

CAP
2

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OR AIP SUPPLEMENT

EFFECTIVE 0901Z **26 DECEMBER 2024**
TO 0901Z 20 FEBRUARY 2025

CANADA AIR PILOT

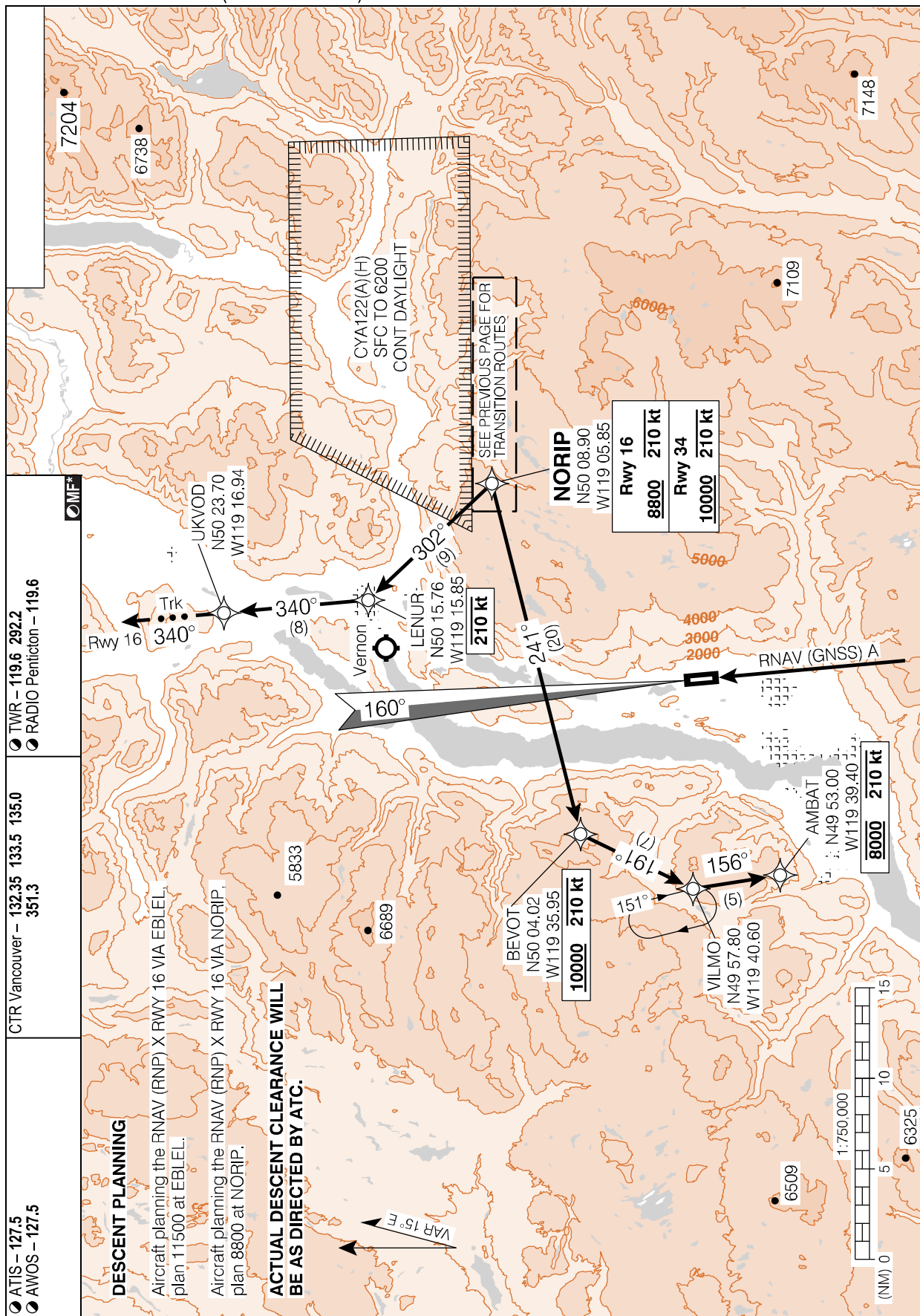
Instrument Procedures

BRITISH COLUMBIA

AIP Canada (ICAO) Part 3 - Aerodromes (AD)

NORIP FIVE ARR (NORIP.NORIP5) ARRIVAL ROUTES

CYLW

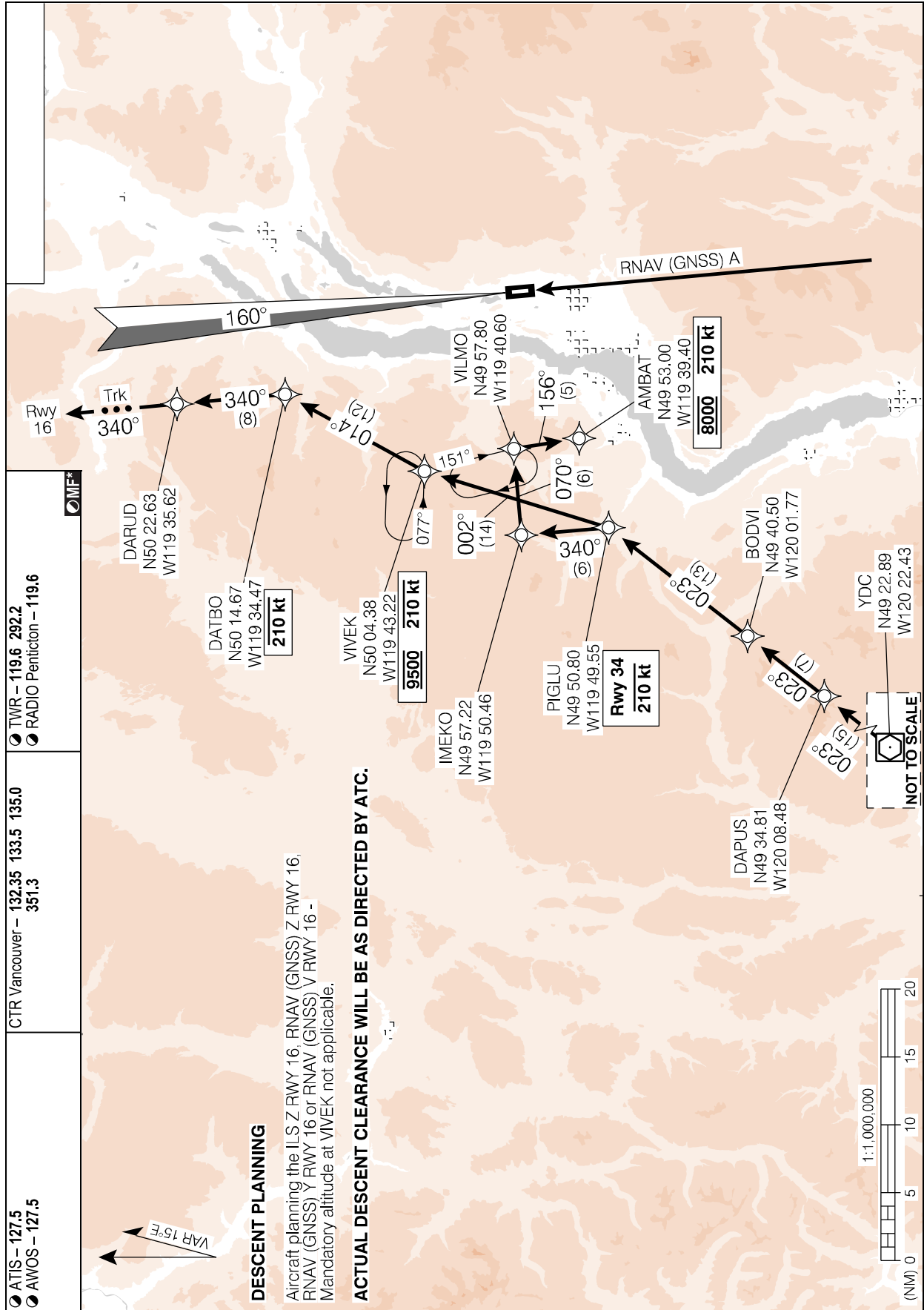


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NORIP FIVE ARR (NORIP.NORIP5) ARRIVAL ROUTES

CYLW

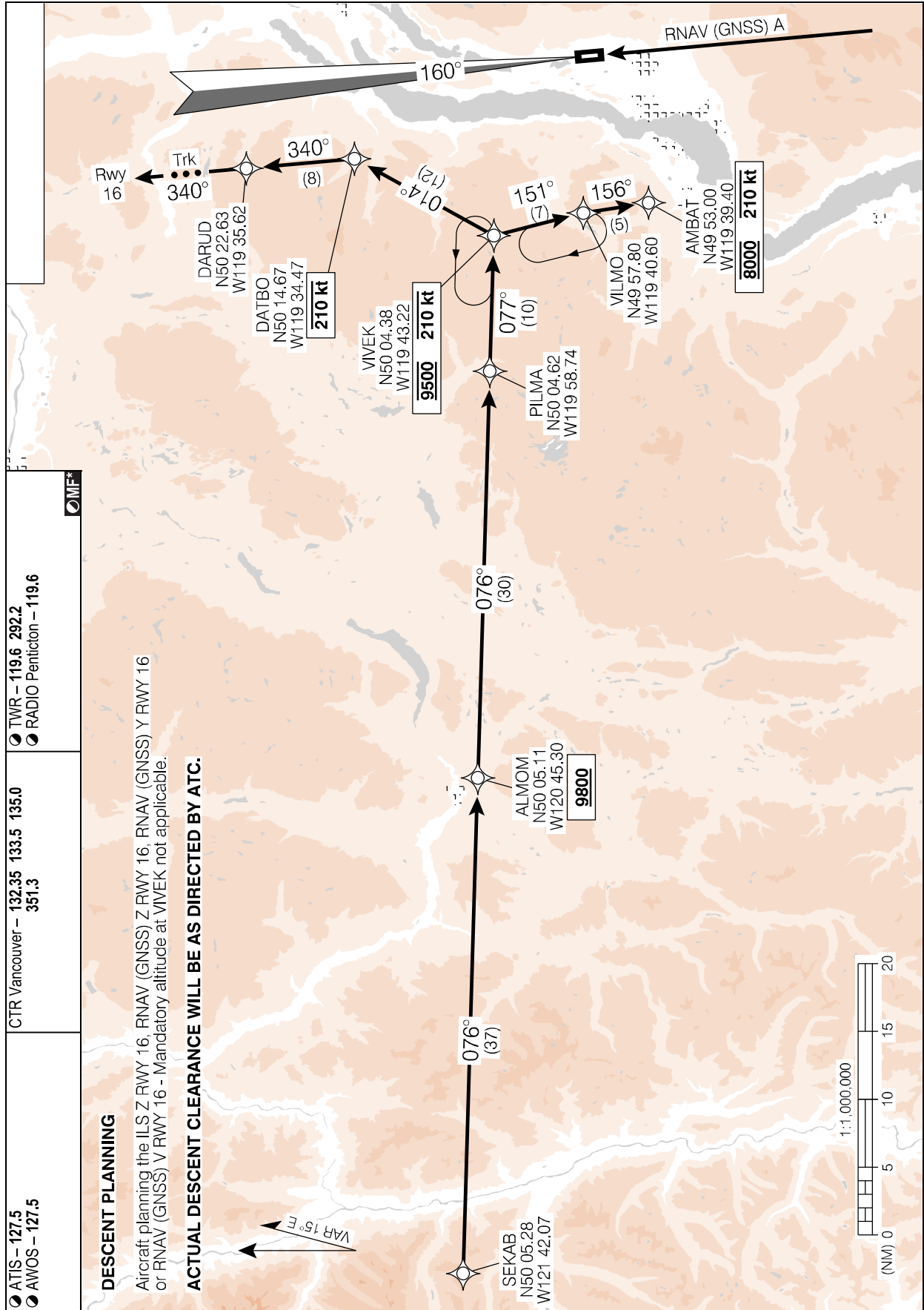
EFF 21 MAR 24



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SEKAB FIVE ARR (SEKAB,SEKAB5)

