

# TRACK ADVISORY USER'S GUIDE FOR DISPATCHERS



Effective: **July 19, 2018**

**OAKLAND ARTCC TRAFFIC MANAGEMENT UNIT  
ANCHORAGE ARTCC TRAFFIC MANAGEMENT UNIT**

# **TABLE OF CONTENTS**

	<u>Page</u>
Background.....	2
Summary Of User's Guide Changes .....	2
Procedures For Track Advisory Tracks C, D, E, F, and H.....	3
Procedures For Track Advisory Tracks J and K.....	4
Addresses for Input Messages .....	5
Flight Request Messages (TKF).....	5
Cancel A Request (TKC).....	7
Request a Gateway Reservation List (TKL) .....	7
Alternate Uses of Request Messages .....	8
Examples of Output Messages .....	9
Slot Availability Message (SAM).....	10
Slot Availability Message Functionality.....	10
Example of Error Messages .....	11
Reservation Slot Message after 1900 UTC .....	12
Sample Aircraft Schedule before Modification .....	12
Sample Gateway Reservation.....	13
Procedures for Computer or Communication Link Failures at Oakland Center .....	14
Quick Reference Sheet for Track Advisory for Oakland Center .....	15
Track Advisory Daily Procedures Chart for Oakland Center .....	16
Anchorage Center Track Advisory Procedures.....	17
Procedures for Computer or Communication Link Failures at Anchorage Center .....	19
Quick Reference Sheet for Track Advisory for Anchorage Center .....	19
Track Advisory Daily Procedures Chart for Anchorage Center .....	20

## **BACKGROUND**

Track Advisory (TA) is a computer based program, utilizing DOTS Plus, which assigns a route of flight, an altitude and a 10 minute gateway ETA window using requested departure information. This program is used with Oakland Center's (ZOA) the Westbound Pacific Organized Tracks (PACOTS) and Anchorage Center's (ZAN) Russian Far East Tracks (RFE) route system. Obtaining slots for the same flight in both TA programs is **prohibited** as it has the potential to create unnecessary delays, secondary altitudes and secondary track options for other participating flights.

## **SUMMARY OF USER'S GUIDE CHANGES**

Procedures for Anchorage Center Track Advisory Procedures was updated. LURUN, RAMEL, PINAG, LETUN, NIKIN, SALET & ORVIT have all changed to zero minutes for in-trail spacing. **The changes are highlighted in yellow.**

## **PROCEDURES FOR TRACK ADVISORY FOR TRACKS C, D, E, F, and H**

ZOA publishes the Westbound PACOTS by 1100 UTC. After receipt of the Track Definition Message (TDM) and between 1200 UTC and 1549 UTC, dispatchers may transmit their track request options (TKFs) to ZOA via ARINC or NADIN/AFTN. TKF messages must be submitted for flights crossing the first fix of a Westbound PACOTS track **between 1900 UTC and 0100 UTC** that depart from KLAX, KSFO, KSJC, KPDX, KSEA, CYVR and other West coast area airports.

At 1550 UTC, ZOA TA will compile the TKF messages into a Gateway Reservation List (GRL). This list will allow a 10-minute departure window **and** 10 minutes separation between aircraft at the same altitude, on the same track, at the first fix of the track. This GRL is sent via ARINC/NADIN/AFTN to the address of all dispatchers that submitted a TKF message.

After 1550 UTC changes should be made electronically by submitting a new TKF. Any new TKF with the same flight call sign will replace the original TKF if the requested slot is available. If assistance is required contact the ZOA TA Position at 510-745-3771. The program will use the options within the TKF messages to try and insert flights into the available slots in the GRL. If a flight does not fit into the GRL, an electronic notification will be sent to the dispatcher and a new TKF message should be submitted.

### **DISPATCHERS SHOULD USE THE RELEASE TIMES, ALTITUDES AND TRACK ASSIGNMENTS FOR FLIGHT PLANNING PURPOSES.**

Flights with an ETA at the gateway fix **prior to 1900 UTC** or **after 0100 UTC** do **NOT** need a slot reservation and should **NOT** send TKF messages.

Flights requesting **FL270 and below** or **FL400 and above** do **NOT** need a slot reservation and should **NOT** send TKF messages.

## **PROCEDURES FOR TRACK ADVISORY** **FOR TRACKS J and K**

ZOA publishes PACOTS tracks J and/or K by 0000 UTC. Dispatchers may submit TKF messages to ZOA TA via ARINC or NADIN/AFTN **between 0200 UTC and 0359 UTC**. TKF messages must be submitted for flights departing KLAX or KSFO with an ETA at the first fix of track J or K **between 0600 UTC and 0930 UTC** and requesting FL280, FL300, FL320, FL340 or FL360.

