

Anchorage Air Route Traffic Control Center Fact Sheet



Federal Aviation
Administration

En Route and Oceanic Services

- The Federal Aviation Administration's Air Route Traffic Control Centers (ARTCCs) are the largest component of the U.S. National Airspace System and operate seven days a week, twenty-four hours per day. There are twenty-one ARTCCs in the continental United States. Each of these facilities employs several hundred personnel as Air Traffic Control Specialists, Airways Transportation Systems Specialists, Traffic Management Coordinators, Air Traffic Supervisors / Managers, and administrative staff.
- ARTCCs are responsible for the safe and efficient operation of aircraft flying at high altitude within controlled airspace - principally during the en route phase of flight (at 10,000 feet and higher). FAA en-route controllers use surveillance data from radar sites to issue air traffic clearances and to provide weather information to more than 100,000 flights each day while the aircraft are en route between airports. FAA Air Route Traffic Control Centers in Oakland, California; New York, New York; Miami, Florida; Houston, Texas; and Anchorage, Alaska also fulfill FAA's International Civil Aviation Organization (ICAO)-designated responsibilities for the provision of Air Traffic Service over portions of international (Oceanic) airspace.

Anchorage ARTCC Airspace

- Anchorage ARTCC is FAA's most northern and western en-route center, and is one of three FAA designated *Oceanic* centers.
- Anchorage ARTCC's airspace is comprised of three separate ICAO Flight Information Regions (FIRs). These are the:

Anchorage Domestic FIR 1,647,105 Miles² (4,265,982 Km²)

Anchorage Oceanic FIR 229,067 Miles² (593,280 Km²)

Anchorage Arctic FIR 551,799 Miles² (1,429,598 Km²)

For a total of - 2,427,971 Miles² (1,429,598 Km²)

- Anchorage ARTCC operates two separate automation platforms: ATOP (Advanced Technologies and Oceanic Procedures) and MEARTS/FDP (Micro En Route Automated Radar Tracking System/Flight Data Processor). ATOP is operational in the Pacific Oceanic airspace and is being adapted for use in the Arctic Oceanic airspace.
- Anchorage ARTCC assists Alaskan units of the North American Aerospace Defense Command (NORAD) in planning and executing missions and training exercises in Alaskan airspace.
- The ARTCC supports up to six major military exercises annually, each involving up to 100 tactical aircraft and thousands of military personnel. Smaller "readiness" exercises, occurring two to three times each month, simulate various scenarios such as unknown aircraft penetrating the Alaskan Air Defense Identification Zone (ADIZ).
- The largest two military exercises, Red Flag Alaska and Northern Edge, require over 60,000 square miles of special use airspace or approximately five times that used for similar Red Flag exercises held in Nevada.

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- Anchorage ARTCC's airspace encompasses more military airspace than any other ARTCC. This airspace covers approximately 60,780 Miles² (157,419.5 Km²). The Department of Defense bills the Alaskan airspace and exercise ranges as the "premiere training airspace in North America."
- Anchorage ARTCC interacts with six international Area Control Centers (ACCs) including: Fukuoka, Japan; Petropavlovsk-Kamchatski, Murmansk, and Magadan, Russia; Vancouver, and Edmonton, Canada. These facilities directly adjoin Anchorage ARTCC airspace and Anchorage maintains letters of agreement (LOA) with each.
- Anchorage ARTCC's airspace includes a large portion of the infamous "ring of fire" and contains at least 33 active volcanoes. Several times a year, NOTAMs, aircraft reroutes and/or restrictions are required due to volcanic eruptions.
- The Alaska Aerospace Development Corporation's (AADC's) Kodiak Launch Complex (KLC) and the Geophysical Institute University of Alaska-Fairbanks' (GIUAF's) Poker Flat Research Range Launch Complex operate within Anchorage ARTCC airspace. These two space launch operations involve separate Letters of Agreement with the ARTCC and each requires airspace restrictions during rocket launch activities to protect overflying aircraft.
- In 2001, Anchorage ARTCC pioneered the use of Automatic Dependant Surveillance Broadcast (or ADS-B) for ATC separation services; this was a "first in the nation" and "first in the world" achievement. A 5 nautical mile separation standard is used between all surveillance derived targets regardless of the surveillance source – legacy radar or ADS-B. ADS-B provides aircraft surveillance in areas where traditional radar is unavailable or too costly to install. Based on the experience gained in Alaska, FAA's Surveillance and Broadcast Services Office has begun implementation of ADS-B throughout the United States' National Airspace System.
- Anchorage ARTCC also uses Wide Area Multilateration (WAM) for ATC separation services at Juneau, Alaska. Use of WAM in Juneau has increased the efficiency of the airspace.

