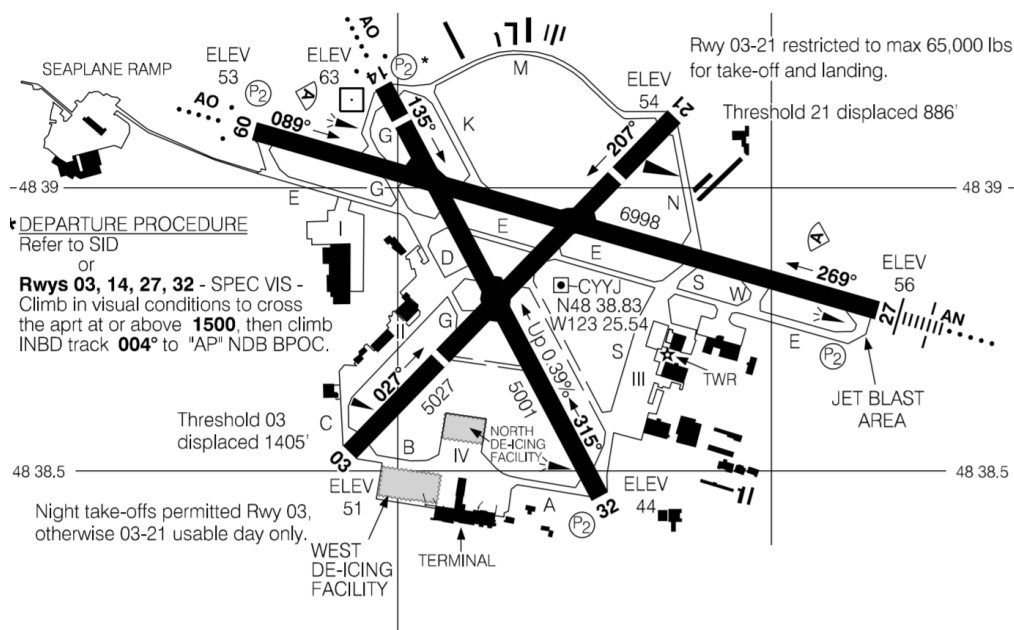
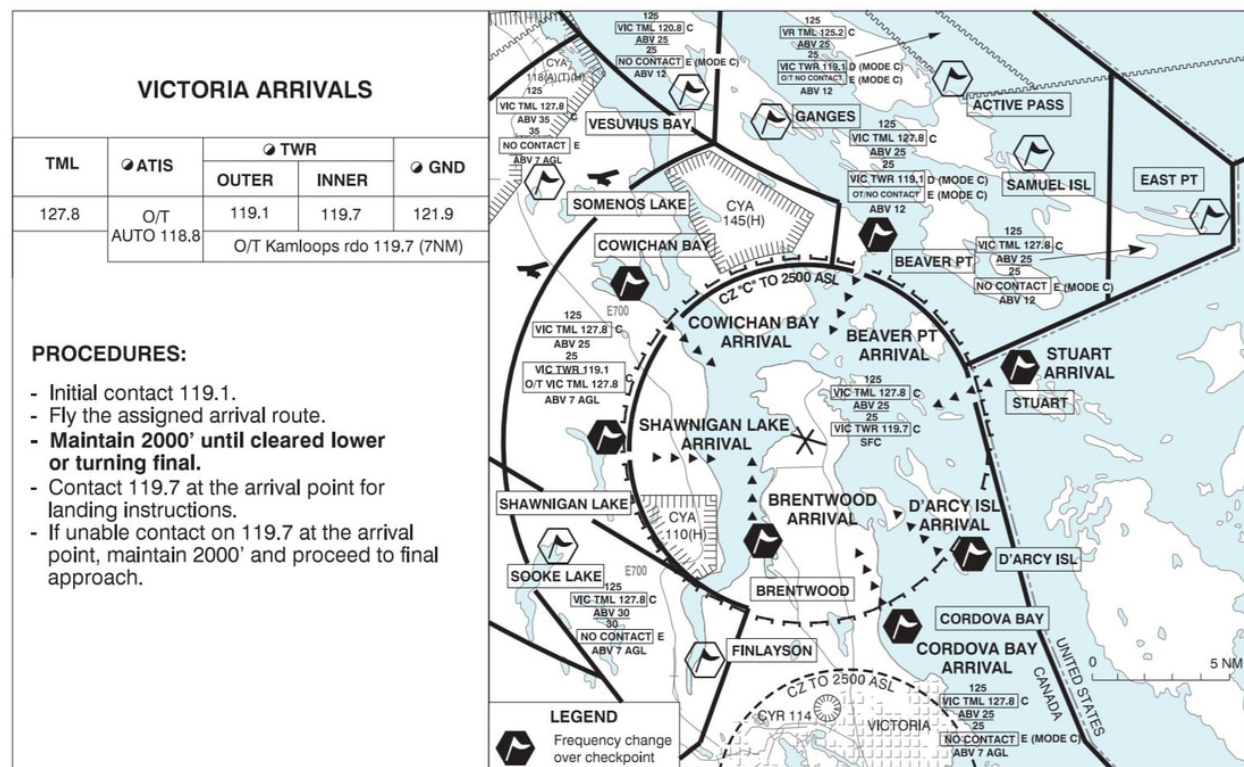
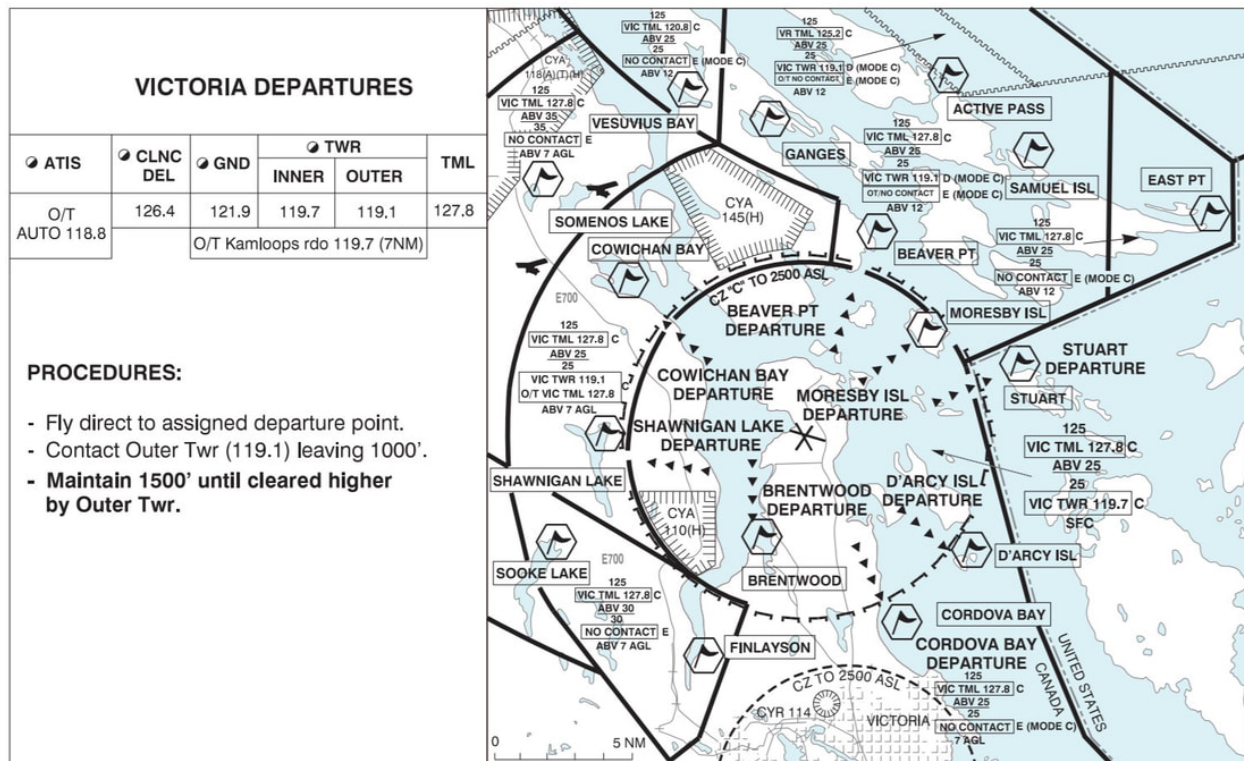


