

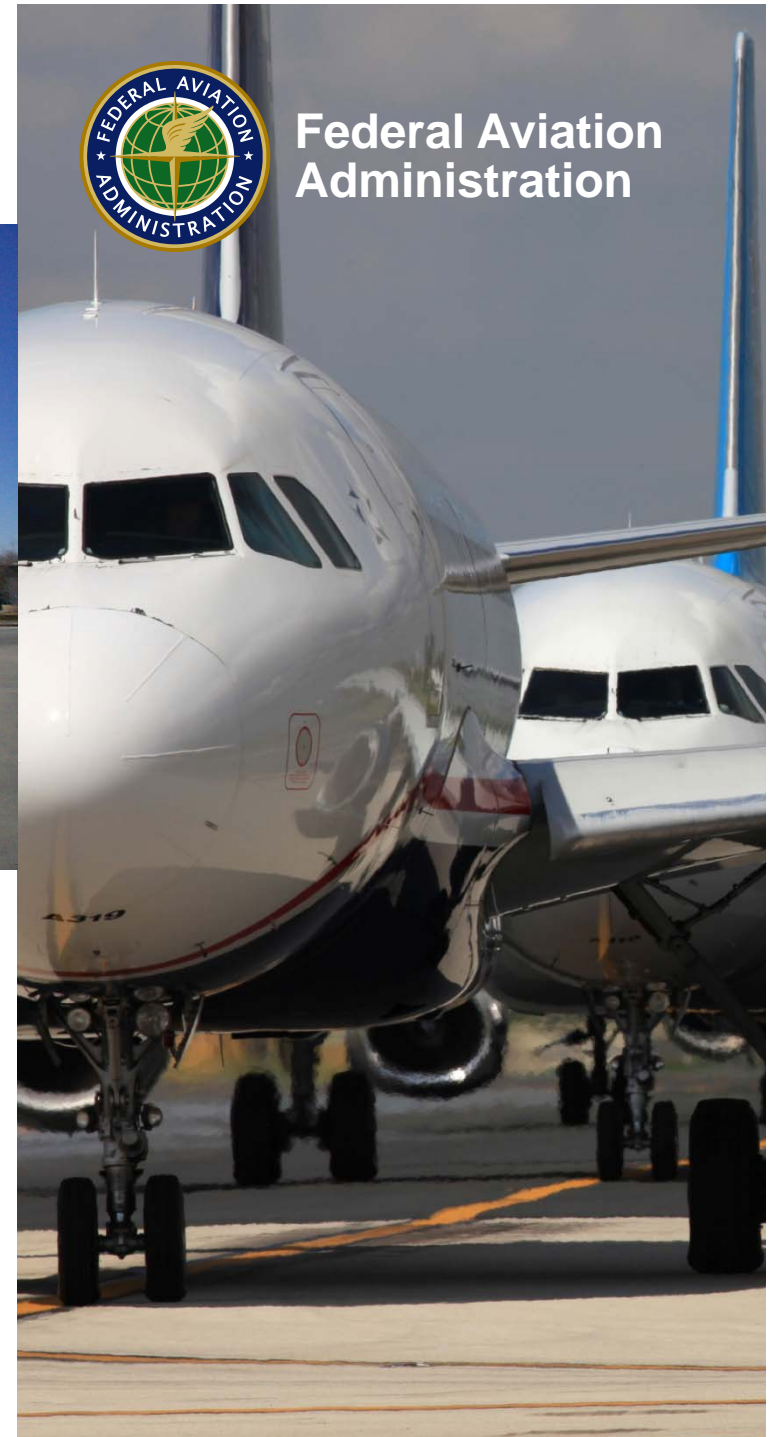
FAA Anchorage ARTCC



Presented to: Cross Polar Work Group/15

By: Greg Howard, Support