



Terminal Standard Operating Procedures

Revision 2.2

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1. General

This order provides procedural direction for the CZVR terminal positions.

2. Assumption of Airspace

Vancouver Arrivals (CYVR_APP) assumes Vancouver Departure (CYVR_DEP) when Departure is offline. Vancouver Departure assumes Victoria Terminal (CYYJ_APP) when Victoria Terminal is offline.

Vancouver Terminal does NOT assume Comox Terminal airspace at any time.

2.1. Callsigns within the Vancouver TCU

Callsigns for positions within the Vancouver TCU vary depending on who the controller is talking to. Regardless of the position, controllers talking to departure traffic should call themselves “Departures”, to arrival traffic “Arrivals” and to VFR traffic “Terminal”.

3. Vancouver Terminal splits

3.1. Victoria Terminal

Victoria Terminal (CYYJ_APP) provides top-down services to the Victoria airport (CYYJ) and Abbotsford airport (CYXX). It also controls the airspace around the Nanaimo airport (CYCD), Langley airport (CYNJ) and Bellingham airport (KBLI) to some extent (see sub-sections 7.1 through 7.3 for more).

Additionally, traffic inbound to the Vancouver airport (CYVR) on the SHARK arrival will initially be sent to Victoria Terminal, which will assume Outer Arrivals duties (see subsection 3.3 for clarification on Outer and Inner duties).

3.2. Vancouver Departure

Vancouver Departures (CYVR_DEP) is not authorized to be connected without another controller assuming Vancouver Arrivals’ (CYVR_APP) airspace. Vancouver Departures provides top-down services to the Pitt Meadows airport (CYPK), Vancouver Harbour waterdrome (CYHC), and Boundary Bay airport (CZBB). See subsection 7.1 and 7.2 for further clarification on CYCD and CYNJ traffic management when Victoria Terminal is online.

3.3. Vancouver Arrivals (Inner and Outer)

Outer Arrivals is responsible for runway assignment, updated arrival information (weather and other relevant info) and approach assignment. Outer Arrivals should ensure a minimum of 5nm of spacing between aircraft on the same downwind when handing off traffic to Inner Arrivals. The handoff shall happen no later than 1 minute from the airspace border.

Inner Arrivals' sole purpose is establishing aircraft on the approach Outer Arrivals has previously assigned them. Speed restrictions and spacing minimas are further discussed in section 5.1.

4. IFR Departures

4.1. Look and Climb

When departure and arrival are split by two different controllers, Departure controllers may climb aircraft through Vancouver Arrival's airspace without prior coordination or point-outs given that the following conditions are met:

- 4.1.1. The departing aircraft is not anticipated to cross within 15 nautical miles in front of any arriving traffic.
- 4.1.2. The departing aircraft is not anticipated to cross within 5 nautical miles behind any arriving traffic.
- 4.1.3. There are no wake turbulence considerations (E.g. Light aircraft predicted to cross behind the path of a Super).
- 4.1.4. The departing aircraft will clear the arrival corridor via the most practicably direct route.

4.2. Visual Departures

When assigned a visual departure, the pilot is responsible for their own visual separation until the departures controller turns the aircraft 15° or more away from preceding traffic. At CYVR, this isn't a factor as long as the trailing aircraft is on a different SID than the preceding traffic.

If both aircraft are on the same SID, one of them shall be issued a turn of 15° or more before any further instruction can be issued. Only after an aircraft is issued the turn can visual separation be terminated.

4.3. Handoffs

Departures entering Vancouver Centre should be sent to Vancouver Centre as per normal. Departures southbound that will enter ZSE's airspace above 16,000 feet should be handed off to Vancouver Centre unless otherwise coordinated.

Where possible, southbound IFR departures from CYVR that will enter Victoria Terminal's airspace shall remain on the Vancouver Departure controller's frequency until handing off the aircraft to ZSE or ZVR. A handoff to Victoria Terminal should only be deemed necessary if a pointout isn't sufficient for separation purposes.

