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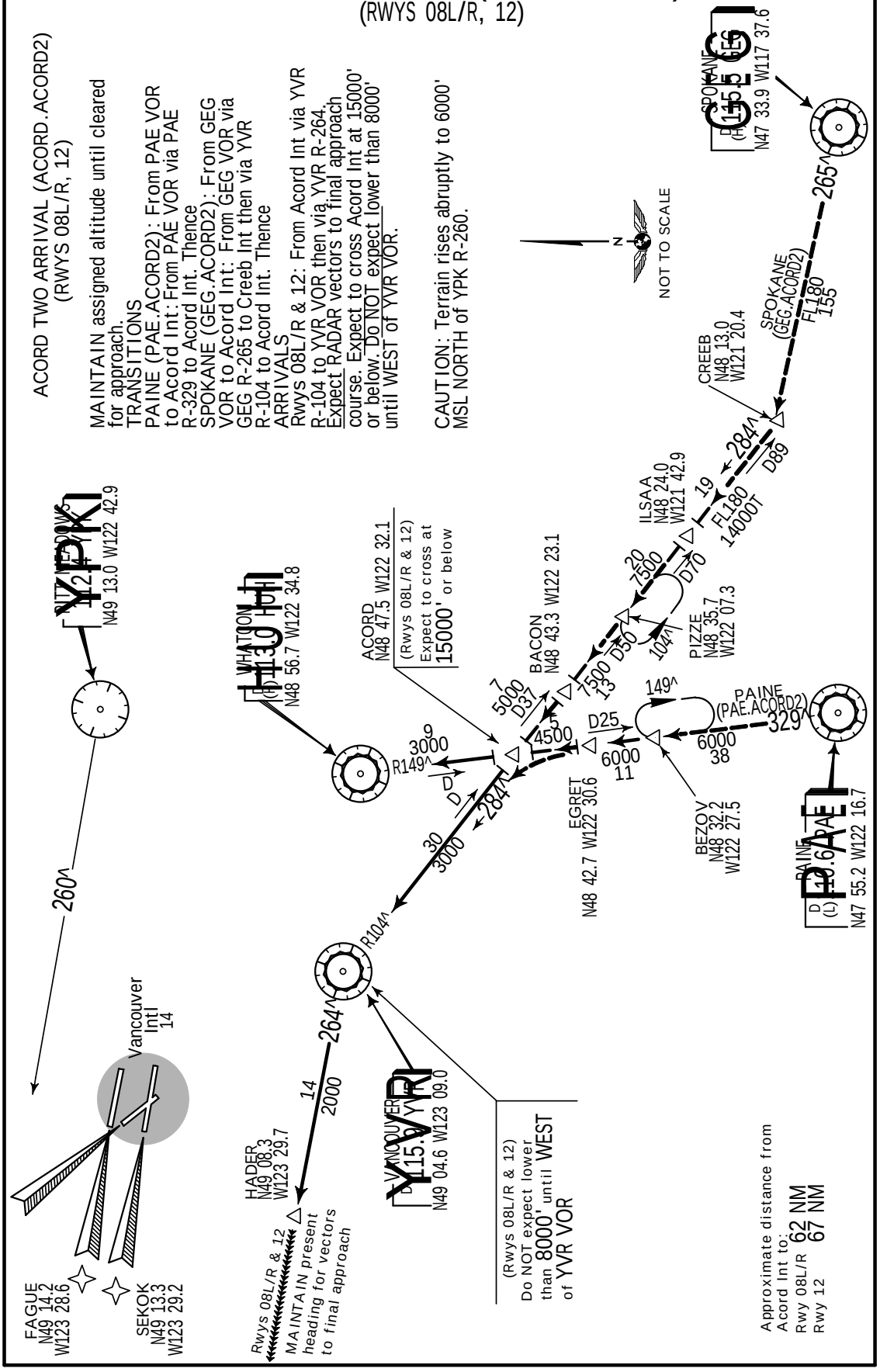
D-ATIS 124.6 124.75

ACORD TWO ARRIVAL (ACORD.ACORD2)
(RWYS 08L/R, 12)

ACORD TWO ARRIVAL (ACORD.ACORD2)
(RWYS 08L/R, 12)

MAINTAIN assigned altitude until cleared for approach.
TRANSITIONS
PAINE (PAE.ACORD2): From PAE VOR to Acord Int: From PAE VOR via PAE R-329 to Acord Int. Thence
SPOKANE (GEG.ACORD2): From GEG VOR to Acord Int: From GEG VOR via GEG R-265 to Creeb Int then via YVR R-104 to Acord Int. Thence
ARRIVALS
Rwys 08L/R & 12: From Acord Int via YVR R-104 to YVR VOR then via YVR R-264. Expect RADAR vectors to final approach course. Expect to cross Acord Int at 15000' or below. Do NOT expect lower than 8000' until WEST of YVR VOR.

CAUTION: Terrain rises abruptly to 6000' MSL NORTH of YPK R-260.



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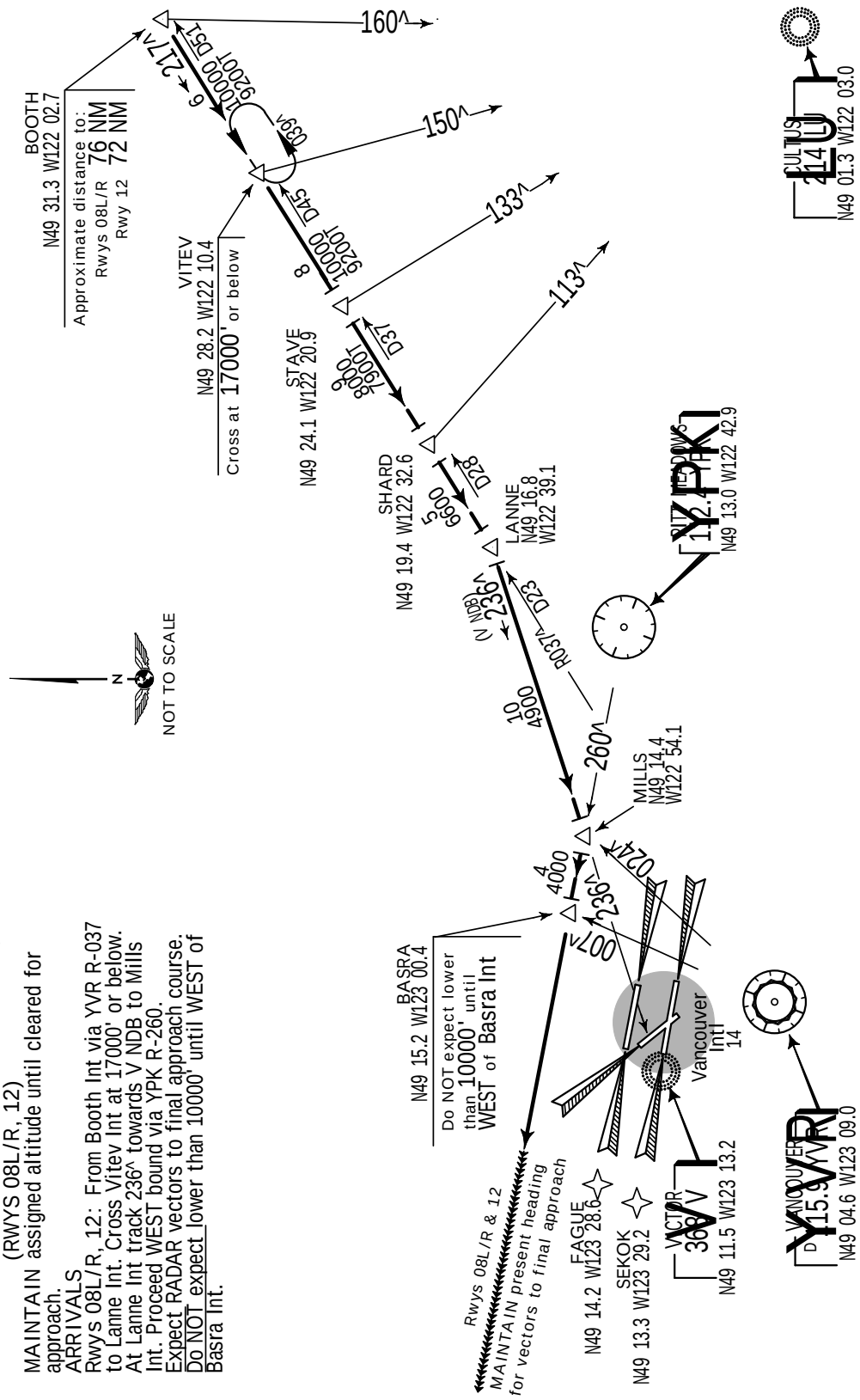
D-ATIS 124.6 124.75

BOOTH TWO ARRIVAL (BOOTH.BOOTH2)
(RWYS 08L/R, 12)



BOOTH TWO ARRIVAL (BOOTH.BOOTH2)
(RWYS 08L/R, 12)

MAINTAIN assigned altitude until cleared for approach.

ARRIVALS

Rwys 08L/R, 12: From Booth Int via YVR R-037 to Lanne Int. Cross Vitev Int at 17000' or below. At Lanne Int track 236^ towards V NDB to Mills Int. Proceed WEST bound via YPK R-260. Expect RADAR vectors to final approach course. Do NOT expect lower than 10000' until WEST of Basra Int.

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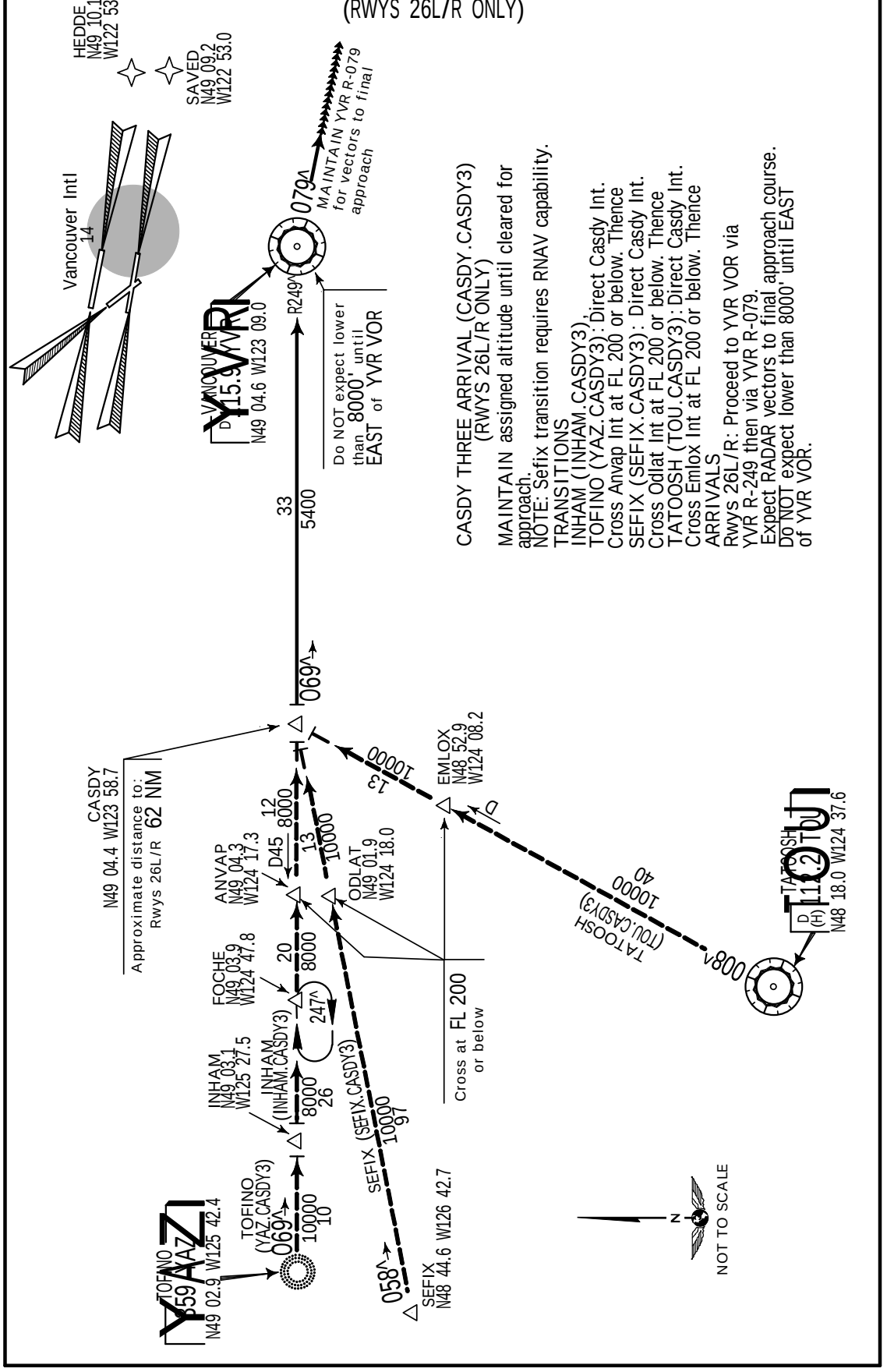
ATIS 124.6 124.75

CASDY THREE ARRIVAL (CASDY.CASDY3)

(RWYS 26L/R ONLY)



CASDY THREE ARRIVAL (CASDY.CASDY3)
(RWYS 26L/R ONLY)

MAINTAIN assigned altitude until cleared for approach.
NOTE: Sefix transition requires RNAV capability.
TRANSITIONS
INHAM (INHAM.CASDY3): Direct Casdy Int.
TOFINO (YAZ.CASDY3): Direct Casdy Int.
Cross Anvap Int at FL 200 or below. Thence
SEFIX (SEFIX.CASDY3): Direct Casdy Int.
Cross Odlat Int at FL 200 or below. Thence
TATOOSH (TOU.CASDY3): Direct Casdy Int.
Cross Emlox Int at FL 200 or below. Thence
ARRIVALS
Rwys 26L/R: Proceed to YVR VOR via YVR R-249 then via YVR R-079.
Expect RADAR vectors to final approach course.
Do NOT expect lower than 8000' until EAST of YVR VOR.

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ATIS 124.6 124.75

KEINN FOUR ARRIVAL (KEINN.KEINN4)
(RWYS 08L/R, 12, 26L/R)

KEINN FOUR ARRIVAL (KEINN.KEINN4)
(RWYS 08L/R, 12, 26L/R)

MAINTAIN assigned altitude until cleared for approach.

TRANSITIONS

POWOL (POWOL.KEINN4): From Powol Int to Keinn Int: From Powol Int via YZT R-082 to Quody Int then via YVR R-312 to Keinn Int. Thence

TRENA (TRENA.KEINN4): From Trena Int to Keinn Int: From Trena Int via YVR R-312 to Keinn Int. Thence

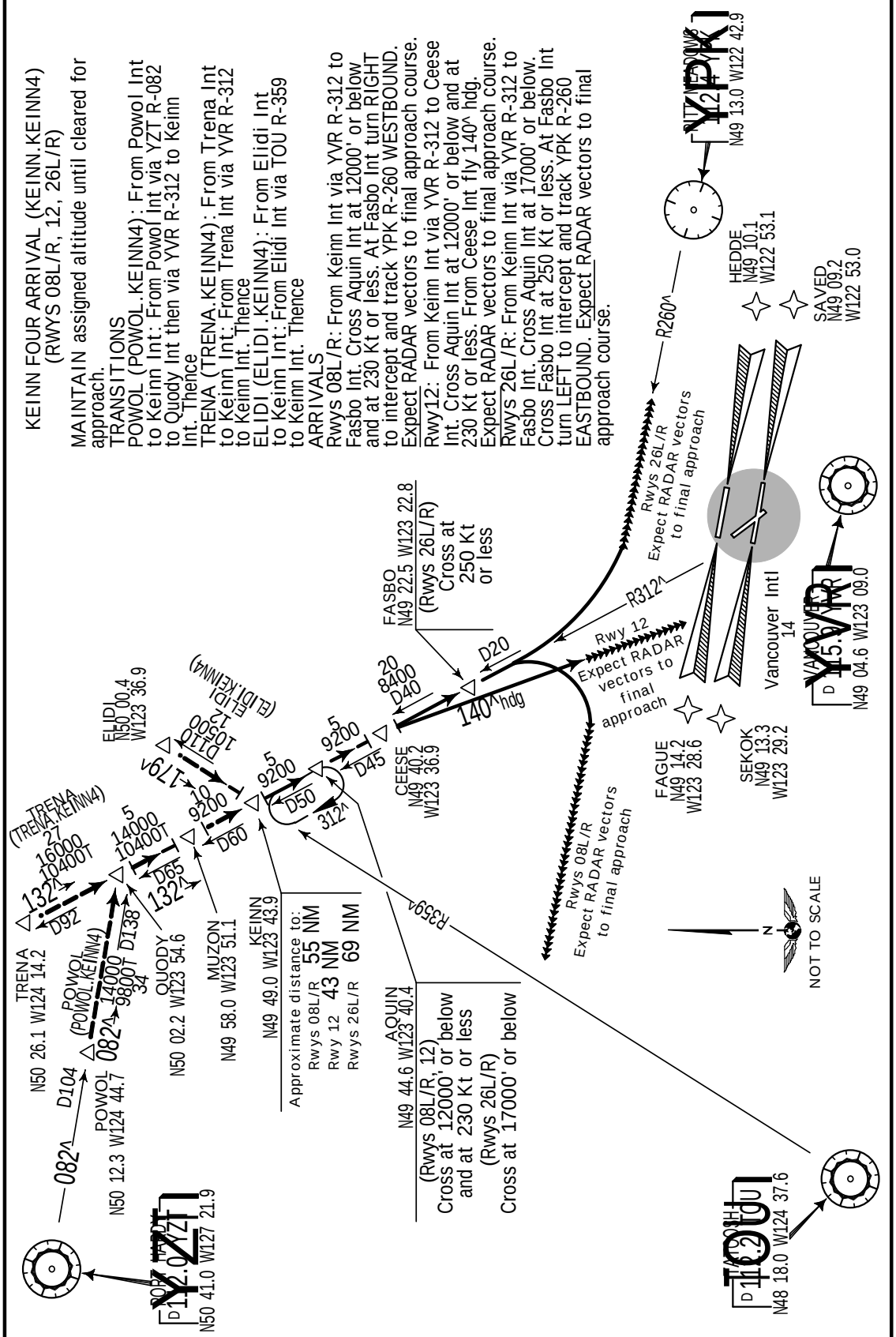
ELIDI (ELIDI.KEINN4): From Elidi Int to Keinn Int: From Elidi Int via TOU R-359 to Keinn Int. Thence

ARRIVALS

Rwys 08L/R: From Keinn Int via YVR R-312 to Fasbo Int. Cross Aquin Int at 12000' or below and at 230 Kt or less. At Fasbo Int turn RIGHT to intercept and track YPK R-260 WESTBOUND. Expect RADAR vectors to final approach course.

Rwy12: From Keinn Int via YVR R-312 to Ceese Int. Cross Aquin Int at 12000' or below and at 230 Kt or less. From Ceese Int fly 140^ hdg. Expect RADAR vectors to final approach course.

Rwys 26L/R: From Keinn Int via YVR R-312 to Fasbo Int. Cross Aquin Int at 17000' or below. Cross Fasbo Int at 250 Kt or less. At Fasbo Int turn LEFT to intercept and track YPK R-260 EASTBOUND. Expect RADAR vectors to final approach course.



