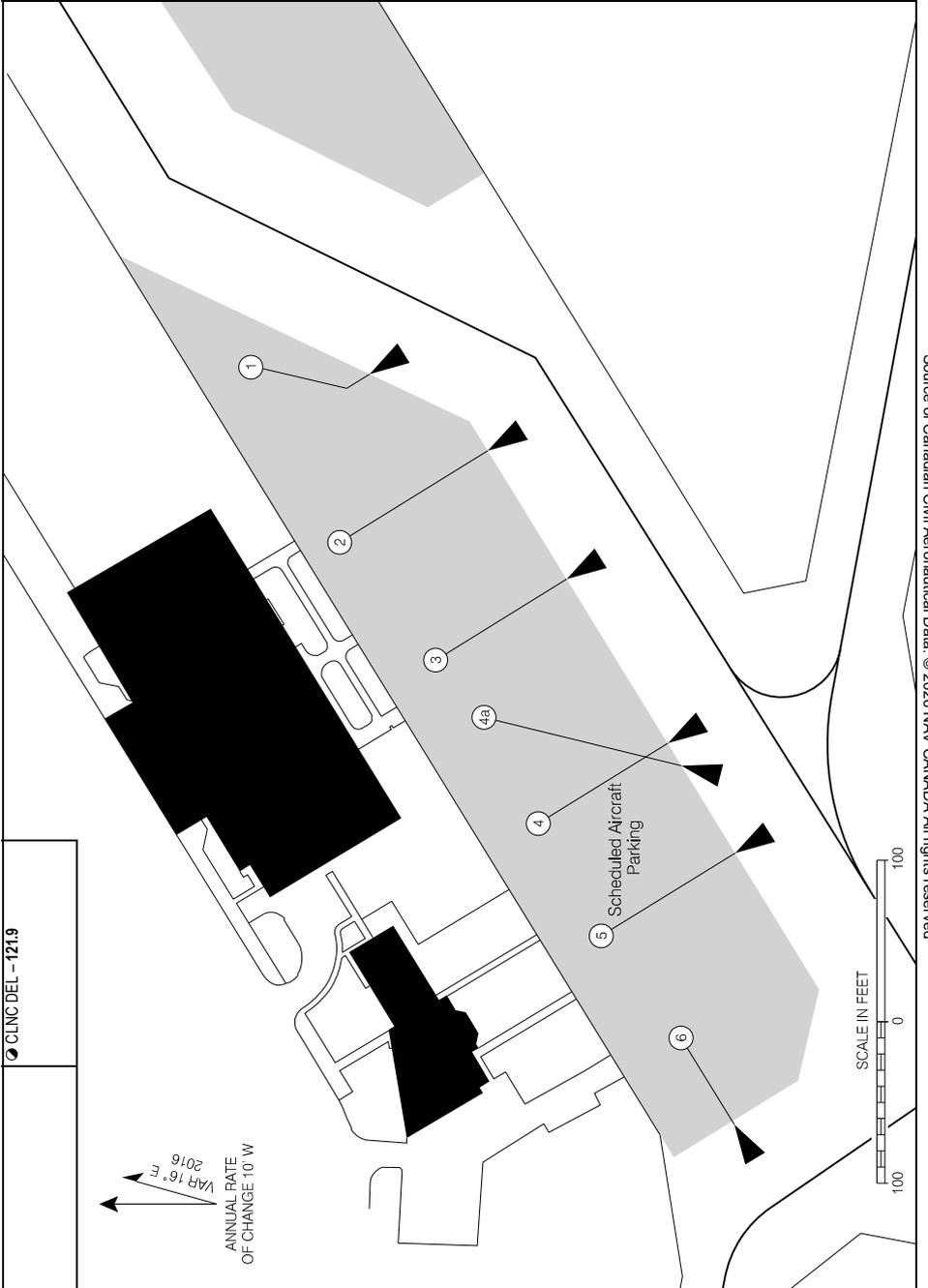
TAKE-OFF MINIMA		SCALE IN FEET	
Rwys 09; 27: *		1000	0 1000 2000
Rwys 05; 23: NOT ASSESSED			

AERODROME CHART

CYKA

EFF 20 FEB 25

PARKING AREAS



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PARKING AREAS

CYKA

EFF 5 SEP 24

PARKING AREAS

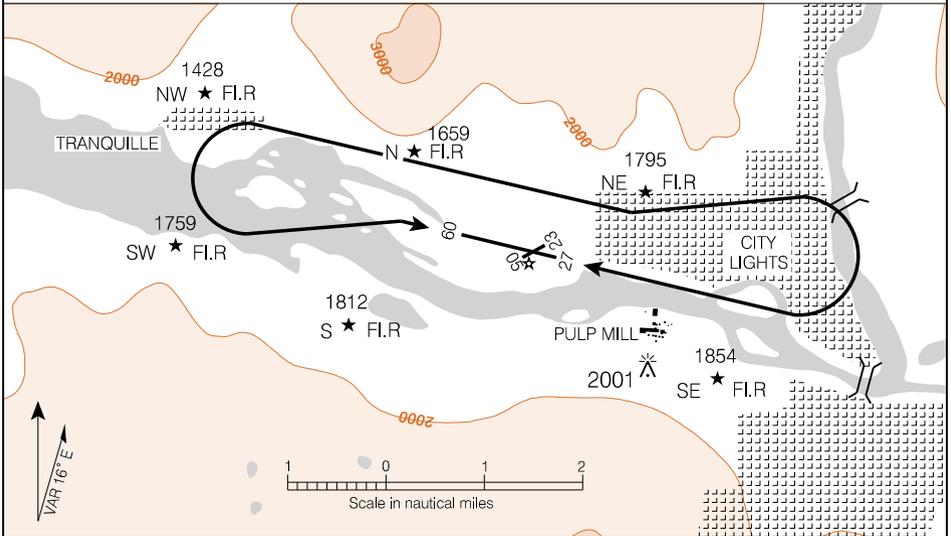
Aircraft Parking Position

Position	Coordinates	Position	Coordinates
1	504218.39N 1202625.48W	4A	504216.53N 1202630.20W
2	504217.50N 1202627.71W	5	504215.62N 1202633.07W
3	504216.91N 1202629.39W	6	504215.03N 1202634.55W
4	504216.14N 1202631.59W		

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NIGHT CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 2200' ASL



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NOTES:

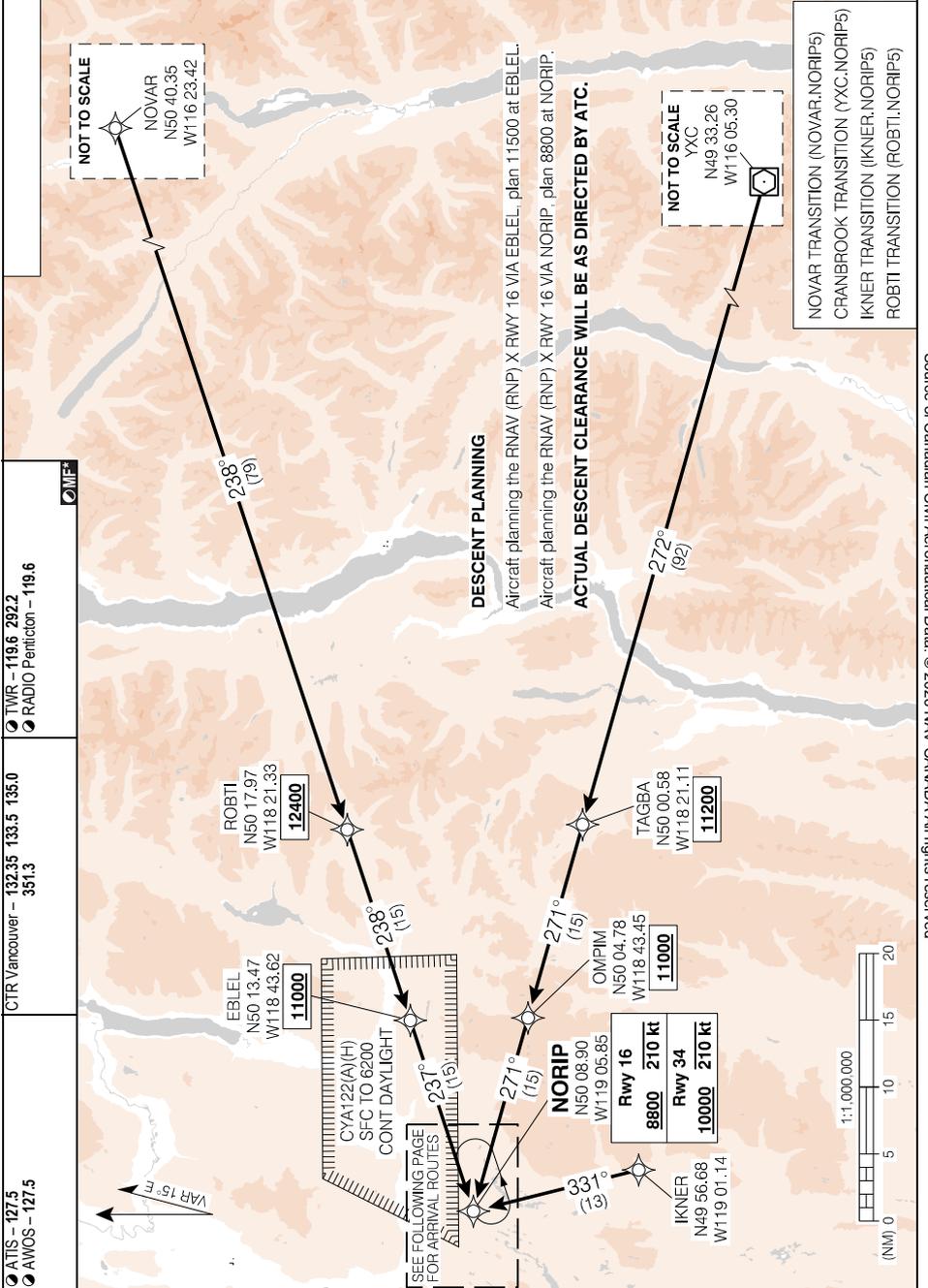
1. Recommend that only pilots familiar with the local area use this airport during hours of darkness.
2. Night operations not recommended unless all 6 hazard beacons are operating.
3. All turns to be completed within the perimeter of the hazard beacons.

NIGHT CIRCUIT PROCEDURES

CYKA

EFF 21 MAR 24

NORIP FIVE ARR (NORIP.NORIP5) TRANSITION ROUTES

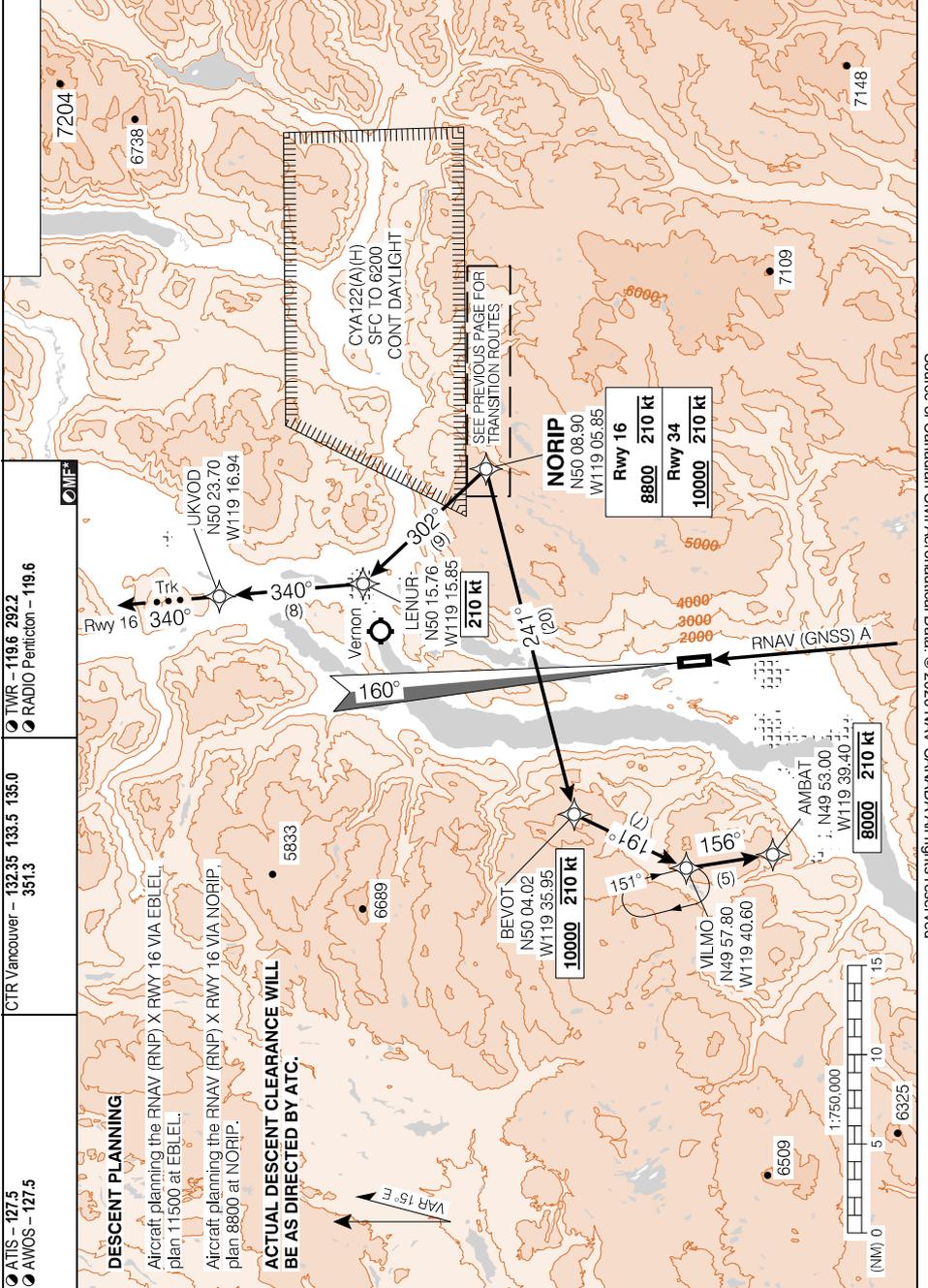


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NORIP FIVE ARR (NORIP.NORIP5) TRANSITION ROUTES

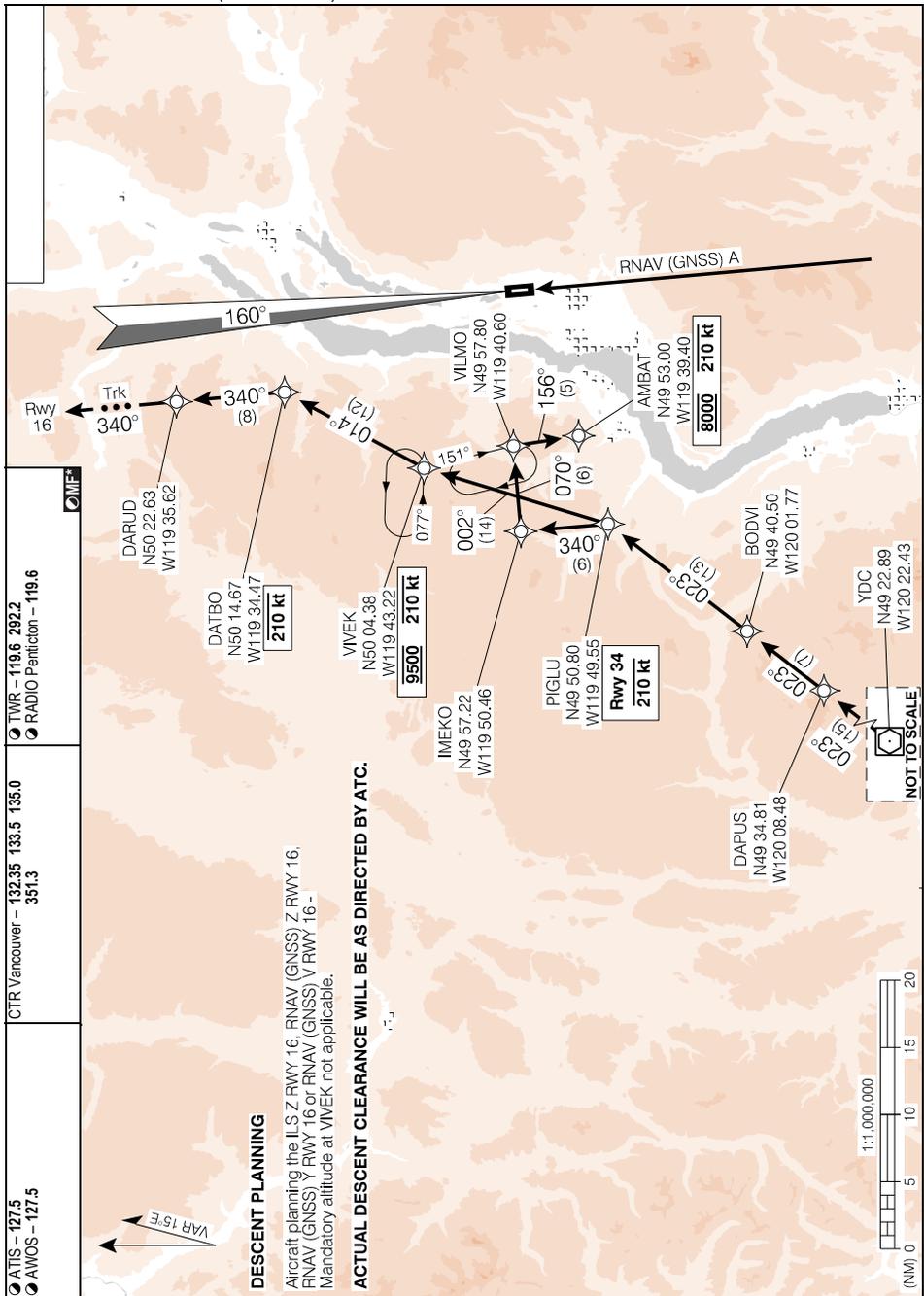
EFF 21 MAR 24

NORIP FIVE ARR (NORIP.NORIP5) ARRIVAL ROUTES



NORIP FIVE ARR (NORIP.NORIP5) ARRIVAL ROUTES

EFF 21 MAR 24



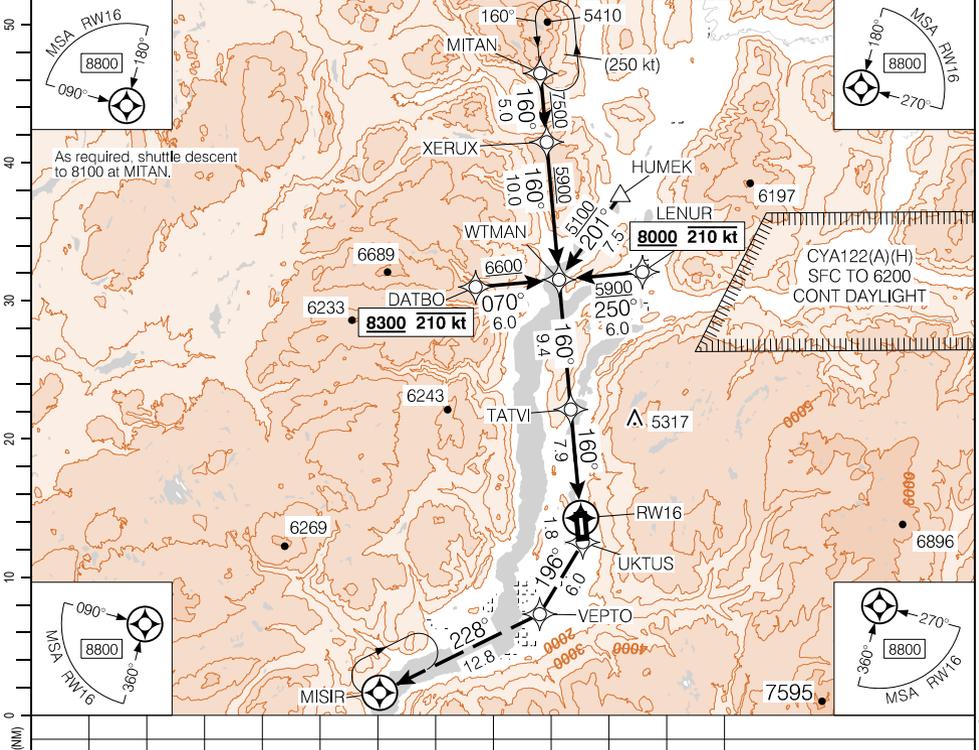
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RNAV (GNSS) Z RWY 16

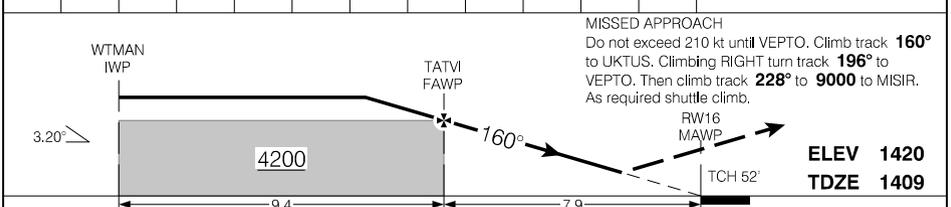
495722N 1192240W VAR 15°E

<ul style="list-style-type: none"> ATIS - 127.5 AWOS - 127.5 	CTR Vancouver - 133.5	<ul style="list-style-type: none"> TWR - 119.6 292.2 RADIO Penticton - 119.6 	<ul style="list-style-type: none"> GND - 121.7
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SAFE ALT 100 NM 12,500	WAAS Ch 80343 W16A	APCH CRS 160°	MIN ALT TATVI 4200	LDA 7839	AR 3.2°
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RASS: When using CYYF add 110'		CATEGORY	A	B	C	D
		LPV	2281	(872)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) Z RWY 16

CYLW

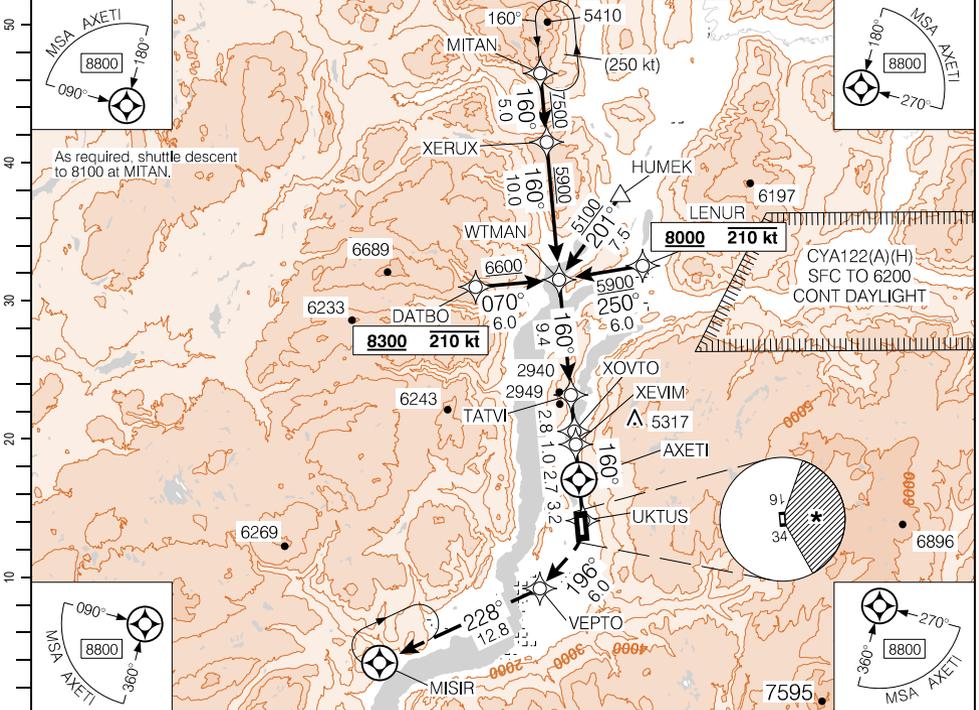
EFF 17 APR 25

RNAV (GNSS) Y RWY 16

495722N 1192240W VAR 15°E

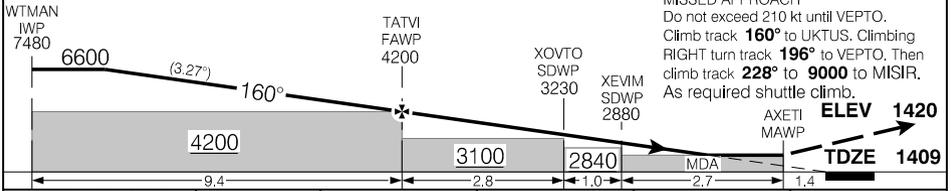
<ul style="list-style-type: none"> ATIS - 127.5 AWOS - 127.5 	CTR Vancouver - 133.5	<ul style="list-style-type: none"> TWR - 119.6 292.2 RADIO Penticton - 119.6 	GND - 121.7
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SAFE ALT 100 NM 12,500	RNAV	APCH CRS 160°	MIN ALT TATVI 4200	LDA 7839	AR 3.2°
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15.9	13.4	12	11	10	9	8	7	6	5	4	3	2.3	DIST FROM AXETI
7480	6600	6110	5760	5420	5070	4720	4380	4030	3680	3330	2990	2740	ALT (3.27° APCH PATH)



RASS: When using CYYF add 110'	CATEGORY	A	B	C	D
	RNAV	2740	(1331)	3	NOT AUTHORIZED
	CIRCLING *	2840	(1420)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec			
70	410				
90	520				
110	640				
130	750				
150	870				

RNAV (GNSS) Y RWY 16

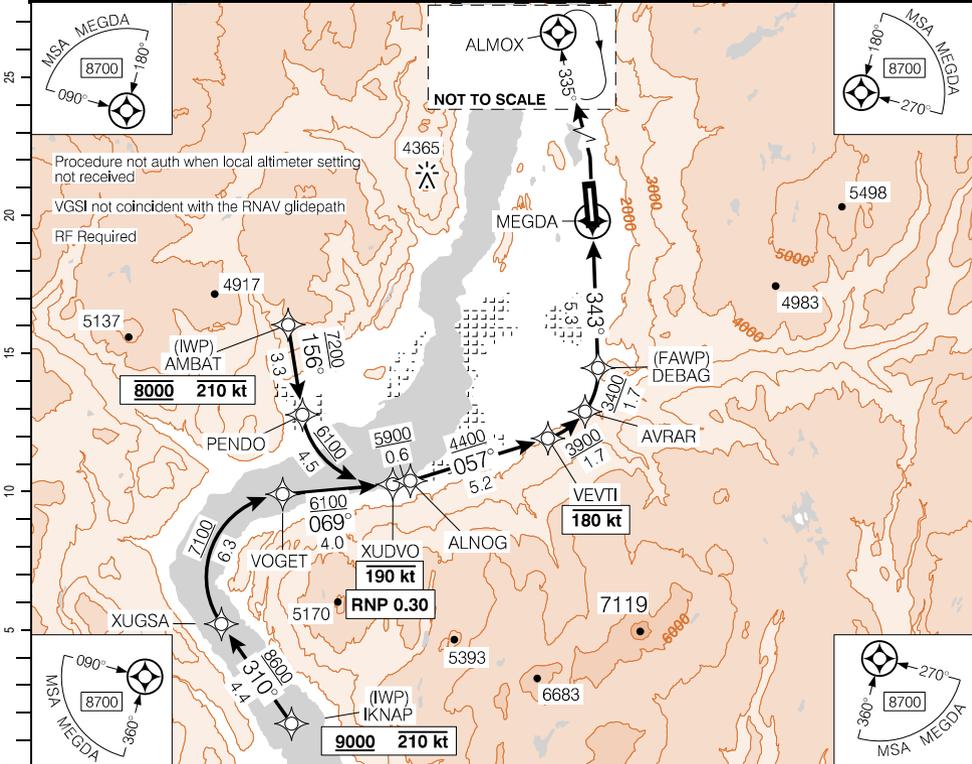
CYLW

EFF 17 APR 25

RNAV (RNP) Y RWY 34

495722N 1192240W VAR 15°E

<ul style="list-style-type: none"> ● ATIS - 127.5 ● AWOS - 127.5 	CTR Vancouver - 133.5	<ul style="list-style-type: none"> ● TWR - 119.6 292.2 ● RADIO Penticton - 119.6 	<ul style="list-style-type: none"> ● GND - 121.7
SAFE ALT 100 NM 12,500	RNAV	APCH CRS 343°	MIN ALT DEBAG 3400
			LDA 8361



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MISSED APPROACH
Climb to **3100** track **343°**. Then climbing LEFT turn to **7400** direct to ALMOX. As required shuttle climb.

ELEV **1420**
TDZE **1367**

DEBAG FAWP

MEGDA MAWP

TCH 55'

343°

∠ < 3.50°

	CATEGORY	A	B	C	D
	RNP 0.30		3086		(1719)
AUTHORIZATION REQUIRED (min. -27° C) (max. 45° C)					

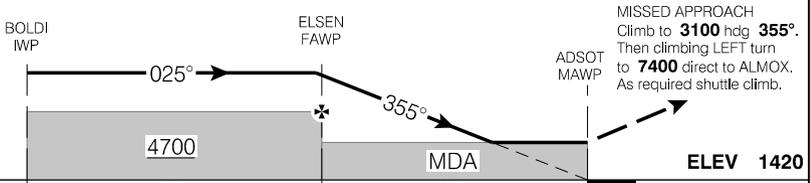
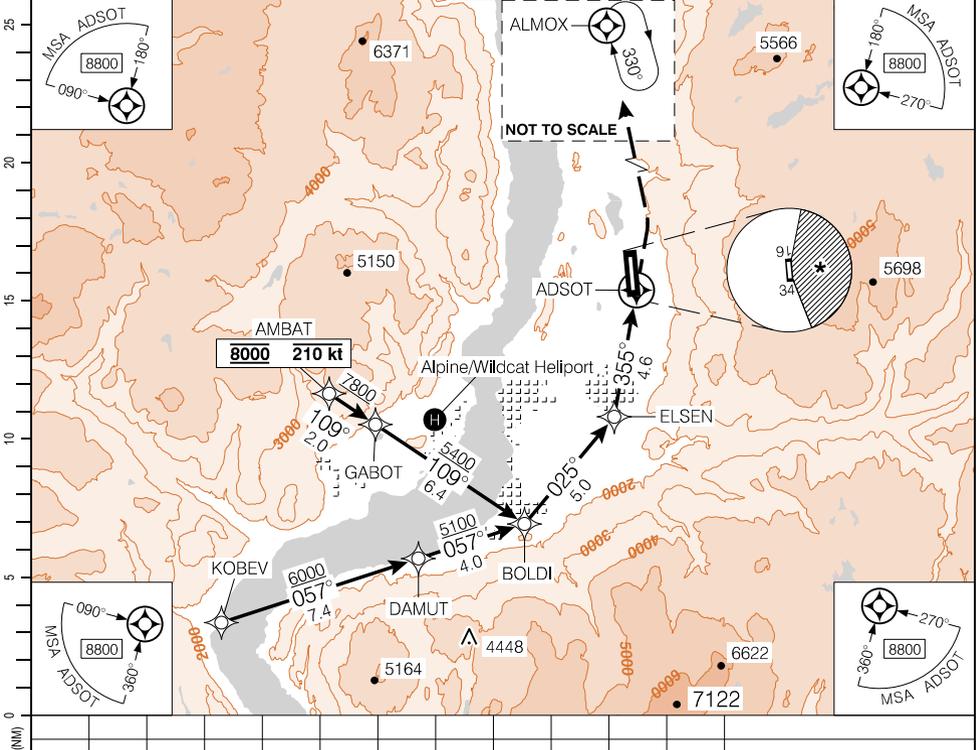
RNAV (RNP) Y RWY 34
EFF 17 APR 25

CYLW

RNAV (GNSS) A

495722N 1192240W VAR 15°E

<ul style="list-style-type: none"> ATIS - 127.5 AWOS - 127.5 	CTR Vancouver - 133.5	<ul style="list-style-type: none"> TWR - 119.6 292.2 RADIO Penticton - 119.6 	<ul style="list-style-type: none"> GND - 121.7 	LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM 12,500	RNAV	APCH CRS 355°	MIN ALT ELSEN 4700	



RASS: When using CYYF add 110'			CATEGORY	A	B	C	D
			CIRCLING	* 3040		(1620)	3
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

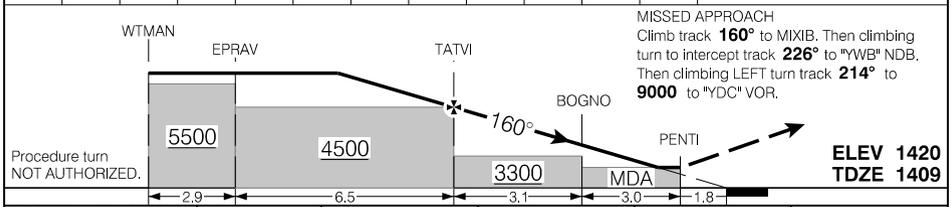
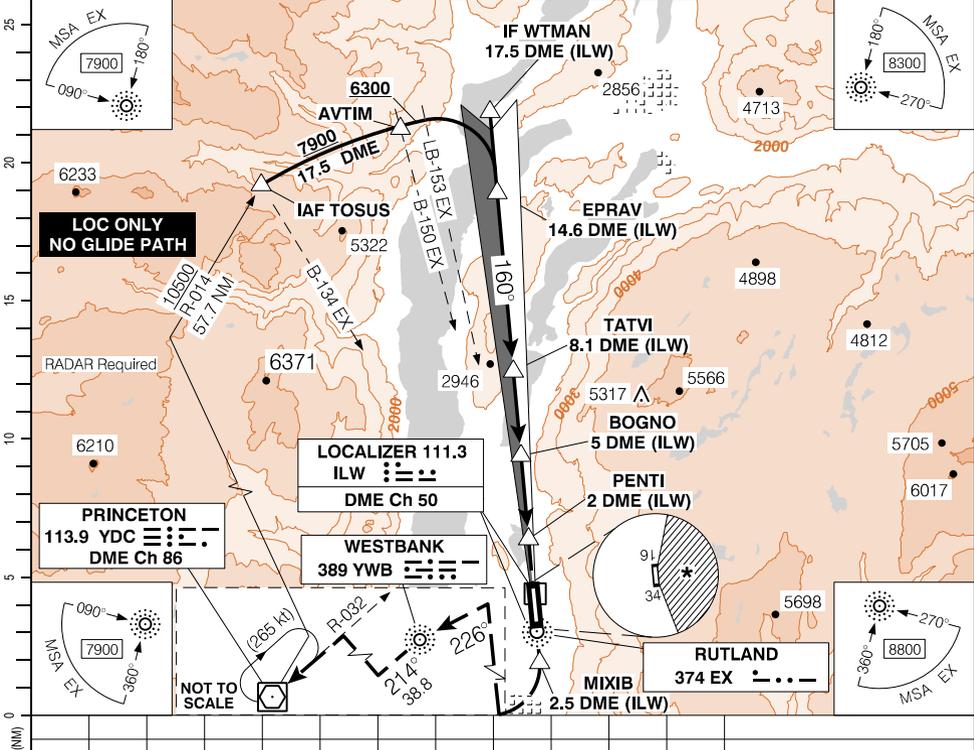
RNAV (GNSS) A
EFF 17 APR 25

CYLW

LOC Z RWY 16

495722N 1192240W VAR 15°E

● ATIS - 127.5 ● AWOS - 127.5	CTR Vancouver - 133.5	● TWR - 119.6 292.2 ● RADIO Penticton - 119.6	● GND - 121.7
SAFE ALT 100 NM 12,500	LOC ILW 111.3	APCH CRS 160°	MIN ALT TATVI 4500
			LDA 7839



RASS: When using CYYF add 110'.				CATEGORY	A	B	C	D
				LOC/DME	2800	(1391)	3	
				CIRCLING	* 2840	(1420)	3	
Knots	ft/min	Min:Sec						
70								
90								
110								
130								
150								

LOC Z RWY 16

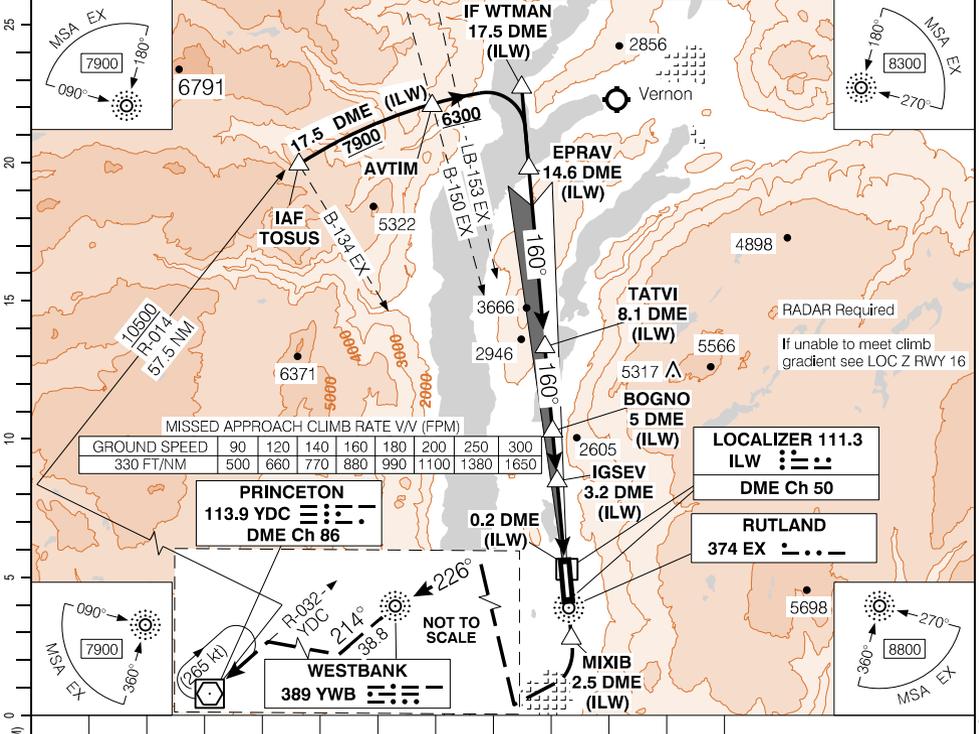
EFF 22 JAN 26

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LOC Y RWY 16

495722N 1192240W VAR 15°E

<ul style="list-style-type: none"> ● ATIS - 127.5 ● AWOS - 127.5 	CTR Vancouver - 133.5	<ul style="list-style-type: none"> ● TWR - 119.6 292.2 ● RADIO Penticton - 119.6 	<ul style="list-style-type: none"> ● GND - 121.7
SAFE ALT 100 NM 12,500	LOC ILW 111.3	APCH CRS 160°	MIN ALT TATVI 4500
			LDA 7839



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
330 FT/NM	500	660	770	880	990	1100	1380	1650

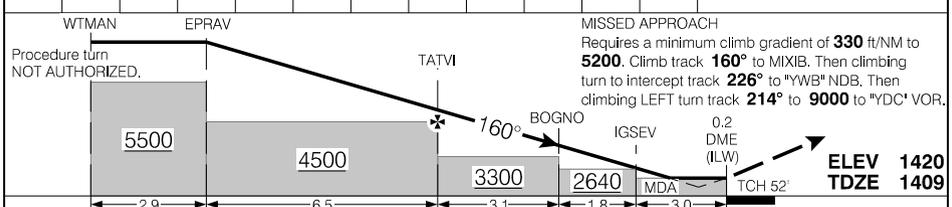
PRINCETON
113.9 YDC
DME Ch 86

LOCALIZER 111.3
ILW
DME Ch 50

RUTLAND
374 EX

WESTBANK
389 YWB

NOT TO SCALE



RASS: When using CYYF add 110'.		CATEGORY	A	B	C	D
		LOC/DME	2160 (751)		2¼	
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

LOC Y RWY 16

CYLW

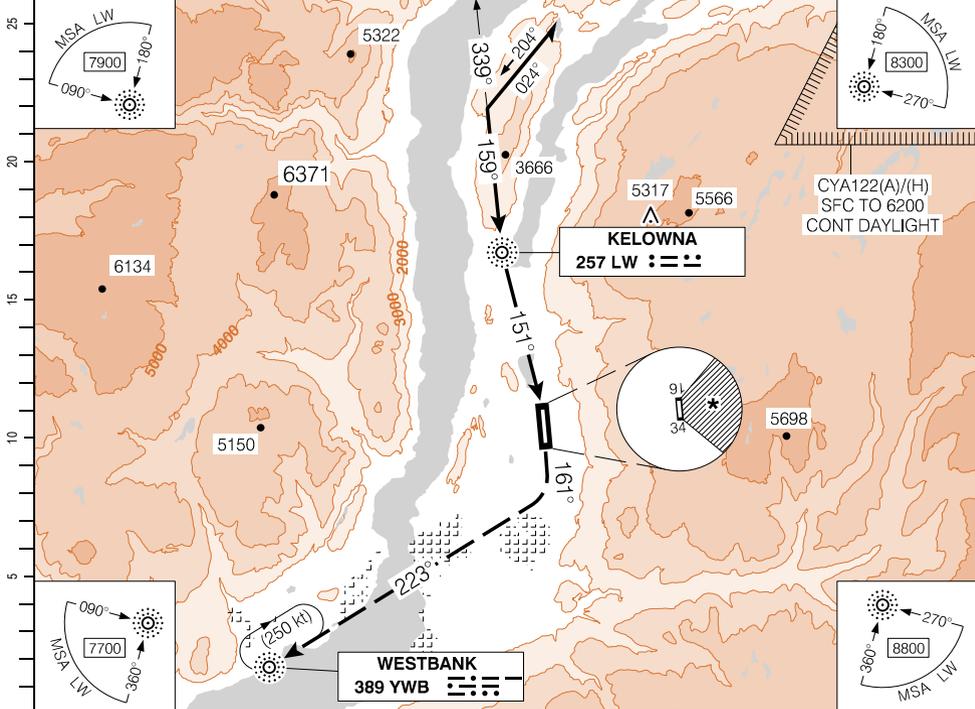
EFF 22 JAN 26

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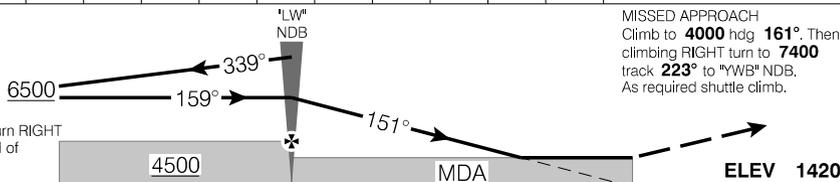
495722N 1192240W VAR 15°E

NDB B

<ul style="list-style-type: none"> ● ATIS - 127.5 ● AWOS - 127.5 	CTR Vancouver - 133.5	<ul style="list-style-type: none"> ● TWR - 119.6 292.2 ● RADIO Penticton - 119.6 	<ul style="list-style-type: none"> ● GND - 121.7 	LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM 12,500	NDB LW 257	APCH CRS 151°	MIN ALT LW 4500	



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RASS: When using CYYF add 110'. "LW" NDB to MAP 5.9 NM	CATEGORY	A	B	C	D
	CIRCLING	* 3660	(2240)	3	
Knots	ft/min	Min:Sec			
70		5:03			
90		3:56			
110		3:13			
130		2:43			
150		2:22			

NDB B

EFF 17 APR 25

CYLW

Departure Route Description

All rwsys: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 – ½: Requires a minimum climb gradient of **420 ft/NM** to **3300**. Climb track **160°** to ULEKA, then track **220°** to BOXAR, then track **283°** to GABER, then track **293°** to TABVO, then RIGHT turn direct to NOTIV, then track **025°** to ENDBY, then to assigned route.

Note: Trees to 1470 ASL aprx 0.1 NM past departure end of rwy, 500' LEFT and RIGHT of rwy centreline.

Rwy 34 – ½: Requires a minimum climb gradient of **450 ft/NM** to **3500**. Do not exceed 220 kt until PUSOM. Climb track **338°** to SAVUX, then climbing LEFT turn direct to KANED, then track **022°** to PUSOM, then track **351°** to NOTIV, then track **025°** to ENDBY, then to assigned route.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
420 FT/NM	630	840	980	1120	1260	1400	1750	2100
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

ENDBY TRANSITION: (ENDBY3.ENDBY)

Communication Failure

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

1. Select transponder code 7600;
2. Maintain last assigned altitude until assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

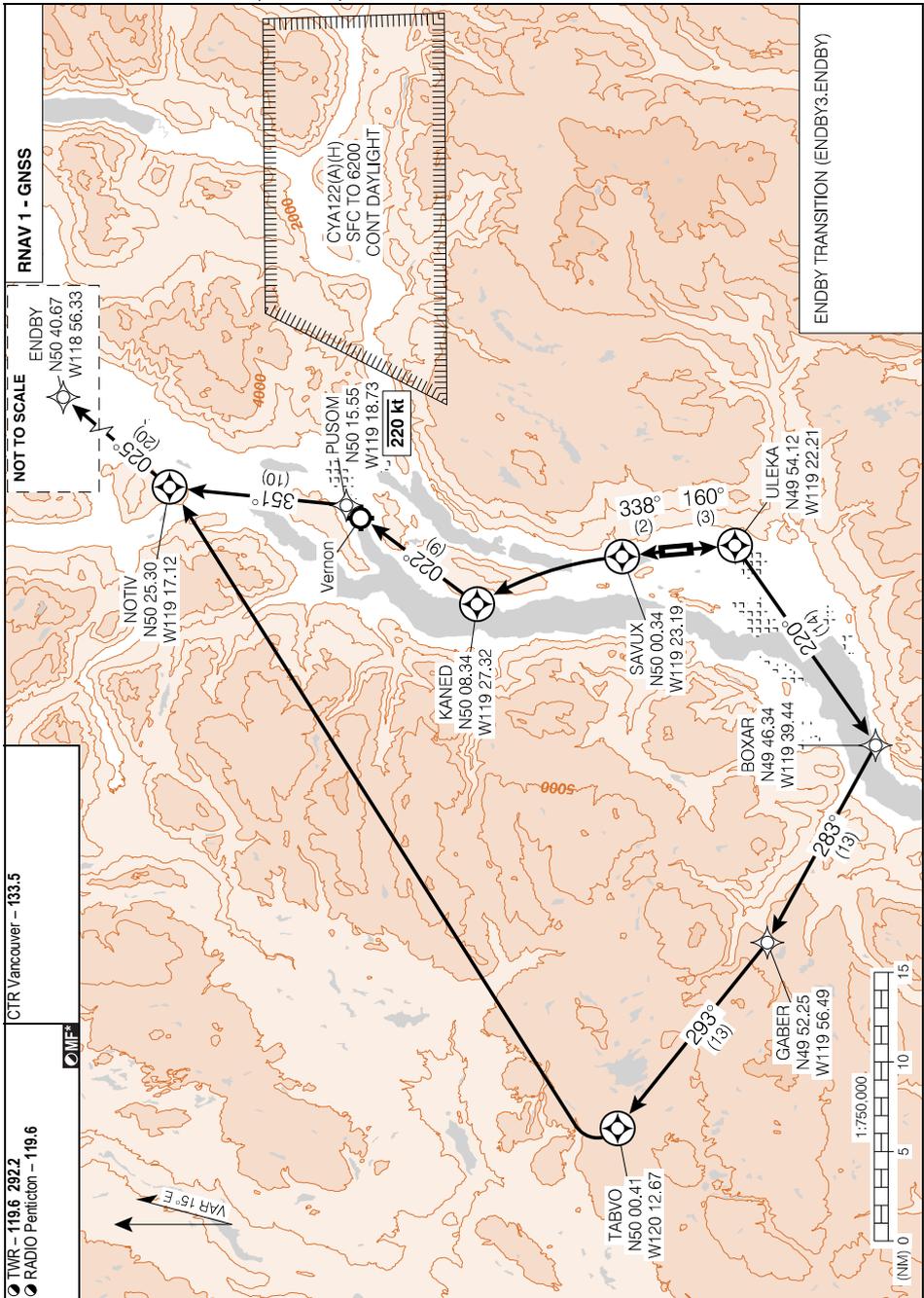
Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

SID (RNAV)

ENDBY THREE DEP (ENDBY3.)

KELOWNA, BC

CYLW



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ENDBY THREE DEP (ENDBY3.)

EFF 17 APR 25

CYLW

Departure Route Description

All rwsy: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 - ½: Requires a minimum climb gradient of **410 ft/NM** to **4000**. Climb hdg **160°**, intercept INBD track **232°** to "YWB" NDB. Then climb OBD track **246°** from "YWB" NDB for vectors to filed/assigned route.

Note: Trees to 1470 ASL aprx 0.1 NM past departure end of rwy, 500' LEFT and RIGHT of rwy centreline

Rwy 34 - ½: Requires a minimum climb gradient of **490 ft/NM** to **3500**. Climb INBD track **330°** to "LW" NDB. Then climb OBD track **330°** from "LW" NDB for vectors to filed/assigned route.

Aircraft unable to meet the required climb gradient should refer to Kelowna Departure Procedure.

DEPARTURE CLIMB RATE V/V (FPM)

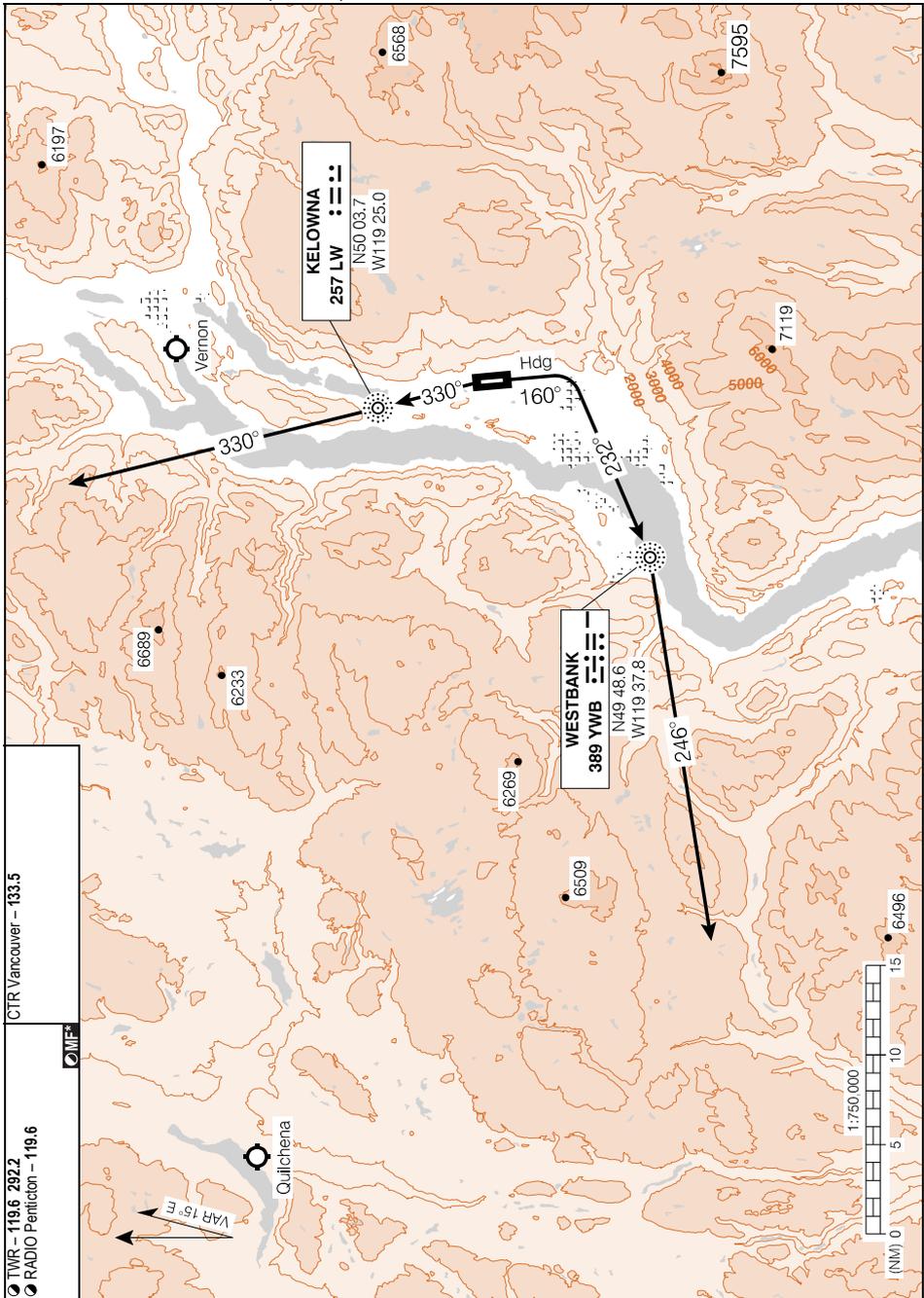
GROUND SPEED	90	120	140	160	180	200	250	300
410 FT/NM	620	820	960	1100	1230	1370	1710	2050
490 FT/NM	740	980	1150	1310	1470	1640	2050	2450

Communication Failure

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

1. Select transponder code 7600;
2. Maintain last assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

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



Departure Route Description

All rws: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 – ½: Requires a minimum climb gradient of **420 ft/NM** to **3300**. Climb track **160°** to ULEKA, then track **220°** to BOXAR, then track **283°** to GABER, then track **293°** to TABVO, then track **247°** to MERYT, then to assigned route.

Note: Trees to 1470 ASL aprx 0.1 NM past departure end of rwy, 500' LEFT and RIGHT of rwy centreline.

Rwy 34 – ½: Requires a minimum climb gradient of **450 ft/NM** to **3500**. Do not exceed 220 kt until PUSOM. Climb track **338°** to SAVUX, then climbing LEFT turn direct to KANED, then track **022°** to PUSOM, then track **351°** to NOTIV, then LEFT turn direct to MERYT, then to assigned route.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
420 FT/NM	630	840	980	1120	1260	1400	1750	2100
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

Communication Failure

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

1. Select transponder code 7600;
2. Maintain last assigned altitude until assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

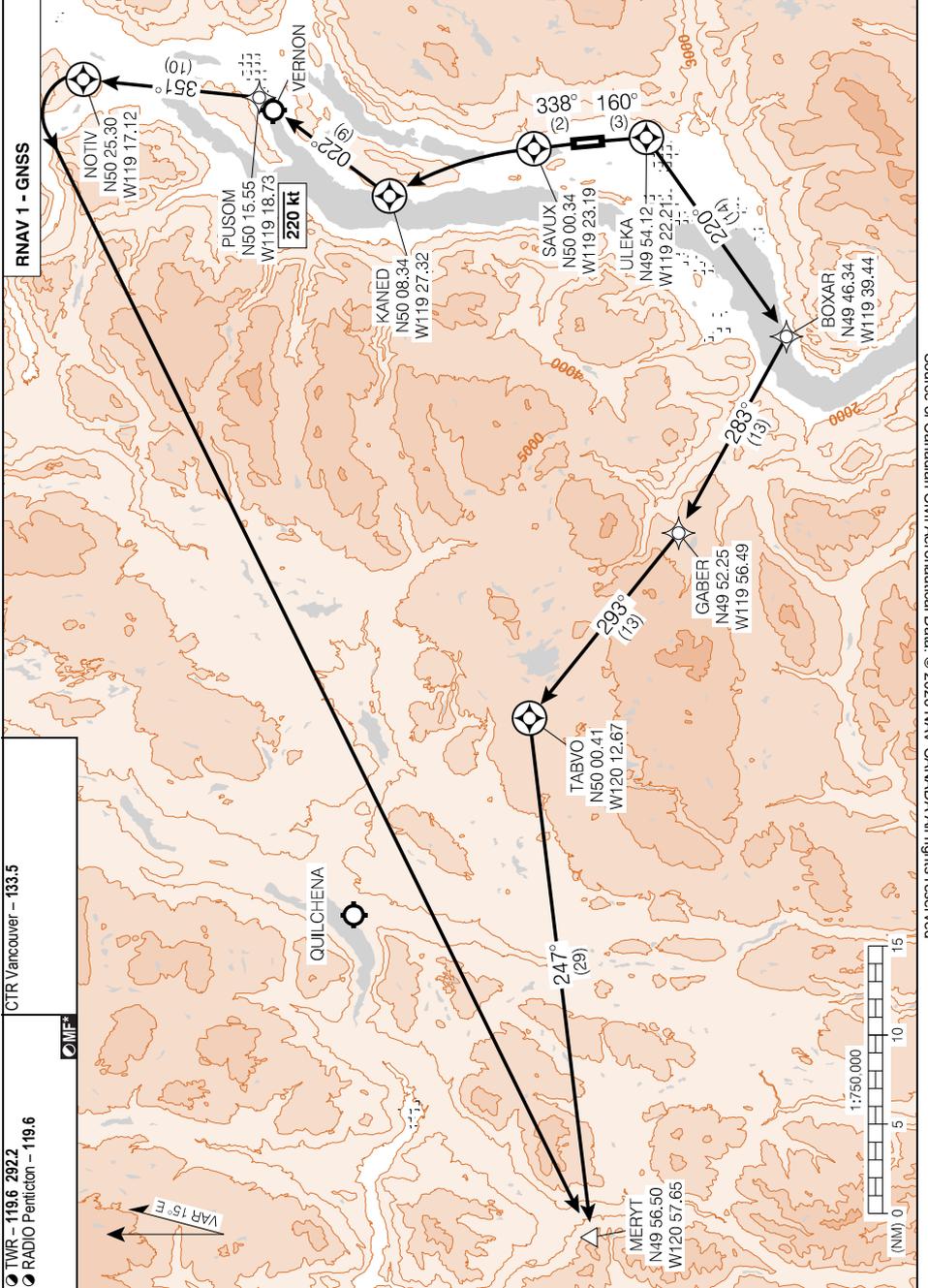
Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

SID (RNAV)

MERYT SIX DEP (MRYT6.)

KELOWNA, BC

CYLW



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MERYT SIX DEP (MRYT6.)

EFF 7 AUG 25

CYLW

Departure Route Description

All rwys: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 – ½: Requires a minimum climb gradient of **420 ft/NM** to **3300**. Climb track **160°** to ULEKA, then track **220°** to BOXAR, then track **283°** to GABER, then track **293°** to TABVO, then LEFT turn direct to “YDC” VOR, then to assigned route.

Note: Trees to 1470 ASL aprx 0.1 NM past departure end of rwy, 500' LEFT and RIGHT of rwy centreline.

Rwy 34 – ½: Requires a minimum climb gradient of **450 ft/NM** to **3500**. Do not exceed 220 kt until PUSOM. Climb track **338°** to SAVUX, then climbing LEFT turn direct to KANED, then track **022°** to PUSOM, then track **351°** to NOTIV, then track **267°** to ITROT, then LEFT turn direct to “YDC” VOR, then to assigned route.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
420 FT/NM	630	840	980	1120	1260	1400	1750	2100
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

Communication Failure

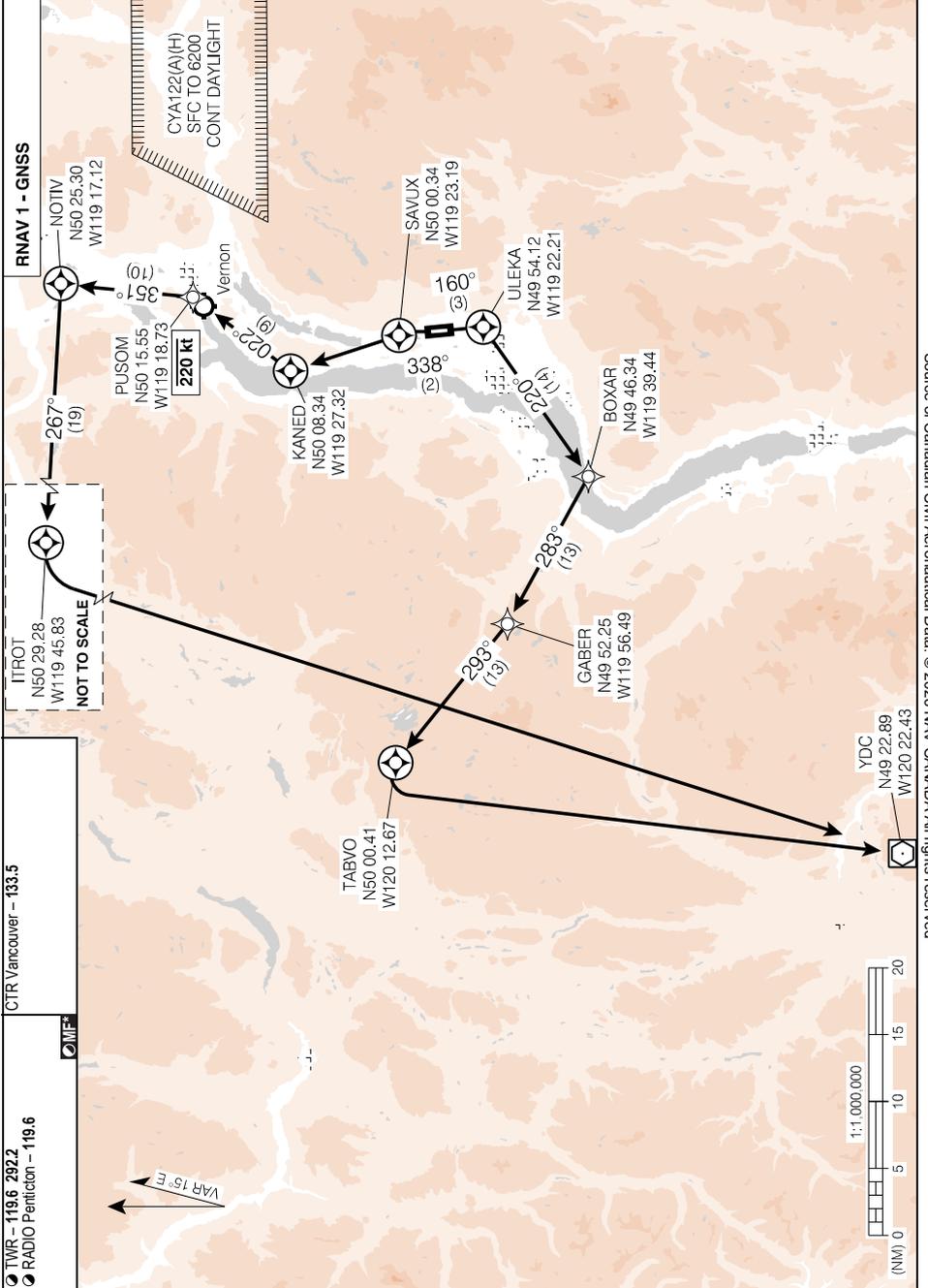
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Maintain last assigned altitude until assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

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

SID (RNAV)
PRINCETON SIX DEP (YDC6.)

KELOWNA, BC
CYLW



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PRINCETON SIX DEP (YDC6.)

CYLW

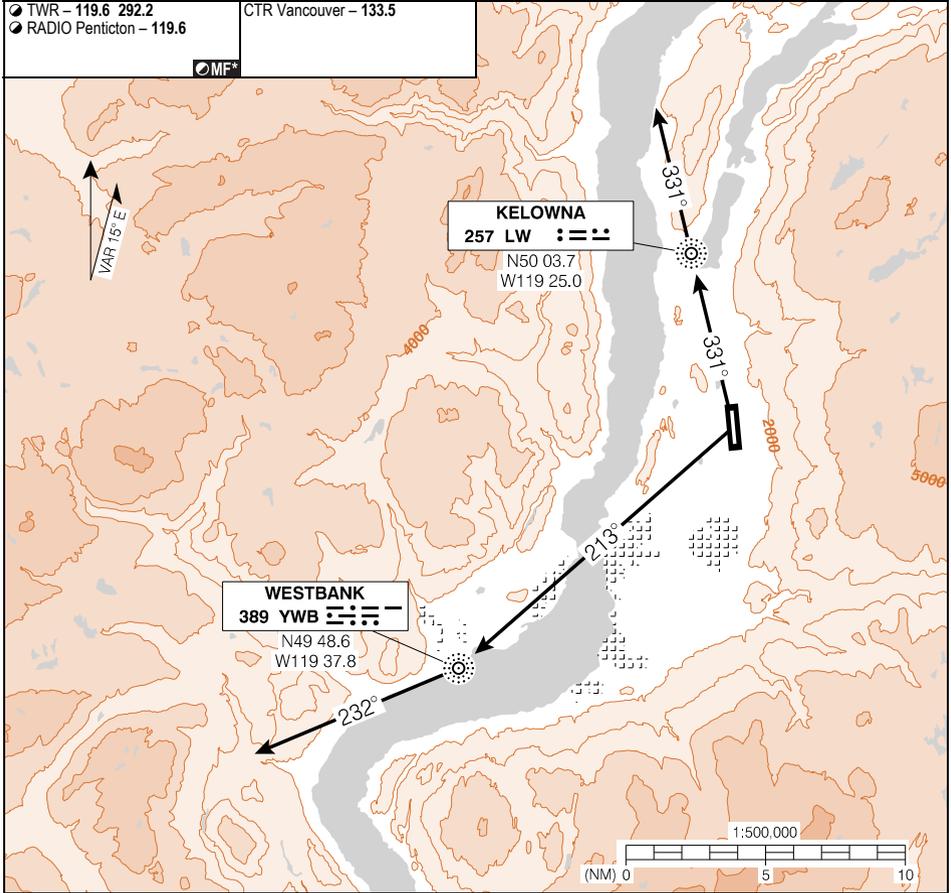
EFF 7 AUG 25

DEPARTURE PROCEDURE

● TWR – 119.6 292.2
● RADIO Penticton – 119.6

CTR Vancouver – 133.5

MF*



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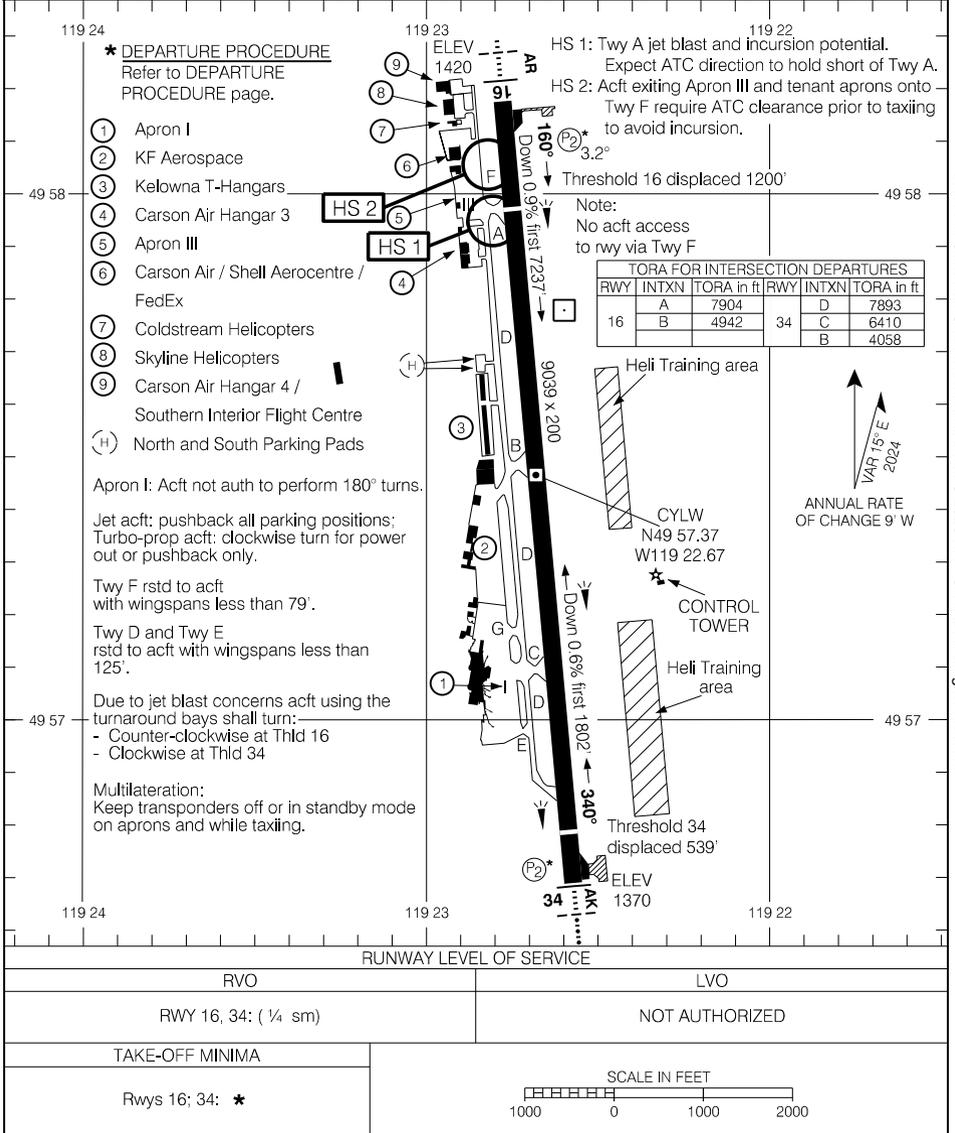
Departure Route Description

Westbank Route: SPEC VIS – Climb in visual conditions to cross the aprt at or above **5400**. Continue climb INBD track **213°** to “YWB” NDB. Then climb OBD track **232°** to **9000** BPOC.

Winfield Route: SPEC VIS – Climb in visual conditions to cross the aprt at or above **5400**. Continue climb INBD track **331°** to “LW” NDB. Then climb OBD track **331°** to **9000** BPOC.

AERODROME CHART

ATIS - 127.5 AWOS - 127.5		GND - 121.7		TWR - 119.6 292.2 RADIO Penticton - 119.6		CTR Vancouver - 133.5	
DECL DIST		16	34				
TORA	9039	8900					
TODA	9320	9390					
ASDA	9039	8900					
LDA	7839	8361					



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AERODROME CHART

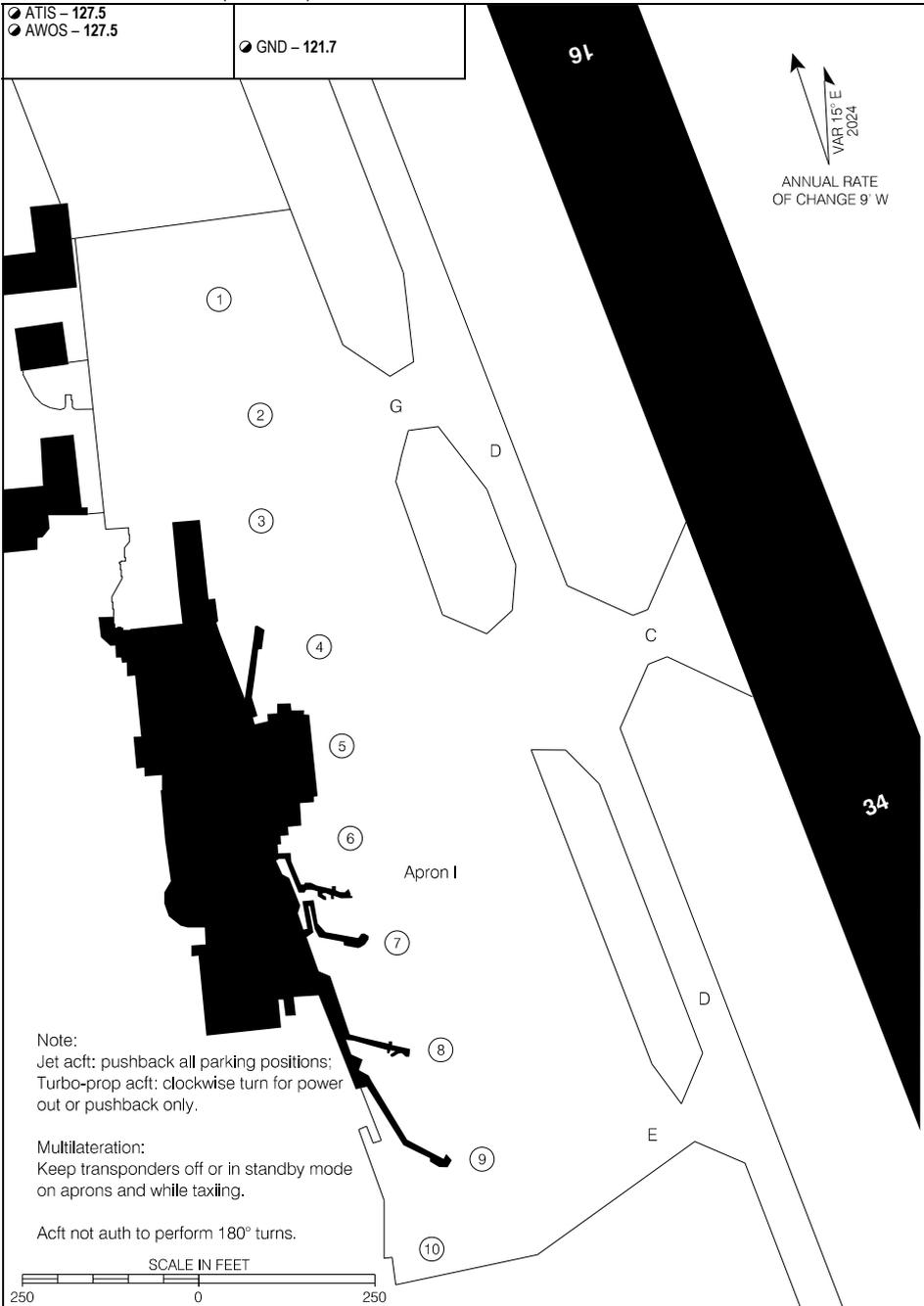
CYLW

EFF 17 APR 25

PARKING AREAS (APRON I)

● ATIS - 127.5
● AWOS - 127.5

● GND - 121.7



VAR 15° E
2024
ANNUAL RATE
OF CHANGE 9' W

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Note:

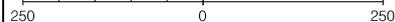
Jet acft: pushback all parking positions;
Turbo-prop acft: clockwise turn for power out or pushback only.

Multilateration:

Keep transponders off or in standby mode on aprons and while taxiing.

Acft not auth to perform 180° turns.

SCALE IN FEET



PARKING AREAS (APRON I)

EFF 11 JUL 24

CYLW

PARKING AREAS (APRON III)

● ATIS - 127.5
● AWOS - 127.5

● GND - 121.7

Note:

Apron III: Parking for commercial operators and aircraft over 12,500 lb 3 hr PPR. Contact OPR 250-807-4350. Ground handling/marshalling mandatory. Towing/push back may be required. Pilots cautioned to minimize thrust as potential jetblast damage to adjacent acct and property.

Multilateration:

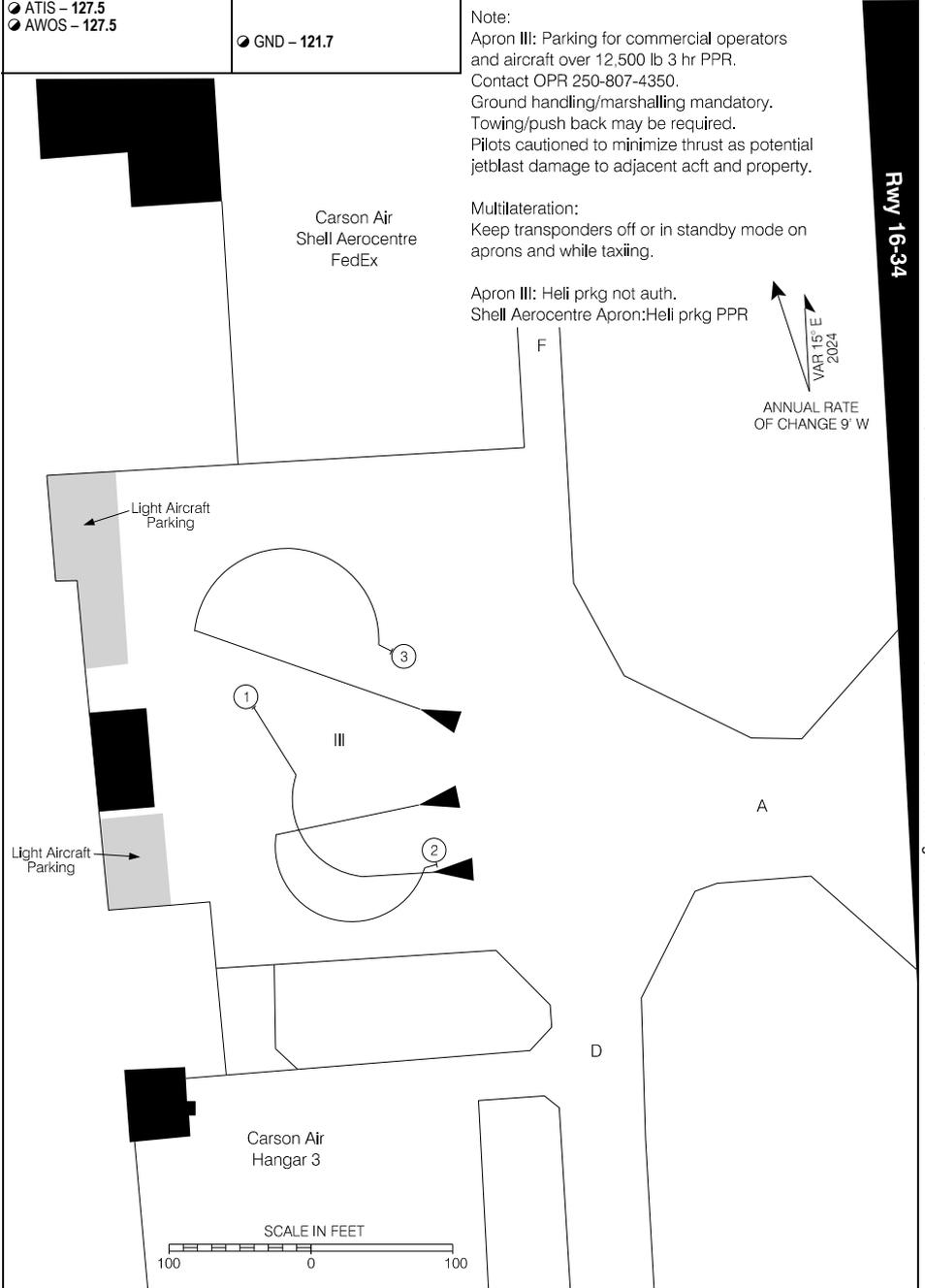
Keep transponders off or in standby mode on aprons and while taxiing.

Apron III: Heli prkg not auth.
Shell Aerocentre Apron:Heli prkg PPR



Rwy 16-34

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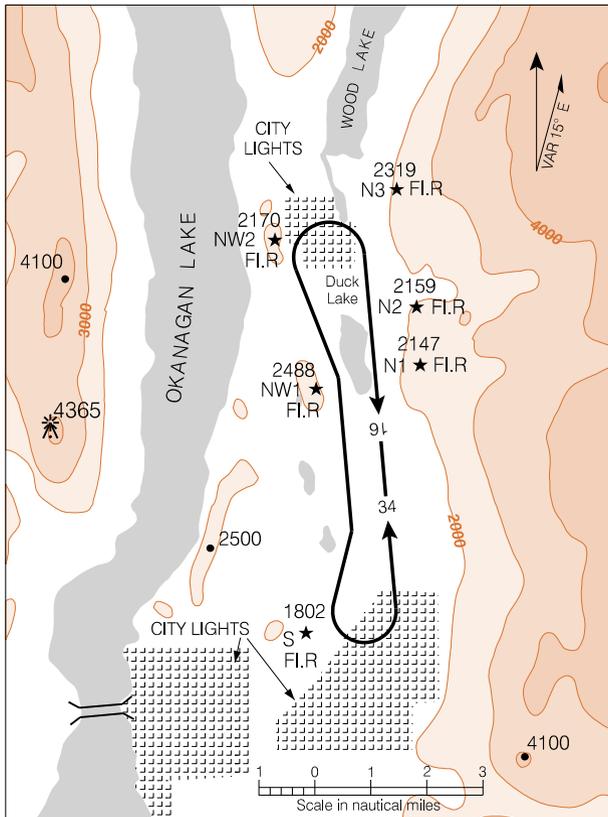
PARKING AREAS (APRON III)

CYLW

EFF 21 MAR 24

NIGHT CIRCUIT PROCEDURES

NIGHT CIRCUIT ALTITUDE - 3000'ASL



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- NOTES:
1. Under Visual Flight Rules it is recommended that only pilots familiar with the local area use this airport during hours of darkness.
 2. Night operations not recommended for VFR Operations unless all 6 hazard beacons are operating.
 3. All turns to be completed within the perimeter of the hazard beacons.

NIGHT CIRCUIT PROCEDURES

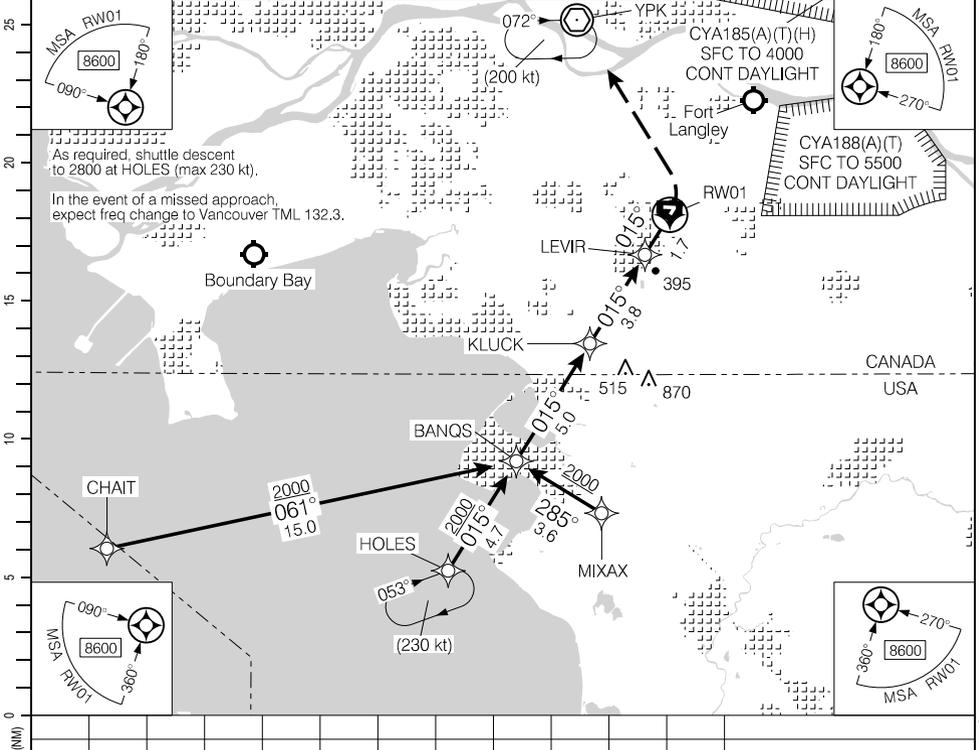
CYLW

EFF 21 MAR 24

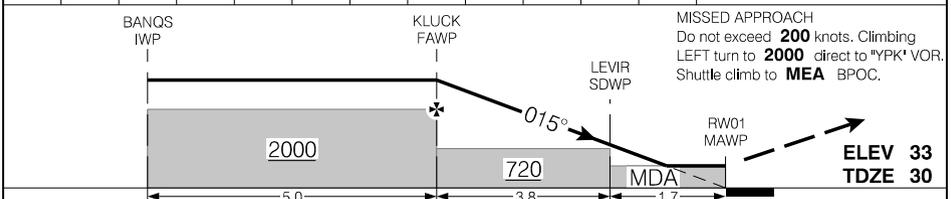
RNAV (GNSS) RWY 01

490611N 1223736W VAR 17°E

ATIS - 124.5 SAFE ALT 100 NM 12,800	TML Victoria - 132.7 TML Vancouver - 132.3 RNAV	TWR - 119.0 TFC - 119.0 MF	GND - 121.9	ARCAL 119.0(J)* P1 4.5°
APCH CRS 015°	MIN ALT KLUCK 2000	LDA 1996		



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RASS: When using CYYX add 50'. Circling minima apply.		CATEGORY	A	B	C	D	
		LNAV	640	(610)	2	NOT AUTHORIZED	
Knots	ft/min	Min:Sec	CIRCLING	640 (606) 2	700 (666) 2	800 (766) 2¼	NOT AUTHORIZED
70							
90							
110							
130							
150							

RNAV (GNSS) RWY 01

EFF 2 OCT 25

Departure Route Description

All rwys: Maintain **2000**.

Rwy 01 - ½: Requires a minimum climb gradient of **300** ft/NM to **300**. Climb on heading **015°** to **700**, then climbing LEFT turn direct OMINO.

Note: Road to 50 ASL 100' past departure end of runway. Trees to 83 ASL 100' past departure end of runway. Trees to 155 ASL 700' past departure end of runway. Trees to 180 ASL 1900' past departure end of runway.

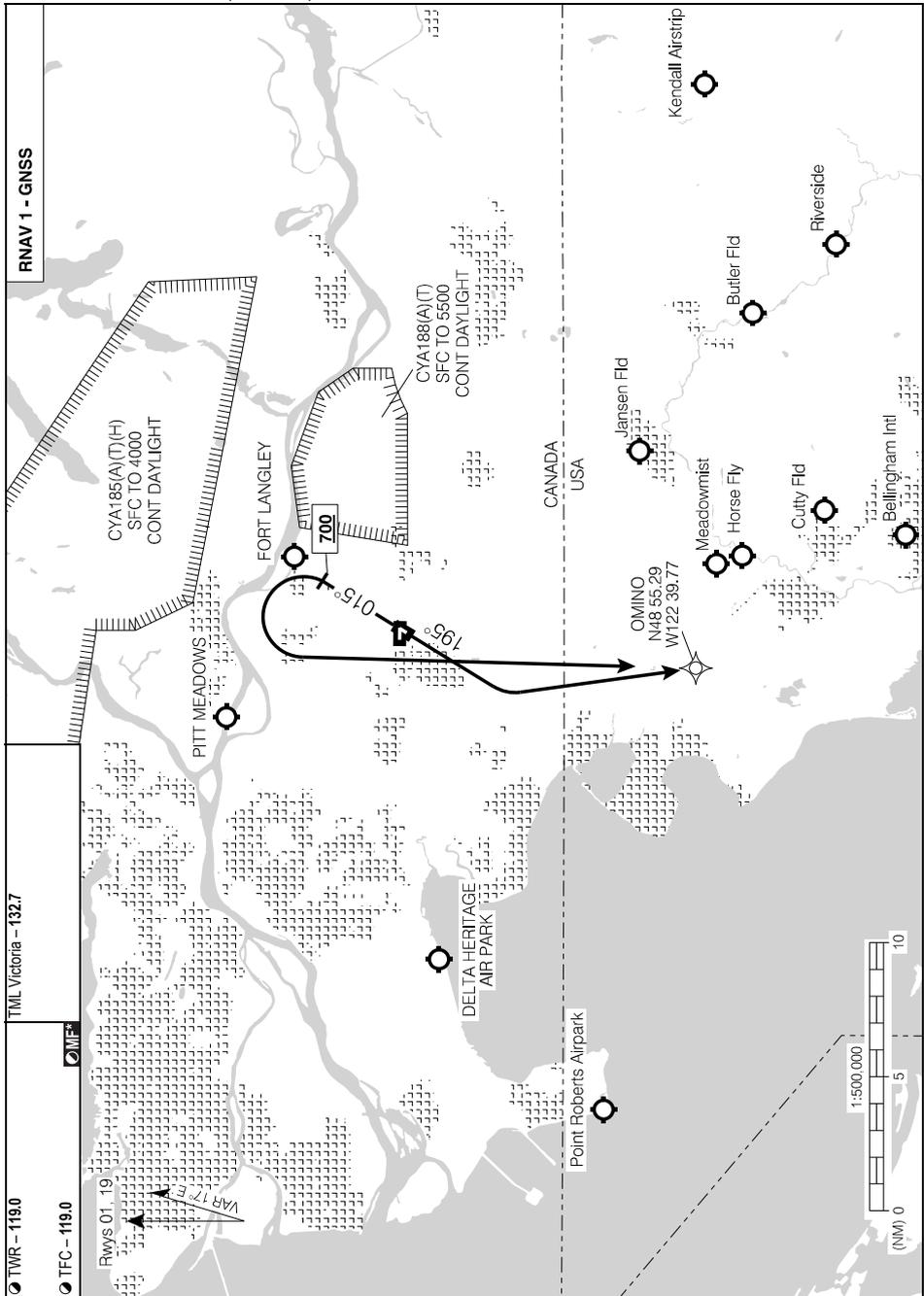
Rwy 19 - ½: Requires a minimum climb gradient of **490** ft/NM to **400**. Climbing LEFT turn direct OMINO.

Note: Trees to 56 ASL 100' past departure end of runway. Trees to 145 ASL 400' past departure end of runway. Trees to 181 ASL 1600' past departure end of runway.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
300 FT/NM	450	600	700	800	900	1000	1250	1500
490 FT/NM	740	980	1150	1310	1470	1640	2050	2450

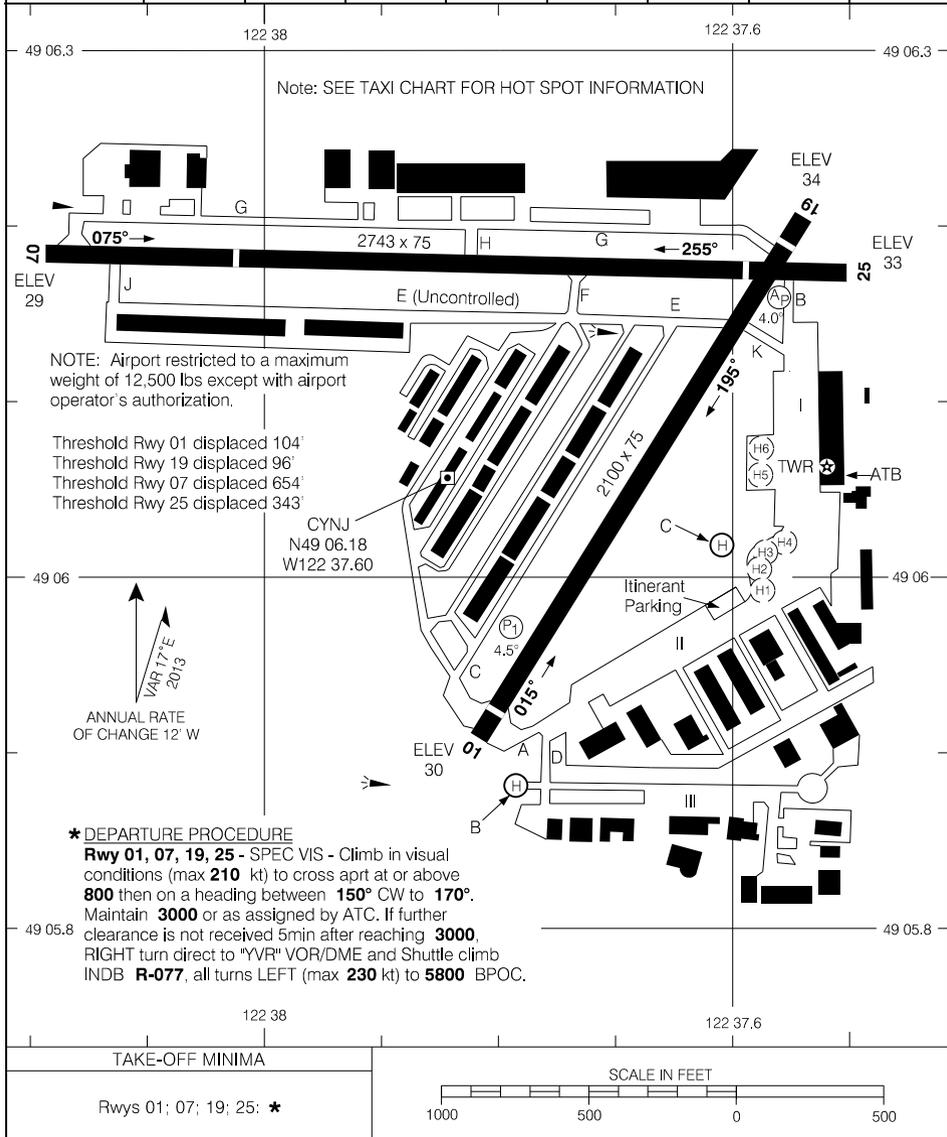
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AERODROME CHART

● ATIS - 124.5		● GND - 121.9		● TWR - 119.0		TML Victoria - 132.7	
				● TFC - 119.0		● MF*	
DECL	DISTS	01	19	07	25		
TORA		2100	2100	2743	2743		
TODA		2200	2200	2743	2743		
ASDA		2100	2100	2743	2743		
LDA		1996	2004	2089	2400		



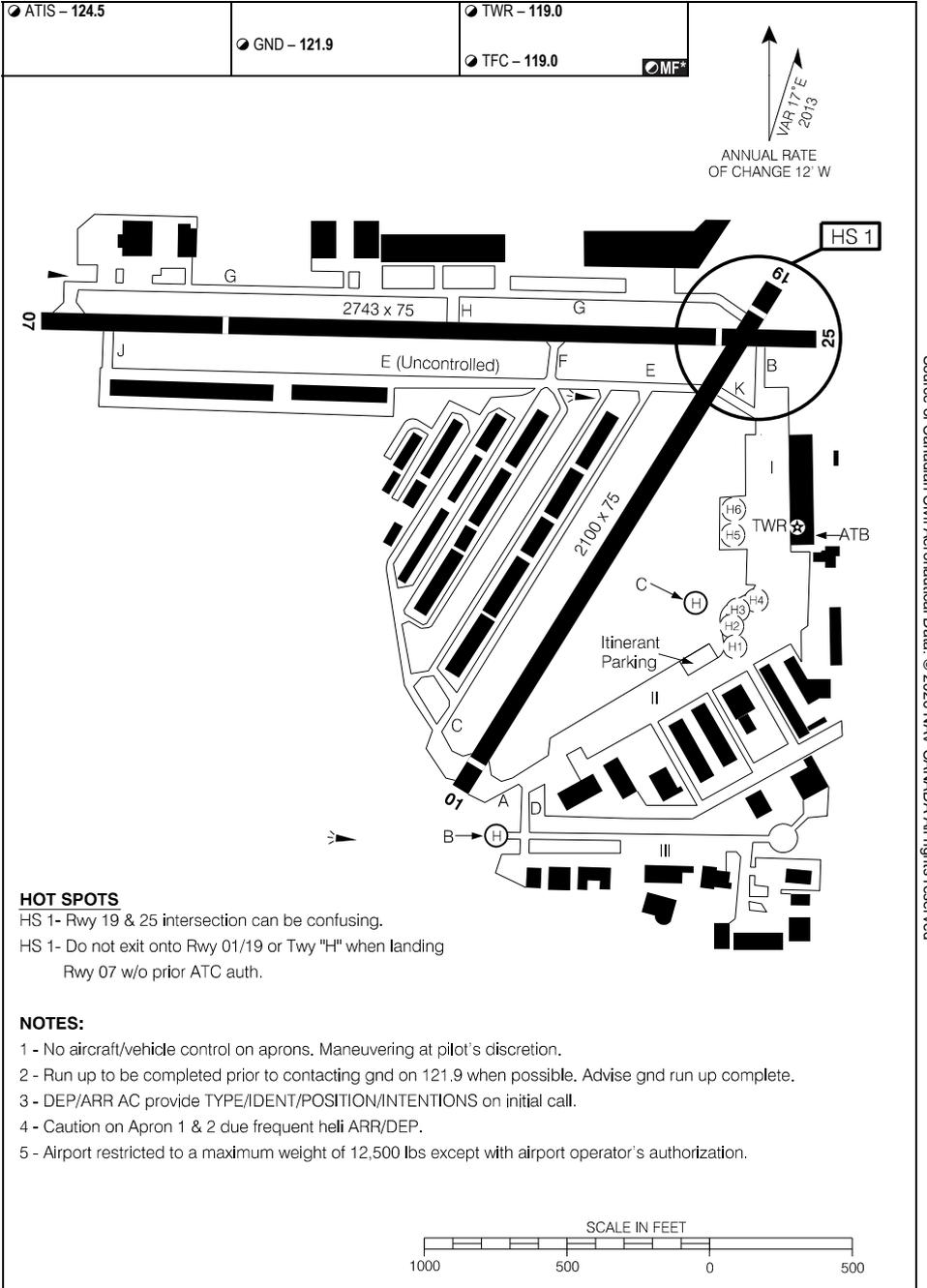
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AERODROME CHART

EFF 27 NOV 25

CYNJ

TAXI CHART



HOT SPOTS

- HS 1- Runway 19 & 25 intersection can be confusing.
- HS 1- Do not exit onto Runway 01/19 or Taxiway "H" when landing Runway 07 w/o prior ATC auth.

NOTES:

- 1 - No aircraft/vehicle control on aprons. Maneuvering at pilot's discretion.
- 2 - Run up to be completed prior to contacting ground on 121.9 when possible. Advise ground run up complete.
- 3 - DEP/ARR AC provide TYPE/IDENT/POSITION/INTENTIONS on initial call.
- 4 - Caution on Apron 1 & 2 due to frequent heli ARR/DEP.
- 5 - Airport restricted to a maximum weight of 12,500 lbs except with airport operator's authorization.

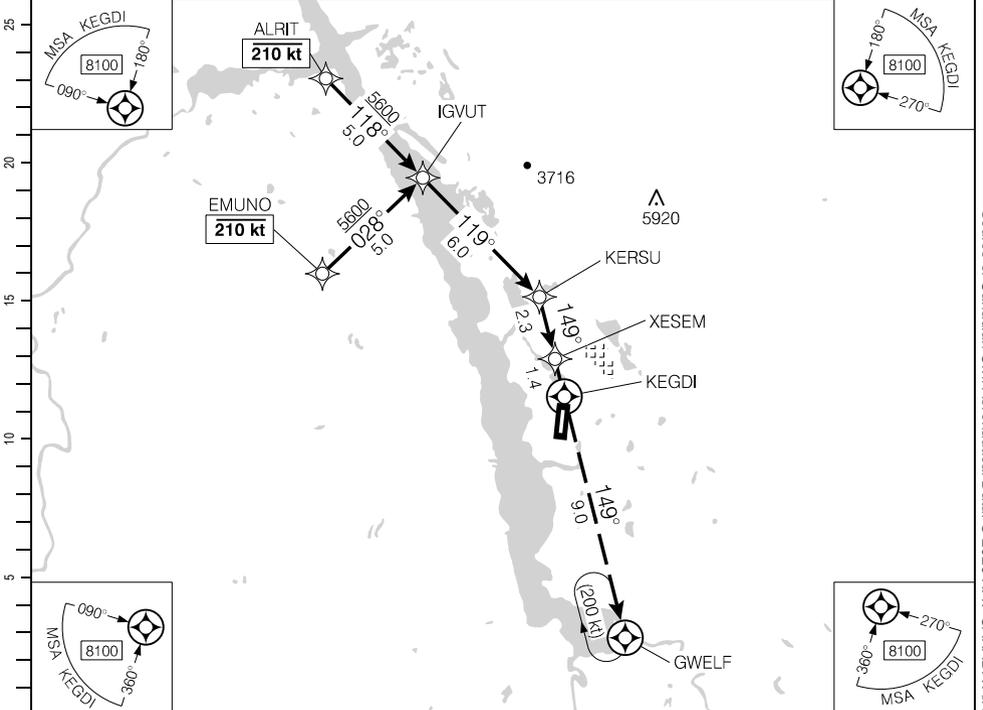


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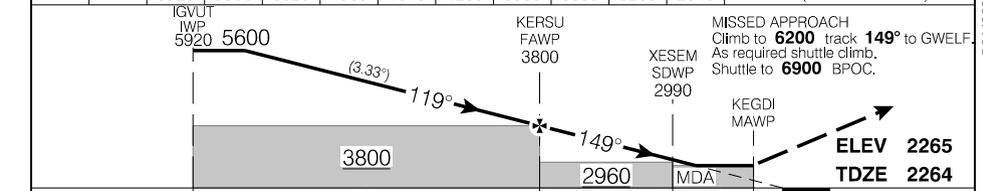
RNAV (GNSS) RWY 17

551758N 1230800W VAR 17°E

AWOS – 127.7		RADIO Pacific – 123.47		TFC – 123.5		ARCAL 123.5(K)	
SAFE ALT 100 NM 10,800		RNAV	APCH CRS 149°	MIN ALT KERSU 3800	MF	LDA 5033	



(NM)	9.7	8.8	8	7	6	5	4	3	2	1.0	DIST FROM KEGDI
	5920	5600	5320	4960	4610	4260	3900	3550	3200	2840	ALT (3.33" APCH PATH)



RASS: ● When using CYCQ add 770'.	CATEGORY	A	B	C	D
	RNAV	2840	(576)	1%	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	410	
90	530	
110	650	
130	770	
150	880	

RNAV (GNSS) RWY 17

CYZY

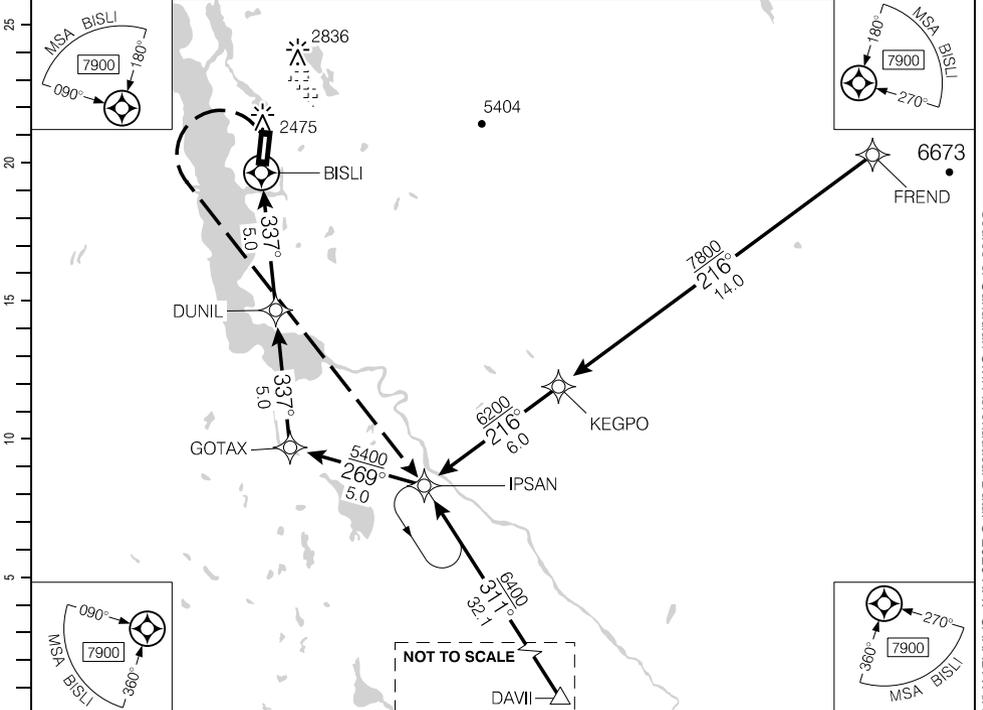
EFF 21 MAR 24

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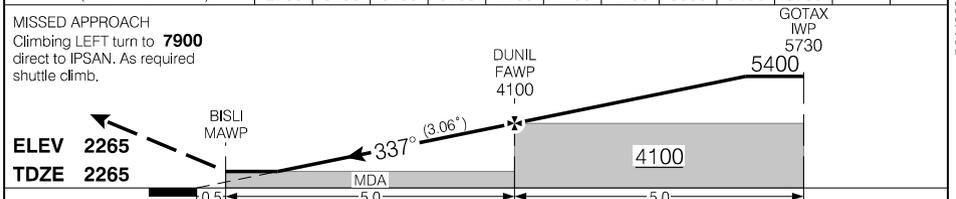
RNAV (GNSS) RWY 35

551758N 1230800W VAR 17°E

AWOS – 127.7	RADIO Pacific – 123.47	TFC – 123.5		ARCAL 123.5(K)
SAFE ALT 100 NM 10,800	RNAV	APCH CRS 337°	MIN ALT DUNIL 4100	LDA 5033



DIST FROM BISLI	0.9	2	3	4	5	6	7	8	9.0	10		
ALT (3.06° APCH PATH)	2780	3130	3450	3780	4100	4430	4750	5080	5400	5730		



RASS: ● When using CYCQ add 770'.		CATEGORY	A	B	C	D
		RNAV	2780	(515)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70	370					
90	480					
110	580					
130	690					
150	800					

RNAV (GNSS) RWY 35

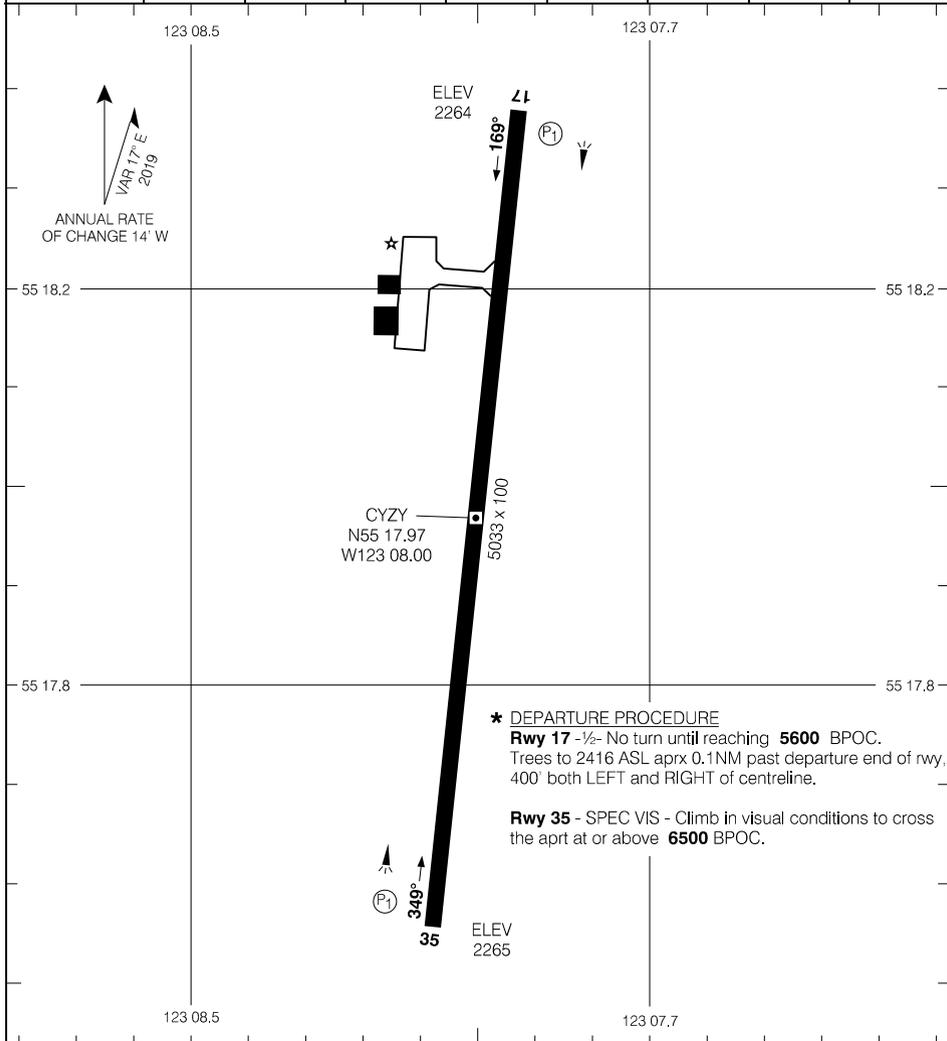
CYZY

EFF 21 MAR 24

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AERODROME CHART

AWOS - 127.7				TFC - 123.5		RADIO Pacific - 123.47	
DECL	DISTS	17	35				
TORA		5033	5033				
TODA		6017	5033				
ASDA		5233	5233				
LDA		5033	5033				



*** DEPARTURE PROCEDURE**

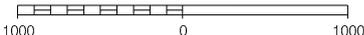
Rwy 17 - 1/2- No turn until reaching **5600** BPOC. Trees to 2416 ASL aprx 0.1NM past departure end of rwy, 400' both LEFT and RIGHT of centreline.

Rwy 35 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **6500** BPOC.