CYLW



DESCENT PLANNING
 Aircraft planning the ILS Z RWY 16, RNAV (GNSS) Z RWY 16, RNAV (GNSS) Y RWY 16 or RNAV (GNSS) V RWY 16 - Mandatory altitude at VIVEK not applicable.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

<ul style="list-style-type: none"> ● ATIS - 127.5 ● AWOS - 127.5 	<ul style="list-style-type: none"> ● CTR Vancouver - 132.35 133.5 135.0 351.3 	<ul style="list-style-type: none"> ● TWR - 119.6 292.2 ● RADIO Peniticon - 119.6
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MIF*

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SEKAB FIVE ARR (SEKAB,SEKAB5)

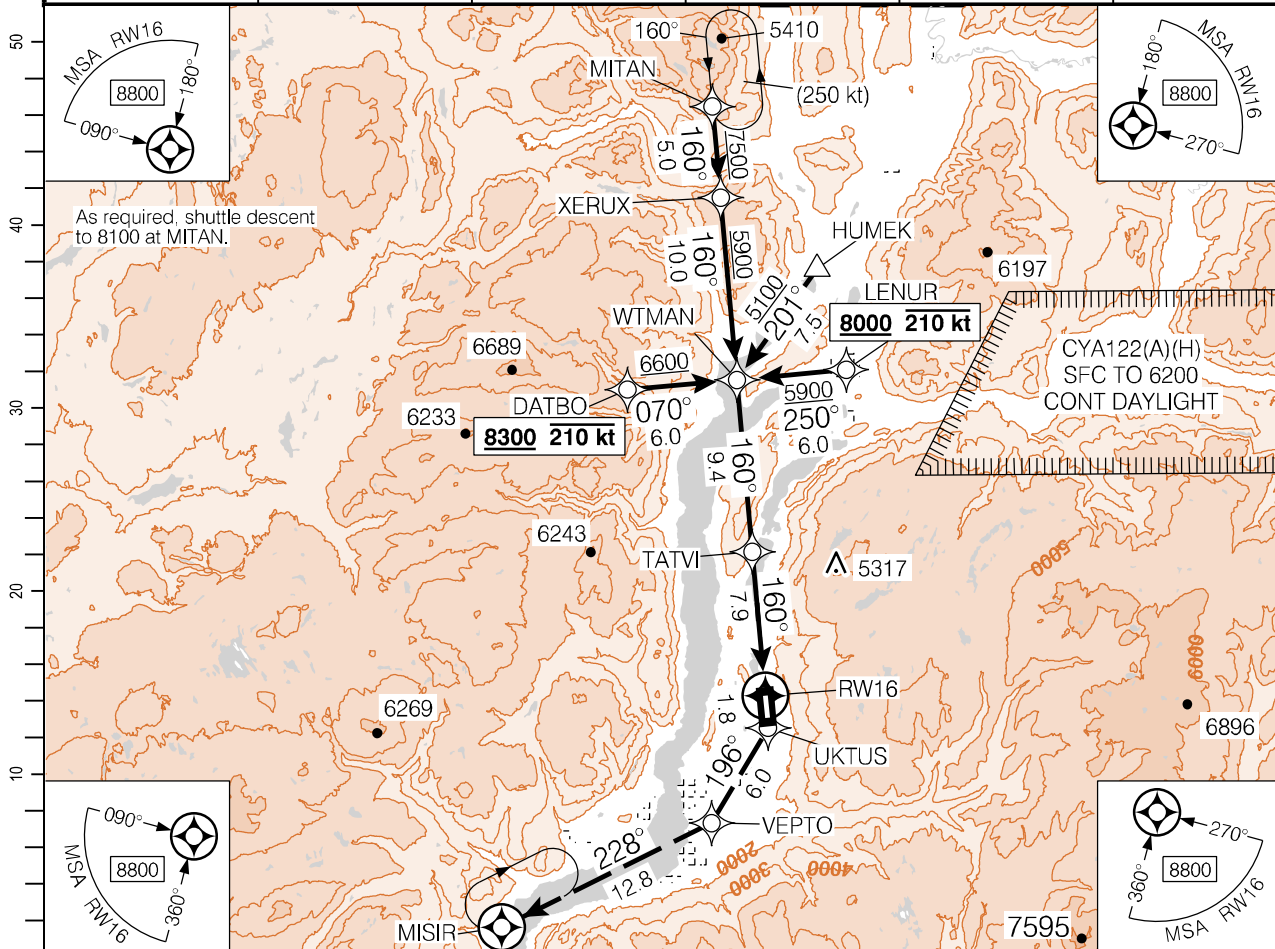
CYLW

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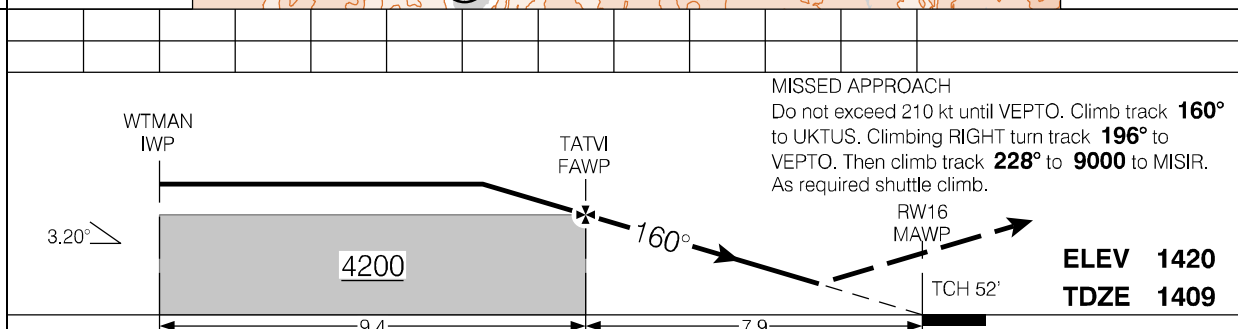
RNAV (GNSS) Z RWY 16

495726N 1192241W VAR 15°E

ATIS - 127.5 AWOS - 127.5	CTR Vancouver - 133.5	TWR - 119.6 292.2 RADIO Penticton - 119.6	GND - 121.7	MF*
SAFE ALT 100 NM 12,500	WAAS Ch 80343 W16A	APCH CRS 160°	MIN ALT TATVI 4200	



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RASS: When using CYYF add 110'.		CATEGORY LPV	A 2281	B (872)	C 3	D NOT AUTHORIZED
Knots 70 90 110 130 150	ft/min	Min:Sec				

RNAV (GNSS) Z RWY 16

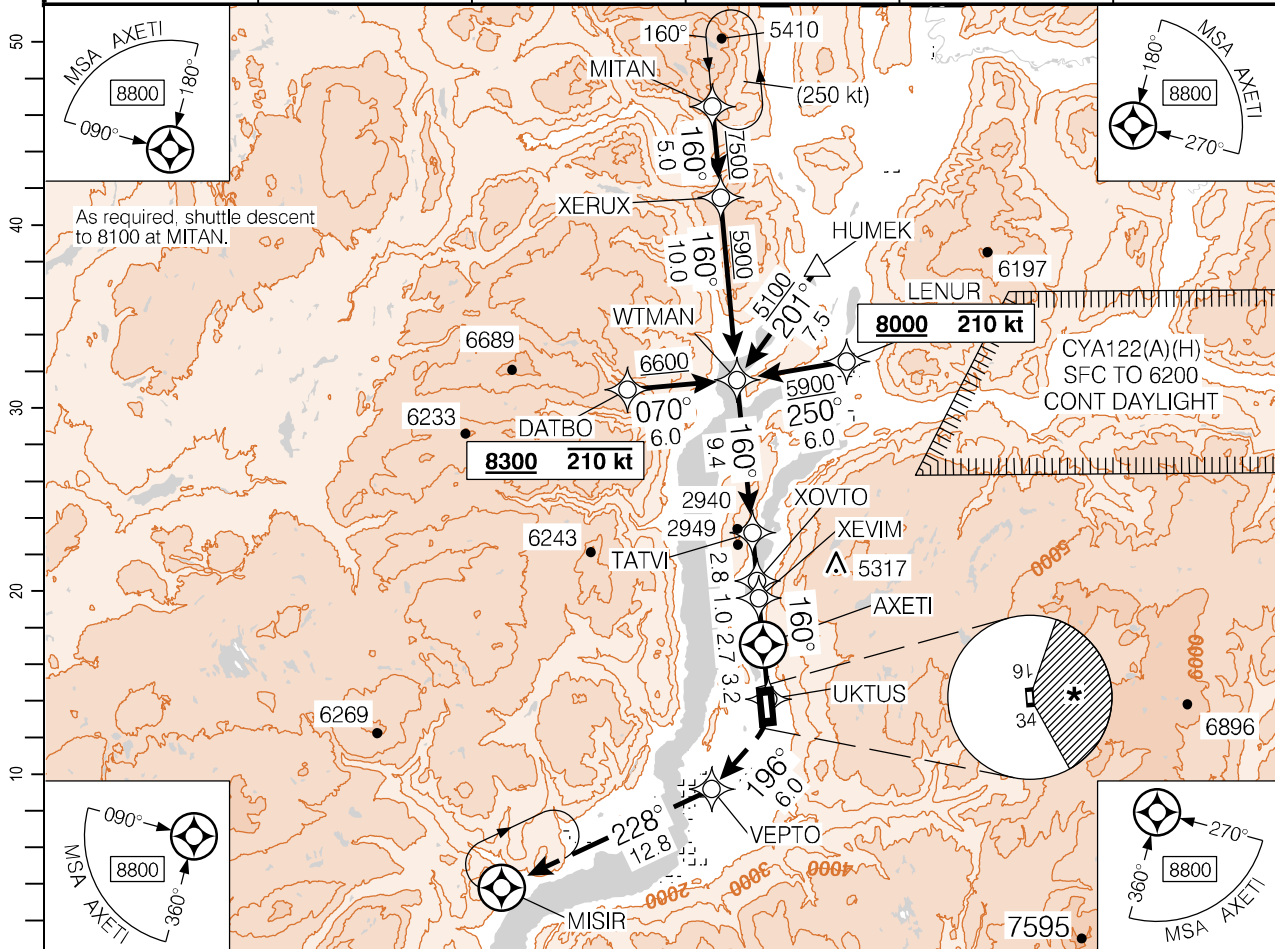
CYLW

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RNAV (GNSS) Y RWY 16

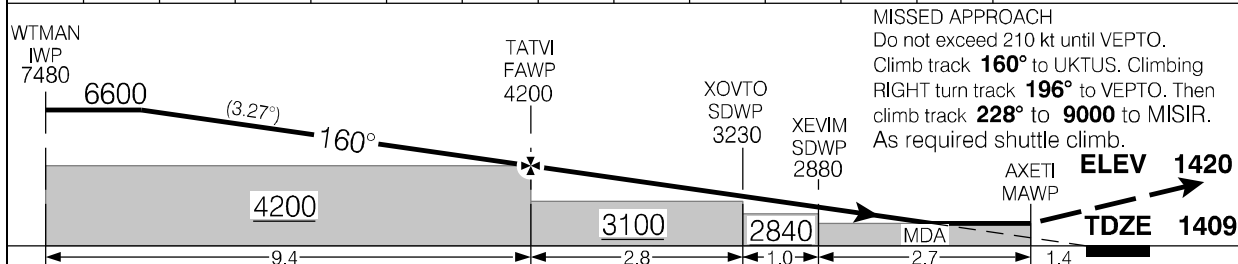
495726N 1192241W VAR 15°E

ATIS – 127.5 AWOS – 127.5	CTR Vancouver – 133.5	TWR – 119.6 292.2 RADIO Pentiction – 119.6	GND – 121.7	MF* AR
SAFE ALT 100 NM 12,500	RNAV	APCH CRS 160°	MIN ALT TATVI 4200	



