

List of pages in this Trip Kit

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Airport Information For CYVR

Terminal Charts For CYVR

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: VANCOUVER BC CAN
ICAO/IATA: CYVR / YVR
Lat/Long: N49° 11.68', W123° 10.95'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 17.0° 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: 1319 Z
Sunset: 0306 Z

Runway Information

Runway: 08L
Length x Width: 9941 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08R
Length x Width: 10803 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline, TDZ

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: 10803 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26R
Length x Width: 9941 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

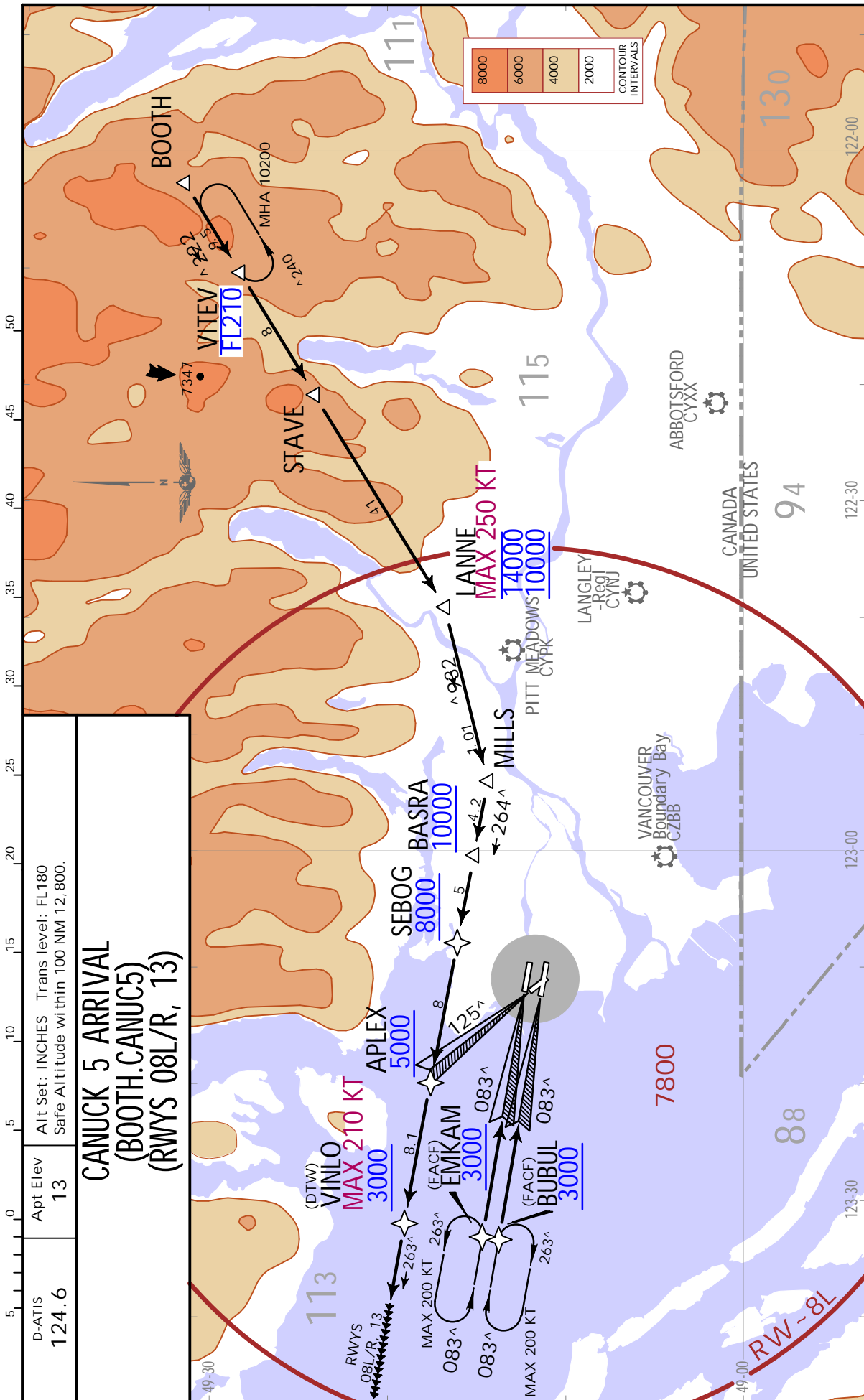
Communication Information

ATIS: 124.600
Vancouver Tower: 119.550
Vancouver Tower: 124.025
Vancouver Tower: 118.700
Vancouver Tower: 125.650
Vancouver Ground: 121.700
Vancouver Ground: 127.150
Vancouver Clearance Delivery: 121.400
Vancouver Arrival: 134.225
Vancouver Arrival: 133.100
Vancouver Arrival: 128.600
Vancouver Arrival: 128.175
Vancouver Departure: 126.125
Vancouver Departure: 132.300
Vancouver Terminal Area: 125.200
Vancouver De-Ice Operations: 129.950
Iceman Operations: 130.700
Iceman Operations: 130.925
Pad Control Operations: 131.975
Pacific Radio Radio: 123.150 Flight Info Service RCO

CYVR/YVR
VANCOUVER INTL

JEPPesen
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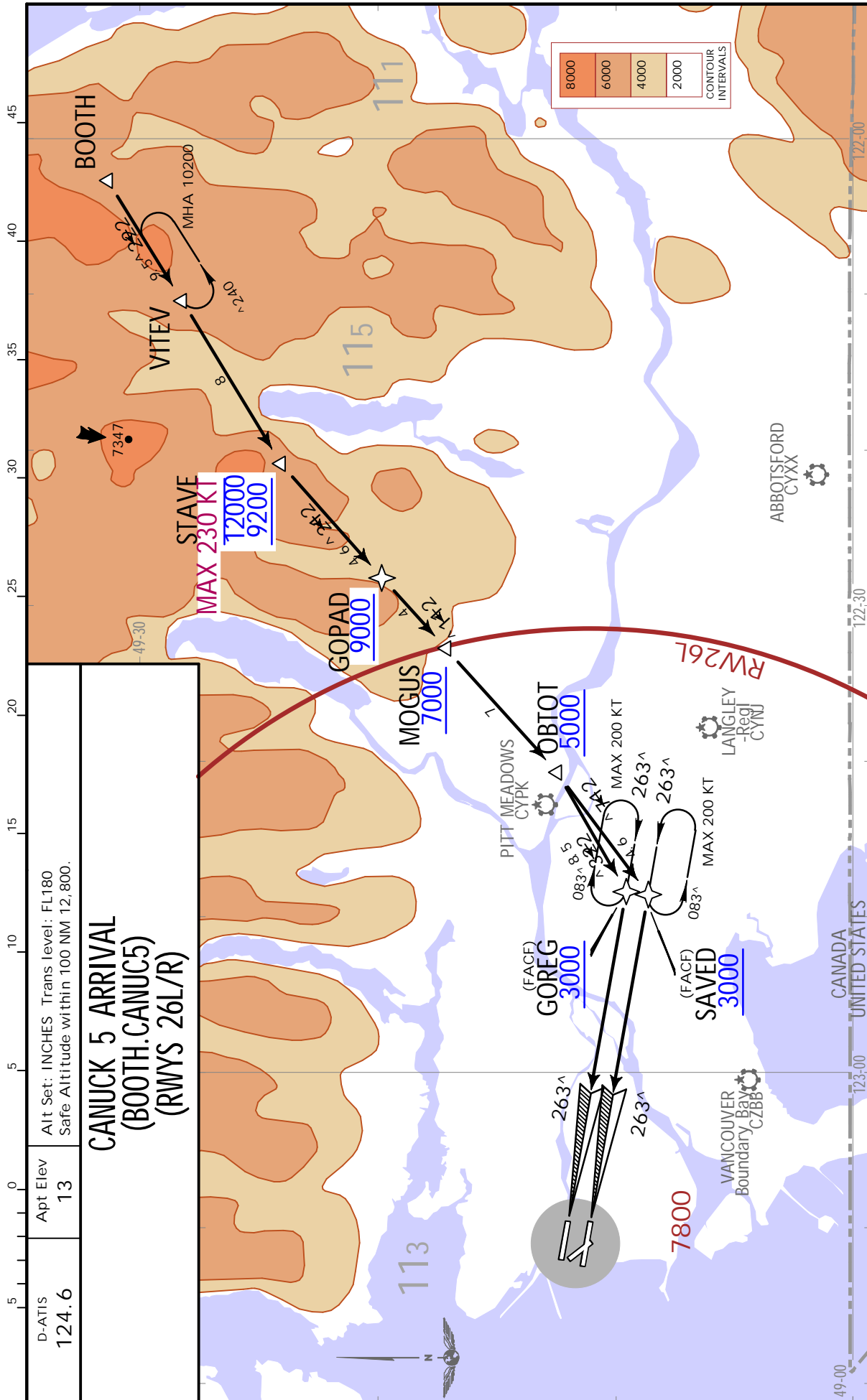
VANCOUVER, BC
.RNAV.STAR.



CYVR/YVR
VANCOUVER INTL

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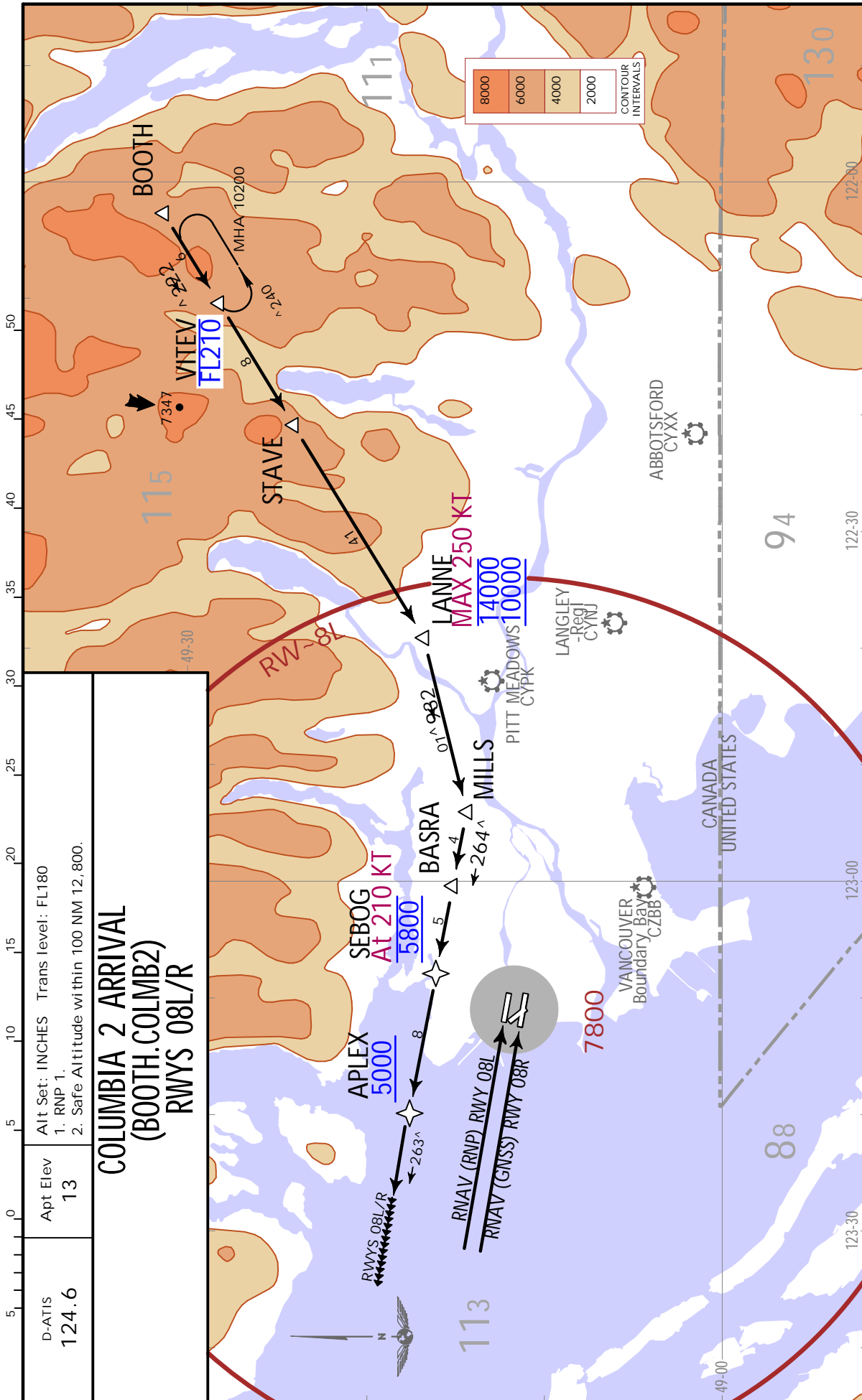


CHANGES: MSA revised.

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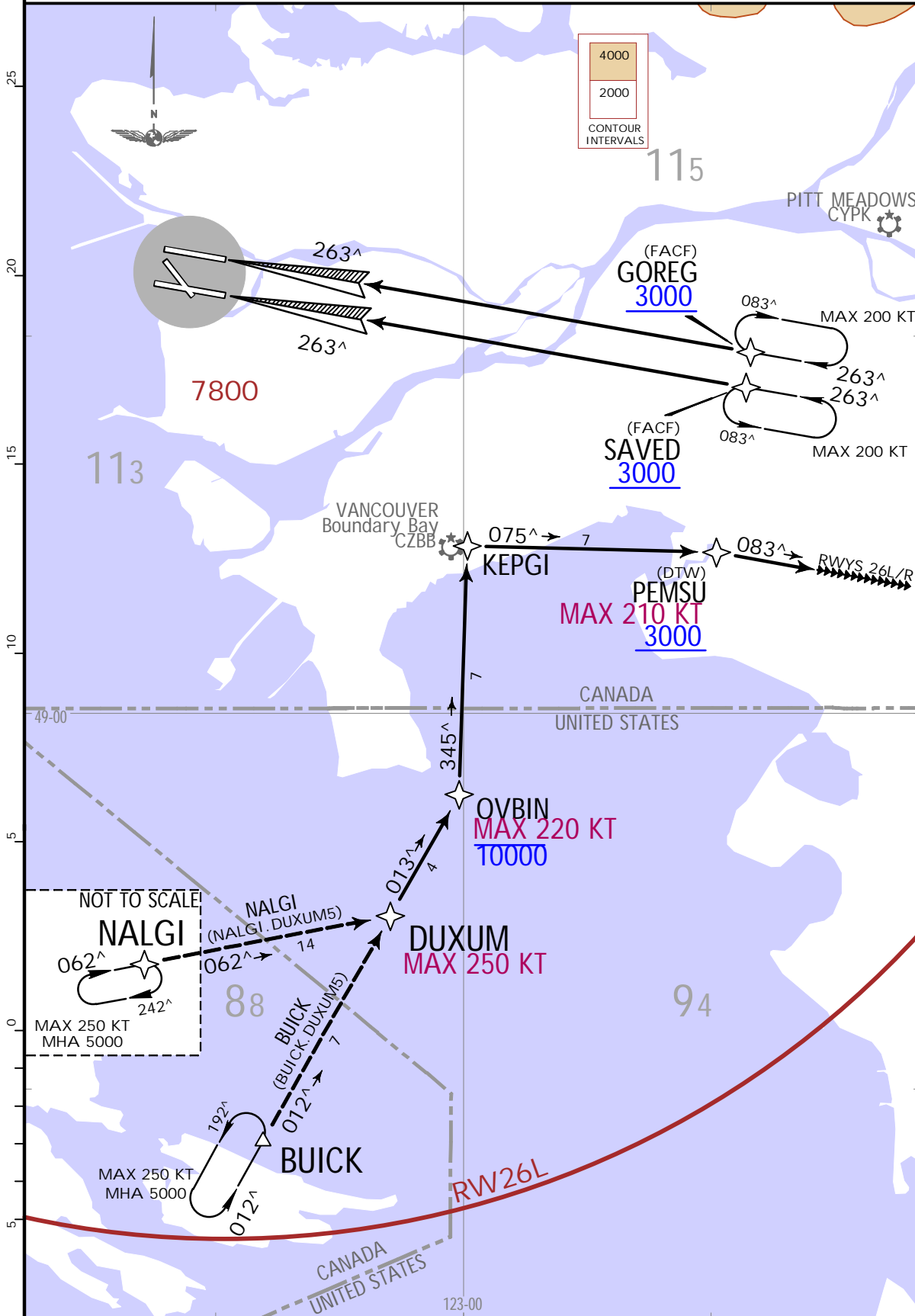
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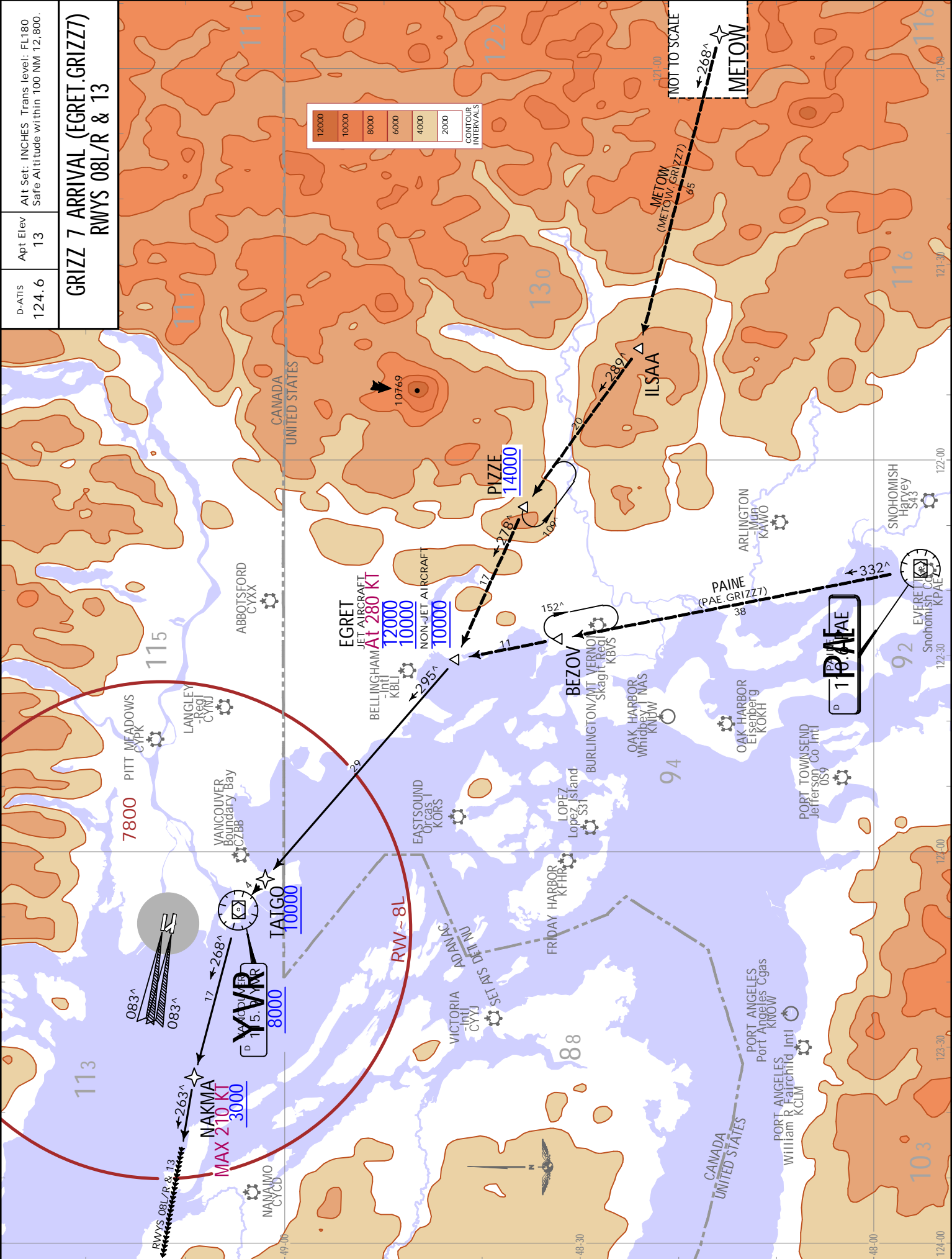
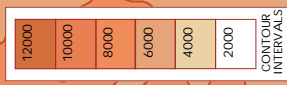
D-ATIS 124.6	Apt Elev 13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.
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DUXUM 5 ARRIVAL (DUXUM.DUXUM5) RWYS 26L/R



JEPPESEN
CYVR/YVR VANCOUVER INTL
CYVX/ABB VANCOUR, BC
17 FEB 23 10-2D Eff. 23.Feb.
124.6
D-ATIS
13
Apt Elev
INCHES
Trans level: FL180
Safe Altitude within 100 NM 12,800.

GRIZZ 7 ARRIVAL (EGRET.GRIZZ7)
RWYS 08L/R & 13



CYVR/YVR
VANCOUVER INTL

JEPPES
VANCOUVER, BC
17 FEB 23 (10-2E) . Eff. 23.Feb. .RNAV.SSTAR.

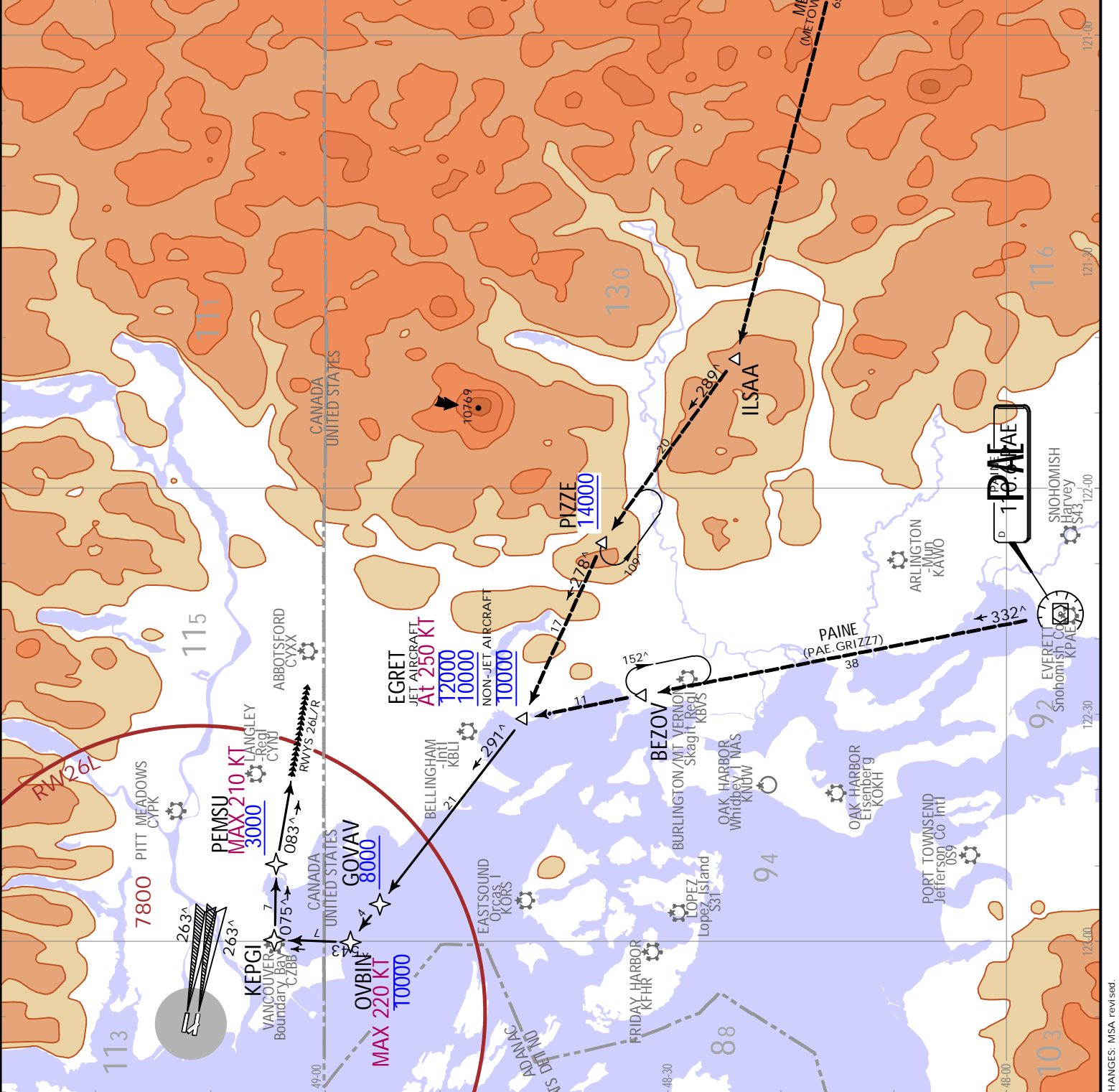
CYVR/YVR
VANCOUVER INTL

D-ATIS
124.6

Apt Elev
13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

GRIZZ 7 ARRIVAL (EGRET.GRIZZ7)
RWYS 26L/R



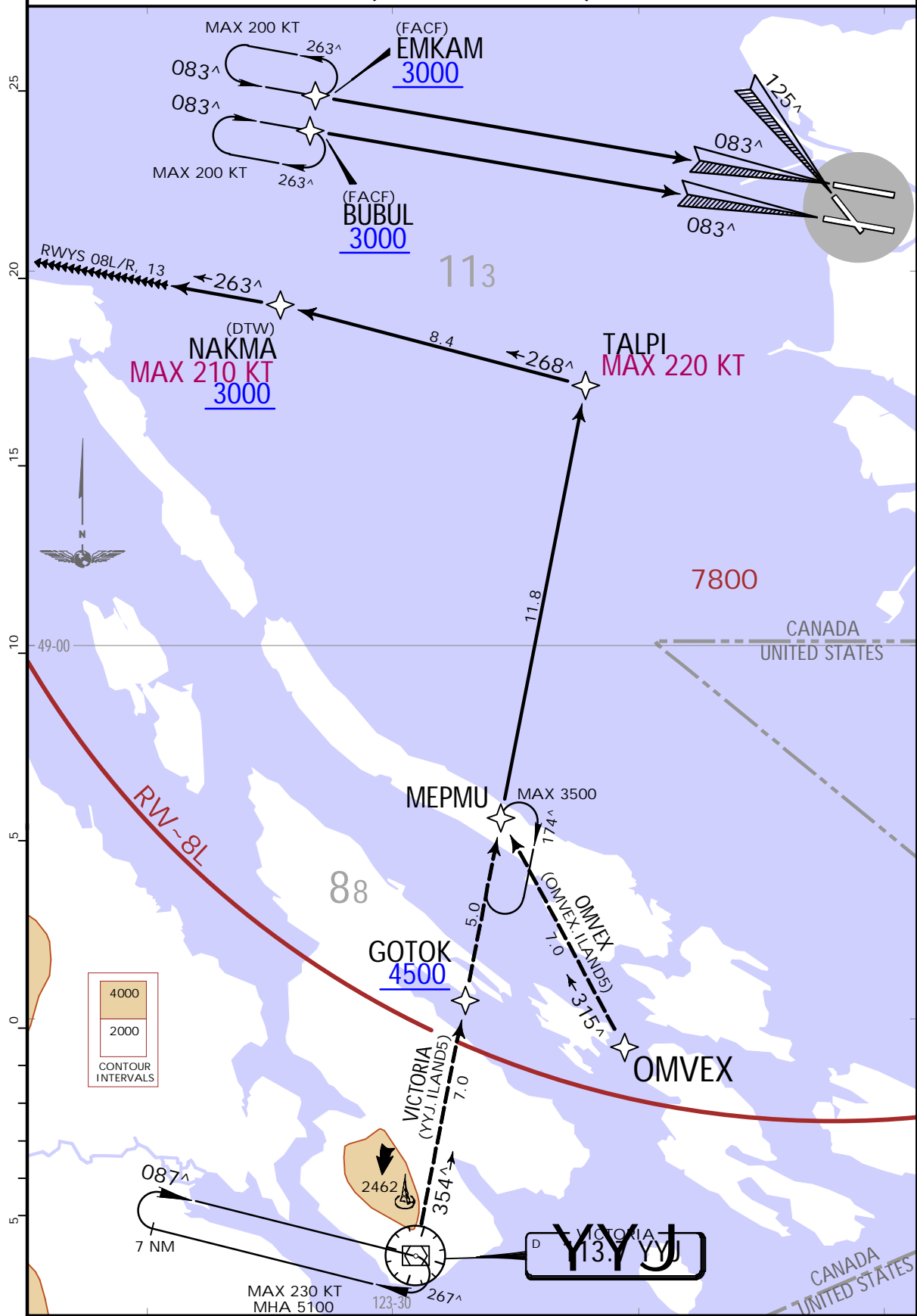
CYVR/YVR
VANCOUVER INTL

JEPPESEN
5 AUG 22 10-2F

VANCOUVER, BC
.RNAV.STAR.

