



Anchorage ARTCC

FAI TRSA Standard Operating Procedures

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DOCUMENT INFORMATION

Purpose

This document prescribes the procedures to be utilized for providing air traffic control services at the Fairbanks Terminal Radar Service Area (FAI). The procedures described herein are supplemental to the Anchorage ARTCC Operating Policy and FAA Order JO 7110.65, as well as any published FAA guidelines or procedures.

Distribution

This order is distributed to all Pacific Control Facility personnel.

Responsibility

The Air Traffic Manager or their designee shall be responsible for the maintenance of this document and any policies that deviate from it.

Procedural Deviations

Exceptional or unusual requirements may dictate procedural deviations or supplementary procedures to this order. A situation may arise that is not adequately covered herein; in such an event use good judgment to effectively resolve the problem.

Updates and Changes

The Air Traffic Manager or their designee may post interim changes to this document in the form of notices via the PCF website and discord. Controllers are requested to check for any notices prior to controlling for changes in procedures.

Cancellation

This document cancels any relevant procedures or agreements previous to this one, beginning on the date of effectiveness of this document.

TABLE OF REVISIONS

DATE	REVISION	EDITOR/VERSION
04/01/2020	Initial Release	Jordan Rash / ZAN-20.A

TABLE OF CONTENTS

DOCUMENT INFORMATION	2
Purpose	2
Distribution	2
Responsibility	2
Procedural Deviations	2
Updates and Changes	2
Cancellation	2
TABLE OF REVISIONS	3
TABLE OF CONTENTS	4
CHAPTER 1. OPERATIONAL POSITIONS	6
CHAPTER 2. TRACON AIRPORTS	6
CHAPTER 3. GENERAL PROCEDURES	7
3.1 Sectorization	7
3.2 Handoffs	7
3.3 VFR Aircraft	7
3.4 Departure Release	8
3.5 Rolling Calls	8
3.6 Missed Approaches/Go-Arounds	8
3.7 In-Trail Spacing	9
CHAPTER 4. DEPARTURE PROCEDURES	10
4.1 Standard Instrument Departures	10
4.2 Departure Flow Description	10
CHAPTER 5. ARRIVAL PROCEDURES	11
5.1 Standard Terminal Arrival Route	11
5.2 TRSA Entry Altitudes	11

5.3 Runway Assignments	12
5.4 Arrival Flow Description	12
5.4.1 North Ops	12
5.4.2 South Ops	13
5.5 Approach Scratchpads	13

CHAPTER 1. OPERATIONAL POSITIONS

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Delivery*	Fairbanks Delivery	FAI_DEL	1	FD	127.600
Ground*	Fairbanks Ground	FAI_GND	1	FG	121.900
Tower*	Fairbanks Tower	FAI_TWR	1	FT	118.300
West Approach*	Fairbanks West Approach	FAI_W_APP	1	FW	125.350
East Approach*	Fairbanks East Approach	FAI_E_APP	1	FE	126.500

Bold/asterisk designates a primary position.

CHAPTER 2. TRACON AIRPORTS

ICAO	Airport Name	Operating Hours
PAFA*	Fairbanks	24/7
PAEI	Eielson AFB	1600-0800Z
PANN	Nenana Municipal	-

Bold/asterisk designates a controlled airport.

CHAPTER 3. GENERAL PROCEDURES

3.1 Sectorization

1. The primary “combined” radar position shall be **FW**. No other sector should be staffed until the “combined” position is already in use.
2. Once **FW** is in use, **FW** may delegate a portion of its airspace to **FE**.
3. During standard Ops, **FW** will handle all departures, **FE** will handle all approaches and act as a feeder.
4. Each individual sector will be responsible for their respective satellite fields.

3.2 Handoffs

1. FAI ATCT is NOT a radar tower. Radar handoffs shall not be used for aircraft entering the FAI ATCT's area of responsibility. Any other ATCTs within the FAI TRSA shall not receive radar handoffs for arriving aircraft.
2. FAI TRSA should drop radar track of an aircraft as soon as they are sent to the tower frequency.
3. All other internal and external handoffs shall be initiated as soon as the aircraft is clear of conflict and prior to 5 miles from the shared boundary.

3.3 VFR Aircraft

1. VFR aircraft arriving into FAI will not receive pattern instructions but shall be provided the altimeter, they should be verbally handed off to tower prior to entering FAI ATCT's area of responsibility.

