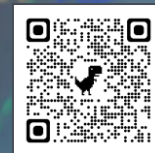


SQUAWK IDENT

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The Big Safety Tip: VFR Arrival and Departure Routes

Many airports use VFR departure and arrival routes to maintain separation between aircraft. When instructed to fly a route by ATC and acknowledged by the pilot, the expectation is that they will be followed as published.

VFR procedures and charts are in the *Canada Flight Supplement (CFS)* under *Vancouver/Boundary Bay*.

VFR Arrivals

Inbound reporting points and arrival routes vary depending on the active landing runway. Ensure you have the current ATIS so you can brief yourself on the appropriate reporting point. Monitor Outer Tower (127.6) once clear of other tower frequencies. We may proactively reach out to you to issue a clearance or instruction.

Pilots who report at the incorrect point may create a nose-to-nose conflict with outbound aircraft.

VFR Departures

Contact Outer Tower through 800', as published on departure routes. Fly the route as published to maintain separation from inbound aircraft. If you require or desire a deviation, advise ATC. Published routes are very clear in what landmarks or highways to follow. Adhere to these procedures as published, unless otherwise instructed.

The takeaway: VFR arrival and departure routes are used to maintain separation between inbound and outbound airplanes. When issued and acknowledged, pilots are required to fly the route as published.



New Tool: Interactive Online Map

Disclaimer: For reference only. Not for navigational purposes.

Boundary Bay ATC is introducing a new, mobile friendly, [interactive online map](#) that depicts our operations and control zone features. Over time, we realized that many pilots, regardless of skill level, may not be familiar with the landmarks and routes used for separation and sequencing. This map was designed to help mitigate that issue and identify important features within and surrounding the control zone.

The map has multiple layers to highlight different landmarks and routes. Users can click on any feature for more information and description. There are also important safety notes within some landmarks, as well as graphical depictions on how to fly a circuit pattern, and VFR departure/arrival routes.

The takeaway: We hope this interactive online map tool will be useful for all pilots to help learn and familiarize themselves with the control zone and operations.





Acknowledging Instructions and ATIS

Acknowledging Instructions

To help reduce frequency congestion and when operating in VFR flight, pilots are not required to read back transmissions in full, unless requested by ATC. There is only one exception to this rule.

Pilots must read back all HOLD SHORT instructions with the runway you are holding short of, and with your aircraft callsign.

Pilot: "HOLD SHORT Runway 13, GABC"

If you choose to read back any other transmission, try your best to read back the important parts only, to help reduce frequency congestion, such as runway assignment, assigned route, restrictions, or squawk code.

Acknowledging an instruction means you will comply. Do not acknowledge an instruction you do not understand or cannot do, and seek clarification from ATC.

Acknowledging ATIS

ATC uses ATIS broadcasts to communicate important operational information such as the current runway configuration or outages at the field. When acknowledging an ATIS, use the appropriate identifier (i.e., "with information foxtrot") and comply with any instructions on the broadcast.

Try to not make listening to the ATIS "*just another checklist item*"; take time to fully understand what the broadcast says. Saying you have the ATIS is telling ATC you have accepted responsibility for understanding the information on the broadcast. Do not accept responsibility for information you do not fully understand!

The takeaway: Only HOLD SHORT instructions are required to be read back in full. Promptly follow instructions you acknowledge. Do not acknowledge instructions or information you do not have, cannot follow or do not understand.



SID Renaming

The KEPVI ONE departure was renamed the SEMIAHMOO ONE in acknowledgement of the Semiahmoo (pronounced *SEM-ee-AH-moh*) Ancestral Lands, where the KEPVI fix is located.

The procedure, restrictions and flight profile remains the same as the outgoing KEPVI ONE departure. The SEMIAHMOO ONE departure was published in the *Canada Air Pilot (CAP 2)* effective December 1, 2023.



Season's Greetings!

Thank you for another fantastic, busy year at Boundary Bay.

From the crew at the tower, we wish you a wonderful holiday season, full of warmth and cheer. May the new year bring you more adventures and safe flights ahead. Happy holidays!

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