

ANCHORAGE (ZAN) AIR ROUTE TRAFFIC CONTROL CENTER

LETTER OF AGREEMENT

EFFECTIVE: NOVEMBER 1, 2008

1. PURPOSE: This Letter of Agreement (LOA) establishes standard procedures for coordination of air traffic between Anchorage Center (ZAN) and Vancouver ACC (VR). This agreement cancels any previous agreement prior to November 1st, 2008.

2. SCOPE: The provisions and procedures contained herein are supplements the procedures in the FAA Handbook 7110.65 and NAV CANADA Air Traffic Control Manual of Operations.

3. RESPONSIBILITIES: The Offices of Primary Responsibility (OPR) for this LOA are the Anchorage Air Traffic Manager and the Vancouver Chief.

4. EXCHANGE OF INFORMATION:

(a) 1 Anchorage and Vancouver shall exchange information on all NAVAID, frequency and radar source serviceability changes for adjacent and overlapping facilities.

5. TRANSFER OF FLIGHT DATA:

(a) Excluding Ketchikan departures, Vancouver and Anchorage shall forward control estimates for the common boundary with at least 5-15 NM prior notice.

6. CONTROL PROCEDURES:

(a) The minimum radar separation shall be five nautical miles.

(b) An aircraft's beacon code may be changed by the receiving facility after completion of the hand-off.

(c) Procedures for the handling of aircraft may be modified on an individual basis through coordination between the Vancouver and Anchorage controllers.

7. PACOTS PROCEDURES:

(a) Aircraft at the same altitude shall be separated by a minimum of 10 minutes longitudinal.

(b) Anchorage sector 68 and Vancouver Sandspit controllers may coordinate for a reduction of longitudinal separation to 5 miles radar. This reduction will only be applicable to the specified PACOTS route.

(c) Aircraft shall be at an appropriate altitude for direction of flight in accordance with ICAO Annex 2, Appendix 3a and Canadian Aviation Regulations (CAR) 602.34, unless otherwise coordinated.

8. RESPONSIBILITIES:

(a) Vancouver and Anchorage assume responsibility for providing the control of air traffic and alerting service for all aircraft operating within the delegated airspace as defined in this agreement.

9. ARRIVAL AND DEPARTURE PROCEDURES – KETCHIKAN/KLAWOCK:

(a) Radar Procedures:

1. Ketchikan departures are granted prior approval for entry into Canadian airspace. Coordination with Vancouver must take place as soon as practicable after departure, but no later than 10 nautical miles Southeast of the ANN VORTAC.

2. Anchorage shall clear all aircraft departing Ketchikan via requested route and requested altitude, or FL 190, whichever is lower.

3. Vancouver shall clear all Ketchikan arrivals via direct ANN or flight planned route to ANN.

4. Ketchikan and Klawock arrivals shall be cleared to cross the ZAN/VR boundary at or below FL270 descending to FL200, or lower flight planned altitude and handed off.

(b) Non-Radar Procedures:

1. Anchorage shall clear aircraft departing Ketchikan flight planned B28 or V309, via V317 YZP V347 YJQ (Bella Bella NDB) rest of

route unchanged. Aircraft flight planned J502 shall be cleared via the radials of V362 to NILLA, direct JQ, direct Port Hardy (YZT), rest of route unchanged.

2. Vancouver shall establish Ketchikan arrivals on or east of the ANN 123R prior to the common boundary, and coordinate descent with Anchorage.

10. SEPARATION/COORDINATION:

(a) Aircraft operating between Anchorage and Vancouver shall be assigned RVSM altitudes appropriate for direction of flight when operating in the airspace.

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Anchorage Air Traffic Manager

Mike Scott
Anchorage Deputy Air Traffic Manager

Daniel Jarczyn
Vancouver ACC Chief