Victoria Airport Information

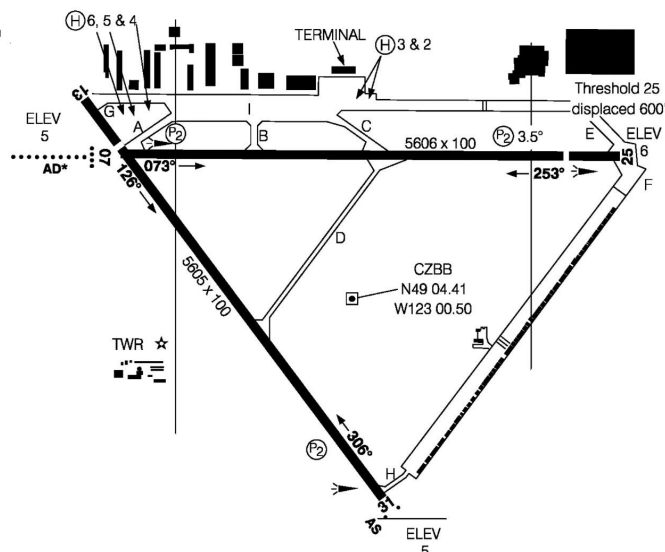


- **Features:**
 - Three Runways; Primary runway 09/27 6998 ft long.
 - Tower Control zone extends from SFC to 2500'.
 - Seaplane Ramp off the Saanich Inlet (west of the field)
 - DND aircraft parking along Apron I
 - ILS and RNAV for 09 and 27, ILS for 27 is restricted to specific operators (ie: DND, WJA, ACA, PCO)
 - YVR APP covers YYJ Terminal if YYJ Terminal offline
 - Higher MVA's to the West; Terrain across the Saanich inlet.
- **SIDS:**
 - **YYJ5:** Vector Departure for RWY 09, 03, 14
 - **Mill Bay 8:** Pilot-Nav Departure using MB NDB and YVR VOR. Rwy 27 and 32
 - **Cloake 6:** Pilot-Nav Departure using MB NDB and YVR VOR for Rwy 32, CAT A or B aircraft only,
- **Routes:**
 - To YVR: OMVEX ILAND5(08R/L), or NAGLI DUXUM5 (26L/R)
 - To KSEA: (As per LOA)
 - CYLW: HUH YDC PIGLU4
 - CYYC: HUH CILLI Q983 NORET IGVEP6
- **Procedures:**
 - Aircraft larger than a B1900 Taxiing to RWY 09, taxi via B, RWY 03, G, E
 - Mode C does not need to be enforced on the ground.
 - VFR flights should be assigned departures and arrivals as per the VTA back whenever possible. (Procedures can be found <https://czvr.ca/vfr>)
 - Right hand Circuits Rwys 09, 21, 32
- **Preferred Rwys:**
 - Rwy 09/27 is the primary runway (especially for Air Carrier operations).
 - 09 is the calm wind runway
 - 14/32 and 03/21 are typically used for smaller aircraft if there is a significant crosswind component on 09/27
 - 03 is NOTAM Closed, Though the Dash8's Sometimes depart it still real world
 - MAX landing Weight of 65,000 lbs for Rwy 03/21
- **Other Information:**
 - GA Parking typically at Victoria Flying Club.
 - FEDEX parking is at Apron II, smaller cargo operators are along taxiway M as well as some GA parking.
 - University of Victoria Centre for Aerospace is the apron off of taxiway N

- VFR Procedures:



Boundary Bay Airport Information



- **Features:**
 - Closest minor land based aerodrome to CYVR, typically used for flight lessons, GA, and VFR traffic.
 - Class "C" Control Zone SFC to 2500 Above airport, and 1000 to 2500 on the Eastern half of the control zone
 - Aerodrome surrounded by noise sensitive areas such as residential areas north, east, and west; As well as a Owl sanctuary to the west of runway 07/31.
 - High traffic area to the north and east due to CYVR. Departures on runway 31 not authorized

- **SIDS:**
 - **CZBB5:** Boundary Bay 5 Departure, All runways except 31. Right turns direct WC NDB, then vectors. Climb 2000'

- **Routes:**

CZBB	H	DEP TO E				WC HUH J534 IWACK
CZBB	L	DEP TO E				WC HUH ANTLR V342 YDC
CZBB	H	DEP TO N				WC HUH J534 IWACK
CZBB	L	DEP TO N				WC B22 HE
CZBB	L	DEP TO NE				WC B22 HE
CZBB	H	DEP TO NW				WC HUH V495 YYJ J502 YZT
CZBB	L	DEP TO NW				WC HUH V495 YYJ V440 NANO T645 UQQ
CZBB	H	DEP TO S				WC HUH V165 CVV
CZBB	L	DEP TO S				WC HUH V165 CVV
CZBB	H&L	DEP TO W				WC HUH V495 YYJ

-
- **Procedures:**
 - Rt hand circuits runway 31 and 25; non-standard circuit altitude (800ft AGL).
 - VFR flights should be assigned departures and arrivals as per the VTA back whenever possible. (Procedures can be found <https://czvr.ca/vfr>)
 - Instrument approaches only available on RWY 07 and 31. Both have an RNAV GNSS, 07 also has a VOR DME Approach.
- **Preferred Rwys:**
 - Preferred Runway 07
- **Other Information:**
 - IFR Departures are with CYVR_APP or DEP. Arrivals from CYVR_APP
 - Apron 3 private parking only, Txy Way F wing span of 50ft or less.
 - Apron 1 hosts a number of flight schools and the main terminal, Apron 2 hosts a number of logistics companies and aircraft maintenance.

- VFR Procedures:

VANCOUVER / BOUNDARY BAY RUNWAY 07/13 ARR/DEP

TWR			
ATIS	OUTER	INNER	GND
125.5	127.6	118.1	124.3
VR TML ABV 2000 ASL 125.2			
O/T TFC 118.1 (MF TO 2000 CZ IRREGULAR)			

PROCEDURE NOT AUTH OUTSIDE TWR HRS OF OPS AND CAR PART 7 OPS AT NIGHT.

COURTHOUSE ARR
Report Inbound over **COURTHOUSE** on 127.6. Track Inbound over HWY 10. Cross abeam **91 INTERCHANGE** at or below **1500'**. Not below **1000'** until West of **GAS STATION**.

AUTOMALL DEP
Through **800'** contact 127.6. Cross abeam **96 St 1000'** or above. Cross **BLACKIE SPIT** above **1500'**. Continue direct **AUTOMALL**.

WEST POINT ARR
Report Inbound over **WEST POINT** on 127.6. Cross border **2000'** or below. Cross **SEVENTEENS** at **1000'** or above. Remain over land.

