

Vancouver Clearance Delivery (DEL)

Date: 2005-01-29

Version: 1.1

1. PURPOSE

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working CYVR Clearance Delivery to ensure that departure flows are handled in as efficient and timely a manner as possible.

2. ROLES AND RESPONSIBILITIES

The Office of Primary Responsibility for this SOP is the ZVR Chief in consultation with the ZVR Chief Instructor and the ZVR Management Group . This SOP shall be maintained, revised, updated or cancelled by the ZVR FIR 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 Training Instructor.

3. DISTRIBUTION

This SOP is intended for use by controllers staffing CYVR Clearance Delivery, as well as controllers working at CYVR Ground or CYVR Tower if CYVR Clearance Delivery is closed.

4. BACKGROUND

Over time, controllers have found that having aircraft depart via pre-approved departure routes, either by DP's (Departure Procedures) or via vectors through pre-determined departure "gates", provides for a more orderly traffic flow, and reduces the need for communication between Approach and other Center positions. It is also vitally important that all facilities understand what an airplane is going to do (i.e., what altitude he has been cleared to) when he approaches an adjacent controller's airspace. These procedures outline which routes to assign to pilots departing CYVR.

5. REQUIREMENTS

a. Frequency:

CYVR_DEL shall use 121.4 as it's normal frequency.

b. Airspace:

CYVR_DEL does not own any airspace or movement areas of the airport. Aircraft must contact CYVR Ground Control for authorization to taxi.

c. Special Instructions:

1. The flight plan of each aircraft requesting a clearance must be examined for appropriateness with attention to route, and requested cruising altitude.
2. Aircraft that have not filed for an approved Departure Procedure (DP) shall be issued the **YVR3** or the most appropriate DP for the route of flight and aircraft type (see below).
3. Aircraft filing "**NO DP**", or those that refuse an approved Departure Procedure shall be issued a clearance to **FLY RUNWAY HEADING AND MAINTAIN 7000** and be routed through an approved departure gate to the next appropriate fix in the flight-planned route.
4. Aircraft filing for incorrect altitudes for direction of flight should be issued corrected final altitudes. RVSM altitudes are in effect for aircraft filed between FL290 and FL410.

Flight Level	Flight Level Usage
	RVSM Airspace
430 & Above	430, 470, 510, 550 & 590 Westbound; 450, 490, 530, 570 Eastbound -- 2,000 foot separation
410	Eastbound
400	Westbound
390	Eastbound
380	Westbound
370	Eastbound
360	Westbound
350	Eastbound
340	Westbound
330	Eastbound
320	Westbound
310	Eastbound
300	Westbound
290 & Below	Even Levels Westbound & Odd levels Eastbound 1,000 foot separation

5. If an aircraft has been issued a clearance that is, in any way, different from the printed flight plan, and the pilot has not updated the flight plan with the issued amendments, you must advise the next controller that will handle the aircraft.

d. Normal Operations:

1. The **Vancouver 3 departure** (YVR3) shall be assigned to all turbojet aircraft regardless of their direction of flight or their routing.
2. Aircraft that cannot comply with the YVR3 departure shall be issued RUNWAY HEADING with an initial altitude of 7000.
3. The **Richmond 9 departure** shall only be accepted for non-jet-aircraft and is only valid for departures off runway 08R/26L and 08L/26R.
4. Runways **08R/26L** will be assigned for departures during **normal operations**. CYVR_TWR shall select the runway configuration.