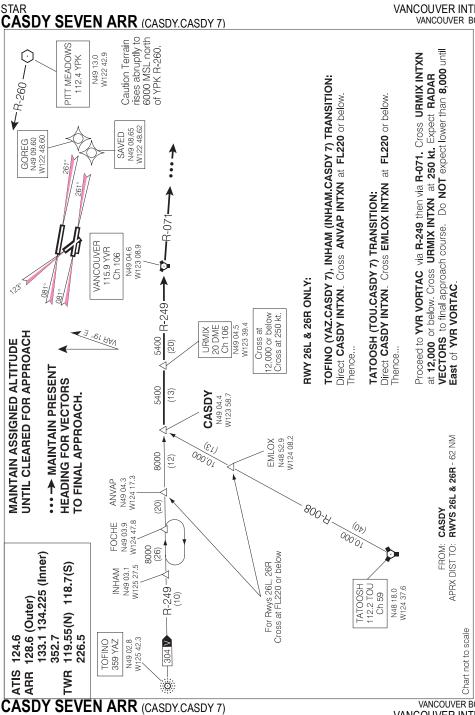


SEVEN ARR (BOOTH.BOOTH 7)

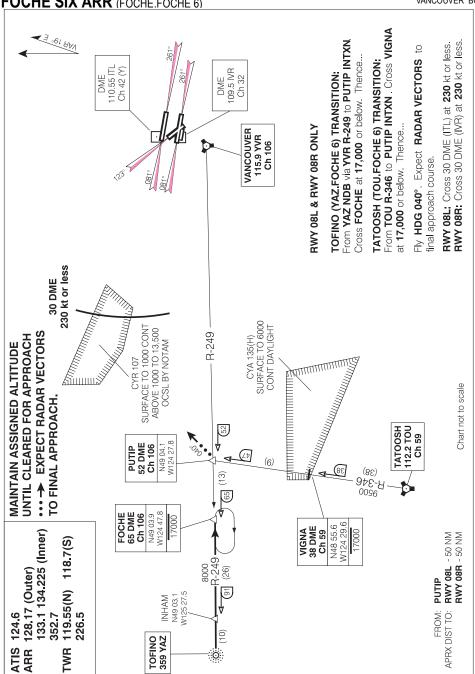
VANCOUVER BC



EFF 30 AUG 07

CHANGE: COMM box

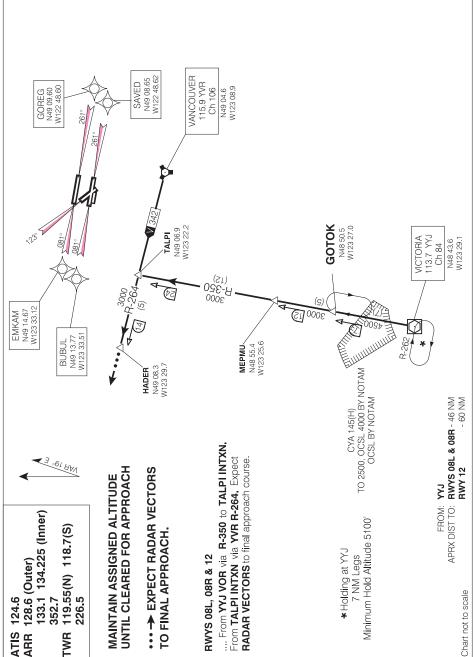
VANCOUVER BC



SIX ARR (FOCHE.FOCHE 6) CHE

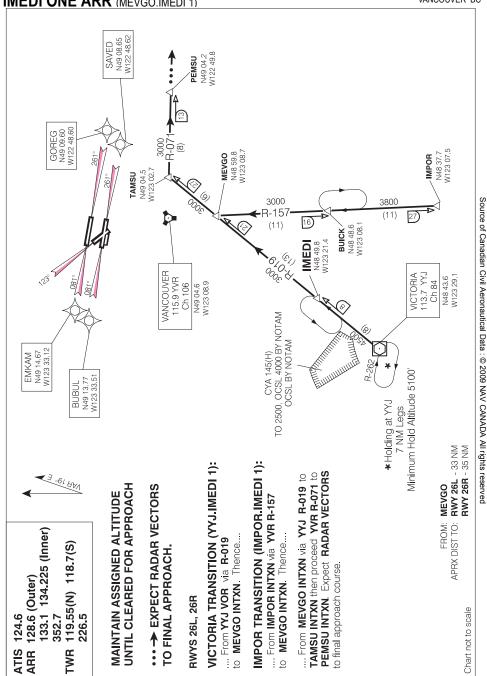
VANCOUVER BC VANCOUVER INTL

STAR GOTOK ONE ARR (YYJ.GOTOK 1)



