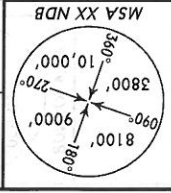


Alt Set: INCHES

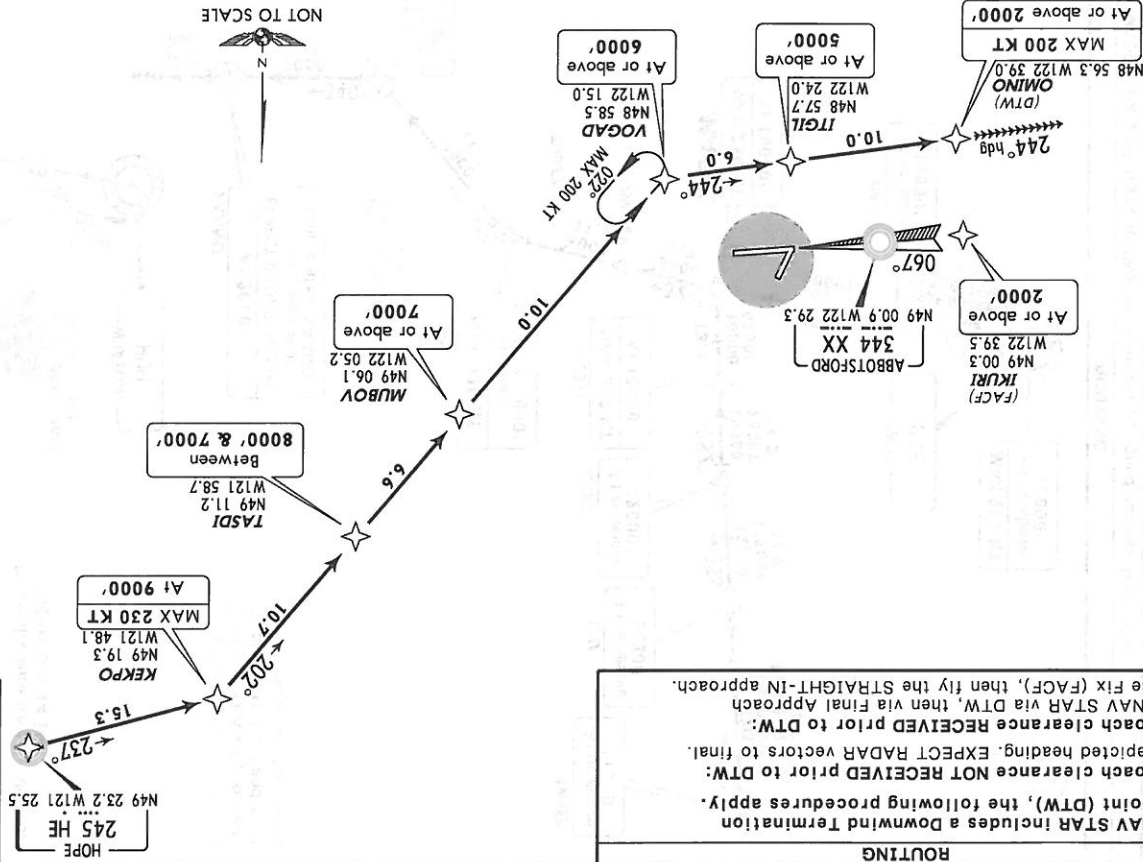
Trans level: FL180 Trans alt: 18000'

1. Safe altitude within 100 NM 12,800'
2. When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

\*ATIS  
119.8  
Apt Elev  
194'



