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CYNJ - Elevation 34'

N49 06 03 W122 37 51

UTC - 8 (7)

Tower	119.0
Ground	121.9
ATIS	124.5

Fuel Service

Jet A - Can West

Aviation (truck) 604.532.0322

100 LL at self-serve pumps

Runways	Displaced Threshold
Rwy 07/2743'	654'
Rwy 25/2743'	343'
Rwy 01/2100'	104'
Rwy 19/2100'	96'

Visitor Tie-Down Parking

Across Apron 2 from

Canadian Museum of Flight

Flight Planning (and route weather)

1.866.541.4101

Weather

General 604.664.9032

ATIS 1.877.517.2847

Langley Airport Control Tower

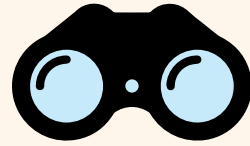
Winter hours: 08:30 - 18:30

Summer hours: 08:30 - 20:30



View from the Manager's Office

by Guy Miller



What a remarkable summer we are having here at the Langley Regional Airport. Apart from a few weeks of reduced visibility due to the smoke associated with the wild fires, the summer weather has been favourable for flying in and around British Columbia. We can expect the October weather to be promising, which bodes well for flying, going into the autumn months. Flying training continues at a pace we have not seen in a number of years. Our aircraft movements for June and July were among the highest documented over the past twenty years at the airport.

Along with aircraft movements, airport building construction and infrastructure development has advanced at a record pace. Numerous ongoing airport projects are now in their final stage of construction with various completion dates scheduled over the next few months. The airport is growing significantly and is well worthy of its national reputation for helicopter maintenance, repair, and overhaul servicing. Overall, the airport is looking very good, leased property appearance is steadily improving. With more work to do on this front, you can all contribute to help build our reputation as one of the most respected community airports in the province by ensuring your property remains clean and presentable, with buildings freshly painted/sided, and in good repair.

There is much that could be said regarding airport growth and development. The airport has advanced significantly through the strengthening of its business advantage and as a result has attracted numerous aviation related businesses. Airport management purposefully strives to be a progressive, modern, well-maintained, safe, and effective airport. It expects the airport to provide value added benefits to the community. Airport marketing and promotion strategy is paying off. Your airport contributes significantly to the local economy in the way of high tech jobs, services, taxes, and numerous spin-off financial benefits to the area at large. Langley Regional Airport is well positioned to take full advantage of the forecasted major growth of aerospace product and service demand, both regionally and globally, in the immediate years ahead.

Here is a current list of projects recently completed, along with a number of projects due for completion over the coming months.

In Progress

- Langley Regional Airport Terminal Building with new NAV Canada Tower - construction commenced; 2018 completion



- Sold out west side hangars - near completion with occupancy anticipated for autumn 2017



- Skyway Street infrastructure upgrade project to include 3-Phase power - fully complete by end September. Paving is now complete, line marking to follow.



- The DC-3 and Fire Cat aircraft have been moved to the west side entrance gate to stand guard. Museum personnel are currently in the process of repainting the aircraft.



- AVANTI Aerospace Ltd. commenced construction of their new 20,000 square foot hangar facility on the north side of the airport - completion scheduled for summer 2018



- Helipads A and B, along with all Runway Thresholds and centre lines - repaint by spring 2018

- Crack sealing of all airport main surfaces - complete by year-end

Completed

- New Helicopter "PAD C" - now complete and fully operational



- New Helicopter parking "pads 4 & 5" - now complete and fully operational



- New Terminal Building offset tie-down parking area for aircraft - now complete and fully operational



- Newly paved run-up bay for Runway 01 - now operational



- New Jet A/AVGAS 100 LL fuel compound - now complete and fully operational



- New airside mandatory signage - installed at numerous locations throughout the airport



- Langley Regional Airport's largest tenant, Vector Aerospace building - near completion with occupancy anticipated for autumn 2017



- Apron 3 repaving - now complete
- Portions of the west side ramp area - repaved and upgraded, more to come next year

This is indeed an impressive list... we can all be proud of the reputation we have garnered here at the Langley Regional Airport.

Aircraft Incidents

There have been a few aircraft mishaps at the airport over the past months. There are valuable lessons to be learned for all pilots from these incidents' that occur from time to time. Here are a few operational concerns that have come up at the airport that we would like to pass along and ensure are remedied.