GOTOK ONE ARR (YYJ.GOTOK 1)

VANCOUVER BC VANCOUVER INTL



VAR 18°E

IMEDI ONE EFF 25 SEP 08

CHANGE: CYA 145 (H)

ARR (MEVGO.IMEDI 1)

VANCOUVER BC

ctive 0901Z 22 OCT 2009 to 0901Z 17 DEC 2009 STAR KEINN SEVEN ARR (KEINN.KEINN 7)

or below and at 230 kts or less, At FASBO INTXN and track YPK R-260 EASTBOUND. Expect RADAR at 250 kt, At FASBO INTXN turn LEFT to intercept MA 19°E below and at 230 kts or less. From CEESE INTXN FASBO INTXN. Non-jet acft Cross CEESE INTXN CEESE INTXN. Cross AQUIN INTXN at 14,000 or FASBO INTXN, Cross AQUIN INTXN at 14,000 at 14,000 or below. Jet acft Cross OMSUV INTXN POWOL TRANSITION (POWOL.KEINN 7): ly HDG 142° Expect RADAR VECTORS to final **TRENA TRANSITION (TRENA.KEINN 7):** urn RIGHT to intercept and track YPK R-260 From **POWOL INTXN** via **YZT R-086** to From TRENA INTXN via YVR R-312 to via YVR R-312 to WESTBOUND, Expect RADAR VECTORS **ELIDI TRANSITION (ELIDI.KEINN 7):** From **ELIDI INTXN** via **TOU R-359** to ... From KEINN INTXN via YVR R-312 to ... From KEINN INTXN via YVR R-312 to at 10,000, Jet acft Cross OMSUV INTXN **QUODY INTXN** then via YVR R-312 to **VECTORS** to final approach course. W122 48.60 N49 09.60 GOREG KEINN INTXN, Thence... KEINN INTXN Thence... KEINN INTXN. Thence From KEINN INTXN to final approach course. N122 48.62 N49 08.65 **RWYS 08L, 08R RWYS 26L, 26R** SAVED approach course. **RWY 12** 261 09.5 IVR ••• → EXPECT RADAR VECTORS Non-Jet acft Cross at 10,000 PITT MEADOWS UNTIL CLEARED FOR APPROACH RWYS 08L & 08R - 55 NM RWYS 26L & 26R - 69 NM - 43 NM Jet acft Cross at 14,000 Ch 32 561 DME or below. Jet acft at For Rwv 26L & 26R MAINTAIN ASSIGNED ALTITUDE ... 112.4 YPK For Rwy 26L & 26R N49 13.0 W123 29.7 VUSMO N49 31.4 250 Kt W123 36.9 CEESE N49 40.2 .R-312 **TO FINAL APPROACH** N49 22.5 W123 22.8 **FASBO Rwy 12** KEINN N123 36.9 N50 00.4 ELD *VANCOUVER* FROM: 087 115.9 YVR APRX DIST TO: W123 08.9 N49 04.6 Ch 106 10 8400 10.55 ITL Ch 42 (Y) RWY 12 DME Hdg 142° : W123 54.6 QUODY N50 02.2 128.17 (Outer) 133.1 134.225 (Inner) **TRENA** W124 14.2 N50 26.1 9500 0004 or Rwy 08L,08R & 12 and 230 kt or less Cross at 14,000 W123 43.9 149 49.0 KEINN or below W123 40.4 N49 44.6 **AQUIN** N123 33.12 N49 14.67 W123 33.51 **≡MKAM** N49 13.77 W123 51.1 BUBUL N49 58.0 MUZON 14000, -B-086-,0086 W124 44.7 POWOL V50 12.3 ATOOSH 112.2 TOU W124 37.6 -R-086-N48 18.0 Ch 59 119.55(N) Chart not to scale 226.5 124.6 352.7 Q. X. PORT HARDY N127 21.9 112.0 YZT N50 41.0 Ch 57

SEVEN ARR (KEINN KEINN 7)

VANCOUVER BC VANCOUVER INTL

ATIS ARR TWR

STAR NUTBE THREE ARR (YCD.NUTBE 3)