TAKE-OFF MINIMA

Rwys 17, 35: *

SCALE IN FEET



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AERODROME CHART

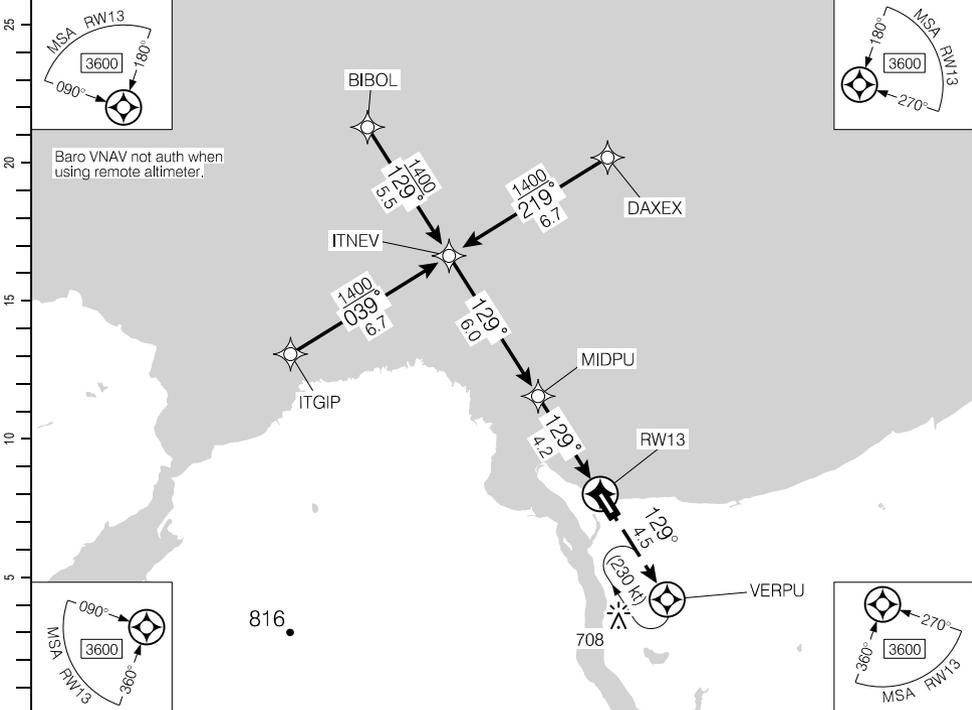
EFF 30 JAN 20

CYZY

RNAV (GNSS) RWY 13

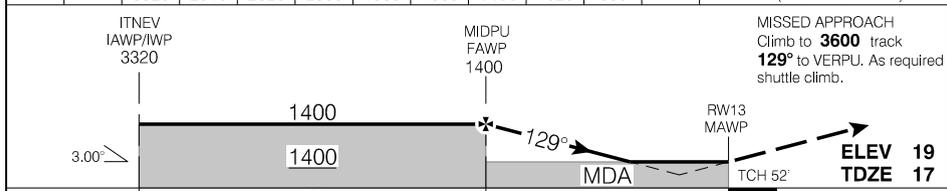
540138N 1320730W VAR 19°E

CTR Vancouver – 133.67		UNICOM – 122.7			ARCAL 122.7(K)*
SAFE ALT 100 NM 9100	WAAS Ch 81167 W13A	APCH CRS 129°	MIN ALT MIDPU 1400	LDA 4924	



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		10.2	9	8	7	6	5	4.2	3	1.7		DIST FROM RWY13
		3320	2940	2620	2300	1980	1660	1400	1020	600		ALT (3.00° APCH PATH)



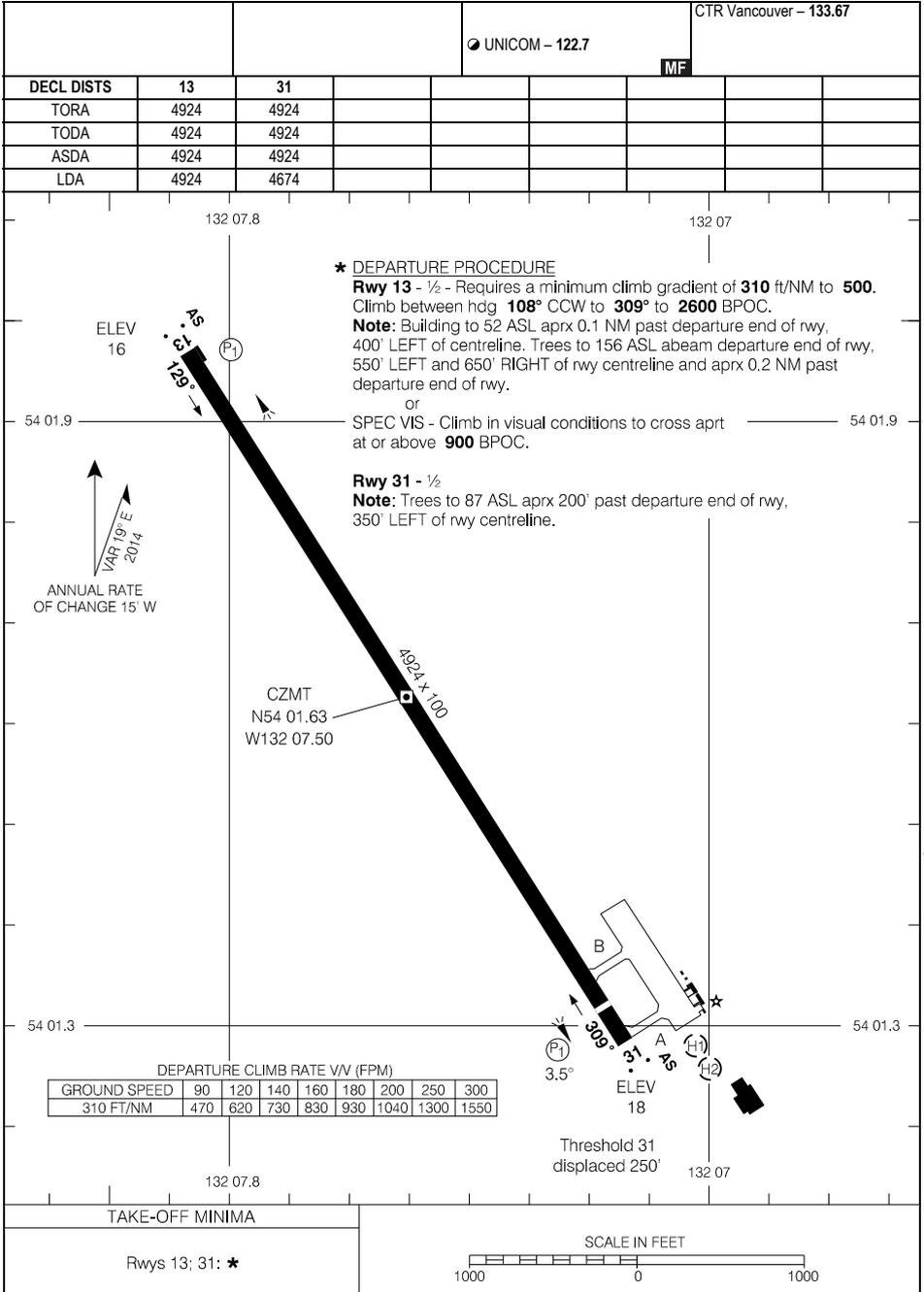
RASS: When using CYZP add 120'.			CATEGORY	A	B	C	D
			LPV	516	(500)		1¼
			LNAV/VNAV (min. -18°C, max. 54°C)	516	(500)		1¼
			LNAV	600	(584)		1¼
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 13

CZMT

EFF 12 JUN 25

AERODROME CHART



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AERODROME CHART

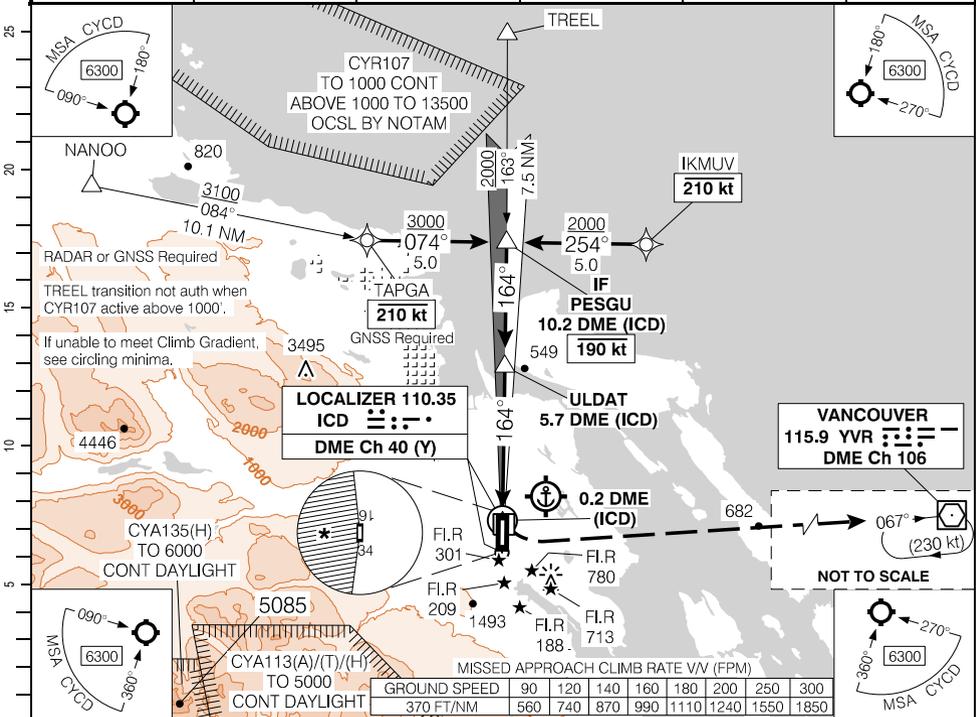
EFF 12 JUN 25

CZMT

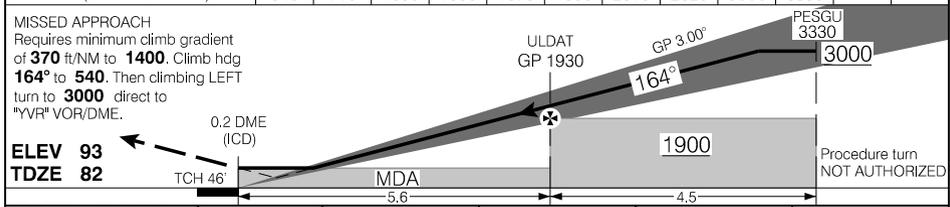
ILS RWY 16

490316N 1235212W VAR 17°E

● ATIS – 128.42 ● LWIS – 128.42	TML Victoria – 121.07 252.3	● RADIO – 122.1 291.8 ● TFC – 122.1	● GND – 122.6	ARCAL 122.1 (K)*
SAFE ALT 100 NM 12,800	LOC ICD 110.35	APCH CRS 164°	GP ULDAT 1930	LDA 6405



(NM)		1.5	2	3	4	5	6	7	8	9.2	10.2		
	DIST FROM DME (ICD)												
	ALT (3.00° APCH PATH)	540	710	1030	1350	1670	1990	2310	2620	3000	3330		



RASS: When using CVYR add 80'.		CATEGORY	A	B	C	D
		ILS/DME	332		(250)	1
		LOC/DME	540		(458)	1
		● CIRCLING	* 780 (687) 1½	* 1120 (1027) 2	* 1220 (1127) 3	* 1320 (1227) 3
Knots	ft/min	Min:Sec				
70	380					
90	480					
110	590					
130	690					
150	800					

ILS RWY 16

CYCD

EFF 22 JAN 26

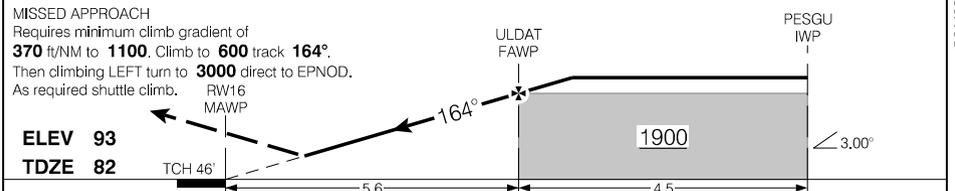
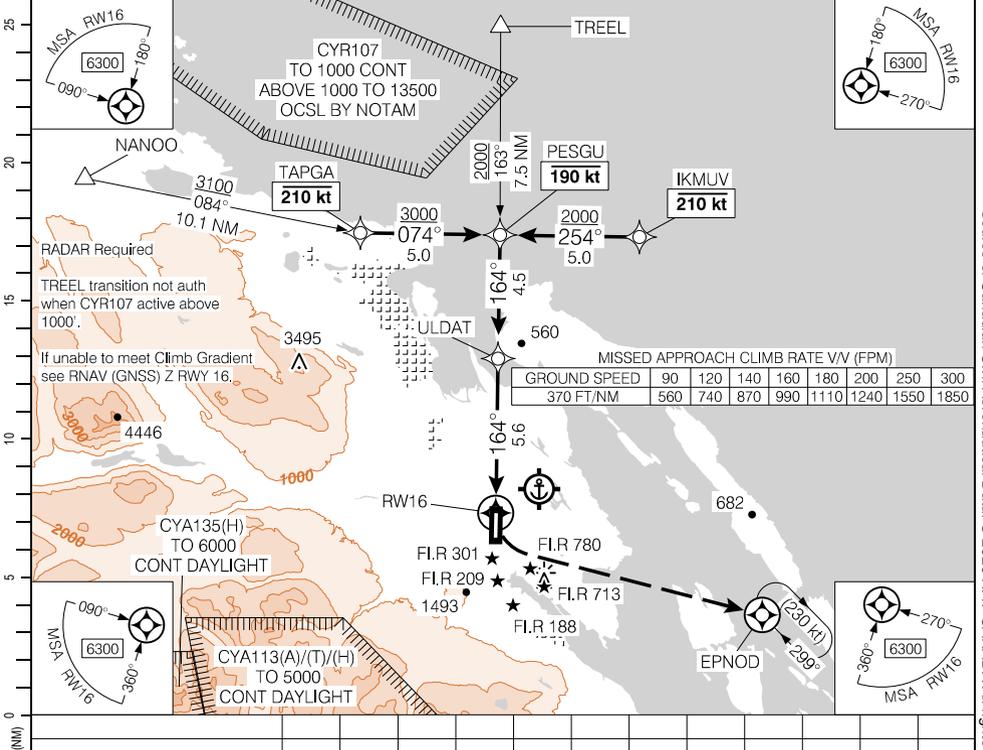
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RNAV (GNSS) X RWY 16

490316N 1235212W VAR 17°E

● ATIS – 128.42	TML Victoria – 121.07 252.3	● RADIO – 122.1 291.8	● GND – 122.6	ARCAL 122.1 (K)*
● LWIS – 128.42		● TFC – 122.1	MF*	(P2) AW

SAFE ALT 100 NM 12,800	WAAS Ch 80047 W16A	APCH CRS 164°	MIN ALT ULDAT 1900	LDA 6405
----------------------------------	--------------------------	----------------------------	---------------------------------	--------------------



RASS: When using CVYR add 80'.		CATEGORY	A	B	C	D
		LPV	328		(252)	1
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) X RWY 16

CYCD

EFF 22 JAN 26

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Departure Route Description

Maintain **2000** or as assigned.

Rwy 16: SPEC VIS – Climb visual over aprt to **2000**. Then intercept INBD "YVR" **R-253** to FAXTO.

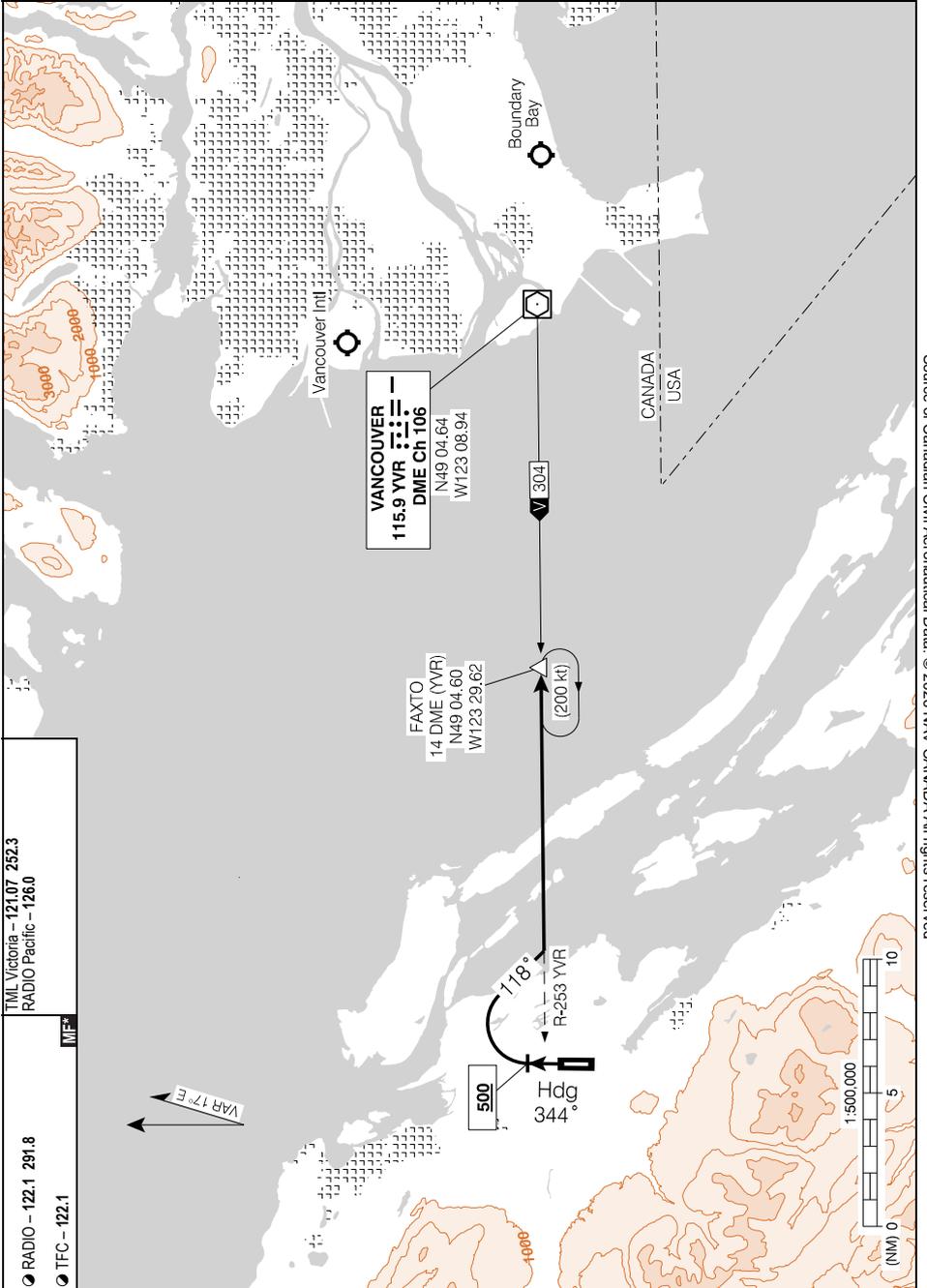
Rwy 34 – ½: Requires a minimum climb gradient of **300** ft/NM to **300**. Climb hdg **344°** to **500**. Then climbing RIGHT turn hdg **118°** to intercept INBD "YVR" **R-253** to FAXTO.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
300 FT/NM	450	600	700	800	900	1000	1250	1500

Communication Failure

1. Select transponder code 7600;
2. Proceed to the published hold at the latest assigned altitude; then
3. 10 minutes after entering the hold, shuttle climb to **5000** or flight planned altitude whichever is lower BPOC.



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Departure Route Description

Rwy 16 – ½: Requires a minimum climb gradient of **500 ft/NM to 2100**. Climb to and maintain **3000**.

Note: Aircraft unable to meet the required climb gradient should refer to Nanaimo Departure Procedure.

Trees to 250 ASL within 0.5NM of departure end of rwy, RIGHT or rwy centre line. Hazard Beacon to 245 ASL approx. 0.4NM past departure end of rwy, 660' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

KATUB TRANSITION: Do not exceed 210kt prior to DASOG. Climb track **164°** to **(LADY2.KATUB)** UKROT, then track **114°** to GABOD, then track **064°** to SILGI, then track **334°** to DASOG, then track **310°** to KATUB.

ILATI TRANSITION: Do not exceed 210kt prior to ILATI. Climb track **164°** to **(LADY2.ILATI)** UKROT, then track **114°** to GABOD, then track **064°** to SILGI, then track **092°** to ILATI.

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

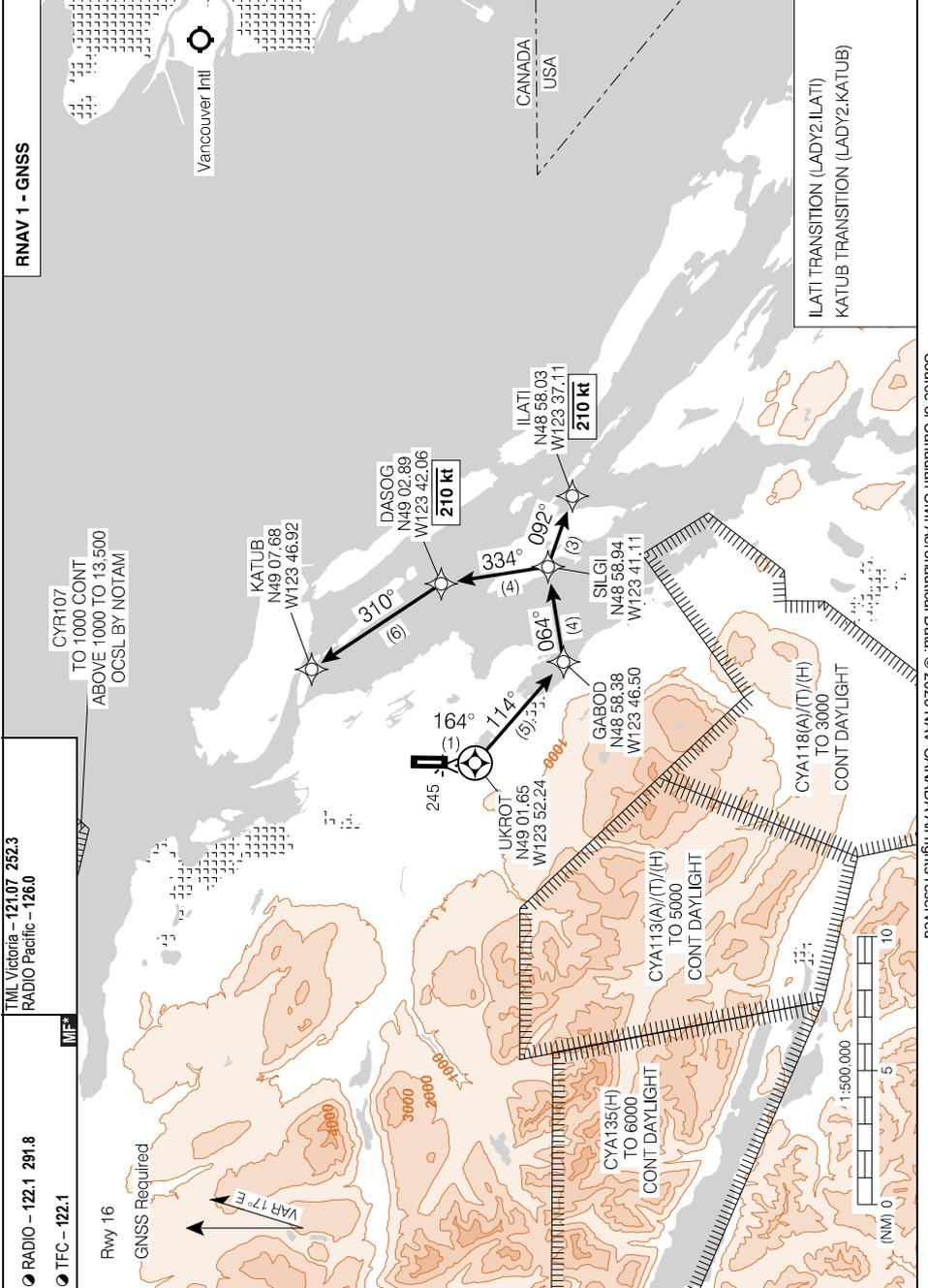
1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 5 mins after take-off, then; climb to flight planned altitude.

Note: If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (RNAV)

LADYSMITH TWO DEP (LADY2.)

NANAIMO, BC
CYCD



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LADYSMITH TWO DEP (LADY2.)

CYCD

Departure Route Description

Rwy 16: SPEC VIS – Climb in visual conditions to cross the aprt at or above **2000**. Continue climb INBD track **342°** to "YCD" NDB. Then shuttle climb INBD track **191°** to MEA BPOC.

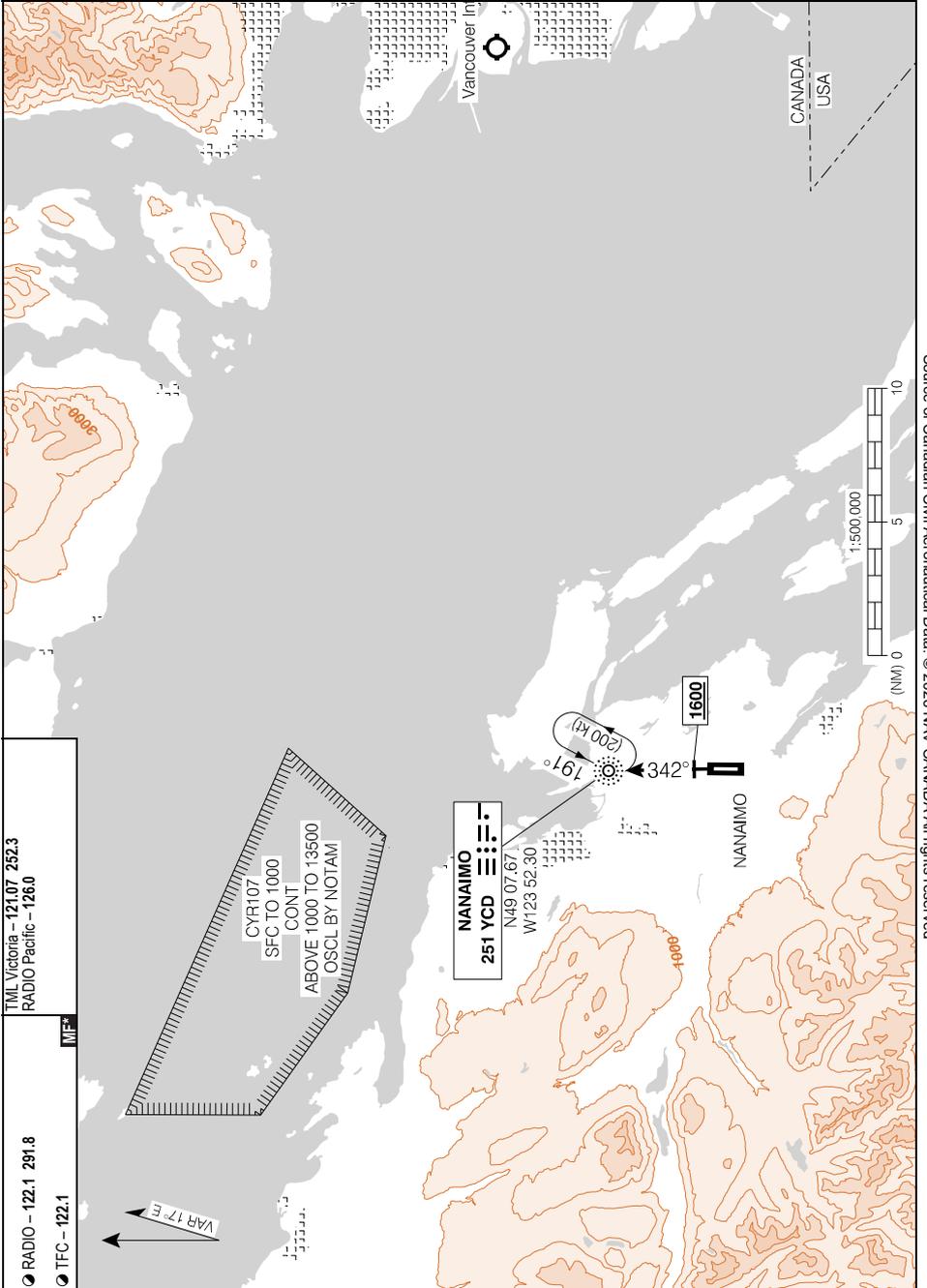
Rwy 34: Requires a minimum climb gradient of **400 ft/NM** to **1600**. Climb INBD track **342°** to "YCD" NDB. Then shuttle climb INBD track **191°** to MEA BPOC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

Communication Failure

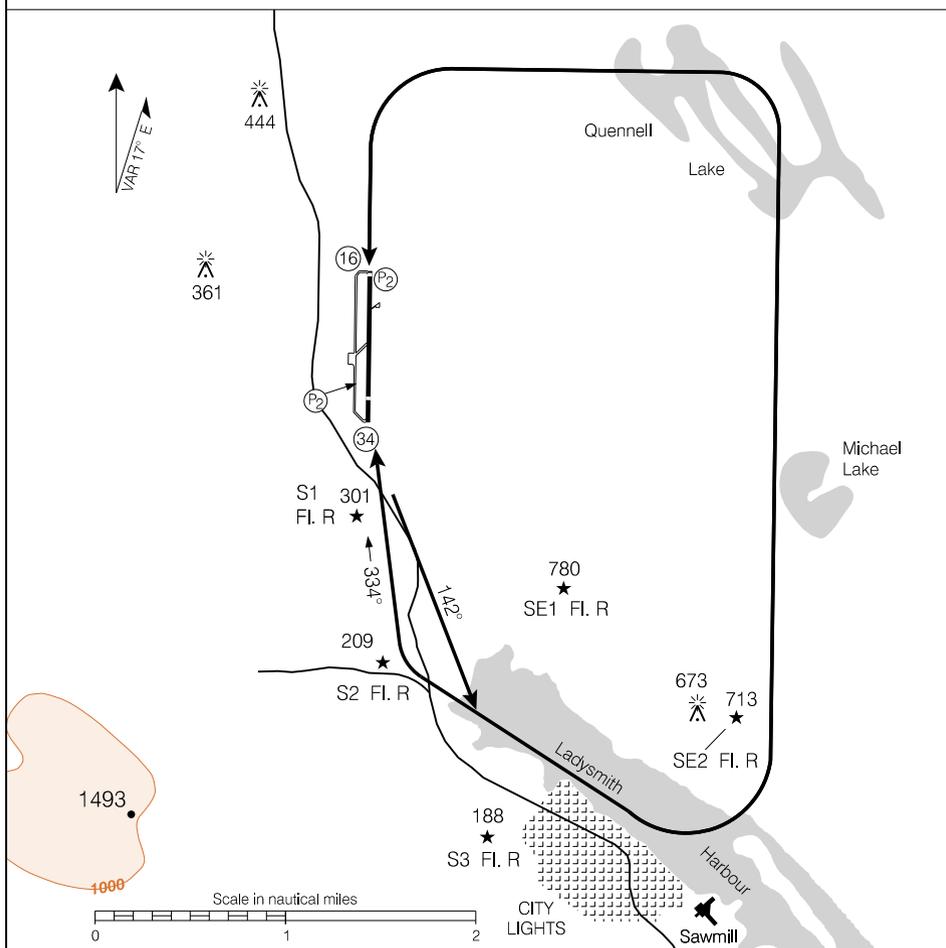
1. Select transponder code 7600;
2. Proceed to the published hold at the latest assigned altitude, then;
3. 10 minutes after entering the hold, shuttle climb to **5000** or flight planned altitude whichever is lower BPOC.



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CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 1200' ASL



- NOTE:
1. Recommend that only pilots familiar with the local area use this airport during the hours of darkness.
 2. Night operations not recommended unless the PAPI and all five hazard beacons are operating.
 3. On approach to Rwy 34 maintain 1200' ASL until established over Ladysmith Harbour.
 4. Rwy 34 PAPI offset 8° right - OCL 3NM.

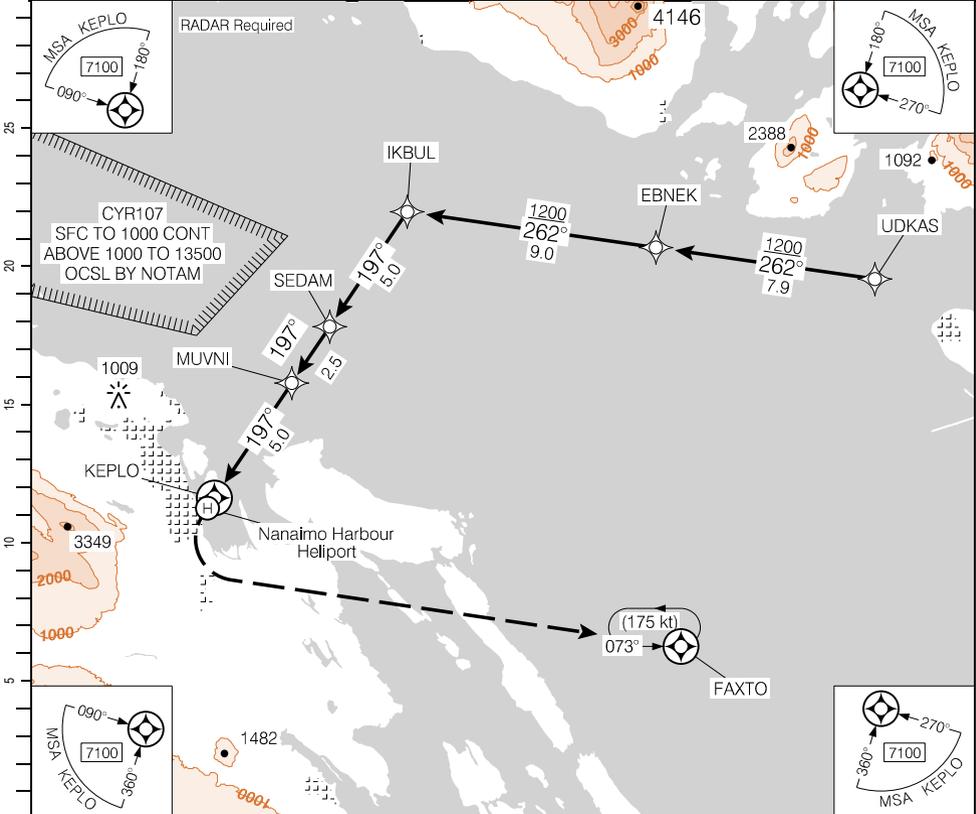
CIRCUIT PROCEDURES

EFF 22 JAN 26

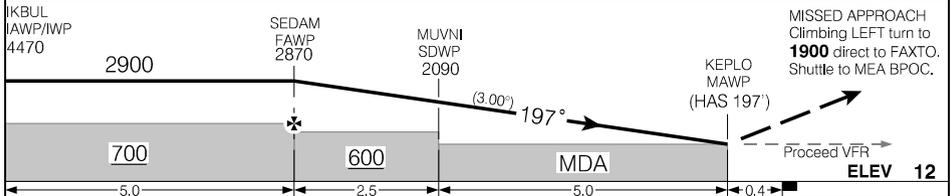
CYCD

COPTER RNAV (GNSS) 197°

TML Victoria – 121.07 252.3		TFC Nanaimo Harbour – 122.9			RY(LO) (green)
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 197°	MIN ALT SEDAM 700	HELIPAD 85 Diameter	



(NM)	12.5	11	10	9	7.5	7	6	5	4	3	2	1	0.0	DIST FROM KEPLO
	4470	4000	3680	3370	2900	2730	2410	2090	1770	1460	1140	820	500	ALT (3.00° APCH PATH)



RASS: Use CYCD.		CATEGORY					COPTER		
Knots	70	90	110	130	150	LNAV	500 (489) ¼		
ft/min	370	480	580	690	800				
Min:Sec									

COPTER RNAV (GNSS) 197°

EFF 17 APR 25

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CDH5-VAP

NANAIMO/NANAIMO HARBOUR HELIPORT, BC

490939N 1235524W VAR 17°E

CDH5

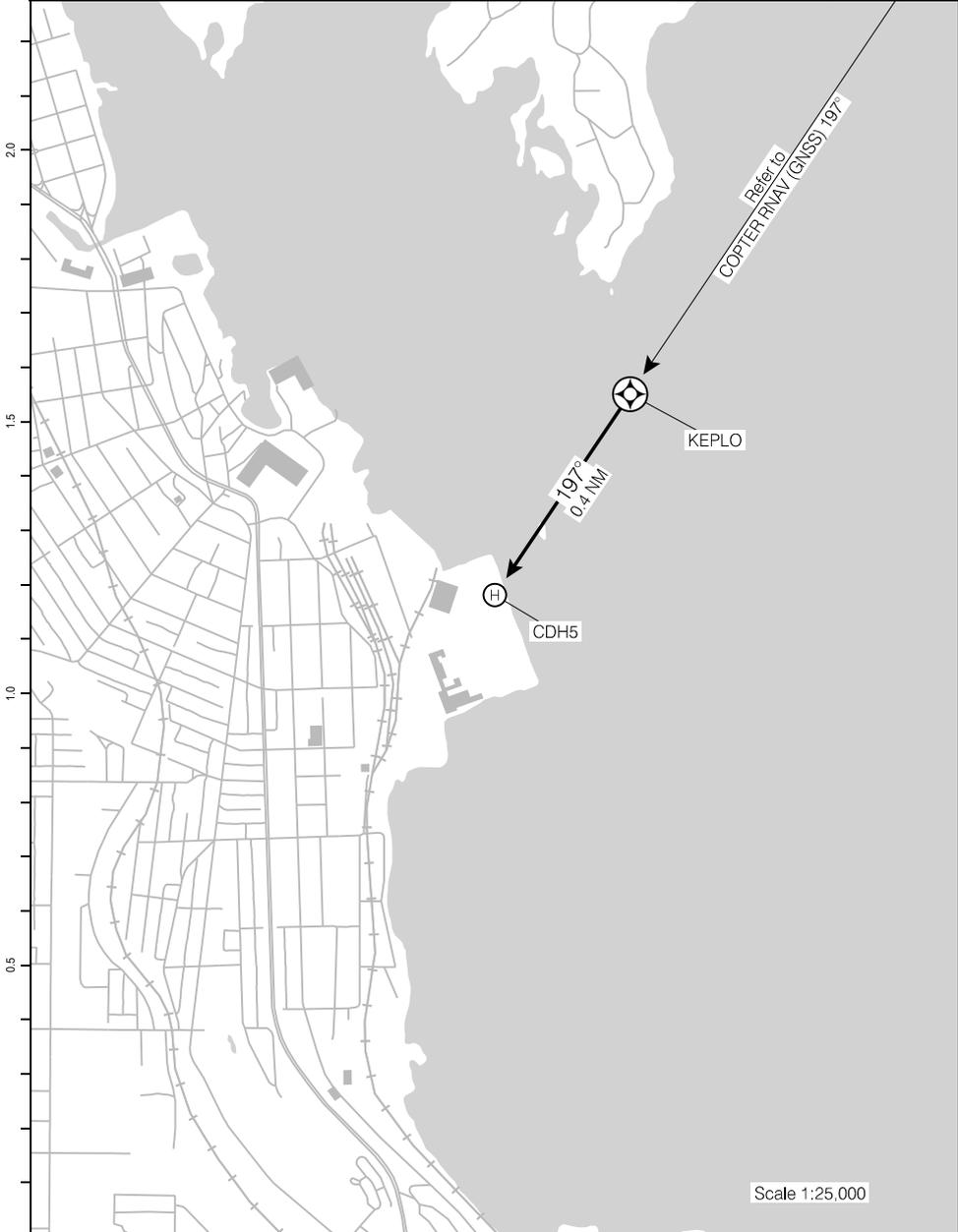
VISUAL APPROACH CHART

TML Victoria – 121.07 252.3

TFC Nanaimo Harbour – 122.9

MF

ELEV 12



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VISUAL APPROACH CHART

EFF 17 APR 25

CDH5

CDH5-VAP

Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

Departure Route Description

Proceed VFR from heliport to UKSIV (IDF). Cross UKSIV at or above **700**.

From UKSIV: Climb to and maintain **2000** track **017°** to MUVNI, then track **044°** to APRAP.

Communication Failure

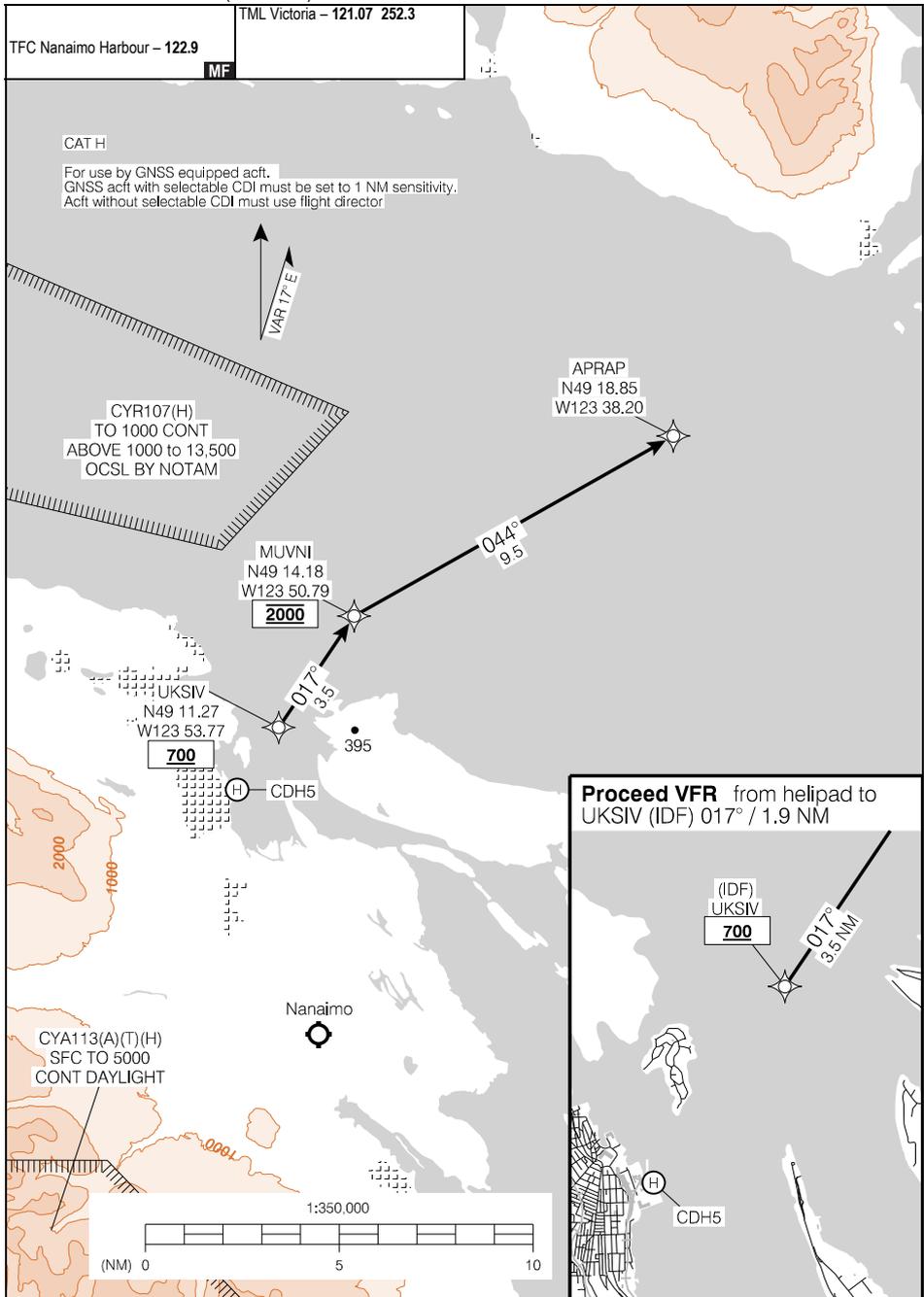
On recognition of failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 5 minutes after take-off, then; climb to flight planned altitude.

Note: If communications failure occurs more than 5 minutes after take-off, comply with appropriate procedure for communications failure enroute.

APRAP ONE DEP (APRAP1.)

CDH5



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APRAP ONE DEP (APRAP1.)

CDH5

EFF 17 APR 25

Departure Route Description

Proceed VFR from heliport to YCD (IDF). Cross YCD at or above **800**.

From YCD: Climb to and maintain **2000** track **109°** to DASOG, then;

ILATI TRANSITION: Track **130°** to ILATI.
(DASOG1.ILATI)

OKOPI TRANSITION: Track **079°** to OKOPI.
(DASOG1.OKOPI)

Communication Failure

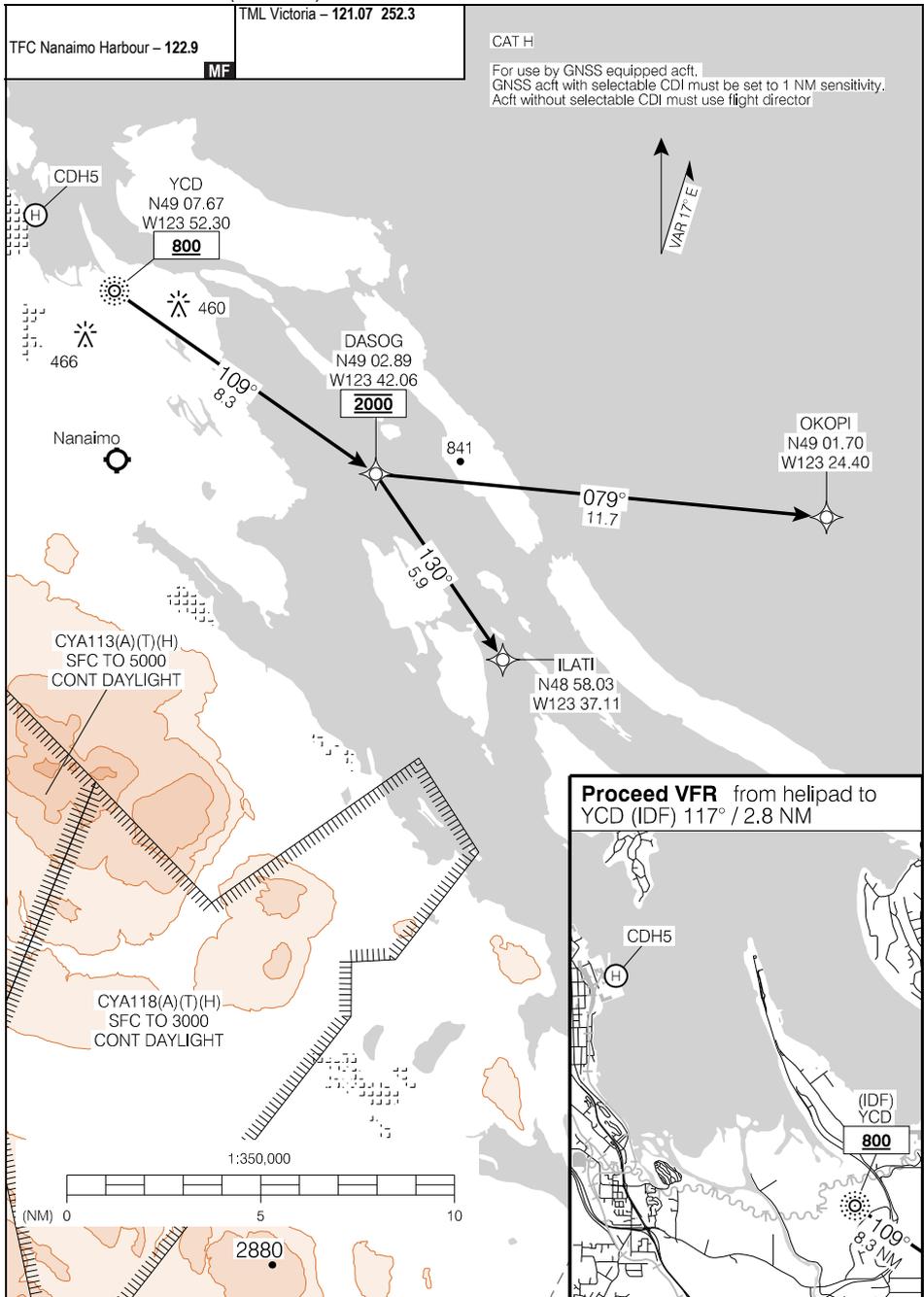
On recognition of failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 5 minutes after take-off, then; climb to flight planned altitude.

Note: If communications failure occurs more than 5 minutes after take-off, comply with appropriate procedure for communications failure enroute.

DEPARTURE PROCEDURE (RNAV)
DASOG ONE DEP (DASOG1.)

NANAIMO/NANAIMO HARBOUR HELIPORT, BC
CDH5



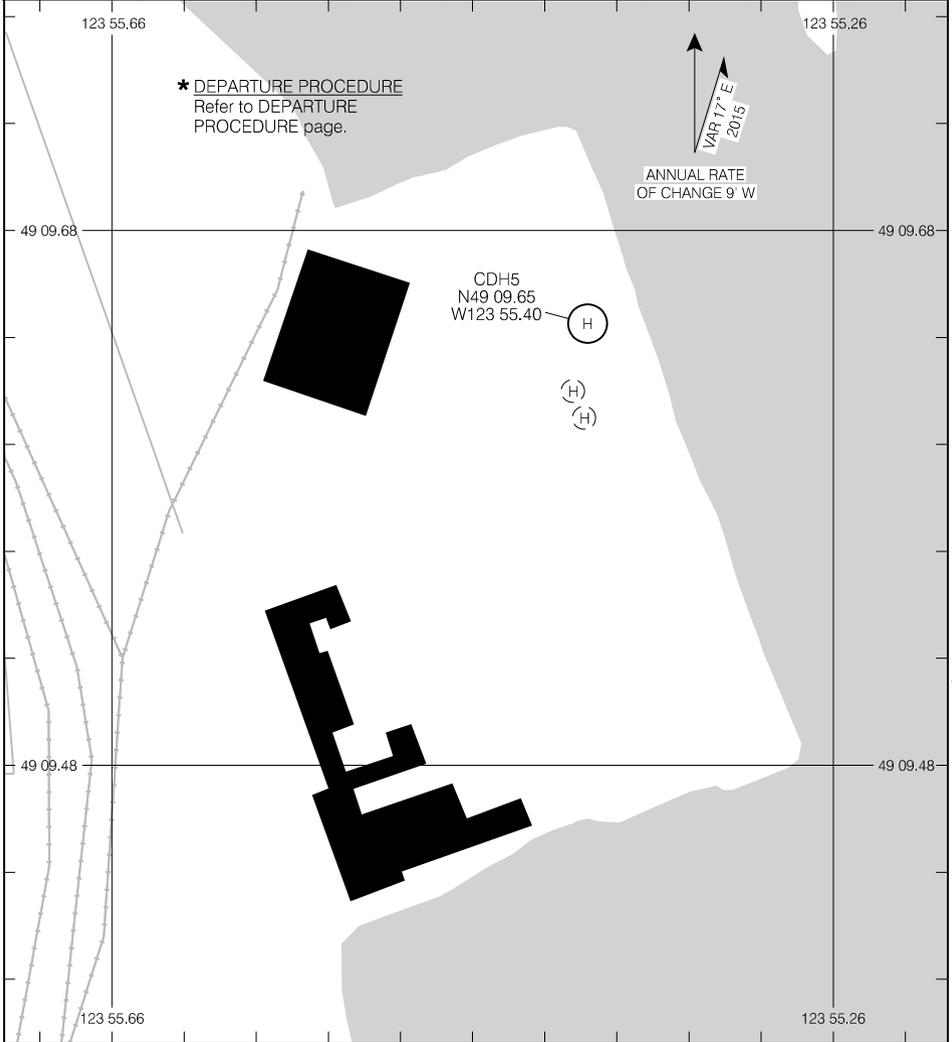
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DASOG ONE DEP (DASOG1.)
EFF 17 APR 25

CDH5

HELIPORT CHART

				TML Victoria - 121.07 252.3	
		TFC Nanaimo Harbour - 122.9		MF	
DECL DIST					
TORA					
TODA					
ASDA					
LDA					



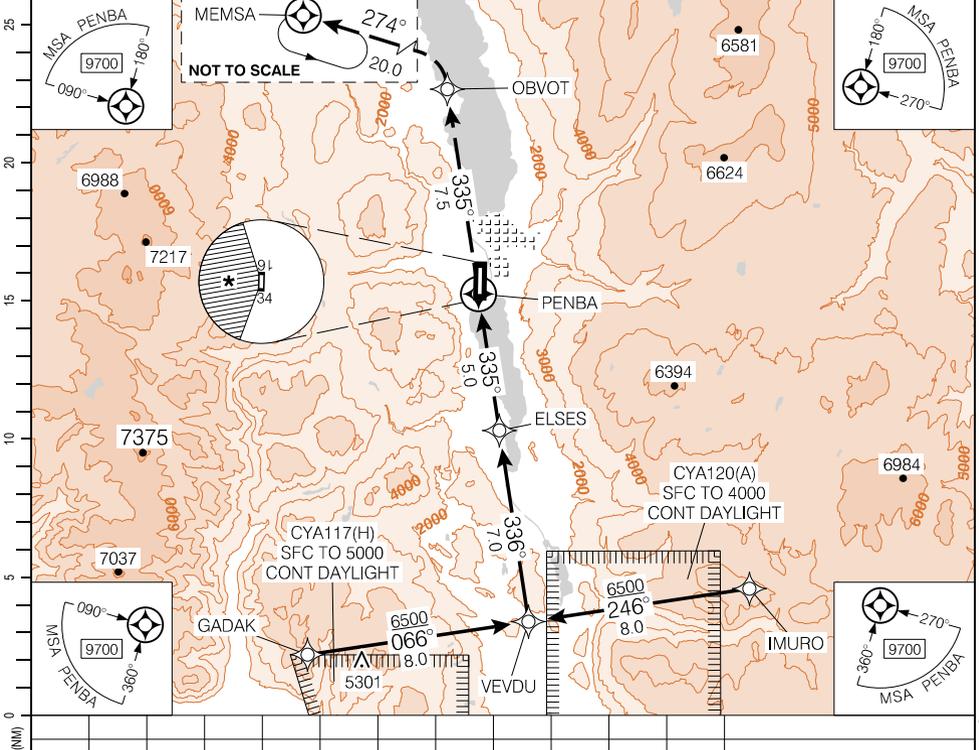
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TAKE-OFF MINIMA	SCALE IN FEET
HRP *	400 0 400

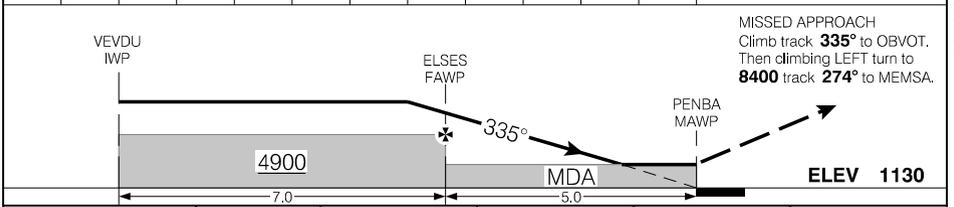
RNAV (GNSS) B

492745N 1193608W VAR 16°E

CTR Vancouver – 133.5 351.3		RADIO – 118.5		GND – 121.9	ARCAL 118.5(K)*
SAFE ALT 100 NM 12,800		RNAV	APCH CRS 335°	MIN ALT ELSES 4900	LDA REFER TO AD CHART
				MF	LIGHTING: REFER TO AD CHART



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CATEGORY		A	B	C	D
CIRCLING		*	3500	(2370)	3
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

RNAV (GNSS) B
EFF 25 JAN 24

CYYF

Departure Route Description

All rwsys: Contact Vancouver Centre after passing **5000**.

Rwy 16 – ½: Maintain **10,000** or as assigned. Requires a minimum climb gradient of **640 ft/NM** to **5200**. Climb hdg **165°** to **1700**, then climbing LEFT turn direct to WYLDS. Then track **180°** to BEXUD . Shuttle to **9200** BPOC. Expect clearance to flight planned altitude/flight level within 5 mins after take-off.

Note: Trees to 1186 ASL aprx 450' past departure end of rwy, 600' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
640 FT/NM	960	1280	1500	1710	1920	2140	2670	3200

Communication Failure

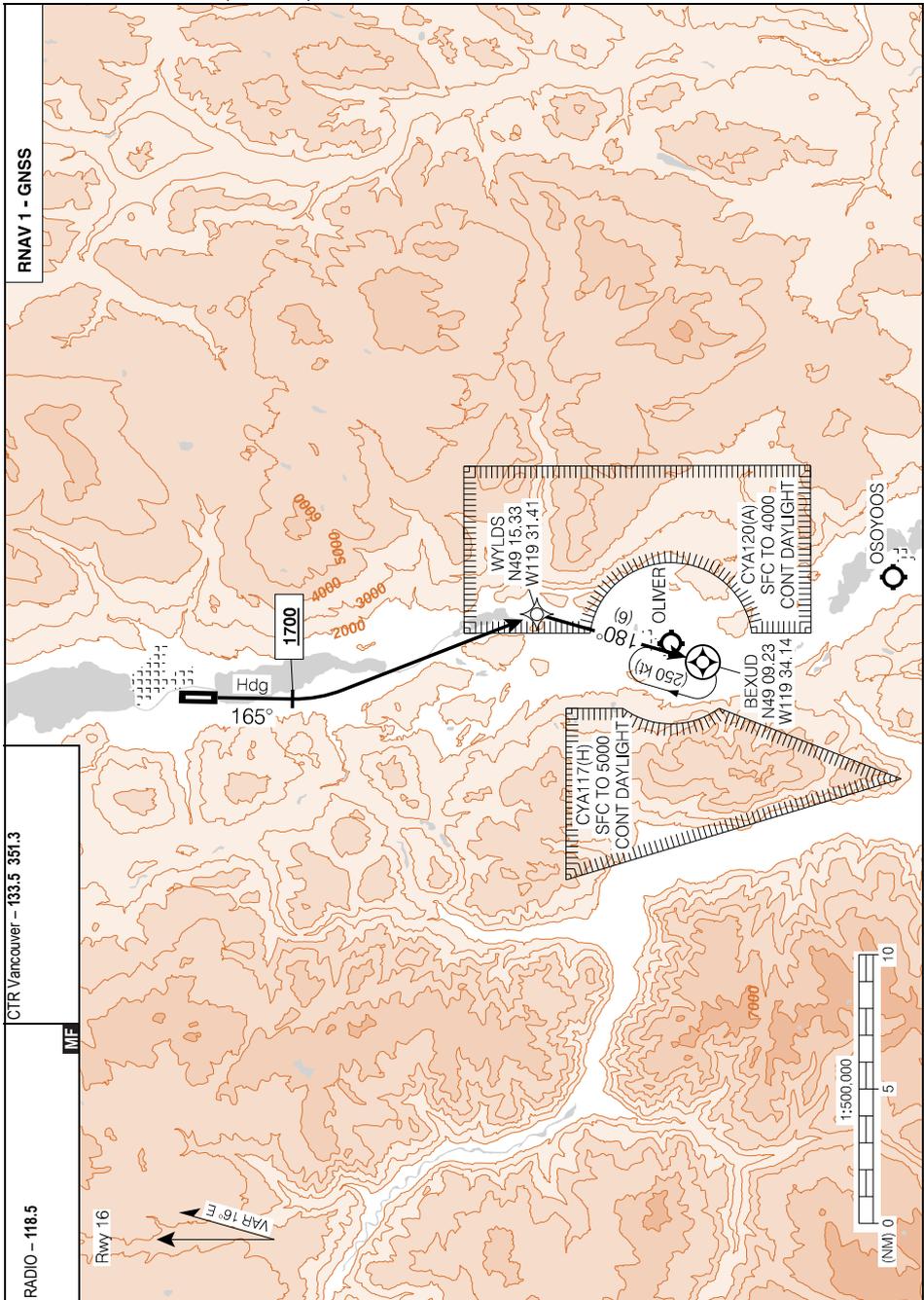
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Upon reaching BEXUD, Shuttle to **9200**, then proceed directly on course;
3. Climb to flight planned altitude.

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

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BEXUD ONE DEP (BEXUD1.)



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BEXUD ONE DEP (BEXUD1.)

EFF 26 DEC 24

Departure Route Description

All rwy's: Contact Vancouver Centre after passing **5000**.

Rwy 34 – ½: Maintain **10,000**. Expect clearance to flight planned altitude/flight level within 10 mins after take-off.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
410 FT/NM	620	820	960	1100	1230	1370	1710	2050
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

GOVEV TRANSITION: Requires a minimum climb gradient of **410** ft/NM to **6200**.
(MOBUD1.GOVEV) Climb track **345°** to WIDUK, then track **345°** to MOBUD, then track **310°** to DEMDU, then track **265°** to WEBEL, then track **244°** to GOVEV.

EBKUS TRANSITION: Requires a minimum climb gradient of **500** ft/NM to **8500**.
(MOBUD1.EBKUS) Climb track **345°** to WIDUK, then track **345°** to MOBUD, then track **345°** to NAGIG, then track **076°** to EBKUS.

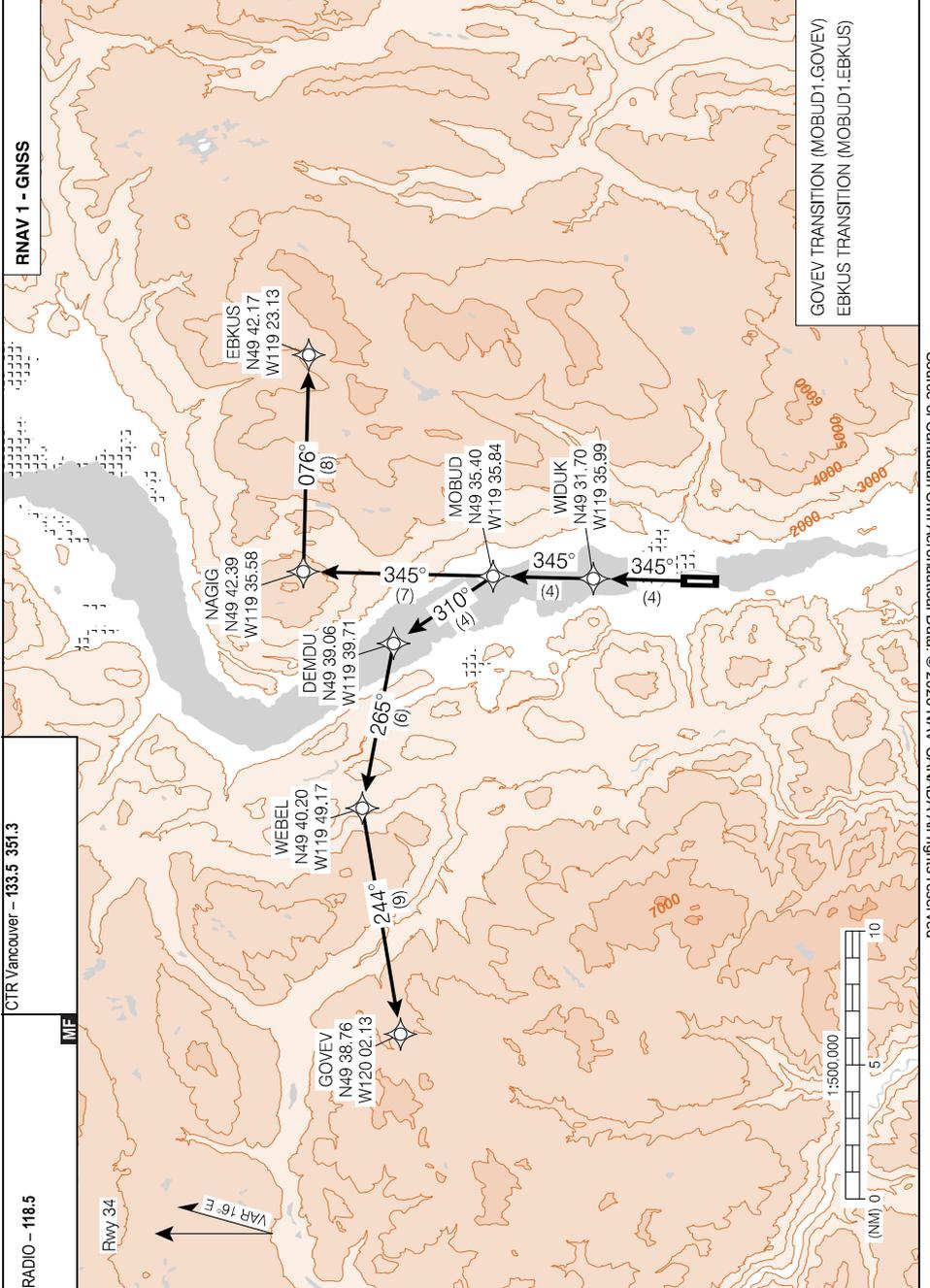
Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 5 mins after take-off, then;
4. Climb to flight planned altitude.

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

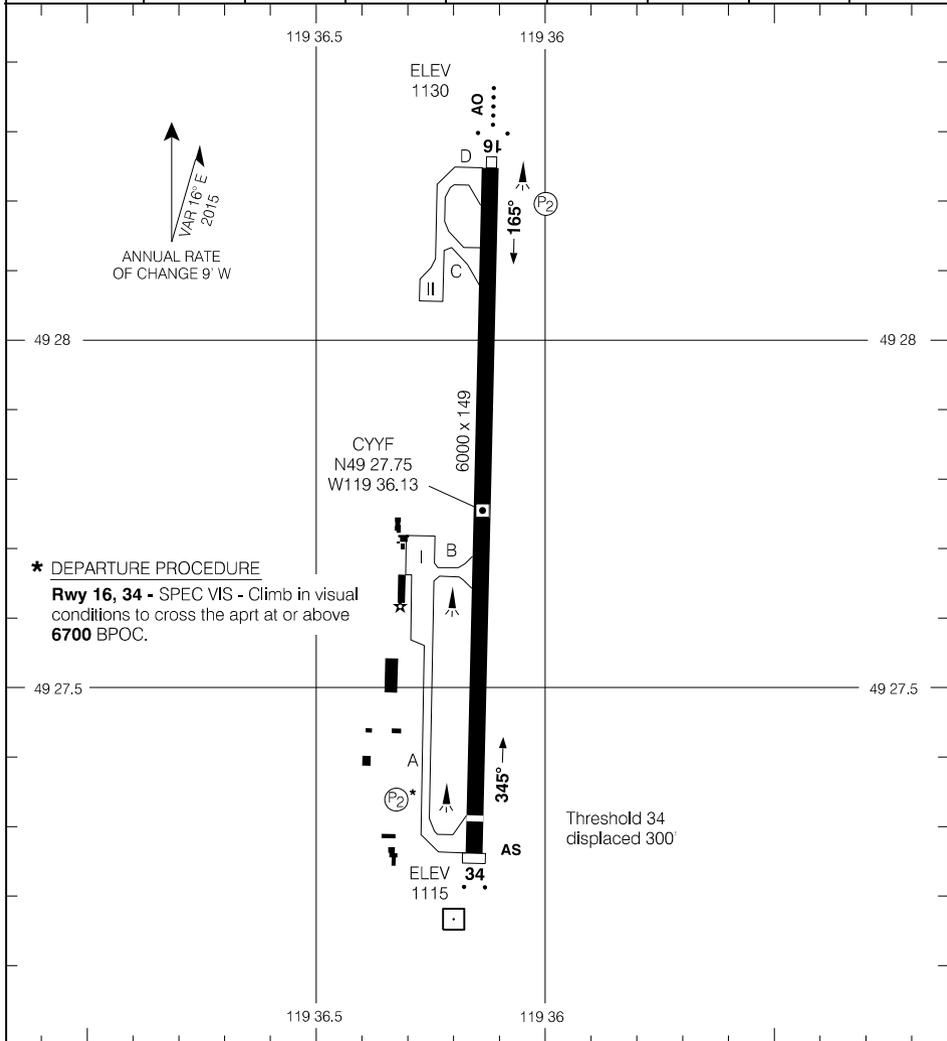
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AERODROME CHART

		GND ADV - 121.9		RADIO - 118.5		CTR Vancouver - 133.5 351.3	
DECL DIST	16	34					MF
TORA	6000	6000					
TODA	6600	6984					
ASDA	6000	6000					
LDA	6000	5700					



*** DEPARTURE PROCEDURE**
Rwy 16, 34 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **6700 BPOC**.

Threshold 34 displaced 300'

TAKE-OFF MINIMA

Rwys 16; 34: *



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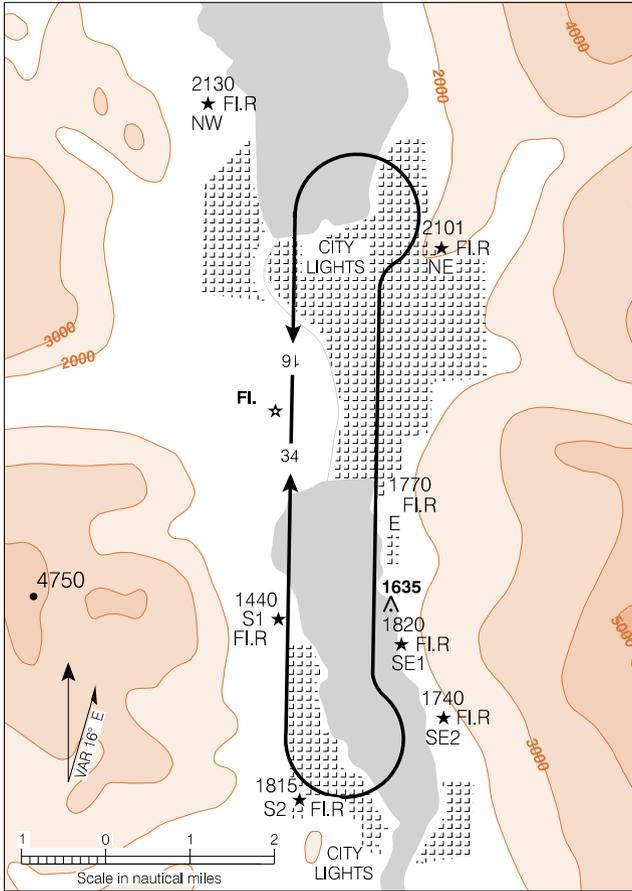
AERODROME CHART

CYYF

EFF 2 OCT 25

NIGHT CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 2300' ASL



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- NOTES:
1. Recommend that only pilots familiar with the local area use this airport during hours of darkness.
 2. Night operations not recommended unless all 7 hazard beacons are operating.
 3. All turns to be completed within the perimeter of the hazard beacons.

NIGHT CIRCUIT PROCEDURES

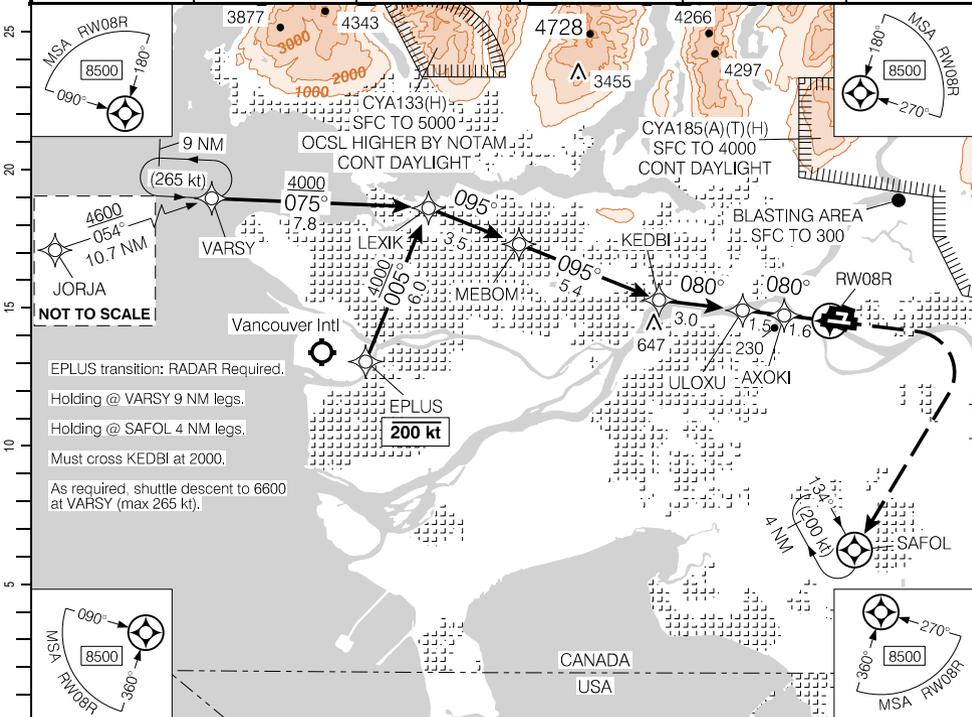
CYYF

EFF 21 JUL 16

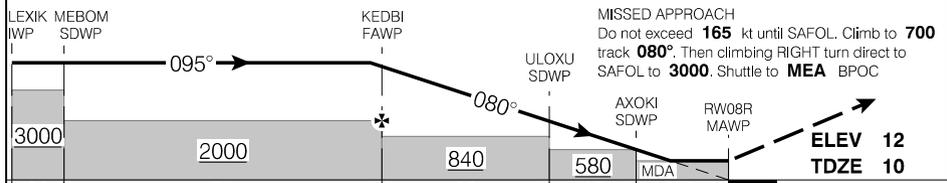
RNAV (GNSS) Z RWY 08R

491258N 1224248W VAR 17°E

ATIS - 125.0	ARR Vancouver - 128.6 352.7	TWR - 126.3	GND - 123.8	ARCAL 126.3°
		TFC - 126.3	MF	AO ...
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 080°	MIN ALT KEDBI 2000	LDA 4806



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RASS: When using CYVR add 40'		CATEGORY	A	B	C	D	
		RNAV	440	(429)	1%	NOT AUTHORIZED	
Knots	ft/min	Min:Sec	CIRCLING	520 (509) 1½	640 (629) 1½	720 (709) 2	NOT AUTHORIZED
70							
90							
110							
130							
150							

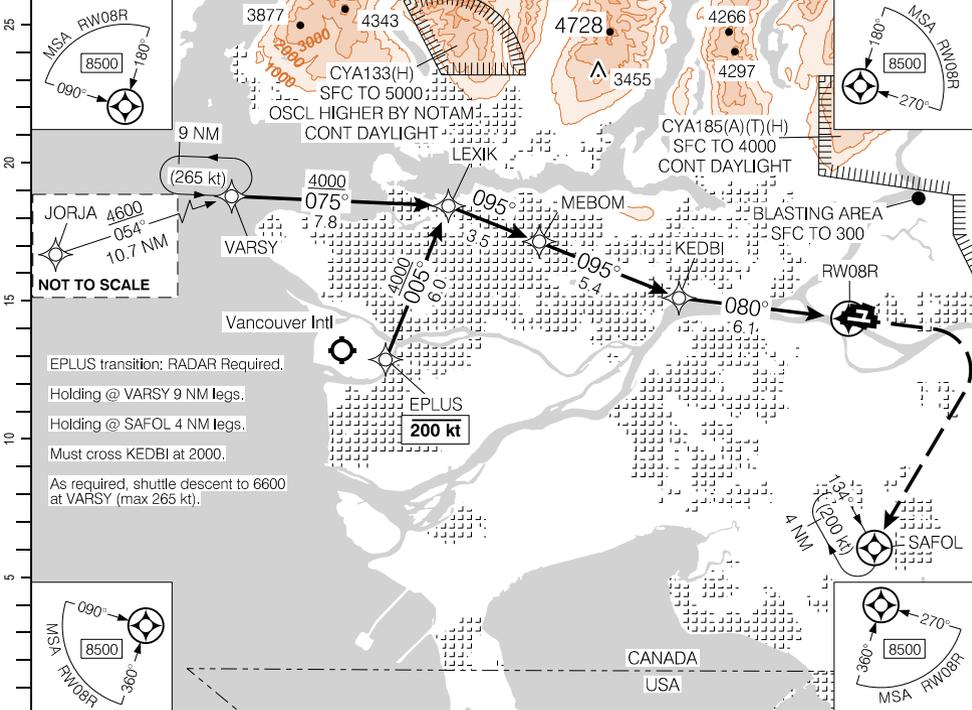
RNAV (GNSS) Z RWY 08R

EFF 7 AUG 25

RNAV (GNSS) Y RWY 08R

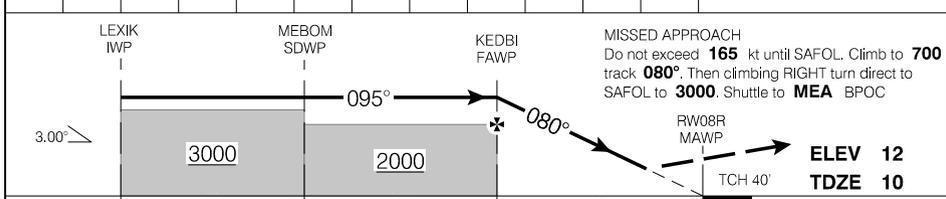
491258N 1224248W VAR 17°E

● ATIS – 125.0	ARR Vancouver – 128.6 352.7	● TWR – 126.3	● GND – 123.8	ARCAL 126.3*
		● TFC – 126.3	● MF*	AO ...
SAFE ALT 100 NM 12,800	WAAS Ch 80054 W08A	APCH CRS 080°	MIN ALT KEDBI 2000	LDA 4806



- EPLUS transition: RADAR Required.
- Holding @ VARSY 9 NM legs.
- Holding @ SAFOL 4 NM legs.
- Must cross KEDBI at 2000.
- As required, shuttle descent to 6600 at VARSY (max 265 kt).

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RASS: When using CVVR add 40'.		CATEGORY	A	B	C	D
		LPV	372	(361)	1¼	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) Y RWY 08R

CYPK

EFF 7 AUG 25

Departure Route Description

Rwy 08R – ½: Requires a minimum climb gradient of **500** ft/NM to **600**. Do not exceed 200 kt. Climb hdg **080°** to **600**, then climbing RIGHT turn direct to PETMI, then track **169°** to KEPVI. Maintain **2000** or as assigned by ATC.

Note: Trees to 46 ASL aprx 0.1 NM past departure end of rwy, 500' RIGHT of rwy centreline.

Rwy 26L – ½: Requires a minimum climb gradient of **500** ft/NM to **700**. Do not exceed 200 kt. Climb hdg **260°** to **600**, then climbing LEFT turn direct to PETMI, then track **169°** to KEPVI. Maintain **2000** or as assigned by ATC.

Note: Trees to 23 ASL abeam departure end of rwy, 500' LEFT of rwy centreline. Trees to 128 ASL within 0.3 NM past departure end of rwy.

DEPARTURE CLIMB RATE V/V (FPM)

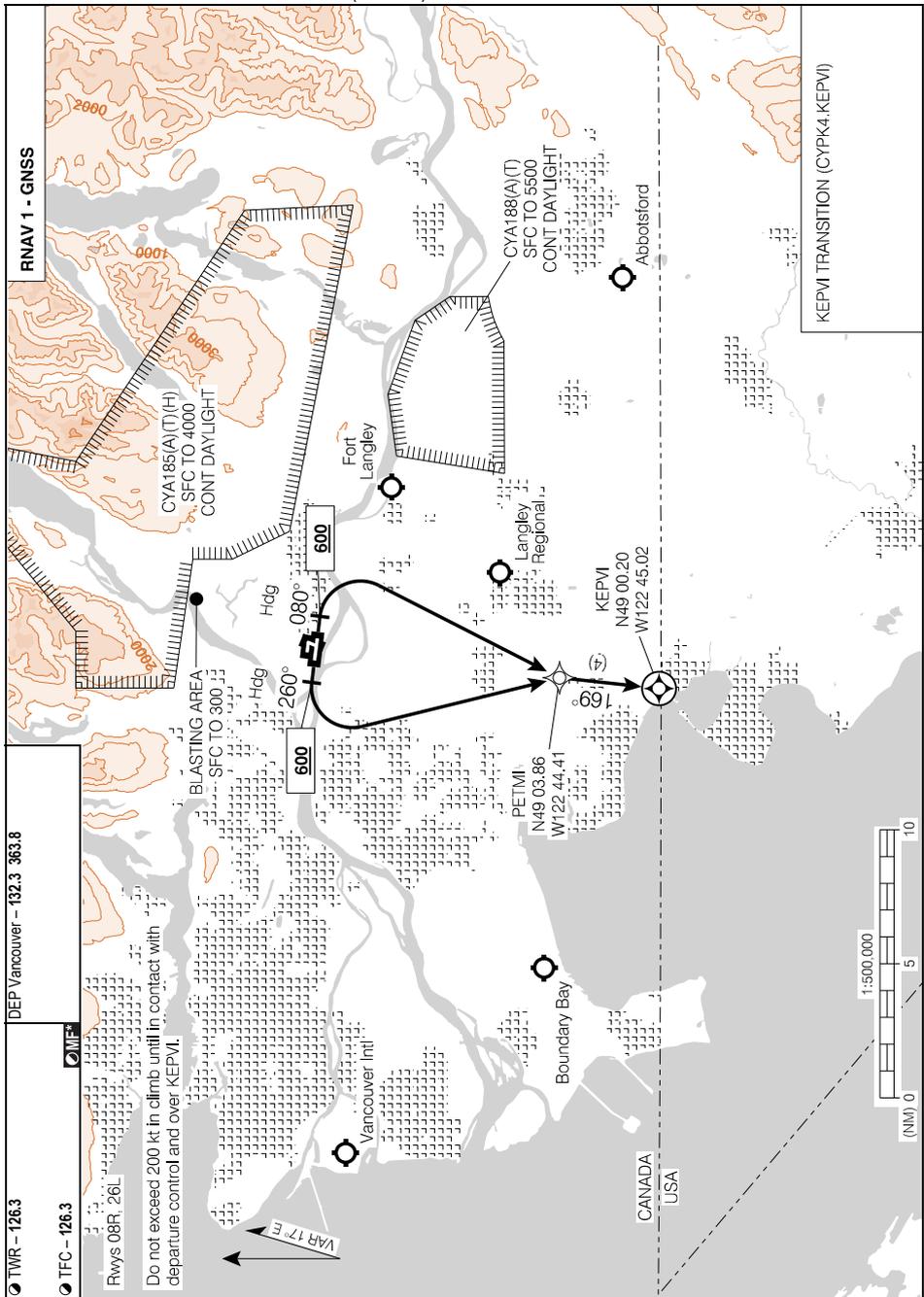
GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

KEPVI TRANSITION: (CYPK4.KEPVI)

Communication Failure

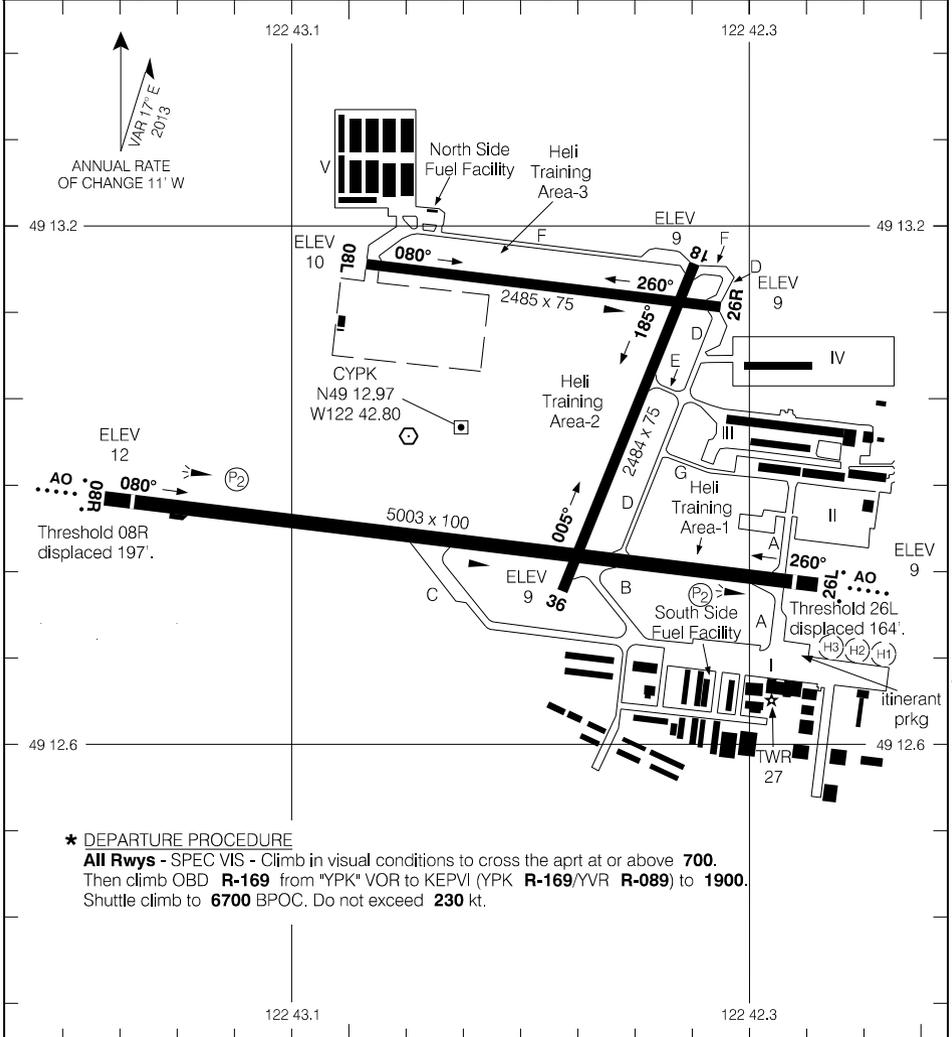
If no radio contact with Departure Control by published/assigned altitude, proceed as follows:

1. Select transponder code 7600;
2. Continue to KEPVI via PETMI then via filed/assigned route;
3. Continue climb to flight planned/assigned altitude/flight level 5 minutes after departure.



AERODROME CHART

ATIS - 125.0 GND - 123.8		TWR - 126.3 TFC - 126.3		DEP Vancouver - 132.3 363.8 MF*		
DECL DIST	08R	26L	08L	26R	18	36
TORA	5003	5003	2485	2485	2484	2484
TODA	5495	5495	2585	2585	2584	2584
ASDA	5003	5003	2485	2485	2484	2484
LDA	4806	4839	2485	2485	2484	2484



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* DEPARTURE PROCEDURE

All Rwy's - SPEC VIS - Climb in visual conditions to cross the aprt at or above 700.
 Then climb OBD **R-169** from *YPK* VOR to KEPVI (YPK **R-169/YVR R-089**) to **1900**.
 Shuttle climb to **6700** BPOC. Do not exceed **230** kt.

TAKE-OFF MINIMA	SCALE IN FEET
All Rwy's: *	1000 0 1000

AERODROME CHART

CYPK

EFF 5 OCT 23

Departure Route Description

Rwy 30 – ½: Requires a minimum climb gradient of **500 ft/NM to 6800**. Max 210 KIAS until DULKO. Climb track **298°** to AGDIG, then RIGHT turn track **300°** to KAVTU, then RIGHT turn track **018°** to DULKO. Maintain **8000**.

Note: Trees to 399 ASL within 0.7 NM of departure end of rwy.

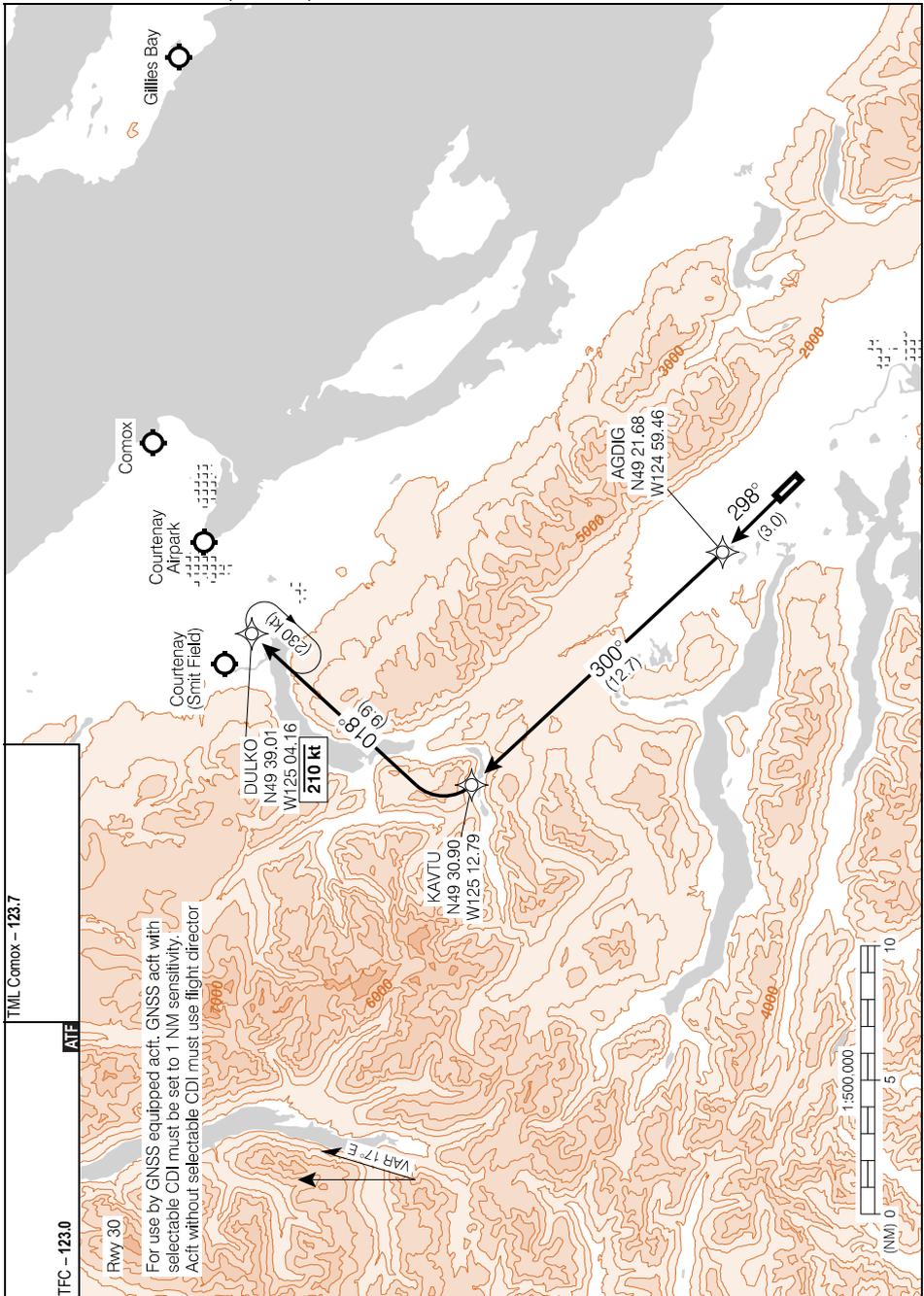
DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

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DEPARTURE PROCEDURE (RNAV)
KAVTU TWO DEP (KAVTU2.)

PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC
CBS8



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KAVTU TWO DEP (KAVTU2.)
EFF 5 SEP 24

CBS8

Departure Route Description

Rwy 12 – ½:

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
420 FT/NM	630	840	980	1120	1260	1400	1750	2100

IKNOS TRANSITION: ½ - Do not exceed 210 kt until established inbound to IKNOS. (TUKES2.IKNOS) Requires a minimum climb gradient of **420 ft/NM to 5500**. Climb track **118°** to TUKES. Then climbing LEFT turn to **8000** track **028°** to IKNOS. As required shuttle climb max 265 kts.

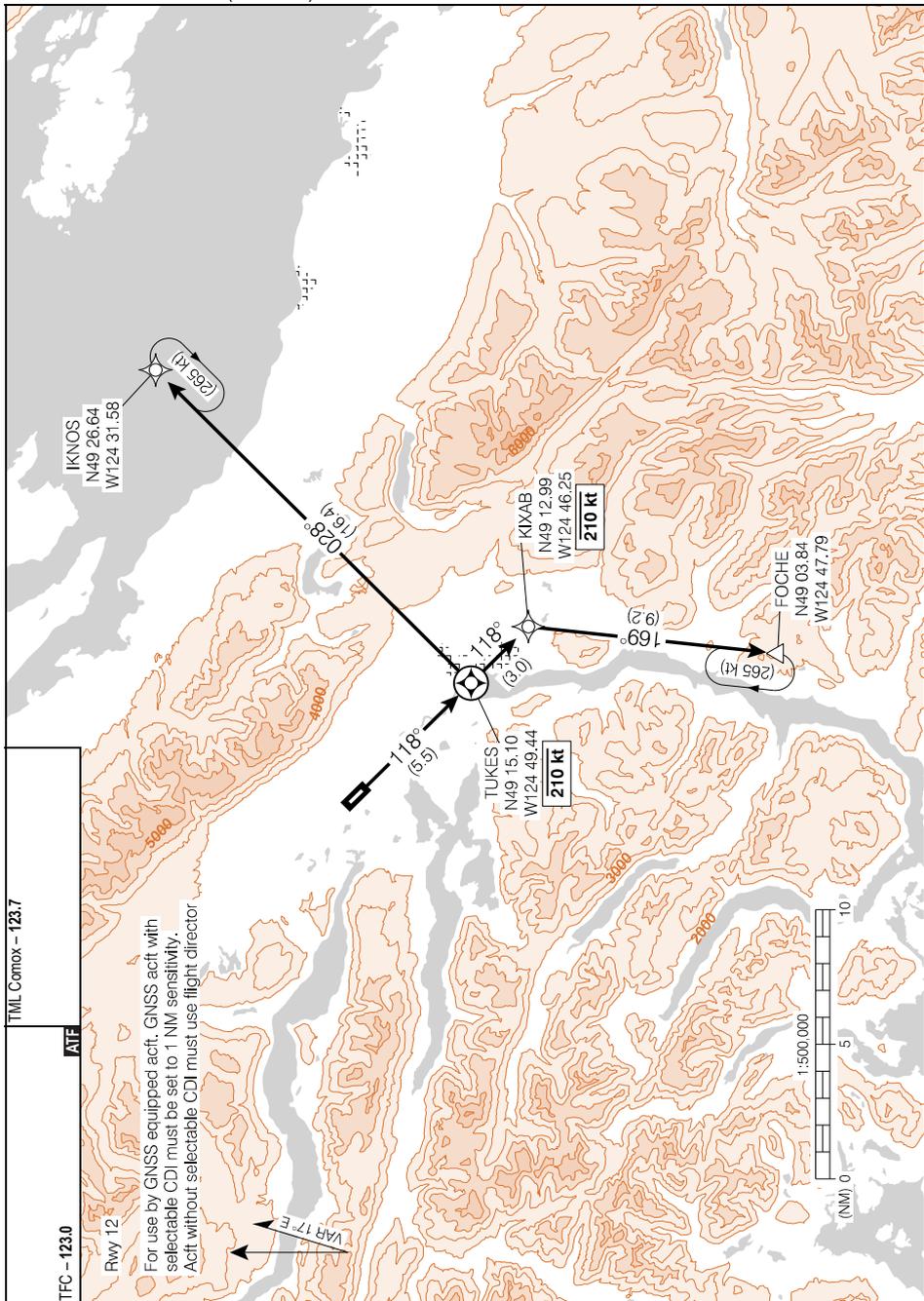
FOCHE TRANSITION: ½ - Do not exceed 210 kt until established inbound to FOCHE. (TUKES2.FOCHE) Requires a minimum climb gradient of **380 ft/NM to 5400**. Climb track **118°** to TUKES, then track **118°** to KIXAB. Then climbing RIGHT turn track **169°** to **9000** to FOCHE. As required shuttle climb max 265 kts.

Note: Trees to 380 ASL within 0.4 NM of departure end of rwy.

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DEPARTURE PROCEDURE (RNAV)
TUKES TWO DEP (TUKES2.)

PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC
CBS8

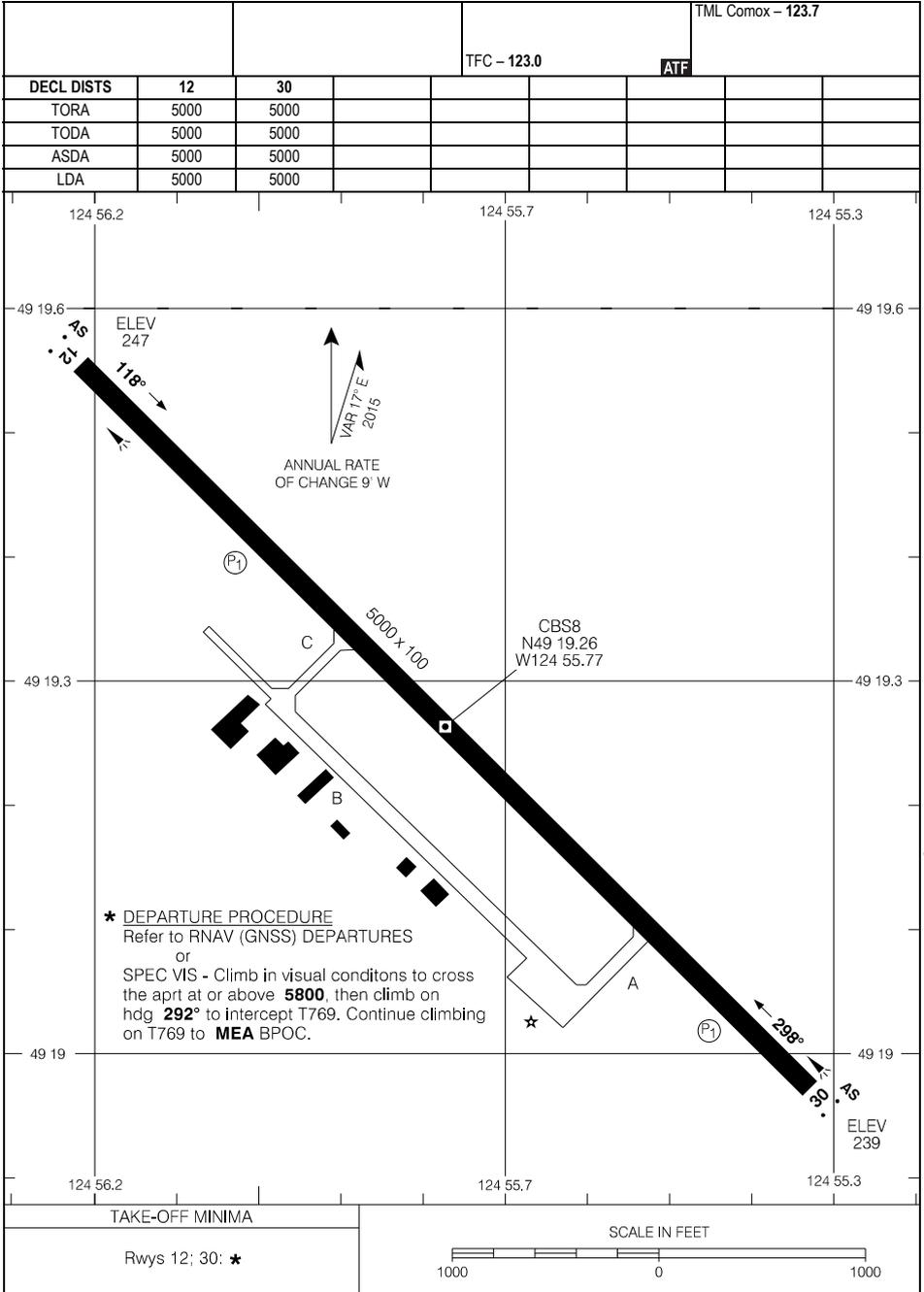


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TUKES TWO DEP (TUKES2.)
EFF 5 SEP 24

CBS8

AERODROME CHART



AERODROME CHART

EFF 5 SEP 24

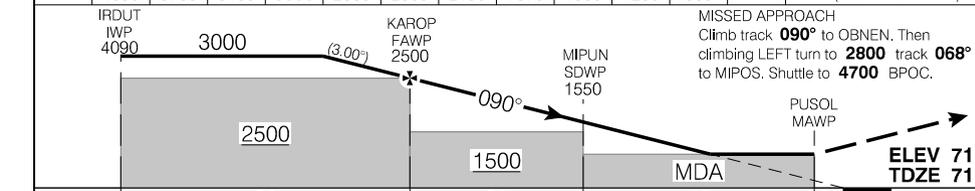
RNAV (GNSS) Z RWY 08

504050N 1272200W VAR 18°E

CTR Vancouver – 132.2 266.3		RADIO Hardy – 122.2			14.4° ↗
SAFE ALT 100 NM 15,200	RNAV	APCH CRS 090°	MIN ALT KAROP 2500	LDA 4000	



(NM)	12	11	10	8.5	8	7	6	5	4	3	1.8		DIST FROM PUSOL
	4090	3780	3460	3000	2830	2500	2190	1870	1550	1230	860		ALT (3.00° APCH PATH)



			CATEGORY	A	B	C	D
			LNAV	860		(789)	2½
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 08

CYZT

EFF 31 OCT 24

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RNAV (GNSS) RWY 11

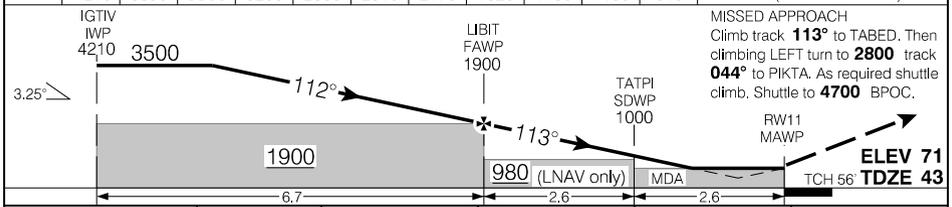
504050N 1272200W VAR 18°E

CTR Vancouver – 132.2 266.3		RADIO Hardy – 122.2		MF*		AO ...	
SAFE ALT 100 NM 15,200	WAAS Ch 80174 W11A	APCH CRS 113°	MIN ALT LIBIT 1900	LDA 4999			



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(NM)	11.9	11	9.9	9	8	7	6	5	4	3	1.6	DIST FROM RWY11	
	4210	3890	3500	3200	2860	2510	2170	1820	1480	1130	640	ALT (3.25° APCH PATH)	



			CATEGORY	A	B	C	D
			LPV	293	(250)	1	NOT AUTHORIZED
			LNAV	640	(597)	1¼	
Knots	ft/min	Min:Sec					
70	400						
90	520						
110	630						
130	750						
150	860						

RNAV (GNSS) RWY 11

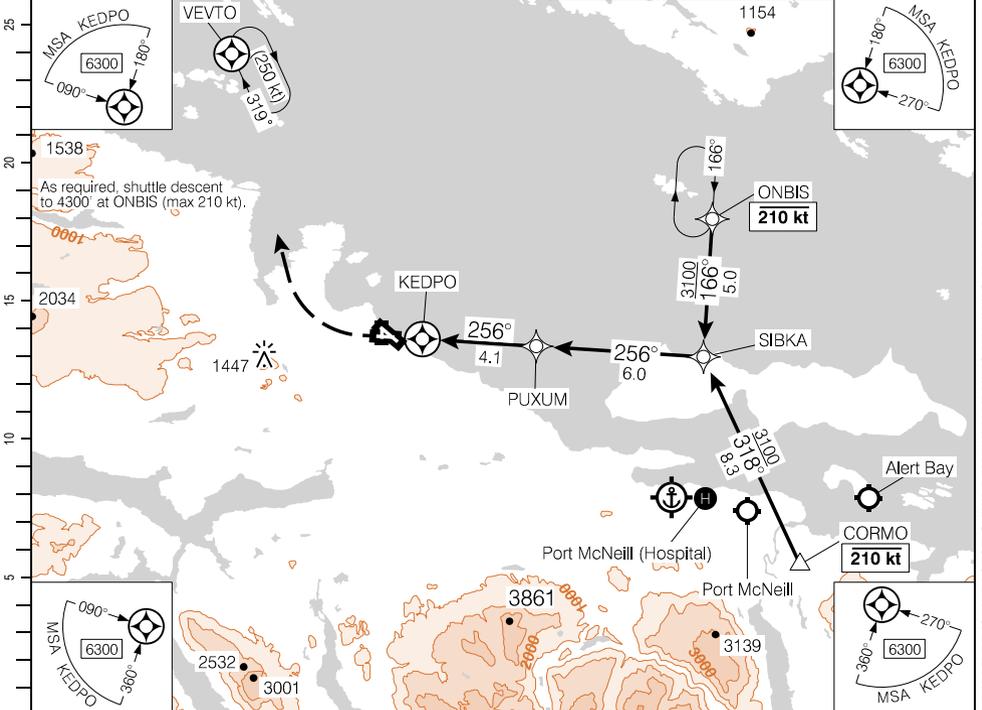
CYZT

EFF 10 OCT 19

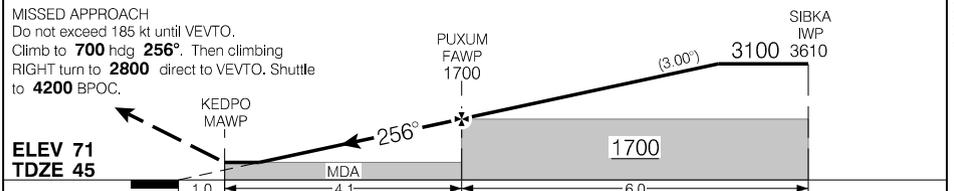
RNAV (GNSS) Z RWY 26

504050N 1272200W VAR 18°E

CTR Vancouver – 132.2 266.3		RADIO Hardy – 122.2			P2
SAFE ALT 100 NM 15,200	RNAV	APCH CRS 256°	MIN ALT PUXUM 1700	LDA 4000	



(NM)	DIST FROM KEDPO	0.6	2	3	4	5	6	7	8.5	9	10.1		
	ALT (3.00° APCH PATH)	580	1040	1360	1670	1990	2310	2630	3100	3270	3610		



MISSED APPROACH Do not exceed 185 kt until VEVTO. Climb to 700 hdg 256° . Then climbing RIGHT turn to 2800 direct to VEVTO. Shuttle to 4200 BPOC.		SIBKA IWP 3100 3610	
ELEV 71 TDZE 45		KEDPO MAWP	
		PUXUM FAWP 1700	
		MDA	
		1.0	
		4.1	
		6.0	
		(3.00°)	
		3100	
		3610	
		1700	
		580	
		(548)	
		1¼	
		580	
		(548)	
		1¼	
Knots	ft/min	Min:Sec	
70	370		
90	480		
110	580		
130	690		
150	800		

RNAV (GNSS) Z RWY 26

CYZT

EFF 21 MAY 20

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RNAV (GNSS) RWY 29

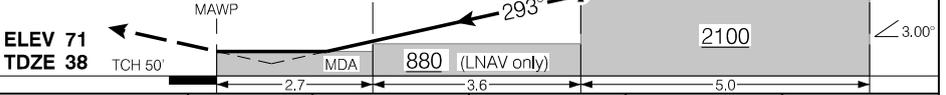
504050N 1272200W VAR 18°E

CTR Vancouver – 132.2 266.3		RADIO Hardy – 122.2			
SAFE ALT 100 NM 15,200	WAAS Ch 80175 W29A	APCH CRS 293°	MIN ALT DATKU 2100	LDA 4999	MF P2 AO



(NM)	DIST FROM RWY29	1.9	3	4	5	6	7	8	9	10.1	11.3
	ALT (3.00° APCH PATH)	680	1040	1360	1680	2000	2310	2630	2950	3300	3690

MISSED APPROACH
Do not exceed 230 kt until VEVTO.
Climb track **293°** to UKNAL. Then climbing
RIGHT turn to **2800** track **319°** to VEVTO.
Shuttle to **4200** BPOC.



		CATEGORY	A	B	C	D
		LPV	535	(500)		1¼
		LNAV	680	(645)		2
Knots	ft/min	Min:Sec				
70	370					
90	480					
110	580					
130	690					
150	800					

RNAV (GNSS) RWY 29

CYZT

EFF 21 MAY 20

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DEPARTURE PROCEDURE

Departure Procedure

Rwy 11: NORTH WESTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-299 to 3000** BPOC
SOUTH EASTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-104 to 4900** BPOC

Rwy 16: NORTH WESTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-299 to 3000** BPOC
SOUTH EASTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-104 to 4900** BPOC

Rwy 26: NORTH WESTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-299 to 3000** BPOC.
SOUTH EASTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-104 to 4900** BPOC.

Rwy 29 – ½: Requires a minimum climb gradient of **320 ft/NM to 1000**. Climb hdg **293°** to intercept OBD “YZT” **R-292 to 3000** BPOC.

or

NORTH WESTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-299 to 3000** BPOC.
SOUTH EASTBOUND: SPEC VIS – Climb in visual conditions to cross the apt at or above **1600**. Continue climbing OBD “YZT” **R-104 to 4900** BPOC

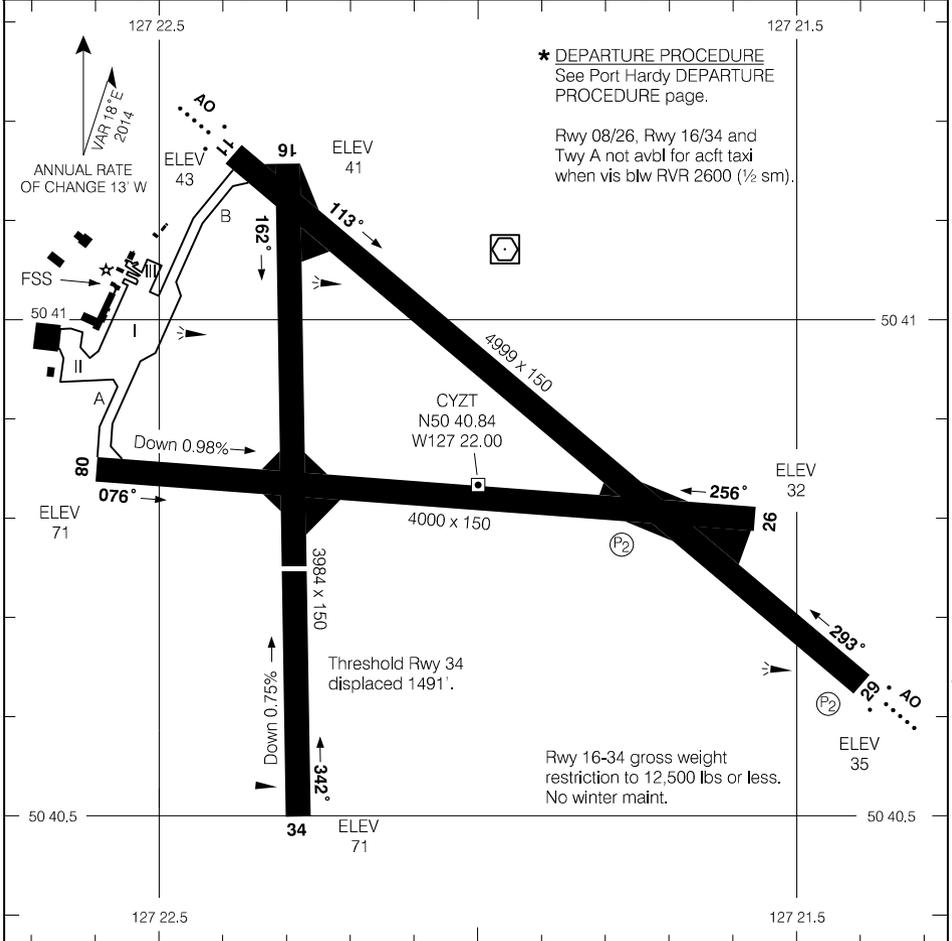
Note: Terrain to 59 ASL abeam departure end of rwy, 500' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
320 FT/NM	480	640	750	860	960	1070	1340	1600

AERODROME CHART

		RADIO Hardy – 122.2					CTR Vancouver – 132.2 266.3	
DECL	DISTS	08	26	11	29	16	34	
TORA		4000	4000	4999	4999	3984	3984	
TODA		4902	4000	5983	5819	3984	4476	
ASDA		4000	4000	4999	4999	3984	3984	
LDA		4000	4000	4999	4999	3984	2493	



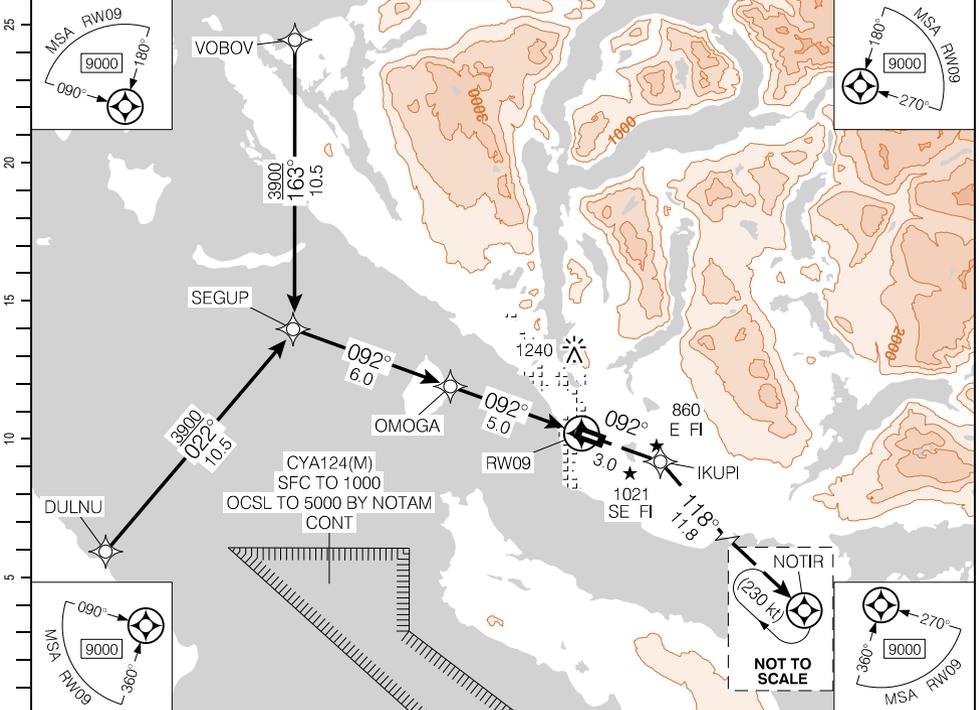
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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 29: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 08, 34: NOT ASSESSED Rwys 11, 16, 26, 29: *	

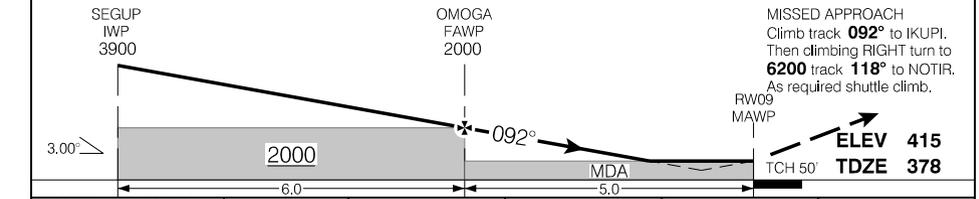
RNAV (GNSS) RWY 09

495003N 1243001W VAR 18°E

TML Comox – 123.7 227.6		TFC – 123.0		ARCAL 123.0(K)*	
SAFE ALT 100 NM 15,200	WAAS Ch 81171 W09A	APCH CRS 092°	MIN ALT OMOGA 2000	LDA 3769	AS



(NM)	11.0	10	9	8	7	6	5	4	3	1.8		DIST FROM RWY09
	3900	3590	3280	2960	2640	2320	2000	1680	1360	980		ALT (3.00° APCH PATH)



RASS: When using CYQQ add 100'	CATEGORY	A		B		C		D	
		LPV	859	(500)	1¼				
	LNAV	980	(621)	2					
Knots	ft/min	Min:Sec							
70	370								
90	480								
110	580								
130	690								
150	800								

RNAV (GNSS) RWY 09

CYPW

EFF 17 APR 25

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Departure Route Description

Rwy 09 – ½: Procedure NOT authorized when CYA124(M) active above **1000**. Requires a minimum climb gradient of **500 ft/NM to 1000**. Climb hdg **092° to 1200**. Climbing RIGHT turn to **3000** direct to ONDUB. Then climb track **316°** to AGGUA to **8300** BPOC. As required shuttle climb.

