

FAA Alaska District



Presented to: IPACG/46

By: Tony Klancher,
Support Manager, Airspace and Procedures,
Alaska District, TWAN-22

Date: October 20-21, 2020



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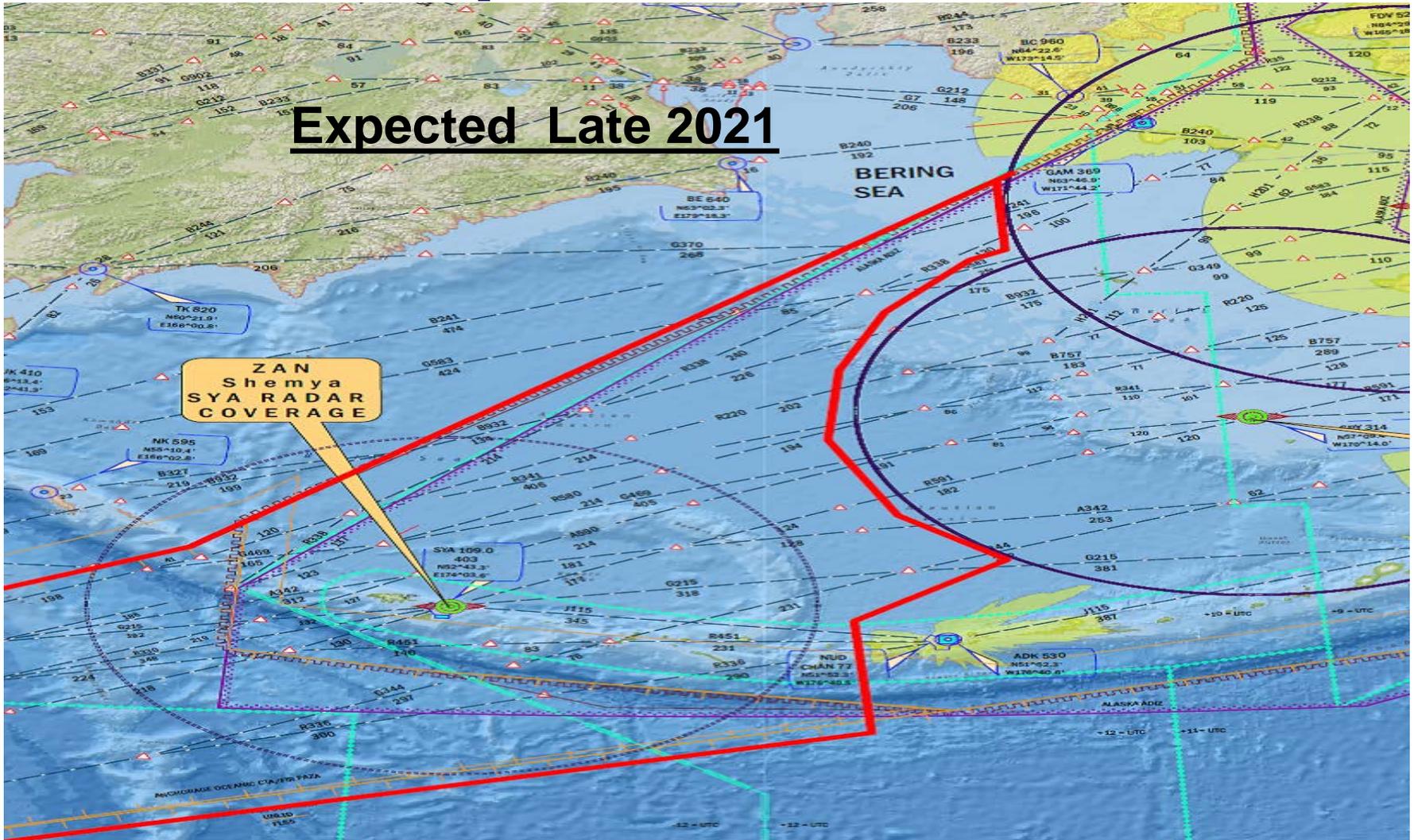
Alaska District Update

- **Oceanic Planning**
- **Traffic Volume**
- **Operational Staffing**
- **Recent ATC Zero Events and Future Planning**
- **GRL Filing Requirements**
- **UPR Test in ZAN FIR**
- **Space Launch Activities**
- **Large Scale Military Exercises**
- **ANC NOTAMS**
- **Computer Navigation Fix**

