

SID (VECTOR)

FRASER TWO DEP (FSR2.)

VANCOUVER INTL
VANCOUVER BC

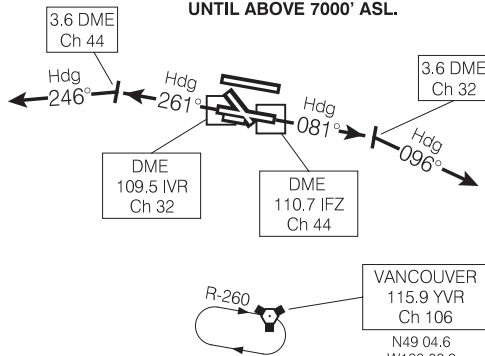
ATIS 124.6
 CLNC DEL 121.4
 GND 121.7(S) 127.15(N)
 275.8
 TWR 118.7(S) 119.55(N)
 226.5
 DEP 126.125(N) 132.3(S)
 363.8

MAINTAIN 7000' ASL.



Chart not to scale

1. JET ACFT USE VNAP A
2. NON-JET ACFT DO NOT EXCEED
165 KT IN CLIMB UNTIL IN CONTACT WITH
DEP CONTROL AND PASSING 4000' ASL.
3. ALL AIRCRAFT DO NOT EXCEED 280 KT
UNTIL ABOVE 7000' ASL.



DEPARTURE ROUTE DESCRIPTION

All Rwys: Maintain 7000' ASL or as assigned.
Contact Departure Control after passing 1000' ASL unless instructed otherwise by ATC.

Rwy 08R: Climb on **Hdg 081°**. At 3.6 DME Ch 32 turn **RIGHT Hdg 096°** or as assigned for vectors to assigned route.

Rwy 26L: Climb on **Hdg 261°**. At 3.6 DME Ch 44 turn **LEFT Hdg 246°** or as assigned for vectors to assigned route.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

COMMUNICATION FAILURE

Rwy 08R: On recognition of failure 5 minutes or less after take-off, below 7000' ASL and in IFR weather conditions, proceed as follows:

1. Select transponder mode C/3 code 7600
2. Beyond 10 DME of "YVR" VORTAC maintain last assigned altitude, turn RIGHT direct to "YVR" VORTAC. 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.

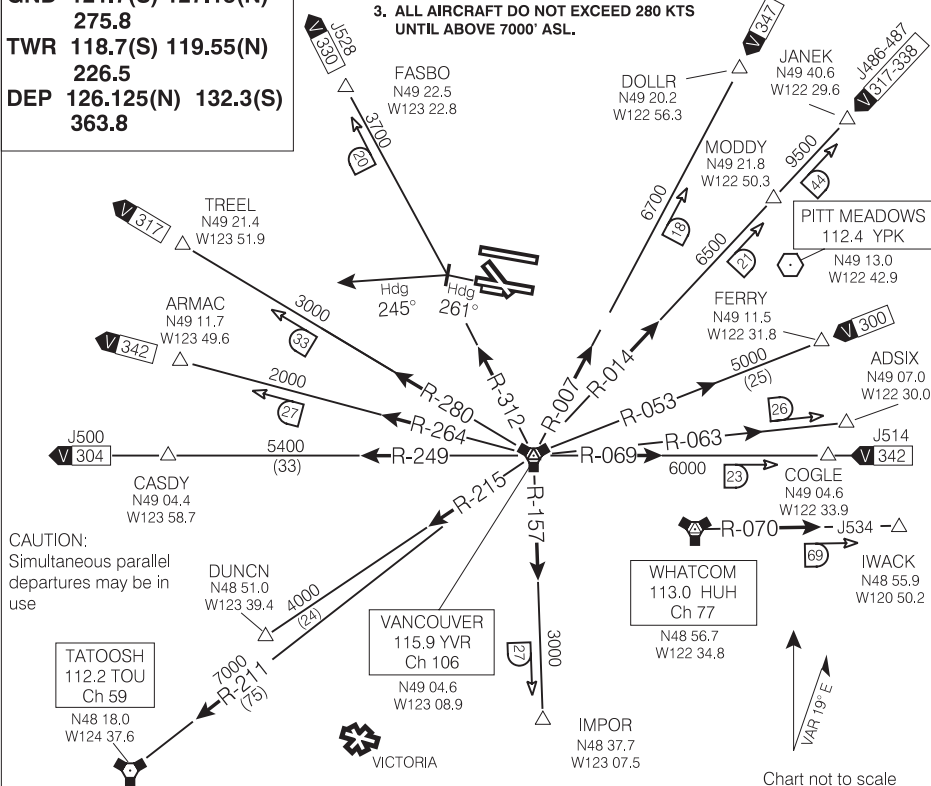
FRASER TWO DEP (FSR2.)VANCOUVER BC
VANCOUVER INTL

