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Terminal Charts For CYVR
Revision Letter For Cycle 01-2015
Change Notices
Notebook

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General Information

Location: Vancouver BC Can
IATA Code: YVR
Lat/Long: N49° 11.7' W123° 11.0'
Elevation: 14 ft

Airport Use: Public
Magnetic Variation: 16.7°E

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 1607 Z
Sunset: 0030 Z,

Runway Information

Runway: 08L
Length x Width: 9940 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08R
Length x Width: 11500 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 500 ft

Runway: 13
Length x Width: 7300 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

Runway: 26L
Length x Width: 11500 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 26R
Length x Width: 9940 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31
Length x Width: 7300 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

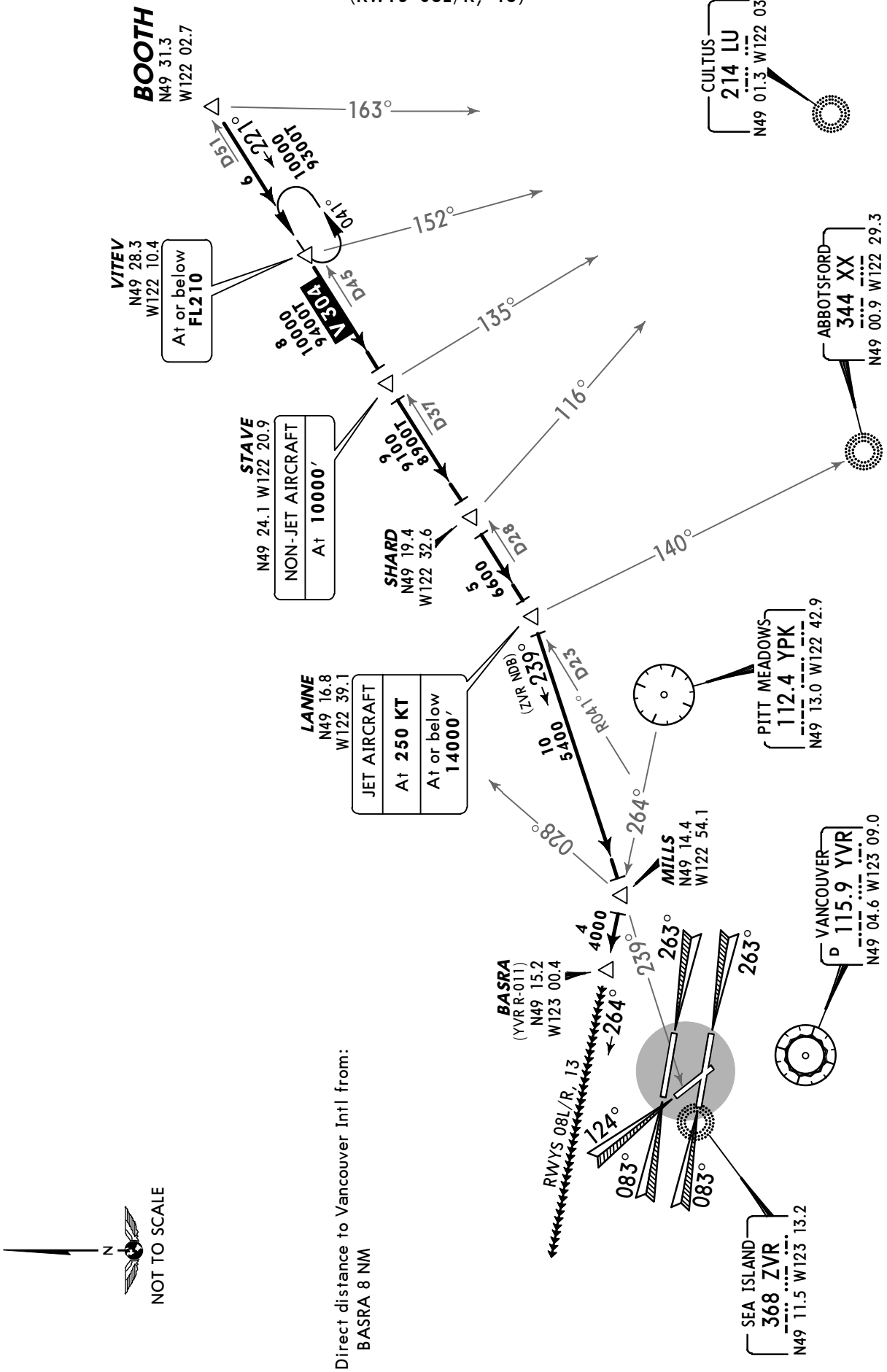
Communication Information

ATIS 124.6
Vancouver Tower Tower 118.7 (91°-270°)
Vancouver Tower Tower 124.0
Vancouver Tower Tower 119.55 (271°-90°)
Vancouver Ground Ground Control 121.7 (91°-270°)
Vancouver Ground Ground Control 127.15 (271°-90°)
Vancouver Clearance Deliv Clearance Delivery 121.4
Vancouver Arrival Arrival Control 128.6 Arrival Service
Vancouver Arrival Arrival Control 133.1 Arrival Service
Vancouver Arrival Arrival Control 134.225 Arrival Service
Vancouver Arrival Arrival Control 128.175 Arrival Service
Vancouver Departure Departure Control 132.3 (91°-270°) Departure Service
Vancouver Departure Departure Control 126.125 (271°-90°) Departure Service
Vancouver Terminal TML 125.2
Pacific Radio Radio 123.15 Flight Info Service RCO
Piedmont Hawthorne Operations 123.0
Million AIR Operations 122.95
Esso Aviation Operations 122.85

D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

BOOTH NINE ARRIVAL (BOOTH.BOOTH9)

(RWYS 08L/R, 13)



CHANGES: Runway 13 designator.

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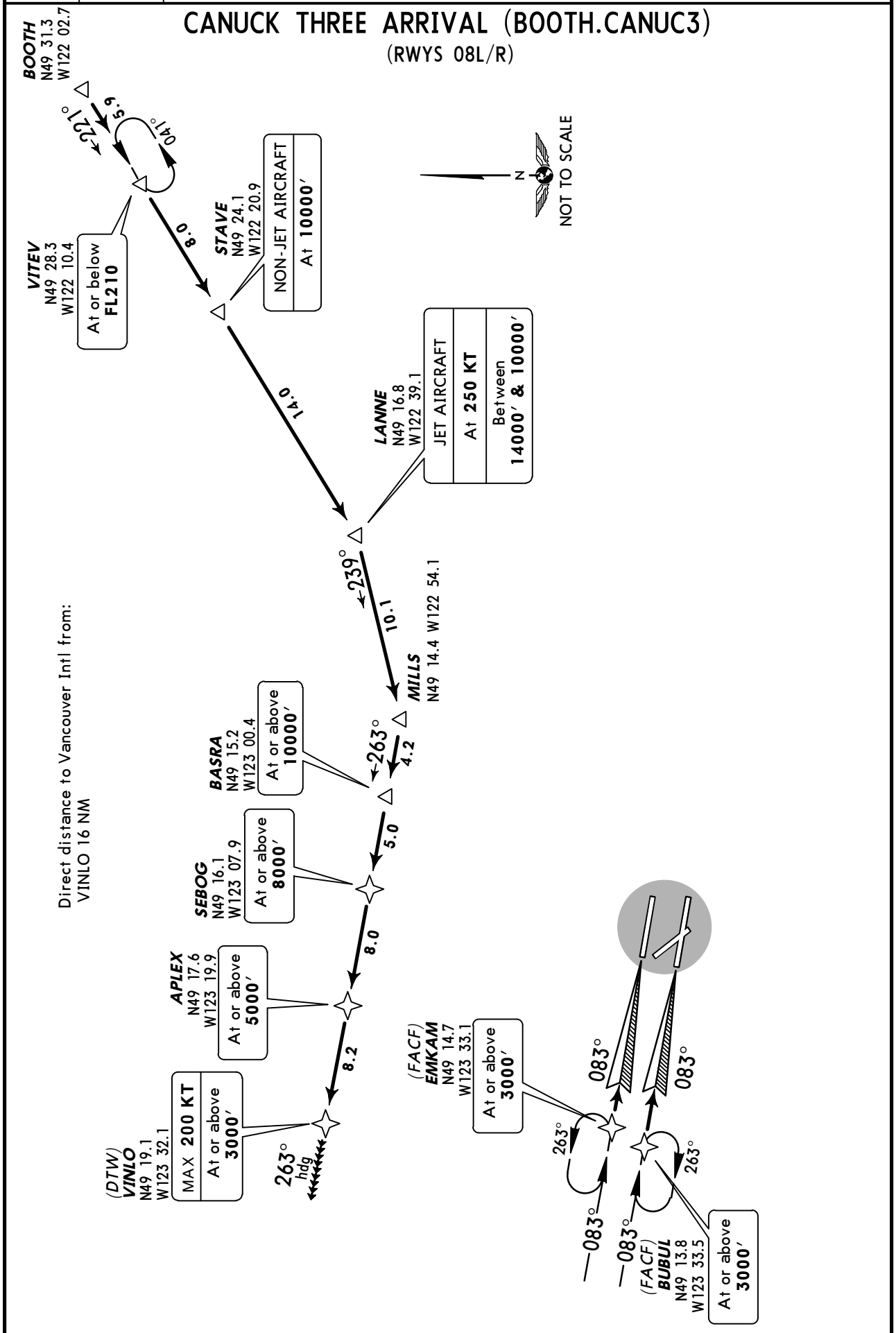
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

CANUCK THREE ARRIVAL (BOOTH.CANUC3)

(RWYS 08L/R)



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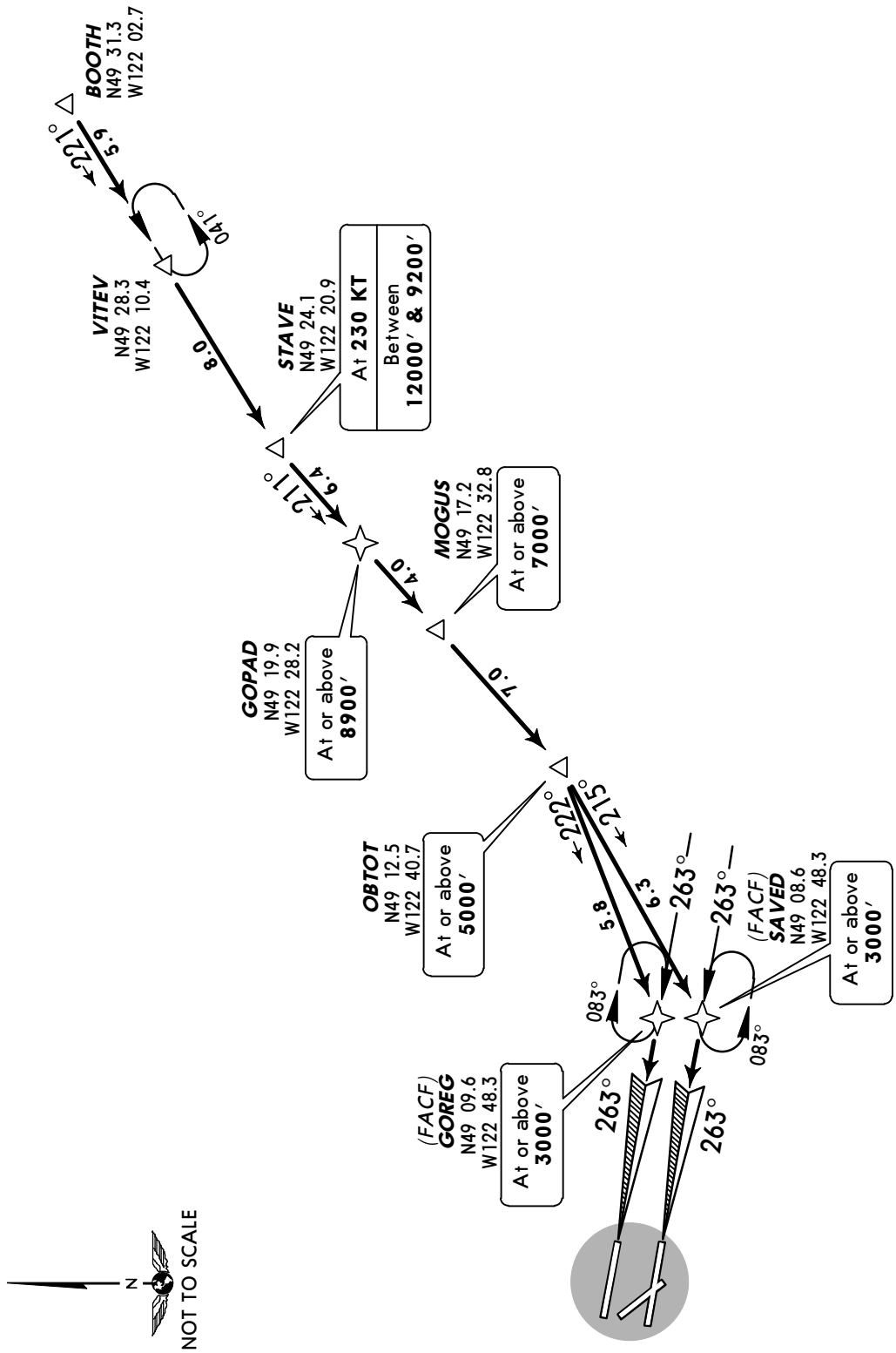
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

CANUCK THREE ARRIVAL (BOOTH.CANUC3)

(RWYS 26L/R)



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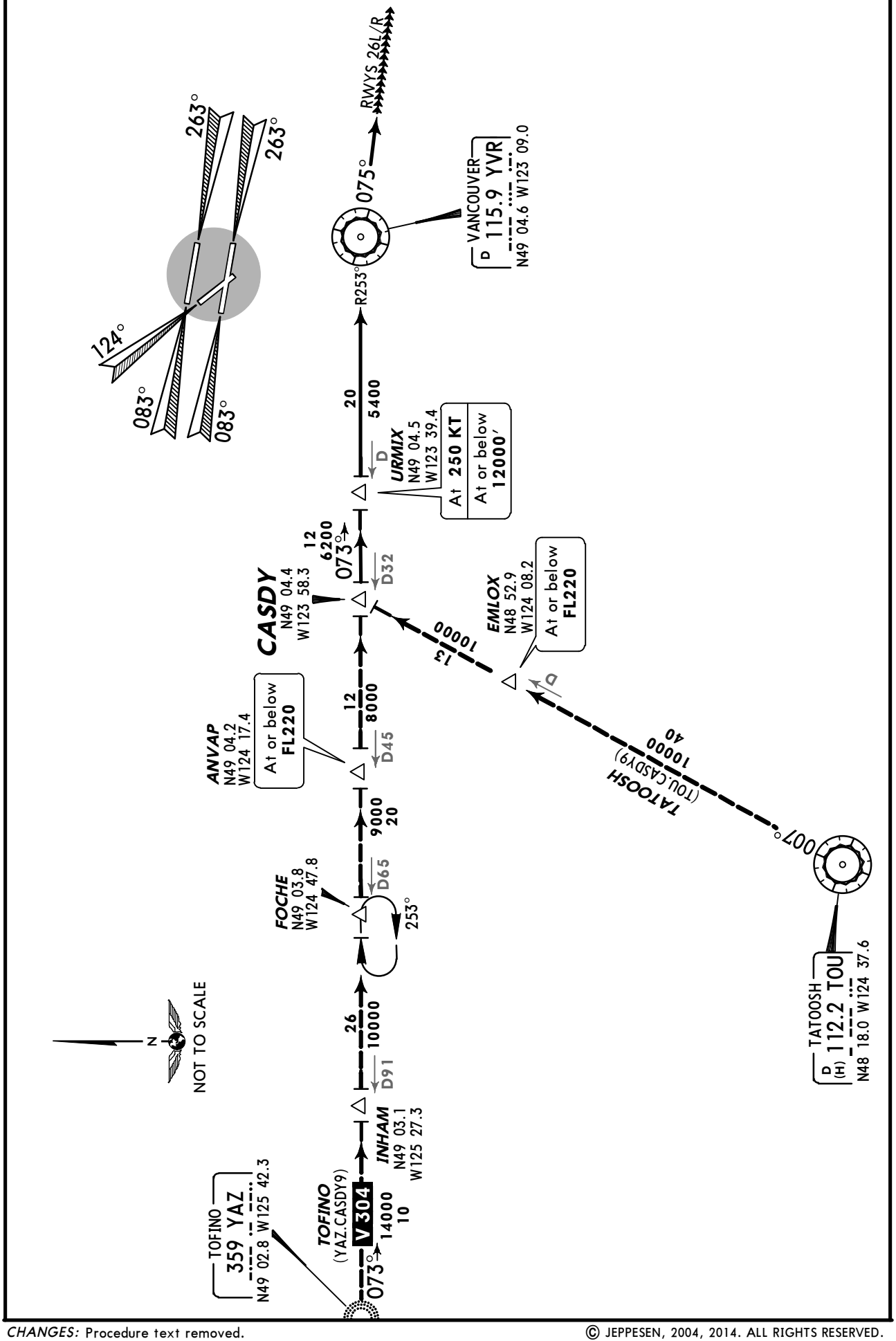
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

CASDY NINE ARRIVAL (CASDY.CASDY9)
(RWYS 26L/R)



CHANGES: Procedure text removed.

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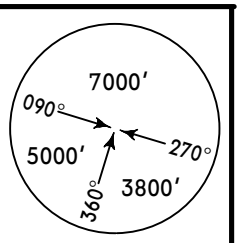
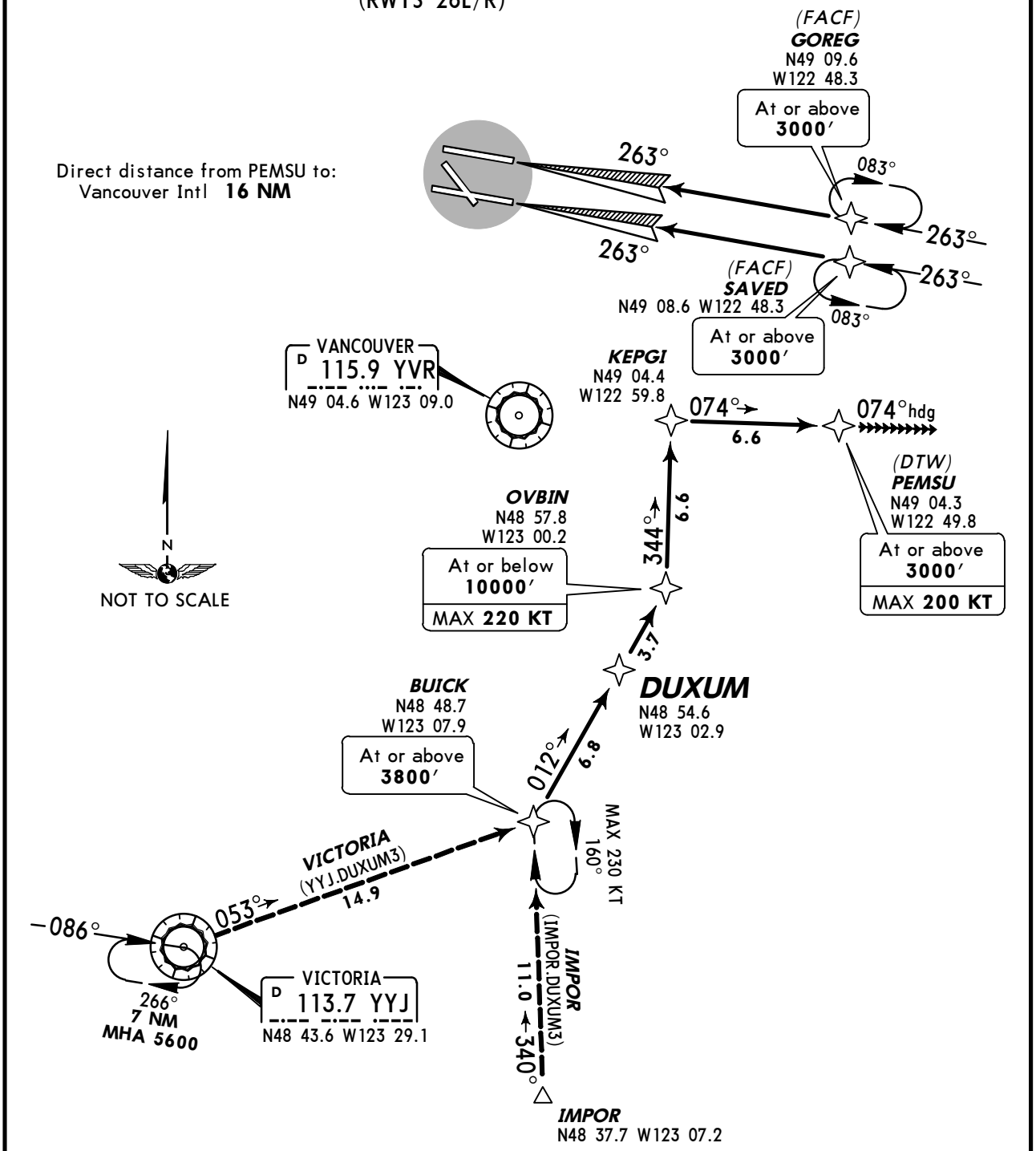
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.



MSA YVR VOR

DUXUM THREE ARRIVAL (DUXUM.DUXUM3)

(RWYS 26L/R)



ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW:
Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW:
Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: Procedure renumbered, revised, MSA.

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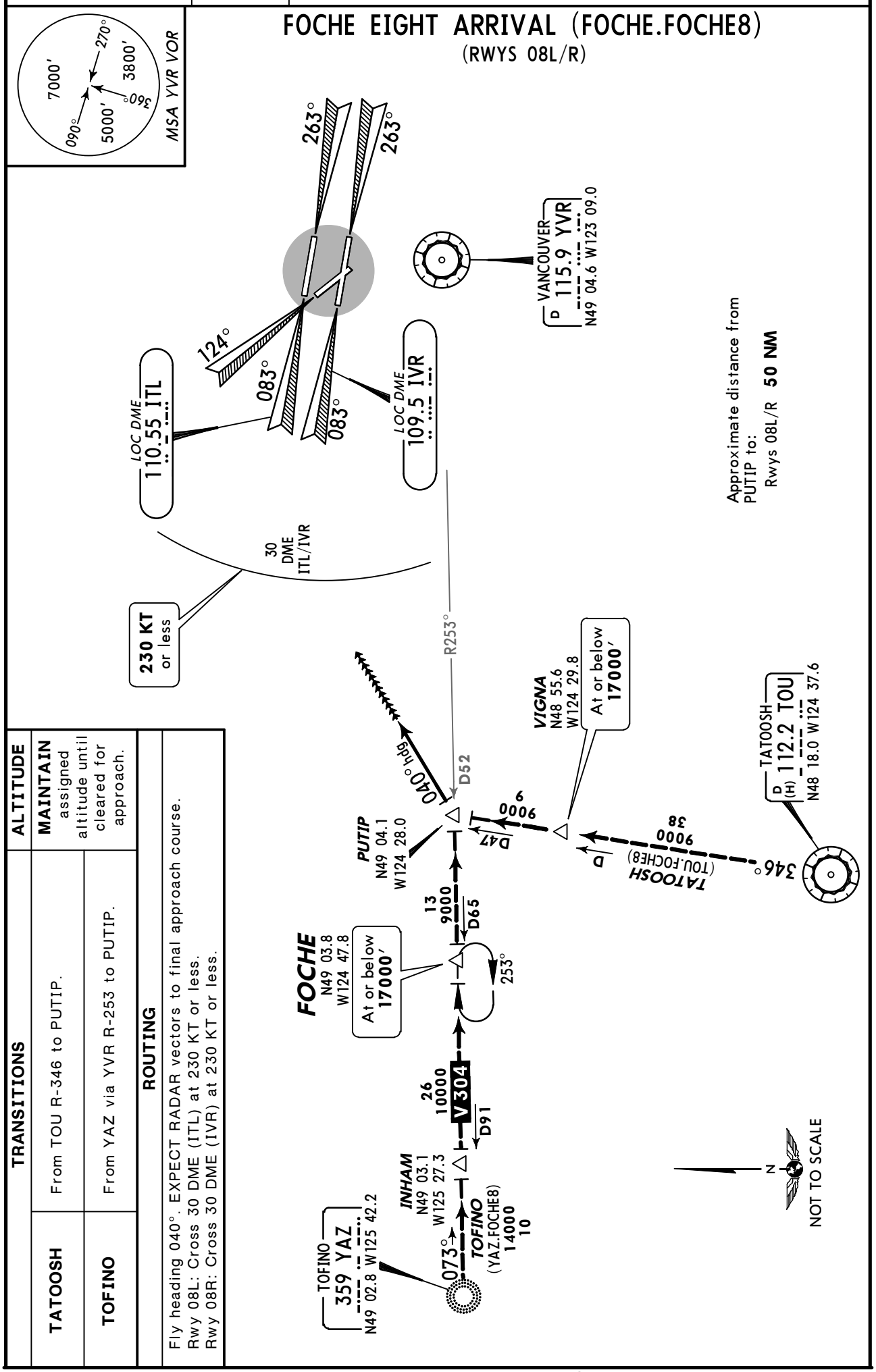
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

FOCHE EIGHT ARRIVAL (FOCHE.FOCHE8)

(RWYS 08L/R)



TRANSITIONS		ALTITUDE
TATOOSH	From TOU R-346 to PUTIP.	MAINTAIN assigned altitude until cleared for approach.
TOFINO	From YAZ via YVR R-253 to PUTIP.	

ROUTING

Fly heading 040°. EXPECT RADAR vectors to final approach course.
Rwy 08L: Cross 30 DME (ITL) at 230 KT or less.
Rwy 08R: Cross 30 DME (IVR) at 230 KT or less.

CHANGES: Procedure renumbered, MEAs, bearings, coordinates, MSA.

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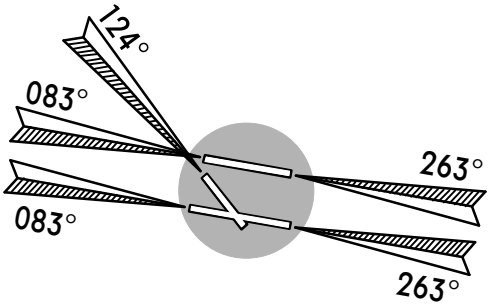
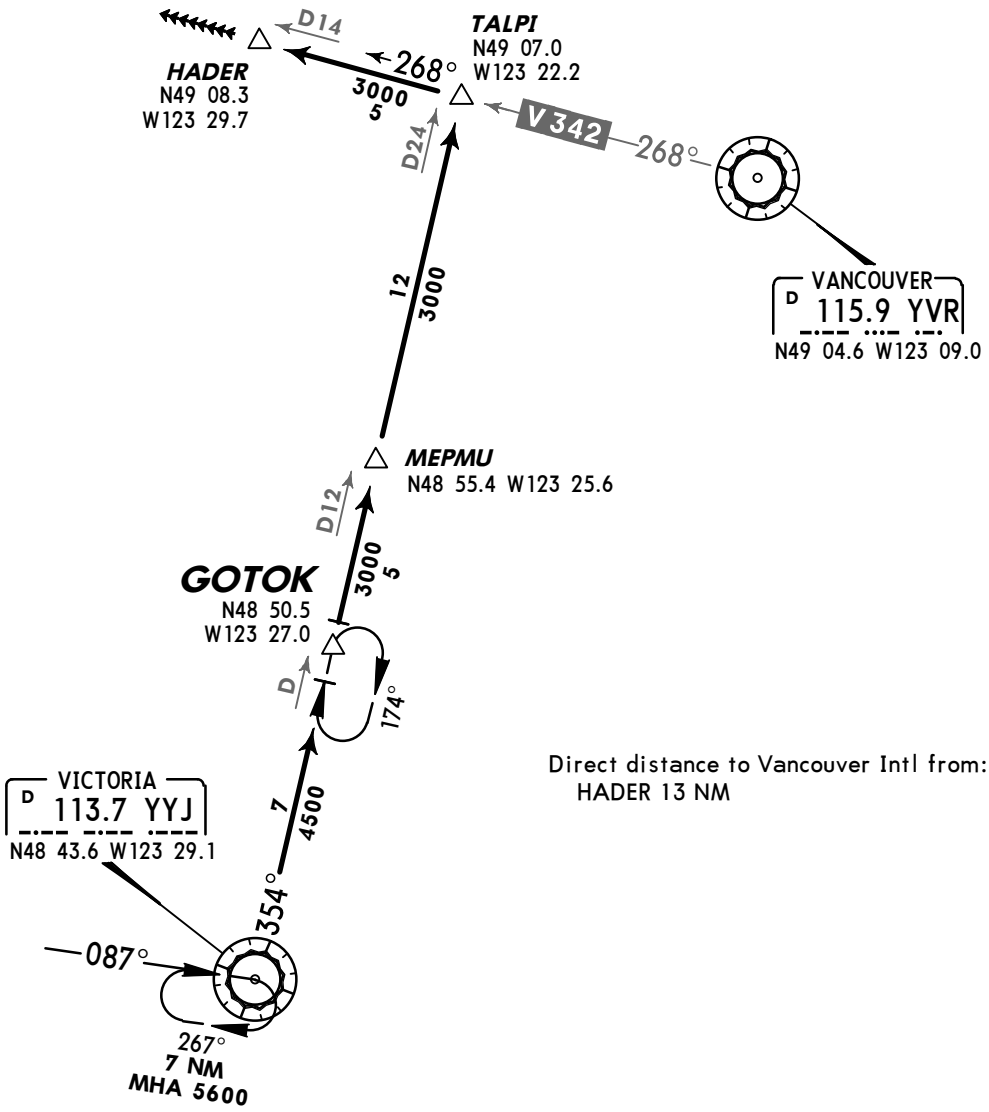
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

GOTOK THREE ARRIVAL (YYJ.GOTOK3)

(RWYS 08L/R, 13)





Direct distance to Vancouver Intl from:
HADER 13 NM

CHANGES: Runway 13 designator, routing description removed.

