

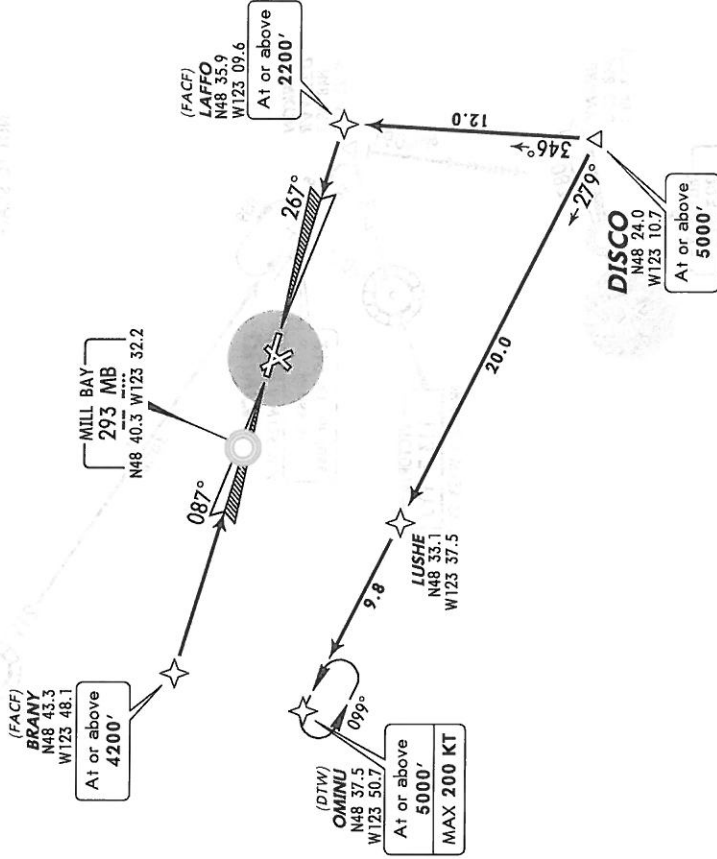
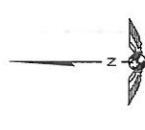
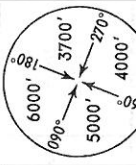
*ATIS
118.8

Apt Elev
64'

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.

DISCO ONE ARRIVAL (DISCO.DISCO 1)

MSA MB NDB



Direct distance from LAFFO to:
Victoria Intl 11 NM
Direct distance from OMINU to:
Victoria Intl 17 NM

ROUTING

If RNAV STAR includes a Downwind Termination Waypoint (DTW), the following procedures apply.

Approach clearance NOT RECEIVED prior to DTW:

Enter published hold as depicted. EXPECT RADAR vectors to final.

Approach clearance RECEIVED prior to DTW:

Fly RNAV STAR via DTW, then via Final Approach Course Fix (FACF), then fly the STRAIGHT-IN approach.

CYYJ/YYJ
VICTORIA INTL

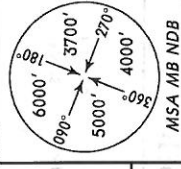
JEPPESEN
29 APR 11 (10-2C) Eff 5 May

VICTORIA, BC
STAR

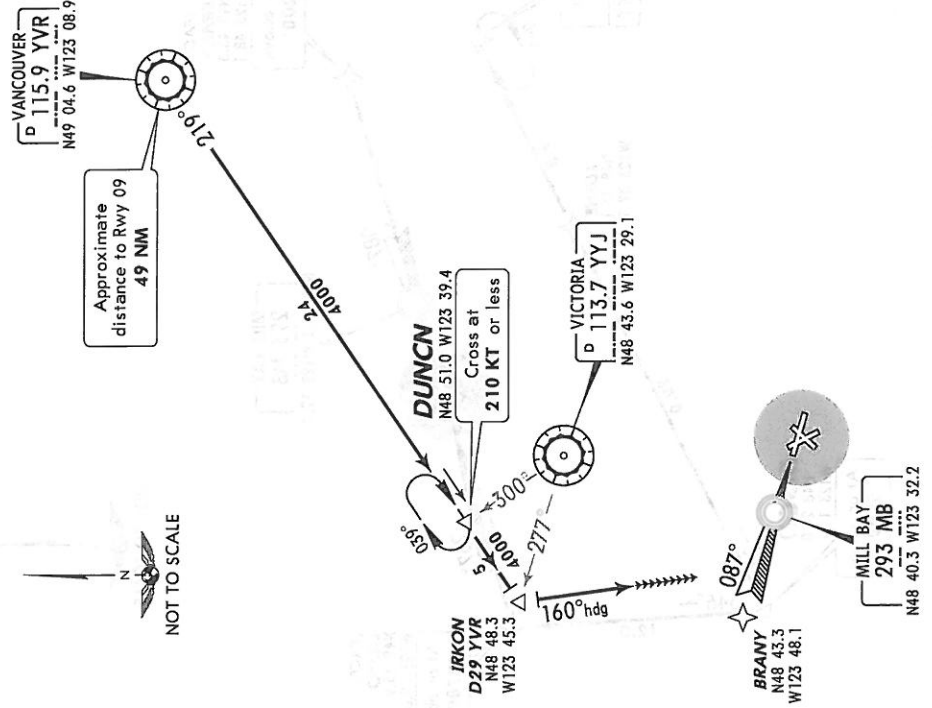
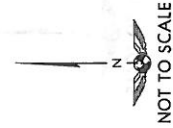
*ATIS
118.8

Apt Elev
64'

Air Set: INCHES
Trans alt: 18000'
1. Safe altitude within 100 NM 12,800'.
2. CAUTION: Mountainous terrain rises abruptly
SOUTHWEST of the localizer. Do not fly
through the localizer.