D-ATIS 124.6	Apt Elev 13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.
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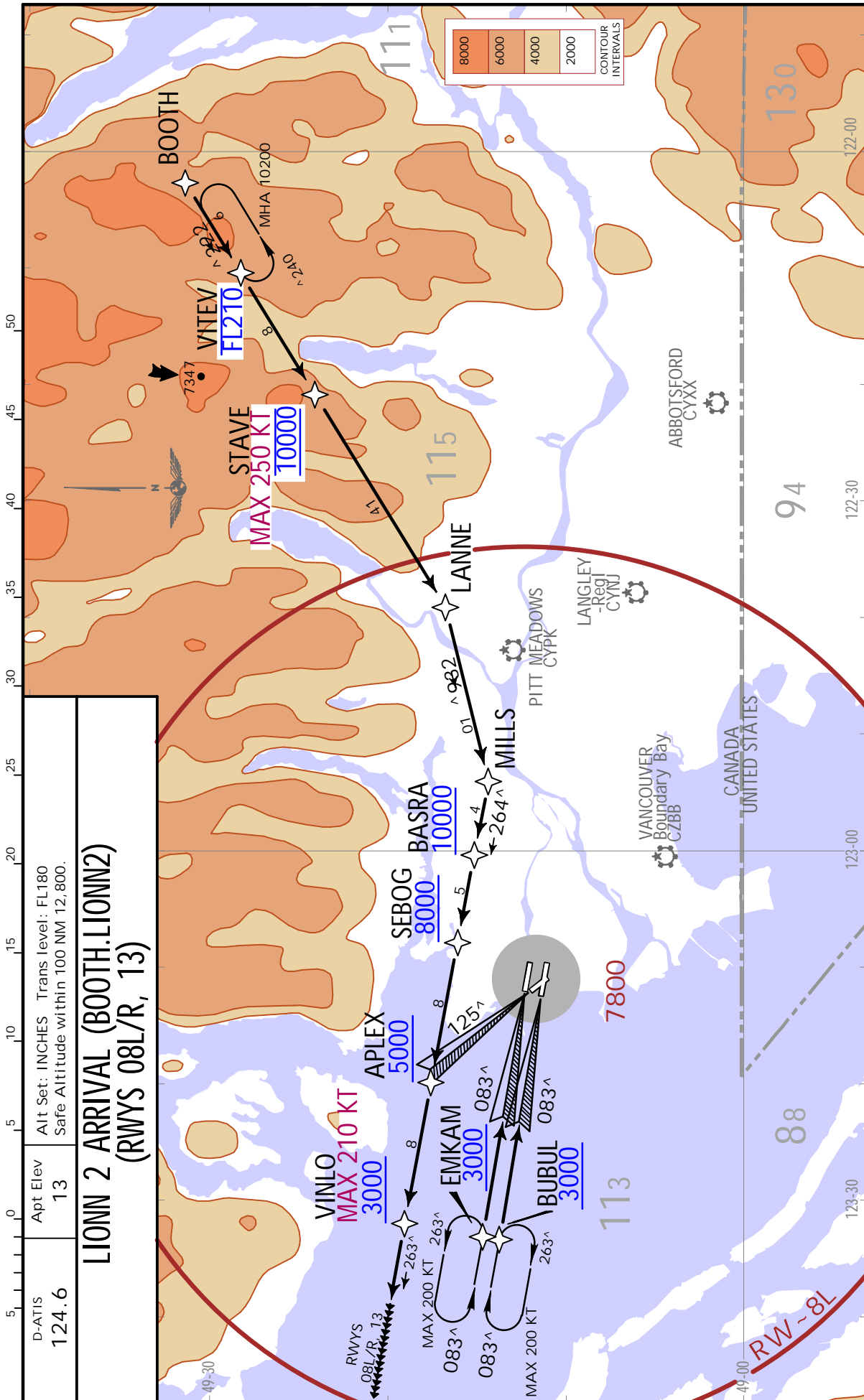
ISLAND 5 ARRIVAL (MEPMU.ILAND5) (RWYS 08L/R, 13)



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VANCOUVER INTL

JEPPesen
2 SEP 22 (10-2J) .Eff.8.Sep.

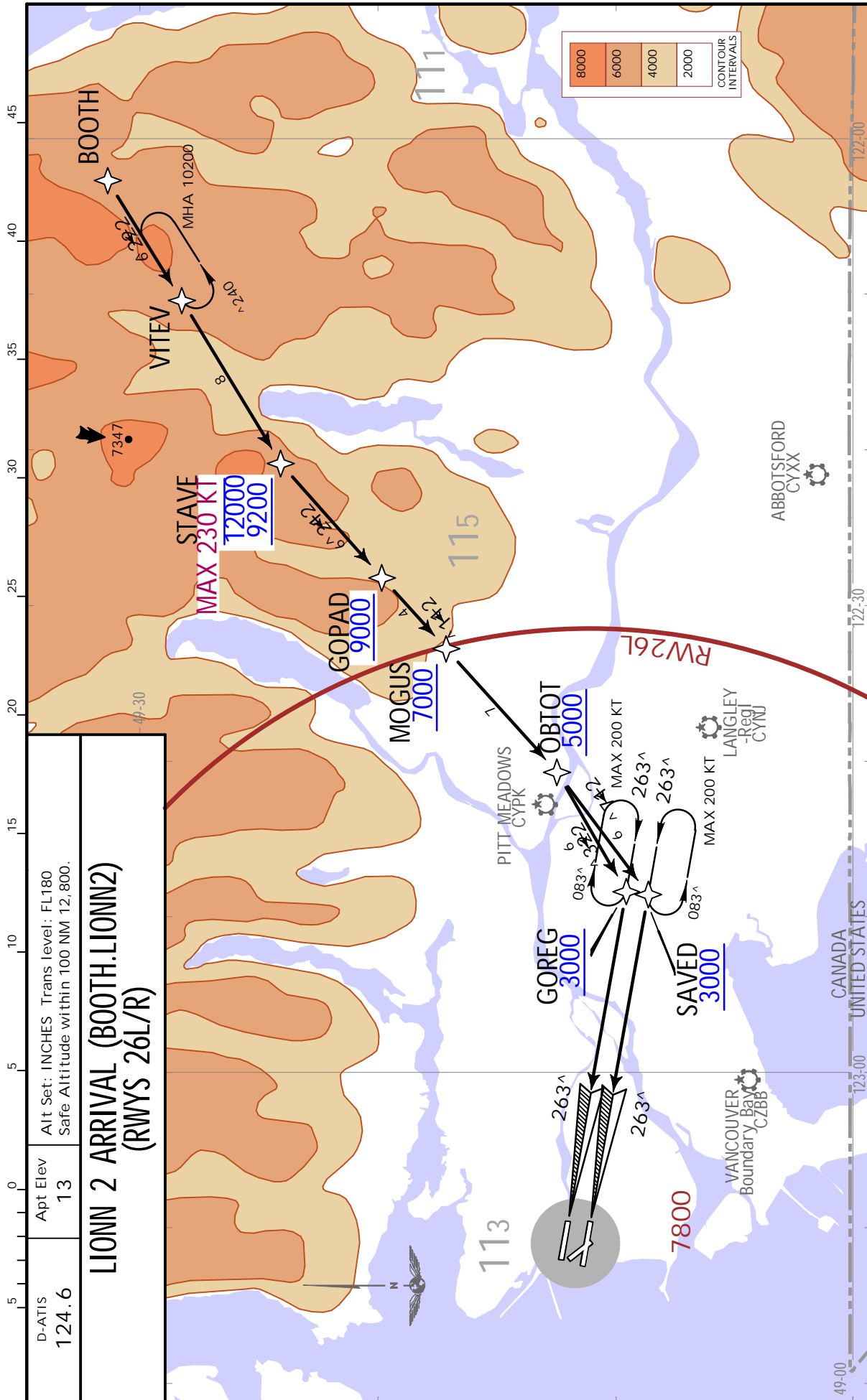
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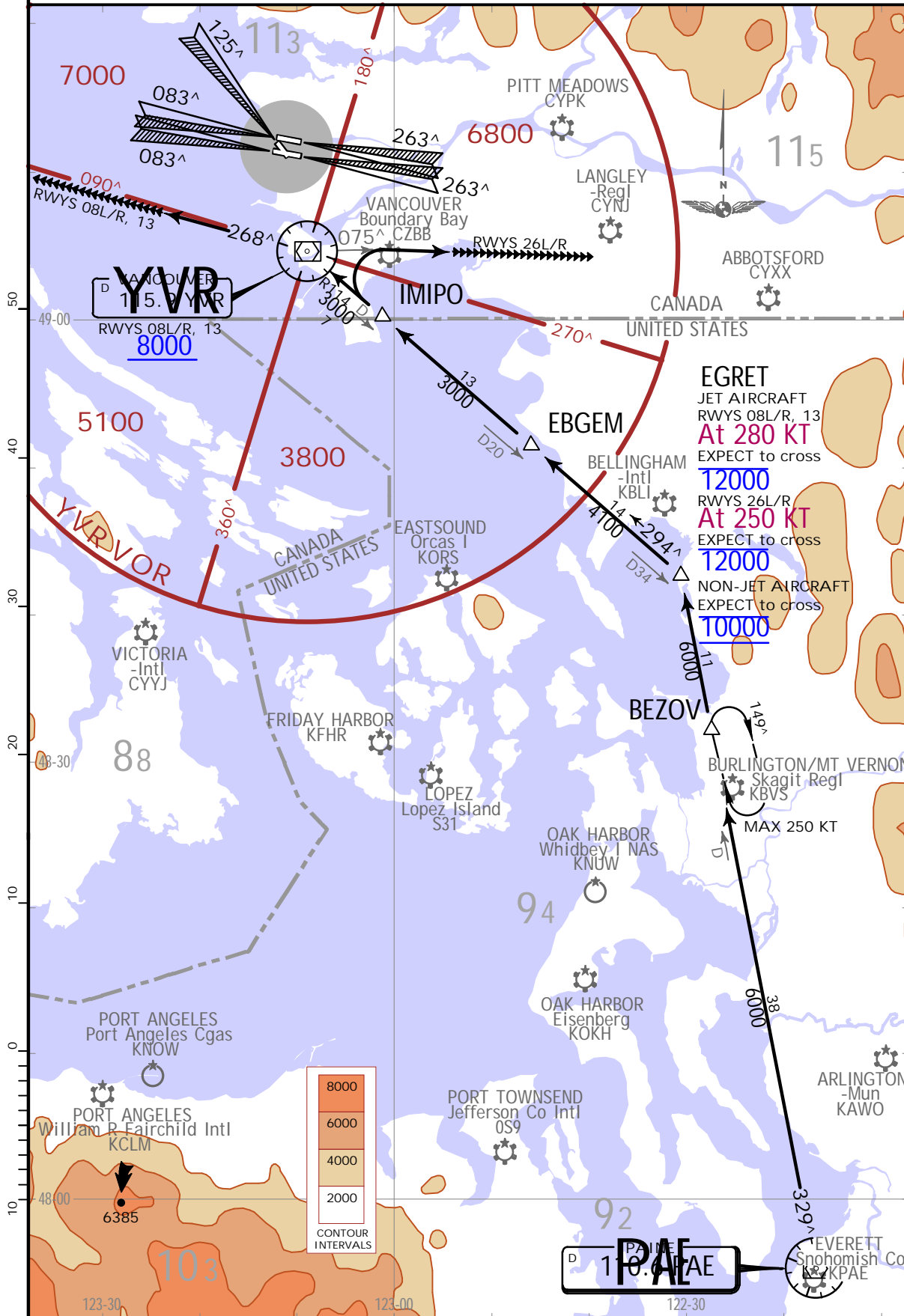
CYVR/YVR
VANCOUVER INTL

JEPPESEN
17 FEB 23 10-2L .Eff.23.Feb.

VANCOUVER, BC
.STAR.

D-ATIS 124.6	Apt Elev 13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.
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PAINE 4 ARRIVAL (PAE.PAINE4) RWYS 08L/R, 13, 26L/R

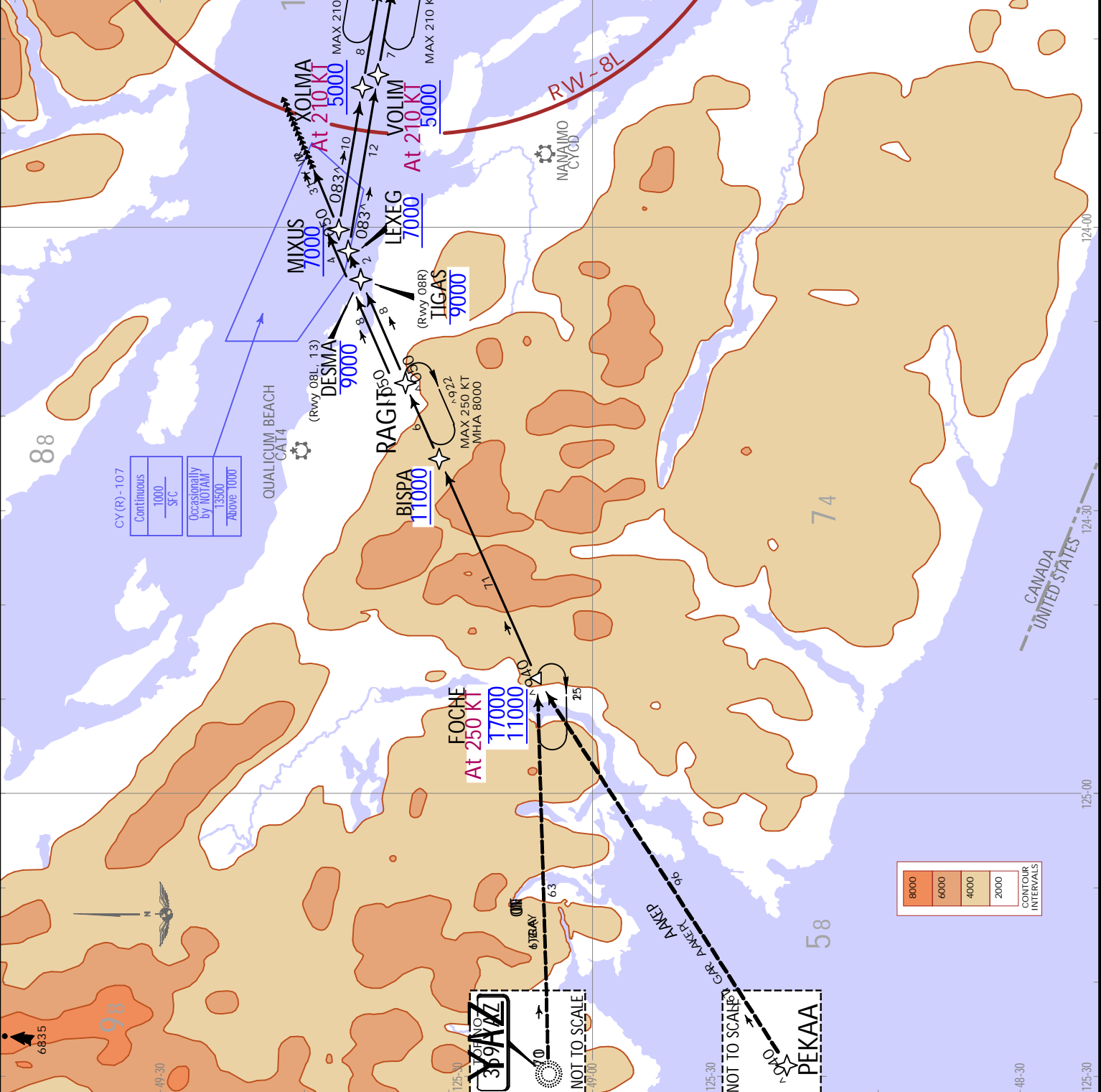


JEPPESENVANCOUVER, BC
 17 FEB 23 (10-2M) .Eff. 23.Feb. .RNAV.SSTAR.

D-ATIS	124.6
Apt Elev	13

Alt Set: INCHES Trans level: FL180
 1. Safe Altitude within 100 NM 12,800.
 2. RADAR required when CY(R)-107 active above 4000.