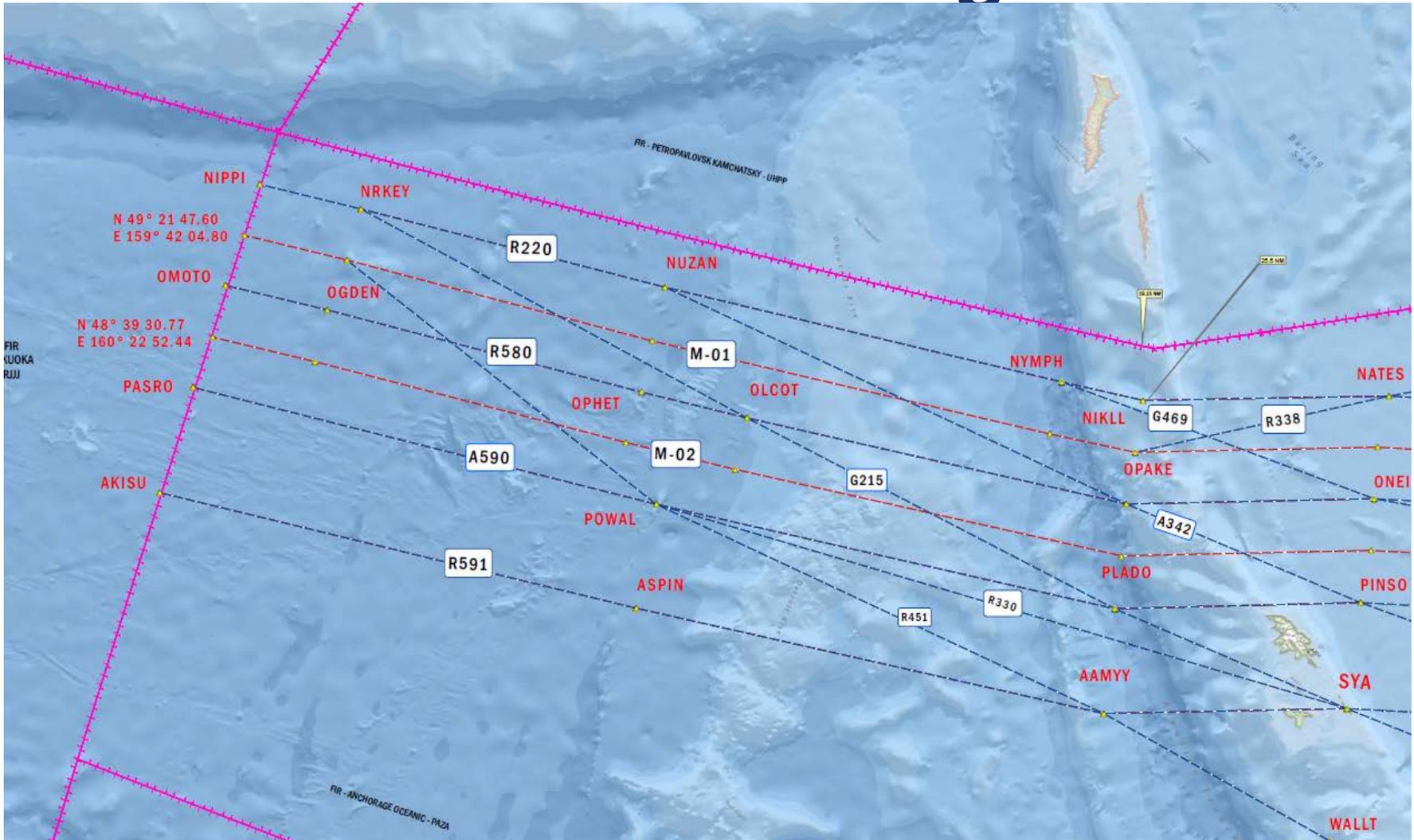


ATOP Space Based ADS-B

Expected Late 2021



NOPAC Redesign



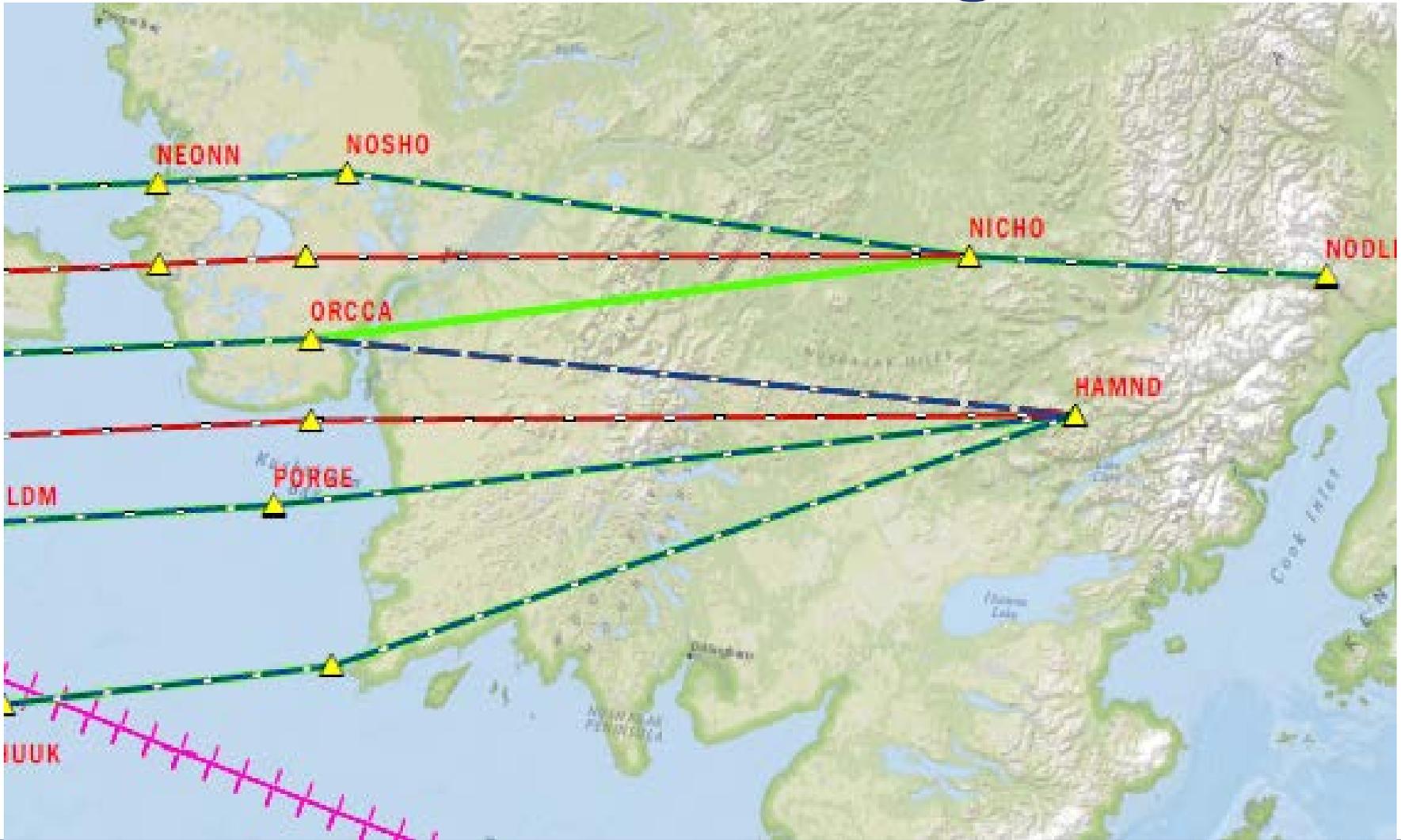
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NOPAC Redesign