DUNCN EIGHT ARRIVAL (DUNCN.DUNCN 8)
(RWY 09)



Direct distance from IRKON to:
Victoria Intl **16 NM**

ROUTING

From YVR via YVR R-219 to IRKON (D29 YVR), then LEFT turn heading 160°. EXPECT RADAR vectors to final approach course.

ALTITUDE

MAINTAIN assigned altitude until cleared for approach

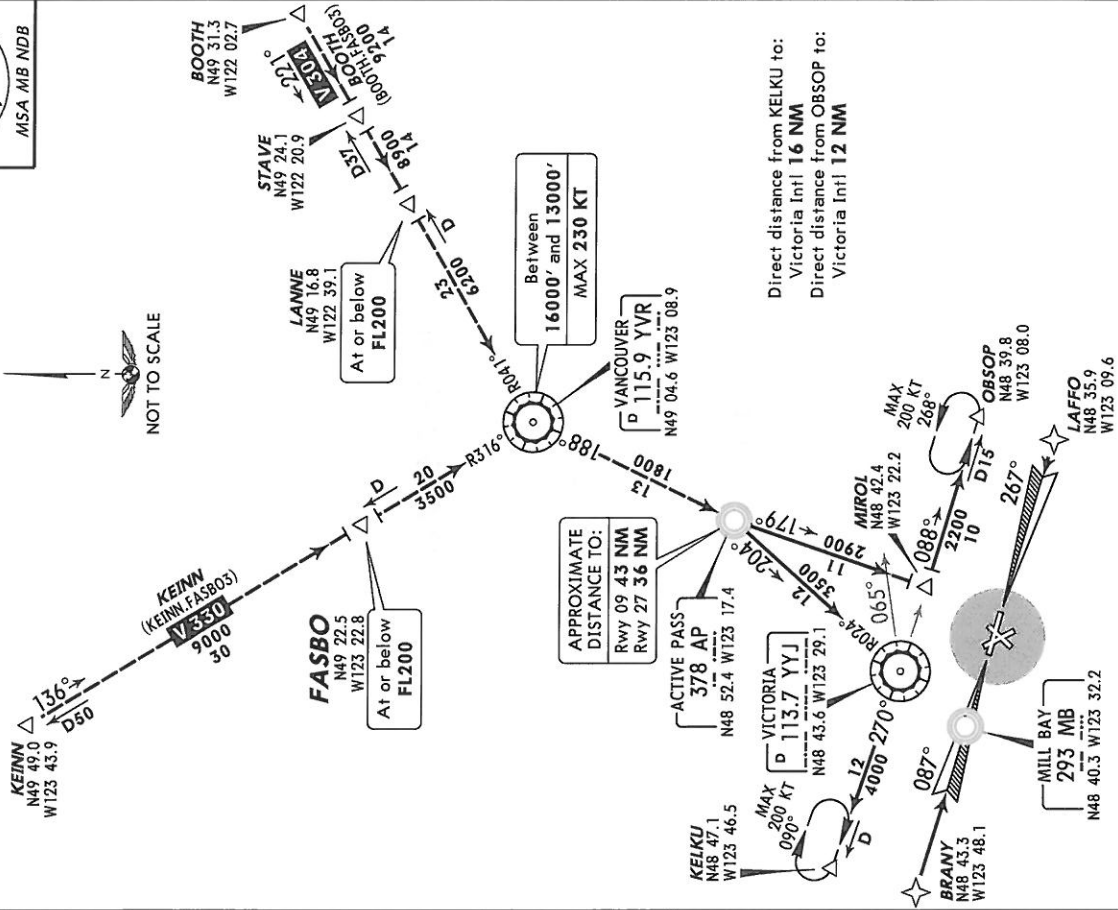
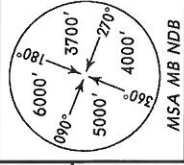
*ATIS
118.8

Apt E lev
64'

Ait Set: INCHES
Trans level: FL180
Safe altitude within 100 NM 12,800'

Trans alt: 18000'
Safe altitude within 100 NM 12,800'

FASBO THREE ARRIVAL (AP.FASBO 3)



Direct distance from KELKU to:
Victoria Int'l 16 NM
Direct distance from OBSOP to:
Victoria Int'l 12 NM

TRANSITIONS

BOOTH	From BOOTH via YVR R-041 to YVR. From YVR via YVR R-188 to AP.
KEINN	From KEINN via YVR R-316 to YVR. From YVR via YVR R-188 to AP.

ROUTING

ROW	ALTIMUTE
09	MAINTAIN assigned altitude until cleared for approach
27	MAINTAIN assigned altitude until cleared for approach

CHANGES: Procedure renumbered, radials.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

ALABAMA
BIRMINGHAM

TELEPHONE

ALABAMA
BIRMINGHAM



SEARCHED INDEXED SERIALIZED FILED
APR 19 1964
FBI - BIRMINGHAM

SEARCHED INDEXED SERIALIZED FILED
APR 19 1964
FBI - BIRMINGHAM



SEARCHED INDEXED SERIALIZED FILED
APR 19 1964
FBI - BIRMINGHAM

SEARCHED INDEXED SERIALIZED FILED
APR 19 1964
FBI - BIRMINGHAM

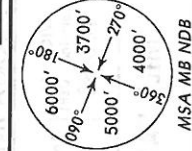
VICTORIA
Terminal (DEP)
133.85

Apt Elev
64'

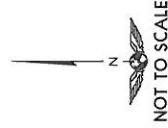
Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 12,800'.
2. CAT C & D: NOT AUTHORIZED
3. Refer to Noise Abatement Procedures for additional requirements.

