



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Air Traffic Organization Policy

**ORDER
JO 7110.314**

Effective Date:
May 13, 2011

SUBJ: Required Navigation Performance Capability control procedures at Anchorage Air Route Traffic Control Center (ZAN).

1. Purpose of This Order. This order authorizes ZAN personnel to apply the Required Navigation Performance Capability (RNP) control procedures, as specified in the Canadian Air Traffic Control Manual of Operations, for those aircraft within the Anchorage Flight Information Region (FIR) which are transitioning from/to the Canadian Air Traffic Control System along established Northern Control Area (NCA) tracks.

2. Audience. This order applies to the Anchorage Air Route Traffic Control Center (ZAN).

3. Where Can I Find This Order? The order is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the FAA Web site at http://www.faa.gov/regulations_policies/orders_notices/.

4. Explanation of Policy Changes. This order incorporates the provisions of Waiver 99-E-04E regarding the use of RNP separation on specified Northern Control Area (NCA) tracks.

5. Procedures.

a. These procedures are only approved for Anchorage Air Route Traffic Control Center (ZAN).

b. Air traffic control operations must follow the directions set forth in the Canadian Air Traffic Control Manual of Operations, Part 480 through Part 486.

c. The provisions of this order must be incorporated into the ZAN and the Edmonton Area Control Centre (EDM) letter of agreement (LOA).

d. This order is not applicable to non-RNP certified aircraft, or aircraft utilizing non-RNP procedures.

e. Approved routes. Aircraft must operate on one of the following NCA tracks:

NCA-10	NCA-15	NCA-24	NCA-32
NCA-11	NCA-17	NCA-25	NCA-80
NCA-12	NCA-19	NCA-28	
NCA-13	NCA-20	NCA-30	
NCA-14	NCA-22	NCA-31	

f. Separation.

- 1.) RNPC separation may be applied between 150 nautical miles (NM) from the common FIR boundary and the common FIR boundary.
- 2.) ZAN must have approved FAA separation standards, as prescribed in JO 7110.65, at or before 150 nautical miles (NM) from the common FIR boundary.
- 3.) Radar separation must be used in preference to RNPC separation whenever applicable.

g. Communications.


- 1.) Two way air-to-ground communications are required during ATC operations.
- 2.) Appropriate back-up communications capability and procedures shall be established to mitigate any equipment limitations which may preclude this requirement.

6. Action. The Anchorage Air Route Traffic Control Center Air Traffic Manager must ensure that the provisions of this order are briefed to all front line managers, controllers-in-charge, and operational air traffic controllers.

7. Distribution. This order is distributed to the following ATO service units: Anchorage ARTCC and Western Service Center Offices.

8. Background. The guidance contained in this order supersedes and cancels the guidance contained in Waiver 99-E-04E.

9. Safety Management System. A Safety Risk Management Document (SRMD) on the ZAN Required Navigation Performance Capability (RNPC) control procedures was completed on April 14, 2011.


for Luis A Ramirez
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And Operations Support