POINT ROBERTS DEP
Through **800'** contact 127.6. Remain over water direct to **POINT ROBERTS**. Not above **2000'** unless approved.

All circuits **800 ASL**.

**VANCOUVER / BOUNDARY BAY
RUNWAY 25/31 ARR/DEP**

ATIS	TWR		GND
	OUTER	INNER	
125.5	127.6	118.1	124.3
VR TML ABV 2000 ASL 125.2			
O/T TFC 118.1 (MF to 2000 CZ IRREGULAR)			

**PROCEDURE NOT AUTH OUTSIDE
TWR HRS OF OPS AND CAR PART
7 OPS AT NIGHT.**

COURTHOUSE DEP
Through 800' contact 127.6. Track outbound
over HWY 10. Cross abeam 91 INTERCHANGE
at 1500' or above. Continue to COURTHOUSE.

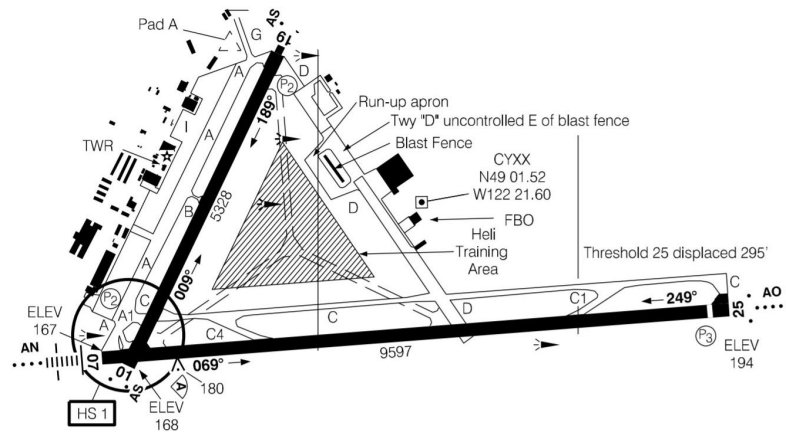
FRASER BRIDGE DEP
Through 800' contact 127.6. On Departure Right
turn direct FRASER BRIDGE. Not above 1200'.

AUTOMALL ARR
Report Inbound over AUTOMALL on 127.6.
Cross BLACKIE SPIT 1500' or below.
Cross abeam 96 St 1000' or above.

WEST POINT DEP
Through 800' contact 127.6 Cross
SEVENTEENS above 1000' remain over
land fly direct to WEST POINT. Not above
2000'.

POINT ROBERTS ARR
Report Inbound over POINT ROBERTS
on 127.6.
Cross border 2000' or below. Remain over water.
All circuits 800 ASL.

Abbotsford Airport Information

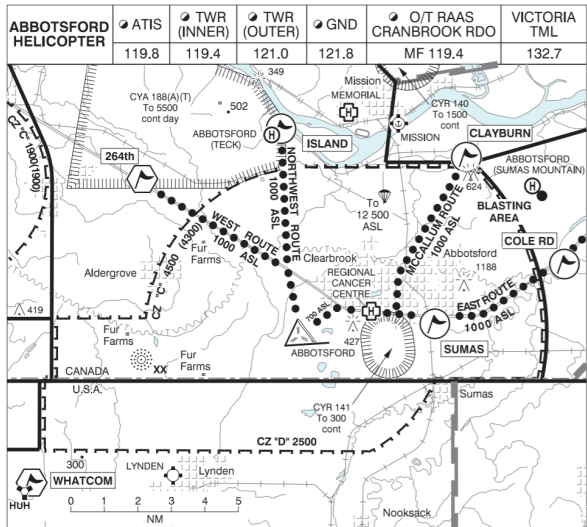


- **Features:**
 - Class "C" CZ SFC-4500, irregular shape
 - Frequent use by low-cost domestic and international traffic (ie: WSW) and as an alternate for YVR
 - Extensive use for helicopter training.
 - Two runway layout 07/25 and 01/19; 07 is only runway with an instrument approach
- **SIDS:**
 - **CYXX9:** RWY's 07/19/25, Vector SID for cat A & B. Initial Altitude 3000
 - **CLRBK2:** RWY 07, Vector SID for cat C & D, Initial altitude 5000
 - **GABVO4:** Rwy 07, 19, 25, RNAV SID to the North East ending at GABVO. Initial Alt 11000.,
- **Routes:**

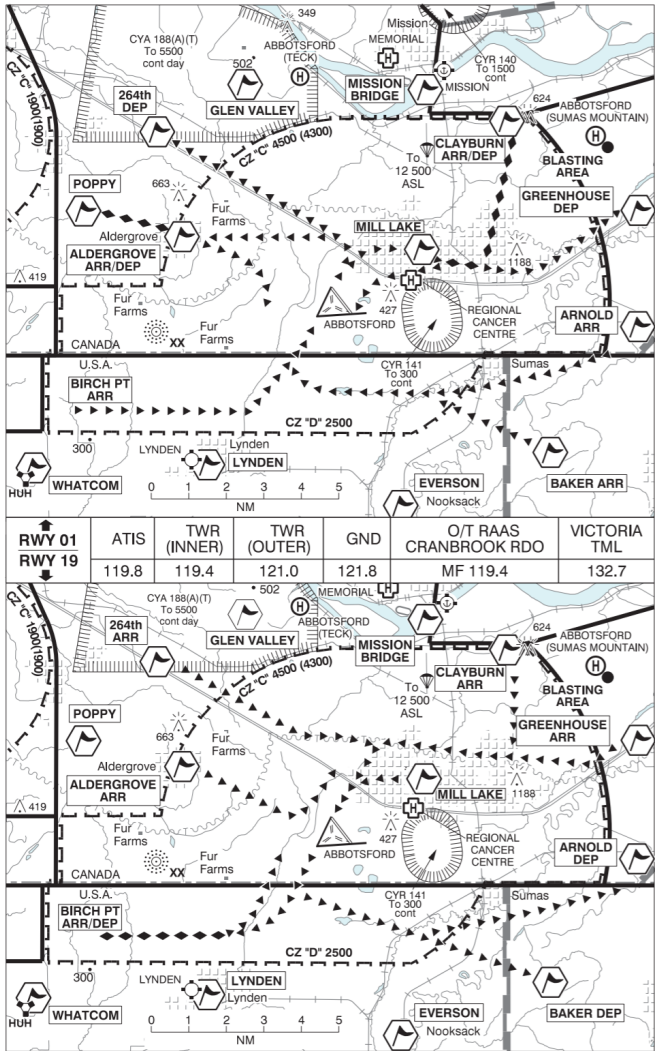
CYXX	H	DEP TO E				HUH J534 IWACK
CYXX	L	DEP TO E				ANTLR V342 YDC
CYXX	H	DEP TO N				HUH J534 IWACK
CYXX	L	DEP TO N				XX HE
CYXX	H	DEP TO NW				HUH V495 YYJ J502 YZT
CYXX	L	DEP TO NW				HUH V495 YYJ V440 NANO T645 UQQ
CYXX	H&L	DEP TO S				HUH V165 CVV
CYXX	H	DEP TO W				HUH V495 YYJ
CYXX	L	DEP TO W				HUH V495 YYJ
CYXX	L	DEP TO	CYVR		RNAV	YYJ ILAND ARR
CYXX	L	DEP TO	CYVR			YYJ GOTOK ARR
CYXX	H&L	DEP TO	KBFI	A9000 & ABV		JAWBN ARR
CYXX	H&L	DEP TO	KSEA	JET	RNAV	MARNR ARR
CYXX	H&L	DEP TO	KSEA	A9000 & ABV		JAWBN ARR

- **Procedures:**
 - VFR Procedures in effect can be seen below for Helicopters and Fixed wing.
- **Preferred Rwy's:**
 - Preferred RWY is 07
- **Other Information:**
 - Helipad for Abbotsford Regional Hospital and Cancer Center within the control zone
 - Flight school parking on north side of APN I
 - Terminal for commercial traffic Southernmost building on APN I
 - Airshow office and parking northernmost buildings off TWY D
 - Shell marked as FBO on chart south of the blast fence on D
 - The large building to the north of the SHell is Cascade Aerospace hangers and maintenance.