- Aircraft not following the prescribed departure procedures for noise abatement
- Runway Incursions by aircraft/ground vehicles taxiing past the Runway Hold Lines without clearance
- Aircraft flying too low over roadways on final approach for Runways 01 and 25
- Aircraft entering the NAV Canada Control zone without clearance

Reducing Noise Levels

Do your part in keeping noise levels down over populated areas in the vicinity of the airport. The departure/arrival airspace is federally zoned airspace for the safe and effective operation of aircraft/helicopter operations to and from the Langley Regional Airport. There are numerous published documents indicating noise sensitive arrival/departure procedures, along with ample signage indicating noise sensitive procedures, erected at the many critical points within the airport airside operations area.

Ensure you are following the correct departure procedures as published in the Canada Flight Supplement. Despite the occasional noise complaint, the airport has great support in our community. There are many ways we foster support and following noise abatement departure procedures is one of them.

Airport Management do understand the need to reduce the associated noise discomfort to all extent practicable. With this in mind, Airport Management meets regularly with a number of the flight schools and aviation related businesses in order to reiterate local flying procedures. Departure corridor altitudes and routes are reviewed and discussed to ensure correct procedural understanding. In turn, this helps to alleviate the noise signature in the surrounding community. Evidence indicates these measures are having a positive effect.



NOISE ABATEMENT RWY 19

With the peak flying season well underway, we would like to remind everyone to remain vigilant with regards to noise sensitive areas. Airport management has no problem defending our operation when noise abatement procedures are followed correctly, however when they are not we must determine the facts case by case and seek to prevent reoccurrences. As a reminder, takeoff on Runway 19 with a heading to track 160 degrees outbound in the climb after crossing Fraser Highway may result in quite a different track over the ground due to wind and may cause the aircraft to fly over housing on either side of the green space over which the 160 degree heading is intended to keep the aircraft. Local pilots, particularly local flying schools, can help by visually tracking up the green space until past the built up area before proceeding on course or into the circuit. Tracking up the right side (West side) of the large greenhouse in the green space will accomplish this and should ensure the noise signature is minimized. The following image is a suggested route which would ensure avoidance of noise sensitive areas. The obvious point is to remain clear of the built up area until the aircraft is at 1000 feet AGL(1200msl). If you have any questions on this please call the airport office at 604-534-7335.



NOISE ABATEMENT RWY 19

NOISE ABATEMENT RWY 25

Runway 25 departure requires a right turn when safe heading 310 degrees to 700ASL or at the Willowbrook Connector before proceeding on course. As a reminder, the initial turn on takeoff from Runway 25 can occur when the aircraft is deemed safely airborne. We would encourage local pilots to commence this turn prior to the housing development off the end of the runway in order to reduce the noise signature of the aircraft flying over the complex. Such a turn with the published climb heading will result in urban buildup off to the left and rural greenspace to the right on departure. Remain clear of the built up area until the aircraft is at 1000 feet AGL(1200msl).



NOISE ABATEMENT RWY 25

Runway Incursions

On the issue of runway incursions, it is quite challenging for pilots and controllers to see and track the many different airplanes, vehicles, and people moving about the airport surface on your average day at Langley Regional Airport. Add to that, increased aircraft movements, compressed schedules, and congested ATC frequencies and the challenge can become much more significant.

The airport's tight physical layout, particularly the closeness of the west and east sides of the airport, as well as the concentration of commercial businesses, results in runway/taxiway incursions being one of the more notable hazards within the SMS mandate.

Runway Incursion defined: Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft.

Some of the more prominent incursion hazard areas at Langley Regional Airport are Taxiway Echo, Taxiway Alpha, Taxiway D, as well as the hold lines on Taxiways E and B. The controlled maneuvering area diagram included in this newsletter illustrates the areas of the airport that are controlled by the Langley Airport Air Traffic Control (ATC) Tower. Taxiing aircraft must always get approval before entering any of these areas. No vehicles or pedestrians should ever access these areas of the airport unless cleared by the ATC Tower. Vehicle operators must use caution when driving on the uncontrolled areas of the airport. Watch for taxiing aircraft while on the aprons and while driving around the west side hangars. Remember... aircraft have the right-of-way!