Note: Trees to 541 ASL abeam departure of rwy, 400' RIGHT of rwy centreline and aprx 300' past departure end of rwy, 300' LEFT of rwy centreline.

Rwy 27 – ½: Climbing RIGHT turn to **3000** direct to ONDUB. Then climb track **316°** to AGGUA to **8300** BPOC. As required shuttle climb.

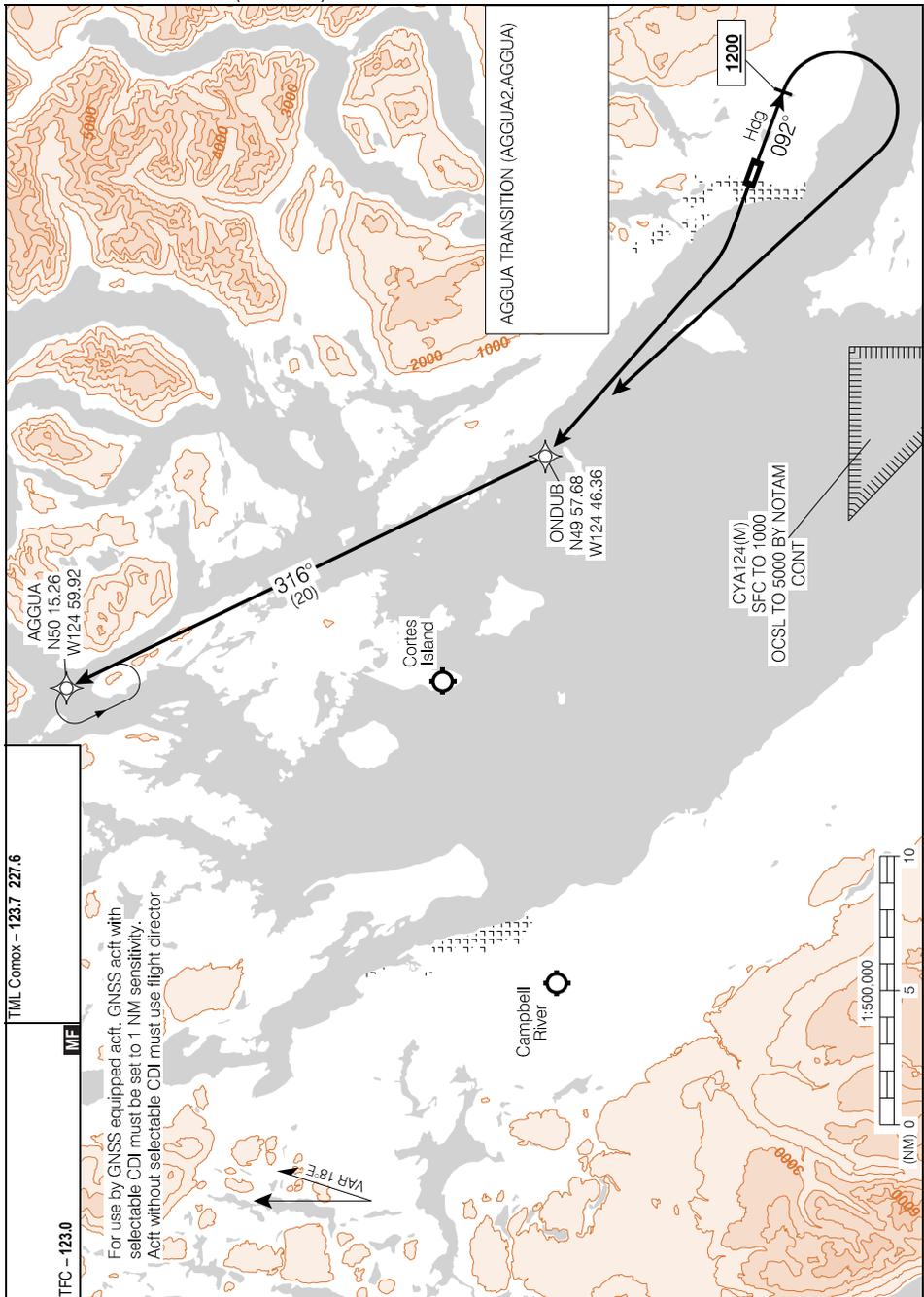
DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

AGGUA TRANSITION: (AGGUA2.AGGUA)

DEPARTURE PROCEDURE (RNAV)
AGGUA TWO DEP (AGGUA2.)

POWELL RIVER, BC
CYPW



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AGGUA TWO DEP (AGGUA2.)

CYPW

EFF 31 OCT 24

Departure Route Description

Rwy 09 – ½: Requires a minimum climb gradient of **500** ft/NM to **1300**. Do not exceed 230 kt until ONGOM. Climb hdg **092°** to intercept track **112°** to **3000** to ONGOM. Then climb track **139°** to ITMAV to **5000** BPOC.

Note: Trees to 541 ASL abeam departure end of rwy, 400' RIGHT of rwy centreline and aprx 300' past departure end of rwy, 300' LEFT of rwy centreline.

Rwy 27 – ½: Procedure NOT authorized when CYA124(M) active above **1000**. Do not exceed 230 kt until ONGOM. Climb hdg **272°** to **1600**. Climbing LEFT turn to **3000** direct to ONGOM. Then climb track **139°** to ITMAV to **5000** BPOC.

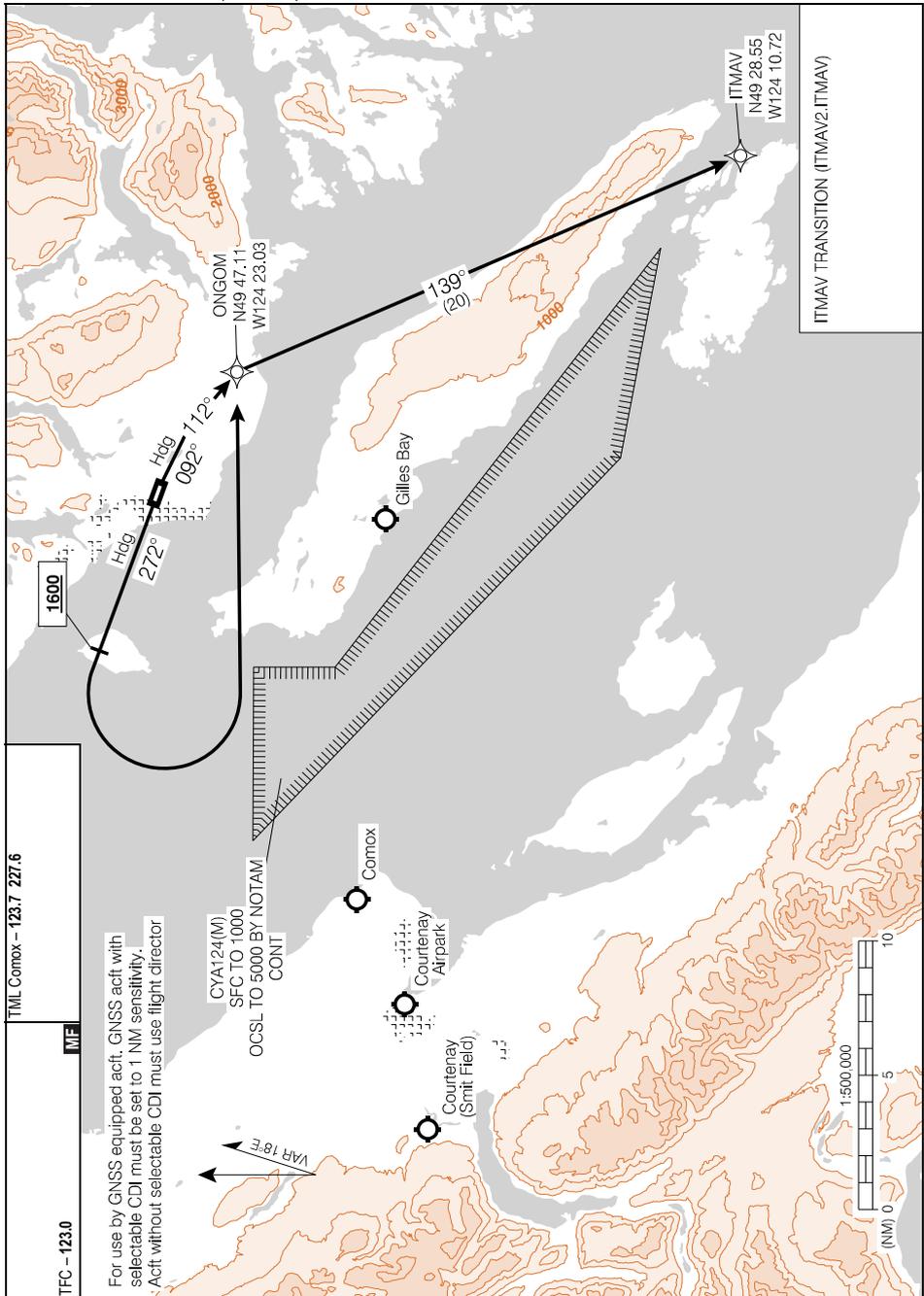
DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

ITMAV TRANSITION: (ITMAV2.ITMAV)

DEPARTURE PROCEDURE (RNAV)
ITMAV TWO DEP (ITMAV2.)

POWELL RIVER, BC
CYPW



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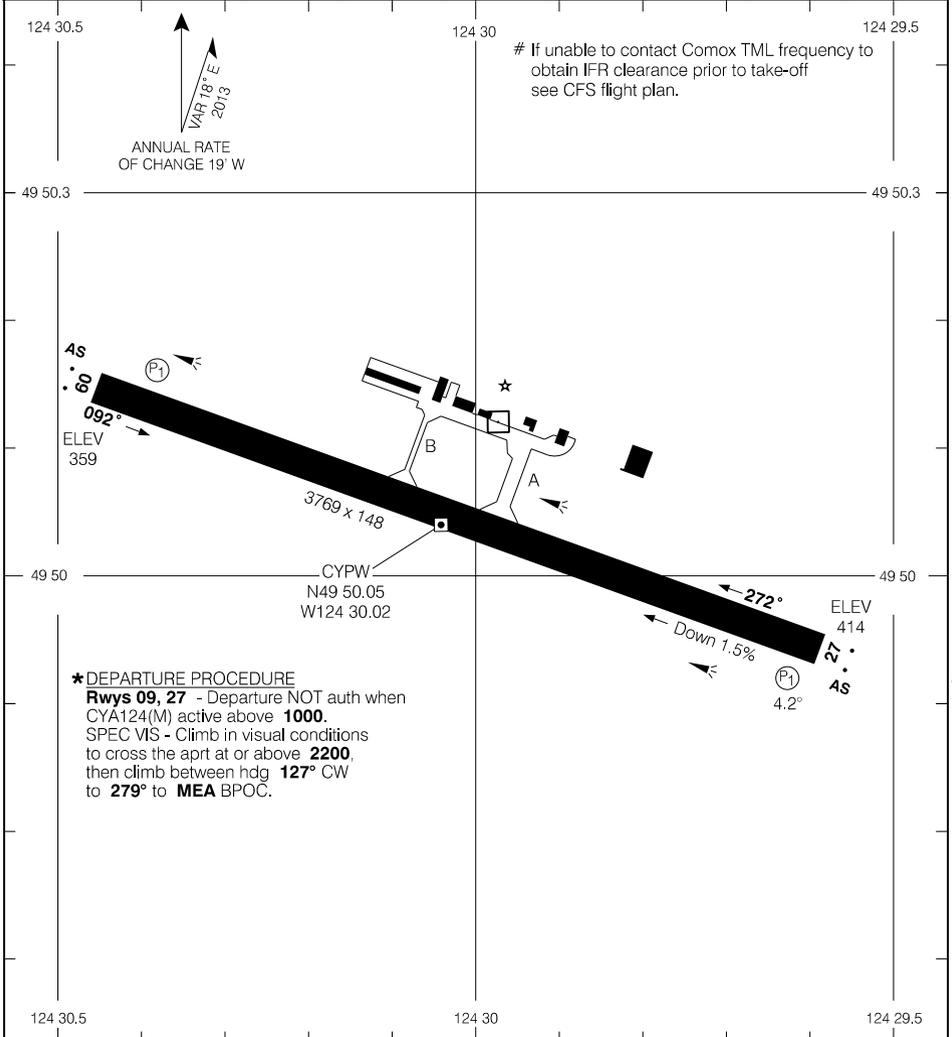
ITMAV TWO DEP (ITMAV2.)

CYPW

EFF 31 OCT 24

AERODROME CHART

				TFC - 123.0		TML Comox - 123.7 227.6	
DECL	DISTS	09	27				
TORA		3769	3769				
TODA		3769	5653				
ASDA		3769	3769				
LDA		3769	3769				



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TAKE-OFF MINIMA	SCALE IN FEET
Rwys 09; 27: *	1000 0 1000

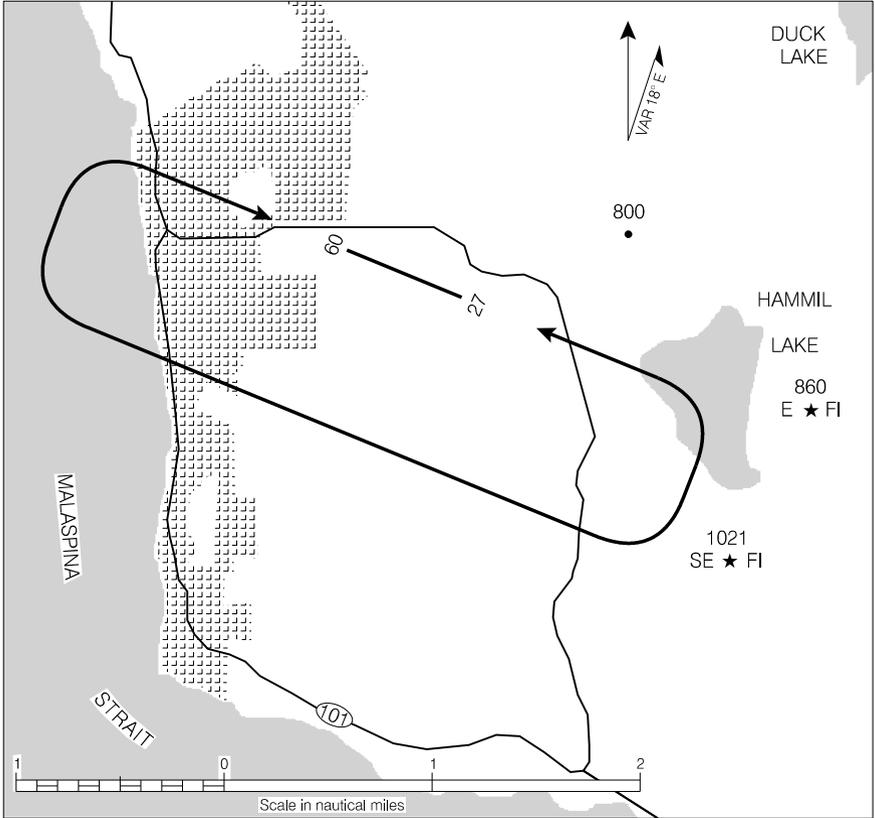
AERODROME CHART

CYPW

EFF 12 JUN 25

NIGHT CIRCUIT PROCEDURES

NIGHT CIRCUIT ALTITUDE - 1400'ASL



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- NOTES:
1. Recommend that only pilots familiar with the local area use this airport during hours of darkness.
 2. Night operations not recommended unless both hazard beacons are operating.
 3. Turns to be completed west of hazard beacons.

NIGHT CIRCUIT PROCEDURES

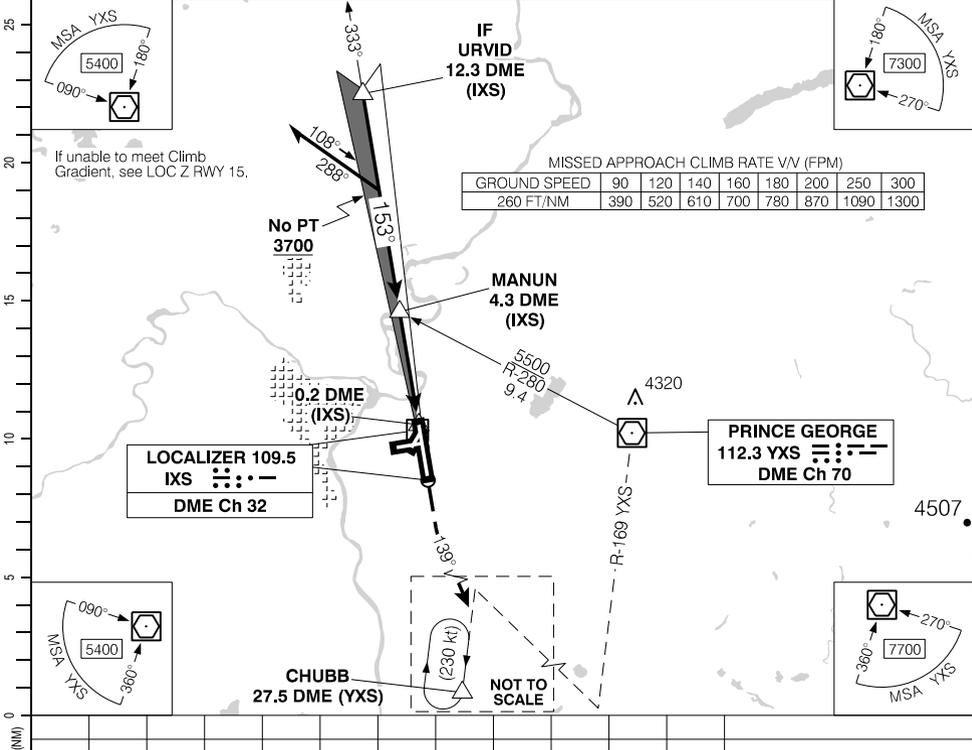
CYPW

EFF 17 APR 25

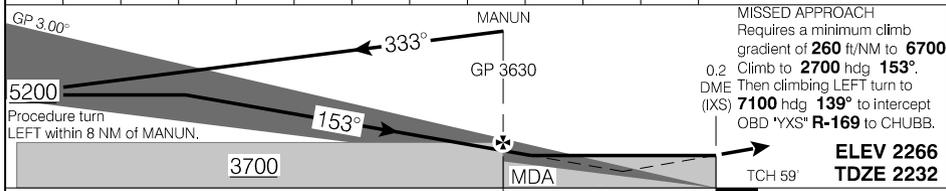
ILS Z RWY 15

535303N 1224039W VAR 18°E

<ul style="list-style-type: none"> ● ATIS – 128.72 ● AWOS – 128.72 	CTR Vancouver – 133.8	<ul style="list-style-type: none"> ● TWR – 118.3 ● RADIO Williams Lake – 118.3 	<ul style="list-style-type: none"> ● GND – 121.9 	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	LOC IXS 109.5	APCH CRS 153°	GP MANUN 3630	LDA 11450



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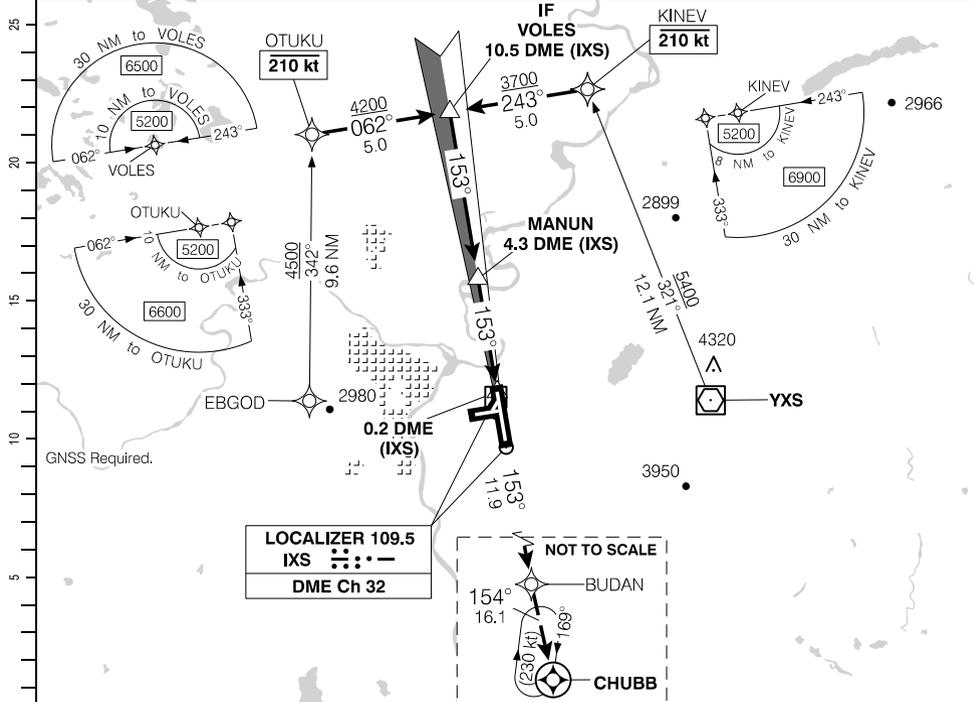


RASS: When using CYQZ add 190'.			CATEGORY	A	B	C	D
			ILS/DME	2432		(200)	½ RVR 26
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

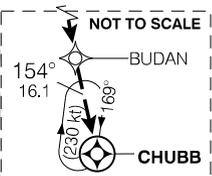
ILS Y RWY 15

535303N 1224039W VAR 18°E

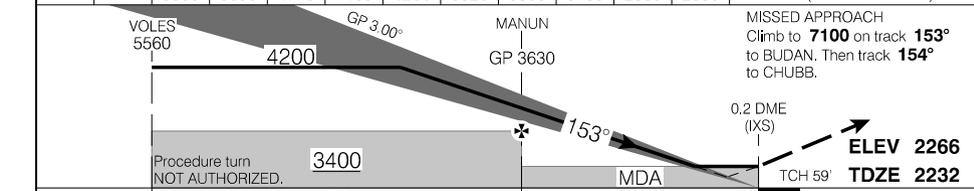
● ATIS - 128.72 ● AWOS - 128.72	CTR Vancouver - 133.8	● TWR - 118.3 ● RADIO Williams Lake - 118.3	● GND - 121.9	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	LOC IXS 109.5	APCH CRS 153°	GP MANUN 3630	LDA 11450



LOCALIZER 109.5
 IXS **⋮⋮⋮-**
 DME Ch 32



	10.5	9	8	7	6.2	5	4	3	2	1.1	DIST FROM DME (IXS)
	5560	5090	4770	4460	4200	3820	3500	3180	2860	2580	ALT (3.00° APCH PATH)



RASS: When using CYQZ add 190'. MANUN to MAP 4.1 NM	CATEGORY	A	B	C	D
	ILS/DME	2432		(200)	½ RVR 26
Knots ft/min Min:Sec 70 370 3:31 90 480 2:44 110 580 2:14 130 690 1:54 150 800 1:38	LOC/DME	2580		(348)	1 RVR 50

ILS Y RWY 15
 EFF 20 FEB 25

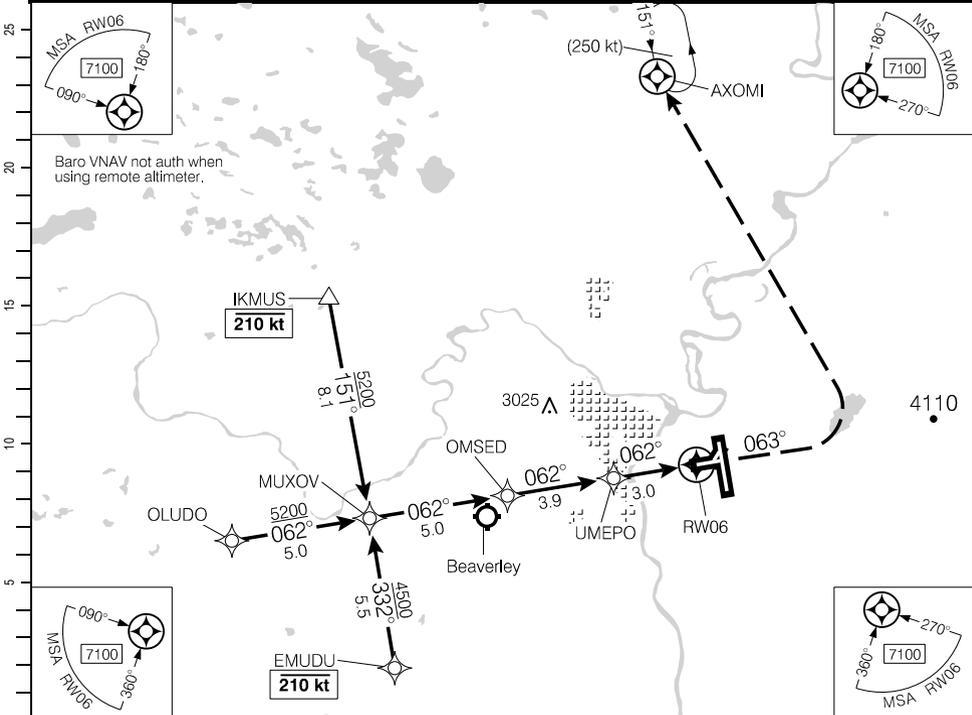
CYXS

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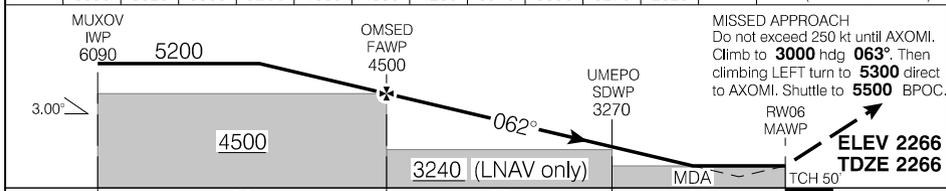
RNAV (GNSS) RWY 06

535303N 1224039W VAR 18°E

ATIS - 128.72 AWOS - 128.72	CTR Vancouver - 133.8	TWR - 118.3 RADIO Williams Lake - 118.3	GND - 121.9	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	WAAS Ch 80448 W06A	APCH CRS 062°	MIN ALT OMSD 4500	LDA 5624



(NM)	11.9	11	10	9.1	8	7	6	5	4	3	1.6		DIST FROM RW06
	6090	5820	5500	5200	4860	4550	4230	3910	3590	3270	2820		ALT (3.00° APCH PATH)



RASS: When using CYQZ add 190'.			CATEGORY	A	B	C	D
			LPV	2766	(500)	1¼	
			LNAV/VNAV (min. -23°C, max. 54°C)	2766	(500)	1¼	
			LNAV	2820	(554)	1¼	
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 06

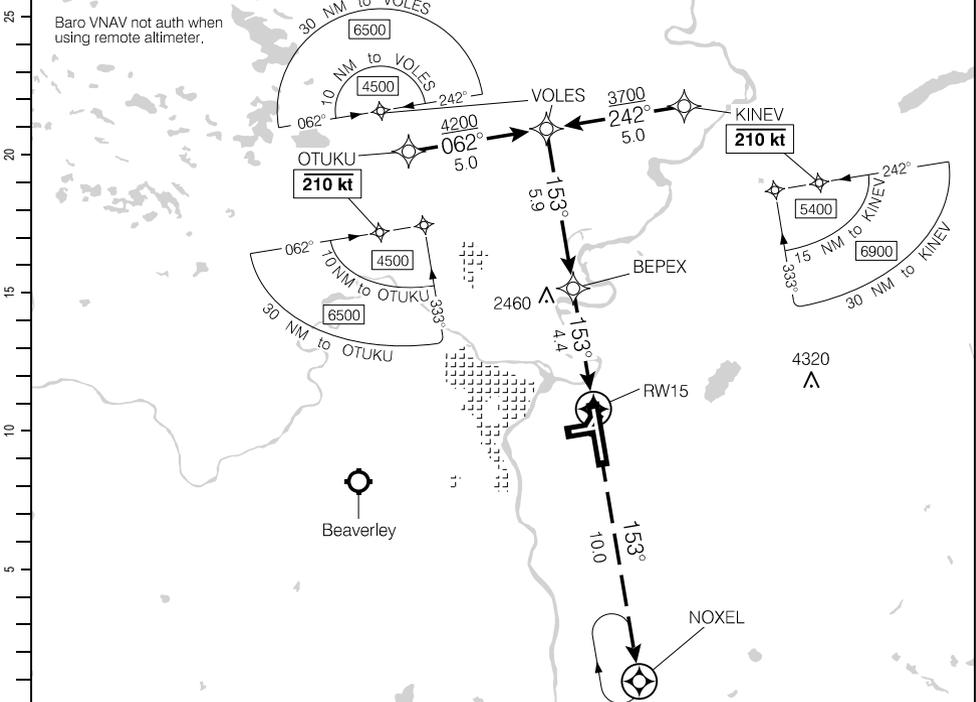
CYXS

EFF 21 MAY 20

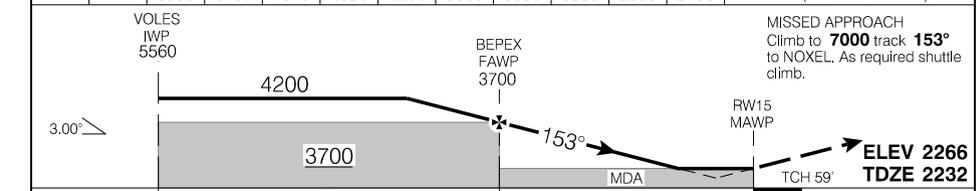
RNAV (GNSS) Z RWY 15

535303N 1224039W VAR 18°E

<ul style="list-style-type: none"> ● ATIS – 128.72 ● AWOS – 128.72 	CTR Vancouver – 133.8	<ul style="list-style-type: none"> ● TWR – 118.3 ● RADIO Williams Lake – 118.3 	<ul style="list-style-type: none"> ● GND – 121.9 	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	WAAS Ch 80325 W15A	APCH CRS 153°	MIN ALT BEPEX 3700	LDA 11450



	10.3	9	8	7	6.0	5	4	3	2	1.3	DIST FROM RW15
	5560	5160	4840	4520	4200	3880	3560	3250	2930	2700	ALT (3.00° APCH PATH)



RASS: When using CYQZ add 190'.			CATEGORY	A	B	C	D
			LPV	2431	(200)	½ RVR 26	
Knots	ft/min	Min:Sec	LNAV/VNAV (min. -21°C, max. 52°C)	2646	(415)	1 RVR 50	
70	370		LNAV	2700	(469)	1 RVR 50	
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 15

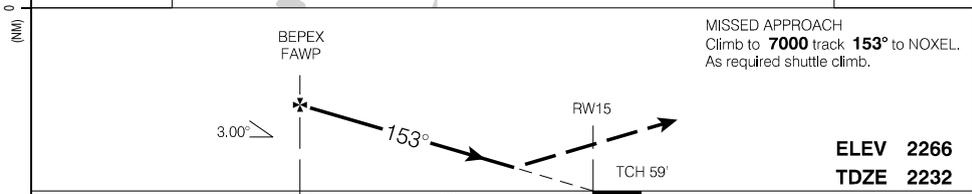
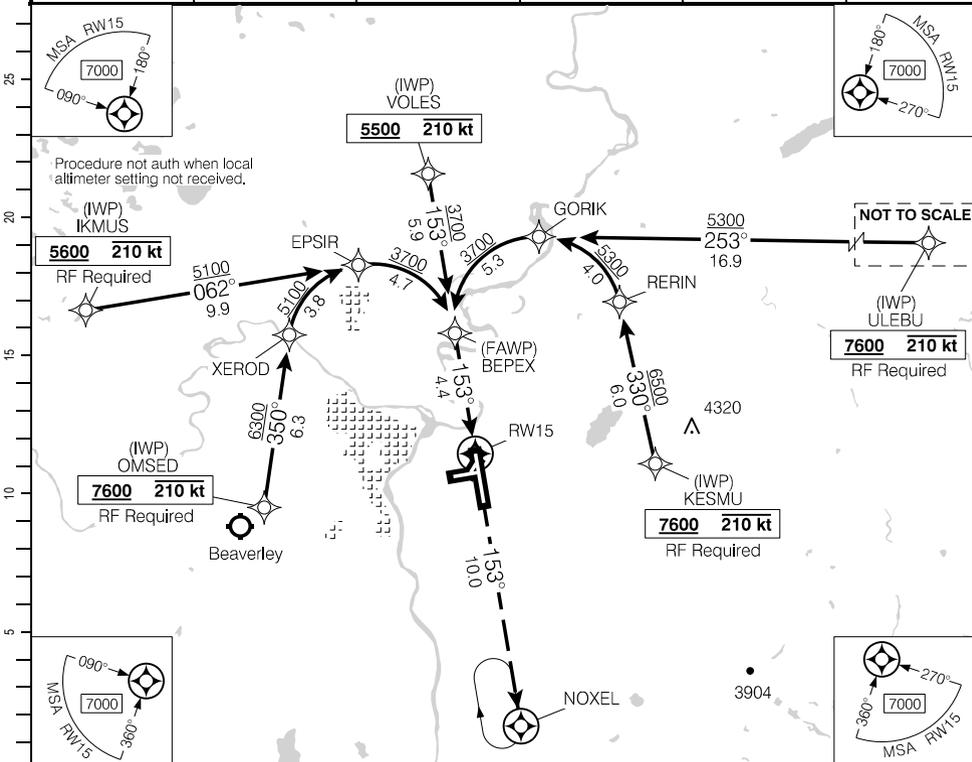
EFF 10 SEP 20

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RNAV (RNP) Y RWY 15

535303N 1224039W VAR 18°E

<ul style="list-style-type: none"> ● ATIS - 128.72 ● AWOS - 128.72 	CTR Vancouver - 133.8	<ul style="list-style-type: none"> ● TWR - 118.3 ● RADIO Williams Lake - 118.3 	<ul style="list-style-type: none"> ● GND - 121.9 	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 153°	MIN ALT BEPEX 3700	LDA 11450



	CATEGORY	A	B	C	D
	AUTHORIZATION REQUIRED (min. -21° C) (max. 52° C)	RNP 0.10	2602	(371)	1 RVR 50
RNP 0.20		2669	(438)	1 RVR 50	
RNP 0.30		2737	(506)	1/4	

RNAV (RNP) Y RWY 15

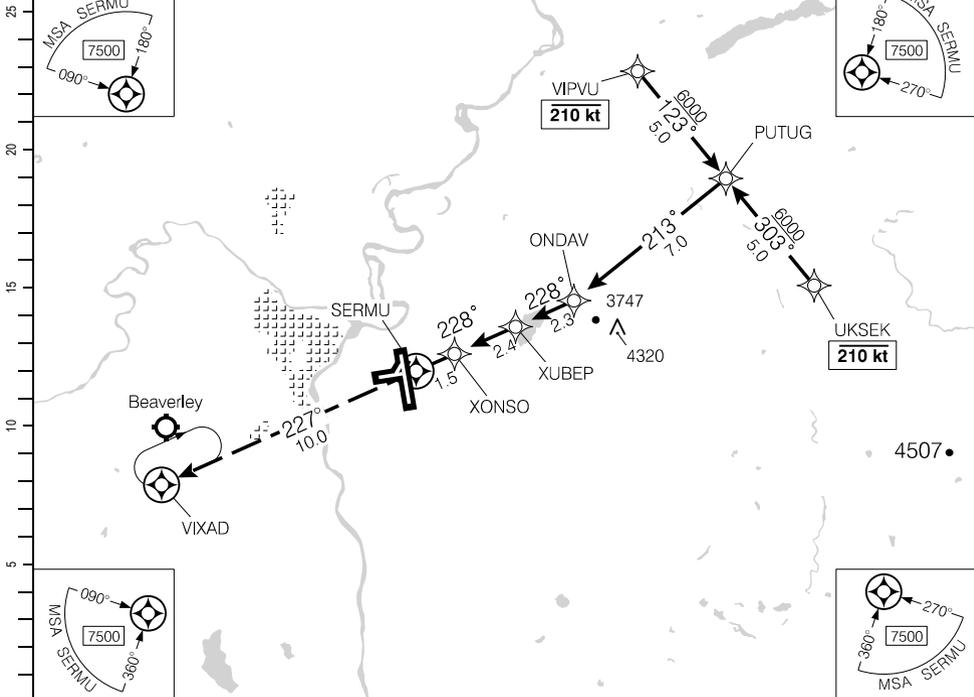
CYXS

EFF 21 MAY 20

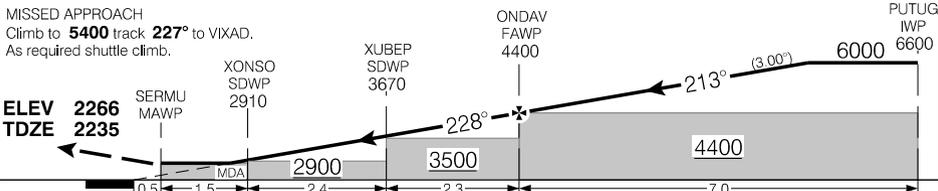
RNAV (GNSS) RWY 24

535303N 1224039W VAR 18°E

● ATIS - 128.72 ● AWOS - 128.72	CTR Vancouver - 133.8	● TWR - 118.3 ● RADIO Williams Lake - 118.3	● GND - 121.9 MF	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 228°	MIN ALT ONDAV 4400	LDA 5223



(NM)	DIST FROM SERMU	1.2	2	3	4	5	6	7	8	9	10	11.2	12	13.1
	ALT (3.00° APCH PATH)	2820	3060	3380	3700	4020	4340	4660	4980	5300	5610	6000	6250	6600



RASS: When using CYQZ add 190'.		CATEGORY	A	B	C	D
		LNAV	2820	(601)	1¼	
Knots	ft/min	Min:Sec				
70	370					
90	480					
110	580					
130	690					
150	800					

RNAV (GNSS) RWY 24

CYXS

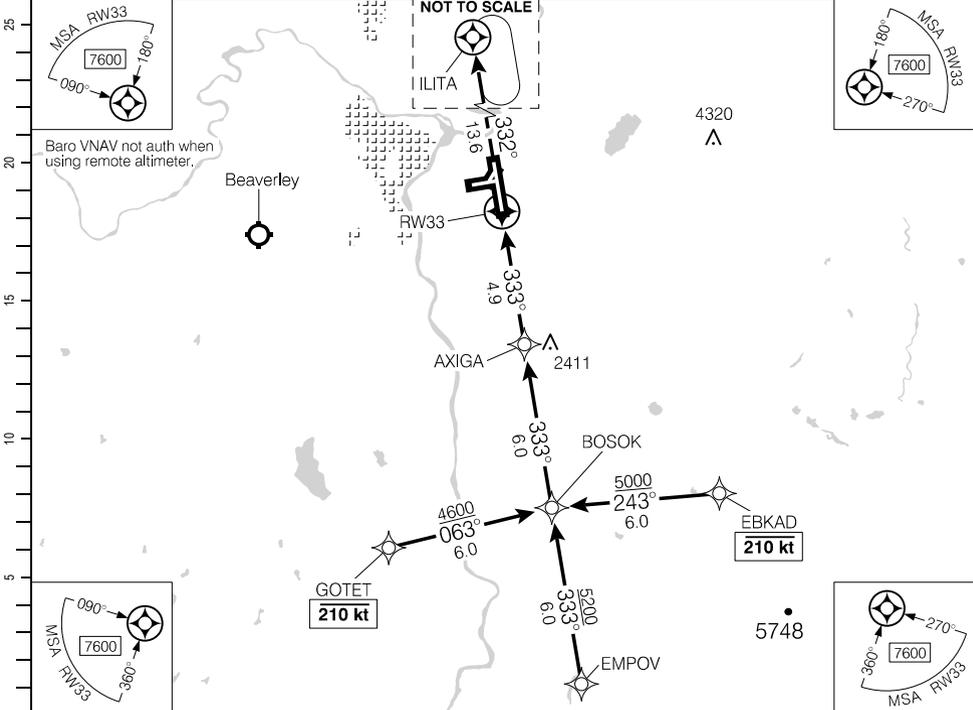
EFF 26 DEC 24

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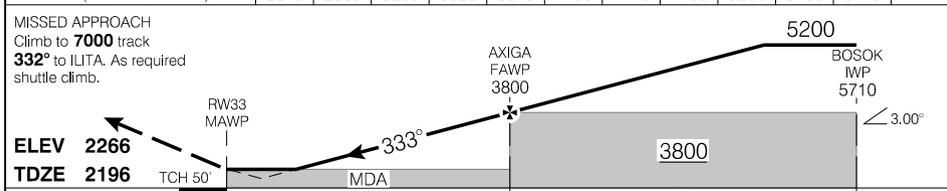
RNAV (GNSS) Z RWY 33

535303N 1224039W VAR 18°E

ATIS – 128.72 AWOS – 128.72	CTR Vancouver – 133.8	TWR – 118.3 RADIO Williams Lake – 118.3	GND – 121.9	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	WAAS Ch 80137 W33A	APCH CRS 333°	MIN ALT AXIGA 3800	LDA 10950



DIST FROM RW33	1.2	2	3	4	5	6	7	8	9.3	10	10.9
ALT (3.00° APCH PATH)	2640	2880	3200	3520	3840	4160	4470	4790	5200	5430	5710



RASS: When using CYQZ add 190'.				CATEGORY	A	B	C	D
				LPV	2445	(250)	1	
				LNAV/VNAV (min. -23°C, max. 54°C)	2584	(389)	1	
				LNAV	2640	(445)	1	
Knots	ft/min	Min:Sec						
70	370							
90	480							
110	580							
130	690							
150	800							

RNAV (GNSS) Z RWY 33

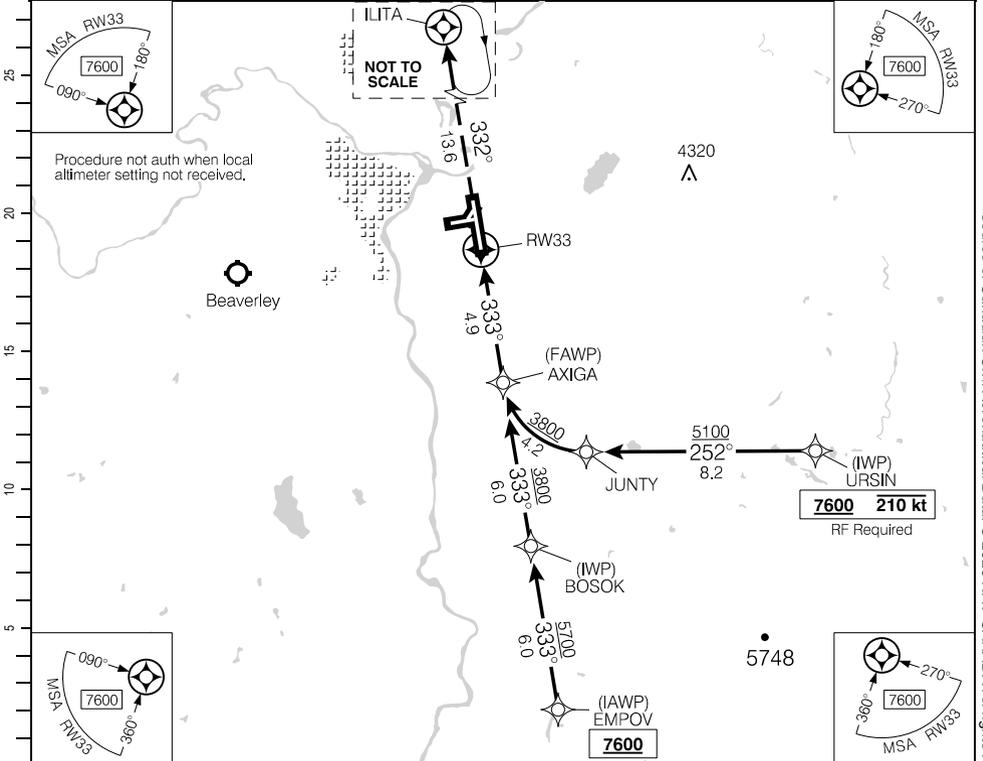
EFF 21 MAY 20

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RNAV (RNP) Y RWY 33

535303N 1224039W VAR 18°E

<ul style="list-style-type: none"> ● ATIS - 128.72 ● AWOS - 128.72 	CTR Vancouver - 133.8	<ul style="list-style-type: none"> ● TWR - 118.3 ● RADIO Williams Lake - 118.3 	<ul style="list-style-type: none"> ● GND - 121.9 	ARCAL 118.3(K)*
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 333°	MIN ALT AXIGA 3800	LDA 10950



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MISSED APPROACH
Climb to **7000** track **332°** to ILITA.
As required shuttle climb.

ELEV **2266**
TDZE **2196**

AXIGA FAWP
∠ 3.00°

TCH 50'

4.9

	CATEGORY	A	B	C	D
	RNP 0.10		2553	(358)	1 RVR 50
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)	RNP 0.20	2587	(392)	1 RVR 50	
	RNP 0.30	2628	(433)	1 RVR 50	

RNAV (RNP) Y RWY 33

CYXS

EFF 21 MAY 20

Departure Route Description

All rws: Contact Vancouver Centre after passing **3200**. Maintain **8000** or as assigned. Expect radar vectors to filed/assigned route.

Rwy 06 – ½: Requires a minimum climb gradient of **370** ft/NM to **4900**. Climb hdg **063°**.

Rwy 15: Requires a minimum climb gradient of **410** ft/NM to **5400**. Climb hdg **153°**.

Rwy 24: SPEC VIS - Climb visual over apt to **4100**. Then continue climb hdg **243°**.

Rwy 33: Requires a minimum climb gradient of **320** ft/NM to **4900**. Climb hdg **333°**.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
320 FT/NM	480	640	750	860	960	1070	1340	1600
370 FT/NM	560	740	870	990	1110	1240	1550	1850
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

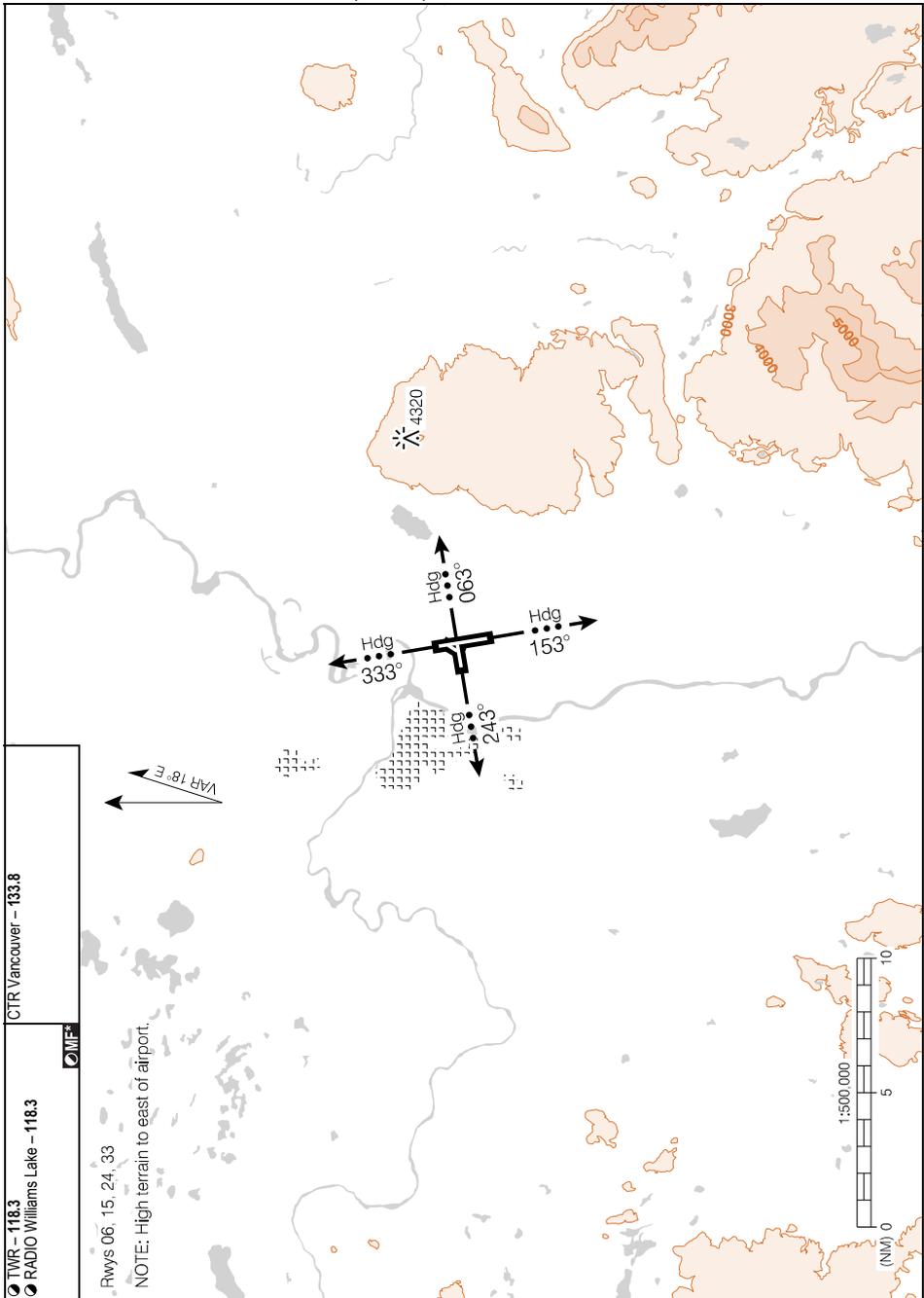
Communication Failure

On recognition of communication failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Proceed directly on course;
3. Maintain last assigned altitude until 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

PRINCE GEORGE FIVE DEP (CYXS5.)

CYXS



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CTR Vancouver – 133.8

TWR – 118.3
RADIO Williams Lake – 118.3

Rwys 06, 15, 24, 33

NOTE: High terrain to east of airport.

PRINCE GEORGE FIVE DEP (CYXS5.)

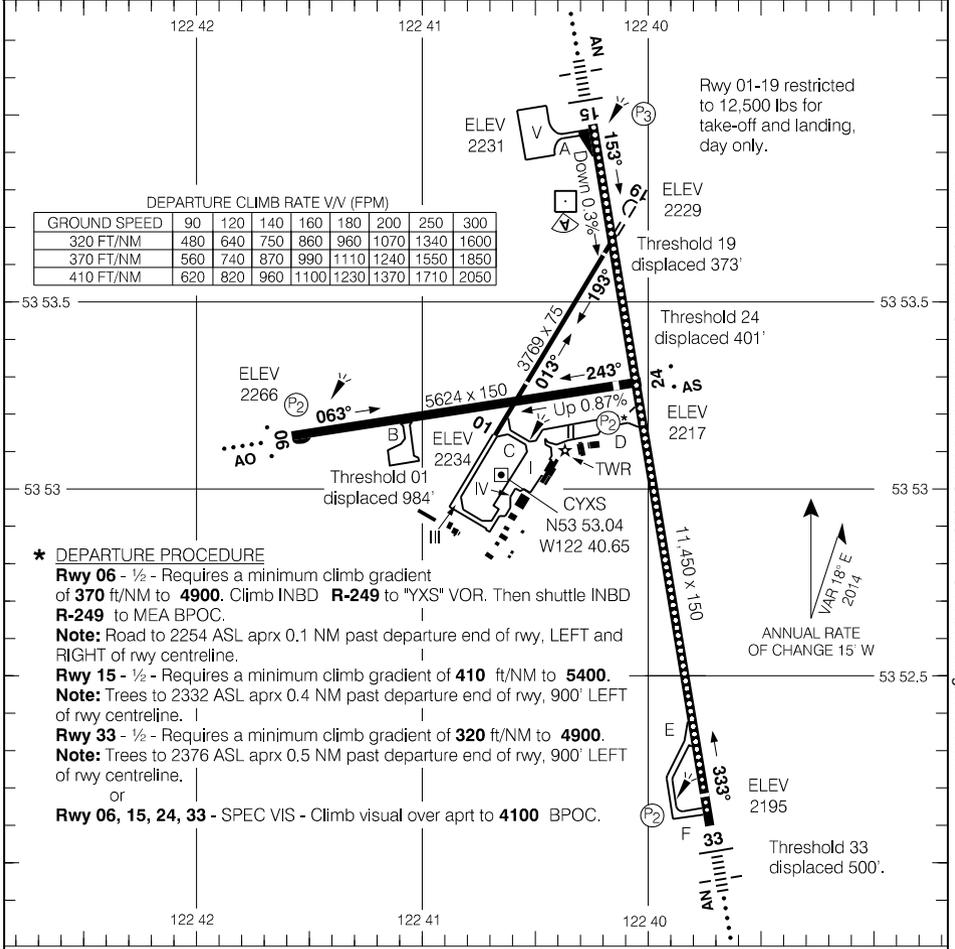
CYXS

EFF 31 MAR 16

AERODROME CHART

ATIS - 128.72 AWOS - 128.72	GND - 121.9	TWR - 118.3 RADIO Williams Lake - 118.3	CTR Vancouver - 133.8
--------------------------------	-------------	--	-----------------------

DECL DIST	06	24	15	33	01	19	
TORA	5624	5624	11450	11450	3769	3769	
TODA	6424	6608	12385	12250	4404	3769	
ASDA	5624	5624	11450	11450	3769	3769	
LDA	5624	5223	11450	10950	2785	3396	



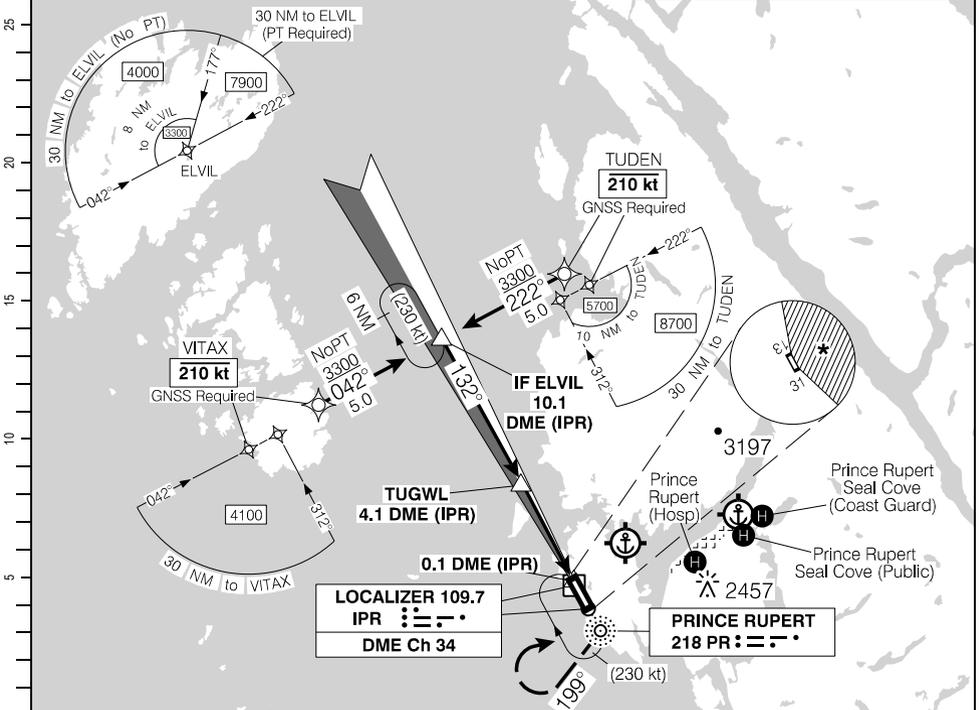
RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 15: RVR 1200 RWY 33: (1/4sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	SCALE IN FEET
Rws 01, 19: Not assessed Rws 15, 33, 06, 24: *	1000 0 1000

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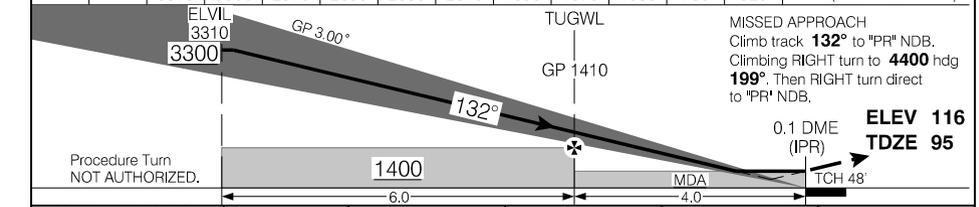
ILS RWY 13

541709N 1302641W VAR 19°E

AWOS – 128.575		CTR Vancouver – 133.67		TFC – 122.5		ARCAL 122.5(K)	
SAFE ALT 100 NM 11,100		LOC IPR 109.7	APCH CRS 132°	GP TUGWL 1410	LDA 6000	AN	



(NM)	10.1	10.0	9	8	7	6	5	4	3	2	1.3	DIST FROM DME (IPR)
	3310	3300	2970	2650	2330	2010	1690	1370	1050	730	520	ALT (3.00° APCH PATH)



RASS: When using CZMT add 150'. When using CYXT add 240'.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
ILS/DME	295		(200)	½
LOC/DME	520		(425)	1
C CIRCLING	* 600	(484)	1½	* 600 (484) 2 * 680 (564) 2

ILS RWY 13
EFF 20 FEB 25

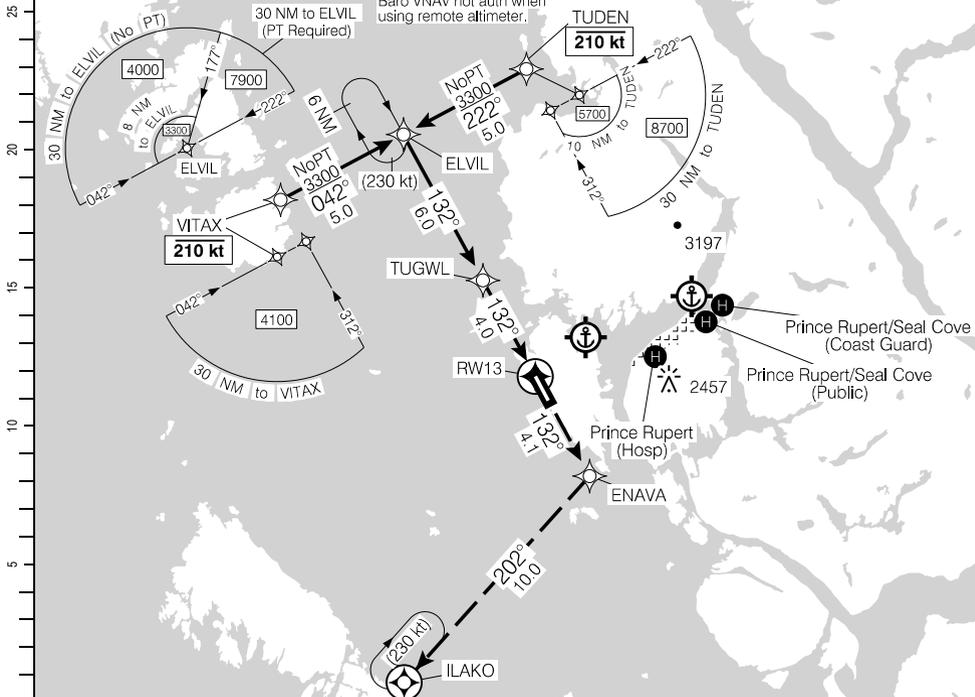
CYPR

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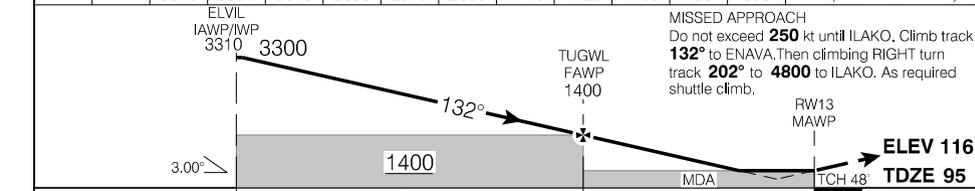
RNAV (GNSS) RWY 13

541709N 1302641W VAR 19°E

AWOS – 128.57	CTR Vancouver – 133.67	TFC – 122.5		ARCAL 122.5(K)
SAFE ALT 100 NM 11,100	WAAS Ch 80274 W13A	APCH CRS 132°	MIN ALT TUGWL 1400	LDA 6000



(NM)	10	9.9	9	8	7	6	5	4	3	2	1.3	DIST FROM RWY13
	3310	3300	3010	2690	2370	2050	1740	1420	1100	780	560	ALT (3.00° APCH PATH)



RASS: When using CZMT add 150'. When using CYXT add 240'.	CATEGORY	A	B	C	D
	LPV	344	(250)		1
Knots	ft/min	Min:Sec	LNAV/VNAV (min. -19°C, max. 54°C)		1
	70		370	475	
90	480	LNAV	560	(466)	1
110	580				
130	690				
150	800				

RNAV (GNSS) RWY 13

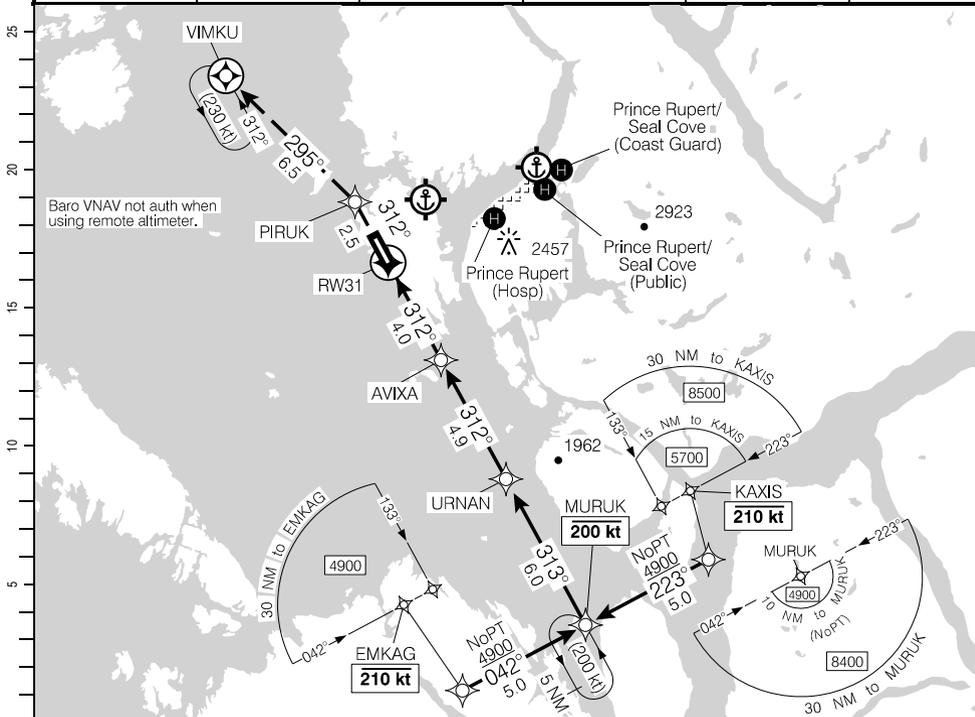
CYPR

EFF 25 JAN 24

RNAV (GNSS) RWY 31

541709N 1302641W VAR 19°E

AWOS – 128.57		CTR Vancouver – 133.67		TFC – 122.5		ARCAL 122.5(K)	
SAFE ALT 100 NM 11,100		WAAS Ch 80273 W31A		APCH CRS 312°		MIN ALT URNAN 3000	
				LDA 6000		P2 AO ...	



(NM)	0	1.5	3	4	5	6	7	8	9	10	11	12	14.8	14.9
DIST FROM RW31		1.5	3	4	5	6	7	8	9	10	11	12	14.8	14.9
ALT (3.00° APCH PATH)		660	1120	1440	1760	2080	2400	2720	3040	3350	3670	3990	4900	4920

MISSED APPROACH
Climb to **3800** track **312°** to PIRUK. Then track **295°** to VIMKU. As required shuttle climb.



RASS: When using CZMT add 150'. When using CYXT add 240'.			CATEGORY	A	B	C	D
			LPV	446	(330)	1¼	
			LNAV/VNAV (min. -19°C, max. 54°C)	586	(470)	1¼	
			LNAV	660	(544)	1¼	
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 31

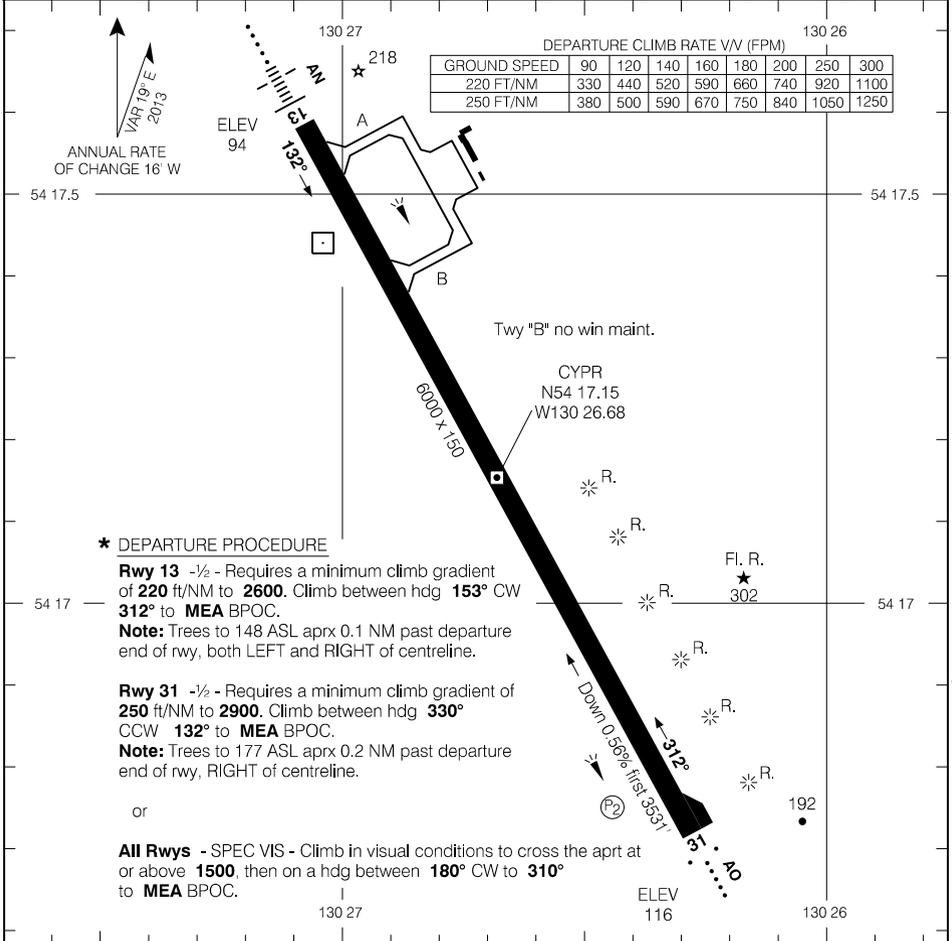
CYPR

EFF 25 JAN 24

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AERODROME CHART

AWOS - 128.57				TFC - 122.5		CTR Vancouver - 133.67	
DECL	DISTS	13	31				
TORA		6000	6000				
TODA		6853	6984				
ASDA		6000	6000				
LDA		6000	6000				



*** DEPARTURE PROCEDURE**

Rwy 13 -½ - Requires a minimum climb gradient of **220 ft/NM to 2600**. Climb between hdg **153° CW 312°** to **MEA BPOC**.
Note: Trees to 148 ASL aprx 0.1 NM past departure end of rwy, both LEFT and RIGHT of centreline.

Rwy 31 -½ - Requires a minimum climb gradient of **250 ft/NM to 2900**. Climb between hdg **330° CCW 132°** to **MEA BPOC**.
Note: Trees to 177 ASL aprx 0.2 NM past departure end of rwy, RIGHT of centreline.

or

All Rwys - SPEC VIS - Climb in visual conditions to cross the apt at or above **1500**, then on a hdg between **180° CW to 310°** to **MEA BPOC**.

RVO		LVO	
RWY 13: RVR 1200 RWY 31: (¼sm)		NOT AUTHORIZED	
TAKE-OFF MINIMA			
Rwys 13, 31: *			



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AERODROME CHART

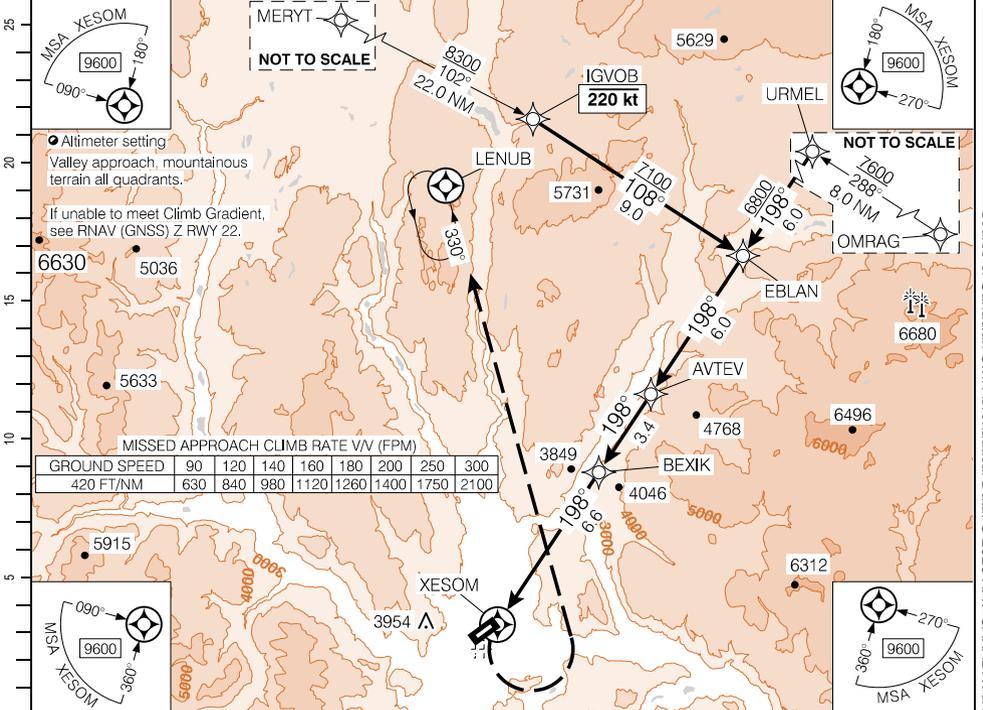
CYPR

EFF 25 JAN 24

RNAV (GNSS) Y RWY 22

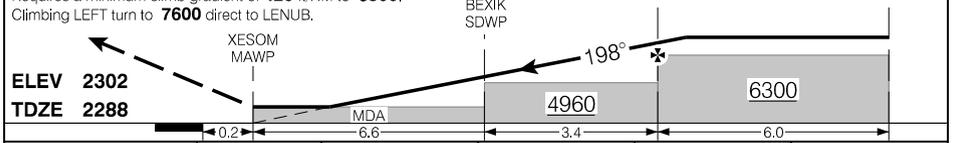
492804N 1203045W VAR 16°E

CTR Vancouver – 135.0 351.3		TFC – 123.2		ARCAL 123.2(K)	
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 198°	MIN ALT AVTEV 6300	LDA 3932	P1 2.0°



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MISSED APPROACH
Do not exceed **165 kt** until LENUB.
Requires a minimum climb gradient of **420 ft/NM** to **6500**.
Climbing **LEFT** turn to **7600** direct to LENUB.



ELEV 2302			XESOM MAWP				MDA		BEXIK SDWP		AVTEV FAWP		EBLAN IWP	
TDZE 2288			0.2		6.6		3.4		6.0					
			CATEGORY		A		B		C		D			
			RNAV		3960		(1672)		3		NOT AUTHORIZED			
Knots			ft/min			Min:Sec								
70														
90														
110														
130														
150														

RNAV (GNSS) Y RWY 22

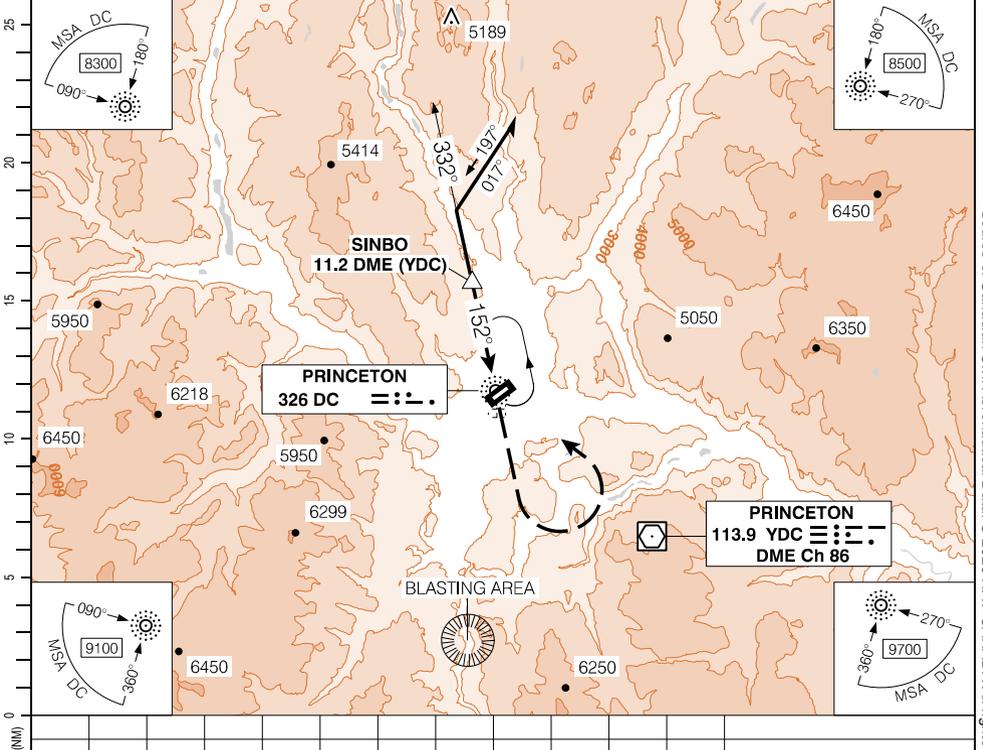
CYDC

EFF 31 OCT 24

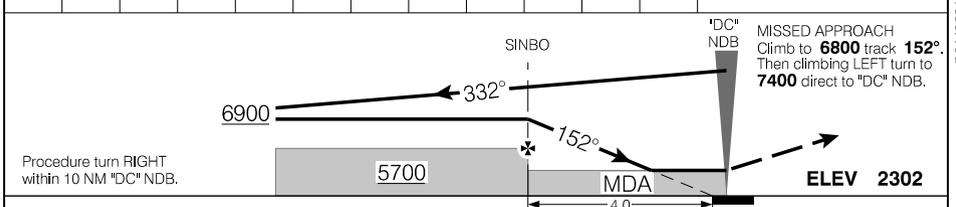
NDB/DME A

492804N 1203045W VAR 16°E

CTR Vancouver – 135.0 351.3		TFC – 123.2		ARCAL 123.2(K)	
SAFE ALT 100 NM 12,800		NDB DC 326	APCH CRS 152°	MIN ALT SINBO 5700	LDA REFER TO AD CHART
				LIGHTING: REFER TO AD CHART	



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RASS: When using CYFF add 250.		CATEGORY	A	B	C	D
		CIRCLING	4940 (2638)		3	
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

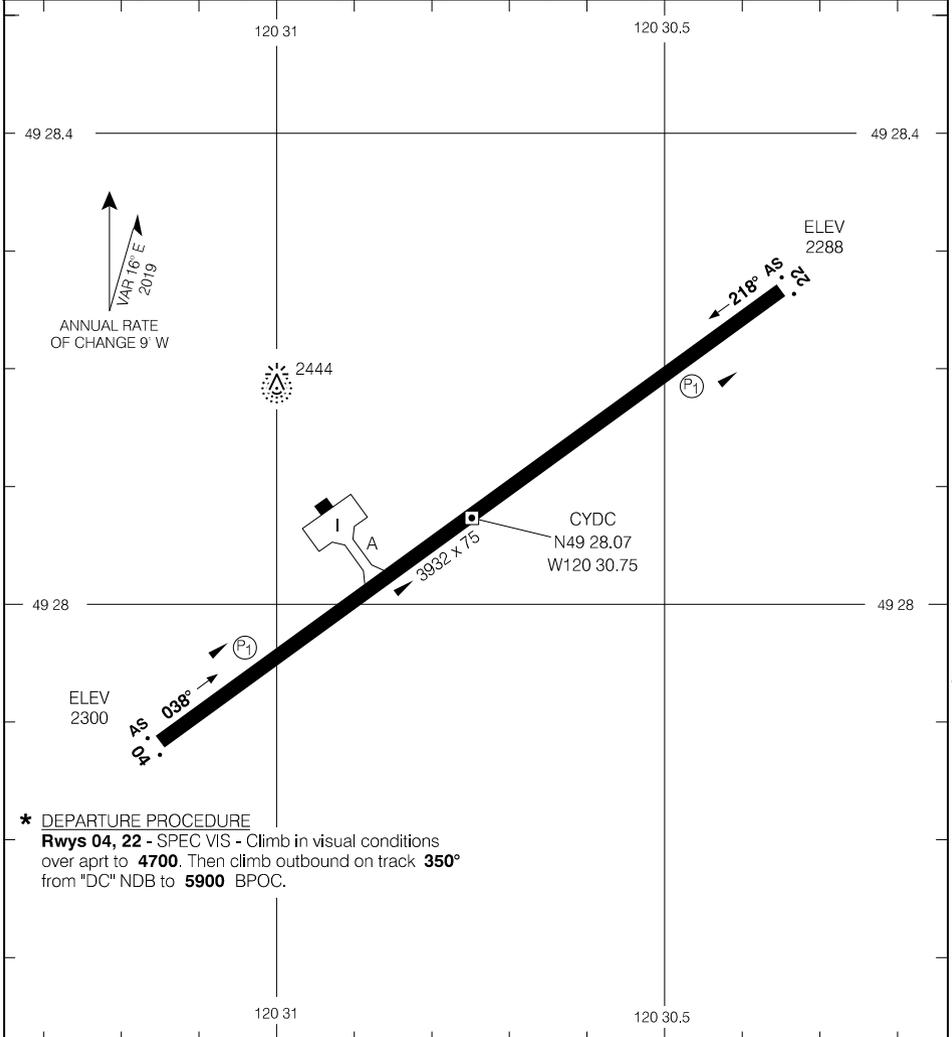
NDB/DME A

CYDC

EFF 31 OCT 24

AERODROME CHART

				CTR Vancouver – 135.0 351.3	
		TFC – 123.2		ATF	
DECL DIST	04	22			
TORA	3932	3932			
TODA	4916	4732			
ASDA	3932	3932			
LDA	3932	3932			



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TAKE-OFF MINIMA	SCALE IN FEET
Rwys 04; 22: *	1000 0 1000

AERODROME CHART

CYDC

EFF 31 OCT 24

RNAV (GNSS) Y RWY 29

492014N 1242338W VAR 17°E

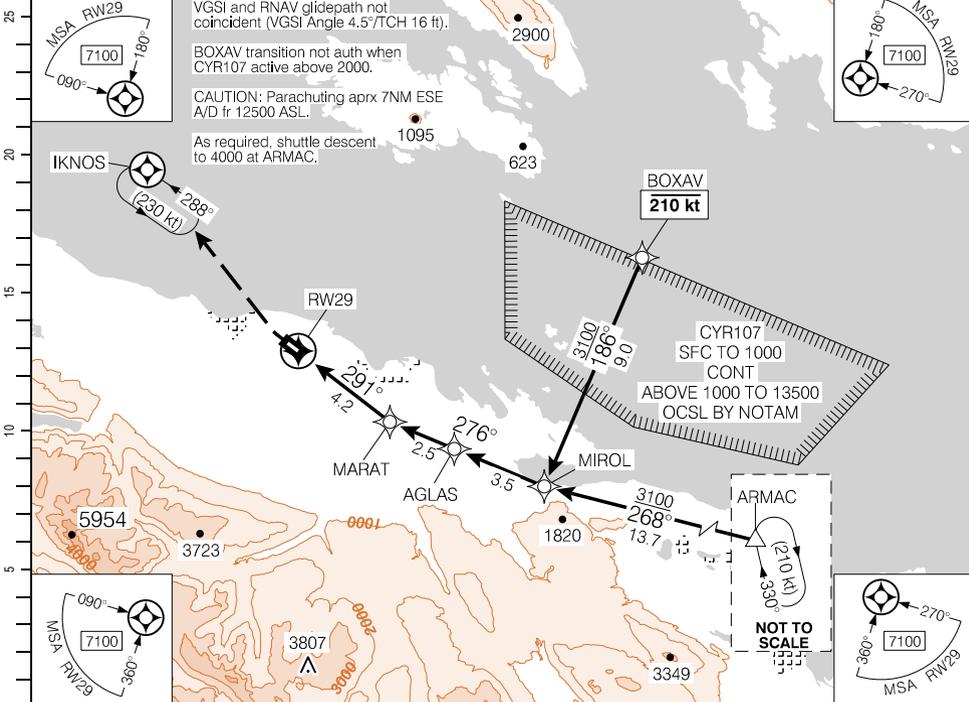
TML Comox – 123.7 227.6		TFC – 122.8		ARCAL122.8(K)	
SAFE ALT 100 NM 12,300	WAAS Ch 81170 W29A	APCH CRS 291°	MIN ALT MARAT 1900	LDA MARAT 3313	$\text{\textcircled{P}}_1$ 4.5°

VGSI and RNAV glidepath not coincident (VGSI Angle 4.5°/TCH 16 ft).

BOXAV transition not auth when CYR107 active above 2000.

CAUTION: Parachuting aprx 7NM ESE A/D fr 12500 ASL.

As required, shuttle descent to 4000 at ARMAC.

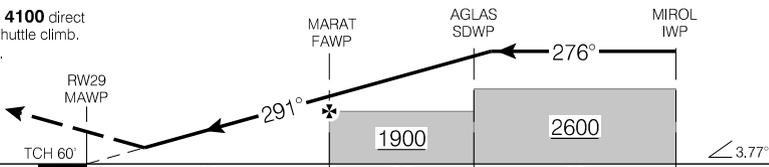


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MISSED APPROACH

Climbing RIGHT turn to **4100** direct to IKNOS. As required shuttle climb. Shuttle to **6700** BPOC.

ELEV 192
TDZE 180



RASS: Use CYYQ.			CATEGORY	A	B	C	D
			LPV	667	(500)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

RNAV (GNSS) Y RWY 29

CAT4

EFF 22 JAN 26

Departure Route Description

Not authorized when CYR107 active above **1000**, CAT D departures not authorized.

Rwy 11 – ½: Requires a minimum climb gradient of **310** ft/NM to **1300**. Climb track **111°** to PIKLO. Then climbing LEFT turn to **3000** track **065°** to SENRI. Do not exceed 200 kt until SENRI. Expect radar vectors to flight planned route 10 minutes after departure.

Contact Victoria Terminal on 121.07 passing **2500**.

Note: Trees to 295 ASL within aprx 0.4 NM past departure end of rwy.

Rwy 29 – ½: Climb to **1000** hdg **291°**. Climbing RIGHT turn to **3000** or as assigned direct SENRI. Do not exceed 200 kt until SENRI. Expect radar vectors to flight planned route 10 minutes after departure.

Contact Victoria Terminal on 121.07 passing **2500**.

Note: Trees to 330 ASL within aprx 0.4 NM past departure end of rwy.

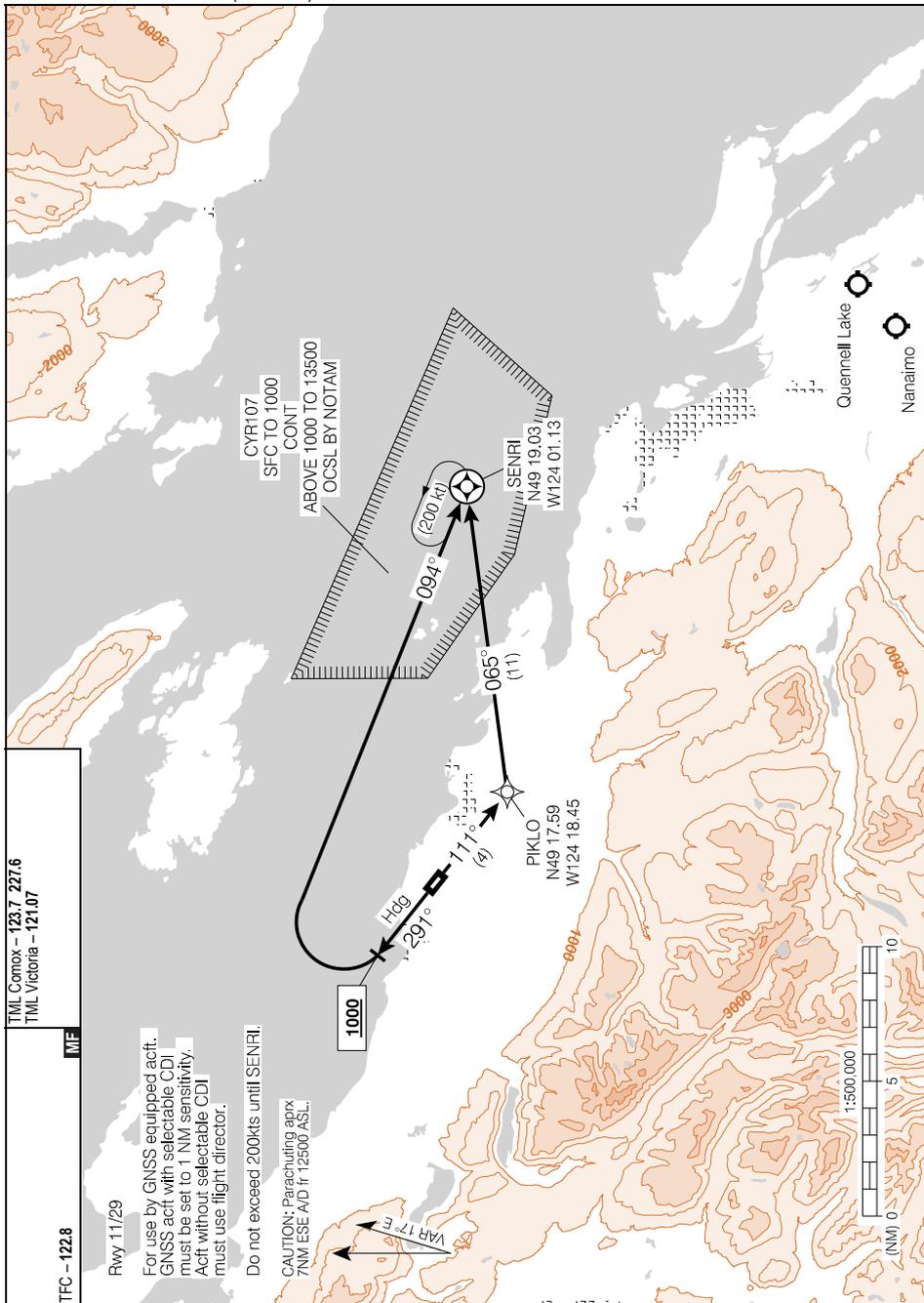
DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250
310 FT/NM	470	620	730	830	930	1040	1300

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DEPARTURE PROCEDURE (RNAV)
SENRI FOUR DEP (SENRI4.)

QUALICUM BEACH, BC
CAT4



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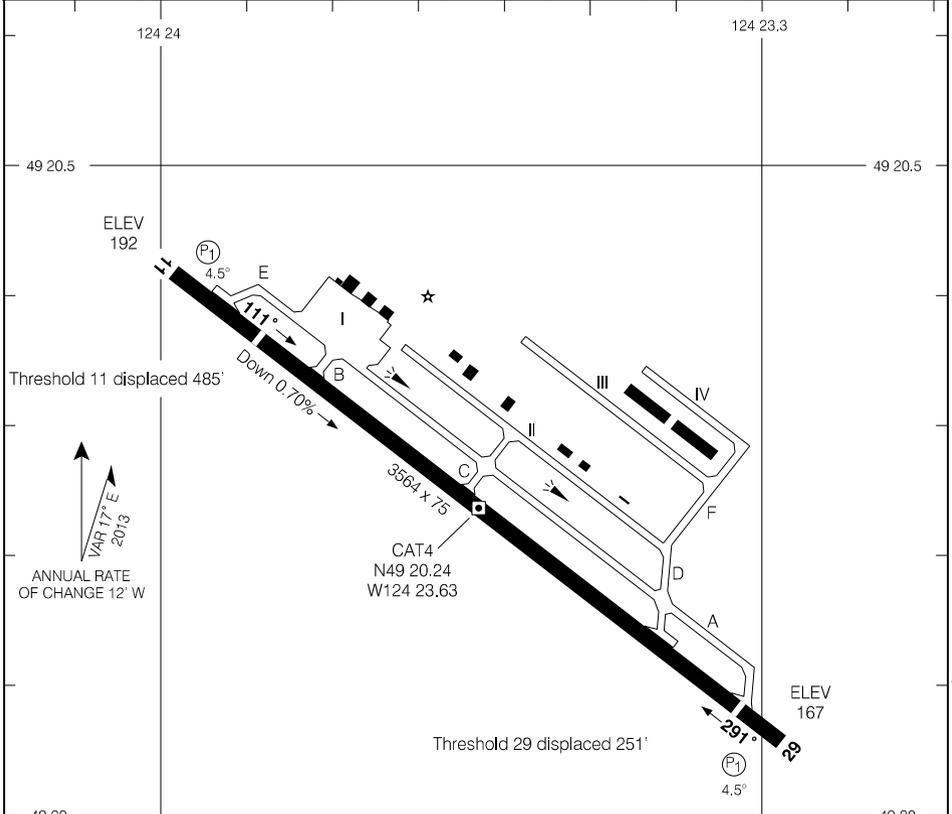
SENRI FOUR DEP (SENRI4.)

CAT4

EFF 15 JUN 23

AERODROME CHART

				TFC - 122.8		TML Comox - 123.7 227.6	
DECL DIST	11	29					MF
TORA	3564	3564					
TODA	3564	3564					
ASDA	3564	3564					
LDA	3079	3313					



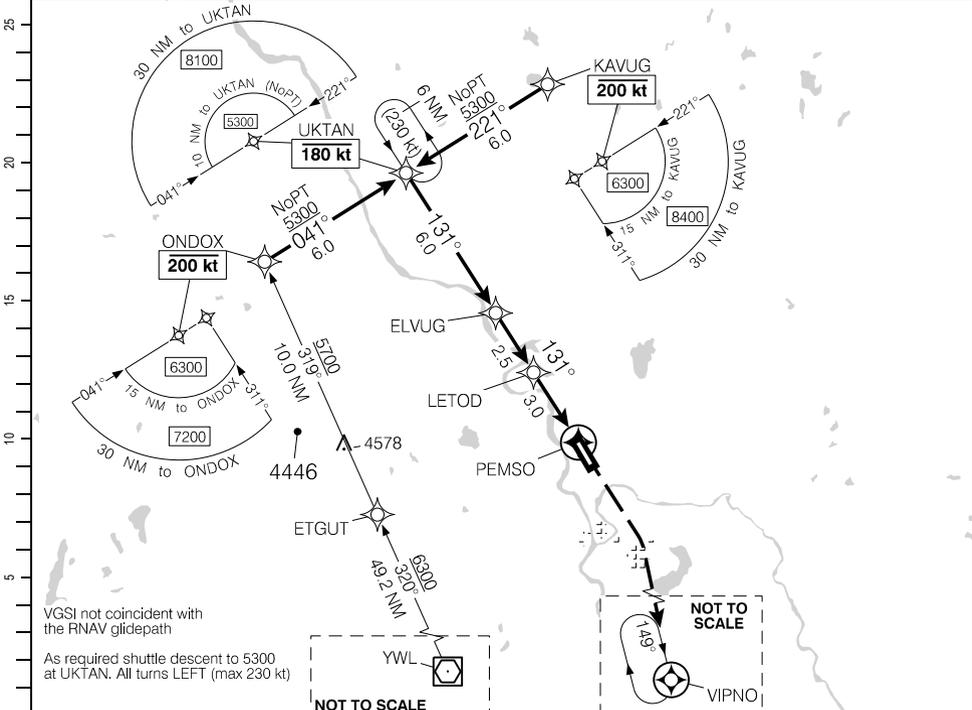
*** DEPARTURE PROCEDURE**
Rwy 11, 29 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800** (CAT A, B & C). Continue climb hdg **044°** to intercept T719 to **MEA BPOC**.
Note: Departure procedure not authorized when CYR107 or CYA124(M) active above **1000**.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 11; 29: *	1000 500 0 1000

RNAV (GNSS) Y RWY 13

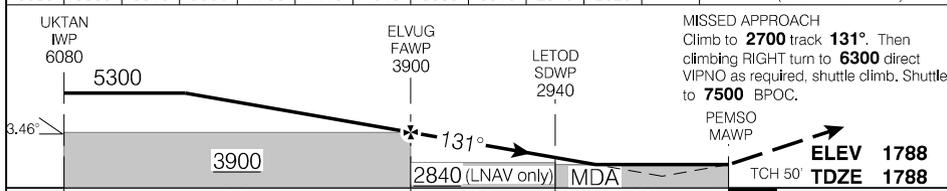
530134N 1223037W VAR 17°E

AWOS - 124.4	CTR Vancouver - 134.0 381.4	RADIO Williams Lake - 122.2 TFC - 122.2		ARCAL 122.2(K)
SAFE ALT 100 NM 13,200	WAAS Ch 80599 W13A	APCH CRS 131°	MIN ALT ELVUG 3900	LDA 5501



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11.5	11	10	9.4	8	7	6	5	4	3	2.1	DIST FROM PEMS0	
6080	5880	5510	5300	4780	4410	4040	3680	3310	2940	2620	ALT (3.46° APCH PATH)	



RASS: When using CYXS add 200'			CATEGORY	A	B	C	D
			LPV	2288	(500)	1½	NOT AUTHORIZED
			LNAV	2620	(832)	2½	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70	430						
90	550						
110	670						
130	800						
150	920						

RNAV (GNSS) Y RWY 13

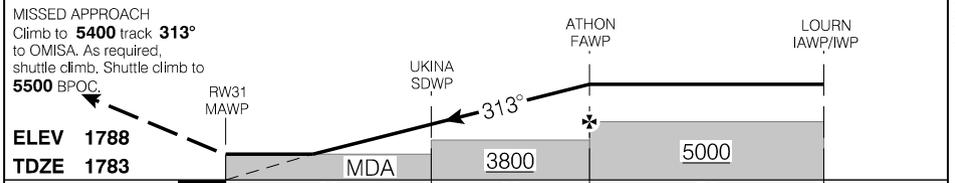
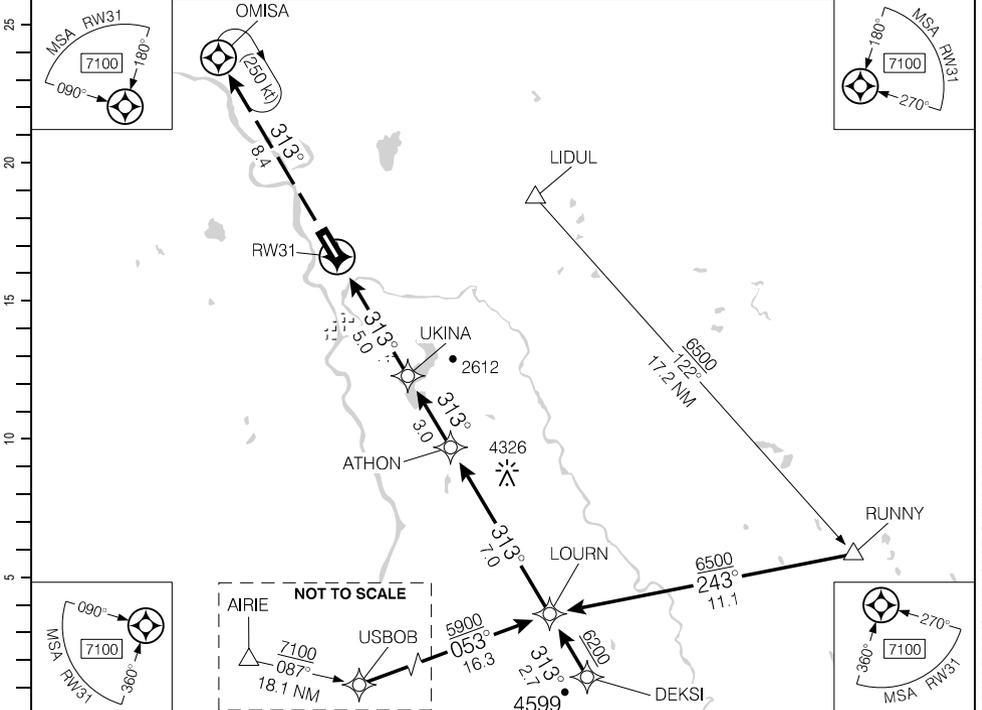
CYQZ

EFF 27 NOV 25

RNAV (GNSS) Z RWY 31

530134N 1223037W VAR 17°E

AWOS - 124.4	CTR Vancouver - 134.0 381.4	RADIO Williams Lake - 122.2 TFC - 122.2		ARCAL 122.2(K)
SAFE ALT 100 NM 13,200	RNAV	APCH CRS 313°	MIN ALT ATHON 5000	LDA 5501



RASS: When using CYXS add 190'	CATEGORY	A	B	C	D
	LNAV	2520		(737)	2¼
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

RNAV (GNSS) Z RWY 31

CYQZ

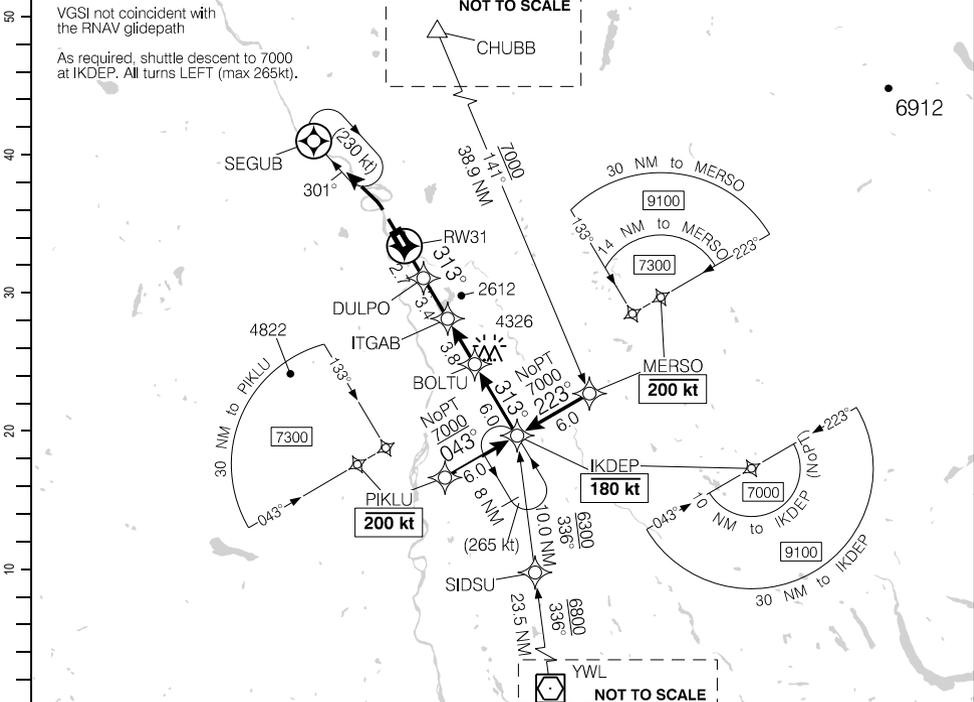
EFF 12 JUN 25

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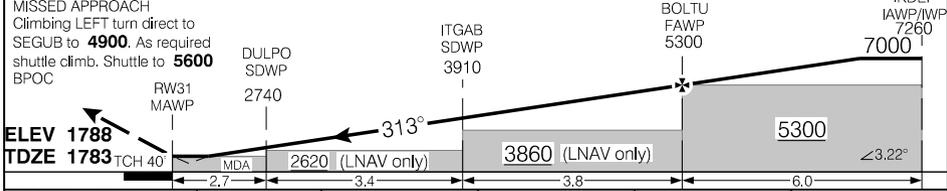
RNAV (GNSS) Y RWY 31

530134N 1223037W VAR 17°E

AWOS - 124.4	CTR Vancouver - 134.0 381.4	RADIO Williams Lake - 122.2 TFC - 122.2		
SAFE ALT 100 NM 13,200	WAAS Ch 80600 W31A	APCH CRS 313°	MIN ALT BOLTU 5300	LDA 5501



DIST FROM RW31	1.7	3	4	5	6	7	8	9	10	11	12	15.1	15.9
ALT (3.22° APCH PATH)	2400	2850	3190	3530	3870	4210	4560	4900	5300	5580	5920	7000	7260



RASS: When using CYXS add 200'				CATEGORY	A	B	C	D
				LPV	2281	(500)	1%	NOT AUTHORIZED
				LNAV	2400	(619)	2	NOT AUTHORIZED
Knots	ft/min	Min:Sec						
70	400							
90	520							
110	630							
130	750							
150	860							

RNAV (GNSS) Y RWY 31

CYQZ

EFF 27 NOV 25

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Departure Route Description

Rwy 31 – ½: Maintain **7400** or as assigned. Requires a minimum climb gradient of **500 ft/NM to 2600**.

Climb on track **313°** to DAPOV, then climbing LEFT turn to XORUD on track **276°** to the assigned route.

Note: Trees to 1870 ASL aprx 0.2 NM past departure end of rwy, 400' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

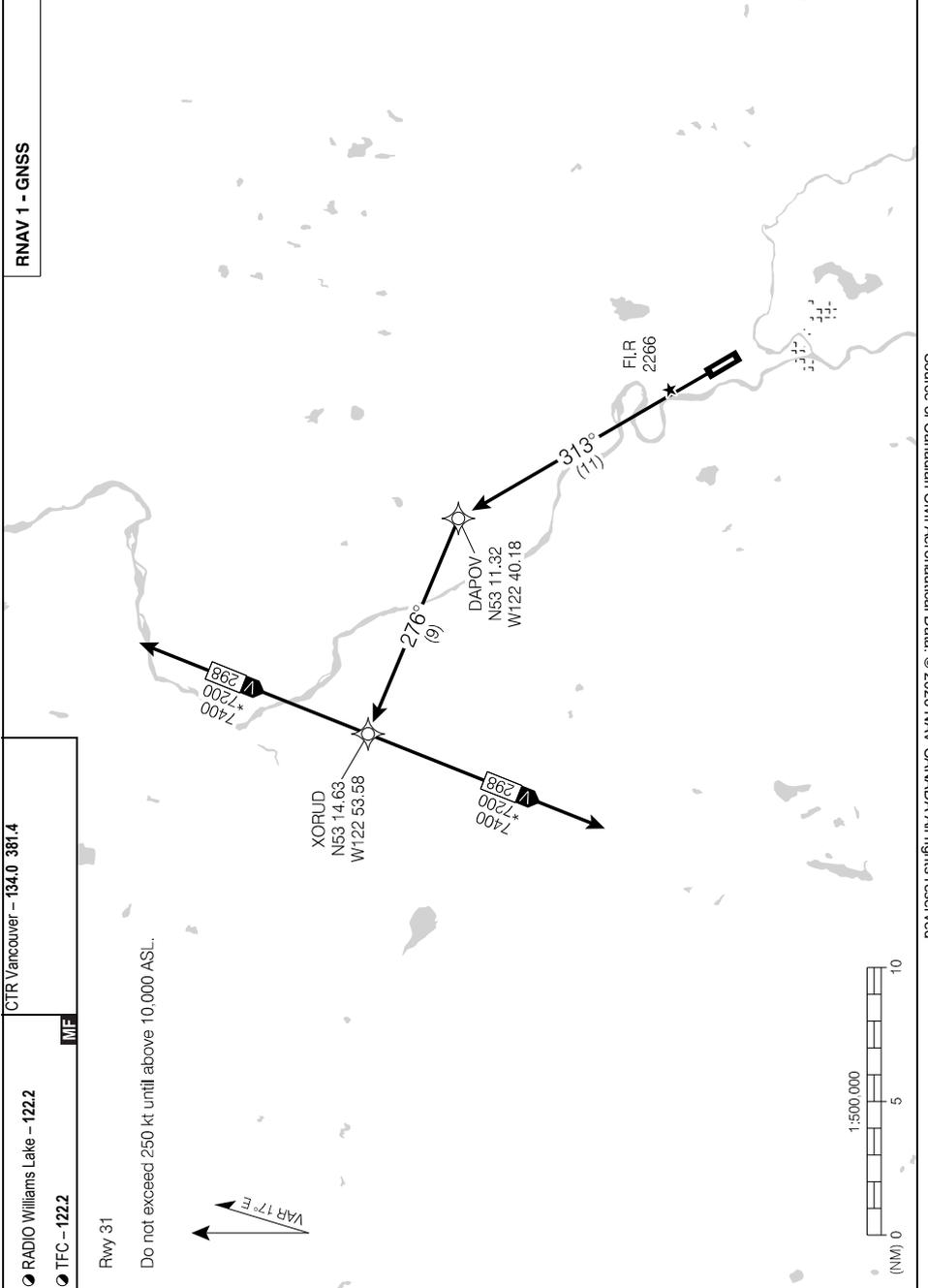
Communication Failure

On recognition of failure proceed as follows:

1. Select transponder code 7600;
2. Proceed as published at the last assigned altitude, then;
3. Climb to flight planned altitude 5 minutes after take-off.

XORUD FOUR DEP (XORUD4.)

CYQZ



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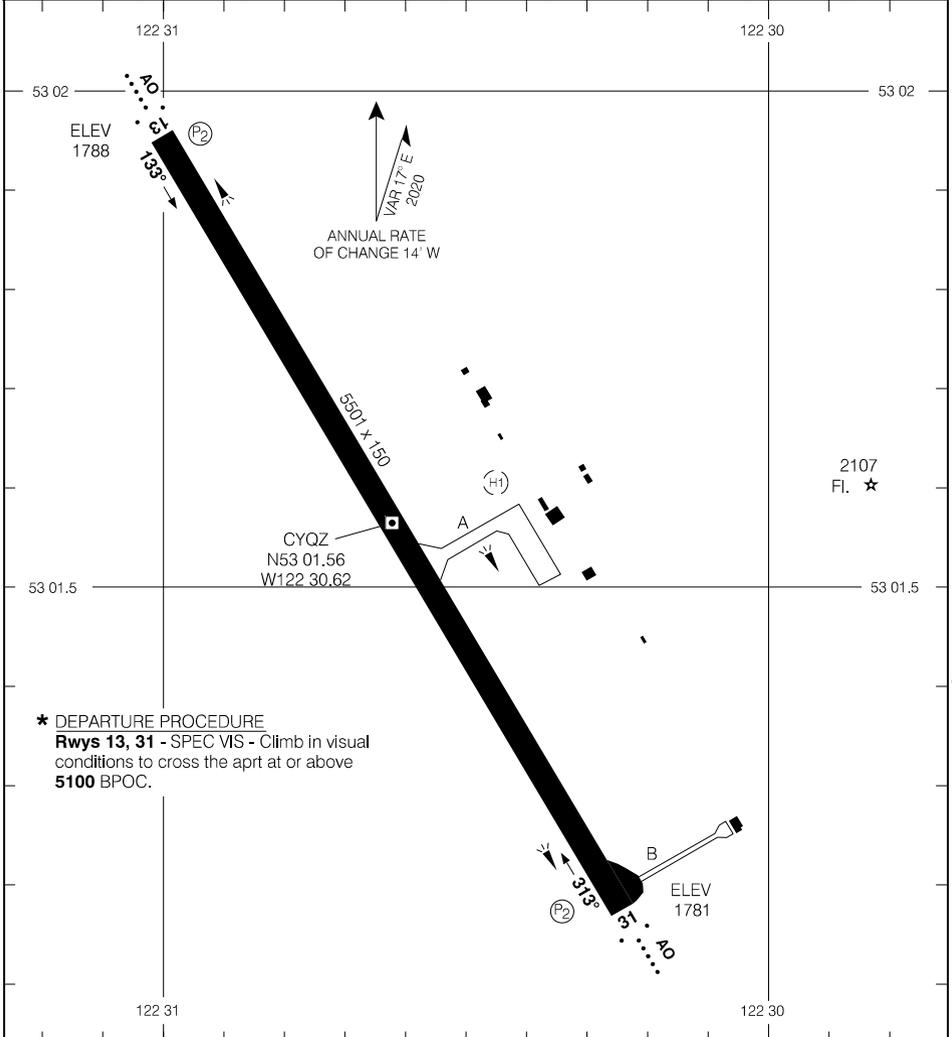
XORUD FOUR DEP (XORUD4.)

CYQZ

EFF 26 DEC 24

AERODROME CHART

AWOS - 124.4				RADIO Williams Lake - 122.2 TFC - 122.2		CTR Vancouver - 134.0 381.4	
DECL	DISTS	13	31				
TORA		5501	5501				
TODA		6485	6041				
ASDA		5501	5501				
LDA		5501	5501				

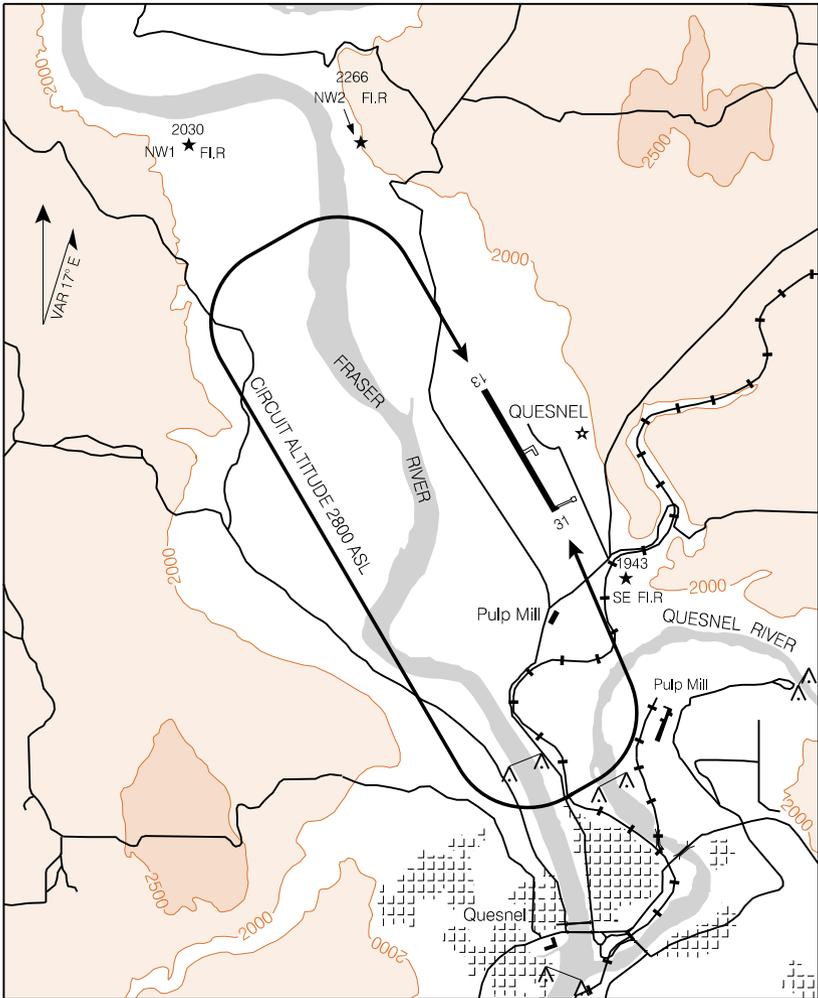


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TAKE-OFF MINIMA	SCALE IN FEET
Rwys 13; 31: ★	1000 0 1000

NIGHT CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 2800' ASL



NOTES:

1. Recommend that only pilots familiar with the local area use this airport during the hours of darkness.
2. Night operations not recommended unless all three hazard beacons are operating.
3. All turns to be completed within the perimeter of the hazard beacons.