SID (VECTOR)

GEORGIA TWO DEP (GRG2.)VANCOUVER INTL
VANCOUVER BC

ATIS 124.6
CLNC DEL 121.4
GND 121.7(S) 127.15(N)
275.8
TWR 118.7(S) 119.55(N)
226.5
DEP 126.125(N) 132.3(S)
363.8

1. JET ACFT USE VNAP A
2. PROPELLER DRIVEN AIRCRAFT DO NOT EXCEED 165 KTS IN CLIMB UNTIL IN CONTACT WITH DEP CONTROL AND PASSING 4000' ASL.
3. ALL AIRCRAFT DO NOT EXCEED 280 KTS UNTIL ABOVE 7000' ASL.

**DEPARTURE ROUTE DESCRIPTION****Runway 26L:**

Climb Hdg **261°**. At **420'** ASL turn **LEFT** to Hdg **245°** or as assigned by ATC. Contact Departure Control after passing **1000'** ASL unless instructed otherwise by ATC. Maintain **7000'** ASL 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.

COMMUNICATION FAILURE

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.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

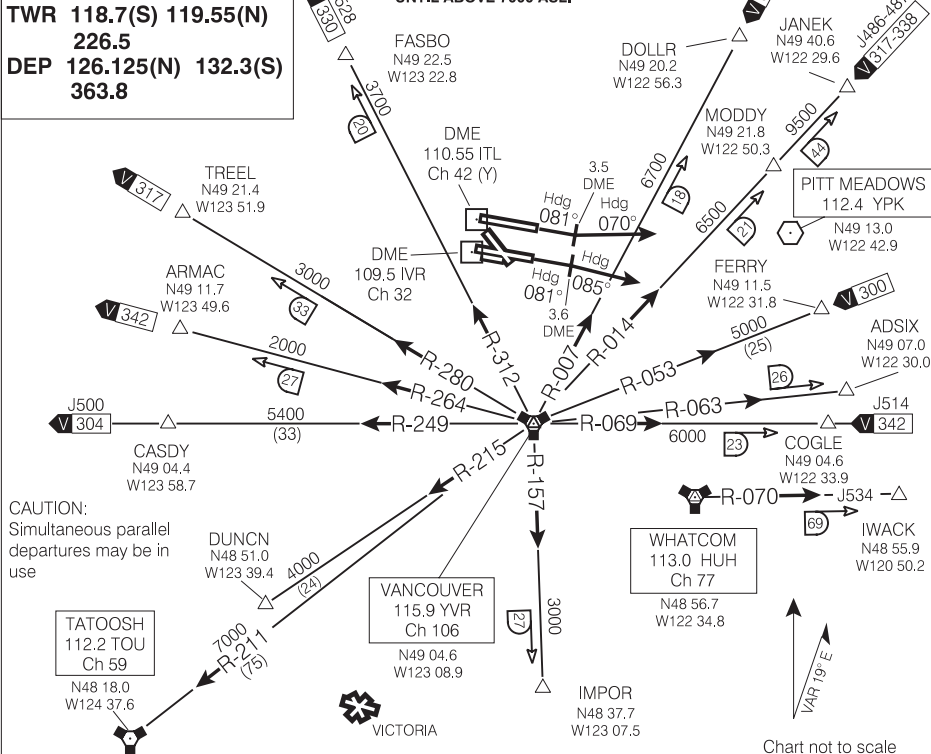
GEORGIA TWO DEP (GRG2.)VANCOUVER BC
VANCOUVER INTL

