CAP
2

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EFFECTIVE 0901Z **2 OCTOBER 2025**
TO 0901Z 27 NOVEMBER 2025

CANADA AIR PILOT

Instrument Procedures

BRITISH COLUMBIA

AIP Canada (ICAO) Part 3 – Aerodromes (AD)

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NAV CANADA

CAP 2

BRITISH COLUMBIA

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Table of Contents

INSTRUMENT APPROACH PROCEDURE CHARTS

VANCOUVER/BOUNDARY BAY, BC

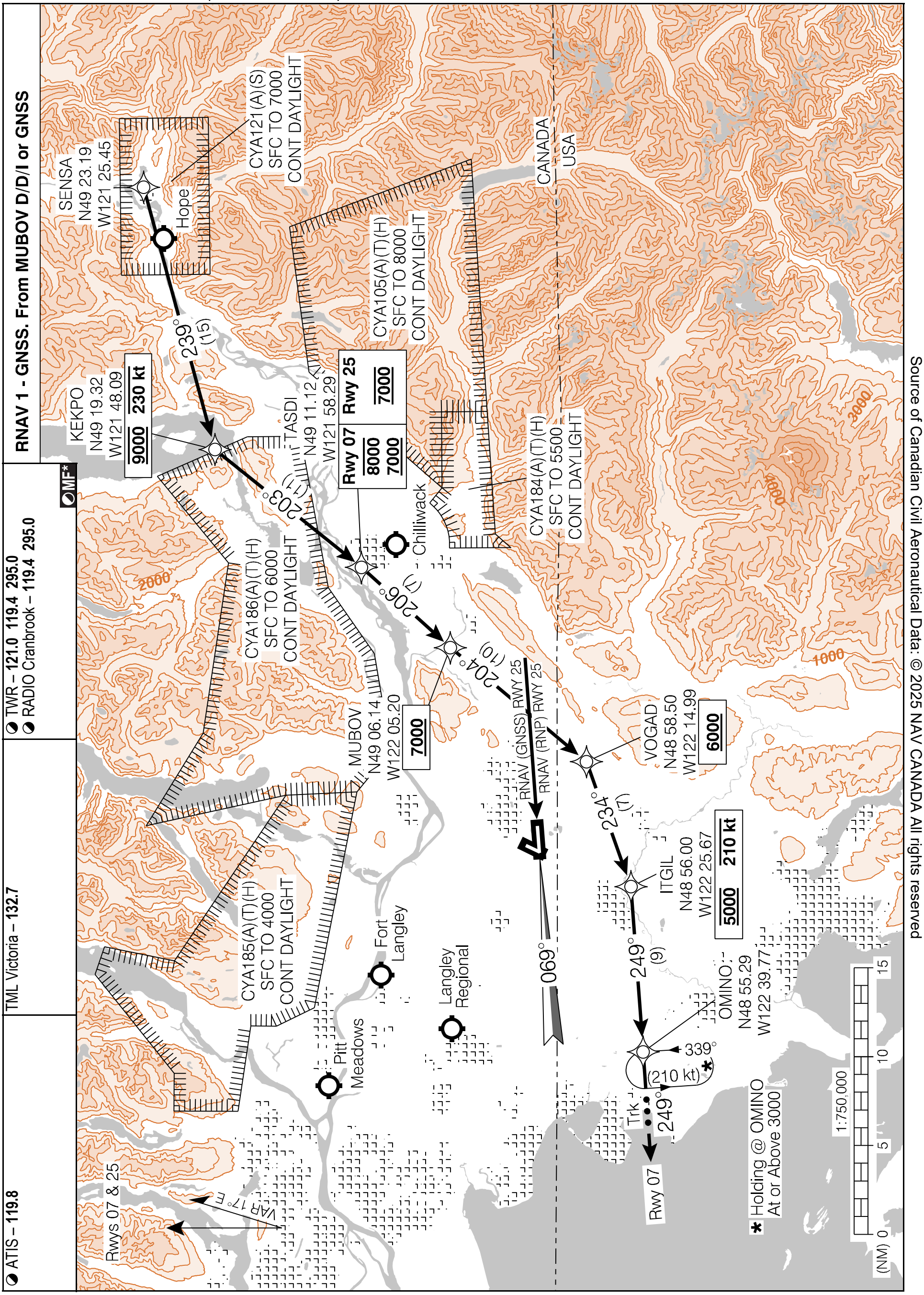
VANCOUVER/HARBOUR (PUBLIC), BC

VANDERHOOF, BC

VERNON, BC

STAR (RNAV) ABBOTSFORD, BC

HOPE FIVE ARR (SENSA.HOPE5) CYXX



HOPE FIVE ARR (SENSA.HOPE5) CYXX

EFF 20 FEB 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

ABBOTSFORD, BC

ILS Z RWY 07

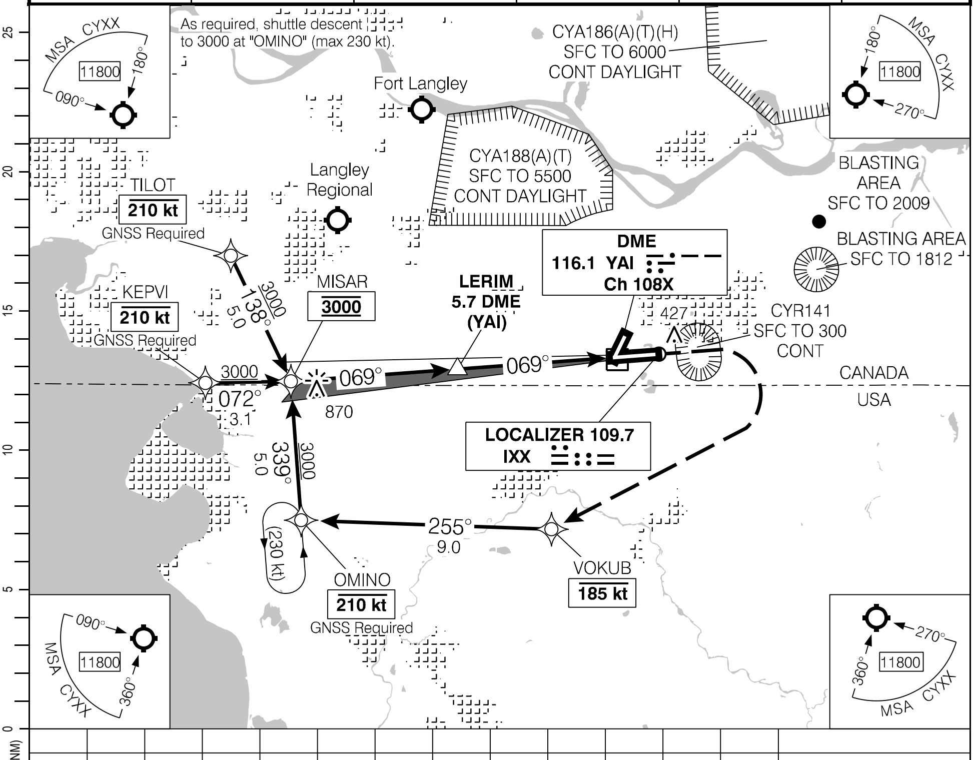
490131N 1222136W VAR 17°E

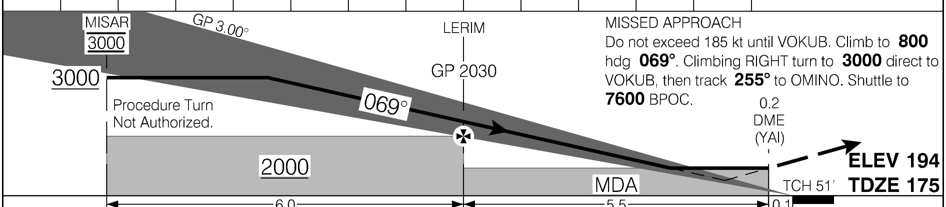
CYXX

ATIS – **119.8**	TML Victoria – **132.7**	TWR – **121.0 119.4 295.0** RADIO Cranbrook – **119.4 295.0** MF*	GND – **121.8**

SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
12,800	IXX **109.7**	**069°**	LERIM **2030**	**9597**

AN





MISSED APPROACH
Do not exceed 185 kt until VOKUB. Climb to **800** hdg **069°**. Climbing RIGHT turn to **3000** direct to VOKUB, then track **255°** to OMINO. Shuttle to **7600** BPOC.

ELEV 194
TDZE 175

CATEGORY	A	B	C	D
ILS/DME	**425** (250) 1 RVR 50			
LOC/DME	**760** (585) 1¼			
C CIRCLING	**940** (746) 1½		**960** (766) 2¼	**960** (766) 2½

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

ABBOTSFORD, BC

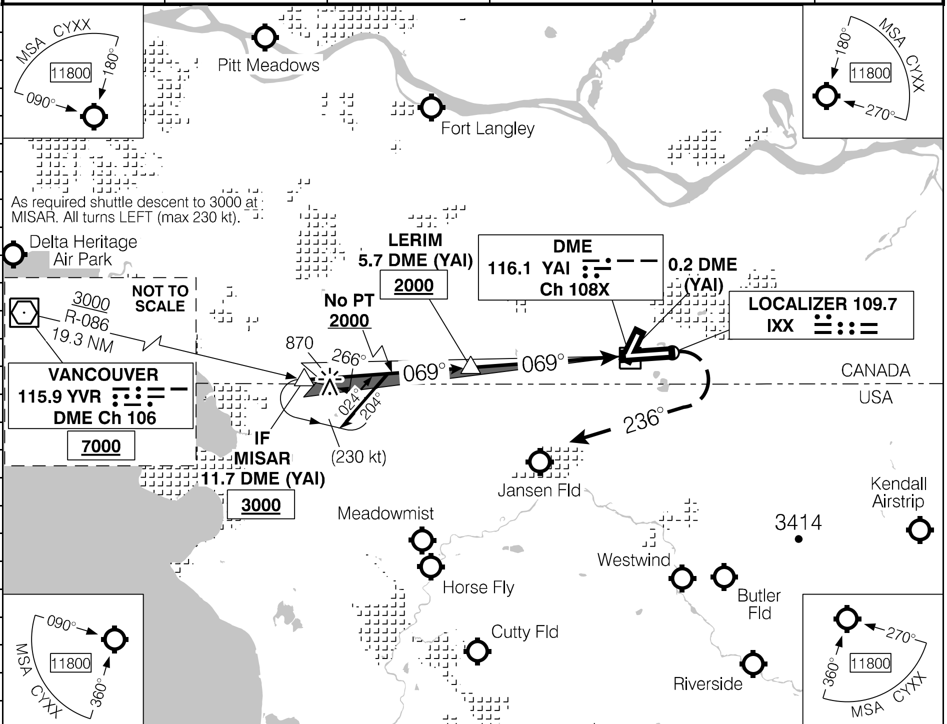
ILS Y RWY 07

490131N 1222136W VAR 17°E

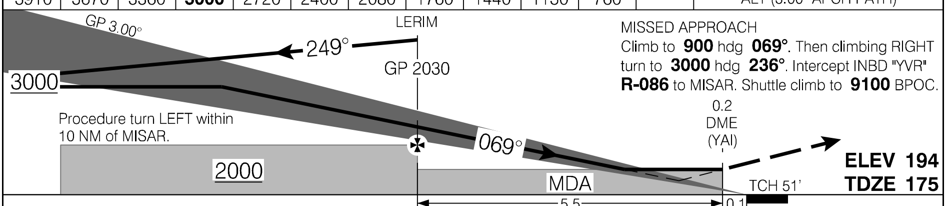
CYXX

ATIS – **119.8**	TML Victoria – **132.7**	TWR – **121.0 119.4 295.0** RADIO Cranbrook – **119.4 295.0** MF*	GND – **121.8**

SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA	
12,800	IXX **109.7**	**069°**	LERIM **2030**	**9597**	AN



DIST FROM DME (YAI)	11.7	11	10	**8.9**	8	7	6	5	4	3	1.9
ALT (3.00° APCH PATH)	3910	3670	3360	**3000**	2720	2400	2080	1760	1440	1130	760



MISSED APPROACH
Climb to **900** hdg **069°**. Then climbing RIGHT turn to **3000** hdg **236°**. Intercept INBD "YVR" **R-086** to MISAR. Shuttle climb to **9100** BPOC.

ELEV 194
TDZE 175

CATEGORY	A	B	C	D
ILS/DME	**425** (250) 1 RVR 50			
LOC/DME	**760** (585) 1¼			
C CIRCLING	**940** (746) 1½		**960** (766) 2¼	**960** (766) 2½

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	690	
150	800	

ABBOTSFORD, BC

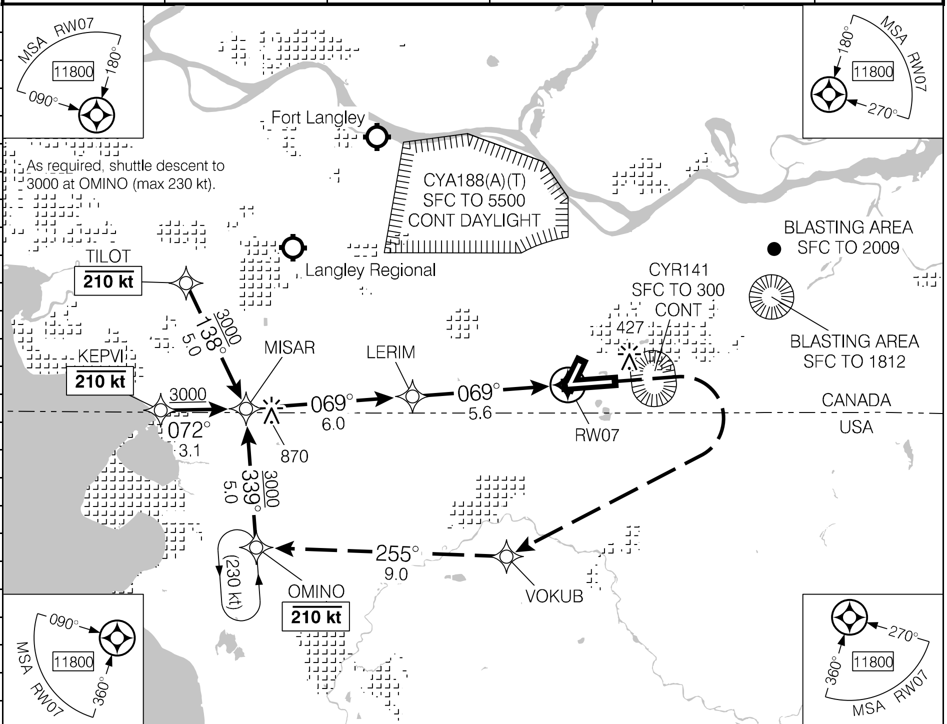
RNAV (GNSS) Z RWY 07

490131N 1222136W VAR 17°E

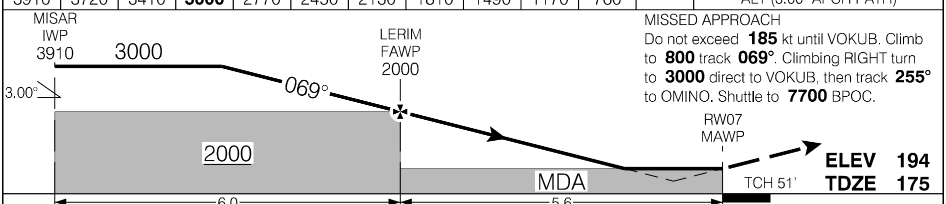
CYXX

ATIS – **119.8**	TML Victoria – **132.7**	TWR – **121.0 119.4 295.0** RADIO Cranbrook – **119.4 295.0** MF*	GND – **121.8**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT LERIM	LDA
12,800	**Ch 80189** W07A	**069°**	**2000**	**9597**



DIST FROM RW07	11.6	11	10	**8.7**	8	7	6	5	4	3	1.7
ALT (3.00° APCH PATH)	3910	3720	3410	**3000**	2770	2450	2130	1810	1490	1170	760



MISSED APPROACH
Do not exceed **185** kt until VOKUB. Climb to **800** 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
LPV	**417**	(250)	1 RVR 50	
LNAV/VNAV (min. -20°C, max. 54°C)	**733**	(566)	1½	
LNAV	**760**	(593)	1¼	
C CIRCLING	**940** (746) 1½		**960** (766) 2¼	**960** (766) 2½

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

ABBOTSFORD, BC

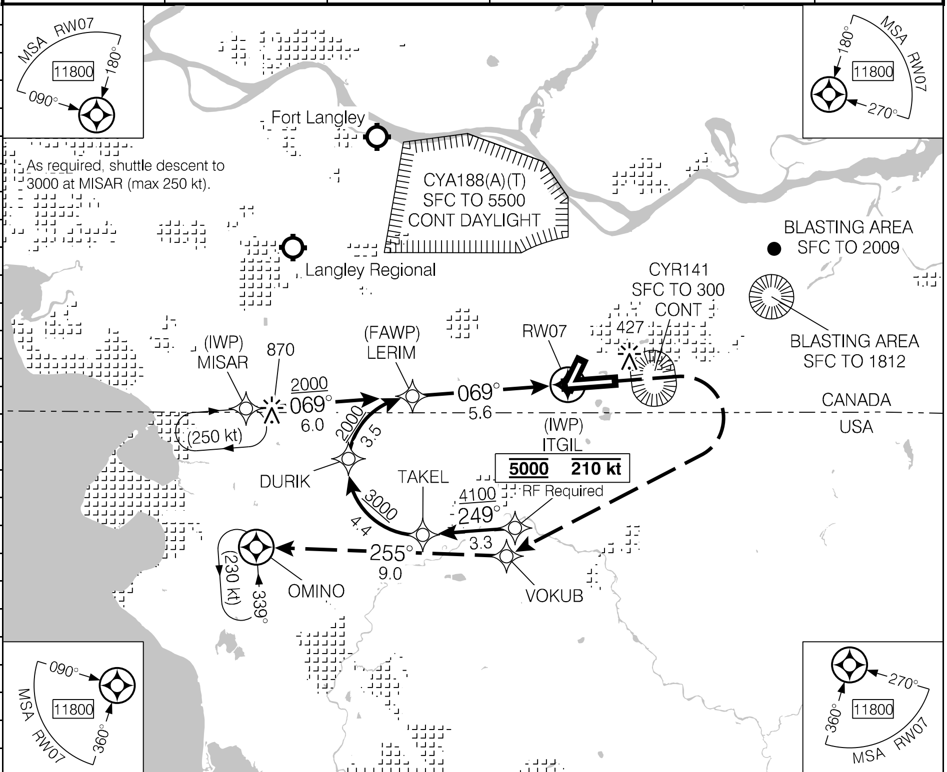
RNAV (RNP) Y RWY 07

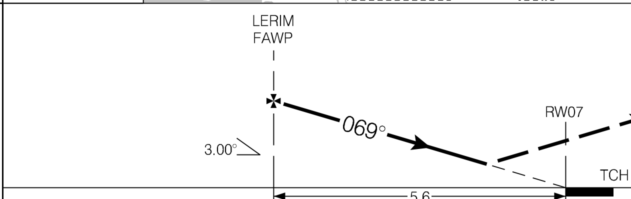
490131N 1222136W VAR 17°E

CYXX

ATIS – **119.8**	TML Victoria – **132.7**	TWR – **121.0 119.4 295.0** RADIO Cranbrook – **119.4 295.0** MF*	GND – **121.8**

SAFE ALT 100 NM		APCH CRS	MIN ALT LERIM	LDA
12,800	RNAV	**069°**	**2000**	**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	

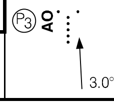
ABBOTSFORD, BC

RNAV (GNSS) Z RWY 25

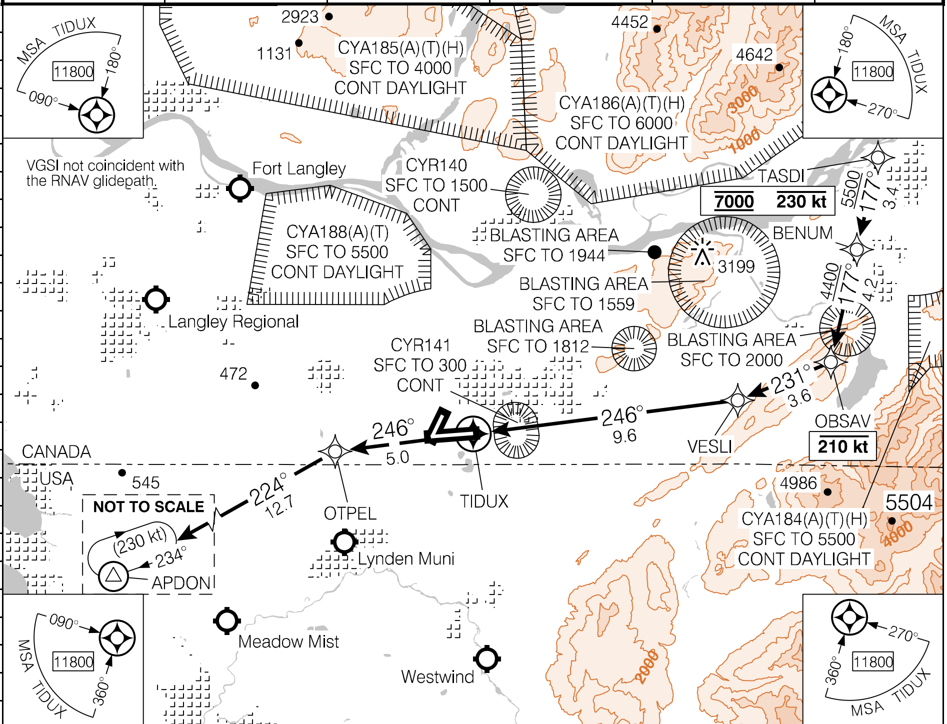
490131N 1222136W VAR 17°E

CYXX

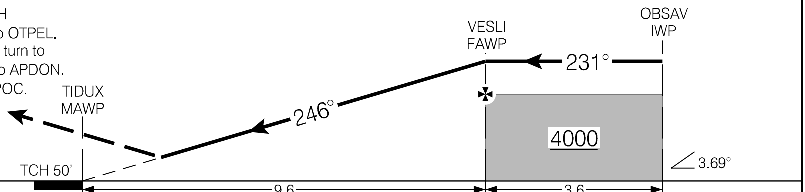
ATIS – **119.8**	TML Victoria – **132.7**	TWR – **121.0 119.4 295.0** RADIO Cranbrook – **119.4 295.0** MF*	GND – **121.8**



SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VESLI	LDA
12,800	**Ch 81020** W25A	**246°**	**4000**	**9302**



MISSED APPROACH
Climb track **246°** to OTPEL.
Then climbing LEFT turn to
2000 track **224°** to APDON.
Shuttle to **MEA** BPOC.



ELEV 194
TDZE 194

CATEGORY	A	B	C	D
LPV	**494**	(300)	1	NOT AUTHORIZED

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

ABBOTSFORD, BC

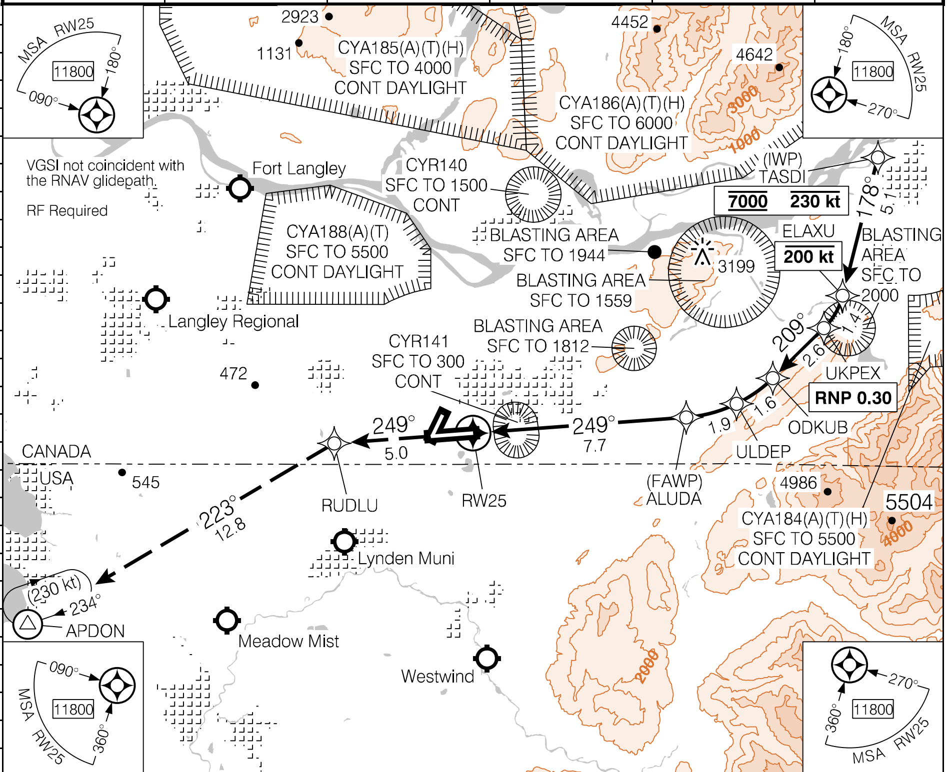
RNAV (RNP) Y RWY 25

490131N 1222136W VAR 17°E

CYXX

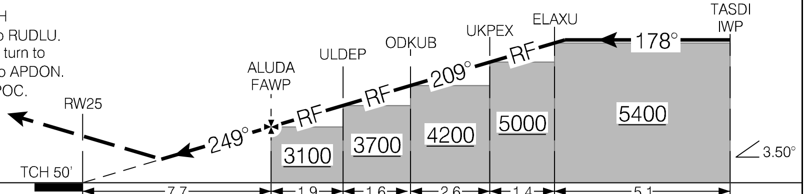
ATIS – **119.8**	TML Victoria – **132.7**	TWR – **121.0 119.4 295.0** RADIO Cranbrook – **119.4 295.0** MF*	GND – **121.8**	P3 AO

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT ALUDA	LDA
12,800		**249°**	**3100**	**9302**



MISSED APPROACH
Climb track **249°** to RUDLU.
Then climbing LEFT turn to **2000** track **223°** to APDON.
Shuttle to **MEA** BPOC.

ELEV 194
TDZE 194



	CATEGORY	A	B	C	D
	RNP 0.10	**527**	(333)	1	
AUTHORIZATION REQUIRED (min. -25° C) (max. 48° C)	**RNP 0.20**	**691**	(497)	1½	
	RNP 0.30	**778**	(584)	1¾	

ABBOTSFORD NINE DEP (CYXX9.)

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 acft only (CAT C&D refer to CLEARBROOK SID). Requires a minimum climb gradient of **260** ft/NM to **500**. Climb hdg **069°** to **700**. 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.

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

Note: Trees to 297 ASL aprx 0.3 NM past departure end of rwy.

Rwy 25 – ½: Requires a minimum climb gradient of **410** ft/NM to **600**. Climb hdg **249°** for vectors.

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
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

Note: Refer to noise abatement procedures for additional requirements.

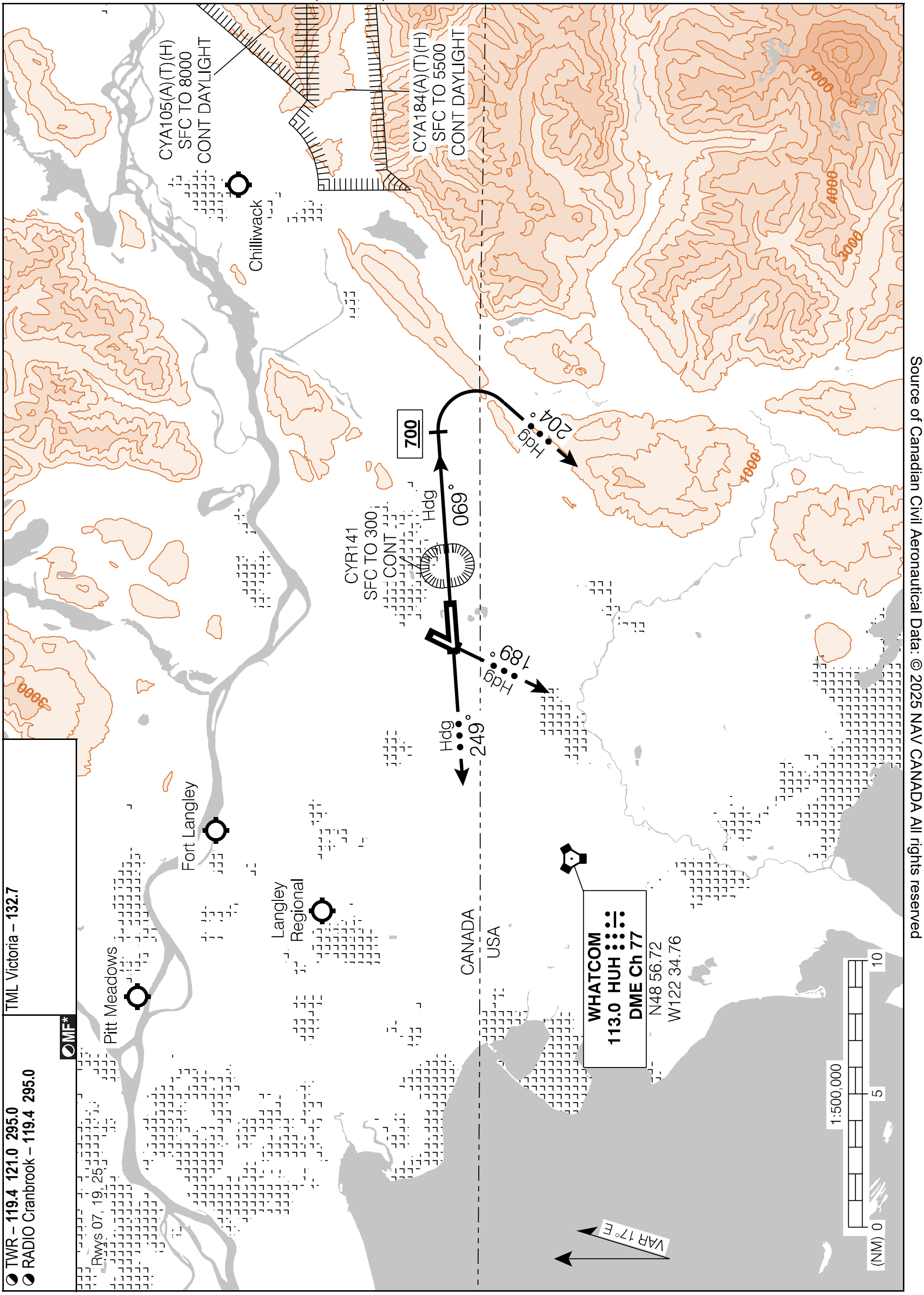
Communication Failure

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

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

SID (VECTOR) ABBOTSFORD, BC

ABBOTSFORD NINE DEP (CYXX9.) CYXX



CLEARBROOK TWO DEP (CLRBK2.)

Departure Route Description

Rwy 07 – ½: Restricted to Cat C & D acft only. Requires a minimum climb gradient of **480** ft/NM to **4700**. Climb hdg **069°** to **1800**. 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.

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

NOTE: Refer to noise abatement procedures for additional requirements.

Communication Failure

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

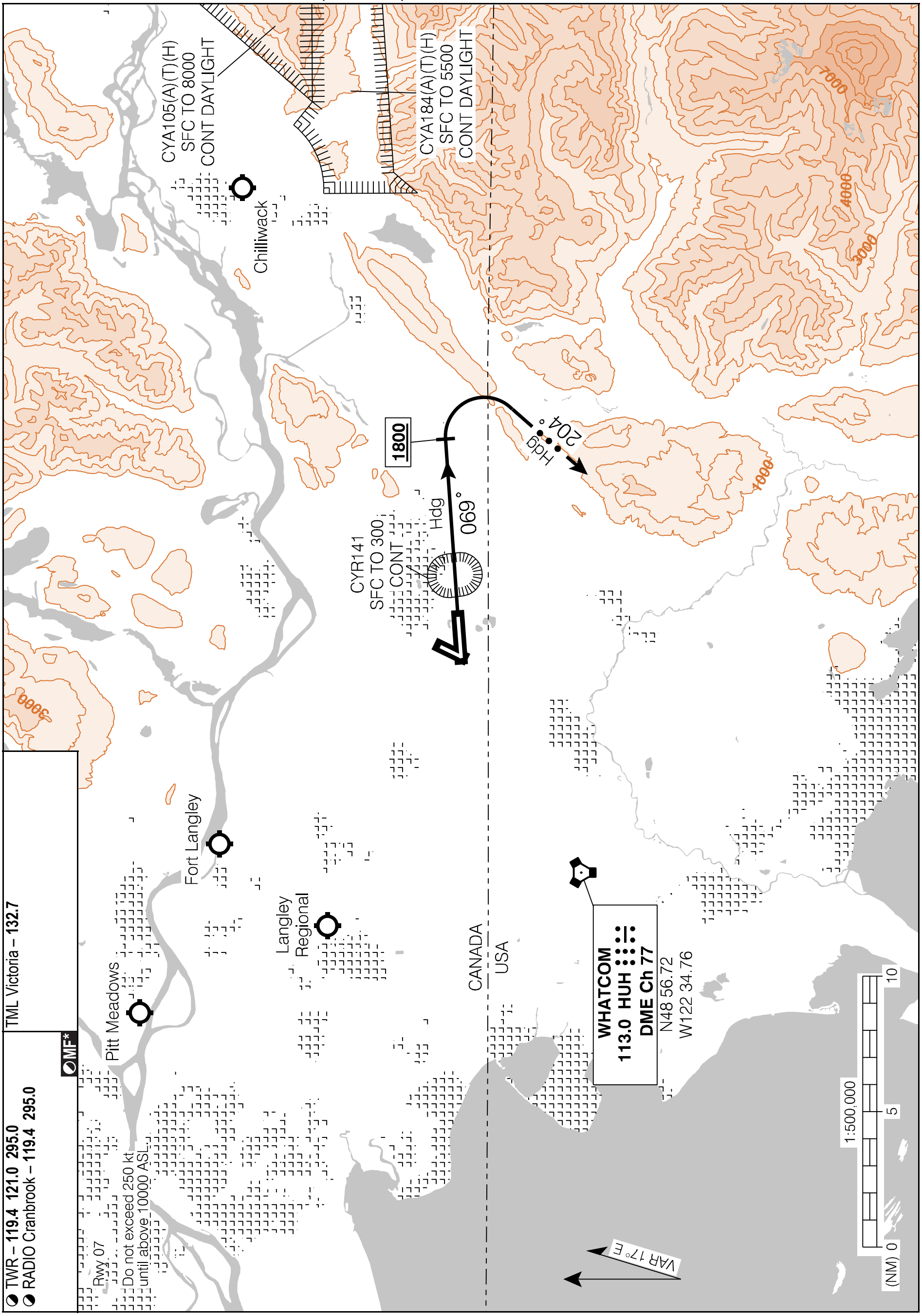
1. Select transponder code 7600;
2. Continue to "HUH" VORTAC then via filed/assigned route;
3. Continue climb to flight planned/assigned altitude/flight level 5 minutes after departure.

SID (VECTOR)

ABBOTSFORD, BC

CLEARBROOK TWO DEP (CLRBK2.)

CYXX



GABVO FIVE DEP (GABVO5.) CYXX

Departure Route Description

All rwys: 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 URMIK, then track **189°** to NUBUV, then track **099°** to ONGIK, 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:

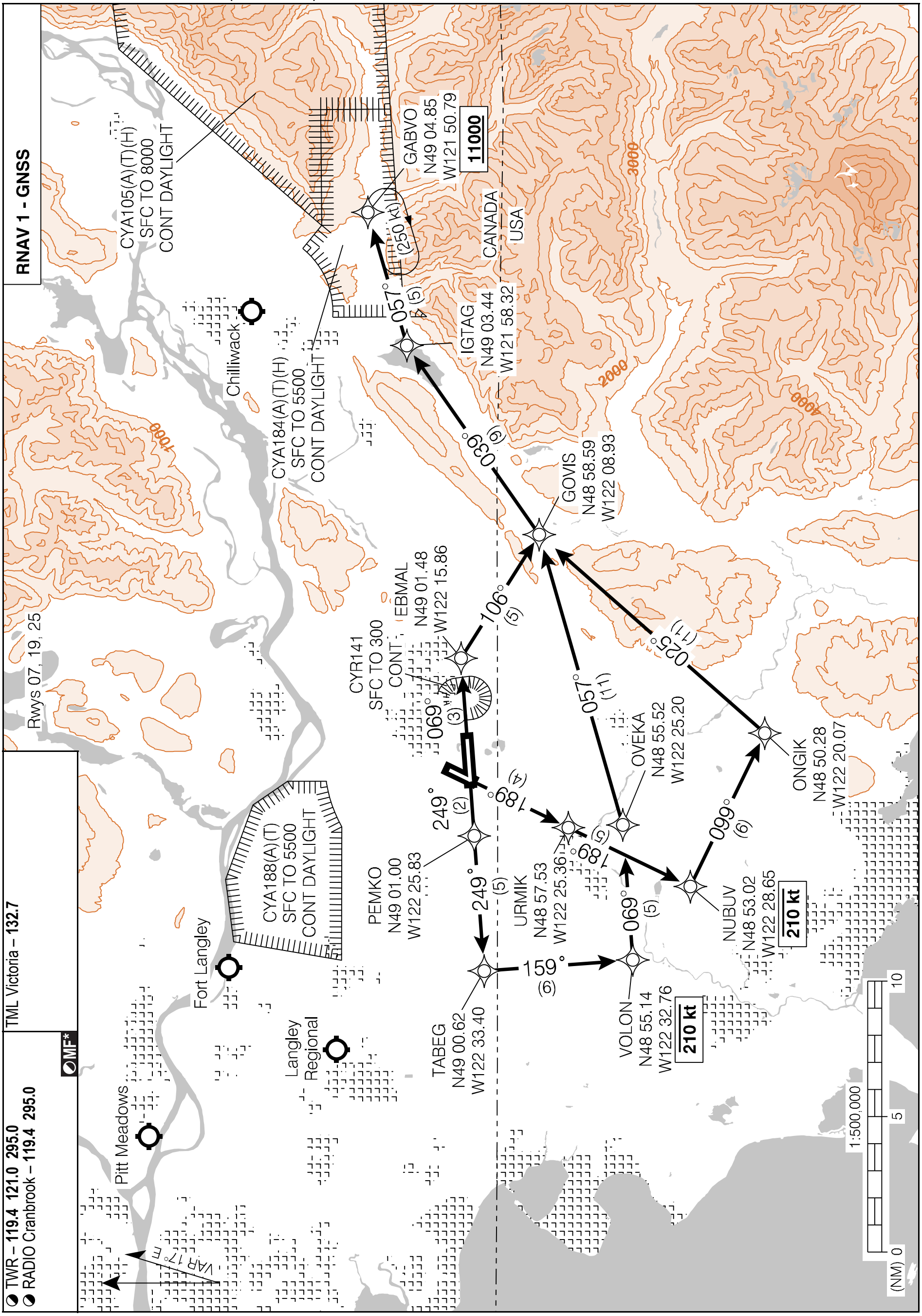
1. Select transponder code 7600;
2. Continue via filed/assigned route;
3. Continue climb to flight planned/assigned altitude/flight level 5 minutes after departure.

SID (RNAV)

ABBOTSFORD, BC

GABVO FIVE DEP (GABVO5.)

CYXX



GABVO FIVE DEP (GABVO5.)

CYXX

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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‡. All other night training as authorized by the Airport General Manager.

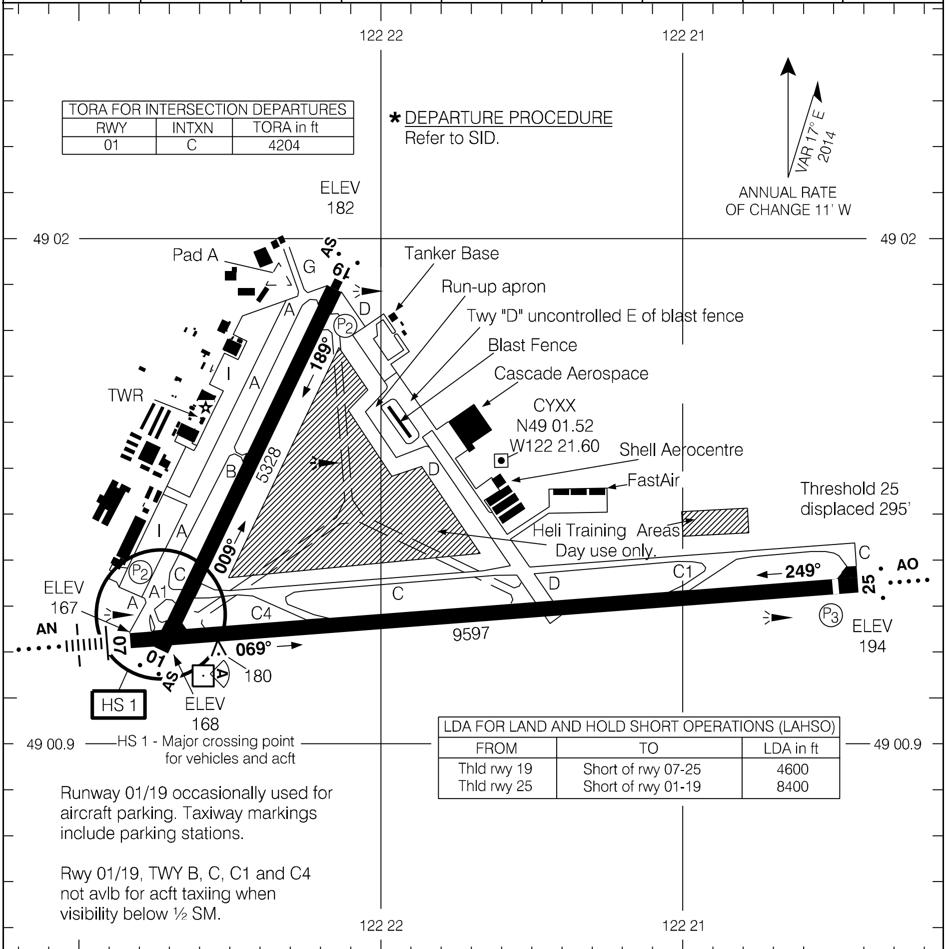
ABBOTSFORD, BC

AERODROME CHART

CYXX

ATIS – **119.8**	GND – **121.8**	TWR – **119.4 295.0** RADIO Cranbrook – **119.4 295.0** MF*	TML Victoria – **132.7**

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				



TORA FOR INTERSECTION DEPARTURES		
RWY	INTXN	TORA in ft
01	C	4204

* DEPARTURE PROCEDURE
Refer to SID.

HS 1 - Major crossing point for vehicles and acft

LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
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 acft taxiing when visibility below ½ SM.

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 07: RVR 1200 RWY 25: (¼ sm)	NOT AUTHORIZED

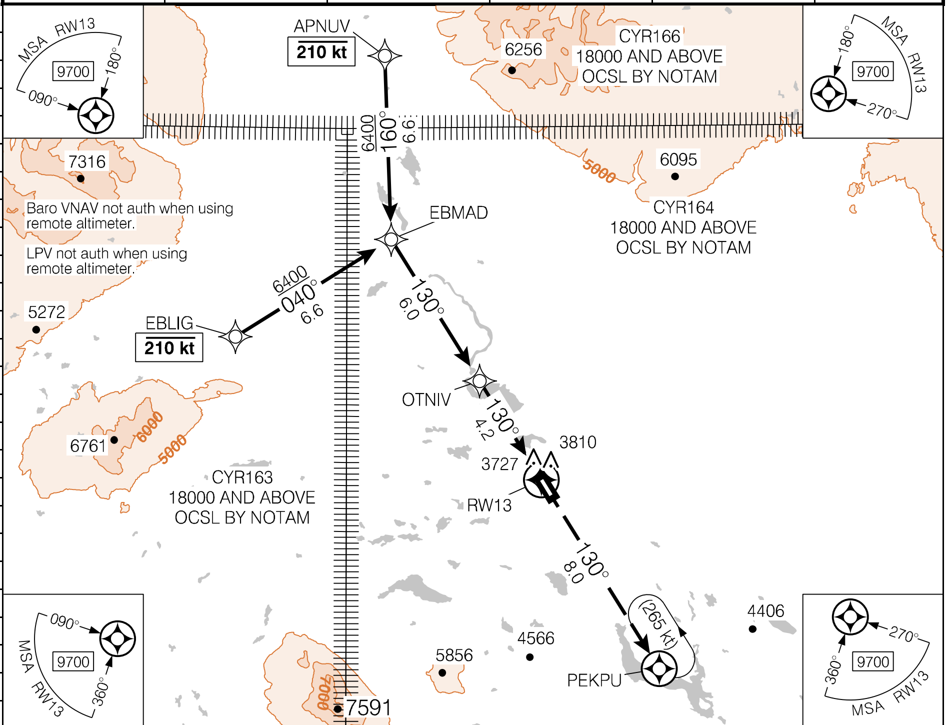
TAKE-OFF MINIMA
Rwy 01: Not Assessed Rwys 07; 19; 25: *

SCALE IN FEET
1000 0 1000 2000 3000

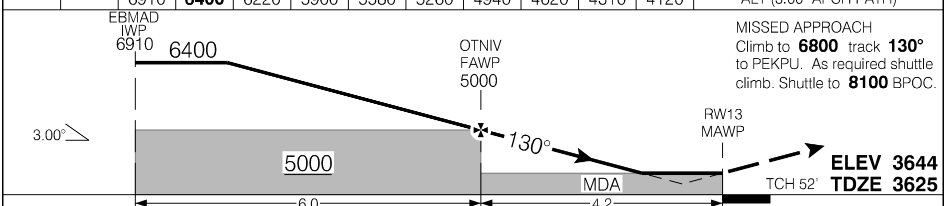
RNAV (GNSS) RWY 13

ANAHIM LAKE, BC
522705N 1251813W VAR 18°E
CAJ4

		UNICOM – **122.8** (AU) ATF		
SAFE ALT 100 NM **15,200**	WAAS **Ch 80376** W13A	APCH CRS **130°**	MIN ALT OTNIV **5000**	LDA **4642**



		10.2	**8.6**	8	7	6	5	4	3	2	1.4	DIST FROM RW13
		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.

ELEV 3644
TDZE 3625

RASS: When using CYBD add **1360'**.

CATEGORY	A	B	C	D
LPV	**4117** (500) 1¾			
LNAV/VNAV (min. -25°C, max. 51°C)	**4117** (500) 1¾			
LNAV	**4120** (504) 1½			

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

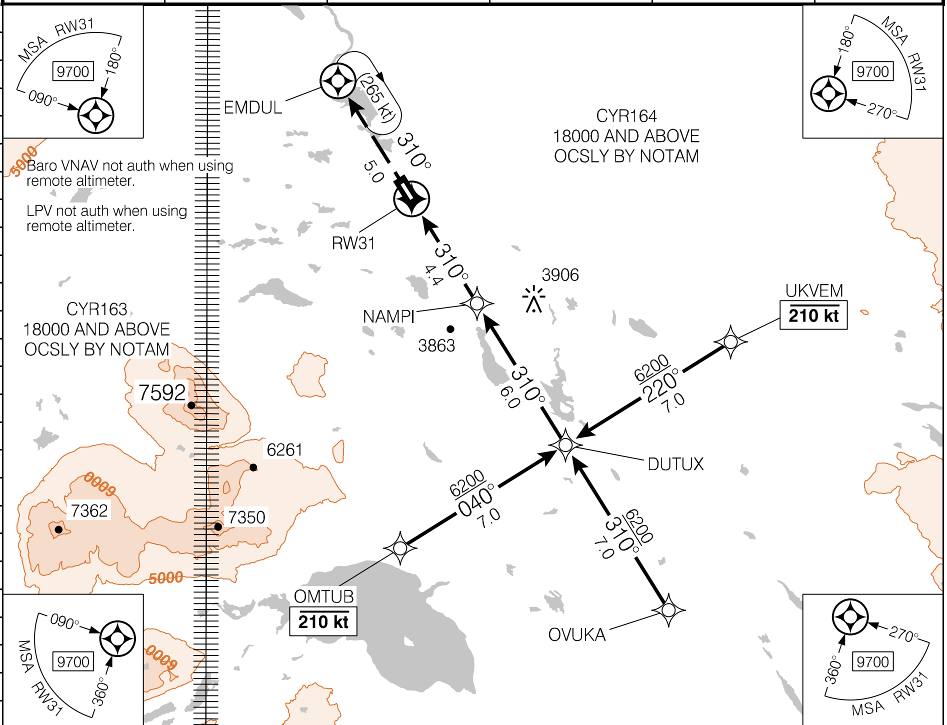
ANAHIM LAKE, BC

RNAV (GNSS) RWY 31

522705N 1251813W VAR 18°E

CAJ4

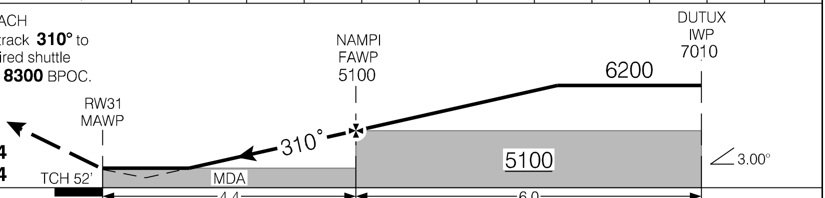
		UNICOM – **122.8** (AU) ATF			
SAFE ALT 100 NM **15,200**	WAAS **Ch 80377** W31A	APCH CRS **310°**	MIN ALT NAMPI **5100**	LDA **4642**	



DIST FROM RW31	1.5	2	3	4	5	6	7	**7.9**	9	10.4
ALT (3.00° APCH PATH)	4160	4330	4650	4970	5290	5610	5930	**6200**	6560	7010

MISSED APPROACH
Climb to **6800** track **310°** to EMDUL. As required shuttle climb. Shuttle to **8300** BPOC.

ELEV 3644
TDZE 3644



RASS: When using CYBD add **1360'**.

CATEGORY	A	B	C	D
LPV	**4145**	(500)	1¾	
LNAV/VNAV (min. -25°C, max. 51°C)	**4145**	(500)	1¾	
LNAV	**4160**	(516)	1½	

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

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.

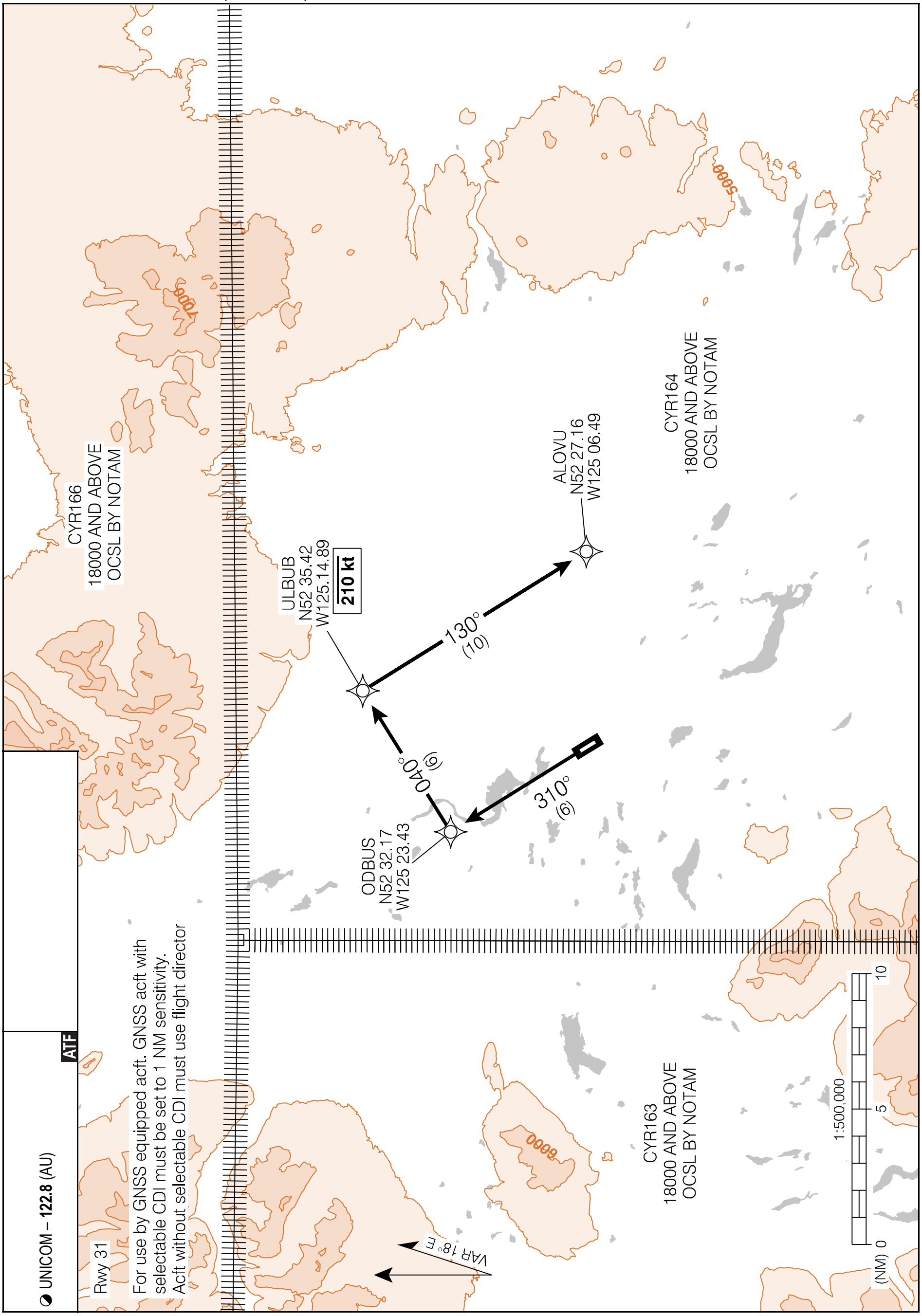
Note: Trees to 3699 ASL within 0.5 NM of departure end of rwy. Tower to 3727 ASL aprx 0.6 NM past departure end of rwy, 200' RIGHT of rwy centreline.

DEPARTURE PROCEDURE (RNAV)

ANAHIM LAKE, BC

ALOVU ONE DEP (ALOVU1.)

CAJ4



ALOVU ONE DEP (ALOVU1.)

CAJ4

EFF 14 JUL 22

Departure Route Description

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

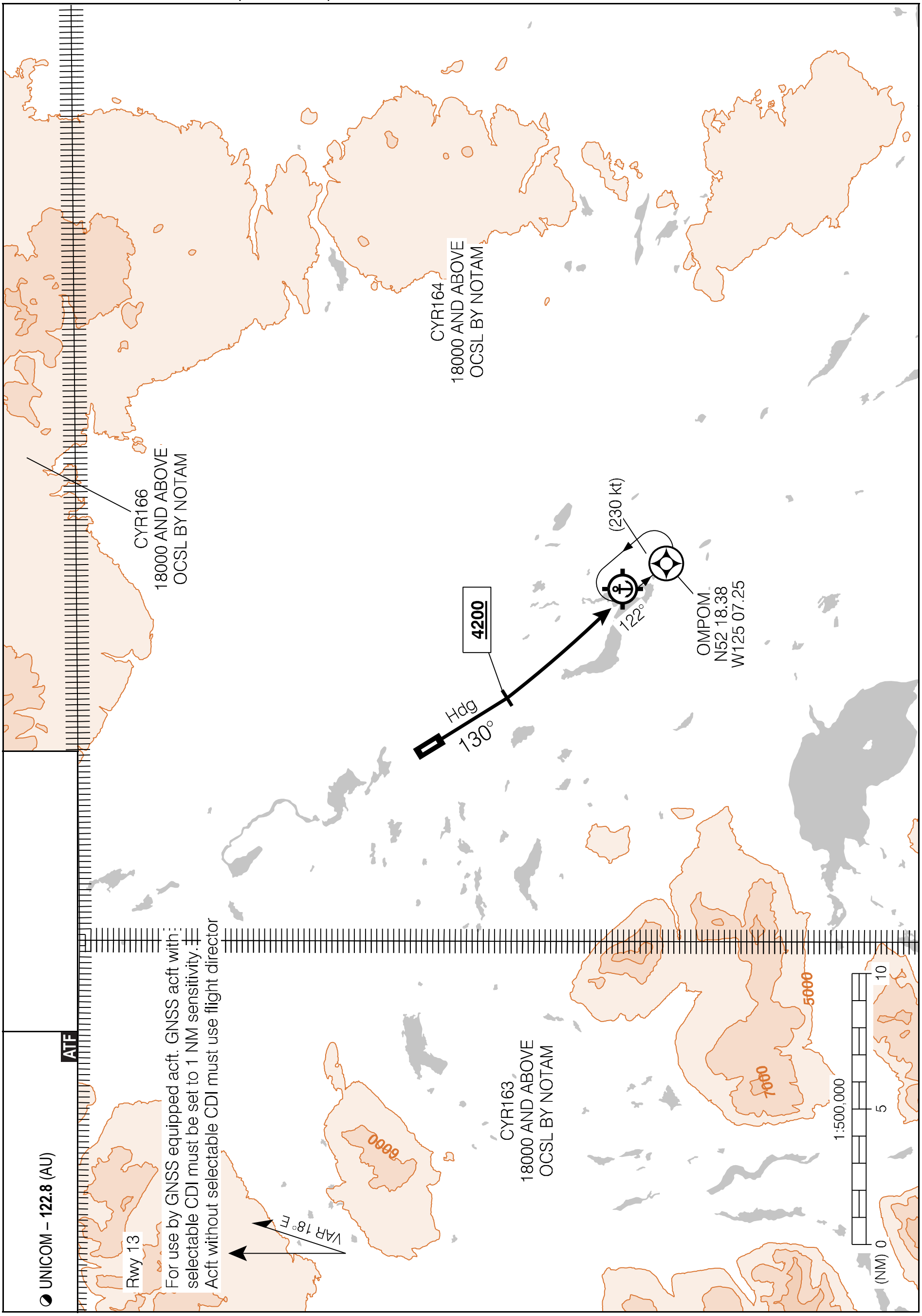
Note: Trees to 3757 ASL within 0.8 NM of departure end of rwy. Terrain to 3668 ASL within 0.1 NM of departure end of rwy.

DEPARTURE PROCEDURE (RNAV)

ANAHIM LAKE, BC

OMPOM TWO DEP (OMPOM2.)

CAJ4

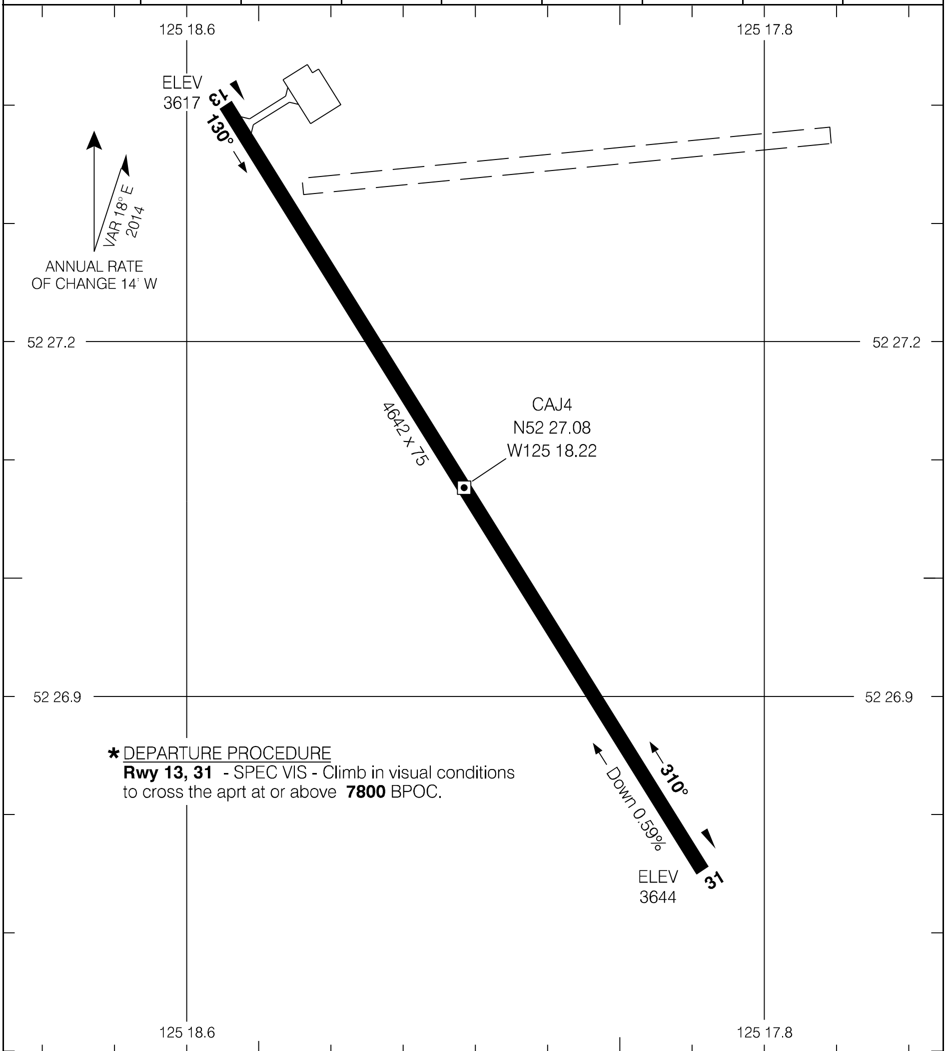


ANAHIM LAKE, BC
CAJ4

AERODROME CHART

◕ UNICOM – **122.8** (AU) ATF

DECL DISTS	13	31						
TORA	4642	4642						
TODA	4839	4839						
ASDA	4642	4642						
LDA	4642	4642						



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

TAKE-OFF MINIMA
Rwys 13; 31: *

SCALE IN FEET
1000 0 1000

BELLA BELLA (CAMPBELL ISLAND), BC

RNAV (GNSS) RWY 13

521106N 1280924W VAR 19°E

CBBC

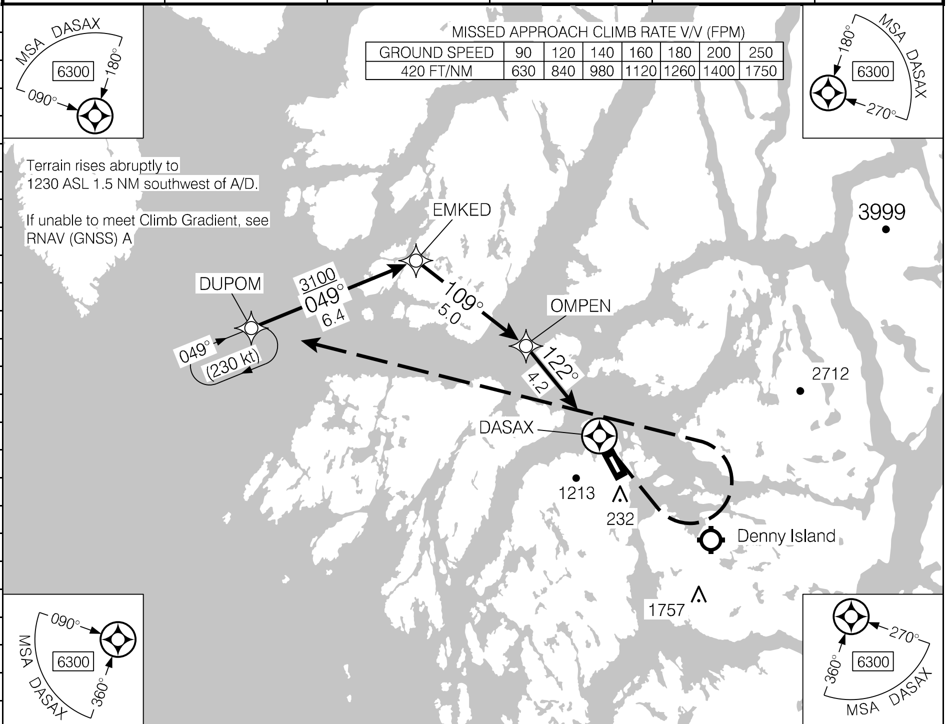
AWOS – **128.7**	CTR Vancouver – **132.2** RADIO Pacific – **123.47**	TFC – **122.8** ATF			
SAFE ALT 100 NM **13,700**	RNAV	APCH CRS **122°**	MIN ALT OMPEN **1900**	LDA **3702**	11.0°

MISSED APPROACH CLIMB RATE V/V (FPM)

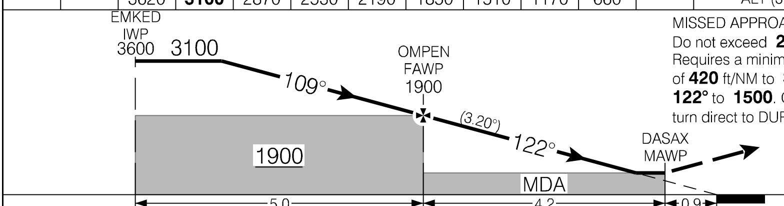
GROUND SPEED	90	120	140	160	180	200	250
420 FT/NM	630	840	980	1120	1260	1400	1750

Terrain rises abruptly to 1230 ASL 1.5 NM southwest of A/D.

If unable to meet Climb Gradient, see RNAV (GNSS) A



		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)



MISSED APPROACH
Do not exceed **200** kt until DUPOM. Requires a minimum climb gradient of **420** ft/NM to **3600**. Climb hdg **122°** to **1500**. Climbing LEFT turn direct to DUPOM at **4300**.

ELEV 141
TDZE 141

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	

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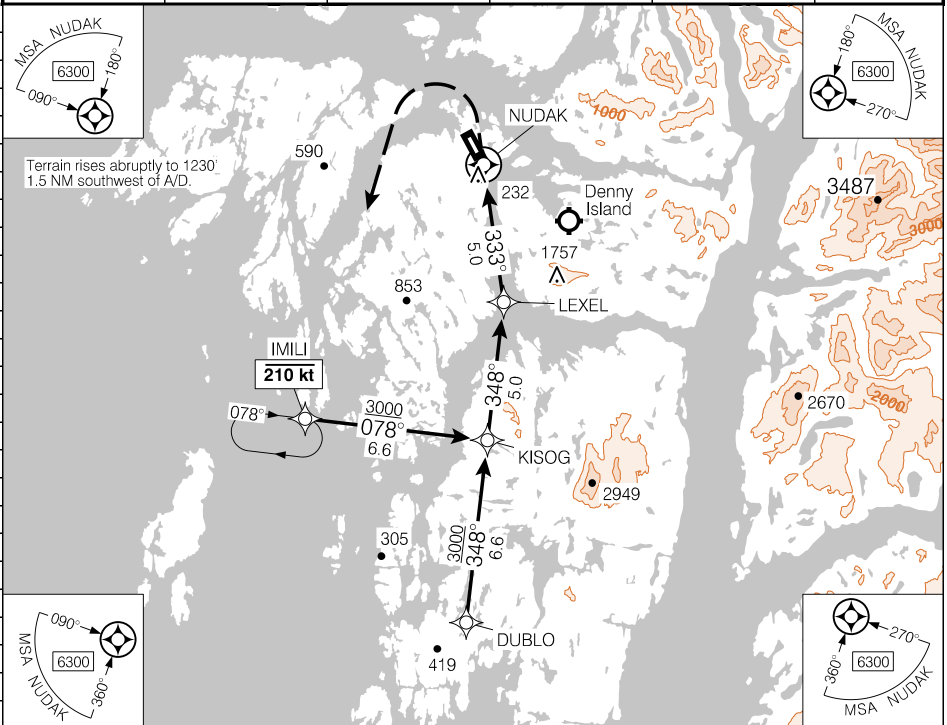
BELLA BELLA (CAMPBELL ISLAND), BC

RNAV (GNSS) RWY 31

521106N 1280924W VAR 19°E

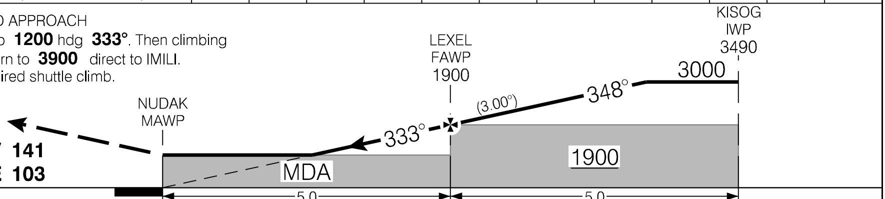
CBBC

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**



DIST FROM NUDAK			2.6	4	5	6	7	**8.4**	9	10		
ALT (3.00° APCH PATH)			1140	1590	1900	2220	2540	**3000**	3180	3490		

MISSED APPROACH
Climb to **1200** hdg **333°**. Then climbing LEFT turn to **3900** direct to IMILI.
As required shuttle climb.



ELEV 141
TDZE 103

RASS: When using CYBD add **140'**.	CATEGORY	A	B	C	D
	LNAV	**1140**	(1037)	3	

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

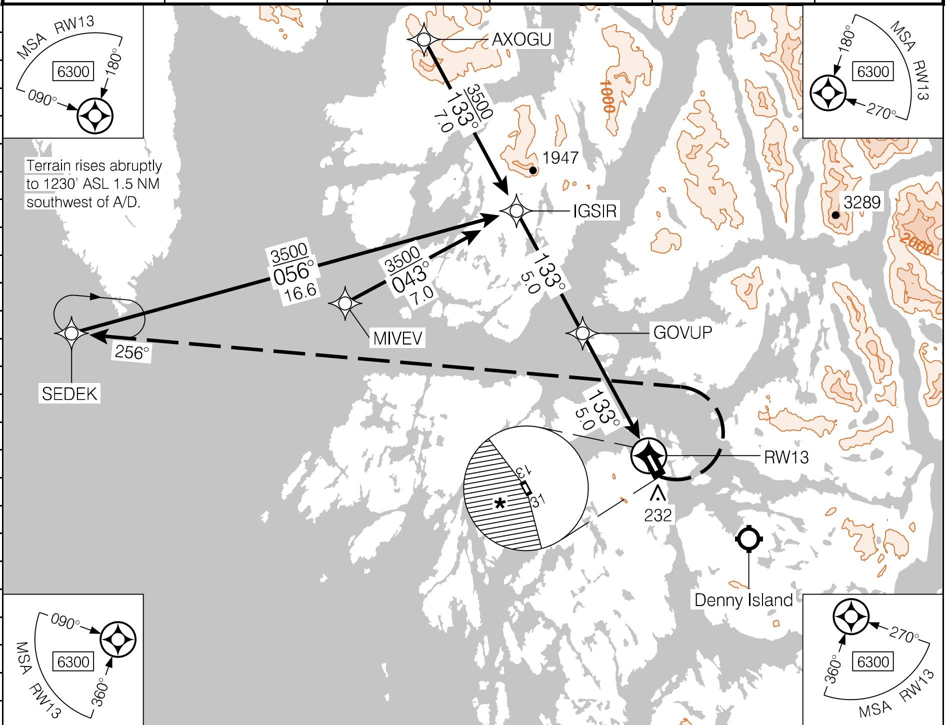
BELLA BELLA (CAMPBELL ISLAND), BC

RNAV (GNSS) A

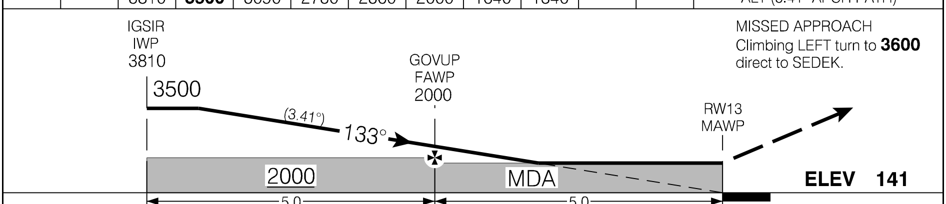
521106N 1280924W VAR 19°E

CBBC

AWOS – **128.7**	CTR Vancouver – **132.2** RADIO Pacific – **123.47**	TFC – **122.8** ATF		
SAFE ALT 100 NM **13,700**	RNAV	APCH CRS **133°**	MIN ALT GOVUP **2000**	LDA REFER TO AD CHART



												DIST FROM RW13
		10	**9.1**	8	7	6	5	4	3.2			DIST FROM RW13
		3810	**3500**	3090	2730	2360	2000	1640	1340			ALT (3.41° APCH PATH)



MISSED APPROACH
Climbing LEFT turn to **3600** direct to SEDEK.

ELEV 141

RASS: When using CYBD add **140'**.

CATEGORY	A	B	C	D
CIRCLING	* **1340**	(1199)	3	

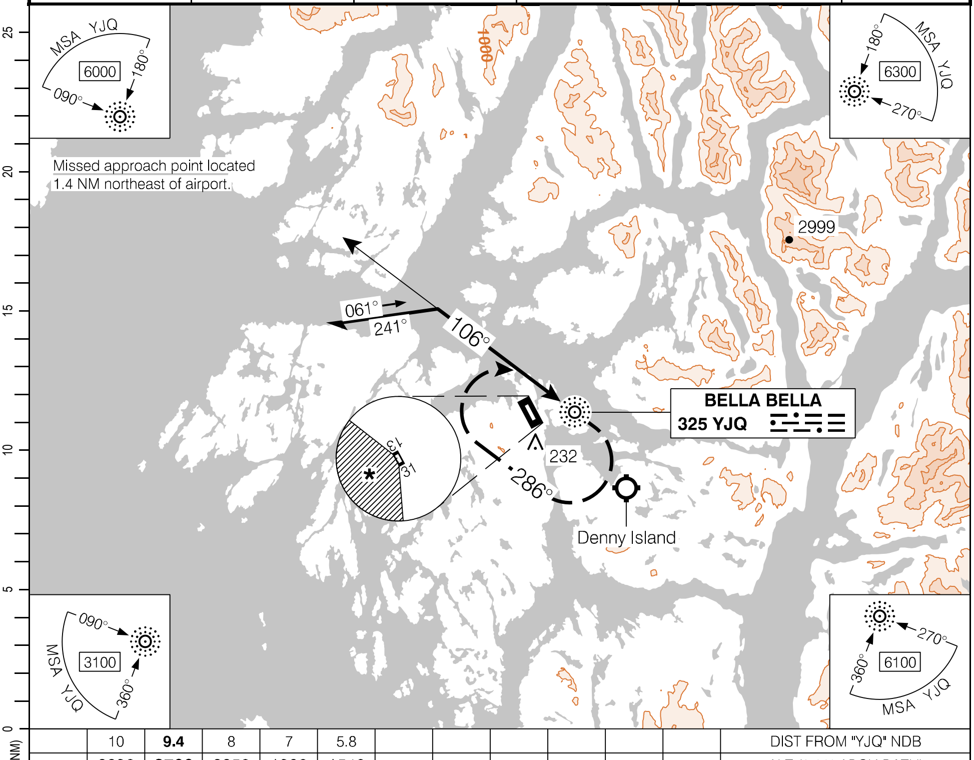
Knots	ft/min	Min:Sec
70	420	
90	540	
110	660	
130	780	
150	910	

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

NDB B

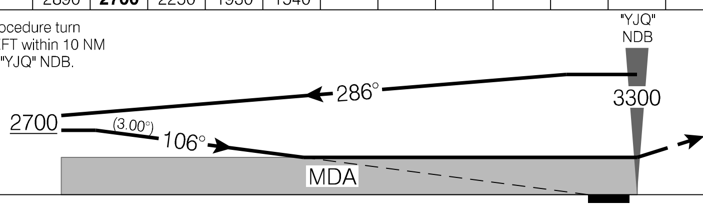
BELLA BELLA (CAMPBELL ISLAND), BC
521106N 1280924W VAR 21°E
CBBC

AWOS – **128.7**	CTR Vancouver – **132.2** RADIO Pacific – **123.47**	TFC – **122.8**	ATF	
SAFE ALT 100 NM **13,700**	NDB YJQ **325**	APCH CRS **106°**		LDA REFER TO AD CHART



	10	**9.4**	8	7	5.8						DIST FROM "YJQ" NDB
	2890	**2700**	2250	1930	1540						ALT (3.00° APCH PATH)

Procedure turn LEFT within 10 NM of "YJQ" NDB.



MISSED APPROACH
Climbing RIGHT turn to **3100** hdg **286°**. Then climbing RIGHT turn to **3800** track **106°** to "YJQ" NDB. As required shuttle climb. Shuttle climb to **4500** BPOC.

ELEV 141

RASS: When using CYBD add **140'**.

CATEGORY	A	B	C	D
CIRCLING	* **1540**		(1399)	3

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

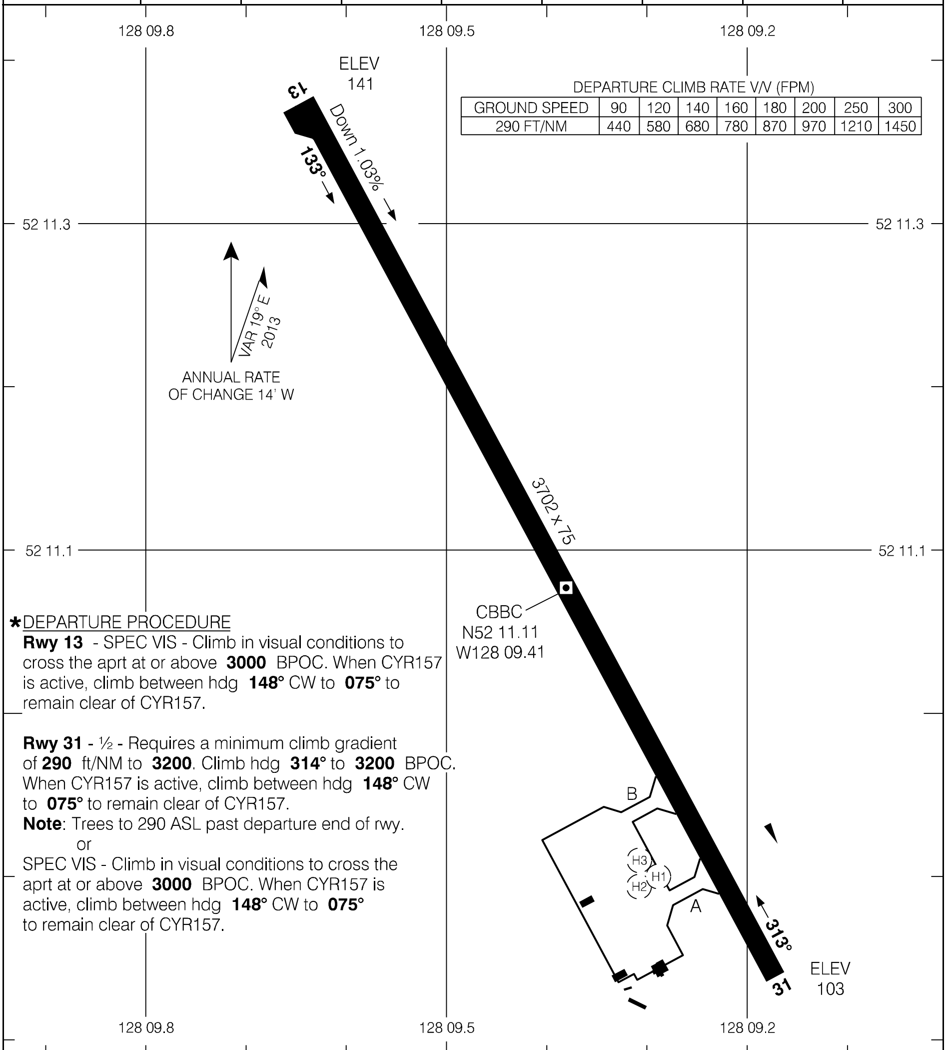
BELLA BELLA (CAMPBELL ISLAND), BC

AERODROME CHART

CBBC

AWOS – **128.7**		TFC – **122.8** ATF	CTR Vancouver – **132.2** RADIO Pacific – **123.47**

DECL DISTS	13	31						
TORA	3702	3702						
TODA	4686	4686						
ASDA	3702	3702						
LDA	3702	3702						



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

*DEPARTURE PROCEDURE

Rwy 13 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **3000** BPOC. When CYR157 is active, climb between hdg **148°** CW to **075°** to remain clear of CYR157.

Rwy 31 - ½ - Requires a minimum climb gradient of **290** ft/NM to **3200**. Climb hdg **314°** to **3200** BPOC. When CYR157 is active, climb between hdg **148°** CW to **075°** to remain clear of CYR157.
Note: Trees to 290 ASL past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **3000** BPOC. When CYR157 is active, climb between hdg **148°** CW to **075°** to remain clear of CYR157.

TAKE-OFF MINIMA
Rwys 13, 31: *

SCALE IN FEET

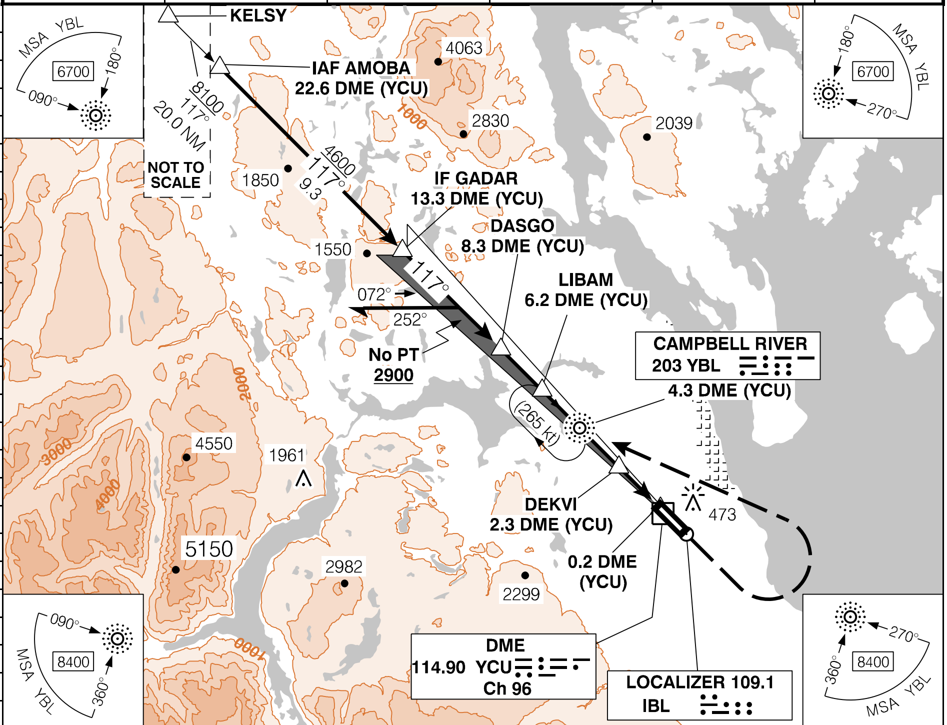
1000 500 0 500 1000

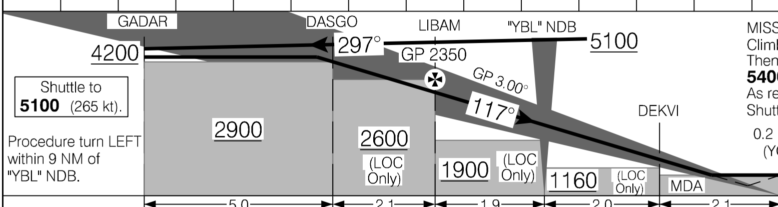
CAMPBELL RIVER, BC

ILS Z RWY 12 — CYBL

495707N 1251623W VAR 18°E

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





MISSED APPROACH
Climb to **2600** hdg **117°**. Then climbing LEFT turn to **5400** direct to "YBL" NDB. As required shuttle climb. Shuttle to **6700** BPOC.

ELEV 357
TDZE 357

RASS: When using CYQQ add **90'**.

CATEGORY	A		B	C	D
ILS/DME	**607**		(250)	1 RVR 50	
LOC/DME	**840**		(483)	1 RVR 50	
C CIRCLING	**940**	(583)	1½	**1000** (643) 2	**1400** (1043) 3

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

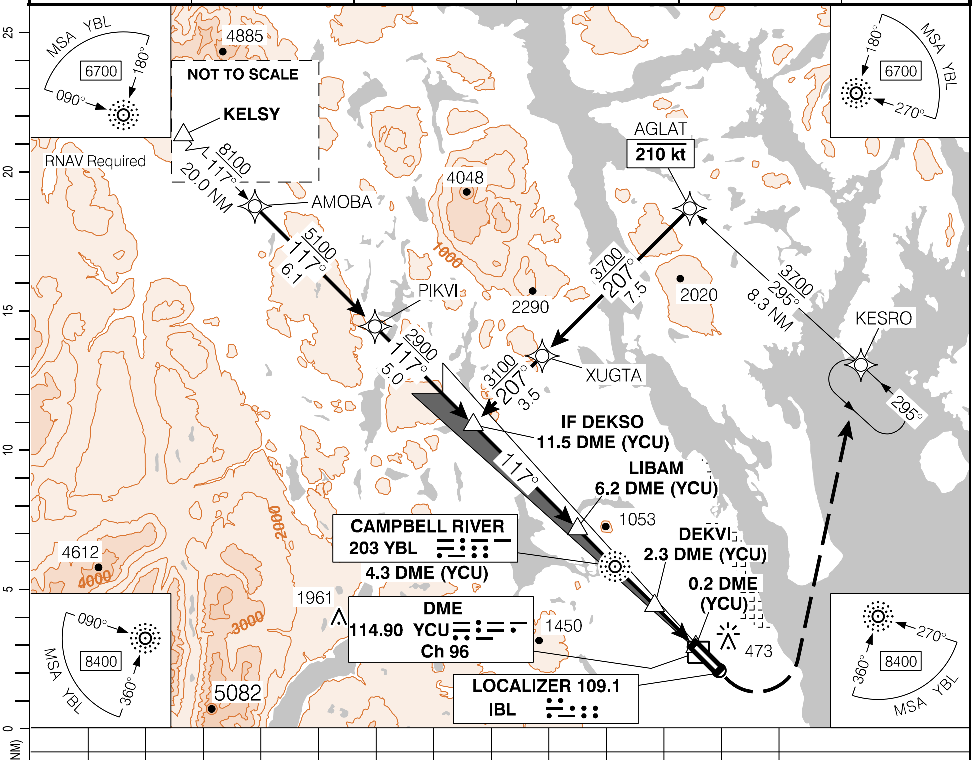
CAMPBELL RIVER, BC

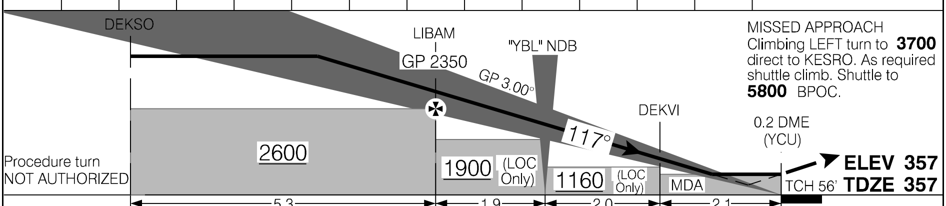
ILS Y RWY 12

495707N 1251623W VAR 18°E

CYBL

ATIS – **128.55**	TML Comox – **123.7 227.6**	RADIO – **122.0** TFC – **122.0** MF*		ARCAL 122.0(K) P2 AN	
SAFE ALT 100 NM **15,200**	LOC IBL **109.1**	APCH CRS **117°**	GP LIBAM **2350**	LDA **6499**	





MISSED APPROACH
Climbing LEFT turn to **3700** direct to KESRO. As required shuttle climb. Shuttle to **5800** BPOC.

RASS: When using CYQQ add **90'**.

CATEGORY	A	B	C	D
ILS/DME	**607** (250) 1 RVR 50			
LOC/DME	**840** (483) 1 RVR 50			

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

ILS Y RWY 12

CYBL

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

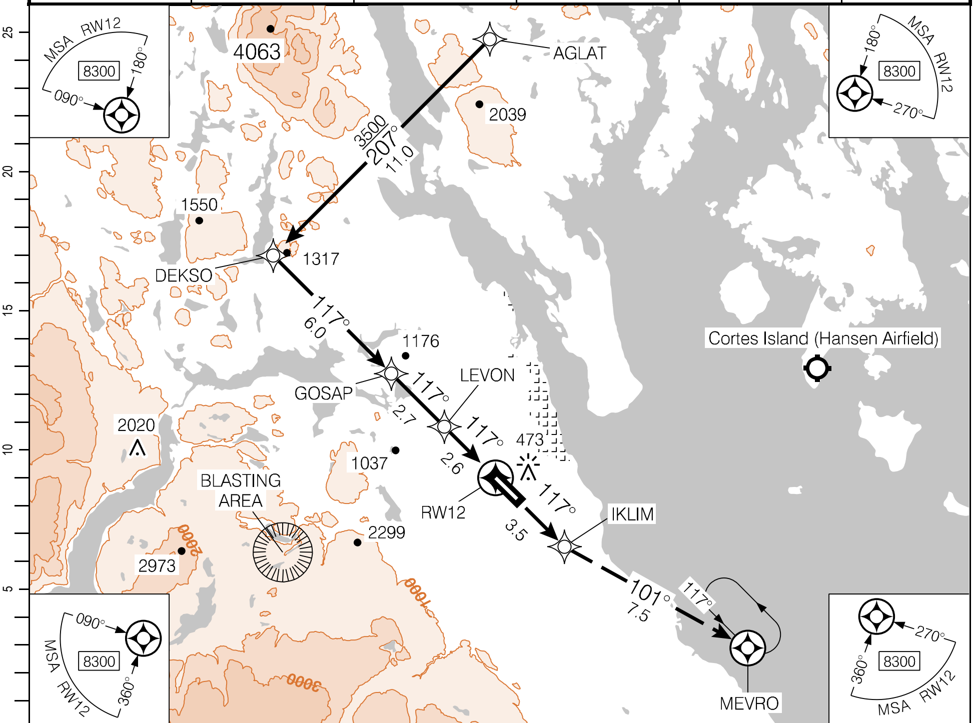
CAMPBELL RIVER, BC

RNAV (GNSS) RWY 12

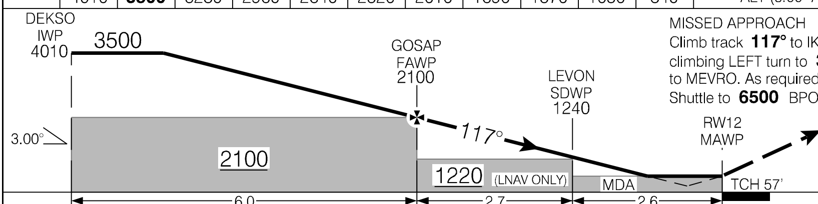
495707N 1251623W VAR 18°E

CYBL

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



(NM)	11.3	**9.7**	9	8	7	6	5	4	3	2	1.3	DIST FROM RW12
	4010	**3500**	3280	2960	2640	2320	2010	1690	1370	1050	840	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb track **117°** to IKLIM. Then climbing LEFT turn to **3100** track **101°** to MEVRO. As required, shuttle climb. Shuttle to **6500** BPOC.

ELEV 357
TDZE 357

RAAS: When using CYQQ add **90'**.

CATEGORY	A	B	C	D
LPV	**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	

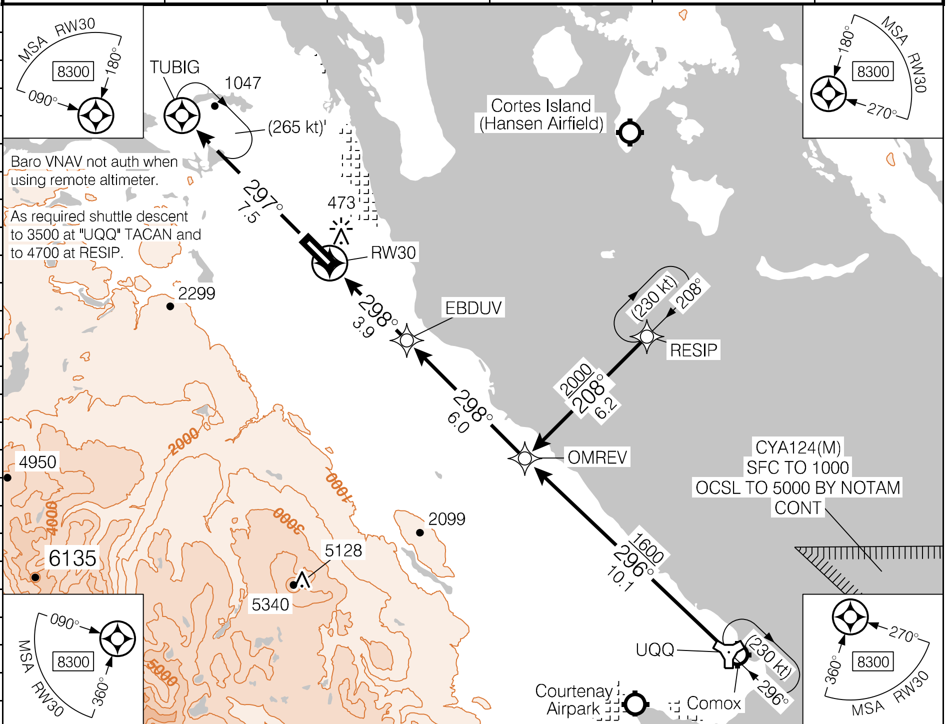
CAMPBELL RIVER, BC

RNAV (GNSS) RWY 30

495707N 1251623W VAR 18°E

CYBL

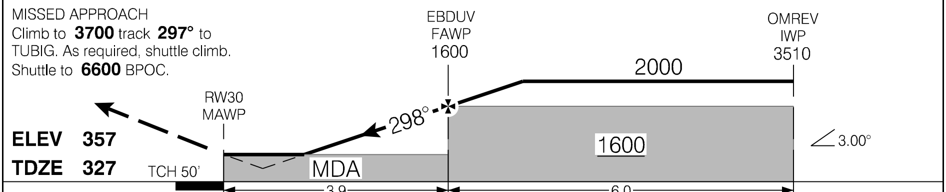
ATIS – **128.55**	TML Comox – **123.7 227.6**	RADIO – **122.0** TFC – **122.0** MF*		ARCAL 122.0(K) P2 AW
SAFE ALT 100 NM **15,200**	WAAS **Ch 80093** W30A	APCH CRS **298°**	MIN ALT EBDUV **1600**	LDA **6499**



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.

ELEV 357
TDZE 327



RASS: When using CYQQ add **90'**.

CATEGORY	A	B	C	D
LPV	**548**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**725**	(427)	1¼	
LNAV	**780**	(482)	1½	

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

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.

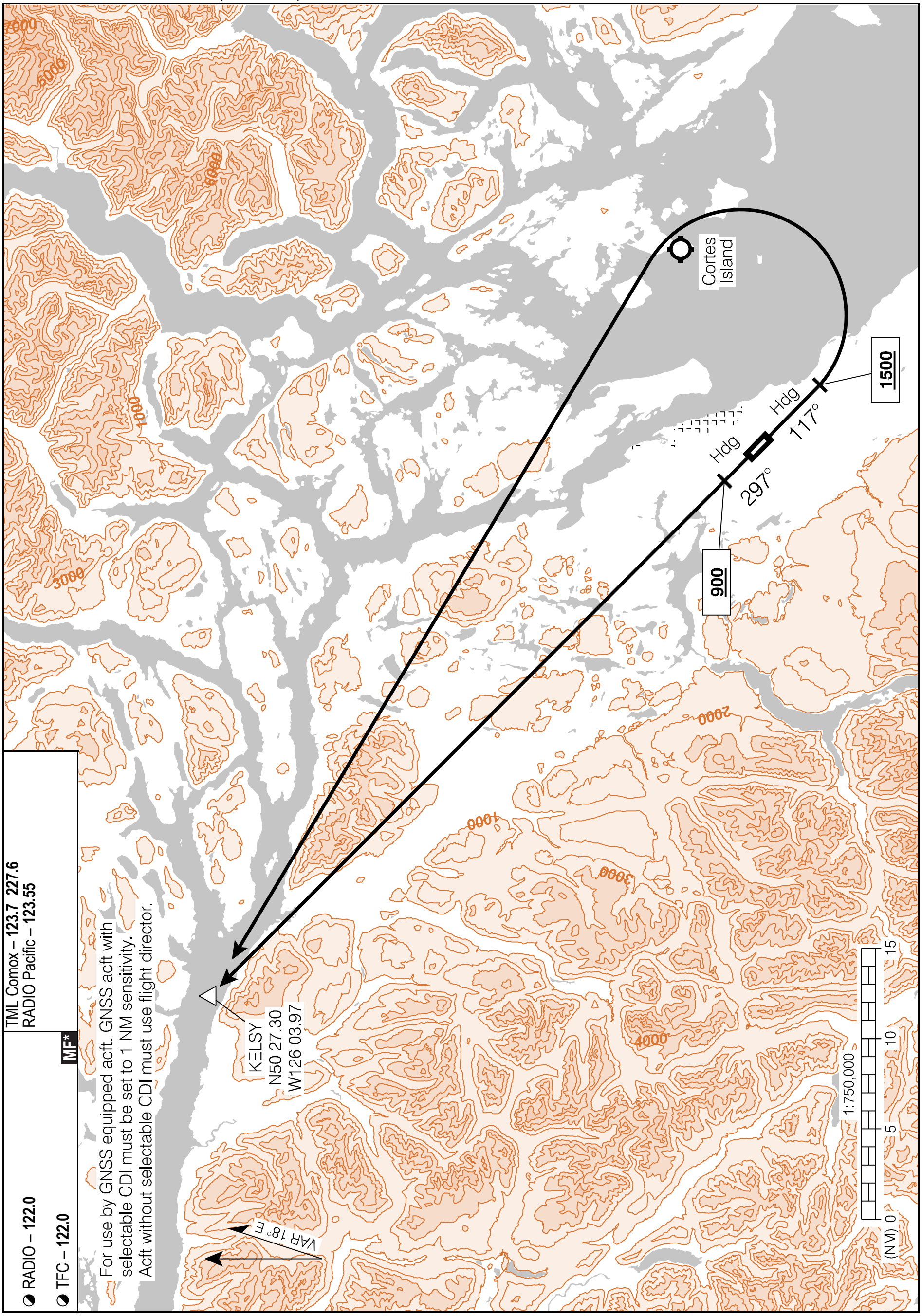
Note: Trees to 502 ASL aprx 0.3 NM past departure end of rwy, 110' LEFT and RIGHT of rwy centreline.

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) CAMPBELL RIVER, BC

KELSY ONE DEP (KELSY1.) CYBL



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

CAMPBELL RIVER, BC
CYBL

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)

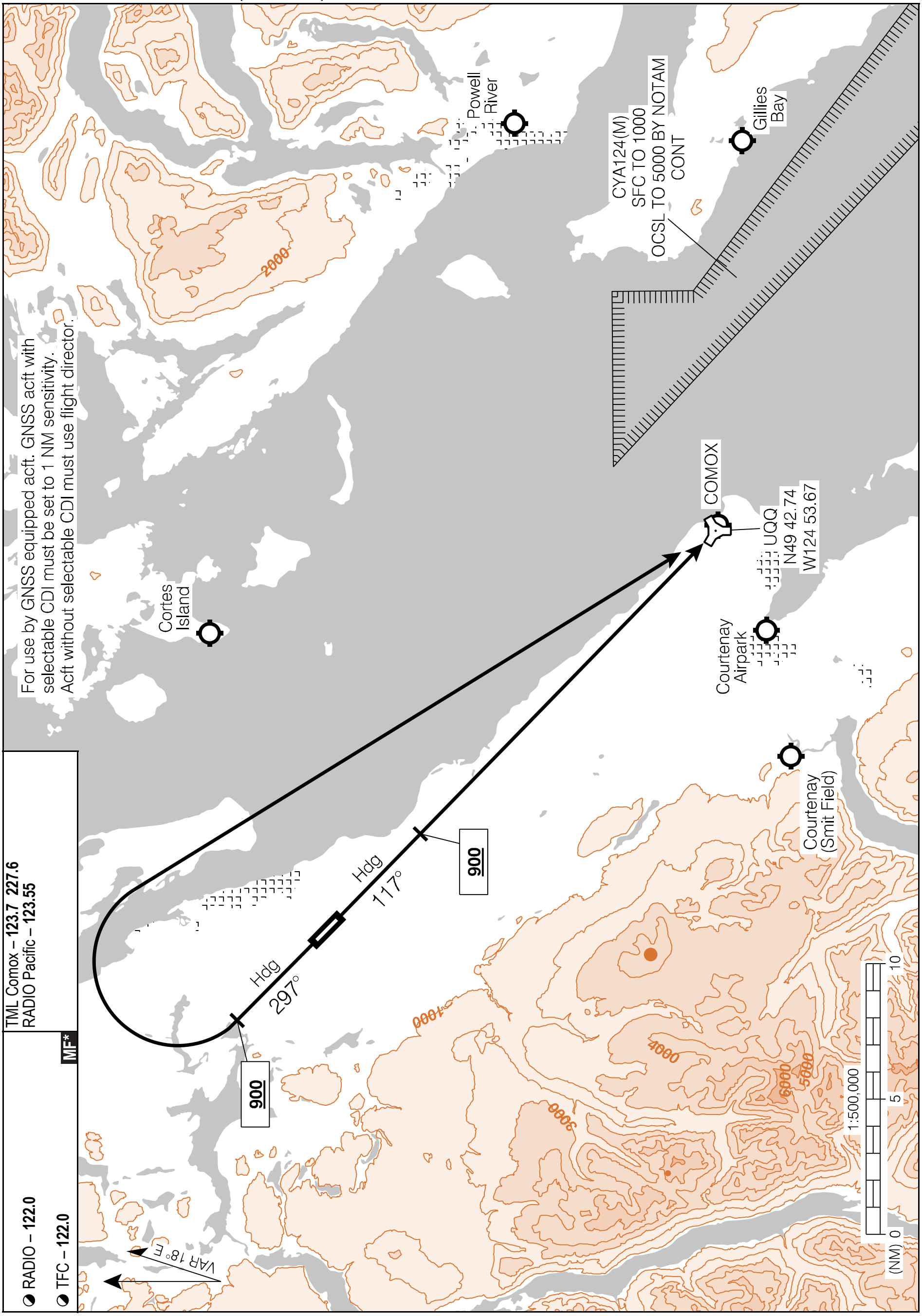
GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300

DEPARTURE PROCEDURE (RNAV)

CAMPBELL RIVER, BC

OYSTER ONE DEP (OYSTR1.)

CYBL



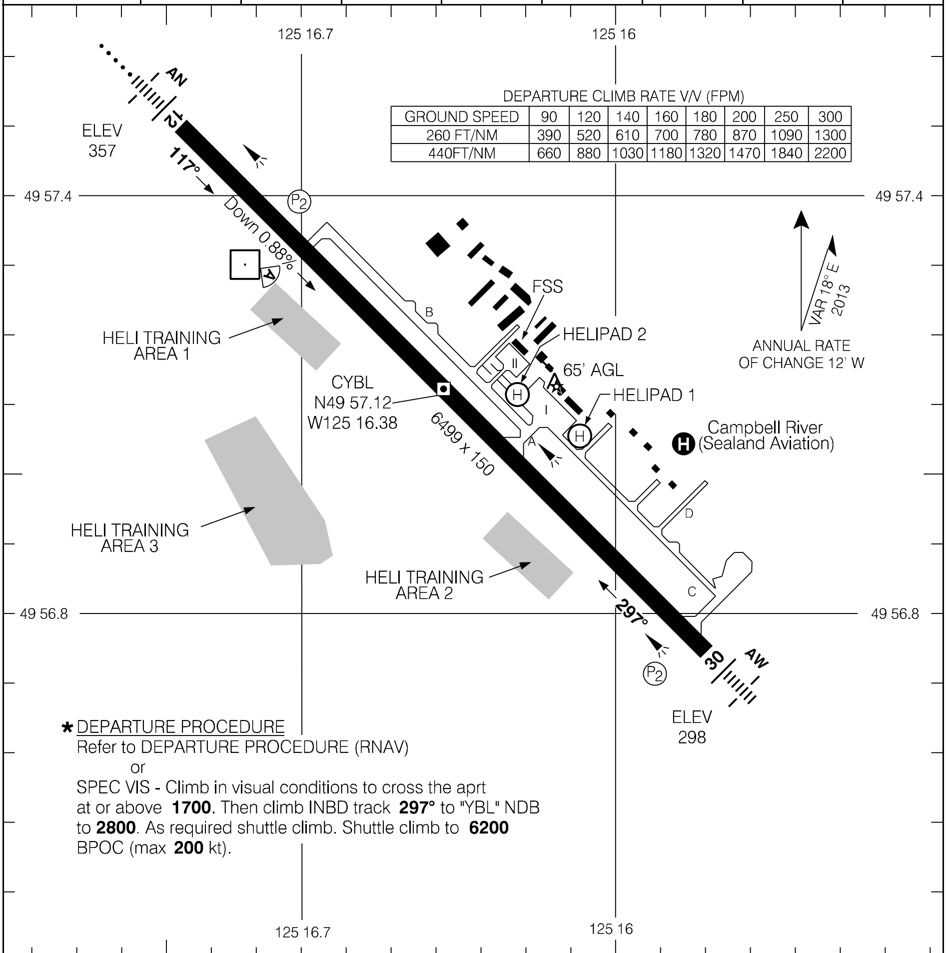
CAMPBELL RIVER, BC

AERODROME CHART

CYBL

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

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



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
440FT/NM	660	880	1030	1180	1320	1470	1840	2200

* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE (RNAV)
or
SPEC VIS - Climb in visual conditions to cross the aprt 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	LVO
RWY 12: RVR 1200 Day only RWY 30: (¼sm) Day only	NOT AUTHORIZED

TAKE-OFF MINIMA
Rwys 12; 30: *

SCALE IN FEET
1000 0 1000

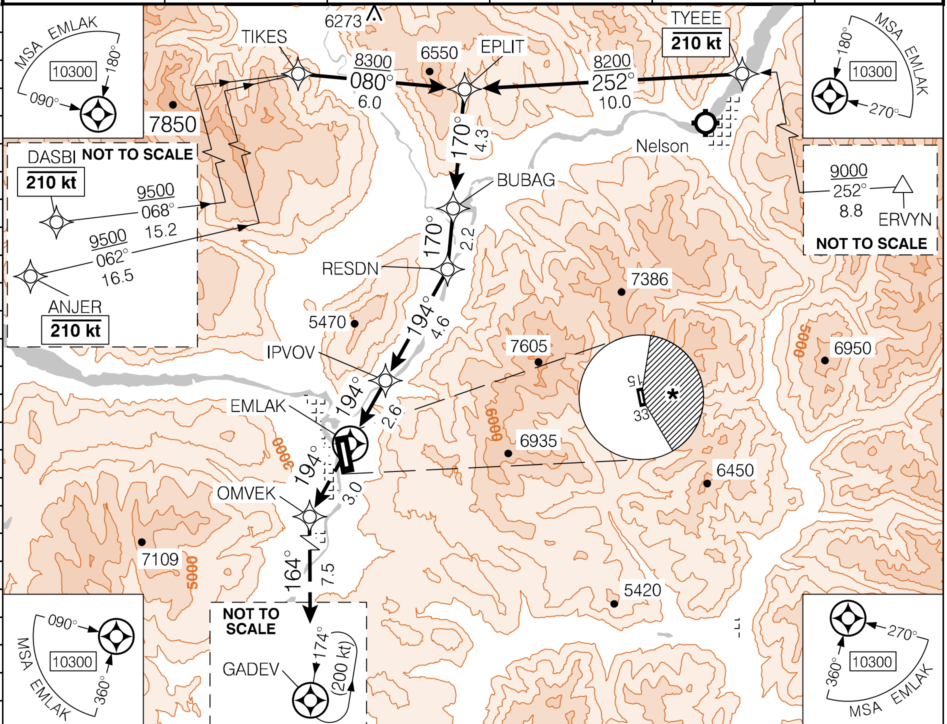
CASTLEGAR/WEST KOOTENAY REGIONAL, BC

RNAV (GNSS) A

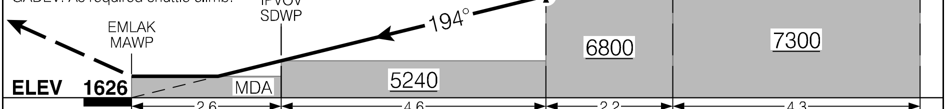
491746N 1173757W VAR 15°E

CYCG

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



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

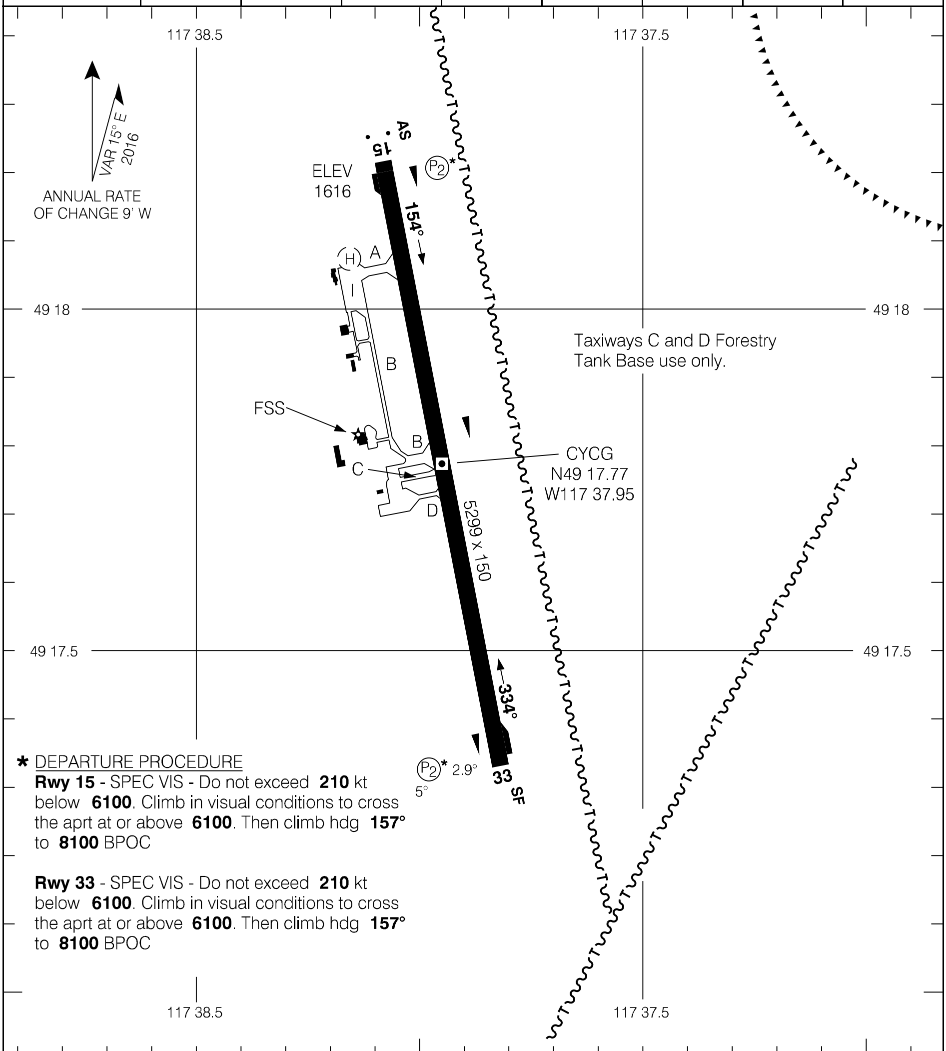
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CASTLEGAR/WEST KOOTENAY REGIONAL, BC

AERODROME CHART
CYCG

		◕ RADIO – **122.1** ◕ TFC – **122.1** **MF***	CTR Vancouver – **134.2 227.3**

DECL DISTS	**15**	**33**						
TORA	5299	5299						
TODA	5299	5619						
ASDA	5299	5299						
LDA	5299	5299						



* DEPARTURE PROCEDURE

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

TAKE-OFF MINIMA
Rwys 15; 33: *

SCALE IN FEET

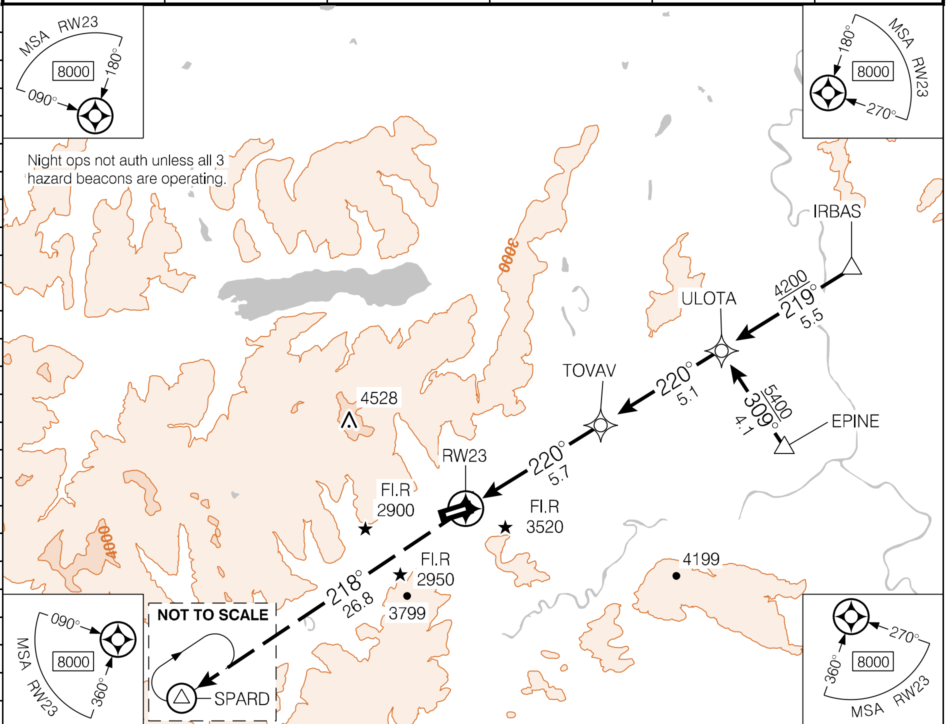
1000 0 1000 2000

RNAV (GNSS) Z RWY 23

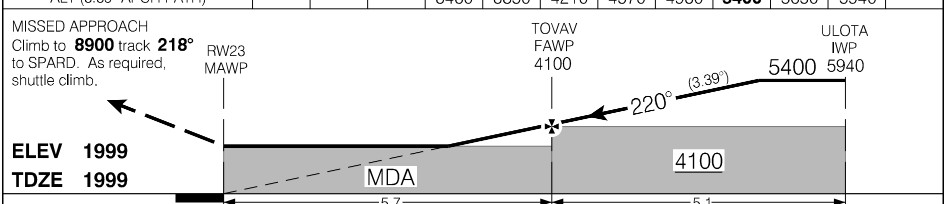
CHETWYND, BC
CYCQ

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 **220°**	MIN ALT TOVAV **4100**	LDA **4481**	V2 AS 14.2°



DIST FROM RW23				3.9	5	6	7	8	**9.3**	10	10.8	
ALT (3.39° APCH PATH)				3460	3850	4210	4570	4930	**5400**	5650	5940	



RASS: When using CYXJ add **140'**.	CATEGORY	A	B	C	D
	LNAV	**3460**	(1461)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	420	
90	540	
110	660	
130	780	
150	900	

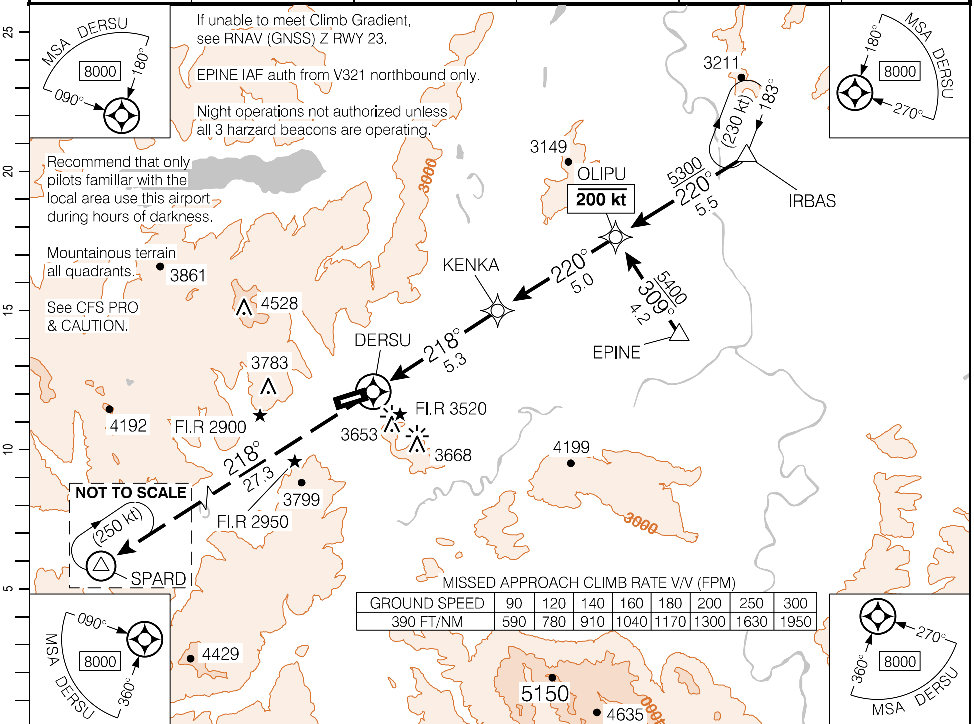
CHETWYND, BC

RNAV (GNSS) Y RWY 23

554114N 1213736W VAR 19°E

CYCQ

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**	V2 AS 15.4°

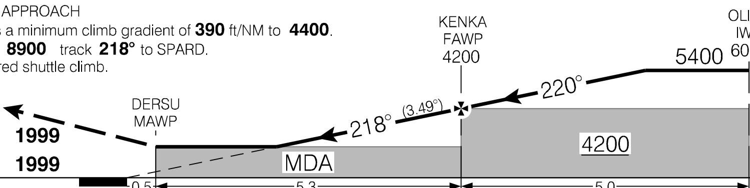


MISSED APPROACH CLIMB RATE V/V (FPM)

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

DIST FROM DERSU		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		

MISSED APPROACH
Requires a minimum climb gradient of **390** ft/NM to **4400**.
Climb to **8900** track **218°** to SPARD.
As required shuttle climb.



ELEV 1999
TDZE 1999

	CATEGORY	A	B	C	D
	LNAV	**3000**	(1001)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

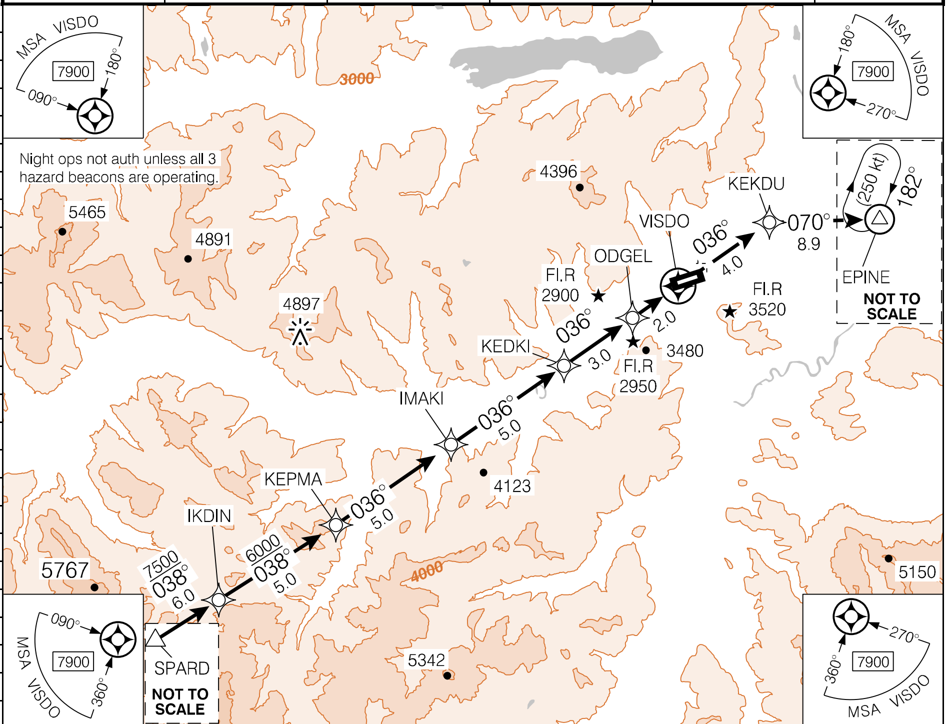
CHETWYND, BC

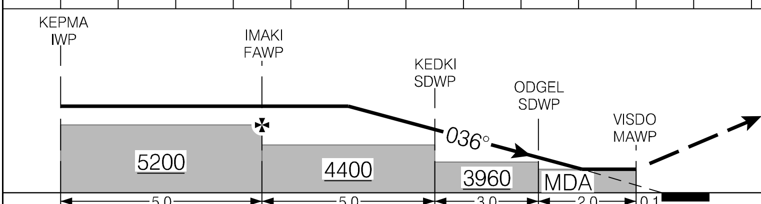
RNAV (GNSS) A

554114N 1213736W VAR 19°E

CYCQ

LWIS – **122.55**	CTR – Edmonton **132.6**	TFC – **123.2**	ATF		ARCAL 126.7(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,000**	RNAV	APCH CRS **036°**	MIN ALT IMAKI **5200**	LDA REFER TO AD CHART	





MISSED APPROACH
Climb track **036°** to KEKDU, then climbing RIGHT turn track **070°** to EPINE to **6300**.
As required, shuttle climb.

ELEV 1999

RASS: When using CYXJ add **140'**.

CATEGORY	A	B	C	D
CIRCLING	**3400** (1401) 3	**3600** (1601) 3	**3960** (1961) 3	NOT AUTHORIZED

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

DEPARTURE PROCEDURE (RNAV)

IRBAS THREE DEP (IRBAS3.)

CHETWYND, BC

CYCQ

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)

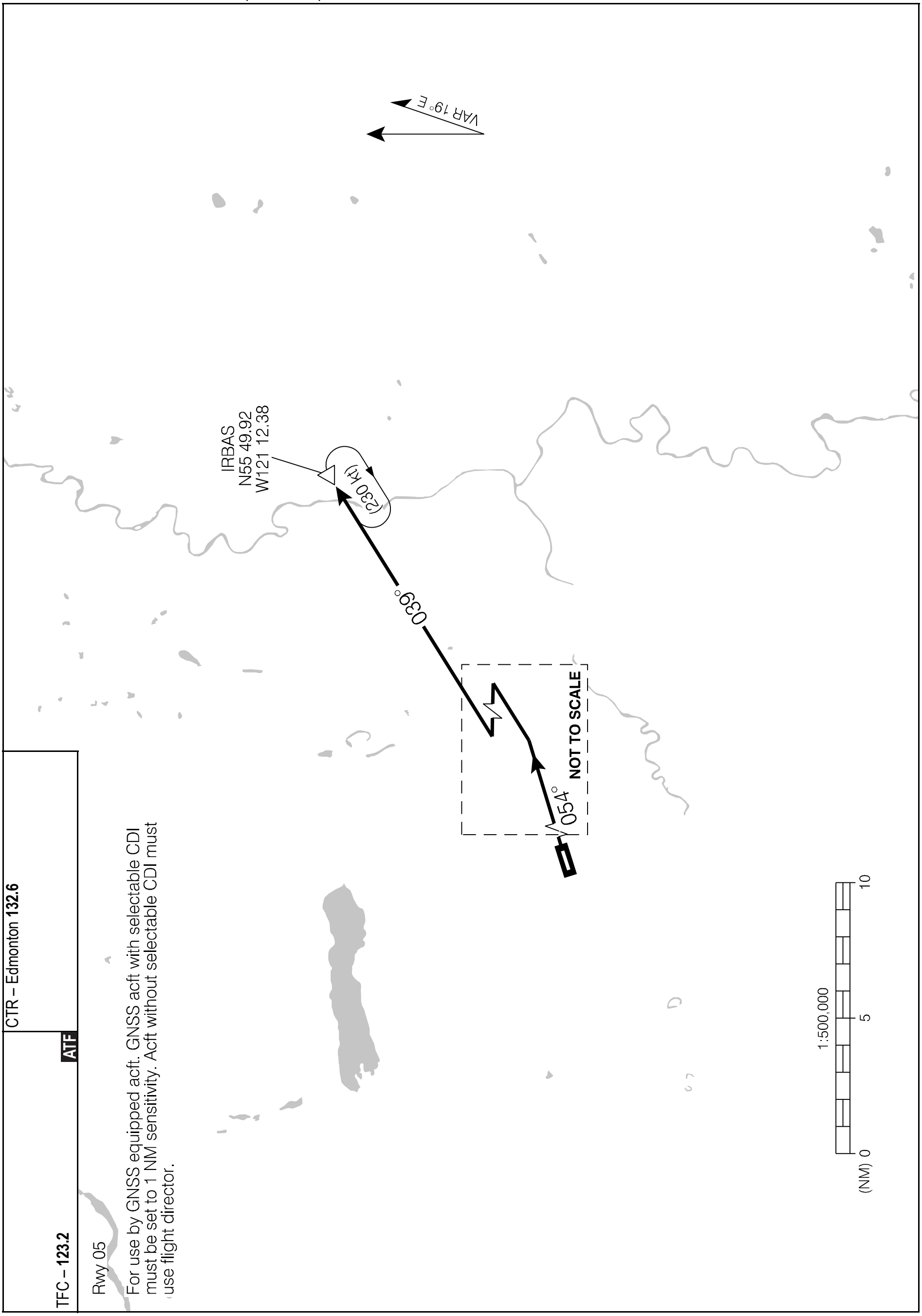
GROUND SPEED	90	120	140	160	180	200	250
500 FT/NM	750	1000	1170	1340	1500	1670	2090

DEPARTURE PROCEDURE (RNAV)

CHETWYND, BC

IRBAS THREE DEP (IRBAS3.)

CYCQ

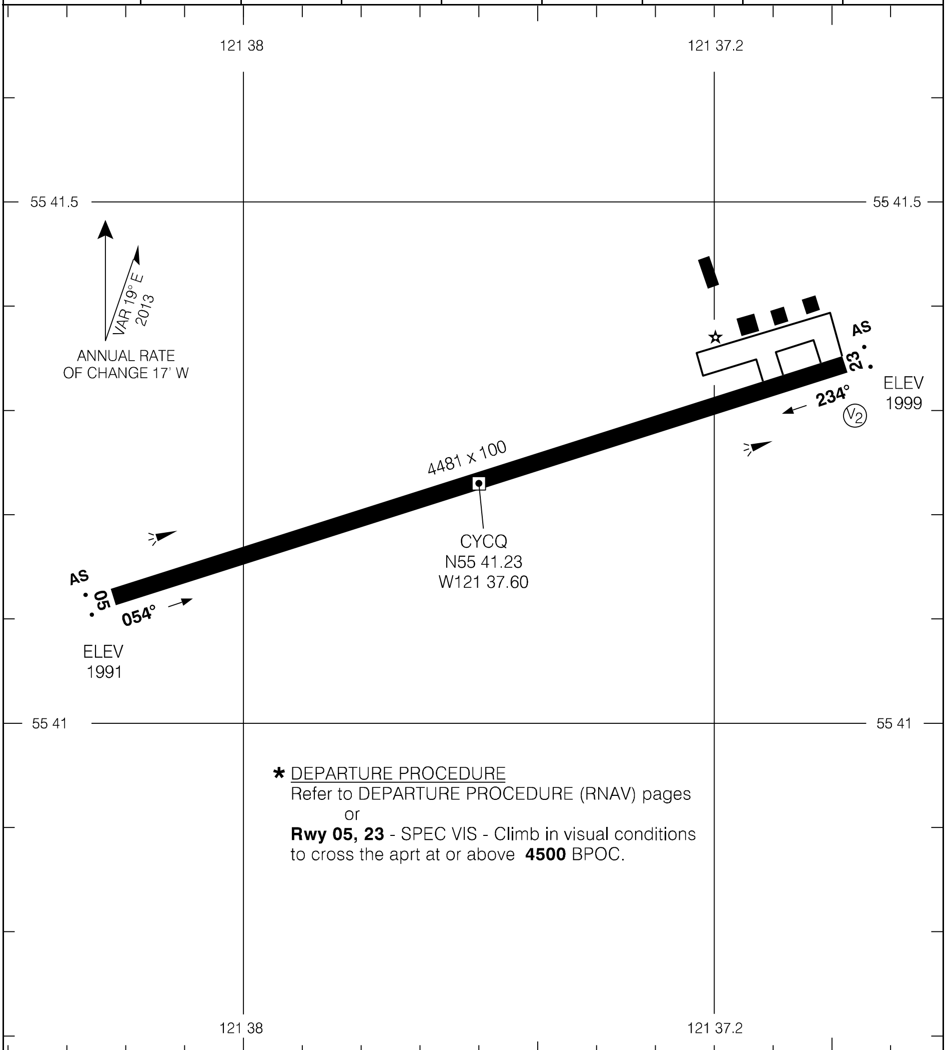


CHETWYND, BC

AERODROME CHART CYCQ

LWIS – **122.55**		TFC – **123.2** ATF	CTR – Edmonton **132.6**

DECL DISTS	05	23						
TORA	4481	4481						
TODA	4481	4481						
ASDA	4481	4481						
LDA	4481	4481						



* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE (RNAV) pages
or
Rwy 05, 23 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **4500** BPOC.

TAKE-OFF MINIMA
Rwys 05; 23: *

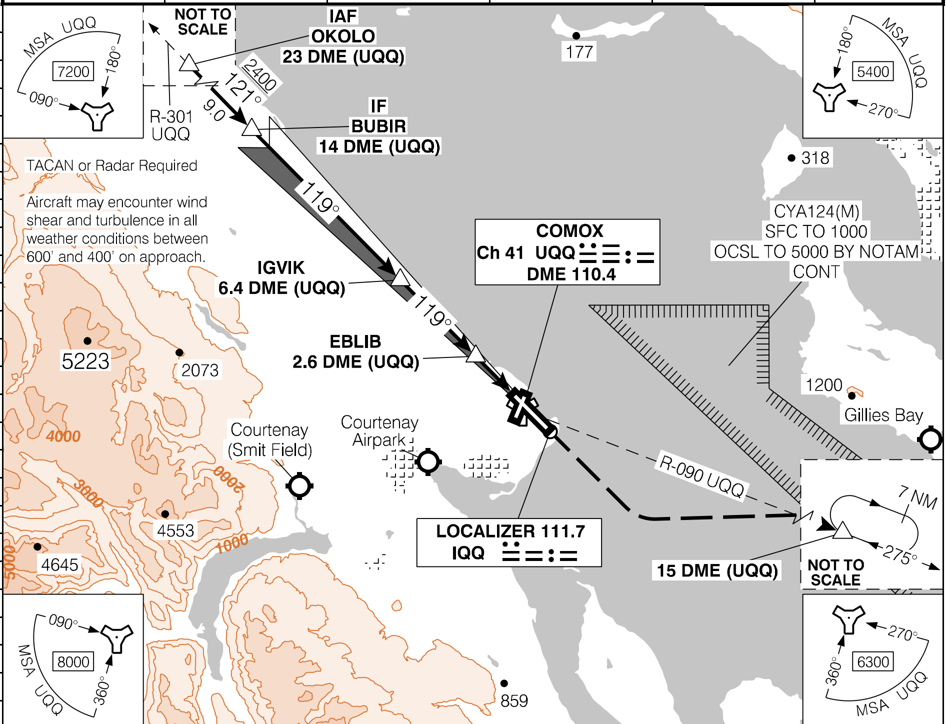
SCALE IN FEET
1000 0 1000

COMOX, BC

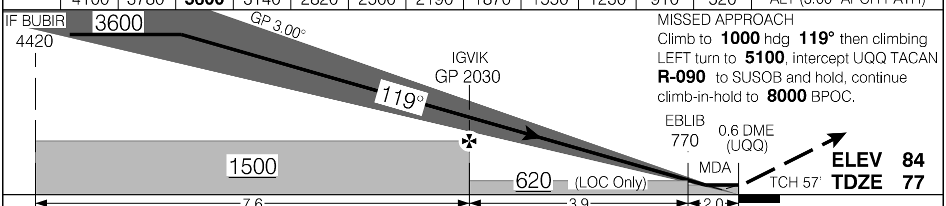
ILS Z RWY 12 (DND) CYQQ

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 IQQ 111.7	APCH CRS 119°	GP IGVIK 2030	LDA 10001



(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)



MISSED APPROACH
Climb to **1000** hdg **119°** then climbing LEFT turn to **5100**, intercept UQQ TACAN **R-090** to SUSOB and hold, continue climb-in-hold to **8000** BPOC.

ELEV 84
TDZE 77

CATEGORY	A	B	C	D
ILS/DME	**277**	(200)	½ RVR 26	
LOC/DME	**520**	(443)	1 RVR 50	

FAF to MAP 5.8 NM		
Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS Z RWY 12 (DND) CYQQ

EFF 2 OCT 25

COMOX, BC

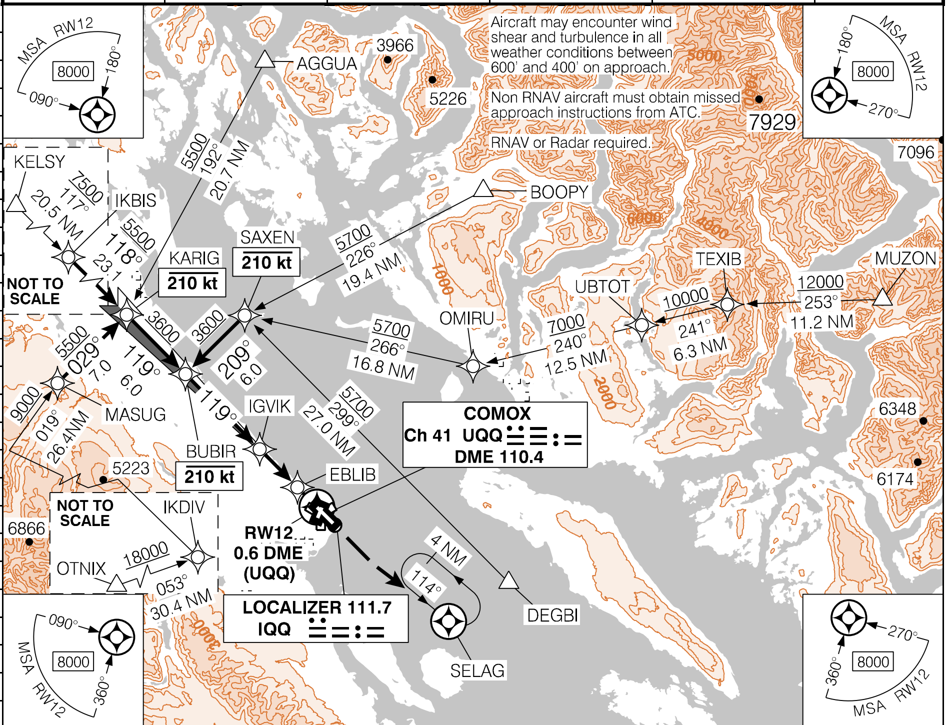
ILS Y RWY 12 (DND) CYQQ

494239N 1245312W VAR 16°E

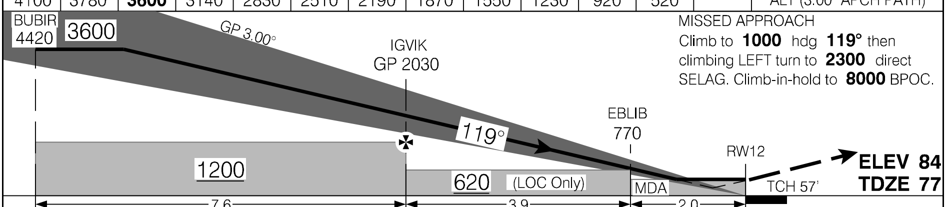
ATIS – 118.6 282.2	ARR – 134.1 342.9	TWR – 126.2 358.1	GND – 119.75 250.3

SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
13,100	IQQ 111.7	119°	IGVIK 2030	10001

AN P2



(NM)	13	12	11.4	10	9	8	7	6	5	4	3	1.8		DIST FROM DME (UQQ)
	4100	3780	3600	3140	2830	2510	2190	1870	1550	1230	920	520		ALT (3.00° APCH PATH)



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

CATEGORY	A	B	C	D
ILS	277 (200) ½ RVR 26			
LOC	520 (443) 1 RVR 50			

FAF to MAP 5.9 NM		
Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS Z RWY 30 (DND)

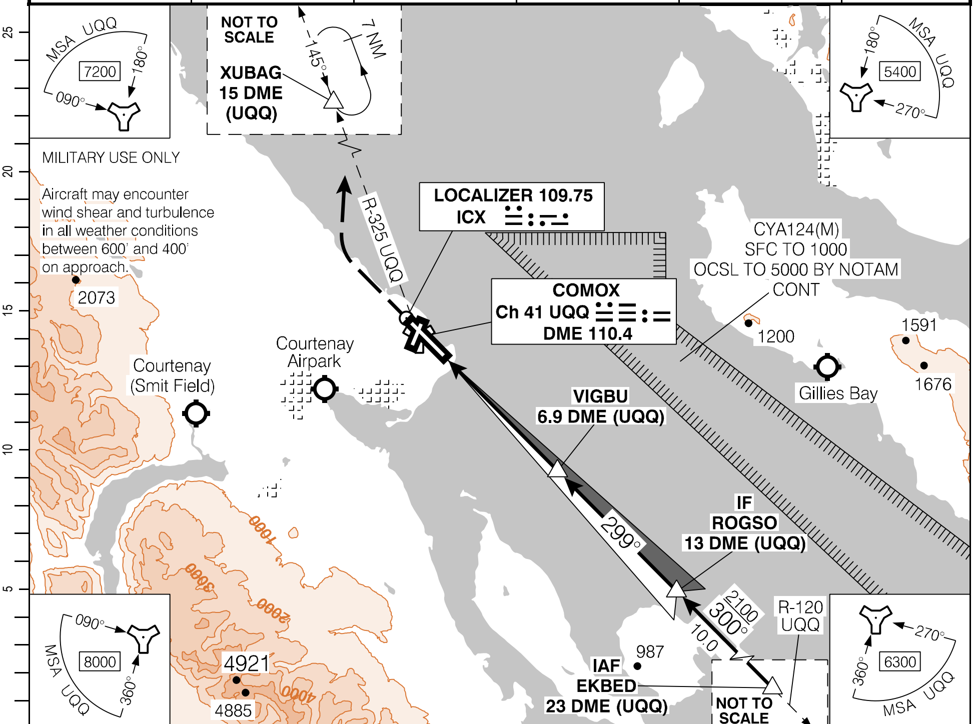
494239N 1245312W VAR 16°E

COMOX, BC
CYQQ

ATIS – 118.6 282.2	ARR – 134.1 342.9	TWR – 126.2 358.1	GND – 119.75 250.3

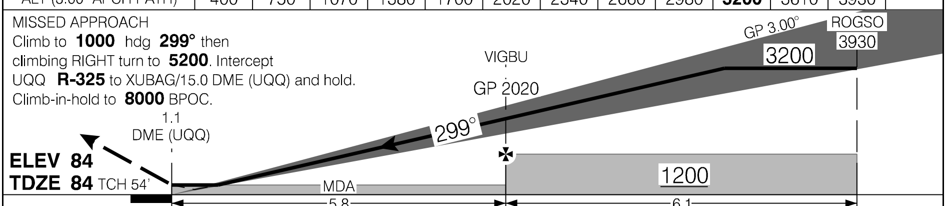
SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
13,100	ICX **109.75**	**299°**	VIGBU **2020**	**10001**

P2 AN



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 **5200**. Intercept UQQ **R-325** to XUBAG/15.0 DME (UQQ) and hold. Climb-in-hold to **8000** BPOC.



ELEV 84
TDZE 84 TCH 54'

CATEGORY	A	B	C	D
ILS/DME	**284** (200) ½ RVR 26			
LOC/DME	**400** (316) 1 RVR 50			

FAF to MAP 5.8 NM		
Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

COMOX, BC

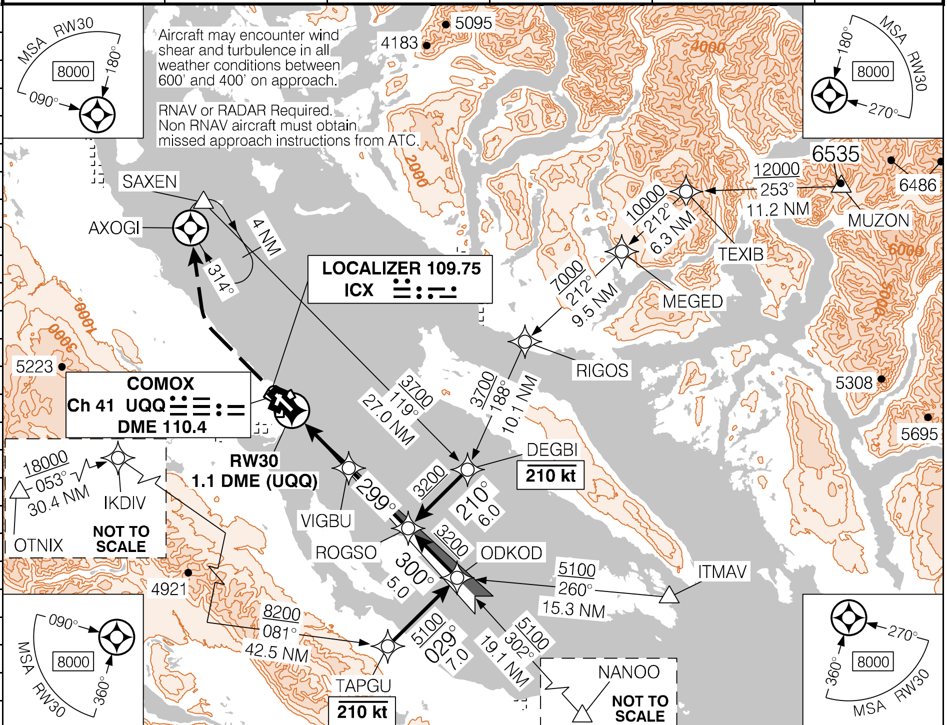
ILS Y RWY 30 (DND) CYQQ

494239N 1245312W VAR 16°E

ATIS	ARR	TWR	GND
ATIS – **118.6 282.2**	ARR – **134.1 342.9**	TWR – **126.2 358.1**	GND – **119.75 250.3**

SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
13,100	ICX **109.75**	**299°**	VIGBU **2020**	**10001**

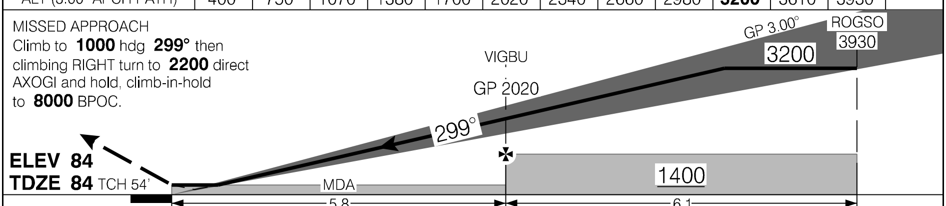
AN P2



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.

ELEV 84
TDZE 84 TCH 54'



CATEGORY	A	B	C	D
ILS	**284**	(200)	½ RVR 26	
LOC	**400**	(316)	1 RVR 50	

VIGBU to RW30 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**

COMOX, BC

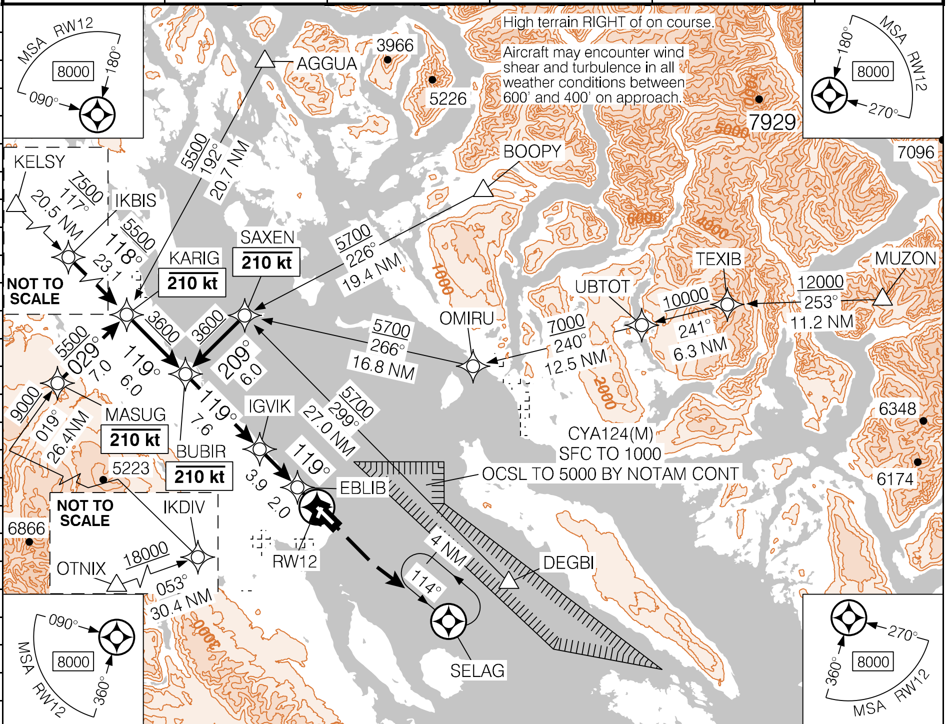
RNAV (GNSS) Z RWY 12 (DND) CYQQ

494239N 1245312W VAR 16°E

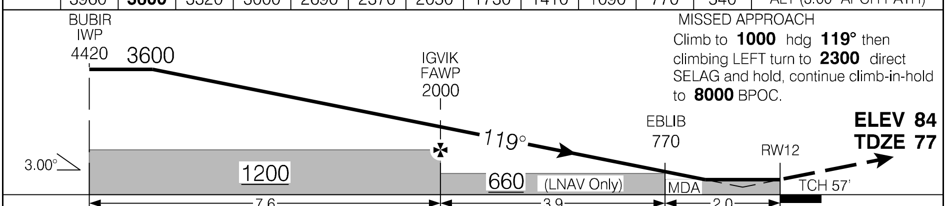
ATIS – 118.6 282.2	ARR – 134.1 342.9	TWR – 126.2 358.1	GND – 119.75 250.3

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT	LDA
13,100	Ch 80843 W12A	119°	IGVIK 1200	10001

AN P2



DIST FROM RW12	12	10.9	10	9	8	7	6	5	4	3	2	1.3
ALT (3.00° APCH PATH)	3960	**3600**	3320	3000	2690	2370	2050	1730	1410	1090	770	540



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

ELEV 84
TDZE 77

CATEGORY	A	B	C	D
LPV	277	(200)	½ RVR 26	
LNAV/VNAV (min. 1°C, max. 54°C)	433	(356)	1 RVR 50	
LNAV	540	(463)	1 RVR 50	

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

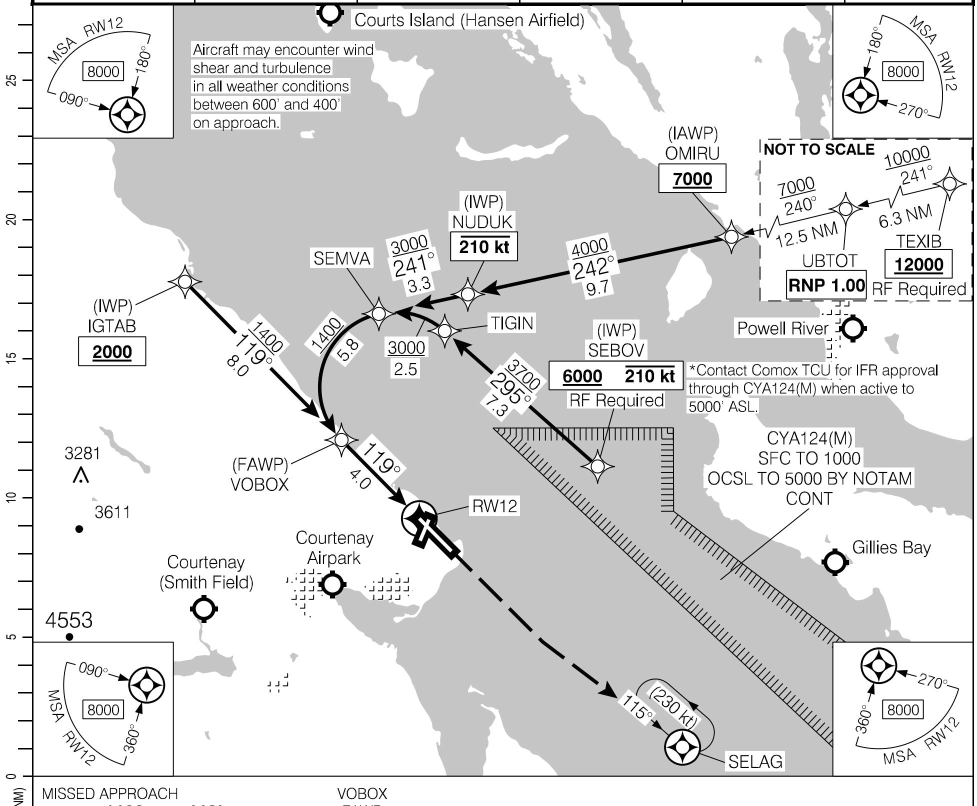
RNAV (RNP) Y RWY 12

494239N 1245312W VAR 16°E

COMOX, BC
CYQQ

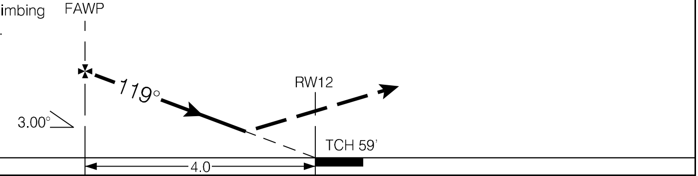
ATIS	TML	TWR	GND
ATIS – **118.6 282.2**	TML – **123.7 227.6**	TWR – **126.2 358.1**	GND – **119.75 250.3**

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VOBOX	LDA
13,100		**119°**	**1400**	**10001**



MISSED APPROACH
Climb to **1100** track **119°**. Then climbing LEFT turn to **2200** direct to SELAG. Shuttle to **5200** BPOC.

ELEV 84
TDZE 77



	CATEGORY	A	B	C	D
	RNP 0.10	**376**	(300)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -17° C) (max. 54° C)	**RNP 0.30**	**511**	(435)	1 RVR 50	

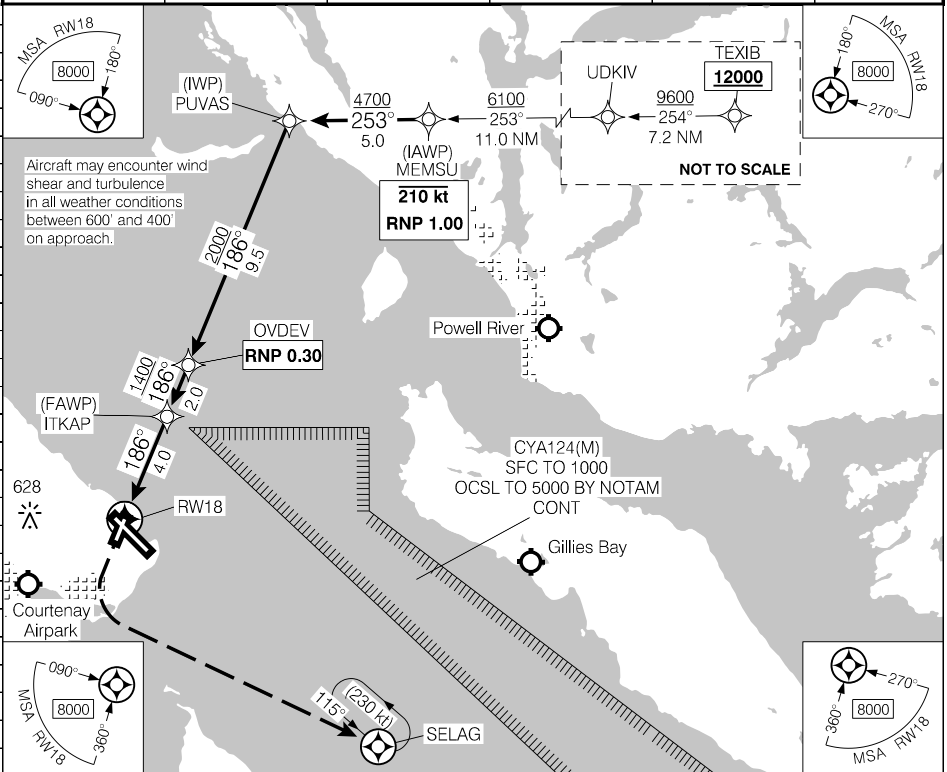
COMOX, BC

RNAV (RNP) Y RWY 18 CYQQ

494239N 1245312W VAR 16°E

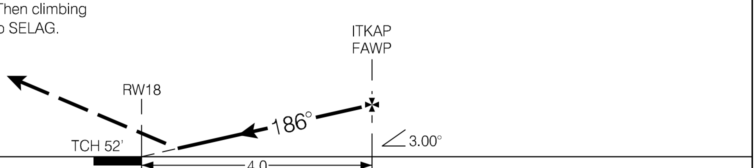
ATIS – 118.6 282.2	TML – 123.7 227.6	TWR – 126.2 358.1	GND – 119.75 250.3

SAFE ALT 100 NM		APCH CRS	MIN ALT ITKAP	LDA
13,100	RNAV	**186°**	**1400**	**4998**



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)	1¾	
AUTHORIZATION REQUIRED (min. -18° C) (max. 54° C)					

COMOX, BC

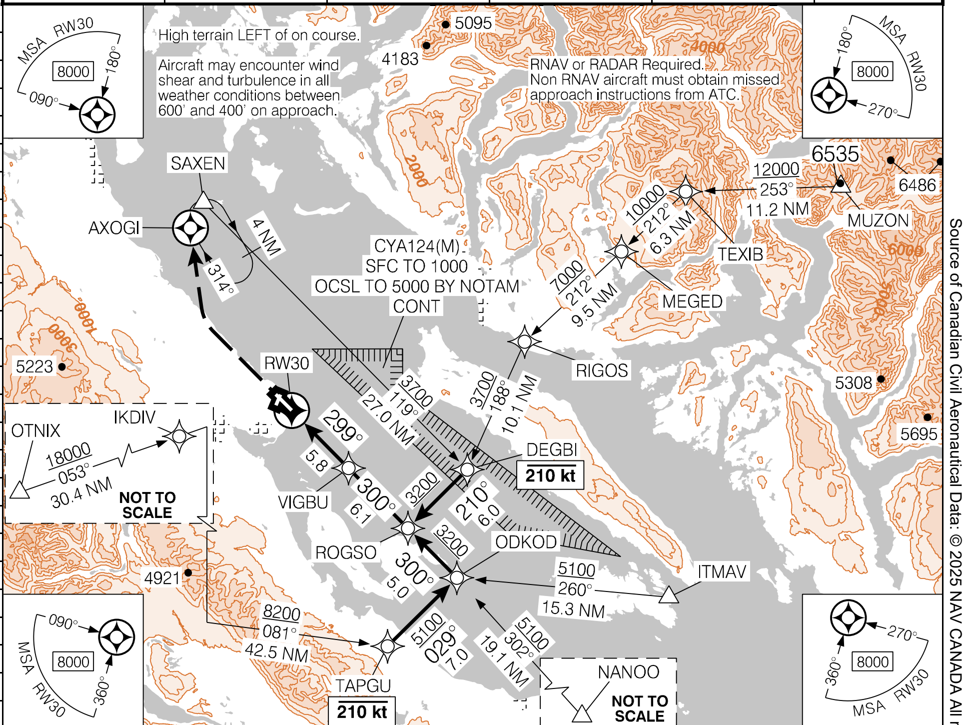
RNAV (GNSS) Z RWY 30 (DND) — CYQQ

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

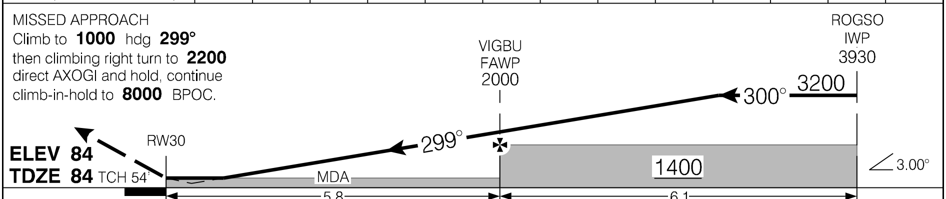
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VIGBU	LDA
13,100	Ch 80844 W30A	299°	1400	10001

AN (P2)



DIST FROM RW30	1.0	2	3	4	5	6	7	8	9	**9.6**	11	12
ALT (3.00° APCH PATH)	460	780	1090	1410	1730	2050	2370	2690	3010	**3200**	3640	3960

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



CATEGORY	A	B	C	D
LPV	**284**	(200)	½ RVR 26	
LNAV/VNAV (min. 1°C, max. 54°C)	**381**	(297)	1 RVR 50	
LNAV	**460**	(376)	1 RVR 50	

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

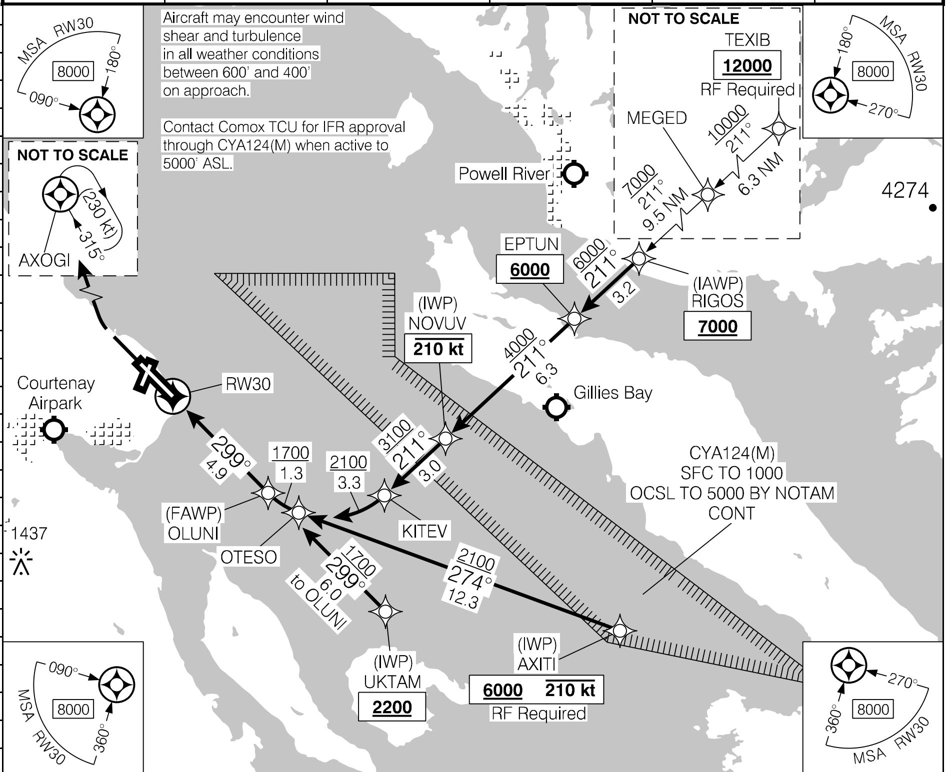
COMOX, BC

RNAV (RNP) Y RWY 30

494239N 1245312W VAR 16°E

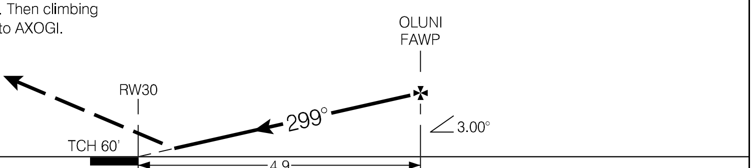
CYQQ

ATIS – **118.6 282.2**	TML – **123.7 227.6**	TWR – **126.2 358.1**	GND – **119.75 250.3**	AN P2
SAFE ALT 100 NM **13,100**	RNAV	APCH CRS **299°**	MIN ALT OLUNI **1700**	LDA **10001**



MISSED APPROACH
Climb to **1100** track **299°**. Then climbing RIGHT turn to **2000** direct to AXOGI.
Shuttle to **5700** BPOC.