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(NM)	15.9	13.4	12	11	10	9	8	7	6	5	4	3	2.3	DIST FROM AXETI
	7480	6600	6110	5760	5420	5070	4720	4380	4030	3680	3330	2990	2740	ALT (3.27° APCH PATH)



RASS: When using CYYF add 110'.	CATEGORY	A	B	C	D
	LNAV	2740	(1331)	3	NOT AUTHORIZED
	CIRCLING*	2840	(1420)	3	NOT AUTHORIZED
Knots	ft/min	Min:Sec			
70	410				
90	520				
110	640				
130	750				
150	870				

RNAV (GNSS) Y RWY 16

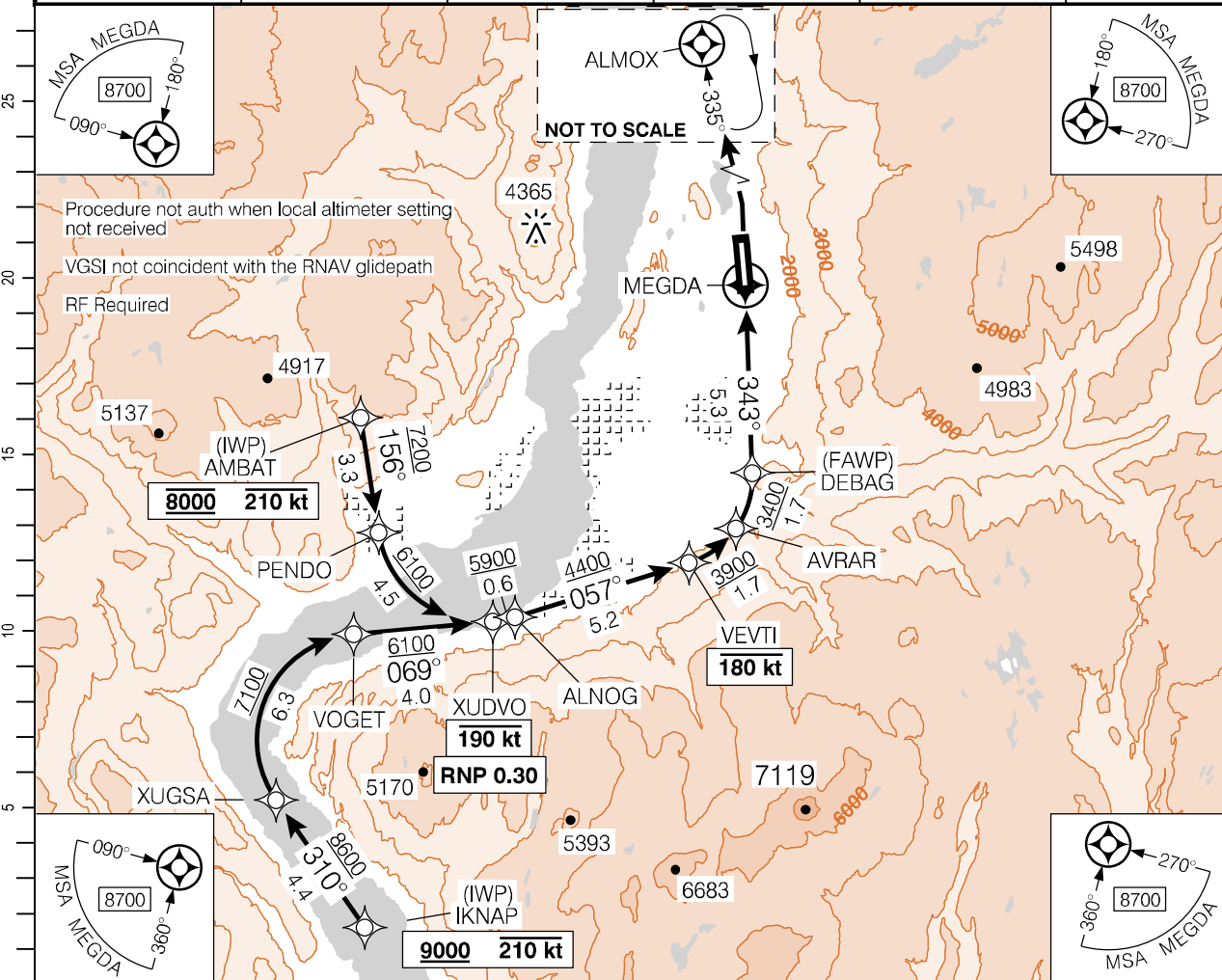
CYLW

EFF 21 MAR 24

RNAV (RNP) Y RWY 34

495726N 1192241W VAR 15°E

<ul style="list-style-type: none"> ● ATIS – 127.5 ● AWOS – 127.5 	CTR Vancouver – 133.5	<ul style="list-style-type: none"> ● TWR – 119.6 292.2 ● RADIO Penticton – 119.6 	<ul style="list-style-type: none"> ● GND – 121.7
SAFE ALT 100 NM 12,500	RNAV	APCH CRS 343°	MIN ALT DEBAG 3400
			LDA 8500



MISSED APPROACH
Climb to **3100** track **343°**. Then climbing LEFT turn to **7400** direct to ALMOX. As required shuttle climb.

ELEV 1420
TDZE 1369

MEGDA MAWP

TCH 55'

DEBAG FAWP

343°

3.50°

	CATEGORY	A	B	C	D
	RNP 0.30	3086		(1719)	5¼
AUTHORIZATION REQUIRED (min. -27° C) (max. 45° C)					

RNAV (RNP) Y RWY 34

CYLW

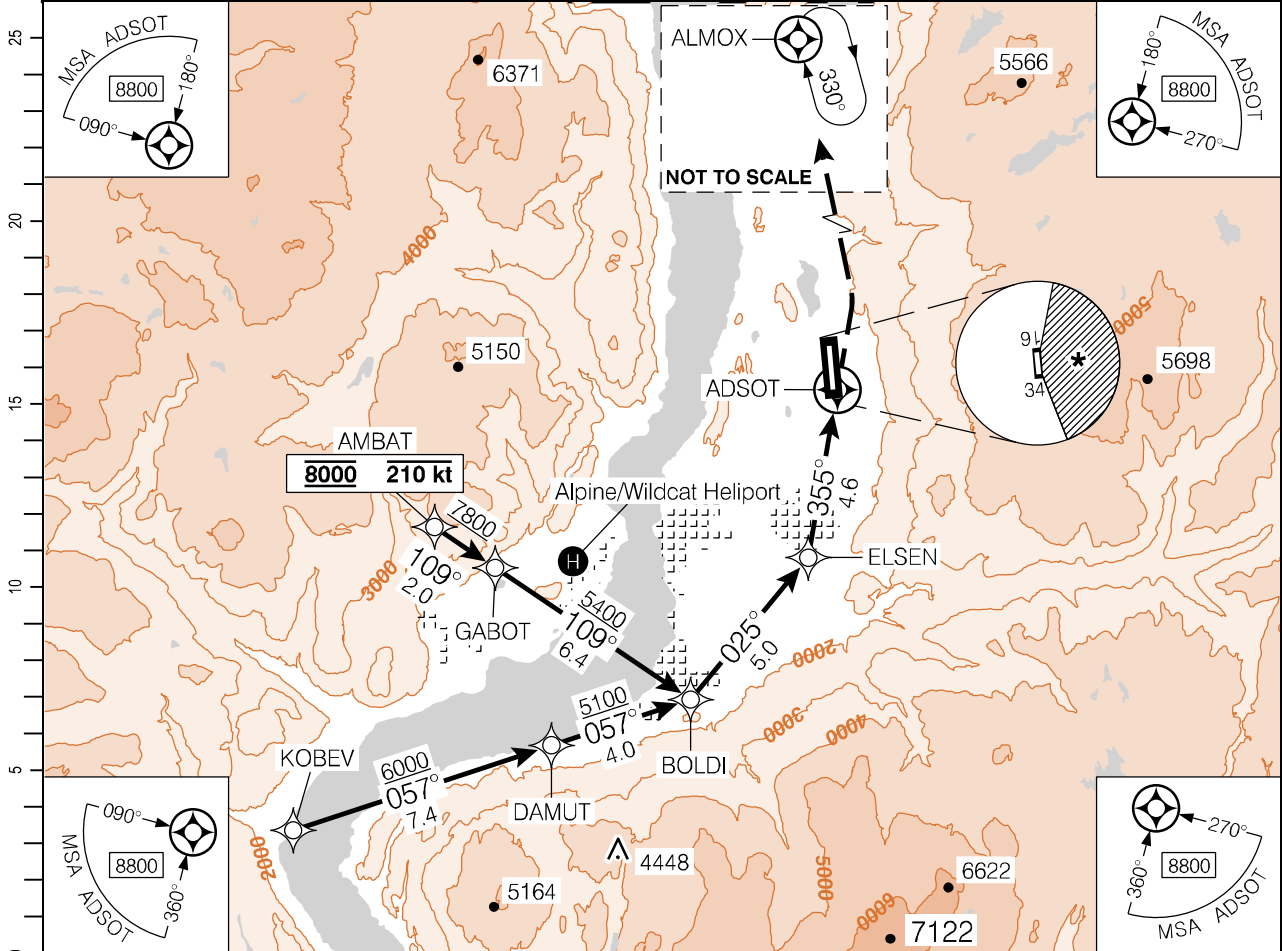
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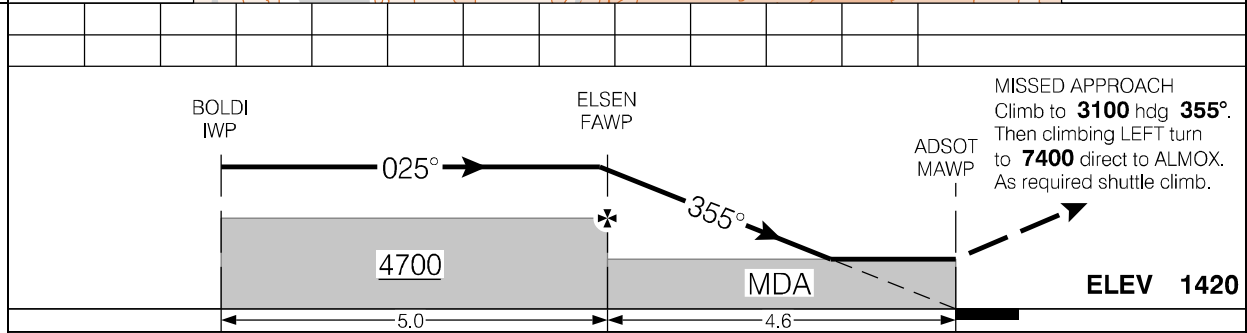
RNAV (GNSS) A

495726N 1192241W VAR 15°E

● ATIS – 127.5 ● AWOS – 127.5	CTR Vancouver – 133.5	● TWR – 119.6 292.2 ● RADIO Penticton – 119.6	● GND – 121.7 ● MF*	LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM 12,500	RNAV	APCH CRS 355°	MIN ALT ELSN 4700	



