

# GETTIN' THERE

## aviation information for local destinations

### Destination:

Powell River (CYPW)

### Why Go?

Powell River is a good place to go when you want a flight that's a bit different.. It's just a bit further away and getting there involves a few more steps however they're not complicated ones. There's some very beautiful terrain along the way and in the area so it will be quite a scenic flight as well. Depending on conditions, routing, etc. figure on about a one hour flight each way. You don't need to have taken the Mountain Flying Course to go there however because it is on the shoreline and close to the mountains weather can be a factor. It is usually accessible in the summer but hit-and-miss during the winter.

The airport is a good twenty minute walk from town but you can call a taxi from the airport terminal building if you wish. Located in the airport terminal building is Pacific Coastal Airlines as well as Budget Rent-a-Car. Powell River Flying Club has a hangar on the field as well. There's also a nice little diner-style restaurant a short walk up the road – just walk through the parking lot to the road and turn right.



### Getting There

You need to pay a bit of attention to your routing on this trip. It's unlikely that you'll be able to depart Victoria and proceed directly to YPW – you'd end up crossing the approach / departure paths to Vancouver International which Terminal definitely wouldn't want you to do.

Here's a couple of better routings:

- Victoria -> Nanoose Bay -> south end of Texada Island -> Powell River
- Victoria -> Nanoose Bay -> French Creek (Qualicum) ->

Lesquiti Island -> Texada Island  
-> Powell River

The first option is more direct while the second option minimises the time you're over water. In either event you'll likely end up talking to Comox Terminal. They're somewhat different from Victoria Terminal in that they primarily provide a "flight following" service so they tend to be less "controlling". Comox can be very helpful and personally I like the idea of someone following me on radar, especially during over water flights.

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Also, when planning your flight you'll want to check the NOTAMS to see if the following special use areas are active:

- CYR107 (Ballenas Islands, near Nanoose Bay)
- CYA124(M) (west side of Texada Island)

After getting to the south end of Texada Island you'll head north towards Powell River. Bear in mind that Gillies Bay airport (CYGB) is in the area so you might consider keeping a listening watch on their frequency as you proceed north. Start making your radio calls about 10 miles back and update your position / intentions as you see fit. There can be a lot of float and helicopter traffic in this area so you want to be sure they know where you are.

Now the fun part. If you're coming up from the south you won't be able to see the airport! Seriously. It's on the north side of a ridge with the runway hidden by trees and (depending on your altitude) you won't see the runway until you've nearly crossed over that ridge. Follow the usual Uncontrolled Aerodrome procedures to overfly the field, join the circuit and land.

After landing you can taxi to the terminal to park. Be aware that parking in front of the terminal building is reserved for Pacific Coastal so you're probably best to park close to the grass edge of the terminal apron.

## Local Knowledge

Flying into Powell River is pretty straight forward and shouldn't present much of a problem. However, here are a few things to be aware of that you may not find in the CFS:

- The runway slopes downward towards the water so expect a down slope view if landing on Rwy 27, and an upslope view if landing on Rwy 09.
- There's a small lake east of the threshold of Rwy 27 that IS visible from the south. If you're over the lake on your base leg you'll be set up just about right for your approach.
- Be aware that the area around Powell River can get busy with helicopter and float plane traffic.
- If you're flying IFR into Powell River and using a GPS, you need to be aware that the published NDB/DME (GNSS) approach is not included in the GPS database. Apparently there are technical issues associated with digitizing it for database use.

## Weather

Powell River has a METAR but no TAF so for forecast information you're probably best to look to Comox (CYQQ) and the GFA. Powell River also has a WeatherCam listed on the NavCanada Aviation Weather website that can be useful when making

weather decisions; they seem to be the only reporting station that can see for 50 miles when the weather is good.

**Hint:** Because Powell River has a METAR, Comox Terminal can provide you the latest weather including winds, which will make determining the active runway a lot easier. So don't hesitate – give them a call!

Other local weather factors to be aware of include:

- YPW can be reporting low broken which makes it look inaccessible at first however the Straights can be clear to high broken, and it's just localized cloud heaping up along the coast.

## Important Links & Contacts

Town of Powell River: <http://www.powellriver.ca/>