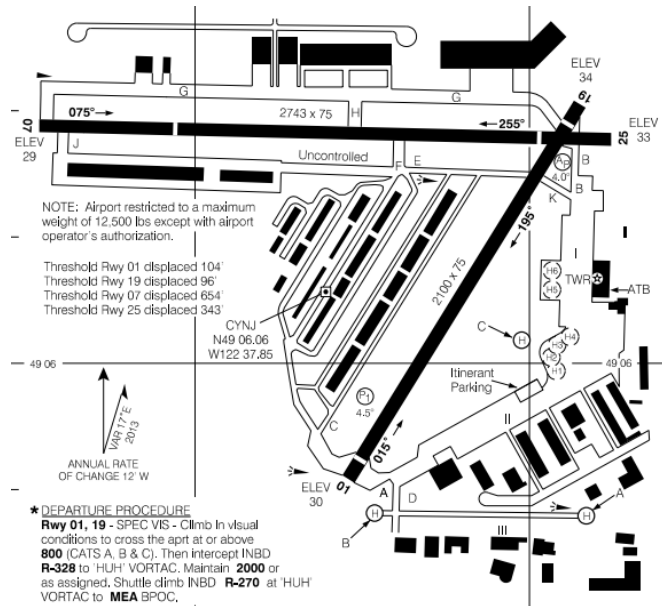
ABBOTSFORD HELI VFR TERMINAL PROCEDURES CHART



ABBOTSFORD VFR TERMINAL PROCEDURES CHART RWY 01 & 19



Langley Airport Information



- **Features:**

- Two runway layout; 01/19 (2100ft) and 07/25 (2743ft).
- Two run-up bays. One on taxiway B, requires clearance onto taxiway B to enter; Other one before taxiway A, no clearance required to enter as it is still technically part of the ramp.
- Class "C" CZ from SFC-1900ft. Vancouver TML airspace doesn't start until 2500ft over the airport.
- Noise sensitive area to the south and east of the airport; pilots are expected to make a noise abatement turn of approximately 30 degrees to the left after departure on 19 and then fly an extended upwind/crosswind leg to avoid flight over built-up areas.
- 3 controlled helipads (A, B, C); helipad P1 is often referred to as "The Meadow" and while uncontrolled, is often used for heli circuits.

- **SIDS:**

- There is no SID but there is a published departure procedure for runway 01/19: SPEC VIS - climb in visual conditions to cross the apt at or above 800ft then intercept inbound radial 328 to HUH VORTAC. Maintain 2000 or as assigned. Shuttle climb inbound radial 270 at HUH VORTAC to MEA before proceeding on course.

- **Routes:**

CYNJ	L	ARR FR S			SEA V23 HUH
CYNJ	L	ARR FR W			YYJ V495 HUH
CYNJ	L	DEP TO E			HUH V495 XX ANTLR V342 YDC
CYNJ	L	DEP TO N			HUH V495 XX B22 HE
CYNJ	L	DEP TO NW			HUH V495 YYJ V440 NANOO T645 UQQ
CYNJ	L	DEP TO S			HUH V165 CVV
CYNJ	L	DEP TO W			HUH V495 YYJ

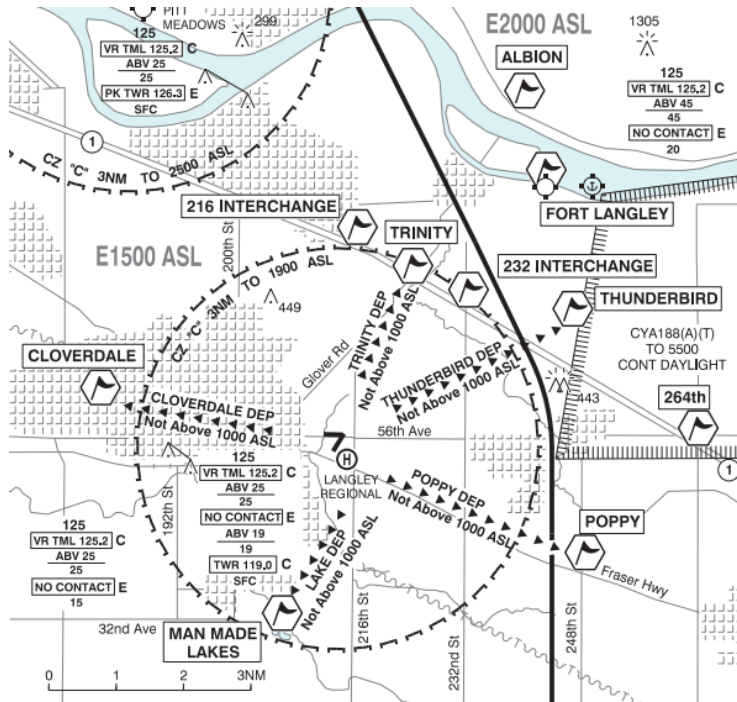
- **Procedures:**

- IFR departures/arrivals should expect to be in contact Victoria TML
- VFR departures will typically be first handed off to UNICOM and the pilot is responsible for contacting Vancouver TML prior to entering their airspace.
- RNAV approach exists for 01 (circling approach available for all other runways) with transitions at HUH, HOLES, and CHAIT
- VFR departures should be assigned a VFR departure procedure (see CFS) whenever possible
- VFR arrivals should be cleared into the circuit via a VFR reporting point
- Standard circuit altitude; Right hand circuits off of 25.
- Other departure/arrivals applicable for helis; see CFS (CYNJ) and CFS (terminal procedures) for more info.

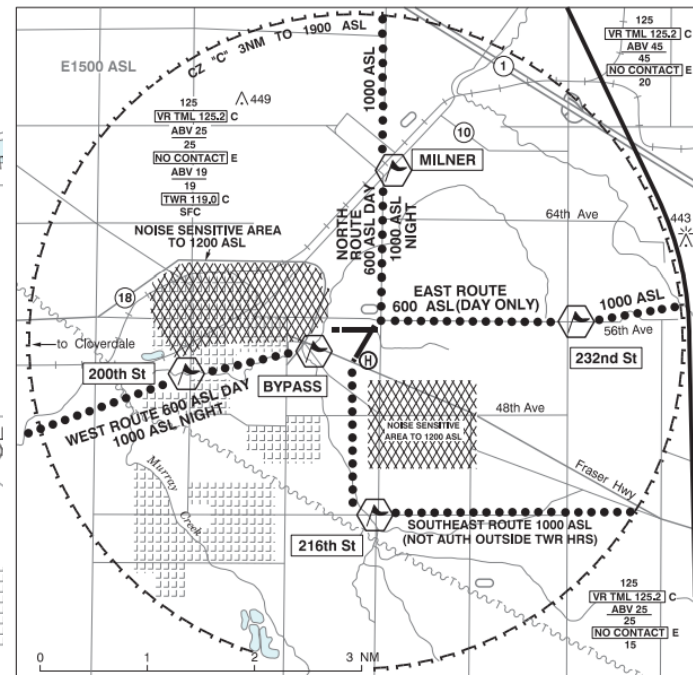
- **Preferred Rwy's:**

- 01 is the calm wind runway; 01/19 is the preferred runway for smaller aircraft but medium props/high performance aircraft will typically request 07/25 should the winds allow as it is longer