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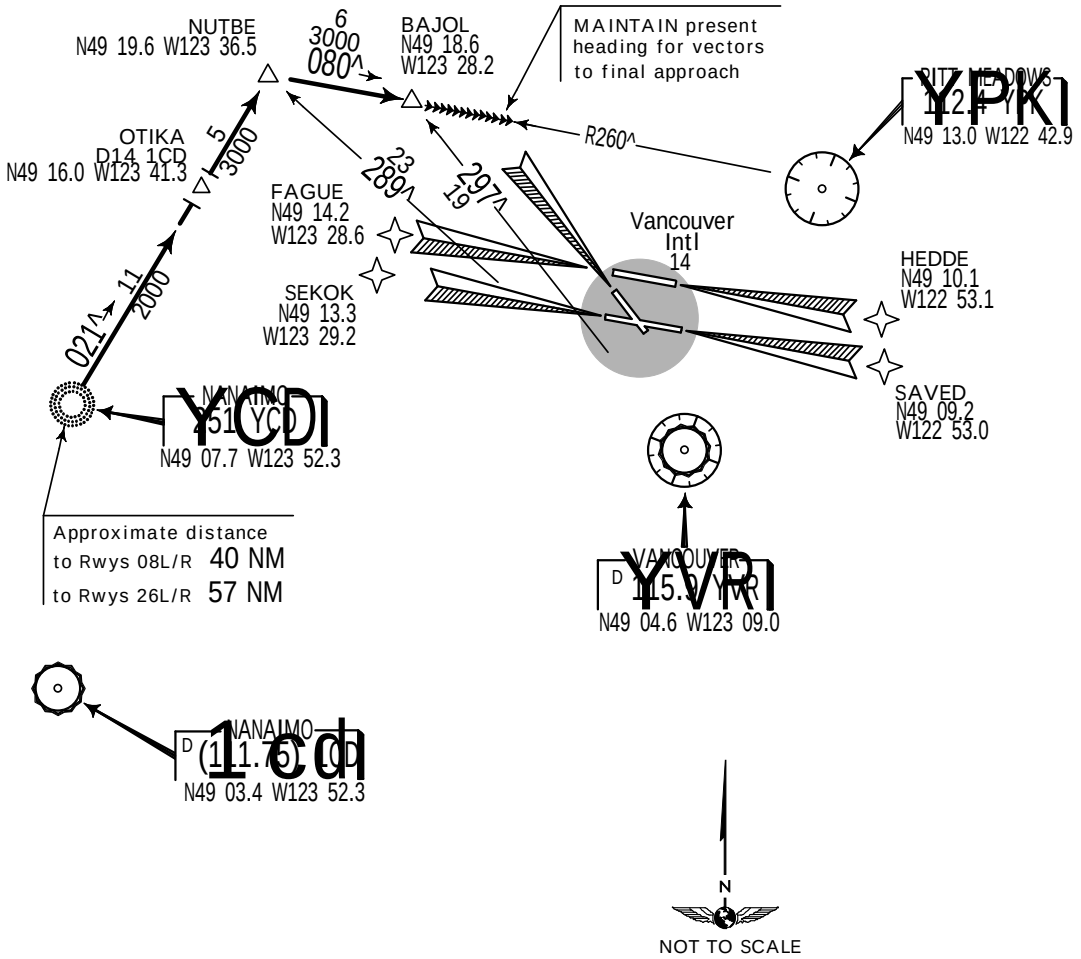
NUTBE TWO ARRIVAL (YCD.NUTBE2)
(ALL RWYS)

MAINTAIN assigned altitude until cleared for approach.

ARRIVAL
From YCD NDB via track 021^ to Nutbe Int then proceed EASTBOUND via YPK R-260 to Bajol Int. Expect RADAR vectors to final approach course.



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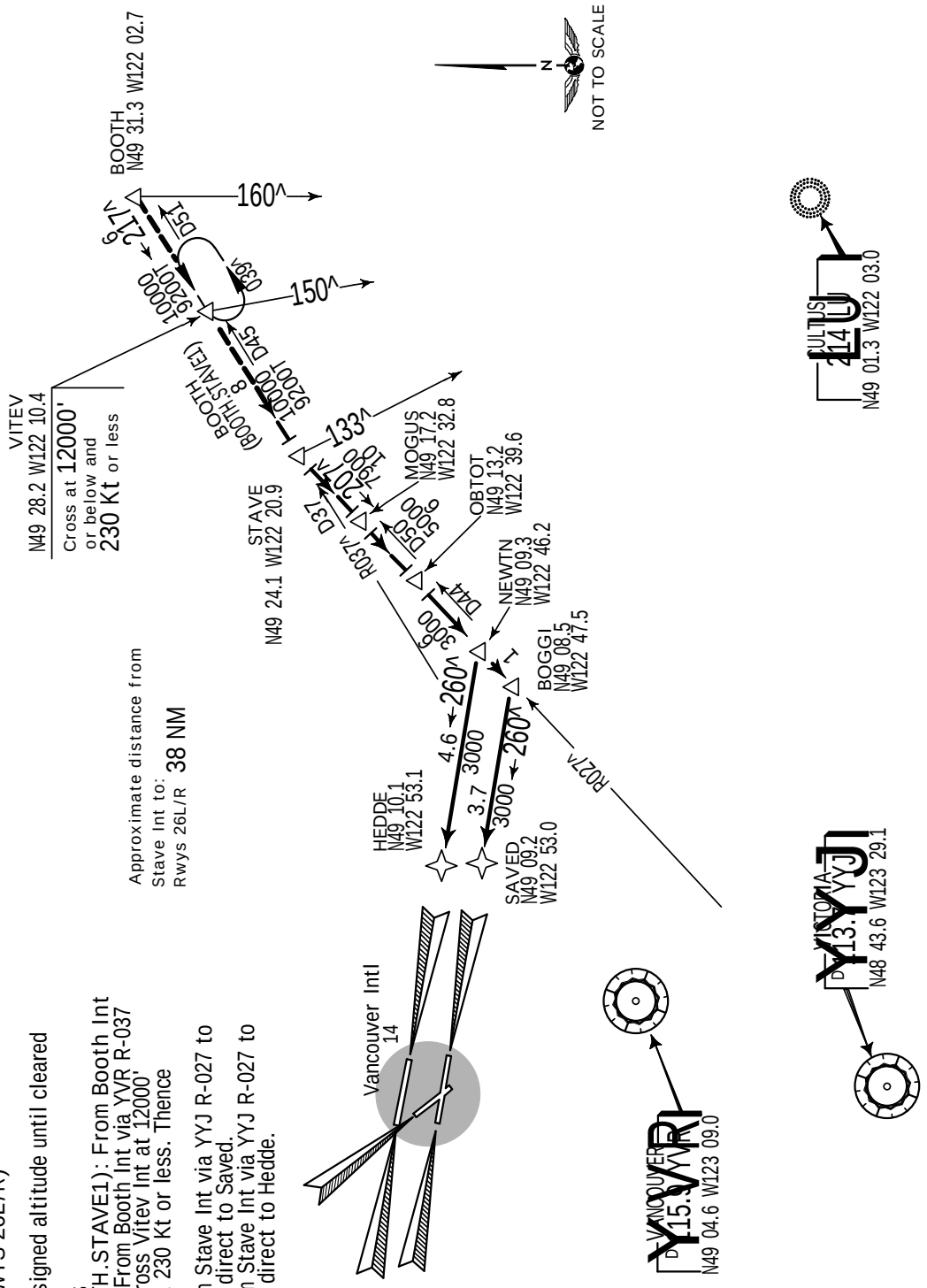
D-ATIS 124.6 124.75

STAVE ONE ARRIVAL (BOOTH.STAVE1)
(RWYS 26L/R)



STAVE ONE ARRIVAL (BOOTH.STAVE1)
(RWYS 26L/R)

MAINTAIN assigned altitude until cleared for approach.

TRANSITIONS

BOOTH (BOOTH.STAVE1): From Booth Int to Stave Int: From Booth Int via YVR R-037 to Stave Int. Cross Vitev Int at 12000' or below and at 230 Kt or less. Thence

ARRIVALS

Rwy 26L: From Stave Int via YYJ R-027 to Boggi Int, then direct to Saved.

Rwy 26R: From Stave Int via YYJ R-027 to Newtn Int then direct to Hedde.

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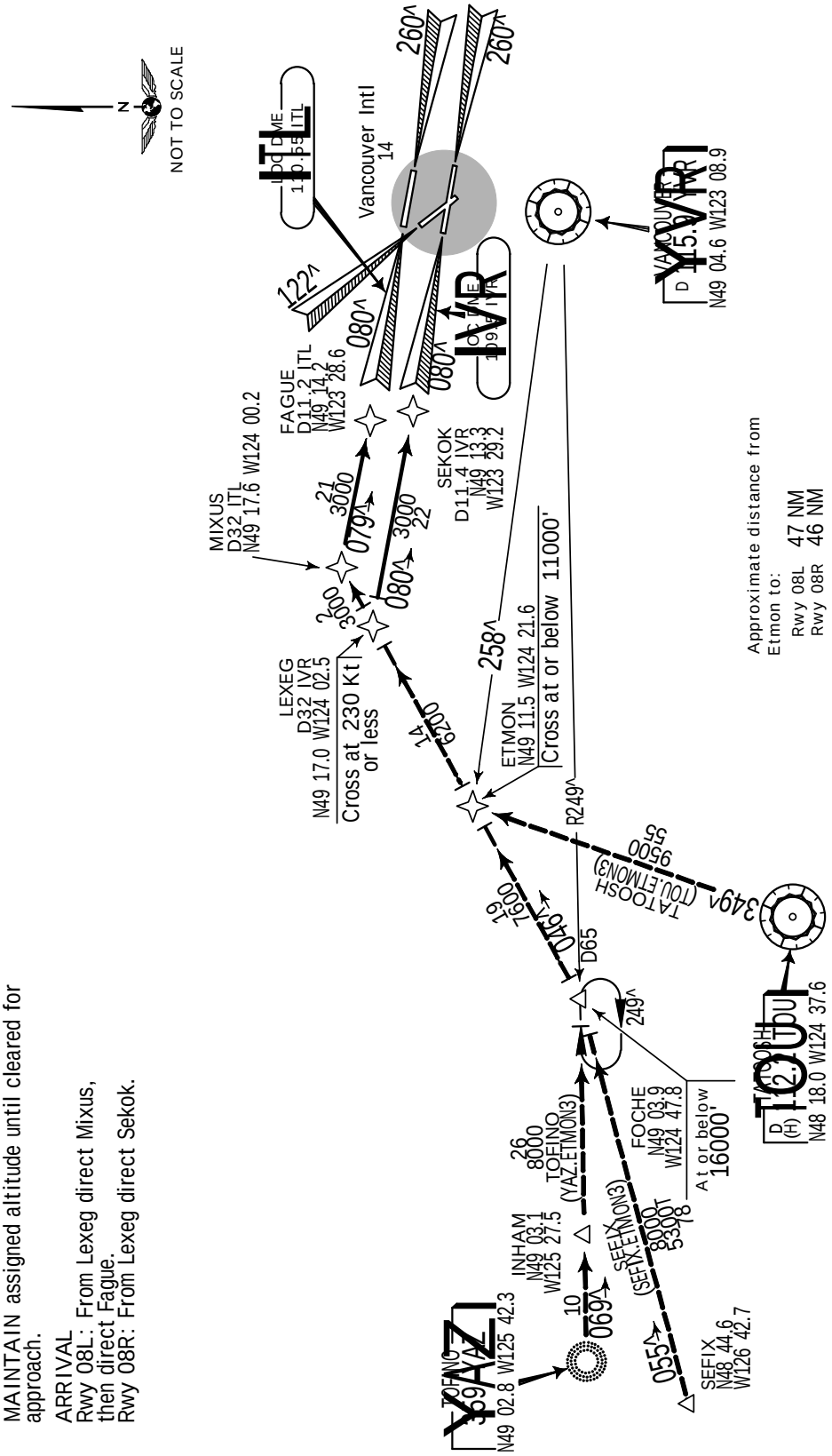
ATIS 124.6

ETMON THREE ARRIVAL (ETMON.ETMON3)
(REQUIRES RNAV CAPABILITY)
(RWYS 08L/R)



ETMON THREE ARRIVAL (ETMON.ETMON3)
(REQUIRES RNAV CAPABILITY)
(RWYS 08L/R)

MAINTAIN assigned altitude until cleared for approach.

ARRIVAL
Rwy 08L: From Lexeg direct Mixus, then direct Fague.
Rwy 08R: From Lexeg direct Sekok.

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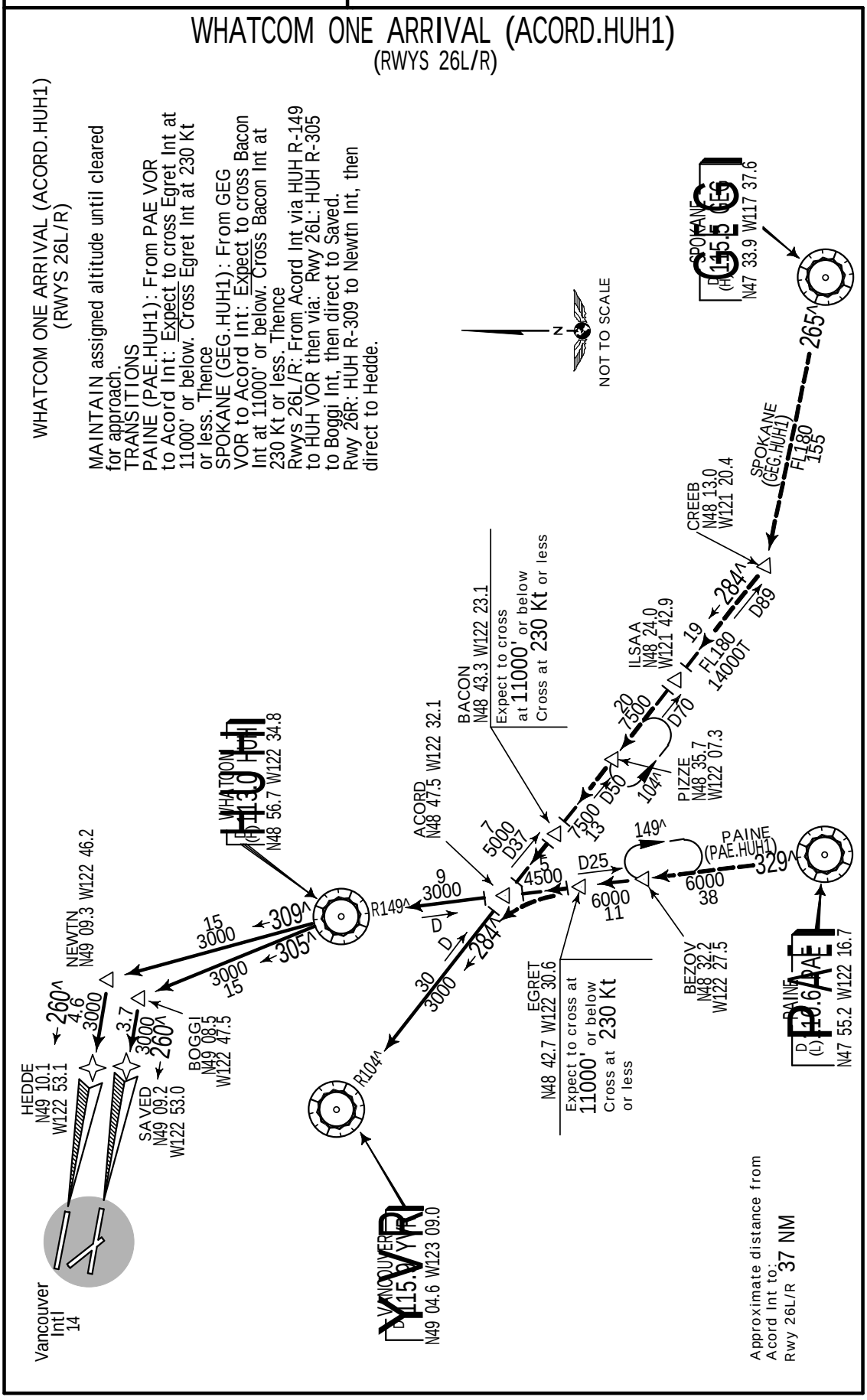
D-ATIS 124.6 124.75

WHATCOM ONE ARRIVAL (ACORD.HUH1)
(RWYS 26L/R)



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VANCOUVER Departure (South) 132.3

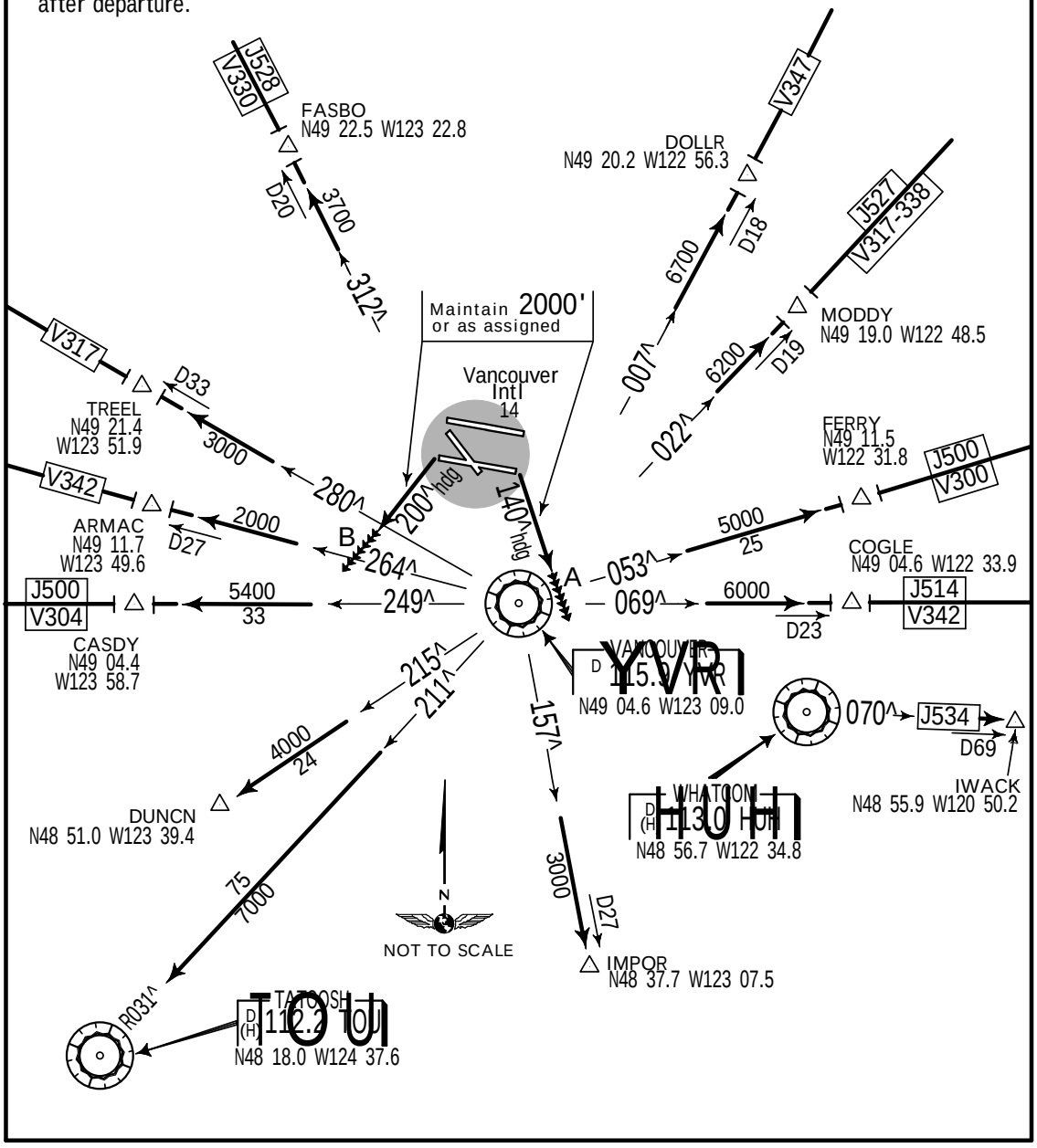
SID (VECTOR) NON-JET AIRCRAFT
RICHMOND SIX DEPARTURE (RICHMOND 6.)

(THIS PROCEDURE IS FOR PROPELLER DRIVEN AIRCRAFT ONLY. DO NOT EXCEED 165 KTS IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000')
(REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS)

Rwy 08R: At 500' turn RIGHT to climb on heading 140^ or as assigned by ATC. Contact Departure Control after passing 1000' unless instructed otherwise by ATC. MAINTAIN 2000' or as assigned. A Expect RADAR vectors to filed/assigned route or depicted fix, and clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 26L: At 500' turn LEFT to climb on heading 200^ or as assigned by ATC. Contact Departure Control after passing 1000' unless instructed otherwise by ATC. MAINTAIN 2000' or as assigned. B Expect RADAR vectors to filed/assigned route or depicted fix, and clearance to flight planned altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS PROCEDURE ONLY
If no radio contact with Departure Control by published/assigned altitude, MAINTAIN assigned altitude until 5 minutes after departure then proceed on course and climb to Flight planned altitude.



CHANGES: Procedure name change.

