

GENERAL**Operational Hours****ATS Hours:** TWR 1500-0700‡**AD OPS Hours:** Not published**Airport Information****RFF:** CAT 6 for SKED ACFT with 20 PAX seats or above, other ACFT 2HR PN**PCN:** O/R**Customs:** 1600-0800‡**Operation****Traffic Note:** RWY and APCH lights are turned off when TWR CLSD, thereafter activation through control from the Cranbrook FSS.**Aerodrome Level of Service**

RWY 01/19: 2600R/0.5V.

RWY 07/25: 1200R/0.25V.

Low Visibility Procedure

RWY 01/19 and TWY B, C, C1 and C4 not AVBL when RVR below 2600ft.

TWY Restriction

TWY D uncontrolled east of blast fence.

TWY B restricted to ACFT with wingspan 24m / 78ft or below.

Reverse turns to exit RWY 07 onto TWY C4 restricted to ACFT with wingspan 15m / 50ft or below.

Turns onto TWY A from TWY C restricted to ACFT with wingspan 52m / 171ft or below.

Turns west onto TWY C4 and east onto TWY C1 from TWY C restricted to ACFT with wingspan 40m / 133ft or below.

Parking

Due to limited parking space, PPR required.

ACFT parking on APN 1 north of TWY B incl. TWY A MAX wingspan 36m / 118ft.

Warnings**EMERG FREQ:** 121.500 not AVBL on TWR.

Tall vehicles on road south of THR RWY 01, for night OPS use of PAPI mandatory.

Parachute activity 5NM NNE of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

MAX IAS 200KT below 3000ft AGL within 10NM of AD.

Communication**COM Failure:** See CRAR Canada and in addition;**MADEE**

After YAANO proceed direct HUH VOR/DME and hold.

Arrival Procedure**VFR Traffic Pattern:** RWY 07 and 01 right-hand circuit.

ARRIVAL**Land And Hold Short Operation (LAHSO)**

These OPS include LDG and hold short of an intersection RWY/TWY or other predetermined points on the RWY.

LDA FOR SIMULTANEOUS RWY OPS

FROM	TO	LDA
THR RWY 19	Short of RWY 07/25	1402m / 4600ft
THR RWY 25	Short of RWY 01/19	2560m / 8400ft

DEPARTURE**Take-off Minima**

RWY		07	
All ACFT	ft - ft/SM	0 - 2600R/0.5V	Refer to SID
RWY		19, 25	
All ACFT	ft - ft/SM	0 - 0.5V	Refer to SID
RWY		01	
All ACFT	ft - ft/SM	Not assessed	-

Communication

COM Failure: See CRAR Canada and in addition;

ABBOTSFORD, CLEARBROOK

If no Radio contact with DEP control by published/assigned ALT:

- Continue to HUH VOR/DME then via assigned/filed route.
- Continue climb assigned/planned FL/ALT 5min after DEP.

GABVO

If no Radio contact with DEP control by published/assigned ALT:

- Continue via assigned/filed route.
- Continue climb assigned/planned FL/ALT 5min after DEP.

De-icing

Due to limited de-icing place, PPR required.