NUTBE INTXN then PROCEED EASTBOUND From NANAIMO NDB via TRACK 022° to RADAR VECTORS to final approach course. via YPK R-260 to BAJOL INTXN Expect 40 NM 57 NM 33 NM FROM: NANAIMO NDB RWYS 08L, 08R RWYS 26L, 26R **RWY 12** PITT MEADOWS APRX DIST TO: 112.4 YPK W122 42.9 N49 13.0 ALL RWYS W122 48.62 N49 08.65 SAVED W122 48.60 N49 09.60 GOREG _R-260_ 2610 ₹91° ••• → MAINTAIN PRESENT HEADING FOR VECTORS TO FINAL APPROACH. UNTIL CLEARED FOR APPROACH MAINTAIN ASSIGNED ALTITUDE /ANCOUVER 087° 115.9 YVR W123 08.9 N49 04.6 Ch 106 /ALL RWYS W123 28.2 N49 18.6 BAJOL W123 33.51 N49 13.77 BUBUL W123 33.12 3000 N49 14.67 EMKAM Chart not to scale NUTBE W123 36.5 N49 19.6 133.1 134.225 (Inner) 119.55(N) 118.7(S) ,c5) - R-260-0000 N123 41.7 OTIKA N49 15.6 11.75 1CD Ch 54 (Y) ARR 128,6(Outer) DME 3°61 AAN 352.7 226.5 **ATIS 124,6** NANAIMO W123 52.3 251 YCD N49 07.7 _ WB

NUTBE THREE ARR (YCD.NUTBE 3)

VANCOUVER BC VANCOUVER INTL

RWYS 26L, 26R - 104 NM RWYS 08L, 08R - 114 NM 133.1 134.225 (Inner) - 118 NM TWR 119.55(N) 118.7(S) Non-Jet acft expect to cross at 12,000 or below at 250 kt. Non-Jet acft expect to cross at 12,000 or below at 280 kt. ARR 128.6 (Outer) For Rwys 08L, 08R & 12 Jet acft expect to cross Jet acft expect to cross For Rwys 26L & 26R at 10,000 **RWY 12** 352,7 **ATIS 124.6** FROM: PAE APRX DIST TO: W122 48.62 N49 08.65 W122 48,60| SAVED GOREG N49 09.60 N122 30.6 N48 42.7 EGRET RWYS 26L & 26R **^**::: WHATCOM 113.0 HUH N122 34.8 N48 56.7 Ch 77 2610 4500 3-329**-**-R-071 (38) 110.6 PAE 25 N122 16.7 N47 55.2 PAINE Ch 43 For Rwys 08L, 08R & 12 Cross at 8000 or above 1100 W122 27.5 VANCOUVER BEZOV N48 32.2 115.9 YVR W123 09.0 N49 04.6 Ch 106 N122 46.0 <\123° EBGEM N48 51.6 Chart not to scale W123 01.2 N49 00.3 MIPO via YVR R-110 to IMIPO INTXN. At IMIPO INTXN Jet acft expect to cross **EGRET INTXN** at **12,000**' Jet acft expect to cross **EGRET INTXN** at **12.000**' EGRET INTXN at 10,000' From EGRET INTXN EGRET INTXN at 10,000' From EGRET INTXN From PAE VOR via R-329 to EGRET INTXN approach course. Cross YVR VORTAC at 8,000 or below at 250 kt. Non-Jet acft expect to cross or below at 280 kt. Non-Jet acft expect to cross N123 33.12 ... From PAE VOR via R-329 to EGRET INTXN via YVR R-110 to YVR VORTAC then via YVR N49 14.67 W123 33.51 EMKAM BUBUL N49 13.77 ·R-264. EASTBOUND Expect RADAR VECTORS to 3000 turn RIGHT to intercept and track YVR R-071 14) R-264. Expect RADAR VECTORS to final UNTIL CLEARED FOR APPROACH ••• → EXPECT RADAR VECTORS MAINTAIN ASSIGNED ALTITUDE PWYS 08L, 08R & 12

TO FINAL APPROACH.

