

# Vancouver FIR Streamer Event Document

## 1. Availability of Charts

### IFR charts

IFR charts for various airports are available from Navigraph (subscription required). Free charts are available from [www.fltplan.com](http://www.fltplan.com) (free account required to view Canadian charts).

### VFR charts

VFR charts are always encouraged in Canada. Specific arrival and departure procedures for any airport can be found on the British Columbia Canada Flight Supplement (**BC CFS**) online:

[https://imageserver.fltplan.com/legends/BC\\_VFR\\_TERMINAL\\_PROCEDURES\\_04-20-2023.PDF?\\_ga=2.163571068.1984465449.1682302718-128436060.1680313208](https://imageserver.fltplan.com/legends/BC_VFR_TERMINAL_PROCEDURES_04-20-2023.PDF?_ga=2.163571068.1984465449.1682302718-128436060.1680313208)

General Canadian VFR sectionals can be found on the VFR Terminal Area charts (**VTA**). These charts cover VFR operations around Canada.

To access the online version, go to <https://mapviewer.fltplan.com/> and select from the drop-down menu of the background map *Sectional-Canada*.

Additional procedures for the Lower Mainland and surrounding areas can be found on the Vancouver VFR Terminal Area charts back (**Vancouver VTA back**). These include VFR routes, float planes and helicopters procedures as well as VFR waypoints associated to different airports around Vancouver. You can also see the vertical and horizontal airspace separation around Vancouver. [https://imageserver.fltplan.com/legends/VTA\\_BACK\\_VANCOUVER.PDF](https://imageserver.fltplan.com/legends/VTA_BACK_VANCOUVER.PDF)

**If you ever feel you are unable to comply with VFR instructions or routings due to scenery limitations, please feel free to let your controller know and they will make alternate arrangements.**

## 2. Flying SIDs in Canada for IFR traffic

In Canada, many SIDs are what's called vector or pilot nav SIDs. These SIDs require the pilot to follow an assigned heading until they are turned by ATC on course. Many times this will create a discontinuity on the FMC, however, **be sure not to clear this kind of discontinuity** until ATC approves a direct to a waypoint.

Additionally, most if not all the SIDs you will encounter at the staffed airports have top altitudes published on the SID chart. If this is the case, you will not be given a top altitude as part of your clearance as you are expected to get this information from the chart.

### 3. Flying STARs in Canada for IFR traffic

In Canada, pilots will not be explicitly cleared for a STAR. If the STAR was included (filed) as part of the original flight plan, then the IFR clearance implies that the STAR is already authorized. *There is no need to request additional authorization to fly a STAR that is filed as part of the flight plan.*

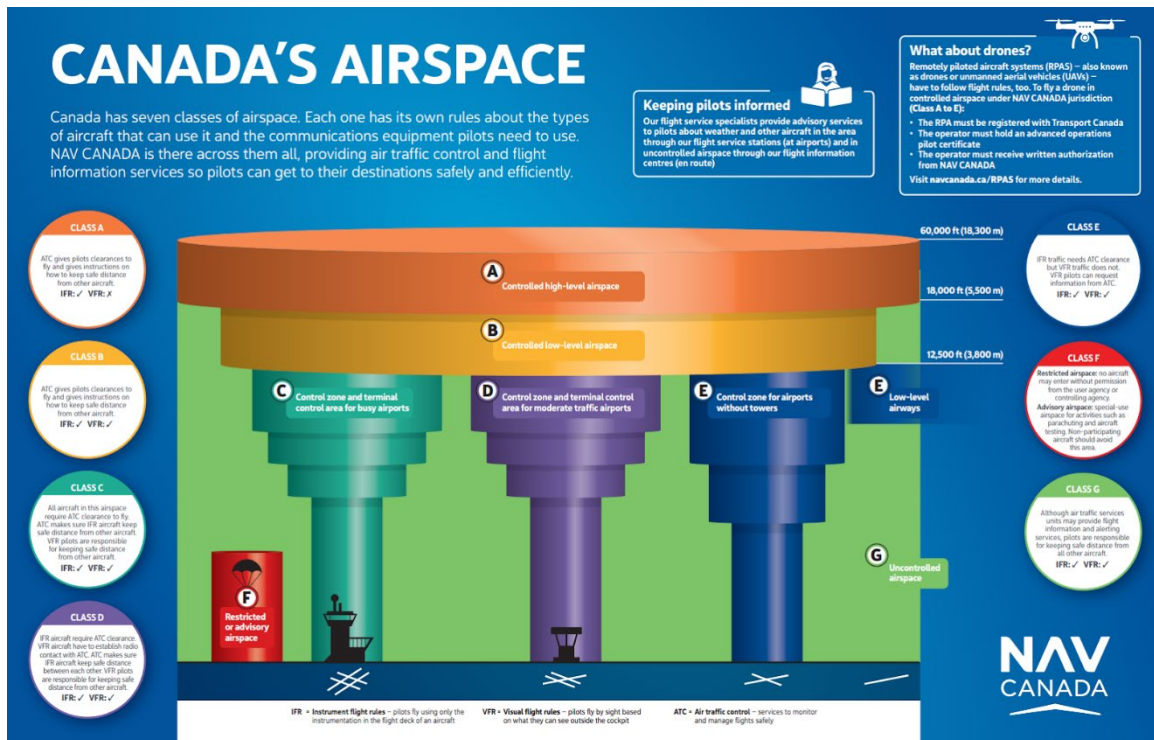
In Canada, most STARs have altitude restrictions published on them. **All restrictions on a STAR are considered mandatory unless explicitly canceled by ATC. If you are cleared to an altitude lower than any restrictions published on the STAR, you MUST STILL COMPLY WITH ALL ALTITUDE RESTRICTIONS unless ATC cancels the restriction.**

However, do not descend below the last altitude authorized by ATC, even to meet a STAR restriction. The altitude restrictions on a STAR in Canada are not applicable until you have been cleared to an altitude lower than the restriction.

Allow us to reiterate: **DO NOT DESCEND BELOW THE LAST ALTITUDE AUTHORIZED BY ATC. Not even to meet a published STAR restriction.**

If you need to start a descent to meet a published restriction, request descent clearance from ATC. Do not start descending until the clearance is received.

*Please note: Vancouver has mountains stretching above 10,000' within 50 miles of the airport. Many STAR restrictions are required for TERRAIN CLEARANCE. In other words, follow the STAR restrictions or you may find your flight cut short by a giant wall of rock.*



A higher resolution version of this map as well as more information can be found here for those looking to learn more:  
<https://coastaldrone.co/class-a-airspace-and-class-b-airspace-differences/>

## 4. Transition Altitude and Speed Restrictions in Canada

### **Transition Altitude: FL180**

Transition Altitude in Canada's Southern Domestic Airspace (where Vancouver is located) is FL180. Local altimeter settings should be used below FL180.

### **Max 250 Kts IAS below 10,000' ASL**

Canadian Aviation Regulations prohibit aircraft from exceeding 250 knots indicated airspeed below 10,000', except for aircraft whose minimum clean speed is higher. Aircraft with a higher minimum clean speed than 250 kts must not exceed minimum clean speed below 10,000'. *Note: ATC is not authorized to issue speeds exceeding this rule.*

### **Max 200 Kts IAS below 3,000' ASL within 10 nm of a controlled airport**

Unless authorized otherwise by ATC.

## 5. Thank You!

On behalf of the entire team here in the Vancouver FIR, thank you for choosing to fly with us today. We hope you have an enjoyable event, and we look forward to seeing you fly into Vancouver FIR again soon!