ELEV 84
TDZE 84



	CATEGORY	A	B	C	D
	RNP 0.30	388	(304)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -17° C) (max. 54° C)					

SID (RNAV)

COMOX, BC

HORNBY TWO DEP (HORNB2.) (DND)

CYQQ

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 NANOO. 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 NANOO. Maintain **7000** or higher as assigned. Expect radar vectors.

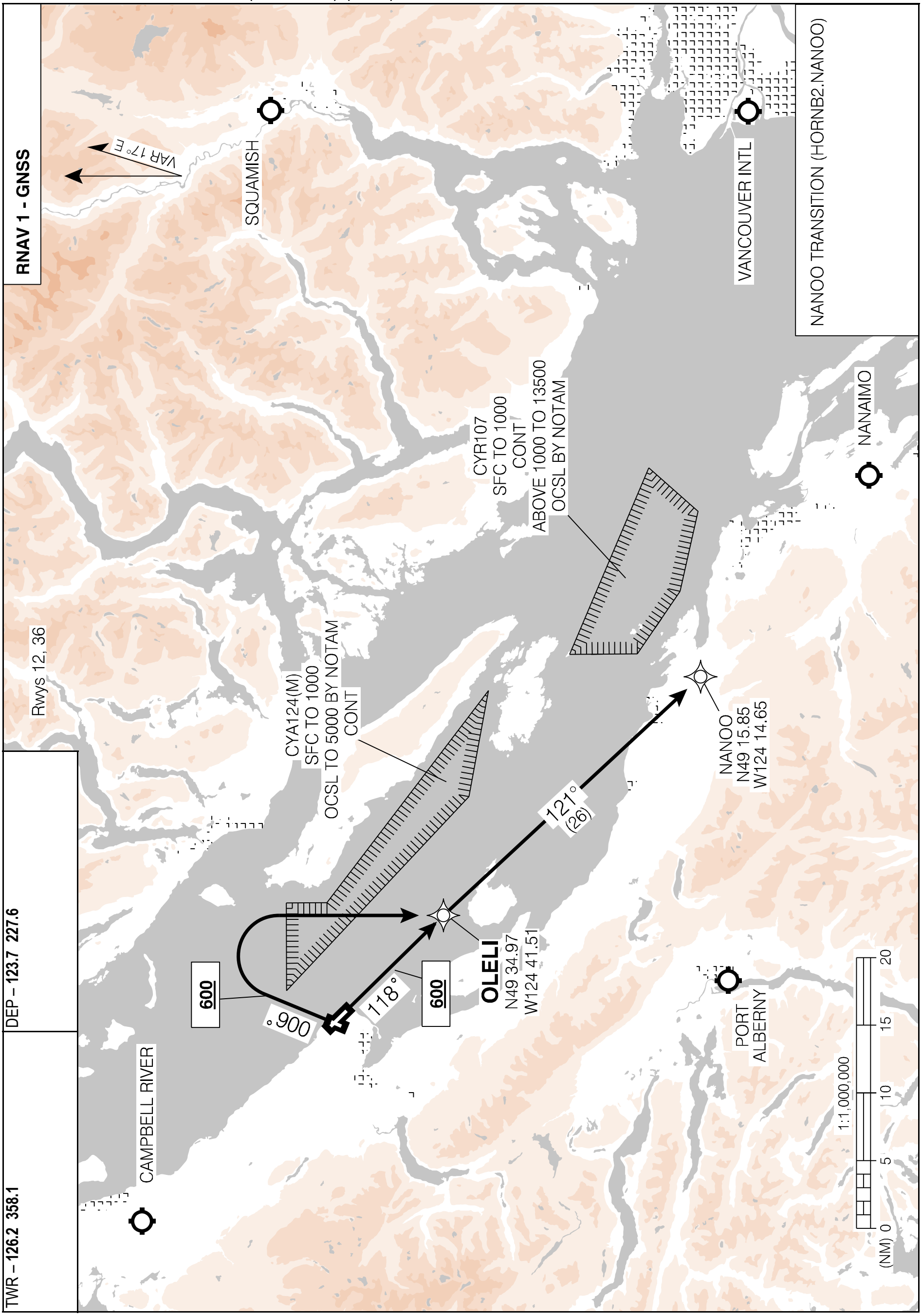
NANOO TRANSITION: **(HORNB2.NANOO)**

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) COMOX, BC

HORNBY TWO DEP (HORNB2.) (DND) CYQQ



SID (VECTOR)

LAZO THREE DEP (LAZO3.) (DND)

COMOX, BC

CYQQ

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

Rwy 30: Climb the UQQ **R-300** to KELSY. 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 KELSY. 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

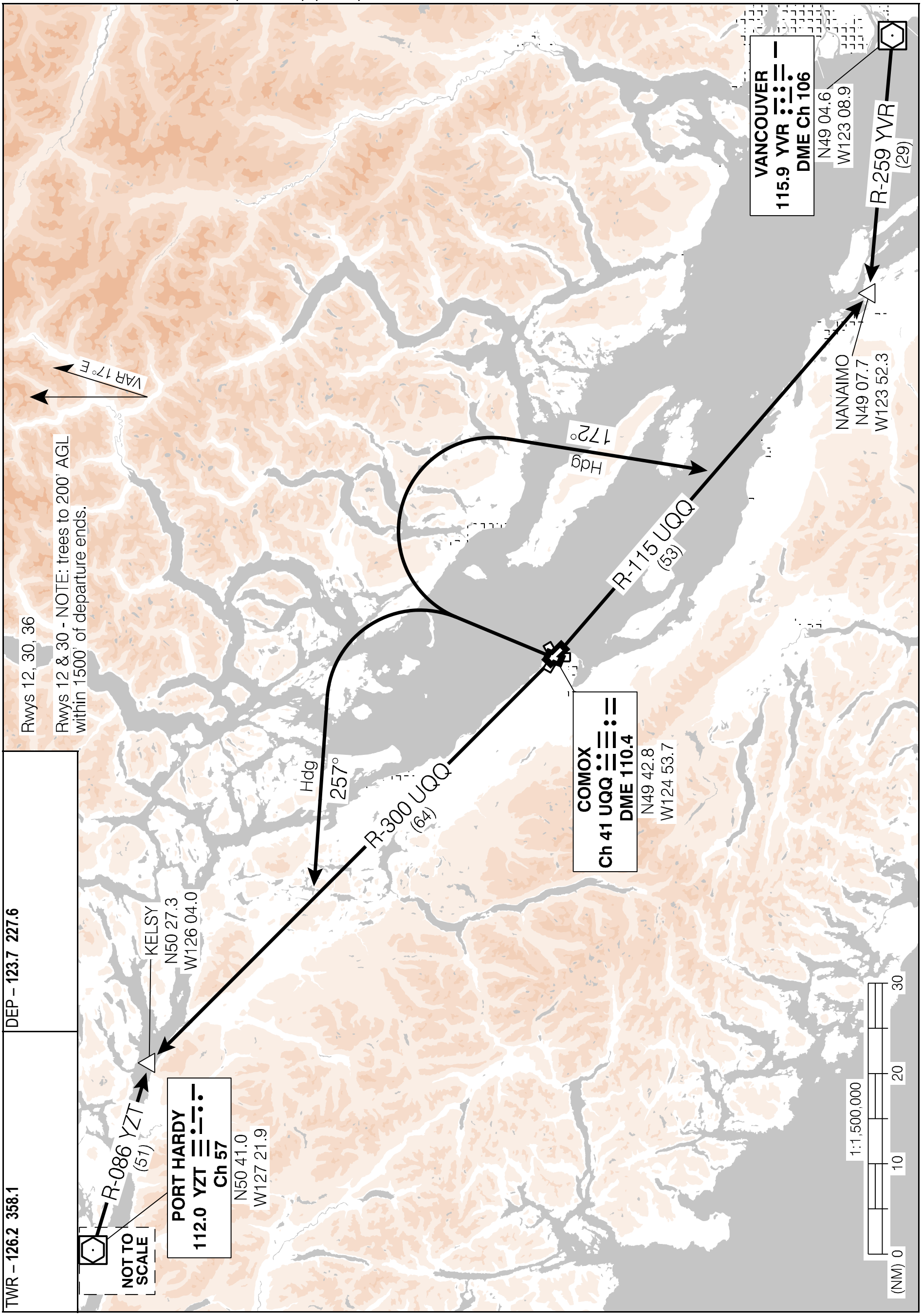
If no radio contact with Departure Control by published/assigned altitude, continue climb to flight planned altitude and proceed on filed/assigned route only once minimum IFR altitudes permit, thence comply with appropriate procedures for communication failure enroute.

SID (VECTOR)

COMOX, BC

LAZO THREE DEP (LAZO3.) (DND)

CYQQ



SID (RNAV)
SARATOGA ONE DEP (SARAT1.) (DND)

COMOX, BC
CYQQ

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 30: Climb hdg **298°** to **600**, then direct to LENIL, thence track **298°** to KELSY. 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 KELSY. 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.

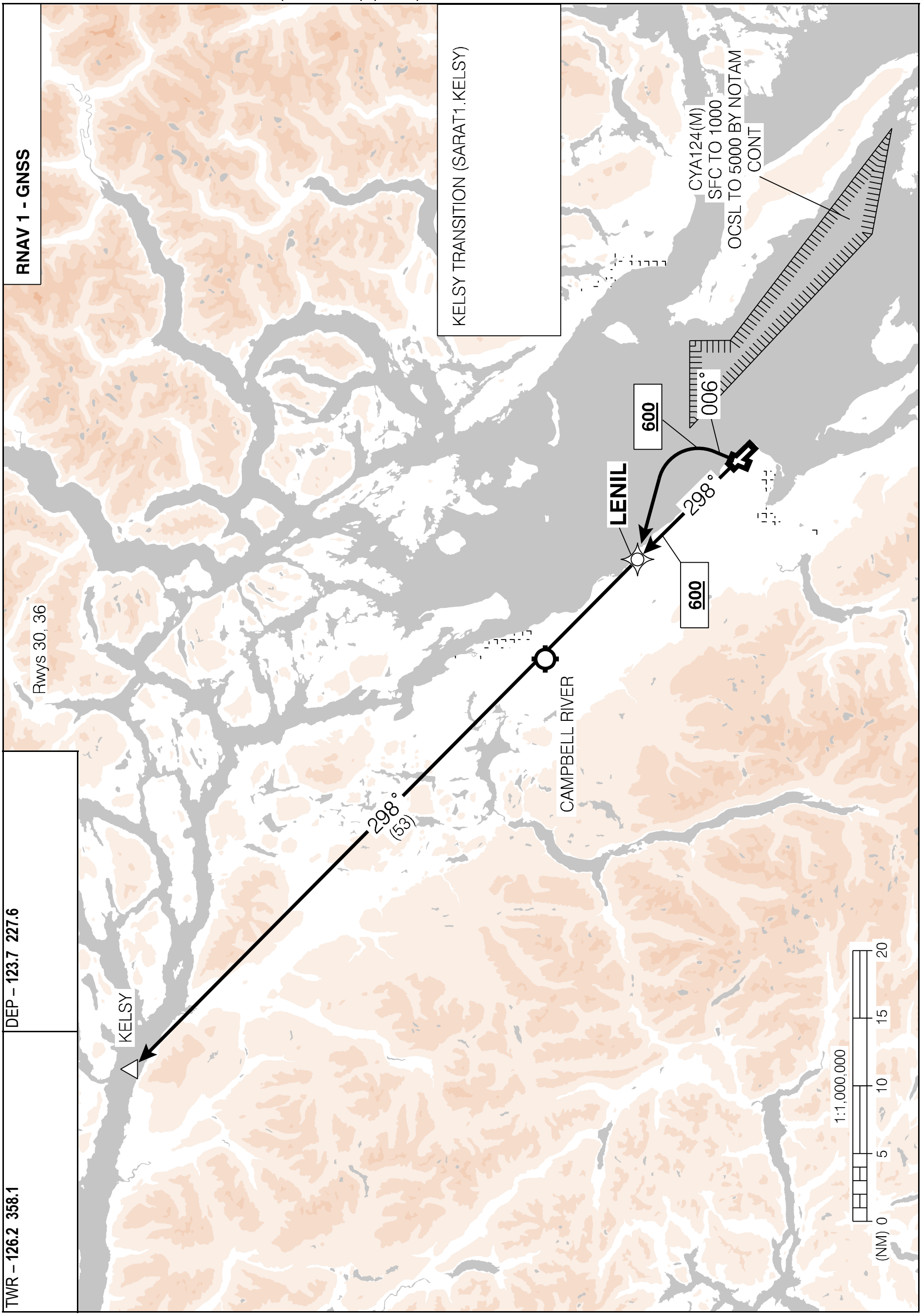
Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

SID (RNAV)

COMOX, BC

SARATOGA ONE DEP (SARAT1.) (DND)

CYQQ

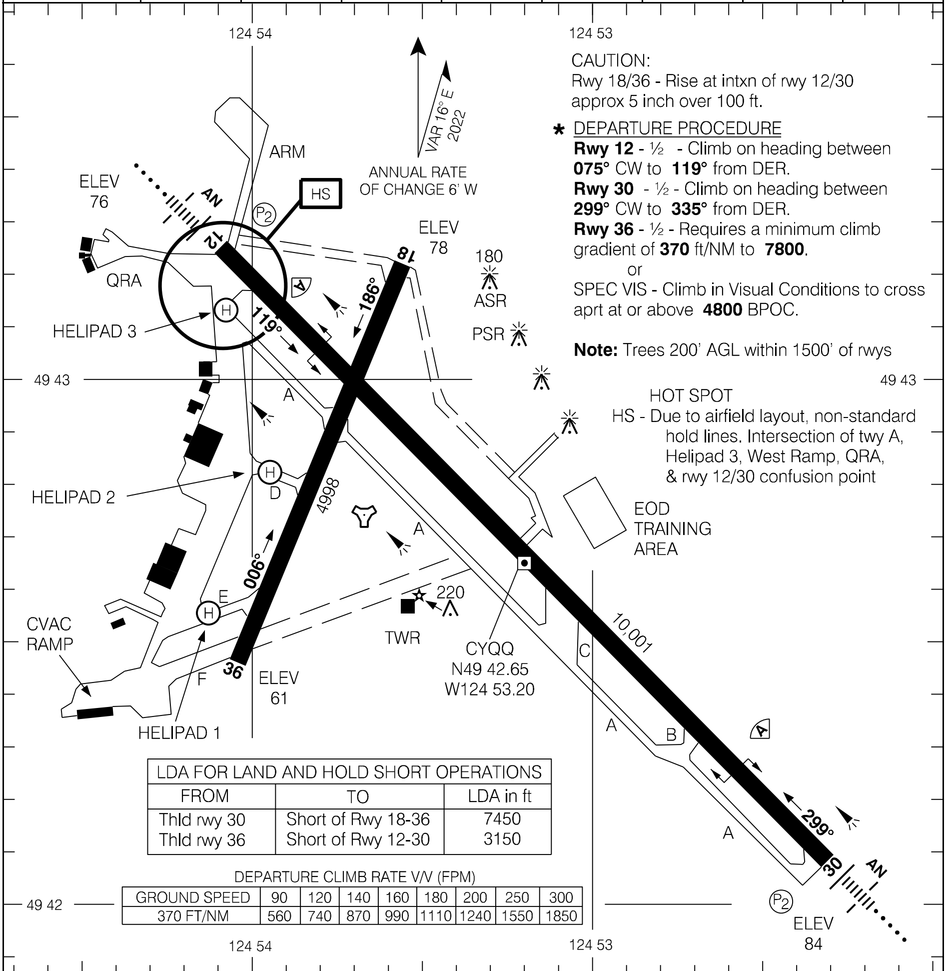


COMOX, BC

AERODROME CHART (DND) CYQQ

ATIS – **118.6 282.2**	CLNC DEL – **127.0 227.6** GND – **119.75 250.3**	TWR – **126.2 358.1**	DEP – **123.7 227.6**

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				



CAUTION:
Rwy 18/36 - Rise at intxn of rwy 12/30 approx 5 inch over 100 ft.

* DEPARTURE PROCEDURE

Rwy 12 - ½ - Climb on heading between **075°** CW to **119°** from DER.
Rwy 30 - ½ - Climb on heading between **299°** CW to **335°** from DER.
Rwy 36 - ½ - Requires a minimum climb gradient of **370** ft/NM to **7800**.
or
SPEC VIS - Climb in Visual Conditions to cross aprt at or above **4800** BPOC.

Note: Trees 200' AGL within 1500' of rwys

HOT SPOT
HS - Due to airfield layout, non-standard hold lines. Intersection of twy A, Helipad 3, West Ramp, QRA, & rwy 12/30 confusion point

LDA FOR LAND AND HOLD SHORT OPERATIONS

FROM	TO	LDA in ft
Thld rwy 30	Short of Rwy 18-36	7450
Thld rwy 36	Short of Rwy 12-30	3150

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
370 FT/NM	560	740	870	990	1110	1240	1550	1850

RUNWAY LEVEL OF SERVICE

RVO	LVO
RWY 12, 30: RVR 1200	NOT AUTHORIZED

TAKE-OFF MINIMA

Rwys 12; 30; 36: *
Rwy 18: NOT ASSESSED

SCALE IN FEET
2000 1000 0 2000

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

CRANBROOK/CANADIAN ROCKIES, BC

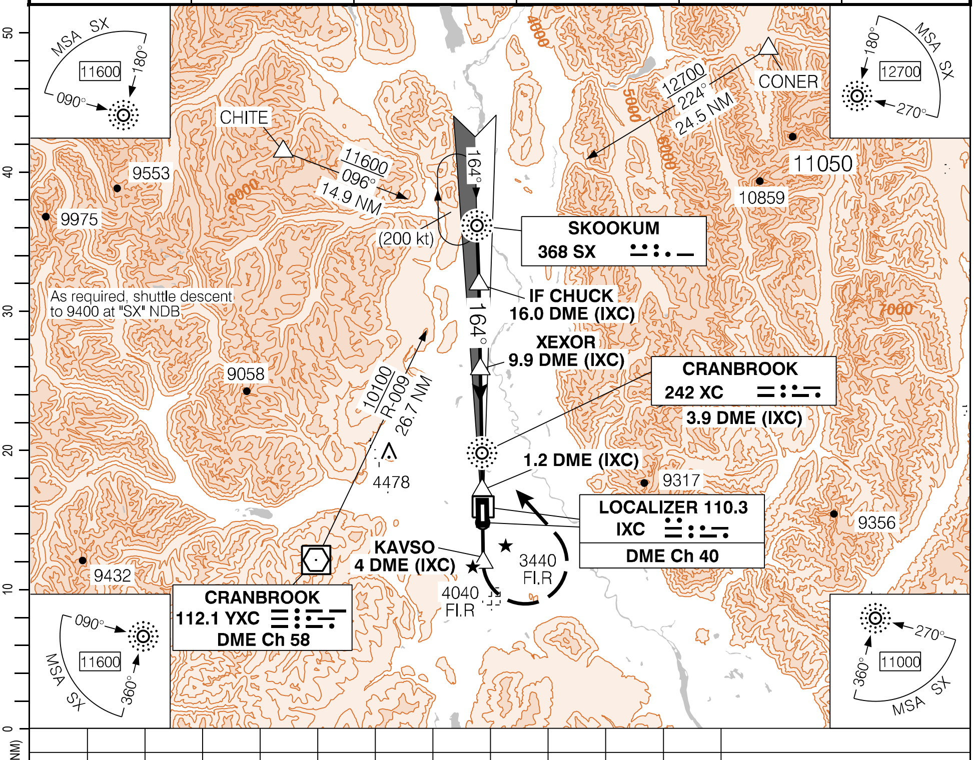
ILS Z RWY 16

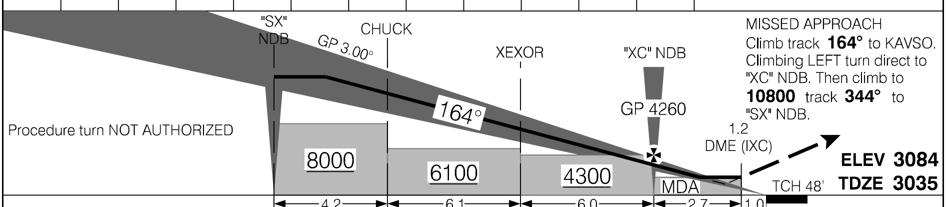
493644N 1154655W VAR 15°E

CYXC

	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 **4260**	LDA **7220**

Ⓟ3 AN





MISSED APPROACH
Climb track **164°** to KAVSO. Climbing LEFT turn direct to "XC" NDB. Then climb to **10800** track **344°** to "SX" NDB.

ELEV 3084
TDZE 3035

CATEGORY	A	B	C	D
ILS/DME	**3787** (752) 2¼			
LOC/DME	**3860** (825) 2			

"XC" NDB to MAP 2.7 NM		
Knots	ft/min	Min:Sec
70		**2:19**
90		**1:48**
110		**1:28**
130		**1:15**
150		**1:05**

CRANBROOK/CANADIAN ROCKIES, BC

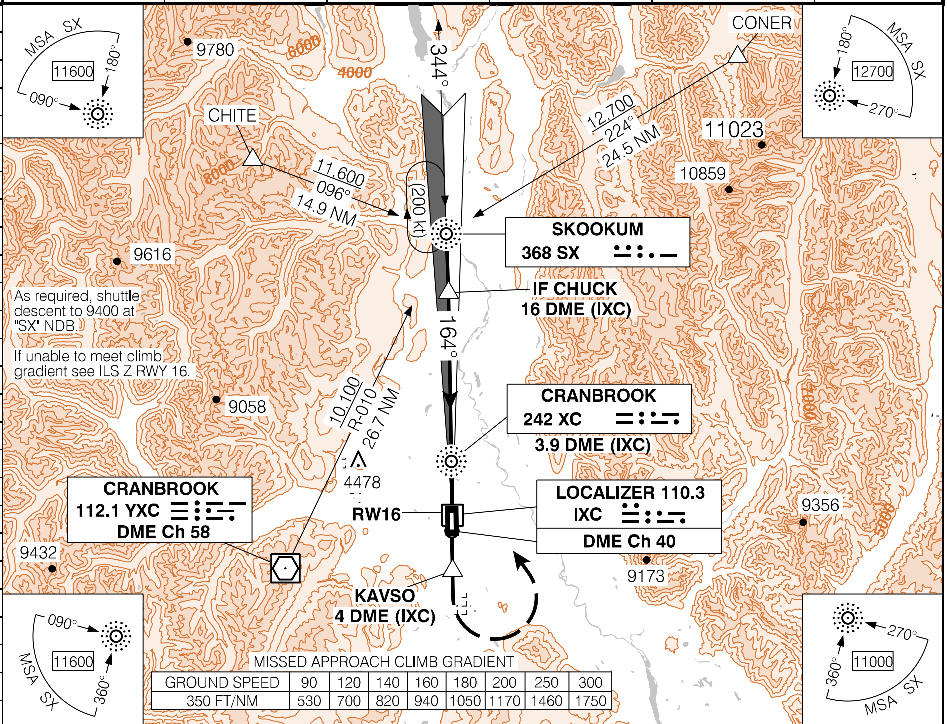
ILS Y RWY 16

493644N 1154655W VAR 15°E

CYXC

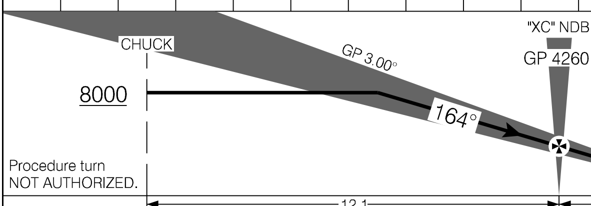
	CTR Vancouver – **133.6**	RADIO – **122.3 262.7** MF		
SAFE ALT 100 NM **13,800**	LOC IXC **110.3**	APCH CRS **164°**	GP XC **4260**	LDA **7220**

P3 AN



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



MISSED APPROACH
Requires a minimum climb gradient of **350**ft/NM to **4800**. Climb track **164°** to KAVSO. Climbing LEFT turn direct to "XC" NDB. Then climb to **10,800** track **344°** to "SX" NDB. As required shuttle climb.

ELEV 3084
TDZE 3035

CATEGORY	A	B	C	D
ILS/DME	**3235**	(200)	½	

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

CRANBROOK/CANADIAN ROCKIES, BC

ILS X RWY 16

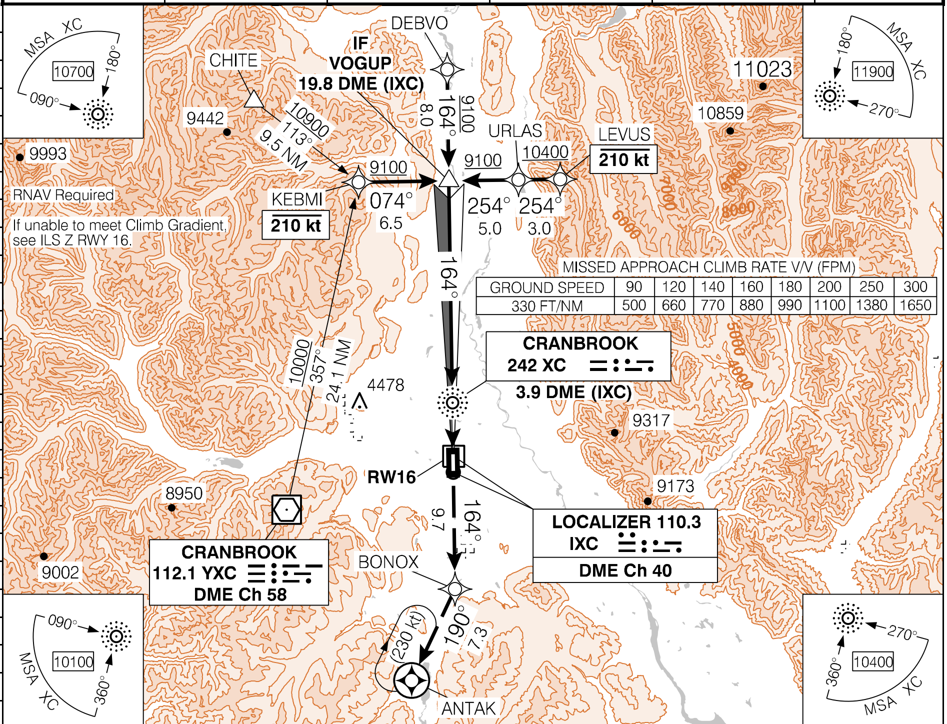
493644N 1154655W VAR 15°E

CYXC

	CTR Vancouver – **133.6**	RADIO – **122.3 262.7**	MF

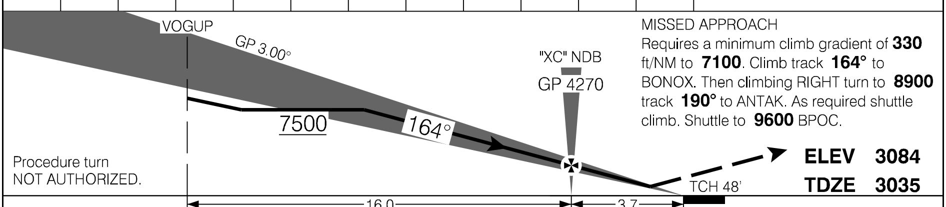
SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
13,800	IXC **110.3**	**164°**	XC **4270**	**7220**

P3 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



MISSED APPROACH
Requires a minimum climb gradient of **330** ft/NM to **7100**. Climb track **164°** to BONOX. Then climbing RIGHT turn to **8900** track **190°** to ANTAK. As required shuttle climb. Shuttle to **9600** BPOC.

ELEV 3084
TDZE 3035

CATEGORY	A	B	C	D
ILS/DME	**3235** (200) ½			

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

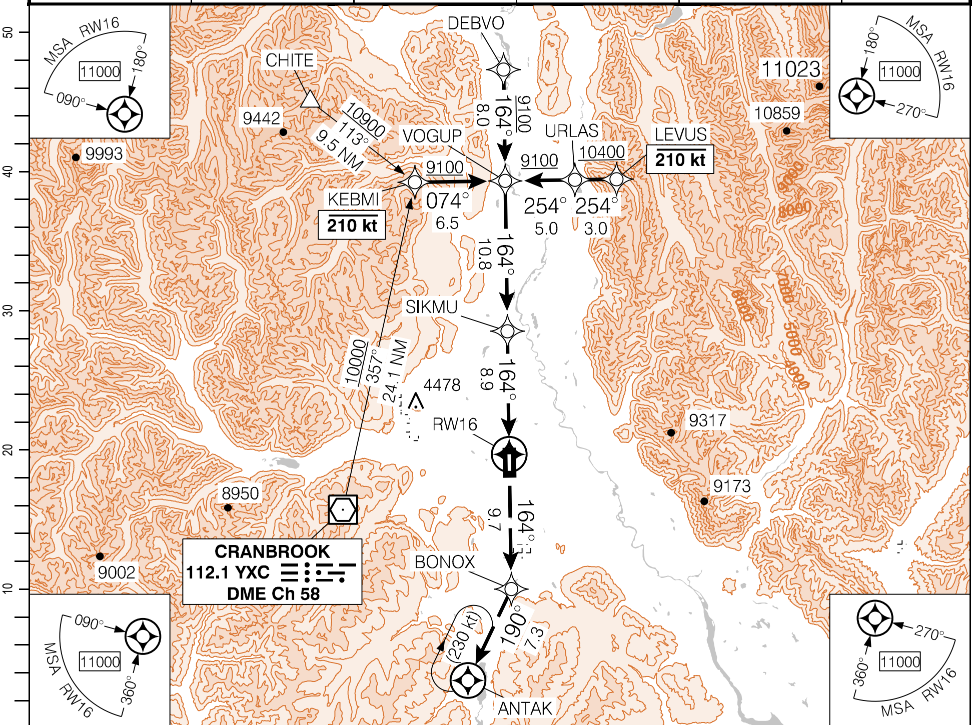
CRANBROOK/CANADIAN ROCKIES, BC

RNAV (GNSS) Z RWY 16

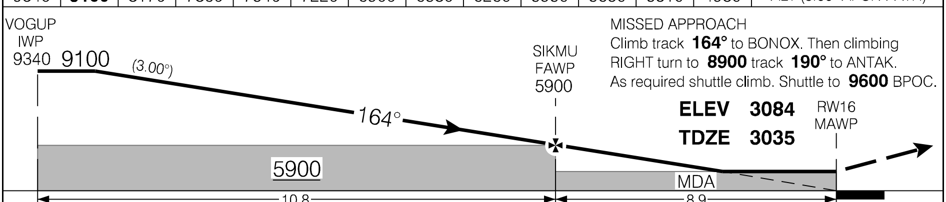
493644N 1154655W VAR 15°E

CYXC

	CTR Vancouver – **133.6**	RADIO – **122.3 262.7**	MF		Ⓟ3 NA
SAFE ALT 100 NM **13,800**	RNAV	APCH CRS **164°**	MIN ALT SIKMU **5900**	LDA **7220**	



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



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.

ELEV 3084
TDZE 3035

CATEGORY	A	B	C	D
LNAV	**4980**		(1949)	2½

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

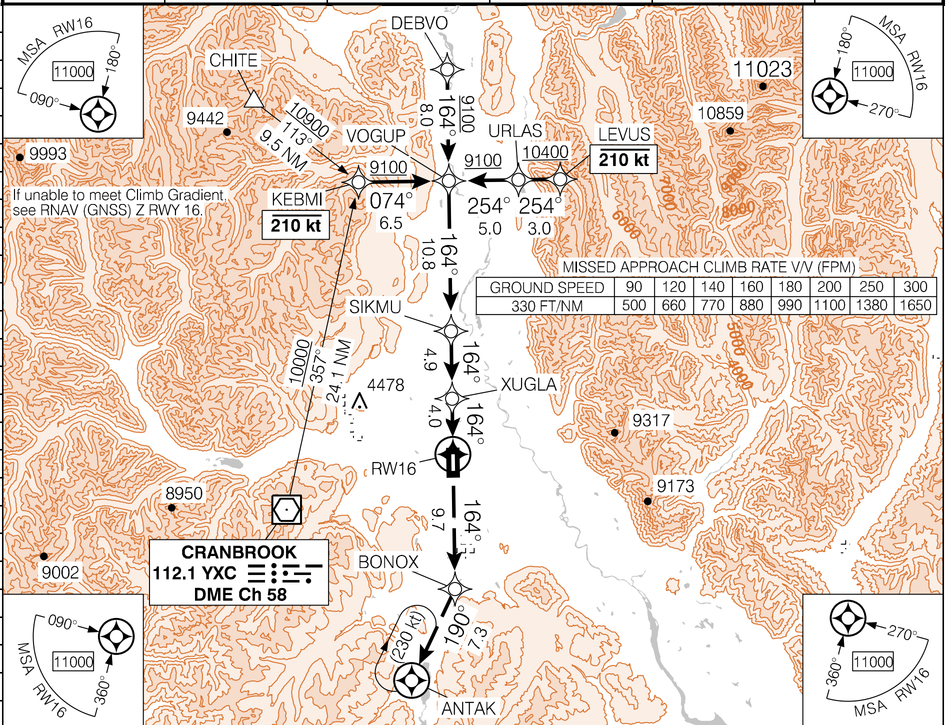
CRANBROOK/CANADIAN ROCKIES, BC

RNAV (GNSS) Y RWY 16

493644N 1154655W VAR 15°E

CYXC

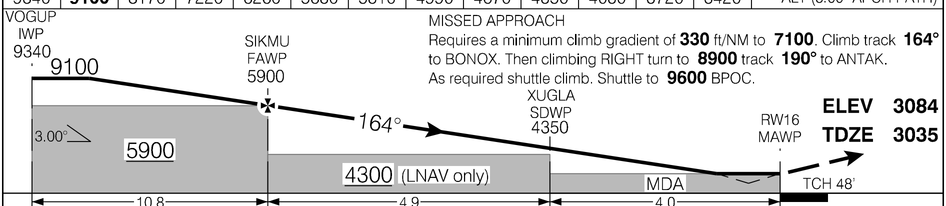
	CTR Vancouver – **133.6**	RADIO – **122.3 262.7** MF		
SAFE ALT 100 NM **13,800**	WAAS **Ch 80282** W16A	APCH CRS **164°**	MIN ALT SIKMU **5900**	LDA **7220**



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

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



MISSED APPROACH

Requires a minimum climb gradient of **330** ft/NM to **7100**. Climb track **164°** to BONOX. Then climbing RIGHT turn to **8900** track **190°** to ANTAK. As required shuttle climb. Shuttle to **9600** BPOC.

ELEV 3084

TDZE 3035

CATEGORY	A	B	C	D
LPV	**3231**	(200)	½	
LNAV/VNAV (min. -24°C, max. 53°C)	**3326**	(295)	1	
LNAV	**3420**	(389)	1	

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

CRANBROOK/CANADIAN ROCKIES, BC

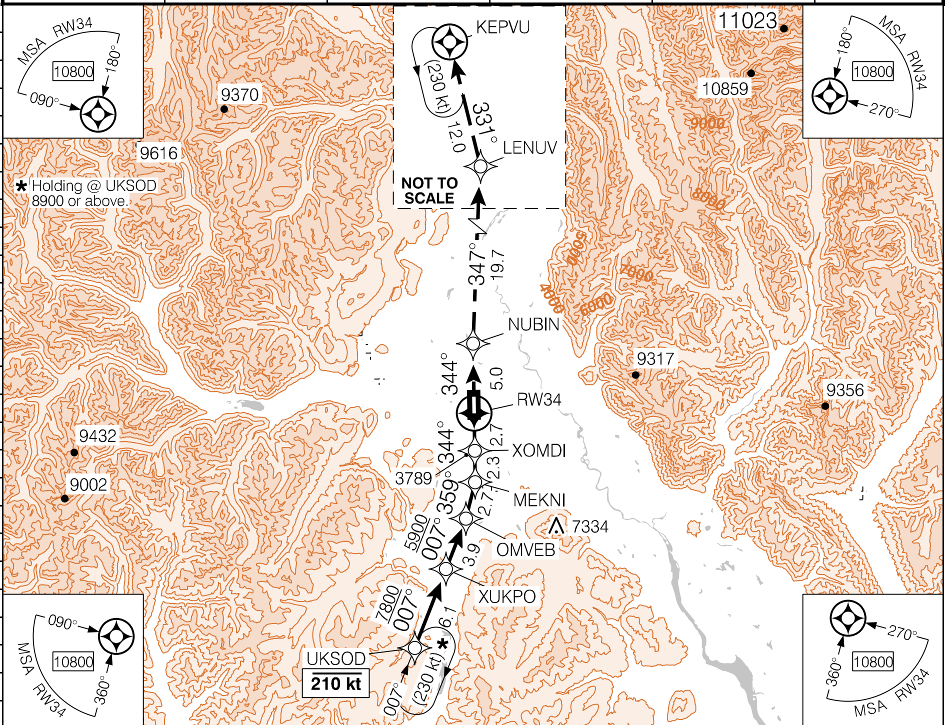
RNAV (GNSS) Z RWY 34

493644N 1154655W VAR 15°E

CYXC

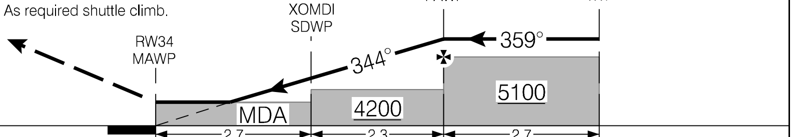
	CTR Vancouver – **133.6**	RADIO – **122.3 262.7** MF	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT MEKNI	LDA
13,800		**344°**	**5100**	**8000**



MISSED APPROACH

Climb track **344°** to NUBIN. Climb track **347°** to LENUV. Then climbing LEFT turn to **11,100** track **331°** to KEPVU. As required shuttle climb.



ELEV 3084

TDZE 3084

CATEGORY	A	B	C	D
LNAV	**3740**	(656)	2	NOT AUTHORIZED

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

CRANBROOK/CANADIAN ROCKIES, BC

RNAV (GNSS) Y RWY 34

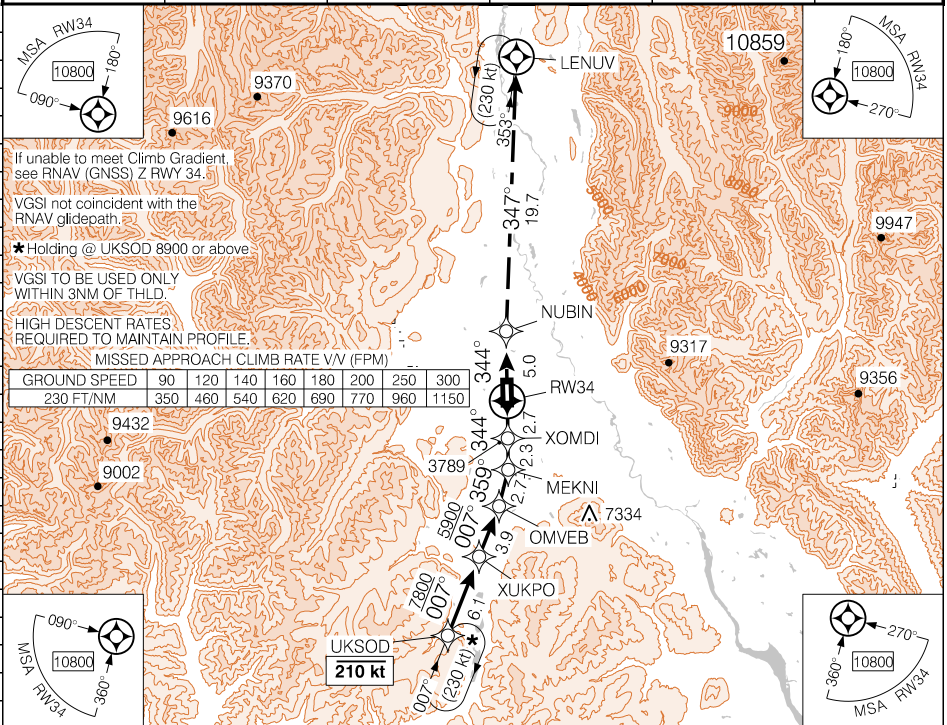
493644N 1154655W VAR 15°E

CYXC

	CTR Vancouver – **133.6**	RADIO – **122.3 262.7** MF	

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT MEKNI	LDA
13,800	**Ch 80283** W34A	**344°**	**5100**	**8000**

P3 * AO



If unable to meet Climb Gradient, see RNAV (GNSS) Z RWY 34.

VGSI not coincident with the RNAV glidepath.

* Holding @ UKSOD 8900 or above

VGSI TO BE USED ONLY WITHIN 3NM OF THLD.

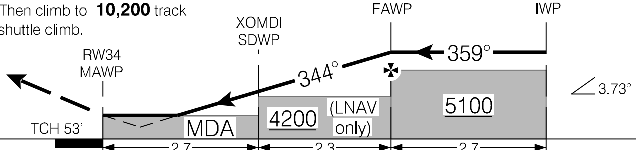
HIGH DESCENT RATES REQUIRED TO MAINTAIN PROFILE.

MISSED APPROACH 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

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
LPV	**3584**	(500)	1½	NOT AUTHORIZED
LNAV	**3740**	(656)	2	NOT AUTHORIZED

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

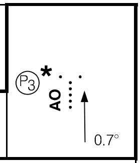
CRANBROOK/CANADIAN ROCKIES, BC

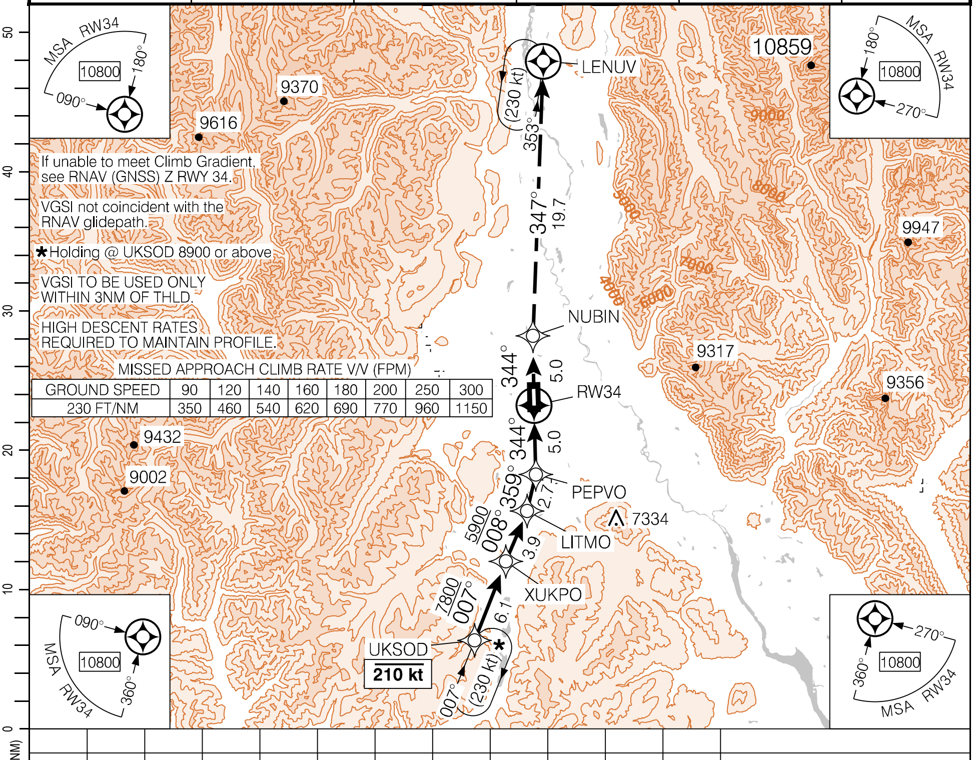
RNAV (GNSS) X RWY 34

493644N 1154655W VAR 15°E

CYXC

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





If unable to meet Climb Gradient, see RNAV (GNSS) Z RWY 34.

VGSI not coincident with the RNAV glidepath.

* Holding @ UKSOD 8900 or above

VGSI TO BE USED ONLY WITHIN 3NM OF THLD.

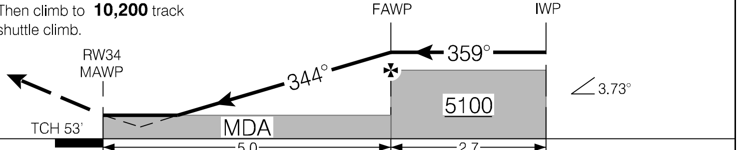
HIGH DESCENT RATES REQUIRED TO MAINTAIN PROFILE.

MISSED APPROACH 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

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

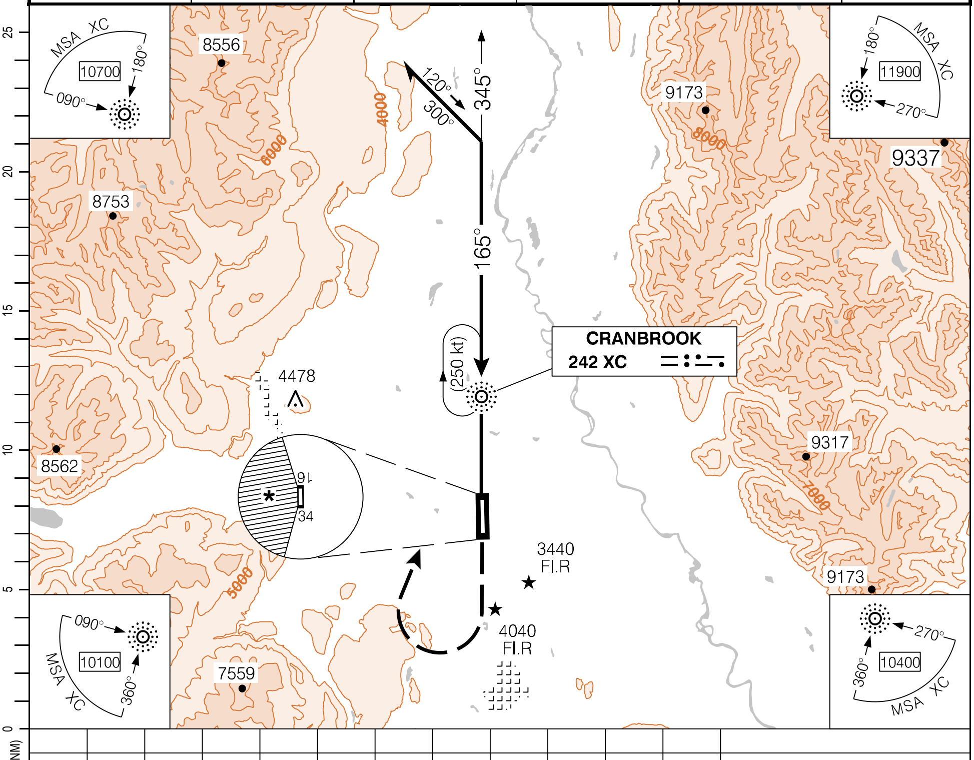
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

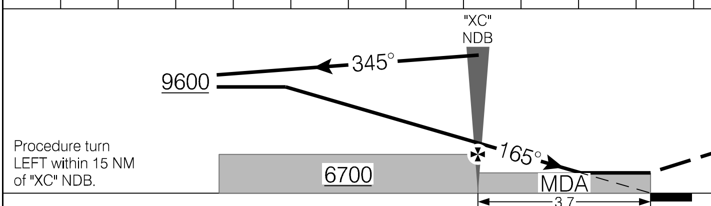
Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

NDB A

CRANBROOK/CANADIAN ROCKIES, BC
493644N 1154655W VAR 15°E
CYXC

	CTR Vancouver – **133.6**	RADIO – **122.3 262.7** MF		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





MISSED APPROACH
Climb to **8000** track **165°**. Then climbing RIGHT turn direct to "XC" NDB. Shuttle to **9900** (max 250kt) BPOC.

ELEV 3084

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**

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: 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: (BONOX1.SILVR) 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: (BONOX1.TULOB) 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.

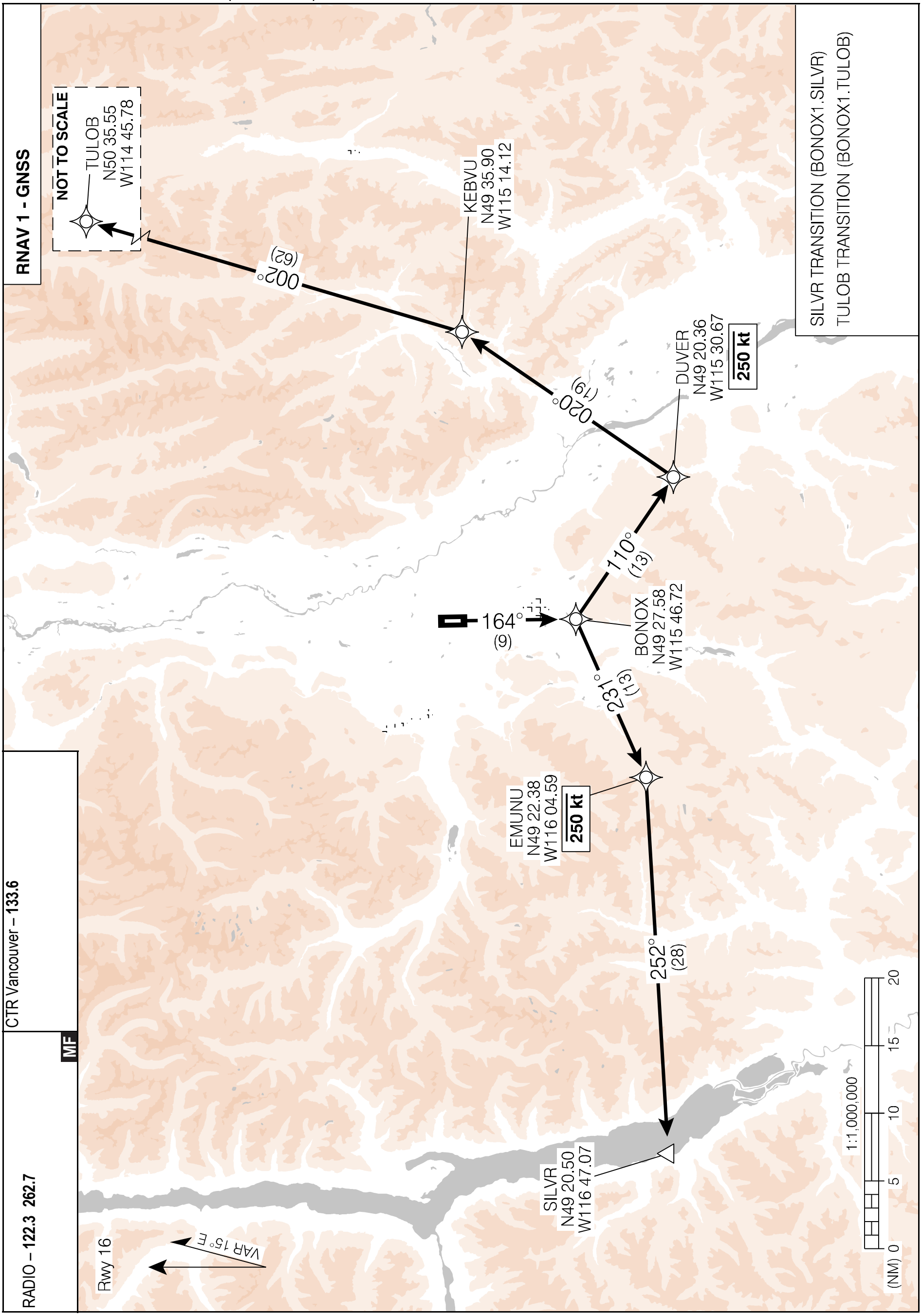
Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (RNAV)

CRANBROOK/CANADIAN ROCKIES, BC

BONOX ONE DEP (BONOX1.)

CYXC



BONOX ONE DEP (BONOX1.)

CYXC

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: 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: (KOOTE1.TULOB) Requires a minimum climb gradient of **230** ft/NM to **9300**. 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: (KOOTE1.PESVI) Requires a minimum climb gradient of **430** ft/NM to **10400**. 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.

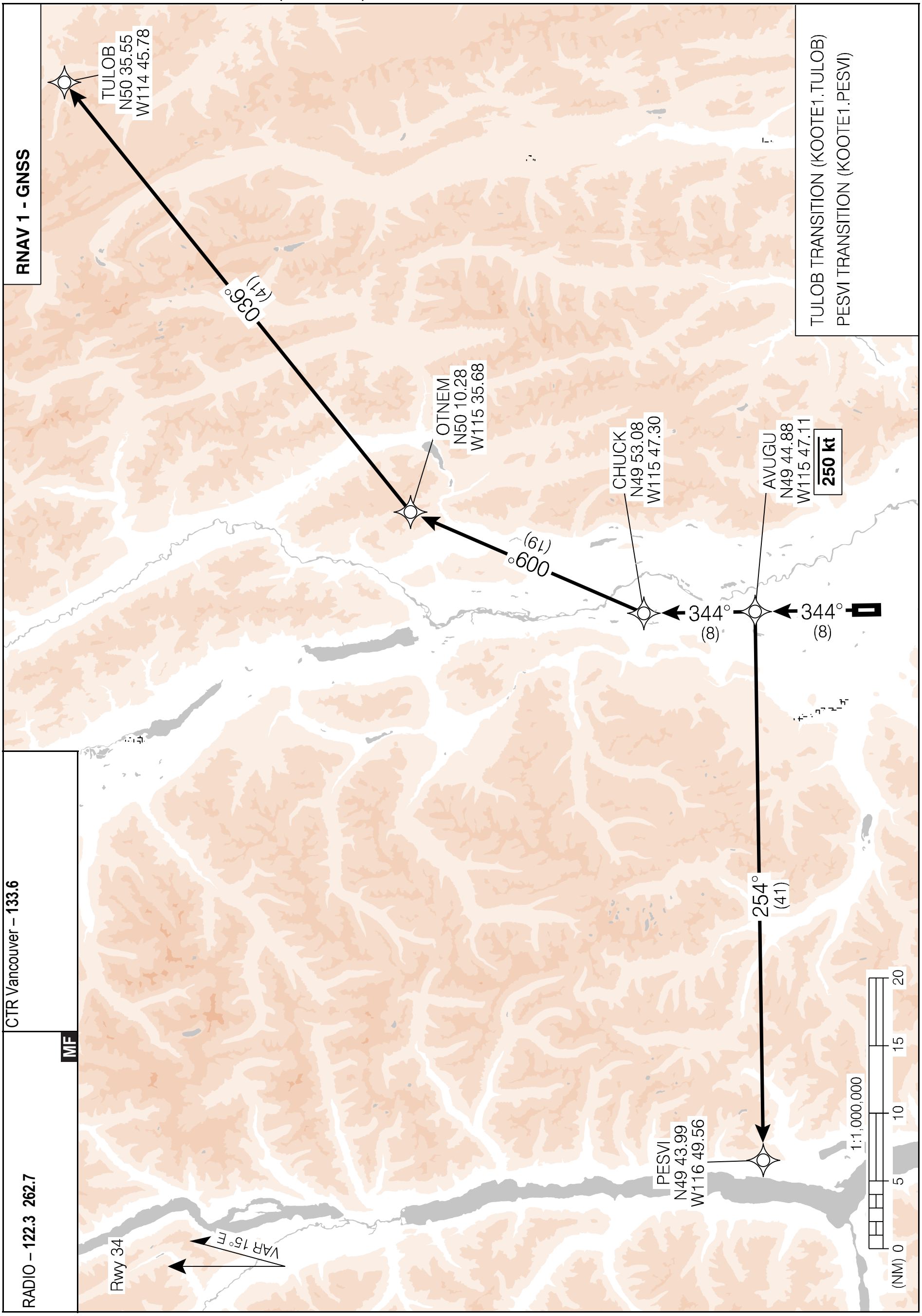
Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (RNAV)

CRANBROOK/CANADIAN ROCKIES, BC

KOOTENAY ONE DEP (KOOTE1.)

CYXC



CRANBROOK/CANADIAN ROCKIES, BC

AERODROME CHART

CYXC

		RADIO – **122.3 262.7**	CTR Vancouver – **133.6**
			MF

DECL DISTS	16	34						
TORA	8000	8000						
TODA	8984	8800						
ASDA	8000	8000						
LDA	7220	8000						

* DEPARTURE PROCEDURE
Fl. R hazard beacon southeast of airport must be operating for night take-off Rwy 16.

Rwy 16 -½-

CAT A & B - Requires a minimum climb gradient of **410** ft/NM to **7400**. Climb hdg **164°** to **5700**. Then climbing LEFT turn to **9400** direct to "XC" NDB. As required, shuttle climb INBD track **345°**, all turns LEFT (max 200kt) BPOC.

CAT C & D - Requires a minimum climb gradient of **440** ft/NM to **9400**. Climb hdg **164°** to **7300**. Then climbing LEFT turn to **9400** direct to "XC" NDB. As required, shuttle climb INBD track **345°**, all turns LEFT (max 200kt) BPOC.

Note: Trees to 3160 ASL aprx 0.1 NM past departure end of rwy, 600' LEFT of rwy centreline.

or

SPEC VIS - Climb visual over aprt to **6300**. Continue climb INBD track **345°** to "XC" NDB. Then shuttle climb INBD track **345°** (max 200kt), all turns LEFT to **9400** BPOC.

Rwy 34 -½ - Requires a minimum climb gradient of **290** ft/NM to "SX" NDB. Climb track **344°** to "SX" NDB. As required, shuttle climb INBD track **164°** to **10,500** (max 200kt) BPOC.

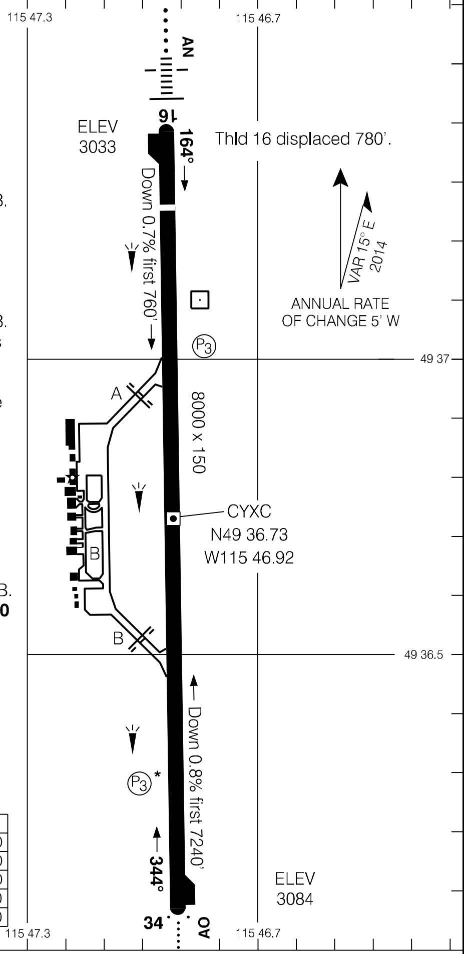
Note: Trees to **3082** aprx 0.1 NM past departure end of rwy.

or

SPEC VIS - Climb visual over aprt to **5100**. Continue climb track **344°** to "SX" NDB. As required, shuttle climb INBD track **164°** to **10,500** (max 200kt) BPOC.

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
410 FT/NM	620	820	960	1100	1230	1370	1710	2050
420 FT/NM	630	840	980	1120	1260	1400	1750	2100
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150
440 FT/NM	660	880	1030	1180	1320	1470	1840	2200



RUNWAY LEVEL OF SERVICE

RVO	LVO
RWY 16, 34: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA

Rwys 16, 34: *

SCALE IN FEET

1000 0 1000 2000

CRESTON, BC

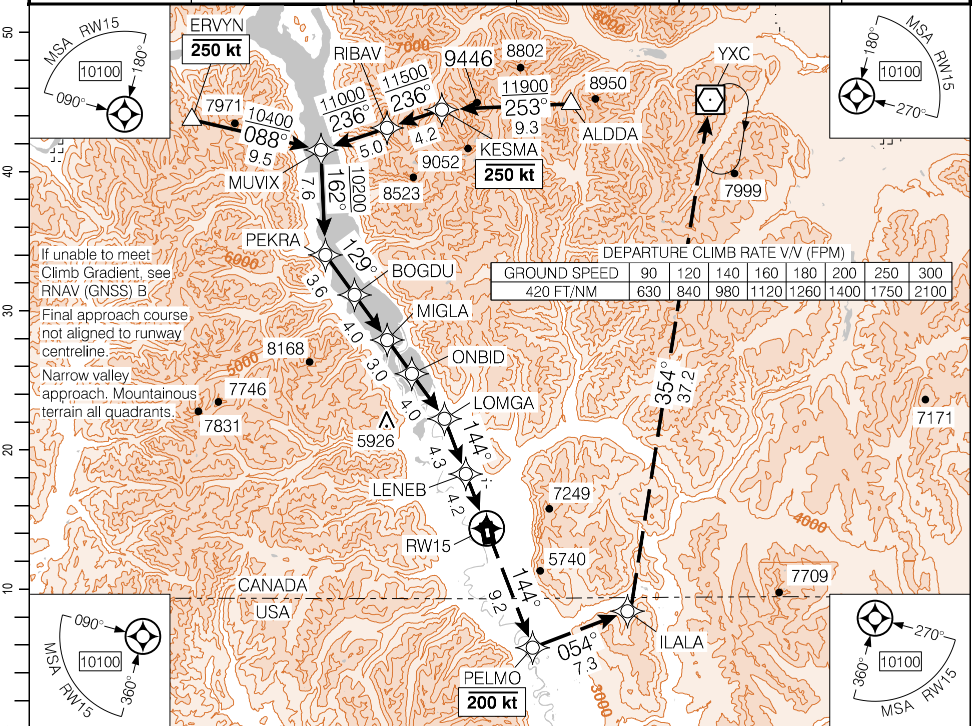
RNAV (GNSS) A

490212N 1162953W VAR 15°E

CAJ3

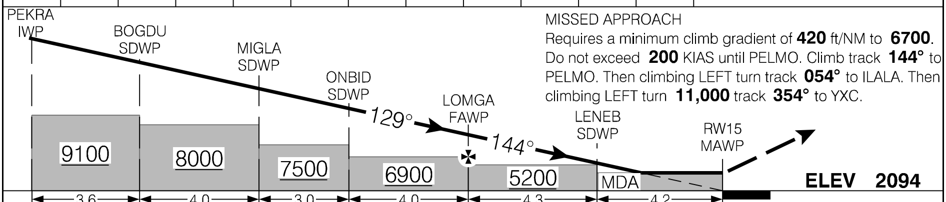
LWIS – **129.17**	CTR Vancouver – **133.6**	UNICOM – **122.8** ATF		ARCAL 122.8(K) LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM **13,500**	RNAV	APCH CRS **144°**	MIN ALT LOMGA **6900**	LDA REFER TO AD CHART



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



MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **6700**. Do not exceed **200** KIAS until PELMO. Climb track **144°** to PELMO. Then climbing LEFT turn track **054°** to ILALA. Then climbing LEFT turn **11,000** track **354°** to YXC.

CATEGORY	A	B	C	D
C CIRCLING	**3580**	(1486)	3	NOT AUTHORIZED

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

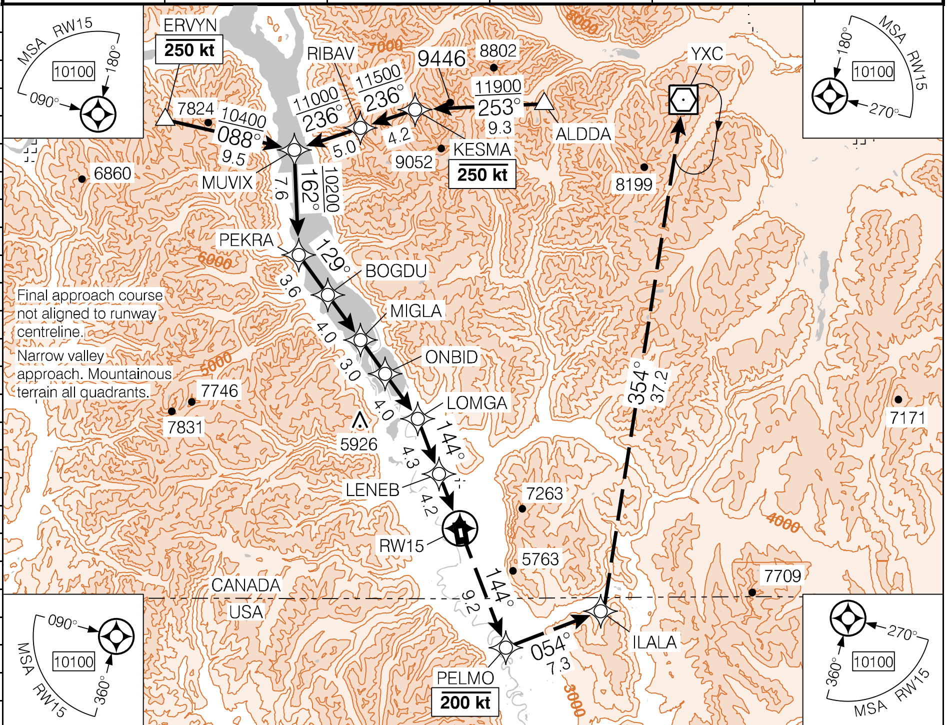
CRESTON, BC

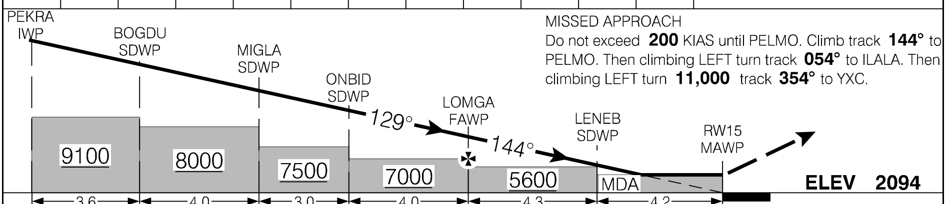
RNAV (GNSS) B

490212N 1162953W VAR 15°E

CAJ3

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





MISSED APPROACH
Do not exceed **200** KIAS until PELMO. Climb track **144°** to PELMO. Then climbing LEFT turn track **054°** to ILALA. Then climbing LEFT turn **11,000** track **354°** to YXC.

CATEGORY	A	B	C	D
C 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)

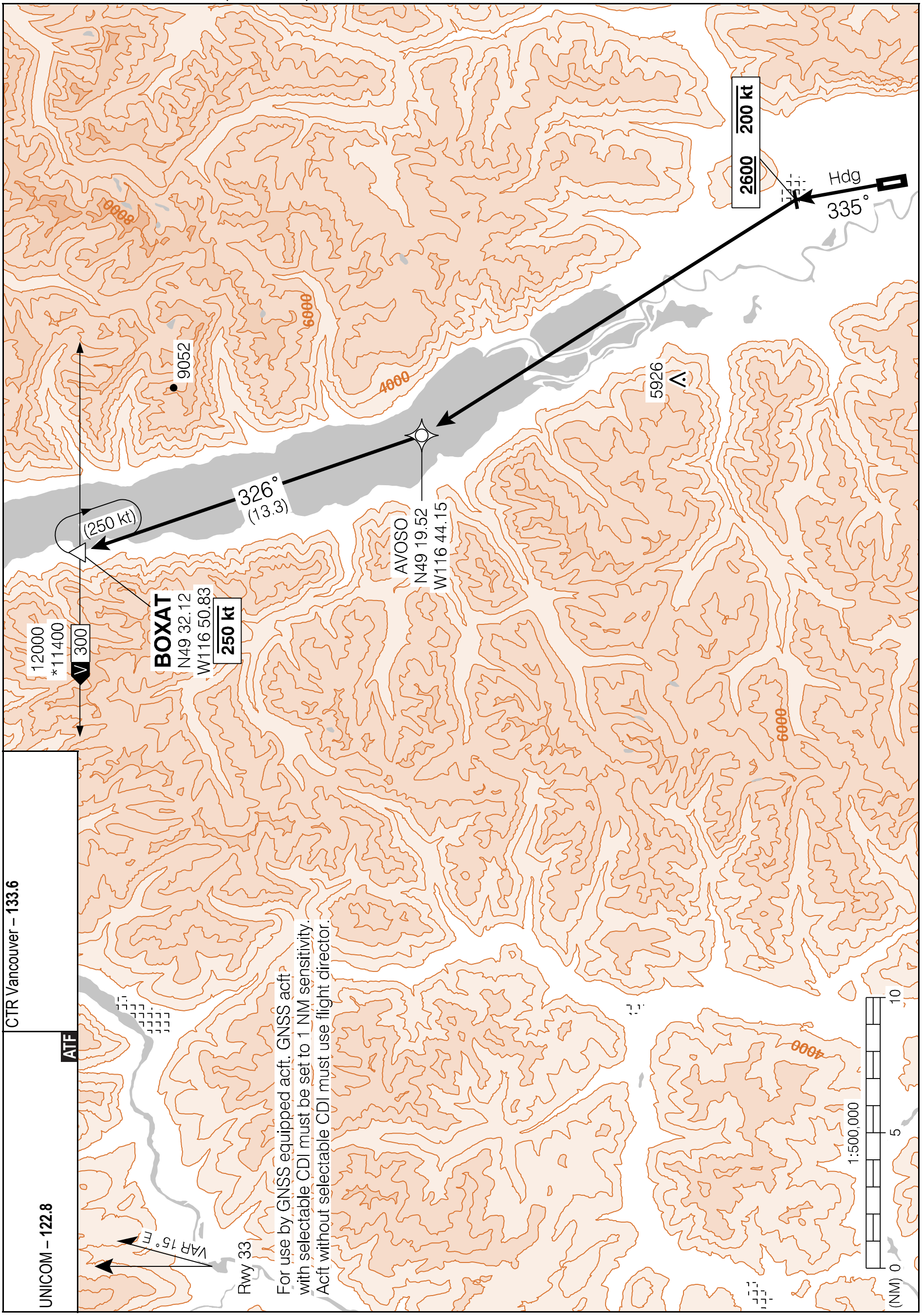
GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

DEPARTURE PROCEDURE (RNAV)

BOXAT FIVE DEP (BOXAT5.)

CRESTON, BC

CAJ3

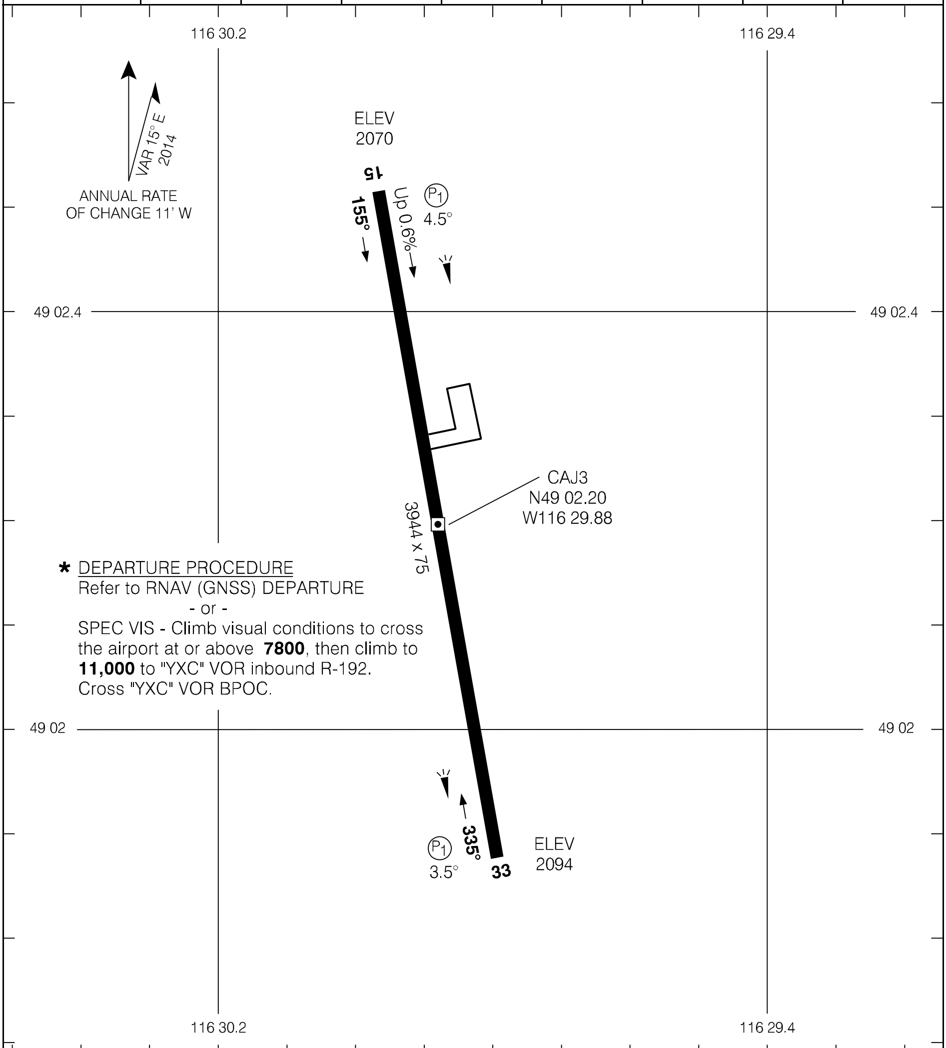


CRESTON, BC

AERODROME CHART
CAJ3

LWIS – **129.17**		UNICOM – **122.8** ATF	CTR Vancouver – **133.6**

DECL DISTS	15	33
TORA	3944	3944
TODA	3944	3944
ASDA	3944	3944
LDA	3944	3944



* DEPARTURE PROCEDURE
Refer to RNAV (GNSS) DEPARTURE
- or -
SPEC VIS - Climb visual conditions to cross the airport at or above **7800**, then climb to **11,000** to "YXC" VOR inbound R-192. Cross "YXC" VOR BPOC.

TAKE-OFF MINIMA
All Rwys: *

SCALE IN FEET
1000 0 1000

AERODROME CHART CAJ3
EFF 17 APR 25

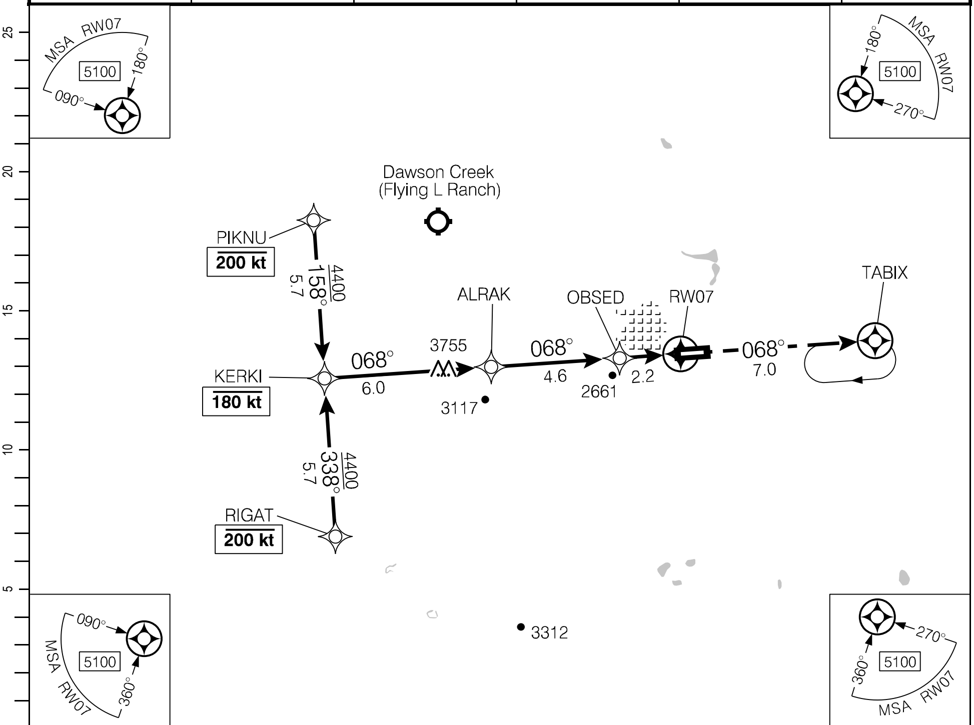
DAWSON CREEK, BC

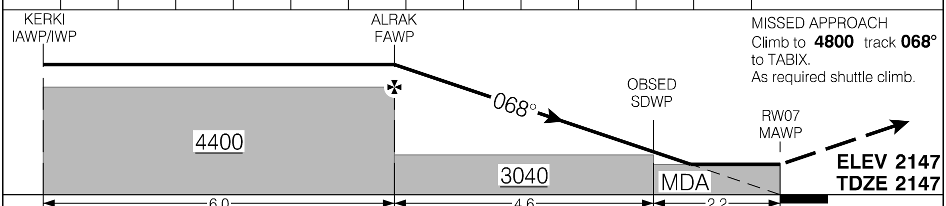
RNAV (GNSS) Z RWY 07

554430N 1201100W VAR 18°E

CYDQ

AWOS – **128.55**	RADIO Yellowknife – **122.2**	RADIO Yellowknife – **122.2** TFC – **122.2** MF		ARCAL 122.2(K) P2 AO
SAFE ALT 100 NM **11,700**	RNAV	APCH CRS **068°**	MIN ALT ALRAK **4400**	LDA **5001**





	CATEGORY	A	B	C	D
	LNAV	**2800**	(654)	2	NOT AUTHORIZED

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

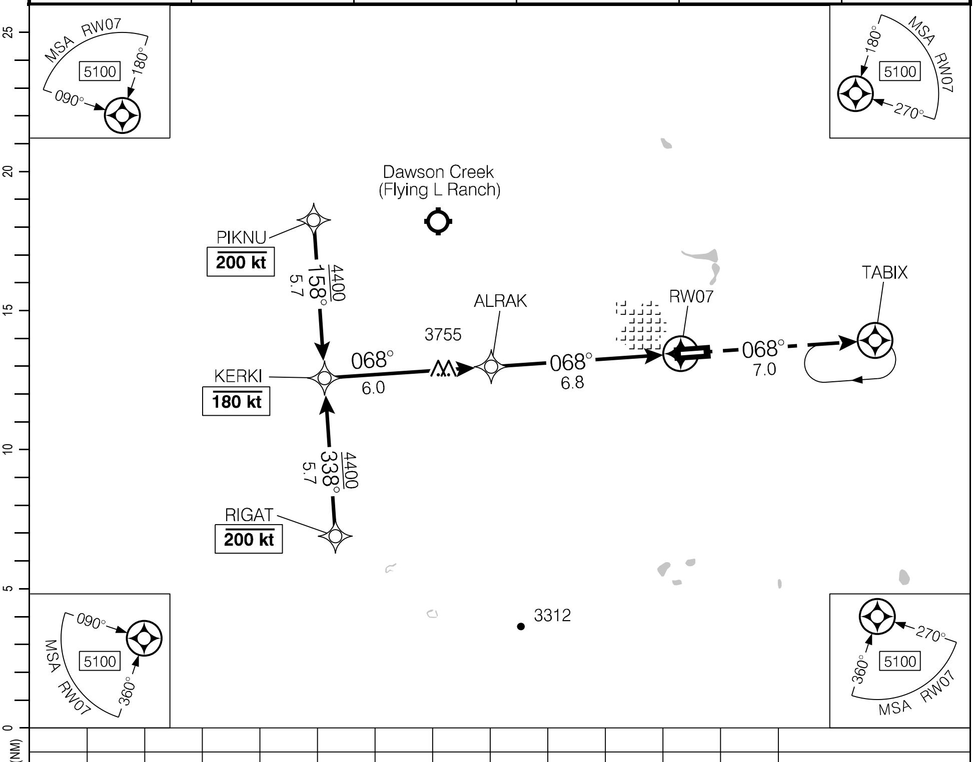
DAWSON CREEK, BC

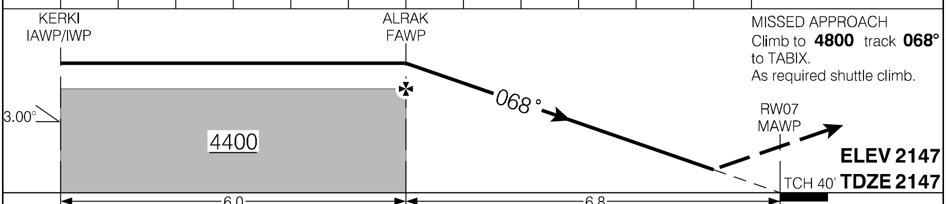
RNAV (GNSS) Y RWY 07

554430N 1201100W VAR 18°E

CYDQ

AWOS – **128.55**	RADIO Yellowknife – **122.2**	RADIO Yellowknife – **122.2** TFC – **122.2** MF		ARCAL 122.2(K)
SAFE ALT 100 NM **11,700**	WAAS **Ch 80087** W07A	APCH CRS **068°**	MIN ALT ALRAK **4400**	LDA **5001**





MISSED APPROACH
Climb to **4800** track **068°** to TABIX.
As required shuttle climb.

ELEV 2147
TDZE 2147

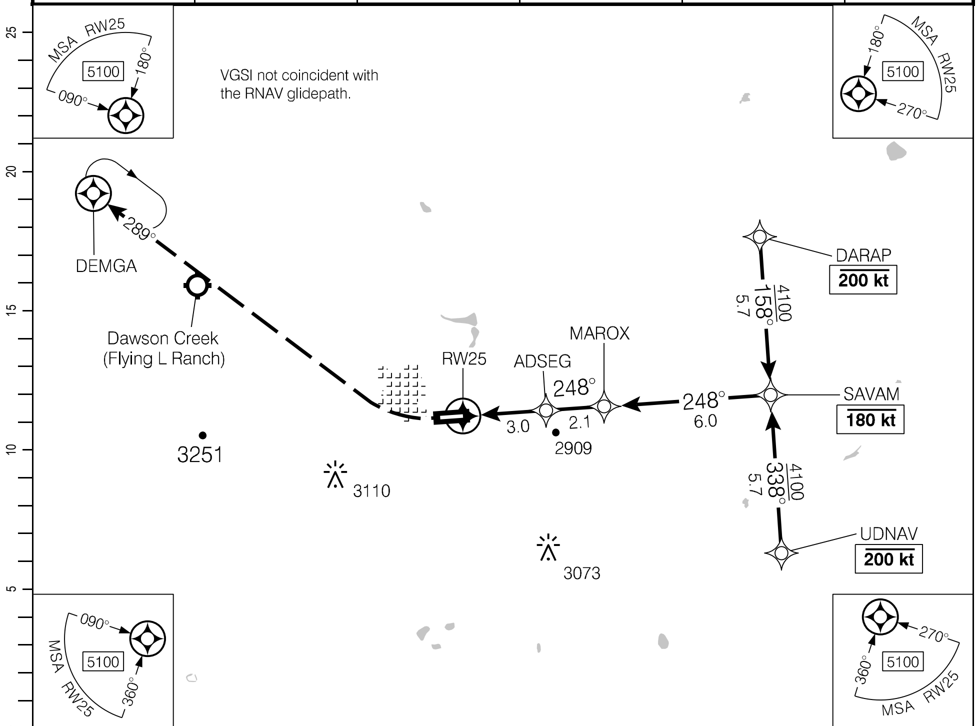
CATEGORY	A	B	C	D
LPV	**2646**	(500)	1¾	NOT AUTHORIZED

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

RNAV (GNSS) RWY 25

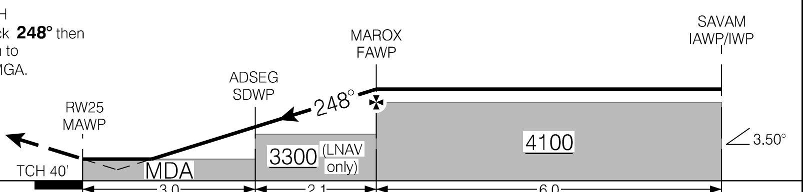
DAWSON CREEK, BC
554430N 1201100W VAR 18°E
CYDQ

AWOS – **128.55**	RADIO Yellowknife – **122.2**	RADIO Yellowknife – **122.2** TFC – **122.2** MF			ARCAL 122.2(K) P2 AO
SAFE ALT 100 NM **11,700**	WAAS **Ch 80088** W25A	APCH CRS **248°**	MIN ALT MAROX **4100**	LDA **5001**	



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

ELEV 2147
TDZE 2146



CATEGORY	A	B	C	D
LPV	**2395** (250) 1		**2415** (270) 1	NOT AUTHORIZED
LNAV	**2680** (535) 1¾			NOT AUTHORIZED

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

RNAV (GNSS) RWY 25 CYDQ
EFF 11 JUL 24

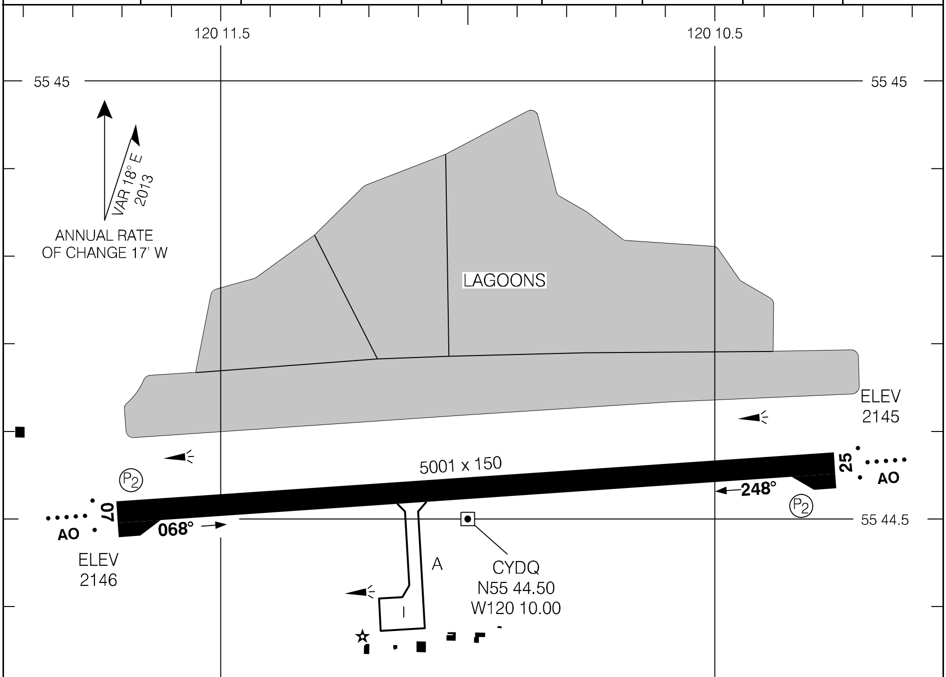
Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

DAWSON CREEK, BC

AERODROME CHART
CYDQ

AWOS – **128.55**		◕ RADIO Yellowknife – **122.2** ◕ TFC – **122.2** MF	◕ RADIO Yellowknife – **122.2**

DECL DISTS	07	25							
TORA	5001	5001							
TODA	5985	5785							
ASDA	5001	5001							
LDA	5001	5001							



* DEPARTURE PROCEDURE

Rwy 07 - ½ - 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.

DEPARTURE CLIMB RATE V/V (FPM)

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

120 11.5 120 10.5

TAKE-OFF MINIMA
Rwys 07; 25: *

SCALE IN FEET
1000 0 1000

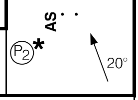
FAIRMONT HOT SPRINGS, BC

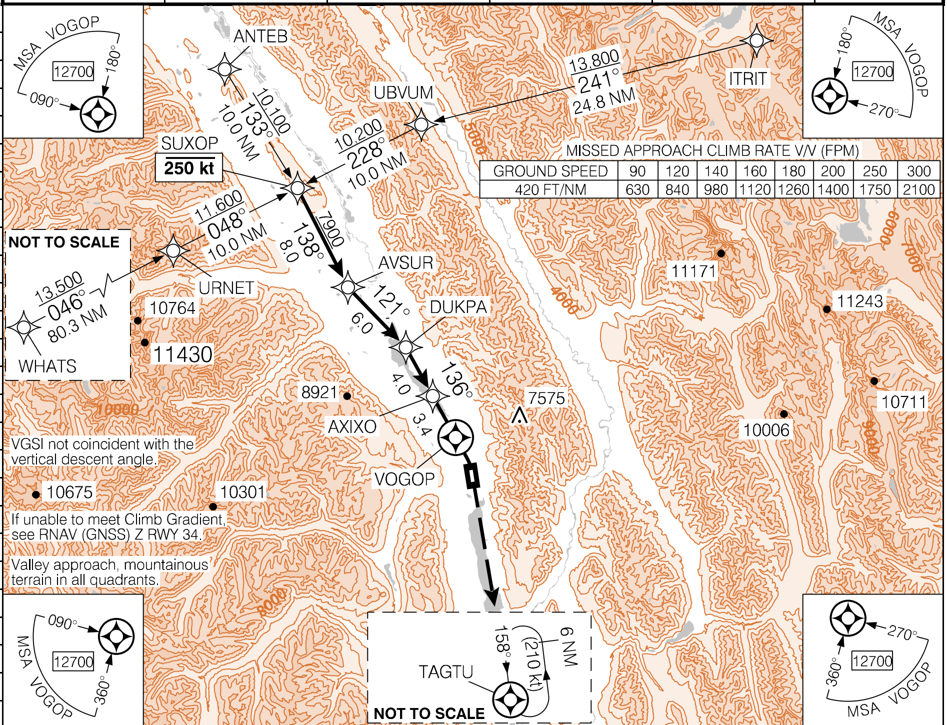
RNAV (GNSS) RWY 16

501949N 1155224W VAR 15°E

CYCZ

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





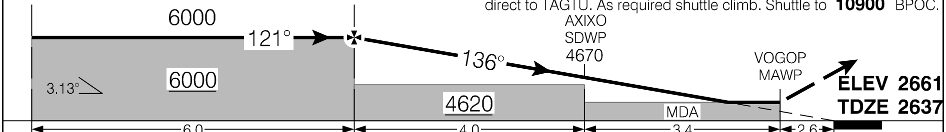
MISSED APPROACH CLIMB RATE V/V (FPM)

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

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

(NM)

MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **8700**. Do not exceed **220** kt until TAGTU. Climbing RIGHT turn to **9900** direct to TAGTU. As required shuttle climb. Shuttle to **10900** BPOC.



CATEGORY	A	B	C	D
LP	**3840**	(1203)	3	NOT AUTHORIZED
LNAV	**4560**	(1923)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	390	
90	500	
110	610	
130	720	
150	830	

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

FAIRMONT HOT SPRINGS, BC

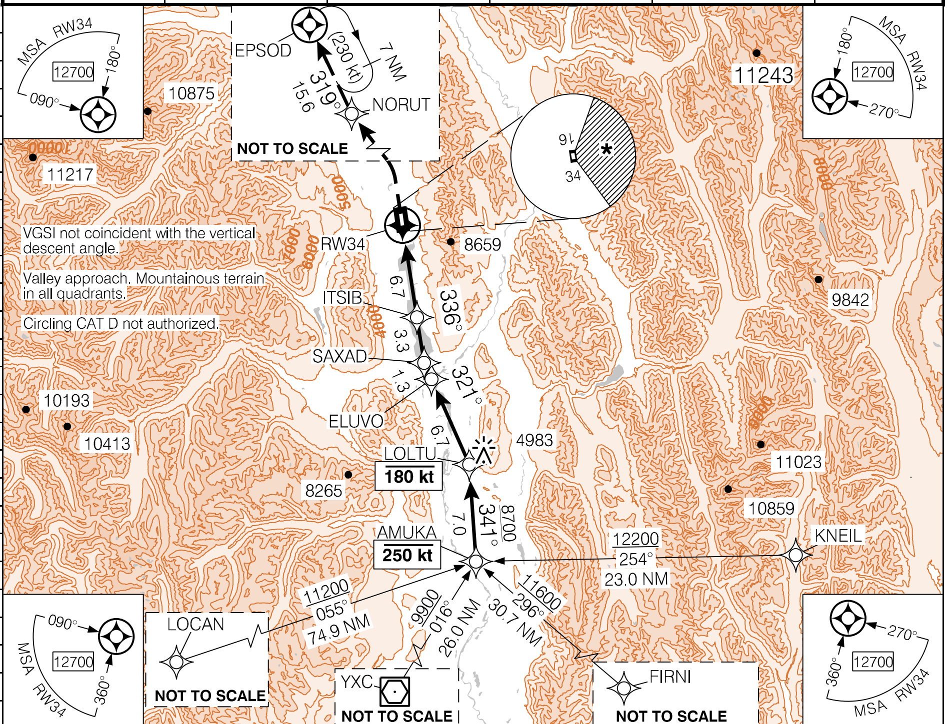
RNAV (GNSS) Z RWY 34

501949N 1155224W VAR 15°E

CYCZ

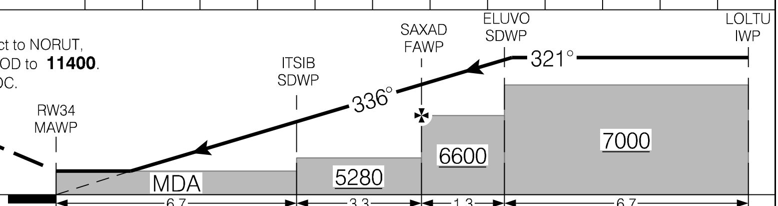
AUTO – **122.97**	CTR Vancouver – **133.6**	TFC – **123.2** ATF		ARCAL 123.2(K)* AS P2

SAFE ALT 100 NM		APCH CRS	MIN ALT SAXAD	LDA
13,800	RNAV	**336°**	**6600**	**5184**



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

ELEV 2661
TDZE 2655



RASS: When using CYXC add **960'**.

CATEGORY	A	B	C	D
LNAV	**5000** (2345) 3			NOT AUTHORIZED
C CIRCLING	**5000** (2339) 3	***5000** (2339) 3	***5660** (2999) 3	NOT AUTHORIZED

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

FAIRMONT HOT SPRINGS, BC

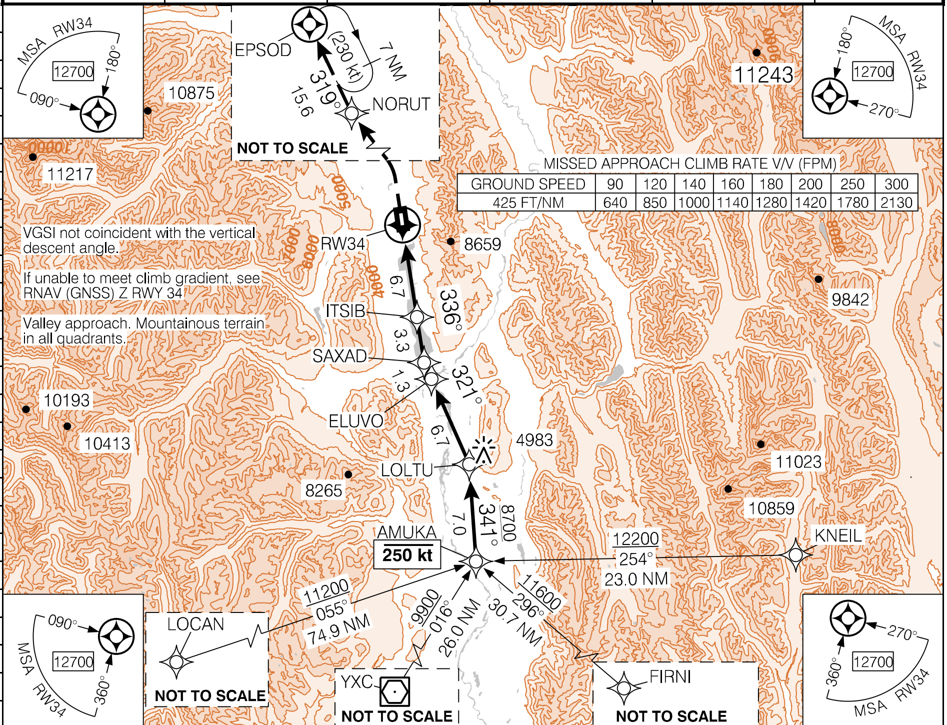
RNAV (GNSS) Y RWY 34

501949N 1155224W VAR 15°E

CYCZ

AUTO – **122.97**	CTR Vancouver – **133.6**	TFC – **123.2** ATF		ARCAL 123.2(K)*

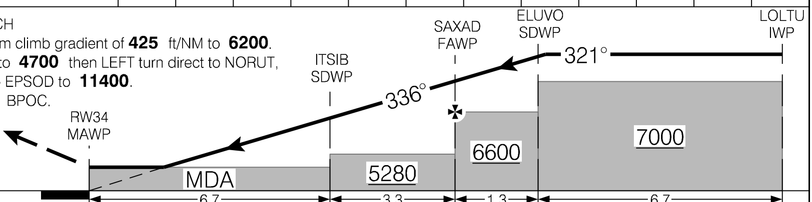
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT SAXAD	LDA
13,800		**336°**	**6600**	**5184**



GROUND SPEED	90	120	140	160	180	200	250	300
425 FT/NM	640	850	1000	1140	1280	1420	1780	2130

MISSED APPROACH
Requires a minimum climb gradient of **425** ft/NM to **6200**.
Climb track **336°** to **4700** then LEFT turn direct to NORUT, then track **319°** to EPSOD to **11400**.
Shuttle to **12300** BPOC.

ELEV 2661
TDZE 2655



CATEGORY	A	B	C	D
LNAV	**4500**	(1845)	3	NOT AUTHORIZED

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

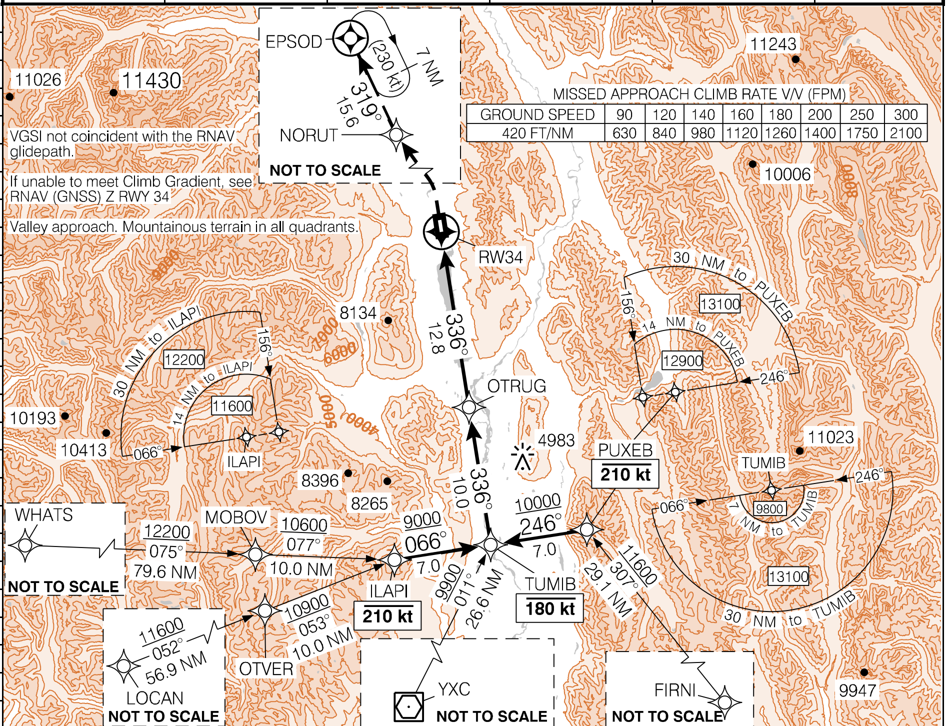
FAIRMONT HOT SPRINGS, BC

RNAV (GNSS) X RWY 34

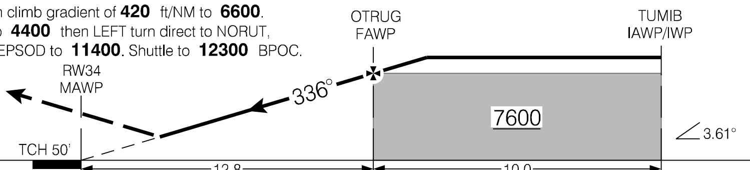
501949N 1155224W VAR 15°E

CYCZ

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



MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **6600**.
Climb track **336°** to **4400** then LEFT turn direct to NORUT,
then track **319°** to EPSOD to **11400**. Shuttle to **12300** BPOC.



ELEV 2661
TDZE 2655

RASS: When using CYXC add **960'**.

CATEGORY	A	B	C	D
LPV	**3155**	(500)	1½	NOT AUTHORIZED

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

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:
(BORAD1.WELLF)
Maintain **12300** or as assigned. 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:
(BORAD1.PIBSO)
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:

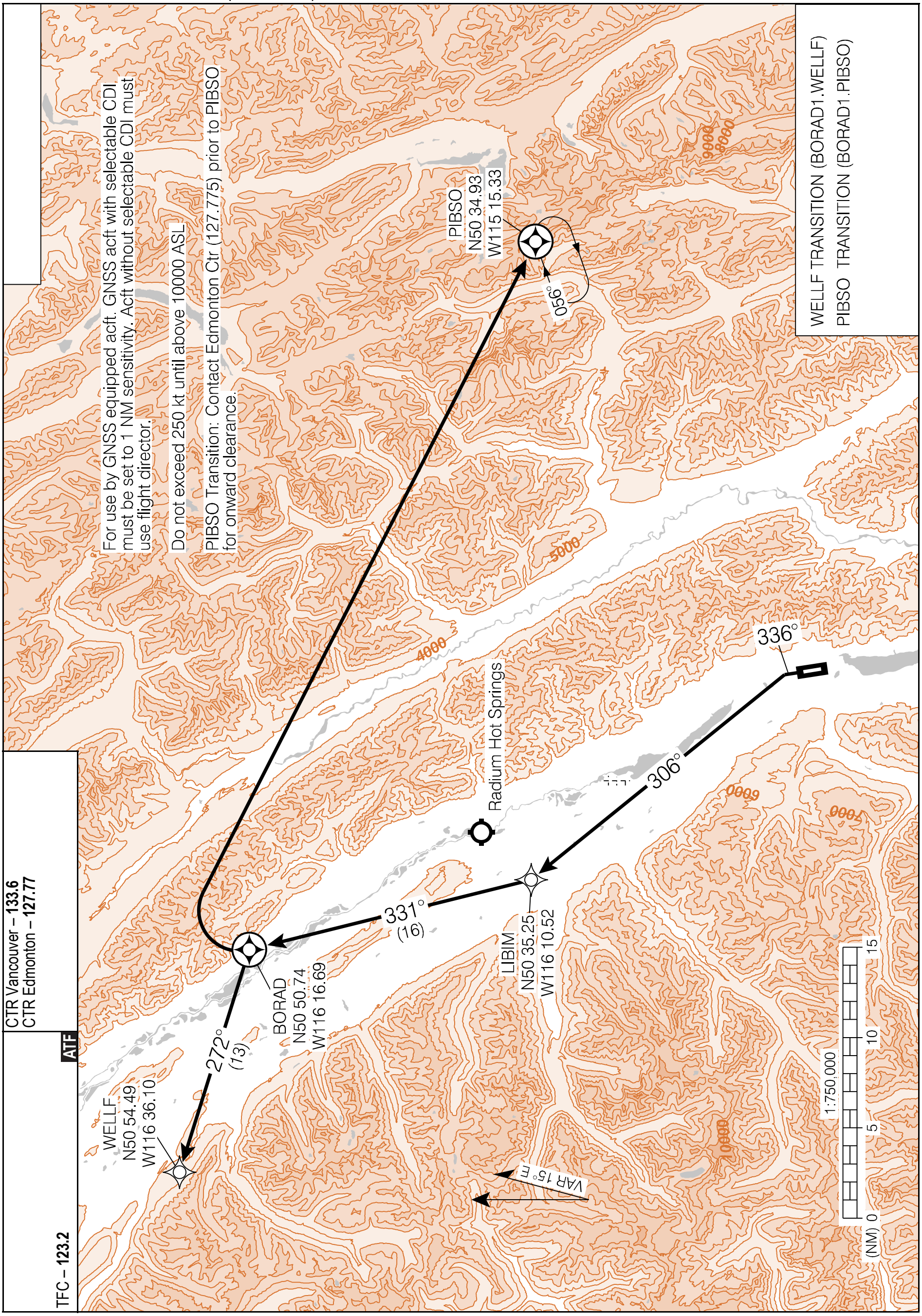
1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off, then;
3. Climb to flight planned altitude.

DEPARTURE PROCEDURE (RNAV)

FAIRMONT HOT SPRINGS, BC

BORAD ONE DEP (BORAD1.)

CYCZ



BORAD ONE DEP (BORAD1.)

CYCZ

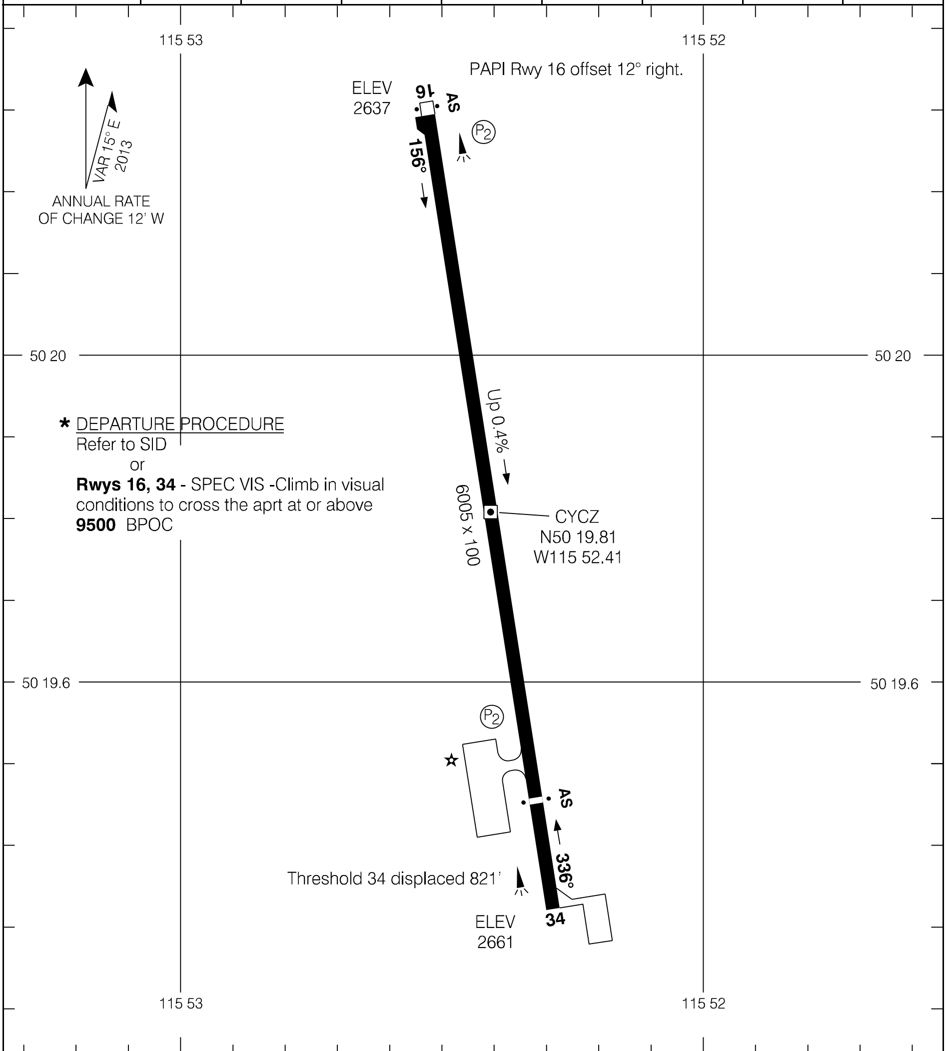
EFF 25 JAN 24

FAIRMONT HOT SPRINGS, BC

AERODROME CHART
CYCZ

AUTO – **122.97**		TFC – **123.2** ATF	CTR Vancouver – **133.6**

DECL DISTS	16	34						
TORA	6005	6005						
TODA	6005	6005						
ASDA	6005	6005						
LDA	6005	5184						



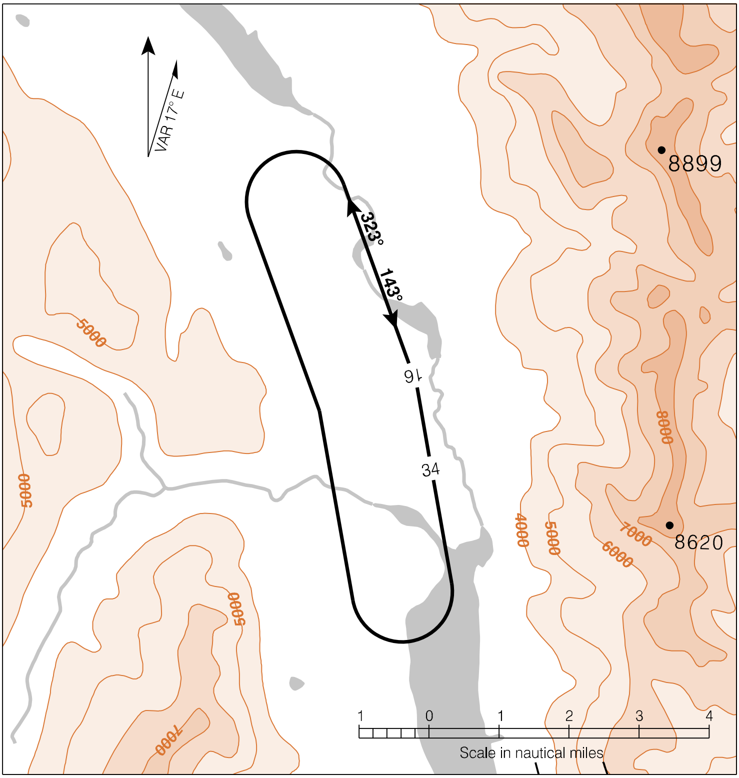
TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16; 34: *	1000 0 1000

AERODROME CHART
EFF 20 FEB 25

CYCZ

NIGHT CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 3700' ASL



NOTES:

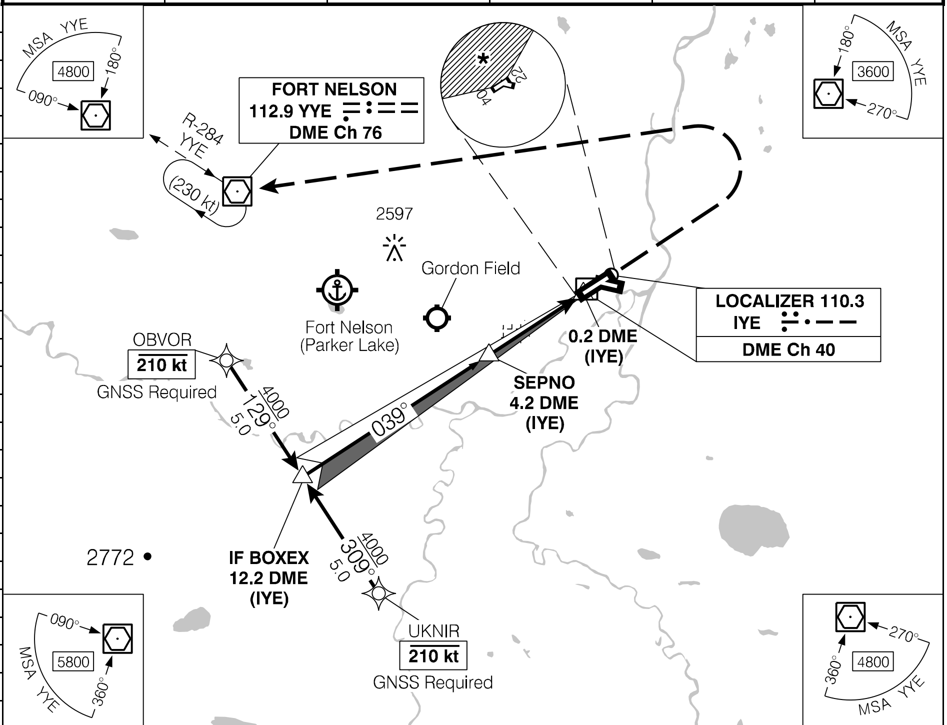
1. Recommend that only pilots familiar with local area use this airport during hours of darkness.
2. Night operations not recommended unless all three hazard beacons are operating.
3. PAPI Rwy 16 offset 12° right.

ILS RWY 04

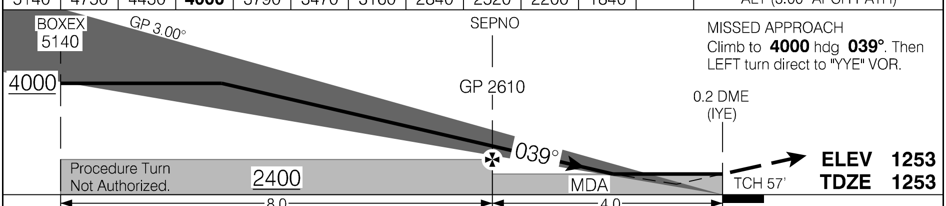
FORT NELSON, BC
CYYE

585014N 1223605W VAR 18°E

ATIS – **125.65**	CTR Edmonton – **132.87** **290.6**	RADIO – **122.5** MF		AN
SAFE ALT 100 NM **11,700**	LOC IYE **110.3**	APCH CRS **039°**	GP SEPNO **2610**	LDA **6402**



12.2	11	10	**8.7**	8	7	6	5	4	3	1.9		DIST FROM DME (IYE)
5140	4750	4430	**4000**	3790	3470	3160	2840	2520	2200	1840		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **4000** hdg **039°**. Then LEFT turn direct to "YYE" VOR.

ELEV 1253
TDZE 1253

CATEGORY	A	B	C	D
ILS/DME	**1453** (200) ½			
LOC/DME	**1840** (587) 1¼			
C CIRCLING	* **1840** (587) 1½		* **1920** (667) 2	* **1940** (687) 2¼

SEPNO to MAP 4.0 NM		
Knots	ft/min	Min:Sec
70	370	**3:26**
90	480	**2:40**
110	580	**2:11**
130	690	**1:51**
150	800	**1:36**

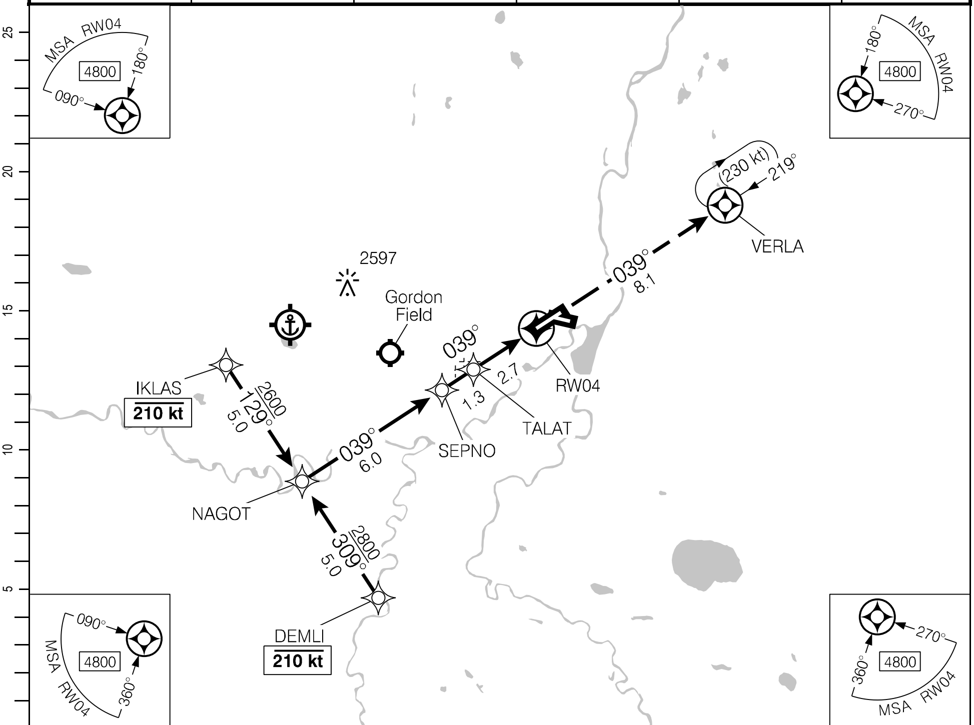
FORT NELSON, BC

RNAV (GNSS) RWY 04

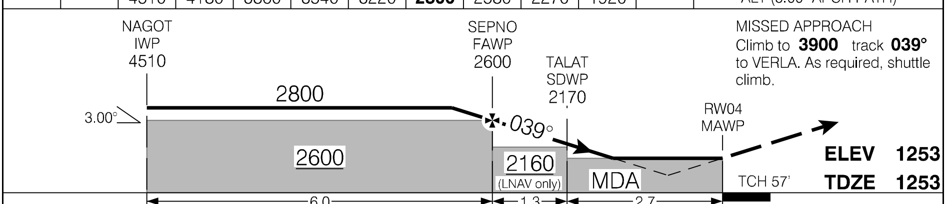
585014N 1223605W VAR 18°E

CYYE

ATIS – **125.65**	CTR Edmonton – **132.87** **290.6**	RADIO – **122.5** MF		
SAFE ALT 100 NM **11,700**	WAAS **Ch 80507** W04A	APCH CRS **039°**	MIN ALT SEPNO **2600**	LDA **6402**



		10	9	8	7	6	**4.7**	4	3	1.9		DIST FROM RW04
		4510	4180	3860	3540	3220	**2800**	2580	2270	1920		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3900** track **039°** to VERLA. As required, shuttle climb.

ELEV 1253
TDZE 1253

CATEGORY	A	B	C	D
LPV	**1453**	(200)	½	
LNAV/VNAV (min. -20°C, max. 54°C)	**2005**	(752)	2¼	
LNAV	**1920**	(667)	1½	

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

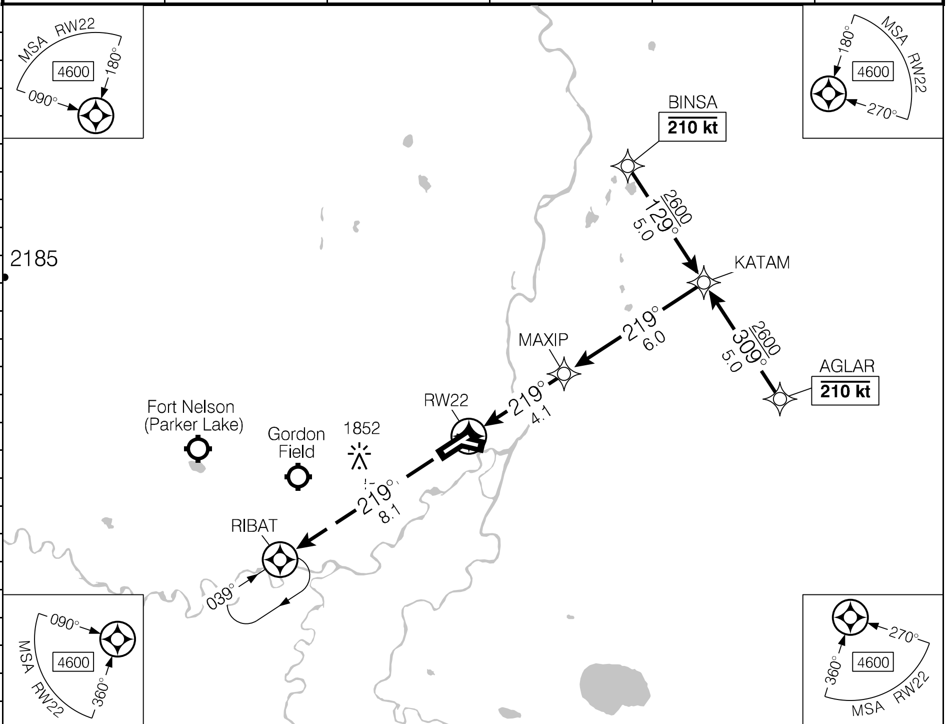
FORT NELSON, BC

RNAV (GNSS) RWY 22

585014N 1223605W VAR 18°E

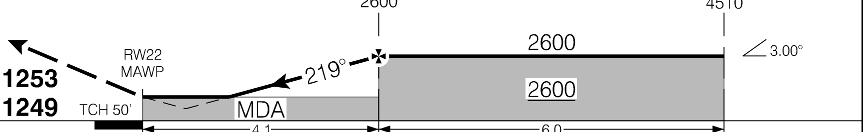
CYYE

ATIS – **125.65**	CTR Edmonton – **132.87** **290.6**	RADIO – **122.5** MF		AO* P2
SAFE ALT 100 NM **11,700**	WAAS **Ch 80801** W22A	APCH CRS **219°**	MIN ALT MAXIP **2600**	LDA **6402**



DIST FROM RW22	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.



ELEV 1253
TDZE 1249

CATEGORY	A	B	C	D
LPV	**1747** (500) 1¾			
LNAV/VNAV (min. -21°C, max. 54°C)	**1747** (500) 1¾			
LNAV	**1760** (513) 1½			

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

FORT NELSON, BC

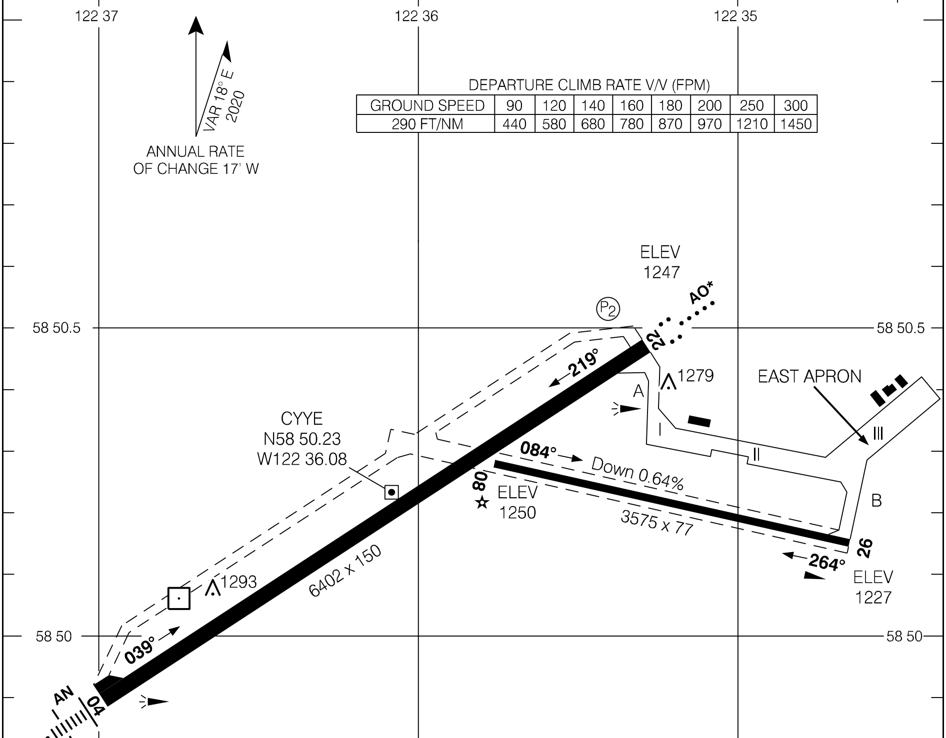
AERODROME CHART CYYE

ATIS – **125.65**		RADIO – **122.5** MF	CTR Edmonton – **132.87 290.6** RADIO Edmonton – **123.55**

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				

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



***** DEPARTURE PROCEDURE

Rwy 04 - ½

Note: Trees to 1337 ASL aprx 0.2 NM past departure end of rwy, 100' LEFT of rwy centreline.

Rwy 22 - ½ - 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.

122 37 122 36 122 35

TAKE-OFF MINIMA
Rwys 04; 22: *

SCALE IN FEET

1000 0 1000 2000

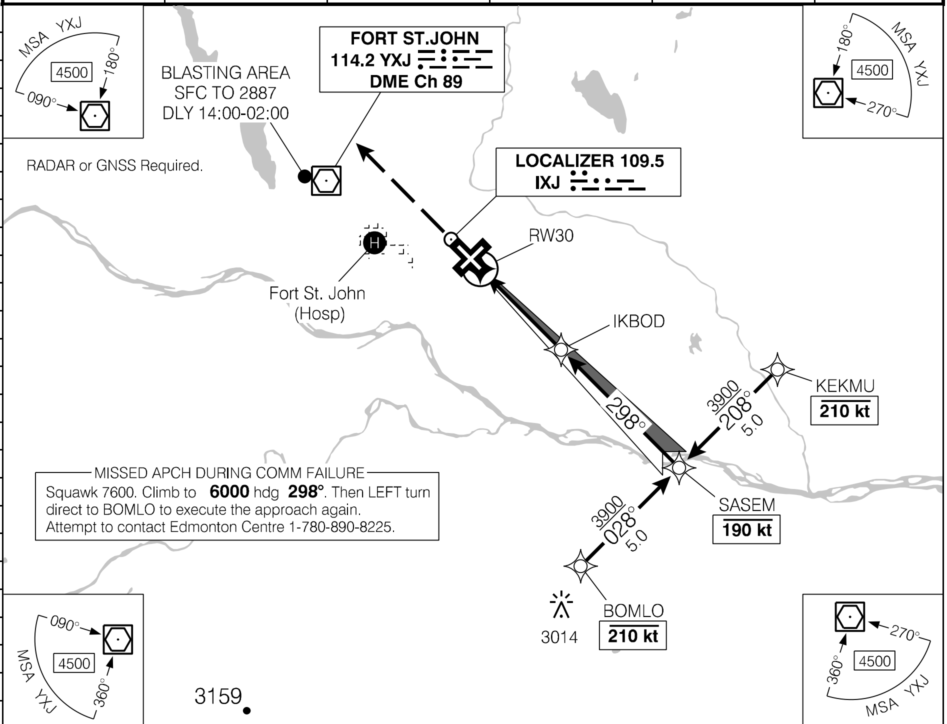
FORT ST. JOHN, BC

ILS Z RWY 30 — CYXJ

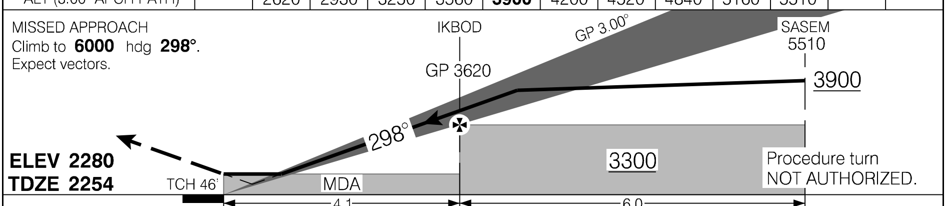
561418N 1204425W VAR 17°E

ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF	

SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
10,300	IXJ **109.5**	**298°**	IKBOD **3620**	**6909**



DIST FROM MAP		1.0	2	3	4	**5.1**	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		2620	2930	3250	3560	**3900**	4200	4520	4840	5160	5510		



IKBOD to MAP 4.1 NM		
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**

CATEGORY	A	B	C	D
ILS	**2454** (200) ½ RVR 26			
LOC	**2620** (366) 1 RVR 50			
C CIRCLING	**2740** (460) 1½		**2760** (480) 2	**2840** (560) 2

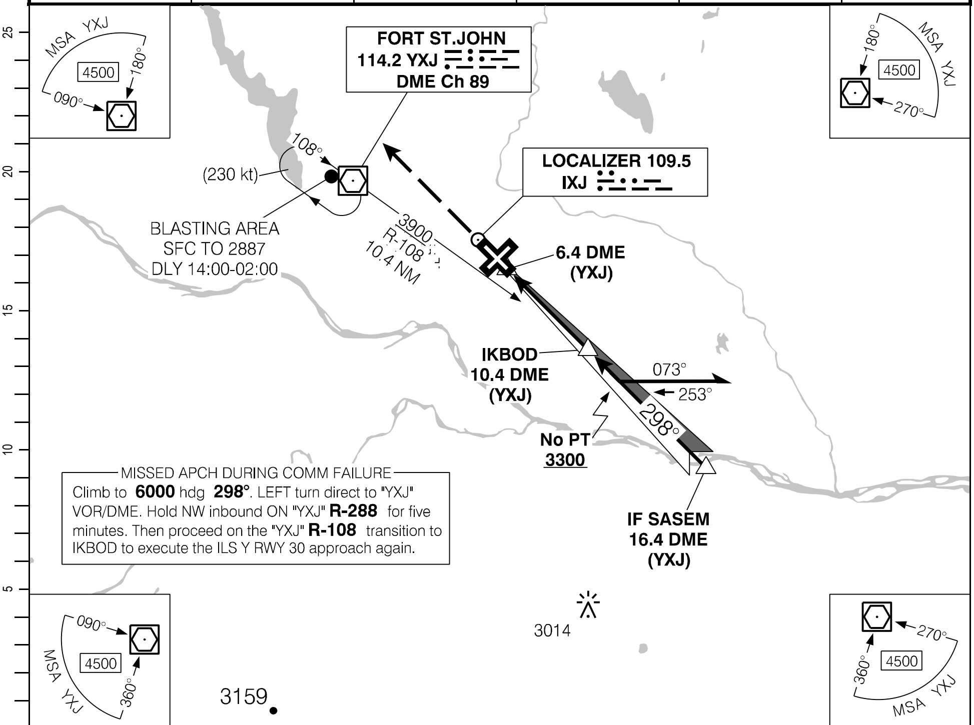
FORT ST. JOHN, BC

ILS Y RWY 30

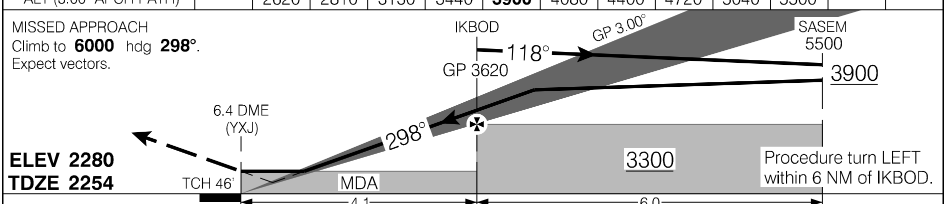
561418N 1204425W VAR 17°E

CYXJ

ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF		
SAFE ALT 100 NM **10,300**	LOC IXJ **109.5**	APCH CRS **298°**	GP IKBOD **3620**	LDA **6909**



DIST FROM DME(YXJ)	7.4	8	9	10	**11.4**	12	13	14	15	16.4
ALT (3.00° APCH PATH)	2620	2810	3130	3440	**3900**	4080	4400	4720	5040	5500



CATEGORY	A	B	C	D
ILS/DME	**2454** (200) ½ RVR 26			
LOC/DME	**2620** (366) 1 RVR 50			
C CIRCLING	**2740** (460) 1½		**2760** (480) 2	**2840** (560) 2

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

FORT ST. JOHN, BC

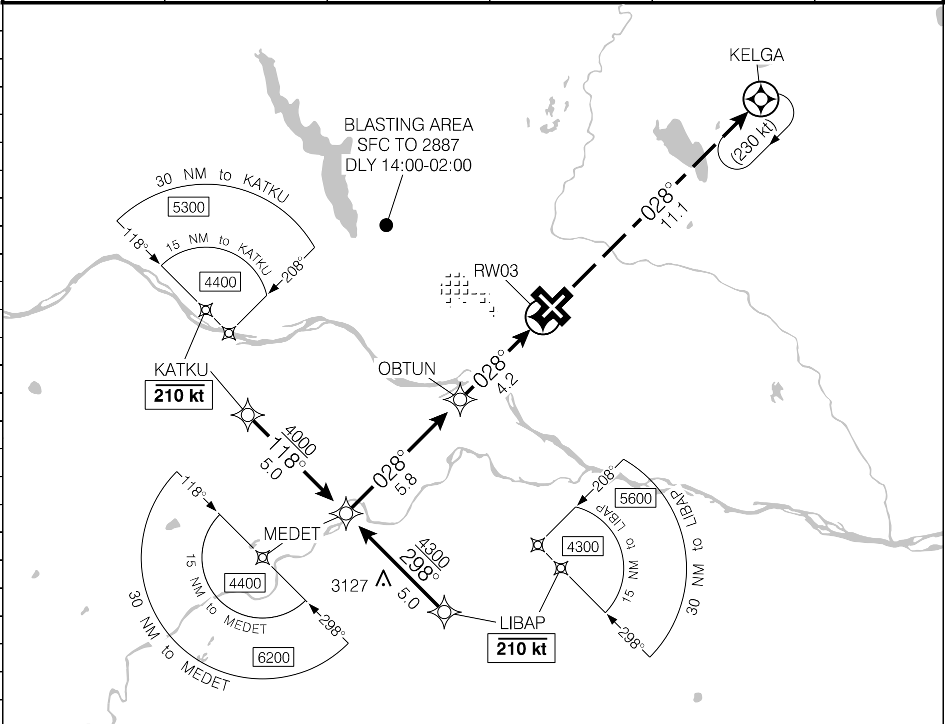
RNAV (GNSS) Z RWY 03

561418N 1204425W VAR 17°E

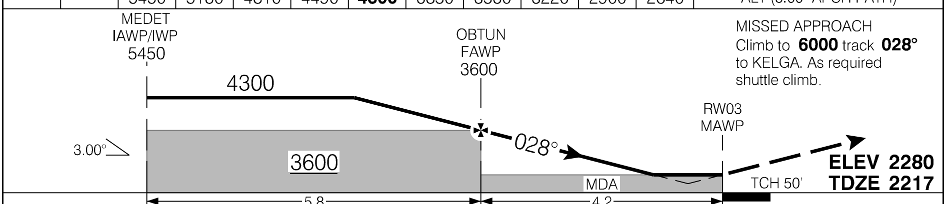
CYXJ

ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF		P2 AS

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT OBTUN	LDA
10,300	**Ch 80541** W03A	**028°**	**3600**	**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)



MISSED APPROACH
Climb to **6000** track **028°** to KELGA. As required shuttle climb.

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	

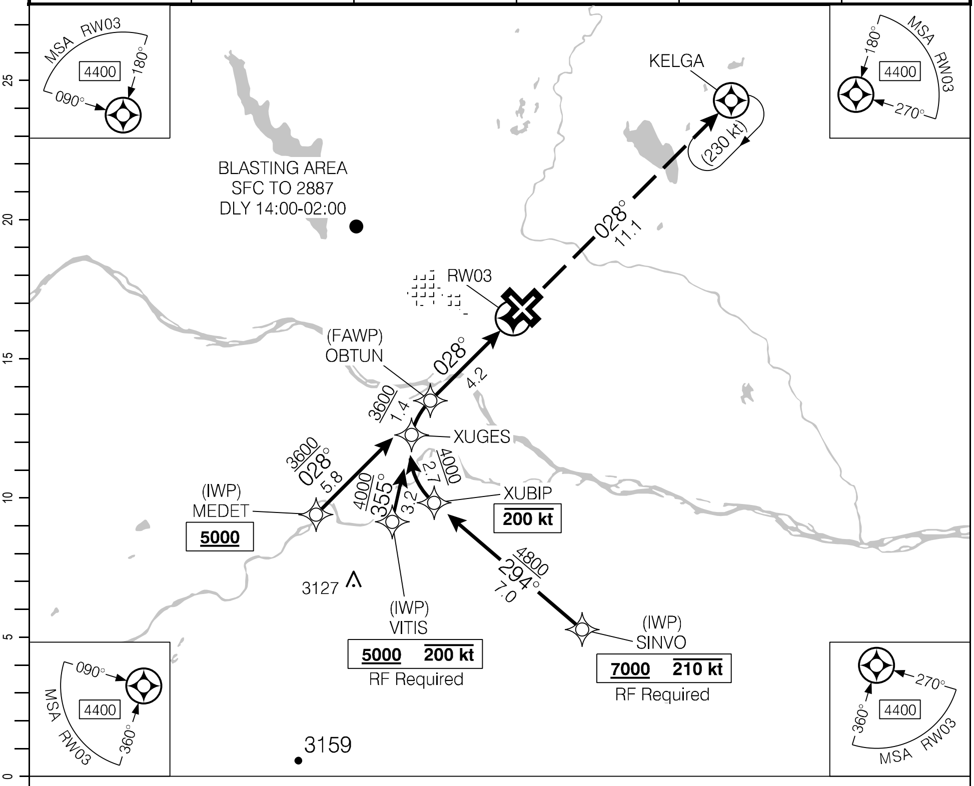
FORT ST. JOHN, BC

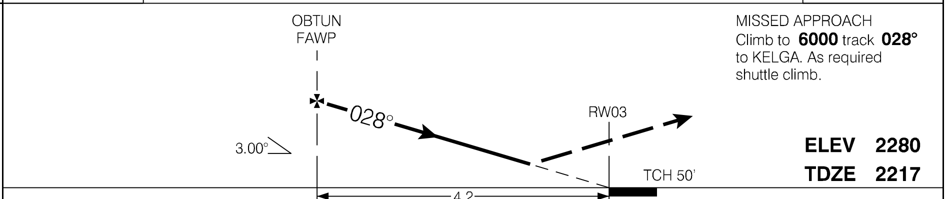
RNAV (RNP) Y RWY 03

561418N 1204425W VAR 17°E

CYXJ

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





MISSED APPROACH
Climb to **6000** track **028°** to KELGA. As required shuttle climb.

ELEV 2280
TDZE 2217

	CATEGORY	A	B	C	D
	RNP 0.15	**2526**	(315)	1	
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)	**RNP 0.30**	**2669**	(458)	1½	

Canada Air Pilot
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FORT ST. JOHN, BC

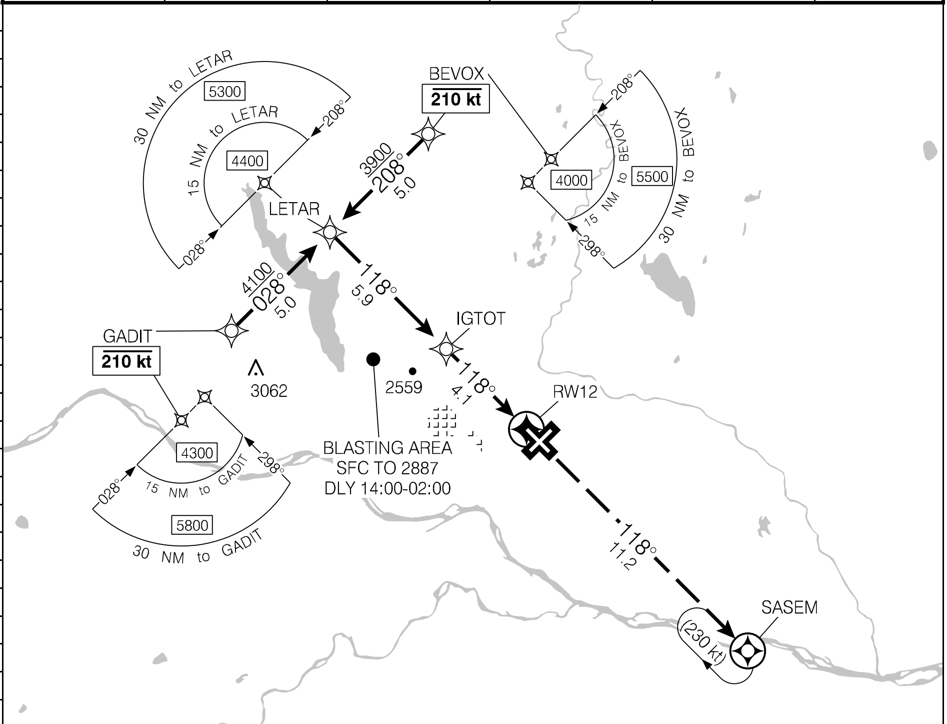
RNAV (GNSS) Z RWY 12

561418N 1204425W VAR 17°E

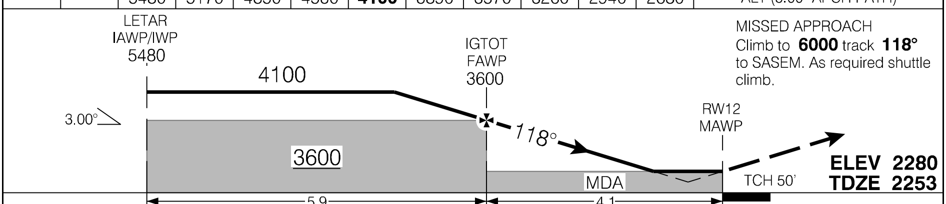
CYXJ

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

P2 AO



(NM)		10	9	8	7	**5.7**	5	4	3	2	1.2	DIST FROM RW12
		5480	5170	4850	4530	**4100**	3890	3570	3260	2940	2680	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **6000** track **118°** to SASEM. As required shuttle climb.

ELEV 2280
TDZE 2253

CATEGORY	A	B	C	D
LPV	**2500**	(250)	1	
LNAV/VNAV (min. -23°C, max. 54°C)	**2500**	(250)	1	
LNAV	**2680**	(430)	1¼	

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

FORT ST. JOHN, BC

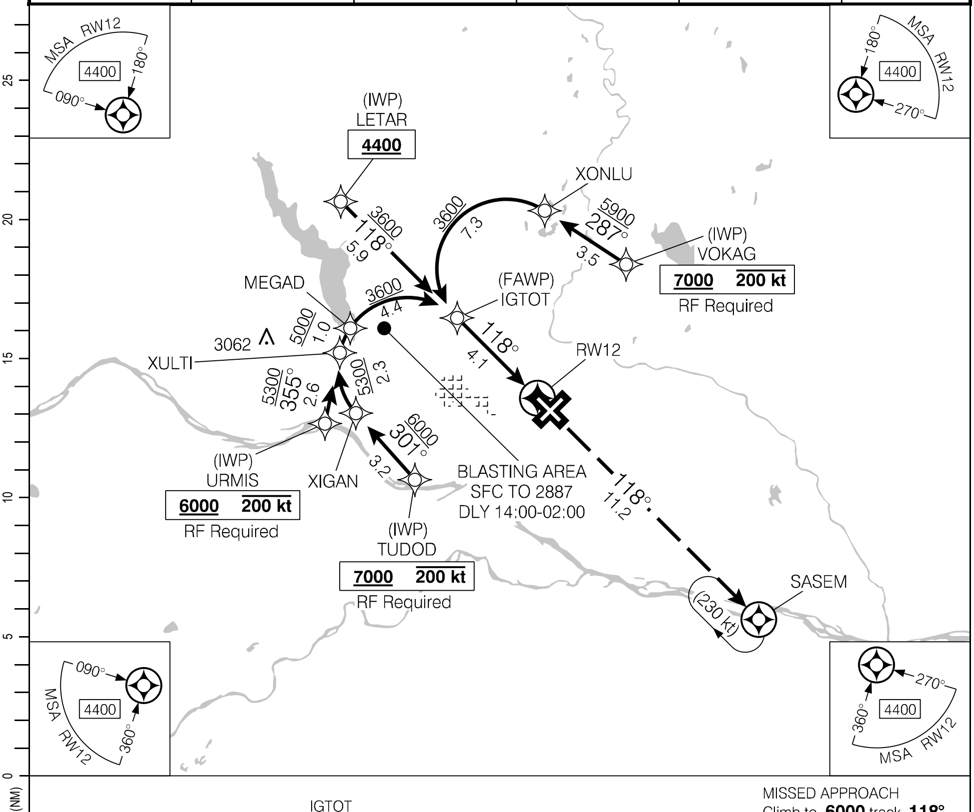
RNAV (RNP) Y RWY 12

561418N 1204425W VAR 17°E

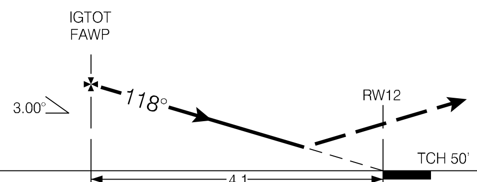
CYXJ

ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF	

SAFE ALT 100 NM		APCH CRS	MIN ALT IGTOT	LDA	
10,300	RNAV	**118°**	**3600**	**6909**	AO P2



MISSED APPROACH
Climb to **6000** track **118°** to SASEM. As required shuttle climb.



ELEV 2280
TDZE 2253

	CATEGORY	A	B	C	D
	RNP 0.30	**2642**	(392)	1¼	
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)					

Canada Air Pilot
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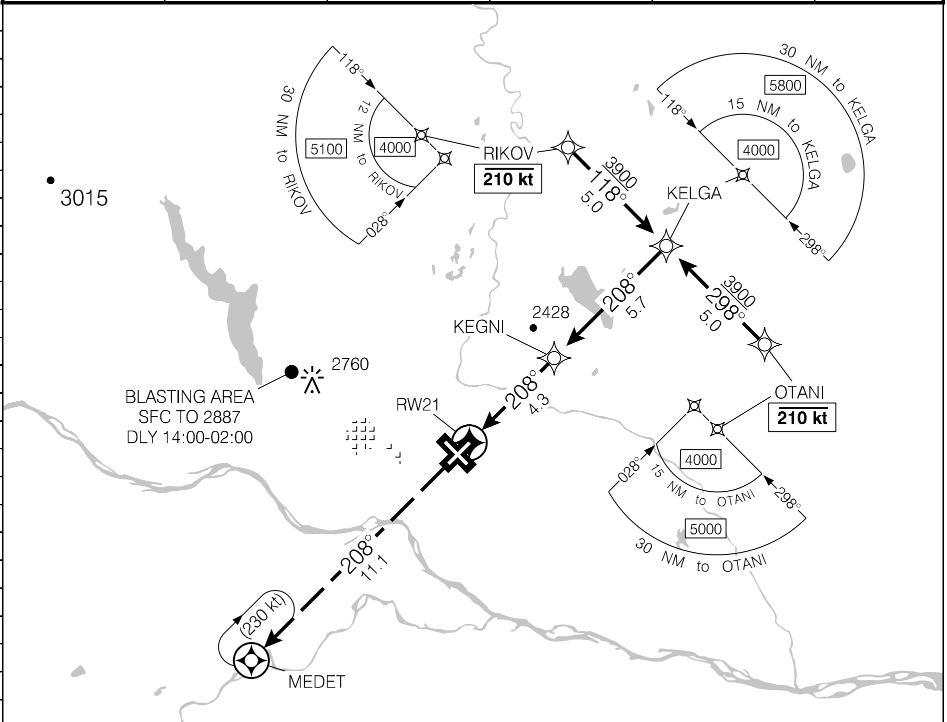
FORT ST. JOHN, BC

RNAV (GNSS) Z RWY 21

561418N 1204425W VAR 17°E

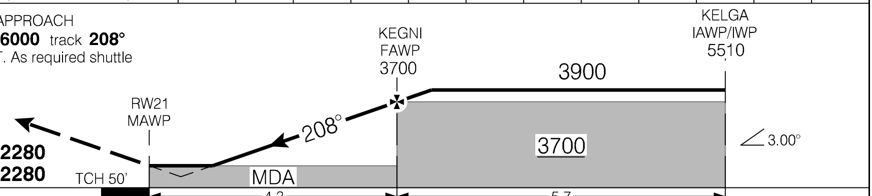
CYXJ

ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF			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

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



ELEV 2280
TDZE 2280

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	

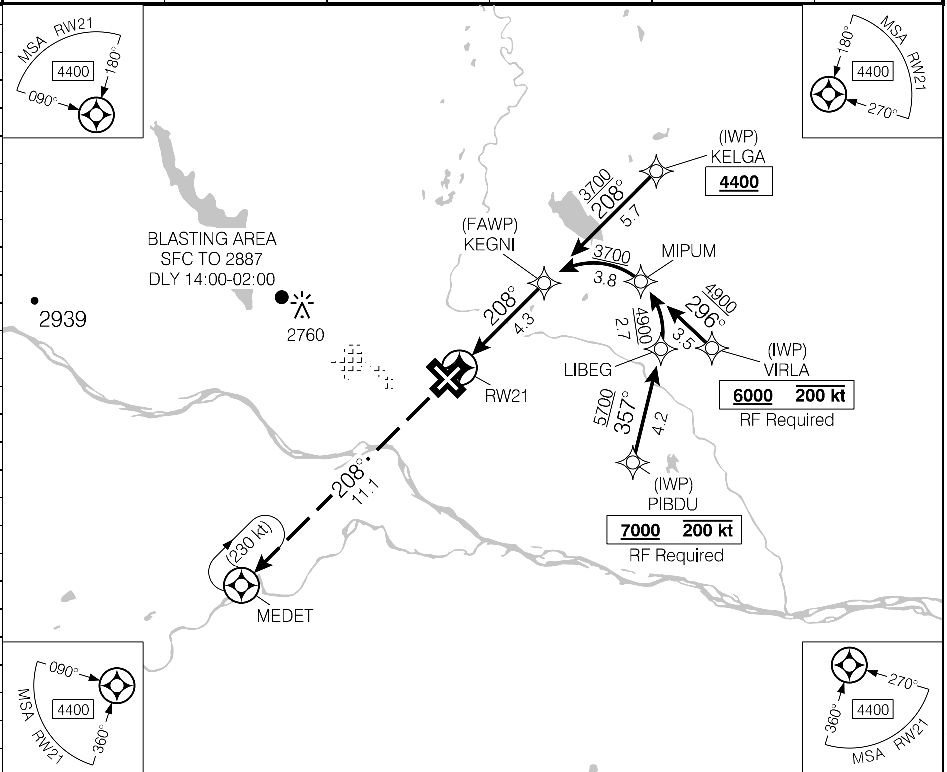
FORT ST. JOHN, BC

RNAV (RNP) Y RWY 21

561418N 1204425W VAR 17°E

CYXJ

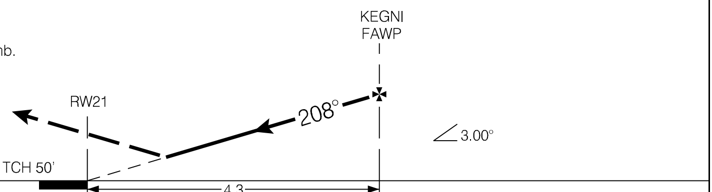
ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF			AO P2
SAFE ALT 100 NM **10,300**	RNAV	APCH CRS **208°**	MIN ALT KEGNI **3700**	LDA **6502**	



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

ELEV 2280

TDZE 2280



	CATEGORY	A	B	C	D
	RNP 0.20	**2618**		(338)	1¼
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)	**RNP 0.30**	**2734**		(454)	1½

FORT ST. JOHN, BC

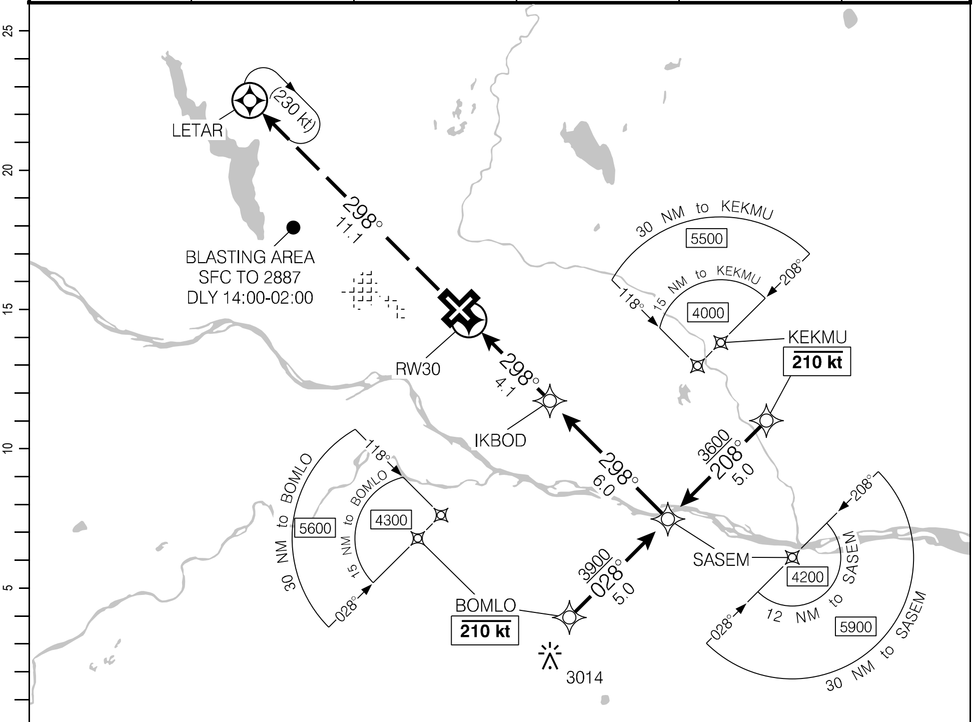
RNAV (GNSS) Z RWY 30

561418N 1204425W VAR 17°E

CYXJ

ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF	

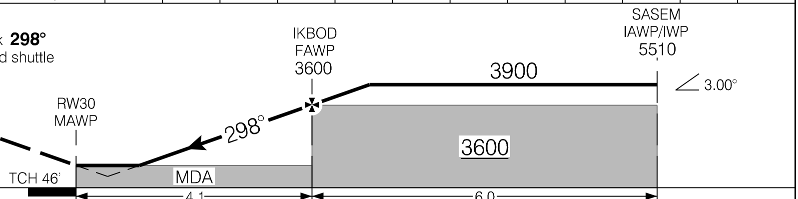
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT	LDA
10,300	**Ch 80127** W30A	**298°**	IKBOD **3600**	**6909**



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

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

ELEV 2280
TDZE 2254



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	

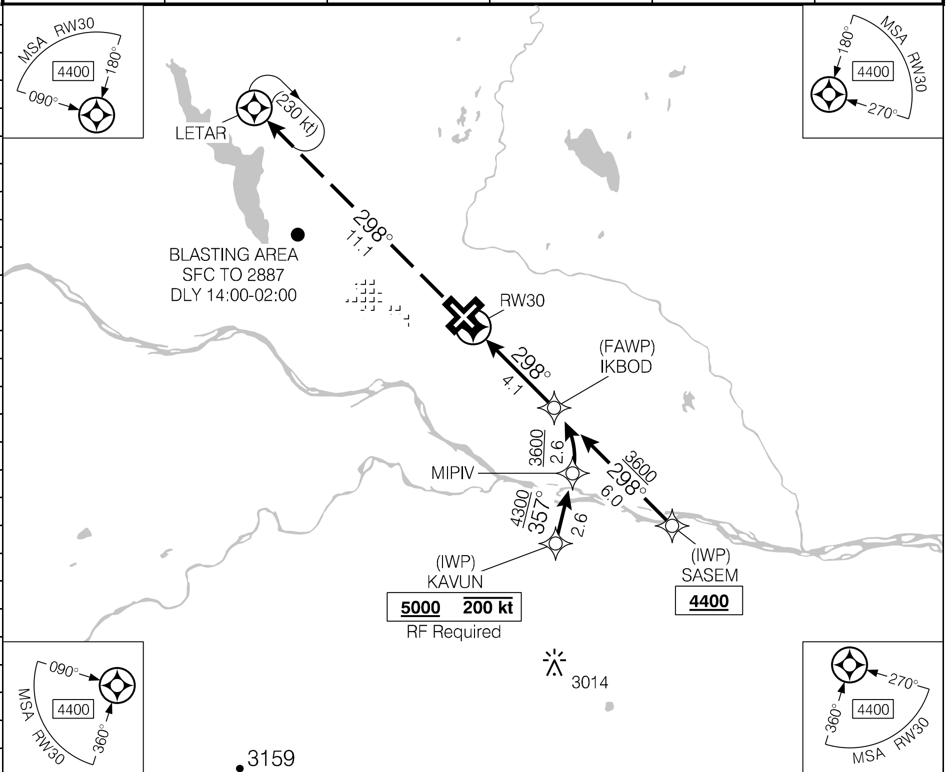
FORT ST. JOHN, BC

RNAV (RNP) Y RWY 30

561418N 1204425W VAR 17°E

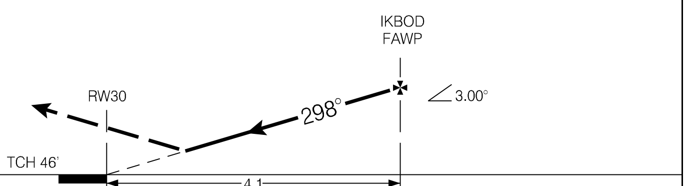
CYXJ

ATIS – 128.5	CTR Edmonton – 132.6 285.4	RADIO – 118.5 MF		
SAFE ALT 100 NM **10,300**	RNAV	APCH CRS **298°**	MIN ALT IKBOD **3600**	LDA **6909**



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	
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)	**RNP 0.30**	**2562**	(318)	1 RVR 50	

FORT ST. JOHN, BC

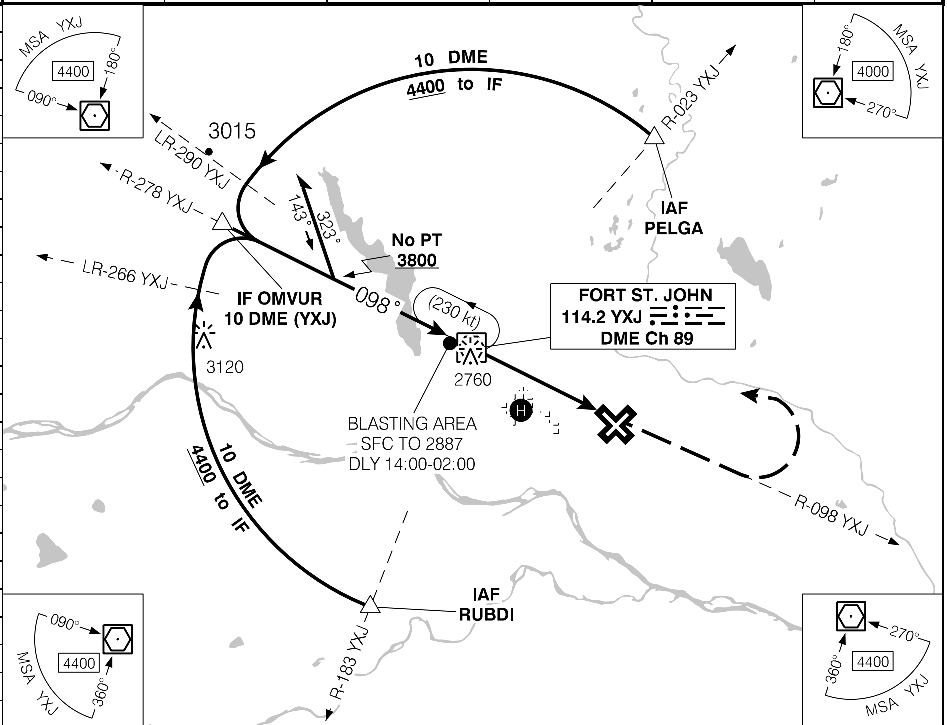
VOR RWY 12

561418N 1204425W VAR 18°E

CYXJ

ATIS – **128.5**	CTR Edmonton – **132.6 285.4**	RADIO – **118.5** MF		

SAFE ALT 100 NM	VOR YXJ	APCH CRS	MIN ALT YXJ	LDA
10,300	**114.2**	**098°**	**3800**	**6909**

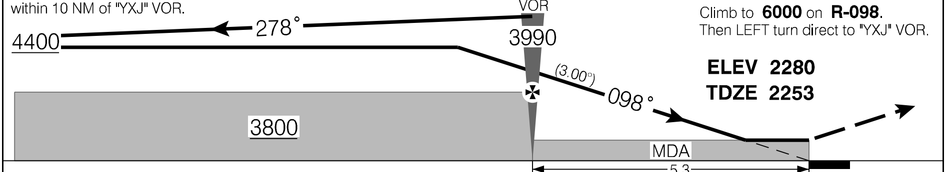


DIST FROM MAP	15.3	13	12	11	10	9	8	**6.6**	6	5	4	3	1.6
ALT (3.00° APCH PATH)	7170	6440	6120	5800	5480	5170	4850	**4400**	4210	3890	3570	3260	2820

Procedure turn RIGHT within 10 NM of "YXJ" VOR.

