



SQUAWK IDENT



To the few who were here in the early 2000's when the Tower released regular newsletters, this will feel familiar. Welcome to the revival of *Squawk Ident*, a newsletter from the Boundary Bay Control Tower, aimed to promote safety at the airport through short articles on procedures, radio work, and good airmanship. We hope this information will give you a "behind-the-scenes" look at the operations in the Control Tower.



Staggered Bookings

As a mild winter gives way to spring and summer, we are projecting another extremely busy year. During our busiest hours, it is common to see either 9+ airplanes wanting to depart or arrive at the same time.

Please know that safety always comes first; that is why you may experience delays in departures, arrivals, and circuits. We encourage students and pilots to help by staggering booking start times, even by 15-30 minutes, to even out the workload and traffic. Doing so will lessen the chance of lengthy waits to depart or having to orbit over the inbound point waiting for a clearance. The early sunrise in the spring and summer presents an opportunity to take advantage of a quiet (7:00 - 9:30 AM) circuit to practice your PFL's and stop-and-go's - things that often cannot be accommodated when it becomes too busy.

The takeaway: Staggering start times with other bookings will help alleviate lengthy delays. Come fly earlier in the day to take advantage of a quiet circuit.



The Big Safety Tip: Hold-Short Readbacks

The only mandatory readback in VFR, other than those requested by ATC, is a hold-short readback. It is extremely important to provide a **full and proper readback of all hold-short instructions**. This helps controllers ascertain that there is no confusion or ambiguity.

The takeaway: A full and proper hold-short readback includes three key things: "hold short", the runway number and your ident.



Procedural Changes to Intersection Departures

We are pleased to see how quickly pilots are adapting to this new procedure. Thank you.

This procedural change affects our normal operations on Runway 13. As a reminder, we now require pilots to advise Ground on initial contact if they can accept an intersection departure. All VFR single-engine light aircraft are encouraged to depart Runway 13 from taxiway Alfa, if able. This procedural change does not affect IFR or twin-engine aircraft.

There are no changes to normal operations on Runway 07 or Runway 25 where all aircraft will still depart full length.

The takeaway: To reduce frequency congestion, we request pilots of VFR single-engine light aircraft to advise their acceptance of an intersection departure when it is advertised on the ATIS.



Tower Tours

We invite you to come see what we do (in groups of no more than 3) and meet the controllers you interact with on a regular basis. For student pilots, we ask that you have already done your first solo.

Tours may be set up at the newsletter email address below, and are subject to anticipated workload and staff availability.



Seen from the Cab

Check out this shot from one of our controllers!

We are blessed with amazing scenery surrounding us at the tower cab. We're excited to share these shots with you in every issue.

