



# **PLAN OF CONSTRUCTION OPERATIONS**

## **Apron IV Joint Sealing Replacement 2024 Project**

**PROJECT NO. YYJ-6784**

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PRESENTED TO  
**VICTORIA AIRPORT AUTHORITY**

APRIL 12, 2024  
ISSUED FOR REVIEW  
FILE: YYJ-6784

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## PLAN OF CONSTRUCTION OPERATIONS

Project Number: YYJ-6784  
Project Names: Apron IV Joint Sealing Replacement - 2024  
Project Location: Victoria International Airport, BC

### Reviewed and Approved by:

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## DISTRIBUTION OF PLAN OF CONSTRUCTION OPERATIONS

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VAA: Vice President, Planning & Infrastructure  
Director, Planning & Engineering  
Electrical Supervisor  
Director, Security and Terminal Operations  
Maintenance Supervisor  
Operations Officer

External: NAV CANADA Tower Manager  
Civil Aviation, Aerodromes - Transport Canada Government of Canada

Contractor: TBD

Engineer: Tetra Tech Canada Inc.

## 1.0 DESCRIPTION OF THE CONSTRUCTION PROJECT

### 1.1 INTRODUCTION

This Plan of Construction Operations (PCO) has been developed to ensure that aircraft operations and passenger services continue in a safe manner during the 2024 Apron IV Joint Sealant Replacement Project.

Work under this PCO includes two distinct Stages of work: (1) Stand 6 Concrete Infill; and (2) removal and replacement of the joint sealant on the west half of Apron IV concrete panels.

Work for this project will occur in two stages: May/June 2024 (Stage 1) and June/July 2024 (Stage 2), separated into four work areas. Each area described in the Section 1.2 below.

### 1.2 SEQUENCE OF CONSTRUCTION

The sequence of construction may change depending on proposals from the successful contractor however, the project scope is as follows:

1. Contractor mobilization.
2. **Stage 1 – Stand 6 Rehabilitation.** This Stage is shown as Work Area A on drawing G-101 and includes work on Stand 6. This involves full closure of the this stand for a period of up to 4 weeks. Existing asphalt at the parking stand will be removed and replaced with concrete topping panels (over existing underlying concrete). A period of 14-28 days of curing time will be required prior to allowing aircraft back on this stand. The concrete joints will also be widened and sealed.
3. **Stage 2 – West Half of Apron IV Joint Sealant Replacement.** This work is split into four different work areas:
  - a. **Work Area B.** Work Area B includes the area around Stands 4 and 5. Work in this area will occur in June or July 2024 and will include removing existing joint sealant along the concrete/concrete and some of the concrete/asphalt joints, widening the joints as required and resealing the joints, and completing spall and crack repairs.
  - b. **Work Area C:** Work Area C includes the areas around Stand 3. Work in this area will occur in June or July 2024 and will include the removal of existing joint sealant along the concrete/concrete joints, widening the joints as required and resealing the joints.
  - c. **Work Area D:** Work Area D is the area North of Stands 3, 4 and 5, and its edge is past the tail of the aircraft when they are parked on these stands. Work in this area will occur in June or July 2024 and will include the removal of existing joint sealant along the concrete/concrete joints, widening the joints as required, resealing the joints, and completing spall and crack repairs.
  - d. **Work Area E:** Work Area E is the area around and South of Stand 6 (along the lower terminal building) that has an asphalt overlay. This work is provisional, but if it were to proceed, the work would occur in June or July 2024. Work will include removal of existing joint sealant along the asphalt/asphalt joints, widening the joints as required and resealing the joints.
4. Contractor demobilization and cleanup.

### 1.3 WORK STAGES AND RESTRICTIONS

Construction is split into two stages (Stage 1 and 2) and five work areas (Work Area A, B, C, D and E) as shown on PCO drawings G-101 and G-102. Stage 1 work is to be completed prior to the start of Stage 2 works. No circuit closures are required for the work, however, various iterations of Stands 3, 4, 5, 5A and 6 will be closed depending on the time of day and which work area the Contractor is working in. A temporary access corridor for baggage carts will need to be maintained throughout the work in Work Areas B and C, and a clear pedestrian walkway from Stand 7 to the west walkway of the lower hold room will need to be maintained around Work Area A.

Construction in Work Areas A, B and C will be daytime work and construction in Work Areas D and E will be night time work. Work will be completed Monday to Saturday. Work Area B and C cannot occur at the same time; when work is completed in Work Area B, Work Area C must remain open to scheduled aircraft (06:00 – 00:00), and when work is completed in Work Area C, Work Area B must remain open to scheduled aircraft (06:00 – 00:00). Work Area availability for many of the work areas is dependent on when the last flight leaves for specific stands. This requirement and the approximate work area availability hours are summarized in the Table below.

Day	Area A Available	Area B Available*	Area C Available**	Area D Available***	Area E Available****
Monday	Stand 6 closed until work is complete.	00:00 – 23:00	00:00 – 23:00	00:00 – 06:00	00:00 – 06:00
Tuesday		00:00 – 23:00	00:00 – 23:00	00:00 – 06:00	00:00 – 06:00
Wednesday		00:00 – 23:00	00:00 – 23:00	00:00 – 06:00	00:00 – 06:00
Thursday		00:00 – 23:00	00:00 – 23:00	00:00 – 06:00	00:00 – 06:00
Friday		00:00 – 23:00	00:00 – 23:00	00:00 – 06:00	00:00 – 06:00
Saturday		00:00 – 23:00	00:00 – 23:00	00:00 – 06:00	00:00 – 06:00

**Notes:** The work area availability start time shown in this table is approximate.

\* Work in Area B and C must not occur at the same time. Work Area C must remain open to scheduled aircraft (06:00 – 00:00) during work in Work Area B. Availability of Work Area B is dependent on the departure of the last flight out for the day on Stands 4 and 5. Flights will be scheduled to allow the work to start at a reasonable time in the morning and continue until the end of the day.

\*\* Work in Area B and C must not occur at the same time. Work Area B must remain open to scheduled aircraft (06:00 – 00:00) during work in Work Area C. Availability of Work Area C is dependent on the departure of the last flight out for the day on Stand 3. Flights will be scheduled to allow the work to start at a reasonable time in the morning and continue until the end of the day.



Day	Area A Available	Area B Available*	Area C Available**	Area D Available***	Area E Available****
***	Availability of Work Area D is dependent on the arrival of the last aircraft to be parked on the west side of the apron, which generally arrives around 00:00.				
****	Availability of Work Area E is dependent on the departure of the last flight out on Stand 6. Flights will be scheduled to allow the work to start at a reasonable time in the morning and continue until the end of the day.				

The Contractor will be required to schedule the work to optimize the time available in Work Areas B, C and D and E to prevent any standby time.

In Work Area A, Stand 6 will be closed until the work is completed.

In Work Area B, Stands 4, 5 and 5A will be closed during the work and reopened daily at the end of the work shift.

In Work Area C, Stand 3 will be closed and reopened daily at the end of the work shift.

In Work Area D, aircraft will be parked on some configuration of Stands 3, 4, 5 and 6. The work shift will end prior to the first departure in the morning.

In Work Area E, Stand 6 will be closed during the work and reopened daily at the end of the work shift.

Each work area will be delineated with low-profile barricades complete with steady burning red lights as detailed on the PCO drawings and in Section 7.0 below.

All work areas will require an airside escort and will access the work area through the NPSV.

## 2.0 CONSTRUCTION SCHEDULE

The following completion dates are envisioned in the execution of the work:

Request for Tenders	April 11, 2024
Pre-Tender Meeting Site Visit	April 18, 2024
Tender Close	May 2, 2024
Evaluation and Recommendation	May 7, 2024
Award Construction	May 10, 2024
Pre-construction Meeting	May 15, 2024
Commence 2024 Construction	May 27, 2024
Substantial Completion	August 31, 2024

The work will be carried out such that interference with normal airport operations is minimized. Any unavoidable interruptions will be agreed to in advance with the Director, Security and Terminal Operations (or Designate) and special notice will be issued to facility users.

Reduced Visibility Operation Procedures (RVOP) shall apply to all stages of the airside work. When RVOP weather conditions are met, airport operations will ensure construction work in these areas is halted and workers are removed from airside.

The work stages for this project are as follows (Refer to Annex 5 for Plan of Construction Operations Drawings.):

### Estimated Work Schedule - Victoria International Airport

Scope of Work	Estimated Duration	Closures / Restrictions	Shift Times
Stage 1	4 weeks	See Section 1.3 above	See Section 1.3 above
Stage 2	3 weeks	See Section 1.3 above	See Section 1.3 above
<b>Total Duration</b>	<b>Approx. 7 Weeks</b>		

**Notes:** Contractor is to request closures a minimum of 5 days in advance for scheduling purposes. Closures will be subject to weather conditions.

Schedule is estimated and will be determined once a contractor has been awarded.

### Proposed Work Plan

**The Contractor should submit a Baseline Schedule of work to the Victoria Airport Authority and the Project Manager for approval prior to commencing any work.**

The Contractor’s work plan shall be in accordance with the PCO for this project as listed above, and as detailed in this document.

All equipment shall be returned to the Contractor’s Staging Area at the end of each work shift. All manoeuvring surfaces must be cleaned and free of FOD prior to the end of each work shift. All surfaces must be made safe.

## 3.0 TYPES AND FREQUENCY OF AIR TRAFFIC

Scheduled Arrivals/Departures	Start of Air Traffic	End of Air Traffic
First/Last aircraft to arrive or depart daily from Stands 3, 4, 5, 5A, 6	06:00 departure	23:35 arrival

Start and end of air traffic times shown above are the earliest and latest flights currently scheduled for May 27, 2024, to July 31, 2024. This is not based on the fantasy schedule for each individual Stand, so it may be subject to change. See full anticipated flight schedule attached in Annex 4.

In the event of poor weather resulting in low visibility, construction will not proceed on the apron.

## 4.0 DISRUPTIONS TO AIR TRAFFIC

### 4.1 AIRPORT OPERATIONS

**Note:** With the exception of operational impacts noted above, airport operations are to be maintained for the duration of this project. All work is to be scheduled in an effective and timely manner in order to minimize disruption to airport operations.

### 4.2 UNSCHEDULED EMERGENCY OPERATIONS DURING CONSTRUCTION

In the event that facilities are required for an emergency, the Airside Escort will perform a Surface Inspection of aircraft requested manoeuvring surfaces if impacted by the current construction and verify they are acceptable before declaring the surface safe for aircraft operation. The results of the inspection will be communicated to NAV CANADA immediately upon completion.

## 5.0 POSITION AND HEIGHT OF EQUIPMENT (RELATIVE TO RUNWAYS AND TAXIWAYS)

Equipment up to 8 m in height will be used for construction within the areas of construction. At this height, equipment will not penetrate the OLS surfaces of active Runway 03-21, Runway 14-32 and Runway 09-27 during construction operations. An escort will be present for all work completed airside. The contractor shall work within these restrictions.

## 6.0 WORK ADJACENT TO/ON RUNWAY/TAXIWAY

The Runways and Taxiways will not be impacted during this project.

## 7.0 UN-SERVICEABILITY MARKINGS, BARRIERS AND LIGHTING TO BE PROVIDED

Low-profile barricades complete with steady burning red lights placed at 2.0m spacing between barricades will be used to delineate closures for the apron stands. These will be provided by the VAA and will be secured using sandbags provided by the contractor. Low profile barricades will be placed along the edge of the work areas in locations that will not impact the operations on the active stands outside of the work area.

An access corridor for baggage carts will remain available throughout the work shifts. In Work Areas B and C, the access route will be temporarily moved and delineated with traffic cones or other effective means in the location shown on PCO drawing G-102. A clear pedestrian walkway from Stand 7 to the west walkway of the lower hold room will need to be maintained for Work Area A, delineated with traffic cones or other effective means.

## 8.0 DISPLACED AND/OR RELOCATED THRESHOLDS

There will be no displaced or relocated thresholds during this project.

## 9.0 DECLARED DISTANCE DURING ALL PHASES

Declared distances during construction will not change.

## 10.0 ACCESS CONTROL, VEHICLE OPERATIONS AND AIRSIDE ESCORTS

### 10.1 AIRCRAFT MOVEMENT RESTRICTIONS

Movement is restricted as follows are detailed in Section 1.2 and 1.3.

### 10.2 VEHICLE CONTROL AND ACCESS REQUIREMENTS

Airside Escort and Airside Access Control will be provided by Paladin. These activities are further defined in Section 13 – Security and Safety.

Movement of Contractor’s personnel and equipment is restricted on the airside side of the security fence. Contractor’s personnel and equipment will require an Airside Escort for all movements in these areas.

Contractor’s personnel and equipment must be escorted by an Airside Escort at all times. Contractor's personnel must obey directions given by the Airside Escort at all times without delay. Contractor personnel who disregard directions given to them by the Airside Escort will be subject to immediate removal from the site for the duration of the project.

See the drawings in Annex 5 for airside gate access points depending on the Stage of Work.