RWYS 26L & 26R

PAINE ONE ARR (PAE.PAINE 1)

19°E AM

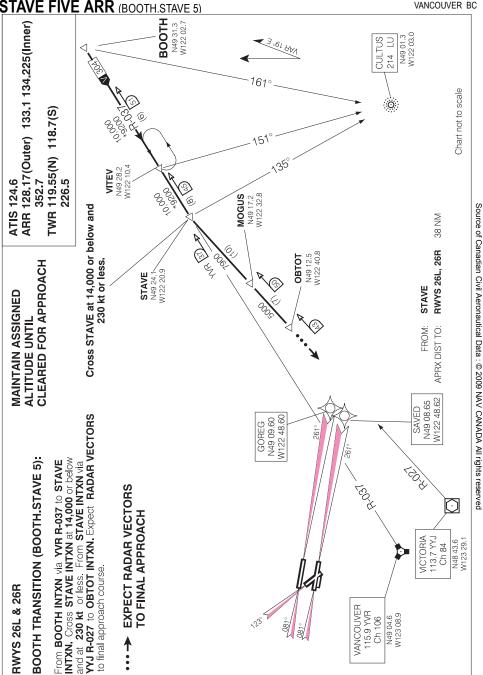
HADER N123 29.7 N49 08.3

VANCOUVER BC

RWYS 08L, 08R & 12

final approach course.

or above.

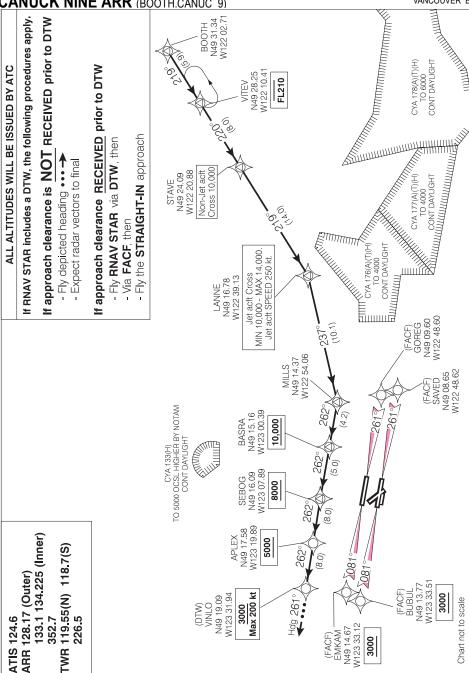


STAVE FIVE ARR (BOOTH.STAVE 5)

VANCOUVER BC VANCOUVER INTL

STAR (RNAV) RWYS 08L & 08R **CANUCK NINE ARR** (BOOTH.CANUC

VANCOUVER INTL VANCOUVER BO



CK NINE ARR (BOOTH.CANUC 9)

VAR 19°E (2003)

VANCOUVER BC NAD83

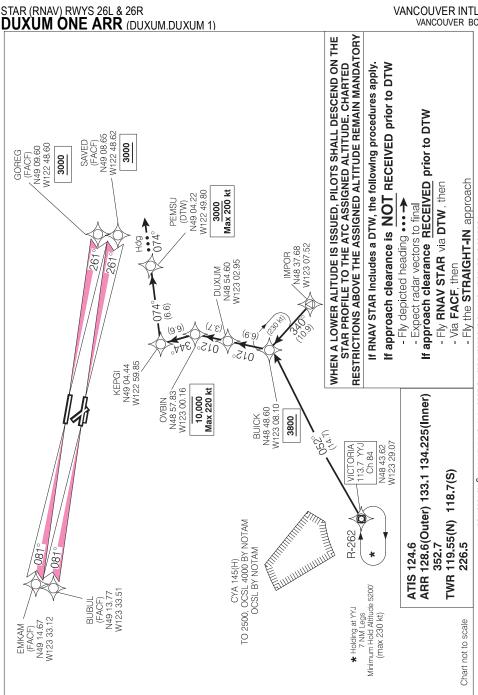
STAR (RNAV) RWYS 26L & 26R **CANUCK NINE ARR** (BOOTH.CANUC 9)