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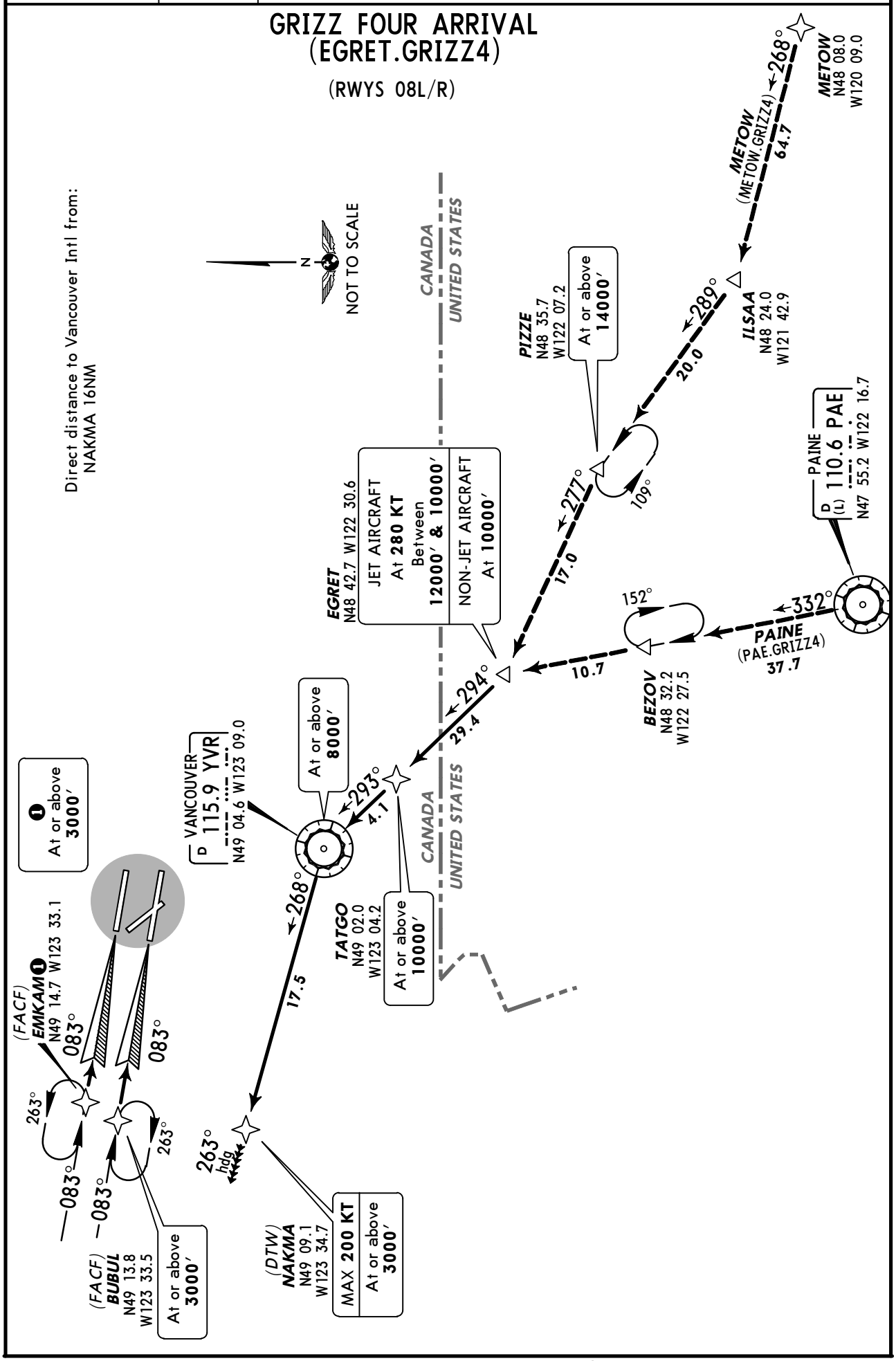
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

GRIZZ FOUR ARRIVAL
(EGRET.GRIZZ4)

(RWYS 08L/R)



CHANGES: Routing description removed.

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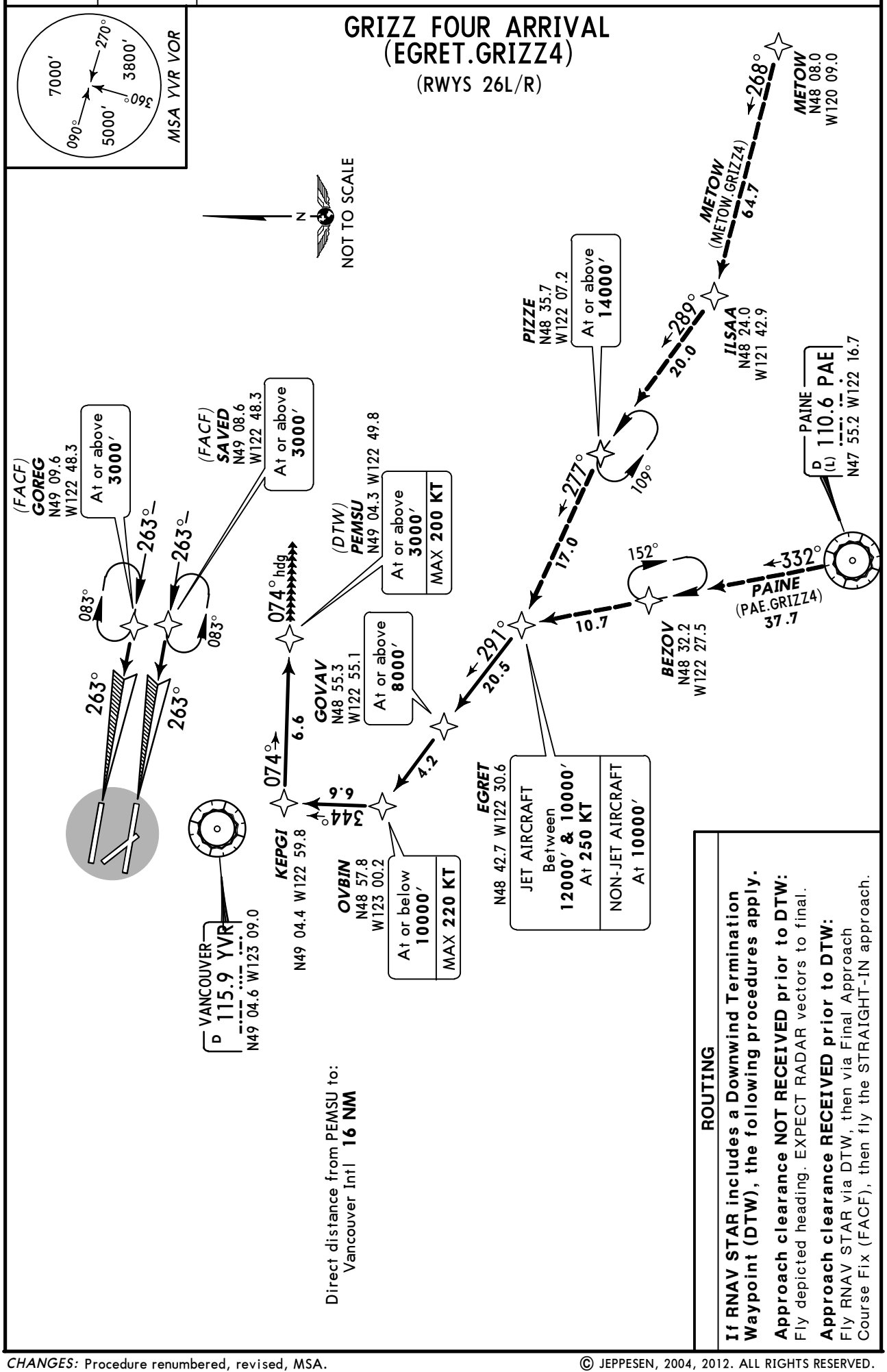
D-ATIS	Apt Elev
124.6	14′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. Safe Altitude within 100 NM 12,800′.
2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.



CHANGES: Procedure renumbered, revised, MSA.

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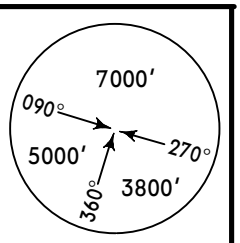
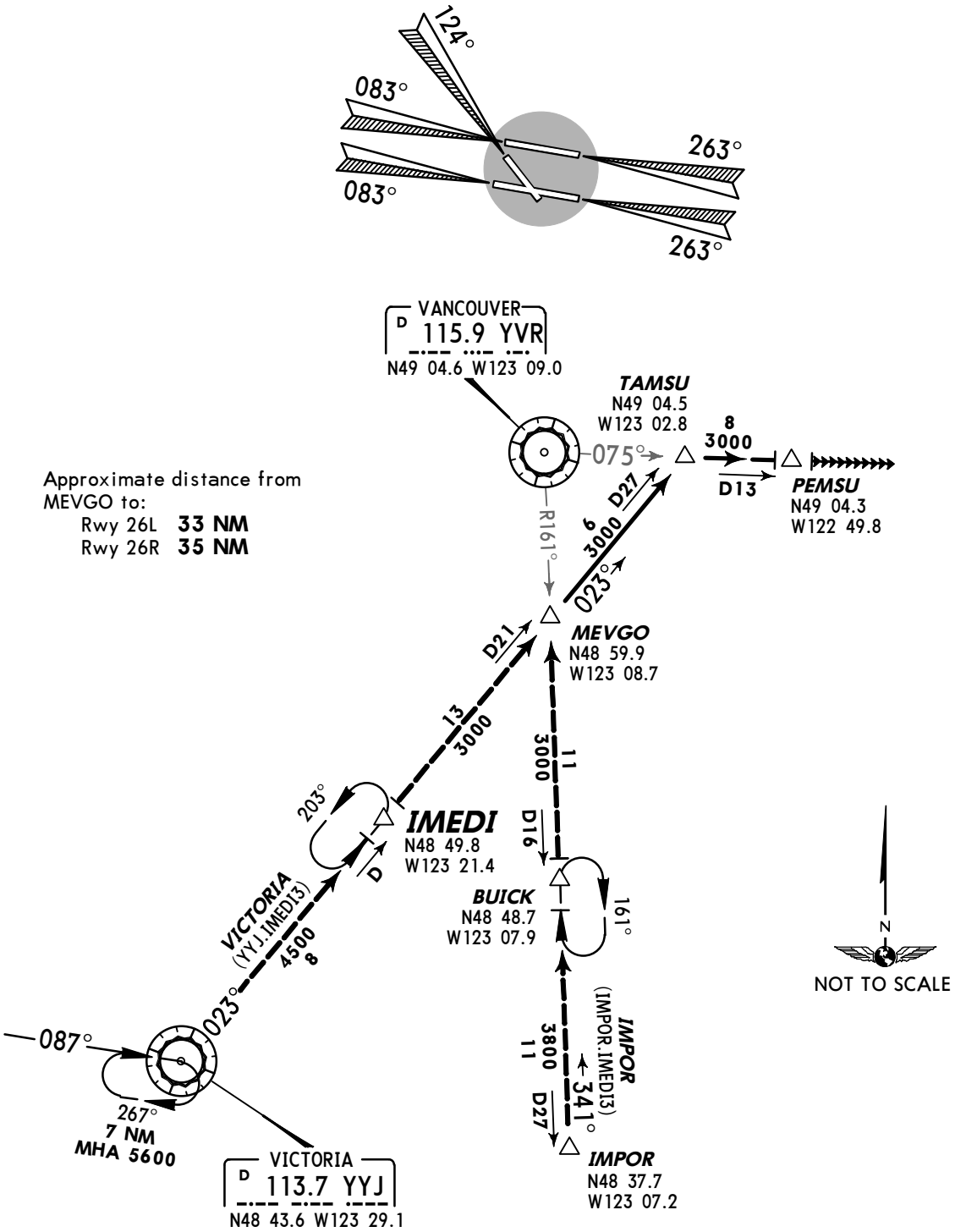
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.



IMEDI THREE ARRIVAL (MEVGO.IMEDI3)

(RWYS 26L/R)



TRANSITIONS		ALTITUDE
IMPOR	From IMPOR via YVR R-161 to MEVGO.	**MAINTAIN** assigned altitude until cleared for approach
VICTORIA	From YYJ via YYJ R-023 to MEVGO.	

ROUTING

From MEVGO via YYJ R-023 to TAMSU, then proceed via YVR R-075 to PEMSU. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, bearings, holding pattern, coordinates, MSA.

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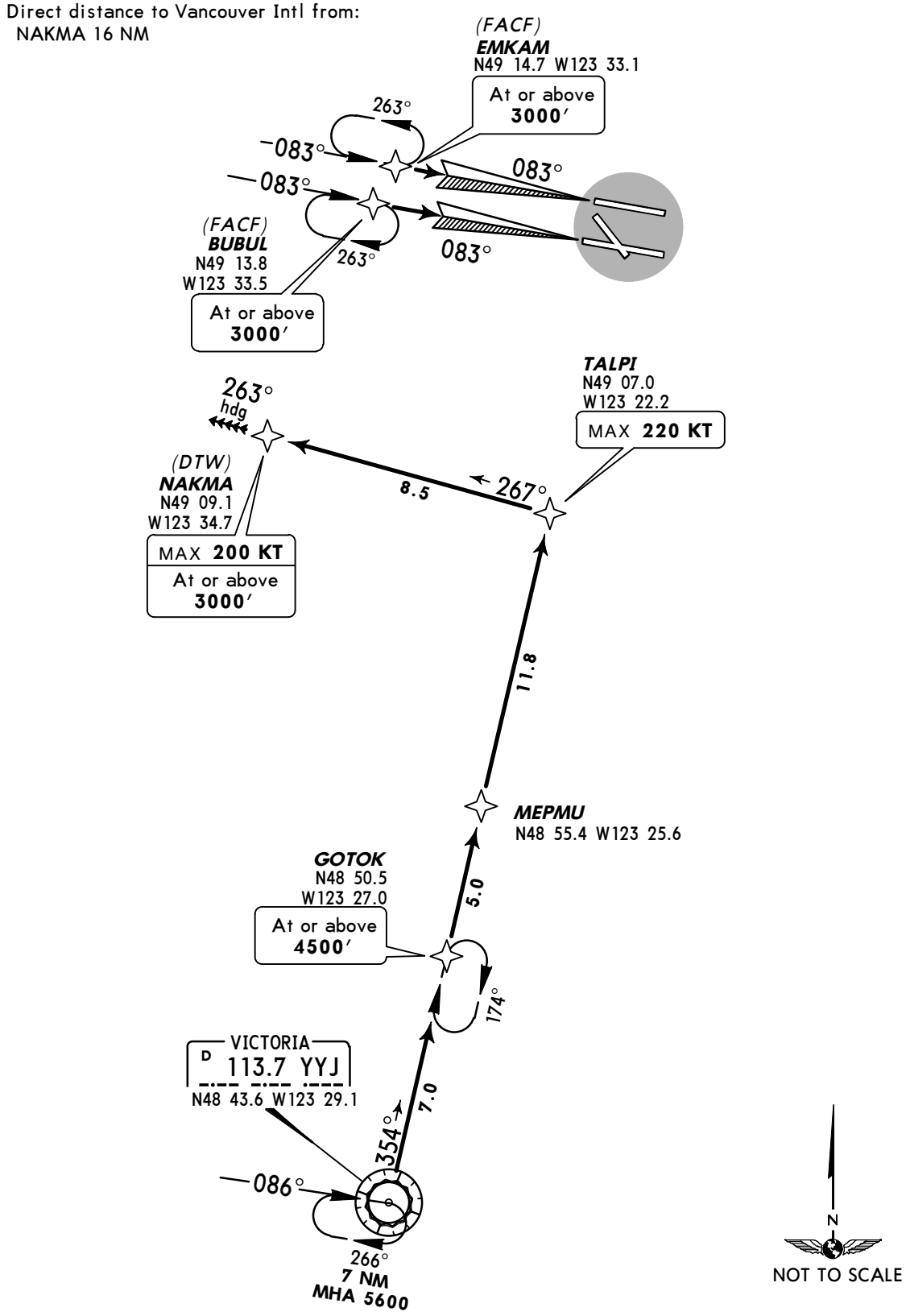
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

ISLAND THREE ARRIVAL (YYJ.ILAND3)

(RWYS 08L/R)



CHANGES: Routing description removed.

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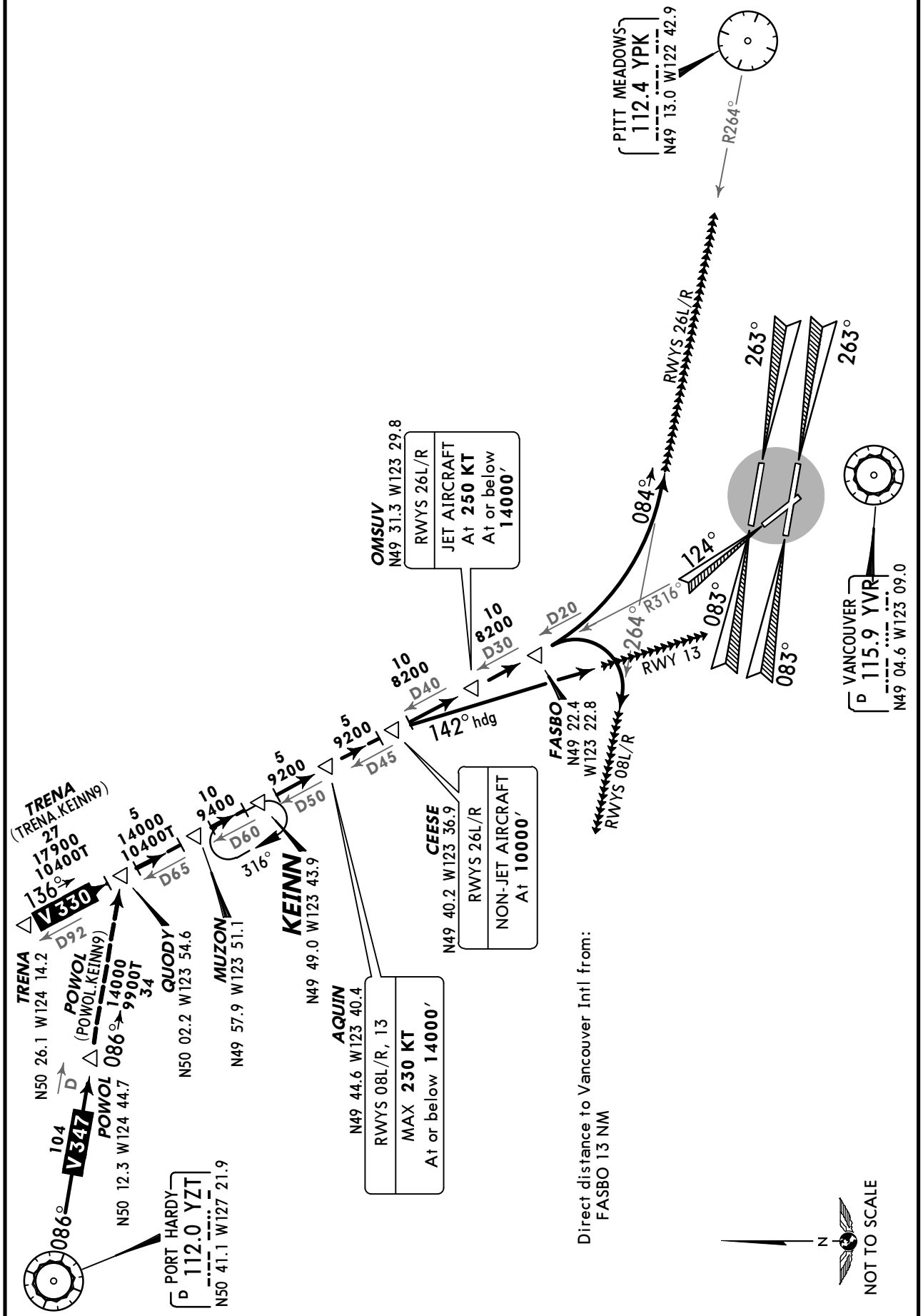
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

KEINN NINE ARRIVAL (KEINN.KEINN9)



CHANGES: Runway 13 designator, routing description removed.

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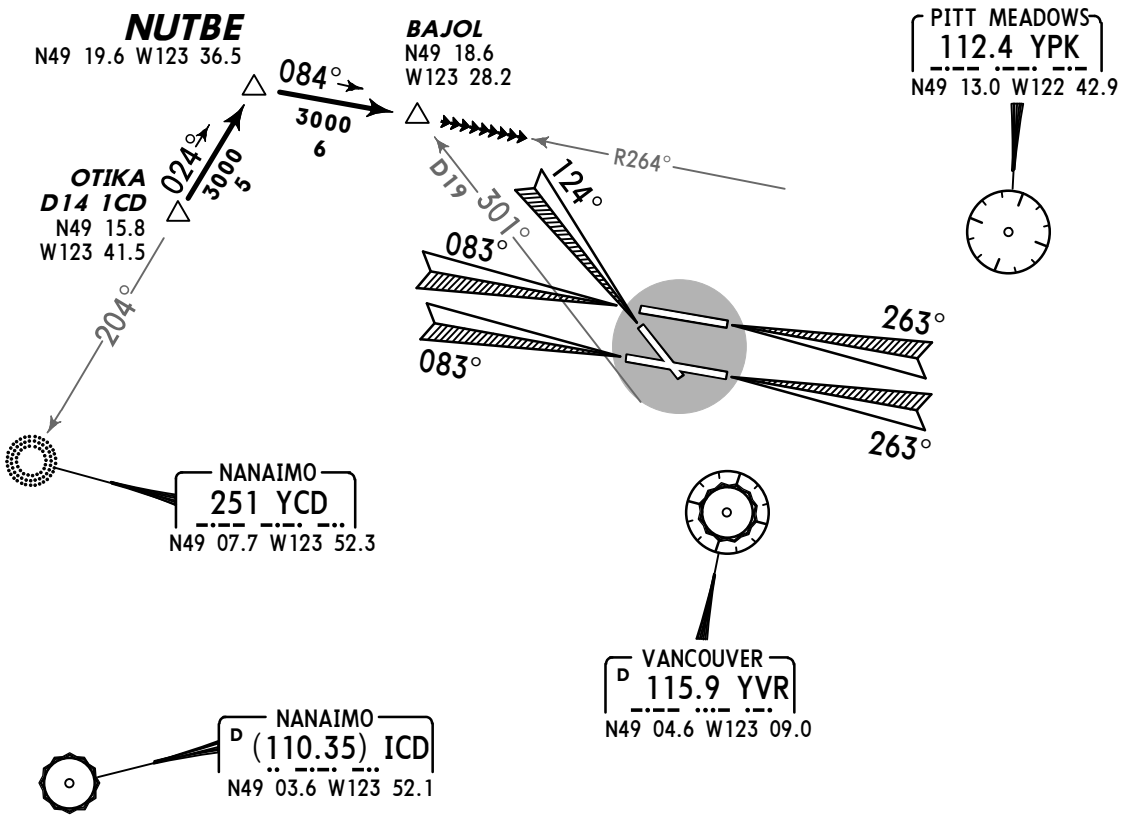
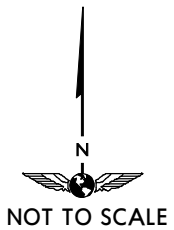
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

NUTBE FIVE ARRIVAL (OTIKA.NUTBE5)

(ALL RWYS)



Direct distance to Vancouver Intl from:
BAJOL 13 NM



CHANGES: Routing description removed.

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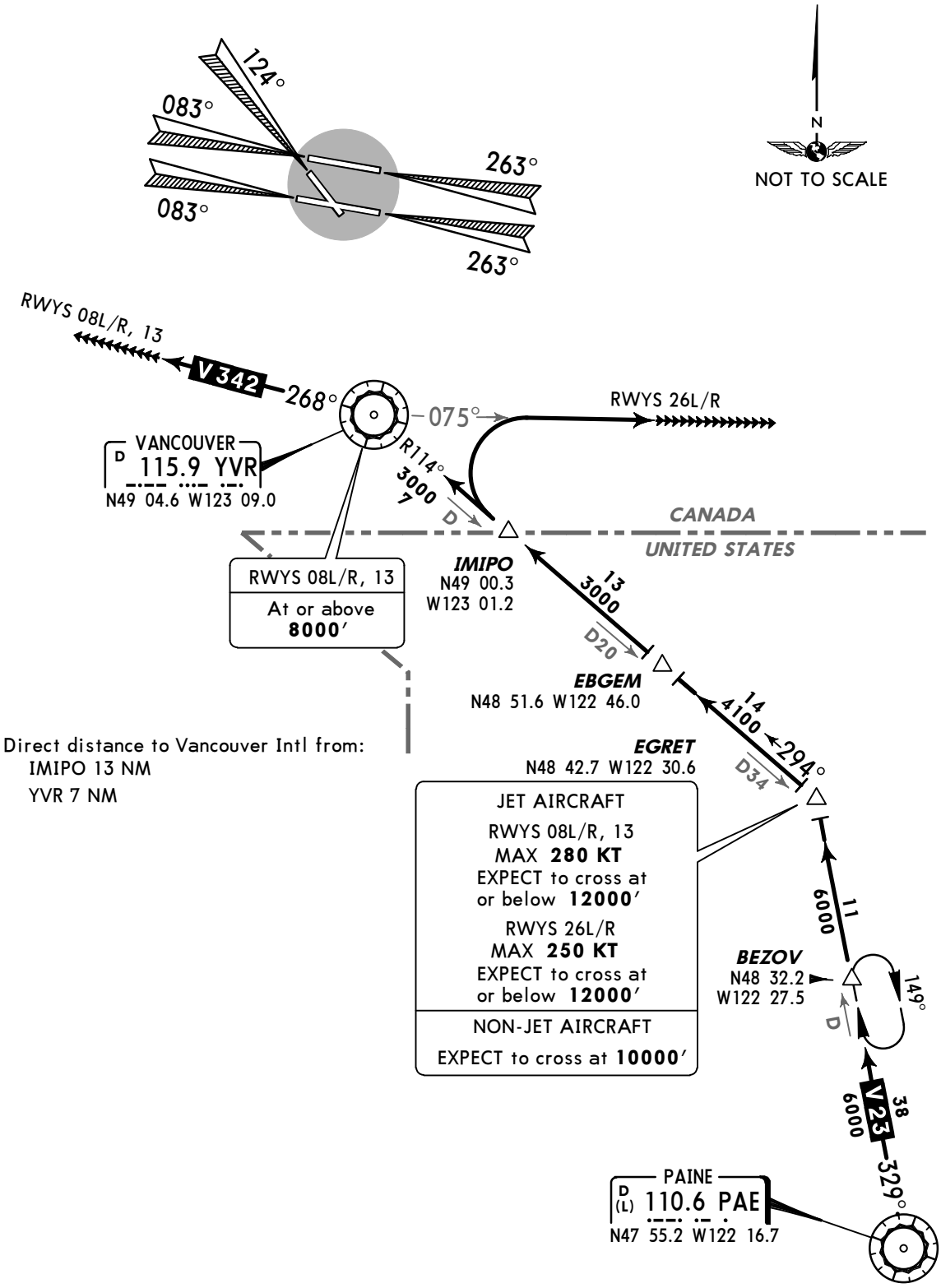
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

PAINE THREE ARRIVAL (PAE.PAINE3)



CHANGES: Runway 13 designator, routing description removed.

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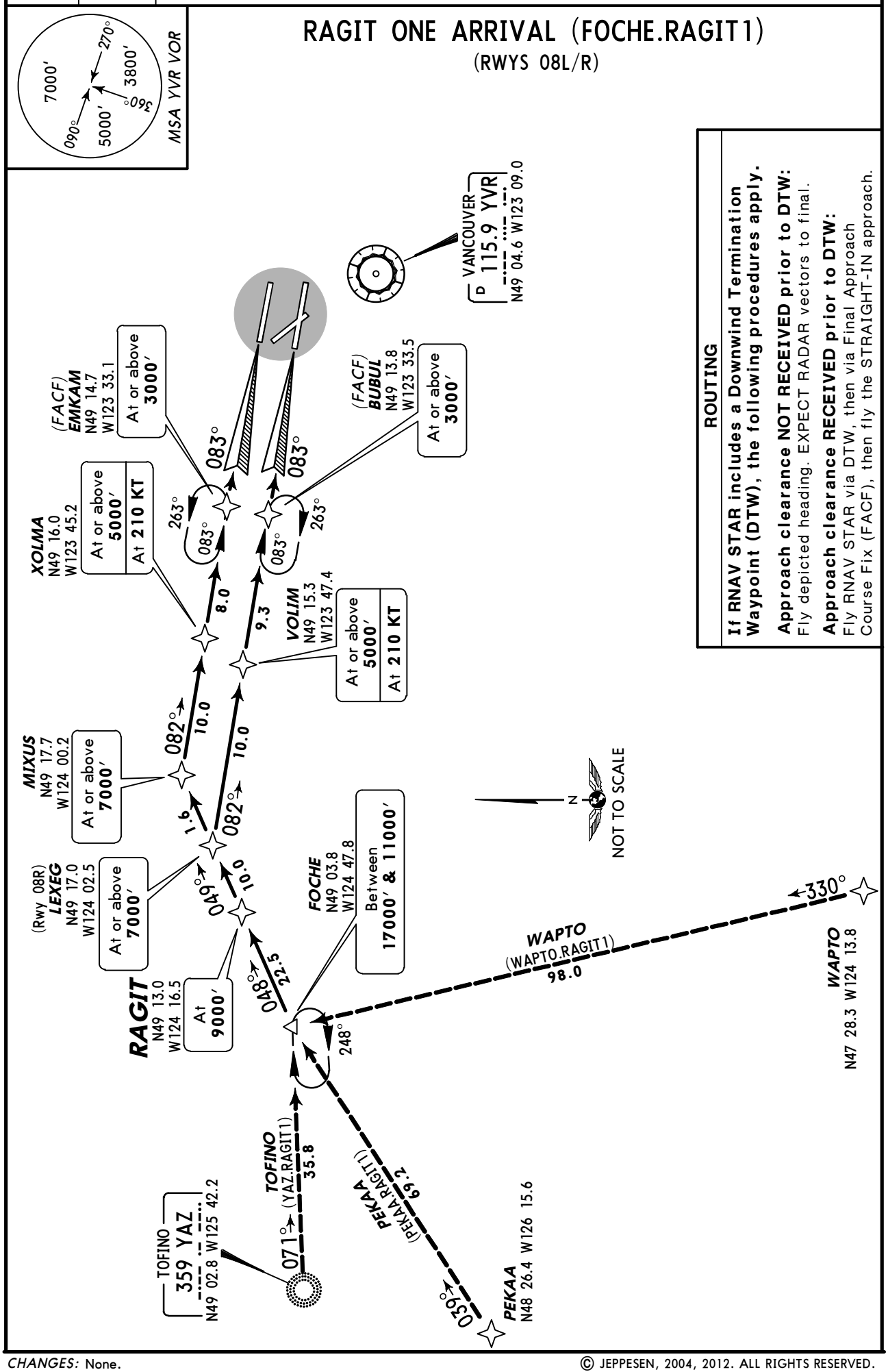
D-ATIS	Apt Elev
124.6	14′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. Safe Altitude within 100 NM 12,800′.
2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

RAGIT ONE ARRIVAL (FOCHE.RAGIT1)

(RWYS 08L/R)



ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW: Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW: Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: None.