## 11.0 COMMUNICATIONS PLAN

### 11.1 RESPONSIBILITIES

The following are the basic responsibilities of those directly involved in the project, during construction:

#### 11.1.1 Director, Planning and Engineering (VAA)

The Director, Planning and Engineering is responsible for the following:

- Obtaining approvals from Vice President, Planning & Infrastructure as required for changes to approved project scope, schedule, and budget.
- Providing leadership in resolving conflicts between operational and technical details which surface during construction.
- Recommending project funding or cash flow changes when required.
- Coordinating VAA participation in Acceptance Inspections and recommending acceptance of the project.
- Resolving any operational problems identified by the Director, Security and Terminal Operations (or Designate).
- Administering the Construction and Construction Inspection contracts.

- Recommending change orders for approval.
- Approving progress payments.
- Preparing cash flow projections on a regular basis, estimating variances and carry-overs.
- Reviewing production in comparison to project schedule.
- Accepting completed contract works on behalf of the Victoria Airport Authority.
- Ensuring that project as-built drawings and Operation and Maintenance Manuals are prepared and have been received.
- Ensuring that the record plans are updated.
- Advising the Resident Engineer of any operational or safety concerns that arise during the project.
- Participating in the acceptance of the completed work as a contracting representative.

### **11.1.2 Director, Security and Terminal Operations (or Designate)**

- Advising aircraft operators of the construction schedule updates and operating procedures for the various phases of work.
- Advising the Resident Engineer of any operational, safety or security concerns that arise during the project.
- Advising the NAV Canada - Tower Manager or Supervisor of every change in the construction schedule which might impact their primary responsibilities.
- Arranging and Supervising Airside Escort and Airside Access Guards.
- Participating in the acceptance of the completed work as the operational representative.
- Provide construction surveillance and monitoring throughout the project with a view to controlling:
  - FOD (foreign object damage) prevention;
  - security;
  - regulatory compliance;
  - safety; and
  - bird and wildlife control.

### **11.1.3 Manager-Integrated Operations Centre (M-IOC) – VAA**

The M-IOC is responsible for the following:

- Daily shift coverage to support day-to-day operations of the airport (05:00-22:00 On-Site and 22:00-05:00 On-Call Daily).
- Primary airport management representative for the resolution of operational issues, emergencies, and incidents.

- Distribute daily operations bulletin to all airport stakeholders at 08:00 summarizing day-of operations, airport related planned maintenance or outages, construction project updates, and any other information that may affect YYJ operations.
- Facilitate one daily Operations briefing at 07:30 for all airport stakeholders, emergency responders, and tenants.
- Resolving any operational problems identified by the Director, Planning and Engineering.
- Advising aircraft operators of the construction schedule updates and operating procedures for the various phases of work.
- Advising the Resident Engineer and Director, Security and Terminal Operations (or Designate) of any operational or safety concerns that arise during the project.
- Advising the NAV Canada - Tower Manager or Supervisor of every change in the construction schedule which might impact on their primary responsibilities.

#### **11.1.4 Resident Engineer – Consultant**

The Consultant's Resident Engineer will be accountable to the Project Manager and is responsible for the following:

- Periodic monitoring of construction progress, quantity, and quality of construction materials and inspection performance.
- Coordinating the construction work through the Contractor.
- Advising the Director, Planning and Engineering and the Director, Security and Terminal Operations (or Designate) of any problems, proposed changes to the contract, and safety or security concerns related to the project.
- Ensuring that the Contractor complies with all airport safety, security, and operational requirements for the project at all times.
- Meeting with the Contractor each day to inspect the site and to review operational, safety, security concerns, and schedule.
- Identifying site problems, determining, and evaluating alternatives, and recommending solutions to the Director, Planning and Engineering.
- Quality control and assurance.
- Participating in the acceptance of the completed work as an operational representative.
- Implementing systems and procedures to ensure proper inspection and testing of the work.
- Identifying site problems, determining, and evaluating alternatives, and recommending solutions to the Project Manager.
- Scheduling interim and final acceptances and preparing deficiency lists.
- Auditing measurement for payments items and preparing a summary of the results.

#### **11.1.5 Contractor**

The Contractor is responsible for the construction work on the project as specified in the contract. The following requirements for the Contractor are mandatory and will be incorporated into the contract documents.

- Delineate the work areas with low-profile barricades (provided by the VAA) as shown on the drawings or as directed by the VAA.
- Delineate the temporary access corridor for baggage carts using traffic cones or other effective means (provided by the contractor) as shown on the drawings or as directed by the VAA.
- Keep and delineate a clear pedestrian walkway from Stand 7 to the west walkway of the lower hold room using traffic cones or other effective means (provided by the contractor) as shown on the drawings or as directed by the VAA.
- Coordinate with Escort Scheduler from Paladin.
- Schedule the work to optimise the time available in Work Areas B, C, D and E to prevent any standby time.
- Security regulations are to be strictly followed.
- Vehicular traffic regulations are to be strictly followed.
- Directions from the Airside Access and Airside Escort staff are to be strictly followed.
- Ensuring that Contractor's staff follows operational directions provided by the Director, Security and Terminal Operations (or Designate).
- Provide list of all employees that will require temporary airside passes.
- All private vehicles, materials, and non-working equipment are to be located in the Contractor's assigned area.

### **11.1.6 Escorts – Paladin Security**

The Escort is responsible for ensuring airside security requirements are met during construction, as specified, and required by the VAA.

- Coordinate with the Contractor and inform up to date escort allocation.
- Should Paladin Security not be able to meet required escort allocation, they are to inform Director, Airside Operation & Safety to supplement with VAA staff.

### **11.1.7 NAV Canada – Tower Manager**

- Ensuring operational directives issued by the Director, Security and Terminal Operations (or Designate) are followed in accordance with Air Traffic Control Tower operational procedures.
- Advising air traffic of operational restrictions and limitations regarding airport facilities.
- Meeting with Director, Security and Terminal Operations (or Designate) and attending meetings, as required, to be kept informed of current construction stages and how they impact on air traffic using the airport.
- Providing an advisory service to the Director, Security and Terminal Operations (or Designate) with respect to weather and changing weather conditions.

## **11.2 LINES OF COMMUNICATION**

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The following is a summary of communication procedures relating to the project implementation stage.

### **11.2.1 Director, Planning and Engineering (VAA)**

The Director, Planning and Engineering, will liaise with the Director, Security and Terminal Operations (or Designate), and senior VAA representatives as required to obtain approvals for necessary changes to the approved project scope, schedule and budget, and to co-ordinate VAA commissioning and acceptance of the project work.

The Director, Planning & Engineering is also responsible for implementation of the project and ensuring compliance with VAA requirements, policies and procedures. The Director, Planning & Engineering will liaise with the Resident Engineer and Director, Security and Terminal Operations (or Designate) to resolve operational or security concerns.

### **11.2.2 Director, Security and Terminal Operations (or Designate)**

The Director, Security and Terminal Operations (or Designate) is to deal directly with the Director, Planning and Engineering concerning operational issues related to the project.

### **11.2.3 Manager-Integrated Operations Centre (M-IOC)**

The M-IOC is responsible is to deal directly with the Resident Engineer – VAA and Director, Security and Terminal Operations (or Designate) regarding operational issues related to the project and ensuring airport stakeholders are notified of operational impacts.

The M-IOC will liaise with the Resident Engineer – Consultant, Director, Planning and Engineering, NAV CANADA Tower Manager, and Airside Escorts as required to keep them informed of status updates, concerns, or operational problems.

### **11.2.4 Resident Engineer - Consultant**

The Resident Engineer is to respond to operational concerns made known to him by the Director, Security and Terminal Operations (or Designate). The Resident Engineer will direct the Contractor accordingly. If there are problems the Resident Engineer cannot resolve, the Resident Engineer is to advise the Director, Security and Terminal Operations (or Designate) and Director, Planning and Engineering.

The Resident Engineer will keep the Airside Escort informed as to whether or not the weather conditions are operationally acceptable for construction activities to occur.

The Resident Engineer will liaise with the Director, Security and Terminal Operations (or Designate) and Director, Planning and Engineering.

The Resident Engineer will advise the Director, Planning & Engineering and the Director, Security and Terminal Operations (or Designate) of contractual concerns or proposed changes to the work.

### **11.2.5 NAV CANADA Tower Manager**

The Air Traffic Control Tower Manager or their designate will liaise with the Director, Security and Terminal Operations (or Designate) on all matters relating to air traffic control and airside safety.

### **11.2.6 Contractor**

Safety and security are paramount at the airport site. The Contractor will assume full responsibility for all construction workers, including sub-contractors.

The Contractor is responsible for implementation of the construction contract in accordance with all of its terms and conditions, including this Plan of Construction Operations. The Contractor will inform the Resident Engineers of any contractual, operational, or safety concerns.



At the direction of the Director, Security and Terminal Operations (or Designate), immediately remove any contractor personnel from the project as a result of safety or security violations.

### **11.2.7 Airline Operators, Tenants, and Major Users**

All airline operators, tenants and major users are to make their operational concerns known to the Airside Operations Manager and Director, Planning and Engineering.

### **11.2.8 Construction Meetings**

#### **11.2.8.1 Daily**

Operational procedure communications will be facilitated daily as required, initiated by the Director, Security and Terminal Operations (or Designate) or the Resident Engineer. The Contractor's Superintendent and Director, Security and Terminal Operations (or Designate), or M-IOC, and Resident Engineer will discuss the previous work schedule and any issues or concerns arising from that schedule, the planned daily construction activities, and ongoing safety or operational concerns. The frequency of these communications may be reduced at the discretion of the Director, Security and Terminal Operations (or Designate) (except as below).

#### **11.2.8.2 Weekly**

Overall construction progress meetings will be scheduled on a weekly basis, chaired by the Resident Engineer or Director, Planning & Engineering (as required). These meetings will be used to review construction progress, scheduling, changes to construction methods, and general safety and operational procedures. The Director, Security and Terminal Operations (or Designate), Director, Planning & Engineering (as required), Resident Engineer, M-IOC, and the Contractor's Superintendent will attend.

### **11.2.9 Reporting Systems**

#### **11.2.9.1 Site Instructions**

The Director, Security and Terminal Operations (or Designate) is to issue site instructions to the Resident Engineer verbally and confirmed in writing with a copy to the Director, Planning and Engineering, to revise safety or operations procedures as required.

#### **11.2.9.2 Weekly Summary**

Reports will be prepared by the Resident Engineer and transmitted to the Director, Planning & Engineering electronically.

#### **11.2.9.3 Weekly Construction Meeting Minutes**

These will be prepared by the Resident Engineer and copied to all in attendance.

### **11.2.10 Public Awareness Program**

A public awareness program, including information signs at the airport site and advertisements in the newspapers, may be implemented to increase the public awareness and solicit their patience during the construction period.

## 12.0 NOTAM (AS PER THE NOTAM PROCEDURE MANUAL)

No NOTAMs will be published for the work since all the construction work is on the Apron.

## 13.0 SECURITY AND SAFETY

Life safety, prevention of injury to our employees and customers, and protection of the environment shall be given the highest priority throughout the airport.

All persons on airside of the security fence must have duly authorized Airside Construction passes. All persons, equipment, and vehicles permitted airside of the security fence by virtue of doing work under this project must remain under the direct control of the Airside Escort at all times. All persons, equipment, and vehicles permitted airside of the security fence by virtue of doing work under this project must remain within the indicated work areas and access routes. No private cars will be permitted airside of the security fence except as authorized by the Director, Security and Terminal Operations (or Designate). No person will be permitted airside except during approved scheduled working hours without the specific authorization of the Director, Security and Terminal Operations (or Designate).

### 13.1 SECURITY

#### 13.1.1 Airside Escort

For all work on airside areas controlled by the Tower, including areas closed to aircraft operations, liaison between the Air Traffic Control Tower and the work crews will be provided by an Airside Escort. Paladin will provide this person.

The Airside Escort will control the activities of the Contractor's personnel and equipment and the inspection staff. For work on airside areas controlled by the Tower, the Airside Escort will maintain radio contact with the Air Traffic Control Tower and rigidly enforce the controller's instructions.

During this project, 1 D permit escort is required at all times during construction.

##### 13.1.1.1 Escort Vehicle

Paladin will provide the construction escort vehicle.

#### 13.1.2 Airside Access Guard

An Airside Access Control Guard will be provided by Paladin at each active access control point to control access to restricted areas of the airport, including the daily issue and recovery of Airside Construction passes, when applicable. The Paladin Airside Escort will provide this service. It is the Contractor's responsibility to schedule work to allow for the issuing and recovery of restricted area passes.

#### 13.1.3 Responsible Personnel

Contractor to provide the Director, Security and Terminal Operations (or Designate) with a list of Consultant and Contractor's responsible personnel who may be contacted after working hours in case of emergency.