At 0400 UTC, ZOA will compile the TKF messages into a GRL. This list will allow a 10-minute departure window **and** 10 minutes separation between aircraft at the same altitude, on the same track, at the first fix of the track. The GRL is sent via ARINC/NADIN/AFTN to the address of all dispatchers that submitted a TKF message. TKF messages submitted after 0400 UTC will be inserted into the remaining available slots based on the requested options.

After 0400 UTC changes should be made electronically by submitting a new TKF. Any new TKF with the same flight call sign will replace the original TKF if the requested slot time is available. If assistance is required contact the ZOA TA Position at 510-745-3771. The program will use the options within the TKF messages to try and insert flights into the available slots in the GRL. If a flight does not fit into the GRL, an electronic notification will be sent to the dispatcher and a new TKF message should be submitted.

### **DISPATCHERS SHOULD USE THE RELEASE TIMES, ALTITUDES AND TRACK ASSIGNMENTS FOR FLIGHT PLANNING PURPOSES.**

Flights with an ETA at the gateway fix **prior to 0600 UTC** or **after 0930 UTC** do **NOT** need a slot reservation and should **NOT** send TKF messages.

Flights requesting **FL270 and below** or **FL380 and above** do **NOT** need a slot reservation and should **NOT** send TKF messages.

In both cases these flights will be released by the control tower.

## ADDRESSES FOR INPUT MESSAGES

Messages transmitted to the ZOA TA program via ARINC or NADIN/AFTN must use the following addresses:

ARINC: OAKDPXA  
NADIN/AFTN: KZOAZOZD

NOTE: Do not add extra lines of information to the messages, except for more flights on succeeding lines. Extra lines of information will cause an error message.

## FLIGHT REQUEST MESSAGES (TKF)

As shown in the example below, a “TKF” is used on the first line when transmitting your message. At any time if a new TKF message with the same call sign is received it will replace the previous TKF. This means if a previously submitted TKF needs to be changed then submit a new TKF with the same call sign and the old TKF is replaced with the new one. No cancellation message is needed.

Example:

```
TKF  
ZZZ1234.1520.KSFO.RJAA.340.E.1555.15.340.F.1545.15.320.E.1540.25  
.320.F.1540.25.300.E.1555.10.300.F.1545.10.340.G.1540.25.320.G.1  
540.25.REM.
```

Requirements and limitations of a TKF message:

1. Each item is separated by a period “.”.
2. Beginning a line with a period indicates that this line is a continuation of the current TKF message.
3. A period at the end of a line is optional.
4. Up to eight track options are allowed.
5. Do not use any other special characters or spaces between options.
6. An optional remarks line begins with “.REM.” (“**period REM period**”).
7. The remarks line is limited to 63 characters.
8. Spaces may only be used in the remarks section.
9. Up to 20 flights may be specified in a single TKF message.

Breakdown of a TKF message:

**ZZZ1234** Flight Identification - must match the filed flight plan call sign and must be 7 or less characters (any combination of letters or numbers – no symbols)

**1520** Airport wheels up time – must be 4 numbers and only in UTC time.

**KSFO** Departure Airport - must be the 4-letter ICAO identifier.  
**RJAA** Destination Airport - must be the 4-letter ICAO identifier.

**340** 1st choice Altitude  
**E** 1st choice Track  
**1555** 1st choice ETA for the gateway fix for this track  
**15** 1st choice Acceptable Delay Time

**320** 2nd choice Altitude  
**F** 2nd choice Track  
**1545** 2nd choice ETA for the gateway fix for this track  
**15** 2nd choice Acceptable Delay Time

. . . . .  
. . . . .  
. . . . .  
. . . . .

**320** 8th choice Altitude  
**G** 8th choice Track  
**1540** 8th choice ETA for the gateway fix for this track  
**25** 8th choice Acceptable Delay Time

If a slot for the first option cannot be found within the specified delay time, the program will evaluate the second option and succeeding options until a slot is found and assigned. Track options 2 through 8 are not required. Submitting multiple options is recommended in order to increase chances of obtaining a slot during a congested time period.

If a slot is not found after the last available option is evaluated, the assumption will be that the user will submit another TKF or that they will file their flight plan clear of the Westbound PACOTS tracks.

