Vancouver FIR

Ground Standard Operating Procedures

Revision 2.0

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1. General

This order provides supplemental direction for Ground positions in the CZVR FIR. The combined ground frequency at CYVR is 121.70.

2. 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)*. Alternatively you may assign a random gate that fits the aircraft type, airline, and destination based on the Ground CBT.

Specific gate numbers should only be specified when requested by the pilot or when issuing instructions to gates at the main terminal at CYVR. At all other aprons or airports, refer to the building or the specific apron number as the clearance limit.

Example: *"PCO1019, apron 1, taxi via A, apron at your discretion"*

Example: *"FGIP, taxi to Shell via D, F, apron your discretion."*

3. Issuing Wind During Taxi

Current wind is normally included with taxi instructions only if deemed significant. This will depend on the aircraft type. If the aircraft is a light aircraft such as a C172, a wind of 10 knots or more, including gusts, should be deemed significant enough to issue during taxi. Medium or heavy aircraft should have winds of over 20 knots, including gusts, issued to them during taxi.

At CYVR only, when an aircraft is over 10,000 lbs. maximum gross weight (B1900 and up), omit the wind no matter the strength.

4. Control of Runways

4.1. Sign On Coordination

When Tower (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.

4.2. Runway Crossing

Instructions to cross a runway are not a clearance, they are an instruction.

> Example: *"PCO123, Cross runway 08L."*

To cross an aircraft over an active runway(s):

4.2.1. When no Tower, Terminal (APP or DEP), or Centre (CTR) controller is online, keep them on your frequency and tell them to cross when appropriate at their discretion. Do not use the word 'cleared' in the crossing instruction.

> Example: *"GABC, Cross runway 31 at your discretion."*

4.2.2. When Tower is not online but Terminal or Centre are, coordinate with APP/CTR 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.

4.2.3. When Tower is online, have the aircraft hold short of the runway and contact TWR directly for the crossing. TWR will send the aircraft back to GND when they are across. TWR may, at their discretion, temporarily designate control of an active runway to GND to allow for GND to cross an aircraft. This coordination may only be initiated by the TWR controller.

4.2.4. 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. This coordination may be initiated by either controller.

5. Readbacks

5.1. 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.

At ATC's discretion, you may require a readback if you believe that a pilot may have not understood their taxi instruction fully.

5.2. Hold Short Readbacks

Pilots are required to readback all hold short instructions with their callsign in the same transmission. If a pilot omits or mis-reads a hold-short instruction, correct the pilot until they read it back correctly. This applies to both runways and taxiways or any other time a controller uses the phraseology: "Hold short".

6. Ground Splits

6.1. North/South 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. If possible, this should be done prior to the boundary in order to avoid the aircraft coming to a full-stop unnecessarily.

6.2. Apron Control

As per the general SOP, CYVR_A_GND is a fictional position that controls the aprons at CYVR and is restricted to events only or at the discretion of the executive staff. This position is used only during events to optimize the flow of traffic entering or leaving the aprons. All instructions issued by A_GND must always include "at your discretion" unless

instructing a plane to hold short of a taxiway or when issuing a new frequency for the aircraft to contact.

A_GND may be utilized in two different ways and will be specified by the approving authority:

6.2.1. Departure control. A_GND controls departing aircraft on the apron by issuing them pushback and start-up instructions, as well as taxi instructions for departing aircraft with coordination with overlaying Ground Controller(s) (GND). A_GND is not responsible for arriving aircraft. They stay with the last GND controller when they enter the apron which requires coordination between A_GND and GND. This is the preferred method to be used when the A_GND frequency is already busy with departures.

6.2.2. Full control. A_GND controls both departing and arriving aircraft on the apron by issuing taxi instructions to their gates as well as pushback, start-up, and initial taxi-out instructions to departing aircraft.

Start boxes may be used optionally for departing traffic. When a departing aircraft calls for taxi, issue taxi instructions with an apron exit point and a taxiway to hold short of.

6.3. Pad Control

Vancouver Pad Control (CYVR_P_GND) may be used when deicing ops are active at CYVR, and at least one other controller is online at the GND level or above. For phraseology and procedures regarding this position, please reference the deicing guide in the CZVR CBTs.

CYVR_N_GND, or the position covering N_GND, may designate any number of their taxiways to P_GND to be used as part of the deicing queue. This shall be coordinated as part of the logon.

7. 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.

If TWR specifically requests GND to taxi an aircraft to an intersection, the request supersedes this section of the SOP.

8. Transponder Requirements

Aircraft are not required to squawk their transponder code or mode C on the ground at any airport except for CYVR. At CYVR, GND controllers must enforce the use of mode C or mode S with a valid transponder code while aircraft are taxiing. If no discrete code is assigned, aircraft are expected to squawk 1000 (as per the charts) until a discrete code is provided.

9. Intersection Departures

Ground is not required to provide the distance remaining from intersection TWY D7 or TWY L4 or any taxiway that is the closest available to the runway threshold such as TWY A or TWY C.

TWY D7 and TWY L4 may be used at ATC's discretion to improve the flow of traffic. TWY D5 is also encouraged to be used during periods of heavy traffic but it requires the pilot's acceptance of the distance remaining before it may be issued as an intersection departure.

10. Combined Frequencies

When a position is not split, the combined frequency should be used whenever possible.

10.1. CYVR

The combined ground frequency at CYVR is the south ground frequency, 121.70.

Revision History

Version	Subject	Authorized	Date
1.0	Initial	Brad Crockett	December 30, 2019
1.1	Revision	Brad Crockett	January 5, 2020
1.2	Wind in Taxi	Brad Crockett	November 15, 2020
1.3	MLAT	Brad Crockett	November 29, 2020
1.4	MLAT Revision	Brad Crockett	December 5, 2020
1.5	VFR	Brad Crockett	January 14, 2021
1.6	Revised Taxi Readbacks, added Runway Crossings and Sign On, removed MLAT	Brad Crockett	February 20, 2021
2.0	Branding, revised all sections, added intersection departures, transponder requirements, added additional ground splits, other minor revisions to comply with GCAP	Josh Jenkins	February 1, 2024