

October 23, 2016

Vancouver Ground/Tower Standard Operating Procedures

1. **Purpose** This order defines duties and responsibilities, depicts areas of airspace, runways, and taxiways allocated to each position and provides supplemental direction as necessary for each position of operation within the Vancouver Air Traffic Control Tower (ATCT).
2. **Airspace** Vancouver airport is a class C airport. The 7nm control zone (C) extends to 2500ft ASL and is surrounded by a TCA extending up to 16'000ft. The TCA is class C transponder airspace below 12'500ft, then B above that. As the TCA is merged with that of Victoria the shape is extremely irregular. [Click here](#) to see the VFR Terminal chart for a close up of the Vancouver control zone.
3. **Squawk Codes** Flights remaining inside the Vancouver FIR shall be assigned a squawk code range between 5101 and 5147. External flights shall be assigned a squawk code range of 3701 to 3747.

4. Frequencies

Callsign	Voice Callsign	Frequency
CYVR_TWR	Vancouver Tower	118.700
CYVR_N_TWR (North)	Vancouver Tower	119.550
CYVR_S_TWR (South)	Vancouver Tower	118.700
CYVR_GND	Vancouver Ground	121.700
CYVR_N_GND (North)	Vancouver Ground	127.150
CYVR_S_GND (South)	Vancouver Ground	121.700
CYVR_DEL	Vancouver Delivery	121.400

5. **Clearances** No outbound routing restrictions have been defined yet. Make sure the route is a preferred route according to the CFS, if there is one. Otherwise, use your best judgment. Keep in mind the multiple other airports around. Because the volume of traffic in Vancouver is big enough, there is no need to request clearances from the terminal or ACC. Therefore, the prefix "ATC clears" must not be used.
6. **Taxiway restrictions** There has been some confusion both among us controllers and among pilots what the procedure should be for taxiway J south of K. With the different versions of scenery used among the pilots, it often is not clear which taxiway to follow. The main reason for a potential conflict are aircraft parked at the gates 39-43 which appear to

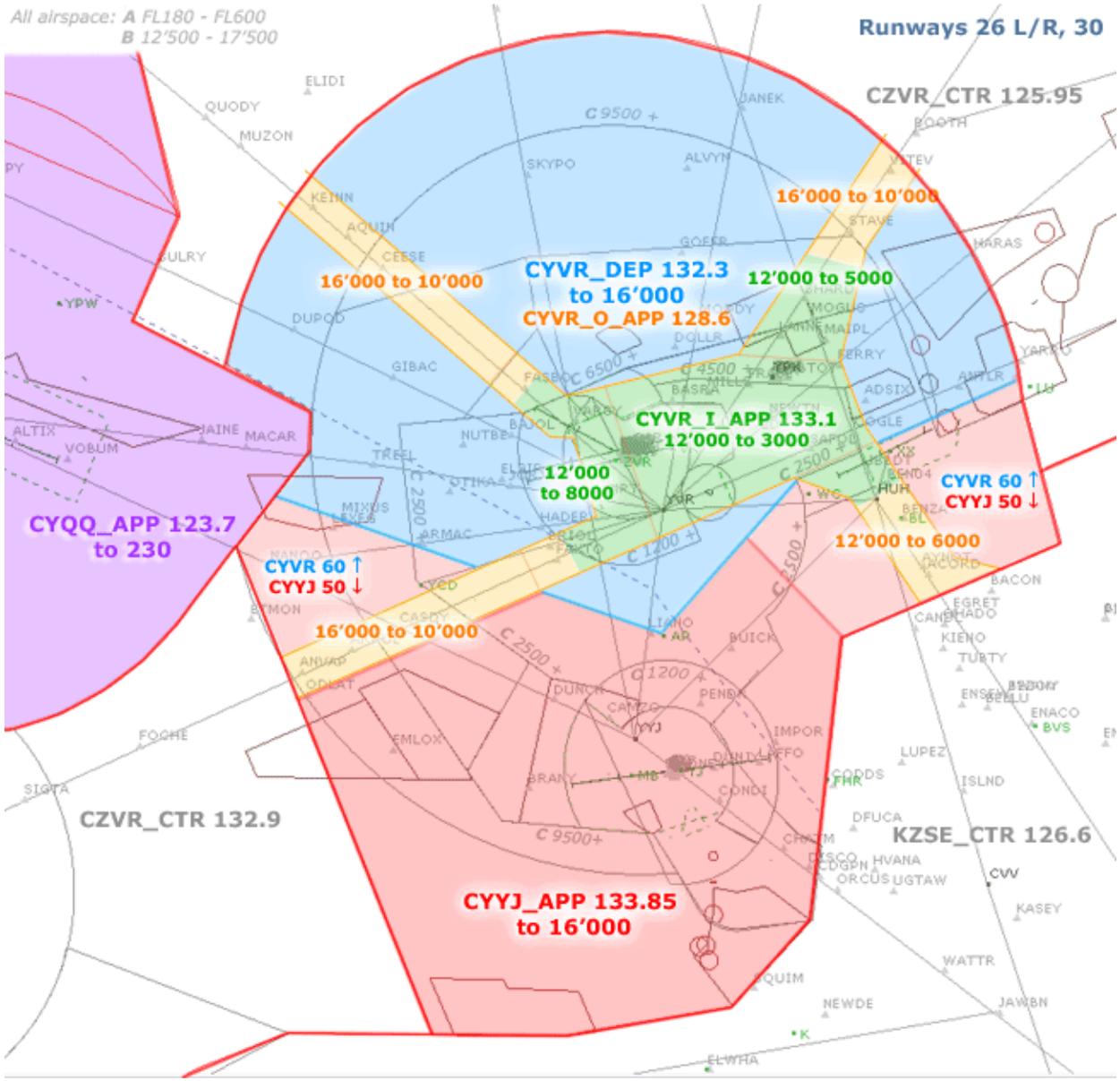
totally block taxiway J. In order to avoid this conflict, the new SOP is not to use taxiway J south of K when aircraft are parked at gate 39-43. The type of aircraft that you are taxiing has no impact on this SOP. It is left up to the controller how to proceed with taxi instructions with the recommended actions being, in order of preference:

1. Ask if the pilot has taxiway K and/or V and can accept that route
2. Provide progressive taxi instructions along K and V
3. Depart aircraft from runway 08L/26R

With this procedure in place, it will no longer be necessary to approve a push onto taxiway J from gates 39-43. This being VATSIM, we may get the occasional pop-up aircraft at the gate and will need to do some quick thinking in order to route the taxiing aircraft around the "obstacle".

7. **Runway Configurations** Preferred arrival runway is 08L/26R. Preferred departure runway is 08R/26L. Runway 13/31 must be used if crosswind component on the main runways exceeds 20 knots. Calm wind runways (5 knots or less) are 26L for departures and 26R for arrivals.
8. **Departures** Use standard separation for departures. Besides providing the radar/wake turbulence separation between departures, the Tower controller must ensure that the initial separation between aircraft does not decrease. Factors such as aircraft performance and pilot technique vary even in the real world so be wary when attempting to run departures with minimum spacing, especially when departing a jet behind a prop, even if their wake category are the same. IFR traffic is handed off to "Departures" with the take-off clearance.
9. **Arrivals** It is the responsibility of the TCU/ACC to provide the appropriate separation between successive arrivals on final approach. Responsibility for spacing between arriving aircraft is transferred to the Tower once the aircraft crosses the Final Approach Fix (FAF). With the use of radar the Tower assumes control of arrivals at the FAF regardless of the weather conditions. See MANOPS section 362.5 for the proper control transfer procedures. If using Euroscope in conjunction with FS to operate a visual tower viewpoint, you may decrease the 3 nm separation of aircraft on final provided both aircraft are in sight. Aircraft conducting visual approaches in accordance with MANOPS section 566 and 567 are responsible for maintaining their own separation. On Arrival traffic will be handed off to Tower once established on the approach (or any leg for visual approaches) prior to entering the control zone. If TCU/ACC is offline, make sure the aircraft calls you in advance so you can start managing separation between other traffic as needed.
10. **VFR Traffic** Routing restrictions exist in Vancouver complex airspace. On VATSIM however, it is up to the pilot to decide if he wants to follow them or not. Arriving VFR traffic will be transferred to tower approximately prior to entering the control zone. Departing restrictions should only be applied for separation with other IFR traffic. There are no pre-defined guidelines.

11. Airspace Diagrams



Bulletin	Subject	Authorized	Date
YVR1110	Initial	Daniel Oordt	May 12, 2015
	Revision 1	Tomas Hansson	March 23, 2016
	Rename and Taxi instructions	Tomas Hansson	October 23, 2016