

RCAP

CAUTION: THE INFORMATION IN THIS PUBLICATION MAY BE SUPERSEDED BY NOTAM OR AIP SUPPLEMENT

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EFFECTIVE | EN VIGUEUR

0901Z **26 DECEMBER** | **DÉCEMBRE 2024**

TO | AU

0901Z 20 FEBRUARY | FÉVRIER 2025

RESTRICTED | RESTREINT

CANADA AIR PILOT

Instrument Procedures

Procédures aux instruments

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

AIP Canada (OACI) Partie 3 – Aérodrômes (AD)

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CYLW-IAP-2A

KELOWNA, BC
CYLW

ILS Z RWY 16

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

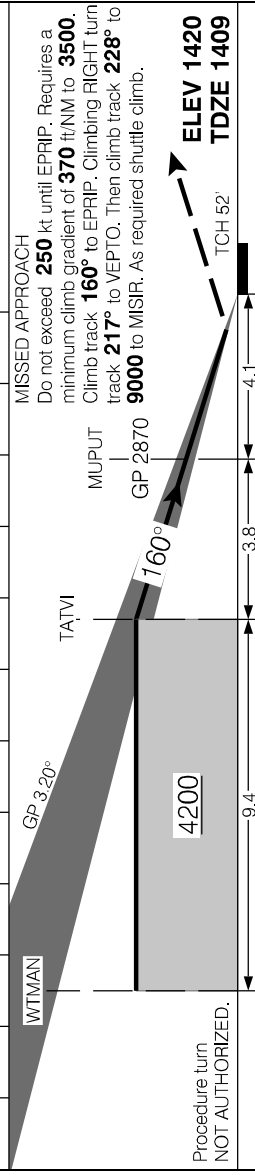
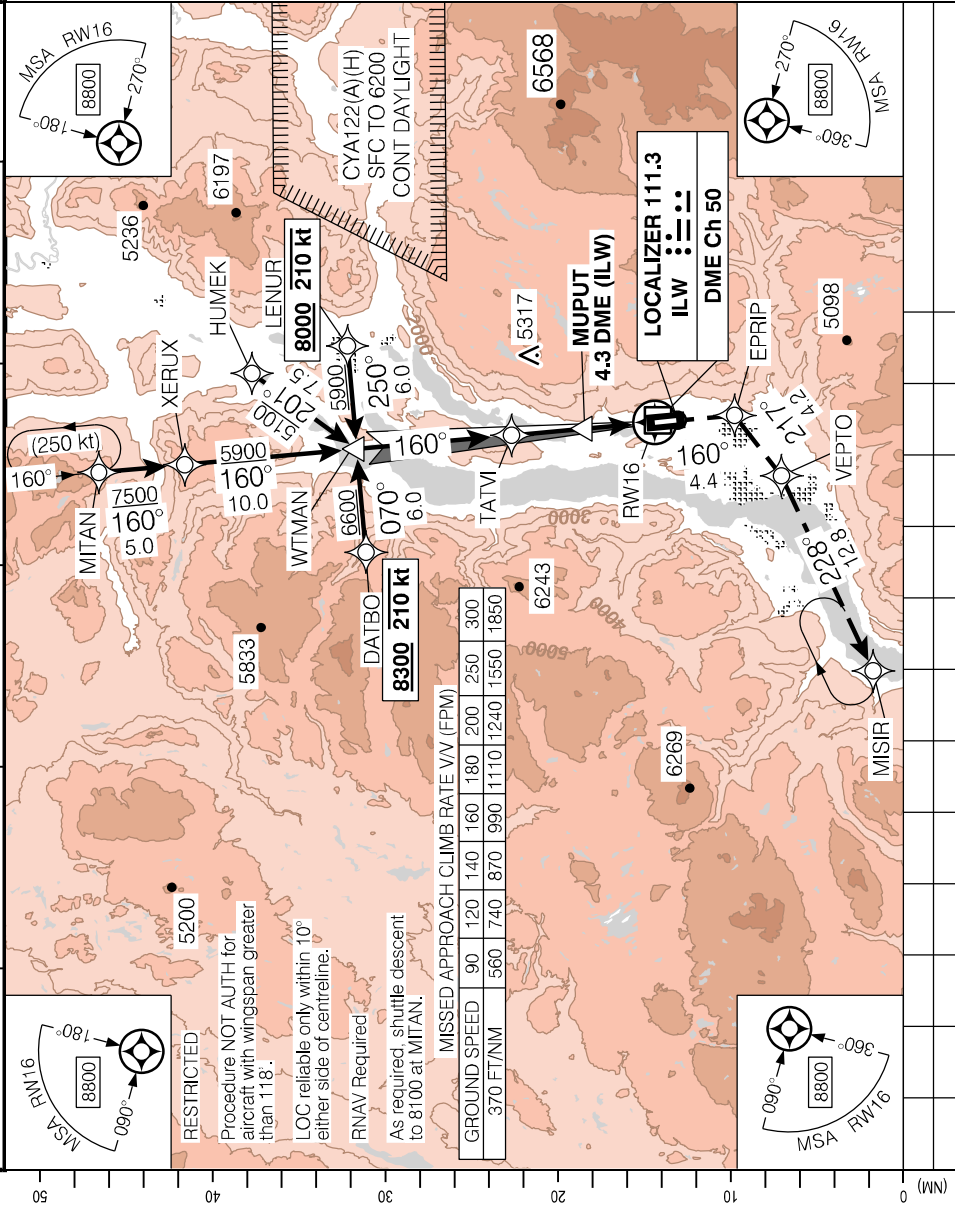
APCH
CRS
160°

GP
MUPUT
2870

LDA
7700



3.2°



RASS: When using CYFF add 110°.

CATEGORY	A	B	C	D
ILS/DME	1660	(251)		1

Knots	f/min	Min:Sec
70		
90		
110		
130		
150		

ILS Z RWY 16

EFF 5 SEP 24
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-2A

CYLW

ILS Z RWY 16 OPS SPEC

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **370** ft/NM to **3500** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **370** ft/NM to **3500** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

ILS Z RWY 16 OPS SPEC

EFF 21 MAR 24
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-2C

RESTRICTED

RESTRICTED

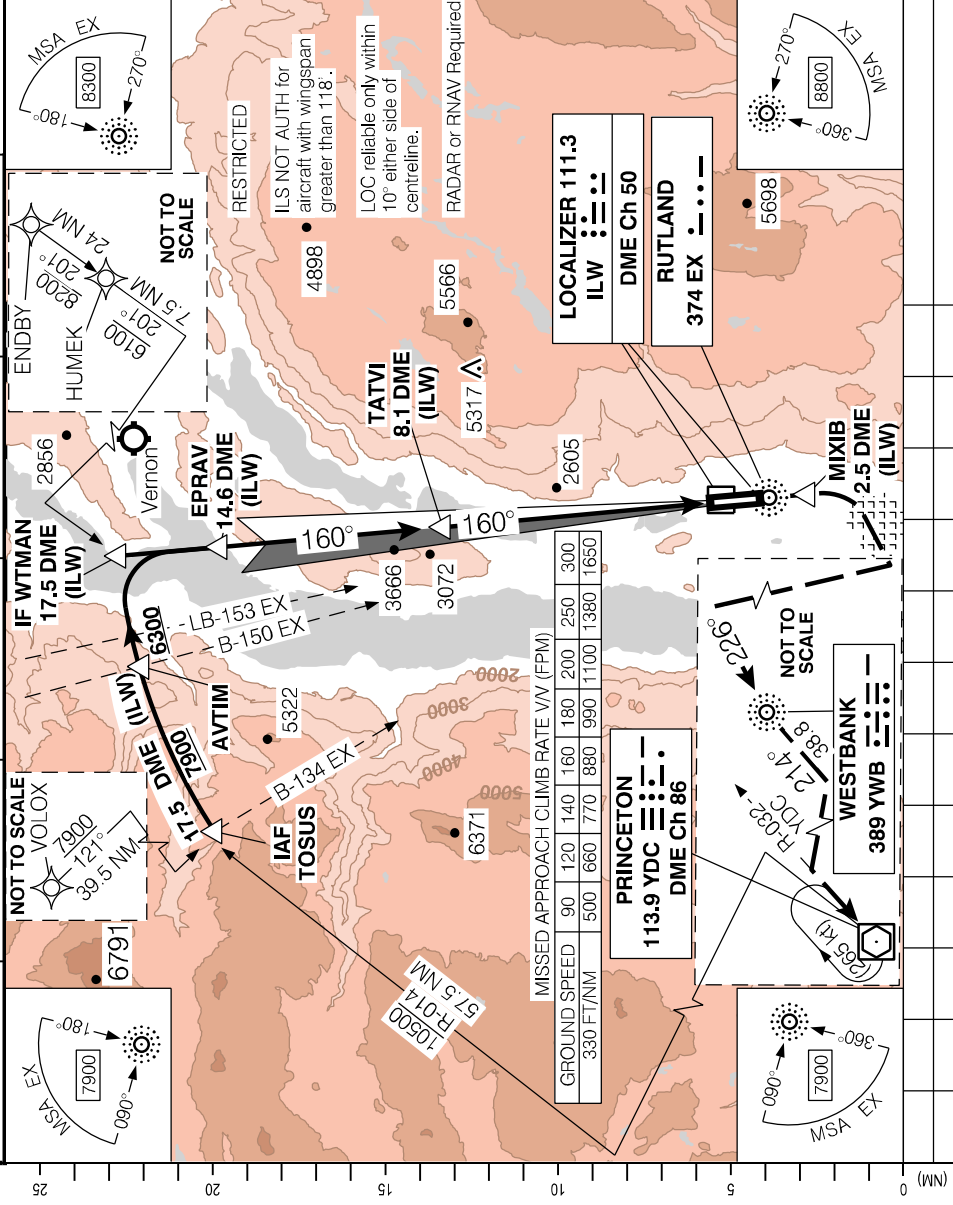
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KELOWNA, BC
CYLW