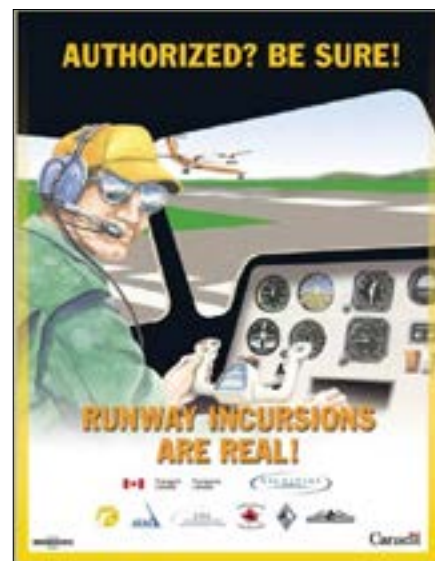


Safety Tips

Here are some rather timely ground safety tips for aircraft or ground vehicles, which if adhered to, will help to prevent those unwanted runway incursions:

- Keep a vigilant look out at all times when maneuvering on the airport.
- Always communicate clearly and use the proper phraseology.
- Read back clearances with restrictions.
- If you do not understand, request clarification.
- Keep an uncluttered cockpit/ground vehicle.
- Avoid idle chit-chat and listen to the other traffic on your frequency.
- If your aircraft/ground vehicle is moving, stay focused ... don't get distracted.
- Proceed with caution when approaching any ramp, taxiway, runway, or helipad.

On a final note, there are still a number of great flying events scheduled throughout the province over the coming months. As time permits I trust you will have an opportunity to attend a number of these great community events. We truly have some of the most envious flying scenery on the continent. With the weather looking like its going to cooperate, I encourage you to get airborne and enjoy lots of flying this fall. Above all, please keep it safe up there.



View from the Tower

Hello to all! It has been a very busy summer; seeing over 22,000 movements over June and July. Some points to ponder as we move into late summer and fall....

- Fewer hours of daylight means there will be lots of activity just before dark. Please review and use mandatory frequency procedures on 119.0, outside of Towers hours. A lot of construction is happening, check your NOTAMs and listen to ATIS so you have the latest information. Remember, some work, like mowing, may happen at **night**.
- If you are in a vehicle or on foot when the Tower is not open and need to proceed onto a taxiway or runway use a handheld radio and transmit your AVOP number as your call sign. E.g. **"Langley traffic, AVOP 1174 is crossing Runway 01 on Taxiway E.".... "Langley Traffic AVOP 1174 is clear of Runway 01"**. If you do not have an AVOP number you are prohibited from driving or walking on the active surfaces. Even if you do have an AVOP, plan to avoid going on an active surface unless there is no alternative.

Reminder: all AVOP users must have prior permission from the APM's office before proceeding on a controlled surface with or without Tower open.

- Get a transponder code when filing a flight plan inbound from the interior. It makes it much easier to identify your aircraft, and you will spend less time on frequency for the initial call to Tower. If you are just going up the valley for a couple of hours, keep your code.
- If you have special requests for Tower, make them early, you will have a better chance of getting what you want. If you are not sure of a clearance, or what ATC would like you to do, please ask.
- Check NOTAMs, file flight plans or flight notes... let people know where you are going. We want you all to come back safe.



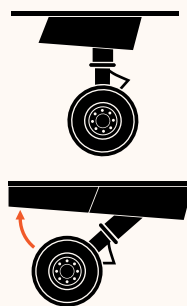


Gear Up Landing

Gear Up Approach - Why does it happen?

Some of the reasons are:

- 1. Distraction:** Pilots flying retractable landing gear aircraft may get distracted and forget to select the landing gear down. By concentrating too much on communicating with ATC or passengers, they forget to fly the aircraft and skip checklist items.
- 2. Unstabilized/Rushed Approach:** Pilots multi-task, fall behind the aircraft, and often end up in an unstabilized or rushed approach. They focus on correcting the flight path while dealing with radio communications and traffic, and they forget the retractable gear.
- 3. Limited flight training in retractable gear operation:** Some pilots may not have been taught useful retractable gear operational techniques, such as prioritization of landing gear checklist items or positional imprinting, where pilots select visual or positional markers to remind them to confirm that the gear is down.



How to prevent it?