SID (VECTOR)

MCKINLAY ONE DEP (KIN1.)VANCOUVER INTL
VANCOUVER BC

ATIS 124.6
CLNC DEL 121.4
GND 121.7(S) 127.15(N)
275.8
TWR 118.7(S) 119.55(N)
226.5
DEP 126.125(N) 132.3(S)
363.8

1. JET ACFT USE VNAV A
2. PROPELLER DRIVEN AIRCRAFT DO NOT EXCEED 165 KTS IN CLIMB UNTIL IN CONTACT WITH DEP CONTROL AND PASSING 4000 ASL.
3. ALL AIRCRAFT DO NOT EXCEED 280 KTS UNTIL ABOVE 7000 ASL.



CAUTION:
 Simultaneous parallel
 departures may be in
 use

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

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

Runway 08L: Climb on Hdg **081°**. At 3.5 DME fly Hdg **070°** for vectors to assigned route or depicted fix. Maintain **7000** ASL or as assigned. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Runway 08R: Climb on Hdg **081°**. At 3.6 DME fly Hdg **085°** for vectors to assigned route or depicted fix. Maintain **7000** ASL or as assigned. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

COMMUNICATION FAILURE

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.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

MCKINLAY ONE DEP (KIN1.)VANCOUVER BC
VANCOUVER INTL

SID (VECTOR)

VANCOUVER INTL
VANCOUVER BC**VANCOUVER FOUR DEP** (YVR 4.)

ATIS 124.6
CLNC DEL 121.4
GND 121.7(S) 127.15(N)
275.8
TWR 118.7(S) 119.55(N)
226.5
DEP 126.125(N) 132.3(S)
363.8

1. JET ACFT USE VNAP A
2. NON-JET ACFT DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEP CONTROL AND PASSING 4000' ASL.
3. ALL AIRCRAFT DO NOT EXCEED 280 KT UNTIL ABOVE 7000' ASL.

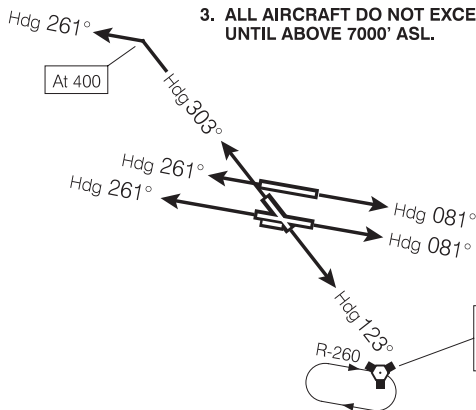
**MAINTAIN 7000' ASL.**

Chart not to scale

DEPARTURE ROUTE DESCRIPTION**All Rwys:**

Maintain 7000' ASL or as assigned by ATC. Expect vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure. Contact Departure Control after passing 1000' ASL unless instructed otherwise by ATC.

Rwys 08R, 08L:

Climb on **Hdg 081°** or as assigned by ATC.

Rwy 12:

Climb on **Hdg 123°** or as assigned by ATC.

Rwys 26R, 26L:

Climb on **Hdg 261°** or as assigned by ATC.