495726N 1192241W VAR 15°E

ILS Y RWY 16

ATIS - 127.5
 AWOS - 127.5
 CTR Vancouver - 133.5
 TWR - 119.6 292.2
 RADIO Penticton - 119.6
 GND - 121.7
 LOC ILW 111.3
 APCH CRS 160°
 GP TATVI 4200
 LDA 7700
 MIF* 3.2°



ILS Y RWY 16
 Procedure turn NOT AUTHORIZED.
 RASS: When using CYFF add 110'.
 ELEV 1420
 TDZE 1409
 TCH 52'

Knots	ft/min		CATEGORY	ILS/DME	A	B	C	D
	ft/min	Min:Sec						
70								
90								
110								
130								
150								

CYLW

ILS Y RWY 16

EFF 21 MAR 24
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-2C

ILS Y RWY 16 OPS SPEC

KELOWNA, BC
CYLW

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **330** ft/NM to **5200** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **330** ft/NM to **5200** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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ILS Y RWY 16 OPS SPEC

EFF 21 MAR 24
REGULATORY REVIEW 30 SEP 2027

CYLW

CYLW-IAP-3C

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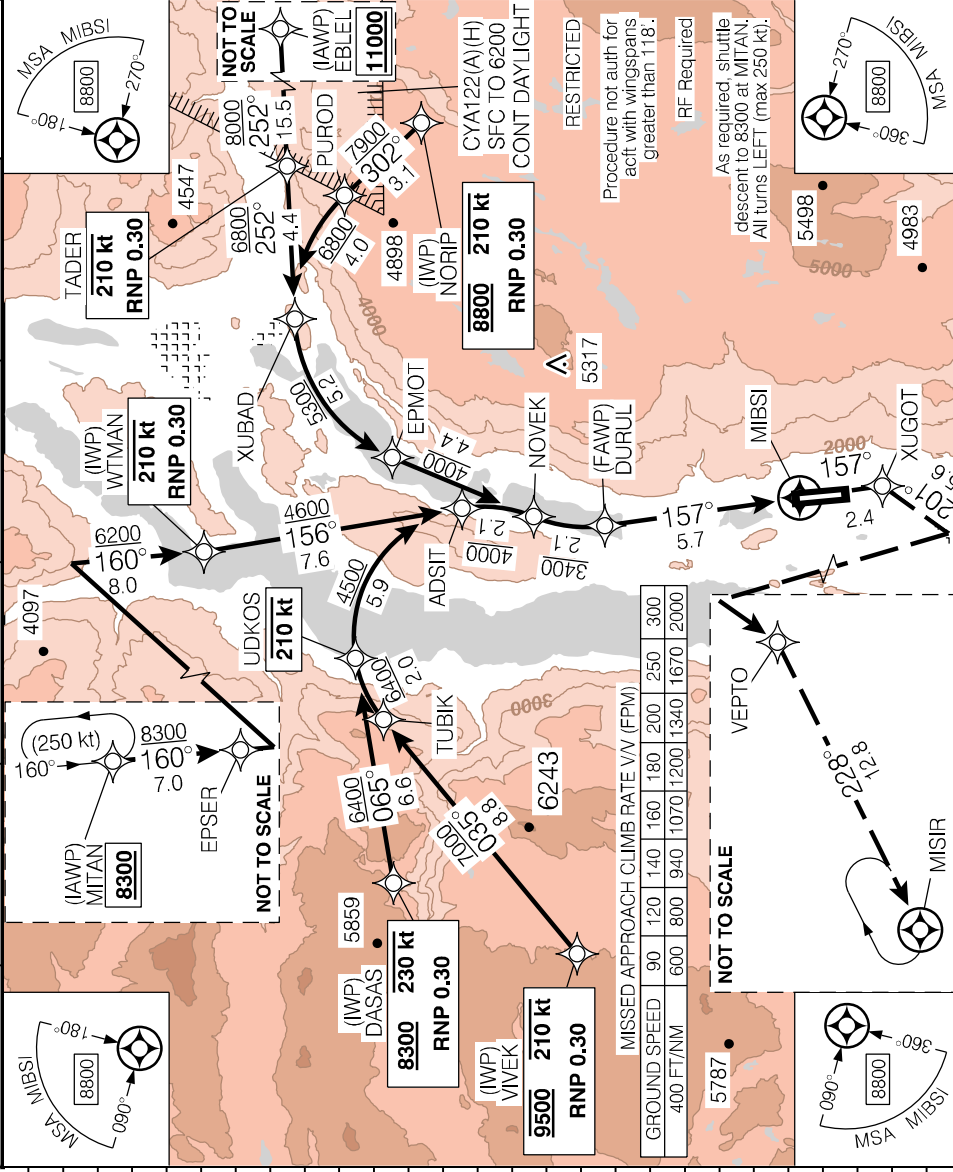
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KELOWNA, BC
CYLW

RNAV (RNP) X RWY 16

<ul style="list-style-type: none"> ATIS - 127.5 AWOS - 127.5 	<ul style="list-style-type: none"> CTR Vancouver - 133.5 TWR - 119.6 292.2 RADIO Penticton - 119.6 	<ul style="list-style-type: none"> GND - 121.7 	<ul style="list-style-type: none"> LDA 7700
<ul style="list-style-type: none"> SAFE ALT 100 NM 12,500 	<ul style="list-style-type: none"> RNAV APCH CRS 157° MIN ALT DURUL 3400 		



NOVEK SDWP	DURUL FAWP			
<p>MISSED APPROACH Do not exceed 230 kts until XUGOT. Requires a minimum climb gradient of 400 ft/NM to 4400. Climb track 157° to XUGOT. Then climbing RIGHT turn track 201° to VEPTO. Climb to 9000 track 228° to MISIR. As required, shuttle climb.</p>				
<p>RF</p> <p>ELEV 1420 TDZE 1409</p>		<p>MISIR</p> <p>XUGOT</p> <p>TCH-51'</p>		
CATEGORY	A	B	C	D
RNP 0.10	1779 (370) 1 1/4			
RNP 0.30	2404 (995) 3			

AUTHORIZATION REQUIRED (min. -27° C) (max. 35° C)

RNAV (RNP) X RWY 16

EFF 21 MAR 24
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-3C

CYLW

RNAV (RNP) X RWY 16 OPS SPEC

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **400** ft/NM to **4400** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **400** ft/NM to **4400** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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RNAV (RNP) X RWY 16 OPS SPEC

