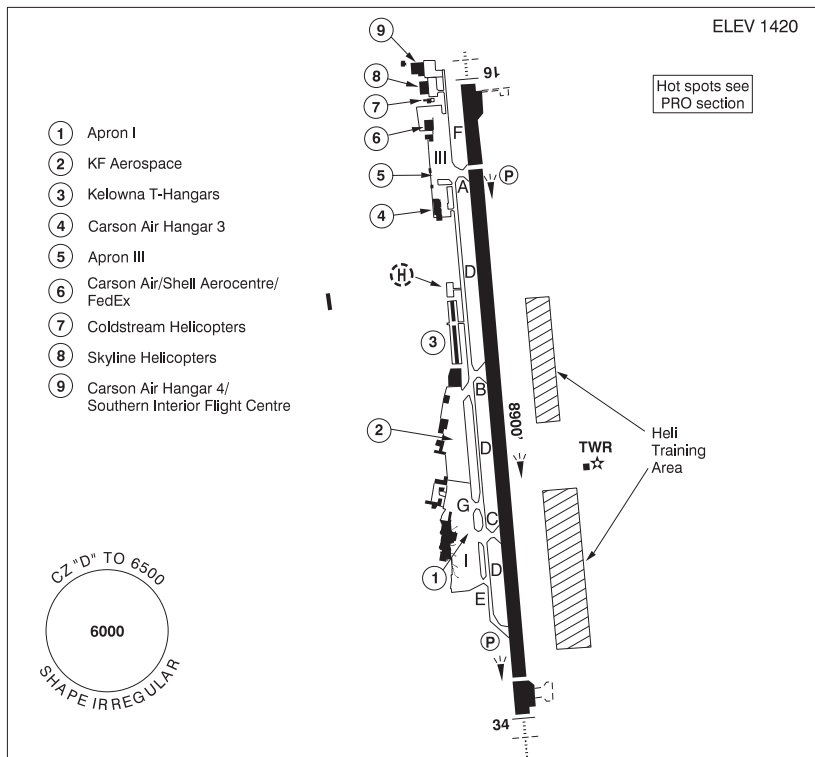


KELOWNA BC

CYLW



|                 |  |
|-----------------|--|
| <b>REF</b>      | N49 57 26 W119 22 41 6.2NE 15°E (2024) UTC-8(7) Elev 1420' A5005 LO2 HI3 CAP RCAP  |
| <b>OPR</b>      | City of Kelowna 250-807-4350<br>H24 Cert   |
| <b>PF</b>       | A-1,2,3,6,7 C-4,5  |
| <b>CUST</b>     | AOE/30 (120 with staged off-loading) 888-226-7277  |
| <b>FLT PLN</b>  | <p><b>FIC</b> Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada &amp; USA)</p> <p><b>WX</b> METAR AUTO H24 (see COMM)<br/>WxCam<br/>TAF H24, issue times: 01, 07, 13, 19Z.</p> |
| <b>SERVICES</b> | Kelowna Shell Aerocentre   |
| <b>FUEL</b>     | 100LL, JA-1 (FSII avbl)  |
| <b>OIL</b>      | All  |
| <b>S</b>        | 1,2,3,4,5,6  |
| <b>ARFF</b>     | DESIGNATED CAT 7 1330-0830Z±, O/T 2 hr PN, aprt clsd to acft 20 seats & abv, exc for diversions or as an altn A/D without PPR. Discrete emerg freq 122.675.  |
| <b>SUP FL</b>   | LHOX, D-Ice, ADI   |
| <b>JASU</b>     | CEA2, CE3, CE14  |
| <b>PVT ADV</b>  | Kelowna Shell Aerocentre 123.0 250-765-8155  |
| <b>MIL CON</b>  | Kelowna Shell Aerocentre (Shell) 250-765-8155  |