## 13.2 SAFETY

---

The Victoria Airport Authority Safety Policy States:

*“Life safety, prevention of injury to our employees and customers, and protection of the environment shall be given the highest priority throughout our airport”*

*All contractor vehicles shall be equipped with operational orange strobe or rotating beacons, or must use 4-way flashers at all times if under escort.*

*Safety of aircraft, passengers and the public are paramount and shall not be jeopardized during this project. Activities or actions that may impact safety of operations must be reported immediately to the Director of Airside Operations or the Manager of Safety.*

*Project work airside requires that a report be made to the Control Tower Supervisor by telephone or radio daily to confirm aircraft maneuvering surfaces have been inspected by the Director of Airside Operations or his designate and are suitable for aircraft operations.*

*VAA Airside Operations Director, VAA Planning and Engineering Director, VAA Manager of Safety and/or the VAA Resident Engineer has authority to issue a “stop work order”.*

All contractor personnel are to become thoroughly familiar with the contents of the VAA ‘Contractor Orientation’ document. Each individual will sign the declaration form acknowledging that they have read and understood the contents and agree to abide by the conditions it represents.

For further details, refer to the full Victoria Airport Authority Construction Operational Safety and Security document provided in Annex 3.

## 13.3 SAFETY MANAGEMENT SYSTEM (SMS)

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The Victoria Airport Authority has a Safety Management System in place based on a non-punitive reporting policy. Contractors and their employees will familiarize themselves with this policy and report all safety related incidents, accidents, and hazards to the VAA through its SMS reporting process. This process allows for safety related incidents, accidents and hazards to be reported to the VAA Safety Administrator at [safety@victoriaairport.com](mailto:safety@victoriaairport.com) or anonymously via the internet at [www.victoriaairport.com/submit-safety-concern](http://www.victoriaairport.com/submit-safety-concern) or through access to the main Victoria Airport Authority webpage at [www.victoriaairport.com](http://www.victoriaairport.com). There is a link under the ‘Contact’ tab for submitting a safety concern.

All incidents, accidents, or hazards reported through the airport’s Safety Management System will be subject to a VAA managerial review and investigation.

### **VAA Non-punitive Reporting Policy**

Effective safety management is the result of input from all levels of the corporation and the VAA Board and management team rely on employee and contractor input to continue improving the Safety Management System. Therefore, this SMS is based on non-punitive interaction between the VAA and its employees.

Employees and contractors are required to report any safety hazard, condition, or incident to their supervisors or the Safety Administrator and may do so without fear of disciplinary action provided the hazard, and condition or

incident does not involve willful negligence, criminal intent or the use of illicit substances. Employees and contractors are encouraged to use the Safety Hazard Report Forms available in the workplace or on-line at the VAA website as shown above.

Supervisors and managers are required to respond to these reports and take immediate action to investigate and analyze all reports. Copies of all Safety Hazard reports are forwarded to the Safety Administrator for filing and follow-up.

Some employees or contractors may wish to report an unsafe condition or practice anonymously and may file their reports directly to the Safety Administrator for action. Every report received in this manner will respect the sender's anonymity and no attempt will be made to identify the sender.

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## APPROVAL OF PLAN CONSTRUCTION OPERATIONS

PROJECT:

YYJ APRON IV JOINT SEALING REPLACEMENT PROJECT - 2024

---

AIRPORT NAME:

Victoria International Airport

---

AIRPORT OPERATOR and CERTIFICATE HOLDER:

Victoria Airport Authority

---

AIRPORT MANAGER:

Geoff Dickson

---

CERTIFICATE NUMBER:

TA 5151-P170

DATE OF ISSUE:

24 February 2011

---

*I undertake to meet the obligations set out in this plan of construction; and I hereby certify that the information in this plan is complete and accurate and no relevant information has been omitted.*

\_\_\_\_\_  
Date (Y-M-D)

\_\_\_\_\_  
Signature of Airport Operator/Certificate Holder

*This Plan of Construction Operations Manual/Amendments is approved*

\_\_\_\_\_  
Date (Y-M-D)

\_\_\_\_\_  
For Minister of Transport



## ANNEX 1

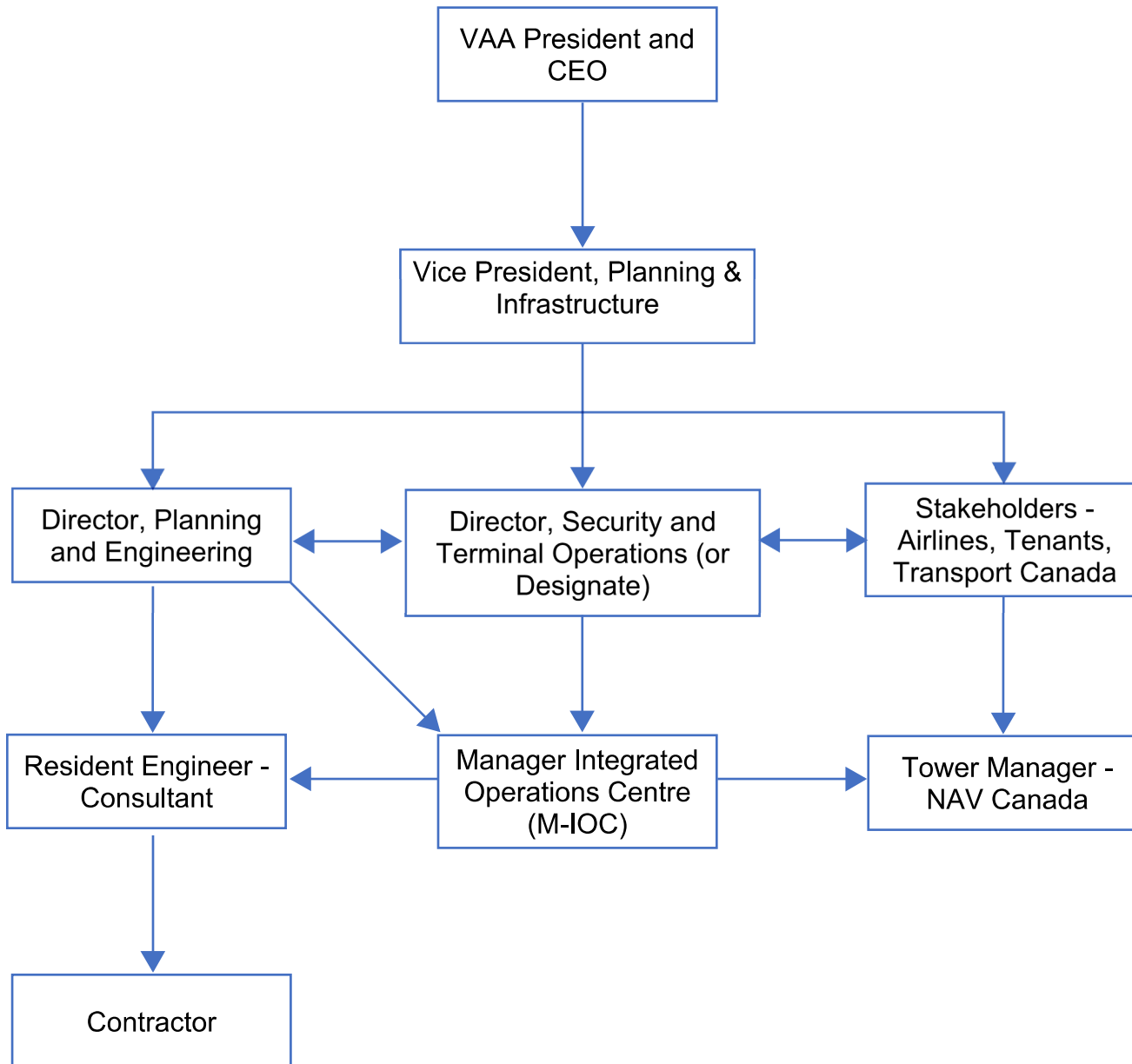
### LINES OF COMMUNICATION CHART





# ANNEX 1

## Lines of Communications Chart





## ANNEX 2

### CONTRACTOR AIRPORT ORIENTATION



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**From:** Lars Olsson, Director, Airside Operations and Safety  
René Sheïr, Director, Security and Terminal Airside Operations

**Subject:** Construction Operational Safety and Security

---

## VAA SAFETY POLICY:

*“YYJ’s highest priority is to provide a safe operation environment for our employees, customers, aircraft operations, air transport users, and our neighboring communities.”*

The Victoria Airport Authority maintains a Safety Management System that is based on non-punitive interaction between the VAA and its contractors. Safety Management is the result of input from all levels of the corporation.

## Process:

**ALL** contractors are required to report any safety hazard, condition or incident to their supervisors or the Safety Administrator and may do so without fear of disciplinary action provided the hazard, and condition or incident does not involve willful negligence, failure to report known unsafe conditions or accidents, criminal intent, or the use of illicit substances.

## Procedure:

The Safety Administrator may be contacted at: [safety@victoriaairport.com](mailto:safety@victoriaairport.com) or anonymously via the internet at [Airport Operations and Safety - Victoria Airport Authority](#) or through access to the main Victoria Airport Authority webpage at [www.victoriaairport.com](http://www.victoriaairport.com). There is a link under the “Community” tab called “**Airport Operations and Safety**” where a concern may be submitted.

All contractors engaged in work within the confines of the Victoria International Airport shall comply with all the elements of the Victoria Airport Authority Safety Management System plan and are accountable for their actions and the actions of their employees and sub-contractors.

Contractors shall:

- Follow established safe work procedures.
- Immediately remove or rectify any unsafe condition wherever possible.
- Report ALL accidents, incidents, hazards, or otherwise unsafe conditions to the VAA Management team as noted above in a timely manner.
- Familiar themselves with this plan prior to commencing work.
- Liaise with VAA Management team throughout the duration of their work.

All electronic reports are recorded into the reporting system, each with a unique number, and are reviewed frequently. The Victoria Airport Authority is required to respond to these reports and take action to investigate and analyze all reports.

Some employees may wish to report an unsafe condition or practice anonymously and may file their reports directly to the Safety Administrator for action. Every report received in this manner will respect the sender's anonymity and no attempt will be made to identify the sender.

Contractors' Employees must be trained for the tasks assigned and no employee will be disciplined for refusing to undertake a task in which they lack, or perceive they lack sufficient training. Any contractor employee believing they have not received adequate training, or lack the expertise or experience required to safely conduct their assigned duties should discuss their concerns with their supervisor.

## **Understanding and Acceptance:**

This non-punitive reporting policy forms the backbone of the VAA Safety Management System and therefore it is imperative that the policy be understood and accepted by all. The Safety Administrator shall reinforce the non-punitive policy through a constructive attitude, timely corrective actions and positive feedback for every safety submission received.

## **Safety:**

1. All persons shall wear day glow safety vests with reflective tape or striping meeting CSA Z96 Class 2 standards.
2. All persons shall remain within delineated boundaries of project.
3. Absolutely no smoking Airside.
4. All contractor vehicles operating airside shall be equipped with operational orange strobe or rotating beacons. If beacons are not available, vehicles must activate 4-way flashers.
5. Contractors are responsible for first aid, however incidents requiring an ambulance MUST be coordinated with the Airside Escort for airside projects or directly with Security at 250-953-7511 for groundside projects.
6. No open flame unless pre-authorized with a hot work permit. The Victoria Airport Fire Department issues hot work permits. They can be reached at 250-953-7568. All hot work must be coordinated with the Airside Escort for airside projects or directly with the Fire Department for groundside projects.
7. VAA Airside Operations Director, VAA Facilities Director, VAA Manager of Safety and/or the VAA Resident Engineer has authority to issue a "stop work order".
8. Safety of aircraft, passengers and the public are paramount and shall not be jeopardized during this project. Activities or actions that may impact safety of operations must be reported immediately to the Director of Airside Operations or the Manager of Safety.
9. All debris such as sandwich wrappers, coffee cups, pizza boxes and pop cans shall be disposed of in appropriate containers. Any such debris represents the potential to cause "Foreign Object Damage" to aircraft. This debris is referred to as "FOD". Maintaining the airfield in a FOD-free state is a top priority for airfield operations and is a shared responsibility for anyone on airport property including yourself.
10. Project work airside requires that a report be made to the Control Tower Supervisor by telephone or radio daily to confirm aircraft maneuvering surfaces have been inspected by the Director of Airside Operations or his designate and are suitable for aircraft operations. Airport Maintenance Supervisor or Firehall would contact the Control Tower.
11. Contractors shall provide portable toilet facilities near the area of the work. For airside projects this is required to avoid unnecessary vehicle traffic on the runways and taxiways.
12. The attached 'Airside Operations Work Area' map will be used to describe the location of work areas both for yourself and for your escort when working airside. Staff in the Control Tower directing ground traffic will be using the same map.