EFF 21 MAR 24
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-3F

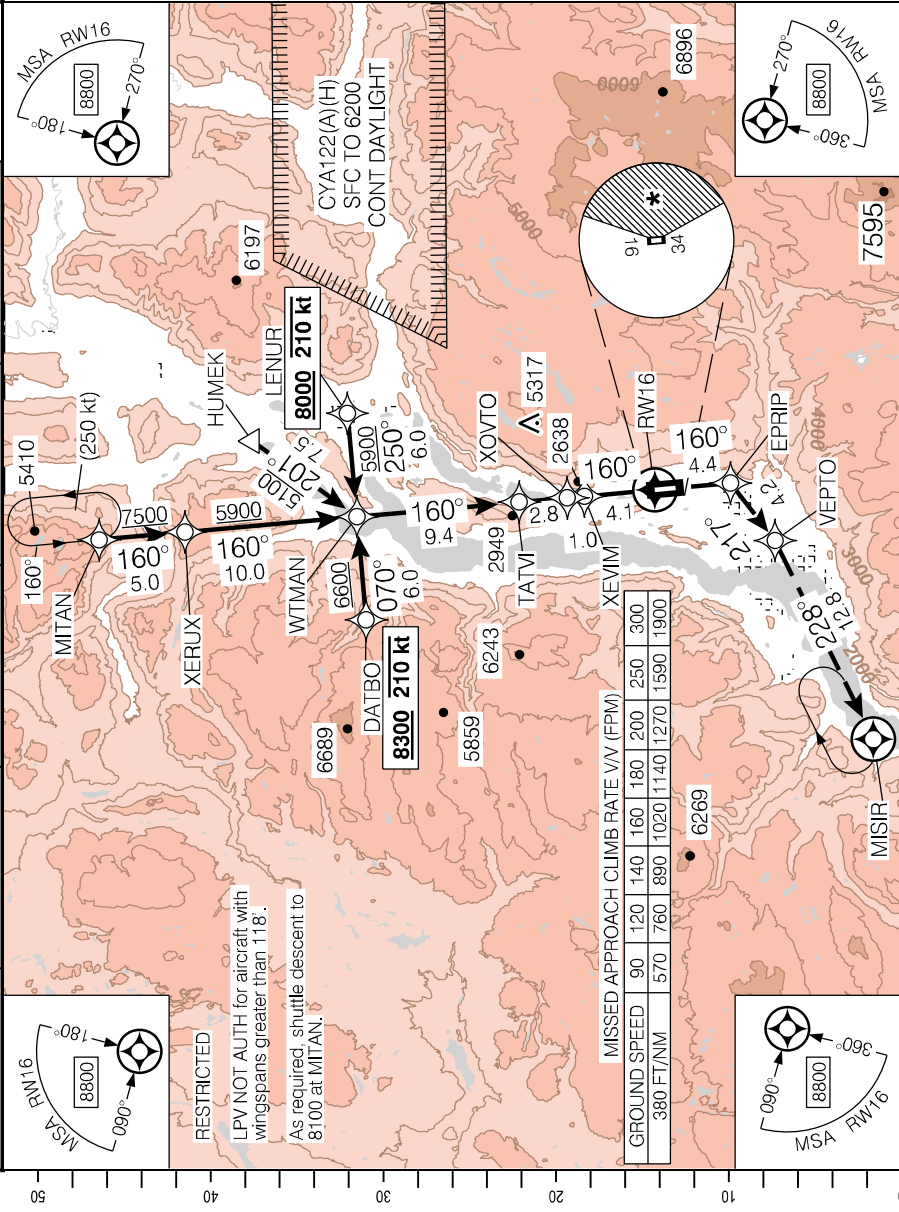
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RNAV (GNSS) V RWY 16 KELOWNA, BC
CYLW

<ul style="list-style-type: none"> ATIS – 127.5 AWOS – 127.5 	<ul style="list-style-type: none"> CTR Vancouver – 133.5 TWR – 119.6 292.2 RADIO Penticton – 119.6 	<ul style="list-style-type: none"> WAAS Ch 80454 W16B APCH CRS 160° MIN ALT TATVI 4200 LDA 7700 	
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17.3	15.1	13	12	11	10	9	8	7	6	5	4	3.4	DIST FROM RW16
7350	6600	5880	5540	5200	4860	4520	4180	3840	3500	3160	2820	2620	ALT (3.20° APCH PATH)
<p>WTIMAN MISSED APPROACH Do not exceed 250 kt until EPRIP. Requires a minimum climb gradient of 380 ft/NM to 4400. Climb track 160° to EPRIP. Climbing RIGHT turn track 217° to VEPTO. Then climb track 228° to 9000 to MISIR.</p> <p>TATVI FAWP 4200 XOVTO SDWP 3190 SDWP (LNAV ONLY) ELEV 1420 MAWP TDZE 1409</p> <p>As required shuttle climb.</p>													
<p>RASS: When using CYYF add 110'. CATEGORY LPV 1660 (251) LNAV 2620 (1211) CIRCLING* 2840 (1420)</p>													

Knots		f/min	Min:Sec
70	400		
90	510		
110	620		
130	740		
150	850		

RNAV (GNSS) V RWY 16 CYLW

EFF 21 MAR 24
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-3F

RNAV (GNSS) V RWY 16 OPS SPEC

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **380** ft/NM to **4400** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **380** ft/NM to **4400** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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RNAV (GNSS) V RWY 16 OPS SPEC

EFF 21 MAR 24
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-3H

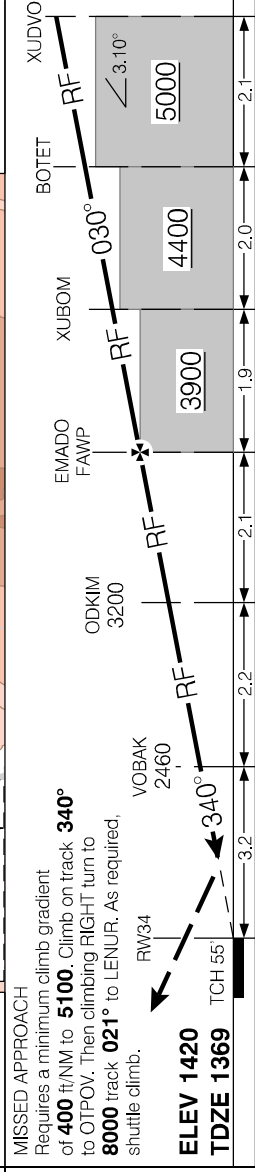
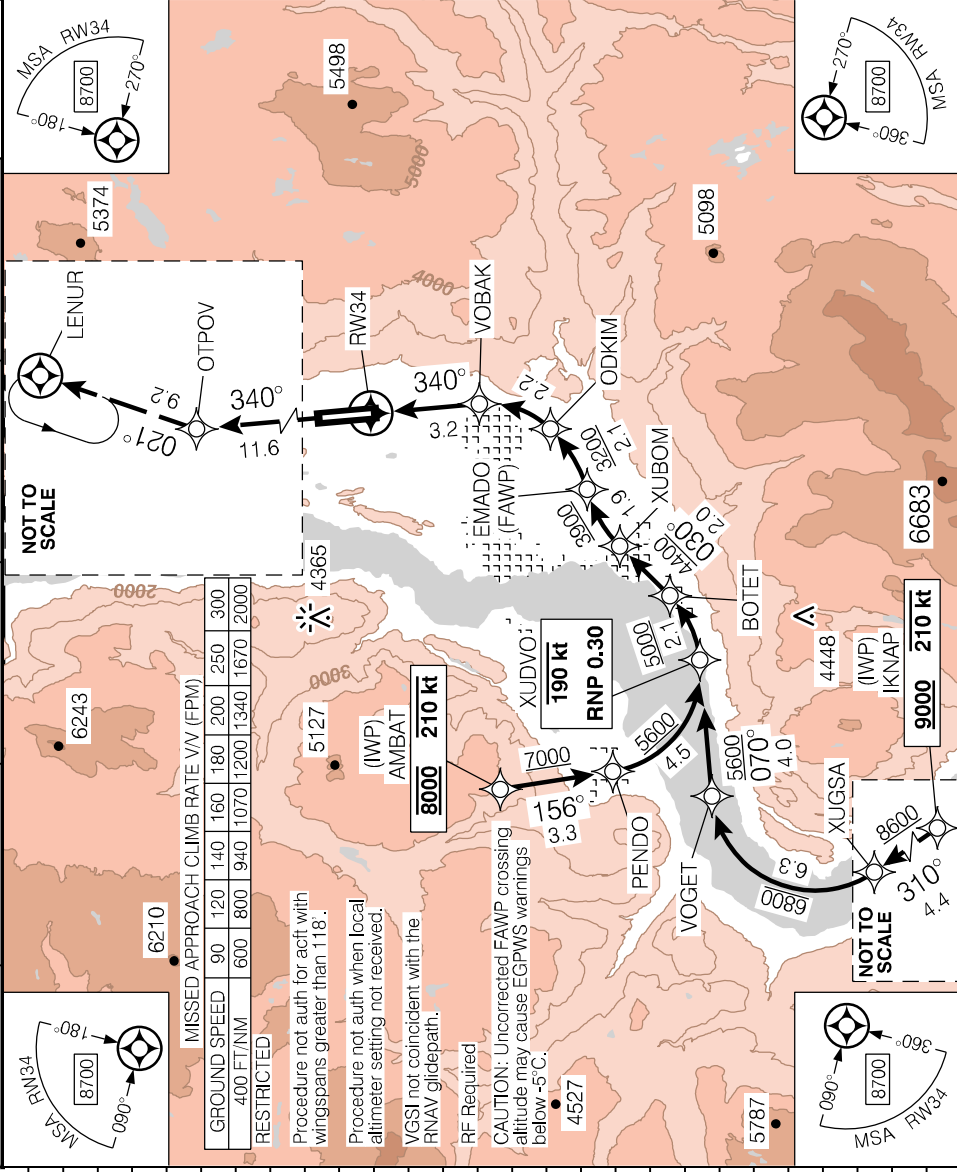
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RNAV (RNP) Z RWY 34 KELOWNA, BC
CYLW

