

FAA Anchorage ARTCC

User Preferred Routings and the NOPAC Route Structure

Applicable NOTAMS
begin on page 27



Federal Aviation
Administration



1. Introduction

Basic routing requirements for aircraft joining, or departing, the NOPAC route structure (in Anchorage ARTCC airspace) is found in FAA's "Supplement, Alaska" publication.

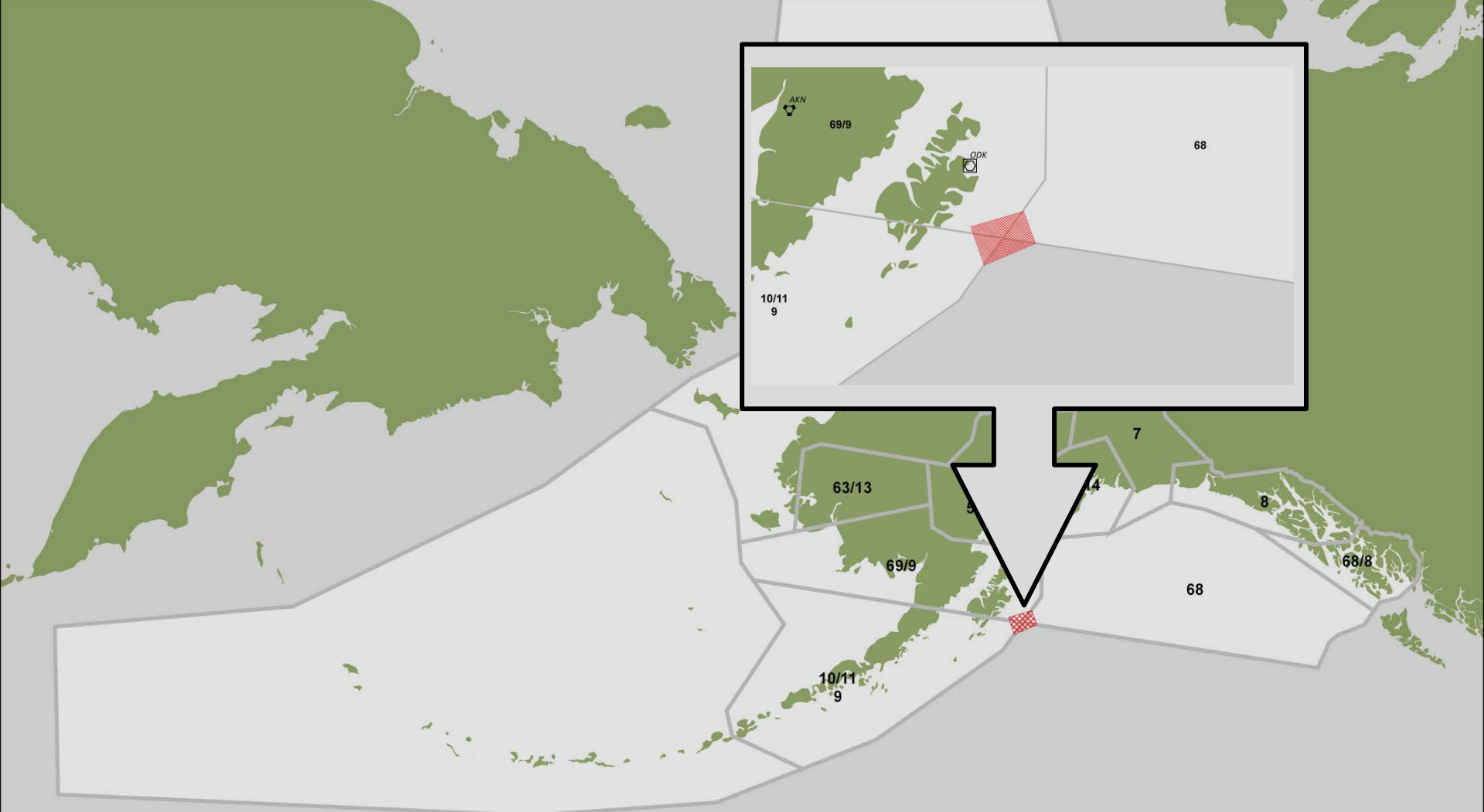
User Preferred Routings (UPRs), which may deviate from the basic requirements, allow operators to tailor individual flight's routes to achieve more favorable wind conditions and to meet other company objectives. Anchorage ARTCC's authorization for the use of UPRs (to join, or diverge from, the NOPAC) is found in international Notices to Airmen (NOTAM). Anchorage ARTCC's current UPR NOTAM is identified as PAZA A0304/16.

Discussion

Anchorage ARTCC's UPR NOTAM contains two basic sections; the first identifies general restrictions (or advisories) on the use of UPRs and the second contains the specific routing permissions.

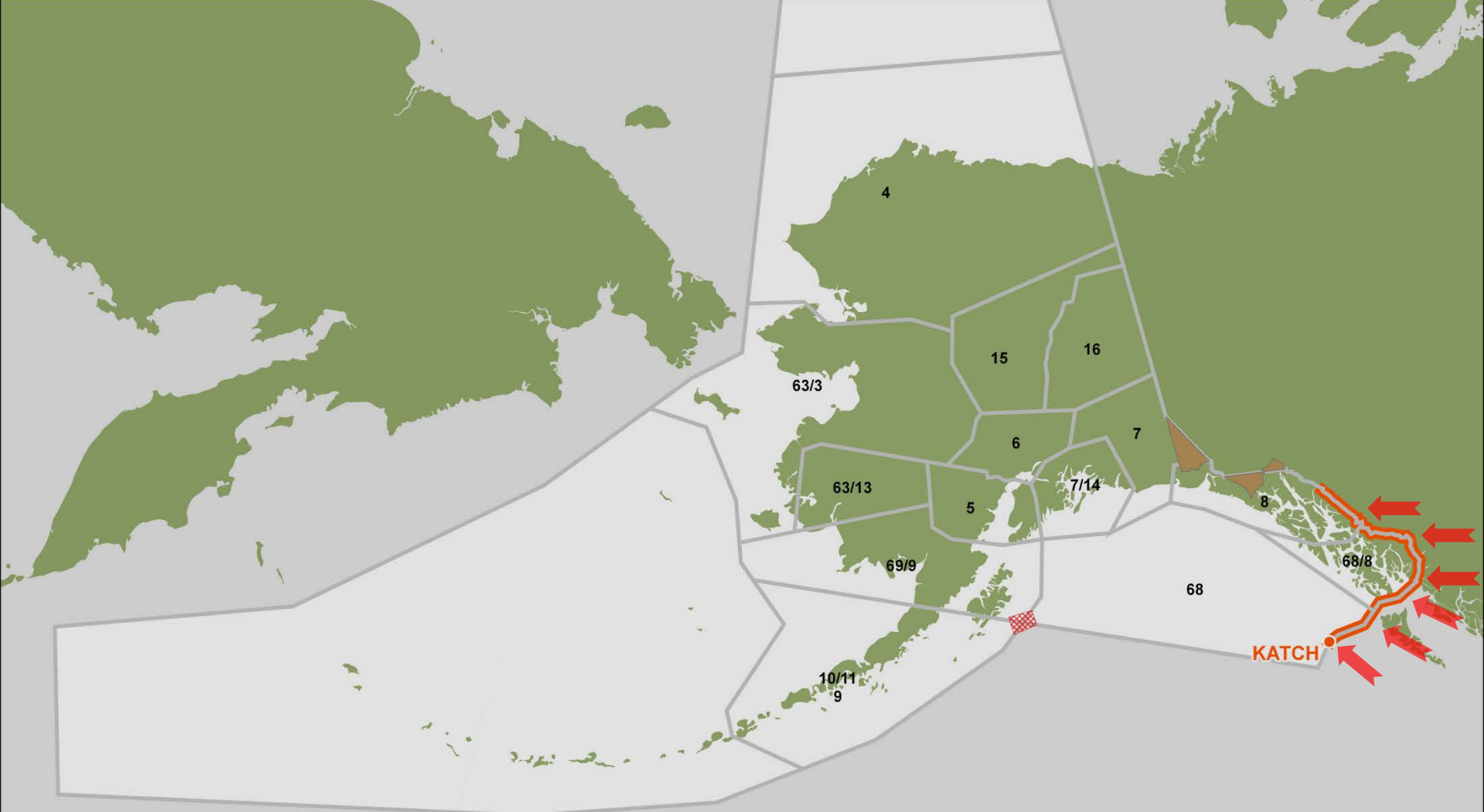
The restrictions section advises Operators that:

- Flights crossing the Magadan / Anchorage or Murmansk / Anchorage FIR boundaries, north of 70° 30'N, are required to adhere to the Anchorage Arctic FIR requirements NOTAM.
- Aircraft on established **routes, airways, or PACOTS** tracks will be given **priority** for altitude assignment over UPR aircraft.
- Aircraft crossing NOPAC or other routes **may** be required to **descend** due to traffic.
- UPR routes must comply with all other Anchorage ARTCC NOTAMs.
- and...




**UPR flights, both eastbound and westbound, must avoid a block of airspace contained within the following coordinates:
56° 26'N 152° 17'W, 56° 38'N 150° 59'W, 57° 05'N 151° 10'W and 56° 58'N 152° 30'W.**

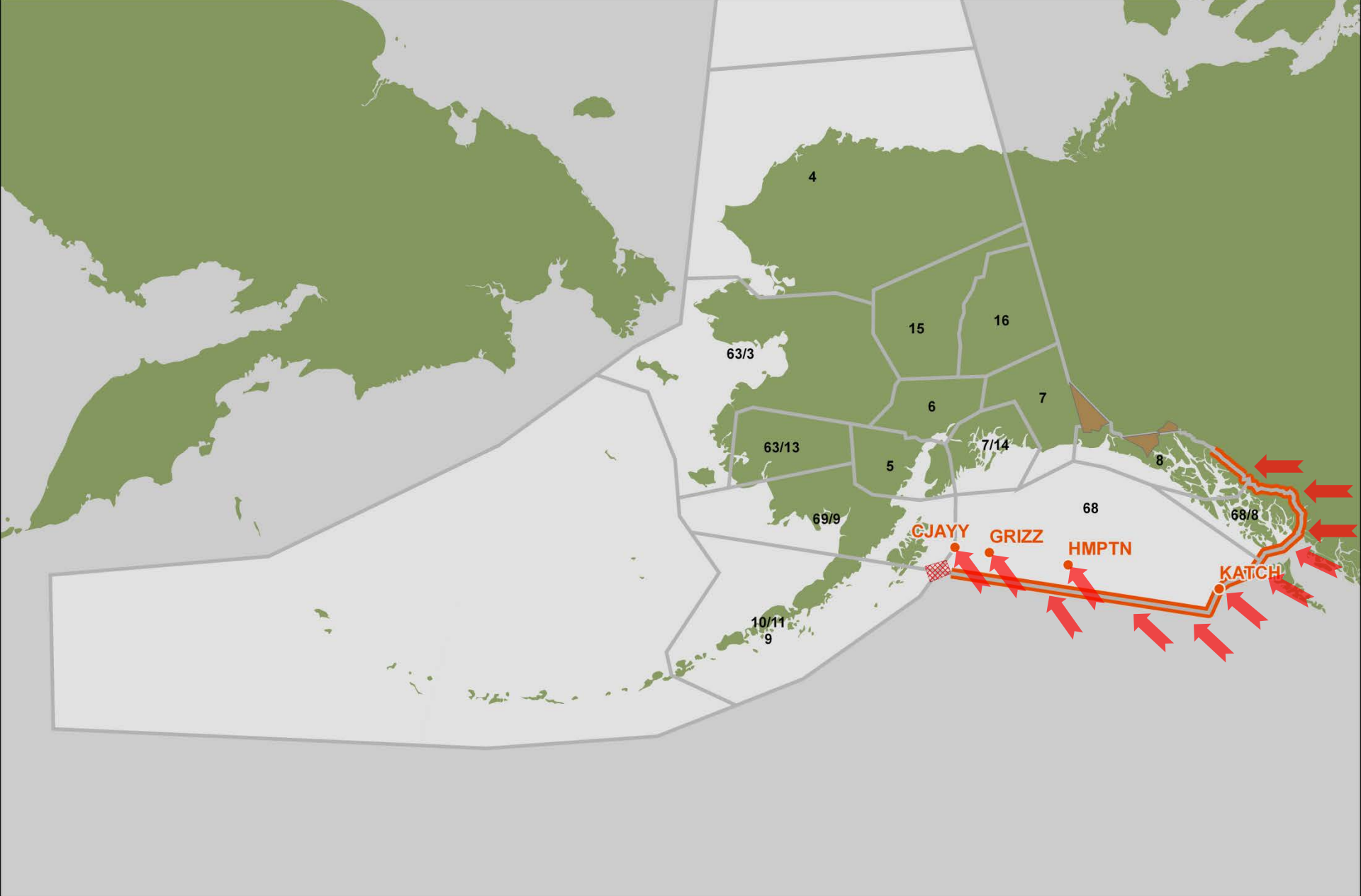
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- A map of Alaska and the surrounding North Pacific Ocean. The landmasses are shown in a light green color, while the water is a light blue-grey. A semi-transparent white rectangular box is overlaid on the upper left portion of the map, containing text.
- **Westbound UPR flights may enter Anchorage airspace:**
 - Anywhere over or east of position KATCH provided the flight remains in Anchorage airspace and does not re-enter the Edmonton FIR.