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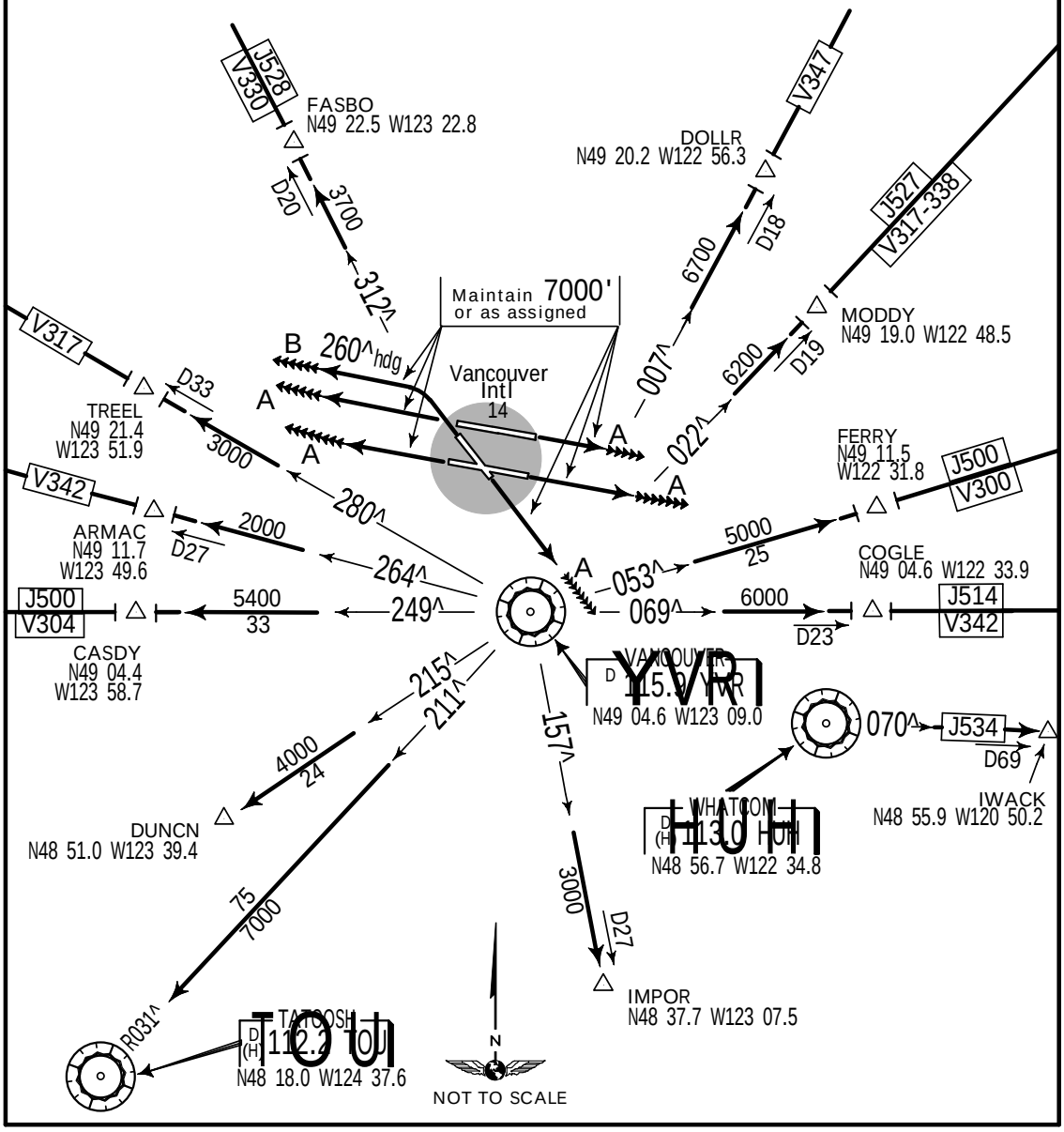
VANCOUVER Departure (North) 126.12 (South) 132.3

VANCOUVER TWO DEPARTURE (YVR2.) (VECTOR)

(JET AIRCRAFT USE VERTICAL NOISE ABATEMENT PROCEDURE A)
(PROPELLER DRIVEN AIRCRAFT DO NOT EXCEED 165 KTS IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000')
(ALL AIRCRAFT DO NOT EXCEED 280 KTS UNTIL ABOVE 7000')
(REFER TO NOISE ABATEMENT PROCEDURES FOR ADDITIONAL REQUIREMENTS)

Rwys 08L/R,12,26L/R: Climb runway heading or as assigned by ATC. Contact Departure Control after passing 1000' unless instructed otherwise by ATC. MAINTAIN 7000' or as assigned. A Expect RADAR vectors to filed/assigned route or depicted fix, and clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 30: Turn LEFT. Climb on heading 260^ or as assigned by ATC. Contact Departure Control after passing 1000' unless instructed otherwise by ATC. MAINTAIN 7000' or as assigned. B Expect RADAR vectors to filed/assigned route or depicted fix, and clearance to flight planned altitude/flight level 10 minutes after departure.



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NOISE ABATEMENT PROCEDURES

APPLICATION

These procedures apply to JET AIRCRAFT unless noted otherwise.

DEPARTURE PROCEDURES

JET AIRCRAFT

1. Use VNAP A only; follow assigned 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

Consistent with safe operating procedures:
Rwys 08L & 26R: use minimal reverse thrust.
All other runways: use idle reverse thrust 2200-0700.

NIGHT RESTRICTIONS	
LOCAL TIME	Procedure
1. 0001-0600	Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified JET AIRCRAFT 34,000 kg and over not permitted.
2. 0001-0700	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.

ICAO ANNEX 16, ENVIRONMENTAL PROTECTION

Subsonic Jets - Application for Certificate of Airworthiness for the Prototype accepted before 6 Oct 77 are Chapter 2: accepted on or after 6 Oct 77 are Chapter 3.

Prop Driven - OVER 5700 kg (12,566 lbs) and application for Certificate of Airworthiness for the Prototype accepted on or after 1 Jan 85 and before 17 Nov 88 are Chapter 2;
- Over 9000 kg (19,842 lbs) and accepted on or after 17 Nov 88 are also Chapter 2.

ALL AIRCRAFT		PREFERENTIAL RUNWAY DETERMINATION (ORDER)			
LOCAL TIME	OPERATION	1	2	3	4
1. 0600-2300	Departure	26L, 26R*	08R, 08L*, 12	30	12
One direction flow	Arrival	26R, 26L, 12	08L, 08R, 12	30	12
2. 2300-0600	Departure	26L	30	-	-
Two direction flow	Arrival	08R	12	-	-

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

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NOISE ABATEMENT PROCEDURES

ENGINE RUNUP RESTRICTIONS

Maintenance engine run-ups for ALL AIRCRAFT require prior approval from YVRAA OPERATIONS. Guidelines are contained in the Airside Operations Directives, Aircraft Engine Run-ups.

ALTITUDE RESTRICTIONS

1. Exclusive of the Departure and Arrival procedures, no departing or arriving aircraft shall operate over the City at less than 5000' ASL (8000' between 2300 - 0700 local time).

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

YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance, as well as for delays experienced at Vancouver Intl, such as for weather, mechanical or ATC. YVRAA OPERATIONS will provide log numbers with exemptions or approvals.
Tel: 604-207-7022 (24 hours) Fax: 604-276-6099 (24 hours)

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

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STANDARD TAXI PROCEDURES

(includes Low Visibility Routes)

READ BACK ATC RUNWAY AND HOLD SHORT INSTRUCTIONS

DEPARTURES

To Runway 26L	
Route Ident	Routing
GREEN	Exit apron 6 via the assigned taxiway- (P, S or T) then continue via M & J (Contact south ground 121.7 crossing K), H & D. (JA) then continue via J (Contact south ground 121.7 crossing K), H & D. (K) (Contact south ground 121.7 entering K), then continue via J, H & D. (L) then continue via J, H & D. (G) then continue via H & D. (E) then continue via D. Monitor Tower 118.7 approaching 26L.

To Runway 26R	
Route Ident	Routing
GREEN	Exit apron 6 via the assigned taxiway- (E) then continue via D, H, J (Contact north ground 127.15 prior to K), M. (L) then continue via J (Contact north ground 127.15 prior to K), M. (K) then continue via J & M. (JA) then continue via J & M. (P, S or T) then continue via M. Monitor Tower 119.55 approaching 26R.

To Runway 08R	
Route Ident	Routing
BLUE 1	Exit apron 6 via the assigned taxiway- (E) then continue via D, H, L HOLD SHORT RWY 12. (G) then continue via H, L HOLD SHORT RWY 12. (L) HOLD SHORT RWY 12. Monitor Tower 118.7 approaching 08R.
BLUE 2	Exit apron 6 via the assigned taxiway- (P, S or T) then continue via M & J (Contact south ground 121.7 crossing K) HOLD SHORT L. (JA) then continue via J (Contact south ground 121.7 crossing K) HOLD SHORT L. (K) then continue via J (Contact south ground 121.7 crossing K) HOLD SHORT L. Monitor Tower 118.7 approaching 08R.

To Runway 08L	
Route Ident	Routing
BLUE 1	Exit apron 6 via the assigned taxiway- (E) then continue via D & H HOLD SHORT M. (G or L) then continue via H HOLD SHORT M. Monitor Tower 119.55.
BLUE 2	Exit apron 6 via the assigned taxiway- (JA) then continue via J & M HOLD SHORT M8. (K) then continue via J & M HOLD SHORT M8. (P, S or T) then continue via M HOLD SHORT M8. Monitor Tower 119.55.

ARRIVALS

	From Runway 26R
Route Ident	Routing
Hotel	Turbo Jets parking Apron 6 gates 1-40 anticipate "Hotel Route". Exit Rwy 26R via rapid exit M6 then continue via M,H (Contact south ground 121.7 crossing frequency changeover point) HOLD SHORT L.

CHANGES: Taxiway (JA) routing added.

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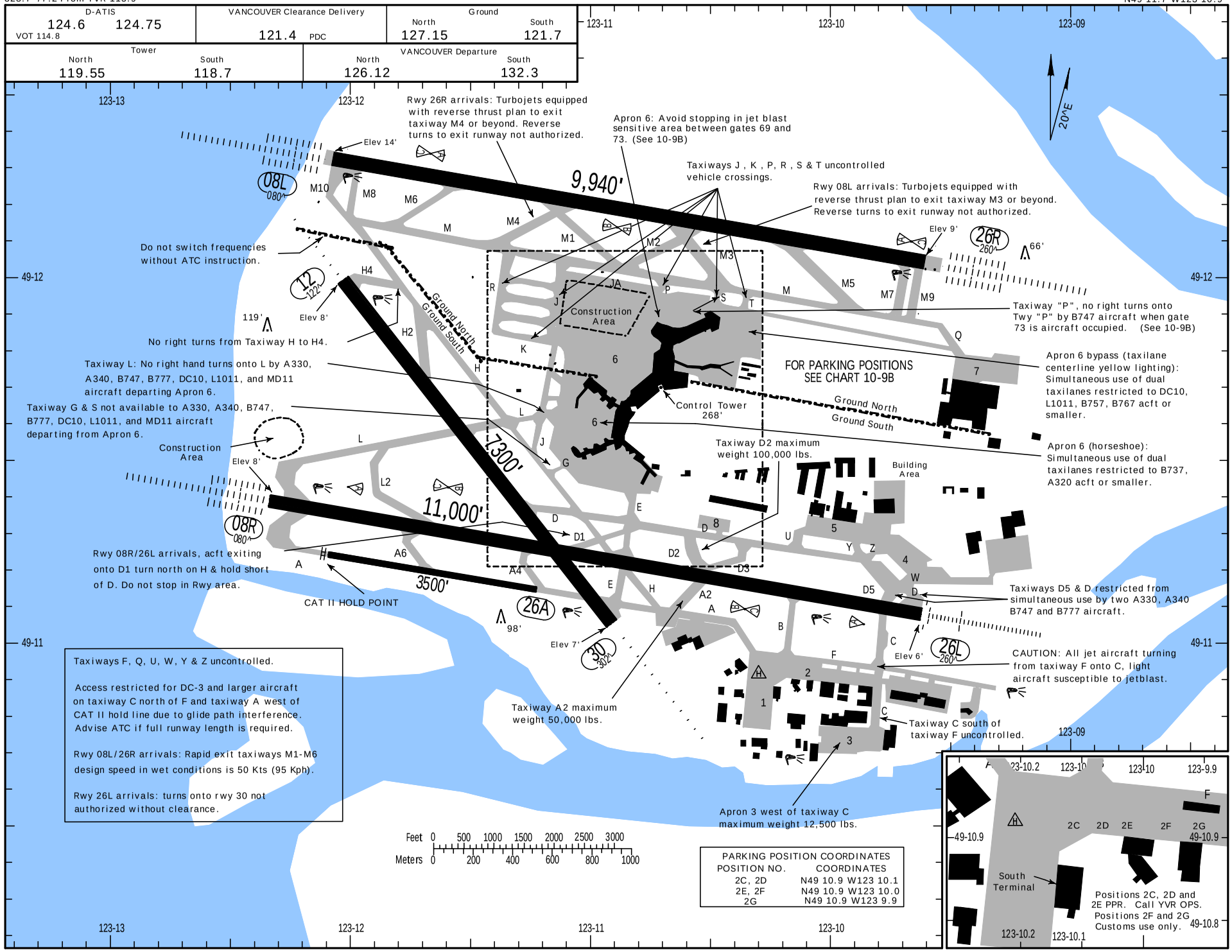
CYVR

Apt Elev 14'
328.7^/7.2 From YVR 115.9

VANCOUVER, BC
VANCOUVER INTL
N49 11.7 W123 10.9

D-ATIS	VANCOUVER Clearance Delivery	Ground	
124.6 124.75 VOT 114.8	121.4 PDC	North 127.15	South 121.7
Tower		**VANCOUVER Departure**	
North 119.55	South 118.7	North 126.12	South 132.3



CHANGES: Construction areas, notes.

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CAUTION: Migratory birds in vicinity of airport from approximately OCT - APR.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	Threshold to Intersecting Runway	TAKE-OFF	WIDTH
08R	HIRL CL HIALS TDZ 1 PAPI-L (angle 3.0^) RVR		9930'			200'
26L	HIRL CL HIALS 1 PAPI-L (angle 3.0^) RVR		9835'	12/30 5430'		
1 For aircraft with eye-to-wheel height up to 45'.						
08L 26R	HIRL CL ALSF-II TDZ 2 PAPI-L (angle 3.0^) RVR		8777' 8980'			200'
2 For aircraft with eye-to-wheel height up to 45'.						
12	MIRL 3 ALS-(yellow) 4 VASI-L (angle 3.0^)		6191'	08R/26L 5150'		200'
30	MIRL ALS-(yellow) 5 PAPI-L (angle 3.0^)					
3 Non-std 1400'. 4 For aircraft with eye-to-wheel height up to 25' (DC-8 and smaller). 5 For aircraft with eye-to-wheel height up to 45'.						
26A 6	DAY/VMC TAKE-OFF ONLY	NA			3500'	75'
6 Portion of taxiway A has been designated as a Day/VMC departure rwy when rwy 26L active.						

1 2 3 4 5 6 7 8 TAKE-OFF 9 0 ! " # $ % & '

Rwys 08L/R, 12, 26L/R, 30

For departure procedure see Vancouver SID

A B C D: RVR 26 or 1/2
RVR 20 required for start

1 FDX authorized: RVR 16 or 1/4.
2 CLX, FDX authorized: RVR 6 TDZ and RVR 6 MID Rwy 08R.
3 CLX authorized: RVR 12 or 1/4 Rwys 08R, 26L.
4 AWE, CDN, CRA, MPH authorized: 1/4 Rwys 12, 30.
5 FIN authorized: RVR 14 or 1/4 HIRL or CL or RCLM; RVR 7 TDZ and MID HIRL and CL and RCLM Rwy 08R.
6 MDA authorized: RVR 12 or 1/4.
7 DAL, ROA authorized: Rwy 08R TDZ RVR 6, MID RVR 6 with CL and RCLM; Rwys 12, 26L, 30, RVR 16 or 1/4.
8 QXE authorized : For Rwy 08R Departure-RVR 6 TDZ, RVR 6 MID, RVR 6 Rwy 26L "A" RVR.
9 QXE authorized: For Rwy 26L Departure - RVR 6 TDZ, RVR 6 Rwy 08R "A" RVR.
0 UPS authorized: RVR 16 or 1/4 HIRL or CL or RCLM, RVR 6 TDZ, RVR 6 MID HIRL and CL and RCLM Rwy 08R.
! NWA authorized: Rwys 08L/R, 26L/R TDZ 6, MID 6; Rwys 12, 30 RVR 16 or 1/4.
" AWE, CDN, CRA, MPH authorized: RVR 6 TDZ and RVR 6 MID Rwys 08R/26L, 08L/26R.
KAL, TWA authorized: RVR 6.
$ ASA authorized: Rwy 08L/R and 26L/R TDZ RVR 6, MID RVR 6 with CL and RCLM (ROLLOUT RVR available and may be substituted for TDZ or MID Rwy 08L/R and Rwy 26L/R); Rwys 12, 30 RVR 16 or 1/4.
% SKW authorized: Rwys 08L/R and 26L/R - RVR TDZ 6, MID 6, ROLLOUT 6, (one RVR value may be inop). Rwys 12, 30 RVR 16 or 1/4.
& CAL authorized: RVR TDZ 6, MID 6, ROLLOUT 6 (one RVR may be inop), with CL and RCLM.
' VIR authorized: RVR 6 Rwys 08L/R and 26L/R.

CHANGES: Take-off note no.17.

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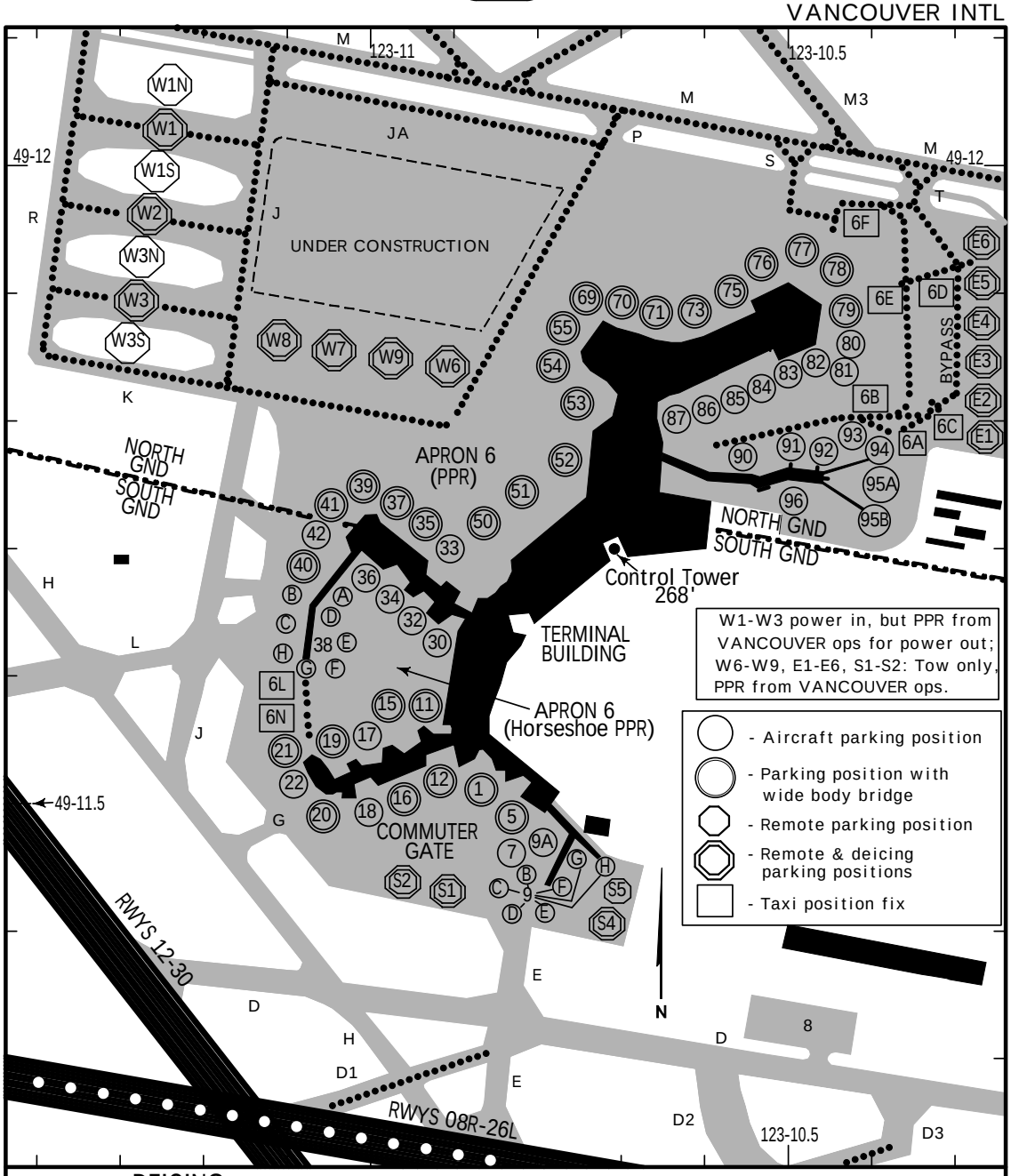

DEICING

Procedures apply to all aircraft.