# HOPE ONE ARRIVAL (HE.HE1)



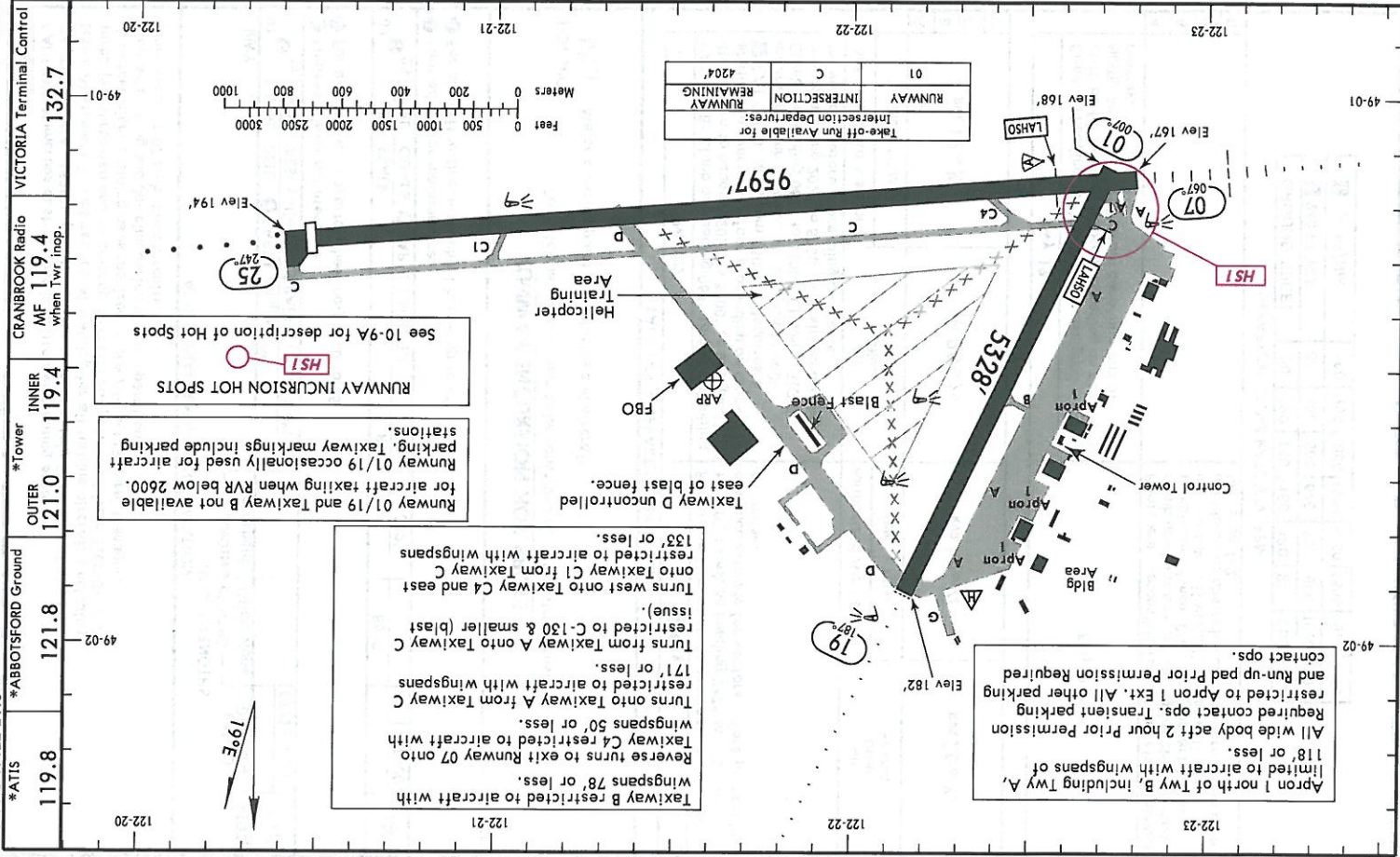
## ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply. Approach clearance NOT RECEIVED prior to DTW: Fly depicted heading. EXPECT RADAR vectors to final. Approach clearance RECEIVED prior to DTW: Fly RNAV STAR via DTW, then fly the STRAIGHT-IN approach. Course Fix (FACF), then fly the STRAIGHT-IN approach.









**GENERAL**

CAUTION: Numerous obstructions in helicopter training areas.  
 CAUTION: CY(A)-152(P), parachute area approximately 5 NM NNE of airport.  
 Noise Abatement Procedures: Local training for all turbine aircraft (including turbo-jet, turbo-fan and turbo-prop aircraft) not permitted from 2200-0700LT.  
 All other night training as authorized by the Airport General Manager.  
 Limited parking and de-icing during winter operations.  
 Runways 01 & 07 right hand circuits.

**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS		LAHSO Distance	WIDTH
	— LANDING Threshold	BEYOND Glide Slope		
01	19 MIRL REIL ② PAPI-L (angle 3.0°)	② PAPI-L (angle 3.0°)	07/25 4600'	200'
07	⑤ HIRL SSALR	RVR 8698'		
	⑤ 25 HIRL ODALS ③ PAPI-L (angle 3.0°)	RVR 9302'	01/19 8400'	200'

③ Limited winter maintenance.  
 ④ For aircraft with eye-to-wheel height up to 45'.

**RUNWAY INCURSION HOT SPOTS**

(For information only, not to be construed as ATC instructions.)

**HOT SPOT**

H57 Major crossing point for vehicles and aircraft.