YXX-CYXX

Canada **Abbotsford**

AGC
AFC

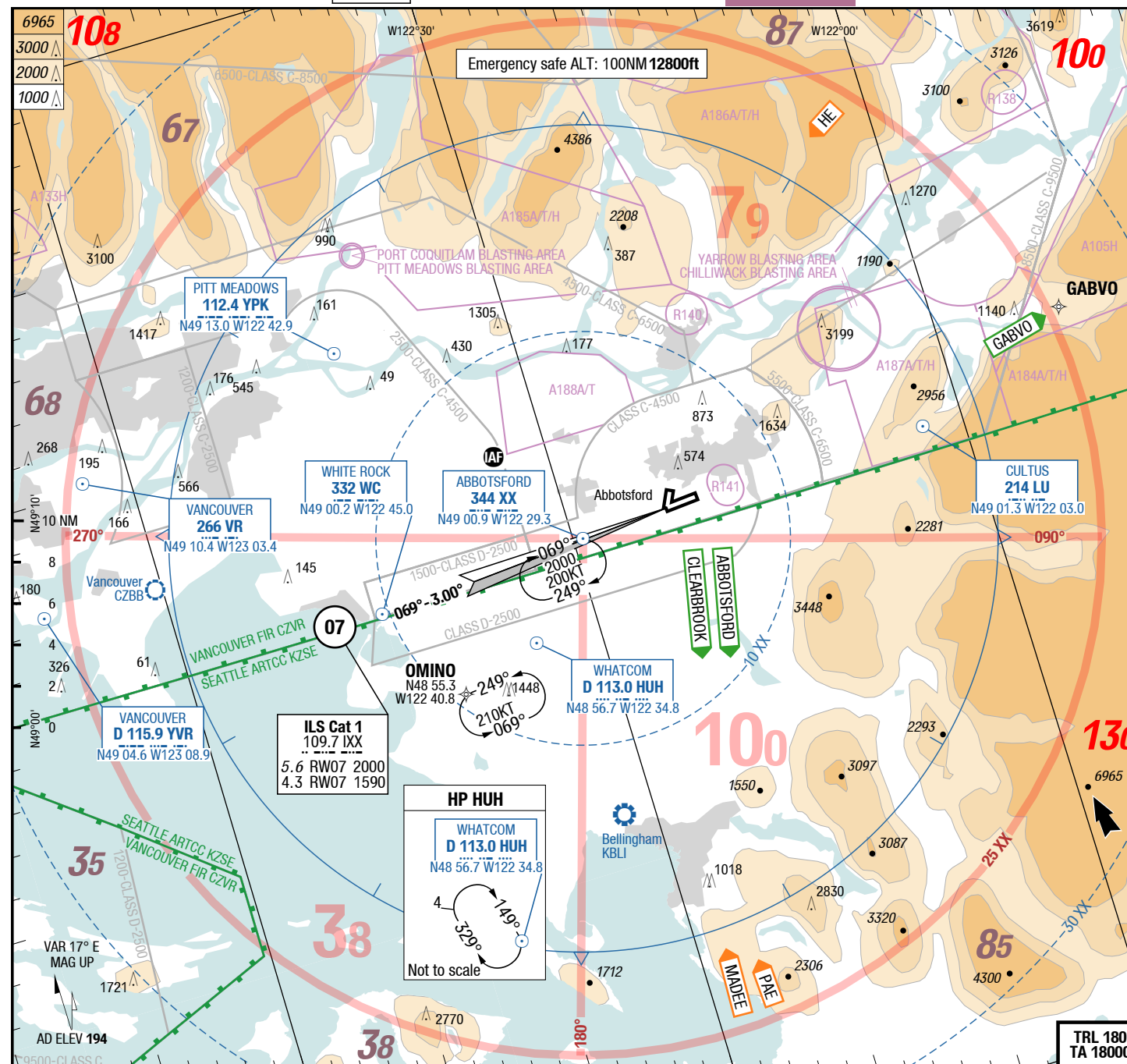
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Abbotsford Canada

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2-10



Changes: Completely revised

D-ATIS	119.800	1500-0700†
Victoria Terminal	132.700	
TWR	119.400	Inner 1500-0700† ARCAL K
	121.000	Outer 1500-0700†
GND	121.800	1500-0700†
RCO (Cranbrook RDO)	119.400	MF up to 4500 ASL 0700-1500†
RCO (Pacific RDO)	122.500	FIS
	126.700	BCST

Landing RWY system:

Landmark RT-PCR system.