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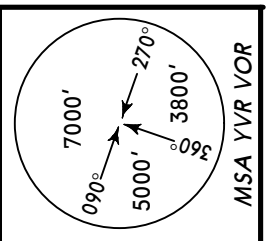
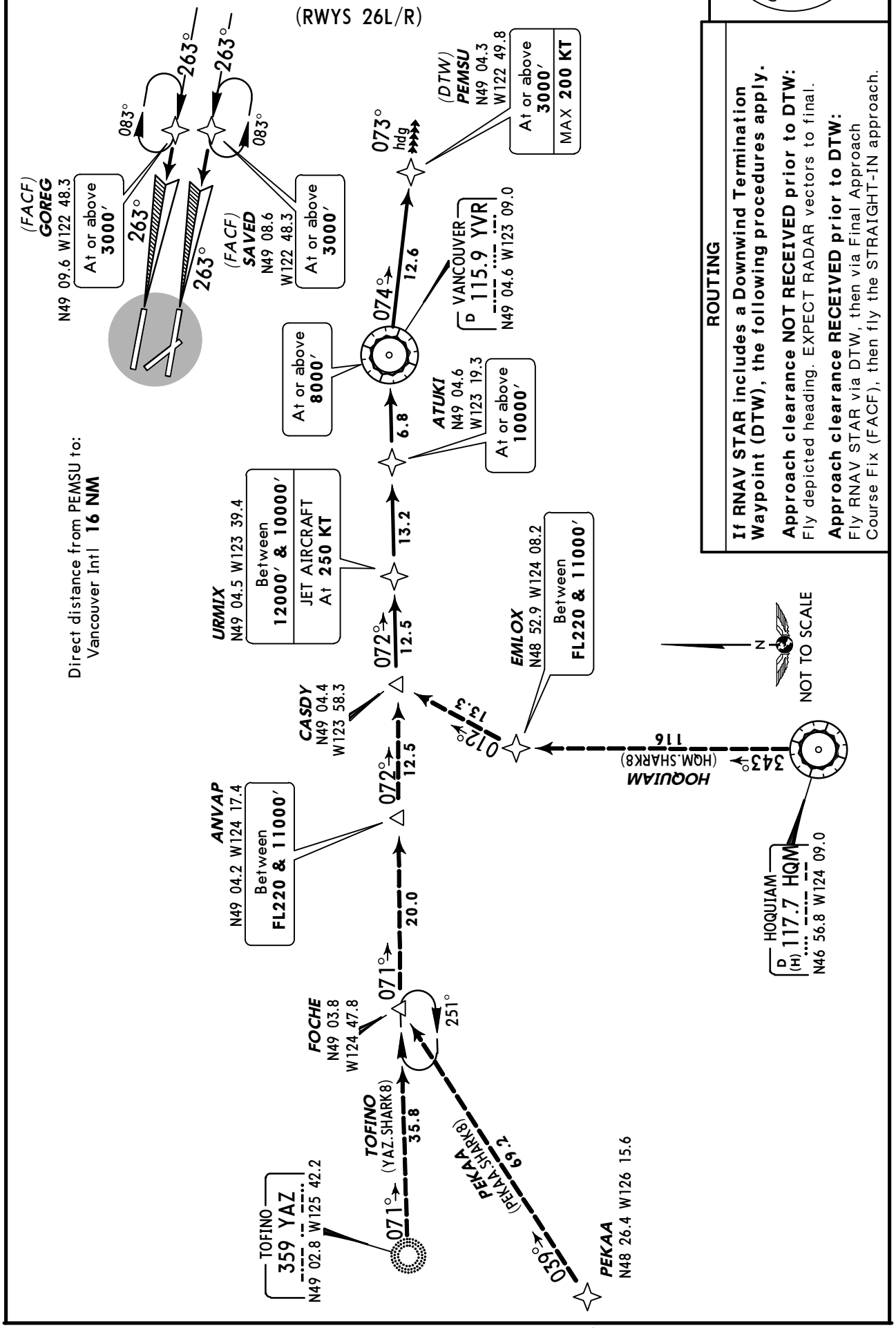
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.



SHARK EIGHT ARRIVAL (CASDY.SHARK8)

(RWYS 26L/R)



ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW: Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW: Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: Chart reindexed.

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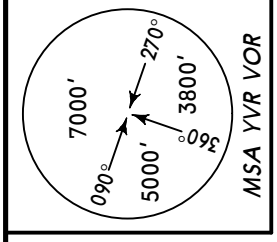
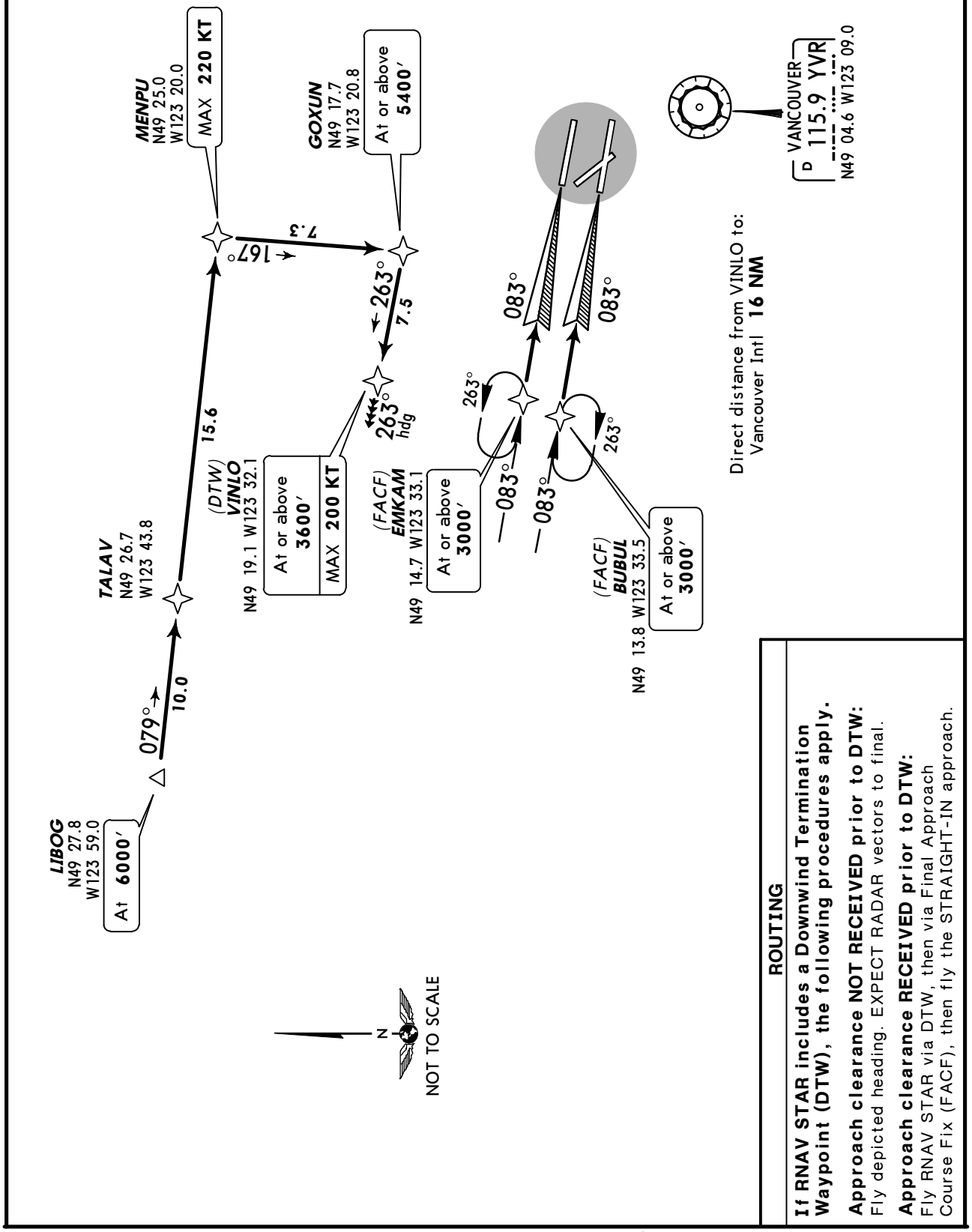
D-ATIS	Apt Elev
124.6	14′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. Safe Altitude within 100 NM 12,800′.
2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

SOUND THREE ARRIVAL (LIBOG.SOUND3)

(RWYS 08L/R)





ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW:
Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW:
Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: Chart reindexed.

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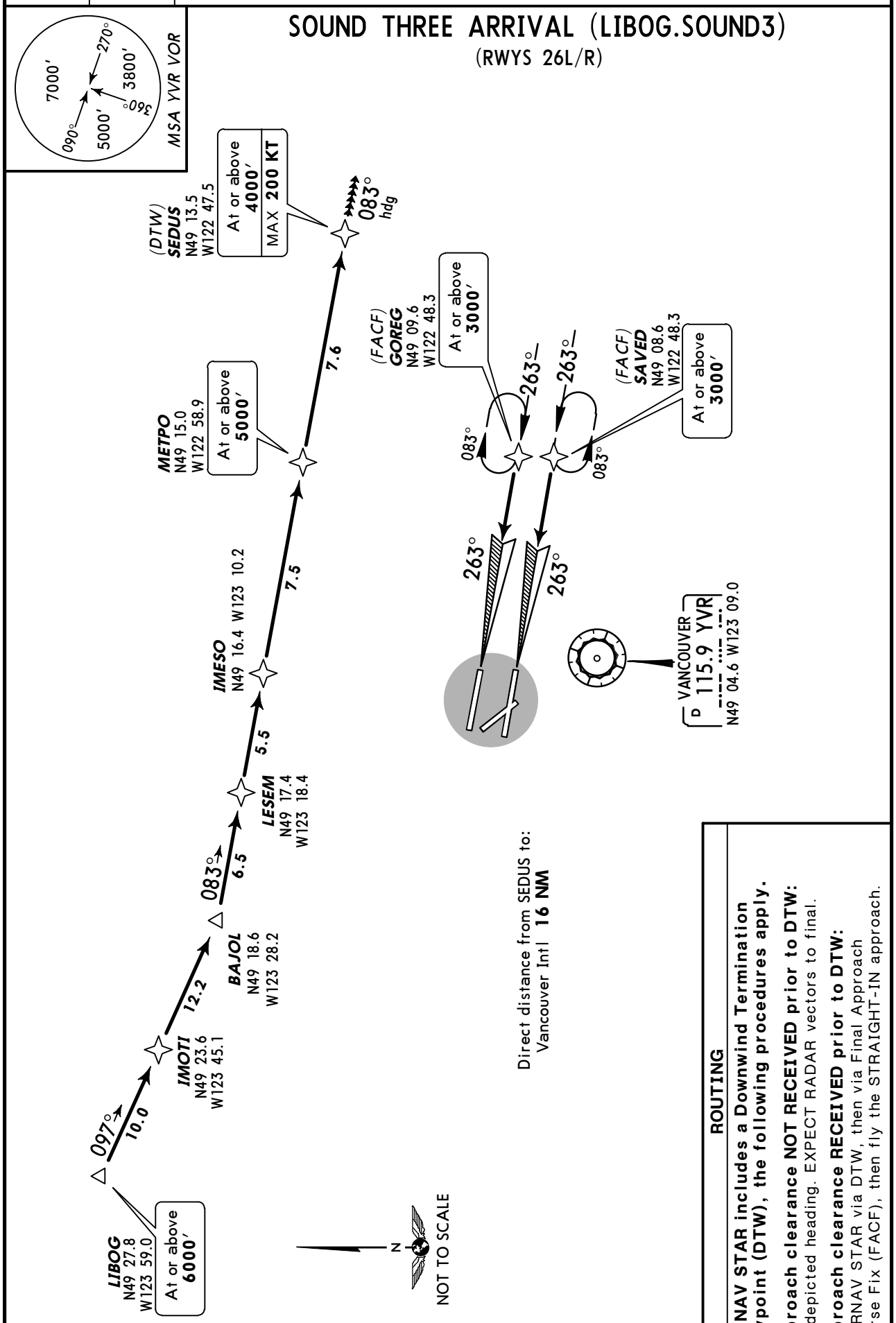
D-ATIS	Apt Elev
124.6	14′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. Safe Altitude within 100 NM 12,800′.
2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

SOUND THREE ARRIVAL (LIBOG.SOUND3)

(RWYS 26L/R)



ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW: Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW: Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: Chart reindexed, LIBOG crossing restriction.

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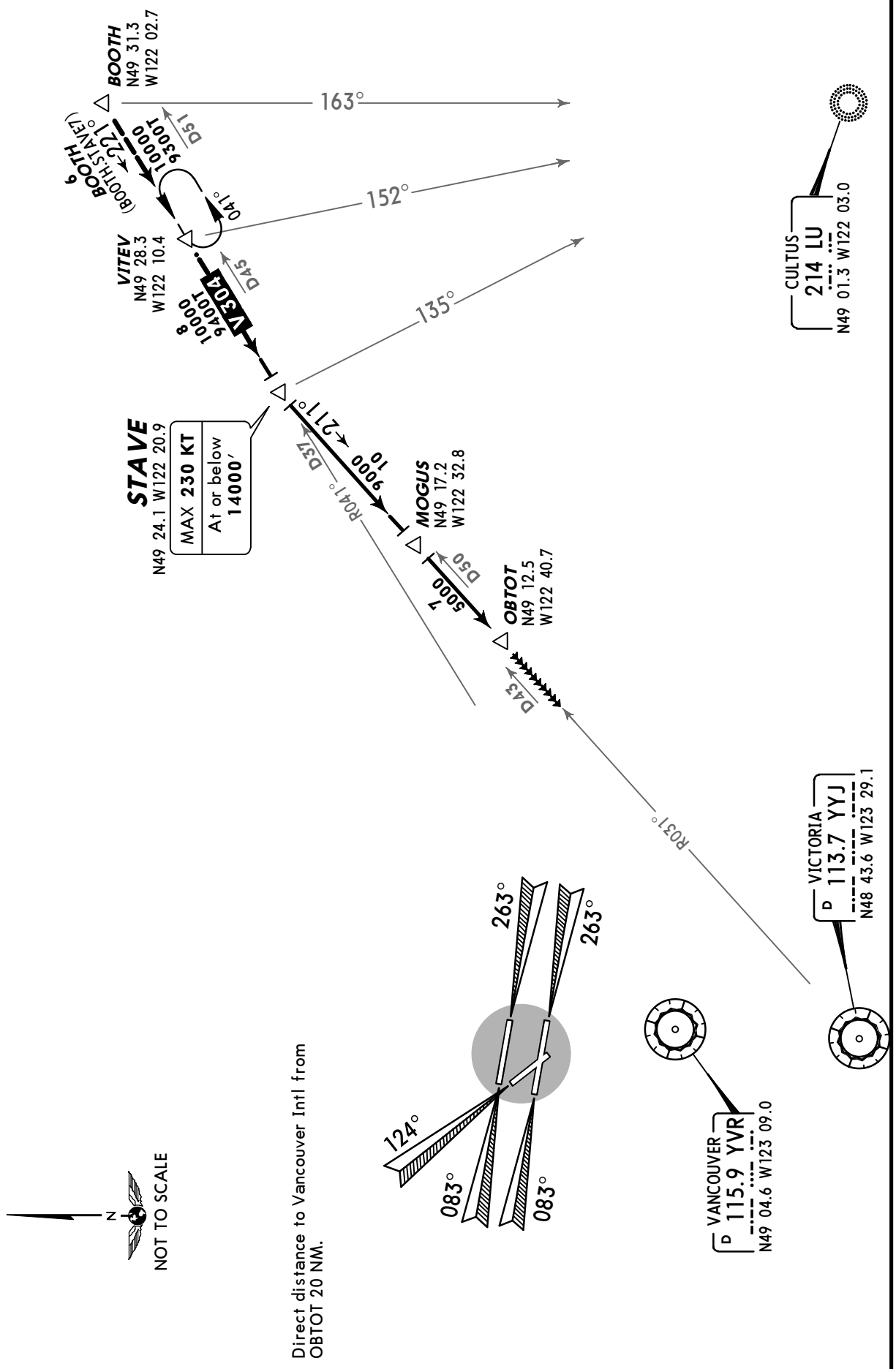
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Safe Altitude within 100 NM 12,800′.

STAVE SEVEN ARRIVAL (BOOTH.STAVE7)

(RWYS 26L/R)



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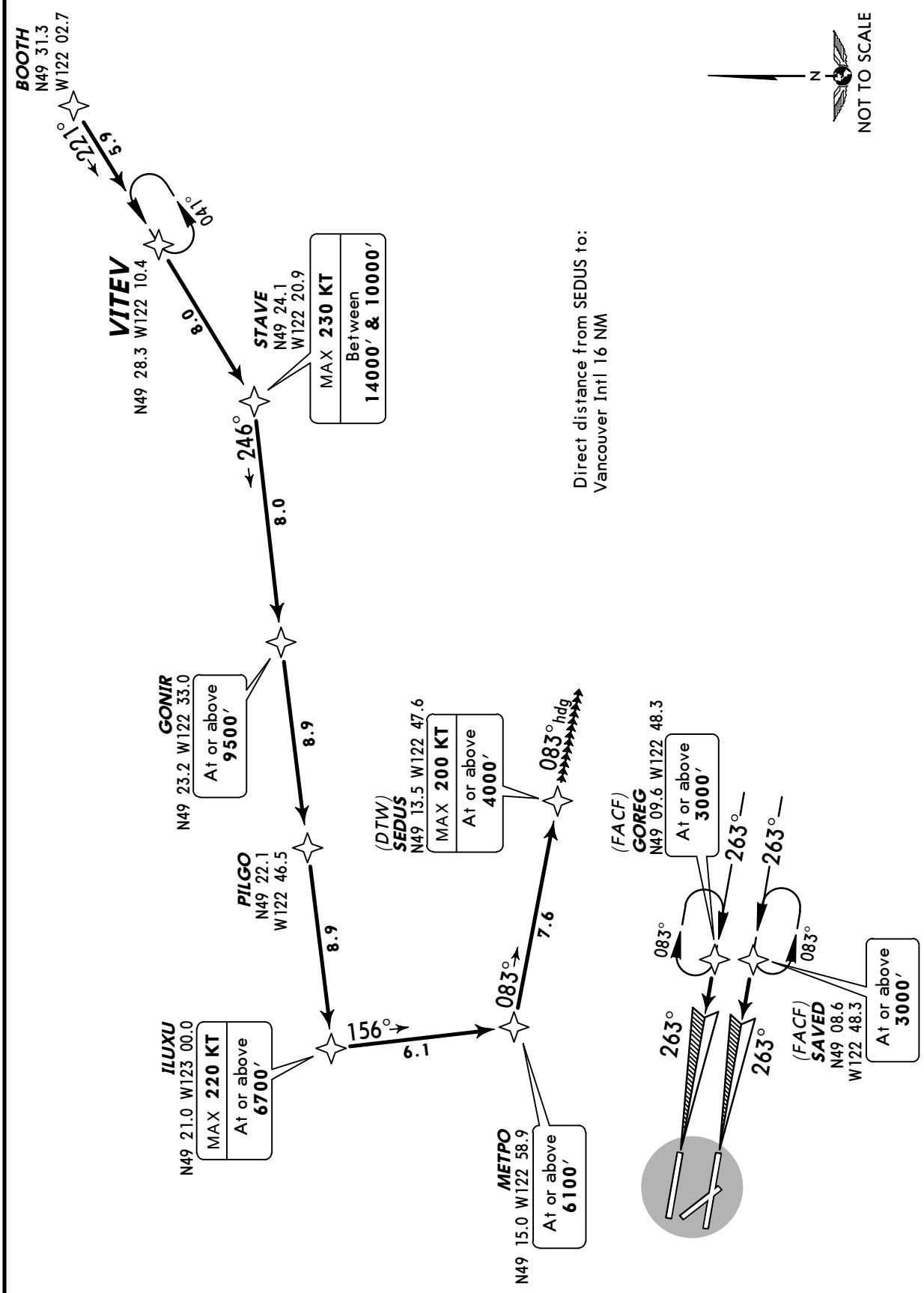
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

VITEV TWO ARRIVAL (BOOTH.VITEV2)

(RWYS 26L/R)



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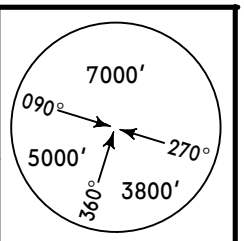
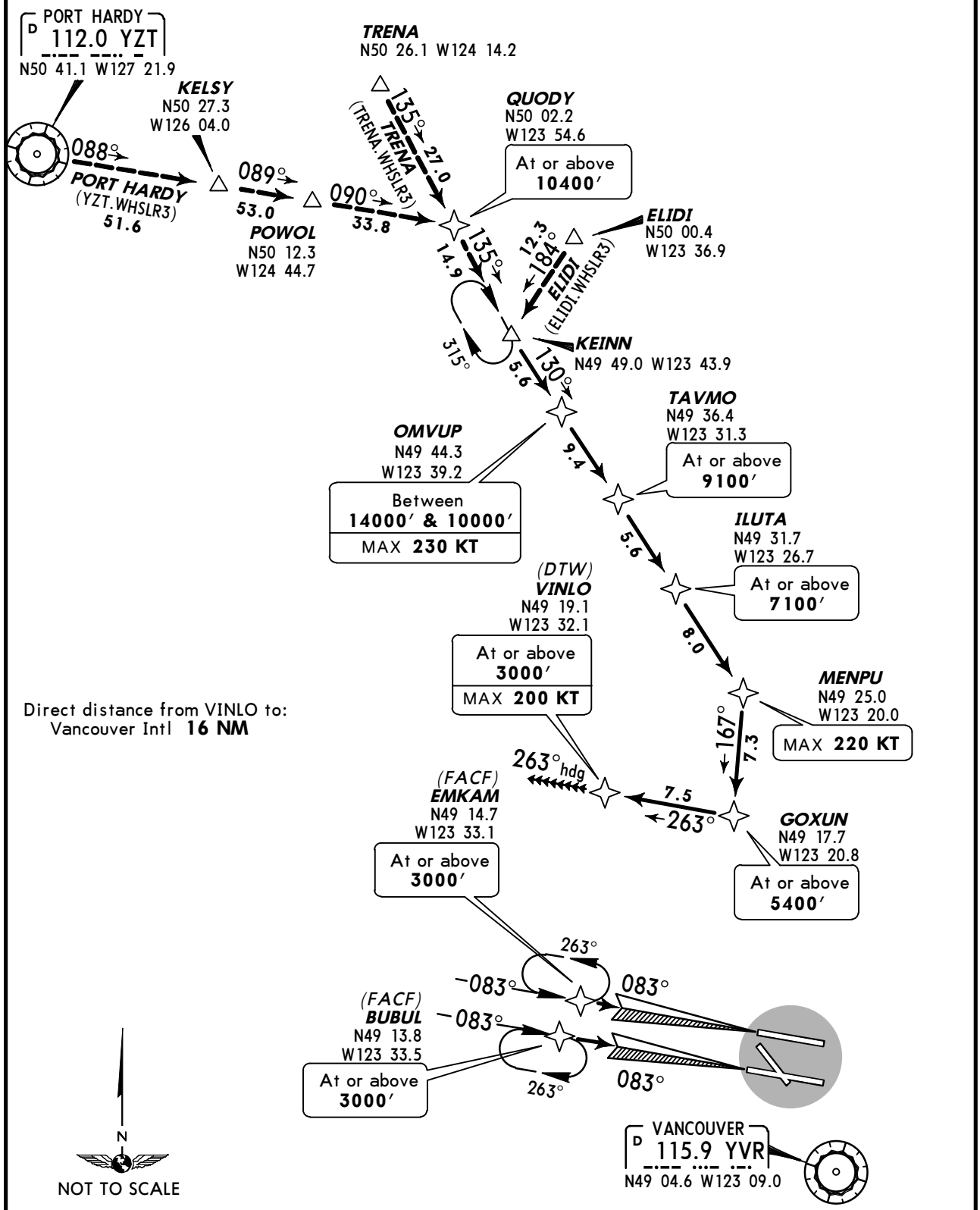
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.



MSA YVR VOR

WHISTLER THREE ARRIVAL (KEINN.WHSLR3)

(RWYS 08L/R)



Direct distance from VINLO to:
Vancouver Intl **16 NM**

ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW:

Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW:

Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: Chart reindexed.

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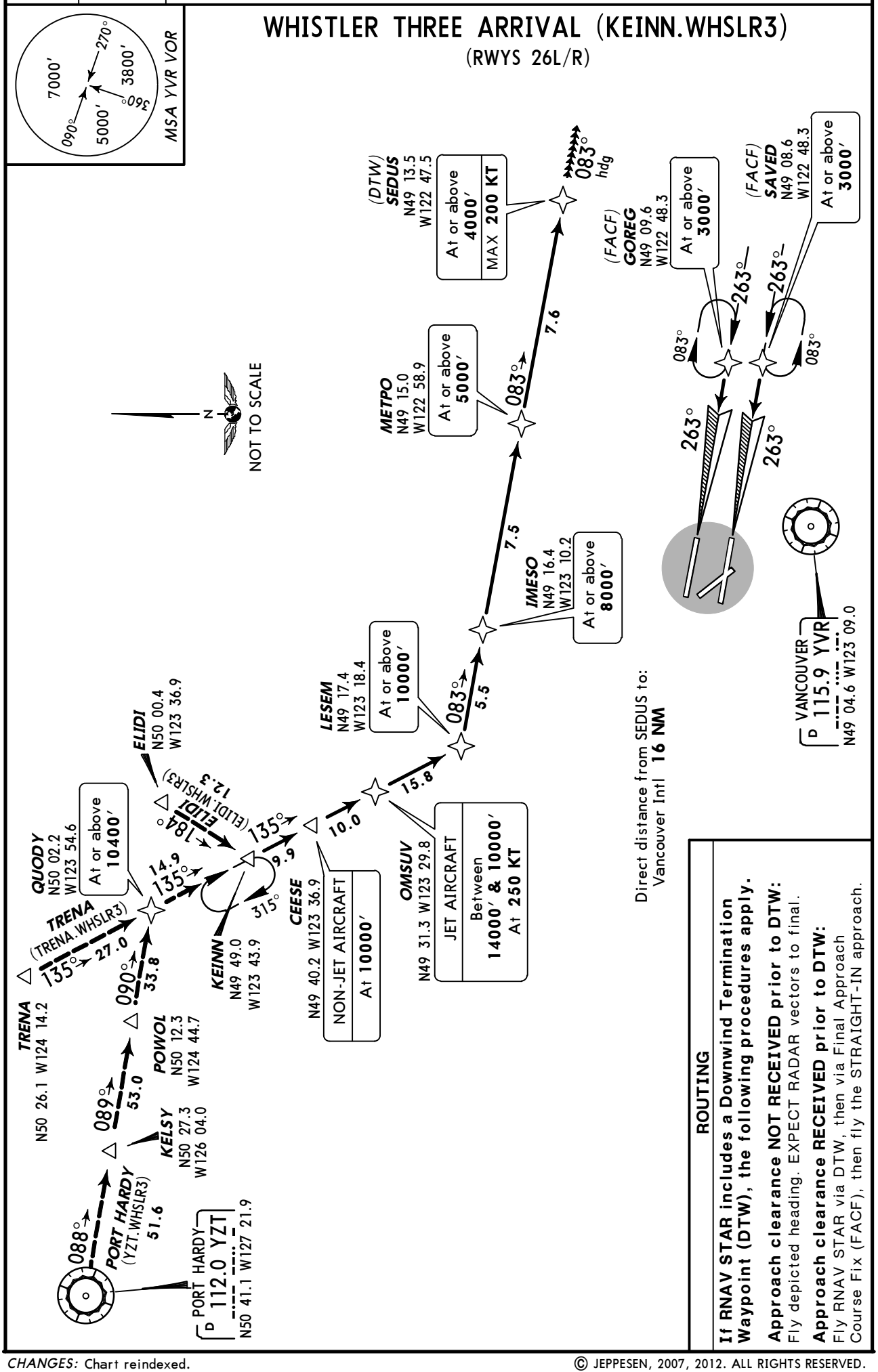
D-ATIS	Apt Elev	
124.6	14′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Safe Altitude within 100 NM 12,800′. 2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

WHISTLER THREE ARRIVAL (KEINN.WHSLR3)

(RWYS 26L/R)



ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW: Fly depicted heading. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW: Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CHANGES: Chart reindexed.

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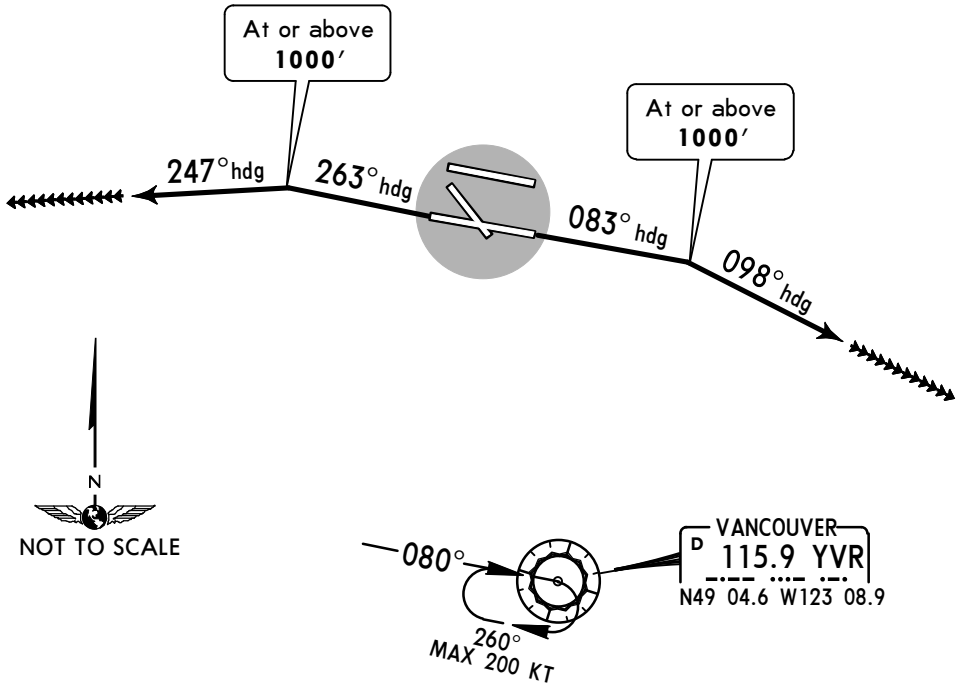
VANCOUVER Departure		Apt Elev	Trans level: FL180 Trans alt: 18000′
NORTH	SOUTH	14′	1. Safe Altitude within 100 NM 12,800′.
126.12	132.3		2. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000′.
			3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
			4. Refer to 10-4 Noise Abatement Procedures for additional requirements.

FRASER SIX DEPARTURE (FSR6.) (VECTOR)

(RWYS 08R, 26L)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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 mode C/3 code 7600.
2. Beyond 10 DME of YVR MAINTAIN last assigned altitude, turn RIGHT direct to YVR. Hold inbound R-260, RIGHT turns.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

Rwy 26L:
1. Select transponder mode C/3 code 7600.
2. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

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

RWY	INITIAL CLIMB
08R	Climb to 1000′ on heading 083°. Then climbing RIGHT turn to heading 098° or as assigned by ATC.
26L	Climb to 1000′ on heading 263°. Then climbing LEFT turn to heading 247° or as assigned by ATC.

ROUTING

Contact Departure Control after passing 1000′ unless instructed otherwise by ATC. 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.

CHANGES: Procedure text.