NIGHT CIRCUIT PROCEDURES

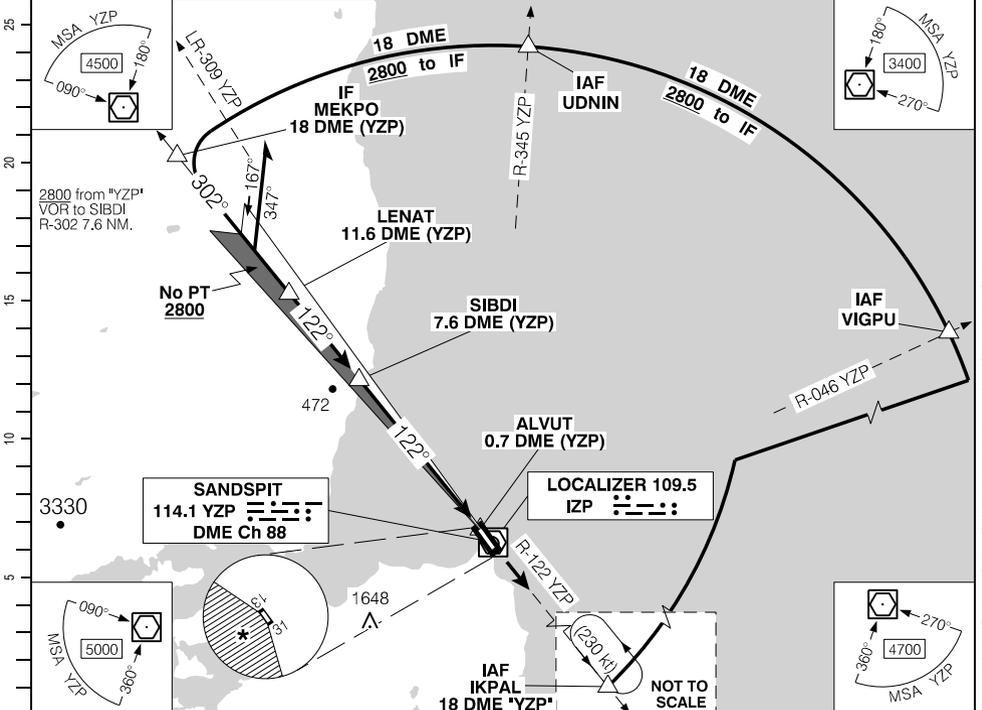
EFF 10 SEP 20

CYQZ

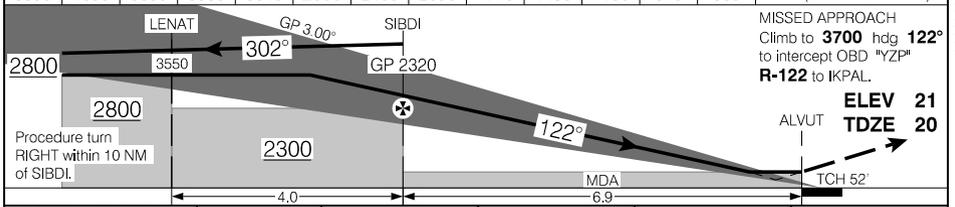
ILS RWY 13

531515N 1314850W VAR 19°E

AWOS - 128.75	CTR Vancouver - 133.67 227.2	RADIO Terrace - 122.3 296.2	ARCAL 122.3(J)*
SAFE ALT 100 NM 8500	LOC IZP 109.5	APCH CRS 122°	GP SIBDI 2320
			LDA 5112



(NM)	18	15	12	11	10	9.2	8	7	6	5	4	3	1.6	DIST FROM DME (YZP)
	5590	4630	3680	3360	3040	2800	2400	2090	1770	1450	1130	810	380	ALT (3.00° APCH PATH)



RASS: When using CZMT add 110'.			CATEGORY	A	B	C	D
			ILS/DME	274 (254)		1	
			LOC/DME	380 (360)		1 1/4	
			CIRCLING	* 380 (359) 1 1/2	* 480 (459) 1 1/2	* 480 (459) 2	* 580 (559) 2
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

ILS RWY 13

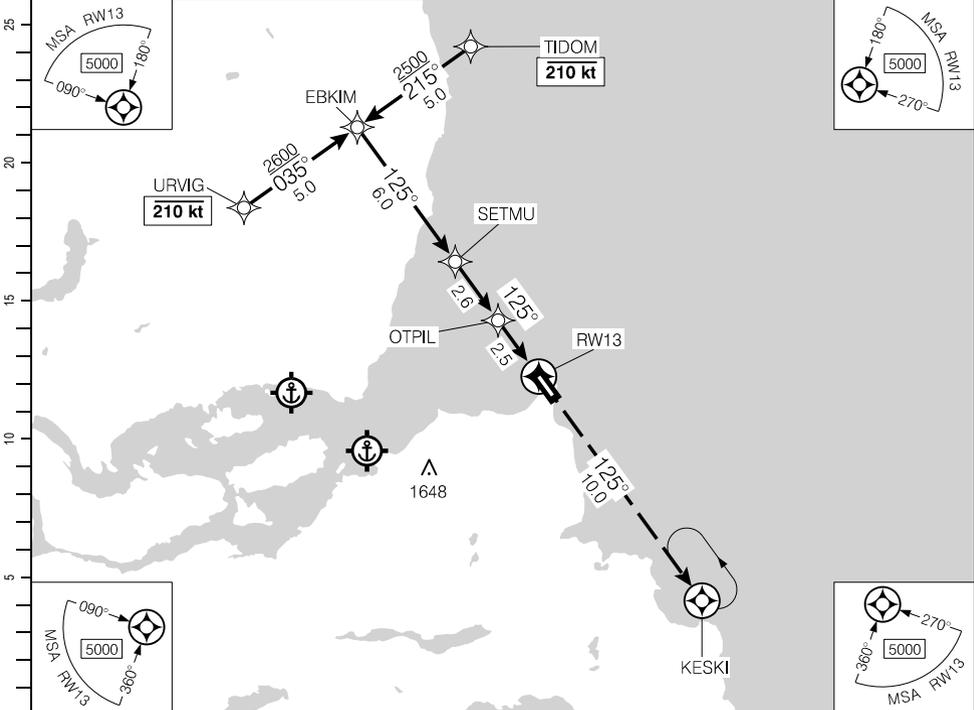
CYZP

EFF 20 FEB 25

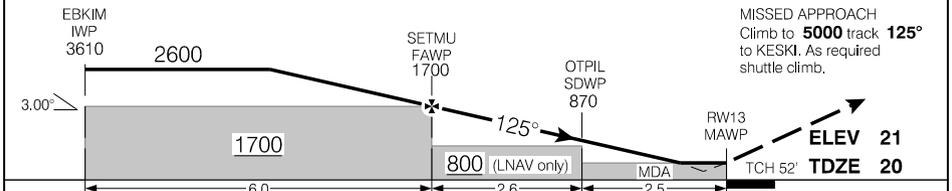
RNAV (GNSS) RWY 13

531515N 1314850W VAR 19°E

AWOS - 128.75	CTR Vancouver - 133.67 227.2	RADIO Terrace - 122.3 296.2	ARCAL 122.3(J)* AS . .
SAFE ALT 100 NM 8500	WAAS Ch 80266 W13A	APCH CRS 125°	MIN ALT SETMU 1700
			LDA 5112



(NM)	11.1	10	9	7.9	7	6	5	4	3	2	0.8	DIST FROM RW13
	3610	3250	2930	2600	2300	1980	1660	1340	1020	710	320	ALT (3.00° APCH PATH)



RASS: When using CZMT add 110'			CATEGORY	A	B	C	D
			LPV	267	(250)		1
			LNAV	320	(303)		1
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 13

CYZP

EFF 26 DEC 24

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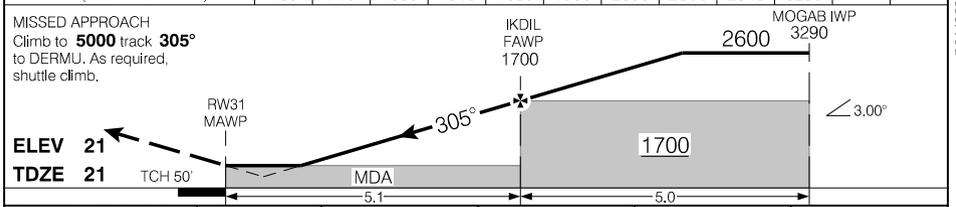
RNAV (GNSS) RWY 31

531515N 1314850W VAR 19°E

AWOS – 128.75	CTR Vancouver – 133.67 227.2	RADIO Terrace – 122.3 296.2	ARCAL 122.3(J)*
SAFE ALT 100 NM 8500	WAAS Ch 80267 W31A	APCH CRS 305°	MIN ALT IKDIL 1700
			LDA 5112



DIST FROM RW31	1.3	2	3	4	5	6	7	7.9	9	10.1		
ALT (3.00° APCH PATH)	480	710	1030	1340	1660	1980	2300	2600	2940	3290		



RASS: When using CZMT add 110'.	CATEGORY	A	B	C	D
	LPV	271	(250)		1
	LNAV	480	(459)		1½
Knots	ft/min	Min:Sec			
70	370				
90	480				
110	580				
130	690				
150	800				

RNAV (GNSS) RWY 31

CYZP

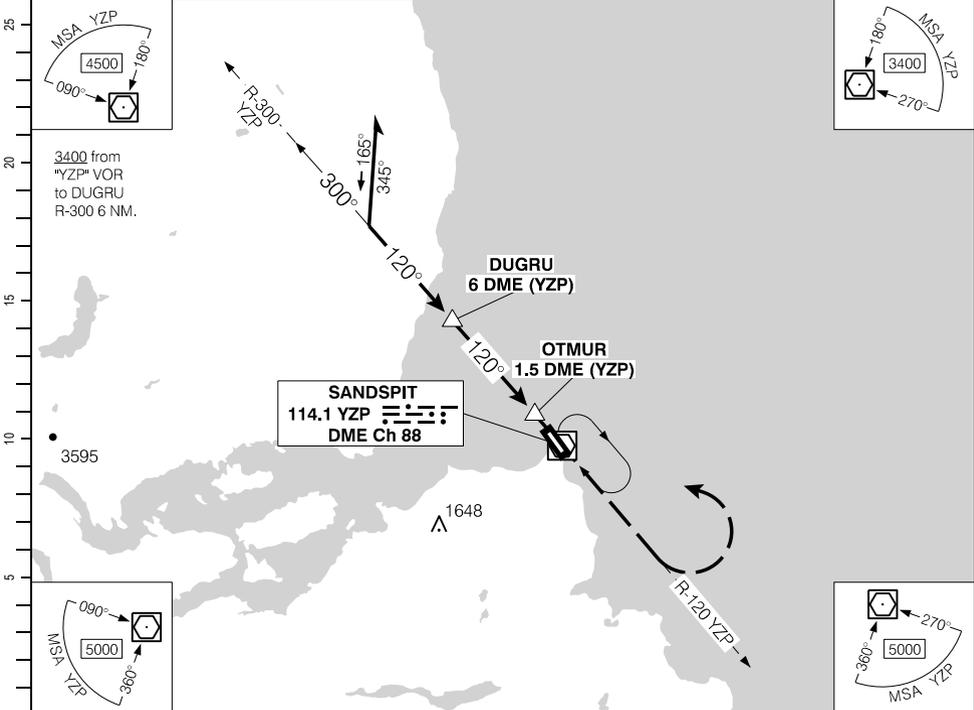
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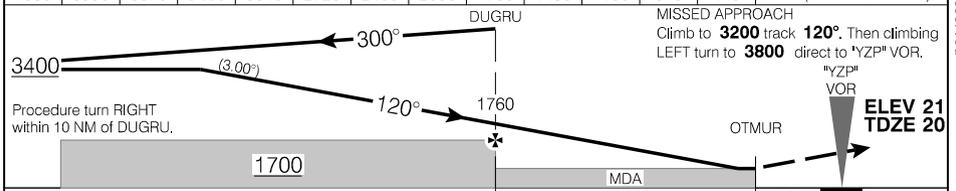
VOR/DME RWY 13

531515N 1314850W VAR 19°E

AWOS - 128.75	CTR Vancouver - 133.67 227.2	RADIO Terrace - 122.3 296.2	ARCAL 122.3(J)*
SAFE ALT 100 NM 8500	VOR YZP 114.1	APCH CRS 120°	MIN ALT DUGRU 1700
			LDA 5112



(NM)	16	13	12	11.1	10	9	8	7	6	5	4	3	1.8	DIST FROM DME (YZP)
	4950	3990	3670	3400	3040	2720	2400	2080	1760	1450	1130	810	440	ALT (3.00° APCH PATH)



RASS: When using CZMT add 110'.	CATEGORY	A	B	C	D
	VOR/DME	440		(420)	1¼
Knots	ft/min	Min:Sec			
70	370				
90	480				
110	580				
130	690				
150	800				

VOR/DME RWY 13

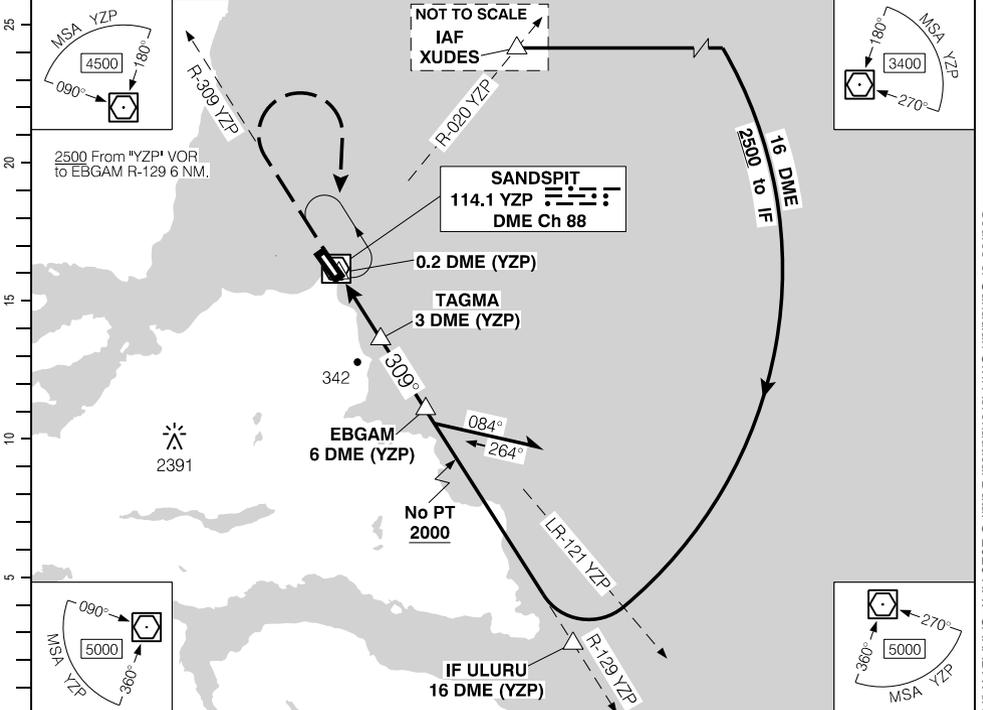
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EFF 26 DEC 24

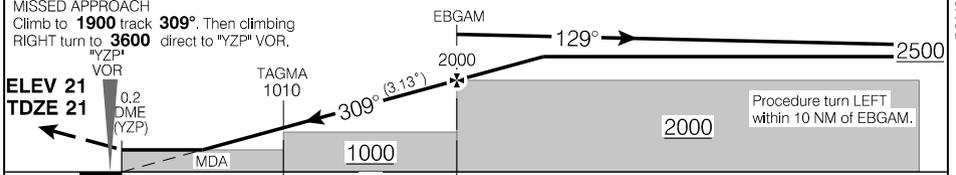
VOR/DME RWY 31

531515N 1314850W VAR 19°E

AWOS - 128.75	CTR Vancouver - 133.67 227.2	RADIO Terrace - 122.3 296.2		ARCAL 122.3(j)*
SAFE ALT 100 NM 8500	VOR YZP 114.1	APCH CRS 309°	MIN ALT EBGAM 2000	LDA 5112



DIST FROM DME (YZP)	1.6	3	4	5	6	7.5	8	9	10	11	12	13	16
ALT (3.13° APCH PATH)	540	1010	1340	1670	2000	2500	2670	3000	3330	3660	4000	4330	5330



RASS: When using CZMT add 110'	CATEGORY	A	B	C	D
	VOR/DME	540		(519)	1½
Knots	ft/min	Min:Sec			
70	390				
90	500				
110	610				
130	720				
150	830				

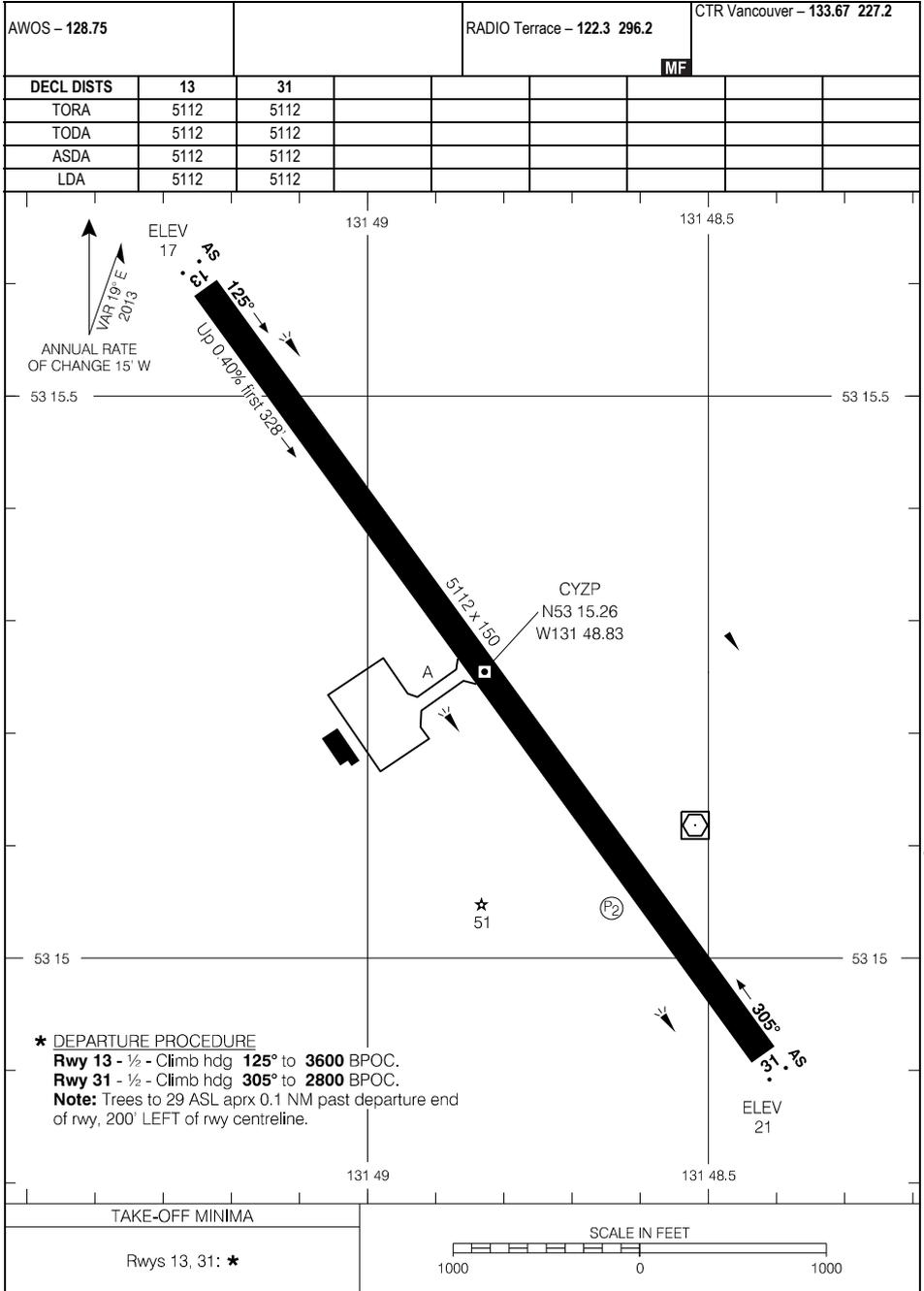
VOR/DME RWY 31

CYZP

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AERODROME CHART



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AERODROME CHART

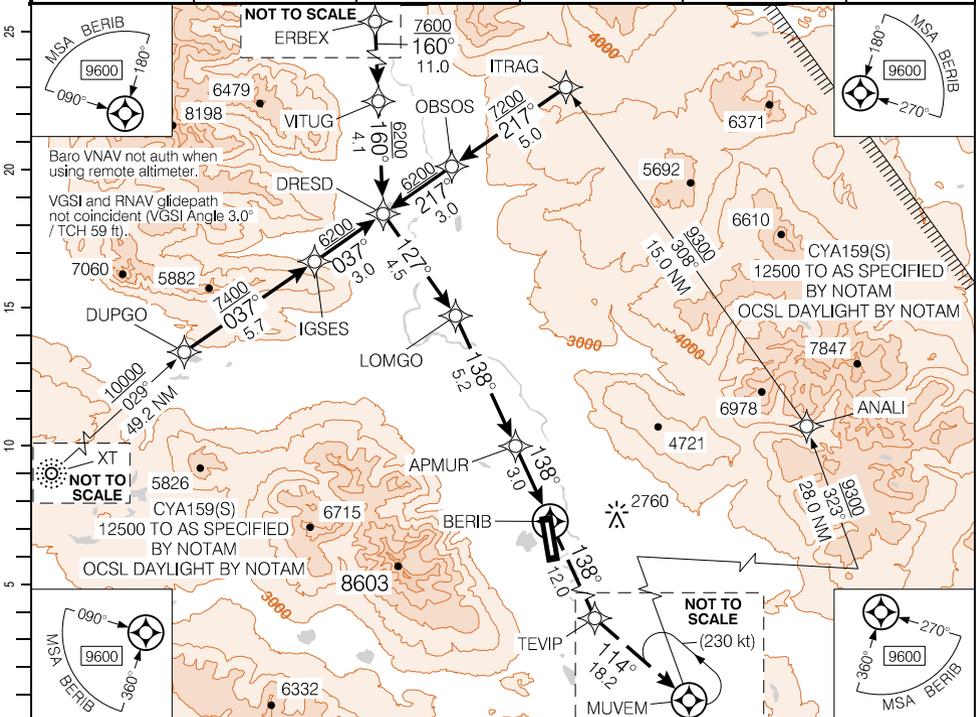
CYZP

EFF 20 FEB 25

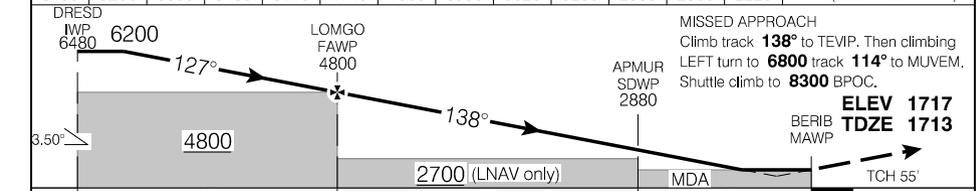
RNAV (GNSS) Z RWY 15

544931N 1271058W VAR 17°E

● AWOS – 128.65		CTR Vancouver – 132.52		● RADIO – 122.3		ARCAL 122.3(K)*	
SAFE ALT 100 NM 11,100		RNAV		APCH CRS 138°		MIN ALT LOMGO 4800	
				● TFC – 122.3		LDA 7287	



(NM)	12.7	11.9	11	10	9	8	7	6	5	4	3	2	1.2	DIST FROM BERIB
	6480	6200	5850	5480	5110	4740	4360	3990	3620	3250	2880	2500	2220	ALT (3.50° APCH PATH)



RASS: When using CYYT add 280'		CATEGORY LNAV/VNAV (min. -28°C, max. 45°C)	A	B	C	D
			2204	(500)		1½
Knots	ft/min	Min:Sec	LNAV	2220	(516)	1½
70	430					
90	560					
110	680					
130	800					
150	930					

RNAV (GNSS) Z RWY 15

CYYD

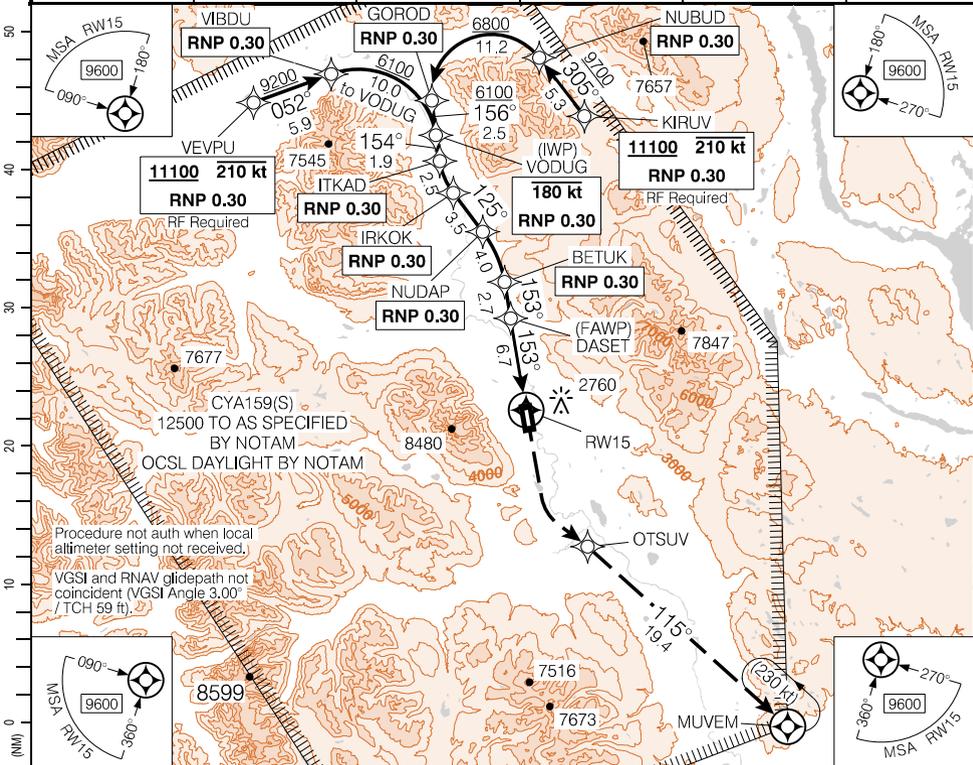
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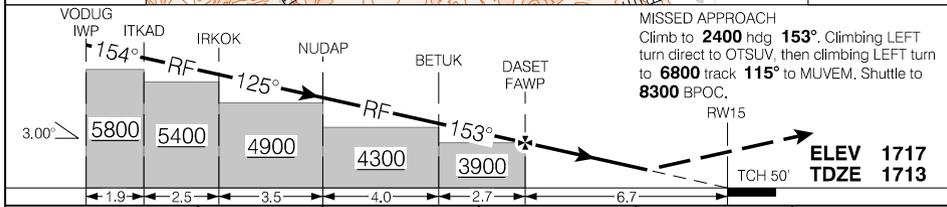
RNAV (RNP) Y RWY 15

544931N 1271058W VAR 17°E

AWOS - 128.65	CTR Vancouver - 132.52	RADIO - 122.3	TFC - 122.3	ARCAL 122.3(K)*
SAFE ALT 100 NM 11,100	RNAV	APCH CRS 153°	MIN ALT DASET 3900	LDA 7287



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AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)	CATEGORY	A	B	C	D
	RNP 0.30	2204		(500)	1¼

RNAV (RNP) Y RWY 15

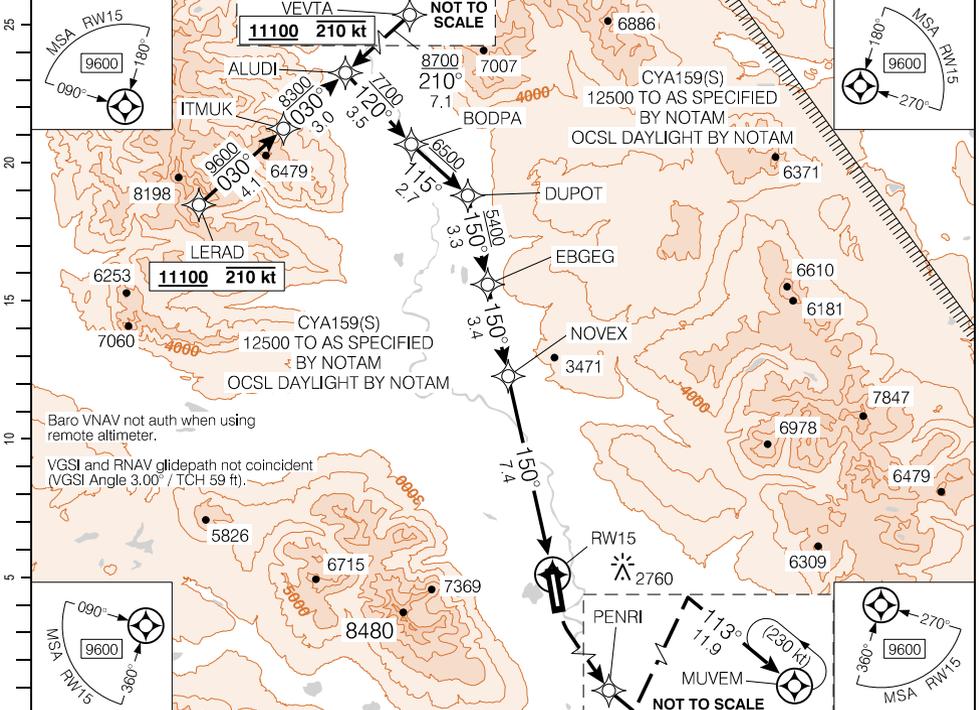
CYYD

EFF 27 NOV 25

RNAV (GNSS) X RWY 15

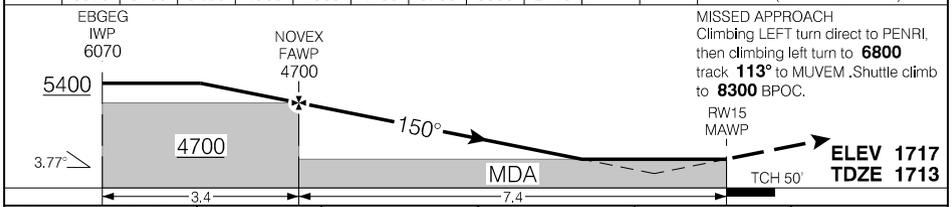
544931N 1271058W VAR 17°E

AWOS - 128.65	CTR Vancouver - 132.52	RADIO - 122.3	TFC - 122.3	MF	ARCAL 122.3(K)*
SAFE ALT 100 NM 11,100	WAAS Ch 80157 W15A	APCH CRS 150°	MIN ALT NOVEX 4700	LDA 7287	AO* 3.0°



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(NM)	10.8	10	9.1	8	7	6	5	4	2.5		DIST FROM RWY15
	6070	5760	5400	4960	4560	4160	3760	3360	2740		ALT (3.77° APCH PATH)



RASS: When using CYYT add 280'			CATEGORY	A	B	C	D
			LPV	2204	(500)	1½	NOT AUTHORIZED
			LNAV/VNAV (min. -28°C, max. 46°C)	2629	(925)	2%	NOT AUTHORIZED
			LNAV	2740	(1036)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70	470						
90	600						
110	730						
130	870						
150	1000						

RNAV (GNSS) X RWY 15

CYYD

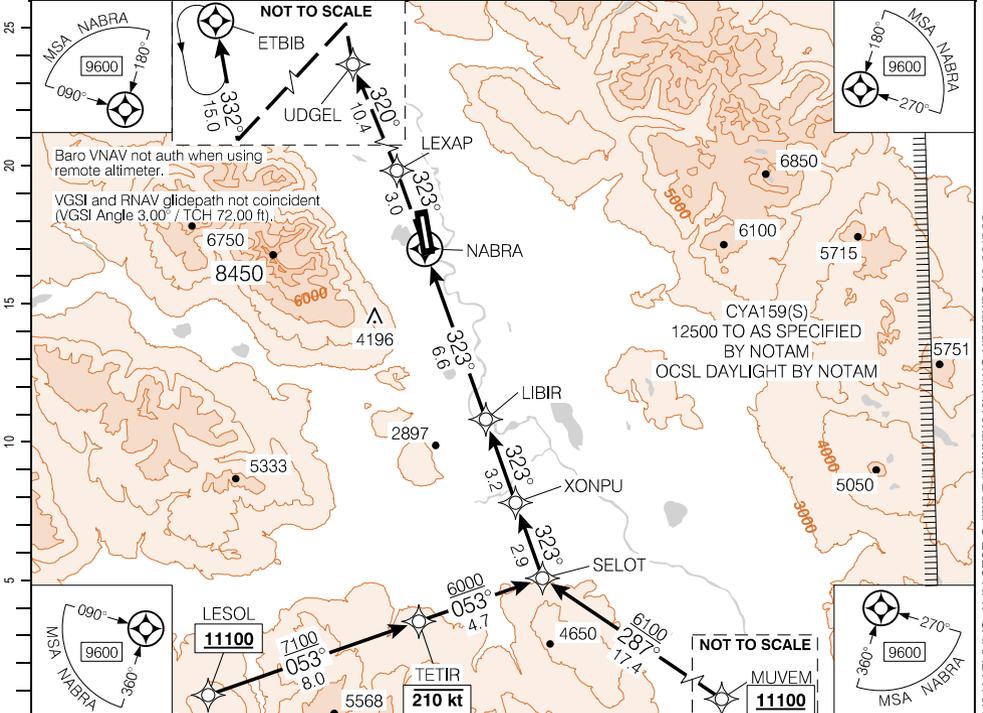
EFF 27 NOV 25

RNAV (GNSS) Z RWY 33

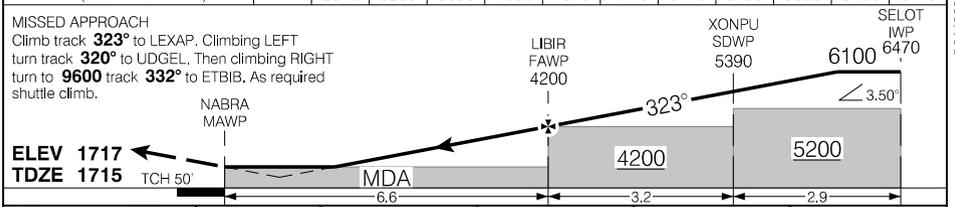
544931N 1271058W VAR 17°E

AWOS - 128.65	CTR Vancouver - 132.52	RADIO - 122.3	TFC - 122.3	ARCAL 122.3(K)*
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SAFE ALT 100 NM 11,100	RNAV	APCH CRS 323°	MIN ALT LIBIR 4200	LDA 7283	AO* 10.0°
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DIST FROM NABRA	2.9	4	5	6	7	8	9	10	11	11.6	12.7
ALT (3.50° APCH PATH)	2840	3250	3630	4000	4370	4740	5110	5490	5860	6100	6470



RASS: When using CYYT add 280'			CATEGORY	A	B	C	D
			LNAV/VNAV (min. -28°C, max. 44°C)	2535		(820)	2½
			LNAV	2840		(1125)	3
Knots	ft/min	Min:Sec					
70	430						
90	560						
110	680						
130	800						
150	930						

RNAV (GNSS) Z RWY 33

CYYD

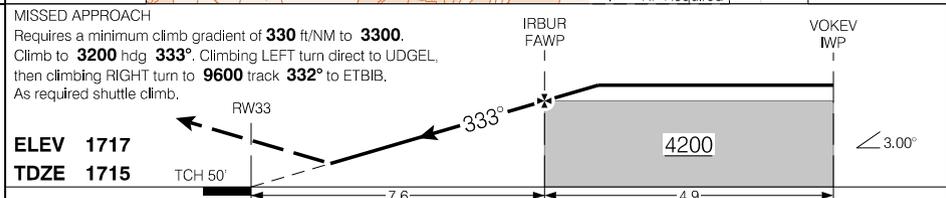
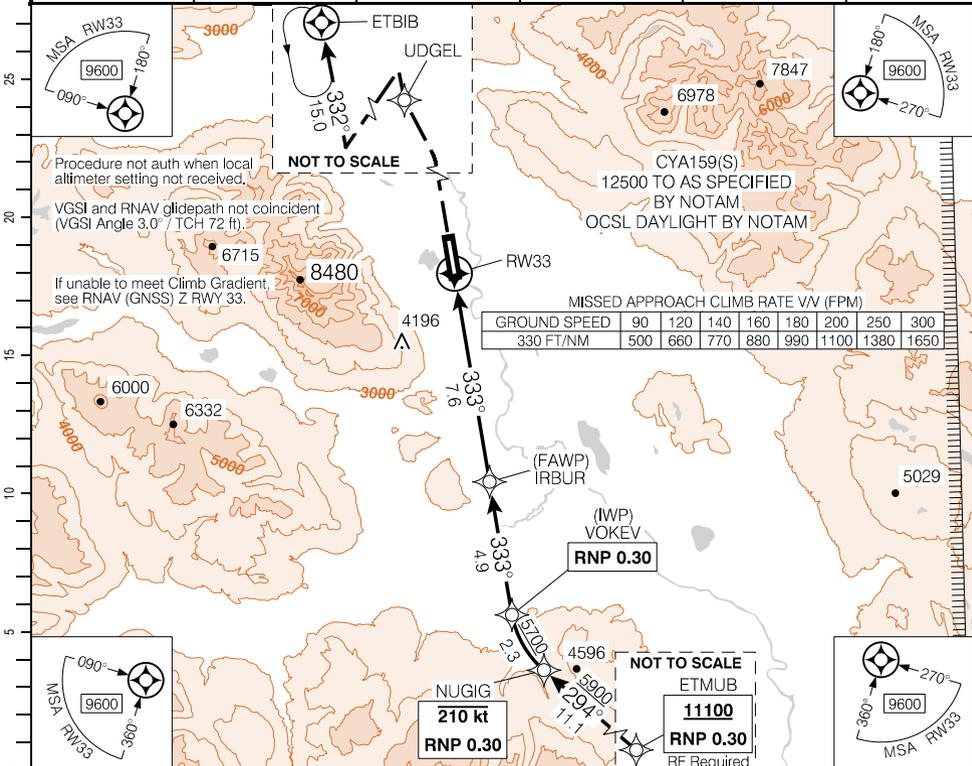
EFF 27 NOV 25

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RNAV (RNP) Y RWY 33

544931N 1271058W VAR 17°E

AWOS - 128.65	CTR Vancouver - 132.52	RADIO - 122.3	ARCAL 122.3(K)*	
SAFE ALT 100 NM 11,100	RNAV	APCH CRS 333°	MIN ALT IRBUR 4200	LDA 7283
		TFC - 122.3	MF	(P2)* AO*



	CATEGORY	A	B	C	D
AUTHORIZATION REQUIRED (min. -22° C) (max. 54° C)	RNP 0.10	2215	(500)	1%	
	RNP 0.30	3067	(1352)	4%	

RNAV (RNP) Y RWY 33

CYYD

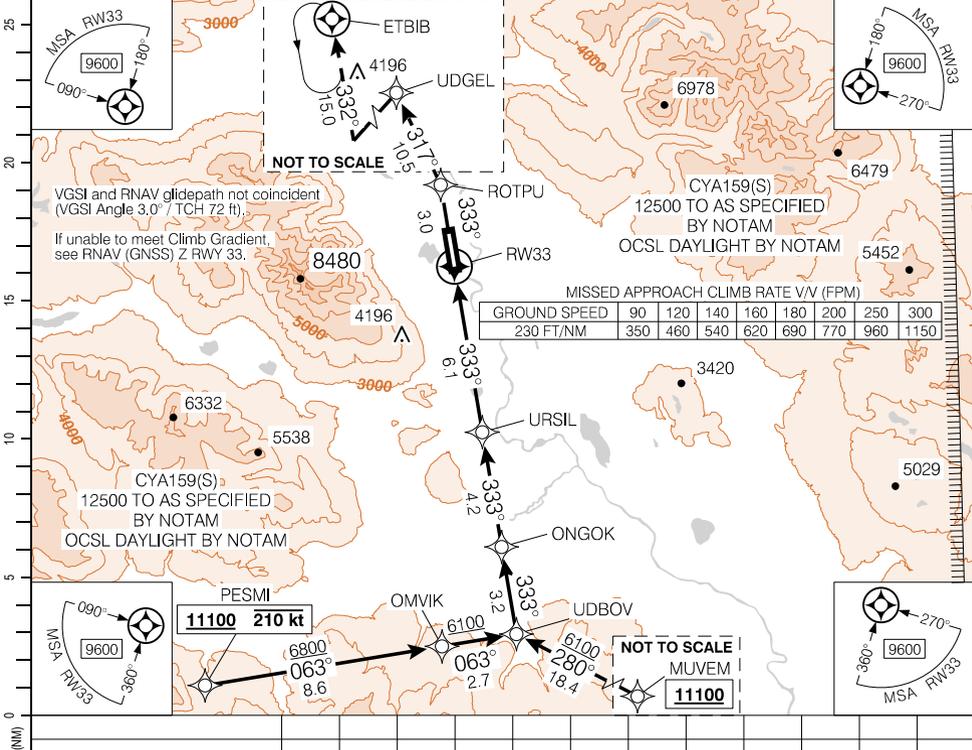
EFF 27 NOV 25

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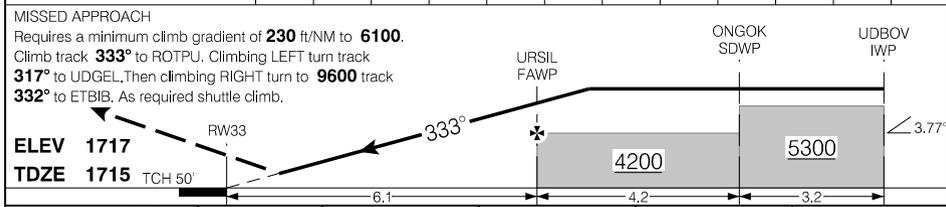
RNAV (GNSS) X RWY 33

544931N 1271058W VAR 17°E

AWOS - 128.65	CTR Vancouver - 132.52	RADIO - 122.3	ARCAL 122.3(K)*	
SAFE ALT 100 NM 11,100	WAAS Ch 80158 W33A	APCH CRS 333°	MIN ALT URSIL 4200	LDA 7283
		TFC - 122.3	MF	P2* AO:...



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RASS: When using CYYT add 280'	CATEGORY	A	B	C	D
	LPV	2215	(500)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec			
70					
90					
110					
130					
150					

RNAV (GNSS) X RWY 33

CYYD

EFF 27 NOV 25

Departure Route Description

Rwy 15 – ½: Maintain **11100** or as assigned.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
480 FT/NM	720	960	1120	1280	1440	1600	2000	2400

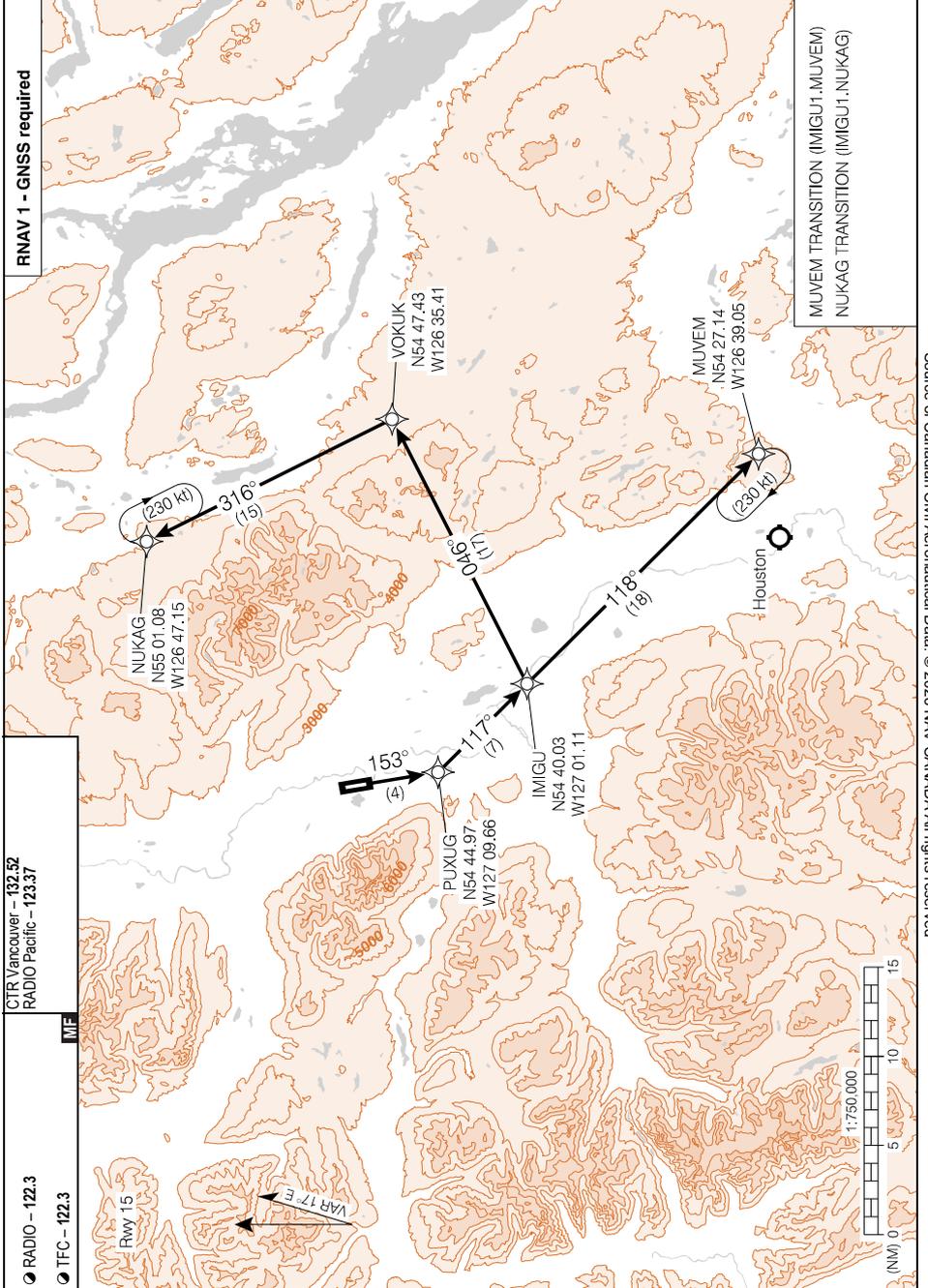
MUVEM TRANSITION: Requires a minimum climb gradient of **480** ft/NM to **3500**.
(IMIGU1.MUVEM) Climb track **153°** to PUXUG, then track **117°** to IMIGU, then track **118°** to MUVEM. Shuttle to **8600** BPOC.

NUKAG TRANSITION: Requires a minimum climb gradient of **480** ft/NM to **5000**.
(IMIGU1.NUKAG) Climb track **153°** to PUXUG, then track **117°** to IMIGU, then track **046°** to VOKUK, then track **316°** to NUKAG. Shuttle to **11100** BPOC.

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DEPARTURE PROCEDURE (RNAV)
IMIGU ONE DEP (IMIGU1.)

SMITHERS, BC
CYYD



IMIGU ONE DEP (IMIGU1.)
EFF 2 OCT 25

CYYD

Departure Route Description

Rwy 33 – ½: Maintain **11100** or as assigned.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
310 FT/NM	470	620	730	830	930	1040	1300	1550
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

VIMBU TRANSITION: (RAGAL1.VIMBU) Requires a minimum climb gradient of **450** ft/NM to **7000**. Do not exceed 230 kt until GOXEX. Climb track **333°** to IGVIX, then track **297°** to ETKAP, then track **328°** to RAGAL, then track **058°** to GOXEX, then track **133°** to VIMBU. Shuttle to **11100** BPOC.

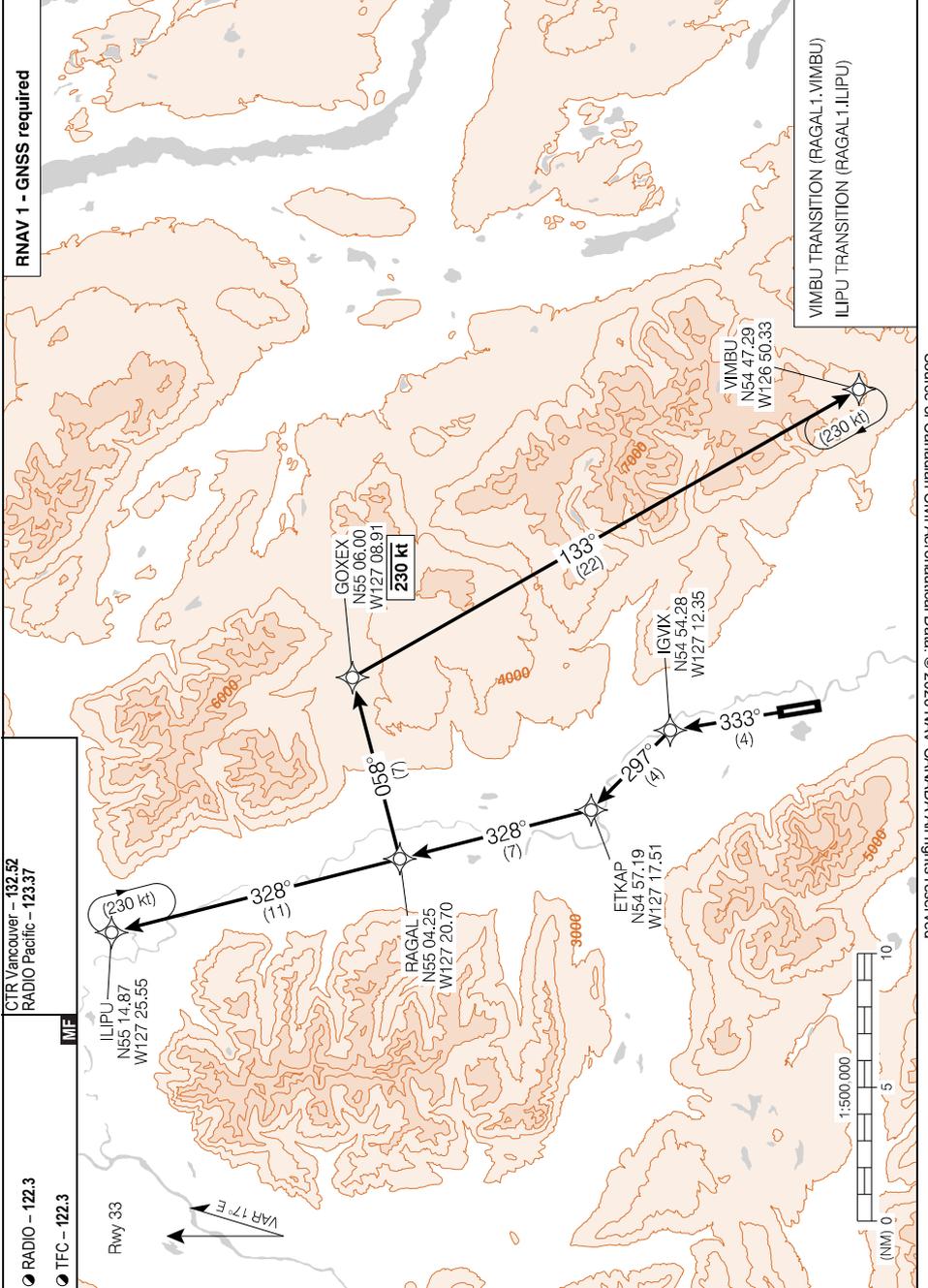
ILIPU TRANSITION: (RAGAL1.ILIPU) Requires a minimum climb gradient of **310** ft/NM to **5800**. Climb track **333°** to IGVIX, then track **297°** to ETKAP, then track **328°** to RAGAL, then track **328°** to ILIPU. Shuttle to **9300** BPOC.

Note: Trees to 1818 ASL aprx 0.5 past departure end of rwy, 980' RIGHT of rwy centreline.

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DEPARTURE PROCEDURE (RNAV)
RAGAL ONE DEP (RAGAL1.)

SMITHERS, BC
CYYD

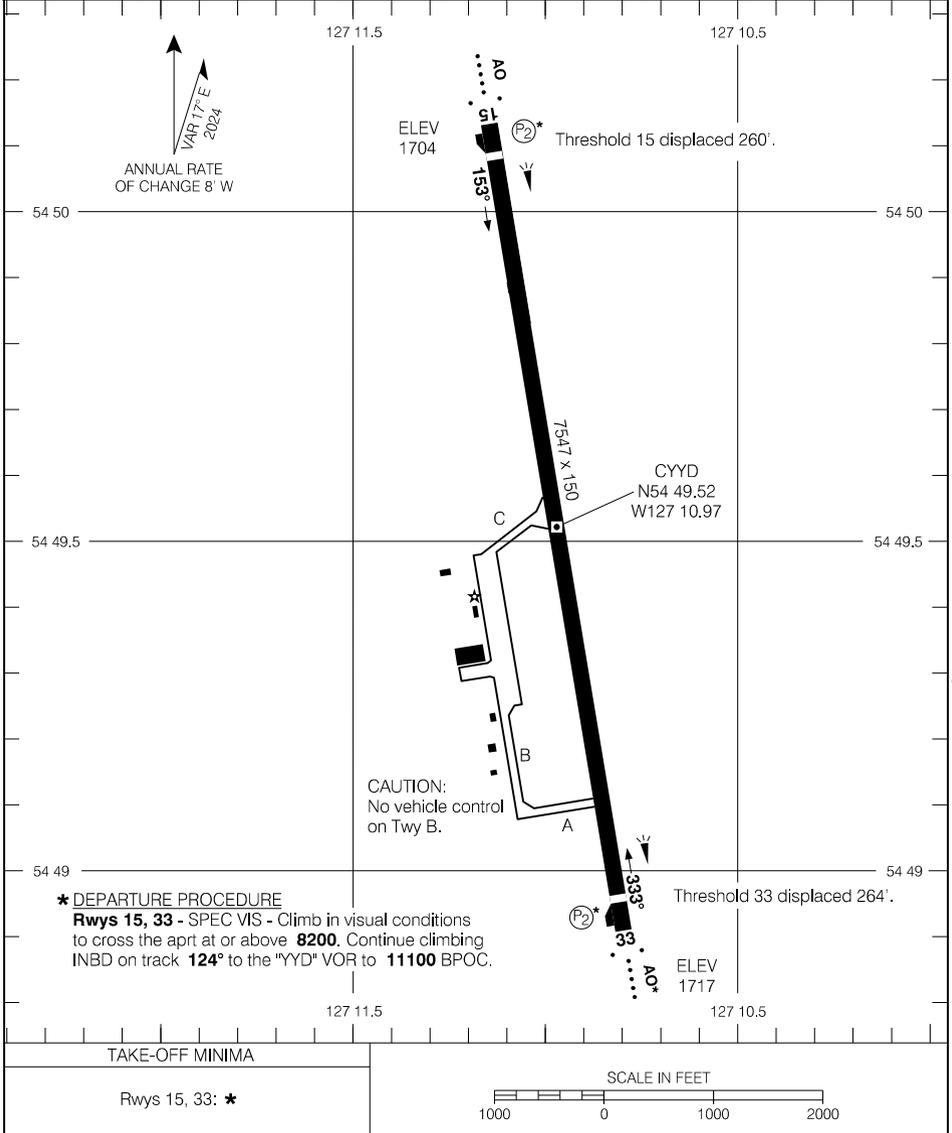


RAGAL ONE DEP (RAGAL1.)
EFF 2 OCT 25

CYYD

AERODROME CHART

● AWOS – 128.65				● RADIO – 122.3		CTR Vancouver – 132.52 RADIO Pacific – 123.37	
				● TFC – 122.3		MF	
DECL	DISTS	15	33				
TORA		7547	7547				
TODA		8302	8167				
ASDA		7547	7547				
LDA		7287	7283				



*** DEPARTURE PROCEDURE**

Rwys 15, 33 - SPEC VIS - Climb in visual conditions to cross the apt at or above **8200**. Continue climbing INBD on track **124°** to the "YYD" VOR to **11100** BPOC.

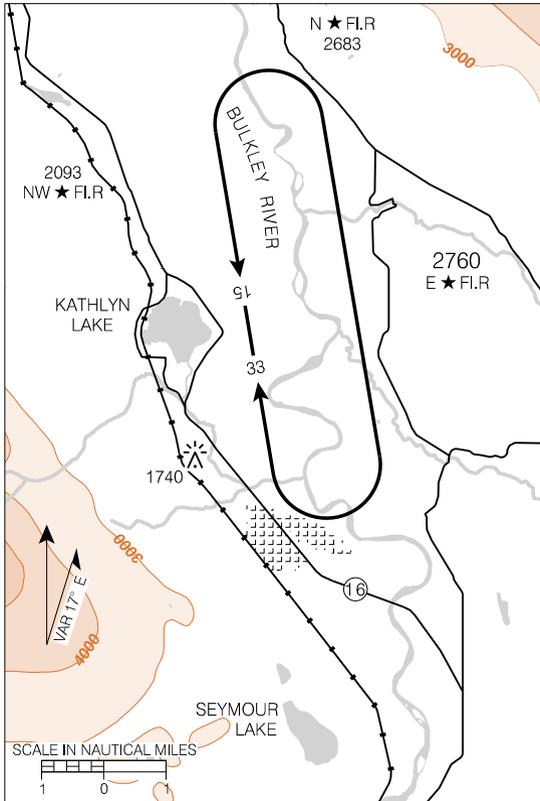
AERODROME CHART

EFF 2 OCT 25

CYYD

NIGHT CIRCUIT PROCEDURES

NIGHT CIRCUIT ALTITUDE - 2800' ASL



NOTES

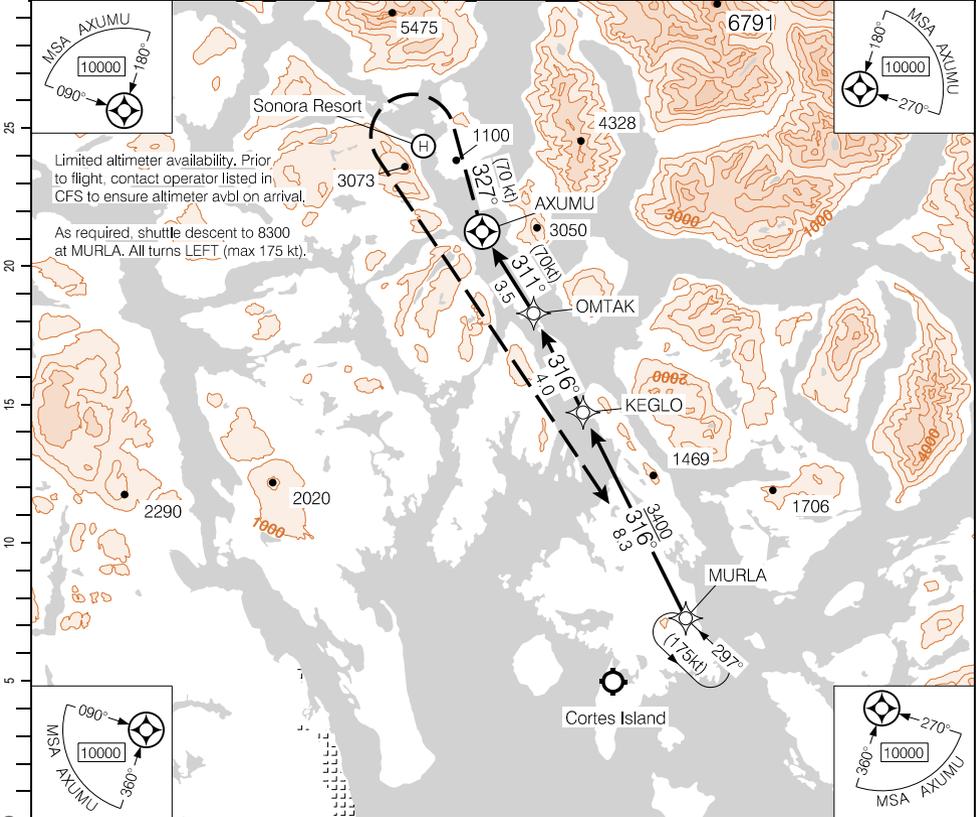
1. Recommend that only pilots familiar with the local area use this airport during hours of darkness.
2. Night operations not recommended unless all three hazard beacons are operating.
3. All turns to be completed within the perimeter of the hazard beacons.

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COPTER RNAV (GNSS) 311°

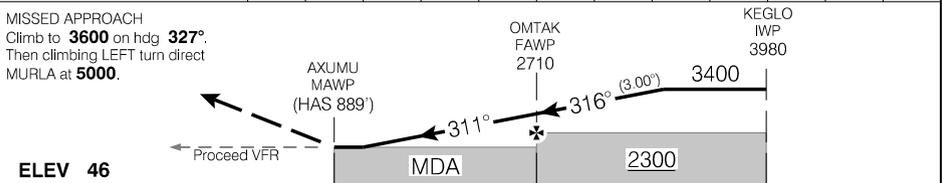
502254N 1250927W VAR 18°E

TML Comox – 123.7		TFC – 123.2			ATF	RY DR
SAFE ALT 100 NM 15,200	RNAV	APCH CRS 311°	MIN ALT OMTAK 2300	HELIPAD 100 Diameter		



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DIST FROM AXJUMU	0.0	1	3	4	5	5.7	7.5				
ALT (3.00° APCH PATH)		1600	1920	2240	2870	3190	3400	3980			



RASS: When using CYBL add 680°.						CATEGORY	COPTER	
Knots	70	90	110	130	150	LNAV	1600	(1554) 1
ft/min	370	480	580	690	800			
Min:Sec								

COPTER RNAV (GNSS) 311°

EFF 27 NOV 25

VISUAL APPROACH CHART

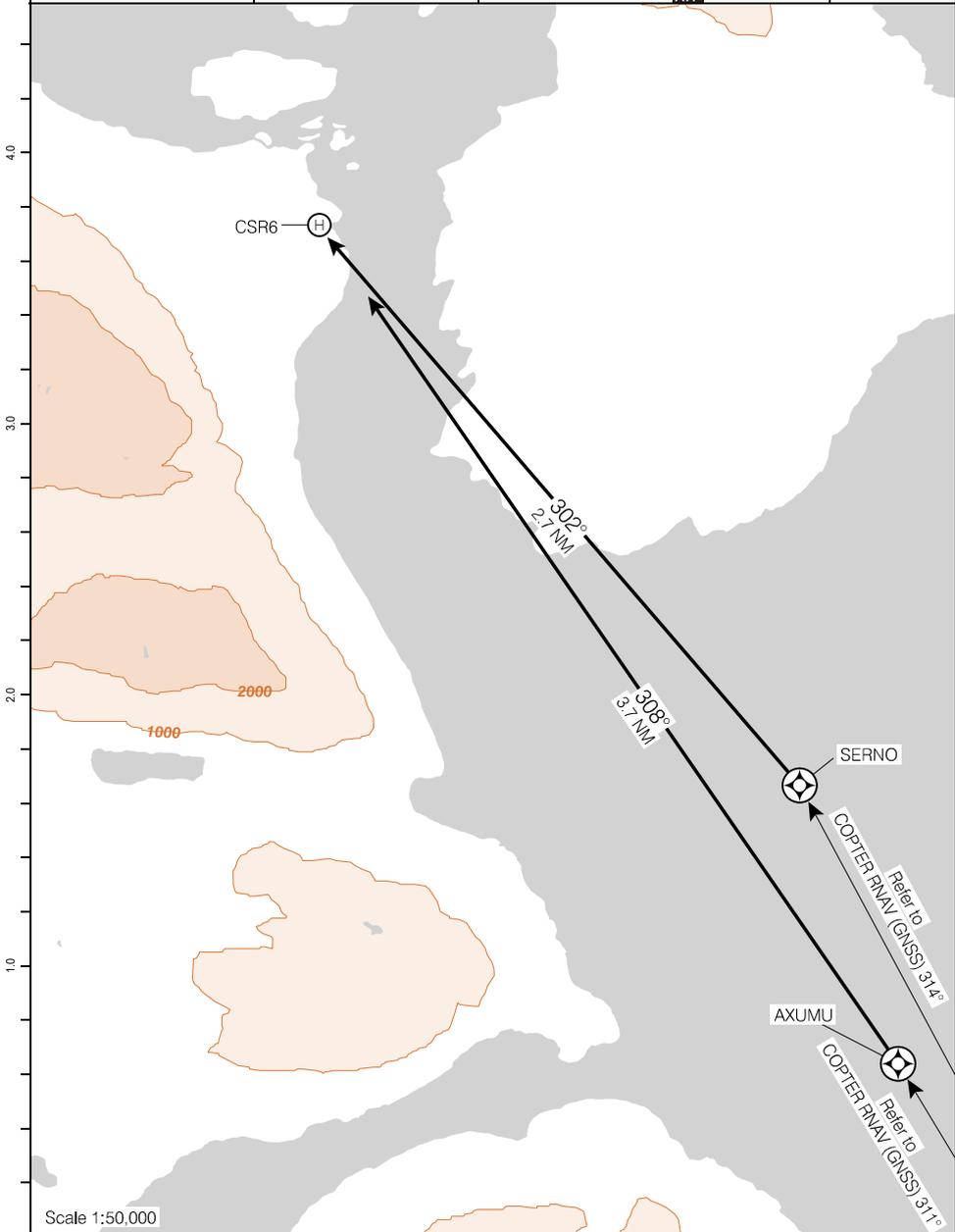
502254N 1250927W VAR 18°E

TML Comox - 123.7

TFC - 123.2

ATF

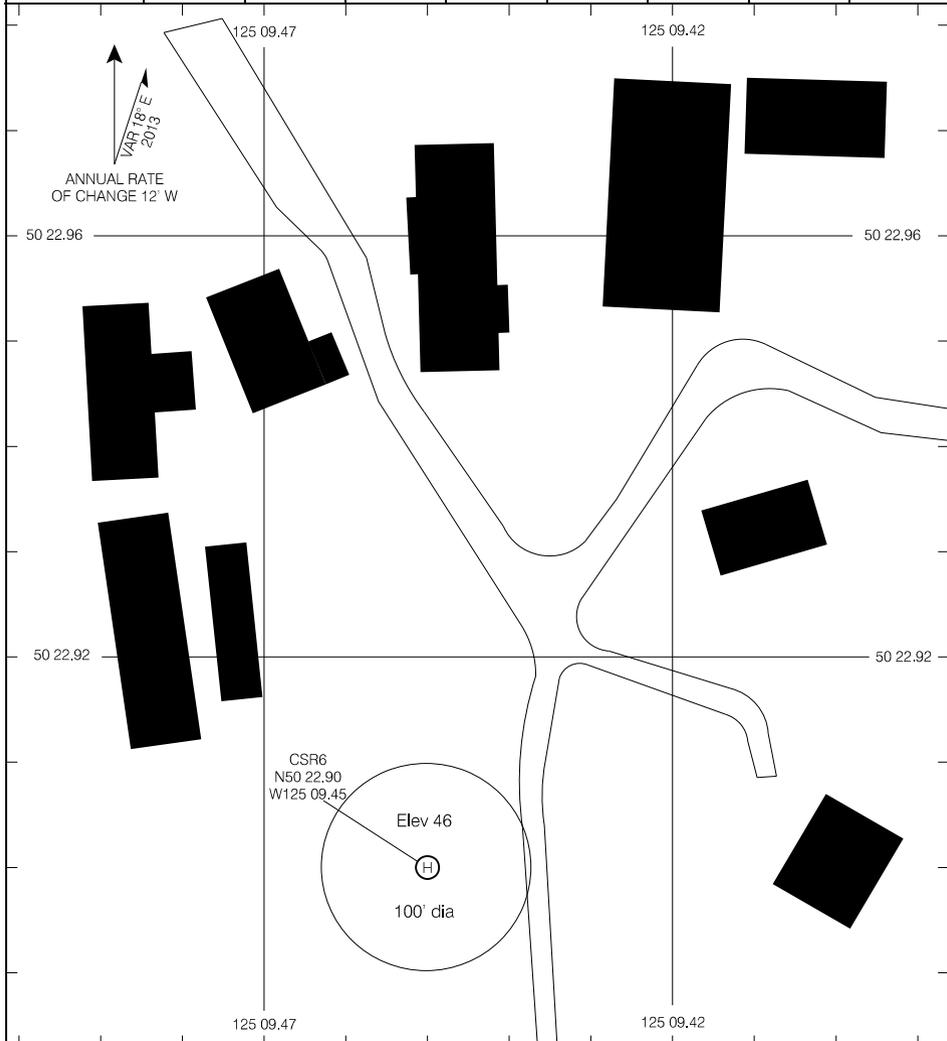
ELEV 46



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HELIPORT CHART

				TFC - 123.2		ATF		TML Comox - 123.7	
DECL DIST									
TORA									
TODA									
ASDA									
LDA									



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TAKE-OFF MINIMA	SCALE IN FEET
NOT ASSESSED	100 0 100

HELIPORT CHART

CSR6

EFF 27 NOV 25

Departure Route Description

All rwys: Do not exceed 250 kt until above **10000**.

Rwy 15 – ½: Requires a minimum climb gradient of **270 ft/NM** to **5000**. Climb hdg **148°** to **3700**. Then climbing **RIGHT** turn direct to **ALTAG**. As required, shuttle climb to **MEA BPOC**.

Note: Trees to 3159 ASL abeam departure end of rwy, 400' **LEFT** of rwy centreline and aprx 0.4 NM past departure end of rwy.

Rwy 33 – ½: Requires a minimum climb gradient of **390 ft/NM** to **3600**. Climb hdg **328°** to **3600**. Then climbing **LEFT** turn direct to **ALTAG**. As required, shuttle climb to **MEA BPOC**.

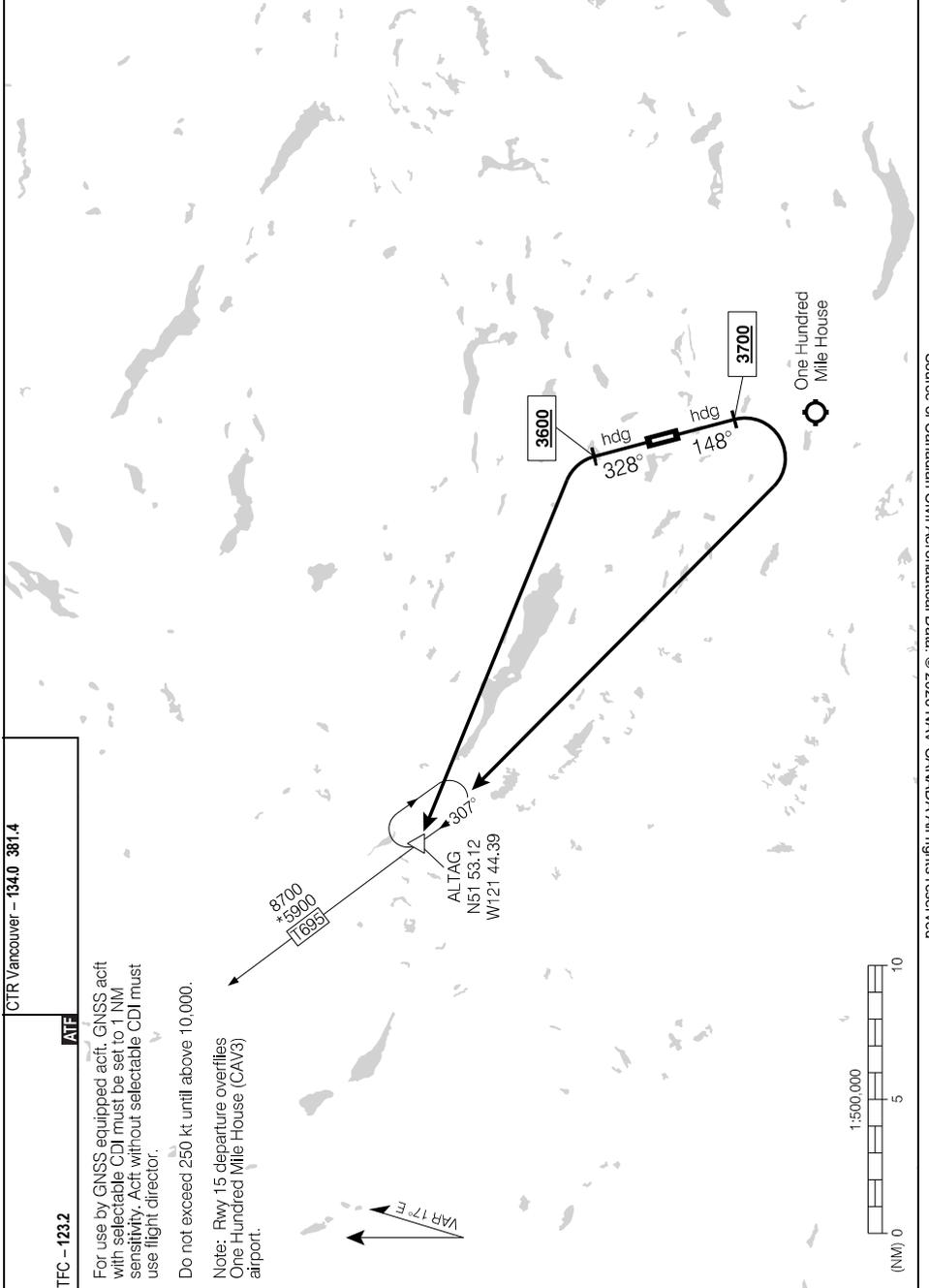
Note: Tower to 3187 ASL aprx 50' past departure end of rwy, 400' **LEFT** of rwy centreline. Trees to 3190 ASL abeam departure end of rwy aprx 400' **RIGHT** of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350
390 FT/NM	590	780	910	1040	1170	1300	1630	1950

DEPARTURE PROCEDURE (RNAV)
ALTAG THREE DEP (ALTAG3.)

SOUTH CARIBOO/108 MILE, BC
CZML



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TFC - 123.2

CTR Vancouver - 134.0 381.4

AIF

For use by GNSS equipped acft. GNSS acft with selectable CDI must be set to 1 NM sensitivity. Acft without selectable CDI must use flight director.

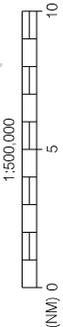
Do not exceed 250 kt until above 10,000.

Note: Rwy 15 departure overflies One Hundred Mile House (CAV3) airport.

8700
*5900
6.93

ALTAG
N51 53.12
W121 44.39

VAR 17° E



ALTAG THREE DEP (ALTAG3.)
EFF 29 DEC 22

CZML

Departure Route Description

All rwy's: Do not exceed 250 kt until above **10000**.

Rwy 15 – ½: Requires a minimum climb gradient of **240 ft/NM** to **4700**. Climb track **148°** to DEMDI, then continue track **149°** to MIBTI. As required, shuttle climb to MEA BPOC.

Note: Trees to 3159 ASL abeam departure end of rwy, 400' LEFT of rwy centreline and aprx 0.4 NM past departure end of rwy.

Rwy 33 – ½: Requires a minimum climb gradient of **390 ft/NM** to **3600**. Climb hdg **328°** to **3600**. Then climbing LEFT turn direct to MIBTI. As required, shuttle climb to MEA BPOC.

Note: Tower to 3187 ASL aprx 50' past departure end of rwy, 400' LEFT of rwy centreline. Trees to 3190 ASL abeam departure end of rwy aprx 400' RIGHT of rwy centreline.

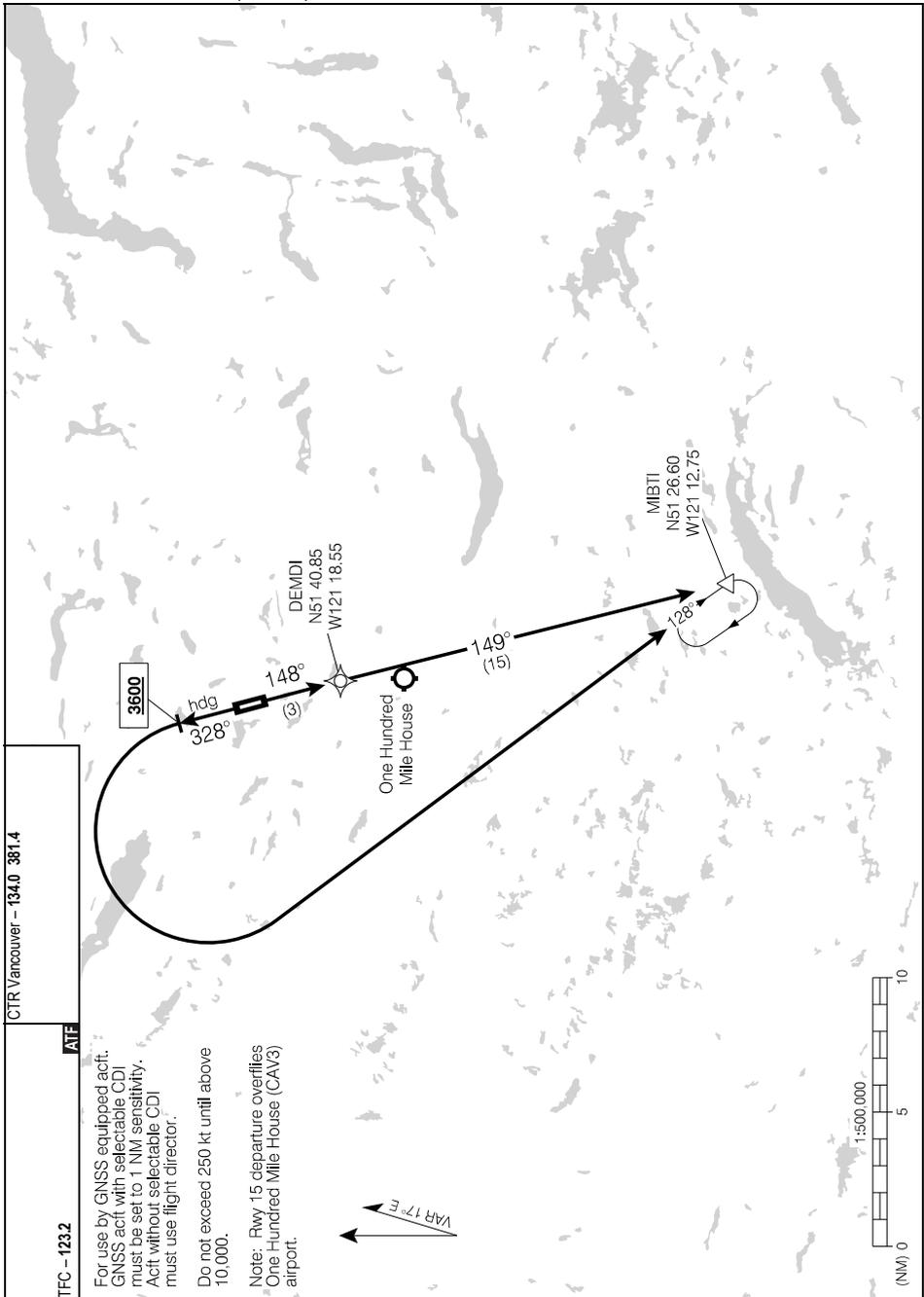
DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
240 FT/NM	360	480	560	640	720	800	1000	1200
390 FT/NM	590	780	910	1040	1170	1300	1630	1950

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DEPARTURE PROCEDURE (RNAV)
MIBTI THREE DEP (MIBTI3.)

SOUTH CARIBOO/108 MILE, BC
CZML



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CTR Vancouver - 134.0 381.4

AIF

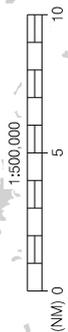
TFC - 123.2

For use by GNSS equipped a/cft.
GNSS a/cft with selectable CDI must be set to 1 NM sensitivity.
A/cft without selectable CDI must use flight director.

Do not exceed 250 kt until above 10,000.

Note: Rwy 15 departure overflies One Hundred Mile House (CAV3) airport.

VAR 177°E

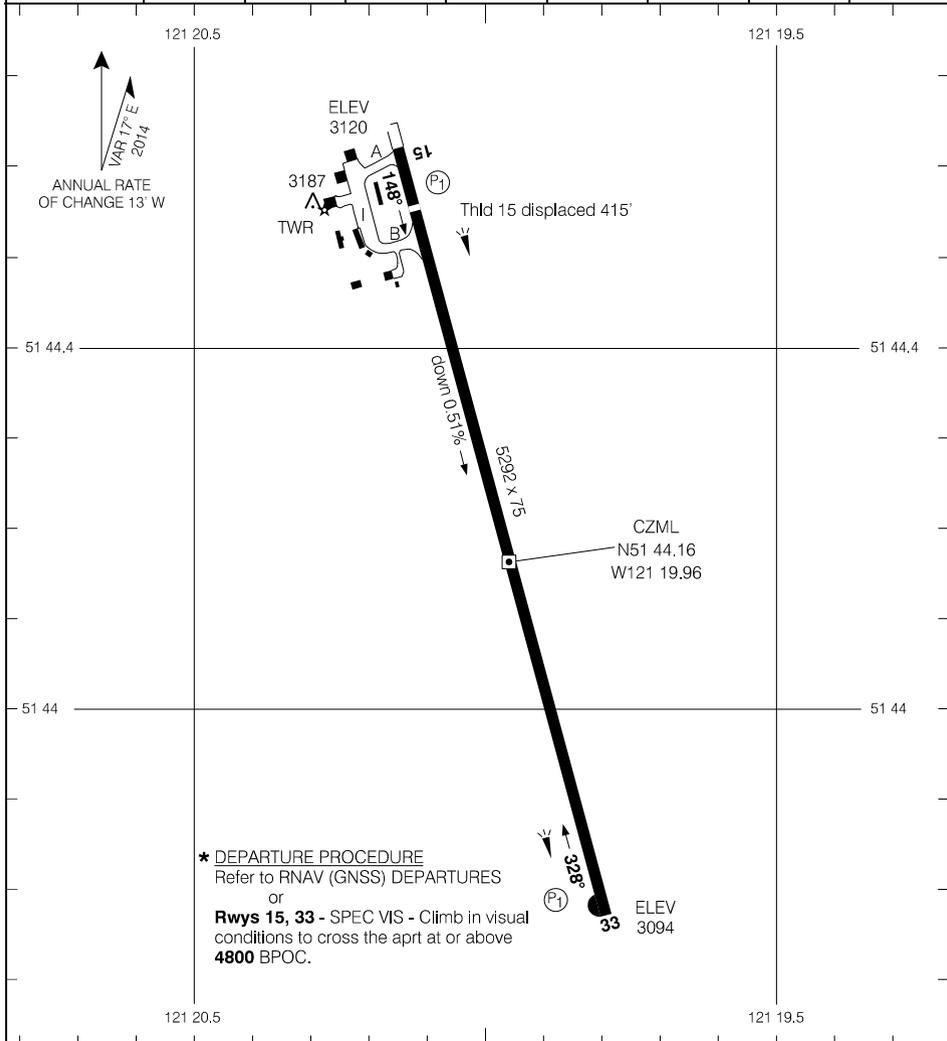


MIBTI THREE DEP (MIBTI3.)
EFF 29 DEC 22

CZML

AERODROME CHART

LWIS - 122.55				TFC - 123.2		CTR Vancouver - 134.0 381.4	
DECL	DISTS	15	33				ATF
TORA		5292	5292				
TODA		5292	5292				
ASDA		5292	5292				
LDA		4877	5292				



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TAKE-OFF MINIMA	SCALE IN FEET
Rwys 15; 33: *	1000 0 1000

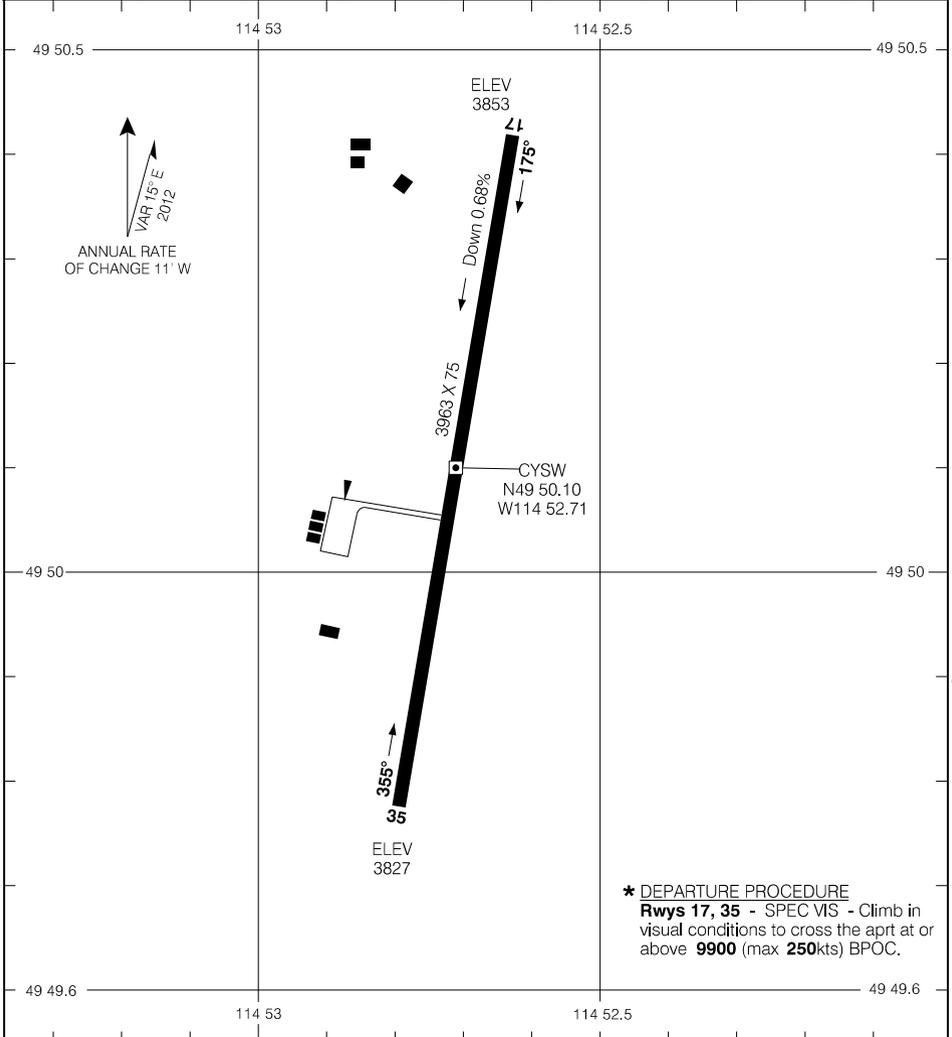
AERODROME CHART

CZML

EFF 7 AUG 25

AERODROME CHART

				TFC - 123.2		Pacific Radio - 126.7 DRCC	
DECL DIST	17	35					
TORA	3963	3963					
TODA	3963	3963					
ASDA	3963	3963					
LDA	3963	3963					



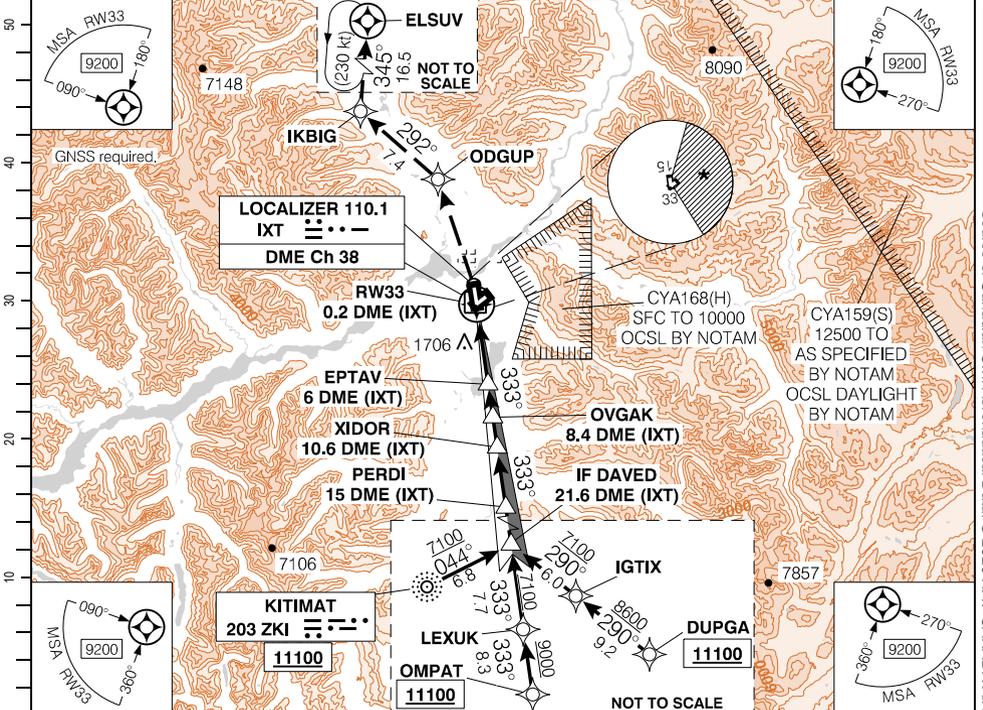
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TAKE-OFF MINIMA	SCALE IN FEET
Rwys 17; 35: *	1000 0 1000

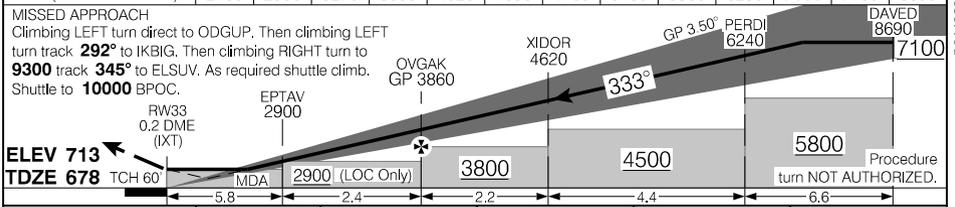
ILS Z RWY 33

542807N 1283442W VAR 19°E

CTR Vancouver – 128.4 269.1		RADIO – 122.0			ARCAL 122.0(K)	
SAFE ALT 100 NM 11,100	LOC IXT 110.1	APCH CRS 333°	GP OVGAK 3860	LDA 7497		



(NM)	DIST FROM DME (IXT)	4.9	6	7	8	9	10	11	12	13	15	17.3	19	21.6
	ALT (3.50° APCH PATH)	2480	2900	3270	3650	4020	4390	4760	5130	5500	6250	7100	7730	8690



		CATEGORY	A	B	C	D
		ILS/DME	2446		(1768)	4%
		LOC/DME	2480		(1802)	2½
		<input checked="" type="checkbox"/> CIRCLING	2480 (1767) 1½	2480 (1767) 2	* 2480 (1767)	3
Knots	ft/min	Min:Sec				
70	430					
90	560					
110	680					
130	800					
150	930					

ILS Z RWY 33
EFF 17 APR 25

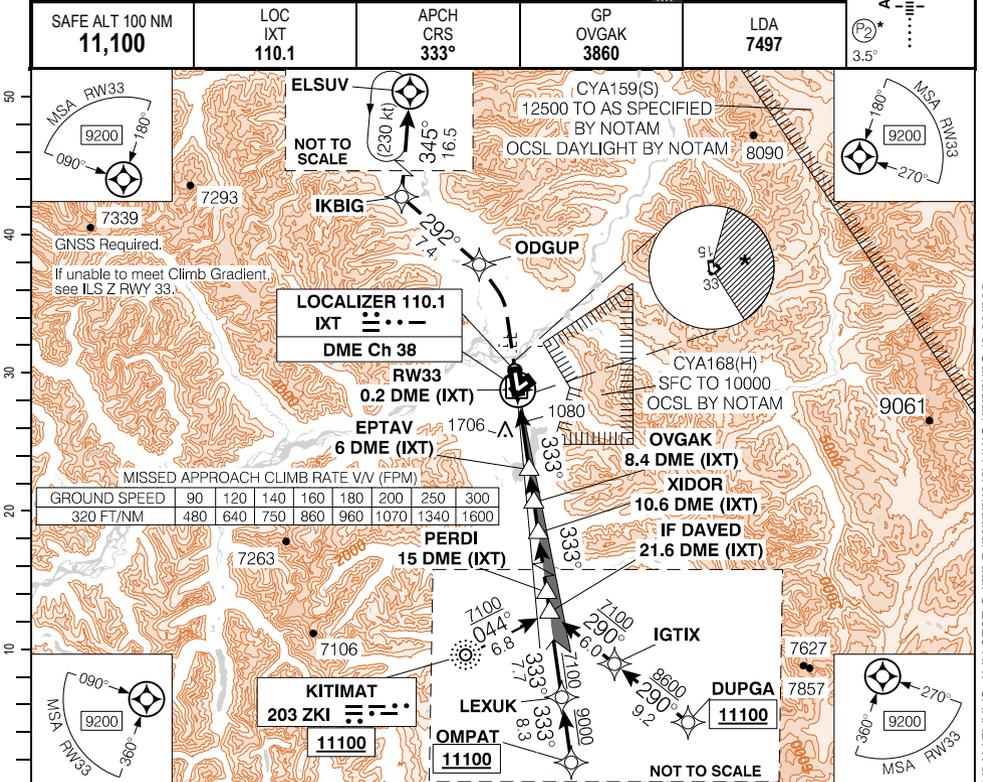
CYXT

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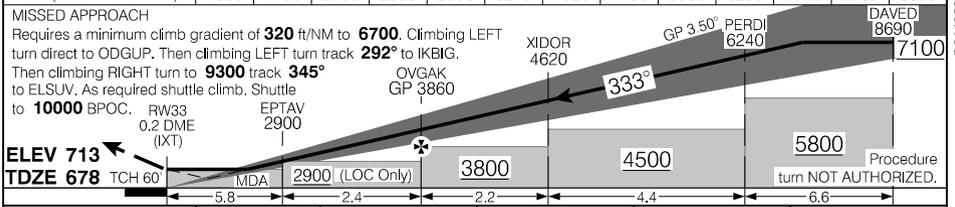
ILS Y RWY 33

542807N 1283442W VAR 19°E

CTR Vancouver – 128.4 269.1		RADIO – 122.0			ARCAL 122.0(K)
SAFE ALT 100 NM 11,100	LOC IXT 110.1	APCH CRS 333°	GP OVGAK 3860	LDA 7497	AN 3.5°



(NM)	0	10	20	30	40	50							
	2.4	3	4	5	6	7	9	11	13	15	17.3	19	21.6
DIST FROM DME (IXT)													
ALT (3.5° APCH PATH)	1580	1790	2160	2530	2900	3270	4020	4760	5500	6250	7100	7730	8690



MISSED APPROACH		Requires a minimum climb gradient of 320 ft/NM to 6700 . Climbing LEFT turn direct to ODGUP. Then climbing LEFT turn track 292° to IKBIG. Then climbing RIGHT turn to 9300 track 345° to ELSUV. As required shuttle climb. Shuttle to 10000 BPOC. RW33 0.2 DME (IXT) EPTAV 2900 (IXT) OVGAK GP 3860											
ELEV 713		Procedure turn NOT AUTHORIZED.											
TDZE 678		Procedure turn NOT AUTHORIZED.											
TCH 60		Procedure turn NOT AUTHORIZED.											
MDA 2900 (LOC Only)		Procedure turn NOT AUTHORIZED.											
CATEGORY		A			B			C			D		
ILS/DME		928 (250)			1			948 (270)			1		
LOC/DME		1580			(902)			2 1/4					
CIRCLING		1580 (867)			1%			* 2060 (1347)			3		

ILS Y RWY 33
EFF 17 APR 25

CYXT

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RNAV (RNP) Y RWY 15

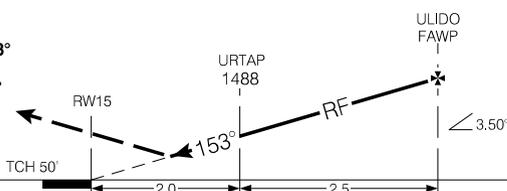
542807N 1283442W VAR 19°E

CTR Vancouver – 128.4 269.1		RADIO – 122.0			ARCAL 122.0(K)
SAFE ALT 100 NM 11,100	RNAV	APCH CRS 153°	MIN ALT ULIDO 2400	LDA 7497	3.5°



MISSED APPROACH
Requires a minimum climb gradient of **270 ft/NM** to **2700**. Climb track **153°** to ONDAD. Then climb track **165°** to DEDIB. Then climb to **6600** track **163°** to UMIPO. Shuttle to **8000** BPOC.

ELEV 713
TDZE 695



CATEGORY	A	B	C	D
	RNP 0.30	1038		(345)

AUTHORIZATION REQUIRED
(min. -26° C)
(max. 47° C)

RNAV (RNP) Y RWY 15

CYXT

EFF 20 FEB 25

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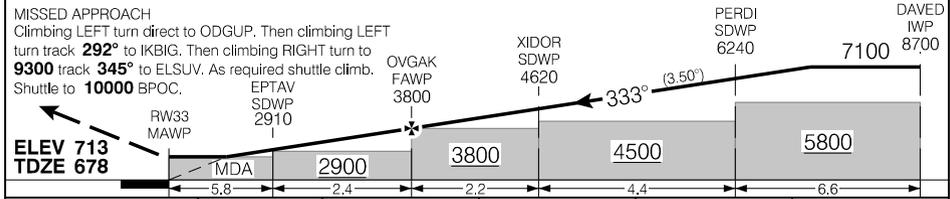
RNAV (GNSS) Z RWY 33

542807N 1283442W VAR 19°E

CTR Vancouver – 128.4 269.1		RADIO – 122.0			ARCAL 122.0(K)
SAFE ALT 100 NM 11,100	RNAV	APCH CRS 333°	MIN ALT OVGAK 3800	LDA 7497	AN 3.5°



(NM)	DIST FROM RW33	5.0	6	7	8	9	10	11	12	13	15	17.1	19	21.4
	ALT (3.50° APCH PATH)	2580	2970	3340	3710	4080	4450	4830	5200	5570	6310	7100	7800	8700



			MDA	2900	3800	4500	5800
			5.8	2.4	2.2	4.4	6.6
			CATEGORY	A	B	C	D
			LNAV	2580	(1903)	2½	
Knots	ft/min	Min:Sec					
70	430						
90	560						
110	680						
130	800						
150	930						

RNAV (GNSS) Z RWY 33

CYXT

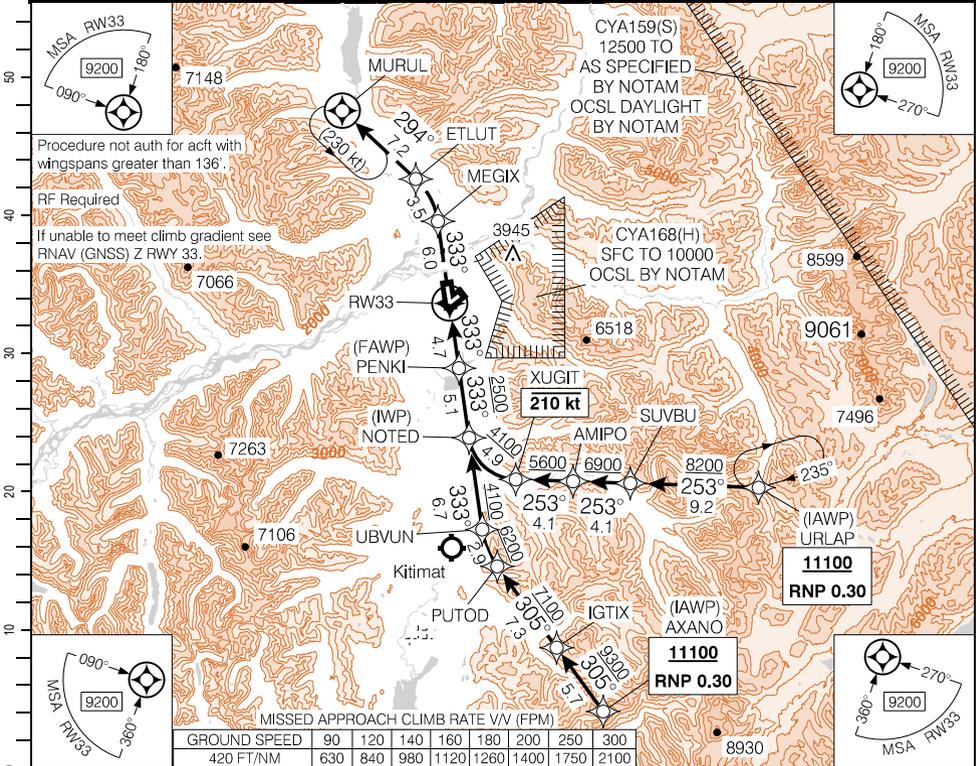
EFF 17 APR 25

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RNAV (RNP) Y RWY 33

542807N 1283442W VAR 19°E

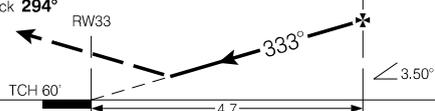
CTR Vancouver – 128.4 269.1		RADIO – 122.0			ARCAL 122.0(K)
SAFE ALT 100 NM 11,100	RNAV	APCH CRS 333°	MIN ALTI PENKI 2500	LDA 7497	



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MISSED APPROACH
Requires a minimum climb gradient of **420 ft/NM to 8500**. Climb on track **333°** to MEGIX. Then climbing **LEFT** turn to ETLUT. Then climbing **LEFT** turn to **294°** to MURUL. As required shuttle climb.

ELEV 713
TDZE 678



CATEGORY	A	B	C	D
	RNP 0.10	1010	(333)	
RNP 0.20	1068	(391)		1
RNP 0.30	1208	(531)		1/4

RNAV (RNP) Y RWY 33

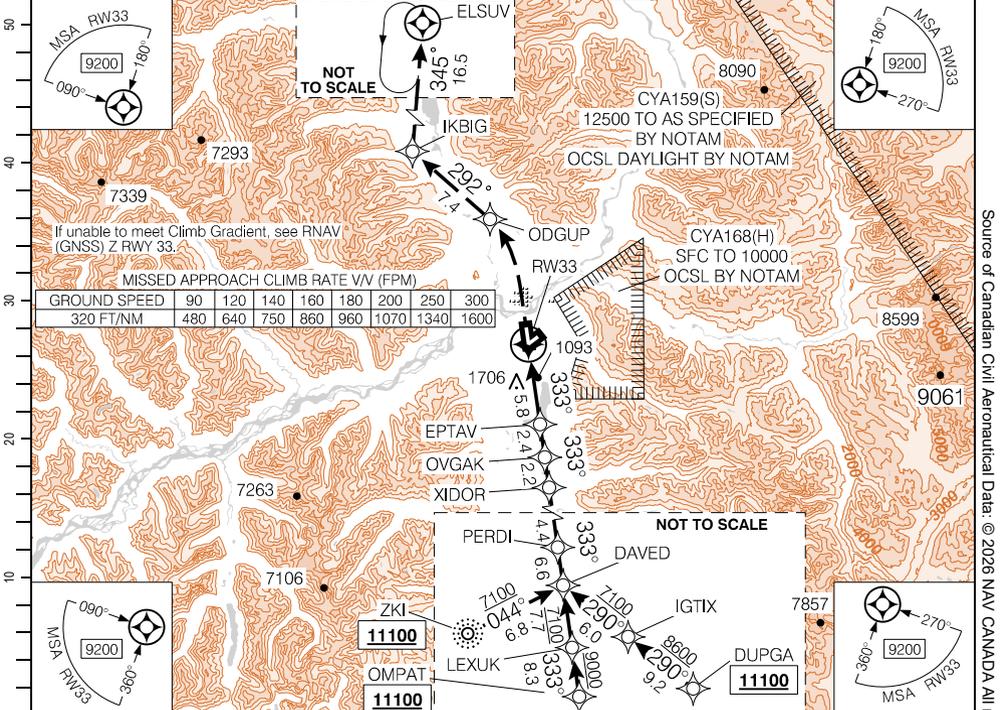
CYXT

EFF 15 JUN 23

RNAV (GNSS) X RWY 33

542807N 1283442W VAR 19°E

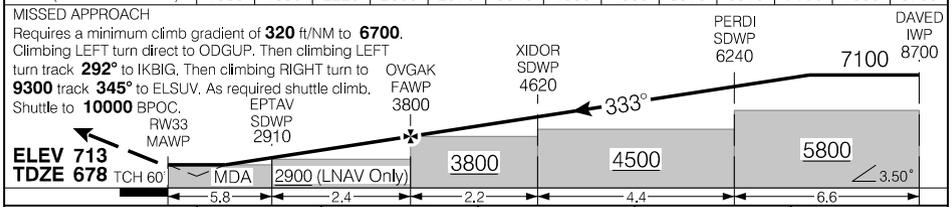
CTR Vancouver – 128.4 269.1		RADIO – 122.0			ARCAL 122.0(K)
SAFE ALT 100 NM 11,100	WAAS Ch 80489 W33A	APCH CRS 333°	MIN ALT OVGAK 3800	LDA 7497	AN 3.5°



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
320 FT/NM	480	640	750	860	960	1070	1340	1600

DIST FROM RWY33	2.3	3	4	5	6	7	9	11	13	15	17.1	19	21.4
ALT (3.50° APCH PATH)	1580	1850	2220	2600	2970	3340	4080	4830	5570	6310	7100	7800	8700



CATEGORY			A	B	C	D
LPV			927 (250)	1	947 (270)	1
LNAV/VNAV (min. -26°C, max. 45°C)			1189 (512)		1	
LNAV			1580 (903)		2¼	
Knots	ft/min	Min:Sec				
70	430					
90	560					
110	680					
130	800					
150	930					

RNAV (GNSS) X RWY 33

CYXT

EFF 17 APR 25

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Departure Route Description

Rwy 15: Maintain **11,100** or as assigned. Contact Vancouver Centre passing **4000** unless otherwise instructed by ATC. Requires a minimum climb gradient of **310 ft/NM** to **2900**. Climb track **153°** to EPTAV, then climbing RIGHT turn track **173°** to ZKI NDB. Shuttle climb to **8000** BPOC.

Expect clearance to flight planned altitude/flight level within 5 minutes after departure.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
310 FT/NM	470	620	730	830	930	1040	1300	1550

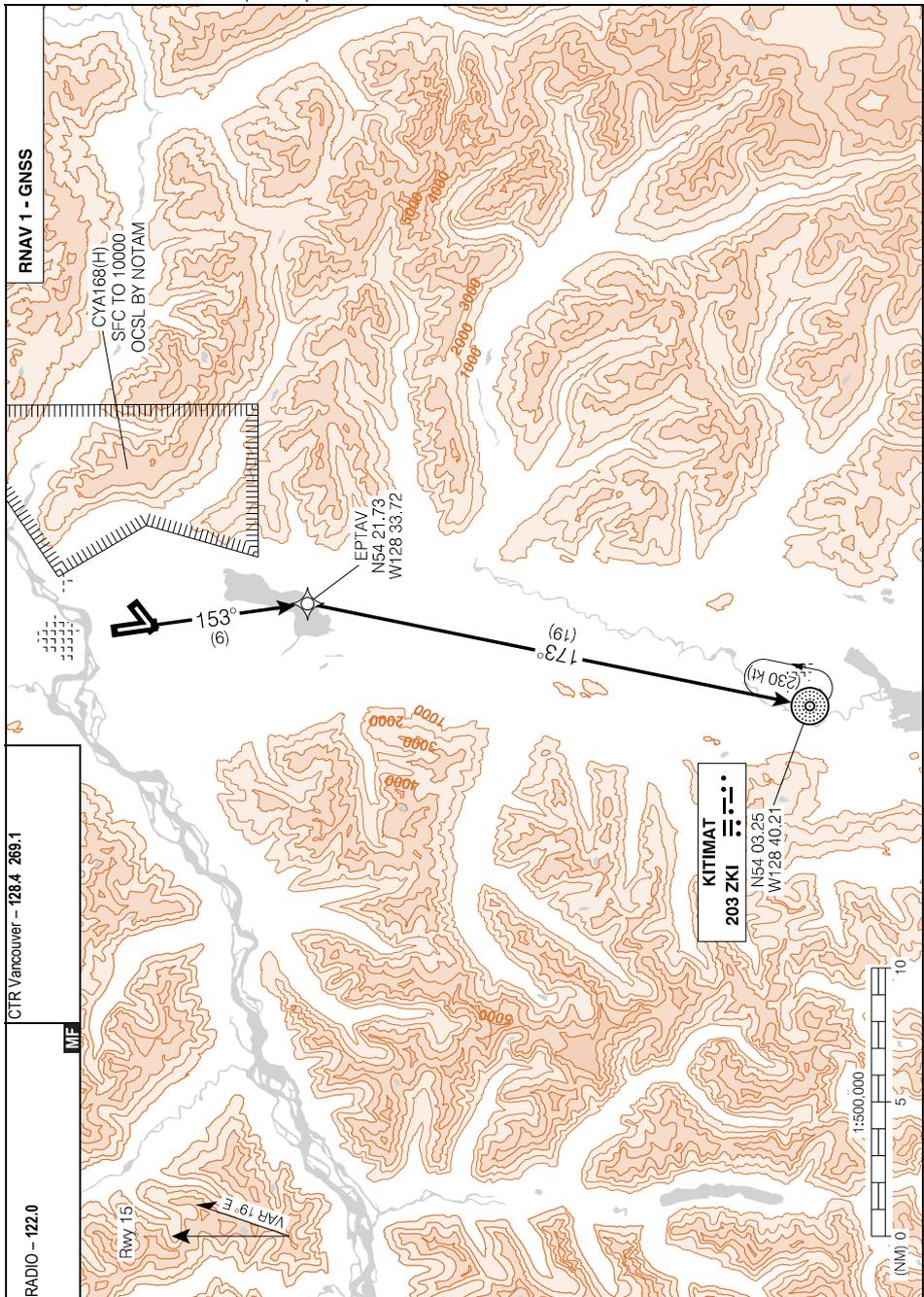
Communication Failure

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

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed via depicted route;
3. Upon reaching end of depicted route proceed on course;
4. Climb to flight planned altitude.

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

SID (RNAV)
KITIMAT TWO DEP (ZKID2.)



KITIMAT TWO DEP (ZKID2.)
EFF 26 DEC 24

CYXT

Departure Route Description

Rwy 33 - 1/2: Maintain **10,000** or as assigned. Contact Vancouver Centre passing **4000** unless otherwise instructed by ATC. Requires a minimum climb gradient of **620 ft/NM** to **5900**. Do not exceed 210 kt until VIXIN. Climb hdg **333°** to **1300**. Then climbing LEFT turn direct to VIXIN. Then track **241°** to MESTI. As required shuttle climb (max 265 kt).