## **Security:**

1. All personnel working in the restricted area shall be issued and sign for a General-Purpose Temporary Pass. The pass shall be returned to security at the end of the working day. Truck drivers leaving airside are not required to return the pass on exiting, however on their last exit their pass shall be returned. The General-Purpose Temporary Pass is to be worn on the outer clothing and above the waistline.
2. Anyone losing a pass may not return to the work site in a restricted area until such time as the pass is replaced by airport security. A fine not exceeding \$100 may be levied at the Airport Authorities discretion for lost passes.
3. Airside Escort will be provided by VAA to provide liaison between Tower and construction personnel.
4. Vehicles shall not leave the designated (barricaded) work site unless escorted by a VAA escort vehicle.
5. Private vehicles shall not enter the restricted area; secure designated parking may be provided by the VAA.
6. Construction personnel shall not enter the restricted area except during scheduled working hours, and then only with the specific authorization of the VAA.
7. Contractors and employees shall not mingle, shake hands, or make any other physical contact with travelling passengers. This may result in their immediate removal from the worksite.

## **Airport Movement Areas:**

1. **Runways** are used for aircraft takeoff and landing. The runways at Victoria International Airport are 09-27, 14-32 and 03-21. If you add a "0" to the runway you are able to determine its magnetic direction to the nearest 10 degrees (i.e. Runway 09-27 has a magnetic heading of approximately 090 or 270). You may be working on runways, which are closed to aircraft operations during the shift. The runway must be returned to operating condition before the end of the working shift. The time will be specified in the contract specifications.
2. **Taxiways** are used for aircraft movements other than takeoff or landing. Taxiways may be closed to aircraft traffic during the work shift. They shall not be accessed without specific permission. Taxiways are designated by letters such as A, B or C and are pronounced using the phonetic alphabet Alpha, Bravo, Charlie, etc.
3. **Aprons** are for parking aircraft, loading, and fueling. While working on Aprons, you must always remain under the direction of the construction escort. They are designated by Roman Numerals, such as Apron IV and pronounced as Apron 4.
4. **Barricades** limit your work area and will be identified by delineators, cones, tape, or other suitable means and will be identified prior to commencing work. **Do not move beyond delineated work areas without prior permission and escort.**
5. **Driver's License** - all persons driving Airside shall hold a valid Provincial/Territorial, or State driver's license of a class suitable for the type of equipment being operated. All traffic regulations shall be adhered to.



**René Sheir**

Director, Security and Terminal  
Operations

E [rene.sheir@victoriaairport.com](mailto:rene.sheir@victoriaairport.com)

T 250.953.7507

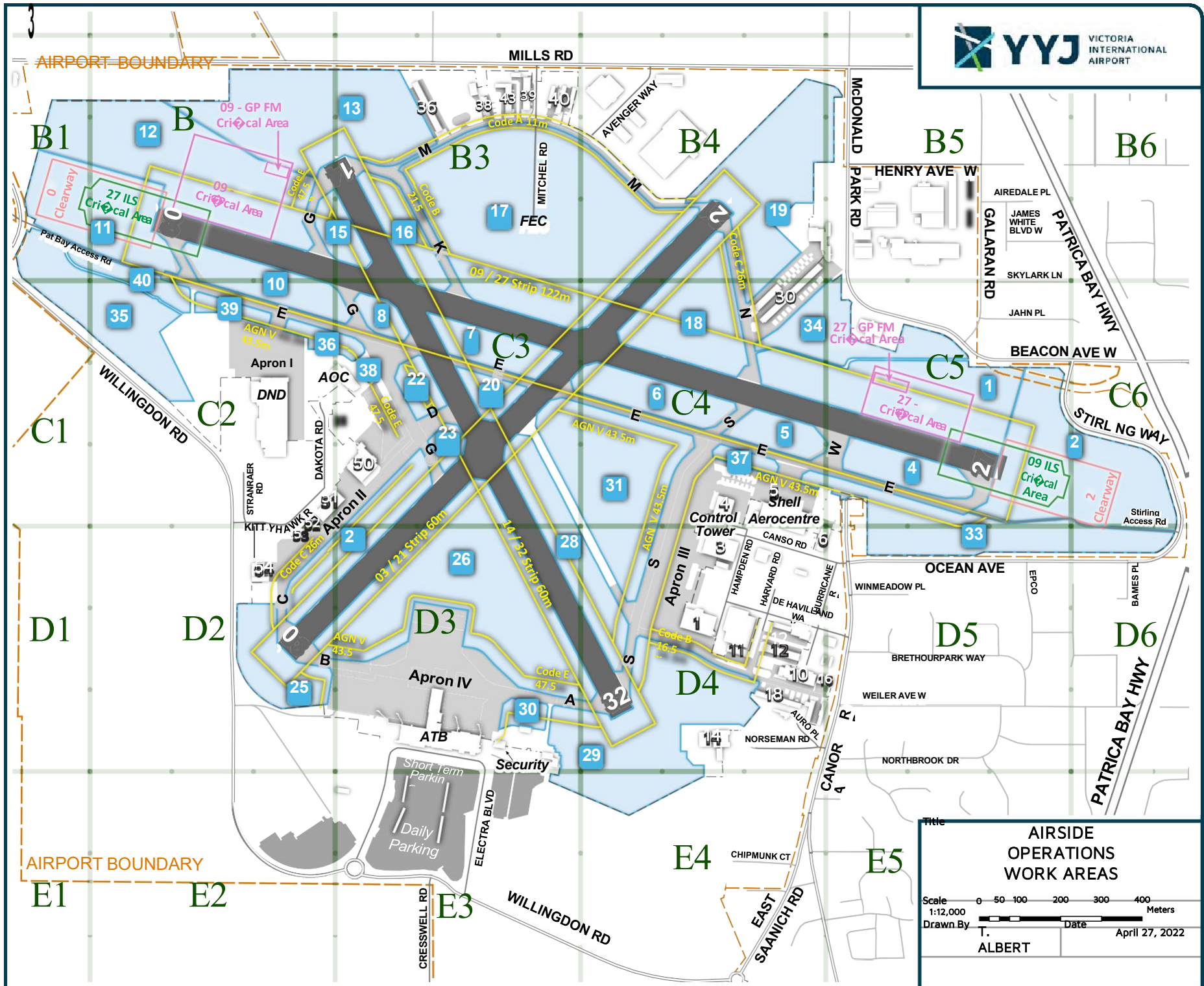


**Lars Olsson**

Director, Airside Operations and Safety

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T 250.953.7587



**AIRSIDE OPERATIONS WORK AREAS**

Scale: 0 50 100 200 300 400 Meters  
 1:12,000  
 Drawn By: T. ALBERT  
 Date: April 27, 2022



**Applicable to:** VAA Staff, tenants, and contractors

**Subject:** Incident Reporting

The objective of this policy is to ensure a consistent and effective approach in the management of aircraft and airport incidents and to facilitate the rapid communication of incident information between VAA Management, security personnel, operations staff and responding emergency agency partners.

## **Incident Reporting Policy**

All incidents are to be reported by the incident discoverer, the responsible party, or the person in charge to the:

1. Appropriate emergency response agency, and.
2. The Security Operations Centre (SOC)

The person reporting the incident is responsible for:

- Assessing the situation (type of incident, severity)
- Determining the appropriate level of response and agency required
- Initiating the notification or alerting process for both internal and external agencies and resources

## **Incident Reporting Procedures**

### ***Emergency Requiring Immediate deployment of Fire, Police, or Ambulance***

Persons reporting incidents that require emergency services such as fire police or ambulance should first call:

**911**

After calling 911, and when it is safe to do so, notify the SOC at:

**250-953-7511**

### ***Notification of an Aircraft Incident***

NAV CANADA reports directly to the Airport Fire Service (AFS) by activation of Airport Operations Centre (AOC) crash alarm or a voice call to the AOC using NAV CANADA Victoria Tower hotline.

Persons other than NAV CANADA staff should report an aircraft incident to the SOC at:

**250-953-7511**

### ***Notification of an Airport Incident***

Persons reporting incidents that do not require fire police or ambulance should notify the SOC at:

**250-953-7511**

### ***Notification for Service Request***

Persons reporting a maintenance service request should notify Airport Operations at:

**250-953-7536**



**YYJ**

VICTORIA  
INTERNATIONAL  
AIRPORT

**CONTRACTOR ORIENTATION**

**DECLARATION**

Failure to comply with instructions contained in this briefing will result in the individual or individuals involved being permanently removed from the work site.

I have reviewed the "Contractor Orientation" and understand the contents.

VAA Project Title/Number: \_\_\_\_\_

Contractor: \_\_\_\_\_

Responsible Supervisor: \_\_\_\_\_

Employee: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

cc: Project Manager

## ANNEX 3

### FLIGHT SCHEDULE

Month: May 2024

UPDATED: 03Apr24

ARR/DEP	Time	Station	Days	Dates/Notes
DEP	5:30	YYC	MON TUE WED THU FRI SUN	MAY 01-05
DEP	6:00	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	6:00	YYC	MON TUE THU FRI SUN	MAY 06-31
DEP	6:04	SEA	MON TUE WED THU FRI SAT SUN	MAY 17-31
DEP	6:20	SEA	MON TUE WED THU FRI SAT SUN	MAY 01-15
DEP	6:30	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	6:30	YYC	WED SAT SUN	MAY 04-19
DEP	7:00	YYC	THU	MAY 09-13
ARR	7:30	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	7:40	SEA	THU	MAY 16
DEP	7:45	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	8:00	YLW	SAT	MAY 04-25
DEP	8:15	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	8:25	YLW	MON TUE WED THU FRI SUN	MAY 01-31
DEP	8:30	PVR	SAT	MAY 04-18
DEP	8:30	CUN	WED	MAY 08-15
ARR	8:42	YEG	MON TUE WED THU FRI SAT SUN	MAY 03-31
ARR	8:45	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	8:54	YYC	MON TUE WED THU FRI SAT SUN	MAY 02-31
ARR	9:07	YYZ	WED SUN	MAY 22-29
ARR	9:13	SEA	MON WED THU FRI SAT SUN	MAY 01-15
ARR	9:20	YVR	MON WED THU FRI SAT SUN	MAY 01-31
DEP	9:30	YEG	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	9:30	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	9:41	YLW	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	9:45	YYC	MON TUE WED THU FRI SAT SUN	MAY 02-31
DEP	10:00	CUN	WED	MAY 01
DEP	10:05	SEA	MON WED THU FRI SAT SUN	MAY 01-15
ARR	10:08	YVR	MON TUE WED THU FRI SUN	MAY 01-31
DEP	10:00	YVR	MON WED THU FRI SAT SUN	MAY 01-31
DEP	10:15	YLW	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	10:15	YYZ	WED SUN	MAY 22-29
ARR	10:25	BFI	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	10:30	YLW	SAT	MAY 04-25
DEP	10:35	YYC	SUN	MAY 12-19
ARR	10:45	YYZ	MON TUE WED THU FRI SAT SUN	MAY 02-31
ARR	10:49	YYC	MON WED THU FRI SAT	MAY 01-31
ARR	10:55	YLW	MON TUE WED THU FRI SUN	MAY 01-31
DEP	11:00	YXS	MON TUE WED THU FRI SUN	MAY 01-31

ARR	11:05	YYZ	WED	MAY 01
ARR	11:10	SEA	MON TUE WED THU FRI SAT SUN	MAY 16-31
ARR	11:20	YEG	TUE THU SAT SUN	MAY 05-30
DEP	11:25	BFI	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	11:30	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	11:35	YVR	MON THU	MAY 02-27
DEP	11:35	YVR	SAT	MAY 04-25
DEP	11:41	YYC	MON WED THU FRI SAT	MAY 01-31
DEP	11:55	YYZ	MON TUE WED THU FRI SAT SUN	MAY 02-31
DEP	12:00	SEA	MON TUE WED THU FRI SAT SUN	MAY 16-31
DEP	12:05	YEG	TUE THU SAT SUN	MAY 05-30
DEP	12:15	YYZ	WED	MAY 01
DEP	12:15	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	12:25	YVR	MON THU	MAY 02-27
ARR	12:41	YYZ	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	12:45	YVR	MON TUE WED THU FRI SUN	MAY 01-31
ARR	13:21	YYC	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	13:26	YYC	SAT SUN	MAY 04-09
ARR	13:27	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	13:28	YEG	THU SAT	MAY 04-23
ARR	13:33	SEA	MON TUE WED THU FRI SAT SUN	MAY 01-15
DEP	13:40	YYZ	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	13:42	YEG	MON TUE WED FRI SAT	MAY 01-31
ARR	13:45	YVR	SAT	MAY 04-25
ARR	14:05	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	14:05	SEA	MON TUE WED THU FRI SUN	MAY 16-31
DEP	14:05	YEG	THU	MAY 05-26
DEP	14:05	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	14:10	YYC	SAT SUN	MAY 04-19
DEP	14:10	YYC	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	14:10	YXS	SAT	MAY 04-25
ARR	14:24	LAS	THU SUN	MAY 02-30
DEP	14:25	SEA	MON TUE WED THU FRI SAT SUN	MAY 01-15
ARR	14:30	YXS	MON TUE WED THU FRI SUN	MAY 01-31
ARR	14:30	LAS	FRI	MAY 03
DEP	14:30	YEG	MON TUE WED FRI SAT	MAY 01-31
ARR	14:40	SEA	SAT	MAY 18-25
DEP	14:50	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	14:55	SEA	MON TUE WED THU FRI SUN	MAY 16-31
ARR	15:06	YYC	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	15:10	YVR	MON TUE WED THU FRI SUN	MAY 01-31
ARR	15:10	YYZ	TUE THU	MAY 28-30
DEP	15:15	LAS	FRI	MAY 03