Three things to remember when operating a retractable gear aircraft:

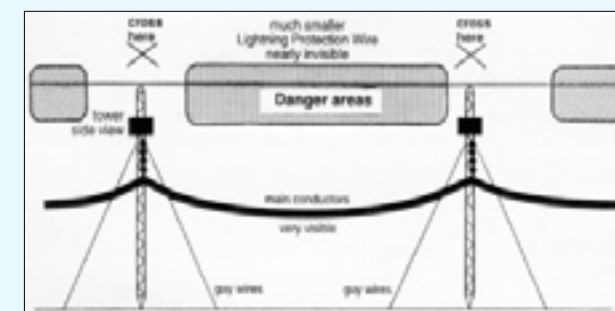
- 1. Always use the checklist:** This is self-explanatory. However, aircraft operational tasks and associated checklist items don't all have the same value. Items related to retractable gear operations are high priority.
- 2. Always fly a stabilized approach:** Pilots who consistently fly stabilized approaches are much less likely to forget critical steps, such as lowering the landing gear. The key to achieve consistency is through practice, repetition, and by flying the same stable approach all the time.
- 3. Always confirm GEAR DOWN AND LOCKED 3 TIMES:** Confirm a minimum of three times that your retractable landing gear is down and locked. These three times may differ depending on aircraft, checklist, position, and situation. This is where you can "imprint" in your mind at least three moments to check the gear. The constant remains to always **CHECK GEAR DOWN AND LOCKED 3 TIMES**.

When to go around?

Common guidance is that if you cannot have the aircraft stabilized, properly configured, and ready for landing a half-mile back, then you should seriously consider overshooting.



Flying Near Power Lines



Use Caution - When Flying Near Power Lines

Main power lines are easy to see, but when flying in their vicinity you must take the time to look for what is really there and then use safe procedures. Remember, the human eye is limited, so if the background landscape does not provide sufficient contrast then you will not see a wire or cable. Although hydro structures are big and generally quite visible, a hidden danger exists in the wires around them.

The figure shown above emphasizes this point. The main conductor cluster is made up of several heavy wires. These heavy, sagging conductors are about two inches in diameter, and very visible, so they tend to distract one from seeing the guard or lightning protection wires, which are of much smaller diameter.

Guard wires do not sag the way the main conductors do and are difficult to pick out even in good visibility.

The only way to be safe is to avoid the span portion of the line and **always cross at a tower**, maintaining a safe altitude, with as much clearance as possible.

- When following power lines, remain on the right-hand side relative to your direction of flight and watch for cross lines and guy cables.
- Expect radio and electrical interference in the vicinity of power lines.
- For operational low flying, do an overflight and map check first.
- Leave yourself an "out" - cross at 45 degrees to the line.
- Reduce speed in low visibility (VFR - two-mile visibility; clear of cloud; 165 Kt. Max.)



Transponder – Turn It On – For Safety

Transponders are found in most aircraft today, yet many people do not turn them on unless required to do so by ATC. It is interesting that a piece of equipment that is often left turned off could save your life and the lives of many others.


There are two good reasons to turn your transponder on while in the air.

- The first reason is that ATC is able to “see” your aircraft and all others that have their transponders “on” and will be able to pass conflicting traffic information to all concerned. In addition, if your transponder is able to reply on Mode C, which is automatic altitude reporting, controllers can more quickly determine where potential conflicts could occur.
- The second reason is that aircraft (usually commercial and corporate aircraft) with a traffic alert and collision avoidance system (TCAS) installed and working will be able to detect all other aircraft that have their transponders on. TCAS-equipped aircraft will detect your aircraft and, if your transponder has an altitude reporting capability, will take the necessary action to avoid a collision with you.

You have to admit that avoiding mid-air collisions is in the best interests of everyone concerned. So the next time you go flying, plan to use your transponder. You will be safer because ATC and aircraft with TCAS will detect all transponder codes, so adjust your transponder to reply as instructed by ATC or in the absence of ATC instructions, as follows:

- VFR at or below 12,500 ft. ASL: Mode A, Code 1200, plus Mode C
- VFR above 12,500 ft. ASL: Mode A, Code 1400, plus Mode C
- IFR in low level airspace: Mode A, Code 1000, plus Mode C
- IFR in high level airspace: Mode A, Code 2000, plus Mode C.
- And just prior to takeoff, don’t forget to **TURN IT ON FOR SAFETY.**





**NOTICE TO PILOTS
RUNWAY FINAL APPROACH**


RUNWAY 01, RUNWAY 19, AND RUNWAY 25 APPROACHES FLOWN BELOW PROFILE RESULTING IN A LANDING SHORT OF THE THRESHOLD MARKINGS ARE NOT RECOMMENDED.