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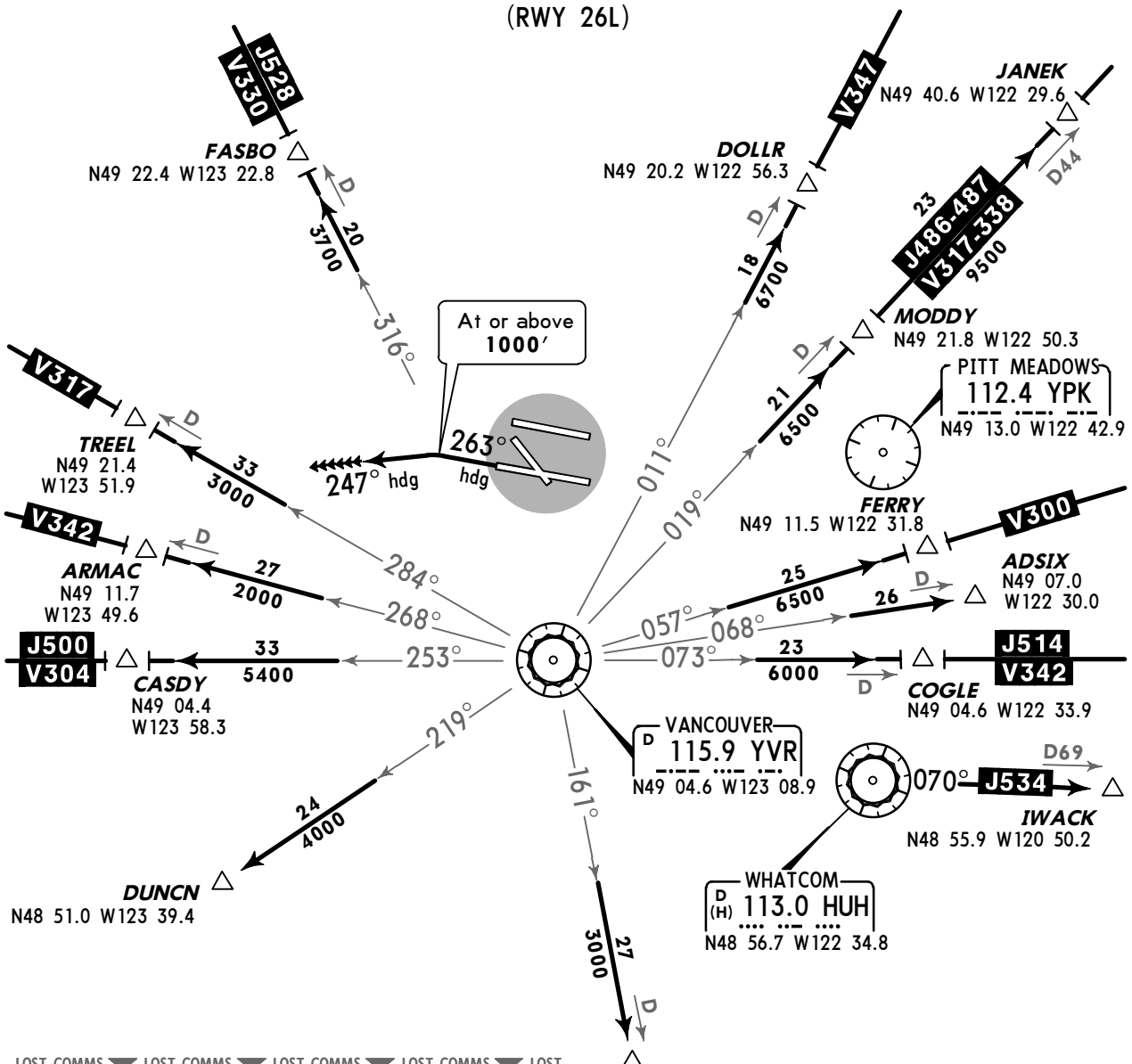
VANCOUVER Departure NORTH	VANCOUVER Departure SOUTH	Apt Elev 14′	
126.12	132.3		

Trans level: FL180 Trans alt: 18000′
1. CAUTION: Simultaneous parallel departures may be in use.
2. Safe Altitude within 100 NM 12,800′.
3. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000′.
4. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

GEORGIA FIVE DEPARTURE (GRG5.) (VECTOR)

(RWY 26L)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

If no radio contact with Departure Control by published/assigned assigned altitude proceed as follows:
1. Select transponder mode C/3 code 7600.
2. MAINTAIN last assigned altitude until 5 minutes after departure; then,
3. Proceed on course and climb to flight planned altitude.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

This SID requires a minimum climb gradient of 290′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
290′ per NM	363	483	725	967	1208	1450

INITIAL CLIMB

Climb to 1000′ on heading 263°. Then climbing LEFT turn heading 247° or as assigned by ATC. Contact Departure Control after passing 1000′ unless instructed otherwise by ATC. 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.

CHANGES: Procedure renumbered, revised, climb gradient added.

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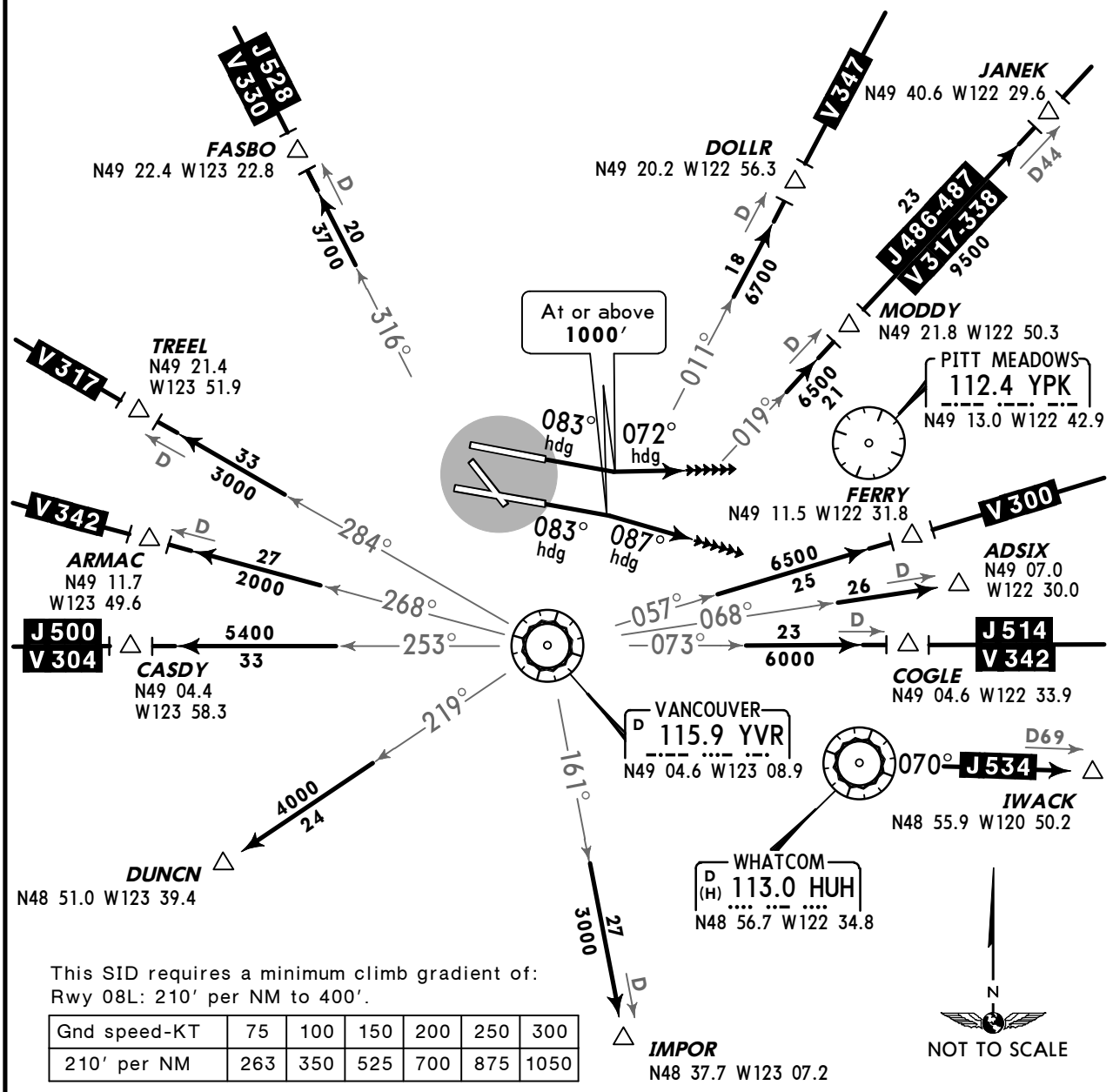
VANCOUVER Departure NORTH	SOUTH	Apt Elev	
126.12	132.3	14′	

Trans level: FL180 Trans alt: 18000′

1. CAUTION: Simultaneous parallel departures may be in use.
2. Safe Altitude within 100 NM 12,800′.
3. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000′.
4. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

MCKINLAY THREE DEPARTURE (KIN3.) (VECTOR)

(RWYS 08L/R)



This SID requires a minimum climb gradient of:
Rwy 08L: 210′ per NM to 400′.

Gnd speed-KT	75	100	150	200	250	300
210′ per NM	263	350	525	700	875	1050

LOST COMMS

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

1. Select transponder mode C/3 code 7600.
2. MAINTAIN last assigned altitude until 5 minutes after departure; then,
3. Proceed on course and climb to flight planned altitude.

RWY	INITIAL CLIMB
08L	Climb to 1000′ on heading 083°. Then climbing LEFT turn to heading 072° or as assigned by ATC.
08R	Climb to 1000′ on heading 083°. Then climbing RIGHT turn to heading 087° or as assigned by ATC.

ROUTING

Contact Departure Control after passing 1000′ unless instructed otherwise by ATC. 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.

CHANGES: Procedure text.

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VANCOUVER Departure (SOUTH) 132.3	Apt Elev 14′	Trans level: FL180 Trans alt: 18000′ 1. Safe altitude within 100 NM 12,800′. 2. This procedure is for non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

RICHMOND FOUR DEPARTURE (RICHM4.) (VECTOR)

(RWYS 08L/R, 26L/R)

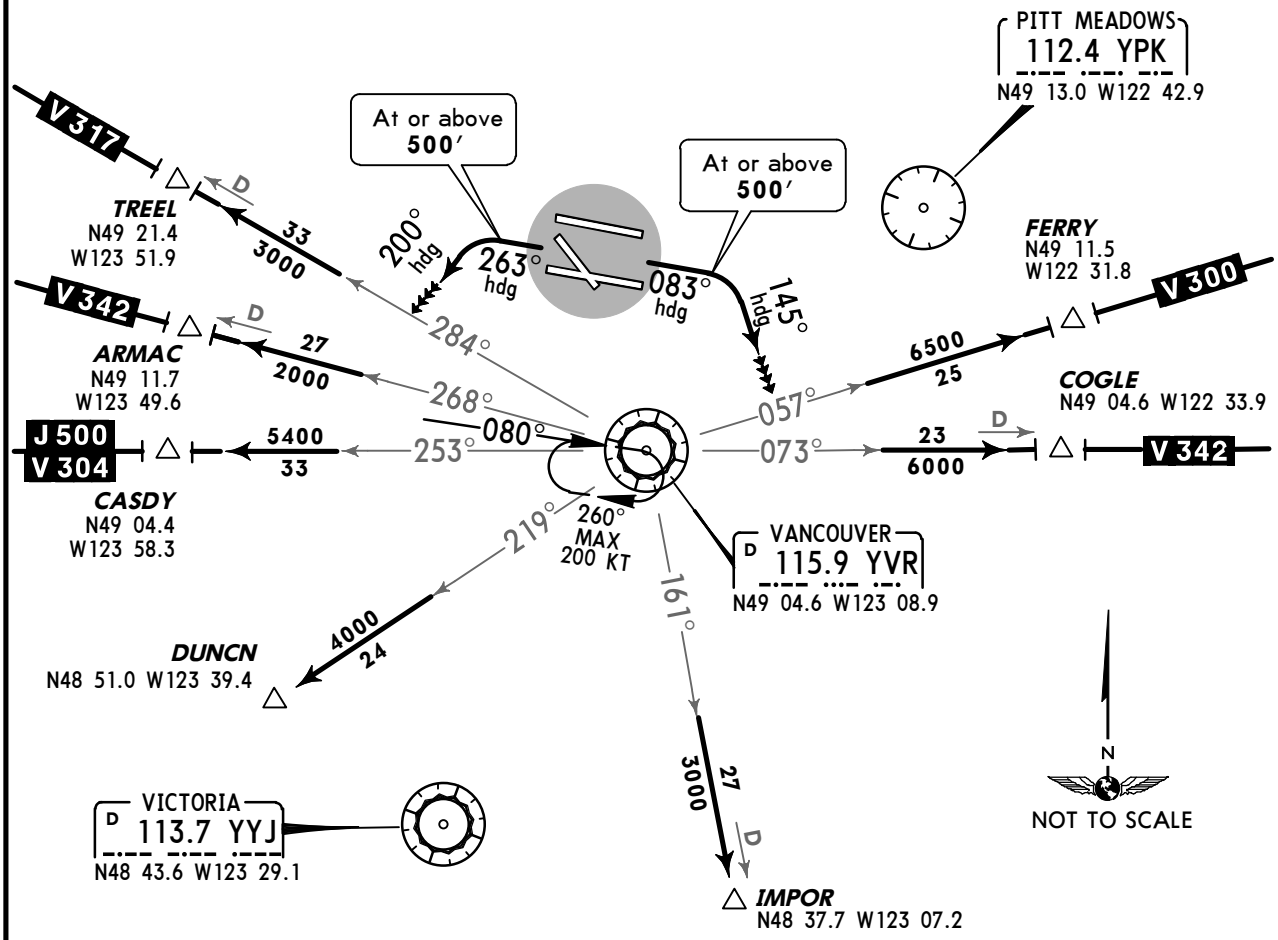
SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000′

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:
1. Select transponder mode C/3 code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR. Hold inbound R-260, RIGHT turns.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

LOST COMMS ◀ LOST COMMS ◀



This SID requires minimum climb gradients of:
Rwy 08L: 210′ per NM to 400′.
Rwys 26L/R: 290′ per NM to 2000′.

Gnd speed-KT	75	100	150	200	250	300
210′ per NM	263	350	525	700	875	1050
290′ per NM	363	483	725	967	1208	1450

RWY	INITIAL CLIMB
08L/R	Climb to 500′ on heading 083°. Then climbing RIGHT turn to heading 145° or as assigned by ATC.
26L/R	Climb to 500′ on heading 263°. Then climbing LEFT turn to heading 200° or as assigned by ATC.

ROUTING

Contact Departure Control after passing 1000′ unless instructed otherwise by ATC. MAINTAIN 2000′ or as assigned. EXPTECT RADAR vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, Rwys 26L/R climb gradient added.

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VANCOUVER Departure (SOUTH) 132.3	Apt Elev 14′	Trans level: FL180 Trans alt: 18000′ 1. Safe altitude within 100 NM 12,800′. 2. This procedure is for non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

STANLEY TWO DEPARTURE (STNLE2.) (VECTOR)

(RWYS 08L/R)

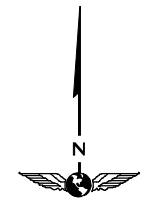
SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000′

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀ LOST COMMS ◀

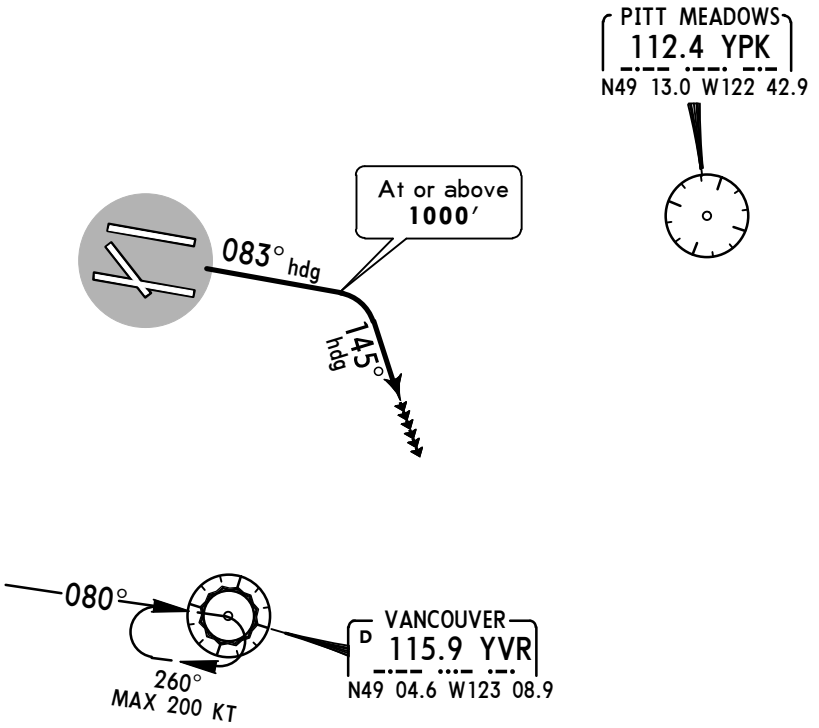
If no radio contact with Departure Control by published/assigned altitude, proceed as follows:

1. Select transponder mode C/3 code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR. Hold inbound R-260, RIGHT turns.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



NOT TO SCALE



This SID requires a minimum climb gradient of:
Rwy 08L: 210′ per NM to 400′.

Gnd speed-KT	75	100	150	200	250	300
210′ per NM	263	350	525	700	875	1050

INITIAL CLIMB

Climb to 1000′ on heading 083°. Then climbing RIGHT turn to heading 145° or as assigned by ATC. Contact Departure Control after passing 1000′ unless instructed otherwise by ATC. MAINTAIN 2000′ or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: None.

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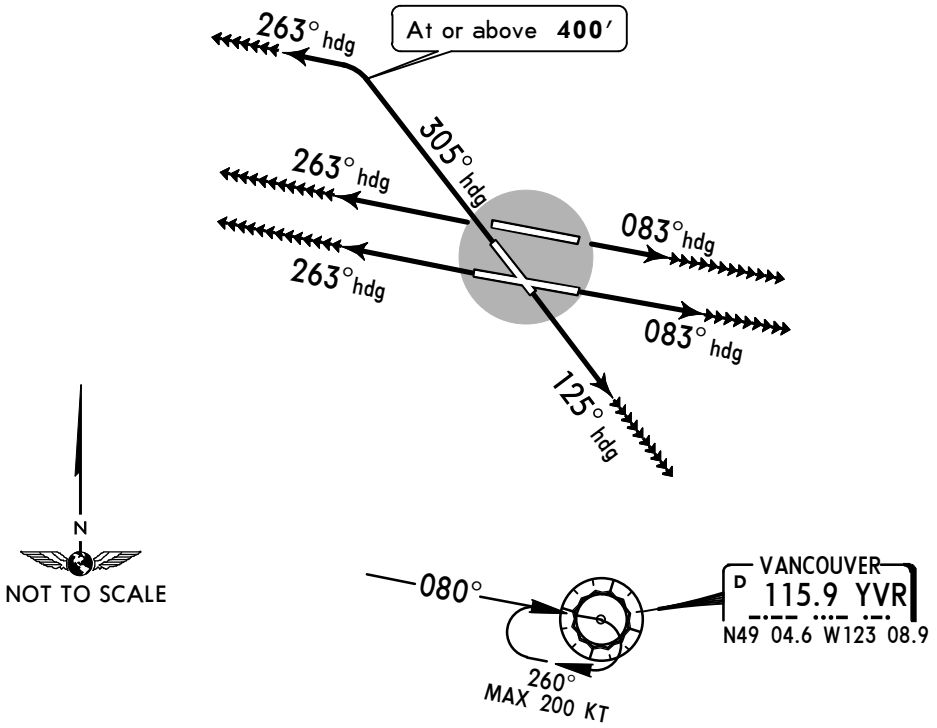
VANCOUVER Departure		Apt Elev	
NORTH	SOUTH	14′	Trans level: FL180 Trans alt: 18000′
126.125	132.3		1. Safe altitude within 100 NM 12,800′. 2. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000′. 3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2. 4. Refer to 10-4 Noise Abatement Procedures for additional requirements.

VANCOUVER EIGHT DEPARTURE (YVR8.) (VECTOR)



This SID requires minimum climb gradients of:
Rwy 08L: 210′ per NM to 400′.
Rwys 26L/R: 290′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
210′ per NM	263	350	525	700	875	1050
290′ per NM	363	483	725	967	1208	1450

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

On recognition of failure 5 minutes or less after take-off, below 7000′ and in IFR weather conditions, proceed as follows:
Rwys 08L/R:
1. Select transponder mode C/3 code 7600.
2. Beyond 10 DME of YVR MAINTAIN last assigned altitude, turn RIGHT direct to YVR. Hold inbound R-260, RIGHT turns.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

Rwys 13, 26L/R, 31:
1. Select transponder mode C/3 code 7600.
2. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

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

RWY	INITIAL CLIMB
08L/R	Climb on heading 083° or as assigned by ATC.
13	Climb on heading 125° or as assigned by ATC. NOTE: Tower to 50′ approximately 0.25 NM past departure end of runway.
26L/R	Climb on heading 263° or as assigned by ATC.
31	Climb to 400′ on heading 305°. Then climbing LEFT turn to heading 263° or as assigned by ATC.

ROUTING

Contact Departure Control after passing 1500′ unless instructed otherwise by ATC. MAINTAIN 7000′ or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: Runway 13, 31 designators, communications.

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NOISE ABATEMENT PROCEDURES

APPLICATION

These procedures apply to JET AIRCRAFT unless noted otherwise.

DEPARTURE PROCEDURES

JET AIRCRAFT

1. Noise Abatement Departure Procedure 1 or 2 required for all runways. Advise ATC CLNC DEL if using Noise Abatement Departure Procedure 1. Follow SID to 3000′ before proceeding on course.
2. Rwy 08R between 2300-0600 local time; aircraft on westerly routes follow assigned SID to 2000′ before proceeding on course.
3. ICAO Annex 16 Chapter 2 or FAA FAR 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.

REVERSE THRUST - LANDING

All Rwys: Consistent with safe operating procedures, plan on using idle reverse thrust.

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 (74,957 lbs) and over not permitted.
2. 0001-0700	Departure/Arrival of JET AIRCRAFT cargo, air carrier scheduled and charter flights require the prior approval of 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 and APPROVALS Section.

ALL AIRCRAFT		PREFERENTIAL RUNWAY DETERMINATION (ORDER)			
LOCAL TIME	OPERATION	1	2	3	4
1. 0600-2300	Departure	26L, 26R*	08R, 08L*, 13	31	13
One direction flow	Arrival	26R, 26L, 13	08L, 08R, 13	31	13
2. 2300-0600	Departure	26L	31	-	-
Two direction flow	Arrival	08R	13	-	-

Note: *Assigned during peak periods only (Medevacs exempt).
Limiting factors include: physical condition of surfaces; effective crosswind component not to exceed 25 knots; and effective tailwind component is less than 5 knots.

IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

CHANGES: Rwy 13/31, notes.

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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′ MSL (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 and APPROVALS

Night Restrictions #2: YVRAA OPERATIONS may permit exemptions for delays experienced at Vancouver Intl, such as for weather, mechanical, or ATC. YVRAA OPERATIONS will provide log numbers with exemptions or approvals.

Night Restrictions #3: YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance. **Tel: 604-207-7022; Fax: 604-276-6099 (24 hours)**

IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

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CODED TAXI ROUTES

READ BACK: "CODE ROUTE (name) AND ASSIGNED RUNWAY"

Monitor tower frequency approaching the hold line of the assigned runway, unless otherwise instructed by ATC.

Rwy 08R/26L - Tower 118.7 Rwy 08L/26R - Tower 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.
❶ Juliet-Alpha	Rwy 08R - JA, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). 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).
❶ Juliet-Bravo	Rwy 08R - JB, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). 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).
❶ Juliet-Charlie	Rwy 08R - JC, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). 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.
❶ Papa	Rwy 08R - P, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - P, M, M10. Rwy 26R - P, M, M9. 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). Rwy 08L - S, M, M10. Rwy 26R - S, M, M9. Rwy 26L - S, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Tango	Rwy 08R - T, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). 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).

❶ Taxi routes for A340-600/B777-300.

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D-ATIS	VANCOUVER Clearance	Ground North	Ground South
124.6	121.4	127.15	121.7

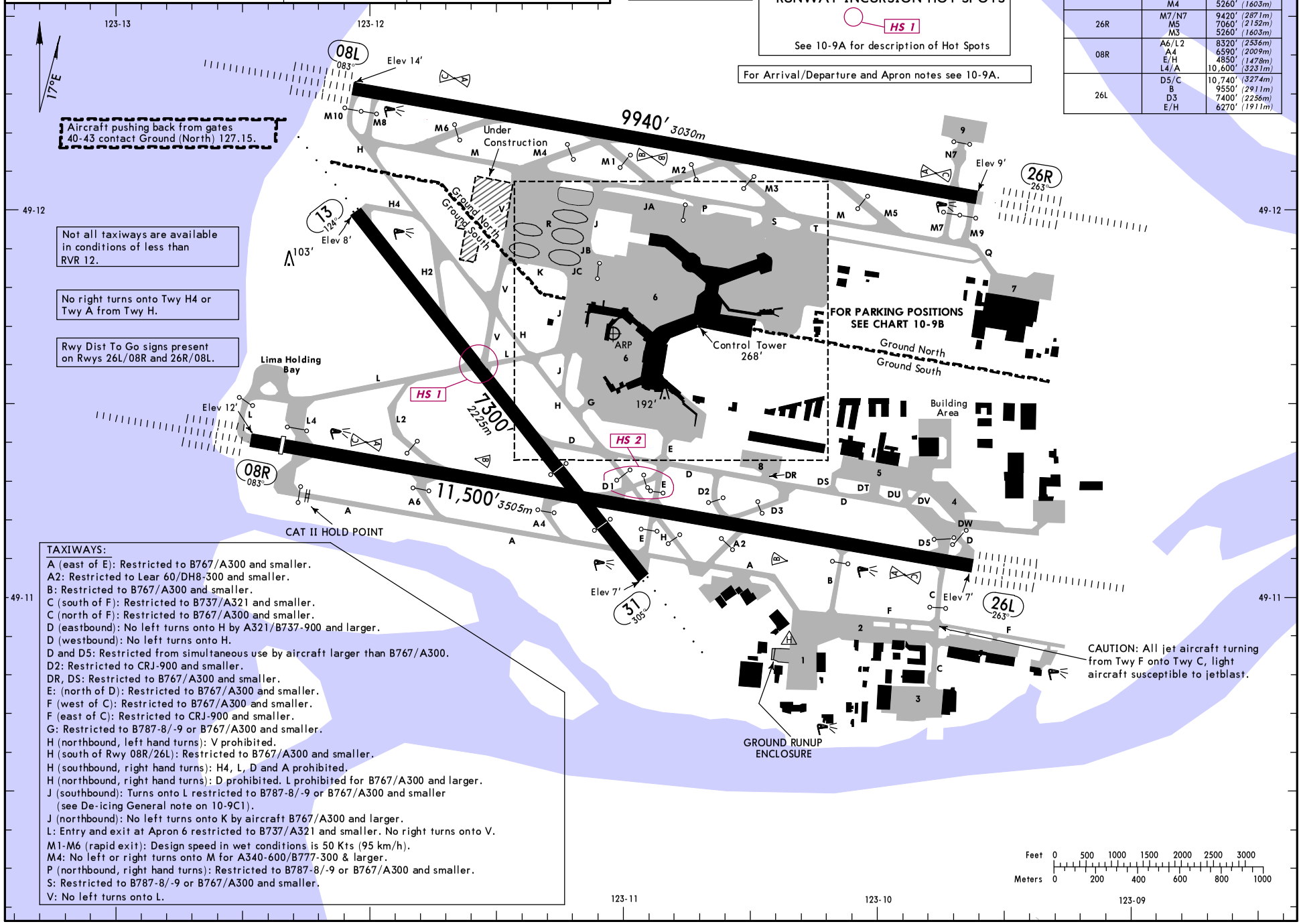
Tower North	Tower South			PACIFIC Radio	VANCOUVER Departure North	VANCOUVER Departure South
119.55	118.7	124.0	125.65	123.15	126.125	132.3

LEGEND
STOPBAR

RUNWAY INCURSION HOT SPOTS
HS 1
See 10-9A for description of Hot Spots

For Arrival/Departure and Apron notes see 10-9A.

Take-off Run Available for Intersection Departures:		
RUNWAY	INTERSECTION	RUNWAY REMAINING
08L	M8	9420′ (2871m)
	M6	7060′ (2152m)
	M4	5260′ (1603m)
26R	M7/N7	9420′ (2871m)
	M5	7060′ (2152m)
	M3	5260′ (1603m)
08R	A6/L2	8320′ (2536m)
	A4	6590′ (2009m)
	E/H	4850′ (1478m)
	L4/A	10,600′ (3231m)
26L	D5/C	10,740′ (3274m)
	B	9550′ (2911m)
	D3	7400′ (2256m)
	E/H	6270′ (1911m)



TAXIWAYS:
A (east of E): Restricted to B767/A300 and smaller.
A2: Restricted to Lear 60/DH8-300 and smaller.
B: Restricted to B767/A300 and smaller.
C (south of F): Restricted to B737/A321 and smaller.
C (north of F): Restricted to B767/A300 and smaller.
D (eastbound): No left turns onto H by A321/B737-900 and larger.
D (westbound): No left turns onto H.
D and D5: Restricted from simultaneous use by aircraft larger than B767/A300.
D2: Restricted to CRJ-900 and smaller.
DR, DS: Restricted to B767/A300 and smaller.
E: (north of D): Restricted to B767/A300 and smaller.
F (west of C): Restricted to B767/A300 and smaller.
F (east of C): Restricted to CRJ-900 and smaller.
G: Restricted to B787-8/-9 or B767/A300 and smaller.
H (northbound, left hand turns): V prohibited.
H (south of Rwy 08R/26L): Restricted to B767/A300 and smaller.
H (southbound, right hand turns): H4, L, D and A prohibited.
H (northbound, right hand turns): D prohibited. L prohibited for B767/A300 and larger.
J (southbound): Turns onto L restricted to B787-8/-9 or B767/A300 and smaller (see De-icing General note on 10-9C1).
J (northbound): No left turns onto K by aircraft B767/A300 and larger.
L: Entry and exit at Apron 6 restricted to B737/A321 and smaller. No right turns onto V.
M1-M6 (rapid exit): Design speed in wet conditions is 50 Kts (95 km/h).
M4: No left or right turns onto M for A340-600/B777-300 & larger.
P (northbound, right hand turns): Restricted to B787-8/-9 or B767/A300 and smaller.
S: Restricted to B787-8/-9 or B767/A300 and smaller.
V: No left turns onto L.

CHANGES: Construction area deleted, terminal building, Taxiway J and M4 note.

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GENERAL

CAUTION: Migratory birds in vicinity of airport from approximately October - April.
CAUTION: Frequent VFR float aircraft activity on river south side of airport.
CAUTION: ALL JET AIRCRAFT: Light aircraft susceptable to jetblast when turning from twy F on to C.
Heli: Day VFR via arrival/departure area A, B and C. Night arrival/departure via areas B and C.

Rwy Arrivals & Departures:

Rwy 08L arrivals:
Consistent with safe operating procedures, plan landing with idle reverse thrust/pitch.

Rwy 08R arrivals: Aircraft exiting onto Twy D1, turn north on Twy E and hold short of Twy D. Do not stop in rwy area. See HOT SPOT 2.

Rwy 26R arrivals:
Consistent with safe operating procedures, plan landing with idle reverse thrust/pitch.

Rwy 26L arrivals: Turns onto Rwy 31 NOT AUTHORIZED without clearance. Aircraft exiting onto Twy H, hold short of Twy D. Do not stop in rwy area. See HOT SPOT 2.

