CZVR Ground
Standard Operating Procedures

Purpose: This order provides supplemental direction for Ground positions in the CZVR FIR.

Arrival Parking: It is expected that arrivals calling ground after clearing the runway will advise their requested parking position on initial contact with Ground. If they do not specify a gate, apron, or other location, assign them one with their taxi instructions. Do not ask the aircraft where they want to park as this conversation ties up the frequency. For airline arrivals at Vancouver, use the yvr.ca arrival board for reference: https://www.yvr.ca/en/passengers/flights/arriving-flights (note that code share flights are also posted here).

Wind in Taxi: Current wind is normally included with taxi instructions. At CYVR only, when an aircraft is over 10,000 lbs. maximum gross weight (B1900 and up), omit the wind.

Sign On: When TWR or above is online when signing on, assume they have control of all runways unless you are relieving another GND controller, in which case clarify who has control of each runway in the briefing.

Taxi Readbacks: Taxi instructions are not a clearance - they are an instruction. Pilots are not required to read back complete taxi instructions. Pilots are required to read back hold-short instructions. If a pilot abbreviates or omits a taxi instruction readback, do not pursue it. If they read back a taxi instruction incorrectly, offer the correction. If they omit or mis-read a hold-short instruction, correct the pilot until they read it back correctly.

Runway Crossing: Instructions to cross a runway are not a clearance, they are an instruction. To cross an aircraft over an active runway:

- When no Tower, Terminal, or Centre controller is online, keep them on your frequency and tell them to cross when appropriate. Do not use 'cleared'. Phraseology: "GABC, cross 31".

- When Tower is not online but Terminal or Centre are, coordinate with Terminal/Centre for control of all runways, even active runways. The APP/CTR controller may choose to have aircraft call them for crossing instructions, or they may transfer control of the runway to GND.

- When Tower is online, have the aircraft hold short of the runway and contact Tower directly for the crossing. Tower will send the aircraft back to GND when they are across.

If a runway is inactive (such as rwy 13 at CYVR when the main runways are in use), control of the inactive runway may belong to GND even if TWR is online. When GND has control of the runway, they may cross aircraft across it.

When an aircraft is to hold short of a runway for crossing, provide taxi instructions to the runway only until they call you on the other side.

Split Ground: When running both CYVR_GND and CYVR_N_GND, provide aircraft crossing the North / South boundary with taxi instructions to the boundary only. Include a hold-short instruction prior to the boundary. When the aircraft approaches the boundary, instruct them to contact the other ground controller.

VFR: VFR departures on Vatsim should never be denied. However, during times of elevated traffic it may take some time for Tower to sequence departures amongst IFR arrivals. In this case, VFR departures will not be granted intersection departures, but instead will be sequenced to taxi to the threshold of the runway with all other departures in the order that they arrive in the taxi queue.

Subject	Authorized	Date
Initial	Brad Crockett	Dec 30, 2019
Revision	Brad Crockett	Jan 05, 2019
Wind in Taxi	Brad Crockett	Nov 15, 2020
MLAT	Brad Crockett	Nov 29, 2020
MLAT Revision	Brad Crockett	Dec 5, 2020
VFR	Brad Crockett	Jan 14, 2021
Revised Taxi Readbacks, added Runway Crossing and Sign On, removed MLAT	Brad Crockett	Feb 20, 2021