**NOTE: Dispatchers are reminded that accurate ETEs to a track’s gateway fix affects the release time and altitude. An inaccurate ETE may cause a flight to arrive at the gateway fix outside of the expected 10-minute window. If this happens the radar controller may have to assign the flight a less favorable altitude if the flight is in conflict with another flight that is within its window at the affected altitude.**

## **CANCEL A REQUEST (TKC)**

Example: (One line required)

TKC.UAL1234

This will cause the removal of the flight from the current Track Advisory program. The TKC call sign must match the original TKF call sign submitted earlier.

## **REQUEST A GATEWAY RESERVATION LIST (TKL)**

Example:

TKL

Optional:

TKL. xxxxxxxx

“xxxxxxx” is the address of your alternate printer.

1. If the Gateway Reservation list is available, one will be transmitted to the address that initiated the request.
2. If the Gateway Reservation list is not available, an error message will be transmitted to the address making the request.



## **ALTERNATE USES OF REQUEST MESSAGES**

The TA program allows for consecutive TKF and TKC requests to be included into a single message. Up to 20 requests can be made in a single message.

For example, a dispatcher may have already requested and received slots for two or more aircraft. A decision by the dispatcher may be made to swap the slots of two aircraft due to maintenance problems. The dispatcher would cancel the first flight; change the second flight's slot and then give the first flight the second flight's slot.

Original requests:

```
TKF
AC7.2310.CYVR.RKSS.320.C.2336.30.340.D.2342.30
AC9.2330.CYVR.RKSS.320.C.2356.30.340.D.0002.30.300.C.2356.99
.REM.DISPATCH PHONE XXX-XXX-XXXX
AC3.2240.CYVR.RKSS.300.D2312.15.320.C.2306.99.REM.B747-400.
```

Assume that the above requests were accepted for the first option with no delay. The following message would swap the two flights within the GRL:

```
TKC.AC7
TKF
AC9.2310.CYVR.RKSS.320.C.2336.30
.REM.SLOT SWAPPED WITH AC7, DISPATCH XXX-XXX-XXXX
AC7.2330.CYVR.RKSS.320.C.2356.30
.REM.LATE LEAVING FOR ADDITIONAL CARGO
```

The new remarks would replace the previous remarks as the above message replaces the original TKF message. If the previous remarks still apply and are needed, include them in the new TKF message. The computer reads the first line and then executes the instruction before reading the second line. This sequence of completing each line's instructions first allows this slot swapping to occur without losing the slot to another user.

## **EXAMPLES OF OUTPUT MESSAGES**

The following output message is for a properly formatted TKF message received before the GRL was transmitted.

```
THE FOLLOWING TRACK ADVISORY REQUEST WAS ACCEPTED OK  
AC7.2310.CYVR.RKSS.320.C.2336.30.340.D.2347.30
```

The following output message is for a properly formatted TKF message received after the GRL was transmitted, but not inserted into the GRL because the options submitted were not available. This message will require the dispatcher to change options and resubmit the request in order to obtain a slot or plan a flight that remains clear of the Westbound PACOTS tracks.

```
THE FOLLOWING TRACK ADVISORY REQUEST WAS ACCEPTED OK  
AC7.2310.KLAX.RKSS.320.F.0002.30.340.G.2355.30  
FLIGHT ENTRY WAS NOT INSERTED INTO LIST - CHANGE OPTIONS
```

The following output message is for a properly formatted TKF message received after the GRL was transmitted and successfully inserted into the listing:

```
THE FOLLOWING TRACK ADVISORY REQUEST WAS ACCEPTED OK  
AC7.2310.KLAX.RKSS.320.F.0023.30.340.G.0010.30  
TRACK=G ALTITUDE=340 DEPARTURE TIME=2317 ALCOA TIME=0017
```

The above flight did not fit into the first track (F), which used the fix REDWD. The gateway fix time supplied by the dispatcher for track G was then evaluated and a slot was found within the allowed maximum delay time. This flight will take a 7-minute delay and fly on track G at FL340.

## **SLOT AVAILABILITY MESSAGE**

The slot availability message is generated and transmitted to a dispatcher when the assigned departure delay can be shortened or a slot that was previously unavailable has now become available. The slot is not automatically reserved and the dispatcher must submit a TKF message to reserve the slot. The slot is available to any dispatcher that can submit TKF request. The following is an example of a slot availability message.

The following slot is currently available for AC4:

```
Track = E, Alt = 300, Time at ALCOA 2130
```

This slot corresponds to option number 1 with 0 minutes delay of original TKF message. You may reserve the slot by submitting a TKF message.

