

# Vancouver Tower Control (TWR)

Date: 2005-01-29

Version: 1.1

## 1. PURPOSE

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working CYVR Tower to ensure that arrivals and departures 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 Instructor.

## 3. DISTRIBUTION

This SOP is intended for use by controllers staffing CYVR Tower.

## 4. BACKGROUND

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

## 5. REQUIREMENTS

### a. Frequency:

CYVR\_TWR shall use 118.70 as its normal frequency, if not split.

CYVR\_N\_TWR shall use frequency 119.55

CYVR\_S\_TWR shall use frequency 118.70

### b. Airspace:

1. There are two parallel runways. If traffic warrants, CYVR TWR may be split into CYVR\_N\_TWR and CYVR\_S\_TWR. CYVR\_N\_TWR is responsible for the north runway and CYVR\_S\_TWR for the south runway and runway 12/30.
2. CYVR\_TWR owns all active runways, and the airspace from the surface to 2500 feet MSL within 7 nm around the Vancouver airport.

3. While CYVR Tower is a certified Radar position, the position cannot control IFR traffic using radar procedures in its own airspace.

**c. Special Instructions:**

1. If gate holds are in effect, ground control will not allow aircraft to startup until the anticipated release time is imminent.
2. VFR departures must remain VFR and remain clear of Approach Airspace unless their departure and routing is coordinated with Approach.
3. CYVR Tower is required to provide adequate initial IFR separation spacing between all departures so that he doesn't hand aircraft that are not legally separated to the approach controller. Consider aircraft type and performance prior to clearing an aircraft for takeoff behind another.
4. Do not F3 "own" any aircraft and do not use the F4 "handoff" function for departures. Instead, tell all aircraft to "contact approach on 128.6" or the required radar position depending on staffing levels, as soon as off of the runway, and not in conflict with tower's aircraft. This is important because it is difficult and time consuming for Approach Control to select the correct aircraft to 'accept' an automated handoff and may be busy elsewhere.

**d. Runway configurations:**

1. **Normal Operations:** During Normal Operations, CYVR uses the following runway configuration:

08L / 26R – ILS and visual approaches

08R / 26L – ILS and visual approaches

08R / 26L /12 – departures

2. **Cross Wind Operations:** Runway 12 will be considered the preferred runway when winds favor it at 25+ knots.

3. **Changing runway configuration:**

When wind changes to favor the opposite configuration, CYVR Tower shall change the runway operation. This is a process that must be coordinated with CYVR Approach, CYVR Departure, and CYVR Center.

The process involves several steps. After notifying the above facilities, CYVR Tower stops departures and holds them until the last arrivals scheduled for the current flow have landed. Once the aircraft in the stack that has been identified as the last for that configuration has landed, new operations may begin.

Pilots who are reluctant to accept the "runway in use" for whatever reason may be accommodated on the opposite direction or cross wind runway, as long as this is coordinated with approach. (Opposite direction departures cannot be released automatically, and a specific release must be coordinated with Approach). If there will be a delay, advise the pilot of how long this may be, and do your best to accommodate his/her needs.