01 PAPI for EWH <26ft

83.0°

60 ML

1624 x 61

THR 168 (6hPa) / TDZ 174 (---%) +0.3%

PAPI for EWH <26ft

60 ML

61 x 1624

3.0°

19 TDZ 182 (---%) / THR 182 (7hPa) -0.3%

07

732

60 HL

2925 x 61

HL-P1R THR 167 (6hPa) / TDZ 175 (---%) +0.3%

PAPI for EWH <46ft

60 HL

61 x 2835

3.0°

25 TDZ 194 (---%) / THR 194 (7hPa) -0.3%

L-N

Effective 12-OCT-2017

05-OCT-2017

YXX-CYXX

Canada Abbotsford

AGC

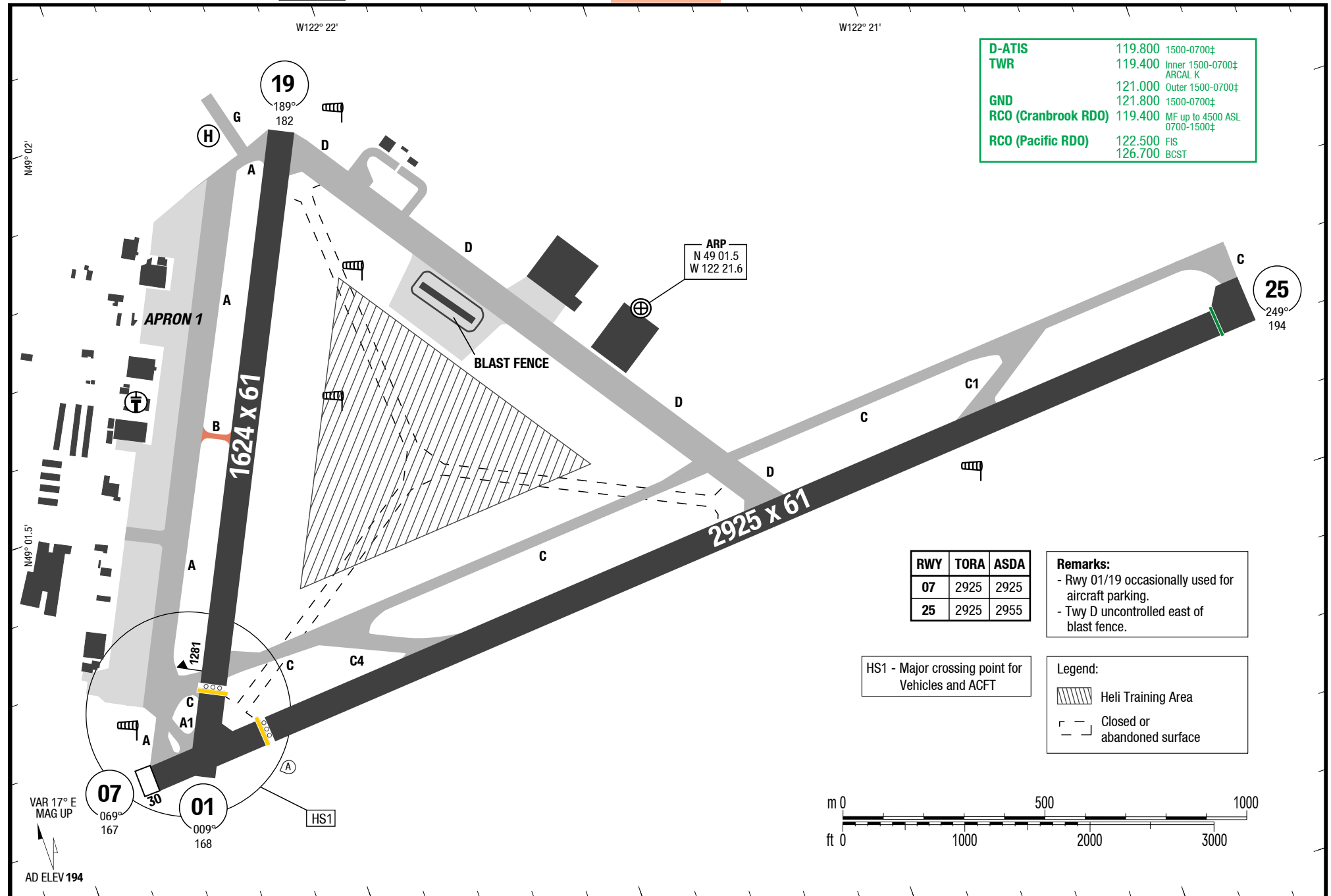
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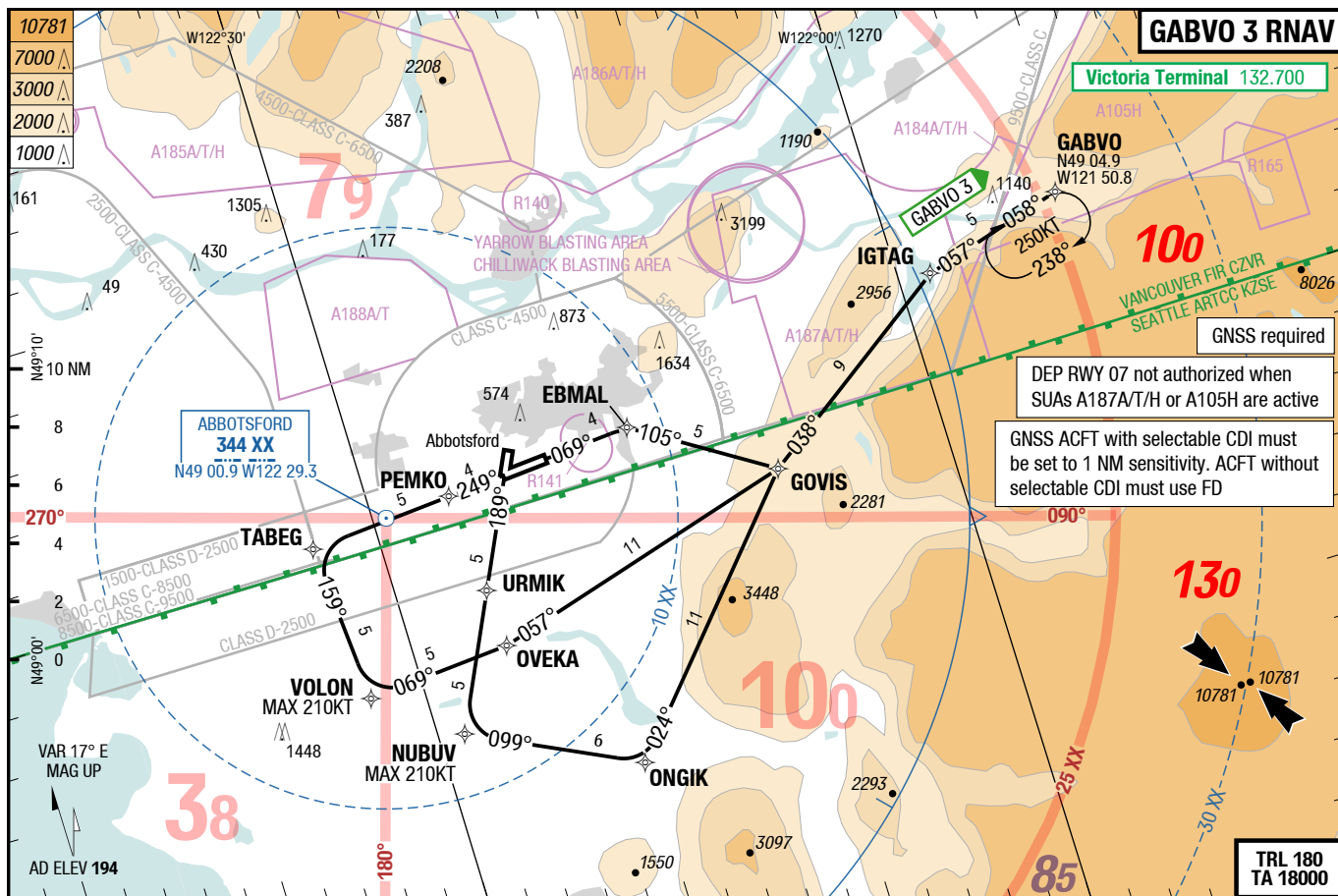
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3-20