## **SLOT AVAILABILITY MESSAGE (SAM) FUNCTIONALITY**

The slot availability message function is active when the TA system is in the Negotiation Mode (1550 UTC to 0100 UTC). Each time a slot reservation is cancelled or changed, a message is automatically sent to the next flight that was delayed or denied a preferred altitude advising them that an earlier departure time or the preferred altitude is currently available. Only flights that show a delay within 20 minutes of the available gateway time slot are candidates. The priorities listed below determine which flight the message will be given the SAM:

1. Flights that are reserved on the same track and at the same altitude as the available slot but only with a time delay. Flights within this group are prioritized by the order of the ETA at the gateway fix following the available time slot.
2. Flights that are reserved on the same track but at an altitude that is a secondary requested altitude and the available slot altitude is the preferred option. If more than one flight is in this category, priority is given to the flight that would get the greatest improvement in the reserved option. For example, a flight that could switch from the fourth to the second option would have higher priority than a flight that could switch from the second to the first option. The final tiebreaker is the improvement in delay time gained by using the newly opened slot. For example, a flight that could reduce its delay from 20 to 10 minutes has a higher priority than a flight that could reduce its delay from 8 to 5 minutes.
3. Flights not reserved on the same track as the available slot. If more than one flight is in this category, the same tiebreakers used in item 2 above are used.

## **EXAMPLE OF ERROR MESSAGES**

The following are error type messages that are output when a request is first received with errors:

THE FOLLOWING TRACK ADVISORY REQUEST CONTAINS AN ERROR  
AC4.2325.KLAX.RKSS.320.F.0007.30.330.G.0001.30  
INVALID ALTITUDE FOR SECOND OPTION

VALID ALTITUDES ARE FL280,300,320,340

THE FOLLOWING TRACK ADVISORY REQUEST CONTAINS AN ERROR  
AC3?.2310.KLAX.RKSS.320.F.0002.30.340.G.2355.30  
NO SPECIAL CHARACTERS ALLOWED IN FLIGHT ID

THE FOLLOWING TRACK ADVISORY REQUEST CONTAINS AN ERROR  
AC27.2200.KLAX.RKSS.320.F.2245.30.340.G.2237.30  
DEPARTURE TIME IS 19 MINUTES FROM NOW  
PLEASE PHONE 510-745-3771 FOR MANUAL UPDATE

THE FOLLOWING TRACK ADVISORY REQUEST CONTAINS AN ERROR  
AC8.C310.KPDX.RKSS.320.C.0002.30.340.D.0012.30  
TIMES MUST BE IN UTC HHMM FORMAT

THE FOLLOWING TRACK ADVISORY REQUEST CONTAINS AN ERROR  
AC1.2100.KSEA.RJAA.340.C.2140.320.D.2140.15.340.D.2140.15  
SECOND TRACK IS INVALID

(Note: The second track was valid; the request is missing the 1st option delay time.)

THE FOLLOWING TRACK ADVISORY REQUEST CONTAINS AN ERROR  
AC2.2000.KLAX.RJAA.340.F.2130.10.320.F.2130.15.340.G.2120.15  
UTC FIX TIME IS TOO FAR INTO FUTURE AFTER DEPARTURE TIME

THE FOLLOWING TRACK ADVISORY REQUEST CONTAINS AN ERROR  
AC10.2115.KLAX.RCTP.340.F.2145.:10.320.F.2145.15.340.G.2135.15  
NO SPECIAL CHARACTERS ALLOWED IN DELAY TIME

**NOTE:** The previous error messages will have the following message attached to them:

SEE THE DISPATCHERS USERS GUIDE FOR SAMPLE FORMATS.

## RESERVATION SLOT MESSAGE AFTER 1900 UTC

There is no longer a distinction between TKF request sent after 1900 UTC they will be processed in the same manner as all TKF messages received while TA is in the negotiation mode.

## SAMPLE AIRCRAFT SCHEDULE BEFORE MODIFICATION

The following list is a sample of flights submitted to the Track Advisory program before modification. This list will not be available to the dispatchers.

