

March 23, 2016

## Vancouver Terminal Standard Operating Procedures

1. **Purpose** This order provides direction and guidance for the day-to-day operation of the Vancouver Terminal airspace. All air traffic personnel shall familiarize themselves with the provisions of this order as they pertain to their responsibilities and area of specialization.
2. **Airspace** The Vancouver/Victoria Terminal Control Unit (TCU) provides Terminal services to Vancouver International Airport and to several satellite airports in its vicinity. Providing Pacific Gateway air services, Vancouver joins Canada to virtually all of the Pacific Rim. The TCU extends in an irregular shape to include the Langley (CYNJ), and Pitt Meadows (CYPK) airports and Boundary Bay (CZBB), as well as a large number of smaller uncontrolled water aerodromes. When no terminal services are available at the Victoria Airport (CYYJ), Vancouver takes over there as well. Vancouver airport is a class C airport. The 7nm control zone (C) extends to 2500 feet ASL and is surrounded by a TCA extending up to 16,000 feet. The TCA is class C transponder airspace below 12,500 feet, then class B above that. As the TCA is merged with that of Victoria the shape is extremely irregular.
3. **Water Aerodromes** Vancouver terminal controls *Vancouver Harbour Flight Centre (CYHC)* and issues take-off and landing clearances. Other services are not provided. Vancouver/Victoria Terminal provides Mandatory Frequency (MF) services for *Victoria Inner Harbour Airport (CYWH)*. The airport is treated as an uncontrolled airport on VATSIM.
4. **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.
5. **Frequencies**

Callsign	Voice Callsign	Frequency
<b>CYVR_APP</b>	<b>Vancouver Terminal</b>	<b>125.200</b>
CYVR_O_APP (Outer)	Vancouver Arrivals	128.600
CYVR_I_APP (Inner)	Vancouver Arrivals	122.100
<b>CYVR_DEP</b>	<b>Vancouver Departures</b>	<b>132.300</b>
CYVR_N_DEP (North)	Vancouver Departures	126.125
CYVR_S_DEP (South)	Vancouver Departures	132.300
<b>CYYJ_APP</b>	<b>Victoria Terminal</b>	<b>133.850</b>

6. **Terminal** Terminal roles for Vancouver / Victoria are divided between Inner Arrivals, Outer Arrivals, Victoria Terminal and Departure controllers.
7. **Outer** Outer Arrivals receives handoffs of arriving aircraft in one of the four arrival corridors from the ACC unit (Vancouver Centre) or from either Victoria Terminal or the Comox MTCU. Aircraft will enter the corridors at 250kts or less and at an altitude prescribed by the relevant STAR. These arrivals are descended through the arrival corridor and into the pre-descent area to either 8000ft or, in the case of straight in arrivals, to 6000 ft. The primary role of the Outer Controller is to ensure a sequencing of aircraft leading to the downwind leg and transfer to the Inner controller.
8. **Inner** Inner Arrivals sequences arriving aircraft received from the Outer controller for hand off to a Tower controller. Inner is therefore responsible for directing speed reductions on the downwind leg, turns to base and turns to final or localizer intercept. Aircraft should be descended to 3000ft by for final approach. Transfer to tower can occur once the aircraft is established on final approach. Because the two main runways (08s/26s) are not far enough apart, true parallel runway operations are not possible in Vancouver. Inner Arrivals needs to ensure that aircraft arriving on both runways are adequately staggered. If there is only one arrivals controller available, both Outer and Inner positions will be manned by the call sign CYVR\_APP. This position will refer to him/herself in their ATIS as **Vancouver Arrivals** if a Departures controller is available, or as **Vancouver Terminal** otherwise.
9. **Departure** The primary function of Departures controller is to guide departing aircraft away from the airport as efficiently as possible, and in a manner that will permit them to continue their climb free of any conflict. Aircraft departing Vancouver will be climbing to either 2,000 or 7,000. If no conflict will occur with arrival or other terminal traffic, departure may issue climb up to 16,000ft which is the ceiling of the TCA. The airspace limits are shown in the Airspace Diagrams. In summary the Departures sector is responsible for all the airspace within the north two thirds of the TCA, excluding the arrival boxes. If the Victoria sector is unmanned DEP will also take responsibility its airspace.
10. **Victoria** Although technically a part of a TCU shared with Vancouver, Victoria Terminal has a degree of autonomy and has sole responsibility for both arrivals and departures in Victoria, Nanaimo (CYCD), Abbotsford (CYXX), Victoria Harbour and any of many other coastal and inland float bases. It should be noted that Victoria does not staff a departures controller.





<b>Bulletin</b>	<b>Subject</b>	<b>Authorized</b>	<b>Date</b>
YVR2110	Initial	Daniel Oordt	May 12, 2015
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