SID



05-OCT-2017

YXX-CYXX

5-10

GABVO 3 RNAV

GABVO 3

RWYs 07 (069°) / 19 (189°) / 25 (249°)

When passing 1500, contact Victoria Terminal.

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
GABVO 3 GBV 3 8.3% to 11000 132.700 ①	EBMAL - GOVIS - IGTAG - GABVO - shuttle climb as required (MAX 250KT)	initial climb 11000
	Runway 19	
GABVO 3 GBV 3 6.1% to 11000 132.700	URMIK - NUBUV (MAX 210KT) - ONGIK - GOVIS - IGTAG - GABVO	initial climb 11000
	Runway 25	
GABVO 3 GBV 3 5.9% to 11000 132.700	PEMKO - TABEG - VOLON (MAX 210 KT) - OVEKA - GOVIS - IGTAG - GABVO	initial climb 11000

① DEP not authorized when SUAs A187A/T/H or A105H are active.

ABBOTSFORD 9 / CLEARBROOK 2

RWYs 07 (069°) / 19 (189°) / 25 (249°)

When passing 1500, contact Victoria Terminal.

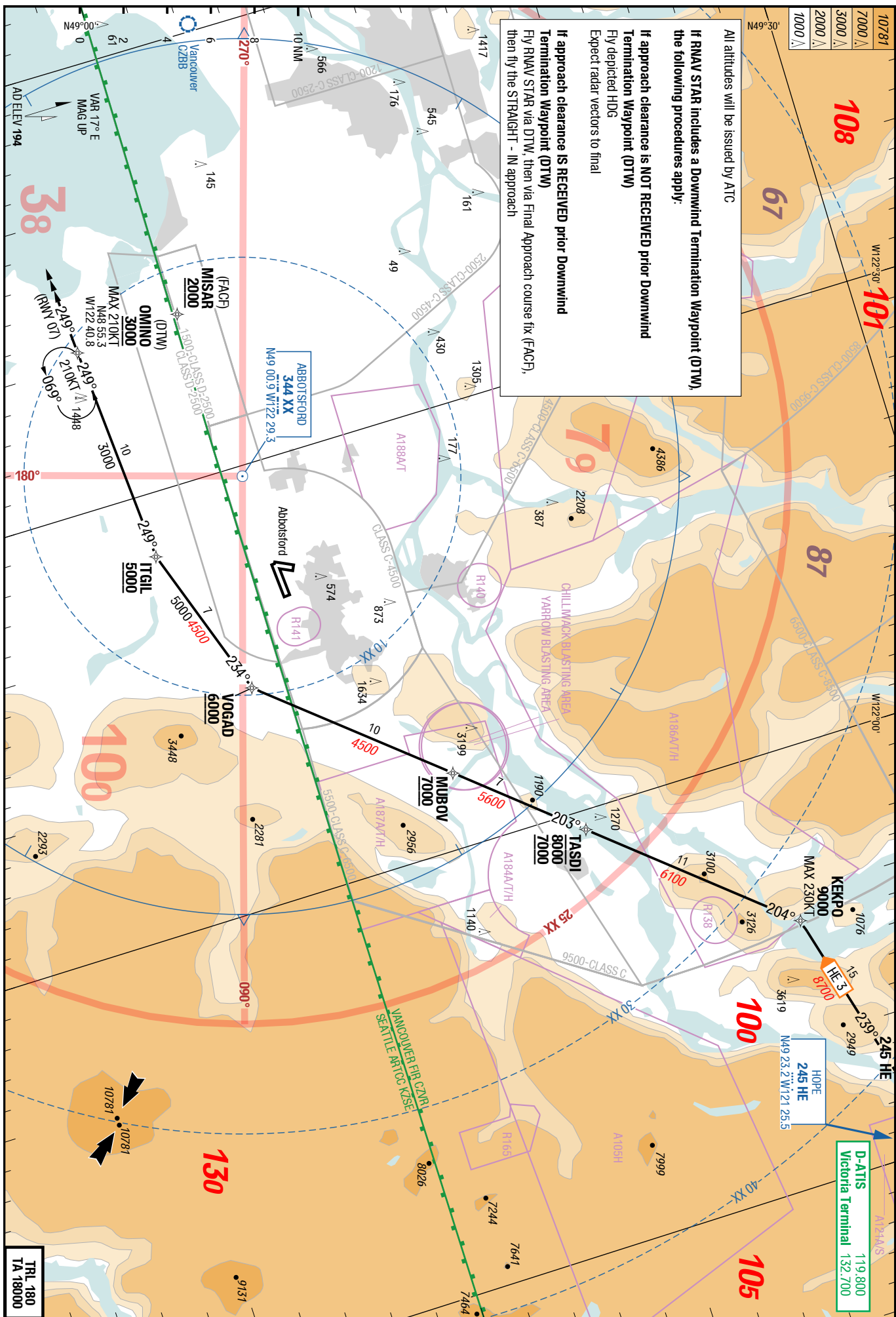
	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