Rwy 08R departures: When entering Rwy 08R from Twy L, ensure aircraft wheels remain within confines of Twy edge. Pavement beyond Twy is non load bearing.

Rwy 13 departures: Not Authorized for B777-300/A340-600 and larger.

Rwy 31 arrivals: Not Authorized for B777-300/A340-600 and larger.

APRON

Advise ATC if ground crew not present at gate.

Apron 1: Restricted to CRJ-900/SD3-60 and smaller.

Apron 3: Jets towed in and out.

Apron 1, 2, 3, 5, 6, 8: Prior permission required Airport Operations.

Apron 6 (EAST): bypass (taxilane centerline amber lighting): Simultaneous use of dual taxilanes restricted to narrow body aircraft.

Apron 6 (horseshoe): Taxilanes restricted to B737/A321 and smaller.

Apron 6 (Taxiway P): B767 and larger, travelling eastbound, prohibited exiting Taxiway P.

Prior permission required from YVR OPS for all engine airstarts or crossbleed starts & Aprons 1, 2, 3, 5, 6, 8.
Uncontrolled vehicle crossings: Twys J, JA, JB, JC, K, R, V, P, S, T, DS, DT, DU, DV, and DW.

WIDE BODY Aircraft

A380❶/B747-8/AN124 Available Twys: D, DT, DU, D5, H (north of Rwy 08R/26L), J (north of JB), JA, K (west of R), L (west of 12/30), M, M5, M6, M9, M10, P, R, V.

A340-600/B777-300 Available Twys: D, D3, D5, DT, E (south of Rwy 08R/26L), H (north of Rwy 08R/26L), J, JA, JB, JC, K, L (west of J), M, M4, M5, M6, M7, M8, M9, M10, P, T, R, V.

Departing A340-600/B777-300 use the following coded taxi routes ONLY:

- Juliet - Alpha
- Juliet - Charlie
- Tango
- Juliet - Bravo
- Papa

❶ **A380:** When A380 on M, taxilane between Gate 64 and Twy T, restricted to B757 and smaller (and vice versa).

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
08R 26L	HIRL CL ALSF-II TDZ ❷PAPI-L (angle 3.0°) RVR	11,000′ 3353m	9853′ 3003m 10,344′ 3153m		200′ 61m
❷ For aircraft with eye-to-wheel height up to 45′.					
08L 26R	HIRL CL ALSF-II TDZ ❸PAPI-L (angle 3.0°) RVR		8838′ 2694m 8933′ 2723m		200′ 61m
❸ For aircraft with eye-to-wheel height up to 45′.					
13 31	MIRL ODALS ❹PAPI-L (angle 3.0°)		6192′ 1887m		200′ 61m
❹ For aircraft with eye-to-wheel height up to 45′.					

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instuctions.

HS 1 Twy V holdline for Rwy 13/31 is 100′ (30m) back due to intersection geometry.

HS 2 Aircraft taxiing H, southbound, holdline is located 100′ (30m) back from the standard runway hold position. Aircraft exiting onto D1, turn north on Twy E and hold short of Twy D. Do not stop in runway area.

TAKE-OFF & DEPARTURE PROCEDURE

For departure procedure see Vancouver SID

	Rwys 08L/R, 26L/R			Rwys 13, 31
	Authorized Air Carriers		All Other Aircraft	
	HIRL & CL & RCLM	HIRL or CL or RCLM		
A B C D	TDZ RVR 6 Rollout or Mid RVR 6	❶ RVR 12 or 1/4	RVR 26 or 1/2	1/2

❶ RVR 10 required for start.

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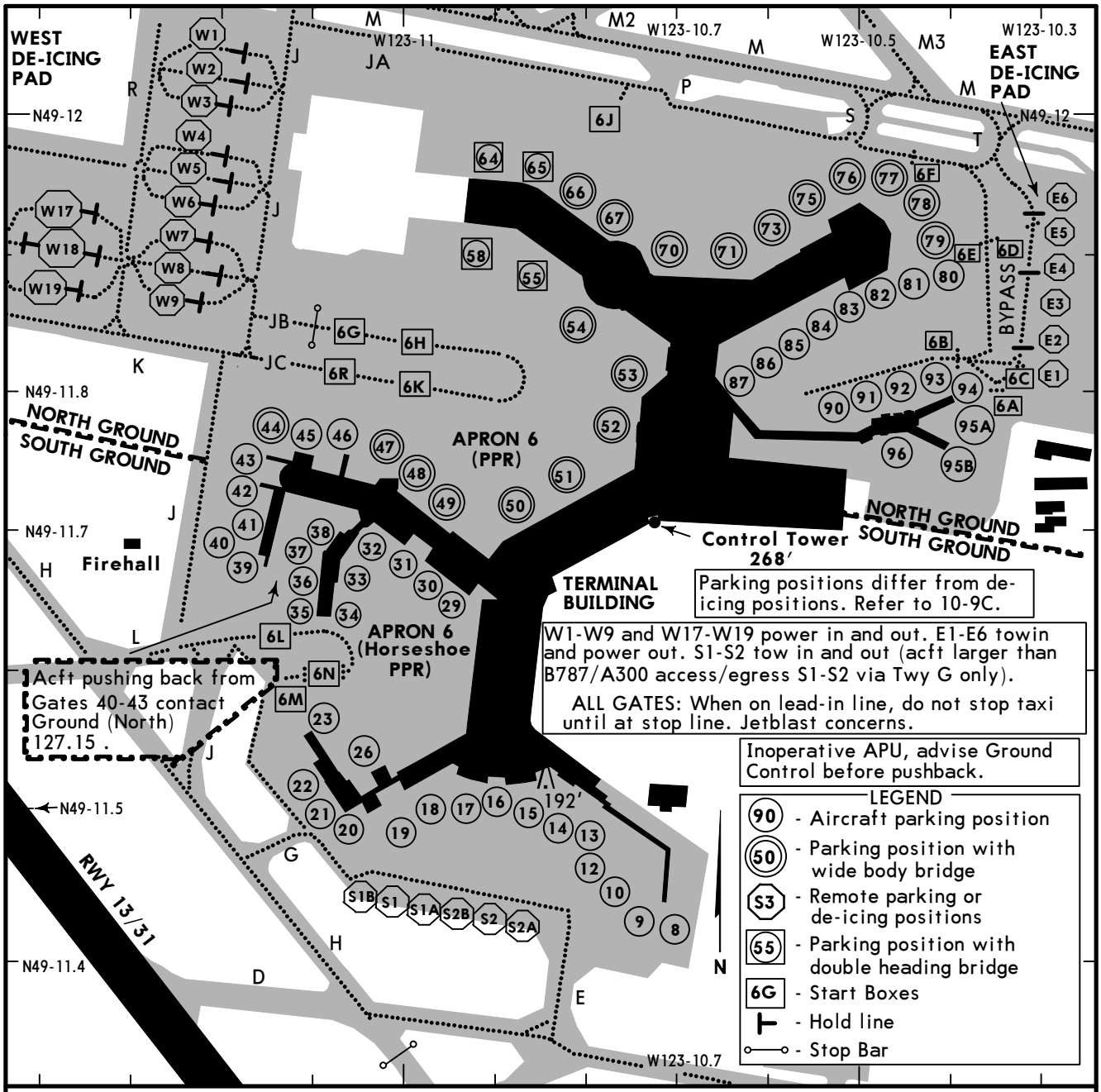

PARKING POSITION COORDINATES

POSITION No.	COORDINATES
8, 9	N49 11.4 W123 10.7
10, 12 thru 15	N49 11.5 W123 10.8
16, 17	N49 11.5 W123 10.9
18, 19	N49 11.5 W123 11.0
20 thru 22	N49 11.5 W123 11.1
23	N49 11.6 W123 11.1
26	N49 11.5 W123 11.0
29	N49 11.6 W123 11.0
30 thru 33	N49 11.7 W123 11.0
34, 35	N49 11.6 W123 11.1
36 thru 38	N49 11.7 W123 11.1
39 thru 43	N49 11.7 W123 11.2
44 thru 46	N49 11.8 W123 11.1
47	N49 11.8 W123 11.0
48, 49	N49 11.7 W123 11.0
50	N49 11.7 W123 10.9
51	N49 11.7 W123 10.8
52 thru 54	N49 11.8 W123 10.8
55, 58, 64, 65	N49 11.9 W123 10.9
66, 67	N49 11.9 W123 10.8
70, 71	N49 11.9 W123 10.7
73, 75	N49 11.9 W123 10.6
76 thru 78	N49 11.9 W123 10.5
79, 80	N49 11.9 W123 10.4
81 thru 83	N49 11.8 W123 10.5

POSITION No.	COORDINATES
84 thru 87, 90	N49 11.8 W123 10.6
91, 92	N49 11.8 W123 10.5
93, 94, 95A	N49 11.8 W123 10.4
95B	N49 11.7 W123 10.4
96	N49 11.7 W123 10.5
E1, E2	N49 11.8 W123 10.3
E3 thru E6	N49 11.9 W123 10.3
S1, S1A, S1B	N49 11.4 W123 11.0
S2, S2A, S2B	N49 11.4 W123 10.9
W1	N49 12.1 W123 11.2
W2, W3, W4	N49 12.0 W123 11.2
W5, W6	N49 12.0 W123 11.3
W7, W8, W9	N49 11.9 W123 11.3
W17 thru W19	N49 11.9 W123 11.4

CHANGES: Construction area deleted, building, parking stands & coords.

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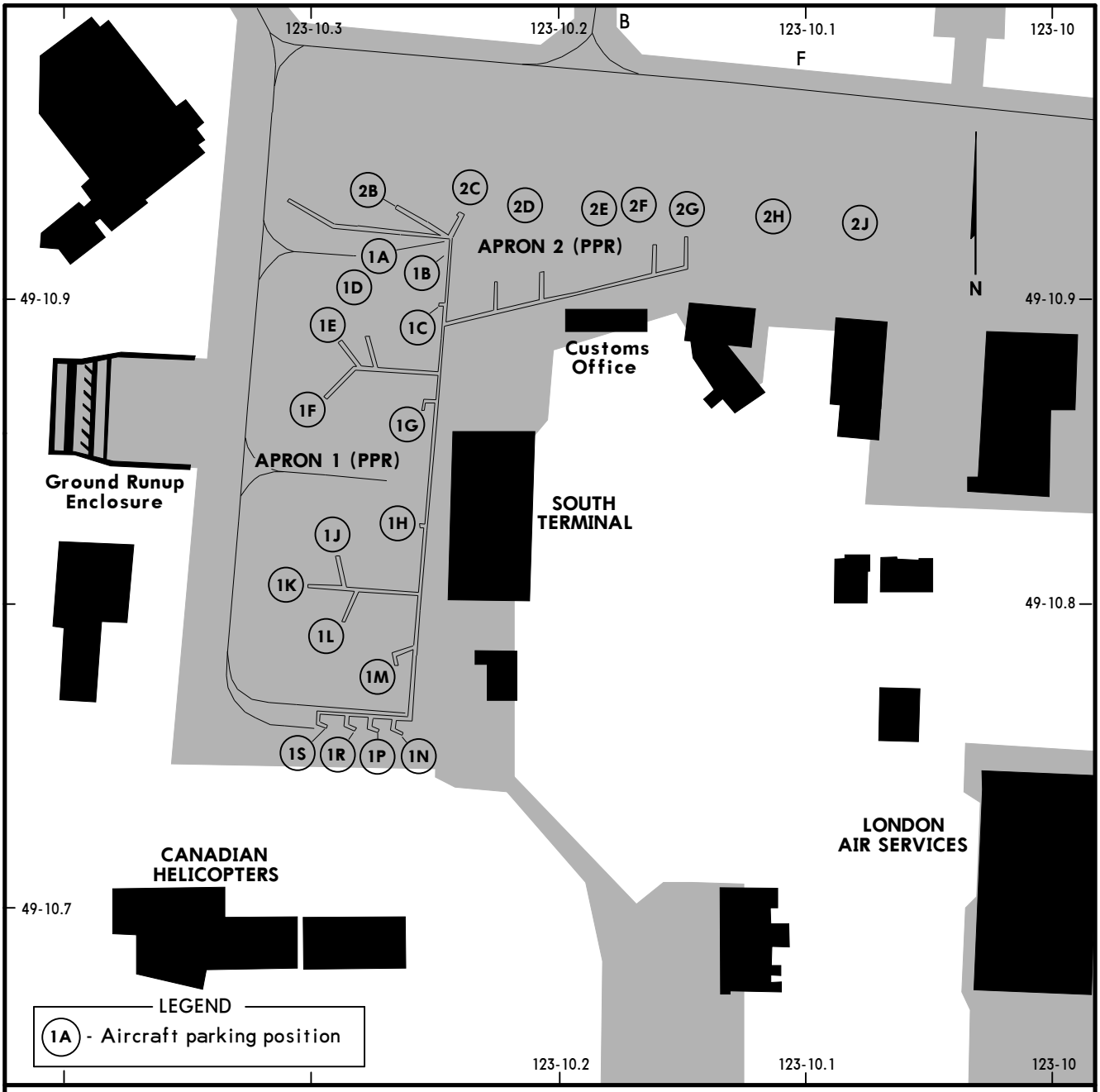

PARKING POSITION COORDINATES

POSITION No.	COORDINATES
1A, 1B, 1C	N49 10.9 W123 10.2
1D, 1E, 1F, 1G	N49 10.9 W123 10.3
1H, 1J, 1K, 1L, 1M	N49 10.8 W123 10.3
1N, 1P, 1R, 1S	N49 10.8 W123 10.3
2B	N49 10.9 W123 10.3
2C, 2D, 2E, 2F	N49 10.9 W123 10.2
2G, 2H, 2J	N49 10.9 W123 10.1

CHANGES: None.

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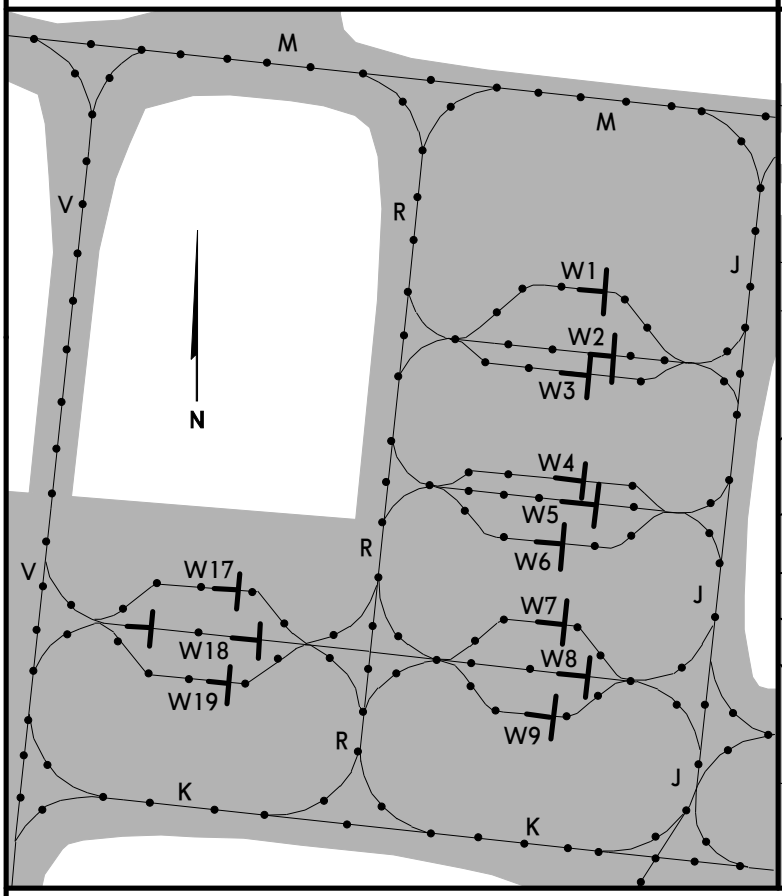
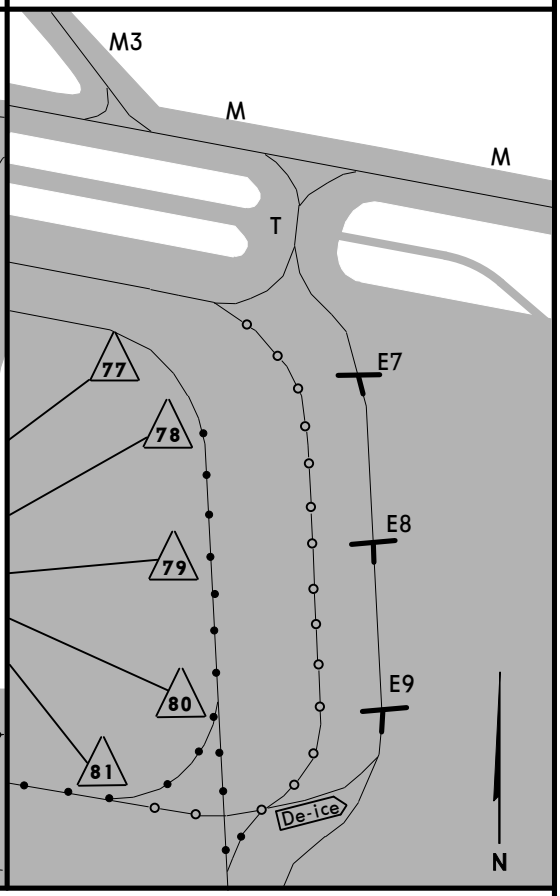
WEST DE-ICING PAD

Vancouver De-ice	129.95	South Ground	127.15
Pad Control	131.975	North Ground	121.7
Iceman	130.7		

EAST DE-ICING PAD

Vancouver De-ice	129.95	Iceman	130.7
Pad Control	131.975	North Ground	127.15





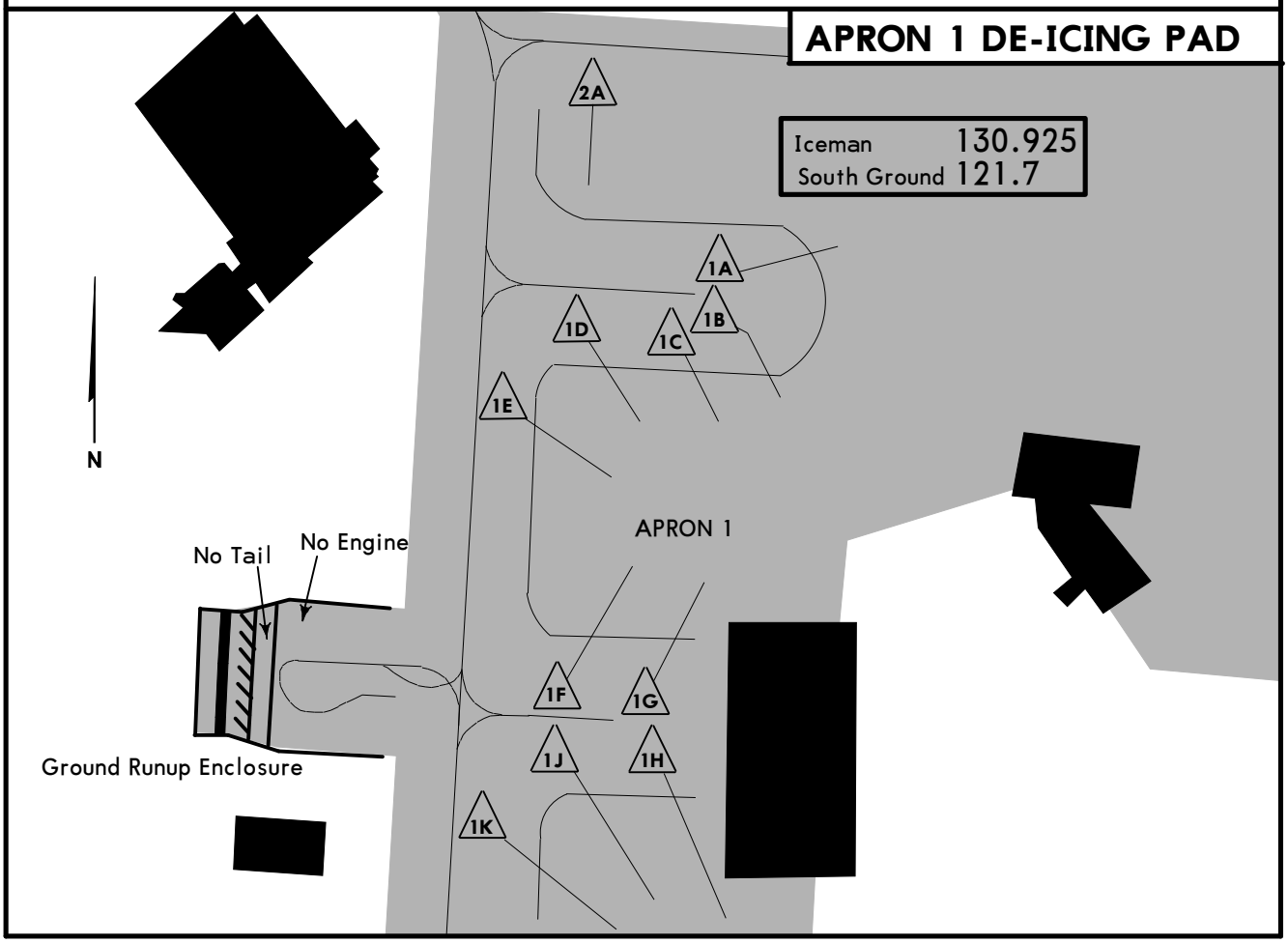
LEGEND

Hold line

Inset Guidance Lights

Inset Guidance Lights Amber

APRON 1 DE-ICING PAD



CHANGES: Guidance lights color, comms.

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DE-ICING PROCEDURES

DE-ICING GENERAL:

1. De-icing at gates permitted for frost removal only, contact VANCOUVER DE-ICE on 129.95.
2. De-icing pads West and East are positively controlled when De-icing OPS are in effect, PAD CONTROL is providing control of all aircraft and vehicle movements on these surfaces.
3. 30 minutes prior to pushback or taxi, advise VANCOUVER DE-ICE on 129.95 that de-icing is required, the type(s) of fluids required and the aircraft type. VANCOUVER DE-ICE will designate de-ice pad.
4. When requesting pushback or taxi clearance, advise ATC that de-icing is required and designated de-ice pad.
5. When advised by ATC, contact PAD CONTROL on 131.975 for instructions in the de-icing center and assignment to a de-icing bay.
6. Follow PAD CONTROL instructions to de-icing bay.
7. When advised by PAD CONTROL, contact ICEMAN on 130.7 and confirm brakes set, aircraft configured, engines at idle, de-icing fluid requirements and any special de-icing instructions.
8. After de-icing is completed and the aircraft has been inspected, ICEMAN will confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.
9. When advised by ICEMAN, contact PAD CONTROL on 131.975 for instructions.

Note: Twy J (southbound): Right turns permitted for aircraft larger than B767/A300 when de-icing operations are in effect and gates 36 and 37 are closed.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

WEST PAD:

1. Aircraft queuing is on Twy V south of Twy K and on Twy V north of de-icing bay W17.
2. When transferred from ATC, follow PAD CONTROL instructions to de-icing bays.

EAST PAD:

1. Aircraft flow is from south to north. E8 and E9 bays are generally used as queue positions for de-ice on E7.
2. Advise ATC when ready for pushback or taxi. ATC will coordinate with PAD CONTROL to ensure queue space is available at the facility. Expect to hold at the gate until queue space is available.
3. When transferred from ATC, follow PAD CONTROL instructions to assigned de-icing bay stop position using the following references:
   a. E7 stop abeam the end of the blast fence.
   b. E8 stop abeam the E8 designation sign on blast fence.
   c. E9 stop abeam the E9 designation sign on blast fence.

GROUND RUN-UP ENCLOSURE (GRE):

Operators must receive an orientation for the GRE facility prior to use. Crews may contact the Icehouse 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 1, is the only staging position for the facility.
Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available.
All propeller aircraft and jet aircraft with a wingspan of 71' (21.6m) or less (Dassault Falcon 900 with winglets and smaller) may power in/out of the facility.
ICEMAN will advise if engines should be running during de-icing.

ENTRY PROCEDURE:

1. Before contacting ATC 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 ATC 121.7 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 confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.

EXIT PROCEDURE:

7. When ready to taxi contact ICEMAN 130.925 for instructions.

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ARRIVAL/DEPARTURE PROCEDURES RVR LESS THAN 1200 TO 600

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 indentified 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 maneuvering 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 Movement 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, L, D, D5 and C, 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.

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JEPPESEN
18 JUL 14
Eff 24 Jul
10-9E

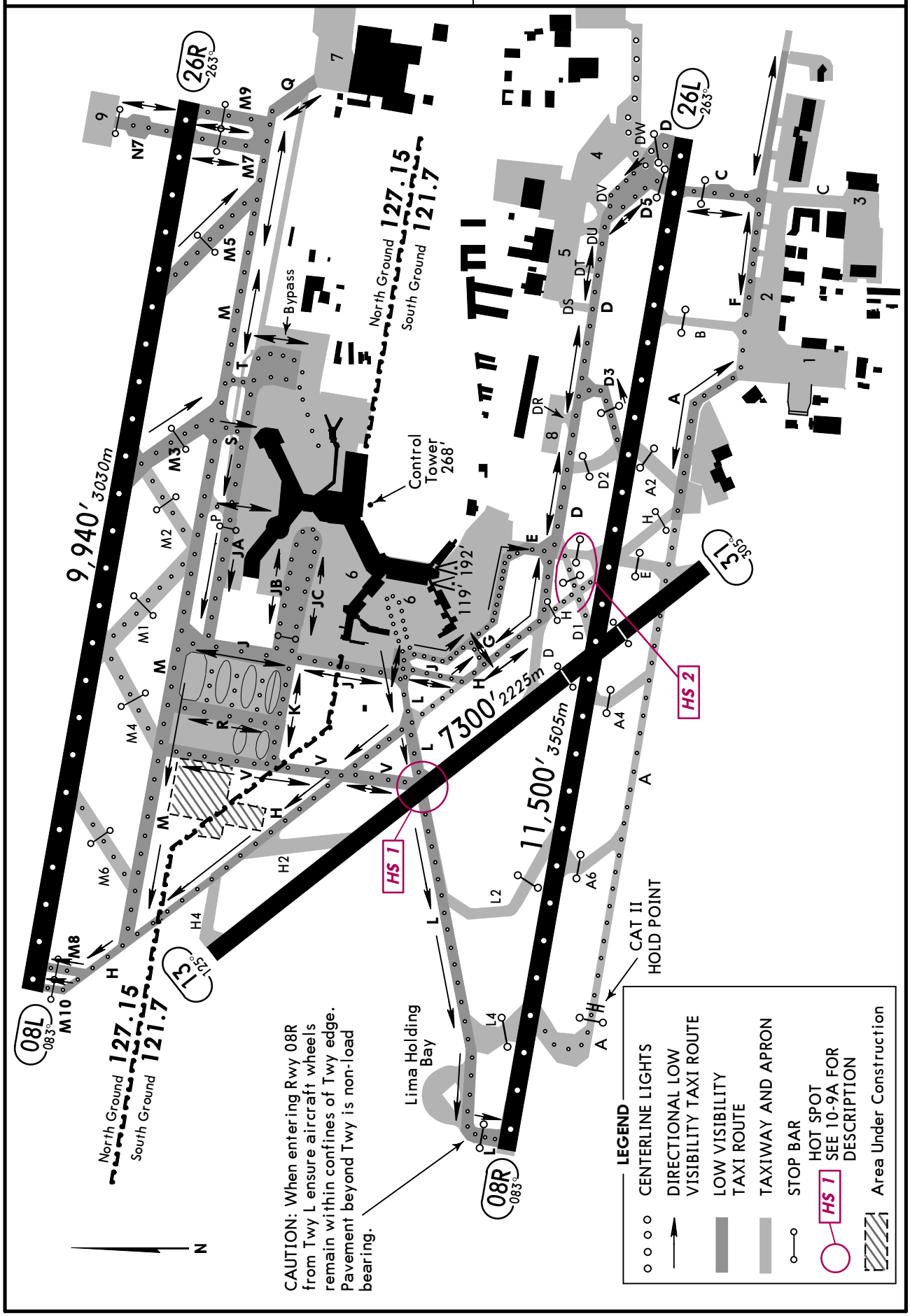
SMGCS

VANCOUVER, BC
LOW VISIBILITY TAXI CHART
ARR Rwy 08L/08R, DEP Rwy 08L/08R

For Low Visibilty Procedures See 10-9D

D-ATIS	ACARS: ATIS	VANCOUVER Clearance	Ground North	Ground South
124.6		121.4	127.15	121.7

Tower North	Tower South		VANCOUVER Departure North	VANCOUVER Departure South
119.55	118.7	124.0	126.12	132.3



CHANGES: Rwy 13/31.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN

18 JUL 14
Eff 24 Jul

(10-9F)

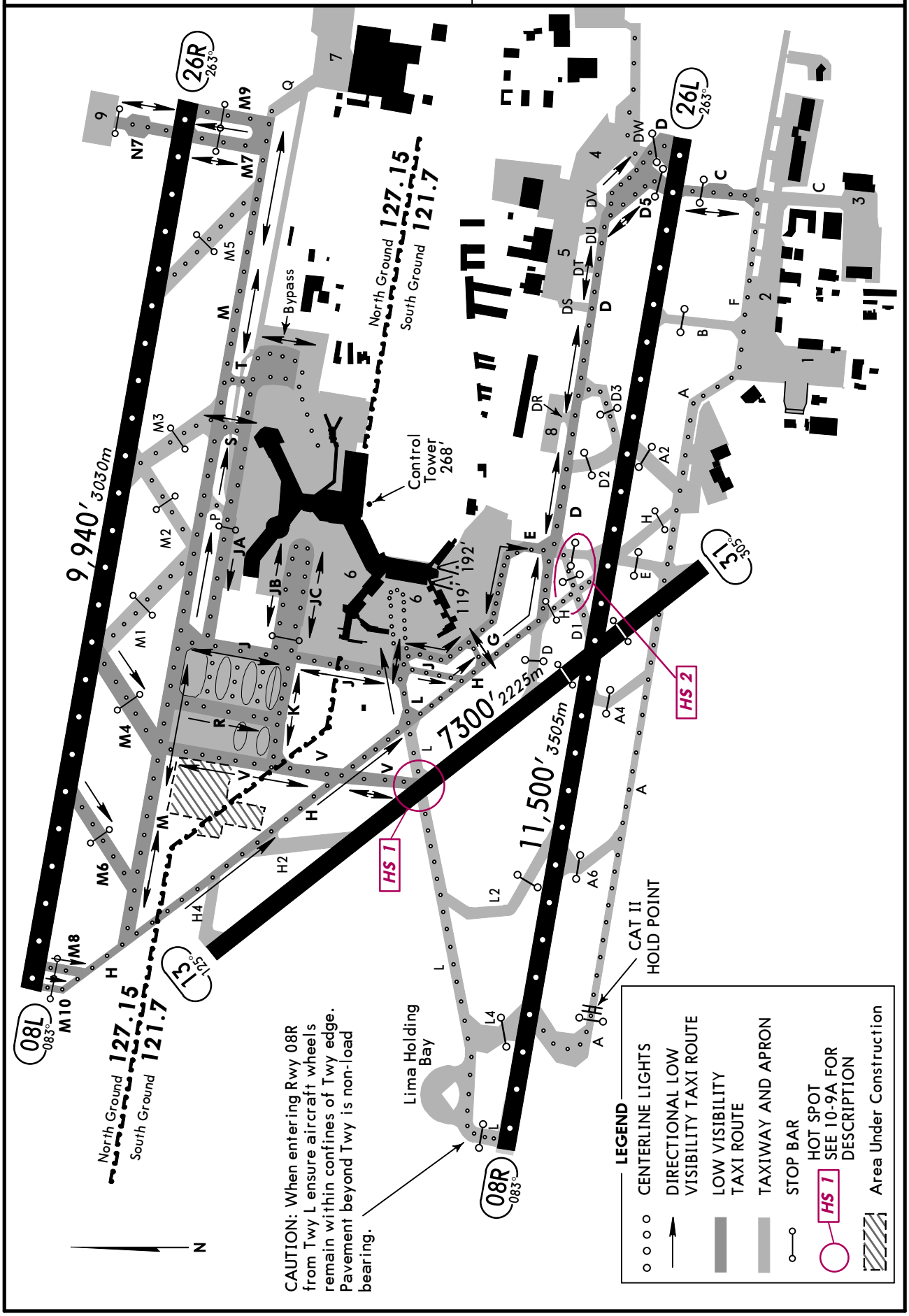
VANCOUVER, BC
LOW VISIBILITY TAXI CHART
ARRIVAL Rwy 26R, DEPARTURE Rwy 26L/26R

LESS THAN RVR 1200 to 600

For Low Visibilty Procedures See 10-9D

D-ATIS	ACARS: ATIS	VANCOUVER Clearance	Ground North	Ground South
124.6		121.4	127.15	121.7

Tower North	Tower South		VANCOUVER Departure North	VANCOUVER Departure South
119.55	118.7	124.0	126.12	132.3



CHANGES: Rwy 13/31.