Expect clearance to flight planned altitude/flight level within 5 minutes after departure.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
620 FT/NM	930	1240	1450	1660	1860	2070	2590	3100

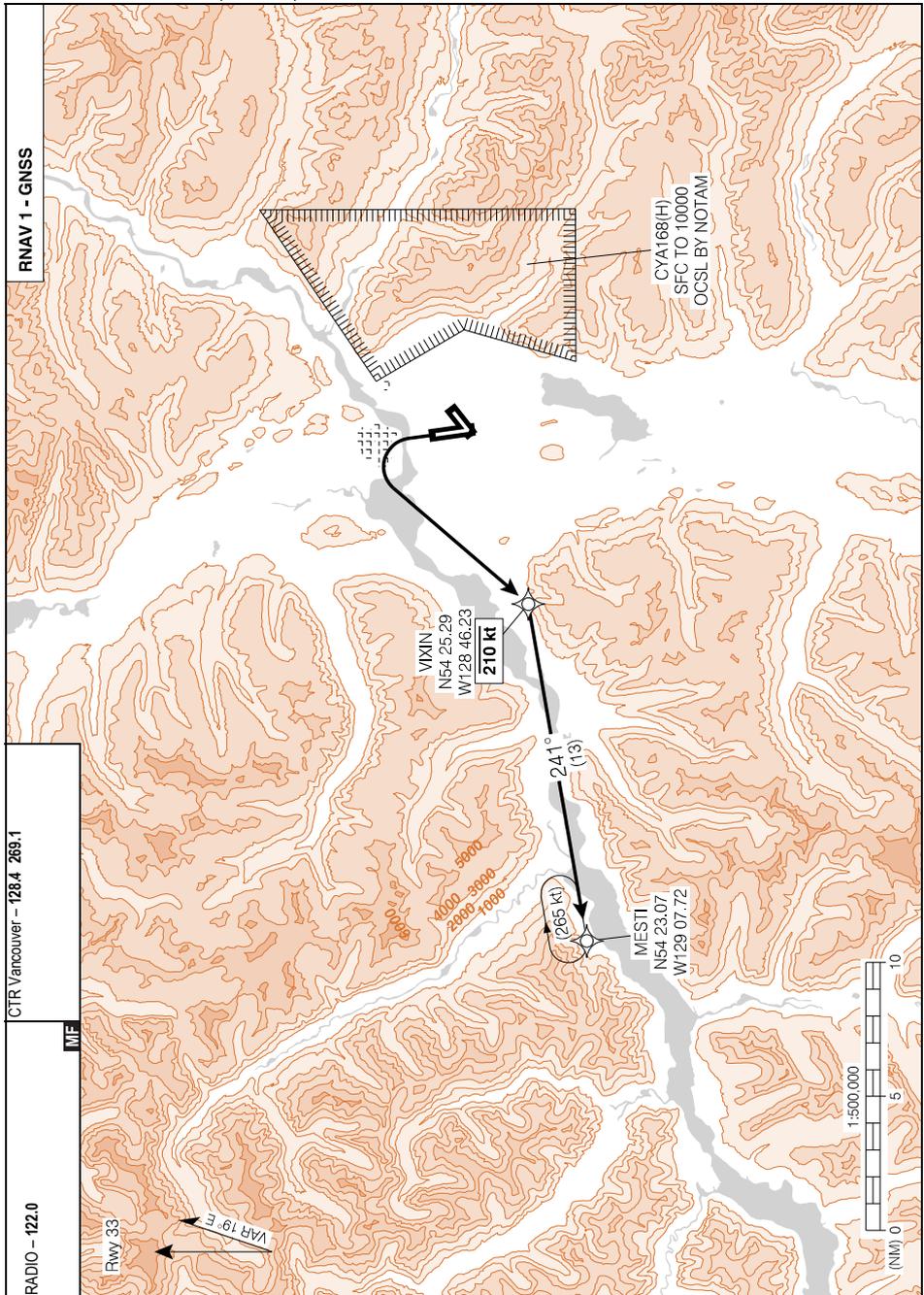
Communication Failure

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

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed via depicted route;
3. Upon reaching end of depicted route proceed on course;
4. Climb to flight planned altitude.

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

SID (RNAV)
MESTI TWO DEP (MESTI2.)



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MESTI TWO DEP (MESTI2.)

EFF 17 APR 25

CYXT

Departure Route Description

Rwy 33: Maintain **11,100** or as assigned. Contact Vancouver Centre passing **4000** unless otherwise instructed by ATC. Requires a minimum climb gradient of **430 ft/NM** to **7200**. Do not exceed 265 kt. Climbing LEFT turn, track **315°** to RAGOD. Then climbing LEFT turn track **297°** to ITNES. Then climbing RIGHT turn track **343°** to ETMIL. Then climbing RIGHT turn track **074°** to RESIN.

Expect clearance to flight planned altitude/flight level within 5 minutes after departure.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150

Communication Failure

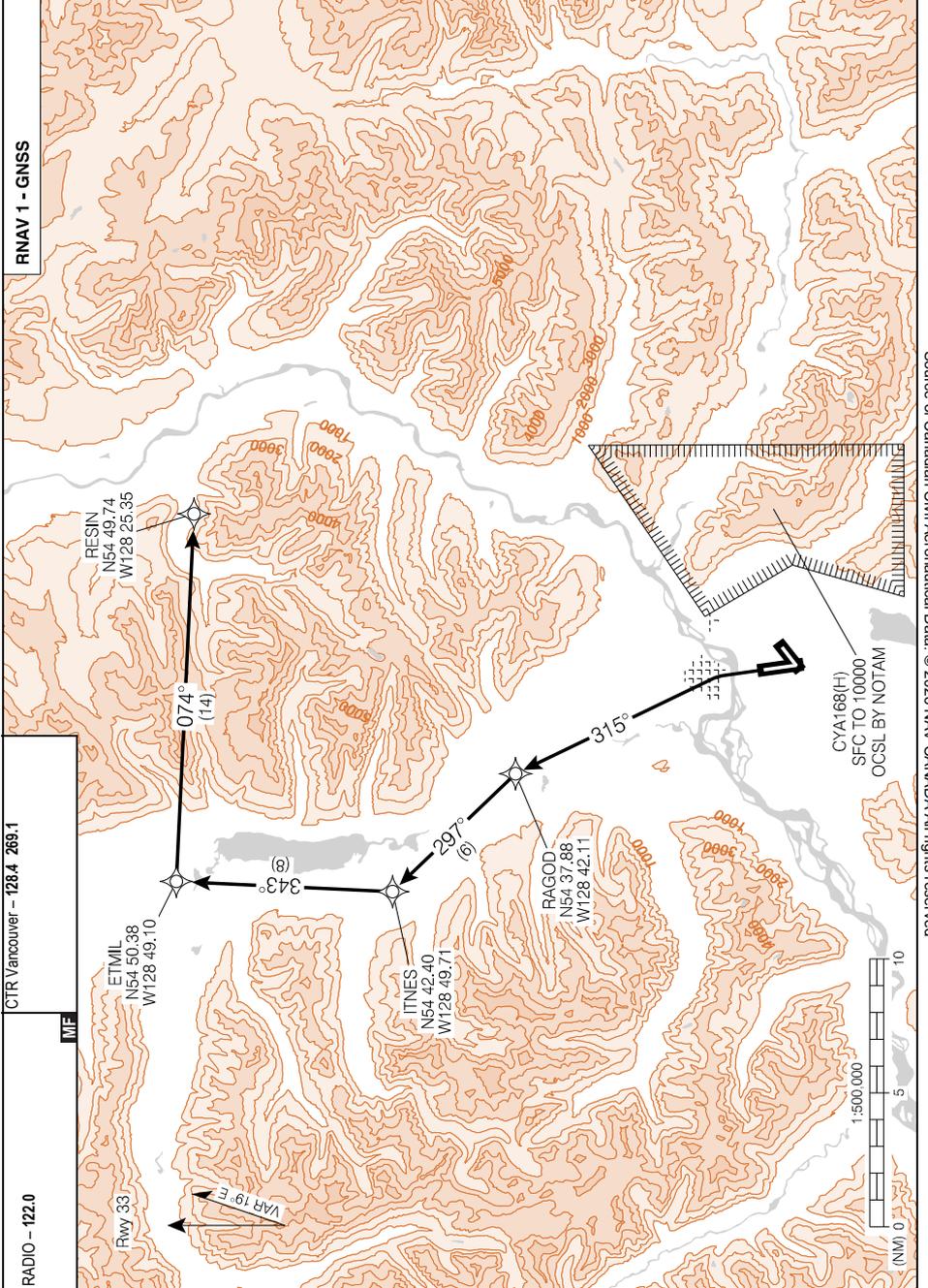
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed via depicted route;
3. Upon reaching end of depicted route proceed on course;
4. Climb to flight planned altitude.

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

SID (RNAV)
RESIN TWO DEP (RESI2.)

TERRACE, BC
CYXT



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RESIN TWO DEP (RESI2.)
EFF 26 DEC 24

CYXT

DEPARTURE PROCEDURE

Departure Procedure

Rwy 15 – ½: Requires a minimum climb gradient of **460** ft/NM to **3800**. Climb INBD track **161°** to “XT” NDB. Then continue climb INBD track **170°** to “ZKI” NDB. Shuttle INBD track **327°** (LEFT turn) to MEA BPOC.

or

SPEC VIS – Climb in visual conditions to cross the airport at or above **2800**. Continue climb INBD track **163°** to “XT” NDB. Then continue climb INBD track **170°** to “ZKI” NDB. Shuttle INBD track **327°** (LEFT turn) to MEA BPOC.

Rwy 33 – ½: Departure not auth when CYA168 active (OCSL by NOTAM)

Restricted to Cat A & B acft only. Requires a minimum climb gradient of **460** ft/NM to **5400**. Climbing LEFT turn, intercept INBD track **141°** to “XT” NDB. Then climbing RIGHT turn INBD track **170°** to “ZKI” NDB. Shuttle INBD track **327°** (LEFT turn) to MEA BPOC.

Restricted to Cat C & D acft only. Requires a minimum climb gradient of **700** ft/NM to **8800**. Climbing LEFT turn, intercept INBD track **120°** to “XT” NDB. Then climbing RIGHT turn INBD track **170°** to “ZKI” NDB. Shuttle INBD track **327°** (LEFT turn) to MEA BPOC.

or

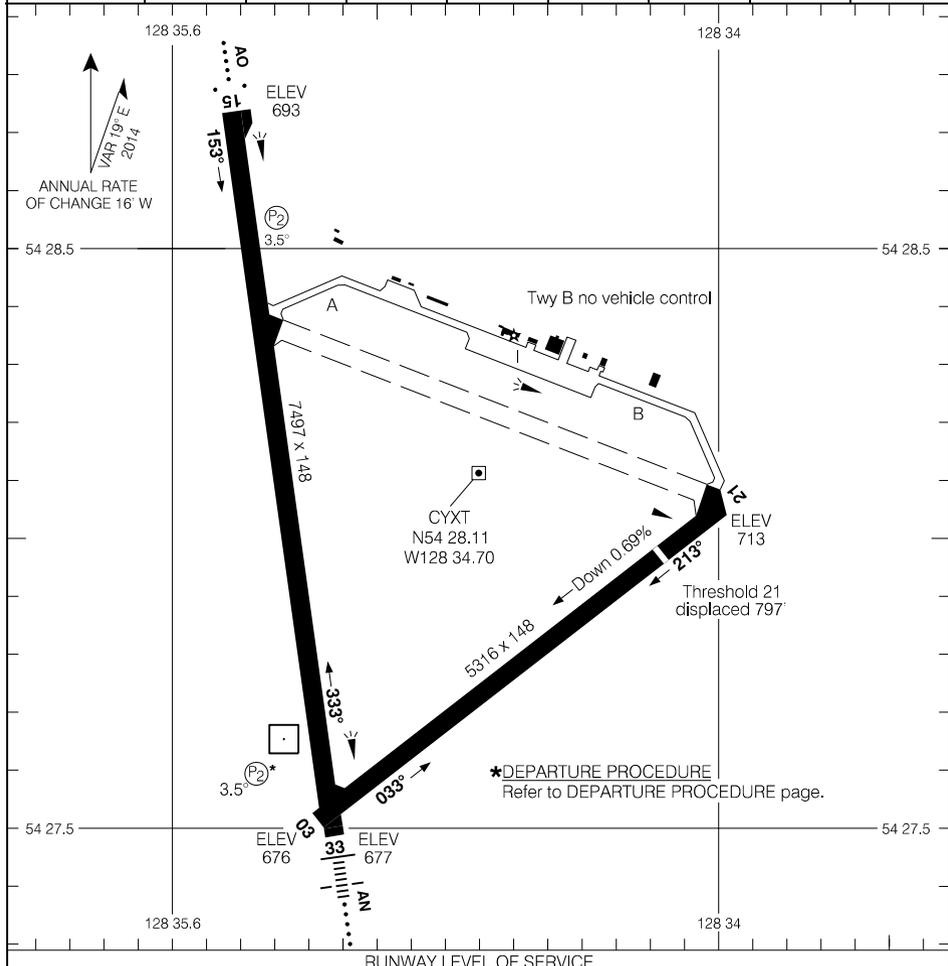
SPEC VIS – Climb in visual conditions to cross the airport at or above **2800**. Continue climb INBD track **163°** to “XT” NDB. Then continue climb INBD track **170°** to “ZKI” NDB. Shuttle INBD track **327°** (LEFT turn) to MEA BPOC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
460 FT/NM	690	920	1080	1230	1380	1540	1920	2300
700 FT/NM	1050	1400	1640	1870	2100	2340	2920	3500

AERODROME CHART

		RADIO - 122.0			CTR Vancouver - 128.4 269.1		
					MF		
DECL DIST	15	33	03	21			
TORA	7497	7497	5316	5316			
TODA	8481	8481	6300	6300			
ASDA	7497	7497	5316	5316			
LDA	7497	7497	5316	4519			



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RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 15, 33: (¼ sm) Day only	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 03, 21: NOT ASSESSED Rwys 15, 33: *	
SCALE IN FEET 	

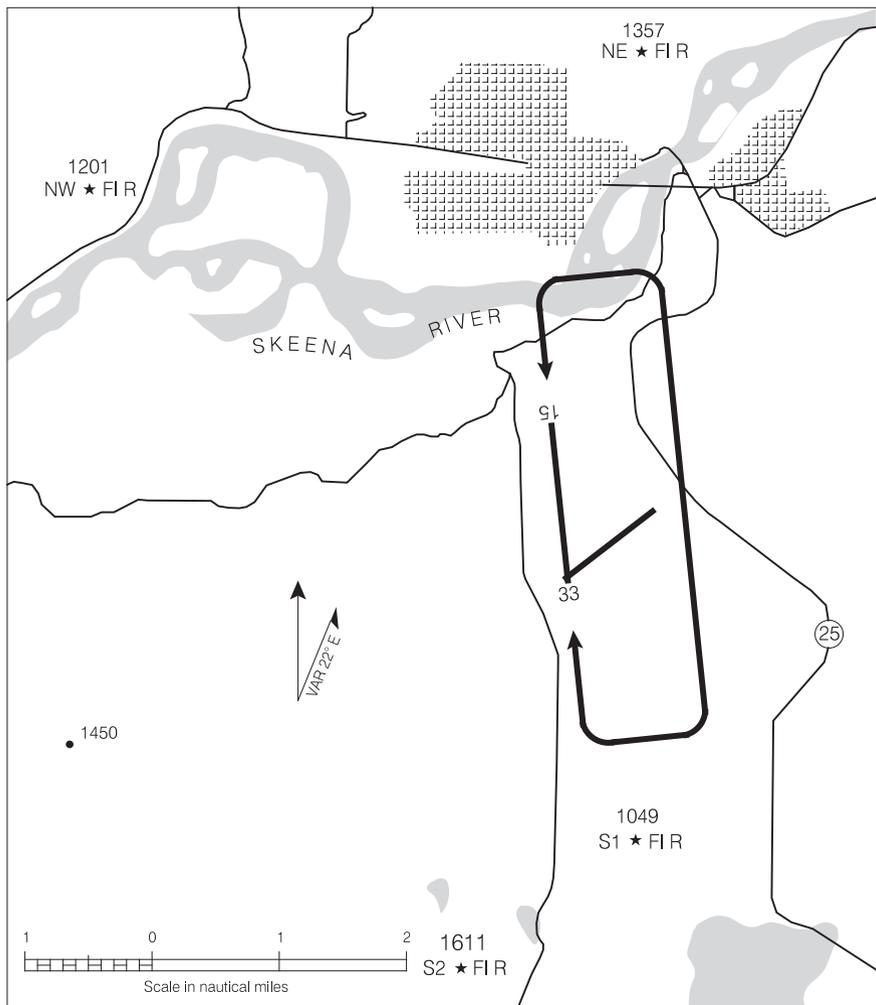
AERODROME CHART

CYXT

EFF 2 OCT 25

NIGHT CIRCUIT PROCEDURES

NIGHT CIRCUIT ALTITUDE - 1700'ASL



- NOTES:
1. Recommend that only pilots familiar with the local area use the airport during the hours of darkness.
 2. Night operations are not recommended unless all hazard beacons are operating.
 3. All turns to be completed within perimeter of hazard beacons.

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NIGHT CIRCUIT PROCEDURES

CYXT

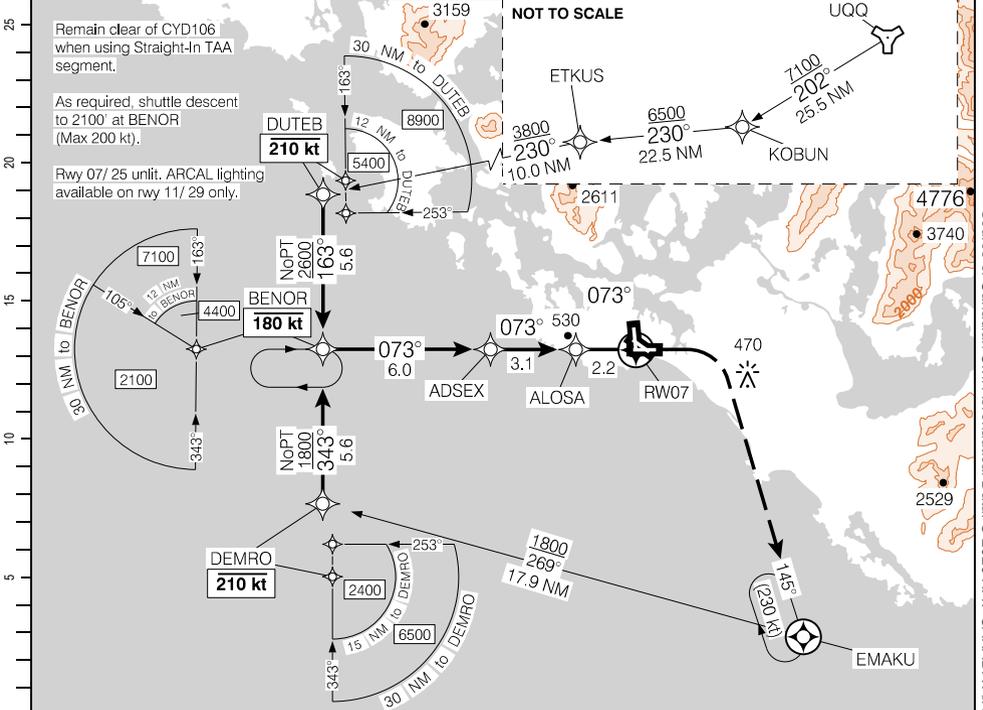
EFF 6 FEB 14

RNAV (GNSS) RWY 07

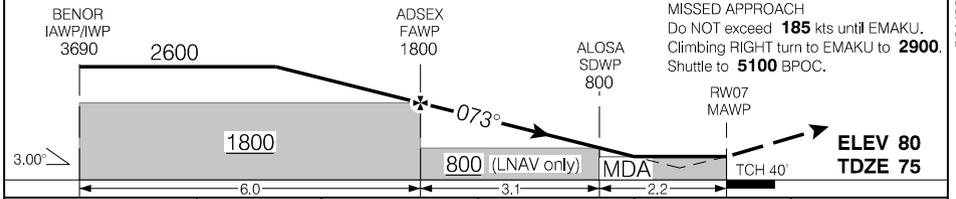
490455N 1254621W VAR 17°E

CTR Vancouver – 132.9 RADIO Pacific – 125.85		RADIO Hardy – 123.25		ARCAL 123.25(K)	
		TFC – 123.25		MF	

SAFE ALT 100 NM 10,000	WAAS Ch 81131 W07A	APCH CRS 073°	MIN ALT ADSEX 1800	LDA 4265	
----------------------------------	--------------------------	----------------------------	---------------------------------	--------------------	--



(NM)	11.2	10	9	7.8	7	6	5	4	3	1.6		DIST FROM RW07
	3690	3300	2980	2600	2340	2030	1710	1390	1070	620		ALT (3.00° APCH PATH)



RASS: When using CYQQ add 820'.			CATEGORY	A	B	C	D
			LPV	575	(500)		1¼
			LNAV	620	(545)		1¼
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 07

CYAZ

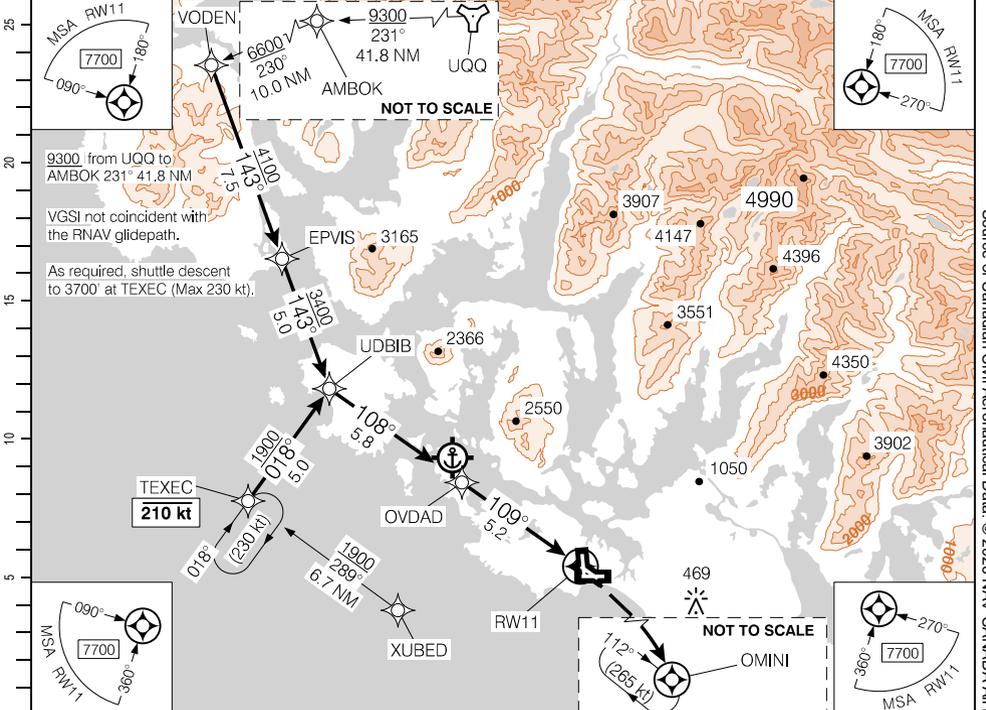
EFF 12 JUN 25

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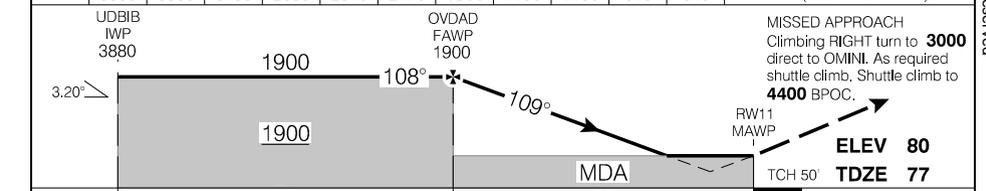
RNAV (GNSS) RWY 11

490455N 1254621W VAR 17°E

CTR Vancouver – 132.9 RADIO Pacific – 125.85		RADIO Hardy – 123.25		ARCAL 123.25(K)	
SAFE ALT 100 NM 10,000		WAAS Ch 81166 W11A	APCH CRS 109°	MIN ALT OVDAD 1900	LDA 4500
		TFC – 123.25		MF	



(NM)	11	10	9	8	7	6	5.2	4	3	2	1.5	DIST FROM RWY11	
	3880	3530	3190	2850	2510	2170	1900	1490	1150	810	640	ALT (3.20° APCH PATH)	



RASS: When using CYQQ add 820'.			UDBIB IWP 3880	OVDAD FAWP 1900	MISSED APPROACH Climbing RIGHT turn to 3000 direct to OMINI. As required shuttle climb, Shuttle climb to 4400 BPOC.	
			1900	108°	ELEV 80	
			5.8	109°	TDZE 77	
			5.2			
			A	B	C	D
			LPV	327	(251)	1
			LNAV	640	(564)	1/4
Knots	ft/min	Min:Sec				
70	400					
90	510					
110	620					
130	740					
150	850					

RNAV (GNSS) RWY 11

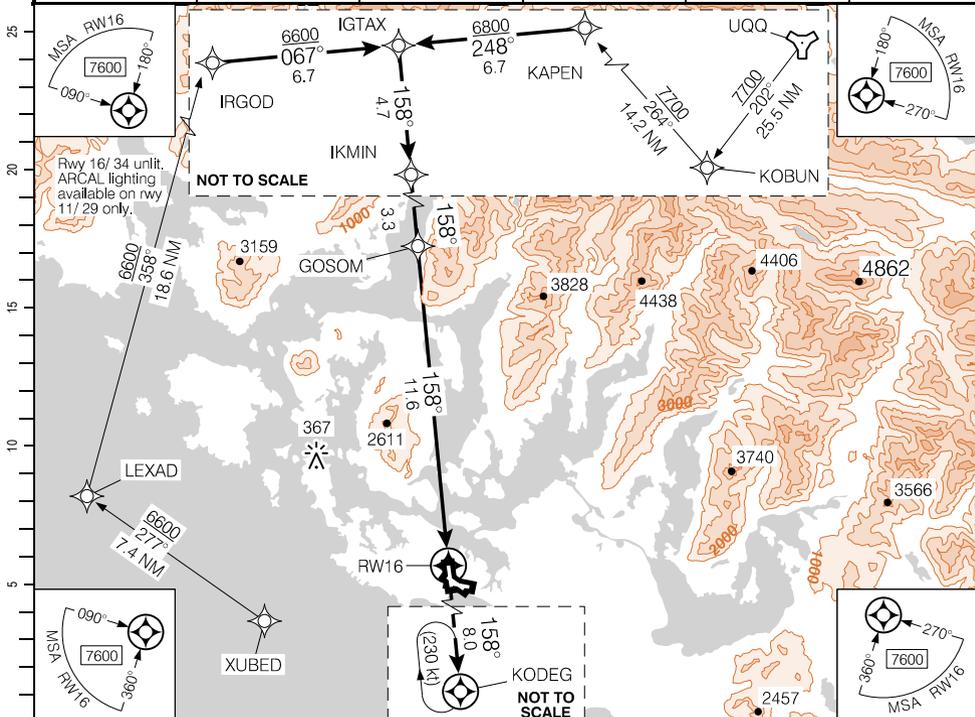
EFF 7 AUG 25

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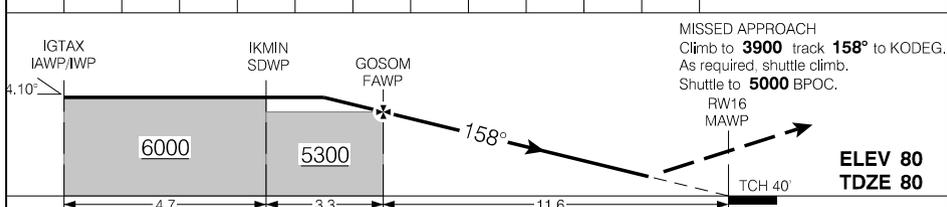
RNAV (GNSS) RWY 16

490455N 1254621W VAR 17°E

SAFE ALT 100 NM 10,000	CTR Vancouver – 132.9 RADIO Pacific – 125.85	● RADIO Hardy – 123.25		ARCAL 123.25(K)
	WAAS Ch 81133 W16A	APCH CRS 158°	● TFC – 123.25	
			MIN ALT GOSOM 5300	LDA 4792



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RASS: When using CYQQ add 820'.		CATEGORY	A	B	C	D
		LPV	580	(500) 1½	NOT AUTHORIZED	
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) RWY 16

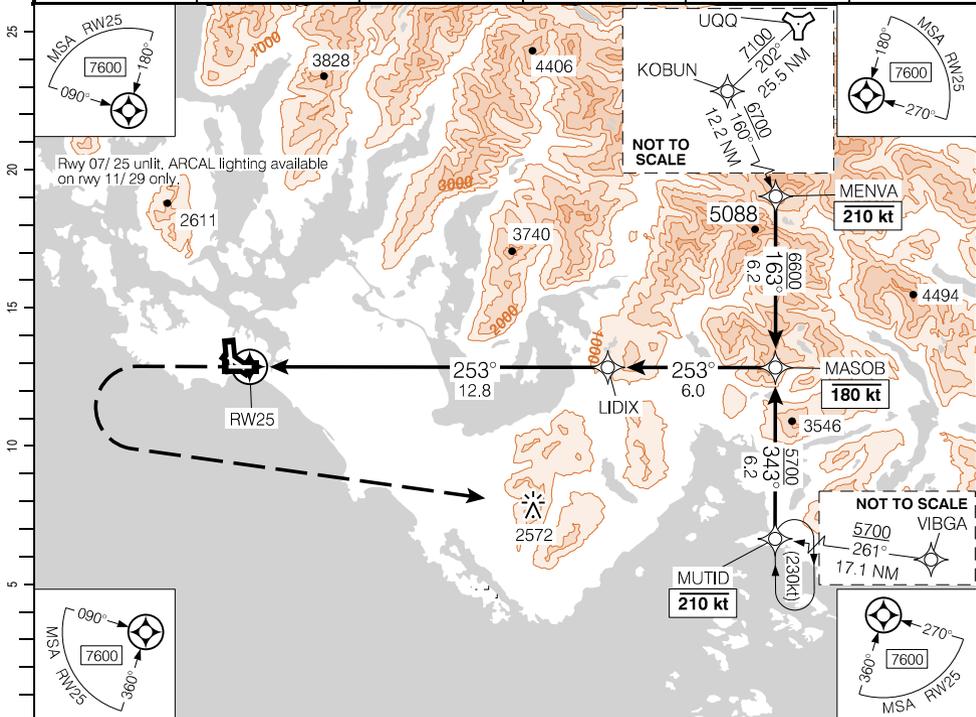
CYAZ

EFF 22 JAN 26

RNAV (GNSS) RWY 25

490455N 1254621W VAR 17°E

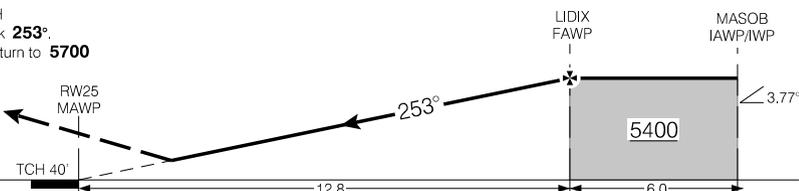
CTR Vancouver – 132.9 RADIO Pacific – 125.85		☑ RADIO Hardy – 123.25		ARCAL 123.25(K)	
		☑ TFC – 123.25		MF	
SAFE ALT 100 NM 10,000	WAAS Ch 81134 W25A	APCH CRS 253°	MIN ALT LIDIX 5400	LDA 4642	



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MISSED APPROACH
Climb to **1900** track **253°**.
Then climbing LEFT turn to
direct to MUTID.

ELEV 80
TDZE 79



RASS: When using CYQQ add 820'.		CATEGORY	A	B	C	D
		LPV	579	(500)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) RWY 25

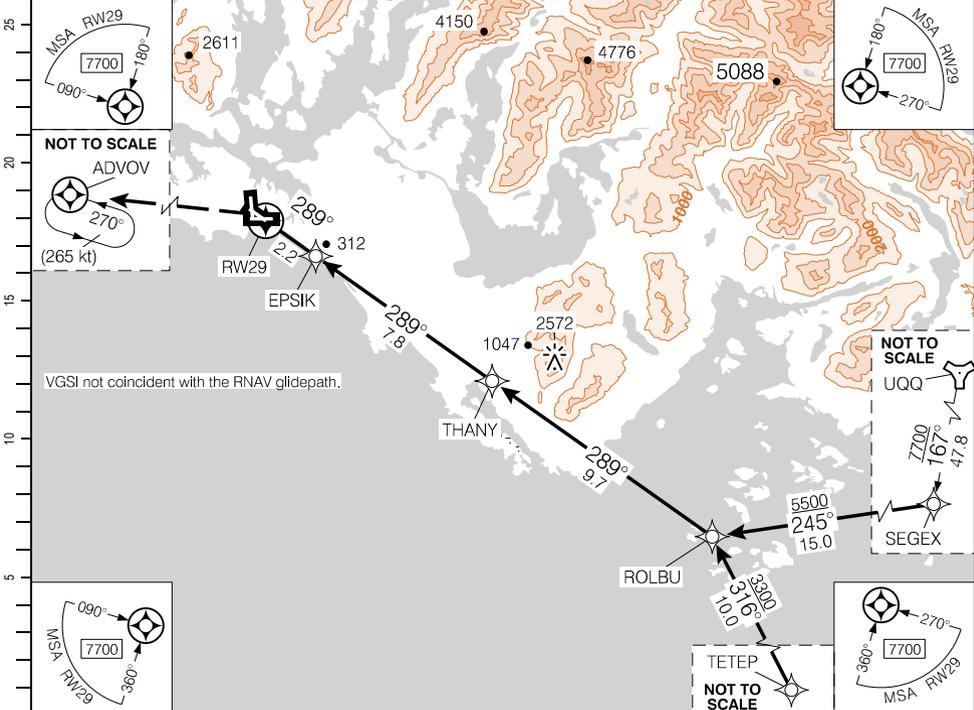
CYAZ

EFF 12 JUN 25

RNAV (GNSS) RWY 29

490455N 1254621W VAR 17°E

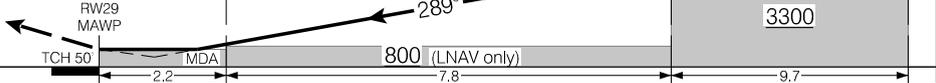
SAFE ALT 100 NM 10,000	WAAS Ch 81137 W29A	APCH CRS 289°	MIN ALT THANY 3300	LDA 5000	ARCAL 123.25(K) AS P1



(NM)	DIST FROM RW29	1.2	2	3	4	5	6	7	8	9	11	14	16.9	19.7
	ALT (3.00° APCH PATH)	520	760	1080	1400	1720	2040	2360	2680	2990	3630	4590	5500	6390

MISSED APPROACH

Climbing LEFT turn to **3000**
direct to ADVOV. Shuttle to
4200 BPOC.
ELEV 80
TDZE 77



RASS: When using CYQQ add 820'.			CATEGORY	A	B	C	D
			LPV	326	(250)		1
			LNAV	520	(445)		1½
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 29

EFF 17 APR 25

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RNAV (GNSS) Z RWY 34

490455N 1254621W VAR 17°E

CTR Vancouver – 132.9 RADIO Pacific – 125.85		☑ RADIO Hardy – 123.25 ☑ TFC – 123.25		ARCAL 123.25(K)
SAFE ALT 100 NM 10,000	RNAV	APCH CRS 338°	MIN ALT AVEVA 1800	LDA 4113

Remain clear of CYD106 when using Left or Straight-In TAA segment

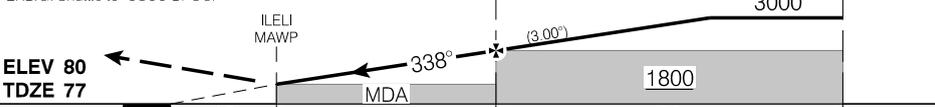
As required, shuttle descent to 1800 at ERBIG (max 200kt).

Rwy 16/ 34 unlit. ARCAL lighting available on rwy 11/ 29 only.



DIST FROM ILELI	0.0	1	2	3	4	5	6	7	7.5	9	9.8
ALT (3.00° APCH PATH)	580	910	1230	1550	1870	2190	2510	2830	3000	3460	3710

MISSED APPROACH
Do not exceed **200 kt** until ERBIG.
Climbing LEFT turn to **1800** direct to ERBIG. Shuttle to **3800** BPOC.



RASS: When using CYQQ add 820'.	CATEGORY	A	B	C	D
	LNAV	580	(503)	1%	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 34

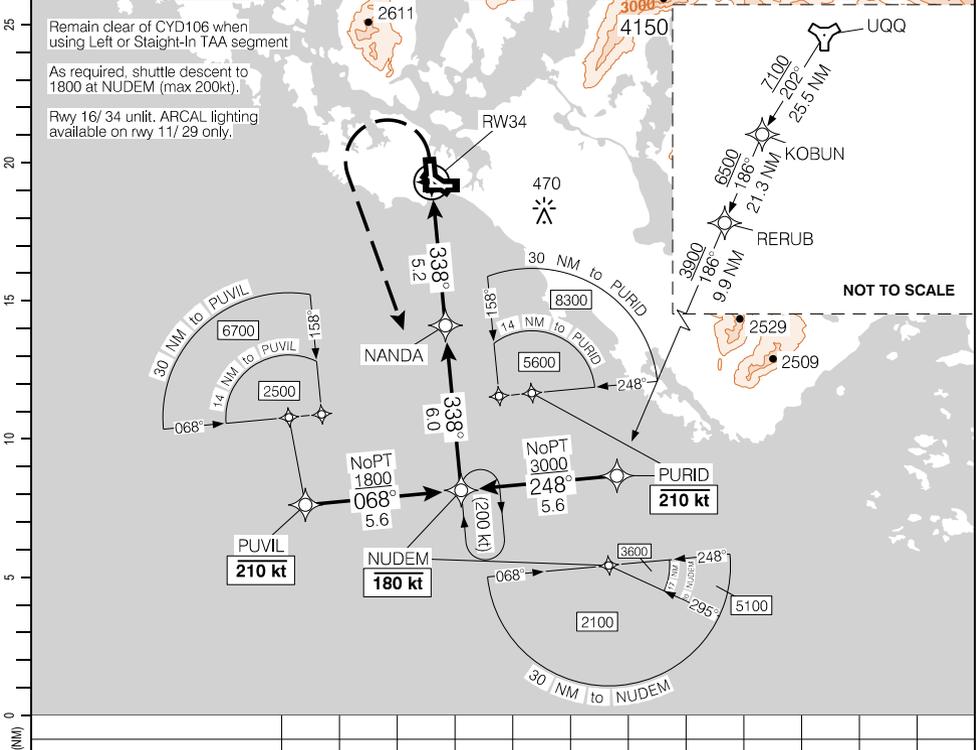
CYAZ

EFF 12 JUN 25

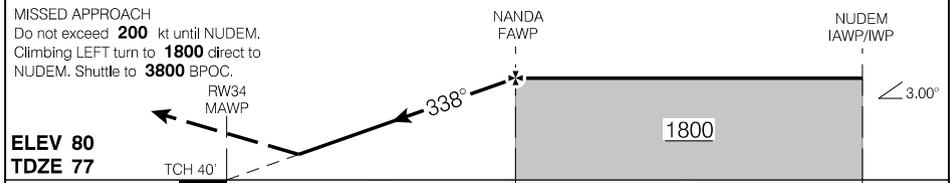
RNAV (GNSS) Y RWY 34

490455N 1254621W VAR 17°E

CTR Vancouver – 132.9 RADIO Pacific – 125.85		☑ RADIO Hardy – 123.25		ARCAL 123.25(K)	
		☑ TFC – 123.25		MF	
SAFE ALT 100 NM 10,000	WAAS Ch 81136 W34A	APCH CRS 338°	MIN ALT NANDA 1800	LDA 4113	



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RASS: When using CYQQ add 820'.		CATEGORY	A	B	C	D
		LPV	577	(500)	1%	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) Y RWY 34

CYAZ

EFF 12 JUN 25

Departure Route Description

All rwys: Maintain **7100** or as assigned.

Rwy 11: Requires a minimum climb gradient of **380 ft/NM** to **6800**. Do NOT exceed 210 kts until TUBAM. Climb track **109°** to VETMA, then track **049°** to TUBAM, then track **356°** to KOBUN, then track **022°** to UQQ.

Note: Trees to 139 ASL 0.2 NM past departure end of rwy. LEFT and RIGHT of rwy centreline.

Rwy 16: Climb track **158°** to TALSO, then track **073°** to SUVON, then track **346°** to KOBUN, then track **022°** to UQQ.

Note: Trees to 175 ASL 0.1 NM past departure end of rwy. LEFT and RIGHT of rwy centreline.

Rwy 25: Requires a minimum climb gradient of **270 ft/NM** to **700**. Climb track **253°** to SERTU, then track **338°** to ROPGI, then track **062°** to KOBUN, then track **022°** to UQQ.

Note: Trees to 140 ASL abeam departure end of rwy, 500' RIGHT of rwy centreline. Trees to 120 ASL 0.2 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 29: Requires a minimum climb gradient of **360 ft/NM** to **7100**. Do NOT exceed 210 kts until inbd to KOBUN. Climb hdg **289°** to **3500**, then RIGHT turn direct to KOBUN, then track **022°** to UQQ.

Note: Trees to 161 ASL 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

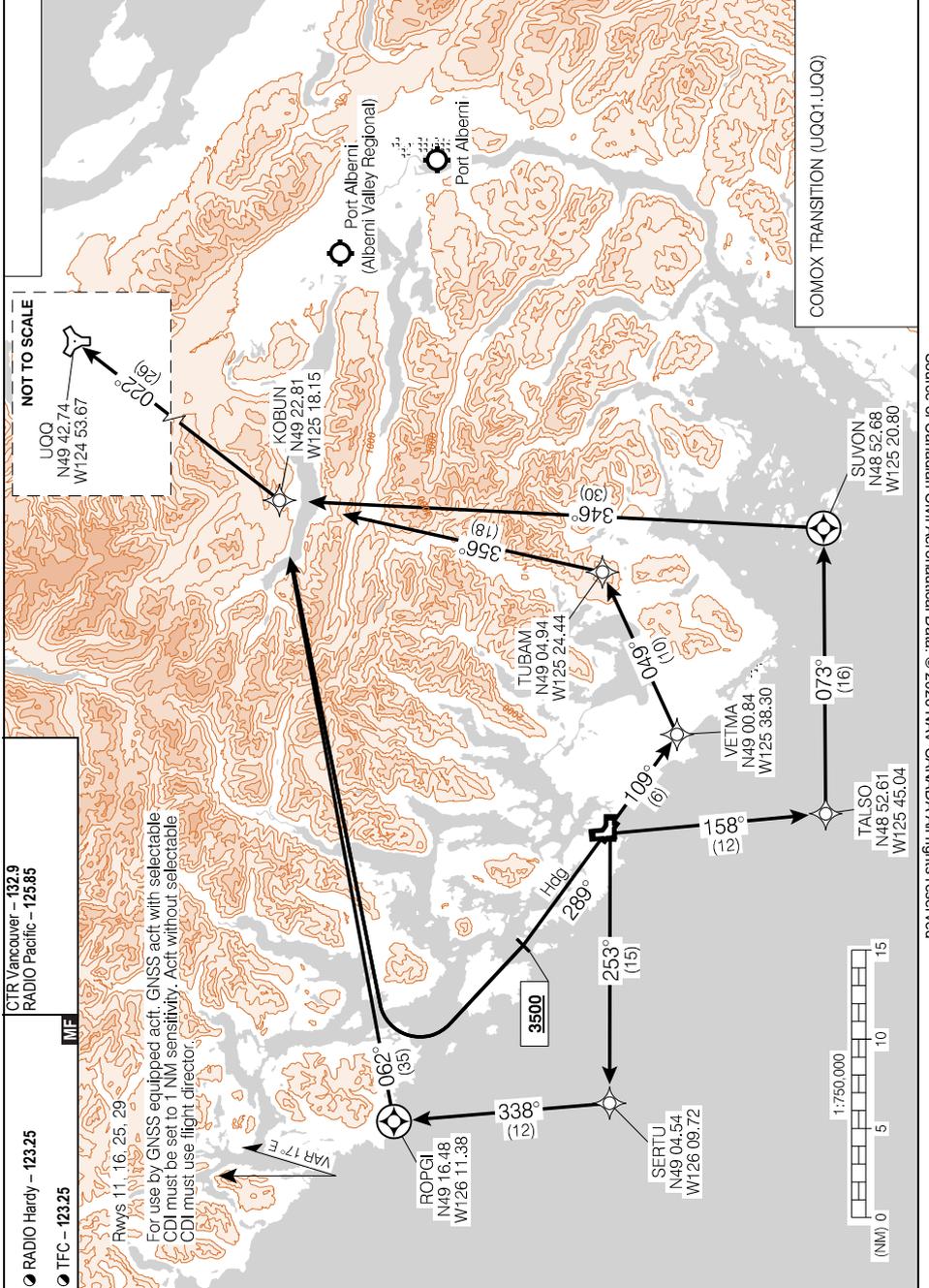
GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900

COMOX TRANSITION: (UQQ1.UQQ)

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DEPARTURE PROCEDURE (RNAV)
COMOX ONE DEP (UQQ1.)

TOFINO/LONG BEACH, BC
CYAZ



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COMOX ONE DEP (UQQ1.)

EFF 26 DEC 24

CYAZ

Departure Route Description

All rwys: As required, shuttle climb at ROLBU on inbd track of **065°** to **5700** BPOC.

Rwy 07: Requires a minimum climb gradient of **310** ft/NM to **3500**. Climb hdg **073°** to **800**, then RIGHT turn direct to ROLBU.

Note: Trees to 145' ASL 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 11: Requires a minimum climb gradient of **290** ft/NM to **3500**. Climb track **109°** to XONKA, then track **109°** to ROLBU.

Note: Trees to 139' ASL 0.2 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 16: Climb track **158°** to XESOL, then track **082°** to ROLBU.

Note: Trees to 175' ASL 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 25: Requires a minimum climb gradient of **270** ft/NM to **700**. Climb track **253°** to VOBER, then LEFT turn direct to ROLBU.

Note: Trees to 140' ASL abeam departure end of rwy, 500' RIGHT of rwy centreline. Trees to 120' ASL 0.2 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 29: Climb track **289°** to VIRGU, then LEFT turn direct to ROLBU.

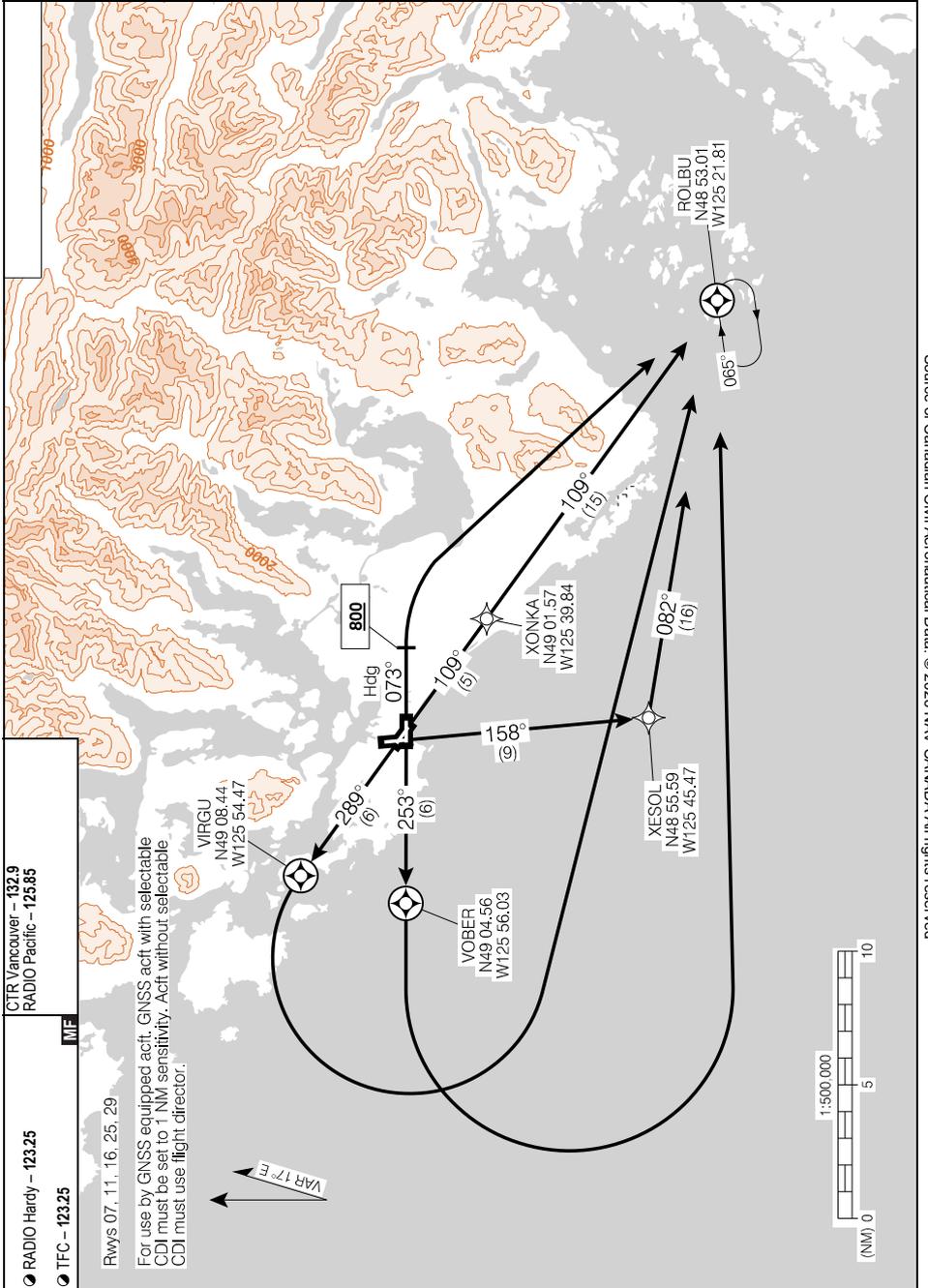
Note: Trees to 161 ASL 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350
290 FT/NM	440	580	680	780	870	970	1210	1450
310 FT/NM	470	620	730	830	930	1040	1300	1550

DEPARTURE PROCEDURE (RNAV)
ROLBU ONE DEP (ROLBU1.)

TOFINO/LONG BEACH, BC
CYAZ



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ROLBU ONE DEP (ROLBU1.)
EFF 26 DEC 24

CYAZ

DEPARTURE PROCEDURE

Departure Procedure

All rwys: SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200**. Continue climbing hdg **180°** to **4200**. Then climb between **183°** CCW to **312°** to remain clear of CYD106.

Rwy 07 – ½: Requires a minimum climb gradient of **300** ft/NM to **3500**. Climb between hdg **100°** CW to **181°** to remain clear of CYD106.

Note: Trees to 216 ASL abeam departure end of rwy, 250' LEFT and RIGHT of rwy centreline, and aprx 0.2 NM past departure end of rwy, 450' LEFT and RIGHT of rwy centreline.

Rwy 11 – ½: Requires a minimum climb gradient of **300** ft/NM to **3500**. Climb between hdg **094°** CW to **181°** to remain clear of CYD106.

Note: Trees to 162 ASL abeam departure end of rwy, 200' RIGHT of rwy centreline, and aprx 0.3 NM past departure end of rwy, 700' LEFT of rwy centreline.

Rwy 16 – ½: Requires a minimum climb gradient of **270** ft/NM to **3200**. Climb between hdg **181°** CCW to **122°** to remain clear of CYD106.

Note: Trees to 178 ASL aprx 500' past departure end of rwy, 300' LEFT and 500' RIGHT of rwy centreline.

Rwy 25 – ½: Requires a minimum climb gradient of **410** ft/NM to **5500**. Climb between hdg **178°** CCW to **074°** to remain clear of CYD106.

Note: Trees to 174 ASL abeam departure end of rwy, 300' LEFT and RIGHT of rwy centreline.

Rwy 29 – ½: Requires a minimum climb gradient of **250** ft/NM to **3600**. Climb between hdg **173°** CCW to **109°** to remain clear of CYD106.

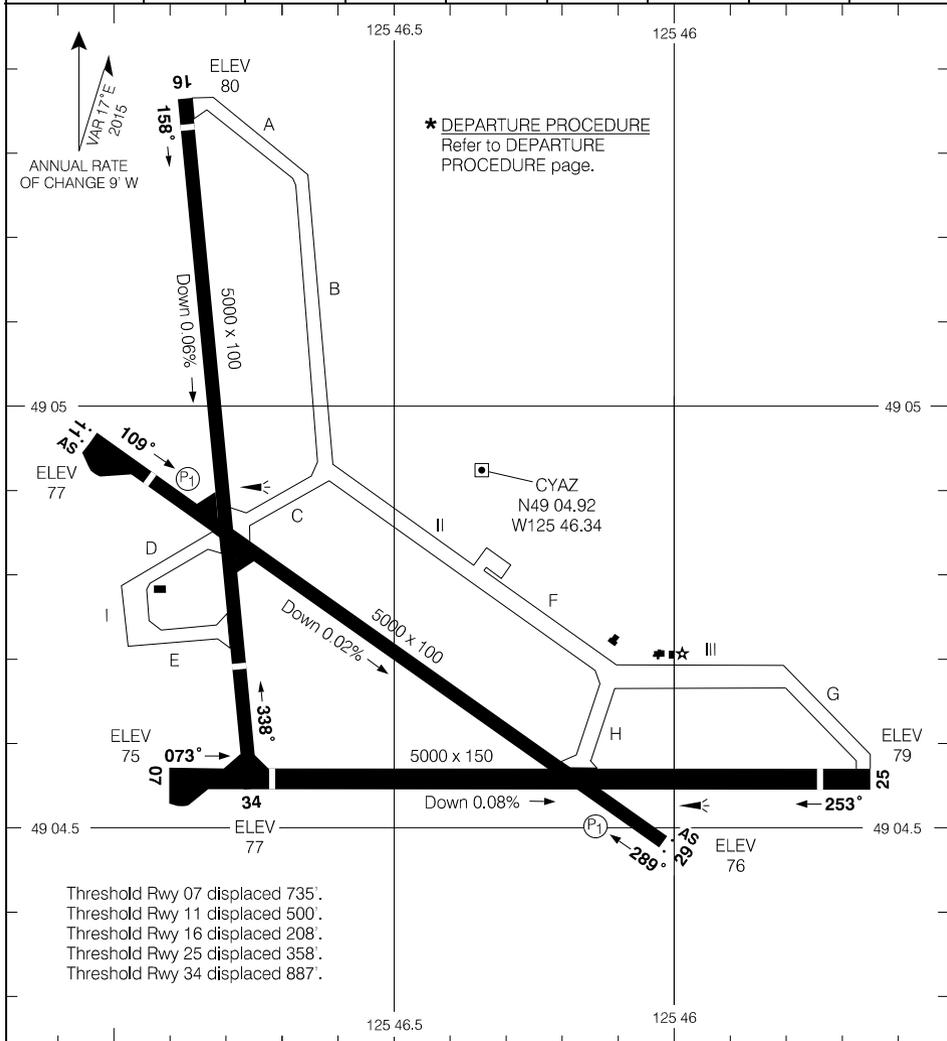
Note: Trees to 208 ASL abeam departure end of rwy, 450' LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
250 FT/NM	380	500	590	670	750	840	1050	1250
270 FT/NM	410	540	630	720	810	900	1130	1350
300 FT/NM	450	600	700	800	900	1000	1250	1500
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

AERODROME CHART

				● RADIO Hardy – 123.25		CTR Vancouver – 132.9	
				● TFC – 123.25		RADIO Pacific – 125.85	
						MF	
DECL DIST	07	25	11	29	16	34	
TORA	5000	5000	5000	5000	5000	5000	
TODA	5000	5000	5000	5000	5000	5000	
ASDA	5000	5000	5000	5000	5000	5000	
LDA	4265	4642	4500	5000	4792	4113	



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TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000 2000

AERODROME CHART

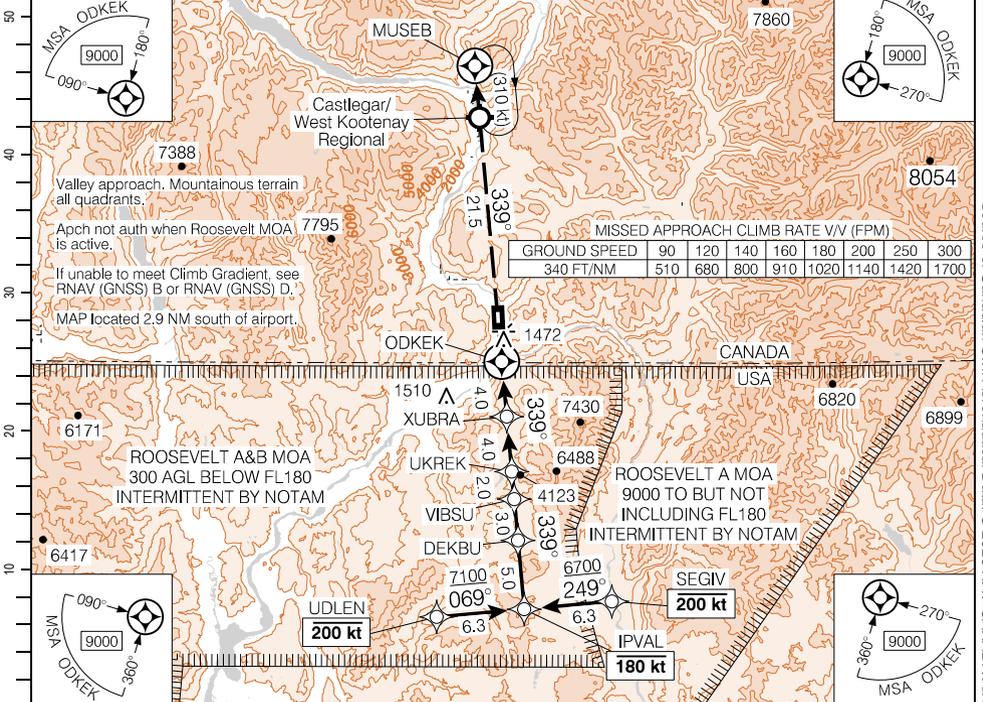
CYAZ

EFF 31 OCT 24

RNAV (GNSS) RWY 34

490336N 1173629W VAR 16°E

CTR Vancouver – 134.2 227.3					
AUTO – 122.17		TFC – 123.2		MF	
SAFE ALT 100 NM 13,500	RNAV	APCH CRS 339°	MIN ALT VIBSU 6300	LDA 4303	↑ 3.0°



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MISSED APPROACH
Requires a minimum climb gradient of **340** ft/NM to **9300**. Climb to **9300** track **339°** to MUSEB.



ELEV 1427 TDZE 1414		RASS: When using CYCG add 690'		CATEGORY		A		B		C		D	
				LNAV		4080		(2673)		3½		NOT AUTHORIZED	
				CIRCLING		4640 (3213) 3½		5180 (3753) 3½		5440 (4013) 3½		NOT AUTHORIZED	
Knots		ft/min		Min:Sec									
70													
90													
110													
130													
150													

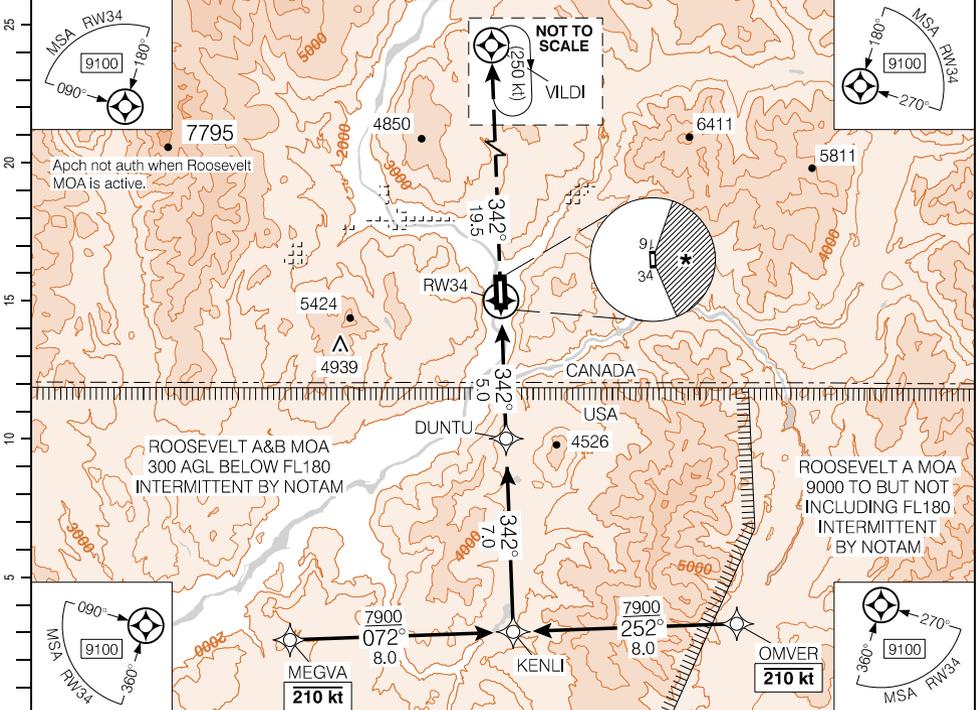
RNAV (GNSS) RWY 34

EFF 11 JUL 24

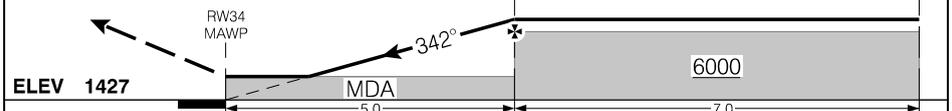
RNAV (GNSS) A

490336N 1173629W VAR 16°E

CTR Vancouver – 134.2 227.3						LIGHTING: REFER TO AD CHART
AUTO – 122.17		TFC – 123.2		MF		
SAFE ALT 100 NM 13,500	RNAV	APCH CRS 342°	MIN ALT DUNTU 6000	LDA REFER TO AD CHART		



MISSED APPROACH
Climb to **8800** track **342°**
to VILDI. As required, shuttle
climb.



RASS: When using CZGF add 860' . When using CYCG add 690' .		CATEGORY	A	B	C	D
		CIRCLING	4400	(2973)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) A

CAD4

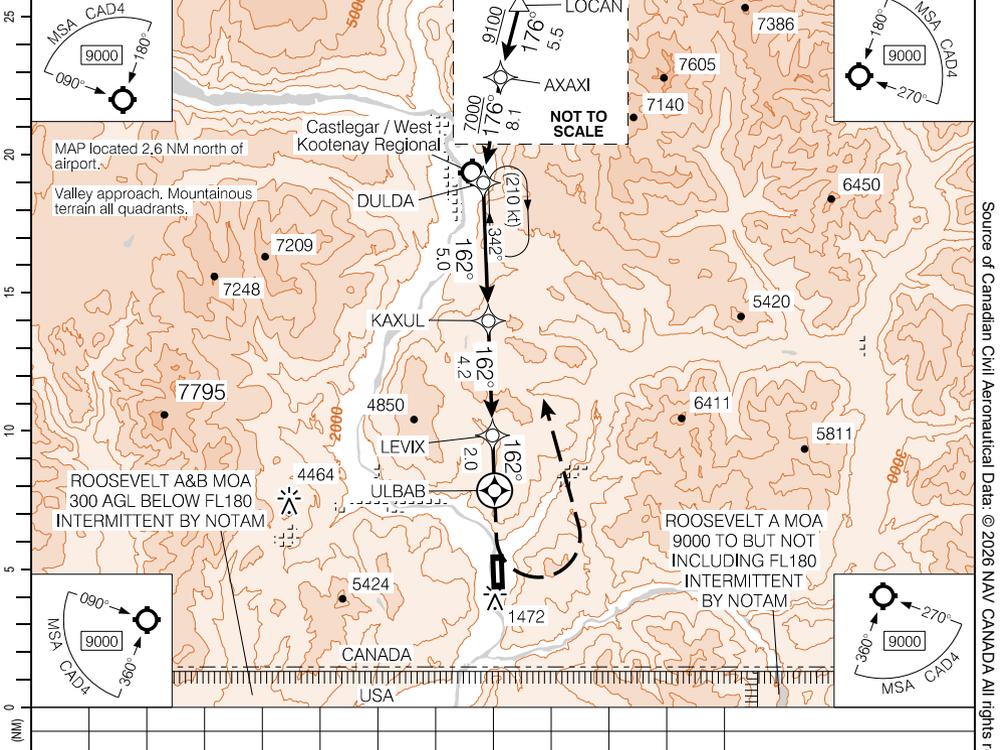
EFF 27 NOV 25

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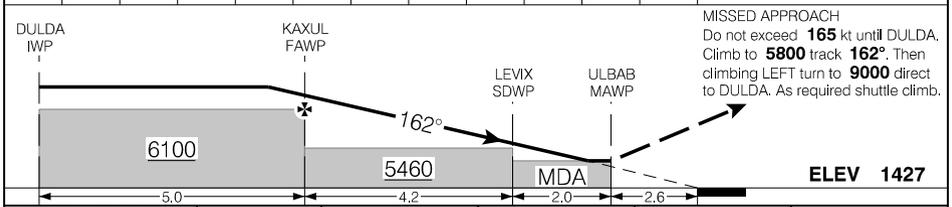
RNAV (GNSS) B

490336N 1173629W VAR 16°E

CTR Vancouver – 134.2 227.3					
AUTO – 122.17		TFC – 123.2		MF	
SAFE ALT 100 NM 13,500	RNAV	APCH CRS 162°	MIN ALT KAXUL 6100	LDA REFER TO AD CHART	



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RASS: When using CYCG add 690'		CATEGORY	A	B	C	D
		<input checked="" type="checkbox"/> CIRCLING	5380 (3953)	3	5400 (3973) 3	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) B

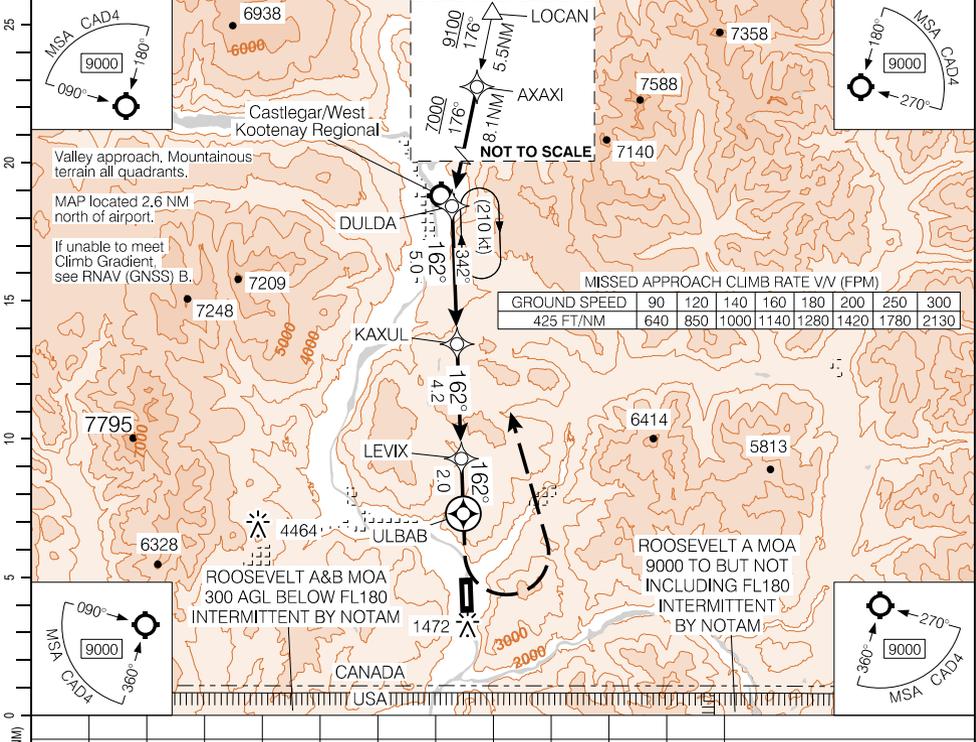
CAD4

EFF 11 JUL 24

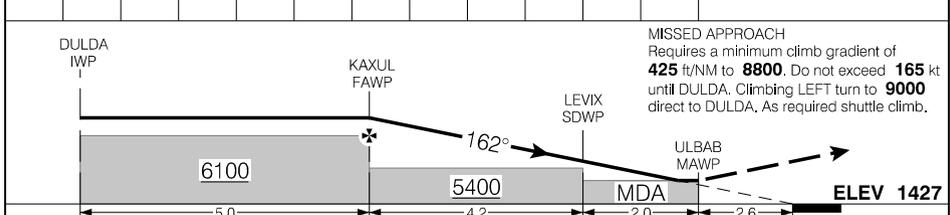
RNAV (GNSS) C

490336N 1173629W VAR 16°E

CTR Vancouver – 134.2 227.3					
AUTO – 122.17		TFC – 123.2		MF	
SAFE ALT 100 NM 13,500	RNAV	APCH CRS 162°	MIN ALT KAXUL 6100	LDA REFER TO AD CHART	



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RASS: When using CYCG add 690.		CATEGORY	A	B	C	D
CIRCLING		4600 (3173) 3	5120 (3693) 3	5400 (3973) 3	NOT AUTHORIZED	
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

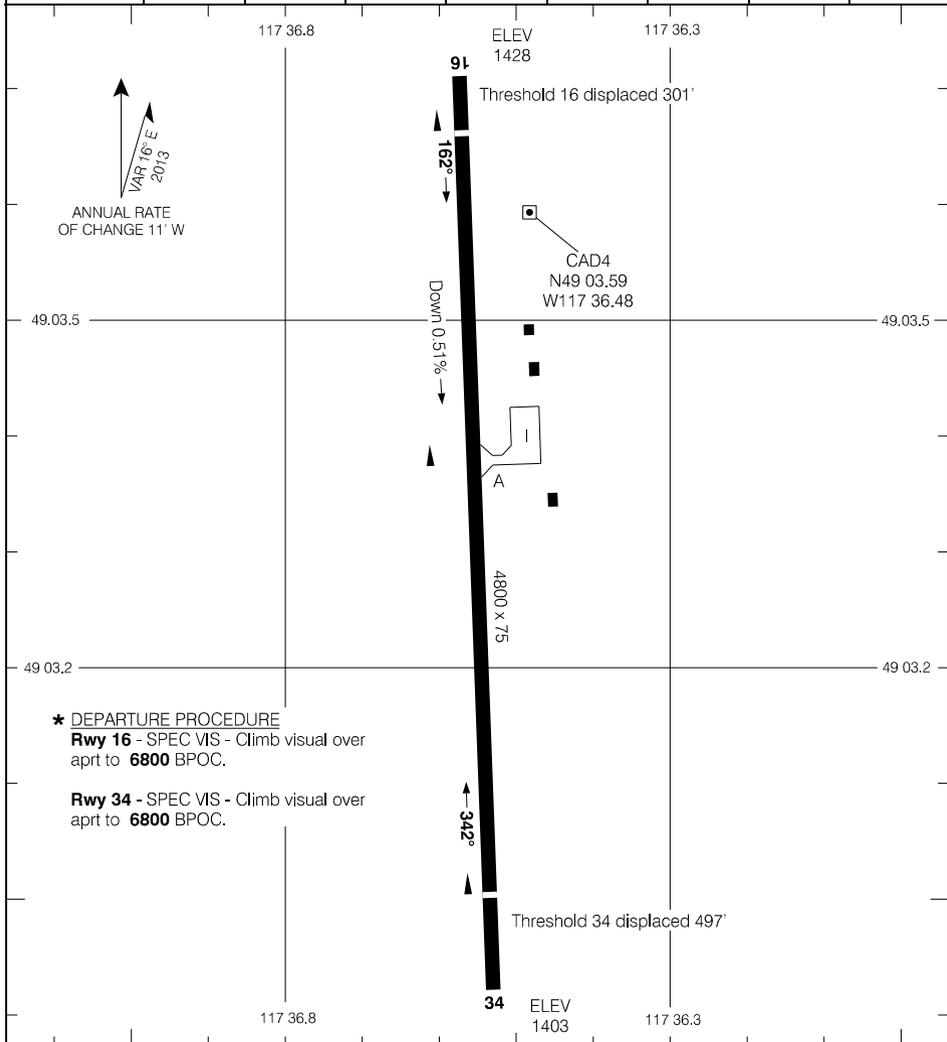
RNAV (GNSS) C

CAD4

EFF 11 JUL 24

AERODROME CHART

AUTO - 122.17				TFC - 123.2		CTR Vancouver - 134.2 227.3	
DECL DIST	16	34					
TORA	4303	4499					
TODA	4303	4499					
ASDA	4800	4800					
LDA	4499	4303					



*** DEPARTURE PROCEDURE**
Rwy 16 - SPEC VIS - Climb visual over apt to **6800** BPOC.
Rwy 34 - SPEC VIS - Climb visual over apt to **6800** BPOC.

TAKE-OFF MINIMA

Rwys 16, 34: *



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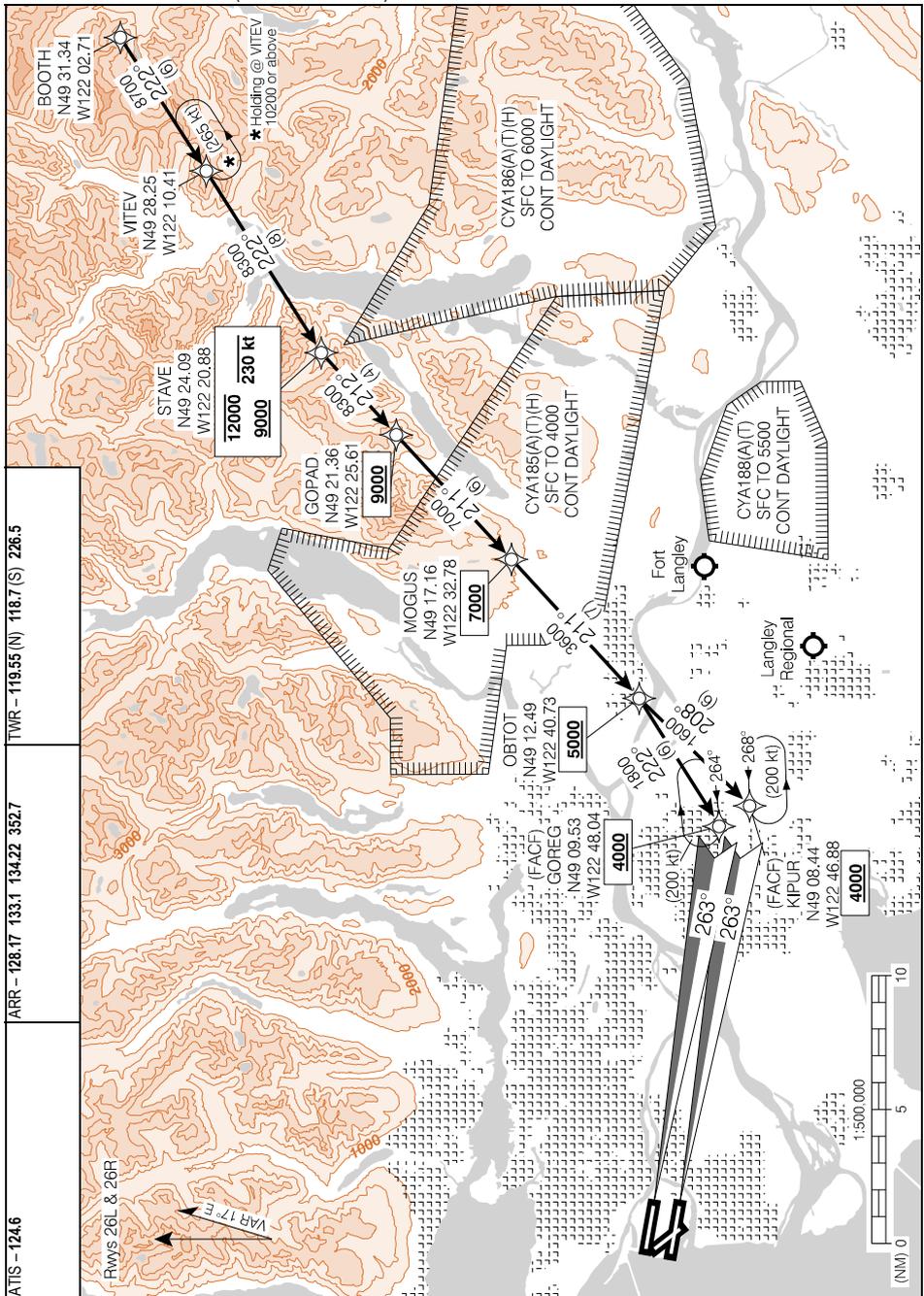
AERODROME CHART

CAD4

EFF 11 JUL 24

STAR (RNAV)
CANUCK SIX ARR (BOOTH.CANUC6)

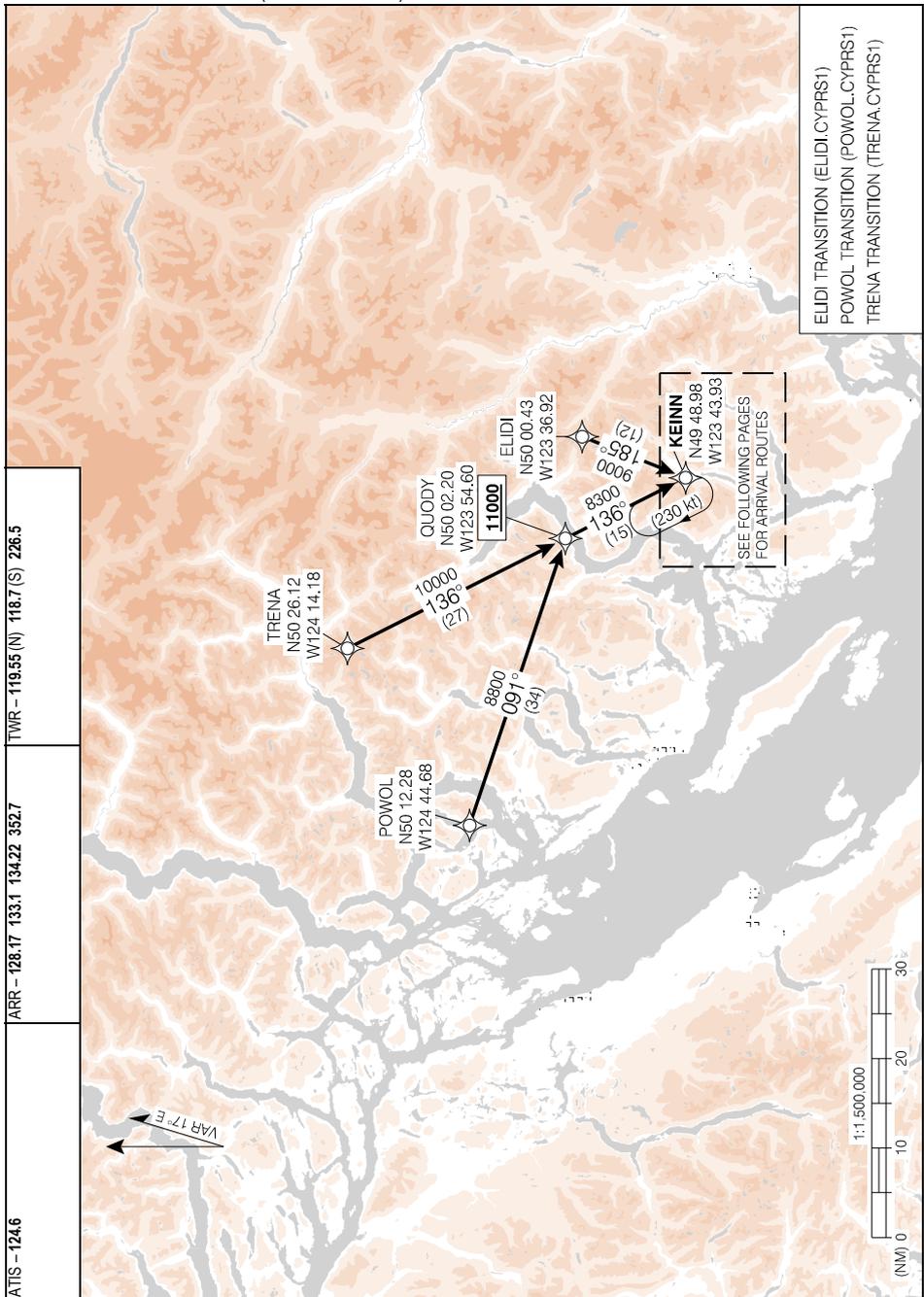
VANCOUVER INTL. BC
CYVR



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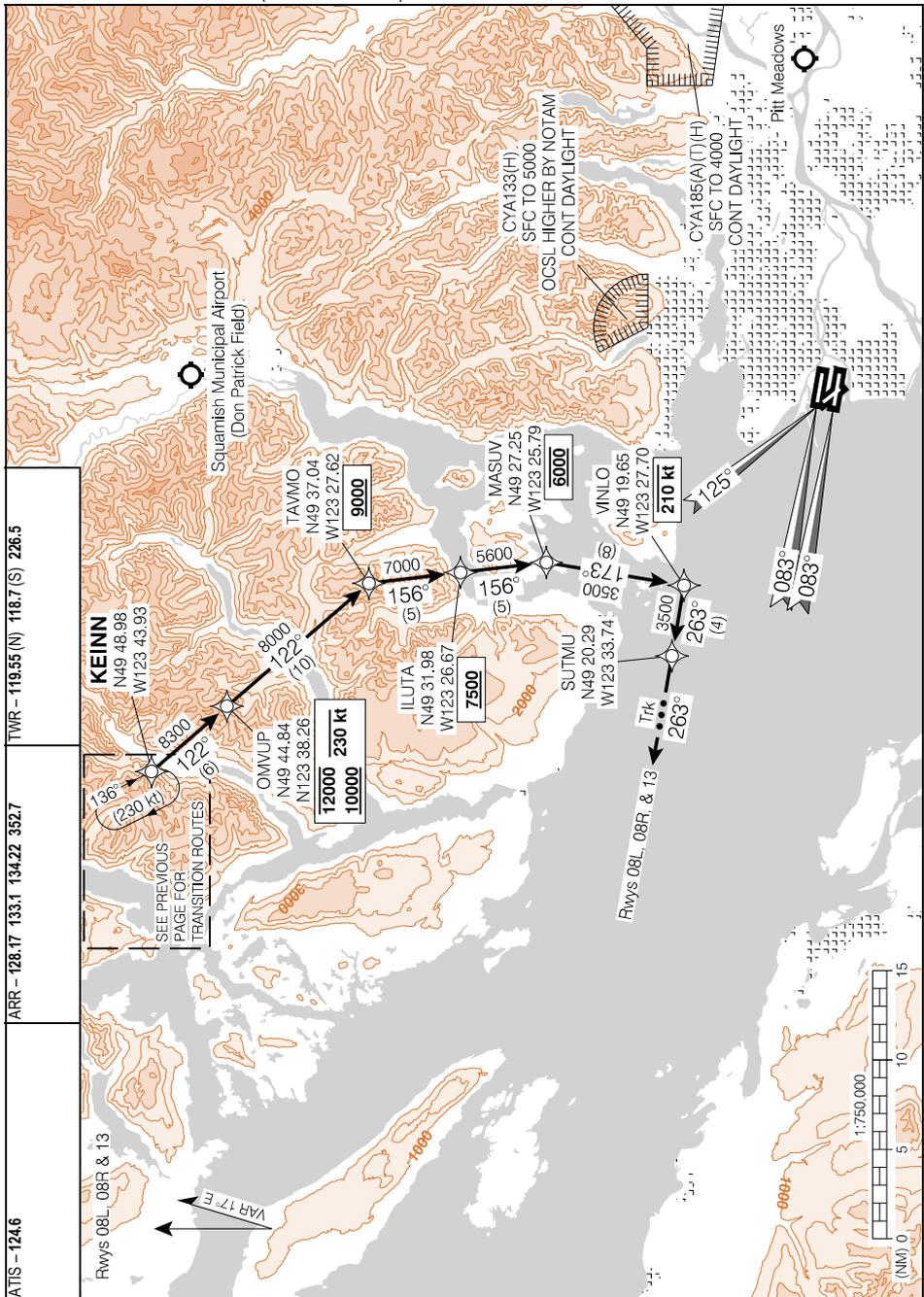
CANUCK SIX ARR (BOOTH.CANUC6)
EFF 27 NOV 25

CYVR



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CYPRESS ONE ARR (KEINN.CYPRS1) ARRIVAL ROUTES

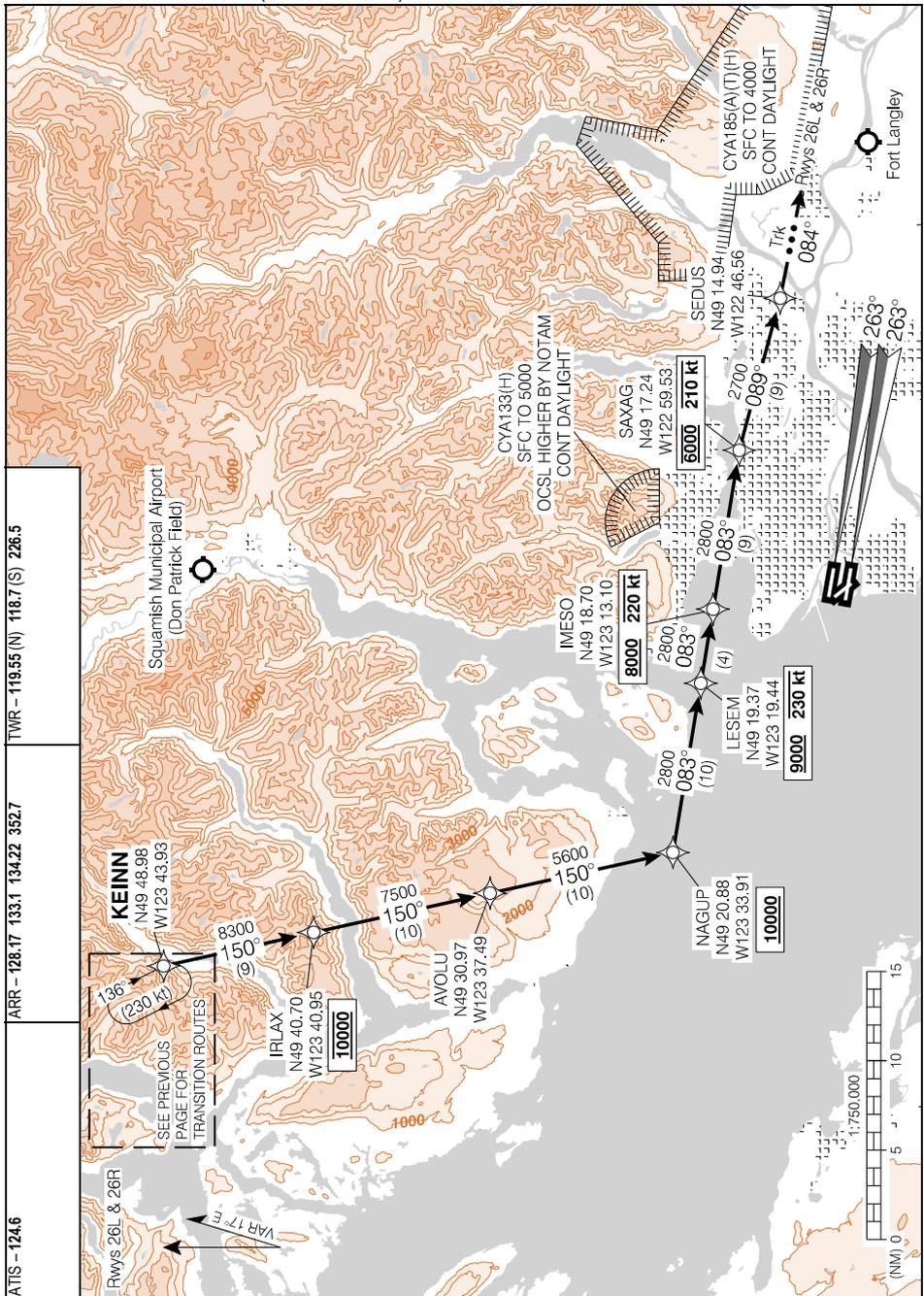


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CYPRESS ONE ARR (KEINN.CYPRS1) ARRIVAL ROUTES

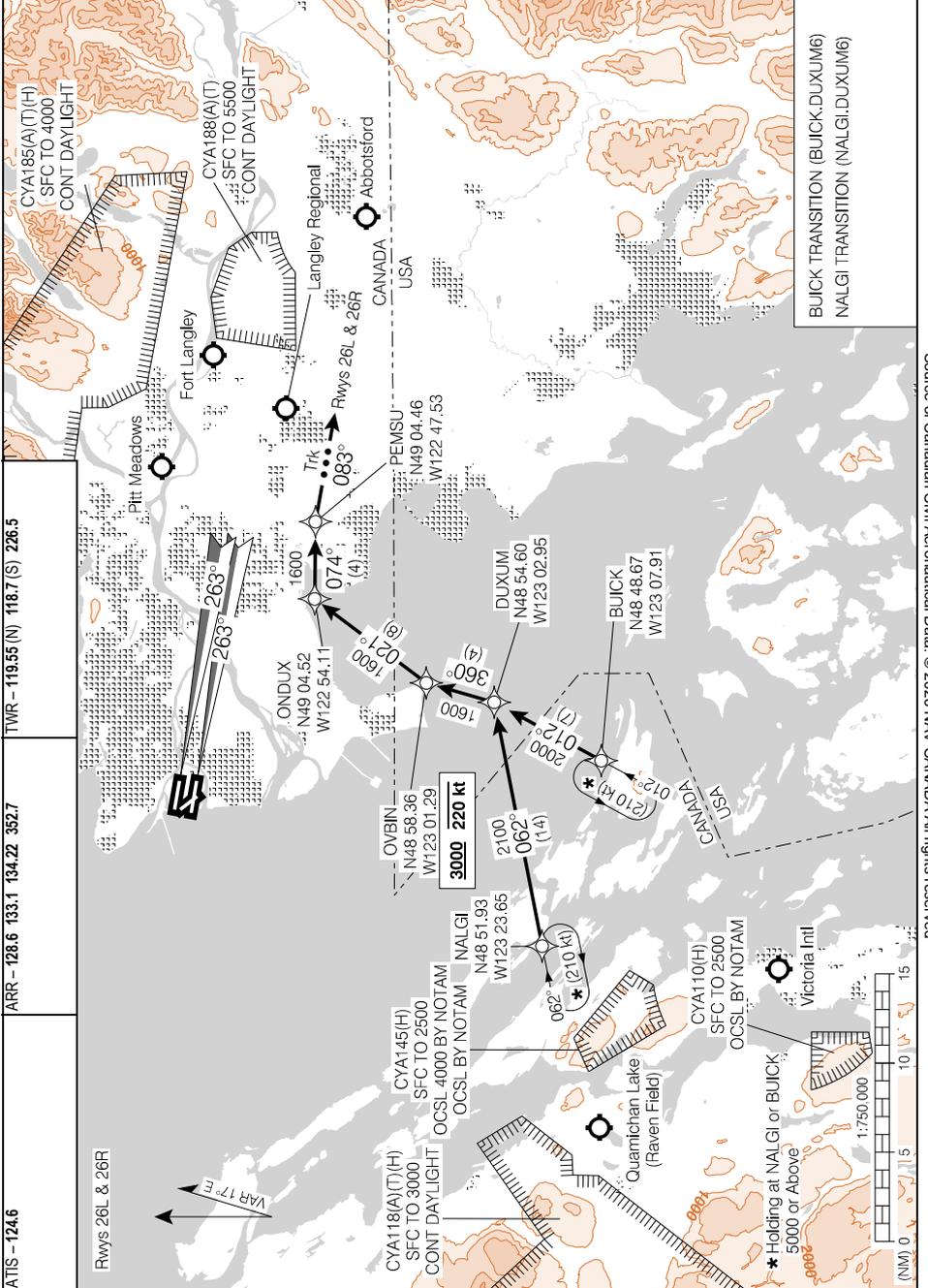
EFF 27 NOV 25

CYPRESS ONE ARR (KEINN.CYPRS1) ARRIVAL ROUTES



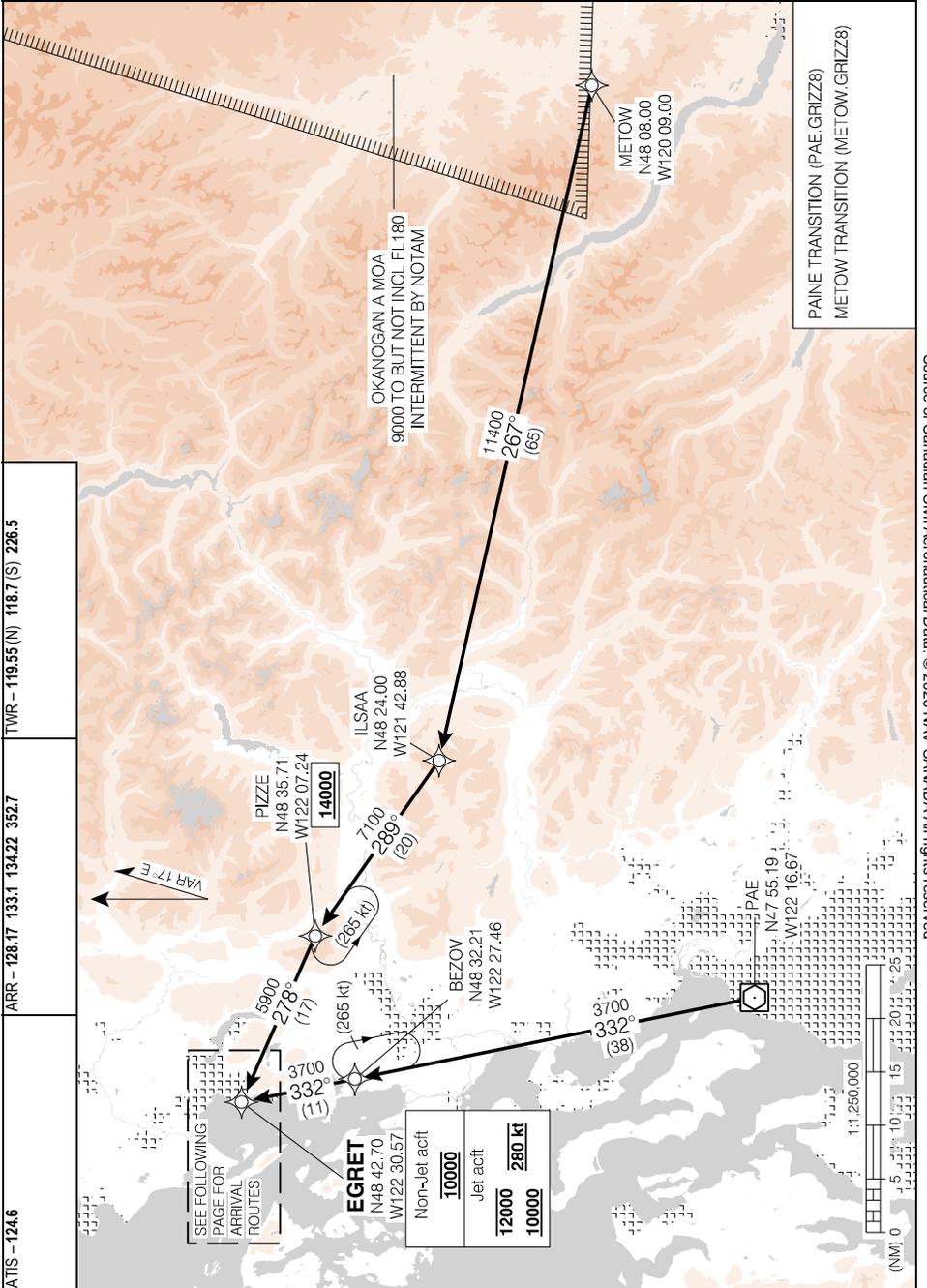
CYPRESS ONE ARR (KEINN.CYPRS1) ARRIVAL ROUTES

EFF 27 NOV 25



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GRIZZ EIGHT ARR (EGRET.GRIZZ8) TRANSITION ROUTES



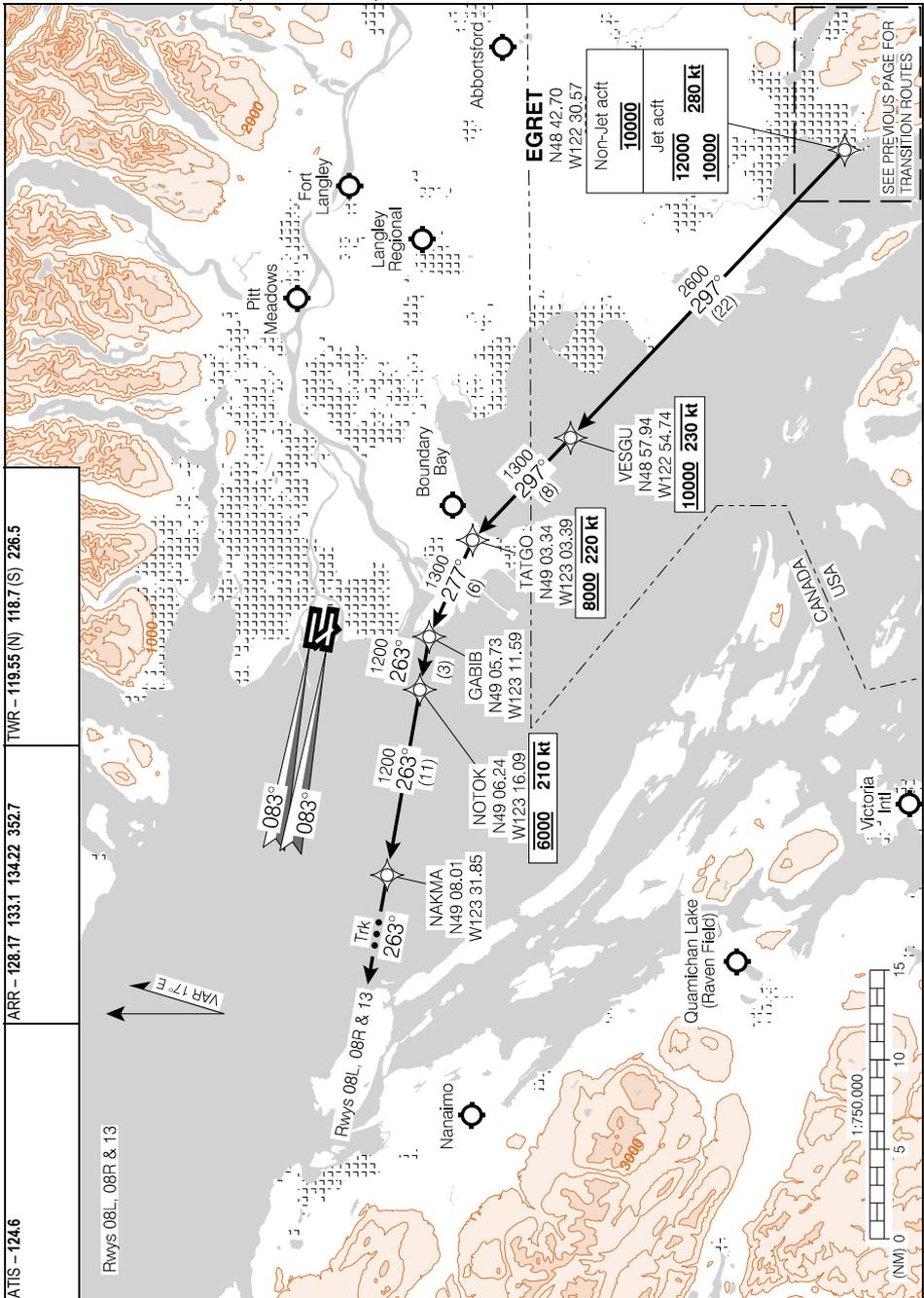
PAIN TRANSITION (PAE.GRIZZ8)
METOW TRANSITION (METOW.GRIZZ8)

ATIS - 124.6
ARR - 128.47 133.1 134.22 352.7
TWR - 119.55 (N) 118.7 (S) 226.5

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GRIZZ EIGHT ARR (EGRET.GRIZZ8) TRANSITION ROUTES

GRIZZ EIGHT ARR (EGRET.GRIZZ8) ARRIVAL ROUTES



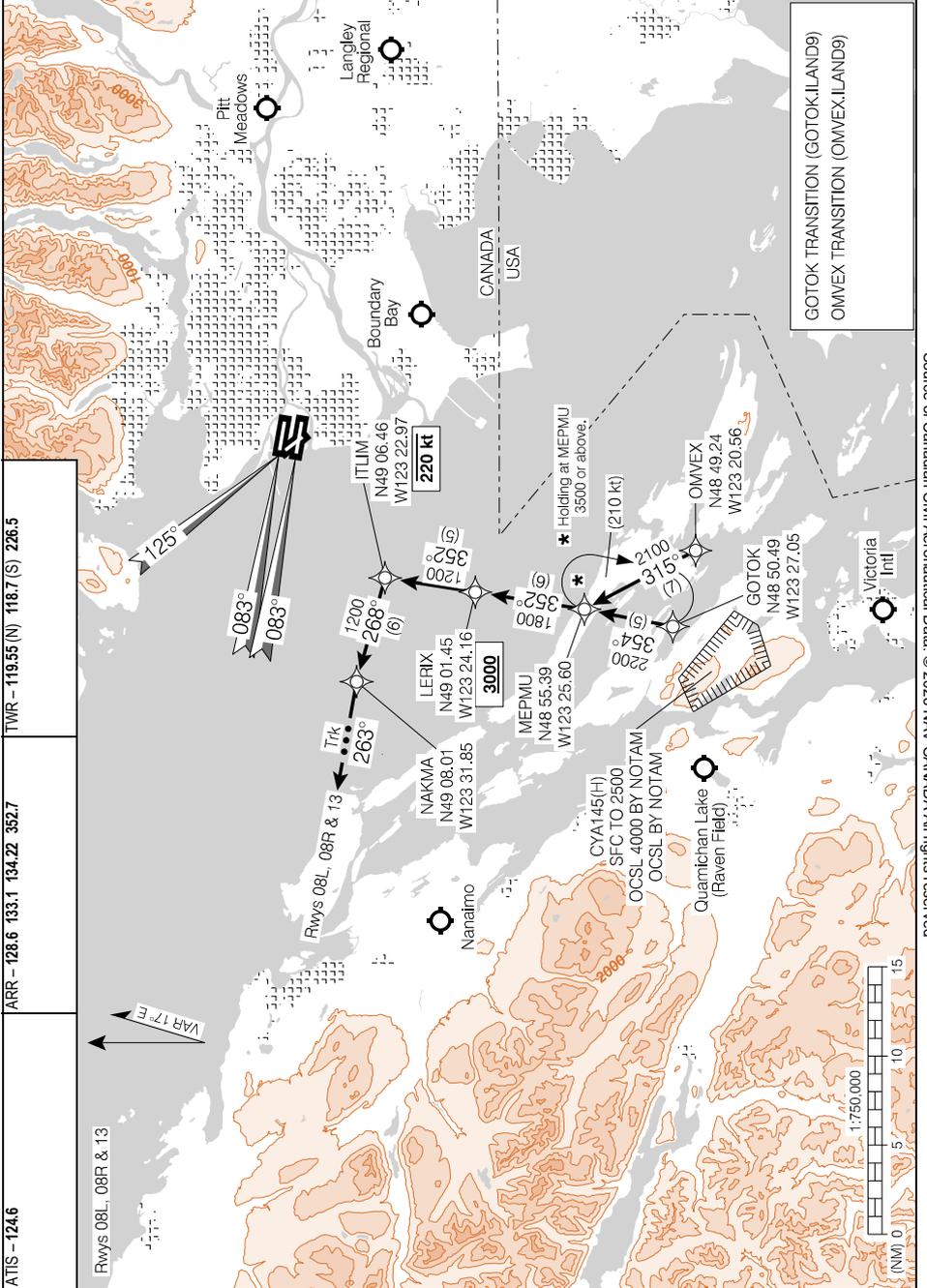
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GRIZZ EIGHT ARR (EGRET.GRIZZ8) ARRIVAL ROUTES

EFF 27 NOV 25

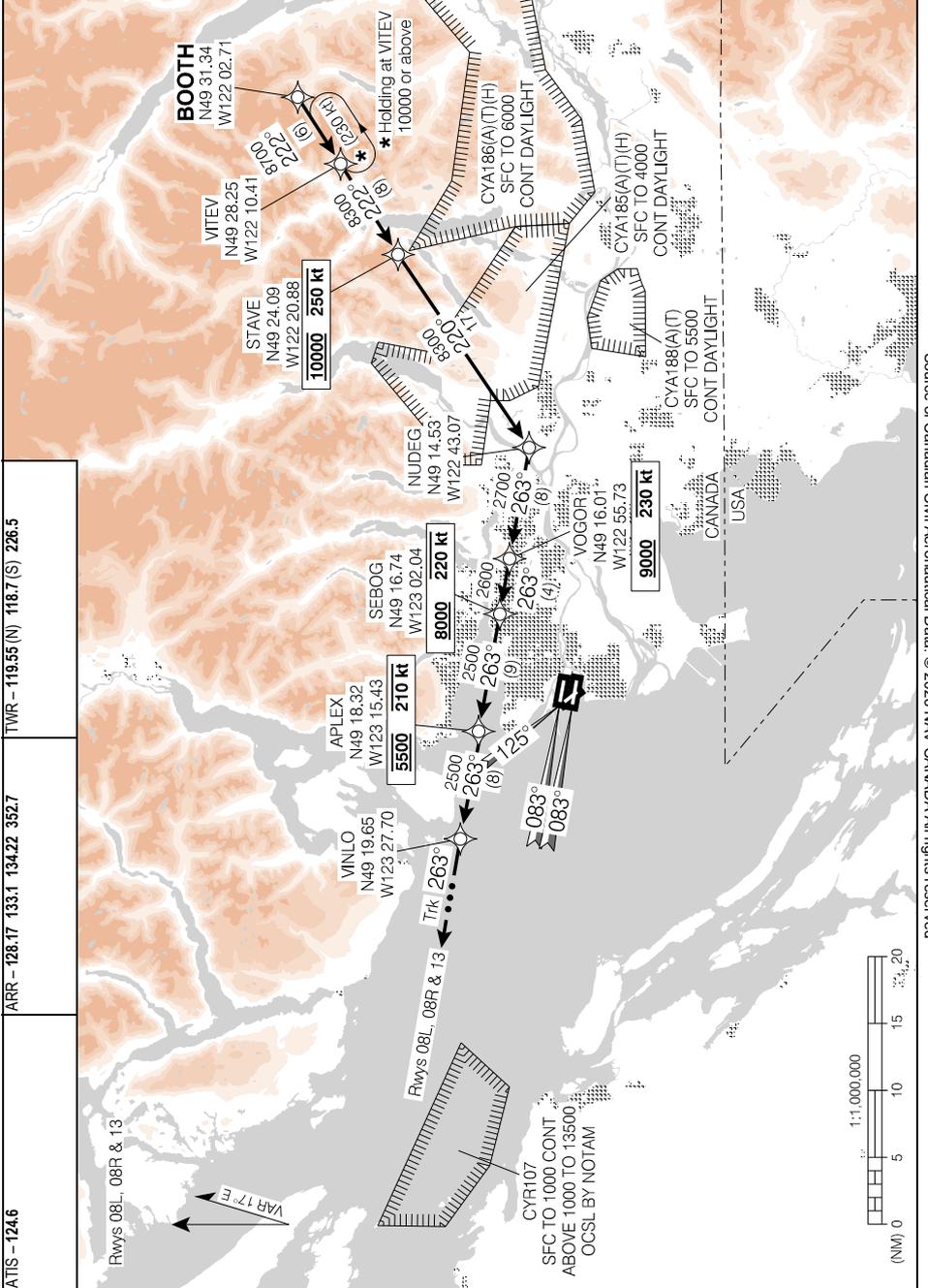
STAR (RNAV)
ISLAND NINE ARR (MEPMU.ILAND9)

VANCOUVER INTL. BC
CYVR



ISLAND NINE ARR (MEPMU.ILAND9)
EFF 22 JAN 26

CYVR



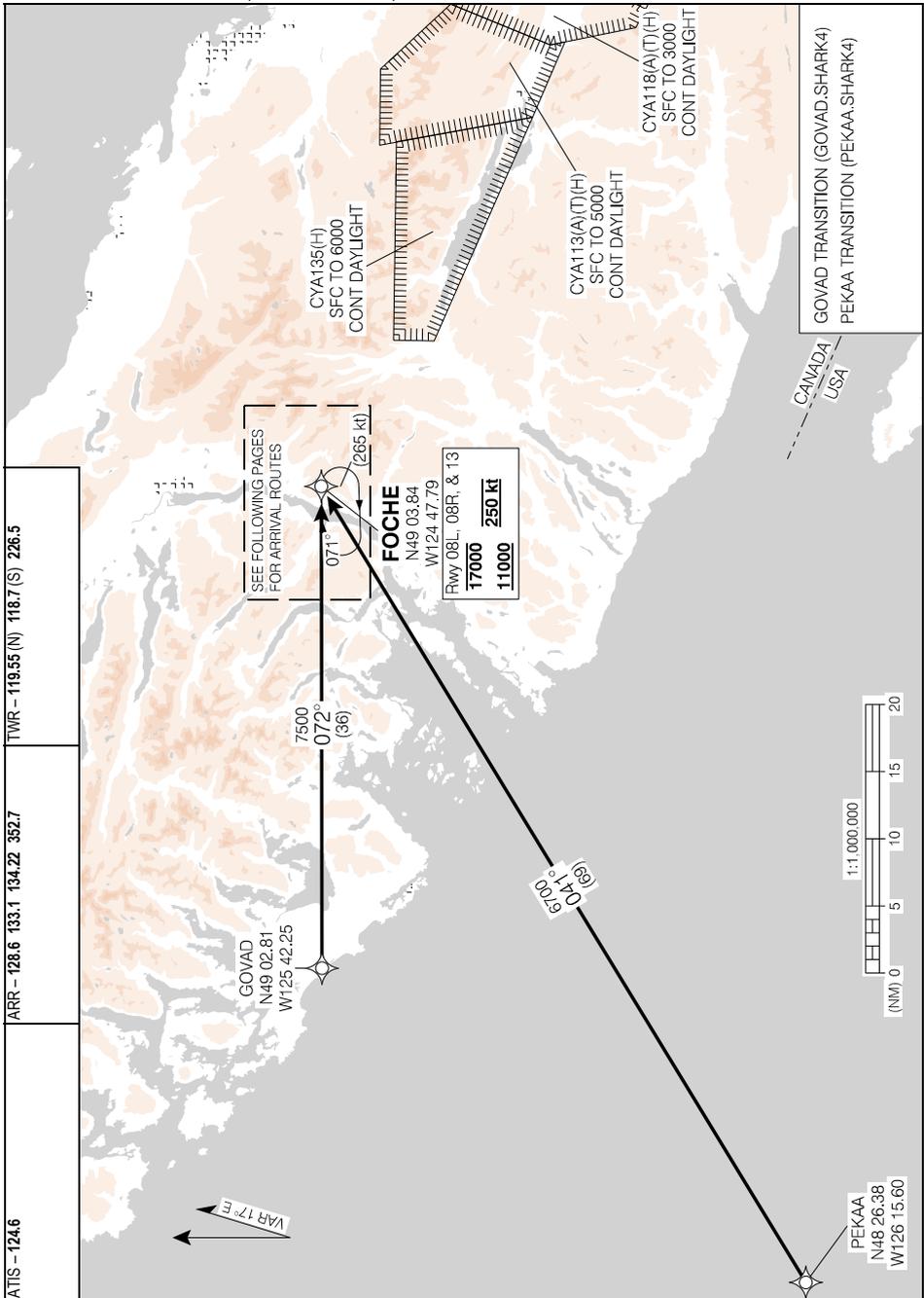
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TWR - 119.55 (N) 118.7 (S) 226.5