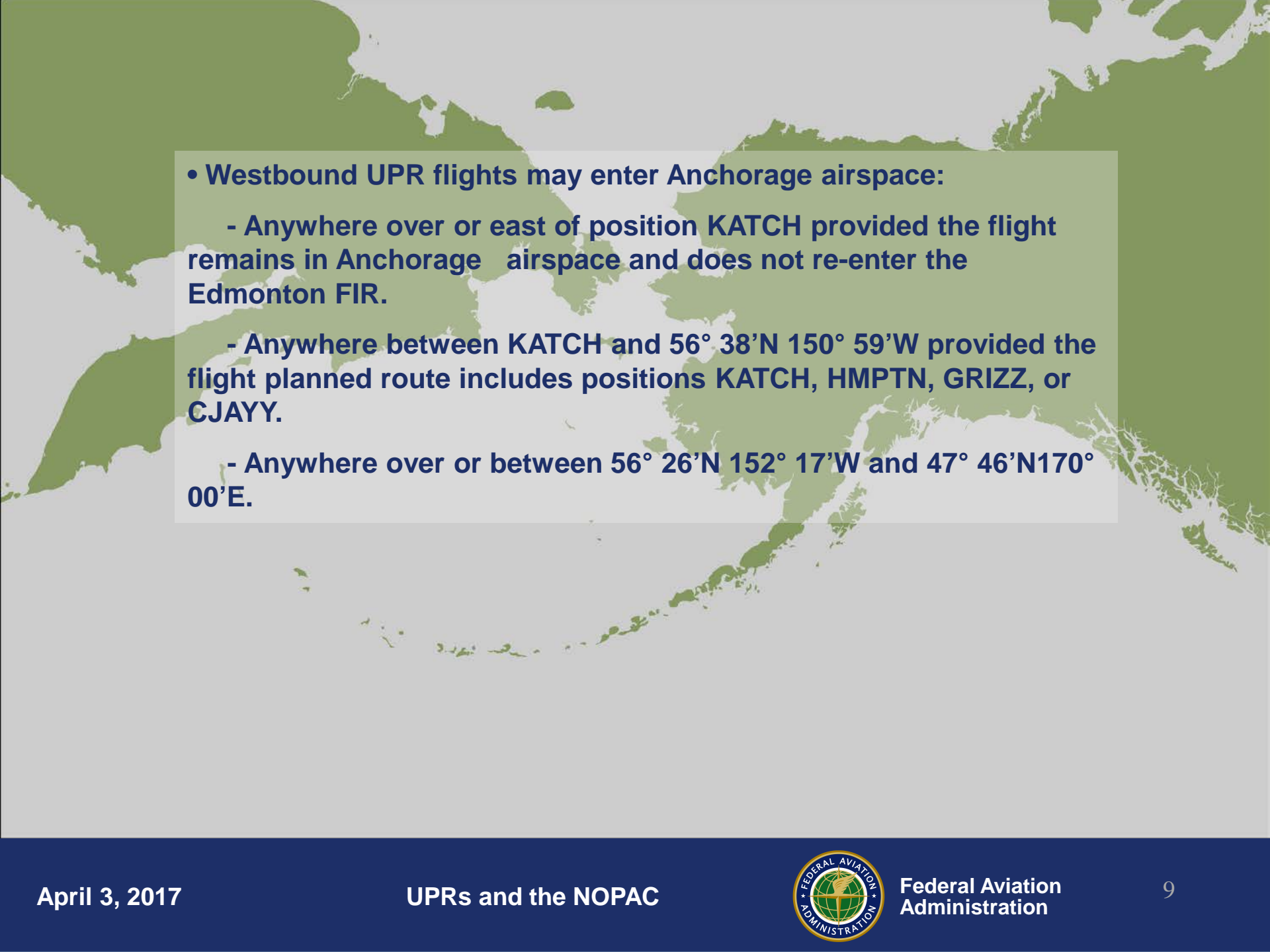


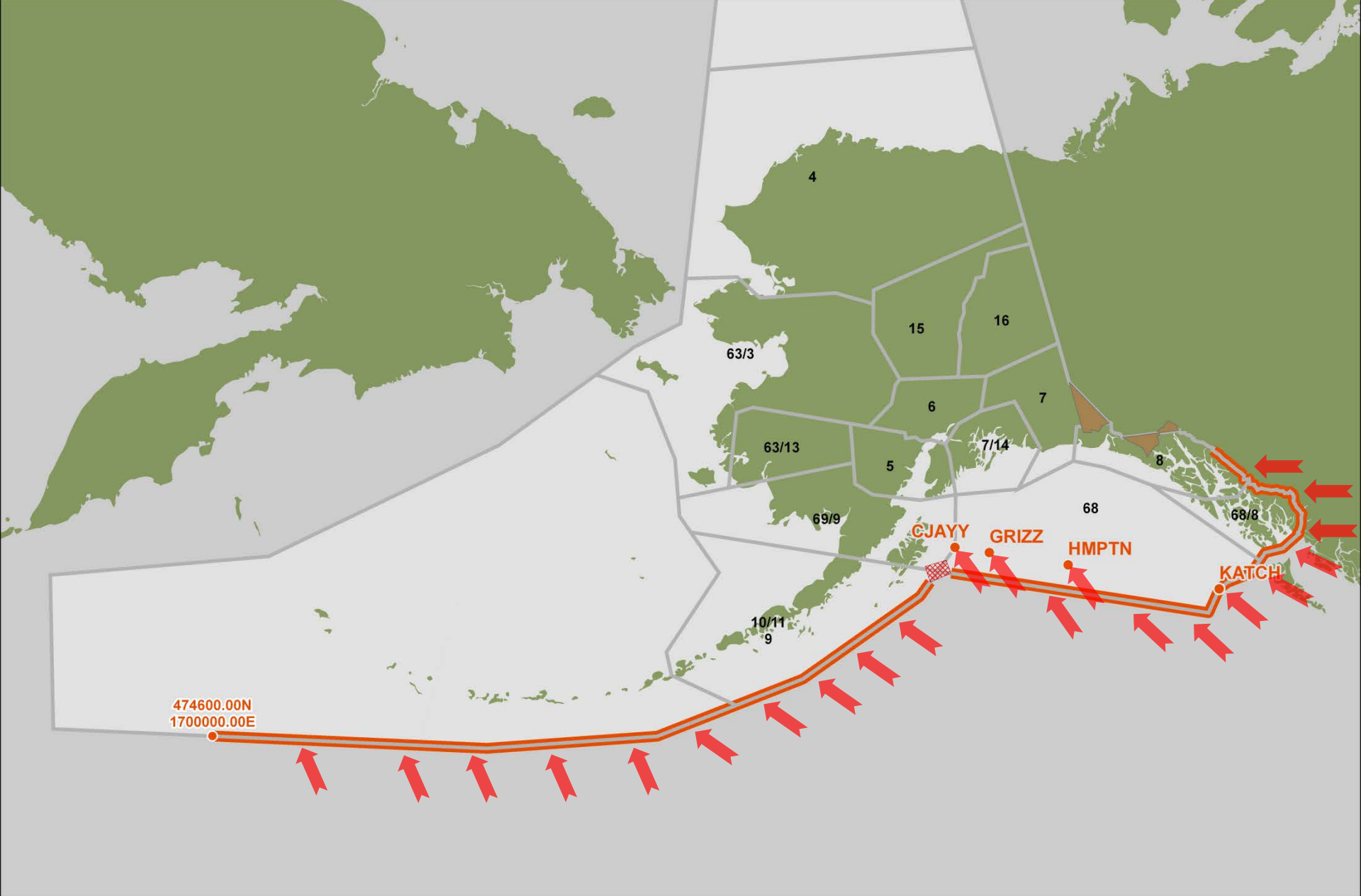
Westbound UPR flights may enter Anchorage airspace:

- Anywhere over or east of position KATCH provided the flight remains in Anchorage airspace and does not re-enter the Edmonton FIR.

