



Anchorage ARTCC

All TRACON

Standard Operating Procedures

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DOCUMENT INFORMATION

Purpose

This document establishes procedures for staffing of the All TRACON radar positions. The procedures described herein are supplemental to the Pacific Control Facility Operating Guidelines 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.

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CHAPTER 1. OPERATIONAL POSITIONS

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Delivery*	Anchorage Delivery	ANC_DEL	1	AD	119.400
Ground*	Anchorage Ground	ANC_GND	1	AG	121.900
Tower*	Anchorage Tower	ANC_TWR	1	AT	118.300
Tower	Lake Hood Tower	LHD_TWR	1	LT	126.800
NH Approach*	North High Approach	ANC_NH_APP	1	NH	118.600
NL Approach	North Low Approach	ANC_NL_APP	1	NL	119.100
SE Approach	Southeast Approach	ANC_SE_APP	1	SE	126.400
SW Approach	Southwest Approach	ANC_SW_APP	1	SW	123.800

Bold/asterisk designates a primary position.

CHAPTER 2. TRACON AIRPORTS

ICAO	Airport Name	Operating Hours
PANC*	Anchorage	24/7
PALH	Lake Hood	-
PAMR	Merrill	-
PAED	Elmendorf AFB	-
PAFR	Bryant AFF	-

Bold/asterisk designates a controlled airport.

CHAPTER 3. GENERAL PROCEDURES

3.1 Sectorization

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

3.2 Handoffs

1. ANC ATCT is NOT a radar tower. Radar handoffs shall not be used for aircraft entering ANC ATCT’s area of responsibility. Any other ATCTs within the ANC TRACON shall not receive radar handoffs for arriving aircraft.
2. ANC TRACON 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 operating within the ANC Class Charlie airspace shall be kept at or below 4000 feet.
2. VFR aircraft arriving into ANC will not receive pattern instructions but shall be provided the altimeter, they should be verbally handed off to tower prior to entering ANC ATCT’s area of responsibility.

3.4 Departure Releases

1. Unless otherwise coordinated, ALL AIRPORTS within the ANC TRACON shall request departure releases from the ANC TRACON 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
4. ANC TRACON may opt to provide ANC ATCT with blanket releases. If blanket releases are in effect, a rolling call will be sent to ANC TRACON for each IFR and VFR flight following departures.

3.5 Missed Approaches/Go-Arounds

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

Runway	Heading and Altitude
33	330 and 4000
15	200 and 2000
07L/R	230 and 2000

2. ANC ATCT will coordinate with ANC TRACON for alternative headings / altitudes then handoff to ANC TRACON.
3. ANC ATCT will verbally handoff the Aircraft to ANC TRACON.
4. ANC TRACON will resequence the aircraft into the arrival flow.

3.6 In-Trail Spacing

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

CHAPTER 4. DEPARTURE PROCEDURES

4.1 Standard Instrument Departures

SID Name	Instructions
ANC#	Vectors to the aircrafts first fix
FFITZ#	Aircraft will fly direct ISACC / VUYOW then fly the departure to FFITZ
KNIK#	Vectors to the aircrafts first fix
NOEND#	Aircraft will fly direct EGKAJ then fly the departure to NOEND
POTTER#	Vectors to the aircrafts first fix
TURNAGAIN#	Aircraft will turn right to overfly TED then fly direct NAPTO, overhead NAPTO the aircraft should be told to fly direct to their first fix

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

4.2 Departure Flow Description

1. Special attention should be paid to departures heading westbound to ensure proper separation of aircraft arriving from the west.
2. Once clear of conflicts aircraft should be climbed to FL200, or cruise or if lower.
3. Departures entering Final Airspace will be coordinated with the Finals controller.
4. Departures should be handed off prior to reaching FL200, or 5 miles from the boundary of the TRACON.

CHAPTER 5. ARRIVAL PROCEDURES

5.1 Standard Terminal Arrival Routes

1. The following standard terminal arrival routes (STARs) shall be utilized for aircraft arriving at ANC.
2. **Bold** indicates an RNAV STAR.

STAR Name	Direction of TRACON
AMOTT#	North or South
ELLAM#	South-east
KROTO#	North
NEELL#	South-west
PTERS#	East
TAGER#	North-west
WITTI#	East
YESKA#	East

5.2 TRACON Entry Altitudes

1. The following descent instructions will be assigned from ENROUTE and can be expected entry altitudes for aircraft entering the TRACON.
2. If deviation from these entry altitudes are required, TRACON can expect coordination from ENROUTE.

STAR Name	Descent Instruction (from ENROUTE)
AMOTT#	ODK @ FL180 SQA @ 13000 ENA @ 9000
ELLAM#	JOH @ 11000 BGQ @ 11000
KROTO#	Descend Via
NEELL#	Descend Via
PTERS#	Descend Via
TAGER#	MCG @ 10000 GAL @ FL240 ENN @ 11000 BGQ @ 7000
WITTI#	Descend Via
YESKA#	MDO @ 11000 JOH @ 11000

5.3 Runway/Approach Assignments

1. The initial TRACON controller will assign an Runway/Approach to expect.
2. The initial TRACON 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 (Calm), South, and East Ops is ILS.
6. Standard approach during North and West is RNAV.
7. Different approaches can be assigned with coordination.

Ops	Runway Assignment
North (Calm) Ops.	07R/L
North Ops.	33
East	07L/R
South	15
West	15

5.4 Arrival Flow Description

1. Arrival aircraft will enter TRACON 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.

5.5 Approach Scratchpads

1. ANC 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 07R ILS would be I7R while Runway 33 RNAV will be R33.

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

CHAPTER 6. ADJACENT AIRSPACE

6.1 Adjacent Airspace

1. The following facilities have airspace which are adjacent or within the ANC TRACON.
 - a. ZAN ENROUTE (Adjacent)
 - b. ANC ATCT