Overnight Frost: Defrost at terminal gate positions to remove overnight accumulations from wings and control surfaces is permitted only when there is no existing precipitation, i.e., no rain, freezing rain, or snow. Defrosting is permitted on the Purolator, FedEx and UPS aprons if all the catch basins on the apron are properly covered. Defrosting at any other location is not permitted unless an approval number is provided by Airport Operations. Glycol recovery will be required for all defrosting.

Deicing Pads: For use during rain, freezing rain and snow conditions. Contact Airport Operations to obtain an approval number for a deicing pad slot, only permitted when the area has been cleared of snow and prepared for deicing. Aircraft movements are: power in/tow out at east pad at positions marked E10 - E16 (parking positions E1 - E6), and west pad at parking positions W6 - W8 tow in/tow out at south pad at parking positions S1 - S4, Purolator, FedEx, and UPS pads.

Note: Parking positions differ from de-icing positions.

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PARKING POSITION COORDINATES

POSITION No.	COORDINATES	POSITION No.	COORDINATES
1, 5, 7, 9-A, 9-B	N49 11.5 W123 10.8	50	N49 11.7 W123 10.9
9-C, 9-D, 9E	N49 11.4 W123 10.8	51	N49 11.7 W123 10.8
9-F	N49 11.4 W123 10.7	52	N49 11.7 W123 10.7
9-G, 9-H	N49 11.5 W123 10.7	53, 54	N49 11.8 W123 10.7
11	N49 11.6 W123 10.9	55, 69	N49 11.9 W123 10.7
12	N49 11.5 W123 10.9	70, 71	N49 11.9 W123 10.6
15	N49 11.6 W123 11.0	73, 75	N49 11.9 W123 10.5
16	N49 11.5 W123 11.0	76 thru 79	N49 11.9 W123 10.4
17	N49 11.6 W123 11.0	80, 81	N49 11.8 W123 10.3
18	N49 11.5 W123 11.0	82, 83	N49 11.8 W123 10.4
19	N49 11.6 W123 11.1	84 thru 86	N49 11.8 W123 10.5
20 thru 22	N49 11.5 W123 11.1	87	N49 11.8 W123 10.6
30, 32	N49 11.6 W123 10.9	90	N49 11.7 W123 10.5
33	N49 11.7 W123 10.9	91	N49 11.8 W123 10.4
34	N49 11.7 W123 11.0	92	N49 11.7 W123 10.4
35	N49 11.7 W123 10.9	93, 94	N49 11.8 W123 10.3
36	N49 11.7 W123 11.0	95A, 95B	N49 11.7 W123 10.3
37	N49 11.8 W123 11.0	96	N49 11.7 W123 10.4
38A thru 38D	N49 11.7 W123 11.1	E1, E2, E3	N49 11.8 W123 10.2
38E thru 38H	N49 11.6 W123 11.1	E4, E5, E6	N49 11.9 W123 10.2
39	N49 11.8 W123 11.0	S1, S2	N49 11.4 W123 10.9
40	N49 11.7 W123 11.1	S4, S5	N49 11.4 W123 10.7
41	N49 11.8 W123 11.0	W1N, W1, W1S, W2	N49 12.0 W123 11.2
42	N49 11.7 W123 11.1	W3N, W3, W3S	N49 11.9 W123 11.2
		W6, W7, W8, W9	N49 11.9 W123 11.0

CHANGES: Parking positions.

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JEPPESEN

29 OCT 99 (10-9D) .Eff.4.Nov.

CYVR
VANCOUVER INTL

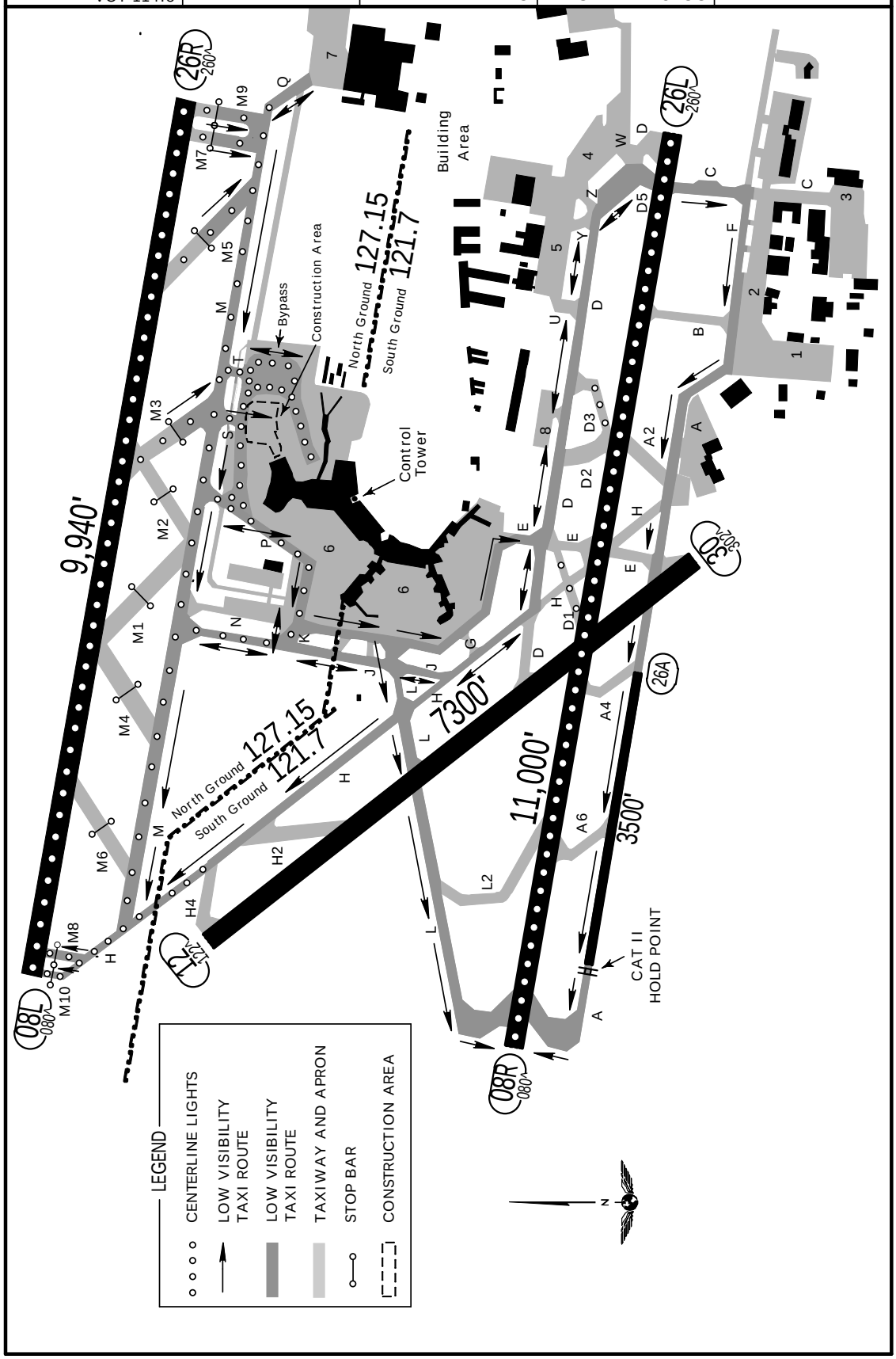
.RVR.1200.to.600.

Apt Elev 14'

SMGCS
VANCOUVER, BC

LOW VISIBILITY TAXI ROUTES
TAKE-OFF & LANDING Rwy 08L/08R

ATIS	VANCOUVER Clearance Delivery	Ground South	Ground North	Tower South	Tower North	VANCOUVER Departure
124.6 124.75 VOT 114.8	121.4	121.7	127.15	118.7	119.55	126.12 132.3



CHANGES: Chart reindexed, ATIS.

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JEPPESEN

29 OCT 99 10-9E .Eff.4.Nov.

CYVR
VANCOUVER INTL

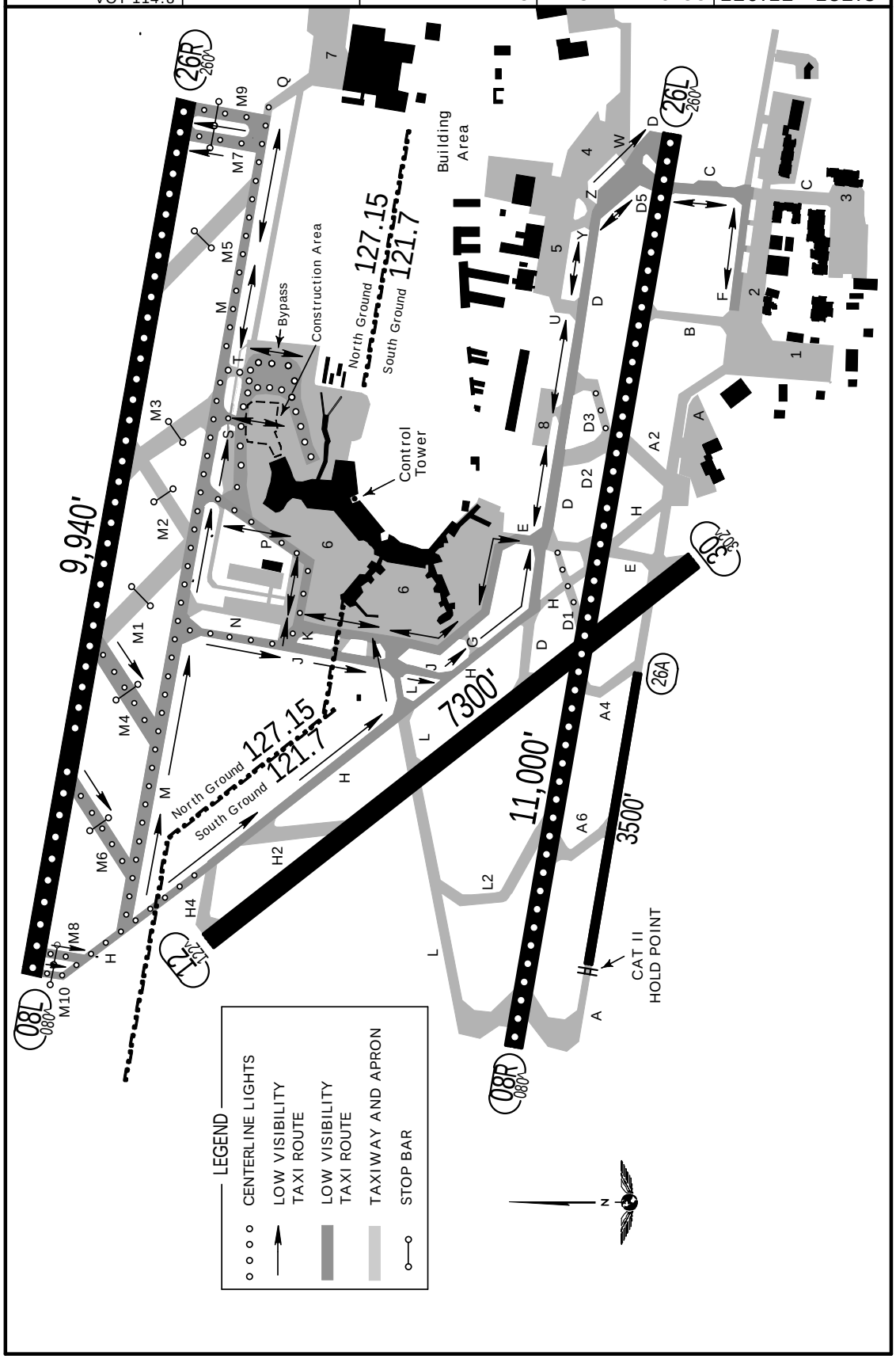
.RVR.1200.to.600.

Apt Elev 14'

SMGCS.
VANCOUVER, BC

LOW VISIBILITY TAXI ROUTES
TAKE-OFF & LANDING Rwy 26R

ATIS	VANCOUVER Clearance Delivery	Ground South	Ground North	Tower South	Tower North	VANCOUVER Departure
124.6 124.75 VOT 114.8	121.4	121.7	127.15	118.7	119.55	126.12 132.3



CHANGES: Chart reindexed, ATIS.

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CYVR VANCOUVER INTL

JEPPESEN 20 JUL 01 (11-1)

VANCOUVER, BC ILS DME or ILS RADAR Rwy 08L

BRIEFING STRIP ™

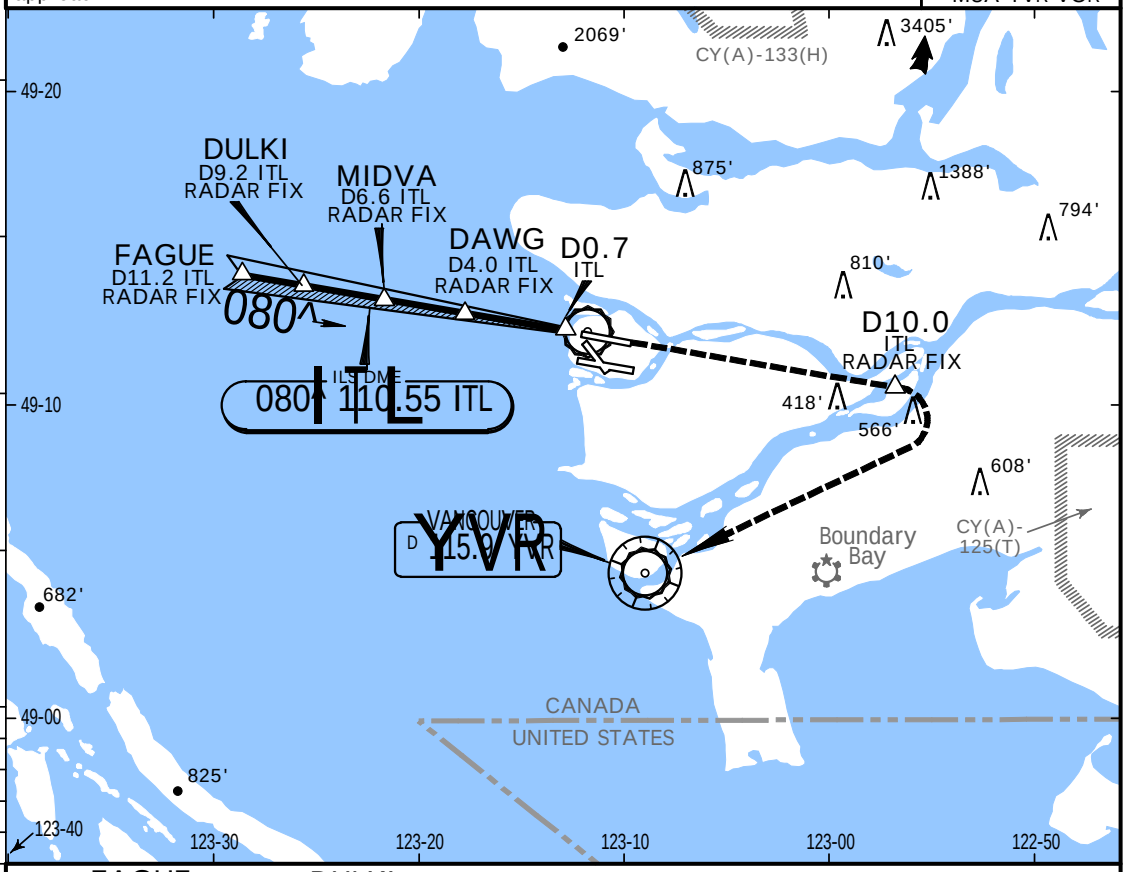
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

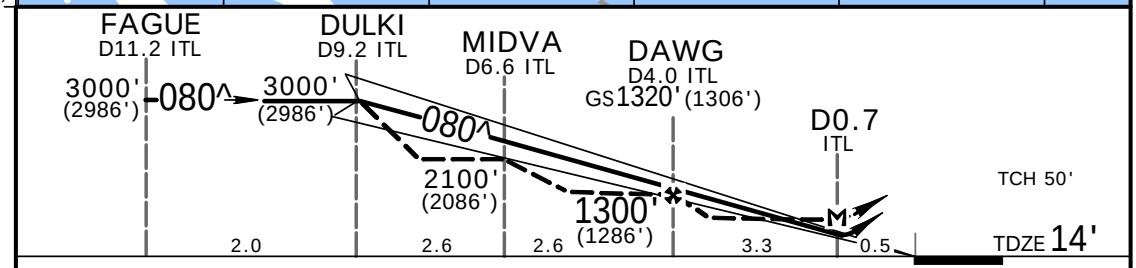
LOC ITL	Final Apch Crs	GS DAWG	ILS DA(H)	Apt Elev 14'
110.55	080^	1320' (1306')	214' (200')	TDZE 14'

MISSED APCH: Climb runway heading to D10.0 ITL/RADAR FIX. RIGHT turn to YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. Common ILS DME frequencies Rwys 08L and 26R. 4. Verify idents for this approach.

MSA YVR VOR: 090^ 6900', 180^ 6700', 270^ 3700', 360^ 5300'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	377	484	538	646	753	861
MAP at D0.7 ITL or FAF to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

ALSF-II PAPI D10.0 ITL

STRAIGHT-IN LANDING RWY 08L

	ILS DME or ILS RADAR DA(H) 214' (200') FULL	ILS DME or ILS RADAR DA(H) 214' (200') HIALS out	LOC (GS out) DME or LOC (GS out) RADAR MDA(H) 280' (266') HIALS out	CIRCLE-TO-LAND
A	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1	NA
B				
C				
D				

CHANGES: D-ATIS added, MIDVA waypoint added.