**RAGIT 6 ARRIVAL
 (FOCHE.RAGIT6)
 (RWYS 08L/R, 13)**



CY(R)-107

Continuous	1000
SFC	1350
Occasionally by NOTAM	1350
Above 1000	7000

8000
6000
4000
2000
CONTOUR INTERVALS



NOT TO SCALE

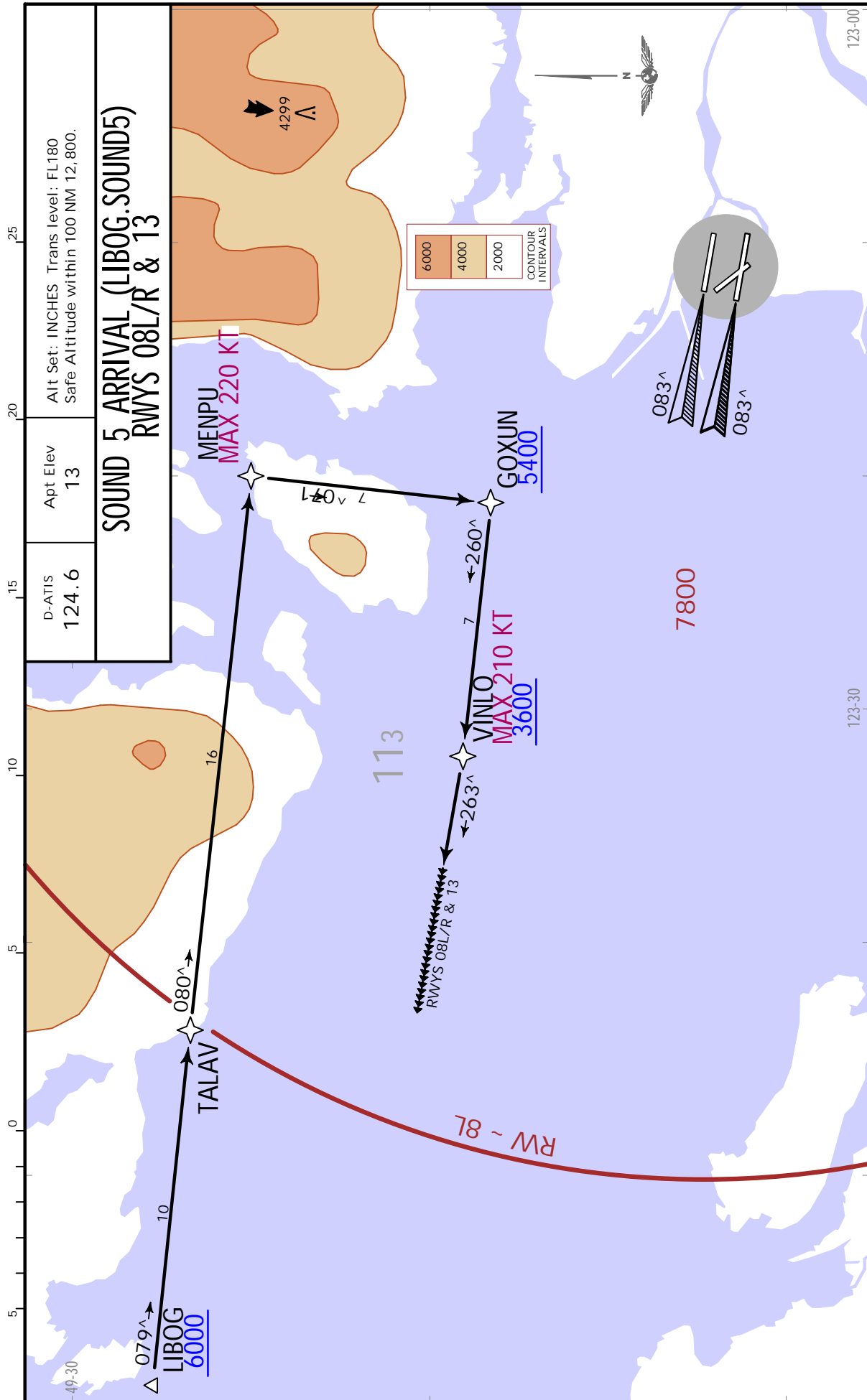
NOT TO SCALE

CYVR/YVR
 VANCOUVER INTL

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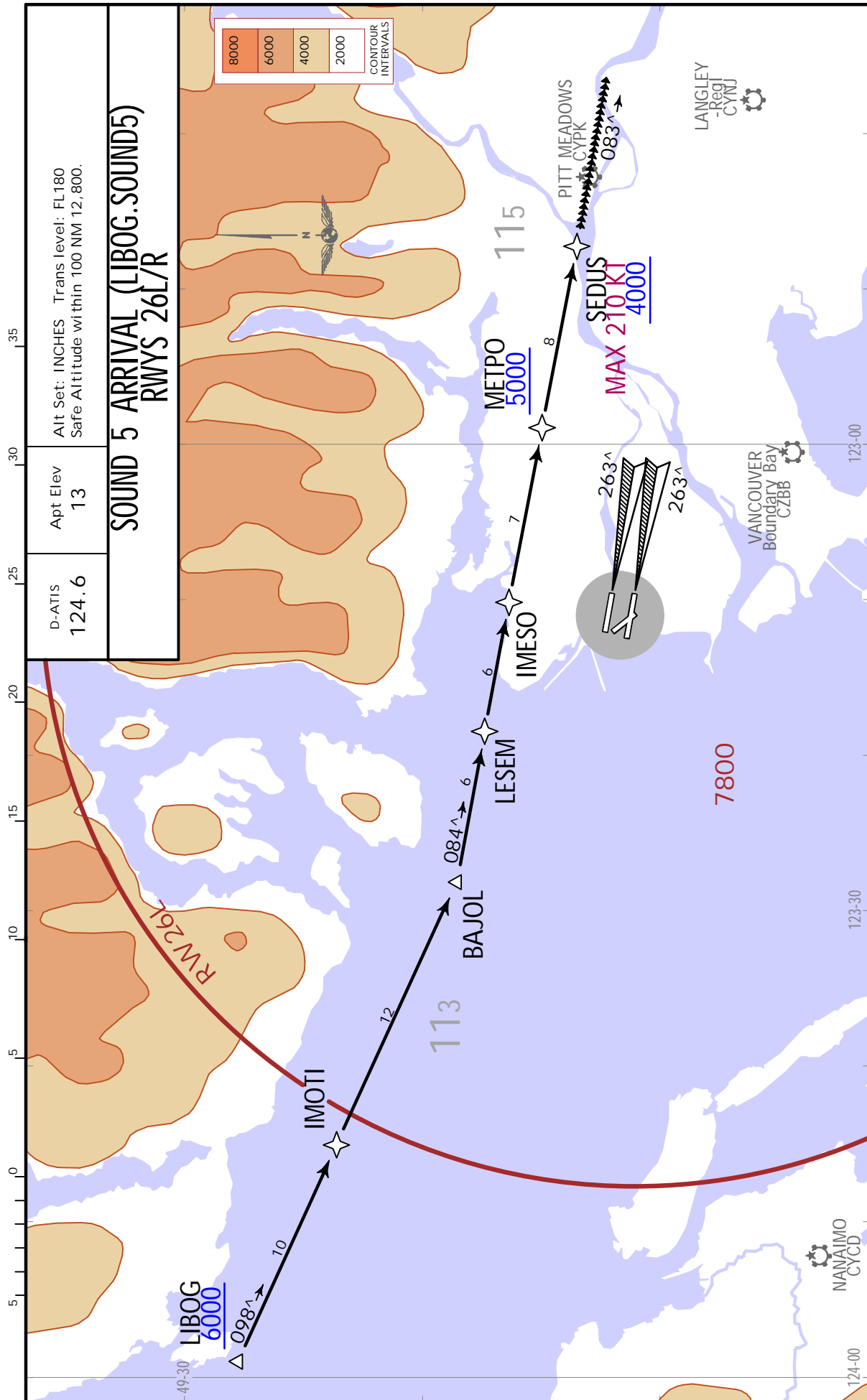
VANCOUVER, BC
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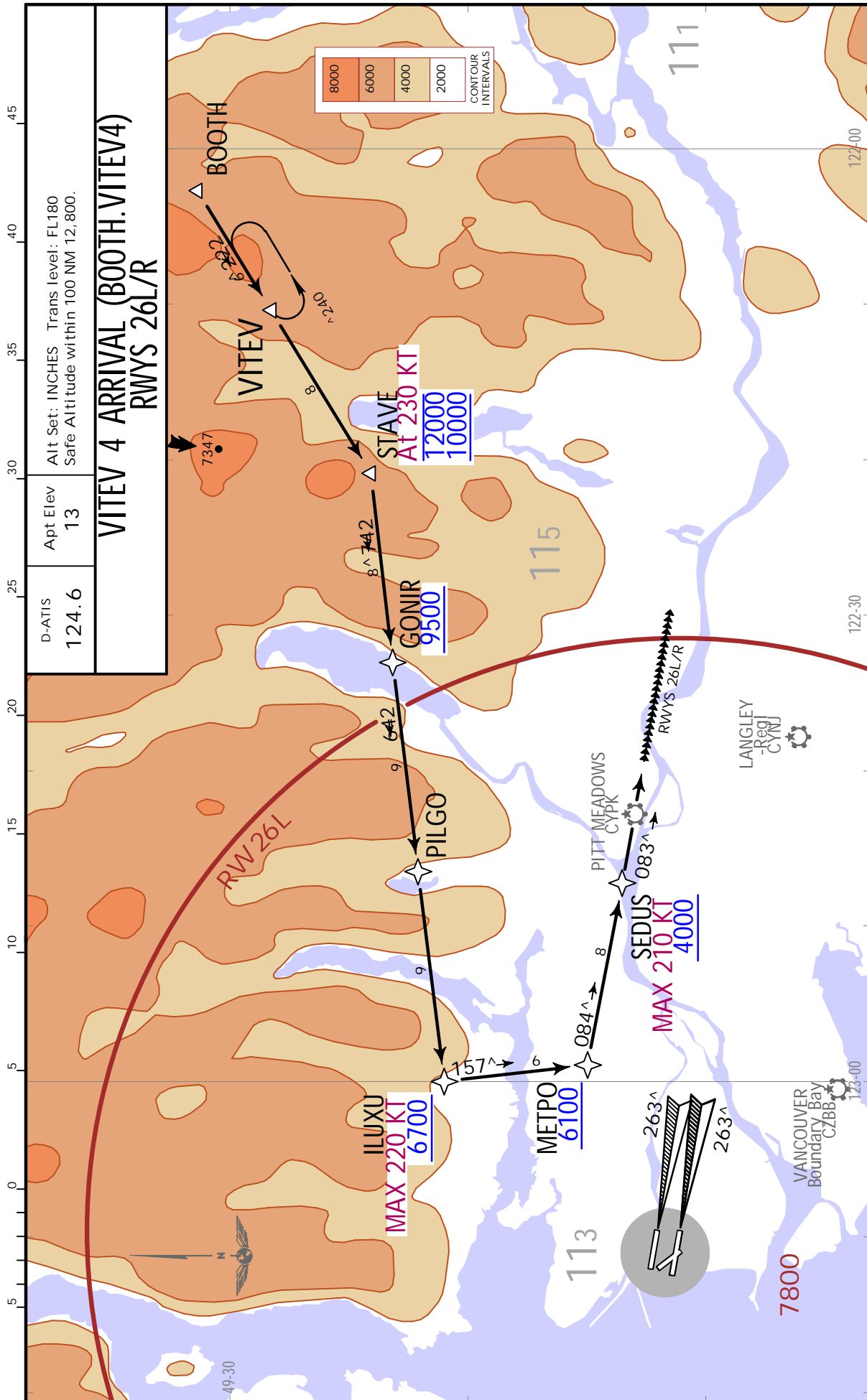
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VANCOUVER INTL

JEPPesen
17 FEB 23 10-2T .Eff.23.Feb.

VANCOUVER, BC
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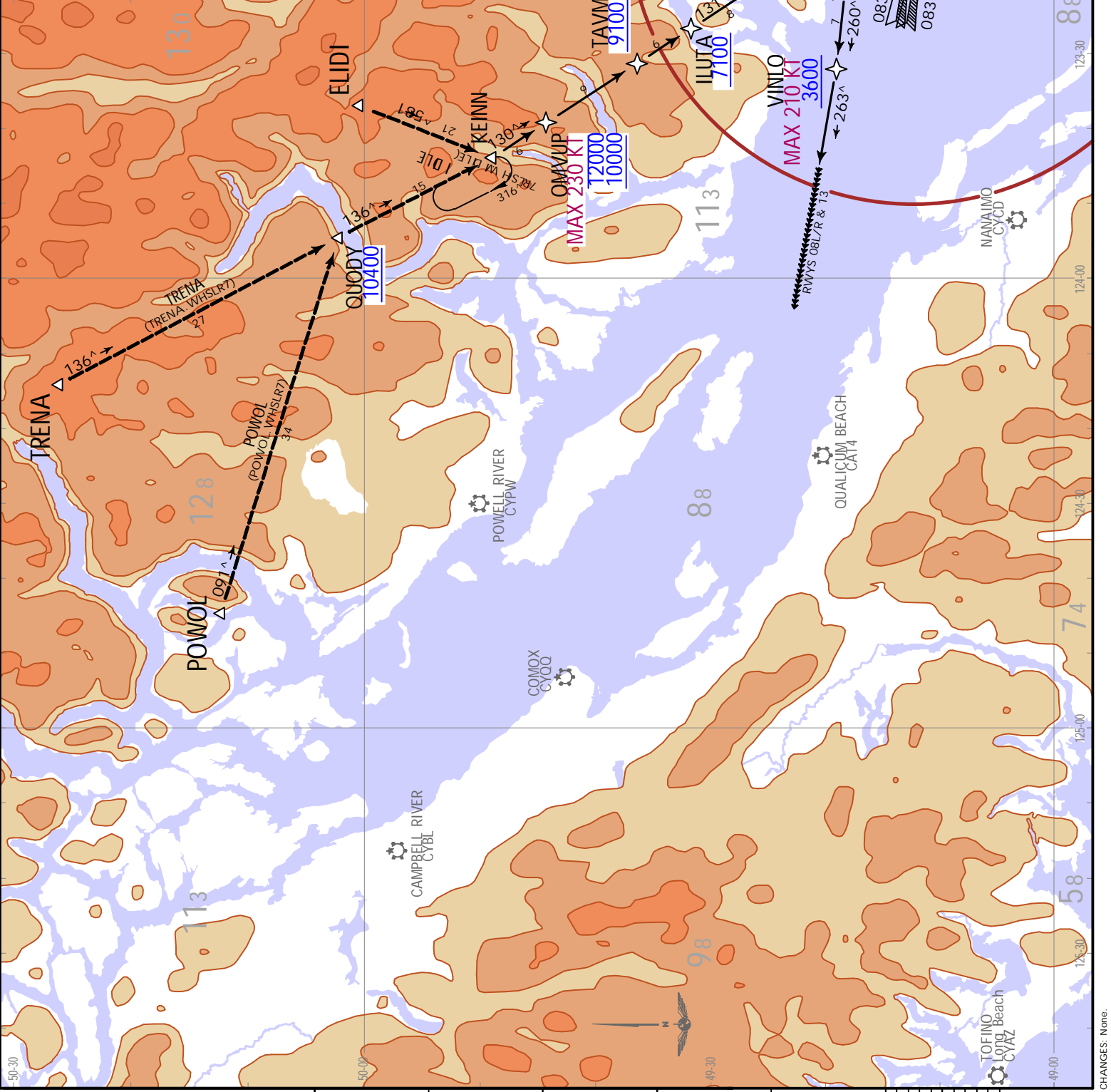


JEPPESNVANCOUVER, BC
17 FEB 23 (10-2U) .Eff.23.Feb. .RNAV.STAR

D-ATIS 124.6 Apt Elev 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

WHISTLER 7 ARRIVAL
(KEINN.WHSLR7)
RWYS 08L/R & 13



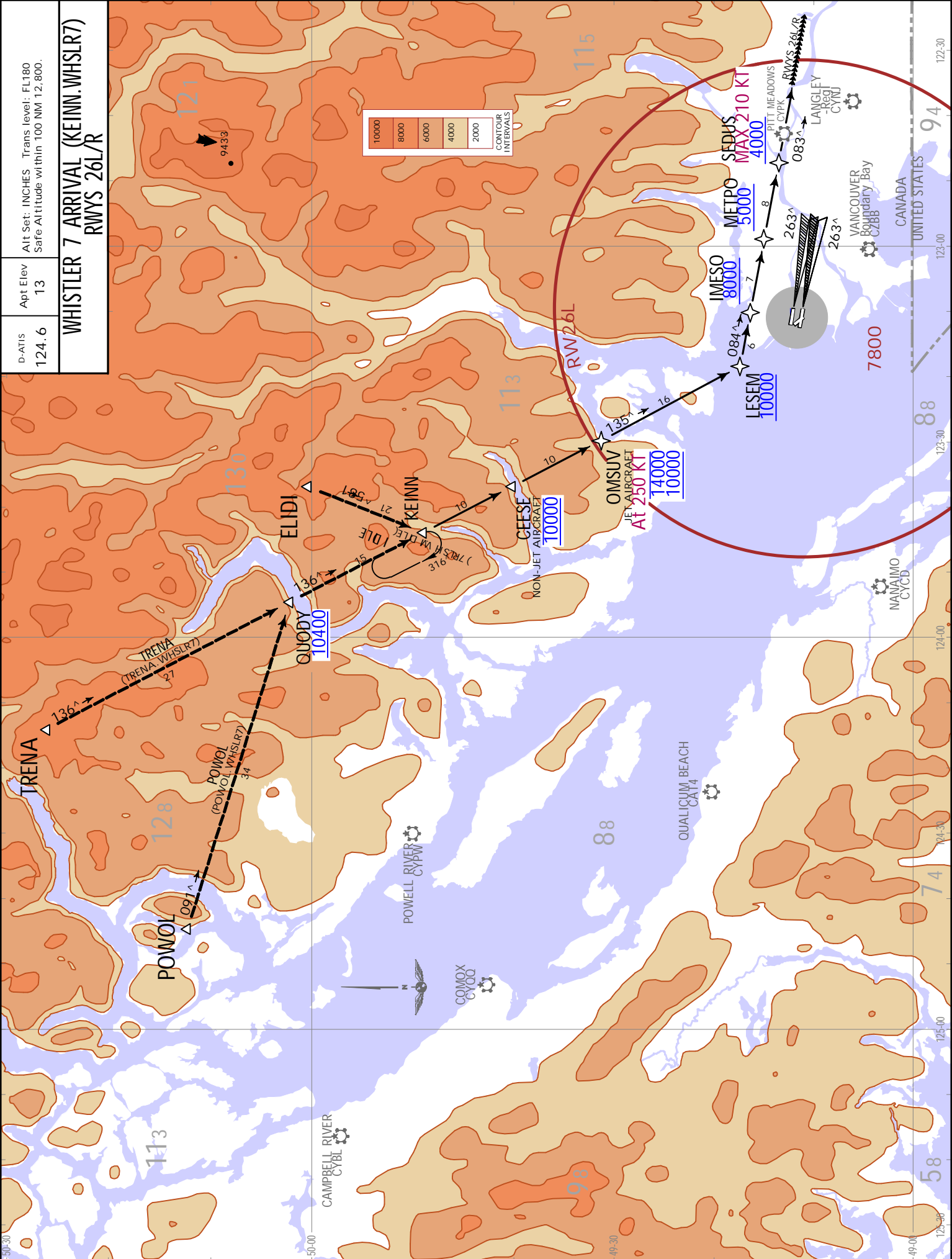
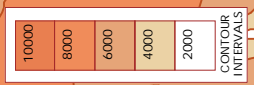
CYVR/YVR
VANCOUVER INTL

VANCOUVER, BC
RMVAV.STAR

JEPPesen
17 FEB 23 (10-2V) .Eff.23.Feb.

CYVR/YVR
VANCOUVER INTL

D-ATIS 124.6	Apt Elev 13	Alt Set: INCHES Safe Altitude within 100 NM 12,800.
WHISTLER 7 ARRIVAL (KEINN.WHSLR7) RMVYS 26L/R		



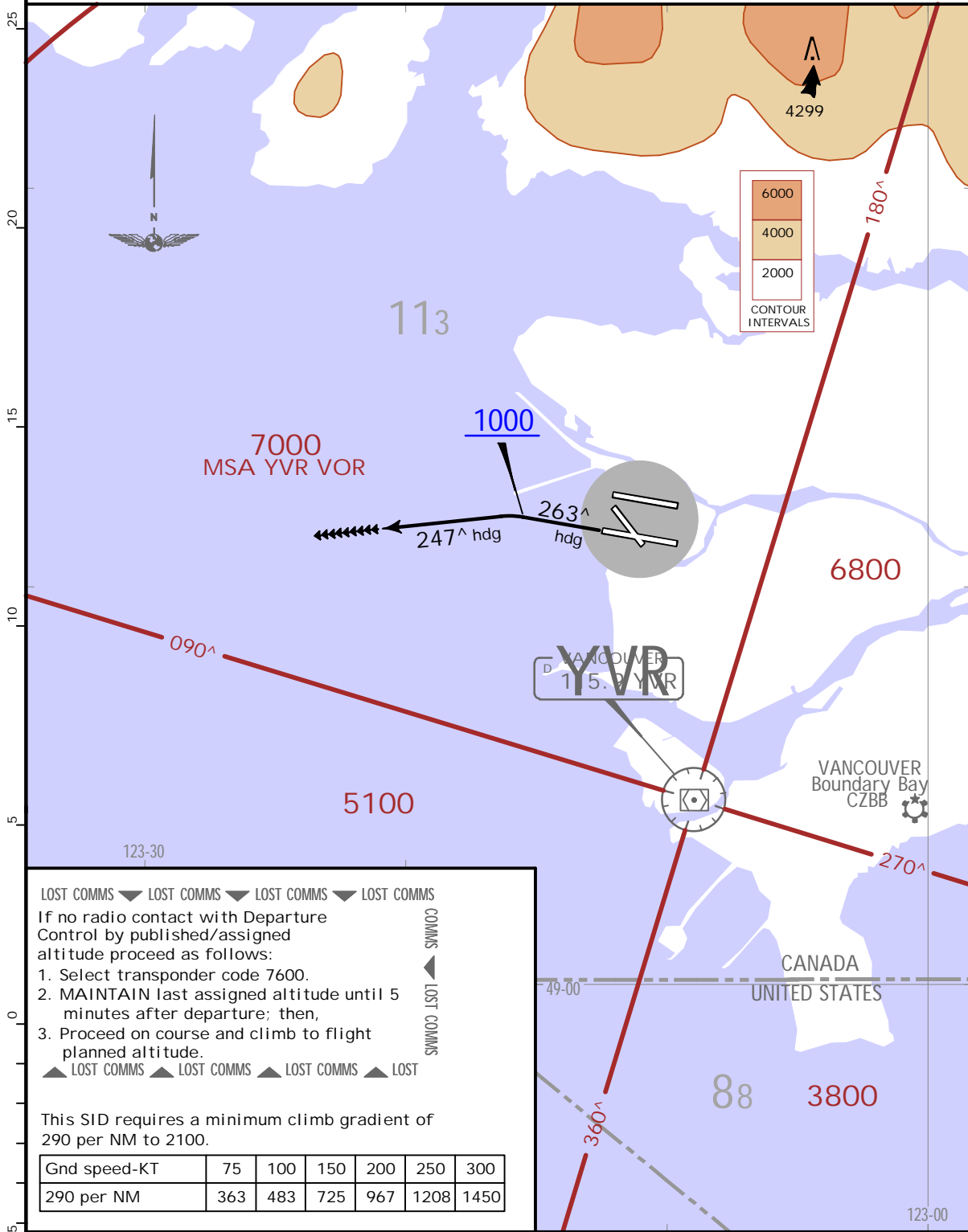
CYVR/YVR
VANCOUVER INTL

JEPPesen
2 SEP 22 **(10-3A)** .Eff.8.Sep.

VANCOUVER, BC
.SID.

VANCOUVER Departure		Apt Elev 13	Trans alt: 18000 1. CAUTION: Simultaneous parallel departures may be in use. 2. Safe ALTitude within 100 NM 12,800. 3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2. 4. Refer to 10-4 Noise Abatement Procedures for additional requirements.
NORTH	SOUTH		
126.12	132.3		

GEORGIA 6 DEPARTURE (GRG6.) (VECTOR)
(RWY 26L)



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 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 ▲ 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 heading 263[^] to 1000. Then climbing LEFT turn heading 247[^] or as assigned 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.

CYVR/YVR
VANCOUVER INTL

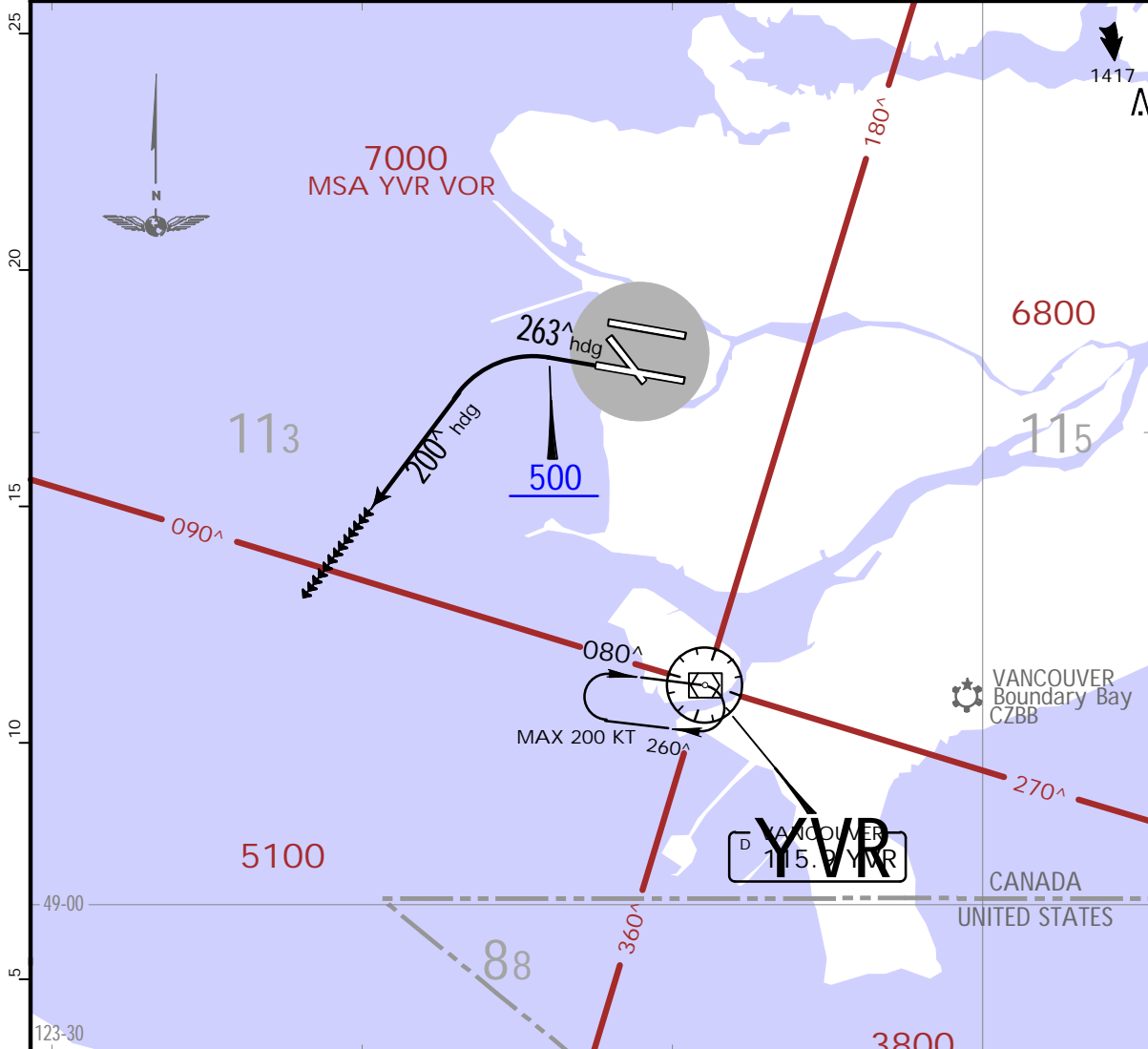
JEPPESEN
2 SEP 22 **(10-3B)** .Eff.8.Sep.

VANCOUVER, BC
.SID.

VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.
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RICHMOND 7 DEPARTURE (RICHM7.) (VECTOR)
(RWY 26L)

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

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

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

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

This SID requires a minimum climb gradient of:
290 per NM to 2000.

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

INITIAL CLIMB

Climb heading 263° to 500. Then climbing LEFT turn heading 200° 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 or depicted fix and clearance to flight planned altitude/flight level 10 minutes after departure.