## BRITISH COLUMBIA

## AERODROME / FACILITY DIRECTORY

## KELOWNA BC (Cont'd)

CYLW

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| <b>HELI DATA</b> | North Parking Pad: 90' dia ASPH<br>South Parking Pad: 90' dia ASPH<br>Max heli overall length 75'. Heli prkg area to be accessed via rwy/twy. PN, ctc OPR.   |
| <b>RWY DATA</b>  | Rwy 16(160°)/34(340°) 8900x200 ASPH. Thld 16 displ 1200' Thld 34 displ 400'<br>Rwy 16 down 0.9% first 7237' Rwy 34 down 0.6% first 1663'   |
| <b>RWY CERT</b>  | Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V  |
| <b>TWY CERT</b>  | Twy: A, B, C, E, G AGN IV<br>Twy D AGN IIIB<br>Twy F AGN I   |
| <b>TWY</b>       | Twy F rstd to acft with wingspans less than 79'.<br>Twy D & twy E rstd to acft with wingspans less than 125'.  |
| <b>APRON</b>     | Apron I: Fixed wing acft only; heli prkg not auth. Prkg rstd to scheduled and non-scheduled airline t/c. Acft not auth to perform 180° turns. Jet acft pushback all prkg positions. Turbo-prop acft cw turn for power out or pushback only.<br>Apron III: Fixed wing acft only; heli prkg not auth. Prkg for commercial opr and acft over 12,500 lbs 3 hr PPR. Lgt acft must remain in designated areas at all times.<br>KF Aerospace apron: PPR<br>Shell Aerocentre: Heli prkg PPR.   |
| <b>RCR</b>       | Twr 250-765-3426 CRFI, PLR/PCN RSC issued 1200-0801Z± O/T 1hr PN<br>When CRFI falls blw 0.25, rwy avbl for take-off only, PN. Ctc Opr.   |
| <b>LIGHTING</b>  | 16-AR(TE ME) P2 3.2°, 34-AK(TE ME) P2<br>PAPI limitation/restriction. PAPI Rwy 16 to be used only within 3NM of thld; PAPI Rwy 34 to be used only within 2NM of thld Twy F RR  |
| <b>COMM</b>      | <b>RCO</b> Penticton rdo 119.6 (RAAS) 0630-1330Z± Pacific rdo 122.5 (FISE) 126.7 (bcst)<br><b>ATIS</b> 127.5 1330-0630Z±<br><b>GND</b> 121.7 1330-0630Z±<br><b>TWR</b> 119.6 292.2 (V) 1330-0630Z± (emerg only 250-765-3426)<br><b>MF</b> Penticton rdo 119.6 0630-1330Z± CZ shape irregular 6500 ASL, comm blind spots all quads (CAR 602.98)<br><b>AWOS</b> 127.5  |
| <b>NAV</b>       | <b>NDB</b> LW 257 (M) N50 03 39 W119 24 59<br>RUTLAND EX 374 (L) N49 56 23 W119 22 32<br>WESTBANK YWB 389 (M) N49 48 38 W119 37 50<br><b>DME</b> ILW 111.3 Ch 50 N49 57 46 W119 22 37 (1415')<br><b>ILS</b> ILW 111.3 (Rwy 16)   |
| <b>PRO</b>       | Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.<br>See VTPC for arr/dep rtes & pro.<br>Day: circuit hgt 2500 ASL rgt hand circuits Rwy 34 (CAR 602.96). Night: circuit hgt 3000 ASL, follow VTPC night circuit pro. See VTPC.<br>Multilateration: Leave transponders in transmit mode at all times while airborne or on rwy. Keep transponders off or in standby mode on aprons and while taxiing.<br>Due to jet blast concerns acft using the turnaround bays shall turn counter-clockwise at Thld 16 and clockwise at Thld 34. |
| <b>CAUTION</b>   | Under Visual Flight Rules it is recommended that only pilots familiar with the lcl area use this A/D dur hrs of darkness. Ngt ops not recommended for VFR Operations unless all 6 hazard beacons oprg. All turns to be completed within the perimeter of the hazard bcns. Ocsl glider activity to 12,500' vic Vernon A/D.<br>Heli Training Areas: uneven terrain, numerous obstacles<br>Blast fence 360° fr Thld 16 on extended rwy centreline, 1438' ASL (14 AGL), lgted not marked. Hi terrain reduces operational length of Rwys 34 and 16 PAPI.  |