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Traffic Volume

- **District Traffic Volume By Facility:**
 - ANC ATCT: 94% Week ending 9-26-20
 - A11: 92% Week ending 9-26-20
 - ZAN, Year to date of 2019 Traffic Levels:
 - 66.5% average YTD of 2019 Traffic
 - **Overall, ZAN traffic combined for last week 83%**



ZAN Weekly Traffic Count



Operational Staffing

- **TWAN District Staffing Update:**

- Three of our four busiest facilities are operating at near or over 90% of 2019 traffic and have returned to normal staffing
- ZAN is at 77% and is still on reduced staffing to prepare for contingency and reduce likelihood of cross contamination of employee crews



ATC Zero/Alert for Future Level Three Cleanings

- Exploring Possibilities of Avoiding ATC Zero for cleaning, using ATC Alert and escape routes controlled by ZAN and allowing up to an estimated 90% of desired routing to be utilized during an event.
 - Detailed NOTAMS by routing to explain impact and availability of routing
 - Designing plan around known heavily traffic routes during this time period
- The major limitation would be communications:
 - No voice communications would be available
 - ADS/CPDLC (Data Comm) and SFO HF
- It has been determined that the plan is technically feasible and ZAN is currently working towards implementation in November 2020, if possible.



ATC Zero Event, ZAN

August 13th, 2020 cont.

- Exploring Possibilities of Avoiding ATC Zero for cleaning, using ATC Alert and escape routes controlled by ZAN and allowing up to 95% routing to be utilized during an event.
 - Detailed NOTAMS by routing to explain impact and availability of routing
 - Designing plan around known heavily traffic routes during this time period
- The major limitation would be communications:
 - No voice communications would be available
 - ADS/CPDLC (Data Comm) and SFO HF