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ILS DME or ILS RADAR Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

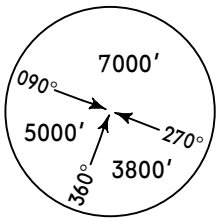
VANCOUVER Tower North		South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC ITL	Final Apch Crs	GS BEXIM	ILS DA(H)	Apt Elev 14′ / TDZE 14′
110.55	083°	1290′ (1276′)	214′ (200′)	

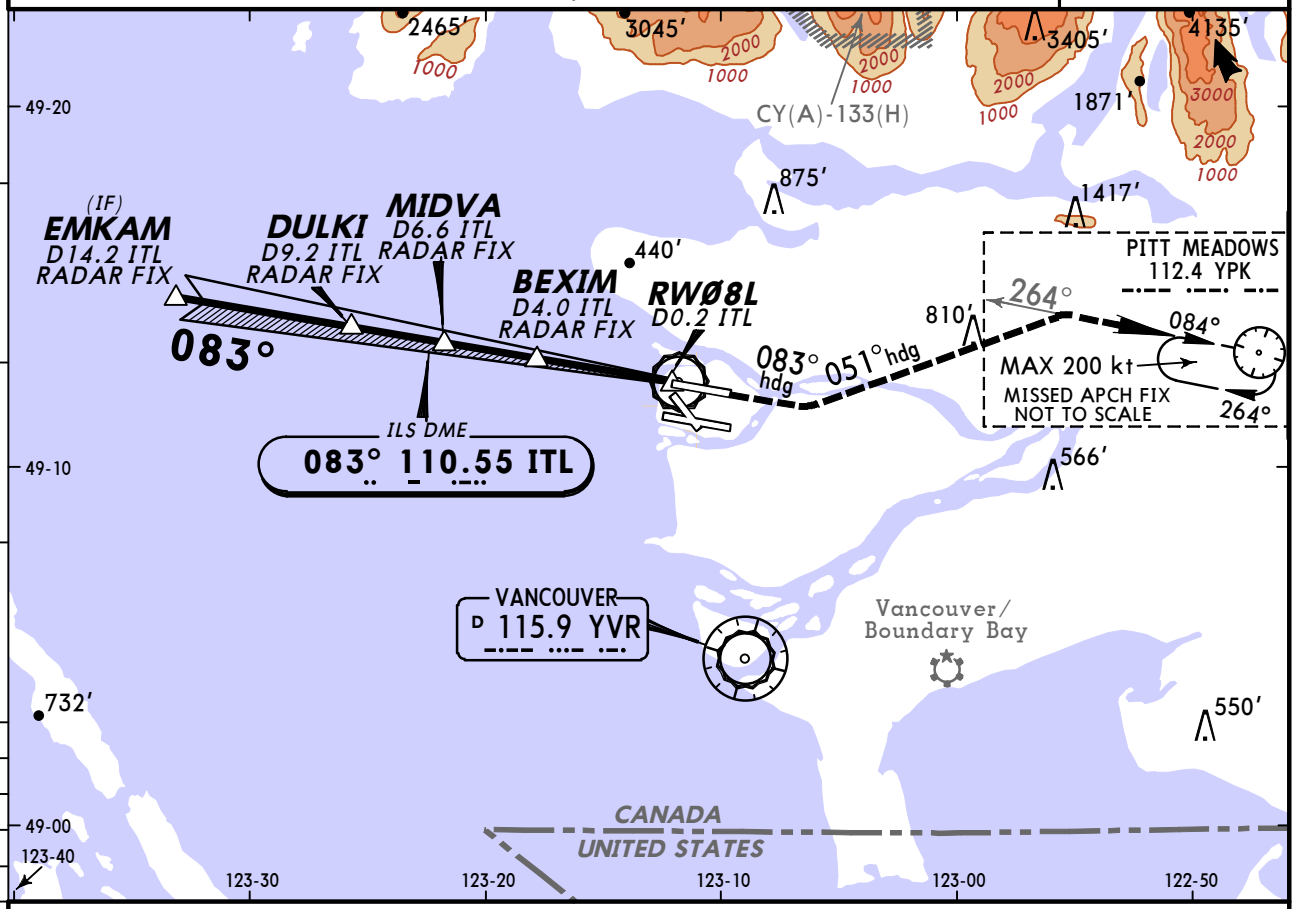
MISSED APCH: Climb to 420′ heading 083°, then climbing LEFT turn to heading 051° to intercept inbound R-264 YPK VOR to 4000′.

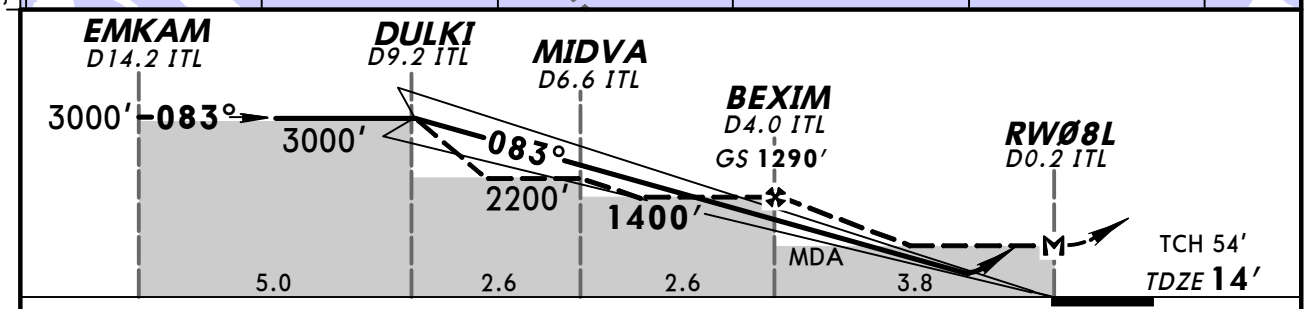
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Procedure turn NOT AUTHORIZED. 4. Localizer reliable only within 15° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 ITL or BEXIM to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF-II PAPI 420′ 083° hdg 4000′ LT 051° hdg

STRAIGHT-IN LANDING RWY08L	ILS DME or ILS RADAR DA(H) 214′ (200′) FULL	LOC (GS out) DME or LOC (GS out) RADAR MDA(H) 300′ (286′) HIALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 26 or ½	RVR 50 or 1	90	640′ (626′)-2
B			120	680′ (666′)-2
C			140	760′ (746′)-2¼
D			165	780′ (766′)-2¼

CHANGES: Localizer note, segment minimum altitudes.

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ILS CAT II or III Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

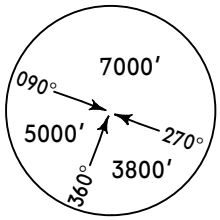
VANCOUVER Tower North		South	Ground North		Ground South
119.55	124.0	118.7	127.15		121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / TDZE
ITL 110.55	083°	BEXIM 1290′ (1276′)	NA	NA	Refer to Minimums	RA 100′ DA(H) 114′ (100′)	14′ TDZE 14′

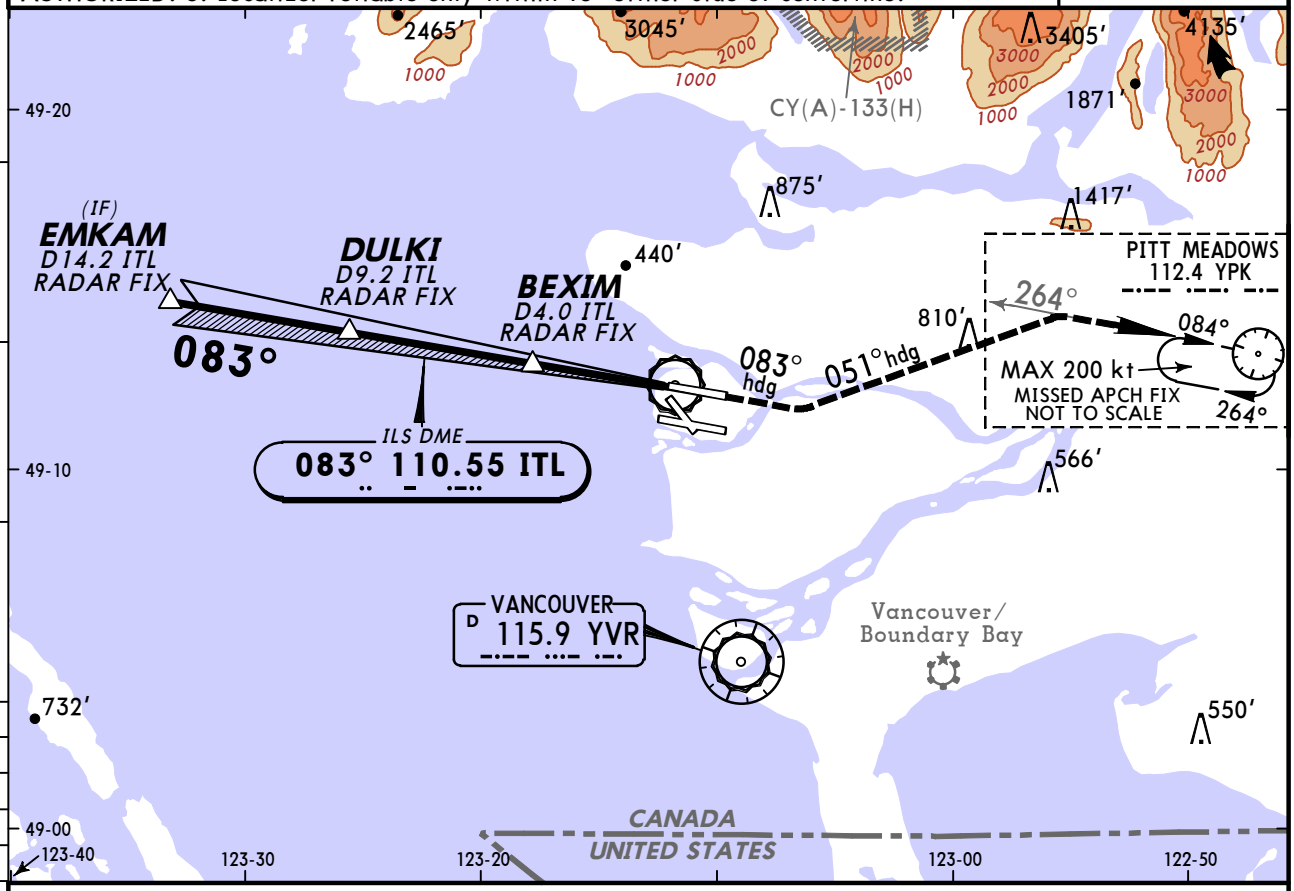
MISSED APCH: Climb to 420′ heading 083°, then climbing LEFT turn to heading 051° to intercept inbound R-264 YPK VOR to 4000′.

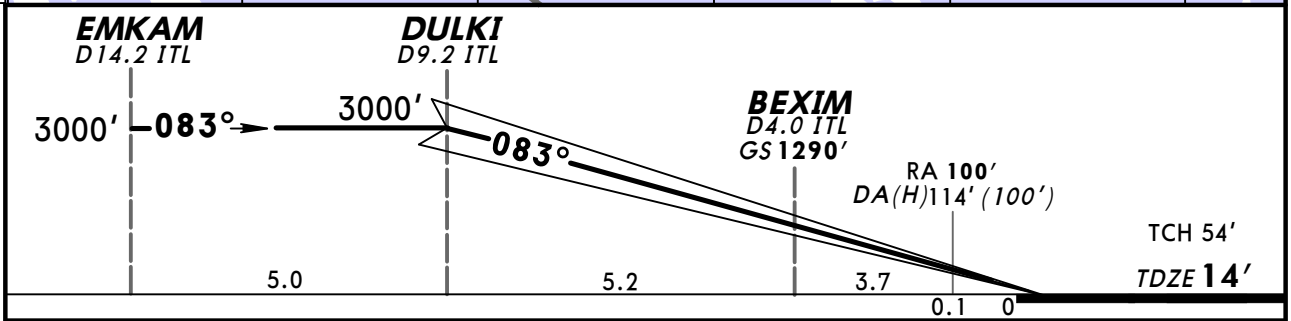
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Localizer reliable only within 15° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 420′ | 083° hdg | 4000′ LT | 051° hdg

STRAIGHT-IN LANDING RWY08L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 114′ (100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: Localizer note.

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ILS DME or ILS RADAR Rwy 08R

BRIEFING STRIP™

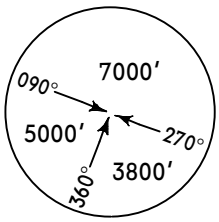
D-ATIS	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	128.17	128.6	133.1	134.22

VANCOUVER Tower North		VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

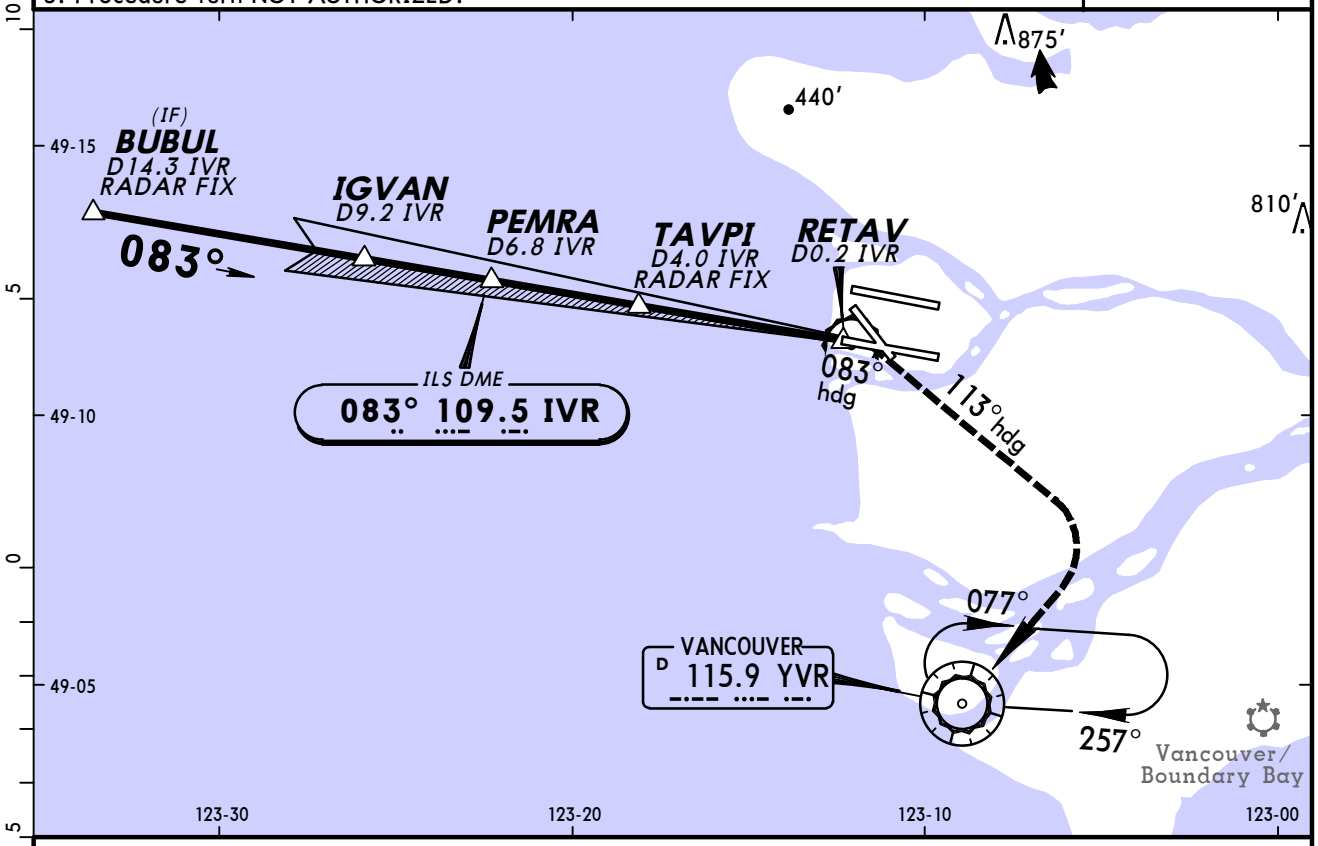
LOC IVR	Final Apch Crs	GS TAVPI	ILS DA(H)	Apt Elev 14′ TDZE 9′
109.5	083°	1290′ (1281′)	209′ (200′)	

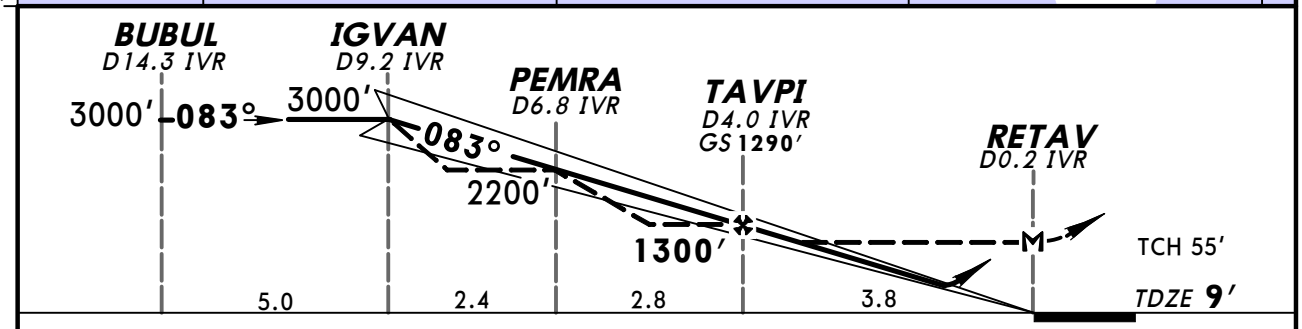
MISSED APCH: Climb to 420′ on heading 083°, then climbing RIGHT turn to heading 113° to 2000′. RIGHT turn direct to YVR VOR. Shuttle to 6000′ before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′.
3. Procedure turn NOT AUTHORIZED.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at RETAV or TAVPI to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF-II PAPI | 420′ on 083° hdg | 2000′ RT on 113° hdg

STRAIGHT-IN LANDING RWY08R

	ILS DME or ILS RADAR	LOC (GS out) DME or LOC (GS out) RADAR
DA(H) / MDA(H)	209′ (200′)	300′ (291′)
	FULL	HIALS out
A	RVR 26 or ½	RVR 50 or 1
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (626′) -2
120	680′ (666′) -2
140	760′ (746′) -2¼
165	780′ (766′) -2¼

CHANGES: ILS minimums.

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ILS CAT II or III Rwy 08R

BRIEFING STRIP™

D-ATIS	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	128.17	128.6	133.1	134.22

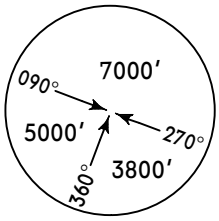
VANCOUVER Tower North		VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IVR 109.5	083°	TAVPI 1290′ (1281′)	NA	NA	Refer to Minimums	RA 102′ DA(H) 109′ (100′)	14′ TDZE 9′

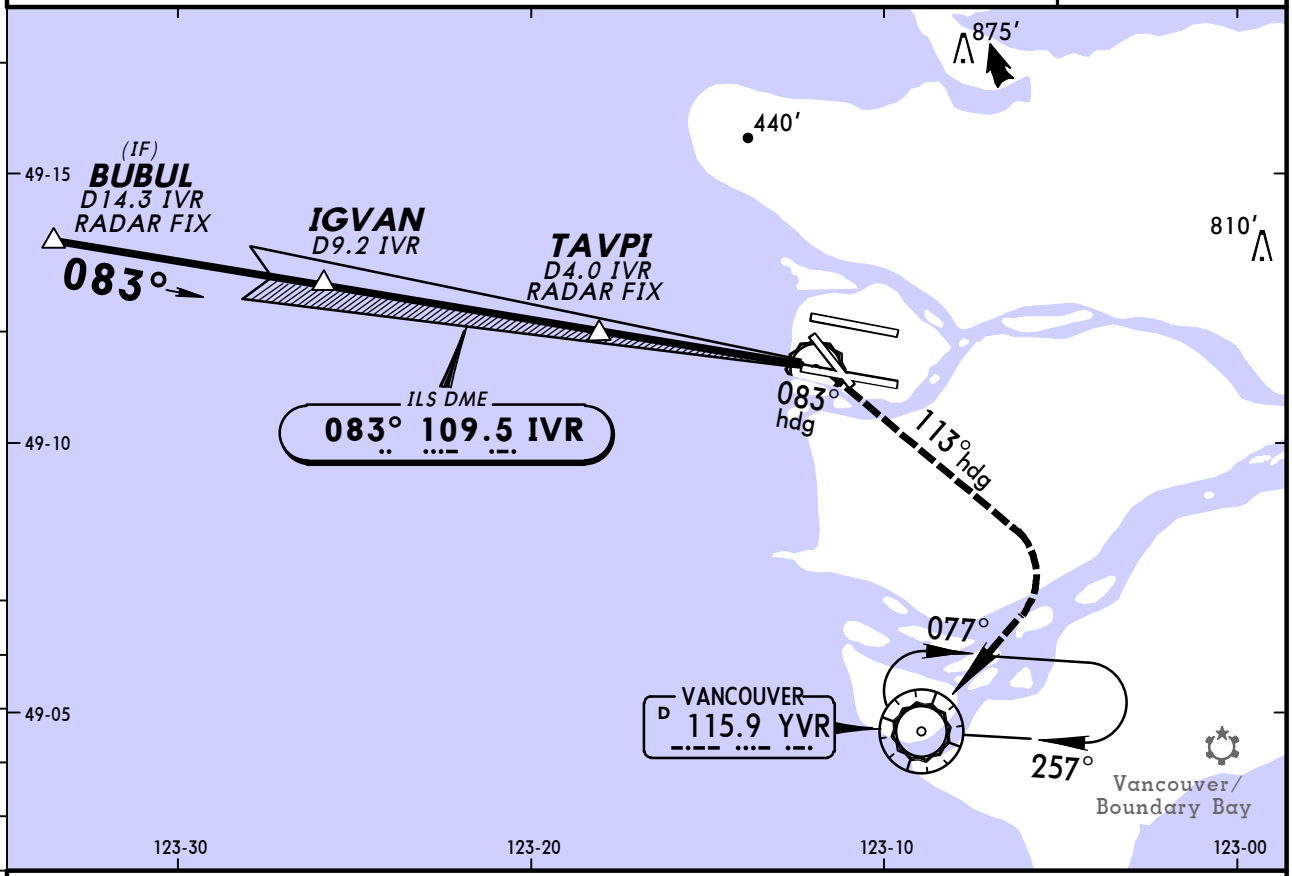
MISSED APCH: Climb to 420′ on heading 083°, then climbing RIGHT turn to heading 113° to 2000′. RIGHT turn direct to YVR VOR. Shuttle to 6000′ before proceeding on course.

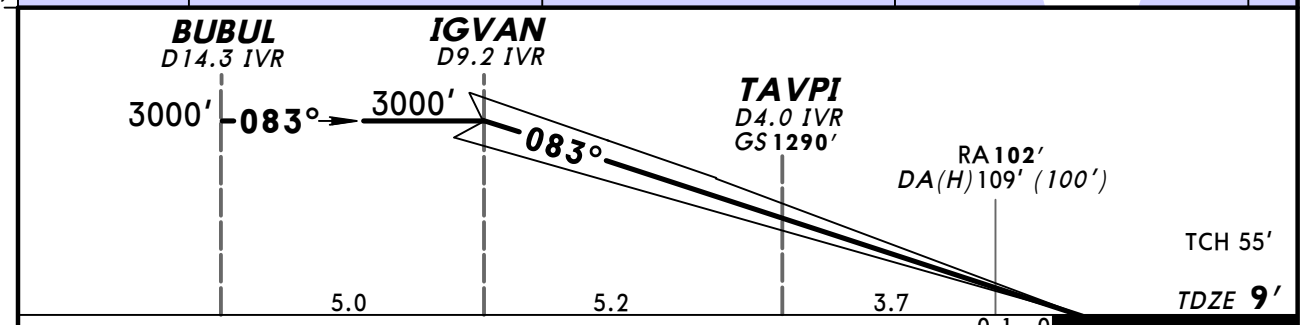
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 420′ on 083° hdg 2000′ RT on 113° hdg

STRAIGHT-IN LANDING RWY 08R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102′ DA(H) 109′ (100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: None.

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BRIEFING STRIP™

D-ATIS	VANCOUVER Arrival Outer		Inner	
124.6	128.17	128.6	133.1	134.22

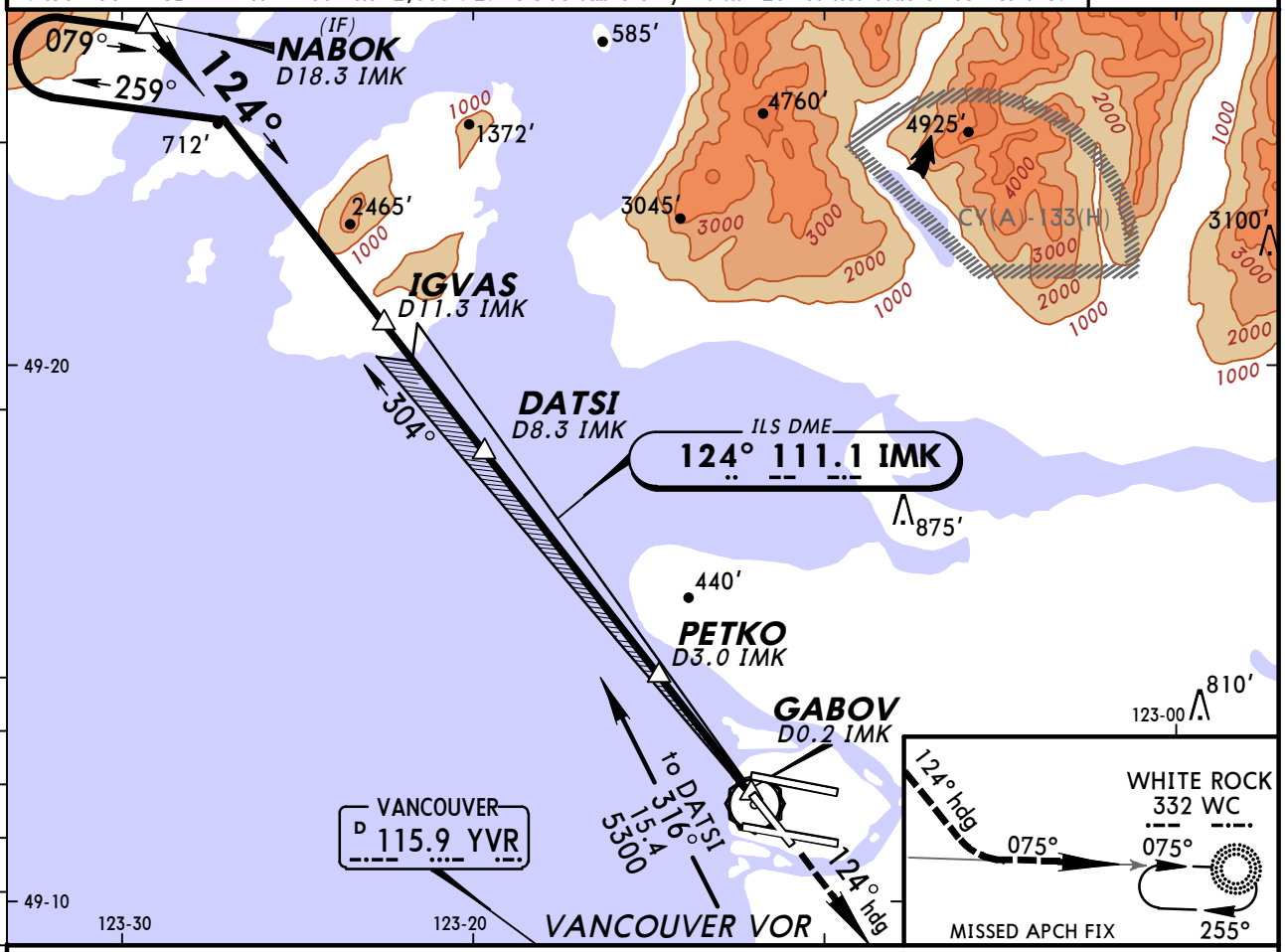
VANCOUVER Tower North		South	Ground North	South
119.55	124.0	118.7	127.15	121.7

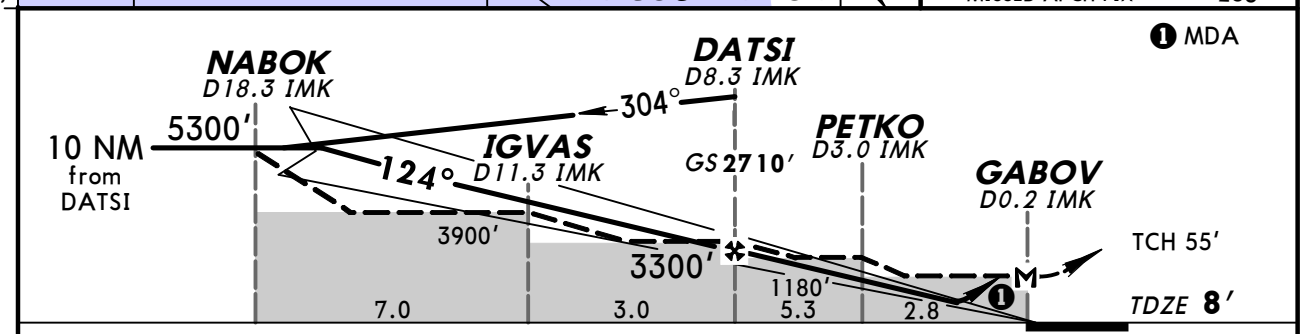
LOC IMK	Final Apch Crs	GS DATSI	ILS DA(H)	Apt Elev 14′
111.1	124°	2710′ (2702′)	258′ (250′)	TDZE 8′

MISSED APCH: Climb to 3000′ on heading 124°. LEFT turn to WC NDB at 3000′. Shuttle to 7300′ before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. LOC reliable only within 20° either side of centerline.