VANCOUVER BC ARR 128.17 (Outer) 133.1 134.225 (Inner) Chart not to scale CYA 178(A)(T)(H) CONT DAYLIGHT TO 6000 N49 31 34 W122 02 71 BOOTH TWR 119.55(N) 118.7(S) W122 10.41 N49 28.25 CONT DAYLIGHT VITEV CYA 177(A)(T)(H) TO 4000 **ATIS 124.6** 352.7 226.5 Source of Canadian Civil Aeronautical Data: © 2009 NAV CANADA All rights reserved Max 230 kt N122 20.88 V49 24.09 14,000 10,000 CONT DAYLIGHT STAVE CYA 176(A)(T)(H) TO 4000 245° (8.0) W122 33.04 N49 23.16 GONIR 9200 · Hag 081° W122 48.60 Max 200 kt W122 47.55 N49 09 60 N49 13.54 GOREG SEDUŚ (FACF) 3000 4000 if RNAV STAR includes a DTW, the following procedures apply. 245° If approach clearance is NOT RECEIVED prior to DTW (17.8) 261% -261% W122 48.62 N49 08.65 83° (FACF) SAVED 3000 If approach clearance RECEIVED prior to DTW ALL ALTITUDES WILL BE ISSUED BY ATC W123 00.00 Max 220 kt N49 21,00 NXNII 6300 (6 - Fly the STRAIGHT-IN approach - Fly RNAV STAR via DTW, then W122 58.93 N49 14.97. METPO Fly depicted heading ••• → TO 5000 OCSL HIGHER BY NOTAM 6100 Expect radar vectors to final CONT DAYLIGHT P\2081°= CYA 133(H) × 2081 ~ - Via FACF, then N123 33.51 N49 13.77 (FACF) BUBUL W123 33.12. N49 14.67 (FACF) EMKAM

ARR (BOOTH.CANUC 9)

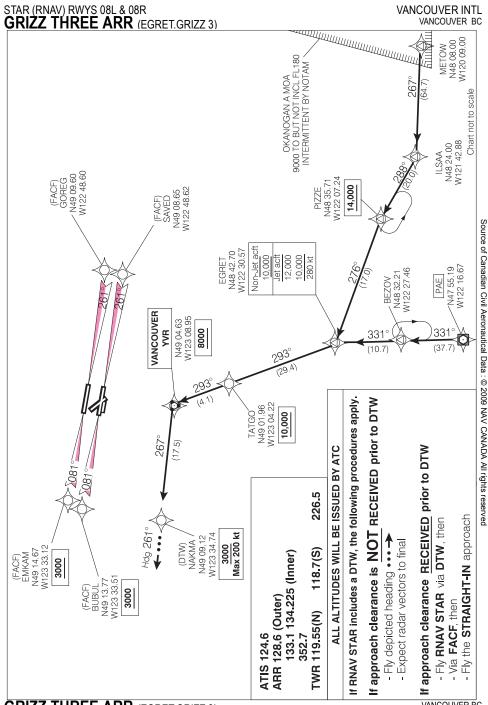
VAR 19° E (2003)

VANCOUVER BC NAD83



DUXUM ONE ARR (DUXUM.DUXUM 1)

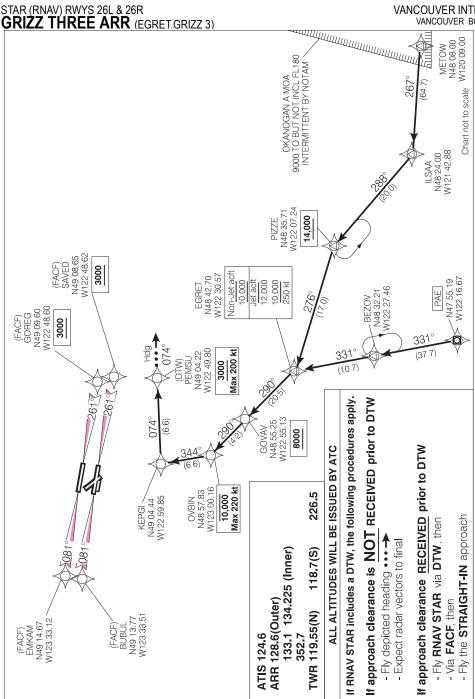
VANCOUVER BC NAD83



THREE ARR (EGRET.GRIZZ 3) GRIZZ

VAR 19° E (2003)

VANCOUVER BC



THREE ARR (EGRET.GRIZZ 3) GRIZZ

VAR 19° E (2003)