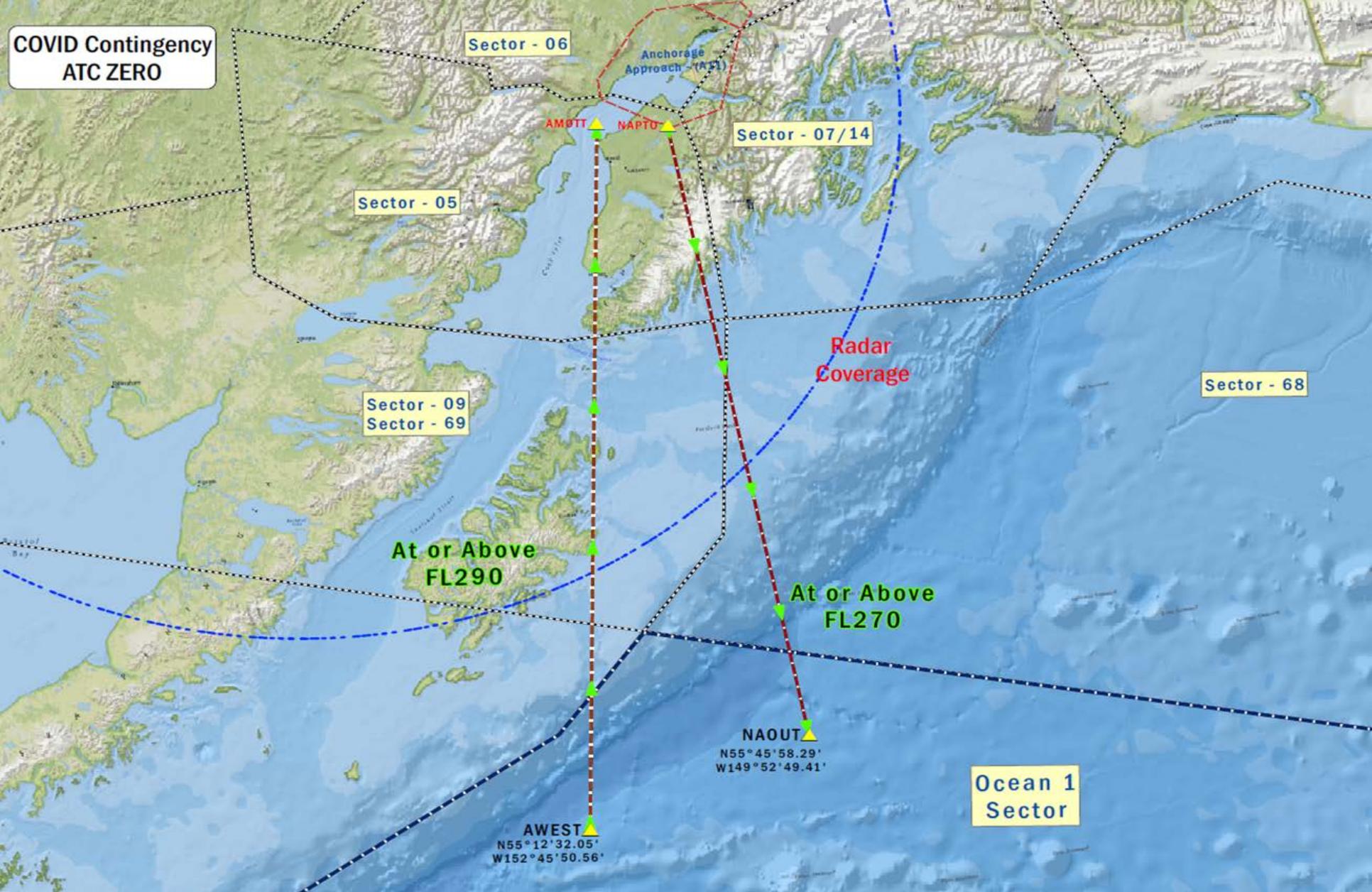


ATC Zero Escape Routes

- Immediate Action on escape route (would likely be included in next event)
- Would allow non-radar traffic in and out of ZAN to Anchorage International
- Routing would be:
 - N55.12.32.05 W152.45.50.56 (AWEST) Direct AMOTT Direct ANC (For Arrivals)
 - ANC Direct NAPTO Direct N55.45.58.29 W149.52.49.41 (NAOUT), then as filed (For Departures)



**COVID Contingency
ATC ZERO**



Gateway Reservation List Filing Requirement, Update

- **Continuing Researching**
- **Theoretically possible to do this in the near term (November 2020)**
- **Reviewing other functionality in systems which allow for the operational collection/dissemination of this information**
- **Discussing with WSA**
- **Discussing with labor**



UPR Test in ZAN Airspace

November 2020

- **One of the major challenges when considering UPRs is our ability to safely handle the flights considering unknown impact**
- **ZAN is Proposing a Simulation Test to evaluate the possible future reduction of UPR restrictions in ZAN airspace.**
- **Tentative Test Dates November 1-14**
- **Users would be given advance information on what we would require of them:**
 - What information does ZAN intend to collect and analyze?
 - How will this information be used?
 - Who may participate?



UPR Test in ZAN Airspace, cont.

- **Evaluation over a two week period**
- **Wide participation of users who would like UPRs:**
 - What routing would you have filed had there been no restrictions or “penalties” for being on a UPR
 - Provide us with that routing and planned optimal altitude request information
 - We will create a lab simulation and utilize SME Controllers to “work” the traffic
 - We will observe the *actual* impact of specific percentages of users utilizing UPRs
 - Wider participation will be ideal, to see actual impact. We request all major air/cargo carriers to participate.
 - Data will be collected, analyzed and shared with all participants

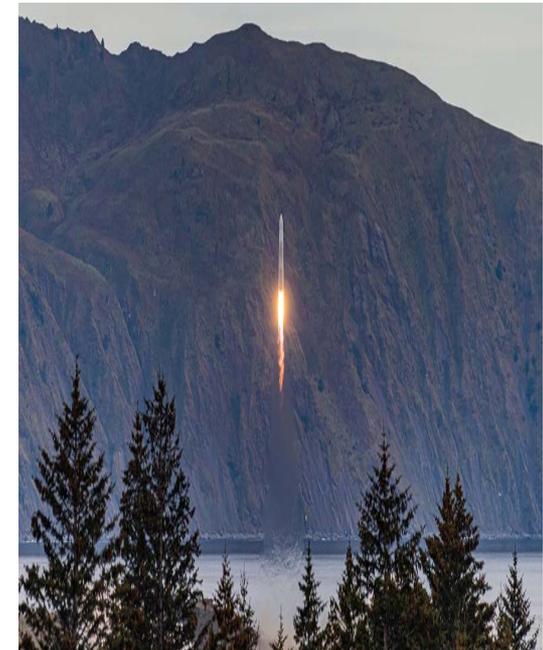
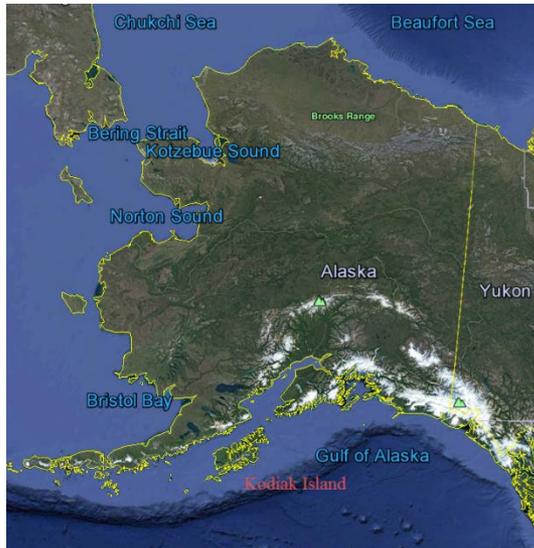


Anchorage ARTCC (ZAN) Update



Anchorage ARTCC - Space Launch Activities

Currently, one Commercial Space Launch facility is located within the PAZA FIR. This facility, named “Pacific Spaceport Complex-Alaska” or PSCA is located on Kodiak Island in the Gulf of Alaska.