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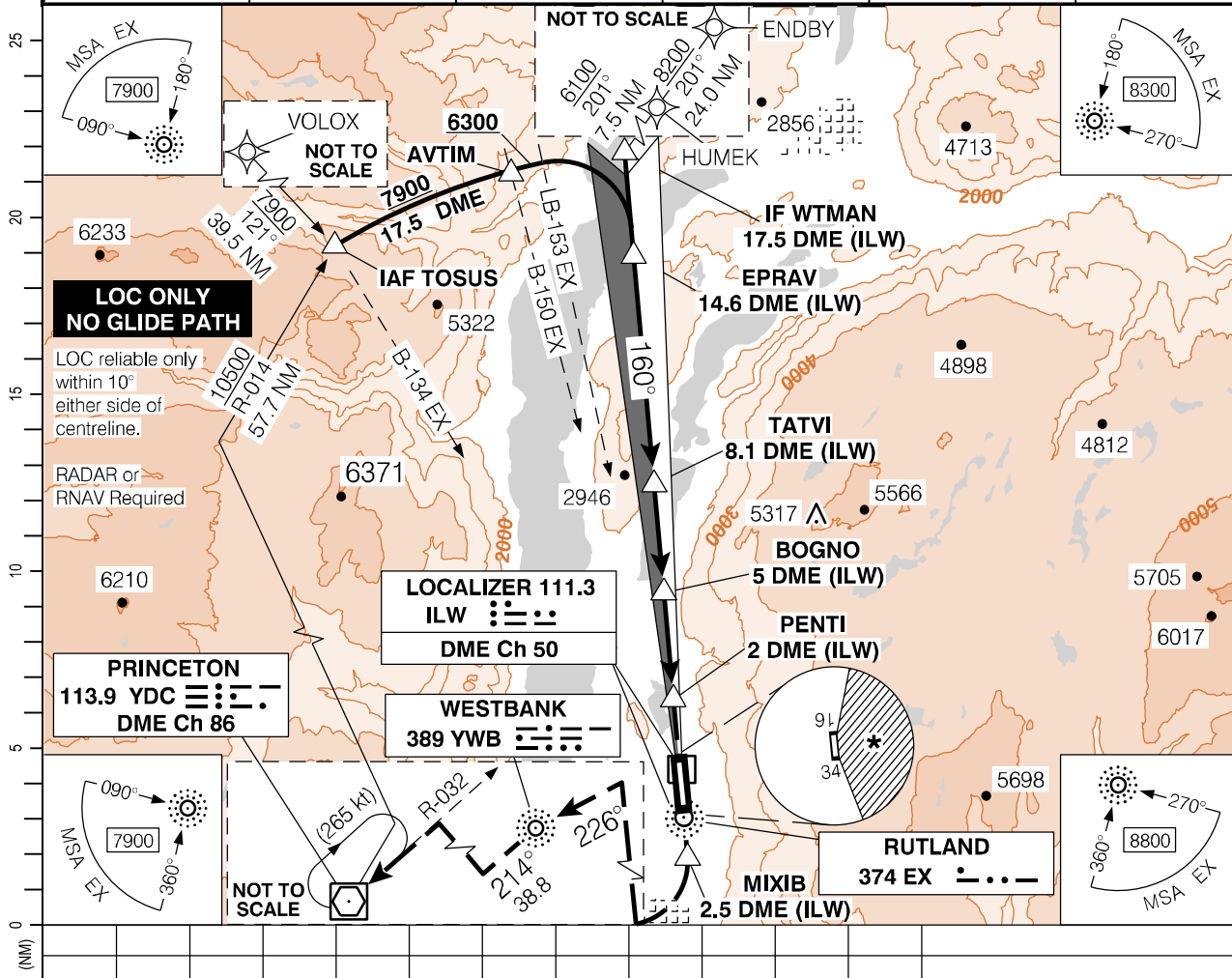


RASS: When using CYYF add 110'.			CATEGORY	A	B	C	D
			CIRCLING	* 3040	(1620)	3	
Knots	ft/min	Min:Sec					
70							
90							
110							
130							
150							

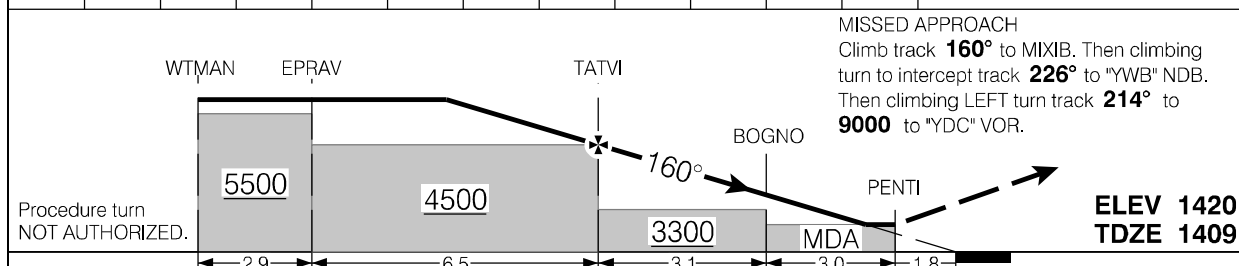
LOC Z RWY 16

495726N 1192241W VAR 15°E

ATIS – 127.5 AWOS – 127.5	CTR Vancouver – 133.5	TWR – 119.6 292.2 RADIO Penticton – 119.6	GND – 121.7
SAFE ALT 100 NM 12,500	LOC ILW 111.3	APCH CRS 160°	MIN ALT TATVI 4500
			LDA 7700



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RASS: When using CYFF add 110'.		CATEGORY LOC/DME 2800	A B C D
		CIRCLING 2840	* (1391) (1420) 3 3
Knots	ft/min	Min:Sec	
70			
90			
110			
130			
150			

LOC Z RWY 16

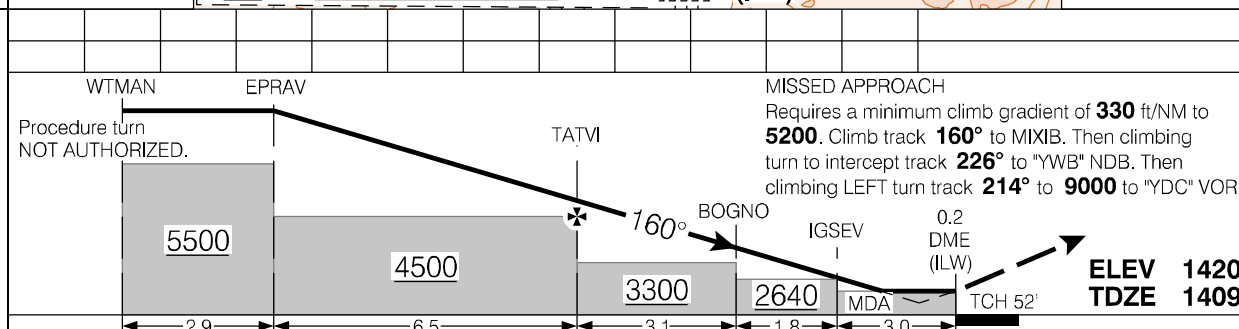
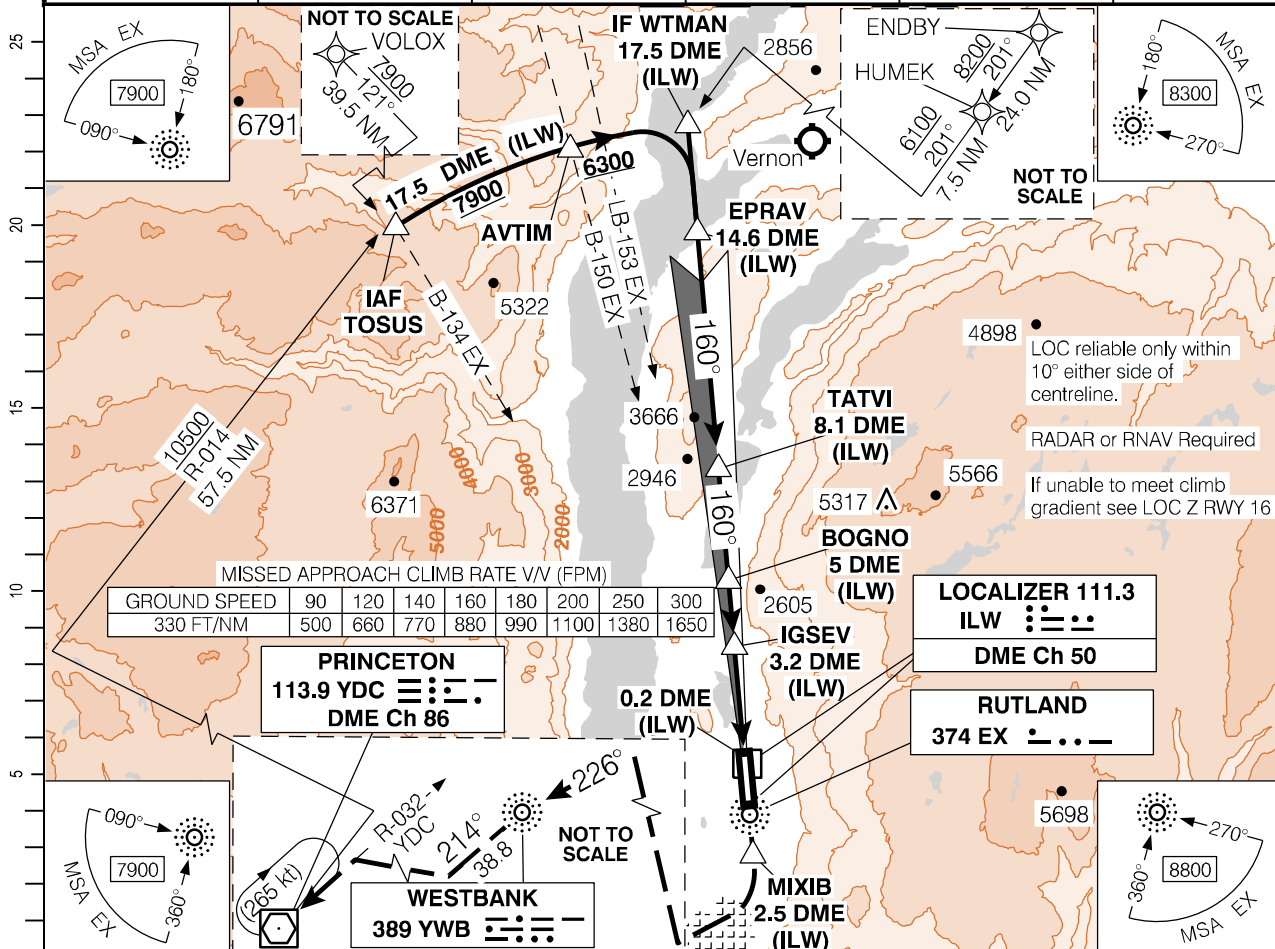
CYLW

EFF 21 MAR 24

LOC Y RWY 16

495726N 1192241W VAR 15°E

ATIS – 127.5 AWOS – 127.5	CTR Vancouver – 133.5	TWR – 119.6 292.2 RADIO Penticton – 119.6	GND – 121.7
SAFE ALT 100 NM 12,500	LOC ILW 111.3	APCH CRS 160°	MIN ALT TATVI 4500
			LDA 7700



Procedure turn NOT AUTHORIZED.		WTMAN	EPRAV	TATVI	BOGNO	IGSEV	MIXIB	WESTBANK
RASS: When using CYFF add 110'.		CATEGORY A	CATEGORY B	CATEGORY C	CATEGORY D			
		LOC/DME	2160	(751)	2¼			
Knots	ft/min	Min:Sec						
70								
90								
110								
130								
150								