- 07/25 is not lit and use should be avoided after civil evening twilight
 - 01 is the calm wind runway
- Other Information:**
 - Extensive overflights in real-life with aircraft transiting between CZBB and the Glen Valley practice area
 - Visitor parking in front of the terminal on apron I; Itinerant parking on apron II; resident parking on apron III and west side of the airport; Multiple flight schools on aprons I and II; maintenance facilities on apron II and north apron.
 - Maximum operating weight at the airport 12,500lbs
 - VFR Procedures:



LANGLEY REGIONAL VFR TERMINAL PROCEDURES CHART / HELI

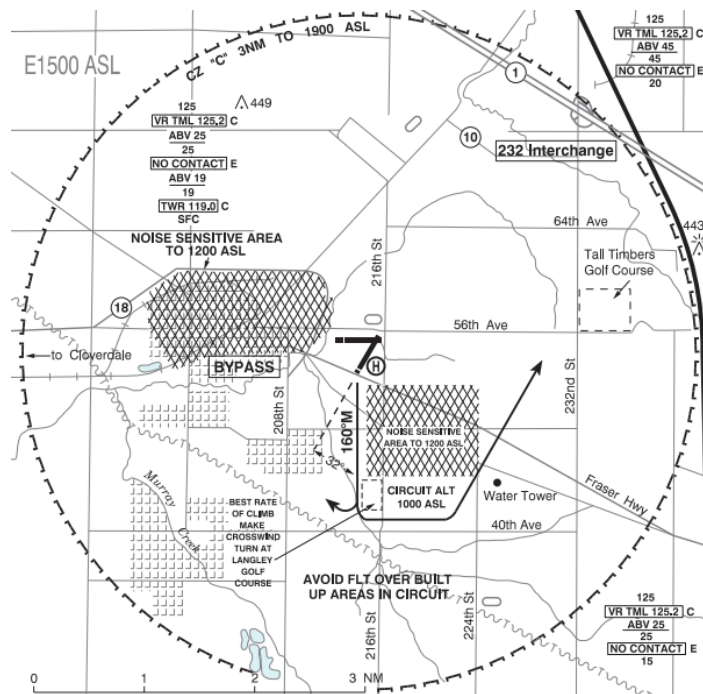


ARRIVAL

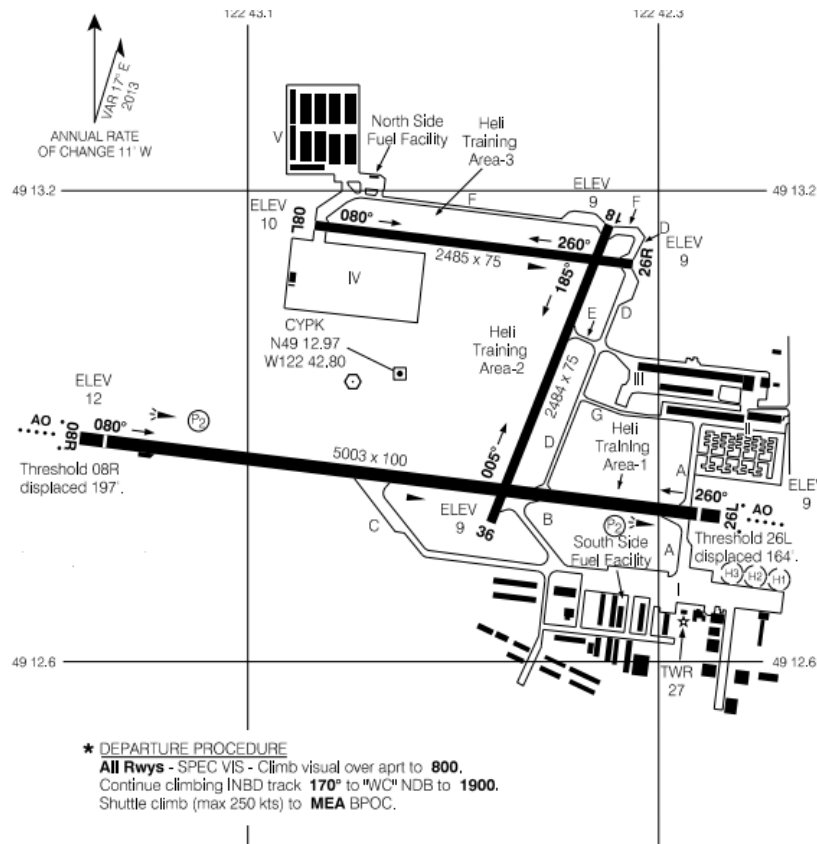
Obtain ATIS 124.5.
Contact tower 119.0 five miles from airport at 1500 ASL or above.
Anticipate inbound clearance via VFR reporting point.

DEPARTURE

Follow local noise avoidance procedures.
Intercept outbound route 1 mile from airport.
Maintain 1000 ASL until exiting the Control Zone or instructed by ATC.

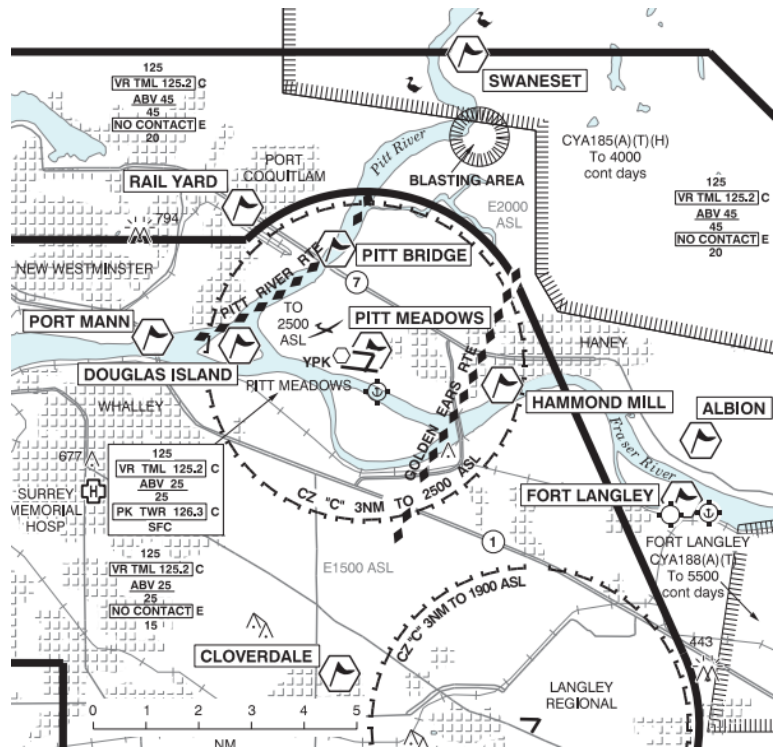
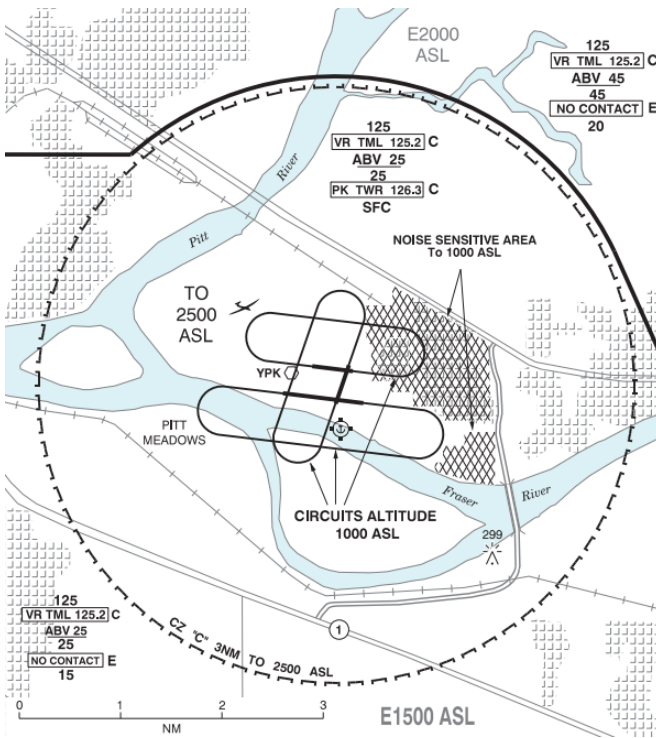