Rwy 30:

Climb on **Hdg 303°**. At 400' ASL turn LEFT **Hdg 261°** or as assigned by ATC.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

COMMUNICATION FAILURE**Rwys 08R, 08L:**

On recognition of failure 5 minutes or less after take-off, below 7000' ASL and in IFR weather conditions, proceed as follows:

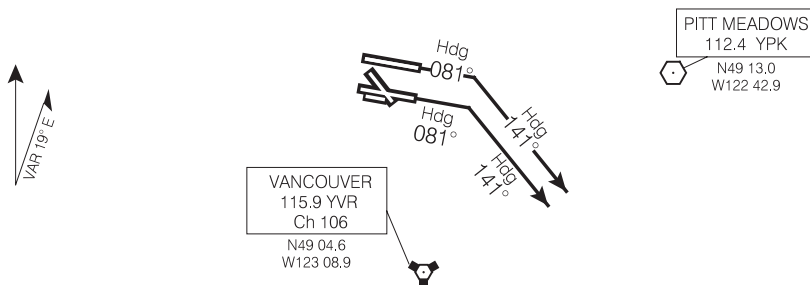
1. Select transponder mode C/3 code 7600
2. Beyond 10 DME of "YVR" VORTAC maintain last assigned altitude, turn RIGHT direct to "YVR" VORTAC. Hold inbound R-260, right turns.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

Rwys 12, 26R, 26L, 30:

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

VANCOUVER FOUR DEP (YVR 4.)VANCOUVER BC
VANCOUVER INTL

SID (VECTOR) non-JET-AIRCRAFT

OLYMPIC ONE DEP (OLYMP 1.)VANCOUVER INTL
VANCOUVER BC**ATIS 124.6****CLNC DEL 121.4****GND 121.7(S) 127.15(N)
275.8****TWR 118.7(S) 119.55(N)
226.5****DEP 132.3(S) 363.8****1. THIS PROCEDURE IS FOR NON-JET
AIRCRAFT ONLY.****2. DO NOT EXCEED 165 KTS IN CLIMB UNTIL IN
CONTACT WITH DEP CONTROL AND PASSING
4000' ASL.**

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

DEPARTURE ROUTE DESCRIPTION

All Rwys: Contact Departure Control after passing **1000'** ASL unless instructed otherwise by ATC. Maintain **2000'** ASL or as assigned. Expect radar vectors to filed/assigned route and clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 08L: Requires a minimum climb gradient of 210 ft/NM to **400'** ASL. Climb Hdg **081°** to **1000'** ASL. Turn RIGHT to climb on Hdg **141°** or as assigned by ATC.

Rwy 08R: Climb Hdg **081°** to **1000'** ASL. Turn RIGHT to climb on Hdg **141°** or as assigned by ATC.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

COMMUNICATION FAILURE

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.

OLYMPIC ONE DEP (OLYMP 1.)VANCOUVER BC
VANCOUVER INTL

SID (VECTOR) non-JET-AIRCRAFT

RICHMOND ONE DEP (RICHM 1.)VANCOUVER INTL
VANCOUVER BC

ATIS 124.6
CLNC DEL 121.4
GND 121.7(S) 127.15(N)
275.8
TWR 118.7(S) 119.55(N)
226.5
DEP 132.3(S) 363.8

1. THIS PROCEDURE IS FOR NON-JET AIRCRAFT ONLY.
2. DO NOT EXCEED 165 KTS IN CLIMB UNTIL IN CONTACT WITH DEP CONTROL AND PASSING 4000' ASL.
3. NO TURNS BELOW 500' ASL.