CLOAKE FOUR DEPARTURE (PILOT NAV)
(CLOAKE4.YVR) [CLOAK4]
(RWY 31)

CAT A, B



YANCOUVER
D 115.9 YVR
N49 04.6 W123 08.9



R177°

V 338

357°

062° hdg

At or above
700'

MILL BAY
293 MB
N48 40.3 W123 32.2

(RWY hdg)
312°

Rwy 31
SPEC VIS
A
B
C/D
NA

Direct distance from Victoria Intl to:
YVR 28 NM

This SID requires a minimum climb gradient of 300' per NM to 700', and visual climb to 700'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

INITIAL CLIMB

Climb visual on runway heading to 700'. Turn RIGHT to heading 062° to intercept and proceed via V-338 to YVR. Contact Victoria Terminal after passing 1000' unless instructed otherwise by ATC. EXPECT clearance to flight planned altitude/flight level 10 minutes after departure.

ALTITUDE

MAINTAIN 3000'
or as assigned

CYYJ/YYJ
VICTORIA INTL

JEPPESEN
29 APR 11 (0-3A) Eff 5 May

VICTORIA, BC
SID

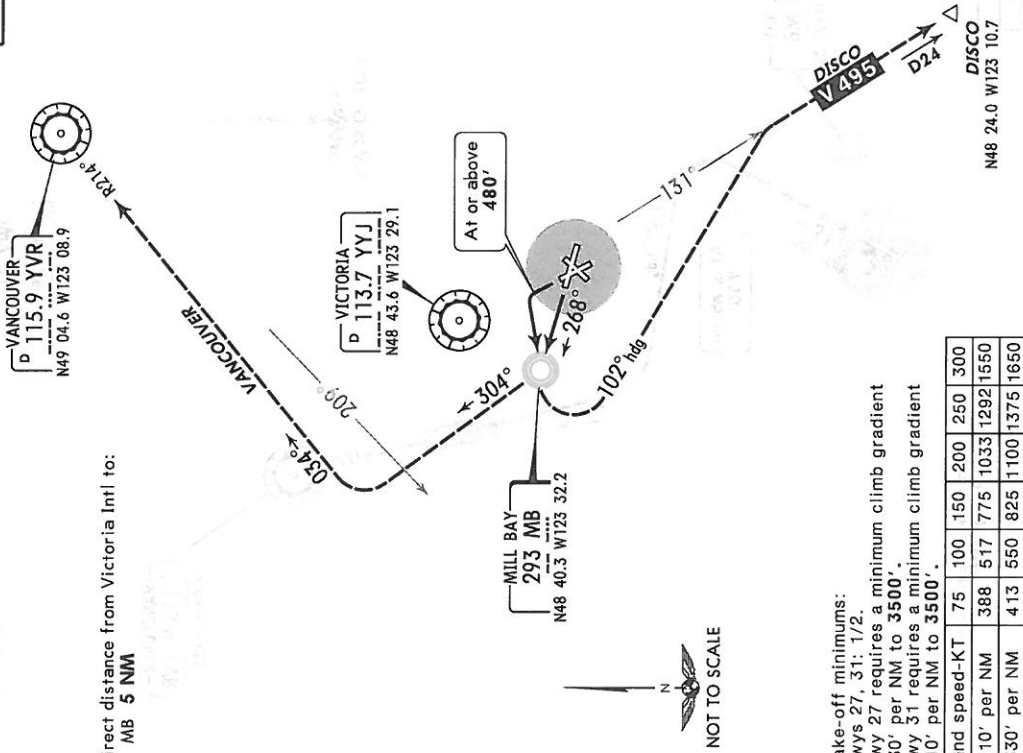
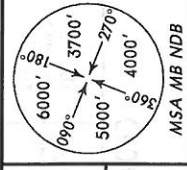
VICTORIA
Terminal (DEP)
133.85

Apt Elev
64'

Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 12,800'
2. Refer to noise abatement procedures for additional requirements.
3. Rwy 31: Restricted to CAT A & B aircraft only.

MILL BAY SIX DEPARTURE (MB6.MB) (PILOT NAV)

Direct distance from Victoria Intl to:
MB 5 NM



Take-off minimums:
Rwys 27, 31: 1/2.
Rwy 27 requires a minimum climb gradient
330' per NM to 3500'.
Rwy 31 requires a minimum climb gradient
310' per NM to 3500'.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550
330' per NM	413	550	825	1100	1375	1650

RWY	INITIAL CLIMB		ALTITUDE	
	27	Climb direct MB.		MAINTAIN 4000' or as assigned
31	Climb runway heading to 480', climbing LEFT turn direct to MB.			

ROUTING

Contact Victoria Terminal after passing 1000' unless instructed otherwise by ATC.
All aircraft EXPECT clearance to flight planned altitude/flight level 10 minutes after departure.

TRANSITIONS

DISCO	Cross MB. Climbing LEFT turn to heading 102° to intercept and proceed via YYJ R-131 to DISCO.
VANCOUVER	Cross MB. Climbing RIGHT turn to track 304° from MB. Cross YVR R-209, turn RIGHT to intercept YVR R-214 and proceed to YVR.

CYYJ/YYJ

VICTORIA INTL

JEPPESEN

19 AUG 11 10-3B

Eff 25 Aug

VICTORIA, BC

SID

VICTORIA
Terminal (DEP)
133.85

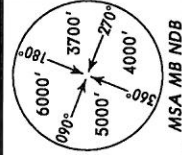
Apt Elev
64'

Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 12,800'.
2. Refer to noise abatement procedures for additional requirements.