<ul style="list-style-type: none"> ATIS – 127.5 AWOS – 127.5 	<ul style="list-style-type: none"> CTR Vancouver – 133.5 TWR – 119.6 292.2 RADIO Peniticon – 119.6 	<ul style="list-style-type: none"> APCH CRS 340° MIN ALT EMADO 3900 LDA 8500 	
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AUTHORIZATION REQUIRED (min. -25° C) (max. 44° C)	
RNAV (RNP) Z RWY 34	CYLW

EFF 21 MAR 24
REGULATORY REVIEW 10 JUN 2027

CYLW-IAP-3H

RNAV (RNP) Z RWY 34 OPS SPEC

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **400** ft/NM to **5100** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **400** ft/NM to **5100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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RNAV (RNP) Z RWY 34 OPS SPEC

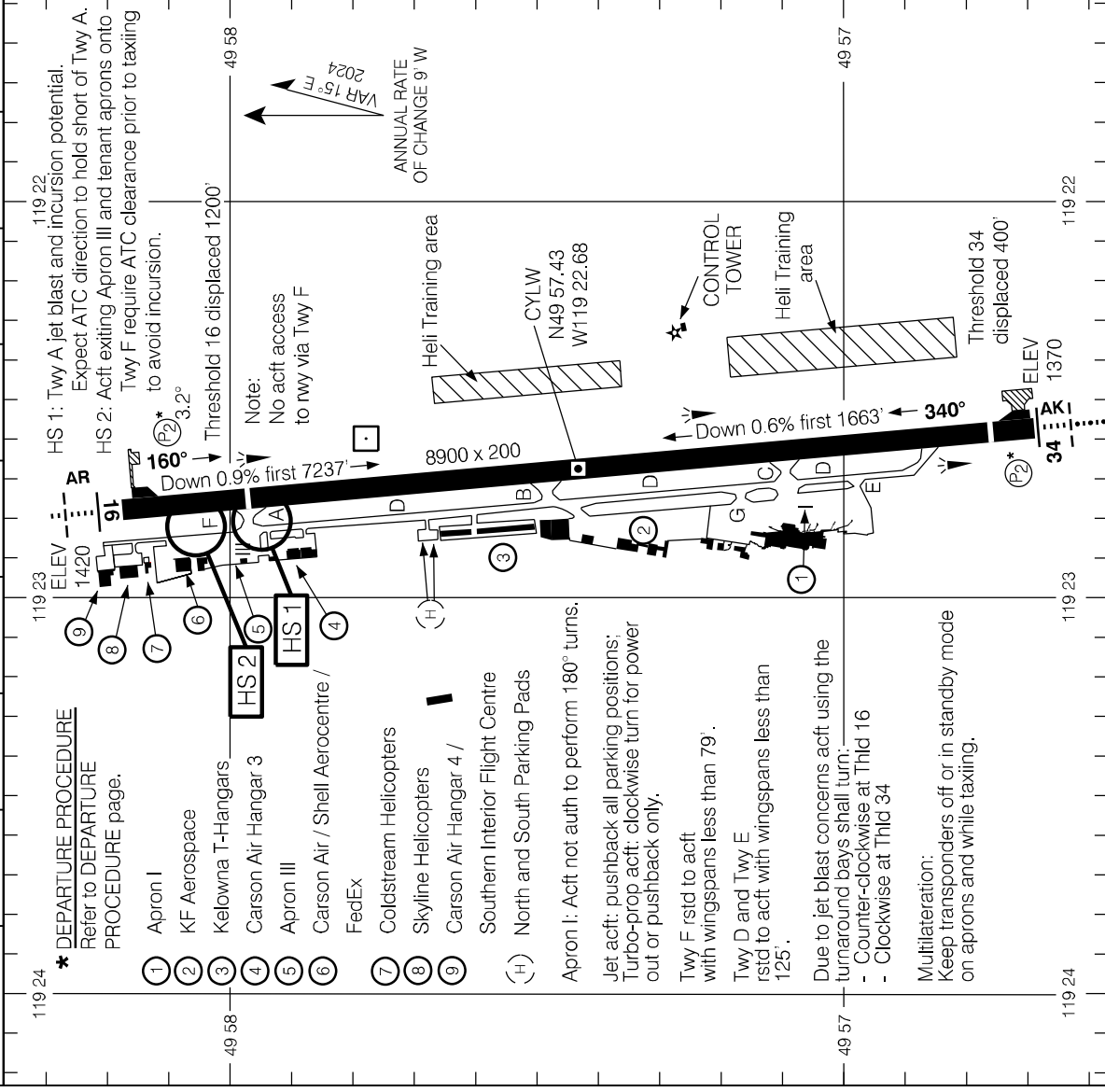
EFF 3 NOV 22
REGULATORY REVIEW 10 JUN 2027

CYLW-AD

KELOWNA, BC
CYLW

AERODROME CHART

ATIS - 127.5 AWOS - 127.5		TWIR - 119.6 292.2 RADIO Penitton - 119.6		CTR Vancouver - 133.5	
GND - 121.7		MF*			
DECL	DISTS	16	34		
TORA	8900	8900			
TODA	9320	9251			
ASDA	8900	8900			
LDA	7700	8500			



RWY 16, 34: (¼ sm)		LVO	
NOT AUTHORIZED		LVO	
TAKE-OFF MINIMA			
Rwys 16; 34: *			
SCALE IN FEET 0 1000 2000			

AERODROME CHART

EFF 5 SEP 24

CYLW-AD

CYLW

CYLW / YLW
KELOWNA



MVD
(B737-NG)