OAKLAND ARTCC																	
TRAFFIC MANAGEMENT																	
AIRCRAFT SCHEDULE BEFORE <u>MODIFICATION</u> 05-17-2007																	
WHEEL				<u>1ST</u>		<u>1ST</u>				<u>2ND</u>		<u>2ND</u>		<u>3RD</u>		<u>3RD</u>	
UP				<u>1ST</u>		<u>1ST</u>				<u>2ND</u>		<u>2ND</u>		<u>3RD</u>		<u>3RD</u>	
FLIGHT	TIME	DEPT	DEST	ALT	TRK	TIME	DLY	ALT	TRK	TIME	DLY	ALT	TRK	TIME	DLY		
*****																	
FLIGHTS FOR TRACK F																	
AC15	1850	KSFO	RJAA	320	F	1920	30	340	G	1916	30						
AC25	1910	KSFO	RJOO	320	F	1940	30	340	G	1936	30						
AC24	1855	KLAX	RJAA	320	F	1952	30	340	G	1948	30						
AC27	1900	KLAX	RJAA	320	F	1952	30	340	G	1948	30						
AC16	1930	KSFO	RJAA	320	F	2000	30	340	G	1956	30						
AC28	1930	KSFO	RJAA	320	F	2000	30	340	G	1956	30	340	F	2000	39		
AC21	1945	KSFO	RJAA	320	F	2015	30	340	G	2011	30						
AC30	1945	KSFO	VHHH	320	F	2015	30	340	G	2011	30						
AC32	1950	KSFO	ZSSS	320	F	2020	30	340	G	2016	30						
AC18	1930	KLAX	RKSS	320	F	2022	30	340	G	2018	30	340	F	2022	30		
AC22	1950	KSJC	RJAA	320	F	2025	45	340	G	2021	45						
AC29	1950	KLAX	RJAA	320	F	2042	30	340	G	2038	30						
AC17	2000	KLAX	RJAA	320	F	2052	60	340	G	2048	60						
AC31	2005	KLAX	RJAA	320	F	2057	30	340	G	2053	30						
AC11	2015	KLAX	RCTP	320	F	2107	40	340	G	2103	40						
AC8	2040	KSFO	VHHH	320	F	2110	30	340	G	2106	30	340	F	2110	25		
AC6	2050	KSFO	RJAA	320	F	2120	30	340	G	2116	30	340	F	2120	30		
AC5	2055	KSFO	RKSS	320	F	2125	50	340	G	2121	50						
AC10	2035	KLAX	RJAA	320	F	2127	35	340	G	2123	35	340	F	2127	25		
AC9	2045	KLAX	RJAA	320	F	2127	30	340	G	2123	30	320	G	2123	30		
AC7	2100	KLAX	RKSS	320	F	2152	30	340	G	2148	30	340	F	2152	25		
AC4	2145	KLAX	RJAA	320	F	2237	30	340	G	2233	30						
AC1	2320	KLAX	RKSS	320	F	0002	30	340	G	2358	30						
AC20	1910	KLAX	RJOO	340	F	2002	99										

## SAMPLE GATEWAY RESERVATION LIST

The following list is a sample of what dispatchers will receive via ARINC/AFTN/NADIN.  
This list will be transmitted in multiple parts.

Gateway Reservation List (compiled 05/17/15 15:50)

OAKLAND ARTCC  
TRAFFIC MANAGEMENT  
OCEANIC TRACK ADVISORY

FLIGHT	*REQUESTED*				*RELEASED*			
	WHEEL		CROSS		WHEEL		CROSS	
	UP	FIX	DEPT	DEST	UP	FIX	RELEASED	TRK
TIME	TIME			TIME	TIME	ALT	TRK	
*****								
FLIGHTS FOR TRACK E				CROSSING FIX REDWD				

AC15	1850	1920	KSFO	RJAA	1850	1920	320	F
AC25	1910	1940	KSFO	RJOO	1910	1940	320	F
AC24	1855	1952	KLAX	RJAA	1903	2000	320	F
AC27	1900	1952	KLAX	RJAA	1908	2020	320	F
AC21	1945	2015	KSFO	RJAA	2010	2040	320	F
AC22	1950	2025	KSJC	RJAA	2025	2100	320	F
AC17	2000	2052	KLAX	RJAA	2028	2120	320	F
AC11	2015	2107	KLAX	RCTP	2048	2140	320	F
AC5	2055	2125	KSFO	RKSS	2130	2200	320	F
AC7	2100	2152	KLAX	RKSS	2128	2220	320	F
AC4	2145	2237	KLAX	RJAA	2148	2240	320	F
AC1	2320	0002	KLAX	RKSS	2320	0002	320	F
AC20	1910	2002	KLAX	RJOO	1910	2002	340	F
AC19	1920	2012	KLAX	RKSS	1930	2022	340	F
AC18	1930	2022	KLAX	RKSS	1950	2042	340	F
AC6	2050	2120	KSFO	RJAA	2050	2120	340	F
AC10	2035	2127	KLAX	RJAA	2048	2140	340	F