ARR - 128.47 133.1 134.22 352.7

ATIS - 124.6
Rwys 08L, 08R & 13
VAR 17° E

SHARK FOUR ARR (FOCHE.SHARK4) TRANSITION ROUTES

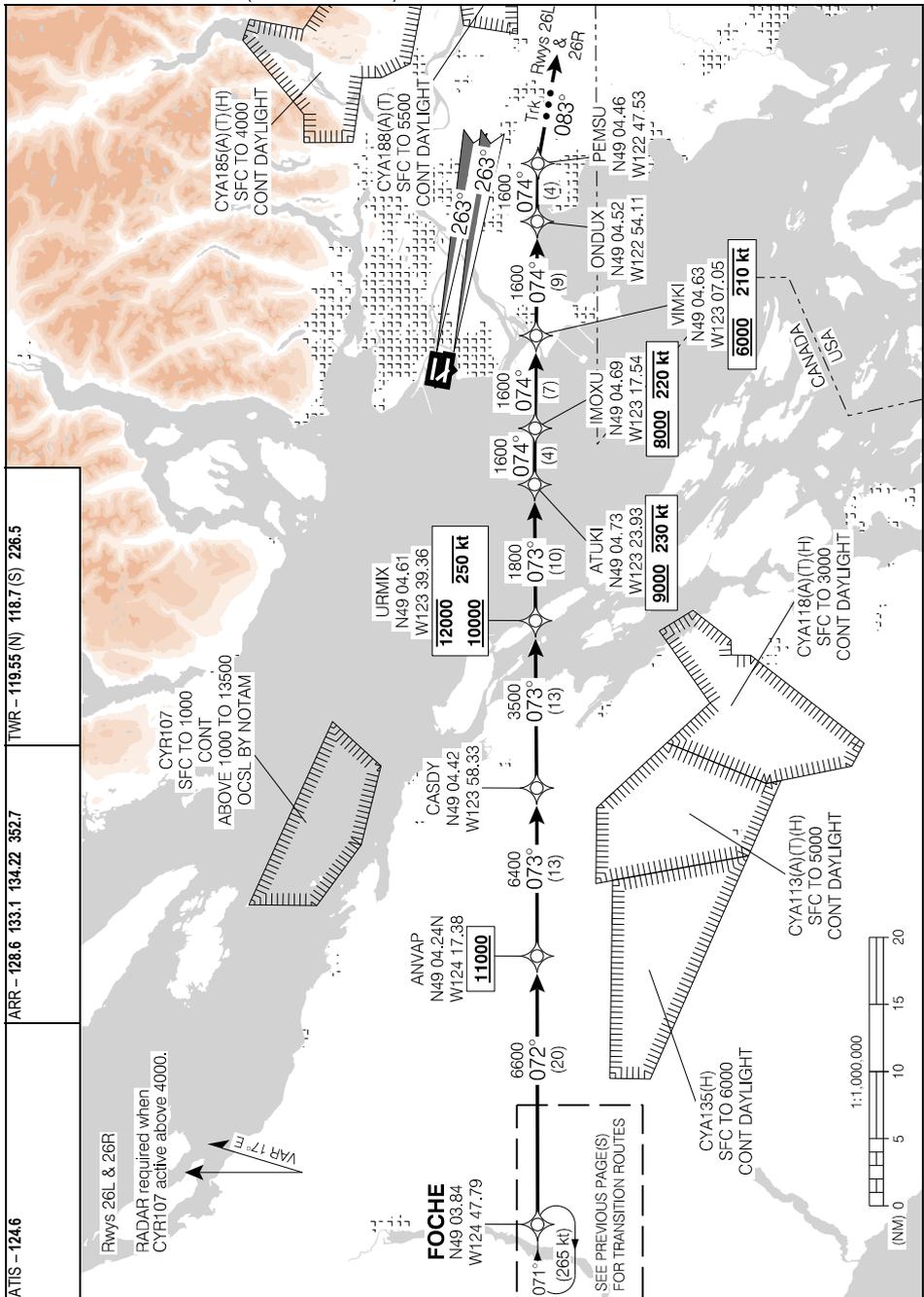


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SHARK FOUR ARR (FOCHE.SHARK4) TRANSITION ROUTES

EFF 27 NOV 25

SHARK FOUR ARR (FOCHE.SHARK4) ARRIVAL ROUTES



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SHARK FOUR ARR (FOCHE.SHARK4) ARRIVAL ROUTES

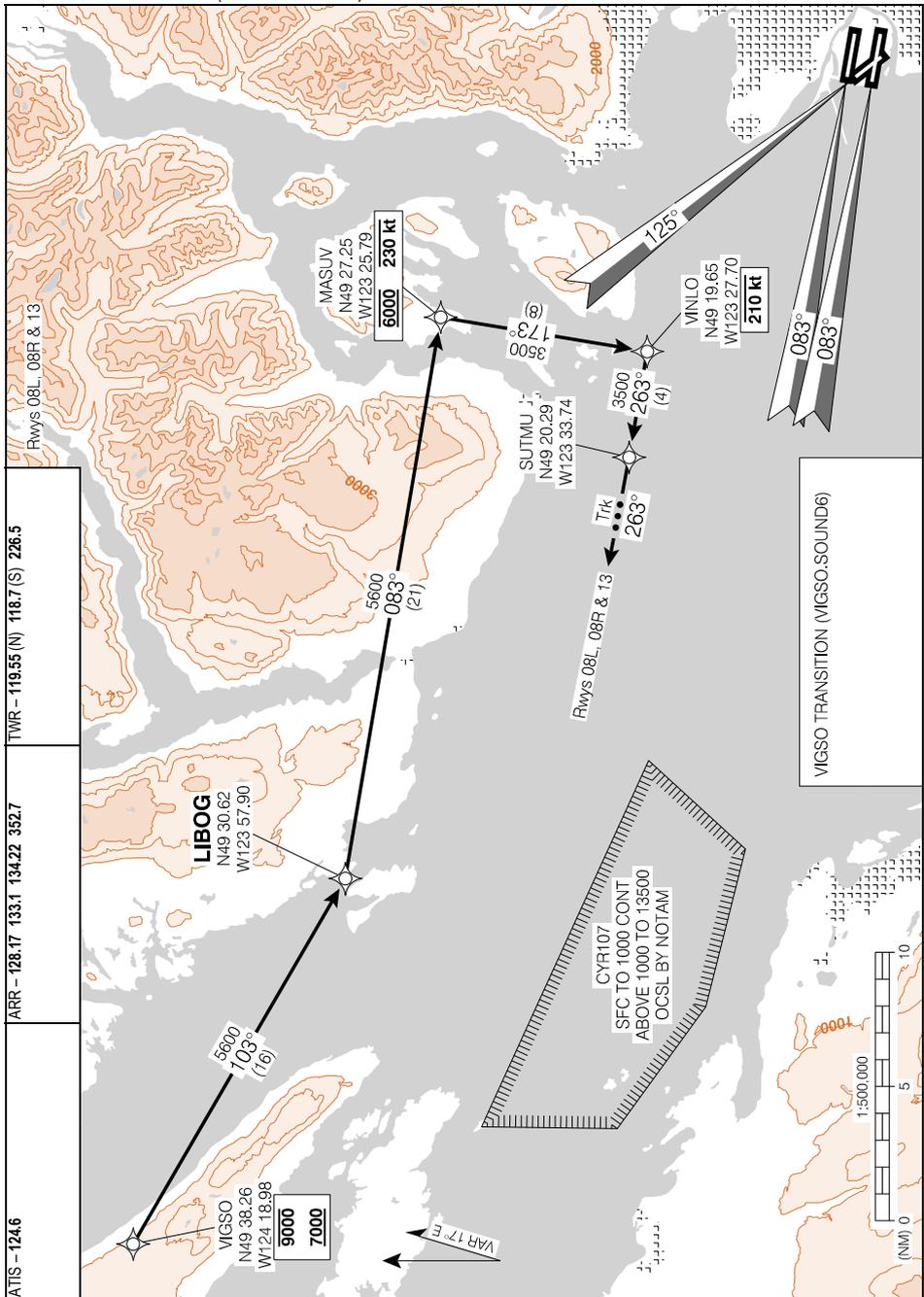
EFF 27 NOV 25

STAR (RNAV)

SOUND SIX ARR (LIBOG.SOUND6)

VANCOUVER INTL. BC

CYVR

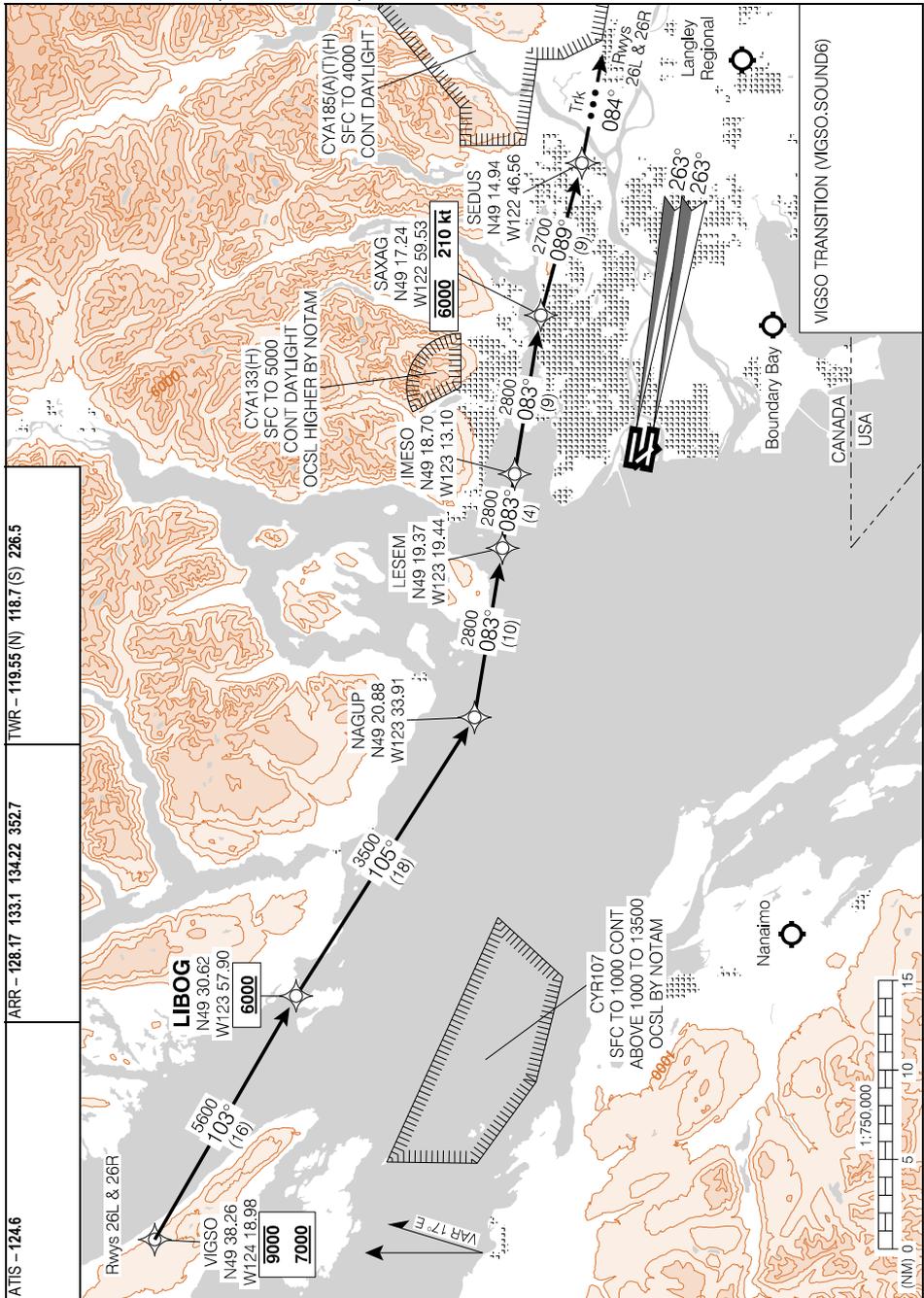


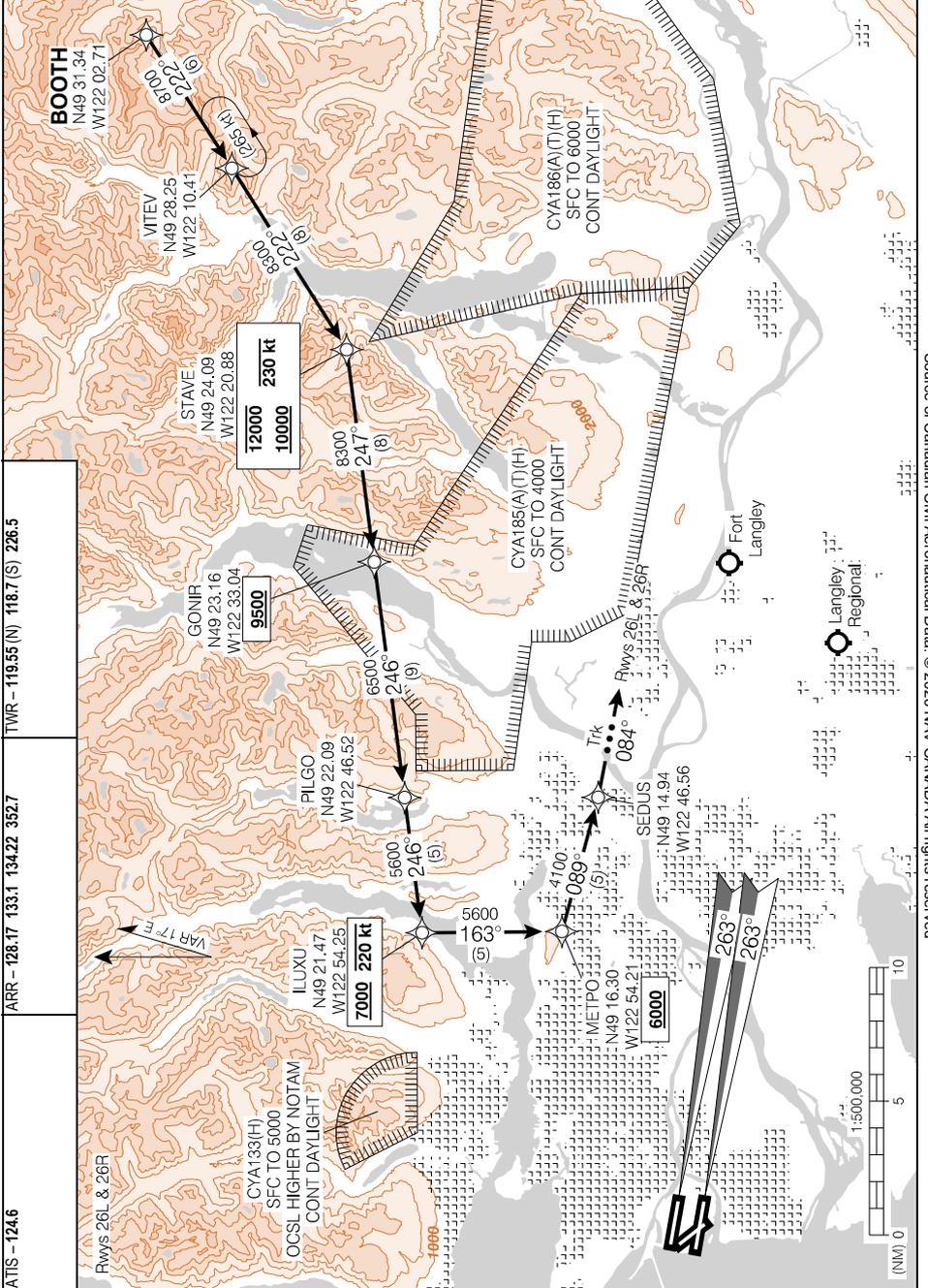
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SOUND SIX ARR (LIBOG.SOUND6)

EFF 27 NOV 25

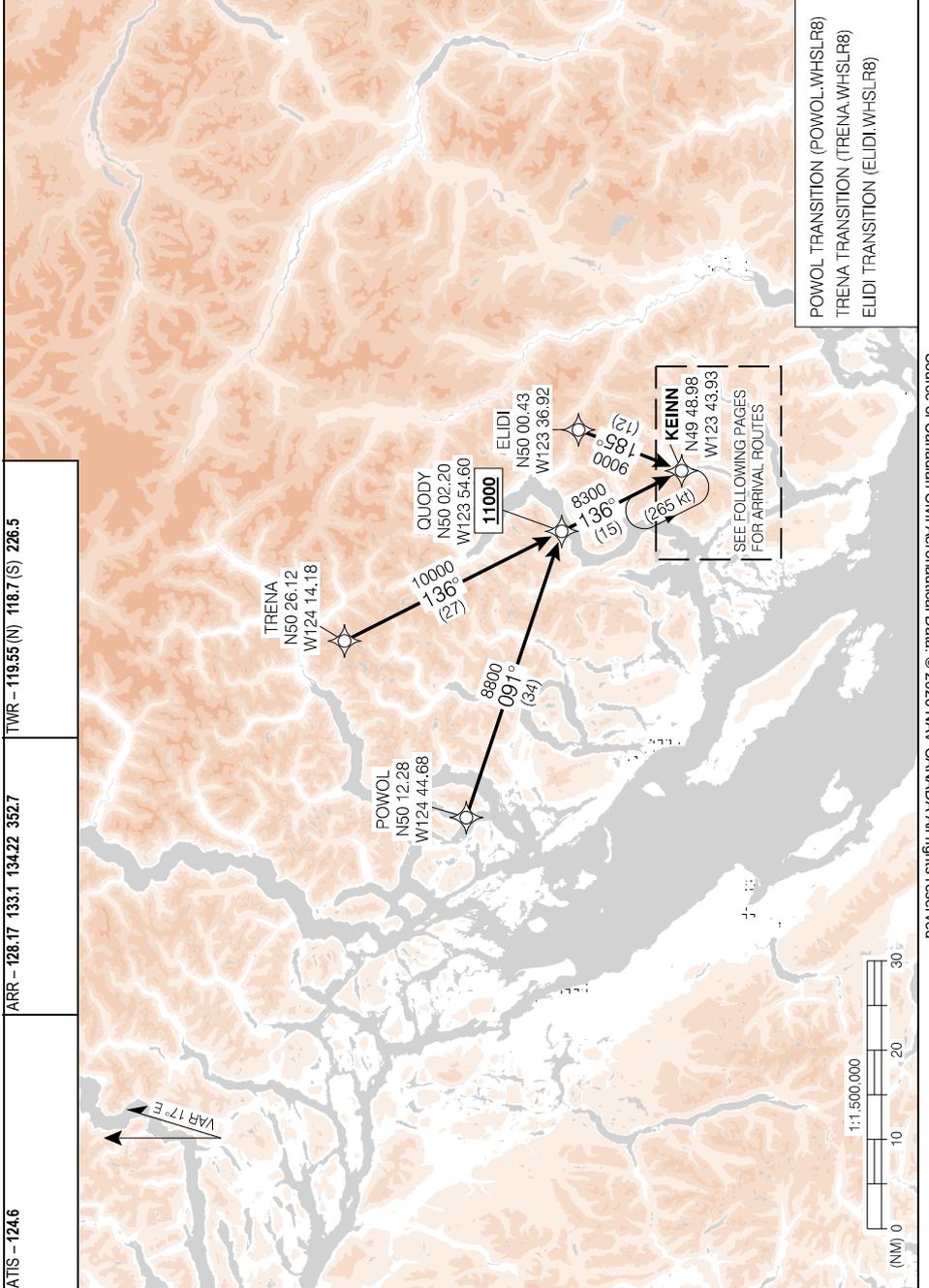
CYVR





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WHISTLER EIGHT ARR (KEINN.WHSLR8) TRANSITION ROUTES

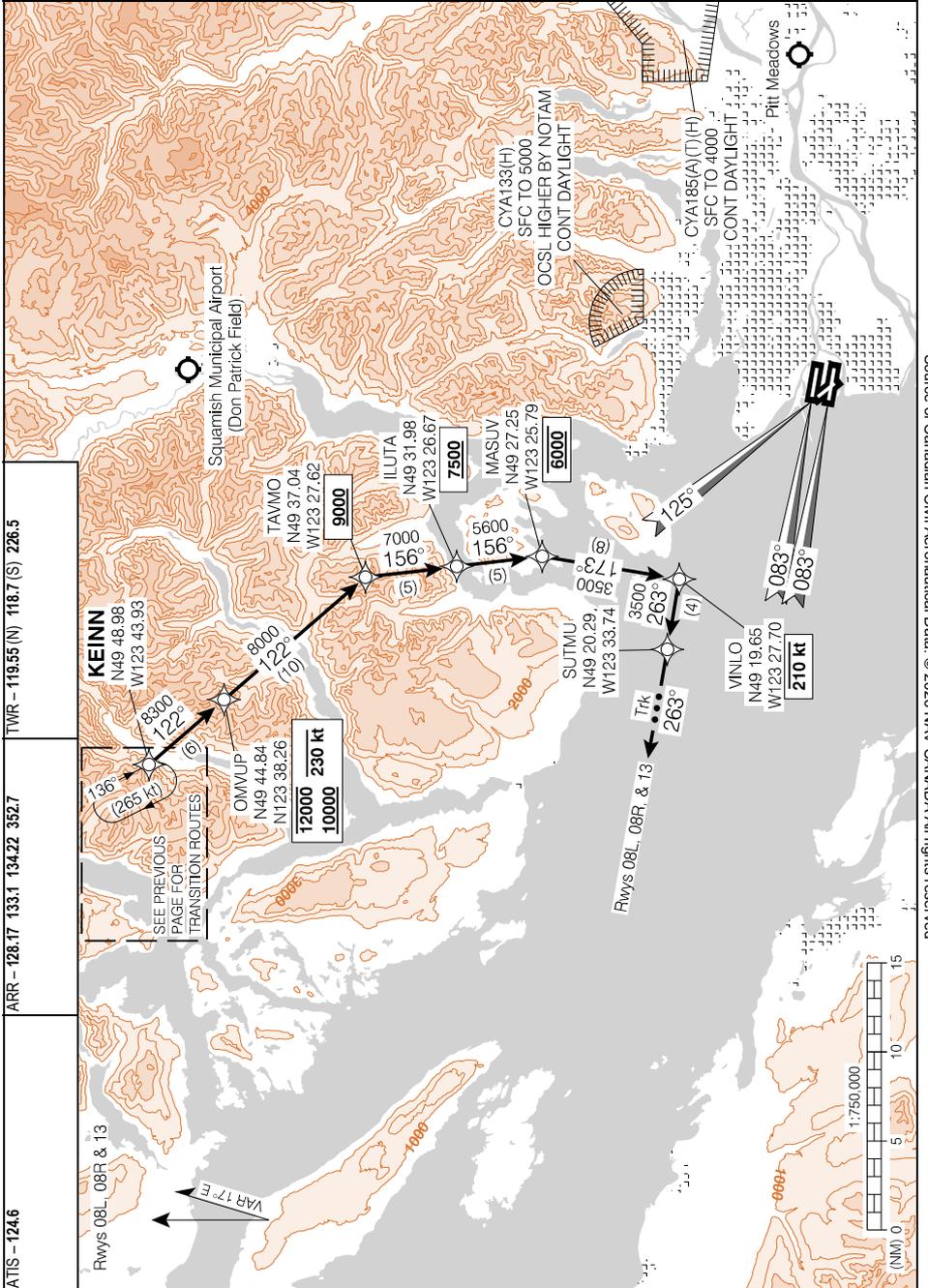


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WHISTLER EIGHT ARR (KEINN.WHSLR8) TRANSITION ROUTES

EFF 27 NOV 25

WHISTLER EIGHT ARR (KEINN.WHSLR8) ARRIVAL ROUTES



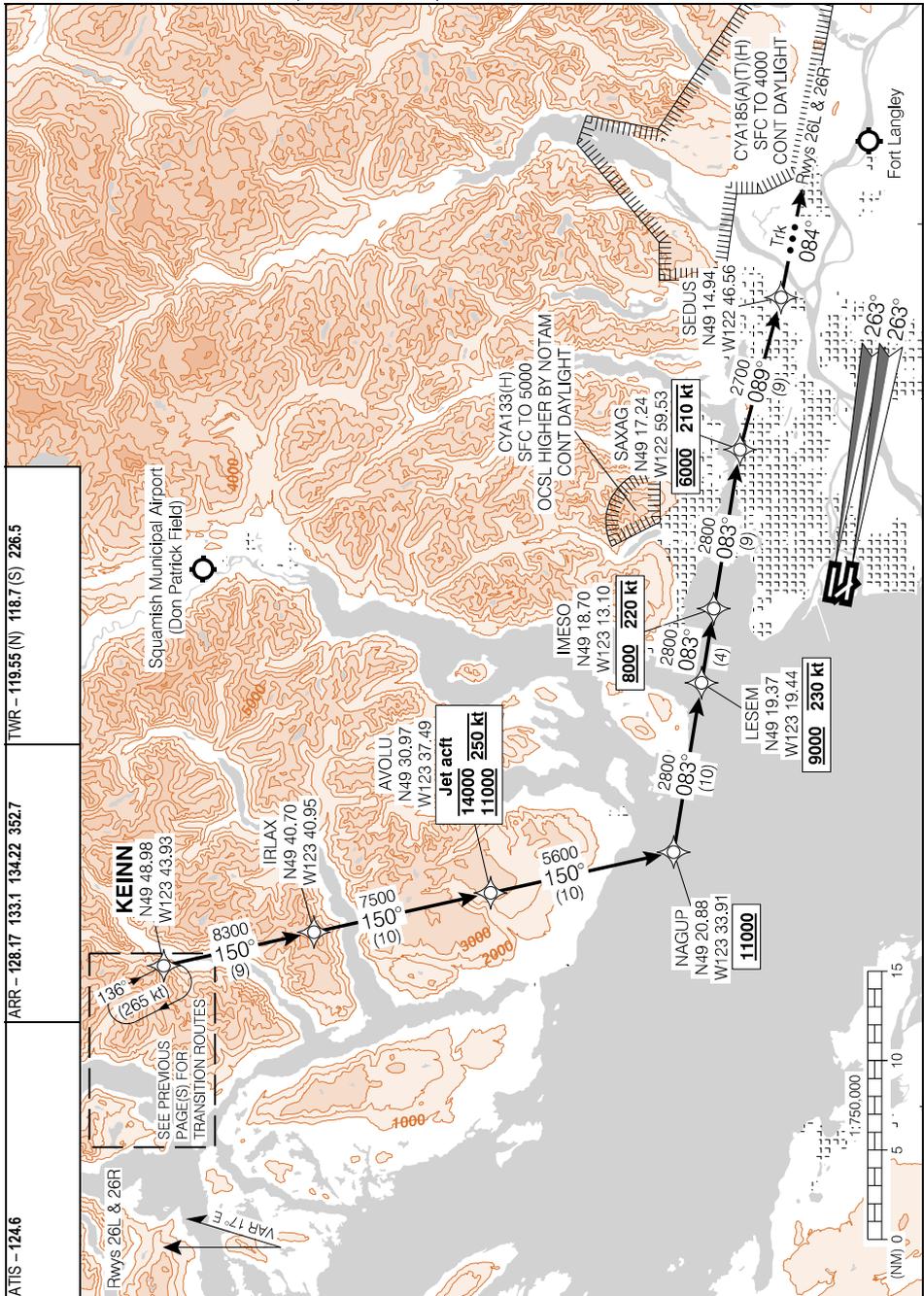
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WHISTLER EIGHT ARR (KEINN.WHSLR8) ARRIVAL ROUTES

EFF 27 NOV 25

WHISTLER EIGHT ARR (KEINN.WHSLR8) ARRIVAL ROUTES

CYVR



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WHISTLER EIGHT ARR (KEINN.WHSLR8) ARRIVAL ROUTES

CYVR

EFF 27 NOV 25

ATTENTION ALL USERS (EoR)

Established on RNP AR User Instructions

Established on RNP AR is a procedure applied by Vancouver terminal air traffic controllers to aircraft conducting RNP AR approaches. Established on RNP AR safely permits reduced vertical separation between aircraft, during ATC-monitored simultaneous independent parallel approaches. Refer to Noise Abatement Procedures for additional requirements.

Operational Requirements

- Established on RNP AR will be used during simultaneous parallel runway operations, and ATIS shall indicate when simultaneous parallel runway operations are in effect
- When cleared for an RNAV (RNP) approach, the aircraft is considered “established” on the approach procedure once it is on the defined lateral and vertical path and past the IWP(IF) for the procedure

Due to the nature and proximity of simultaneous independent parallel approaches and procedures that commence at the same IWP(IF), incorrect runway selection will jeopardise separation and will likely require controller-initiated breakout intervention

- The approach shall be flown using autopilot until the aircraft passes the final approach waypoint (FAWP)
- If unable to comply with an ATC clearance or conduct the cleared approach, immediately advise the controller. **Do not** attempt to self-navigate or manually correct an RNP AR approach procedure deviation. Immediately advise the controller using the phraseology example below then comply with subsequent ATC instructions:

Pilot: “UNABLE approach, REQUEST (proposed course of action)”

Example: **Pilot:** “NAVCAN123 UNABLE NOTOK TRANSITION, REQUEST VECTORS TO FINAL”

Break-out Instructions

When issued break-out instructions, reaction time may be critical. If expeditious compliance is required, an ATC break-out instruction may include the word IMMEDIATELY.

- ATC shall issue any required break-out instruction by assigning a heading and/or altitude instruction:
Example: **ATC:** “NAVCAN123, turn left immediately heading 220 degrees, climb to 3000”
- Established on RNP AR break-out procedures may be conducted with the autopilot on

ATTENTION ALL USERS (EoR)

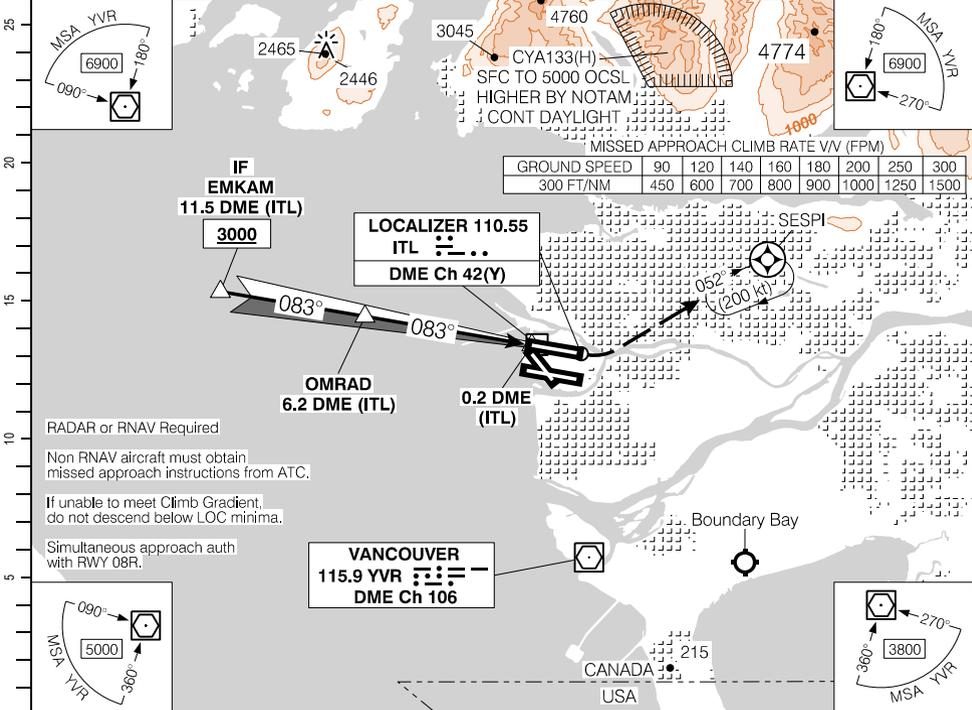
EFF 22 JAN 26

CYVR

ILS Z RWY 08L

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	LOC ITL 110.55	APCH CRS 083°	GP OMRAD 2030	LDA 9941

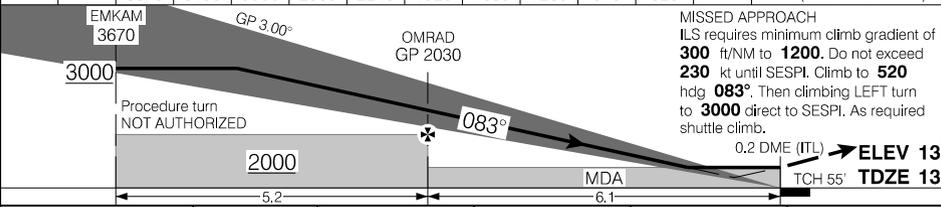


MISSED APPROACH CLIMB RATE V/W (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
300 FT/NM	450	600	700	800	900	1000	1250	1500

RADAR or RNAV Required
 Non RNAV aircraft must obtain missed approach instructions from ATC.
 If unable to meet Climb Gradient, do not descend below LOC minima.
 Simultaneous approach aucth with RWY 08R.

(NM)	11.5	10	9.4	8	7	6	5	4	3	1.6		DIST FROM DME (ITL)
	3670	3190	3000	2560	2240	1920	1600	1280	970	520		ALT (3.00° APCH PATH)



			CATEGORY	A	B	C	D
			ILS/DME	213	(200)	1/2 RVR 26	
Knots	ft/min	Min:Sec	LOC/DME	520	(507)	1 RVR 50	
70	370						
90	480						
110	580						
130	690						
150	800						

ILS Z RWY 08L

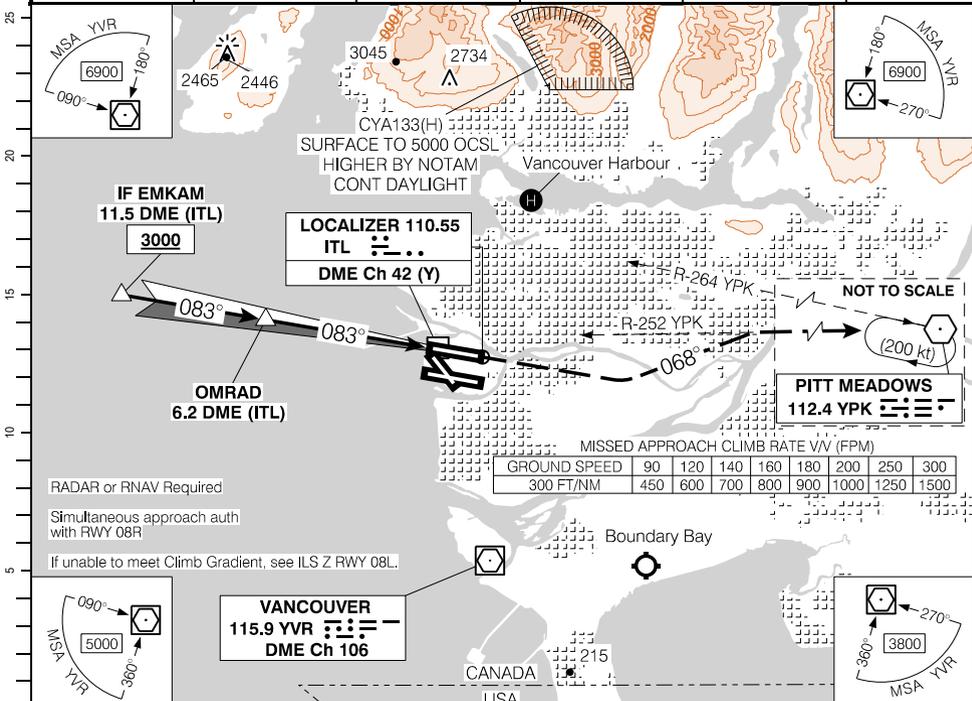
EFF 27 NOV 25

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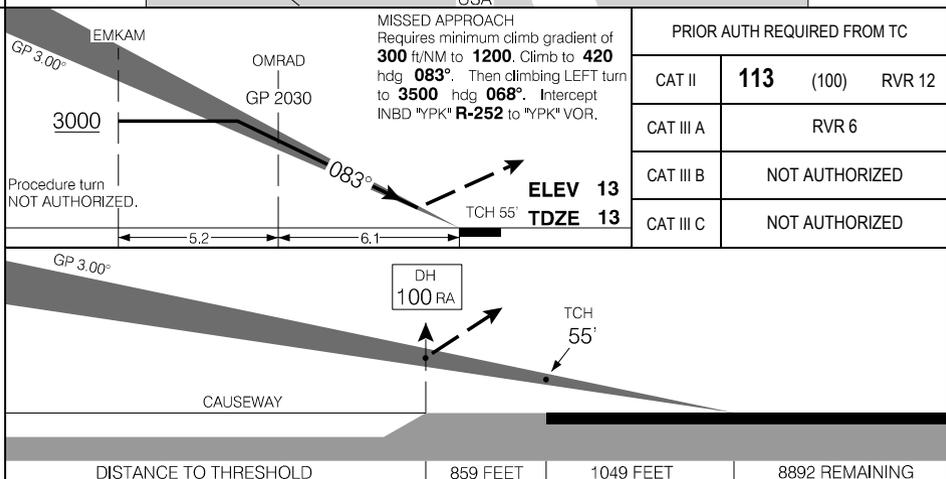
ILS Y CAT II or III RWY 08L

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	LOC ITL 110.55	APCH CRS 083°	GP OMRAD 2030	LDA 9941



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ILS Y CAT II or III RWY 08L

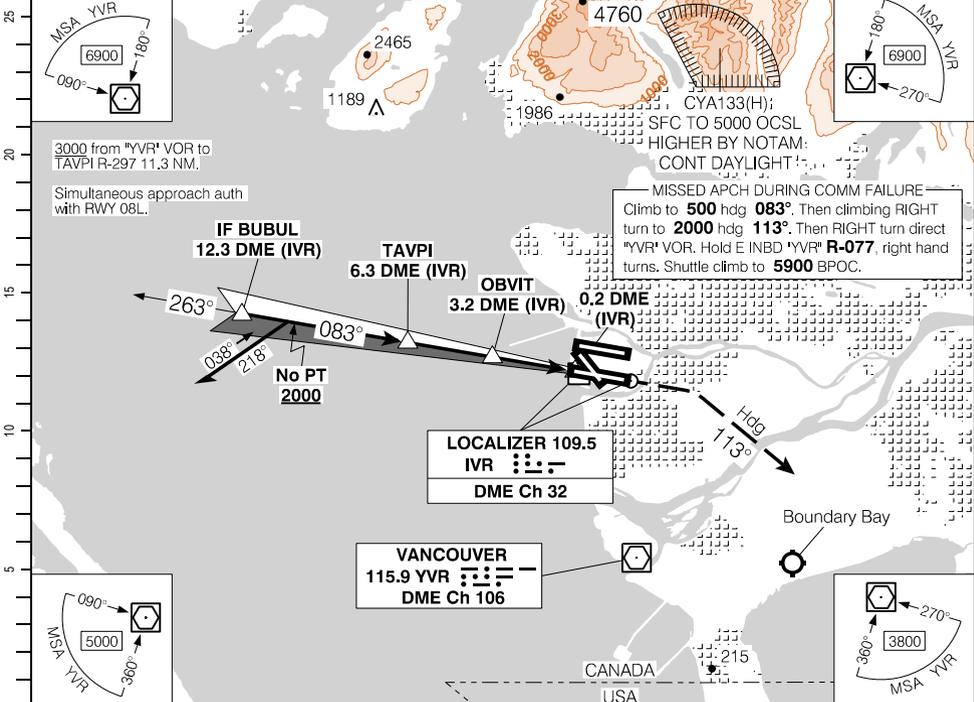
CYVR

EFF 27 NOV 25

ILS RWY 08R

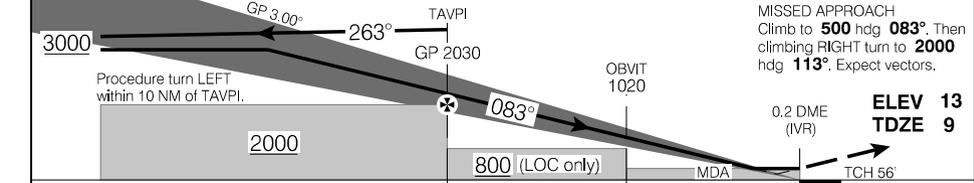
491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 118.7 (S) 226.5	GND - 121.7 (S) 127.15 (N) 275.8	TDZL
SAFE ALT 100 NM 12,800	LOC IVR 109.5	APCH CRS 083°	GP TAVPI 2030	LDA 10804



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(NM)	12.3	11	10	9.4	8	7	6	5	4	3	2	1.0	DIST FROM DME (IVR)
	3910	3510	3190	3000	2560	2240	1920	1600	1280	960	640	340	ALT (3.00° APCH PATH)



			GP 3.00°	263°	TAVPI	GP 2030	083°	OBVIT 1020	0.2 DME (IVR)	ELEV 13 TDZE 9	
			Procedure turn LEFT within 10 NM of TAVPI.		No PT 2000		MISSED APPROACH Climb to 500 hdg 083°. Then climbing RIGHT turn to 2000 hdg 113°. Expect vectors.		TCH 56'		
			800 (LOC only)		MDA						
			3.1		3.0						
			CATEGORY	A	B	C	D				
			ILS/DME	209		(200)	1/4 RVR 26				
			LOC/DME	340		(331)	1 RVR 50				
Knots	ft/min	Min:Sec									
70	380										
90	480										
110	590										
130	690										
150	800										

ILS RWY 08R

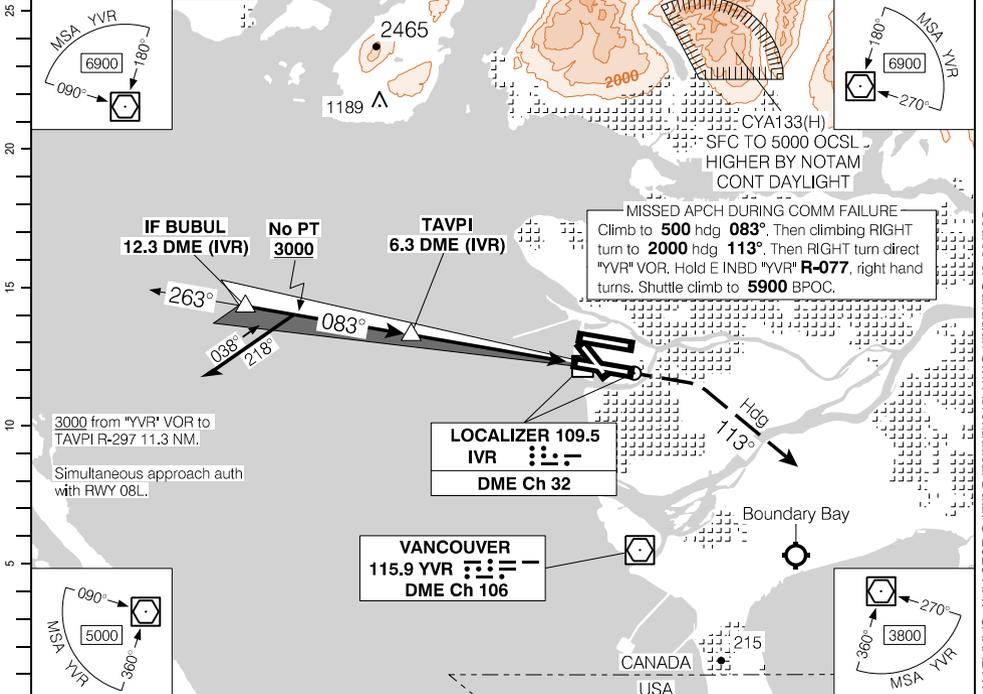
CYVR

EFF 27 NOV 25

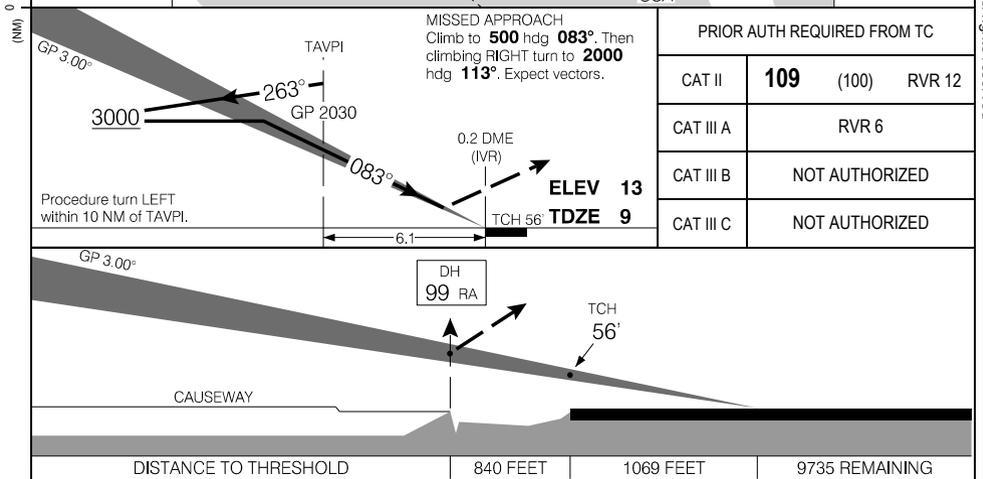
ILS CAT II or III RWY 08R

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 118.7 (S) 226.5	GND - 121.7 (S) 127.15 (N) 275.8	TDZL
SAFE ALT 100 NM 12,800	LOC IVR 109.5	APCH CRS 083°	GP TAVPI 2030	LDA 10804



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PRIOR AUTH REQUIRED FROM TC		
CAT II	109	(100) RVR 12
CAT III A		RVR 6
CAT III B		NOT AUTHORIZED
CAT III C		NOT AUTHORIZED

ILS CAT II or III RWY 08R

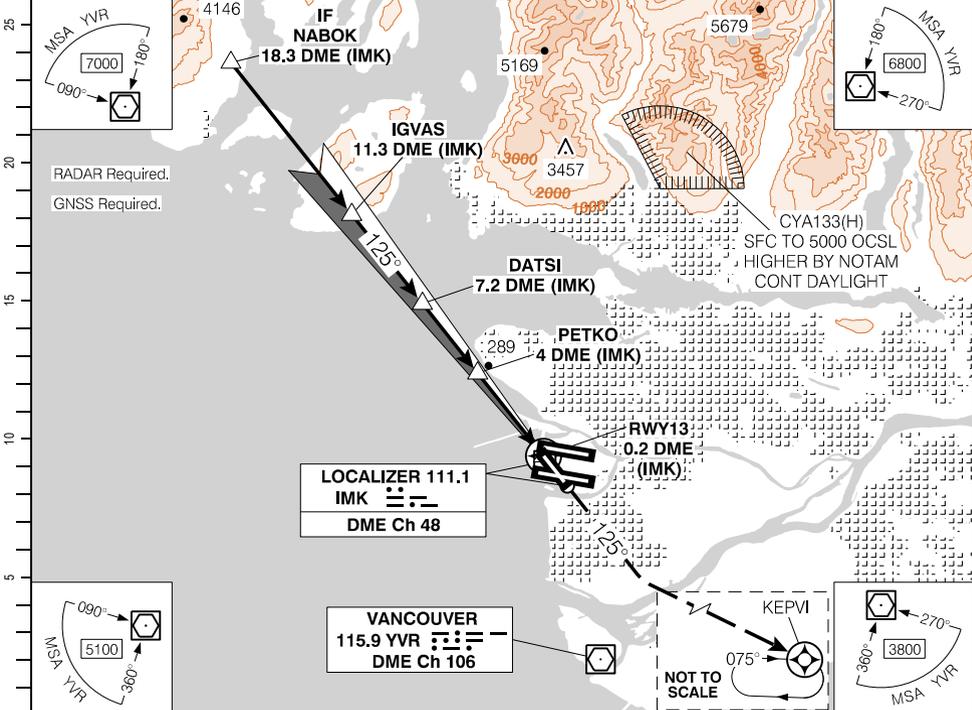
CYVR

EFF 27 NOV 25

ILS RWY 13

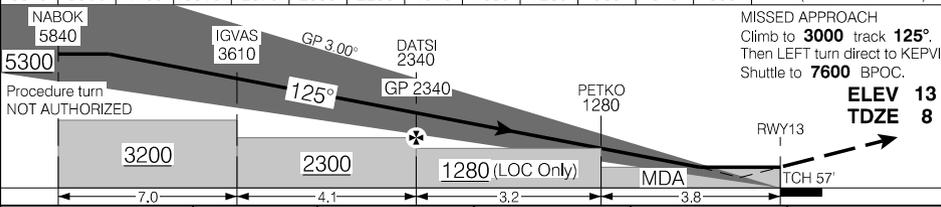
491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 124.0 118.7 (S) 119.55 (N) 226.5	GND - 121.7 (S) 127.15 (N) 275.8	
SAFE ALT 100 NM 12,800	LOC IMK 111.1	APCH CRS 125°	GP DATSI 2340	



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(NM)	18.3	16.6	14	11	9	8	7	6	5	4	3	2	0.9	DIST FROM DME (IMK)
	5840	5300	4460	3510	2870	2550	2230	1910	1600	1280	960	640	300	ALT (3.00° APCH PATH)



			CATEGORY	A	B	C	D
			ILS/DME	258	(250)		1
Knots	ft/min	Min:Sec	LOC/DME	300	(292)		1
70	370						
90	480						
110	580						
130	690						
150	800						

ILS RWY 13

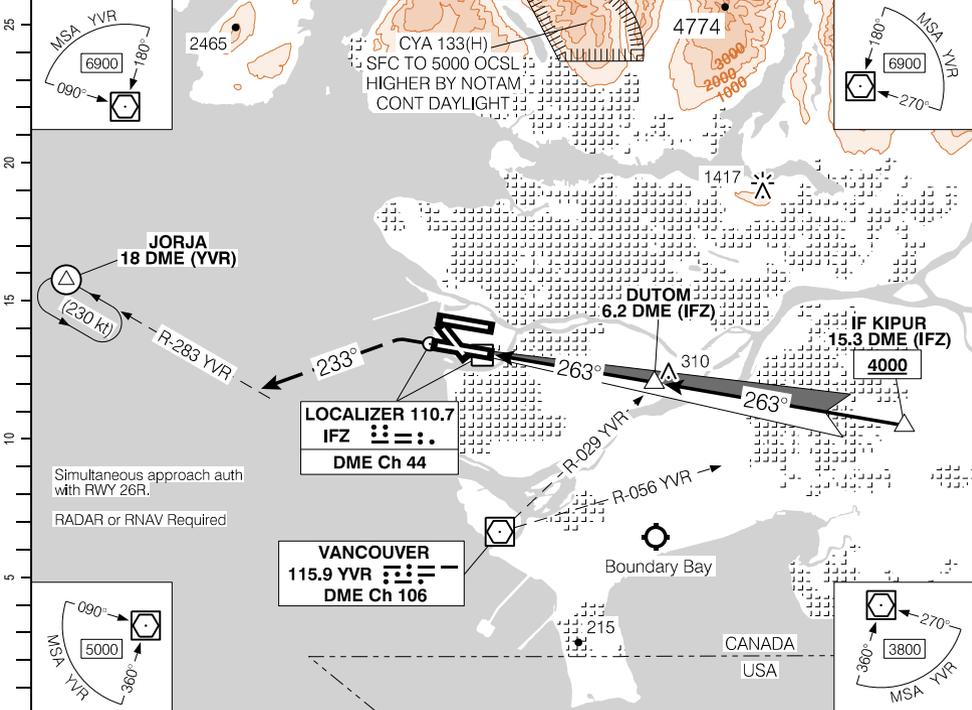
CYVR

EFF 20 FEB 25

ILS Z RWY 26L

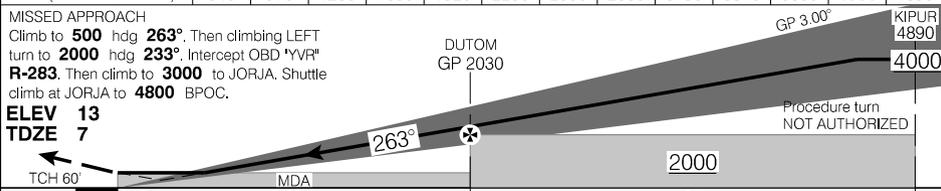
491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 118.7 (S) 226.5	GND - 121.7 (S) 127.15 (N) 275.8	TDZL
SAFE ALT 100 NM 12,800	LOC IFZ 110.7	APCH CRS 263°	GP DUTOM 2030	LDA 10804



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(NM)		1.7	3	4	5	6	7	8	9	10	11	12	12.5	15.3
	DIST FROM DME (IFZ)	1.7	3	4	5	6	7	8	9	10	11	12	12.5	15.3
	ALT (3.00° APCH PATH)	540	970	1280	1600	1920	2230	2550	2880	3190	3510	3830	4000	4890



		CATEGORY	A	B	C	D
		ILS/DME	207	(200)	½ RVR 26	
DUTOM to MAP 6.1 NM		LOC/DME	540	(533)	¼	
Knots	ft/min	Min:Sec				
70	380	5:14				
90	480	4:04				
110	590	3:20				
130	690	2:49				
150	800	2:26				

ILS Z RWY 26L

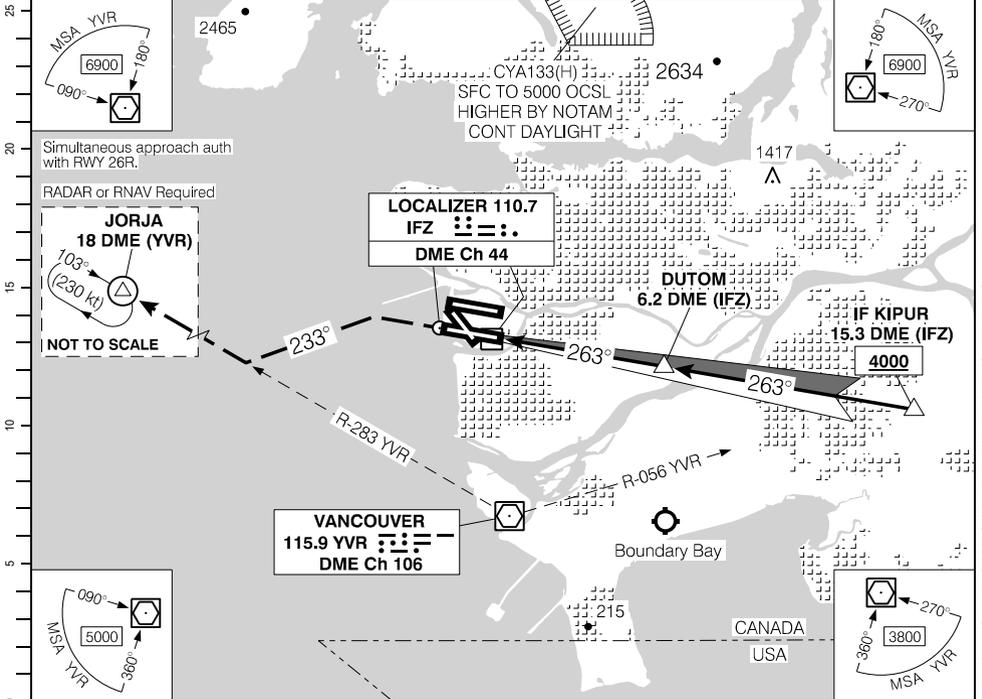
CYVR

EFF 27 NOV 25

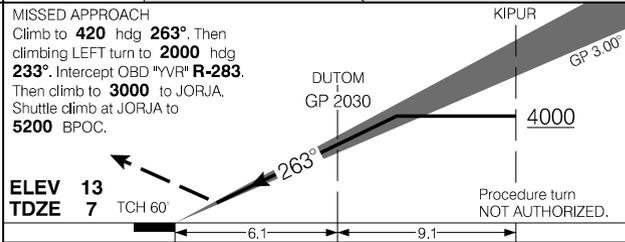
ILS Y CAT II or III RWY 26L

491141N 1231057W VAR 17°E

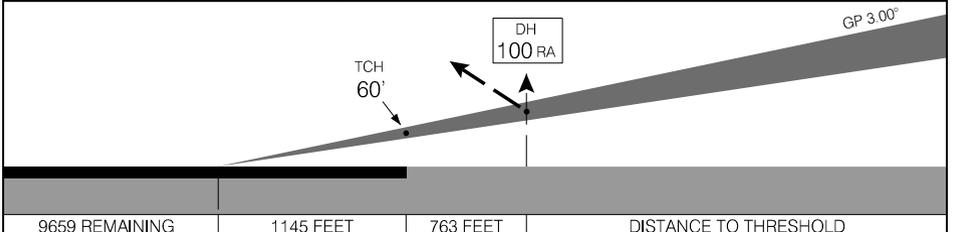
ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 118.7 (S) 226.5	GND - 121.7 (S) 127.15 (N) 275.8	TDZL
SAFE ALT 100 NM 12,800	LOC IFZ 110.7	APCH CRS 263°	GP DUTOM 2030	LDA 10804



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PRIOR AUTH REQUIRED FROM TC	
CAT II	107 (100) RVR 12
CAT III A	RVR 6
CAT III B	NOT AUTHORIZED
CAT III C	NOT AUTHORIZED



ILS Y CAT II or III RWY 26L

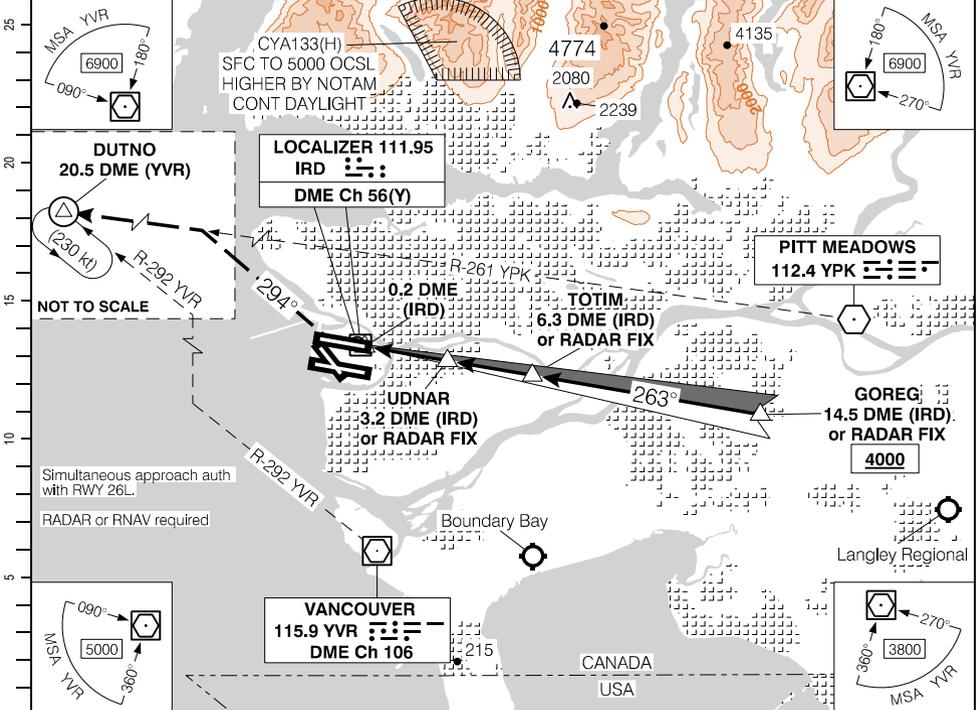
CYVR

EFF 27 NOV 25

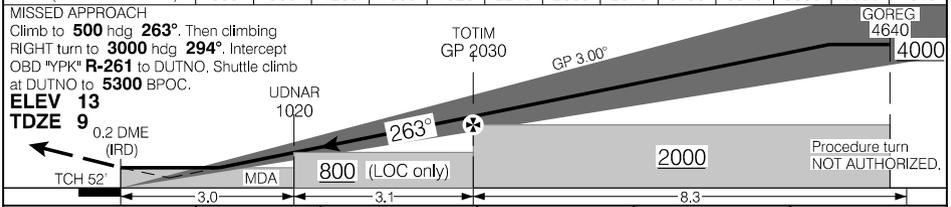
ILS Z RWY 26R

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL P3
SAFE ALT 100 NM 12,800	LOC IRD 111.95	APCH CRS 263°	GP TOTIM 2030	LDA 9941



(NM)		1.9	3	4	5	6	7	8	9	10	11	12	12.5	14.5
DIST FROM DME (IRD)		600	960	1280	1600	1920	2240	2560	2870	3190	3510	3830	4000	4640
ALT (3.00° APCH PATH)													4000	4640



			CATEGORY	A	B	C	D
			ILS/DME	209	(200)	½ RVR 26	
Knots	ft/min	Min:Sec	LOC/DME	600	(591)	1¼	
70	380						
90	480						
110	590						
130	690						
150	800						

ILS Z RWY 26R

CYVR

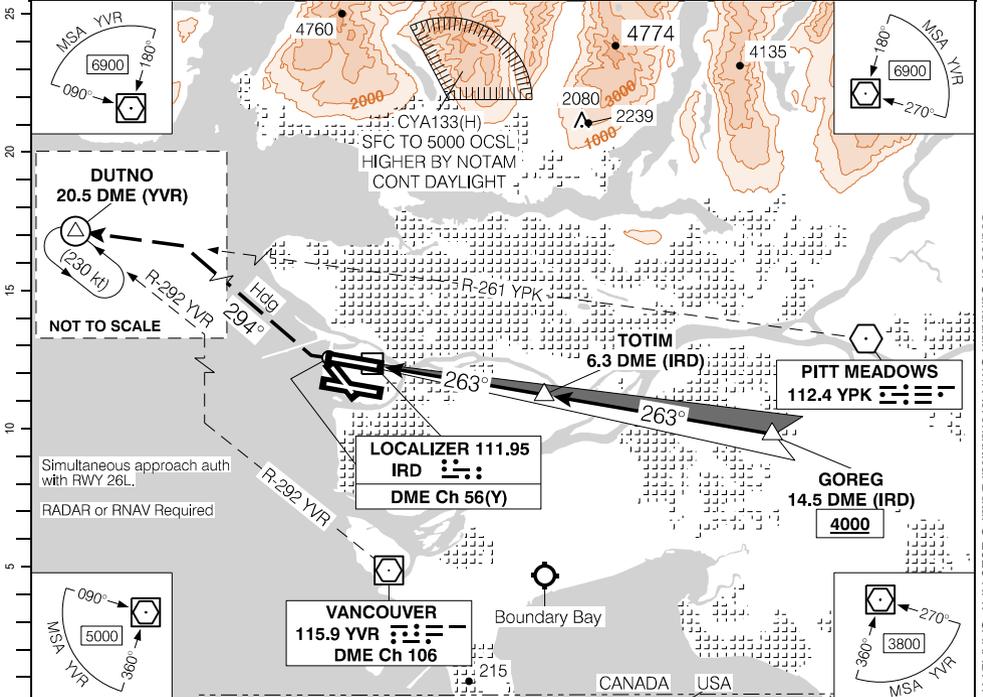
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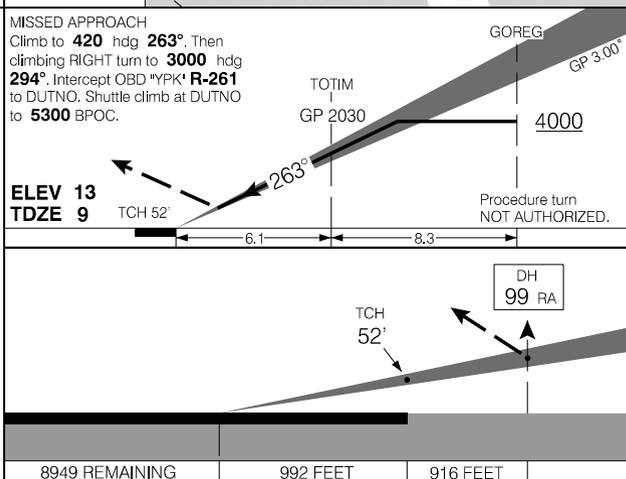
ILS Y CAT II or III RWY 26R

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL P3
SAFE ALT 100 NM 12,800	LOC IRD 111.95	APCH CRS 263°	GP TOTIM 2030	LDA 9941



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PRIOR AUTH REQUIRED FROM TC			
CAT II	109	(100)	RVR 12
CAT III A			RVR 6
CAT III B			NOT AUTHORIZED
CAT III C			NOT AUTHORIZED

8949 REMAINING	992 FEET	916 FEET	DISTANCE TO THRESHOLD
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ILS Y CAT II or III RWY 26R

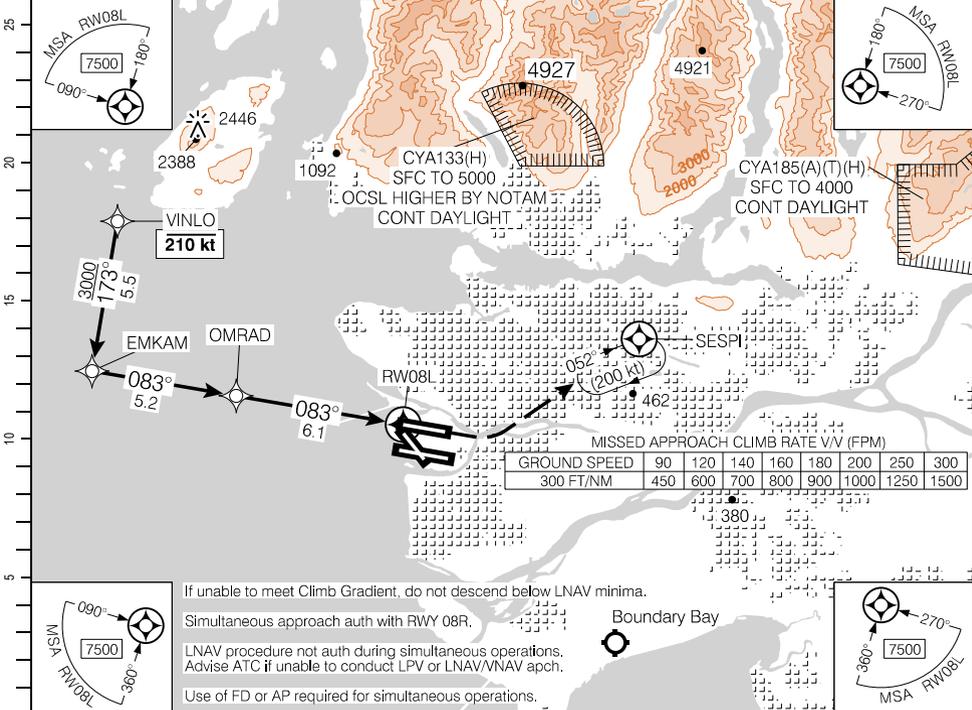
CYVR

EFF 27 NOV 25

RNAV (GNSS) Z RWY 08L

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	WAAS Ch 80712 W08A	APCH CRS 083°	MIN ALT OMRAD 2000	LDA 9941



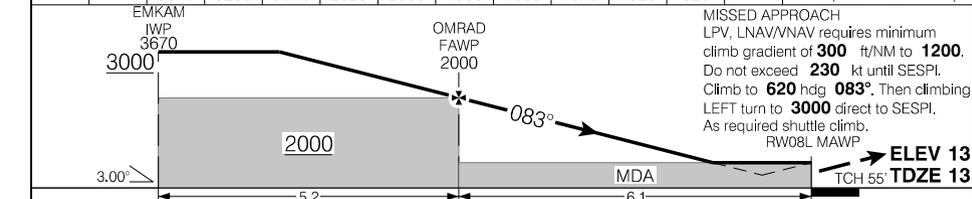
If unable to meet Climb Gradient, do not descend below LNAV minima.

Simultaneous approach auth with RWY 08R.

LNAV procedure not auth during simultaneous operations. Advise ATC if unable to conduct LPV or LNAV/VNAV apch.

Use of FD or AP required for simultaneous operations.

(NM)	11.3	10	9.2	8	7	6	5	4	3	1.7		DIST FROM RWY08L
	3670	3250	3000	2620	2300	1980	1660	1340	1020	620		ALT (3.00° APCH PATH)



MISSED APPROACH
LPV, LNAV/VNAV requires minimum climb gradient of **300** ft/NM to **1200**. Do not exceed **230** kt until SESPI. Climb to **620** hdg **083°**. Then climbing LEFT turn to **3000** direct to SESPI. As required shuttle climb.
RWY08L MAWP

			CATEGORY	A	B	C	D
			LPV	213	(200)	½ RVR 26	
Knots	ft/min	Min:Sec	LNAV/VNAV (min. -18°C, max. 54°C)	349	(336)	1 RVR 50	
			LNAV	620	(607)	¼	
70	380						
90	480						
110	590						
130	690						
150	800						

RNAV (GNSS) Z RWY 08L

CYVR

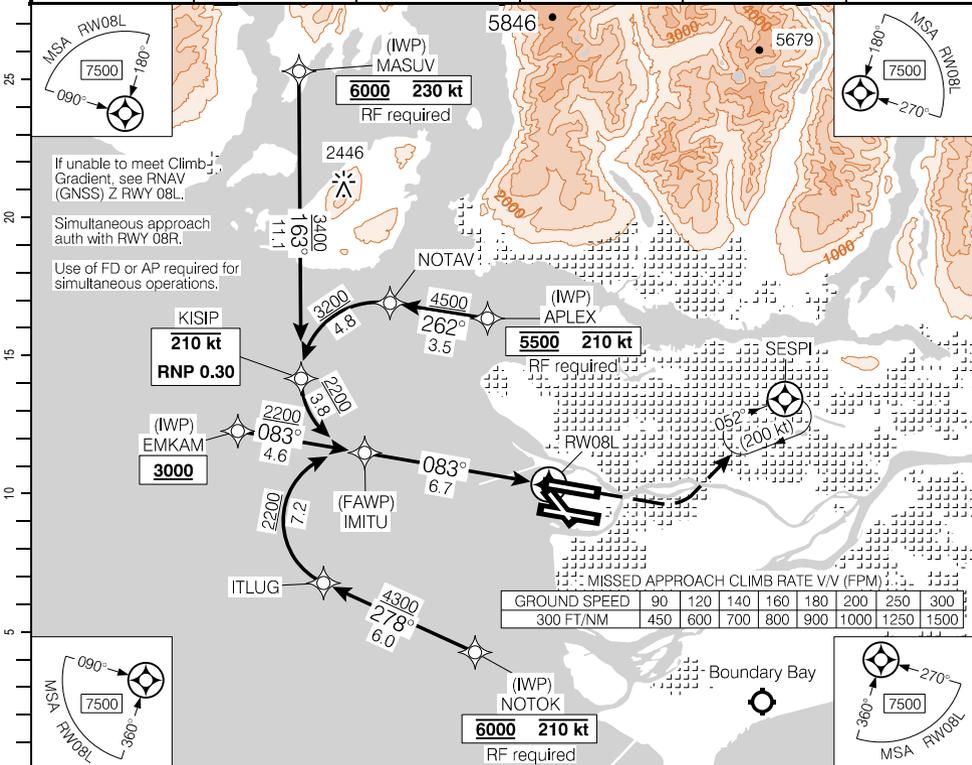
EFF 27 NOV 25

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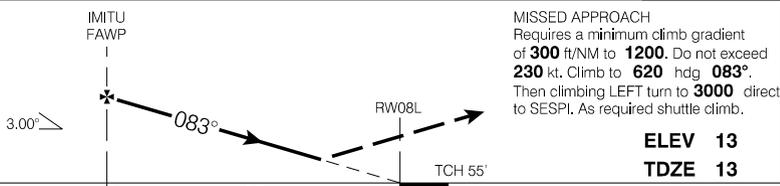
RNAV (RNP) Y RWY 08L

491141N 1231057W VAR 17°E

ATIS – 124.6	ARR – 128.6 128.17 133.1 134.22 352.7	TWR – 119.55 (N) 226.5	GND – 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 083°	MIN ALT IMITU 1300	LDA 9941



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MISSED APPROACH
Requires a minimum climb gradient of **300 ft/NM to 1200**. Do not exceed **230 kt**. Climb to **6200** hdg **083°**. Then climbing **LEFT** turn to **3000** direct to SESPI. As required shuttle climb.

ELEV 13
TDZE 13

	CATEGORY	A	B	C	D
	RNP 0.15		266	(253)	1 RVR 50
RNP 0.30		276	(263)	1 RVR 50	

AUTHORIZATION REQUIRED
(min. -18° C)
(max. 54° C)

RNAV (RNP) Y RWY 08L

CYVR

EFF 22 JAN 26

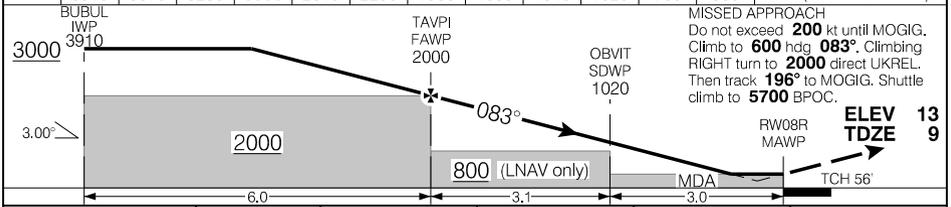
RNAV (GNSS) Z RWY 08R

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 118.7 (S) 226.5	GND - 121.7 (S) 127.15 (N) 275.8	TDZL
SAFE ALT 100 NM 12,800	WAAS Ch 80922 W08B	APCH CRS 083°	MIN ALT TAVPI 2000	LDA 10804



(NM)	12.1	11	10	9.2	8	7	6	5	4	3	2	0.9	DIST FROM RWY08R
	3910	3570	3250	3000	2610	2290	1980	1660	1340	1020	700	360	ALT (3.00° APCH PATH)



			CATEGORY	A	B	C	D
			LPV	209	(200)		½ RVR 26
Knots	ft/min	Min:Sec	LNAV/VNAV (min. -18°C, max. 54°C)	270	(261)		1 RVR 50
			LNAV	360	(351)		1 RVR 50
70	380						
90	480						
110	590						
130	690						
150	800						

RNAV (GNSS) Z RWY 08R

CYVR

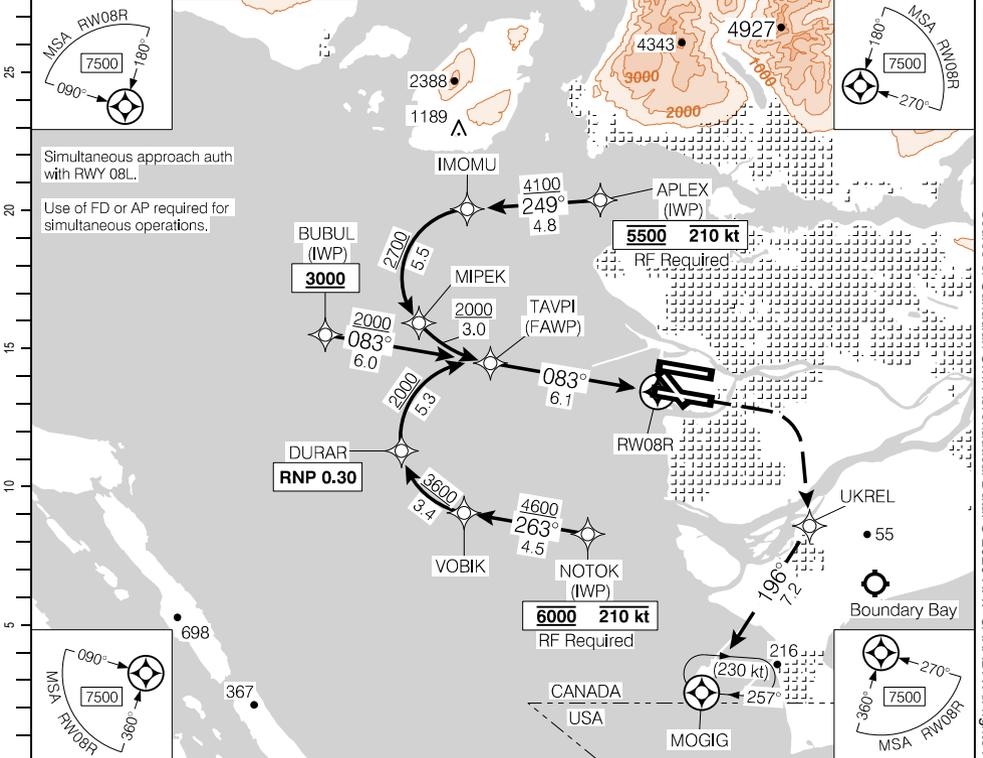
EFF 27 NOV 25

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RNAV (RNP) Y RWY 08R

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 083°	MIN ALT TAVPI 2000	LDA 9941

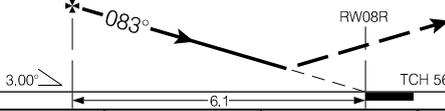


Simultaneous approach auth with RWY 08L.
Use of FD or AP required for simultaneous operations.

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MISSED APPROACH
Do not exceed **200** kt until MOGIG. Climb to **600** hdg **083°**. Climbing **RIGHT** turn to **2000** direct to UKREL. Then track **196°** to MOGIG. Shuttle climb to **5700** BPOC.

ELEV 13
TDZE 9



CATEGORY	A	B	C	D
	RNP 0.30	270	(261)	1 RVR 50
AUTHORIZATION REQUIRED (min. -18° C) (max. 54° C)				

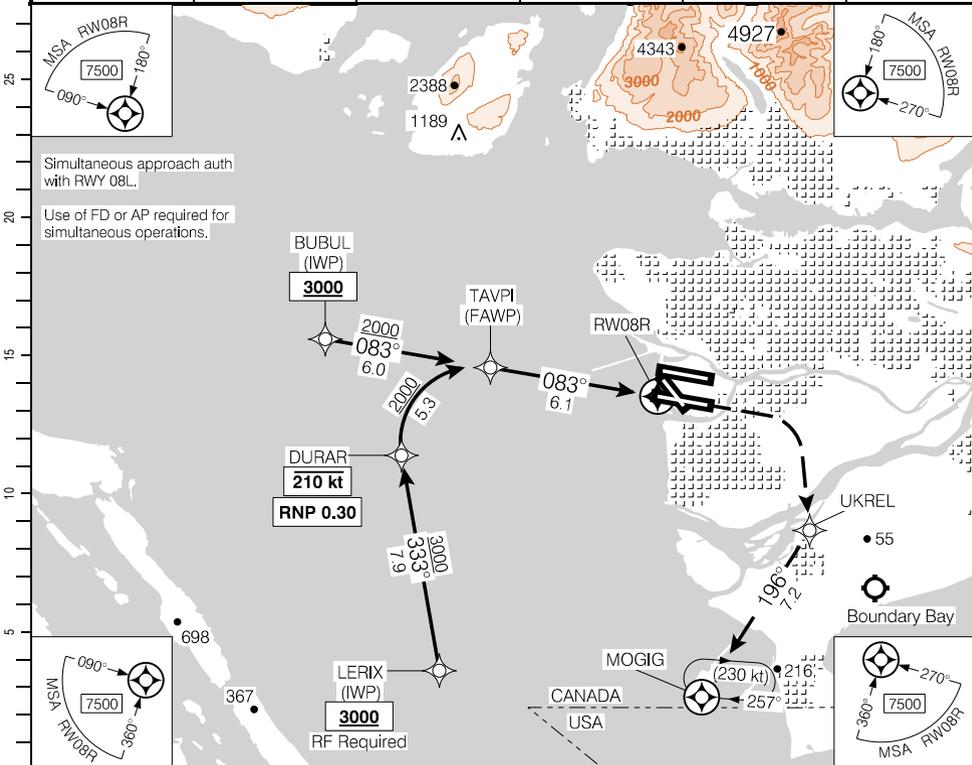
RNAV (RNP) Y RWY 08R
EFF 22 JAN 26

CYVR

RNAV (RNP) X RWY 08R

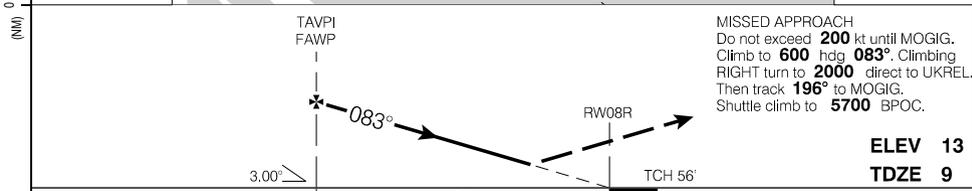
491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 083°	MIN ALT TAVPI 2000	LDA 9941



Simultaneous approach auth with RWY 08L.
Use of FD or AP required for simultaneous operations.

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MISSED APPROACH
Do not exceed **200** kt until MOGIG. Climb to **600** hdg **083°**. Climbing **RIGHT** turn to **2000** direct to UKREL. Then track **196°** to MOGIG. Shuttle climb to **5700** BPOC.

ELEV 13
TDZE 9

CATEGORY	A	B	C	D
	RNP 0.30	270	(261)	1 RVR 50

AUTHORIZATION REQUIRED
(min. -18° C)
(max. 54° C)

RNAV (RNP) X RWY 08R

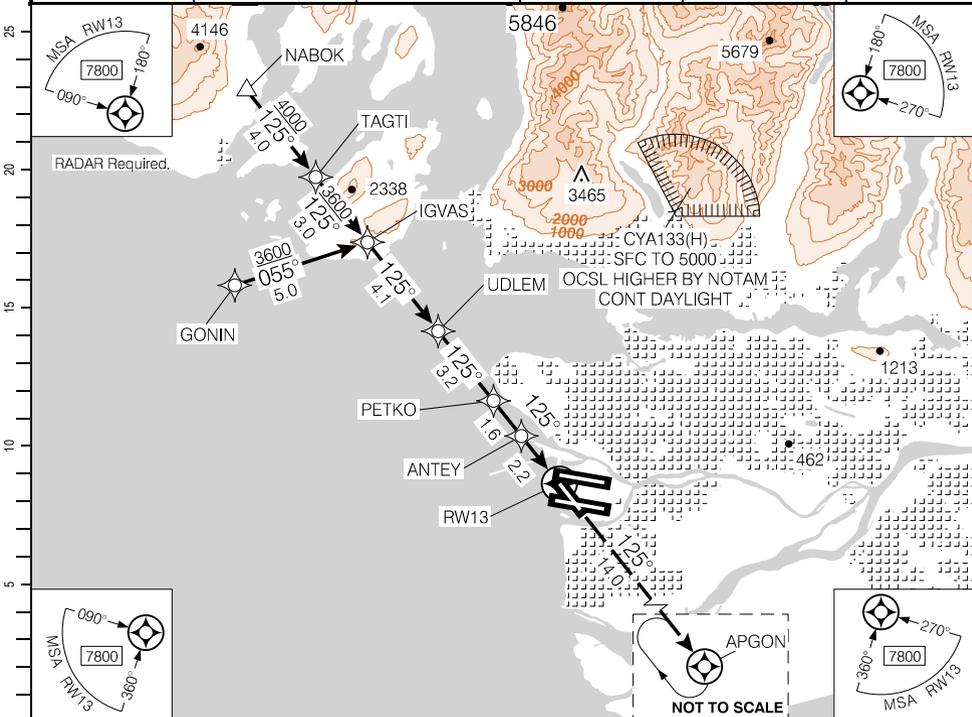
CYVR

EFF 22 JAN 26

RNAV (GNSS) RWY 13

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 118.7 (S) 226.5	GND - 121.7 (S) 127.15 (N) 275.8	
SAFE ALT 100 NM 12,800	WAAS Ch 80550 W13A	APCH CRS 125°	MIN ALT UDLEM 2300	



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(NM)	11.1	10	9	8	7	6	5	4	3	2	1.1	DIST FROM RWY13	
	3600	3250	2930	2610	2290	1970	1660	1340	1020	700	400	ALT (3.00° APCH PATH)	
	3600											ELEV 13	TDZE 8
	4.1		3.2			1.6		2.2					
	CATEGORY		A		B		C		D				
	LPV		258		(250)		1						
	LNAV/VNAV (min. -18°C, max. 54°C)		330		(322)		1						
	LNAV		400		(392)		1¼						
Knots	ft/min	Min:Sec											
70	370												
90	480												
110	580												
130	690												
150	800												

RNAV (GNSS) RWY 13

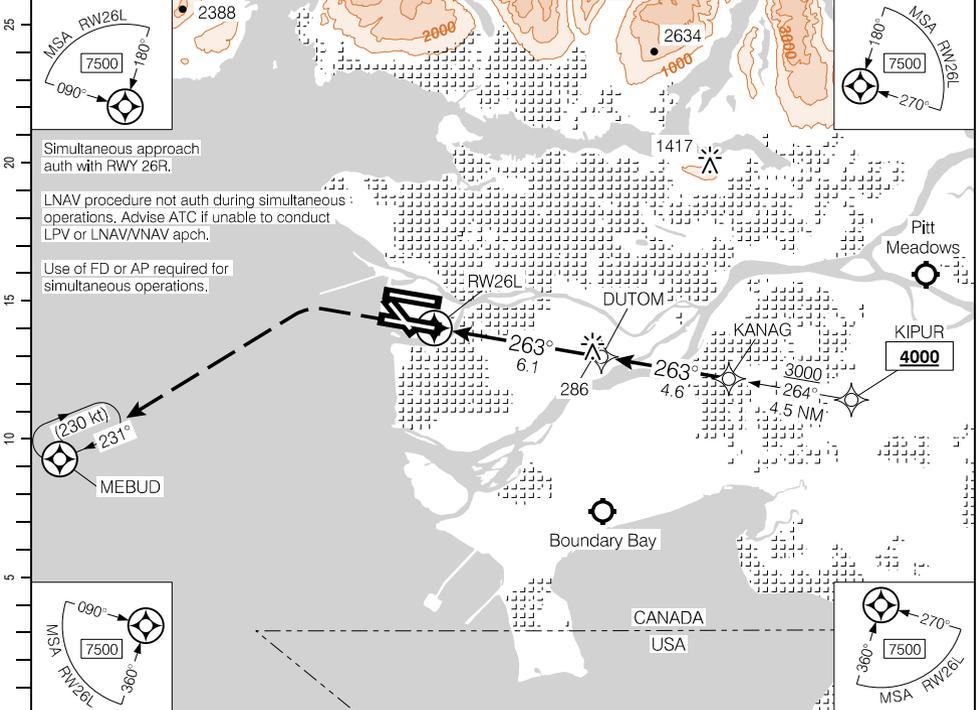
CYVR

EFF 22 JAN 26

RNAV (GNSS) Z RWY 26L

491141N 1231057W VAR 17°E

ATIS – 124.6	ARR – 128.6 128.17 133.1 134.22 352.7	TWR – 118.7 (S) 226.5	GND – 121.7 (S) 127.15 (N) 275.8	TDZL
SAFE ALT 100 NM 12,800	WAAS Ch 81035 W26B	APCH CRS 263°	MIN ALT DUTOM 2000	LDA 10804



Simultaneous approach
auth with RWY 26R.

LNAV procedure not auth during simultaneous
operations. Advise ATC if unable to conduct
LPV or LNAV/VNAV apch.

Use of FD or AP required for
simultaneous operations.

(NM)	DIST FROM RW26L	1.6	3	4	5	6	7	8	9.2	10	10.7		
	ALT (3.00° APCH PATH)	580	1020	1340	1660	1980	2300	2610	3000	3250	3480		

MISSED APPROACH

Climb to **600** hdg **263°**. Then climbing
LEFT turn to **2000** direct to MEBUD.
Shuttle climb at MEBUD to **5000** BPOC.

ELEV **13**
TDZE **7**

RW26L
MAWP



			CATEGORY	A	B	C	D
			LPV	207	(200)	½ RVR 26	
			LNAV/VNAV (min. -17°C, max. 54°C)	580	(573)	1½	
			LNAV	580	(573)	1¼	
Knots	ft/min	Min:Sec					
70	380						
90	480						
110	590						
130	690						
150	800						

RNAV (GNSS) Z RWY 26L

CYVR

EFF 22 JAN 26

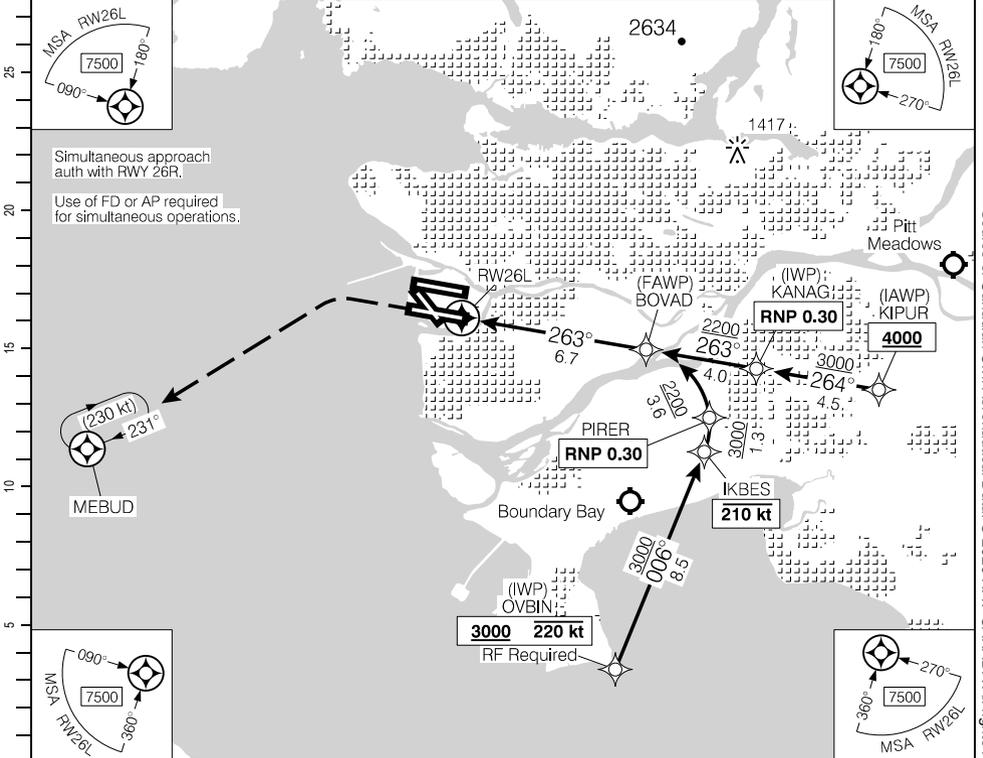
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RNAV (RNP) X RWY 26L

491141N 1231057W VAR 17°E

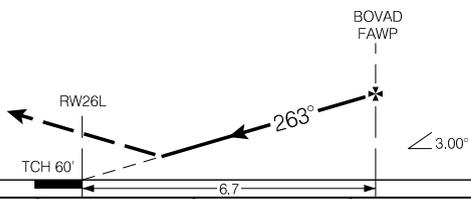
ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
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SAFE ALT 100 NM 12,800	RNAV	APCH CRS 263°	MIN ALT BOVAD 2200	LDA 10804	P3
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MISSED APPROACH
Climb to **620** hdg **263°**. Then
climbing LEFT turn to **2000** direct
to MEBUD. Shuttle climb at MEBUD
to **5000** BPOC.

ELEV 13
TDZE 13



	CATEGORY	A	B	C	D
	AUTHORIZATION REQUIRED (min. -17° C) (max. 54° C)	RNP 0.10	398	(391)	1 RVR 50
	RNP 0.20	487	(480)	1¼	
	RNP 0.30	619	(612)	1½	

RNAV (RNP) X RWY 26L

CYVR

EFF 22 JAN 26

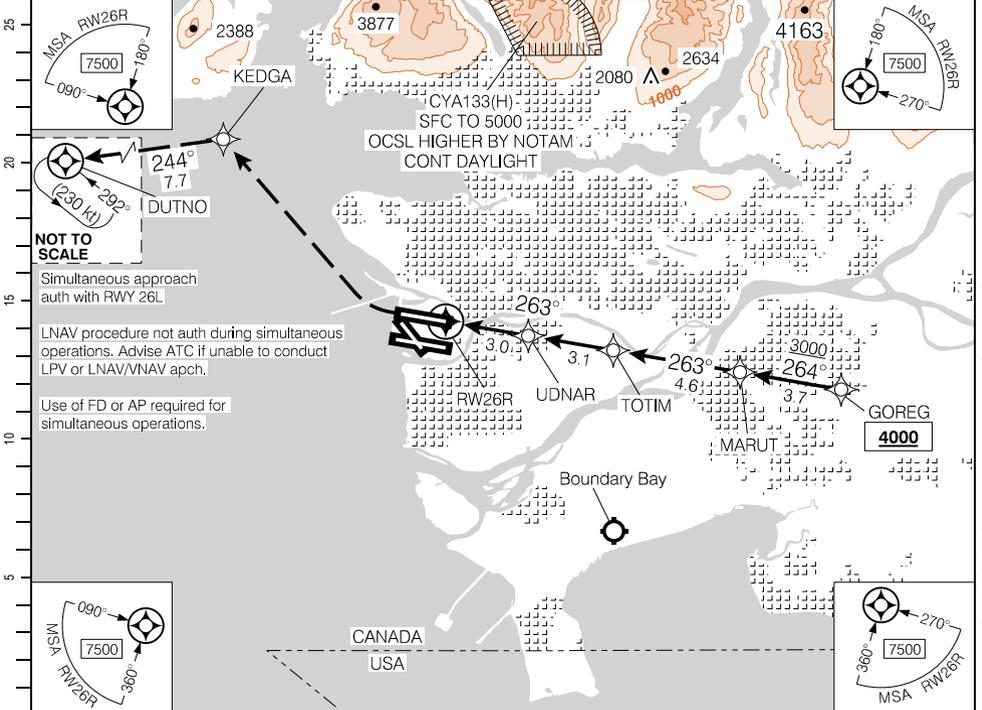
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RNAV (GNSS) Z RWY 26R

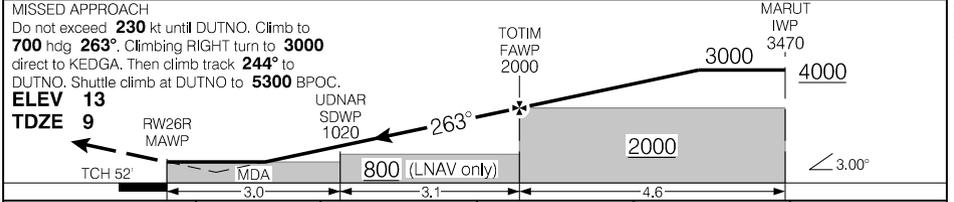
491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
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SAFE ALT 100 NM 12,800	WAAS Ch 80687 W26A	APCH CRS 263°	MIN ALT TOTIM 2000	LDA 9941	AL
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DIST FROM RW26R	1.7	3	4	5	6	7	8	9.2	10	10.7
ALT (3.00° APCH PATH)	600	1020	1330	1650	1970	2290	2610	3000	3250	3470



			CATEGORY	A	B	C	D
			LPV	209	(200)	½ RVR 26	
Knots	ft/min	Min:Sec	LNAV/VNAV (min. -18°C, max. 54°C)	600	(591)	1½	
70	370		LNAV	600	(591)	1¼	
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 26R

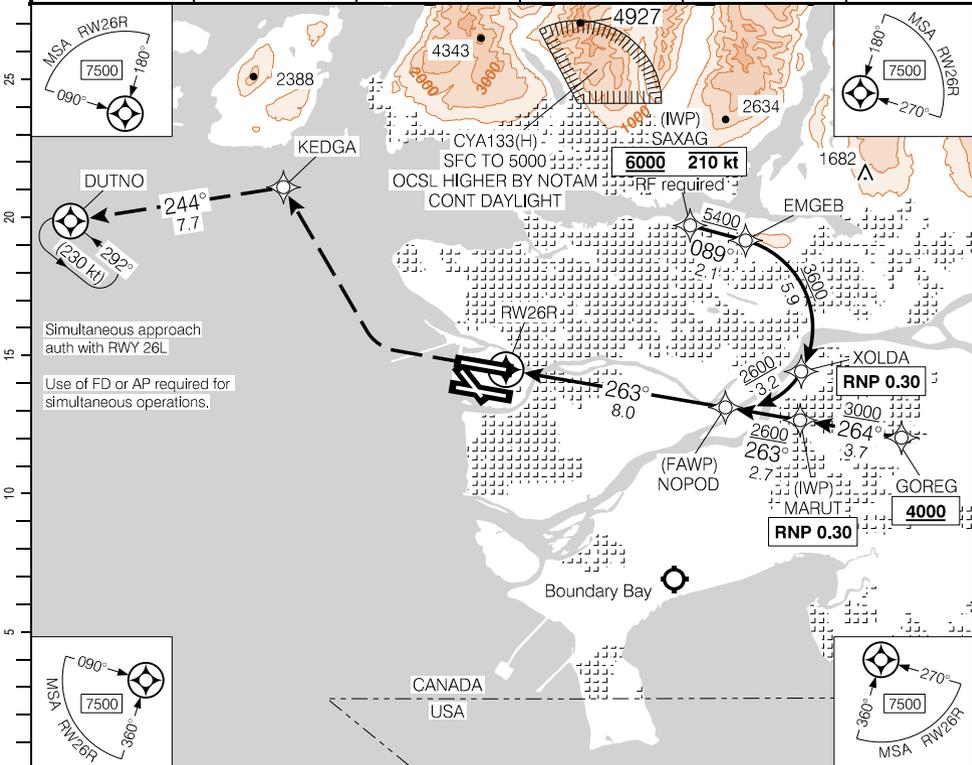
CYVR

EFF 22 JAN 26

RNAV (RNP) Y RWY 26R

491141N 1231057W VAR 17°E

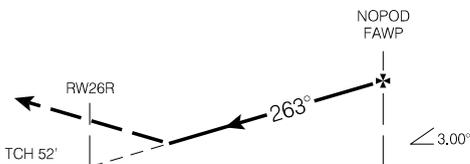
ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 263°	MIN ALT NOPOD 2600	LDA 10804



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MISSED APPROACH
Do not exceed **230 kt** until DUTNO.
Climb to **700** hgt **263°**. Climbing RIGHT
turn to **3000** direct to KEDGA. Then
climb track **244°** to DUTNO. Shuttle
climb at DUTNO to **5300** BPOC.

ELEV 13
TDZE 9



	CATEGORY	A	B	C	D
	AUTHORIZATION REQUIRED (min. -18° C) (max. 54° C)	RNP 0.10	308	(299)	1 RVR 50
	RNP 0.20	571	(562)	1½	
	RNP 0.30	642	(633)	1¼	

RNAV (RNP) Y RWY 26R

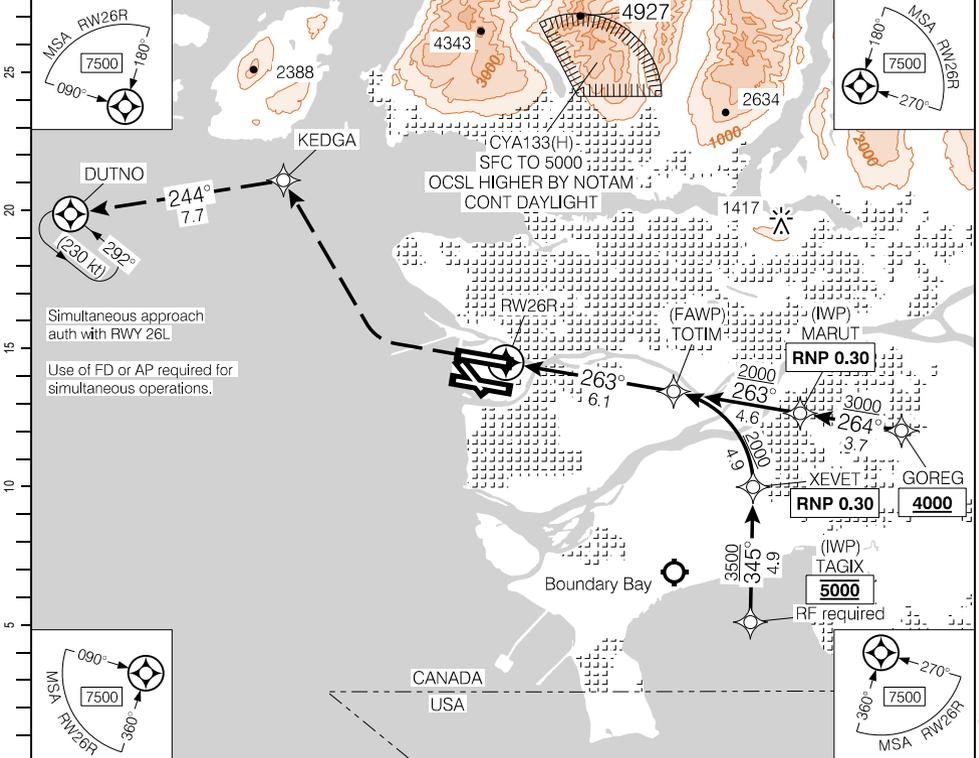
CYVR

EFF 22 JAN 26

RNAV (RNP) X RWY 26R

491141N 1231057W VAR 17°E

ATIS - 124.6	ARR - 128.6 128.17 133.1 134.22 352.7	TWR - 119.55 (N) 226.5	GND - 127.15 (N) 121.7 (S) 275.8	TDZL
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 263°	MIN ALT TOTIM 2000	LDA 10804



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MISSED APPROACH
Do not exceed **230** kt until DUTNO.
Climb to **700** hdg **263°**. Climbing RIGHT
turn to **3000** direct to KEDGA. Then
climb track **244°** to DUTNO. Shuttle
climb at DUTNO to **5300** BPOC.

ELEV 13
TDZE 9



AUTHORIZATION REQUIRED (min. -18° C) (max. 54° C)	CATEGORY	A	B	C	D
	RNP 0.10		308	(299)	1 RVR 50
RNP 0.30	RNP 0.20	570	(561)	1½	
	RNP 0.30	642	(633)	1¼	

RNAV (RNP) X RWY 26R

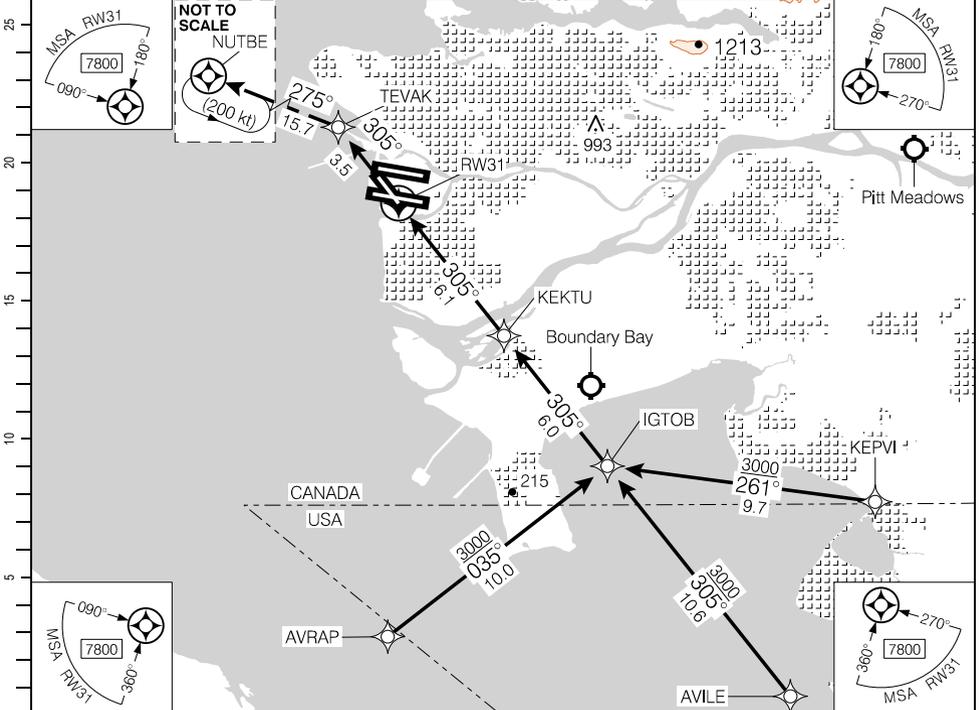
CYVR

EFF 22 JAN 26

RNAV (GNSS) RWY 31

491141N 1231057W VAR 17°E

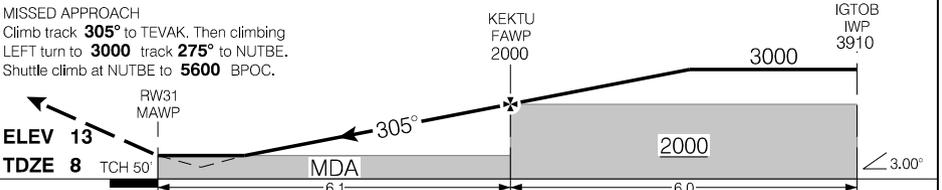
ATIS – 124.6	ARR – 128.6 128.17 133.1 134.22 352.7	TWR – 118.7 (S) 226.5	GND – 121.7 (S) 127.15 (N) 275.8	
SAFE ALT 100 NM 12,800	WAAS Ch 80139 W31A	APCH CRS 305°	MIN ALT KEKTU 2000	



(NM)	DIST FROM RW31	1.5	2	3	4	5	6	7	8	9.2	10	11	12.1	
	ALT (3.00° APCH PATH)	540	690	1010	1330	1650	1970	2290	2600	3000	3240	3560	3910	

MISSED APPROACH

Climb track 305° to TEVAK. Then climbing LEFT turn to 3000 track 275° to NUTBE. Shuttle climb at NUTBE to 5600 BPOC.



			CATEGORY	A	B	C	D
			LPV	257	(250)		1
			LNAV/VNAV (min. -18°C, max. 54°C)	353	(346)		1¼
			LNAV	540	(533)		1¼
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 31

CYVR

EFF 22 JAN 26

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Departure Route Description

Rwy 08R: Climb hdg **083°** to **1000**. Then climbing RIGHT turn hdg **098°** or as assigned by ATC. Maintain **5000** or as assigned. Expect radar vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

Note: Trees to 108 ASL aprx 0.4 NM 850' LEFT of centreline. Bldg to 89 ASL aprx 0.6 NM 600' LEFT of centreline.

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

On recognition of failure 5 minutes or less after take-off, below **5000** and in IFR weather conditions, proceed as follows:

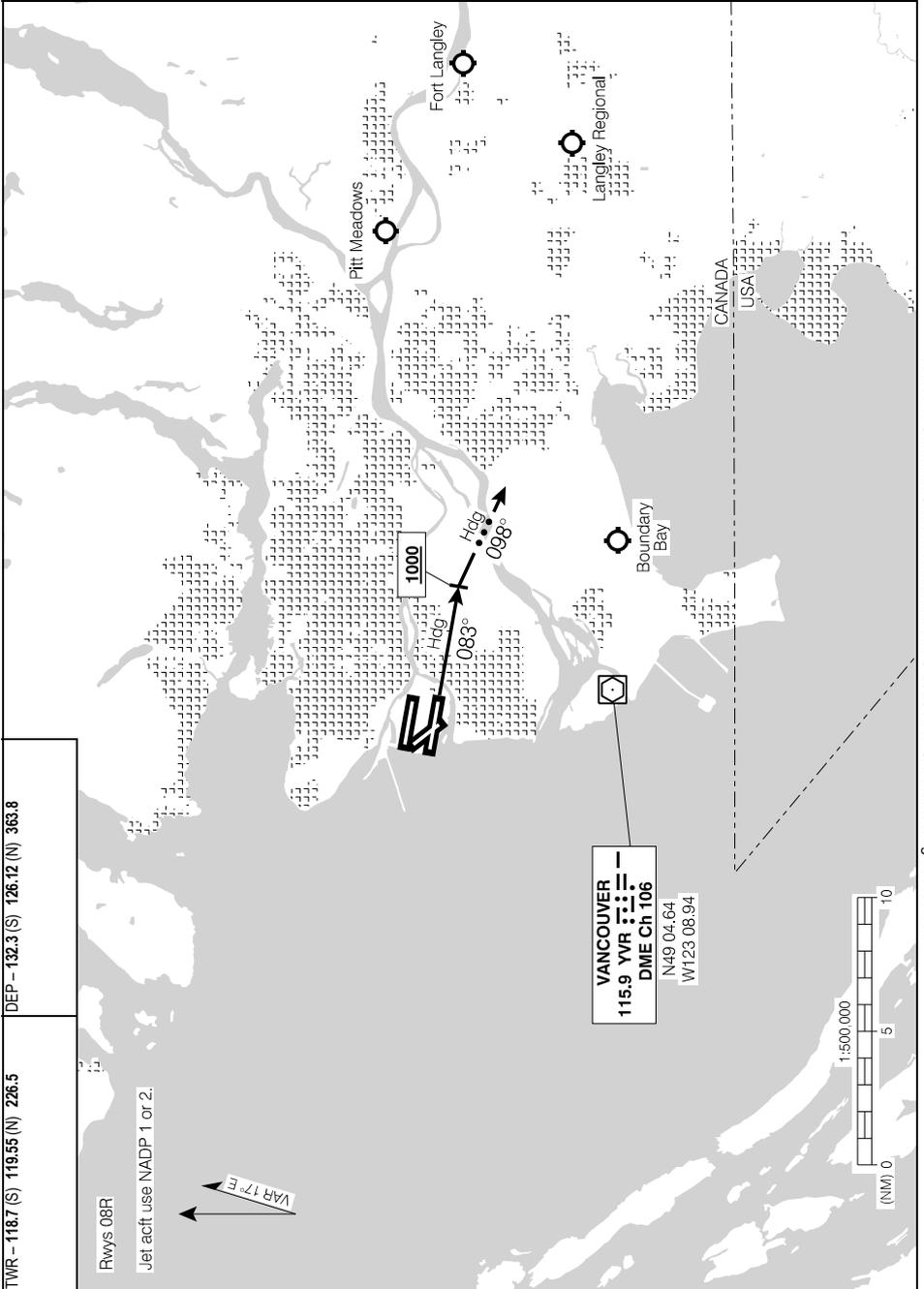
Rwy 08R:

1. Select transponder code 7600;
2. Beyond 10 DME of "YVR" VOR maintain last assigned altitude, RIGHT turn direct to "YVR" VOR. Hold inbd **R-260**;
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

Note: If communication failure occurs more than 5 minutes after take-off, comply with the appropriate procedure for Communication Failure enroute.

SID (VECTOR)
FRASER NINE DEP (FSR9.)

VANCOUVER INTL, BC
CYVR



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FRASER NINE DEP (FSR9.)
EFF 22 JAN 26

CYVR

Departure Route Description

Rwy 26L: Requires a minimum climb gradient of **290 ft/NM to 2100**. Climb hdg **263° to 1000**. Then climbing LEFT turn hdg **247°** or as assigned by ATC. Maintain **5000** or as assigned. Expect radar vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 5 minutes after departure.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
290 FT/NM	440	580	680	780	870	970	1210	1450

NOTE: Refer to Noise Abatement Procedures for additional requirements.

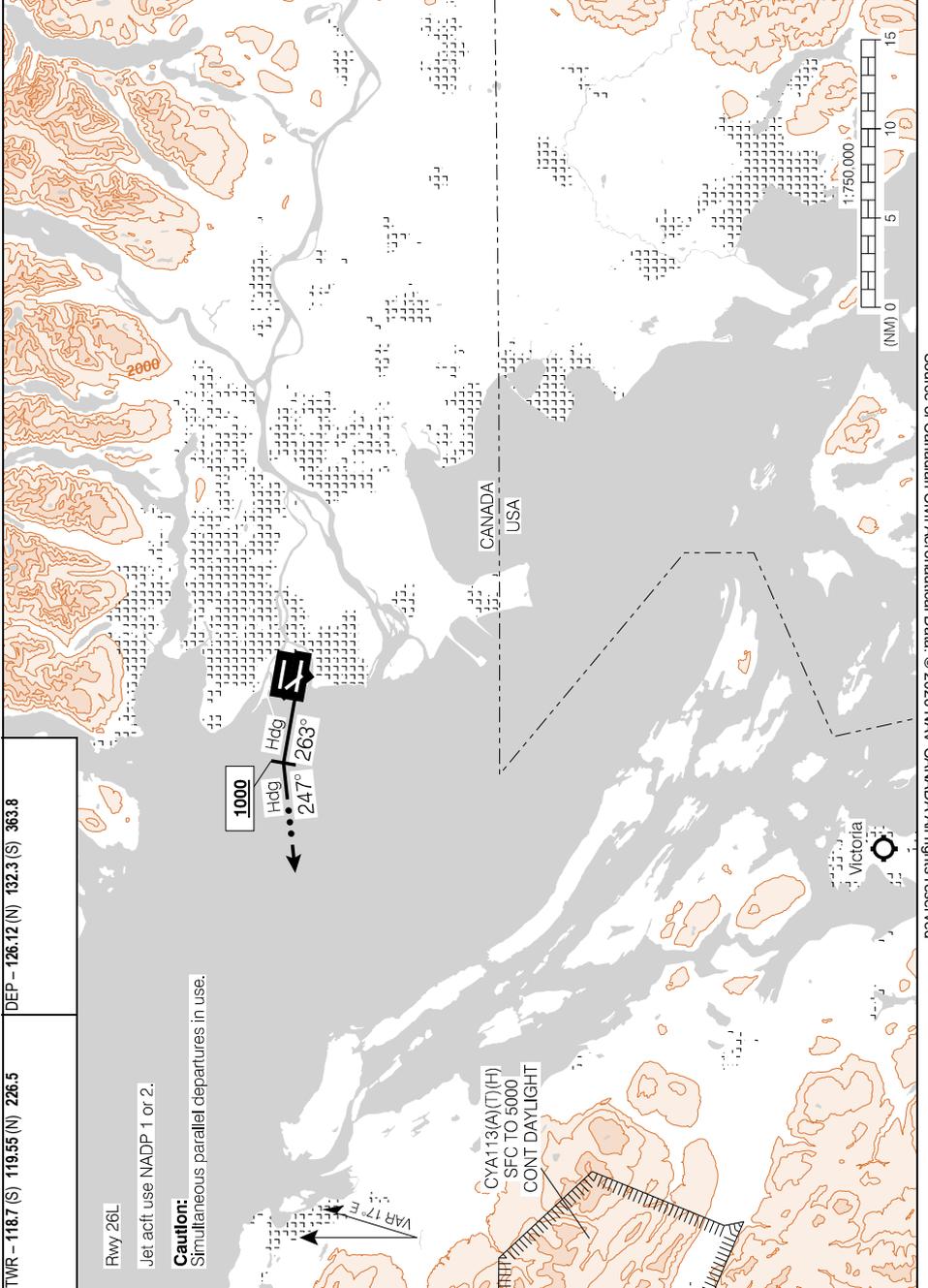
Communication Failure

If no radio contact with Departure Control by published/assigned altitude proceed as follows:

1. Select transponder code 7600;
2. Maintain last assigned altitude and turn direct to "YVR" VOR. Hold INBD R-260;
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

SID (VECTOR)
GEORGIA EIGHT DEP (GRG8.)