CYVR/YVR
VANCOUVER INTL

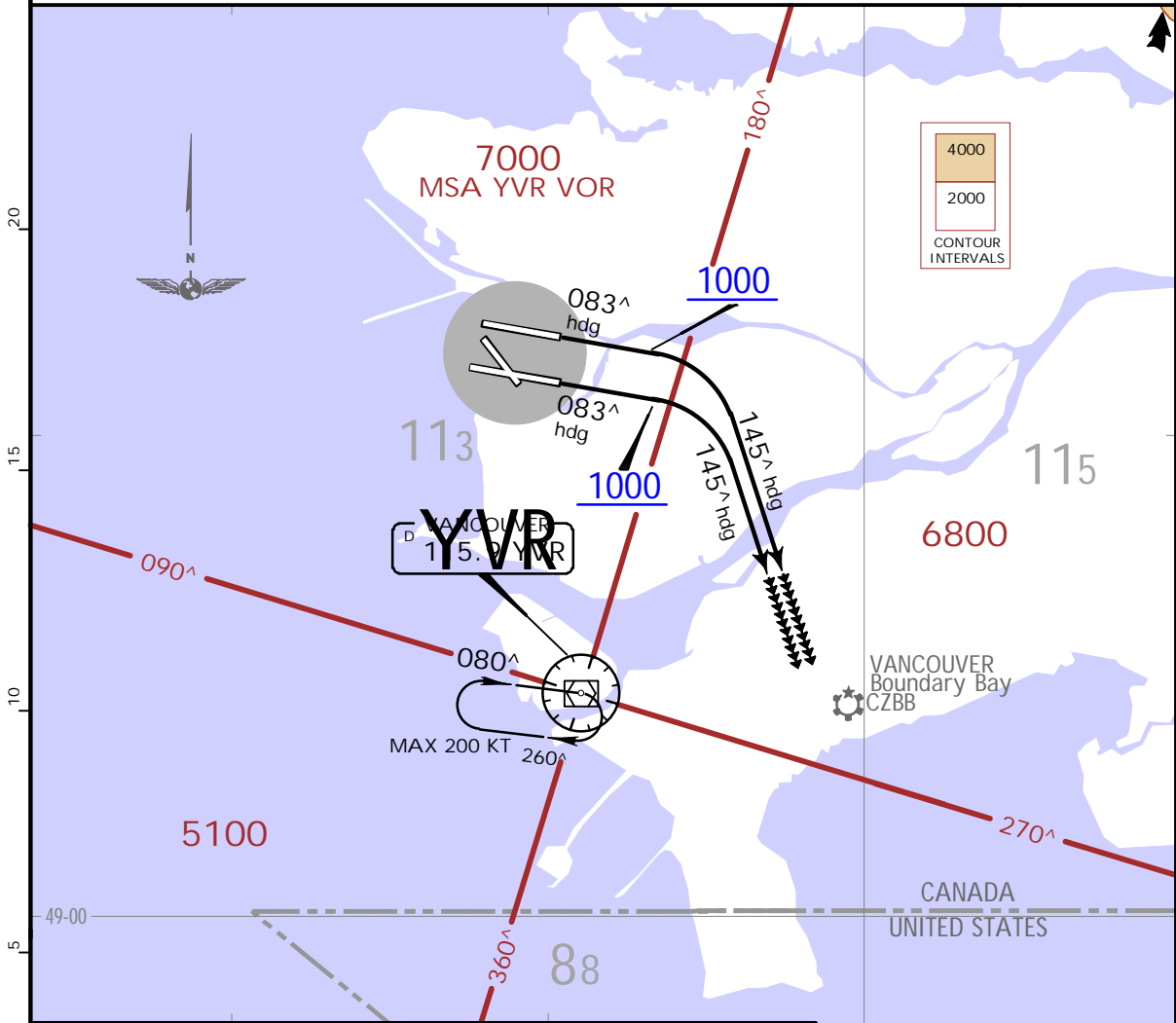
JEPPesen
2 SEP 22 **10-3C** .Eff. 8.Sep.

VANCOUVER, BC
.SID.

VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.
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STANLEY 5 DEPARTURE (STNLE5.)
(VECTOR)
(RWYS 08L/R)

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



This SID requires a minimum climb gradient of:
Rwy 08L: 280 FT/NM to 500.

Gnd speed-KT	75	100	150	200	250	300
280 FT/NM	350	467	700	933	1167	1400

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:
All Rwys:
1. Select transponder code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

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

INITIAL CLIMB

Climb heading 083° to 1000. Then climbing RIGHT turn heading 145° or as assigned 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.

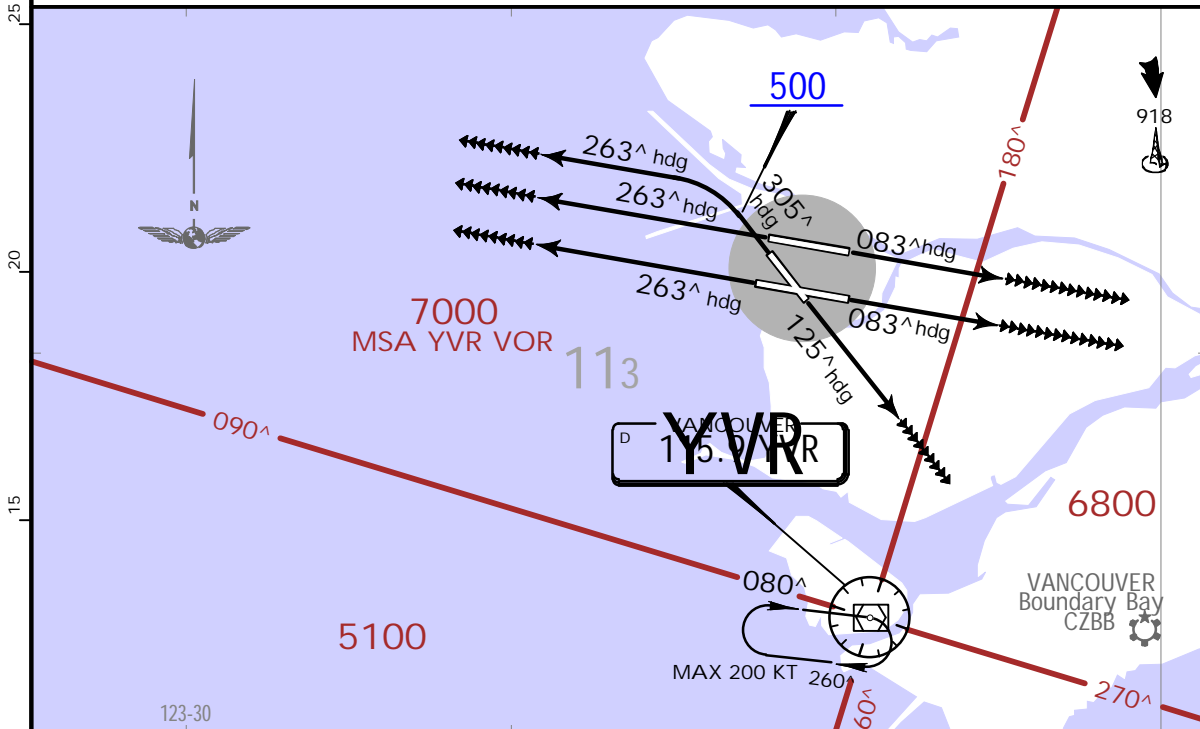
CYVR/YVR
VANCOUVER INTL

JEPPesen
2 SEP 22 **(10-3D)** .Eff.8.Sep.

VANCOUVER, BC
.SID.

VANCOUVER Departure		Apt Elev 13	Trans alt: 18000 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.
NORTH	SOUTH		
126.125	132.3		

VANCOUVER 2 DEPARTURE (YVR2.)
(VECTOR)
(ALL RWYS)



This SID requires a minimum climb gradients of:
Rwy 08L: 280 FT/NM to 500.
Rwys 26L/R: 290 FT/NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
280 FT/NM	350	467	700	933	1167	1400
290 FT/NM	363	483	725	967	1208	1450

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

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 code 7600.
2. Beyond D10.0 of YVR VOR MAINTAIN last assigned altitude, RIGHT turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.
Rwys 13, 26L/R, 31:
1. Select transponder 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 appropriate procedures for communication failure enroute.

RWY	INITIAL CLIMB
08L/R	Climb heading 083° or as assigned by ATC.
13	Climb heading 125° or as assigned by ATC. NOTE: Building to 50 approximately 0.15 NM past DER, 685 LEFT of runway centerline. Tower to 50 approximately 0.2 NM past DER, 500 LEFT of runway centerline.
26L/R	Climb heading 263° or as assigned by ATC.
31	Climb heading 305° to 500. Then climbing LEFT turn heading 263° or as assigned by ATC.

ROUTING
MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CYVR/YVR



.NOISE.
VANCOUVER, BC
VANCOUVER INTL

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. See Jeppesen Canada ATC para 7.6. 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: Use of reverse thrust is to be avoided or reduced when conditions permit.

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 <u>not permitted.</u>
2. 0001-0600	Departure of JET AIRCRAFT rated over 34,000 kg (74,957 lbs) (MTOW), regardless of actual take-off weight, require prior approval from 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 and APPROVALS Section.

ALL AIRCRAFT (PRIORITY FLIGHTS EXEMPT)	
LOCAL TIME	Preferential Runway Usage
1. 0600-2300	Defer to westerly flow.
One direction flow	Minimize departures on runway 13 and arrivals on runway 31.
2. 2300-0600	Westerly flow for departures and easterly flow for arrivals.
Two direction flow	Minimize departures on runway 13 and arrivals on runway 31.
Subject to limiting factors including: physical condition of surfaces; irregular airfield operations; crosswind and tailwind conditions: and, traffic volume. (MEDEVACS EXEMPT).	

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

CYVR/YVR



.NOISE.
VANCOUVER, BC
VANCOUVER INTL

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 #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.

CYVR/YVR



TAXI
VANCOUVER, BC
VANCOUVER INTL
Standard Taxi Procedures

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.
1 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).
1 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).
1 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.
1 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).
1 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).

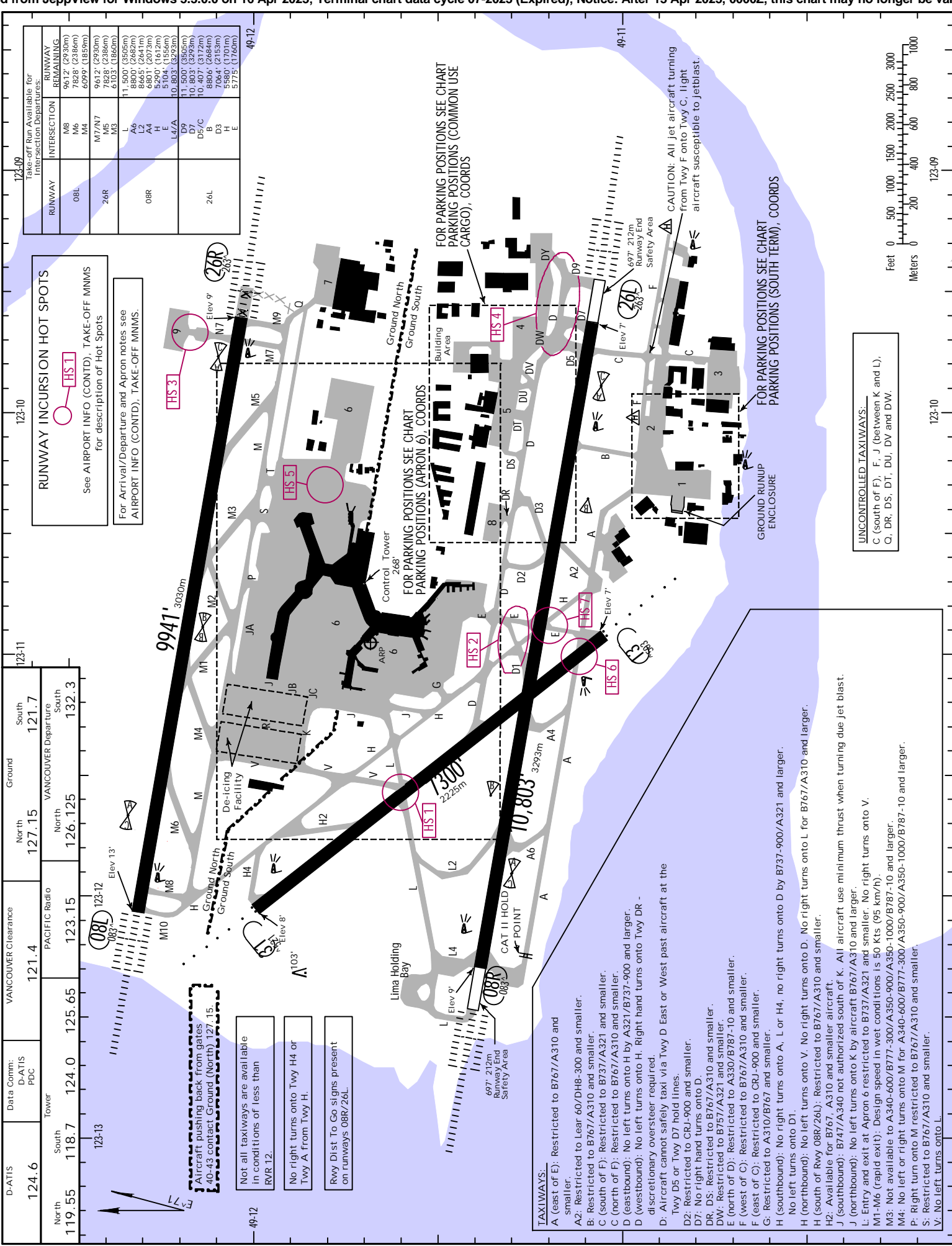
1 Taxi routes for A340-600/B777-300/A350-900/A350-1000.

D-ATIS	124.6	South	121.7
D-ATIS	127.15	North	126.125
PDC	123.15	South	132.3
Tower	124.0	North	125.65
Clearance	121.4	South	126.125
PACIFIC Radio	123.15	North	126.125
VANCOUVER Departure	123.15	South	132.3

Runway	Intersection	Runway Remaining
08L	M8	9612' (2930m)
	M6	7828' (2386m)
	M4	6094' (1857m)
26R	M7/N7	9612' (2930m)
	M5	7828' (2386m)
	M3	6103' (1860m)
08R	L	11,500' (3505m)
	A2	8665' (2641m)
	A4	8601' (2613m)
	H	5290' (1612m)
	E	5104' (1556m)
	4/A	10,893' (3293m)
	D7	10,803' (3293m)
	D5/C	10,407' (3172m)
	B	8806' (2684m)
	D3	7064' (2153m)
	E	5580' (1701m)
		5775' (1760m)

RUNWAY INCURSION HOT SPOTS
See AIRPORT INFO (CONT'D), TAKE-OFF MINIMS for description of Hot Spots

For Arrival/Departure and Apron notes see AIRPORT INFO (CONT'D), TAKE-OFF MINIMS.



Aircraft pushing back from gates 40-43 contact Ground (North), 127.15.

Not all taxiways are available in conditions of less than RVR 12.

No right turns onto Twy H4 or Twy A from Twy H.

Rwy Dist To Go signs present on runways 08R/26L.

TAXIWAYS:
A (east of E): Restricted to B767/A310 and smaller.
A2: Restricted to Lear 60/DH8-300 and smaller.
B: Restricted to B767/A310 and smaller.
C (south of F): Restricted to B737/A321 and smaller.
C (north of F): Restricted to B767/A310 and smaller.
D (eastbound): No left turns onto H by A321/B737-900 and larger.
D (westbound): No left turns onto H. Right hand turns onto Twy DR - discretionary oversteer required.
D: Aircraft cannot safely taxi via Twy D East or West past aircraft at the Twy D5 or Twy D7 hold lines.
D2: Restricted to CRJ-900 and smaller.
D7: No right hand turns onto D.
DR, DS: Restricted to B767/A310 and smaller.
DW: Restricted to B757/A321 and smaller.
E (north of D): Restricted to A330/B787-10 and smaller.
F (west of C): Restricted to B767/A310 and smaller.
F (east of C): Restricted to CRJ-900 and smaller.
G: Restricted to A310/B767 and smaller.
H (southbound): No right turns onto A, L or H4, no right turns onto D by B737-900/A321 and larger.
H (northbound): No left turns onto D1.
H (northbound): No right turns onto D. No right turns onto L for B767/A310 and larger.
H (south of Rwy 08R/26L): Restricted to B767/A310 and smaller.
H2: Available for B767, A310 and smaller aircraft.
J (southbound): B747/A340 not authorized south of K. All aircraft use minimum thrust when turning due jet blast.
J (northbound): No left turns onto K by aircraft B767/A310 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).
M3: Not available to A340-600/B777-300/A350-900/B787-10 and larger.
M4: No left or right turns onto M for A340-600/B777-300/A350-900/B787-10 and larger.
P: Right turn onto M restricted to B767/A310 and smaller.
S: Restricted to B767/A310 and smaller.
V: No left turns onto L.

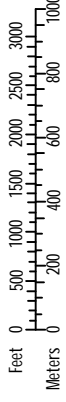
FOR PARKING POSITIONS SEE CHART PARKING POSITIONS (APRON 6), COORDS

FOR PARKING POSITIONS SEE CHART PARKING POSITIONS (COMMON USE CARGO), COORDS

FOR PARKING POSITIONS SEE CHART PARKING POSITIONS (SOUTH TERM), COORDS

CAUTION: All jet aircraft turning from Twy F onto Twy C, light aircraft susceptible to jetblast.

UNCONTROLLED TAXIWAYS:
C (south of F), F, J (between K and L), O, DR, DS, DT, DU, DV and DW.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL	CL	ALSF-II	TDZ	2 PAPI-L (angle 3.0°)	RVR	USABLE LENGTHS		
							Threshold	GLIDE Slope	TAKE-OFF
08R	26L						9724' - 2964m	11,500' - 3505m	200' - 61m
2 For aircraft with eye-to-wheel height up to 45'.									
08L	26R						8887' - 2709m		200' - 61m
3 For aircraft with eye-to-wheel height up to 45'.									
13	31	MIRL	ODALS	4 PAPI-L (angle 3.0°)			6193' - 1888m		200' - 61m
4 For aircraft with eye-to-wheel height up to 45'.									

RUNWAY INCURSION HOT SPOTS

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

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 Twy D1, turn North on Twy E. Do not stop in runway area.

HS 3 Twy N7 hold line for Rwy 26R/08L at intersection Twy N7 and Apron IX.

HS 4 Aircraft cannot safely taxi via Twy D East or West past aircraft at the Twy D5 or Twy D7 hold lines. Twy D9 commences beyond the runway holdshort line for Rwy 08R/26L on Twy D and Twy DY.

HS 5 Multiple taxiways converge.

HS 6 Taxiing to Rwy 08R/26L, aircraft fail to hold short and incur on Rwy 13/31 on Twy A.

HS 7 Taxiing across Rwy 08R/26L, aircraft fail to hold short and incur on Rwy 13/31 on Twy E.

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	
TDZ RVR 6	1 RVR 12 or 1/4	RVR 26 or 1/2
Roll out or Mid RVR 6		

1 RVR 10 required for start.

GENERAL

CAUTION: October - April migratory birds in vicinity of airport. Resident snow goose population, significant hazard at and below 400' AGL West of the threshold of Rwy 08R and Rwy 08L out to 1.9 NM.

CAUTION: Frequent VFR float aircraft activity on river south side of airport.

CAUTION: ALL JET AIRCRAFT: Light aircraft susceptible to jetblast when turning from twy F on to C.

Multilateration: Pilots must keep their transponder on at all times when maneuvering on the airport (turned on prior to brake release and on arrival, on until final engine shutdown). Pilots that do not have transponder code issued by ATC squawk 1000 when taxiing.

Rwy Arrivals & Departures:

Rwy 08L arrivals:
Use of reverse thrust is to be avoided or reduced when conditions permit.
Do not stop in rwy area. See HOT SPOT 2.

Rwy 26R arrivals:
Use of reverse thrust is to be avoided or reduced when conditions permit.

Rwy 26L arrivals: Turns onto Rwy 31 NOT AUTHORIZED without clearance. Aircraft exiting onto Rwy 13/31: Right hand turns onto Twy D restricted to B767/A310 & smaller, discretionary oversteer is required. Aircraft exiting onto Twy H, hold short of Twy D. Do not stop in rwy area. See HOT SPOT 2.

Rwy 13 departures: Not Authorized for A340-600/B777-300/A350-900/A350-1000/B787-10 and larger.
Rwy 31 arrivals: Not Authorized for A340-600/B777-300/A350-900/A350-1000/B787-10 and larger.

UNCONTROLLED VEHICLES CROSSINGS

Twys DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V.

APU SHUTDOWN PROCEDURE

Aircraft Auxiliary Power Unit (APU) use shall be limited to 15 minutes or less in total between on-block time and departure of aircraft from stands supplied with Ground Power Unit (GPU) and/or preconditioned air, for environmental reasons, if the outside air temperature is between 0 degrees and 20 degrees Celsius.

Aircraft shall not need to comply with the above limitations on stands not equipped with serviceable GPU and/or preconditioned air or if there are overriding health & safety considerations.

APRON

Advise ATC if ground crew not present at gate.

Apron 1: Restricted to CRJ-900/SF34 and smaller.

Apron 3: Jets towed in and out.

Apron 4: Restricted to B757/A321 and smaller. Aircraft stand taxiway east of DW restricted to Convair CV-580 and smaller.

Apron 1, 2, 3, 4, 5, 6, 8: Prior permission required Airport Operations.

Apron 6 (East): bypass (taxiway centerline amber lighting): Simultaneous use of dual taxiways restricted to narrow body aircraft. Restricted to B737 and smaller.

Apron 6 (East): Pushbacks from remote parking positions E1-E3 to west taxiway.

Apron 6 (East): Pushbacks from remote parking positions E10-E19 to south taxiway.

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

Apron 6: Traveling eastbound, turns onto P restricted to B767/A310 and smaller.

Apron 6: All aircraft use minimum thrust due to jet blast.

Prior permission required from YVR OPS for all engine airstarts or crossbleed starts on Aprons 1, 2, 3, 4, 5, 6, 8.

Apron 8: Restricted to B767/A310 and smaller.

WIDE BODY AIRCRAFT

A380 1/B747-8/AM124 Available Twys: D, DT, D3, D5, D7, D9, H (north of Rwy 08R/26L) J (north of parking position W2), JA, K (west of R), L (west of 13/31), M, M5, M6, M7, M9, M10, P, R, V. Discretionary oversteer is required at every intersection.

A340-600/B777-300/A350-900/A350-1000/B787-10 Available Twys: D, D3, D5, D7, D9, DT, DY, 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. Discretionary oversteer is required at every intersection.

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

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

1 A380: When A380 is on Twy M between Twy J and Twy T, the taxiway between Gate 66 & Twy T is restricted to B757 & smaller (& vice versa).

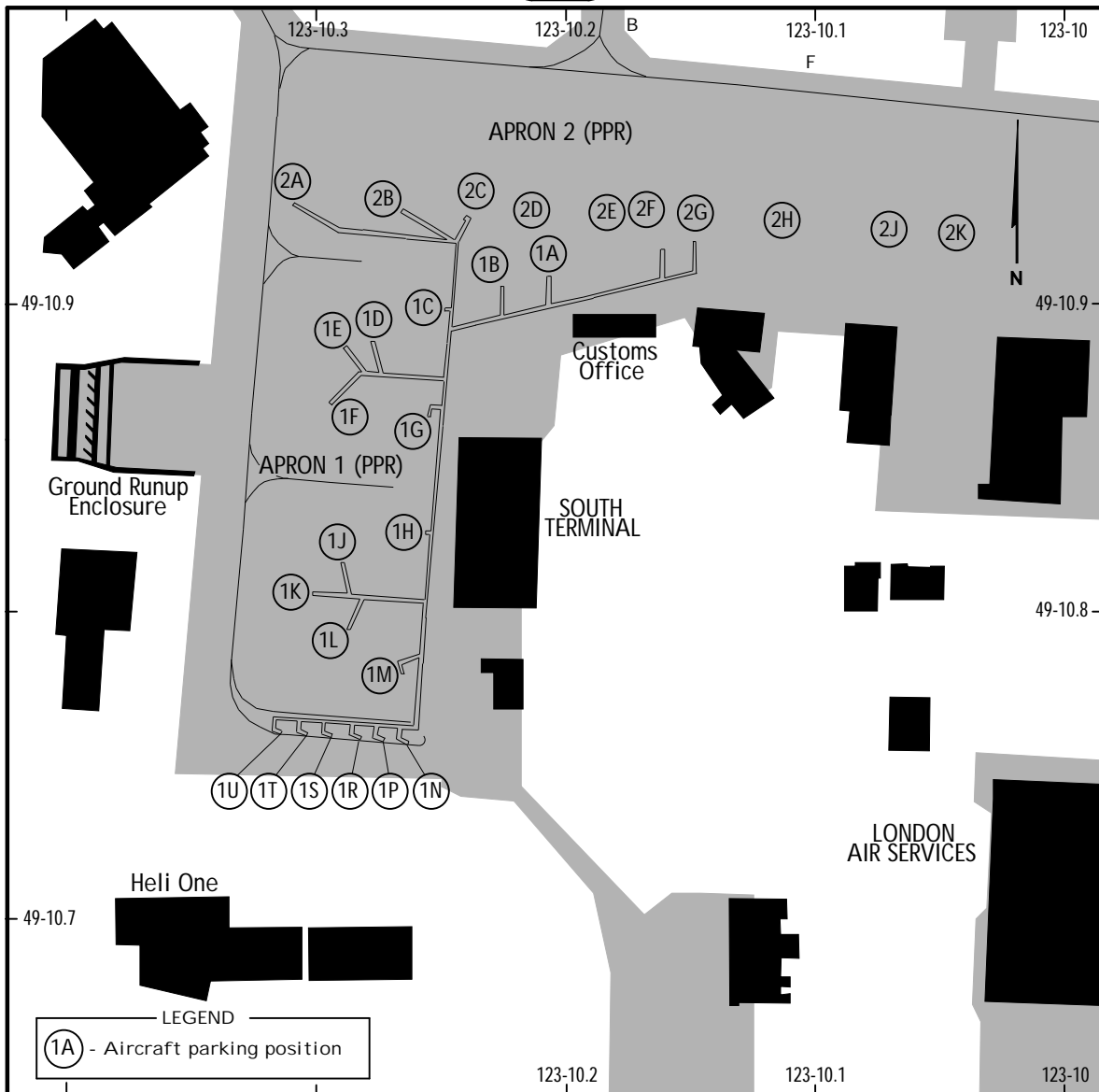
CHANGES: Rwy Arrivals & Departure notes, Hot Spots 6 & 7 added.