\*\*\*\*\*

FLIGHTS FOR TRACK F				CROSSING FIX ALCOA				
---------------------	--	--	--	--------------------	--	--	--	--

AC9	2045	2123	KLAX	RJAA	2045	2123	320	G
AC16	1930	1956	KSFO	RJAA	1930	1956	340	G
AC28	1930	1956	KSFO	RJAA	1950	2016	340	G
AC30	1945	2011	KSFO	VHHH	2010	2036	340	G
AC29	1950	2038	KLAX	RJAA	2008	2056	340	G
AC31	2005	2053	KLAX	RJAA	2028	2116	340	G
AC8	2040	2106	KSFO	VHHH	2110	2136	340	G

\*\*\*\*\*

THE FOLLOWING FLIGHTS WERE NOT INSERTED INTO THE LIST.  
THE MAX ACCEPTABLE DELAY TIME WAS EXCEEDED.  
ONLY THE 1ST TWO OF THE EIGHT OPTIONS ARE SHOWN

FLIGHT	TIME	DEPT	DEST	ALT	TRK	WHEEL		1ST		2ND	
						UP	FIX	1ST	1ST	2ND	2ND
						TIME	DLY	ALT	TRK	TIME	DLY
*****											
AC32	1950	KSFO	ZSSS	320	E	2020	30	340	F	2015	30

ANALYSIS OF ABOVE ADVISORY

NUMBER OF FLIGHTS PUT INTO PROGRAM:	29
NUMBER OF FLIGHTS SCHEDULED ON-TIME:	12
NUMBER OF FLIGHTS SCHEDULED WITH DELAY:	17
MINIMUM DELAY: 3	MAXIMUM DELAY: 35
AVERAGE DELAY TIME:	22.9

## **PROCEDURES FOR COMPUTER OR COMMUNICATION LINK FAILURES AT OAKLAND CENTER**

In the event that the TA system fails, the following procedure will be used until normal service is restored.

Users will be notified to forward TKF requests via Fax (510-745-3339). If a FAX is unavailable, call in your flight requests or use the alternate NADIN/AFTN address as listed on Quick Reference sheet. Please include your name and phone number with your flight request. Flight request must be received between 1330 UTC AND 1545 UTC.

After 1550 UTC Oakland Center will compile a listing. Dispatchers should not expect to receive the Gateway Reservation list until 1730 UTC.

Changes or additions after 1550 UTC must be made by phone (510-745-3771).

In this manual mode of TA, the TKL function to request additional or updated GRLs is not available.

**QUICK REFERENCE SHEET FOR TRACK ADVISORY  
FOR OAKLAND CENTER**

Normal ARINC address: OAKDPXA  
Normal NADIN/AFTN address: KZOAZOZD  
Alternate NADIN/AFTN address if line is down: KZOAZRZX  
Oakland Center TRACK ADVISORY PHONE NUMBER: 510-745-3771  
Oakland Center TMU FAX PHONE NUMBER: 510-745-3339

**TIME PROCEDURE**

1100Z PACOTS tracks C, D, E, F, G and H are transmitted to the users.  
1200Z Users start sending TKFs  
1550Z Oakland Center compiles and transmits the GRL

**1900Z to 0100Z TA active for tracks C, D, E, F, G and H.**

\*\*\*\*\*

0000Z PACOTS tracks J and K are transmitted to the users.  
0200Z Track Advisory will accept TKF messages for tracks J and/or K  
0400Z Oakland Center complies and transmits GRL.  
0500Z If track volume is low Track Advisory is canceled.

**0600Z to 0930Z TA active for tracks J and K.**

NOTE: The ten-minute departure window for flights begins at the CDT.