3.4 Departure Release

1. Unless otherwise coordinated, ALL SATELLITE AIRPORTS within the FAI TRSA shall request departure releases from the FAI TRSA for all IFR departures, and VFR aircraft requesting flight following.
2. Upon receipt of the departure releases, the releases shall remain valid for five (5) consecutive minutes.
3. Departure releases AND rolling calls will include the following content:
 - a. Aircraft Callsign
 - b. SID or Initial Fix
 - c. Departure Runway

3.5 Rolling Calls

1. The FAI ATCT shall provide rolling call to the FAI TRSA for all IFR and VFR flight following departures.

3.6 Missed Approaches/Go-Arounds

1. Below is a chart containing all missed approach headings and altitudes

Runway	Heading and Altitude
02L/R	Fly the published missed approach. OR Runway Heading / 5000
20L/R	Fly the published missed approach. OR Heading 100 / 5000

2. FAI ATCT shall coordinate with the FAI TRSA for alternative headings / altitudes the handoff to FAI TRSA.
3. FAI ATCT will verbally handoff the aircraft to FAI TRSA.
4. FAI TRSA will resequence the aircraft into the arrival flow.

3.7 In-Trail Spacing

1. FAI TRSA shall ensure aircraft have at least five nautical miles in-trail spacing, constant or increasing, when exiting the TRSA.
2. ANC ENROUTE shall ensure aircraft have at least five nautical miles in-trail spacing, constant or increasing, when entering the TRSA.

CHAPTER 4. DEPARTURE PROCEDURES

4.1 Standard Instrument Departures

SID Name	Route Phraseology
DRLL#	Aircraft will fly direct to NNOOK then proceed on the departure to DRLL
GLEEN#	Aircraft will depart on a heading and receive radar vectors CFBWL to join the departure
MKNLY#	Aircraft will depart on a heading and receive vectors PUYVO to join the departure
PUYVO#	Aircraft will fly direct to JIPEN and proceed on the departure to PUYVO
RDFLG#	Aircraft will fly direct to SKIMO then proceed on the departure to RDFLG

KEY	North Ops. Only
All Ops.	South Ops. Only

4.2 Departure Flow Description

1. Special attention should be paid to departures heading to the south as they enter congested airspace.
2. Once aircraft are clear of conflicts they will be climbed to 15,000ft or curve if lower and direct on course.
3. Departures shall be handed off to enroute prior to reaching 15,000 and/or 5 miles from the TRSA boundary.

CHAPTER 5. ARRIVAL PROCEDURES

5.1 Standard Terminal Arrival Route

1. The following standard terminal arrival routes (STARs) shall be utilized for aircraft arriving at FAI
2. The preferred arrival from the south should be the LIBER# arrival.
3. **Bold** indicates an RNAV STAR.

STAR Name	Direction of TRACON
HRDNG#	South-east
LIBER#	South/South-west

5.2 TRSA Entry Altitudes

1. The following Descent Instructions will be assigned from ENROUTE and can be the expected Entry Altitudes for aircraft entering the TRSA.
2. If deviation from these Entry Altitudes are required, TRSA can expect coordination from ENROUTE.

STAR Name	Descent Instruction (from ENROUTE)
HRDNG#	Descend Via
LIBER#	Descend Via

5.3 Runway Assignments

1. The initial TRSA controller will assign an Runway/Approach to expect.
2. The initial TRSA controller will ensure that the approach scratchpad for the assigned Runway/Approach is set in accordance with section 5.5.
3. Runway assignments will be based on the chart below.
4. Different runways can be assigned with coordination.
5. Standard approach during North Ops. is ILS.
6. Standard approach during South Ops. is ILS.
7. Different approaches can be assigned with coordination.

Ops	Runway Assignment
North Ops.	02
South Ops.	20

5.4 Arrival Flow Description

1. Arrival aircraft will enter TRSA at the Entry Altitudes defined in Section 5.2.
2. Arrival aircraft should be assigned a Runway/Approach, as defined in Section 5.3, upon Initial Contact, receive the field altimeter, and be set an Approach Scratchpad according to Section 5.5.
3. Depending on the Flow and STAR, Arrival Aircraft should receive the following initial instructions as defined in Section 5.4.1 and 5.4.2.
4. If working Feeder, aircraft should be handed off at least 5 miles prior to the shared boundary.

5.4.1 North Ops

STAR Name	Instructions
HRDNG#	Overhead BAYKR expect vectors for the ILS
LIBER#	Overhead CILAX clear for the ILS

5.4.2 South Ops

STAR Name	Instructions
HRDNG#	Overhead HSKA expect vectors for the ILS
LIBER#	Overhead HSKA expect vectors for the ILS

5.5 Approach Scratchpads

1. OGG uses a three letter format consisting of XYY where X identifies the type of approach and YY consists of the runway truncated to two characters. For example, Runway 02 ILS would be I2 while Runway 20 RNAV will be R20.

Type of Approach	Scratchpad Entry
Localizer	L
RNAV (GPS or RNP)	R
ILS	I
VOR	O
Visual	V
Overhead Break	B