Anchorage ARTCC (ZAN) Update

Anchorage ARTCC - Space Launch Activities



Had six launches from PSCA are planned for 2020, but specific dates (and impacted airspace) have not yet been coordinated.

PSCA activity is expected to increase to seven launches in 2021 and up to thirty-six launches in 2022.

Anchorage ARTCC (ZAN) Update

Anchorage ARTCC - Unmanned Aircraft Systems (UAS)



No currently scheduled high altitude or oceanic UAS activities affecting Anchorage FIRs

Alaska Military Exercises



October 20-21, 2020

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Anchorage ARTCC (ZAN) Update

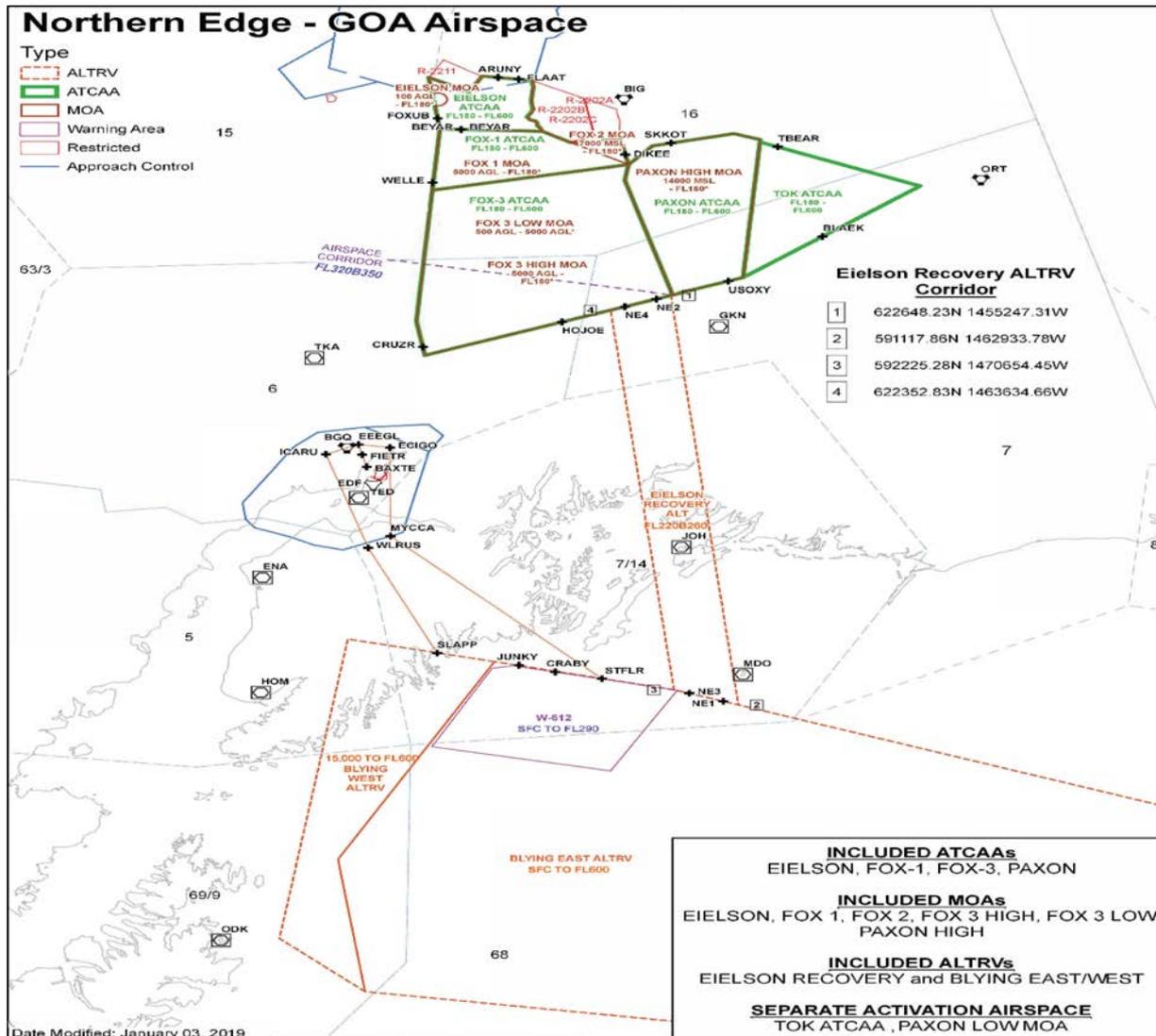
Anchorage ARTCC - Military Exercises

- **Large scale military exercises planned for 2020:**
 - Red Flag 21-1 dates 09 Oct – 23 Oct, 2020
 - Northern Edge 21 dates 29 Apr – 14 May, 2021
 - Red flag 21 - 2 dates 10 Jun – 25 Jun, 2021
 - Red Flag 21-3 dates 12 Aug – 27 Aug, 2021
- **Exercises involve 50 plus aircraft and numerous Military Operations Areas (MOAs), ATC Assigned Airspaces (ATCAAs), and Restricted Areas.**
- **Traffic Management Initiatives (TMIs) will be issued to accommodate non-participating aircraft.**