- Runways 01/19 and 07/25 have displaced thresholds. This provides for the required obstacle clearance on final approach in order to ensure a safe and effective approach and touchdown. Flying below profile and touching down early prior to the threshold is an unsafe practice.
- Fraser Highway and 216th Street have a very high volume of vehicular ground traffic which includes large oversized trucks.
- On short final for Runways 01/19 and 25... maintain safe overhead clearance over the roadways. Fly an adequate approach profile with a touchdown aiming point to the threshold marking for the runway in use... not before it.

“DO NOT FLY BELOW APPROACH PROFILE OVER THE ROADWAYS ON SHORT FINAL.”

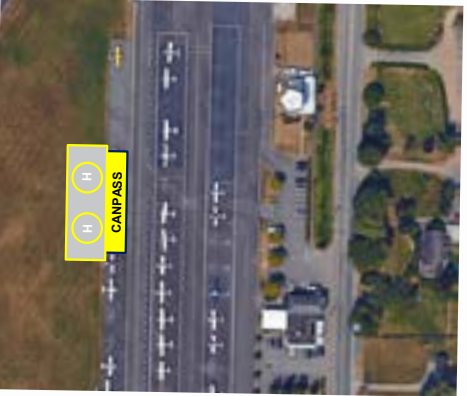
“DO NOT LAND SHORT AND TOUCHDOWN PRIOR TO THE THRESHOLD MARKINGS.”

Township of Langley / Langley Regional Airport



NEW CANPASS PARKING AREA

Effective **IMMEDIATELY** the designated **CANPASS** parking area for the Langley Regional Airport will be as depicted in the diagram below:



Township of Langley / Langley Regional Airport / 1st ed.



**New Run Up Bay RWY 01
New Visitor Parking**

- A second run up bay for Runway 01 is now open. It is located North of taxiway “Alpha”. It can accommodate 3-4 aircraft with tails facing the infield.
- Three temporary Visitor Parking spots are now available in front of the Canadian Museum of Flight.



Township of Langley / Langley Regional Airport / 1st ed.



**FLYING FOR FUN?
RULES FOR RECREATIONAL DRONE USERS**

Consult the [safety measure](#) for the full list of rules.

It's the law! If you fly your drone for fun and it weighs more than 250 g and up to 35 kg, follow these rules.

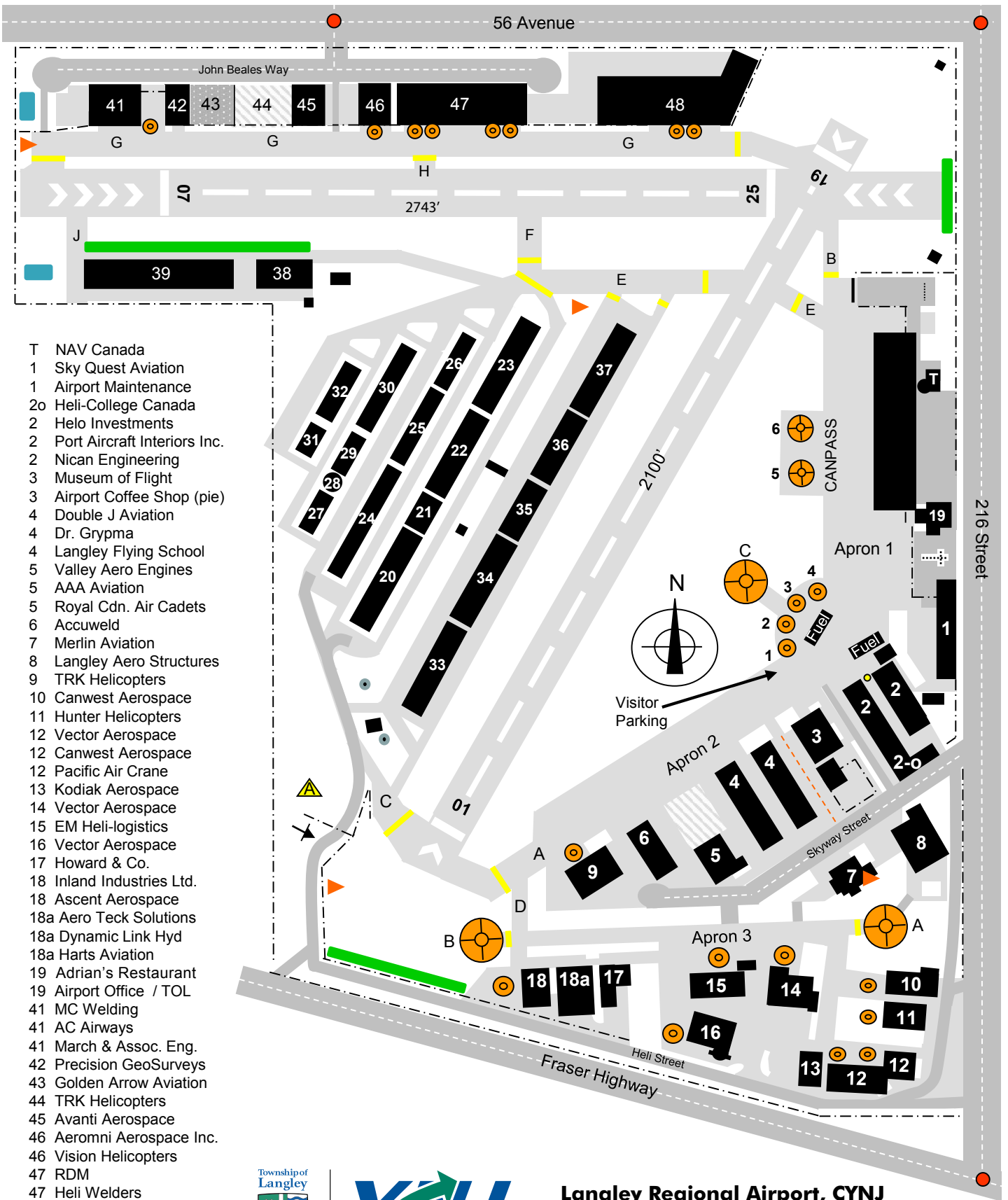
Fly your drone:

- within 90 m above the ground or lower
- at least 30 m away from vehicles, vessels, and the public **if your drone weighs more than 250 g up to 1 kg**
- at least 75 m away from vehicles, vessels, and the public **if your drone weighs more than 1 kg up to 35 kg**
- at least 5.5 km from aerodromes (any airport, seaplane base, or areas where aircraft take-off and land)
- at least 1.6 km away from heliports or aerodromes used exclusively by helicopters outside of controlled or restricted airspace
- at least 9 km away from a national or provincial park
- away from areas where it could interfere with police or fire responders
- during the day and not in clouds
- within your right of all times
- within 500 m of yourself or closer
- only if clearly marked with your name, address and telephone number

Following these rules will help keep people, aircraft, and property safe. If you do not follow these rules, you could face fines of up to \$3,000.



Canada.ca/drone-safety



- T NAV Canada
- 1 Sky Quest Aviation
- 1 Airport Maintenance
- 2o Heli-College Canada
- 2 Helo Investments
- 2 Port Aircraft Interiors Inc.
- 2 Nican Engineering
- 3 Museum of Flight
- 3 Airport Coffee Shop (pie)
- 4 Double J Aviation
- 4 Dr. Grypma
- 4 Langley Flying School
- 5 Valley Aero Engines
- 5 AAA Aviation
- 5 Royal Cdn. Air Cadets
- 6 Accuweld
- 7 Merlin Aviation
- 8 Langley Aero Structures
- 9 TRK Helicopters
- 10 Canwest Aerospace
- 11 Hunter Helicopters
- 12 Vector Aerospace
- 12 Canwest Aerospace
- 12 Pacific Air Crane
- 13 Kodiak Aerospace
- 14 Vector Aerospace
- 15 EM Heli-logistics
- 16 Vector Aerospace
- 17 Howard & Co.
- 18 Inland Industries Ltd.
- 18 Ascent Aerospace
- 18a Aero Teck Solutions
- 18a Dynamic Link Hyd
- 18a Harts Aviation
- 19 Adrian's Restaurant
- 19 Airport Office / TOL
- 41 MC Welding
- 41 AC Airways
- 41 March & Assoc. Eng.
- 42 Precision GeoSurveys
- 43 Golden Arrow Aviation
- 44 TRK Helicopters
- 45 Avanti Aerospace
- 46 Aeromni Aerospace Inc.
- 46 Vision Helicopters
- 47 RDM
- 47 Heli Welders
- 47 RCMP



Langley Regional Airport, CYNJ
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 Langley, BC V2Y 2N3