VICTORIA THREE DEPARTURE (CYYJ3.) (VECTOR)

(RWYS 03, 09, 13)



RWY	INITIAL CLIMB	ALTITUDE
13	Requires visual climb to 500'.	

ROUTING
Climb runway heading or as assigned.
EXPECT RADAR vectors to filed/
assigned route.

Contact VICTORIA Terminal after passing 1000' unless instructed otherwise by ATC. **MAINTAIN 3000'** or as assigned. EXPECT clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: Runway, airport elevation.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

06 451010

FORM

FORMS (3-67)

CA 11010



UNITED STATES GOVERNMENT
 OFFICE OF THE DIRECTOR
 FEDERAL BUREAU OF INVESTIGATION
 WASHINGTON, D. C. 20535

CLASSIFICATION
 AUTHORITY
 DATE

INVESTIGATION REPORT

REPORT NUMBER

REPORT DATE

INTENTIONALLY

LEFT

BLANK

MARK OF TON



THIS PAGE IS UNCLASSIFIED
 DATE 10/18/2011 BY 60322/UC/STP/STP

CLASSIFICATION
 AUTHORITY
 DATE

NOISE ABATEMENT PROCEDURES

DAYLIGHT: LT plus 7 HOURS = UTC (Z)

STANDARD: LT plus 8 HOURS = UTC (Z)

RESTRICTIONS

Consistent with limiting factors, all aircraft shall use Rwy 09-27 from 0400Z-1500Z (DT 0500Z-1400Z).

Limiting factors:

1. Physical conditions of surface (dry, wet, icy).
2. Max effective crosswind component 15 knots.
3. Max effective tailwind component 5 knots.
4. Visual restrictions due to position of sun.

Local turbo-jet training not permitted from 0600Z-1500Z (DT 0500Z-1400Z).

SA VICTOR J. JACOBSON
 FBI - MEMPHIS

MEMPHIS 44-1987-Sub E

SEARCHED INDEXED SERIALIZED FILED

MAY 26 1968

FBI - MEMPHIS

CARRIED ON TRANSMISSION

TO DIRECTOR'S OFFICE (44-38861)
 FROM MEMPHIS (44-1987) (P)

RE: MURKIN

TO DIRECTOR (44-38861) AND MEMPHIS (44-1987) FROM MEMPHIS (44-1987) (P)

URGENT 5/26/68

TO DIRECTOR (44-38861) AND MEMPHIS (44-1987) (P)

FROM MEMPHIS (44-1987) (P)

RE: MURKIN (44-1987) (P)

TO DIRECTOR (44-38861) AND MEMPHIS (44-1987) (P)

TO DIRECTOR (44-38861) AND MEMPHIS (44-1987) (P)

INTENTIONALLY

LEFT

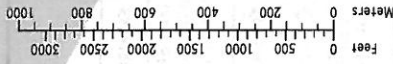
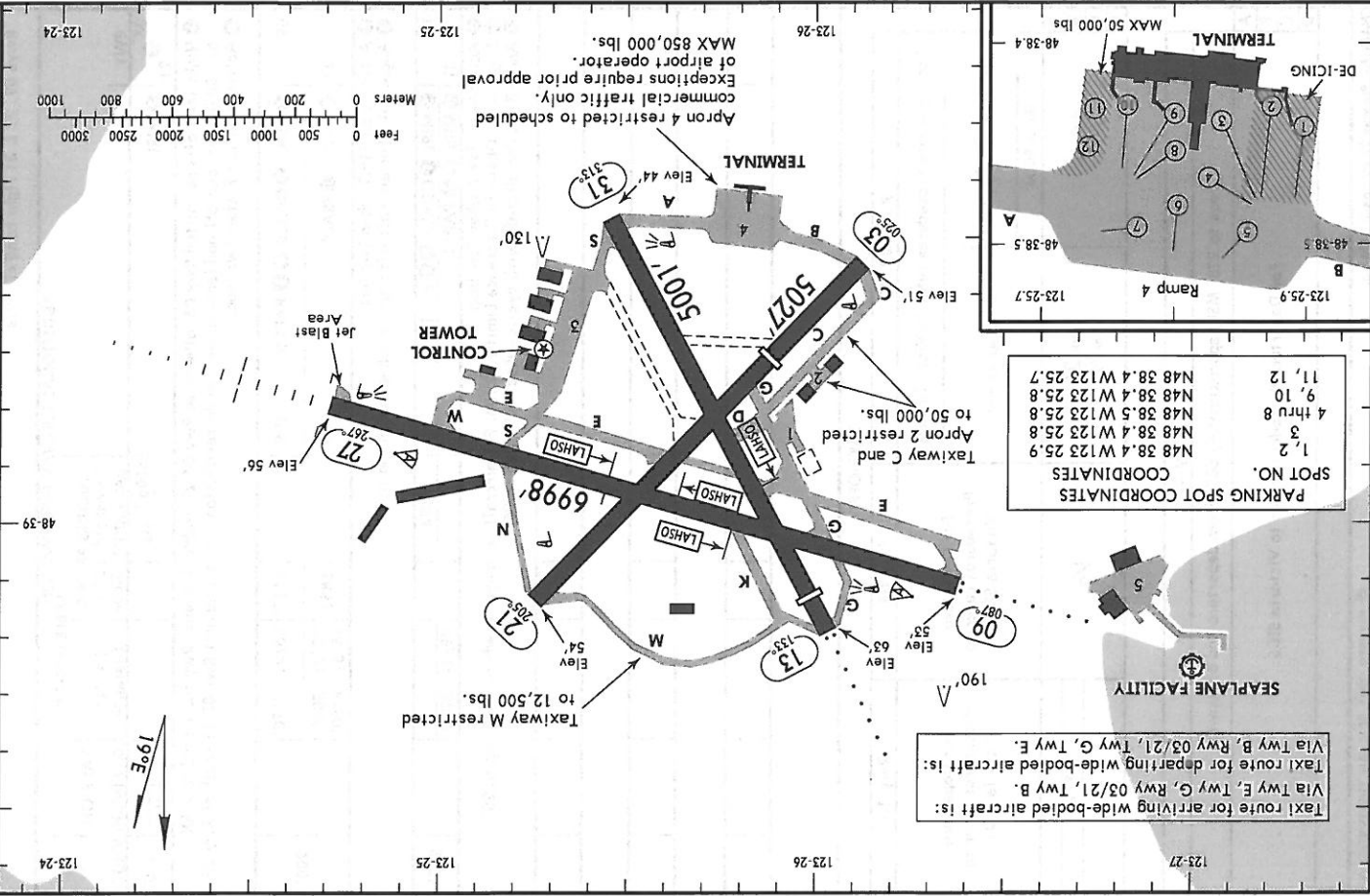
BLANK