MISSED APPROACH
Climb to **6000** on **R-098**.
Then LEFT turn direct to "YXJ" VOR.

ELEV 2280
TDZE 2253



CATEGORY	A	B	C	D
VOR	**2820**	(567)	1¾	

"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**

Departure Route Description

All rwys: 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.

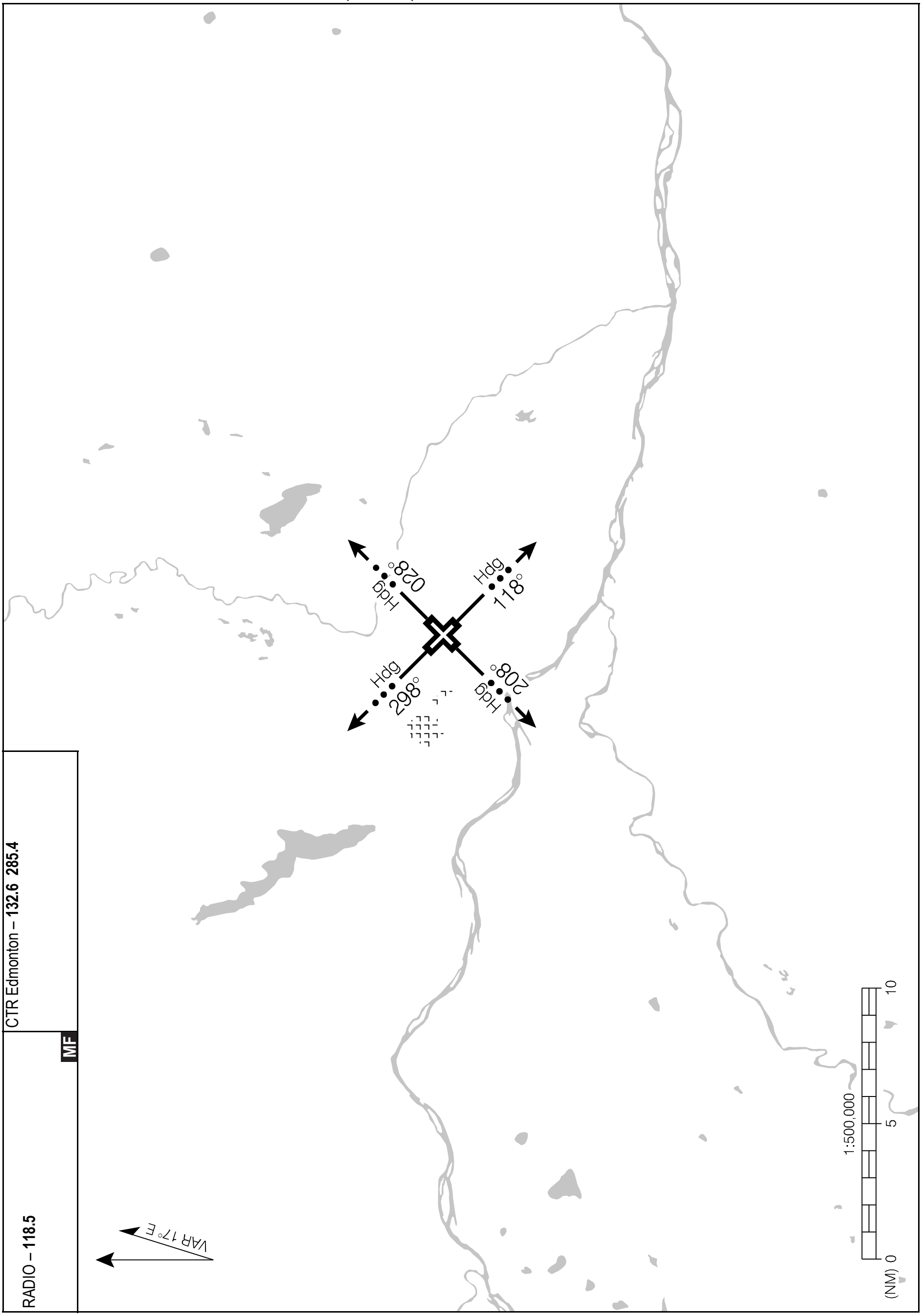
Note: If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (VECTOR)

FORT ST. JOHN, BC

FORT ST. JOHN FOUR DEP (CYXJ4.)

CYXJ



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:

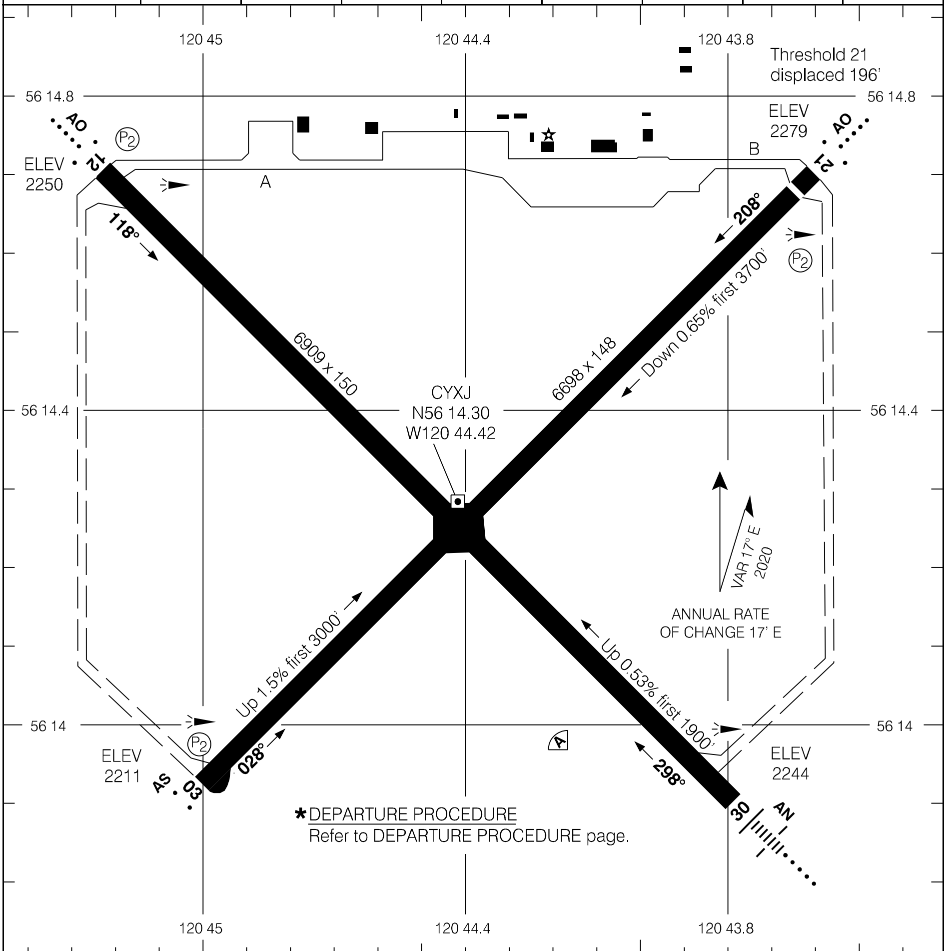
Note: Trees to 2302 ASL aprx 2090' from departure end of rwy, 620' LEFT of centreline.

FORT ST. JOHN, BC

AERODROME CHART CYXJ

ATIS – **128.5**	CLNC DEL – **121.9**	RADIO – **118.5** MF	CTR Edmonton – **132.6 285.4** RADIO Edmonton – **123.55**

DECL DISTS	03	21	12	30				
TORA	6698	6698	6909	6909				
TODA	7508	7518	7734	7893				
ASDA	6698	6698	6909	6909				
LDA	6698	6502	6909	6909				



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 30: RVR 1200 RWY 12: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA
All Rwys: ½

SCALE IN FEET

1000 0 1000 2000

AERODROME CHART CYXJ

EFF 25 JAN 24

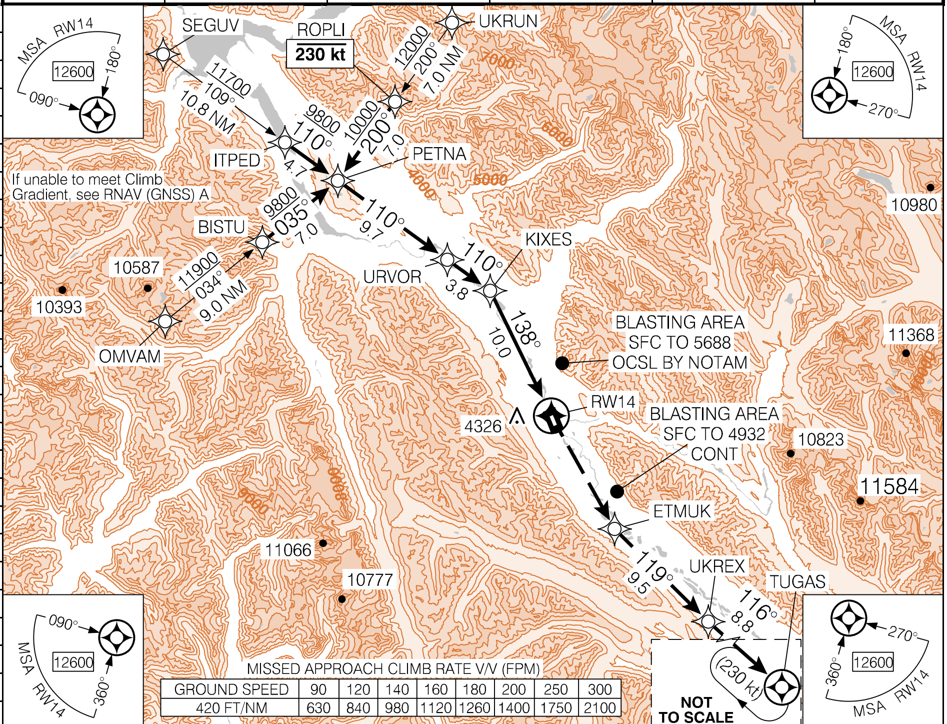
RNAV (GNSS) RWY 14

GOLDEN, BC
CYGE

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**

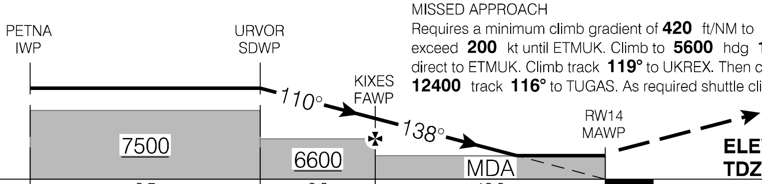
4.0°



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

MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **8500**. Do not exceed **200** kt until ETMUK. Climb to **5600** hdg **138°**. Climb direct to ETMUK. Climb track **119°** to UKREX. Then climb to **12400** track **116°** to TUGAS. As required shuttle climb.



ELEV 2576
TDZE 2576

RASS: When using CYRV add **280'**.

CATEGORY	A	B	C	D
LNAV	**5320**	(2745)	3	NOT AUTHORIZED

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

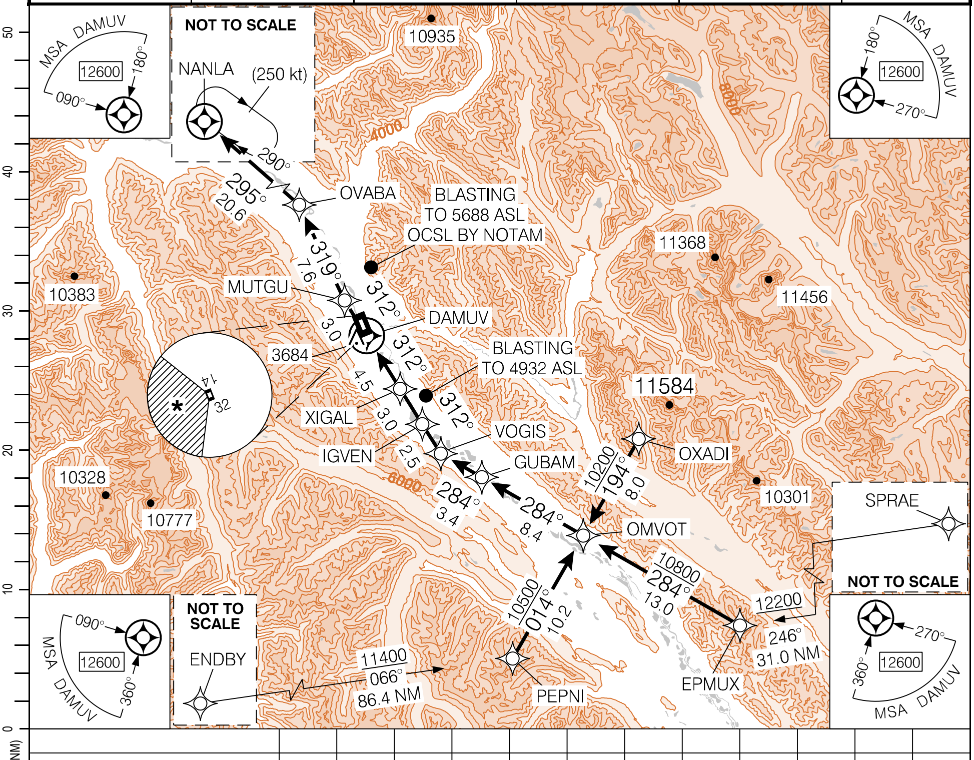
GOLDEN, BC

RNAV (GNSS) A

511757N 1165856W VAR 16°E

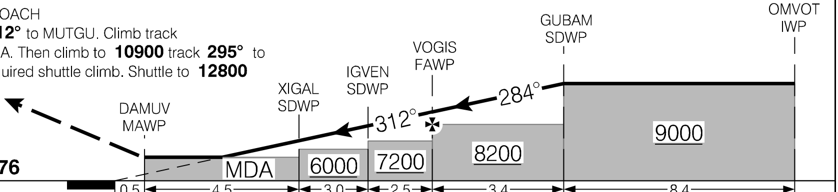
CYGE

	CTR Vancouver – **132.35**	TFC – **122.8** MF		
SAFE ALT 100 NM **14,300**	RNAV	APCH CRS **312°**	MIN ALT VOGIS **8200**	LDA REFER TO AD CHART



MISSED APPROACH
Climb track **312°** to MUTGU. Climb track **319°** to OVABA. Then climb to **10900** track **295°** to NANLA. As required shuttle climb. Shuttle to **12800** BPOC.

ELEV 2576



RASS: When using CYRV add **280'**.

CATEGORY	A	B	C	D
CIRCLING *	**4660**	(2084)	3	

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

RNAV (GNSS) A

CYGE

EFF 7 AUG 25

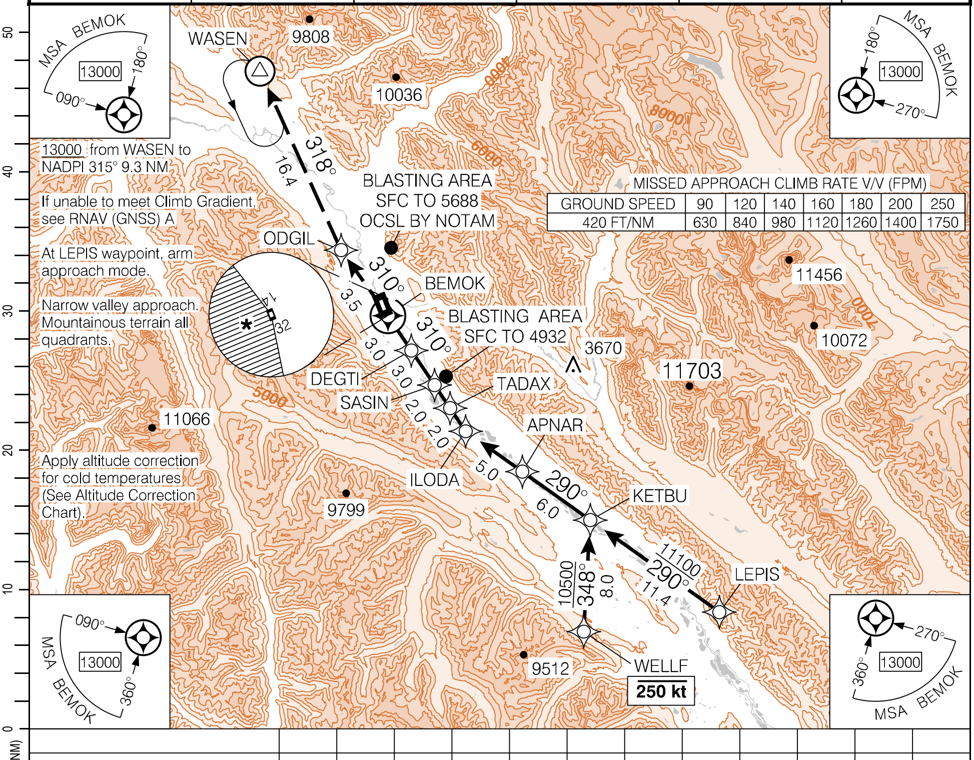
GOLDEN, BC

RNAV (GNSS) B — CYGE

511757N 1165856W VAR 16°E

	CTR Vancouver – **132.35**	TFC – **122.8** MF	

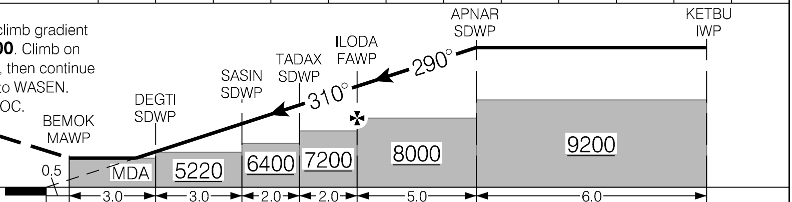
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT	LDA
14,300		**310°**	ILODA **8000**	REFER TO AD CHART



MISSED APPROACH CLIMB RATE V/V (FPM)

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

MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **9400**. Climb on track **310°** to ODGIL, then continue climb on track **318°** to WASEN. Shuttle to **13000** BPOC.



ELEV 2576

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

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

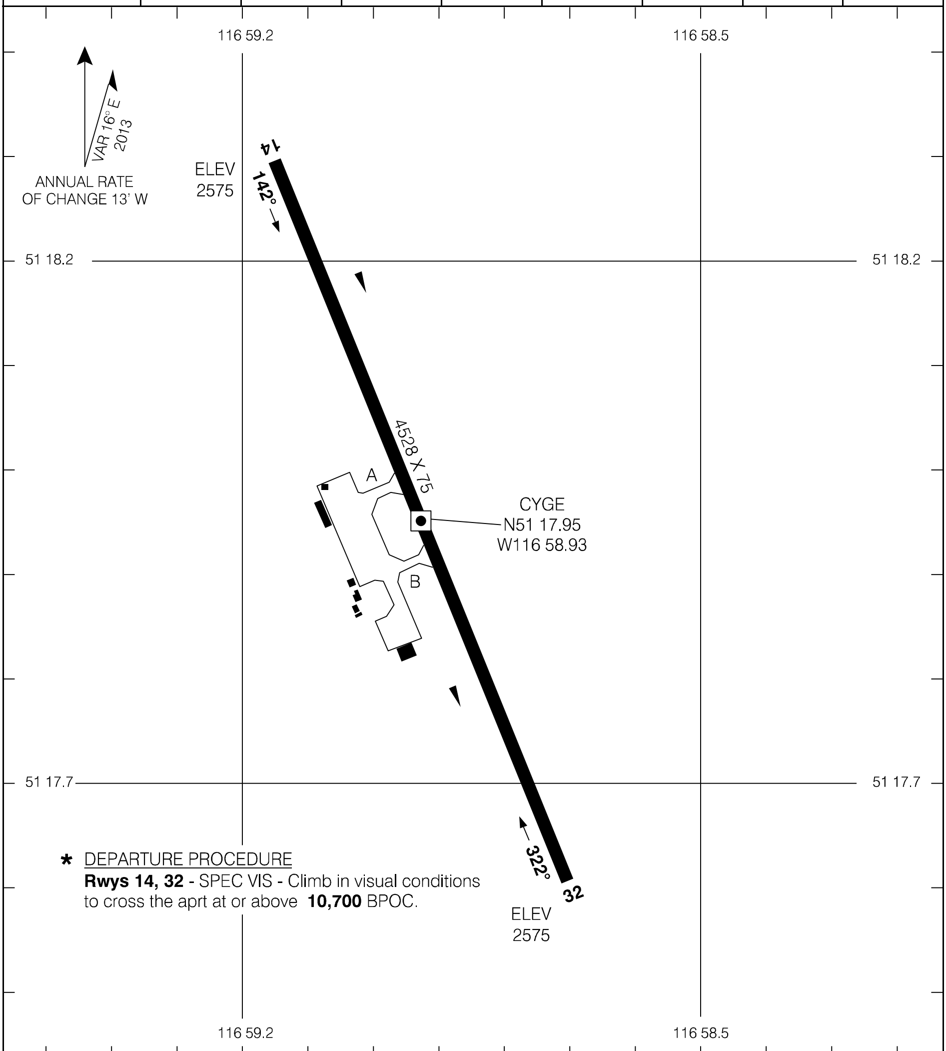
GOLDEN, BC

AERODROME CHART

CYGE

		TFC – **122.8** MF	CTR Vancouver – **132.35** RADIO Pacific – **122.37**

DECL DISTS	**14**	**32**						
TORA	4528	4528						
TODA	4528	4528						
ASDA	4528	4528						
LDA	4528	4528						



TAKE-OFF MINIMA
Rwy 14; 32: *

GRAND FORKS, BC

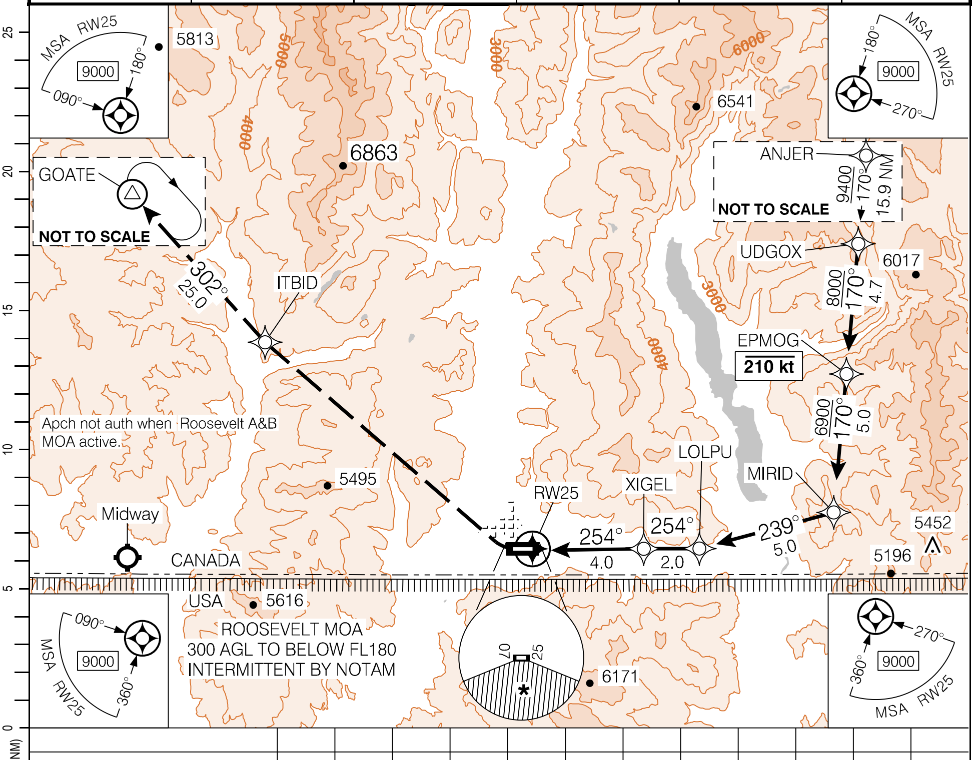
RNAV (GNSS) A

490056N 1182550W VAR 16°E

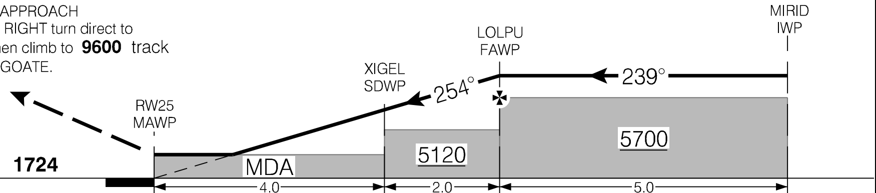
CZGF

AUTO – **122.55**	CTR Vancouver – **134.2**	TFC – **123.2**	ATF	ARCAL 123.2(K)* LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM		APCH CRS	MIN ALT LOLPU	LDA
12,500	RNAV	**254°**	**5700**	REFER TO AD CHART



MISSED APPROACH
Climbing RIGHT turn direct to ITBID. Then climb to **9600** track **302°** to GOATE.



ELEV 1724

RASS: When using CYCG add **100'**. When using CYLW add **200'**.	CATEGORY	A	B	C	D
	CIRCLING	* **4980**	(3256)	3	NOT AUTHORIZED

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

GRAND FORKS, BC

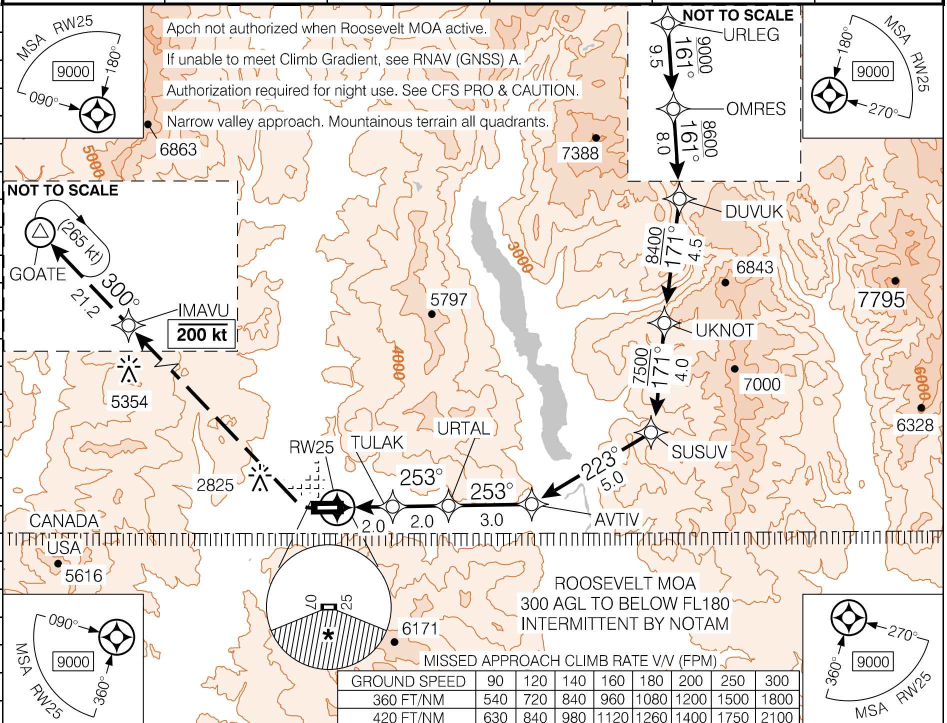
RNAV (GNSS) B

490056N 1182550W VAR 16°E

CZGF

AUTO – **122.55**	CTR Vancouver – **134.2**	TFC – **123.2**	ATF	ARCAL 123.2(K)* LIGHTING: REFER TO AD CHART

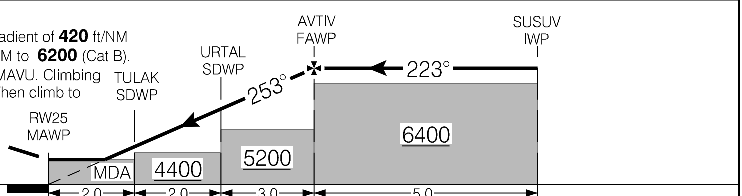
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT AVTIV	LDA
12,500		**253°**	**6400**	REFER TO AD CHART



MISSED APPROACH 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
420 FT/NM	630	840	980	1120	1260	1400	1750	2100

MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **6300** (Cat A), or **360** ft/NM to **6200** (Cat B). Do not exceed **200** kt until IMAVU. Climbing RIGHT turn direct to IMAVU. Then climb to **9800** track **300°** to GOATE.



ELEV 1724

	CATEGORY	A	B	C	D
	C CIRCLING	*3600 (1876) 3	*3860 (2136) 3	*5260 (3536) 3	NOT AUTHORIZED

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

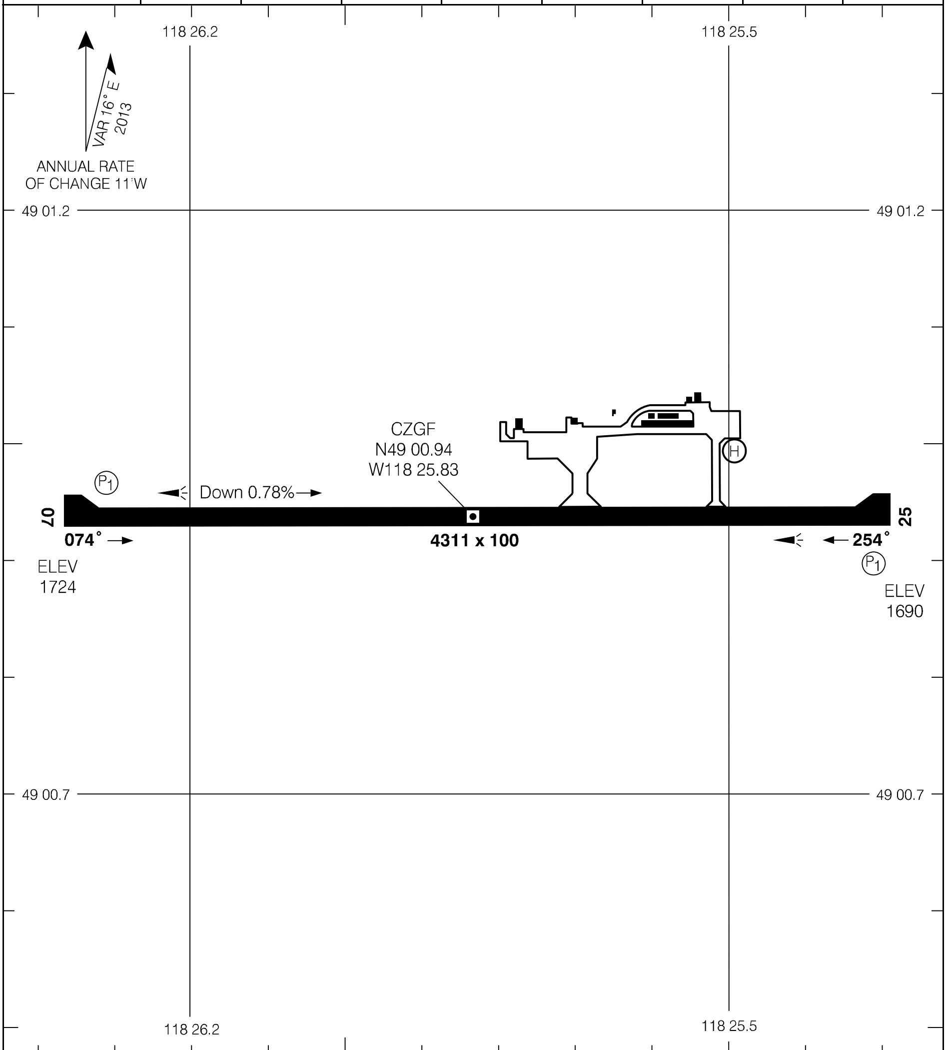
GRAND FORKS, BC

AERODROME CHART

CZGF

AUTO – **122.55**		TFC – **123.2** ATF	CTR Vancouver – **134.2** RADIO Pacific – **125.85**

DECL DISTS	07	25						
TORA	4311	4311						
TODA	4700	4790						
ASDA	4311	4311						
LDA	4311	4311						



TAKE-OFF MINIMA
Rwys 07; 25: NOT ASSESSED

SCALE IN FEET

1000 0 1000

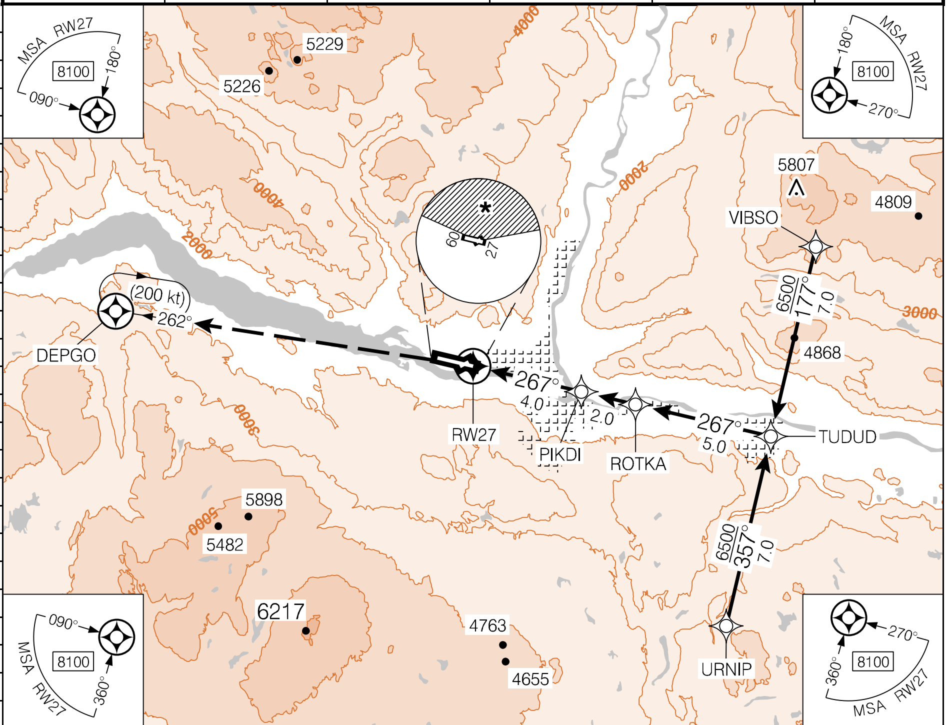
KAMLOOPS, BC

RNAV (GNSS) A

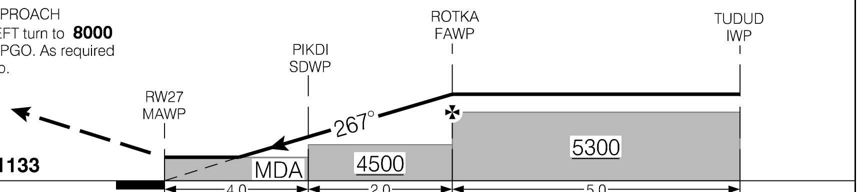
504209N 1202655W VAR 16°E

CYKA

	CTR Vancouver – **132.35**	RADIO – **125.7**	MF		ARCAL 125.7(K)* LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,000**	RNAV	APCH CRS **267°**	MIN ALT ROTKA **5300**	LDA REFER TO AD CHART	



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



ELEV 1133

CATEGORY	A	B	C	D
C CIRCLING	* **3280**	(2147)	3	* **3360** (2227) 3

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

KAMLOOPS, BC

LOC Z RWY 27

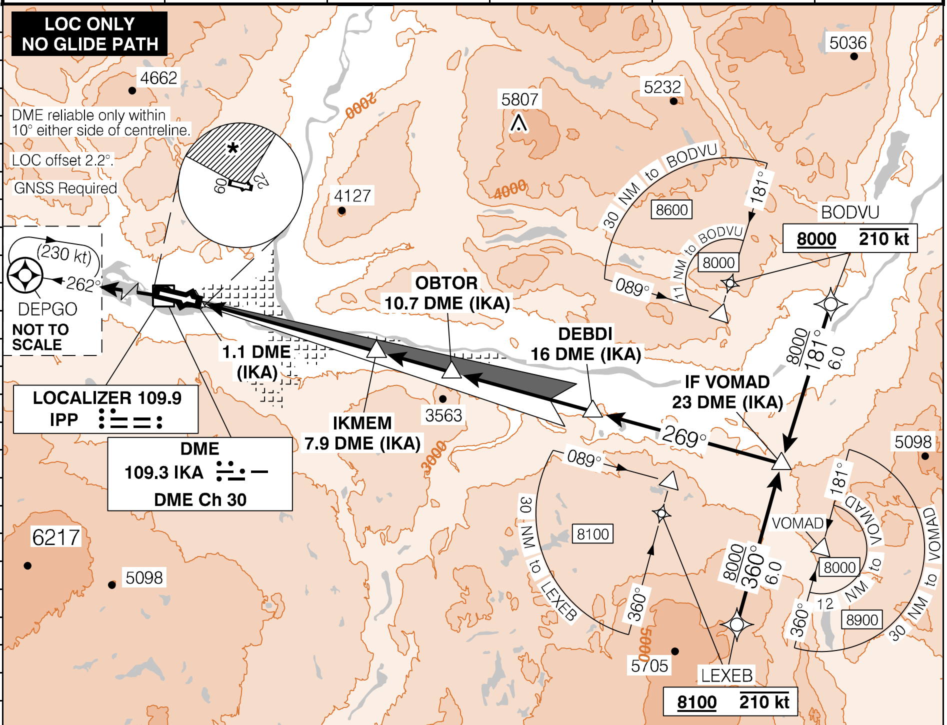
504209N 1202655W VAR 16°E

CYKA

CTR Vancouver – **132.35**	RADIO – **125.7**	MF	ARCAL 125.7(K)*

SAFE ALT 100 NM	LOC IPP	APCH CRS	MIN ALT OBTOR	LDA
12,000	**109.9**	**269°**	**4800**	**8000**

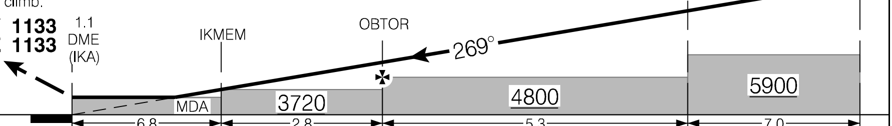
AO 2.2°



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

ELEV 1133
TDZE 1133

Procedure turn NOT AUTHORIZED



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

CYKA

EFF 12 JUN 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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.

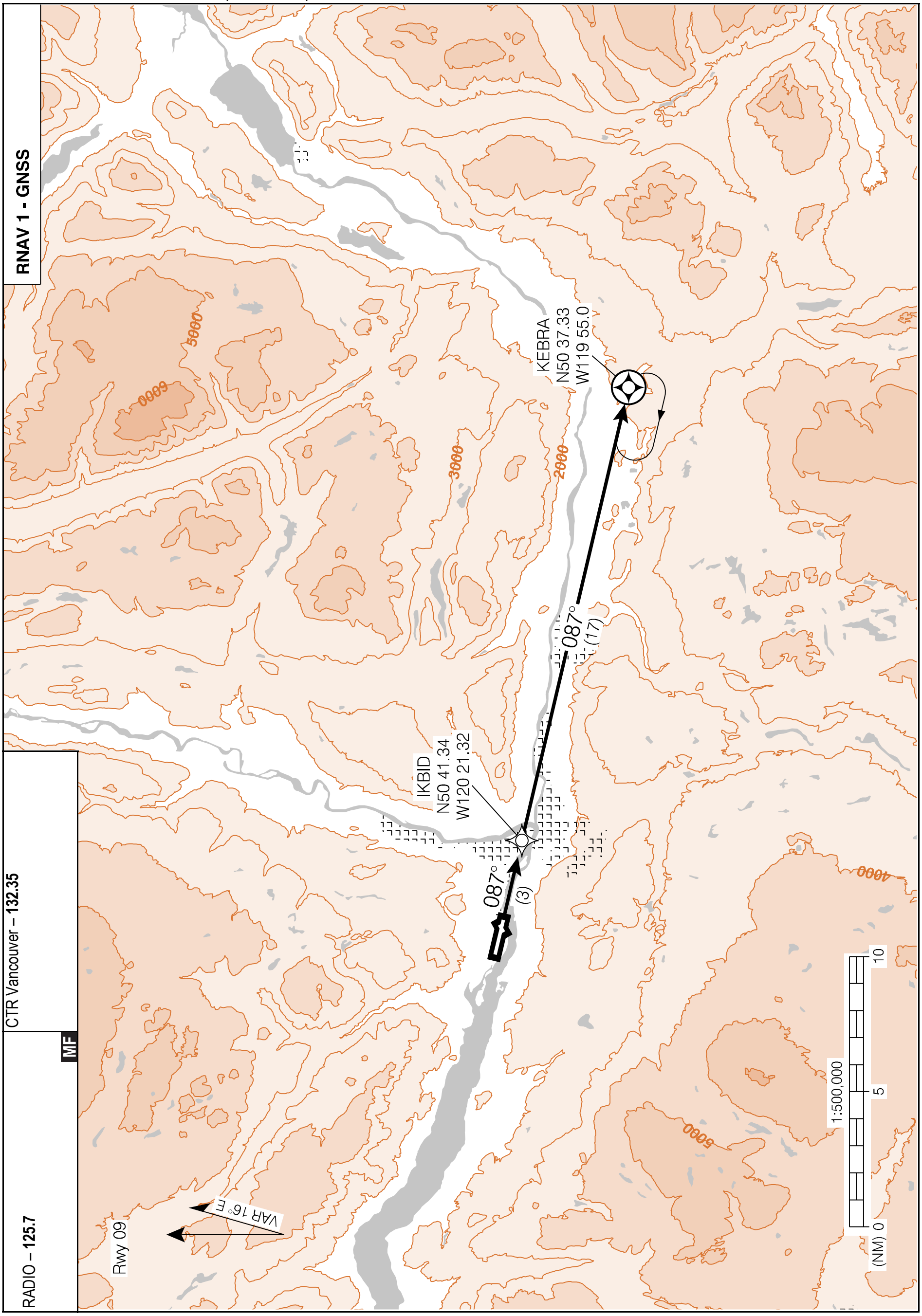
Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (RNAV)

KAMLOOPS, BC

KEBRA ONE DEP (KEBRA1.)

CYKA



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

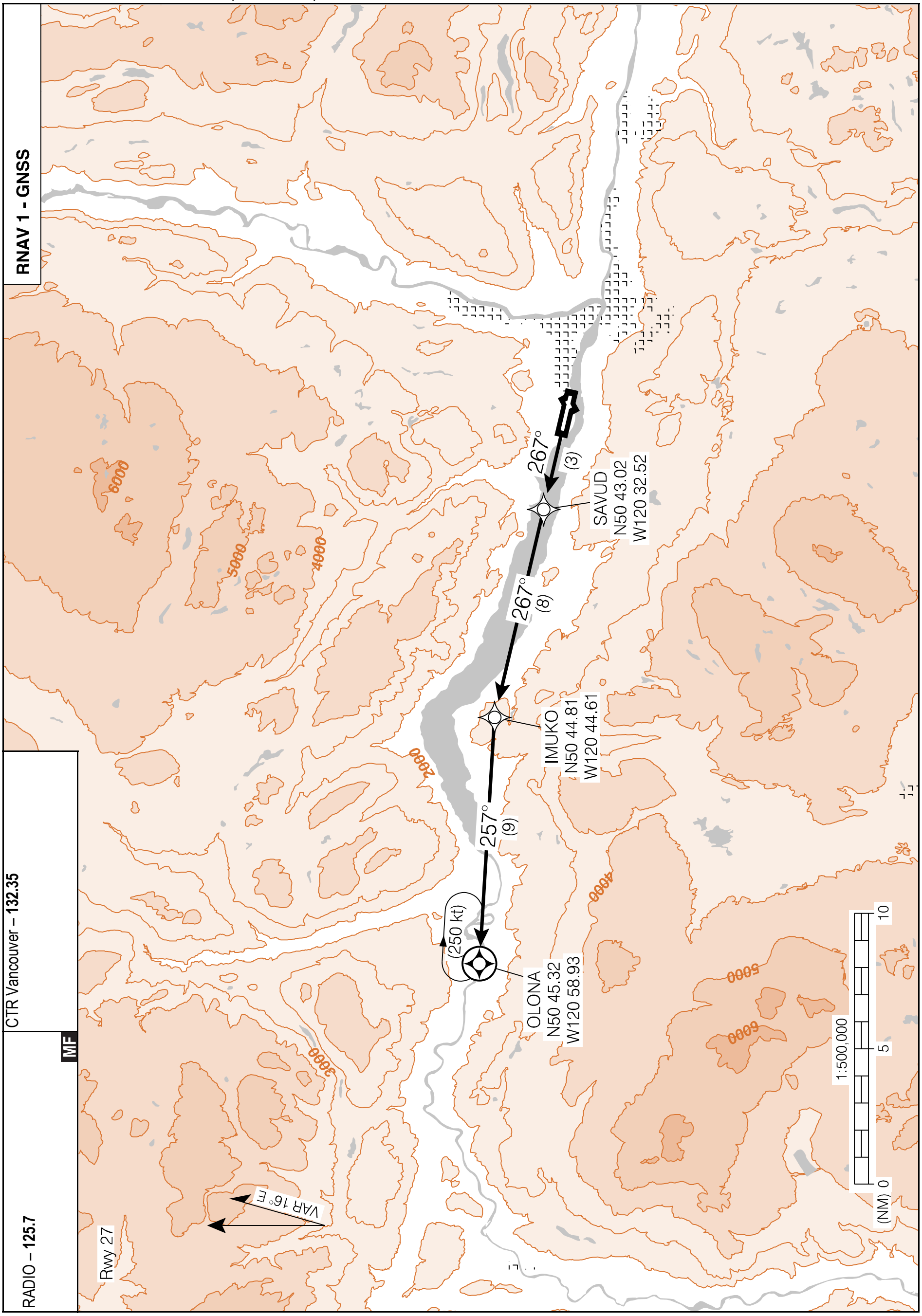
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

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.

SID (RNAV) KAMLOOPS, BC

OLONA TWO DEP (OLONA2.) CYKA



OLONA TWO DEP (OLONA2.) CYKA

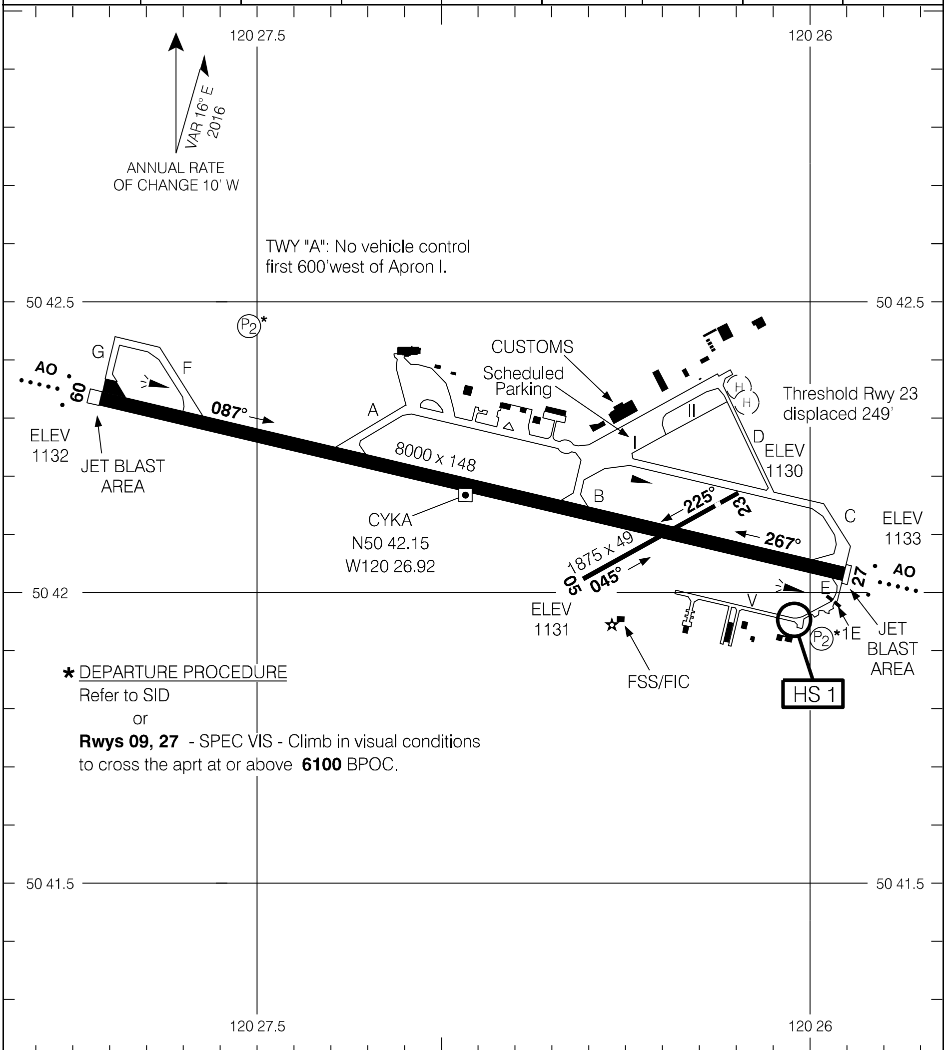
EFF 26 DEC 24

KAMLOOPS, BC

AERODROME CHART CYKA

	CLNC DEL – **121.9**	RADIO – **125.7** MF	CTR Vancouver – **132.35**

DECL DISTS	**09**	**27**	**05**	**23**				
TORA	8000	8000	1875	1875				
TODA	8984	8984	1875	1875				
ASDA	8000	8000	1875	2552				
LDA	8000	8000	1875	1626				

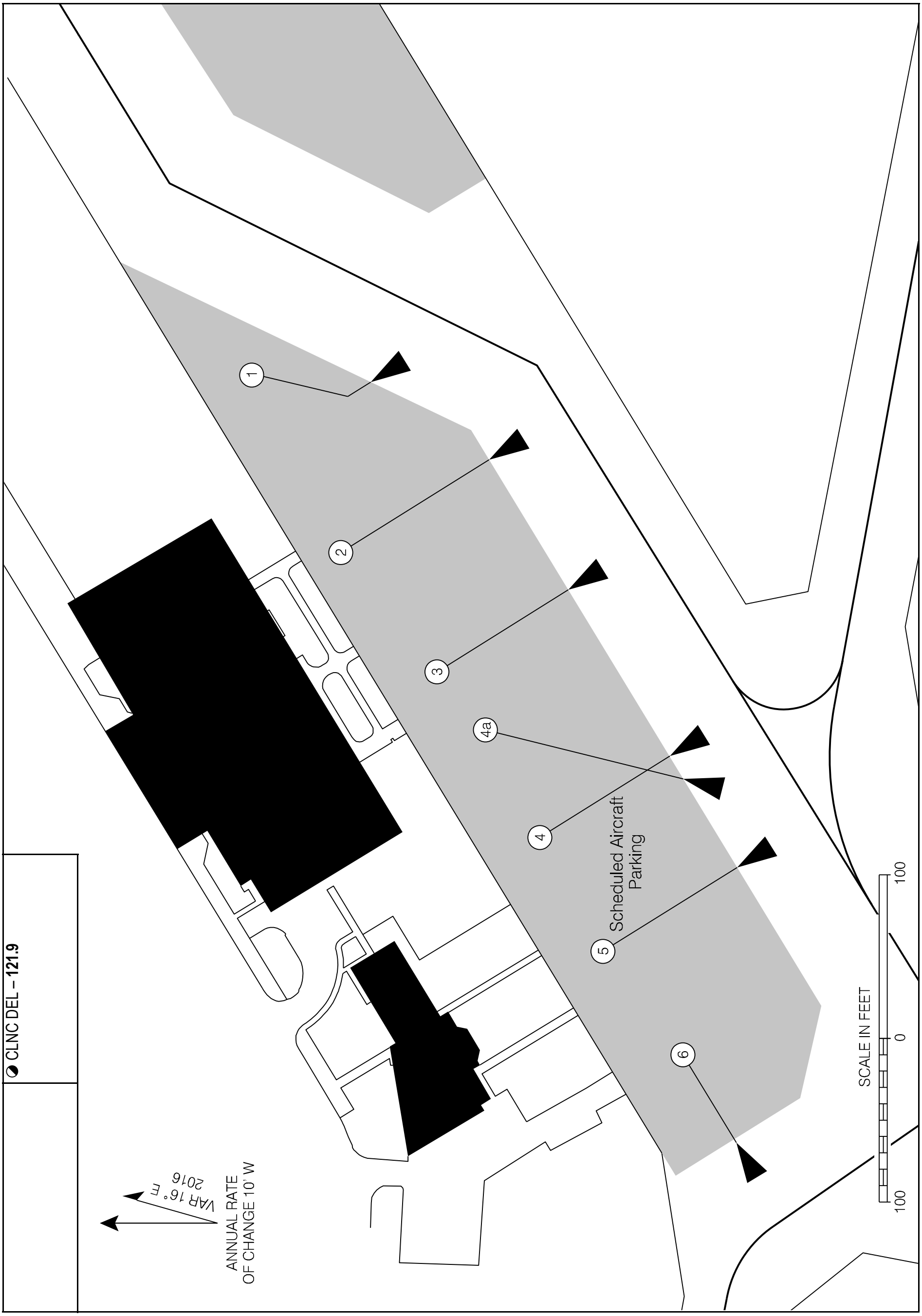


TAKE-OFF MINIMA	SCALE IN FEET
Rwys 09; 27: * Rwys 05; 23: NOT ASSESSED	1000 0 1000 2000

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

KAMLOOPS, BC

PARKING AREAS CYKA



Aircraft Parking Position

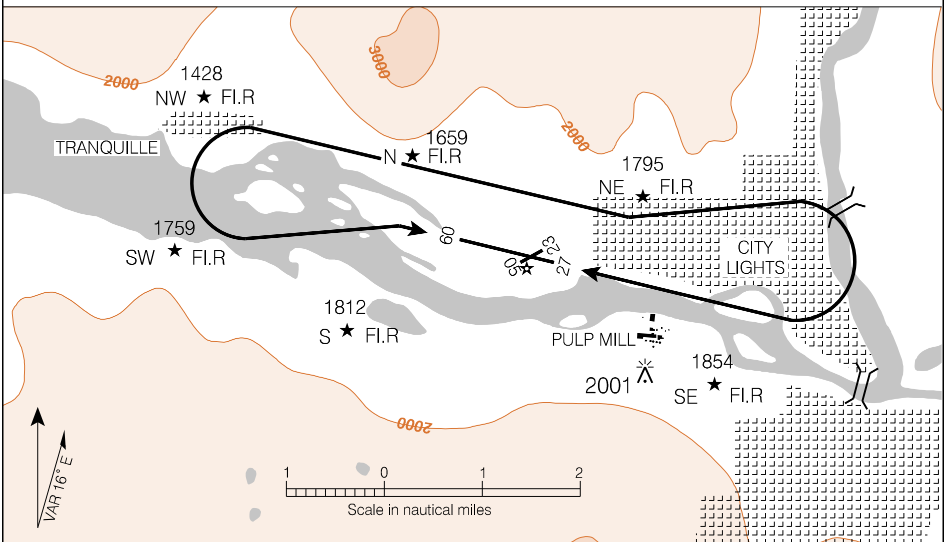
Position	Coordinates	Position	Coordinates
1	504218.39N 1202625.48W	4A	504216.53N 1202630.20W
2	504217.50N 1202627.71W	5	504215.62N 1202633.07W
3	504216.91N 1202629.39W	6	504215.03N 1202634.55W
4	504216.14N 1202631.59W		

KAMLOOPS, BC

NIGHT CIRCUIT PROCEDURES

CYKA

CIRCUIT ALTITUDE - 2200'ASL

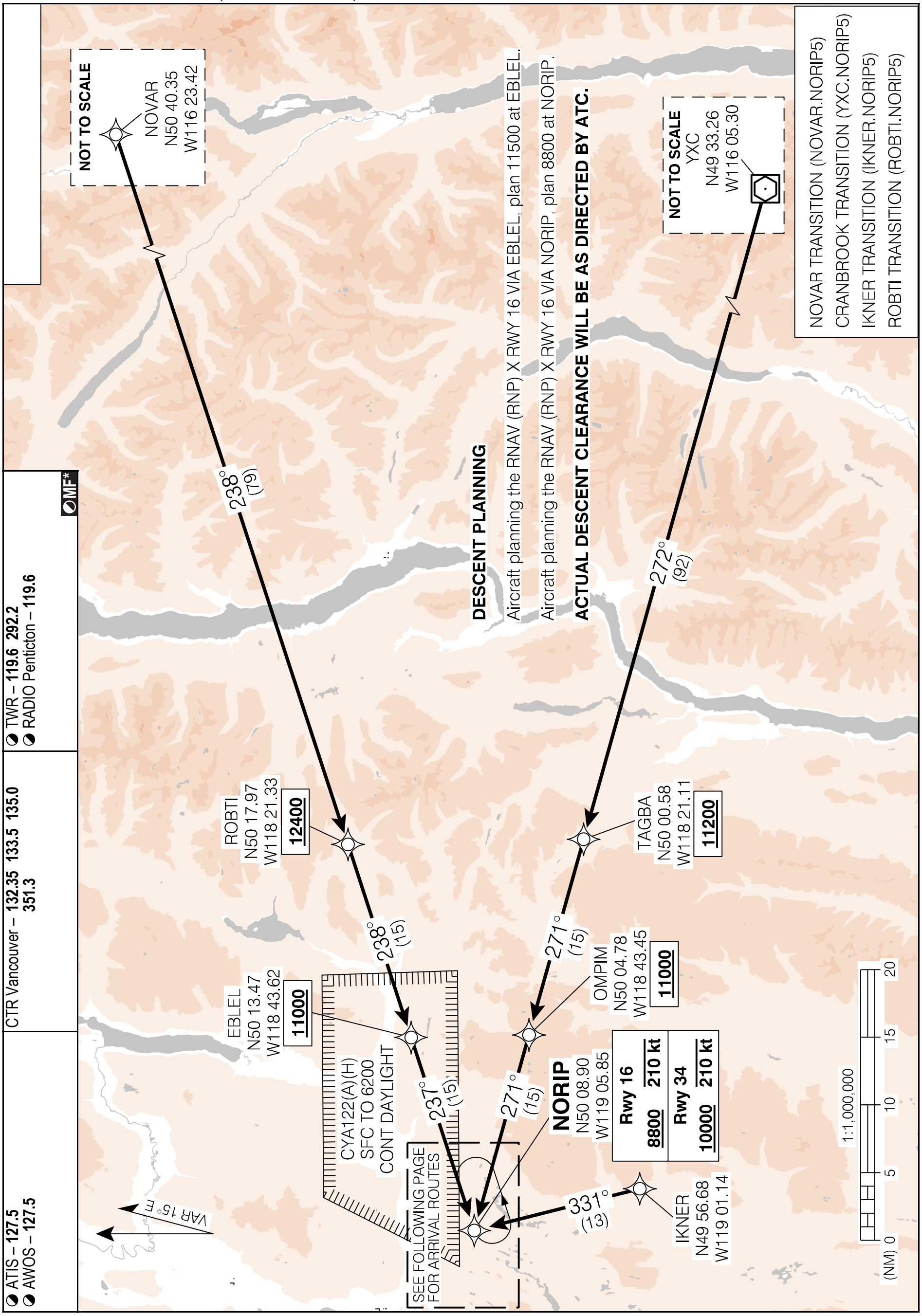


NOTES:

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

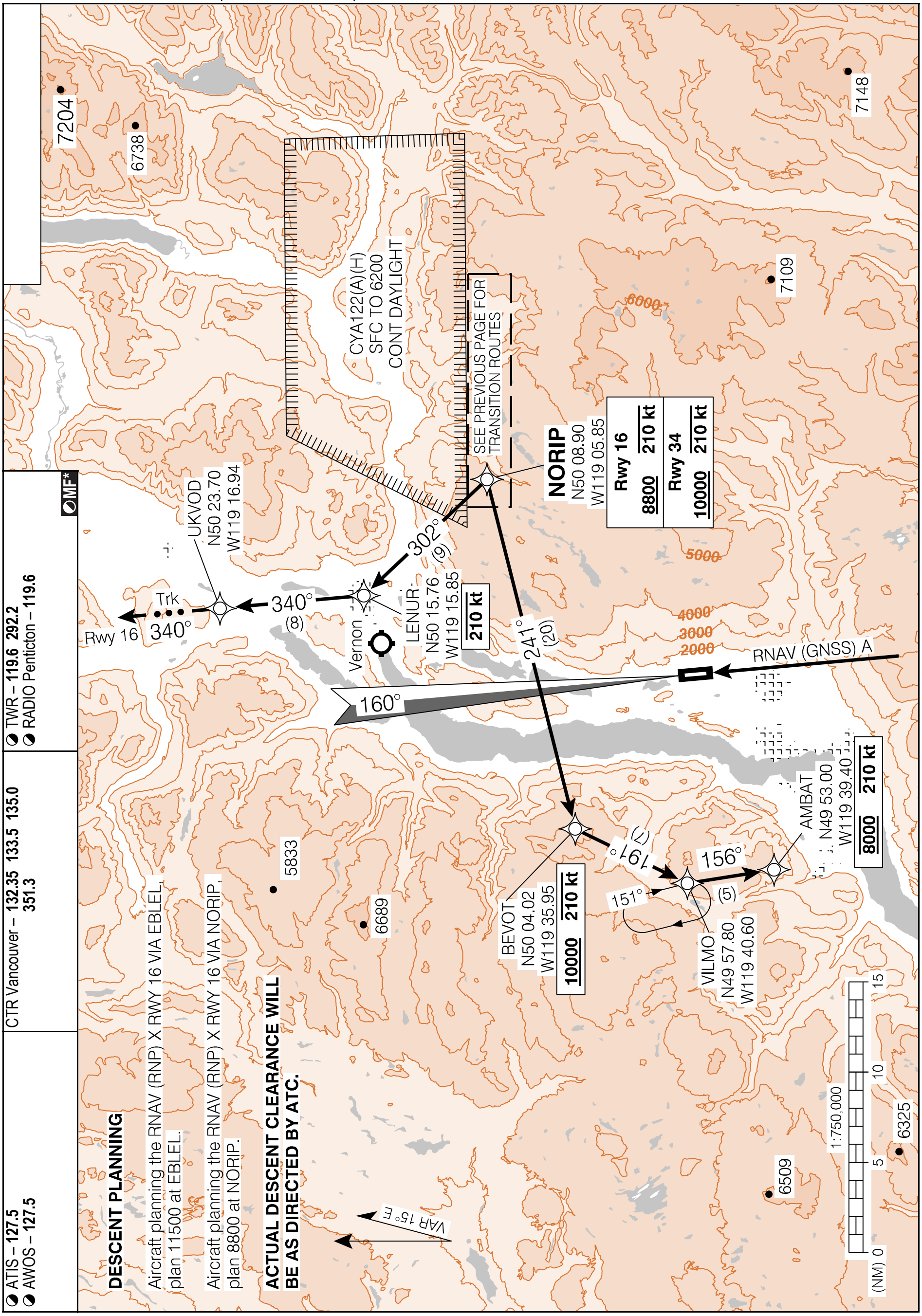
STAR (RNAV) KELOWNA, BC

NORIP FIVE ARR (NORIP.NORIP5) TRANSITION ROUTES CYLW



STAR (RNAV) KELOWNA, BC

NORIP FIVE ARR (NORIP.NORIP5) ARRIVAL ROUTES CYLW



STAR (RNAV)

PIGLU FIVE ARR (YDC.PIGLU5)

KELOWNA, BC

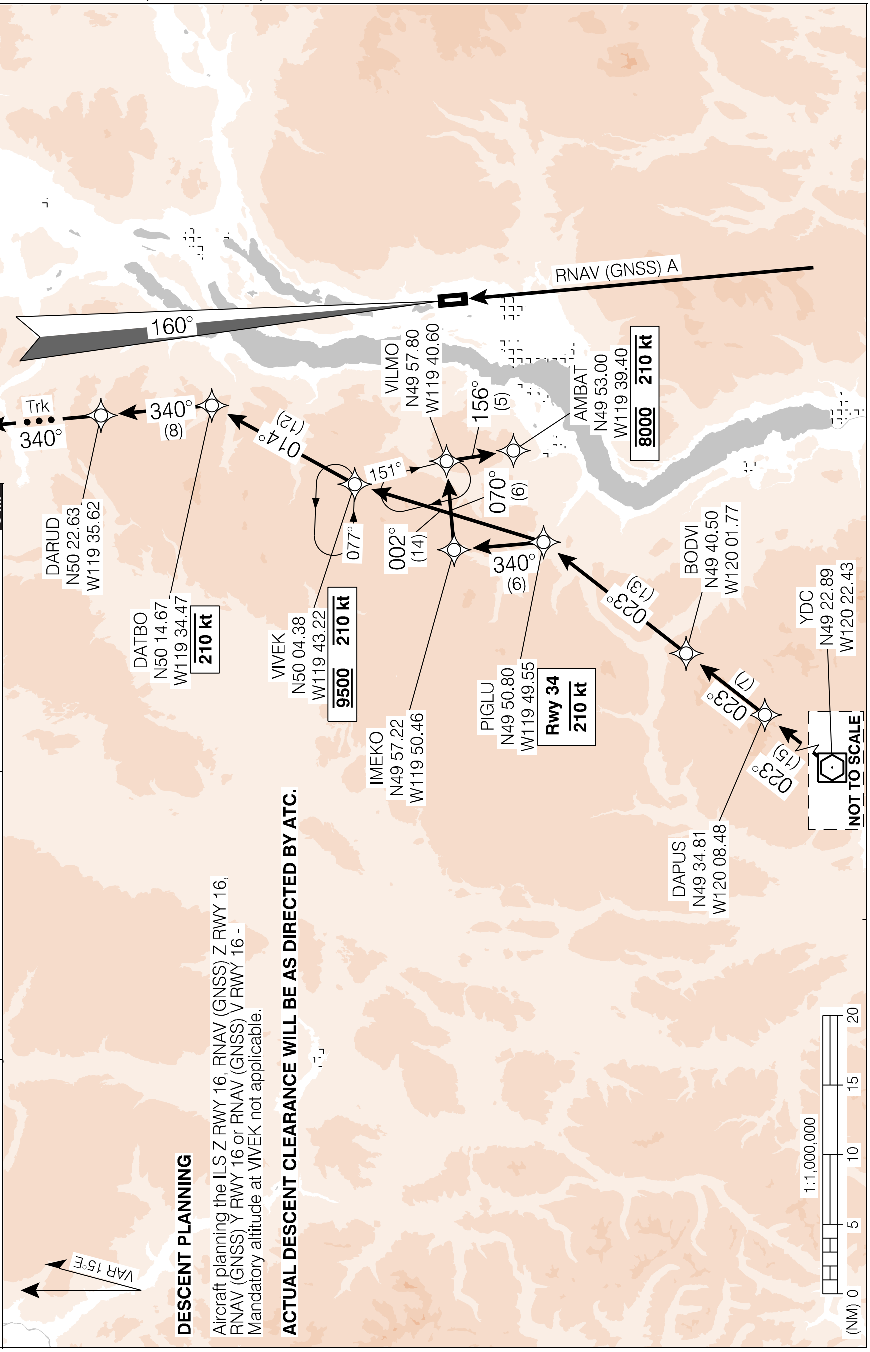
CYLW

ATIS – 127.5
AWOS – 127.5

CTR Vancouver – 132.35 133.5 135.0
351.3

TWR – 119.6 292.2
RADIO Penticton – 119.6

MF*



DESCENT PLANNING

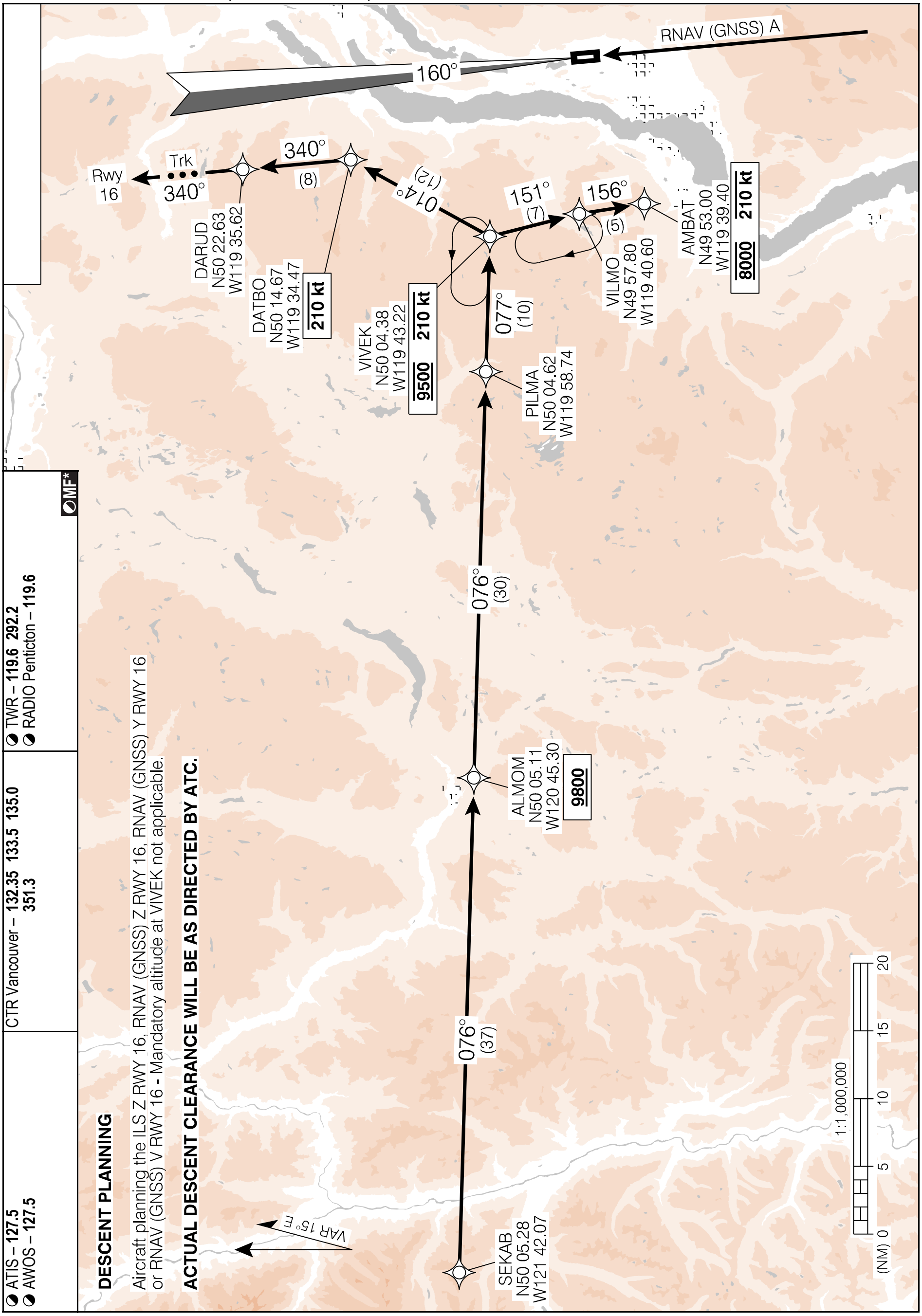
Aircraft planning the ILS Z RWY 16, RNAV (GNSS) Z RWY 16, RNAV (GNSS) Y RWY 16 or RNAV (GNSS) V RWY 16 - Mandatory altitude at VIVEK not applicable.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

STAR (RNAV) KELOWNA, BC

SEKAB FIVE ARR (SEKAB.SEKAB5) CYLW



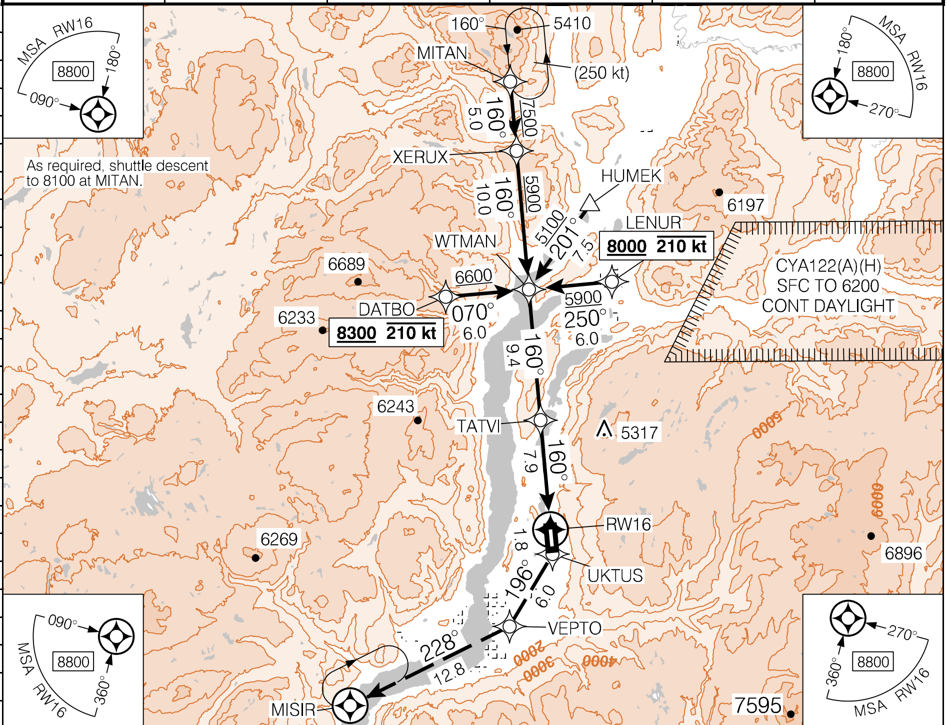
KELOWNA, BC

RNAV (GNSS) Z RWY 16

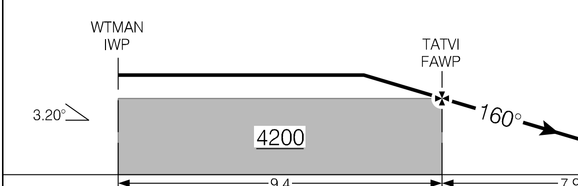
495722N 1192240W VAR 15°E

CYLW

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	GND – **121.7**	AR
SAFE ALT 100 NM **12,500**	WAAS **Ch 80343** W16A	APCH CRS **160°**	MIN ALT TATVI **4200**	LDA **7839**	P2 * 3.2°



MISSED APPROACH
Do not exceed 210 kt until VEPTO. Climb track **160°** to UKTUS. Climbing RIGHT turn track **196°** to VEPTO. Then climb track **228°** to **9000** to MISIR. As required shuttle climb.



ELEV 1420
TDZE 1409

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		

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

KELOWNA, BC

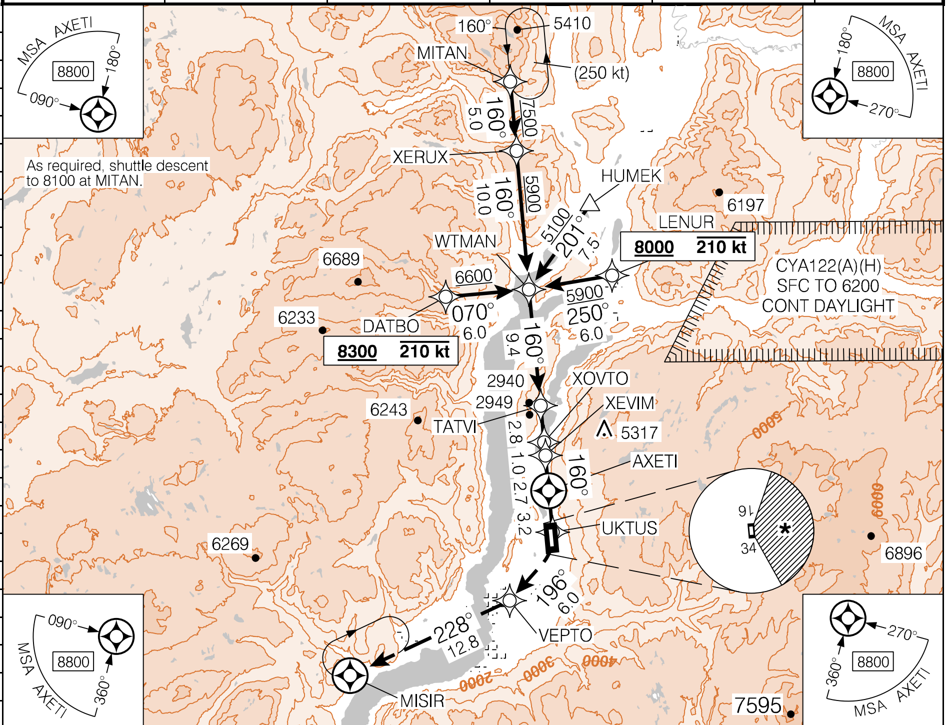
RNAV (GNSS) Y RWY 16

495722N 1192240W VAR 15°E

CYLW

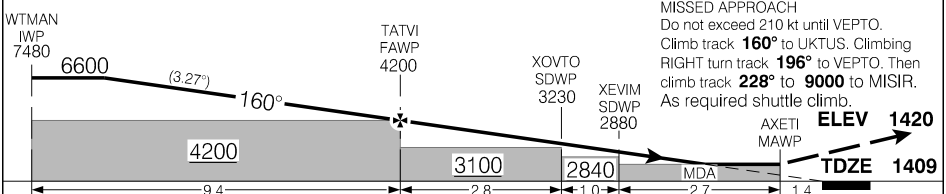
ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	GND – **121.7**

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT TATVI	LDA	AR P2* 3.2°
12,500		**160°**	**4200**	**7839**	



DIST FROM AXETI	15.9	**13.4**	12	11	10	9	8	7	6	5	4	3	2.3
ALT (3.27° APCH PATH)	7480	**6600**	6110	5760	5420	5070	4720	4380	4030	3680	3330	2990	2740

MISSED APPROACH
Do not exceed 210 kt until VEPTO. Climb track **160°** to UKTUS. Climbing RIGHT turn track **196°** to VEPTO. Then climb track **228°** to **9000** to MISIR. As required shuttle climb.



RASS: When using CYYF add **110'**.

CATEGORY	A	B	C	D
LNAV	**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	

KELOWNA, BC

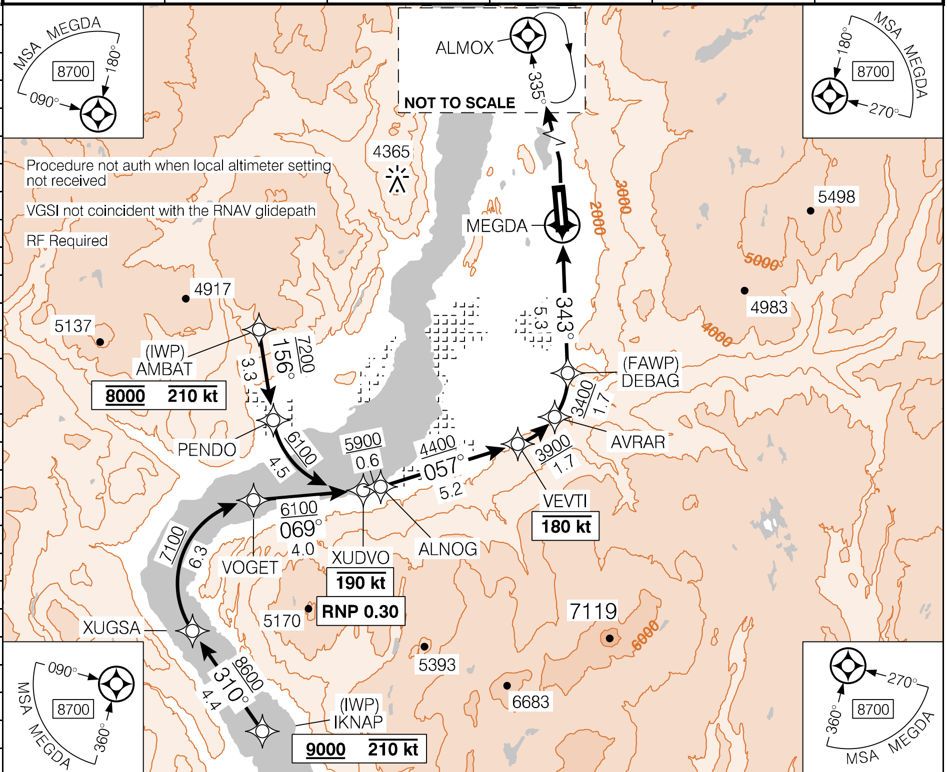
RNAV (RNP) Y RWY 34 — CYLW

495722N 1192240W VAR 15°E

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	GND – **121.7**

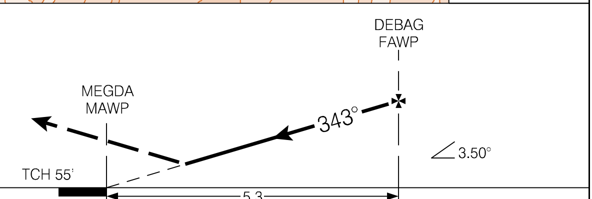
SAFE ALT 100 NM		APCH CRS	MIN ALT DEBAG	LDA
12,500	RNAV	**343°**	**3400**	**8361**

AK * P2 3.0°



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

ELEV 1420
TDZE 1367



CATEGORY	A	B	C	D
RNP 0.30	**3086**	(1719)	5¼	

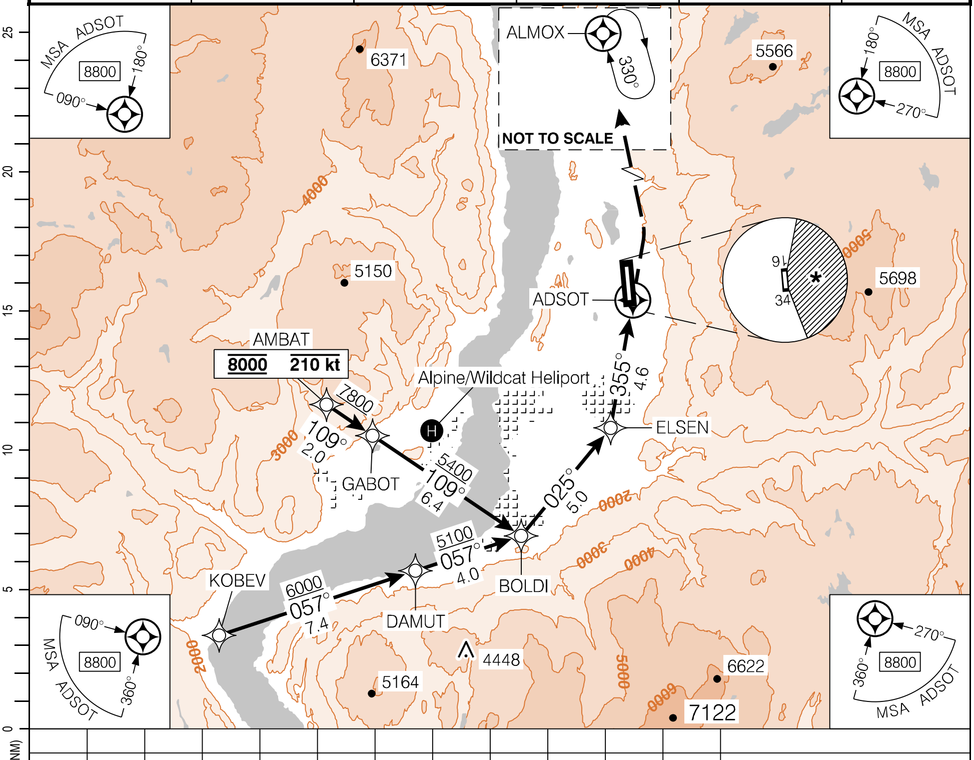
AUTHORIZATION REQUIRED
(min. -27° C)
(max. 45° C)

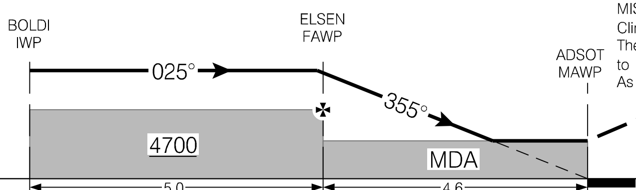
RNAV (GNSS) A

KELOWNA, BC
CYLW

495722N 1192240W VAR 15°E

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	GND – **121.7**	LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,500**	RNAV	APCH CRS **355°**	MIN ALT ELSEN **4700**	LDA REFER TO AD CHART





MISSED APPROACH
Climb to **3100** hdg **355°**. Then climbing LEFT turn to **7400** direct to ALMOX. As required shuttle climb.

ELEV 1420

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		

KELOWNA, BC

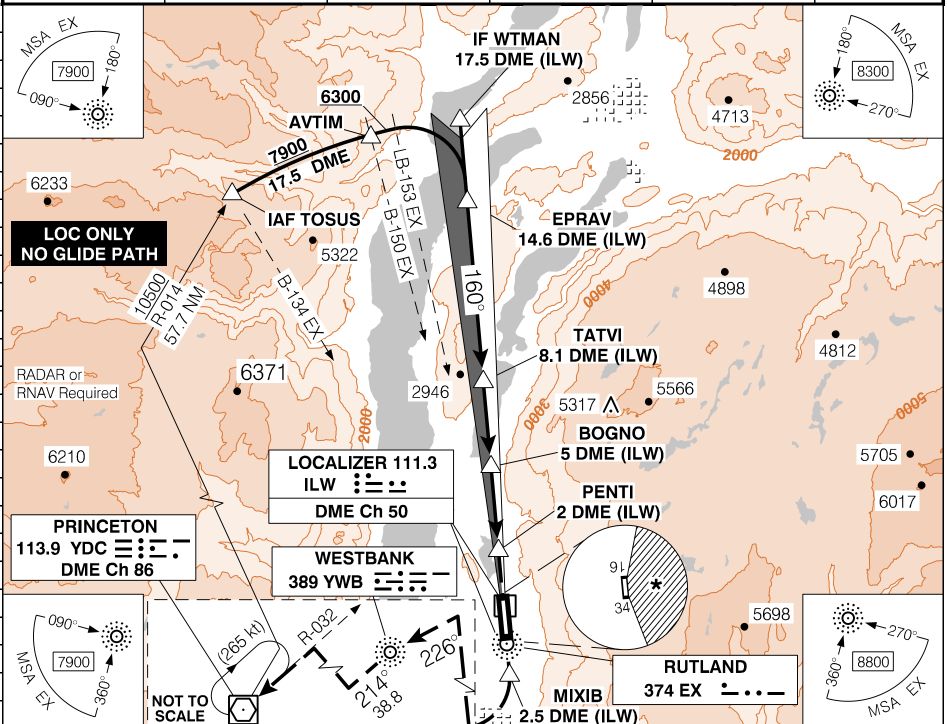
LOC Z RWY 16

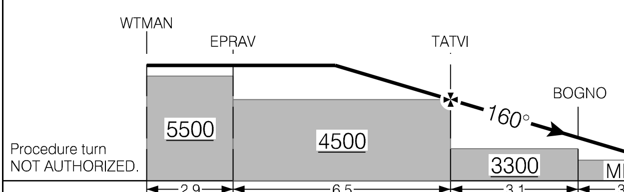
495722N 1192240W VAR 15°E

CYLW

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

P2* 3.2°





MISSED APPROACH
Climb track **160°** to MIXIB. Then climbing turn to intercept track **226°** to "YWB" NDB. Then climbing LEFT turn track **214°** to **9000** to "YDC" VOR.

ELEV 1420
TDZE 1409

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

CYLW

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

KELOWNA, BC

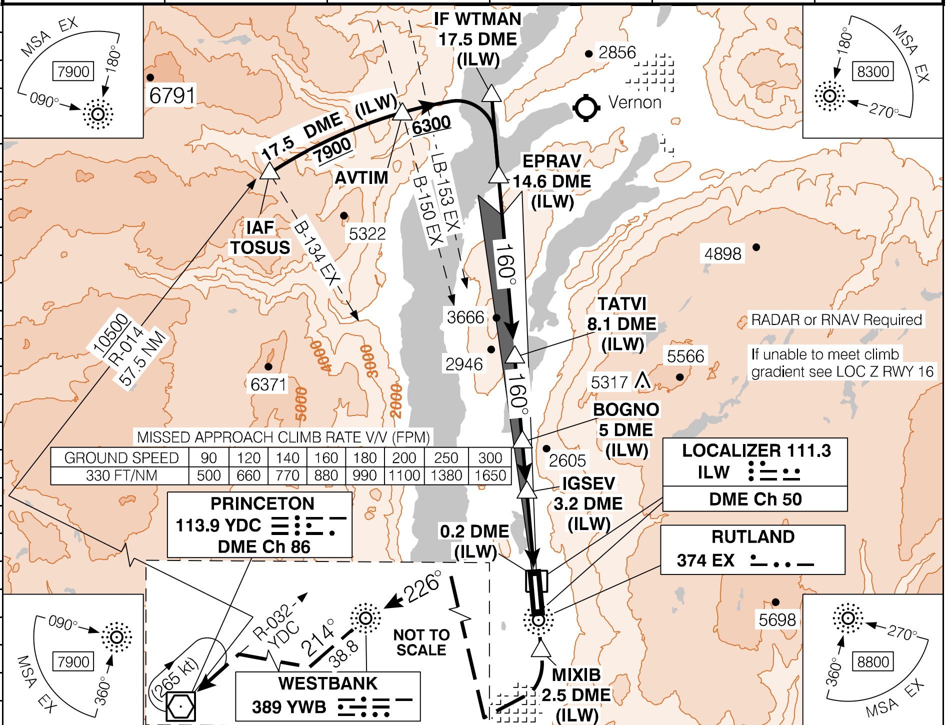
LOC Y RWY 16

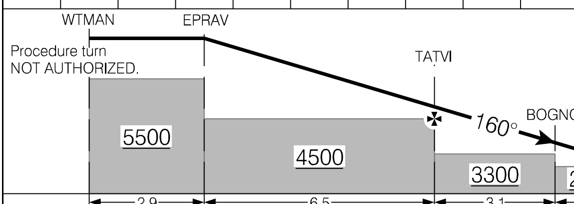
495722N 1192240W VAR 15°E

CYLW

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	GND – **121.7**

SAFE ALT 100 NM	LOC	APCH CRS	MIN ALT	LDA	
12,500	ILW **111.3**	**160°**	TATVI **4500**	**7839**	AR (P2)* 3.2°





MISSED APPROACH
Requires a minimum climb gradient of **330** ft/NM to **5200**. Climb track **160°** to MIXIB. Then climbing turn to intercept track **226°** to "YWB" NDB. Then climbing LEFT turn track **214°** to **9000** to "YDC" VOR.

ELEV 1420
TDZE 1409

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		

KELOWNA, BC

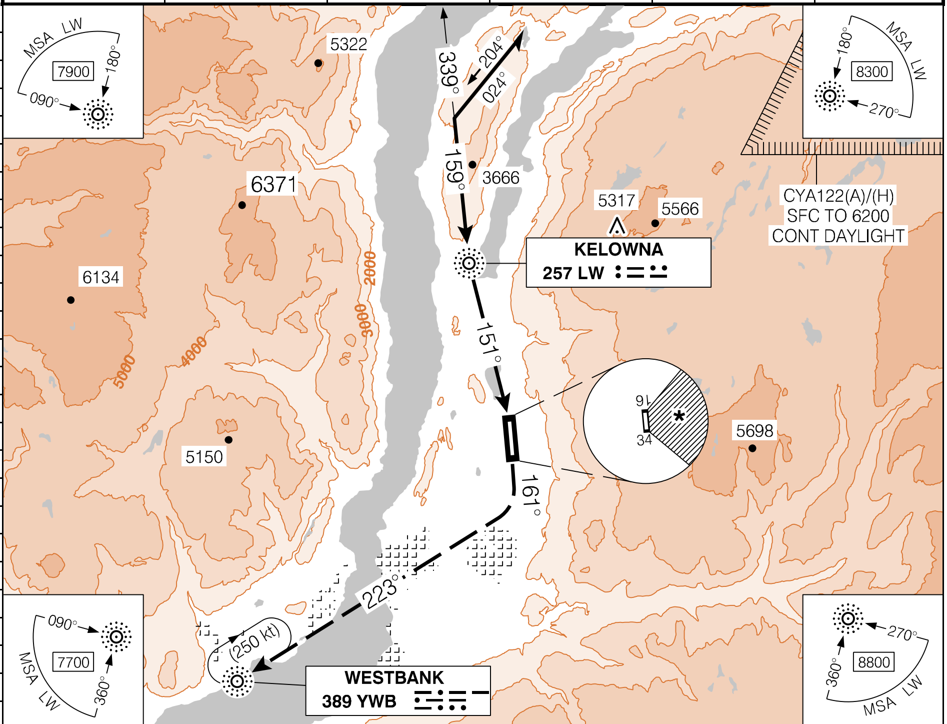
NDB B

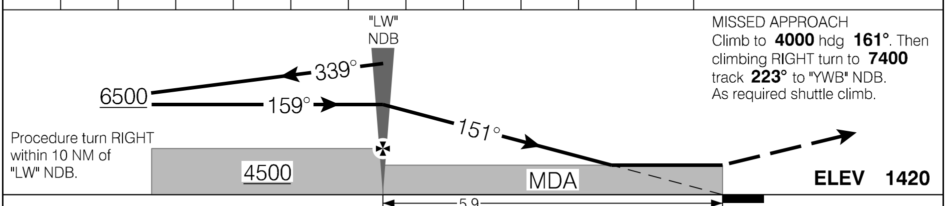
495722N 1192240W VAR 15°E

CYLW

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6 292.2** RADIO Penticton – **119.6**	GND – **121.7** MF*	LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	NDB	APCH CRS	MIN ALT	LDA
12,500	LW **257**	**151°**	LW **4500**	REFER TO AD CHAR





MISSED APPROACH
Climb to **4000** hdg **161°**. Then climbing RIGHT turn to **7400** track **223°** to "YWB" NDB. As required shuttle climb.

RASS: When using CYYF add **110'**.

CATEGORY	A	B	C	D
CIRCLING	* **3660**	(2240)	3	

"LW" NDB to MAP 5.9 NM		
Knots	ft/min	Min:Sec
70		**5:03**
90		**3:56**
110		**3:13**
130		**2:43**
150		**2:22**

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 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

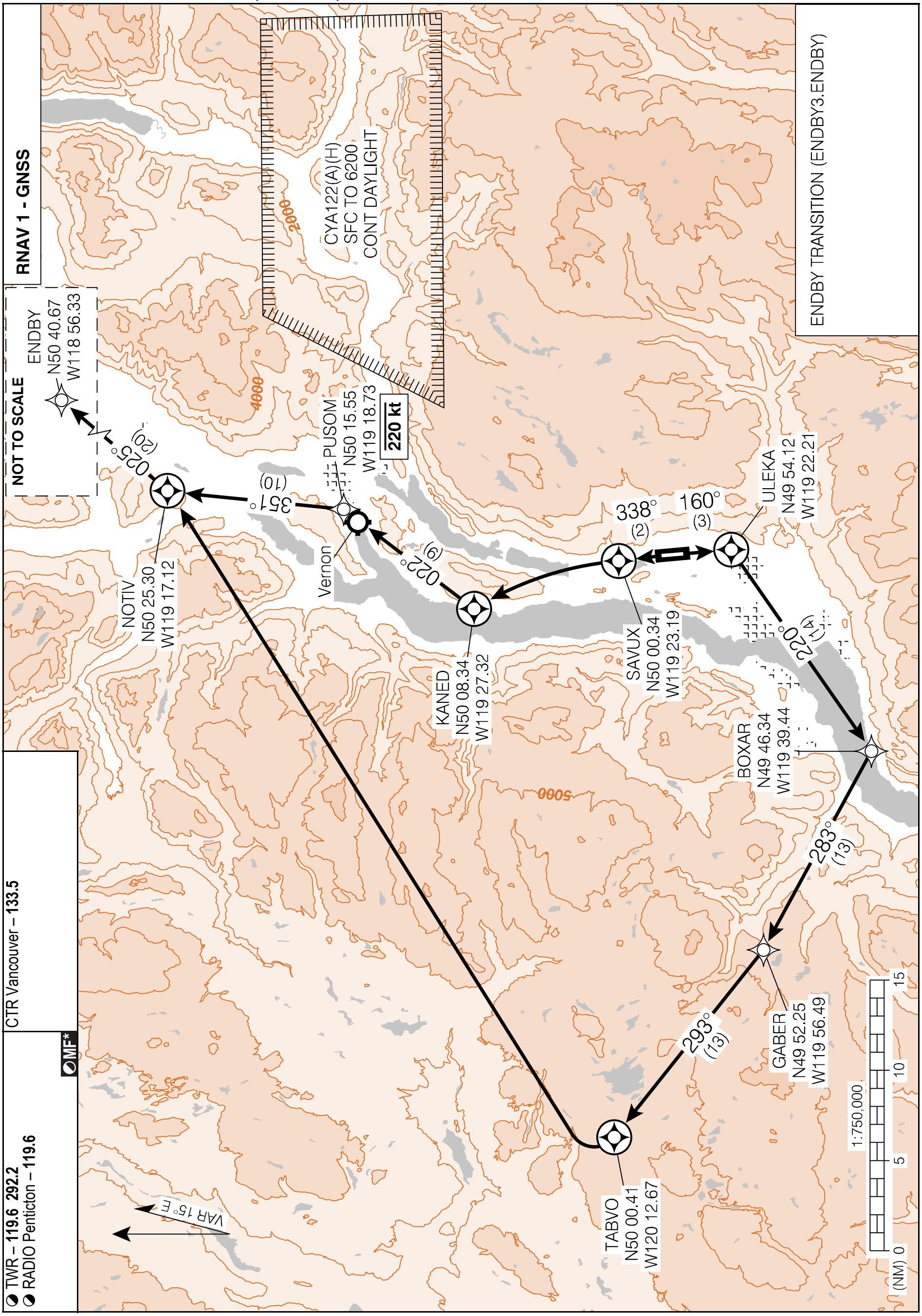
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

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) KELOWNA, BC

ENDBY THREE DEP (ENDBY3.) 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 **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/assinged 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.

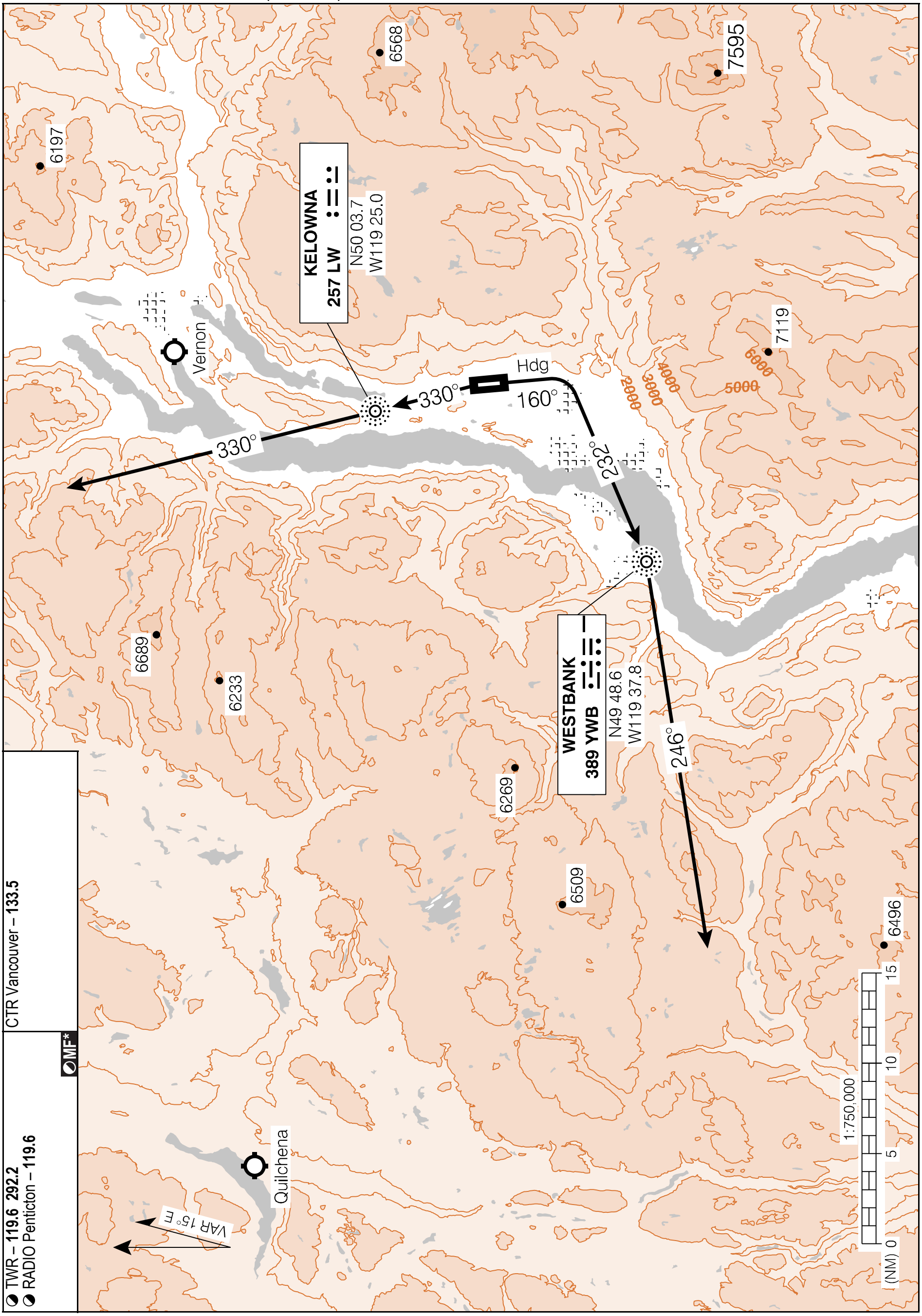
Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

SID (VECTOR)

KELOWNA ONE DEP (CYLW1.)

KELOWNA, BC

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 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.

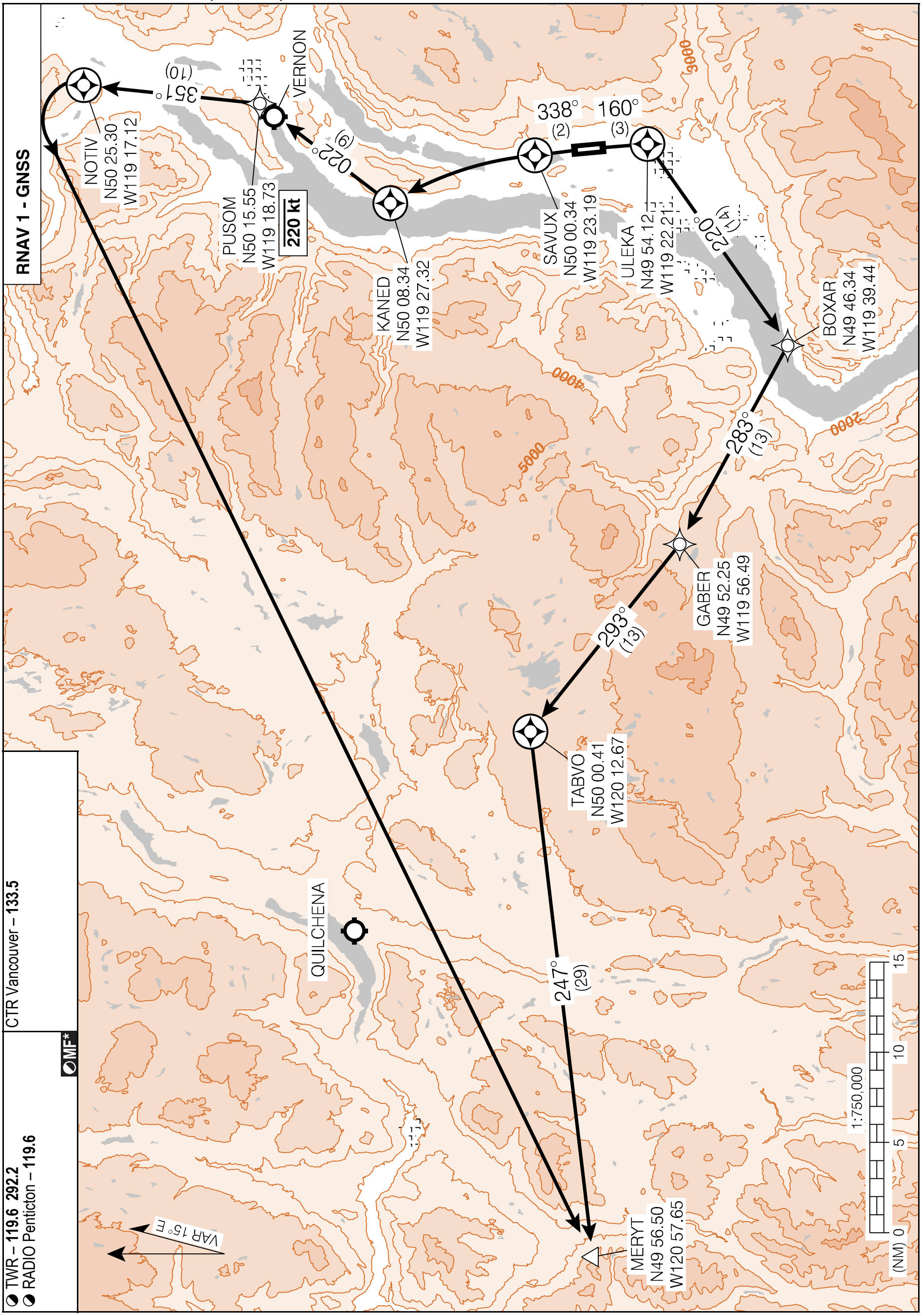
Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

SID (RNAV)

MERYT SIX DEP (MRYT6.)

KELOWNA, BC

CYLW



PRINCETON SIX DEP (YDC6.) 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

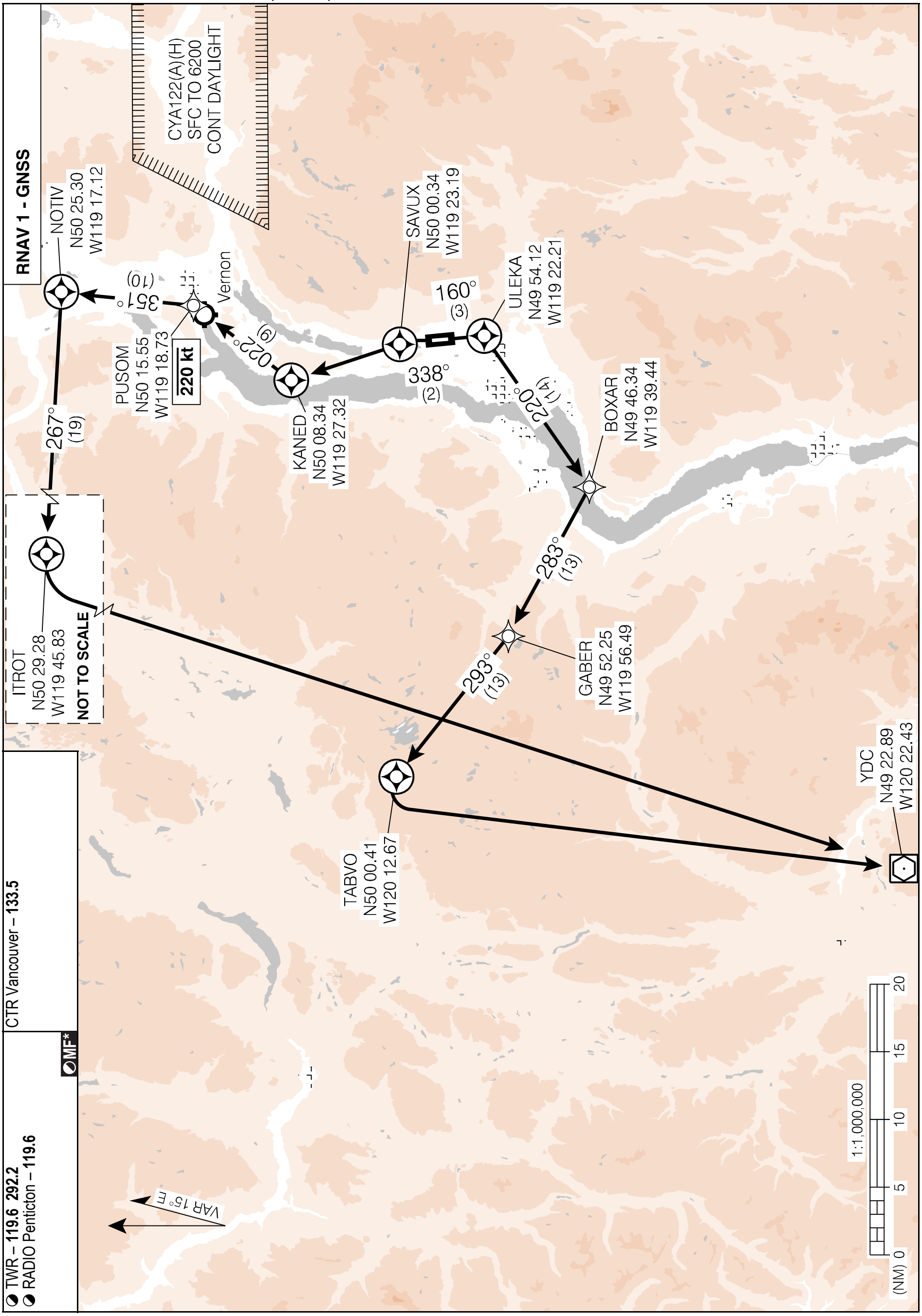
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

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) KELOWNA, BC

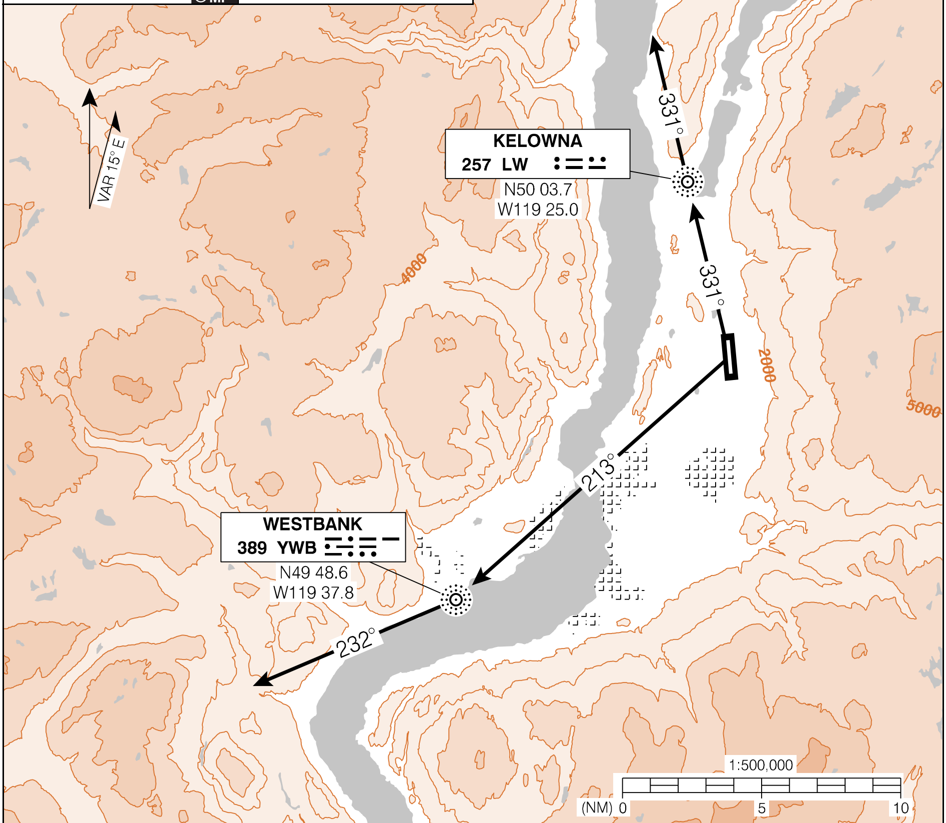
PRINCETON SIX DEP (YDC6.) CYLW



KELOWNA, BC

DEPARTURE PROCEDURE CYLW

TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	CTR Vancouver – **133.5**



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.

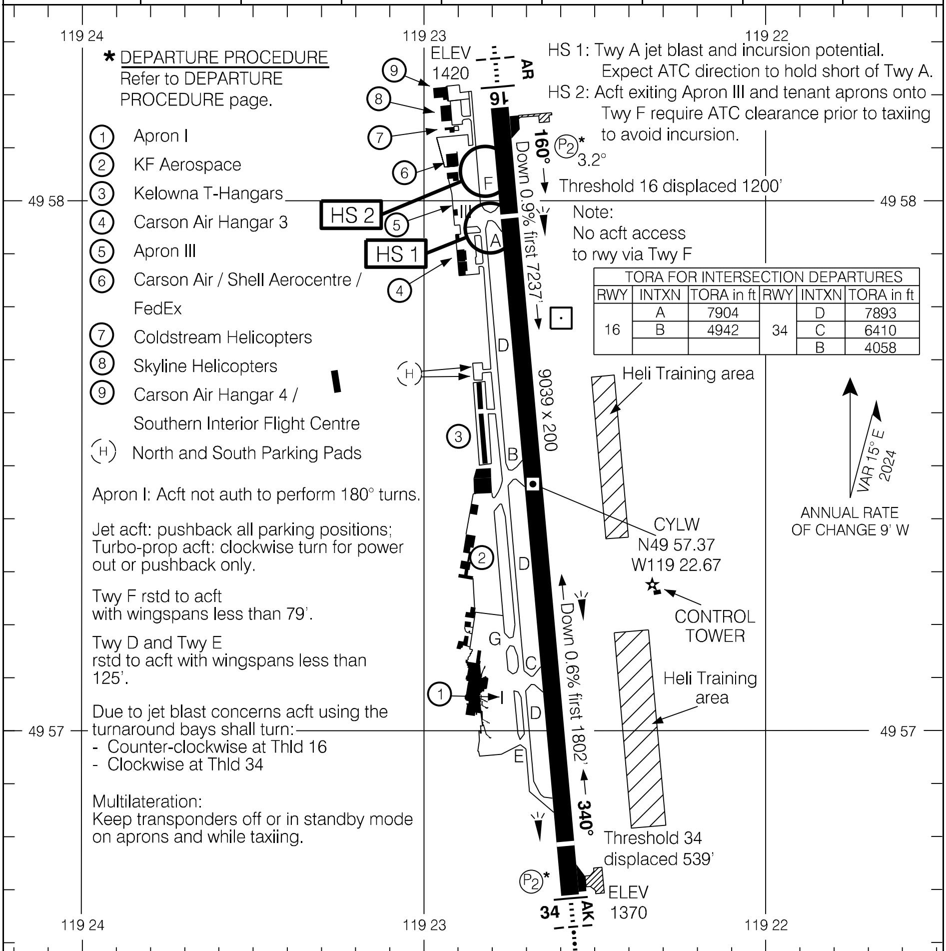
Winfield Route: SPEC VIS – Climb in visual conditions to cross the aprt at or above **5400**. Continue climb INBD track **331°** to "LW" NDB. Then climb OBD track **331°** to **9000** BPOC.

KELOWNA, BC

AERODROME CHART CYLW

ATIS – **127.5** AWOS – **127.5**	GND – **121.7**	TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	CTR Vancouver – **133.5**

DECL DISTS	16	34							
TORA	9039	8900							
TODA	9320	9390							
ASDA	9039	8900							
LDA	7839	8361							



TORA FOR INTERSECTION DEPARTURES					
RWY	INTXN	TORA in ft	RWY	INTXN	TORA in ft
16	A	7904	34	D	7893
	B	4942		C	6410
				B	4058

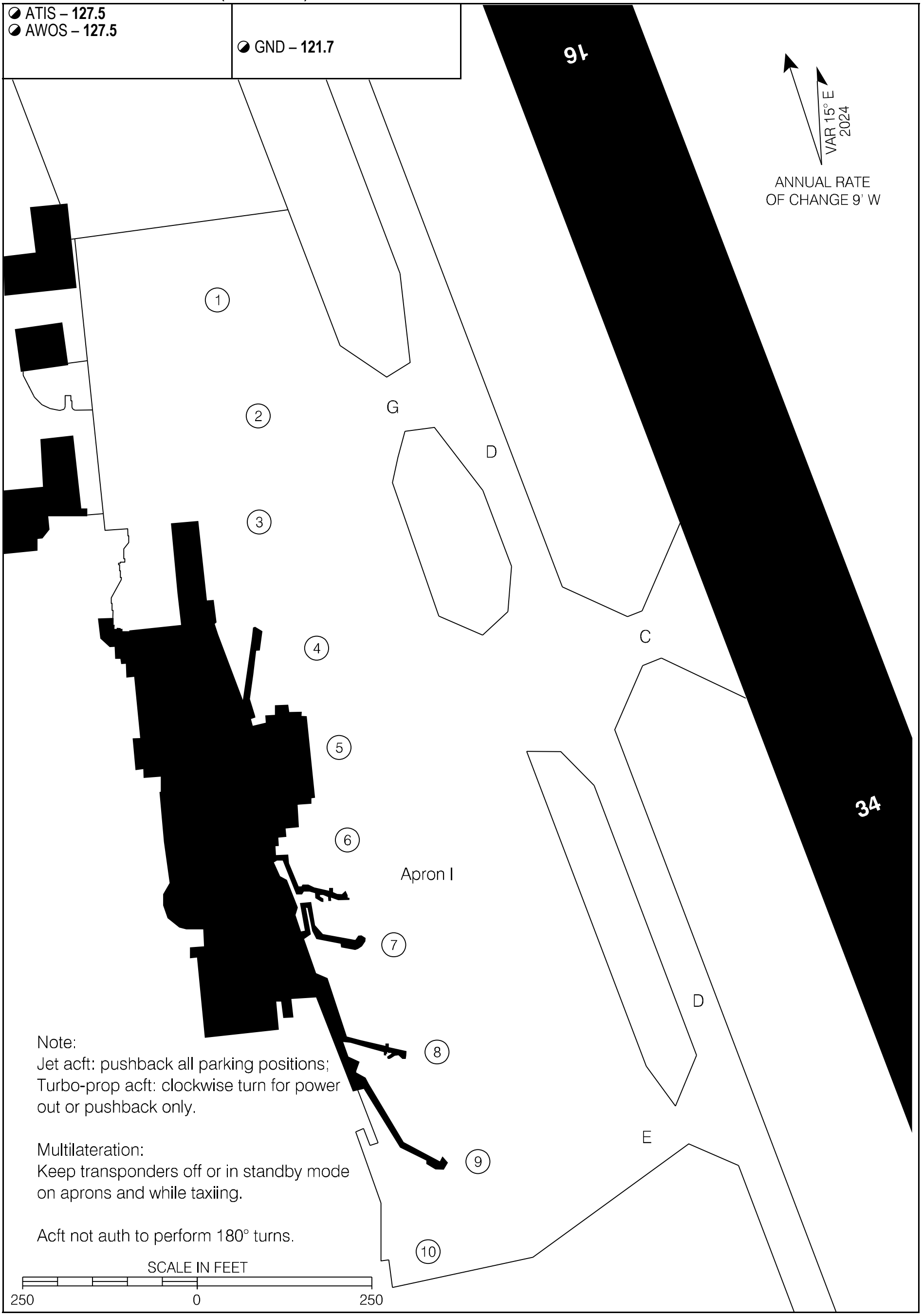
RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 16, 34: (¼ sm)	NOT AUTHORIZED

TAKE-OFF MINIMA
Rwys 16; 34: *

SCALE IN FEET
1000 0 1000 2000

KELOWNA, BC
CYLW

PARKING AREAS (APRON I)



KELOWNA, BC
CYLW

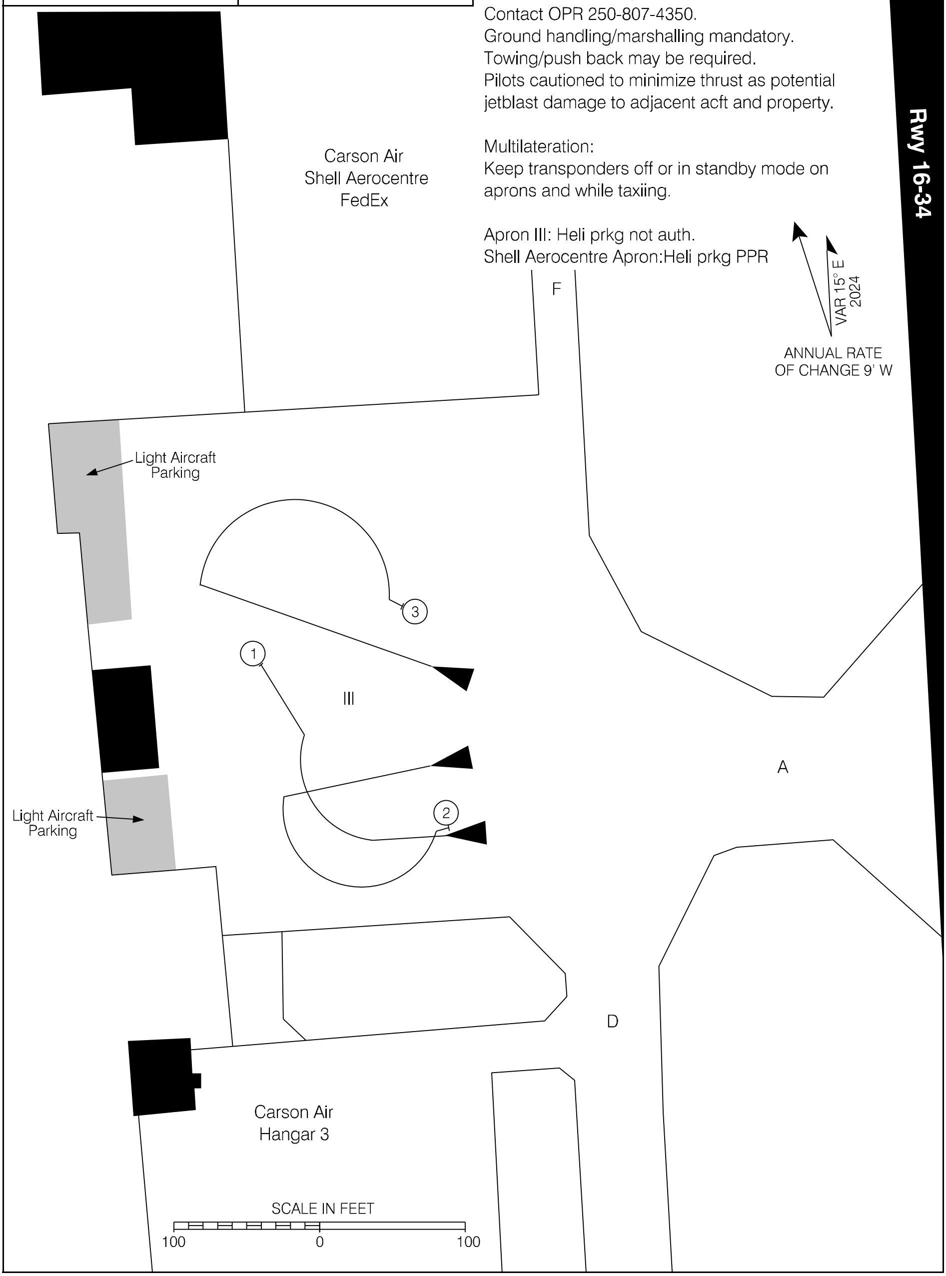
PARKING AREAS (APRON III)

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 acft and property.

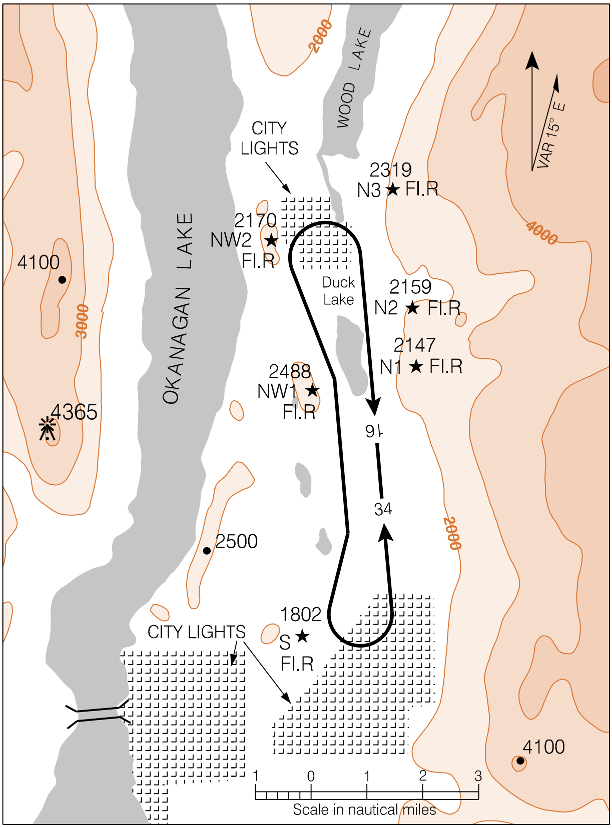
Multilateration:
Keep transponders off or in standby mode on aprons and while taxiing.

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



NIGHT CIRCUIT PROCEDURES

NIGHT CIRCUIT ALTITUDE - 3000'ASL



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.

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

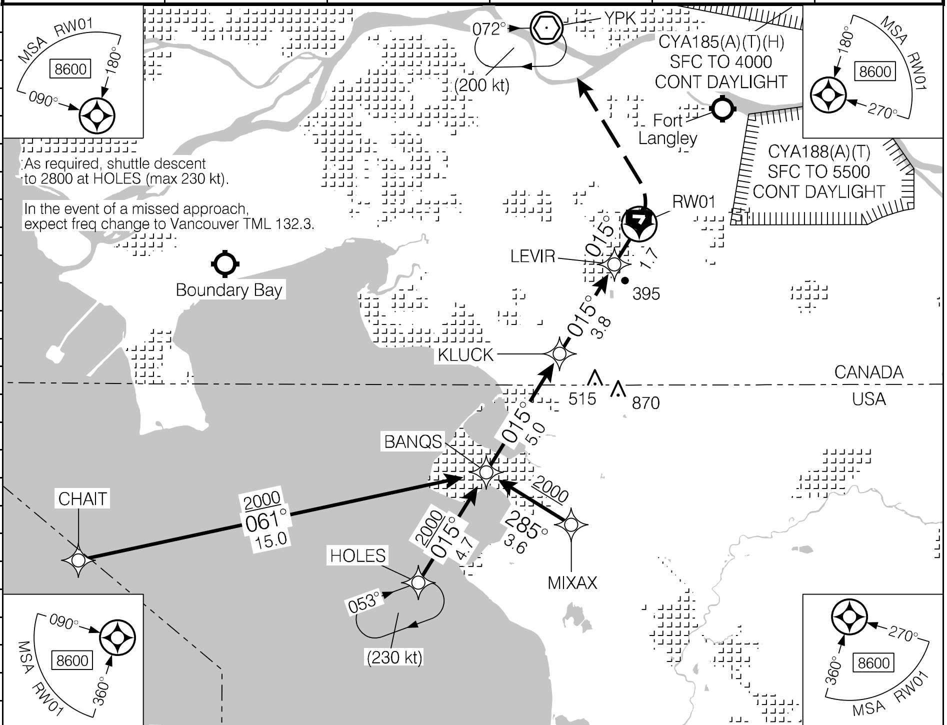
LANGLEY REGIONAL, BC

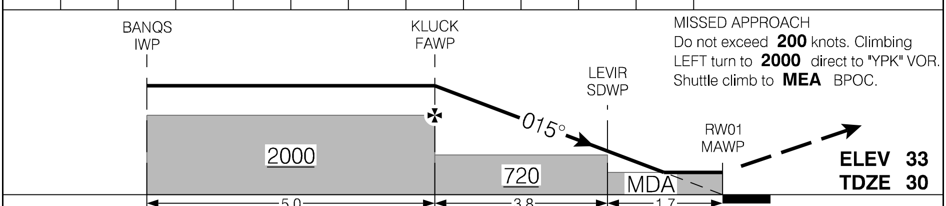
RNAV (GNSS) RWY 01

490611N 1223736W VAR 17°E

CYNJ

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





RASS: When using CYXX add **50'**. Circling minima apply.

CATEGORY	A	B	C	D
LNAV	**640**	(610)	2	NOT AUTHORIZED
C CIRCLING	**640** (606) 2	**700** (666) 2	**800** (766) 2¼	NOT AUTHORIZED

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

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)

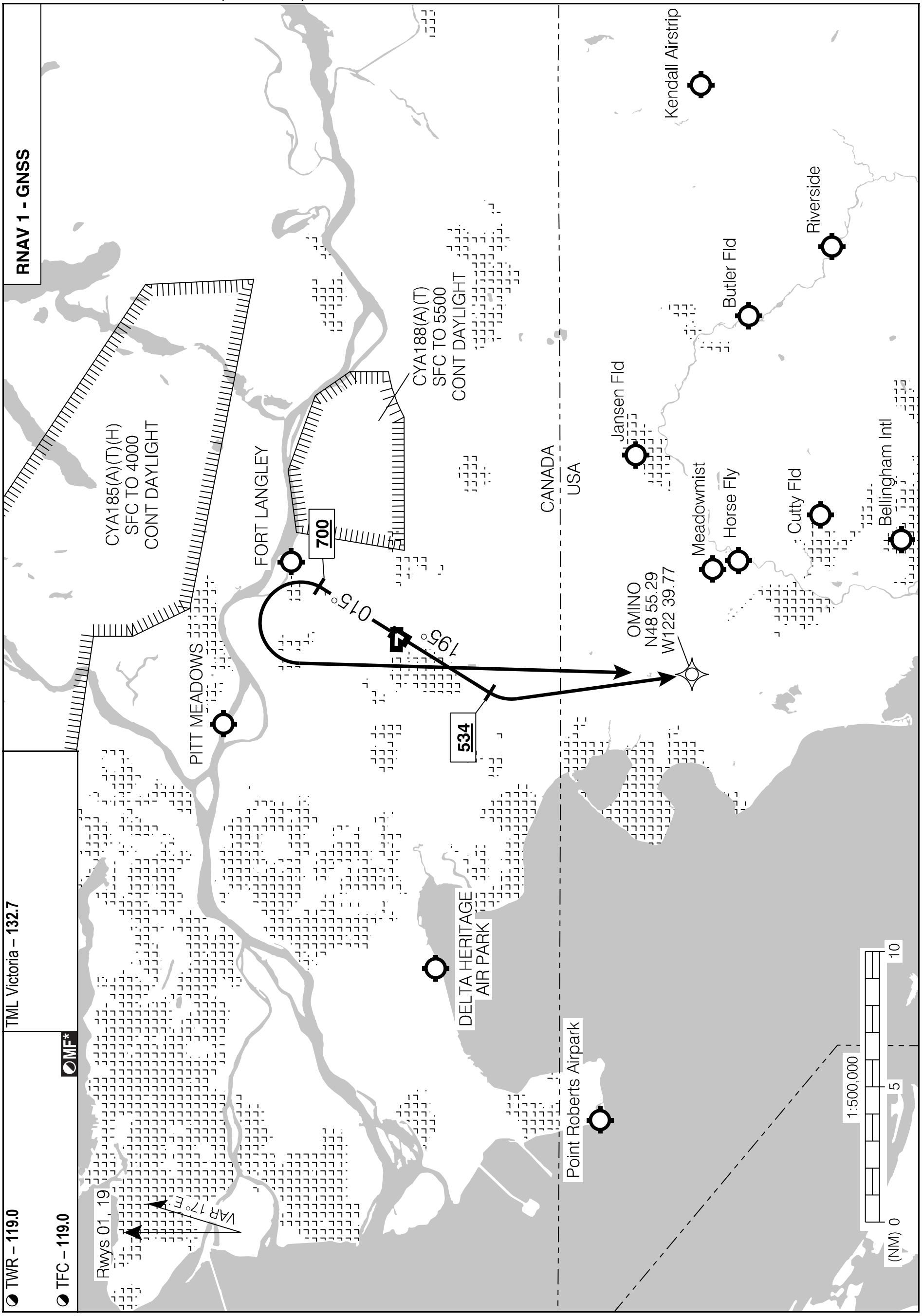
GROUND SPEED	90	120	140	160	180	200	250	300
300 FT/NM	450	600	700	800	900	1000	1250	1500
490 FT/NM	740	980	1150	1310	1470	1640	2050	2450

DEPARTURE PROCEDURE (RNAV)

OMINO ONE DEP (OMINO1.)

LANGLEY REGIONAL, BC

CYNJ



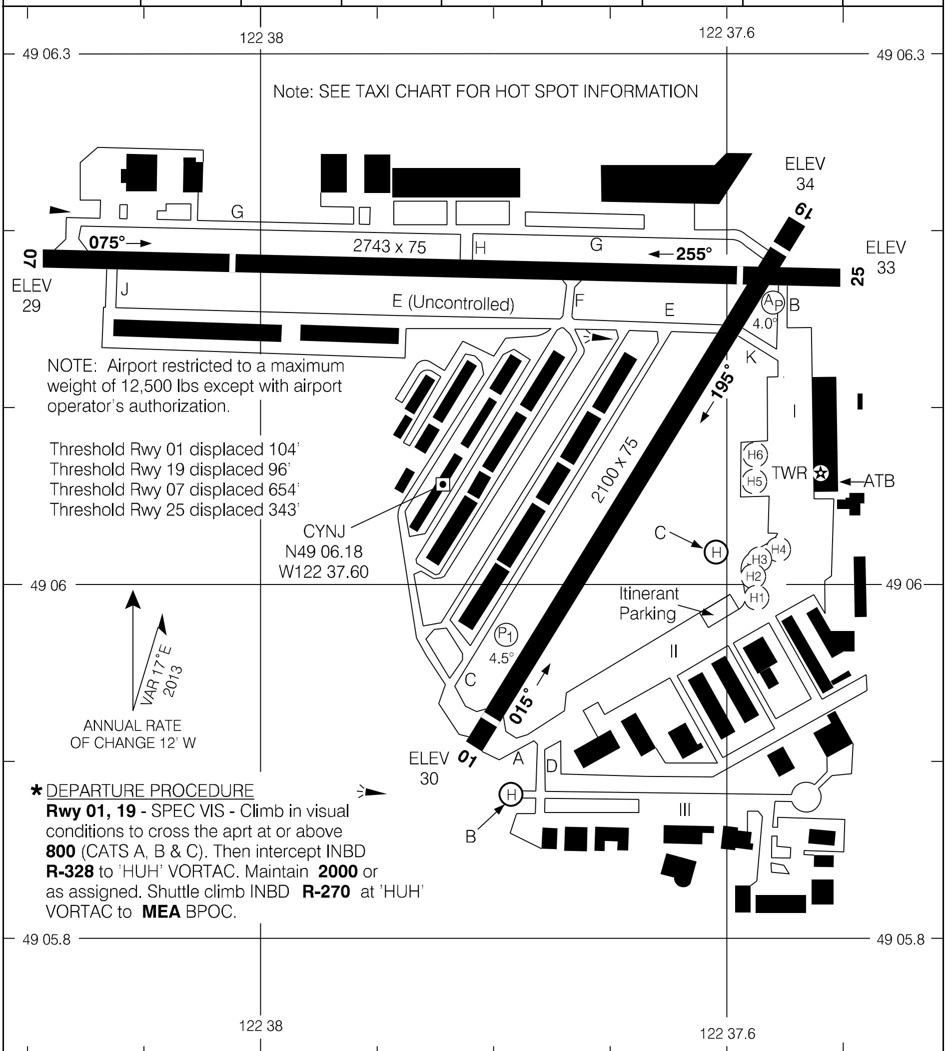
LANGLEY REGIONAL, BC

AERODROME CHART

CYNJ

ATIS – **124.5**	GND – **121.9**	TWR – **119.0** / TFC – **119.0** MF*	TML Victoria – **132.7**

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				



TAKE-OFF MINIMA

Rwys 01;19: *
Rwys 07;25: NOT ASSESSED

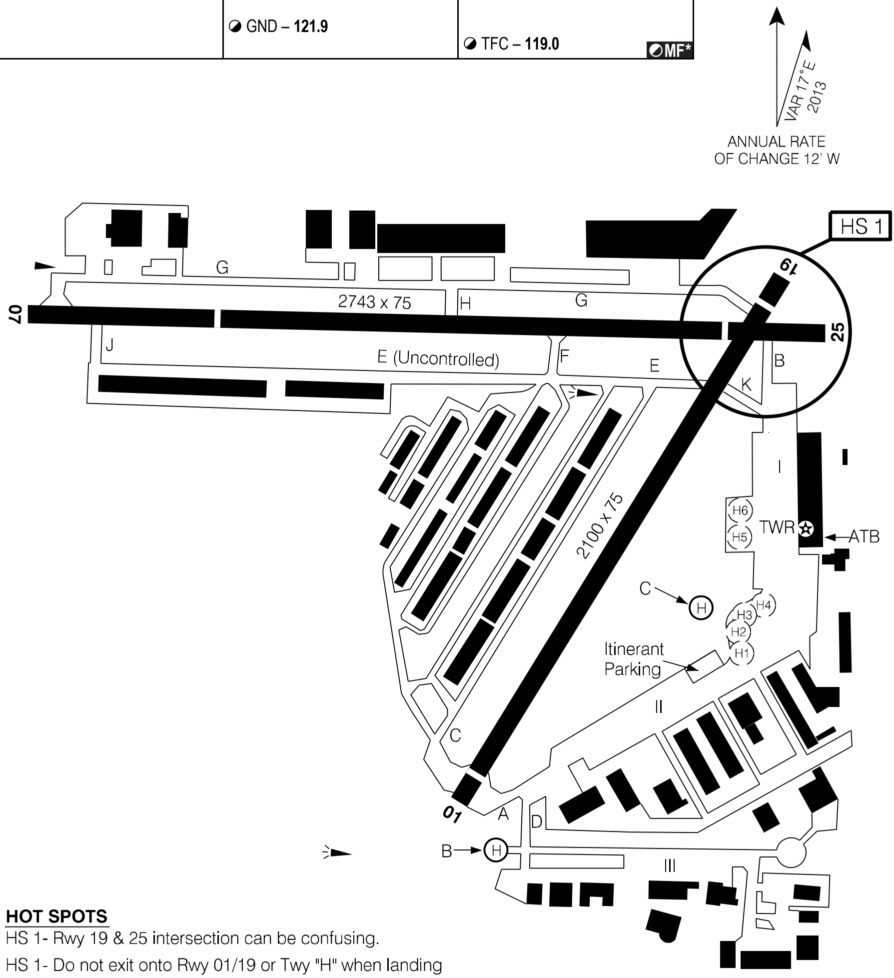
SCALE IN FEET
1000 500 0 500

LANGLEY REGIONAL, BC

TAXI CHART

CYNJ

ATIS – **124.5**	GND – **121.9**	TWR – **119.0** TFC – **119.0** MF*



HOT SPOTS

HS 1- Rwy 19 & 25 intersection can be confusing.

HS 1- Do not exit onto Rwy 01/19 or Twy "H" when landing Rwy 07 w/o prior ATC auth.

NOTES:

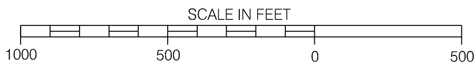
1 - No aircraft/vehicle control on aprons. Maneuvering at pilot's discretion.

2 - Run up to be completed prior to contacting gnd on 121.9 when possible. Advise gnd run up complete.

3 - DEP/ARR AC provide TYPE/IDENT/POSITION/INTENTIONS on initial call.

4 - Caution on Apron 1 & 2 due frequent heli ARR/DEP.

5 - Airport restricted to a maximum weight of 12,500 lbs except with airport operator's authorization.



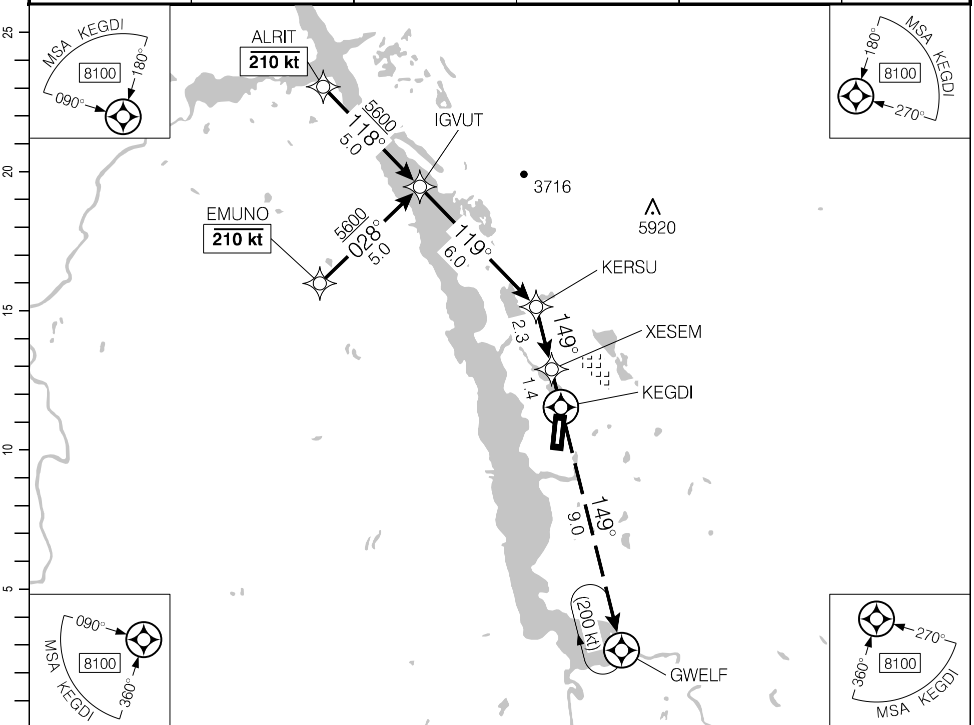
MACKENZIE, BC

RNAV (GNSS) RWY 17

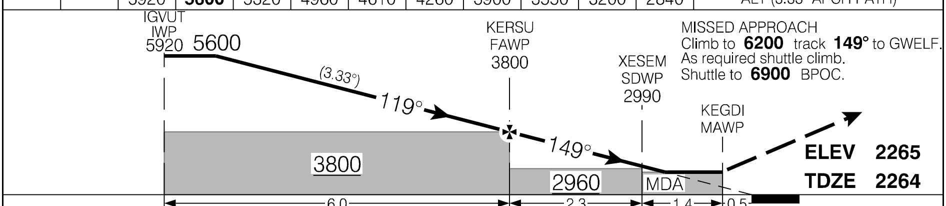
551758N 1230800W VAR 17°E

CYZY

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



		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)



MISSED APPROACH
Climb to **6200** track **149°** to GWELF.
As required shuttle climb.
Shuttle to **6900** BPOC.

ELEV 2265
TDZE 2264

RASS: When using CYCQ add **770'**.

CATEGORY	A	B	C	D
LNAV	**2840** (576)		1¾	NOT AUTHORIZED

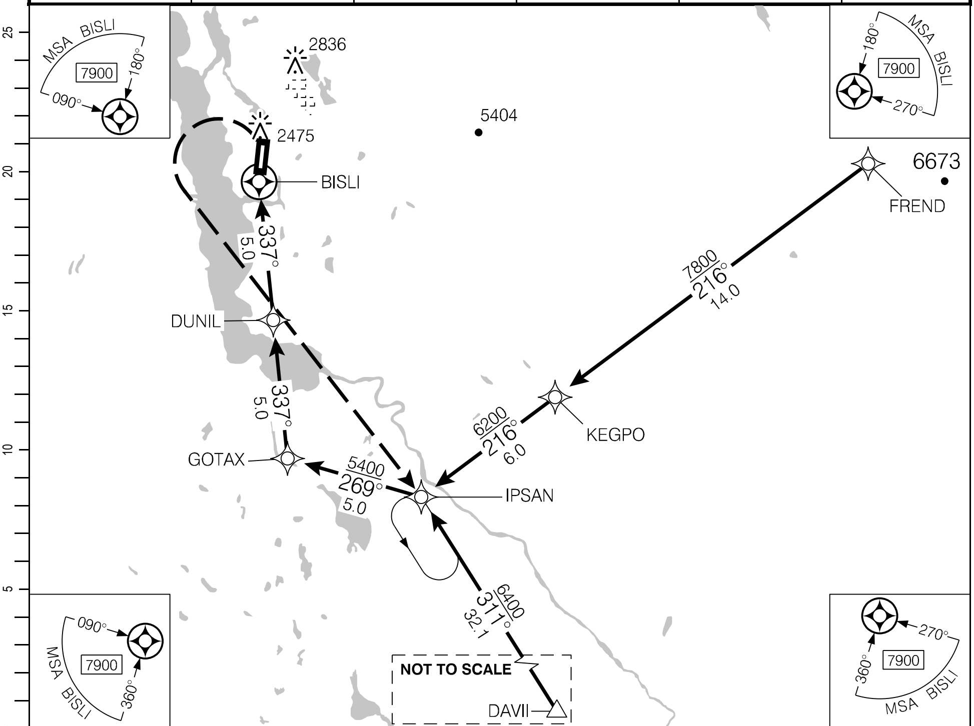
Knots	ft/min	Min:Sec
70	410	
90	530	
110	650	
130	770	
150	880	

MACKENZIE, BC

RNAV (GNSS) RWY 35 — CYZY

551758N 1230800W VAR 17°E

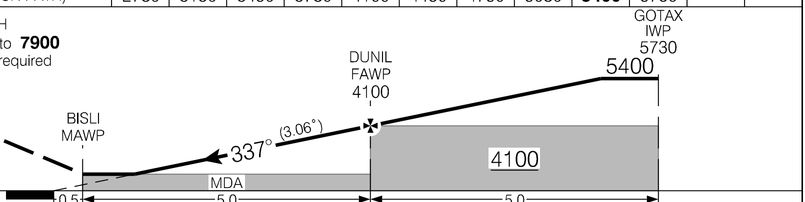
AWOS – **127.7**	RADIO Pacific – **123.47**	TFC – **123.5** MF		ARCAL 123.5(K)
SAFE ALT 100 NM **10,800**	RNAV	APCH CRS **337°**	MIN ALT DUNIL **4100**	LDA **5033**



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		

MISSED APPROACH
Climbing LEFT turn to **7900** direct to IPSAN. As required shuttle climb.

ELEV 2265
TDZE 2265



RASS: When using CYCQ add **770'**.

CATEGORY	A	B	C	D
LNAV	**2780**	(515)	1½	NOT AUTHORIZED

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

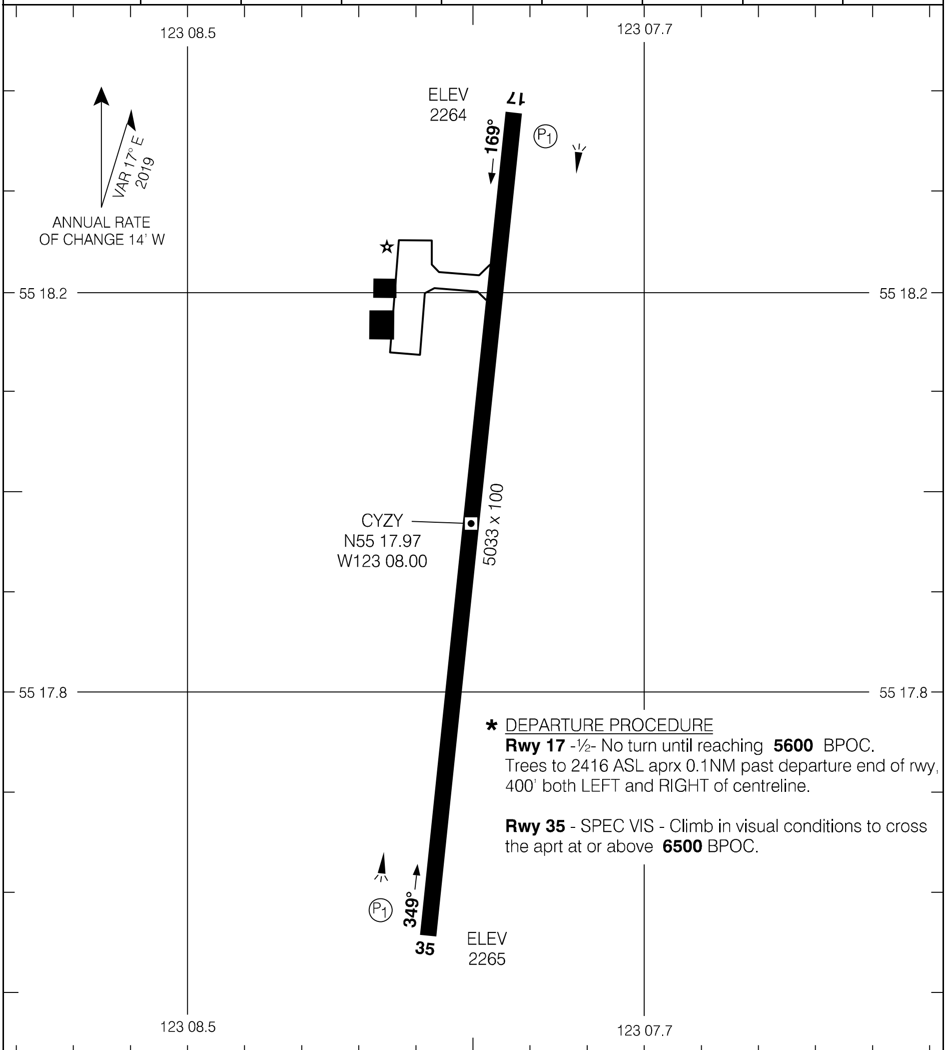
MACKENZIE, BC

AERODROME CHART

CYZY

AWOS – **127.7**		TFC – **123.5** MF	RADIO Pacific – **123.47**

DECL DISTS	**17**	**35**						
TORA	5033	5033						
TODA	6017	5033						
ASDA	5233	5233						
LDA	5033	5033						



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

AERODROME CHART

CYZY

EFF 30 JAN 20

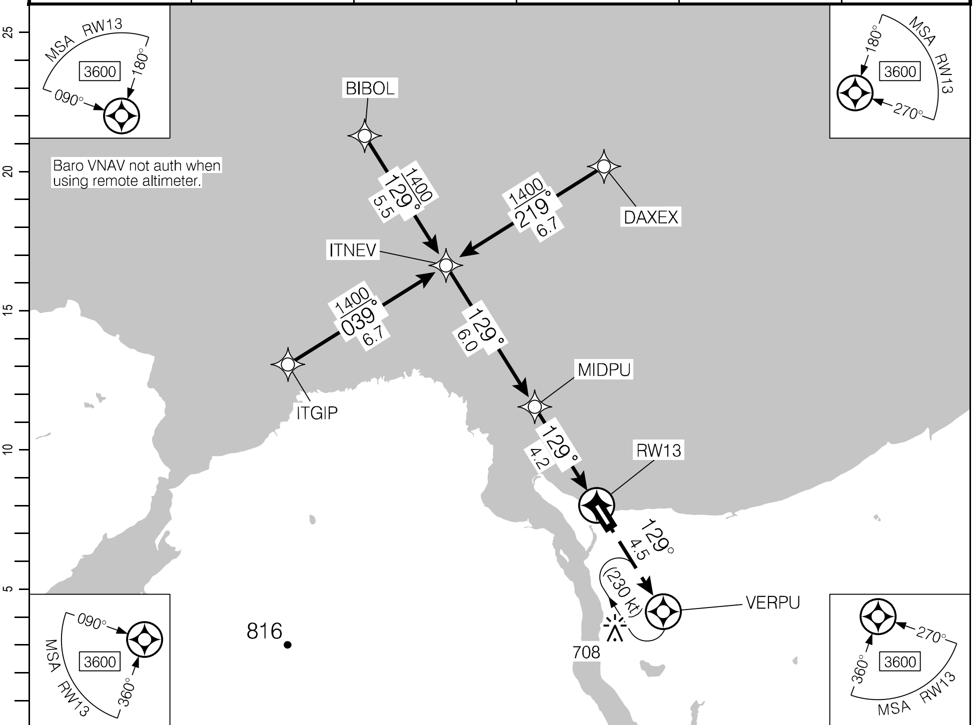
MASSET, BC

RNAV (GNSS) RWY 13

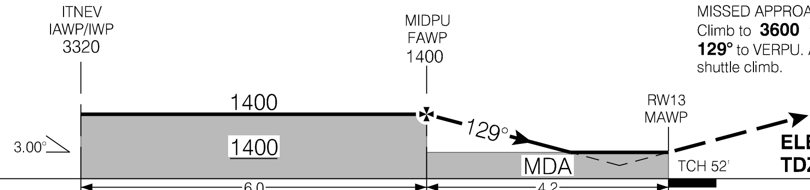
540138N 1320730W VAR 19°E

CZMT

	CTR Vancouver – **133.67**	UNICOM – **122.7** MF		ARCAL 122.7(K)* (P1) AS	
SAFE ALT 100 NM **9100**	WAAS **Ch 81167** W13A	APCH CRS **129°**	MIN ALT MIDPU **1400**	LDA **4924**	



		10.2	9	8	7	6	5	**4.2**	3	1.7	DIST FROM RW13
		3320	2940	2620	2300	1980	1660	**1400**	1020	600	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3600** track **129°** to VERPU. As required shuttle climb.

ELEV 19
TDZE 17

RASS: When using CYZP add **120'**.

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

CATEGORY	A	B	C	D
LPV	**516**	(500)	1¾	
LNAV/VNAV (min. -18°C, max. 54°C)	**516**	(500)	1¾	
LNAV	**600**	(584)	1¾	

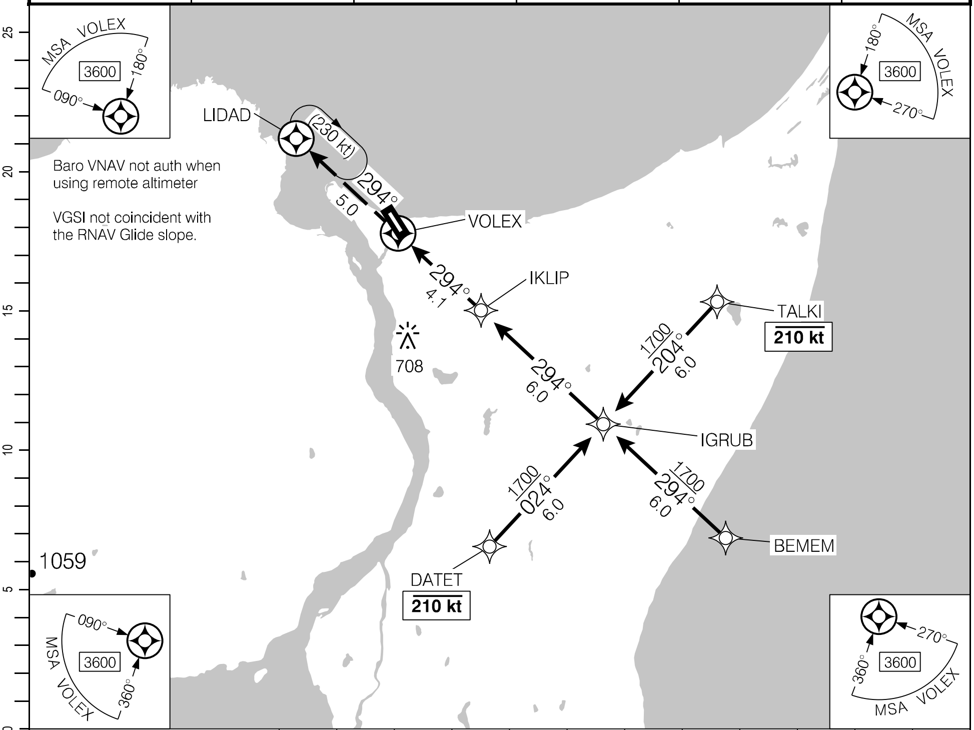
MASSET, BC

RNAV (GNSS) Z RWY 31

540138N 1320730W VAR 19°E

CZMT

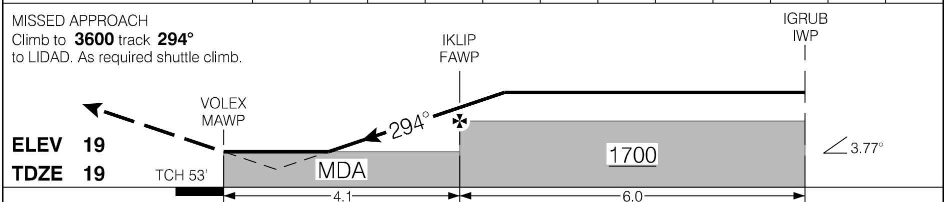
	CTR Vancouver – **133.67**	UNICOM – **122.7** MF		ARCAL 122.7(K)* P1 AS 3.5° 15.0°
SAFE ALT 100 NM **9100**	RNAV	APCH CRS **294°**	MIN ALT IKLIP **1700**	LDA **4674**



Baro VNAV not auth when using remote altimeter

VGSI not coincident with the RNAV Glide slope.

MISSED APPROACH
Climb to **3600** track **294°** to LIDAD. As required shuttle climb.



ELEV 19

TDZE 19

RASS: When using CYZP add **120'**.