Pitt Meadows Airport Information

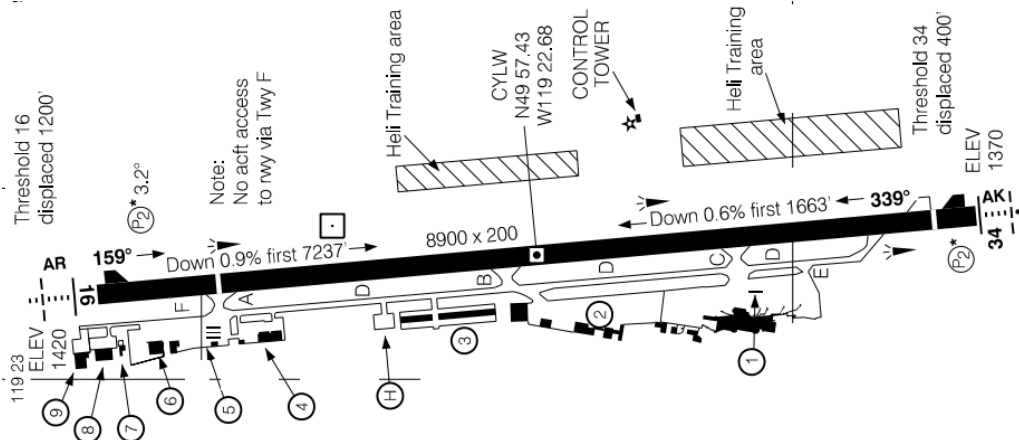


- **Features:**
 - 3 runway layout; 26L/08R (5300ft), 26R/08L (2485ft), 18/36 (2484ft).
 - Class "C" CZ from SFC-2500ft.
 - Noise-sensitive area to the east to 1000ft.
 - Seaplane base to the south of the airport on the Fraser River
- **SIDS:**
 - **CYPK2:** RNAV SID for 08R/26L; departure procedure goes southbound but can be used for departures to the South, East, or West
 - **Published Departure Procedure:** Non-RNAV for all runways; climb to cross airport at 800ft in visual conditions. Continue climbing inbound track 170 to WC NDB at 1900. Shuttle climb to MEA (max 250kts) before proceeding on course.
- **Routes:**
 - No published IFR routes.
- **Procedures:**
 - No VFR departure or arrival procedures. However, inbound aircraft should typically be cleared into the CZ via a VFR reporting point.
 - Right hand circuits on runways 08R, 26R, & 18
 - Seaplane base non-standard circuit altitude (500ft) on S side of the river
 - VFR overflights can optionally be assigned the "Pitt River" route or the "Golden Ears" route for aircraft transiting the airspace northbound/southbound; VFR overflights eastbound/westbound can optionally be told to remain north of Lougheed Hwy to help establish separation from traffic in the circuit.
 - Two RNAV approaches available for 08R; RNAV Z has a circling approach option for all other runways
- **Preferred Rwy's:**
 - 27L/08R is the preferred runway; 26L calm wind runway
- **Other Information:**
 - Majority of GA parking on apron I (including terminal); Maintenance facilities and limited parking on apron II; apron III and V are private aprons.
 - 3 designated heli training areas near the runways at various locations around the airport

○ VFR Procedures:



Kelowna Airport Information



- **Features:**

- Aerodrome nestled in a valley with steep terrain to both the east and west
- Irregular Class "D" CZ SFC-6500, 2500-6500 over the Okanagan lake and Kelowna General Hospital to the west.
- Noise sensitive Area to the south
- Numerous Helipads within or near the control zone including KGH, IKON Adventures, and wildcat helicopters (See VFR Charts)
- Float plane operations within the CZ off Wood Lake north of RWY 16

- **SIDS:**

- **CYLW8:** RWY 16/34, Vector SID with a singular NDB waypoint off each runway following the bed of the valley through the climb. Initial Climb 9000.
- **MERYT2:** RNAV SID to the west RWY 16/34 to the West ending at the RNAV WPT MARYT, Initial Climb 9000
- **NOTIV3:** RNAV SID to the northeast ending at RNAV WPT ENDBY. Initial climb 9000
- **YCD2:** RNAV SID to the southwest ending at the Princeton VOR. Initial climb 9000.
- **Westbank & Winfield:** Rwy 34 & 16 Respectively., Visually climb to 4500 then fly an inbound track to YWB or LW NDB. Initial climb 9000.

- **Routes:**

CYLW	H&L	ARR FR E				ROBTI NORIP NORIP ARR
CYLW	H&L	ARR FR E				TAGBA NORIP NORIP ARR
CYLW	H&L	ARR FR S				IKNER NORIP NORIP ARR
CYLW	H&L	ARR FR S				YDC PIGLU PIGLU ARR
CYLW	H&L	ARR FR W				SEKAB SEKAB ARR
CYLW	H&L	DEP TO E				WHATS
CYLW	H&L	DEP TO W				MERYT
CYLW	L	DEP TO W				LW B18 AMBRO
CYLW	H&L	ARR FR	CYCD		RNAV	YYJ HUH YDC PIGLU ARR
CYLW	H&L	ARR FR	CYYJ		RNAV	HUH YDC PIGLU ARR

- **Procedures:**

- For VFR Procedures follow Charts below.
- Night Circuit procedures found in the CFS, Right Circuits 34 in daytime. Traffic pattern 2500ft daytime, 3000ft Night time.
- Multiple ILS and RNAV Approaches for 16, RNAV RNP only for 34