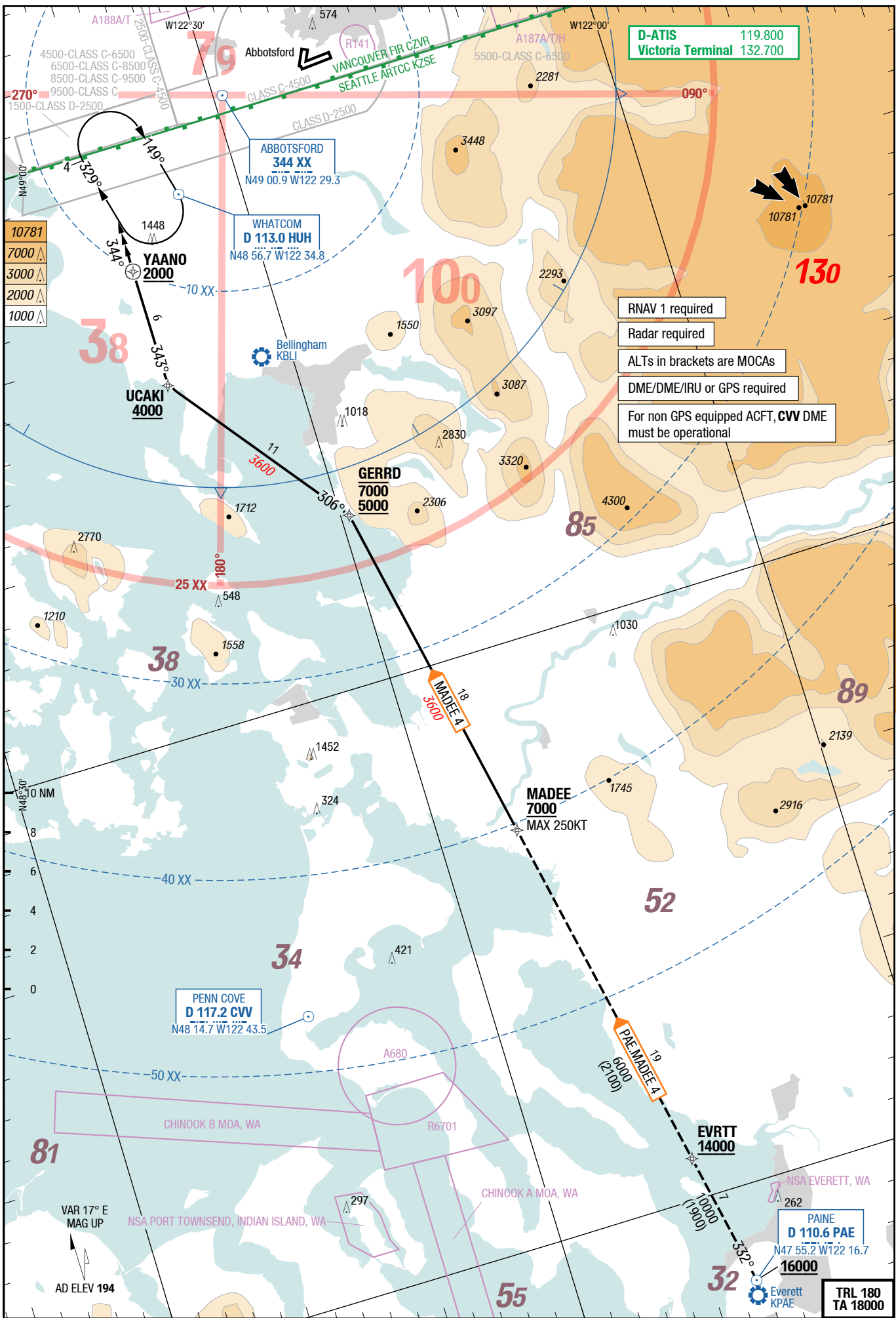
DESIGNATOR	ROUTING	ALTITUDES
ABBOTSFORD 9 132.700		initial climb 3000
RWY 19	HDG 189° - expect vectors to filed assigned route	
RWY 25 6.8% to 600	HDG 249° - expect vectors to filed assigned route	
CLEARBROOK 2 (RWY 07) 7.9% to 4700 132.700	HDG 069° - at MNM 1800 RT HDG 204° - expect vectors to filed assigned route	initial climb 5000

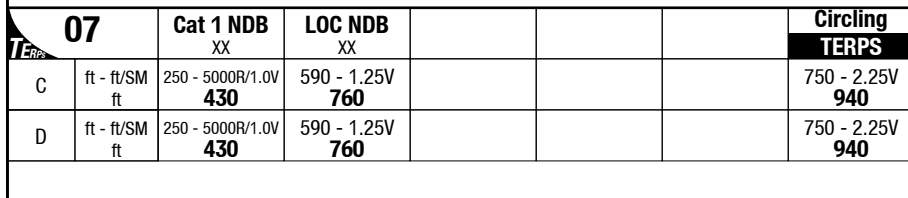
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MADEE 4 RNAV