19-4
10 JAN 24
EFF: 21 MAR 24

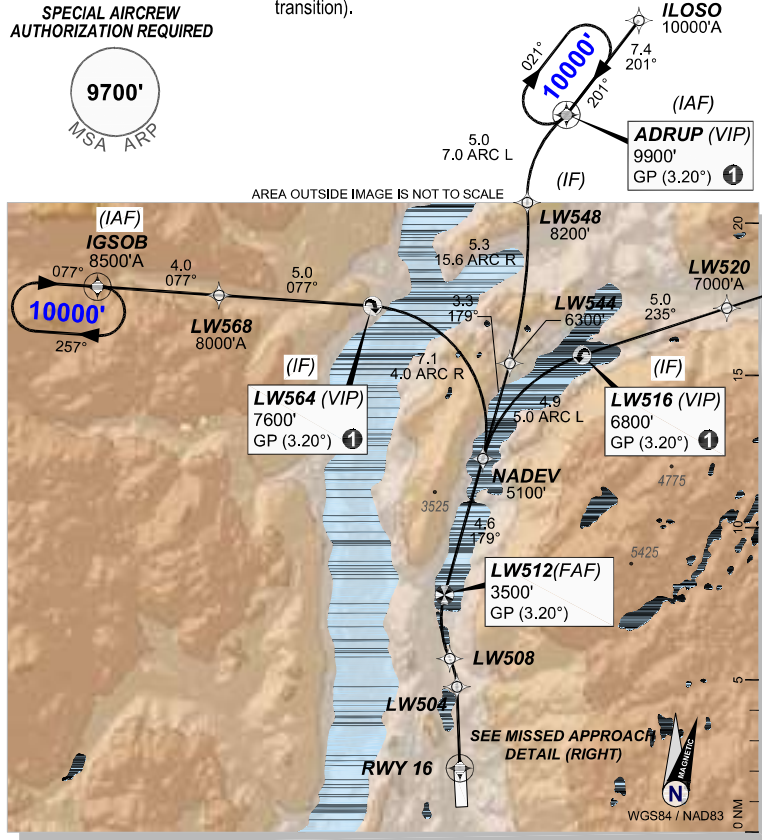
WESTJET

KELOWNA, BC
RNAV (RNP) W RWY 16

GE PROPRIETARY INFORMATION

ATIS 127.5	VANCOUVER Center 133.5	*KELOWNA Tower 119.6	*KELOWNA Ground 121.7	PENTICTON Radio (Remote ASS) MF 119.6 when Twr inop	
RNAV (RNP) RNV W 16	FMS Rwy Heading 160°	Apt Elev. 1420' TDZE 1409'	IGSOB (IAF) 8500'A	ADRUP (IAF) 9900' (3.20°)	MATIP (IAF) 11300'A
LW512 (FAF) 3500' (3.20°)	Trans Level FL180	① VNAV PATH must be annunciated beyond this point. (LW564 for IGSOB transition, ADRUP for ADRUP transition, LW516 for MATIP transition).			

SPECIAL AIRCREW AUTHORIZATION REQUIRED



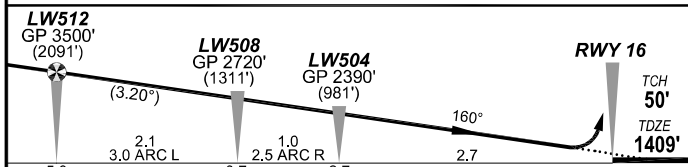
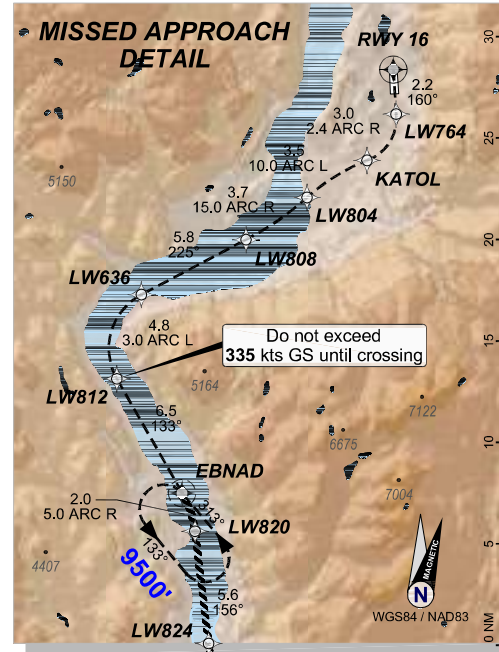
MISSED APPROACH:
Climb to **9500'** via the RNAV (RNP) Missed Approach track to **EBNAD** and hold as published. Maximum holding speed **230 KIAS**. Do not exceed **335 kts ground speed** until turn complete at **LW812**.

ENGINE OUT MISSED APPROACH:
If unable to cross **EBNAD** at **9500'**, advise ATC, and climb to **8000'** via the RNAV (RNP) Engine Out Missed Approach track to **LW828** and hold as published. Maximum holding speed **230 KIAS**.

- APPROACH:**
- Verify GPS predictions provide the necessary ANP requirements for the approach
 - Alt Set: INCHES
 - Approach not authorized when airport temperature below -21 degrees C or above 44 degrees C.
 - Approach not authorized using remote altimeter setting

- REQUIRED EQUIPMENT:**
- EGPWS (Set TERR)
 - (2) FMCS
 - (2) GPS
 - (2) IRS in NAV Mode
 - (2) PFD/ND Displays
 - (2) Flight Director Displays
 - (1) A/P Channel in LNAV/VNAV
 - (1) Radio Altimeter operating with associated Flight Director

- FMS:**
- DME/DME off
 - RNP lateral (as required)
 - RNP vertical 125'
 - Enter wind correction



RNP 0.10 DA(H) 1791' (382)	RNP 0.15 DA(H) 1982' (673)	RNP 0.20 DA(H) 2088' (679)	RNP 0.30 DA(H) 2299' (890)
C D 1 1/4	C D 1 3/4	C D 2	C D 2 3/4

RESTRICTED

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CYLW / YLW
KELOWNA



MVD
(B737-NG)

19-2
10 JAN 24
EFF: 21 MAR 24

WESTJET

KELOWNA, BC
RNAV (RNP) X RWY 34

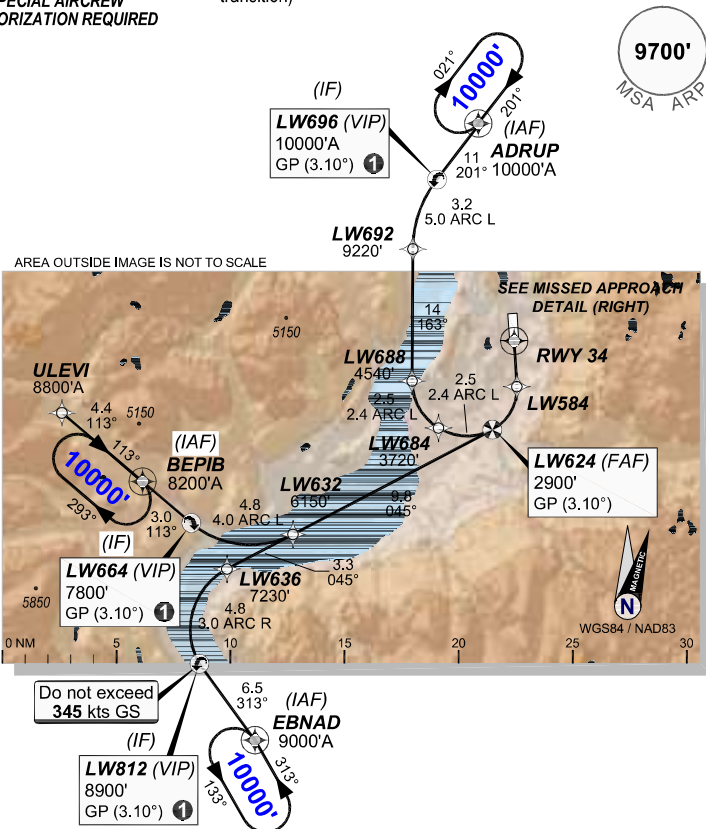
GE PROPRIETARY INFORMATION

ATIS 127.5	VANCOUVER Center 133.5	*KELOWNA Tower 119.6	*KELOWNA Ground 121.7	PENTICTON Radio (Remote ASS) MF 119.6 when Trw inop	
RNAV (RNP) RNV X 34	FMS Rwy Heading 340°	Apt Elev. 1420' TDZE 1369'	BEPIB (IAF) 8200'A	EBNAD (IAF) 9000'A	ADRUP (IAF) 10000'A

LW624 (FAF) **2900'** (3.10°) Trans Level **FL180**

SPECIAL AIRCREW AUTHORIZATION REQUIRED

① VNAV PATH must be annunciated beyond this point. (LW696 for ADRUP transition, LS664 for BEPIB transition, LW812 for EBNAD transition)



MISSED APPROACH: Climb to **8700'** via the RNAV (RNP) Missed Approach track to **ADRUP** and hold as published. Maximum holding speed **230 KIAS**.

ENGINE OUT MISSED APPROACH: If unable to cross **ADRUP** at **8700'**, advise ATC, and climb to **8700'** via the RNAV (RNP) Engine Out Missed Approach track back to **ADRUP** and hold as published. Maximum holding speed **230 KIAS**.