Apt Elev 64'

9 DEC 11 (10-9)

EFF 15 Dec

*ATIS 118.8 (LWIS when tower inop.) VOT 115.7	*VICTORIA Clearance 126.4	*VICTORIA Ground 121.9	*Tower (outer) 119.1 (inner) 119.7 when Twr inop.	KAMLOOPS Radio MF 119.7 (Within 7 NM) when Twr inop.	VICTORIA Terminal (DEP) 133.85 when Twr inop.
---	------------------------------	---------------------------	--	---	---

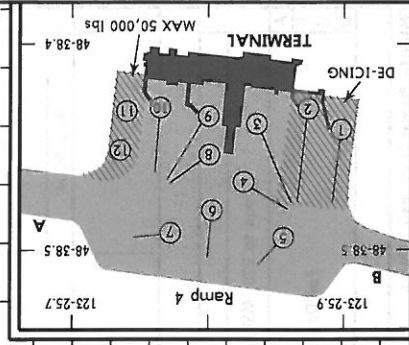


Apron 4 restricted to scheduled commercial traffic only. Exceptions require prior approval. MAX 850,000 lbs.

Taxi route for arriving wide-bodied aircraft is: Via TWY E, TWY G, Rwy 03/21, TWY B.
Taxi route for departing wide-bodied aircraft is: Via TWY B, Rwy 03/21, TWY G, TWY E.

PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
1, 2	N48 38.4 W123 25.9
3	N48 38.4 W123 25.8
4 thru 8	N48 38.5 W123 25.8
9, 10	N48 38.4 W123 25.8
11, 12	N48 38.4 W123 25.7



CHANGES: Runway 27 approach lighting.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

GENERAL

CAUTION: Highway crosses approach to Rwy 13. Approximately 750' from threshold mobile obstructions to 30' above threshold elevation.

Rwys 09, 21 & 31 right hand circuits.

ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND Threshold		GLIDE Slope		LAHSO Distance	TAKE-OFF DAY NIGHT		WIDTH
	DAY	NIGHT	DAY	NIGHT		DAY	NIGHT	
03	1	2	3606'	NA				200'
								NA

1 Night take-offs permitted Rwy 03, otherwise Rwy 03-21 usable day only. Rwy restricted to MAX 65,000 lbs for take-off and landing. No weight restriction for taxiing acft Rwy 03-21 south of Rwy 13.
 2 Activate on 119.7 when Twr inop.

09	3	HIRL	5	ODALS	6	PAPI-R	RVR	6127'	03/21	3170'	200'
	27	3	HIRL	5	SSALR	RVR	RVR	5852'	03/21	3045'	

3 Activate on 119.7 when Twr inop.
 4 Angle 3.0°. For aircraft with eye-to-wheel height up to 25'.

13	5	MIRL	5	ODALS	5	PAPI-L	4574'	09/27	3380'	200'
	31	5	MIRL	5	PAPI-L					

5 Activate on 119.7 when Twr inop.
 6 Angle 3.0°. Obstacle Clearance Limit to 2 NM. For aircraft with eye-to-wheel height up to 25'.
 7 Angle 3.0°. For aircraft with eye-to-wheel height up to 25'.

TAKE-OFF

Rwys 09, 27		Rwy 03	Rwy 13
For Departure Procedures refer to Victoria SIDs.		For Departure Procedures refer to Victoria SIDs.	For Departure Procedures refer to Victoria SIDs.
Authorized Air Carriers	All Other Aircraft		
HIRL or RCLM			
A	RVR 12 or 1/4	1/2	1
B	RVR 26 or 1/2		1/2
C			2
D			

Rwy 31

Trees to 228' MSL, approximately 600' from departure end of runway.

