VIRTUAL AERONAUTICAL INFORMATION CIRCULAR 1/23

MAJOR CHANGES TO TERMINAL AND TOWER PROCEDURES AT VANCOUVER INTERNATIONAL AIRPORT (CYVR)

Changes to Terminal Procedures

Look and Climb

Effective immediately, 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:

1. The departing aircraft is not anticipated to cross within 15 nautical miles in front of any arriving traffic.
2. The departing aircraft is not anticipated to cross within 5 nautical miles behind any arriving traffic.
3. There are no wake turbulence considerations.
4. The departing aircraft will clear the arrival corridor via the most direct and expeditious route.

VFR Traffic

Effective immediately, all VFR traffic will remain in contact with Vancouver Terminal (staffed by Vancouver Departure) at all times when within terminal airspace. The terminal controller will be responsible for ensuring separation from both departing and arriving IFR traffic and implementing look and climb procedures where applicable.

Simultaneous Independent Parallel Approaches

Simultaneous independent parallel approaches are not yet authorized at CYVR. Separation standards for simultaneous dependent parallel approaches will remain in effect for arriving traffic. However, changes have been made to departing traffic to allow for them to operate independently of arrivals. See Departing Traffic Independent of Arrivals below.

Speed Restrictions on Approach

This is a quick reminder that the FAF on the ILS approaches into CYVR have been moved back roughly 2-3 miles. Speed restrictions for aircraft on an approach should now be given in relation to the localizer DME. For example:

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

Changes to Tower Procedures

Departing Traffic Independent of Arrivals

Effective immediately, aircraft may be given takeoff clearances after an arriving aircraft has already been cleared to land on the parallel runway given that the following conditions are met:

1. A radar controller (APP/DEP/CTR) is online at the time the takeoff clearance is issued.
2. The departing aircraft is on a published SID and has not been issued a heading that would converge toward the parallel runway.
3. The arriving aircraft on the parallel is on a published CAT I ILS approach and has been confirmed with:
    a. The correct SFI on the aircraft's tag indicating an ILS approach OR,
    b. Verbal confirmation from the aircraft that they are on an ILS approach on initial check-in AND verbal confirmation with the overlying inner arrival controller OR,
    c. In the event that the inner arrival controller is also responsible for the CYVR tower control zone, a mode C SSR return that indicates the aircraft is established on and not deviating from the localizer inside of the FAF.
4. In the event of a go-around, there is no anticipated traffic that would preclude the arriving aircraft from safely executing the published missed approach procedure.
5. In the event of a go-around, the arriving aircraft is instructed to fly the published missed approach procedure.
6. The separation standards described in 821.09 (16), (17), and (18) of the CARs are met.

Simultaneous Departures

Effective immediately, simultaneous departures are authorized at CYVR given that the following conditions are met:

1. A radar controller (APP/DEP/CTR) is online at the time the takeoff clearance is issued.
2. Both aircraft are issued the VANCOUVER 2 (YVR2) SID.
3. The aircraft on the north runway is issued a turn of at least 5 TRACK degrees to the North with their takeoff clearance.
4. The aircraft on the south runway is issued a turn of at least 10 TRACK degrees to the South with their takeoff clearance.
5. A radar release has been obtained for both aircraft from the overlying radar controller, regardless of whether or not blanket clearances are being used.
6. The separation standards described in 821.09 (19) and (20) of the CARs are met.

Usage of the Special Field Indicator (SFI)

Effective immediately, IFR aircraft into CYVR must be issued an SFI when cleared for an approach. Controllers using CSiT tags shall use the scratchpad field in replacement of a dedicated SFI field. Controllers using VATCANSitu tags must manually edit their VATCANSitu

settings .txt file in order to have access to the following SFIs. The following SFIs shall be used for each type of approach:

- (I) – CAT I ILS approaches
- (L) – CAT II or III ILS approaches
- (R) – RNAV approaches
- (V) – Visual or other non-precision approaches

Aircraft should have an SFI associated with it prior to reaching the FAF or 4 DME, whichever is further. If an aircraft does not have an SFI associated with it prior to this point, tower controllers are not permitted to depart IFR aircraft independently of parallel approaches.

This restriction may be waived if the inner arrival controller is also responsible for the CYVR tower control zone.

Changes to Dash-8 Q400 (DH8D) Procedures at CYVR

The agreement between Nav Canada and the airlines is that the DH8D (Q400) is to file the jet STARs and can fly the jet SIDs (GRG6/FSR7). However, the DH8D is not considered a jet for the purpose of departures. Thus, the Q can be assigned the RICHMOND 7 (RICHM7) and STANLEY 5 (STNLE5) SIDs departing to primarily Vancouver Island (CYYJ/CYCD). It is also possible to issue the STNLE5 off of 08R for departures bound for CYQQ and be brought around the south. When 26L is active, the VANCOUVER 2 (YVR2) SID should be assigned.

The agreement further states that due to the speed of the DH8D for any SIDs with speed restrictions for propellers (i.e. do not exceed 165kt until passing 4000 and in contact with departure control) will be waived, because for this purpose the Q400 is considered a non-jet.

An example of a takeoff clearance for a DH8D on the RICHM7 SID would be:

"Jazz 146, speed restriction cancelled, contact departure airborne, cleared for takeoff 26L."

Reporting and Feedback

Controllers are encouraged to submit a vCADORS report for any losses of separation that occur as a result of these changes in order to monitor effectiveness. Additional feedback can be provided directly to FIR staff through any of the communication channels.