5. CYVR IFR Arrivals

5.1. Restrictions on Approach

Minimum spacing on final for a dedicated arrival runway is 2.5 Miles-In-Trail (MIT).

For a mixed ops runway (used for both departures and arrivals – usually the south runway at CYVR and runways at other smaller airports like CYYJ/CYLW), aircraft shall be at least 5 MIT and issued an instruction to cross 4 DME at 160kts or less. This allows Tower to depart an aircraft between every arrival.

When issuing a speed restriction to an aircraft established on a CYVR ILS approach, specify the termination point using localizer DME.

Air Canada 220, maintain speed 160 knots until 4 DME, contact Tower on 118.70.

5.2. Simultaneous Dependent Parallel Instrument Approaches (SDPIA)

SDPIA may be used at CYVR, provided the arrival controller:

- 5.2.1. vectors each aircraft to intercept the final approach course at an angle of 30 degrees or less, and at a 2 miles or more from where final descent will begin for a straight-in landing (not applicable to RNP AR approaches),
- 5.2.2. provides a minimum of 1,000 feet vertical or 3 miles separation until both aircraft are established inbound on their respective localizers,
- 5.2.3. provides a minimum of 2 miles separation diagonally between successive aircraft on adjacent localizer courses.

The above may also be applied with any combination of a Precision Approach (PA), Approach Procedure with Vertical Guidance (APV) or RNP AR Approach, provided the requirements specified above in relation to localizers are applied in relation to final approach courses for aircraft not conducting an ILS.

5.3. Simultaneous Independent Parallel Instrument Approaches (SIPIA)

Simultaneous independent parallel approaches are authorized at CYVR when utilizing CAT I ILS, RNAV APV, and RNP AR approaches during events, training, for testing purposes, or when approved by an executive staff member provided the following:

The arrival controller responsible for vectoring the aircraft:

- 5.3.1. vectors each aircraft in such a way:

- 5.3.1.1. to provide a minimum of 1 mile of straight and level flight prior to final approach course interception; and

- 5.3.1.2. to intercept the final approach course, at an angle of 30 degrees or less, and at a point 2 miles or more from where final descent will begin,
- 5.3.2. provides a minimum of 1,000 feet vertical OR 3 miles separation until both aircraft are established on their respective localizers, and
- 5.3.3. applies appropriate separation from other IFR or CVFR aircraft except for aircraft established on the parallel localizer and within the normal operating zone (NOZ) for the parallel runway.

Additionally, an ILS monitor controller must:

- 5.3.4. be logged on as CYVR_X_APP and has RX and TX (not XC) selected for:
 - 5.3.4.1. the Inner Arrival frequency or Arrival frequency if arrivals are not split,
 - 5.3.4.2. South tower frequency,
 - 5.3.4.3. North tower frequency if split with south tower.

The no transgression zone (NTZ) must be depicted on the ASR displays used by the arrival and monitor controllers.

The monitor controller issues necessary instructions and information, on the appropriate airport control frequency, so as to ensure aircraft remain within the applicable normal operating zone (NOZ) as follows:

- 5.3.5. when an aircraft is observed to overshoot a turn-on or approach the edge of the NOZ, immediately vectors the aircraft back to the centreline of the runway of intended landing and provides position information;

Flair 123, turn left IMMEDIATELY and return to the ILS localizer course.

- 5.3.6. when an aircraft is observed to continue on a track which will penetrate the NTZ, immediately vectors the aircraft back to the centreline; or
- 5.3.7. when it is observed that an aircraft has penetrated or is about to penetrate the NTZ, immediately:
 - 5.3.7.1. issues instructions to the aircraft on the parallel localizer to alter its heading so as to avoid the deviating aircraft, and
 - 5.3.7.2. co-ordinates, as appropriate, to accommodate any probable missed approach.

Encore 123, turn right heading 170 IMMEDIATELY to avoid traffic deviating from the adjacent approach, climb 3,000.