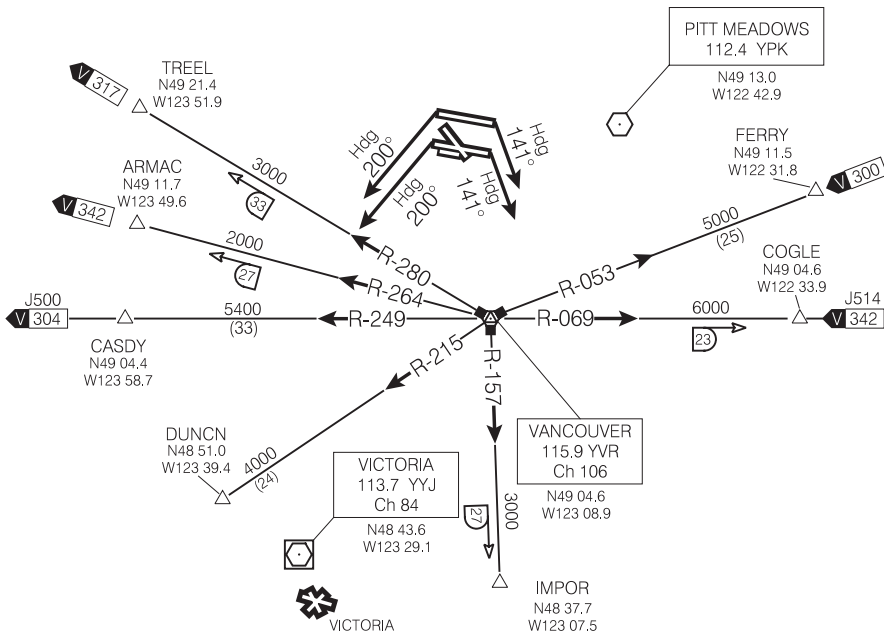


Chart not to scale

DEPARTURE ROUTE DESCRIPTION (NON-JET-AIRCRAFT ONLY)

Runway 08L & 08R: At 500' ASL turn **RIGHT** to climb on **heading 141°** or as assigned by ATC. Contact Departure Control after passing 1000' ASL unless instructed otherwise by ATC. Maintain 2000' ASL or as assigned. Expect radar vectors to filed/assigned route or depicted FIX, and clearance to flight planned altitude/flight level 10 minutes after departure.

Runway 26L & 26R: At 500' ASL turn **LEFT** to climb on **heading 200°** or as assigned by ATC. Contact Departure Control after passing 1000' ASL unless instructed otherwise by ATC. Maintain 2000' ASL or as assigned. Expect radar vectors to filed/assigned route or depicted FIX and clearance to flight planned altitude/flight level 10 minutes after departure.

Lost Communications: 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.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

RICHMOND ONE DEP (RICHM 1.)VANCOUVER BC
VANCOUVER INTL

NOISE ABATEMENT PROCEDURES (Page 1)

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APPLICATION

These procedures apply to JET AIRCRAFT unless noted otherwise.

DEPARTURE PROCEDURES

JET AIRCRAFT

1. Use VNAP A only; follow assigned SID 3000' BPOC.
2. Rwy 08R between 2300 - 0600 local; aircraft on westerly routes follow assigned SID to 2000' BPOC.
3. ICAO Annex 16 Chapter 2 or FAA 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 Rwys: 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 <u>not permitted</u> .
2. 0001 - 0700	Departure/Arrival of JET AIRCRAFT cargo, air carrier scheduled and charter flights <u>require the prior approval</u> of YVRAA OPERATIONS. *
3. 2200 - 0700	Departure/Arrival of ALL AIRCRAFT on Rwys 08L & 26R <u>not permitted</u> . *
4. 2200 - 0700	Local training flights <u>not permitted</u> .
* See CONTACT & APPROVALS Section.	

ALL AIRCRAFT		PREFERENTIAL RUNWAY DETERMINATION (ORDER)			
LOCAL TIME	OPERATION	1	2	3	4
1. 0600 - 2300 One direction flow	Departure	26L, 26R*	08R, 08L*, 12	30	12
	Arrival	26R, 26L, 12	08L, 08R, 12	30	12
2. 2300 - 0600 Two direction flow	Departure	26L	30	-	-
	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 is less than 5 knots. (MEDEVACS EXEMPT)					

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

NOISE ABATEMENT PROCEDURES (Page 2)**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' ASL (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 & APPROVALS

Night Restriction #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 (24hrs)

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