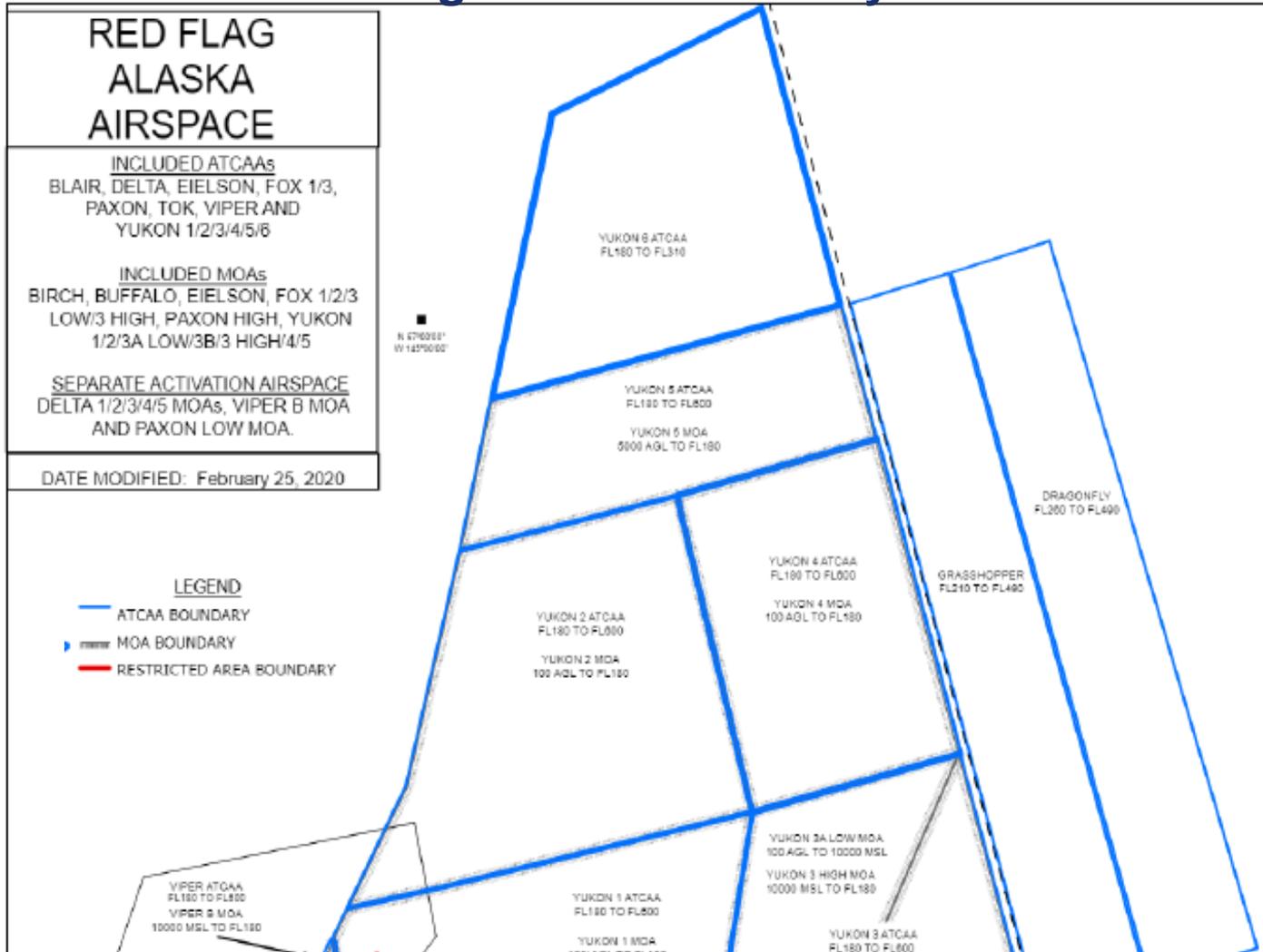
Anchorage ARTCC (ZAN) Update

Anchorage ARTCC - Military Exercises



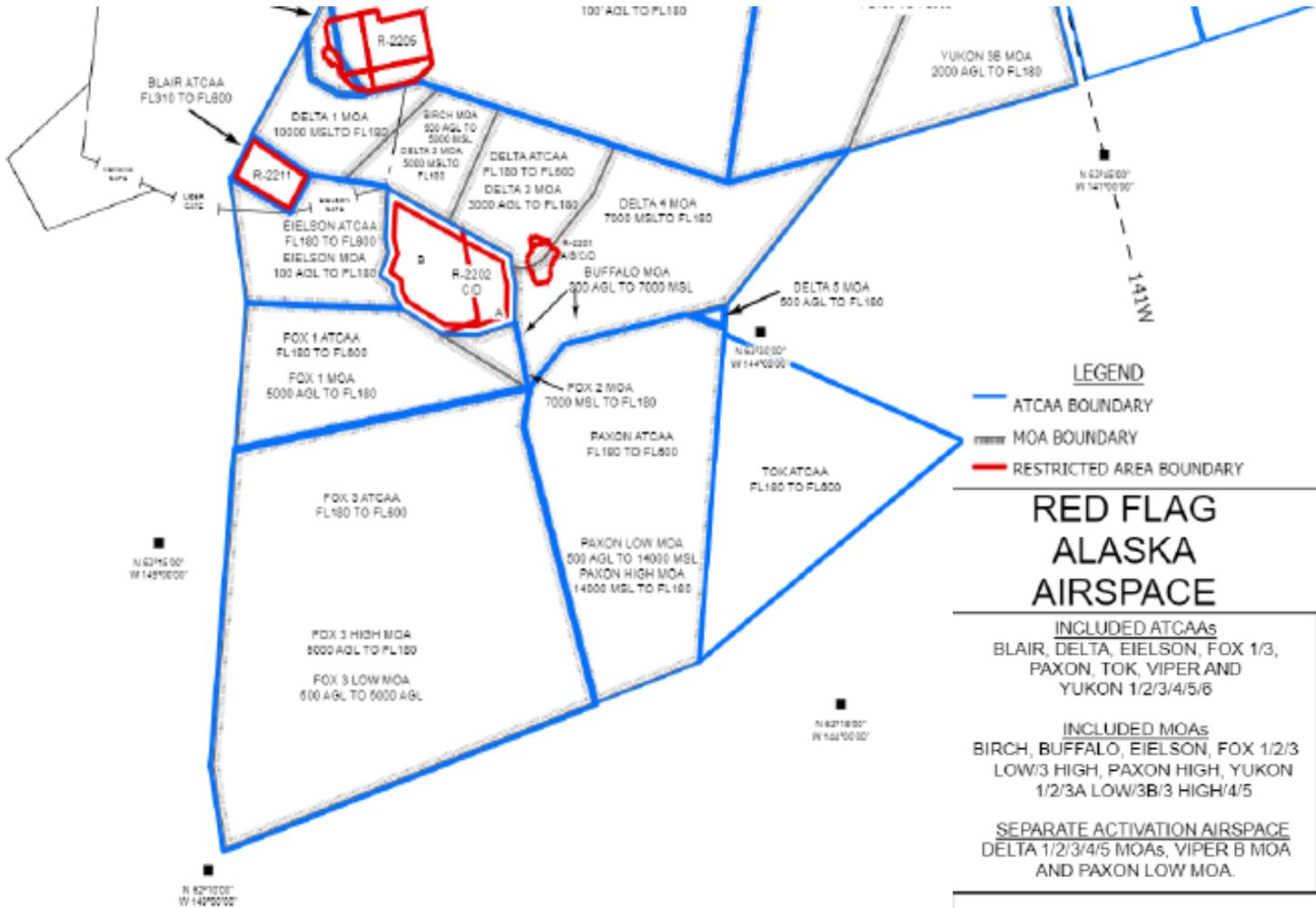
Anchorage ARTCC (ZAN) Update

Anchorage ARTCC - Military Exercises



Anchorage ARTCC (ZAN) Update

Anchorage ARTCC - Military Exercises



Anchorage ARTCC (ZAN) Update

Anchorage ARTCC - Military Exercises

Refer to NOTAMs and

FAA's "SUA" website - <http://sua.faa.gov>

for updated Special Use Airspace information



ANC ILS RWY 7R/L ALTITUDES

FDC 0/0241 (A4639/20) - IAP TED STEVENS ANCHORAGE INTL,
ANCHORAGE, AK.

ILS OR LOC RWY 7R, AMDT 4...

ILS RWY 07R (SA CAT I), AMDT 4...

ILS RWY 07R (CAT II - III), AMDT 4...

DISREGARD BLOCK ALTITUDE 1600-3000 AT WEWWO/I-ANC 12.4 DME.

MINIMUM ALTITUDE AT WEWWO/I-ANC 12.4 DME: 1600.

I-ANC DME UNUSABLE BEYOND 25 DEGREES RIGHT OF CENTERLINE. 23 SEP 21:21 2020

UNTIL 23 SEP 21:21 2022 ESTIMATED. CREATED: 23 SEP 21:21 2020

FDC 0/0238 (A4638/20) - IAP TED STEVENS ANCHORAGE INTL,
ANCHORAGE, AK.

ILS OR LOC RWY 7L, AMDT 4...

ILS RWY 07L (SA CAT I - II), AMDT 4...

DISREGARD BLOCK ALTITUDE 1600-3000 AT WUGSI/I-TGN 12 DME.

MINIMUM ALTITUDE AT WUGSI/I-TGN 12 DME: 1600. 23 SEP 21:21 2020 UNTIL 23 SEP

21:21 2022 ESTIMATED. CREATED: 23 SEP 21:21 2020



Computer Navigation Fix (CNF)

FAA JO 7110.65Y

COMPUTER NAVIGATION FIX (CNF)– A Computer Navigation Fix is a point defined by a latitude/longitude coordinate and is required to support Performance–Based Navigation (PBN) operations. A five–letter identifier denoting a CNF can be found next to an “x” on en route charts and on some approach charts. Eventually, all CNFs will be labeled and begin with the letters “CF” followed by three consonants (e.g., ‘CFWBG’). CNFs are not recognized by ATC, are not contained in ATC fix or automation databases, and are not used for ATC purposes. Pilots should not use CNFs for point–to– point navigation (e.g., proceed direct), filing a flight plan, or in aircraft/ATC communications. Use of CNFs has not been adopted or recognized by the International Civil Aviation Organization (ICAO). (REFER to AIM 1–1–17 (h) (5) (i) (2)), Global Positioning System (GPS).