MSA YVR VOR: 090° 7000′; 270° 3800′; 360° 5000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at GABOV						

PAPI ODALS | 3000′ on 124° hdg | LT | WC 332

STRAIGHT-IN LANDING RWY13

	ILS DME	LOC (GS out) DME
	DA(H) 258′ (250′)	MDA(H) 400′ (392′) ALS out
A	1	1¼
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (626′)-2
120	680′ (666′)-2
140	760′ (746′)-2¼
165	780′ (766′)-2¼

CHANGES: Procedure title, SMA.

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ILS or ILS RADAR Rwy 26L

BRIEFING STRIP™

D-ATIS	VANCOUVER Arrival	
124.6	Outer: 128.17 128.6	Inner: 133.1 134.22

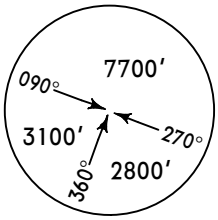
VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

LOC IFZ	Final Apch Crs	GS VANCOUVER	ILS DA(H)	Apt Elev 14′ TDZE 7′
110.7	263°	1390′ (1383′)	207′ (200′)	

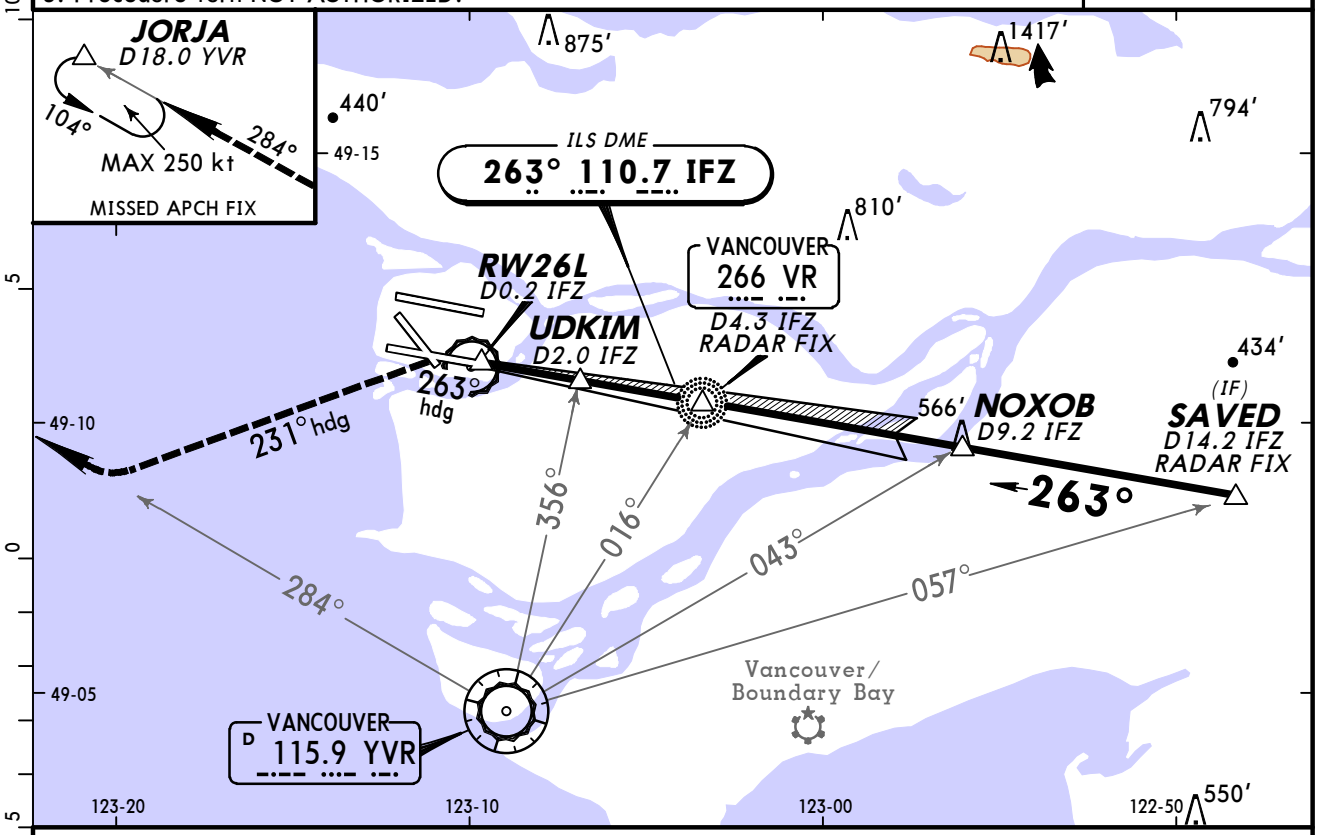
MISSED APCH: Climb to 420′ on heading 263°. Then climbing LEFT turn heading 231° to 2000′, intercept outbound R-284 from YVR VOR. Upon intercept climb to 3000′ to JORJA/D18.0 YVR.

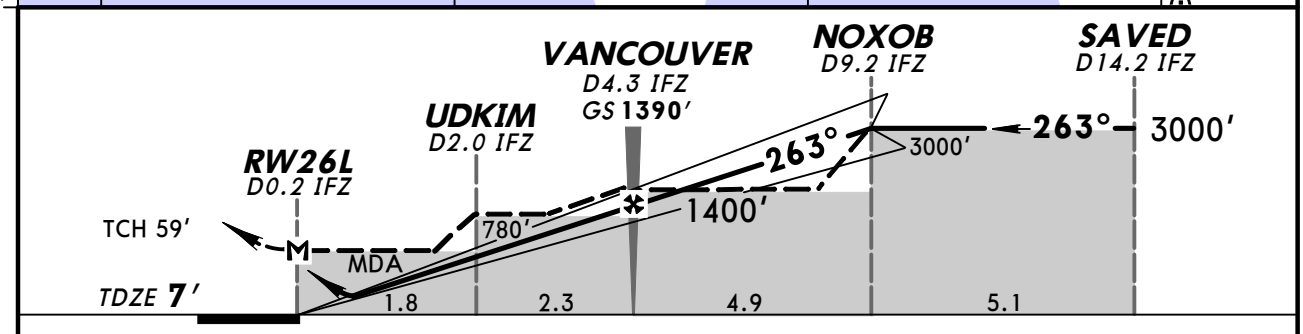
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′.
3. Procedure turn NOT AUTHORIZED.



MSA VR NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IFZ or VANCOUVER to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI 420′ on 263° hdg 2000′ LT 231° hdg

STRAIGHT-IN LANDING RWY26L		CIRCLE-TO-LAND
ILS or ILS RADAR	LOC (GS out) DME or LOC (GS out) VOR	
DA(H) 207′ (200′)	MDA(H) 400′ (393′)	
FULL	HIALS out	

			Max Kts	MDA(H)
A	RVR 26 or ½	RVR 50 or 1	90	640′ (626′)-2
B			120	680′ (666′)-2
C			140	760′ (746′)-2¼
D			165	780′ (766′)-2¼

CHANGES: SMA.

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ILS DME or ILS RADAR Rwy 26R

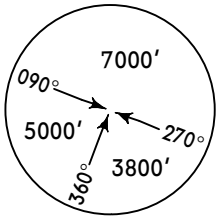
BRIEFING STRIP™

D-ATIS	VANCOUVER Arrival	
124.6	Outer 128.17 128.6	Inner 133.1 134.22

VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

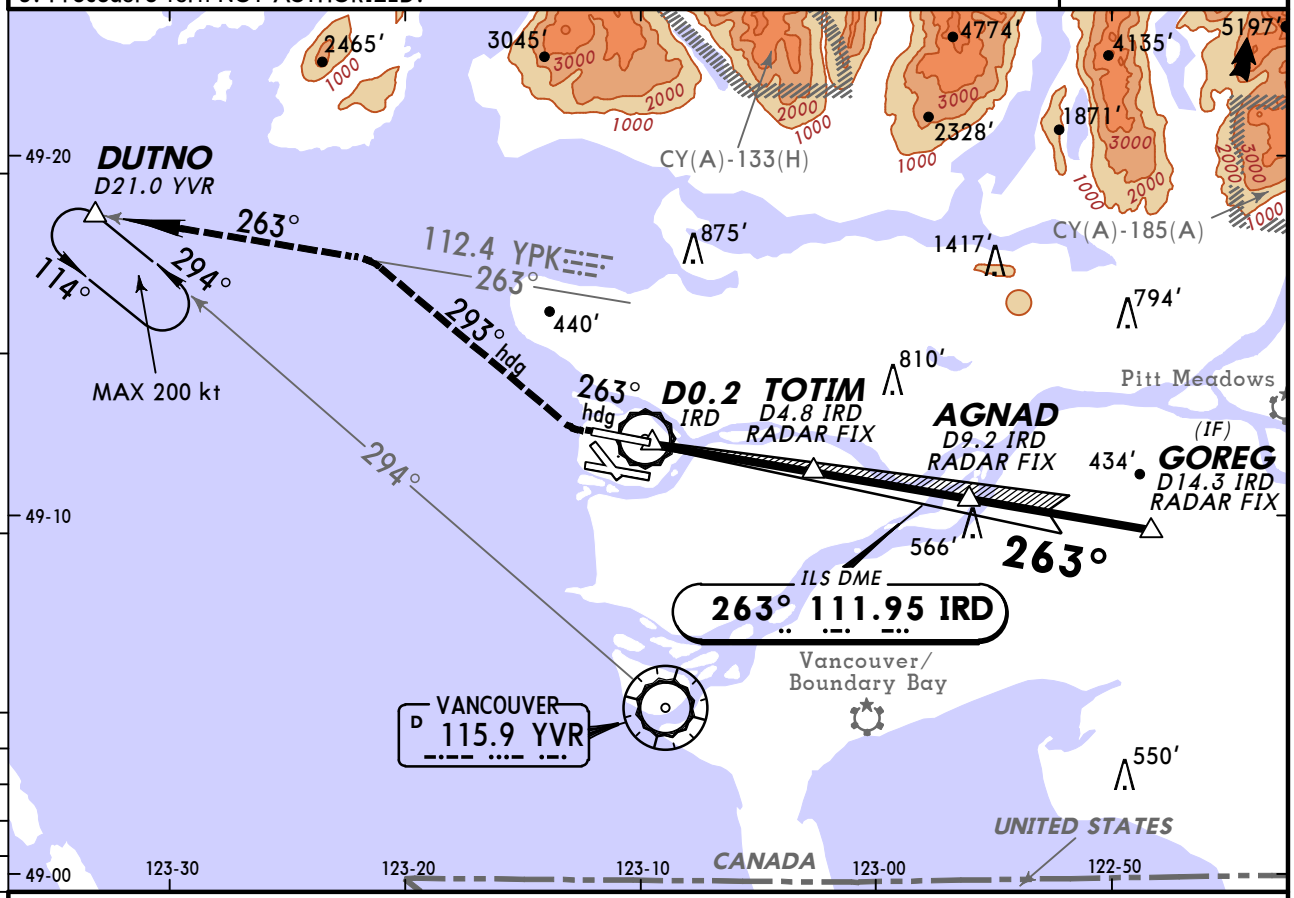
LOC IRD	Final Apch Crs	GS TOTIM	ILS DA(H)	Apt Elev 14′ TDZE 9′
111.95	263°	1540′ (1531′)	209′ (200′)	

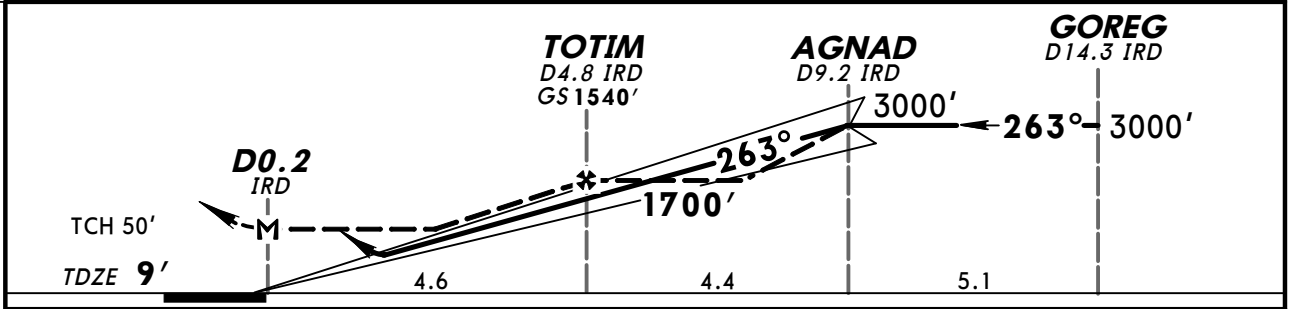
MISSED APCH: Climb to 420′ on heading 263° then climbing RIGHT turn heading 293° to 3000′. Intercept outbound R-263 from YPK VOR. Shuttle at DUTNO to 5700′ before proceeding on course.



MSA YVR VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. **Radar or RNAV required.** 2. SAFE ALTITUDE WITHIN 100 NM 12,800′.
3. Procedure turn NOT AUTHORIZED.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IRD or TOTIM to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-II PAPI 420′ on 263° hdg 3000′ RT on 293° hdg

STRAIGHT-IN LANDING RWY 26R	ILS DME or ILS RADAR DA(H) 209′ (200′) FULL	LOC (GS out) DME or LOC (GS out) RADAR MDA(H) 520′ (511′) HIALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 26 or ½	RVR 50 or 1	90	640′ (626′) -2
B			120	680′ (666′) -2
C			140	760′ (746′) -2¼
D			165	780′ (766′) -2¼

CHANGES: ILS minimums.

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ILS CAT II or III Rwy 26R

BRIEFING STRIP ™

D-ATIS	VANCOUVER Arrival	
124.6	Outer 128.17 128.6	Inner 133.1 134.22

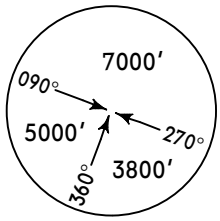
VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IRD 111.95	263°	TOTIM 1540′ (1531′)	NA	NA	Refer to Minimums	RA 106′ DA(H) 109′(100′)	14′ TDZE 9′

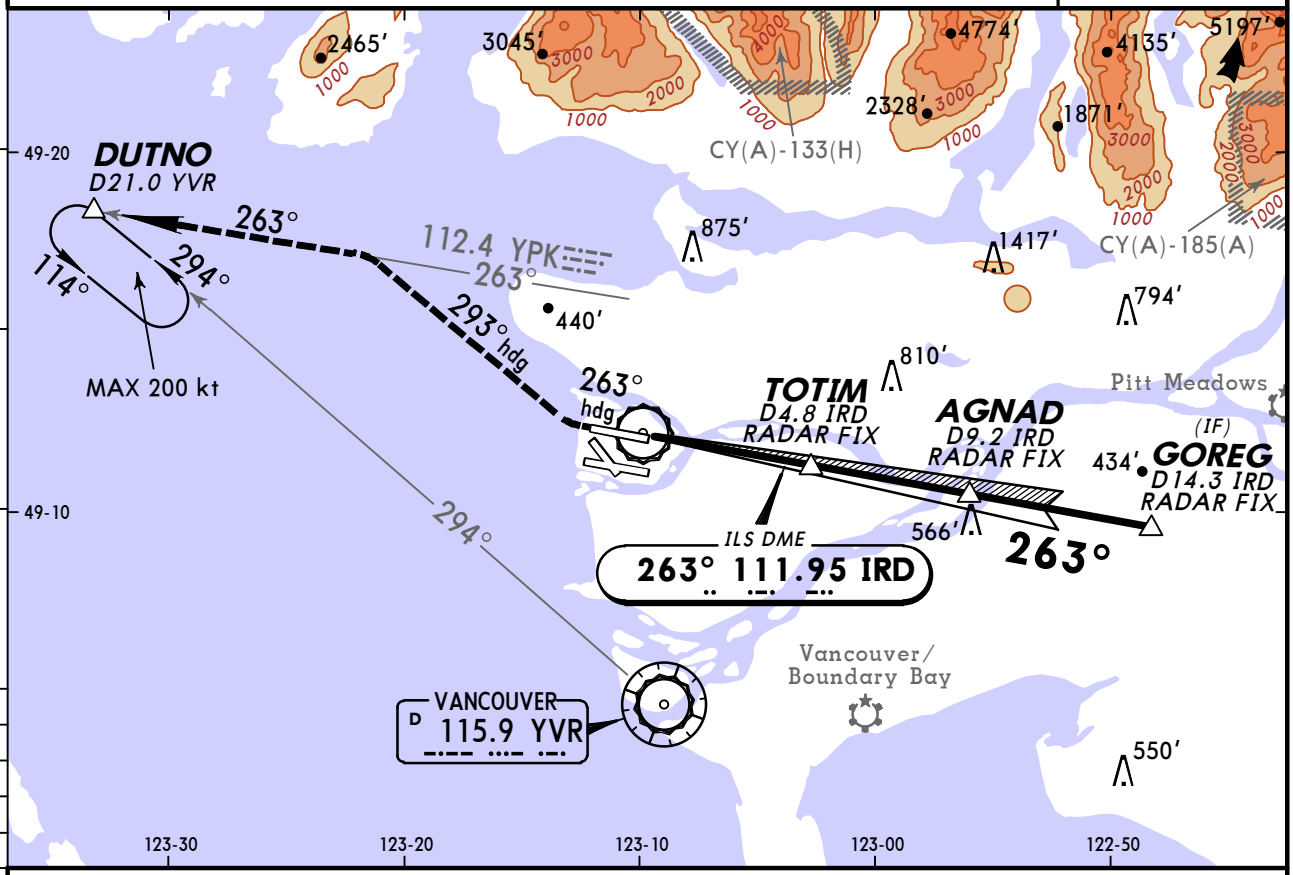
MISSED APCH: Climb to 420′ on heading 263° then climbing RIGHT turn heading 293° to 3000′. Intercept outbound R-263 from YPK VOR. Shuttle at DUTNO to 5700′ before proceeding on course.

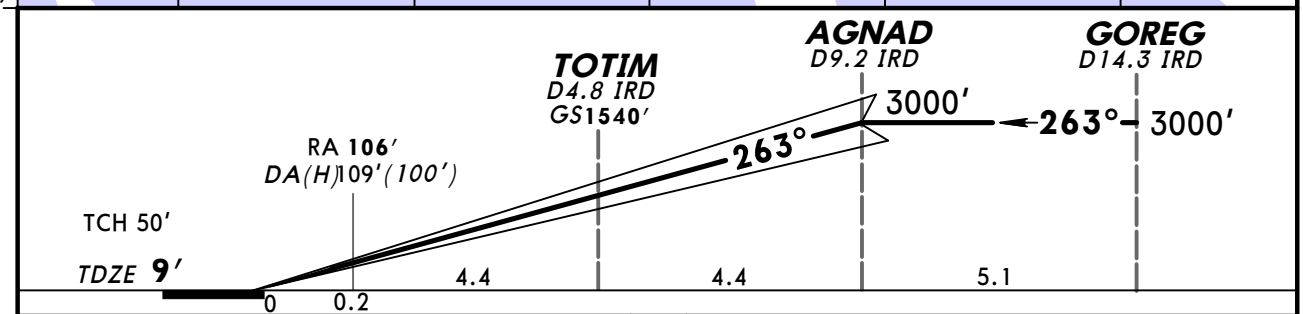
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 420′ on 263° hdg 3000′ RT on 293° hdg

STRAIGHT-IN LANDING RWY26R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 109′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: None.

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CYVR/YVR
VANCOUVER INTL

JEPPESEN

12 SEP 14 (12-1) Eff 18 Sep

VANCOUVER, BC
RNAV (GNSS) Rwy 26R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

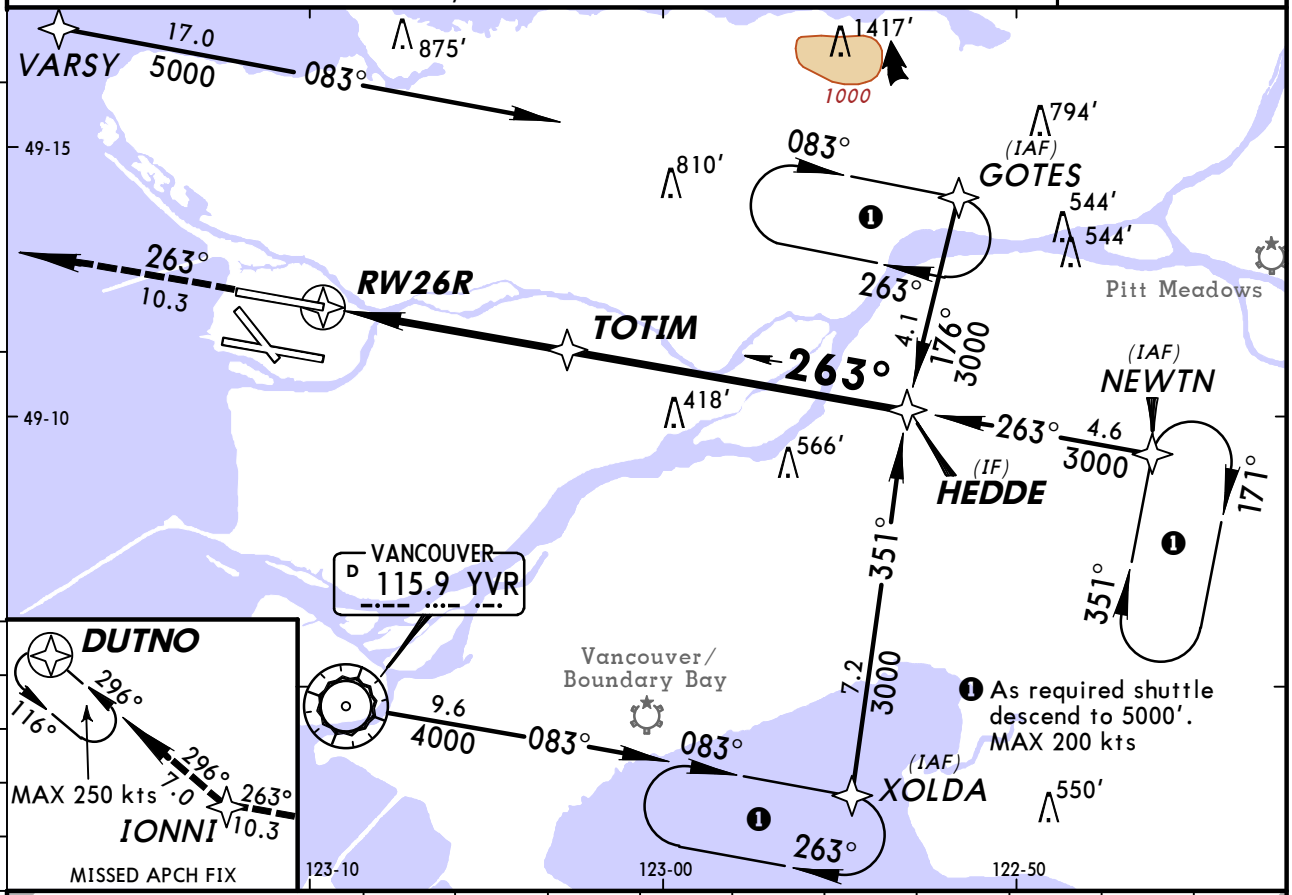
VANCOUVER Tower North		VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

RNAV	Final Apch Crs	VDA TOTIM	LNAV MDA(H)	Apt Elev 14′ TDZE 9′
	263°	1520′ (1511′)	680′ (671′)	

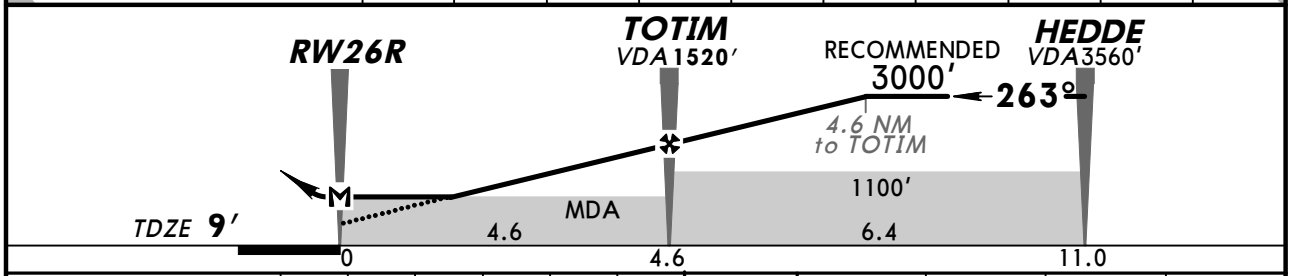
MISSED APCH: Climb to 2000′ track 263° to IONNI. Climbing RIGHT turn to 3400′ track 296° to DUTNO. Shuttle to 5400′ before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. SAFE ALTITUDE WITHIN 100 NM 12,800′.

7700′
MSA RW26R



NM to RW26R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0
VDA ALTITUDE	680′	1010′	1330′	1650′	1970′	2290′	2610′	3000′	3240′	3560′



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00°	372	478	531	637	743	849
MAP at RW26R							

ALSF-II
PAPI

2000′	263°	IONNI

STRAIGHT-IN LANDING RWY 26R LNAV MDA(H) 680′ (671′) HIALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	90	680′ (666′)-2
B	120	
C	140	760′ (746′)-2¼
D	165	780′ (766′)-2¼

1½

CHANGES: None.

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BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

VANCOUVER Tower North		VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

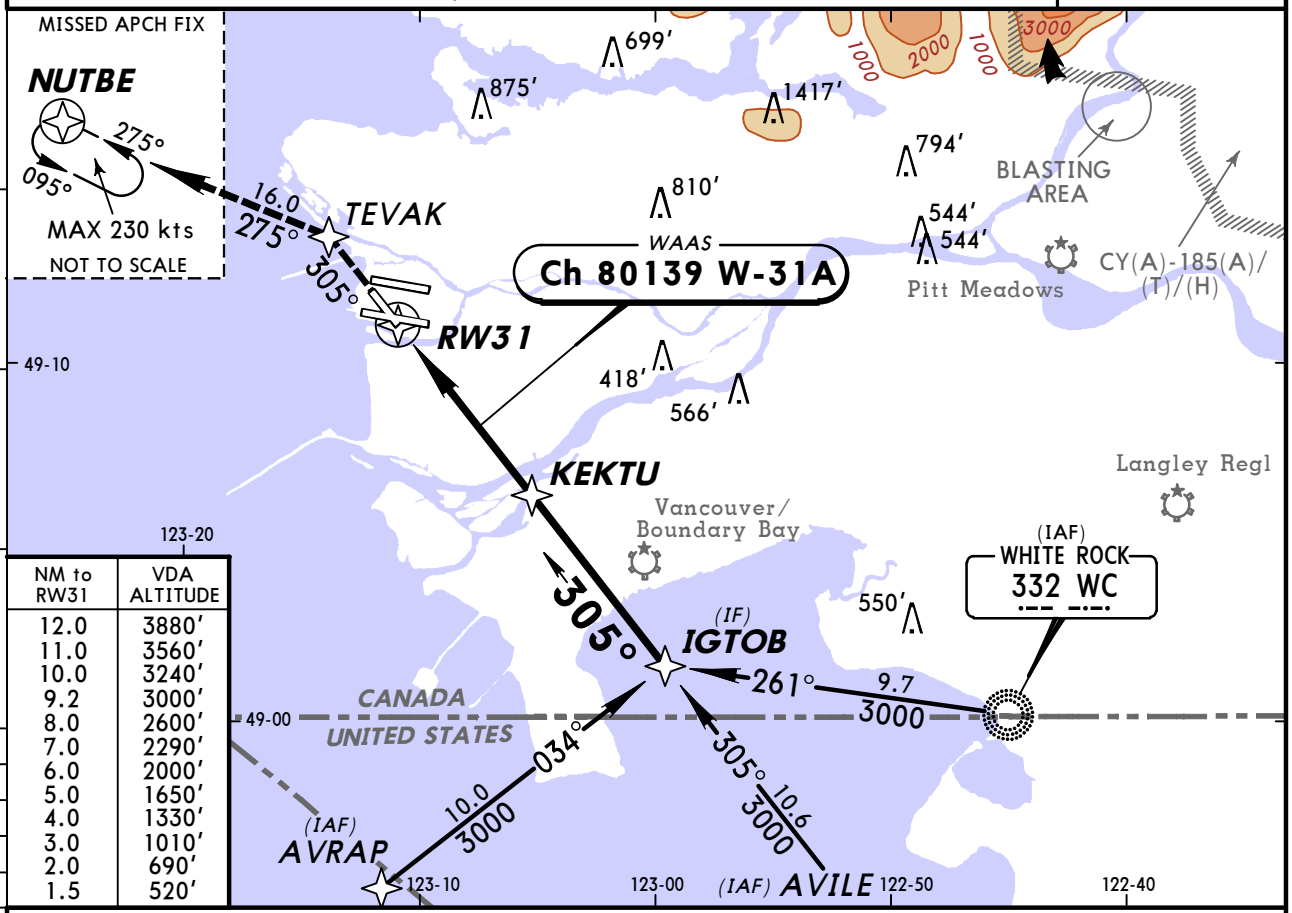
WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 14′
Ch 80139 W-31A	305°	KEKTU 2000′ (1992′)	260′ (252′)	TDZE 8′

MISSED APCH: Climb track 305° to TEVAK, then climbing LEFT turn to 3000′ track 275° to NUTBE.

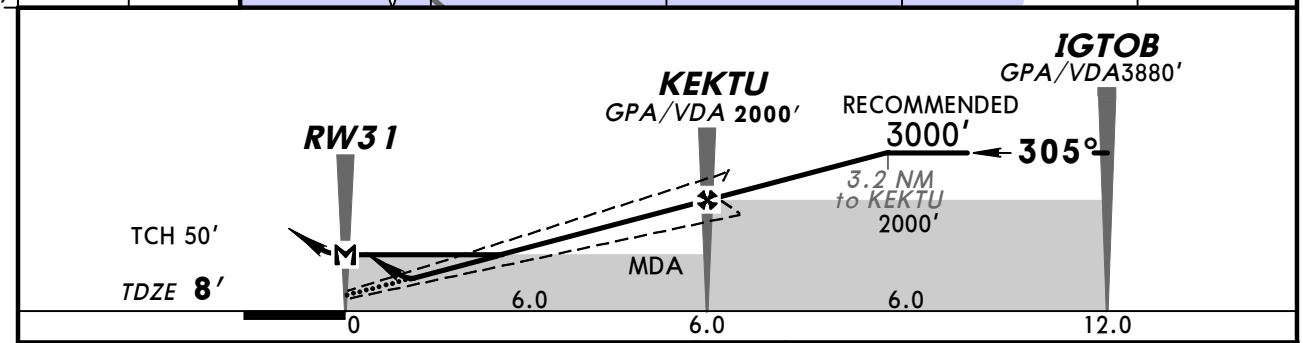
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′.