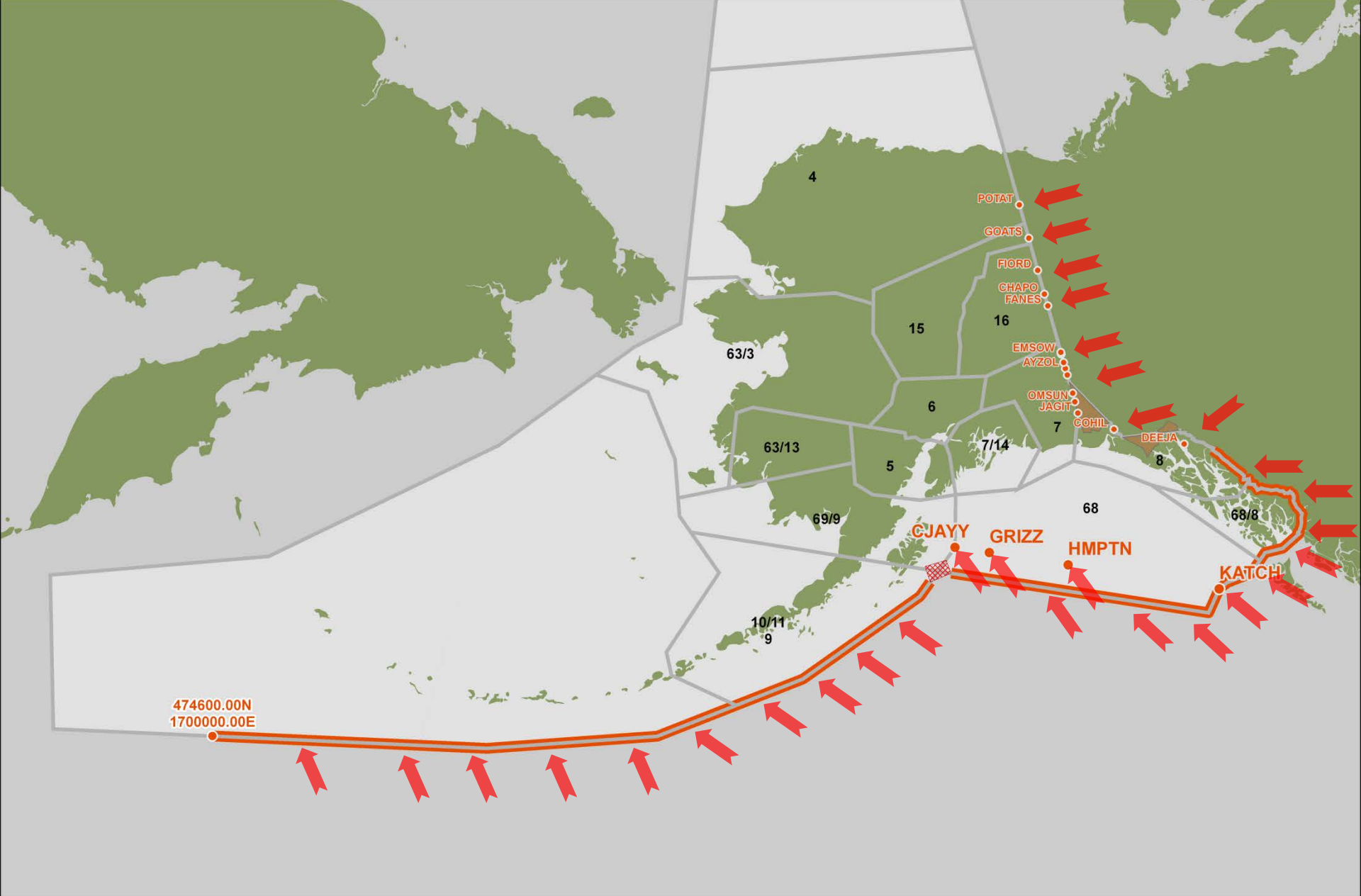
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- A map of Alaska and the surrounding regions of Canada and the United States. The map is overlaid with a semi-transparent green rectangle containing text.
- **Westbound UPR flights may enter Anchorage airspace:**
 - Anywhere over or east of position KATCH provided the flight remains in Anchorage airspace and does not re-enter the Edmonton FIR.
 - Anywhere between KATCH and 56° 38'N 150° 59'W provided the flight planned route includes positions KATCH, HMPTN, GRIZZ, or CJAYY.

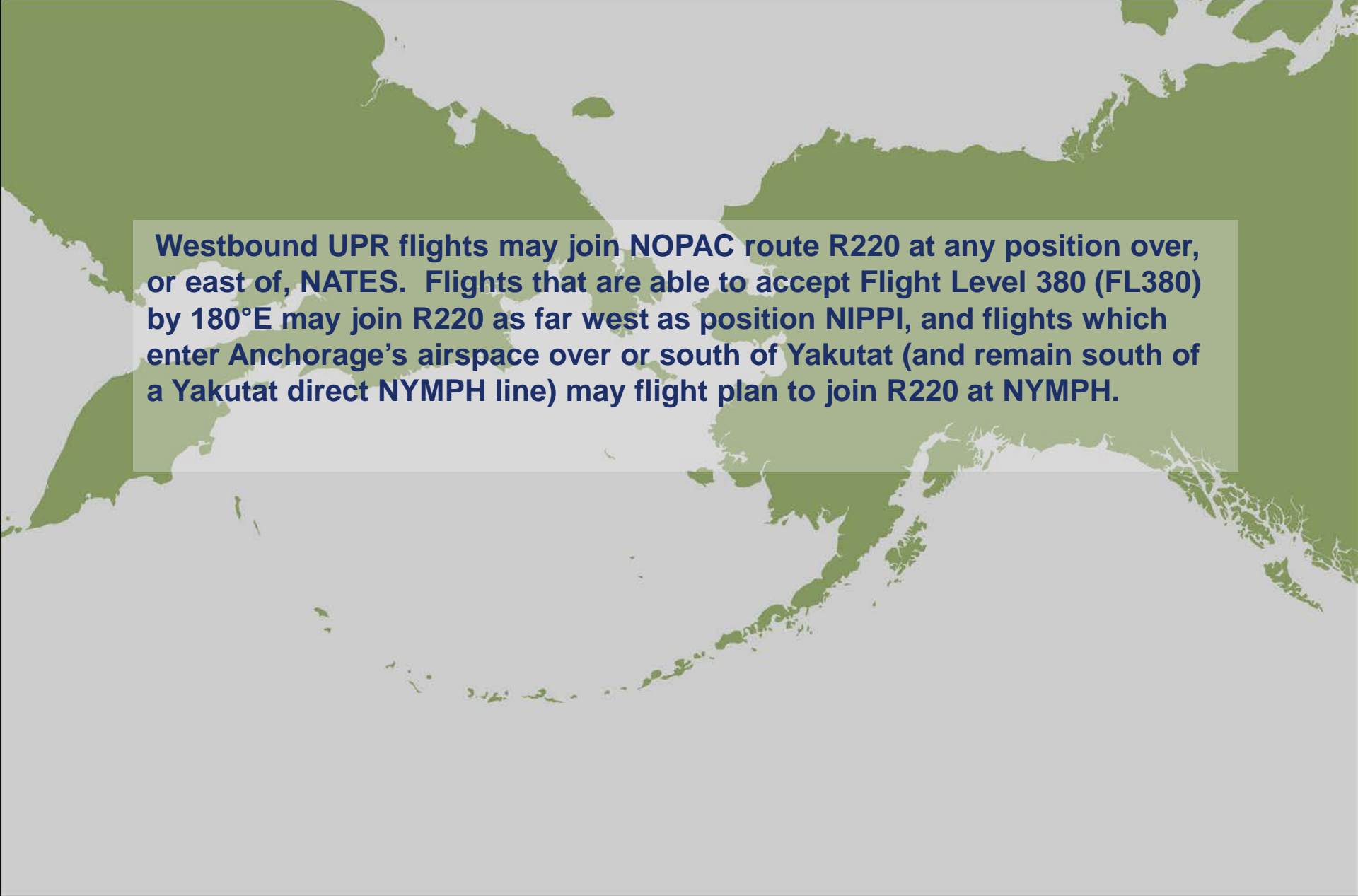


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- A light green map of Alaska is visible in the background of the slide.
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 - Anywhere over or between 56° 26'N 152° 17'W and 47° 46'N 170° 00'E.



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 - Anywhere between KATCH and 56° 38'N 150° 59'W provided the flight planned route includes positions KATCH, HMPTN, GRIZZ, or CJAYY.
 - Anywhere over or between 56° 26'N 152° 17'W and 47° 46'N 170° 00'E.
- **Flights entering Anchorage airspace between NCA30 AND NCA10, along the Edmonton FIR, must flight plan over one of the following boundary fixes: POTAT, GOATS, FIORD, CHAPO, FANES, TIBOY, EMSOW, BIBEM, AYZOL, GAHAM, TOVAD, OMSUN, JAGIT, COHIL or DEEJA.**