DEP	15:20	LAS	THU SUN	MAY 02-30
DEP	15:30	SEA	SAT	MAY 18-25
DEP	15:40	YKA	MON TUE WED THU FRI SUN	MAY 01-31
DEP	15:55	YYZ	TUE THU	MAY 28-30
DEP	15:55	YYC	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	16:15	YLW	MON TUE WED THU FRI SUN	MAY 01-31
ARR	16:40	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	16:50	SEA	MON TUE WED THU FRI SAT SUN	MAY 16-31
ARR	16:56	SEA	MON TUE THU FRI SUN	MAY 02-14
DEP	17:25	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	17:30	YYC	MON WED FRI SUN	MAY 12-26
DEP	17:40	SEA	MON TUE WED THU FRI SAT SUN	MAY 16-31
ARR	17:50	YXS	SAT	MAY 04-25
ARR	17:50	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	17:50	SEA	MON TUE THU FRI SUN	MAY 02-14
ARR	18:05	YKA	MON TUE WED THU FRI SUN	MAY 01-31
ARR	18:13	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	18:30	YVR	SAT	MAY 04-25
DEP	18:35	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	18:55	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	19:00	YLW	MON TUE WED THU FRI SUN	MAY 01-31
ARR	19:01	YYC	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	19:10	YVR	THU SUN	MAY 16-30
ARR	19:10	YVR	MON TUE WED THU FRI SUN	MAY 01-31
ARR	19:10	YEG	MON FRI SUN	MAY 05-31
ARR	19:28	PVR	SAT	MAY 04-18
DEP	19:30	YVR	MON TUE WED THU FRI SUN	MAY 01-31
ARR	19:40	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	19:50	YYC	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	19:55	YVR	THU SUN	MAY 16-30
DEP	20:00	YEG	MON FRI SUN	MAY 05-31
DEP	20:25	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	22:00	YYZ	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	22:00	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	22:15	SEA	MON TUE WED THU FRI SAT SUN	MAY 01-15
ARR	22:20	SEA	MON TUE WED THU FRI SAT SUN	MAY 16-31
ARR	22:23	CUN	WED	MAY 08-15
ARR	22:30	YYC	WED THU SAT SUN	MAY 04-19
ARR	22:43	YVR	MON TUE WED THU FRI SAT SUN	MAY 01-31
DEP	23:00	YYZ	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	23:53	CUN	WED	MAY 01
ARR	23:56	YYC	MON TUE WED FRI SAT	MAY 01-31

# Month: June 2024

UPDATED: 03Apr24

ARR/DEP	Time	Station	Days	Dates/Notes
DEP	6:00	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	6:00	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	6:00	SEA	MON TUE WED THU FRI SAT SUN	JUN 13-30
DEP	6:04	SEA	MON TUE WED THU FRI SAT SUN	JUN 01-12
DEP	6:30	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	6:30	YYC	MON SAT	JUN 08-24
DEP	7:00	YYC	TUE WED THU FRI SAT SUN	JUN 08-30
DEP	7:15	YVR	MON TUE WED THU FRI SAT SUN	JUN 23-30
ARR	7:30	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	7:31	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
DEP	7:45	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-22
DEP	7:45	YLW	MON TUE WED THU FRI SAT SUN	JUN 23-30
DEP	8:00	YLW	SAT	JUN 01-22
DEP	8:15	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	8:25	YLW	MON TUE WED THU FRI SUN	JUN 02-21
ARR	8:26	YWG	TUE SAT	JUN 25-29
ARR	8:42	YEG	MON TUE WED THU FRI SAT SUN	JUN 01-26
ARR	8:45	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	8:46	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
ARR	8:54	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	8:58	YEG	THU FRI	JUN 27-28
DEP	9:00	YXS	MON TUE WED THU FRI SUN	JUN 23-30
DEP	9:00	YUL	MON TUE THU FRI SAT	JUN 03-29
DEP	9:15	YWG	TUE SAT	JUN 25-29
ARR	9:16	YYZ	WED SUN	JUN 02-30
ARR	9:20	YVR	MON WED THU FRI SAT SUN	JUN 01-30
DEP	9:30	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	9:30	YEG	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	9:30	YEG	SAT	JUN 22
ARR	9:41	YLW	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	9:45	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-16
DEP	10:00	YVR	MON WED THU FRI SAT SUN	JUN 01-30
ARR	10:08	YVR	MON TUE WED THU FRI SUN	JUN 02-21
ARR	10:09	YEG	SAT SUN	JUN 29-30
DEP	10:15	YLW	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	10:15	YYZ	WED SUN	JUN 02-23
ARR	10:25	BFI	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	10:30	YLW	SAT	JUN 01-22
ARR	10:44	YYZ	MON TUE WED THU FRI SAT SUN	JUN 18-30

ARR	10:45	YYZ	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	10:47	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	10:49	YLW	MON TUE WED THU FRI SAT SUN	JUN 23-30
ARR	10:55	YLW	MON TUE WED THU FRI SUN	JUN 02-21
DEP	11:00	YXS	MON TUE WED THU FRI SUN	JUN 02-21
ARR	11:05	SEA	MON TUE WED THU FRI SAT SUN	JUN 13-30
ARR	11:10	SEA	MON TUE WED THU FRI SAT SUN	JUN 01-12
DEP	11:15	YVR	MON TUE WED THU FRI SAT SUN	JUN 23-30
ARR	11:20	YEG	TUE THU SAT SUN	JUN 01-30
DEP	11:25	BFI	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	11:30	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	11:31	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
ARR	11:35	YVR	MON	JUN 03-24
DEP	11:35	YVR	SAT	JUN 01-22
DEP	11:35	YYC	TUE THU SAT SUN	JUN 01-30
DEP	11:40	YYC	MON WED THU FRI SAT	JUN 01-29
DEP	11:55	YYZ	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	11:55	SEA	MON TUE WED THU FRI SAT SUN	JUN 13-30
DEP	12:00	SEA	MON TUE WED THU FRI SAT SUN	JUN 01-12
DEP	12:05	YEG	TUE THU SAT SUN	JUN 01-30
DEP	12:15	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	12:25	YVR	MON	JUN 03-24
ARR	12:41	YYZ	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	12:45	YVR	MON TUE WED THU FRI SUN	JUN 02-21
ARR	12:50	YXS	MON TUE WED THU FRI SUN	JUN 23-30
ARR	13:10	YVR	MON TUE WED THU FRI SAT SUN	JUN 23-30
DEP	13:20	YVR	MON TUE WED THU FRI SAT SUN	JUN 23-30
ARR	13:27	YVR	MON TUE WED THU FRI SAT SUN	JUN 29-30
ARR	13:32	YEG	MON TUE WED THU FRI SAT	JUN 03-29
DEP	13:35	YXS	SAT	JUN 29
DEP	13:40	YYZ	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	13:42	YEG	MON TUE WED FRI SAT	JUN 02-28
ARR	13:45	YVR	SAT	JUN 01-22
ARR	14:05	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	14:05	SEA	MON TUE WED THU FRI SUN	JUN 02-12
DEP	14:05	YEG	MON TUE WED THU FRI SAT	JUN 03-29
DEP	14:05	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	14:06	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
DEP	14:10	YXS	SAT	JUN 01-22
DEP	14:10	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	14:28	SEA	MON TUE WED THU FRI SAT SUN	JUN 13-30
ARR	14:30	YXS	MON TUE WED THU FRI SUN	JUN 02-21
DEP	14:30	YEG	MON TUE WED FRI SAT	JUN 03-28



ARR	14:40	SEA	SAT	JUN 01-08
ARR	14:49	YLW	SAT	JUN 29
DEP	14:50	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	14:55	SEA	MON TUE WED THU FRI SUN	JUN 02-12
ARR	15:06	YYC	MON TUE WED THU FRI SAT	JUN 10
ARR	15:10	YVR	MON TUE WED THU FRI SUN	JUN 02-21
ARR	15:10	YYZ	TUE THU SUN	JUN 02-30
DEP	15:18	SEA	MON TUE WED THU FRI SAT SUN	JUN 13-30
ARR	15:20	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	15:20	YKA	MON TUE WED THU FRI SAT SUN	JUN 23-30
ARR	15:21	YYC	MON THU SUN	JUN 09-13
ARR	15:25	YYC	TUE THU SAT SUN	JUN 25-30
DEP	15:30	SEA	SAT	JUN 01-08
DEP	15:40	YKA	MON TUE WED THU FRI SUN	JUN 02-21
DEP	15:55	YYC	SUN MON THU	JUN 09-13
DEP	15:55	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	15:55	YYZ	TUE THU SUN	JUN 02-30
ARR	16:00	YVR	MON TUE WED THU FRI SAT SUN	JUN 23-30
DEP	16:15	YLW	MON TUE WED THU FRI SUN	JUN 02-21
DEP	16:30	YLW	MON TUE WED THU FRI SUN	JUN 23-30
ARR	16:40	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	16:41	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
ARR	16:50	SEA	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	17:09	YXS	SAT	JUN 29
DEP	17:25	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	17:40	SEA	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	17:45	YKA	MON TUE WED THU FRI SAT SUN	JUN 23-30
ARR	17:50	YXS	SAT	JUN 01-22
ARR	17:50	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	17:51	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
ARR	18:05	YKA	MON TUE WED THU FRI SUN	JUN 02-21
ARR	18:13	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	18:15	YLW	SAT	JUN 29
ARR	18:30	YVR	SAT	JUN 01-22
DEP	18:35	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	18:55	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	19:00	YLW	MON TUE WED THU FRI SUN	JUN 02-21
ARR	19:00	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	19:10	YEG	MON FRI SUN	JUN 01-28
ARR	19:10	YVR	THU FRI SUN	JUN 02-28
ARR	19:10	YVR	SUN	JUN 16-30
ARR	19:10	YVR	MON TUE WED THU FRI SUN	JUN 02-21
ARR	19:10	YLW	MON TUE WED THU FRI SUN	JUN 23-30

DEP	19:30	YVR	MON TUE WED THU FRI SUN	JUN 02-21
ARR	19:35	YVR	MON TUE WED THU FRI SAT SUN	JUN 23-30
ARR	19:40	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	19:41	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
DEP	19:50	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	19:55	YVR	THU FRI SUN	JUN 02-30
DEP	20:00	YEG	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	20:25	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	20:28	YUL	MON WED THU FRI SUN	JUN 02-17
ARR	20:30	YUL	MON WED THU FRI SUN	JUN 19-30
ARR	21:59	YYZ	MON TUE WED THU FRI SAT SUN	JUN 18-30
ARR	22:00	YYZ	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	22:00	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-17
ARR	22:01	YVR	MON TUE WED THU FRI SAT SUN	JUN 18-30
ARR	22:15	SEA	MON TUE WED THU FRI SAT SUN	JUN 13-30
ARR	22:15	YYC	TUE WED THU FRI SAT SUN	JUN 02-23
ARR	22:20	SEA	MON TUE WED THU FRI SAT SUN	JUN 01-12
ARR	22:21	YYC	MON SAT	JUN 08-24
ARR	22:43	YVR	MON TUE WED THU FRI SAT SUN	JUN 01-30
DEP	23:00	YYZ	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	23:55	YYC	MON TUE WED THU FRI SAT SUN	JUN 01-28

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# Month: July 2024

UPDATED: 03Apr24

ARR/DEP	Time	Station	Days	Dates/Notes
DEP	6:00	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	6:00	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	6:00	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	6:30	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	6:30	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	7:00	YYC	TUE WED FRI SAT SUN	JUL 03-31
DEP	7:15	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	7:31	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	7:45	YLW	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	8:15	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	8:26	YWG	TUE SAT	JUL 02-30
ARR	8:42	YEG	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	8:46	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	8:52	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	9:00	YXS	MON TUE WED THU FRI SUN	JUL 01-30
DEP	9:00	YUL	MON	JUL 01-01
DEP	9:15	YWG	TUE SAT	JUL 04-11
ARR	9:15	YYZ	WED SUN	JUL 03-31
ARR	9:20	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	9:30	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	9:30	YEG	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	9:39	YLW	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	9:45	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	10:10	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	10:15	YYZ	WED SUN	JUL 03-31
DEP	10:15	YLW	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	10:25	BFI	MON TUE WED THU FRI SAT SUN	JUN 01-30
ARR	10:44	YYZ	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	10:47	YYC	MON TUE WED THU FRI SAT	JUL 01-31
ARR	10:49	YLW	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	11:05	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-18
DEP	11:15	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	11:20	YEG	TUE THU SAT SUN	JUN 01-30
DEP	11:25	BFI	MON TUE WED THU FRI SAT SUN	MAY 01-31
ARR	11:31	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	11:35	YVR	MON	JUL 01-29
DEP	11:35	YYC	TUE THU SAT SUN	JUL 01-29
DEP	11:40	YYC	MON WED THU FRI SAT	JUL 03-31
DEP	11:55	YYZ	MON TUE WED THU FRI SAT SUN	JUL 01-30