- **Preferred Rwys:**

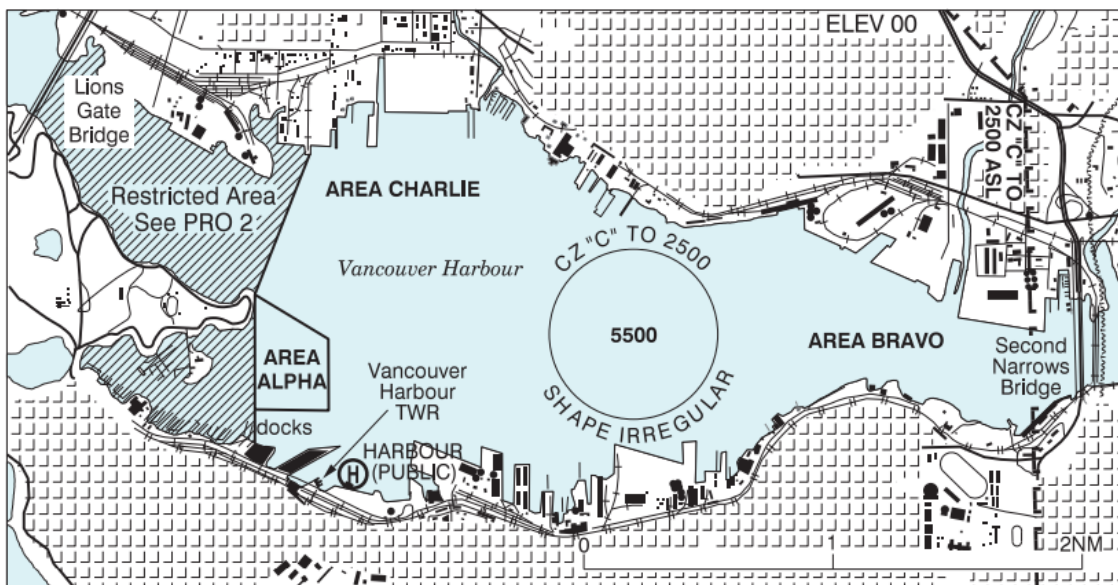
- Preferred and calm wind RWY is 16

- **Other Information:**

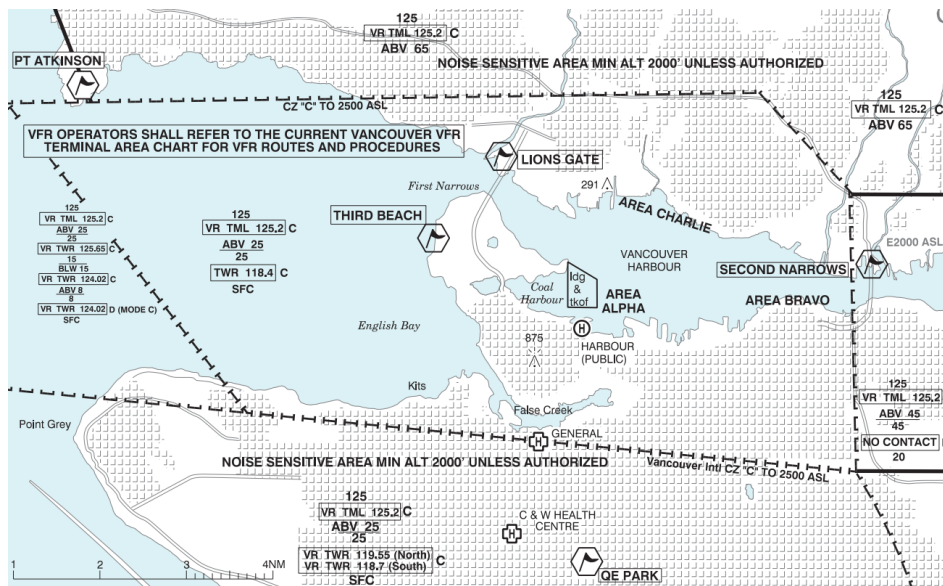
- Apron 1 services commercial air traffic carriers and passenger terminal, primarily serviced by WJA, WEN, JZA.
- Area 6 is parking for Carson air, Shell, and Fedex. Area 9 is also hangars for Carson Air
- Area 7 & 8 is helicopter parking for Coldstream and Skyline.
- Apron 3 parking for small to medium GA Aircraft.
- Transport Canada Operations Near Area 2

-

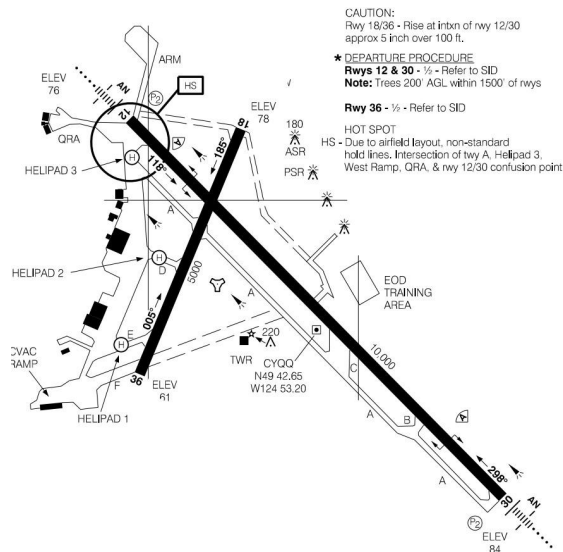
Vancouver Harbour Airport Information



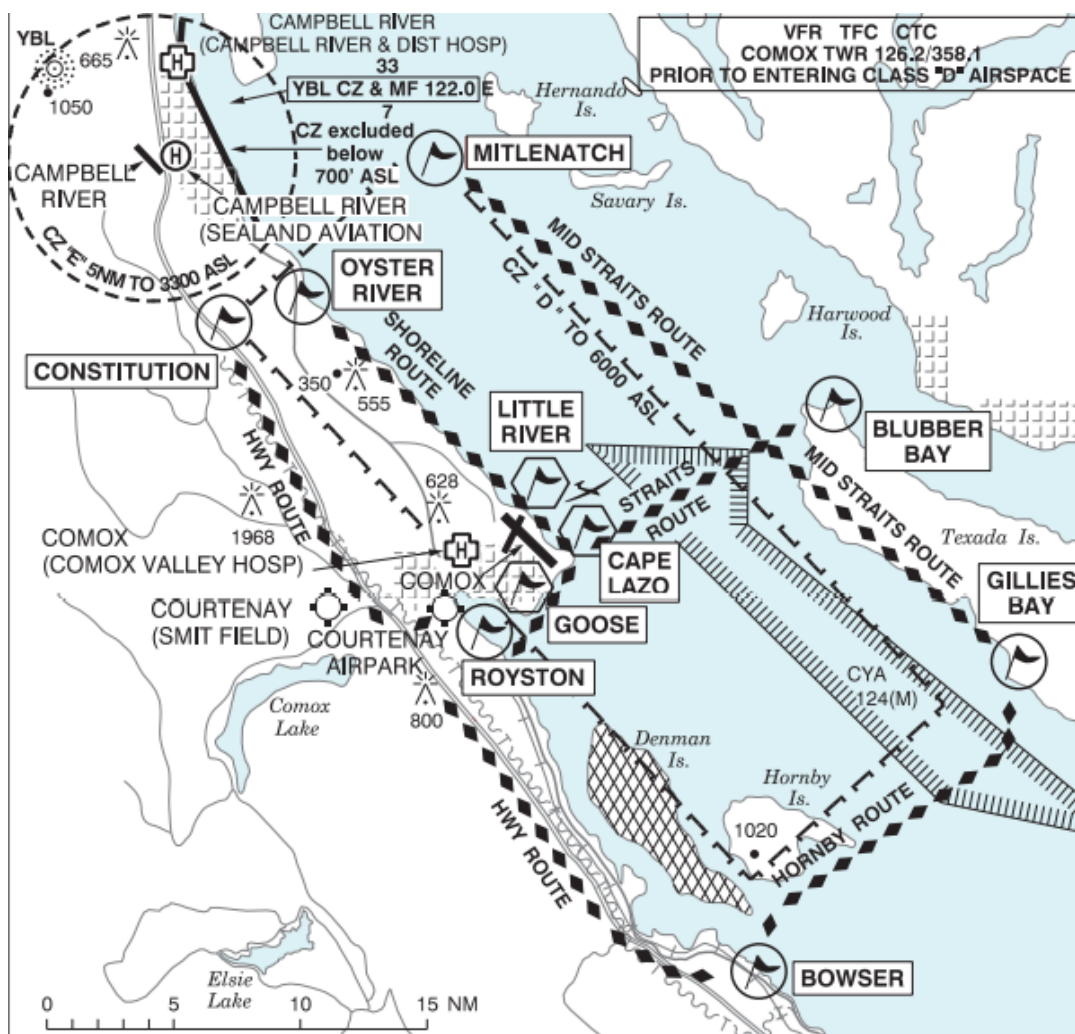
- **Features:**
 - Class "C" CZ from SFC to 2500ft; irregular shape
 - Primarily water aerodrome but frequent helicopter flights may also be present; significant overflight VFR traffic in real-life
 - River broken down into 3 areas (Alpha, Bravo, Charlie); majority of seaplane operations take place in area Alpha; there is a restricted area (for takeoffs and landings) to the west of area Alpha
 - Noise sensitive areas surround the river; majority of it to 2000ft
- **SIDS:**
 - No SIDs or IFR departure procedure
- **Routes:**
 - VFR pilots are encouraged to follow published VFR routes on the back of the VTA/Vancouver Harbour VTPC
 - Eastbound/Westbound VFR flights will typically follow either the North Shore or South Shore route
- **Procedures:**
 - Seaplane takeoffs and landings will typically be performed at the south west corner of area Alpha
 - Flights over the downtown core of the city and other built up areas should be authorized no lower than 2000ft
- **Preferred Rwy's:**
 - N/A
- **Other Information:**
 - Helipad south of area Alpha is commonly used by MEDEVAC or public heli operations
 - Vancouver General Hospital Heliport (CBK4) is under the control of Harbour tower