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CYVR VANCOUVER INTL

JEPPESEN 20 JUL 01 (11-1A)

VANCOUVER, BC ILS CAT II or III Rwy 08L

BRIEFING STRIP ™

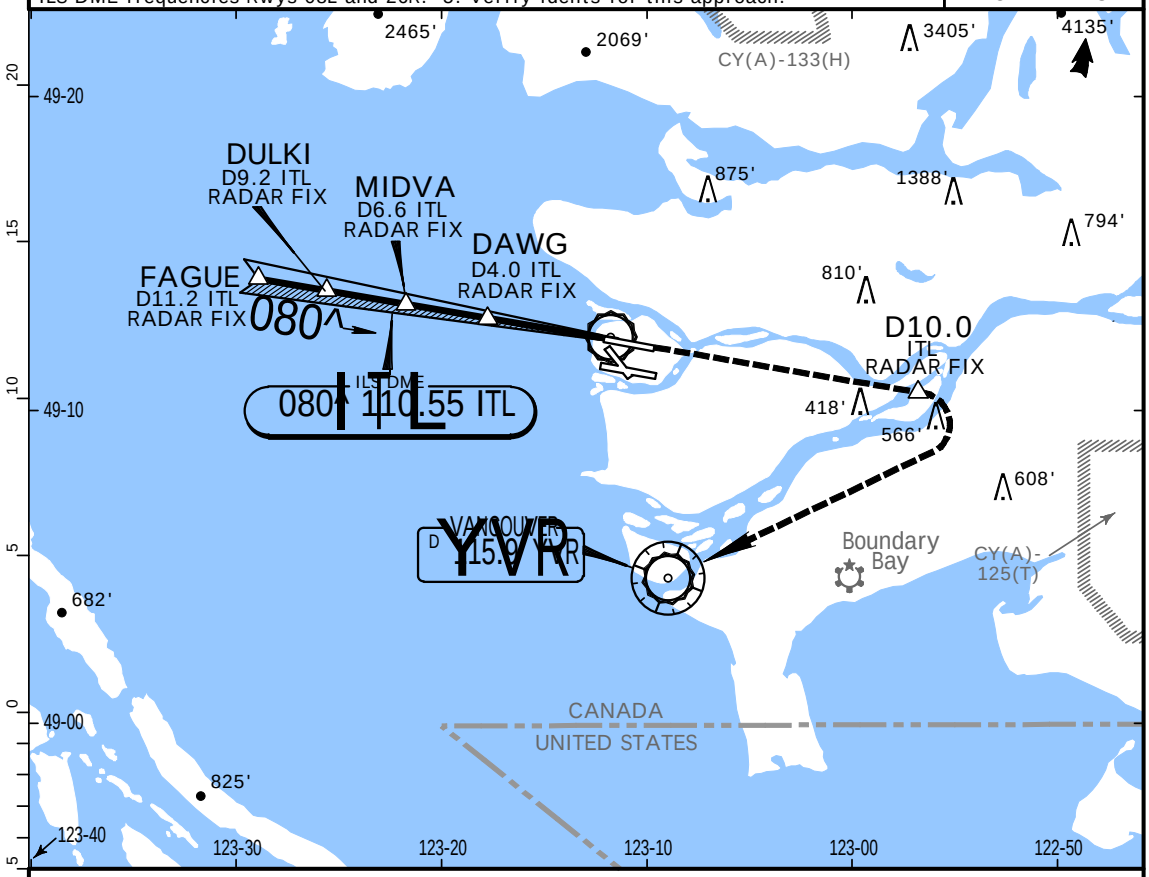
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

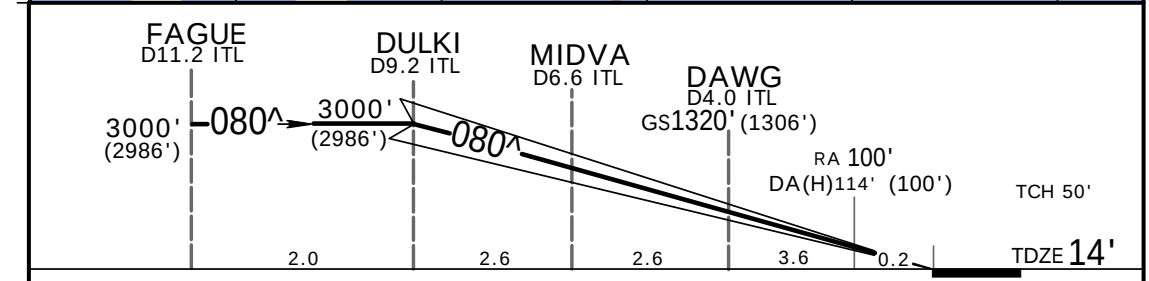
LOC ITL	Final Apch Crs	GS DAWG	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.55	080^	1320' (1306')	NA	Refer to Minimums		RA 100' DA(H) 114'(100')	14' TDZE 14'

MISSED APCH: Climb runway heading to D10.0 ITL/RADAR FIX. RIGHT turn to YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Common ILS DME frequencies Rwys 08L and 26R. 5. Verify idents for this approach.

MSA YVR VOR: 180^ 6900'; 090^ 6700'; 270^ 5300'; 360^ 3700'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861

ALSF-II PAPI D10.0 ITL

STRAIGHT-IN LANDING RWY08L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 114' (100')
NA	NA	RVR 6	RVR 12

CHANGES: D-ATIS added, MIDVA waypoint added.

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CYVR VANCOUVER INTL

JEPPESEN 8 JUN 01 (11-2)

VANCOUVER, BC ILS DME or ILS RADAR Rwy 26R

BRIEFING STRIP ™

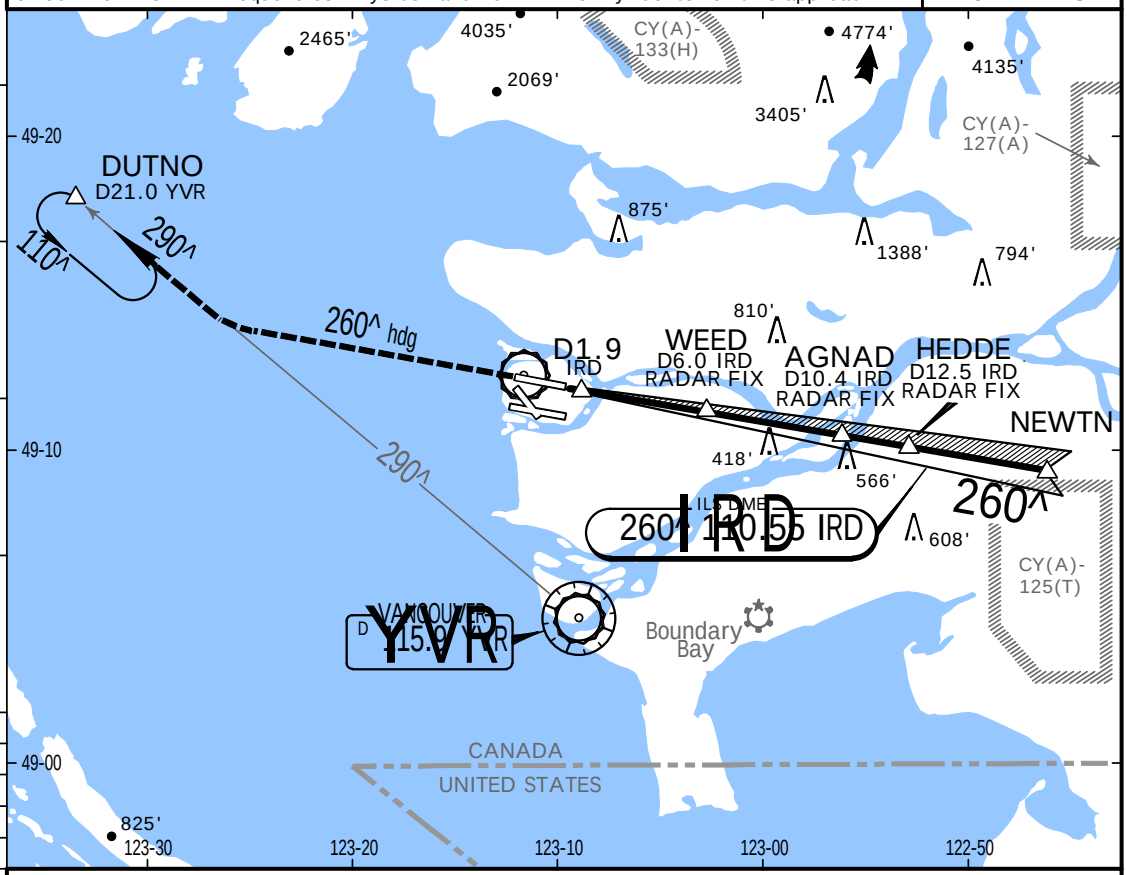
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

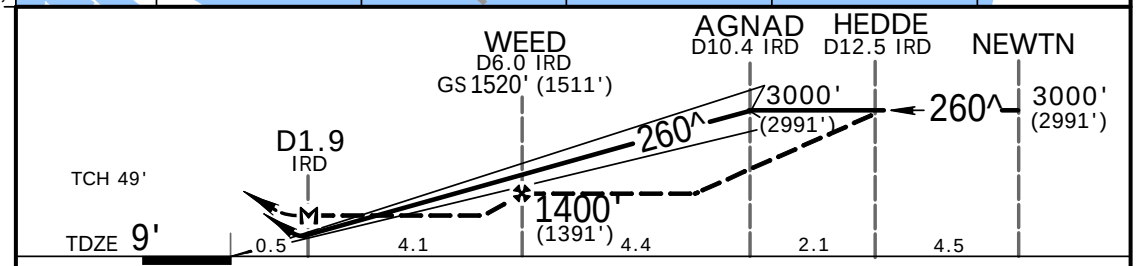
LOC IRD	Final Apch Crs	GS WEED	ILS DA(H)	Apt Elev 14'
110.55	260^	1520' (1511')	209' (200')	TDZE 9'

MISSED APCH: Climb on 260^ heading to intercept YVR VOR R-290 outbound. Proceed to DUTNO at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. Common ILS DME frequencies Rwys 08L and 26R. 4. Verify idents for this approach.

MSA YVR VOR: 6900' (180^), 6700' (270^), 3700' (360^), 5300' (090^)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	376	484	538	645	753	860
MAP at D1.9 IRD or FAF to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI | 2000' | 260^ hdg | YVR 115.9 R-290 | DUTNO

STRAIGHT-IN LANDING RWY 26R

	ILS DME or ILS RADAR DA(H) 209' (200') FULL	HIALS out	LOC (GS out) DME or LOC (GS out) RADAR MDA(H) 480' (471') HIALS out	CIRCLE-TO-LAND
A	RVR 26 or 1/2	RVR 40 or 3/4	1 1/2	NA
B				
C				
D				

CHANGES: Missed approach.

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CYVR
VANCOUVER INTL

JEPPESEN
8 JUN 01 (11-2A)

VANCOUVER, BC
ILS CAT II or III Rwy 26R

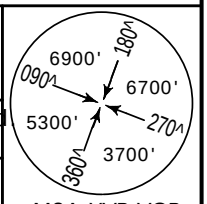
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

BRIEFING STRIP ™

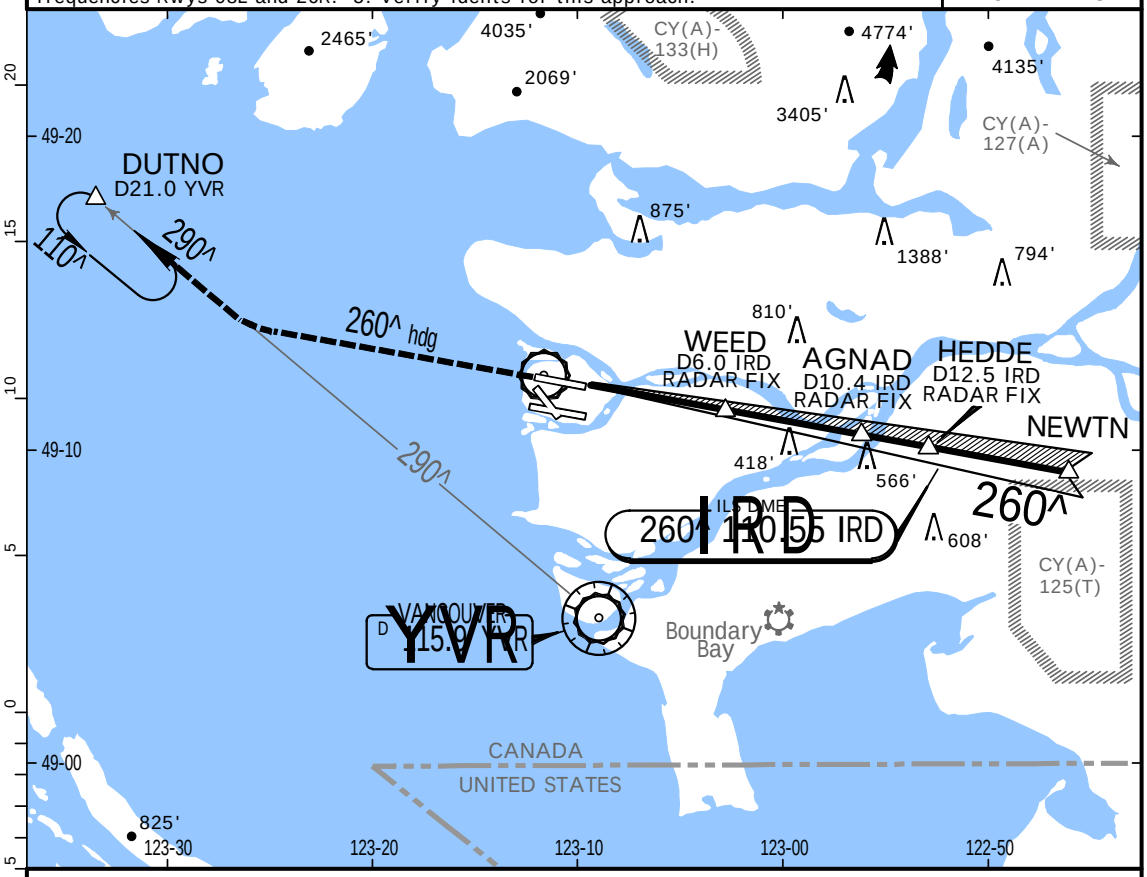
LOC IRD	Final Apch Crs	GS WEED	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.55	260^	1520' (1511')	NA	Refer to Minimums		RA 100' DA(H) 109'(100')	14' TDZE 9'

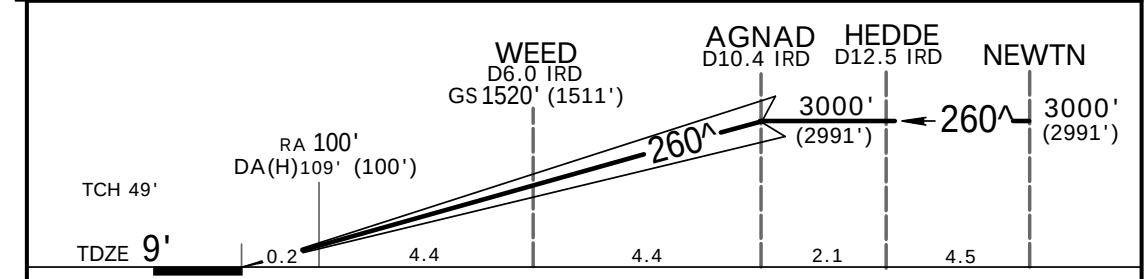
MISSED APCH: Climb on 260^ heading to intercept YVR VOR R-290 outbound Proceed to DUTNO at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Common ILS DME frequencies Rwys 08L and 26R. 5. Verify idents for this approach.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	376	484	538	645	753	860

ALSF-II PAPI | 2000 | 260^ hdg | YVR 115.9 R-290 | DUTNO

STRAIGHT-IN LANDING RWY 26R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 109' (100')
NA	NA	RVR 6	RVR 12

CHANGES: Missed approach.

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CYVR VANCOUVER INTL

JEPPESEN 20 JUL 01 (11-3)

VANCOUVER, BC ILS DME or ILS RADAR Rwy 08R

BRIEFING STRIP ™

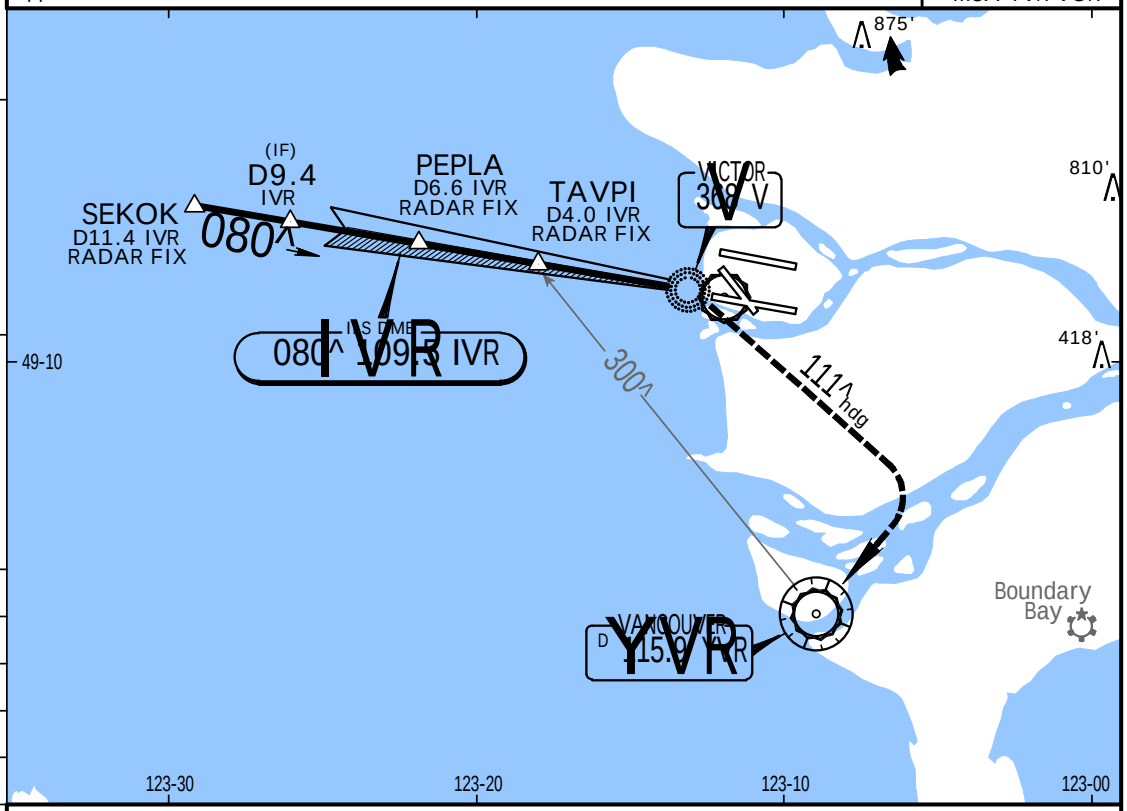
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

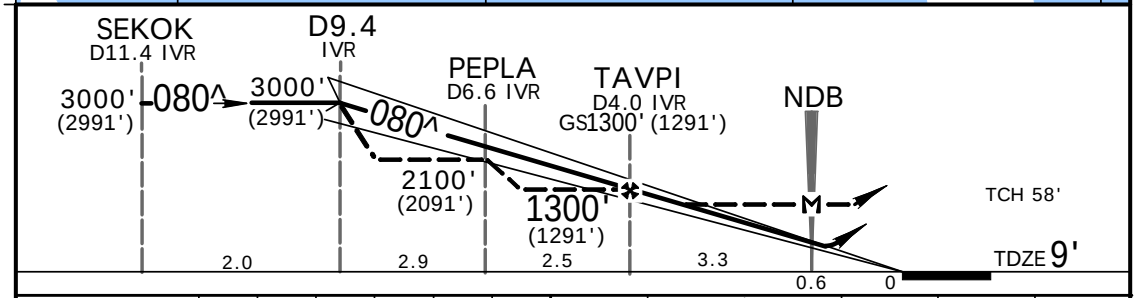
LOC IVR	Final Apch Crs	GS TAVPI	ILS DA(H)	Apt Elev 14'
109.5	080^	1300' (1291')	209' (200')	TDZE 9'

MISSED APCH: Climb on heading 111^ to 2000'. RIGHT turn direct YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. Common ILS DME frequencies Rwys 08R and 26L. 4. Verify idents for this approach.

MSA YVR VOR: 090^ 6900', 180^ 6700', 270^ 3700', 360^ 5300'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	377	484	538	646	753	861
MAP at NDB or FAF to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

HIALS PAPI | 2000' on | 111^ hdg | RT | D | YVR 115.9

STRAIGHT-IN LANDING RWY 08R

	ILS DME or ILS RADAR DA(H) 209' (200') FULL	HIALS out	LOC (GS out) DME or LOC (GS out) VOR or LOC (GS out) RADAR MDA(H) 300' (291')	HIALS out	CIRCLE-TO-LAND
A	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1		NA
B					
C					
D					

CHANGES: D-ATIS added, PEPLA waypoint added.