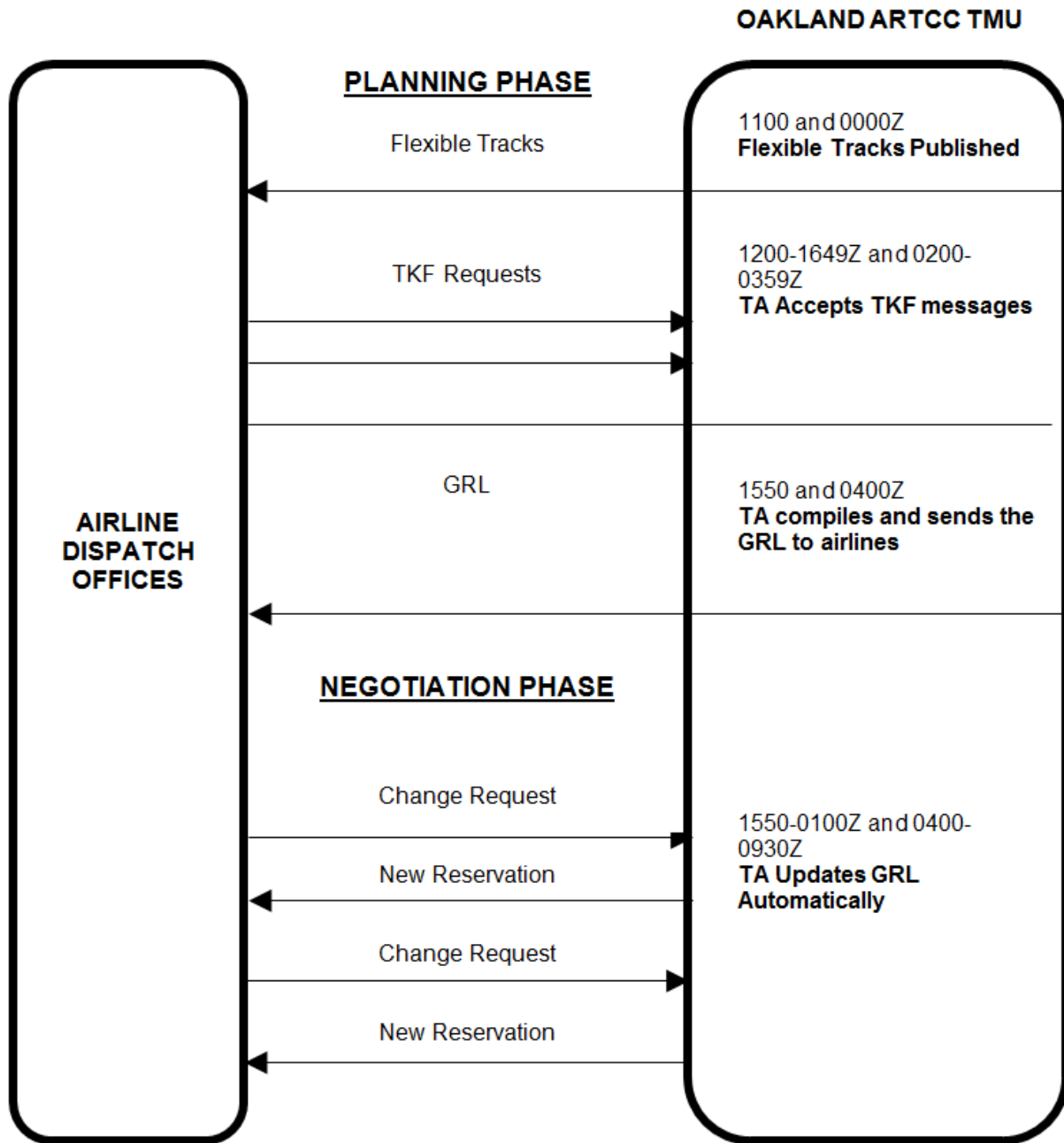
**DISPATCHERS SHOULD USE THE RELEASE TIMES, ALTITUDES AND TRACK ASSIGNMENTS FROM THE GATEWAY RESERVATION LIST FOR FLIGHT PLANNING PURPOSES.**

**DISPATCHER MESSAGES:**

TKF - Two or more line flight request.  
TKC - Cancel flight request.  
TKL - Request GRL.



# TRACK ADVISORY DAILY PROCEDURES CHART FOR OAKLAND CENTER



## **ANCHORAGE CENTER TRACK ADVISORY PROCEDURES**

This section provides specific procedures for westbound flights planning to enter the Russian Cross Polar and Trans East (CP/RTE) route system. Dispatchers must transmit daily TKF options to Anchorage ARTCC (ZAN) for all westbound flights planning to enter the CP/RTE tracks according to the following table:

<b>Trackload Program</b>	<b>File TKF</b>	<b>Compile and Send GRL</b>	<b>Negotiation Period</b>	<b>Archive Time</b>
1700Z-0700Z	0915Z-1430Z	1430Z	1430Z-0000Z	0000Z
0700Z-1700Z	0015Z-0430Z	0430Z	0430Z-0900Z	0900Z

1700 UTC – 0700 UTC: GRL is compiled and sent to users at 1430 UTC.

1430 UTC – 0000 UTC: The negotiation period.

0000 UTC – 0700 UTC: All TKF requests must be called in to ZAN - 907-269-1840.

0700 UTC – 1700 UTC: GRL is compiled and sent to users at 0430 UTC.

0430 UTC – 0900 UTC: The negotiation period.

0900 UTC – 1700 UTC: All TKF requests must be called in to ZAN - 907-269-1840.

Required track load minima and useable altitudes at the gateway fixes:

<b>Gateway Fix</b>	<b>In-trail Spacing</b>	<b>Useable Altitudes</b>
DEVID	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
NALIM	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
LURUN	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
RAMEL	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
PINAG	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
LETUN	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
NIKIN	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
SALET	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
ORVIT	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
AMATI	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
BEKAR	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
BARIP	0 minutes*	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
PILUN	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
LISKI	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
BAKOL	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
TESMA	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
AGURA	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
FRENK	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
KUTAL	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
VALDA	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
ERNIK	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
RUSOR	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
BESAT	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
BAMOK	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
KOKES	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
LUMES	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
KUNAD	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510

\*Denotes Fix is included in the Cross Polar Zero Minute Track Slot Allocation trial.

NOTE 1: For flights transiting the RTE/CP routes, dispatchers/flight crews are reminded that the GRL is a tool used to assist dispatchers in their flight planning and to provide air traffic facilities early intent information. Tactical sequencing may be utilized to ensure required in-trail spacing for aircraft at the same altitude. This may include speed control and/or vectors to accomplish the required spacing.

NOTE 2: The TA program software does not consider aircraft performance characteristics when assigning slots on the GRL. Therefore, even though a flight may arrive at the GRL fix “on-time”, the flight may not be assigned the GRL altitude.

NOTE 3: Until time of departure, dispatchers should update the information provided on the GRL on all planned flights by submitting a new *TKF* request as outlined in this guide. To provide for more dynamic system awareness, operators may revise their GRL information including **any** changes to the wheels-up time, requested altitude, or estimate at the gateway fix, at any time after departure. If further assistance is required, the customer may contact the ATCSCC or ZAN TMU as outlined below for assistance.

- Call the ATCSCC International Operations Position at +1 540-359-3158 with any issues pertaining to the CP routes between DEVID and BARIP.
- Call ZAN TMU at +1 907-269-1840 with any issues pertaining to the RTE routes PILUN and south.

### **Example of ZAN TKF message format:**

TKF  
Call Sign).2000.KSFO.RJAA.320.VALDA.0130.15.300.VALDA.0130.20.  
REM.DISPATCHER REMARKS GO HERE FOR THE FLIGHT

After the GRL is published, TKF messages will be processed automatically without TMU intervention during the negotiation period.

Transmit messages to the ZAN TA program via ARINC or NADIN/AFTN using the following addresses:

ARINC:	ANCDPXA
NADIN/AFTN:	PANCZOZD

**1430 - 0000 UTC & 0430 - 0900 UTC: Slot availability message function is active.**

REVISED RESERVATION FOR UAL1 DEPARTING KSFO HAS BEEN APPROVED

TRACK=VALDA ALTITUDE=340 DEPARTURE TIME=2040 VALDA TIME=0211

## **PROCEDURES FOR COMPUTER OR COMMUNICATION LINK FAILURES AT ANCHORAGE CENTER**

In the event that the TA system fails, the following procedure will be used until the service is restored:

Users will be notified to forward flight requests via the alternate AFTN address as listed on the Quick Reference sheet below or via FAX or phone. Please include your name and phone number with your flight request.

After 1430 UTC, ZAN will compile a GRL. Dispatchers should not expect to receive the GRL until 1530 UTC.

Any changes or additions after 1430 UTC must be made by phone (907-269-1840).

In this manual mode of TA, the TKL function to request additional or updated GRLs is not available.

### **QUICK REFERENCE SHEET FOR TRACK ADVISORY FOR ANCHORAGE CENTER**

Normal ARINC address:	ANCDPXA
Normal NADIN/AFTN address:	PANCZOZD
Alternate NADIN/AFTN address if line is down:	PAZAZQZX
Anchorage Center TRACK ADVISORY PHONE NUMBER:	907-269-1840
Anchorage Center TMU FAX PHONE NUMBER:	907-269-1343

**DISPATCHERS SHOULD USE THE RELEASE TIMES, ALTITUDES AND ROUTINGS FROM THE GRL FOR FLIGHT PLANNING PURPOSES.**

#### **DISPATCHER MESSAGES:**

- TKF - Two or more line flight request.
- TKC - Cancel flight request.
- TKL - Request a GRL.

# TRACK ADVISORY DAILY PROCEDURES CHART FOR ANCHORAGE CENTER