CATEGORY	A	B	C	D
LNAV/VNAV (min. -25°C, max. 47°C)	**918**	(899)	2¾	NOT AUTHORIZED
LNAV	**780**	(761)	2¼	NOT AUTHORIZED

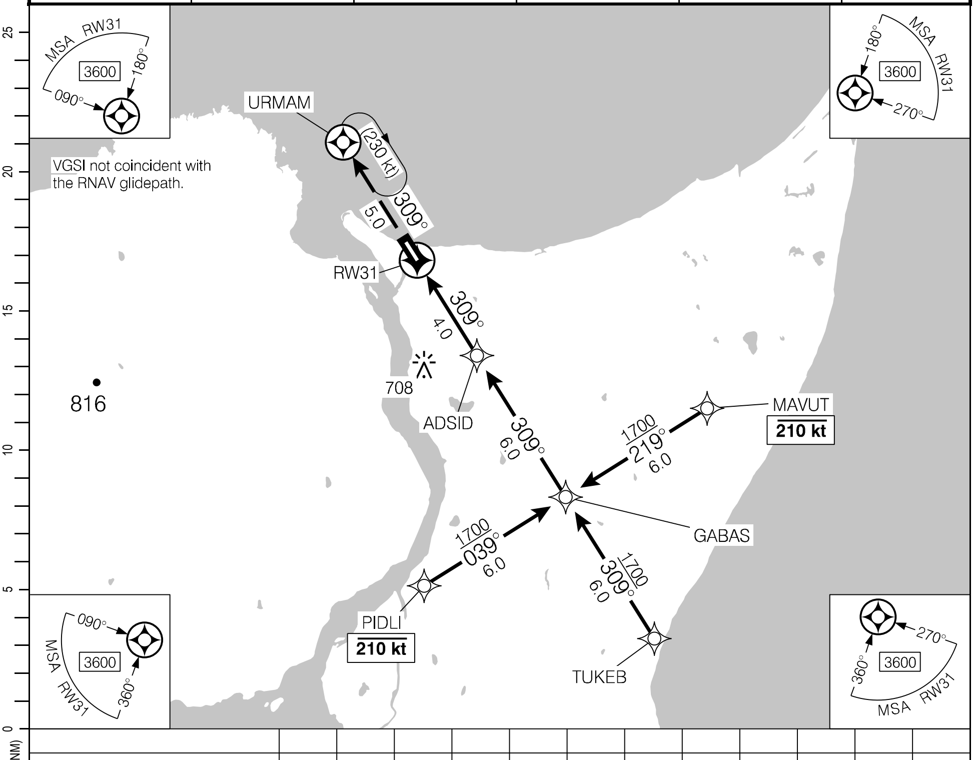
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

MASSET, BC

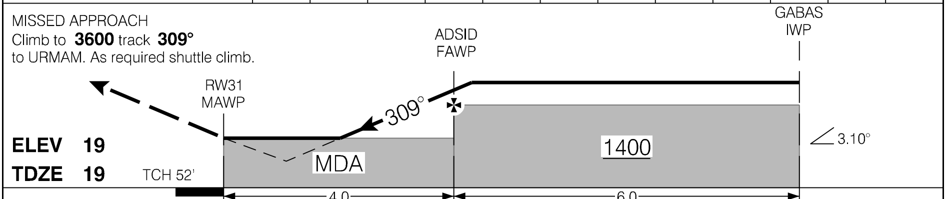
RNAV (GNSS) Y RWY 31 — CZMT

540138N 1320730W VAR 19°E

	CTR Vancouver – **133.67**	UNICOM – **122.7** MF		ARCAL 122.7(K)* P1 AS 3.5°
SAFE ALT 100 NM **9100**	WAAS **Ch 81168** W31A	APCH CRS **309°**	MIN ALT ADSID **1400**	LDA **4674**



MISSED APPROACH
Climb to **3600** track **309°** to URMAM. As required shuttle climb.



ELEV 19
TDZE 19

RASS: When using CYZP add **120'**.

CATEGORY	A	B	C	D
LPV	**561**	(542)	1¾	

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

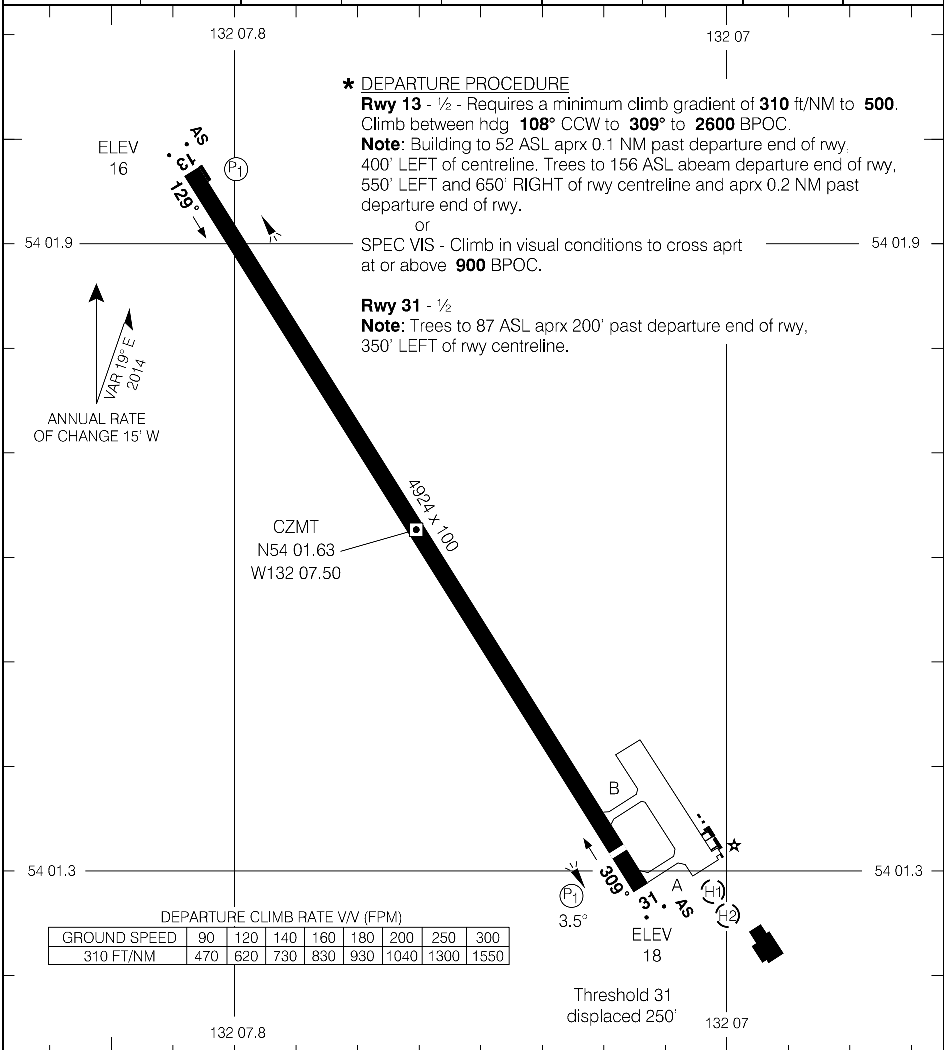
MASSET, BC

AERODROME CHART

CZMT

		UNICOM – **122.7** MF	CTR Vancouver – **133.67**

DECL DISTS	13	31						
TORA	4924	4924						
TODA	4924	4924						
ASDA	4924	4924						
LDA	4924	4674						



* DEPARTURE PROCEDURE

Rwy 13 - ½ - Requires a minimum climb gradient of **310** ft/NM to **500**. Climb between hdg **108°** CCW to **309°** to **2600** BPOC.

Note: Building to 52 ASL aprx 0.1 NM past departure end of rwy, 400' LEFT of centreline. Trees to 156 ASL abeam departure end of rwy, 550' LEFT and 650' RIGHT of rwy centreline and aprx 0.2 NM past departure end of rwy.

or

SPEC VIS - Climb in visual conditions to cross aprt at or above **900** BPOC.

Rwy 31 - ½

Note: Trees to 87 ASL aprx 200' past departure end of rwy, 350' LEFT of rwy centreline.

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

TAKE-OFF MINIMA

Rwys 13; 31: *

SCALE IN FEET

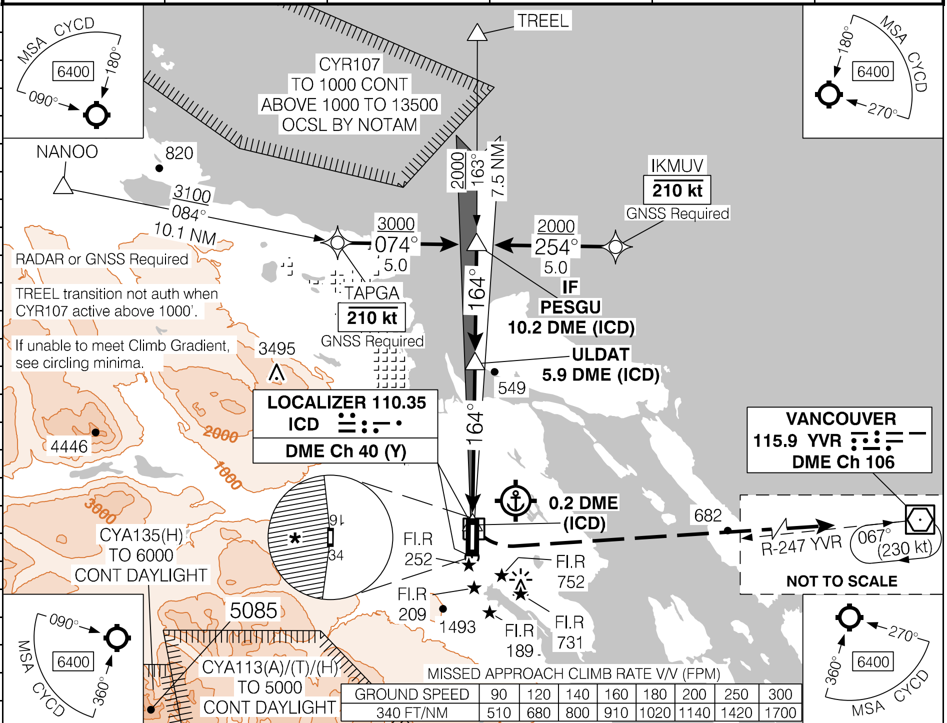
1000 0 1000

ILS RWY 16

NANAIMO, BC
CYCD

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** MF*	GND – **122.6**	ARCAL 122.1(K)* P2 AW
SAFE ALT 100 NM **12,800**	LOC ICD **110.35**	APCH CRS **164°**	GP ULDAT **2000**	LDA **6405**



MISSED APPROACH CLIMB RATE V/V (FPM)

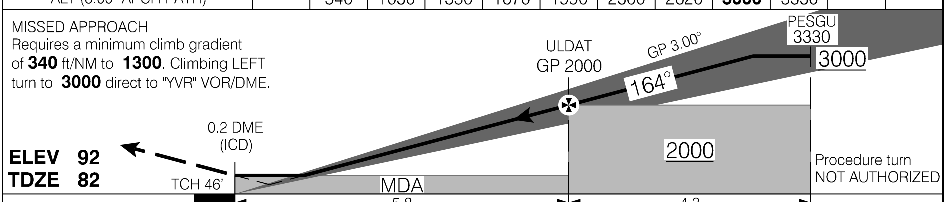
GROUND SPEED	90	120	140	160	180	200	250	300
340 FT/NM	510	680	800	910	1020	1140	1420	1700

DIST FROM DME (ICD)		1.5	3	4	5	6	7	8	**9.2**	10.2		
ALT (3.00° APCH PATH)		540	1030	1350	1670	1990	2300	2620	**3000**	3330		

(NM)

MISSED APPROACH
Requires a minimum climb gradient of **340** ft/NM to **1300**. Climbing LEFT turn to **3000** direct to "YVR" VOR/DME.

ELEV 92
TDZE 82



RASS: When using CYVR add **80'**.

CATEGORY	A	B	C	D
ILS/DME	**523** (441) 1			
LOC/DME	**540** (458) 1			
C CIRCLING	* **960** (868) 1¾	* **1160** (1068) 2	* **1260** (1168) 3	* **1580** (1488) 3

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

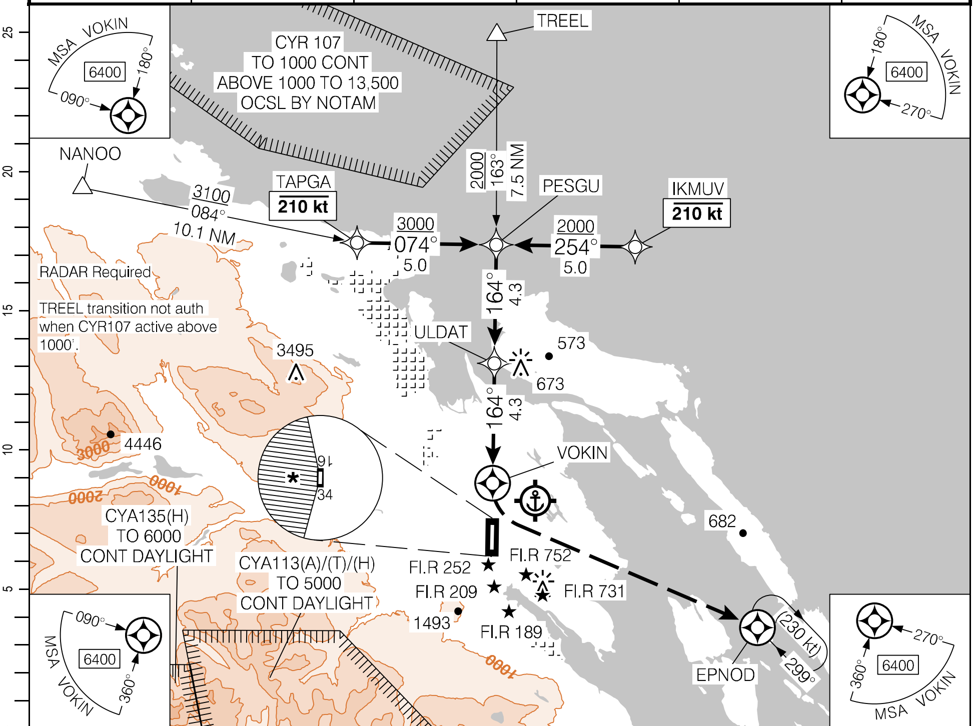
NANAIMO, BC

RNAV (GNSS) Z RWY 16

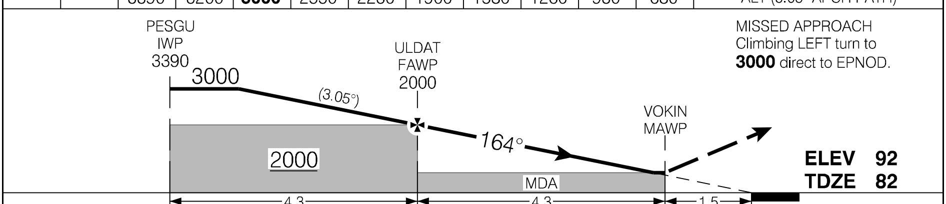
490316N 1235212W VAR 17°E

CYCD

ATIS – **128.42** LWIS – **128.42**	TML Victoria – **121.07 252.3**	RADIO – **122.1 291.8** TFC – **122.1** MF*	GND – **122.6**	ARCAL 122.1(K)*
SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **164°**	MIN ALT ULDAT **2000**	LDA **6405**



8.6	8	**7.4**	6	5	4	3	2	1	0.2	DIST FROM VOKIN
3390	3200	**3000**	2550	2230	1900	1580	1260	930	680	ALT (3.05° APCH PATH)



MISSED APPROACH
Climbing LEFT turn to **3000** direct to EPNOD.

ELEV 92
TDZE 82

RASS: When using CYVR add **80'**.

CATEGORY	A	B	C	D
LNAV	**680** (604) 1¾			
C CIRCLING	* **960** (868) 1¾	* **1160** (1068) 2	* **1260** (1168) 3	* **1580** (1488) 3

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	810	

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

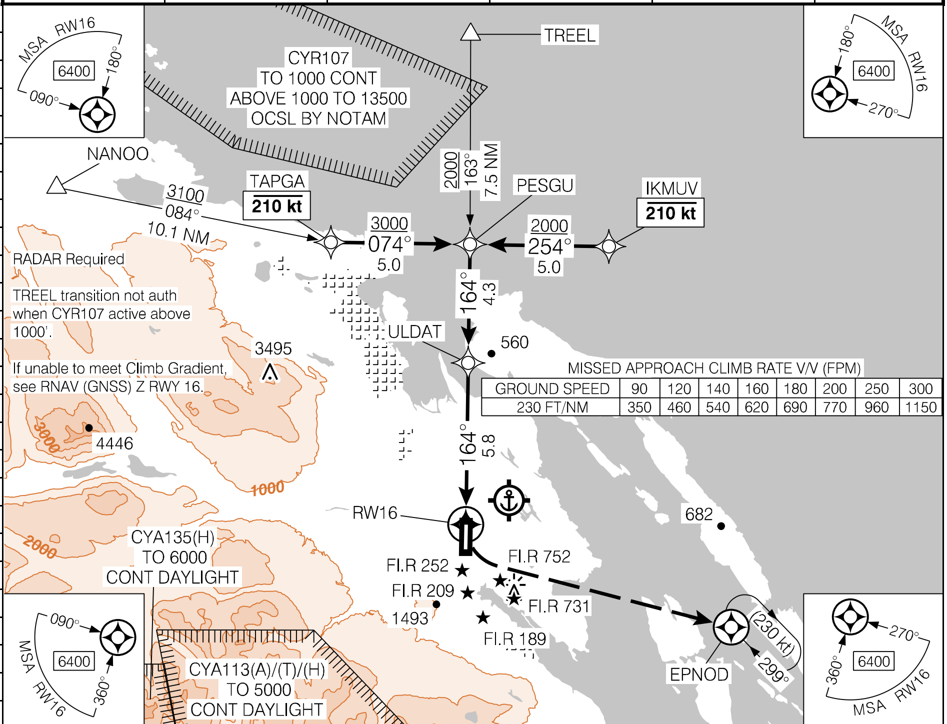
NANAIMO, BC

RNAV (GNSS) X RWY 16

490316N 1235212W VAR 17°E

CYCD

ATIS – **128.42** LWIS – **128.42**	TML Victoria – **121.07 252.3**	RADIO – **122.1 291.8** TFC – **122.1** MF*	GND – **122.6**	ARCAL 122.1(K)*
SAFE ALT 100 NM **12,800**	WAAS **Ch 80047** W16A	APCH CRS **164°**	MIN ALT ULDAT **2000**	LDA **6405**

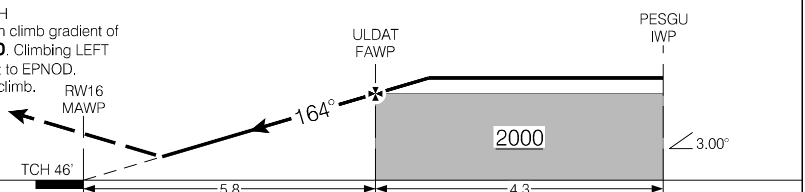


MISSED APPROACH CLIMB RATE V/V (FPM)								
GROUND SPEED	90	120	140	160	180	200	250	300
230 FT/NM	350	460	540	620	690	770	960	1150

MISSED APPROACH
Requires a minimum climb gradient of **230** ft/NM to **1100**. Climbing LEFT turn to **3000** direct to EPNOD.
As required shuttle climb.

ELEV 92

TDZE 82



RASS: When using CYVR add **80'**.

CATEGORY	A	B	C	D
LPV	**523**	(447)	1	

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

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

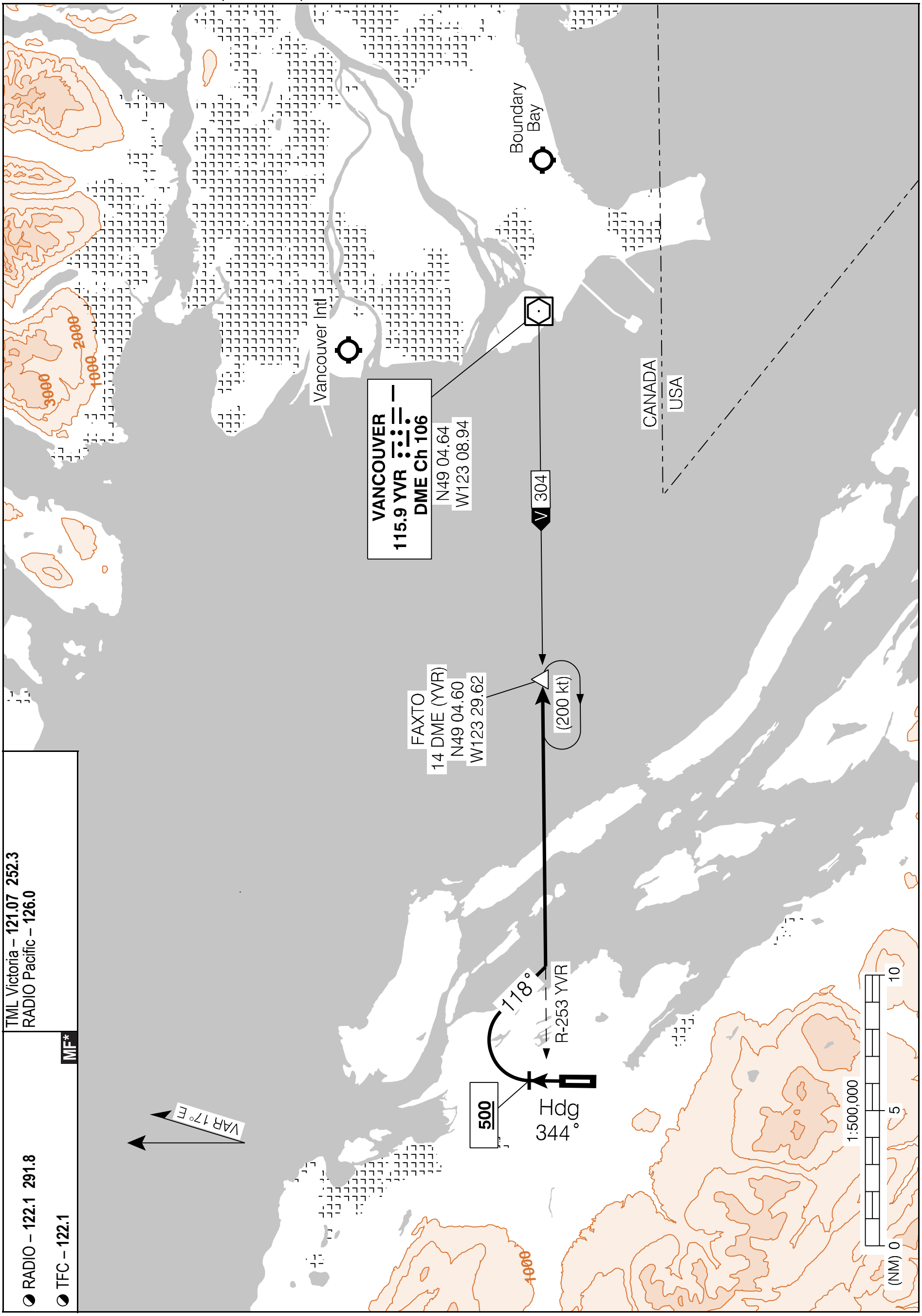
1. Select transponder code 7600;
2. Proceed to the published hold at the latest assigned altitude; then
3. 10 minutes after entering the hold, shuttle climb to **5000** or flight planned altitude whichever is lower BPOC.

SID (PILOT NAV)

FAXTO ONE DEP (FAXTO1.)

NANAIMO, BC

CYCD



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

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

Communication Failure

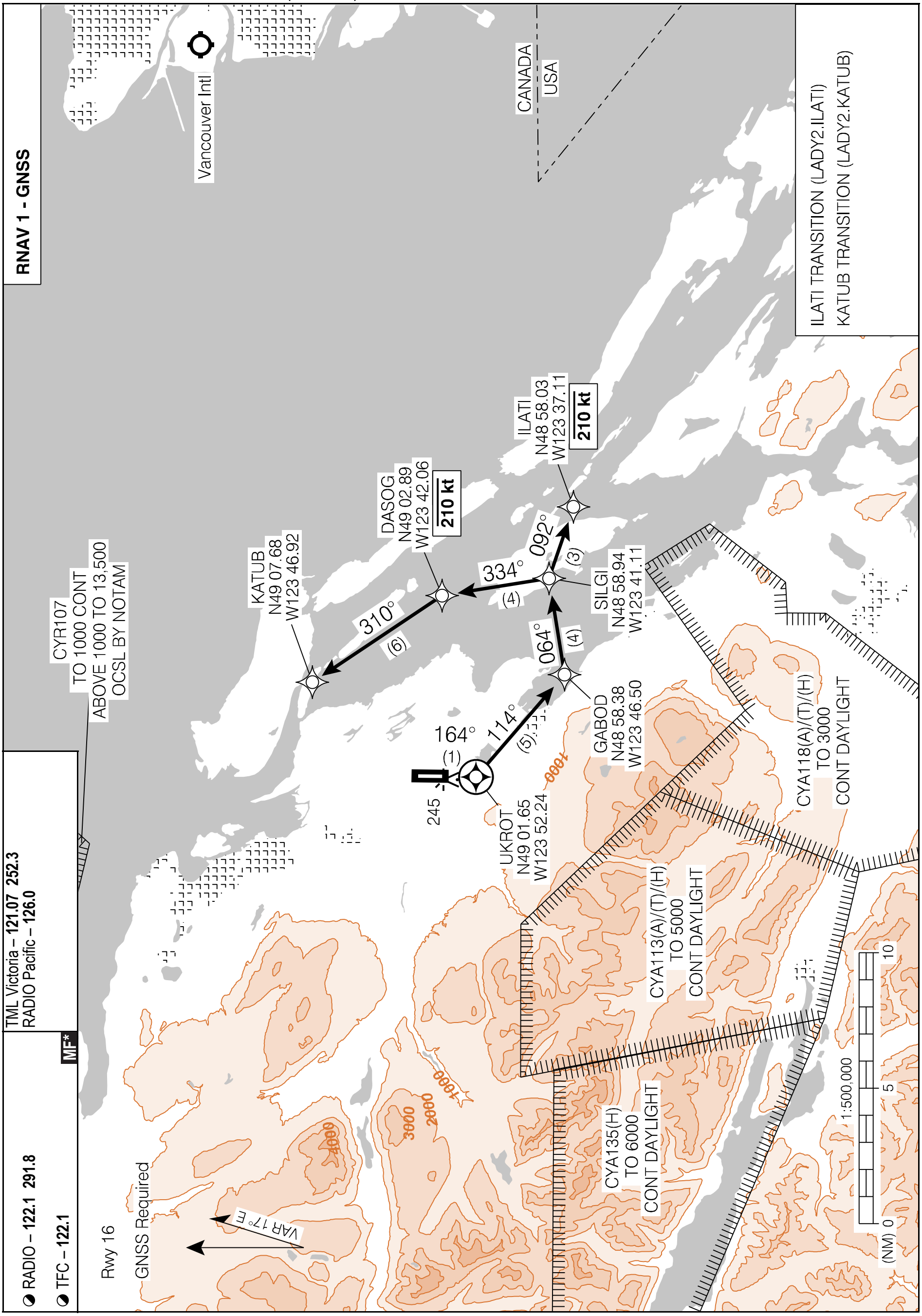
On recognition of failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

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) NANAIMO, BC

LADYSMITH TWO DEP (LADY2.) CYCD



LADYSMITH TWO DEP (LADY2.) CYCD

EFF 26 DEC 24

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

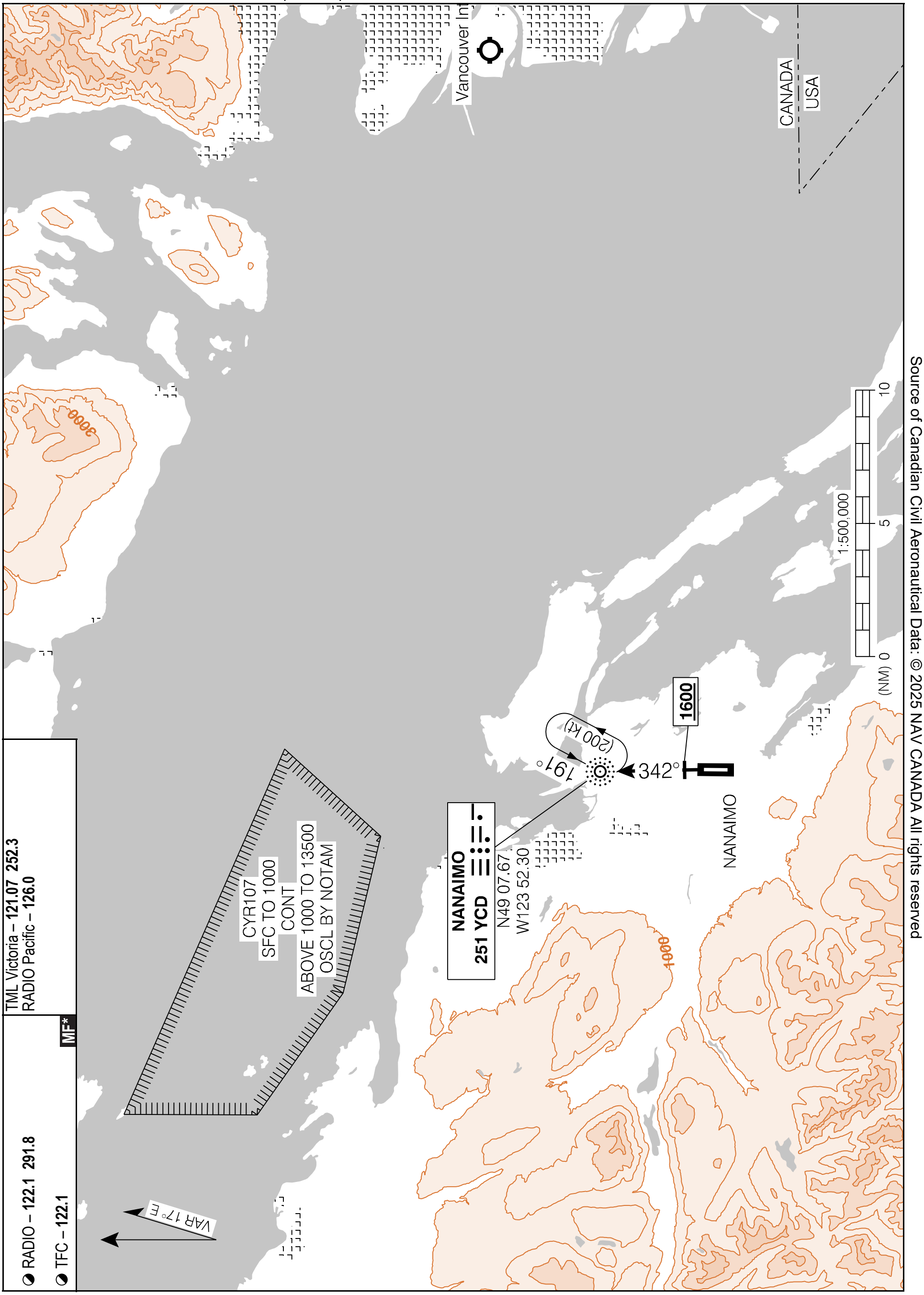
1. Select transponder code 7600;
2. Proceed to the published hold at the latest assigned altitude, then;
3. 10 minutes after entering the hold, shuttle climb to **5000** or flight planned altitude whichever is lower BPOC.

SID (PILOT NAV)

NANAIMO, BC

NANAIMO THREE DEP (YCD3.)

CYCD



NANAIMO, BC

AERODROME CHART
CYCD

ATIS – **128.42** LWIS – **128.42**	GND – **122.6**	RADIO – **122.1 291.8** TFC – **122.1** MF*	TML Victoria – **121.07 252.3** RADIO Pacific – **126.0**

DECL DISTS	16	34						
TORA	6602	6602						
TODA	7094	7192						
ASDA	6602	6602						
LDA	6405	5600						

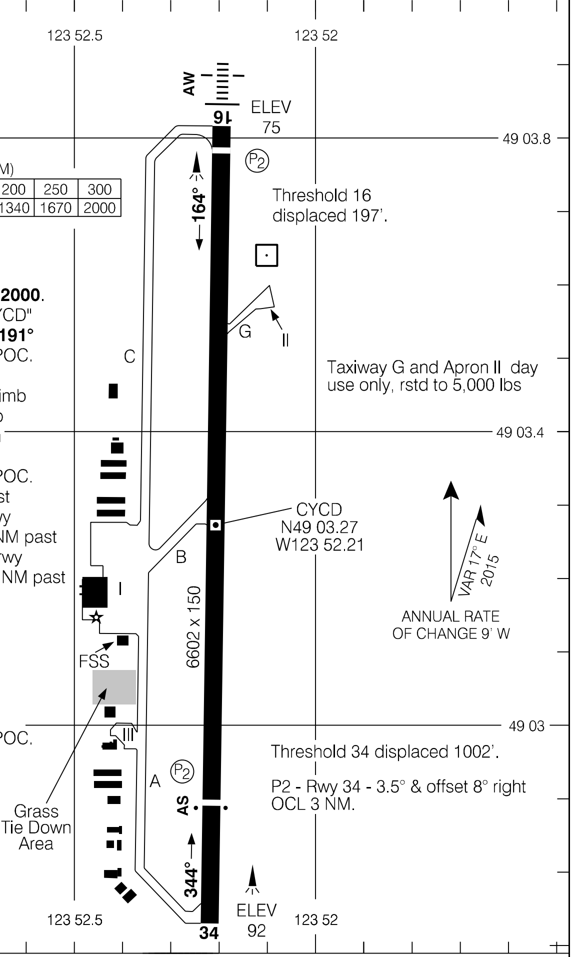
DEPARTURE CLIMB RATE V/V (FPM)

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

* DEPARTURE PROCEDURE

Rwy 16 - Refer to SID.
or
SPEC VIS - Climb visual over aprt to **2000**. Continue climb INBD track **342°** to "YCD" NDB. Then shuttle climb INBD track **191°** (max **200** kt, LEFT turns) to **MEA** BPOC.

Rwy 34 - ½ - Requires a minimum climb gradient of **400** ft/NM to **1600**. Climb INBD track **342°** to "YCD" NDB. Then shuttle climb INBD track **191°** (max **200** kt, LEFT turns) to **MEA** BPOC.
Note: Trees to 156 ASL aprx 200' past departure end of rwy, 300' LEFT of rwy centreline. Pole to 149 ASL aprx 0.1 NM past departure end of rwy, 650' RIGHT of rwy centreline. Trees to 208 ASL aprx 0.3 NM past departure end of rwy.
or
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°** (max **200** kt, LEFT turns) to **MEA** BPOC.



RUNWAY LEVEL OF SERVICE

RVO	LVO
RWY 34: (¼ sm)	NOT AUTHORIZED

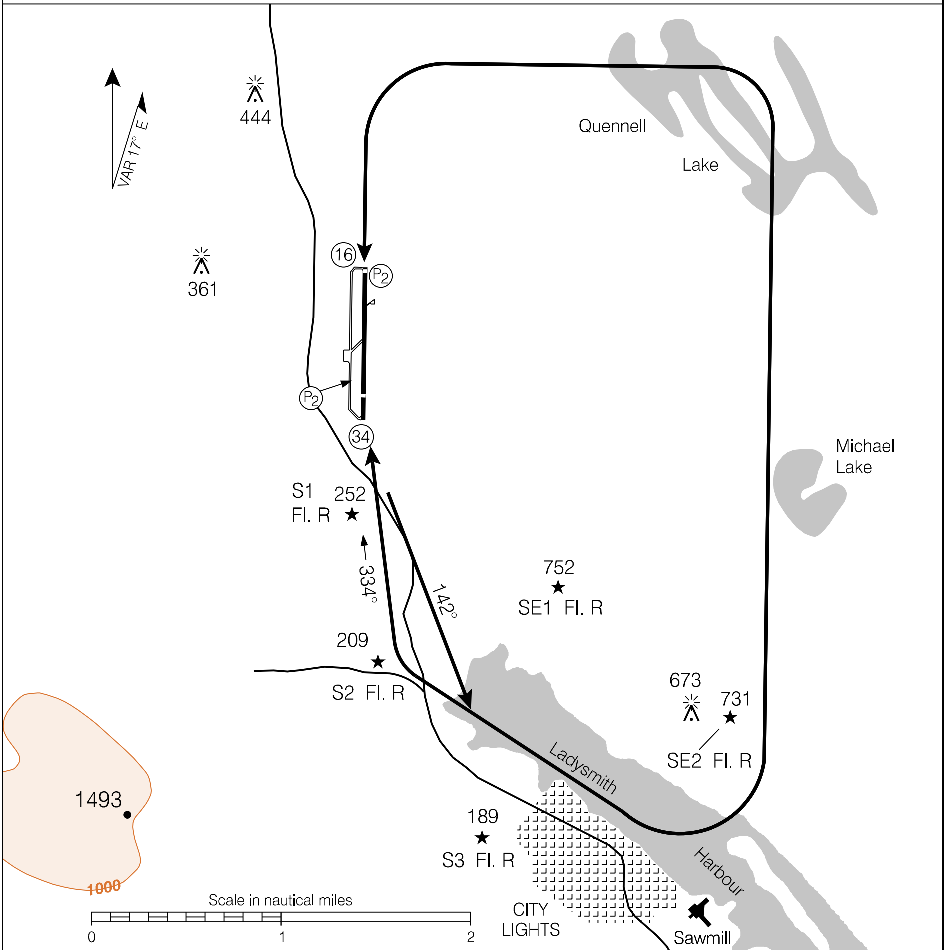
TAKE-OFF MINIMA
Rwys 16; 34: *

SCALE IN FEET
1000 0 1000

NANAIMO, BC
CYCD

CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 1200' ASL

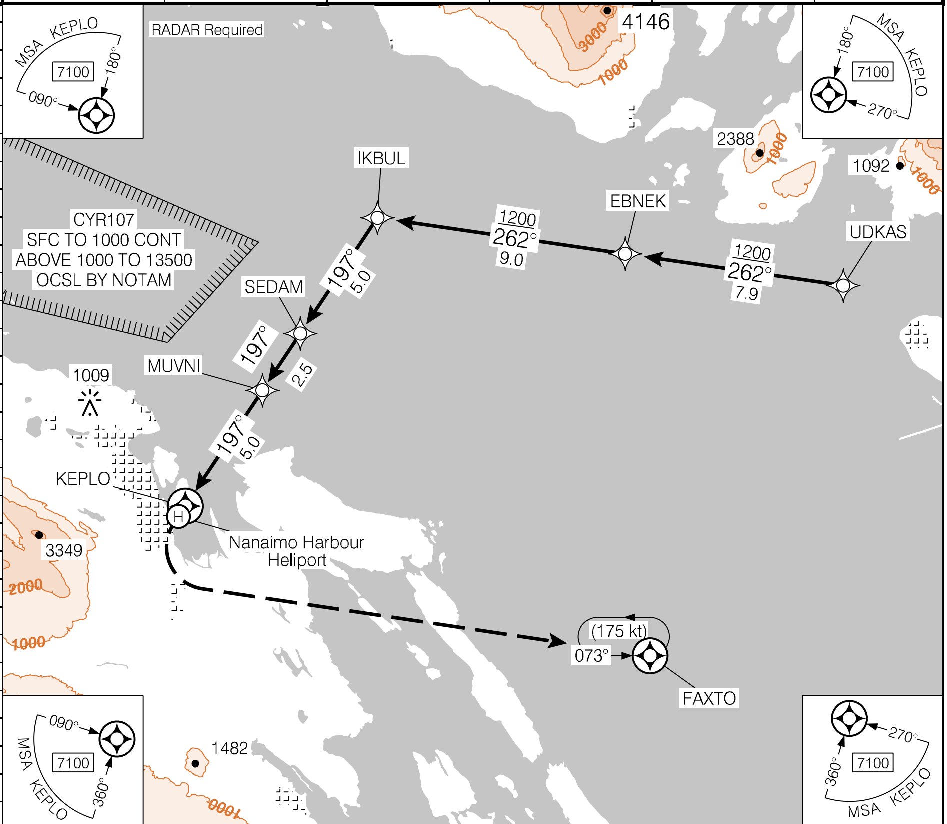


NOTE:
1. Recommend that only pilots familiar with the local area use this airport during the hours of darkness.
2. Night operations not recommended unless the PAPI and all five hazard beacons are operating.
3. On approach to Rwy 34 maintain 1200' ASL until established over Ladysmith Harbour.
4. Rwy 34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

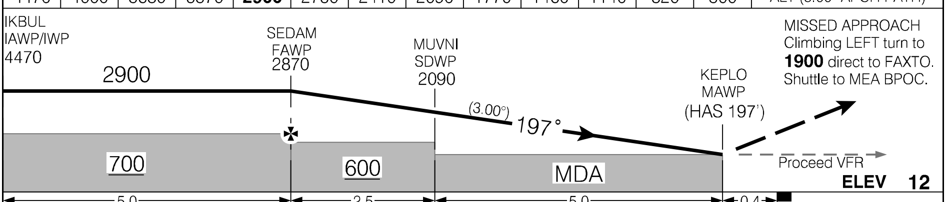
NANAIMO/NANAIMO HARBOUR HELIPORT, BC
490939N 1235524W VAR 17°E

COPTER RNAV (GNSS) 197° CDH5

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



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)



MISSED APPROACH
Climbing LEFT turn to **1900** direct to FAXTO.
Shuttle to MEA BPOC.

ELEV 12

RASS: Use CYCD.

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

CATEGORY	COPTER
LNAV	**500** (489) ¾

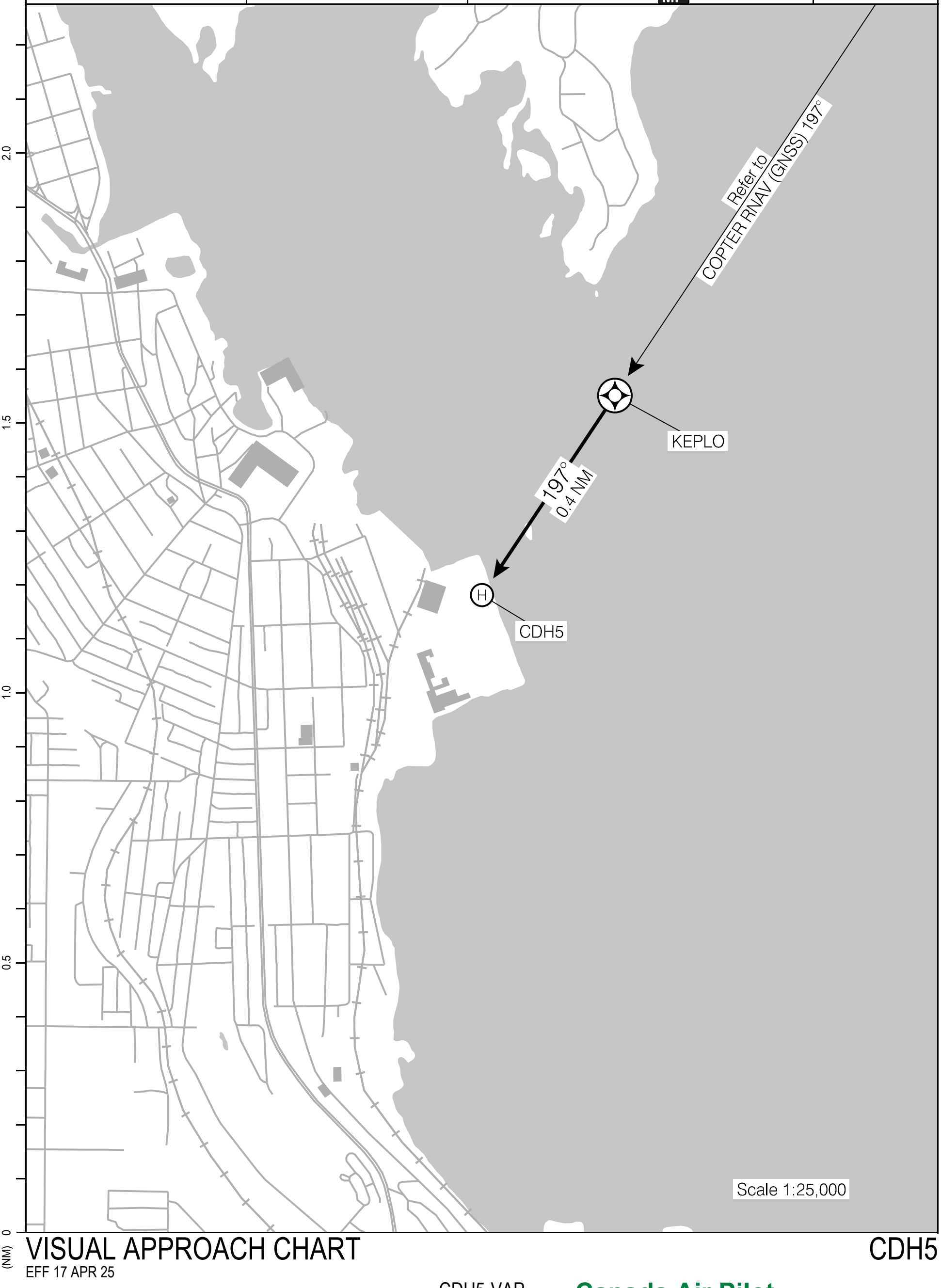
NANAIMO/NANAIMO HARBOUR HELIPORT, BC

490939N 1235524W VAR 17°E

VISUAL APPROACH CHART

CDH5

	TML Victoria – **121.07 252.3**	TFC Nanaimo Harbour – **122.9** MF		**ELEV 12**



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.

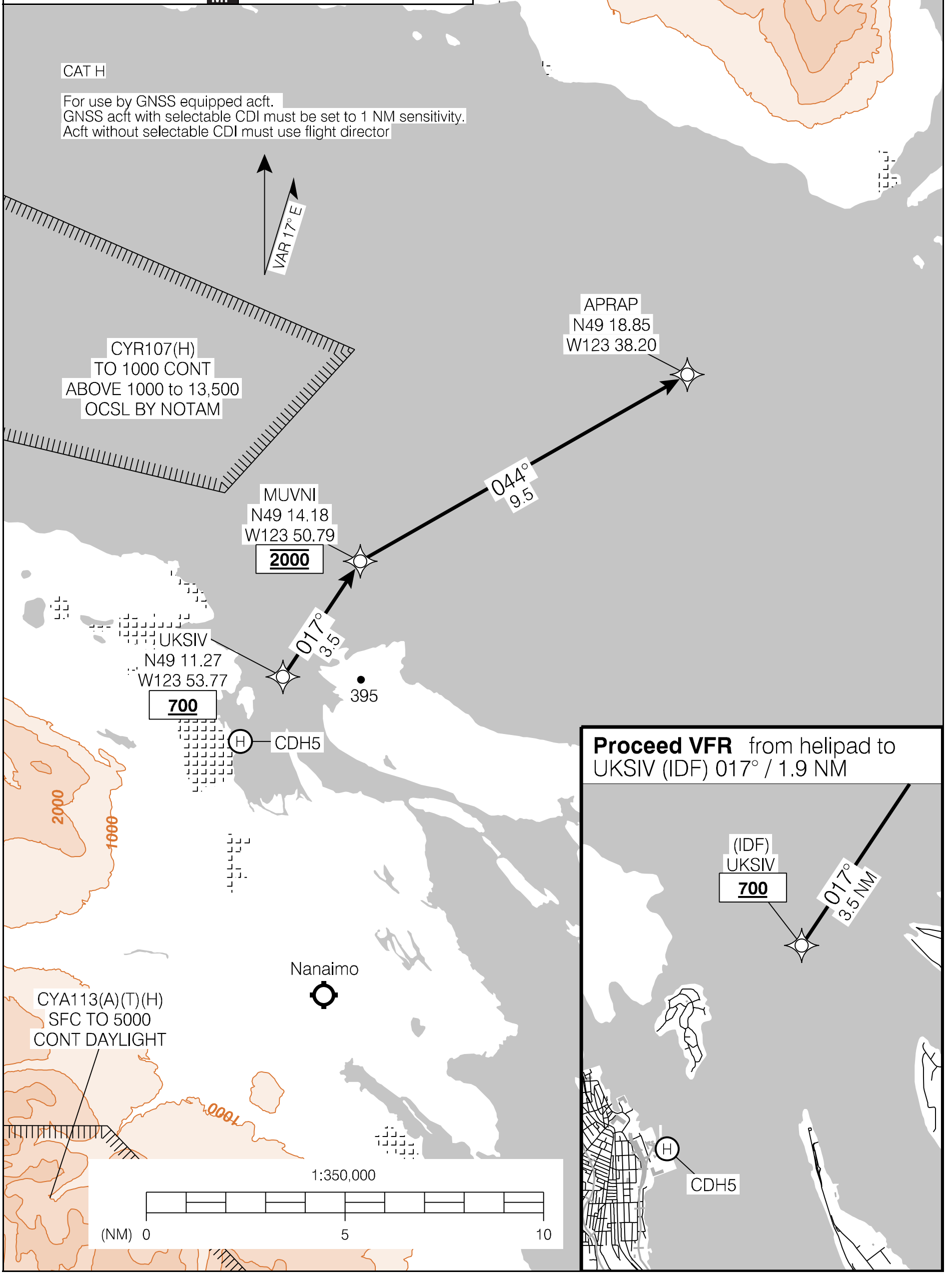
DEPARTURE PROCEDURE (RNAV)

NANAIMO/NANAIMO HARBOUR HELIPORT, BC

APRAP ONE DEP (APRAP1.)

CDH5

TFC Nanaimo Harbour – **122.9** MF	TML Victoria – **121.07 252.3**



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

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

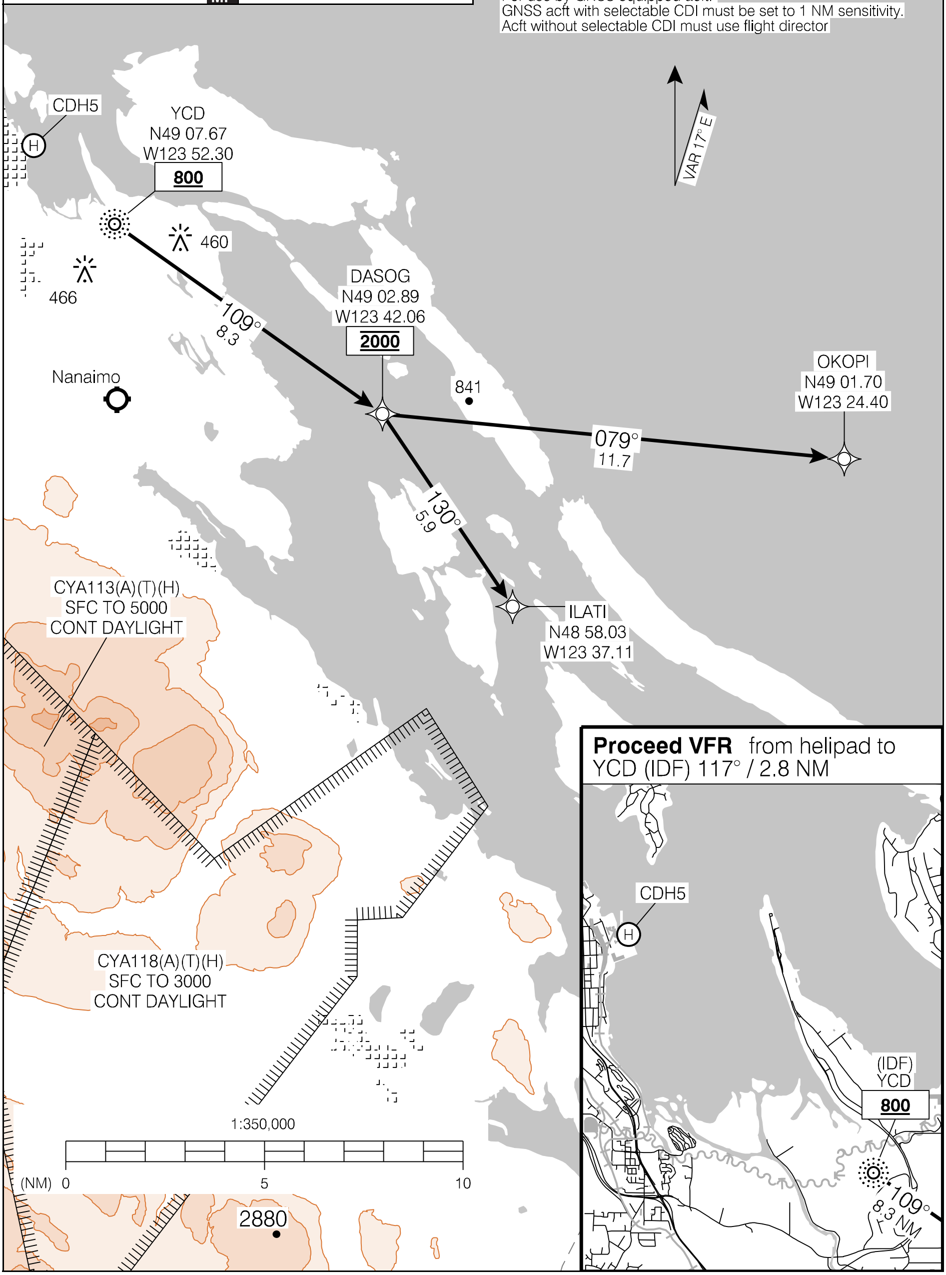
DEPARTURE PROCEDURE (RNAV)

NANAIMO/NANAIMO HARBOUR HELIPORT, BC

DASOG ONE DEP (DASOG1.)

CDH5

TFC Nanaimo Harbour – **122.9** MF	TML Victoria – **121.07 252.3**



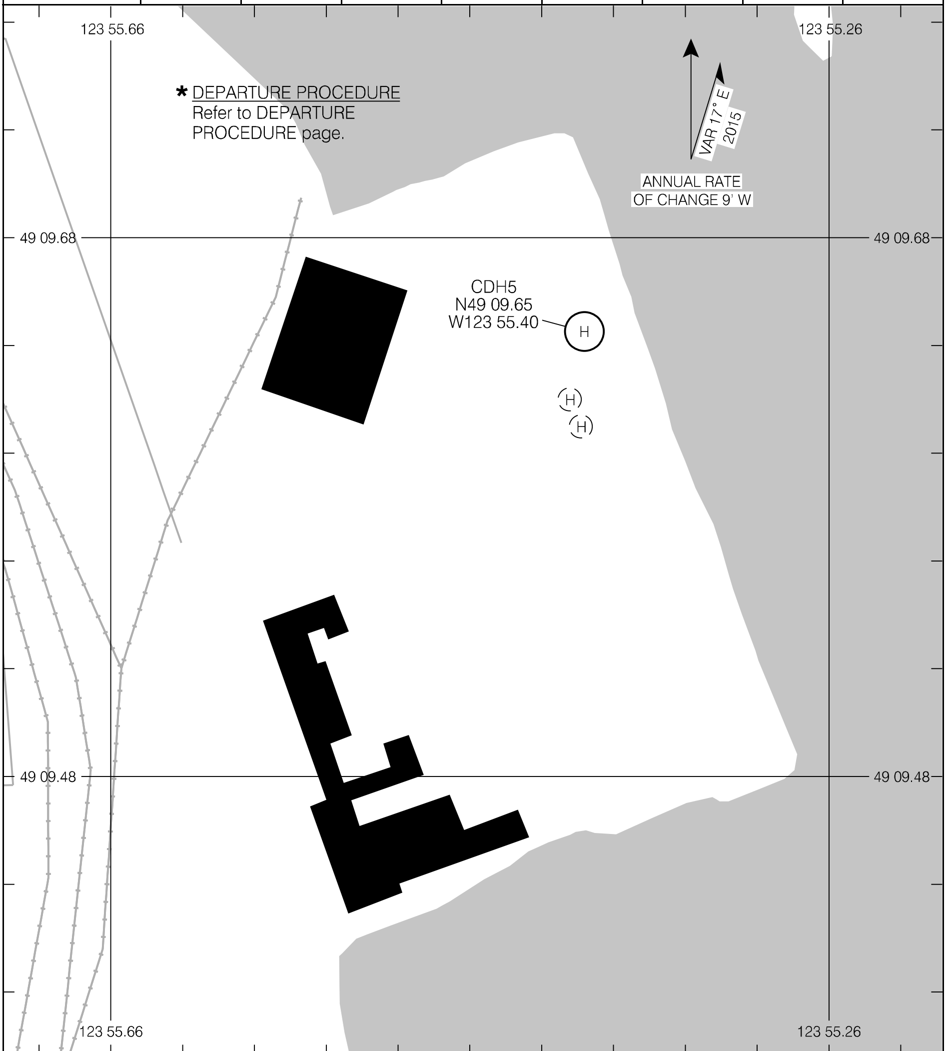
NANAIMO/NANAIMO HARBOUR HELIPORT, BC

HELIPORT CHART

CDH5

		TFC Nanaimo Harbour – **122.9** MF	TML Victoria – **121.07** **252.3**

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



TAKE-OFF MINIMA
HRP *

SCALE IN FEET

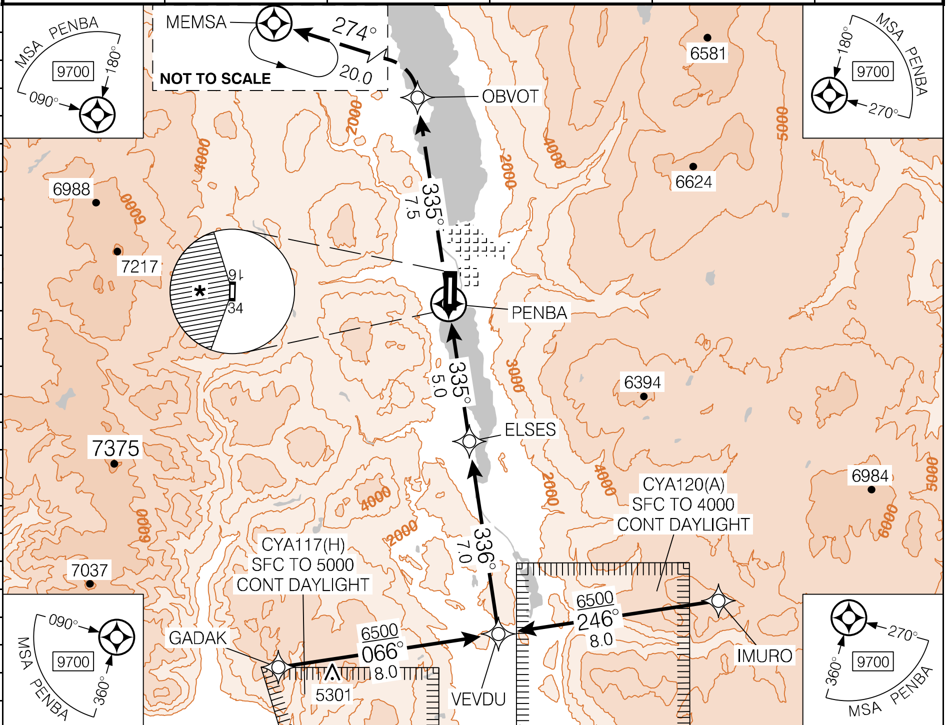
400 0 400

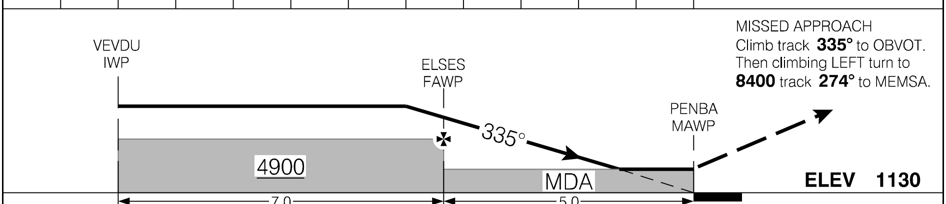
RNAV (GNSS) B

PENTICTON, BC
CYYF

492745N 1193608W VAR 16°E

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





	CATEGORY	A	B	C	D
	CIRCLING	*	**3500**	(2370)	3

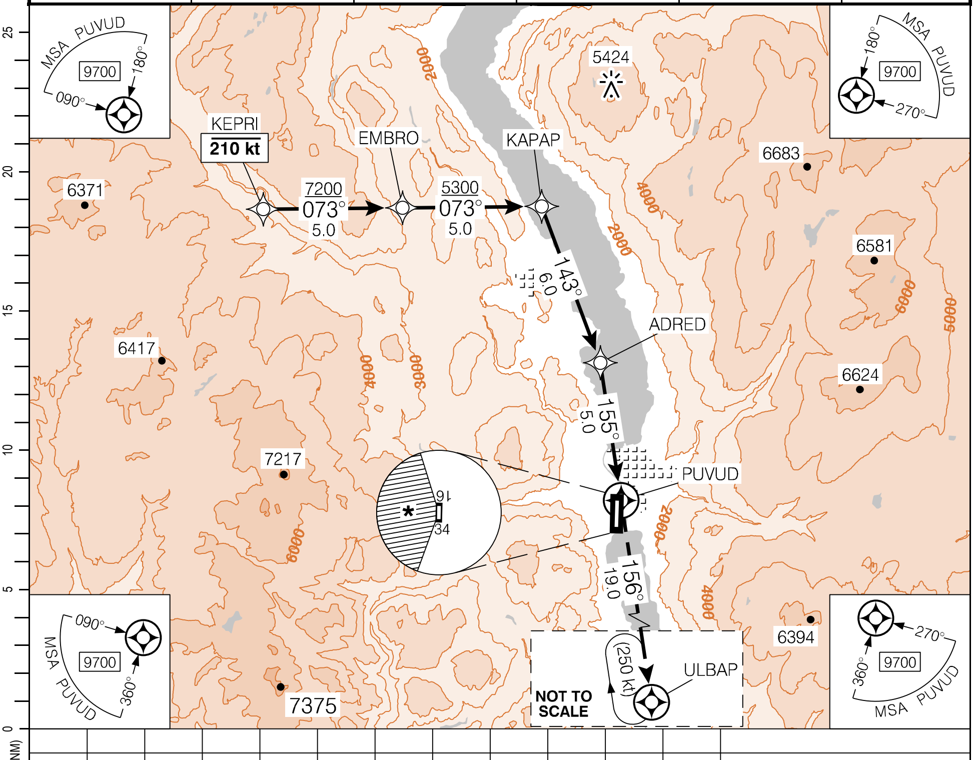
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

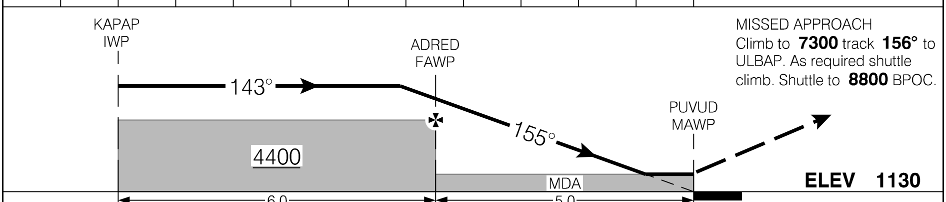
PENTICTON, BC

RNAV (GNSS) C — CYYF

492745N 1193608W VAR 16°E

	CTR Vancouver – **133.5 351.3**	RADIO – **118.5** MF	GND – **121.9**	ARCAL 118.5(K)* LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **155°**	MIN ALT ADRED **4400**	LDA REFER TO AD CHART





MISSED APPROACH
Climb to **7300** track **156°** to ULBAP. As required shuttle climb. Shuttle to **8800** BPOC.

CATEGORY	A	B	C	D
CIRCLING	* **3240**	(2110)	3	* **3360** (2230) 3

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

Departure Route Description

All rwys: 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.

Canada Air Pilot
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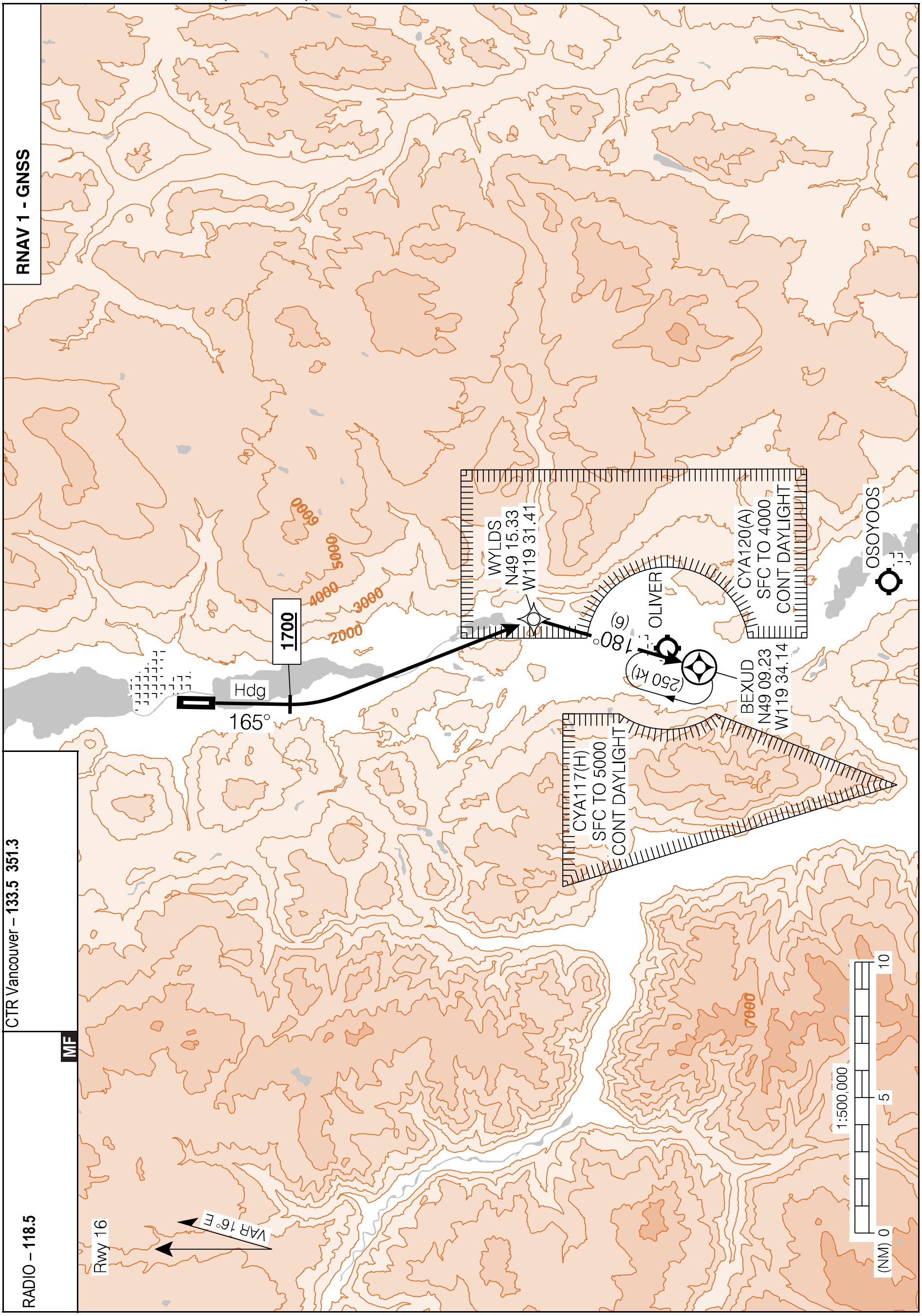
SID (RNAV) PENTICTON, BC

BEXUD ONE DEP (BEXUD1.) CYYF



SID (RNAV)
MOBUD ONE DEP (MOBUD1.)

PENTICTON, BC
CYYF

Departure Route Description

All rwys: 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:
(MOBUD1.GOVEV)
Requires a minimum climb gradient of **410** ft/NM to **6200**. 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:
(MOBUD1.EBKUS)
Requires a minimum climb gradient of **500** ft/NM to **8500**. 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.

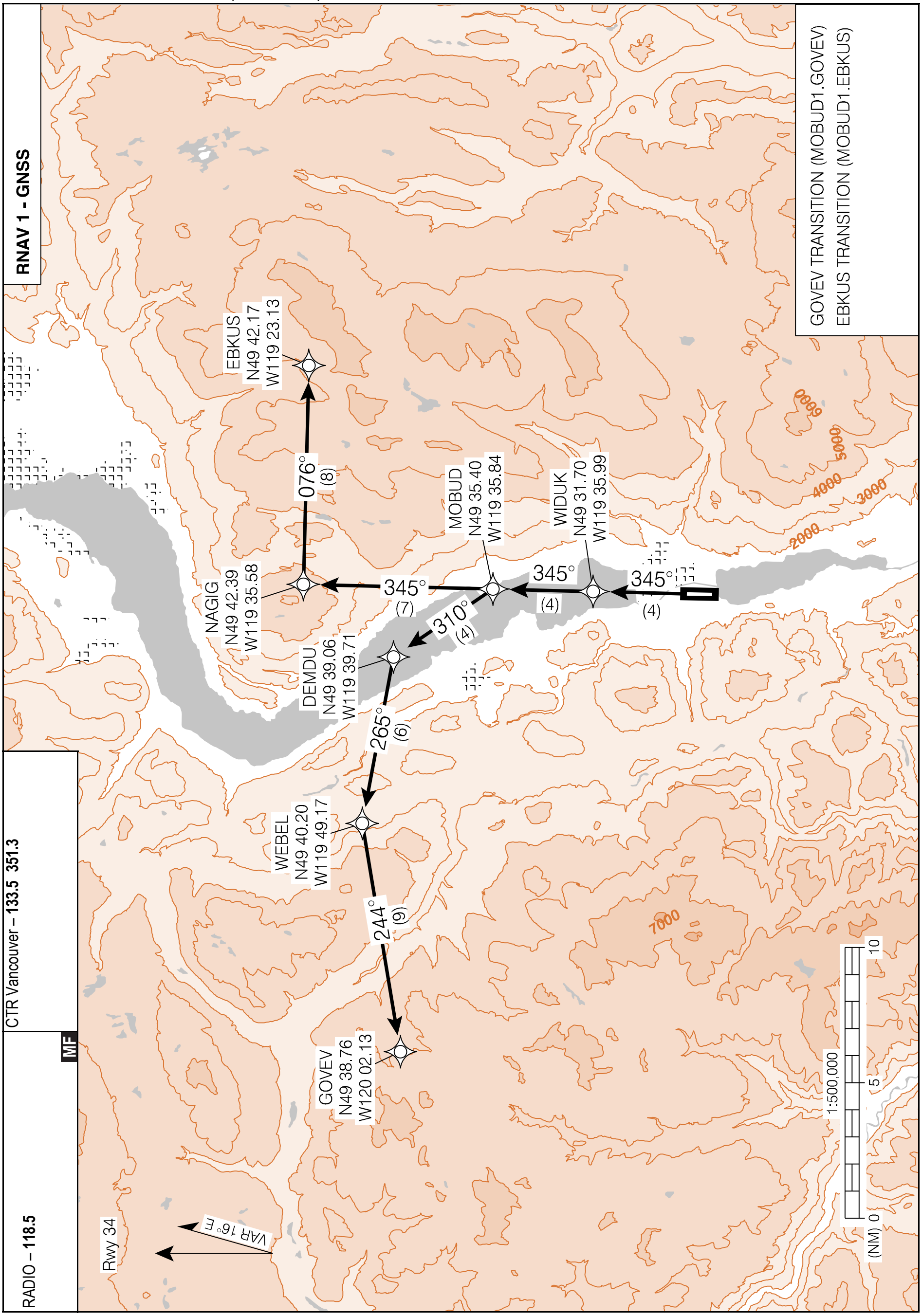
Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (RNAV)

PENTICTON, BC

MOBUD ONE DEP (MOBUD1.)

CYYF

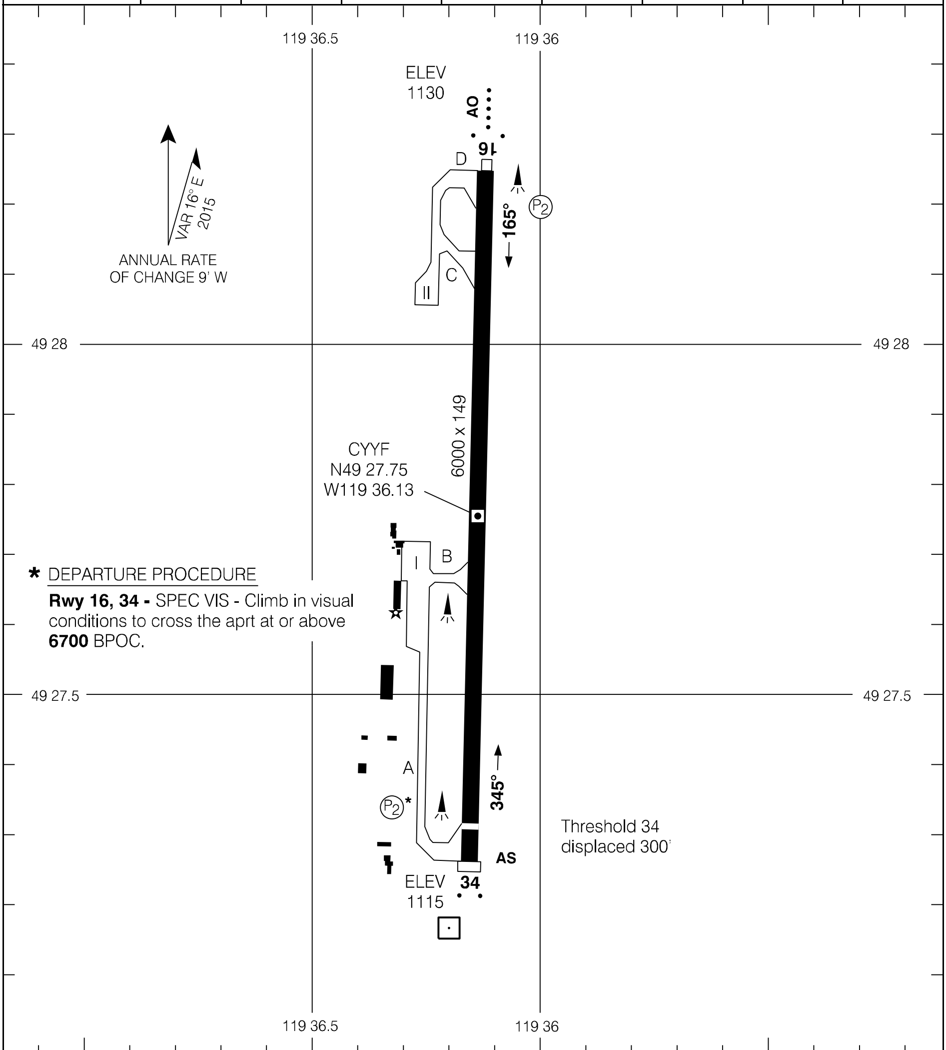


PENTICTON, BC

AERODROME CHART CYYF

		RADIO – **118.5** MF	CTR Vancouver – **133.5 351.3**
	GND ADV – **121.9**		

DECL DISTS	**16**	**34**						
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.

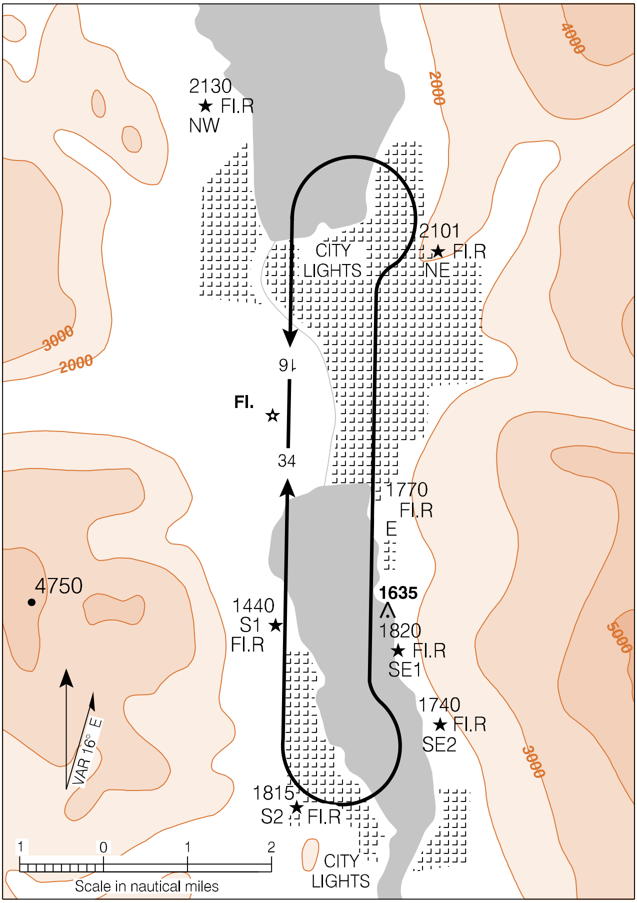
TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16; 34: *	1000 0 1000

AERODROME CHART CYYF

EFF 2 OCT 25

NIGHT CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 2300’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 7 hazard beacons are operating.
3. All turns to be completed within the perimeter of the hazard beacons.

PITT MEADOWS, BC

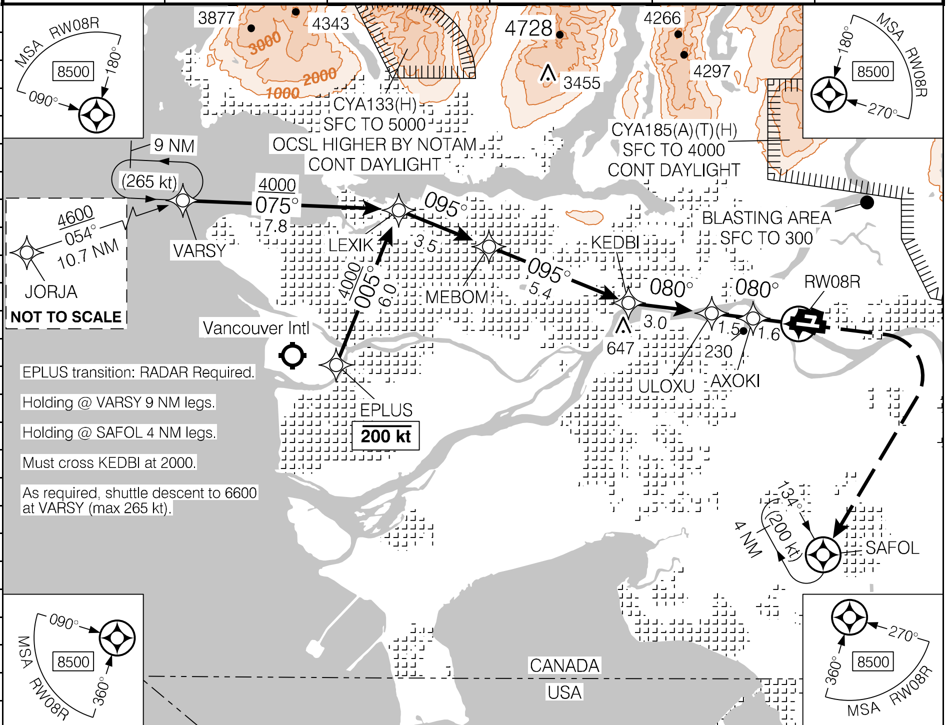
RNAV (GNSS) Z RWY 08R

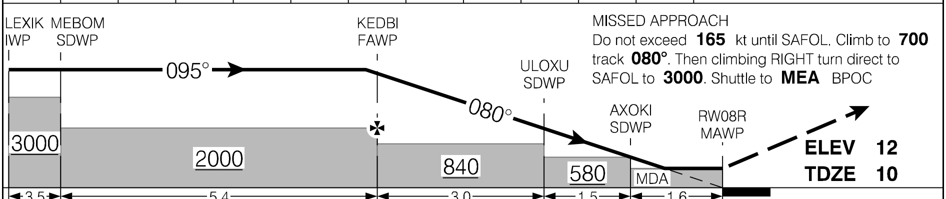
491258N 1224248W VAR 17°E

CYPK

ATIS – **125.0**	ARR Vancouver – **128.6 352.7**	TWR – **126.3** TFC – **126.3** MF*	GND – **123.8**	ARCAL 126.3* (P2) AO

SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **080°**	MIN ALT KEDBI **2000**	LDA **4806**





MISSED APPROACH
Do not exceed **165** kt until SAFOL. Climb to **700** track **080°**. Then climbing RIGHT turn direct to SAFOL to **3000**. Shuttle to **MEA** BPOC

ELEV 12
TDZE 10

RASS: When using CYVR add **40'**.

CATEGORY	A	B	C	D
LNAV	**440** (429) 1¼			NOT AUTHORIZED
CIRCLING	**520** (509) 1½	**640** (629) 1½	**720** (709) 2	NOT AUTHORIZED

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

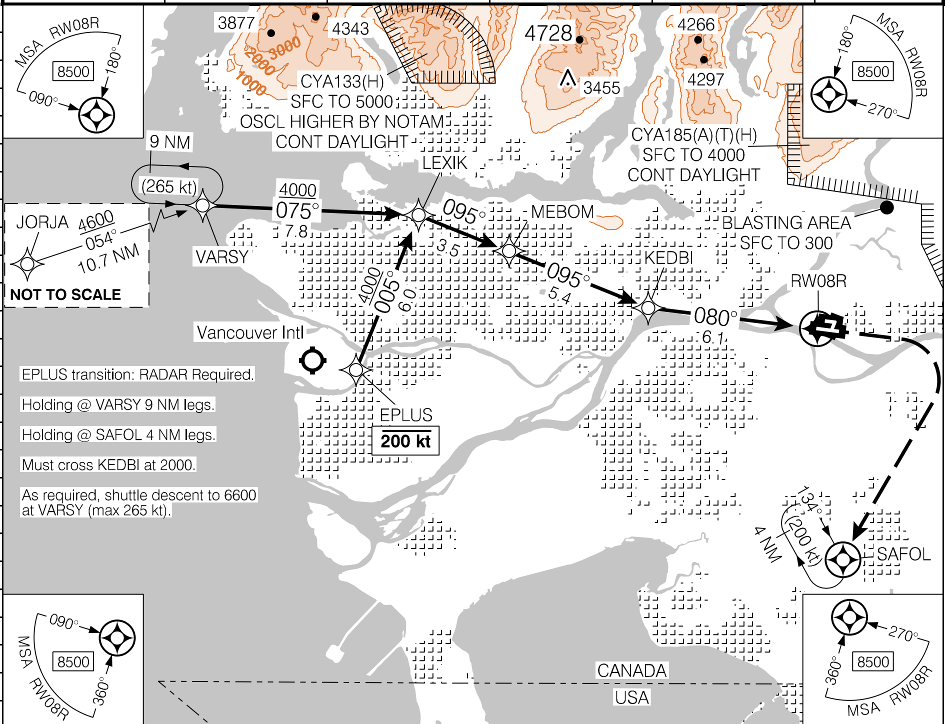
PITT MEADOWS, BC

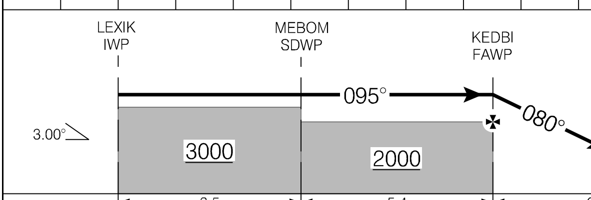
RNAV (GNSS) Y RWY 08R

491258N 1224248W VAR 17°E

CYPK

ATIS – **125.0**	ARR Vancouver – **128.6 352.7**	TWR – **126.3** TFC – **126.3** MF*	GND – **123.8**	ARCAL 126.3* P2 AO
SAFE ALT 100 NM **12,800**	WAAS **Ch 80054** W08A	APCH CRS **080°**	MIN ALT KEDBI **2000**	LDA **4806**





MISSED APPROACH
Do not exceed **165** kt until SAFOL. Climb to **700** track **080°**. Then climbing RIGHT turn direct to SAFOL to **3000**. Shuttle to **MEA** BPOC

ELEV 12
TDZE 10

RASS: When using CYVR add **40'**.

CATEGORY	A	B	C	D
LPV	**372**	(361)	1¼	NOT AUTHORIZED

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

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:

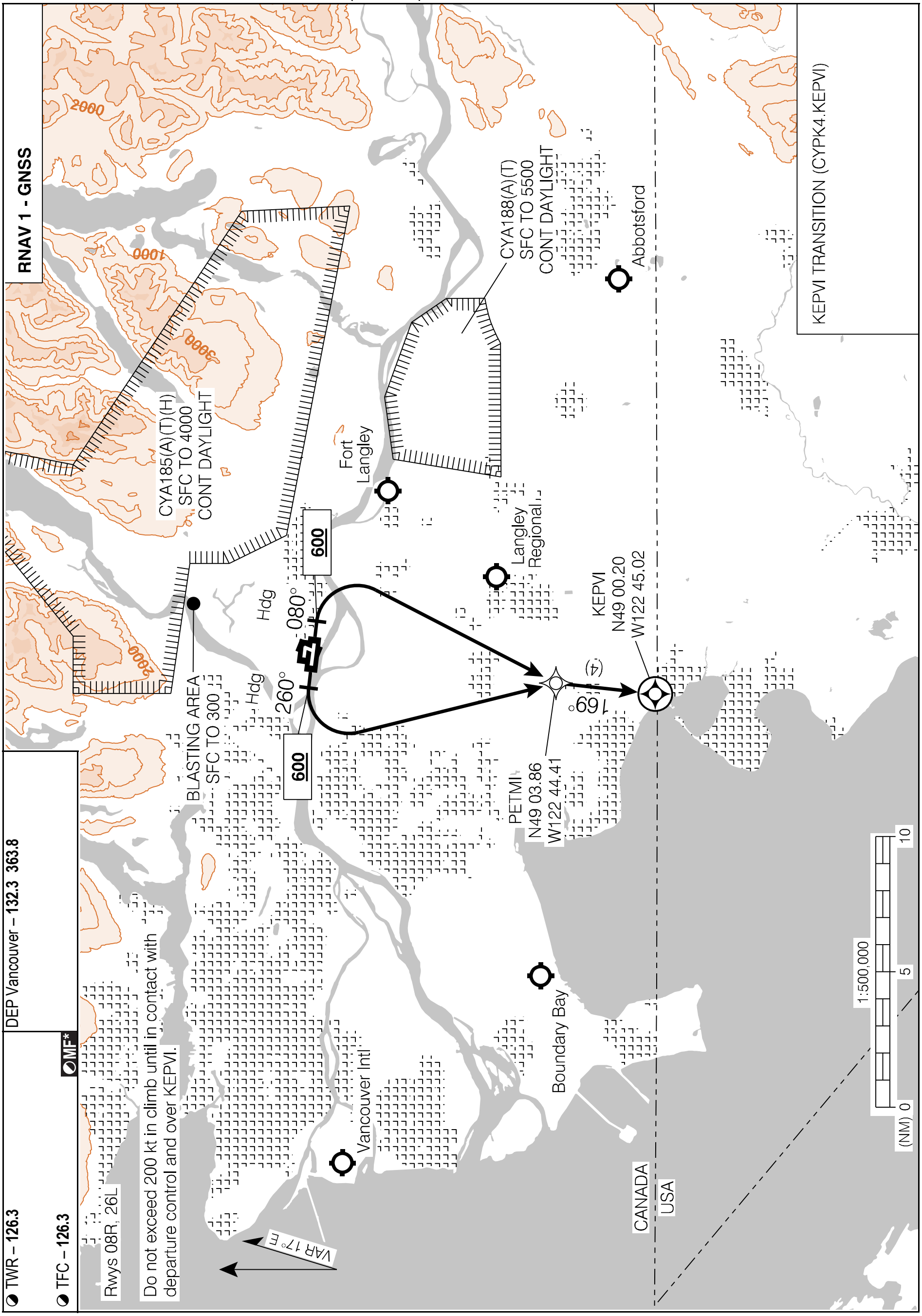
1. Select transponder code 7600;
2. Continue to KEPVI via PETMI then via filed/assigned route;
3. Continue climb to flight planned/assigned altitude/flight level 5 minutes after departure.

SID (RNAV)

PITT MEADOWS, BC

PITT MEADOWS FOUR DEP (CYPK4.)

CYPK



PITT MEADOWS FOUR DEP (CYPK4.)

CYPK

EFF 26 DEC 24

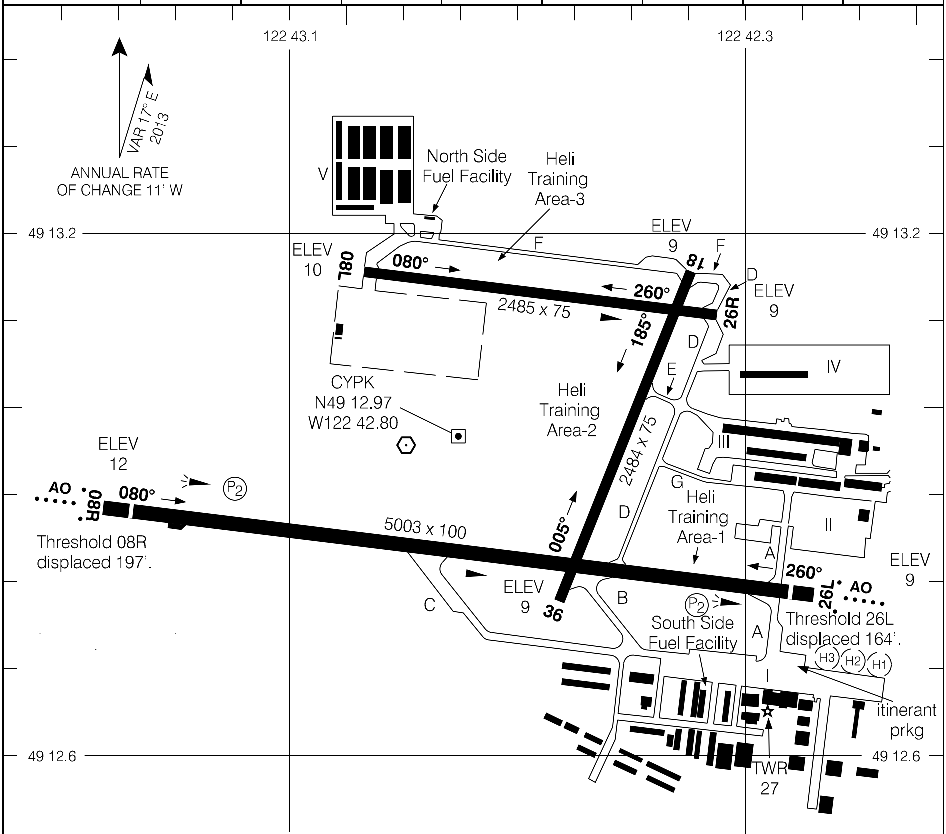
PITT MEADOWS, BC

AERODROME CHART

CYPK

ATIS – **125.0**	GND – **123.8**	TWR – **126.3** TFC – **126.3** MF*	DEP Vancouver – **132.3 363.8**

DECL DISTS	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		



* DEPARTURE PROCEDURE
All Rwys - 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
All Rwys: *

SCALE IN FEET

1000 0 1000

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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**.

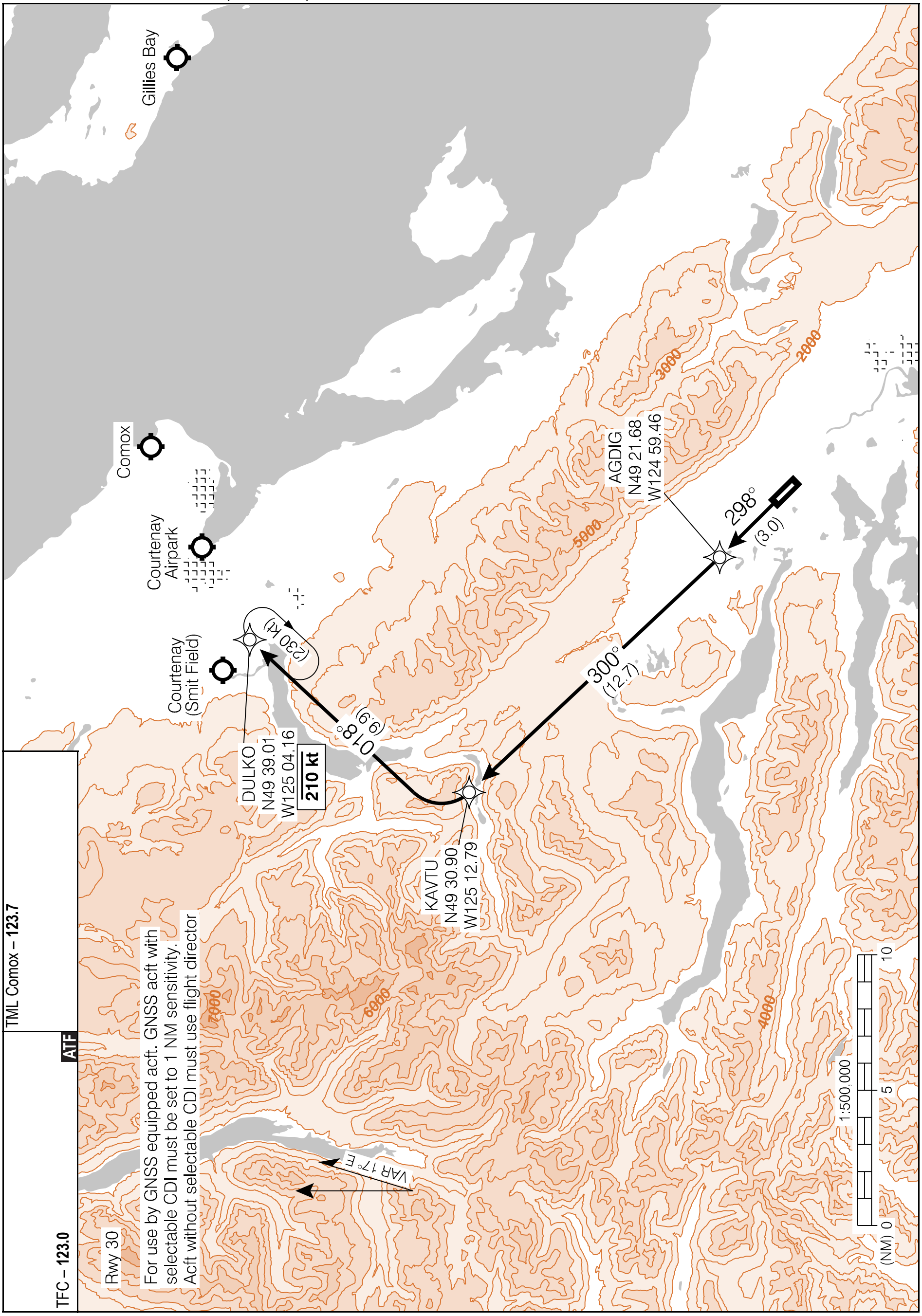
Note: Trees to 399 ASL within 0.7 NM of departure end of rwy.

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

DEPARTURE PROCEDURE (RNAV) PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

KAVTU TWO DEP (KAVTU2.) 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:
(TUKES2.IKNOS)
½ - Do not exceed 210 kt until established inbound to 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:
(TUKES2.FOCHE)
½ - Do not exceed 210 kt until established inbound to 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.

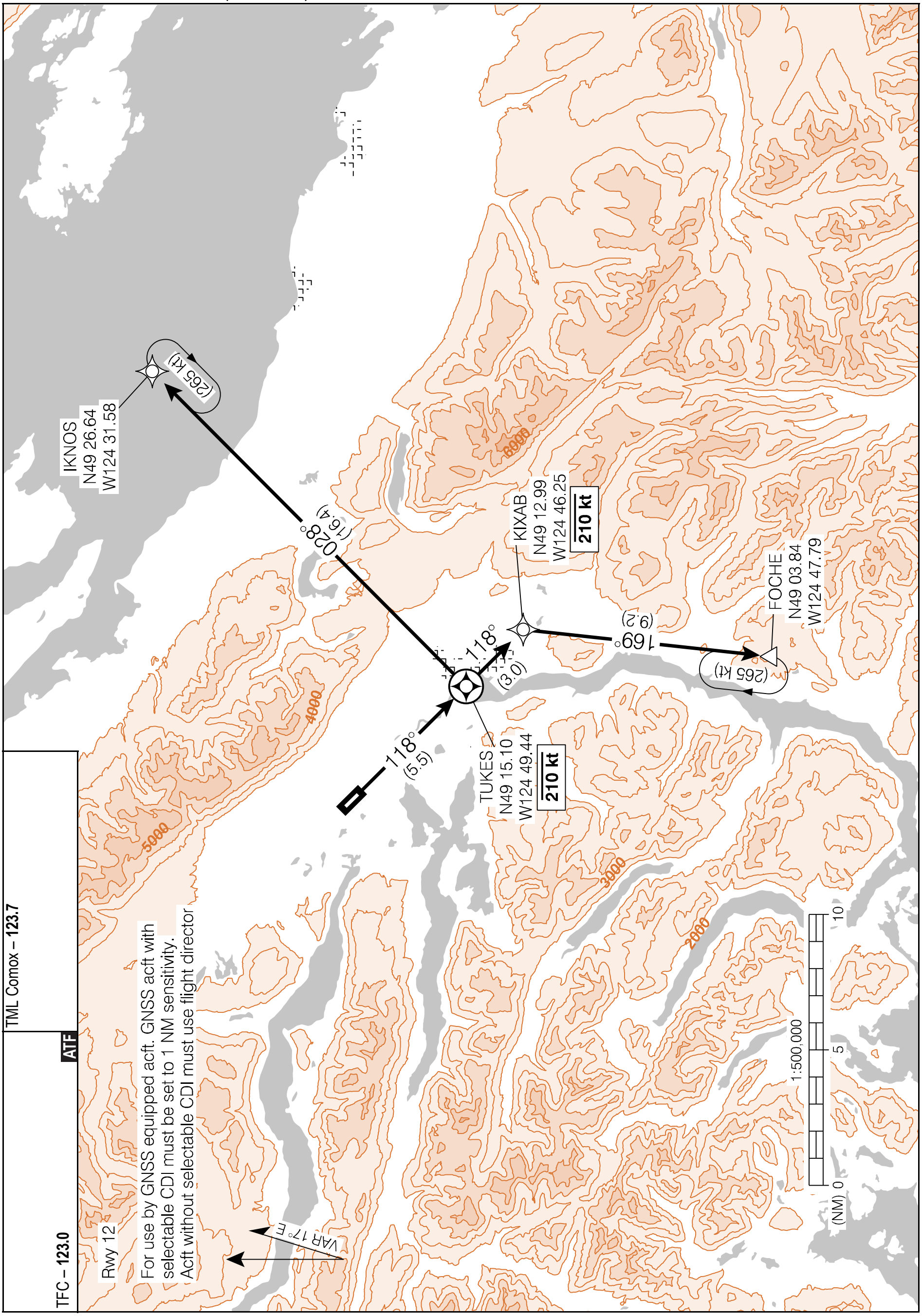
Note: Trees to 380 ASL within 0.4 NM of departure end of rwy.

DEPARTURE PROCEDURE (RNAV)

PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

TUKES TWO DEP (TUKES2.)

CBS8



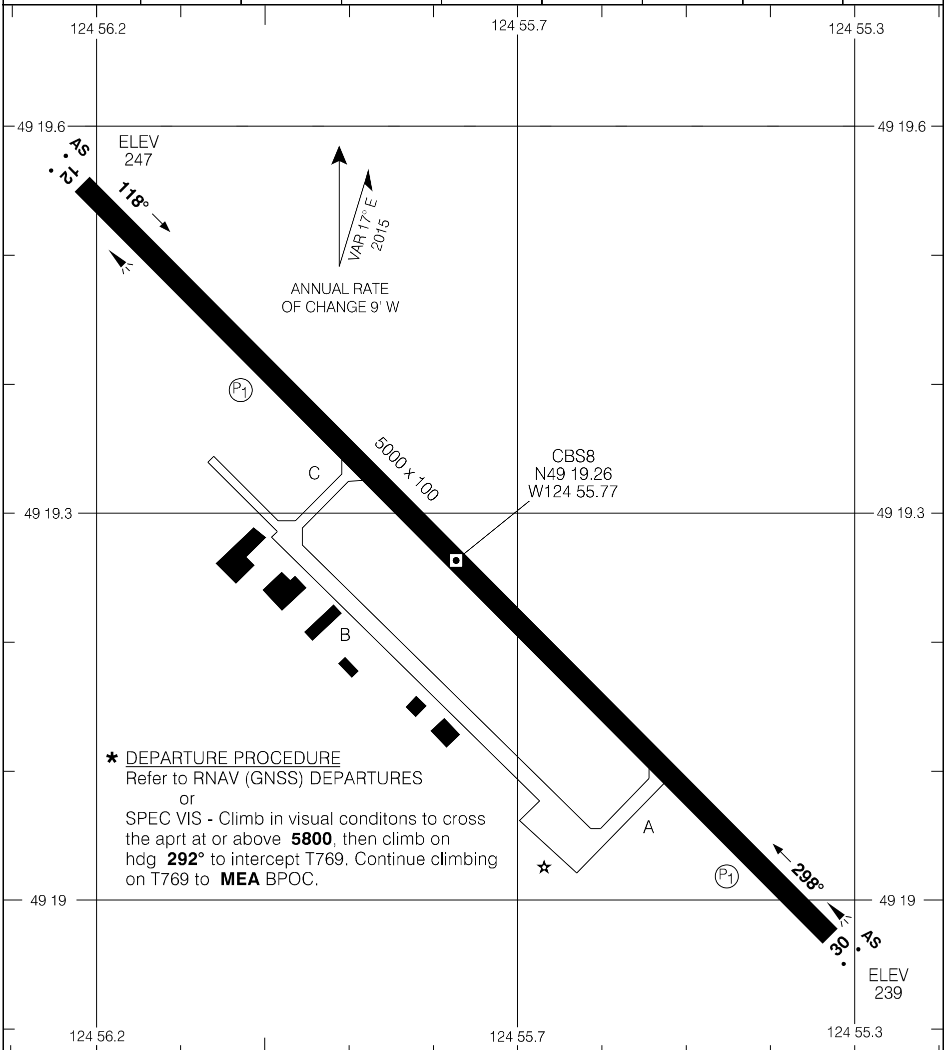
PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

AERODROME CHART CBS8

TFC – **123.0** ATF

TML Comox – **123.7**

DECL DISTS	12	30
TORA	5000	5000
TODA	5000	5000
ASDA	5000	5000
LDA	5000	5000



* DEPARTURE PROCEDURE
Refer to RNAV (GNSS) DEPARTURES
or
SPEC VIS - Climb in visual conditons to cross the aprt at or above **5800**, then climb on hdg **292°** to intercept T769. Continue climbing on T769 to **MEA** BPOC.

TAKE-OFF MINIMA
Rwys 12; 30: *

SCALE IN FEET
1000 0 1000

AERODROME CHART CBS8

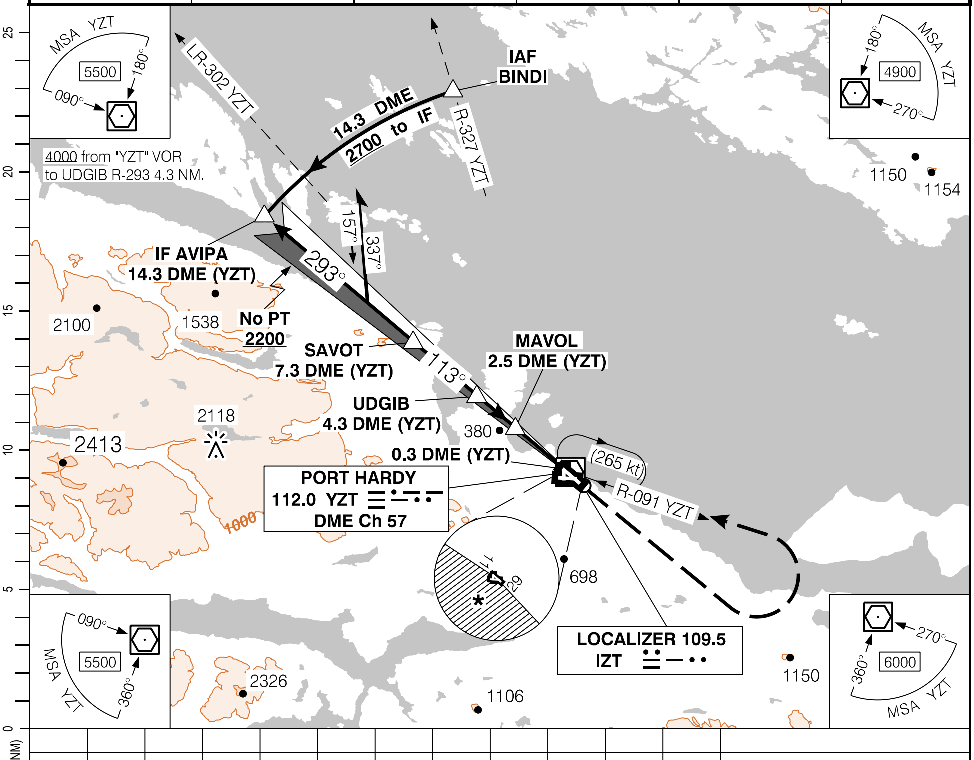
EFF 5 SEP 24

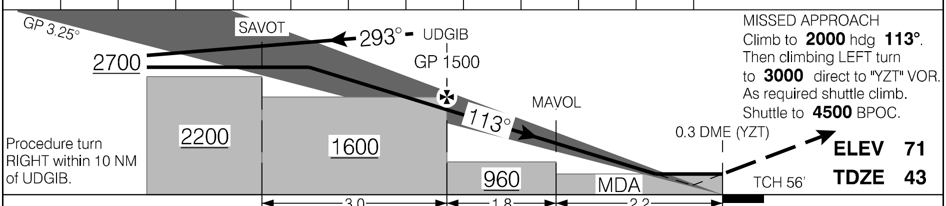
ILS RWY 11

PORT HARDY, BC
CYZT

504050N 1272200W VAR 18°E

	CTR Vancouver – **132.2 266.3**	RADIO Hardy – **122.2** MF*		AO
SAFE ALT 100 NM **15,200**	LOC IZT **109.5**	APCH CRS **113°**	GP UDGIB **1500**	LDA **4999**





MISSED APPROACH
Climb to **2000** hdg **113°**. Then climbing LEFT turn to **3000** direct to "YZT" VOR. As required shuttle climb. Shuttle to **4500** BPOC.

ELEV 71
TDZE 43

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

CATEGORY	A	B	C	D
ILS/DME	**293**	(250)	1	
LOC/DME	**460**	(417)	1¼	
C CIRCLING	* **580** (509) 1½	* **660** (589) 1½	* **860** (789) 2¼	* **1000** (929) 3

PORT HARDY, BC

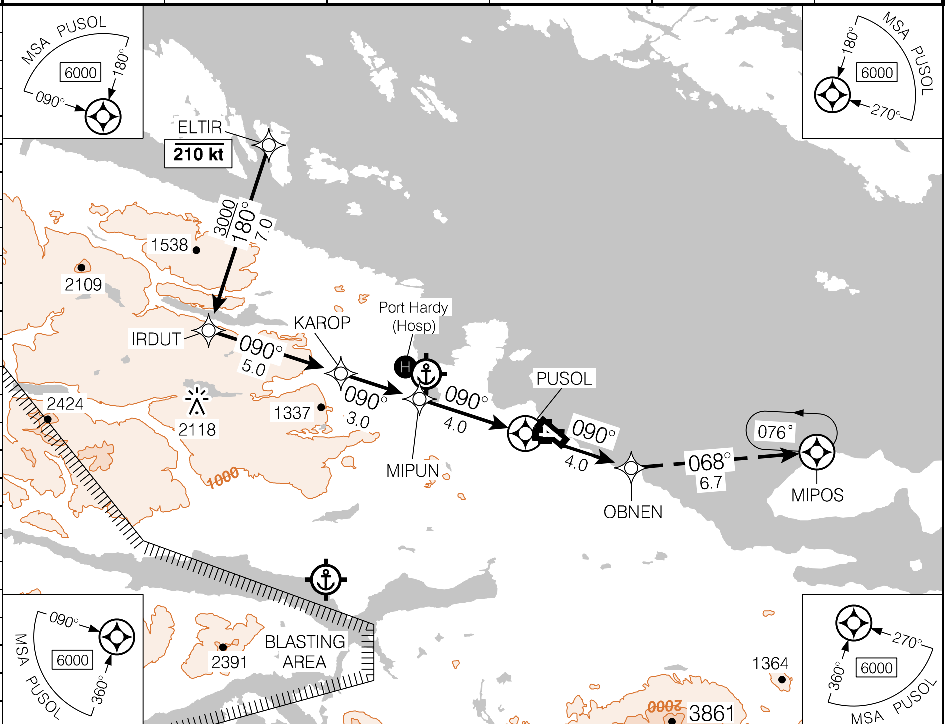
RNAV (GNSS) Z RWY 08

504050N 1272200W VAR 18°E

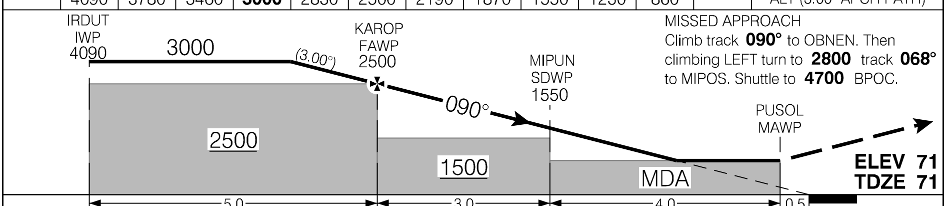
CYZT

	CTR Vancouver – **132.2 266.3**	RADIO Hardy – **122.2** MF*	

SAFE ALT 100 NM		APCH CRS	MIN ALT KAROP	LDA	
15,200	RNAV	**090°**	**2500**	**4000**	14.4°



(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)



MISSED APPROACH
Climb track **090°** to OBNEN. Then climbing LEFT turn to **2800** track **068°** to MIPOS. Shuttle to **4700** BPOC.

ELEV 71
TDZE 71

	CATEGORY	A	B	C	D
	LNAV	**860**	(789)	2½	

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

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Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

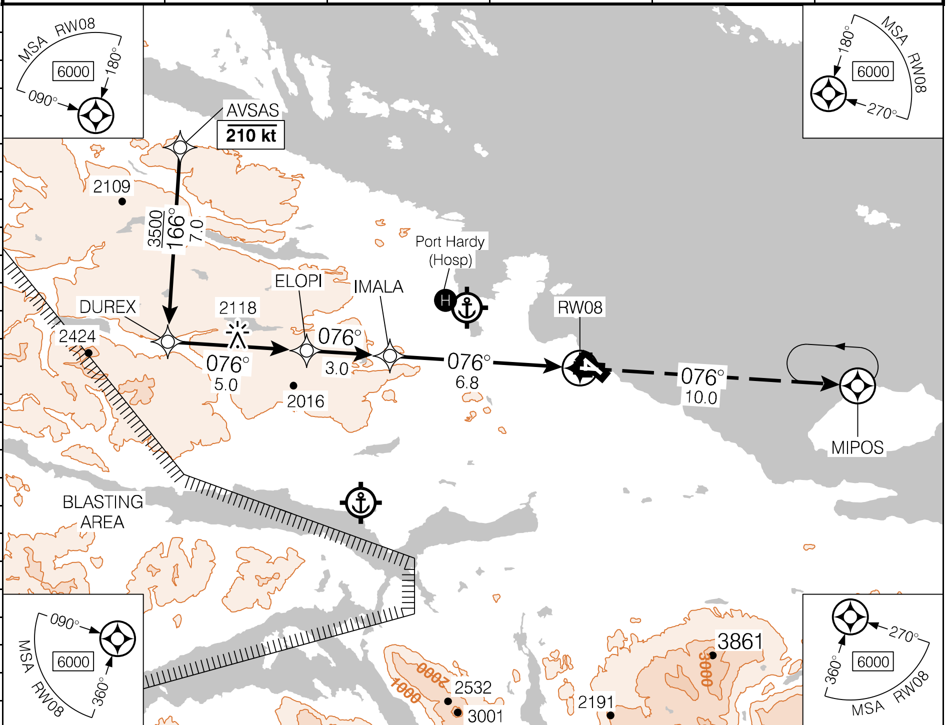
PORT HARDY, BC

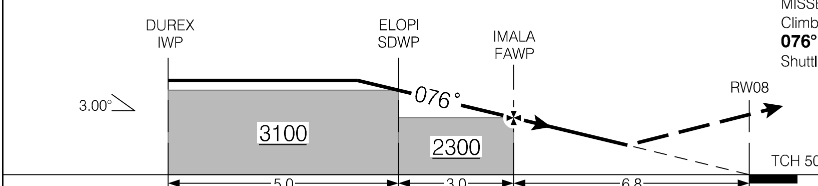
RNAV (GNSS) Y RWY 08

504050N 1272200W VAR 18°E

CYZT

	CTR Vancouver – **132.2 266.3**	RADIO Hardy – **122.2** MF*			
SAFE ALT 100 NM **15,200**	WAAS **Ch 80172** W08A	APCH CRS **076°**	MIN ALT IMALA **2300**	LDA **4000**	





MISSED APPROACH
Climb to **2800** track **076°** to MIPOS.
Shuttle to **4700** BPOC.

ELEV 71
TDZE 71

CATEGORY	A	B	C	D
LPV	**646**	(575)	2	

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

RNAV (GNSS) Y RWY 08 CYZT

EFF 8 NOV 18

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

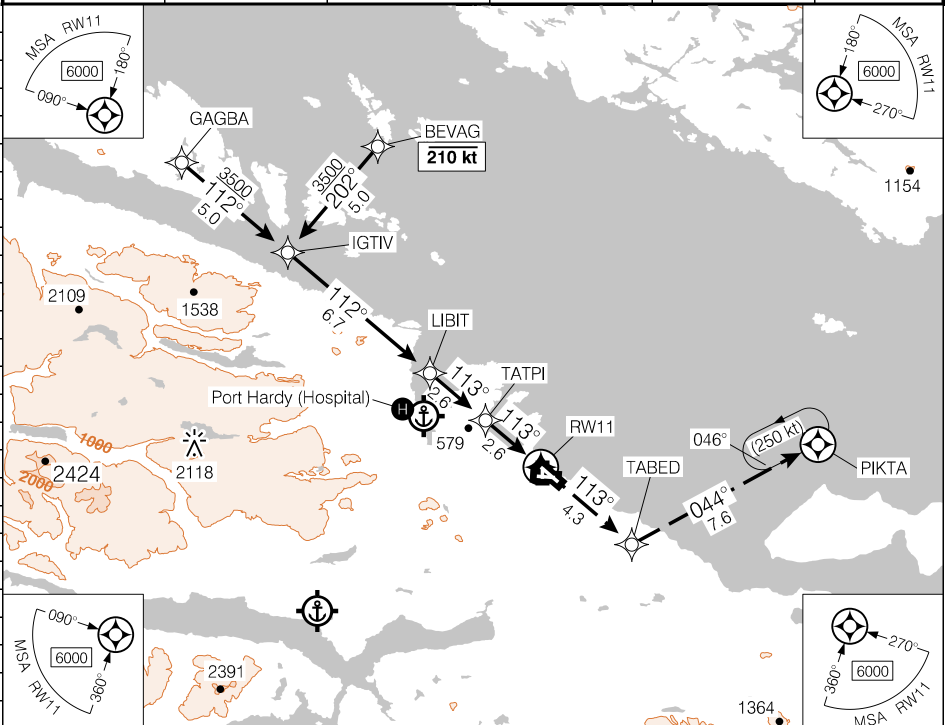
PORT HARDY, BC

RNAV (GNSS) RWY 11

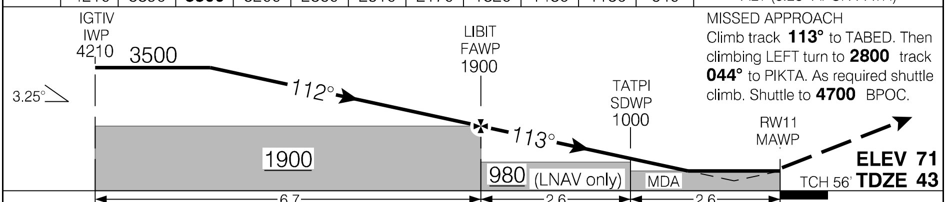
504050N 1272200W VAR 18°E

CYZT

	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**



	11.9	11	**9.9**	9	8	7	6	5	4	3	1.6	DIST FROM RW11
(NM)	4210	3890	**3500**	3200	2860	2510	2170	1820	1480	1130	640	ALT (3.25° APCH PATH)



MISSED APPROACH
Climb track **113°** to TABED. Then climbing LEFT turn to **2800** track **044°** to PIKTA. As required shuttle climb. Shuttle to **4700** BPOC.

CATEGORY	A	B	C	D
LPV	**293**	(250)	1	NOT AUTHORIZED
LNAV	**640**	(597)	1¾	

Knots	ft/min	Min:Sec
70	400	
90	520	
110	630	
130	750	
150	860	

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

PORT HARDY, BC

RNAV (GNSS) Z RWY 26

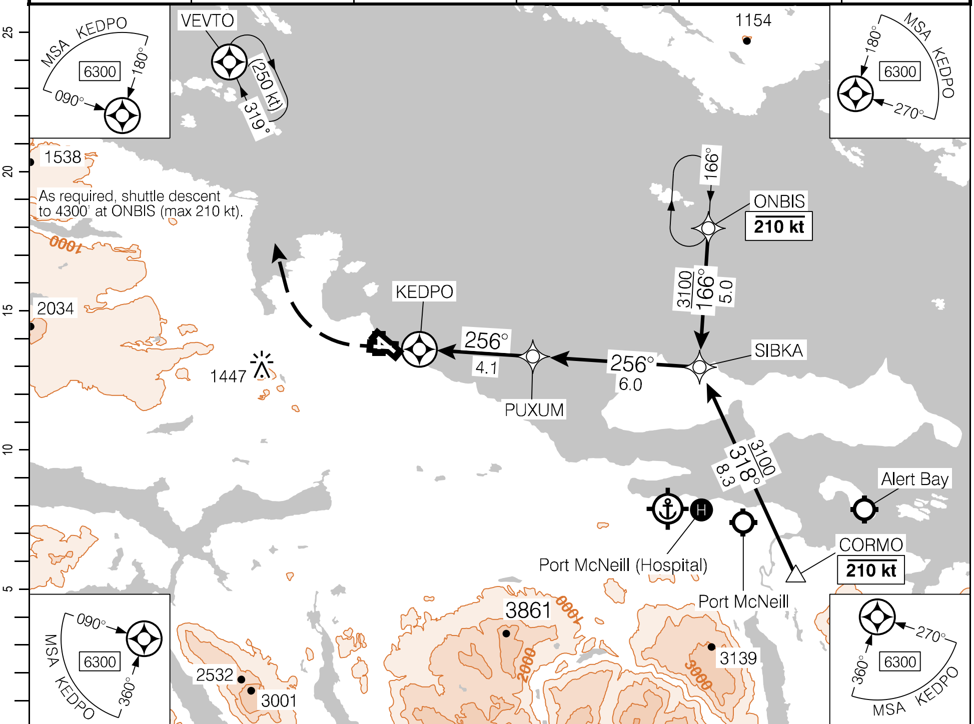
504050N 1272200W VAR 18°E

CYZT

	CTR Vancouver – **132.2 266.3**	RADIO Hardy – **122.2** MF*	

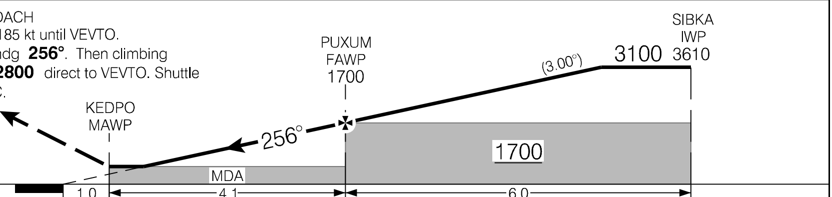
SAFE ALT 100 NM		APCH CRS	MIN ALT PUXUM	LDA
15,200	RNAV	**256°**	**1700**	**4000**

P2



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.



ELEV 71
TDZE 45

CATEGORY	A	B	C	D
LNAV	**580**	(548)	1¾	

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

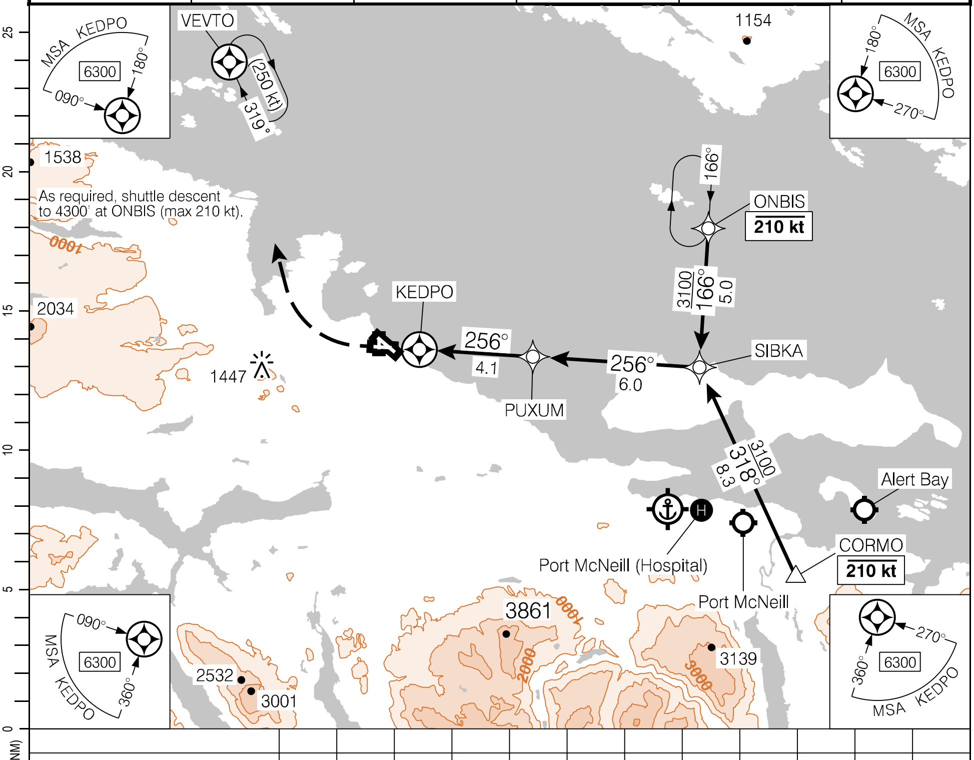
PORT HARDY, BC

RNAV (GNSS) Y RWY 26

504050N 1272200W VAR 18°E

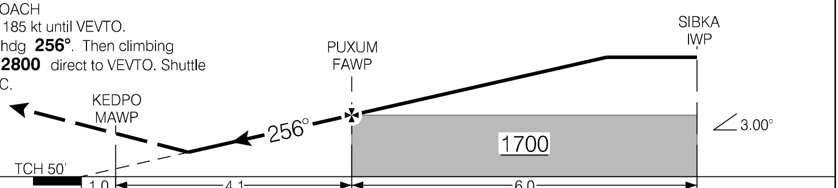
CYZT

	CTR Vancouver – **132.2 266.3**	RADIO Hardy – **122.2** MF*		(P2)
SAFE ALT 100 NM **15,200**	WAAS **Ch 80173** W26A	APCH CRS **256°**	MIN ALT PUXUM **1700**	LDA **4000**



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.

ELEV 71
TDZE 45



	CATEGORY	A	B	C	D
	LPV	417	(385)	1¼	

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

RNAV (GNSS) Y RWY 26

CYZT

EFF 21 MAY 20

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

PORT HARDY, BC

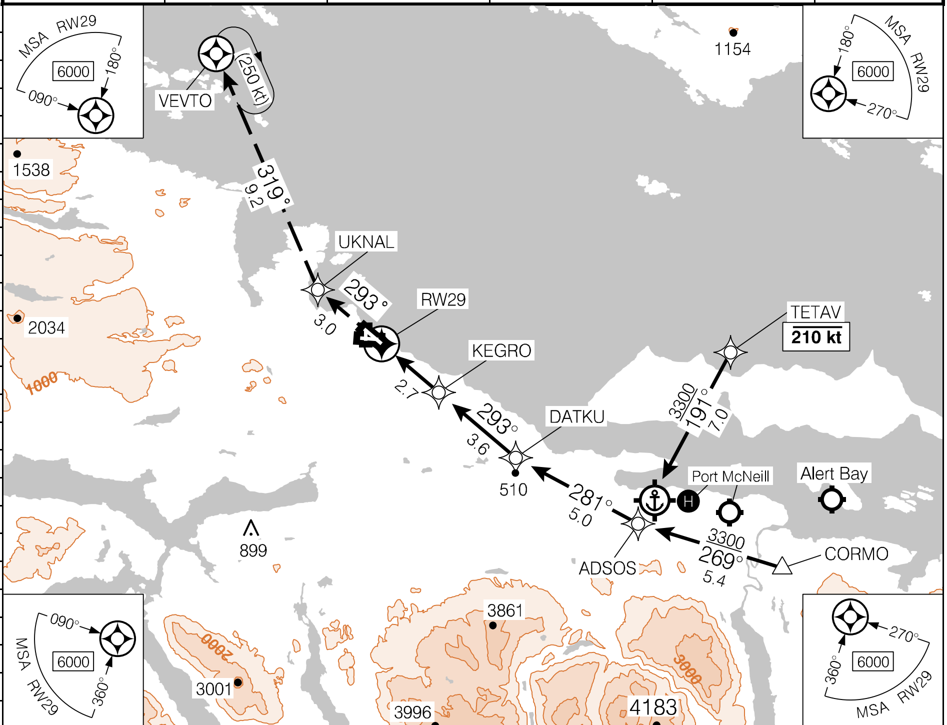
RNAV (GNSS) RWY 29

504050N 1272200W VAR 18°E

CYZT

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

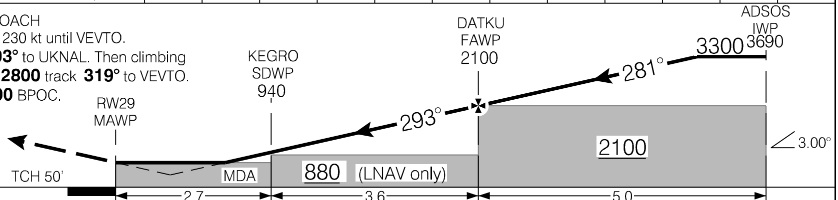
P2 AO



DIST FROM RW29		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.

ELEV 71
TDZE 38



CATEGORY	A	B	C	D
LPV	**535**	(500)	1¾	
LNAV	**680**	(645)	2	

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

Departure Procedure

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

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

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

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

SOUTH EASTBOUND: SPEC VIS – Climb in visual conditions to cross the aprt 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)

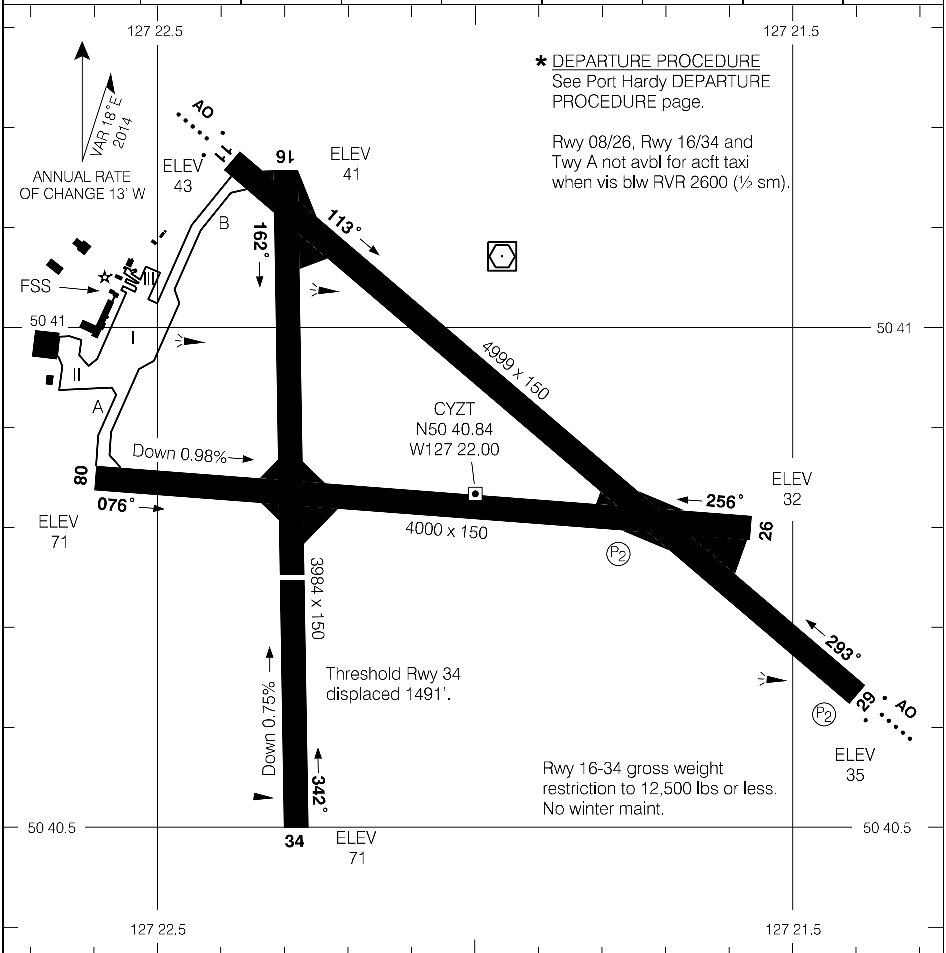
GROUND SPEED	90	120	140	160	180	200	250	300
320 FT/NM	480	640	750	860	960	1070	1340	1600

PORT HARDY, BC

AERODROME CHART CYZT

		RADIO Hardy – **122.2** MF*	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		



* DEPARTURE PROCEDURE
See Port Hardy DEPARTURE PROCEDURE page.

Rwy 08/26, Rwy 16/34 and Twy A not avbl for acft taxi when vis blw RVR 2600 (½ sm).

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: *

SCALE IN FEET
1000 0 1000

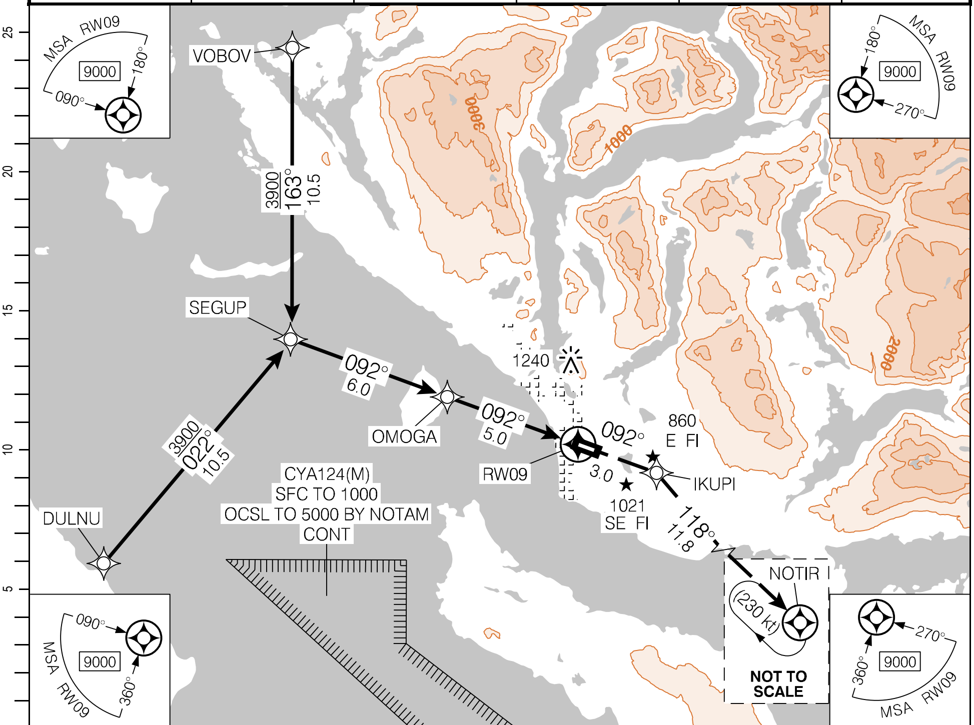
POWELL RIVER, BC

RNAV (GNSS) RWY 09

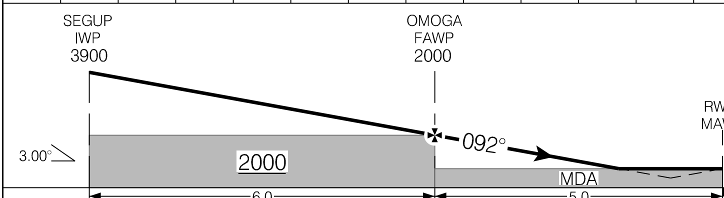
495003N 1243001W VAR 18°E

CYPW

	TML Comox – **123.7 227.6**	TFC – **123.0** MF			ARCAL 123.0(K)* (P1) AS · ·
SAFE ALT 100 NM **15,200**	WAAS **Ch 81171** W09A	APCH CRS **092°**	MIN ALT OMOGA **2000**	LDA **3769**	



	11.0	10	9	8	7	6	5	4	3	1.8		DIST FROM RW09
	3900	3590	3280	2960	2640	2320	2000	1680	1360	980		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb track **092°** to IKUPI.
Then climbing RIGHT turn to
6200 track **118°** to NOTIR.
As required shuttle climb.

ELEV 415
TDZE 378

RASS: When using CYQQ add **100'**.

CATEGORY	A	B	C	D
LPV	**859**	(500)	1¾	
LNAV	**980**	(621)	2	

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

POWELL RIVER, BC

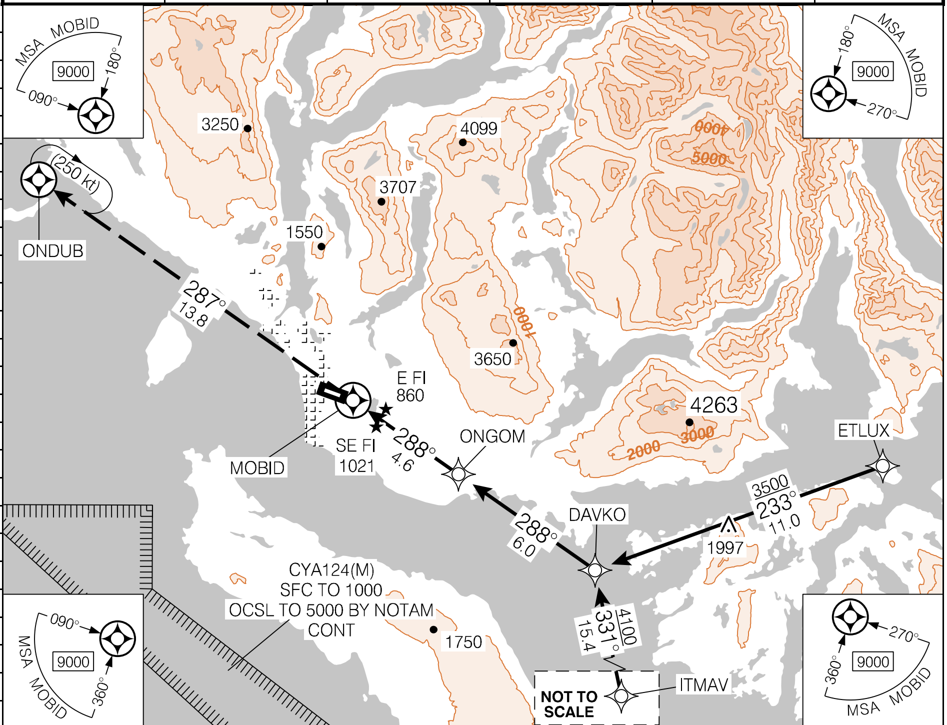
RNAV (GNSS) RWY 27

495003N 1243001W VAR 18°E

CYPW

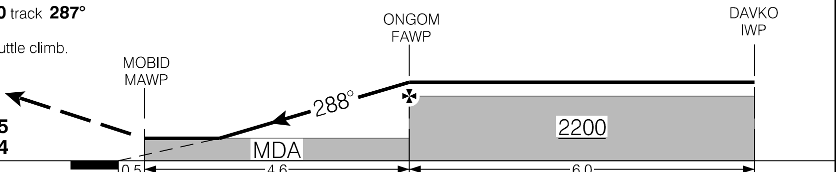
	TML Comox – **123.7 227.6**	TFC – **123.0** MF		ARCAL 123.0(K)*
SAFE ALT 100 NM **15,200**	RNAV	APCH CRS **288°**	MIN ALT ONGOM **2200**	LDA **3769**

P1 AS 1.0° 15°



MISSED APPROACH
Climb to **6500** track **287°** to ONDUB.
As required shuttle climb.

ELEV 415
TDZE 414



RASS: When using CYQQ add **100'**.

CATEGORY	A	B	C	D
LNAV	**1320** (906) 2¾			

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

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.

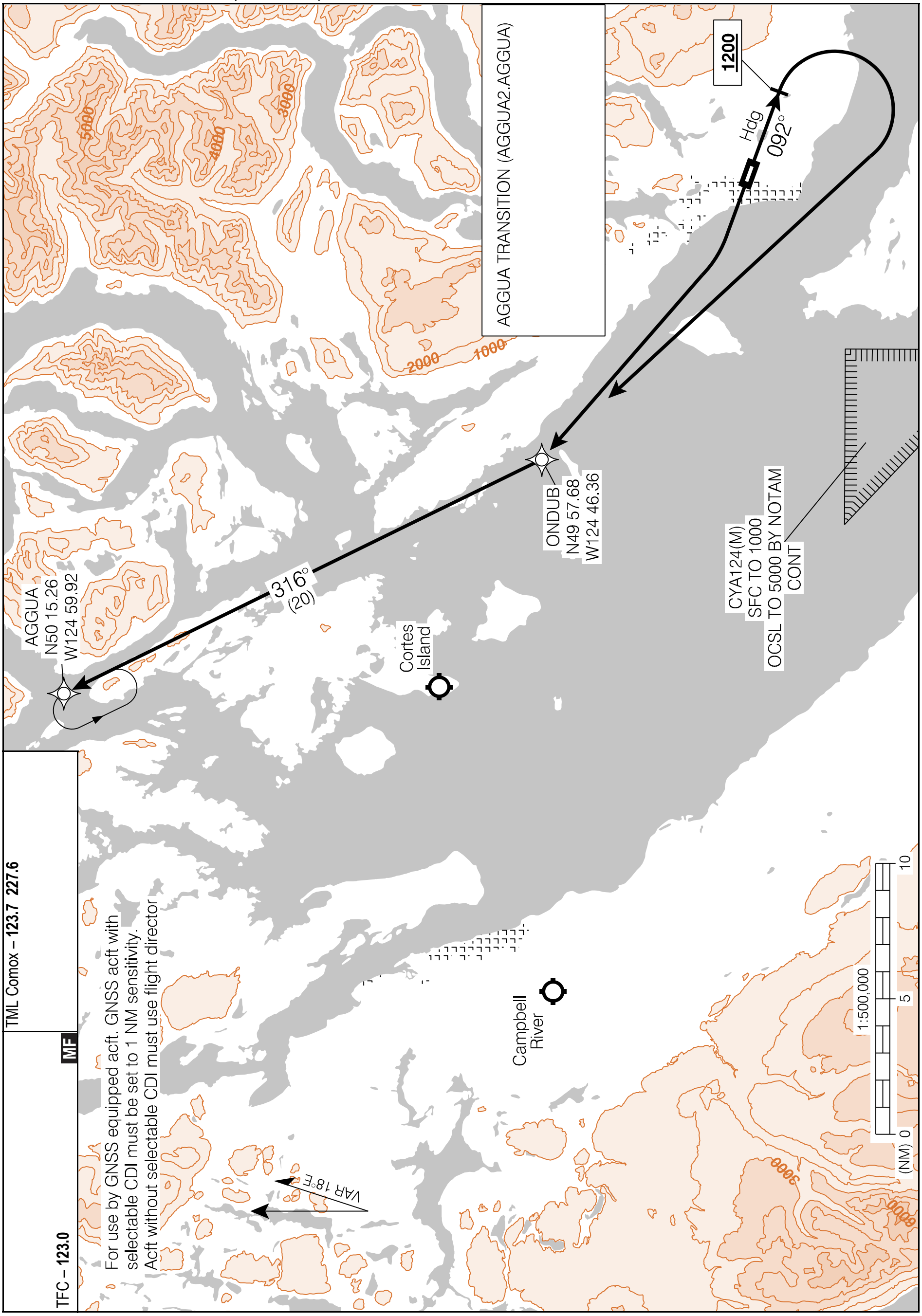
DEPARTURE CLIMB RATE V/V (FPM)

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) POWELL RIVER, BC

AGGUA TWO DEP (AGGUA2.) CYPW



AGGUA TWO DEP (AGGUA2.) CYPW

EFF 31 OCT 24

ITMAV TWO DEP (ITMAV2.) CYPW

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)

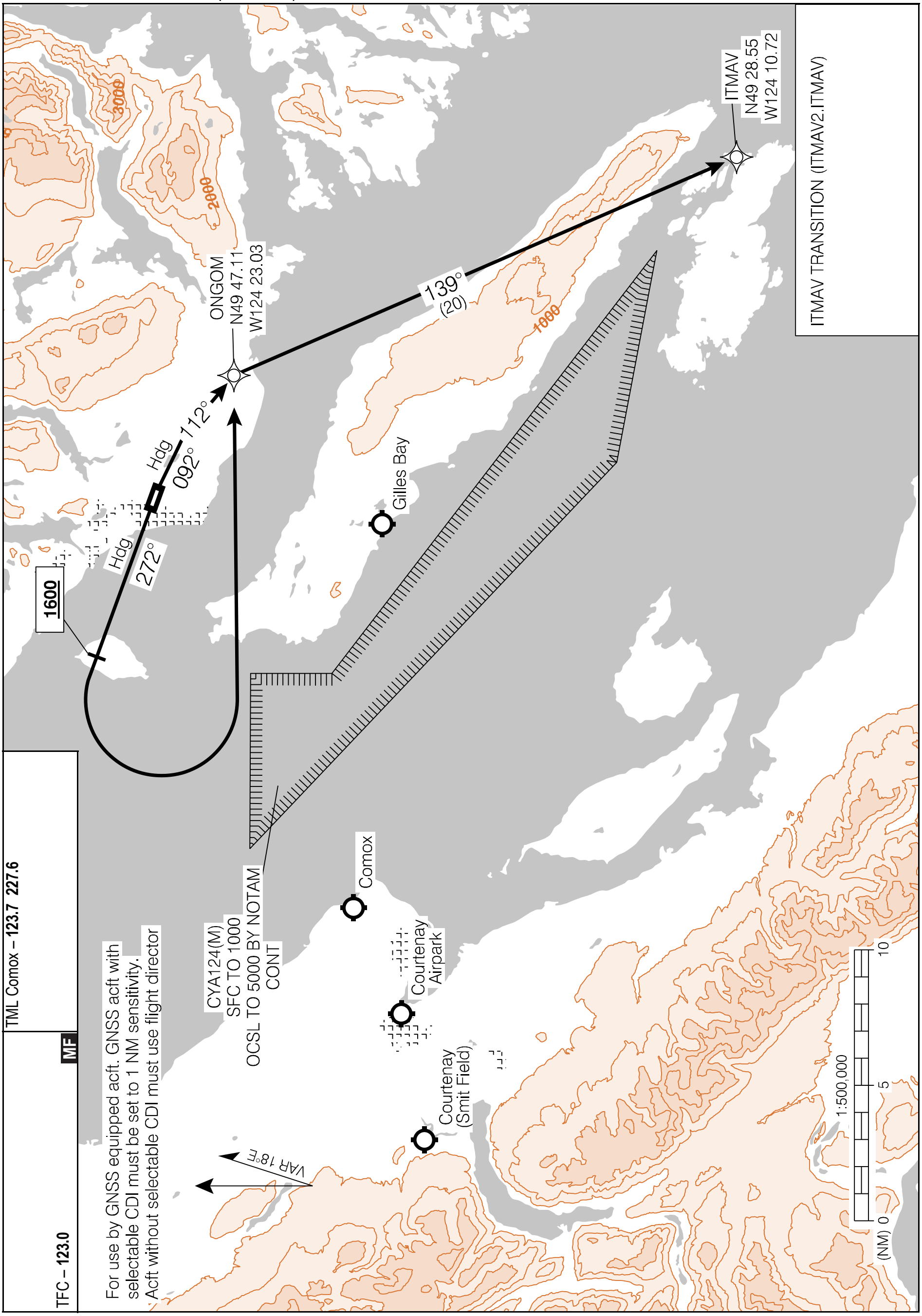
GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

ITMAV TRANSITION: (ITMAV2.ITMAV)

DEPARTURE PROCEDURE (RNAV)

ITMAV TWO DEP (ITMAV2.)

POWELL RIVER, BC
CYPW



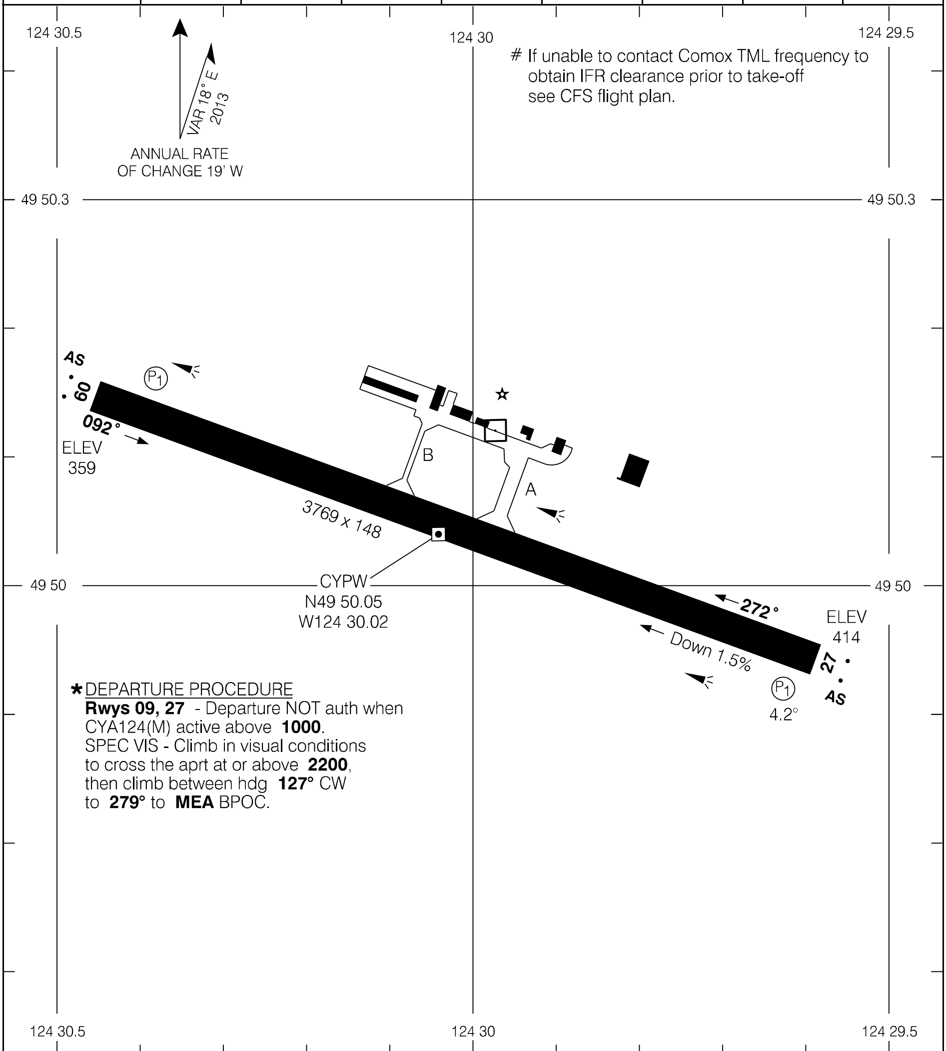
POWELL RIVER, BC

AERODROME CHART CYPW

TFC – **123.0** **MF**

TML Comox – **123.7 227.6**

DECL DISTS	09	27						
TORA	3769	3769						
TODA	3769	5653						
ASDA	3769	3769						
LDA	3769	3769						



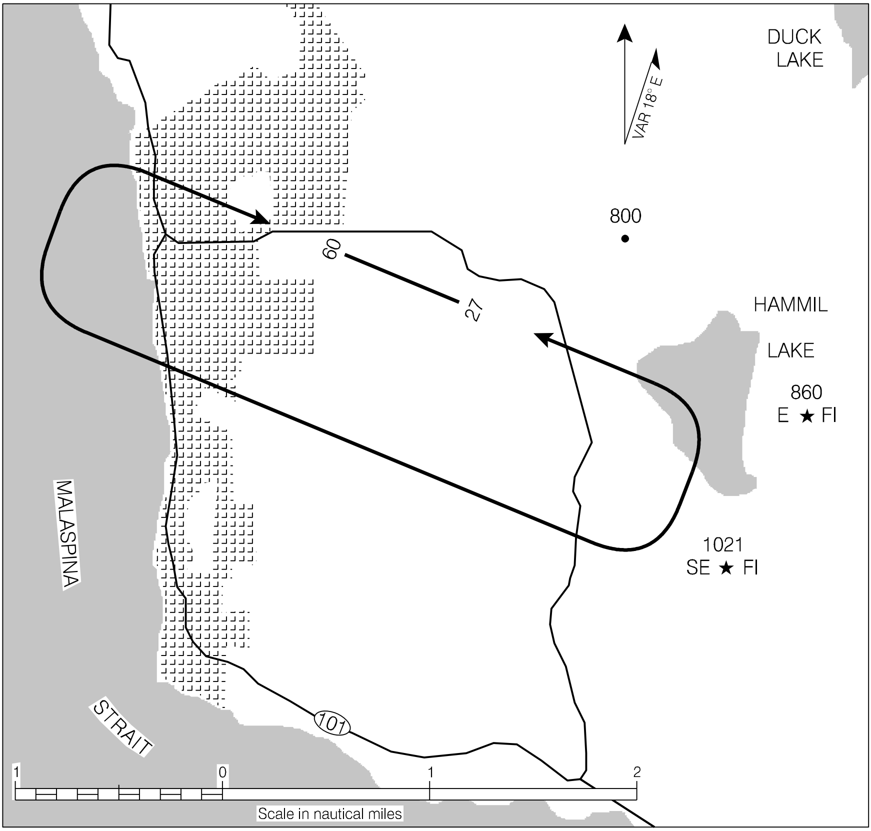
If unable to contact Comox TML frequency to obtain IFR clearance prior to take-off see CFS flight plan.

* DEPARTURE PROCEDURE
Rwys 09, 27 - Departure NOT auth when CYA124(M) active above **1000**.
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200**, then climb between hdg **127°** CW to **279°** to **MEA** BPOC.

TAKE-OFF MINIMA
Rwys 09; 27: *

SCALE IN FEET
1000 0 1000

NIGHT CIRCUIT ALTITUDE - 1400'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 both hazard beacons are operating.
3. Turns to be completed west of hazard beacons.

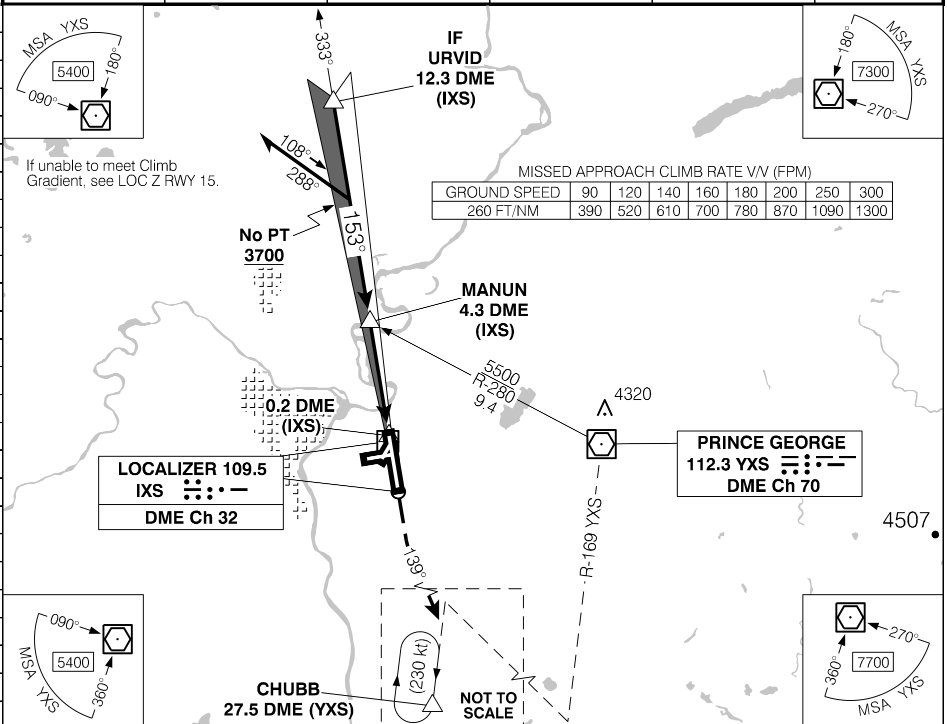
PRINCE GEORGE, BC

ILS Z RWY 15

535303N 1224039W VAR 18°E

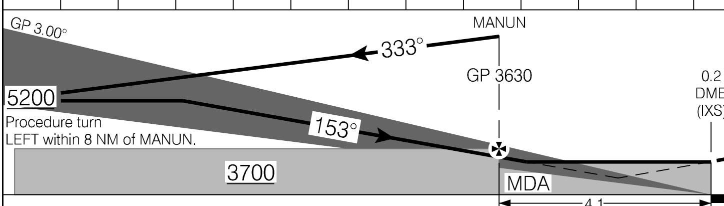
CYXS

ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	GND – **121.9**	ARCAL 118.3(K)* P3 AN
SAFE ALT 100 NM **12,800**	LOC IXS **109.5**	APCH CRS **153°**	GP MANUN **3630**	LDA **11450**



MISSED APPROACH 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



MISSED APPROACH
Requires a minimum climb gradient of **260** ft/NM to **6700**. Climb to **2700** hdg **153°**. Then climbing LEFT turn to **7100** hdg **139°** to intercept OBD "YXS" **R-169** to CHUBB.

ELEV 2266
TDZE 2232

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		

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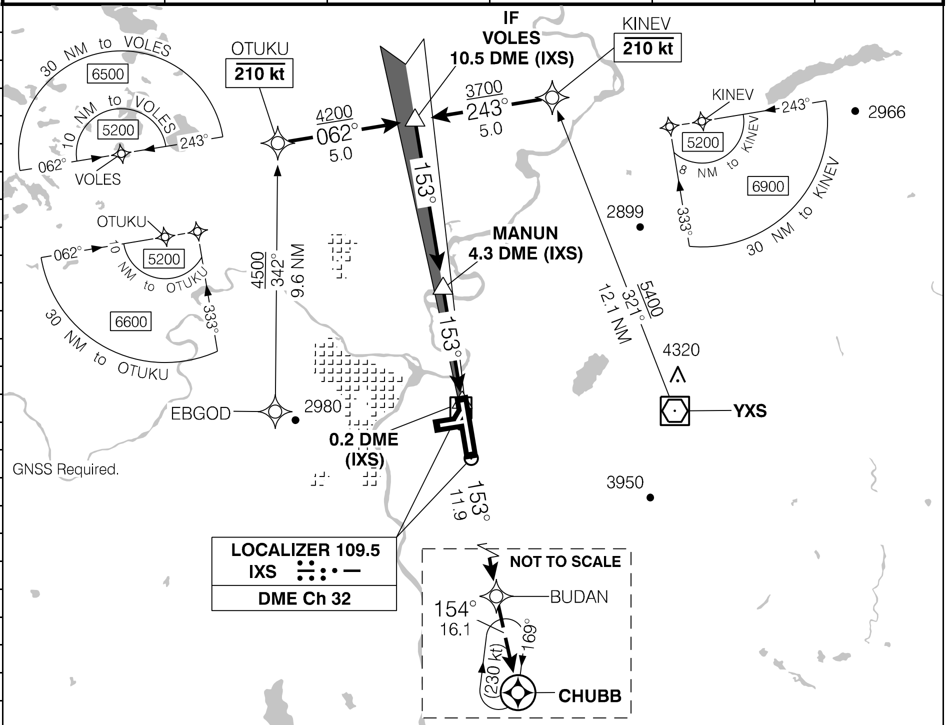
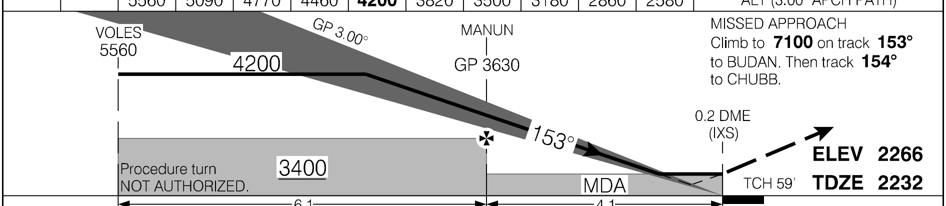
ILS Y RWY 15

PRINCE GEORGE, BC
535303N 1224039W VAR 18°E
CYXS

ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	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**



		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)



MISSED APPROACH
Climb to **7100** on track **153°** to BUDAN. Then track **154°** to CHUBB.

ELEV 2266
TDZE 2232

RASS: When using CYQZ add **190'**.

CATEGORY	A	B	C	D
ILS/DME	**2432** (200) ½ RVR 26			
LOC/DME	**2580** (348) 1 RVR 50			

MANUN to MAP 4.1 NM		
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**

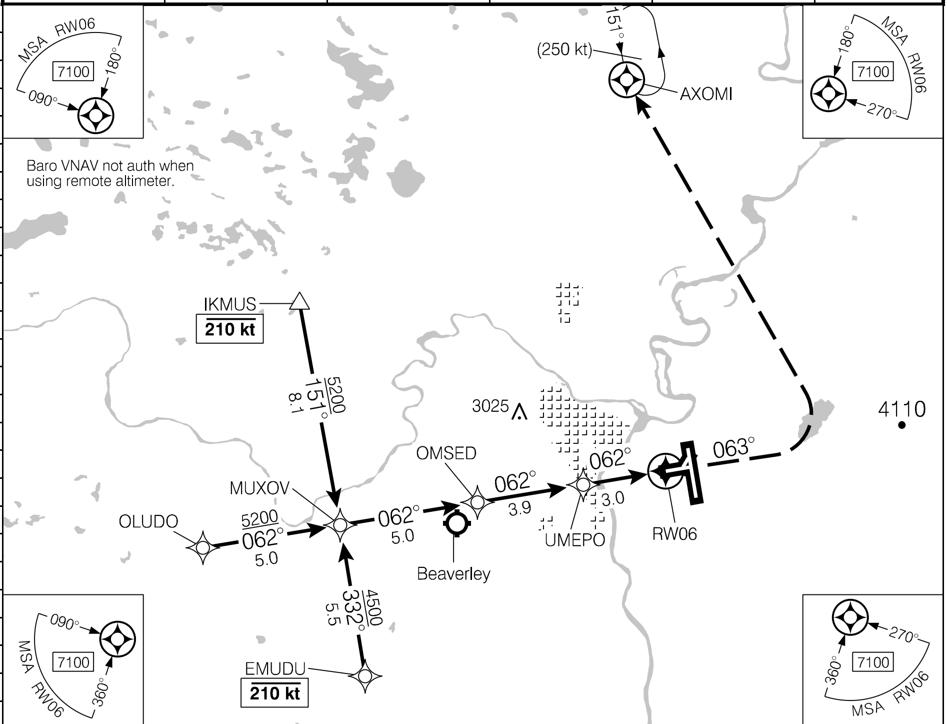
PRINCE GEORGE, BC

RNAV (GNSS) RWY 06

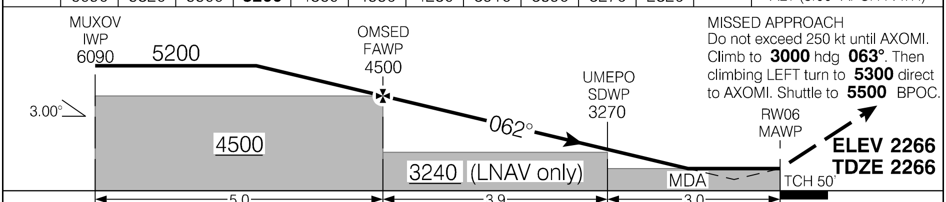
535303N 1224039W VAR 18°E

CYXS

ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	GND – **121.9**	ARCAL 118.3(K)* P2 AO
SAFE ALT 100 NM **12,800**	WAAS **Ch 80448** W06A	APCH CRS **062°**	MIN ALT OMSED **4500**	LDA **5624**



	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)



MISSED APPROACH
Do not exceed 250 kt until AXOMI. Climb to **3000** hdg **063°**. Then climbing LEFT turn to **5300** direct to AXOMI. Shuttle to **5500** BPOC.

ELEV 2266
TDZE 2266

RASS: When using CYQZ add **190'**.