HOPE 3 RNAV

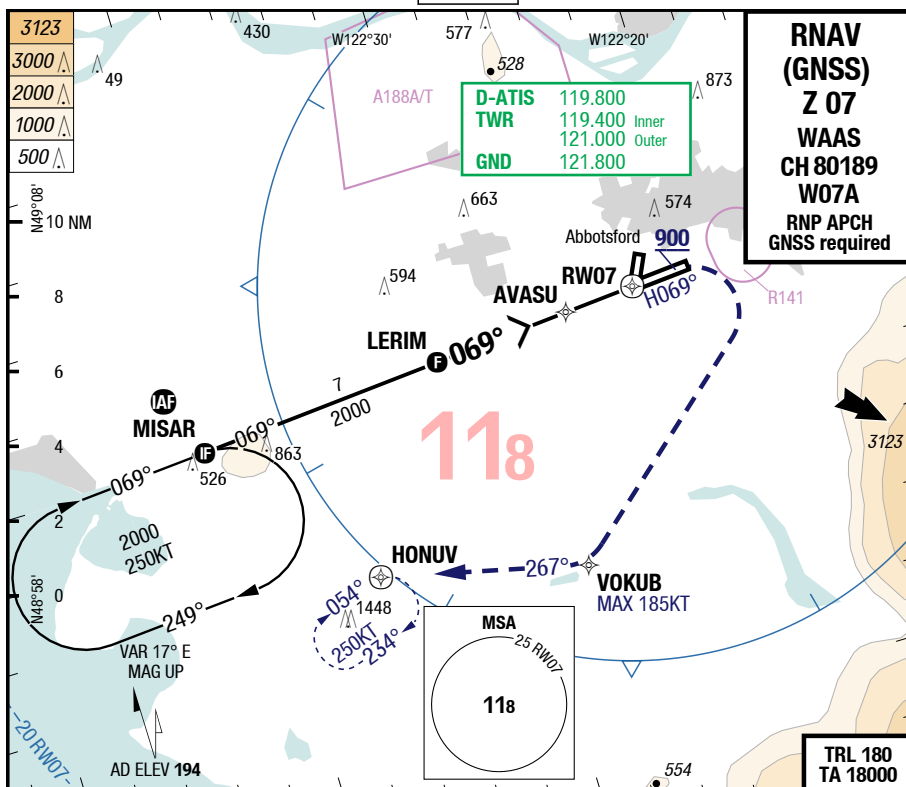




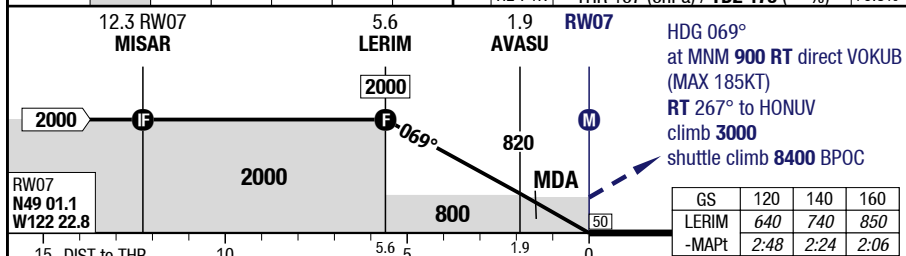


7-30

RNAV (GNSS) Z 07



3.00° RW07	5.6	5	4	3	2	<div> <div>07</div> <div> <div>▷ ▷ 60 HL</div> <div>732</div> <div>2925 x 61</div> </div> </div>
	2000	1810	1490	1180	860	



07		RNAV GNSS LPV	RNAV GNSS VNAV ¹⁾	RNAV GNSS LNAV			Circling TERPS
C	ft - ft/SM ft	250 - 5000R/1.0V 430	670 - 2.0V 850	590 - 1.25V 760			750 - 2.25V 940
D	ft - ft/SM ft	250 - 5000R/1.0V 430	670 - 2.0V 850	590 - 1.25V 760			750 - 2.25V 940

1) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (129°F)

NDB 07

