

KELOWNA INTERNATIONAL AIRPORT

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

RWY 16/ 34:
8900 ft x 200

Lowest Published Approach Minimums

ILS Z 16: 1660 ft



Updated: 9/1/2022

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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

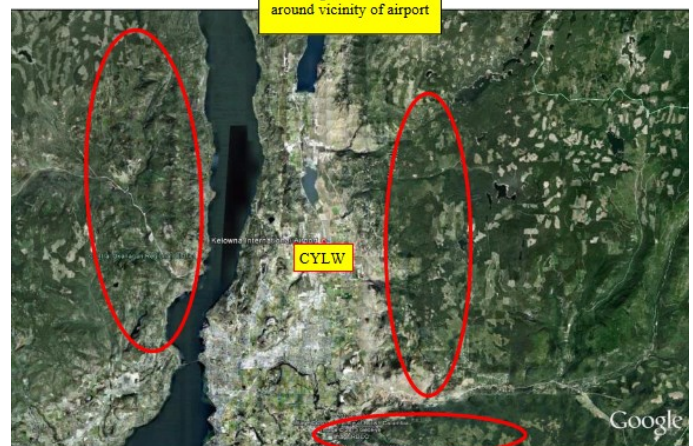
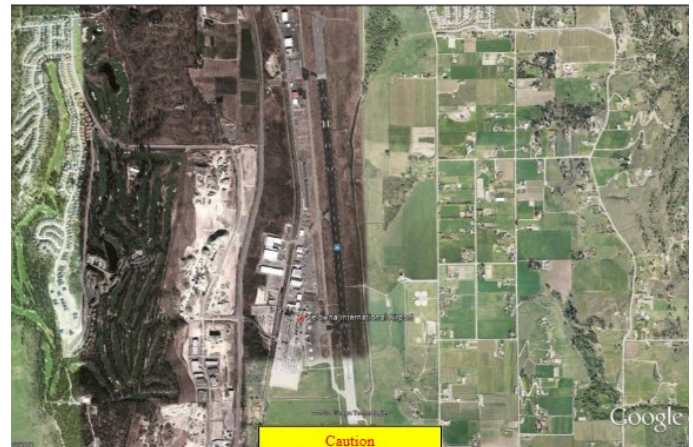
- Mountainous Terrain

Safety Factors

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

Reference Documents (Double-Click on icon to retrieve)

(AIP)