5.3.8. All other normal separation standards are met.

The monitor controller may terminate monitoring if visual separation is applied, the aircraft reports the runway in sight, or the aircraft is 1nm from the threshold.

See reference documentation at the end of the SOP for descriptions of the NOZ and NTZ.

5.4. SFI Tags

SFI Tags are not used within the Vancouver FIR. Arrivals controllers shall use the scratchpad to write down understandable abbreviations of approaches assigned to an aircraft.

Aircraft should have an approach written in the scratchpad prior to reaching the FAF or 4 DME, whichever is further. If an aircraft does not have a note associated with it before this point, Tower controllers shall not depart IFR aircraft independently of traffic on the parallel approach unless the type of approach can be confirmed by another method (i.e. coordination with the arrivals controller or confirmation of the type of approach being flown from the aircraft).

This restriction may be waived if the controller in charge of Inner Arrivals is also responsible for the Vancouver Airport Tower Control Zone.

6. IFR Arrivals within Victoria Terminal Airspace

6.1. Victoria Airport (CYYJ) Arrivals

Aircraft inbound to CYYJ will be handed off directly from Centre (ZVR) before the Vancouver VOR descending to 13000'.

For arrivals on the ILS 09, controllers should ensure they comply with the 4200' MVA around BRANY.

6.2. Nanaimo Airport (CYCD) Arrivals

Aircraft inbound CYCD will be handed off directly from Centre before the Vancouver VOR (YVR) at 17000'. Aircraft should be issued further descent and a southbound heading *leaving* the YVR to remain within CYYJ_APP's airspace.

Approach clearances shall be issued by CYYJ_APP. CYYJ_APP will keep all CYCD arrivals clear of CYVR_DEP and CYVR_L_APP's airspace. Aircraft within Victoria Terminal's airspace may be issued a direct to IKMUV at 3000 or below for an approach onto runway 16 without coordination with Vancouver Arrivals/Departures.

7. VFR

7.1. Vancouver & Victoria Terminal Airspace

All VFR traffic should remain in contact with Vancouver Terminal (staffed by Vancouver Departure) or Victoria Terminal at all times when within Vancouver/Victoria terminal's airspace as depicted on the VTA. The terminal controller should aim to keep VFR traffic along published VFR routes but is still responsible at all times for ensuring separation from both departing and arriving IFR traffic and implementing look and climb procedures where applicable.

7.2. Identification of VFR Traffic

VFR traffic entering terminal class C airspace or requesting flight following must be identified in an appropriate manner. A tag handoff from a tower controller is not considered an identification procedure. Tag handoffs from another *radar* (APP/DEP/CTR) controller are valid forms of identification.

7.3. Handling VFR During Times of Heavy Traffic

VFR traffic may be denied entry into the terminal class C if traffic warrants it.

Traffic crossing the straight via East Point - Cherry Point (or vice-versa) must not be denied a climb to a suitable altitude. A reasonable delay may be imposed if necessary.

8. Miscellaneous Items

8.1. Langley (CYNJ) Traffic

VFR traffic above 2,500' above the CYNJ CZ is controlled by CYVR_DEP or the assuming controller. CYVR_DEP also assumes CYNJ_TWR and CYNJ_GND when they are offline.

IFR departures, regardless of direction of flight, shall be initially sent to CYYJ_APP for identification unless otherwise coordinated. CYYJ_APP shall clear all IFR approaches into CYNJ unless otherwise coordinated.

8.2. Nanaimo (CYCD) Traffic

Traffic on the ground at CYCD will receive their IFR departure clearance and validation from CYYJ_APP when the FSS is offline. Arriving traffic will contact CYYJ_APP to report down and clear when the FSS is offline.

Arrivals on an approach via IKMUV below 3000' shall be cleared for the approach by CYYJ_APP; Traffic above 3000', shall be cleared by CYVR_APP with appropriate coordination.