APPROACH:

- Verify GPS predictions provide the necessary ANP requirements for the approach
- Alt Set: INCHES
- Approach not authorized when airport temperature below -21 degrees C or above 44 degrees C.
- Approach not authorized using remote altimeter setting

REQUIRED EQUIPMENT:

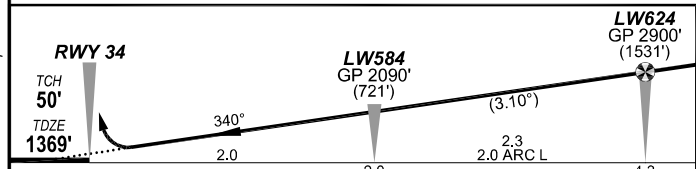
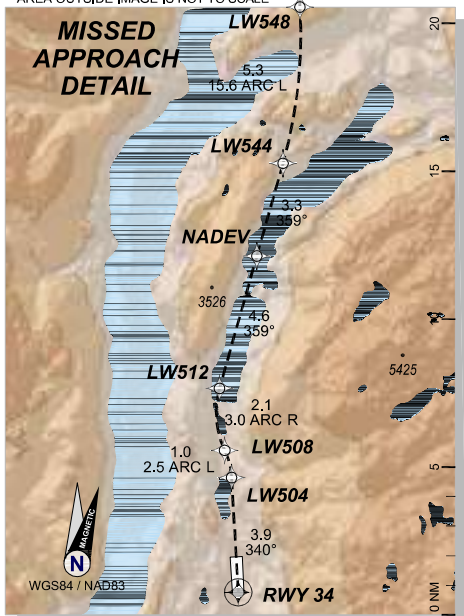
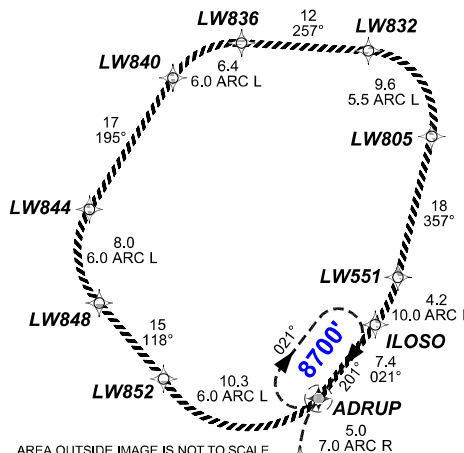
- EGPWS (Set TERR)
- (2) FMCS
- (2) GPS
- (2) IRS in NAV Mode
- (2) PFD/ND Displays
- (2) Flight Director Displays
- (1) A/P Channel in LNAV/VNAV
- (1) Radio Altimeter operating with associated Flight Director

FMS:

- DME/DME off
- RNP lateral (as required)
- RNP vertical 125'
- Enter wind correction

Notes:

- VGSI not coincident with the RNAV glidepath.



RNP 0.10 DA(H) 1715' (346')	RNP 0.15 DA(H) 1760' (391')	RNP 0.20 DA(H) 1791' (422')	RNP 0.30 DA(H) 1871' (502')
C 1	C 1 1/4	C 1 1/4	C 1 1/2
D 1	D 1 1/4	D 1 1/4	D 1 1/2

Revision: GE Aerospace name revision, Mag Var updates.

EFF 21 MAR 24

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CYLW / YLW
KELOWNA



MVD
(B737-NG)

19-3
10 JAN 24
EFF: 21 MAR 24

WESTJET

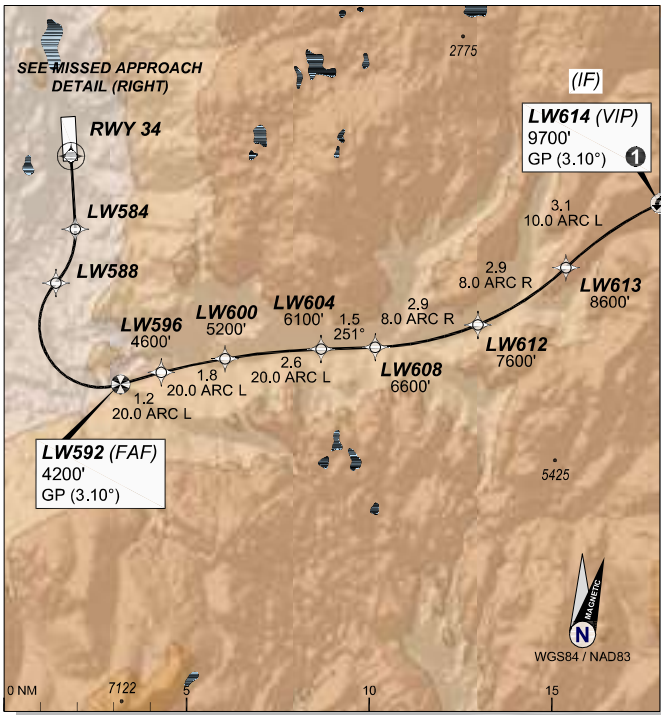
KELOWNA, BC
RNAV (RNP) W RWY 34

GE PROPRIETARY INFORMATION

ATIS 127.5	VANCOUVER Center 133.5	*KELOWNA Tower 119.6	*KELOWNA Ground 121.7	PENTICTON Radio (Remote ASS) MF 119.6 when Twr inop	
RNAV (RNP) RNV W 34	FMS Rwy Heading 340°	Apt Elev. 1420' TDZE 1369'	EBDOV (IAF) 11000'A	LW592 (FAF) 4200' (3.10°)	Trans Level FL180

① VNAV PATH must be announced beyond this point.

SPECIAL AIRCREW
AUTHORIZATION REQUIRED



MISSED APPROACH:
Climb to **8700'** via the RNAV (RNP) Missed Approach track to **ADRUP** and hold as published. Maximum holding speed **230 KIAS**.

ENGINE OUT MISSED APPROACH:
If unable to cross **ADRUP** at **8700'**, advise ATC, and climb to **8700'** via the RNAV (RNP) Engine Out Missed Approach track back to **ADRUP** and hold as published. Maximum holding speed **230 KIAS**.

APPROACH:

- Verify GPS predictions provide the necessary ANP requirements for the approach
- Alt Set: INCHES
- Approach not authorized when airport temperature below -21 degrees C or above 44 degrees C.
- Approach not authorized using remote altimeter setting

REQUIRED EQUIPMENT:

EGPWS (Set TERR)

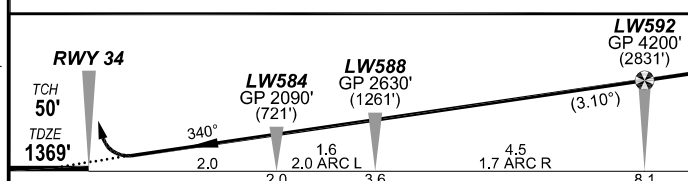
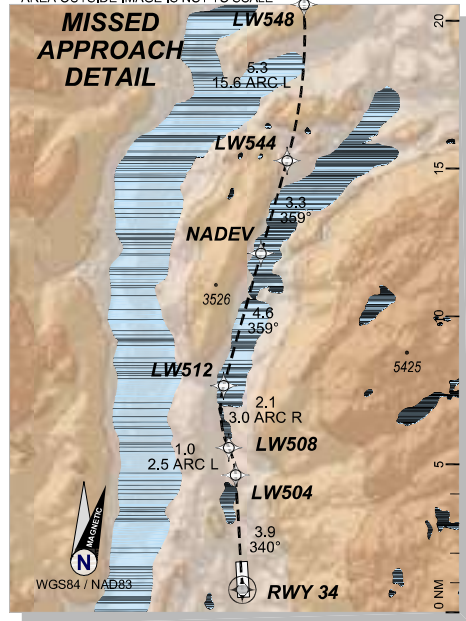
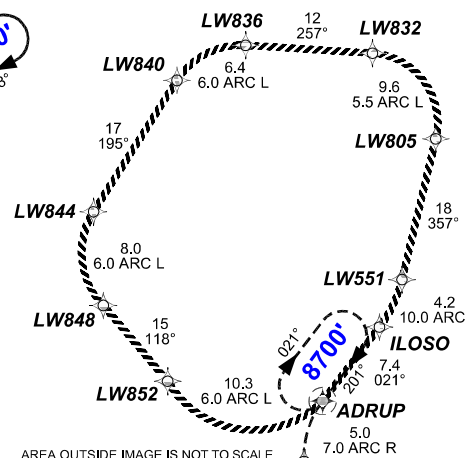
- (2) FMCS
- (2) GPS
- (2) IRS in NAV Mode
- (2) PFD/ND Displays
- (2) Flight Director Displays
- (1) A/P Channel in LNAV/VNAV
- (1) Radio Altimeter operating with associated Flight Director

FMS:

- DME/DME off
- RNP lateral (as required)
- RNP vertical 125'
- Enter wind correction

Notes:

- VGSI not coincident with the RNAV glidepath.