AIM 1–1–17 (h) (5) (i) (2)

A Computer Navigation Fix (CNF) is also a point defined by a latitude/longitude coordinate and is required to support Performance–Based Navigation (PBN) operations. The GPS receiver uses CNFs in conjunction with waypoints to navigate from point to point. However, CNFs are not recognized by ATC. ATC does not maintain CNFs in their data base and they do not use CNFs for any air traffic control purpose. CNFs may or may not be charted on FAA aeronautical navigation products, are listed in the chart legends, and are for advisory purposes only. Pilots are not to use CNFs for point to point navigation (proceed direct), filing a flight plan, or in aircraft/ATC communications. CNFs that do appear on aeronautical charts allow pilots increased situational awareness by identifying points in the aircraft database route of flight with points on the aeronautical chart. CNFs are random five-letter identifiers, not pronounceable like waypoints and placed in parenthesis. Eventually, all CNFs will begin with the letters “CF” followed by three consonants(for example, CFWBG). This five-letter identifier will be found next to an “x” on enroute charts and possibly on an approach chart. On instrument approach procedures (charts) in the terminal procedures publication, CNFs may represent un-named DME fixes, beginning and ending points of DME arcs, and sensor (ground-based signal i.e., VOR, NDB, ILS) final approach fixes on GPS overlay approaches. These CNFs provide the GPS with points on the procedure that allow the overlay approach to mirror the ground-based sensor approach. These points should only be used by the GPS system for navigation and should not be used by pilots for any other purpose on the approach. The CNF concept has not been adopted or recognized by the International Civil Aviation Organization(ICAO).



Anchorage ARTCC (ZAN) Update

Anchorage ARTCC - Contact Information

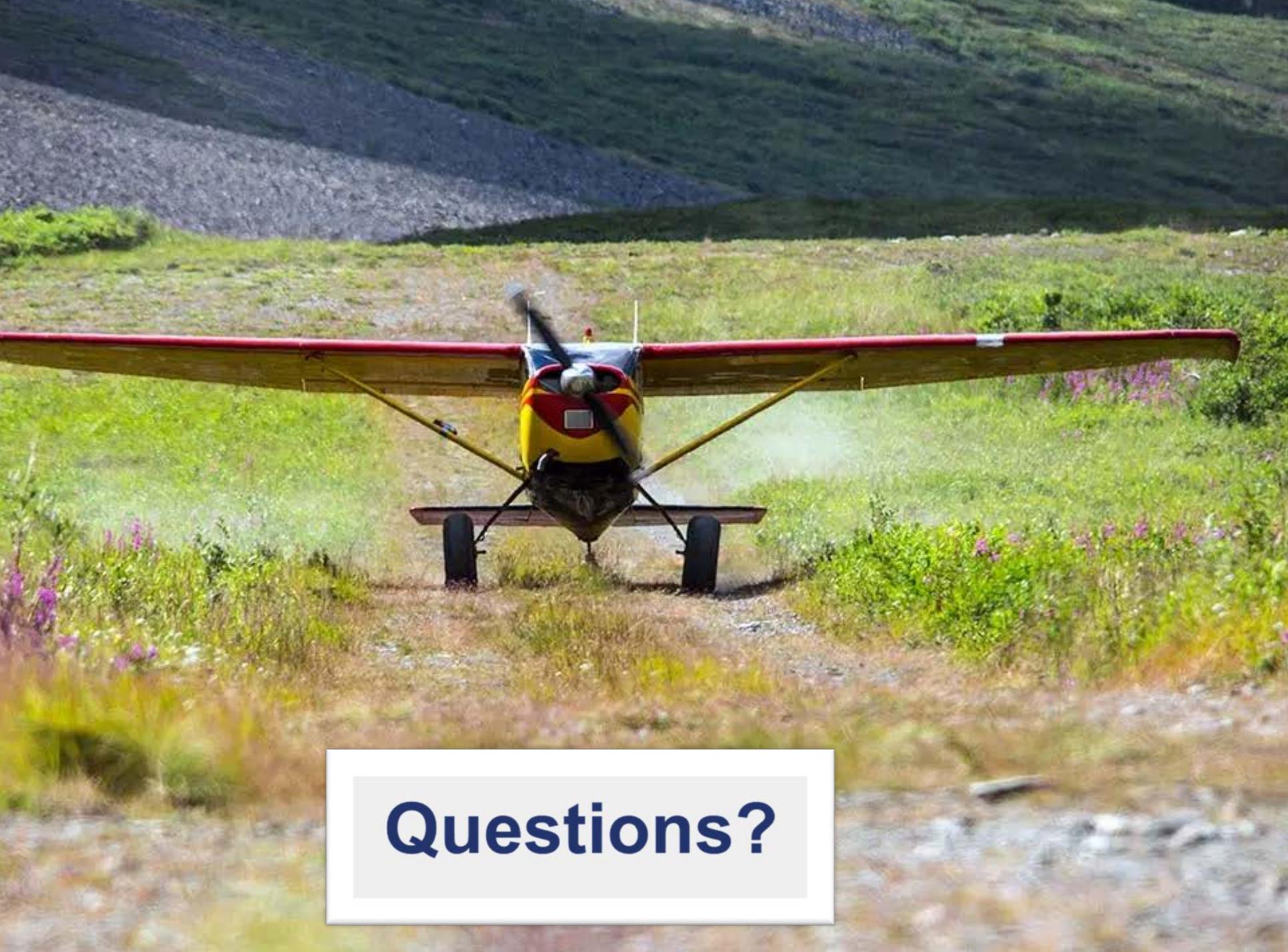


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Questions?