

# Vancouver Area Control Centre

## Standard Operating Procedures

1. **Purpose** This order provides direction and guidance for the day-to-day operation of the Vancouver Area Control Centre. 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 Area Control Centre (ACC) is responsible for all airspace in the Vancouver FIR, excluding that of Comox MTCA, Victoria Terminal and Vancouver Terminal when those units are in operation. A large portion of the airspace covers the Rocky Mountains, which results in exceptionally high MEAs and MRVAs. Be very attentive to the minimum safe altitudes when vectoring traffic, and remember there is no radar coverage in the tighter valleys, so radar vectors below 15,000ft are generally not available.
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 0701 to 0747.
4. **Frequencies**

Callsign	Voice Callsign	Frequency
<b>CZVR_CTR</b>	<b>Vancouver Centre</b>	<b>133.700</b>
CZVR_E_CTR (East)	Vancouver Centre	125.950
CZVR_W_CTR (West)	Vancouver Centre	132.900

### 5. Sectors

<b>Vancouver Combined or Vancouver East - E (Primary)</b>	
Callsign:	CZVR_CTR <b>Vancouver Centre</b>
	CZVR_E_CTR <b>Vancouver Centre</b>
Frequency:	<b>133.700</b>
Description:	The <b>Vancouver East</b> sector is responsible for the airspace directly to the east of the Vancouver TCA. VE does all the arrival sequencing for arrivals from the east and converts departing eastbound and northbound aircraft from the departure vectors to the on-course portion of the flight.
Coordination:	Vancouver (VR)
	Vancouver Terminal arrivals shall be descended and transferred according to the the tables below. Spacing is always 5nm in trail. Issue arrival runway as listed below, and update SFI with appropriate code.

STAR / Route	Runway	Altitude	Speed
<b>CYVR</b> BOOTH1 <i>NE - VOR Nav</i>	8L/8R/13	STAVE at 10000	-
<b>CYVR</b> CANUC4 <i>NE - RNAV</i>	8L/8R	LANNE at 12000	250 at LANNE
	26L/26R	STAVE at 10000	230
<b>CYVR</b> COLMB1 <i>RNAV 8L</i>	8L	LANNE at 12000	250 at LANNE
<b>CYVR</b> GRIZZ5 <i>SE - RNAV</i>	8L/8R/ 26L/26R	EGRET at 10000	-
<b>CYVR</b> LIONN1 <i>NE - RNAV</i>	8L/8R/ 26L/26R	STAVE at 10000	
<b>CYVR</b> PAINE4 <i>SE - VOR Nav</i>	8L/8R/13	Jet: EGRET at 12000 Prop: EGRET at 10000	250
	26L/26R	Jet: EGRET at 12000 Prop: EGRET at 10000	Jet: 280
<b>CYVR</b> STAVE8 <i>NE - VOR NAV</i>	26L/26R	STAVE at 10000	230
<b>CYVR</b> VITEV3 <i>NE - RNAV</i>	26L/26R	STAVE at 12000	230
<b>CYYJ</b> YVR STAR	All	16000 by 20 DME YVR	
<b>Others</b>	-	Coordinate	-

Consolidation:

Vancouver East is the primary sector of the Vancouver ACC, and therefore assumes control for all unmanned sectors, as well as the Vancouver and Comox terminals.

### Vancouver West - W

Callsign:

CZVR\_W\_CTR **Vancouver Centre**

Frequency:

**132.900** / 132.500

Description:

The **Vancouver West** sector is responsible for the airspace in the western part of the FIR, including Vancouver Island.

Coordination:

Vancouver (VR)

Vancouver Terminal arrivals shall be descended and transferred according to the the tables below. Spacing is always 5nm in trail. Issue arrival runway as listed below, and update SFI with appropriate code.

STAR / Route	Runway	Altitude	Speed
<b>CYVR DUXUM4</b> <i>SW - RNAV</i>	26L/26R	BUICK at 8000	-
<b>CYVR GOTOK4</b> <i>SW - VOR Nav</i>	26L/26R	YYJ at 8000	-
<b>CYVR ILAND4</b> <i>SW - RNAV</i>	8L/8R	YYJ at 8000	-
<b>CYVR KEINN1</b> <i>NW - VOR Nav</i>	8L/8R	AQUIN at 1000	230
	26L/26R	Jet: OMSUV at 12000 Prop: CEESE at 10000	250
<b>CYVR SHARK9</b> <i>W - RNAV</i>	26L/26R	URMIX at 12000	250
<b>CYVR SOUND4</b> <i>W - RNAV</i>	8L/8R	LIBOG at 6000	
	26L/26R	LIBOG at 8000	
<b>CYVR WHSLR4</b> <i>NW - RNAV</i>	8L/8R	OMVUP at 10000	230
	26L/26R	Jet: OMSUV at 12000 Prop: CEESE at 10000	250
<b>Others</b>	-	Coordinate	-

<b>Bulletin</b>	<b>Subject</b>	<b>Authorized</b>	<b>Date</b>
ZVR3110	Initial	Daniel Oordt	May 12, 2015
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