**TAKE-OFF & DEPARTURE PROCEDURE**

	<b>Rwy 07</b>	<b>Rwy 25</b>
A	CAT A & B: Climb on heading 067° to 600', climbing RIGHT turn to heading 202° to 3000' or assigned altitude for vectors before proceeding on course. ① CAT C & D: Maximum 250 kts. Requires a minimum climb gradient of 450'/NM to 4000'. Climb on heading 067° to 1100'. Climbing RIGHT turn to heading 202° to 5000' or assigned altitude for vectors before proceeding on course.	Requires minimum climb gradient of 240'/NM to 500'. Climb on heading 247° to 3000' or assigned altitude for vectors before proceeding on course.
B	Authorized Air Carriers All Other Aircraft	Authorized Air Carriers All Other Aircraft
C	HIRL or RCLM	HIRL or RCLM
D	RVR 12 or ¼	RVR 12 or ¼
		RVR 26 or ½

**Rwy 19**

Climb on heading 187° to 3000' or assigned altitude for vectors before proceeding on course.  
 NOTE: 80' trees, 1700' from departure end of runway.

**Rwy 01**

Pilots are responsible for determining minimum climb gradient and/or routing for obstacle and terrain avoidance. Pilots may depart IFR by using a take-off visibility that will allow avoidance of obstacles on departure, in no case less than 1/2.

1/2

**DEPARTURE CLIMB RATE V/V (FPM)**

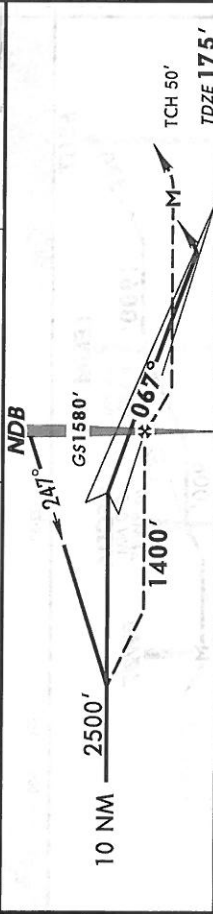
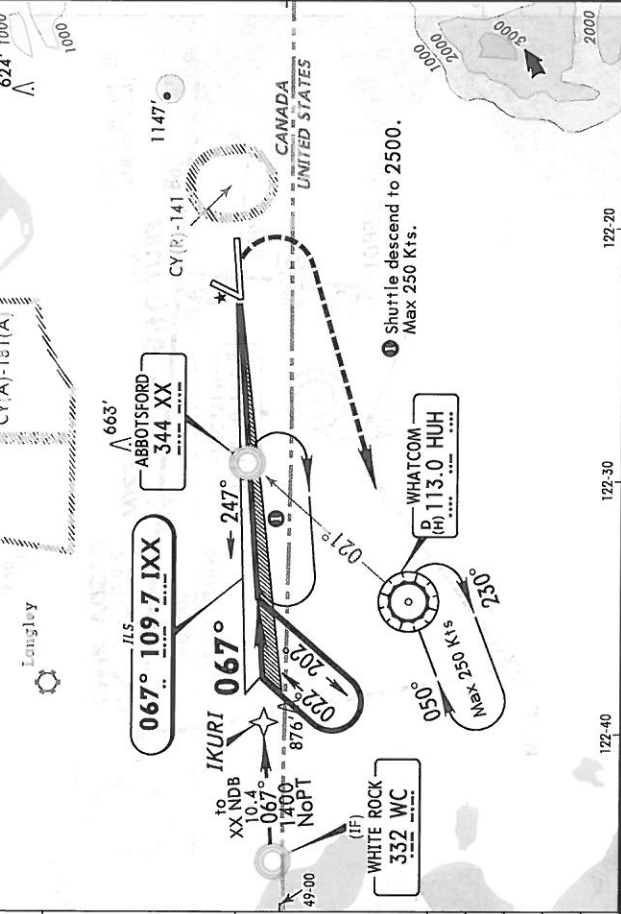
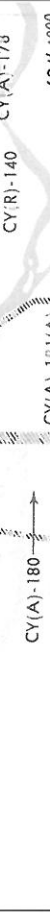
GROUND SPEED	90	120	140	160	180	200	250	300
② 240 FT/NM	360	480	560	640	720	800	1000	1200
① 450 FT/NM	680	900	1050	1200	1350	1500	1880	2250



*ATIS 119.8	VICTORIA Terminal Control 132.7	*ABBOTSFORD Tower INNER 119.4	CRANBROOK Radio MF 119.4 when Twr. inop.	%Ground 121.8
LOC IXX 109.7	Final Apch Crs 067°	GS NDB 1580' (1405')	ILS DA(H) 425' (250')	Apt Elev 194' TDZE 175'

**MISSED APCH:** Climb to 600' on track of 067° then climbing RIGHT turn direct HJH VOR to 3000'. As required shuttle climb (Max 250 kts). Hold as published.