A	For Departure Procedures refer to Victoria SIDs.		
B			
C			
D			

29 APR 11

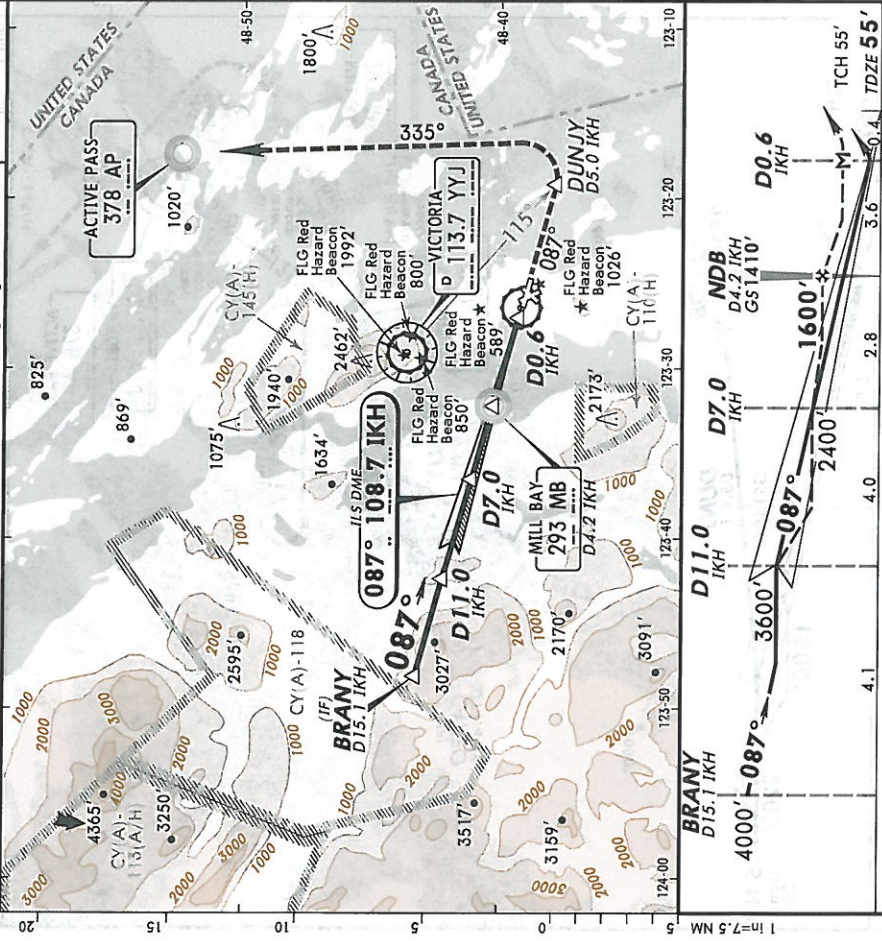
(11-1)

EFF 5 MAY

*ATIS 118.8 (LWS when Twr inop.)	VICTORIA Terminal (ARR) 125.95	*VICTORIA Tower (Outer) 119.1	*KAMLOOPS Radio MF 119.7 (within 7 NM) when Twr inop.	*Ground 121.9
LOC 108.7	Final Aech Crs 087°	GS NDB 1410' (1355')	ILS DA(H) 255' (200')	Apt Elev 64'
IKH 3000'				TDZE 55'

MISSD APCH: Climb on track 087° to DUNJY. Then climbing LEFT turn to 3000' to AP NDB on track of 335°.

Alt Set: INCHES
Trans level: FL 180
1. RADAR or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800'. 3. Common ILS/DME Frequencies Rwy09 and 27. Verify ident for this approach. 4. Mountainous terrain NW and SW quadrants. 5. Procedure turn not authorized. 6. Pilot controlled lighting 119.7.



Grnd speed-Kts	70	90	100	120	140	160
GS	3:00"	3:77"	4:48"	5:58"	6:46"	7:53"
MAP at D0.6 IKH or NDB to MAP	3:6 3:05 2:24 2:10 1:48 1:33 1:21					

STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
ILS or ILS DME DA(H) 255' (200')	ALS out	REIL: PAPI	
		ALS	
FULL RVR 40 or 74	ALS out	MORA(H)	
		LOC (GS out) or LOC (GS out) DME	
		MORA(H) 380' (325')	
		MORA(H)	
A		90	580' (516') - 1/2
B		120	600' (536') - 1/4
C		140	660' (596') - 2
D		165	920' (856') - 2 1/2



NO CIRCLING

**CYJY/YYJ
VICTORIA INTL**

JEPPESEN

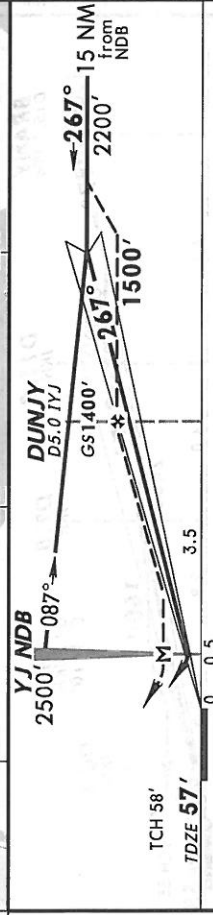
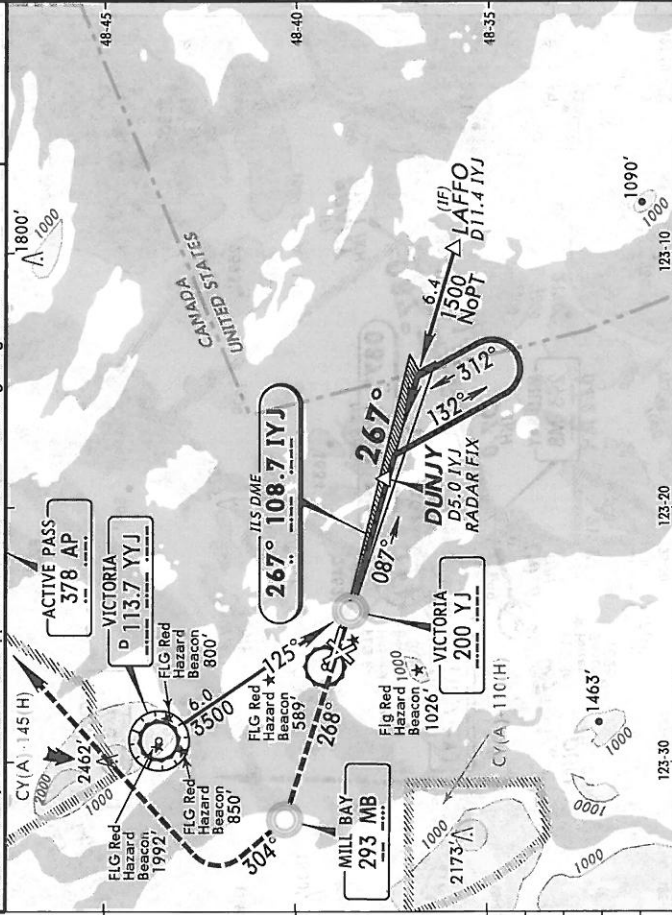
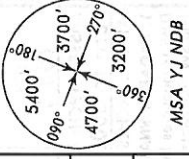
29 APR 11
EFF 5 May

