

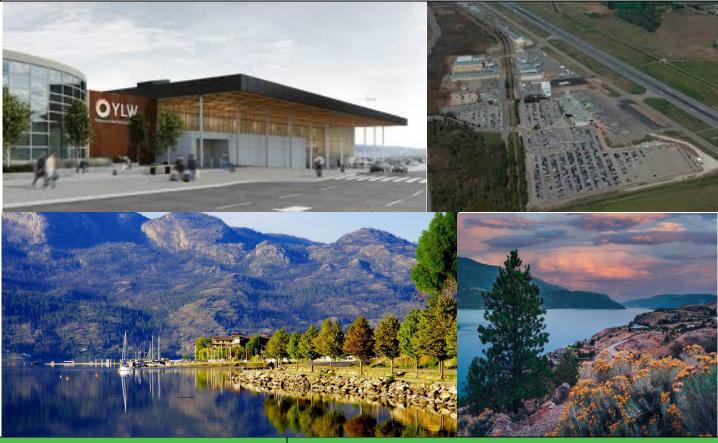


CYLW Elevation: 1409 ft Kelowna, Canada

#### **Airport Website**

#### **Airport Overview**

Kelowna International Airport is located approximately 7.1 miles northeast of the city of Kelowna and lies in the heart of the Okanagan Valley. Mountainous terrain is found surrounding all sides of the airport rising to heights of 3900 ft msl and greater, creating a challenging environment for flight crews. Complete understanding of all STAR, SID, and approach procedures are demanded during operations at Kelowna Int'l Airport. Furthermore, because of the combination of commercial and general aviation operations, congestion may present a potential hazard. Good CRM and vigilance are advised during all critical flight phases.



Longest Runway	Lowest Published Approach Minimums
RWY 16/ 34:	ILS Z 16: 1660 ft
8900 ft x 200	





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Runway	Surface	Light System	Runway Length	Runway Width	LDA	TDZE
16	Asphalt	PAPI	8900 ft	200 ft	7700 ft	1420 ft
34	Asphalt	MALSF,PAPI	8900 ft	200 ft	8500 ft	1370 ft

Approach Review				
RWY 16	RWY 34			
ILS Y/Z, LOC Y/Z, RNAV X/Y/Z, NDB B	RNAV Z			

ATC		
TOWER: 119.6		Yes No
Notes: ARFF CAT 6 (Cat-7	w/ 1hr prior Notice)	

#### **Airport Notes of Interest**

- Right hand circuits Rwy 34
- Day traffic pattern altitude: 2500 feet MSL.
- Night traffic pattern altitude: 6503' For aircraft with eye-to-wheel height up to 25'. PAPI-L (angle 3.2°)
   3000 feet MSL.
- Heli parking area to be accessed via rwy/twy. Both parking positions restricted to max length 75'. Prior notice required, contact operator.
- Due to jet blast concerns aircraft using the turnaround bays shall turn counter-clockwise at threshold 16 and clockwise at threshold 34.
- Multilateration: Leave transponders in transmit mode at all times while airborne or on runway. Keep transponders off or in standby mode on aprons and while taxiing.
- Under visual flight rules it is recommended that only pilots familiar with the local area use this aerodrome during hours of darkness.
- Night operations not recommended for VFR unless all six hazard beacons are operating. With Westbank
  or Heli parking area to be accessed via rwy/twy. Both parking positions restricted to max length 75'. Prior
  notice required, contact operator. Day: Right hand circuits Rwy 34. Night: Refer to 19-1 Night Circuit Procedures. Apron 3: FOR PARKING SEE 10-9A. 127.5ATIS (AWOS when Twr inop) All Other Aircraft All turns
  to be completed within the perimeter of the hazard beacons.
- High terrain reduces operational length of Rwy 34 and Rwy 16 PAPI





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#### **Accident History**

A search of available records through the Transportation Safety Board of Canada yielded two results in the last 6 years.

- A citation 500 lost control and encountered the terrain during initial departure on 10/13/2016. 4 Fatalities. The report states that the investigators were unable to determine a cause.
   Investigation Number: A16P0186
- The second incident was a loss of separation between a Dash-8 and a Piaggio on 01/03/2019. An error in flight plan data led to both aircraft being at the same altitude and less than 5 NM from each other. Both Aircraft received an RA and complied. Both aircraft continued to their destinations without incident. Investigation Number: A19P0002

#### **Nearby VOR's**

Enderby -115.2 Princeton- 113.9

#### **Terrain/Obstacles**

• Mountainous Terrain

#### **Safety Factors**

- Single Runway
- Taxi Back Operations
- Multiple GA Operations, airline and recreational

# Reference Documents (Double-Click on icon to retrieve)

(AIP)







**CYLW** Elevation: 1409 ft Kelowna, Canada PENTICTON Radio (Remote AAS) \*ATIS (AWOS when Twr inop.) VANCOUVER Center | \*KELOWNA Tower op. 121.7 127.5 (Control Zone) 119.6 when CAUTION 16 Apron 3: Under visual flight rules it is recommended FOR PARKING 1420 that only pilots familiar with the local area POSITIONS use this aerodrome during hours of darkness. SEE 10-9A. Night operations not recommended for VFR MSA RW16 alt: 18000' unless all six hazard beacons are operating. All turns to be completed within the 49-58 No acft access to runway perimeter of the hazard beacons. via Twy F. Twy F restricted Occasional glider activity to 12,500' to aircraft with wingspans in vicinity of Vernon aerodrome. less than 79'. Heli Training Areas: uneven terrain, Apron 3: Fixed wing acft only. numerous obstacles. MAX STORY MITAN training Acft over 12,500 lbs 3 hours Blast fence 360' from threshhold 16 on 2491. 1,15900 prior permission required. extended runway centerline 1438' MSL Ground handling/marshalling (14' AGL) lighted, not marked. mandatory. Towing/push back O2408 02726 High terrain reduces operational may be required. Pilots XERUX cautioned to minimize thrust as lenght of Rwy 34 and Rwy 16 PAPI. North 216 potential jetblast damage to adjacent aircraft and property Light acft must remain in WIMAN X designated areas at all times. Apron 2: Closed. Control Multilateration: Leave transponders in transmit mode at Apron 1: Fixed wing acft only. **(\*)** Northwest 2170 all times while airborne or Parking restricted to skd QNorth 2 and non-skd airline traffic. on runway. Heli \*ONorth Keep transponders off or in standby FOR PARKING POSITIONS mode on aprons and while taxiing. SEE 10-9A Jet acft: pushback all parking Due to jet blast concerns aircraft positions. Turbo-prop acft: 2074 using the turnaround bays shall turn clockwise turn for power out EPRIF counter-clockwise at threshold 16 MISIR or pushback only. and clockwise at threshold 34. WTMAN Aircraft not authorized Twy D and Twy E restricted to to perform 180° turns. GS 2870 aircraft with wingspans less than 125' 4200 FRW 161 TCH 52 Heli parking area to be accessed via Rwy/twy. Both Day: Right hand circuits Rwy 34. Night: Refer to 19-1 Night TDZE 1409' 34 Gnd speed-Kts 70 GS 3.20° 396 90 100 120 510 566 679 parking positions restricted to Circuit Procedures. 159° EPRIP Elev 1370' max length 75'. Prior notice Day traffic pattern altitude: required, contact operator. 2500 feet MSL. DA(H) 1660'(251') Night traffic pattern altitude: 1000 2000 3000 3000 feet MSL. 0 200 400 600 800 1000 1200

## **Risk Analysis**

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Terrain	
Traffic	
Single Runway	
Taxi back operations	