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CYVR
VANCOUVER INTL

JEPPESEN
20 JUL 01 (11-3A)

VANCOUVER, BC
ILS CAT II Rwy 08R

BRIEFING STRIP ™

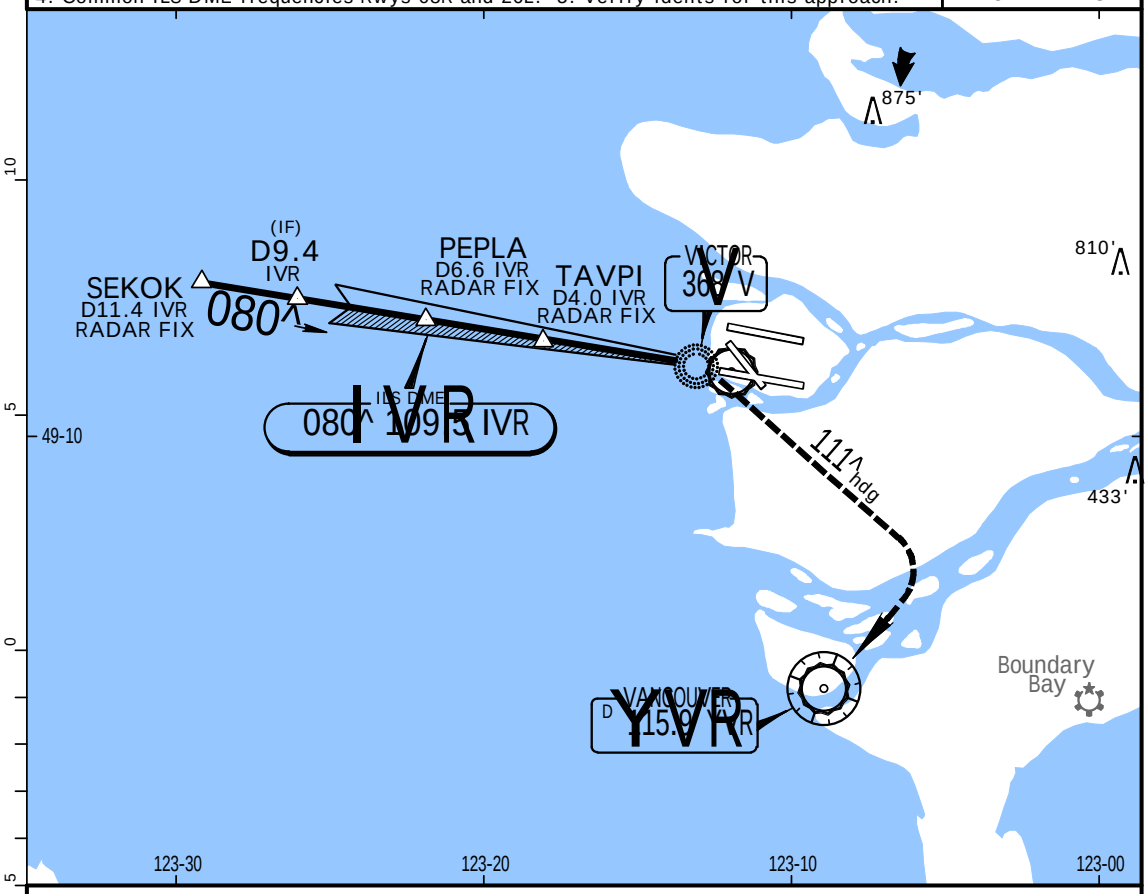
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

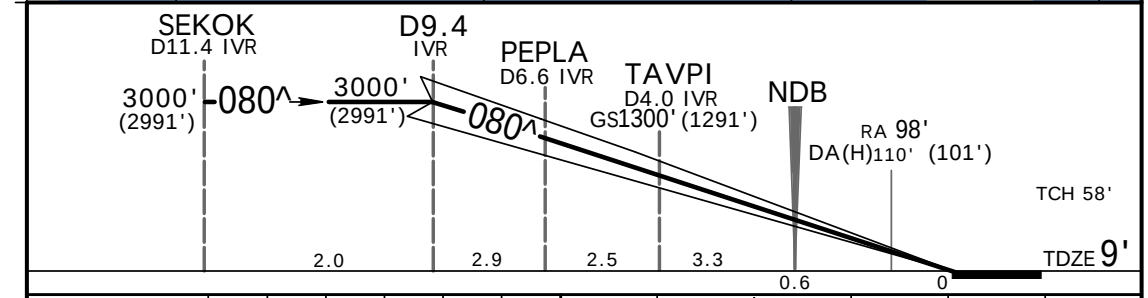
LOC IVR	Final Apch Crs	GS TAVPI	CAT II ILS RA 98' DA(H)	Apt Elev 14' TDZE 9'
109.5	080^	1300' (1291')	110' (101')	

MISSED APCH: Climb on heading 111^ to 2000'. RIGHT turn direct YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 4. Common ILS DME frequencies Rwys 08R and 26L. 5. Verify idents for this approach.

MSA YVR VOR
180^ 6900'
090^ 6700'
270^ 5300'
360^ 3700'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	483	536	645	743	851

HIALS PAPI | 2000' on | 111^ hdg | RT | D | YVR 115.9

STRAIGHT-IN LANDING RWY08R
ILS CAT II
RA 98'
DA(H) 110' (101')

RVR 12

CHANGES: D-ATIS added, ROSS renamed TAVPI.

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CYVR VANCOUVER INTL

JEPPESEN 24 NOV 00 Eff.30.Nov. (11-4)

VANCOUVER, BC ILS or ILS RADAR Rwy 26L

BRIEFING STRIP ™

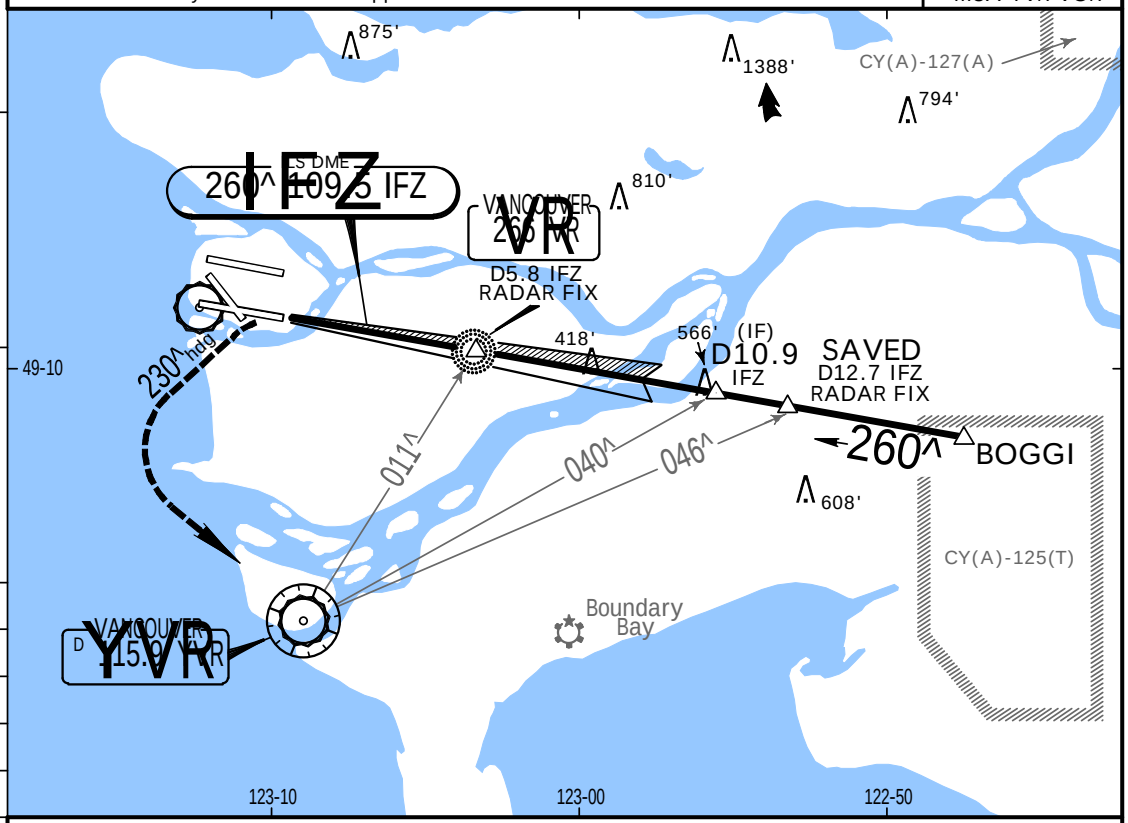
ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

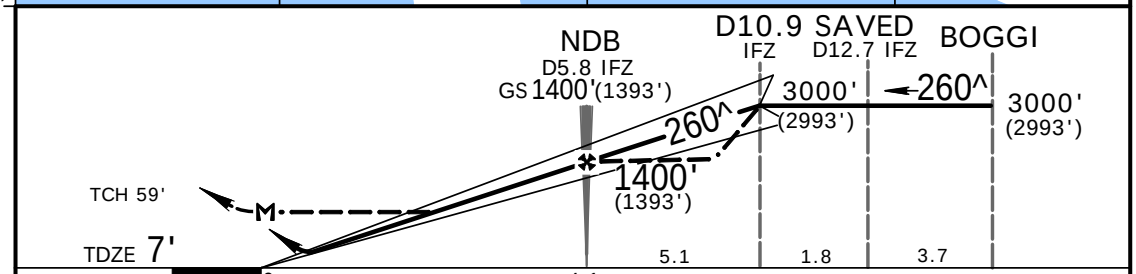
LOC IFZ	Final Apch Crs	GS NDB	ILS DA(H)	Apt Elev 14'
109.5	260^	1400' (1393')	207' (200')	TDZE 7'

MISSED APCH: Climb on heading 230^ to 2000'. LEFT turn direct YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. Procedure turn not authorized. 4. Common ILS DME frequencies Rwys 08R and 26L. 5. Verify idents for this approach.

MSA YVR VOR: 6900' 180^; 6700' 270^; 3700' 360^; 5300' 090^





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	376	482	532	644	751	849
NDB to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

HIALS, REIL, PAPI | 2000' on | 230^ hdg | LT | YVR 115.9

STRAIGHT-IN LANDING RWY 26L	ILS DME or ILS RADAR DA(H) 207' (200') FULL	ILS DME or ILS RADAR DA(H) 207' (200') HIALS out	LOC (GS out) or LOC (GS out) VOR or LOC (GS out) RADAR MDA(H) 480' (473')	LOC (GS out) or LOC (GS out) VOR or LOC (GS out) RADAR MDA(H) 480' (473') HIALS out	CIRCLE-TO-LAND
A	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	NA
B					
C			1 1/4	1 1/4	
D					

CHANGES: Note, SAVED DME.

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CYVR
VANCOUVER INTL

JEPPESEN
24 NOV 00 (11-5) .Eff.30.Nov.

VANCOUVER, BC
ILS DME Rwy 12

BRIEFING STRIP ™

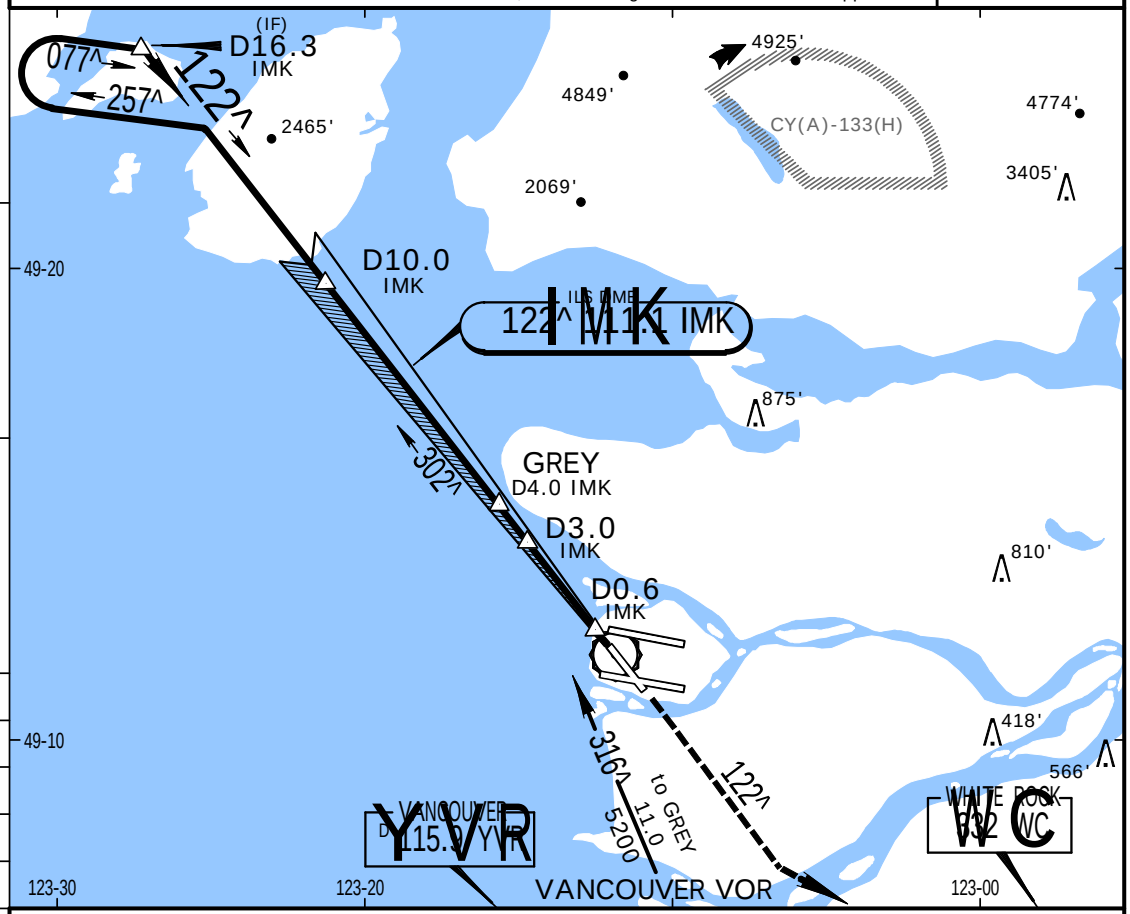
ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

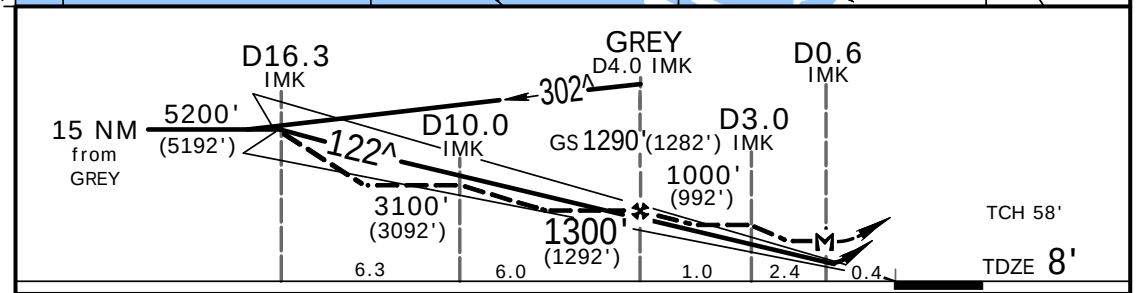
LOC IMK	Final Apch Crs	GS GREY	ILS DA(H)	Apt Elev 14'
111.1	122^	1290' (1282')	208' (200')	TDZE 8'

MISSED APCH: Climb to 3000' on track of 122^. LEFT turn to WC NDB at 3000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. High terrain to north of approach.

MSA YVR VOR: 6900' (180^), 6700' (270^), 3700' (360^), 5300' (090^)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	483	536	645	743	851
MAP at D0.6 IMK						

ALS / REIL / VASI — 3000' on 122^ — LT — WC 332

STRAIGHT-IN LANDING RWY 12

	ILS DME DA(H) 208' (200') FULL	ILS DME DA(H) 208' (200') ALS out	LOC (GS out) DME MDA(H) 340' (332')	LOC (GS out) DME MDA(H) 340' (332') ALS out
A	¾		1	
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580' (566')-1¾
120	
140	580' (566')-2
165	660' (646')-2

CHANGES: See other side.

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CYVR

VANCOUVER INTL

JEPPESEN

20 JUL 01 (11-6)

VANCOUVER, BC
CONVERGING ILS DME or ILS RADAR Rwy 08R

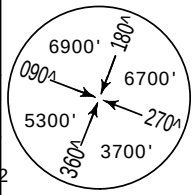
D-ATIS		VANCOUVER Arrival		VANCOUVER Tower		Ground	
		Outer	Inner	South	North	South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

BRIEFING STRIP ™

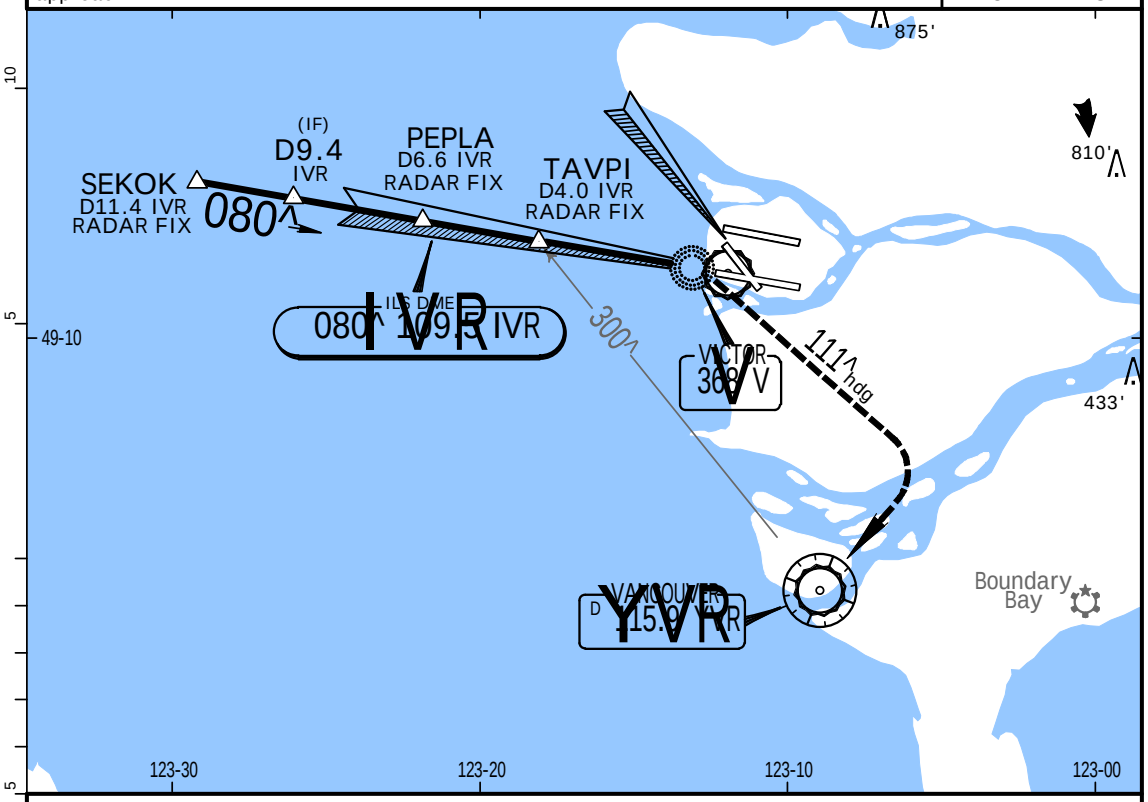
LOC IVR	Final Apch Crs	GS TAVPI	ILS DA(H)	Apt Elev 14'
109.5	080^	1300' (1291')	209' (200')	TDZE 9'

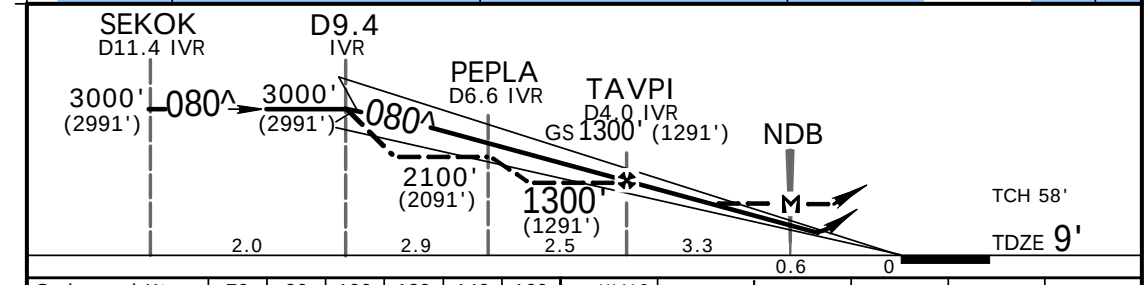
MISSED APCH: Climb on heading 111^ to 2000'. RIGHT turn direct YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. Simultaneous converging approach authorized with converging ILS DME Rwy 12 approach 4. Common ILS DME frequencies Rwys 08R and 26L. 5. Verify idents for this approach.



MSA YVR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	377	483	536	645	743	851

HIALS PAPI | 2000' on | 111^ hdg | RT | YVR 115.9

STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND	
ILS DME or ILS RADAR DA(H) 209' (200')		LOC (GS out) DME or LOC (GS out) RADAR MDA(H) 300' (291')			
FULL	HIALS out		HIALS out		
A				A	
B				B	
C	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1	C	NA
D				D	

CHANGES: D-ATIS added, ROSS renamed TAVPI, minimums.