**VICTORIA, BC
RADAR Rwy 27**

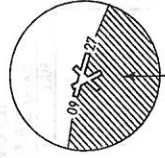
*ATIS 118.8 (LWIS when Twr. inop.)	VICTORIA Terminal (ARR) 125.95	*VICTORIA Tower (Outer) 119.1	*VICTORIA Radio (Inner) 119.7	KMLOOPS Radio MF 119.7 (within 7 NM when Twr. inop.)	*Ground 121.9
LOC YYJ 108.7	Final Apch Crs 267°	GS DUNJY 1400' (1343')	ILS DA(H) 257' (200')	Apt Elev 64' TDZE 57'	

MISSED APCH: Climb on track 268° to MB NDB. Track outbound on 304° to 2500' then RIGHT turn direct AP NDB at 3500'.

Alt Set: INCHES
Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 12,800'. 2. Common ILS/DME frequencies Rwy 09 and 27. Verify identis for this approach. 3. Pilot controlled lighting 119.7.



Grnd speed-Kts 70 90 100 120 140 160	HIALS		MB 293
GS 3.00° 377 484 538 646 753 861	↑		on 268°
MAP at YJ NDB or DUNJY to MAP 3.5	DUNJY to MAP 3.5		
DUNJY to MAP 3.5	DUNJY to MAP 3.5		
3:00 2:20 2:06 1:45 1:30 1:19	DUNJY to MAP 3.5		
STRAIGHT-IN LANDING Rwy 27			
ILS DME or LOC (GS out) DME of LOC (GS out) RADAR			
DA(H) FULL	MDA(H) out	HIALS out	
257' (200')	400' (343')		
CIRCLE-TO-LAND			
Max Hs. MDA(H)			
A	90	580 (516') - 1/2	
B	120	600 (536') - 1/4	
C	140	660 (596') - 2	
D	165	920 (856') - 1/2	
RVR 26 or 1/2 RVR 40 or 3/4 RVR 50 or 1		NO CIRCLING	



*ATIS 118.8 (LWIS when tower inop.)	VICTORIA Terminal (ARR) 125.95	*VICTORIA tower (outer) 119.1	*KAMLOOPS radio (inner) MF 119.7 (within 7 NM) when Twr inop.	*Ground 121.9
NDB YJ 200	Final Apch Crs 267°	Minimum Alt DUNJY 780' (725')	NDB DME MDA(H) 560' (503')	Apt Elev 63'
			NDB MDA(H) 780' (723')	TDZE 57'

MISSED APCH: RIGHT climbing turn to 3000' to AP NDB on track of 007°.

Alt Set: INCHES

Trans level: FL 180

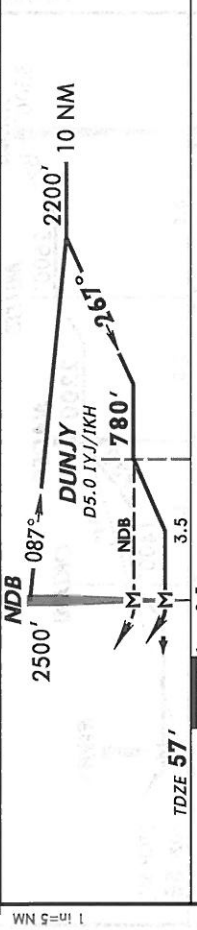
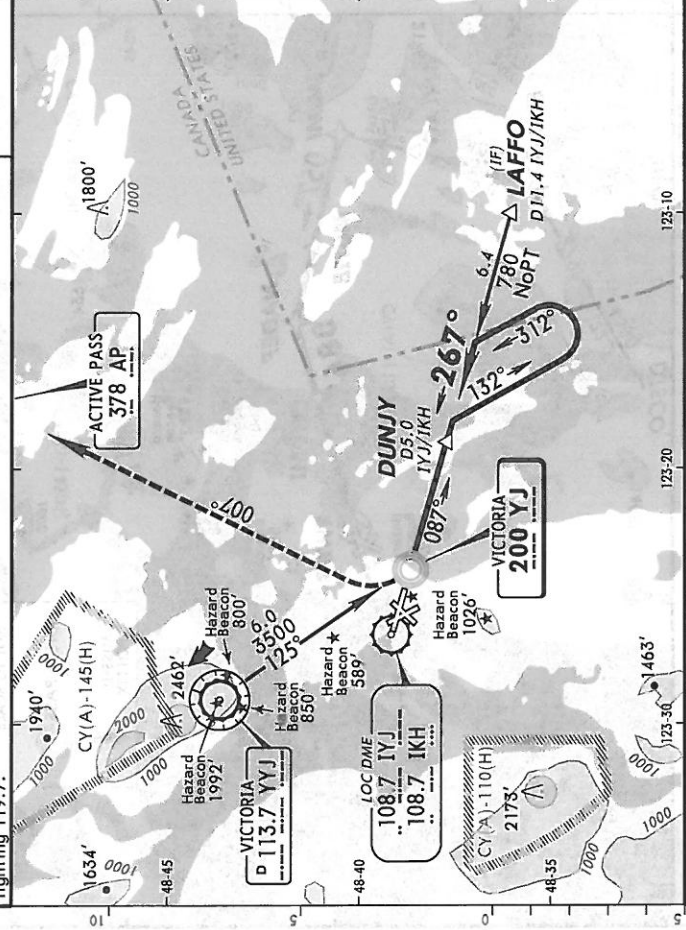
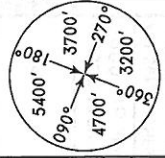
Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 12800'. 2. Common ILS/LOC IDENT: CYJ