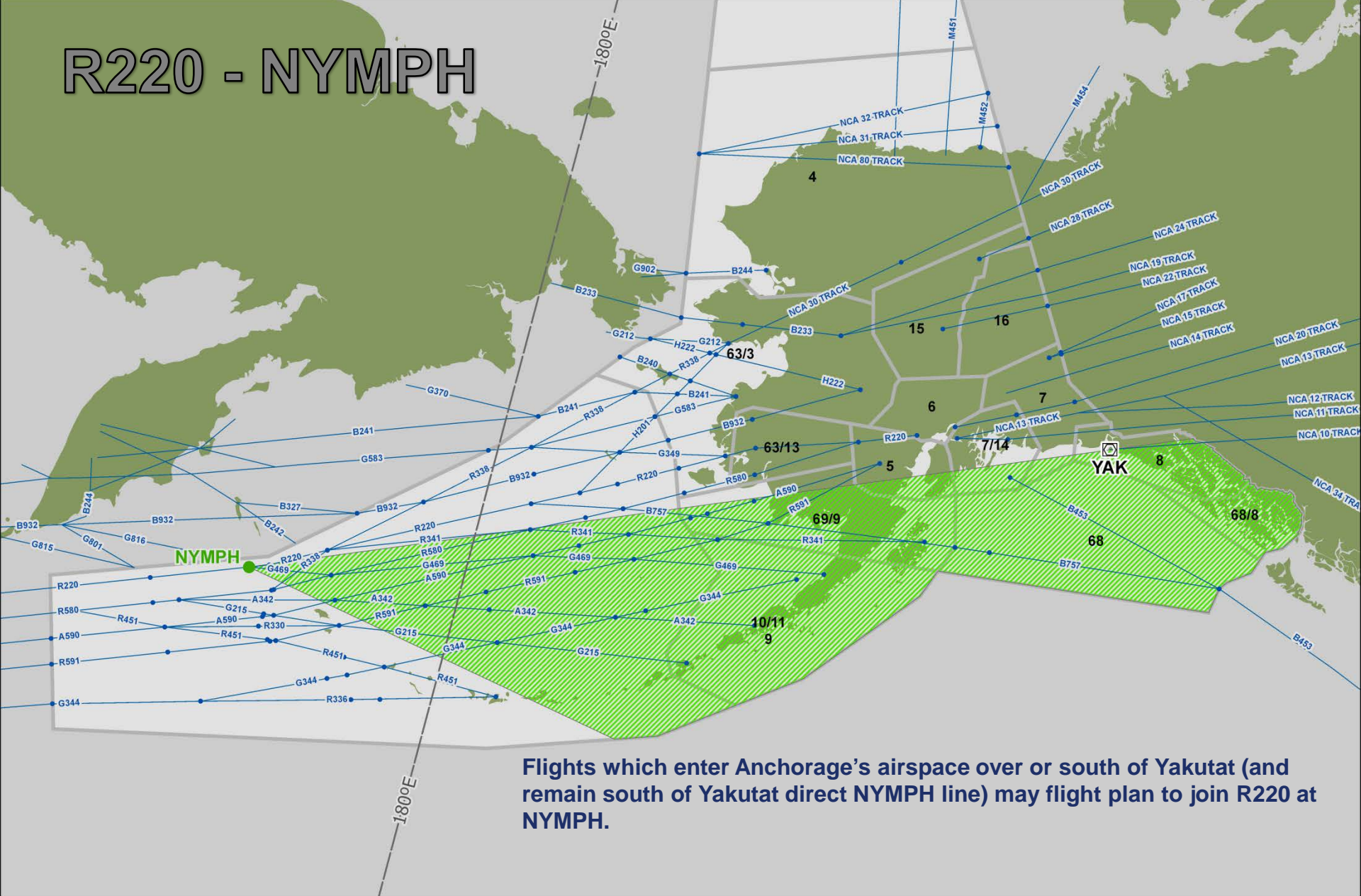


A map of Alaska and the surrounding North Pacific Ocean. The landmasses are shown in a light tan color, while the water is a light blue. A semi-transparent white rectangular box is overlaid on the map, containing text. The text describes flight rules for westbound UPR flights joining the NOPAC route R220.

Westbound UPR flights may join NOPAC route R220 at any position over, or east of, NATES. Flights that are able to accept Flight Level 380 (FL380) by 180°E may join R220 as far west as position NIPPI, and flights which enter Anchorage's airspace over or south of Yakutat (and remain south of a Yakutat direct NYMPH line) may flight plan to join R220 at NYMPH.

[illegible]

R220 - NYMPH



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R220 - NIPPI

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A map of Alaska and the surrounding North Pacific Ocean. The landmasses are shown in a light tan color, while the water is a light blue. The Aleutian Islands are visible to the west of the main Alaskan landmass. A semi-transparent white rectangular box is overlaid on the map, containing text.

Westbound UPR flights may join route R580 at OPAKE. Flights that are able FL380 by 180°E may join R580 as far west as position OMOTO, and flights which enter Anchorage airspace over, or south of, Yakutat (and remain south of a Yakutat direct OLCOT) may flight plan to join R580 at OLCOT.

[illegible]

[illegible]

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R580 - OMOTO

Flights that are able FL380 by 180°E may join R580 as far west as position OMOTO

A map of the North Pacific Ocean. A red line representing route R591 starts from the west coast of North America, passes through the Aleutian Islands, and continues eastward. A blue line representing UPR flights starts from the east coast of Asia and joins the red line at a point labeled 'AKISU' in the central North Pacific. A semi-transparent grey box with a black border contains the text: "When route R591 is published as part of a westbound PACOTS track, UPR flights may join R591 at position AKISU."

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R591 - AKISU

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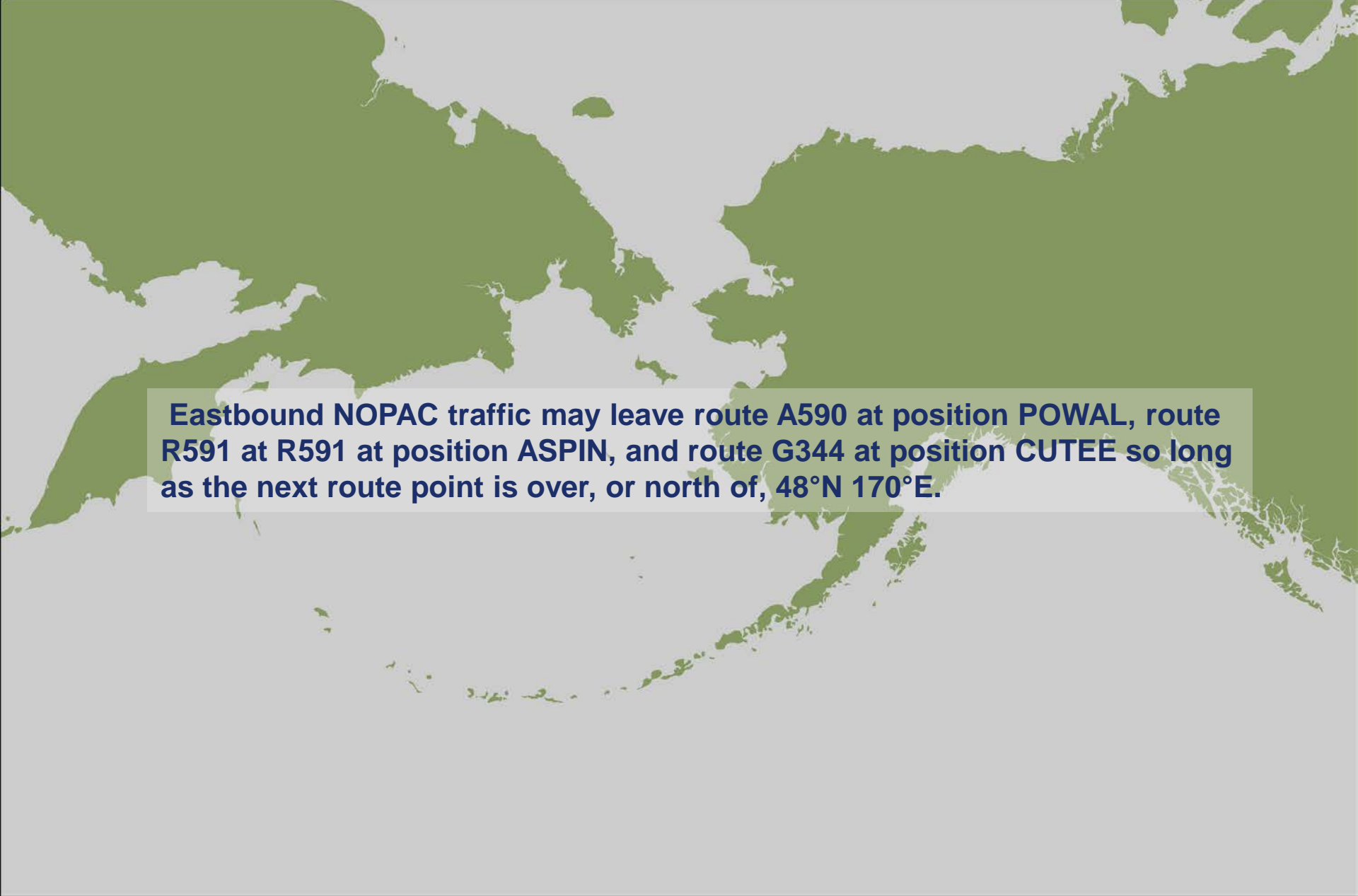


