

Introduction

The North American division of IVAO (XA) is composed of countries whose procedures and norms differ substantially and impactfully from ICAO-based IVAO standards. This document is intended to clarify the procedures and requirements in effect for controllers operating positions and controlling airspace corresponding to that under the jurisdiction of the Federal Aviation Administration (FAA) or the Civil Aviation Authority Bahamas (CAA).

Enforceability

This document is compulsory and enforced for all controllers operating within the following Flight Information Regions/Air Route Traffic Control Centers (ARTCCs) in all conditions including, but not limited to, trainings, events, exams:

- KZAB (Albuquerque)
- KZAU (Chicago)
- KZBW (Boston)
- KZDC (Washington)
- KZDV (Denver)
- KZFW (Fort Worth)
- KZHU (Houston)
- KZID (Indianapolis)
- KZJX (Jacksonville)
- KZKC (Kansas City)
- KZLA (Los Angeles)
- KZLC (Salt Lake City)
- KZMA (Miami)
- KZME (Memphis)
- KZMP (Minneapolis)
- KZNY (New York)
- KZOA (Oakland)
- KZOB (Cleveland)
- KZSE (Seattle)
- KZTL (Atlanta)
- MYNA (Nassau)
- PAZA (Anchorage)
- PGZU (Guam)
- PHZH (Hawaii)
- TJZS (San Juan)

Additionally, the following ARTCCs within 30nmi of any landmass containing an aerodrome:

- KZAK (Oakland Oceanic)
- KZWY (New York Oceanic)

Provisions

Assumption of Defaults

Where not explicitly enumerated below, all controllers are to adhere to the requirements set forth in the [most current revision of FAA Joint Order \(JO\) 7110.65](#) (the “JO”). The JO supersedes all control procedures set forth by IVAO and ICAO standards, with the exception of the [IVAO Rules and Regulations as published on the IVAO website](#) which shall take precedence in all cases. Where these requirements conflict with exam marking criteria, the examiner and examinee shall follow the JO unless both parties agree otherwise.

Radar Separation

As IVAO simulation does not perfectly mimic any specific real-world surveillance equipment, the following radar separation minima have been constructed as a sensible balance of the various equipment standards. Local separation waivers may be established and approved by XA ATC Operations to modify these requirements in areas with specific need.

Terminal Control (Tower, TRACON, and ATCT/TRACON):

Between radar identified aircraft which are either:

- SSR identified with a correctly correlated altitude; OR
- Within 40nmi of a primary radar antenna¹

The aircraft must be laterally separated by no less than three nautical miles OR vertically separated per the JO. All radar identified aircraft not meeting these criteria must be separated by no less than five nautical miles.

¹ For the purposes of this waiver, a “primary radar antenna” shall be construed as referring to:

- For controllers whose position identifiers include the ICAO code of an aerodrome, the centerpoint of that aerodrome only; otherwise
- All class B aerodromes.

Enroute Control (Center):

Between radar identified aircraft which are:

- At or below FL230; AND
- Within forty nautical miles of a primary radar antenna

The aircraft must be laterally separated by no less than three nautical miles. Radar identified aircraft at or below FL600 must be separated by no less than five nautical miles. All other aircraft (including all primary targets) must be separated by no less than ten nautical miles.

In all cases, SSR identified aircraft shall be considered sufficiently separated if they are vertically separated per the JO. Primary targets must remain laterally separated from all other aircraft in-flight regardless of altitude.

Sequenced Landing Clearances

Section 3-10-6 of the JO prescribes the issuance of landing clearances to multiple aircraft operating towards the same runway (“sequenced landing clearances”), a procedure in direct conflict with standard IVAO exam requirements. Sequenced landing clearances are authorized in all conditions, including during exams where they shall not lead to an automatic failure if correctly applied. Sequenced landing clearances incorrectly issued (i.e. in violation of JO § 3-10-6; e.g. while an aircraft is lined up and waiting) shall lead to an automatic exam failure per standard IVAO guidelines. Sequenced landing clearances shall be employed when safe and practical to do so; failure to employ sequenced landing clearances when appropriate during exams shall be assessed as inefficiency on the part of the controller.

Types of Flight Plan

In direct contrast with the four types of flight plan offered by IVAO (V, I, Y, and Z), controllers must treat all operations within the prescribed airspace as being conducted under VFR (V), IFR (I), or Defense VFR (D; “DVFR”) rules. As DVFR flight plans are not offered through IVAO’s flight planning systems, controllers shall treat all type V flight plans crossing an ADIZ as if it was a type D flight plan. Additionally, type V flight plans not being used for DVFR

operations shall be treated as informational only and must not be used for the issuance of clearances or to provide critical flight information. In all non-DVFR cases, pilot communications take precedence over type V flight plans. Pilots departing from any aerodrome within the specified ARTCCs which have filed type Y or Z flight plans shall be instructed at the first opportunity to amend their flight plan to a type I flight plan containing just the IFR segment(s) of their operation.

Examination notes

ADC

Candidates must:

- Know the names of the three types of flight plan;
- Be able to provide a basic clearance to each type; and
- Not rely on VFR flight plans for flight-critical information.

APC

Candidates must understand:

- The international nature of DVFR flight; and
- The ability to use DVFR flight plans for flight-critical information.

ACC

Candidates must show intuitive comprehension of:

- The nature and usage of DVFR flight;
- The connection between DVFR and ADIZs; and
- ADIZ demarcations on official FAA aeronautical charts.

Authority

This document is approved under the joint authority of the ATC Operations and Training departments of the North America division and is effective immediately upon publication. Additionally, the IVAO Senior Training Advisor assigned to the division is requested to provide consultative signature.

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