**Air Set: INCHES**  
1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. Pilot controlled lighting 119.4.  
49-10 Trans alt: 18000'



GS	3.00°	377	484	538	646	753	861
NDB to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37


FULL		HIALS out		HIALS out		Max Kts	
DA(H) 425' (250')		LOC (GS out)		MDA(H) 720' (545')		90	
A						120	880' (666') - 2
B	RVR 26 or 1/2		RVR 40 or 3/4		1 3/4	140	
C						165	920' (726') - 2 1/4
D							

CYXX/YXX  
ABBOTSFORD

**JEPESEN**

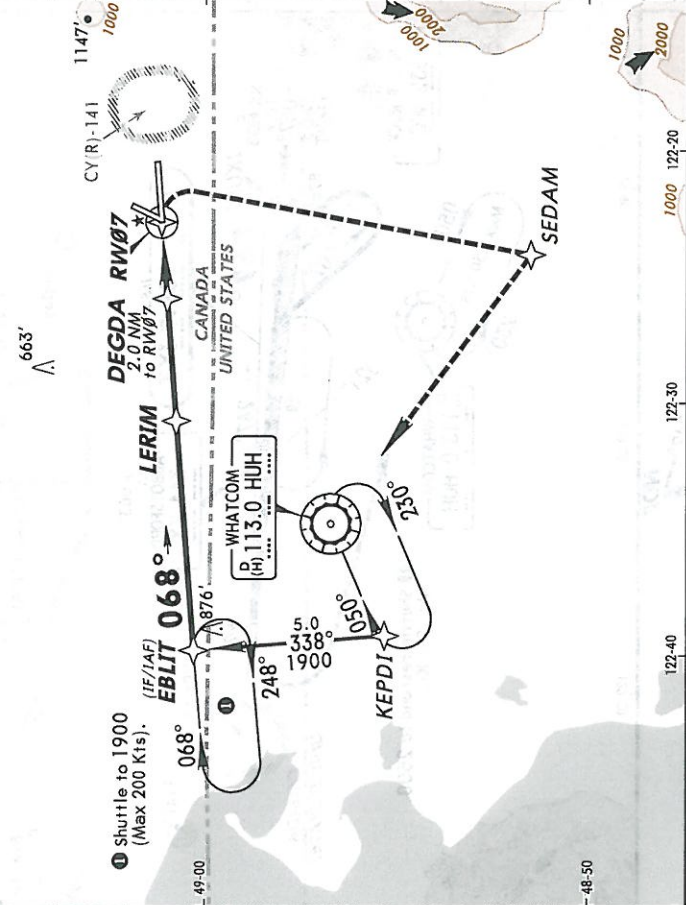
17 SEP 10 (12-1) **EF 23 SEP**

**ABBOTSFORD, BC**  
**RNAV (GNSS) Rwy 07**

*ATIS 119.8	VICTORIA Terminal Control 132.7	OUTER *ABBOTSFORD Tower 121.0	INNER 119.4	CRANBROOK Radio MF 119.4 when Twr Inop.	*Ground 121.8
RNAV	Final Apch Crs <b>068°</b>	Minimum Alt <b>LERIM</b> <b>1900'</b> (1725')	LNNAV MDA(H) <b>760'</b> (585')	Apt Elev <b>194'</b> TDZE <b>175'</b>	

**MISSED APCH: Climbing RIGHT turn to 3000' direct SEDAM. RIGHT turn direct to HUH VOR.**

Alt Set: INCHES  
Trans level: FL 180  
1. SAFE ALTITUDE WITHIN 100 NM 12,800' - 2. Pilot controlled lighting 119.4.



Grnd speed-Kts	70	90	100	120	140	160
Descent angle [3.22°]	399	513	570	684	798	912
MAP at RW07						

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
LNNAV	MDA(H) <b>760'</b> (585')	RT	MDA(H)

A		Max Kts	90
B		120	
C	1/4	140	
D		165	

880' (686') - 2  
920' (726') - 2 1/4





WIND RECORD

STATION: 10-10-10

XXYYXX  
GEORGIA

STATION: 10-10-10  
ELEVATION: 1000  
DATE: 10-10-10  
TIME: 10:10



WIND  
10 1000  
10 1000

10 1000  
10 1000  
10 1000

10 1000  
10 1000  
10 1000



10 1000  
10 1000  
10 1000

10 1000  
10 1000



10 1000  
10 1000

LEFT



DATE	TIME	WIND	TEMP	REL. HUM.	SEA	WAVE	SWELL	SEA STATE
10	10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10	10

10 1000  
10 1000  
10 1000

10 1000  
10 1000

10 1000  
10 1000

10 1000  
10 1000  
10 1000