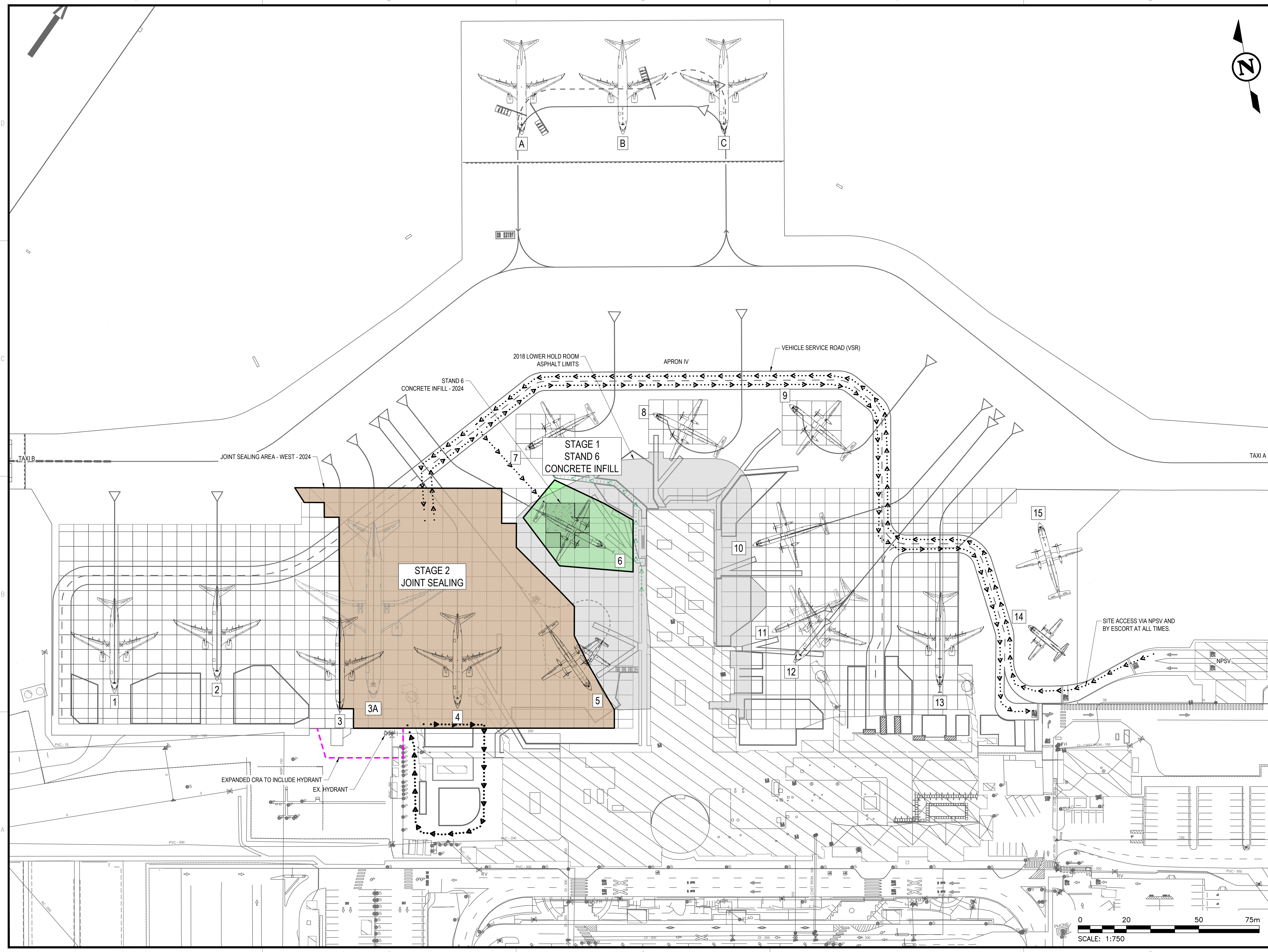
DEP	11:55	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	12:05	YEG	TUE THU SAT SUN	JUL 02-30
DEP	12:15	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	12:25	YVR	MON	JUL 01-29
ARR	12:41	YYZ	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	12:50	YXS	MON TUE WED THU FRI SUN	JUL 01-30
ARR	13:10	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	13:20	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	13:20	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	13:30	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	13:35	YXS	SAT	JUL 06-27
DEP	13:40	YYZ	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	13:41	YEG	MON TUE WED THU FRI SAT	JUL 07-28
DEP	14:05	YEG	MON TUE WED THU SAT	JUL 24-29
ARR	14:06	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	14:05	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	14:10	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	14:28	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	14:30	YEG	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	14:49	YLV	SAT	JUL 06-27
DEP	14:50	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-11
ARR	15:05	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	15:10	YYZ	TUE THU SUN	JUN 02-30
DEP	15:18	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	15:20	YKA	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	15:25	YYC	TUE THU SAT SUN	JUN 25-30
DEP	15:55	YYZ	TUE THU SUN	JUL 02-30
DEP	15:55	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	16:00	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	16:30	YLV	MON TUE WED THU FRI SUN	JUL 01-30
ARR	16:50	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-27
ARR	17:09	YXS	SAT	JUL 06-27
DEP	17:25	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	17:40	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	17:45	YKA	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	17:51	YVR	FRI	JUL 05
ARR	18:14	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	18:15	YLV	SAT	JUL 06-27
DEP	18:35	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	18:55	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	19:00	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	19:10	YVR	THU FRI	JUL 04-26
ARR	19:10	YVR	SUN	JUL 07-28

ARR	19:10	YLW	MON TUE WED THU FRI SUN	JUL 01-30
ARR	19:10	YEG	MON TUE WED THU FRI SAT SUN	JUL 01-31
ARR	19:35	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	19:41	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
DEP	19:50	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	19:55	YVR	THU FRI SUN	JUL 04-28
DEP	20:00	YEG	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	20:25	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	20:30	YUL	MON WED THU FRI SUN	JUL 01-29
ARR	21:59	YYZ	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	22:01	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	22:15	SEA	MON TUE WED THU FRI SAT SUN	JUL 01-13
ARR	22:15	YYC	MON TUE WED FRI SAT SUN	JUL 01-31
ARR	22:21	YYC	MON	JUL 07-28
ARR	22:44	YVR	MON TUE WED THU FRI SAT SUN	JUL 01-31
DEP	23:00	YYZ	MON TUE WED THU FRI SAT SUN	JUL 01-30
ARR	23:35	YYC	MON TUE WED THU FRI SAT SUN	JUL 01-31

## ANNEX 4

### PLAN OF CONSTRUCTION OPERATIONS DRAWING

CADD FILE: AIRP03760 YYJ APRON IV 2024 G-100.dwg PLOTTED DATE: 2024/04/12 AT 14:43:51 PLOTTED BY: MIRAN, JEANETTE



KEY PLAN

**TETRA TECH**

CONSULTANTS

SEAL

PERMIT

0	ISSUED FOR TENDER	2024/04/12	A.E
REV	ISSUED FOR	DATE	APPD

**YYJ** VICTORIA INTERNATIONAL AIRPORT

**APRON IV JOINT SEALING REPLACEMENT 2024**

VICTORIA INTERNATIONAL AIRPORT

PROJECT NO : TRN AIRP03760-01  
 CONTRACT NO :  
 DRAFTED BY : M. RUDNISKI  
 DESIGNED BY : A. EVANS  
 CHECKED BY : R. KOHLER  
 APPROVED BY : A. EVANS

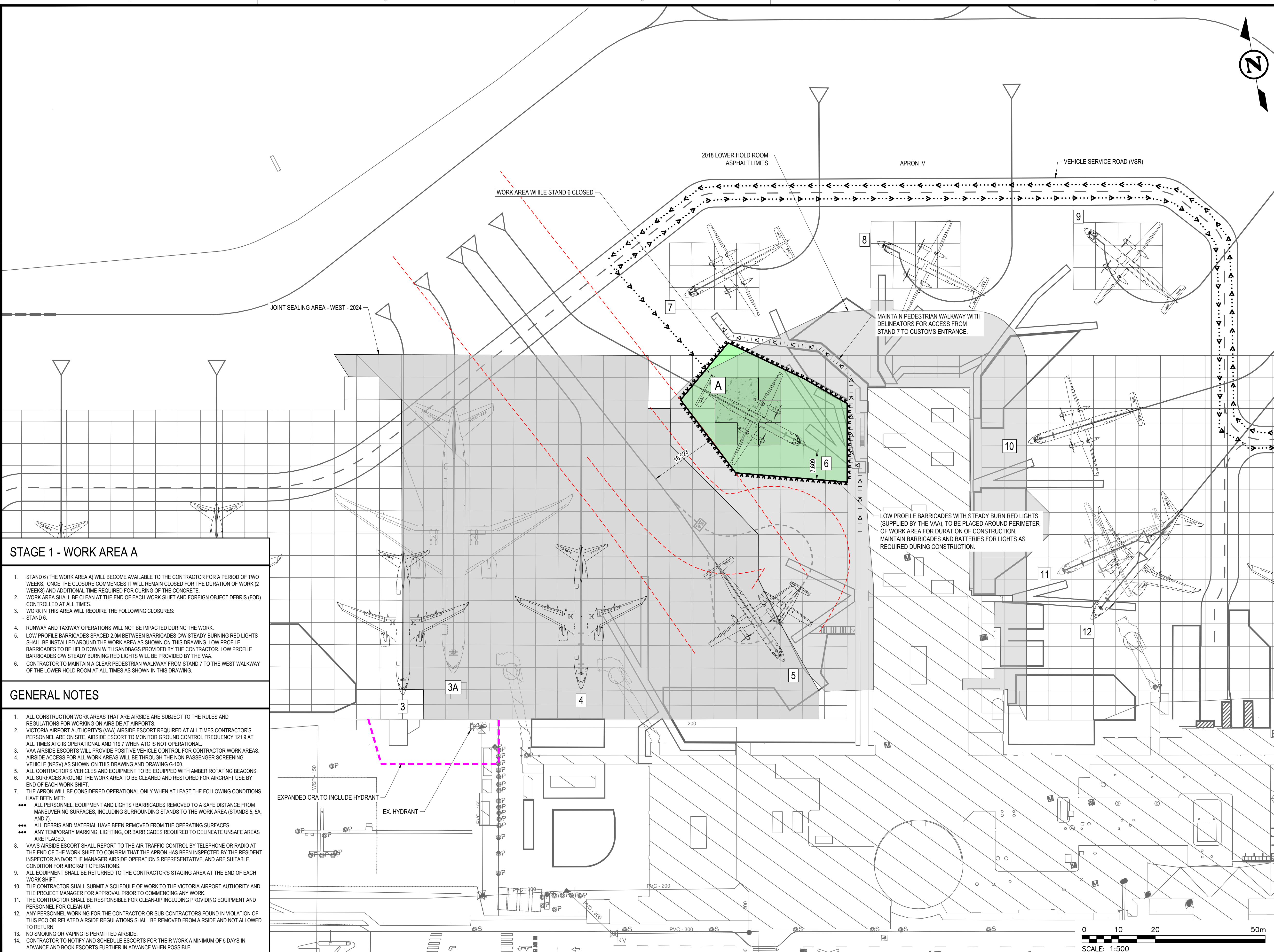
**PLAN OF CONSTRUCTION OPERATIONS OVERVIEW**

DRAWING NO : **G-100**

0 20 50 75m  
SCALE: 1:750

90 mm

CADD FILE: AIRP03760 YYJ APRON IV 2024 G-101.dwg PLOTTED DATE: 2024/04/11 AT 16:18:53 PLOTTED BY: MIRAN, JEANETTE



KEY PLAN

**TETRA TECH**

CONSULTANTS

SEAL

PERMIT

0	ISSUED FOR TENDER	2024/04/12	A.E.
REV	ISSUED FOR	DATE	APPD

**YYJ** VICTORIA INTERNATIONAL AIRPORT

**APRON IV JOINT SEALING REPLACEMENT 2024**

VICTORIA INTERNATIONAL AIRPORT

PROJECT NO : TRN.AIRP03760-01  
 CONTRACT NO :  
 DRAFTED BY : M. RUDNISKI  
 DESIGNED BY : A. EVANS  
 CHECKED BY : R. KOHLER  
 APPROVED BY : A. EVANS