LOC Y RWY 16

EFF 21 MAR 24

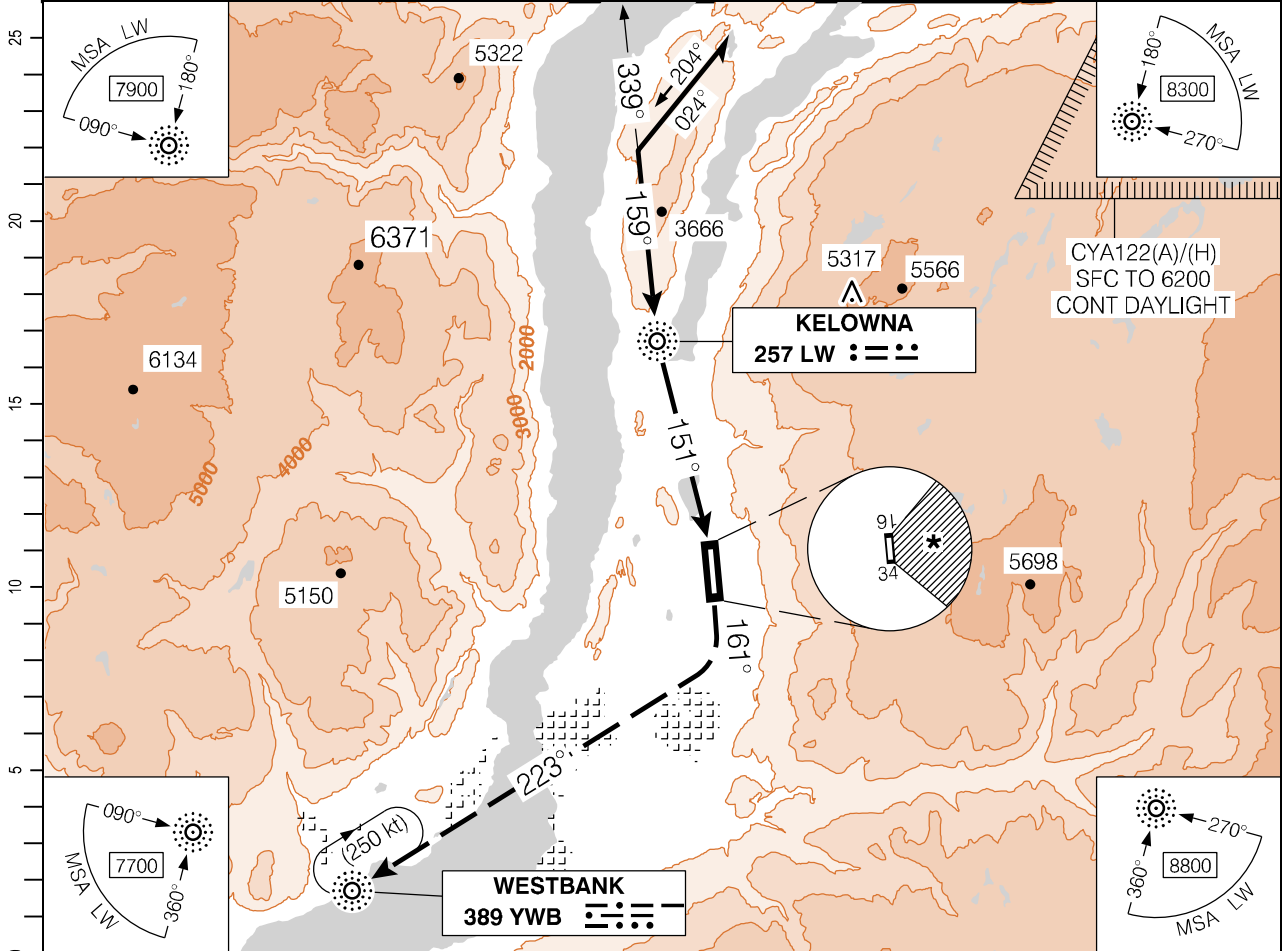
CYLW

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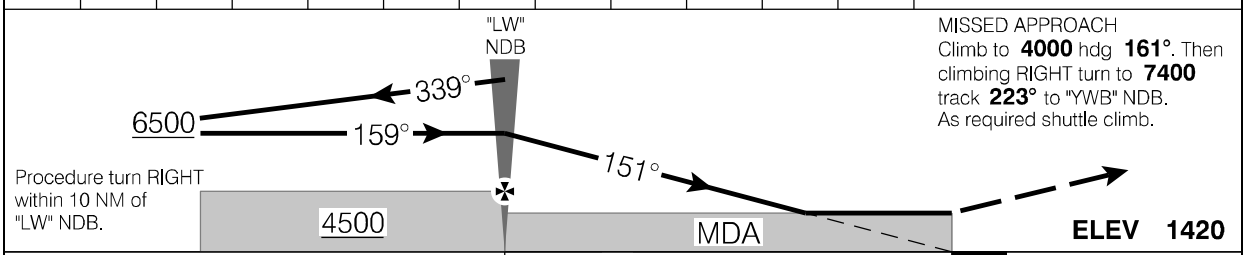
NDB B

495726N 1192241W VAR 15°E

● ATIS – 127.5 ● AWOS – 127.5	CTR Vancouver – 133.5	● TWR – 119.6 292.2 ● RADIO Penticton – 119.6	● GND – 121.7 ● MF*	LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM 12,500	NDB LW 257	APCH CRS 151°	MIN ALT LW 4500	



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RASS: When using CYYF add 110'.	CATEGORY	A	B	C	D
	CIRCLING	*	3660	(2240)	3
"LW" NDB to MAP 5.9 NM					
Knots	ft/min	Min:Sec			
70		5:03			
90		3:56			
110		3:13			
130		2:43			
150		2:22			

NDB B

CYLW

EFF 21 MAR 24

Departure Route Description

All rwys: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 – ½: Requires a minimum climb gradient of **390** ft/NM to **4800**. Climb track **160°** to ULEKA, then track **220°** to BOXAR, then track **283°** to GABER, then track **293°** to TABVO, then RIGHT turn direct to NOTIV, then track **026°** to ENDBY, then to assigned route.

Note: Trees to 1500 ASL aprx 0.7 NM past departure end of rwy, 1710' left of centreline. Road to 1452 ASL aprx 0.3 NM past departure end of rwy both LEFT and RIGHT of centreline.

Rwy 34 – ½: Requires a minimum climb gradient of **450** ft/NM to **3200**. Do not exceed 220 kt until PUSOM. Climb track **340°** to SAVUX, then climbing LEFT turn direct to KANED, then track **009°** to PUSOM, then track **353°** to NOTIV, then track **026°** to ENDBY, then to assigned route.

Note: Trees to 1532 ASL aprx 0.6 NM past departure end of rwy, 1460' RIGHT of centreline. Road to 1444 ASL aprx 0.1 NM past departure end of rwy both LEFT and RIGHT of centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

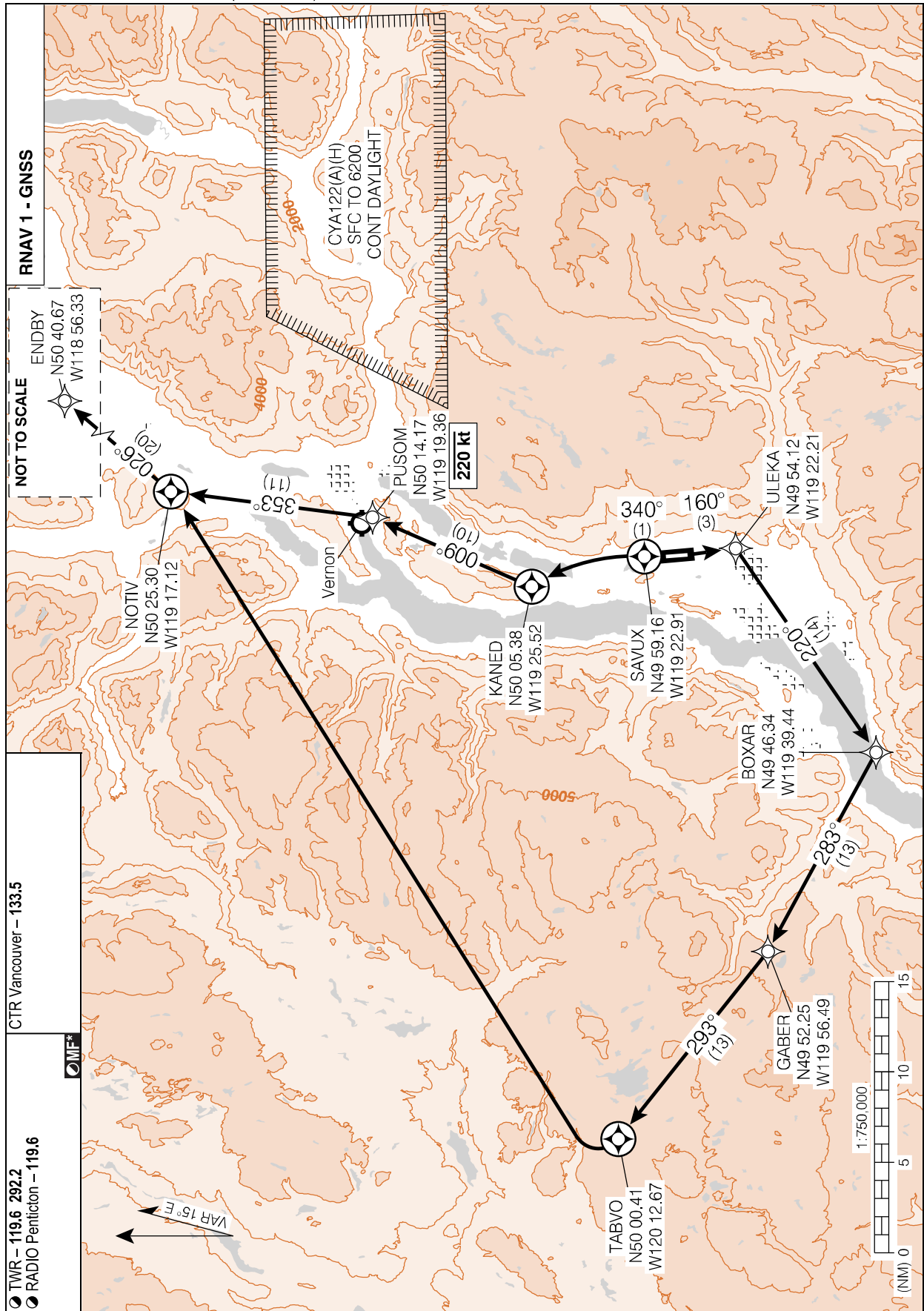
1. Select transponder code 7600;
2. Maintain last assigned altitude until assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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ENDBY TWO DEP (ENDBY2.)

CYLW



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ENDBY TWO DEP (ENDBY2.)

CYLW

EFF 26 DEC 24

Departure Route Description

All rwys: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 - ½: Requires a minimum climb gradient of **400** ft/NM to **4400**. Climb hdg **160°**, intercept INBD track **232°** to "YWB" NDB. Then climb OBD track **246°** from "YWB" NDB for vectors to filed/assigned route.

Note: Trees to 1409 ASL past departure end of rwy.

Rwy 34 - ½: Requires a minimum climb gradient of **460** ft/NM to **5400**. Climb INBD track **331°** to "LW" NDB. Then climb OBD track **331°** from "LW" NDB for vectors to filed/assigned route.

Note: Road to 1452 ASL aprx 400' past departure end of rwy.

Aircraft unable to meet the required climb gradient should refer to Kelowna Departure Procedure.