CATEGORY	A	B	C	D
LPV	**2766**	(500)	1¾	
LNAV/VNAV (min. -23°C, max. 54°C)	**2766**	(500)	1¾	
LNAV	**2820**	(554)	1¾	

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

PRINCE GEORGE, BC

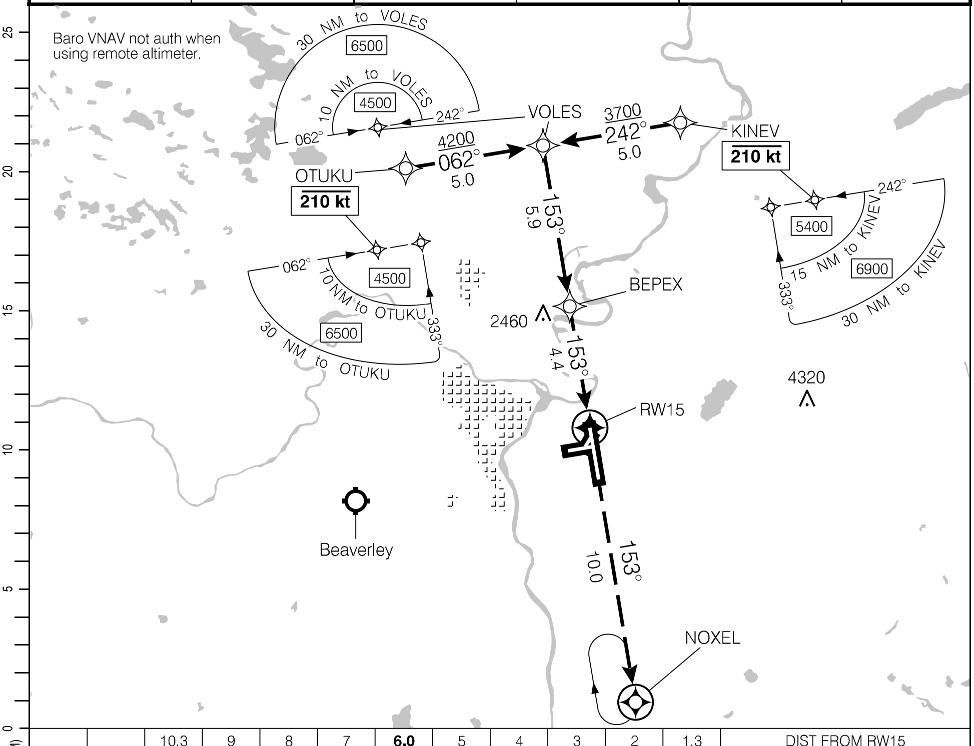
RNAV (GNSS) Z RWY 15

535303N 1224039W VAR 18°E

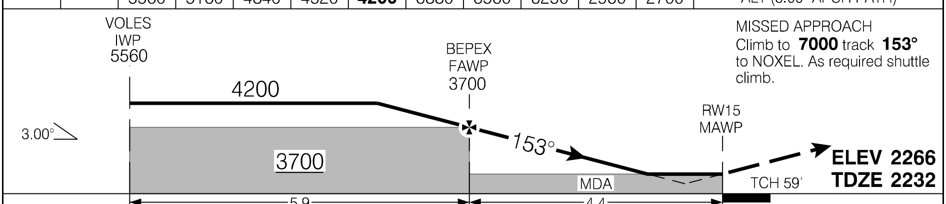
CYXS

ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	GND – **121.9**	ARCAL 118.3(K)*

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT BEPEX	LDA	
12,800	**Ch 80325** W15A	**153°**	**3700**	**11450**	P3 AN



		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)



MISSED APPROACH
Climb to **7000** track **153°** to NOXEL. As required shuttle climb.

RASS: When using CYQZ add **190'**.

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

CATEGORY	A	B	C	D
LPV	**2431**	(200)	½ RVR 26	
LNAV/VNAV (min. -21°C, max. 52°C)	**2646**	(415)	1 RVR 50	
LNAV	**2700**	(469)	1 RVR 50	

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PRINCE GEORGE, BC

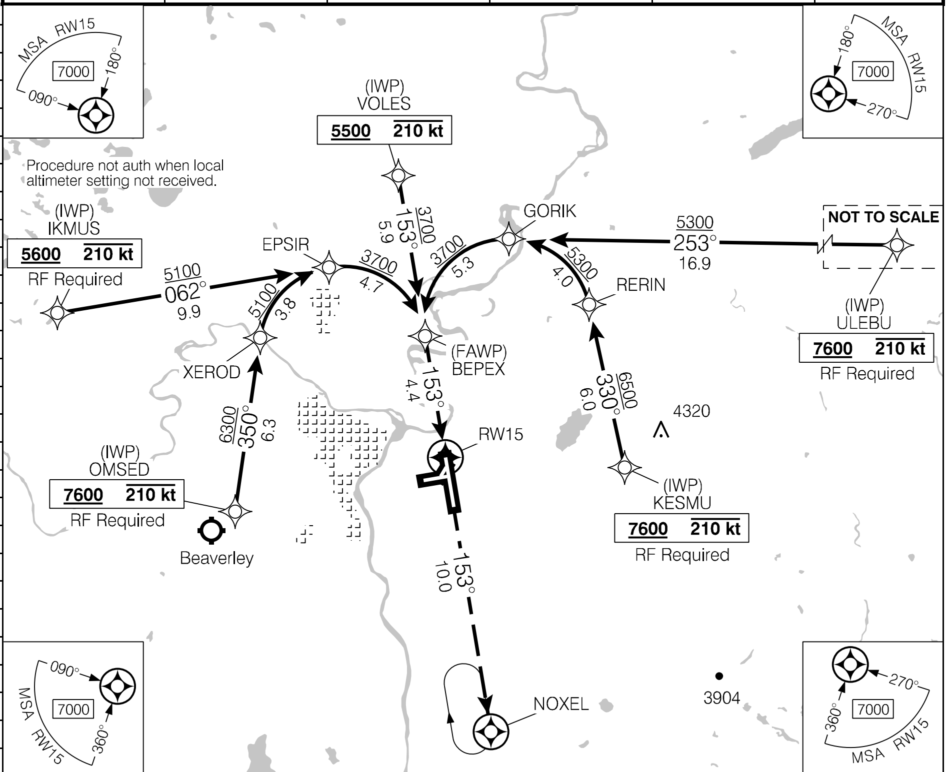
RNAV (RNP) Y RWY 15

535303N 1224039W VAR 18°E

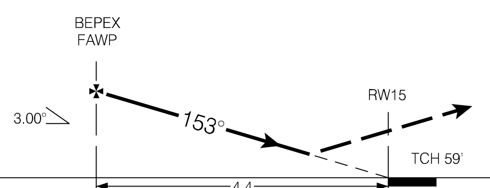
CYXS

ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	GND – **121.9**	ARCAL 118.3(K)* P3 AN

SAFE ALT 100 NM		APCH CRS	MIN ALT BEPEX	LDA
12,800	RNAV	**153°**	**3700**	**11450**



MISSED APPROACH
Climb to **7000** track **153°** to NOXEL.
As required shuttle climb.



ELEV 2266
TDZE 2232

	CATEGORY	A	B	C	D
	RNP 0.10	**2602**	(371)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -21° C) (max. 52° C)	**RNP 0.20**	**2669**	(438)	1 RVR 50	
	RNP 0.30	**2737**	(506)	1¼	

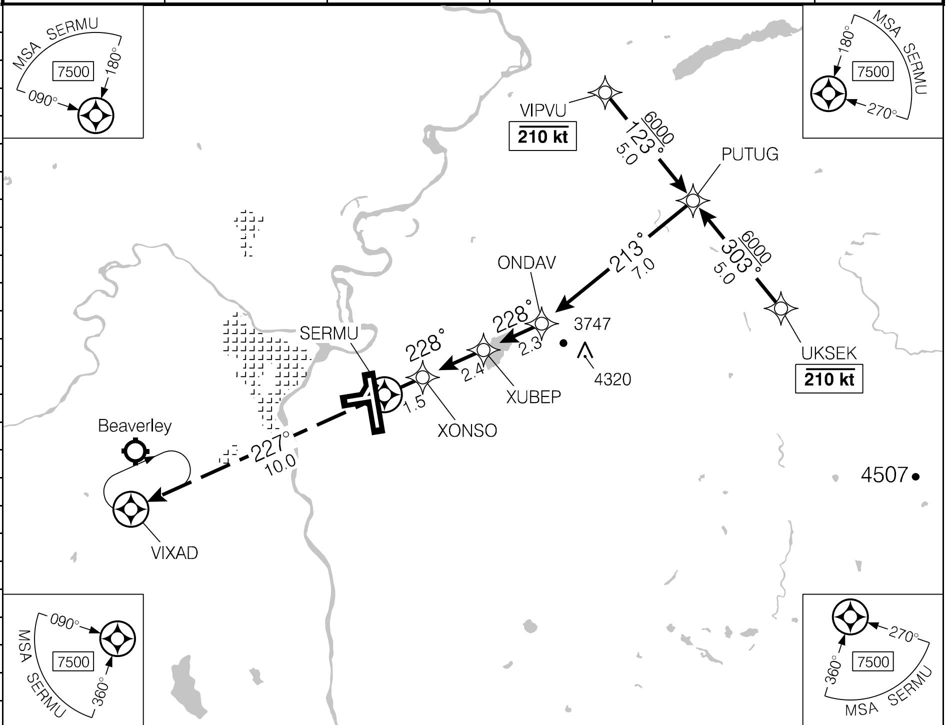
PRINCE GEORGE, BC

RNAV (GNSS) RWY 24

535303N 1224039W VAR 18°E

CYXS

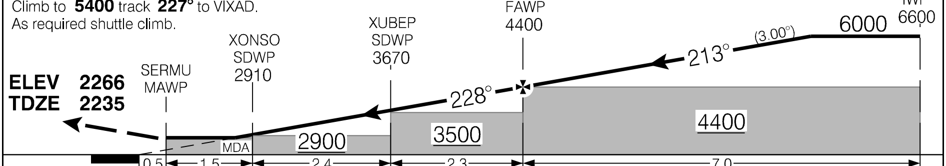
ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	GND – **121.9**	ARCAL 118.3(K)* AS P2 * 14.9°
SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **228°**	MIN ALT ONDAV **4400**	LDA **5223**



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

MISSED APPROACH
Climb to **5400** track **227°** to VIXAD.
As required shuttle climb.

ELEV 2266
TDZE 2235



RASS: When using CYQZ add **190'**.	CATEGORY	A	B	C	D
	LNAV	**2820**	(601)	1¾	

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

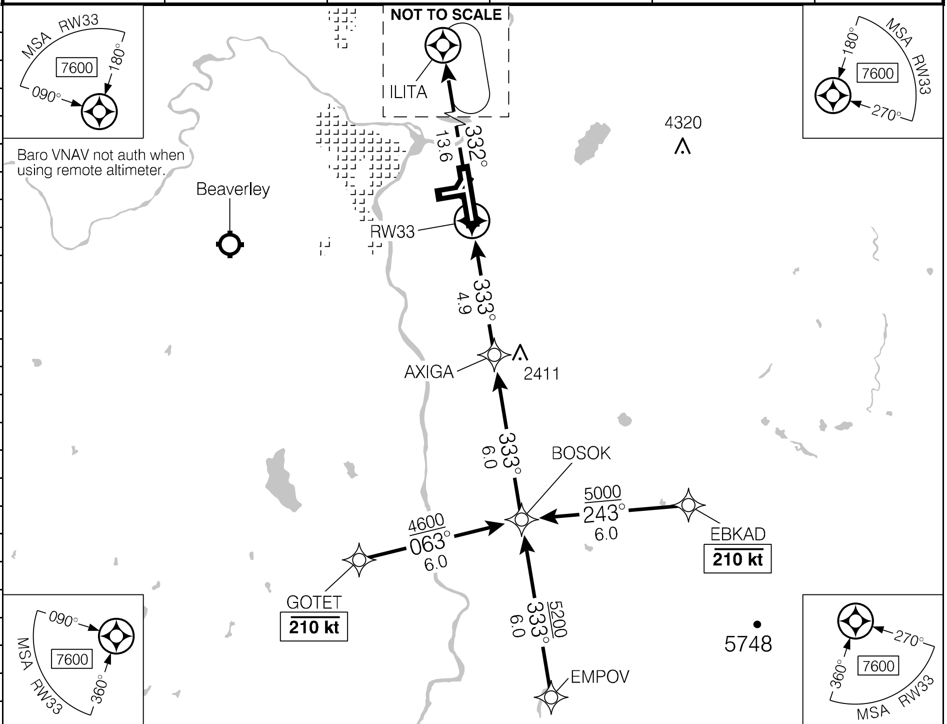
PRINCE GEORGE, BC

RNAV (GNSS) Z RWY 33

535303N 1224039W VAR 18°E

CYXS

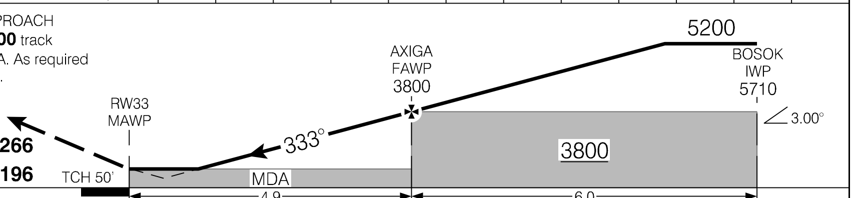
ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	GND – **121.9**	ARCAL 118.3(K)* P2 AN
SAFE ALT 100 NM **12,800**	WAAS **Ch 80137** W33A	APCH CRS **333°**	MIN ALT AXIGA **3800**	LDA **10950**



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

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

ELEV 2266
TDZE 2196



RASS: When using CYQZ add **190'**.

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

CATEGORY	A	B	C	D
LPV	**2445**	(250)	1	
LNAV/VNAV (min. -23°C, max. 54°C)	**2584**	(389)	1	
LNAV	**2640**	(445)	1	

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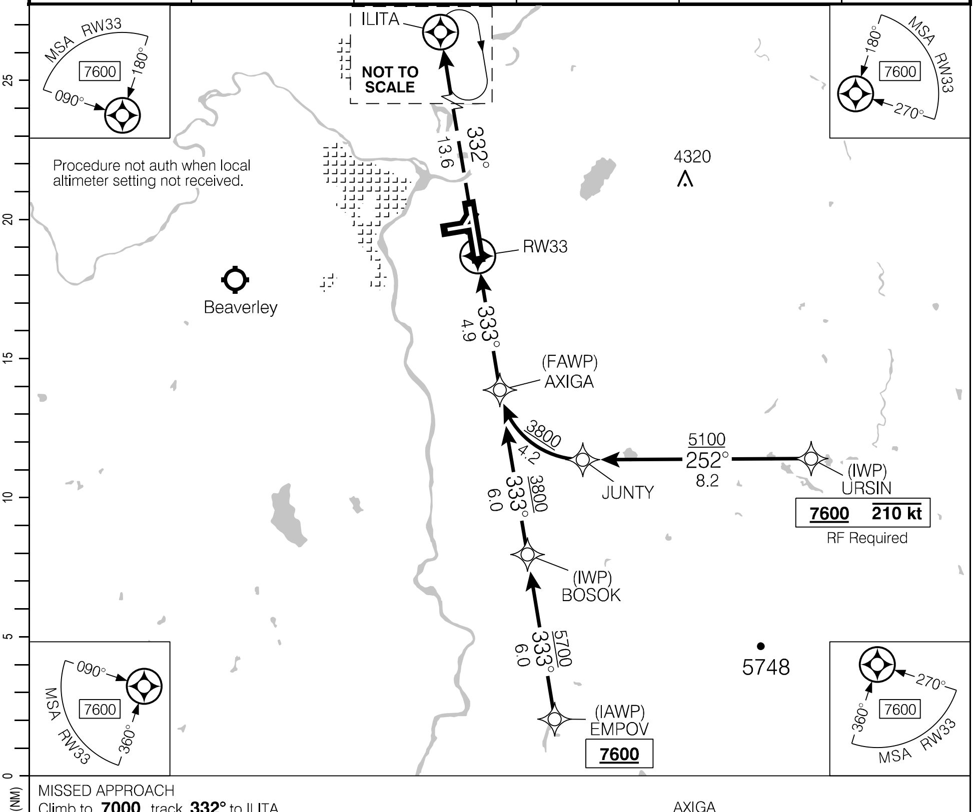
PRINCE GEORGE, BC

RNAV (RNP) Y RWY 33

535303N 1224039W VAR 18°E

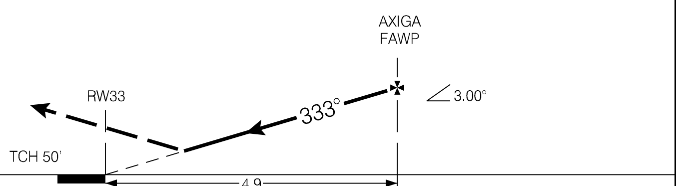
CYXS

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



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

ELEV 2266
TDZE 2196



	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	

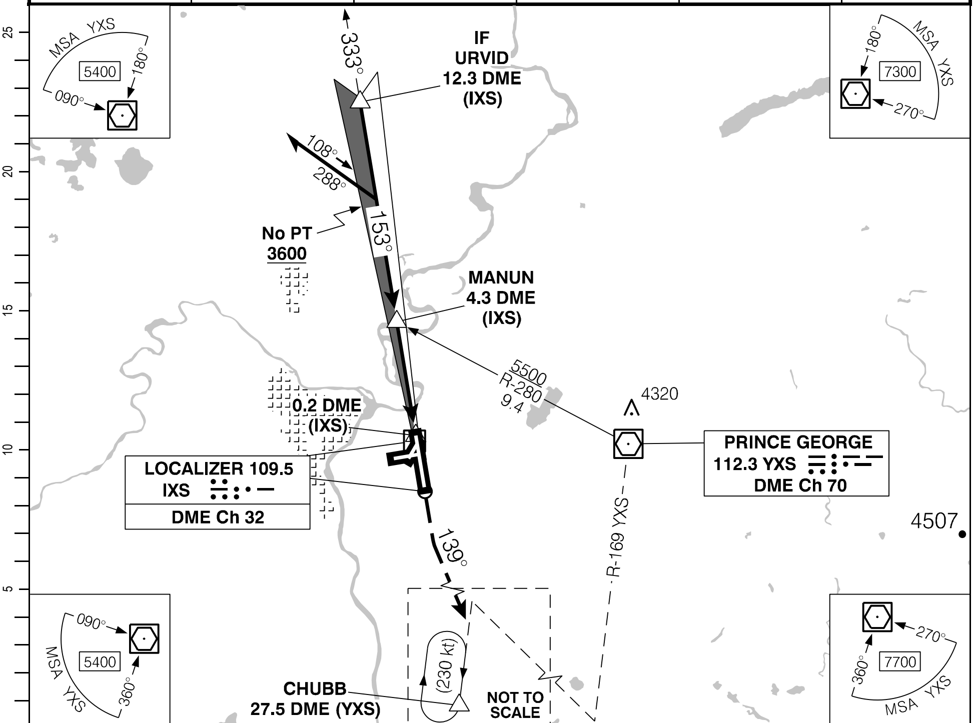
PRINCE GEORGE, BC

LOC Z RWY 15

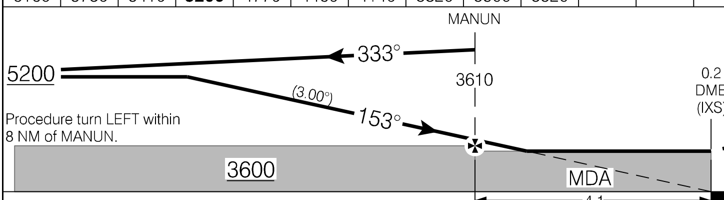
535303N 1224039W VAR 18°E

CYXS

ATIS – **128.72** AWOS – **128.72**	CTR Vancouver – **133.8**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	GND – **121.9**	ARCAL 118.3(K)* P3 AN
SAFE ALT 100 NM **12,800**	LOC IXS **109.5**	APCH CRS **153°**	GP MANUN **3600**	LDA **11450**



12.3	11	10	**9.3**	8	7	6	5	4	3.4			DIST FROM "IXS" DME
6160	5730	5410	**5200**	4770	4460	4140	3820	3500	3320			ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3400** hdg **153°**. Then climbing LEFT turn to **7100** hdg **139°** to intercept OBD "YXS" **R-169** to CHUBB.

ELEV 2266
TDZE 2232

RASS: When using CYQZ add **190'**.

CATEGORY	A	B	C	D
LOC/DME	**3320**	(1088)	2½	

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

Departure Route Description

All rwys: 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 aprt 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:

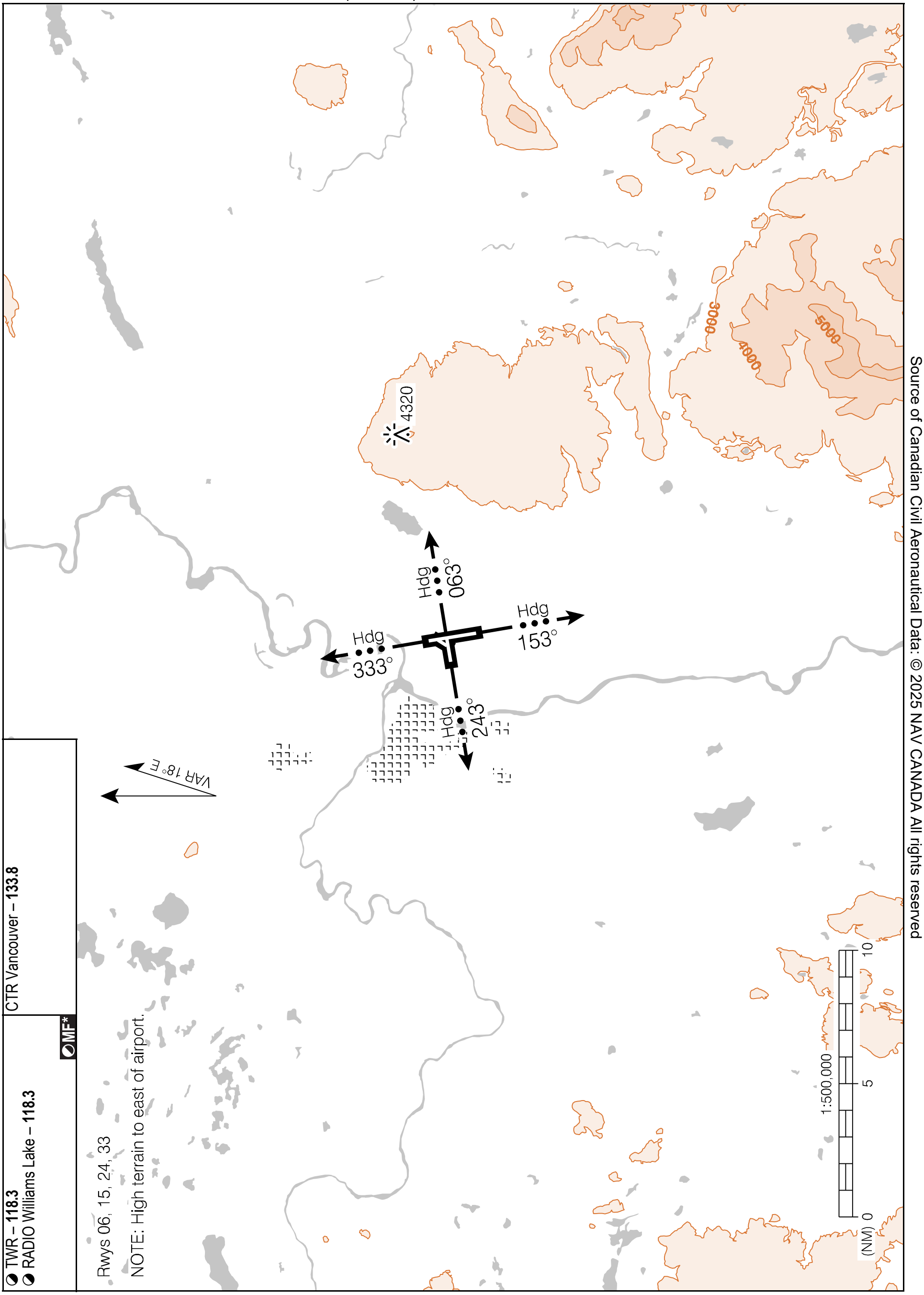
1. Select transponder code 7600;
2. Proceed directly on course;
3. Maintain last assigned altitude until 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

SID (VECTOR)

PRINCE GEORGE, BC

PRINCE GEORGE FIVE DEP (CYXS5.)

CYXS



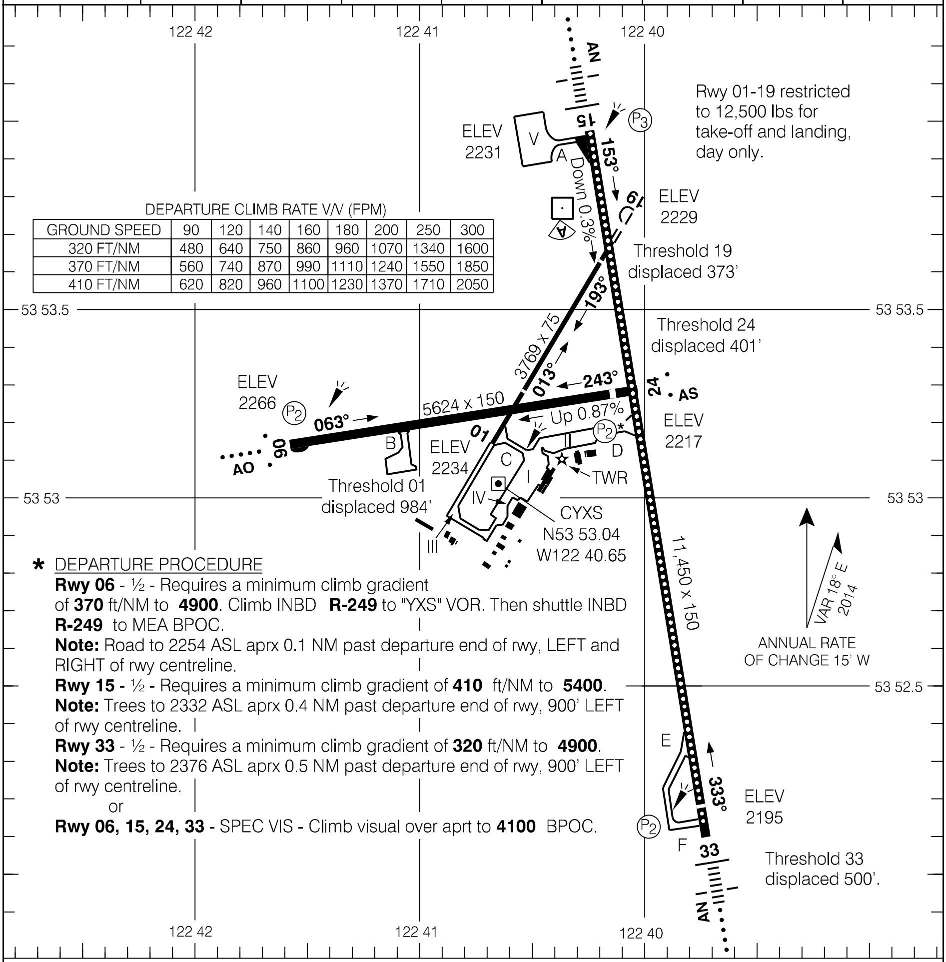
PRINCE GEORGE, BC

AERODROME CHART

CYXS

ATIS – **128.72** AWOS – **128.72**	GND – **121.9**	TWR – **118.3** RADIO Williams Lake – **118.3** MF*	CTR Vancouver – **133.8**

DECL DISTS	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		



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

★ DEPARTURE PROCEDURE

Rwy 06 - ½ - Requires a minimum climb gradient of **370** ft/NM to **4900**. Climb INBD **R-249** to "YXS" VOR. Then shuttle INBD **R-249** to MEA BPOC.

Note: Road to 2254 ASL aprx 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 15 - ½ - Requires a minimum climb gradient of **410** ft/NM to **5400**.

Note: Trees to 2332 ASL aprx 0.4 NM past departure end of rwy, 900' LEFT of rwy centreline.

Rwy 33 - ½ - Requires a minimum climb gradient of **320** ft/NM to **4900**.

Note: Trees to 2376 ASL aprx 0.5 NM past departure end of rwy, 900' LEFT of rwy centreline.

or

Rwy 06, 15, 24, 33 - SPEC VIS - Climb visual over aprt to **4100** BPOC.

RUNWAY LEVEL OF SERVICE

RVO	LVO
RWY 15: RVR 1200 RWY 33: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA
Rwys 01,19: Not assessed Rwys 15, 33, 06, 24: ★

SCALE IN FEET

1000 0 1000

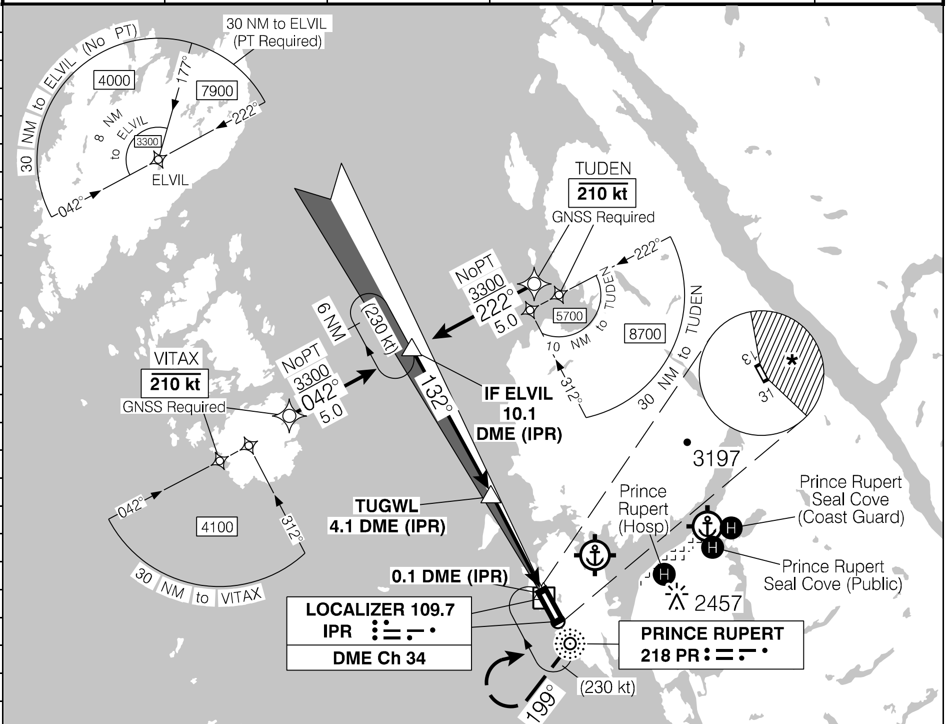
PRINCE RUPERT, BC

ILS RWY 13

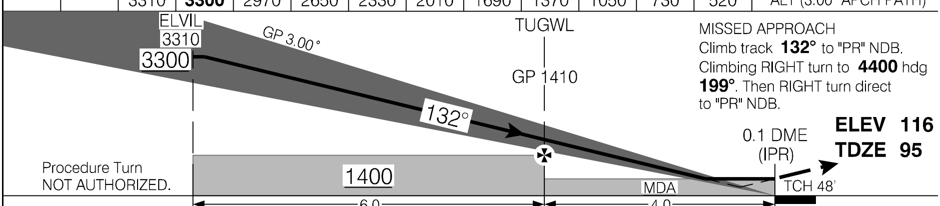
541709N 1302641W VAR 19°E

CYPR

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



		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)



MISSED APPROACH
Climb track **132°** to "PR" NDB. Climbing RIGHT turn to **4400** hdg **199°**. Then RIGHT turn direct to "PR" NDB.

ELEV 116
TDZE 95

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

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

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

PRINCE RUPERT, BC

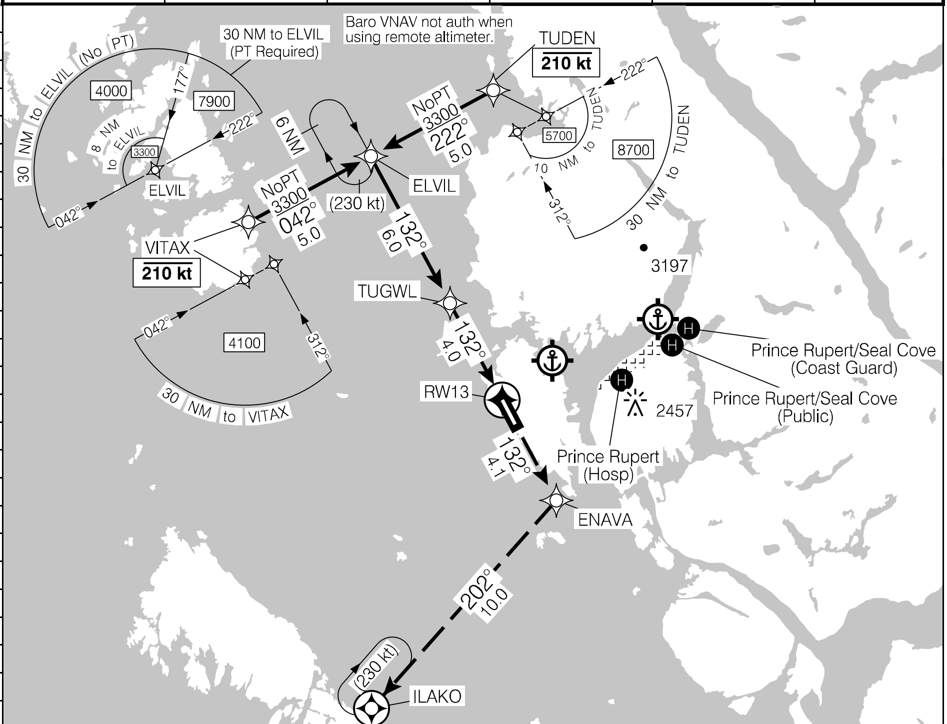
RNAV (GNSS) RWY 13

541709N 1302641W VAR 19°E

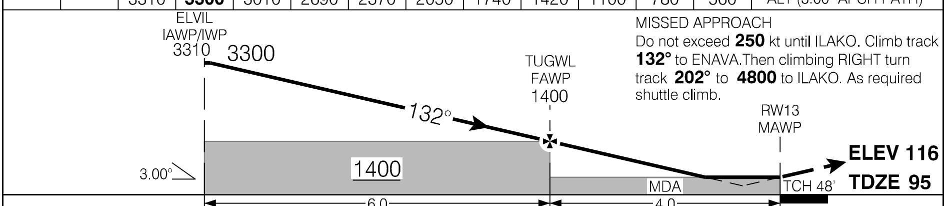
CYPR

AWOS – **128.57**	CTR Vancouver – **133.67**	TFC – **122.5** MF*		ARCAL 122.5(K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT TUGWL	LDA
11,100	**Ch 80274** W13A	**132°**	**1400**	**6000**



		10	**9.9**	9	8	7	6	5	4	3	2	1.3	DIST FROM RW13
		3310	**3300**	3010	2690	2370	2050	1740	1420	1100	780	560	ALT (3.00° APCH PATH)



MISSED APPROACH
Do not exceed **250** kt until ILAKO. Climb track **132°** to ENAVA.Then climbing RIGHT turn track **202°** to **4800** to ILAKO. As required shuttle climb.

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

CATEGORY	A	B	C	D
LPV	**344** (250) 1			
LNAV/VNAV (min. -19°C, max. 54°C)	**475** (381) 1			
LNAV	**560** (466) 1			

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

PRINCE RUPERT, BC

RNAV (GNSS) RWY 31

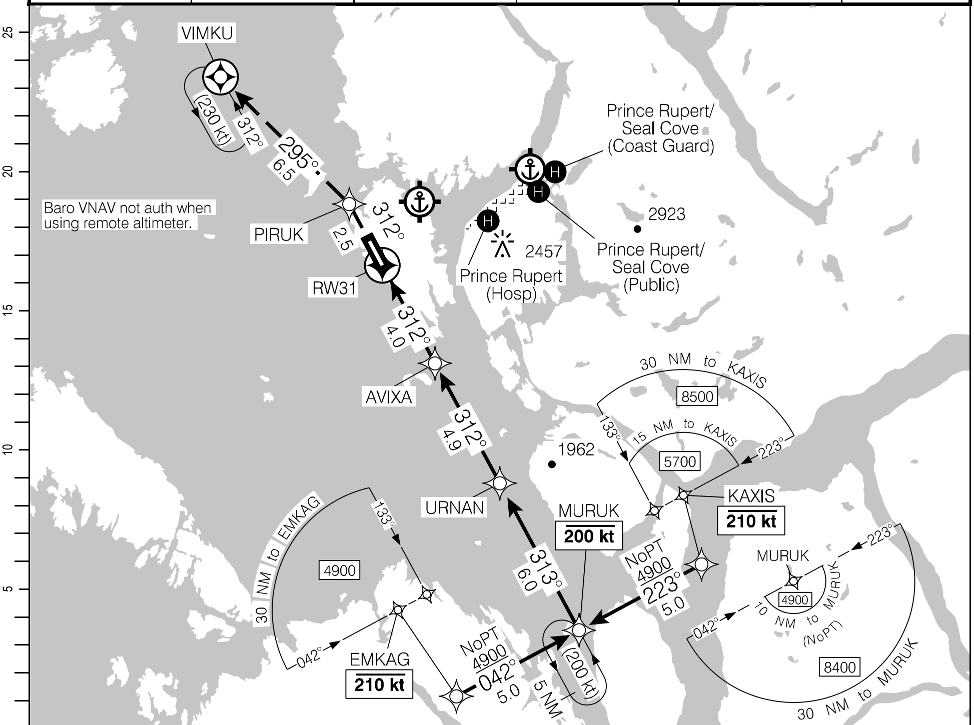
541709N 1302641W VAR 19°E

CYPR

AWOS – **128.57**	CTR Vancouver – **133.67**	TFC – **122.5** MF*		ARCAL 122.5(K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT URNAN	LDA
11,100	**Ch 80273** W31A	**312°**	**3000**	**6000**

P2 AO

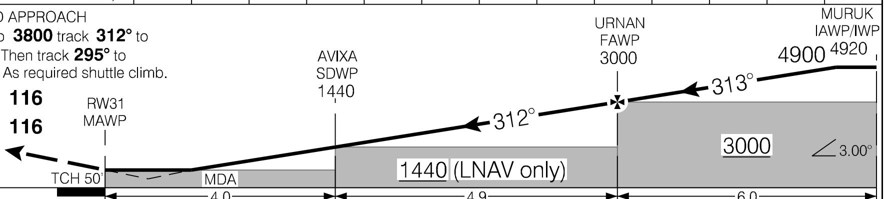


DIST FROM RW31	1.5	3	4	5	6	7	8	9	10	11	12	**14.8**	14.9
ALT (3.00° APCH PATH)	660	1120	1440	1760	2080	2400	2720	3040	3350	3670	3990	**4900**	4920

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

ELEV 116

TDZE 116



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)	1¾	
LNAV	**660**	(544)	1¾	

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

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PRINCE RUPERT, BC

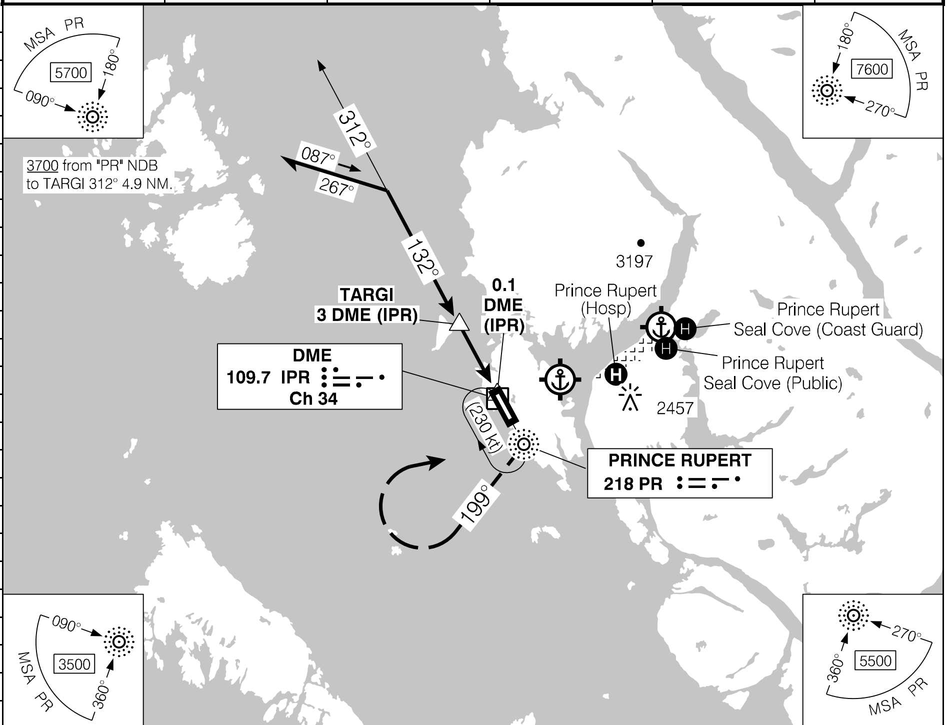
NDB/DME RWY 13

541709N 1302641W VAR 19°E

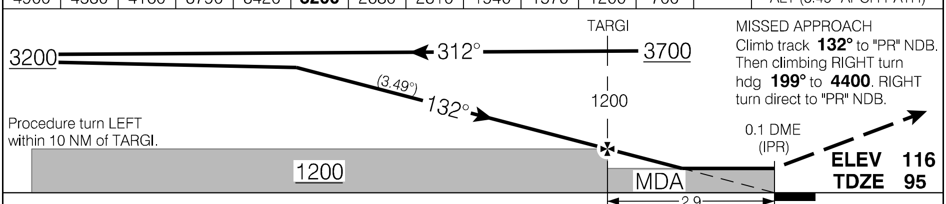
CYPR

AWOS – **128.57**	CTR Vancouver – **133.67**	TFC – **122.5** MF*		ARCAL 122.5(K)
SAFE ALT 100 NM **11,100**	NDB PR **218**	APCH CRS **132°**	MIN ALT TARGI **1200**	LDA **6000**

AN



13	12	11	10	9	**8.4**	7	6	5	4	3	1.7		DIST FROM DME (IPR)
4900	4530	4160	3790	3420	**3200**	2680	2310	1940	1570	1200	700		ALT (3.49° APCH PATH)



MISSED APPROACH
Climb track **132°** to "PR" NDB. Then climbing RIGHT turn hdg **199°** to **4400**. RIGHT turn direct to "PR" NDB.

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

CATEGORY	A	B	C	D
NDB/DME	**700**	(605)	1¼	

Knots	ft/min	Min:Sec
70	430	
90	550	
110	680	
130	800	
150	920	

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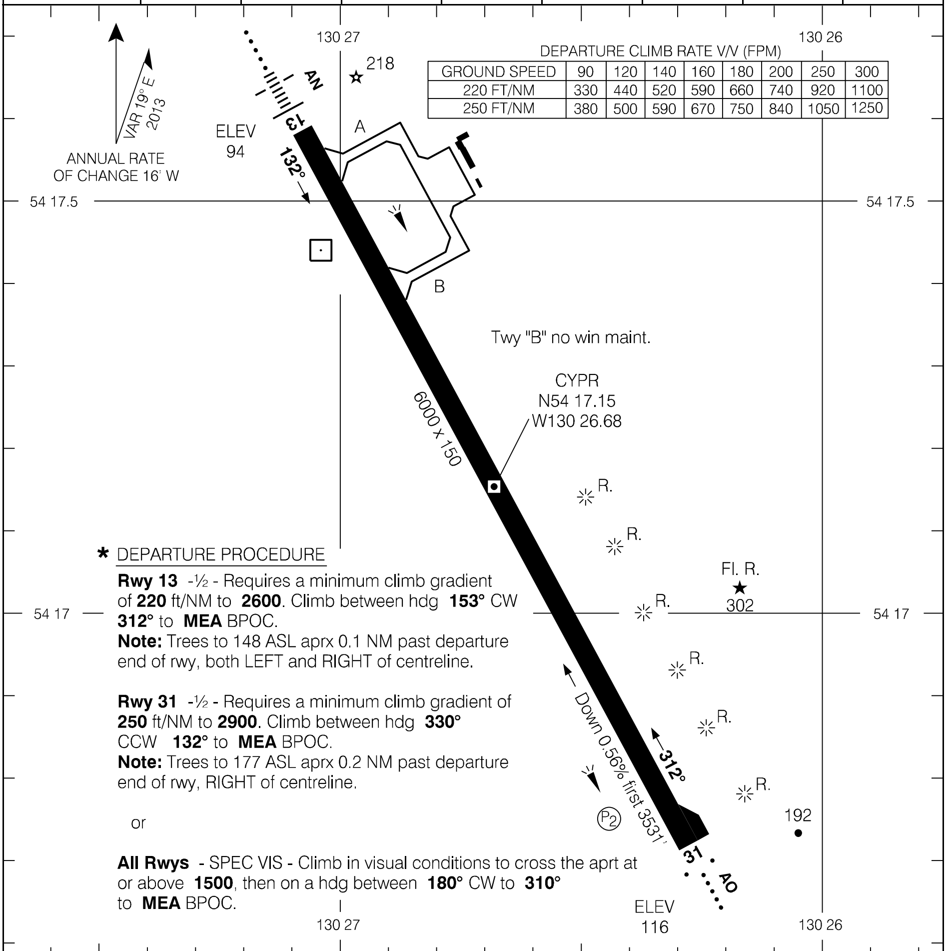
PRINCE RUPERT, BC

AERODROME CHART CYPR

AWOS – **128.57**		TFC – **122.5** MF*	CTR Vancouver – **133.67**

DECL DISTS	**13**	**31**							
TORA	6000	6000							
TODA	6853	6984							
ASDA	6000	6000							
LDA	6000	6000							



DEPARTURE 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
250 FT/NM	380	500	590	670	750	840	1050	1250

* 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 aprt at or above **1500**, then on a hdg between **180°** CW to **310°** to **MEA** BPOC.

RUNWAY LEVEL OF SERVICE

RVO	LVO
RWY 13: RVR 1200 RWY 31: (¼sm)	NOT AUTHORIZED

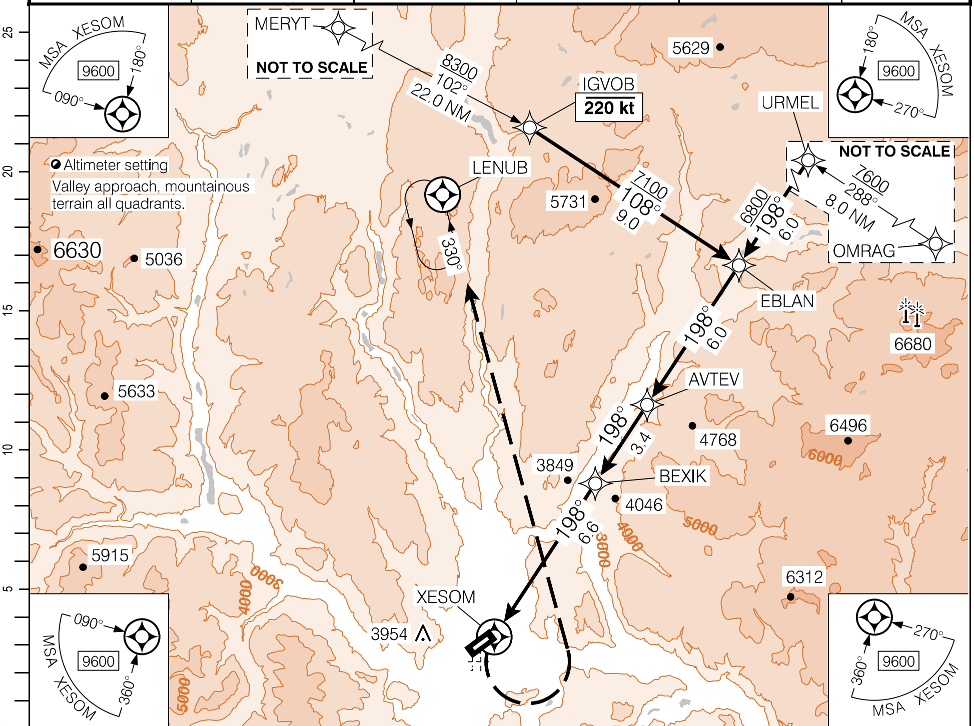
TAKE-OFF MINIMA
Rwys 13, 31: *

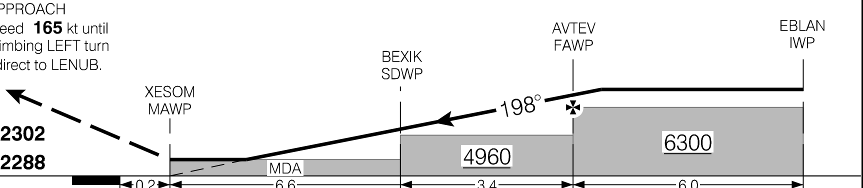
SCALE IN FEET
1000 0 1000

PRINCETON, BC
RNAV (GNSS) Z RWY 22 — CYDC

492804N 1203045W VAR 16°E

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





MISSED APPROACH
Do not exceed **165** kt until LENUB. Climbing LEFT turn to **7600** direct to LENUB.

ELEV 2302
TDZE 2288

CATEGORY	A	B	C	D
LNAV	**4940**	(2652)	3	NOT AUTHORIZED

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

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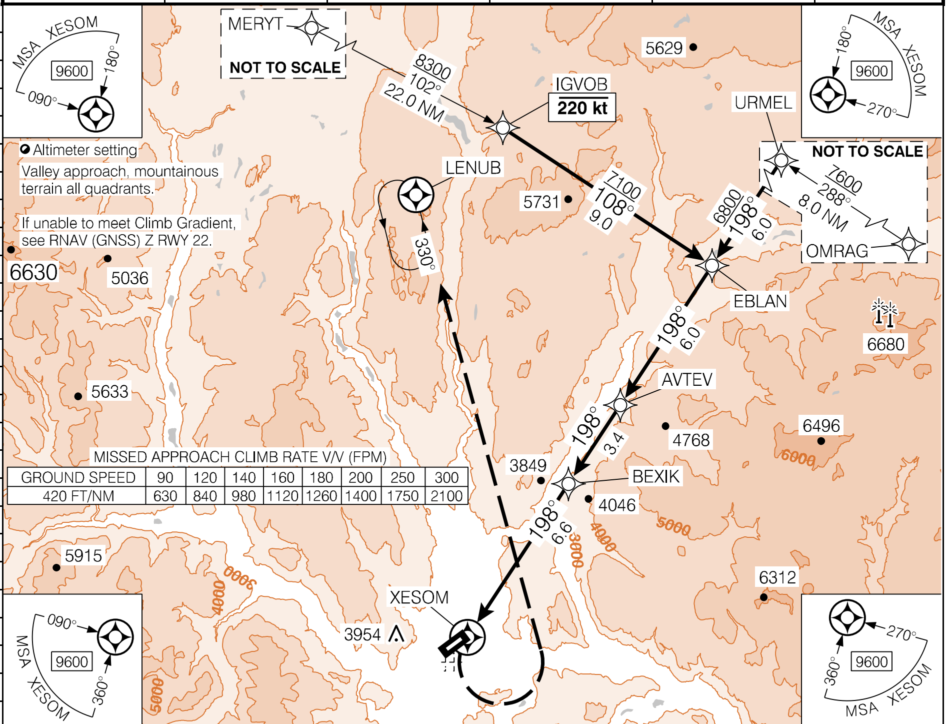
PRINCETON, BC

RNAV (GNSS) Y RWY 22 — CYDC

492804N 1203045W VAR 16°E

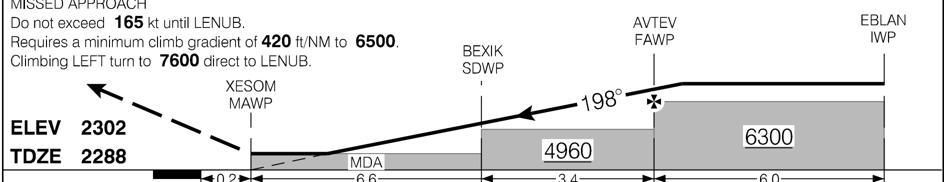
	CTR Vancouver – **135.0** **351.3**	TFC – **123.2**	ATF	ARCAL 123.2(K)
SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **198°**	MIN ALT AVTEV **6300**	LDA **3932**



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

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.



CATEGORY	A	B	C	D
LNAV	**3960** (1672) 3			NOT AUTHORIZED

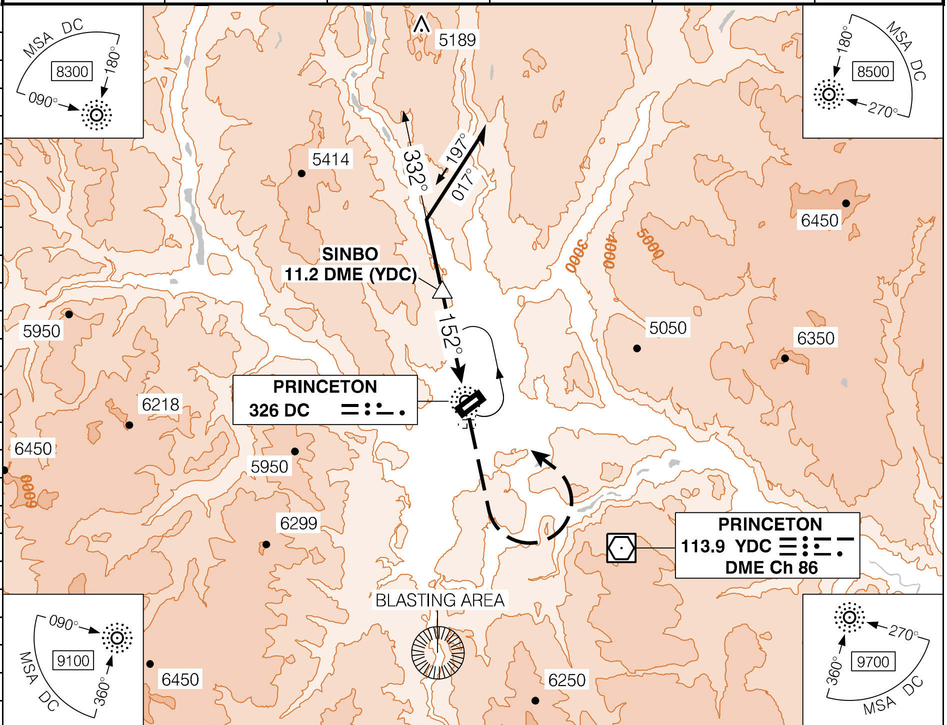
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

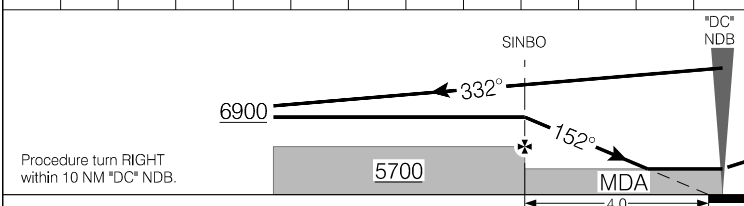
NDB/DME A

PRINCETON, BC
CYDC

492804N 1203045W VAR 16°E

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





MISSED APPROACH
Climb to **6800** track **152°**. Then climbing LEFT turn to **7400** direct to "DC" NDB.

ELEV 2302

RASS: When using CYYF add **250**'.

CATEGORY	A	B	C	D
CIRCLING	**4940**	(2638)	3	

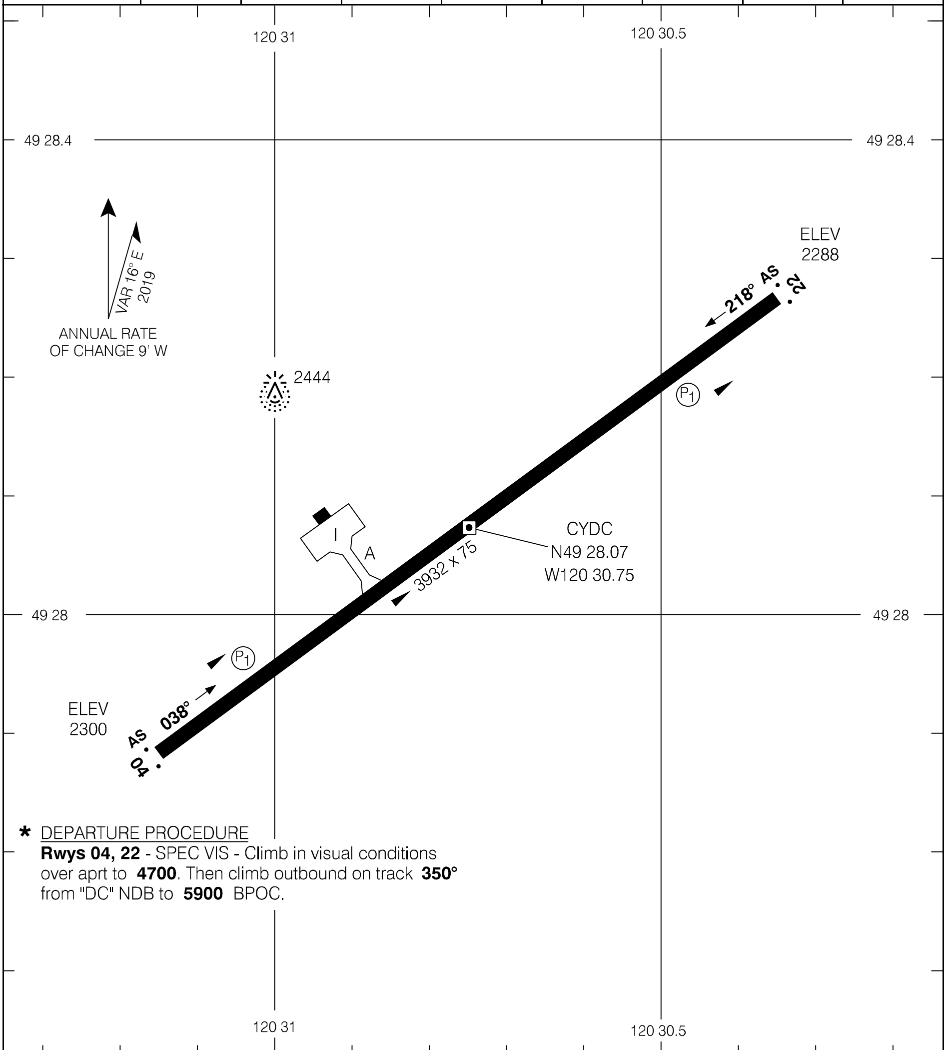
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

PRINCETON, BC

AERODROME CHART CYDC

		TFC – **123.2** ATF	CTR Vancouver – **135.0 351.3**

DECL DISTS	04	22						
TORA	3932	3932						
TODA	4916	4732						
ASDA	3932	3932						
LDA	3932	3932						



* DEPARTURE PROCEDURE
Rwys 04, 22 - SPEC VIS - Climb in visual conditions over aprt to **4700**. Then climb outbound on track **350°** from "DC" NDB to **5900** BPOC.

TAKE-OFF MINIMA
Rwys 04; 22: *

SCALE IN FEET

1000 0 1000

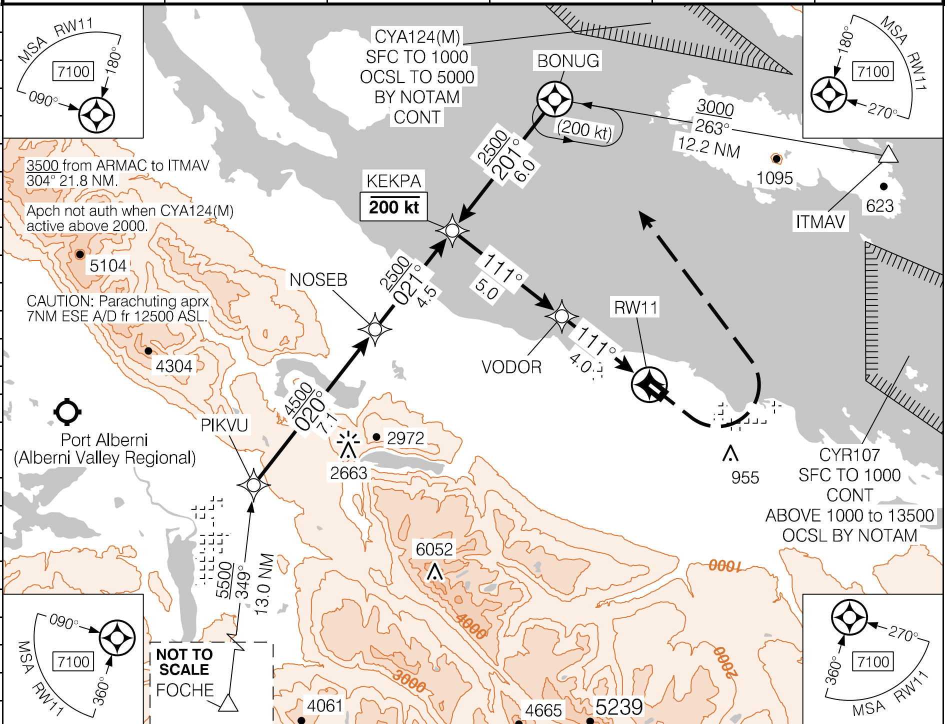
QUALICUM BEACH, BC

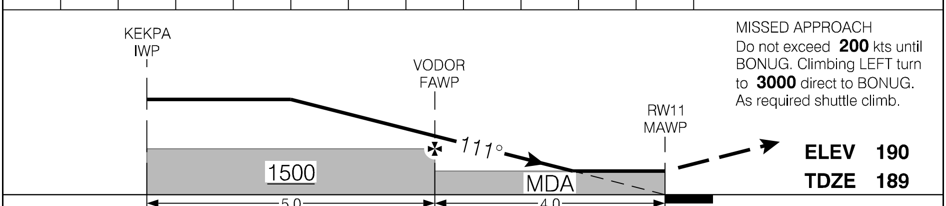
RNAV (GNSS) RWY 11

492014N 1242338W VAR 17°E

CAT4

	TML Comox – **123.7 227.6**	TFC – **122.8** MF		ARCAL 122.8(K)
SAFE ALT 100 NM **12,300**	RNAV	APCH CRS **111°**	MIN ALT VODOR **1500**	LDA **3079**	P1 4.5°





MISSED APPROACH
Do not exceed **200** kts until BONUG. Climbing LEFT turn to **3000** direct to BONUG. As required shuttle climb.

ELEV 190
TDZE 189

RASS: Use CYQQ.

CATEGORY	A	B	C	D
LNAV	**780**	(591)	1¾	NOT AUTHORIZED

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

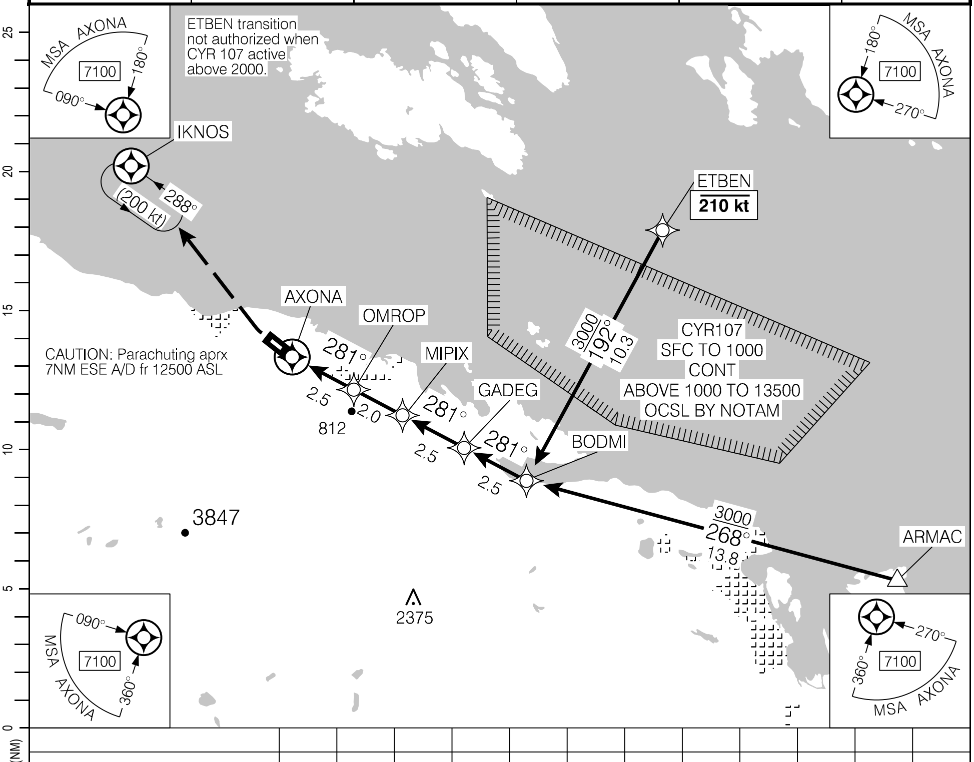
QUALICUM BEACH, BC

RNAV (GNSS) RWY 29

492014N 1242338W VAR 17°E

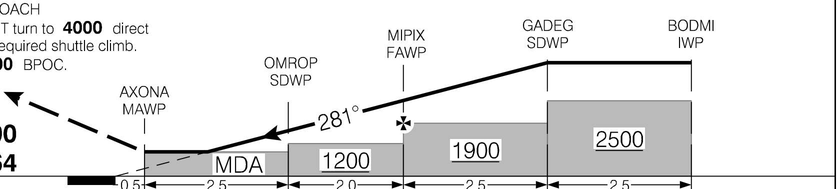
CAT4

	TML Comox – **123.7 227.6**	TFC – **122.8** MF			ARCAL122.8 (K)*
SAFE ALT 100 NM **12,300**	RNAV	APCH CRS **281°**	MIN ALT MIPIX **1900**	LDA **3313**	P1 4.5° 10.1°



MISSED APPROACH
Climbing RIGHT turn to **4000** direct to IKNOS. As required shuttle climb. Shuttle to **6500** BPOC.

ELEV 190
TDZE 164



RASS: Use CYCD.

CATEGORY	A	B	C	D
LNAV	**780**	(616)	2	NOT AUTHORIZED

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

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)

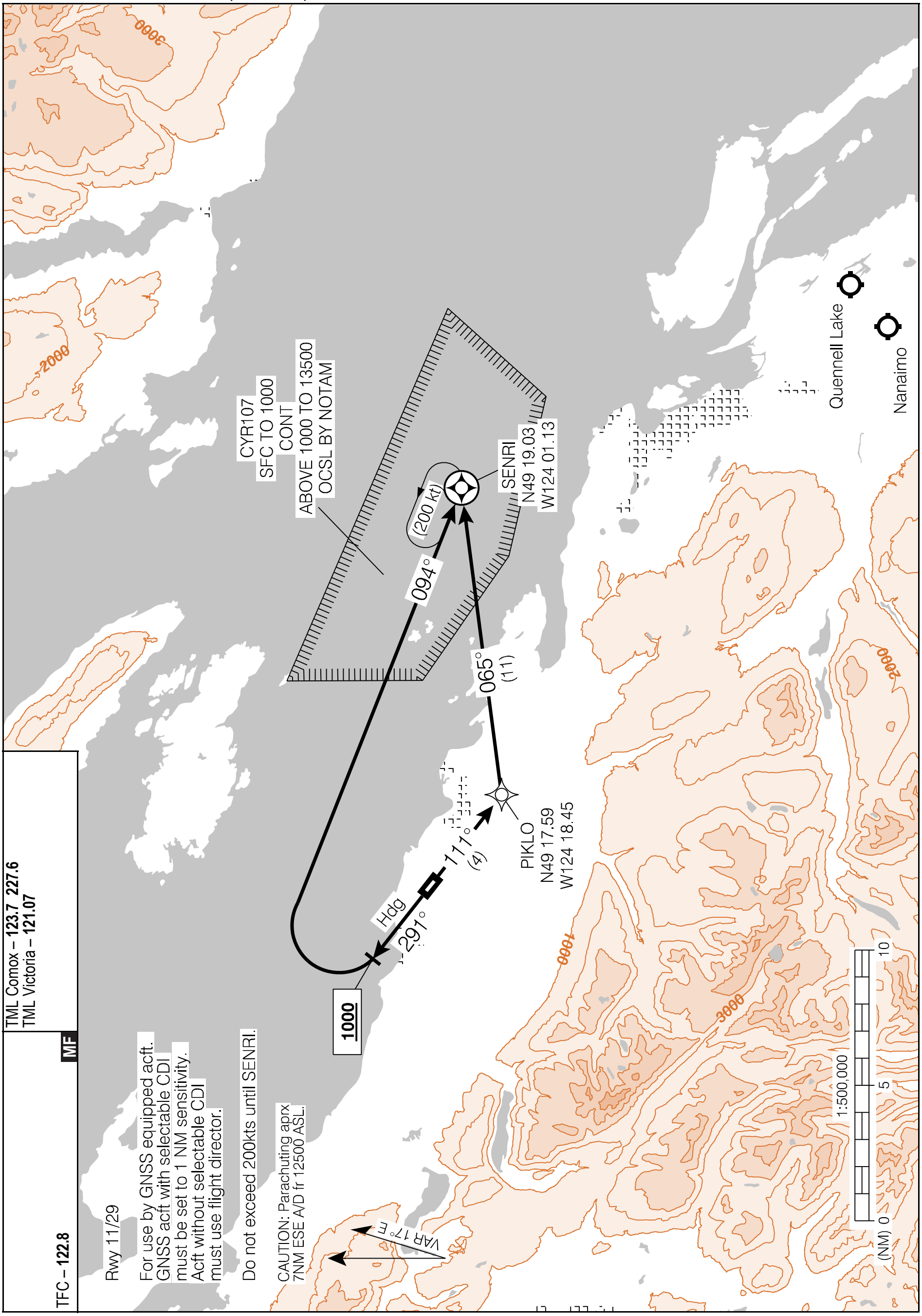
GROUND SPEED	90	120	140	160	180	200	250
310 FT/NM	470	620	730	830	930	1040	1300

DEPARTURE PROCEDURE (RNAV)

SENRI FOUR DEP (SENRI4.)

QUALICUM BEACH, BC

CAT4



SENRI FOUR DEP (SENRI4.)

CAT4

EFF 15 JUN 23

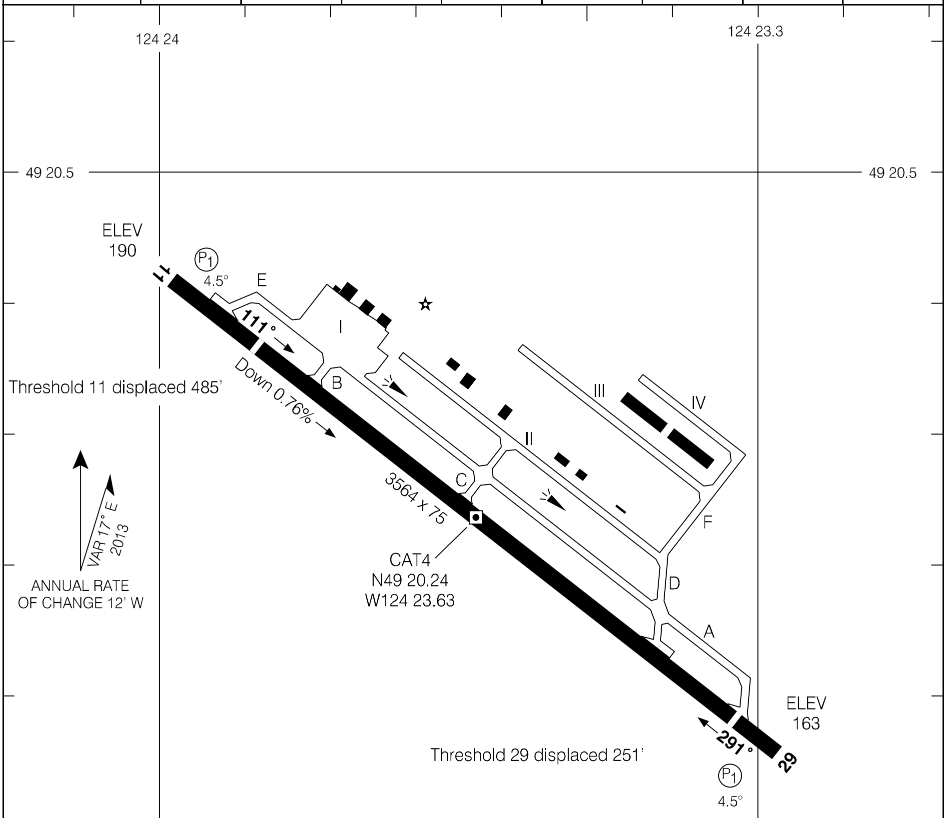
QUALICUM BEACH, BC

AERODROME CHART

CAT4

		TFC – **122.8** MF	TML Comox – **123.7 227.6**

DECL DISTS	11	29							
TORA	3564	3564							
TODA	3564	3564							
ASDA	3564	3564							
LDA	3079	3313							



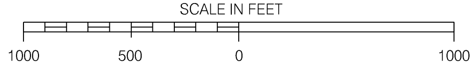
* DEPARTURE PROCEDURE

Rwy 11, 29 - SPEC VIS -Climb in visual conditions to cross the aprt at or above **1900** (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**.

124 24 124 23.3

TAKE-OFF MINIMA
Rwys 11; 29: *



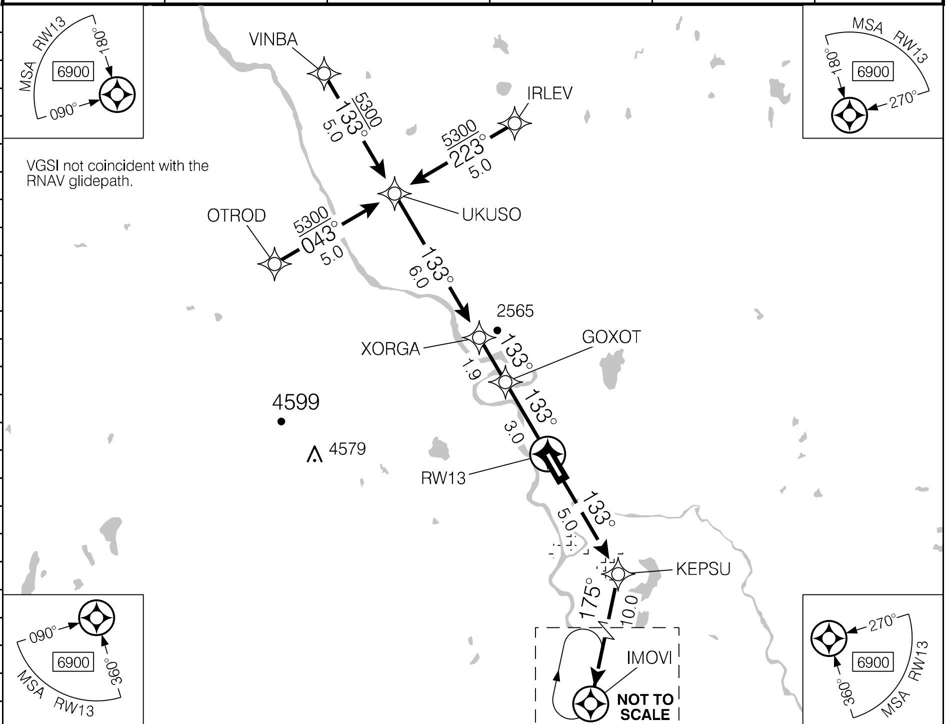
QUESNEL, BC

RNAV (GNSS) Z RWY 13

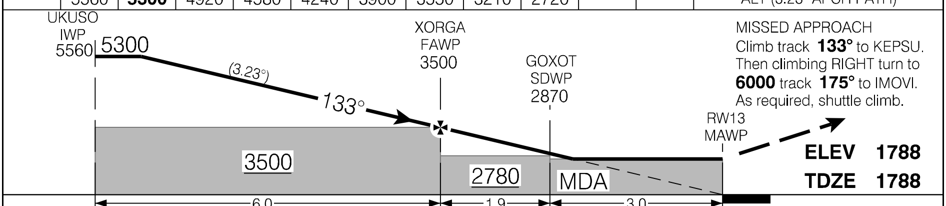
530134N 1223037W VAR 17°E

CYQZ

AWOS – **124.4**	CTR Vancouver – **134.0 381.4**	RADIO Williams Lake – **122.2** TFC – **122.2** MF		ARCAL 122.2(K) P2 AO
SAFE ALT 100 NM **13,200**	RNAV	APCH CRS **133°**	MIN ALT XORGA **3500**	LDA **5501**



	10.9	**10.1**	9	8	7	6	5	4	2.6			DIST FROM RW13
	5560	**5300**	4920	4580	4240	3900	3550	3210	2720			ALT (3.23° APCH PATH)



MISSED APPROACH
Climb track **133°** to KEPSU. Then climbing RIGHT turn to **6000** track **175°** to IMOVI. As required, shuttle climb.

ELEV 1788
TDZE 1788

RASS: When using CYXS add **190'**.

CATEGORY	A	B	C	D
LNAV	**2720**	(932)	2¾	

Knots	ft/min	Min:Sec
70	400	
90	510	
110	630	
130	740	
150	860	

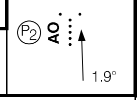
QUESNEL, BC

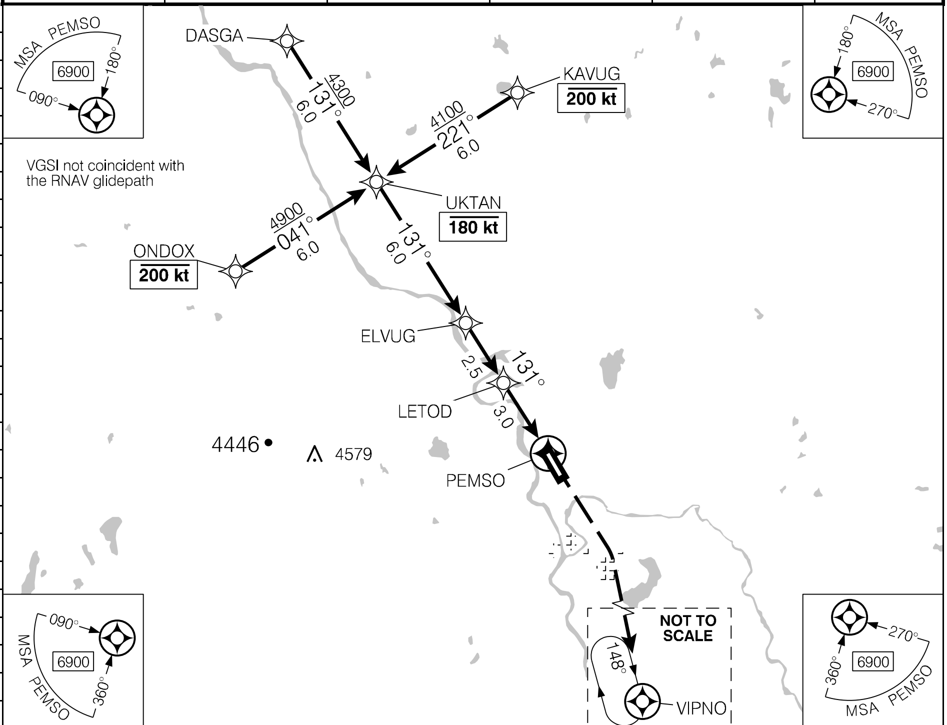
RNAV (GNSS) Y RWY 13

530134N 1223037W VAR 17°E

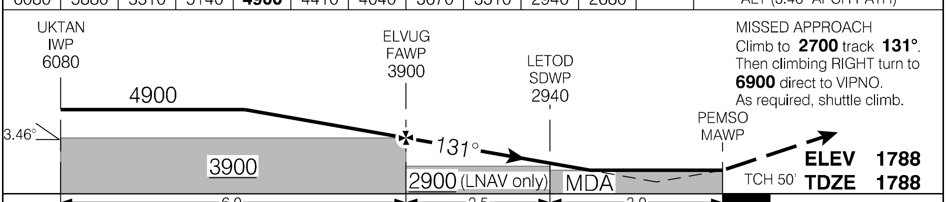
CYQZ

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





DIST FROM PEMSO	11.5	11	10	9	**8.3**	7	6	5	4	3	2.3
ALT (3.46° APCH PATH)	6080	5880	5510	5140	**4900**	4410	4040	3670	3310	2940	2680



MISSED APPROACH
Climb to **2700** track **131°**. Then climbing RIGHT turn to **6900** direct to VIPNO. As required, shuttle climb.

ELEV 1788
TDZE 1788

RASS: When using CYXS add **190'**.

CATEGORY	A	B	C	D
LPV	**2288**	(500)	1½	NOT AUTHORIZED
LNAV	**2680**	(892)	2¾	NOT AUTHORIZED

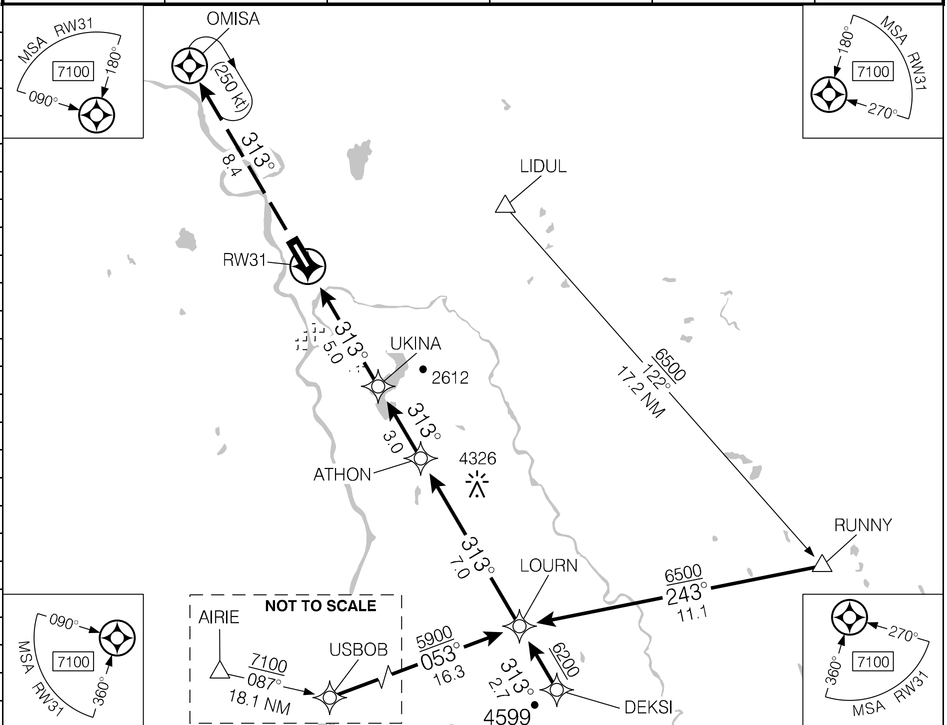
Knots	ft/min	Min:Sec
70	430	
90	550	
110	670	
130	800	
150	920	

QUESNEL, BC

RNAV (GNSS) Z RWY 31 — CYQZ

530134N 1223037W VAR 17°E

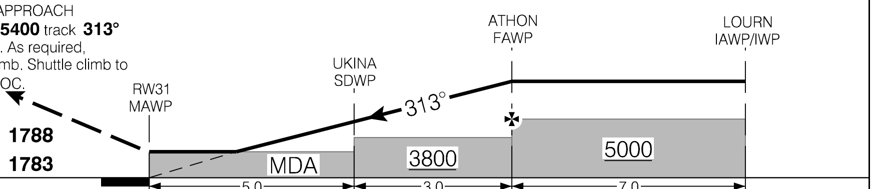
AWOS – **124.4**	CTR Vancouver – **134.0 381.4**	RADIO Williams Lake – **122.2** TFC – **122.2** MF			ARCAL 122.2(K) P2 AO
SAFE ALT 100 NM **13,200**	RNAV	APCH CRS **313°**	MIN ALT ATHON **5000**	LDA **5501**	



MISSED APPROACH
Climb to **5400** track **313°** to OMISA. As required, shuttle climb. Shuttle climb to **5500** BPOC.

ELEV 1788

TDZE 1783



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		

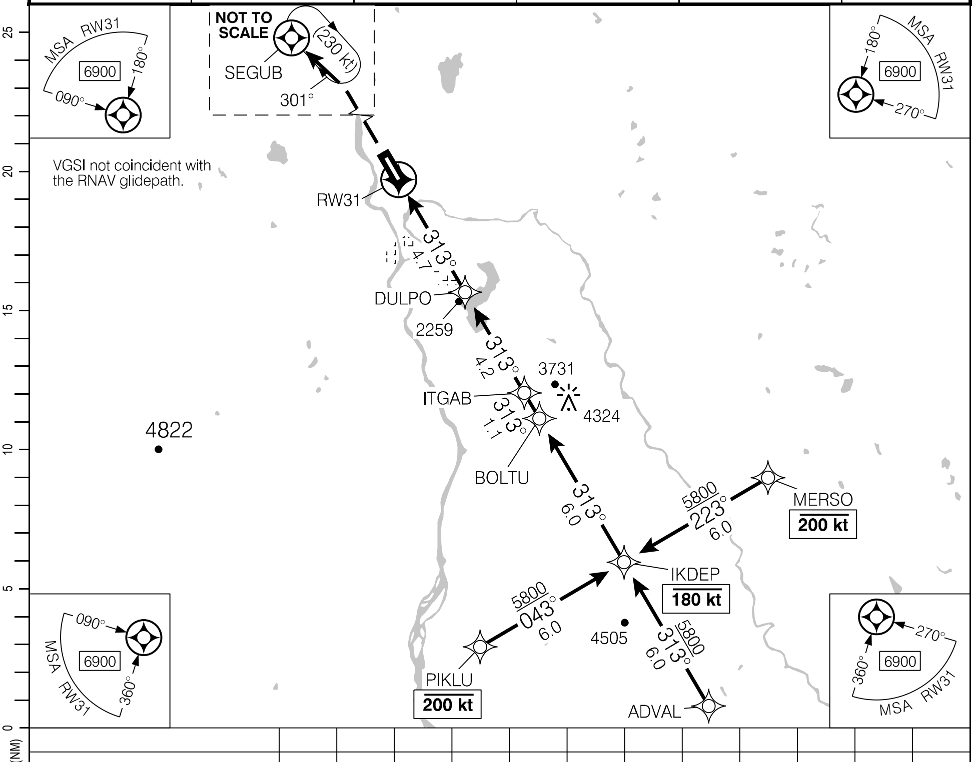
QUESNEL, BC

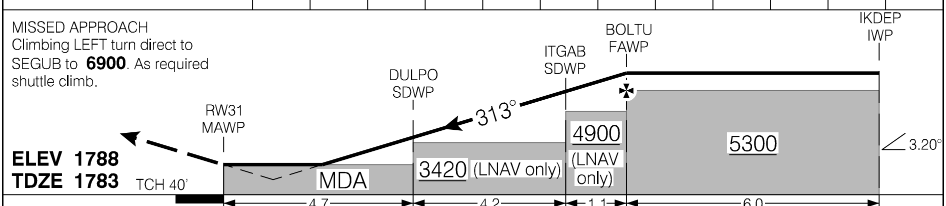
RNAV (GNSS) Y RWY 31

530134N 1223037W VAR 17°E

CYQZ

AWOS – **124.4**	CTR Vancouver – **134.0 381.4**	RADIO Williams Lake – **122.2** TFC – **122.2** MF			ARCAL 122.2(K) P2 AO
SAFE ALT 100 NM **13,200**	WAAS **Ch 80600** W31A	APCH CRS **313°**	MIN ALT BOLTU **5300**	LDA **5501**	





RASS: When using CYXS add **190'**.	CATEGORY	A	B	C	D
	LPV	**2281**	(500)	1¾	NOT AUTHORIZED
	LNAV	**2440**	(659)	2	NOT AUTHORIZED

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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

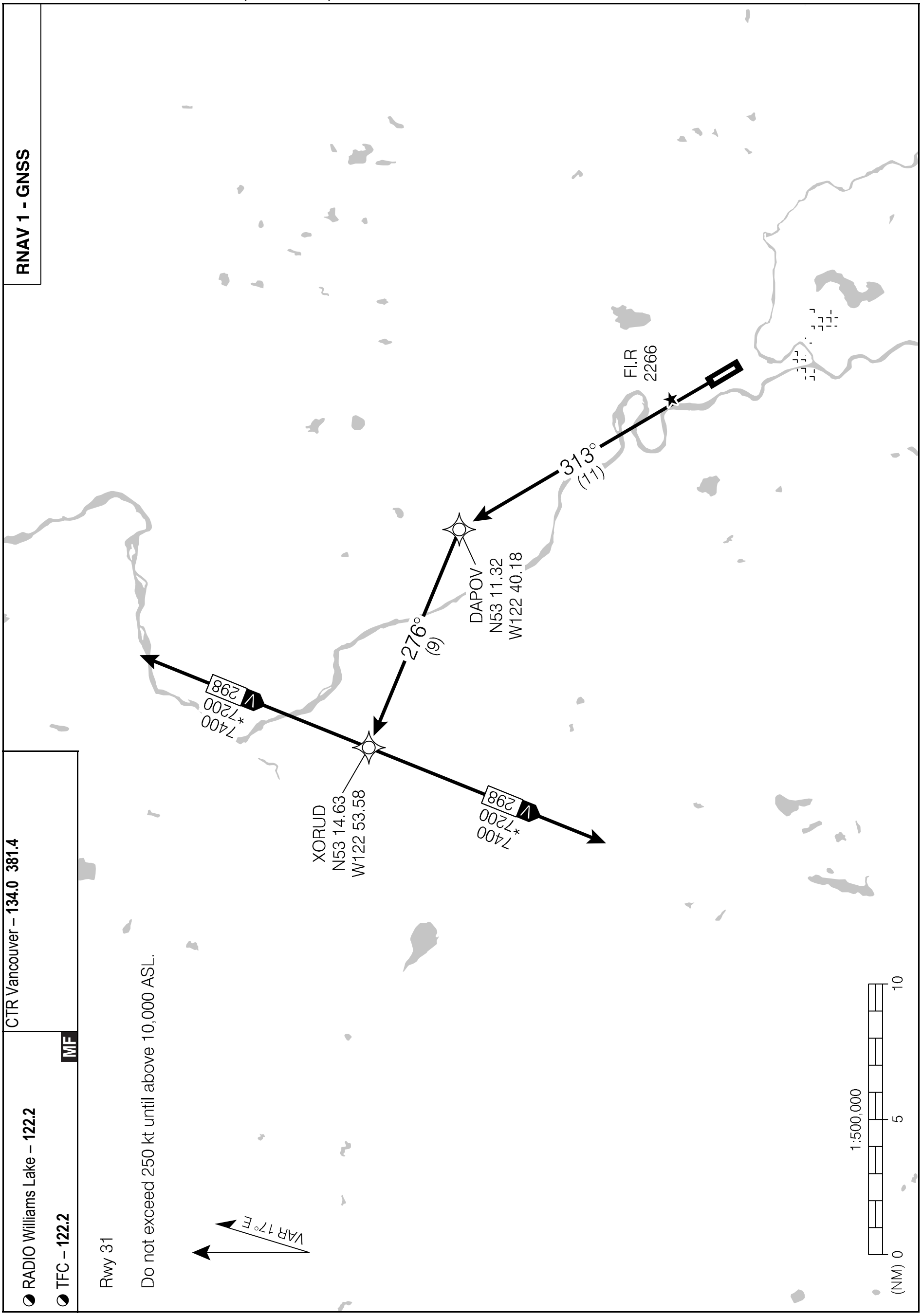
Communication Failure

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.

SID (RNAV) QUESNEL, BC

XORUD FOUR DEP (XORUD4.) CYQZ

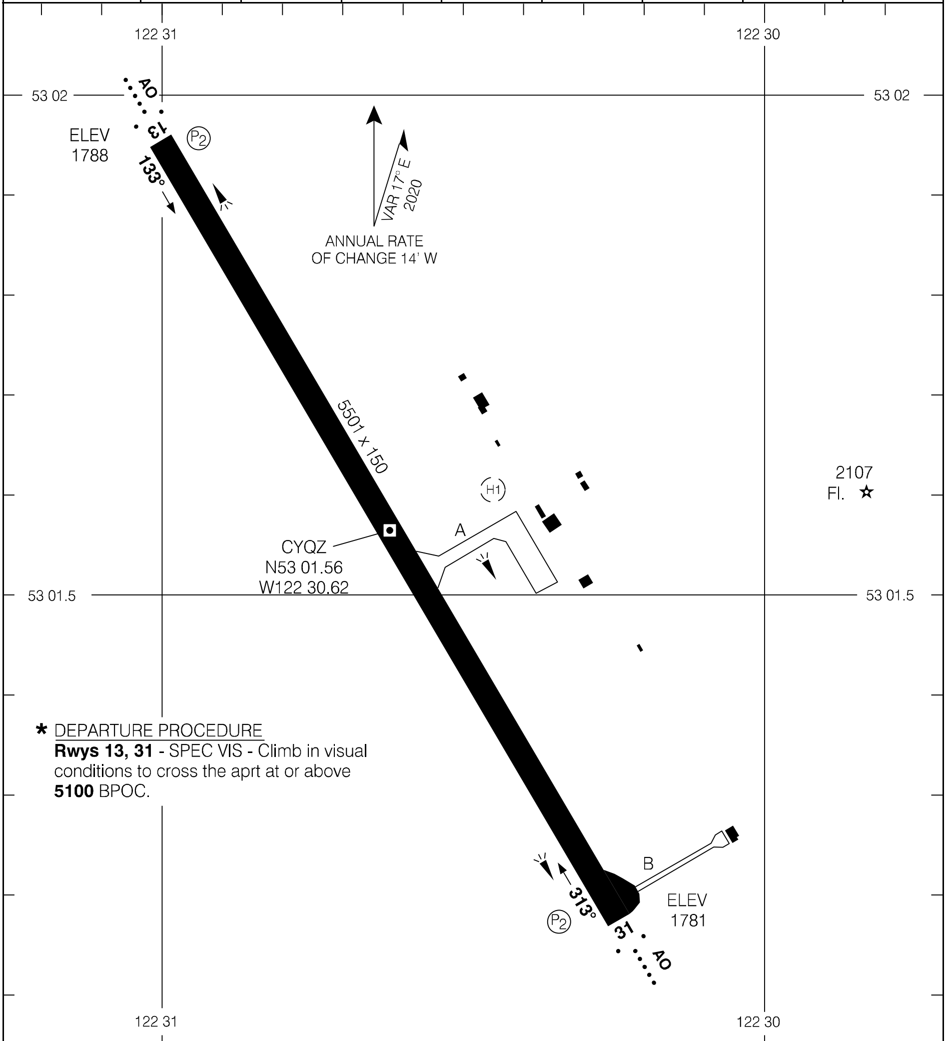


QUESNEL, BC

AERODROME CHART CYQZ

AWOS – **124.4**		RADIO Williams Lake – **122.2** TFC – **122.2** MF	CTR Vancouver – **134.0 381.4**

DECL DISTS	13	31							
TORA	5501	5501							
TODA	6485	6041							
ASDA	5501	5501							
LDA	5501	5501							



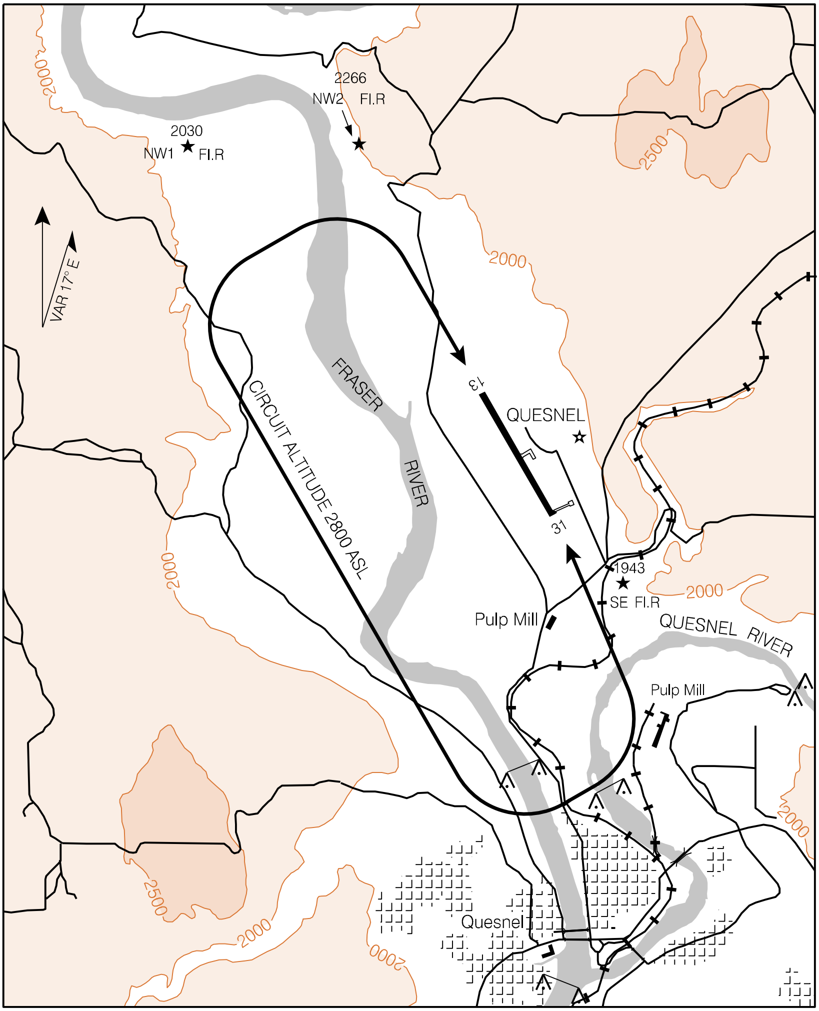
* DEPARTURE PROCEDURE
Rwys 13, 31 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **5100** BPOC.

TAKE-OFF MINIMA
Rwys 13; 31: *

SCALE IN FEET
1000 0 1000

NIGHT CIRCUIT PROCEDURES

CIRCUIT ALTITUDE - 2800' ASL



NOTES:

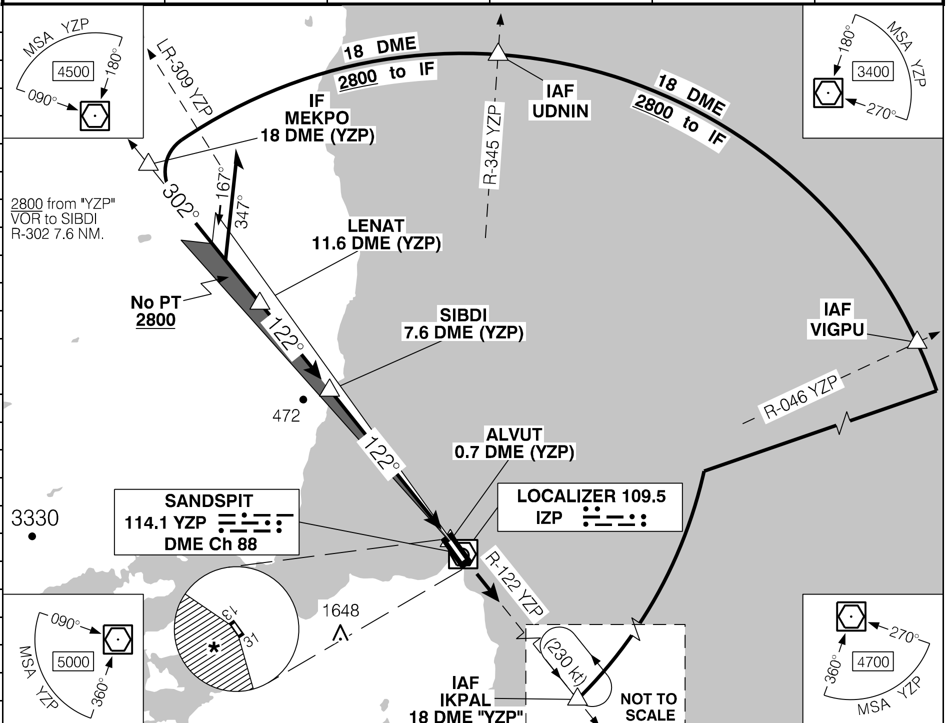
1. Recommend that only pilots familiar with the local area use this airport during the hours of darkness.
2. Night operations not recommended unless all three hazard beacons are operating.
3. All turns to be completed within the perimeter of the hazard beacons.

SANDSPIT, BC

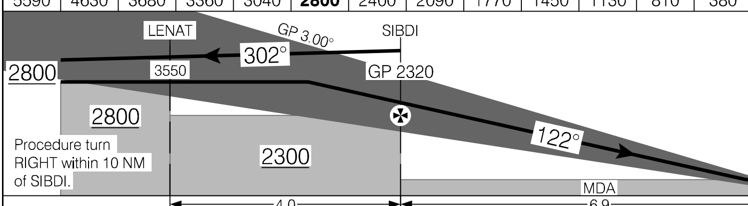
ILS RWY 13 — CYZP

531515N 1314850W VAR 19°E

AWOS – **128.75**	CTR Vancouver – **133.67** **227.2**	RADIO Terrace – **122.3 296.2** MF		ARCAL 122.3(J)* AS 3.0°
SAFE ALT 100 NM **8500**	LOC IZP **109.5**	APCH CRS **122°**	GP SIBDI **2320**	LDA **5112**



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



MISSED APPROACH
Climb to **3700** hdg **122°** to intercept OBD "YZP" **R-122** to IKPAL.

ELEV 21
TDZE 20

RASS: When using CZMT add **110'**.

CATEGORY	A	B	C	D
ILS/DME	**274** (254) 1			
LOC/DME	**380** (360) 1¼			
C CIRCLING	* **380** (359) 1½	* **480** (459) 1½	* **480** (459) 2	* **580** (559) 2

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

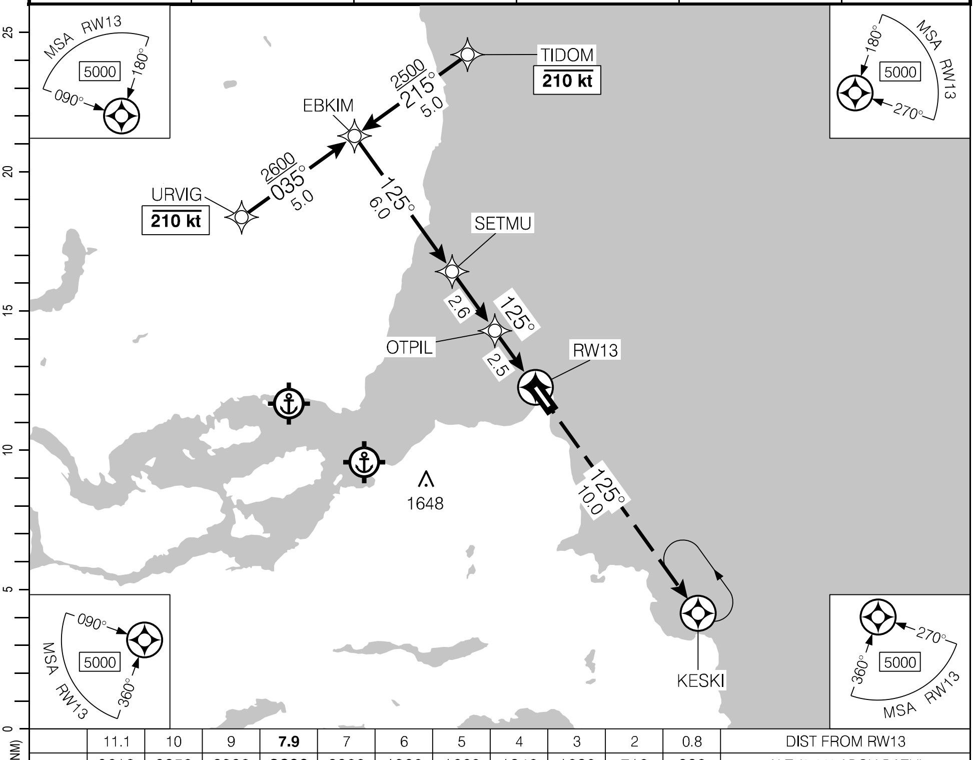
SANDSPIT, BC

RNAV (GNSS) RWY 13

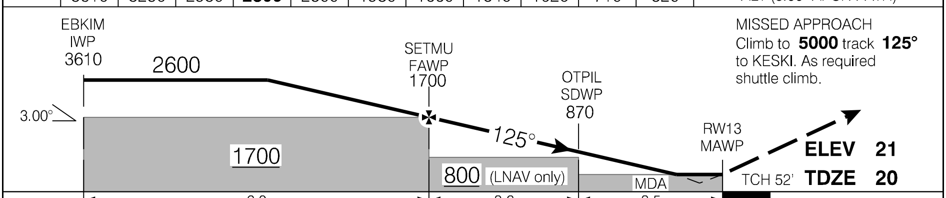
531515N 1314850W VAR 19°E

CYZP

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



	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)



MISSED APPROACH
Climb to **5000** track **125°** to KESKI. As required shuttle climb.

ELEV 21
TDZE 20

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	

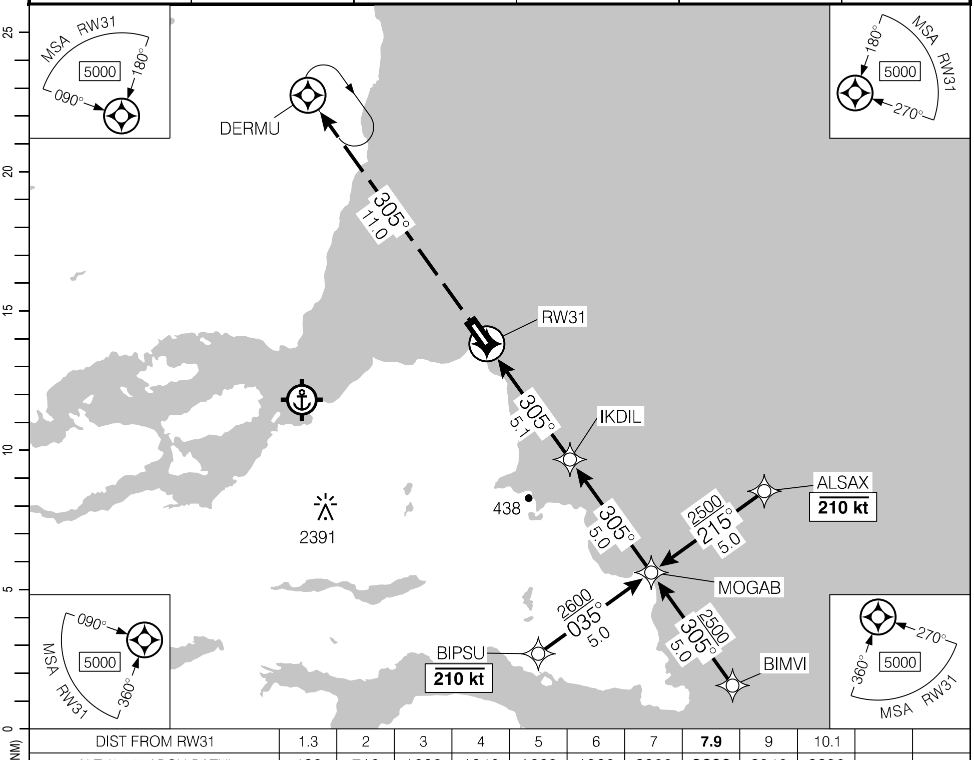
SANDSPIT, BC

RNAV (GNSS) RWY 31

531515N 1314850W VAR 19°E

CYZP

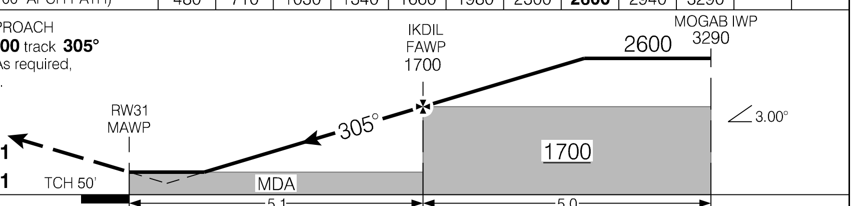
AWOS – **128.75**	CTR Vancouver – **133.67** **227.2**	RADIO Terrace – **122.3** **296.2** MF		ARCAL 122.3(J)* P2 AS
SAFE ALT 100 NM **8500**	WAAS **Ch 80267** W31A	APCH CRS **305°**	MIN ALT IKDIL **1700**	LDA **5112**



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		

MISSED APPROACH
Climb to **5000** track **305°** to DERMU. As required, shuttle climb.

ELEV 21
TDZE 21



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

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

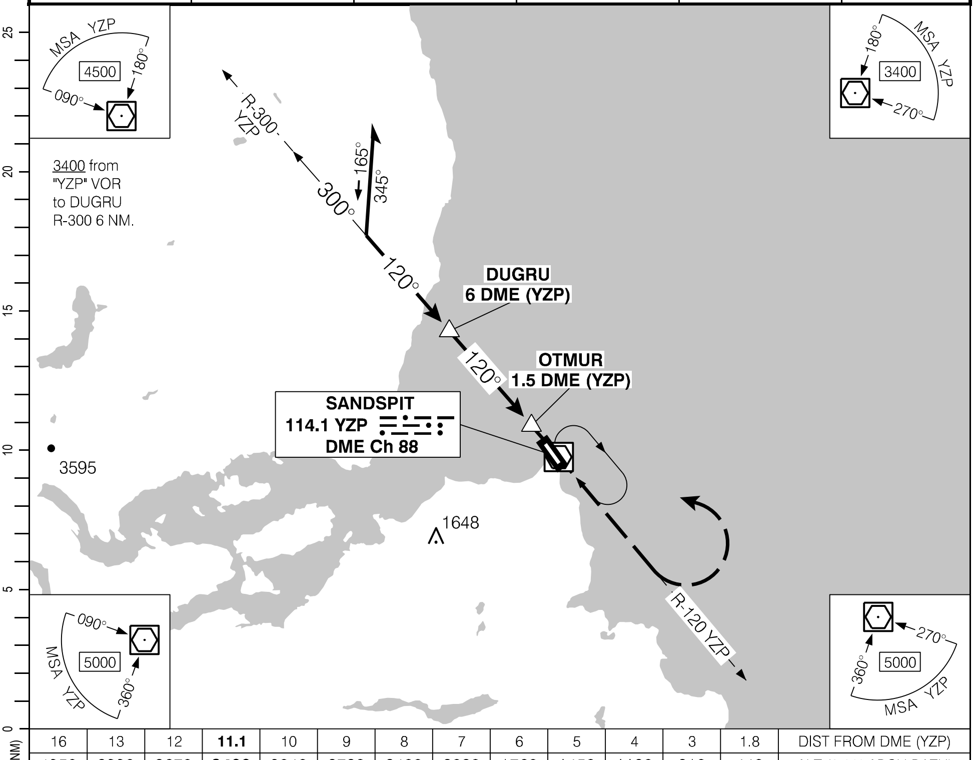
SANDSPIT, BC

VOR/DME RWY 13

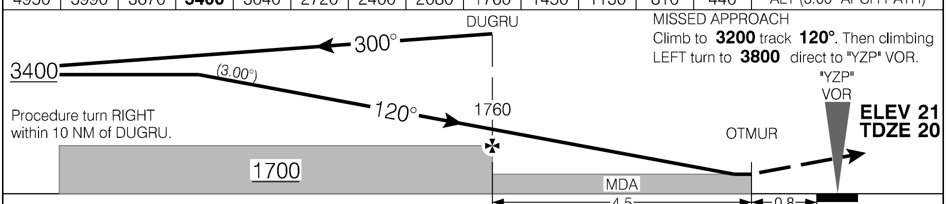
531515N 1314850W VAR 19°E

CYZP

AWOS – **128.75**	CTR Vancouver – **133.67** **227.2**	RADIO Terrace – **122.3** **296.2** MF		ARCAL 122.3(J)* AS 5.3°
SAFE ALT 100 NM **8500**	VOR YZP **114.1**	APCH CRS **120°**	MIN ALT DUGRU **1700**	LDA **5112**



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



MISSED APPROACH
Climb to **3200** track **120°**. Then climbing LEFT turn to **3800** direct to "YZP" VOR.

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 CYZP

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

SANDSPIT, BC

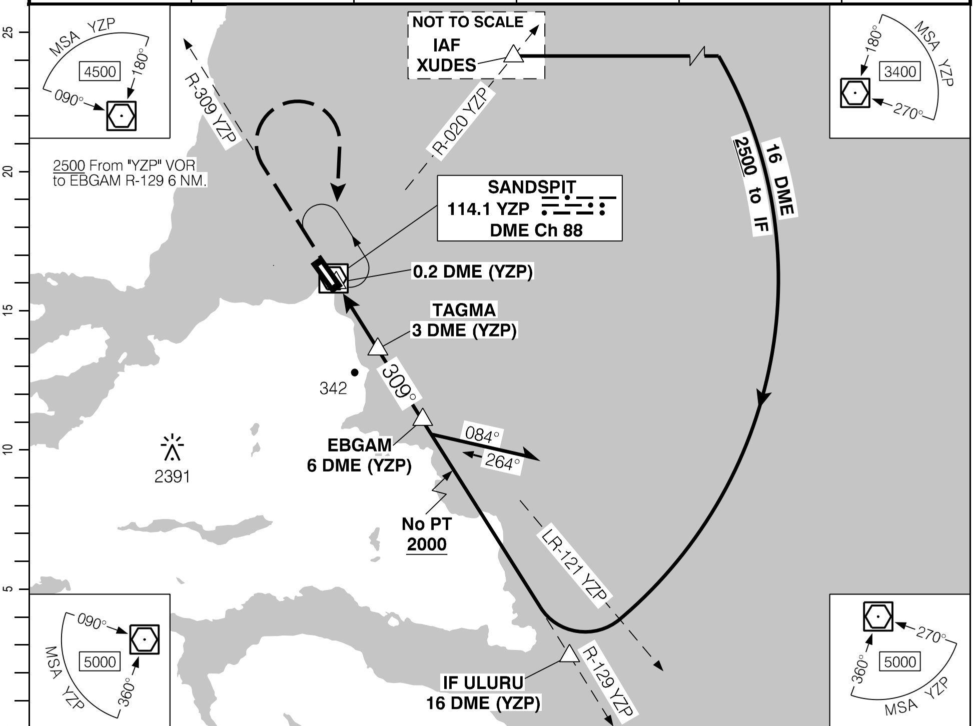
VOR/DME RWY 31 — CYZP

531515N 1314850W VAR 19°E

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

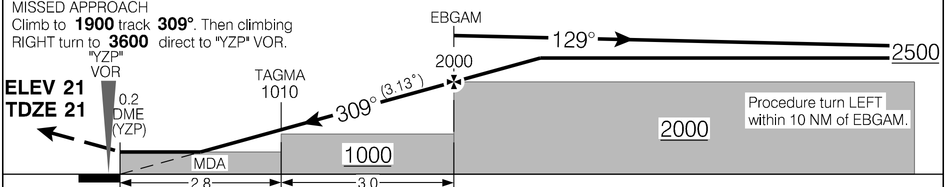
P2 AS

3.7°



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

MISSED APPROACH
Climb to **1900** track **309°**. Then climbing RIGHT turn to **3600** direct to "YZP" VOR.



RASS: When using CZMT add **110'**.	CATEGORY	A	B	C	D
	VOR/DME	**540**	(519)	1½	

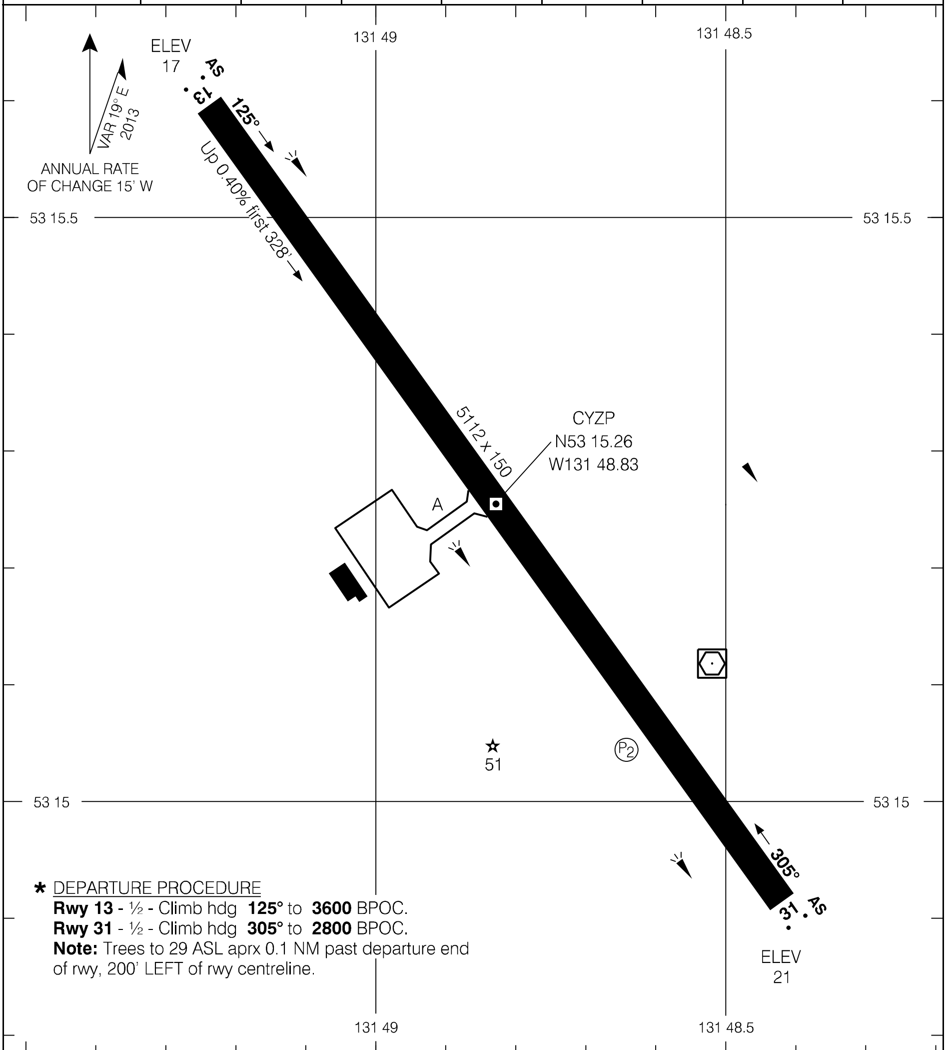
Knots	ft/min	Min:Sec
70	390	
90	500	
110	610	
130	720	
150	830	

SANDSPIT, BC

AERODROME CHART CYZP

AWOS – **128.75**		RADIO Terrace – **122.3 296.2** MF	CTR Vancouver – **133.67 227.2**

DECL DISTS	13	31						
TORA	5112	5112						
TODA	5112	5112						
ASDA	5112	5112						
LDA	5112	5112						



* DEPARTURE PROCEDURE
Rwy 13 - ½ - Climb hdg **125°** to **3600** BPOC.
Rwy 31 - ½ - Climb hdg **305°** to **2800** BPOC.
Note: Trees to 29 ASL aprx 0.1 NM past departure end of rwy, 200' LEFT of rwy centreline.

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

SMITHERS, BC

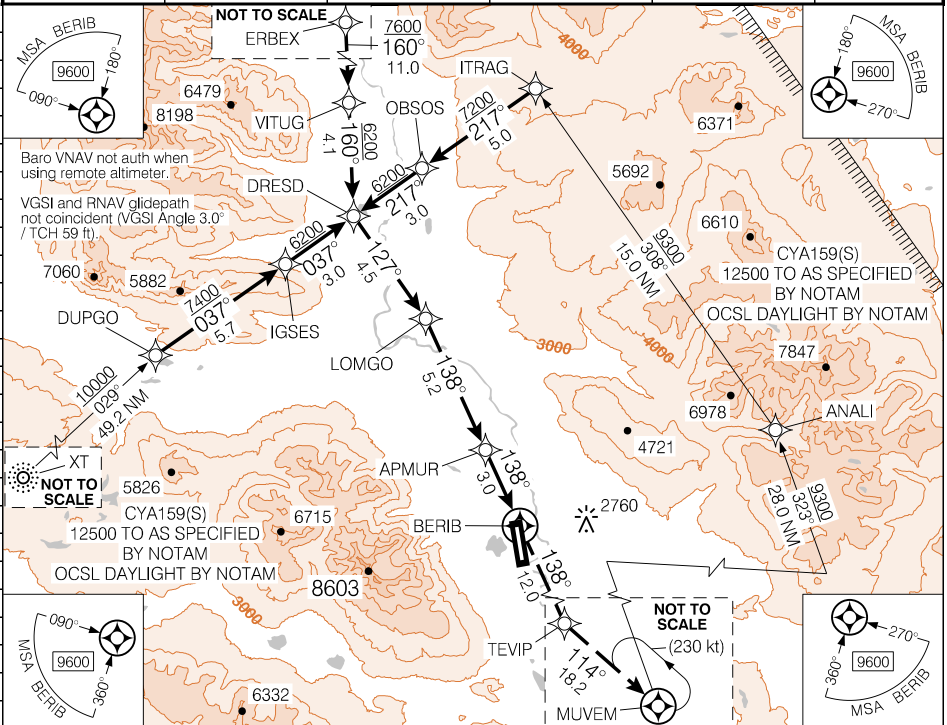
RNAV (GNSS) Z RWY 15

544931N 1271058W VAR 17°E

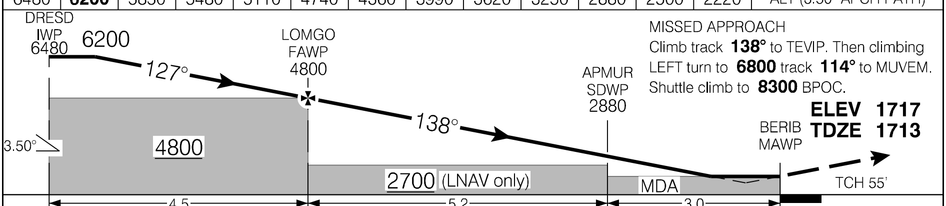
CYYD

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

AO P2* 15.0°



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



MISSED APPROACH
Climb track **138°** to TEVIP. Then climbing LEFT turn to **6800** track **114°** to MUVEM. Shuttle climb to **8300** BPOC.

ELEV 1717
TDZE 1713

RASS: When using CYXT add **280'**.

CATEGORY	A	B	C	D
LNAV/VNAV (min. -28°C, max. 45°C)	**2204** (500) 1½			
LNAV	**2220** (516) 1½			

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

RNAV (GNSS) Z RWY 15 CYYD

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

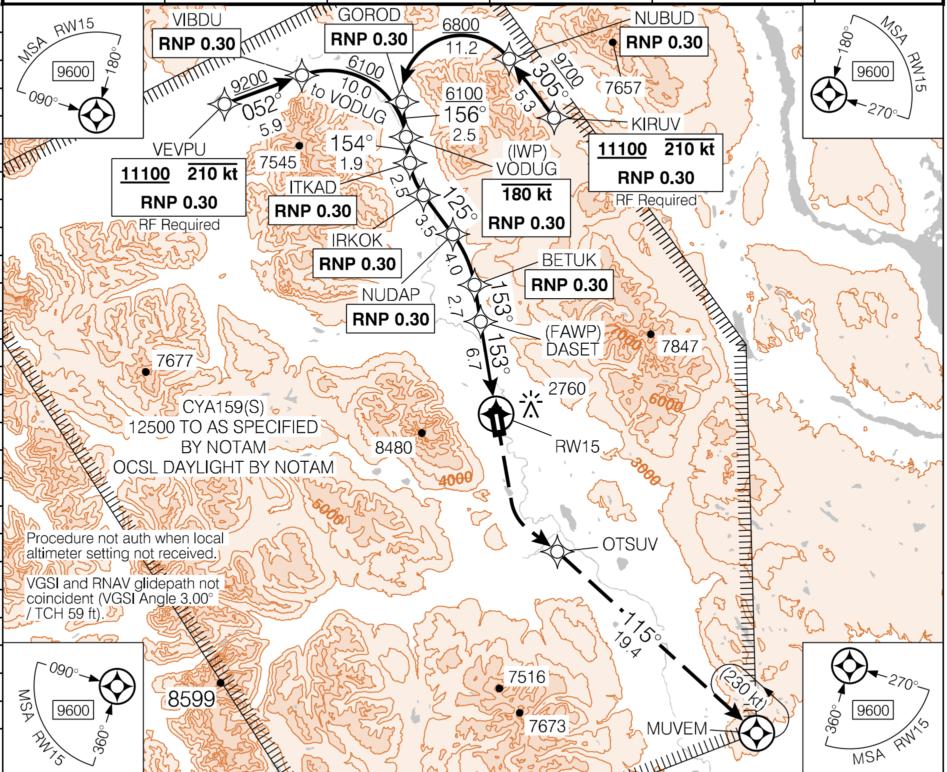
SMITHERS, BC

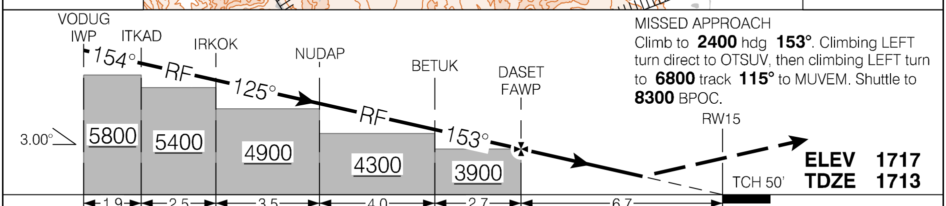
RNAV (RNP) Y RWY 15

544931N 1271058W VAR 17°E

CYYD

AWOS – **128.65**	CTR Vancouver – **132.52**	RADIO – **122.3** TFC – **122.3** MF		ARCAL 122.3(K)* P2 * AO
SAFE ALT 100 NM **11,100**	RNAV	APCH CRS **153°**	MIN ALT DASET **3900**	LDA **7287**





MISSED APPROACH
Climb to **2400** hdg **153°**. Climbing LEFT turn direct to OTSUV, then climbing LEFT turn to **6800** track **115°** to MUVEM. Shuttle to **8300** BPOC.

ELEV 1717
TDZE 1713

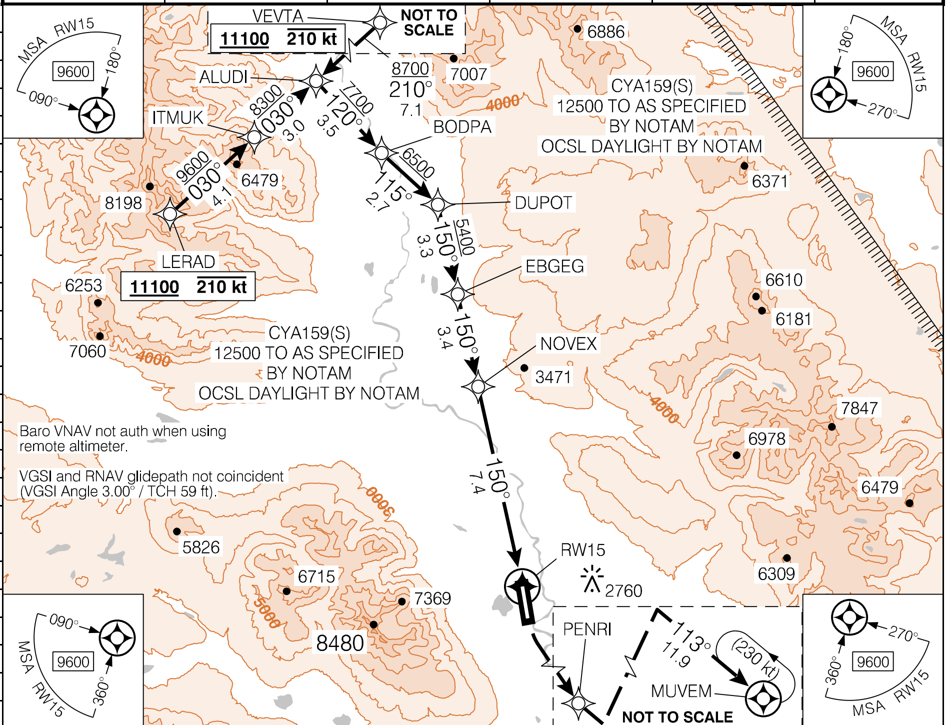
	CATEGORY	A	B	C	D
	RNP 0.30	**2204** (500) 1¾			
AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C)					

SMITHERS, BC

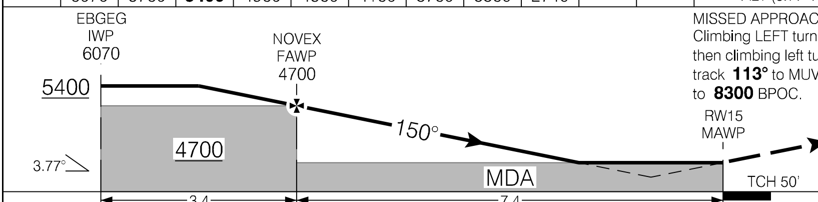
RNAV (GNSS) X RWY 15 — CYYD

544931N 1271058W VAR 17°E

AWOS – **128.65**	CTR Vancouver – **132.52**	RADIO – **122.3** TFC – **122.3** MF		ARCAL 122.3(K) P2 * AO 3.0°
SAFE ALT 100 NM **11,100**	WAAS **Ch 80157** W15A	APCH CRS **150°**	MIN ALT NOVEX **4700**	LDA **7287**



10.8	10	**9.1**	8	7	6	5	4	2.5	DIST FROM RW15
6070	5760	**5400**	4960	4560	4160	3760	3360	2740	ALT (3.77° APCH PATH)



MISSED APPROACH
Climbing LEFT turn direct to PENRI, then climbing left turn to **6800** track **113°** to MUVEM .Shuttle climb to **8300** BPOC.

ELEV 1717
TDZE 1713

RASS: When using CYXT add **280'**.

CATEGORY	A	B	C	D
LPV	**2204**	(500)	1½	NOT AUTHORIZED
LNAV/VNAV (min. -28°C, max. 46°C)	**2629**	(925)	2¾	NOT AUTHORIZED
LNAV	**2740**	(1036)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	470	
90	600	
110	730	
130	870	
150	1000	

SMITHERS, BC

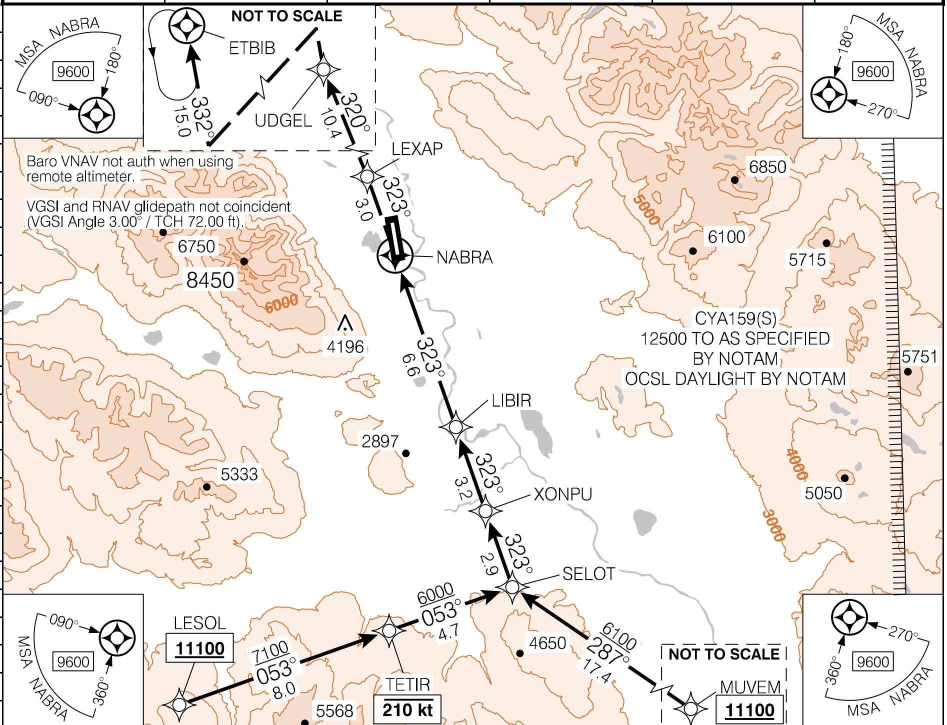
RNAV (GNSS) Z RWY 33 — CYYD

544931N 1271058W VAR 17°E

AWOS – **128.65**	CTR Vancouver – **132.52**	RADIO – **122.3** TFC – **122.3** MF	ARCAL 122.3(K)

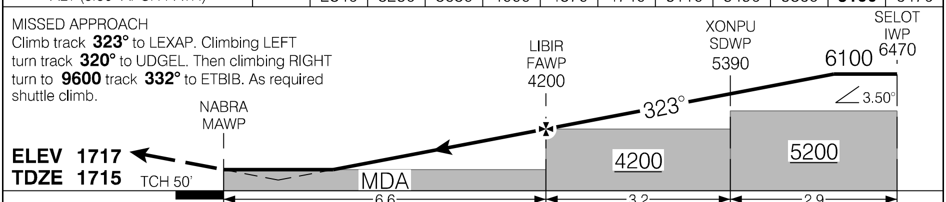
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT LIBIR	LDA
11,100		**323°**	**4200**	**7283**

AO* P2* 10.0°



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

MISSED APPROACH
Climb track **323°** to LEXAP. Climbing LEFT turn track **320°** to UDGEL. Then climbing RIGHT turn to **9600** track **332°** to ETBIB. As required shuttle climb.



RASS: When using CYXT 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	

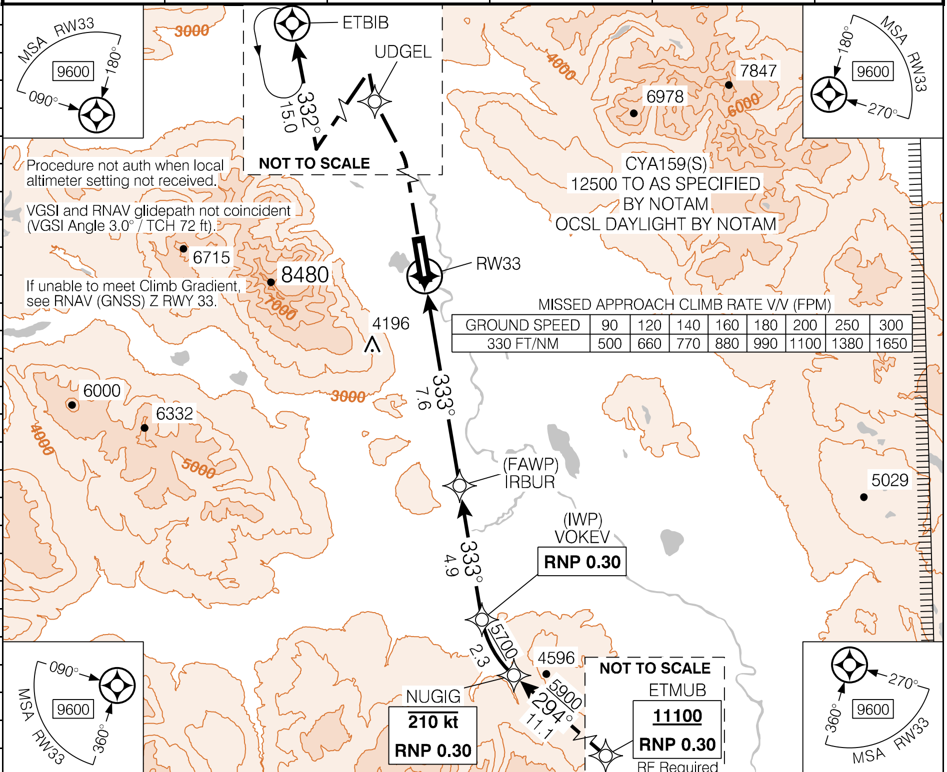
SMITHERS, BC

RNAV (RNP) Y RWY 33

CYYD

544931N 1271058W VAR 17°E

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



MISSED APPROACH CLIMB RATE V/V (FPM)

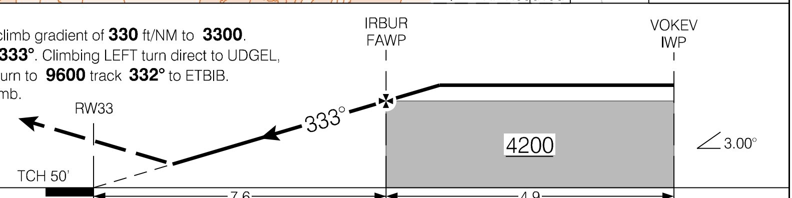
GROUND SPEED	90	120	140	160	180	200	250	300
330 FT/NM	500	660	770	880	990	1100	1380	1650

MISSED APPROACH

Requires a minimum climb gradient of **330** ft/NM to **3300**. Climb to **3200** hdg **333°**. Climbing LEFT turn direct to UDGEL, then climbing RIGHT turn to **9600** track **332°** to ETBIB. As required shuttle climb.

ELEV 1717

TDZE 1715



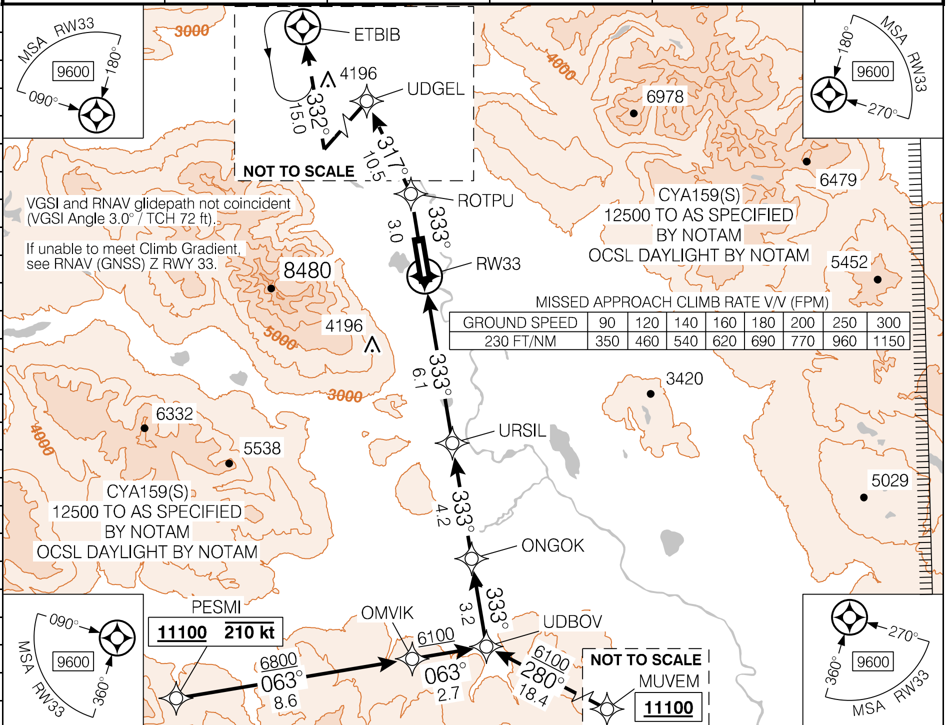
	CATEGORY	A	B	C	D
	RNP 0.10	**2215**		(500)	1¾
AUTHORIZATION REQUIRED (min. -22° C) (max. 54° C)	**RNP 0.30**	**3067**		(1352)	4¾

SMITHERS, BC

RNAV (GNSS) X RWY 33 CYYD

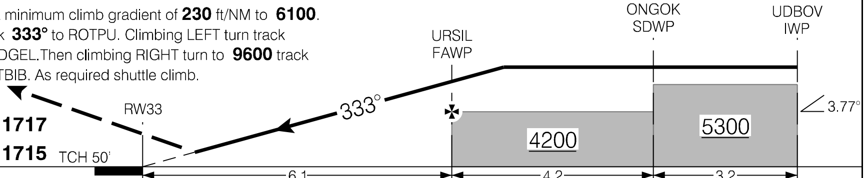
544931N 1271058W VAR 17°E

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



MISSED APPROACH
Requires a minimum climb gradient of **230** ft/NM to **6100**. Climb track **333°** to ROTPU. Climbing LEFT turn track **317°** to UDGEL. Then climbing RIGHT turn to **9600** track **332°** to ETBIB. As required shuttle climb.

ELEV 1717
TDZE 1715 TCH 50'



RASS: When using CYXT add **280'**.

CATEGORY	A	B	C	D
LPV	**2215**	(500)	1½	NOT AUTHORIZED

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

DEPARTURE PROCEDURE (RNAV)

IMIGU ONE DEP (IMIGU1.)

SMITHERS, BC

CYYD

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

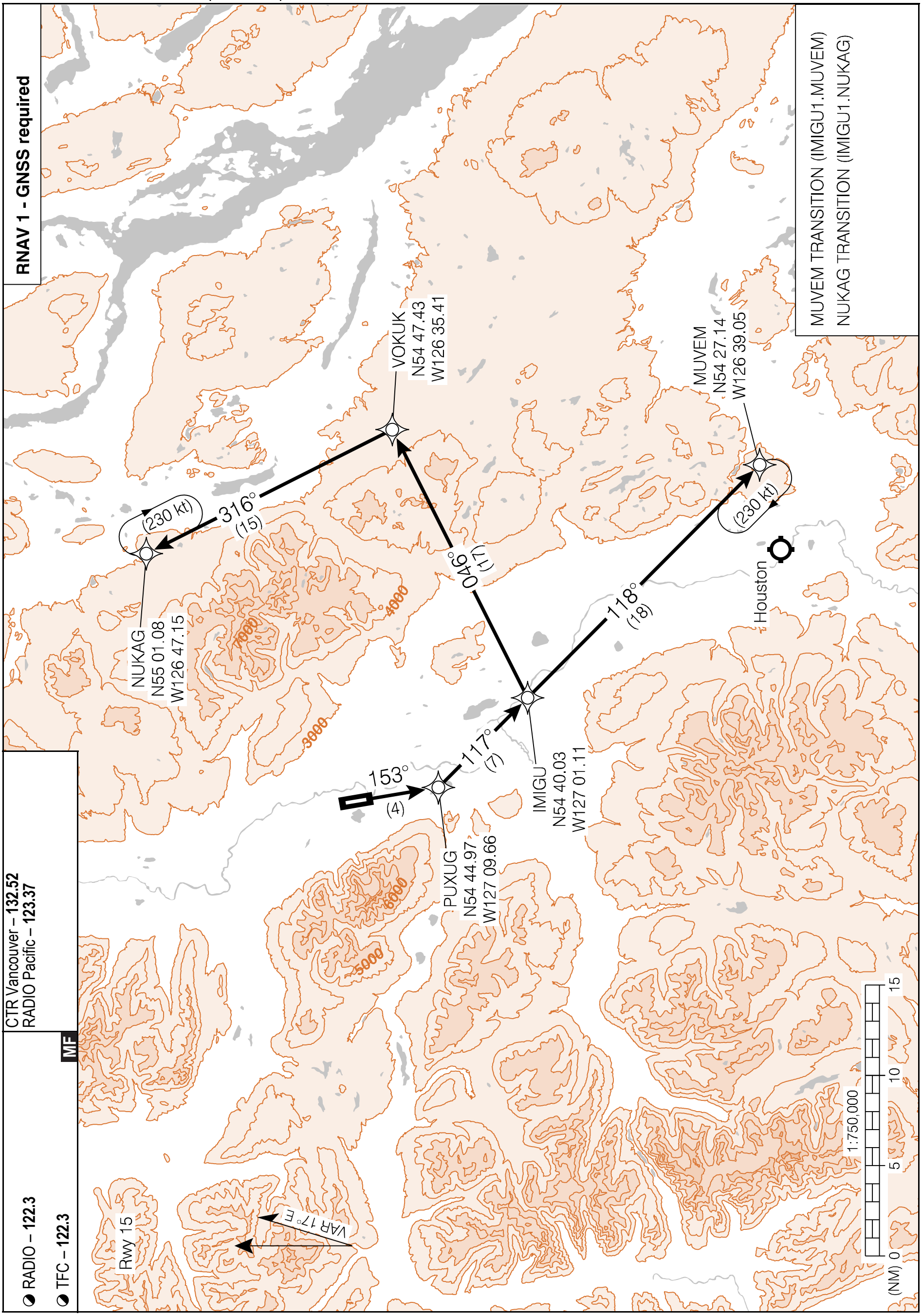
NUKAG TRANSITION: (IMIGU1.NUKAG) Requires a minimum climb gradient of **480** ft/NM to **5000**. Climb track **153°** to PUXUG, then track **117°** to IMIGU, then track **046°** to VOKUK, then track **316°** to NUKAG. Shuttle to **11100** BPOC.

DEPARTURE PROCEDURE (RNAV)

SMITHERS, BC

IMIGU ONE DEP (IMIGU1.)

CYYD



IMIGU ONE DEP (IMIGU1.)

CYYD

EFF 2 OCT 25

DEPARTURE PROCEDURE (RNAV) SMITHERS, BC

RAGAL ONE DEP (RAGAL1.) 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

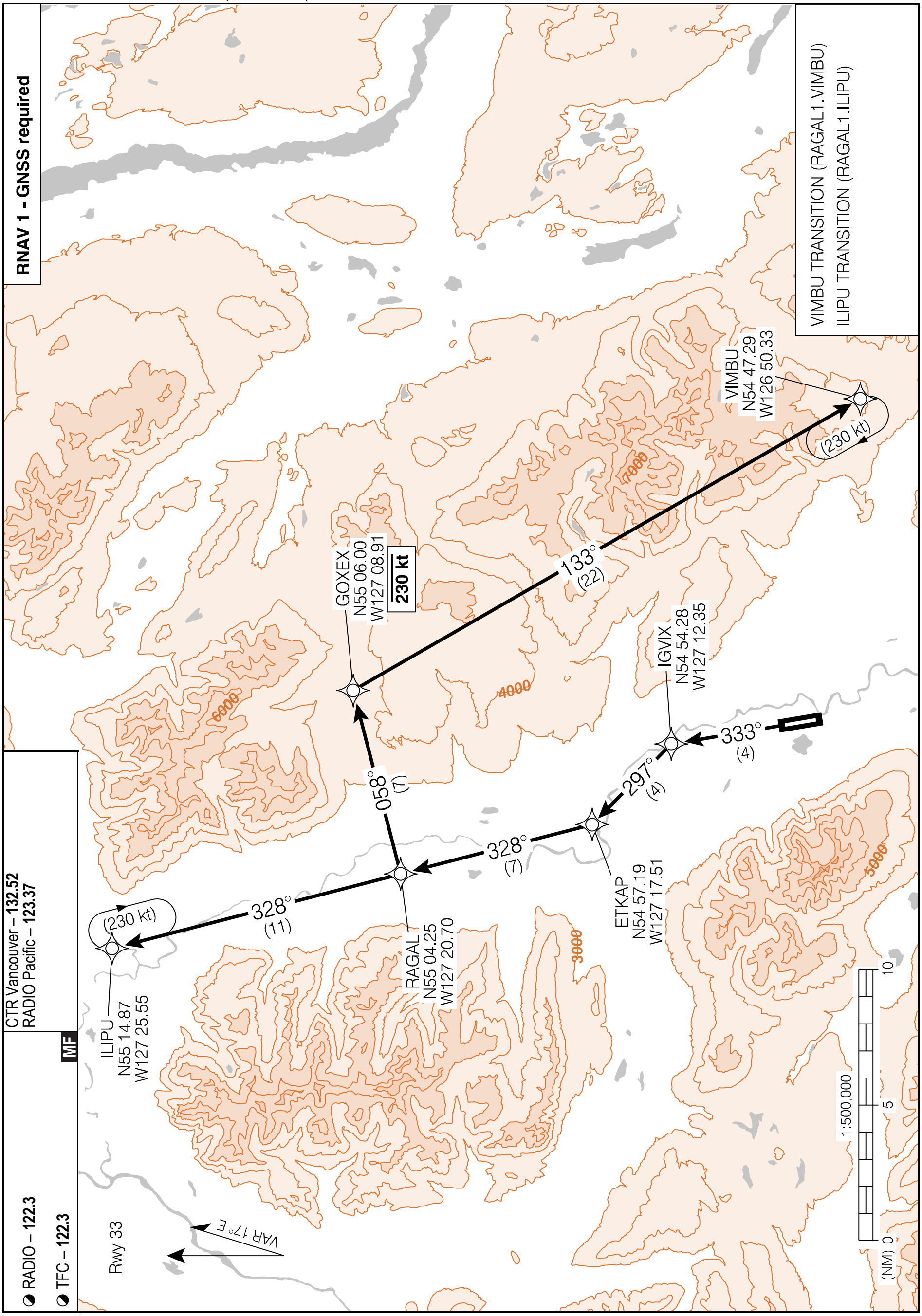
VIMBU TRANSITION: (RAGAL1.VIBMU) Requires a minimum climb gradient of **450** ft/NM to **7000**. Do not exceed 230 kt until GOXEX. Climb track **333°** to IGVIX, then track **297°** to ETKAP, then track **328°** to RAGAL, then track **058°** to GOXEX, then track **133°** to VIMBU. Shuttle to **11100**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

DEPARTURE PROCEDURE (RNAV) SMITHERS, BC

RAGAL ONE DEP (RAGAL1.) CYYD

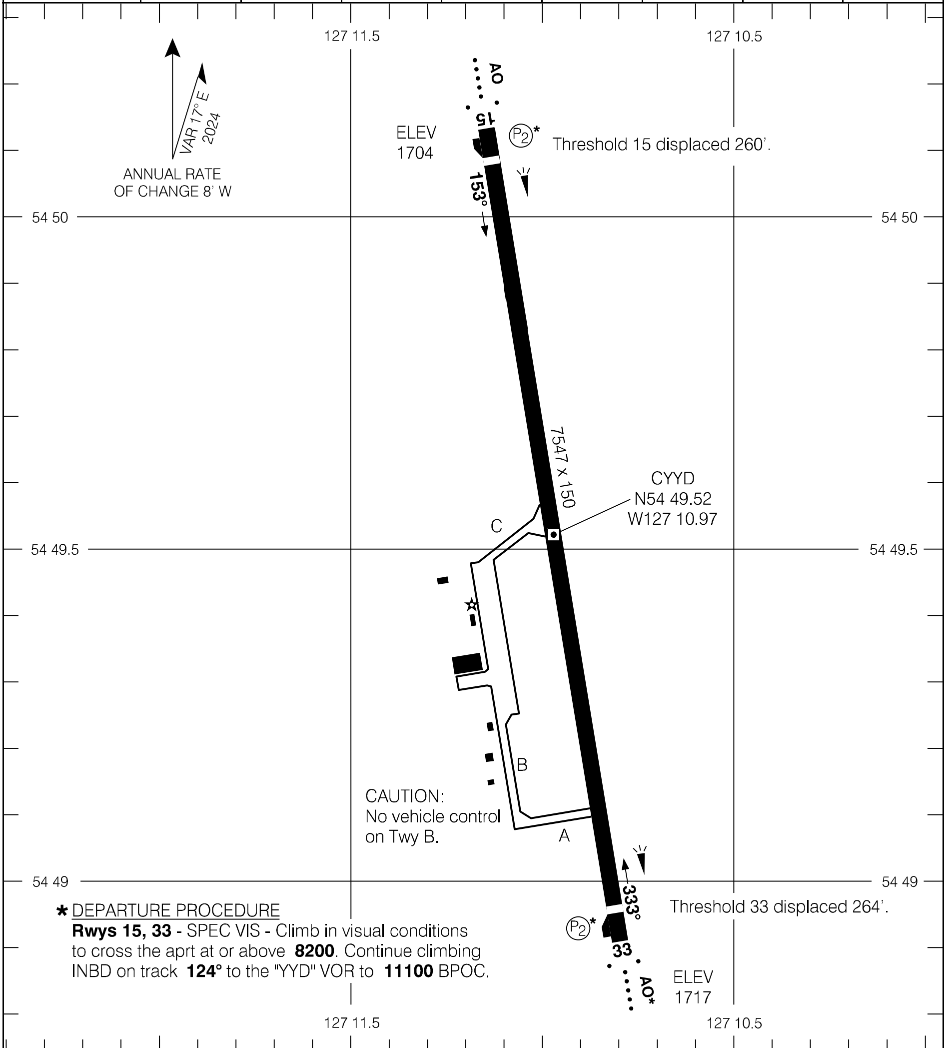


SMITHERS, BC

AERODROME CHART CYYD

AWOS – **128.65**		RADIO – **122.3** TFC – **122.3** MF	CTR Vancouver – **132.52** RADIO Pacific – **123.37**

DECL DISTS	15	33						
TORA	7547	7547						
TODA	8302	8167						
ASDA	7547	7547						
LDA	7287	7283						



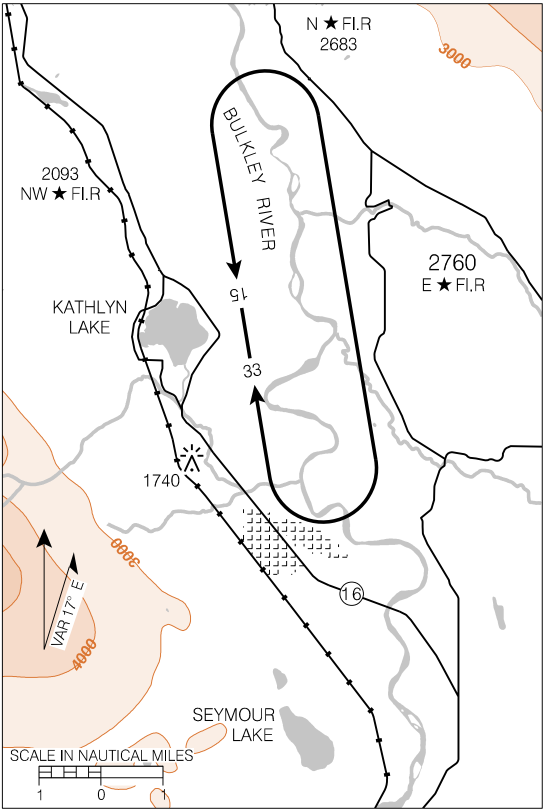
* DEPARTURE PROCEDURE
Rwys 15, 33 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **8200**. Continue climbing INBD on track **124°** to the "YYD" VOR to **11100** BPOC.

TAKE-OFF MINIMA
Rwys 15, 33: *

SCALE IN FEET
1000 0 1000 2000

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.

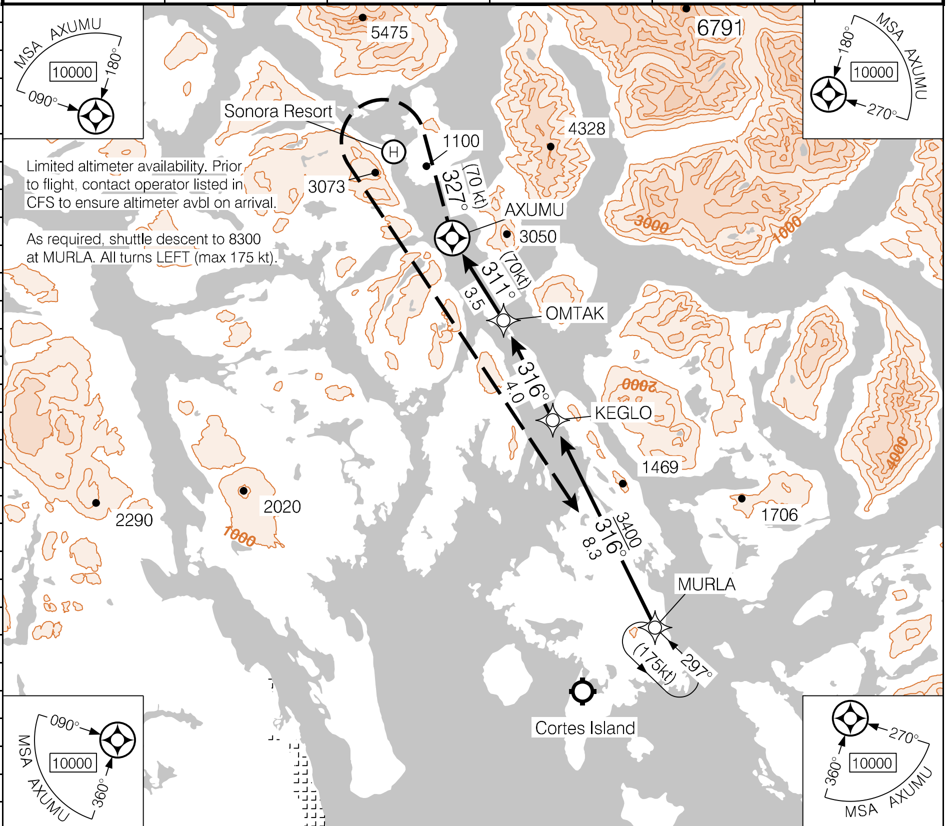
SONORA RESORT, BC

COPTER RNAV (GNSS) 311°

502254N 1250926W VAR 18°E

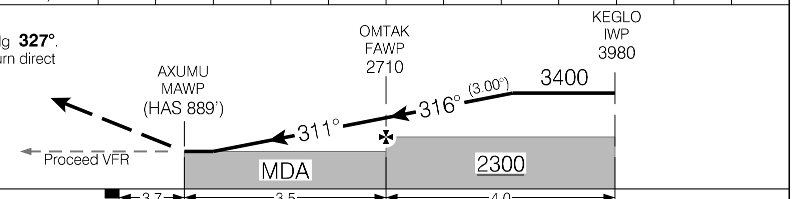
CSR6

	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**	



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

MISSED APPROACH
Climb to **3600** on hdg **327°**. Then climbing LEFT turn direct MURLA at **5000**.



ELEV 46

RASS: When using CYBL add **680'**.