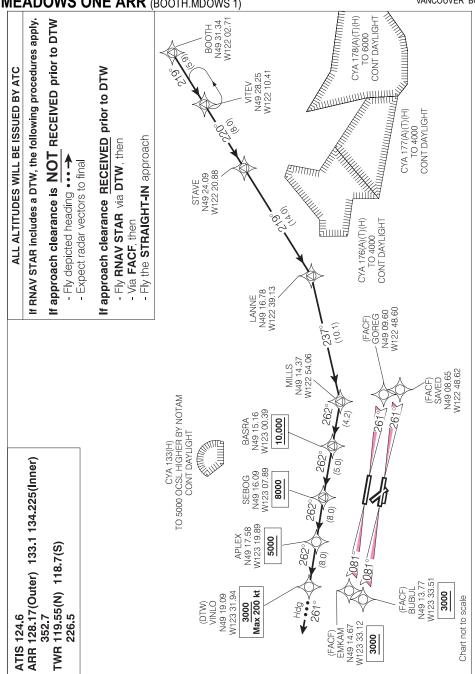
VANCOUVER BC

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STAR (RNAV) RWYS 08L & 08R I**SLAND ONE ARR** (YYJ.ILAND 1) VANCOUVER BC ARR 128.6 (Outer) 133.1 134.225 (Inner) if RNAV STAR includes a DTW, the following procedures apply. If approach clearance is NOT RECEIVED prior to DTW ALL ALTITUDES WILL BE ISSUED BY ATC If approach clearance RECEIVED prior to DTW W122 48.62 N49 08.65 GOREG N49 09.60 (FACF) SAVED W122 48.60 (FACF) TWR 119 55(N) 118 7(S) - Fly the STRAIGHT-IN approach - Fly RNAV STAR via DTW, then - Fly depicted heading ••• → Expect radar vectors to final 226,5 **ATIS 124.6** 261 261 - Via FACF, then W123 22.16 Max 220 kt N49 06.94 TALPI W123 27.04 148 50.48 GOTOK W123 29.07 VICTORIA 113.7 YYJ 4500 N48 43.62 Ch 84 (8.11) 323. 323. (0.7) 323. W123 25.59 N48 55.39 267° MEPMU R-262 (8.5) 081 TO 2500, OCSL 4000 BY NOTAM W123 34.74 Max 200 kt N49 09.12 (DTW) NAKMA OCSL BY NOTAM 3000 Minimum Hold Altitude 5100' CYA 145(H) W123 33,51 N49 13.77 (FACF) BUBUL 3000 2610 P Fdg ★ Holding at YYJ 7 NM Legs Chart not to scale N123 33.12 149 14.67 **EMKAM** 3000

ISLAND ONE ARR (YYJ.ILAND 1)

VANCOUVER BC NAD83 STAR (RNAV) QUIET HOURS PROCEDURE RWYS 08L & 08R **MEADOWS ONE ARR** (BOOTH.MDOWS 1)

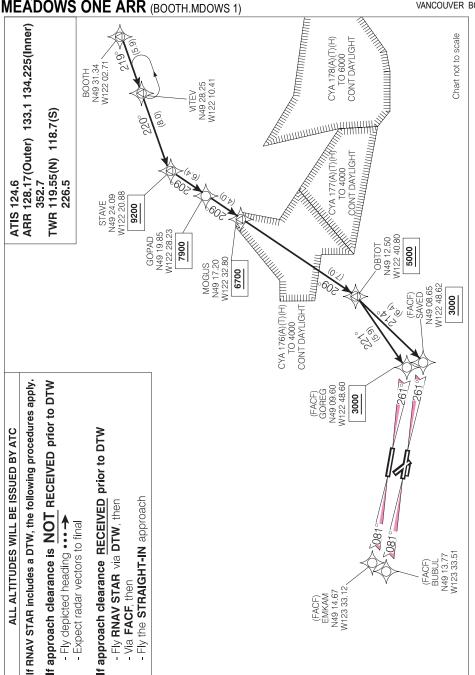


MEADOWS ONE ARR (BOOTH.MDOWS 1)

VANCOUVER BC VANCOUVER INTL

VAR 19° E (2003)

STAR (RNAV) QUIET HOURS PROCEDURE RWYS 26L & 26R **MEADOWS ONE ARR** (BOOTH.MDOWS 1)