DEPARTURE CLIMB RATE V/V (FPM)

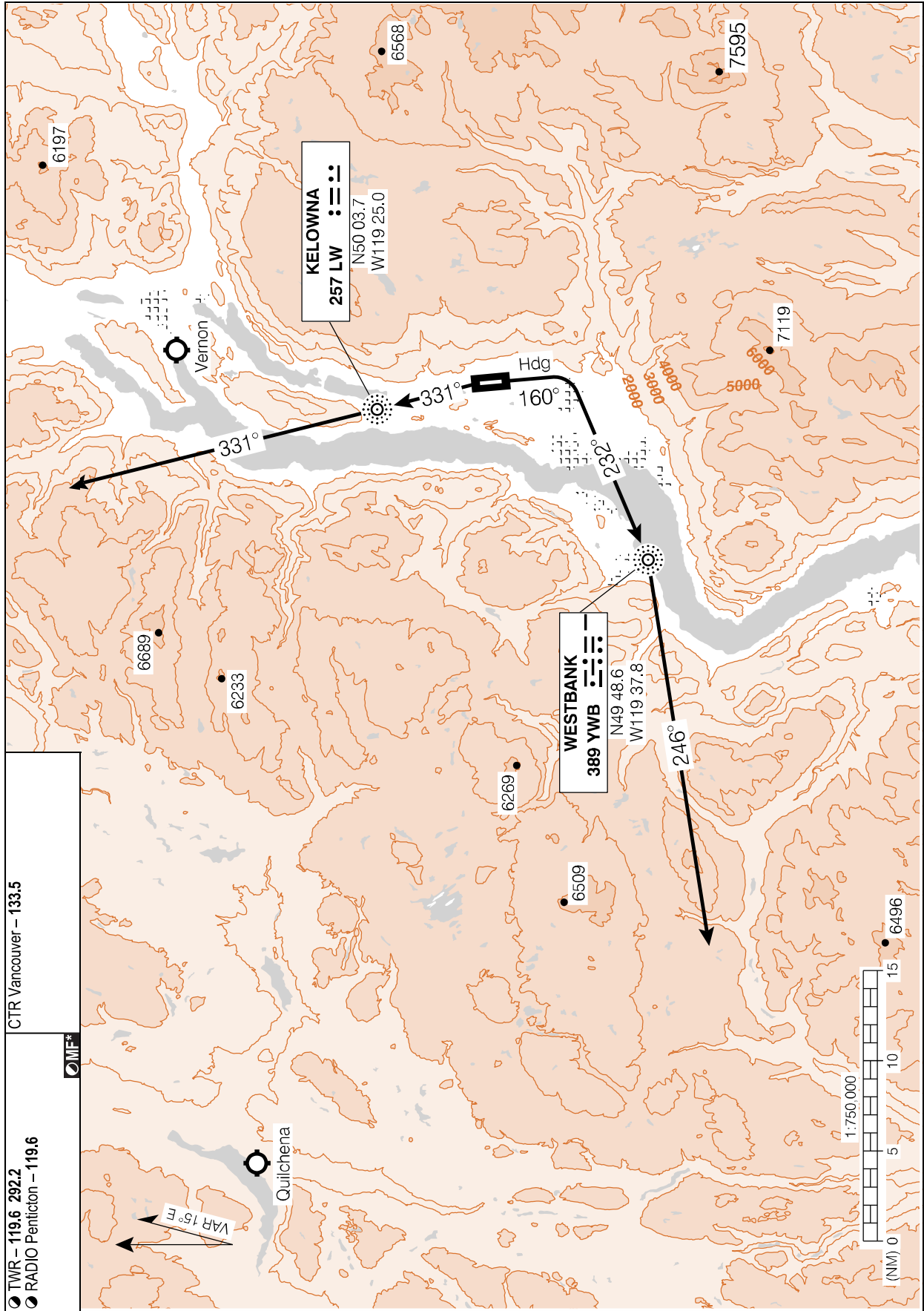
GROUND SPEED	90	120	140	160	180	200	250	300
400 FT/NM	600	800	940	1070	1200	1340	1670	2000
460 FT/NM	690	920	1080	1230	1380	1540	1920	2300

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Maintain last assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.



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Departure Route Description

All rwys: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 – ½: Requires a minimum climb gradient of **390** ft/NM to **4800**. Climb track **160°** to ULEKA, then track **220°** to BOXAR, then track **283°** to GABER, then track **293°** to TABVO, then track **247°** to MERYT, then to assigned route.

Note: Trees to 1500 ASL aprx 0.7 NM past departure end of rwy, 1710' left of centreline. Road to 1452 ASL aprx 0.3 NM past departure end of rwy both LEFT and RIGHT of centreline.

Rwy 34 – ½: Requires a minimum climb gradient of **450** ft/NM to **3200**. Do not exceed 220 kt until PUSOM. Climb track **340°** to SAVUX, then climbing LEFT turn direct to KANED, then track **009°** to PUSOM, then track **353°** to NOTIV, then LEFT turn direct to MERYT, then to assigned route.

Note: Trees to 1532 ASL aprx 0.6 NM past departure end of rwy, 1460' RIGHT of centreline. Road to 1444 ASL aprx 0.1 NM past departure end of rwy both LEFT and RIGHT of centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

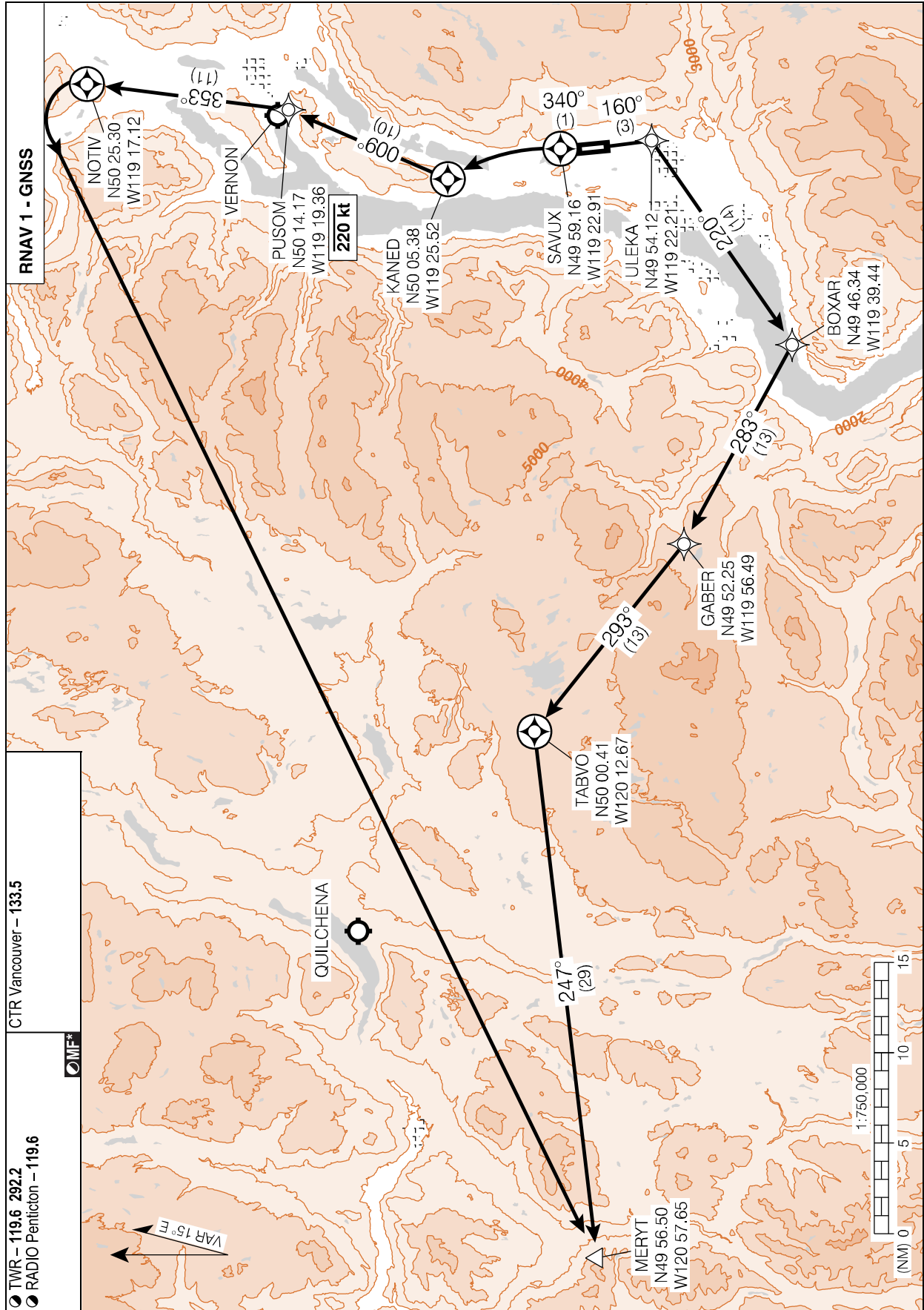
1. Select transponder code 7600;
2. Maintain last assigned altitude until assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (RNAV)
MERYT FIVE DEP (MRYT5.)

KELOWNA, BC
CYLW



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MERYT FIVE DEP (MRYT5.)
EFF 26 DEC 24

Departure Route Description

All rwys: Maintain **9000** or as assigned. Contact Vancouver Centre after passing **4000**. Expect clearance to flight planned altitude/flight level 5 minutes after departure.

Rwy 16 – ½: Requires a minimum climb gradient of **390 ft/NM** to **4800**. Do not exceed 280 kt until “YDC” VOR. Climb track **160°** to ULEKA, then track **220°** to BOXAR, then track **283°** to GABER, then track **293°** to TABVO, then LEFT turn direct to “YDC” VOR, then to assigned route.

Note: Trees to 1500 ASL aprx 0.7 NM past departure end of rwy, 1710' left of centreline. Road to 1452 ASL aprx 0.3 NM past departure end of rwy both LEFT and RIGHT of centreline.

Rwy 34 – ½: Requires a minimum climb gradient of **450 ft/NM** to **3200**. Do not exceed 220 kt until PUSOM. Climb track **340°** to SAVUX, then climbing LEFT turn direct to KANED, then track **009°** to PUSOM, then track **353°** to NOTIV, then LEFT turn direct to “YDC” VOR, then to assigned route.