When route G344 is published as part of a westbound PACOTS track, UPR flights may join G344 at position CUTEE.

G344 - CUTEE

When route G344 is published as part of a westbound PACOTS track, UPR flights may join G344 at position CUTEE.

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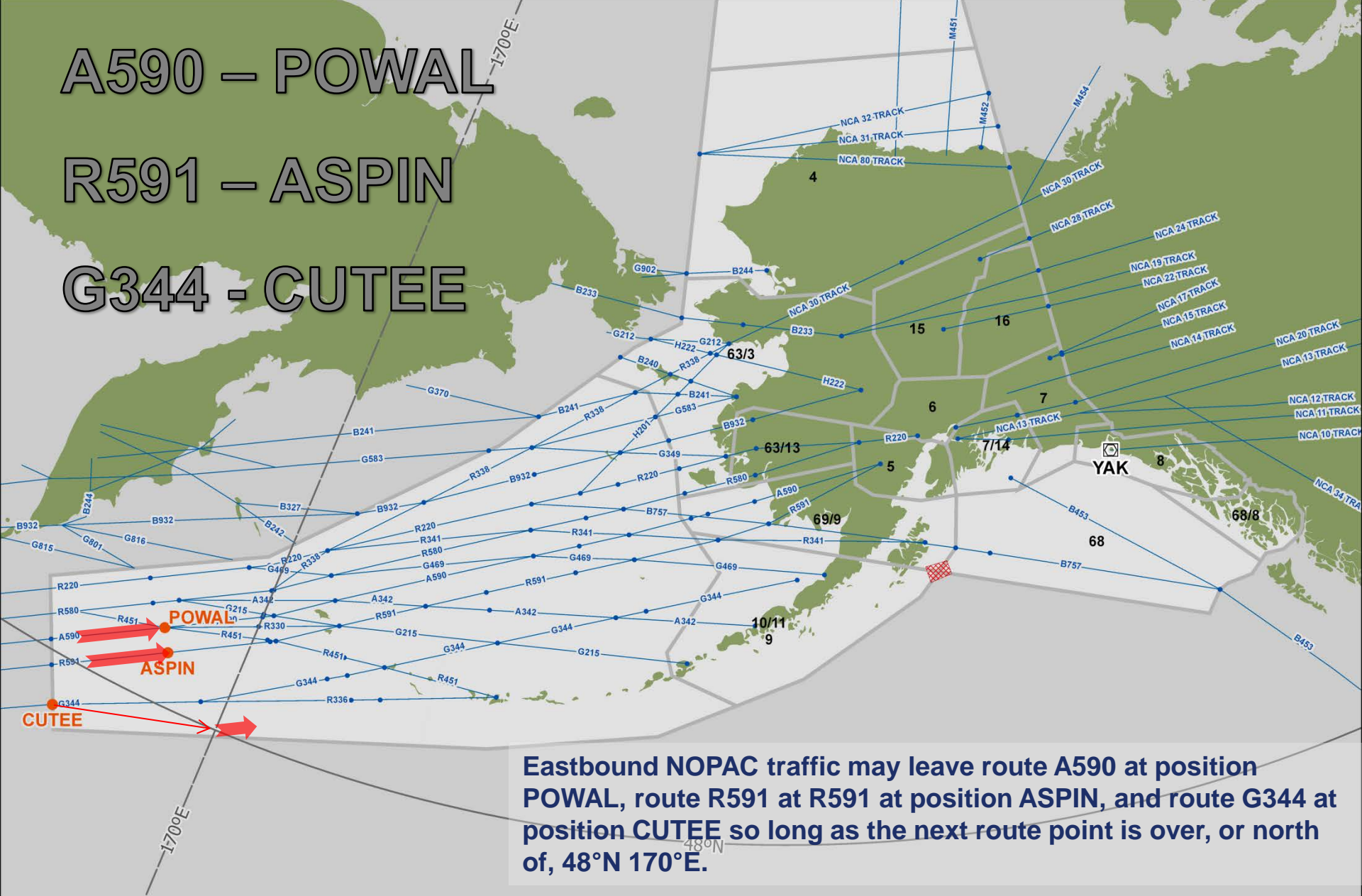


Eastbound NOPAC traffic may leave route A590 at position POWAL, route R591 at R591 at position ASPIN, and route G344 at position CUTEE so long as the next route point is over, or north of, 48°N 170°E.

A590 – POWAL

R591 – ASPIN

G344 - CUTEE



APPLICABLE NOTAMs FOR PAZA UPR'S

This is informational in nature and is designed to assist pilots and aircrews for flight planning and familiarization. It may be used in conjunction with other pre-flight information sources needed to satisfy all the requirements of 14 CFR 91.103 and is not to be considered as a sole source of information to meet all pre-flight action.

A0304/16 - REFERENCE USER PREFERRED ROUTE (UPR) REQUIREMENTS FOR ACFT TRANSITING THE PAZA FIR. THE FOLLOWING IS APPLICABLE TO ACFT ROUTED TO, FM, OR THRU THE NOPAC ROUTE STRUCTURE AND TO ACFT ROUTED TO OR FM RUSSIAN FIRS. 1. FLTS CROSSING THE UHMM/PAZA OR ULMM/PAZA FIR BOUNDARY, OVER OR NORTH OF LISKI, MUST ADHERE TO THE ANCHORAGE ARCTIC FIR REQUIREMENTS NOTAM. 2. ACFT ON ESTABLISHED ROUTES, AIRWAYS, OR PACOTS TRACKS HAVE PRIORITY FOR ALT ASSIGNMENT OVER UPR FLTS IN THE PAZA FIR. 3. ACFT CROSSING NOPAC OR OTHER ATS ROUTES MAY BE REQUIRED TO DESCEND FOR TRAFFIC. 4. UPR ROUTES MUST COMPLY WITH ALL PUBLISHED PAZA NOTAMS. 5. UPR ROUTES MUST AVOID THE AIRSPACE BOUNDED BY 5626N15217W, 5638N15059W, 5705N15110W AND 5658N15230W. 6. WESTBOUND UPR FLIGHTS MAY ENTER PAZA FIR AIRSPACE: A. ANYWHERE OVER OR EAST OF KATCH PROVIDED FLTS REMAIN IN THE PAZA FIR AIRSPACE AND DO NOT RE-ENTER THE CZEG FIR. END **PART 1 OF 4**. SEE TEXT, 07 DEC 22:40 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:52 2016