**PLAN OF CONSTRUCTION OPERATIONS - STAGE 1 STAND 6 CLOSURE DETAILS**

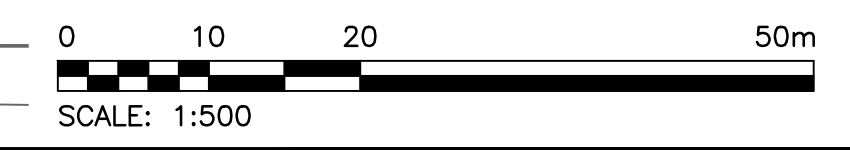
DRAWING NO : **G-101**

**STAGE 1 - WORK AREA A**

- STAND 6 (THE WORK AREA A) WILL BECOME AVAILABLE TO THE CONTRACTOR FOR A PERIOD OF TWO WEEKS. ONCE THE CLOSURE COMMENCES IT WILL REMAIN CLOSED FOR THE DURATION OF WORK (2 WEEKS) AND ADDITIONAL TIME REQUIRED FOR CURING OF THE CONCRETE.
- WORK AREA SHALL BE CLEAN AT THE END OF EACH WORK SHIFT AND FOREIGN OBJECT DEBRIS (FOD) CONTROLLED AT ALL TIMES.
- WORK IN THIS AREA WILL REQUIRE THE FOLLOWING CLOSURES:
  - STAND 6.
- RUNWAY AND TAXIWAY OPERATIONS WILL NOT BE IMPACTED DURING THE WORK.
- LOW PROFILE BARRICADES SPACED 2.0M BETWEEN BARRICADES C/W STEADY BURNING RED LIGHTS SHALL BE INSTALLED AROUND THE WORK AREA AS SHOWN ON THIS DRAWING. LOW PROFILE BARRICADES TO BE HELD DOWN WITH SANDBAGS PROVIDED BY THE CONTRACTOR. LOW PROFILE BARRICADES C/W STEADY BURNING RED LIGHTS WILL BE PROVIDED BY THE VAA.
- CONTRACTOR TO MAINTAIN A CLEAR PEDESTRIAN WALKWAY FROM STAND 7 TO THE WEST WALKWAY OF THE LOWER HOLD ROOM AT ALL TIMES AS SHOWN IN THIS DRAWING.

**GENERAL NOTES**

- ALL CONSTRUCTION WORK AREAS THAT ARE AIRSIDE ARE SUBJECT TO THE RULES AND REGULATIONS FOR WORKING ON AIRSIDE AT AIRPORTS.
- VICTORIA AIRPORT AUTHORITY'S (VAA) AIRSIDE ESCORT REQUIRED AT ALL TIMES CONTRACTOR'S PERSONNEL ARE ON SITE. AIRSIDE ESCORT TO MONITOR GROUND CONTROL FREQUENCY 121.9 AT ALL TIMES ATC IS OPERATIONAL AND 119.7 WHEN ATC IS NOT OPERATIONAL.
- VAA AIRSIDE ESCORTS WILL PROVIDE POSITIVE VEHICLE CONTROL FOR CONTRACTOR WORK AREAS.
- AIRSIDE ACCESS FOR ALL WORK AREAS WILL BE THROUGH THE NON-PASSENGER SCREENING VEHICLE (NPSV) AS SHOWN ON THIS DRAWING AND DRAWING G-100.
- ALL CONTRACTOR'S VEHICLES AND EQUIPMENT TO BE EQUIPPED WITH AMBER ROTATING BEACONS.
- ALL SURFACES AROUND THE WORK AREA TO BE CLEANED AND RESTORED FOR AIRCRAFT USE BY END OF EACH WORK SHIFT.
- THE APRON WILL BE CONSIDERED OPERATIONAL ONLY WHEN AT LEAST THE FOLLOWING CONDITIONS HAVE BEEN MET:
  - ALL PERSONNEL, EQUIPMENT AND LIGHTS / BARRICADES REMOVED TO A SAFE DISTANCE FROM MANEUVERING SURFACES, INCLUDING SURROUNDING STANDS TO THE WORK AREA (STANDS 5, 5A, AND 7).
  - ALL DEBRIS AND MATERIAL HAVE BEEN REMOVED FROM THE OPERATING SURFACES.
  - ANY TEMPORARY MARKING, LIGHTING, OR BARRICADES REQUIRED TO DELINEATE UNSAFE AREAS ARE PLACED.
- VAA'S AIRSIDE ESCORT SHALL REPORT TO THE AIR TRAFFIC CONTROL BY TELEPHONE OR RADIO AT THE END OF THE WORK SHIFT TO CONFIRM THAT THE APRON HAS BEEN INSPECTED BY THE RESIDENT INSPECTOR AND/OR THE MANAGER AIRSIDE OPERATIONS REPRESENTATIVE, AND ARE SUITABLE CONDITION FOR AIRCRAFT OPERATIONS.
- ALL EQUIPMENT SHALL BE RETURNED TO THE CONTRACTOR'S STAGING AREA AT THE END OF EACH WORK SHIFT.
- THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF WORK TO THE VICTORIA AIRPORT AUTHORITY AND THE PROJECT MANAGER FOR APPROVAL PRIOR TO COMMENCING ANY WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN-UP INCLUDING PROVIDING EQUIPMENT AND PERSONNEL FOR CLEAN-UP.
- ANY PERSONNEL WORKING FOR THE CONTRACTOR OR SUB-CONTRACTORS FOUND IN VIOLATION OF THIS POO OR RELATED AIRSIDE REGULATIONS SHALL BE REMOVED FROM AIRSIDE AND NOT ALLOWED TO RETURN.
- NO SMOKING OR VAPING IS PERMITTED AIRSIDE.
- CONTRACTOR TO NOTIFY AND SCHEDULE ESCORTS FOR THEIR WORK A MINIMUM OF 5 DAYS IN ADVANCE AND BOOK ESCORTS FURTHER IN ADVANCE WHEN POSSIBLE.







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0	ISSUED FOR TENDER	2024/04/12	A.E.
REV	ISSUED FOR	DATE	APPD



### APRON IV JOINT SEALING REPLACEMENT 2024

VICTORIA INTERNATIONAL AIRPORT

PROJECT NO : TRN.AIRP03760-01

CONTRACT NO :

DRAFTED BY : M. RUDNICKI

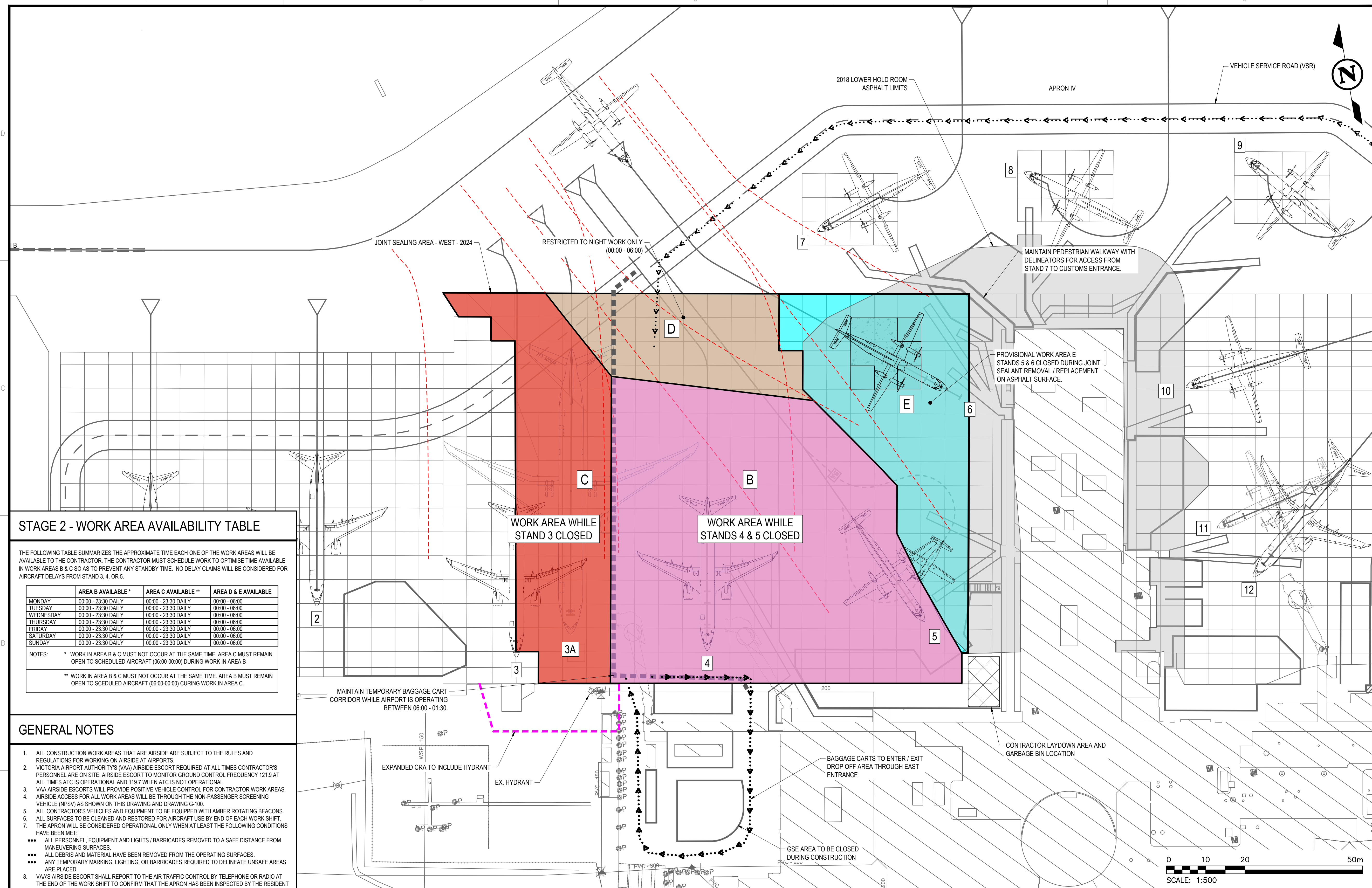
DESIGNED BY : A. EVANS

CHECKED BY : R. KOHLER

APPROVED BY : A. EVANS

### PLAN OF CONSTRUCTION OPERATIONS - STAGE 2 JOINT SEALING

DRAWING NO : **G-102**



#### STAGE 2 - WORK AREA AVAILABILITY TABLE

THE FOLLOWING TABLE SUMMARIZES THE APPROXIMATE TIME EACH ONE OF THE WORK AREAS WILL BE AVAILABLE TO THE CONTRACTOR. THE CONTRACTOR MUST SCHEDULE WORK TO OPTIMISE TIME AVAILABLE IN WORK AREAS B & C SO AS TO PREVENT ANY STANDBY TIME. NO DELAY CLAIMS WILL BE CONSIDERED FOR AIRCRAFT DELAYS FROM STAND 3, 4, OR 5.

	AREA B AVAILABLE *	AREA C AVAILABLE **	AREA D & E AVAILABLE
MONDAY	00:00 - 23:30 DAILY	00:00 - 23:30 DAILY	00:00 - 06:00
TUESDAY	00:00 - 23:30 DAILY	00:00 - 23:30 DAILY	00:00 - 06:00
WEDNESDAY	00:00 - 23:30 DAILY	00:00 - 23:30 DAILY	00:00 - 06:00
THURSDAY	00:00 - 23:30 DAILY	00:00 - 23:30 DAILY	00:00 - 06:00
FRIDAY	00:00 - 23:30 DAILY	00:00 - 23:30 DAILY	00:00 - 06:00
SATURDAY	00:00 - 23:30 DAILY	00:00 - 23:30 DAILY	00:00 - 06:00
SUNDAY	00:00 - 23:30 DAILY	00:00 - 23:30 DAILY	00:00 - 06:00

NOTES:  
 \* WORK IN AREA B & C MUST NOT OCCUR AT THE SAME TIME. AREA C MUST REMAIN OPEN TO SCHEDULED AIRCRAFT (06:00-00:00) DURING WORK IN AREA B  
 \*\* WORK IN AREA B & C MUST NOT OCCUR AT THE SAME TIME. AREA B MUST REMAIN OPEN TO SCHEDULED AIRCRAFT (06:00-00:00) DURING WORK IN AREA C.