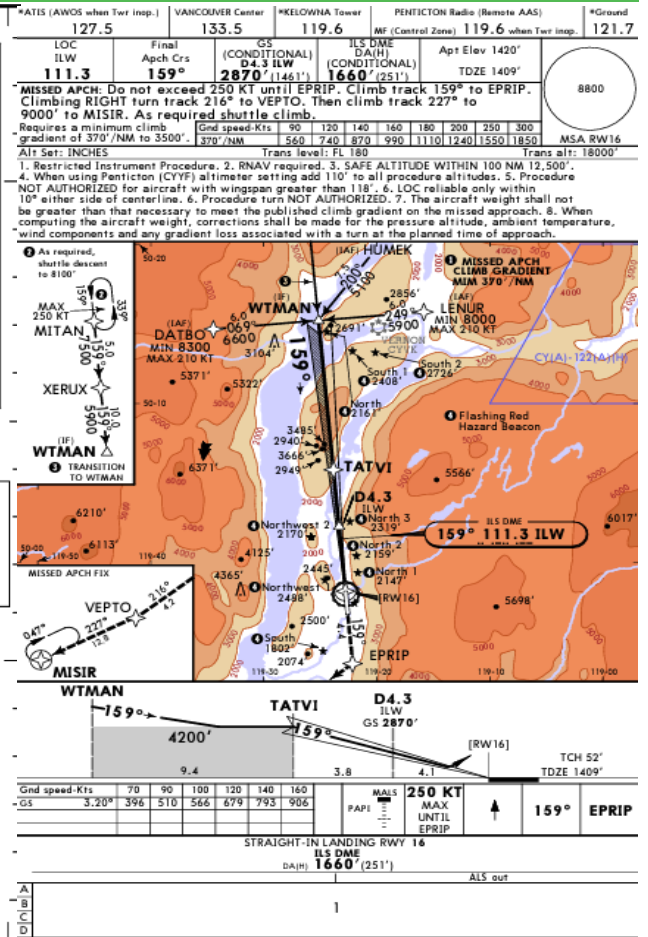
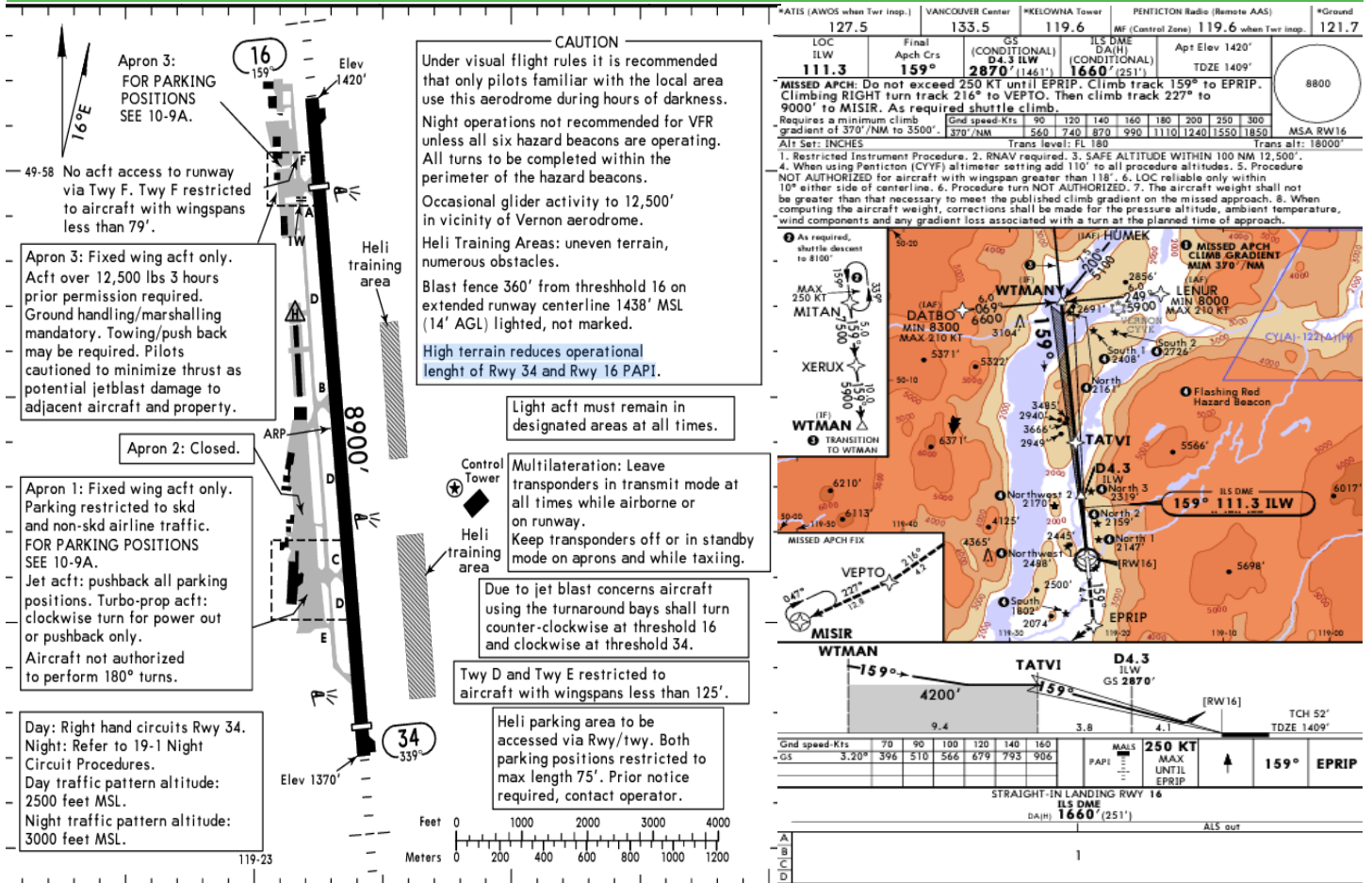


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Risk Analysis

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