

# CZVR



## **Vancouver Terminal Control**

**Effective: 2008-11-09**

### **1. PURPOSE**

This Standard Operating Procedure (SOP) outlines the procedures to be used by Controllers working CYVR Terminal and CYYJ Terminal to ensure that arrivals and departures are handled in an efficient and timely manner as possible.

### **2. ROLES AND RESPONSIBILITIES**

The Office of Primary Responsibility for this SOP is the ZVR Chief in consultation with the Chief Instructor and the ZVR Management Group. This SOP shall be maintained, revised, updated, or cancelled by the ZVR Chief or any organization that supersedes, replaces or assumes the Chief's responsibilities. Any suggestions for modification / amendment to this SOP should be sent to the Chief Instructor.

### **3. DISTRIBUTION**

This SOP is intended for use by the Controllers staffing CYVR Terminal.

## **4. BACKGROUND**

Over time, Controllers have found that having aircraft arrive or depart via pre-approved runways provides for a more orderly traffic flow and reduces the need for communication between CYVR Tower and CYVR Terminal.

## **5. REQUIREMENTS**

### **a. Frequency**

CYVR\_APP shall be the default Sector when operating Vancouver Terminal and Victoria Terminal combined using freq 128.60.

CYVR\_ARR shall use 128.60 as it's normal operating frequency if not split between Inner Approach and Outer Approach.

When operating two ARR Positions;  
CYVR\_ARR shall use 128.60  
CYVR\_I\_APP shall use 133.10

CYVR\_DEP shall use freq 132.30 when operating as one DEP Position.

When operating two DEP positions  
CYVR\_S\_DEP shall use 132.30  
CYVR\_N\_DEP shall use 120.00

### **b. Airspace**

CYVR Terminal owns the airspace from 2500 TO 16500 within the Vancouver TCA as defined in the Designated Airspace Handbook (DAH) excluding the area known as Victoria Terminal Control (2500 – 9000 ASL) as defined on the Vancouver Radar Map.

CYVR Terminal Control owns CYYJ Terminal airspace when CYYJ Terminal Control is not staffed.

CYVR Terminal is able to relinquish control of CYYJ Terminal to another Sector for training purposes.

## **6. OPERATIONS**

CYVR Terminal shall maintain normal operations in accordance with all current Letters of Agreement and Procedures.

### **a. DEPARTURES**

I. All aircraft that have filed an altitude higher than 16,000, are to be cleared to an altitude of 16,000 and told to expect higher and handed off to the Center as traffic permits.

II. Aircraft that have filed an outbound airway that is in conflict with inbound routes shall be re routed via the preferred outbound airways or vectored to a point as to be clear of any inbound aircraft.

III. All deviations from flight planned routes shall be coordinated with the appropriate Center Sector.

IV. Any and/or all of these procedures may be superseded with prior coordination with the appropriate sectors.

**b. ARRIVALS**

I. Aircraft that have filed a flight plan that will put them in conflict with preferred outbound routes shall be re routed to the preferred inbound route or vectored to a point that is clear of the outbound traffic preferably in the vicinity of the referred inbound route.

II. Aircraft that have files a STAR arrival should be allowed, where practicable, to fly the STAR. If a pilot indicates that he doesn't have charts available for any given procedure, then radar vectors shall be applied to place the aircraft within the normal approach area.

III. All deviations from flight planned routes shall be coordinated with the appropriate sectors.

IV. Any and/or all of these procedures may be superseded with prior coordination with the appropriate sectors.