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CYVR VANCOUVER INTL

JEPPESEN 20 JUL 01

VANCOUVER, BC
(11-7) CONVERGING ILS or ILS RADAR Rwy 26L

BRIEFING STRIP ™

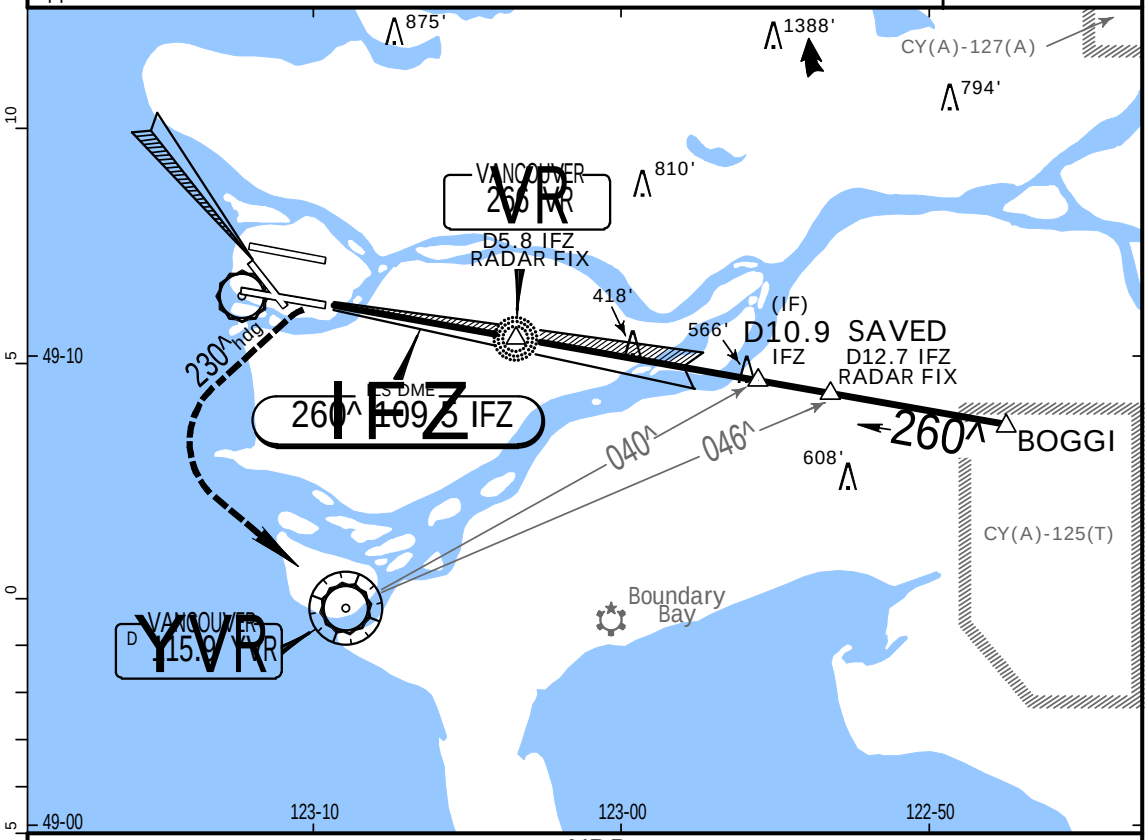
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

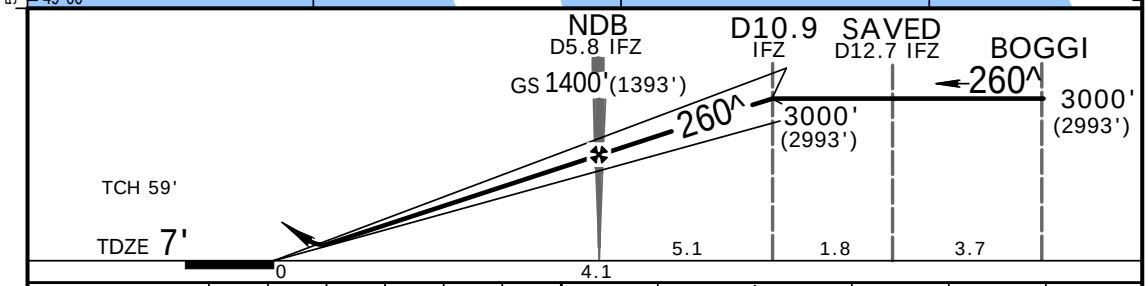
LOC IFZ	Final Apch Crs	GS NDB	ILS DA(H)	Apt Elev 14'
109.5	260^	1400' (1393')	207' (200')	TDZE 7'

MISSED APCH: Climb on heading 230^ to 2000'. LEFT turn direct YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR or RNAV required. 3. Simultaneous converging approach authorized with converging ILS DME Rwy 12 approach 4. Common ILS DME frequencies Rwys 08R and 26L. 5. Verify idents for this approach.

MSA YVR VOR: 6900' 180^, 6700' 090^, 5300' 270^, 3700' 360^





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	483	536	645	743	851

HIALS PAPI | 2000' on | 230^ hdg | LT | YVR 115.9

STRAIGHT-IN LANDING RWY 26L
ILS or
ILS RADAR
DA(H) 207' (200')

	FULL	HIALS out
A	RVR 26 or 1/2	RVR 40 or 3/4
B		
C		
D		

CIRCLE-TO-LAND

A	NA
B	
C	
D	

CHANGES: D-ATIS added, lighting.

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CYVR VANCOUVER INTL

JEPPESEN

3 SEP 99 .Eff.9.Sep. (11-8)

VANCOUVER, BC CONVERGING ILS DME Rwy 12

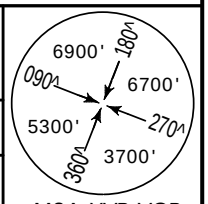
ATIS		VANCOUVER Arrival South	VANCOUVER Arrival North	VANCOUVER Tower South	VANCOUVER Tower North	Ground South	Ground North
114.8	124.6	128.6	133.1	118.7	119.55	121.7	127.15

BRIEFING STRIP ™

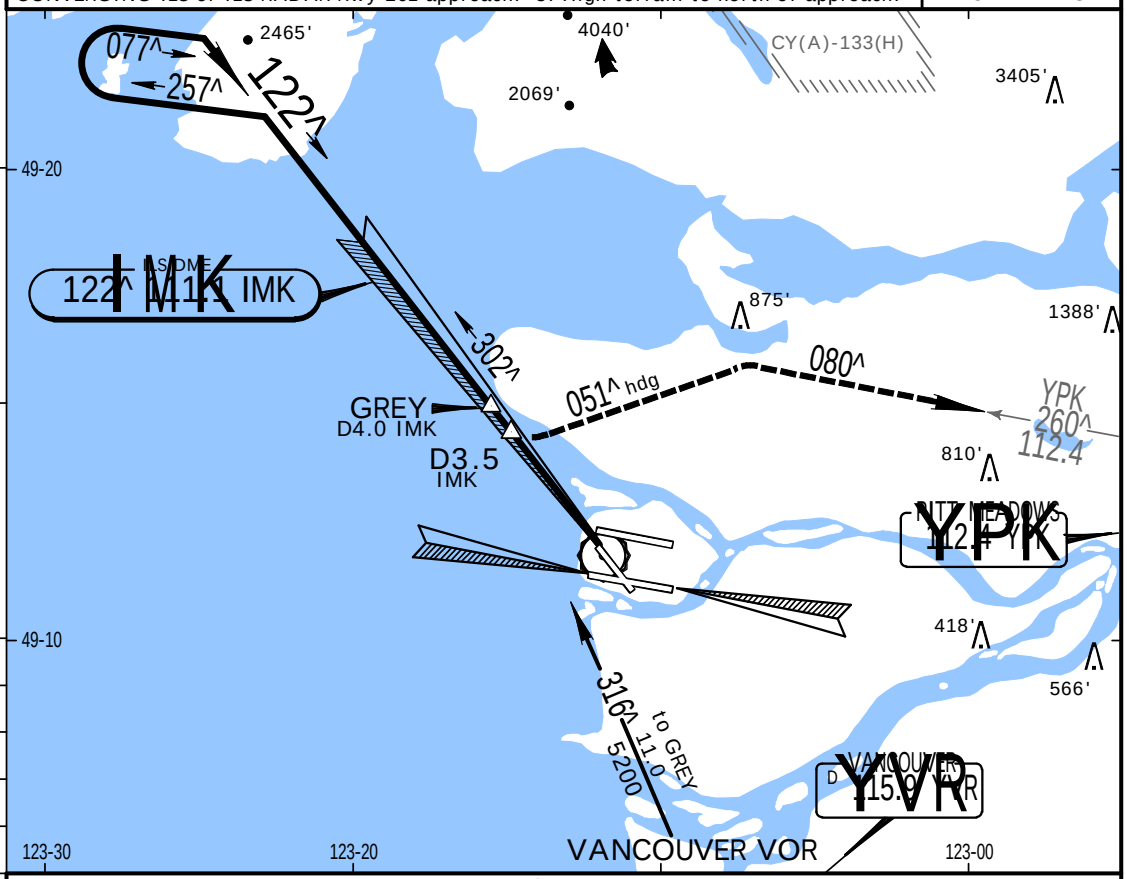
LOC IMK	Final Apch Crs	GS GREY	ILS DA(H)	Apt Elev 14'
111.1	122^	1290' (1282')	1144' (1136')	TDZE 8'

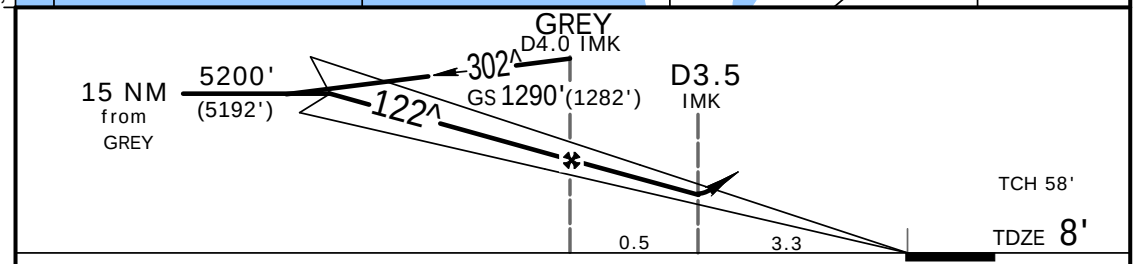
MISSED APCH: LEFT turn, climb to 2000' on heading 051^. RIGHT turn to YPK VOR inbound via YPK VOR R-260 at 3000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. Simultaneous converging approach authorized with CONVERGING ILS DME or ILS RADAR Rwy 08R approach or with CONVERGING ILS or ILS RADAR Rwy 26L approach. 3. High terrain to north of approach.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	483	536	645	743	851

ALS / REIL / VASI | LT | 2000' on 051^ hdg | RT | YPK 112.4

STRAIGHT-IN LANDING RWY 12
ILS
DA(H) 1144' (1136')
ALS out

A	
B	3
C	
D	NA

CHANGES: Reverse side LOC (BC) Rwy 30 cancelled.

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CYVR
VANCOUVER INTL

JEPPESEN
19 JAN 01
.Eff.25.Jan.
16-1

VANCOUVER, BC
(GPS) NDB DME Rwy 08R

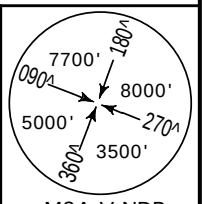
BRIEFING STRIP ™

ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

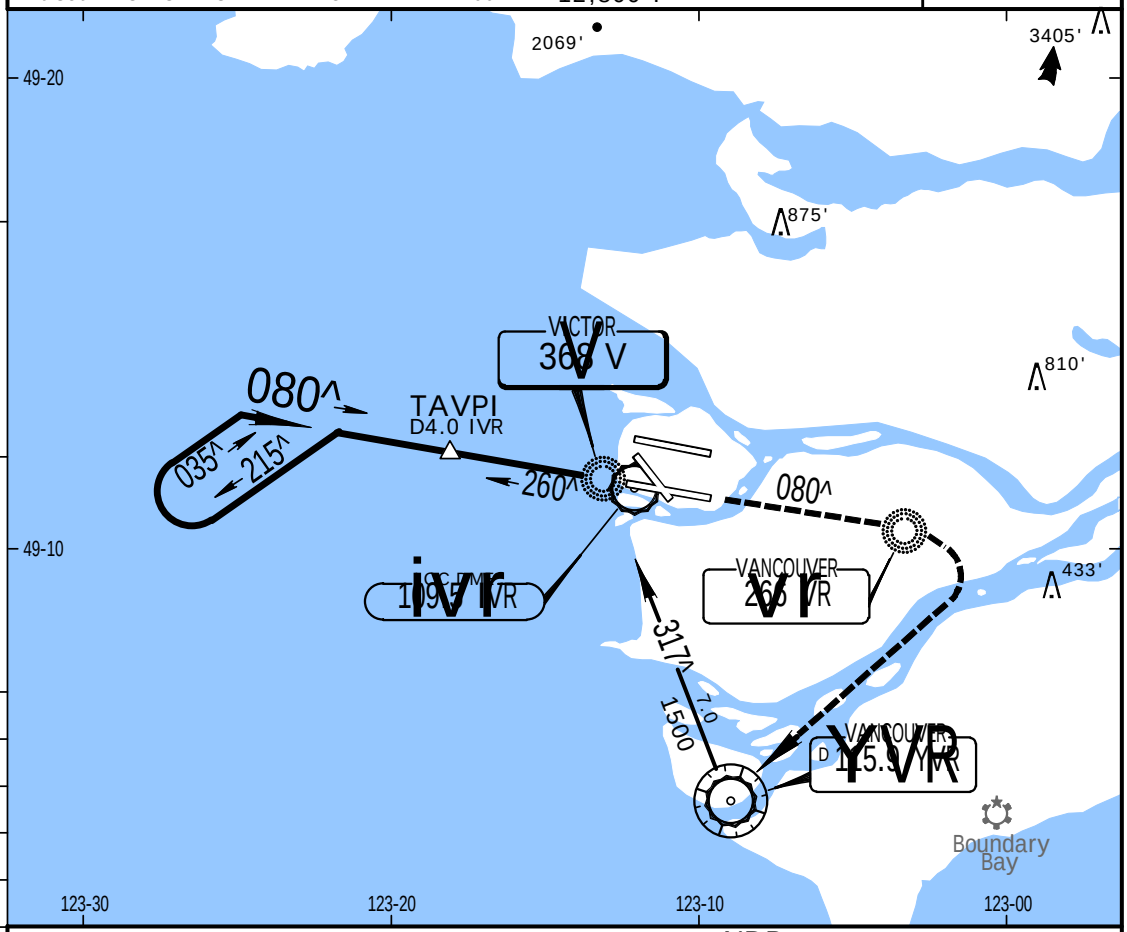
NDB V	Final Apch Crs	Minimum Alt TAVPI	MDA(H)	Apt Elev 14'
368	080^	1300'(1291')	480'(471')	TDZE 9'

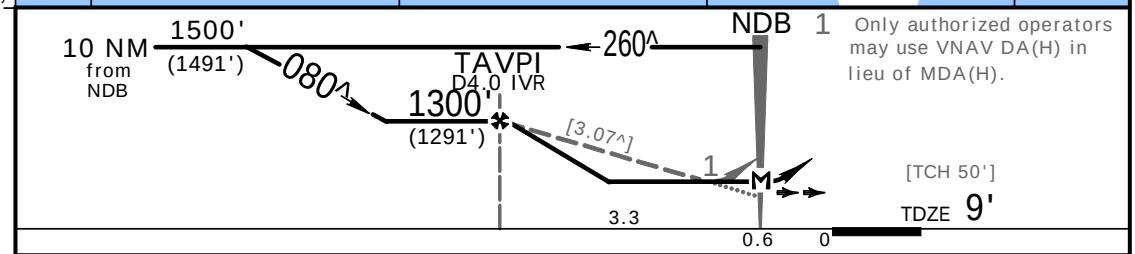
MISSED APCH: Climb on track of 080^ to VR NDB. RIGHT turn direct YVR VOR at 2000'.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'.



MSA V NDB





Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07^]	380	489	543	652	760	869
MAP at NDB						

HIALS
PAPI
080^
VR 266

STRAIGHT-IN LANDING RWY 08R
MDA(H) 480'(471')

	HIALS out
A	RVR 50 or 1
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640'(626')-2
120	660'(646')-2
140	680'(666')-2
165	780'(766')-2¼

CHANGES: Communications, ROSS renamed TAVPI.

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CYVR
VANCOUVER INTL

JEPPESEN
19 JAN 01 (16-2) .Eff.25.Jan.

VANCOUVER, BC
(GPS) NDB Rwy 26L

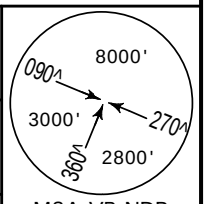
BRIEFING STRIP ™

ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower South	North	Ground South	North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

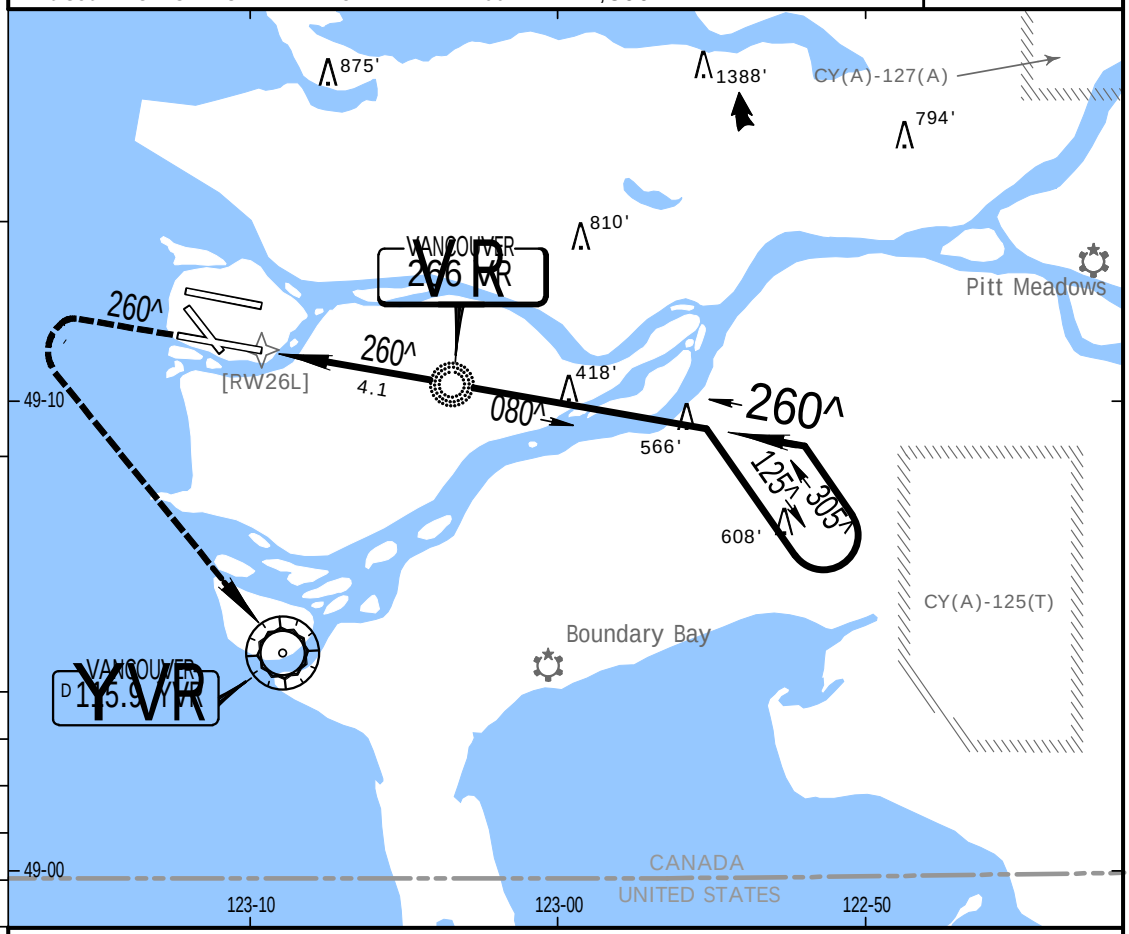
NDB VR	Final Apch Crs	Minimum Alt NDB	MDA(H)	Apt Elev 14'
266	260^	1200' (1193')	580' (573')	TDZE 7'

MISSED APCH: Climb to 2000' on track of 260^. LEFT turn direct YVR VOR at 2000'.

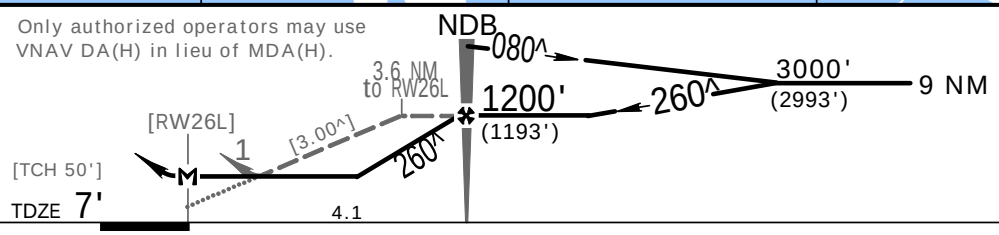
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'.