8.3. Bellingham (KBLI) Traffic

The Seattle FIR (KZSE) has dedicated the terminal airspace around KBLI to CYYJ_APP for the

purpose of vectoring IFR traffic. KBLI Ground and Tower are controlled by ZSE. When ZSE is offline, treat KBLI as a CTAF airport. See the ZSE-ZVR LOA for more information.

8.4. Identification When Logging On

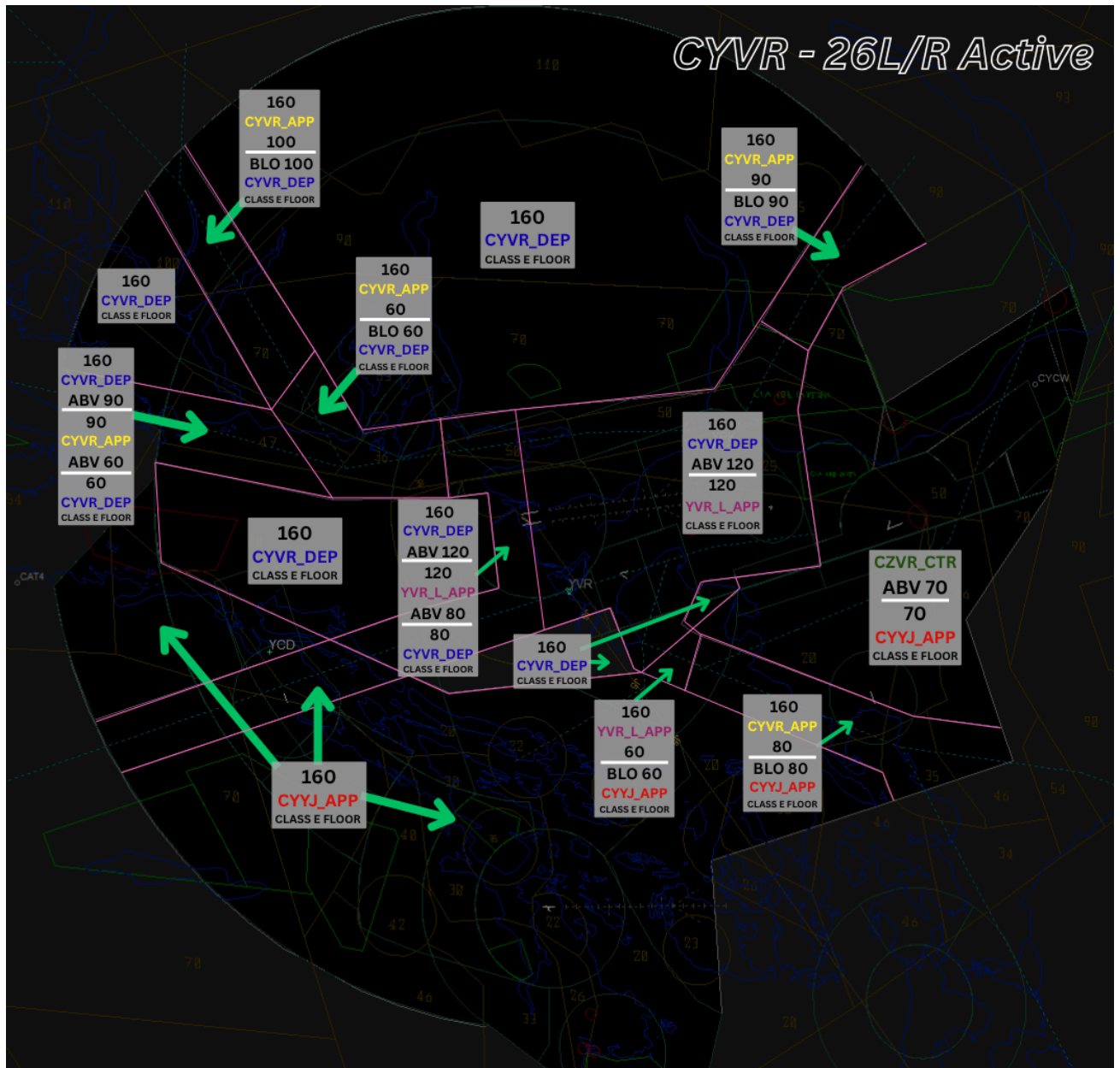
When signing on with aircraft already in your airspace, consider them already surveillance identified. Assign a new squawk only if needed.