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

CATEGORY	COPTER		
LNAV	**1600**	(1554)	1

COPTER RNAV (GNSS) 311°

CSR6

EFF 15 JUN 23

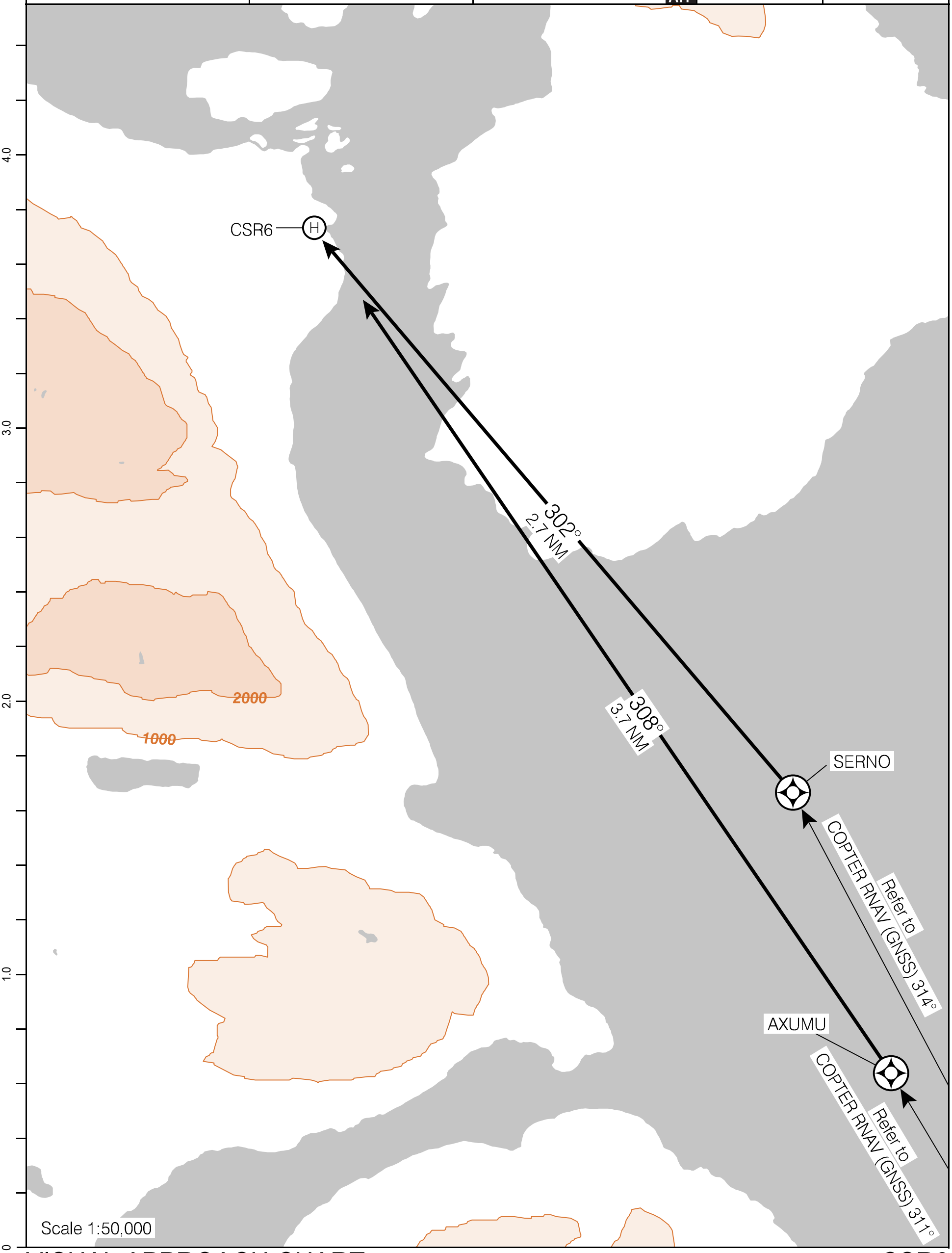
SONORA RESORT, BC

VISUAL APPROACH CHART

502254N 1250926W VAR 18°E

CSR6

	TML Comox – **123.7**	TFC – **123.2.** ATF		ELEV **46**

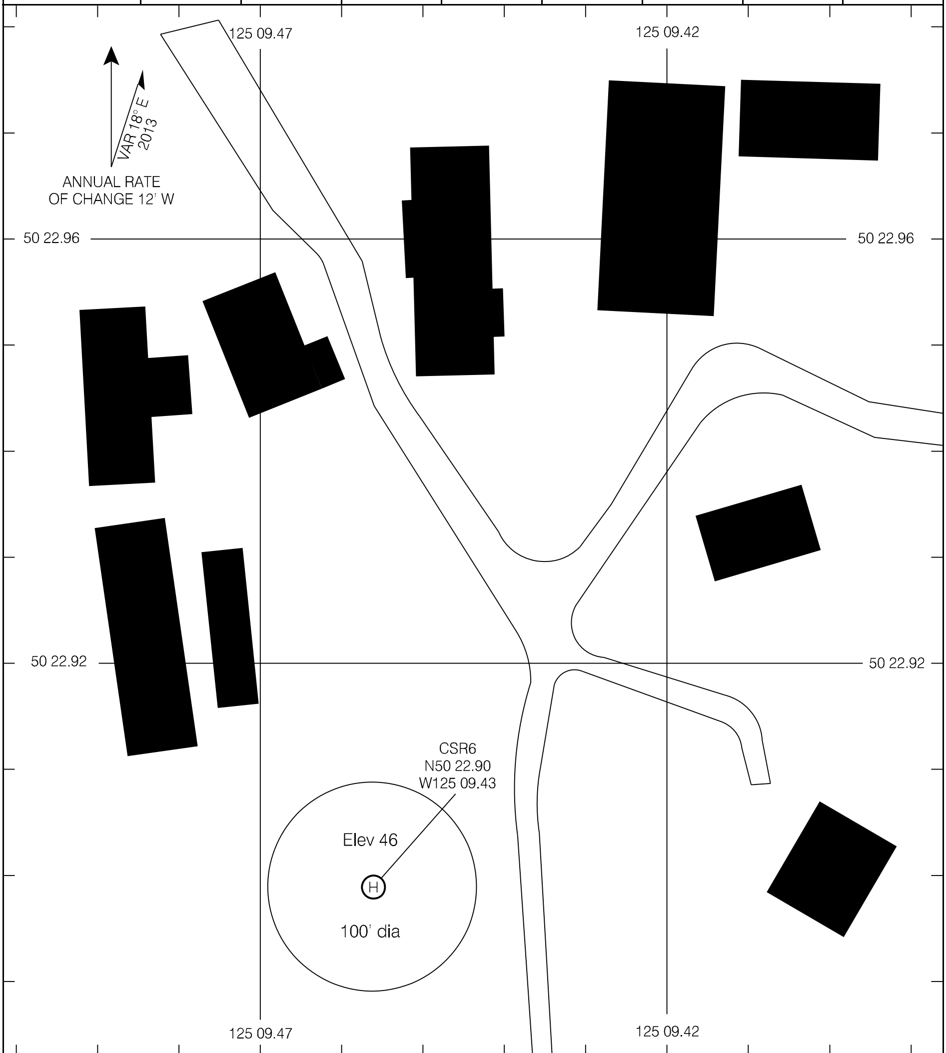


SONORA RESORT, BC

HELIPORT CHART CSR6

		TFC – **123.2** ATF	TML Comox – **123.7**

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



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

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)

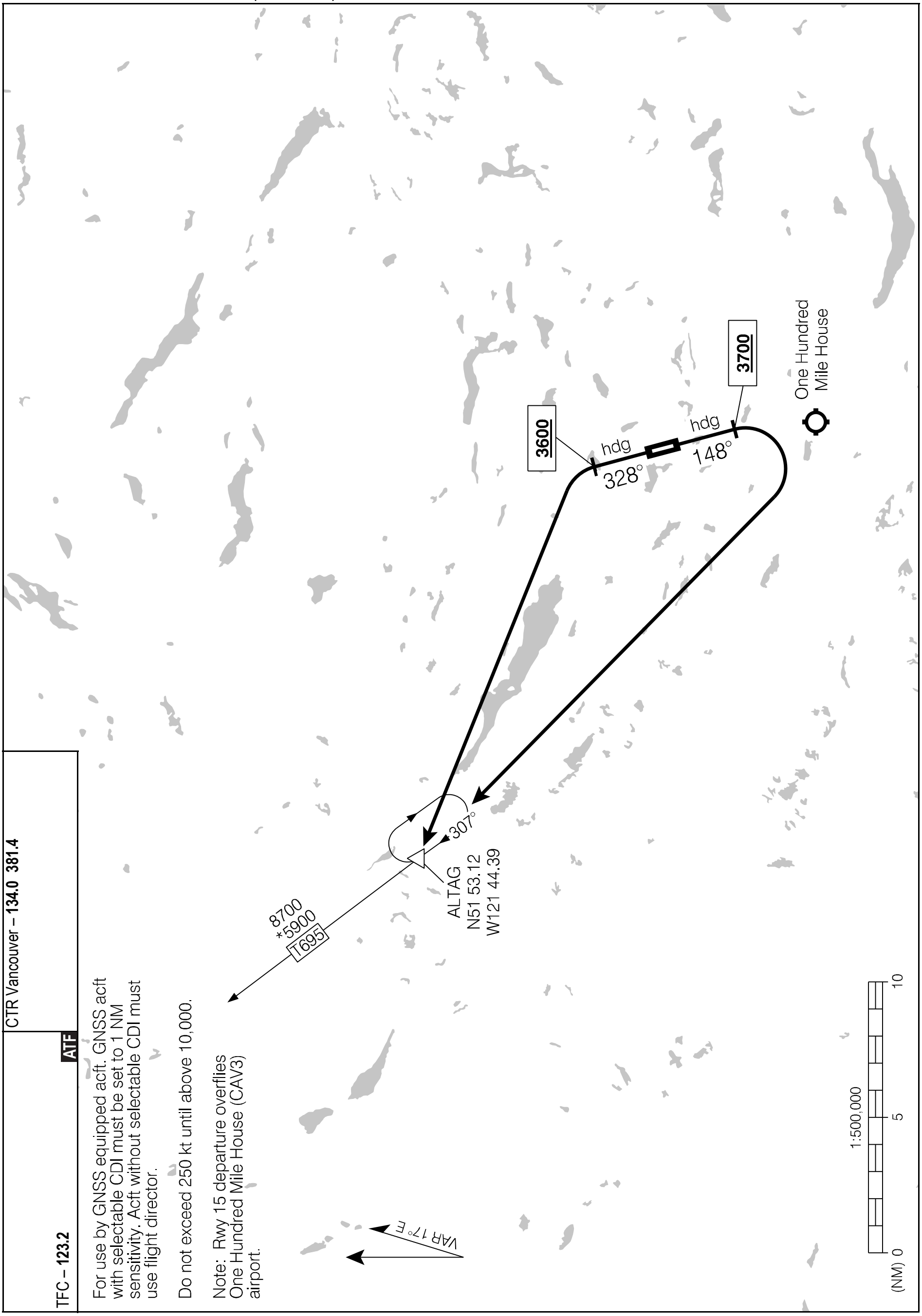
GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350
390 FT/NM	590	780	910	1040	1170	1300	1630	1950

DEPARTURE PROCEDURE (RNAV)

ALTAG THREE DEP (ALTAG3.)

SOUTH CARIBOO/108 MILE, BC

CZML



Departure Route Description

All rwys: 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)

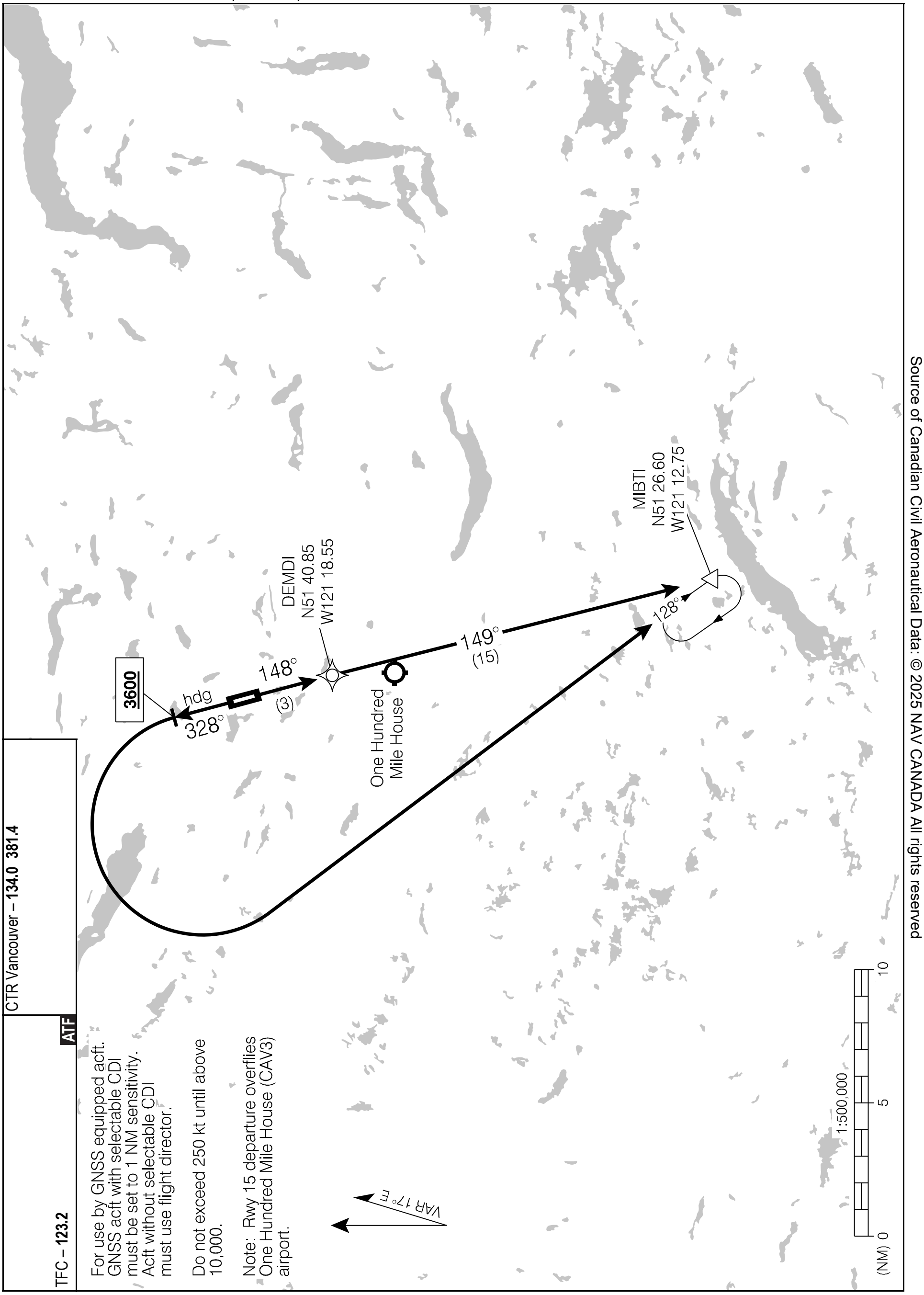
GROUND SPEED	90	120	140	160	180	200	250	300
240 FT/NM	360	480	560	640	720	800	1000	1200
390 FT/NM	590	780	910	1040	1170	1300	1630	1950

DEPARTURE PROCEDURE (RNAV)

SOUTH CARIBOO/108 MILE, BC

MIBTI THREE DEP (MIBTI3.)

CZML



MIBTI THREE DEP (MIBTI3.)

CZML

EFF 29 DEC 22

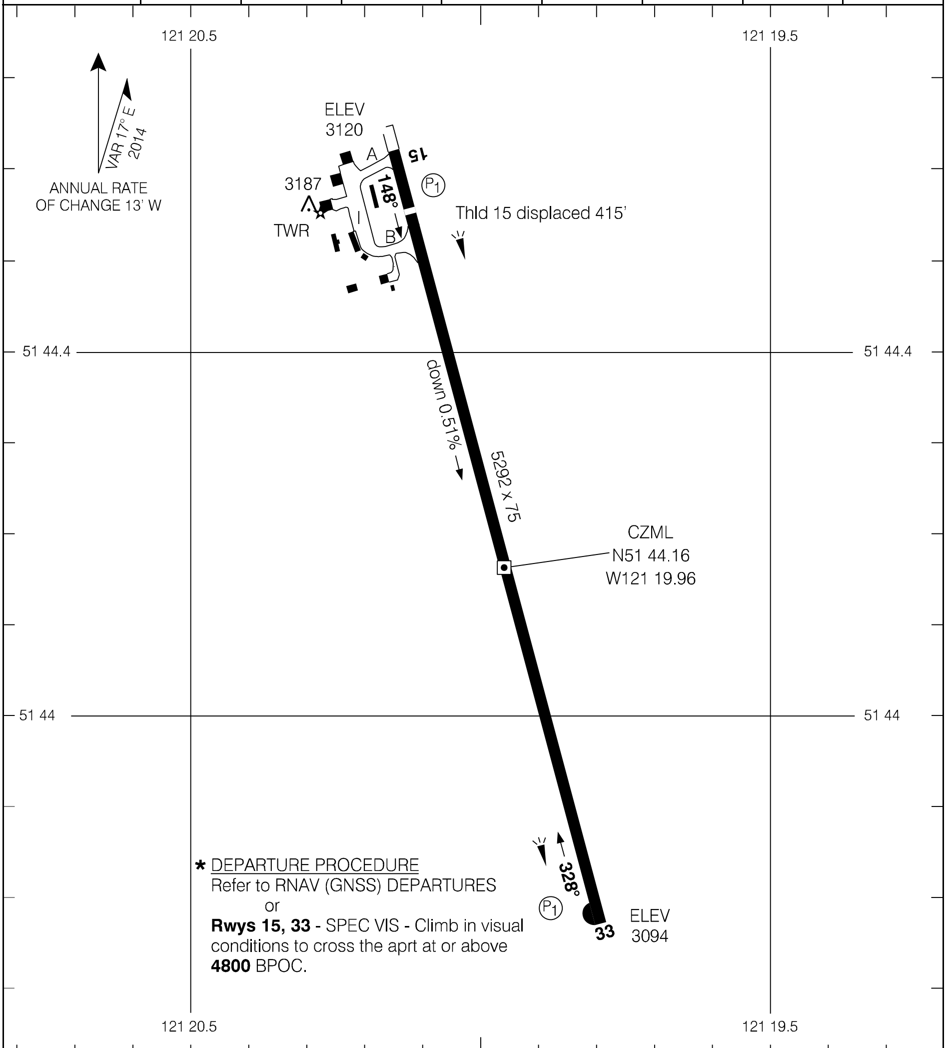
SOUTH CARIBOO/108 MILE, BC

AERODROME CHART

CZML

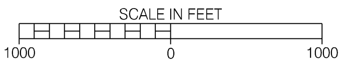
LWIS – **122.55**		TFC – **123.2** ATF	CTR Vancouver – **134.0 381.4**

DECL DISTS	**15**	**33**						
TORA	5292	5292						
TODA	5292	5292						
ASDA	5292	5292						
LDA	4877	5292						



* DEPARTURE PROCEDURE
Refer to RNAV (GNSS) DEPARTURES
or
Rwys 15, 33 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **4800** BPOC.

TAKE-OFF MINIMA
Rwys 15; 33: *



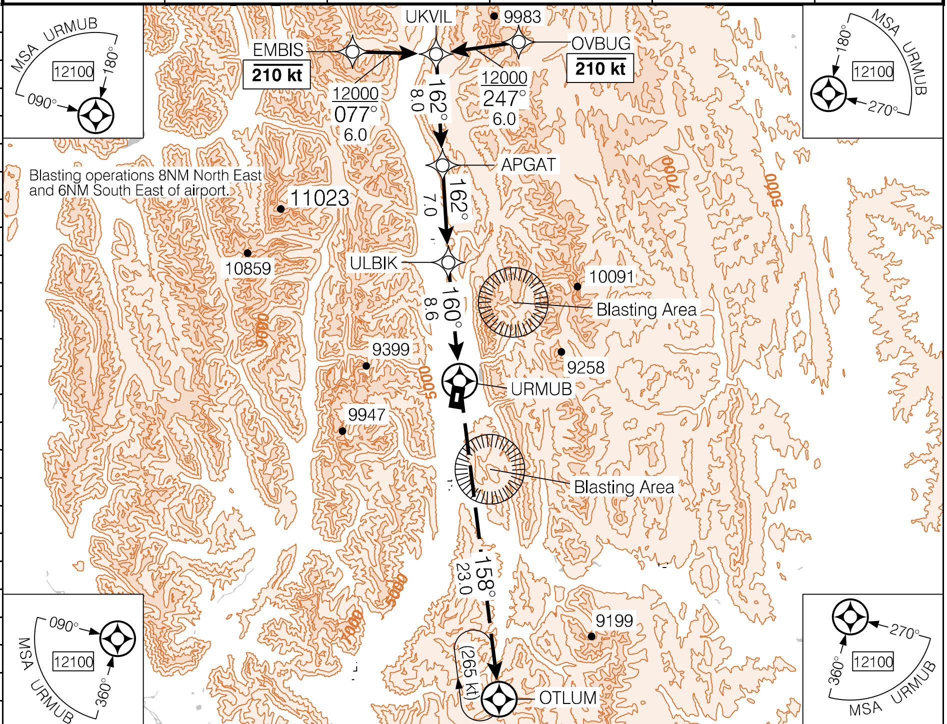
SPARWOOD/ELK VALLEY, BC

RNAV (GNSS) A

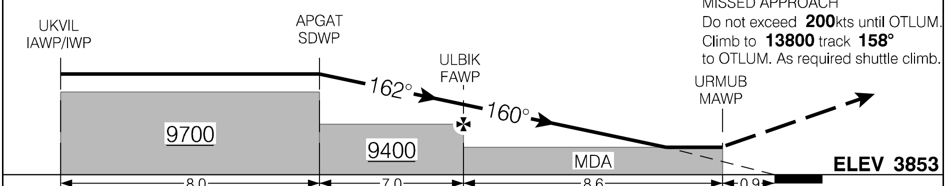
495006N 1145243W VAR 15°E

CYSW

	Pacific Radio – **126.7** DRCO	TFC – **123.2** ATF		
SAFE ALT 100 NM **13,800**	RNAV	APCH CRS **160°**	MIN ALT ULBIK **9400**	LDA REFER TO AD CHART



MISSED APPROACH
Do not exceed **200**kts until OTLUM.
Climb to **13800** track **158°**
to OTLUM. As required shuttle climb.



RASS: Use CYXC.

CATEGORY	A	B	C	D
C CIRCLING	**7000** (3147) 3		**7660** (3807) 3	**8580** (4727) 3

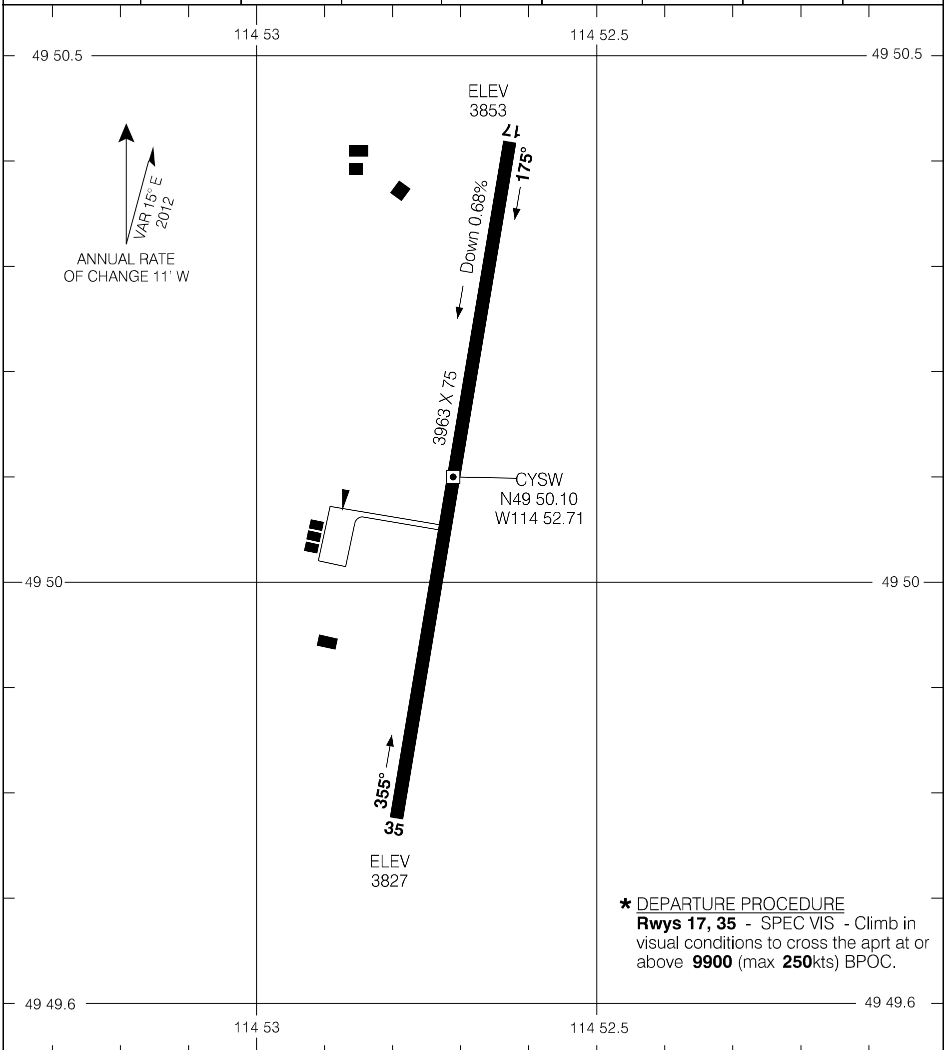
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

SPARWOOD/ELK VALLEY, BC

AERODROME CHART CYSW

		TFC – **123.2** ATF	Pacific Radio – **126.7** DRCO

DECL DISTS	17	35						
TORA	3963	3963						
TODA	3963	3963						
ASDA	3963	3963						
LDA	3963	3963						



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

TERRACE, BC

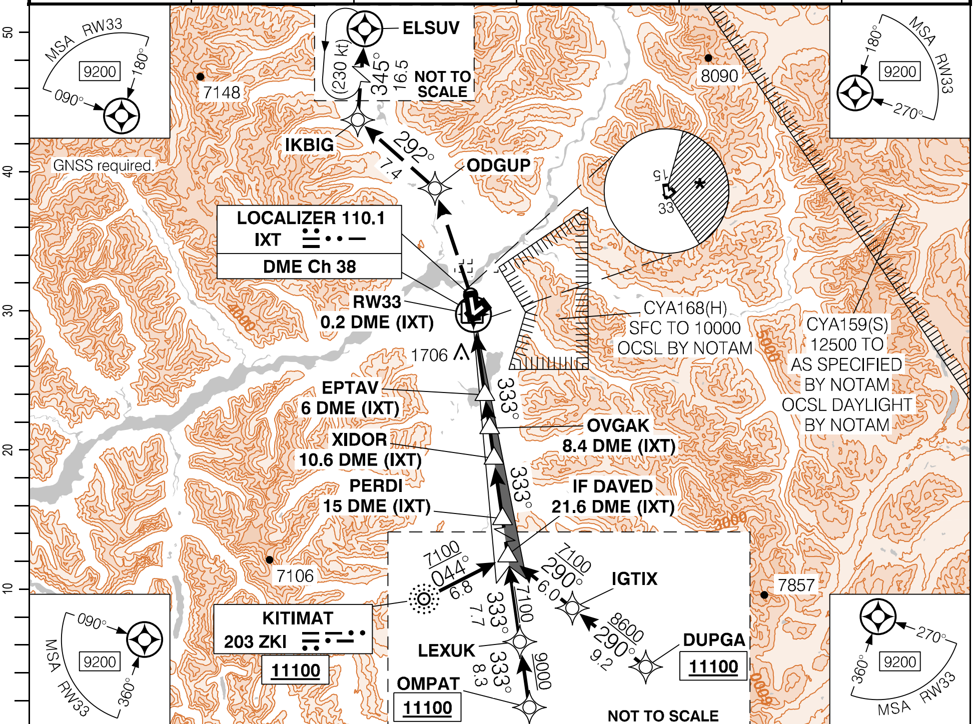
ILS Z RWY 33

542807N 1283442W VAR 19°E

CYXT

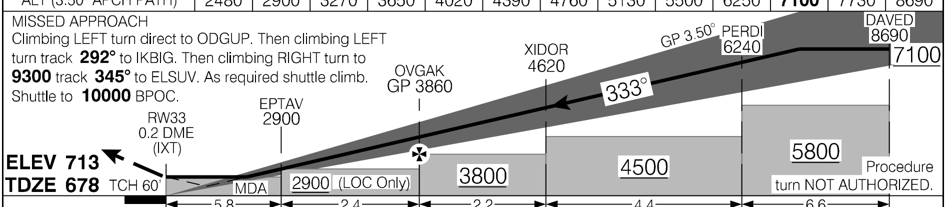
	CTR Vancouver – **128.4 269.1**	RADIO – **122.0** MF	ARCAL 122.0(K) AN P2* 3.5°

SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
11,100	IXT **110.1**	**333°**	OVGAK **3860**	**7497**



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

MISSED APPROACH
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.



CATEGORY	A	B	C	D
ILS/DME	**2446** (1768) 4¾			
LOC/DME	**2480** (1802) 2½			
C CIRCLING	**2480** (1767) 1¾	**2480** (1767) 2	* **2480** (1767) 3	

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

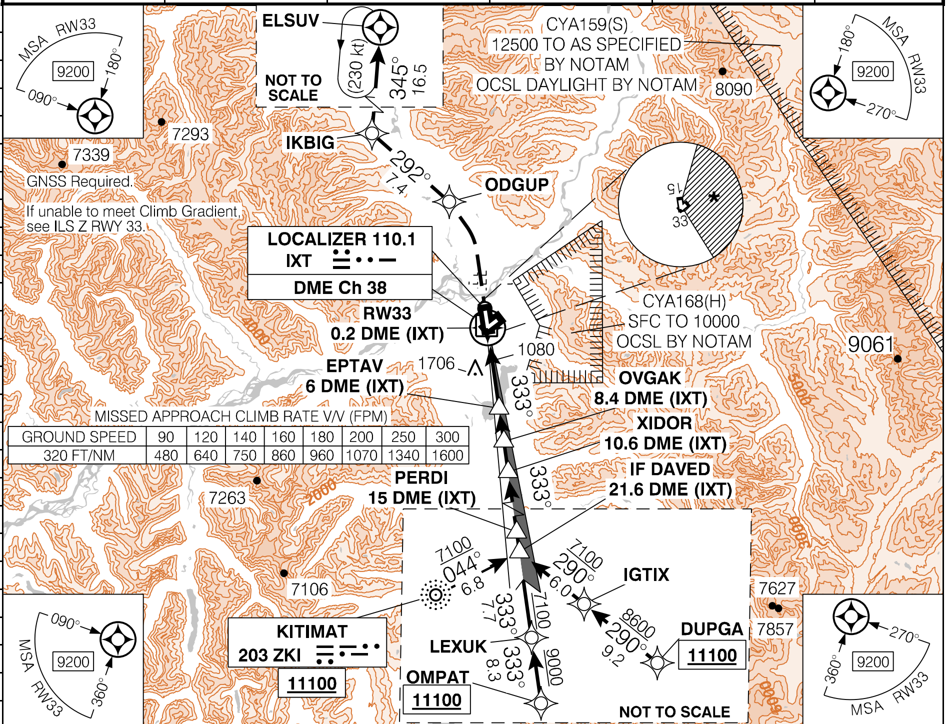
TERRACE, BC

ILS Y RWY 33

542807N 1283442W VAR 19°E

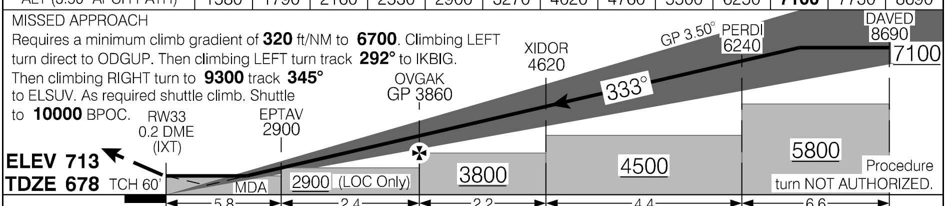
CYXT

	CTR Vancouver – **128.4 269.1**	RADIO – **122.0**	MF		ARCAL 122.0(K)
SAFE ALT 100 NM **11,100**	LOC IXT **110.1**	APCH CRS **333°**	GP OVGAK **3860**	LDA **7497**	P2* 3.5°



DIST FROM DME (IXT)	2.4	3	4	5	6	7	9	11	13	15	**17.3**	19	21.6
ALT (3.50° 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.



Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

CATEGORY	A			B	C			D
ILS/DME	**928**	(250)		1	**948**	(270)		1
LOC/DME		**1580**		(902)		2¼		
C CIRCLING	**1580**	(867)		1¾	* **2060**	(1347)		3

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

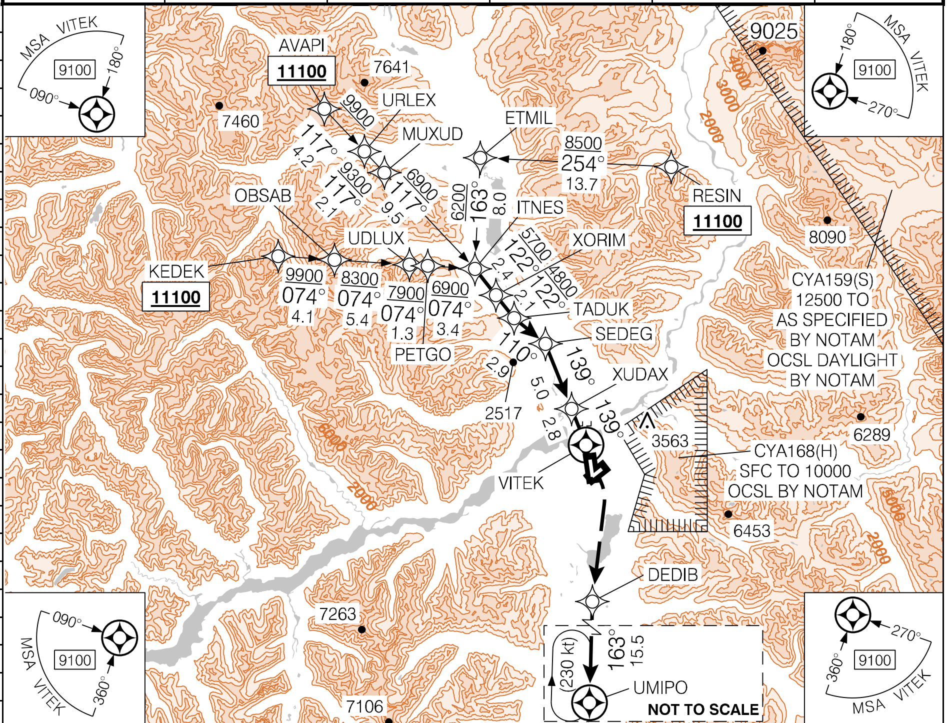
TERRACE, BC

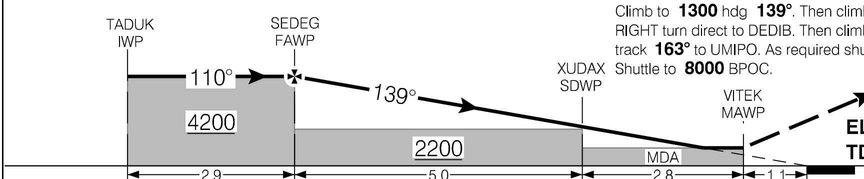
RNAV (GNSS) Z RWY 15

542807N 1283442W VAR 19°E

CYXT

	CTR Vancouver – **128.4 269.1**	RADIO – **122.0** MF		ARCAL 122.0(K) P2 AO 3.5° 13.8°
SAFE ALT 100 NM **11,100**	RNAV	APCH CRS **139°**	MIN ALT SEDEG **4200**	LDA **7497**





MISSED APPROACH
Climb to **1300** hdg **139°**. Then climbing RIGHT turn direct to DEDIB. Then climb to **6600** track **163°** to UMIPO. As required shuttle climb. Shuttle to **8000** BPOC.

ELEV 713
TDZE 695

CATEGORY	A	B	C	D
LNAV	1240 (547) 1¾			

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

TERRACE, BC

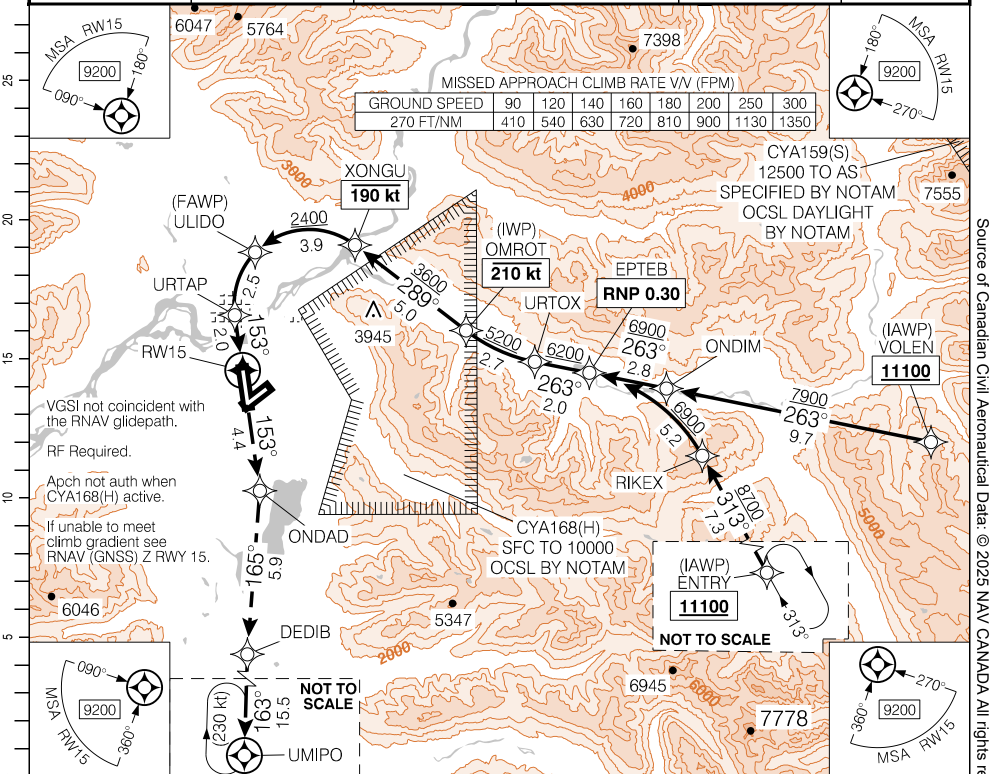
RNAV (RNP) Y RWY 15

542807N 1283442W VAR 19°E

CYXT

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

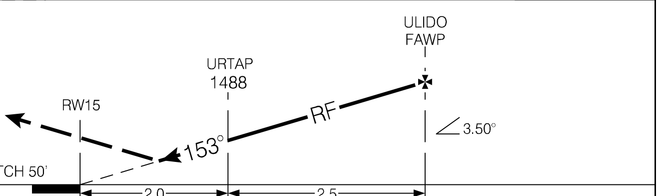
P2 AO 3.5°



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)	1	

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

TERRACE, BC

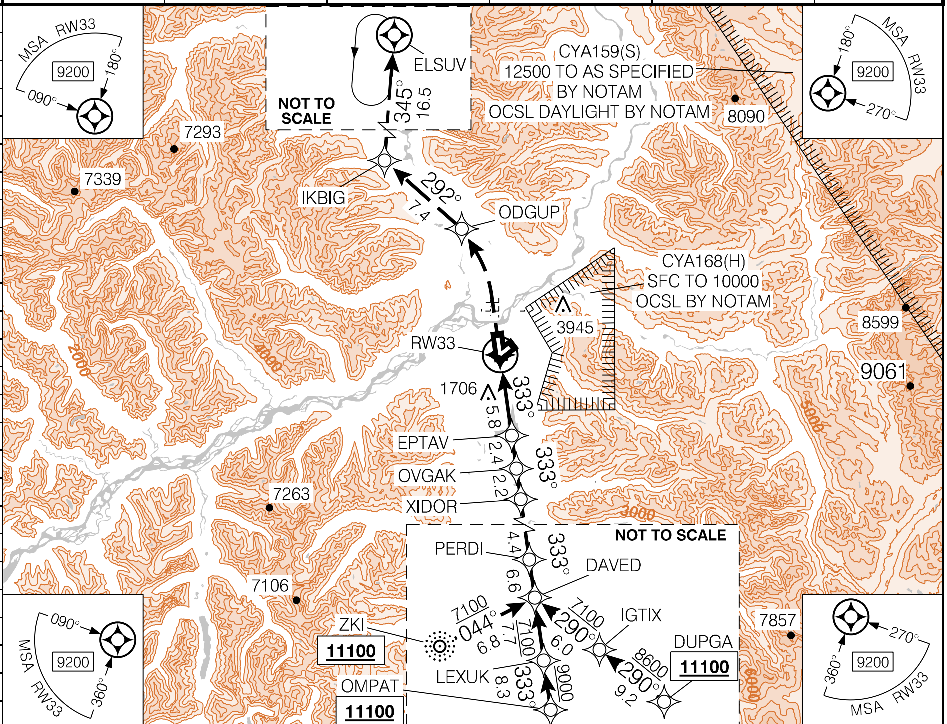
RNAV (GNSS) Z RWY 33

542807N 1283442W VAR 19°E

CYXT

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

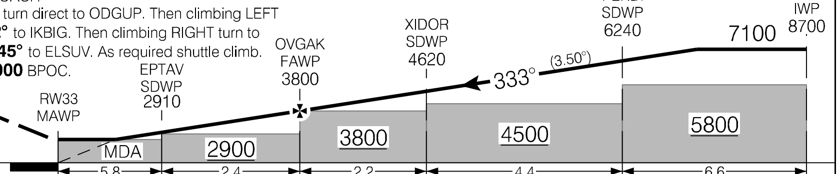
P2* 3.5°



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

MISSED APPROACH
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.

ELEV 713
TDZE 678



CATEGORY	A	B	C	D
LNAV	**2580**	(1903)	2½	

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

TERRACE, BC

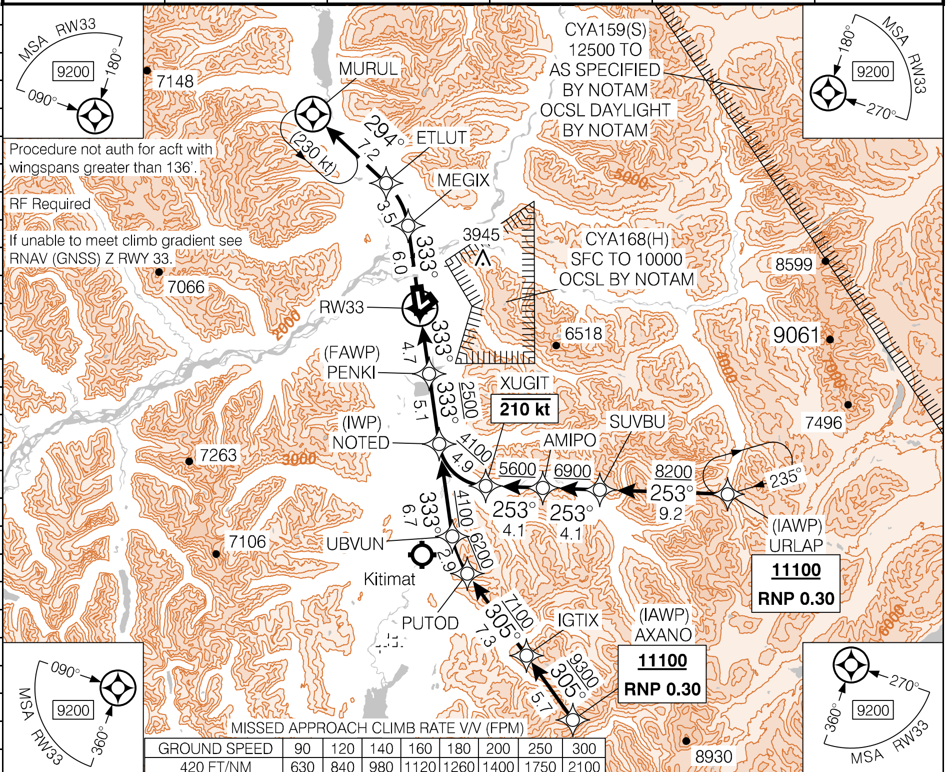
RNAV (RNP) Y RWY 33

CYXT

542807N 1283442W VAR 19°E

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

P2* AN 3.5°



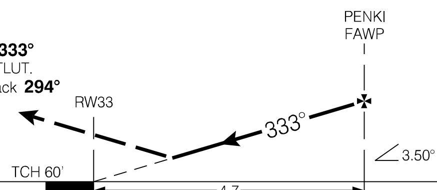
MISSED APPROACH CLIMB RATE V/V (FPM)

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

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 **8500** on track **294°** to MURUL. As required shuttle climb.

ELEV 713

TDZE 678



	CATEGORY	A	B	C	D
	RNP 0.10	**1010** (333) 1			
AUTHORIZATION REQUIRED (min. -26° C) (max. 45° C)	**RNP 0.20**	**1068** (391) 1			
	RNP 0.30	**1208** (531) 1¼			

TERRACE, BC

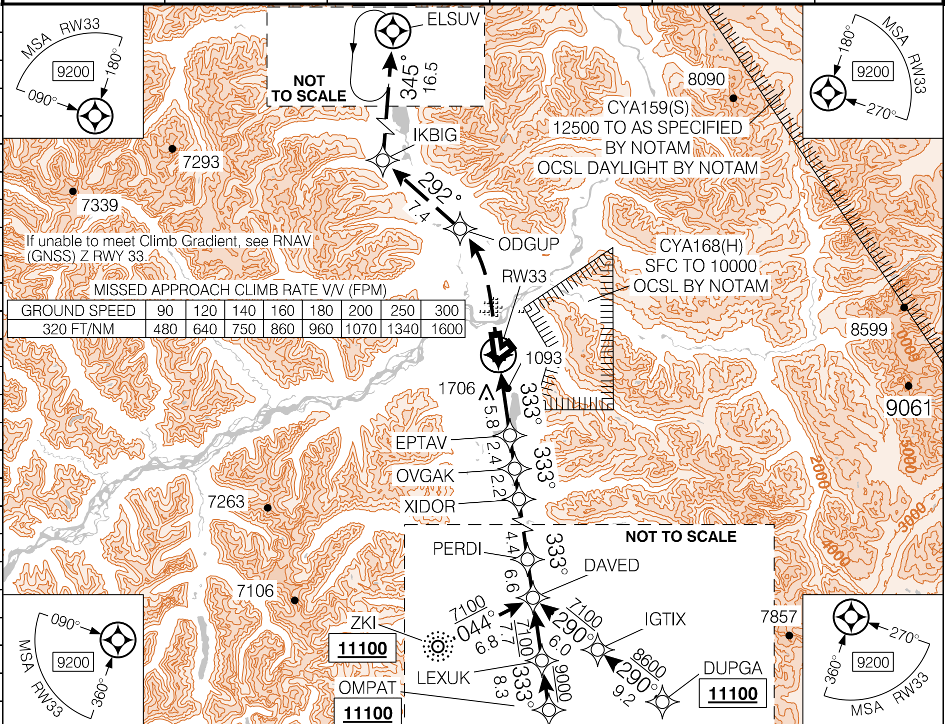
RNAV (GNSS) X RWY 33

542807N 1283442W VAR 19°E

CYXT

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

AN P2* 3.5°

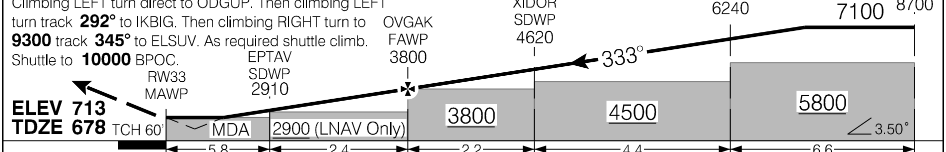


MISSED APPROACH CLIMB RATE V/V (FPM)

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

DIST FROM RW33	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

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.



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	

SID (RNAV)
KITIMAT TWO DEP (ZKID2.)

TERRACE, BC
CYXT

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.

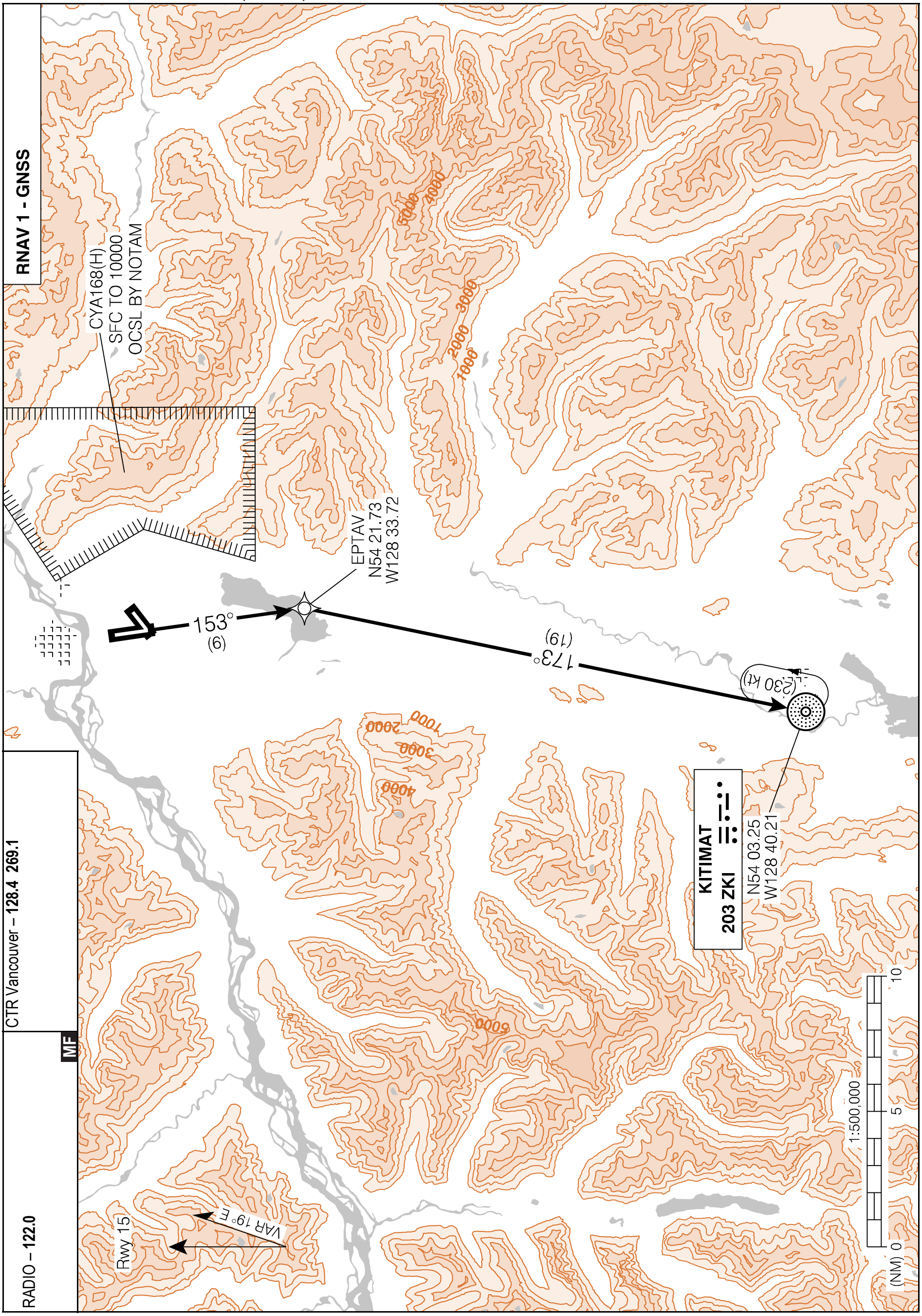
Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (RNAV)

KITIMAT TWO DEP (ZKID2.)

TERRACE, BC

CYXT



Departure Route Description

Rwy 33 - ½: 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.

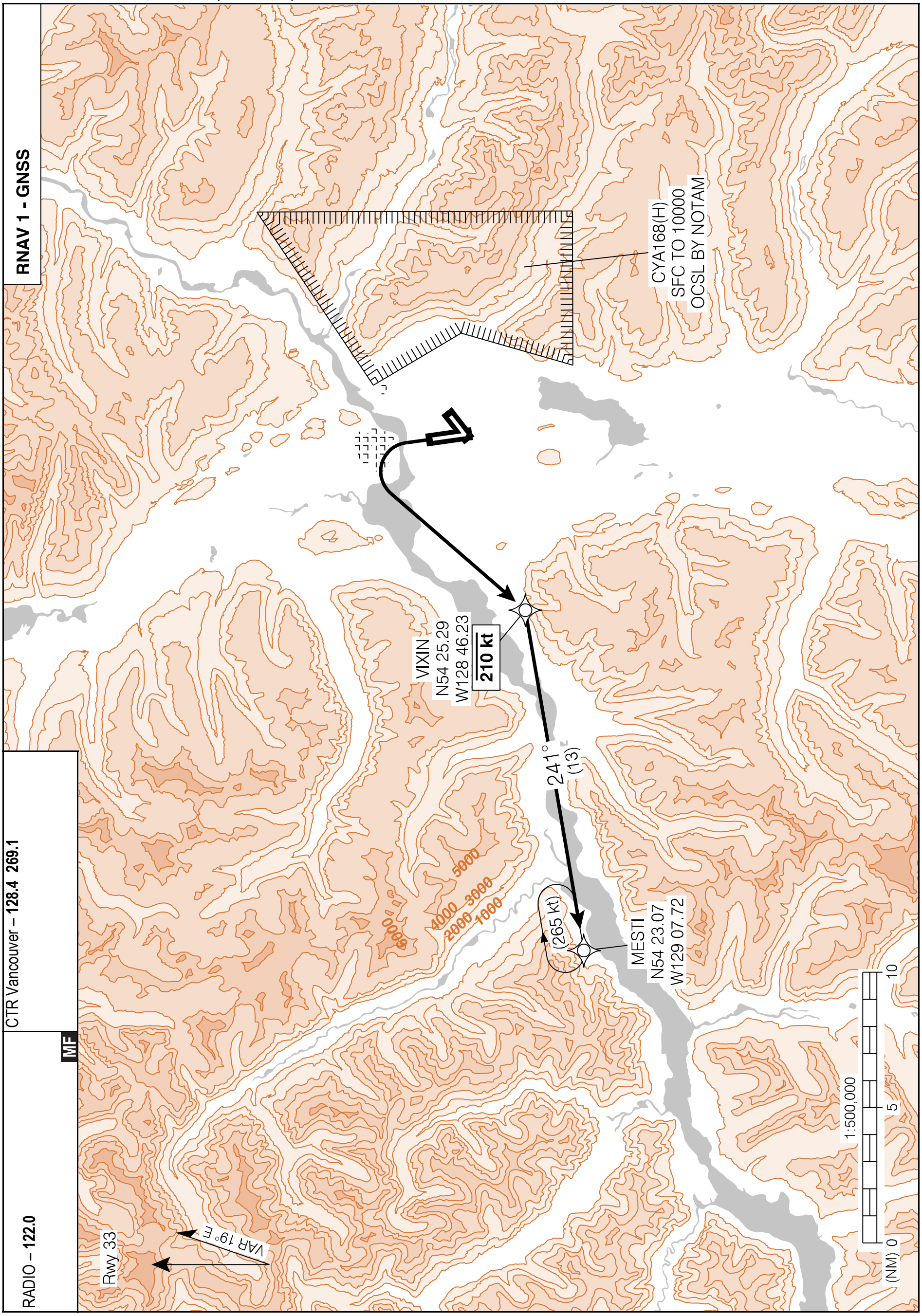
Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

SID (RNAV)

MESTI TWO DEP (MESTI2.)

TERRACE, BC

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

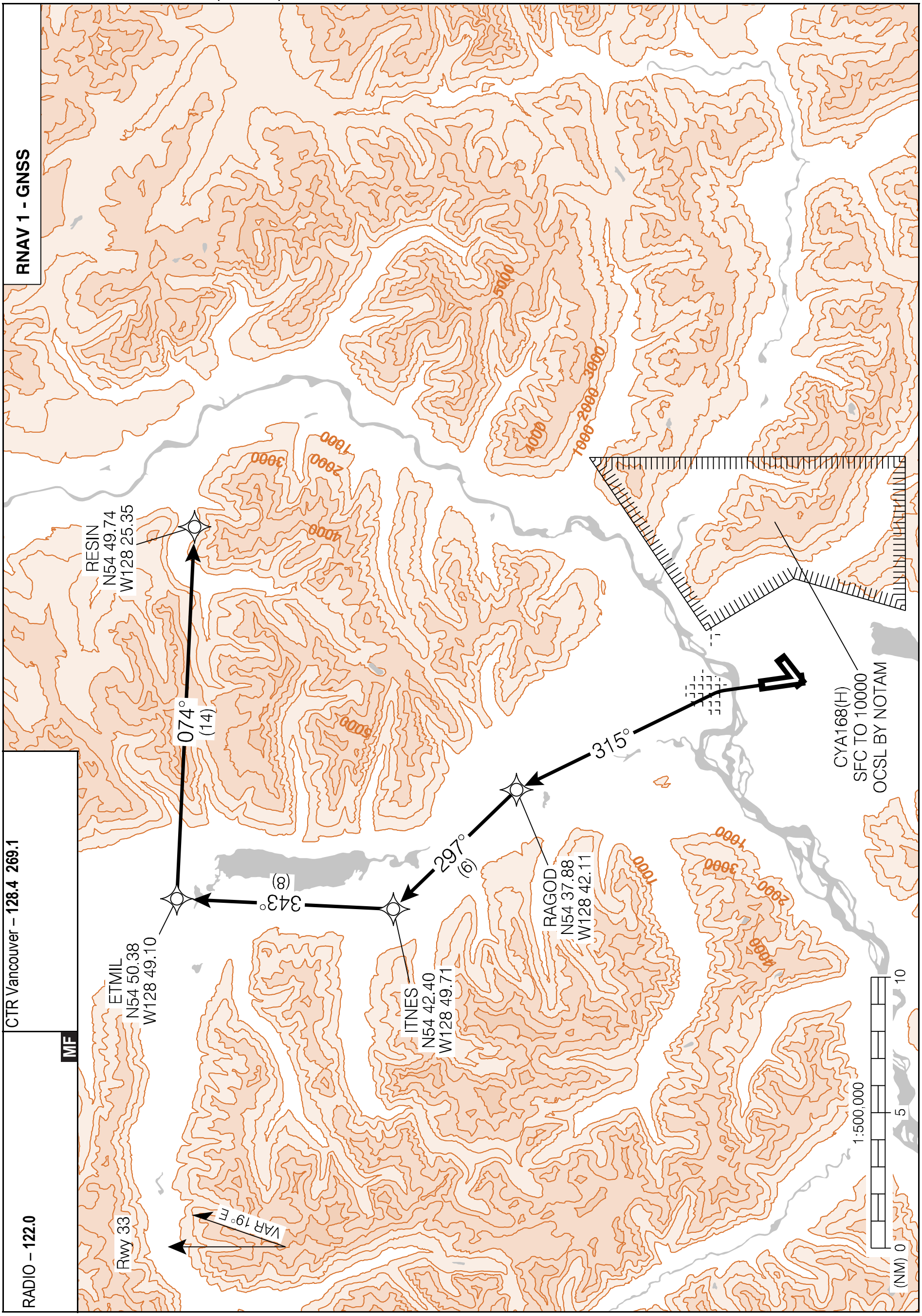
On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

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) TERRACE, BC

RESIN TWO DEP (RESI2.) CYXT



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.

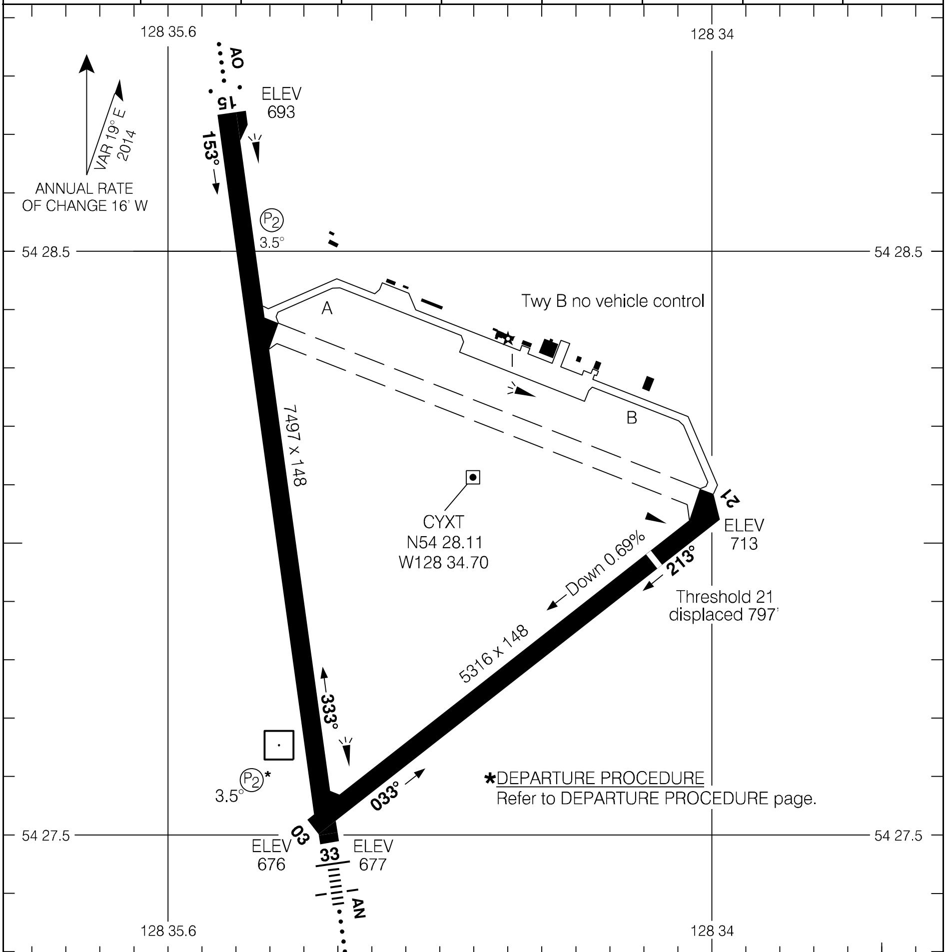
DEPARTURE CLIMB RATE V/V (FPM)

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

TERRACE, BC
AERODROME CHART CYXT

		RADIO – **122.0** MF	CTR Vancouver – **128.4 269.1**

DECL DISTS	15	33	03	21				
TORA	7497	7497	5316	5316				
TODA	8481	8481	6300	6300				
ASDA	7497	7497	5316	5316				
LDA	7497	7497	5316	4519				



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: *

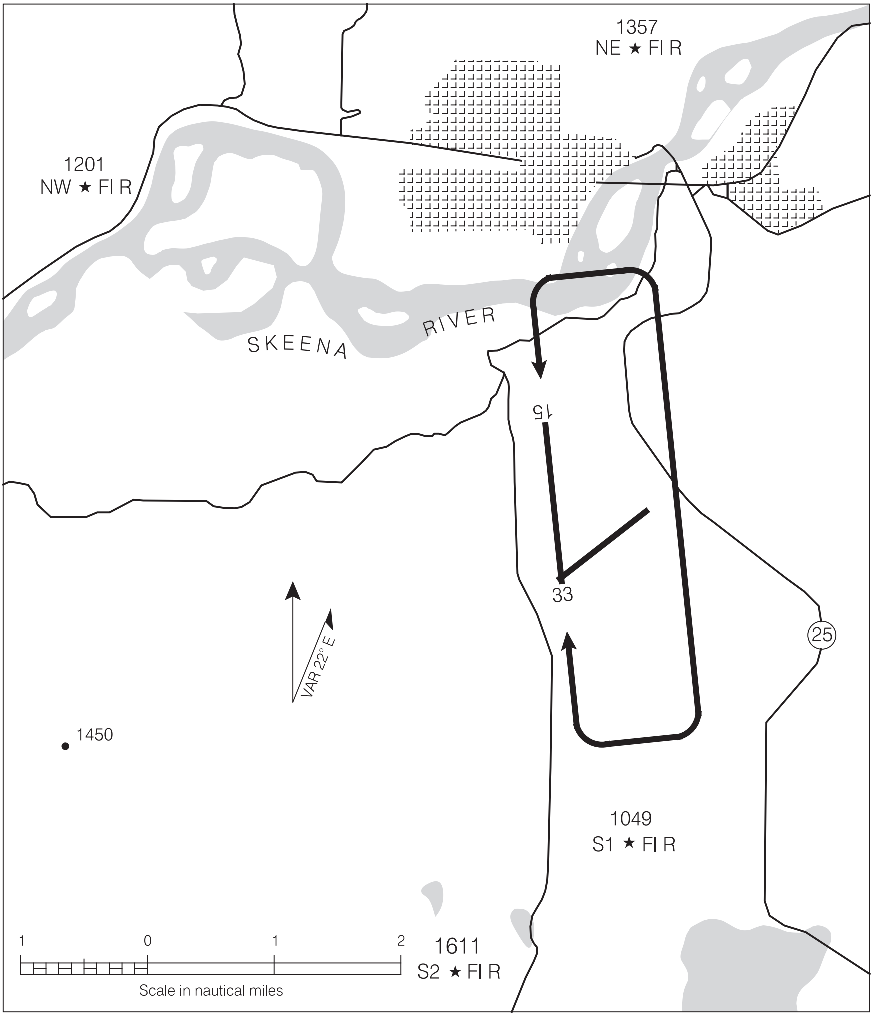
SCALE IN FEET
2000 0 1000 2000

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

TERRACE, BC
CYXT

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.

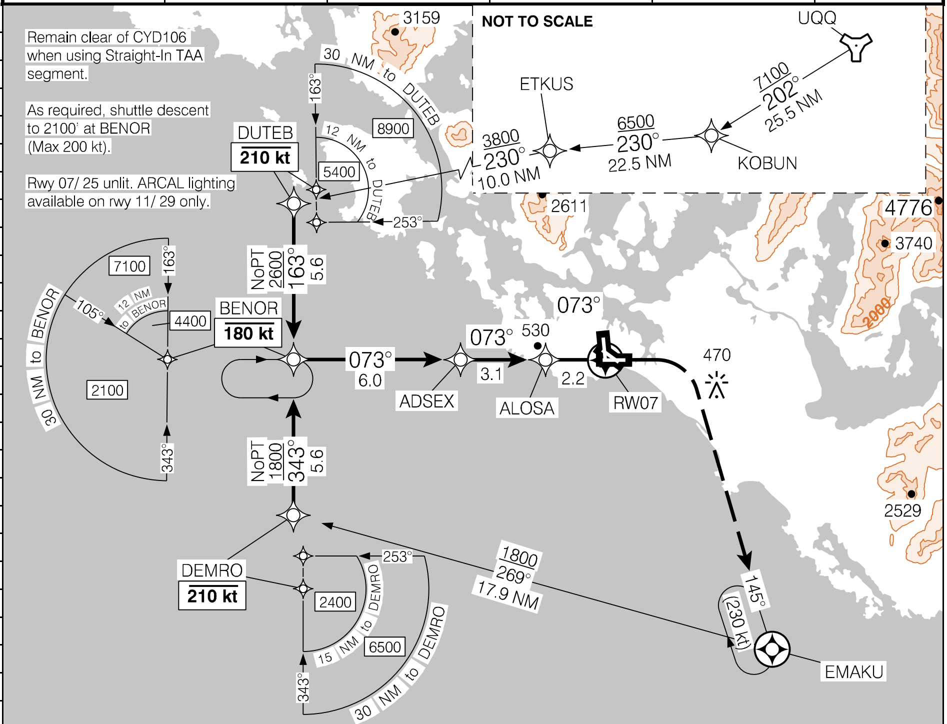
TOFINO/LONG BEACH, BC

RNAV (GNSS) RWY 07

490455N 1254621W VAR 17°E

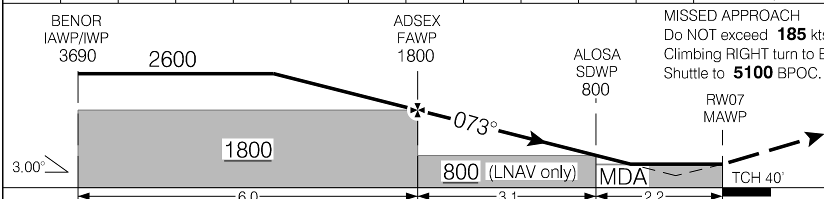
CYAZ

	CTR Vancouver – **132.9** RADIO Pacific – **125.85**	RADIO Hardy – **123.25** TFC – **123.25** MF		ARCAL 123.25(K)
SAFE ALT 100 NM **10,000**	WAAS **Ch 81131** W07A	APCH CRS **073°**	MIN ALT ADSEX **1800**	LDA **4265**



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

MISSED APPROACH
Do NOT exceed **185** kts until EMAKU.
Climbing RIGHT turn to EMAKU to **2900**.
Shuttle to **5100** BPOC.



ELEV 80
TDZE 75

RASS: When using CYQQ add **820'**.

CATEGORY	A	B	C	D
LPV	**575**	(500)	1¾	
LNAV	**620**	(545)	1¾	

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

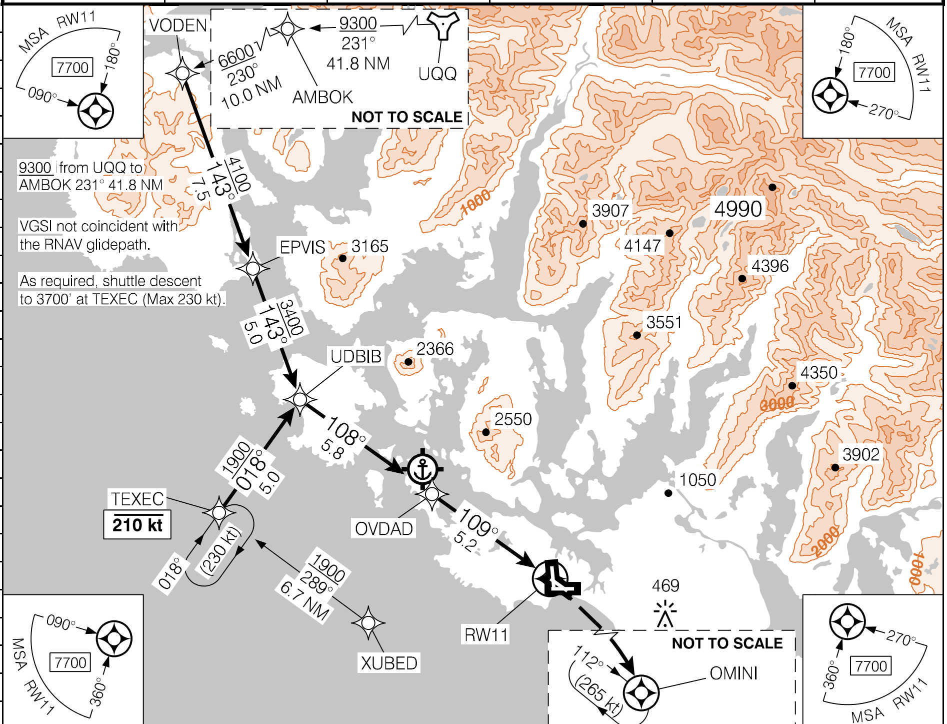
TOFINO/LONG BEACH, BC

RNAV (GNSS) RWY 11

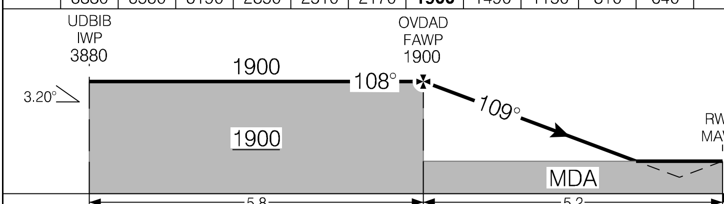
490455N 1254621W VAR 17°E

CYAZ

	CTR Vancouver – **132.9** RADIO Pacific – **125.85**		RADIO Hardy – **123.25** TFC – **123.25** MF		ARCAL 123.25(K) AS P1
SAFE ALT 100 NM **10,000**	WAAS **Ch 81166** W11A	APCH CRS **109°**	MIN ALT OVDAD **1900**	LDA **4500**	



	11	10	9	8	7	6	**5.2**	4	3	2	1.5	DIST FROM RW11
	3880	3530	3190	2850	2510	2170	**1900**	1490	1150	810	640	ALT (3.20° APCH PATH)



MISSED APPROACH
Climbing RIGHT turn to **3000** direct to OMINI. As required shuttle climb. Shuttle climb to **4400** BPOC.

ELEV 80
TDZE 77

RASS: When using CYQQ add **820'**.

CATEGORY	A	B	C	D
LPV	**327**	(251)	1	
LNAV	**640**	(564)	1¾	

Knots	ft/min	Min:Sec
70	400	
90	510	
110	620	
130	740	
150	850	

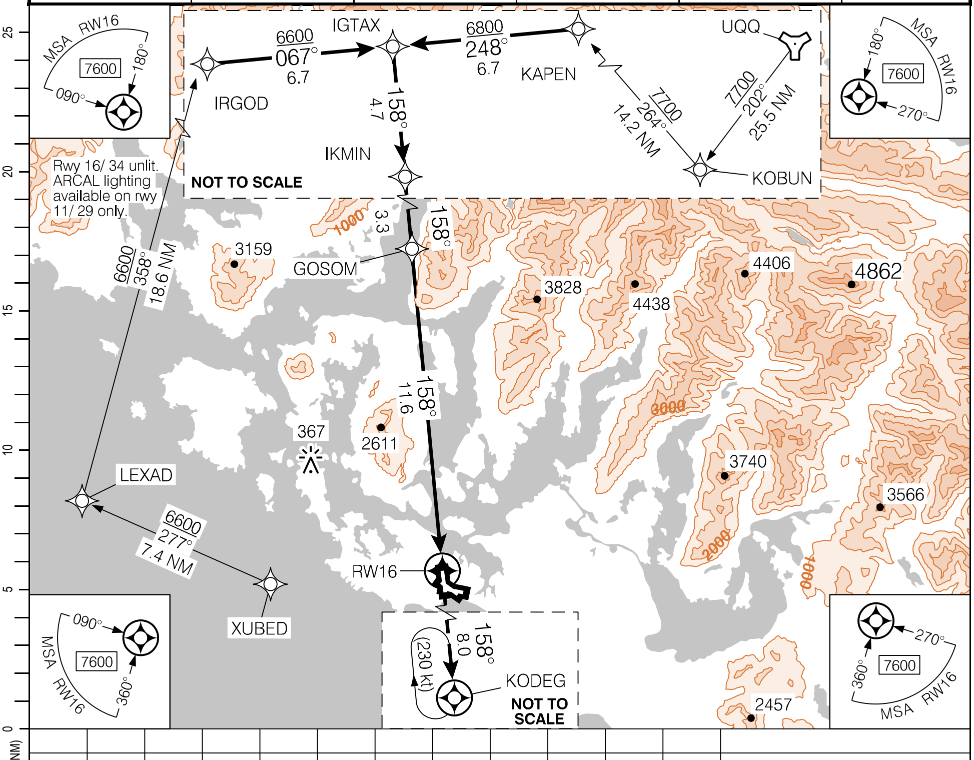
TOFINO/LONG BEACH, BC

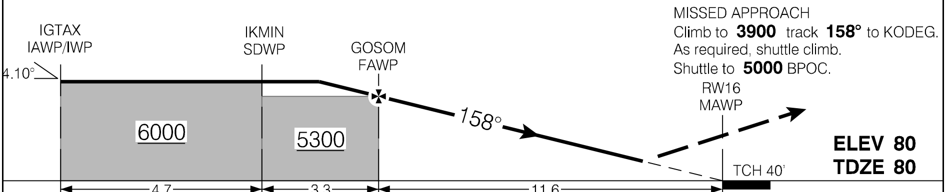
RNAV (GNSS) RWY 16

490455N 1254621W VAR 17°E

CYAZ

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





MISSED APPROACH
Climb to **3900** track **158°** to KODEG.
As required, shuttle climb.
Shuttle to **5000** BPOC.

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 7 AUG 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

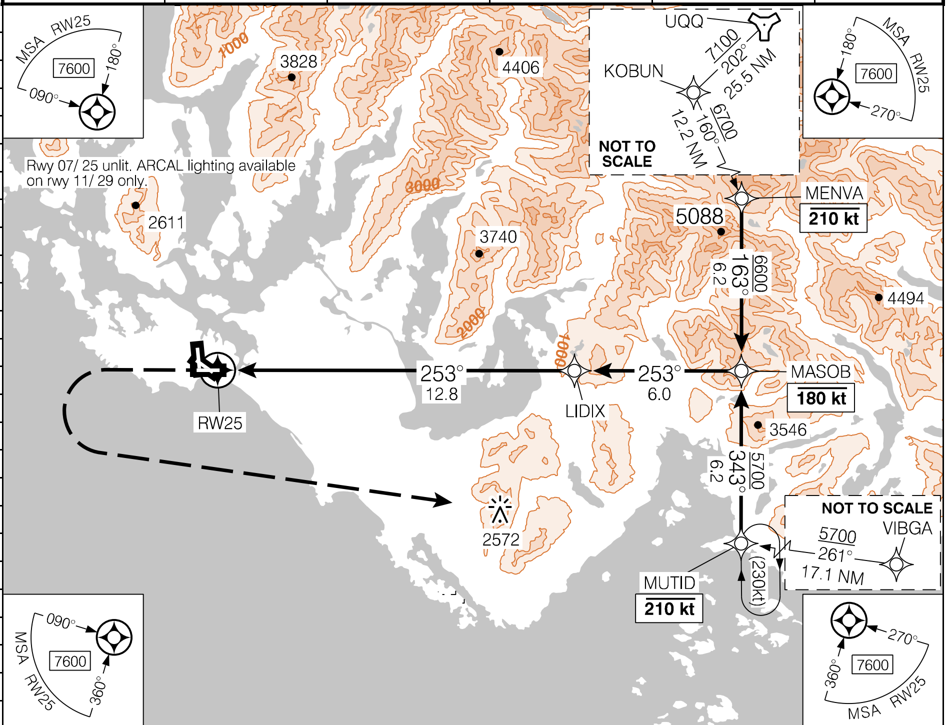
TOFINO/LONG BEACH, BC

RNAV (GNSS) RWY 25

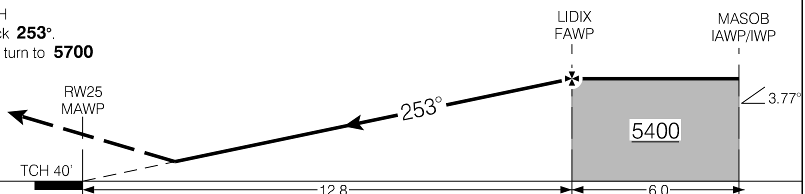
490455N 1254621W VAR 17°E

CYAZ

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



MISSED APPROACH
Climb to **1900** track **253°**.
Then climbing LEFT turn to **5700**
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		

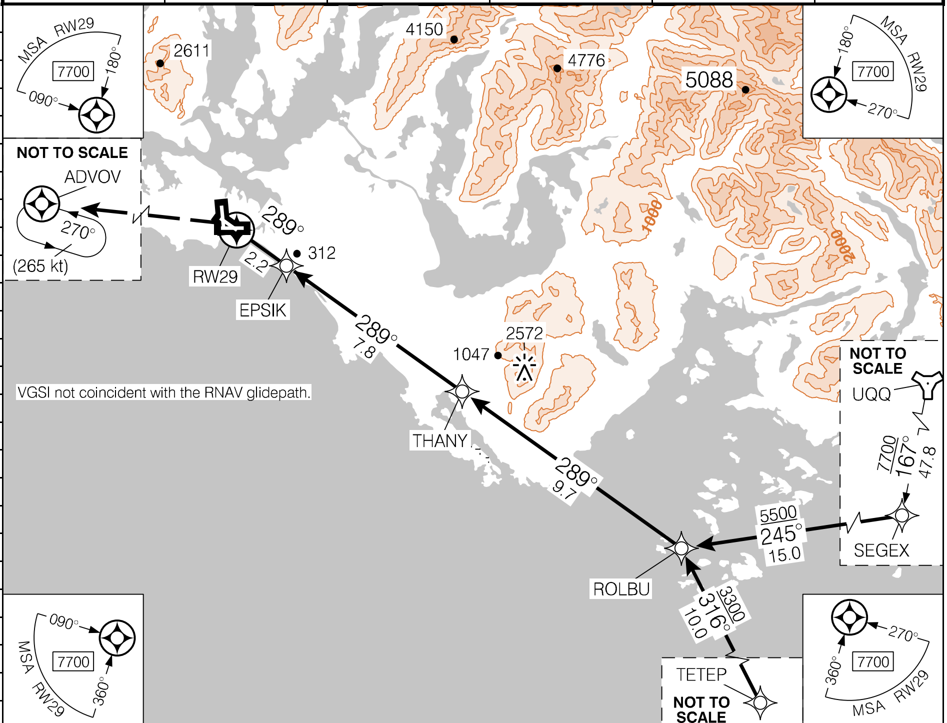
TOFINO/LONG BEACH, BC

RNAV (GNSS) RWY 29

490455N 1254621W VAR 17°E

CYAZ

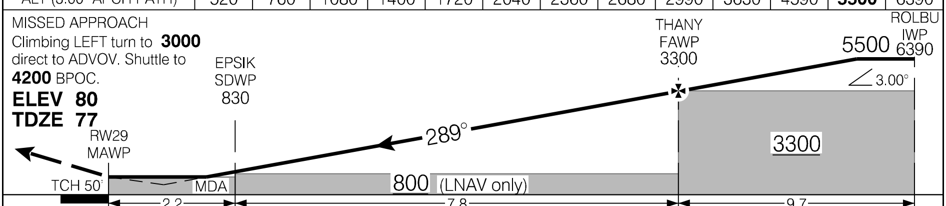
	CTR Vancouver – **132.9** RADIO Pacific – **125.85**	RADIO Hardy – **123.25** TFC – **123.25** MF			ARCAL 123.25(K) AS P1
SAFE ALT 100 NM **10,000**	WAAS **Ch 81137** W29A	APCH CRS **289°**	MIN ALT THANY **3300**	LDA **5000**	



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	

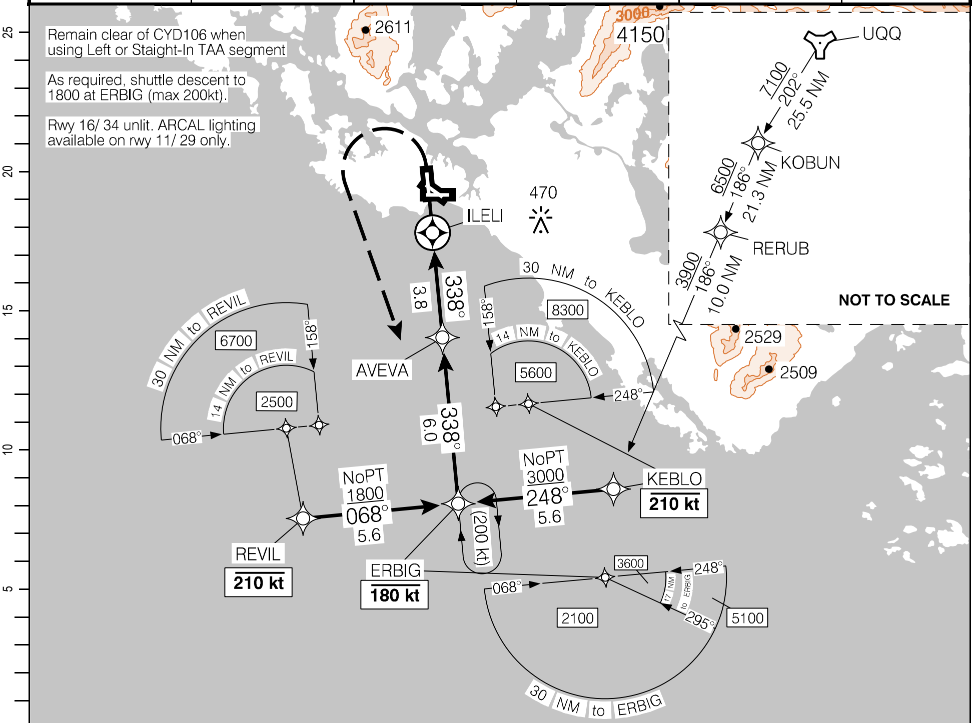
TOFINO/LONG BEACH, BC

RNAV (GNSS) Z RWY 34

490455N 1254621W VAR 17°E

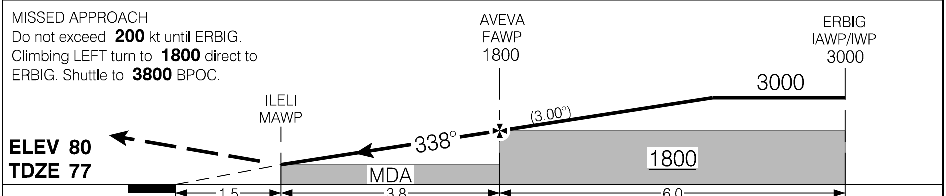
CYAZ

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



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)	1¾	NOT AUTHORIZED

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

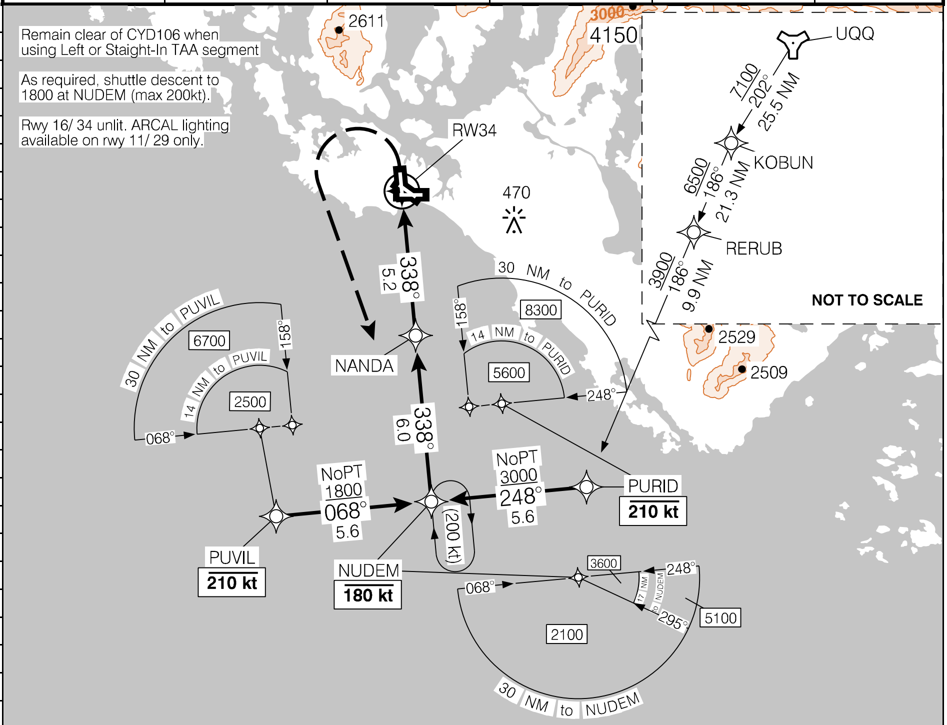
TOFINO/LONG BEACH, BC

RNAV (GNSS) Y RWY 34

490455N 1254621W VAR 17°E

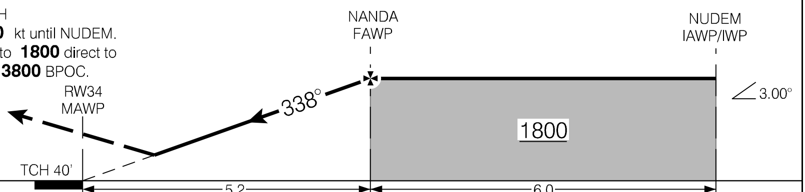
CYAZ

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



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

ELEV 80
TDZE 77



RASS: When using CYQQ add **820'**.

CATEGORY	A	B	C	D
LPV	**577**	(500)	1¾	NOT AUTHORIZED

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

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

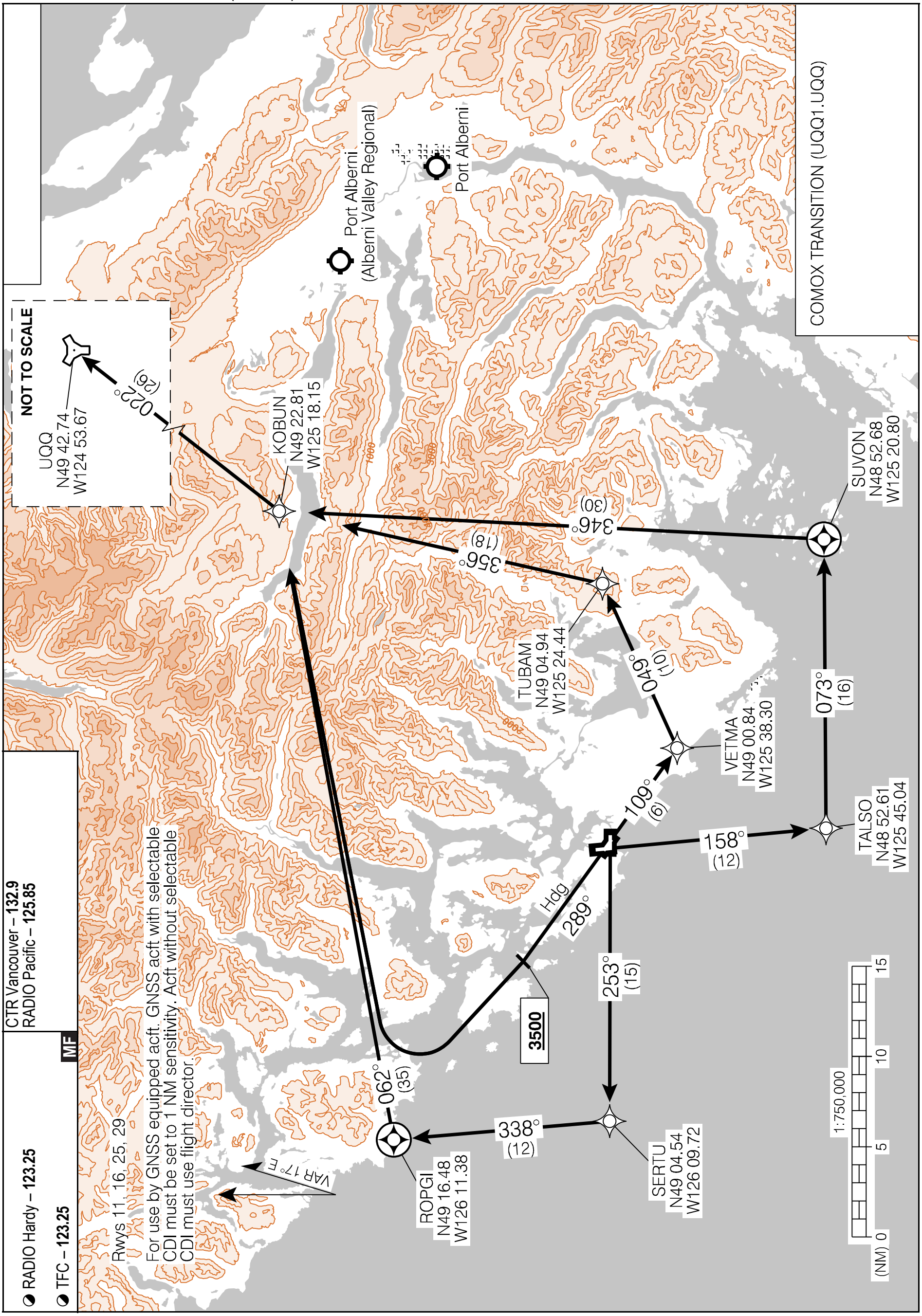
COMOX TRANSITION: (UQQ1.UQQ)

DEPARTURE PROCEDURE (RNAV)

TOFINO/LONG BEACH, BC

COMOX ONE DEP (UQQ1.)

CYAZ



COMOX ONE DEP (UQQ1.)

CYAZ

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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)

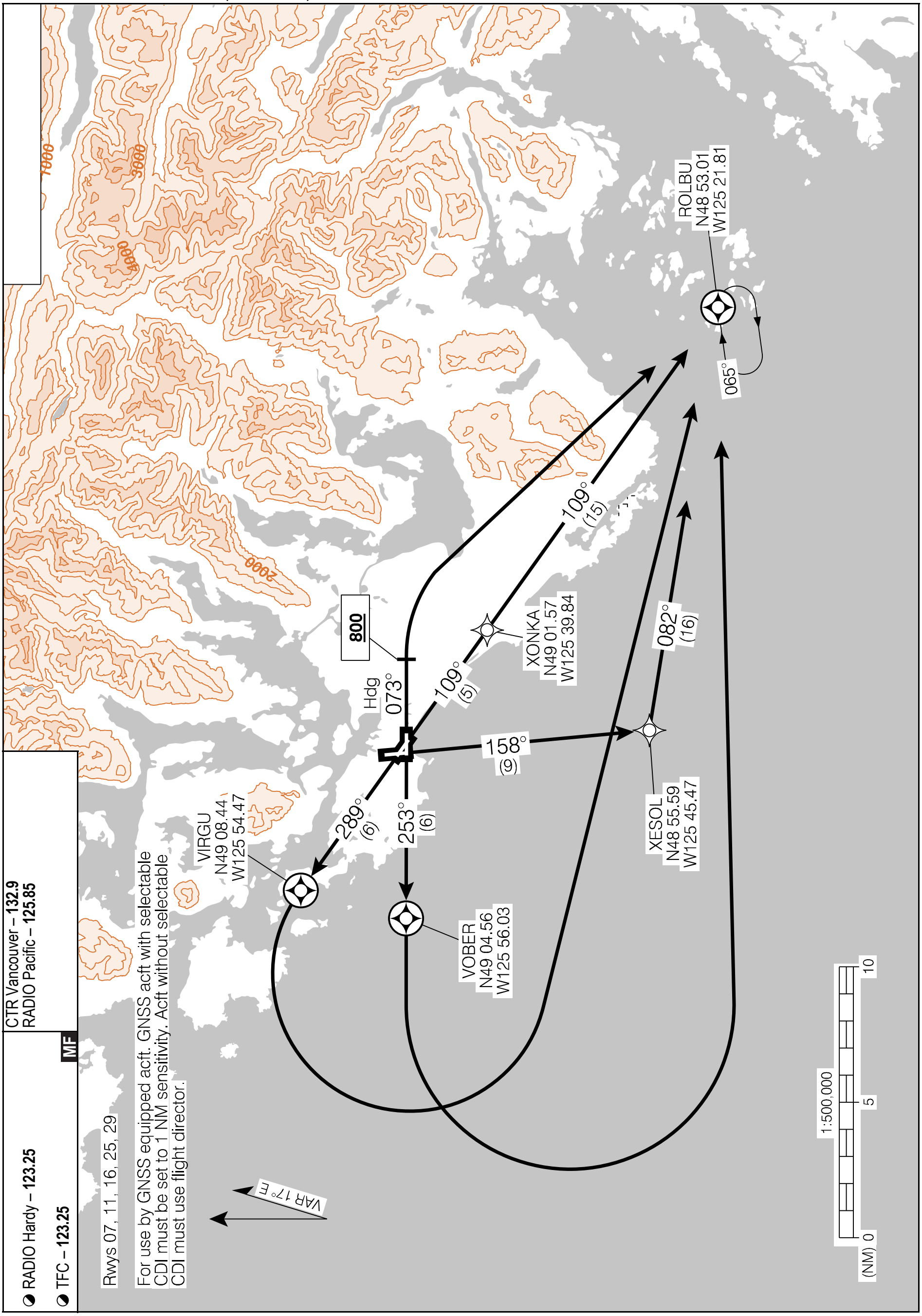
GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350
290 FT/NM	440	580	680	780	870	970	1210	1450
310 FT/NM	470	620	730	830	930	1040	1300	1550

DEPARTURE PROCEDURE (RNAV)

TOFINO/LONG BEACH, BC

ROLBU ONE DEP (ROLBU1.)

CYAZ



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

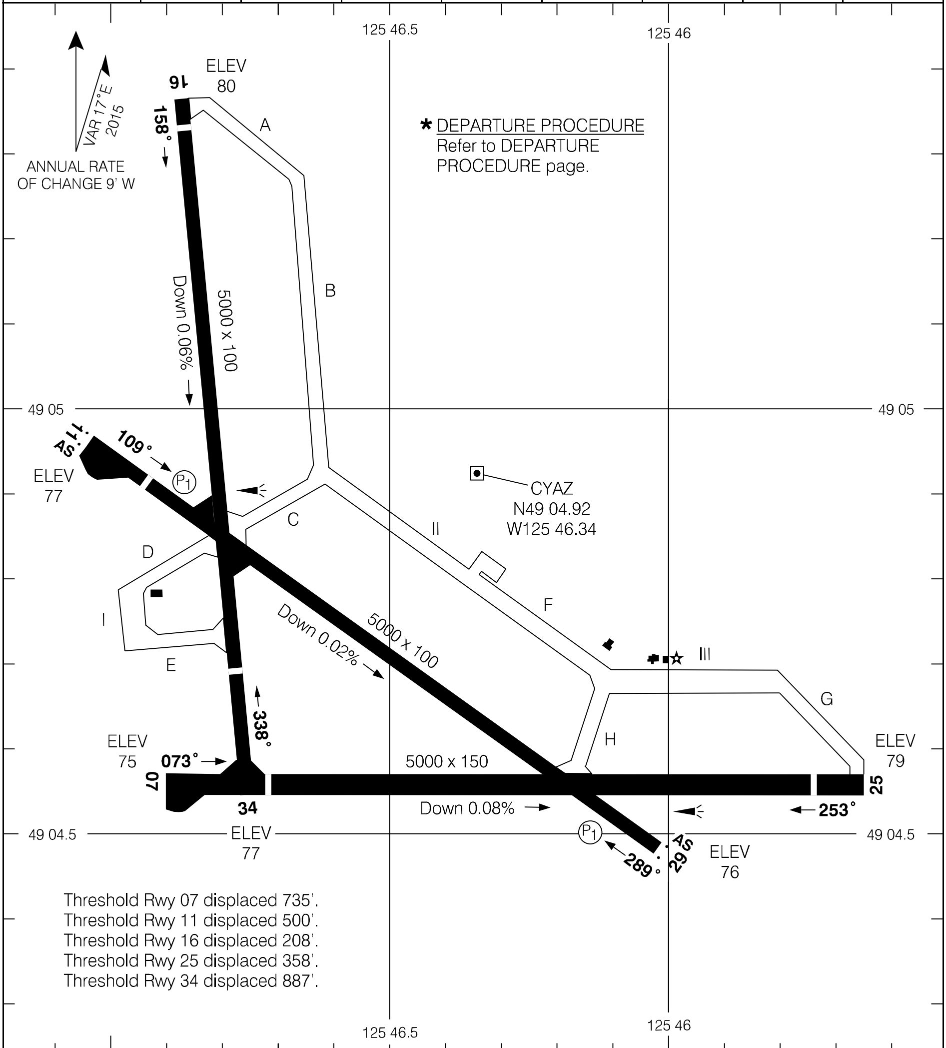
TOFINO/LONG BEACH, BC

AERODROME CHART

CYAZ

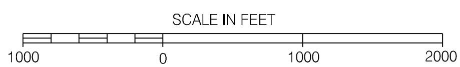
		RADIO Hardy – **123.25** TFC – **123.25** MF	CTR Vancouver – **132.9** RADIO Pacific – **125.85**

DECL DISTS	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		



Threshold Rwy 07 displaced 735'.
Threshold Rwy 11 displaced 500'.
Threshold Rwy 16 displaced 208'.
Threshold Rwy 25 displaced 358'.
Threshold Rwy 34 displaced 887'.

TAKE-OFF MINIMA
All Rwys: *



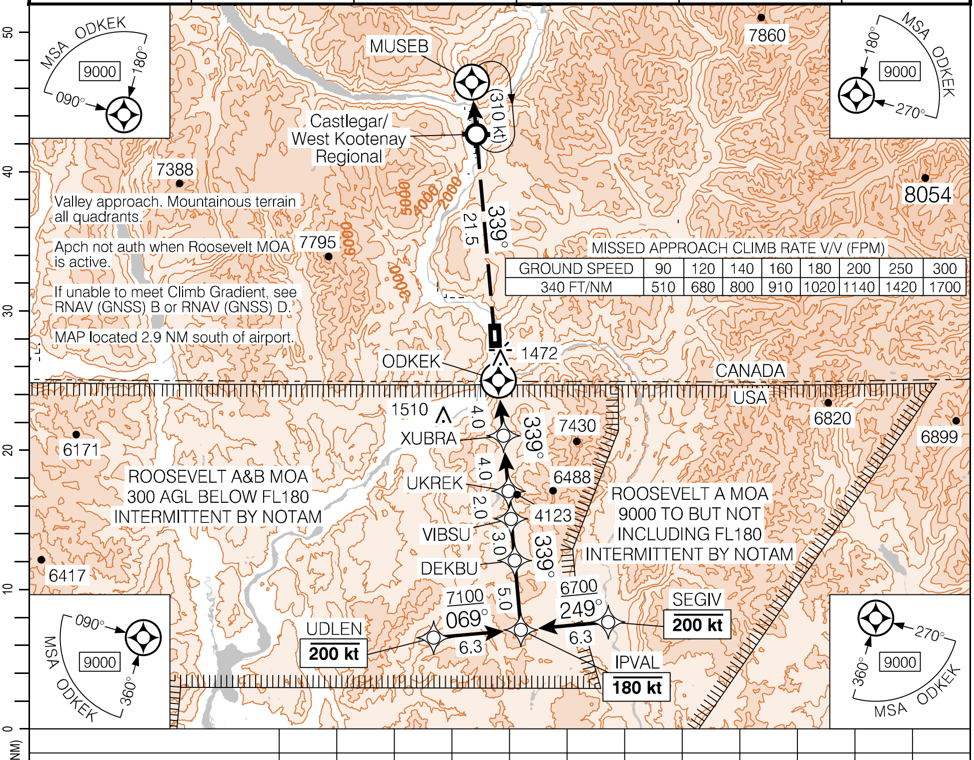
RNAV (GNSS) RWY 34

TRAIL, BC
CAD4

490336N 1173629W VAR 16°E

AUTO – **122.17**	CTR Vancouver – **134.2 227.3**	TFC – **123.2** MF	

SAFE ALT 100 NM		APCH CRS	MIN ALT VIBSU	LDA	
13,500	RNAV	**339°**	**6300**	**4303**	3.0°

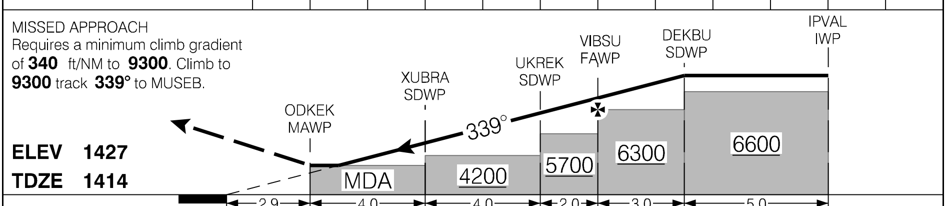


MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
340 FT/NM	510	680	800	910	1020	1140	1420	1700

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
C CIRCLING	**4640** (3213) 3½	**5180** (3753) 3½	**5440** (4013) 3½	NOT AUTHORIZED

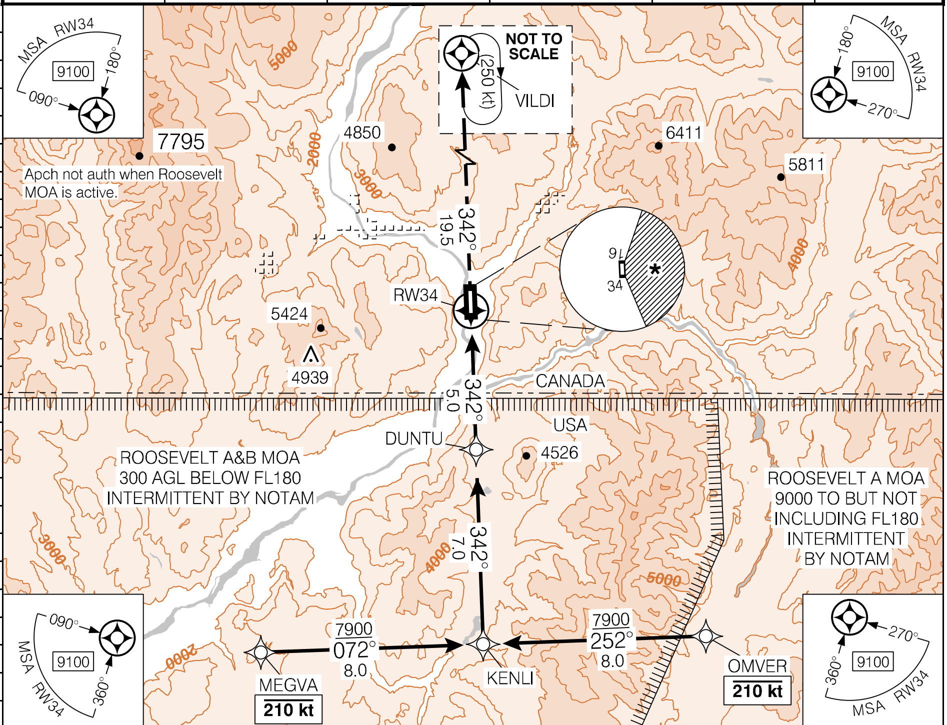
Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A

TRAIL, BC
CAD4

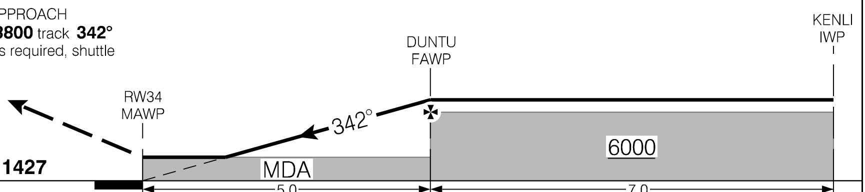
490336N 1173629W VAR 16°E

AUTO – **122.17**	CTR Vancouver – **134.2 227.3**	TFC – **123.2** MF		LIGHTING: REFER TO AD CHART
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.

ELEV 1427



RASS: When using CZGF add **860'**.
When using CYCG add **690'**.

CATEGORY	A	B	C	D
CIRCLING	**4400**	(2973)	3	* **4400** (2973) 3

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

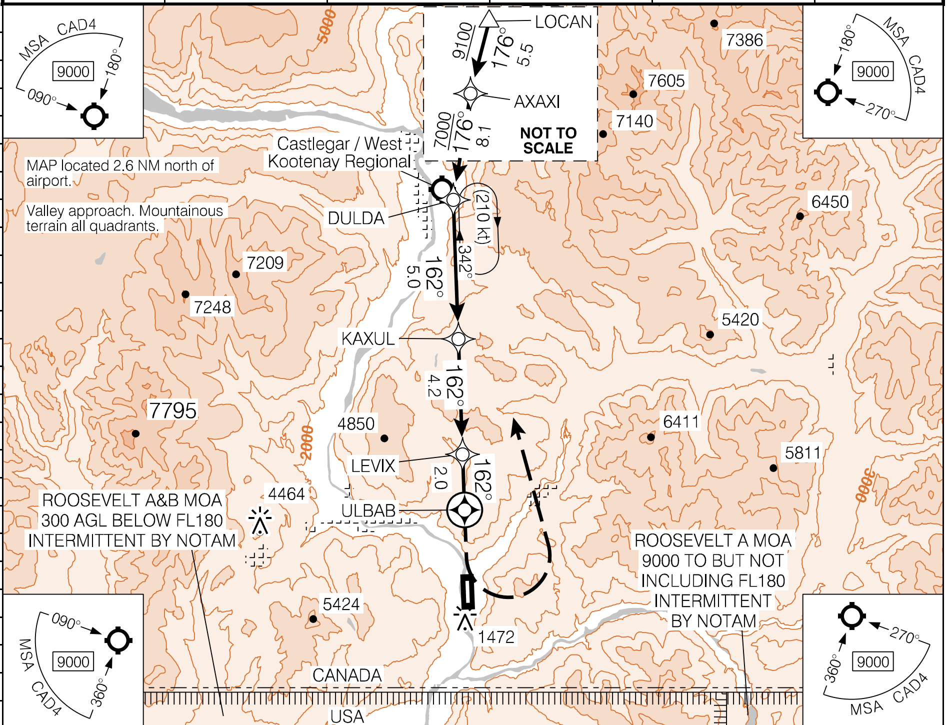
RNAV (GNSS) B

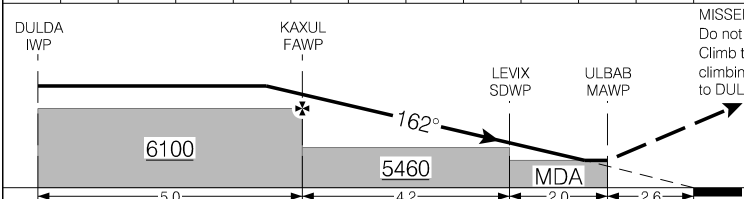
TRAIL, BC
CAD4

490336N 1173629W VAR 16°E

AUTO – **122.17**	CTR Vancouver – **134.2 227.3**	TFC – **123.2** MF	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT KAXUL	LDA
13,500		**162°**	**6100**	REFER TO AD CHART





MISSED APPROACH
Do not exceed **165** kt until DULDA. Climb to **5800** track **162°**. Then climbing LEFT turn to **9000** direct to DULDA. As required shuttle climb.

RASS: When using CYCG add **690'**.	CATEGORY	A		B	C		D
	C CIRCLING	**5380**	(3953)	3	**5400**	(3973) 3	NOT AUTHORIZED

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

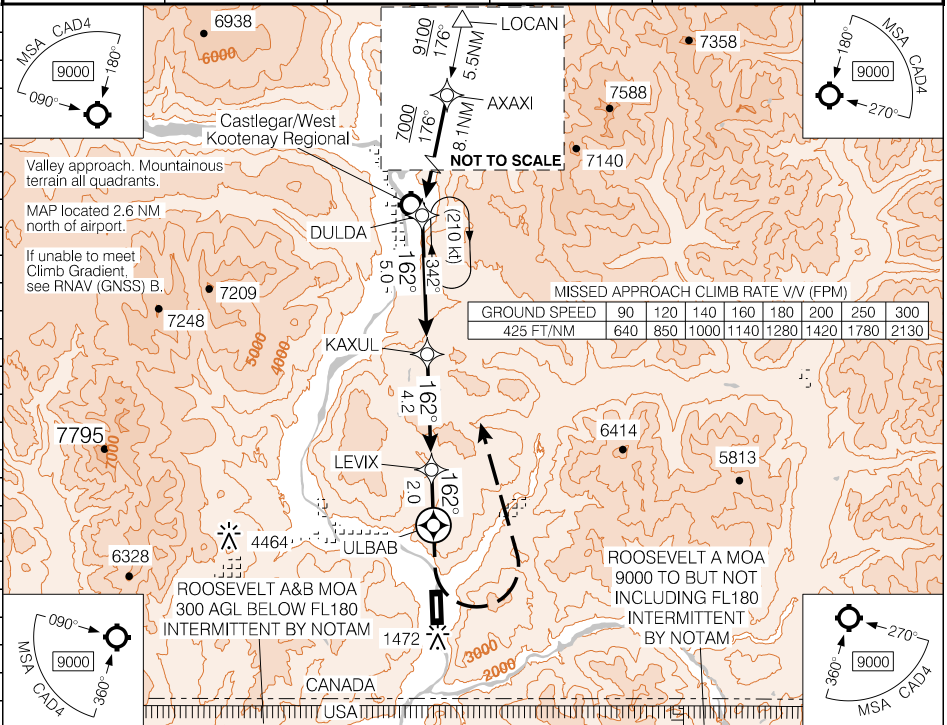
TRAIL, BC

RNAV (GNSS) C

490336N 1173629W VAR 16°E

CAD4

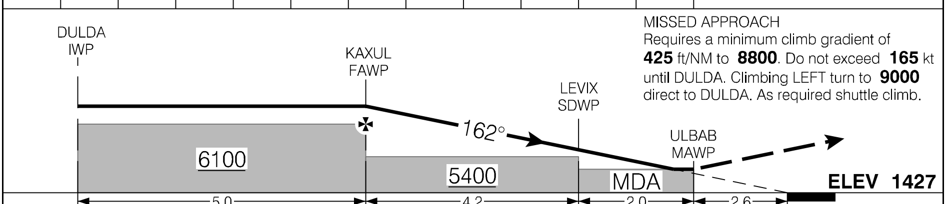
AUTO – **122.17**	CTR Vancouver – **134.2 227.3**	TFC – **123.2** MF		
SAFE ALT 100 NM **13,500**	RNAV	APCH CRS **162°**	MIN ALT KAXUL **6100**	LDA REFER TO AD CHART



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
425 FT/NM	640	850	1000	1140	1280	1420	1780	2130

MISSED APPROACH
Requires a minimum climb gradient of **425** ft/NM to **8800**. Do not exceed **165** kt until DULDA. Climbing LEFT turn to **9000** direct to DULDA. As required shuttle climb.



RASS: When using CYCG add **690'**.

CATEGORY	A	B	C	D
C CIRCLING	**4600** (3173) 3	**5120** (3693) 3	**5400** (3973) 3	NOT AUTHORIZED

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

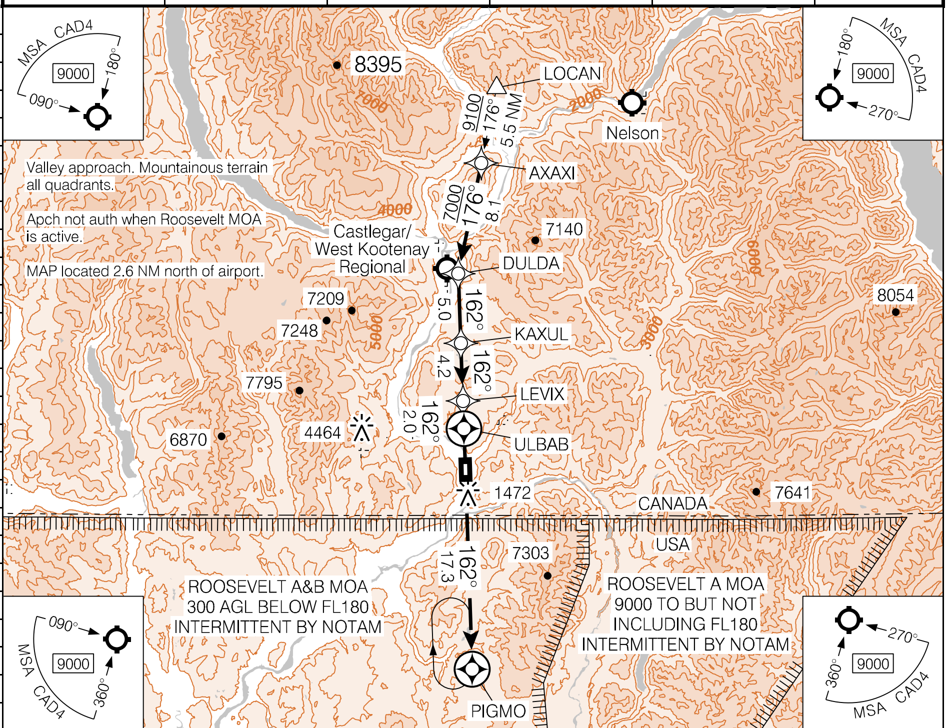
TRAIL, BC

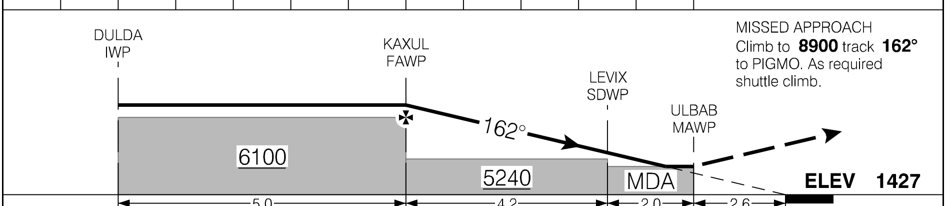
RNAV (GNSS) D

CAD4

490336N 1173629W VAR 16°E

AUTO – **122.17**	CTR Vancouver – **134.2 227.3**	TFC – **123.2** MF		
SAFE ALT 100 NM **13,500**	RNAV	APCH CRS **162°**	MIN ALT KAXUL **6100**	LDA REFER TO AD CHART





RASS: When using CYCG add **690'**.

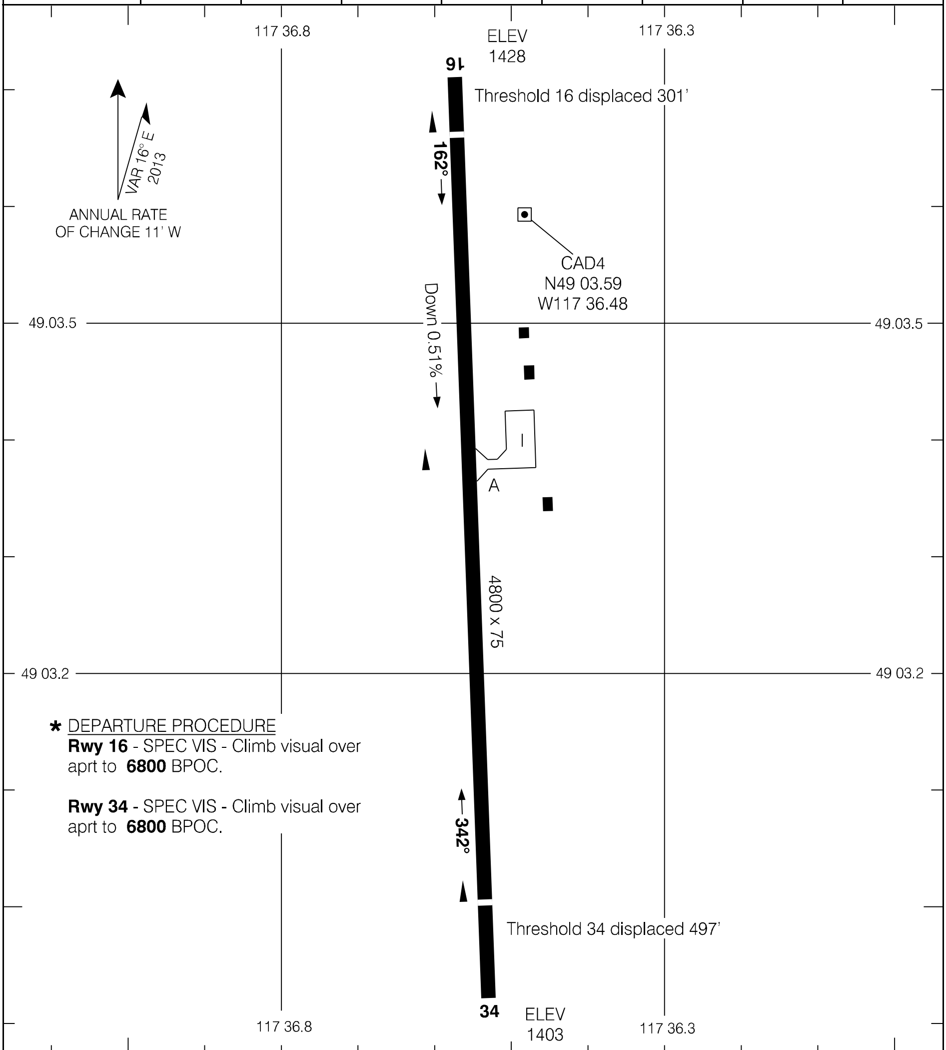
CATEGORY	A	B	C	D
C CIRCLING	**4600** (3173) 3	**5120** (3693) 3	**5400** (3973) 3	NOT AUTHORIZED

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

TRAIL, BC
AERODROME CHART
CAD4

AUTO – **122.17**		TFC – **123.2** MF	CTR Vancouver – **134.2 227.3**

DECL DISTS	**16**	**34**							
TORA	4303	4499							
TODA	4303	4499							
ASDA	4800	4800							
LDA	4499	4303							



* DEPARTURE PROCEDURE
Rwy 16 - SPEC VIS - Climb visual over aprt to **6800** BPOC.

Rwy 34 - SPEC VIS - Climb visual over aprt to **6800** BPOC.

TAKE-OFF MINIMA
Rwys 16, 34: *

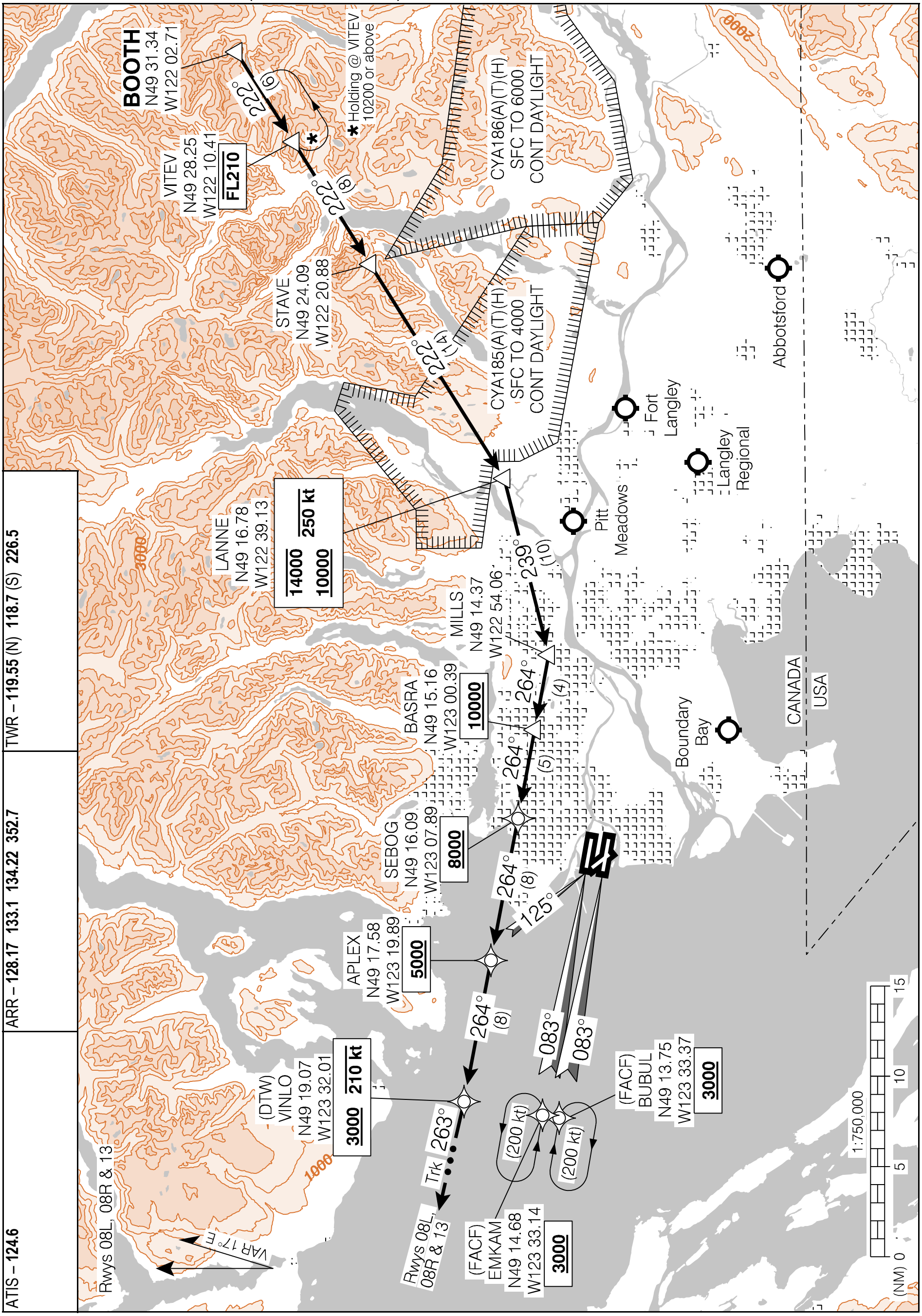
SCALE IN FEET
1000 0 1000

STAR (RNAV)

VANCOUVER INTL, BC

CANUCK FIVE ARR (BOOTH.CANUC5)

CYVR



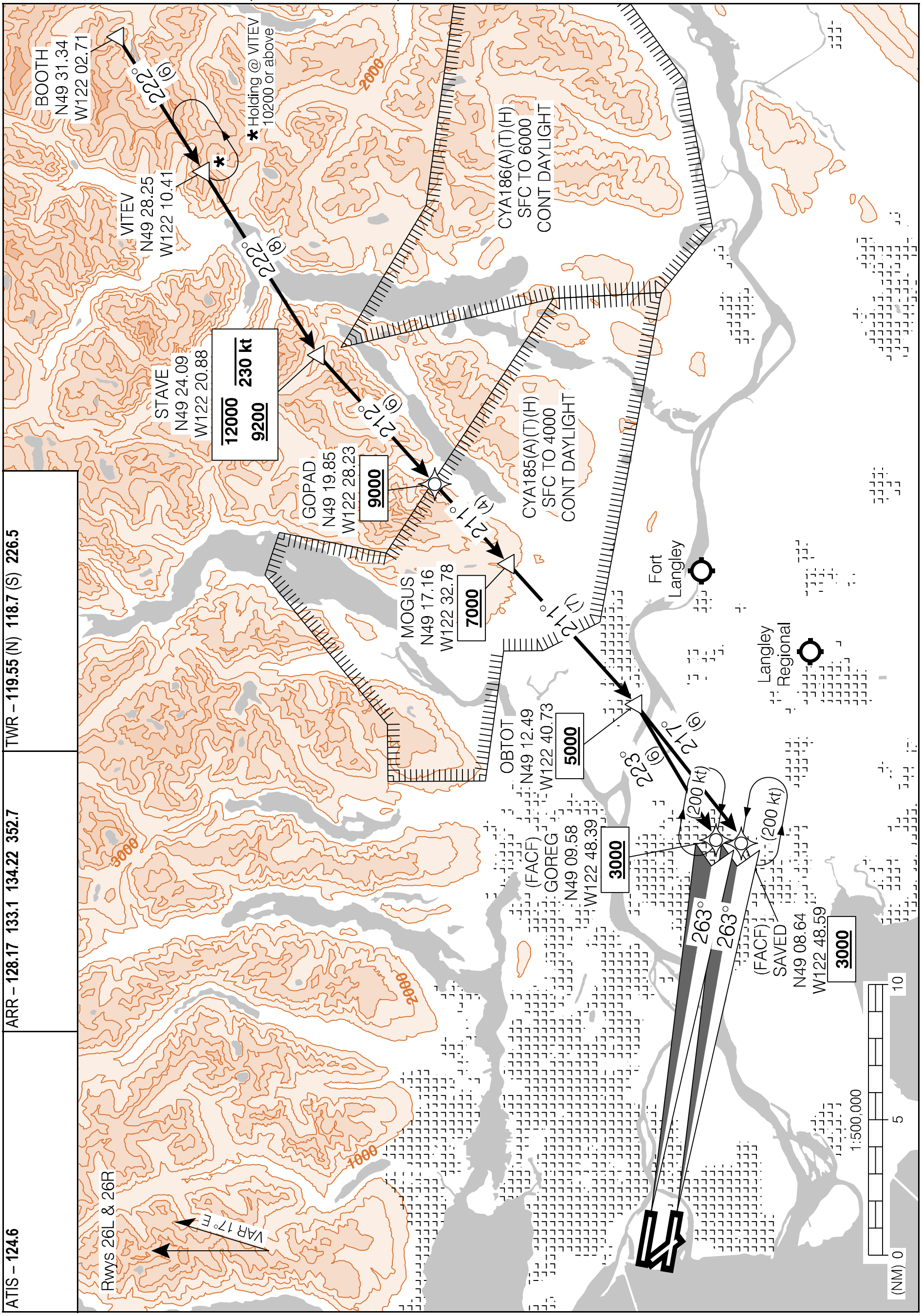
CANUCK FIVE ARR (BOOTH.CANUC5)

CYVR

EFF 17 JUN 21

STAR (RNAV) VANCOUVER INTL, BC

CANUCK FIVE ARR (BOOTH.CANUC5) CYVR



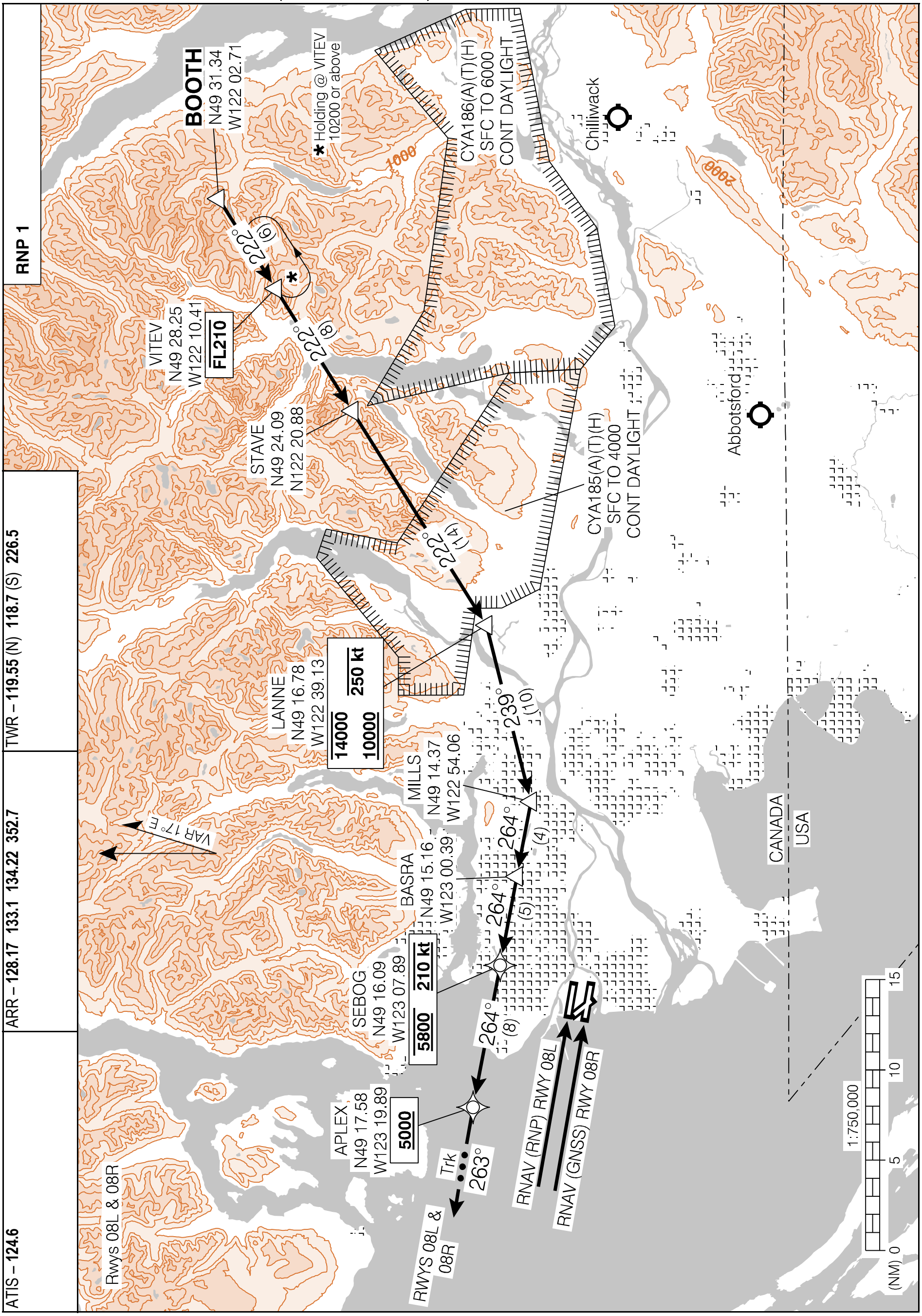
CANUCK FIVE ARR (BOOTH.CANUC5) CYVR

EFF 17 JUN 21

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

STAR (RNAV) VANCOUVER INTL, BC

COLUMBIA TWO ARR (BOOTH.COLMB2) CYVR

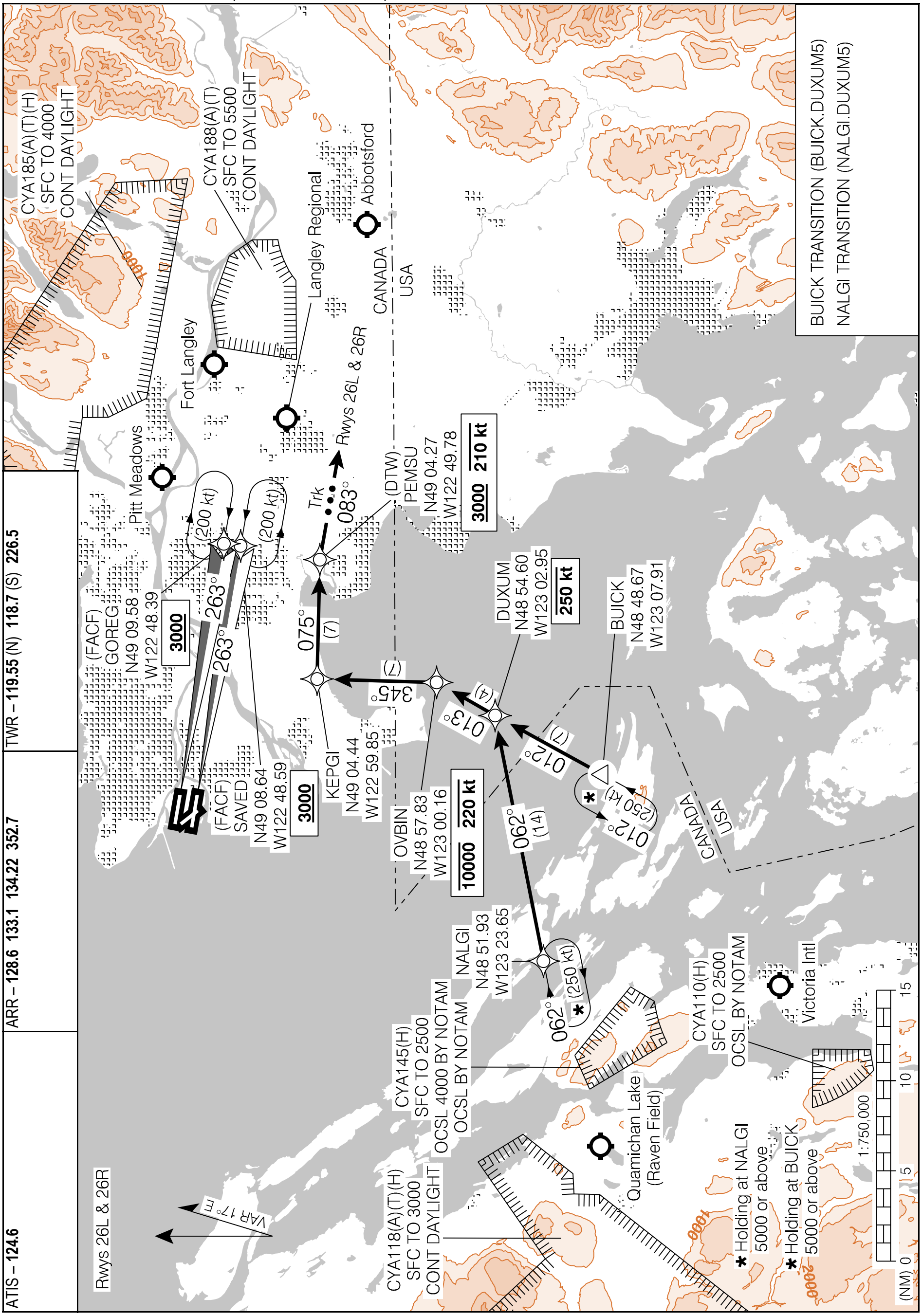


COLUMBIA TWO ARR (BOOTH.COLMB2) CYVR

EFF 30 JAN 20

STAR (RNAV) VANCOUVER INTL, BC

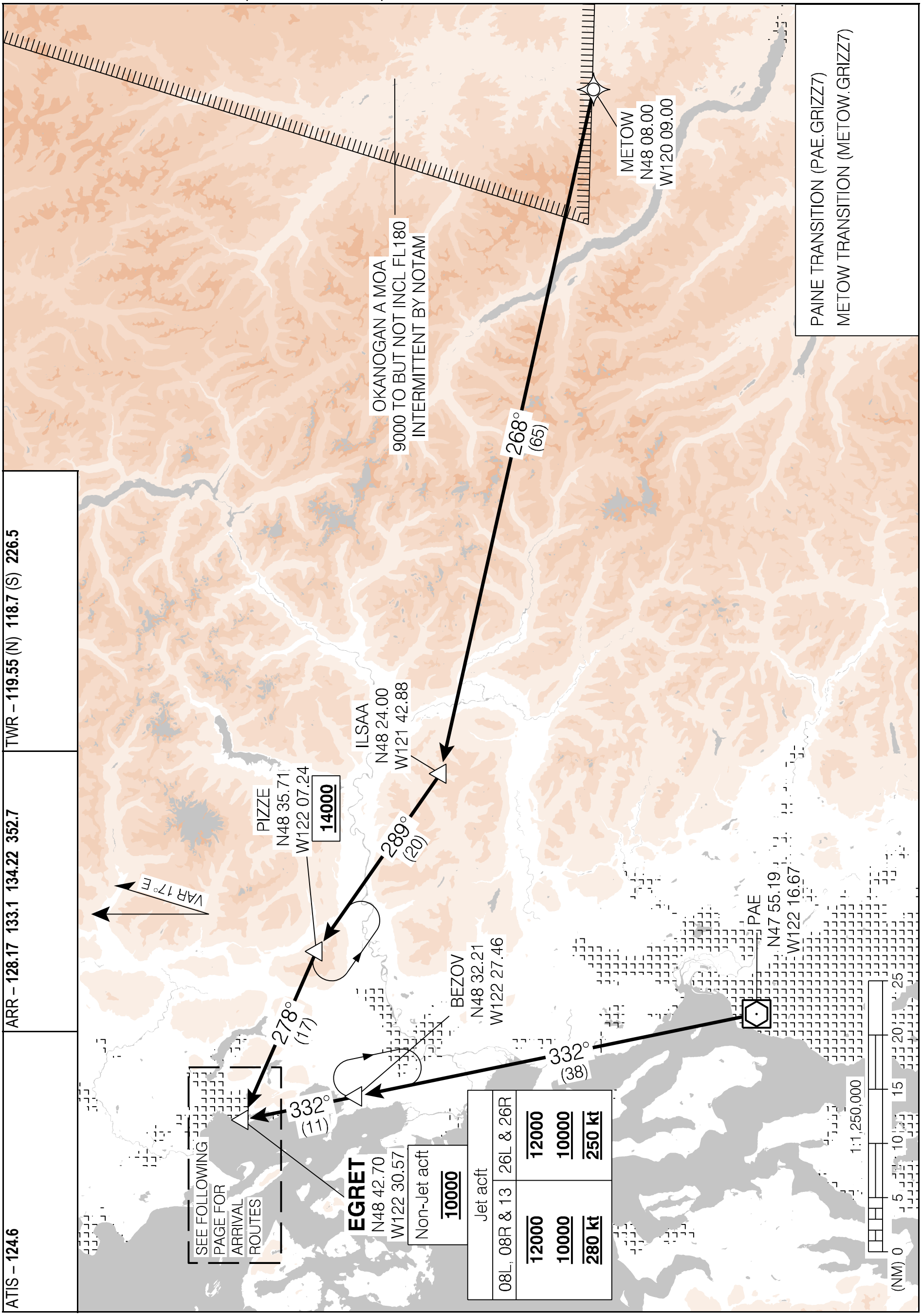
DUXUM FIVE ARR (DUXUM.DUXUM5) CYVR



STAR (RNAV)

GRIZZ SEVEN ARR (EGRET.GRIZZ7) TRANSITION ROUTES

VANCOUVER INTL, BC
CYVR

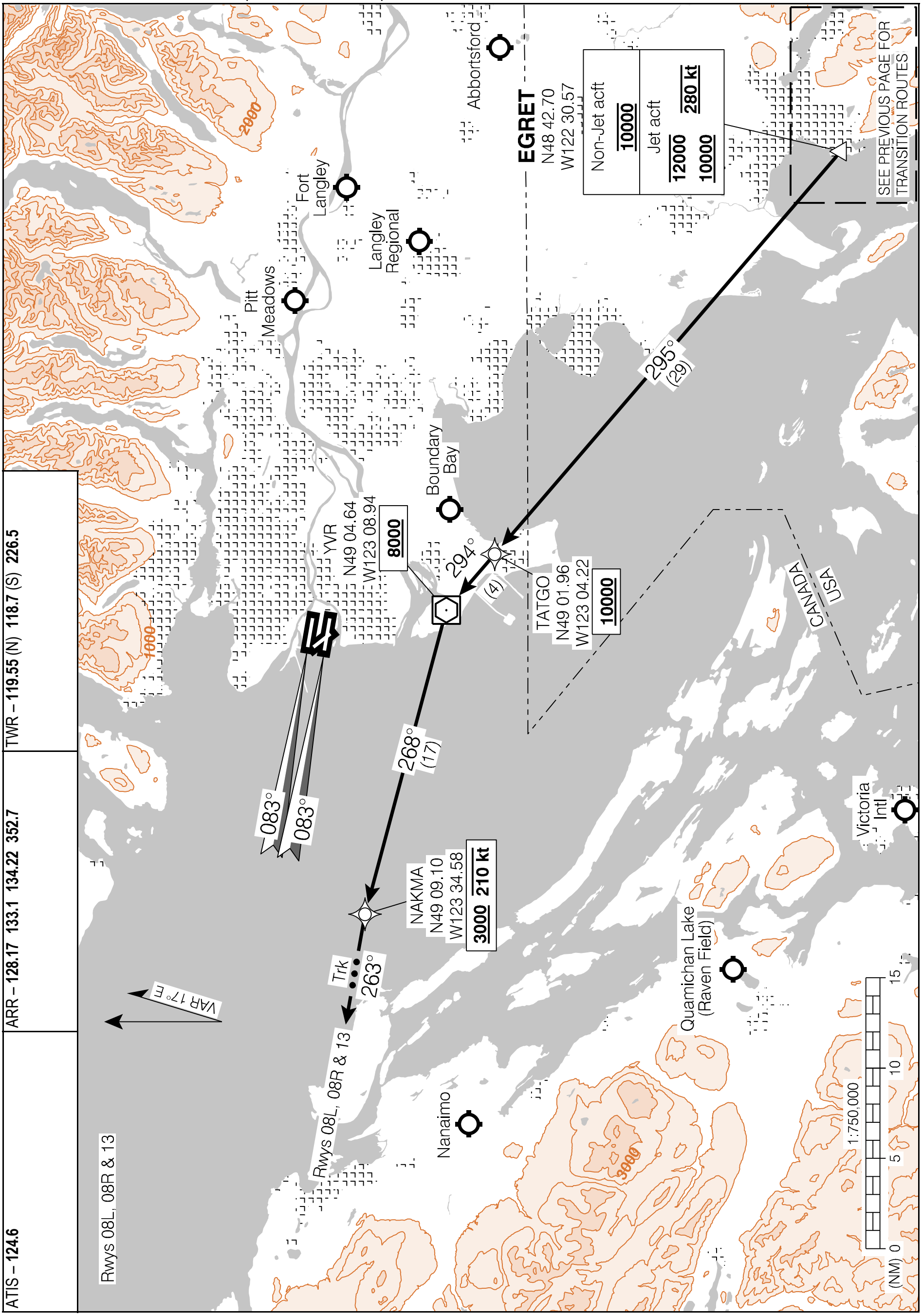


STAR (RNAV)

VANCOUVER INTL, BC

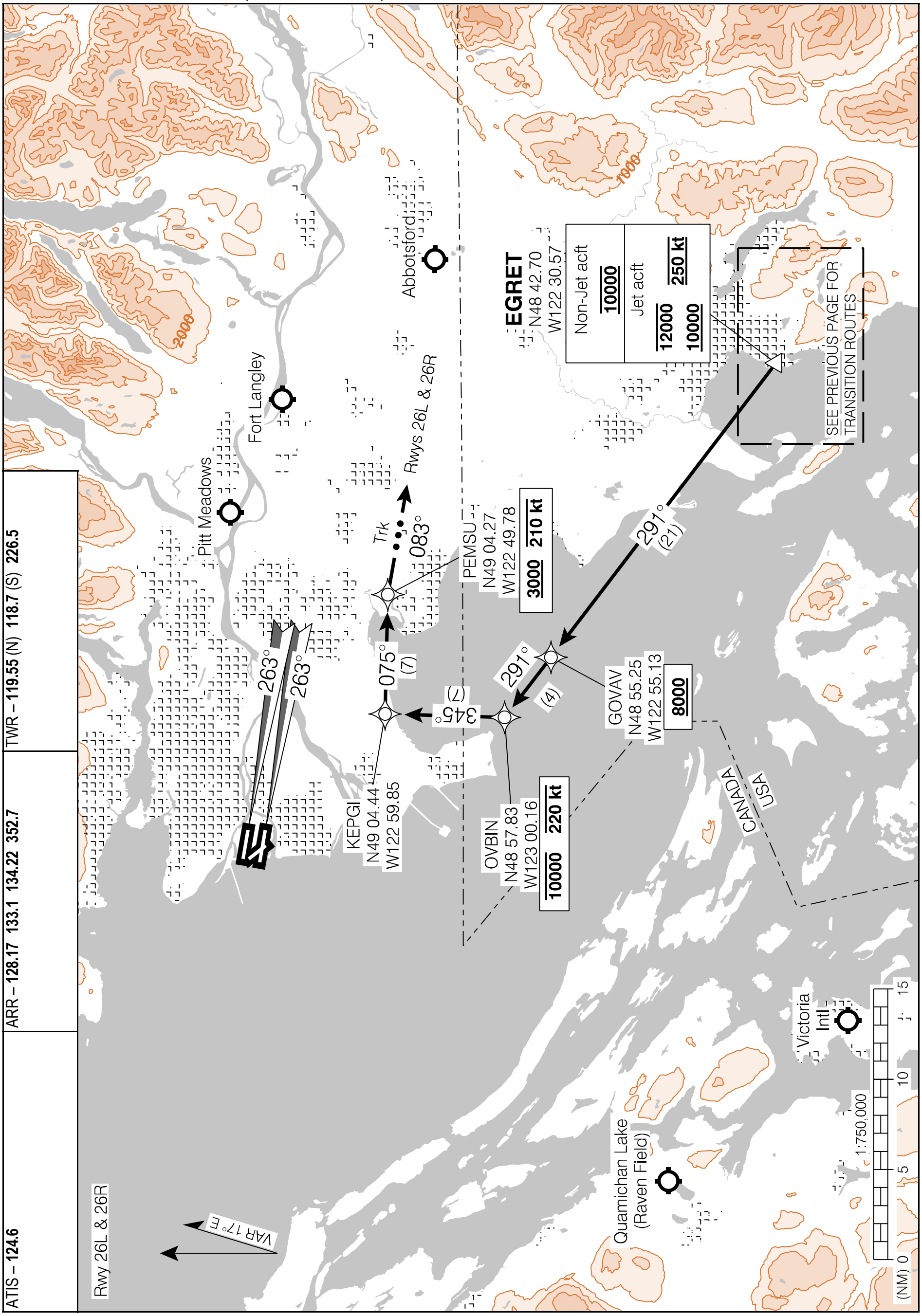
GRIZZ SEVEN ARR (EGRET.GRIZZ7) ARRIVAL ROUTES

CYVR



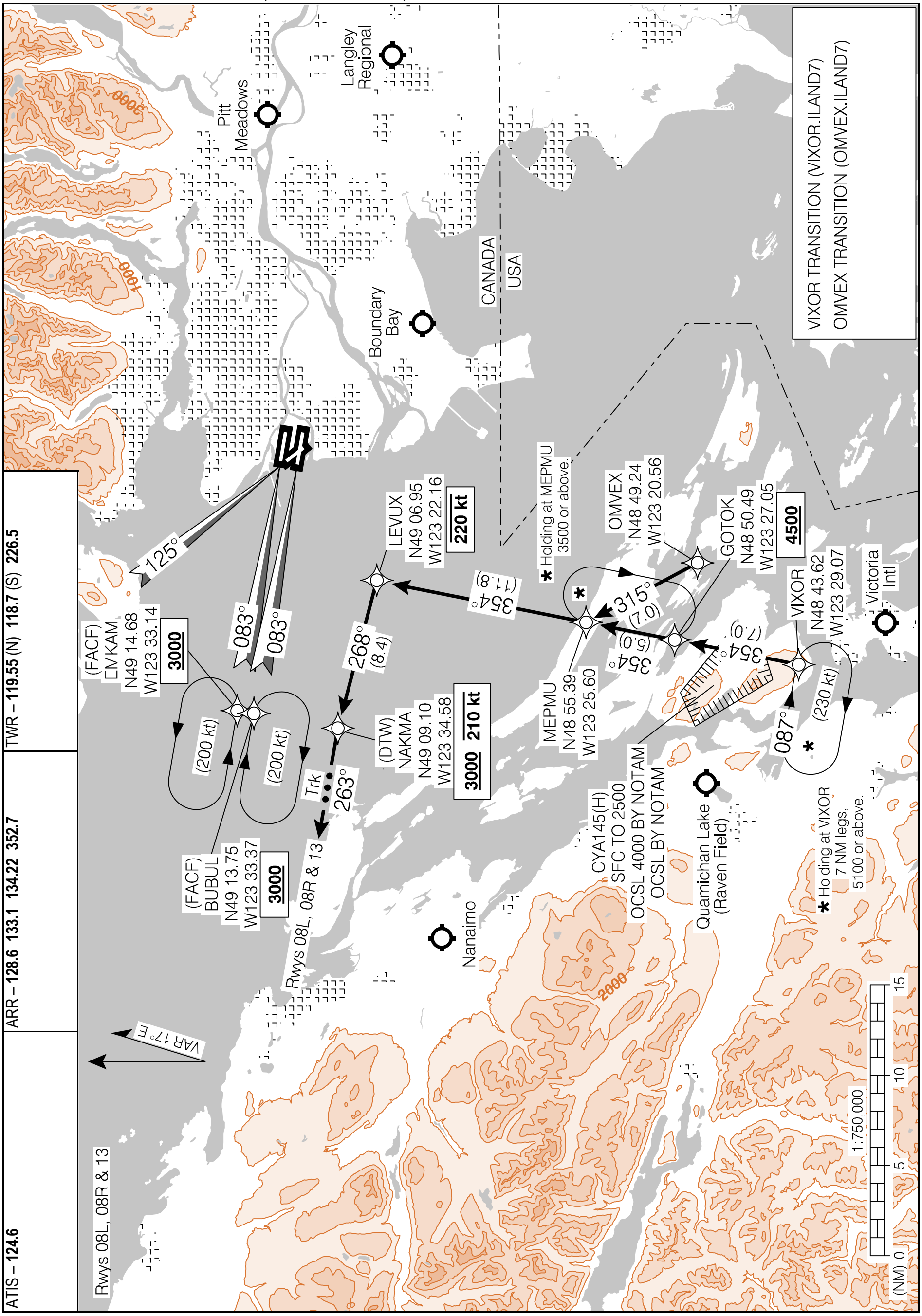
STAR (RNAV) — VANCOUVER INTL, BC

GRIZZ SEVEN ARR (EGRET.GRIZZ7) ARRIVAL ROUTES — CYVR



STAR (RNAV) VANCOUVER INTL, BC

ISLAND SEVEN ARR (MEPMU.ILAND7) CYVR

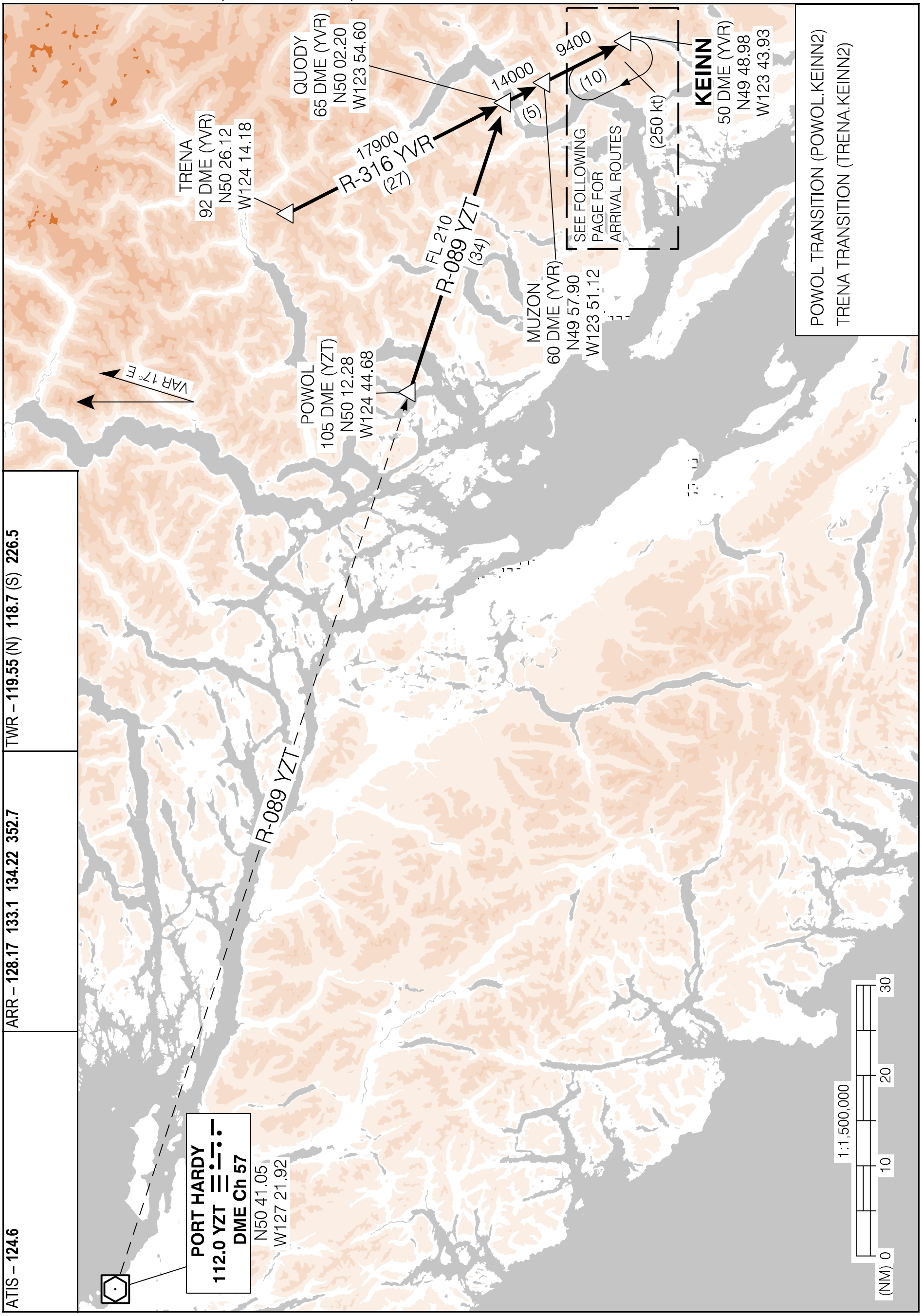


STAR

VANCOUVER INTL, BC

KEINN TWO ARR (KEINN.KEINN2) TRANSITION ROUTES

CYVR

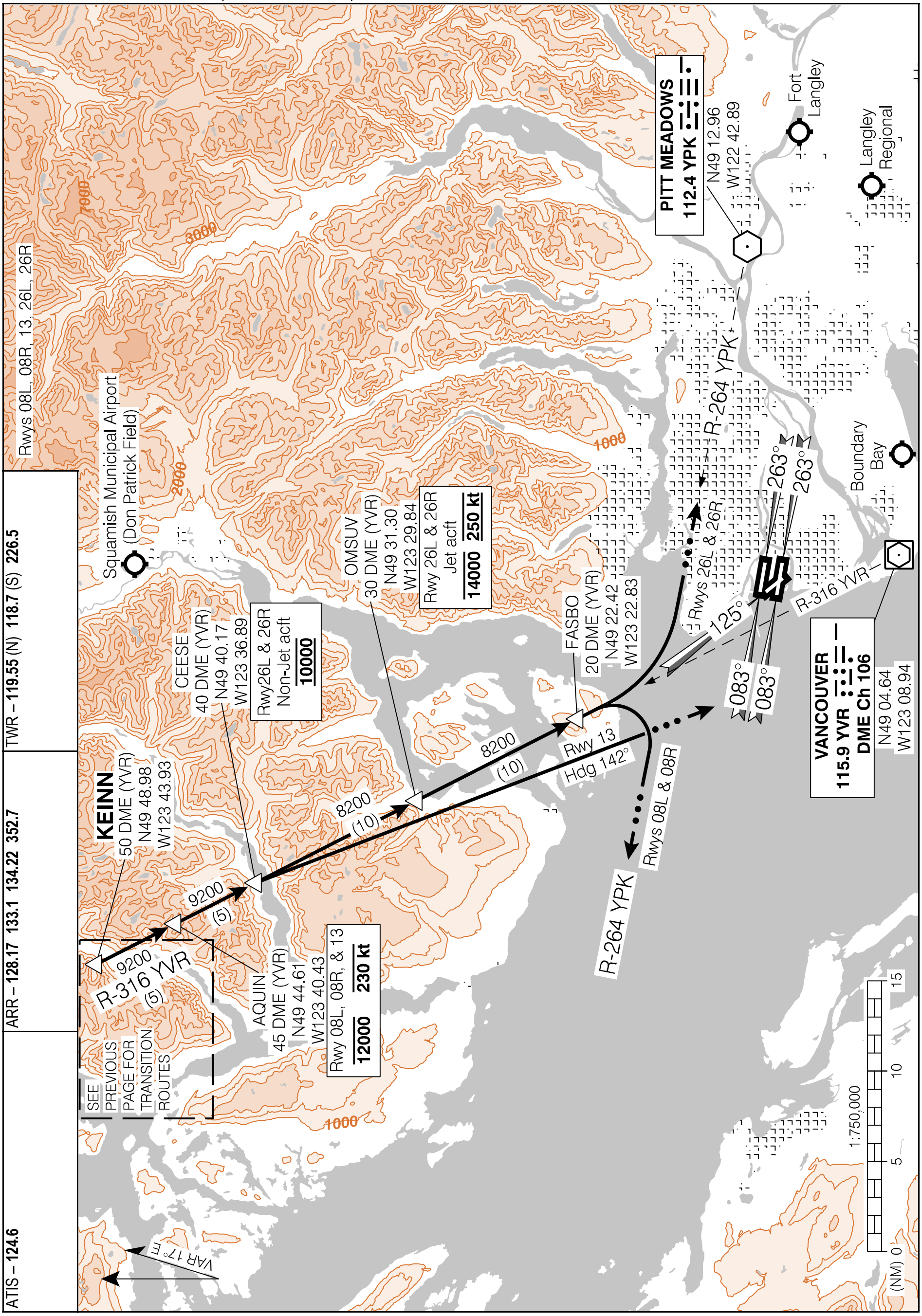


STAR

KEINN TWO ARR (KEINN.KEINN2) ARRIVAL ROUTES

VANCOUVER INTL, BC

CYVR



KEINN TWO ARR (KEINN.KEINN2) ARRIVAL ROUTES

CYVR

EFF 14 JUL 22

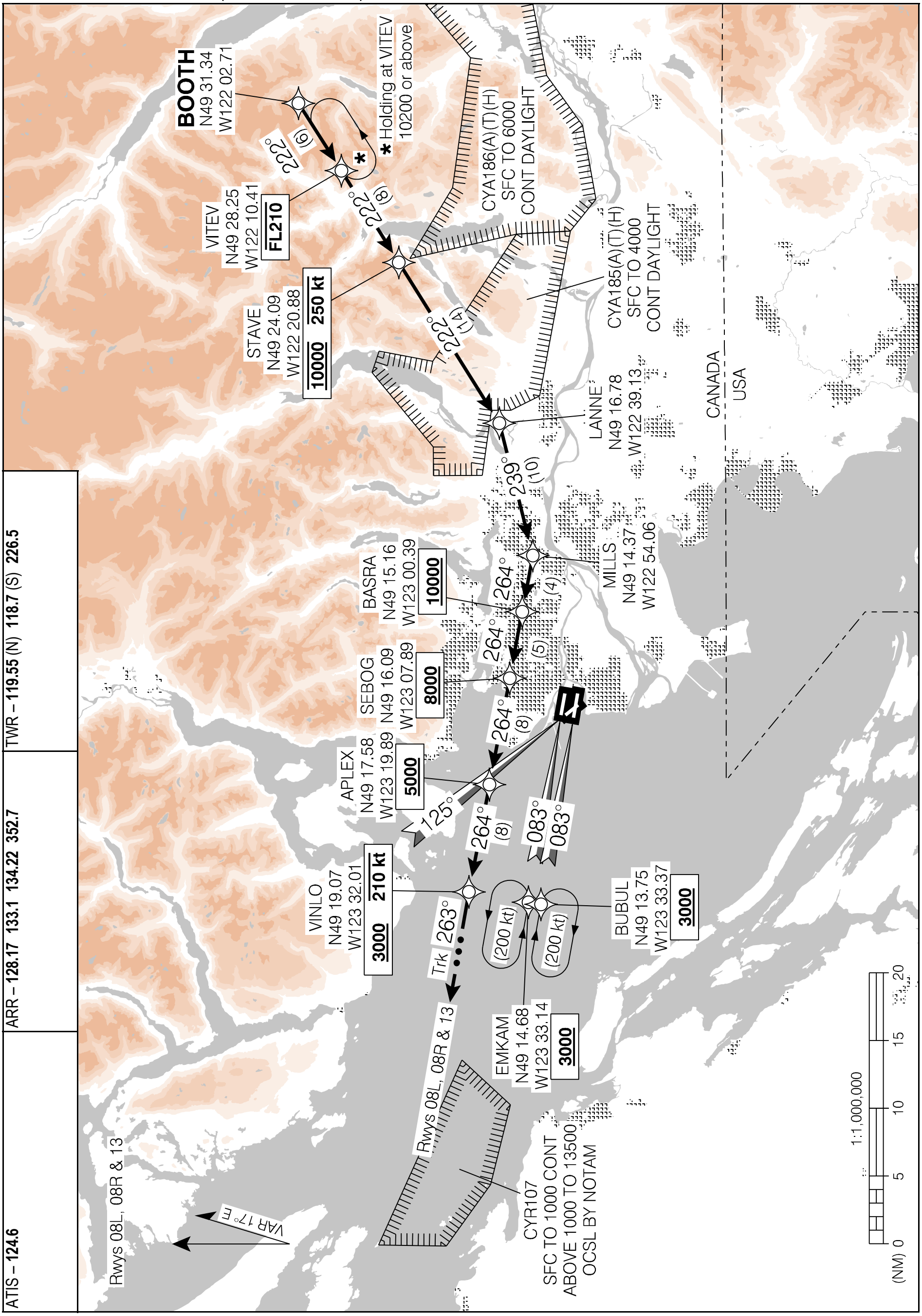
Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