RNP 0.10 DA(H) 1715' (348')	RNP 0.15 DA(H) 1760' (391')	RNP 0.20 DA(H) 1791' (422')	RNP 0.30 DA(H) 1871' (502')
C 1	C 1 1/4	C 1 1/4	C 1 1/2
D 1	D 1 1/4	D 1 1/4	D 1 1/2

Revision: GE Aerospace name revision, Mag Var updates.

EFF 21 MAR 24

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CYLW / YLW
KELOWNA



GE Aerospace

MVD
(B737-NG)

10-3X
10 JAN 24
EFF: 21 MAR 24

WESTJET

KATOL THREE DEPARTURE

KELOWNA, BC

RESTRICTED INFORMATION

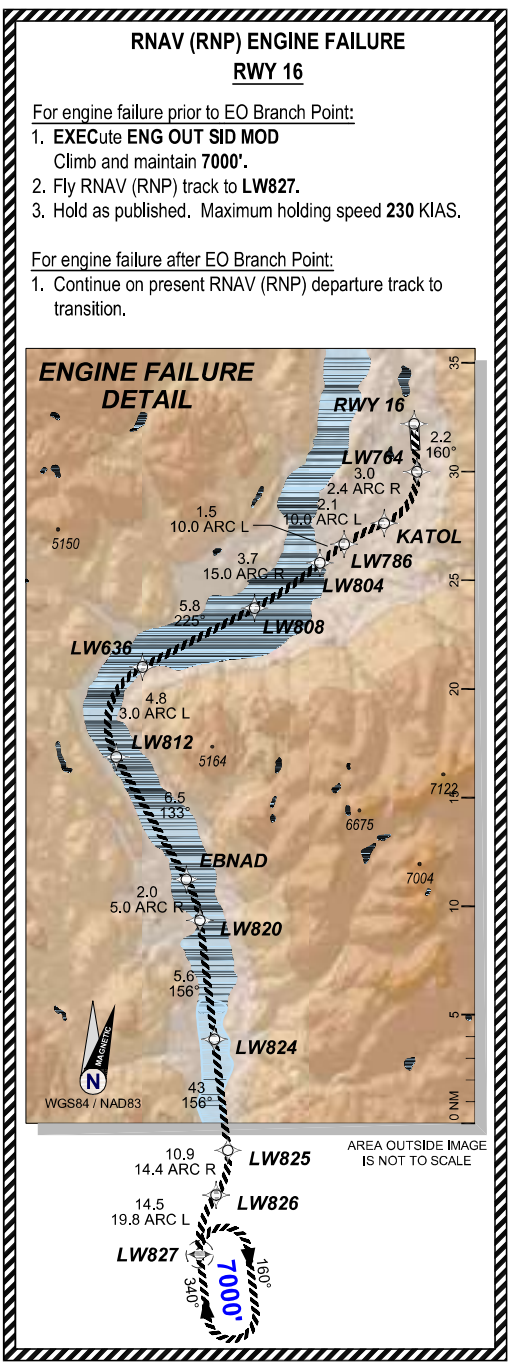
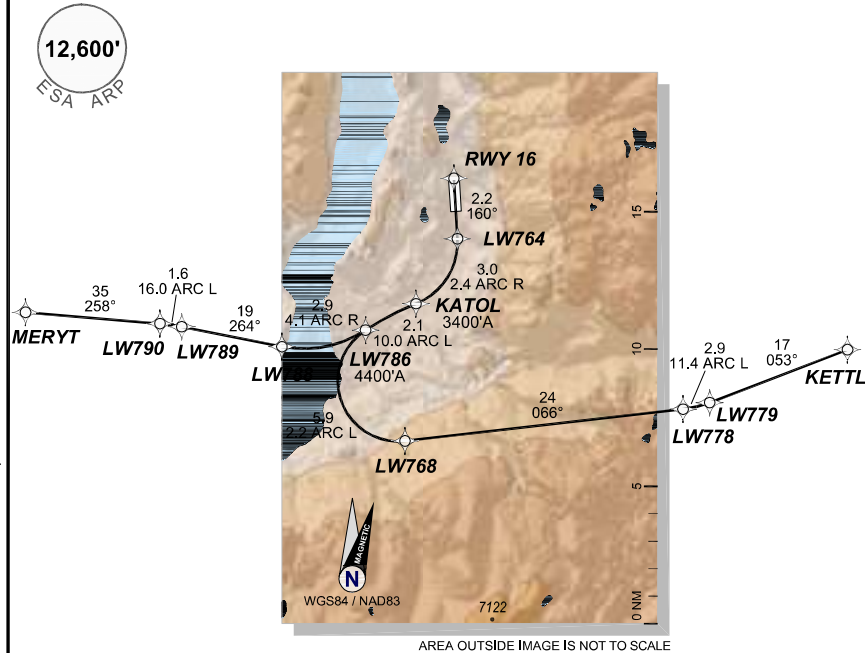
Apt Elev 1420'	Trans ALT 18000'	VANCOUVER Centre 133.5	SPECIAL AIRCREW AUTHORIZATION REQUIRED		
KATOL THREE KETTL TRANSITION MERYT TRANSITION RNAV (RNP) DEPARTURE RNP 0.30 (KATOL3.KATOL) RWY 16		Requires weather minima of 1/4 mile visibility. This departure requires a minimum climb gradient of 545' per NM to 4400'.			
For a climb rate of 545' per NM					
Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	908	1362	1817	2271	2725

TAKE-OFF: NADP 1 REQUIRED
RWY 16: Climb to 9000' via the RNAV (RNP) departure track crossing KATOL at or above 3400'.
 Thence:
TRANSITIONS:
KETTL (KATOL3.KETTL): Fly the RNAV (RNP) track to KETTL. EO Branch Point is LW786. Cross LW786 at or above 4400'. Do not exceed 285 kts groundspeed until turn is complete at LW768.
MERYT (KATOL3.MERYT): Fly the RNAV (RNP) track to MERYT. EO Branch Point is LW786. Cross LW786 at or above 4400'.
 Contact Vancouver Centre after passing 4000 feet.

REQUIRED EQUIPMENT:
 EGPWS
 (2) FMCS
 (2) IRS in NAV Mode
 (2) PFD/ND Displays
 (2) GPS
 (2) Flight Director Displays in LNAV
 (1) Radio Altimeter operating with associated Flight Director

SET-UP:
 Set TERR
 Fix page 1 EO Branch Point (LW786).

LOST COMMUNICATIONS:
 Maintain 9000' or last assigned altitude for 5 minutes prior to climbing to filed cruise altitude.



RESTRICTED

Revision: GE Aerospace name revision, Procedure name unnumbered, Mag Var updates, Plan view not to scale track orientation.

CYLW / YLW
KELOWNA



MVD
(B737-NG)

10-3Y
10 JAN 24
EFF: 21 MAR 24

WESTJET

KELOWNA, BC

KATOL THREE DEPARTURE

GE PROPRIETARY INFORMATION

Apt Elev 1420'	Trans ALT 18000'	VANCOUVER Centre 133.5	SPECIAL AIRCREW AUTHORIZATION REQUIRED			
KATOL THREE ENDBY TRANSITION RNAV (RNP) DEPARTURE RNP 0.30 (KATOL3.KATOL) RWY 16		Requires weather minima of 1/4 mile visibility. This departure requires a minimum climb gradient of 545' per NM to 4400'.				
For a climb rate of 545' per NM						
Gnd speed (kts)	100	150	200	250	300	
Climb (ft/min)	908	1362	1817	2271	2725	

TAKE-OFF: NADP 1 REQUIRED

RWY 16: Climb to 9000' via the RNAV (RNP) departure track crossing KATOL at or above 3400'.
Thence:

TRANSITIONS:

ENDBY (KATOL3.ENDBY): Fly the RNAV (RNP) track to ENDBY. EO Branch Point is KATOL. Do not exceed 290 kts groundspeed until turn is complete at LW690.

Contact Vancouver Centre after passing 4000 feet.