8.5. Transfer of Control of IFR Arrivals to Tower

Transfer of control of IFR arrivals is automatically passed to the tower controller when all requirements in the Tower SOP are met. Until control is transferred to the tower, IFR separation must be maintained by the overlying radar controller. Drop an IFR arrival tag only when control is automatically transferred. There is no need to re-identify an aircraft on a missed approach if you retain control of separation when the missed approach is initiated.

Radio communications transfer may be done prior to control transfer, at any point at which the overlying radar controller is satisfied all transfer conditions will be met by the FAF and that IFR separation will be maintained until control transfer occurs. Transfer comms to tower no later than the FAF or when the aircraft is 4nm from the landing runway, whichever is further.

9.2. Airspace Split Map West Flow

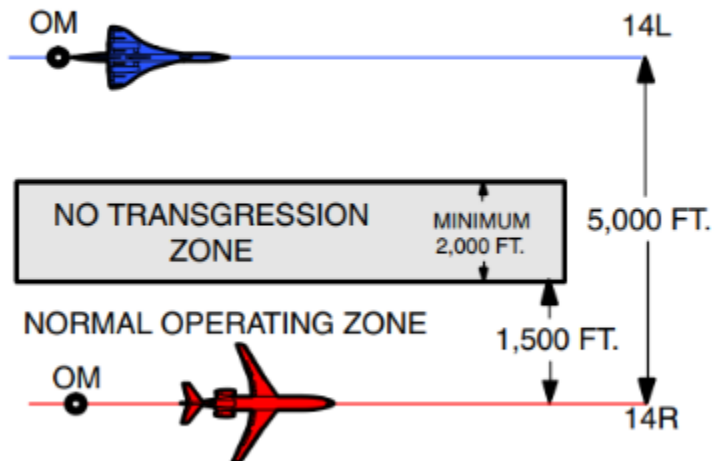


9.3. Normal Operating Zone

An airspace of defined dimensions, extending to either side of the extended centreline. Only the inner half of the normal operating zone is taken into account in independent approaches.

9.4. No Transgression Zone

A corridor of airspace of defined dimensions, located centrally between the two extended runway centrelines, where controller intervention is required to maneuver the non-blundering aircraft, when the airspace is penetrated by an aircraft conducting a simultaneous approach to the adjacent parallel or near-parallel instrument runway.



10. Revision History

Version	Subject	Authorized	Date
2.2	Updated branding and formatting, Terminal splits sections, clarification on CYYJ and CYCD arrivals, restrictions on approach, SFI termination, visual departures.	Basile Papillon	August 18, 2026
2.1	Consolidated vAIC 1/23 and 3/23; added CYVR approach-speed and SFI tag-use procedures, completed SFI requirements, and corrected the SIPIA monitor callsign, added control transfer information.	Alessio Orlando	July 25, 2026
2.0	Branding; Complete re-write added additional information on CYVR procedures, removed magnetic variation and ATIS sections, incorporation of vAIC 1/23 & 3/23, and other changes to comply with GCAP	Josh Jenkins	February 1, 2024
1.7	Departure handoff revision	Brad Crockett	May 1, 2021
1.6	Taxi Crossing of Runways, revised ATIS	Brad Crockett	February 17, 2021
1.5	Position Reports	Brad Crockett	January 30, 2021
1.4	Flight Following, Water take-off and landing	Brad Crockett	January 24, 2021
1.3	ATIS, VFR departures in heavy traffic	Brad Crockett	January 14, 2021
1.2	Circuit, departure	Brad Crockett	November 4, 2020
1.1	Magnetic Variation	Brad Crockett	April 25, 2020
1.0	Initial	Brad Crockett	January 8, 2020