STAR (RNAV)

LIONN TWO ARR (BOOTH.LIONN2)

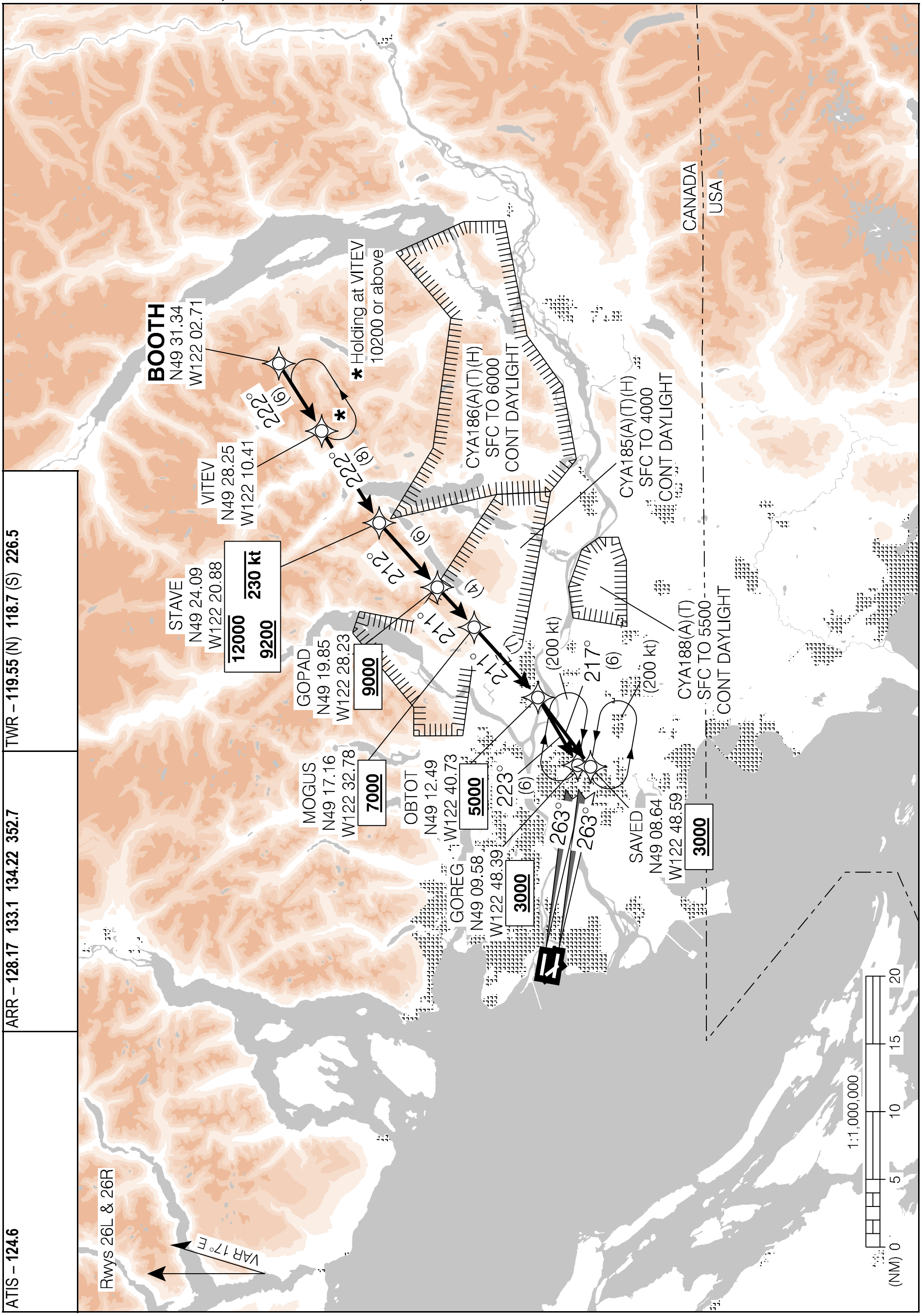
VANCOUVER INTL, BC

CYVR



STAR (RNAV) VANCOUVER INTL, BC

LIONN TWO ARR (BOOTH.LIONN2) CYVR

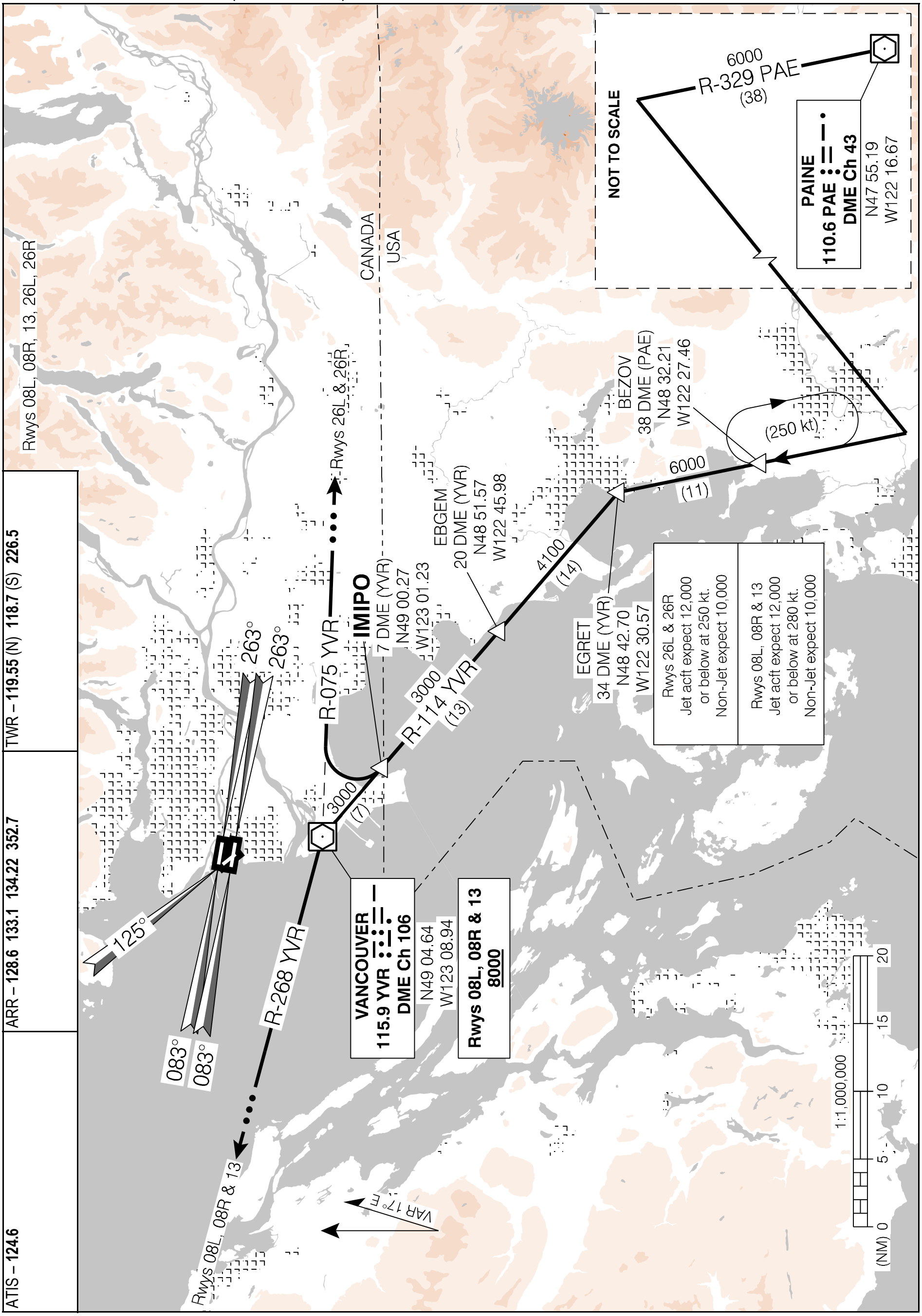


STAR

VANCOUVER INTL, BC

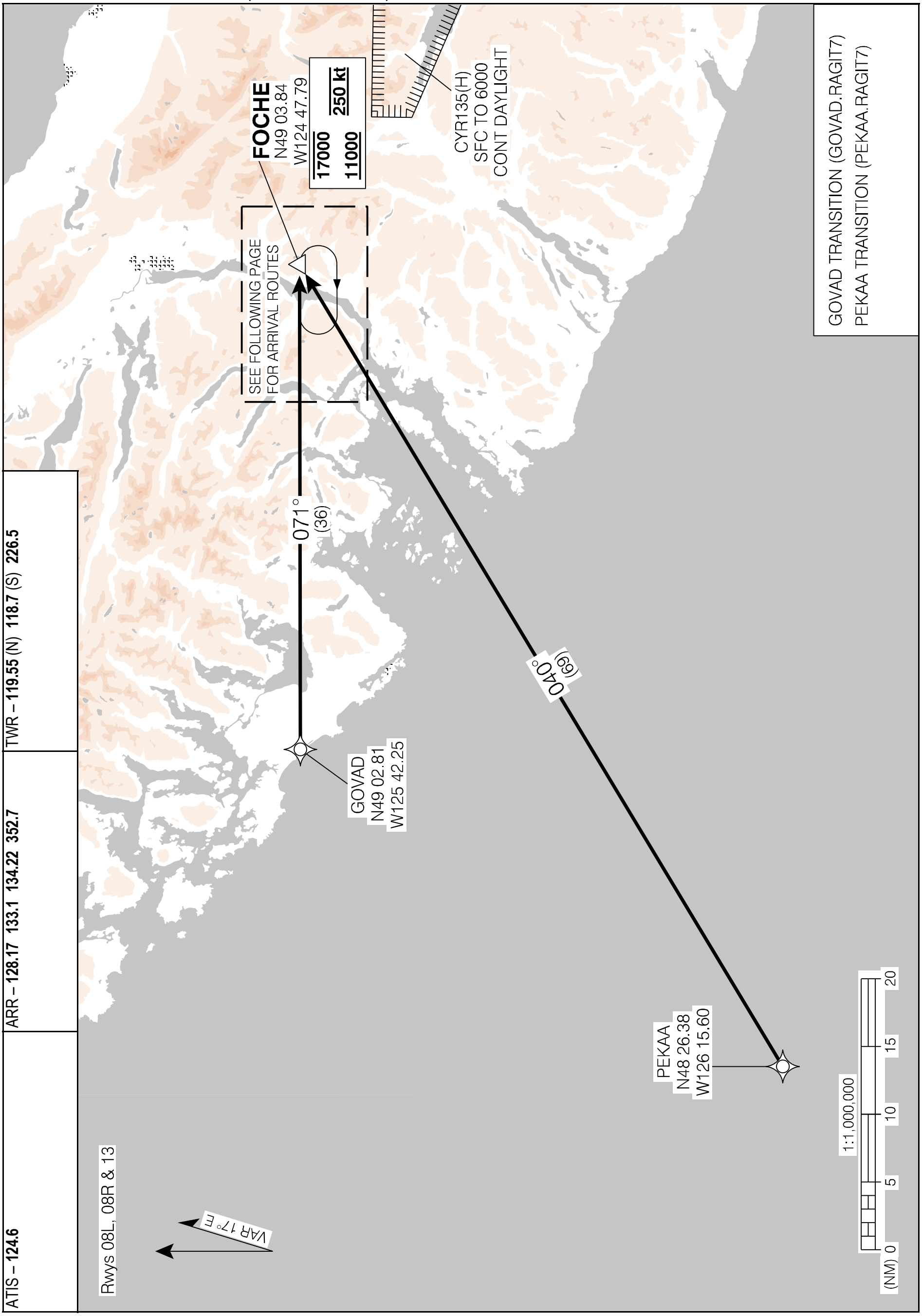
PAINE FOUR ARR (PAE.PAINE4)

CYVR



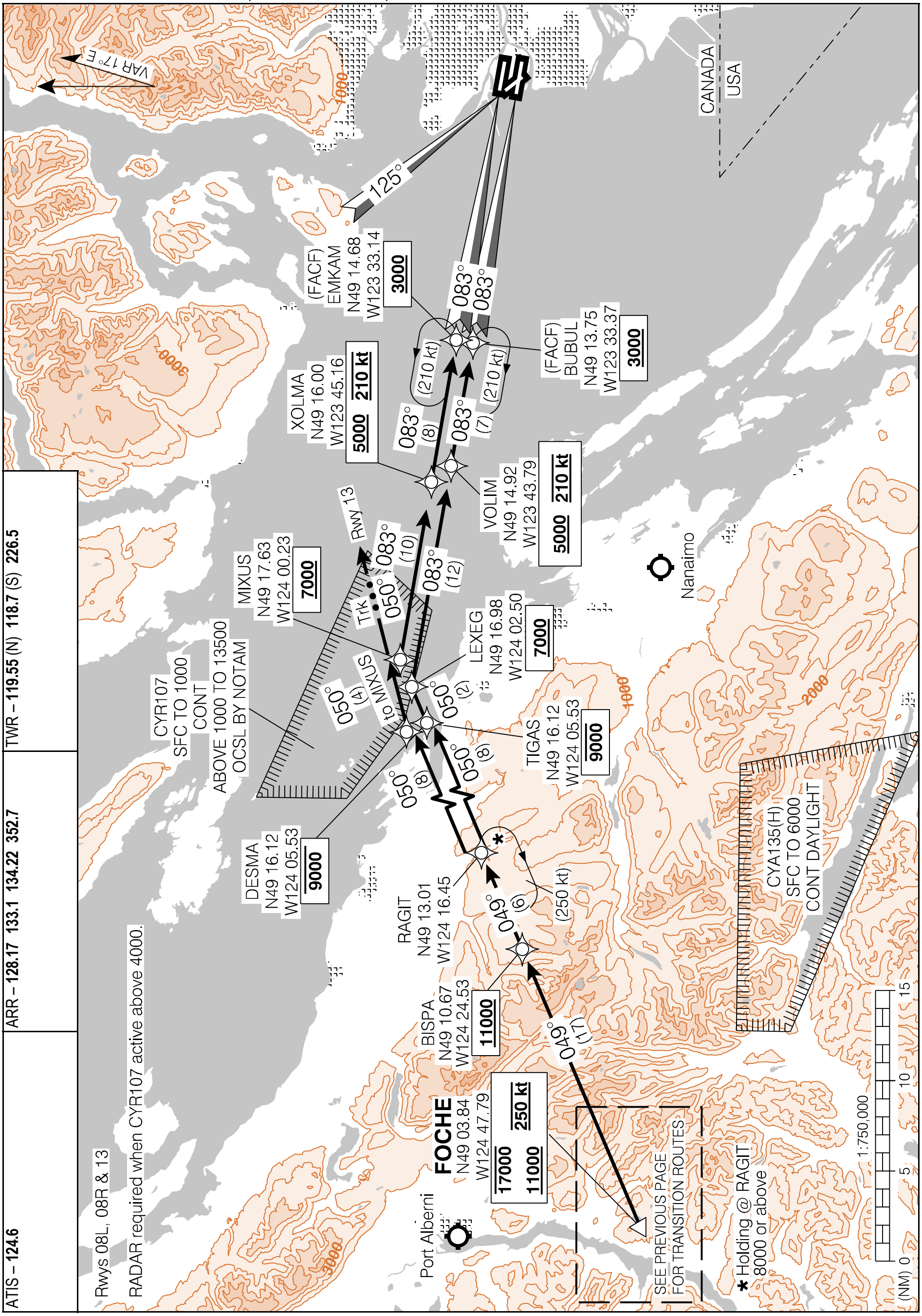
STAR (RNAV) VANCOUVER INTL, BC

RAGIT SEVEN ARR (FOCHE.RAGIT7) TRANSITION ROUTES CYVR



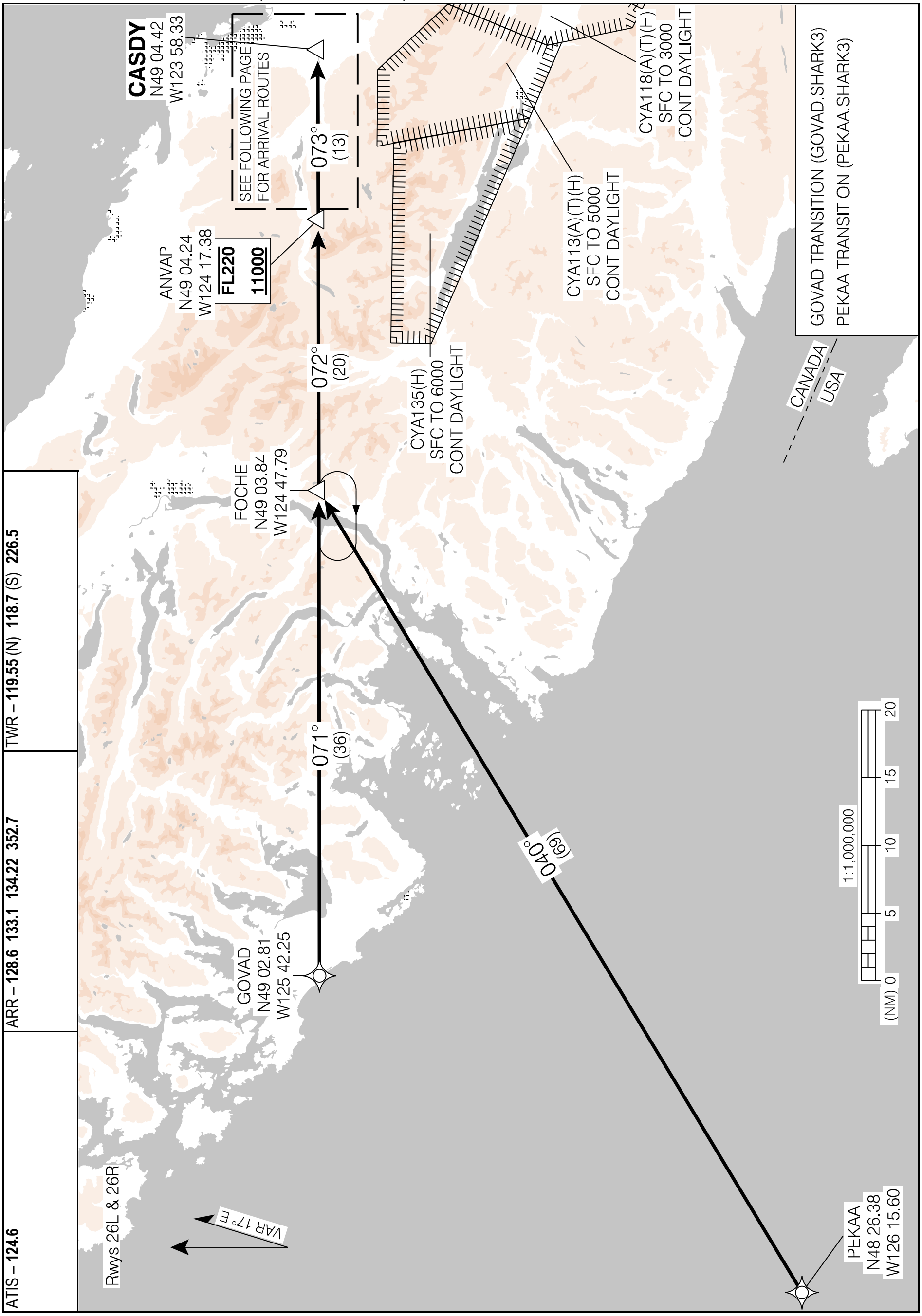
STAR (RNAV) VANCOUVER INTL, BC

RAGIT SEVEN ARR (FOCHE.RAGIT7) ARRIVAL ROUTES CYVR



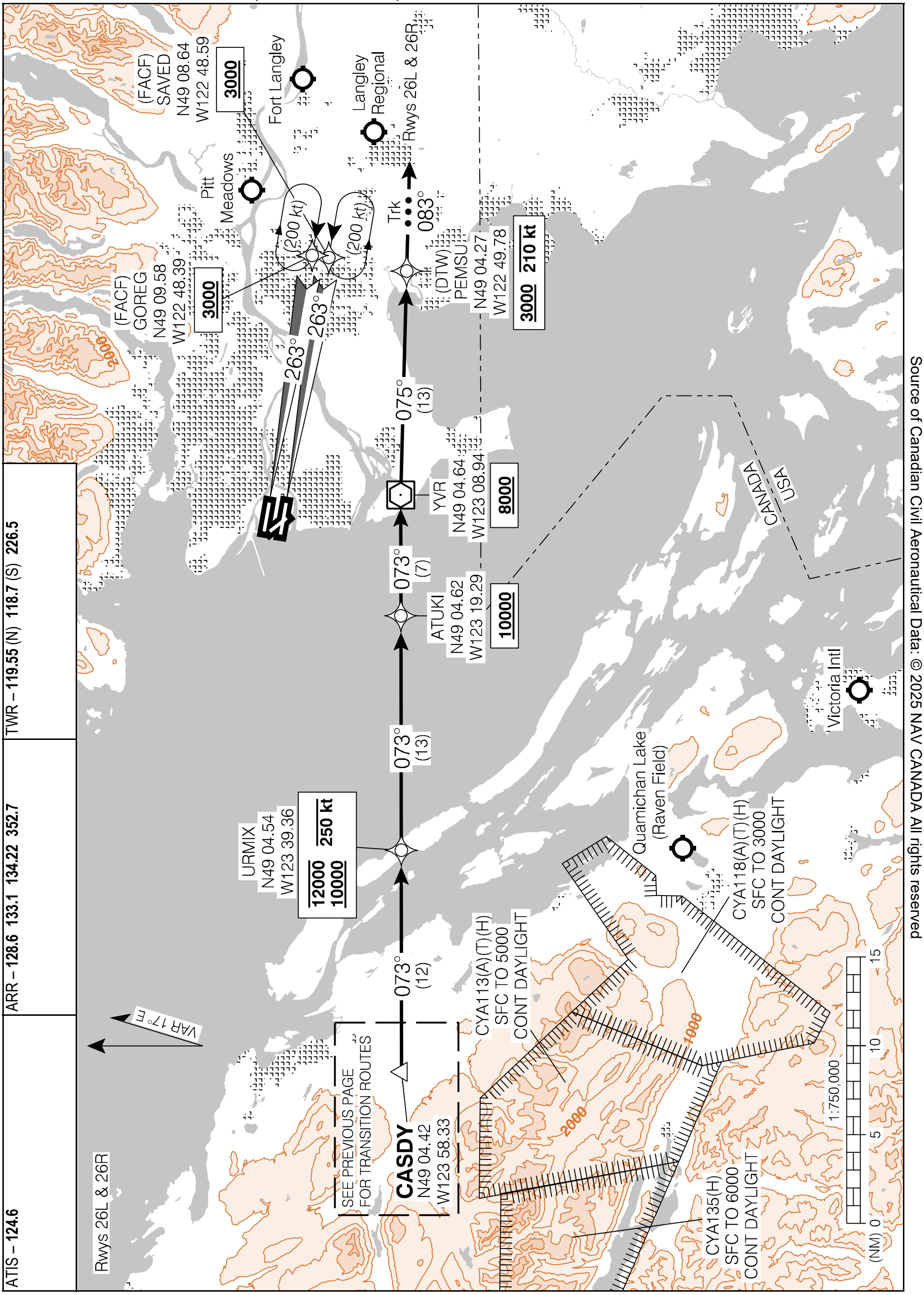
STAR (RNAV) VANCOUVER INTL, BC

SHARK THREE ARR (CASDY.SHARK3) TRANSITION ROUTES CYVR



STAR (RNAV) VANCOUVER INTL, BC

SHARK THREE ARR (CASDY.SHARK3) ARRIVAL ROUTES CYVR



SHARK THREE ARR (CASDY.SHARK3) ARRIVAL ROUTES CYVR

EFF 30 NOV 23

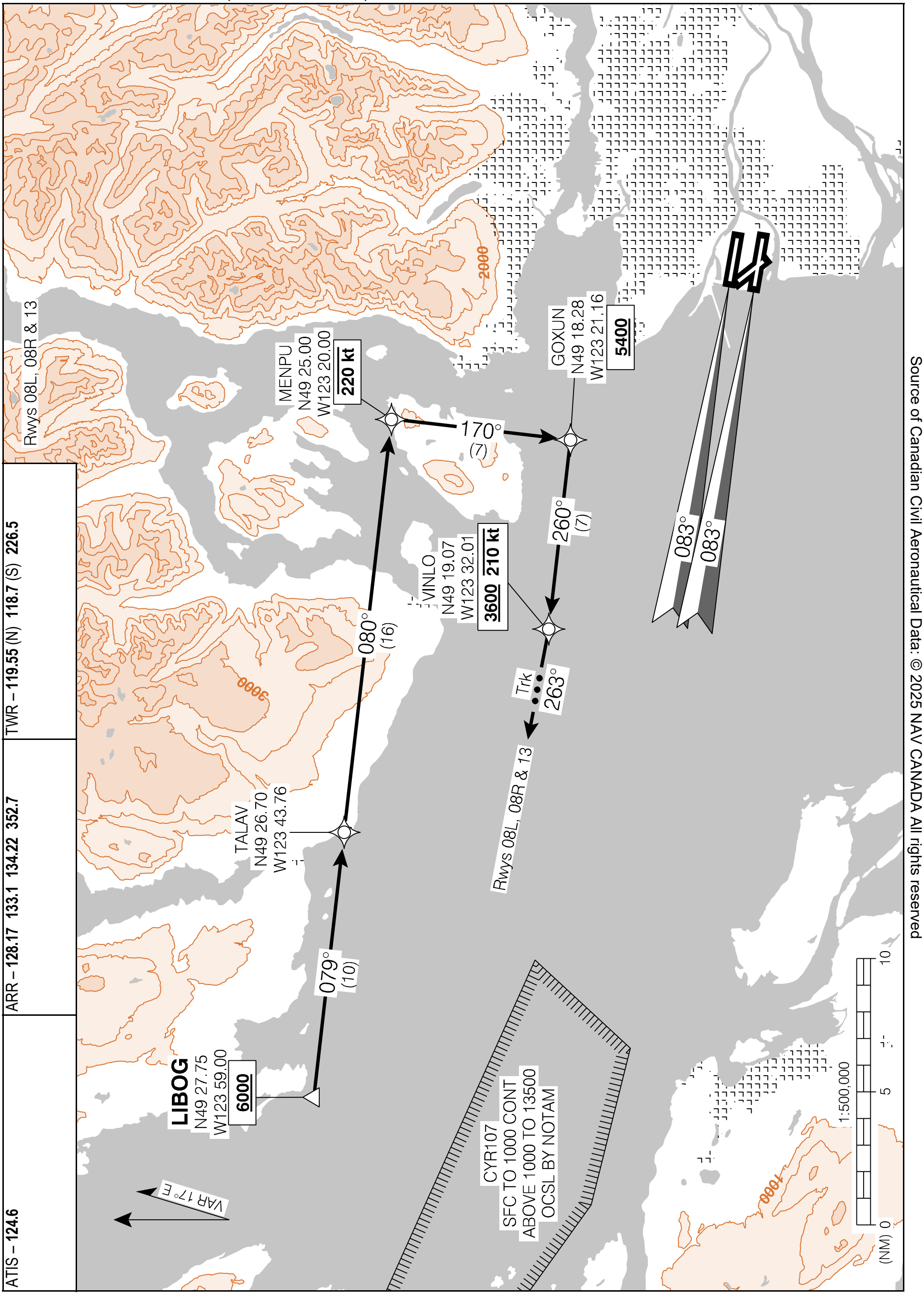
Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

STAR (RNAV)

SOUND FIVE ARR (LIBOG.SOUND5)

VANCOUVER INTL, BC

CYVR



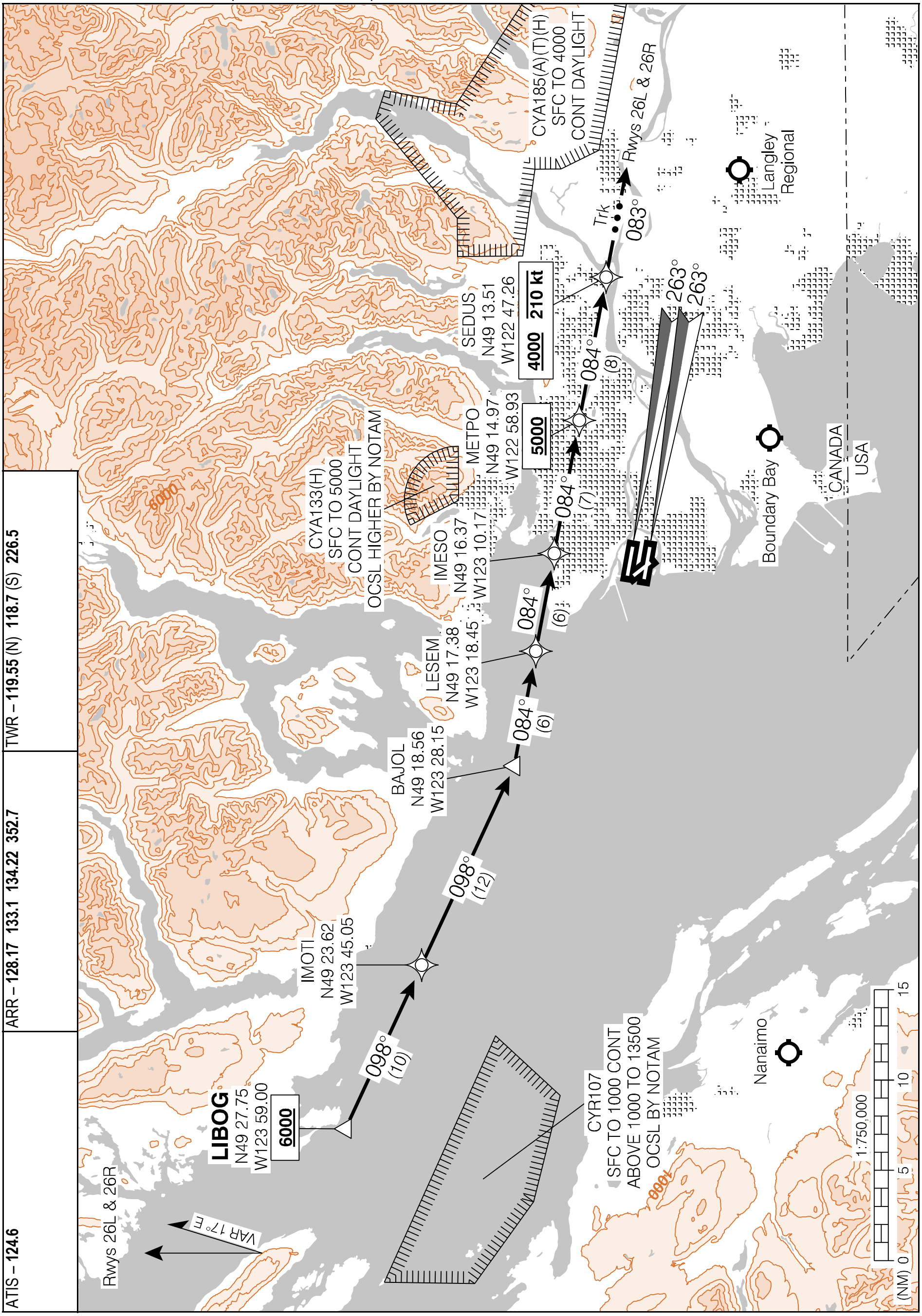
SOUND FIVE ARR (LIBOG.SOUND5)

CYVR

EFF 14 JUL 22

STAR (RNAV) VANCOUVER INTL, BC

SOUND FIVE ARR (LIBOG.SOUND5) CYVR



SOUND FIVE ARR (LIBOG.SOUND5) CYVR

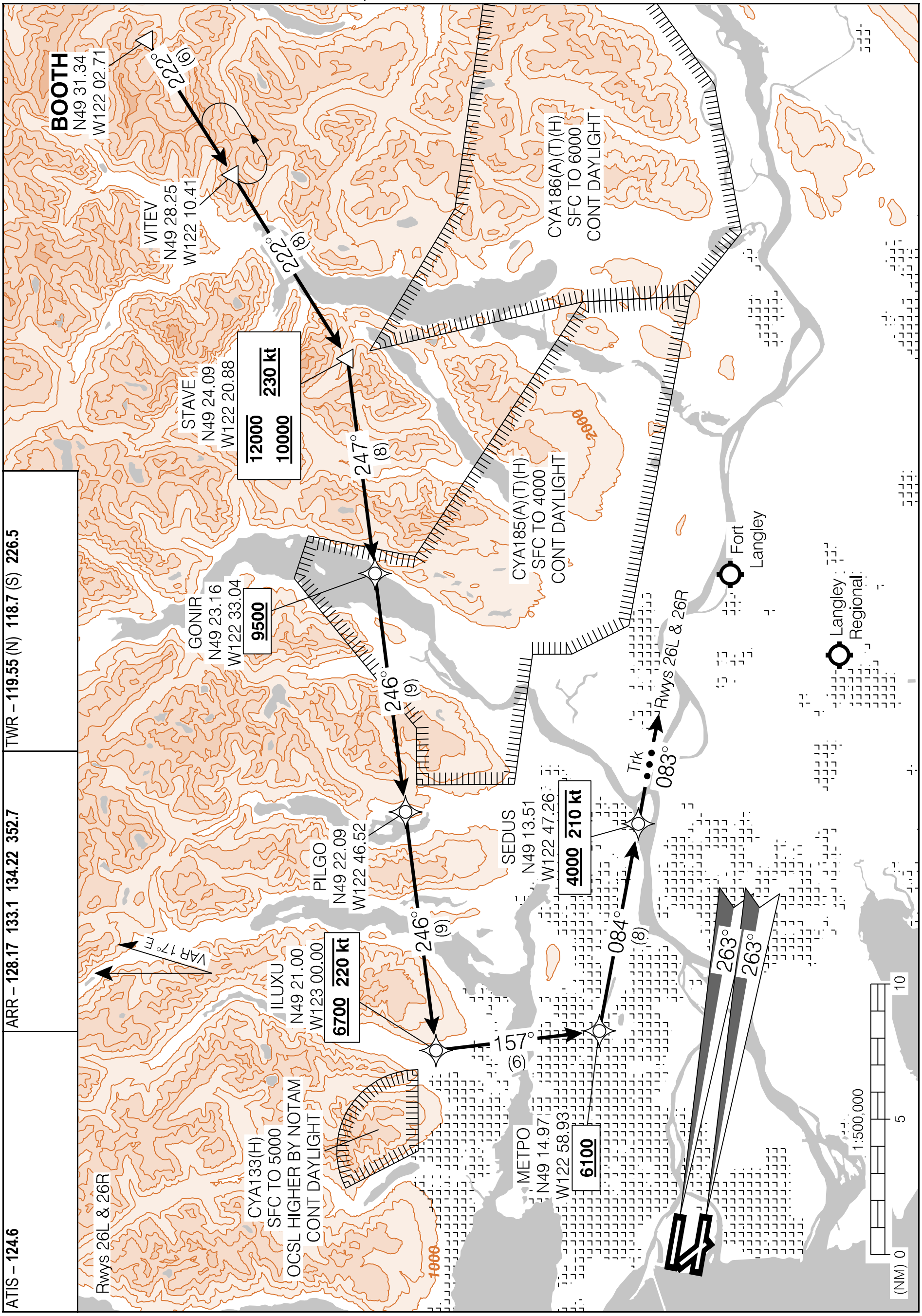
EFF 14 JUL 22

STAR (RNAV)

VANCOUVER INTL, BC

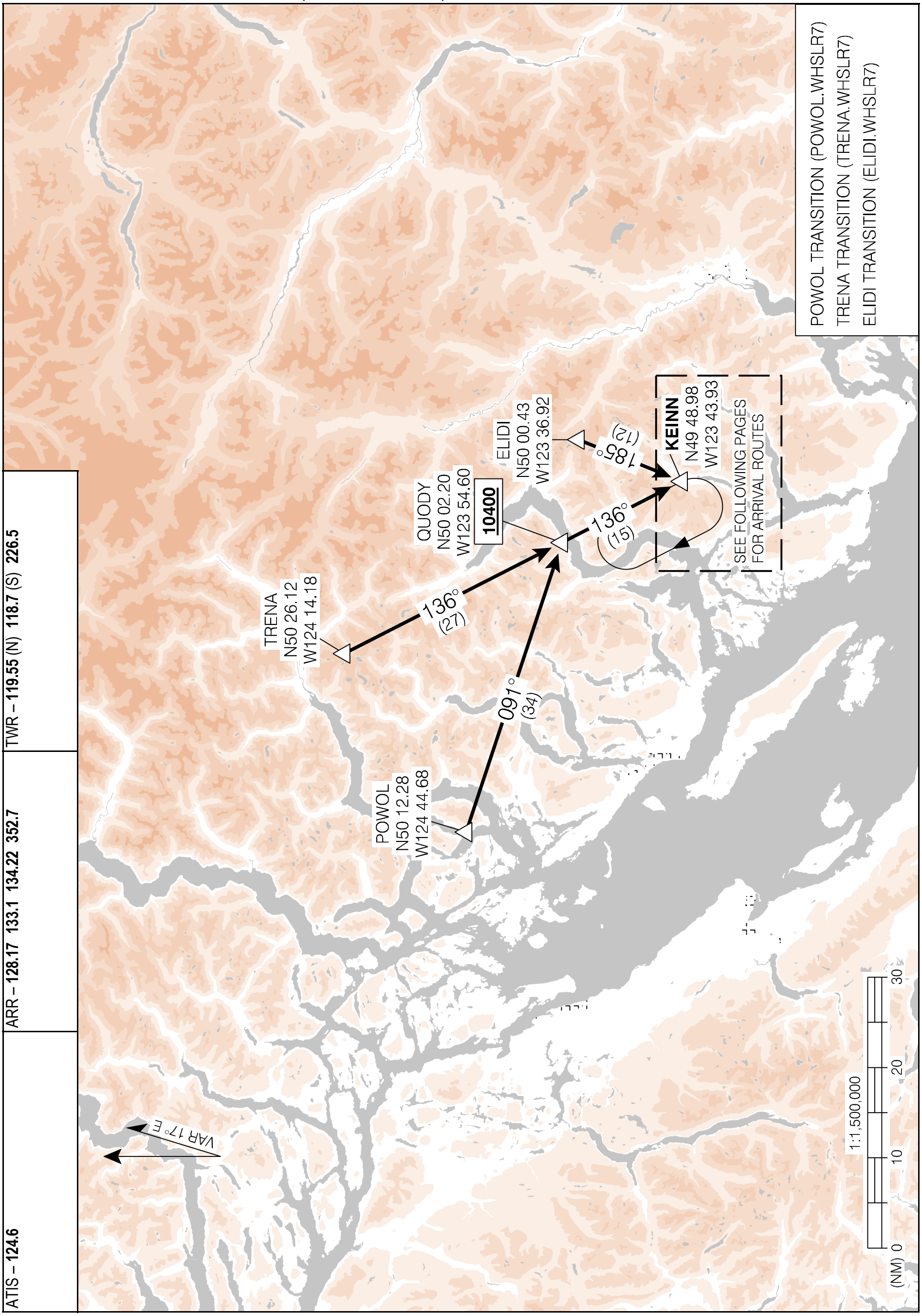
VITEV FOUR ARR (BOOTH.VITEV4)

CYVR



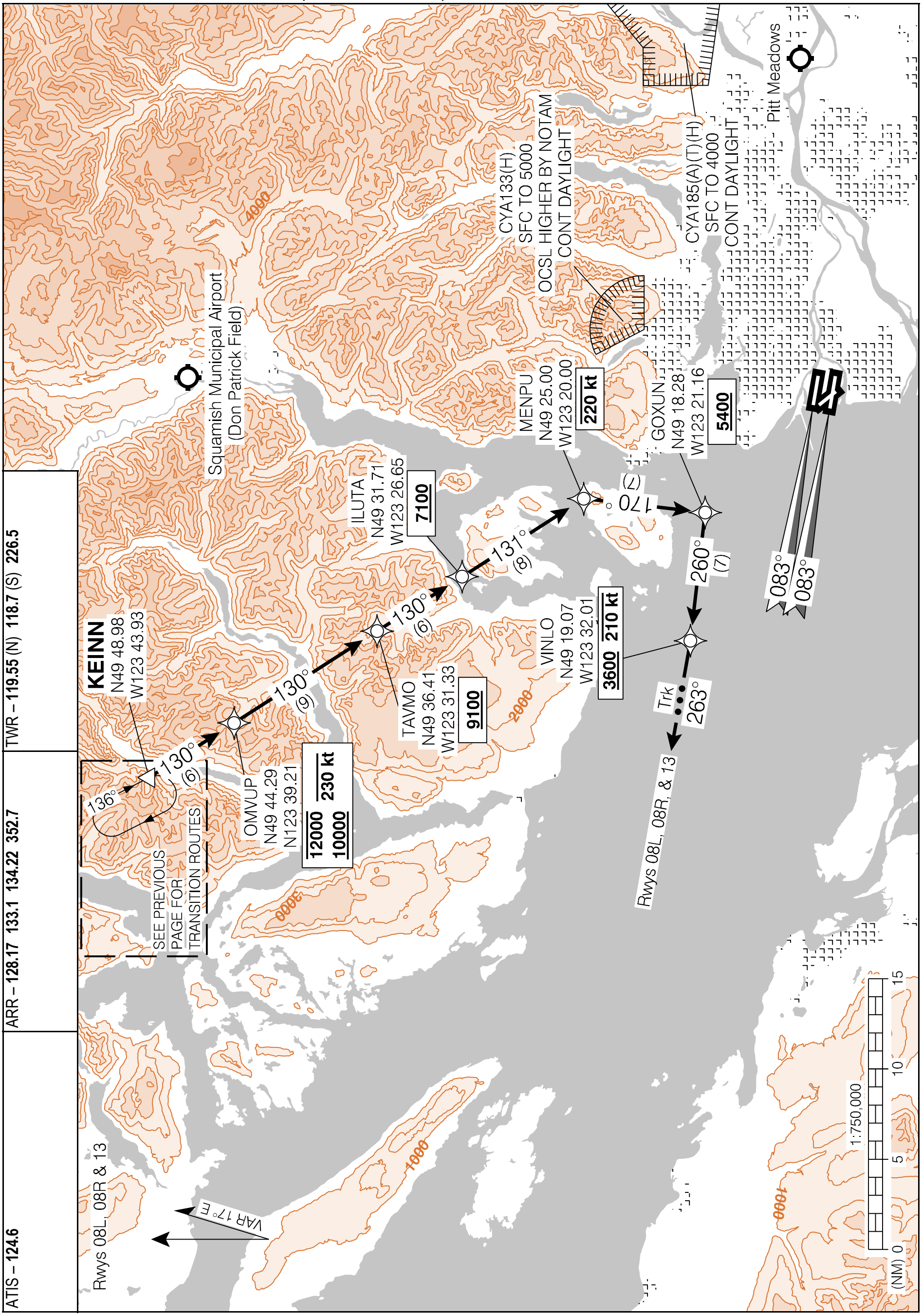
STAR (RNAV) VANCOUVER INTL, BC

WHISTLER SEVEN ARR (KEINN.WHSLR7) TRANSITION ROUTES CYVR



STAR (RNAV) VANCOUVER INTL, BC

WHISTLER SEVEN ARR (KEINN.WHSLR7) ARRIVAL ROUTES CYVR

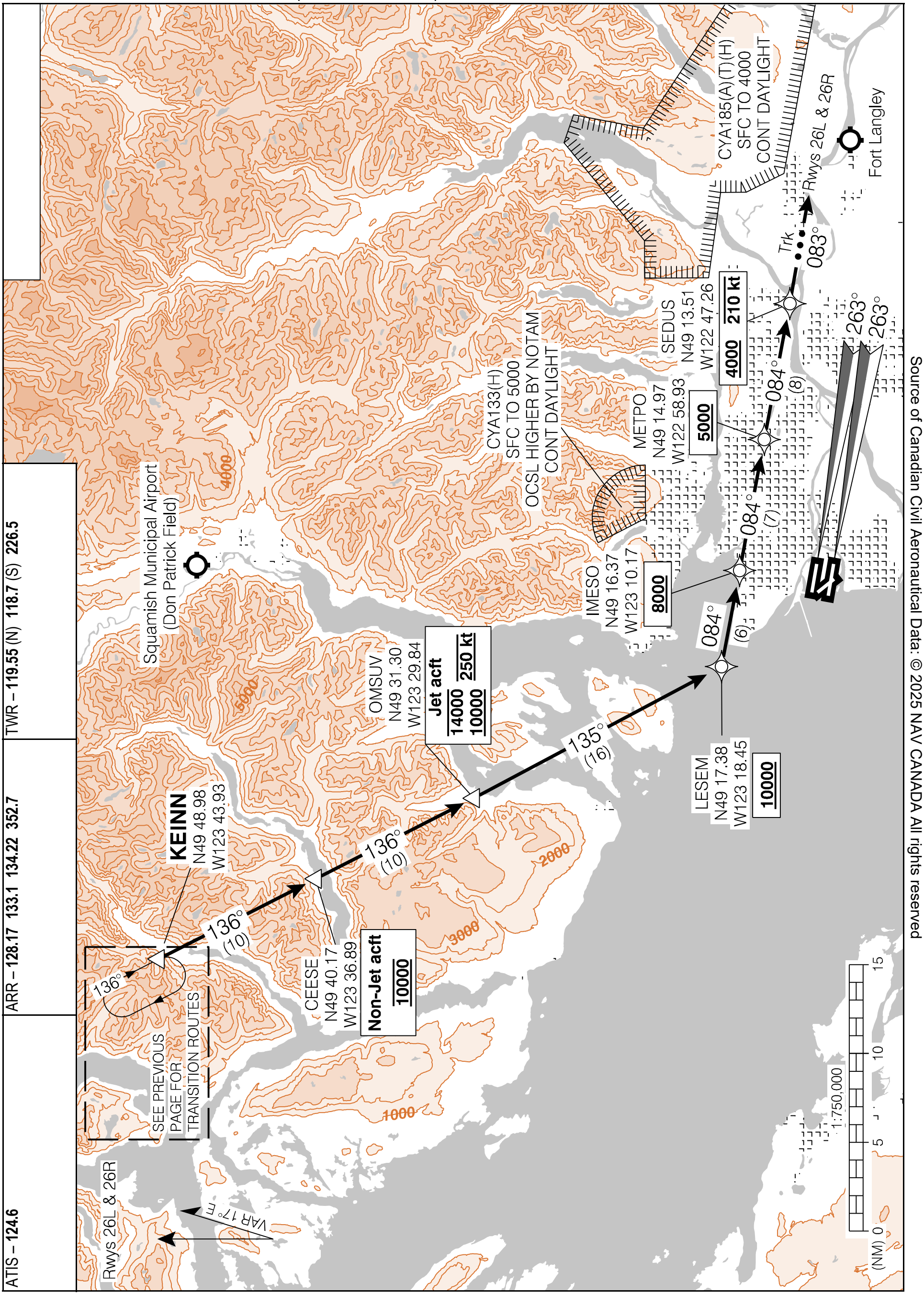


STAR (RNAV)

VANCOUVER INTL, BC

WHISTLER SEVEN ARR (KEINN.WHSLR7) ARRIVAL ROUTES

CYVR



VANCOUVER INTL, BC

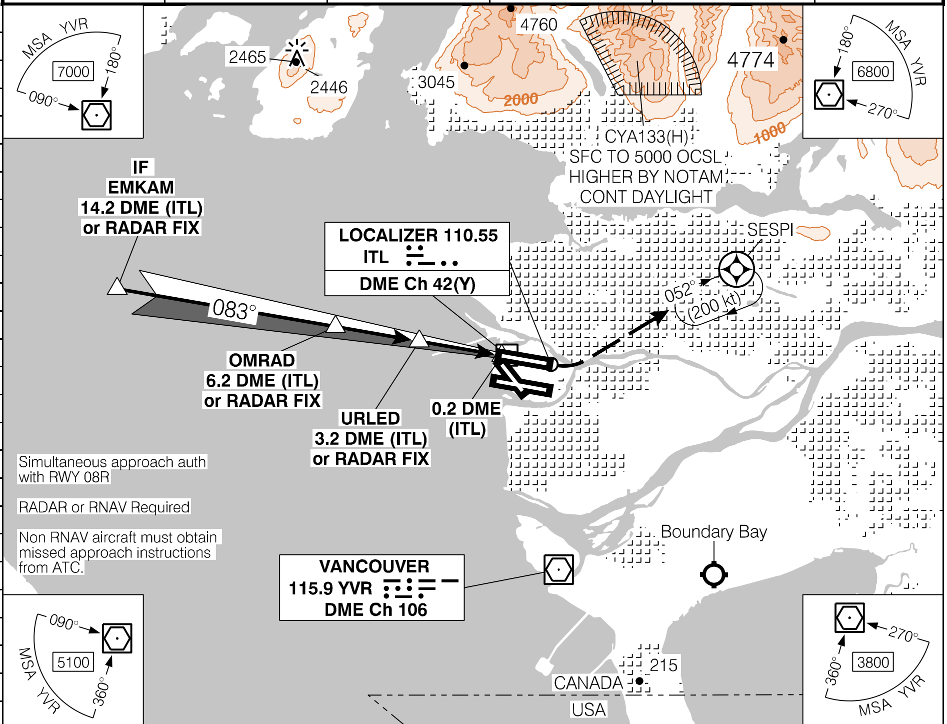
ILS Z RWY 08L

491141N 1231057W VAR 17°E

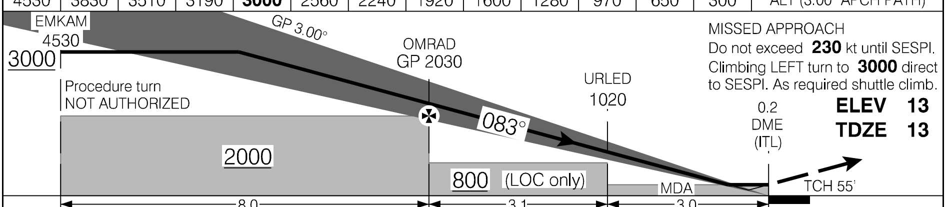
CYVR

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**

P3 AL



DIST FROM DME (ITL)	14.2	12	11	10	**9.4**	8	7	6	5	4	3	2	0.9
ALT (3.00° APCH PATH)	4530	3830	3510	3190	**3000**	2560	2240	1920	1600	1280	970	650	300



MISSED APPROACH
Do not exceed **230** kt until SESPI. Climbing LEFT turn to **3000** direct to SESPI. As required shuttle climb.

ELEV 13
TDZE 13

CATEGORY	A	B	C	D
ILS/DME ILS/RADAR	**213** (200) ½ RVR 26			
LOC/DME LOC/RADAR	**300** (287) 1 RVR 50			

OMRAD to MAP 6.1 NM		
Knots	ft/min	Min:Sec
70	370	**5:14**
90	480	**4:04**
110	580	**3:20**
130	690	**2:49**
150	800	**2:26**

VANCOUVER INTL, BC

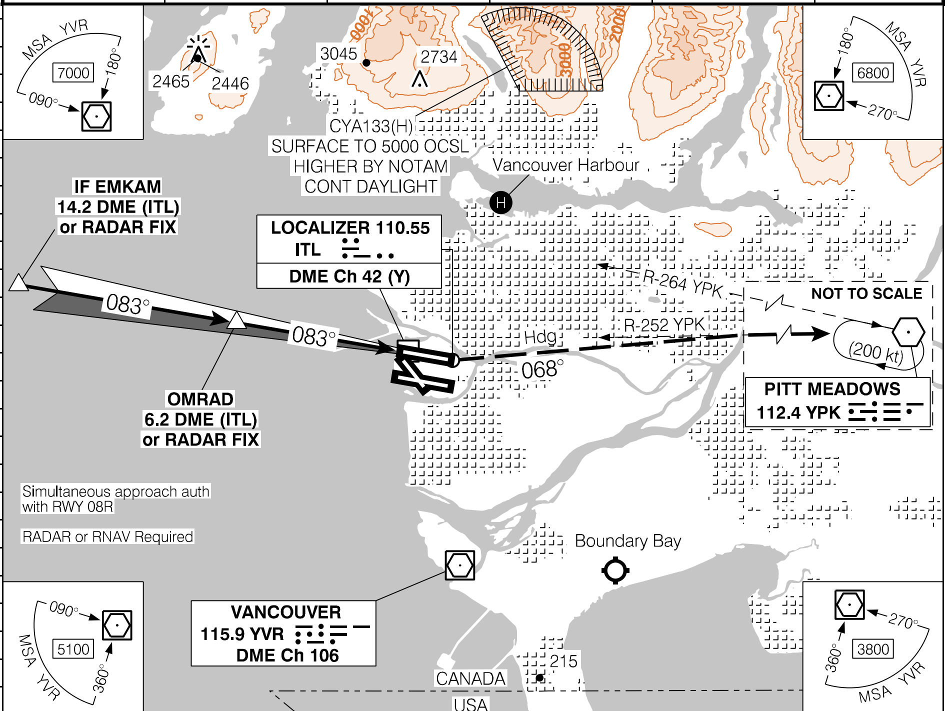
ILS CAT II or III Y RWY 08L

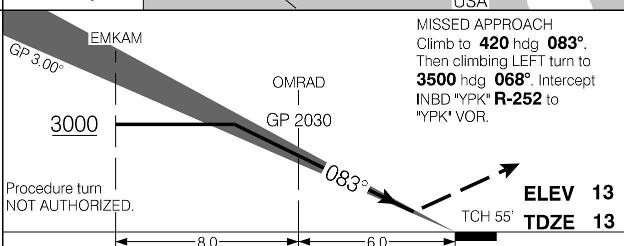
491141N 1231057W VAR 17°E

CYVR

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	LOC	APCH CRS	GP	LDA	AL
12,800	ITL **110.55**	**083°**	OMRAD **2030**	**9941**	P3

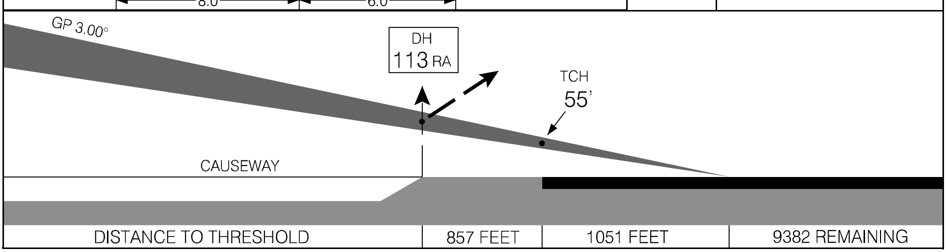




MISSED APPROACH
Climb to **420** hdg **083°**.
Then climbing LEFT turn to
3500 hdg **068°**. Intercept
INBD "YPK" **R-252** to
"YPK" VOR.

ELEV 13
TDZE 13

PRIOR AUTH REQUIRED FROM TC			
CAT II	**113**	(100)	RVR 12
CAT III A	RVR 6		
CAT III B	NOT AUTHORIZED		
CAT III C	NOT AUTHORIZED		



VANCOUVER INTL, BC

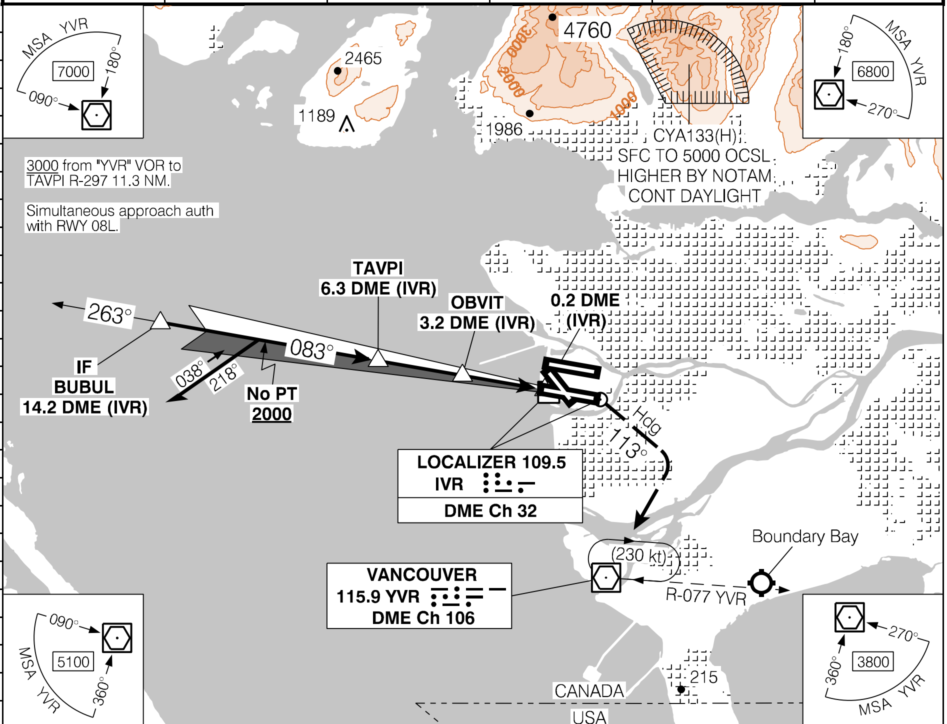
ILS RWY 08R

491141N 1231057W VAR 17°E

CYVR

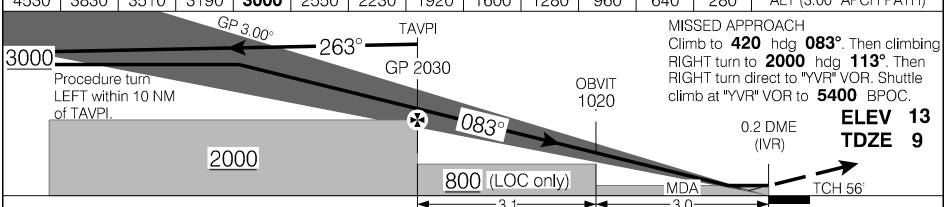
ATIS – **124.6**	ARR – **128.6 128.17 133.1 134.22 352.7**	TWR – **118.7** (S) **226.5**	GND – **121.7** (S) **127.15** (N) **275.8**	TDZL
SAFE ALT 100 NM **12,800**	LOC IVR **109.5**	APCH CRS **083°**	GP TAVPI **2030**	LDA **10804**

P3 AL



DIST FROM DME (IVR)	14.2	12	11	10	**9.4**	8	7	6	5	4	3	2	0.9
ALT (3.00° APCH PATH)	4530	3830	3510	3190	**3000**	2550	2230	1920	1600	1280	960	640	280

(NM)



MISSED APPROACH
Climb to **420** hdg **083°**. Then climbing RIGHT turn to **2000** hdg **113°**. Then RIGHT turn direct to "YVR" VOR. Shuttle climb at "YVR" VOR to **5400** BPOC.

ELEV 13
TDZE 9

CATEGORY	A	B	C	D
ILS/DME	**209**	(200)	½ RVR 26	
LOC/DME	**280**	(271)	1 RVR 50	

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

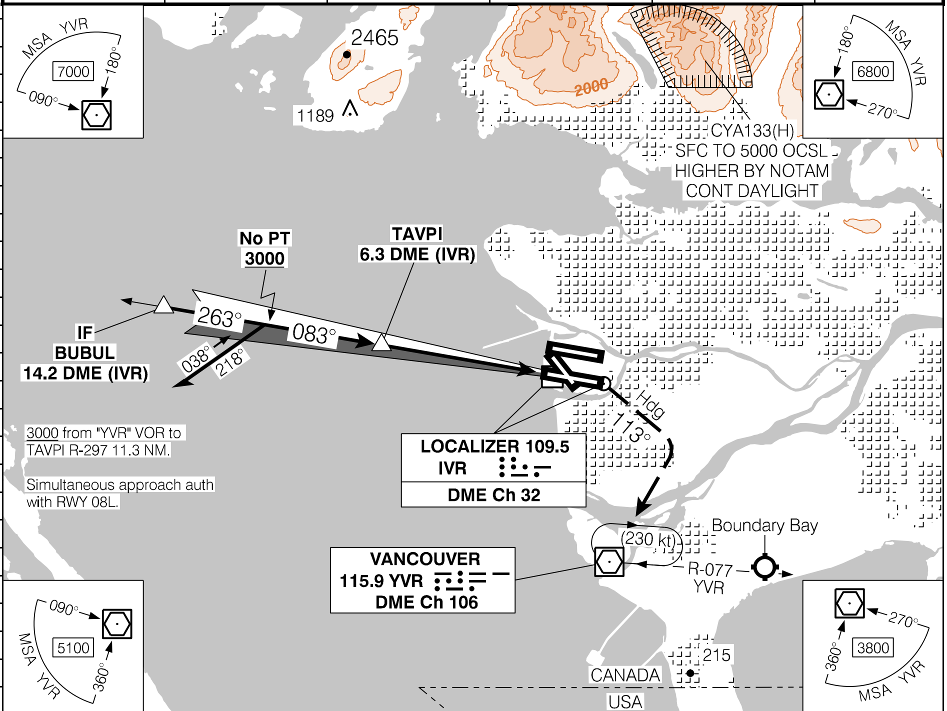
VANCOUVER INTL, BC

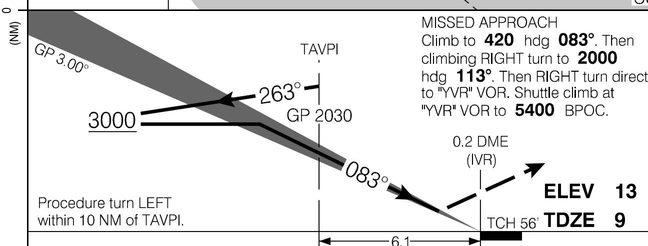
ILS CAT II or III RWY 08R

491141N 1231057W VAR 17°E

CYVR

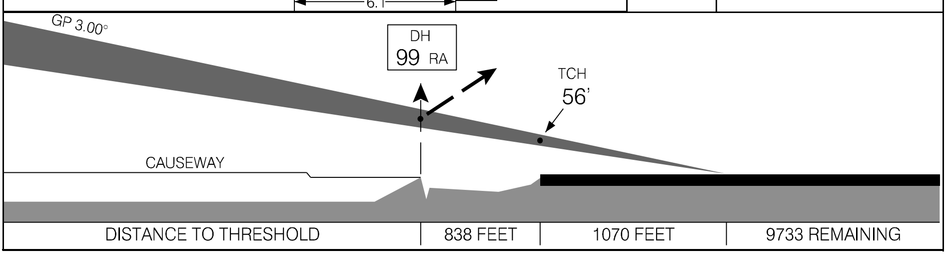
ATIS – 124.6	ARR – 128.6 128.17 133.1 134.22 352.7		TWR – 118.7 (S) 226.5	GND – 121.7 (S) 127.15 (N) 275.8	TDZL
SAFE ALT 100 NM **12,800**	LOC IVR **109.5**	APCH CRS **083°**	GP TAVPI **2030**	LDA **10804**	(P3) AL





MISSED APPROACH
Climb to **420** hdg **083°**. Then climbing RIGHT turn to **2000** hdg **113°**. Then RIGHT turn direct to "YVR" VOR. Shuttle climb at "YVR" VOR to **5400** BPOC.

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		



VANCOUVER INTL, BC

ILS RWY 13

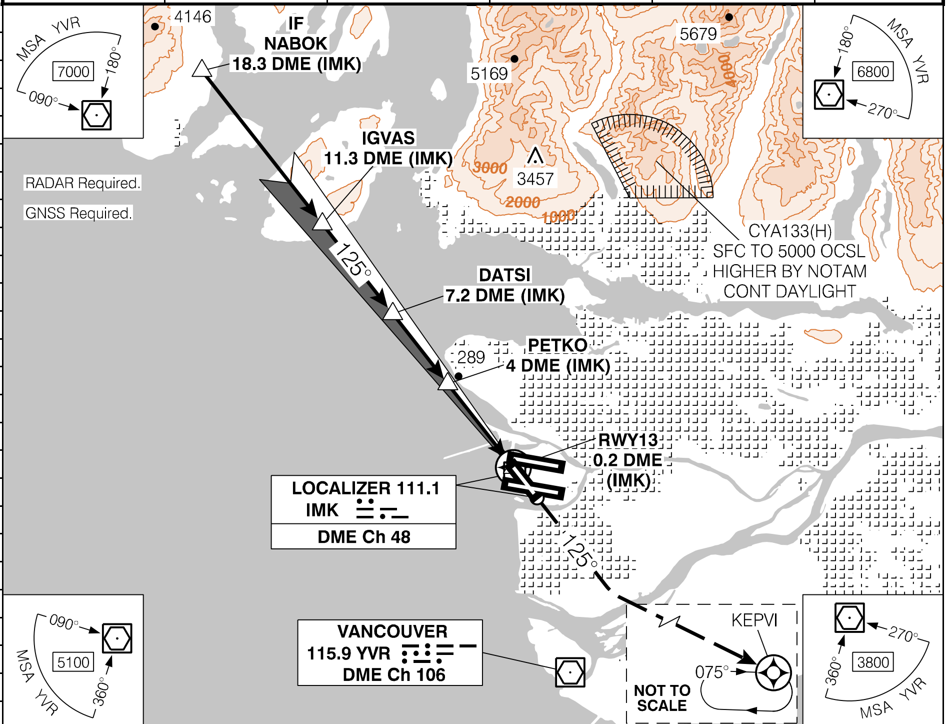
491141N 1231057W VAR 17°E

CYVR

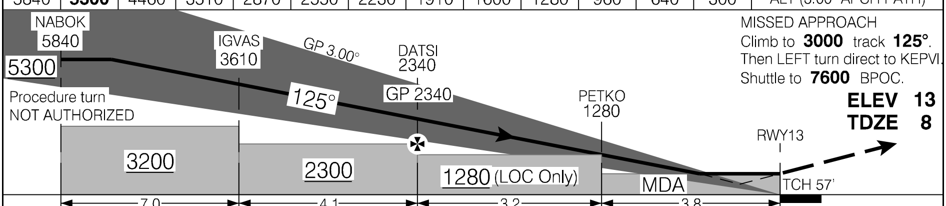
ATIS – 124.6	ARR – **128.6 128.17 133.1 134.22 352.7**	TWR – **124.0 118.7** (S) **119.55** (N) **226.5**	GND – **121.7** (S) **127.15** (N) **275.8**

SAFE ALT 100 NM	LOC	APCH CRS	GP	LDA
12,800	IMK **111.1**	**125°**	DATSI **2340**	**7300**

P3 AO



(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)



MISSED APPROACH
Climb to **3000** track **125°**.
Then LEFT turn direct to KEPVI.
Shuttle to **7600** BPOC.

ELEV 13
TDZE 8

CATEGORY	A	B	C	D
ILS/DME	**258**	(250)	1	
LOC/DME	**300**	(292)	1	

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

ILS RWY 13 CYVR

EFF 20 FEB 25

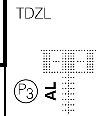
VANCOUVER INTL, BC

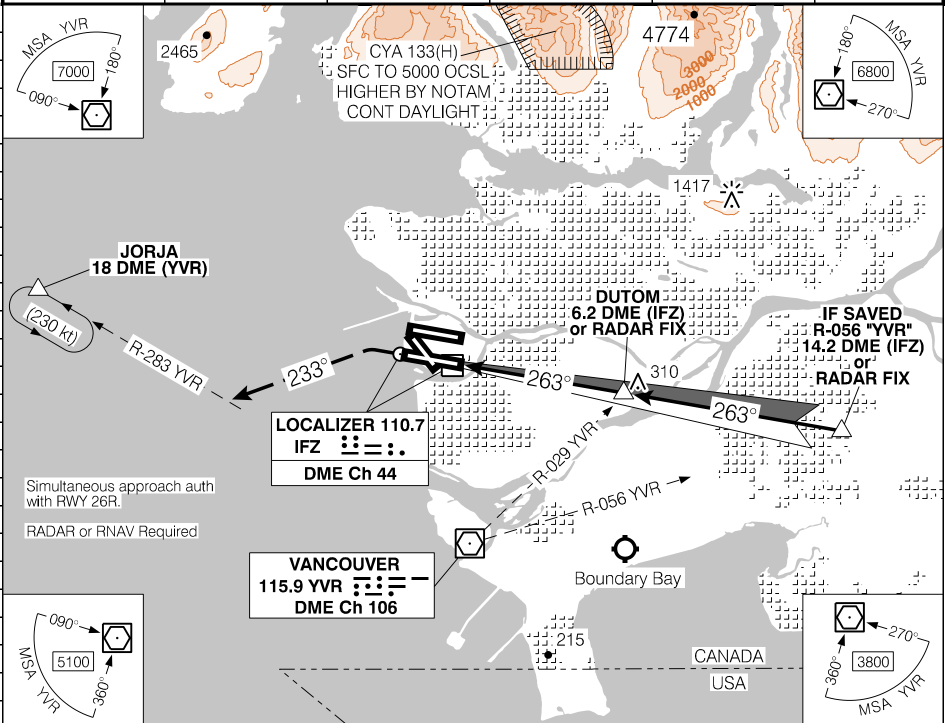
ILS RWY 26L

491141N 1231057W VAR 17°E

CYVR

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

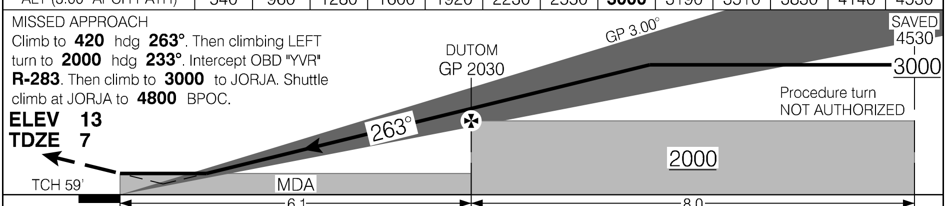




DIST FROM DME (IFZ)	1.7	3	4	5	6	7	8	**9.4**	10	11	12	13	14.2
ALT (3.00° APCH PATH)	540	960	1280	1600	1920	2230	2550	**3000**	3190	3510	3830	4140	4530

MISSED APPROACH
Climb to **420** hdg **263°**. Then climbing LEFT turn to **2000** hdg **233°**. Intercept OBD "YVR" **R-283**. Then climb to **3000** to JORJA. Shuttle climb at JORJA to **4800** BPOC.

ELEV 13
TDZE 7



CATEGORY	A	B	C	D
ILS/DME ILS/RADAR	**207** (200) ½ RVR 26			
LOC/DME LOC/VOR	**540** (533) 1¼			

DUTOM to MAP 6.1 NM		
Knots	ft/min	Min:Sec
70	370	**5:14**
90	480	**4:04**
110	580	**3:20**
130	690	**2:49**
150	800	**2:26**

VANCOUVER INTL, BC

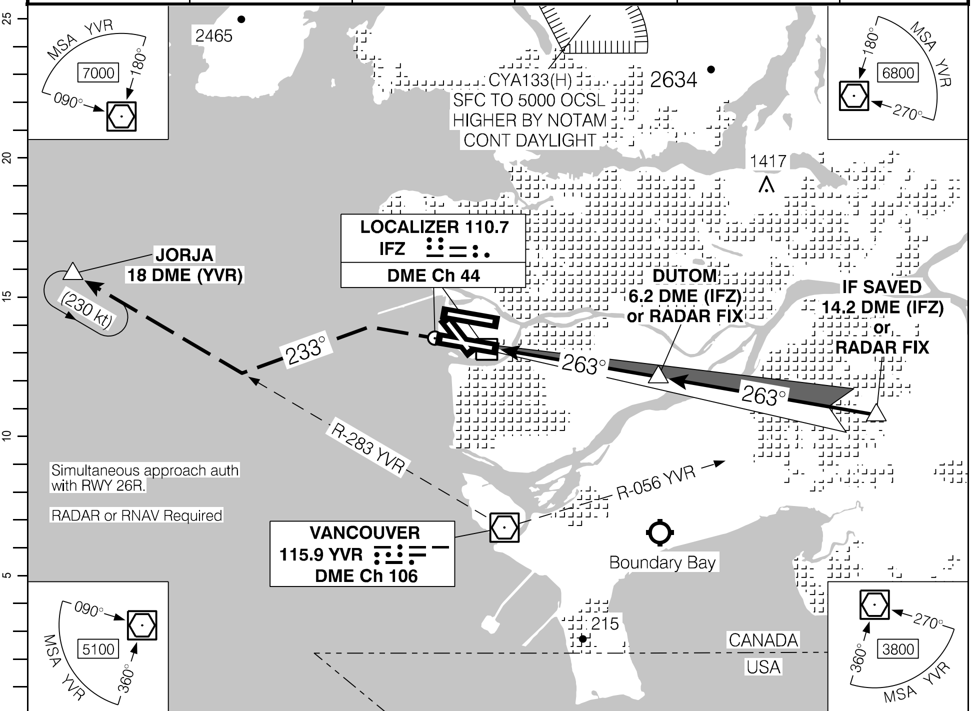
ILS CAT II or III RWY 26L

491141N 1231057W VAR 17°E

CYVR

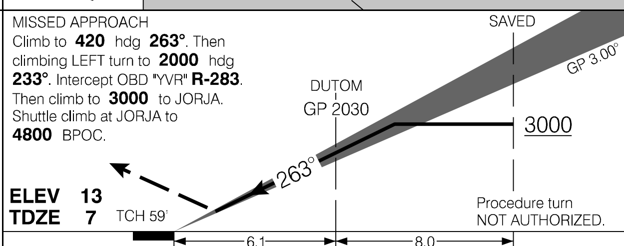
ATIS – **124.6**	ARR – **128.6 128.17 133.1 134.22 352.7**	TWR – **118.7** (S) **226.5**	GND – **121.7** (S) **127.15** (N) **275.8**	TDZL
SAFE ALT 100 NM **12,800**	LOC IFZ **110.7**	APCH CRS **263°**	GP DUTOM **2030**	LDA **10804**

P3 AL

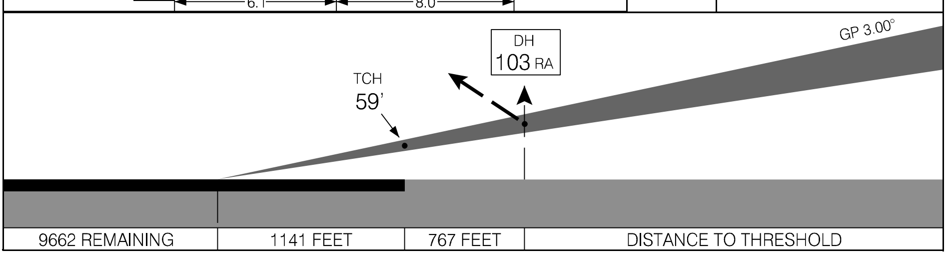


MISSED APPROACH
Climb to **420** hdg **263°**. Then climbing LEFT turn to **2000** hdg **233°**. Intercept OBD "YVR" **R-283**. Then climb to **3000** to JORJA. Shuttle climb at JORJA to **4800** BPOC.

ELEV 13
TDZE 7



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		



Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

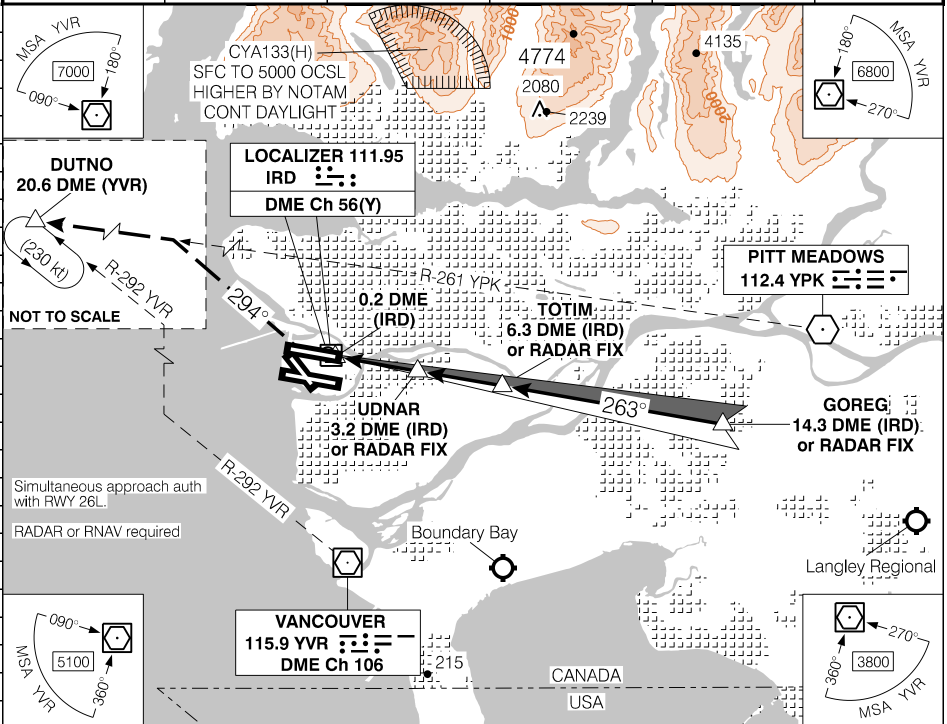
VANCOUVER INTL, BC

ILS RWY 26R

491141N 1231057W VAR 17°E

CYVR

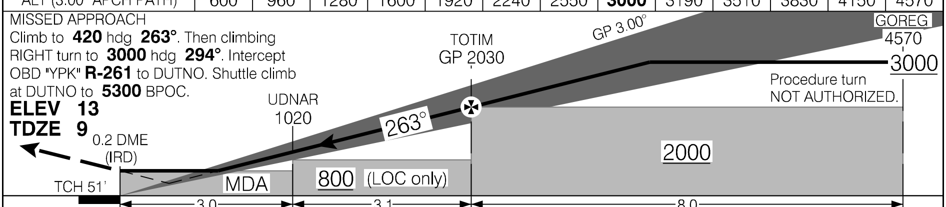
ATIS – **124.6**	ARR – **128.6 128.17 133.1 134.22 352.7**	TWR – **119.55** (N) **226.5**	GND – **127.15** (N) **121.7** (S) **275.8**	TDZL P3 AL
SAFE ALT 100 NM **12,800**	LOC IRD **111.95**	APCH CRS **263°**	GP TOTIM **2030**	LDA **9941**



DIST FROM DME (IRD)	1.9	3	4	5	6	7	8	**9.4**	10	11	12	13	14.3
ALT (3.00° APCH PATH)	600	960	1280	1600	1920	2240	2550	**3000**	3190	3510	3830	4150	4570

MISSED APPROACH
Climb to **420** hdg **263°**. Then climbing RIGHT turn to **3000** hdg **294°**. Intercept OBD "YPK" **R-261** to DUTNO. Shuttle climb at DUTNO to **5300** BPOC.

ELEV 13
TDZE 9



CATEGORY	A	B	C	D
ILS/DME ILS/RADAR	**209**	(200)	½ RVR 26	
LOC/DME LOC/RADAR	**600**	(591)	1¼	

TOTIM to MAP 6.1 NM		
Knots	ft/min	Min:Sec
70	370	**5:14**
90	480	**4:04**
110	580	**3:20**
130	690	**2:49**
150	800	**2:26**

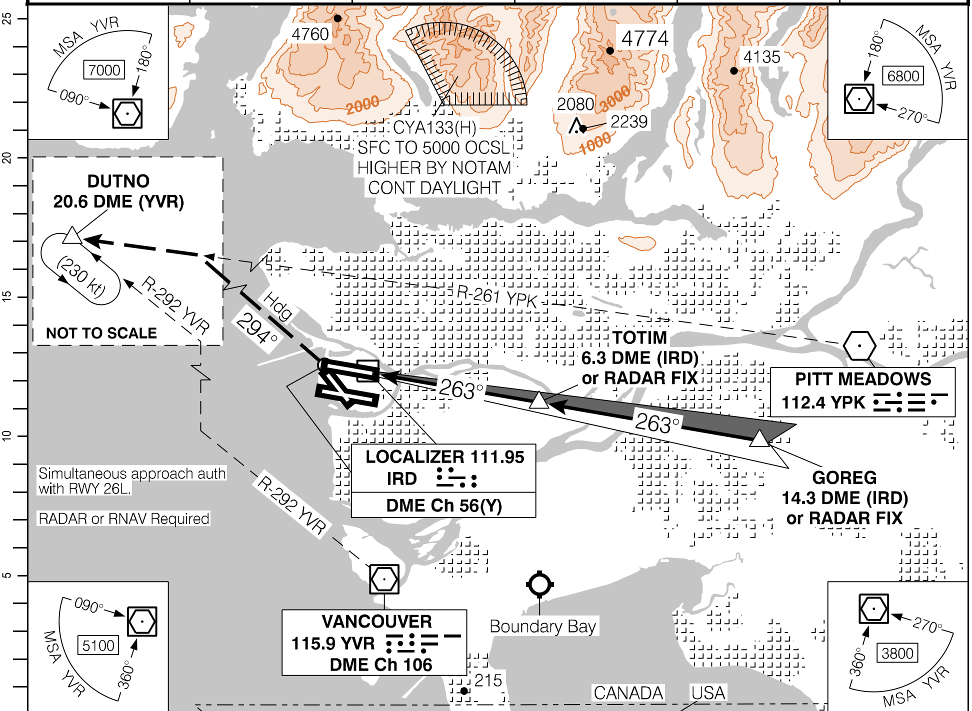
VANCOUVER INTL, BC

ILS CAT II or III RWY 26R

491141N 1231057W VAR 17°E

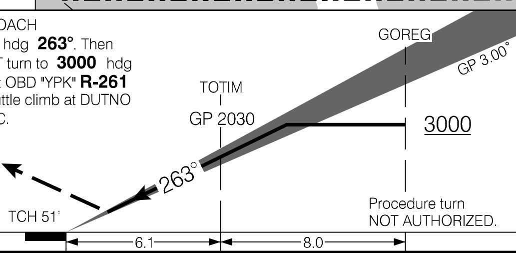
CYVR

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 AL
SAFE ALT 100 NM **12,800**	LOC IRD **111.95**	APCH CRS **263°**	GP TOTIM **2030**	LDA **9941**

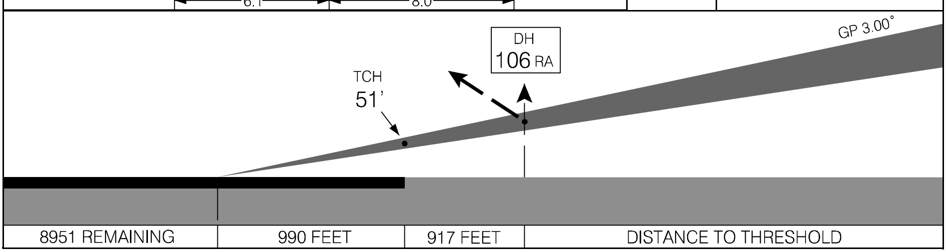


MISSED APPROACH
Climb to **420** hdg **263°**. Then climbing RIGHT turn to **3000** hdg **294°**. Intercept OBD "YPK" **R-261** to DUTNO. Shuttle climb at DUTNO to **5300** BPOC.

ELEV 13
TDZE 9



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		



VANCOUVER INTL, BC

RNAV (GNSS) Z RWY 08L

491141N 1231057W VAR 17°E

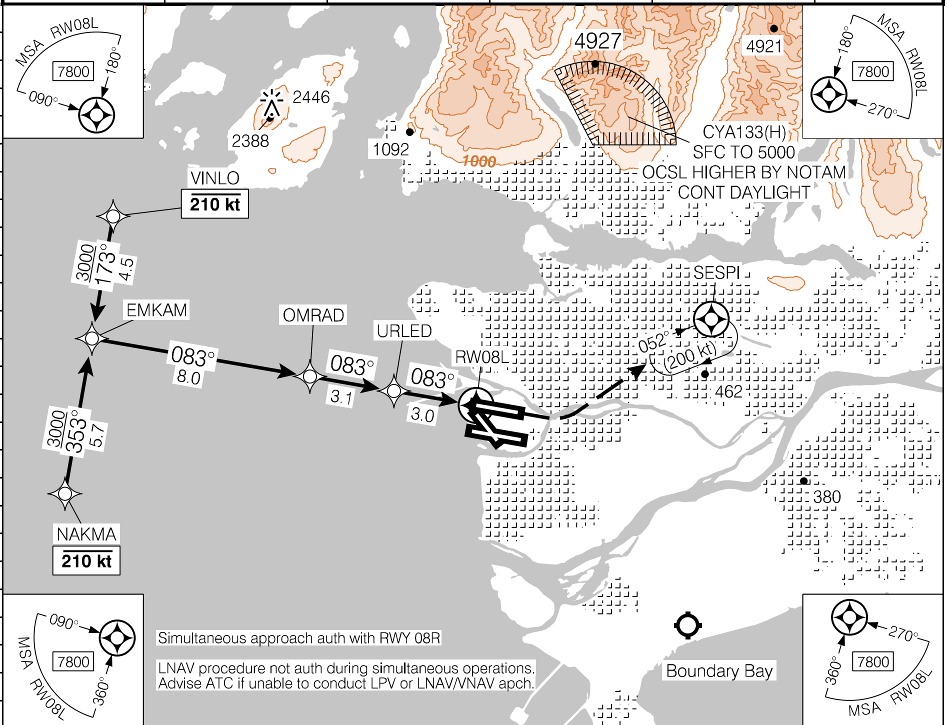
CYVR

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**

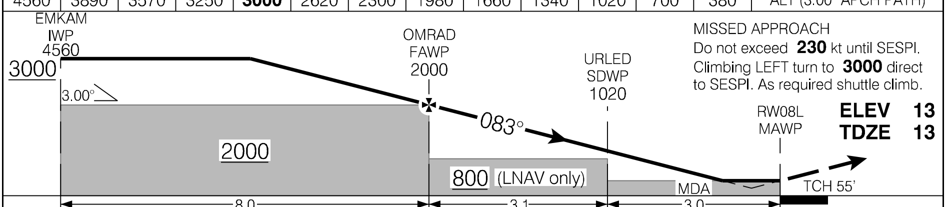
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT OMRAD	LDA
12,800	**Ch 80712** W08A	**083°**	**2000**	**9941**

TDZL

P3 AL



(NM)	14.1	12	11	10	**9.2**	8	7	6	5	4	3	2	1.0	DIST FROM RW08L
	4560	3890	3570	3250	**3000**	2620	2300	1980	1660	1340	1020	700	380	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**213**	(200)	½ RVR 26	
LNAV/VNAV (min. -18°C, max. 54°C)	**329**	(316)	1 RVR 50	
LNAV	**380**	(367)	1 RVR 50	

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

VANCOUVER INTL, BC

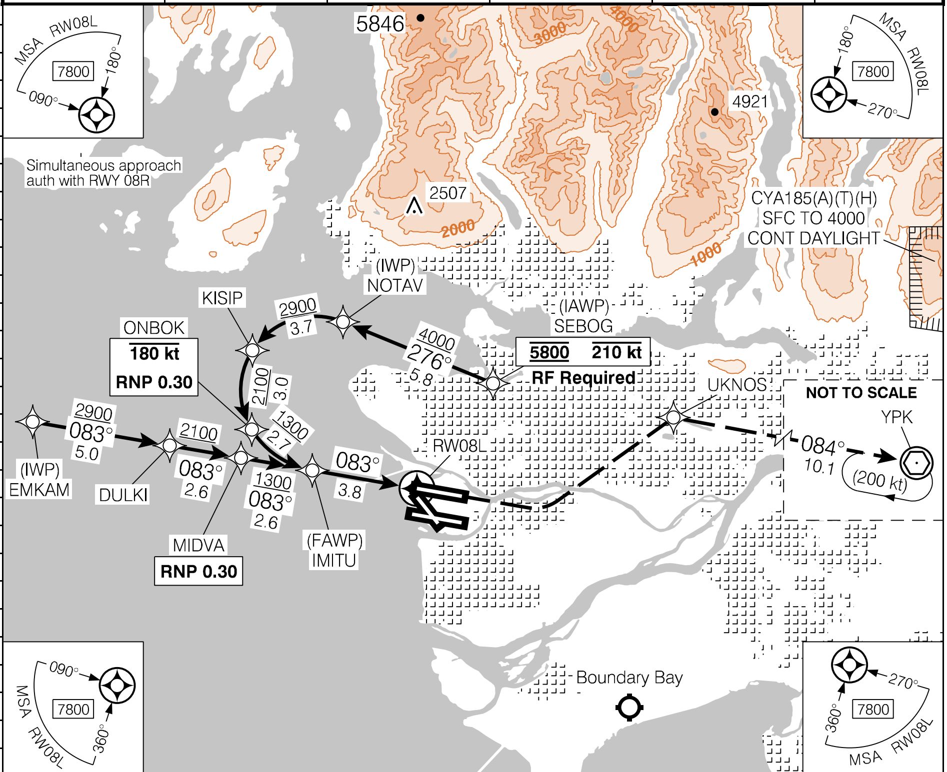
RNAV (RNP) Y RWY 08L

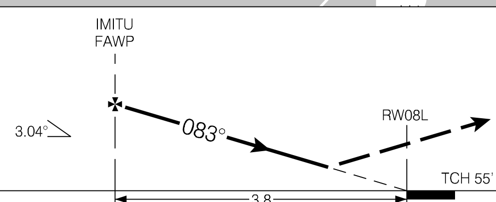
491141N 1231057W VAR 17°E

CYVR

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**

P3 AL





MISSED APPROACH
Climb to **420** hdg **083°**. Then climbing LEFT turn to **3500** direct to UKNOS. Then climb track **084°** to "YPK" VOR.

ELEV 13
TDZE 13

	CATEGORY	A	B	C	D
	RNP 0.15	**302**	(289)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -20° C) (max. 54° C)	**RNP 0.30**	**334**	(321)	1 RVR 50	

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

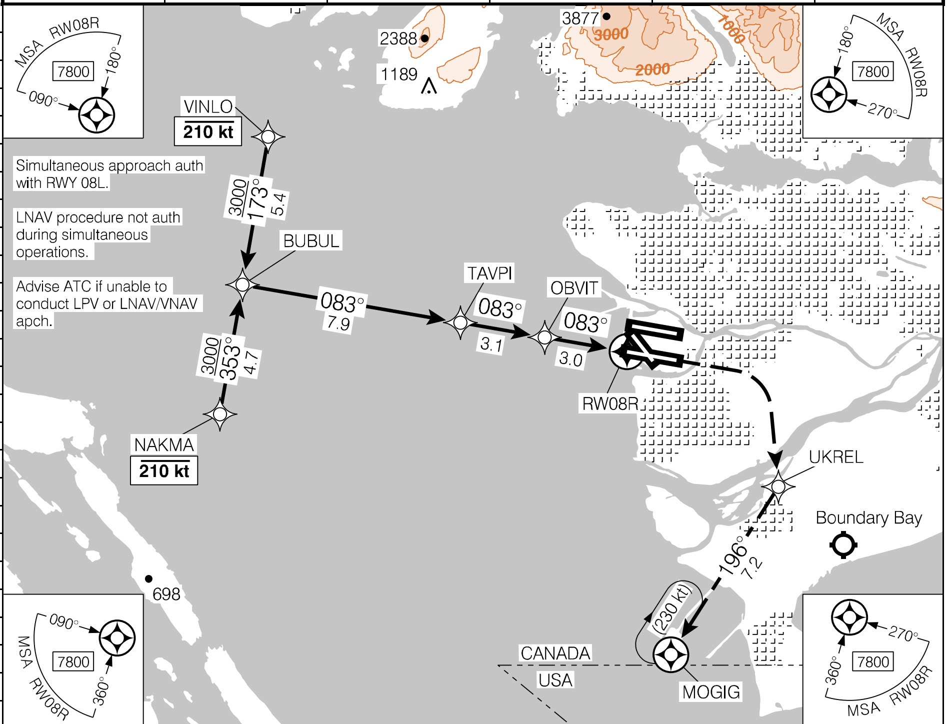
VANCOUVER INTL, BC

RNAV (GNSS) RWY 08R

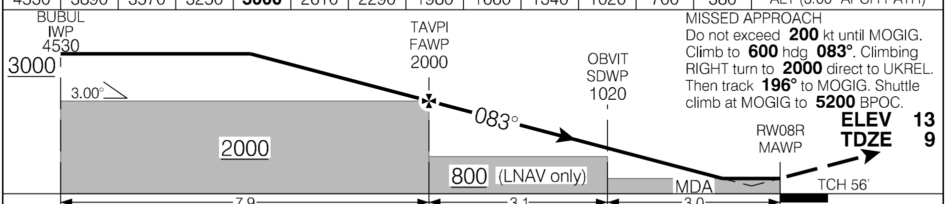
491141N 1231057W VAR 17°E

CYVR

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 P3 AL
SAFE ALT 100 NM **12,800**	WAAS **Ch 80922** W08B	APCH CRS **083°**	MIN ALT TAVPI **2000**	LDA **10804**



(NM)	14	12	11	10	**9.2**	8	7	6	5	4	3	2	1.0	DIST FROM RW08R
	4530	3890	3570	3250	**3000**	2610	2290	1980	1660	1340	1020	700	380	ALT (3.00° APCH PATH)



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 at MOGIG to **5200** BPOC.

ELEV 13
TDZE 9

CATEGORY	A	B	C	D
LPV	**209**	(200)	½ RVR 26	
LNAV/VNAV (min. -18°C, max. 54°C)	**283**	(274)	1 RVR 50	
LNAV	**380**	(371)	1 RVR 50	

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

VANCOUVER INTL, BC

RNAV (GNSS) RWY 13

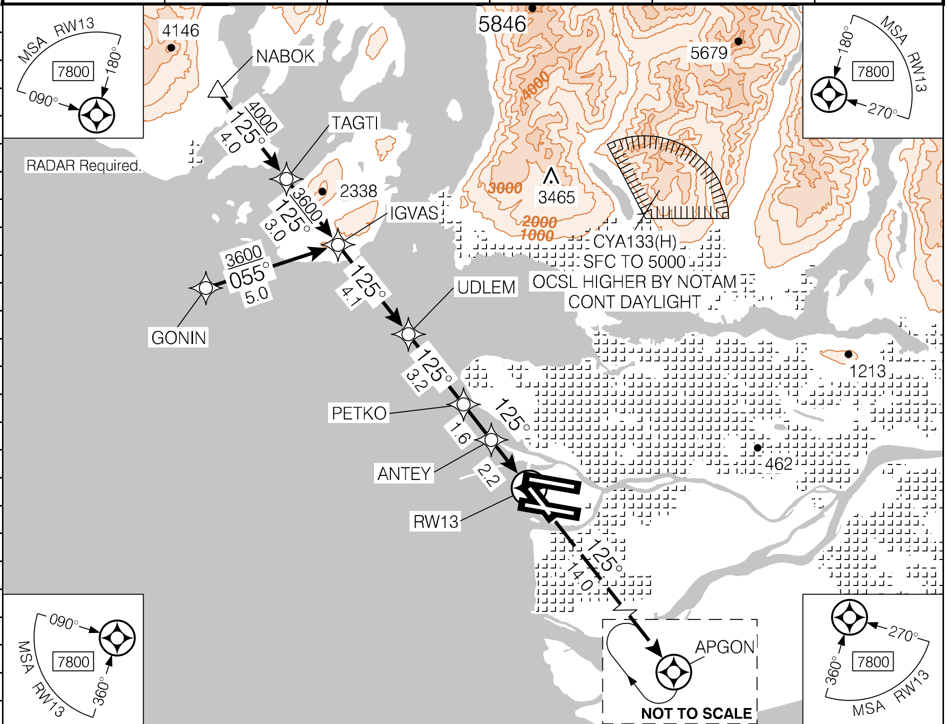
491141N 1231057W VAR 17°E

CYVR

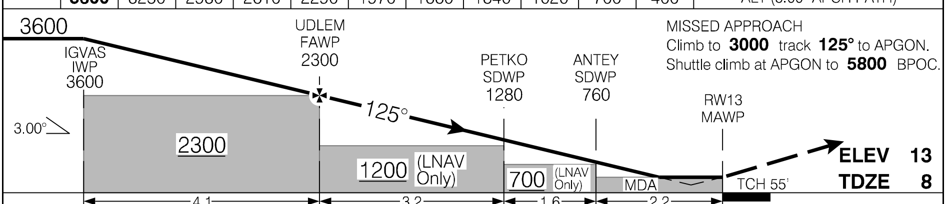
ATIS – **124.6**	ARR – **128.6 128.17 133.1 134.22 352.7**	TWR – **118.7** (S) **226.5**	GND – **121.7** (S) **127.15** (N) **275.8**

P3 AO

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT UDLEM	LDA
12,800	**Ch 80550** W13A	**125°**	**2300**	**7300**



(NM)	**11.1**	10	9	8	7	6	5	4	3	2	1.1	DIST FROM RW13
	3600	3250	2930	2610	2290	1970	1660	1340	1020	700	400	ALT (3.00° APCH PATH)



MISSED APPROACH

Climb to **3000** track **125°** to APGON. Shuttle climb at APGON to **5800** BPOC.

ELEV 13

TDZE 8

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	

VANCOUVER INTL, BC

RNAV (GNSS) RWY 26L

491141N 1231057W VAR 17°E

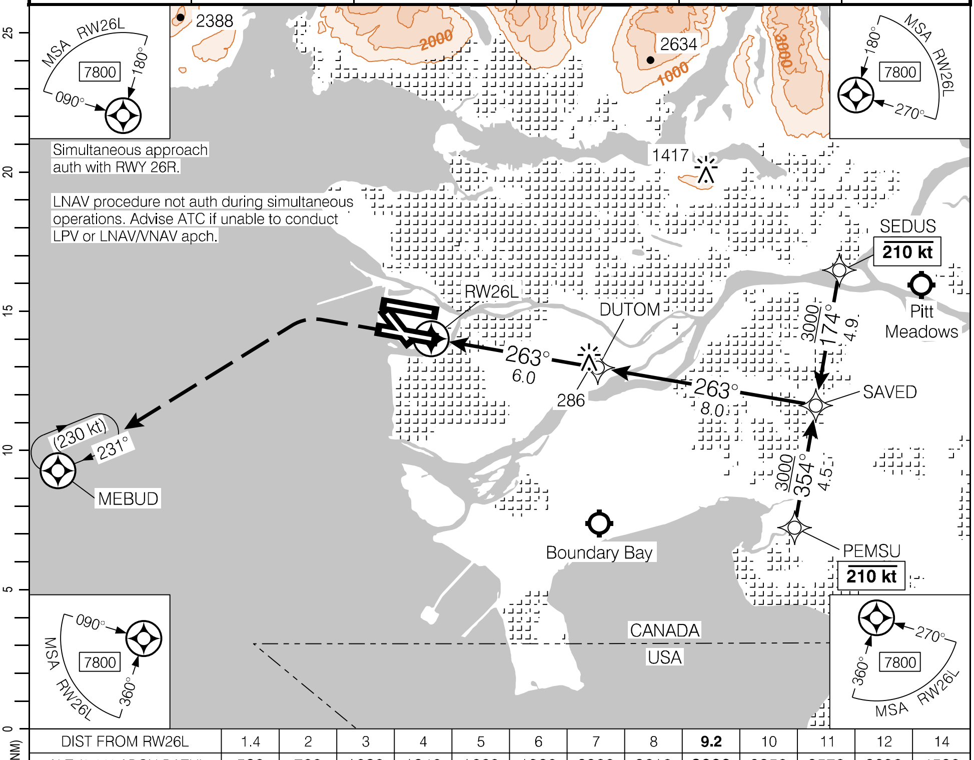
CYVR

ATIS	ARR	TWR	GND
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

P3 AL

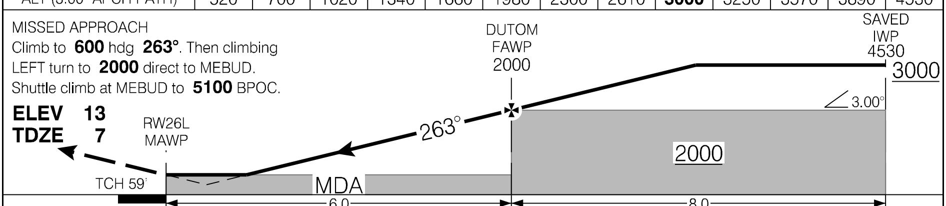
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT DUTOM	LDA
12,800	**Ch 81035** W26B	**263°**	**2000**	**10804**



DIST FROM RW26L	1.4	2	3	4	5	6	7	8	**9.2**	10	11	12	14
ALT (3.00° APCH PATH)	520	700	1020	1340	1660	1980	2300	2610	**3000**	3250	3570	3890	4530

MISSED APPROACH
Climb to **600** hdg **263°**. Then climbing LEFT turn to **2000** direct to MEBUD. Shuttle climb at MEBUD to **5100** BPOC.

ELEV 13
TDZE 7



	CATEGORY	A	B	C	D
	LPV	**207**		(200)	½ RVR 26
	LNAV/VNAV (min. -17°C, max. 54°C)	**566**		(559)	1½
	LNAV	**520**		(513)	1 RVR 50

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

VANCOUVER INTL, BC

RNAV (GNSS) RWY 26R

491141N 1231057W VAR 17°E

CYVR

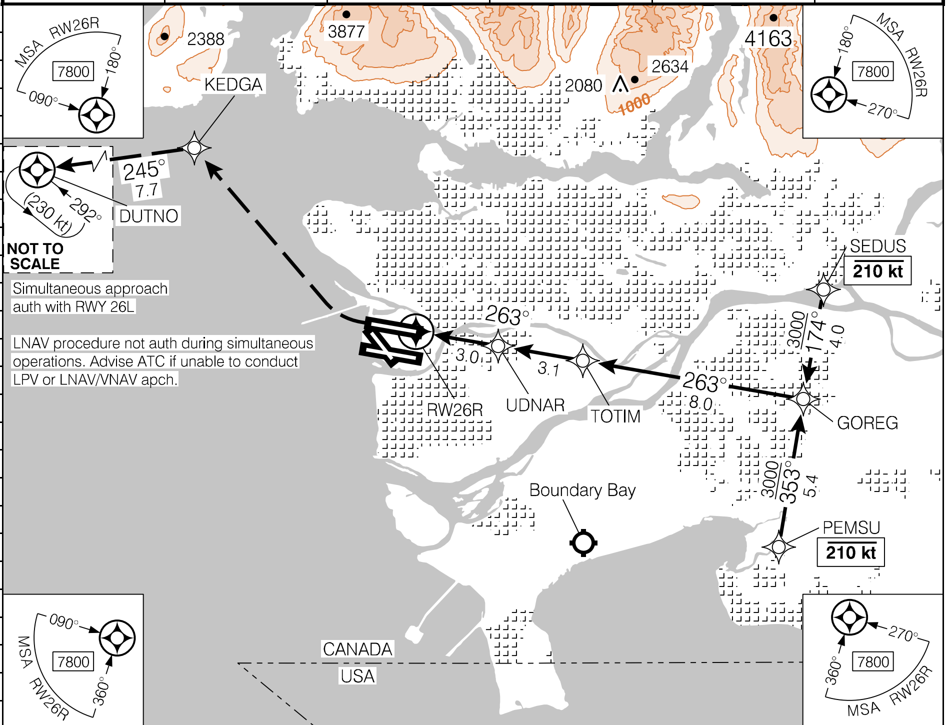
ATIS	ARR	TWR	GND
ATIS – **124.6**	ARR – **128.6 128.17 133.1 134.22 352.7**	TWR – **119.55** (N) **226.5**	GND – **127.15** (N) **121.7** (S) **275.8**

TDZL

P3

AL

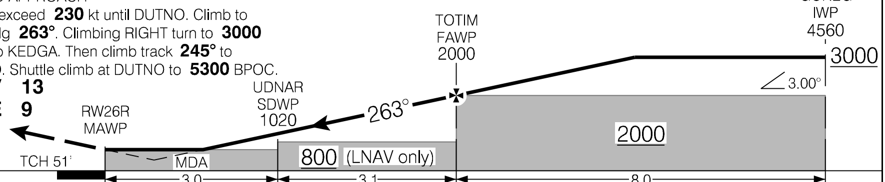
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT TOTIM	LDA
12,800	**Ch 80687** W26A	**263°**	**2000**	**9941**



DIST FROM RW26R	1.7	2	3	4	5	6	7	8	**9.2**	10	11	12	14.1
ALT (3.00° APCH PATH)	600	700	1020	1330	1650	1970	2290	2610	**3000**	3250	3560	3880	4560

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 **245°** to DUTNO. Shuttle climb at DUTNO to **5300** BPOC.

ELEV 13
TDZE 9



CATEGORY	A	B	C	D
LPV	**209**	(200)	½ RVR 26	
LNAV/VNAV (min. -18°C, max. 54°C)	**567**	(558)	1½	
LNAV	**600**	(591)	1¼	

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

VANCOUVER INTL, BC

RNAV (GNSS) RWY 31

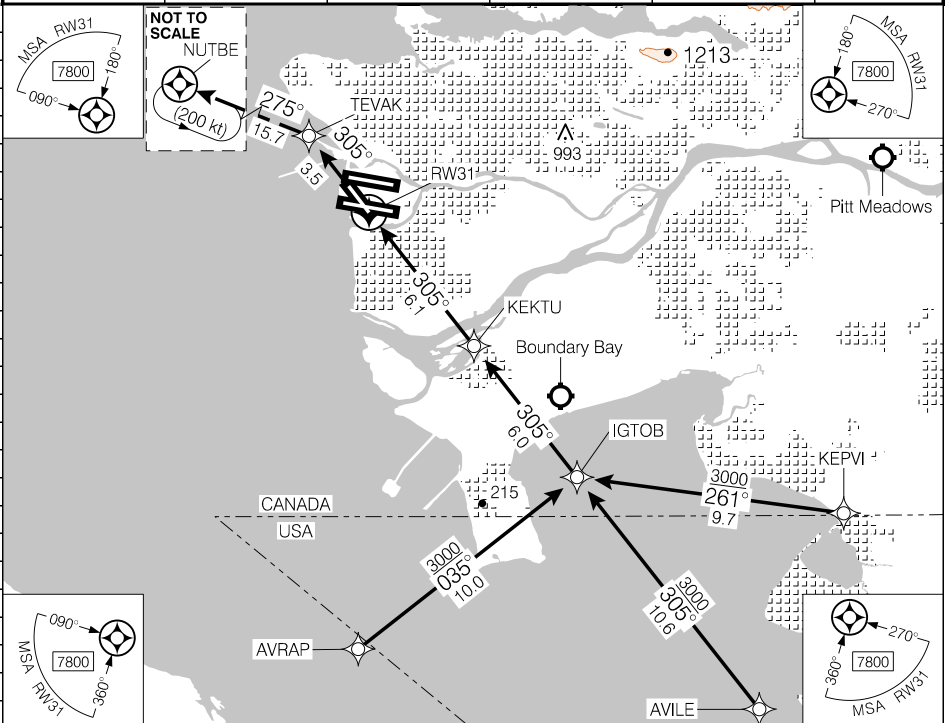
491141N 1231057W VAR 17°E

CYVR

ATIS	ARR	TWR	GND
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**

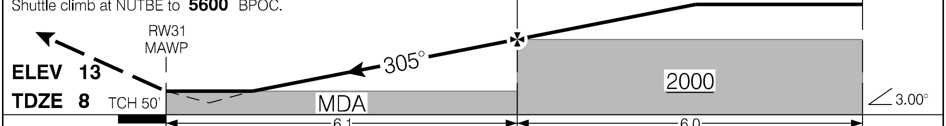
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KEKTU	LDA
12,800	**Ch 80139** W31A	**305°**	**2000**	**7300**

P3 AO



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.



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

CATEGORY	A	B	C	D
LPV		**257** (250) 1		
LNAV/VNAV (min. -18°C, max. 54°C)		**353** (346) 1¼		
LNAV		**540** (533) 1¾		

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

FRASER SEVEN DEP (FSR7.) CYVR

Departure Route Description

All rwys: Maintain **7000** or as assigned. Expect radar vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 08R: Climb hdg **083°** to **1000**. Then climbing RIGHT turn hdg **098°** or as assigned by ATC.

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

On recognition of failure 5 minutes or less after take-off, below **7000** and in IFR weather conditions, proceed as follows:

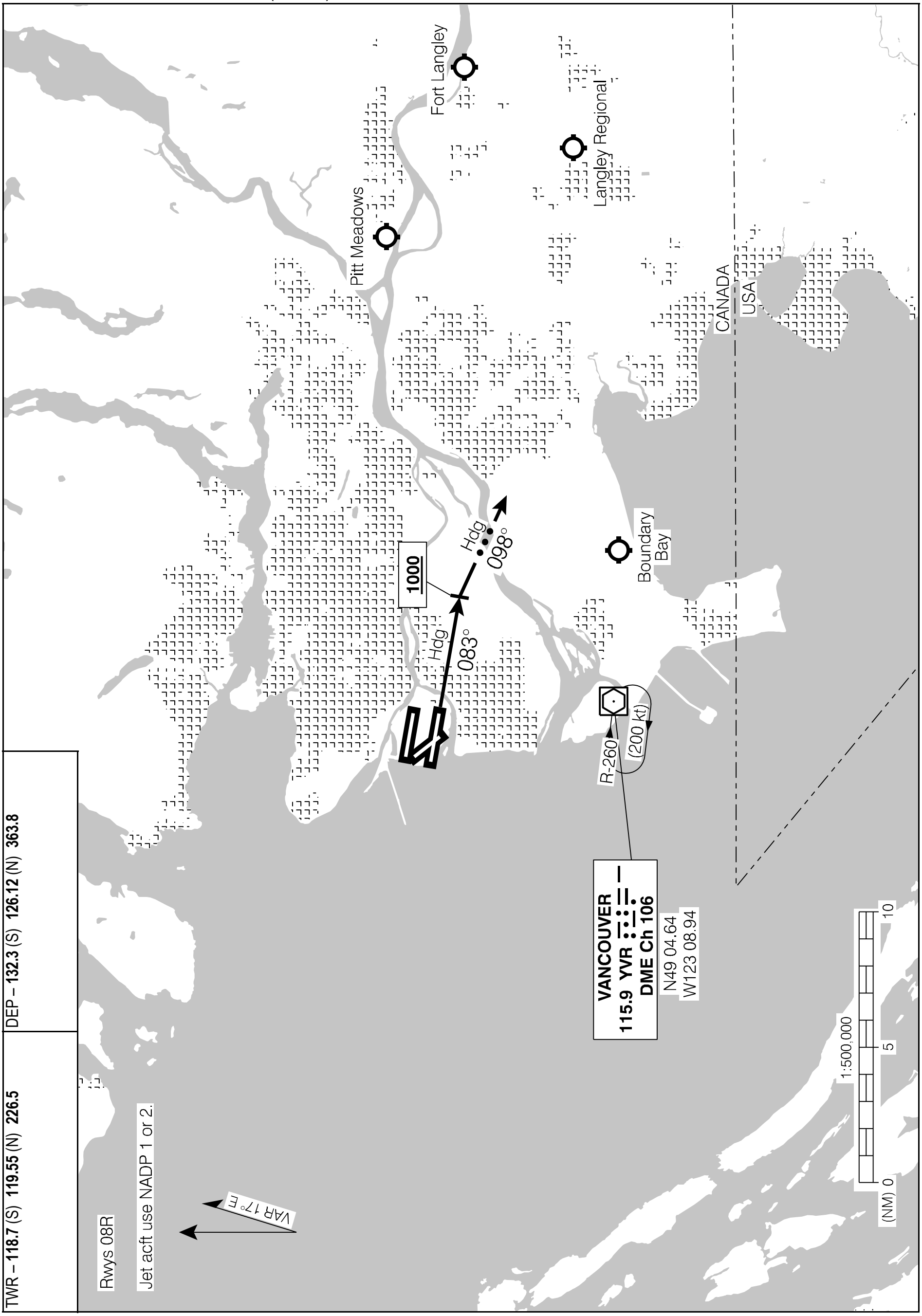
Rwy 08R:

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) VANCOUVER INTL, BC

FRASER SEVEN DEP (FSR7.) CYVR



SID (VECTOR)
GEORGIA SIX DEP (GRG6.)

VANCOUVER INTL, BC
CYVR

Departure Route Description

All rwys: Maintain **7000** 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.

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.

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.

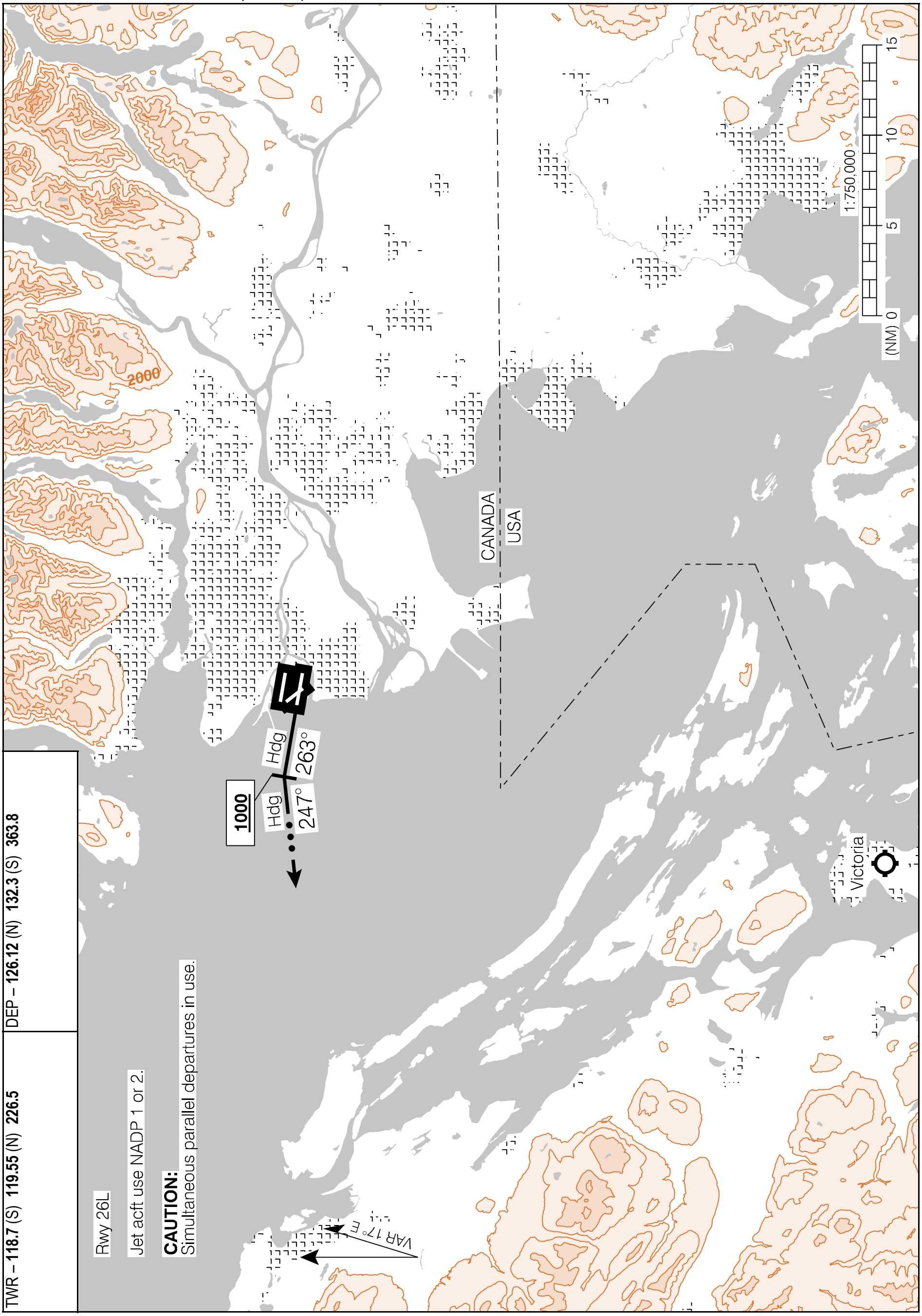
Communication Failure

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

1. Select transponder code 7600;
2. Maintain last assigned altitude until 5 minutes after departure; then,
3. Proceed on course and climb to flight planned altitude.

SID (VECTOR) | VANCOUVER INTL, BC

GEORGIA SIX DEP (GRG6.) | CYVR



Departure Route Description

All rwys: 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:

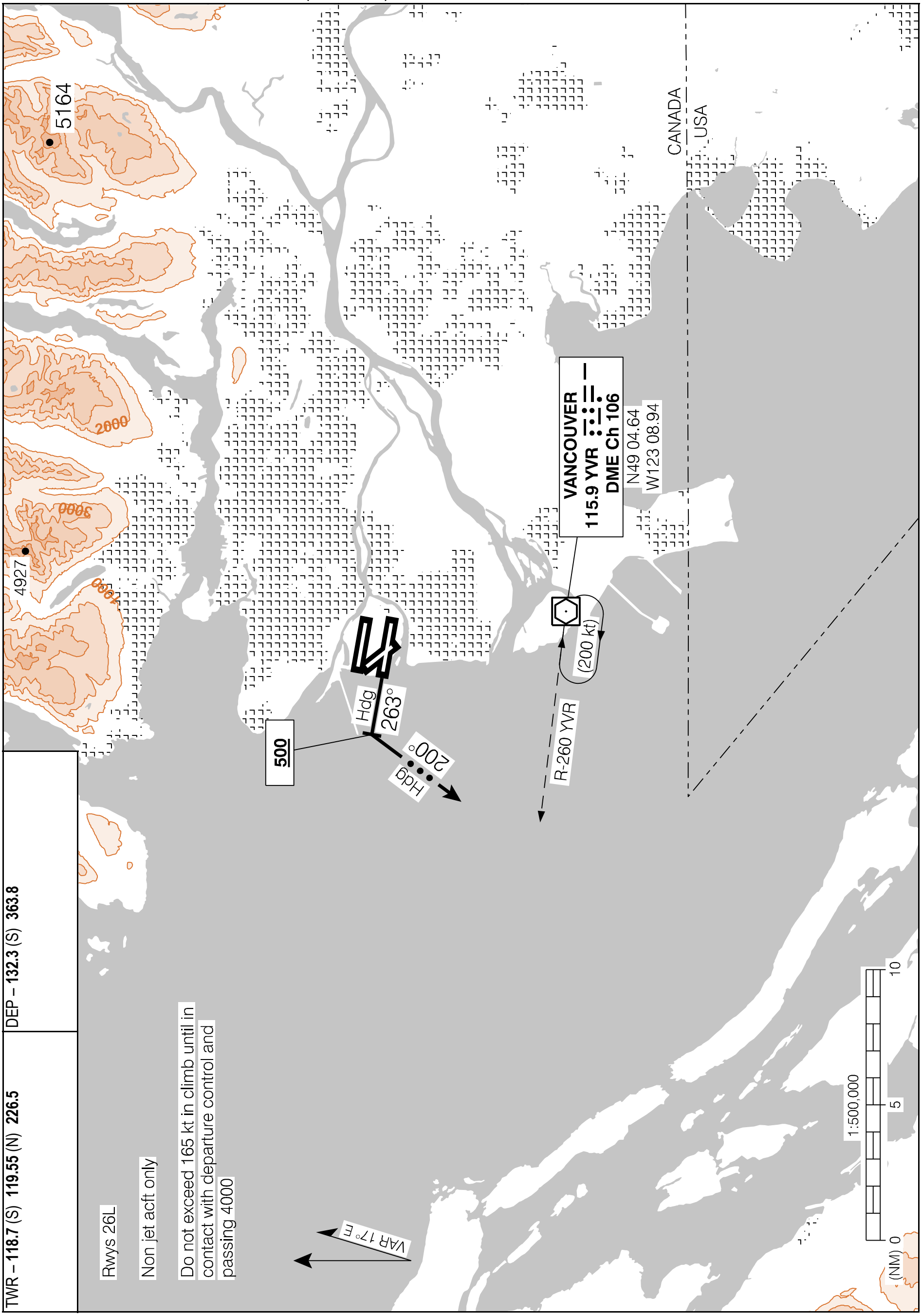
1. Select transponder code 7600;
2. Maintain last assigned altitude and turn direct to “YVR” VOR. Hold INBD **R-260**;
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

SID (VECTOR)

VANCOUVER INTL, BC

RICHMOND SEVEN DEP (RICHM7.)

CYVR



Departure Route Description

All rwys: 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:

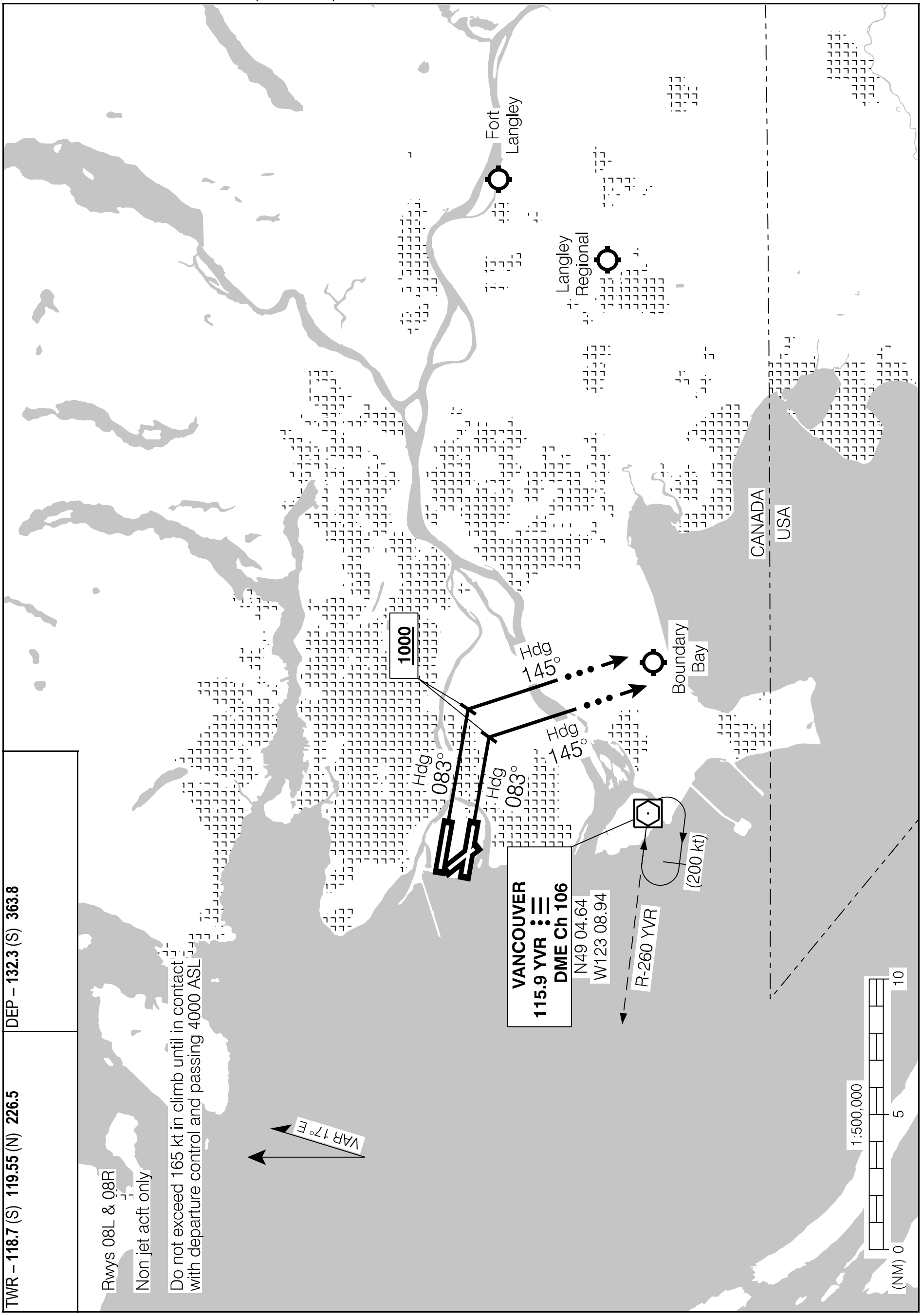
1. Select transponder code 7600;
2. Maintain last assigned altitude and turn direct to “YVR” VOR. Hold INBD **R-260**;
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

SID (VECTOR)

VANCOUVER INTL, BC

STANLEY FIVE DEP (STNLE5.)

CYVR



Departure Route Description

All rwys: Maintain **7000** 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

Rwy 13: Climb hdg **125°** or as assigned by ATC.

Note: Bldg to 50 ASL aprx 0.15 NM past departure end of rwy, 685' LEFT of rwy centreline. Tower to 50 ASL aprx 0.2 NM past departure end of rwy, 500' LEFT of rwy centreline.

Rwys 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 **7000** 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.

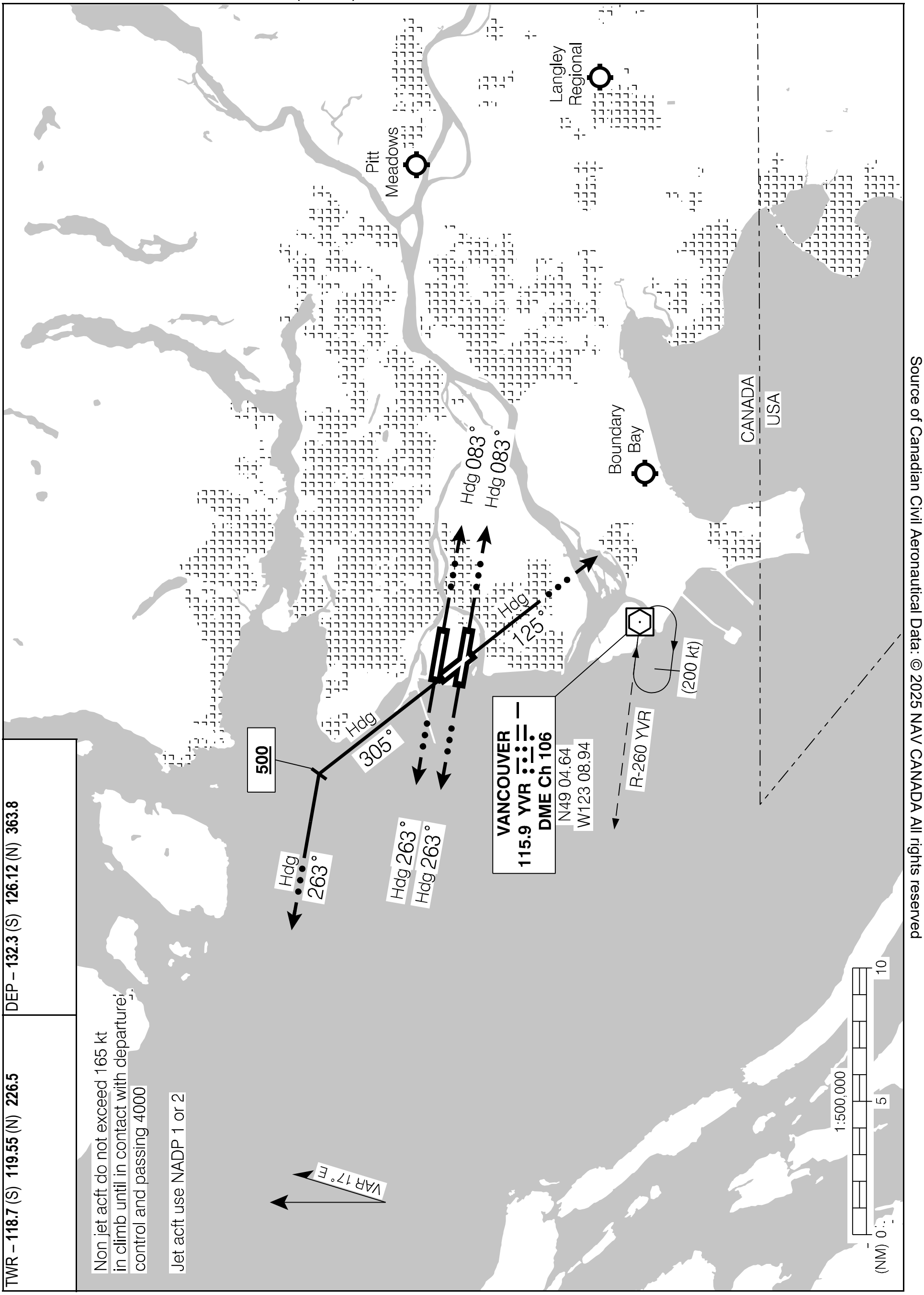
Note: If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedures for Communication Failure enroute.

SID (VECTOR)

VANCOUVER TWO DEP (YVR2.)

VANCOUVER INTL, BC

CYVR



VANCOUVER TWO DEP (YVR2.)

CYVR

EFF 8 SEP 22

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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	• Defer to westerly flow. • Minimize departures on runway 13 and arrivals on runway 31.
2300-0600 Two direction flow	• 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.

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

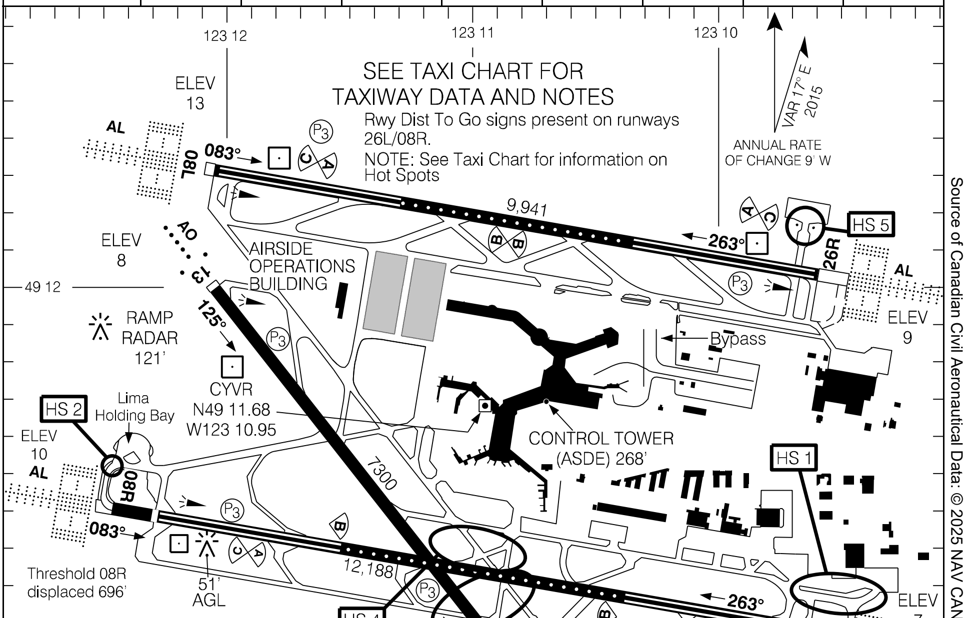
VANCOUVER INTL, BC

AERODROME CHART

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**	DEP – **126.12** (N) **132.3** (S) **363.8**

DECL DISTS	**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		



*** DEPARTURE PROCEDURE**

Rwys 08L, 08R, 13, 26L, 26R, 31 - ½
Refer to SID
1200 RVR Take-Off minima requires 1000 RVR for start.

TORA FOR INTERSECTION DEPARTURES					
RWY	INTXN	TORA in ft	RWY	INTXN	TORA in ft
08L	M8	9612	26R	M7/N7	9612
	M6	7828		M5	7828
	M4	6099		M3	6103
08R	A6	8800	26L	D7	10804
	L2	8665		D5/A5	10407
	A4	6801		D3	7064
	H	5290		H	5580
	E	5104		E	5775
	L4/A	10804			

Multilateration: All fixed wing aircraft and rotorcraft must keep their transponder on at all times when taxiing and/or manoeuvring on the apr. 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.

123 12 123 10

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

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), 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, 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, AR, C (north of F), D, D1, D3, D5, D7, D9, DR, DS, DT, DU, DV, DY, E, F (west of C), G, H, H2, H4, J, JA, JB, JC, K, L, 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 taxilane 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.

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.

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.

D2: Avbl to acft with MTOW 100,000lbs (CRJ-900) & less.

DW: Avbl to acft with wingspan 41.1m/134.8’ (B757) & smaller only.

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. 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: No RIGHT turns onto V.

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.

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.

Notes

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 airstarts or crossbleed starts. Advise ATC if ground crew not present at gate.

Apron I: Avbl to acft with wingspan 24.9m/81.7’ (CRJ-900) & 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 41.1m/134.8’ (B757) & 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.

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.

Notes

Hot Spots

HS 1: Twy D9 commences beyond the rwy hold line for Rwy 08R/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 hold lines.

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.

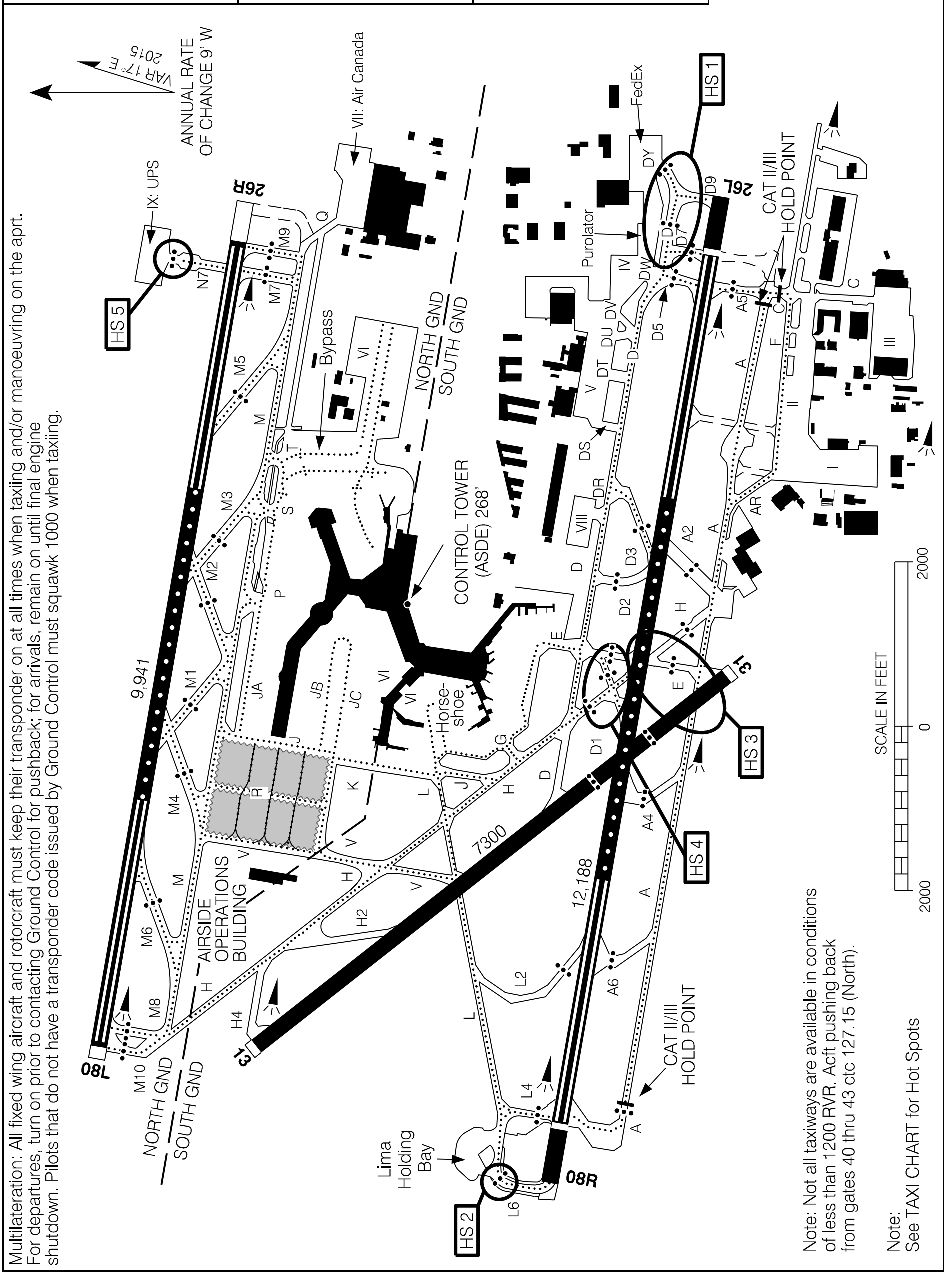
HS 4: Acft taxiing H, southbound, hold line is located 30m (100 ft) back from the standard rwy hold position. Acft exiting onto D1, turn north on E. Do not stop in rwy area.

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.

VANCOUVER INTL, BC

TAXI CHART 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**



TAXI CHART CYVR

EFF 20 FEB 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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 (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 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 runways for arrival are 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.

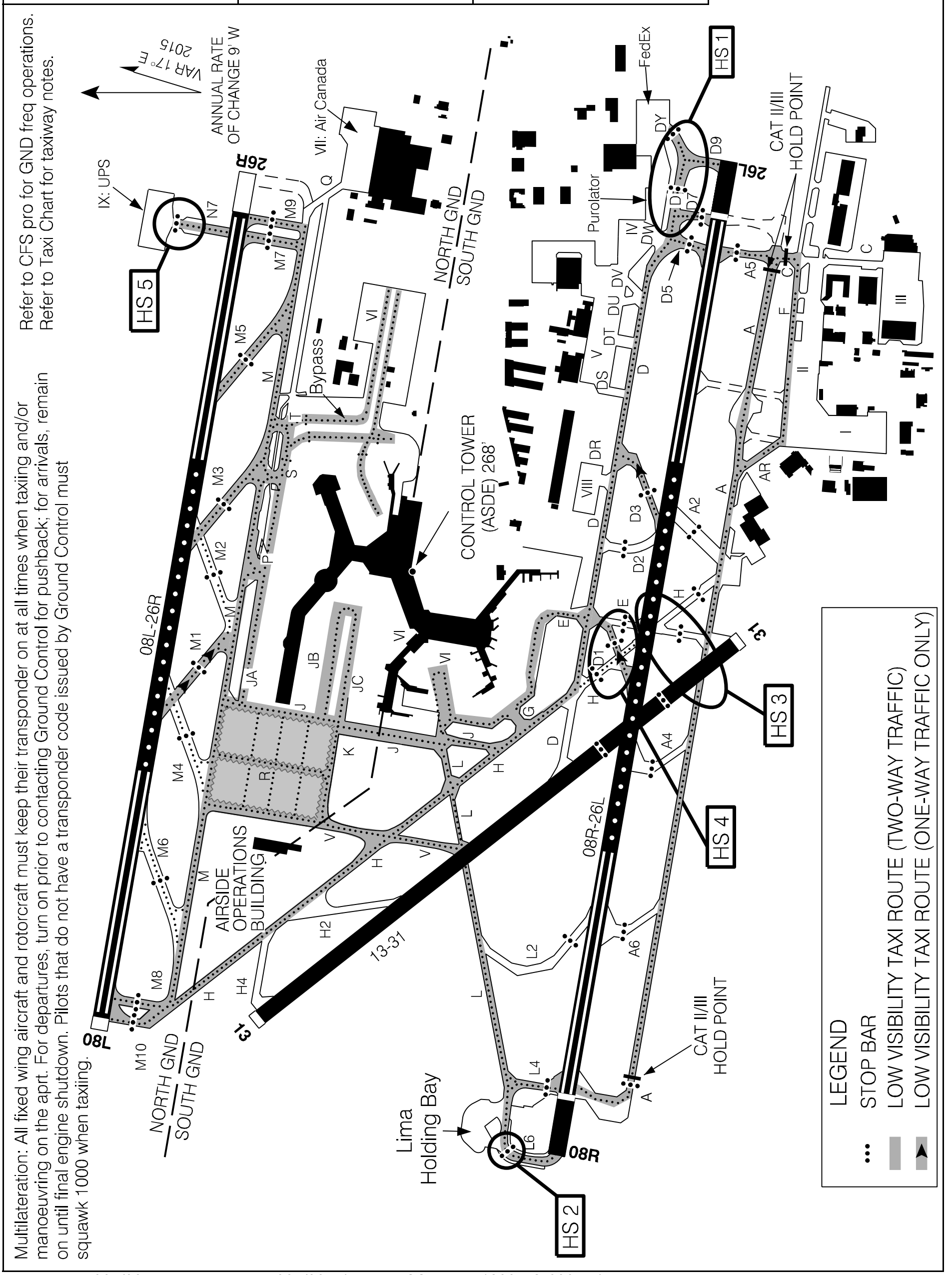
LOW VISIBILITY TAXI CHART

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**



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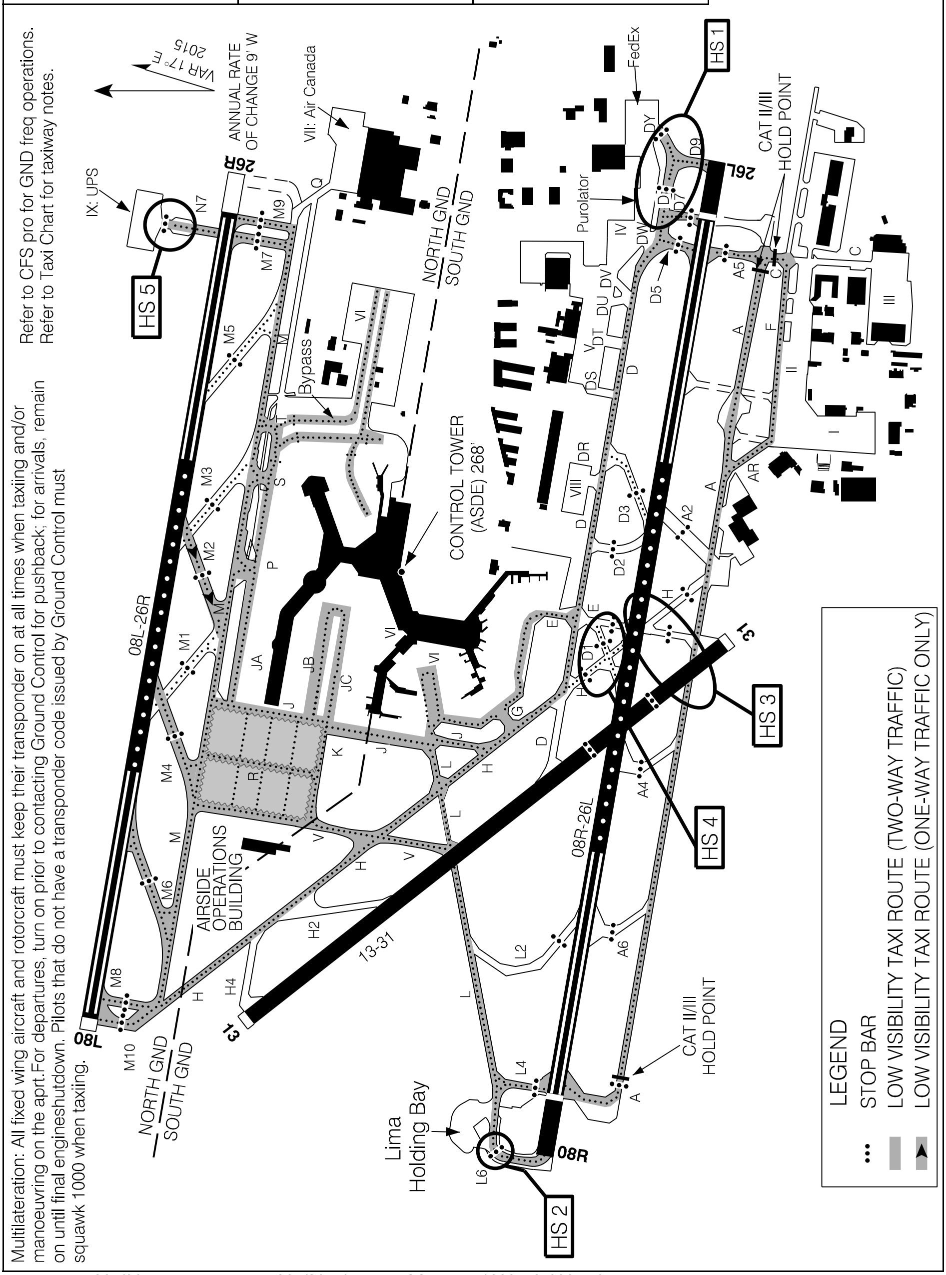
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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**



LAND RWY 26L/26R, DEPART RWY 26L/26R (RVR LESS THAN 1200 TO 600 FT)

LOW VISIBILITY TAXI CHART

CYVR
EFF 12 JUN 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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.
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.

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 either the staging position (2A) or GRE, contact Ground Control on assigned frequency for taxi.
3. Proceed as instructed by “ICEMAN”. CAUTION: DO NOT enter GRE until instructed by “ICEMAN”.
4. Advise “ICEMAN” 130.925 when stopped 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:

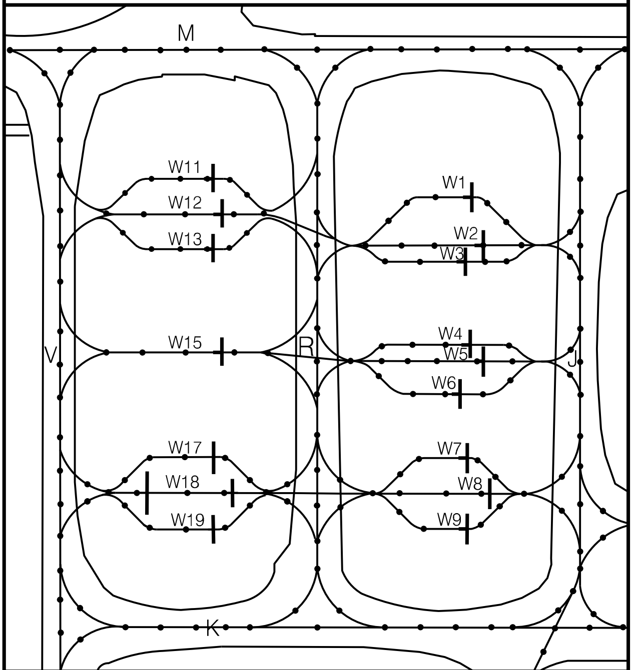
The largest aircraft that can access the GRE via taxilane on Apron II are:

Propellers (power in/out):	Maximum wingspan: 28.9m (94.8') (DH8-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: 28.9m (94.8') (Global Express)
	***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

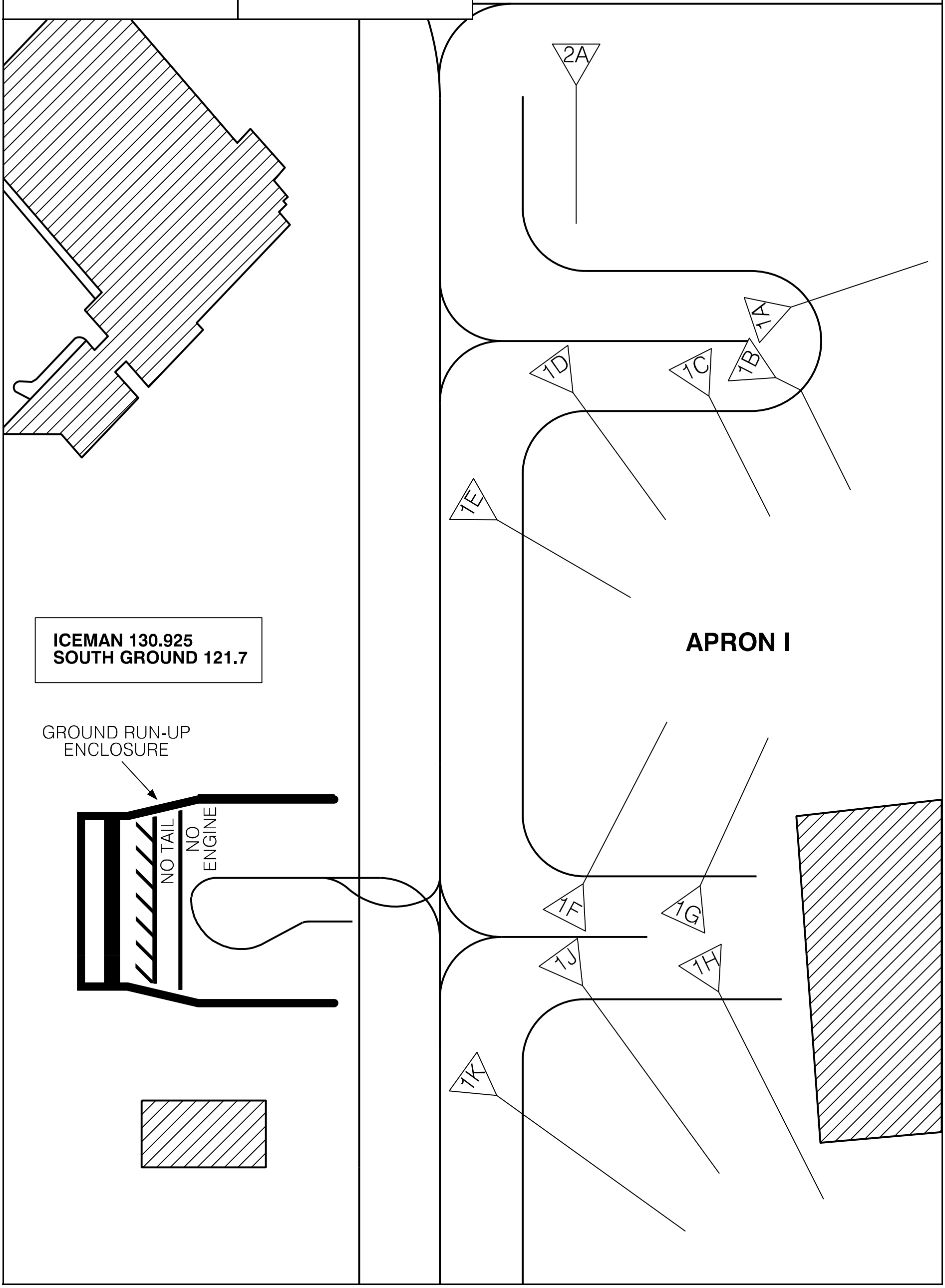
• • • **INSET GUIDANCE LIGHTS**

HOLD LINE

VANCOUVER INTL, BC
CYVR

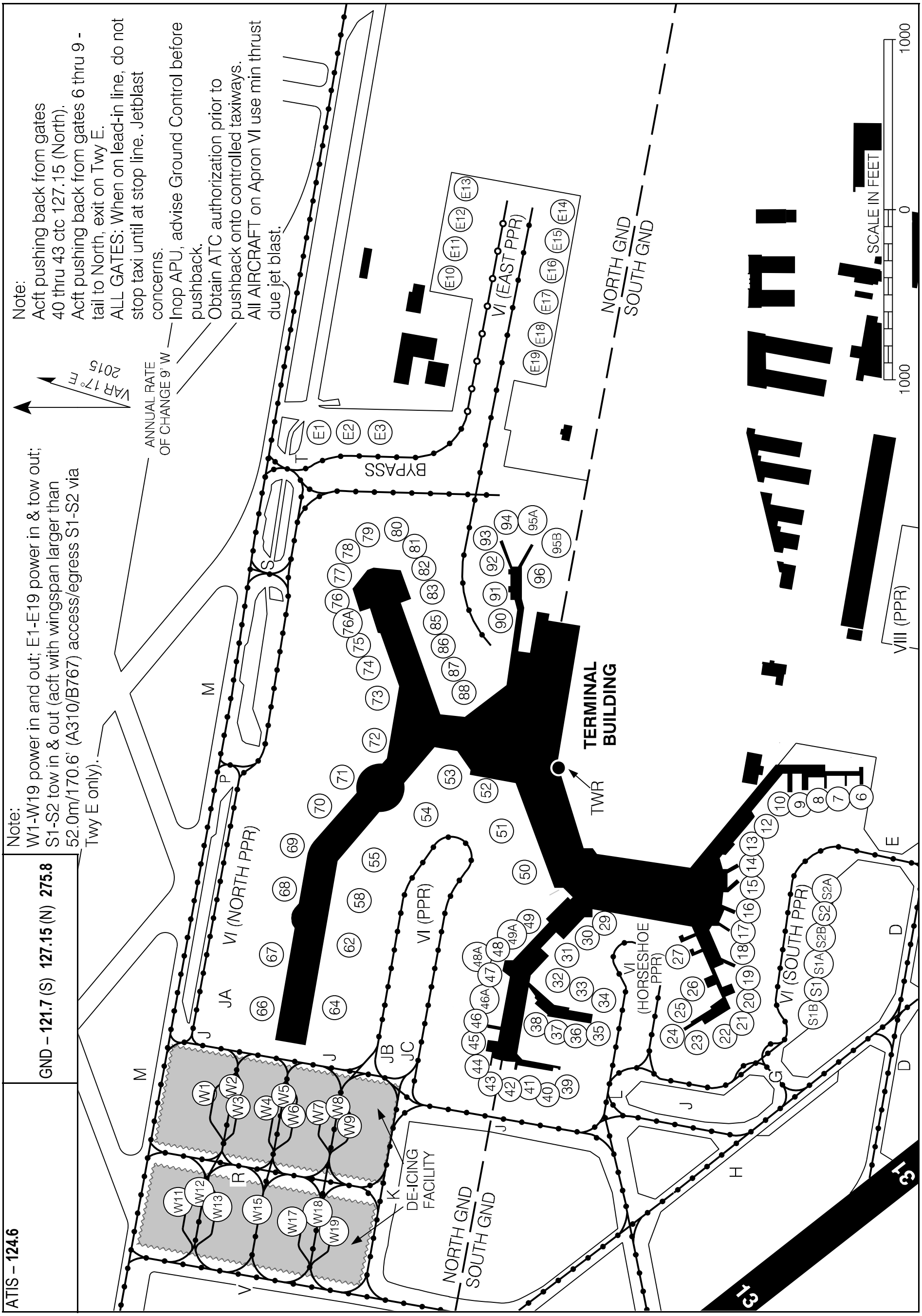
SOUTH DE-ICING FACILITY (GRE)

ATIS – **124.6**	DE-ICE – **129.95** GND – **121.7** (S) **127.15** (N) ICEMAN – **130.92**



VANCOUVER INTL, BC

PARKING AREAS
CYVR



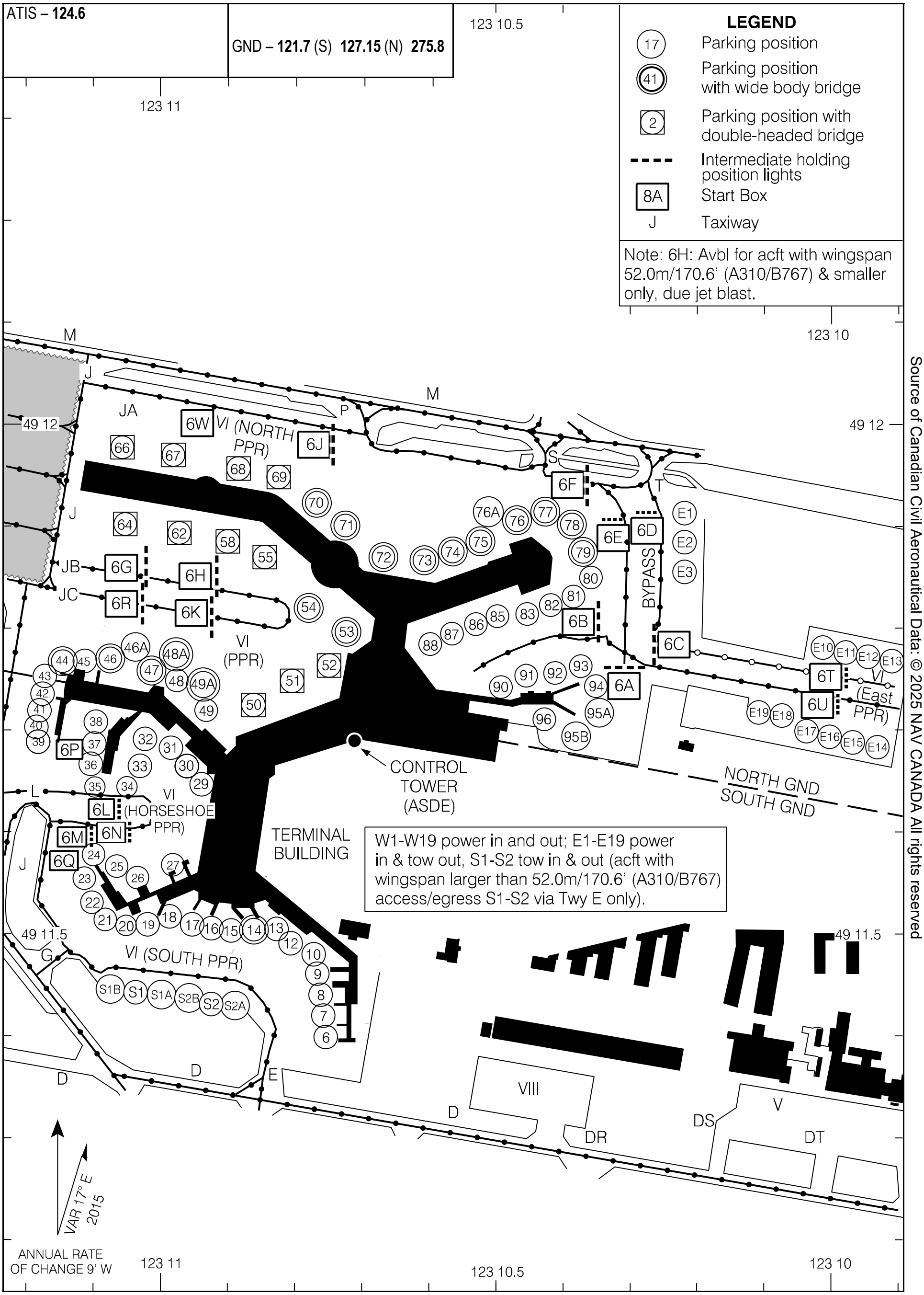
PARKING AREAS
CYVR

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

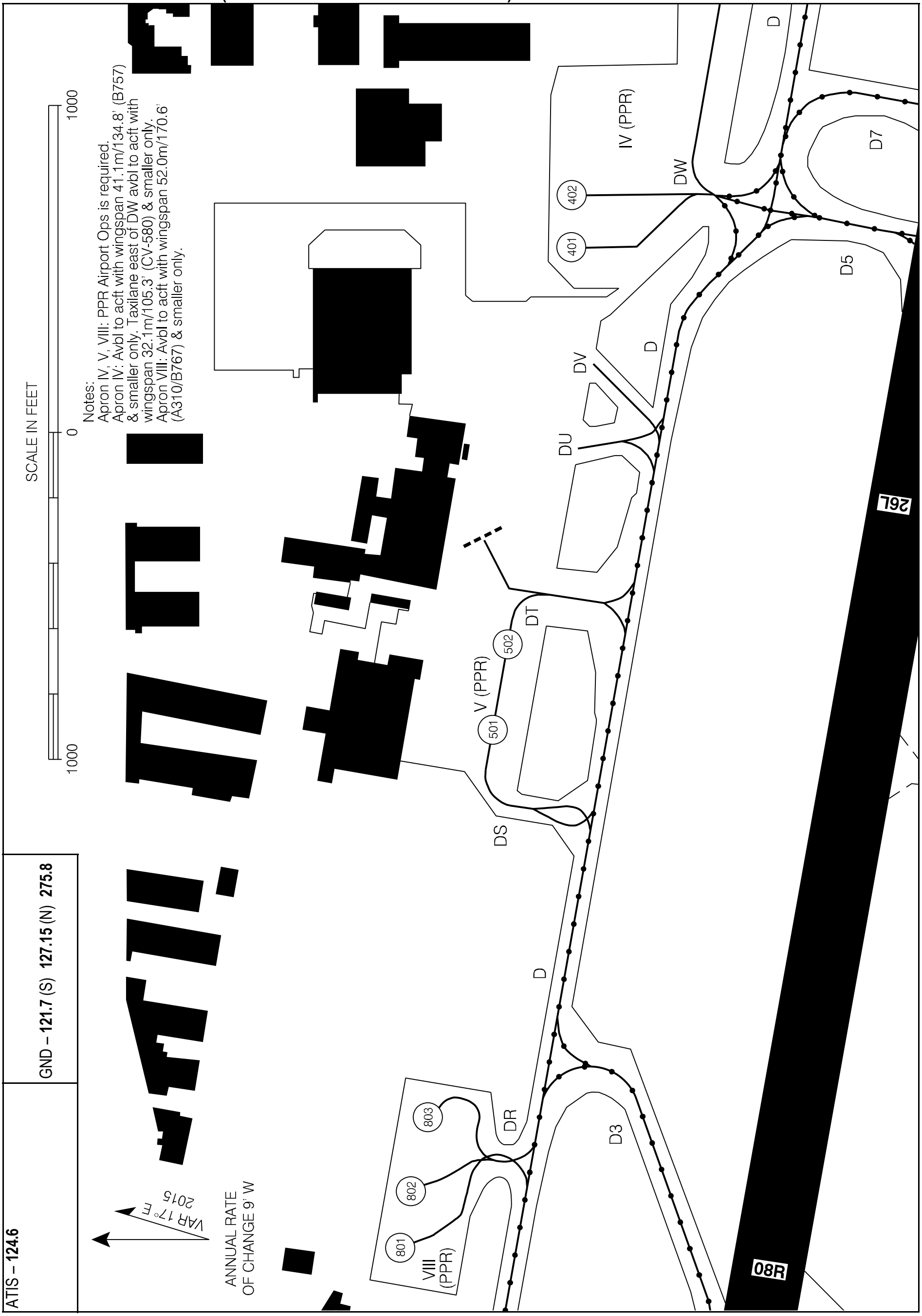
VANCOUVER INTL, BC

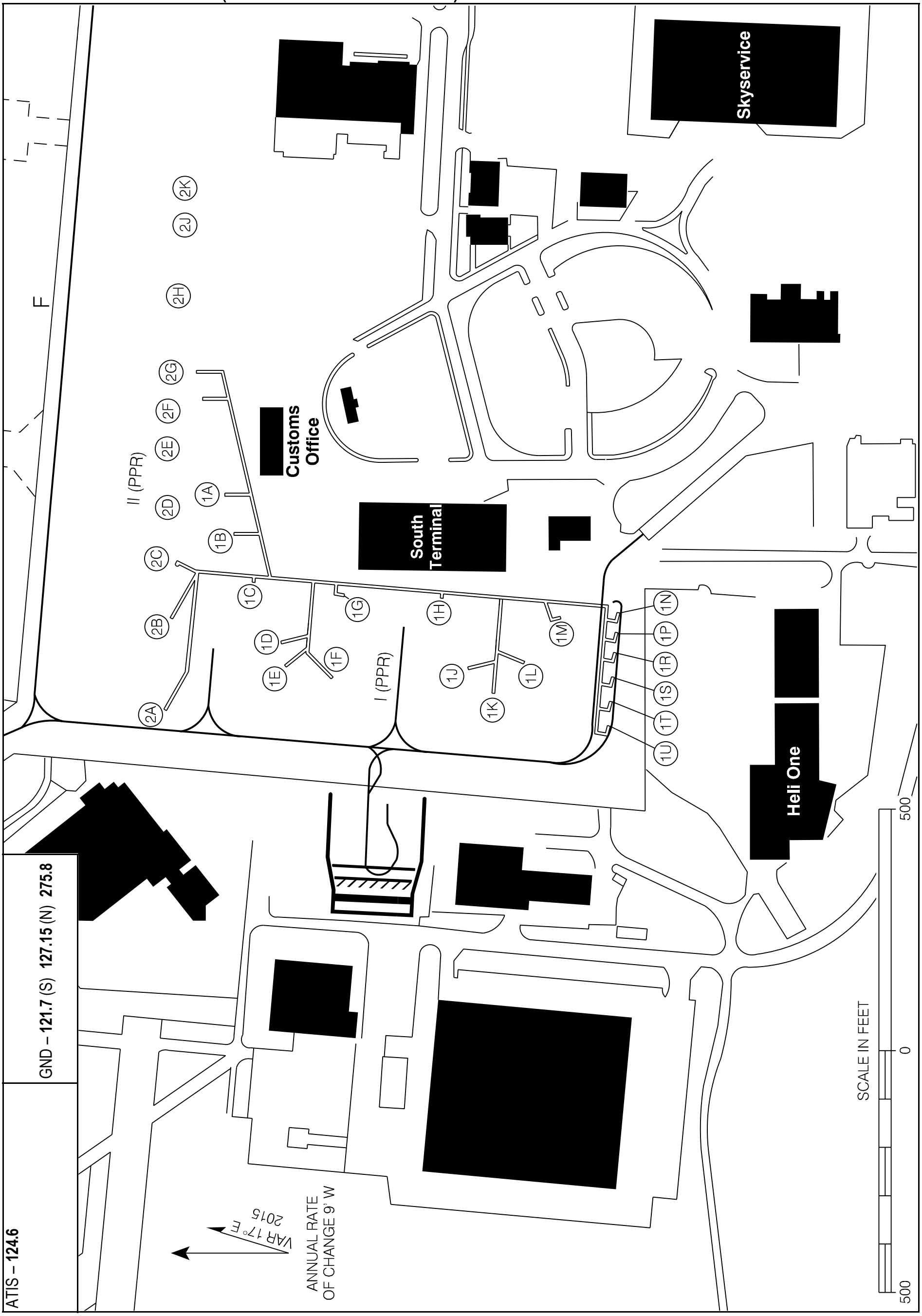
START BOXES CYVR



VANCOUVER INTL, BC

PARKING AREAS (COMMON USE CARGO) CYVR




Skyservice
Customs Office
South Terminal
Heli One
F
II (PPR)
I (PPR)
2A
2B
2C
2D
2E
2F
2G
2H
2J
2K
1A
1B
1C
1D
1E
1F
1G
1H
1J
1K
1L
1M
1N
1P
1R
1S
1T
1U
GND – 121.7 (S) 127.15 (N) 275.8
ATIS – 124.6
VAR 17° E
2015
ANNUAL RATE
OF CHANGE 9' W
SCALE IN FEET
500
0
500

VANCOUVER/BOUNDARY BAY, BC

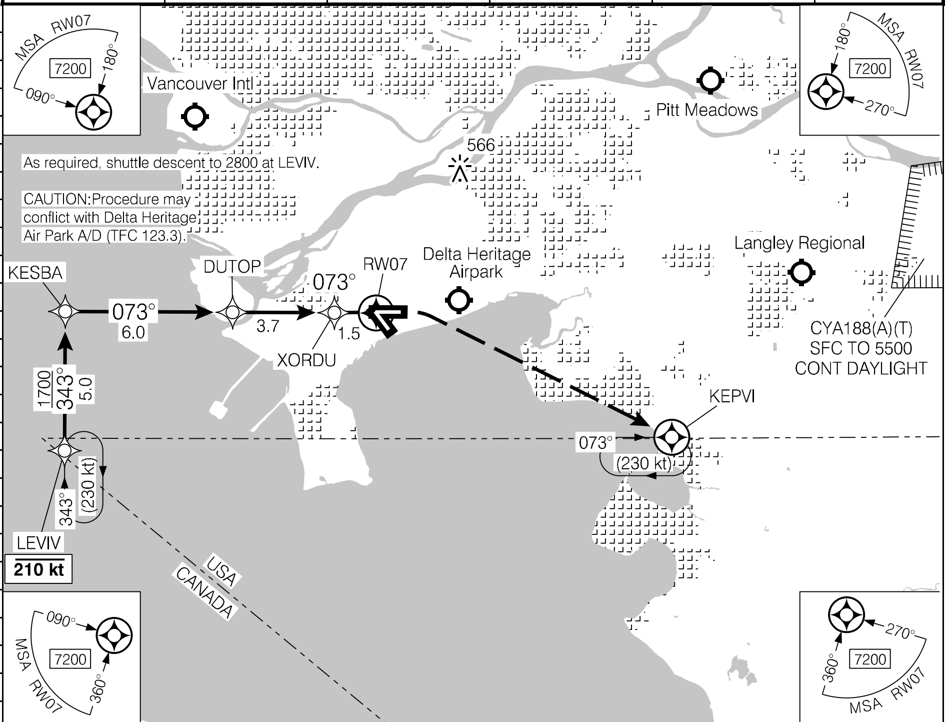
RNAV (GNSS) RWY 07

490424N 1230030W VAR 17°E

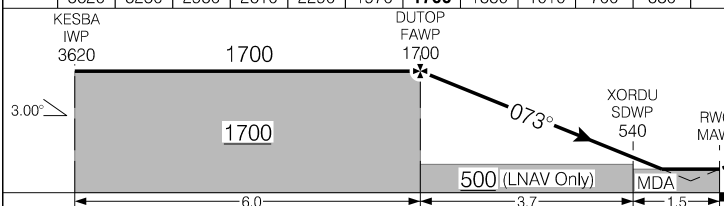
CZBB

ATIS – **125.5**	ARR Vancouver – **132.3** (S) **363.8**	TWR – **127.6 118.1** TFC – **118.1** MF*	GND – **124.3**	ARCAL 118.1(K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT DUTOP	LDA	P2 AD*
12,800	**Ch 80005** W07A	**073°**	**1700**	**6015**	



(NM)	11.2	10	9	8	7	6	**5.2**	4	3	2	1.0		DIST FROM RW07
	3620	3250	2930	2610	2290	1970	**1700**	1330	1010	700	380		ALT (3.00° APCH PATH)



MISSED APPROACH
Climbing RIGHT turn to **2000** direct to KEPVI.
Shuttle to MEA or **7000** BPOC.