Note: Trees to 1532 ASL aprx 0.6 NM past departure end of rwy, 1460' RIGHT of centreline. Road to 1444 ASL aprx 0.1 NM past departure end of rwy both LEFT and RIGHT of centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

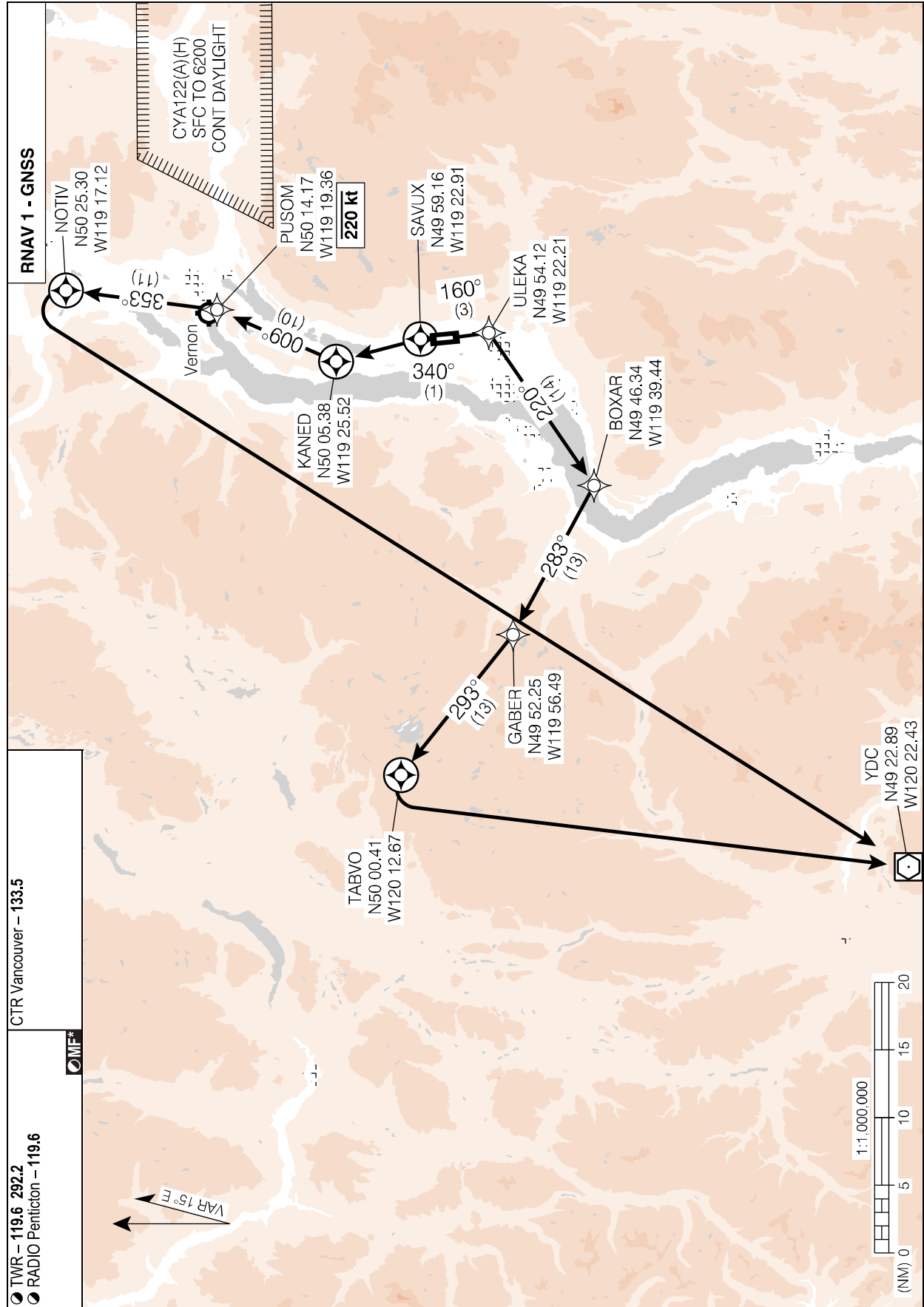
1. Select transponder code 7600;
2. Maintain last assigned altitude until assigned transition waypoint;
3. Upon reaching assigned transition waypoint, proceed directly on course;
4. Climb to flight planned altitude.

Note: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (RNAV)
PRINCETON FIVE DEP (YDC5.)

KELOWNA, BC
CYLW



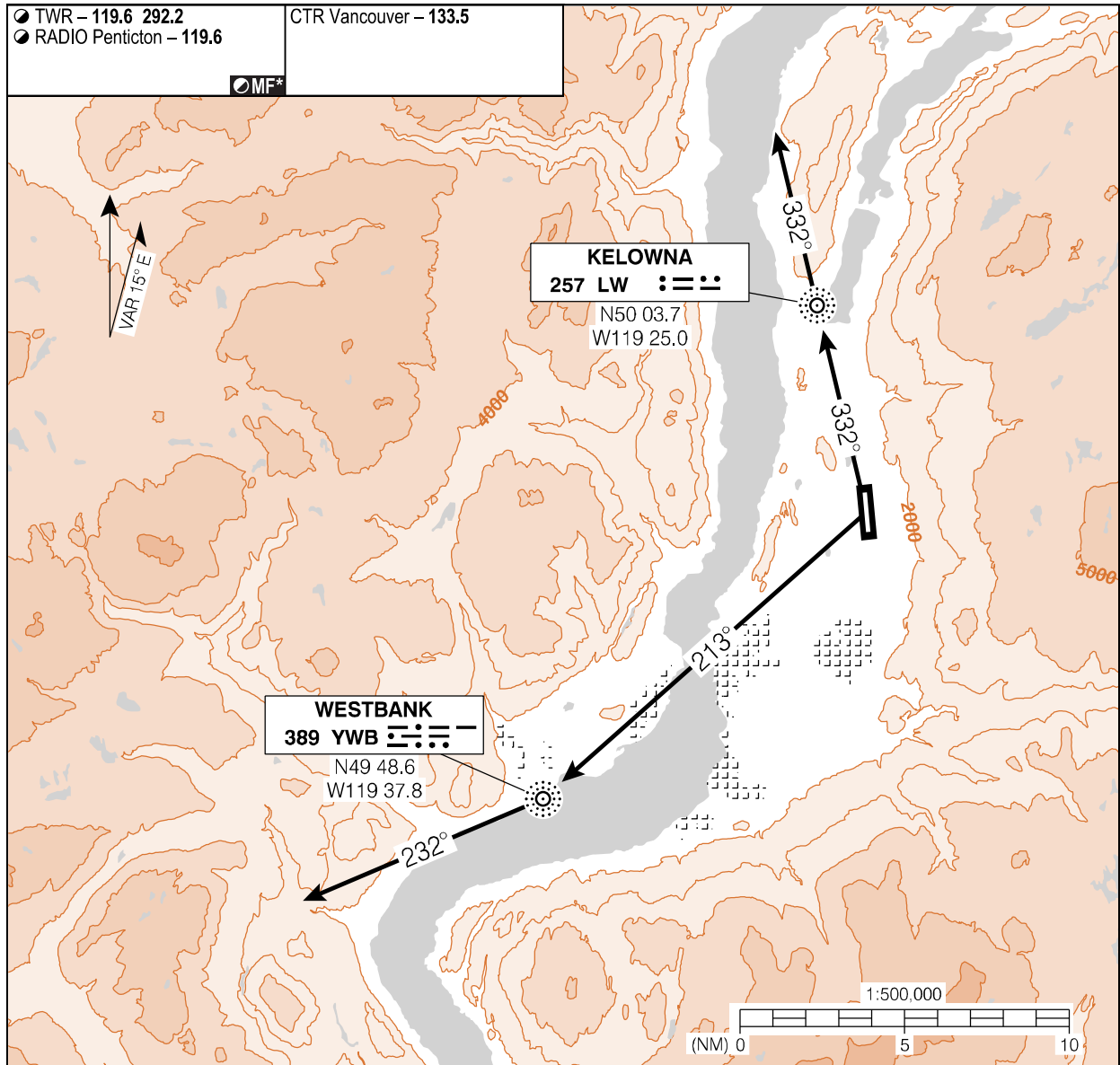
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PRINCETON FIVE DEP (YDC5.)

CYLW

EFF 26 DEC 24

DEPARTURE PROCEDURE



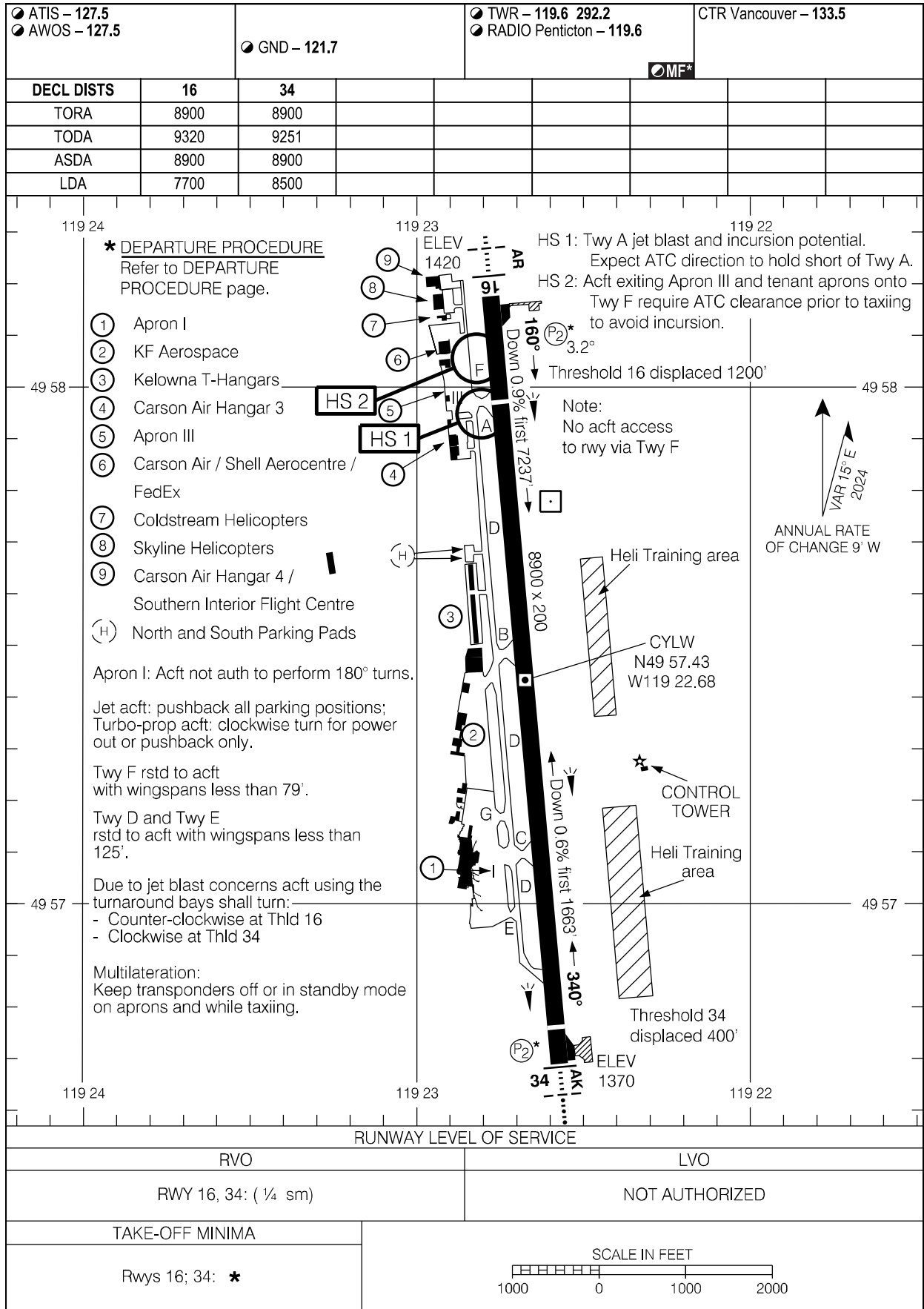
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Departure Route Description

Westbank Route: SPEC VIS – Climb in visual conditions to cross the aprt at or above **4500**. Continue climb INBD track **213°** to "YWB" NDB. Then climb OBD track **232°** to **9000 BPOC**.

Winfield Route: SPEC VIS – Climb in visual conditions to cross the aprt at or above **4500**. Continue climb INBD track **332°** to "LW" NDB. Then climb OBD track **332°** to **9000 BPOC**.

