

TURBO JET/TURBO-FAN**DEPARTURE PROCEDURES**

RWY	VNAP
13, 18, 36	A or B
ALL OTHERS	N/A

- Rwy 13 - Climb runway heading to 4000' ASL before proceeding on course.
- Rwy 18 - Climb and maintain 4000' ASL. Maintain extended runway centreline (183° M) by best available means to 3.5 DME (N49 52.21 W97 14.89), (AVOTU). At 3.5 DME (AVOTU), turn left, climb hdg 170° or if able, track direct to 6 DME (N49 49.70 W97 14.58), (DUXUS). At 6 DME (DUXUS) anticipate radar vectors.
- Rwy 36 - On right turn out, climb and maintain extended runway centreline (003° M) by best available means to 4000' ASL before proceeding on course.

ARRIVAL PROCEDURES

Intercept final approach, at or above 2000' ASL, and at or outside the NDB final approach fix for the runway in use.
(Circuit training traffic may turn inside the final approach fix as required.)

ALL AIRCRAFT**PREFERENTIAL RUNWAY DETERMINATION**

Consistent with safe operating procedures, controllers will assign runways to divert as many departures and arrivals as possible from flight over noise-sensitive areas. Unless operational conditions do not permit, pilots shall accept runways as assigned by ATC.
The preferred order for runway usage is as follows:

Arrivals: 13, 18, 36, 31
Departures: 36, 31, 18, 13

DEPARTURE PROCEDURES

Intersection departures on runways 13 or 18 are not authorized from 2300 to 0700 local. With the following exceptions, runway 36 is the preferred calm wind runway for departure.

Exceptions: (a) Propeller driven aircraft are exempt.

(b) After 0700 local time, aircraft westbound maybe given permission to depart runway 31.

**Flight Simulator
Use Only**

ARRIVAL PROCEDURES

1. Circuit height is 2000' ASL (weather permitting).
2. Maintain 2000' ASL or above as long as practicable before commencing final descent.
3. Remain on or above the ILS or VASIS glide slope.
4. Consistent with safety of operations, aircraft should be flown on the approach so as to give the best possible performance with respect to noise abatement (flap and gear selection, power settings).

NOTE: For night operations - See NIGHT RESTRICTIONS (Page 2)