STAR (RNAV) RWYS 08L & 08R SHARK SEVEN ARR (FOCHE.SHARK 7) if RNAV STAR includes a DTW, the following procedures apply. If approach clearance is NOT RECEIVED prior to DTW Chart not to scale N49 09.60 W122 48.60 W122 48.62 N49 08.65 (FACF) GOREG (FACF) SAVED ALL ALTITUDES WILL BE ISSUED BY ATC If approach clearance RECEIVED prior to DTW 261% - Fly the STRAIGHT-IN approach - Fly RNAV STAR via DTW, then Fly depicted heading ••• → Expect radar vectors to final W123 33.12 N49 14.67 EMKAM - Via FACF, then 3000 √2081° N49 13.77 W123 33.51 ₹2081°-(FACF) BUBUL 3000 (8.0) .080<u>.</u> .081° W123 47.44 N49 15.33 MOUM 5000 210 kt W123 45.16 N49 16.00 XOLMA 2000 210 kt (10.0) . 1081 1081 (10.0) W124 02.50 149 16.98 LEXEG 8 N124 00.23 N49 17.63 MIXUS 7000 6.01 *047° (O. ARR 128.17(Outer) 133.1 134.225(Inner) W124 13.97 N47 28.68 WAPTO N124 47.80 N49 03.93 FOCHE 17,000 11,000 W124 16.45 V49 13.01 RAGIT 006 TWR 119.55(N) 118.7(S) 328°-(98.0) (2.60) W126 15.60 N48 26.38 352.7 226.5 **ATIS 124.6** N125 42.25 PEKAA N49 02.81 (35.8) YAZ

HARK SEVEN ARR (FOCHE.SHARK 7)

VAR 19° E (2003)

VANCOUVER BC

STAR (RNAV) RWYS 26L & 26R **SHARK SEVEN ARR** (FOCHE.SHARK (HQM.SHARK 7)

if RNAV STAR includes a DTW, the following procedures apply. If approach clearance is NOT RECEIVED prior to DTW ALL ALTITUDES WILL BE ISSUED BY ATC - Fly depicted heading ••• → Expect radar vectors to final

If approach clearance RECEIVED prior to DTW

- Fly RNAV STAR via DTW, then - Via FACF, then

- Fly the STRAIGHT-IN approach

W122 48.62 N49 08.65 (FACF) 900 SAVED Chart not to scale W122 49.80 Max 200 kt ↑°£20 N49 04.22 (DTW) PEMSU 3000 261% 261 VANCOUVER W122 48.60 W123 08 94 N49 09,60 N49 04.64 (FACF) GOREG 3000 8000 073° Χ W123 19.29 N49 04.62 ATUKI 071° 10,000 (6.8) √2081° MIN 10.000 - MAX 12.000. Jet acft Cross at 250 kt. Z081°-071° (13.2)W123 39.37 N49 04.54 UŘMIX W123 33.12 N49 13.77 W123 33.51 N49 14.67 EMKAN BUBUL (FACF) 020° 12.7) N124 08.20 N48 52.90 FL220 11,000 MLOX W123 58.69 N49 04.42 CASDY .020 0 N124 08.96 N46 56.82 W124 17.35 HOM N49 04.33 ANVAP. 11,000 FL220 。690 W124 47.80 N49 03.93 FOCHE (2.₆₀) W126 15.60 N48 26.38 .890 N125 42.25 (35.8) PEKAA

SHARK SEVEN ARR (FOCHE SHARK 7) (HQM.SHARK 7)

VAR 19° E (2003)

N49 02.81 YAZ

VANCOUVER BC

ATIS 124.6

ARR 128.6(Outer) 133.1 134.225(Inner)

TWR 119.55(N) 118.7(S)

352.7 226.5

STAR (RNAV) RWYS 08L & 08R SOUND TWO ARR (LIE VANCOUVER BC (LIBOG.SOUND 2) If RNAV STAR includes a DTW, the following procedures apply. If approach clearance is NOT RECEIVED prior to DTW W122 48.60 N49 09.60 (FACF) GOREG CONT DAYLIGHT CYA 176(A)(T)(H) TO 4000 N122 48.62 N49 08.65 (FACF) SAVED ALL ALTITUDES WILL BE ISSUED BY ATC If approach clearance RECEIVED prior to DTW - Fly the STRAIGHT-IN approach - Fly RNAV STAR via DTW, then 261 261 Fly depicted heading ••• → Expect radar vectors to final HIGHER BY NOTAM CONT DAYLIGHT TO 5000 OCŚL - Via FACF, then CYA 133(H) N123 20.84 149 17.70 GOXUN ARR 128.17 (Outer) 133.1 134.225 (Inner) 5400 W123 20.00 Max 220 kt N49 25.00 MENPU 166°, 118.7(S) 7.4) .820 081 (15.6)TWR 119.55(N) W123 33,51 N49 13.77 (FACF) BUBUL 3000 352.7 226.5 **ATIS 124.6** W123 43.76 N49 26.70 TALAV .8Z0 W123 33.12 N49 14.67 (FACF) EMKAM 3000 Max 200 kt N123 31.94 N49 19.09 (MTQ) VINLO 3000 N49 27.75 W123 59.00 Chart not to scale LIBOG 9000