A0304/16 - B. ANYWHERE BTN KATCH AND 5638N15059W PROVIDED THE FLT FLT PLANS OVER ONE OF THE FOLLOWING: KATCH, HMPTN, GRIZZ, OR CJAYY. C. ANYWHERE OVER OR BTN 5626N15217W AND 4746N17000E. D. FLTS ENTERING PAZA AIRSPACE BTN NCA30 AND NCA10 MUST FLT PLAN OVER ONE OF THE FOLLOWING FIXES: POTAT, GOATS, FIORD, CHAPO, FANES, TIBOY, EMSOW, BIBEM, AYZOL, GAHAM, TOVAD, OMSUN, JAGIT, COHIL OR DEEJA. (NON-RNP10 CERTIFIED ACFT MUST ALSO FILE THE ASSOCIATED NCA ROUTE OR AIRWAY TO THE FIRST NAMED POINT AFTER THE CZEG/PAZA BOUNDARY.) 7. WESTBOUND FLTS ENTERING THE NOPAC MUST ADHERE TO THE FOLLOWING RESTRICTIONS: A. MUST JOIN R220 NO FURTHER WEST THAN NATES. (EXCEPTIONS: 1. ACFT ABLE FL380 BY 180E MAY JOIN R220 AT ANY R220 WAYPOINT OVER OR EAST OF NIPPI. 2. ACFT ENTERING ANCHORAGE AIRSPACE OVER OR SOUTH OF YAK MAY ROUTE DIRECT NYMPH THEN R220 PROVIDED THEY REMAIN ON OR SOUTH OF A LINE FM YAK DIRECT NYMPH.) B. MUST JOIN R580 NO FURTHER WEST THAN OPAKE. (EXCEPTIONS: 1. **END PART 2 OF 4**. SEE TEXT, 07 DEC 22:40 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:52 2016

A0304/16 - ACFT ABLE FL380 BY 180E MAY JOIN R580 AT ANY R580 WAYPOINT OVER OR EAST OF OMOTO. 2. ACFT ENTERING ANCHORAGE AIRSPACE OVER OR SOUTH OF YAK MAY ROUTE DIRECT OLCOT THEN R580 PROVIDED THEY REMAIN ON OR SOUTH OF A LINE FM YAK DIRECT OLCOT.) C. A590 IS NOT AVBL. D. R591 AND G344 ARE NOT AVBL UNLESS DESIGNATED AS WESTBOUND PACOTS TRACKS AND ACFT MUST CROSS THE RJJJ/PAZA FIR BOUNDARY BTN 0000 UTC AND 0600 UTC. ADDITIONALLY, ACFT MUST JOIN R591 NO FURTHER WEST THAN AKISU OR MUST JOIN G344 NO FURTHER WEST THEN CUTEE. 8. EASTBOUND ACFT TRANSITIONING FM THE NOPAC MUST FLT PLAN ONE OF THE FOLLOWING TRANSITIONS: A. A590: PASRO A590 POWAL THENCE UPR. B. R591: AKISU R591 ASPIN THENCE UPR C. G344: CUTEE DCT 48N170E, OR POINT NORTH OF 48N170E, THEN VIA UPR. 9. EASTBOUND ACFT TRANSITIONING VIA RUSSIAN ENTRY/EXIT FIXES ALONG THE UHPP/PAZA AND UHMM/PAZA FIR BOUNDARY MUST COMPLY WITH **END PART 3 OF 4**. SEE TEXT, 07 DEC 22:40 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:52 2016

A0304/16 - ROUTINGS ESTABLISHED IN FAA PUBLICATION "CHART SUPPLEMENT, ALASKA" EXCEPT AS FOLLOWS: A. EASTBOUND FLT OVER KUNAD, LUMES AND KOKES MAY BE FLT PLANNED VIA: 1. ROUTE: KOKES DIRECT ONEIL THENCE VIA UPR REMAINING SOUTH OF NOPAC ROUTE R580 OR, LUMES DIRECT PINSO THENCE VIA UPR REMAINING SOUTH OF NOPAC ROUTE A590 OR, KUNAD DIRECT PLADO THENCE VIA UPR REMAINING SOUTH OF NOPAC ROUTE A590. 2. ALT: FLTS MUST FLT PLAN TO CROSS KUNAD, LUMES OR KOKES AT OR BELOW FL310, OR AT OR ABOVE FL390. 3. TIME: FLTS MUST FLT PLAN SO AS TO CROSS KUNAD, LUMES OR KOKES BTN 0500 UTC AND 2300 UTC. REFER QUESTIONS TO ANCHORAGE ARTCC INTL PROCEDURES AT 907-269-1801 OR TO ANCHORAGE ARTCC TRAFFIC MANAGEMENT AT 907-269-1840. FL280 - UNL **END PART 4 OF 4**, SEE TEXT, 07 DEC 22:40 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:52 2016

A0339/16 - REFERENCE FLIGHT PLAN FILING. A. OPERATORS ARE REMINDED TO COPY OCEANIC HF RADIO STATIONS ON ALL FLT PLANS WHICH WILL ENTER ANCHORAGE OFFSHORE/OCEANIC AIRSPACE. USE CYQXYFYX FOR FLT PLANS ENTERING THE ANCHORAGE ARCTIC FIR AND KSFOXAAX FOR FLT PLANS ENTERING THE ANCHORAGE OCEANIC FIR. B. ALL OPERATORS PLANNING IFR FLT OPS WI THE ANCHORAGE ARCTIC FLT INFORMATION REGION, OR WI THOSE PORTIONS OF THE ANCHORAGE OCEANIC AND DOMESTIC FLT INFORMATION REGIONS WEST OF 165 DEGREES WEST LONGITUDE AND SOUTH OF 63 DEGREES NORTH LATITUDE MUST FILE FLT PLANS WITH BOTH PAZAZQZX AND PAZNZQZX. DUE TO AUTOMATION CHANGES, FAILURE TO FILE WITH BOTH SYSTEM ADDRESSES MAY RESULT IN AN ADS LOG-ON ERROR AND POSSIBLE DELAY OF ATC SERVICES. REFER QUESTIONS TO ANCHORAGE ARTCC INTL PROCEDURES AT 907-269-1801. SFC - UNL, 22 DEC 20:10 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 22 DEC 20:03 2016

A0307/16 - REFERENCE FLOW CONTROL PROCEDURES FOR ANCHORAGE ARTCC (ZAN) 24-HOUR TRACK ADVISORY (TA) PROGRAM FOR WESTBOUND RUSSIAN TRACKS. ALL WESTBOUND OPERATORS FLT PLANNING TO CROSS THE ANCHORAGE/RUSSIAN FIR BOUNDARY AT OR ABOVE FL280 MUST PARTICIPATE IN THE ZAN TA PROGRAM. THE TA PROGRAM IS DESIGNED TO ASSIST ATC IN SEQUENCING ACFT PROCEEDING WESTBOUND OVER THE RUSSIAN FIR ENTRY FIXES. FOR THE TA PROGRAM TO WORK EFFICIENTLY, ALL PARTIES MUST COMPLY WITH THE TRACK ADVISORY PROCEDURES AND KEEP THE TA PROGRAM UPDATED WITH CURRENT/CORRECT INFORMATION. AN ELECTRONIC COPY OF THE TRACK ADVISORY USERS GUIDE IS AVAILABLE FROM WWW.FAA.GOV. REFER QUESTIONS TO ZAN TRAFFIC MANAGEMENT AT 907-269-1840. FL280 - FL510, 07 DEC 22:44 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:55 2016