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31 MAR 23 (10-9C)

VANCOUVER, BC
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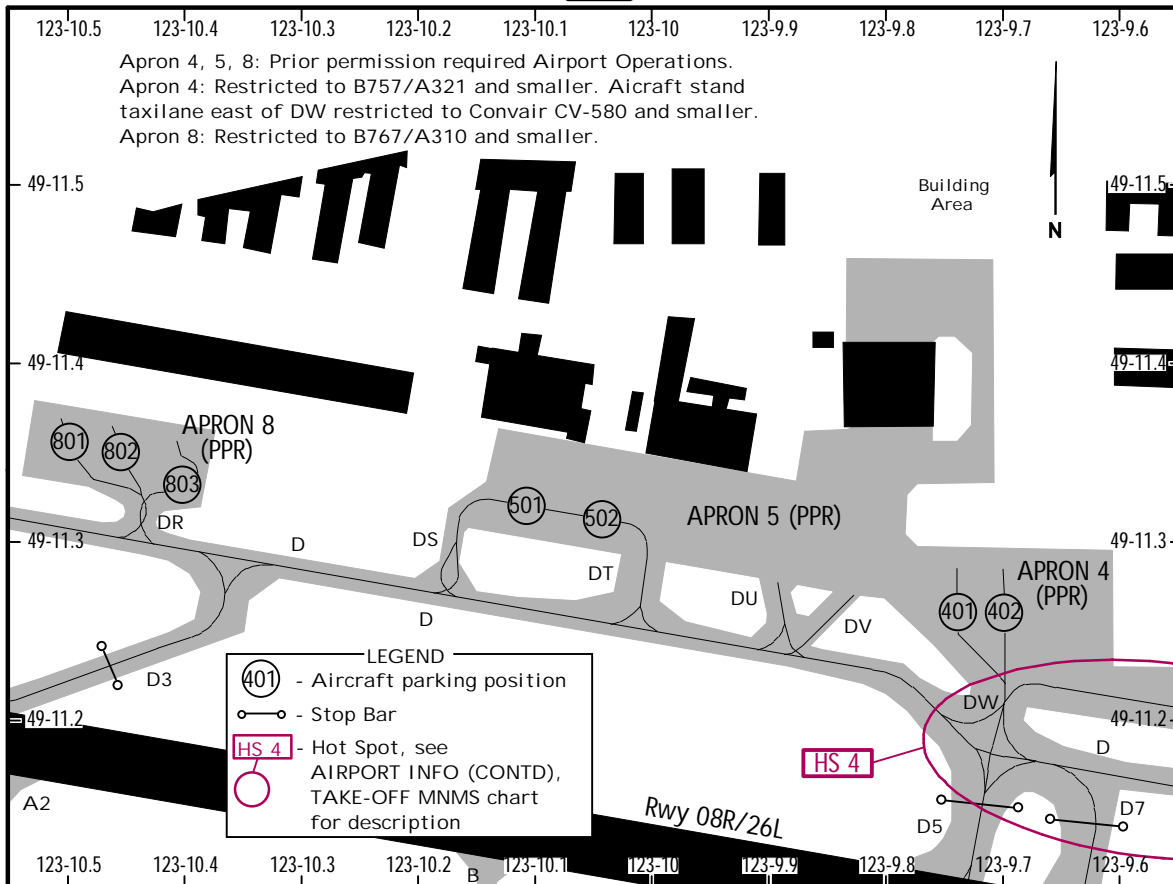
PARKING POSITION COORDINATES

POSITION No.	COORDINATES
1A, 1B, 1C	N49 10.9 W123 10.2
1D, 1E, 1F	N49 10.9 W123 10.3
1G	N49 10.9 W123 10.2
1H	N49 10.8 W123 10.2
1J, 1K, 1L, 1M, 1N	N49 10.8 W123 10.3
1P, 1R, 1S, 1T, 1U	N49 10.8 W123 10.3
2A	N49 10.9 W123 10.3
2B, 2C, 2D, 2E, 2F	N49 10.9 W123 10.2
2G, 2H, 2J	N49 10.9 W123 10.1
2K	N49 10.9 W123 10.0

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28 OCT 22 (10-9D) .Eff.3.Nov.

VANCOUVER, BC
VANCOUVER INTL



PARKING POSITION COORDINATES

POSITION No.	COORDINATES
401, 402	N49 11.3 W123 09.7
501	N49 11.3 W123 10.1
502	N49 11.3 W123 10.0
801, 802	N49 11.4 W123 10.5
803	N49 11.3 W123 10.4

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 28 OCT 22 (10-9E) .Eff.3.Nov.

 VANCOUVER, BC
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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 pad West is positively controlled when De-icing OPS are in effect, PAD CONTROL is providing control of all aircraft and vehicle movements on this surface.
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/A310 when de-icing operations are in effect and gates 39 and 40 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 at Twy K and on Twy M.
2. Narrow-body aircraft will use positions W1, W3, W4, W6, W7, W9, W17 and W19, indicated by yellow inset guidance lights.
3. When transferred from ATC, follow PAD CONTROL instructions to de-icing bays.

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:

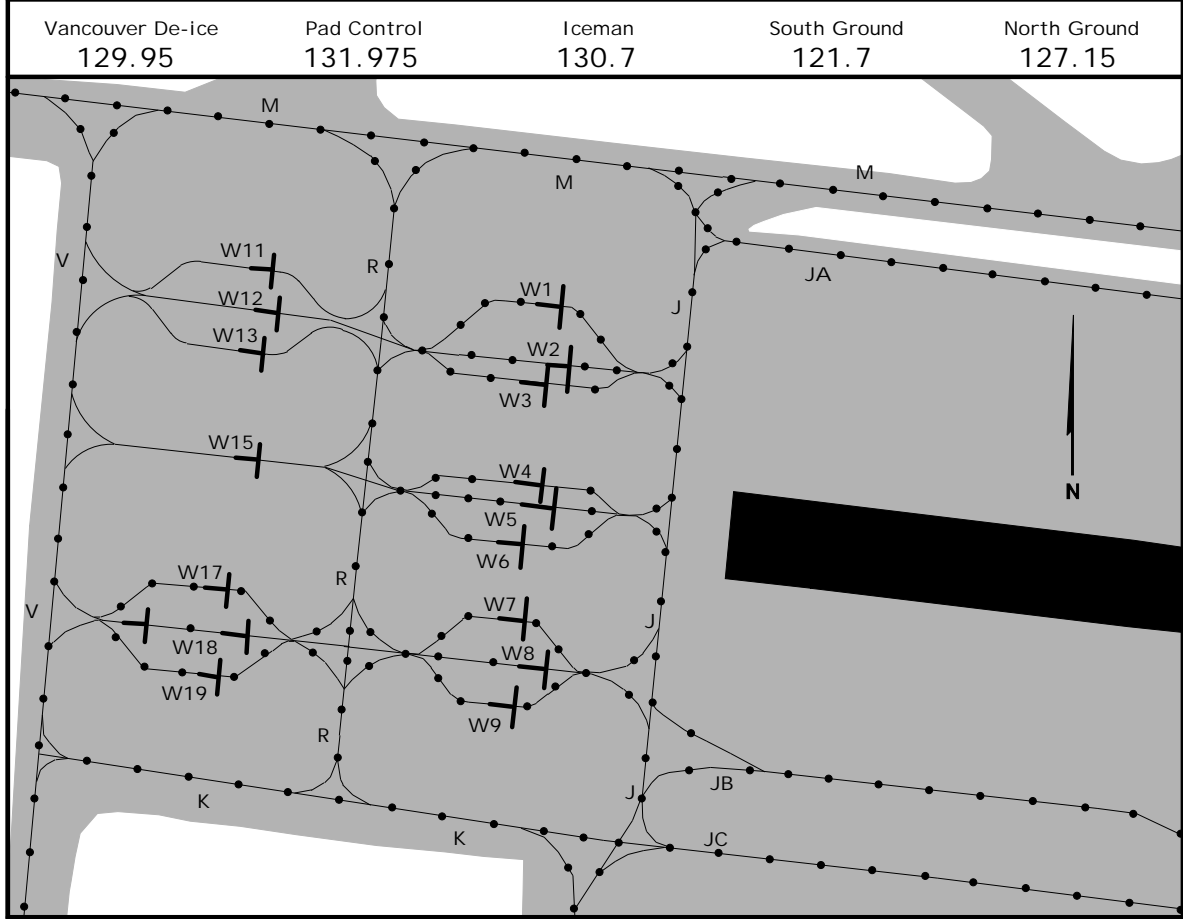
7. When ready to taxi contact ICEMAN 130.925 for instructions.

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23 DEC 22 (10-9F)

VANCOUVER, BC
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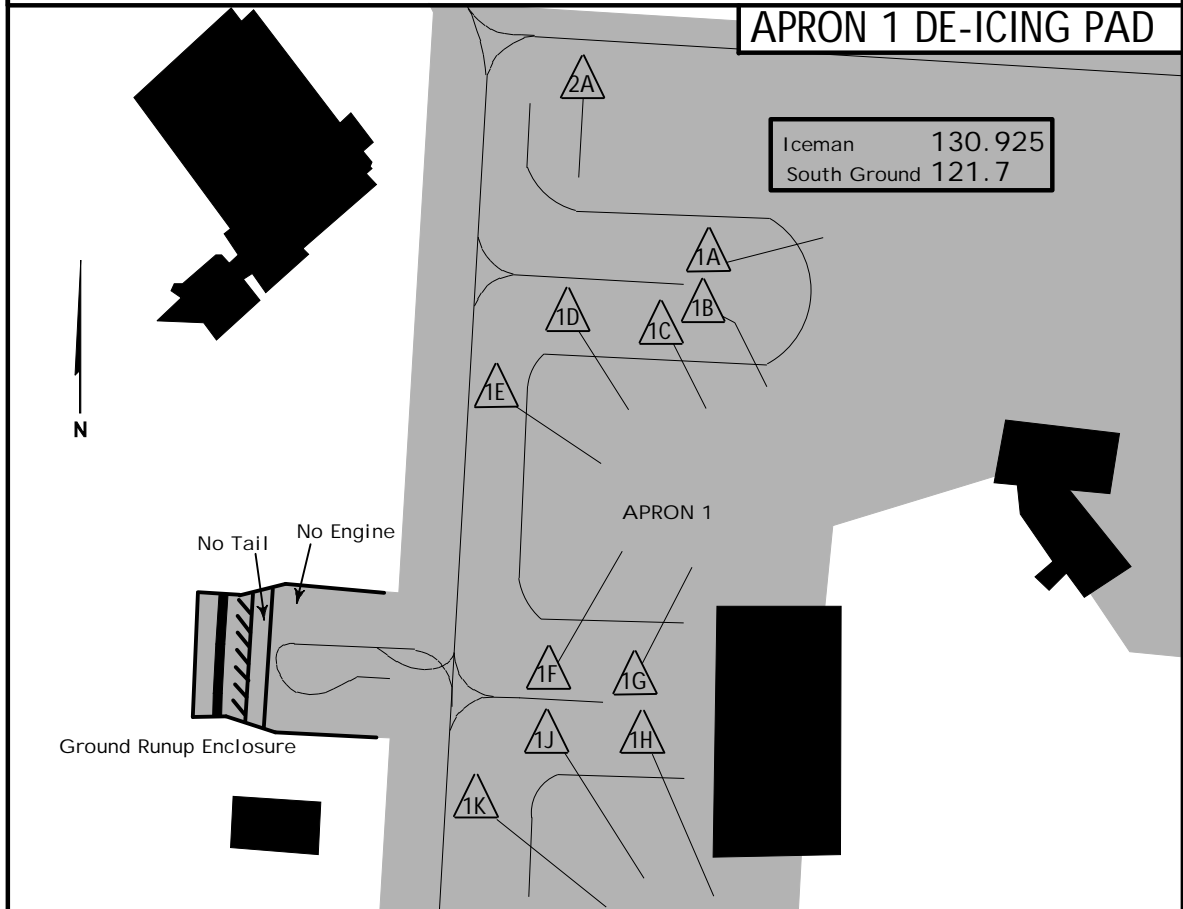
WEST DE-ICING PAD



LEGEND

Hold line

Inset Guidance Lights



LOW VISIBILITY PROCEDURES
(RVR LESS THAN 1200 TO 600 FT)

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:

<u>Aircraft/Pilot Take-off Minima</u>	<u>Minimum RVR for Start</u>
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, D7, DY, C and A, 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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VANCOUVER INTL

17 FEB 23
Eff. 23 Feb.

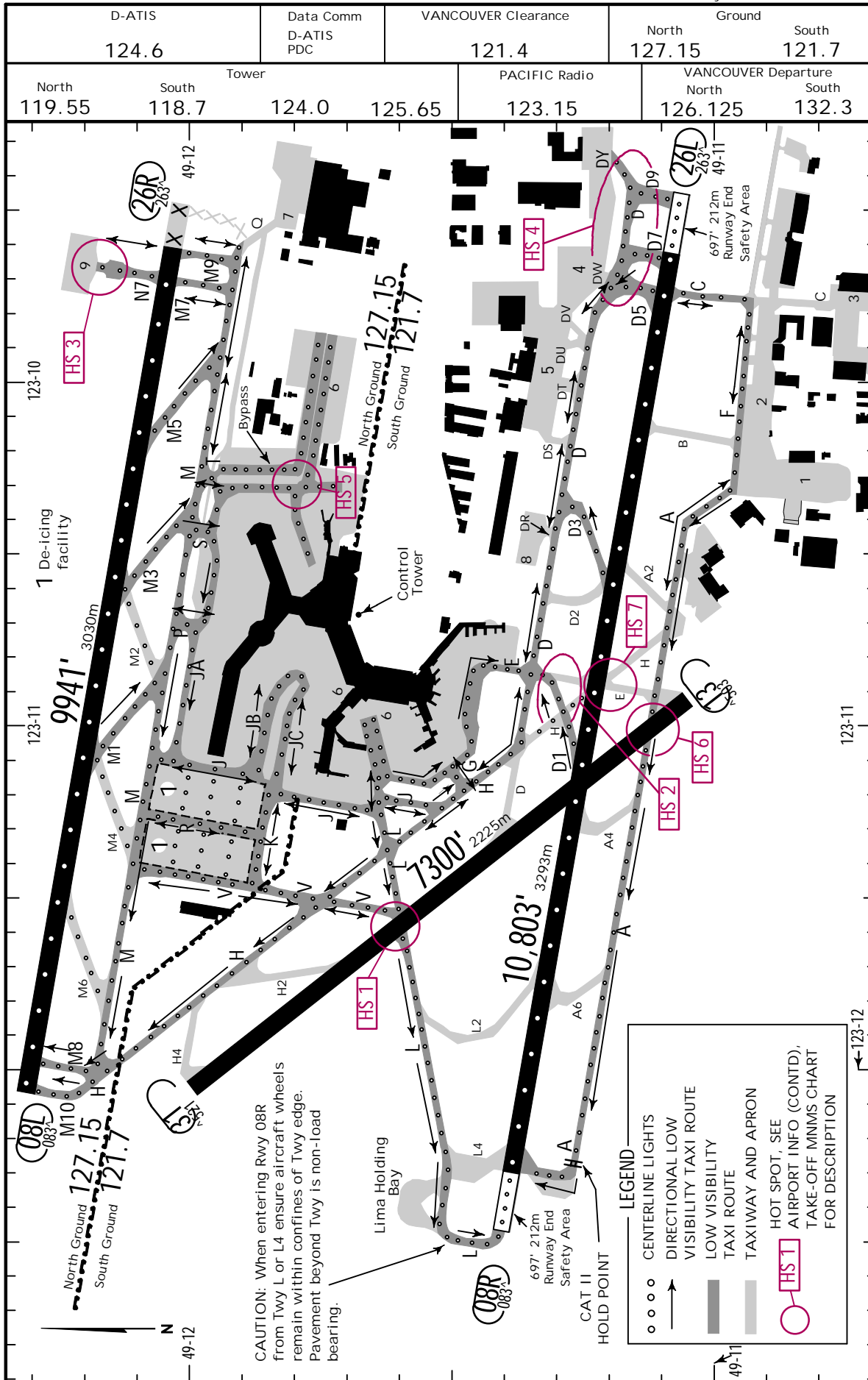
(10-9H)

LOW VISIBILITY TAXI CHART

LESS THAN RVR. 1200 to 600.

LAND Rwy 08L/08R, DEPART Rwy 08L/08R

For Low Visibility Procedures See 10-9D



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VANCOUVER INTL

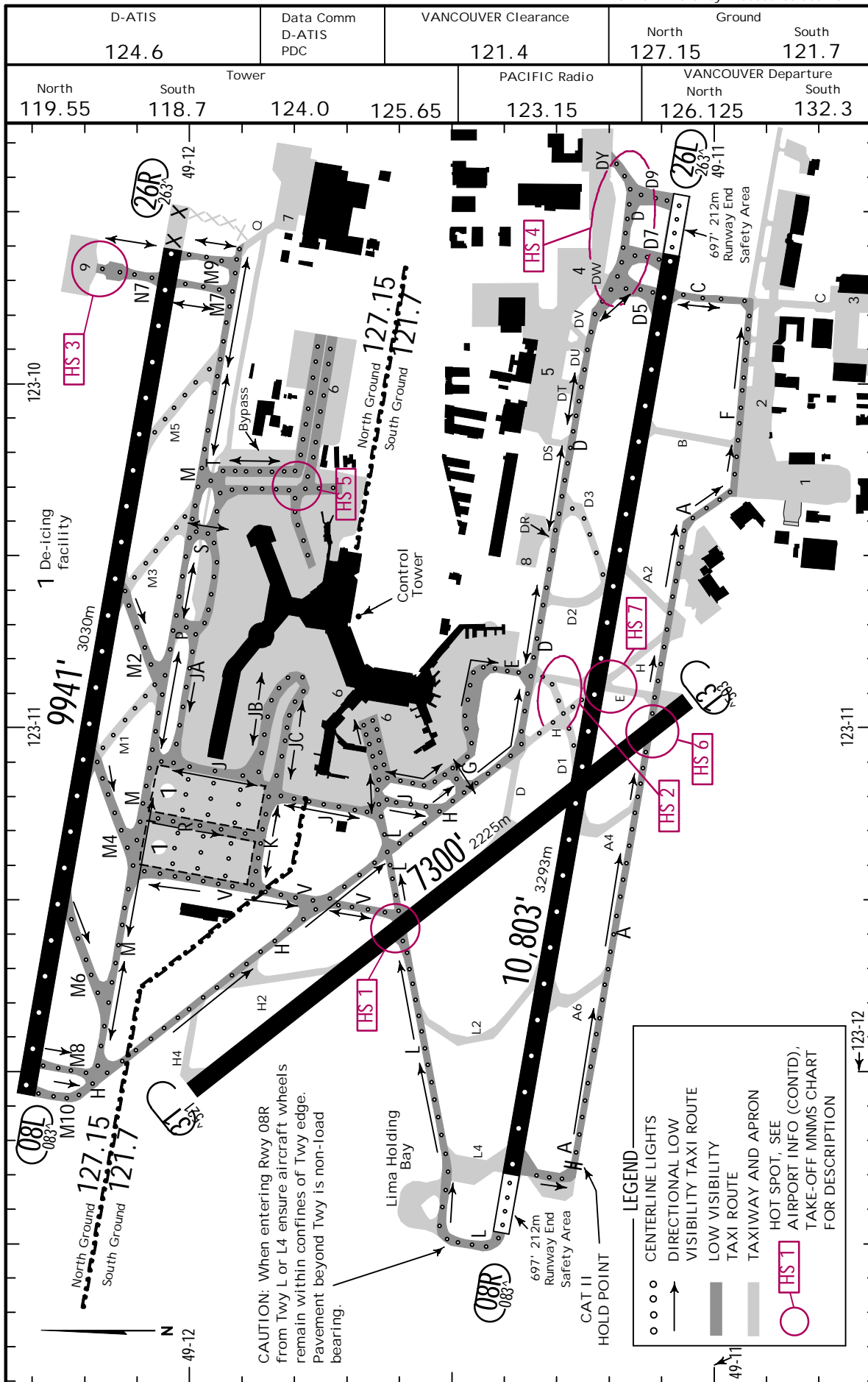
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Eff. 23.Feb. (10-9J)

LOW VISIBILITY TAXI CHART

LESS THAN RVR. 1200 to 600.

LAND Rwy 26L/26R, DEPART Rwy 26L/26R

For Low Visibility Procedures See 10-9D



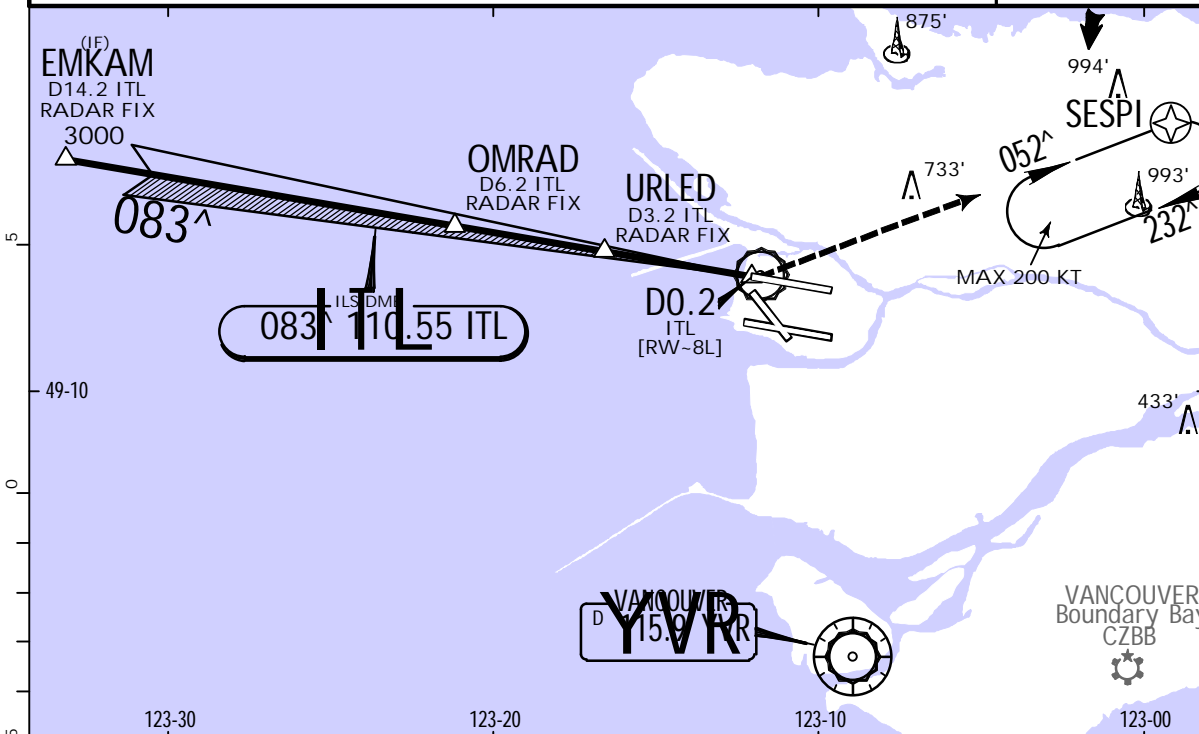
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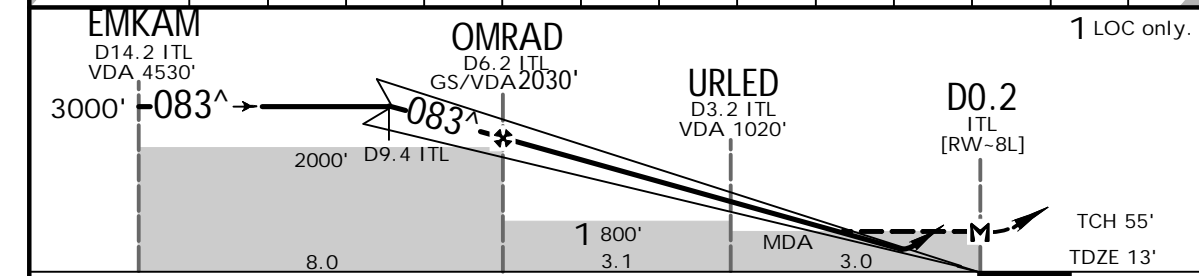
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17 FEB 23 (11-1) .Eff.23.Feb.

VANCOUVER, BC
ILS Z Rwy 08L

BRIEFING STRIP™	D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival			
					Outer 128.17 128.6		Inner 133.1 134.225	
	VANCOUVER Tower				Ground			
	North 119.55		South 118.7		North 127.15		South 121.7	
	LOC ITL 110.55	Final Apch Crs 083 [^]	GS OMRAD 2030' (2017')	ILS DA(H) Refer to Minimums	Apt Elev 13'		TDZE 13'	
MISSED APCH: Do not exceed 230 KT until SESPI. Climbing LEFT turn to 3000' direct to SESPI. As required shuttle climb.								<p>MSA YVR VOR</p>
Alt Set: INCHES				Trans level: FL180		Trans alt: 18000'		
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800'. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 08R. 5. Localizer reliable only within 10 [^] either side of centerline. 6. Non RNAV aircraft must obtain missed approach instructions from ATC.								