AERODROME CHART



AERODROME CHART

CYLW

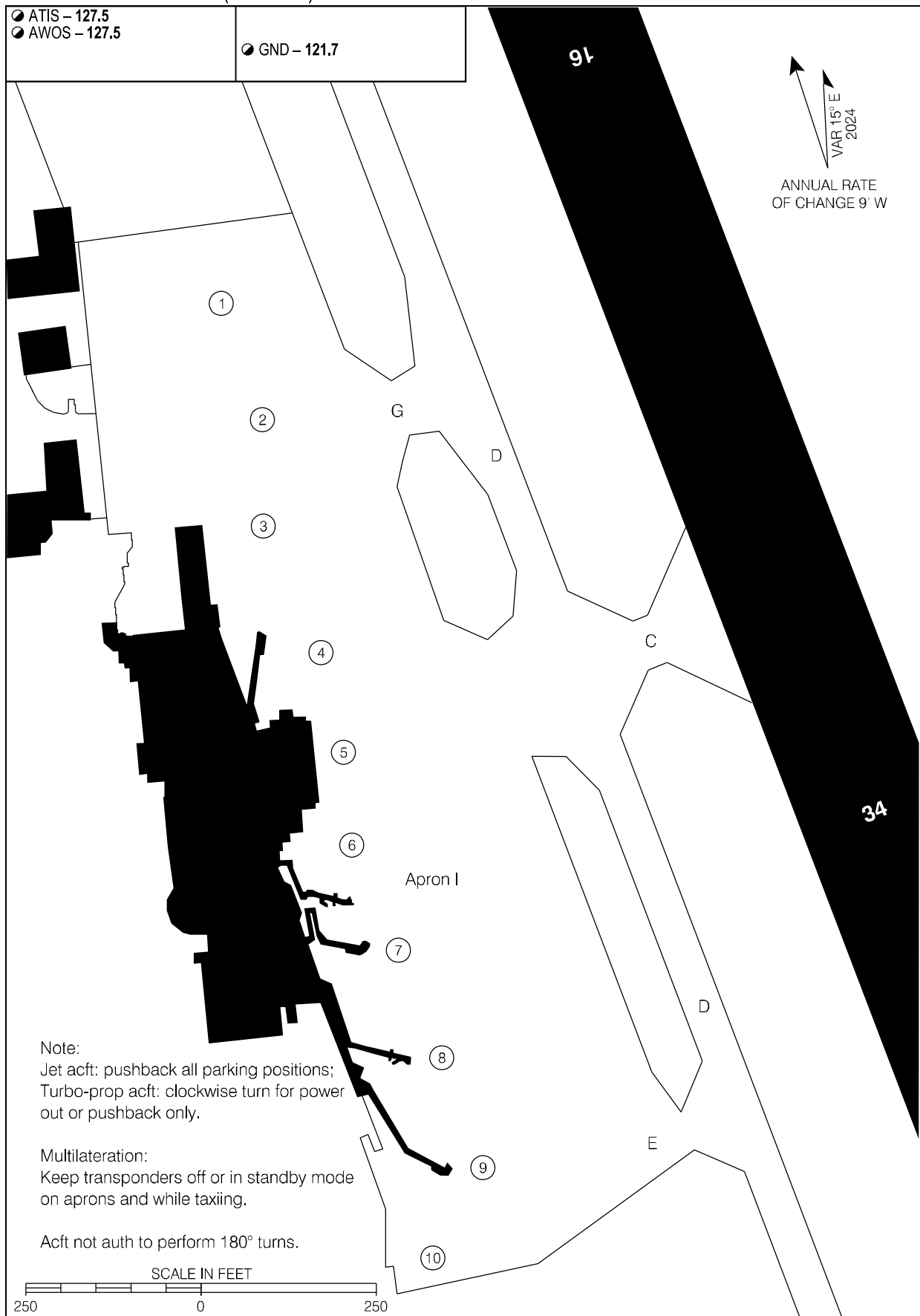
EFF 5 SEP 24

PARKING AREAS (APRON I)

● ATIS - 127.5
● AWOS - 127.5

● GND - 121.7

VAR 15° E
2024
ANNUAL RATE
OF CHANGE 9' W



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Note:

Jet acft: pushback all parking positions;
Turbo-prop acft: clockwise turn for power out or pushback only.

Multilateration:
Keep transponders off or in standby mode on aprons and while taxiing.

Acft not auth to perform 180° turns.

SCALE IN FEET

250 0 250

PARKING AREAS (APRON I)

EFF 11 JUL 24

CYLW

PARKING AREAS (APRON III)

● ATIS - 127.5
● AWOS - 127.5

● GND - 121.7

Note:
Apron III: Parking for commercial operators and aircraft over 12,500 lb 3 hr PPR. Contact OPR 250-807-4350. Ground handling/marshalling mandatory. Towing/push back may be required. Pilots cautioned to minimize thrust as potential jetblast damage to adjacent acct and property.

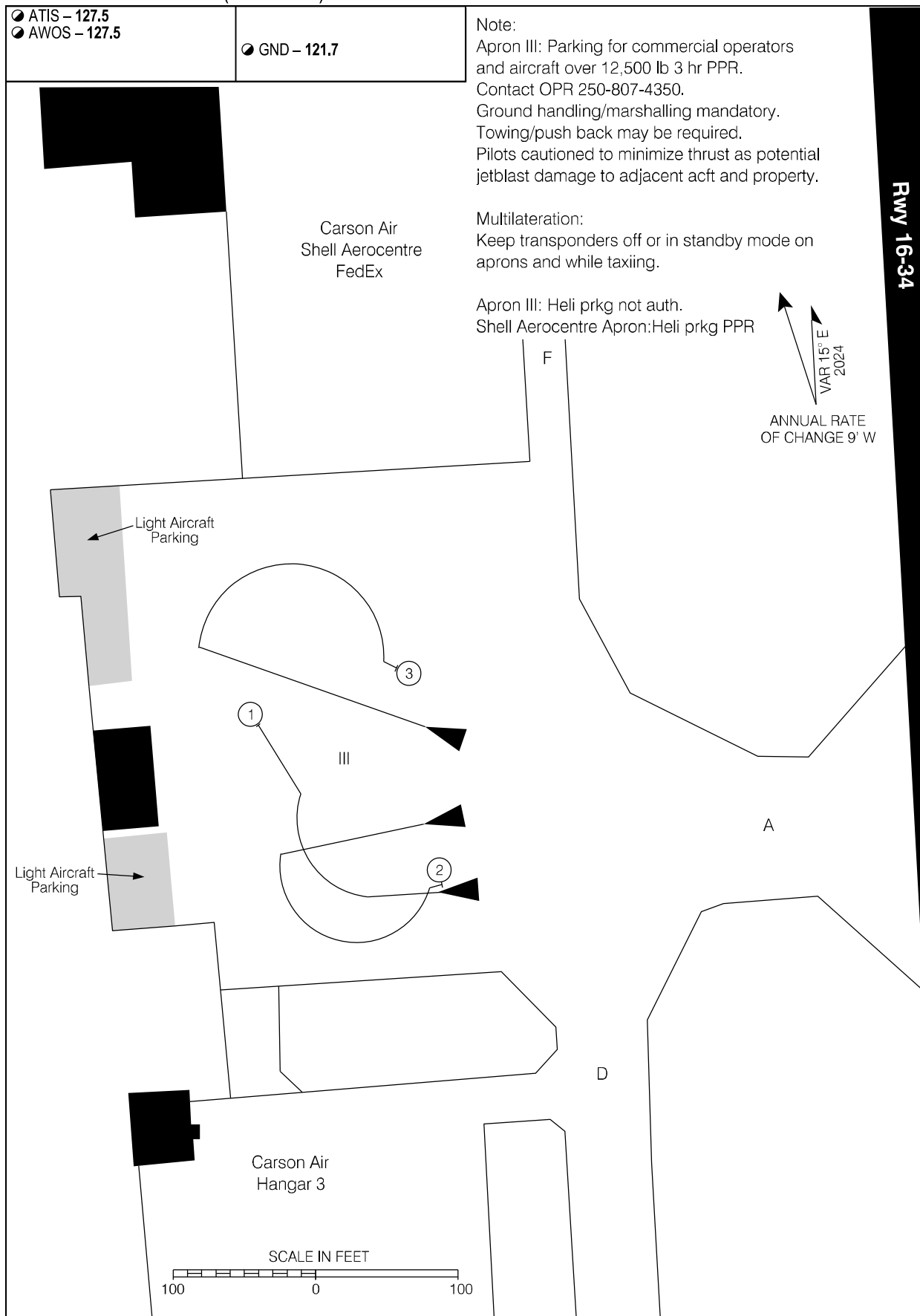
Multilateration:
Keep transponders off or in standby mode on aprons and while taxiing.

Apron III: Heli prkg not auth.
Shell Aerocentre Apron: Heli prkg PPR

VAR 15° E
2024
ANNUAL RATE OF CHANGE 9' W

Rwy 16-34

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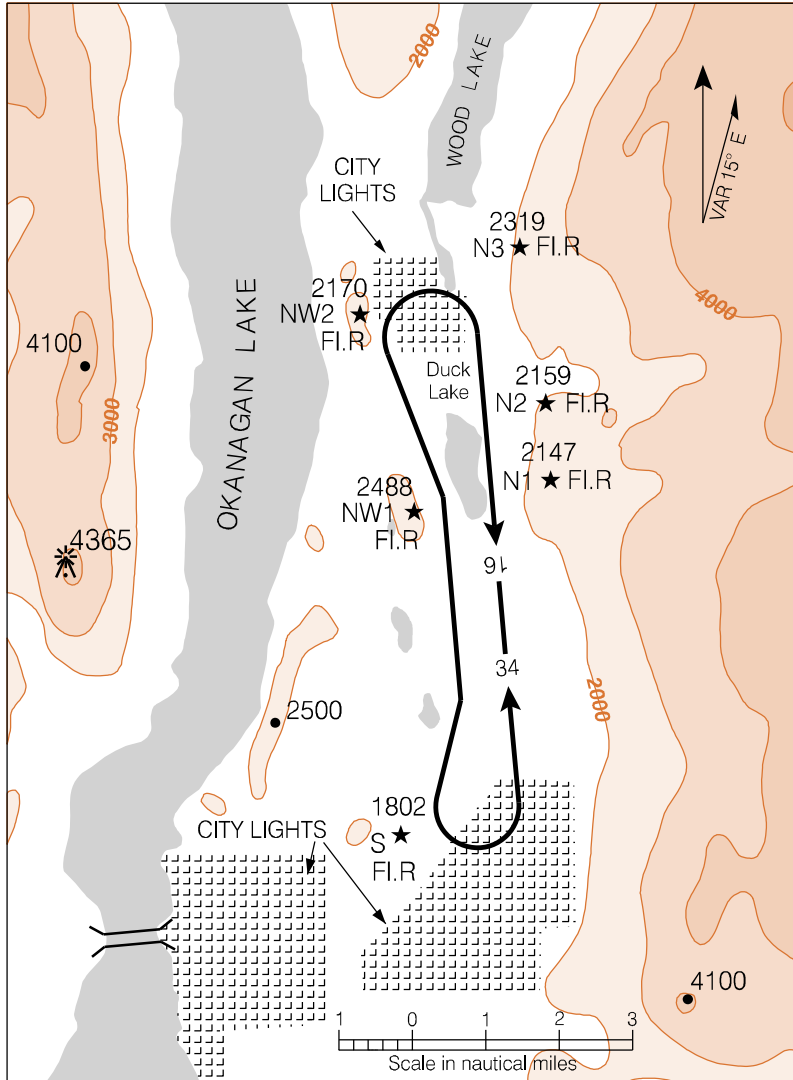
PARKING AREAS (APRON III)

CYLW

EFF 21 MAR 24

NIGHT CIRCUIT PROCEDURES

NIGHT CIRCUIT ALTITUDE - 3000'ASL



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- NOTES:
1. Under Visual Flight Rules it is recommended that only pilots familiar with the local area use this airport during hours of darkness.
 2. Night operations not recommended for VFR Operations unless all 6 hazard beacons are operating.
 3. All turns to be completed within the perimeter of the hazard beacons.

NIGHT CIRCUIT PROCEDURES

CYLW

EFF 21 MAR 24