MSA VR NDB



1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
NDB to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

HIALS
REIL
PAPI

2000' on 260^ LT D

YVR 115.9

STRAIGHT-IN LANDING RWY 26L
MDA(H) 580' (573')
HIALS out

A	RVR 60 or 1¼
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640'(626')-2
120	660'(646')-2
140	680'(666')-2
165	780'(766')-2¼

CHANGES: Communications.

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CYVR
VANCOUVER INTL

JEPPESEN
18 FEB 00 (18-1) .Eff.24.Feb.

VANCOUVER, BC
GPS Rwy 30

BRIEFING STRIP TM

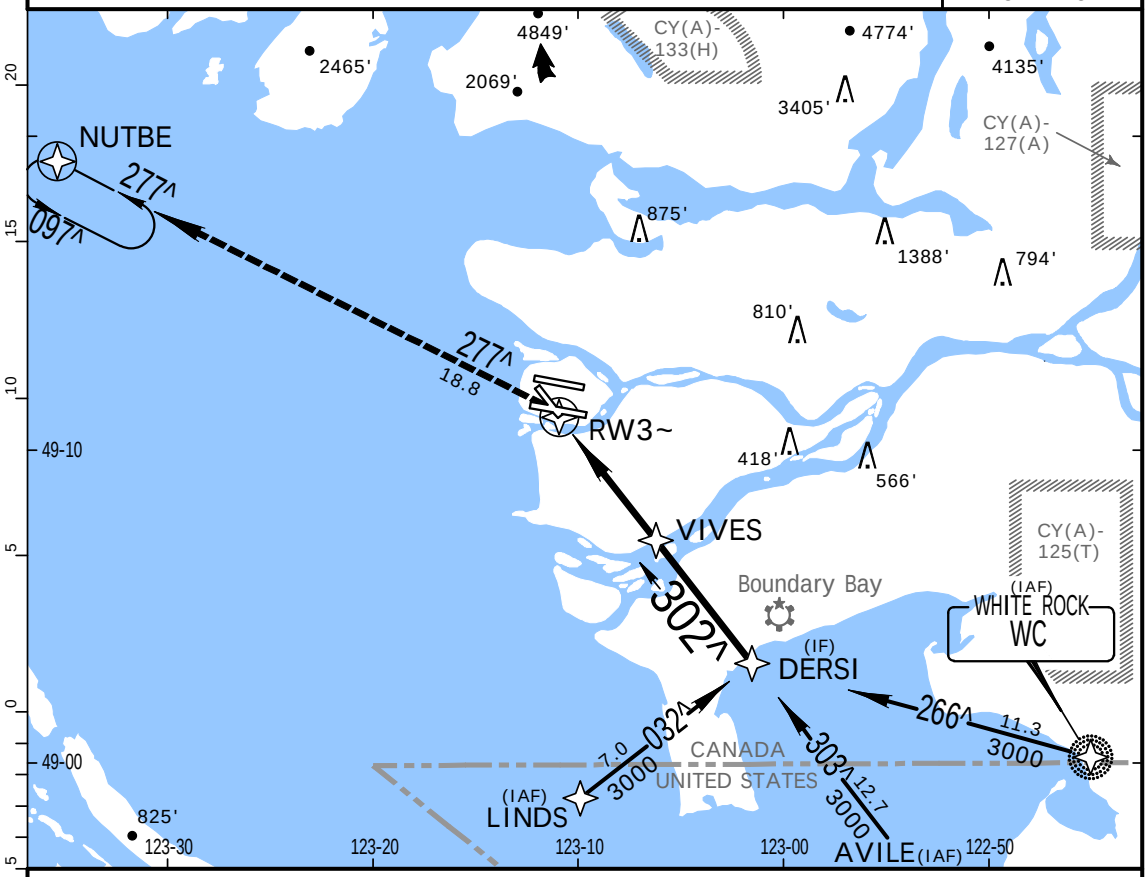
ATIS		VANCOUVER Arrival South	VANCOUVER Arrival North	VANCOUVER Tower South	VANCOUVER Tower North	Ground South	Ground North
124.6	124.75	128.6	133.1	118.7	119.55	121.7	127.15

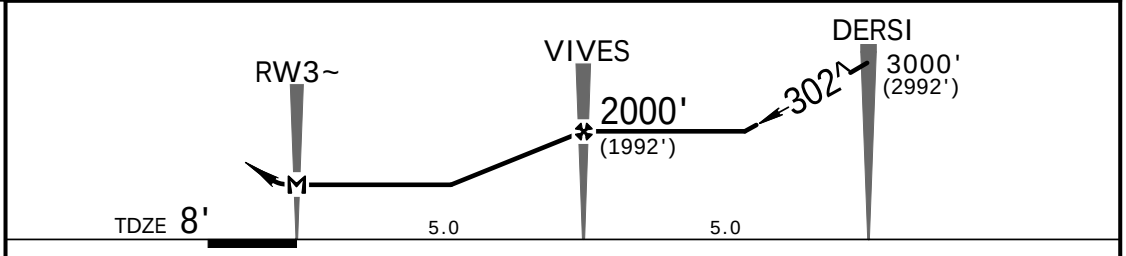
GPS	Final Apch Crs	Minimum Alt VIVES	MDA(H)	Apt Elev 14' / TDZE 8'
	302^	2000' (1992')	520' (512')	

MISSED APCH: Climbing LEFT turn to NUTBE on track 277^. Maintain 2000'. Hold inbound 277^ LEFT turns.

Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 12,800'.

8000'
MSA RW3~





								SSALR / PAPI	2000' LT	277^	NUTBE
MAP at RW3~											

STRAIGHT-IN LANDING RWY 30

MDA(H) 520' (512')

	ALS out
A	1½
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640'(626')-2
120	660'(646')-2
140	680'(666')-2
165	780'(766')-2¼

CHANGES: New procedure.

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CYVR VANCOUVER INTL

17 AUG 01 (19-1)

JEPPESEN

VANCOUVER, BC
VISUAL APPROACHES Rwys 26L & 26R

BRIEFING STRIP ™

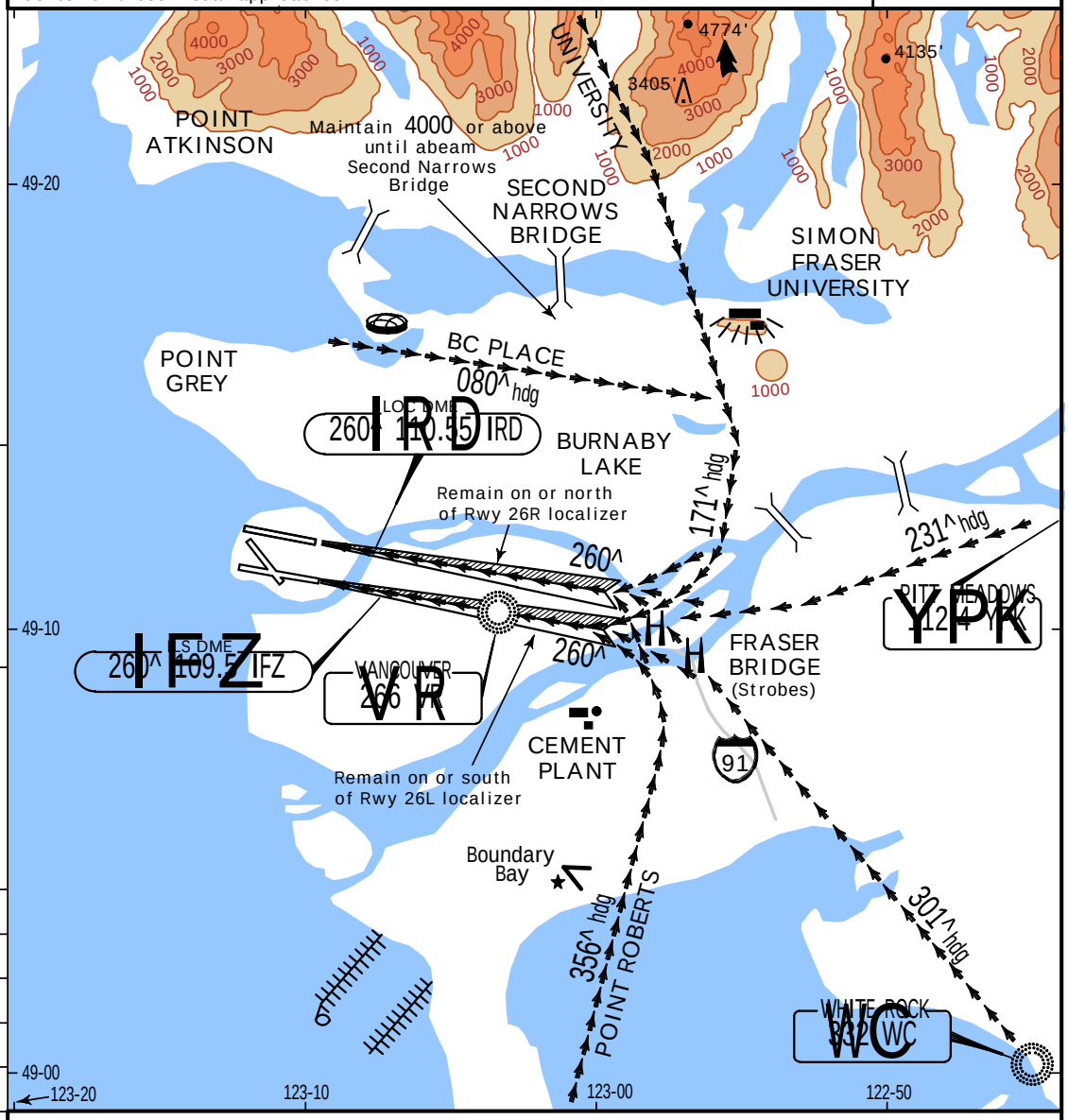
D-ATIS		VANCOUVER Arrival Outer	Inner	VANCOUVER Tower North	South	Ground North	South
124.6	124.75	128.6	133.1	119.55	118.7	127.15	121.7

NAVAIDS-	Final Apch Crs	No FAF	CEIL-VIS	Apt Elev 14'
Refer to Planview	Refer to Planview		2000'-3	

No MSA Published

MISSED APCH: No Missed Approach procedure

Alt Set: INCHES 1. Common ILS DME frequencies Rwys 08L/26R & 08R/26L. Verify idents for these visual approaches.



BC PLACE VISUAL RWYS 26L, 26R
UNIVERSITY VISUAL RWYS 26L, 26R
PITT MEADOWS VISUAL RWYS 26L, 26R
WHITE ROCK VISUAL RWYS 26L, 26R
POINT ROBERTS VISUAL RWYS 26L, 26R

Intercept rwy centerline at or above 3000.

GO AROUND PROCEDURE: Climb on 260^ hdg to 2000' or as directed by ATC.

WEATHER MINIMUMS
Ceiling 2000'-Vis 3

CHANGES: D-ATIS, arrival communications, contours added.

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CYVR VANCOUVER INTL

17 AUG 01

JEPPESEN

VANCOUVER, BC
(19-2) VISUAL APPROACHES Rwys 08L & 08R

BRIEFING STRIP ™

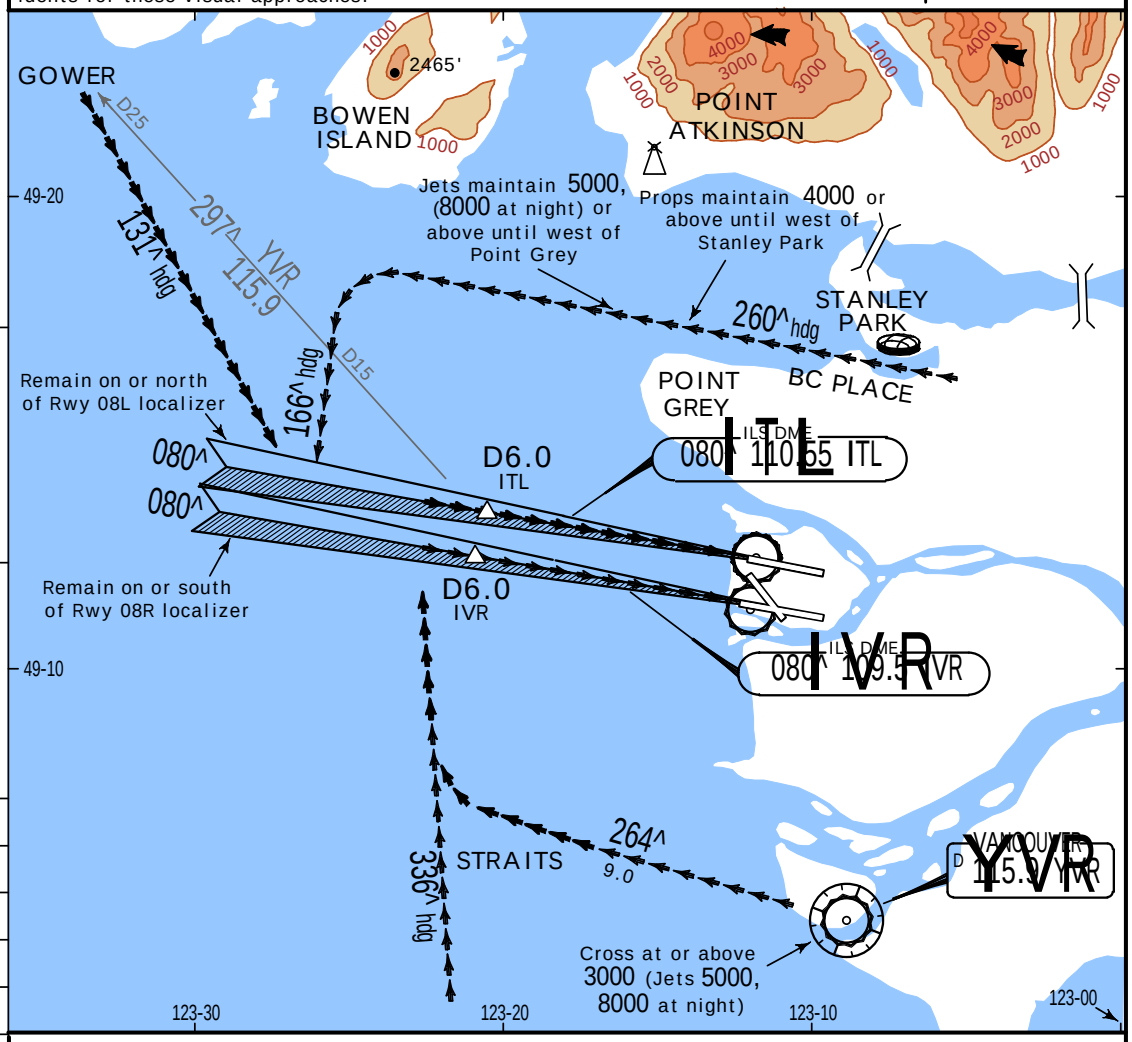
D-ATIS		VANCOUVER Arrival Outer	VANCOUVER Arrival Inner	VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
124.6	124.75	128.6	133.1	119.55	118.7	127.15	121.7

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 2000'-3	Apt Elev 14'

No MSA Published

MISSED APCH: No Missed Approach procedure

Alt Set: INCHES 1. Common ILS DME frequencies Rwys 08L/26R & 08R/26L. Verify idents for these visual approaches.



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.

GO AROUND PROCEDURE: Climb on 080^ hdg to 2000' or as directed by ATC.

WEATHER MINIMUMS
Ceiling 2000'-Vis 3

CHANGES: D-ATIS, arrival communications, contours added.

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CYVR
VANCOUVER INTL

JEPPESEN
17 AUG 01 (19-3)

VANCOUVER, BC
VISUAL APPROACHES Rwy 12

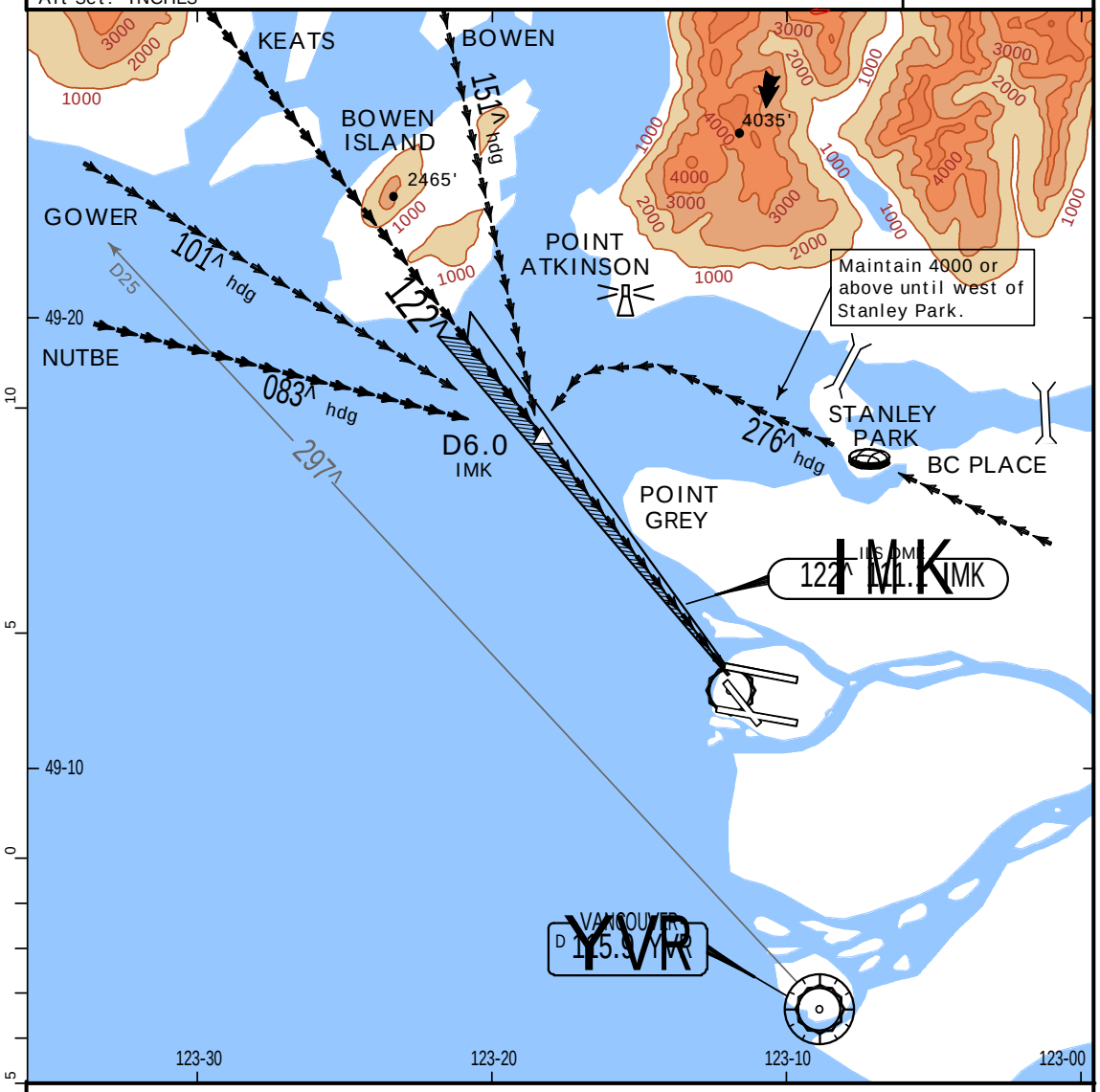
BRIEFING STRIP ™

D-ATIS		VANCOUVER Arrival Outer	VANCOUVER Arrival Inner	VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
124.6	124.75	128.6	133.1	119.55	118.7	127.15	121.7

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 2000'-3	Apt Elev 14'	No MSA Published

MISSED APCH: No Missed Approach procedure

Alt Set: INCHES



GOWER VISUAL RWY 12
KEATS VISUAL RWY 12
BOWEN VISUAL RWY 12
BC PLACE VISUAL RWY 12 (PROPS ONLY)
NUTBE VISUAL RWY 12
Intercept rwy centerline not less than 6 DME at or above 3000.
Cross 6 DME at 160 kts or less.

GO AROUND PROCEDURE: Climb on 120^ hdg to 2000' or as directed by ATC.

WEATHER MINIMUMS
Ceiling 2000'-Vis 3

CHANGES: D-ATIS, arrival communications, contours added.

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