**RNAV (RNP) ENGINE FAILURE
RWY 16**

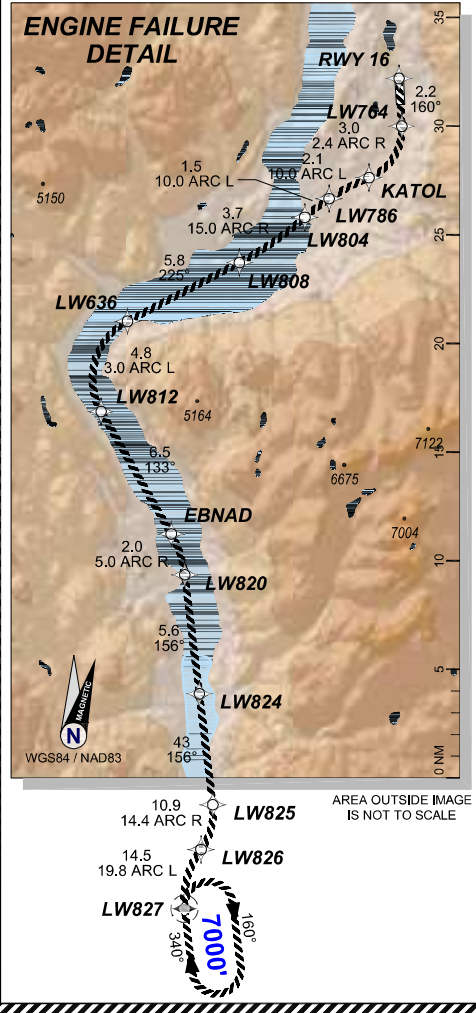
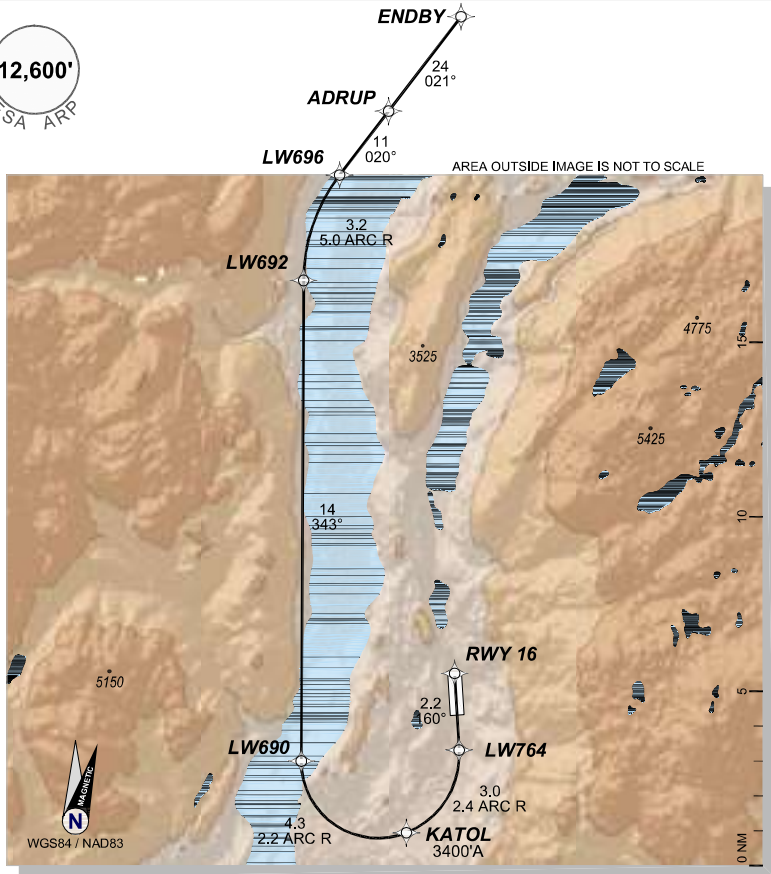
For engine failure prior to EO Branch Point:
1. EXECute ENG OUT SID MOD
Climb and maintain 7000'.
2. Fly RNAV (RNP) track to LW827.
3. Hold as published. Maximum holding speed 230 KIAS.

For engine failure after EO Branch Point:
1. Continue on present RNAV (RNP) departure track to transition.

REQUIRED EQUIPMENT:
EGPWS
(2) FMCS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) GPS
(2) Flight Director Displays in LNAV
(1) Radio Altimeter operating with associated Flight Director

SET-UP:
Set TERR
Fix page 1 EO Branch Point (KATOL).

LOST COMMUNICATIONS:
Maintain 9000' or last assigned altitude for 5 minutes prior to climbing to filed cruise altitude.



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MVD
(B737-NG)

10-3Z
10 JAN 24
EFF: 21 MAR 24

WESTJET

KELOWNA, BC

NADEV THREE DEPARTURE

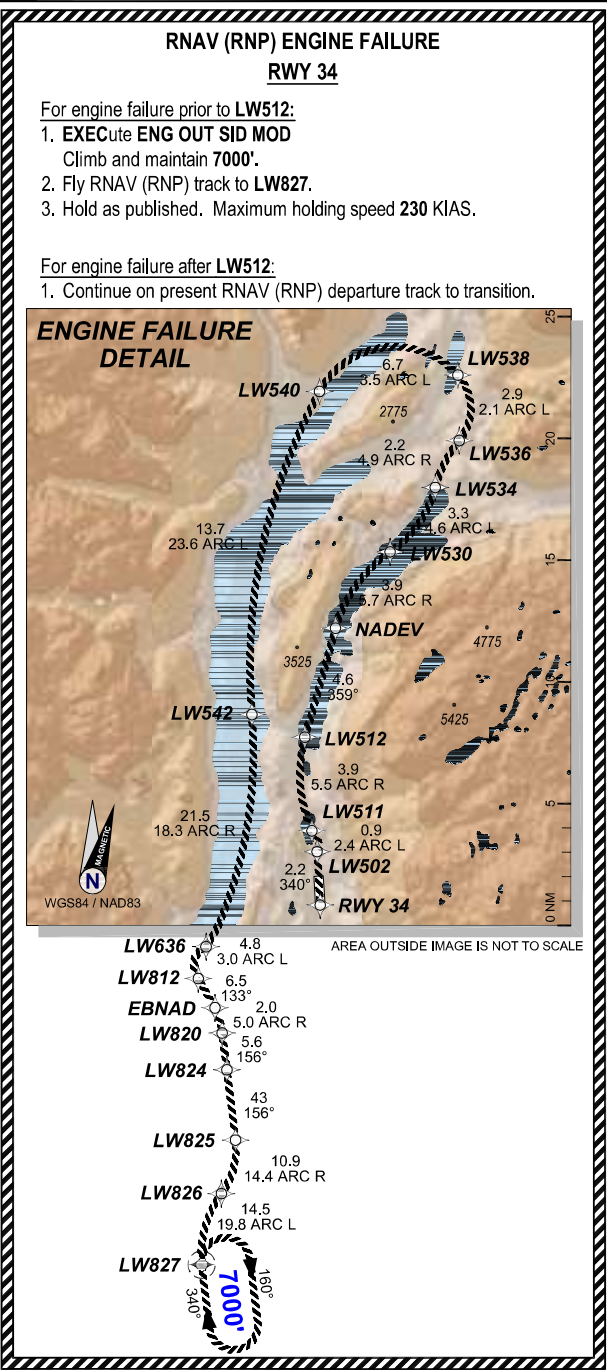
GE PROPRIETARY INFORMATION

Apt Elev 1420'	Trans ALT 18000'	VANCOUVER Centre 133.5	SPECIAL AIRCREW AUTHORIZATION REQUIRED		
NADEV THREE RNAV (RNP) DEPARTURE RNP 0.30 (NADEV3.NADEV) RWY 34		Requires weather minima of 1/4 mile visibility.			
		This departure requires a minimum climb gradient of 540' per NM to 4400' .			
For a climb rate of 540' per NM					
Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	900	1350	1800	2250	2700

TAKE-OFF: NADP 1 REQUIRED
RWY 34: Climb to **9000'** via the RNAV (RNP) departure track crossing **LW512** at or above **4400'**.
 Thence:

TRANSITIONS:
KETTL (NADEV3.KETTL): Fly the RNAV (RNP) track to **KETTL**.
MERYT (NADEV3.MERYT): Fly the RNAV (RNP) track to **MERYT**.
ENDBY (NADEV3.ENDBY): Fly the RNAV (RNP) track to **ENDBY**.

Contact Vancouver Centre after passing **4000** feet.



REQUIRED EQUIPMENT:
 EGPWS (Set TERR)
 (2) FMCS
 (2) IRS in NAV Mode
 (2) PFD/ND Displays
 (2) GPS
 (2) Flight Director Displays in LNAV
 (1) Radio Altimeter operating with associated Flight Director

SET-UP:
 Set TERR
 Fix page 1 EO Branch Point (**LW512**).

LOST COMMUNICATIONS:
 Maintain **9000'** or last assigned altitude for **5 minutes** prior to climbing to filed cruise altitude.

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