VANCOUVER INTL. BC
CYVR



GEORGIA EIGHT DEP (GRG8.)

CYVR

EFF 22 JAN 26

Departure Route Description

All rws: Maintain **2000** or as assigned. Expect radar vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 26L: Requires a minimum climb gradient of **290** ft/NM to **2000**. Climb hdg **263°** to **500**. Then climbing LEFT turn hdg **200°** or as assigned by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
290 FT/NM	440	580	680	780	870	970	1210	1450

Note: Refer to Noise Abatement Procedures for additional requirements.

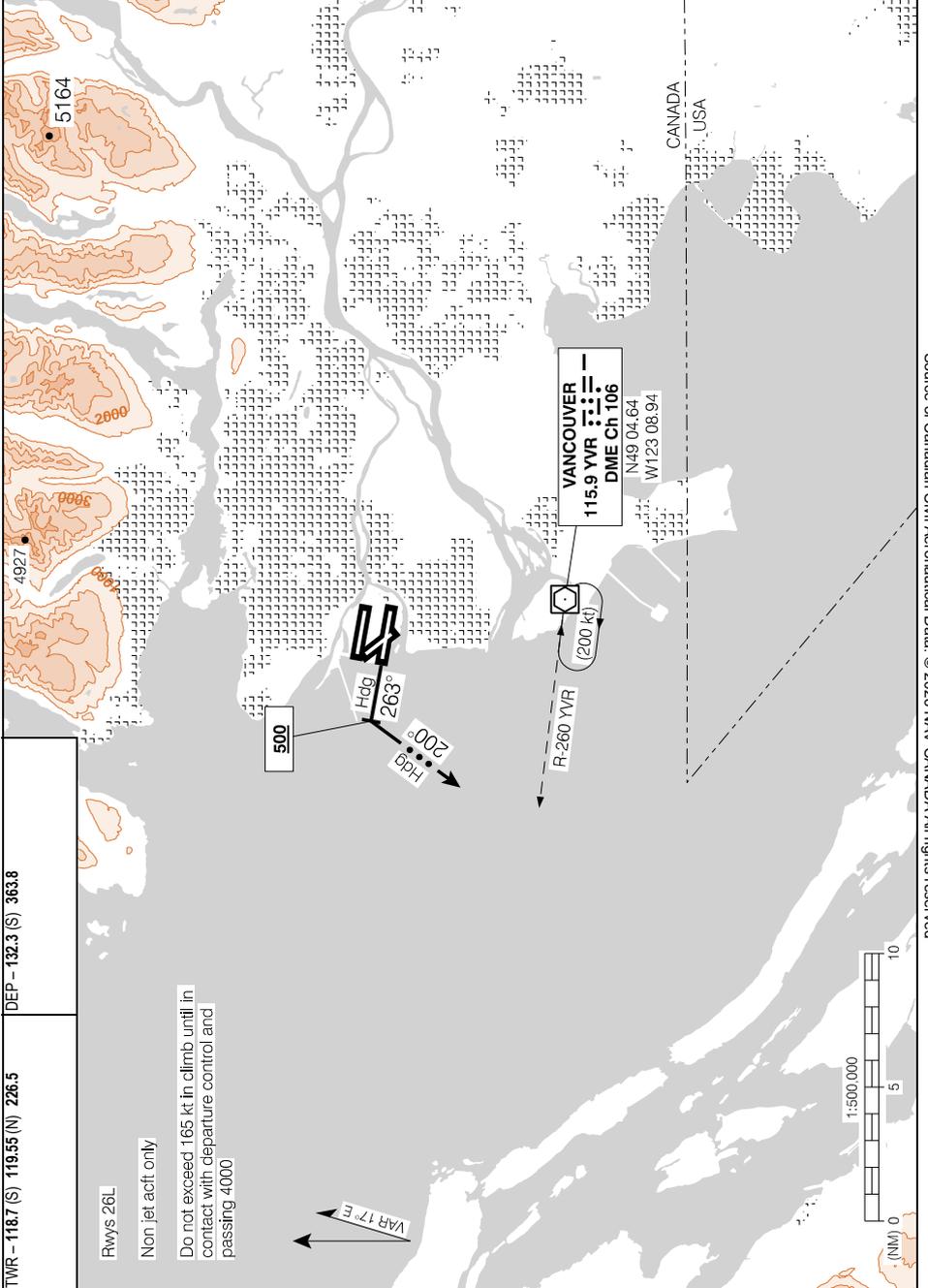
Communication Failure

If no radio contact with Departure Control by published/assigned altitude proceed as follows:

1. Select transponder code 7600;
2. Maintain last assigned altitude and turn direct to "YVR" VOR. Hold INBD **R-260**;
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

SID (VECTOR)
RICHMOND SEVEN DEP (RICHM7.)

VANCOUVER INTL. BC
CYVR



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RICHMOND SEVEN DEP (RICHM7.)

CYVR

EFF 21 MAY 20

Departure Route Description

All rws: Maintain **2000** or as assigned. Expect radar vectors to filed/assigned route and clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 08L: Requires a minimum climb gradient of **280** ft/NM to **500**. Climb hdg **083°** to **1000**. Then climbing RIGHT turn hdg **145°** or as assigned by ATC.

Rwy 08R: Climb hdg **083°** to **1000**. Then climbing RIGHT turn hdg **145°** or as assigned by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
280 FT/NM	420	560	660	750	840	940	1170	1400

NOTE: Refer to Noise Abatement Procedures for additional requirements.

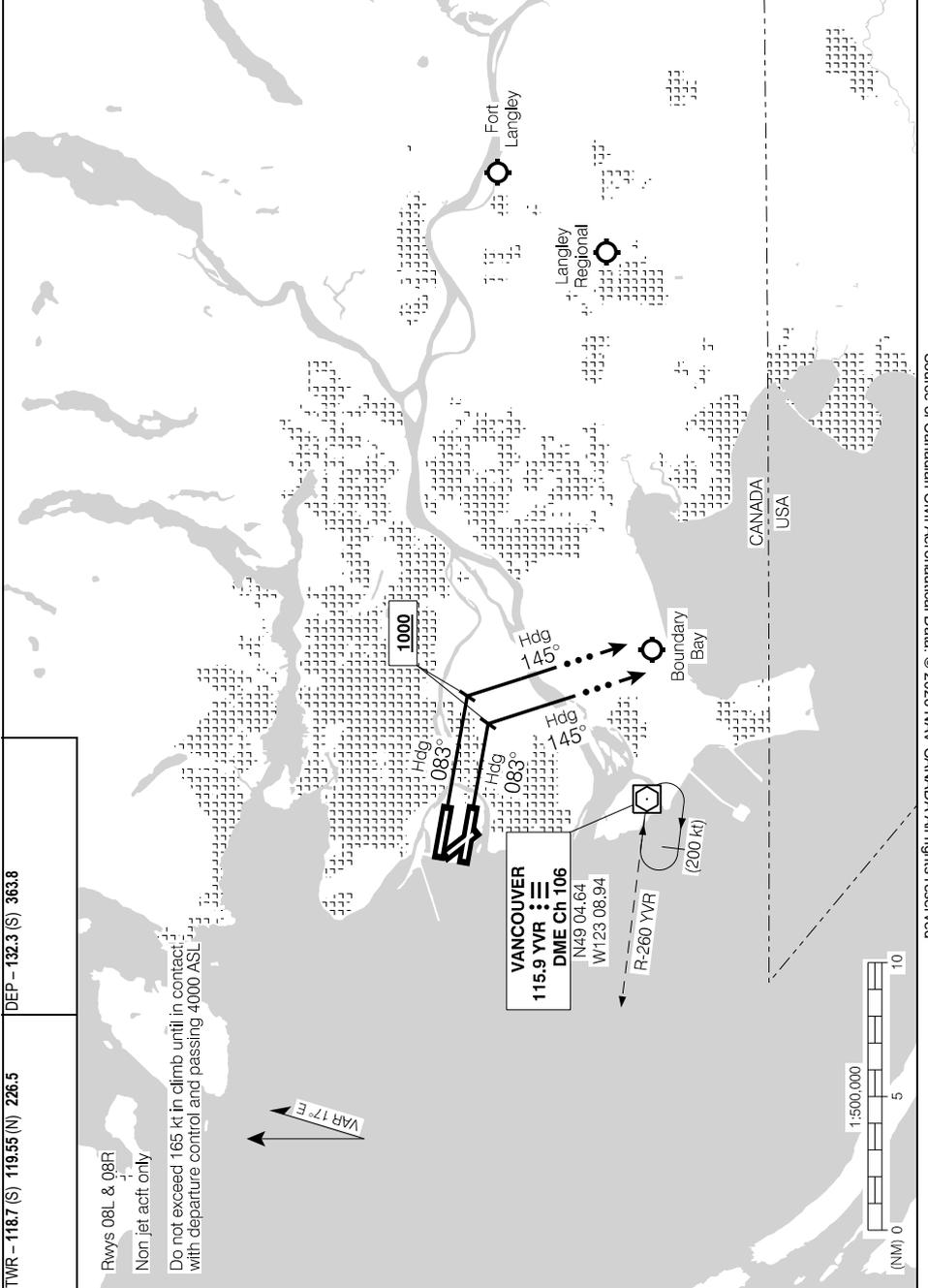
Communication Failure

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:

1. Select transponder code 7600;
2. Maintain last assigned altitude and turn direct to "YVR" VOR. Hold INBD **R-260**;
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

SID (VECTOR)
STANLEY FIVE DEP (STNLE5.)

VANCOUVER INTL, BC
CYVR



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STANLEY FIVE DEP (STNLE5.)
EFF 8 SEP 22

CYVR

Departure Route Description

All runways: Maintain **5000** or as assigned. Expect radar vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 08L: Requires a minimum climb gradient of **280** ft/NM to **500**. Climb hdg **083°** or as assigned by ATC.

Rwy 08R: Climb hdg **083°** or as assigned by ATC.

Note: Tree to 108 ASL aprx 0.4 NM past departure end of rwy, 880' LEFT of rwy centreline. Bldg to 89 ASL aprx 0.6 NM past departure end of rwy, 620' LEFT of rwy centreline.

Rwy 13: Climb hdg **125°** or as assigned by ATC.

Note: Bldg to 56 ASL aprx 0.4 NM past departure end of rwy, 820' LEFT of rwy centreline. Tree to 52 ASL 0.3 NM past departure end of rwy, 450' RIGHT of rwy centreline. Tower to 50 ASL aprx 0.2 NM past departure end of rwy, 500' LEFT of rwy centreline.

Rwy 26L & 26R: Requires a minimum climb gradient of **290** ft/NM to **2100**. Climb hdg **263°** or as assigned by ATC.

Rwy 31: Climb hdg **305°** to **500**. Then climbing LEFT turn hdg **263°** or as assigned by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
280 FT/NM	420	560	660	750	840	940	1170	1400
290 FT/NM	440	580	680	780	870	970	1210	1450

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

On recognition of failure 5 minutes or less after take-off, below **5000** and in IFR weather conditions, proceed as follows:

Rwys 08L & 08R:

1. Select transponder code 7600;
2. Beyond 10 DME of "YVR" VOR maintain last assigned altitude, RIGHT turn direct to "YVR" VOR. Hold INBD **R-260**;
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

Rwys 13, 26L, 26R & 31:

1. Select transponder code 7600;
2. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

Note: If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedures for Communication Failure enroute.

NOISE ABATEMENT PROCEDURES

Application

These procedures apply to JET AIRCRAFT unless noted otherwise.

Departure Procedures**Jet Aircraft**

1. NADP 1 or 2 required for all runways. Advise ATC CLNC DEL if using NADP 1. Follow SID to **3000'** BPOC.
2. Rwy 08R between 2300-0600 local; aircraft on westerly routes follow assigned SID to **2000'** BPOC.
3. ICAO Annex 16 Chapter 2 or FAA part 36 Stage 2 certified aircraft; departures on rwys 08L and 26R not permitted.

Arrival Procedures**IFR Approaches & Published Visual Approaches**

Use low power/drag profiles consistent with safe operating procedures, conforming to published visual approaches and as directed by ATC.

VFR Approaches

Conform to published VTA routes and as directed by ATC.

Reversed Thrust – Landing

All rwys: Use of reverse thrust is to be avoided or reduced when conditions permit.

Night Restrictions	
Local Time	Procedure
1. 0001-0600	Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified JET AIRCRAFT 34,000 kg and over not permitted.
2. 0001-0600	Departure of JET AIRCRAFT rated over 34,000 kg (MTOW), regardless of actual take-off weight, require prior approval from YVRAA OPERATIONS.
3. 2200-0700	Departure/Arrival of ALL AIRCRAFT on rwys 08L & 26R not permitted.*
4. 2200-0700	Local training flights not permitted.

*See Contact & Approvals Section

All Aircraft (Priority Flights Exempt)	
Local Time	Preferential Runway Usage
0600-2300 One direction flow	<ul style="list-style-type: none"> • Defer to westerly flow. • Minimize departures on runway 13 and arrivals on runway 31.
2300-0600 Two direction flow	<ul style="list-style-type: none"> • Westerly flow for departures and easterly flow for arrivals. • Minimize departures on runway 13 and arrivals on runway 31.
Subject to limiting factors including: physical condition of surfaces; irregular airfield operations; crosswind and tailwind conditions; and, traffic volume. (MEDEVACS EXEMPT)	

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

NOISE ABATEMENT PROCEDURES

Engine Run-up Restrictions

Maintenance engine run-ups for ALL AIRCRAFT require prior approval from YVRAA OPERATIONS. Guidelines are contained in the Airport Operations Directive, Aircraft Engine Run-ups.

Altitude Restrictions

1. Exclusive of the Departure and Arrival procedures, no departing or arriving aircraft shall operate over the City at less than **5000'** ASL (**8000'** between 2300-0700 local time – except aircraft operating on published RNAV STAR).
2. The City is defined as that area lying between the South Arm of the Fraser River and the North Shore of Burrard Inlet and from Point Gray to the Eastern boundary of the Vancouver Control Zone.

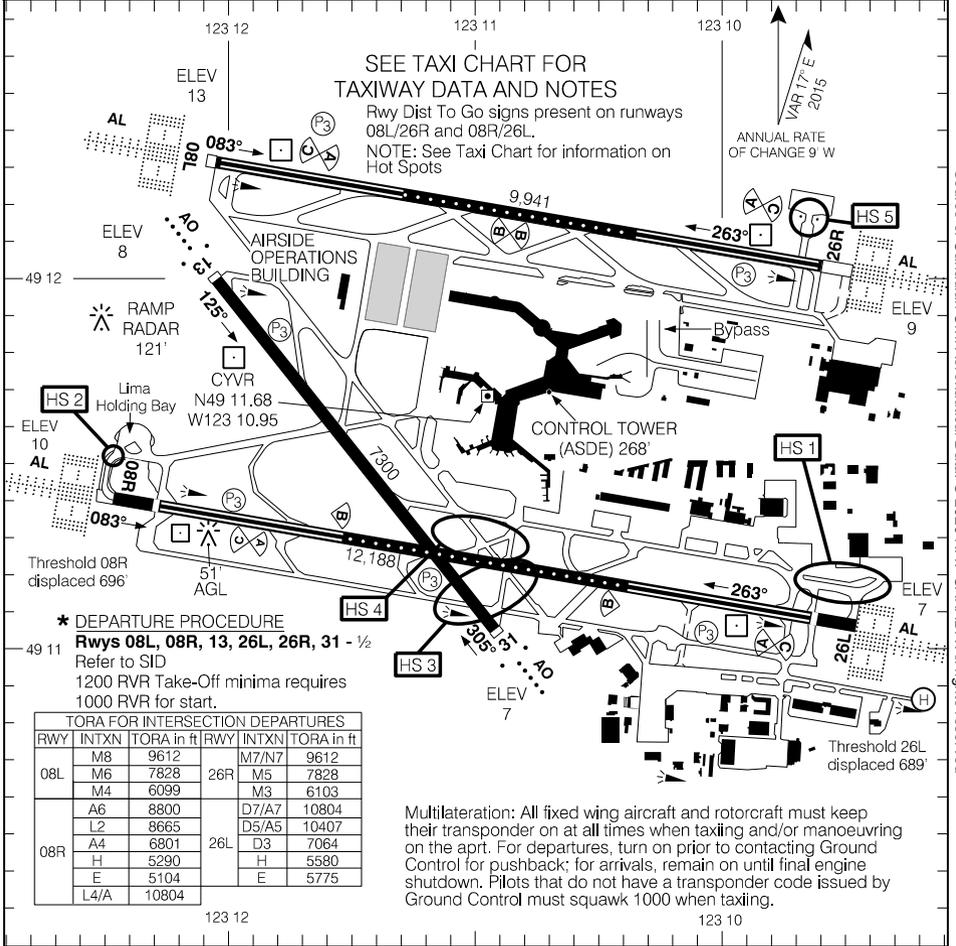
Contact & Approvals

Night Restriction #3: YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance. For planning purposes, Rwy 08L/26R will be the operational runway whenever Rwy 08R/26L is unavailable due to emergencies or airfield maintenance.

Tel: 604-207-7022, email: Airport_Operations@yvr.ca

AERODROME CHART

ATIS - 124.6		CLNC DEL - 121.4		TWR - 118.7 (S) 119.55 (N) 226.5		DEP - 126.12 (N) 132.3 (S) 363.8	
		GND - 121.7 (S) 127.15 (N) 275.8					
DECL DIST	08R	26L	08L	26R	13	31	
TORA	11500	11493	9941	9941	7300	7300	
TODA	12484	17239	11417	14911	8284	8284	
ASDA	11500	11493	9941	9941	7300	7300	
LDA	10804	10804	9941	9941	7300	7300	



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08L, 08R, 26L, 26R: RVR 1200	RWY 08L, 08R, 26L, 26R: RVR 600
TAKE-OFF MINIMA	
All Rwys: *	

SCALE IN FEET
2000 0 2000

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TAXI CHART

Notes

AGN (ICAO Code)	MAX WINGSPAN	AVAILABLE TAXIWAYS
AGN VI (Code F) & Smaller	Max Wingspan: 79.9m/262.1'	D, D5, D7, D9, DT, H (north of Rwy 08R/26L), J (north of parking position W2), JA, K (west of R), L (west of Rwy 13/31), Lima Holding Bay, L4, L6, M ^{NOTE 1} , M5, M6, M7, M9, M10, R, V.
AGN V (Code E) & Smaller	Max Wingspan: 65.0m/213.3'	A (west of Rwy 13/31)* & btwn E and Rwy 13/31, A4*, A6*, D, D1*, D3, D5, D7, D9, DT, DU*, DV, E (north of Rwy 08R/26L)*, E (south of Rwy 08R/26L), H (north of Rwy 08R/26L), H4*, J, JA, JB, JC, K, L, Lima Holding Bay, L2*, L4, L6, M, M1*, M2*, M3*, M4, M5, M6, M7, M8, M9, M10, N7, P, Q, R, T, V. *Not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only due acft wheelbase.
AGN IV (Code D) & Smaller	Max Wingspan: 52.0m/170.6'	A, A4, A5, A6, A7, AR, C (north of F), D, D1, D3, D5, D7, D9, DR, DS, DT, DU, DV, DW, DY, E, F (west of C), G, H, H2, H4, J, JA, JB, JC, K, L, Lima Holding Bay, L2, L4, L6, M, M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, N7, P, Q, R, S, T, V.

Note 1: When acft with wingspan greater than 65.0m/213.3' (A380/B747-8) is on the taxiway btwn Gate 66 & Gate 72, Twy M btwn Twy J and Twy T is avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.

Rwy 08L Arrivals

Use of reverse thrust is to be avoided or reduced when conditions permit. M1, M3, M5 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

Rwy 08R Arrivals

Acft exiting onto D1, turn north on E, do not stop in Rwy area (See HOT SPOT 4). D1, D3 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

Rwy 13 Departures

Not avbl for acft with wingspan greater than 65.0m/213.3' (A380/B747-8/AN124). Not auth for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

Rwy 26R Arrivals

Use of reverse thrust is to be avoided or reduced when conditions permit. M2, M4, M6 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

Rwy 26L Arrivals

Turns onto Rwy 31 NOT AUTHORIZED without clearance. Acft exiting onto Rwy 13/31: RIGHT turns onto D avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Acft exiting onto H, hold short of D, do not stop in Rwy area (See HOT SPOT 4). Reverse turns NOT AUTHORIZED without clearance.

Rwy 31 Arrivals

Not avbl for acft with wingspan greater than 65.0m/213.3' (A380/B747-8/AN124). Not auth for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

TAXI CHART

Notes**Taxiway Limitations**

All Twys: Discretionary oversteer is required at every intersection for all acft types.

A: Compass Rose: Not avbl SS-SR. Avbl to acft with wingspan 24.1m/79' (SF34) & smaller only.

AS: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

A2: Avbl to acft with MTOW 50,000lbs (DHC-8 300/Lear 60) & less.

C (south of F): Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Follow me required below RVR 1200, ctc Aprt Ops.

D: CAUTION: Acft cannot safely taxi via Twy D east or west past acft at the Twy D5 or Twy D7 runway holding positions. Acft cannot safely taxi onto Twy D7 behind an acft with wingspan greater than 52.0m/170.6' holding short of Rwy 26L at the runway holding position on Twy D.

D2: Avbl to acft with MTOW 100,000lbs (CRJ-900) & less.

E: Entry & exit at Apron VI avbl to acft with wingspan 60.4m/198.2' (A330-300/B787-9) & smaller only.

F (east of C): Avbl to acft with wingspan 24.9m/81.7' (CRJ-900) & smaller only. Follow me required below RVR 1200, ctc Aprt Ops.

J (southbound): A340, B747 not auth south of Twy K due jet blast (avbl for acft under tow).

L: Entry & exit at Apron VI avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

Q: Follow me required below RVR 1200, ctc Aprt Ops.

Turn Restrictions

A (westbound): RIGHT turns onto E avbl to acft with wingspan 24.1m/79.0' & smaller only.

D (eastbound): LEFT turns onto H avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

D (westbound): No LEFT turns onto H. No LEFT turns onto D7.

D7: No RIGHT turns onto D.

E (southbound): LEFT turns onto A avbl to acft with wingspan 24.1m/79.0' & smaller only.

H (southbound): No RIGHT turns onto A, L, or H4. RIGHT turns onto D avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. No LEFT turns onto D1.

H (northbound): No LEFT turns onto V or D1. No RIGHT turns onto D. RIGHT turns onto L avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

J (southbound): All acft use min thrust when turning due jet blast.

J (northbound): LEFT turns onto K avbl to acft with wingspan 41.1m/134.8' (B757) & smaller only, due jet blast (avbl for acft under tow).

L (westbound): No RIGHT turns onto V. LEFT turns onto H avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

L (eastbound): No LEFT turns onto H.

L4 (northbound): Only acft with a max wingspan of 52.0m/170.6' (e.g. A310/B767) can hold short of L while exiting/crossing Rwy 08R/26L due to acft tail height.

M4: LEFT and RIGHT turns onto M not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due acft wheelbase.

TAXI CHART

Notes**Turn Restrictions (continued)**

P: RIGHT turns onto M avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only, due jet blast (avbl for acft under tow).

V: (northbound) No RIGHT turns onto H.

V: (southbound) No LEFT turns onto L.

Uncontrolled Taxiways

C (south of F), F, J (btwn K & L), Q, DR, DS, DT, DU, DV & DW.

Uncontrolled Vehicle Crossings

DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V.

APU Shutdown Procedure

Acft Auxiliary Power Unit (APU) use shall be limited to 15 min or less in total between on-block time and departure of acft from stands supplied with Ground Power Unit (GPU) and/or preconditioned air, for environmental reasons, if the outside air temperature is between 0 degrees and 20 degrees Celsius.

Acft shall not need to comply with the above limitations on stands not equipped with serviceable GPU and/or preconditioned air or if there are overriding health & safety considerations.

Apron Notes

Apron I, II, III, IV, V, VI, VIII: PPR Airport Ops is required. PPR for all engine airtarts or crossbleed starts. Advise ATC if ground crew not present at gate.

Apron I: Avbl to acft with wingspan 28.5m/93.5' (DHC-8 Q400) & smaller only. Hover taxi not auth, heli must ground taxi or be towed.

Apron II: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Hover taxi not auth, heli must ground taxi or be towed.

Apron III: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Jets tow in & out. Hover taxi not auth, heli must ground taxi or be towed.

Apron IV: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Taxilane east of DW avbl to acft with wingspan 32.1m/105.3' (CV-580) & smaller only. Btwn DW & FedEx not auth for taxi below RVR 1200, follow me required, ctc Aprt Ops.

Apron VI (Horseshoe): Taxilanes avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

Apron VI (South): Taxilane btwn G & parking position S1 avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.

Apron VI (South): Taxilane east of parking position S1 avbl to acft with wingspan 60.4m/198.2' (A330-300/B787-9) & smaller only.

Apron VI (North): Travelling eastbound, turns onto P avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only, due jet blast (avbl for acft under tow).

Apron VI (North): When acft with wingspan greater than 65.0m/213.3' (A380/B747-8) is on M btwn J & T, the taxilane between Gate 66 & T is avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.

Apron VI (East): Bypass taxilane (amber inset lighting) avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

TAXI CHART

EFF 22 JAN 26

CYVR

TAXI CHART

Notes**Apron Notes (continued)**

Apron VI (East): Simultaneous use of dual taxilanes avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

Apron VI (East): Pushbacks from parking positions E1-E3 to west taxilane. Pushbacks from parking positions E10-E19 to south taxilane.

Apron VIII: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only.

Btwn Purolator & FedEx Aprons: Avbl to acft with wingspan 17.4m/57.1' (Metro III) & smaller only.

Hot Spots

HS 1: Twy D9 commences beyond the rwy holding position for Rwy 26L on Twy D and Twy DY. Acft cannot safely taxi via Twy D east or west past acft at the Twy D5 or Twy D7 runway holding positions. Acft cannot safely taxi onto Twy D7 behind an acft with wingspan greater than 52.0m/170.6' holding short of Rwy 26L at the runway holding position on Twy D.

HS 2: Twy L6 hold line for Rwy 08R is displaced 166m (545 ft) from rwy edge.

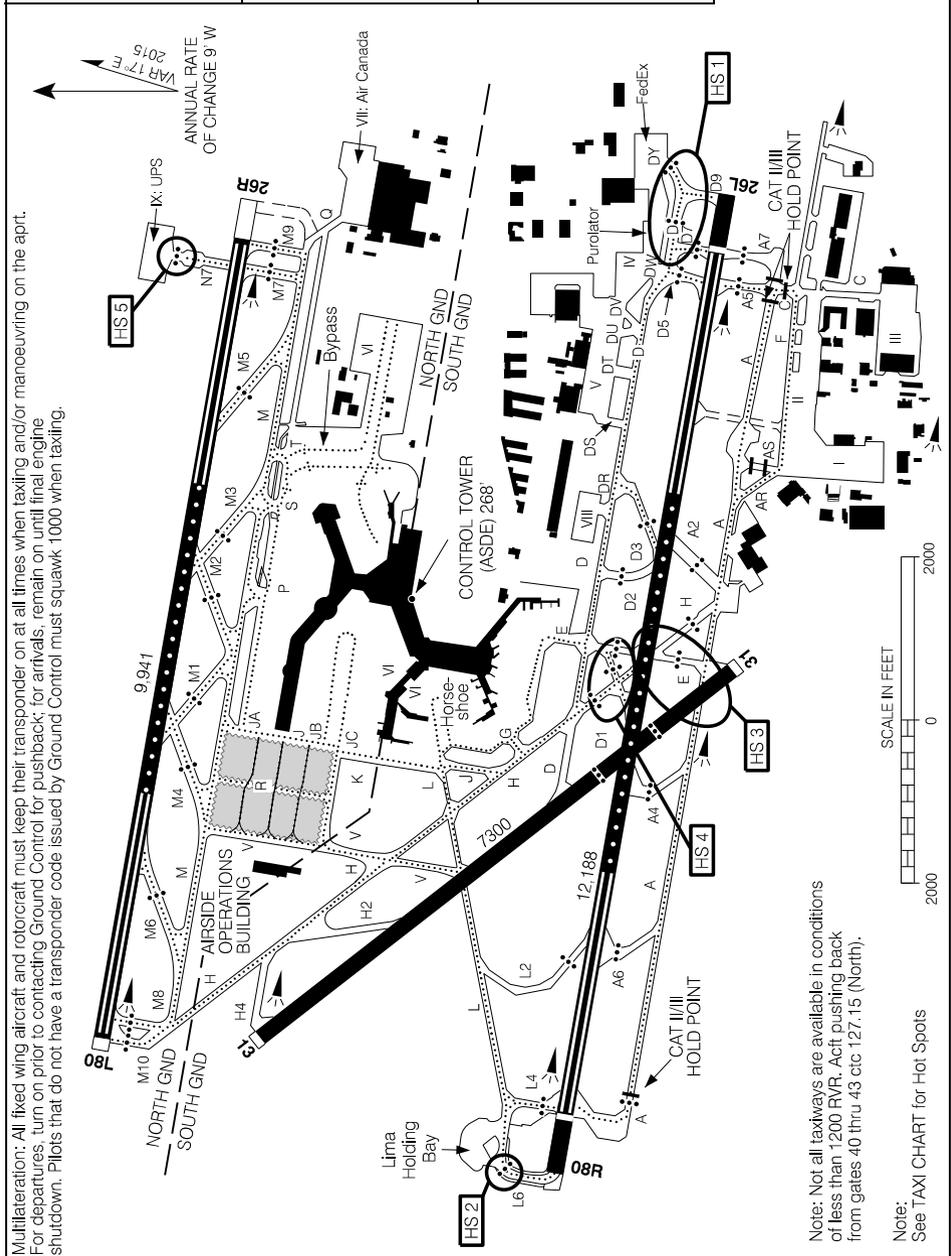
HS 3: Taxiing to Rwy 08R/26L, acft fail to hold short and incur on Rwy 13/31 on Twy A. Taxiing across Rwy 08R/26L, acft fail to hold short and incur on Rwy 13/31 on Twy E.

HS 4: Acft taxiing H, southbound, hold line is located 30m (100 ft) back from the standard rwy hold position. Acft exiting onto D1, turn north on E. Do not stop in rwy area.

HS 5: Twy N7 hold line for Rwy 26R is displaced at intersection of Twy N7 and Apron IX 214m (702 ft) from rwy edge.

TAXI CHART

ATIS - 124.6	CLNC DEL - 121.4	TWR - 118.7 (S) 119.55 (N) 226.5
	GND - 121.7 (S) 127.15 (N) 275.8	



Multilateration: All fixed wing aircraft and rotorcraft must keep their transponder on at all times when taxiing and/or manoeuvring on the aprt. For departures, turn on prior to contacting Ground Control for pushback; for arrivals, remain on until final engine shutdown. Pilots that do not have a transponder code issued by Ground Control must squawk 1000 when taxiing.

Note: Not all taxiways are available in conditions of less than 1200 RVR. A/cft pushing back from gates 40 thru 43 ctc 127.15 (North).

Note: See TAXI CHART for Hot Spots



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TAXI CHART

EFF 27 NOV 25

CYVR

CODED TAXI ROUTES

Read Back: “Code Route (code) and Assigned Runway”

Monitor tower frequency approaching the hold line of the assigned runway,
unless otherwise instructed by ATC.

Rwy 08R/26L – TWR 118.7 Rwy 08L/26R – TWR 119.55

Code	Taxi Route
Echo	Rwy 08R – E, D, H, hold short L. Rwy 08L – E, D, H, hold short V, contact ground 127.15 (expect taxi via H, M, M10). Rwy 26R – E, D, H, hold short V, contact ground 127.15 (expect taxi via V, M, M9). Rwy 26L – E, D.
Golf	Rwy 08R – G, H, hold short L. Rwy 08L – G, H, hold short V, contact ground 127.15 (expect taxi via H, M, M10). Rwy 26R – G, H, hold short V, contact ground 127.15 (expect taxi via V, M, M9). Rwy 26L – G, H, D.
Juliet-Alfa*	Rwy 08R – JA, J, K, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – JA, J, M, M10. Rwy 26R – JA, J, M, M9. Rwy 26L – JA, J, K, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Juliet-Bravo*	Rwy 08R – JB, J, K, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – JB, J, M, M10. Rwy 26R – JB, J, M, M9. Rwy 26L – JB, J, K, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Juliet-Charlie*	Rwy 08R – JC, K, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – JC, J, M, M10. Rwy 26R – JC, J, M, M9. Rwy 26L – JC, K, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Lima	Rwy 08L – L, H, hold short V, contact ground 127.15 (expect taxi via H, M, M10). Rwy 26R – L, H, hold short V, contact ground 127.15 (expect taxi via V, M, M9). Rwy 26L – L, J, H, D.
Papa*	Rwy 08R – P, M, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – P, M, M10. Rwy 26R – P, M, M9 (avbl to acft with wingspan 52.0m (170.6') & smaller only). Rwy 26L – P, M, V, hold short H, contact ground 121.7 (expect taxi via H, D).
Sierra	Rwy 08R – S, M, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – P, M, M10. Rwy 26R – P, M, M9 (avbl to acft with wingspan 52.0m (170.6') & smaller only). Rwy 26L – S, M, V, hold short H, contact ground 121.7 (expect taxi H, D).
Tango*	Rwy 08R – T, M, V, hold short H, contact ground 121.7 (expect taxi via V, L, L6). Rwy 08L – T, M, M10. Rwy 26R – T, M, M9 Rwy 26L – T, M, V, hold short H, contact ground 121.7 (expect taxi via H, D).

*A340-600, A350-900/-1000, B777-300/-300ER, B787-10 Taxi Routes.

LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 to 600 ft)**Application**

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast: "Low visibility procedures in effect for <name of applicable runway>".

General**Taxi Routes**

Low Visibility Taxi Routes are equipped with green inset centerline lighting. Some taxiway/taxiway intersections have been identified with three inset yellow centerline lights. Midfield crossings of 08R/26L are not permitted during low visibility operations.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the manoeuvring area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

Departures

The primary runways for departure are 08R/26L. Yellow flashing runway guard lights (wig-wags) and stop bars are installed abeam each hold line. Intersection take-offs are not permitted.

Sequencing of Aircraft Ground Movements for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

SMGCS Rwy 08L/26R and 08R/26L

Runway/taxiway intersections are equipped with yellow flashing runway guard lights and stop bars consisting of red inset lights and red elevated lights located at the taxi hold position.

At runway entry points, M10, M8, M7, M9, N7, L4, L6, D, D5, D7, DY, A5, A7 and A, when the red stop bar lights are illuminated, green lead-on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead-on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

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

Arrivals

The primary runway for arrivals is 08L/26R.

Plan to exit on the centerline lighted rapid exit taxiways and proceed beyond the alternating green and yellow centerline lights to the taxi intersection lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

LOW VISIBILITY TAXI CHART

LAND RWY 08L/08R, DEPART RWY 08L/08R (RVR LESS THAN 1200 TO 600 FT)

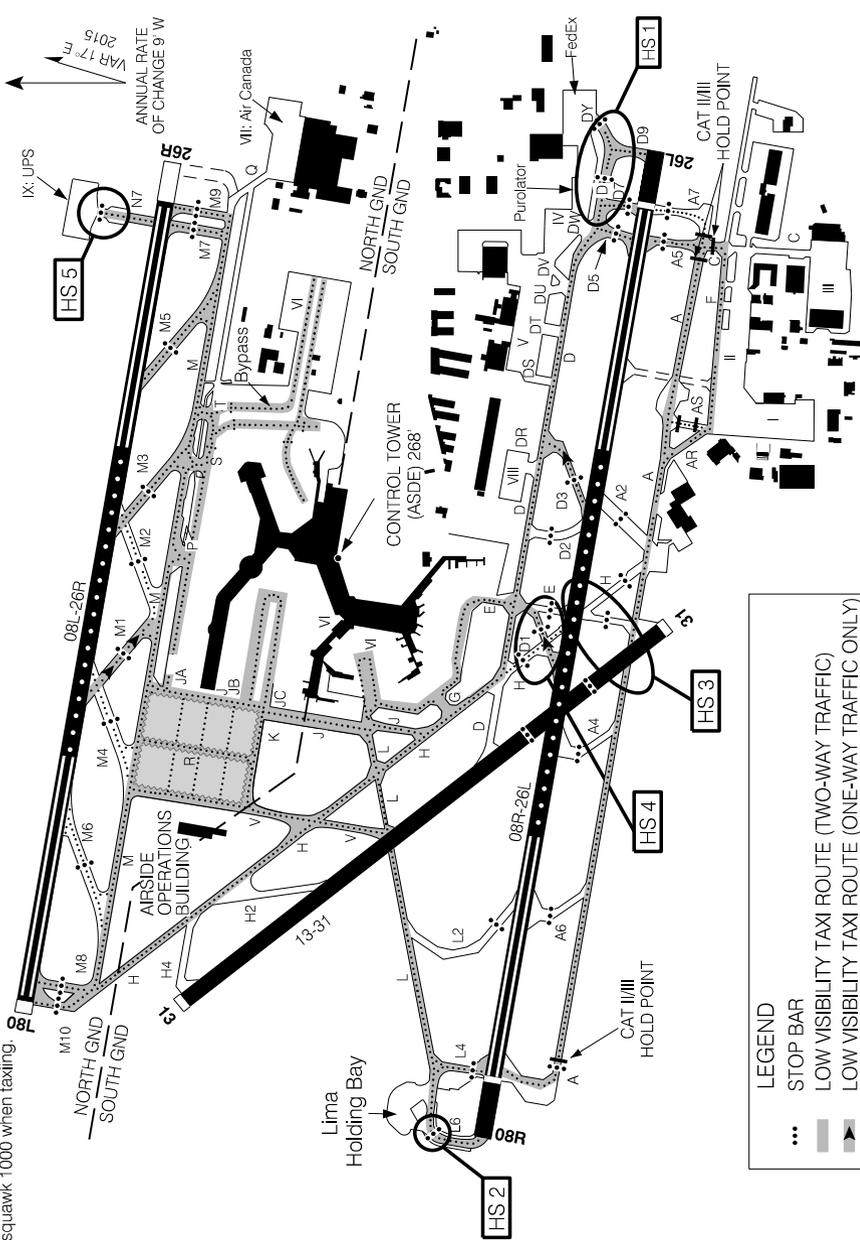
VANCOUVER INTL, BC

CYVR

ATIS - 124.6	CLNC DEL - 121.4 GND - 121.7 (S) 127.15 (N) 275.8	TWR - 118.7 (S) 119.55 (N) 226.5
--------------	--	----------------------------------

Refer to CFS pro for GND freq operations.
Refer to Taxi Chart for taxiway notes.

Multilateration: All fixed wing aircraft and rotorcraft must keep their transponder on at all times when taxiing and/or manoeuvring on the aprt. For departures, turn on prior to contacting Ground Control for pushback; for arrivals, remain on until final engine shutdown. Pilots that do not have a transponder code issued by Ground Control must squawk 1000 when taxiing.



LEGEND

- STOP BAR
- ▬ LOW VISIBILITY TAXI ROUTE (TWO-WAY TRAFFIC)
- ▬ LOW VISIBILITY TAXI ROUTE (ONE-WAY TRAFFIC ONLY)

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LAND RWY 08L/08R, DEPART RWY 08L/08R (RVR LESS THAN 1200 TO 600 FT)
LOW VISIBILITY TAXI CHART

CYVR
EFF 27 NOV 25

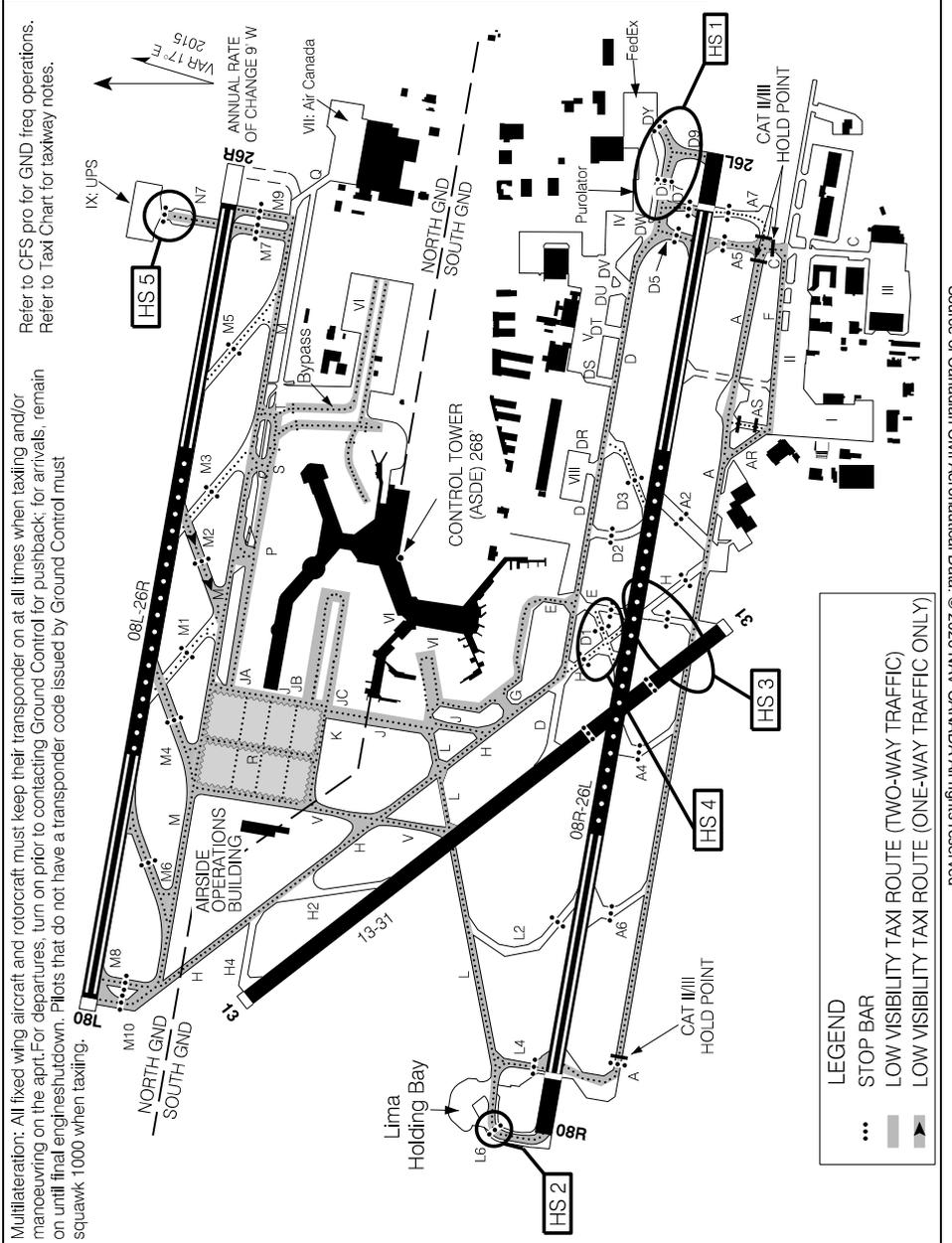
LOW VISIBILITY TAXI CHART

LAND RWY 26L/26R, DEPART RWY 26L/26R (RVR LESS THAN 1200 TO 600 FT)

VANCOUVER INTL, BC

CYVR

ATIS - 124.6	CLNC DEL - 121.4 GND - 121.7 (S) 127.15 (N) 275.8	TWR - 118.7 (S) 119.55 (N) 226.5
--------------	--	----------------------------------



Refer to CFS pro for GND freq operations.
Refer to Taxi Chart for taxiway notes.

Multilateration: All fixed wing aircraft and rotorcraft must keep their transponder on at all times when taxiing and/or manoeuvring on the aprt. For departures, turn on prior to contacting Ground Control for pushback; for arrivals, remain on until final engineshutdown. Pilots that do not have a transponder code issued by Ground Control must squawk 1000 when taxiing.

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LAND RWY 26L/26R, DEPART RWY 26L/26R (RVR LESS THAN 1200 TO 600 FT)
LOW VISIBILITY TAXI CHART

CYVR
EFF 27 NOV 25

DE-ICING GENERAL

Overview

West Pads is the Central De-Icing Facility (CDF) and handles de-icing for all aircraft excluding South Terminal aircraft capable of utilizing the Ground Run-Up Enclosure (GRE) which is the South De-Icing Facility.

West Pads (CDF)

1. Thirty (30) min prior to pushback or taxi, advise "VANCOUVER DE-ICE" on 129.95 and advise, "ACFT DE-ICING REQUIRED".
2. When requesting pushback, ctc Ground Control on assigned frequency and advise, "ACFT DE-ICING REQUIRED". Ground Control will issue taxi instructions to the West Pads (CDF).
3. Aircraft queuing into CDF is on W12 via Twy V or on Twy R via Twy M/Twy K. When instructed by Ground Control, ctc "PAD CONTROL" 131.975.
4. Follow "PAD CONTROL" instructions to de-icing bay, stop with nose gear positioned on the yellow STOP BAR with brakes set. Confirm brakes set to "PAD CONTROL".
5. Once aircraft is in final stop position, brakes are set and aircraft configured for de-icing, ctc "ICEMAN" on 130.700 and advise, "BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing is completed and the aircraft has been inspected, "ICEMAN" will provide post-treatment information.
7. When advised by "ICEMAN", ctc "PAD CONTROL" on 131.975 for exit instructions.
8. When advised by "PAD CONTROL", ctc Ground Control on assigned frequency for taxi instructions.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

West Pads (CDF) De-Icing Bay Capacity:

W1 & W3: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W2: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W4: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W5: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W6: Maximum wingspan 24.9m (81.7'), AMBER inset lighting;

W7 & W9: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W8: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W11 & W13: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W12: Maximum wingspan 79.9m (262.1'), GREEN inset lighting;

W15: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;

W17 & W19: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;

W18: Maximum wingspan 79.9m (262.1'), GREEN inset lighting.

DE-ICING GENERAL

Ground Run-up Enclosure (GRE)

Operators must receive an orientation for the GRE facility prior to use.

Crews may contact the "VANCOUVER DE-ICE" or call Aeromag Operations at (604) 278-1901 to schedule de-icing up to 120 minutes prior to departure. Information required: aircraft type, flight number/call sign, and the type(s) of fluids required. Parking position 2A, on Apron I, is the only staging position for the facility. Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available.

"ICEMAN" will advise if engines should be running during de-icing.

Entry Procedure

1. Before contacting Ground Control for taxi, contact "ICEMAN" 130.925 for position in de-icing queue.
2. When "ICEMAN" approves access to the GRE, contact Ground Control on assigned frequency for taxi.
3. Proceed into the GRE as instructed by "ICEMAN". CAUTION: DO NOT enter GRE until instructed by "ICEMAN".
4. Advise "ICEMAN" 130.925 when stopped with brakes set in the GRE.

De-icing Procedure

5. Contact "ICEMAN" 130.925 to confirm brakes set, aircraft configured, engines idle, and provide fluid requirements.
6. After de-icing is complete and the aircraft has been inspected, "ICEMAN" will provide posttreatment information.

Exit Procedure

7. When ready to taxi contact "ICEMAN" 130.925 for instructions.
8. When advised by "ICEMAN", ctc Ground Control on assigned frequency for taxi instructions.

GRE De-icing Capacity:

The largest aircraft that can access the GRE via taxiway on Apron I are:

Propellers (power in/out): Maximum wingspan: 28.5m (93.5') (DHC-8 Q400 and smaller)

Jets (power in/out): Maximum wingspan: 21.6m (70.9') (Dassault Falcon 900 with winglets and smaller)

Jets (tow in, power out)*: Maximum wingspan: 28.5m (93.5') (Gulfstream V)

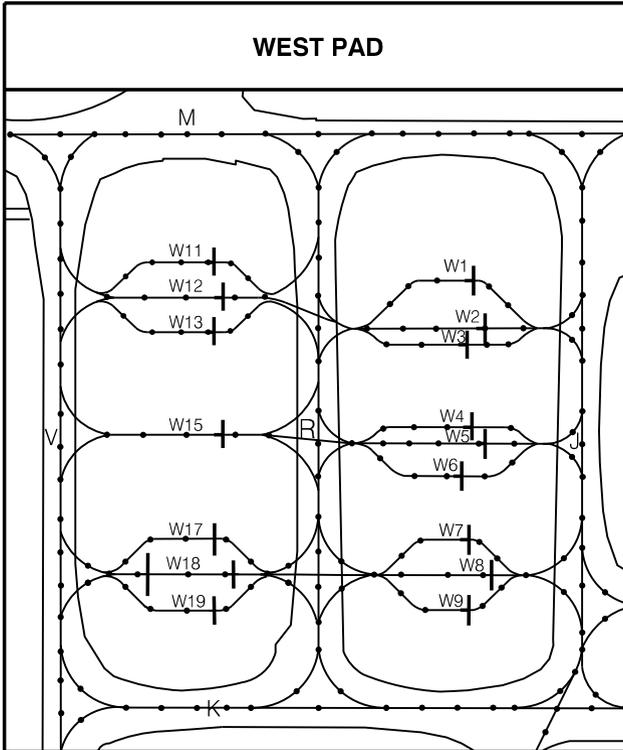
***Note:** Tow in may be unavailable when snow cannot be fully cleared from the GRE.

CENTRAL DE-ICING FACILITY

ATIS - 124.6

DE-ICE - 129.95
GND - 121.7 (S) 127.15 (N)
PAD CTL - 131.97
ICEMAN - 130.7

WEST PAD



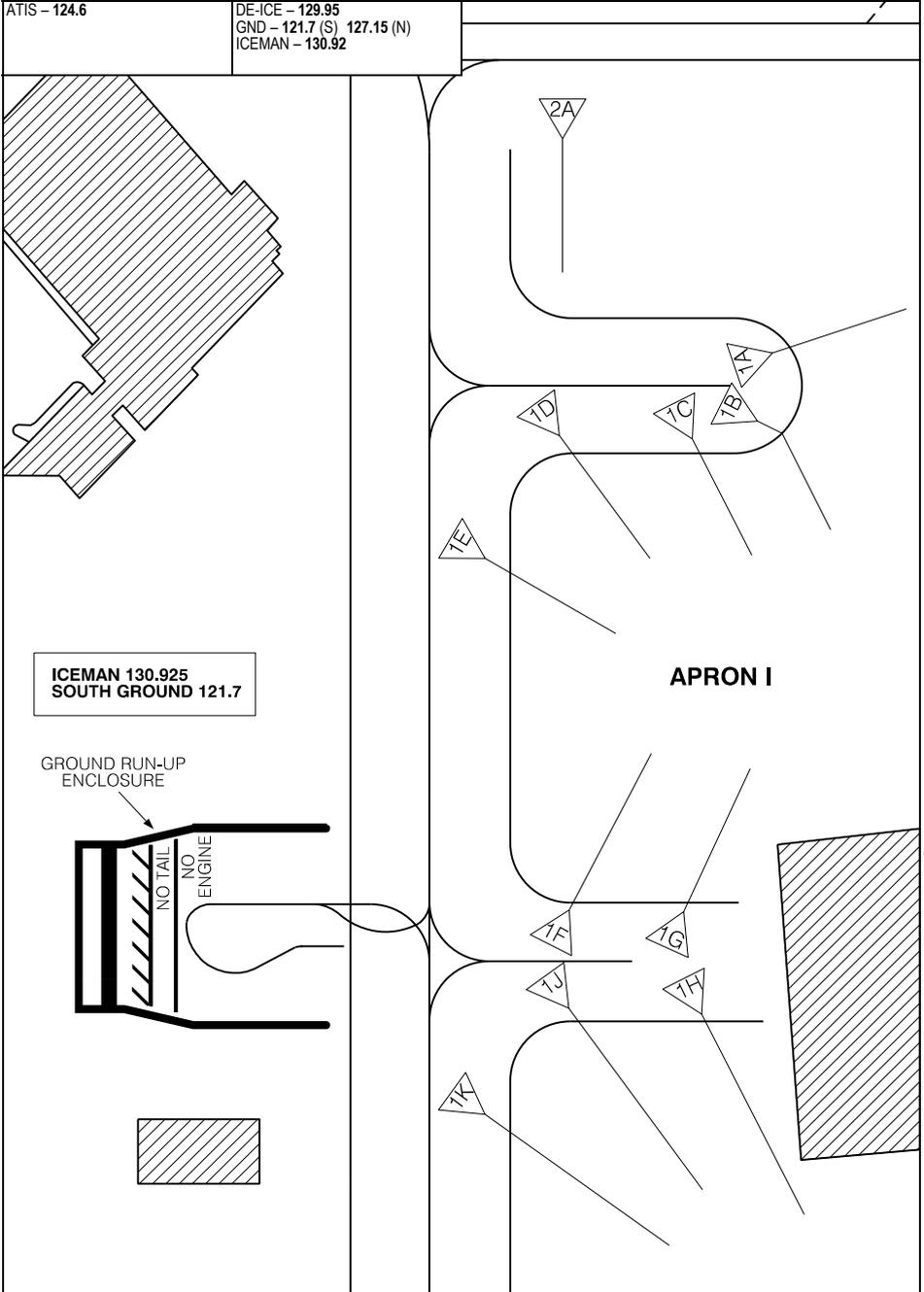
VANCOUVER DE-ICE	129.95
PAD CONTROL	131.975
ICEMAN	130.700
SOUTH GND	127.15
NORTH GND	121.7

LEGEND

- • INSET GUIDANCE LIGHTS
- ┤ HOLD LINE

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SOUTH DE-ICING FACILITY (GRE)

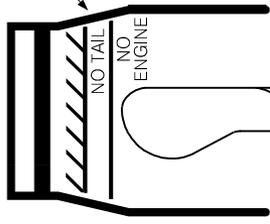


ATIS - 124.6

DE-ICE - 129.95
GND - 121.7 (S) 127.15 (N)
ICEMAN - 130.92

ICEMAN 130.925
SOUTH GROUND 121.7

GROUND RUN-UP
ENCLOSURE



APRON I

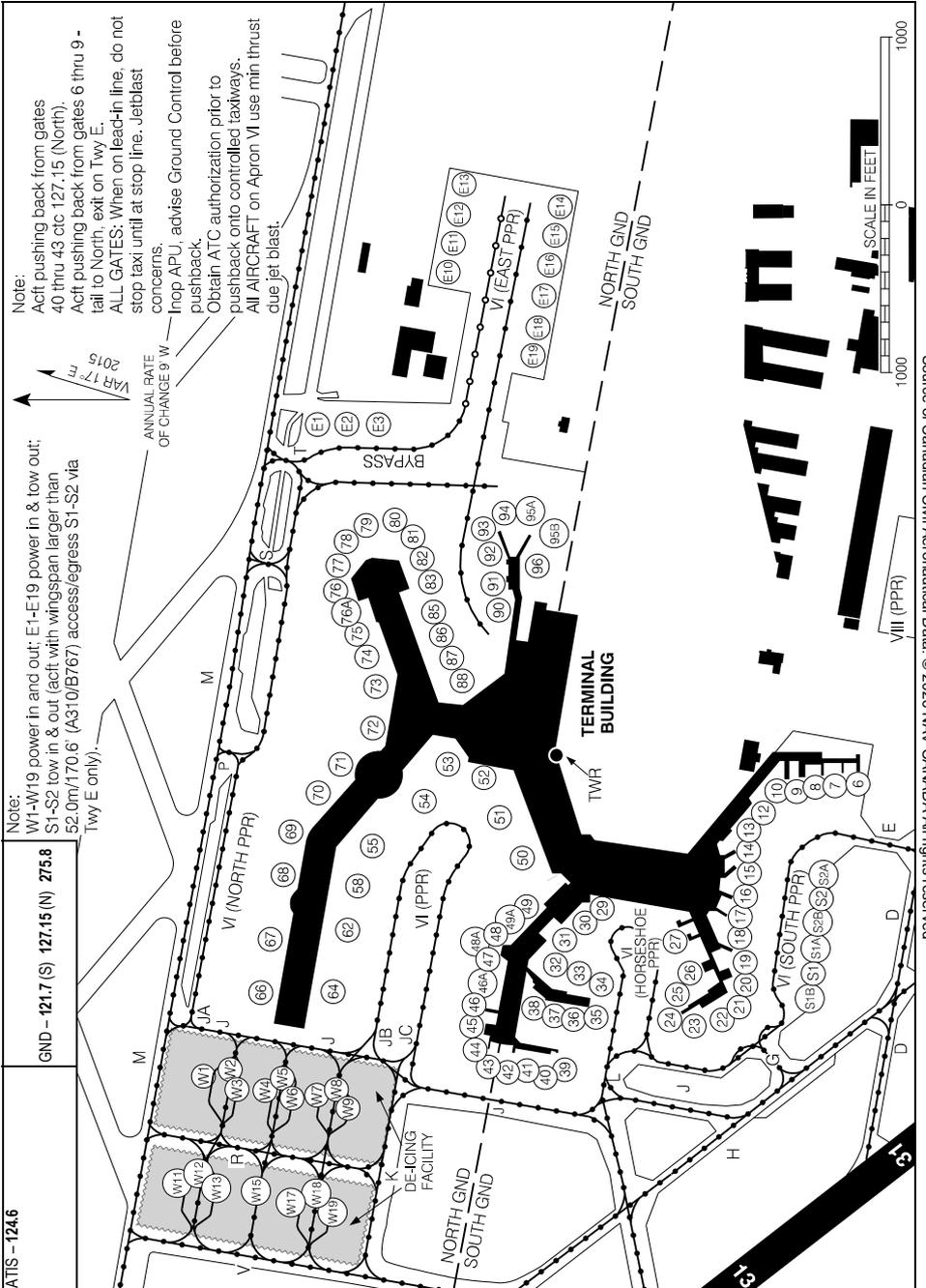
SOUTH DE-ICING FACILITY (GRE)

CYVR

EFF 16 MAY 24

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PARKING AREAS

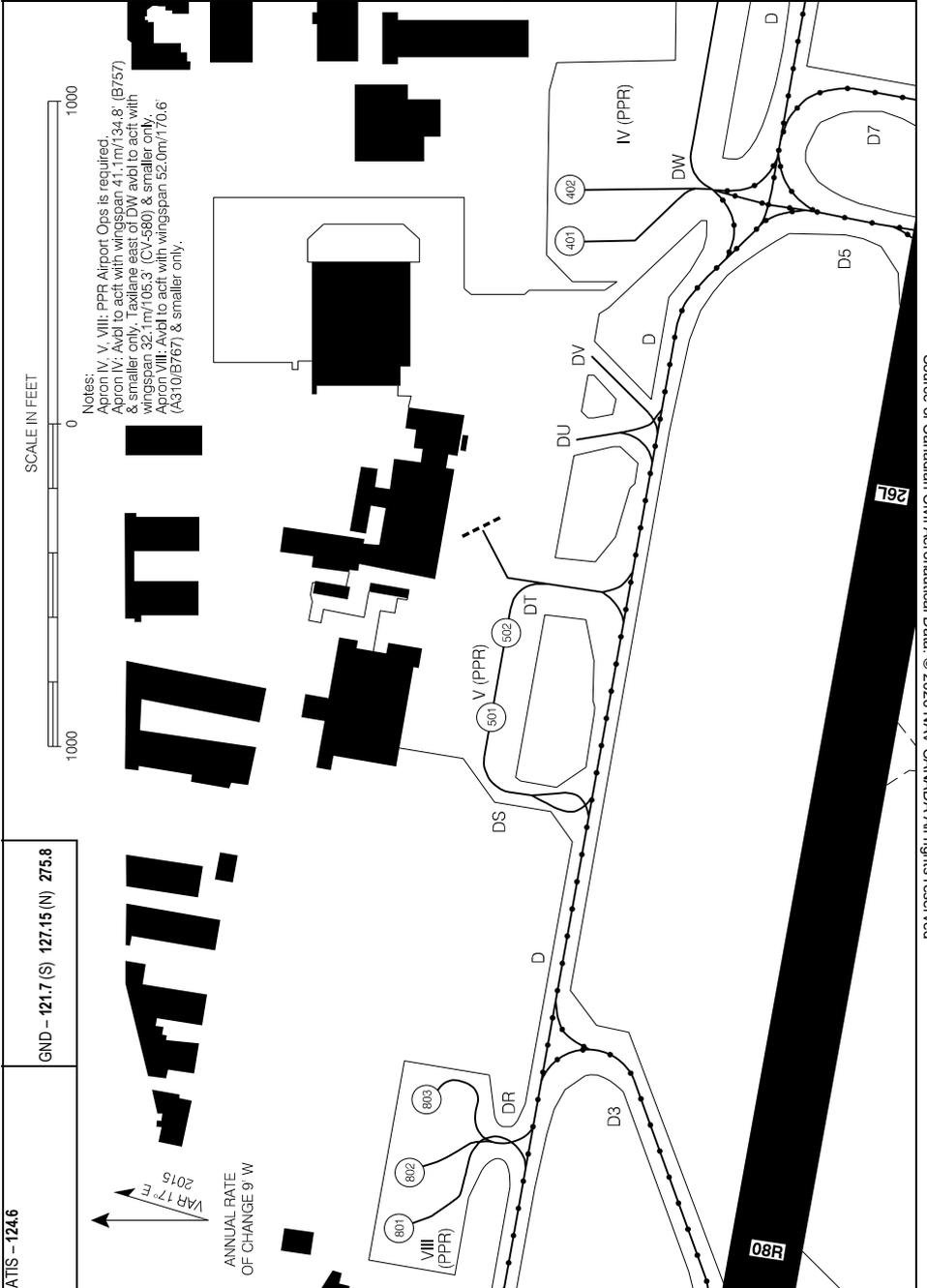


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PARKING AREAS

EFF 27 NOV 25

PARKING AREAS (COMMON USE CARGO)



Notes:
 Apron IV, V, VIII: PPR. Airport Ops is required.
 Apron IV: A/cvt to acct with wingspan 41.1m/134.8' (B757) & smaller only. Taxiway east of DV and to acct with wingspan 32.705.3' (C-7500 & smaller only).
 Apron V: A/cvt to acct with wingspan 32.0m/105.3' (C-7500 & smaller only).
 Apron VIII: A/cvt to acct with wingspan 32.0m/105.3' (A310/B767) & smaller only.



ATIS - 124.6
 GND - 121.7 (S) 127.15 (N) 275.8



ANNUAL RATE OF CHANGE 9' W

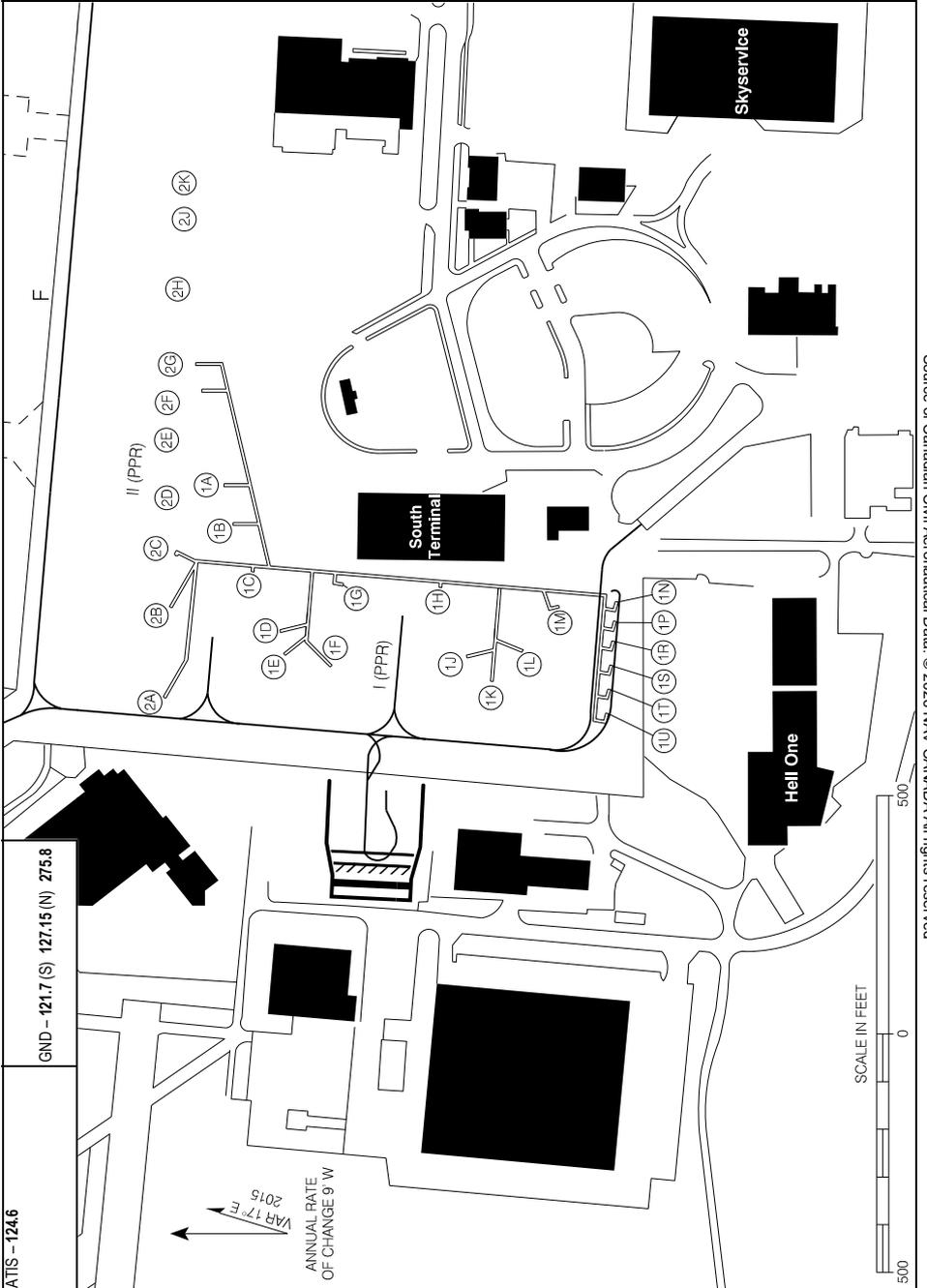
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PARKING AREAS (COMMON USE CARGO)

CYVR

EFF 31 OCT 24

PARKING AREAS (SOUTH TERMINAL)



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PARKING AREAS (SOUTH TERMINAL)

CYVR

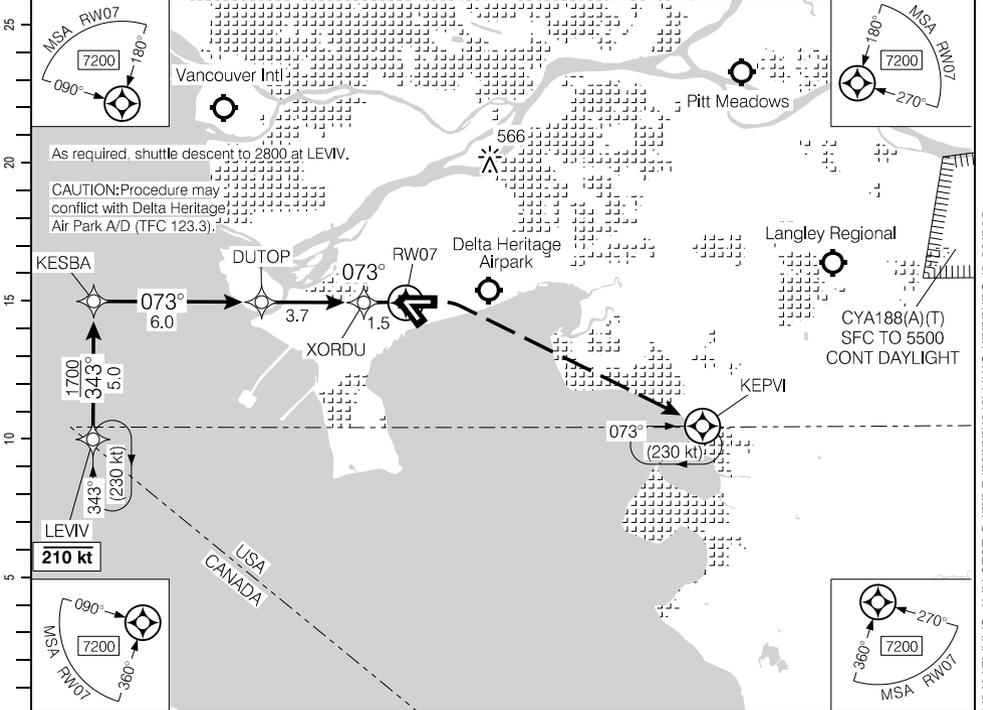
EFF 27 NOV 25

RNAV (GNSS) RWY 07

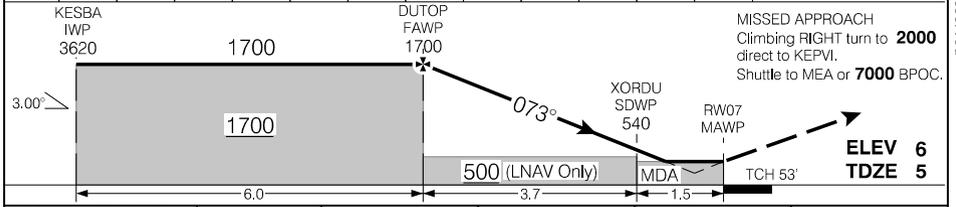
490424N 1230030W VAR 17°E

● ATIS – 125.5	ARR Vancouver – 132.3 (S) 363.8	● TWR – 127.6 118.1	● GND – 124.3	ARCAL 118.1(K)
		● TFC – 118.1	● MF*	

SAFE ALT 100 NM 12,800	WAAS Ch 80005 W07A	APCH CRS 073°	MIN ALT DUTOP 1700	LDA 6015	② AD*
----------------------------------	--------------------------	---------------------	--------------------------	-------------	----------------



(NM)	11.2	10	9	8	7	6	5.2	4	3	2	1.0	DIST FROM RWY07
	3620	3250	2930	2610	2290	1970	1700	1330	1010	700	380	ALT (3.00° APCH PATH)



RASS: When using CYVR add 40'			CATEGORY	A	B	C	D
			LPV	255	(250)	1	NOT AUTHORIZED
			LNAV	380	(375)	1¼	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 07

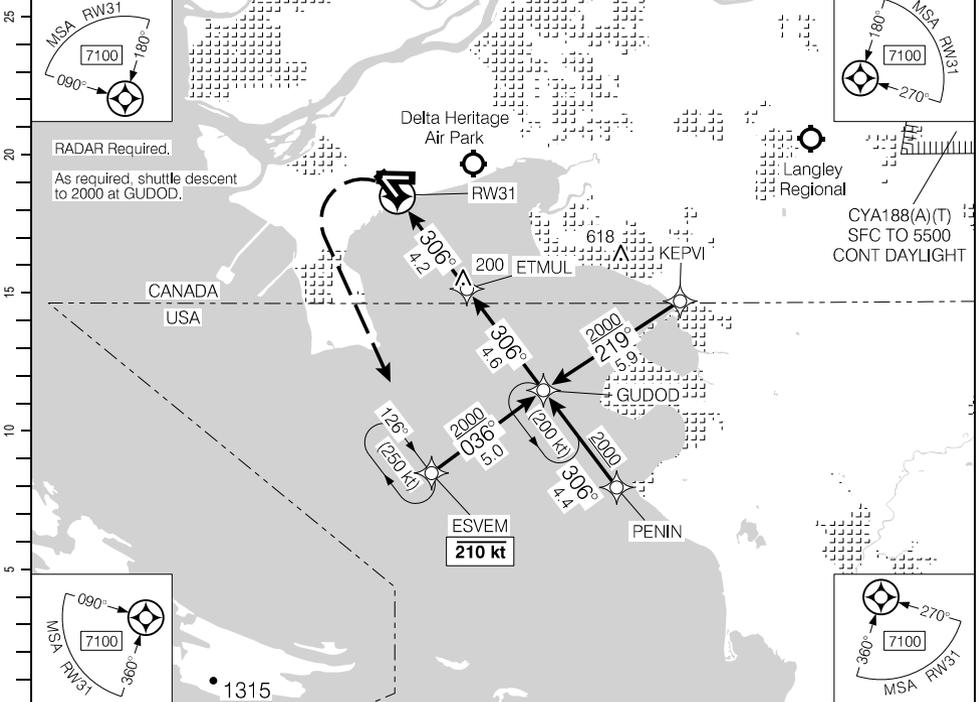
EFF 2 OCT 25

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RNAV (GNSS) RWY 31

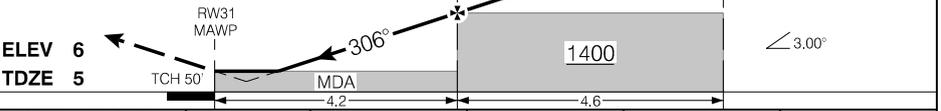
490424N 1230030W VAR 17°E

● ATIS – 125.5	ARR Vancouver – 132.3 (S) 363.8	● TWR – 127.6 118.1	● GND – 124.3	ARCAL 118.1(K)
		● TFC – 118.1	● MF	② 2 ·
SAFE ALT 100 NM 12,800	WAAS Ch 80435 W31A	APCH CRS 306°	MIN ALT ETMUL 1400	LDA 5605



(NM)	DIST FROM RW31		1.1	2	3	4	5	6.1	7	8	8.8		
	ALT (3.00° APCH PATH)		400	690	1010	1330	1650	2000	2280	2600	2860		

MISSED APPROACH
Climbing LEFT turn to **2000**
direct to ESVEM. Shuttle climb
to **5700** BPOC.



RASS: When using CYVR add 40'.			CATEGORY	A	B	C	D
			LPV	290	(285)	1	NOT AUTHORIZED
Knots	ft/min	Min:Sec	RNAV	400	(395)	1%	NOT AUTHORIZED
70	370		CIRCLING	520	(514)	1½	520 (514) 2
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 31

EFF 2 OCT 25

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Departure Route Description

All rwys: Maintain **2000**.

Rwy 07 – ½: Climb hdg **073°** to **600**, then climbing RIGHT turn direct to KEPVI.
Expect radar vectors.

CAUTION: Procedure may conflict with Delta Heritage Air Park A/D (TFC 123.3).

Rwy 13 – ½: Climb hdg **126°** to **600**, then climbing LEFT turn direct to KEPVI.
Expect radar vectors.

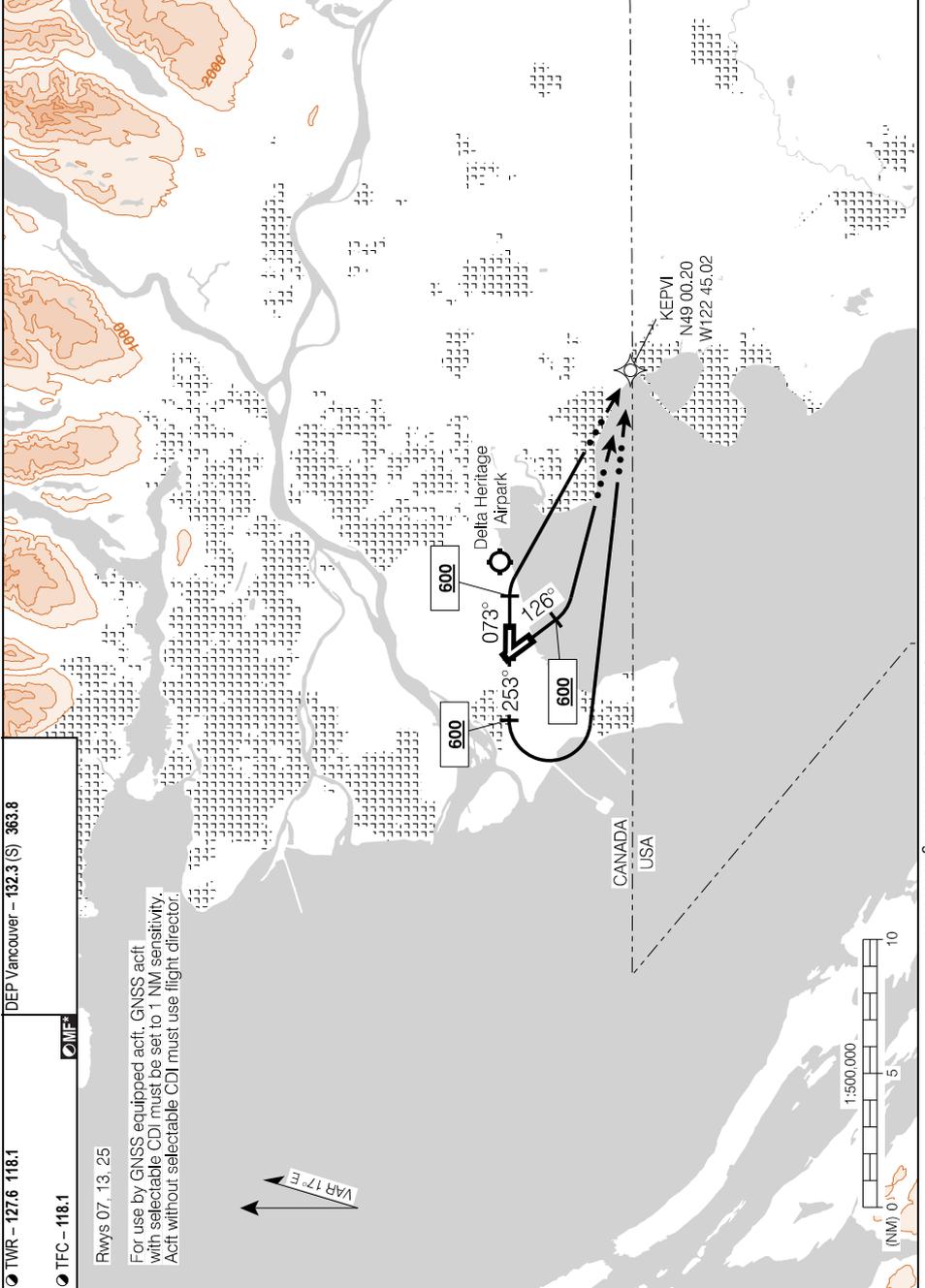
Rwy 25 – ½: Climb hdg **253°** to **600**, then climbing LEFT turn direct to KEPVI.
Expect radar vectors.

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Climb to flight planned altitude and proceed on course 5 minutes after take-off.

SID (RNAV)
SEMHMOO TWO DEP (SEMIA2.)



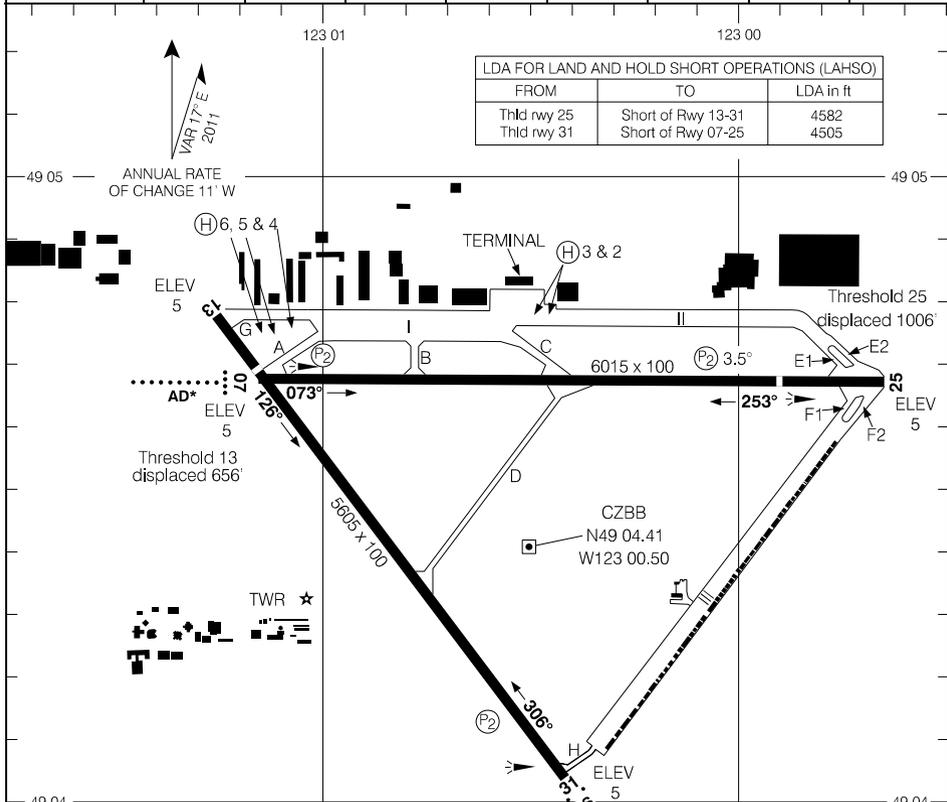
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SEMHMOO TWO DEP (SEMIA2.)
EFF 31 OCT 24

CZBB

AERODROME CHART

● ATIS – 125.5		● GND – 124.3		● TWR – 127.6 118.1		DEP Vancouver – 132.3 (S) 363.8	
				● TFC – 118.1		● MF*	
DECL	DISTS	07	25	13	31		
TORA		6015	6015	5605	5605		
TODA		6015	6999	5605	5933		
ASDA		6015	6015	5605	5605		
LDA		6015	5009	4949	5605		



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*** DEPARTURE PROCEDURE**

Rwy 07 - ½ - Climb between heading **073°** CW to **253°** to **11000** BPOC.
Note: Terrain to 9 ASL abeam departure end of rwy.

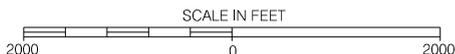
Rwy 13 - ½ - Climb between heading **058°** CW to **297°** to **11300** BPOC.
Note: Trees to 54 ASL abeam departure end of rwy, 100' both LEFT and RIGHT of rwy centreline. Building to 22 ASL abeam departure end of rwy, 500' LEFT of rwy centreline.

Rwy 25 - ½ - Climb between heading **253°** CCW to **073°** to **11300** BPOC.
Note: Trees to 45 ASL 0.2 NM past departure end of rwy.

Rwy 31: Not Authorized

TAKE-OFF MINIMA

All Rwys: *



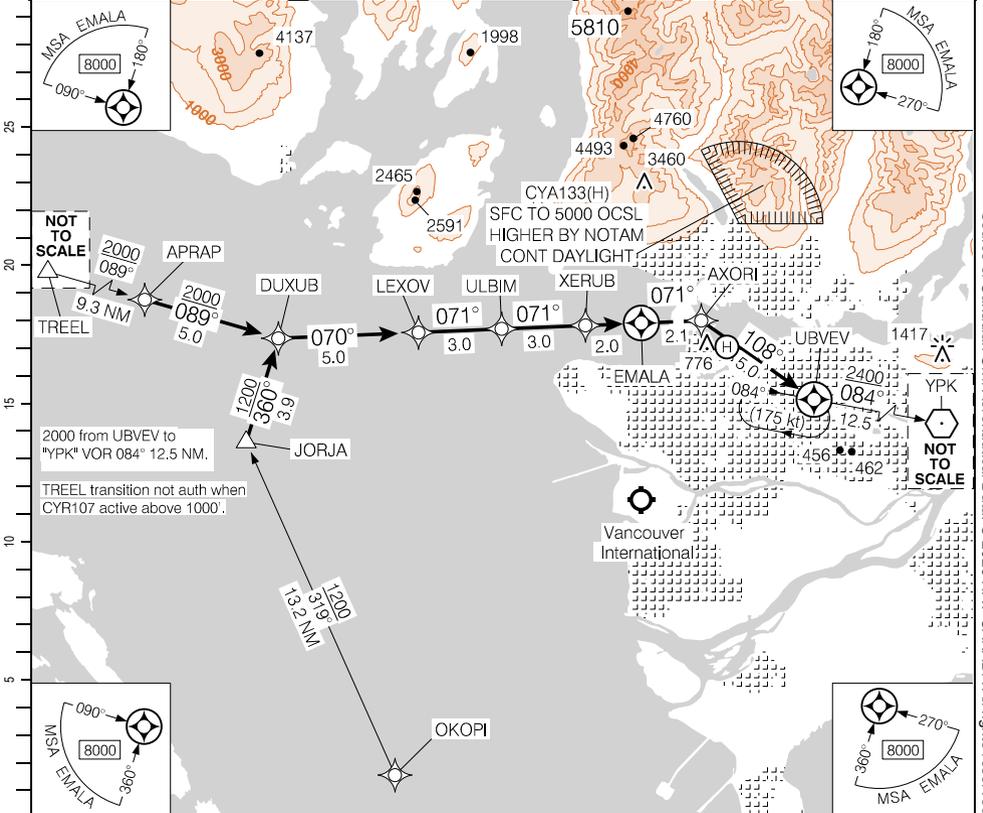
AERODROME CHART

EFF 20 FEB 25

CZBB

COPTER RNAV (GNSS) 071°

<p>● ATIS – 126.8</p>	<p>ARR Vancouver – 128.6 TML – 125.2 RADIO Pacific – 123.15</p>	<p>● TWR Harbour – 118.4</p>	<p>● TFC – 118.4</p>	<p>● AIT*</p>	<p>ARCAL 118.4(J) RW(LO) (green)</p>
<p>SAFE ALT 100 NM 12,800</p>	<p>RNAV</p>	<p>APCH CRS 071°</p>	<p>MIN ALT LEXOV 1200</p>	<p>HELIPAD 90 Diameter</p>	



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13	11	10	9	8.2	7	6	5	4	3	2	1	0,0	DIST FROM EMALA		
4640	4000	3680	3370	3100	2730	2410	2090	1770	1460	1140	820	500	ALT (3.00° APCH PATH)		
DUXUB IAWP/IWP 4640				LEXOV FAWP 3050			ULBIM SDWP 2090		XERUB SDWP 1140		MISSED APPROACH Climb track 071° to AXORI. Then climbing RIGHT turn to 2400 track 108° to UBVEV.				
3100				(3.00°)			1200		1000		700		MDA	Proceed VFR	ELEV 2
5.0				3.0			3.0		2.0						
RASS: When using CYVR add 20'											CATEGORY		COPTER		
Knots				70	90	110	130	150	LNAV		500		(498)	1	
ft/min				370	480	580	690	800							
Min:Sec															

COPTER RNAV (GNSS) 071°

VISUAL APPROACH CHART

ATIS - 126.8

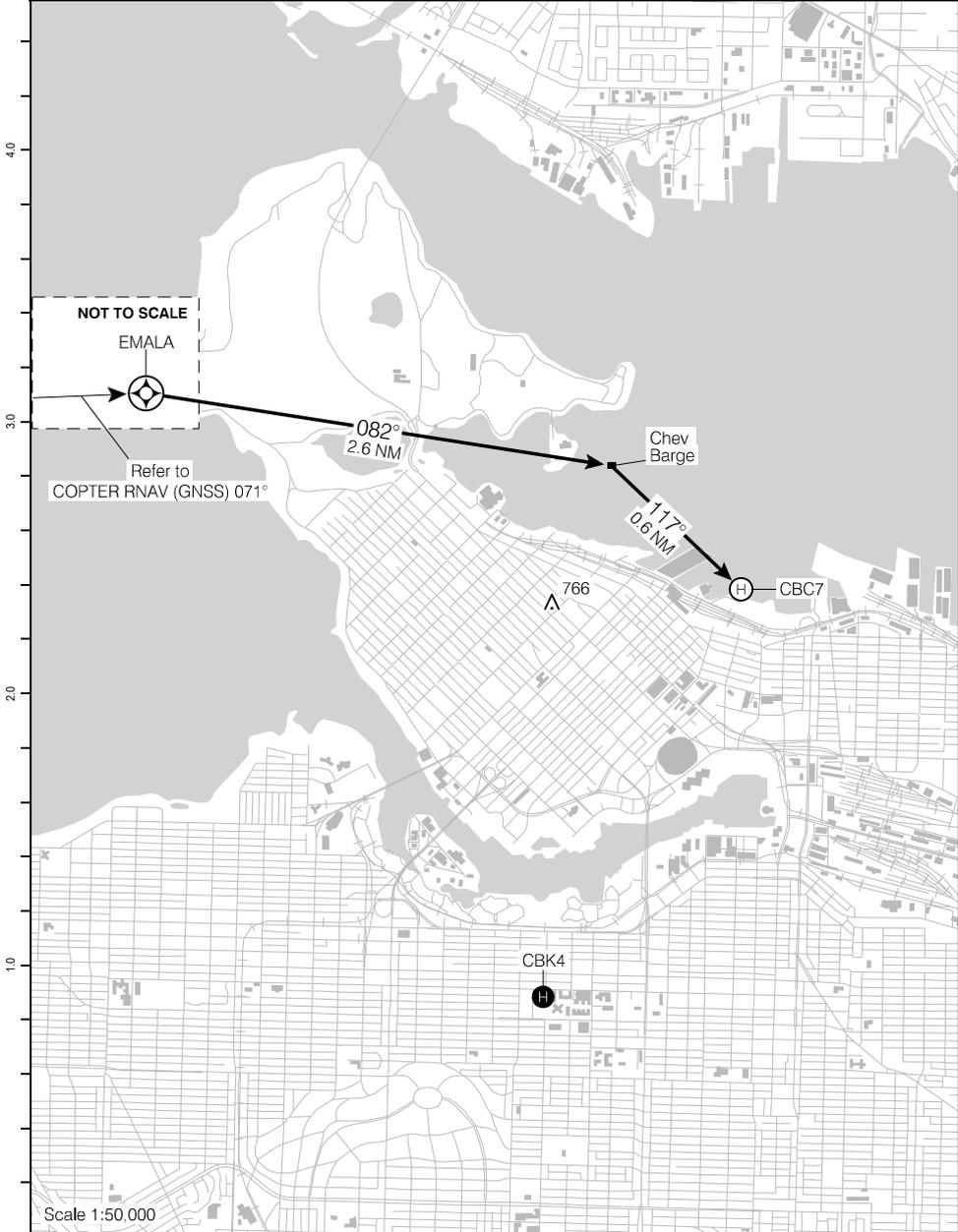
ARR Vancouver - 128.6
TML - 125.2
RADIO Pacific - 123.15

TWR Harbour - 118.4

TFC - 118.4

ATIS*

ELEV 2



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VISUAL APPROACH CHART

EFF 20 FEB 25

CBC7

Departure Route Description

Proceed VFR from heliport to AVREG (IDF). Cross AVREG at or above **900**.

From AVREG: Climb track **244°** to DUPAM, then;

UDKAS TRANSITION: Climb to **1700** track **244°** to UDKAS.
(HARBO2.UDKAS)

DUXUB TRANSITION: Climb to **1700** track **244°** to UDKAS, then track **251°** to
(HARBO2.DUXUB) DUXUB.

YVR TRANSITION: Climbing LEFT turn to **4000** or as assigned, track **154°** to
(HARBO2.YVR) ILOLA, then LEFT turn track **149°** to YVR.

Note: If unable to cross "YVR" 11 DME arc between DUPAM and ILOLA at **4000** or as assigned, advise ATC and intercept "YPK" VOR **R-264** to UBVEV INTXN. Hold inbound on "YPK" **R-264** at UBVEV at **4000** or as assigned, all turns RIGHT.

Communications Failure

On recognition of a communications failure and in IFR conditions:

1. Select transponder code 7600;
2. Continue via flight planned transition to termination wpt. Then:

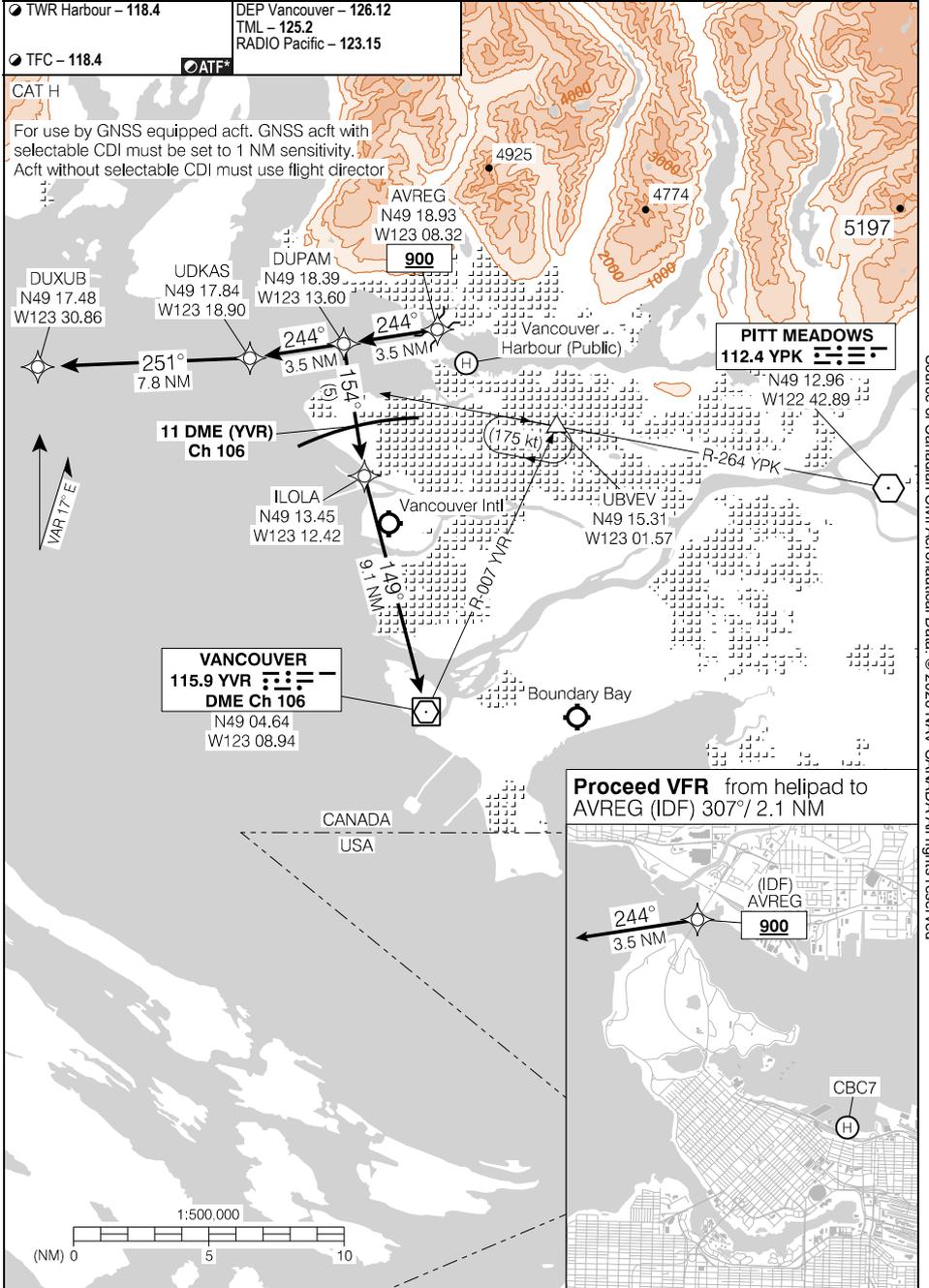
DUXUB TRANSITION: Climb to **1700**. At DUXUB proceed dct JORJA then via flight planned route at flight planned altitude.

UDKAS TRANSITION: Climb to **1700**. At UDKAS proceed via flight planned route at flight planned altitude.

YVR TRANSITION: Climb to **4000** or as assigned. At YVR proceed via flight planned route at assigned altitude.

HARBOUR TWO DEP (HARBO2.)

CBC7



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HARBOUR TWO DEP (HARBO2.)

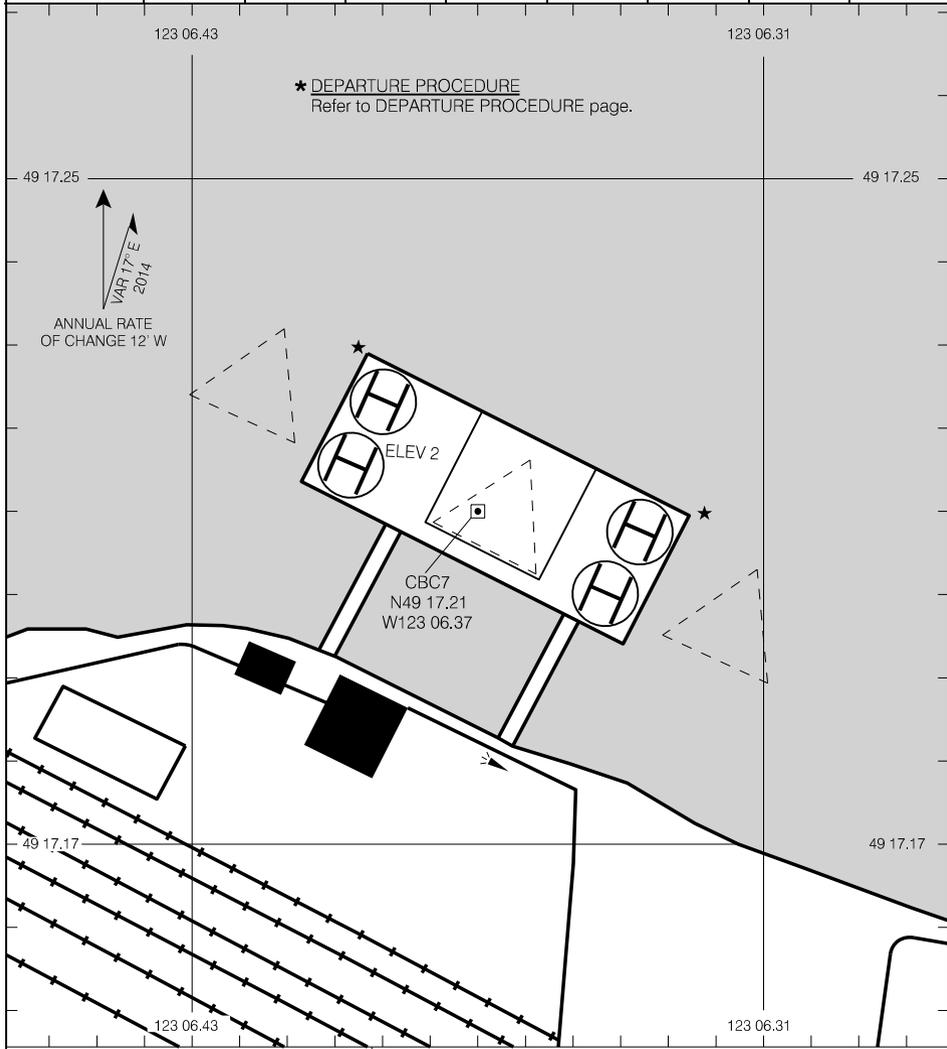
CBC7

EFF 17 APR 25

HELIPORT CHART

● ATIS – 126.8	● CLNC DEL – 125.35	● TWR Harbour – 118.4	DEP Vancouver – 126.12 TML – 125.2 RADIO Pacific – 123.15
		● TFC – 118.4	● ATF*

DECL DIST							
TORA							
TODA							
ASDA							
LDA							



TAKE-OFF MINIMA	SCALE IN FEET
HRP: *	100 0 100 200

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HELIPORT CHART

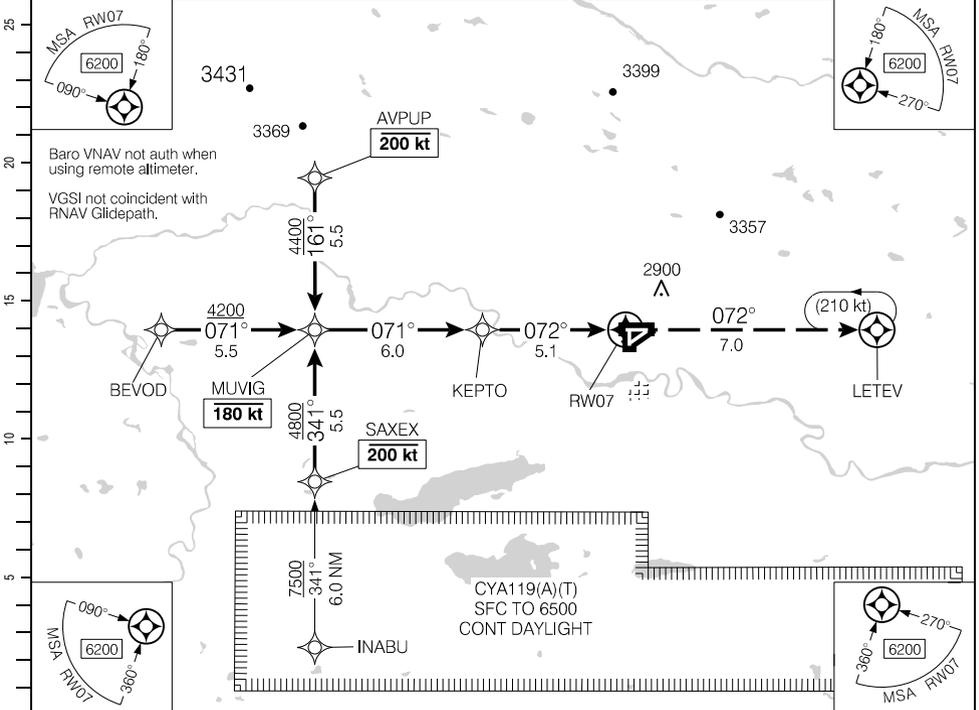
CBC7

EFF 2 OCT 25

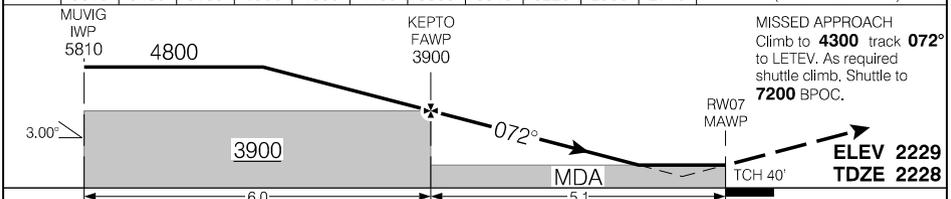
RNAV (GNSS) RWY 07

540248N 1240040W VAR 18°E

AWOS - 122.55	CTR Vancouver - 133.8	TFC - 122.8			ARCAL 122.8(K)
SAFE ALT 100 NM 10,300	WAAS Ch 80557 W07A	APCH CRS 072°	MIN ALT KEPTO 3900	LDA 5019	ATF



(NM)	11.1	10	9	8.0	7	6	5	4	3	2	1.5	DIST FROM MAP
	5810	5450	5130	4800	4500	4180	3860	3540	3220	2900	2740	ALT (3.00° APCH PATH)



RASS: When using CYXS add 320'			CATEGORY	A	B	C	D
			LPV	2478	(250)	1	NOT AUTHORIZED
			LNAV/VNAV (min. -24°C, max. 54°C)	2655	(427)	1½	NOT AUTHORIZED
			LNAV	2740	(512)	1½	NOT AUTHORIZED
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 07

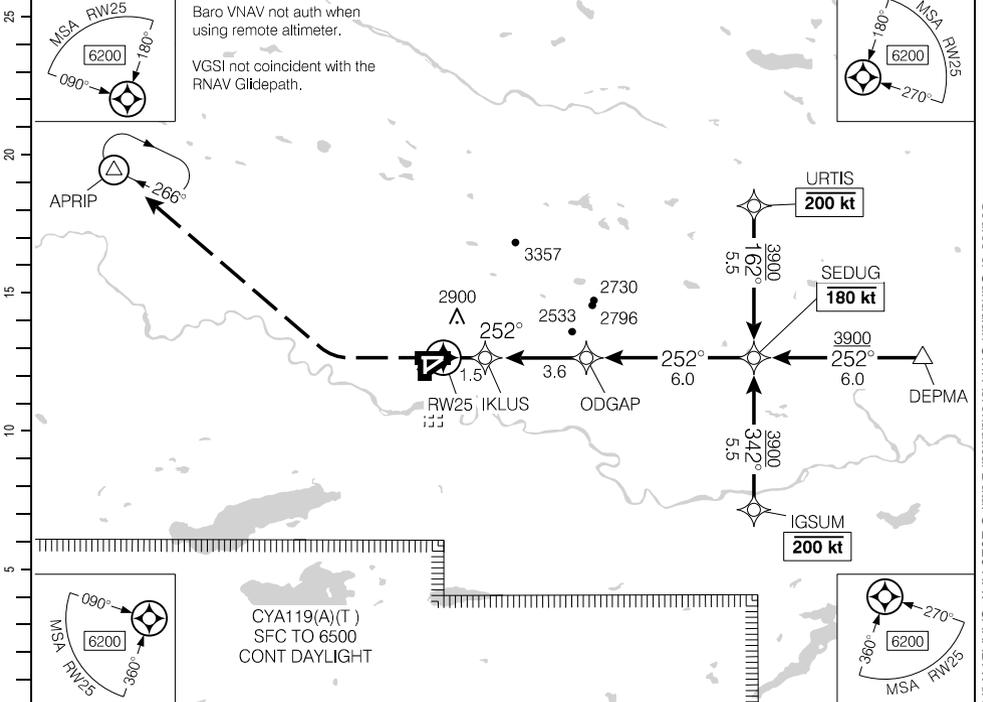
EFF 27 NOV 25

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RNAV (GNSS) RWY 25

540248N 1240040W VAR 18°E

AWOS – 122.55		CTR Vancouver – 133.8		TFC – 122.8		ARCAL 122.8 (K)	
SAFE ALT 100 NM 10,300		WAAS Ch 80558 W25A		APCH CRS 252°		MIN ALT ODGAP 3900	
				ATF		LDA 4796	



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DIST FROM MAP		1.1	2	3	4	5.1	6	7	8	9	10	11.1
ALT (3.00° APCH PATH)		2620	2910	3220	3540	3900	4180	4500	4820	5140	5450	5810

MISSED APPROACH
Climb to **3100** track **252°**. Then climbing RIGHT turn to **6000** direct to APRIIP. As required shuttle climb. Shuttle to **7200** BPOC.

ELEV **2229**
TDZE **2229** TCH 40'

RW25 MAWP
IKLUS SDWP 2750
ODGAP FAWP 3900
SEDUG IWP 5810

MDA **2740** (LNAV ONLY)

RASS: When using CYXS add 320'.

CATEGORY			A	B	C	D
LPV			2479	(250)	1	NOT AUTHORIZED
LNAV/VNAV (min. -24°C, max. 54°C)			2486	(257)	1	NOT AUTHORIZED
LNAV			2620	(391)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 25

EFF 27 NOV 25

Departure Route Description

Rwy 07 – ½: Climb track **072°** to MEDUM. Then climbing LEFT turn direct to APRIP to **6700**. Shuttle to **7400** BPOC.

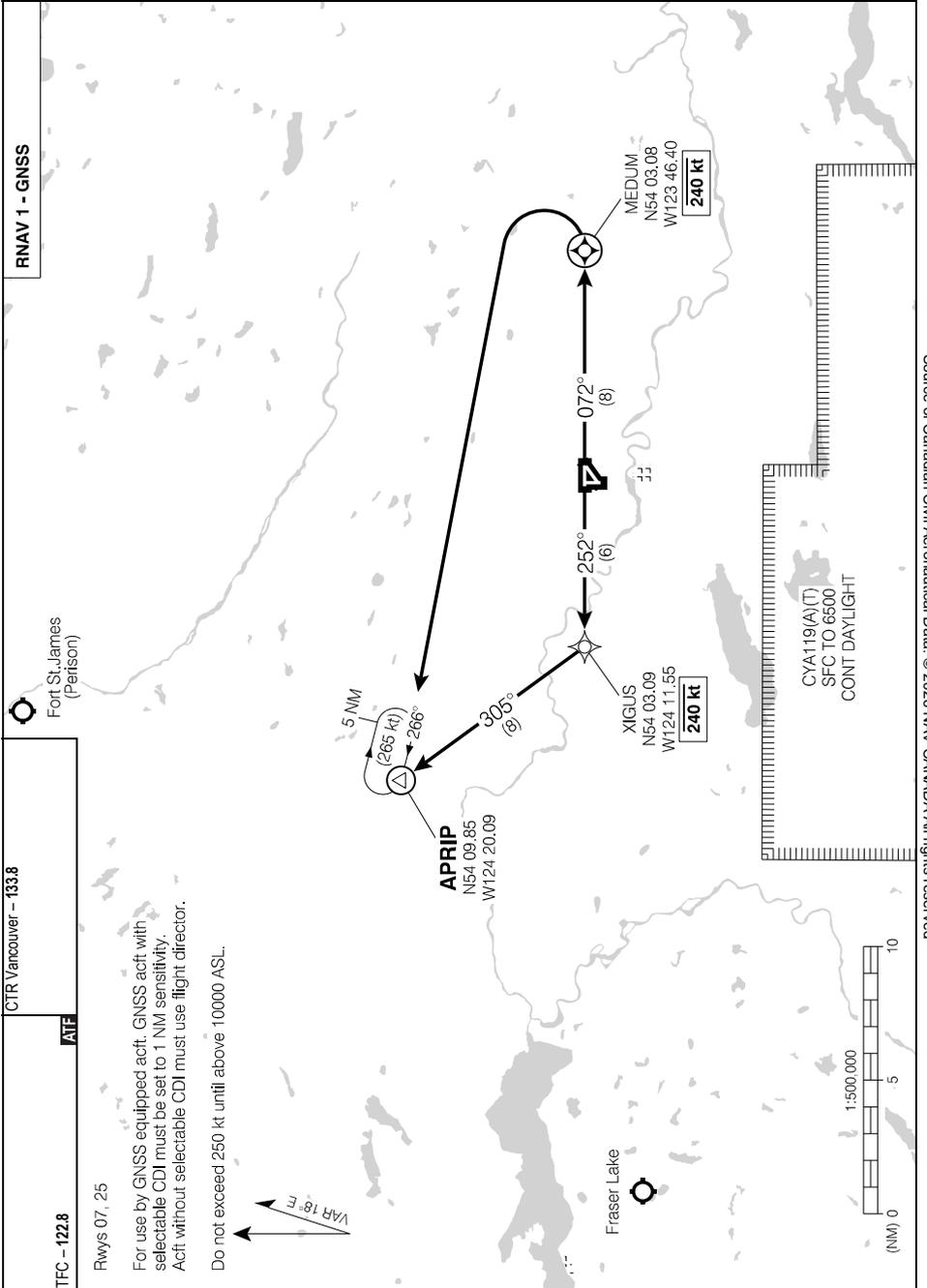
Note: Road to 2246 ASL aprx 0.1 NM past departure end of rwy. Trees to 2303 ASL aprx 0.2 NM past departure end of rwy, 890' RIGHT of rwy centreline

Rwy 25 – ½: Climb track **252°** to XIGUS, then track **305°** to APRIP to **6700**. As required shuttle climb. Shuttle to **7400** BPOC.

Note: Trees to 2290 ASL aprx 0.1 NM past departure end of rwy, 690' LEFT and RIGHT of rwy centreline.

DEPARTURE PROCEDURE (RNAV)
APRIP TWO DEP (APRIP2.)

VANDERHOOF, BC
CAU4



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APRIP TWO DEP (APRIP2.)