SOUND TWO ARR (LIBOG.SOUND 2)

VAR 18°E (2006)

VANCOUVER BC NAD83

VANCOUVER INTL VANCOUVER BC

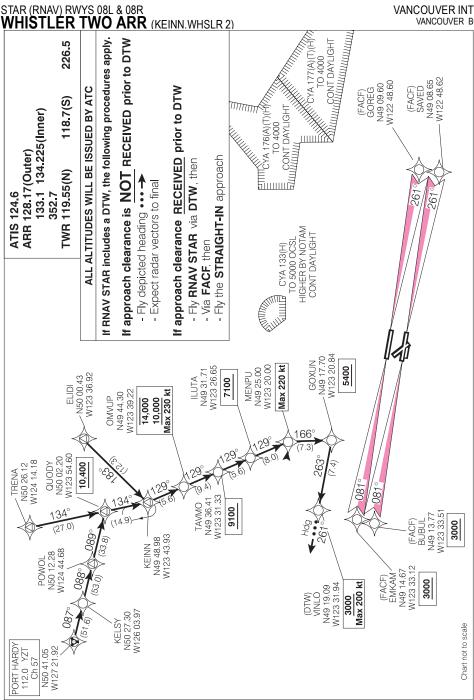
STAR (RNAV) RWYS 26L & 26R SOUND TWO ARR (LIBOG.SOUND 2)

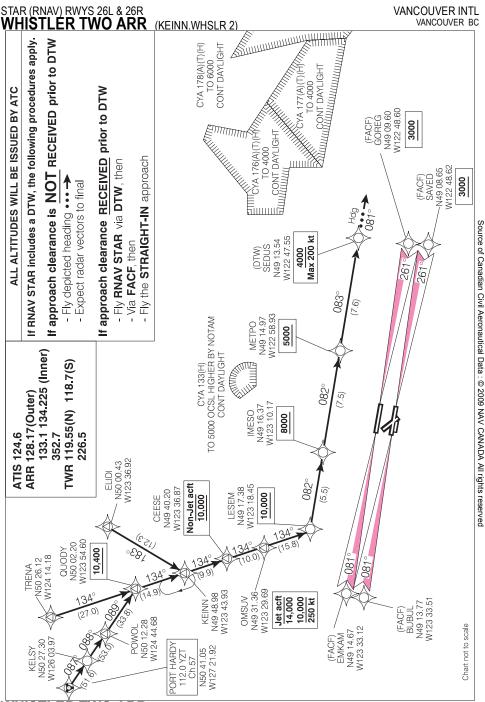
(LIBOG.SOUND 2) If RNAV STAR includes a DTW, the following procedures apply. If approach clearance is NOT RECEIVED prior to DTW CONT DAYLIGHT CYA 177(A)(T)(H) TO 4000 ALL ALTITUDES WILL BE ISSUED BY ATC If approach clearance RECEIVED prior to DTW CONT DAYLIGHT CYA 176(A)(T)(H) W122 48 60 N49 09.60 GOREG 3000 (FACF) - Fly the STRAIGHT-IN approach - Fly RNAV STAR via DTW, then W122 48.62 N49 08.65 SAVED (FACF) 3000 Fly depicted heading ••• → Expect radar vectors to final ↑: < Hdg Max 200 kt N122 47.55 N49 13.54 SEDUS (MTQ) 4000 - Via FACF, then 083° (7.6) N49 14.97 W122 58.93 ARR 128.17(Outer) 133.1 134.225(Inner) CYA 133(H) TO 5000 OCSL HIGHER BY NOTAM METPO 2000 CONT DAYLIGHT 082° 118.7(S) 7.5) W123 10.17 N49 16.37 IMESO TWR 119,55(N) W123 18.45 N49 17.38 082° LESEM (5.5) 226.5 352.7 **ATIS 124.6** W123 28.15 N49 18.56 085° BAJOL 081 (6.5)N49 13.77 W123 33.51 (FACF) BUBUL Chart not to scale W123 33.12 N49 14.67 EMKAM (FACF) N49 27.75 W123 59.00 W123 45.05 LIBOG N49 23.62' 9000 MOT

SOUND TWO ARR (LIBOG.SOUND 2)

VANCOUVER BC VANCOUVER INTL

VAR 18°E (2006)





ARR (KEINN.WHSLR 2)

VAR 18°E (2006)

VANCOUVER BC VANCOUVER INTL