

VIRTUAL AERONAUTICAL INFORMATION CIRCULAR 3/23

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

Changes to Terminal Procedures

Simultaneous Independent Parallel Approaches

Effective immediately, simultaneous independent parallel approaches are authorized at CYVR during events, training, for testing purposes, or when approved by an executive staff member provided the following:

1. The arrival controller responsible for vectoring the aircraft:
 - a. vectors each aircraft in such a way:
 - i. to provide a minimum of 1 mile of straight and level flight prior to final approach course interception; and
 - ii. 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,
 - b. provides a minimum of 1,000 feet vertical OR 3 miles separation until both aircraft are established on their respective localizers, and
 - c. applies appropriate separation from other IFR or CVFR aircraft except for aircraft established on the parallel localizer and within the NOZ for the parallel runway.
2. A monitor controller is logged on as CYVR_M_APP and has RX and TX (not XC) selected for:
 - a. Inner arrival frequency or arrival frequency if arrivals are not split,
 - b. South tower frequency,
 - c. North tower frequency if split with south tower;
3. The no transgression zone (NTZ) is depicted on the ASR displays used by the arrival and monitor controllers;
4. 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:
 - a. 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;
e.g. "Flair 123, turn left IMMEDIATELY and return to the ILS localizer course."
 - b. when an aircraft is observed to continue on a track which will penetrate the NTZ, immediately vectors the aircraft back to the centreline; or

- c. when it is observed that an aircraft has penetrated or is about to penetrate the NTZ, immediately:
 - i. issues instructions to the aircraft on the parallel localizer to alter its heading so as to avoid the deviating aircraft, and
 - ii. co-ordinates, as appropriate, to accommodate any probable missed approach;

e.g. "Encore 123 turn right heading 170 IMMEDIATELY to avoid traffic deviating from adjacent approach, climb 3000"

- 5. The separation standards described in 821.09 (25), (26), and (27) of the CARs are met.

NOTE: 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.

NOTE 2: Approaches must be certified for simultaneous independent parallel approach use. At CYVR this includes all CAT I ILS approaches and RNAV approaches with vertical guidance. See CARs 821.09 (26) for more information regarding SIPAs with RNAV approaches.

Changes to Tower Procedures

Simultaneous Dependent Parallel Approaches

Effective immediately, at CYVR when simultaneous dependent parallel approaches are in use, aircraft on the north and south runway may be cleared to land at the same time provided that the separation is not anticipated to reduce to less than 2 nautical miles at any point.

Multiple Landing Clearances

Effective immediately, landing clearances at CYVR only may be issued to any aircraft on the same runway, regardless of the sequence number provided:

1. The controller or the aircraft will gain an operational advantage;
2. The aircraft are observed on the final approach course;
3. The preceding aircraft has not received a stop and go or clearance for the option;
4. Minimum separation will exist at all times;
5. This procedure is applied between successive arrivals only with no departing aircraft between arrivals;
6. If traffic ahead of the first aircraft in the landing sequence is departing, the departing aircraft may not be stationary on the runway or backtracking. Once departing traffic begins the takeoff roll, a landing clearance can be provided with an appropriate traffic point-out.

E.g., "Jazz 123, wind light and variable, number 2 following an A320 on a 2-mile final, cleared to land runway 08L."

Changes to Delivery Procedures

Departure Frequencies with Clearances

At the controller's discretion, the departure frequency may be issued in the clearance.

E.g., "Westjet 123, cleared to the Calgary airport via the YVR2 departure, flight planned route, departure runway 26L, departure frequency 128.60, squawk 1234."

Should the departure frequency change prior to takeoff, this should be corrected by the relevant controller. If a departure frequency is handed out with the clearance it is not needed again during the takeoff clearance.

Standard Instrument Departure Issuance Procedures

Southbound (such as the continental US), westbound (such as Hawaii or Australia), and eastbound (such as Toronto or Calgary) jet flights should all be assigned either the Fraser 7 or Georgia 6 departure over the Vancouver 2 departure. Northbound flights (such as Alaska or Edmonton) should continue to be assigned the Vancouver 2 departure.

Reporting and Feedback

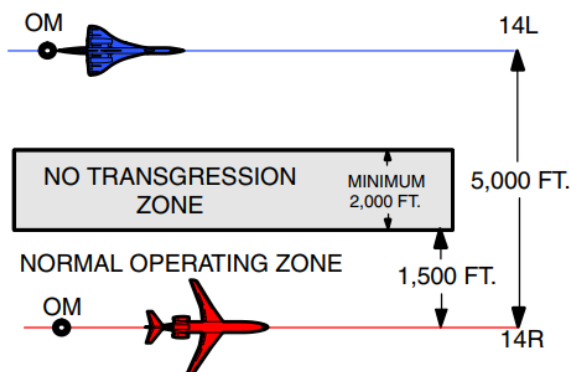
Controllers are encouraged to submit feedback through the relevant channels on our discord server or by emailing deputy@czvr.ca.

Reference Documentation & Definitions

Normal Operating Zone (NOZ): 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.

No Transgression Zone (NTZ): 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.



[Canadian Aviation Regulations 821.09 \(25\), \(26\), \(27\), and 30](#)

[2015 MANOPS](#)