frequencies Rwy 09 and 27. Verify ident for this approach. 3. Pilot controlled

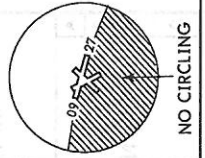
lighting 119.7.

MSA YJ NDB



MAP 81 NDB	HIALS	3000'	AP 378
		on track	
		RT	

STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
NDB DME	NDB	NDB DME	NDB
MDA(H)/(503')	MDA(H) 780' (723')	MDA(H)	MDA(H)
A		90	580' (517') - 1 1/2
B		120	600' (537') - 1 3/4
C	1 3/4	140	660' (597') - 2
D		165	920' (857') - 2 1/2



NO CIRCLING

CYYJ/YYJ
VICTORIA INTL

JEPPESEN
3 FEB 12 (12-1) EFF 9 Feb

VICTORIA, BC
RNAV (GNSS) Rwy 09

*ATIS 118.8 (LWS when tower inop.)	VICTORIA Terminal (ARR) 125.95	*VICTORIA Tower (outer) 119.1	*VICTORIA Tower (inner) 119.7	KAMLOOPS radio MF 119.7 (within 7 NM) when Twr. inop.	%Ground 121.9
--	-----------------------------------	-------------------------------------	-------------------------------------	---	------------------

RNAV	Final Apch Crs 086°	Minimum Alt NADEP 2200' (2145')	LNAV MDA(H) 460' (405')	Apt Elev 63' TDZE 55'	5500'
------	----------------------------------	--	-------------------------------	--------------------------	-------

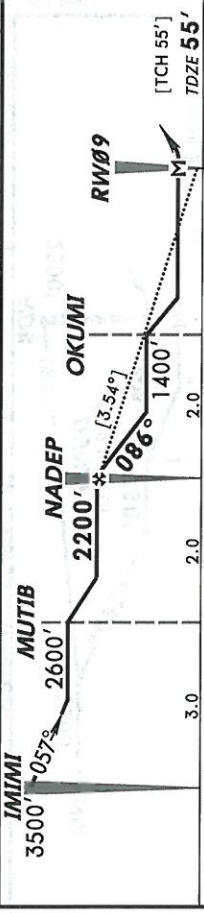
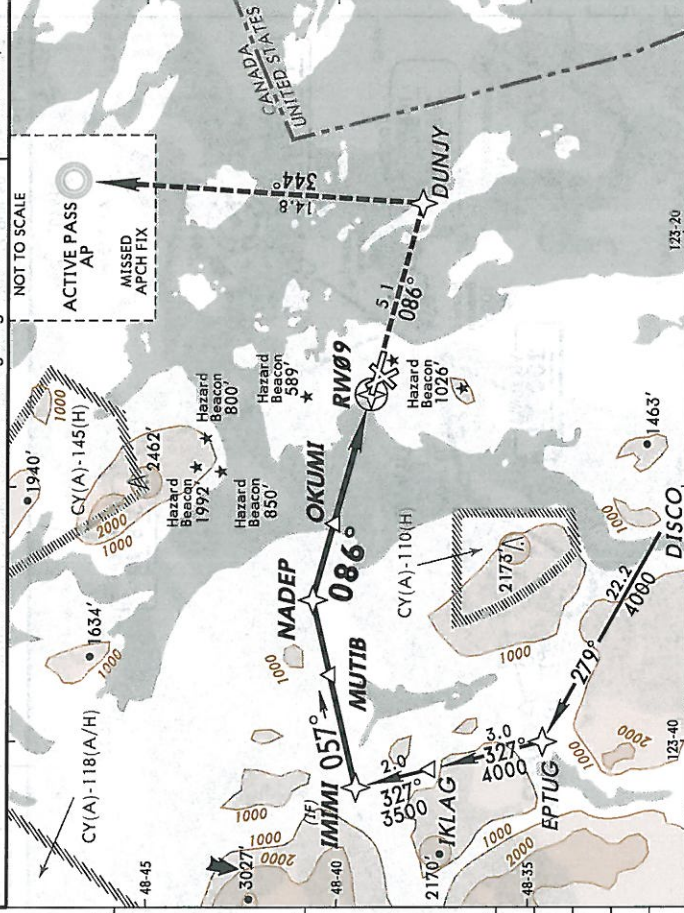
MISSED APCH: Climb on track of 086° to DUNJY, then climb to 3000' to AP NDB on track 344°.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

I. SAFE ALTITUDE WITHIN 100 NM 12800'. 2. Pilot controlled lighting 119.7.



Grnd speed-Kts	70	90	100	120	140	160
Descent angle [3.54°]	439	564	626	752	877	1002

MAP at RW09

ODALS	
REIL: PAPI	↑

086° on track

DUNJY

STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV	
MDA(H)/460' (405')		MDA(H)	
A		90	580' (517') - 1½
B		120	600' (537') - 1¾
C	NA	140	660' (597') - 2
D		165	920' (857') - 2½

Max Kts

ODALS out

RVR 50 or 1

NO CIRCLING