

# GETTIN' THERE

## aviation information for local destinations

### Destination:

Vancouver International (CYVR)

### Why Go?

There are a ton of reasons to fly to Vancouver. The question you need to ask yourself is "Do I really *need* to fly to Vancouver?" Vancouver International is a busy place and while they do their best to accommodate General Aviation aircraft it's pretty easy to see that we really don't fit in over there. That said, if you avoid peak times, plan your flight well, are professional in your communications with ATC and follow the published procedures a flight into YVR is a great experience.

Also... flying into YVR is not an inexpensive proposition. You'll be dinged twice – first is the YVR landing fee which, at time of writing, is about \$35.00. The second charge you'll face is the ramp fee charged by the FBO whose ramp you park the airplane on. It does vary but you're likely looking at a minimum of \$50. On the bright side, the FBOs will look after you... welcome mats at your plane, a receptionist who will call you a cab, shuttles to the main terminal, etc. There's no visitor parking at YVR like there is at the smaller airports.

### Getting There

In addition to the "regular" flight planning routines there are a few more things you need to consider when flying into YVR. For example:

- Do a thorough review of the CYVR aerodrome NOTAMs and make sure you understand any that may affect your flight.
- You're crossing open water so you want to have sufficient altitude. However it's a short flight so if you climb too high you'll no sooner get to altitude then it will be time to descend.
- You'll be traversing several different agencies' airspace: Victoria Outer Tower, Victoria Terminal, Vancouver Terminal (possibly), Vancouver Outer Tower (S), etc. You'll want to have their frequencies at your fingertips;
- There are VFR transit routes to / from YVR on the VTA that you need to be familiar with;
- There are also designated Arrival and Departure procedures for VFR traffic headed to YVR. You can find these procedures on the back of the VTA and in the CFS. You'll want to thoroughly review and *understand* these procedures;



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- Know where you're going on the field. You can't stop on the runway and pick an FBO (as a friend of mine did once).

VFR traffic bound for YVR will land on Rwy 08R, 26L or (rarely) Rwy 12/30. Knowing that, check the YVR weather prior to departure – you'll be able to determine the active runway which will help you determine which arrival procedure you're going to be assigned. Next, check the CYVR ATIS as soon as practical once you're airborne in case there's any change to what you planned. I mentioned earlier that you'll have several frequencies to deal with, right? Here's a hint to help you with that. When you switch to a new frequency, immediately enter the next one you'll need as the stand-by frequency. Then, when you get handed off, it's just a simple button push.

As you approach the mainland you'll likely be in Vancouver Terminal airspace. The "gotcha" here is that they don't always tell you when to start your descent so be prepared to ask for the descent when you're ready. Once you get switched to Inner Tower (S) ATC will be busy but probably not any busier than YYJ when the circuit's full so don't get flustered. Be prepared for some deviations from "normal" procedures, things like 45 degree approaches to the threshold, being told to keep your speed up or to slow it down, etc. Remember, they're trying to fit you in around much

faster traffic so you need to be flexible. Plan your landing to exit the runway as soon as you can (unless ATC instructs otherwise of course).

Have a taxiway diagram handy and know how to get to where you're going. You'll only be going to the south side of the airport...no main terminal stuff for us GA aircraft. (I guess they don't have jetways for a C-172).

The reverse holds true for your departure. Know the departure route; be prepared for a couple of quick frequency changes and to have the "normal" procedures you're used to altered to fit the situation.

## Local Knowledge

As a little airplane at a big airport it's pretty easy to get lost in the shuffle – there's a lot going on. Here are a few things to be aware of that you may not find in the CFS or see written down anywhere:

- If you're just doing a quick turn-around...picking someone up and then departing right away, for example... you will still need a new transponder code. YVR will NOT recycle your code.
- When getting ready to depart get everything done, including your run-up, before calling Clearance Delivery. You'll likely do your run-up on the FBO's ramp so check with them before you start. You don't want to

blast a multi-billion dollar biz jet with your prop wash.

- YVR doesn't permit intersection take-offs so a Rwy 08R departure means a long taxi.
- If you're taxiing for a Rwy 08R departure you may be told to "hold short of the CAT II line". This hold line is well back of the hold line for entering Rwy 08R and is well marked. Crossing this hold line may interfere with the CAT II ILS used by some of the big jets and could result in a go-around for them, so watch for this one.

## Weather

Since it's a major international airport there is a ton of weather information available for YVR, including a 30 hour TAF.

## Important Links & Contacts

### Vancouver International Airport:

[www.yvr.ca](http://www.yvr.ca)

### Million Air (FBO):

[www.millionair.com/FBO/cyvr](http://www.millionair.com/FBO/cyvr)

### Landmark Aviation (FBO):

[www.landmarkaviation.com/fbo/yvr](http://www.landmarkaviation.com/fbo/yvr)

### Esso Avitat (FBO):

[www.avitavancouver.com](http://www.avitavancouver.com)