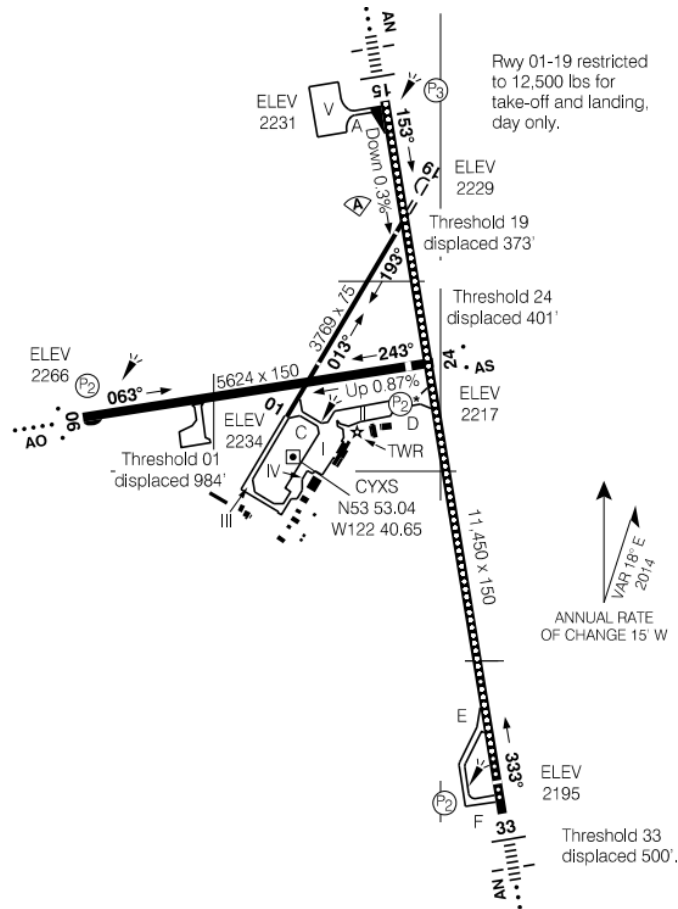
Comox Airport Information



- **Features:**
 - Two Runway layout, primary runway is 12/30 and is 10,000ft long
 - Airport is primarily a military airport operated by the RCAF, however it does provide service to commercial and private air traffic secondarily.
 - Provides international service to northern Vancouver Island.
 - Commercial flights typically are through WJA and ACA or their operators.
 - Tower CZ is Class "D" SFC to 6000ft and is irregular in shape.
 - CYQQ MTCA is Class "E" (mode C) and extends from 700ft AGL to FL230; CYQQ is the only controlled aerodrome in the MTCA
- **SIDS:**
 - **LAZO3:** Vector/TACAN SID for Rwy's 12, 30, and 36. A/C fly outbound on the appropriate radial. Initial climb on departure to the south is 7000, Departure to north 7500.
 - **LENIL1:** RNAV SID for Rwy's 12, 30, and 36. Used for departures to the north. Initial climb 8300.
 - **OLELI1:** RNAV SID for RWY's 12, 30, 36. Used for departures to the south. Initial climb 7000.
- **Routes:**
 - Arrivals from NE via TEXIB.
 - No STARS exist
 - IFR approaches are available with extended RNAV navigation to final via numerous transitions. Flight plans should terminate at a relevant waypoint on an approach when possible.
 - Departures to ZSE should end in the MARNR or JAWBN arrivals as per LOA.
- **Procedures:**
 - VFR Procedures available in the CFS for BC and should be utilized whenever possible.
 - RT hand Circuits RWY 30/36; Circuit Alt Heli 500' MSL, Prop 1000', Jet 1500'
 - When departing RWY 18 pilots are responsible for their own terrain/obstacle clearance and climb gradient.
- **Preferred Rwys:**
 - Preferred runway for departures and arrivals is 12/30; 12 is the calm wind runway.
- **Other Information:**
 - CVAC Ramp is for commercial passenger service and parking.
 - Other Aprons primarily for DND operations
 - Golf course south of TXY F and the threshold of 36.
 - Three helipads available. All are integrated into various taxiways.
 - Class F restricted airspace to the south of CYQQ (CYR107) that extends from SFC-1000ft (military activities); may be extended up to 13,500ft by NOTAM.
 - Class F advisory airspace to the east of CYQQ (CYA124) that extends from SFC-1000ft (military activities; may be extended up to 5000ft by NOTAM.
 - VFR Procedures:



Prince George Airport Information



- **Features:**
 - Three Runways RWY 15/33, 19/01, 06/24.
 - Primarily serviced by WEN, JZA, and PCO for commercial service. KF Cargo, and SkyLink Express for cargo
 - Primarily provides service to Calgary, Vancouver, and Victoria.
 - Class "D" CZ 7nm to 5500, Shape irregular
- **SIDS:**
 - **CYXS5:** Vector SID for RWY 15, 33, 06, 24 (visual conditions only for 34). Initial Altitude 8000. All runways except 24 runway heading. RWY 24 climb visual to 4100 over the airport then continue 243 heading.
- **Routes:**
 - No published preferred IFR routes
- **Procedures:**
 - Right-hand Circuits RWY 19, 24, & 33
 - No published VFR procedures
 - 01/19 is weight limited and for day use only.
- **Preferred Rwy's:**
 - is 15/33, RWY 15 is the calm wind runway
- **Other Information:**
 - The primary terminal is on APN I for commercial traffic.
 - Yellowhead helicopters are on APN IV
 - Flight school parking is at APN III
 - NTAir Parking off APN IV