7700′
MSA RW31



NM to RW31	VDA ALTITUDE
12.0	3880′
11.0	3560′
10.0	3240′
9.2	3000′
8.0	2600′
7.0	2290′
6.0	2000′
5.0	1650′
4.0	1330′
3.0	1010′
2.0	690′
1.5	520′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
MAP at RW31							

ODALS
PAPI

3000′ | 305° | TEVAK

STRAIGHT-IN LANDING RWY 31	LPV DA(H) 260′ (252′)	LNAV MDA(H) 520′ (512′) ALS out
A	1	1½
B		
C		
D		

CIRCLE-TO-LAND Max Kts	MDA(H)
90	640′ (626′)-2
120	680′ (666′)-2
140	760′ (746′)-2¼
165	780′ (766′)-2¼

CHANGES: WAAS path identifier.

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BRIEFING STRIP™

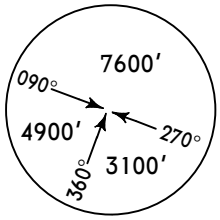
D-ATIS	VANCOUVER Arrival Outer		Inner	
124.6	128.17	128.6	133.1	134.22

VANCOUVER Tower North		South	Ground North	South
119.55	124.0	118.7	127.15	121.7

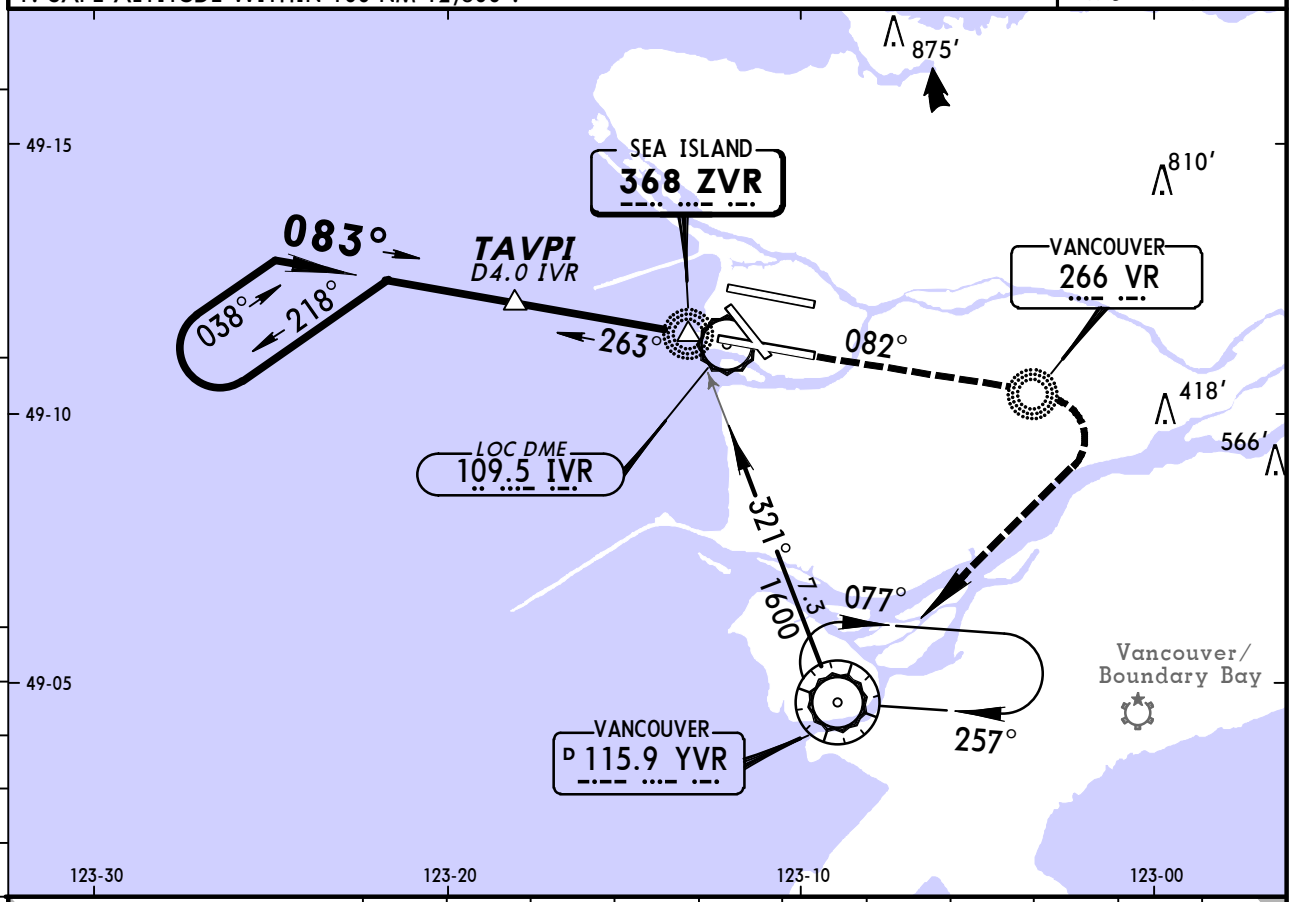
NDB ZVR	Final Apch Crs	VDA TAVPI	MDA(H)	Apt Elev 14′
368	083°	1300′ (1291′)	400′ (391′)	TDZE 9′

MISSED APCH: Climb track 082° to VR NDB. RIGHT turn direct to YVR VOR at 2000′. Shuttle to 6000′ before proceeding on course.

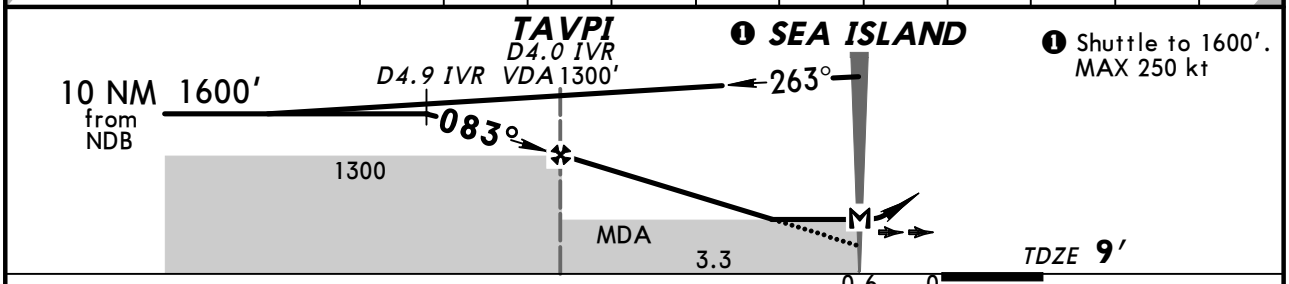
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. SAFE ALTITUDE WITHIN 100 NM 12,800′.



MSA ZVR NDB



IVR DME	10.7	10	9	8	7	6	4.9	4	3	2	1.2
VDA ALTITUDE	3440′	3210′	2900′	2580′	2260′	1940′	1600′	1300′	990′	670′	400′



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00°	372	478	531	637	743	849
MAP at SEA ISLAND							

ALSF-II
PAPI

2000′	082°	VR 266

STRAIGHT-IN LANDING RWY **08R**

MDA(H) **400′** (391′)

HIALS out

A	RVR 50 or 1
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (626′) -2
120	680′ (666′) -2
140	760′ (746′) -2¼
165	780′ (766′) -2¼

CHANGES: Procedure title, profile depiction, VDA.

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VANCOUVER, BC
(GNSS) NDB Rwy 26L

BRIEFING STRIP ™

D-ATIS	VANCOUVER Arrival Outer		Inner	
124.6	128.17	128.6	133.1	134.22

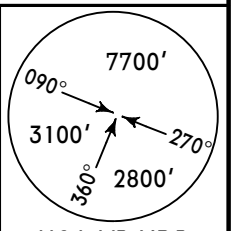
VANCOUVER Tower North		South	Ground North	South
119.55	124.0	118.7	127.15	121.7

NDB VR	Final Apch Crs	VDA VANCOUVER	MDA(H)	Apt Elev 14′
266	263°	1360′ (1353′)	580′ (573′)	TDZE 7′

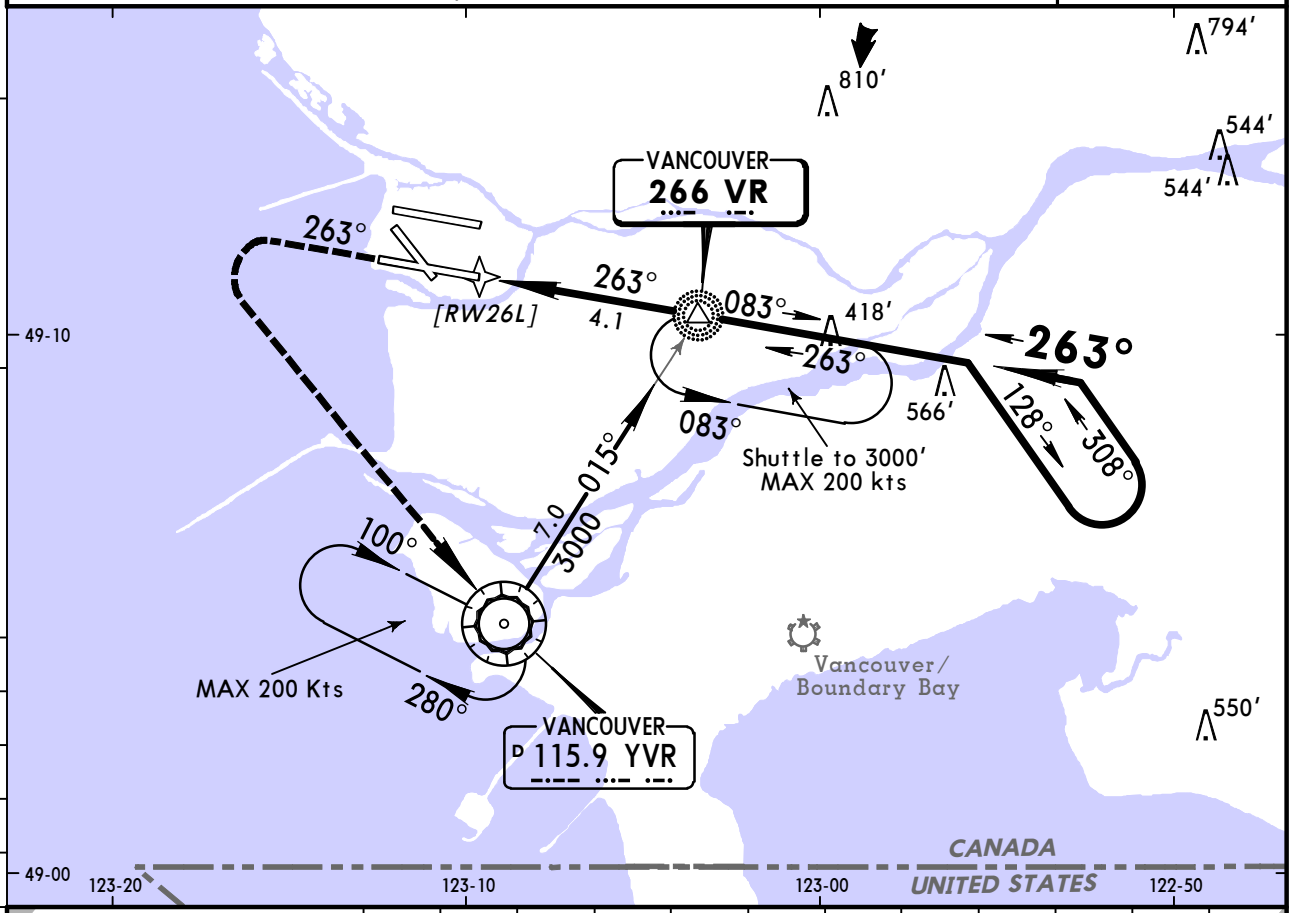
MISSED APCH: Climb to 2000′ track 263°. LEFT turn direct to YVR VOR at 2000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

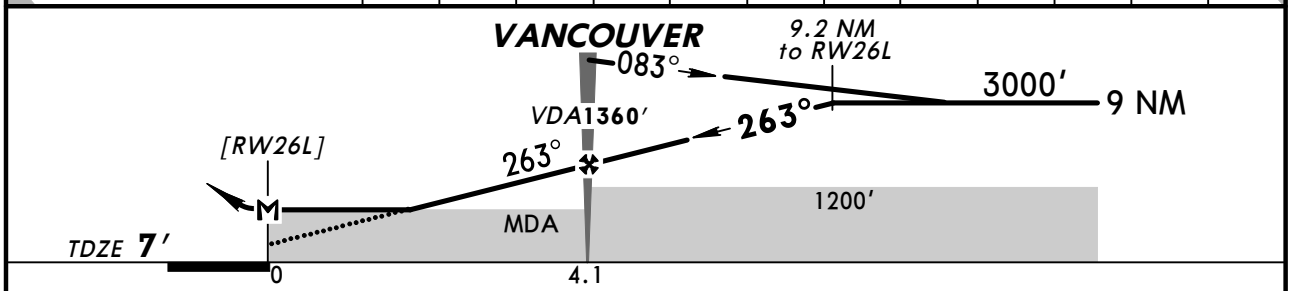
1. SAFE ALTITUDE WITHIN 100 NM 12,800′.



MSA VR NDB



NM to RW26L	1.6	3	4	5	6	7	8	9.2	10	11	12	13.1
VDA ALTITUDE	580′	1010′	1330′	1650′	1970′	2290′	2600′	3000′	3240′	3560′	3880′	4230′



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00°	372	478	531	637	743	849
VANCOUVER to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI 2000′ 263°

STRAIGHT-IN LANDING RWY 26L		CIRCLE-TO-LAND	
MDA(H) 580′ (573′)	HIALS out	Max Kts	MDA(H)
A	1¼	90	640′ (626′) -2
B		120	680′ (666′) -2
C		140	760′ (746′) -2¼
D		165	780′ (766′) -2¼

CHANGES: Profile depiction, VDA.

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VISUAL APPROACHES Rwys 08L & 08R

BRIEFING STRIP™

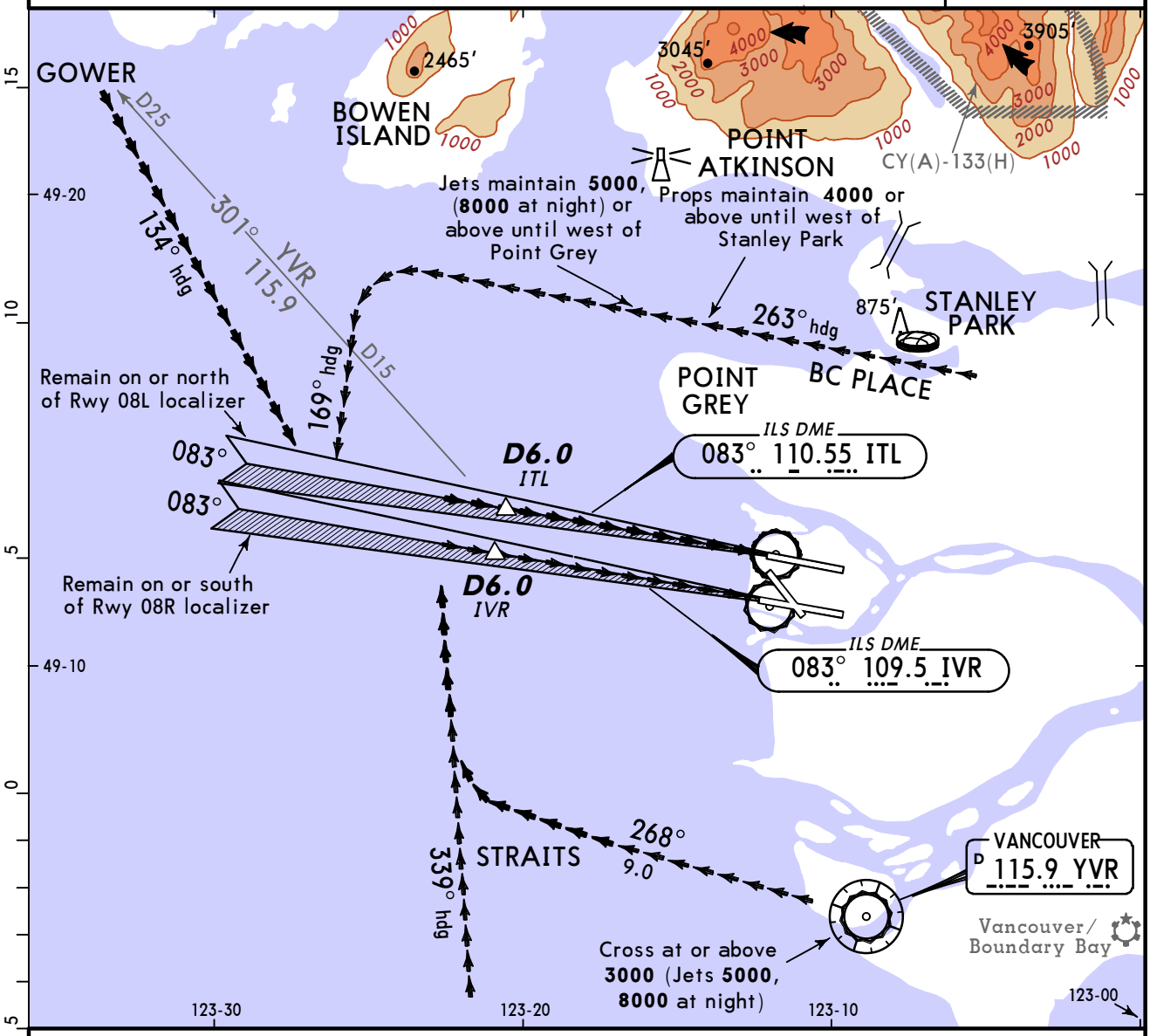
D-ATIS	VANCOUVER Arrival	
124.6	Outer 128.17 128.6	Inner 133.1 134.22

VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000′-3	Apt Elev 14′ TDZE 08L 14′ TDZE 08R 9′	No MSA Published

MISSED APCH: Climb on hdg 083° to 2000′ or as directed by ATC.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



STRAITS VISUAL RWYS 08L, 08R
GOWER VISUAL RWYS 08L, 08R
BC PLACE VISUAL RWYS 08L, 08R

Intercept rwy centerline not less than 6 DME at or above 3000.

WEATHER MINIMUMS
Ceiling **3000′**-Vis **3**

CHANGES: None.

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BRIEFING STRIP ™

D-ATIS	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	128.17	128.6	133.1	134.22

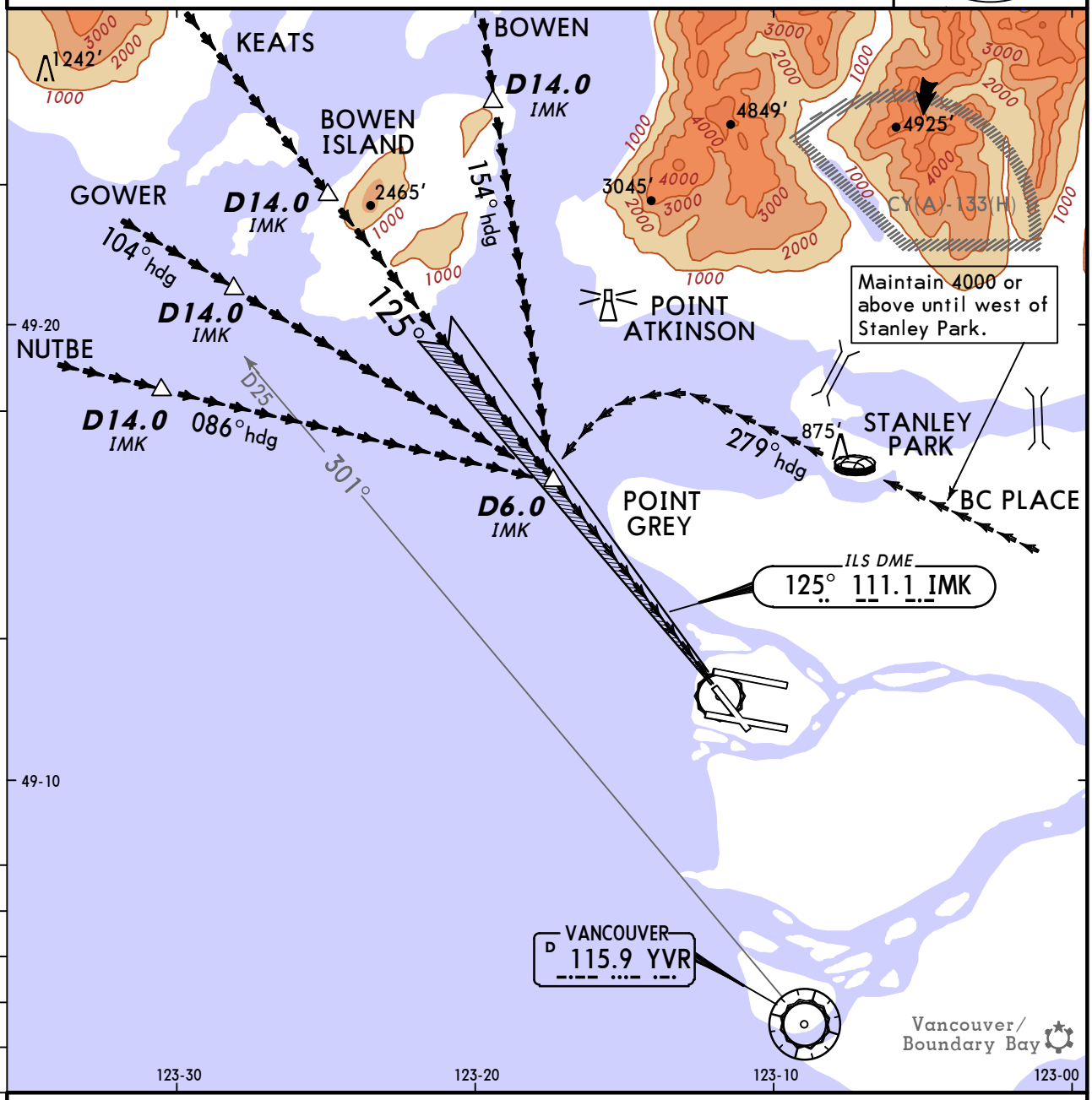
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

NAVAIDS-	Final Apch Crs		CEIL-VIS	Apt Elev 14′
Refer to Planview	Refer to Planview	No FAF	3000′-3	TDZE 8′

No MSA Published

MISSED APCH: Climb on hdg 123° to 2000′ or as directed by ATC.

Alt Set: INCHES
1. MAX IAS: 210 Kts.
Trans level: FL 180
Trans alt: 18000′



Intercept rwy centerline not less than 6 DME at or above 3000.
Cross 6 DME at 160 Kts or less.

Speed 210 kts or less at 14 DME	Speed 210 kts or less at BC PLACE
GOWER VISUAL RWY 13 KEATS VISUAL RWY 13 BOWEN VISUAL RWY 13 NUTBE VISUAL RWY 13	BC PLACE VISUAL RWY 13 (PROPS ONLY)

WEATHER MINIMUMS
Ceiling **3000′**-Vis **3**

CHANGES: Procedure title, notes.

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VISUAL APPROACHES Rwys 26L & 26R

BRIEFING STRIP ™

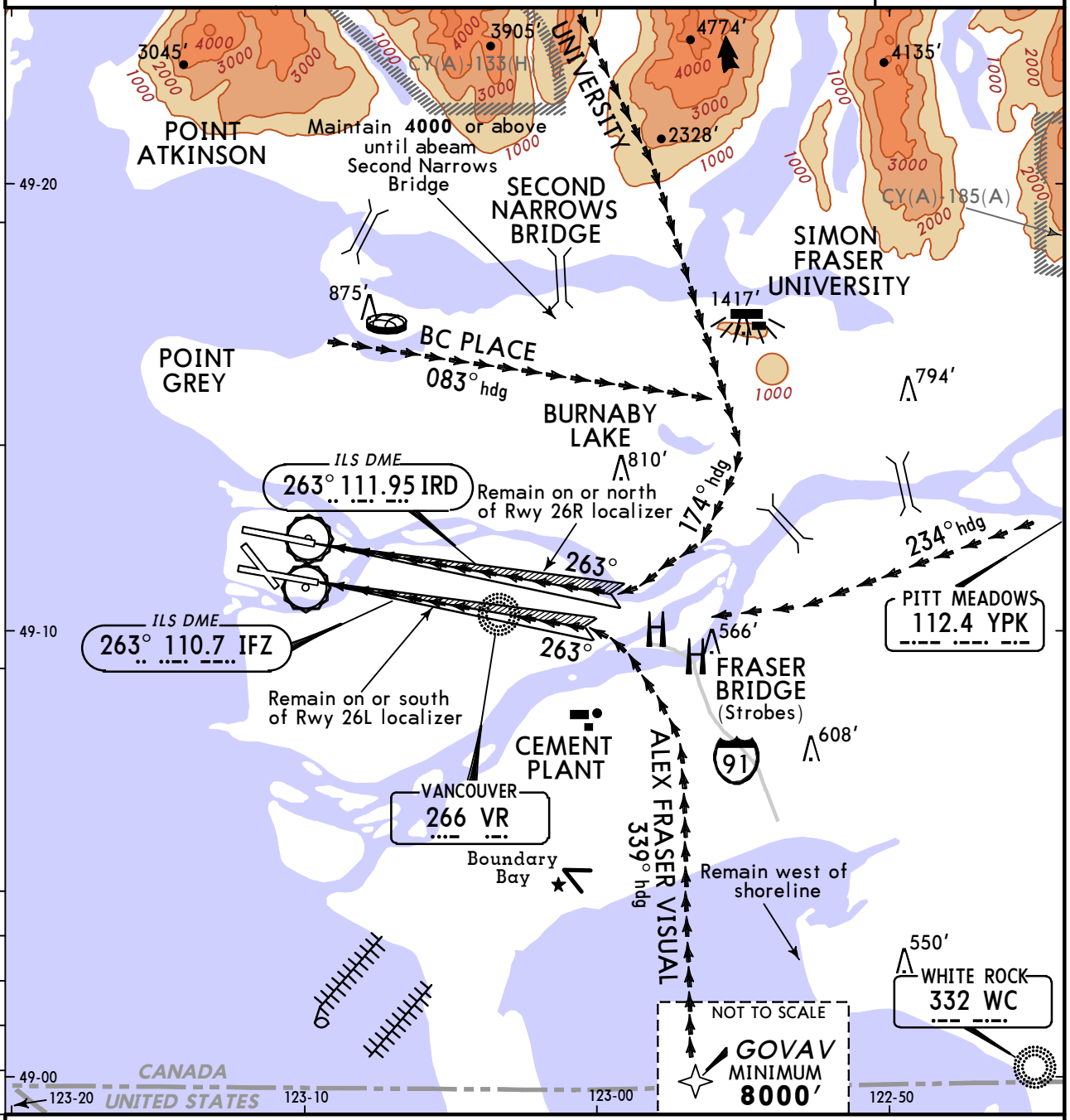
D-ATIS	VANCOUVER Arrival	
124.6	Outer 128.17 128.6	Inner 133.1 134.22

VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000′-3	Apt Elev 14′ TDZE 26L 7′ TDZE 26R 9′	No MSA Published

MISSED APCH: Climb on 263° hdg to 2000′ or as directed by ATC.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



BC PLACE VISUAL RWYS 26L, 26R
UNIVERSITY VISUAL RWYS 26L, 26R
PITT MEADOWS VISUAL RWYS 26L, 26R
ALEX FRASER VISUAL RWYS 26L, 26R

Intercept rwy centerline at or above 3000.

WEATHER MINIMUMS
Ceiling **3000′** -Vis **3**

CHANGES: Loc tracks, proc headings, comms, obstructions.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VANCOUVER, BC (VANCOUVER INTL - CYVR)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport CYVR

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(16-1) Procedure title should read (GNSS) NDB DME Rwy 08R.

Chart Change Notices for Country CAN

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20140724
End Date: No end date

(CYVB); (CYBF); (CYML); (CFB6); (CEL8); (CEB5); (CAL4); (CYNR); (CZFG); (CYSG); (CYSU); (CAU4); (CYRQ) (10-9), (16-1); (CYNL) (10-9). AWOS replaced with AUTO.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20140724
End Date: No end date

(CYPZ); (CYHR); (CYMT); (CAJ3); (CYCZ); (CZEE); (CFX4); (CYRI); (CYRM); (CJC5); (CZML); (CYVK); (CYFO); (CYGP); (CYIV); (CYBX); (CYJN); (CYST); (CYQD); (CYCQ) (10-9), (12-1), (12-2); (CJW7) (10-9), (16-1); (CNY3) (10-9); (CKQ8) (10-9), (16-1); (CFT9) (10-9); (CYAM) (20-9), (23-1); (CYYJ) (11-1), (11-2), (11-2A), (11-3), (12-1), (12-2), (12-3), (16-1), (16-2), (19-1), (19-2). LWIS replaced with AUTO.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20060413
End Date: No end date

All (GPS) approach procedure titles changed to (GNSS).

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(CDK2) (11-1), (11-2), (12-1), (12-2), (16-1); (CFA7) (16-1); (CFF4) (16-1); (CHB3) (12-1), (12-2); (CMB2) (12-1), (12-2); (CMR2) (12-1), (12-2); (CSK6) (12-1), (12-2); (CYAB) (12-1), (12-2); (CYBB) (12-1), (16-1); (CYBK) (12-1), (13-1), (13-2), (16-1); (CYCB) (12-1), (12-2), (13-1), (13-2), (16-1); (CYCO) (12-1), (16-1); (CYCS) (16-1); (CYCY) (12-1), (12-2), (16-1); (CYEK) (12-1), (12-2), (16-1); (CYEU) (12-1), (16-1); (CYGT) (16-1); (CYGZ) (16-1); (CYHI) (12-1), (12-2), (16-1); Transition level/altitude should read: Standard Pressure Region.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(CYHK) (12-1), (12-2), (16-1); (CYIO) (16-1); (CYLK) (12-1); (CYLT) (32-1), (36-1); (CYOA) (12-1), (12-2), (16-1), (16-2); (CYPC) (12-1), (16-1); (CYRA) (12-1), (12-2); (CYRB) (11-1), (11-2), (11-3),(12-1), (12-2); (CYRT) (12-1), (12-2), (13-1), (13-2), (13-3), (16-1); (CYSR) (12-1), (16-1); (CYSY) (12-1), (16-1); (CYTE) (12-1), (12-2), (16-1); (CYUT) (16-1); (CYUX) (13-1), (13-2), (16-1), (16-2); (CYVM) (16-1); (CYWE) (12-1), (12-2); (CYXN) (16-1); (CYXP) (16-1); (CYYH) (12-1), (12-2), (16-1); (CYZS) (16-1); Transition level/altitude should read: Standard Pressure Region.