

SQUAWK IDENT

Boundary Bay
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The Big Safety Tip: Seeing Traffic

The biggest responsibility of a VFR pilot is to maintain their own separation from other aircraft. Boundary Bay ATC will provide traffic information within the zone to help you achieve visual separation with other aircraft.

Pilots should respond to all traffic information, including circuit sequencing, with the standard phraseology of “**looking**” or “**traffic in sight.**” *This is an aviation best practice; do not respond with just your call sign.*

If you lose sight of traffic, notify ATC immediately so we can point out traffic again. This is especially important in a congested airspace. Clear and prompt communication helps ensure everyone stays safe and separated.

The takeaway: “*Looking*” or “*traffic in sight*” are two very good standard phrases to respond to ATC traffic information. If you lose sight of traffic, advise ATC immediately.



Exiting the Runway

Upon landing, keep your speed up to the **next available exit as best as safely able** to make space for another aircraft to takeoff or land behind you.

After exiting, leave enough room behind you for at least one more aircraft to vacate. Switch to ground frequency as you exit to obtain your taxi clearance and start taxiing as soon as safely able so that exits are not congested.

The takeaway: We want to keep traffic moving as expeditiously as possible. Please help by quickly exiting the runway at the first available exit and requesting for taxi as soon as possible.



Construction Updates

Boundary Bay Airport is undergoing [exciting redevelopment projects](#) aimed at enhancing its capacity for the future. Current construction efforts are focused on the creation of a new access road for Apron 3, as well as reconfiguration for dual taxiways at Echo. This phase will be complete by November 2023. Future phases will include airport lighting improvements and the lengthening of Runway 07/25 to over 6000’.

Any construction related closures will be published on the ATIS and via NOTAM. Please be reminded that it is your responsibility to obtain the ATIS and NOTAM for all airports you plan to depart from or arrive at.

The takeaway: Use extra caution around the airport during this redevelopment phase. Closures will be broadcast via NOTAM and ATIS. Ensure you have familiarized yourself with airport conditions prior to flying.



Reducing Frequency Congestion

At our busiest, there could be 12 or more airplanes on frequency. With the radio being an essential way for ATC to communicate with pilots, the importance of keeping the frequency free from unnecessary congestion can't be stressed enough. Boundary Bay ATC will try to alleviate frequency congestion by splitting tower functions as traffic volume builds. Pilots can help too! Here are some tips on what you can do:

- **Keep your transmissions short and concise.**

Know what you want to say before pressing the button. Replying with your callsign is an excellent way to acknowledge control instructions, except hold-short readbacks which must always be read back in full.

- **Listen to the frequency prior to keying the microphone.**

ATC actively listens for readbacks or acknowledgements after we make a transmission. Ensure you are not interrupting another pilot's response prior to keying the microphone.

- **Please be patient if you do not hear a reply from ATC right away.**

We might not respond to your call immediately due to a higher priority task. Please wait before calling back, especially if it sounds busy on the frequency.

- **Make full radio calls on initial contact and avoid "cold calls".**

Cold calls, or initial calls with only your callsign to get the attention of ATC, are not feasible at Boundary Bay due to traffic volume. We prefer all pilots (IFR or VFR) make their initial radio calls with their request.

The takeaway: The radio is the most important tool ATC has to communicate with pilots. We encourage all pilots to follow radio best practices to help reduce frequency congestion, especially in congested airspaces.



New SID

The BOUNDARY BAY FIVE DEP will be [decommissioned along with the WC NDB on October 5, 2023](#). The new RNAV SID is named KEPVI ONE DEP and may be found in the *Canada Air Pilot (CAP 2)* effective October 5, 2023.



Find us Online!

Squawk Ident may be found on czbb.com (QR code). The digital version contains additional web links to more resources. Check it out and share it with your fellow pilots!



Seen from the Cab

Check out this shot of the Corsair from this year's Boundary Bay Airshow! The Corsair is known for its distinctive folding-wing design. This plane is one of less than 50 airworthy examples in the world.



Tower tours, newsletter feedback, and questions regarding Boundary Bay procedures may be directed to: PrepAIR_BC@navcanada.ca