#### GENERAL NOTES

- ALL CONSTRUCTION WORK AREAS THAT ARE AIRSIDE ARE SUBJECT TO THE RULES AND REGULATIONS FOR WORKING ON AIRSIDE AT AIRPORTS.
- VICTORIA AIRPORT AUTHORITY'S (VAA) AIRSIDE ESCORT REQUIRED AT ALL TIMES CONTRACTOR'S PERSONNEL ARE ON SITE. AIRSIDE ESCORT TO MONITOR GROUND CONTROL FREQUENCY 121.9 AT ALL TIMES ATC IS OPERATIONAL AND 119.7 WHEN ATC IS NOT OPERATIONAL.
- VAA AIRSIDE ESCORTS WILL PROVIDE POSITIVE VEHICLE CONTROL FOR CONTRACTOR WORK AREAS.
- AIRSIDE ACCESS FOR ALL WORK AREAS WILL BE THROUGH THE NON-PASSENGER SCREENING VEHICLE (NPSV) AS SHOWN ON THIS DRAWING AND DRAWING G-100.
- ALL CONTRACTOR'S VEHICLES AND EQUIPMENT TO BE EQUIPPED WITH AMBER ROTATING BEACONS.
- ALL SURFACES TO BE CLEANED AND RESTORED FOR AIRCRAFT USE BY END OF EACH WORK SHIFT.
- THE APRON WILL BE CONSIDERED OPERATIONAL ONLY WHEN AT LEAST THE FOLLOWING CONDITIONS HAVE BEEN MET:
  - ALL PERSONNEL, EQUIPMENT AND LIGHTS / BARRICADES REMOVED TO A SAFE DISTANCE FROM MANEUVERING SURFACES.
  - ALL DEBRIS AND MATERIAL HAVE BEEN REMOVED FROM THE OPERATING SURFACES.
  - ANY TEMPORARY MARKING, LIGHTING, OR BARRICADES REQUIRED TO DELINEATE UNSAFE AREAS ARE PLACED.
- VAA'S AIRSIDE ESCORT SHALL REPORT TO THE AIR TRAFFIC CONTROL BY TELEPHONE OR RADIO AT THE END OF THE WORK SHIFT TO CONFIRM THAT THE APRON HAS BEEN INSPECTED BY THE RESIDENT INSPECTOR AND/OR THE MANAGER AIRSIDE OPERATIONS REPRESENTATIVE, AND ARE SUITABLE CONDITION FOR AIRCRAFT OPERATIONS.
- ALL EQUIPMENT SHALL BE RETURNED TO THE CONTRACTOR'S STAGING AREA AT THE END OF EACH WORK SHIFT.
- THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF WORK TO THE VICTORIA AIRPORT AUTHORITY AND THE PROJECT MANAGER FOR APPROVAL PRIOR TO COMMENCING ANY WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN-UP INCLUDING PROVIDING EQUIPMENT AND PERSONNEL FOR CLEAN-UP.
- ANY PERSONNEL WORKING FOR THE CONTRACTOR OR SUB-CONTRACTORS FOUND IN VIOLATION OF THIS PCO OR RELATED AIRSIDE REGULATIONS SHALL BE REMOVED FROM AIRSIDE AND NOT ALLOWED TO RETURN.
- NO SMOKING OR VAPING IS PERMITTED AIRSIDE.
- CONTRACTOR TO NOTIFY AND SCHEDULE ESCORTS FOR THEIR WORK A MINIMUM OF 72 HRS IN ADVANCE AND BOOK ESCORTS FURTHER IN ADVANCE WHEN POSSIBLE.
- A TEMPORARY ACCESS CORRIDOR FOR BAGGAGE CARTS SHALL BE MAINTAINED AT ALL TIMES WHEN WORKING IN AREAS B AND C. ACCESS ROUTE TO BE DELINEATED WITH TRAFFIC CONES OR OTHER EFFECTIVE MEANS AND BE SET UP, MAINTAINED, AND REMOVED BY THE CONTRACTOR FOR EACH SHIFT.

#### STAGE 2 - WORK AREA B

- WORK AREA B WILL BE AVAILABLE TO THE CONTRACTOR AS SHOWN IN THE WORK AREA AVAILABILITY TABLE PROVIDED ON THIS DRAWING.
- CONTRACTOR MUST NOTIFY THE AIRPORT OF THE INTENDED WORK DAYS / TIMES A MINIMUM OF 1 WEEK IN ADVANCE TO ALLOW FOR ADEQUATE TIME FOR OPERATIONS AND GATE PLANNING.
- WHEN WORK IN AREA B IS TAKING PLACE, WORK AREA C MUST REMAIN AVAILABLE TO AIRCRAFT DURING REGULAR SCHEDULED TIMES.
- WORK IN THIS AREA WILL REQUIRE THE FOLLOWING CLOSURES:
  - STAND 4
  - STAND 5
  - STAND 5A
- RUNWAY AND TAXIWAY OPERATIONS WILL NOT BE IMPACTED DURING THE WORK.

#### STAGE 2 - WORK AREA C

- WORK AREA C WILL BE AVAILABLE TO THE CONTRACTOR AS SHOWN IN THE WORK AREA AVAILABILITY TABLE PROVIDED ON THIS DRAWING.
- CONTRACTOR MUST NOTIFY THE AIRPORT OF THE INTENDED WORK DAYS / TIMES A MINIMUM OF 1 WEEK IN ADVANCE TO ALLOW FOR ADEQUATE TIME FOR OPERATIONS AND GATE PLANNING.
- WHEN WORK IN AREA C IS TAKING PLACE, WORK AREA B MUST REMAIN AVAILABLE TO AIRCRAFT DURING REGULAR SCHEDULED TIMES.
- WORK IN THIS AREA WILL REQUIRE THE FOLLOWING CLOSURES:
  - STAND 3

#### STAGE 2 - WORK AREA D

- WORK AREA D WILL ONLY BE AVAILABLE AT NIGHT BETWEEN THE HOURS SHOWN IN THE WORK AREA AVAILABILITY TABLE.
- CONTRACTOR MUST NOTIFY THE AIRPORT OF THE INTENDED WORK DAYS / TIMES A MINIMUM OF 1 WEEK IN ADVANCE TO ALLOW FOR ADEQUATE TIME FOR OPERATIONS AND GATE PLANNING.

#### STAGE 2 - WORK AREA E

- WORK AREA E IS DESIGNATED FOR PROVISIONAL WORK OF JOINT SEALANT REPLACEMENT ON ASPHALT JOINTS IN THIS AREA.
- WORK AREA E WILL ONLY BE AVAILABLE BETWEEN THE HOURS SHOWN IN THE WORK AREA AVAILABILITY TABLE.
- CONTRACTOR MUST NOTIFY THE AIRPORT OF THE INTENDED WORK DAYS / TIMES A MINIMUM OF 1 WEEK IN ADVANCE TO ALLOW FOR ADEQUATE TIME FOR OPERATIONS AND GATE PLANNING.
- WORK IN THIS AREA WILL REQUIRE THE FOLLOWING CLOSURES:
  - STAND 5
  - STAND 6

CADD FILE: AIRP03760 YYJ APRON IV 2024 G-102.dwg PLOTTED DATE: 2024/04/11 AT 16:19:23 PLOTTED BY: MIRAN, JEANETTE

## ANNEX 5

### TP 312 5<sup>th</sup> EDITION – SECTION 5.2.24.2

### 5.2.22 Information Message Marking

*Note: An information message marking is text painted on the paved surface of an apron without the overall background that is associated with the painted sign pavement marking.*

#### Application

5.2.22.1 Where provided, the information message marking is as specified in this section.

#### Location

5.2.22.2 An information message marking is restricted to apron areas.

#### Characteristics

5.2.22.3 The information message marking for use by aircraft is yellow.

### 5.2.23 Ancillary Services Marking

*Note: The ancillary services marking is provided to identify the location of various airfield elements such as taxiway edge lights, catch basins and manhole covers.*

#### Application

5.2.23.1 Where provided, the ancillary services marking is as specified in this section.

#### Characteristics

5.2.23.2 The ancillary services marking:

- (a) is a single yellow line 15 cm ( $\pm 5$  cm);
- (b) is 90° to the runway or taxiway edge;
- (c) does not extend onto the manoeuvring surface greater than 4 m from the edge; and
- (d) does not interfere with other markings.

### 5.2.24 Unserviceable/Closed Marking

#### General

5.2.24.1 When a runway, taxiway or portion thereof is permanently closed, all markings other than the closed markings are removed.

#### Application

5.2.24.2 Where a runway, taxiway or portion thereof is closed or becomes unserviceable an unserviceable/closed marking is displayed except where the closure is for a short period and other means of advising aircraft and vehicle operators are used.

**Location**

- 5.2.24.3** On a runway, the unserviceable/closed marking is placed at each end of the runway, or portion thereof, declared closed. Additional markings are placed so that the maximum interval between markings does not exceed 300 m.
- 5.2.24.4** On a taxiway, the unserviceable/closed marking is placed at each end of the taxiway or portion thereof declared closed.

**Characteristics**

- 5.2.24.5** Subject to 5.2.24.7, the unserviceable/closed marking on a runway is white and of the form and proportions detailed in Figure 5-20, Illustration A.
- 5.2.24.6** Subject to 5.2.24.7, on a taxiway or apron, the unserviceable/closed marking is yellow and of the form and proportions detailed in Figure 5-20, Illustration B.
- 5.2.24.7** On unpaved surfaces, or for the temporary (short) closure of a paved surface, the following may be used as alternatives:
- (a) subject to [section 5.3.33](#), lighted closed markers can be used in lieu of unserviceable/closed markings for closures of short duration;
  - (b) on a runway, markings utilizing materials other than paint or other suitable means may be used;
  - (c) on a taxiway or apron, frangible barriers or markings utilizing materials other than paint or other suitable means may be used

*Note 1: The intent of (b) is to allow for the use of alternatives to paint such as a large plastic X that would be of the form and proportions of Figure 5-20.*

*Note 2: See [sections 5.3.32](#) and [5.3.33](#) for information on the lighting of unserviceable areas.*

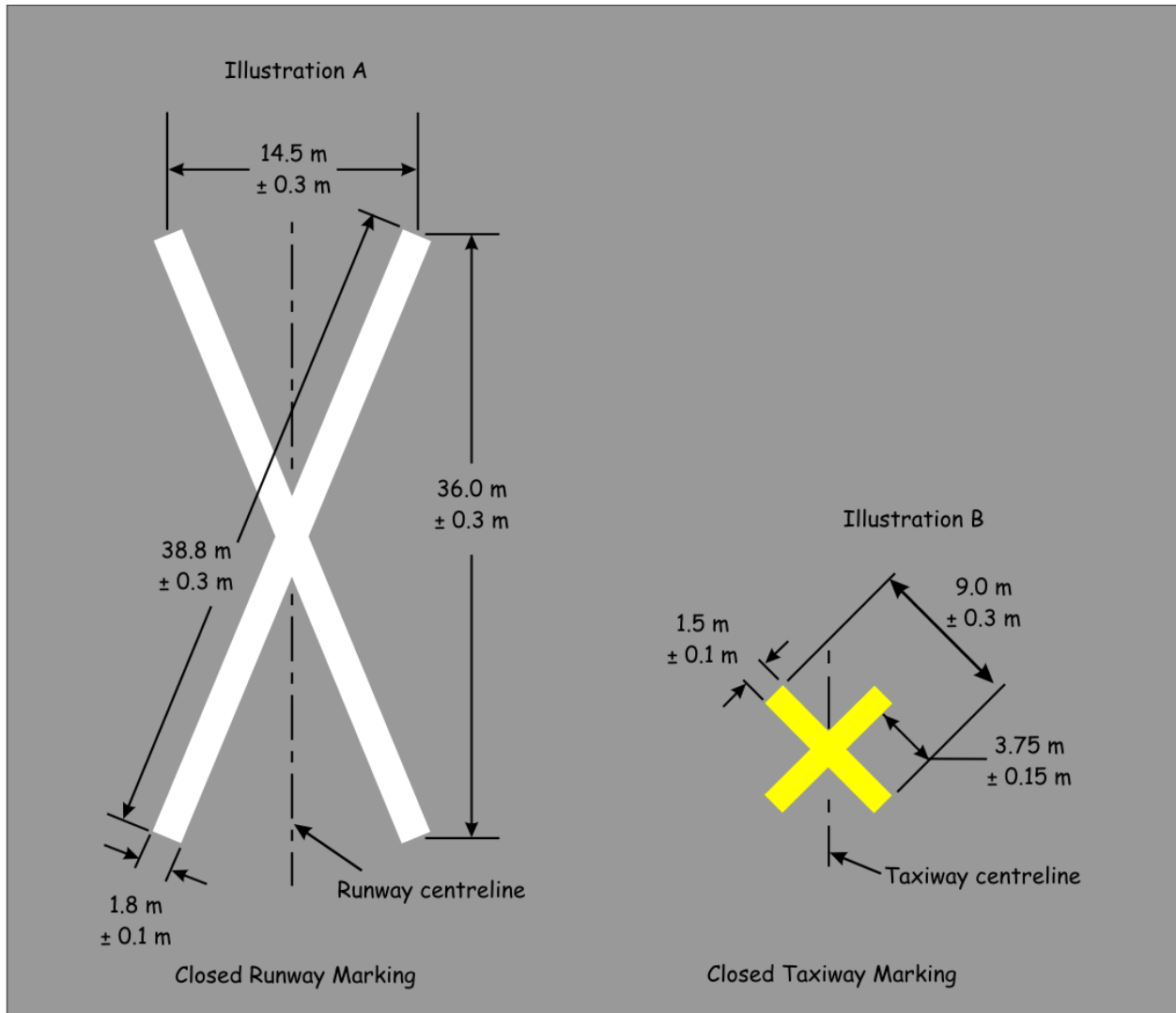


Figure 5-20: Closed runway and taxiway markings