A0180/17 - CHANGED PILUN ROUTING REQUIREMENT, SEE BELOW. REFERENCE THE ANCHORAGE ARCTIC CTA/FIR: TRANSIT OF THE ANCHORAGE ARCTIC CTA/FIR IS SUBJECT TO THE FOLLOWING MANDATORY REQUIREMENTS: A. COMMUNICATIONS. 1. ALL FLIGHTS, WITH THE EXCEPTION OF THOSE ENTERING THE FIR EASTBOUND OVER PILUN OR LISKI, MUST MAKE MANDATORY POSITION REPORTS UPON ENTERING THE CTA/FIR VIA CPDLC OR GANDER HF VOICE. PILUN AND LISKI TRAFFIC REPORT VIA VHF AS DIRECTED OR CPDLC. 2. ALL FLTS MUST MAINTAIN A LISTENING WATCH ON THE CURRENT GANDER HF RADIO FREQUENCY WHILE TRANSITING THE CTA/FIR UNLESS A SATISFACTORY SELCAL CHECK HAS BEEN COMPLETED WITH GANDER RADIO. B. ROUTING. 1. FLTS, BOTH EAST AND WESTBOUND, TRANSITING VIA RUSSIAN ENTRY POINTS MUST FILE VIA ONE OF THE FOLLOWING ROUTING PAIRS: DEVID / DEKMO; NALIM / NEUTR; LURUN / LEESL; RAMEL / RESUM; PINAG / PEASY; LETUN / LAHEY; NIKIN / NAMWE; SALET / SHOUP; ORVIT / OMEKA; AMATI / AGMIF; BEKAR / JESRU; BARIP / BIITE; PILUN / A END PART 1 OF 2. 08 MAR 18:00 2017 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 06 MAR 17:38 2017

A0101/17 - REFERENCE ADS-B ITP. ANCHORAGE ARTCC OCEANIC AUTOMATION NOW SUPPORTS THE ICAO RECOGNIZED AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST IN-TRAIL-PROCEDURE (ADS-B ITP) FOR PILOT REQUESTED LEVEL CHANGES. FLIGHT CREWS OF APPROPRIATELY EQUIPPED AIRCRAFT MAY MAKE ADS-B ITP LEVEL CHANGE REQUESTS WITHIN THE ANCHORAGE OCEANIC FIR AND THAT PORTION OF THE ANCHORAGE CONTINENTAL FIR WEST OF 165W AND SOUTH OF 63N. REFER QUESTIONS TO ANCHORAGE ARTCC INTL PROCEDURES AT 907-269-1801. FL180 - FL600, 03 FEB 19:30 2017 UNTIL PERM. CREATED: 03 FEB 19:13 2017

A0310/16 - REFERENCE: 10 MINUTE LONGITUDINAL SEPARATION MINIMA TRIAL ANCHORAGE ARTCC HAS BEGUN A TRIAL OF THE 10 MINUTE LONGITUDINAL SEPARATION MINIMA BTN SAME TRACK/SAME ALT ACFT WI THE ANCHORAGE OCEANIC FIR. REFER QUESTIONS TO ANCHORAGE ARTCC INTL PROCEDURES AT 907-269-1801. FL280 - FL600, 07 DEC 22:47 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:58 2016

A0309/16 - REFERENCE IMPLEMENTATION OF ADS-C 30/30 SEPARATION. ANCHORAGE ARTCC APPLIES AUTOMATIC DEPENDENT SURVEILLANCE - CONTRACT (ADS-C) 30 NAUTICAL MILE LONGITUDINAL, 30 NAUTICAL LATERAL, DISTANCE BASED SEPARATION BTN RNP4 EQUIPPED ACFT WI THE FOLLOWING CONTROL AREAS: 1) ANCHORAGE OCEANIC CTA/FIR. 2) THAT PORTION OF THE NORTON SOUND OFFSHORE HIGH CONTROL AREA SOUTH OF 63 DEGREES NORTH LATITUDE AND WEST OF 165 DEGREES WEST LONGITUDE. 3) THAT PORTION OF CONTROL 1234H WEST OF 165 DEGREES WEST LONGITUDE. THE STANDARD IS APPLIED BTN FANS1/A RNP4 EQUIPPED ACFT ONLY. QUESTIONS CONCERNING THE STANDARD, THE APPLICATION, OR FANS1/A MAY BE DIRECTED TO ANCHORAGE ARTCC INTL PROCEDURES AT 907-269-1801. FL280 - FL600, 07 DEC 22:45 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:57 2016

A0181/17 - REFERENCE CONTROLLER/PILOT DATA LINK COMMUNICATIONS (CPDLC). ANCHORAGE ARTCC IS EQUIPPED FOR CPDLC COMMUNICATIONS. ANCHORAGE ARTCC AUTOMATION USES TWO DIFFERENT CPDLC LOGON ADDRESSES. WHEN PERFORMING MANUAL LOGONS, PILOTS SHOULD SELECT THE CORRECT LOGON ADDRESS BASED UPON CURRENT ACFT LOCATION AS FOLLOWS: USE LOGON ADDRESS "PAZN" WHEN OPERATING IN THE ANCHORAGE OCEANIC FLIGHT INFORMATION REGION (FIR) AND WHEN IN THAT PORTION OF THE ANCHORAGE ARCTIC FIR ABOVE 73N LATITUDE (OVER OR NORTH OF WAYPOINTS BIITE AND BARIP) AND IN THAT PORTION OF THE ANCHORAGE CONTINENTAL FIR WEST OF A LINE FROM 57N152W TO 58N167W TO 63N174W. USE LOGON ADDRESS "PAZA" WHEN OPERATING IN THE ANCHORAGE ARCTIC FIR SOUTH OF 73N (OVER OR SOUTH OF WAYPOINTS PILUN AND TAYTA) AND IN THE ANCHORAGE CONTINENTAL FIR EAST OF A LINE DRAWN FROM 57N152W TO 58N167W TO 63N174W. **END PART 1 OF 2.** 08 MAR 18:00 2017 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 06 MAR 17:38 2017

A0181/17 - ACFT DEP ALASKAN AIRPORTS ARE REQUESTED TO LOGON AFTER DEPARTURE BUT BEFORE CLIMBING ABOVE FL180. USE OF CPDLC DOES NOT RELEASE FLT CREWS FM HF OR VHF MONITORING/COMMUNICATION REQUIREMENTS. ACFT WI VHF COVERAGE MAY MAKE POSITION REPORTS VIA CPDLC COMMUNICATIONS. REQUESTS TO ATC SHOULD BE MADE OVER VHF IF WI VHF COVERAGE. AFTER LOGON, ARTCC AUTOMATION WILL PROVIDE AUTOMATIC FANS ADDRESS FORWARDING BTN PAZA/PAZN AND TO RJJJ, GDXB, CZVR, CZEG, AND KZAK. REFER QUESTIONS TO ANCHORAGE ARTCC INTL PROCEDURES AT 907-269-1801. SFC - UNL **END PART 2 OF 2**, 08 MAR 18:00 2017 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 06 MAR 17:38 2017

A0303/16 - REFERENCE REPORTING OF AIRBORNE CRUISING SPEED CHANGES. ATTENTION ALL AIRCREWS OPERATING OCEANIC FLTS TO/FM OR WI THE ANCHORAGE OCEANIC FIR: IN ORDER TO SUPPORT COST INDEX OR ECON SPEEDS AND MAINTAIN ATC SEPARATION SPACING AIRCREWS ARE REQUIRED TO USE THE FOLLOWING PROCEDURES IN THE ANCHORAGE OCEANIC FIR: AIRCREWS MUST INFORM ATS VIA VOICE OR CPDLC EACH TIME THE CRUISING MACH NUMBER VARIES OR IS EXPECTED TO VARY BY A VALUE EQUAL TO OR GREATER THAN 0.02 MACH FM: (1) THE MACH NUMBER AT FIR ENTRY; OR (2) ANY SUBSEQUENT SPEED CHANGE NOTIFIED TO ATC IN FLT. REFER QUESTIONS CONCERNING THIS NOTAM TO ANCHORAGE ARTCC INTL PROCEDURES AT (907)269-1801 DURING NORMAL BUSINESS HOURS OR OTHER TIMES TO ANCHORAGE ARTCC TMU AT (907)269-1108. FL180 - UNL, 07 DEC 21:45 2016 UNTIL 31 DEC 23:59 2017 ESTIMATED. CREATED: 07 DEC 22:46 2016