ELEV 6
TDZE 5

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	

VANCOUVER/BOUNDARY BAY, BC

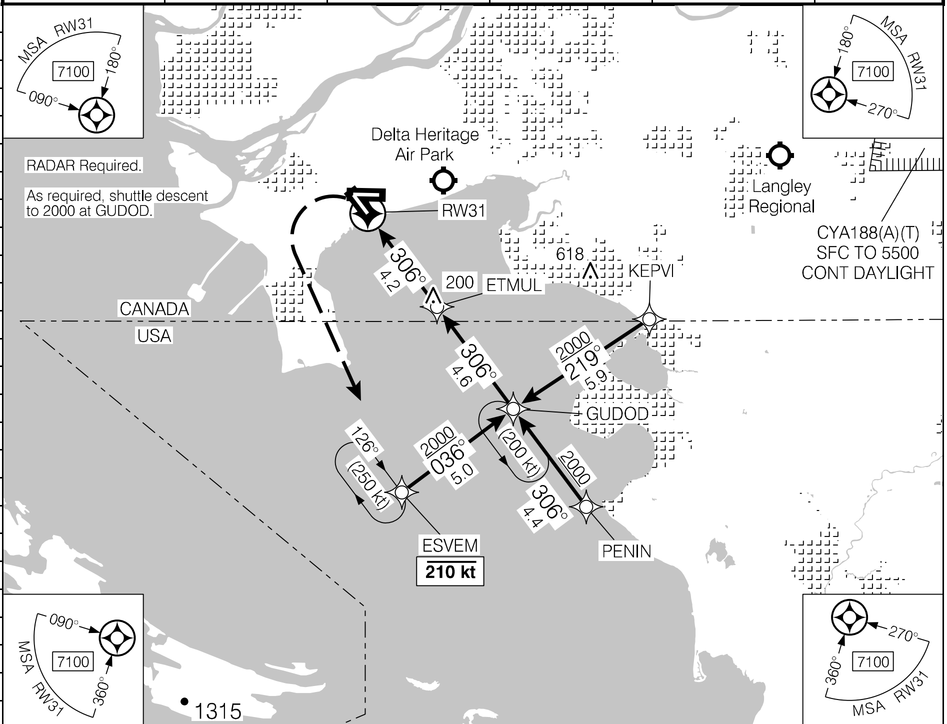
RNAV (GNSS) RWY 31

490424N 1230030W VAR 17°E

CZBB

ATIS – **125.5**	ARR Vancouver – **132.3** (S) **363.8**	TWR – **127.6 118.1** TFC – **118.1** MF*	GND – **124.3**	ARCAL 118.1(K) P2 AS

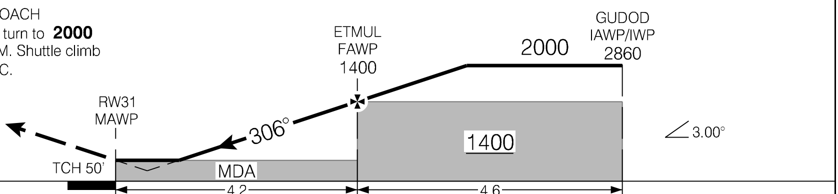
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ETMUL	LDA
12,800	**Ch 80435** W31A	**306°**	**1400**	**5605**



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.

ELEV 6
TDZE 5



RASS: When using CYVR add **40'**.

CATEGORY	A	B	C	D
LPV	**290**	(285)	1	NOT AUTHORIZED
LNAV	**400**	(395)	1¼	NOT AUTHORIZED
CIRCLING	**520** (514) 1½		**520** (514) 2	NOT AUTHORIZED

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

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:

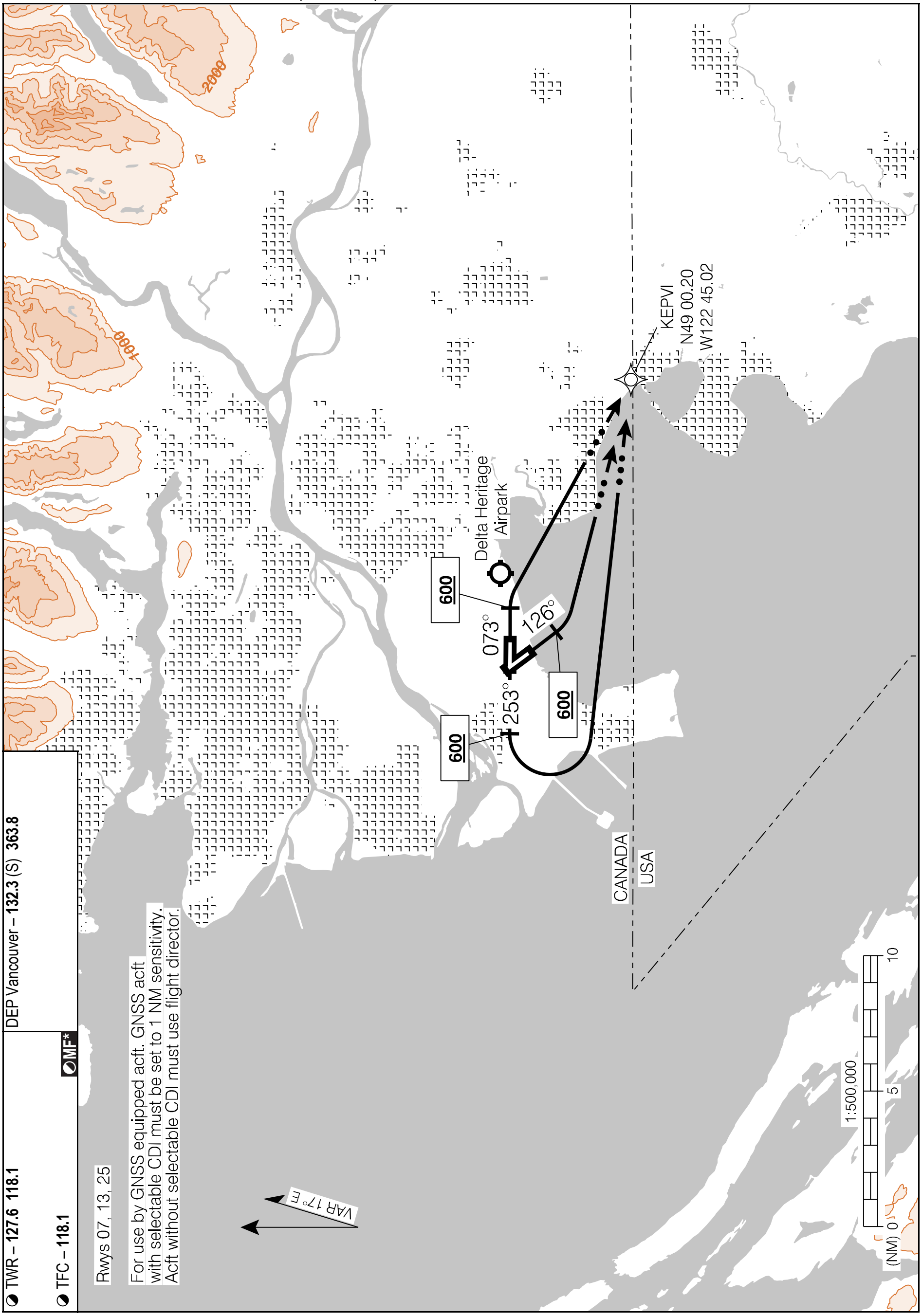
1. Select transponder code 7600;
2. Climb to flight planned altitude and proceed on course 5 minutes after take-off.

SID (RNAV)

SEMIAHMOO TWO DEP (SEMIA2.)

VANCOUVER/BOUNDARY BAY, BC

CZBB



VANCOUVER/BOUNDARY BAY, BC

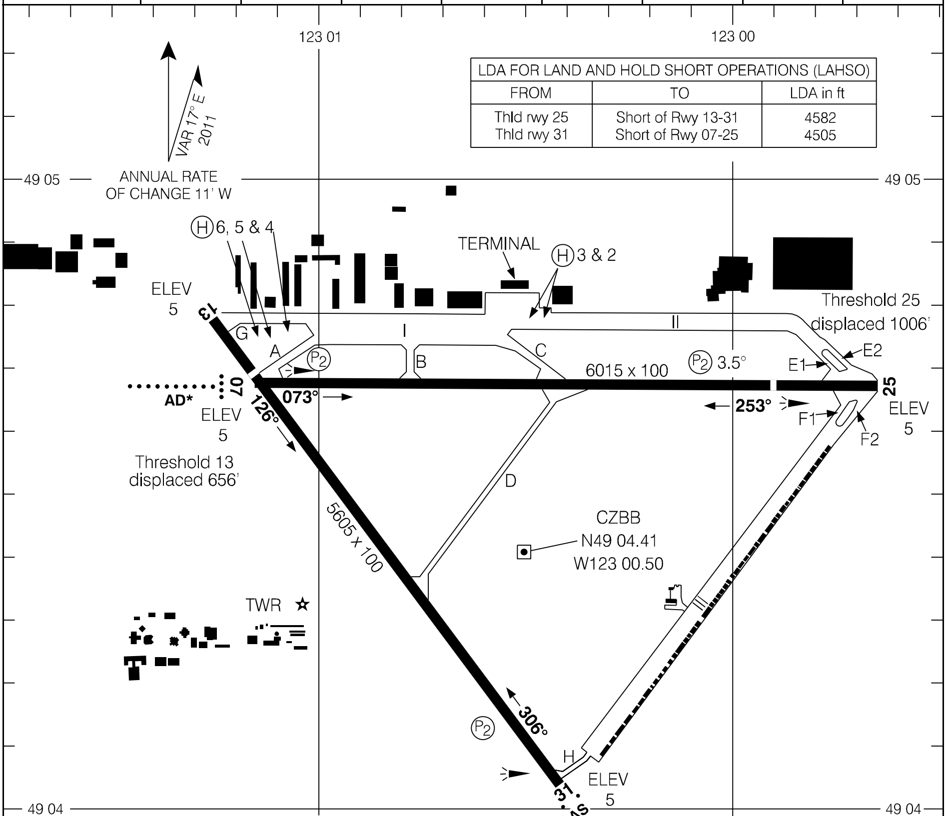
AERODROME CHART

CZBB

ATIS – **125.5**	GND – **124.3**	TWR – **127.6 118.1** TFC – **118.1** MF*	DEP Vancouver – **132.3** (S) **363.8**

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				

LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
FROM	TO	LDA in ft
Thld rwy 25	Short of Rwy 13-31	4582
Thld rwy 31	Short of Rwy 07-25	4505



* 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

123 01 123 00

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	2000 0 2000

AERODROME CHART CZBB

EFF 20 FEB 25

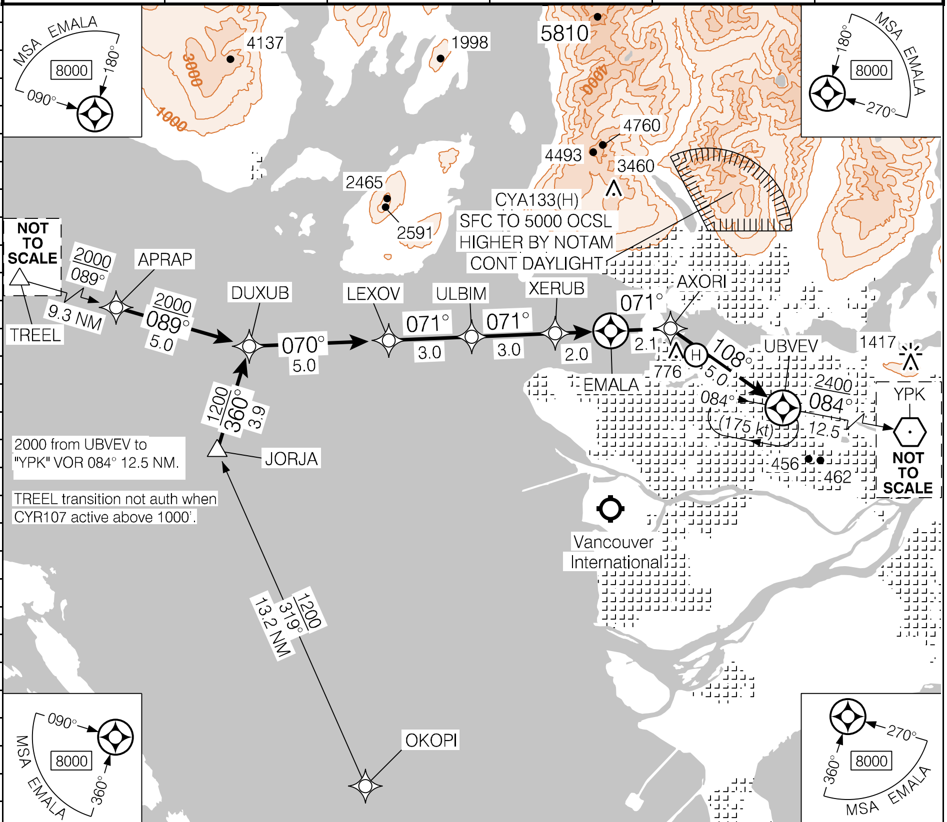
VANCOUVER/HARBOUR (PUBLIC), BC

COPTER RNAV (GNSS) 071°

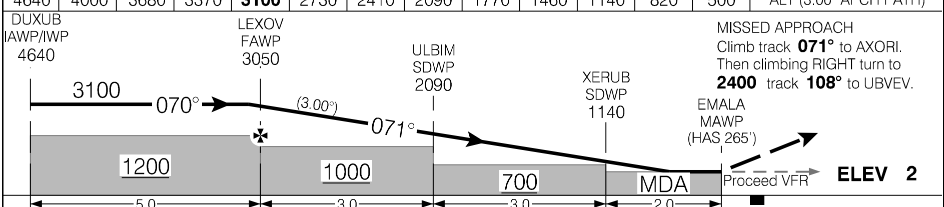
491713N 1230622W VAR 17°E

CBC7

ATIS – **126.8**	ARR Vancouver – **128.6** TML – **125.2** RADIO Pacific – **123.15**	TWR Harbour – **118.4** TFC – **118.4** ATF*		ARCAL 118.4(J) RW(LO) (green)
SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **071°**	MIN ALT LEXOV **1200**	HELIPAD **90 Diameter**



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)



MISSED APPROACH
Climb track **071°** to AXORI.
Then climbing RIGHT turn to
2400 track **108°** to UBVEV.

ELEV 2

RASS: When using CYVR add **20'**.

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

CATEGORY	COPTER
LNAV	**500** (498) 1

COPTER RNAV (GNSS) 071°

CBC7

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

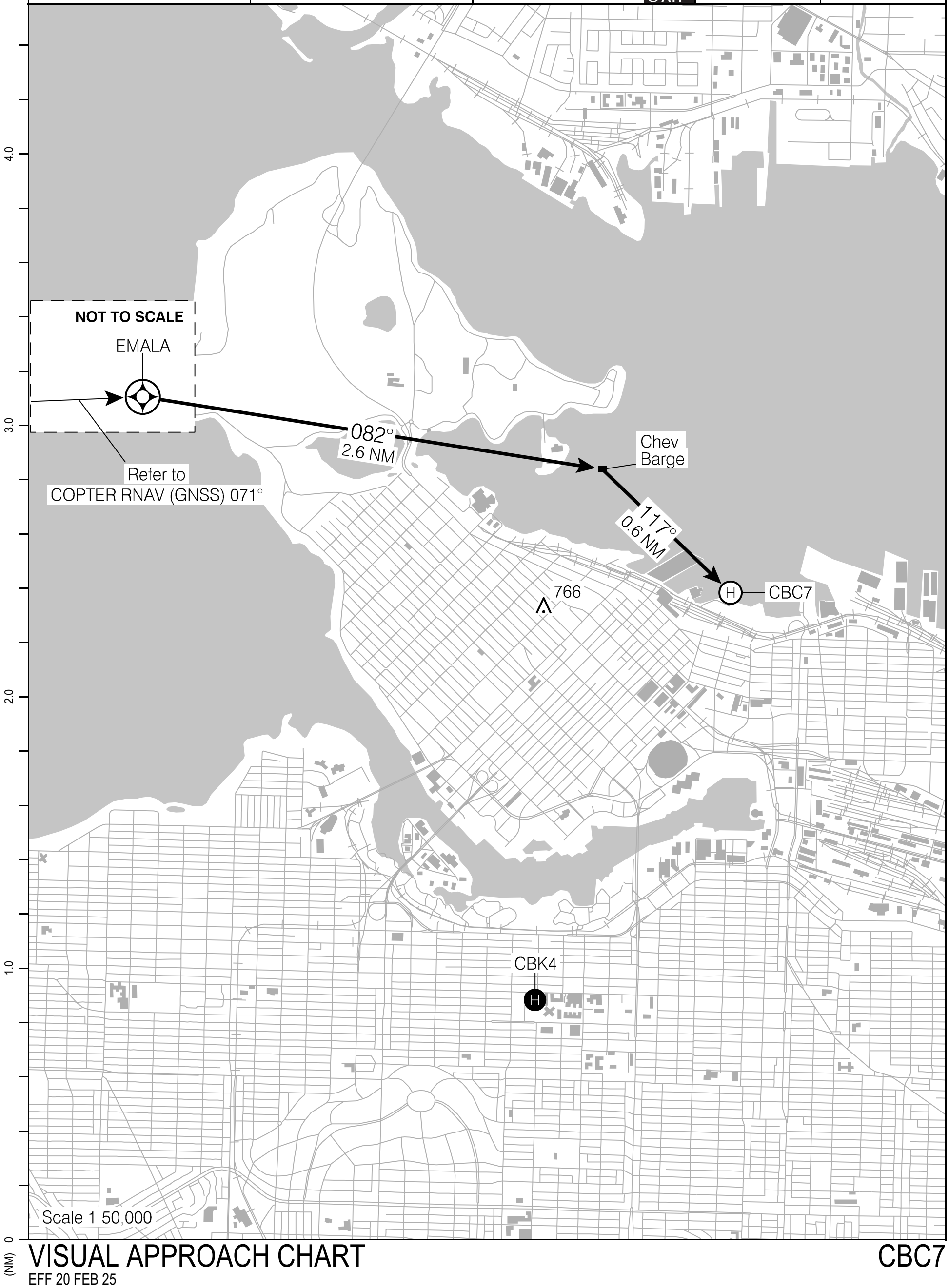
VANCOUVER/HARBOUR (PUBLIC), BC

VISUAL APPROACH CHART

491713N 1230622W VAR 17°E

CBC7

ATIS – **126.8**	ARR Vancouver – **128.6** TML – **125.2** RADIO Pacific – **123.15**	TWR Harbour – **118.4** TFC – **118.4** ATF*		ELEV **2**



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: (HARBO2.UDKAS)	Climb to **1700** track **244°** to UDKAS.
DUXUB TRANSITION: (HARBO2.DUXUB)	Climb to **1700** track **244°** to UDKAS, then track **251°** to DUXUB.
YVR TRANSITION: (HARBO2.YVR)	Climbing LEFT turn to **4000** or as assigned, track **154°** to 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:

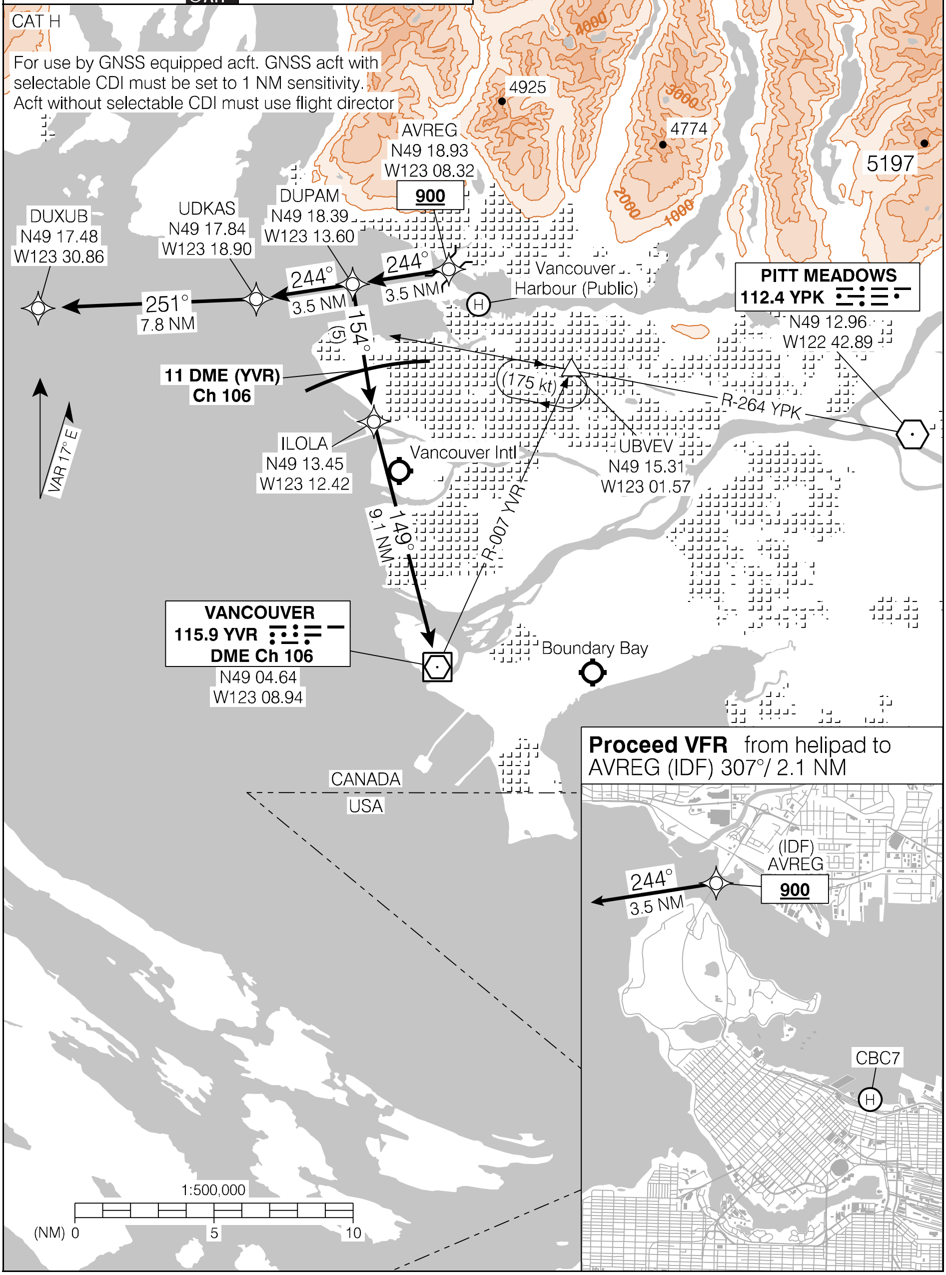
1. Select transponder code 7600;
2. Continue via flight planned transition to termination wpt. Then:

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.

DEPARTURE PROCEDURE (RNAV) | VANCOUVER/HARBOUR (PUBLIC), BC

HARBOUR TWO DEP (HARBO2.) | CBC7

TWR Harbour – **118.4** TFC – **118.4** ATF*	DEP Vancouver – **126.12** TML – **125.2** RADIO Pacific – **123.15**



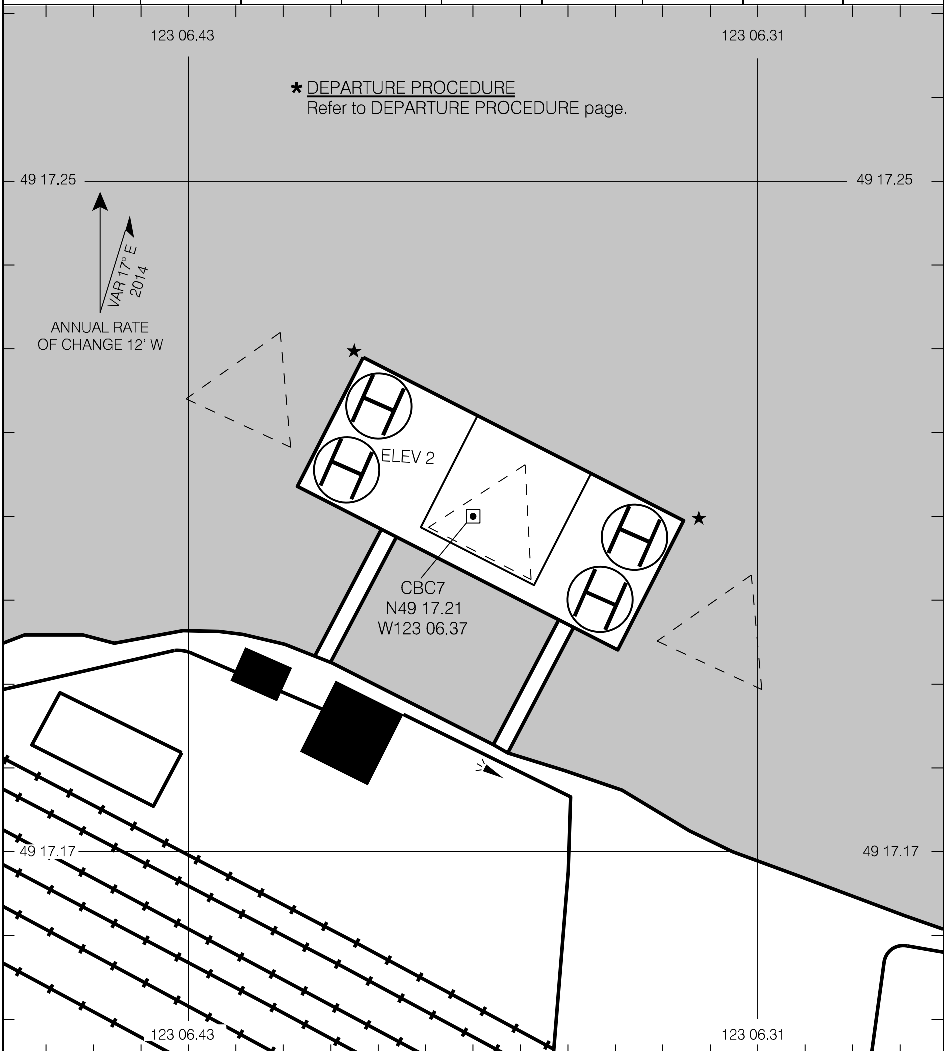
VANCOUVER/HARBOUR (PUBLIC), BC

HELIPORT CHART

CBC7

ATIS – **126.8**	CLNC DEL – **125.35**	TWR Harbour – **118.4** TFC – **118.4** ATF*	DEP Vancouver – **126.12** TML – **125.2** RADIO Pacific – **123.15**

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



TAKE-OFF MINIMA	
HRP: *	SCALE IN FEET 100 0 100 200

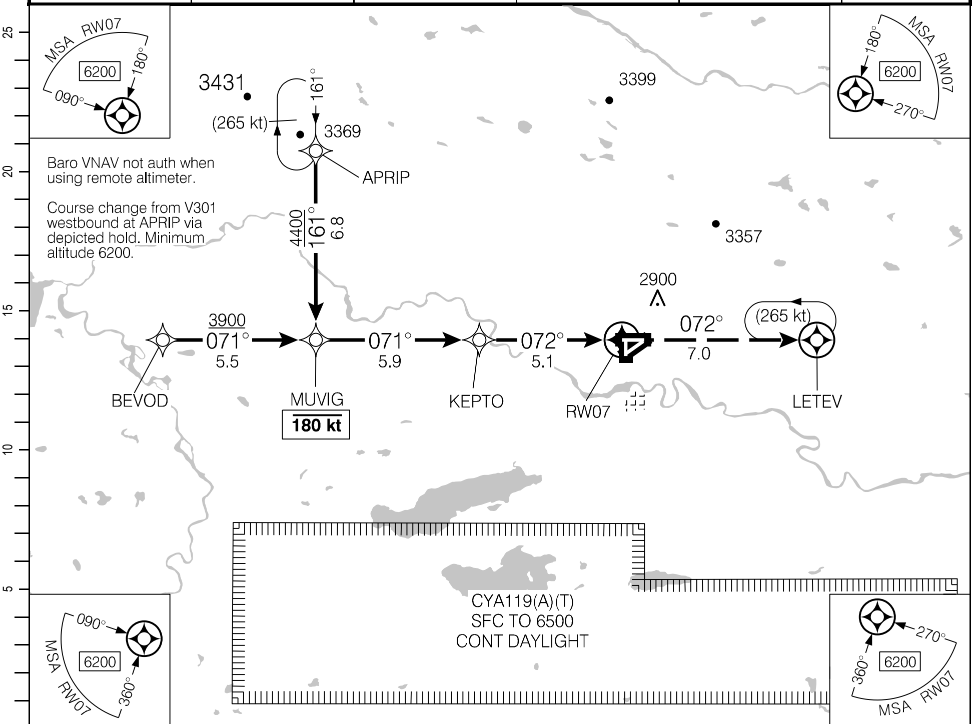
VANDERHOOF, BC

RNAV (GNSS) RWY 07

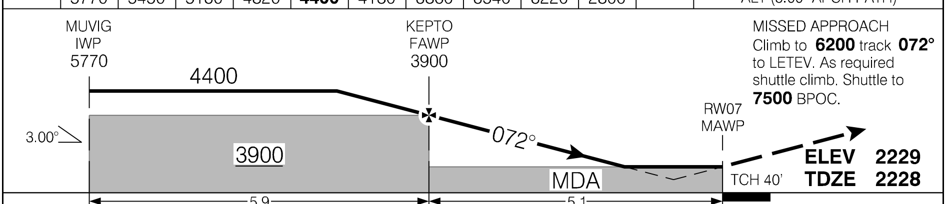
540248N 1240040W VAR 18°E

CAU4

AWOS – **122.55**	CTR Vancouver – **133.8**	TFC – **122.8** ATF		ARCAL 122.8(K) P2 AO
SAFE ALT 100 NM **10,300**	WAAS **Ch 80557** W07A	APCH CRS **072°**	MIN ALT KEPTO **3900**	LDA **5019**	



DIST FROM RW07	11	10	9	8	**6.7**	6	5	4	3	1.7	
ALT (3.00° APCH PATH)	5770	5450	5130	4820	**4400**	4180	3860	3540	3220	2800	



MISSED APPROACH
Climb to **6200** track **072°** to LETEV. As required shuttle climb. Shuttle to **7500** BPOC.

RASS: When using CYXS add **310'**.

CATEGORY	A	B	C	D
LPV	**2478**	(250)	1	
LNAV/VNAV (min. -24°C, max. 54°C)	**2680**	(452)	1½	
LNAV	**2800**	(572)	1¾	

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

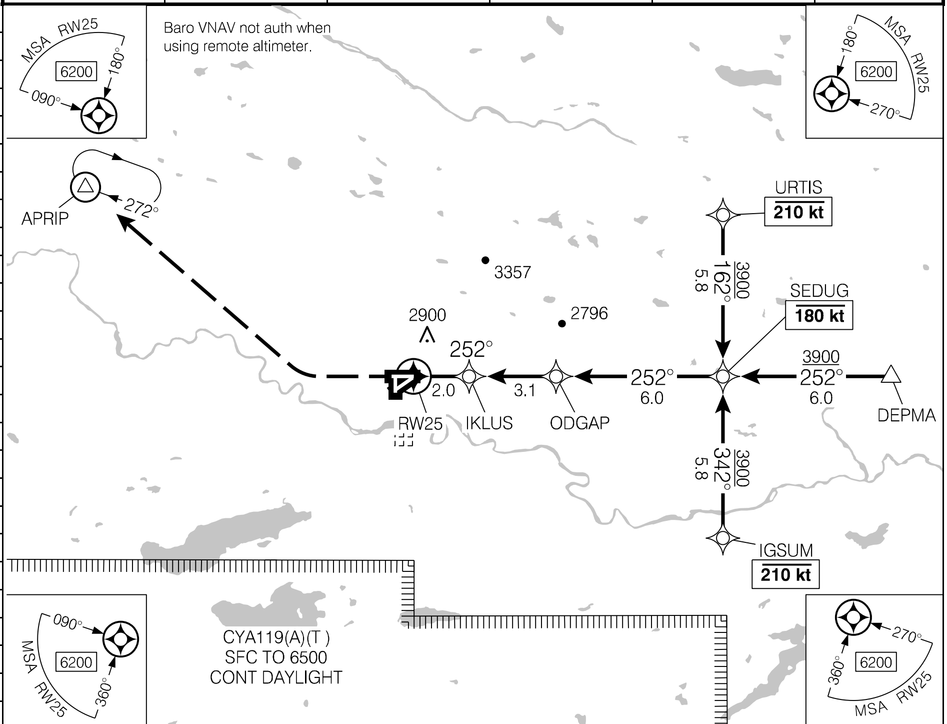
RNAV (GNSS) RWY 25

VANDERHOOF, BC
CAU4

540248N 1240040W VAR 18°E

AWOS – **122.55**	CTR Vancouver – **133.8**	TFC – **122.8**	ATF		ARCAL 122.8 (K) P2
SAFE ALT 100 NM **10,300**	WAAS **Ch 80558** W25A	APCH CRS **252°**	MIN ALT ODGAP **3900**	LDA **4796**	

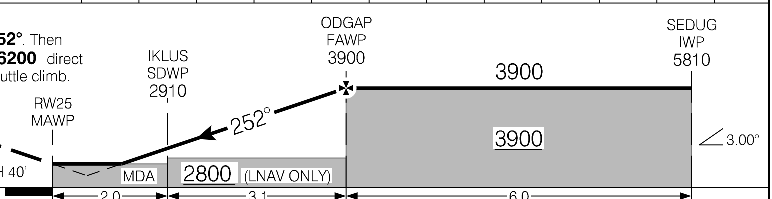
Baro VNAV not auth when using remote altimeter.



DIST FROM RW25	1.2	2	3	4	**5.1**	6	7	8	9	10	11.1
ALT (3.00° APCH PATH)	2660	2910	3220	3540	**3900**	4180	4500	4820	5130	5450	5810

MISSED APPROACH
Climb to **3100** track **252°**. Then climbing RIGHT turn to **6200** direct to APRIP. As required shuttle climb. Shuttle to **7500** BPOC.

ELEV 2229
TDZE 2229



RASS: When using CYXS add **310'**.

CATEGORY	A	B	C	D
LPV	**2479**	(250)	1	
LNAV/VNAV (min. -24°C, max. 54°C)	**2557**	(328)	1¼	
LNAV	**2660**	(431)	1¼	

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

APRIP ONE DEP (APRIP1.)

Departure Route Description

Rwy 07 – ½: Do NOT exceed 250 kt until APRIP. Climb track **072°** to MEDUM. Then climbing LEFT turn direct to APRIP to **7900**.

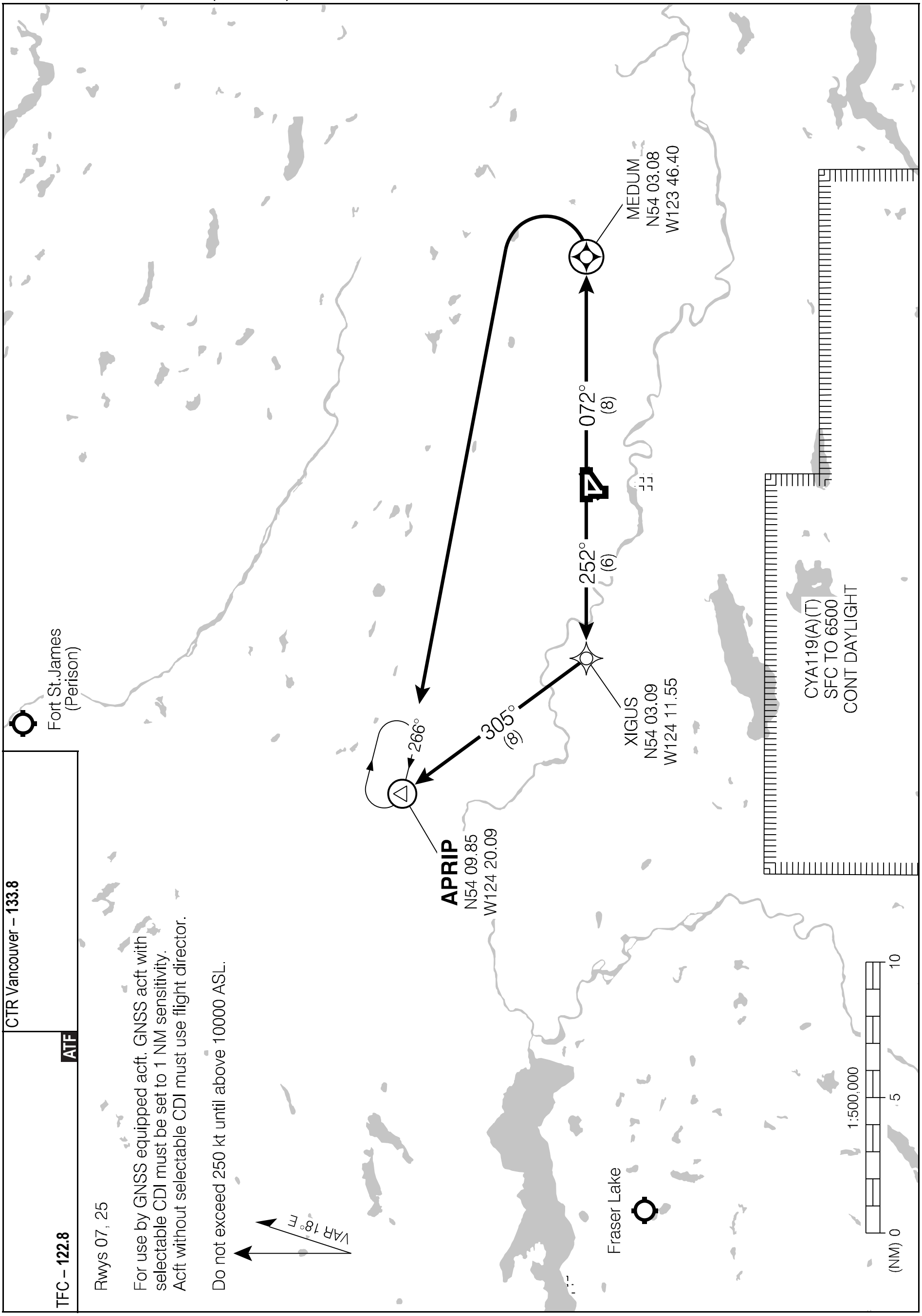
Note: Road to 2246 ASL aprx 0.1 NM past departure end of rwy. Trees to 2291 ASL aprx 0.3 NM past departure end of rwy, 880' RIGHT of rwy centreline

Rwy 25 – ½: Do NOT exceed 250 kt until APRIP. Climb track **252°** to XIGUS, then track **305°** to APRIP to **7900**. As required shuttle climb.

Note: Trees to 2291 ASL aprx 0.1 NM past departure end of rwy, 670' LEFT and RIGHT of rwy centreline

DEPARTURE PROCEDURE (RNAV) VANDERHOOF, BC

APRIP ONE DEP (APRIP1.) CAU4



DEPARTURE PROCEDURE (RNAV)
DEPMA FOUR DEP (DEPMA4.)

VANDERHOOF, BC
CAU4

Departure Route Description

Rwy 07 – ½: Climb track **072°** to DEPMA via MEDUM to **6800**. As required shuttle climb.

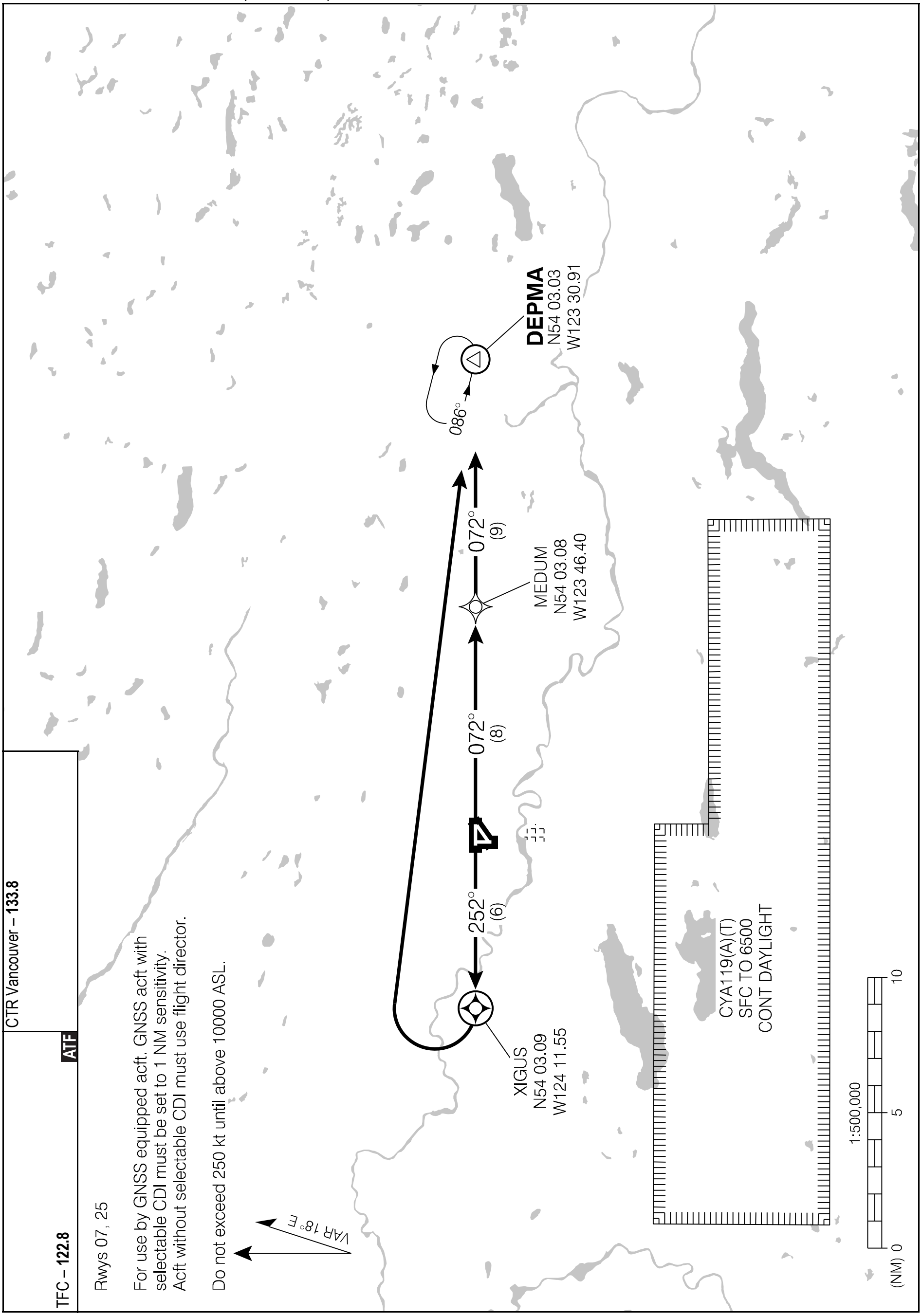
Note: Road to 2246 ASL aprx 0.1 NM past departure end of rwy. Trees to 2291 ASL aprx 0.3 NM past departure end of rwy, 880' RIGHT of rwy centreline.

Rwy 25 – ½: Do NOT exceed 250 kt until DEPMA. Climb track **252°** to XIGUS. Then climbing RIGHT turn direct to DEPMA to **6800**.

Note: Trees to 2291 ASL aprx 0.1 NM past departure end of rwy, 670' LEFT and RIGHT of rwy centreline.

DEPARTURE PROCEDURE (RNAV) VANDERHOOF, BC

DEPMA FOUR DEP (DEPMA4.) CAU4

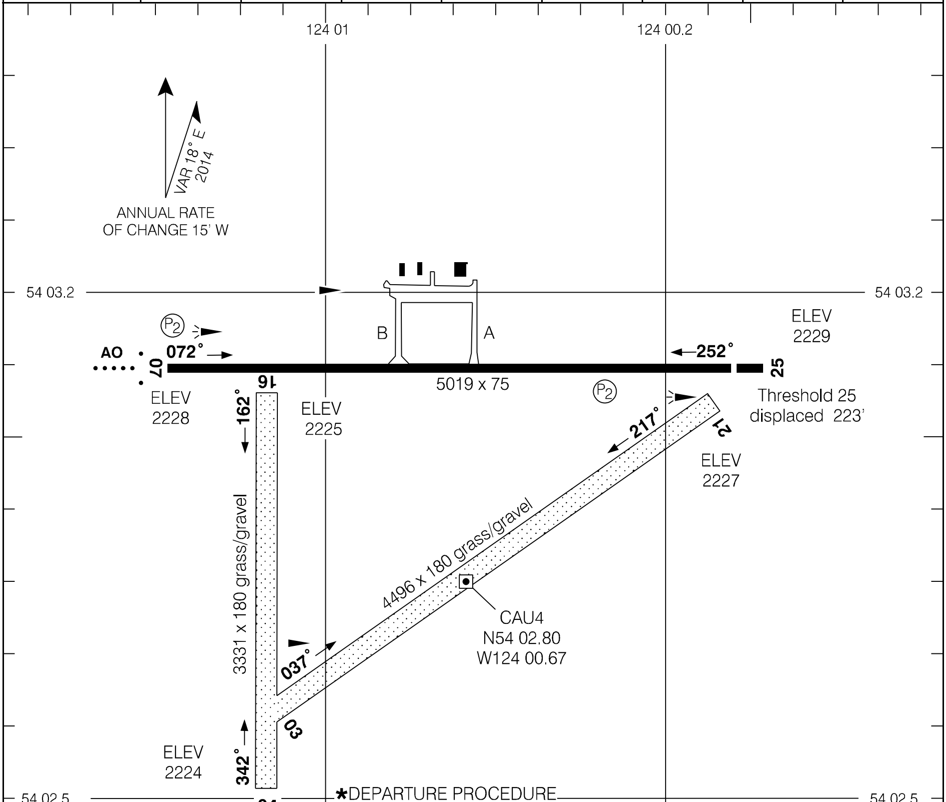


VANDERHOOF, BC

AERODROME CHART CAU4

AWOS – **122.55**		TFC – **122.8** ATF	CTR Vancouver – **133.8**

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		



*DEPARTURE PROCEDURE

Rwy 07 - ½ - Climb between hdg **087°** CCW to **252°** to remain clear of CYA119. NO LEFT turn below **3200**.
Note: Road to 2246 ASL aprx 0.1 NM past departure end of rwy. Trees to 2291 ASL aprx 0.3 NM past departure end of rwy, 880' RIGHT of rwy centreline.

Rwy 25 - ½ - Climb between hdg **272°** CW to **342°** to remain clear of CYA119.
Note: Trees to 2291 ASL aprx 0.1 NM past departure end of rwy, 670' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 07; 25: *	1000 0 1000

VERNON, BC

RNAV (GNSS) Z RWY 05

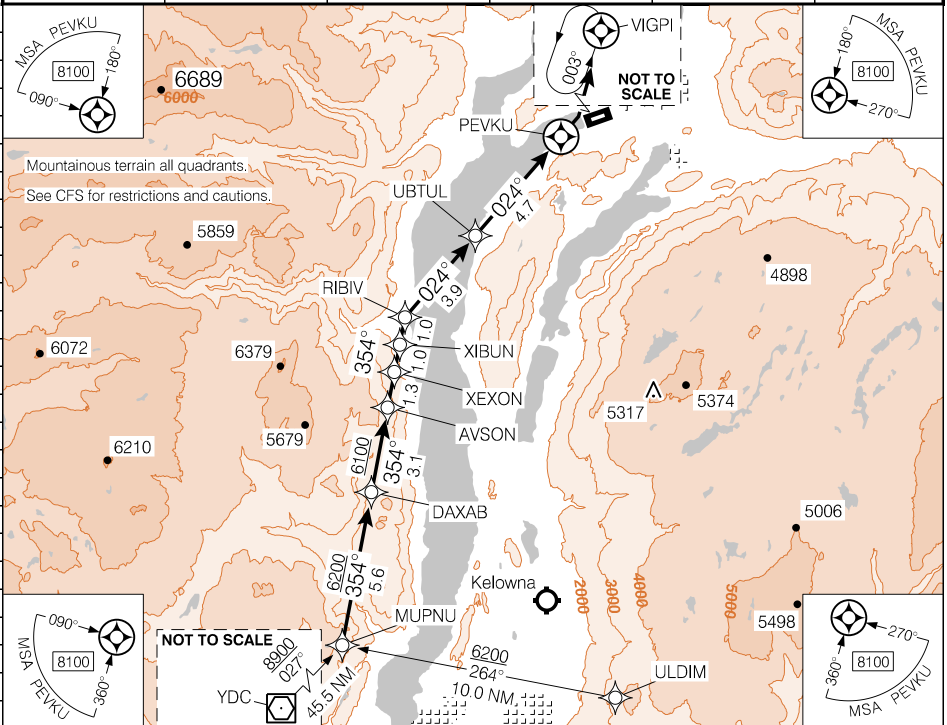
501445N 1191954W VAR 16°E

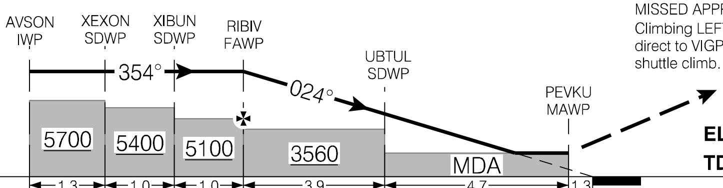
CYVK

LWIS – **123.17**	CTR Vancouver – **133.5**	UNICOM – **122.8** MF		ARCAL 122.8(K)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT RIBIV	LDA
13,100		**024°**	**5100**	**3517**

P1 3.5° 30.0°





MISSED APPROACH
Climbing LEFT turn to **7700** direct to VIGPI. As required shuttle climb.

ELEV 1141
TDZE 1132

RASS: When using CYLW add **660'**. Circling Minima apply.

CATEGORY	A	B	C	D
LNAV	**3040** (1910) 3		NOT AUTHORIZED	
CIRCLING	**3040** (1899) 3	**3220** (2079) 3	NOT AUTHORIZED	

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

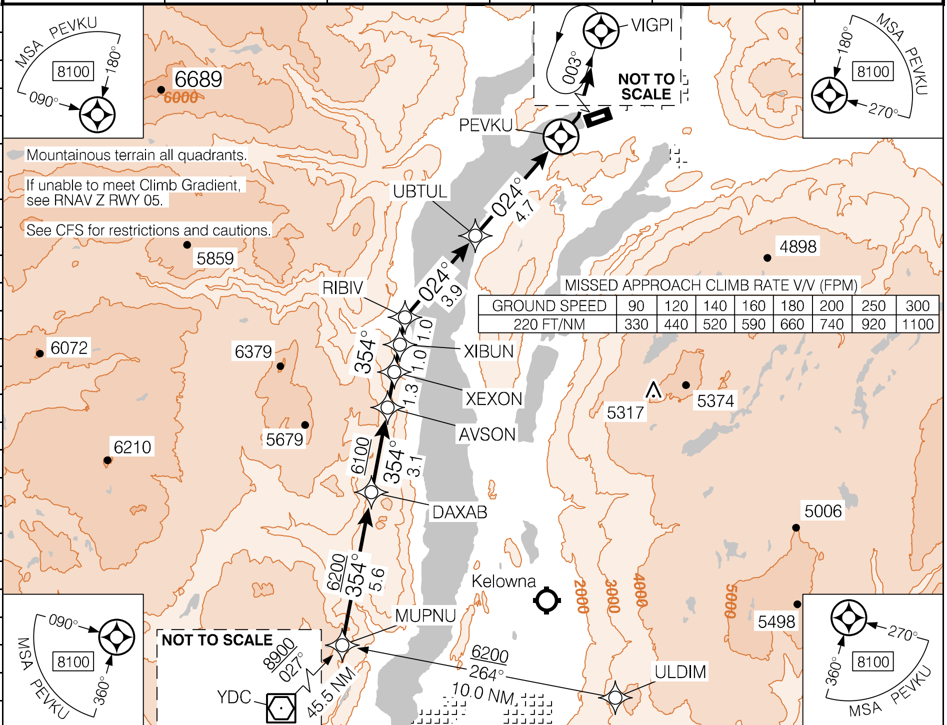
RNAV (GNSS) Y RWY 05

VERNON, BC
CYVK

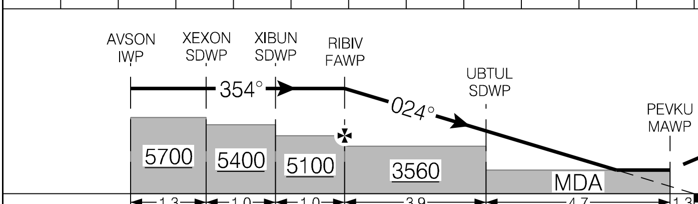
501445N 1191954W VAR 16°E

LWIS – **123.17**	CTR Vancouver – **133.5**	UNICOM – **122.8** MF		ARCAL 122.8(K)
SAFE ALT 100 NM **13,100**	RNAV	APCH CRS **024°**	MIN ALT RIBIV **5100**	LDA **3517**

P1 3.5° 30.0°



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



MISSED APPROACH
Requires a minimum climb gradient of **220** ft/NM to **4200**. Climbing LEFT turn to **7700** direct to VIGPI. As required shuttle climb.

ELEV 1141
TDZE 1132

RASS: When using CYLW add **660'**. Circling Minima apply.

CATEGORY	A		B		C	D
LNAV	**2940** (1810) 3				NOT AUTHORIZED	
C CIRCLING	**2960** (1819) 3		**3220** (2079) 3		NOT AUTHORIZED	

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

RNAV (GNSS) Y RWY 05 CYVK
EFF 15 JUN 23

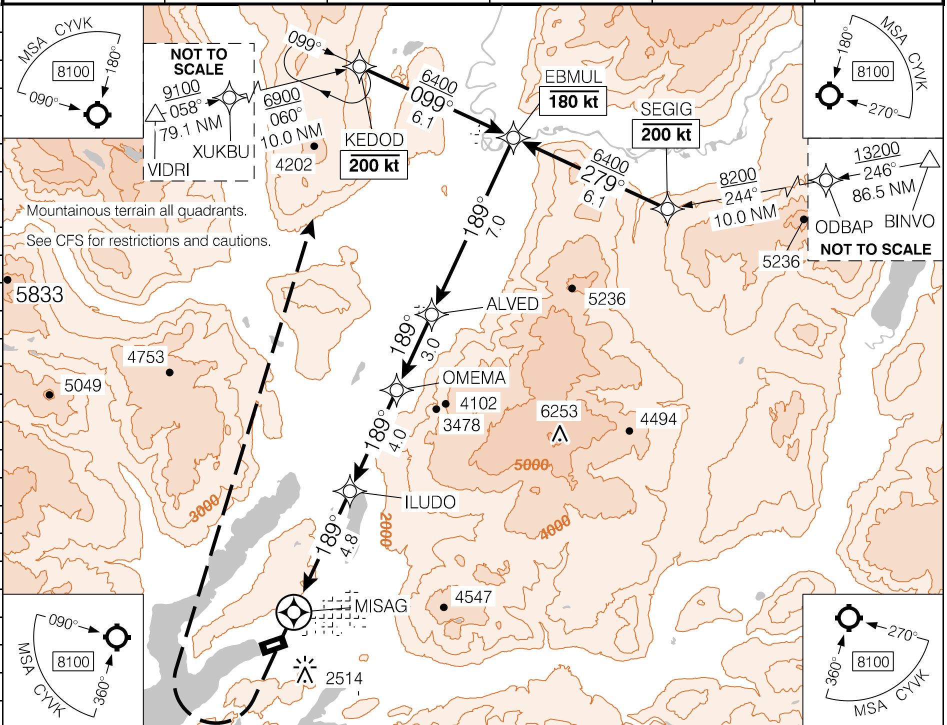
Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

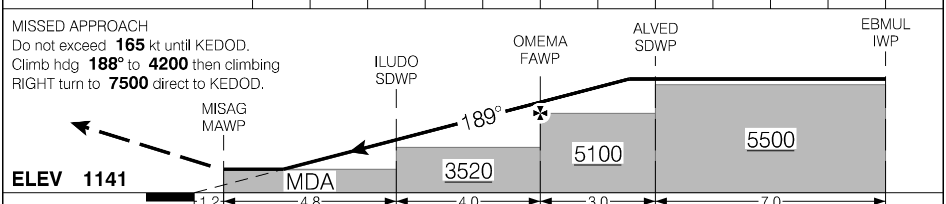
VERNON, BC

RNAV (GNSS) B — CYVK

501445N 1191954W VAR 16°E

LWIS – **123.17**	CTR Vancouver – **133.5**	UNICOM – **122.8** MF		ARCAL 122.8(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **13,100**	RNAV	APCH CRS **189°**	MIN ALT OMEMA **5100**	LDA REFER TO AD CHART





RASS: When using CYLW add 660'.

CATEGORY	A	B	C	D
C CIRCLING	**3220** (2079)	3	**3280** (2139) 3	NOT AUTHORIZED

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

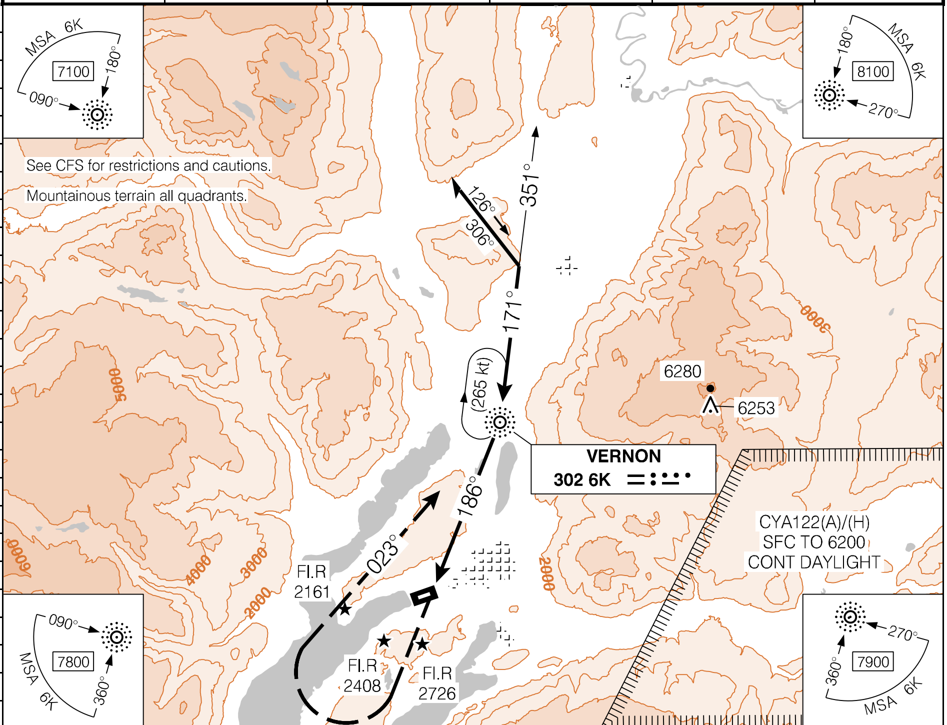
RNAV (GNSS) B — CYVK

EFF 15 JUN 23

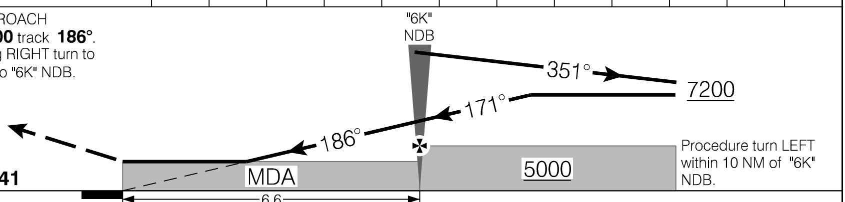
VERNON, BC
NDB A — CYVK

501445N 1191954W VAR 16°E

LWIS – **123.17**	CTR Vancouver – **133.5**	UNICOM – **122.8** MF		ARCAL 122.8(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **13,100**	NDB 6K **302**	APCH CRS **186°**	MIN ALT FAF **5000**	LDA REFER TO AD CHART



MISSED APPROACH
Climb to **4900** track **186°**.
Then climbing RIGHT turn to
7500 direct to "6K" NDB.



ELEV 1141

RASS: When using CYLW add **660'**.

CATEGORY	A	B	C	D
C 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**

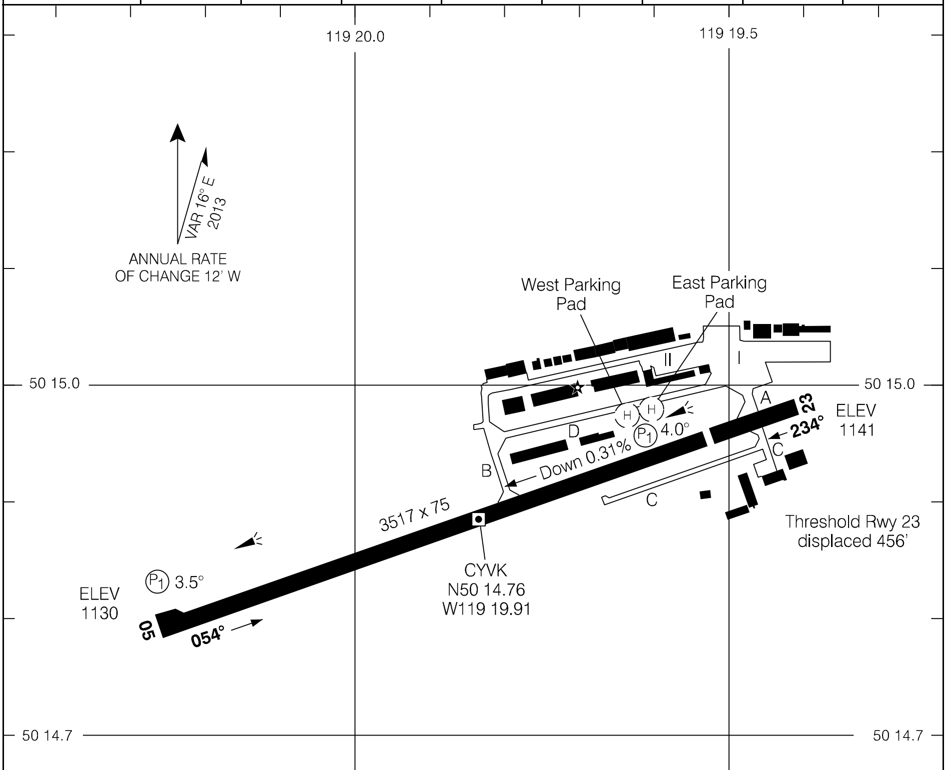
VERNON, BC

AERODROME CHART

CYVK

LWIS – **123.17**		UNICOM – **122.8** MF	CTR Vancouver – **133.5**

DECL DISTS	05	23						
TORA	3517	3517						
TODA	3517	3517						
ASDA	3517	3517						
LDA	3517	3061						



* <u>DEPARTURE PROCEDURE</u>
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: *

SCALE IN FEET
1000 0 1000

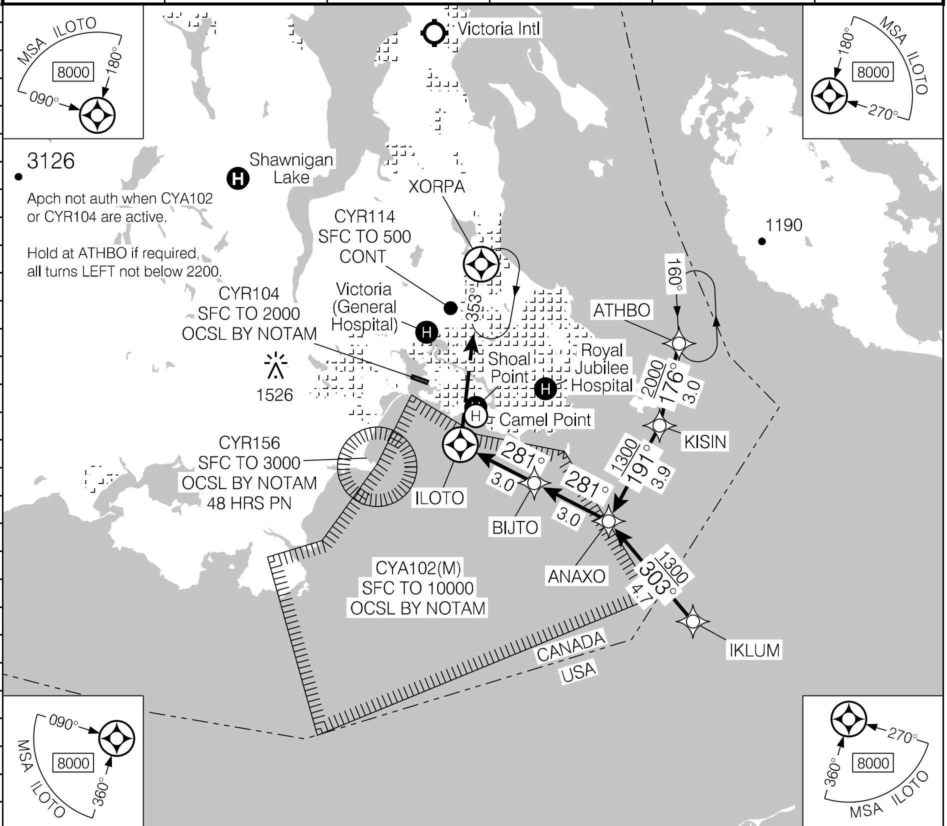
VICTORIA HARBOUR (CAMEL POINT), BC

COPTER RNAV (GNSS) 281°

482505N 1232317W VAR 17°E

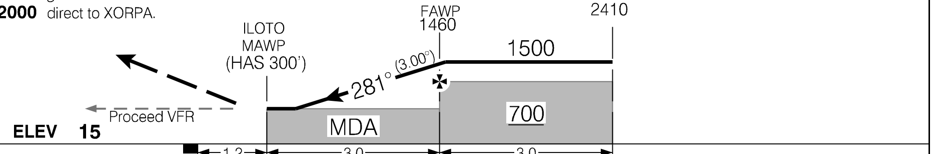
CBF7

ATIS – **120.0**	TML Victoria – **125.95**	RADIO Victoria Harbour – **127.45** TFC – **127.45** MF*		RW(LO) (green)
SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **281°**	MIN ALT BIJTO **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

MISSED APPROACH
Climbing RIGHT turn to **2000** direct to XORPA.



RASS: When using CYYJ add **40'**.

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

CATEGORY	COPTER		
LNAV	**500**	(485)	1

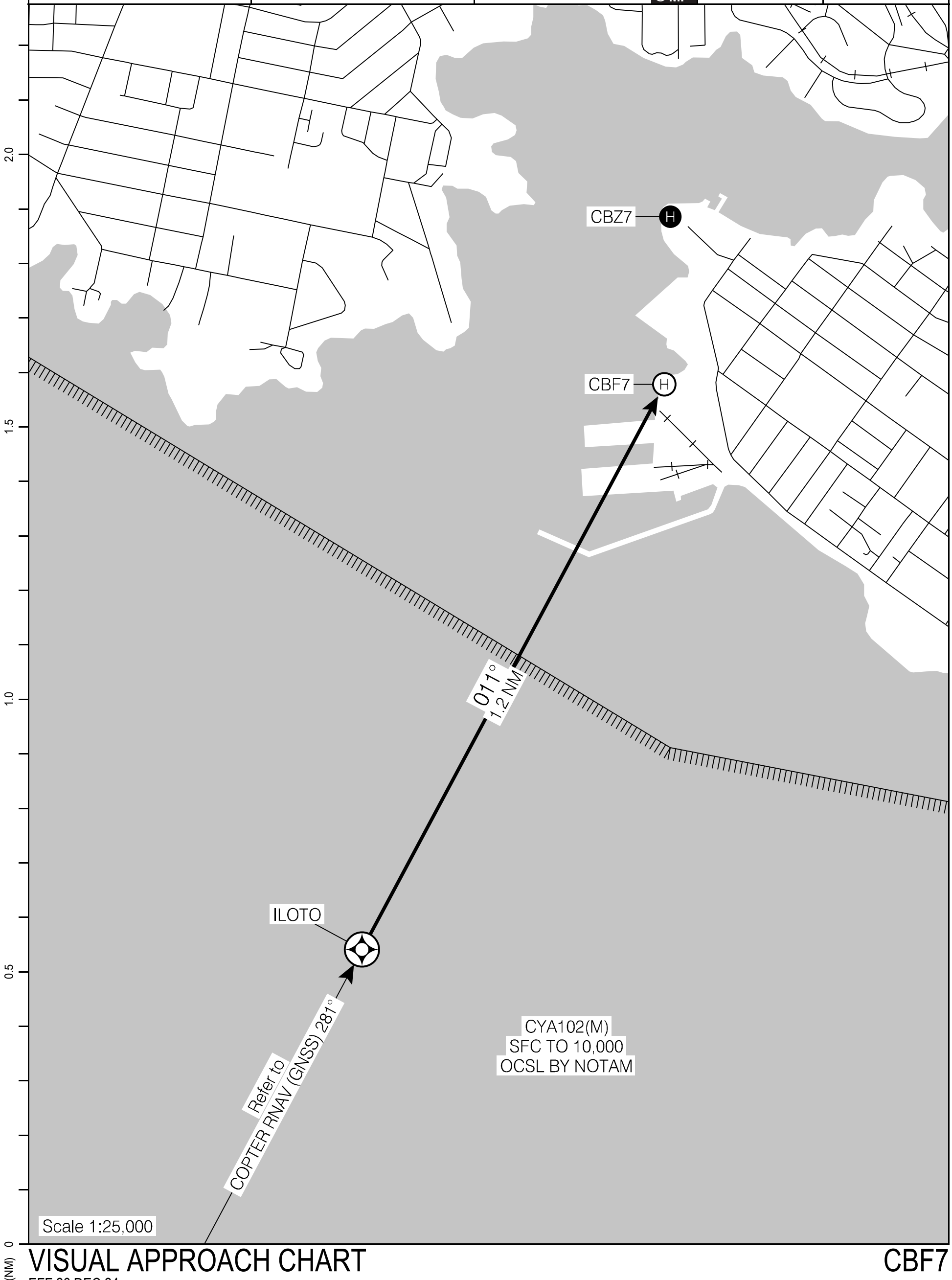
VICTORIA HARBOUR (CAMEL POINT), BC

VISUAL APPROACH CHART

482505N 1232317W VAR 17°E

CBF7

ATIS – **120.0**	TML Victoria – **125.95**	RADIO Victoria Harbour – **127.45** TFC – **127.45** MF*		ELEV **15**



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: (PIKMI1.ATHBO) Track **019°** to ATHBO.

XORPA TRANSITION: (PIKMI1.XORPA) LEFT turn track **309°** to RIDIK, then track **294°** to 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.

DEPARTURE PROCEDURE (RNAV) VICTORIA HARBOUR (CAMEL POINT), BC

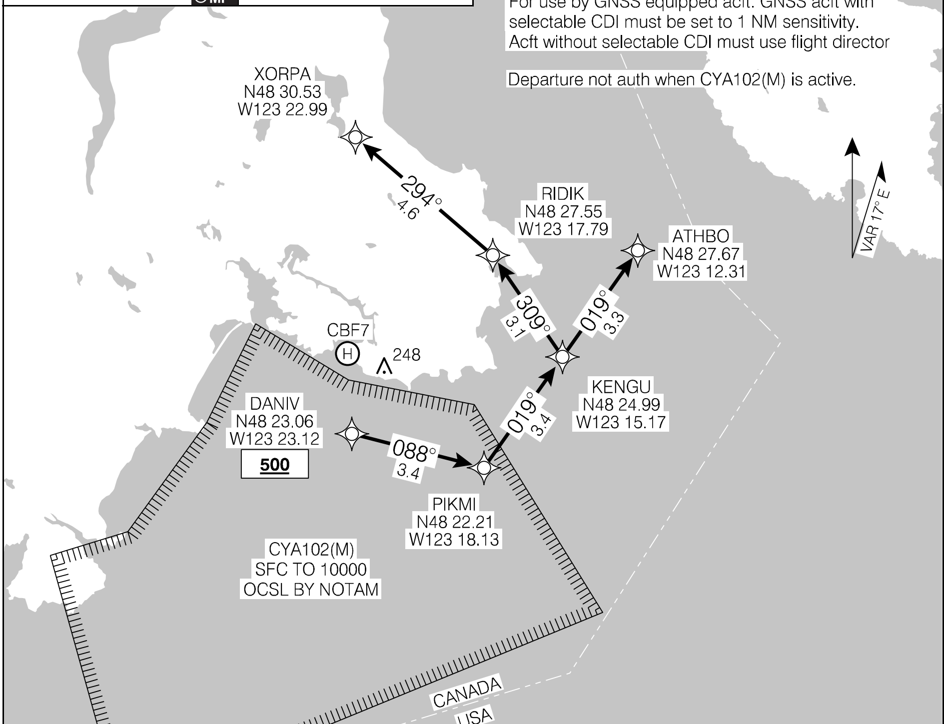
PIKMI ONE DEP (PIKMI1.) CBF7

RADIO Victoria Harbour – **127.45** / TFC – **127.45** / MF*	TML Victoria – **125.95**

CAT H

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

Departure not auth when CYA102(M) is active.



Proceed VFR from helipad to DANIV (IDF) 160° / 2.0 NM

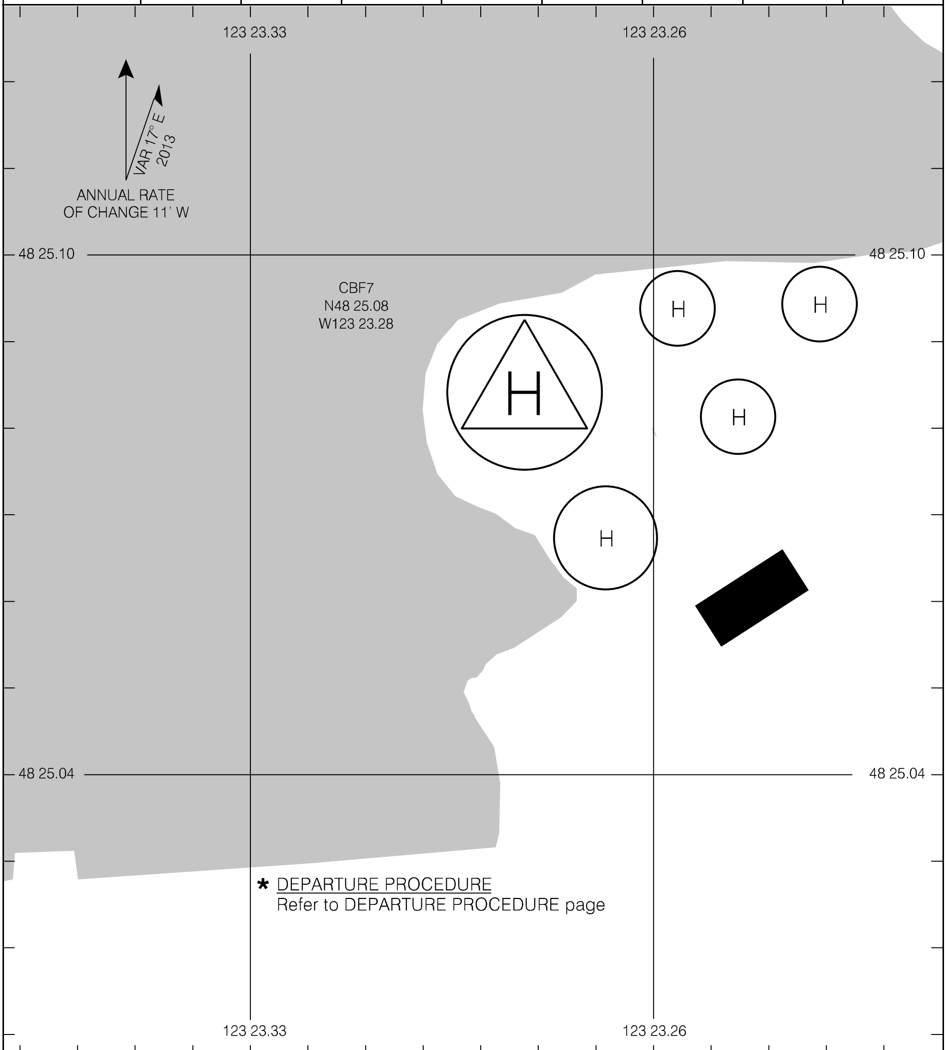
Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

VICTORIA HARBOUR (CAMEL POINT), BC

HELIPORT CHART
CBF7

ATIS – **120.0**		RADIO Victoria Harbour – **127.45** TFC – **127.45** MF*	TML Victoria – **125.95**

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



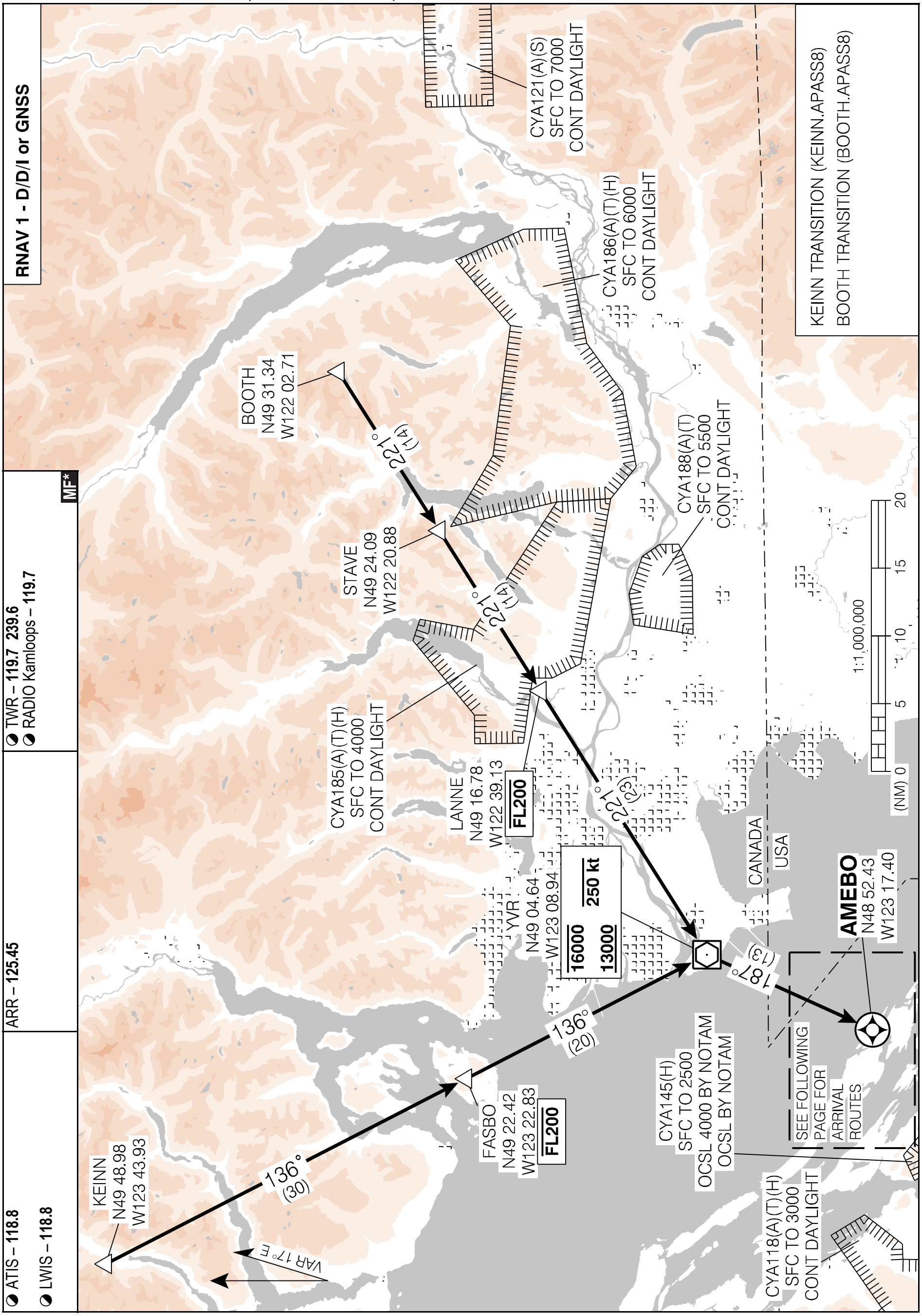
* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page

TAKE-OFF MINIMA
HRP: *

SCALE IN FEET
100 0 100

STAR (RNAV) VICTORIA INTL, BC

APASS EIGHT ARR (AMEBO.APASS8) TRANSITION ROUTES CYYJ



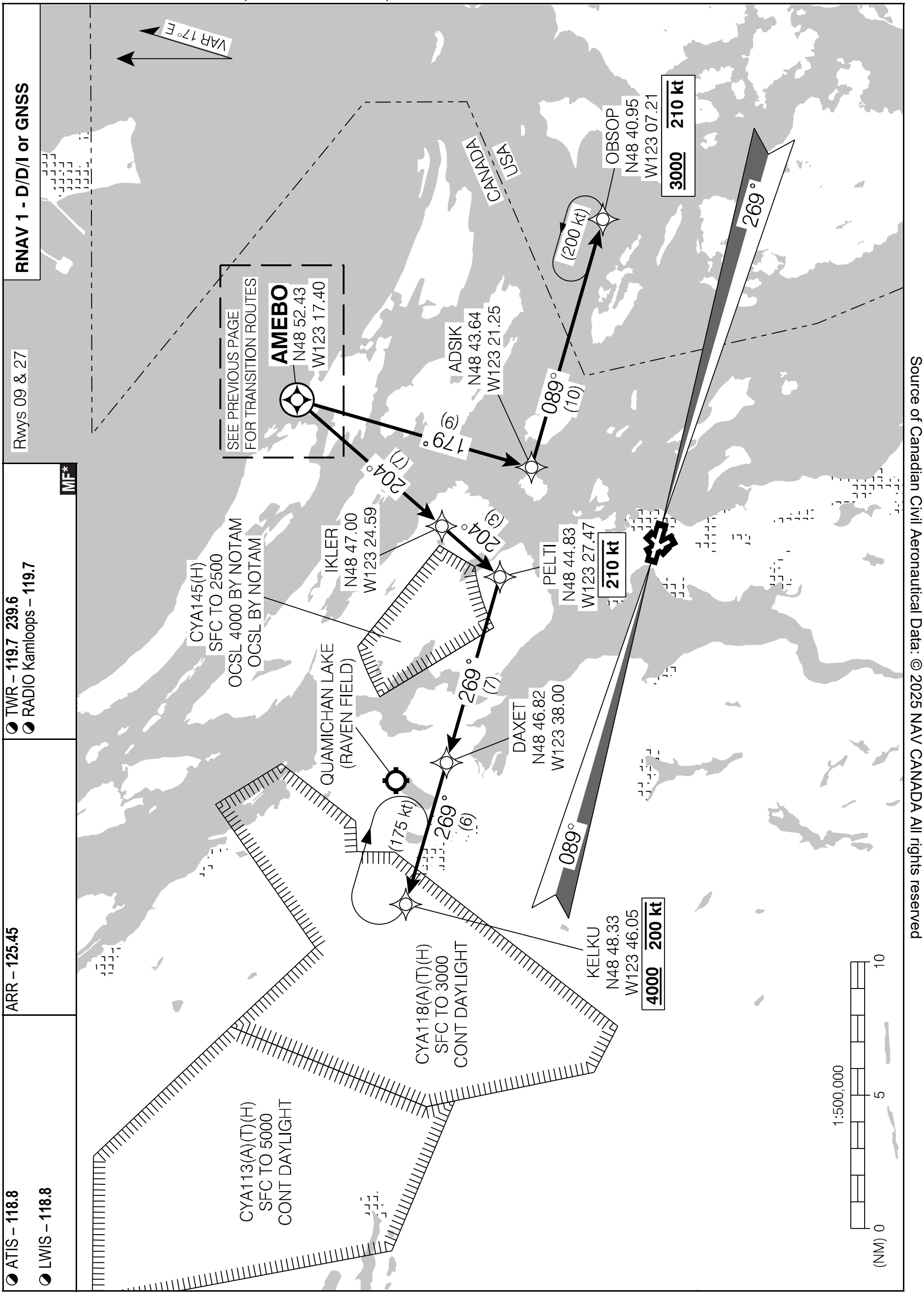
APASS EIGHT ARR (AMEBO.APASS8) TRANSITION ROUTES CYYJ

EFF 20 FEB 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

STAR (RNAV) VICTORIA INTL, BC

APASS EIGHT ARR (AMEBO.APASS8) ARRIVAL ROUTES CYYJ

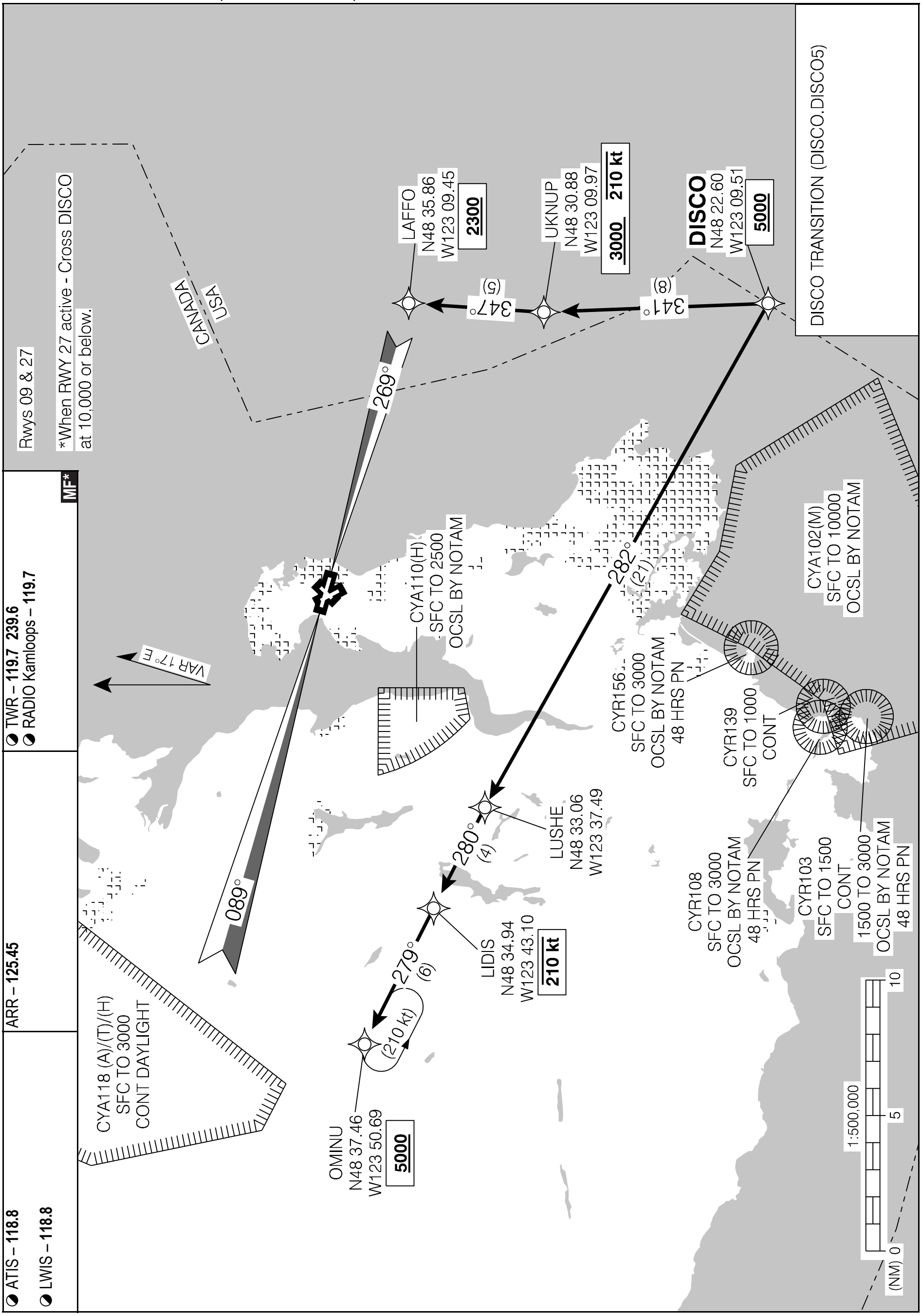


STAR (RNAV)

DISCO FIVE ARR (DISCO.DISCO5)

VICTORIA INTL, BC

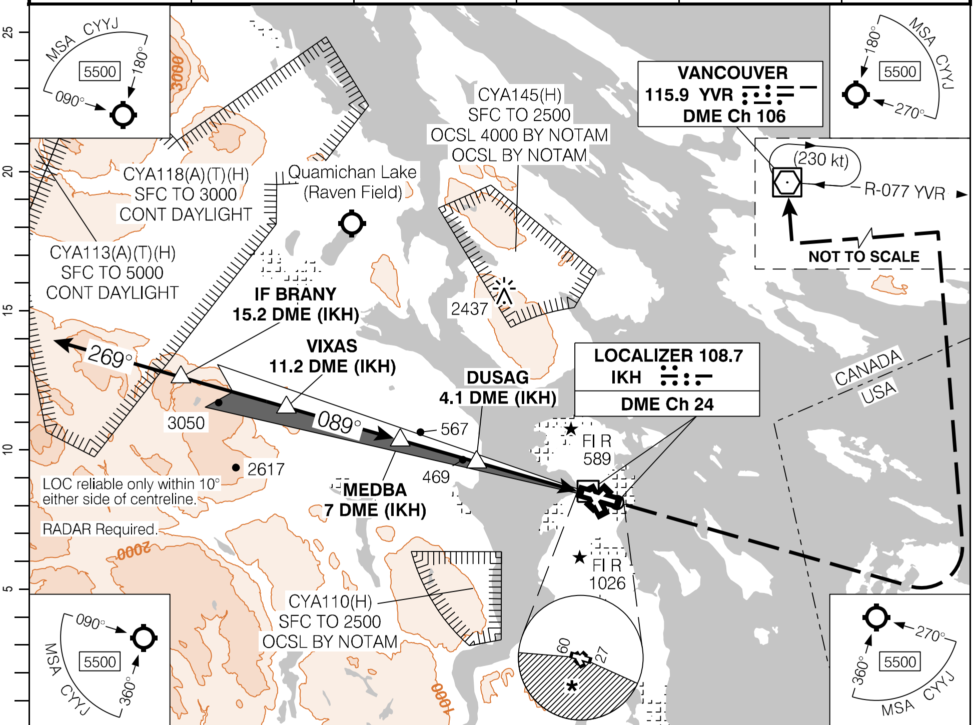
CYYJ

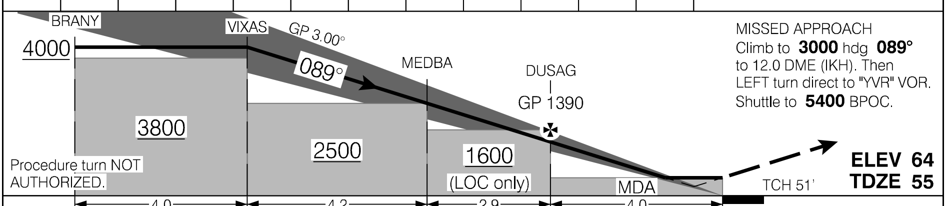


ILS RWY 09

VICTORIA INTL, BC
483850N 1232533W VAR 17°E
CYYJ

ATIS – **118.8** LWIS – **118.8**	ARR – **125.45**	TWR – **119.7 239.6** RADIO Kamloops – **119.7** MF*	GND – **121.9** **361.4**	ARCAL 119.7(K)* P2 AN
SAFE ALT 100 NM **12,800**	LOC IKH **108.7**	APCH CRS **089°**	GP DUSAG **1390**	LDA **6998**





MISSED APPROACH
Climb to **3000** hdg **089°** to 12.0 DME (IKH). Then LEFT turn direct to "YVR" VOR. Shuttle to **5400** BPOC.

ELEV 64
TDZE 55

RASS: When using CYVR add **100'**.

DUSAG to MAP 4.0 NM		
Knots	ft/min	Min:Sec
70		**3:26**
90		**2:40**
110		**2:11**
130		**1:51**
150		**1:36**

CATEGORY	A	B	C	D
ILS/DME	**305**	(250)	1 RVR 50	
LOC/DME	**380**	(325)	1 RVR 50	
C CIRCLING	* **580** (516) 1½	* **840** (776) 1½	* **920** (856) 2½	* **920** (856) 2¾

ILS RWY 09

CYYJ

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

VICTORIA INTL, BC

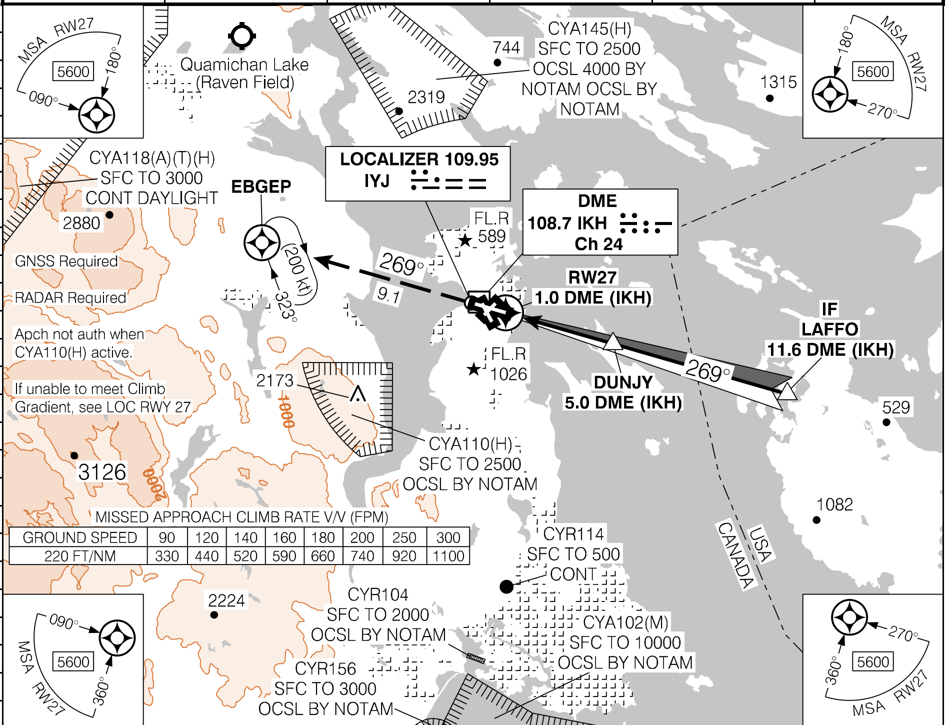
ILS RWY 27

483850N 1232533W VAR 17°E

CYYJ

ATIS – **118.8** LWIS – **118.8**	ARR – **125.45**	TWR – **119.7 239.6** RADIO Kamloops – **119.7** MF*	GND – **121.9** **361.4**	ARCAL 119.7(K)*
SAFE ALT 100 NM **12,800**	LOC IYJ **109.95**	APCH CRS **269°**	GP DUNJY **1410**	LDA **6998**

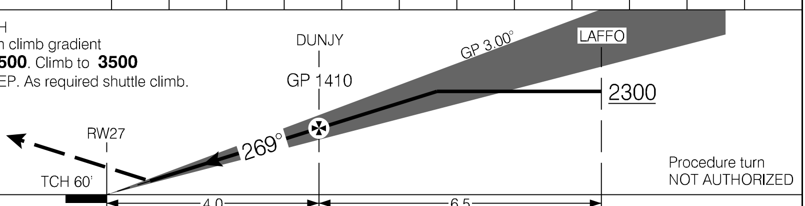
P2 AN



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

MISSED APPROACH
Requires a minimum climb gradient of **220** ft/NM to **3500**. Climb to **3500** track **269°** to EBGEP. As required shuttle climb.



ELEV 64
TDZE 57

RASS: When using CYVR add **100'**.	CATEGORY	A	B	C	D
	ILS/DME	**257** (200) ½ RVR 26			

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

VICTORIA INTL, BC

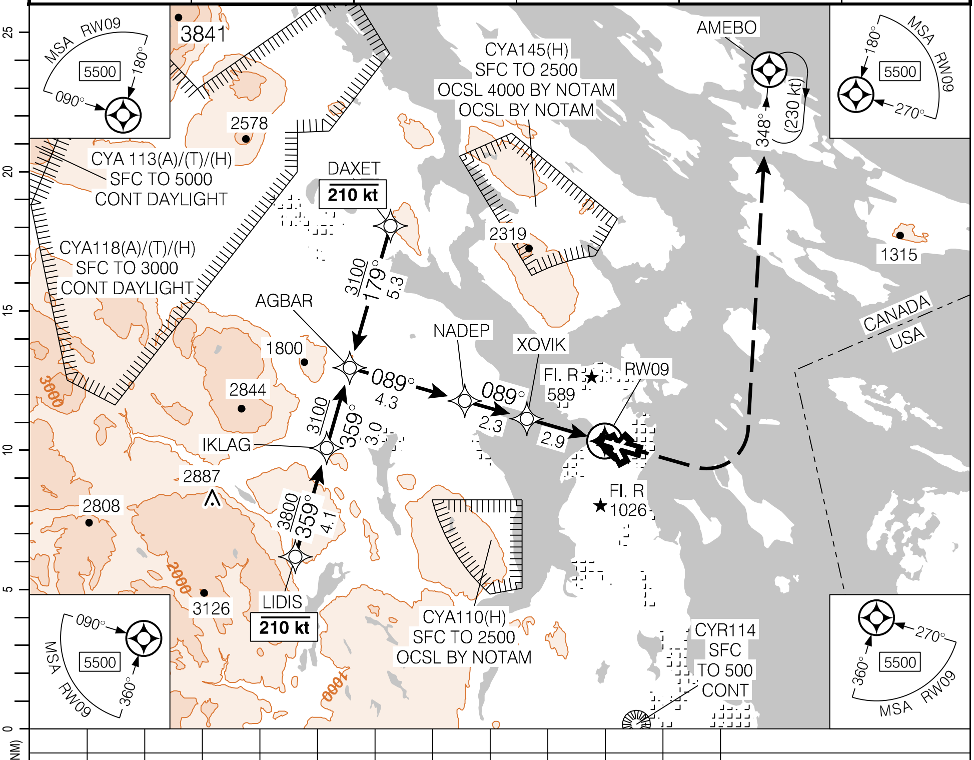
RNAV (GNSS) Z RWY 09

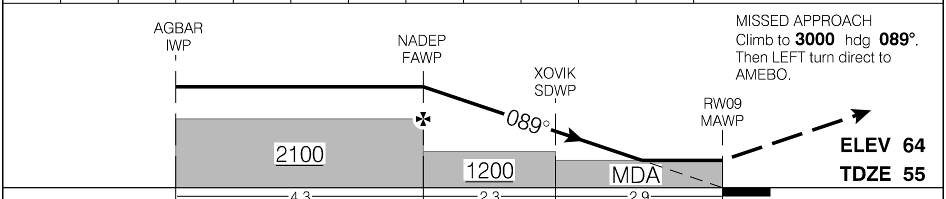
483850N 1232533W VAR 17°E

CYYJ

ATIS – 118.8 LWIS – 118.8	ARR – 125.45	TWR – 119.7 239.6 RADIO Kamloops – 119.7 MF*	GND – 121.9 361.4	ARCAL 119.7(K)*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT NADEP	LDA
12,800		089°	2100	6998





MISSED APPROACH
Climb to **3000** hdg **089°**.
Then LEFT turn direct to AMEBO.

ELEV 64
TDZE 55

RASS: When using CYVR add **100'**.

CATEGORY	A	B	C	D
LNAV	**500**	(447)	1 RVR 50	

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

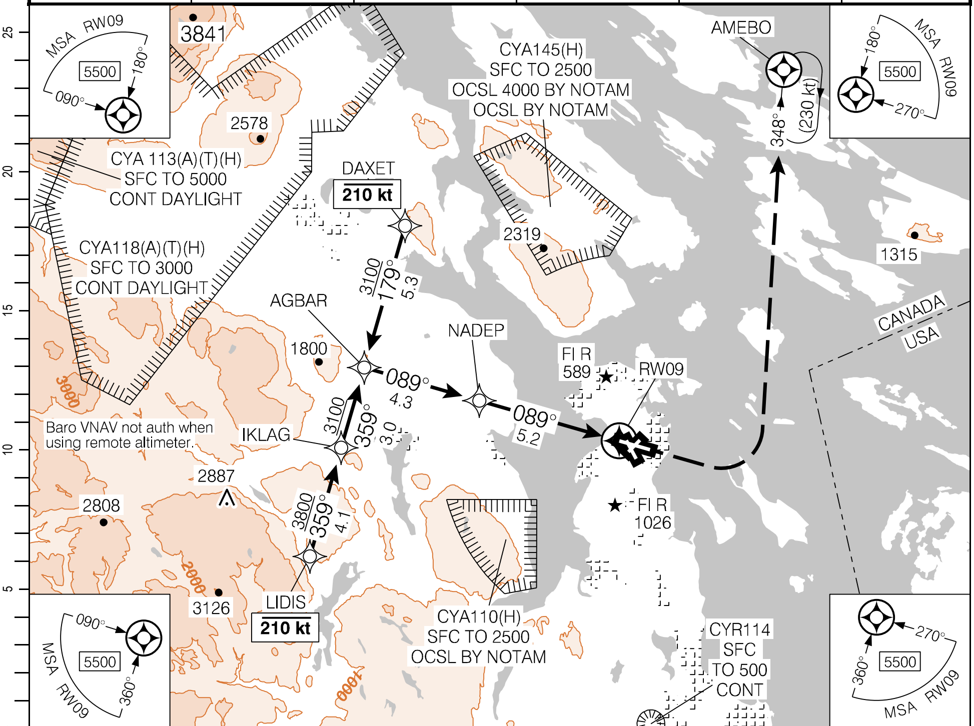
VICTORIA INTL, BC

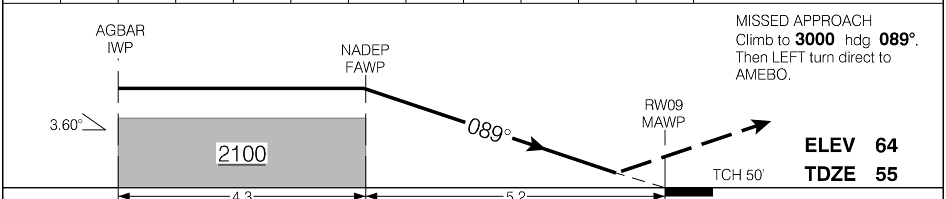
RNAV (GNSS) X RWY 09

483850N 1232533W VAR 17°E

CYYJ

ATIS – **118.8** LWIS – **118.8**	ARR – **125.45**	TWR – **119.7 239.6** RADIO Kamloops – **119.7** MF*	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**





MISSED APPROACH
Climb to **3000** hdg **089°**.
Then LEFT turn direct to AMEBO.

ELEV 64
TDZE 55

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		

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

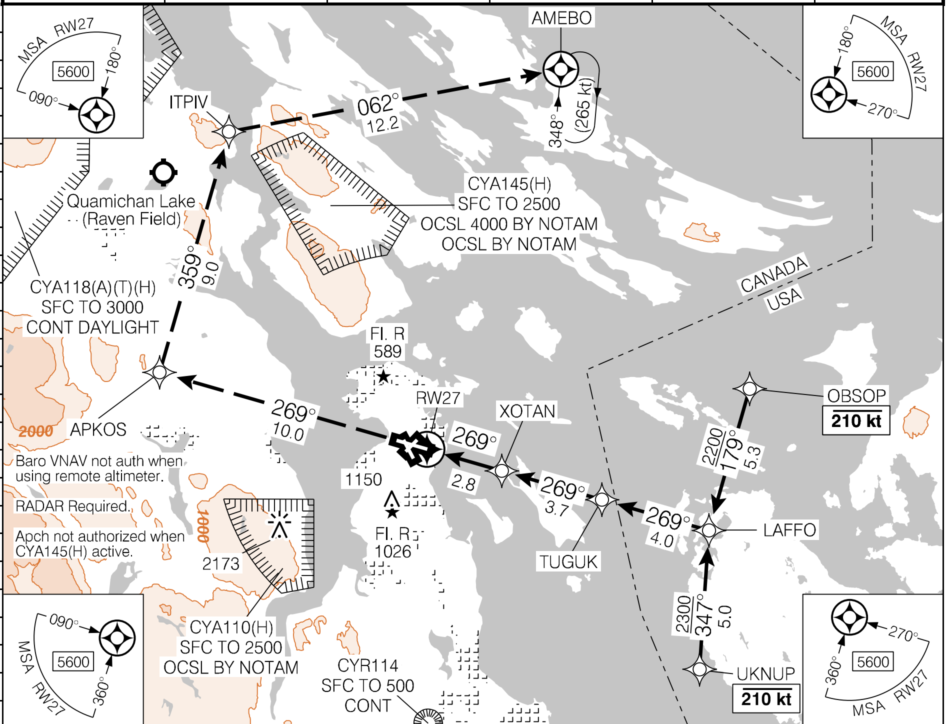
VICTORIA INTL, BC

RNAV (GNSS) Z RWY 27

483850N 1232533W VAR 17°E

CYYJ

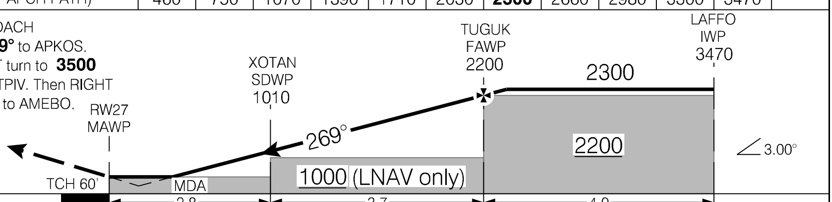
ATIS – **118.8** LWIS – **118.8**	ARR – **125.45**	TWR – **119.7 239.6** RADIO Kamloops – **119.7** MF*	GND – **121.9 361.4**	ARCAL 119.7(K)*
SAFE ALT 100 NM **12,800**	WAAS **Ch 80102** W27A	APCH CRS **269°**	MIN ALT TUGUK **2200**	LDA **6998**



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

MISSED APPROACH
Climb track **269°** to APKOS. Climbing RIGHT turn to **3500** track **359°** to ITPIV. Then RIGHT turn track **062°** to AMEBO.

ELEV 64
TDZE 57



RASS: When using CYVR add **100'**.

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

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	

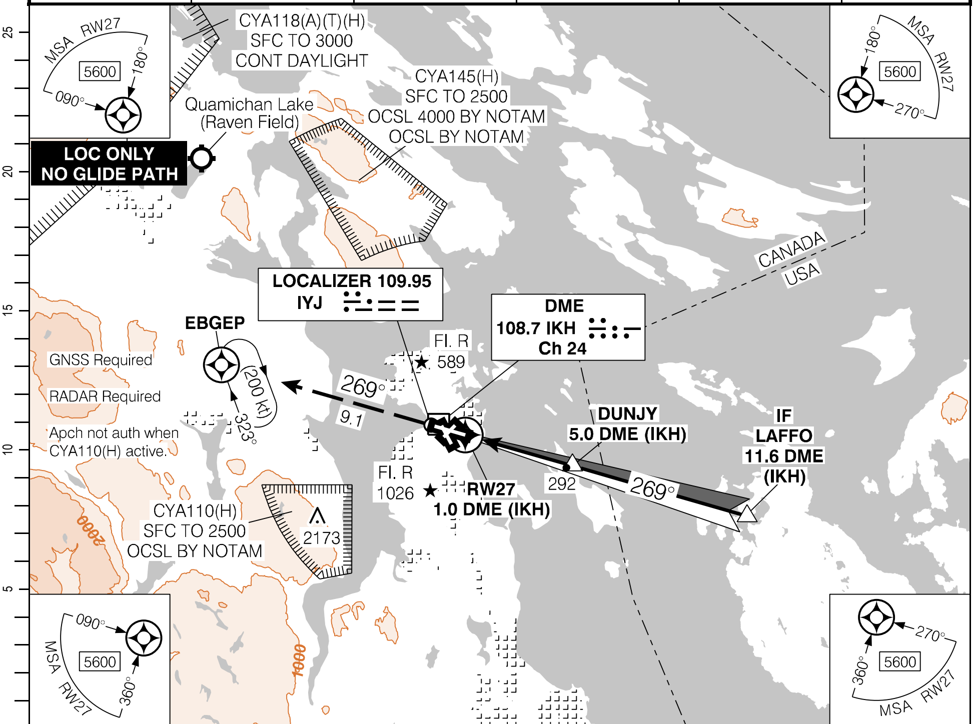
VICTORIA INTL, BC

LOC RWY 27

483850N 1232533W VAR 17°E

CYYJ

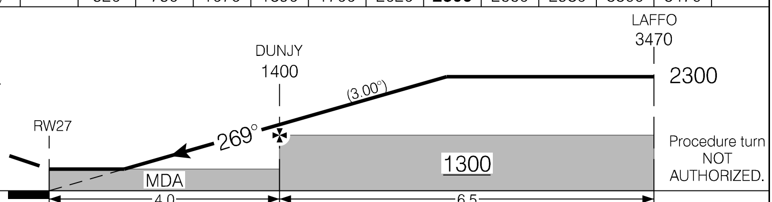
ATIS – **118.8** LWIS – **118.8**	ARR – **125.45**	TWR – **119.7 239.6** RADIO Kamloops – **119.7** MF*	GND – **121.9 361.4**	ARCAL 119.7(K)*
SAFE ALT 100 NM **12,800**	LOC IYJ **109.95**	APCH CRS **269°**	MIN ALT DUNJY **1300**	LDA **6998**



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

MISSED APPROACH
Climb to **3500** track **269°** to EBGEP.
As required shuttle climb.

ELEV 64
TDZE 57



RASS: When using CYVR 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	

Departure Route Description

Rwy 32 – ½: 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.

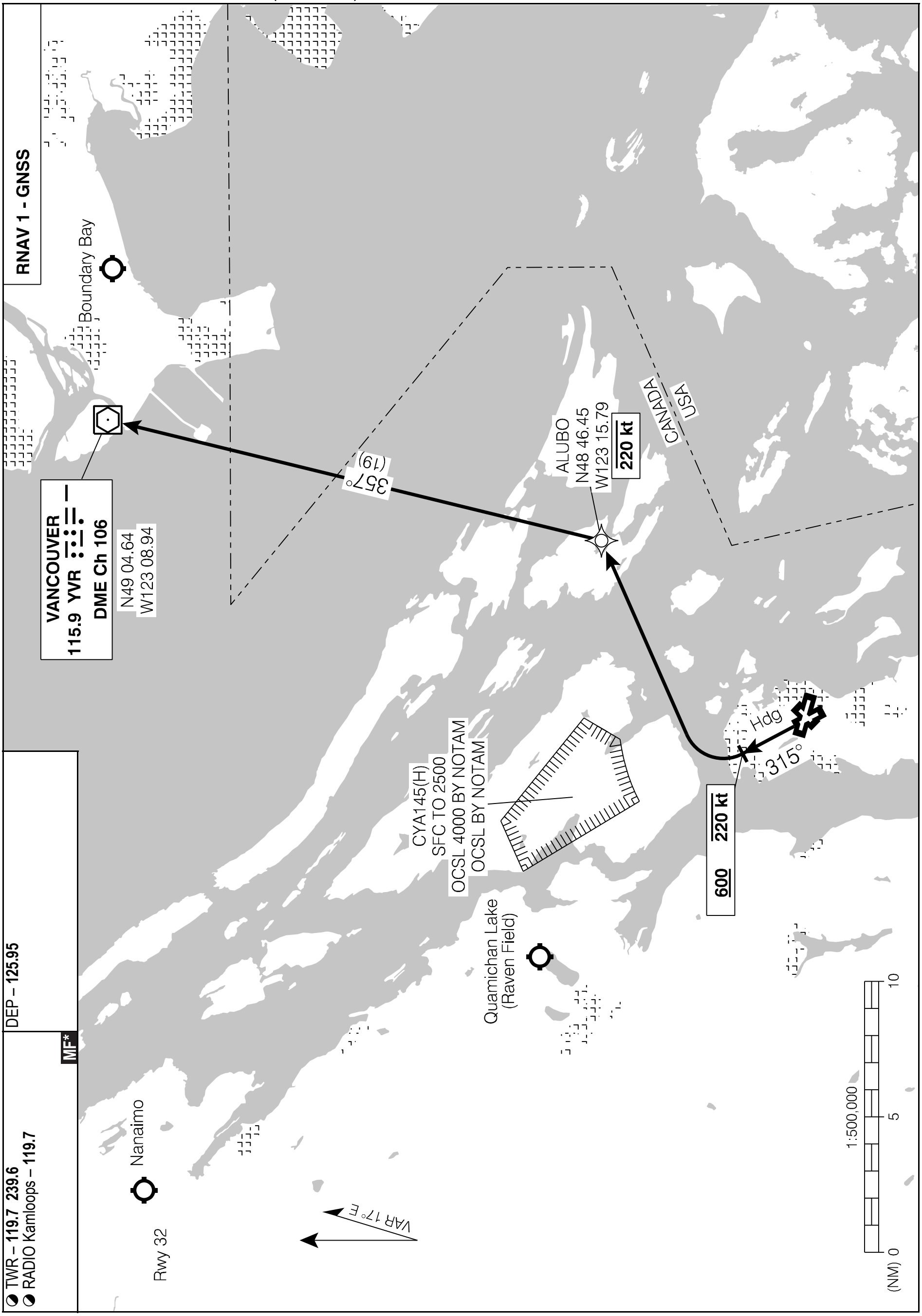
Communication Failure

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

SID (RNAV)
VICTORIA INTL, BC

CLOAKE SEVEN DEP (CLOAK7.)

CYYJ



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: (MILLB1.KELNA) Climb track **192°** to EMETU. Then LEFT turn track **174°** to KELNA to the assigned route.

VANCOUVER TRANSITION: (MILLB1.YVR) Climb track **333°** to ALONA. Then RIGHT turn track **042°** to "YVR" VOR/DME to the assigned route.

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

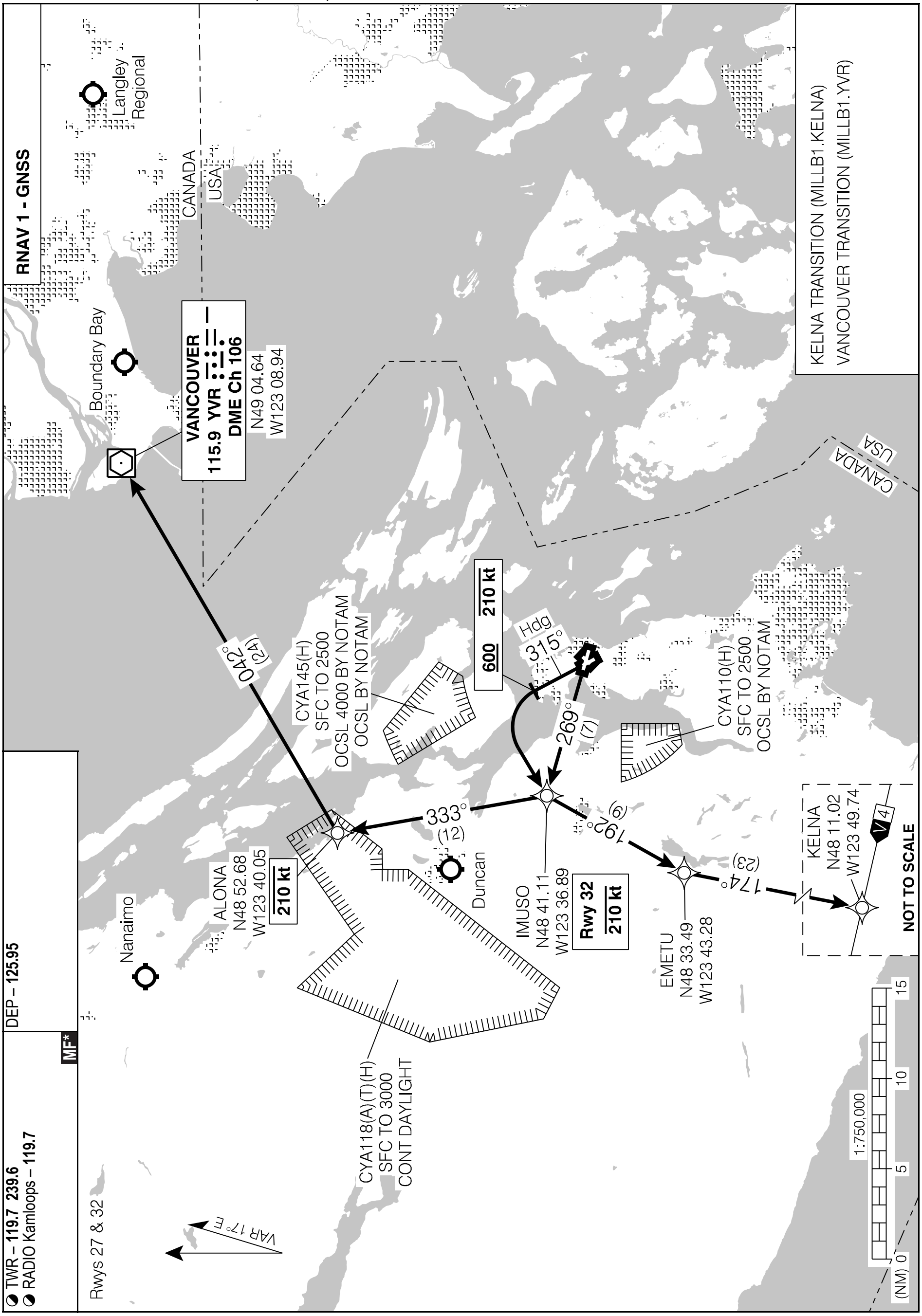
1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off, then;
3. Climb to flight planned altitude.

SID (RNAV)

MILL BAY ONE DEP (MILLB1.)

VICTORIA INTL, BC

CYYJ



MILL BAY ONE DEP (MILLB1.)

CYYJ

EFF 7 AUG 25

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

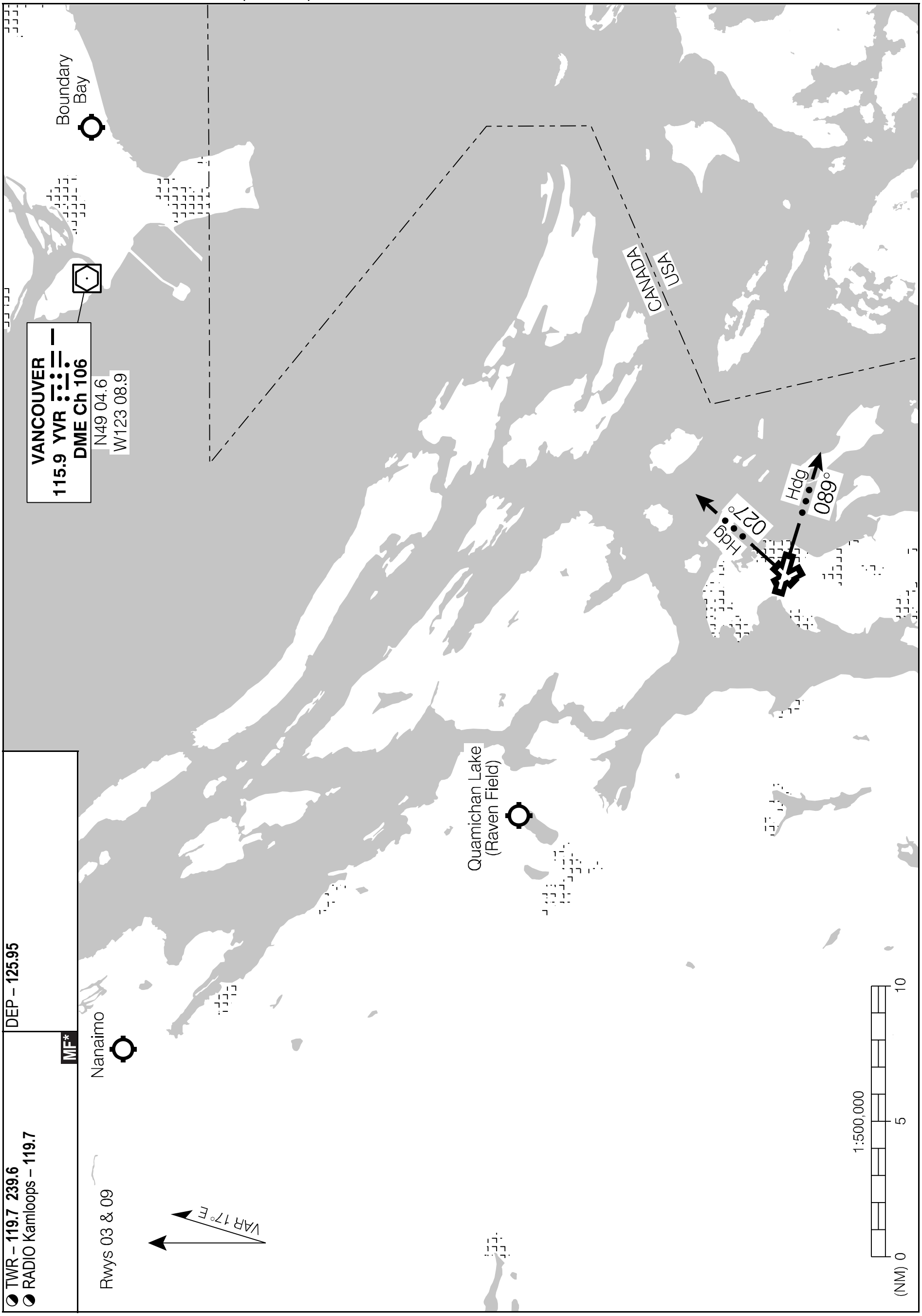
1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off; then,
3. Climb to flight planned altitude.

SID (VECTOR)

VICTORIA INTL, BC

VICTORIA SIX DEP (CYYJ6.)

CYYJ



Canada Air Pilot

Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

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.

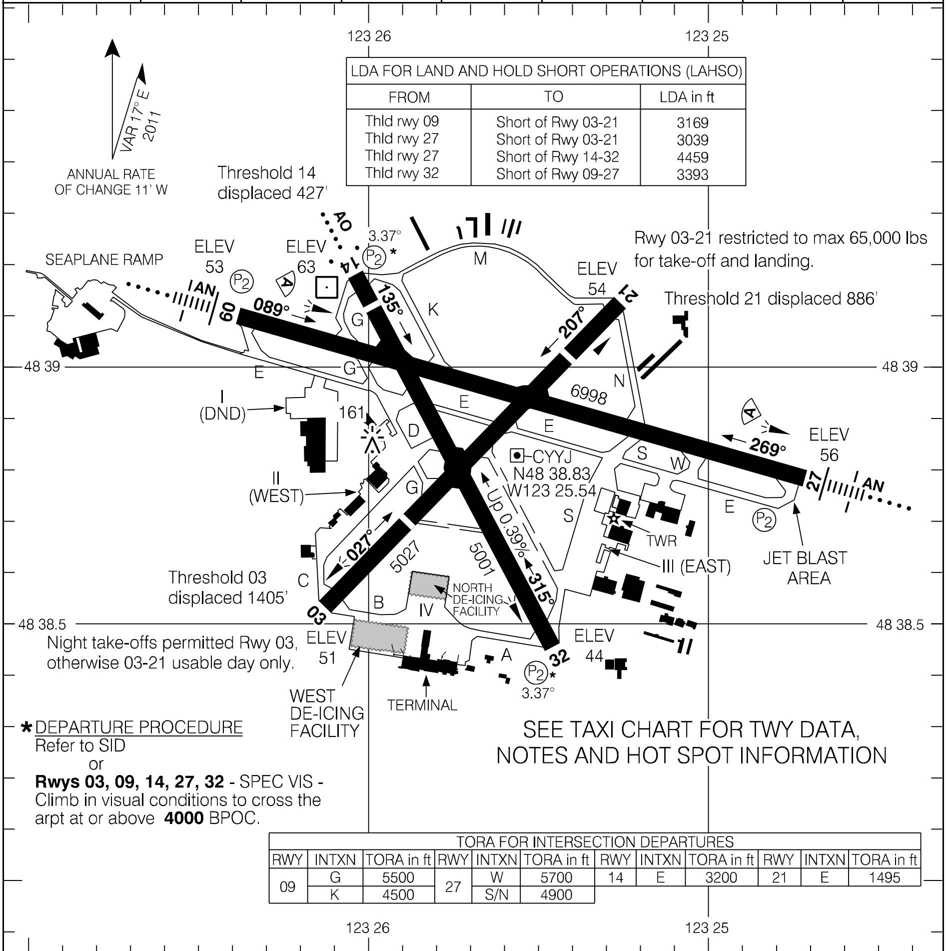
2. Local Turbo-jet training not permitted from 0600Z-1500Z (DT 0500-1400Z).

VICTORIA INTL, BC
CYYJ

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** MF*	DEP – **125.95**

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		



LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
FROM	TO	LDA in ft
Thld rwy 09	Short of Rwy 03-21	3169
Thld rwy 27	Short of Rwy 03-21	3039
Thld rwy 27	Short of Rwy 14-32	4459
Thld rwy 32	Short of Rwy 09-27	3393

***DEPARTURE PROCEDURE**
Refer to SID
or
Rwys 03, 09, 14, 27, 32 - SPEC VIS - Climb in visual conditions to cross the arpt at or above **4000** BPOC.

TORA FOR INTERSECTION DEPARTURES

RWY	INTXN	TORA in ft	RWY	INTXN	TORA in ft	RWY	INTXN	TORA in ft	RWY	INTXN	TORA in ft
09	G	5500	27	W	5700	14	E	3200	21	E	1495
	K	4500		S/N	4900						

RUNWAY LEVEL OF SERVICE

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

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. Acft 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.

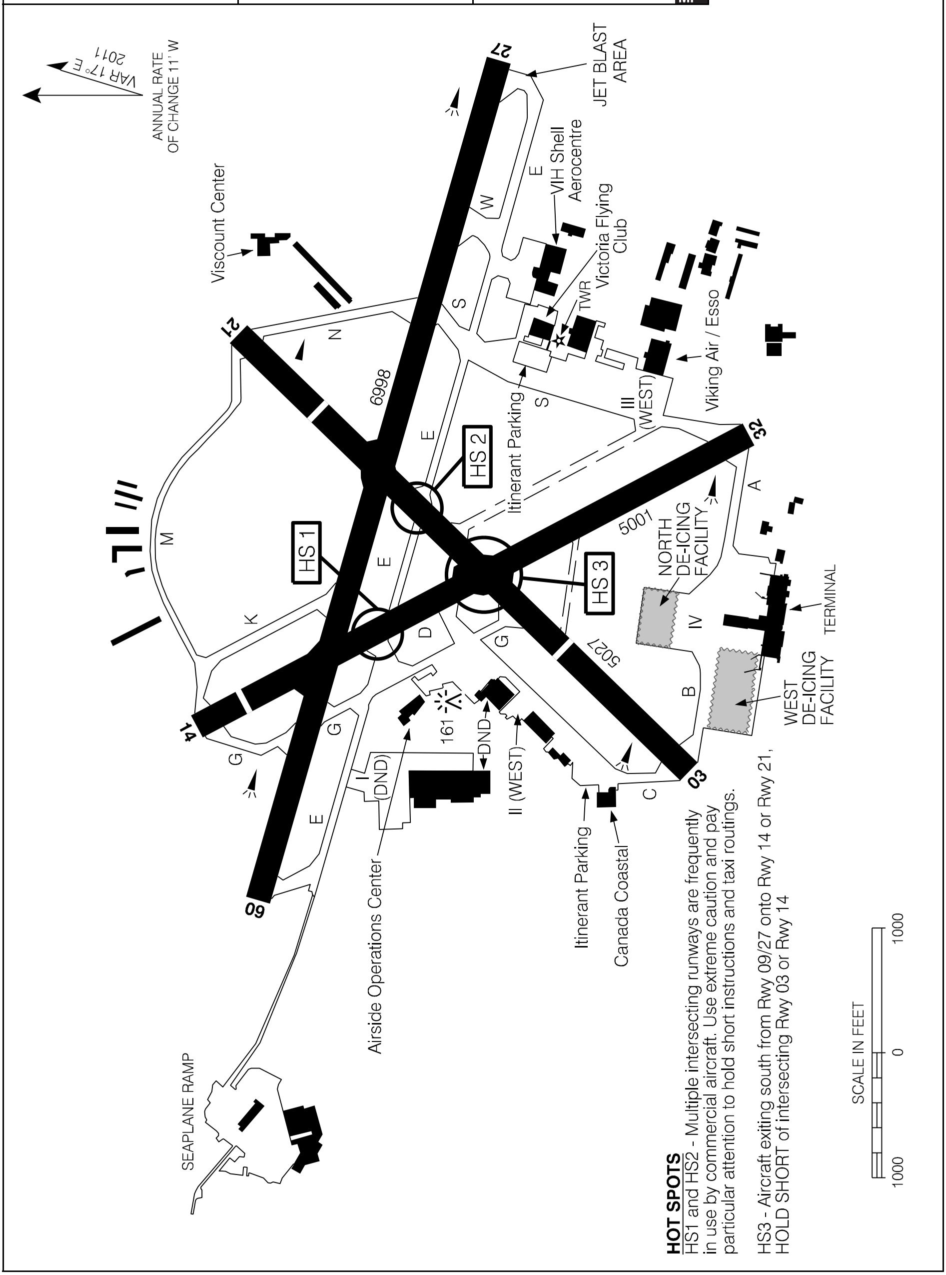
Rwy 09 Arrivals

Aircraft exiting on rwy 21, HOLD SHORT rwy 14, see Hot Spot 3.

VICTORIA INTL, BC

TAXI CHART CYYJ

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*



HOT SPOTS
HS1 and HS2 - Multiple intersecting runways are frequently in use by commercial aircraft. Use extreme caution and pay particular attention to hold short instructions and taxi routings.

HS3 - Aircraft exiting south from Rwy 09/27 onto Rwy 14 or Rwy 21, HOLD SHORT of intersecting Rwy 03 or Rwy 14

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**.

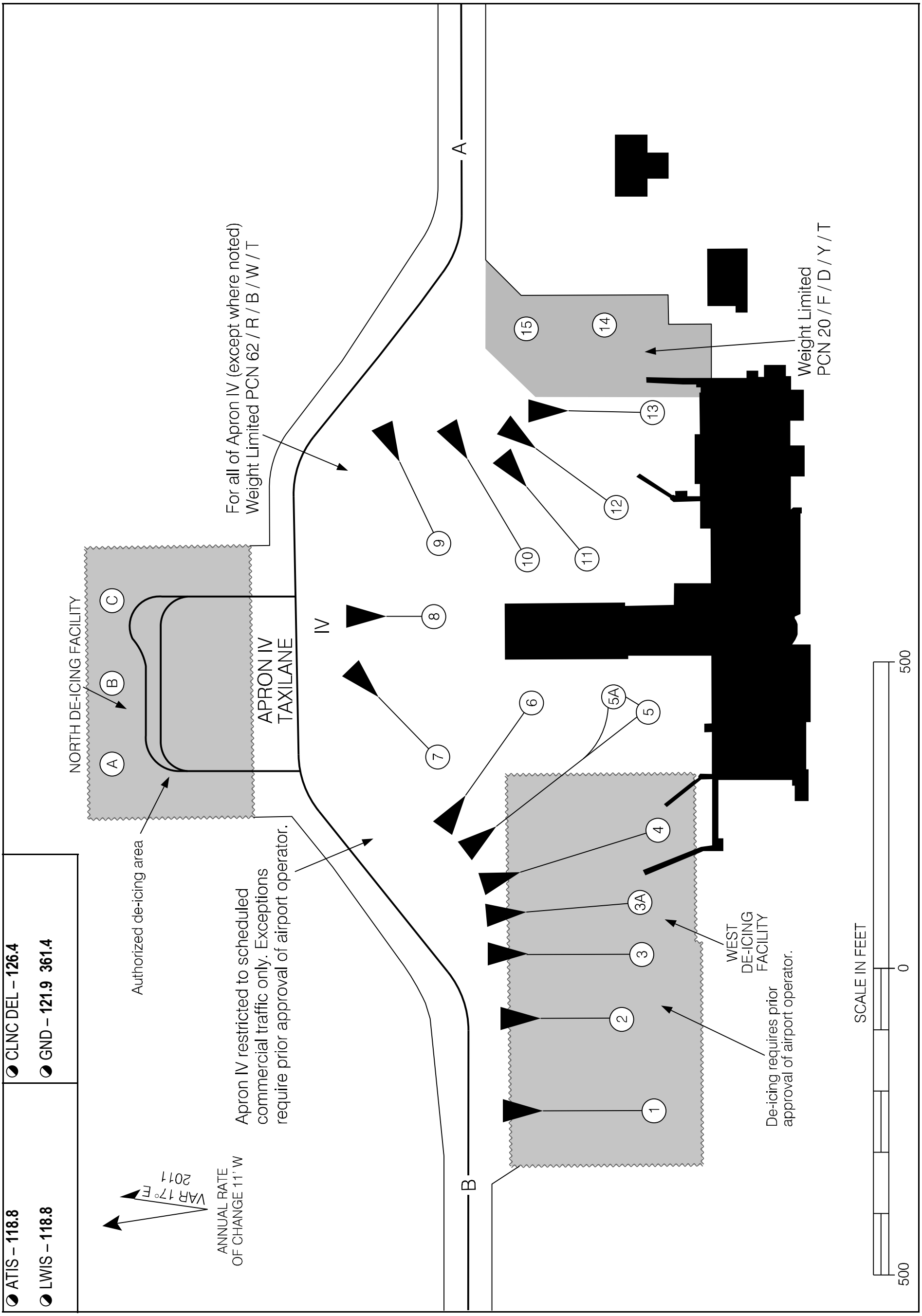
NON-SCHEDULED AIRCRAFT

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**.

VICTORIA INTL, BC

PARKING AREAS

CYYJ



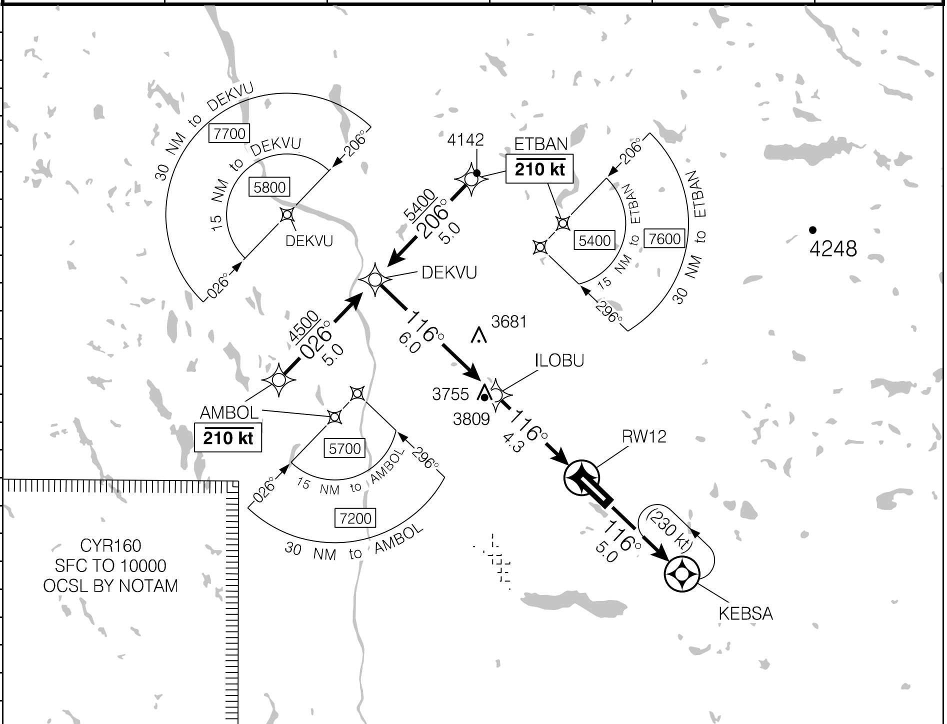
WILLIAMS LAKE, BC

RNAV (GNSS) RWY 12

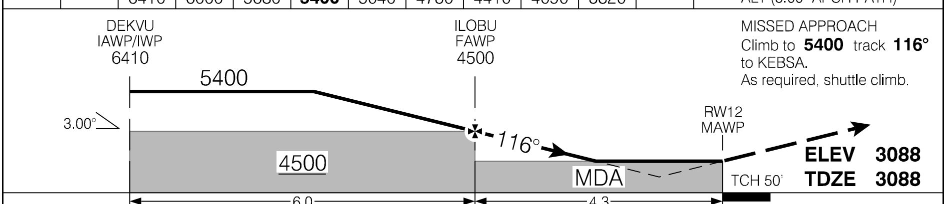
521100N 1220316W VAR 17°E

CYWL

	CTR Vancouver – **134.0 381.4**	RADIO – **122.3** MF			P2 AO
SAFE ALT 100 NM **13,600**	WAAS **Ch 80190** W12A	APCH CRS **116°**	MIN ALT ILOBU **4500**	LDA **6966**	



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)



MISSED APPROACH
Climb to **5400** track **116°** to KEBSA.
As required, shuttle climb.

ELEV 3088
TDZE 3088

CATEGORY	A	B	C	D
LPV	**3584**	(500)	1¾	
LNAV/VNAV (min. -24°C, max. 54°C)	**3584**	(500)	1¾	
LNAV	**3820**	(736)	2¼	

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

RNAV (GNSS) RWY 12 CYWL

EFF 23 FEB 23

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

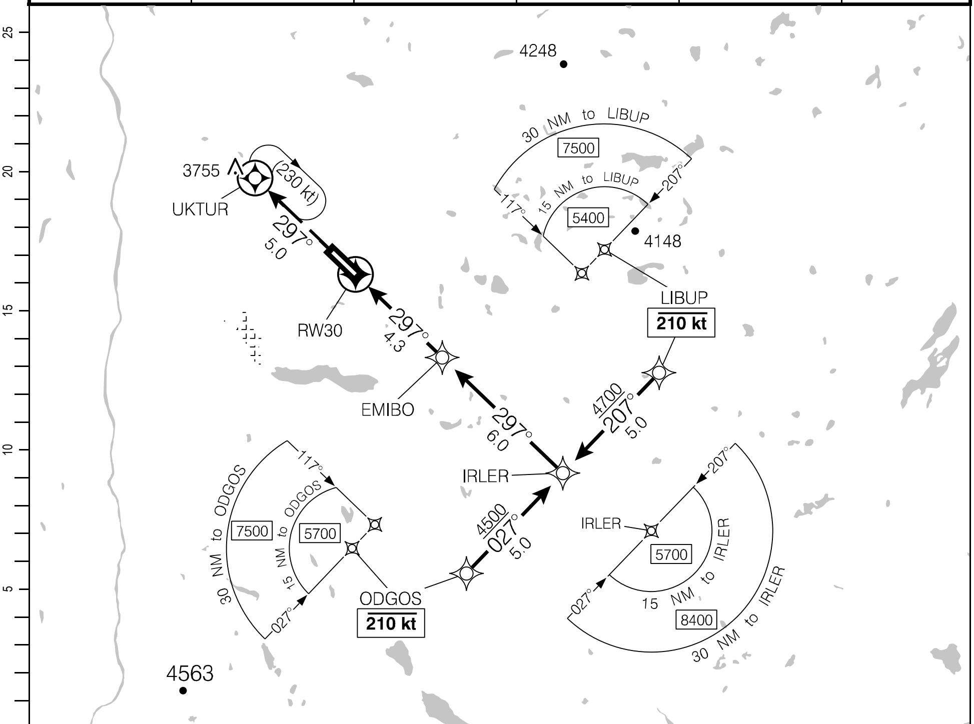
WILLIAMS LAKE, BC

RNAV (GNSS) RWY 30

521100N 1220316W VAR 17°E

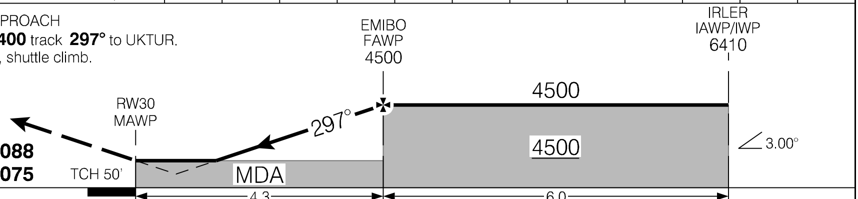
CYWL

	CTR Vancouver – **134.0 381.4**	RADIO – **122.3** MF		(P2) AO
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		

MISSED APPROACH
Climb to **5400** track **297°** to UKTUR.
As required, shuttle climb.



ELEV 3088
TDZE 3075

CATEGORY	A	B	C	D
LPV	**3575**	(500)	1¾	
LNAV/VNAV (min. -24°C, max. 54°C)	**3575**	(500)	1¾	
LNAV	**3580**	(505)	1½	

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

Canada Air Pilot
Effective 0901Z 2 OCT 2025 to 0901Z 27 NOV 2025

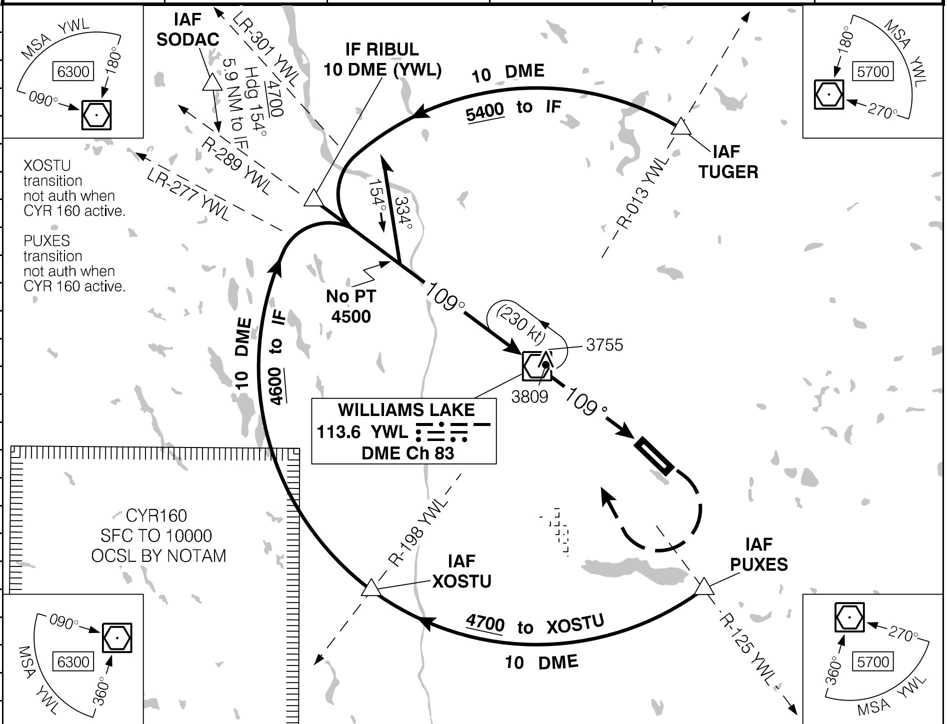
WILLIAMS LAKE, BC

VOR RWY 12

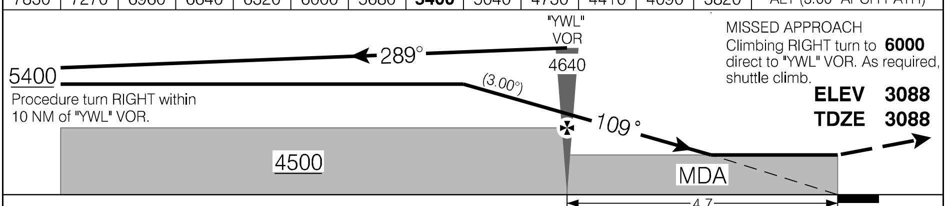
521100N 1220316W VAR 18°E

CYWL

	CTR Vancouver – **134.0 381.4**	RADIO – **122.3**	MF		(P2) AO 7.1°
SAFE ALT 100 NM **13,600**	VOR YWL **113.6**	APCH CRS **109°**	MIN ALT YWL **4500**	LDA **6966**	



(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)



MISSED APPROACH
Climbing RIGHT turn to **6000** direct to "YWL" VOR. As required, shuttle climb.

ELEV 3088
TDZE 3088

CATEGORY	A	B	C	D
VOR	**3820** (732) 2¼			
C CIRCLING	**3820** (732) 2¼		**3840** (752) 2¼	**3860** (772) 2½

"YWL" VOR to MAP 4.7 NM		
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**

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

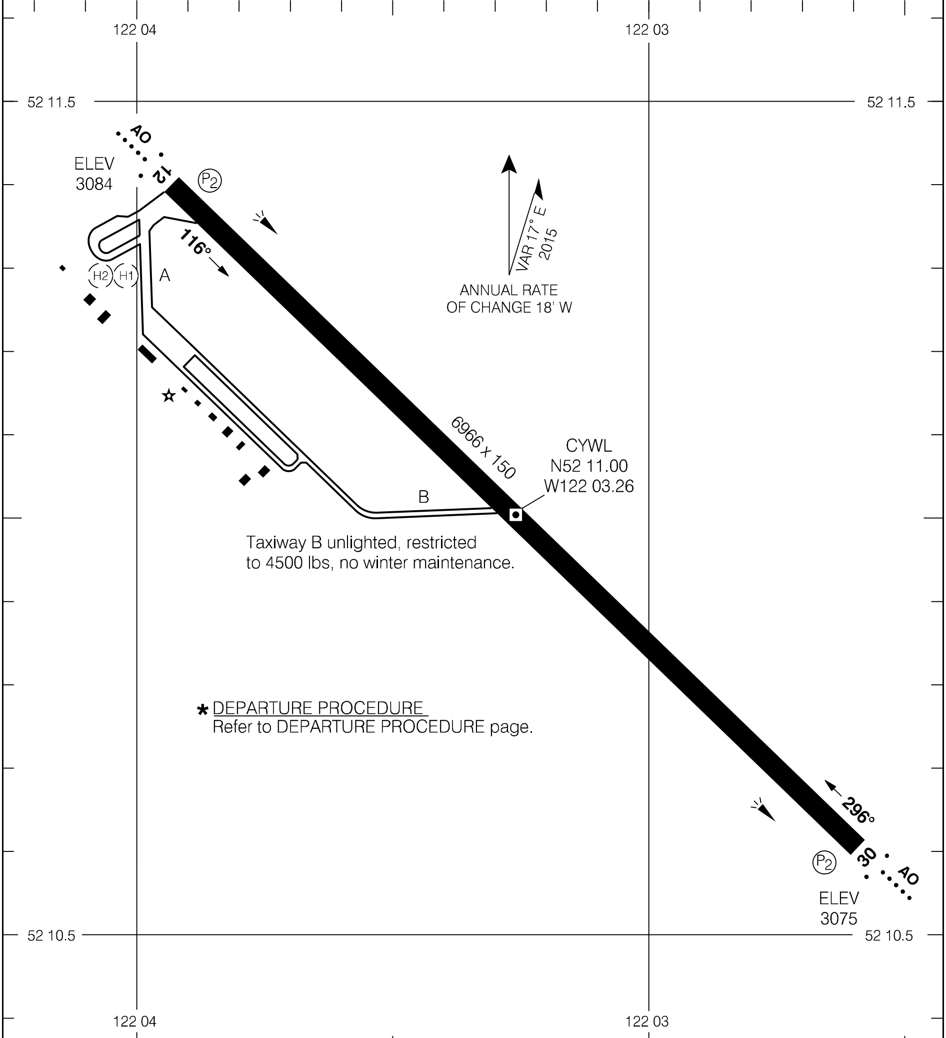
WILLIAMS LAKE, BC

AERODROME CHART

CYWL

		RADIO – **122.3** MF	CTR Vancouver – **134.0** **381.4**

DECL DISTS	12	30						
TORA	6966	6966						
TODA	7668	7767						
ASDA	6966	6966						
LDA	6966	6966						



TAKE-OFF MINIMA
Rwy 12, 30: *

SCALE IN FEET

1000 0 1000 2000