EFF 27 NOV 25

CAU4

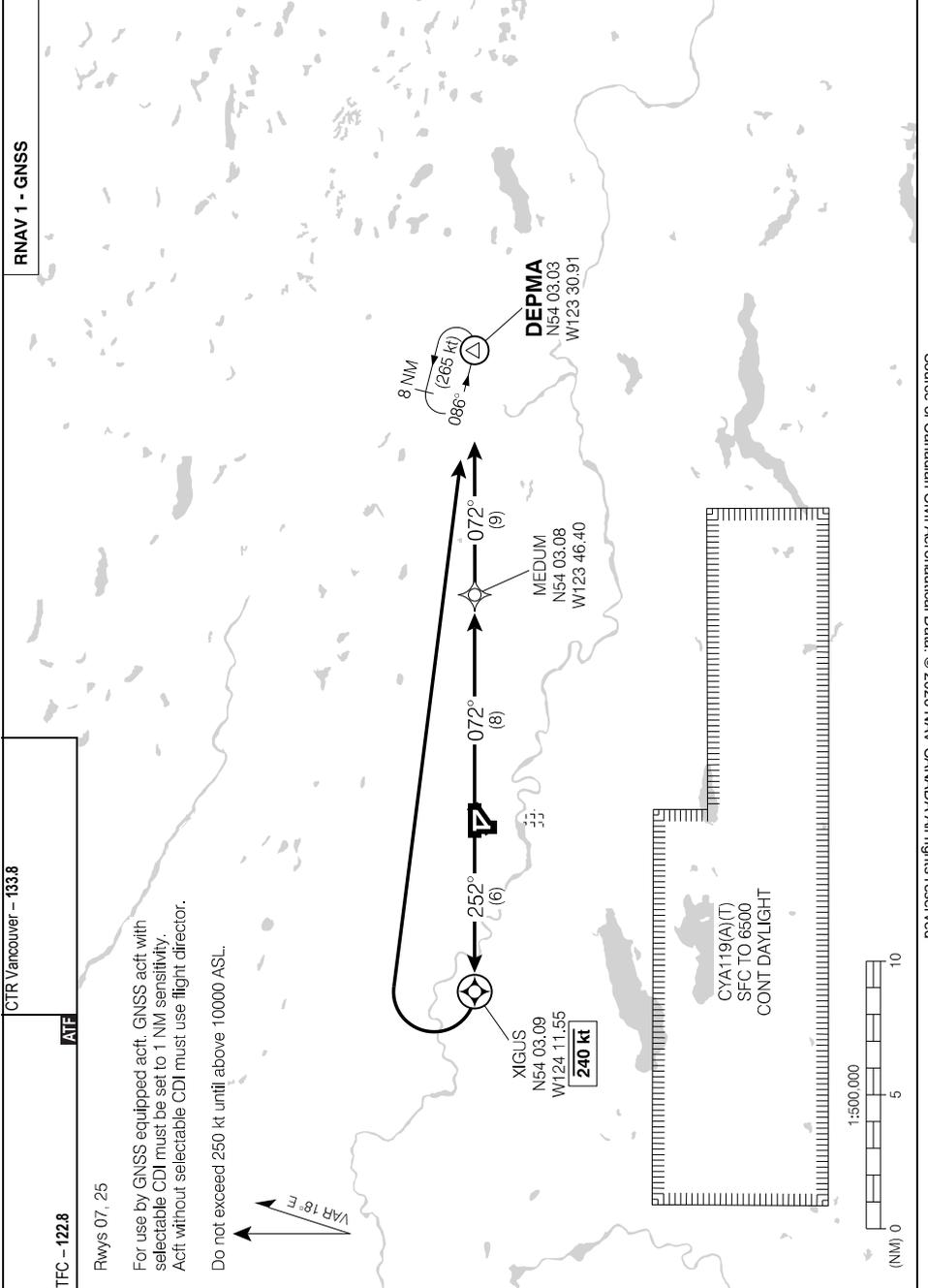
Departure Route Description

Rwy 07 – ½: Climb track **072°** to DEPMA via MEDUM to **4300**. Shuttle to **7000** BPOC.

Note: Road to 2246 ASL aprx 0.1 NM past departure end of rwy. Trees to 2303 ASL aprx 0.2 NM past departure end of rwy, 8890' RIGHT of rwy centreline.

Rwy 25 – ½: Climb track **252°** to XIGUS. Then climbing RIGHT turn direct to DEPMA to **4500**. Shuttle to **7000** BPOC.

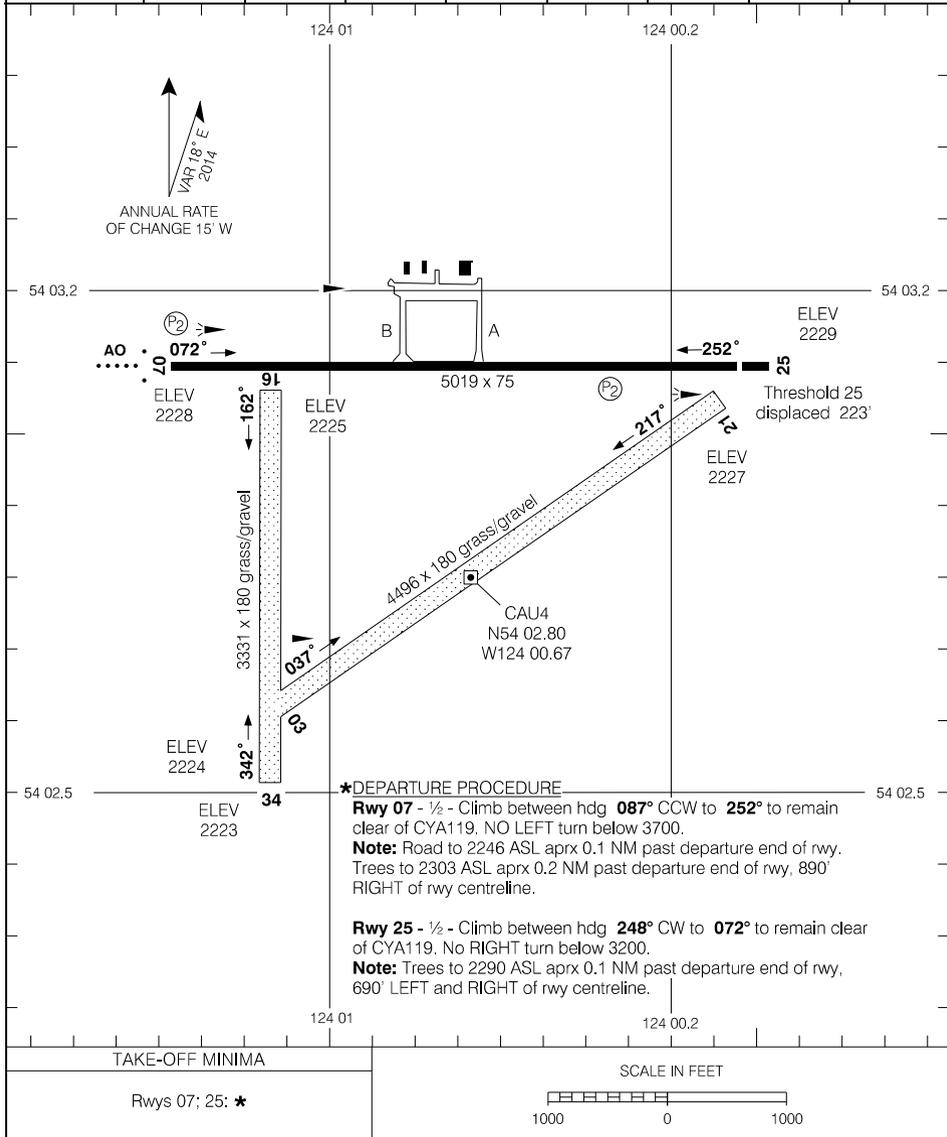
Note: Trees to 2290 ASL aprx 0.1 NM past departure end of rwy, 690' LEFT and RIGHT of rwy centreline.



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AERODROME CHART

AWOS - 122.55						CTR Vancouver - 133.8	
		TFC - 122.8				ATF	
DECL	DISTS	03	21	07	25	16	34
TORA		4496	4496	5019	5019	3331	3331
TODA		4496	4496	5019	5019	3331	3331
ASDA		4496	4496	5019	5019	3331	3331
LDA		4496	4496	5019	4796	3331	3331



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AERODROME CHART

CAU4

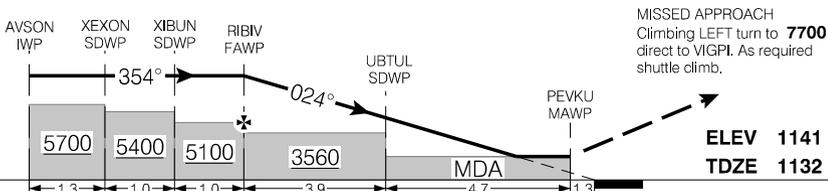
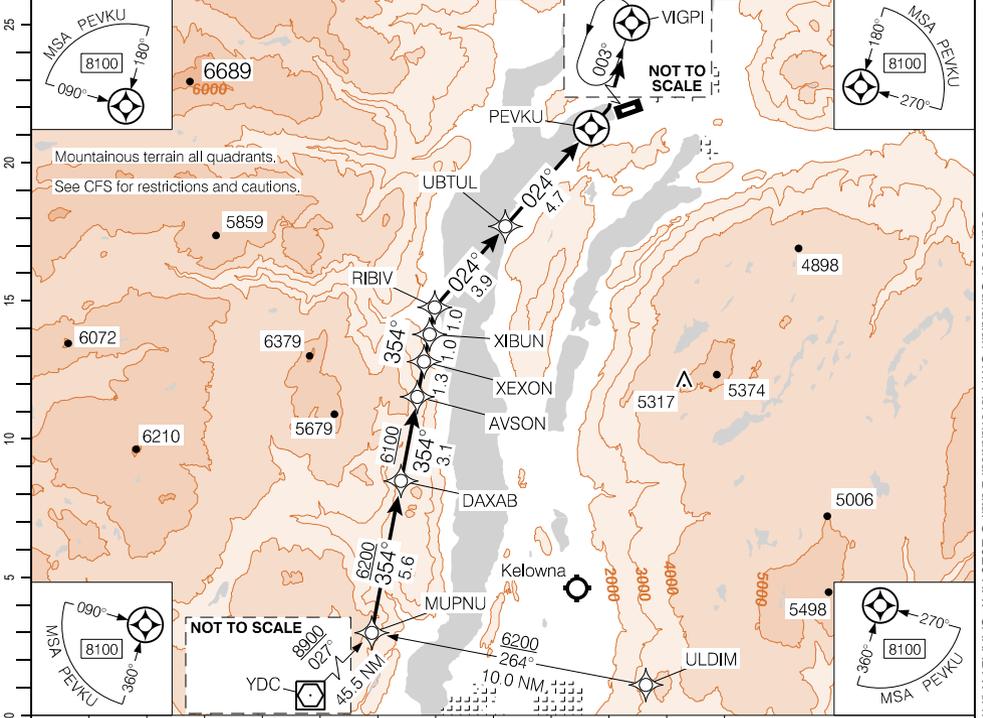
EFF 27 NOV 25

RNAV (GNSS) Z RWY 05

501445N 1191954W VAR 16°E

<p>LRWIS - 123.17</p>	<p>CTR Vancouver - 133.5</p>	<p>UNICOM - 122.8</p>	<p>ARCAL 122.8(K)</p>
-----------------------	------------------------------	-----------------------	-----------------------

<p>SAFE ALT 100 NM 13,100</p>	<p>RNAV</p>	<p>APCH CRS 024°</p>	<p>MIN ALT RIBIV 5100</p>	<p>LDA 3517</p>	<p>MF</p>	<p>⊙ P1 3.5°</p>	<p>↖ 30.0°</p>
--	-------------	---------------------------------	--------------------------------------	----------------------------	-----------	----------------------	----------------



<p>RASS: When using CYLW add 660'. Circling Minima apply.</p>			<p>CATEGORY</p>	<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>
			<p>LNAV</p>	<p>3040 (1910)</p>	<p>3</p>	<p>NOT AUTHORIZED</p>	
<p>Knots</p>	<p>ft/min</p>	<p>Min:Sec</p>	<p>⊠ CIRCLING</p>	<p>3040 (1899) 3</p>	<p>3220 (2079) 3</p>	<p>NOT AUTHORIZED</p>	
70							
90							
110							
130							
150							

RNAV (GNSS) Z RWY 05

CYVK

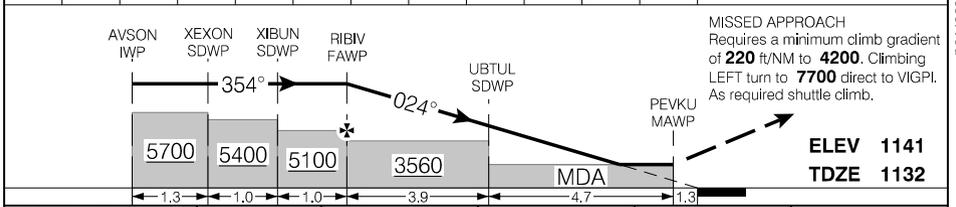
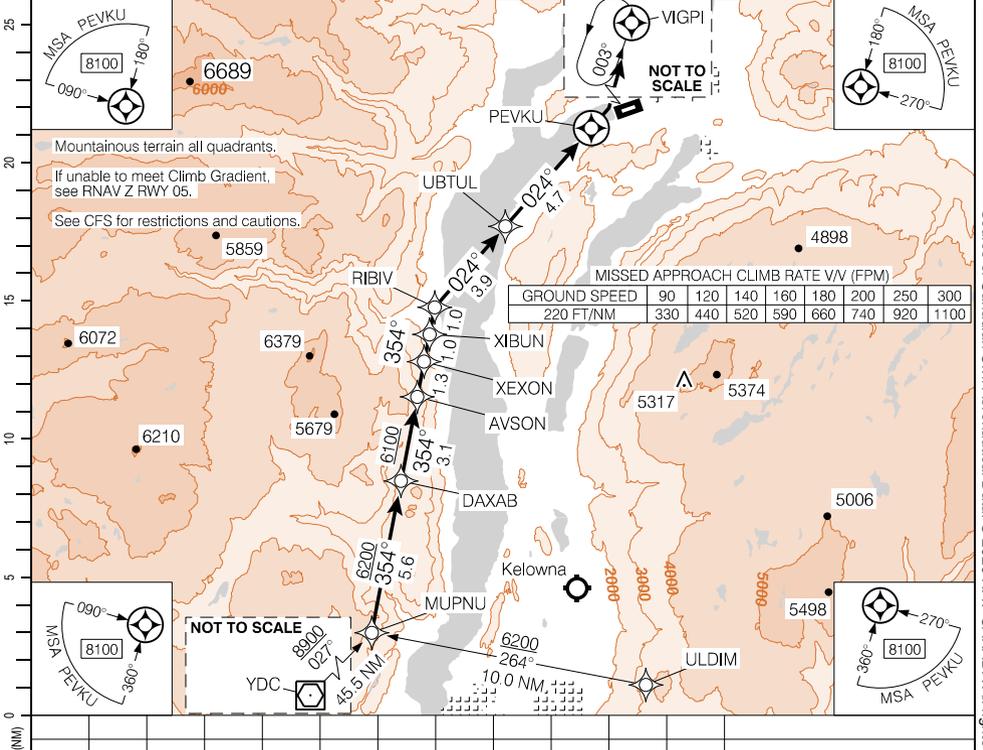
EFF 15 JUN 23

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RNAV (GNSS) Y RWY 05

501445N 1191954W VAR 16°E

LWIS - 123.17		CTR Vancouver - 133.5		UNICOM - 122.8		ARCAL 122.8(K)	
SAFE ALT 100 NM 13,100		RNAV		APCH CRS 024°		MIN ALT RIBIV 5100	
				LDA 3517			



RASS: When using CYLW add 660'. Circling Minima apply.			CATEGORY		A	B	C	D
			LNAV	2940	(1810)	3	NOT AUTHORIZED	
			CIRCLING	2960	(1819)	3	3220	(2079) 3
Knots	ft/min	Min:Sec						
70								
90								
110								
130								
150								

RNAV (GNSS) Y RWY 05

CYVK

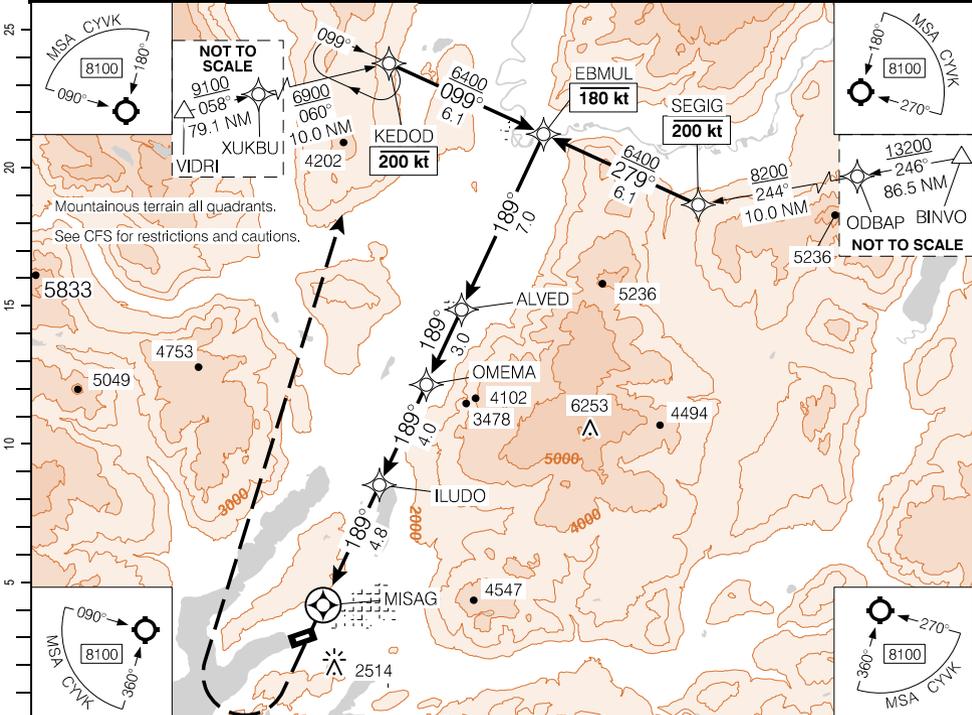
EFF 15 JUN 23

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RNAV (GNSS) B

501445N 1191954W VAR 16°E

LWIS - 123.17		CTR Vancouver - 133.5		UNICOM - 122.8		ARCAL 122.8(K)	
SAFE ALT 100 NM 13,100		RNAV		APCH CRS 189°		LDA REFER TO AD CHART	
				MIN ALT OMEMA 5100		LDA REFER TO AD CHART	



MISSED APPROACH
Do not exceed **165** kt until KEDOD.
Climb hdg **188°** to **4200** then climbing
RIGHT turn to **7500** direct to KEDOD.

MISAG MAWP	ILUDO SDWP	OMEMA FAWP	ALVED SDWP	EBMUL IWP
ELEV 1141	MDA	3520	5100	5500
1.2	4.8	4.0	3.0	7.0

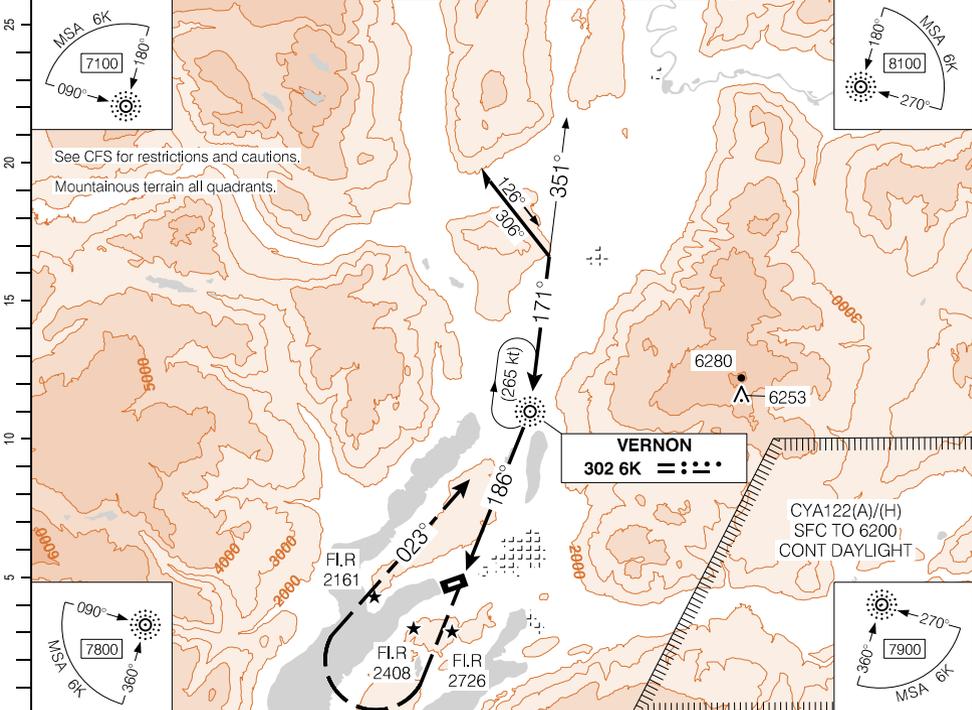
RASS: When using CYLW add 660'.		CATEGORY	A	B	C	D
		<input checked="" type="checkbox"/> CIRCLING	3220 (2079)	3	3280 (2139) 3	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

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501445N 1191954W VAR 16°E

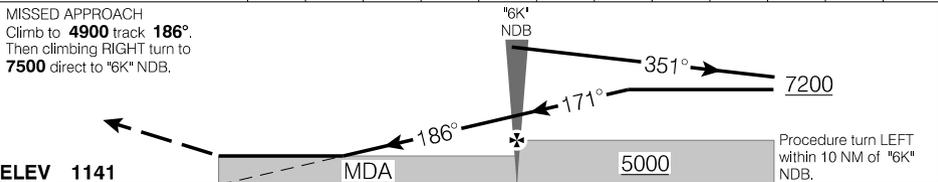
NDB A

LWIS – 123.17		CTR Vancouver – 133.5		UNICOM – 122.8		ARCAL 122.8(K)	
SAFE ALT 100 NM 13,100		NDB 6K 302	APCH CRS 186°	MIN ALT FAF 5000	LDA REFER TO AD CHART	LIGHTING: REFER TO AD CHART	



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MISSED APPROACH
Climb to **4900** track **186°**.
Then climbing **RIGHT** turn to
7500 direct to "6K" NDB.



RASS: When using CYLW add 660'.	CATEGORY	A	B	C	D
	CIRCLING	4100	(2959)	3	NOT AUTHORIZED

"6K" NDB to MAP 6.6 NM		
Knots	ft/min	Min:Sec
70		5:39
90		4:24
110		3:36
130		3:03
150		2:38

NDB A

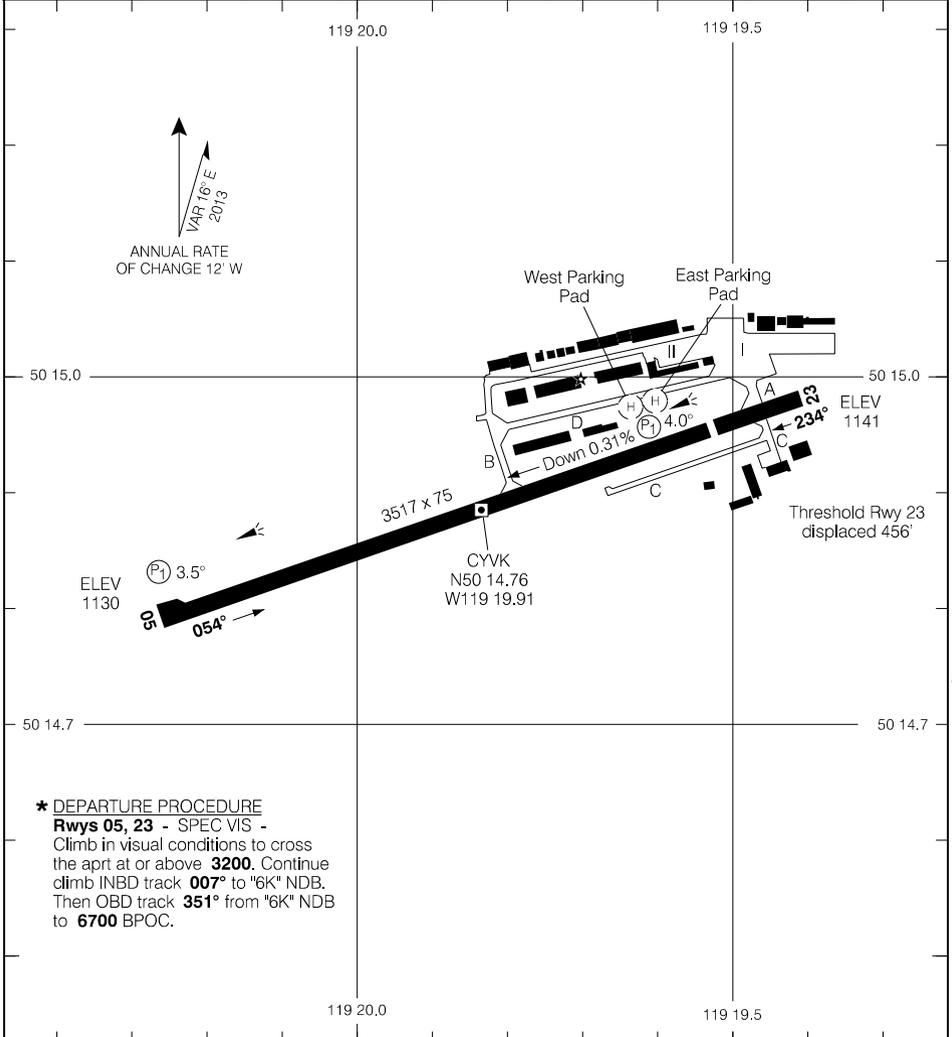
EFF 15 JUN 23

CYVK

AERODROME CHART

LWIS - 123.17				UNICOM - 122.8		CTR Vancouver - 133.5	
						MF	

DECL	DISTS	05	23				
TORA		3517	3517				
TODA		3517	3517				
ASDA		3517	3517				
LDA		3517	3061				

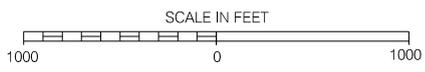


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*** DEPARTURE PROCEDURE**
Rwys 05, 23 - SPEC VIS -
 Climb in visual conditions to cross the aprt at or above **3200**. Continue climb INBD track **007°** to "6K" NDB. Then OBD track **351°** from "6K" NDB to **6700** BPOC.

TAKE-OFF MINIMA

Rwys 05; 23: *



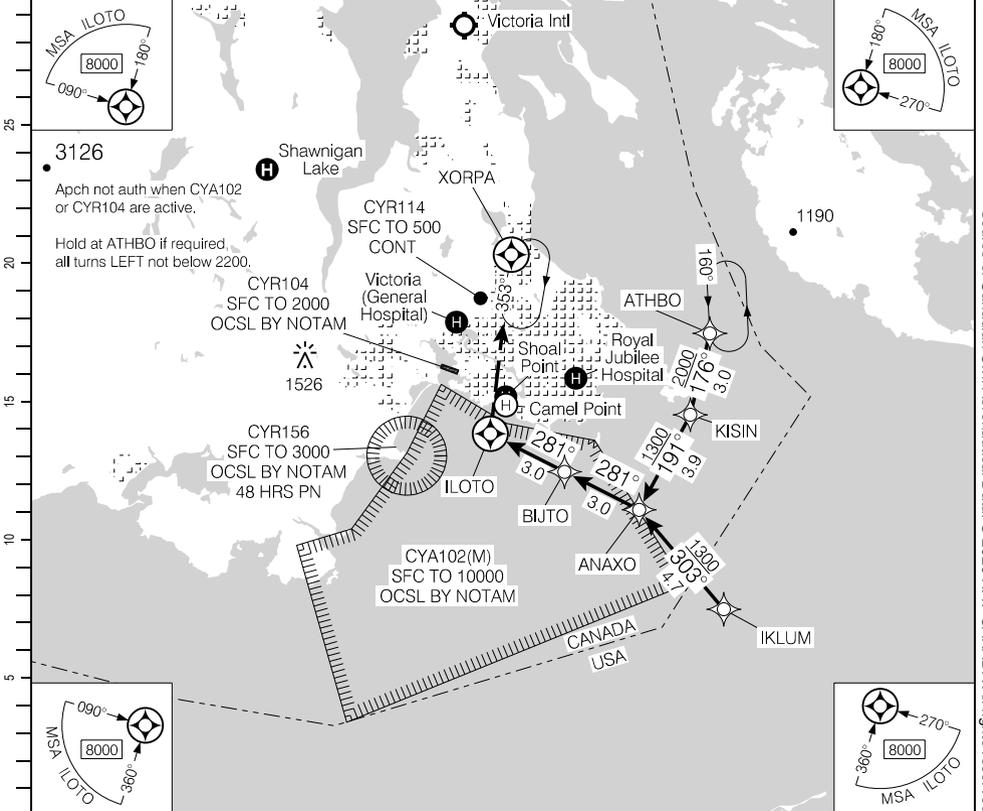
AERODROME CHART

EFF 5 SEP 24

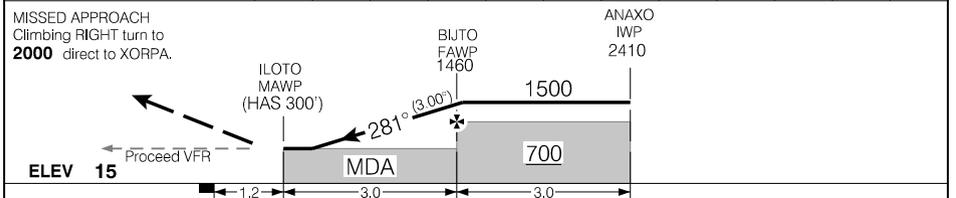
CYVK

COPTER RNAV (GNSS) 281°

ATIS – 120.0 TML Victoria – 125.95	RADIO Victoria Harbour – 127.45 TFC – 127.45	RW(L/O) (green)		
SAFE ALT 100 NM 12,800	RNAV	APCH CRS 281°	MIN ALT BIUTO 700	HELIPAD 112 Diameter



DIST FROM ILOTO	0.0	1	2	3.1	4	5	6						
ALT (3.00° APCH PATH)	500	820	1140	1500	1770	2090	2410						



RASS: When using CYYJ add 40°.						CATEGORY		COPTER	
Knots	70	90	110	130	150	LNAV	500	(485)	1
ft/min	370	480	580	690	800				
Min:Sec									

COPTER RNAV (GNSS) 281°

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VISUAL APPROACH CHART

● ATIS - 120.0	TML Victoria - 125.95	● RADIO Victoria Harbour - 127.45 ● TFC - 127.45	● MF*	ELEV 15
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Departure Route Description

Proceed VFR from heliport to DANIV (IDF). Cross DANIV at or above **500**.

From DANIV: Climb to and maintain **2000**. Track **088°** to PIKMI, then LEFT turn track **019°** to KENGU. Then;

ATHBO TRANSITION: Track **019°** to ATHBO.
(PIKMI1.ATHBO)

XORPA TRANSITION: LEFT turn track **309°** to RIDIK, then track **294°** to XORPA.
(PIKMI1.XORPA)

Communication Failure

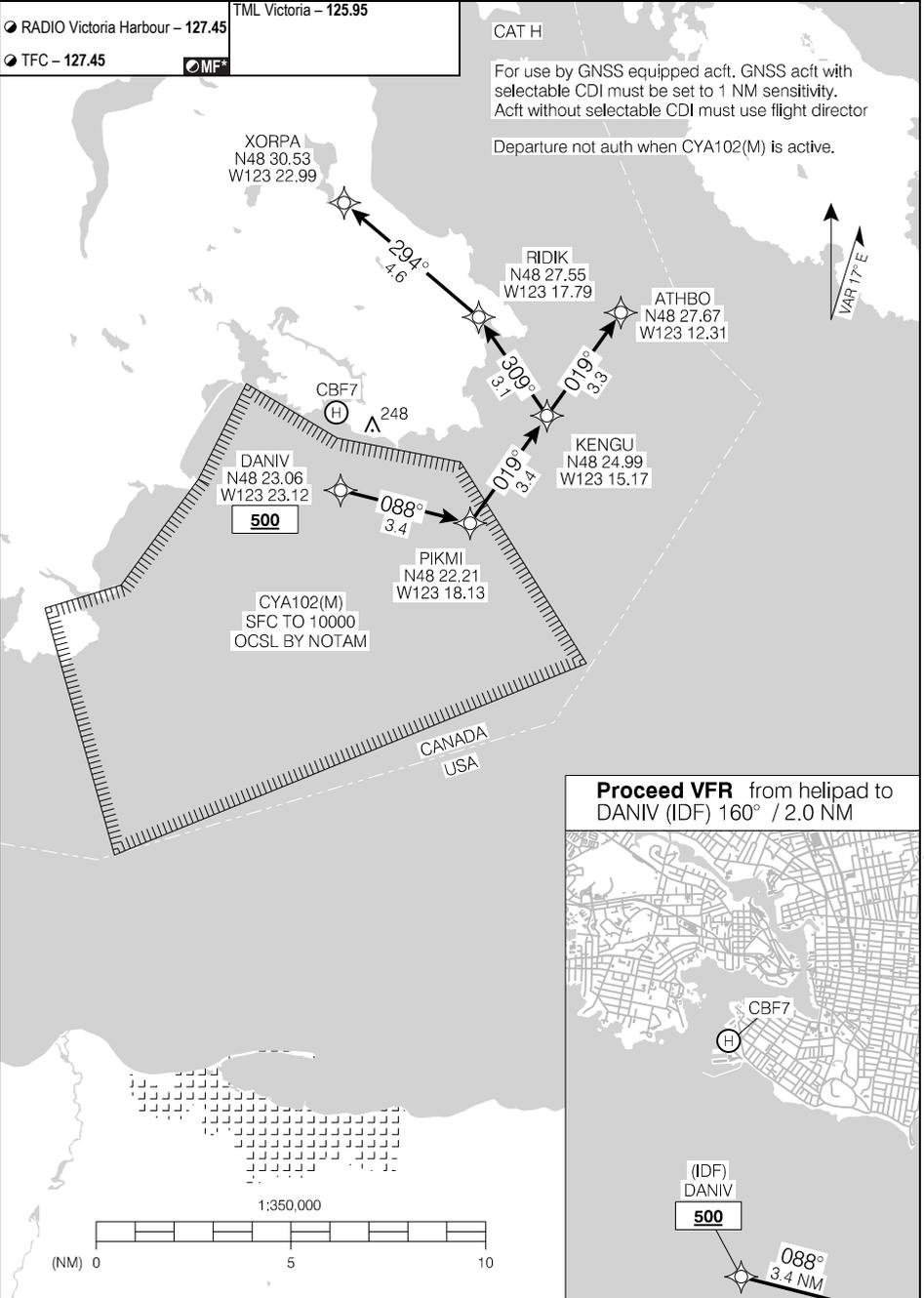
On recognition of failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Upon reaching the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 5 minutes after take-off, then; climb to flight planned altitude.

Note: If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedure for communications failure enroute.

PIKMI ONE DEP (PIKMI1.)

CBF7



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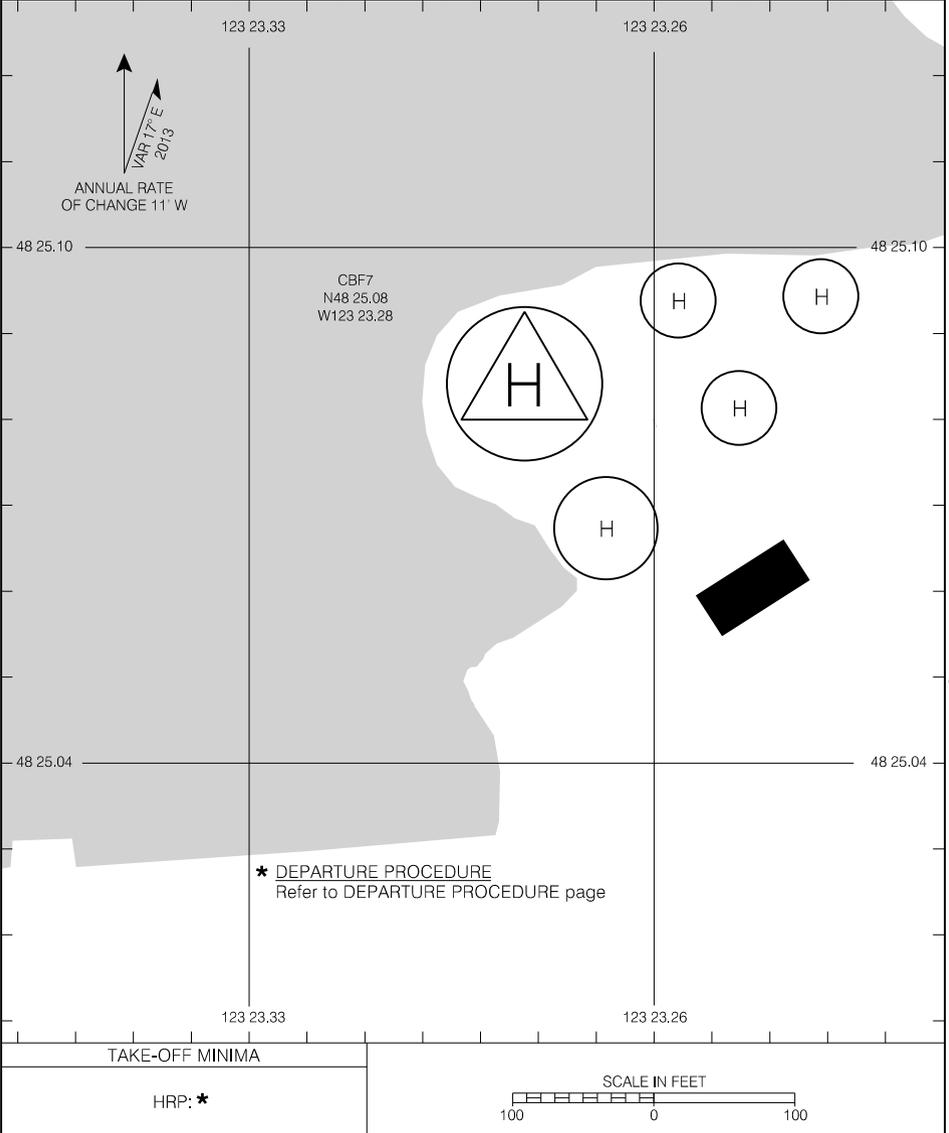
PIKMI ONE DEP (PIKMI1.)

CBF7

EFF 5 SEP 24

HELIPORT CHART

● ATIS – 120.0		● RADIO Victoria Harbour – 127.45 ● TFC – 127.45		TML Victoria – 125.95 ● MF*	
DECL	DISTS				
TORA					
TODA					
ASDA					
LDA					



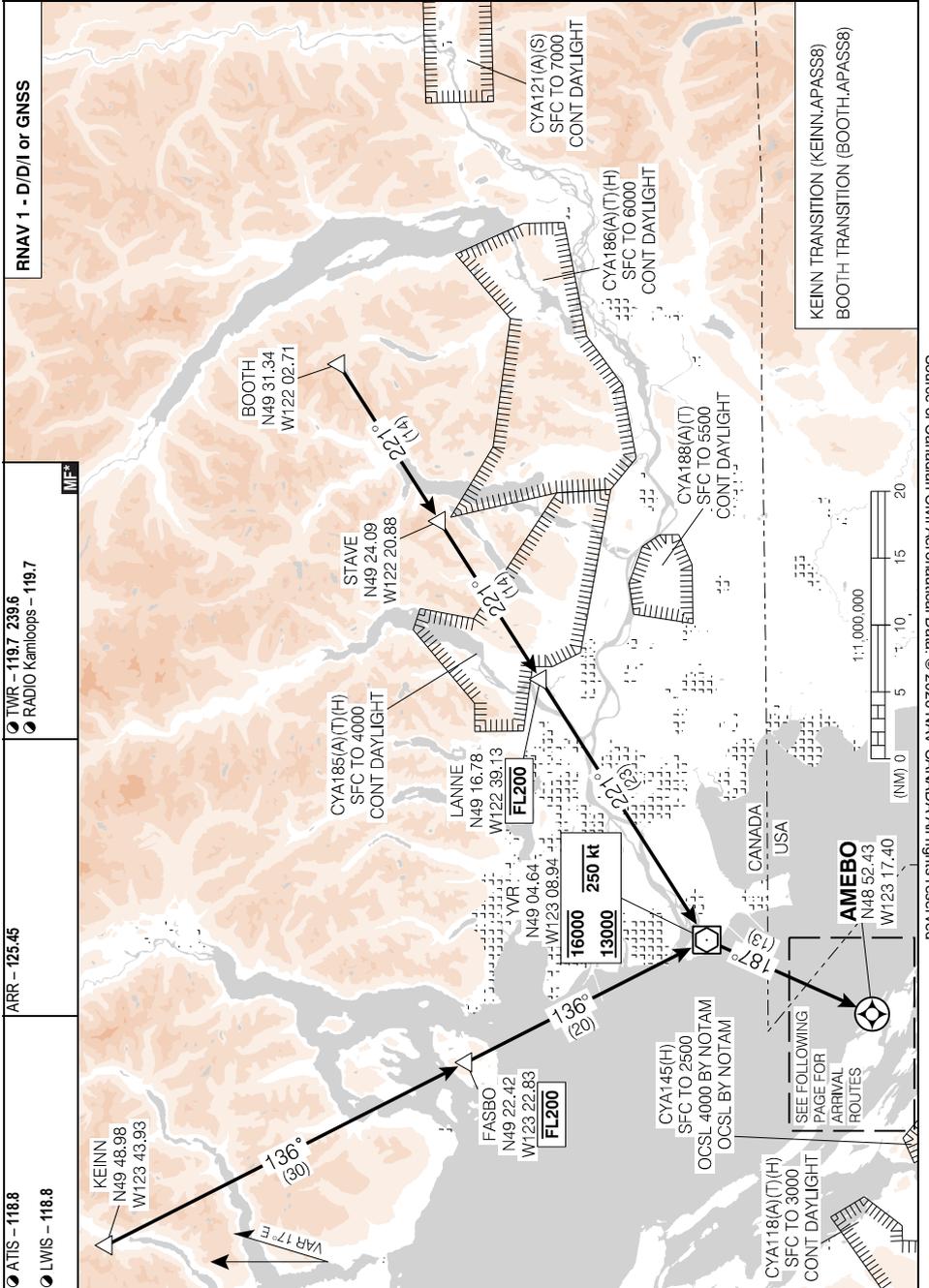
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HELIPORT CHART

EFF 5 SEP 24

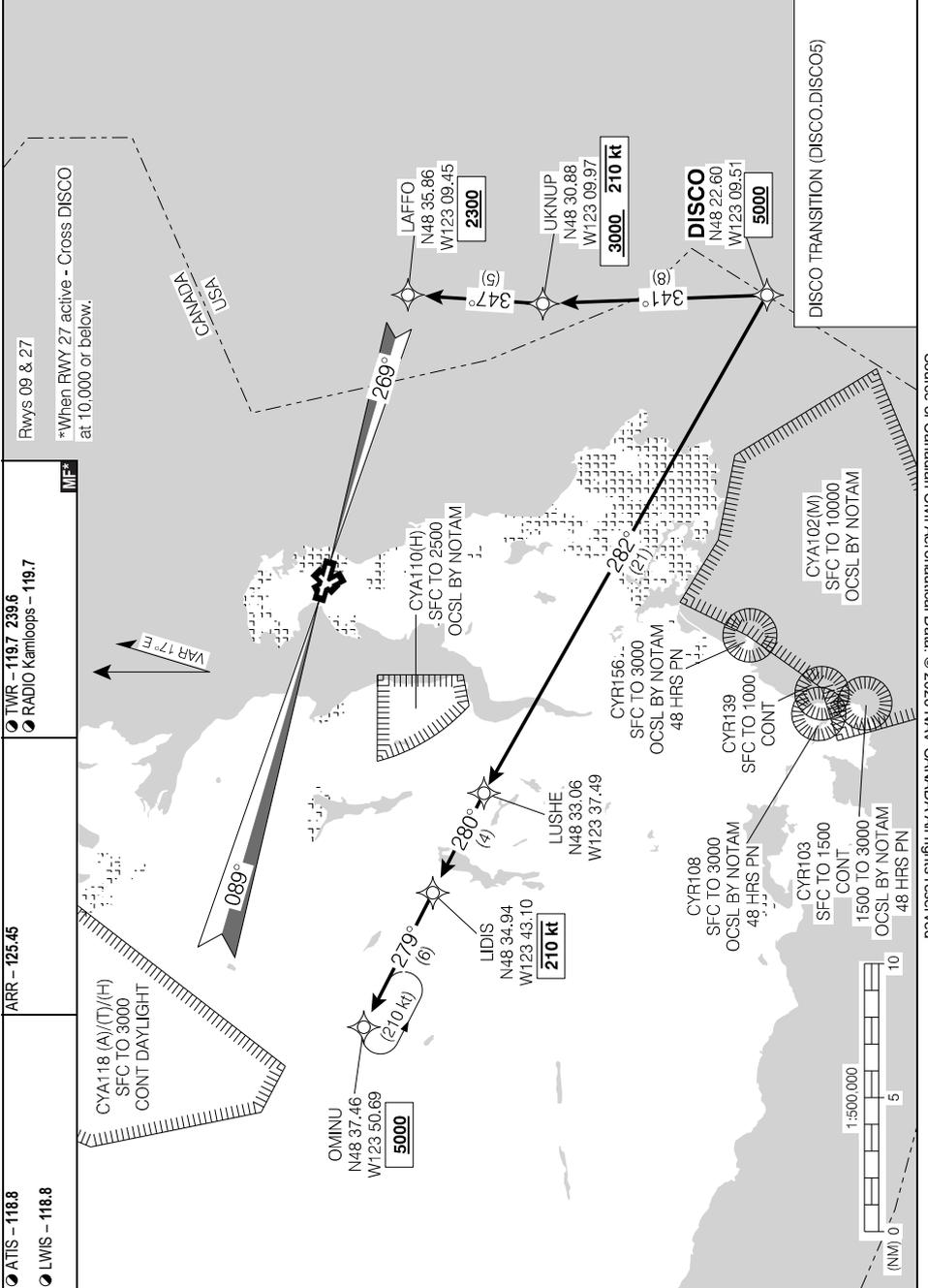
CBF7

APASS EIGHT ARR (AMEBO.APASS8) TRANSITION ROUTES



APASS EIGHT ARR (AMEBO.APASS8) TRANSITION ROUTES

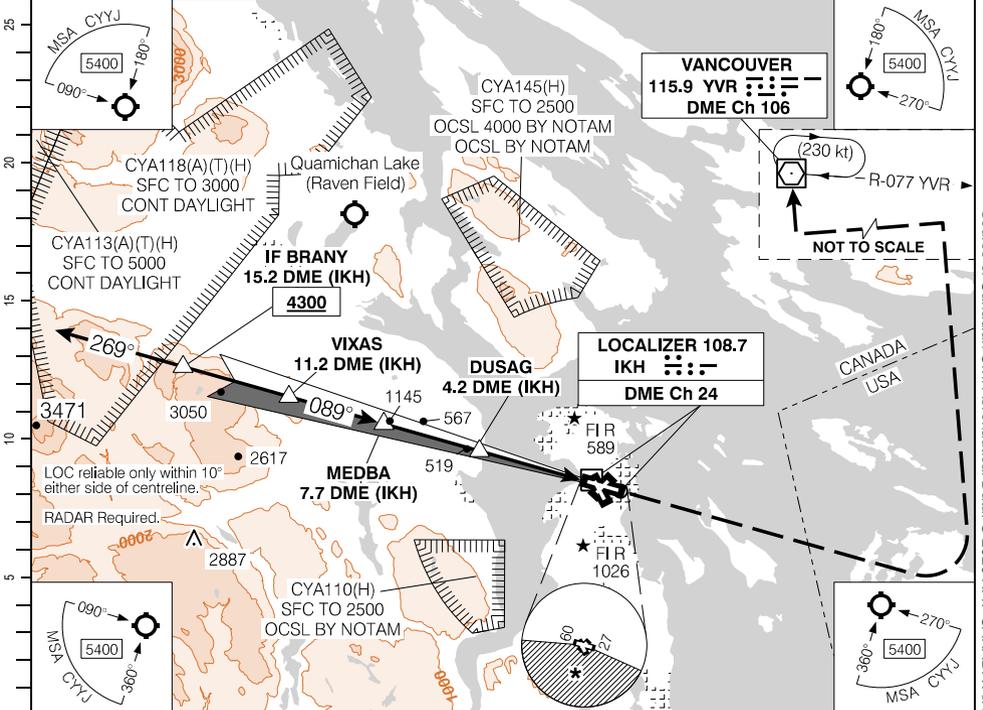
EFF 20 FEB 25



ILS RWY 09

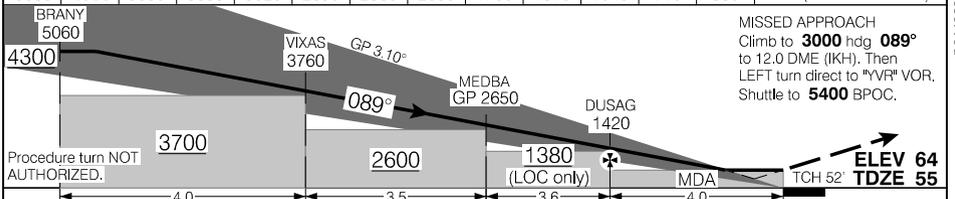
483850N 1232533W VAR 17°E

● ATIS – 118.8 ● LWIS – 118.8	ARR – 125.45	● TWR – 119.7 239.6 ● RADIO Kamloops – 119.7	● GND – 121.9 361.4 MF*	ARCAL 119.7(K)* P2 ANI ...
SAFE ALT 100 NM 12,800	LOC IKH 108.7	APCH CRS 089°	GP MEDBA 2650	LDA 6998



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(NM)	15.2	12.9	11	10	9	8	7	6	5	4	3	2	1.0	DIST FROM DME (IKH)
	5060	4300	3680	3350	3020	2690	2360	2030	1700	1370	1040	710	380	ALT (3.10° APCH PATH)



RASS: When using CVYR add 100'.	CATEGORY	A	B	C	D
	ILS/DME	314	(259)	1 RVR 50	
DUSAG to MAP 7.6 NM	LOC/DME	380	(325)	1 RVR 50	
	CIRCLING	* 540 (476) 1½	* 640 (576) 1½	* 920 (856) 2½	* 920 (856) 2½
Knots 70 90 110 130 150	ft/min 390 500 610 720 830	Min:Sec 6:31 5:04 4:09 3:30 3:02			

ILS RWY 09
EFF 27 NOV 25

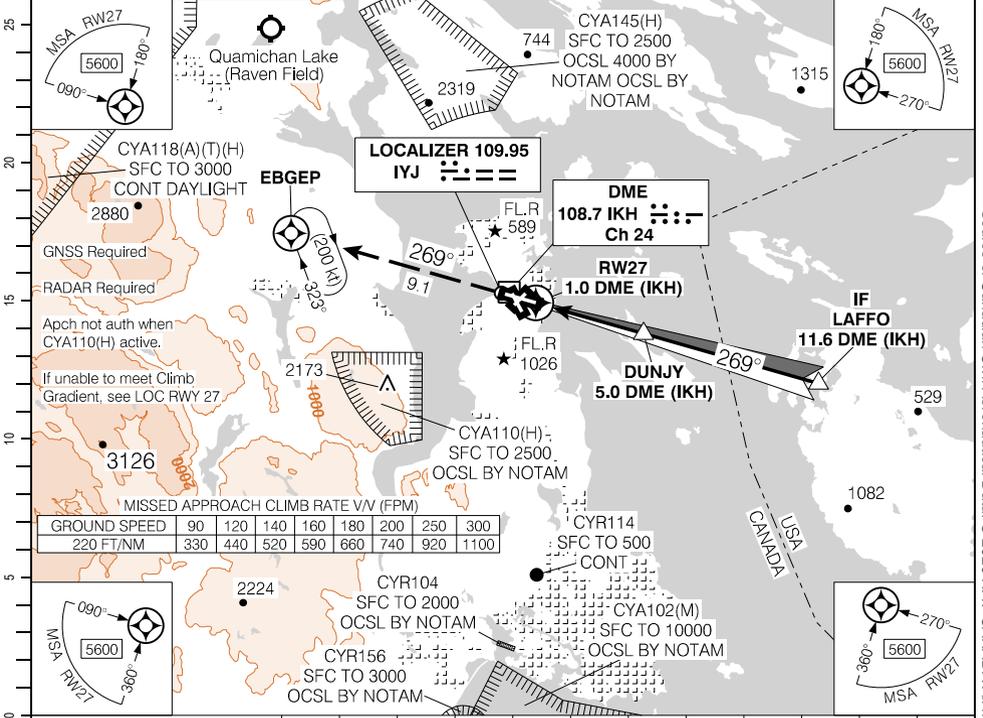
CYYJ

483850N 1232533W VAR 17°E

ILS RWY 27

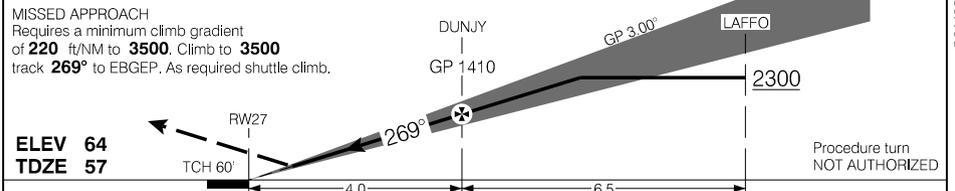
<ul style="list-style-type: none"> ● ATIS - 118.8 ● LWIS - 118.8 	ARR - 125.45	<ul style="list-style-type: none"> ● TWR - 119.7 239.6 ● RADIO Kamloops - 119.7 	<ul style="list-style-type: none"> ● GND - 121.9 361.4 	ARCAL 119.7(K)*
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SAFE ALT 100 NM 12,800	LOC IYJ 109.95	APCH CRS 269°	GP DUNJY 1410	LDA 6998	(P2)
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MISSED APPROACH CLIMB RATE V/V (FPM)

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



RASS: When using CVYR add 100'.			CATEGORY	A	B	C	D	
ILS/DME			257				(200)	½ RVR 26
Knots	ft/min	Min:Sec						
70								
90								
110								
130								
150								

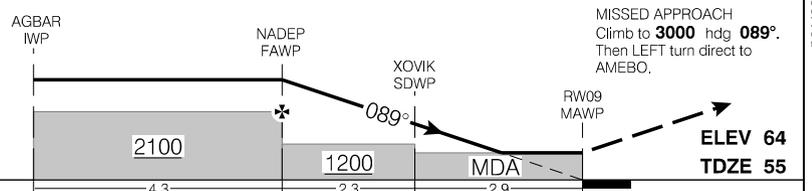
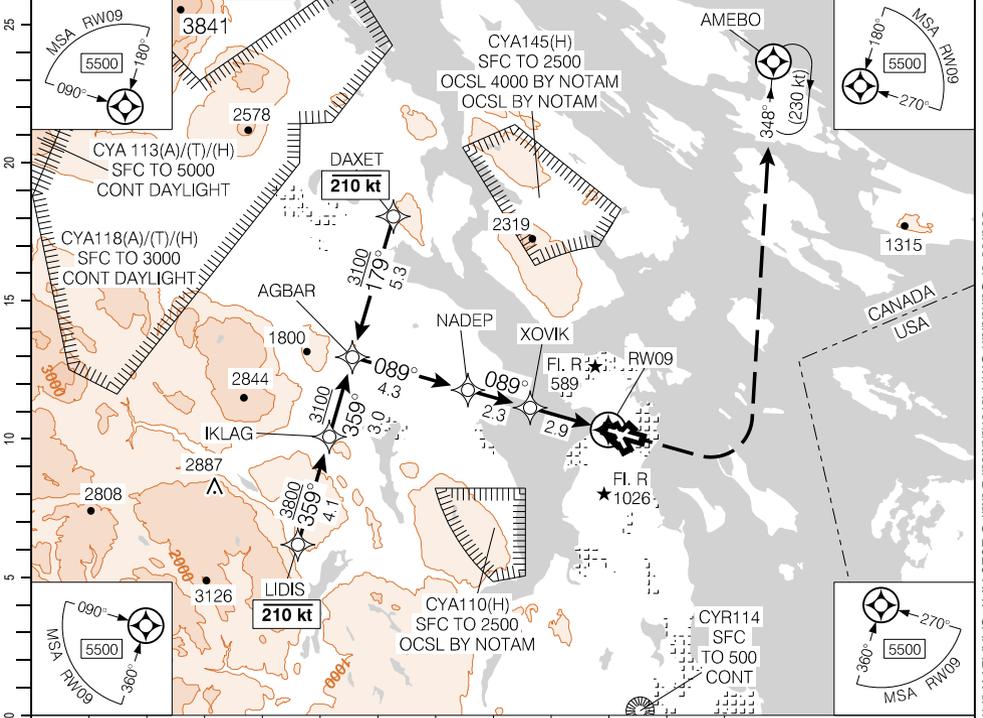
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RNAV (GNSS) Z RWY 09

483850N 1232533W VAR 17°E

<ul style="list-style-type: none"> ATIS - 118.8 LWIS - 118.8 	ARR - 125.45	<ul style="list-style-type: none"> TWR - 119.7 239.6 RADIO Kamloops - 119.7 	<ul style="list-style-type: none"> GND - 121.9 361.4 	ARCAL 119.7(K)*
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SAFE ALT 100 NM 12,800	RNAV	APCH CRS 089°	MIN ALT NADEP 2100	LDA 6998	
----------------------------------	------	-------------------------	---------------------------------	--------------------	--



RASS: When using CVRW add 100'. CATEGORY LNAV	A	B	C	D
	500	(447)	1 RVR 50	
Knots ft/min Min:Sec				
70				
90				
110				
130				
150				

RNAV (GNSS) Z RWY 09

CYYJ

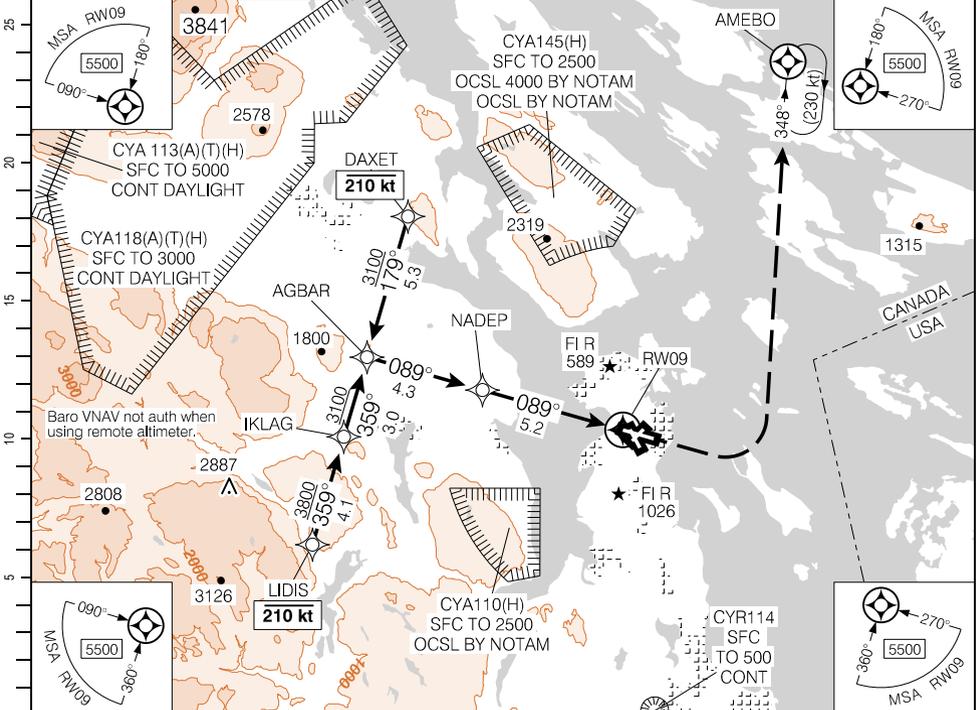
EFF 26 DEC 24

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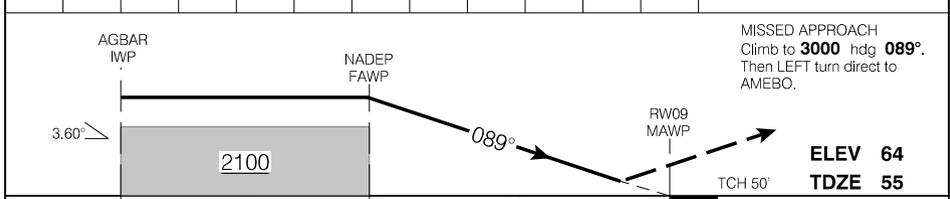
RNAV (GNSS) X RWY 09

483850N 1232533W VAR 17°E

ATIS - 118.8 LWIS - 118.8	ARR - 125.45	TWR - 119.7 239.6 RADIO Kamloops - 119.7	GND - 121.9 361.4	ARCAL 119.7(K)*
SAFE ALT 100 NM 12,800	WAAS Ch 80200 W09A	APCH CRS 089°	MIN ALT NADEP 2100	LDA 6998



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RASS: When using CYVR add 100'.		CATEGORY	A	B	C	D
		LPV	303	(250)	1 RVR 50	NOT AUTHORIZED
		LNAV/VNAV (min. -25°C, max. 48°C)	391	(338)	1 RVR 50	NOT AUTHORIZED
Knots	ft/min	Min:Sec				
70						
90						
110						
130						
150						

RNAV (GNSS) X RWY 09

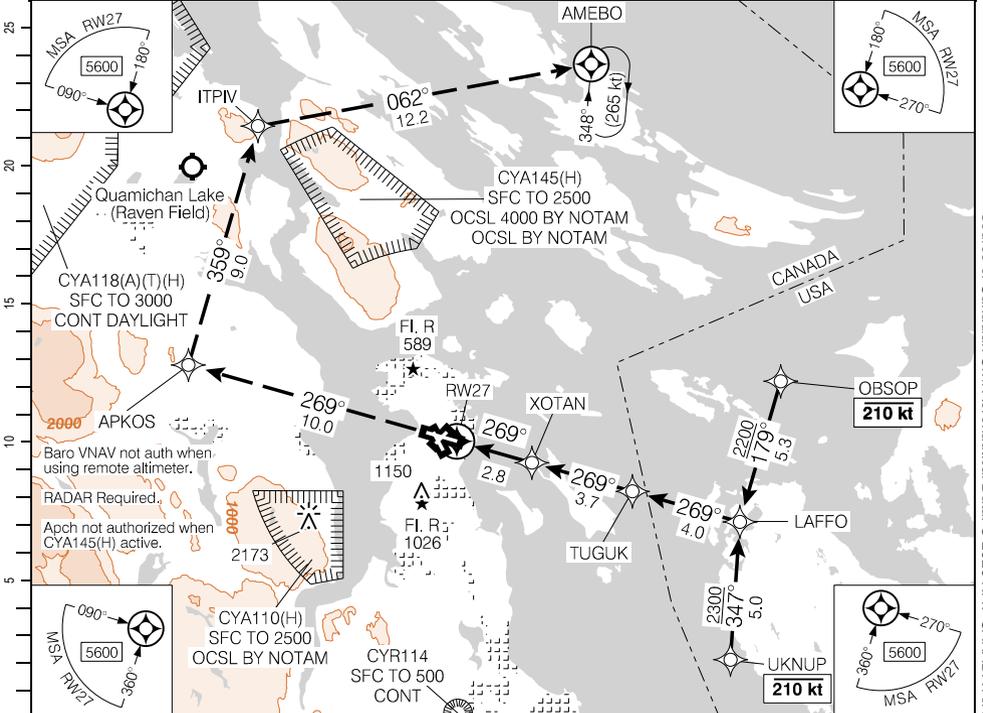
CYYJ

EFF 26 DEC 24

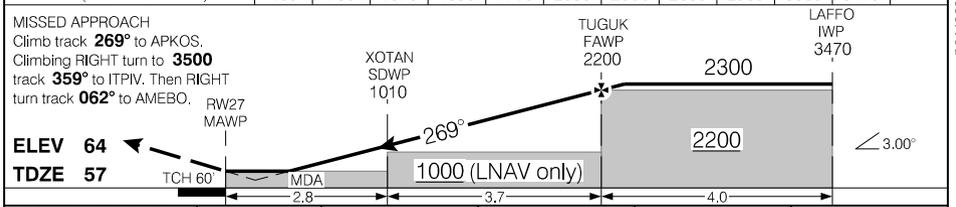
RNAV (GNSS) Z RWY 27

483850N 1232533W VAR 17°E

<ul style="list-style-type: none"> ATIS - 118.8 LWIS - 118.8 	ARR - 125.45	<ul style="list-style-type: none"> TWR - 119.7 239.6 RADIO Kamloops - 119.7 	<ul style="list-style-type: none"> GND - 121.9 361.4 	ARCAL 119.7(K)*
SAFE ALT 100 NM 12,800	WAAS Ch 80102 W27A	APCH CRS 269°	MIN ALT TUGUK 2200	LDA 6998



(NM)	DIST FROM RW27	1.1	2	3	4	5	6	6.9	8	9	10	10.5
	ALT (3.00° APCH PATH)	460	750	1070	1390	1710	2030	2300	2660	2980	3300	3470



RASS: When using CYVR add 100'			CATEGORY	A	B	C	D
			LPV	256	(200)	½ RVR 26	
			LNAV/VNAV (min. -17°C, max. 54°C)	358	(302)	1 RVR 50	
			LNAV	460	(404)	1 RVR 50	
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) Z RWY 27

CYYJ

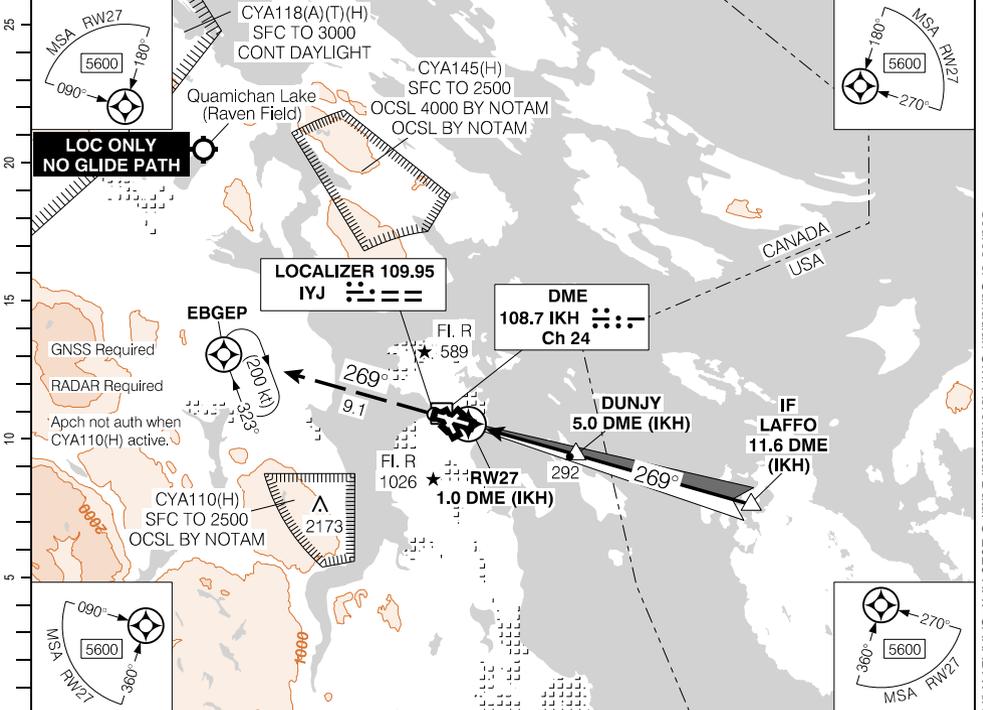
EFF 26 DEC 24

LOC RWY 27

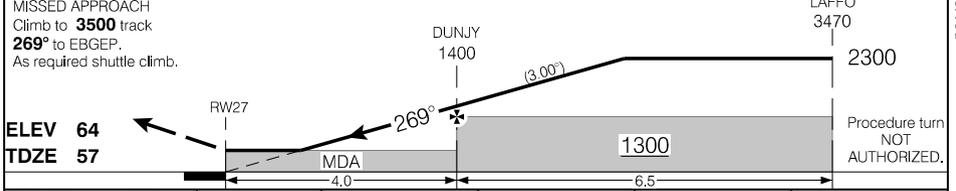
483850N 1232533W VAR 17°E

<ul style="list-style-type: none"> ● ATIS – 118.8 ● LWIS – 118.8 	ARR – 125.45	<ul style="list-style-type: none"> ● TWR – 119.7 239.6 ● RADIO Kamloops – 119.7 	<ul style="list-style-type: none"> ● GND – 121.9 361.4 	ARCAL 119.7(K)*
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SAFE ALT 100 NM 12,800	LOC IYJ 109.95	APCH CRS 269°	MIN ALT DUNJY 1300	LDA 6998	AN ...
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(NM)	DIST FROM DME (IKH)	2.3	3	4	5	6	7	7.9	9	10	11	11.6	
	ALT (3.00° APCH PATH)	520	750	1070	1390	1700	2020	2300	2660	2980	3300	3470	



RASS: When using CVYR add 100'.	CATEGORY	A	B	C	D
	LOC/DME	520		(463)	1 RVR 50
Knots	ft/min	Min:Sec			
70	370				
90	480				
110	580				
130	690				
150	800				

LOC RWY 27

CYYJ

EFF 20 FEB 25

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Departure Route Description

Rwy 32 – 1/2: Requires a minimum climb gradient of **330 ft/NM** to **800**. Do NOT exceed 220 kts until ALUBO. Climb hdg **315°** to **600**. Climbing RIGHT turn direct ALUBO. Then track **357°** to "YVR" VOR. Contact Victoria Terminal after passing **1000** unless instructed otherwise by ATC. Maintain **3000** or as assigned.

Note: Trees to 201 ASL within 0.4 NM of departure end of rwy. Antenna to 99 ASL, aprx 100' past departure end of rwy, 370' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

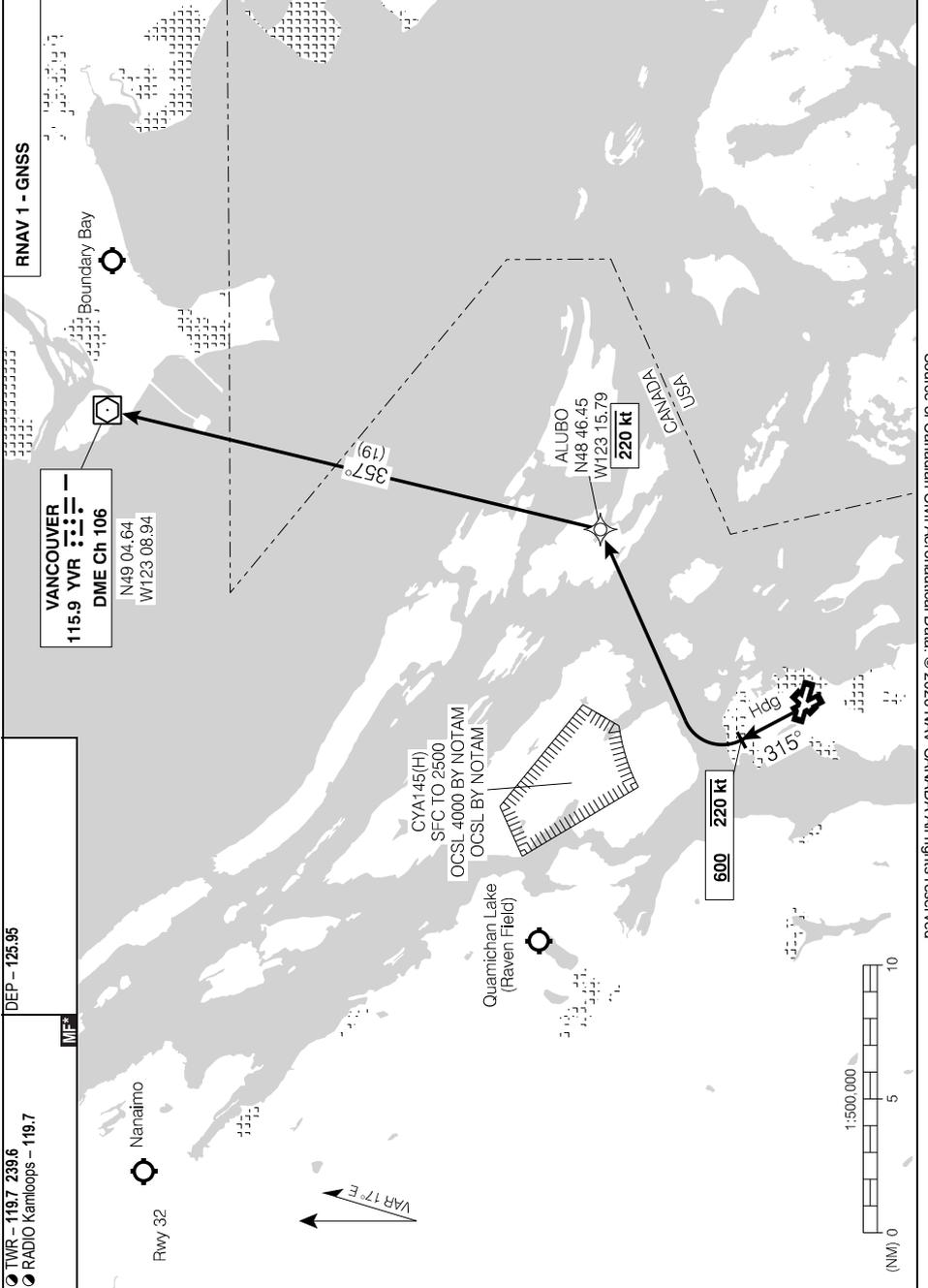
GROUND SPEED	90	120	140	160	180	200	250	300
330 FT/NM	500	660	770	880	990	1100	1380	1650

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after departure; then,
3. Climb to flight planned altitude.

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Departure Route Description

All Rwys: Contact Victoria Terminal after passing **1000** unless instructed otherwise by ATC. Maintain **4000** or as assigned.

Rwy 27 – ½: Requires a minimum climb gradient of **280** ft/NM to **4000**. Climb direct IMUSO.

Rwy 32 – ½: Requires a minimum climb gradient of **340** ft/NM to **4000**. Do not exceed 210 until IMUSO. Climb hdg **315°** to **600**. Then climbing LEFT turn direct to IMUSO.

Note: Trees to 201 ASL within 0.4 NM of departure end of rwy.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
280 FT/NM	420	560	660	750	840	940	1170	1400
340 FT/NM	510	680	800	910	1020	1140	1420	1700

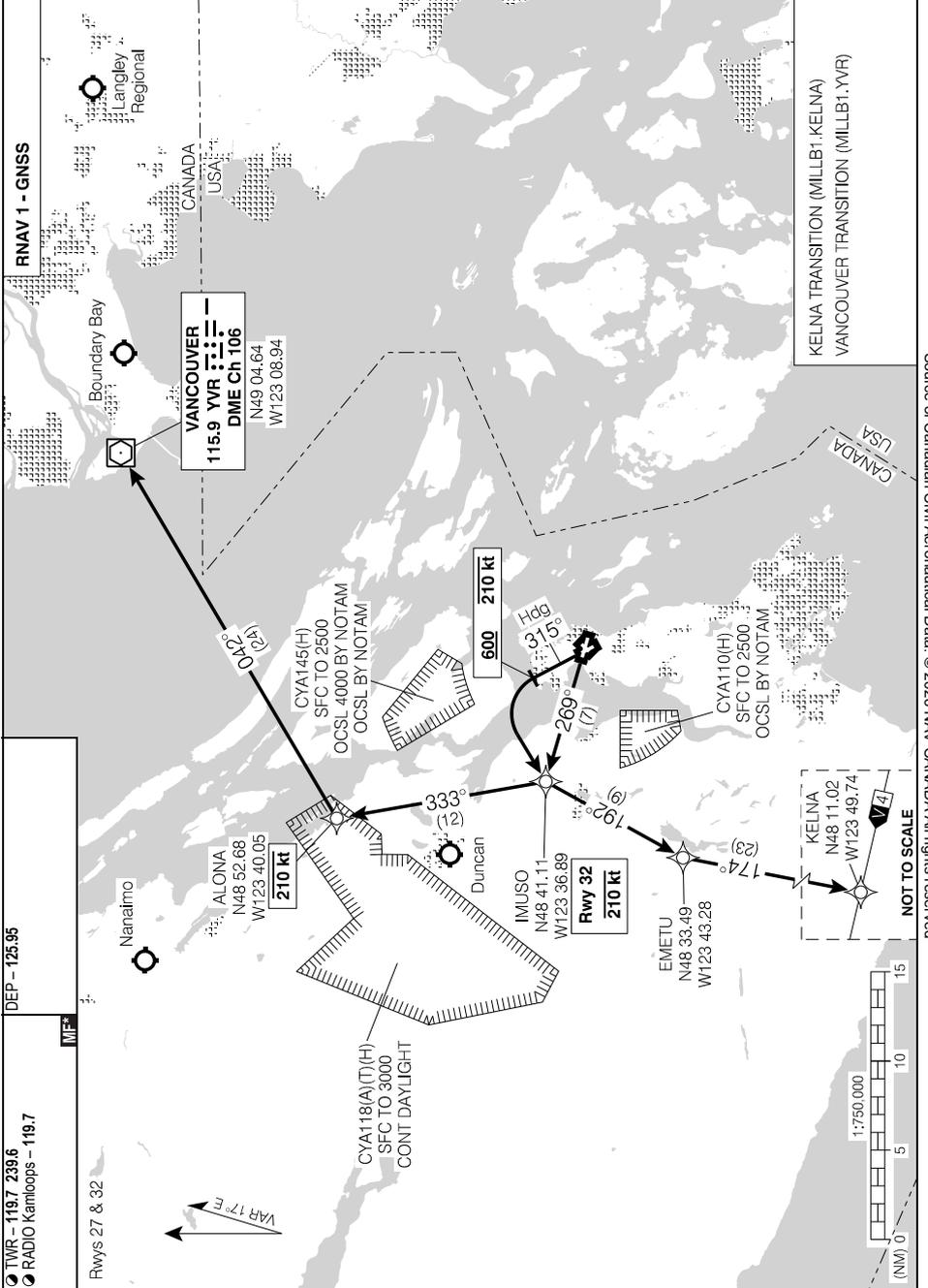
KELNA TRANSITION: Climb track **192°** to EMETU. Then LEFT turn track **174°** to **(MILLB1.KELNA)** KELNA to the assigned route.

VANCOUVER TRANSITION: Climb track **333°** to ALONA. Then RIGHT turn track **042°** to **(MILLB1.YVR)** "YVR" VOR/DME to the assigned route.

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off, then;
3. Climb to flight planned altitude.



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Departure Route Description

All rwys: Maintain **3000** or as assigned.

Rwy 03 – ½: Requires a minimum climb gradient of **240 ft/NM** to **400**. Climb hdg **027°** or as assigned. Expect radar vectors to filed/assigned route. Contact Victoria Terminal after passing **1000** unless instructed otherwise by ATC.

Note: Building to 97 ASL aprx 200' past departure end of rwy, 550' LEFT of rwy centreline.

Tower to 106 ASL aprx 0.2 NM past departure end of runway.

Rwy 09 – ½: Climb hdg **089°** or as assigned. Expect radar vectors to filed/assigned route. Contact Victoria Terminal after passing **1000** unless instructed otherwise by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

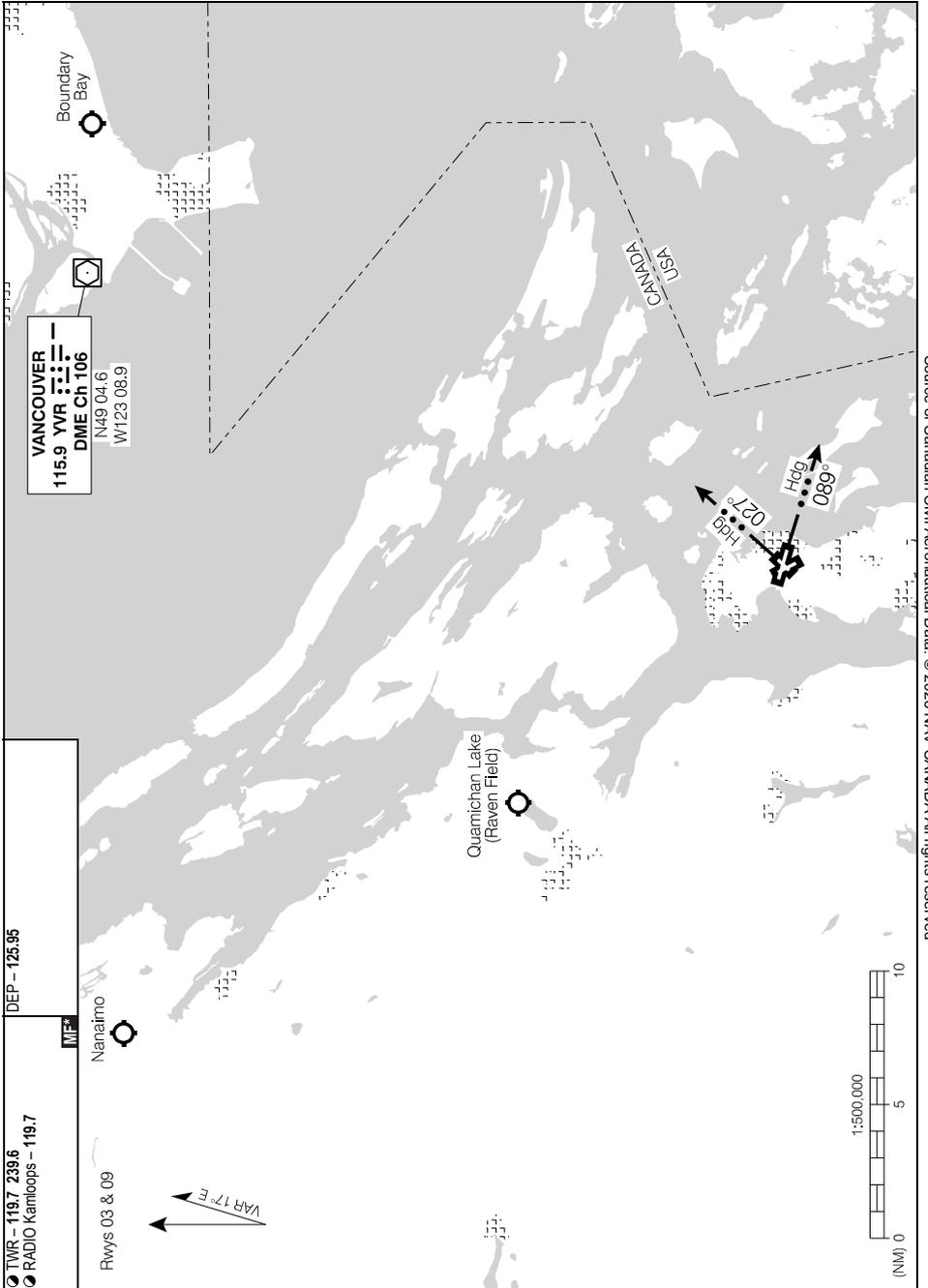
GROUND SPEED	90	120	140	160	180	200	250	300
240 FT/NM	360	480	560	640	720	800	1000	1200

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off; then,
3. Climb to flight planned altitude.

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NOISE ABATEMENT PROCEDURES

Restrictions

1. Consistent with limiting factors, all aircraft shall use rwy 09-27 from 0400Z-1500Z (DT 0300-1400Z).

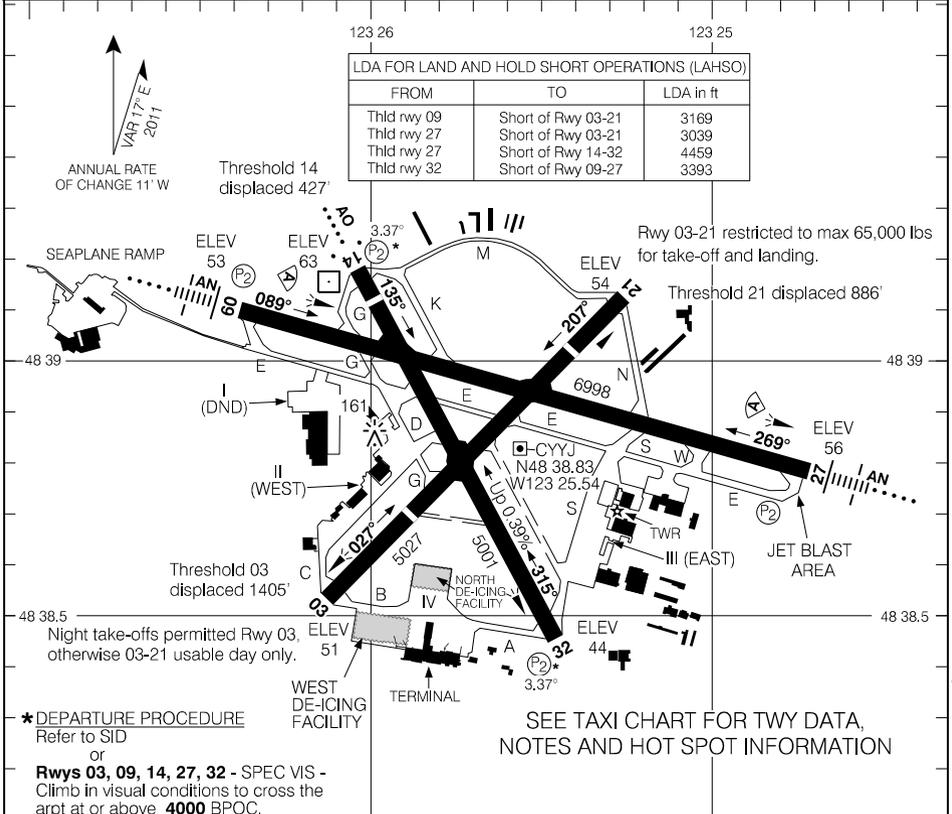
Limiting Factors:

- Physical condition of surface (dry, wet, icy).
 - Max effective crosswind component 15 knots.
 - Max effective tailwind component 5 knots.
 - Visual restrictions due to position of sun.
2. Local Turbo-jet training not permitted from 0600Z-1500Z (DT 0500-1400Z).

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AERODROME CHART

ATIS - 118.8 LWIS - 118.8		CLNC DEL - 126.4 GND - 121.9 361.4		TWR - 119.7 239.6 RADIO Kamloops - 119.7		DEP - 125.95 MF*	
DECL	DISTS	03	21	09	27	14	32
TORA		4141	3622	6998	6998	5001	4574
TODA		4141	3622	7982	7982	5001	4574
ASDA		5027	5027	6998	6998	5001	5001
LDA		3622	4141	6998	6998	4574	5001



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RVO		LVO	
RWY 09, 27: RVR 1200		NOT AUTHORIZED	
TAKE-OFF MINIMA			
Rwys 03; 09; 14; 27; 32: ★ Rwy 21: NOT ASSESSED			
SCALE IN FEET 1000 0 1000 2000			

TAXI CHART

Notes**Widebody Aircraft**

Rwy 09 Departures: Twy B, Rwy 03/21, Twy G, Twy E.

Rwy 09 Arrivals: Twy E westbound, Twy S, Twy A.

Rwy 27 Departures: Twy A, Twy S, Twy E eastbound.

Rwy 27 Arrivals: Twy E, Twy G, Rwy 03/21, Twy B.

Taxiways

Taxiway C restricted to 50,000 lbs.

Taxiway M restricted to 12,500 lbs.

Aprons

Apron II restricted to 50,000 lbs.

Apron IV restricted to scheduled commercial traffic only. A/cft engine runs abv idle power prohibited, PPR fr OPR for idle power engine runs. Exceptions require prior approval of airport operator.

Rwy 03-21 Operations

Aircraft restricted to max 65,000 lbs for take-off and landing.

No weight restriction for taxiing aircraft rwy 03/21 south of rwy 14/32.

Rwy 27 Arrivals

Aircraft exiting on rwy 14, HOLD SHORT rwy 03, see Hot Spot 3.

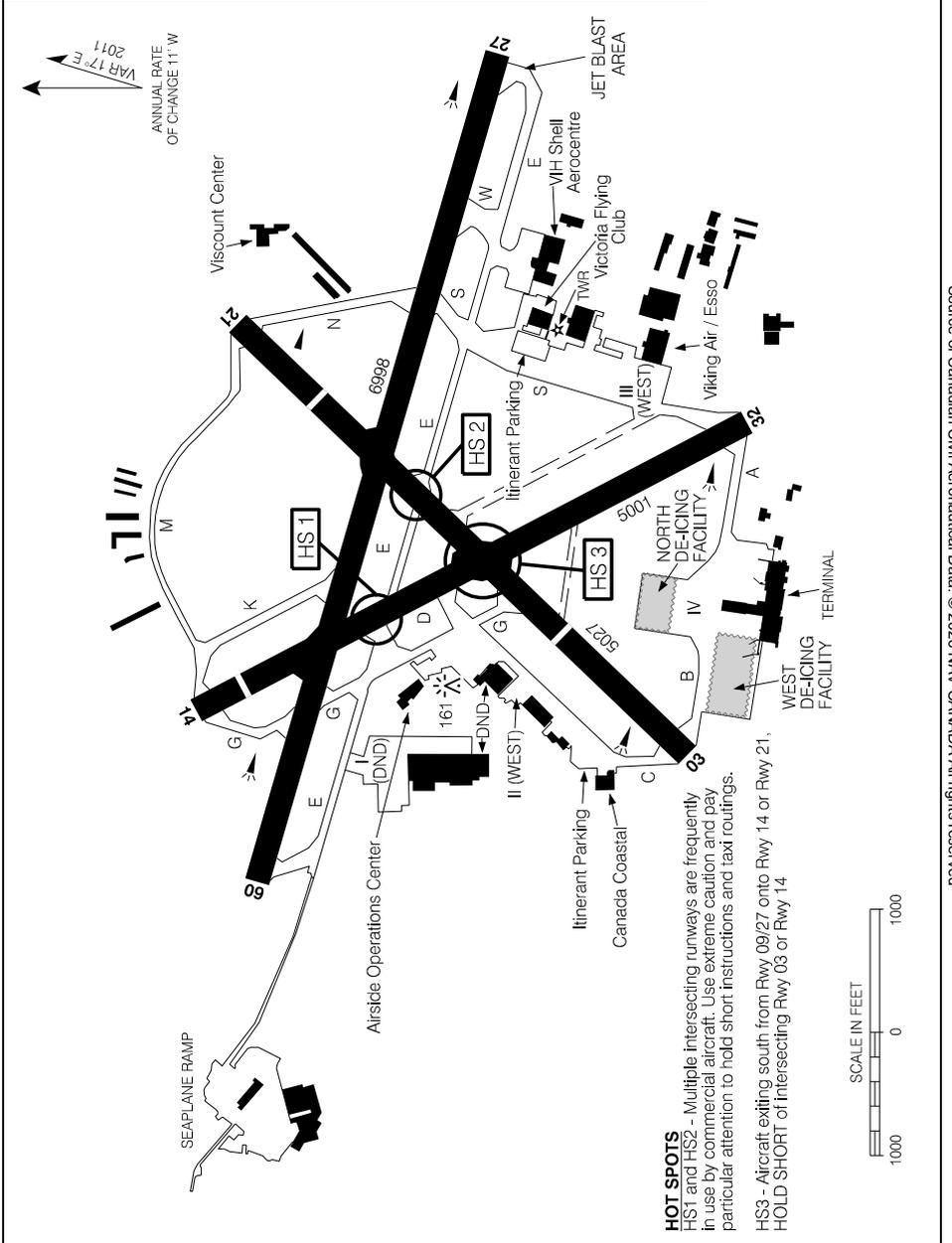
Rwy 09 Arrivals

Aircraft exiting on rwy 21, HOLD SHORT rwy 14, see Hot Spot 3.

TAXI CHART

● ATIS - 118.8	● CLNC DEL - 126.4	● TWR - 119.7 239.6
● LWIS - 118.8	● GND - 121.9 361.4	● RADIO Kamloops - 119.7

MF*



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DE-ICING OPERATIONS

DE-ICING PROCEDURES**GENERAL**

1. De-icing at gates is not permitted without authorization from airport operator.
2. North de-icing pad access is controlled by DE-ICE CONTROL. ALL Aircraft must have an approved assignment time prior to pushback or taxi.
3. Assignment times will be provided to de-icing providers only and are provided at 20-minute intervals. De-icing provider contact information and times are detailed in the Services section.
4. ATC does not have oversight of de-icing assignments; all inquires must be directed to de-icing providers or Snow Desk when open (250-953-7595). If the Snow Desk is not open, all inquiries should be directed to de-icing providers or Airport Operations, Manager, Integrated Operations Centre.

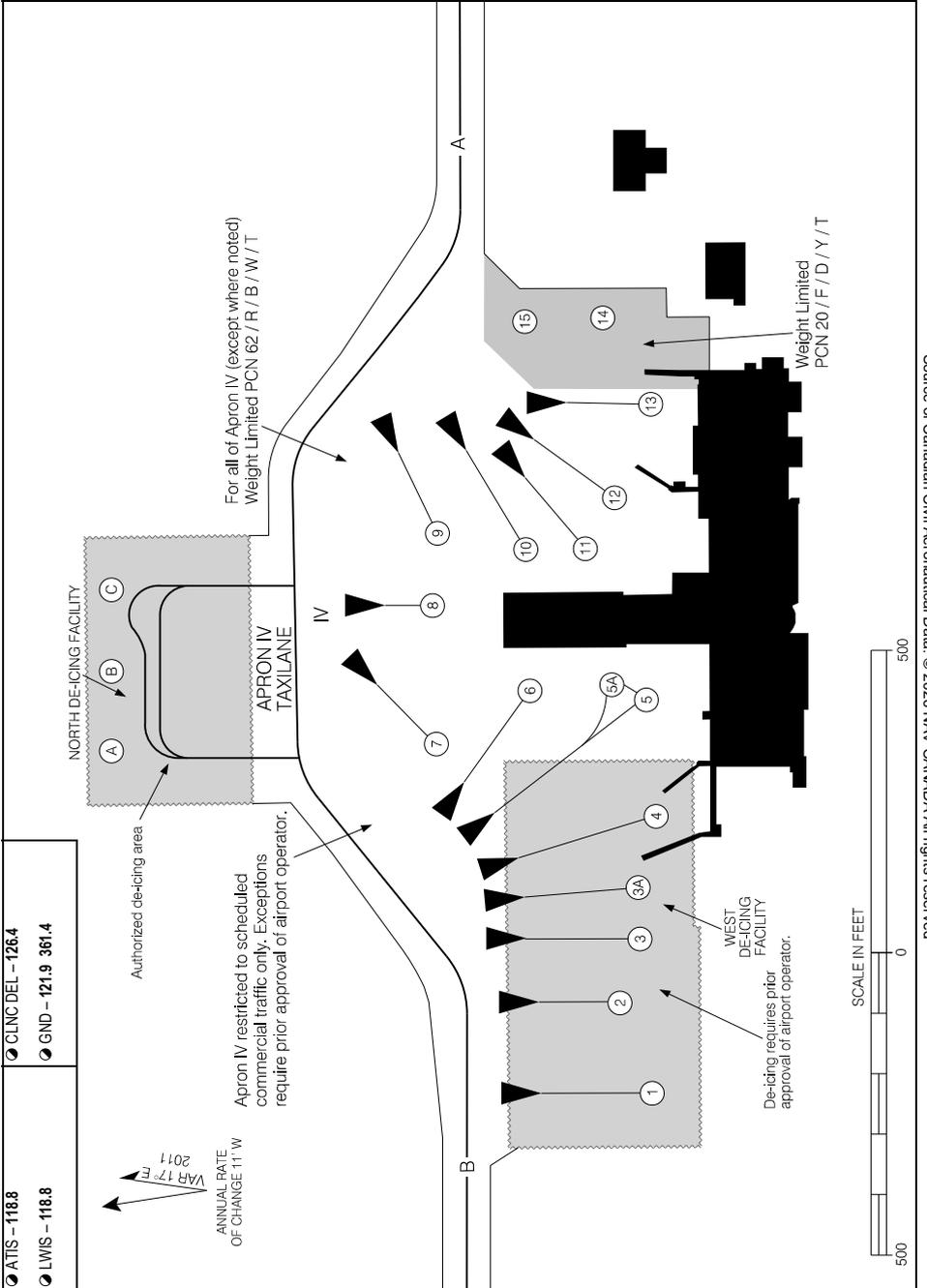
SCHEDULED COMMERCIAL AIRCRAFT

1. De-icing assignments will be communicated to commercial aircraft via de-icing providers and individual company processes.
2. **NO de-icing will occur until an assignment has been issued.**

NON-SCHEDULED AIRCRAFT

1. Aircraft requiring an assignment shall contact a de-icing provider, who will request the assignment.
2. De-ice control will issue the assignment between scheduled commercial movements and notify the de-icing provider. The de-icing provider will provide the assignment to the aircraft.
3. If the non-scheduled aircraft misses their assignment, a new assignment must be obtained.
4. **NO de-icing will occur until an assignment has been issued.**

PARKING AREAS



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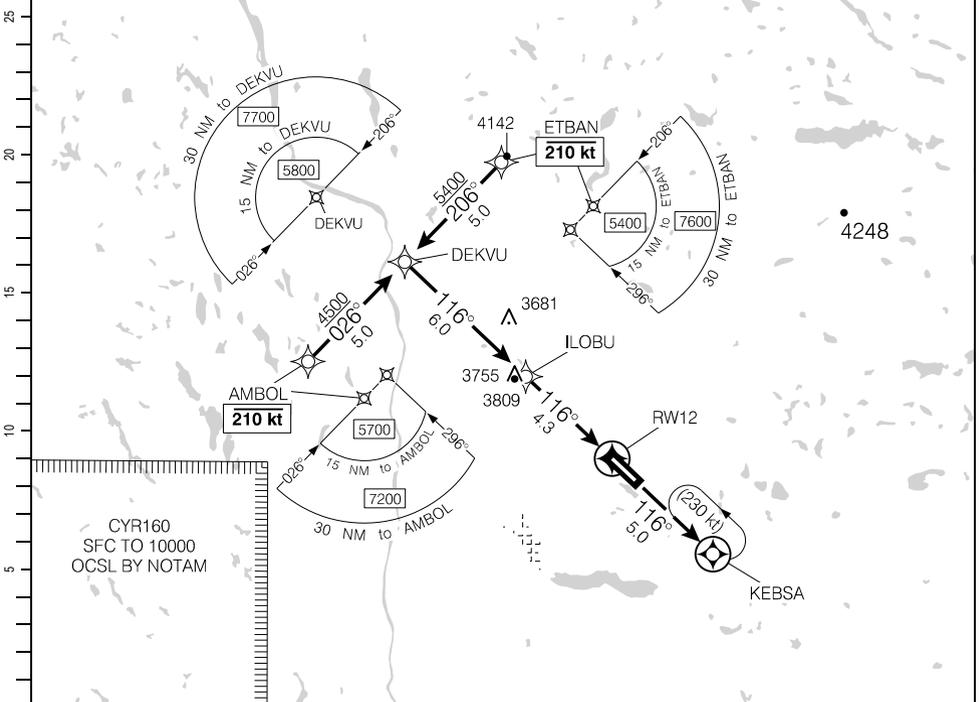
PARKING AREAS

EFF 5 OCT 23

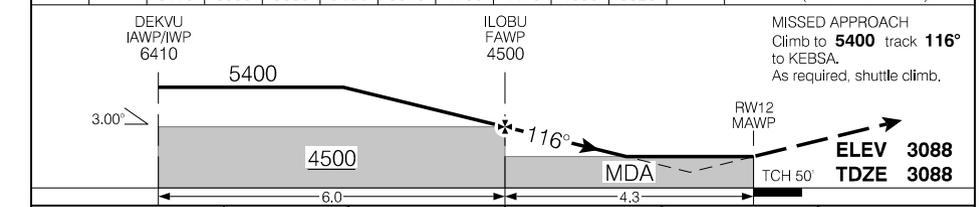
RNAV (GNSS) RWY 12

521100N 1220316W VAR 17°E

CTR Vancouver – 134.0 381.4		RADIO – 122.3			
SAFE ALT 100 NM 13,600		WAAS Ch 80190 W12A	APCH CRS 116°	MIN ALT ILOBU 4500	LDA 6966
					MF
					P2 AO ...



	10.3	9	8	7.1	6	5	4	3	2.2		DIST FROM RW12
	6410	6000	5680	5400	5040	4730	4410	4090	3820		ALT (3.00° APCH PATH)



			CATEGORY	A	B	C	D
			LPV	3584	(500)		1¼
			RNAV/VNAV (min. -24°C, max. 54°C)	3584	(500)		1¼
			RNAV	3820	(736)		2¼
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 12

CYWL

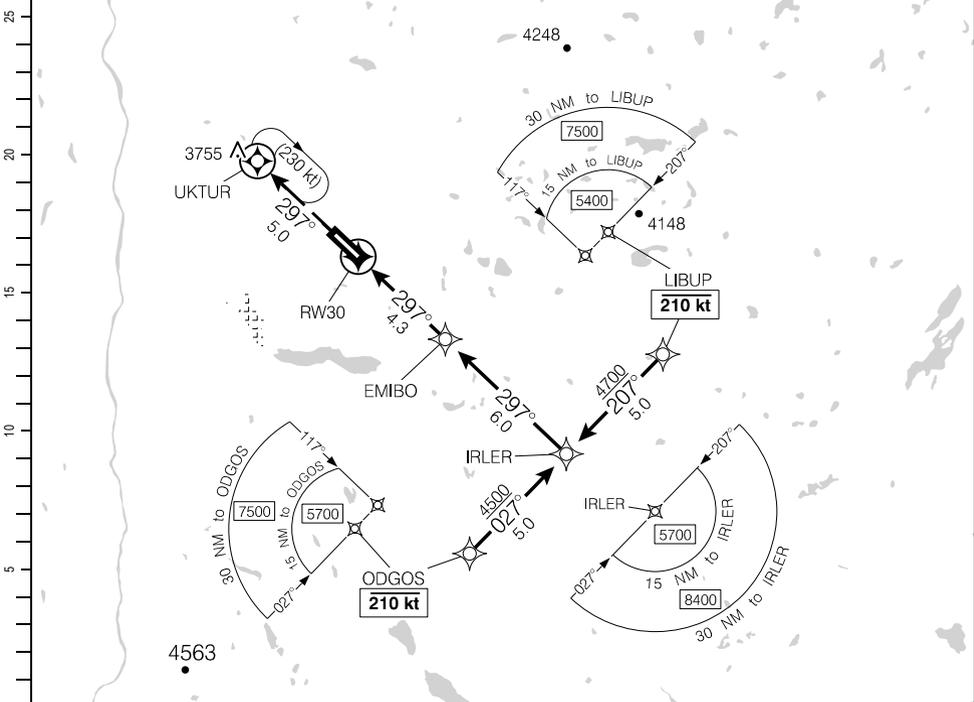
EFFECT 23 FEB 23

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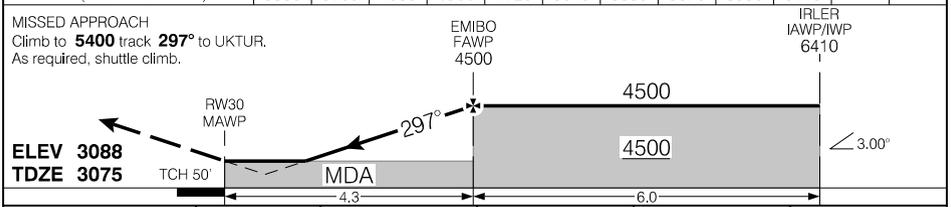
RNAV (GNSS) RWY 30

521100N 1220316W VAR 17°E

CTR Vancouver – 134.0 381.4		RADIO – 122.3					
SAFE ALT 100 NM 13,600		WAAS Ch 80191 W30A		APCH CRS 297°		MIN ALT EMIBO 4500	
						LDA 6966	



DIST FROM RW30	1.4	2	3	4.3	5	6	7	8	9	10.3		
ALT (3.00° APCH PATH)	3580	3760	4080	4500	4720	5040	5350	5670	5990	6410		



			CATEGORY	A	B	C	D
			LPV	3575	(500)		1¼
			LNAV/VNAV (min. -24°C, max. 54°C)	3575	(500)		1¼
			LNAV	3580	(505)		1½
Knots	ft/min	Min:Sec					
70	370						
90	480						
110	580						
130	690						
150	800						

RNAV (GNSS) RWY 30

CYWL

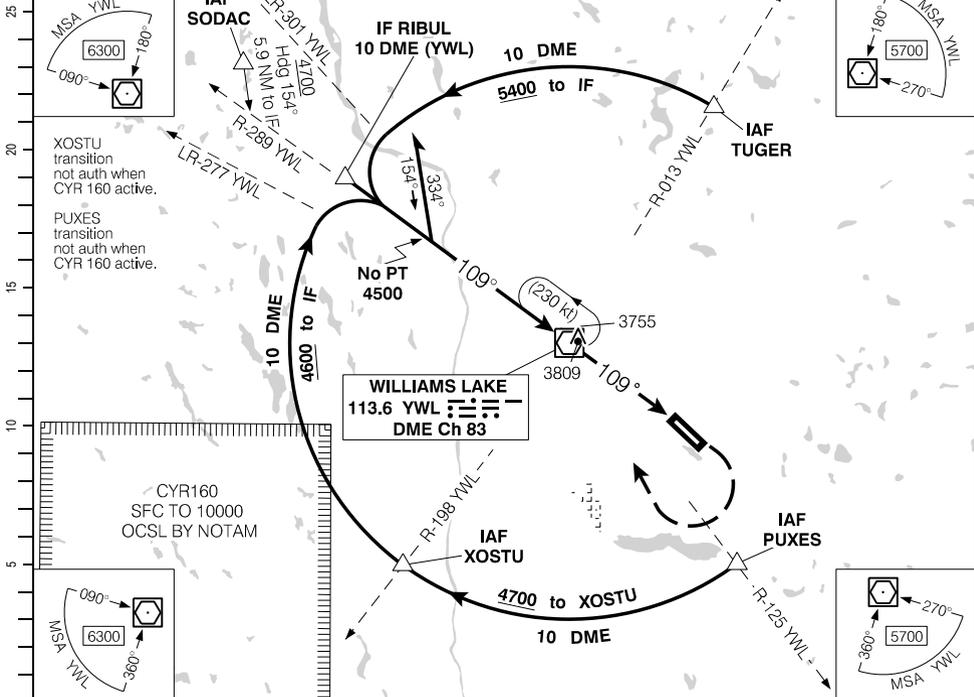
EFF 23 FEB 23

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VOR RWY 12

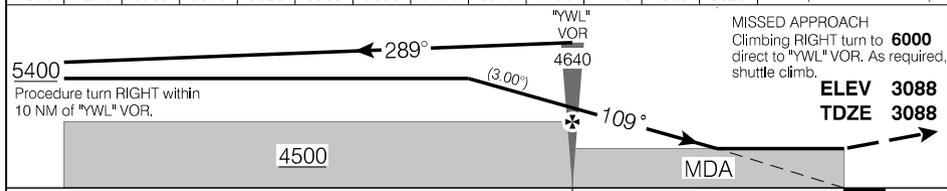
521100N 1220316W VAR 18°E

CTR Vancouver – 134.0 381.4		RADIO – 122.3			
SAFE ALT 100 NM 13,600	VOR YWVL 113.6	APCH CRS 109°	MIN ALT YWVL 4500	LDA 6966	MF P2 AO 7.1°



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(NM)	14.7	13	12	11	10	9	8	7.1	6	5	4	3	2.2	DIST FROM MAP
	7830	7270	6960	6640	6320	6000	5680	5400	5040	4730	4410	4090	3820	ALT (3.00" APCH PATH)



	CATEGORY	A	B	C	D	
	VOR	3820		(732)	2¼	
YWVL VOR to MAP 4.7 NM	CIRCLING	3820	(732)	2¼	3840 (752) 2¼	3860 (772) 2½
Knots	ft/min	Min:Sec				
70	370	4:02				
90	480	3:08				
110	580	2:34				
130	690	2:10				
150	800	1:53				

VOR RWY 12

CYWL

EFF 15 JUN 23

DEPARTURE PROCEDURE

Departure Procedure**Rwy 12 – ½:** When CYA131 or CYR130 is active:Climb between hdg **087°** CW to **296°** to remain clear of CYA131 or CYR130.**Note:** Trees to 3212 ASL aprx 0.3 NM past departure end of rwy, 570' LEFT of rwy centreline.**Rwy 30 – ½:** Requires a minimum climb gradient of **250** ft/NM to **4100**.

When CYA131 or CYR130 is active:

Requires a minimum climb gradient of **250** ft/NM to **4100**. Climb between hdg **006°** CCW to **117°** to remain clear of CYA131 or CYR130.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **4000** BPOC.

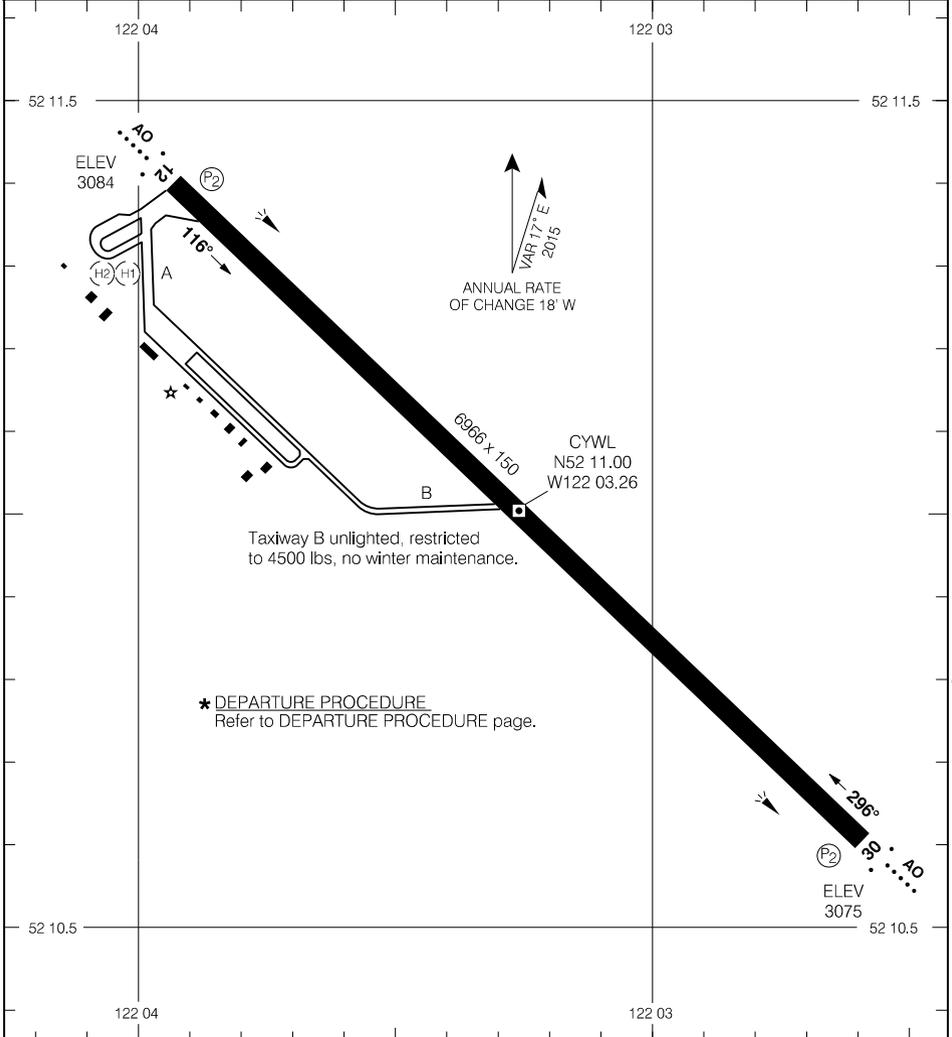
When CYA131 or CYR130 is active: SPEC VIS NOT AUTHORIZED.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
250 FT/NM	380	500	590	670	750	840	1050	1250

AERODROME CHART

		RADIO - 122.3		CTR Vancouver - 134.0 381.4	
				MF	
DECL DISTS	12	30			
TORA	6966	6966			
TODA	7668	7767			
ASDA	6966	6966			
LDA	6966	6966			



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TAKE-OFF MINIMA		SCALE IN FEET 1000 0 1000 2000
Rwy 12, 30: *		

AERODROME CHART

CYWL

EFF 12 JUN 25