NM to ITL DME	14.2	12.0	11.0	10.0	9.4	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	4530'	3830'	3510'	3190'	3000'	2560'	2240'	1920'	1600'	1280'	970'	650'	300'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 230 KT MAX UNTIL SESPI 3000' LT D → SESPI
GS/VDA	3.00 [^]	372	478	531	637	849	
MAP at DO.2 ITL							
OMRAD to MAP	6.1	5:14	4:04	3:40	3:03	2:37	

ILS DME or ILS RADAR		LOC (GS out) DME or LOC (GS out) RADAR	
DA(H) 213' (200')	DA(H) 263' (250')	MDA(H) 300' (287')	
FULL	HIALS out		HIALS out

A			
B	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1
C			
D			

CYVR/YVR

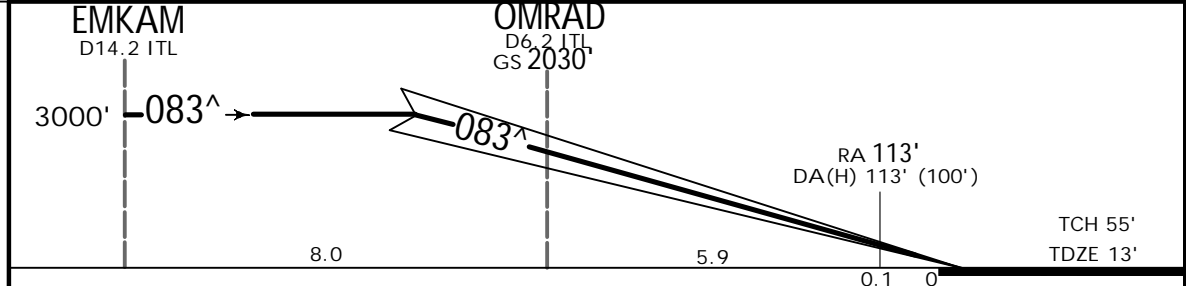
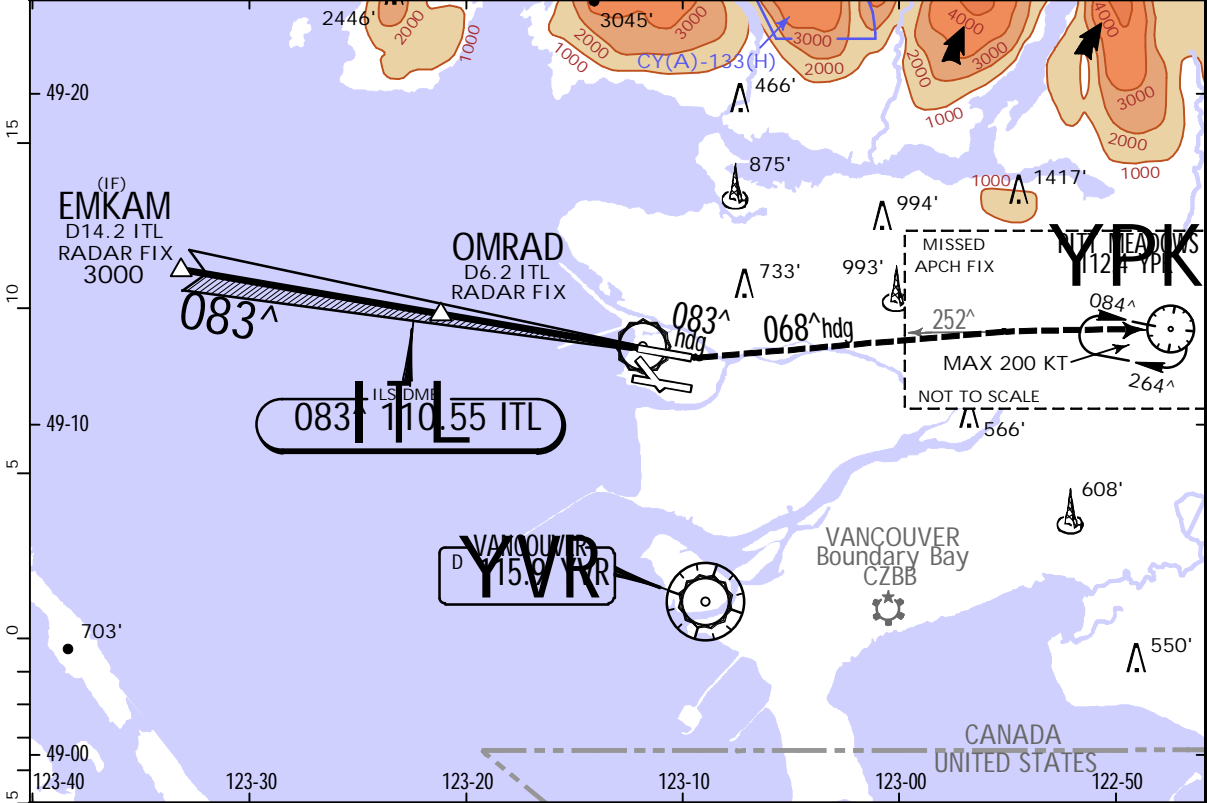
VANCOUVER INTL

JEPPESSEN
17 FEB 23
Eff. 23.Feb. (11-1A)

VANCOUVER, BC

ILS CAT II or III Y Rwy 08L

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival				
				Outer 128.17 128.6		Inner 133.1 134.225		
VANCOUVER Tower				Ground				
North 119.55		South 118.7		North 127.15		South 121.7		
LOC ITL 110.55	Final Apch Crs 083 [^]	GS OMRAD 2030' (2017')	CAT IIIC NA	CAT IIIB NA	CAT IIIA Refer to Minimums	CAT II ILS RA 113' DA(H) 113'(100')	Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 420' heading 083 [^] . Then climbing LEFT turn to 3500' heading 068 [^] . Intercept inbound R-252 YPK to YPK VOR.							<p>MSA YVR VOR</p>	
Alt Set: INCHES				Trans level: FL180		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. Simultaneous approach AUTHORIZED with Rwy 08R. 6. Localizer reliable only within 10 [^] either side of centerline.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	420'	083 [^] hdg	3500'	068 [^] hdg
GS	3.00 [^]	372	478	531	637	849					
							PAPI	↑	LT		

STRAIGHT-IN LANDING RWY 08L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113' DA(H) 113'(100')
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

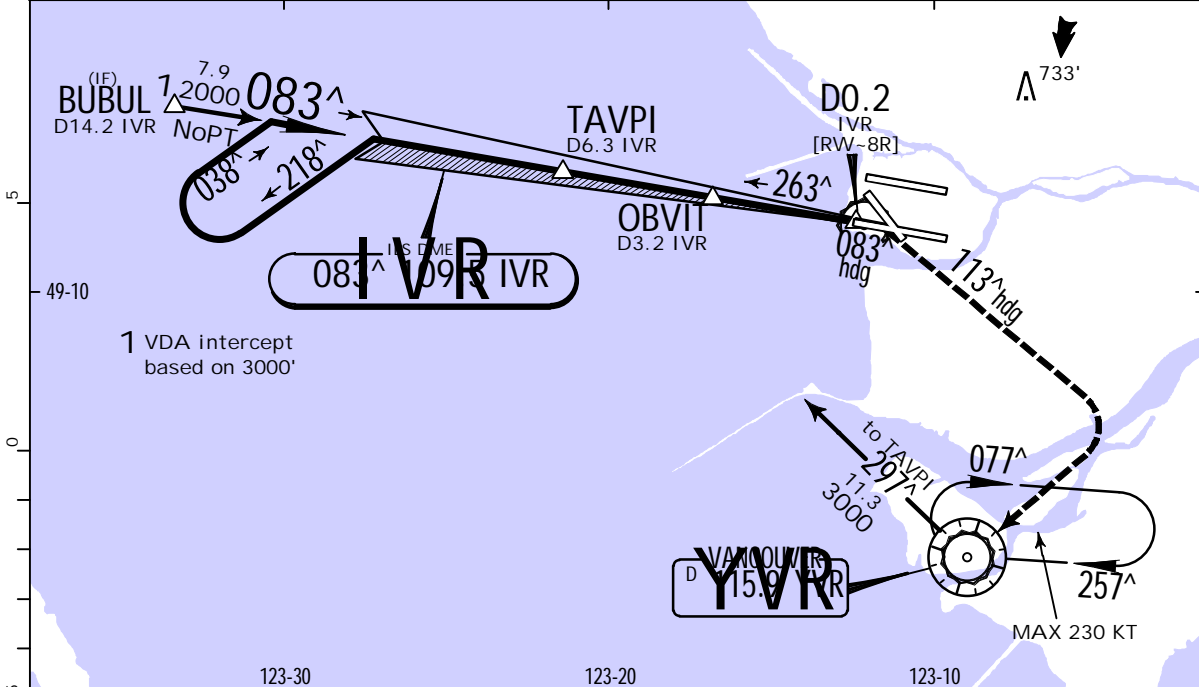
CYVR/YVR

VANCOUVER INTL

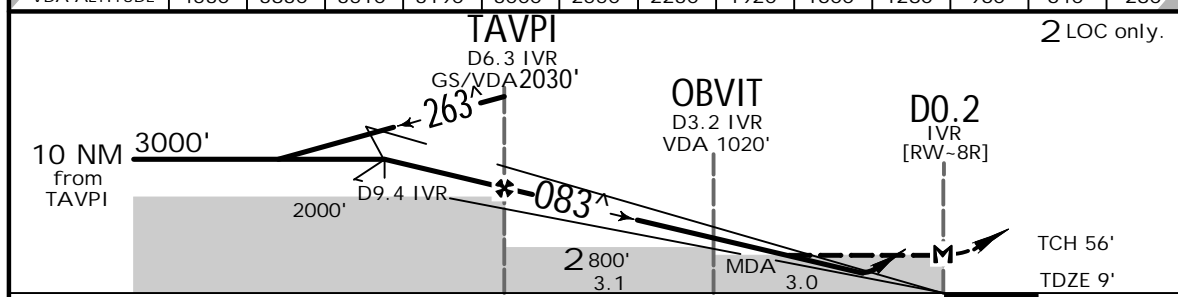
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17 FEB 23 (11-2) .Eff.23.Feb.

VANCOUVER, BC
ILS Rwy 08R

BRIEFING STRIP™	D-ATIS	PACIFIC Radio		VANCOUVER Arrival					
	124.6	123.15		Outer	128.17	128.6	Inner	133.1	134.225
	VANCOUVER Tower			Ground					
	North	119.55	124.0	South	118.7	North	127.15	South	121.7
LOC IVR	Final Apch Crs	GS TAVPI	ILS DME DA(H)	Apt Elev 13'					
109.5	083^	2030' (2021')	Refer to Minimums	TDZE 9'					
MISSED APCH: Climb to 420' heading 083^ . Then climbing RIGHT turn to 2000' heading 113^ . Then RIGHT turn direct to YVR VOR. Shuttle climb at YVR VOR to 5400' before proceeding on course.							MSA YVR VOR		
Alt Set: INCHES		Trans level: FL180			Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 12,800' . 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LOC reliable only within 10^ either side of centerline.									



	123-30	123-20	123-10	
NM to IVR DME	14.2	12.0	11.0	10.0
VDA ALTITUDE	4530'	3830'	3510'	3190'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	420'	083^ hdg	2000'	113^ hdg
GS/VDA	3.00^	372	478	531	637	743		849	↑		↑ RT
MAP at DO.2 IVR											

STRAIGHT-IN LANDING RWY08R											
ILS DME DA(H) 209' (200') FULL				ILS DME DA(H) 259' (250') HIALS out				LOC (GS out) DME MDA(H) 280' (271') HIALS out			
A											
B											
C	RVR 26 or 1/2			RVR 50 or 1			RVR 50 or 1				
D											

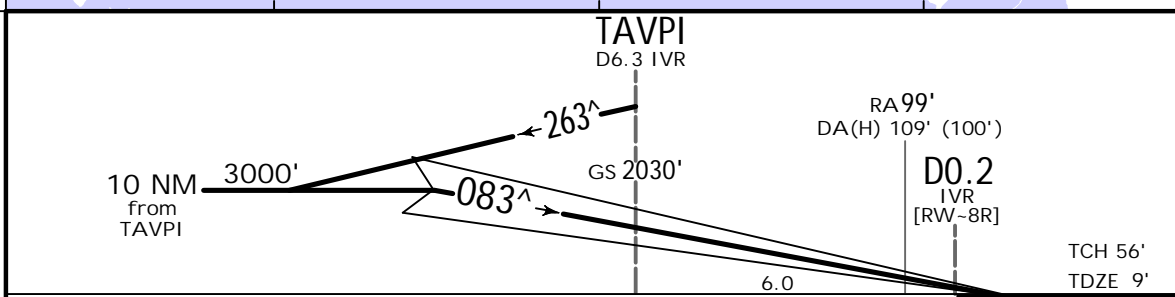
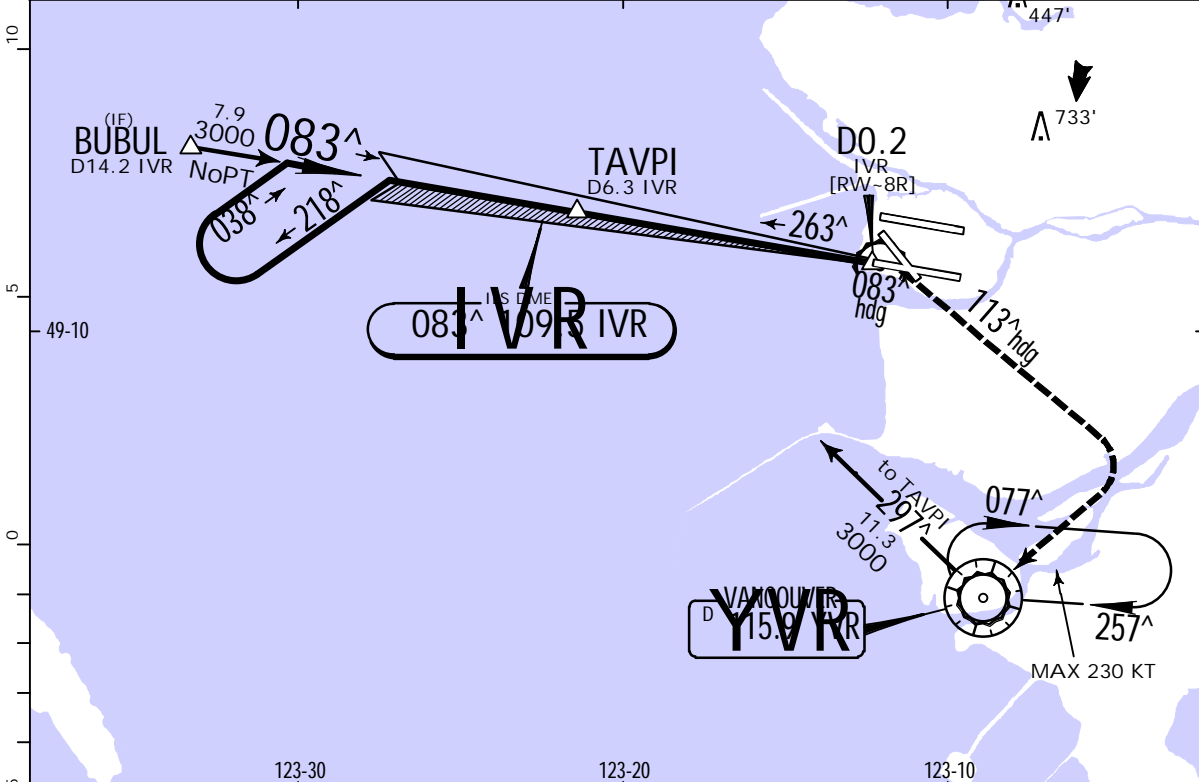
CYVR/YVR

VANCOUVER INTL

JEPESEN
17 FEB 23
Eff. 23 Feb. (11-2A)

VANCOUVER, BC
ILS CAT II or III Rwy 08R

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival Outer: 128.17 128.6 Inner: 133.1 134.225			
VANCOUVER Tower North: 119.55 South: 118.7				Ground North: 127.15 South: 121.7			
LOC IVR 109.5	Final Apch Crs 083 [^]	GS TAVPI 2030' (2021')	CAT IIIC NA	CAT IIIB NA	CAT IIIA Refer to Minimums	CAT II ILS RA 99' DA(H) 109' (100')	Apt Elev 13' TDZE 9'
<p>MISSED APCH: Climb to 420' heading 083[^]. Then climbing RIGHT turn to 2000' heading 113[^]. Then RIGHT turn direct to YVR VOR. Shuttle climb at YVR VOR to 5400' before proceeding on course.</p> <p>Alt Set: INCHES Trans level: FL180 Trans alt: 18000'</p> <p>1. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 2. SAFE ALTITUDE WITHIN 100 NM 12,800'. 3. Simultaneous approach AUTHORIZED with Rwy 08L. 4. LOC reliable only within 10[^] either side of centerline.</p>							<p>MSA YVR VOR</p>



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	420'	083 [^] hdg	2000'	113 [^] hdg
GS	3.00 [^]	372	478	531	637	743		849	↑	↑ RT	

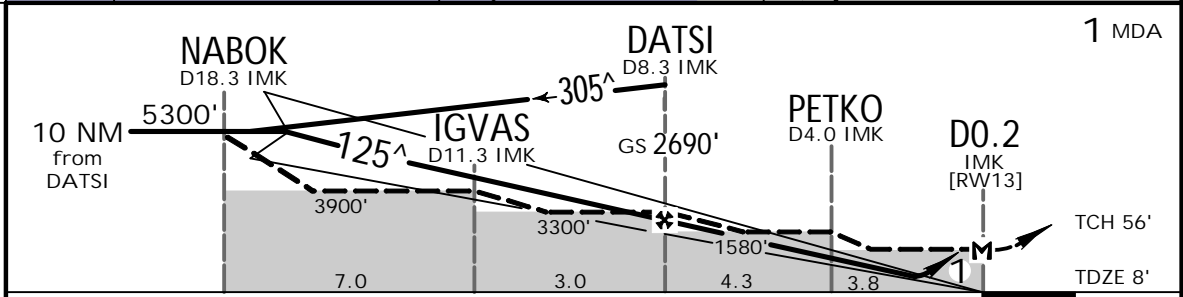
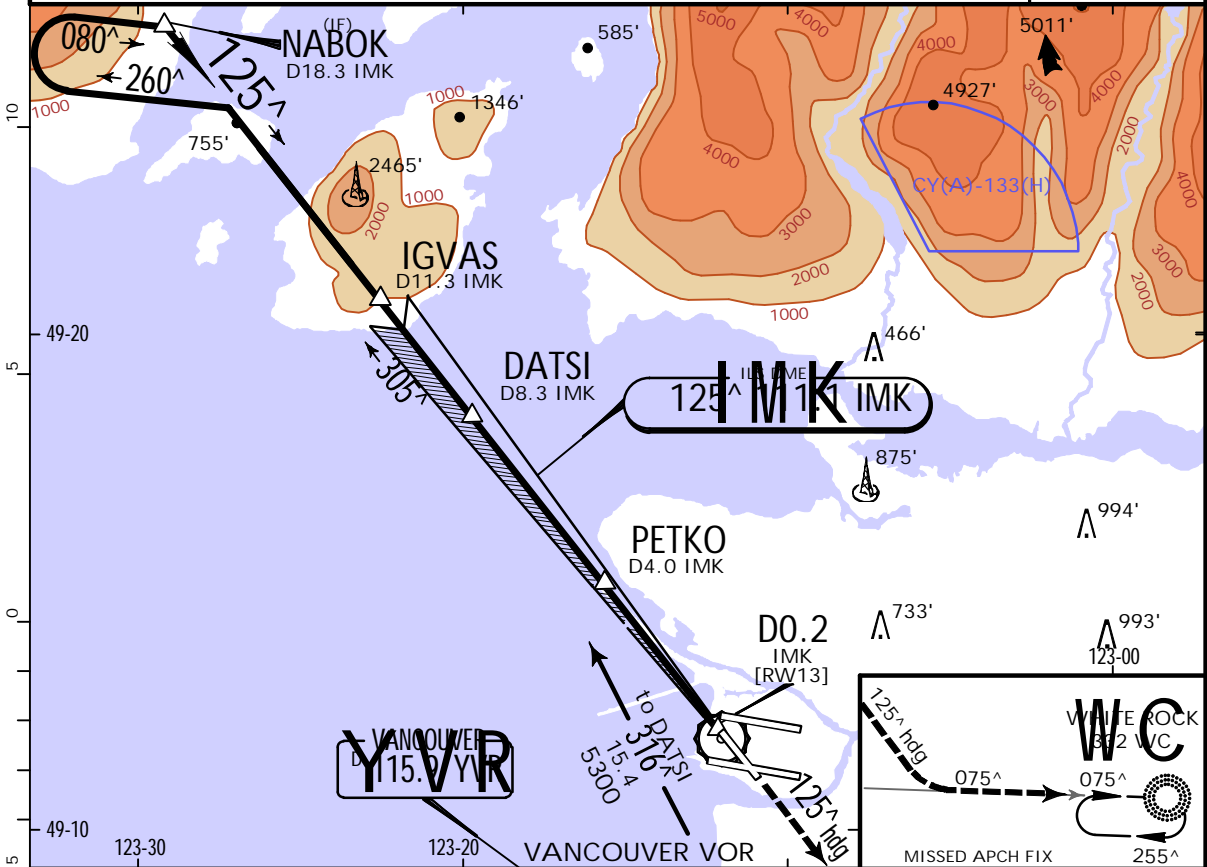
STRAIGHT-IN LANDING RWY08R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 99' DA(H) 109' (100')
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CYVR/YVR VANCOUVER INTL

JEPPESSEN
16 SEP 22 (11-3)

VANCOUVER, BC ILS Rwy 13

BRIEFING STRIP	D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival			
					Outer 128.17 128.6		Inner 133.1 134.225	
	VANCOUVER Tower				Ground			
	North 119.55		South 118.7		North 127.15		South 121.7	
	Final Apch Crs 125 [^]		GS DATSI 2690' (2682')		ILS DME DA(H) 258' (250')		Apt Elev 13' TDZE 8'	
MISSED APCH: Climb to 3000' heading 125 [^] . Then LEFT turn direct to WC NDB. Shuttle to 7500' before proceeding on course.								
Alt Set: INCHES				Trans level: FL180		Trans alt: 18000'		
1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. LOC reliable only within 10 [^] either side of centerline.								



Gnd speed-Kts	70	90	100	120	140	160	ODALS PAPI 3000' 125 [^] hdg LT WC 332
GS	3.00 [^]	372	478	531	637	849	
LOC Descent Angle	3.75 [^]	465	597	664	796	1062	
MAP at DO.2 IMK							

STRAIGHT-IN LANDING RWY 13			
ILS DME DA(H) 258' (250')		LOC (GS out) DME MDA(H) 440' (432')	
ALS out		ALS out	
A			
B			
C	1		1 1/4
D			

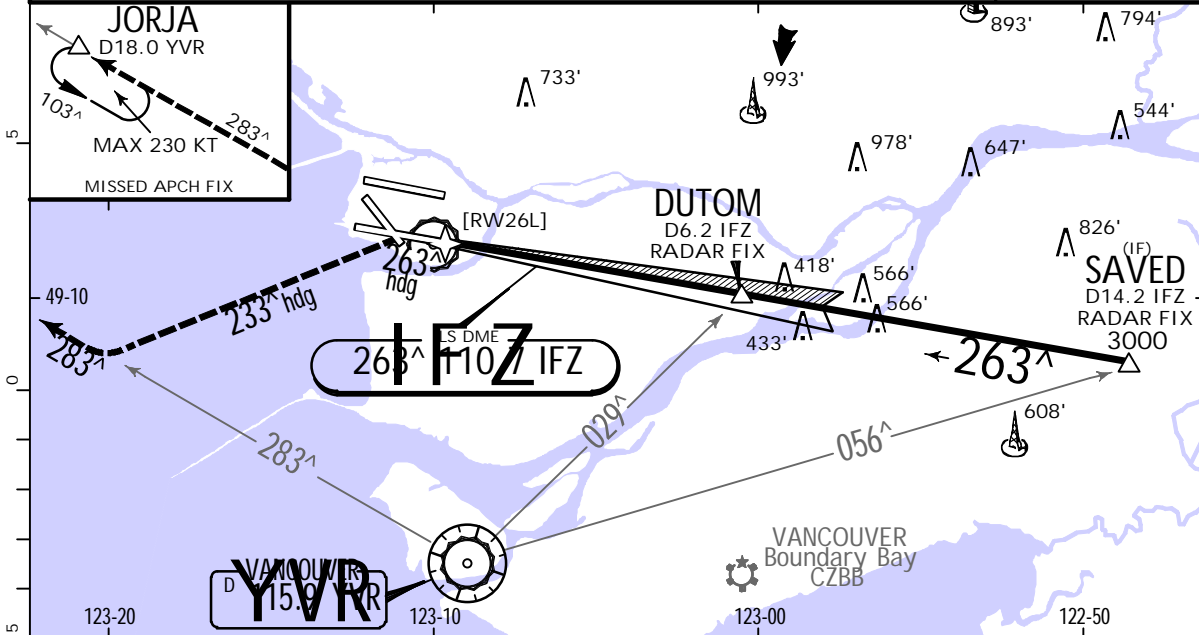
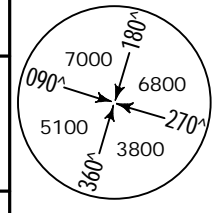
CYVR/YVR

VANCOUVER INTL

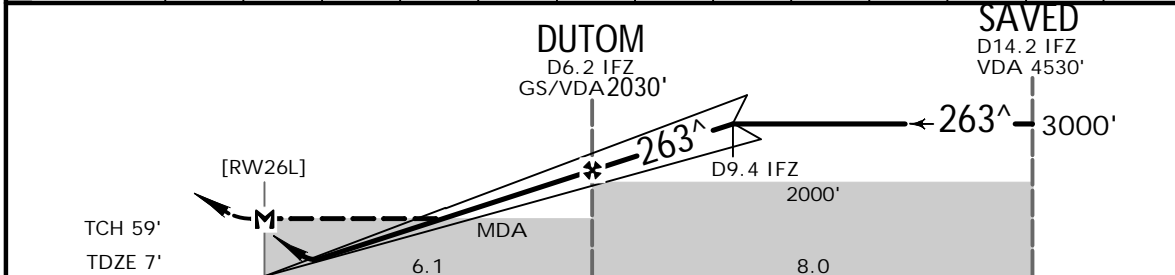
JEPPESSEN
17 FEB 23 (11-4). Eff. 23. Feb.

VANCOUVER, BC
ILS Rwy 26L

BRIEFING STRIP™	D-ATIS		PACIFIC Radio		VANCOUVER Arrival			
	124.6		123.15		Outer		Inner	
					128.17	128.6	133.1	134.225
	North		South		North		South	
119.55		124.0		127.15		121.7		
LOC IFZ		Final Apch Crs		GS DUTOM		Apt Elev 13'		
110.7		263 [^]		2030' (2023')		TDZE 7'		
MISSED APCH: Climb to 420' heading 263 [^] . Then climbing LEFT turn to 2000' heading 233 [^] . Intercept outbound R-283 YVR VOR. Then climb to 3000' to JORJA. Shuttle climb at JORJA to 4800' before proceeding on course.								
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'				
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800'. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26R. 5. LOC reliable only within 10 [^] either side of centerline.								



NM to IFZ DME	1.7	3.0	4.0	5.0	6.0	7.0	8.0	9.4	10.0	11.0	12.0	13.0	14.2
VDA ALTITUDE	540'	960'	1280'	1600'	1920'	2230'	2550'	3000'	3190'	3510'	3830'	4140'	4530'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	420'	263 [^] hdg	2000'	233 [^] hdg
GS/VDA	3.00 [^]	372	478	531	637	849		↑	LT		
DUTOM to MAP	6.1	5:14	4:04	3:40	3:03	2:37					

STRAIGHT-IN LANDING RWY26L			
ILS DME or ILS RADAR		LOC (GS out) DME or LOC (GS out) VOR	
DA(H) 207' (200')	DA(H) 257' (250')	MDA(H) 540' (533')	
FULL		HIALS out	
A			
B			
C	RVR 26 or 1/2	RVR 50 or 1	1 1/4
D			1 3/4

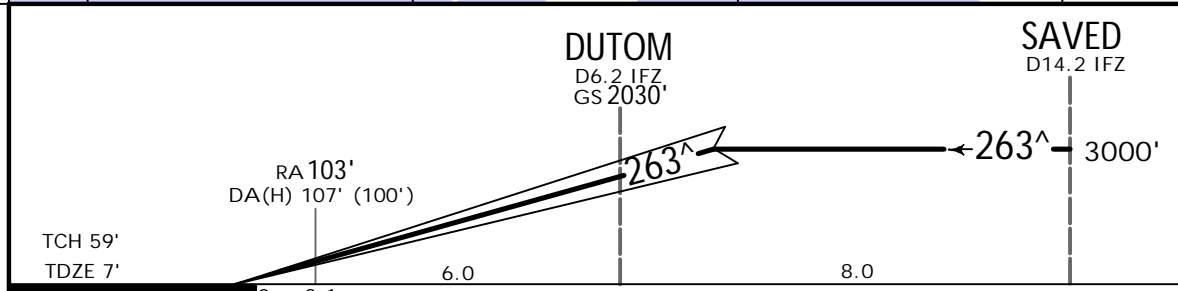
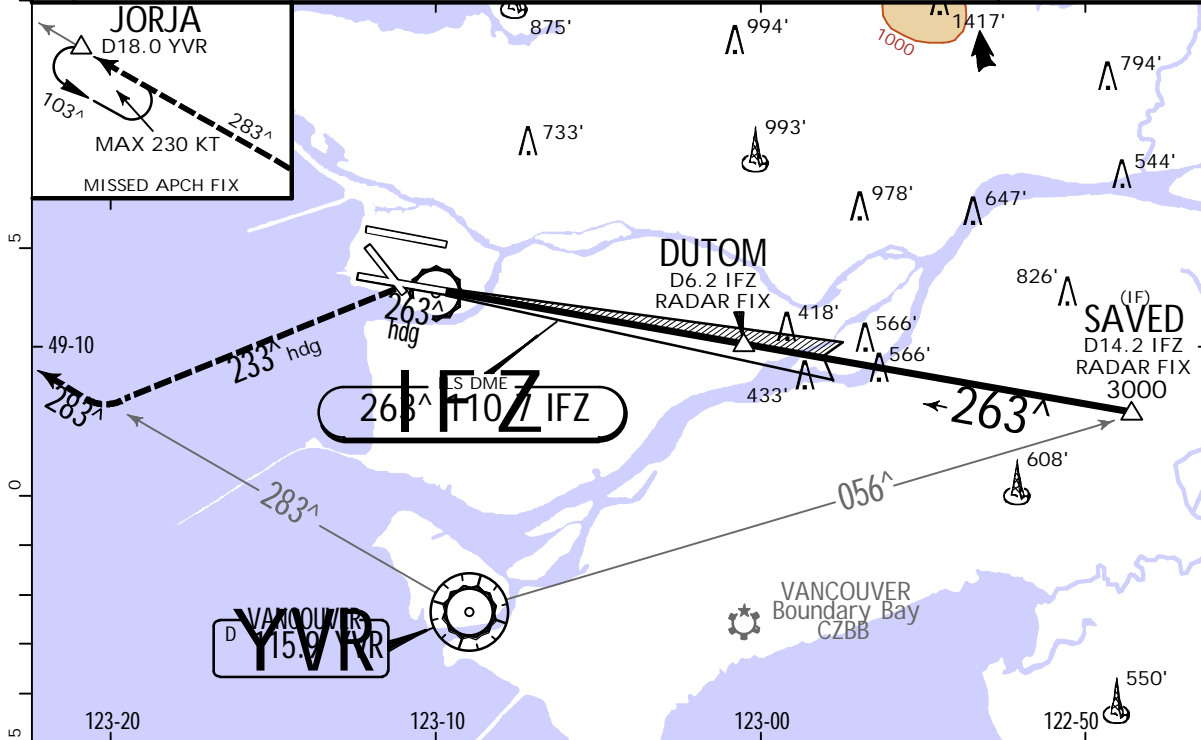
CYVR/YVR

VANCOUVER INTL

JEPPESSEN
17 FEB 23
Eff. 23. Feb. (11-4A)

VANCOUVER, BC
ILS CAT II or III Rwy 26L

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival			
				Outer 128.17 128.6		Inner 133.1 134.225	
VANCOUVER Tower				Ground			
North 119.55		South 118.7		North 127.15		South 121.7	
LOC IFZ 110.7	Final Apch Crs 263 [^]	GS DUTOM 2030' (2023')	CAT IIIC NA	CAT IIIB NA	CAT IIIA Refer to Minimums	CAT II ILS RA 103' DA(H) 107'(100')	Apt Elev 13' TDZE 7'
<p>MISSED APCH: Climb to 420' heading 263[^]. Then climbing LEFT turn to 2000' heading 233[^]. Intercept outbound R-283 YVR VOR. Then climb to 3000' to JORJA. Shuttle climb at JORJA to 4800' before proceeding on course.</p>							<p>MSA YVR VOR</p>
<p>Alt Set: INCHES Trans level: FL180 Trans alt: 18000'</p>							
<p>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. Simultaneous approach AUTHORIZED with Rwy 26R. 6. LOC reliable only within 10[^] either side of centerline.</p>							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 420' ↑ 263 [^] hdg 2000' ↙ LT 233 [^] hdg
GS	3.00 [^]	372	478	531	637	849	

STRAIGHT-IN LANDING RWY26L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 107'(100')
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CYVR/YVR

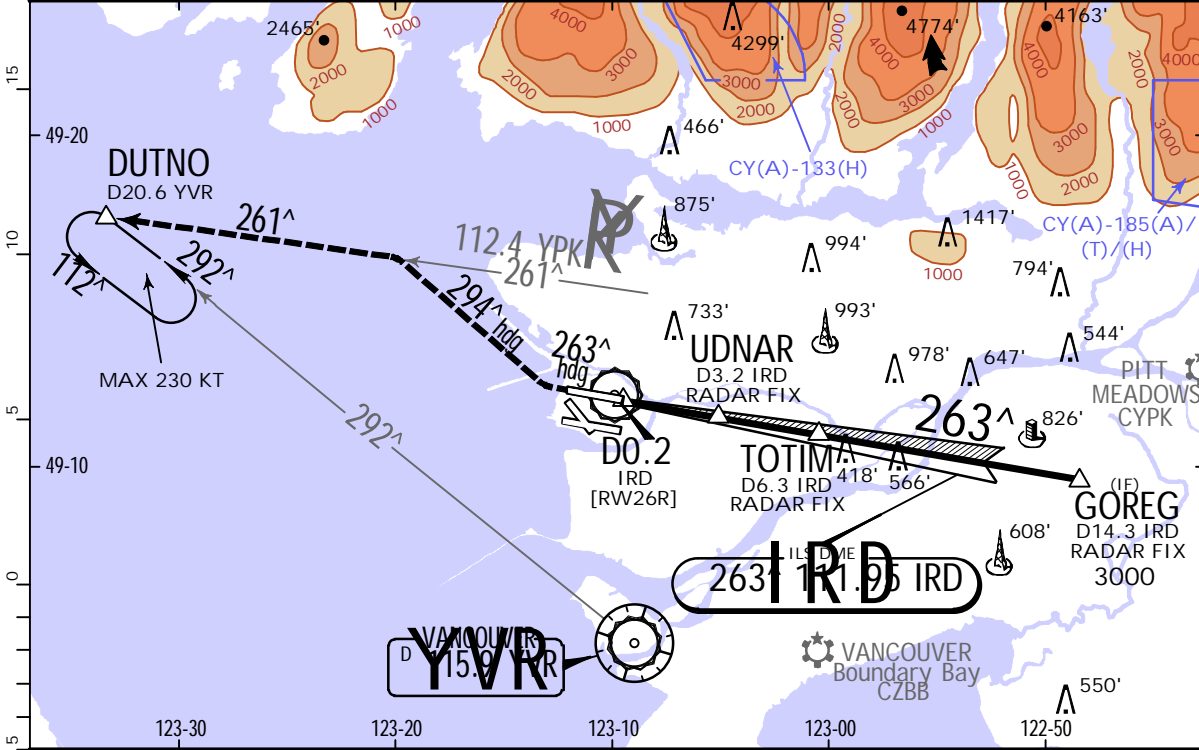
VANCOUVER INTL

JEPPesen
17 FEB 23 (11-5) .Eff.23.Feb.

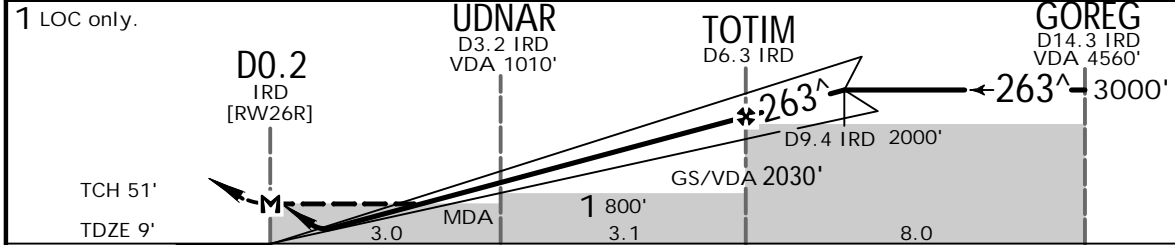
VANCOUVER, BC

ILS Rwy 26R

BRIEFING STRIP™	D-ATIS	PACIFIC Radio		VANCOUVER Arrival					
	124.6	123.15		Outer	128.175	128.6	Inner	133.1	134.225
	VANCOUVER Tower				Ground				
North	119.55	124.025	125.65	South	118.7		North	127.15	
LOC IRD	Final Apch Crs		GS TOTIM	ILS DA(H)	Apt Elev 13'		TDZE 9'		
111.95	263 [^]		2030' (2021')	Refer to Minimums					
MISSED APCH: Climb to 420' heading 263 [^] . Then climbing RIGHT turn to 3000' heading 294 [^] . Intercept outbound YPK VOR R-261 to DUTNO. Shuttle climb at DUTNO to 5300' before proceeding on course.									
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'					
1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800'. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26L. 5. LOC reliable only within 10 [^] either side of centerline.									



NM to IRD DME	1.9	3.0	4.0	5.0	6.0	7.0	8.0	9.4	10.0	11.0	12.0	13.0	14.3
VDA ALTITUDE	600'	960'	1280'	1600'	1920'	2230'	2550'	3000'	3190'	3510'	3830'	4140'	4560'



Gnd speed-Kts	70	90	100	120	140	160		420'	263 [^]	3000'	294 [^]
GS/VDA	3.00 [^]	372	478	531	637	849		↑	hdg	RT	hdg
MAP at D0.2 IRD											
TOTIM to MAP	6.1	5:14	4:04	3:40	3:03	2:37		2:17			

STRAIGHT-IN LANDING RWY26R			
ILS DME or ILS RADAR		LOC (GS out) DME or LOC (GS out) RADAR	
DA(H) 209' (200')	DA(H) 259' (250')	MDA(H) 600' (591')	HIALS out
FULL	HIALS out		
A			
B	RVR 26 or 1/2	RVR 50 or 1	1 1/4
C			
D			

CYVR/YVR

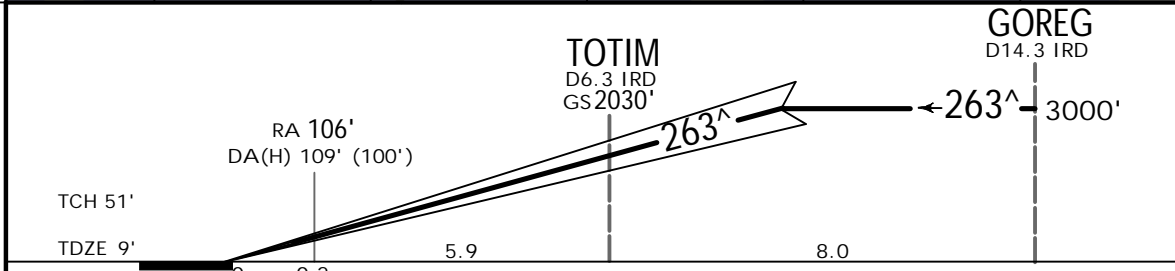
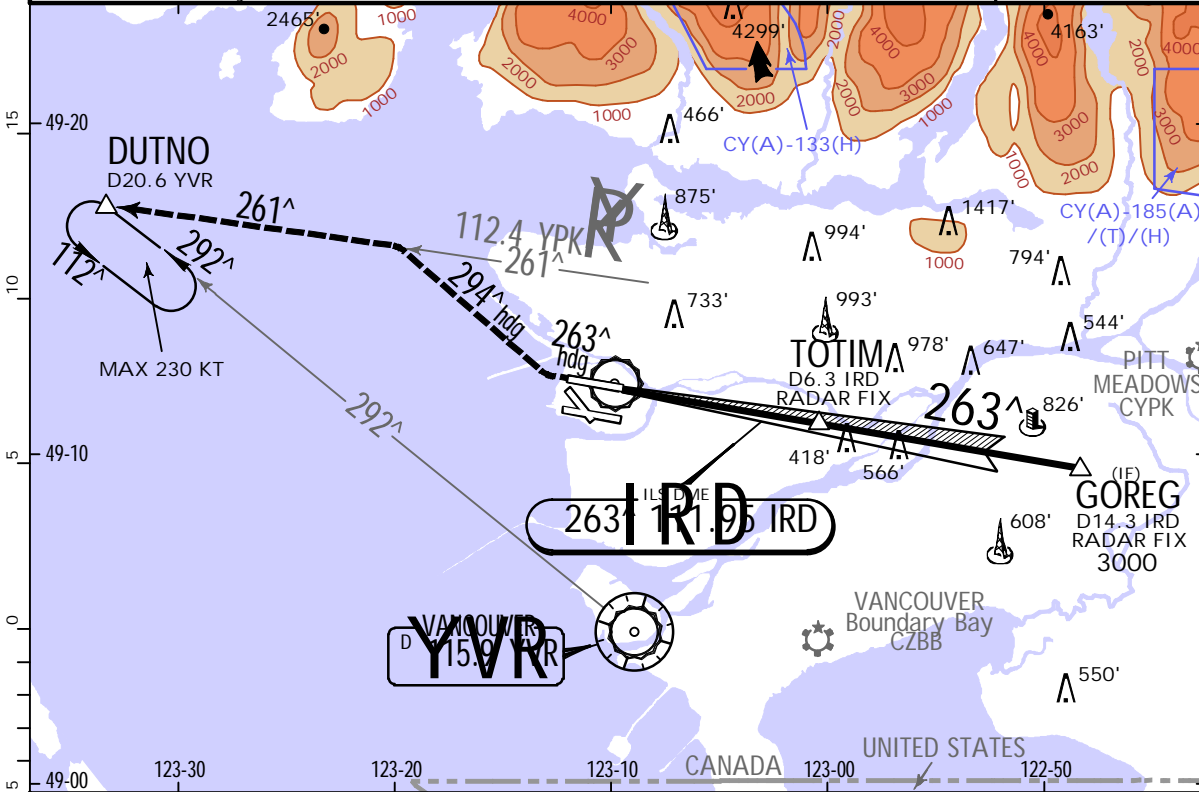
VANCOUVER INTL

JEPPESEN
 17 FEB 23
 .Eff.23.Feb. (11-5A)

VANCOUVER, BC

ILS CAT II or III Rwy 26R

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival Outer: 128.175 128.6 Inner: 133.1 134.225			
VANCOUVER Tower North: 119.55 124.025 125.65 South: 118.7				Ground North: 127.15 South: 121.7			
LOC IRD 111.95	Final Apch Crs 263 [^]	GS TOTIM 2030' (2021')	CAT IIIC NA	CAT IIIB NA	CAT IIIA Refer to Minimums	CAT II ILS RA 106' DA(H) 109'(100')	Apt Elev 13' TDZE 9'
MISSED APCH: Climb to 420' heading 263 [^] . Then climbing RIGHT turn to 3000' heading 294 [^] . Intercept outbound R-261 YPK VOR to DUTNO. Shuttle climb at DUTNO to 5300' before proceeding on course.							<p>MSA YVR VOR</p>
Alt Set: INCHES		Trans level: FL180		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. Simultaneous approach AUTHORIZED with Rwy 26L. 6. LOC reliable only within 10 [^] either side of centerline.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	420'	263 [^] hdg	3000'	294 [^] hdg
GS	3.00 [^]	372	478	531	637	743		849	↑	RT	

STRAIGHT-IN LANDING RWY 26R			
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

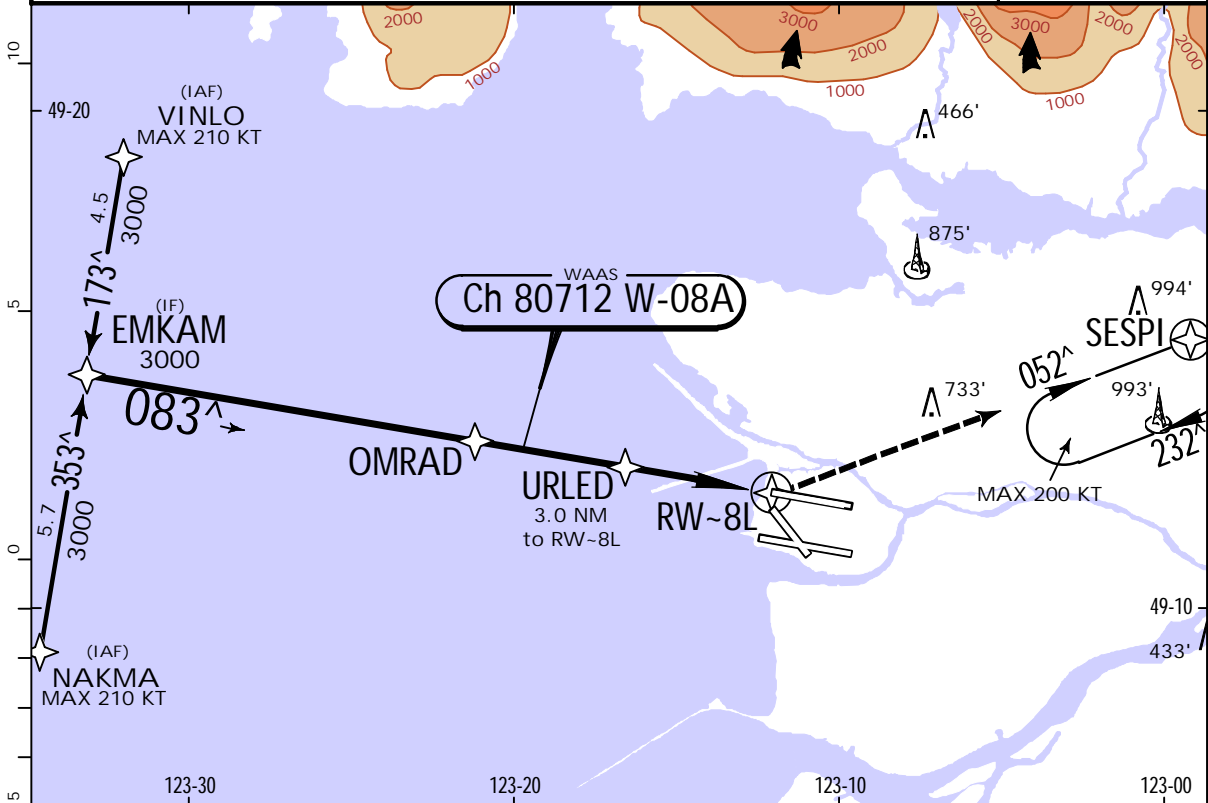
CYVR/YVR

VANCOUVER INTL

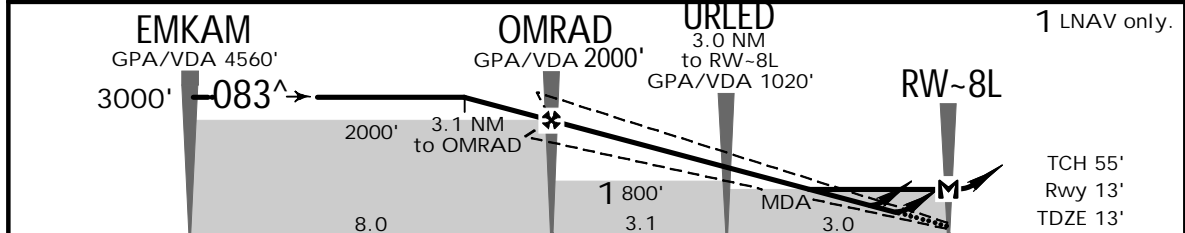
JEPPESEN
 17 FEB 23
 .Eff. 23.Feb. (12-1)

VANCOUVER, BC
RNAV (GNSS) Z Rwy 08L

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival Outer: 128.175 128.6 Inner: 133.1 134.225			
VANCOUVER Tower North: 119.55 124.025 125.65 South: 118.7				Ground North: 127.15 South: 121.7			
WAAS Ch 80712 W-08A	Final Apch Crs 083[^]	GPA OMRAD 2000' (1987')	LPV DA(H) Refer to Minimums	Apt Elev 13'	Rwy 13'		
MISSED APCH: Do not exceed 230 KT until SESPI. Climbing LEFT turn to 3000' direct to SESPI. As required shuttle climb.							
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. Simultaneous approach AUTHORIZED with Rwy 08R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).							



NM to RW-8L	14.1	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	4560'	3890'	3570'	3250'	3000'	2620'	2300'	1980'	1660'	1340'	1020'	700'	380'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 230 KT MAX UNTIL SESPI	3000' LT	SESPI
GPA/VDA	3.00 [^]	372	478	531	637	849			
MAP at RW-8L									

STRAIGHT-IN LANDING RWY 08L				
LPV DA(H) 213' (200')		LNAV/VNAV DA(H) 329' (316')		LNAV MDA(H) 380' (367')
HIALS out		HIALS out		HIALS out
A				
B	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1
C				1/4
D				

CYVR/YVR

VANCOUVER INTL



17 FEB 23

(12-2)

Eff. 23.Feb.

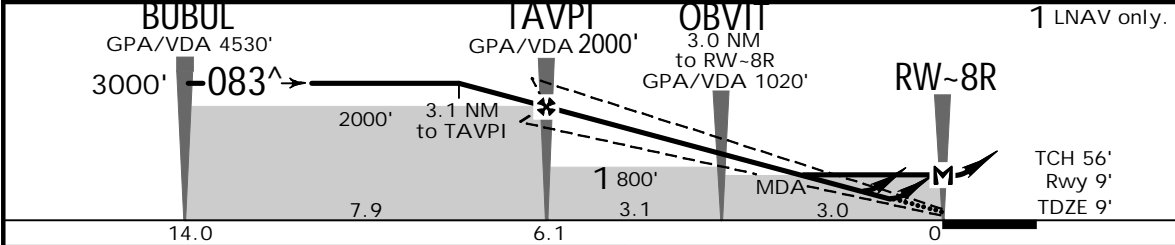
VANCOUVER, BC

RNAV (GNSS) Rwy 08R

BRIEFING STRIP	D-ATIS	PACIFIC Radio		VANCOUVER Arrival				
	124.6	123.15		Outer		Inner		
	VANCOUVER Tower				Ground			
	North		South		North		South	
119.55		124.025		125.65		118.7		
127.15		121.7						
WAAS	Final	GPA	LPV	Apt Elev 13'		7800		
Ch 80922	Apch Crs	TAVPI	DA(H)	Rwy 9'				
W-08B	083 [^]	2000' (1991')	Refer to Minimums					
<p>MISSED APCH: Do not exceed 200 KT until MOGIG. Climb to 600' heading 083[^]. Climbing RIGHT turn to 2000' direct to UKREL. Then track 196[^] to MOGIG. Shuttle climb at MOGIG to 5200' before proceeding on course.</p>								
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'				
<p>1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).</p>								
				MSA RW-8R				



NM to RW-8R	14.0	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	4530'	3890'	3570'	3250'	3000'	2610'	2290'	1980'	1660'	1340'	1020'	700'	380'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	200 KT MAX UNTIL MOGIG	600'	083 [^] hdg	2000'	UKREL
GPA/VDA	3.00 [^]	372	478	531	637	849						
MAP at RW-8R												

STRAIGHT-IN LANDING RWY 08R					
LPV		LNAV/VNAV		LNAV	
DA(H) 209' (200')	DA(H) 259' (250')	DA(H) 283' (274')	MDA(H) 380' (371')		
HIALS out		HIALS out		HIALS out	

A				
B				
C	RVR 26 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1
D				1 1/4

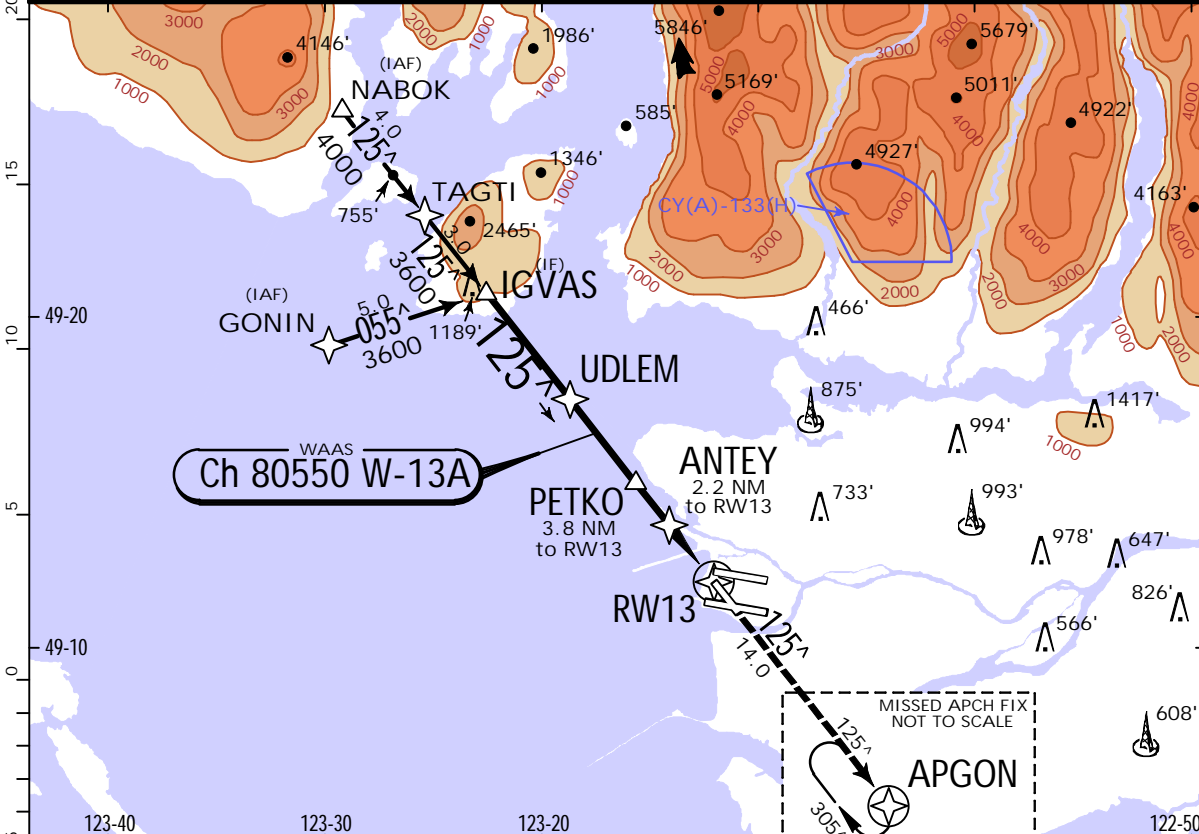
CYVR/YVR

VANCOUVER INTL

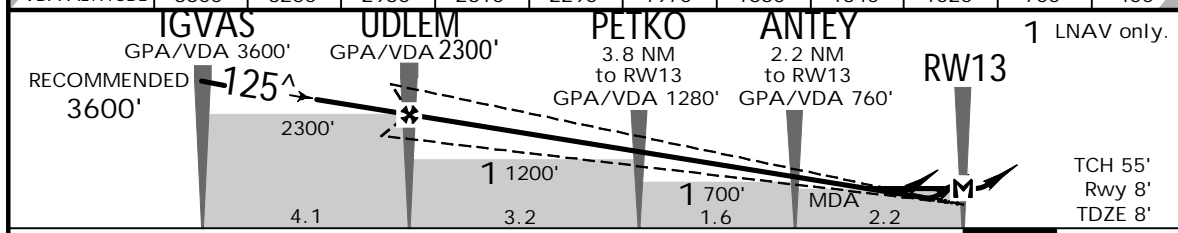
JEPPESSEN
17 FEB 23 (12-3). Eff. 23.Feb.

VANCOUVER, BC
RNAV (GNSS) Rwy 13

BRIEFING STRIP™	D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival Outer: 128.175 128.6 Inner: 133.1 134.225			
	VANCOUVER Tower North: 119.55 124.025 125.65 South: 118.7				Ground North: 127.15 South: 121.7			
	WAAS Ch 80550 W-13A	Final Apch Crs 125 [^]	GPA UDLEM 2300' (2292')	LPV DA(H) 258' (250')	Apt Elev 13' Rwy 8'		7800	
	MISSED APCH: Climb to 3000' track 125 [^] to APGON. Shuttle to 5800' before proceeding on course.							
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. RADAR required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).						MSA RW13		



NM to RW13	11.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	3600'	3250'	2930'	2610'	2290'	1970'	1660'	1340'	1020'	700'	400'



Gnd speed-Kts	70	90	100	120	140	160	ODALS PAPI	3000'	125 [^]	APGON
GPA/VDA	3.00 [^]	372	478	531	637	849				
MAP at RW13										

STRAIGHT-IN LANDING RWY 13		
LPV DA(H) 258' (250')	LNAV/VNAV DA(H) 330' (322')	LNAV MDA(H) 400' (392')
ALS out	ALS out	ALS out

A			
B			
C	1	1	1 1/4
D			

CYVR/YVR

VANCOUVER INTL

JEPPESEN
17 FEB 23 (12-4) .Eff.23.Feb.

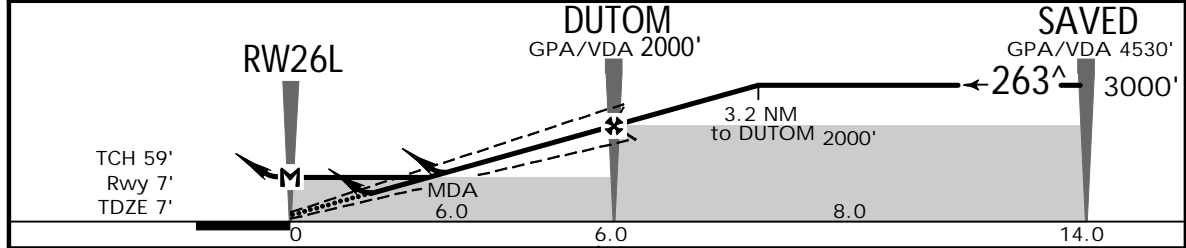
VANCOUVER, BC

RNAV (GNSS) Rwy 26L

BRIEFING STRIP™	D-ATIS		PACIFIC Radio		VANCOUVER Arrival						
	124.6		123.15		Outer		Inner				
					128.175	128.6	133.1	134.225			
	VANCOUVER Tower				Ground						
	North		South		North		South				
119.55		124.025		125.65		118.7					
127.15		121.7									
WAAS Ch 81035 W-26B		Final Apch Crs 263[^]		GPA DUTOM 2000' (1993')		LPV DA(H) Refer to Minimums		Apt Elev 13' Rwy 7'			
<p>MISSED APCH: Climb to 600' heading 263[^]. Then climbing LEFT turn to 2000' direct to MEBUD. Shuttle climb at MEBUD to 5100' before proceeding on course.</p>								<p>7800</p> <p>MSA RW26L</p>			
Alt Set: INCHES				Trans level: FL180		Trans alt: 18000'					
<p>1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. Simultaneous approach AUTHORIZED with Rwy 26R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 54°C (129°F).</p>											



NM to RW26L	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	14.0
VDA ALTITUDE	520'	700'	1020'	1340'	1660'	1980'	2300'	2610'	3000'	3250'	3570'	3890'	4530'



Gnd speed-Kts	70	90	100	120	140	160		600'	263 [^] hdg	2000'	MEBUD
GPA/VDA	3.00 [^]	372	478	531	637	849					
MAP at RW26L											

LPV		STRAIGHT-IN LANDING RWY 26L				LNAV	
DA(H) 207' (200')		DA(H) 257' (250')		DA(H) 566' (559')		MDA(H) 520' (513')	
		HIALS out		HIALS out		HIALS out	
A							
B							
C	RVR 26 or 1/2	RVR 50 or 1	1 1/2	1 3/4	RVR 50 or 1	1 1/2	
D							

CHANGES: Procedure revised.

CYVR/YVR

VANCOUVER INTL



17 FEB 23 (12-5) .Eff.23.Feb.

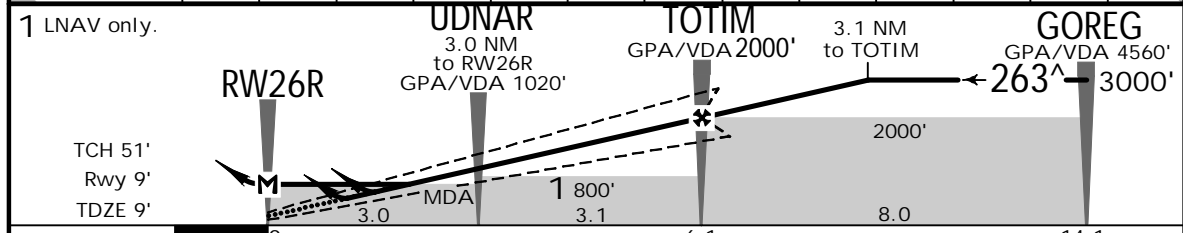
VANCOUVER, BC

RNAV (GNSS) Rwy 26R

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival				
				Outer 128.175 128.6		Inner 133.1 134.225		
VANCOUVER Tower				Ground				
North 119.55		South 118.7		North 127.15		South 121.7		
WAAS Ch 80687 W-26A	Final Apch Crs 263[^]	GPA TOTIM 2000' (1991')	LPV DA(H) Refer to Minimums	Apt Elev 13' Rwy 9'		7800 MSA RW26R		
MISSED APCH: Do not exceed 230 KT until DUTNO. Climb to 700' heading 263 [^] . Climbing RIGHT turn to 3000' direct to KEDGA. Then climb track 245 [^] to DUTNO. Shuttle climb at DUTNO to 5300' before proceeding on course.								
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. Simultaneous approach AUTHORIZED with Rwy 26L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).								



NM to RW26R	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	14.1
VDA ALTITUDE	600'	700'	1020'	1330'	1650'	1970'	2290'	2610'	3000'	3250'	3560'	3880'	4560'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	230 KT MAX UNTIL DUTNO	700' ↑	263 [^] hdg
GPA/VDA	3.00 [^]	372	478	531	637	849				
MAP at RW26R										

STRAIGHT-IN LANDING RWY 26R					
LPV		LNAV/VNAV		LNAV	
DA(H) 209' (200')	DA(H) 259' (250')	DA(H) 567' (558')		MDA(H) 600' (591')	
HIALS out		HIALS out		HIALS out	
A					
B	RVR 26 or 1/2	RVR 50 or 1	1 1/2	1 3/4	1 3/4
C					
D					

CHANGES: Procedure revised.

CYVR/YVR

VANCOUVER INTL



17 FEB 23

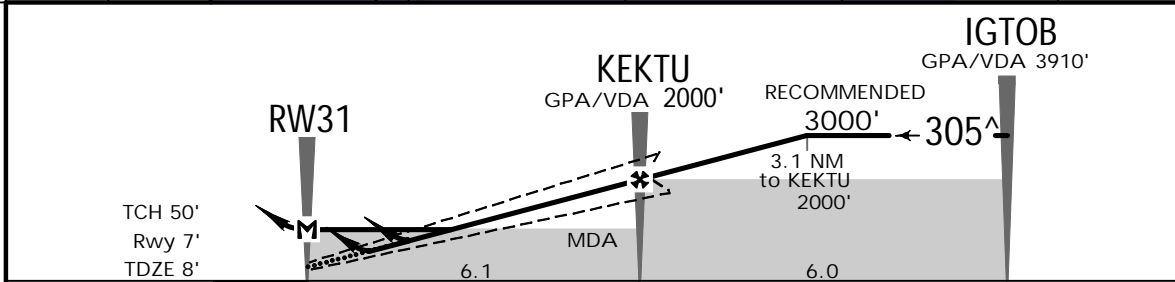
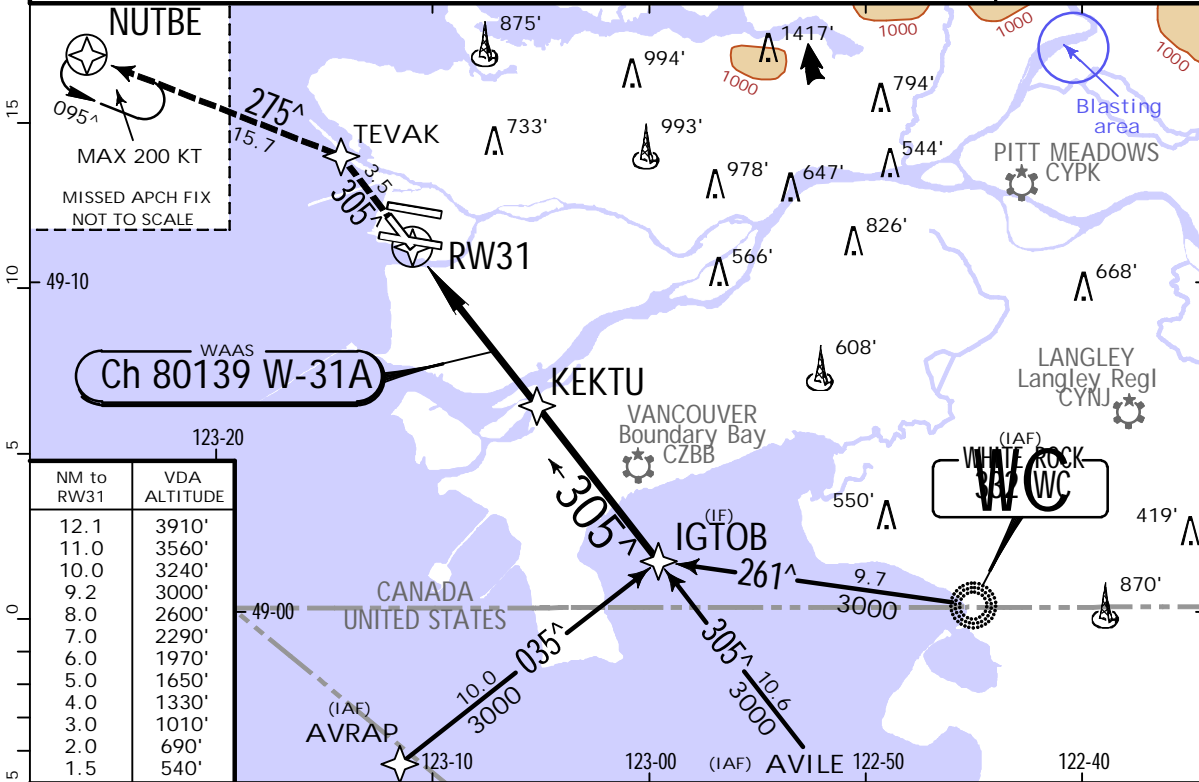
12-6

.Eff.23.Feb.

VANCOUVER, BC

RNAV (GNSS) Rwy 31

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival			
				Outer 128.175 128.6		Inner 133.1 134.225	
VANCOUVER Tower				Ground			
North 119.55		South 125.65		North 127.15		South 121.7	
WAAS Ch 80139 W-31A		Final Apch Crs 305[^]		GPA KEKTU 2000' (1993')		LPV DA(H) 257' (250')	
				Apt Elev 13'		Rwy 7'	
MISSED APCH: Climb track 305 [^] to TEVAK, then climbing LEFT turn to 3000' track 275 [^] to NUTBE. Shuttle to 5600' before proceeding on course.							
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).							



Gnd speed-Kts	70	90	100	120	140	160	ODALS PAPI ↑ 305 [^] TEVAK
GPA/VDA	3.00 [^]	372	478	531	637	849	
MAP at RW31							

STRAIGHT-IN LANDING RWY 31					
LPV DA(H) 257' (250')		LNAV/VNAV DA(H) 353' (346')		LNAV MDA(H) 540' (533')	
ALS out		ALS out		ALS out	
A					
B					
C	1	1 ¹ / ₄		1 ³ / ₄	
D					

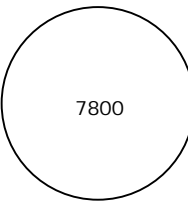
CYVR/YVR

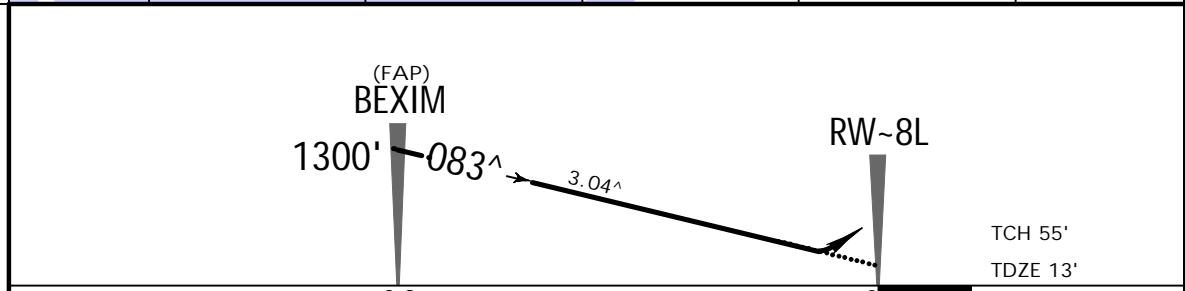
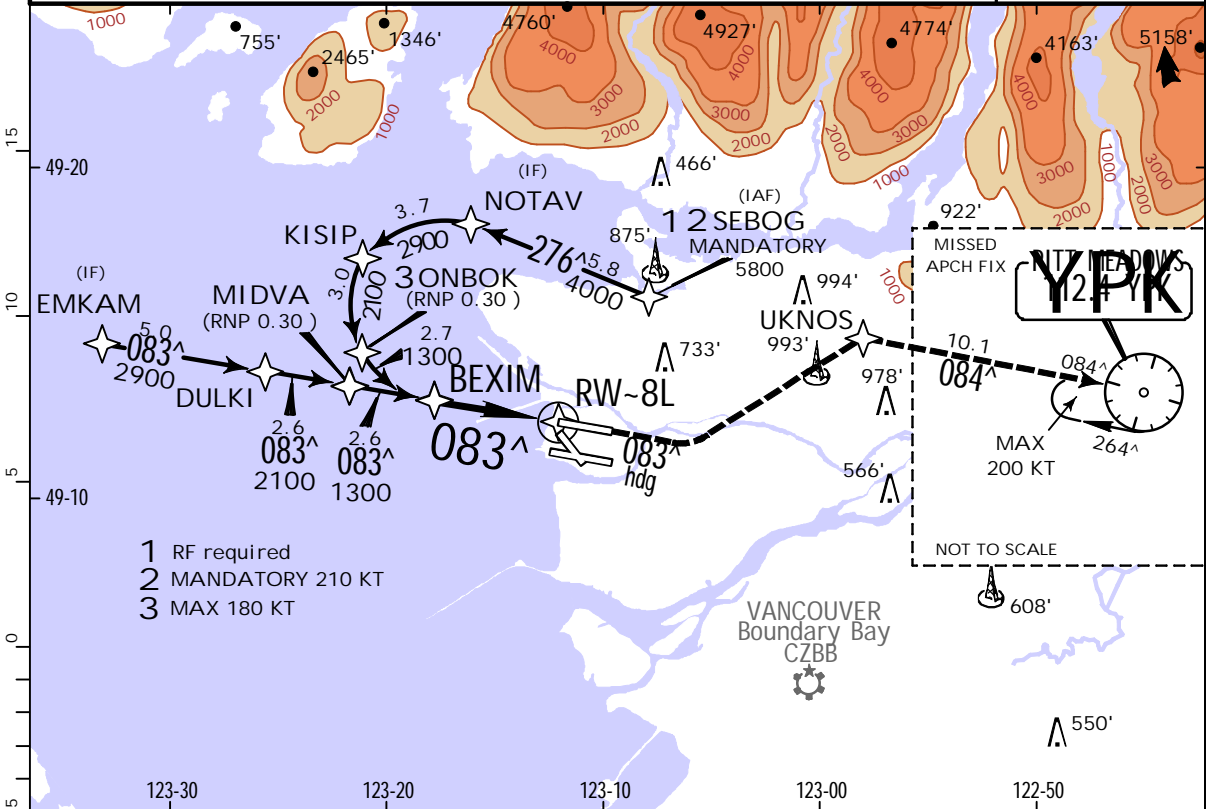
VANCOUVER INTL

JEPPESEN
 2 SEP 22
 Eff. 8.Sep. (12-20)

VANCOUVER, BC

RNAV (RNP) Y Rwy 08L

D-ATIS 124.6		PACIFIC Radio 123.15		VANCOUVER Arrival Outer: 128.17 128.6 Inner: 133.1 134.225	
VANCOUVER Tower North: 119.55 South: 118.7			Ground North: 127.15 South: 121.7		
RNAV	Final Apch Crs 083[^]	Minimum Alt BEXIM 1300' (1287')	RNP 0.15 DA(H) 302' (289')	Apt Elev 13' TDZE 13'	 7800 MSA RW-8L
MISSED APCH: Climb to 420' heading 083 [^] . Then climbing LEFT turn to 3500' direct to UKNOS. Then climb track 084 [^] to YPK VOR.					
Alt Set: INCHES		Trans level: FL180		Trans alt: 18000'	
1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 12,800'. 3. Simultaneous approach AUTHORIZED with Rwy 08R. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -20°C (-4°F) or above 54°C (129°F).					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 420' 083 [^] hdg 3500' UKNOS LT
Descent Angle	3.04 [^]	376	484	538	645	861	

STRAIGHT-IN LANDING RWY 08L		STRAIGHT-IN LANDING RWY 08R	
RNP 0.15 DA(H) 302' (289')	RNP 0.30 DA(H) 334' (321')	RNP 0.15 DA(H) 302' (289')	RNP 0.30 DA(H) 334' (321')
FULL	HIALS out	FULL	HIALS out

A		
B		
C	RVR 50 or 1	RVR 50 or 1
D		

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
VANCOUVER, BC (VANCOUVER INTL - CYVR)				
REV	PARKING POSITIONS (APRON ...	10-9B	31 Mar 2023	
REV	PARKING POSITIONS (SOUTH ...	10-9C	31 Mar 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport CYVR

Chart Change Notices for Country CAN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

At locations with approach charts depicting the Plan View Ball Flag Note: "Minimum VDA intercept [altitude]" or "Recommended VDA intercept [altitude]", it should read "VDA intercept based on [altitude]".