Manager, Airspace & Procedures, Anchorage ARTCC

Date: May 13-17, 2013

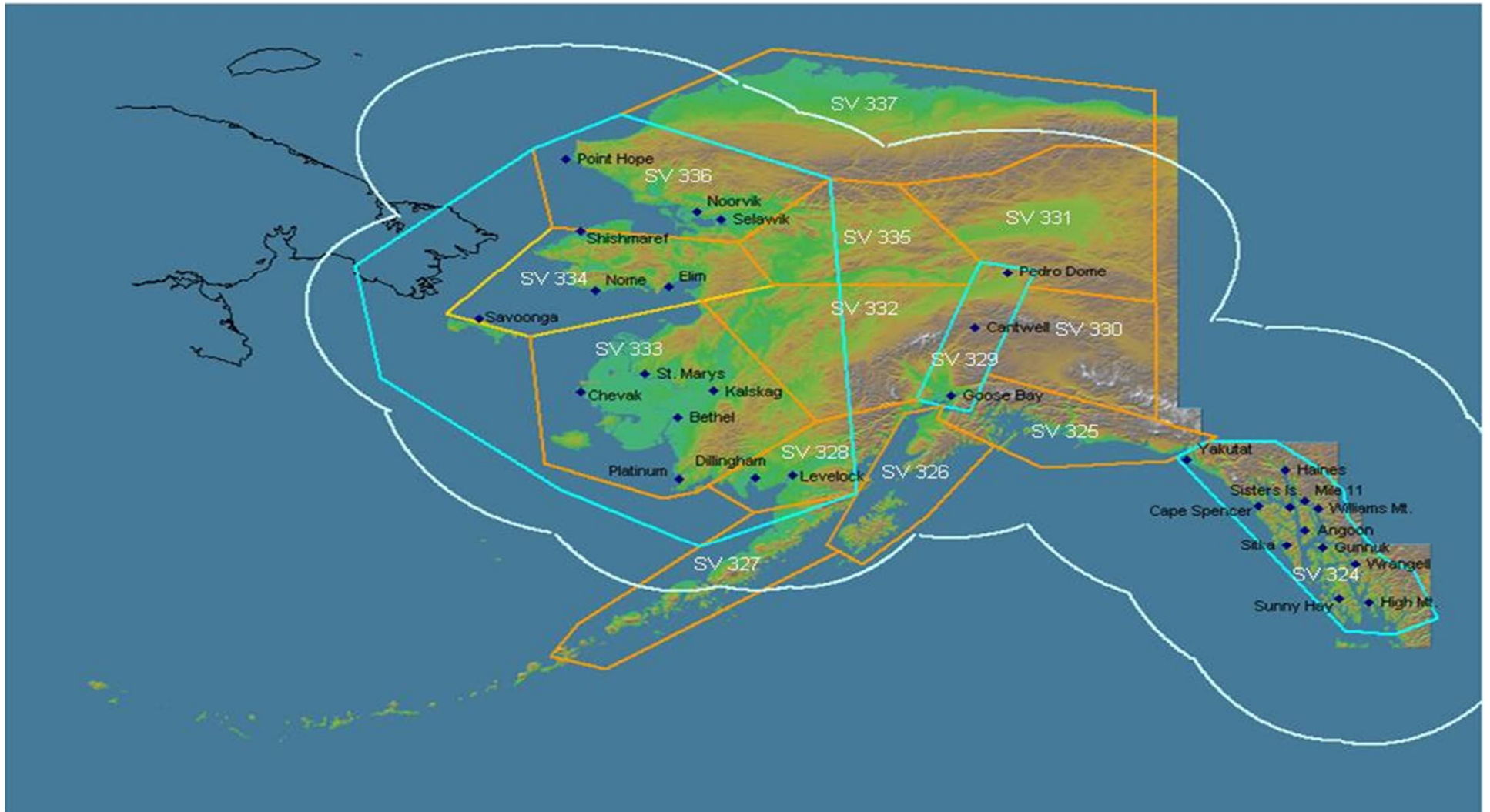


ZAN Overview

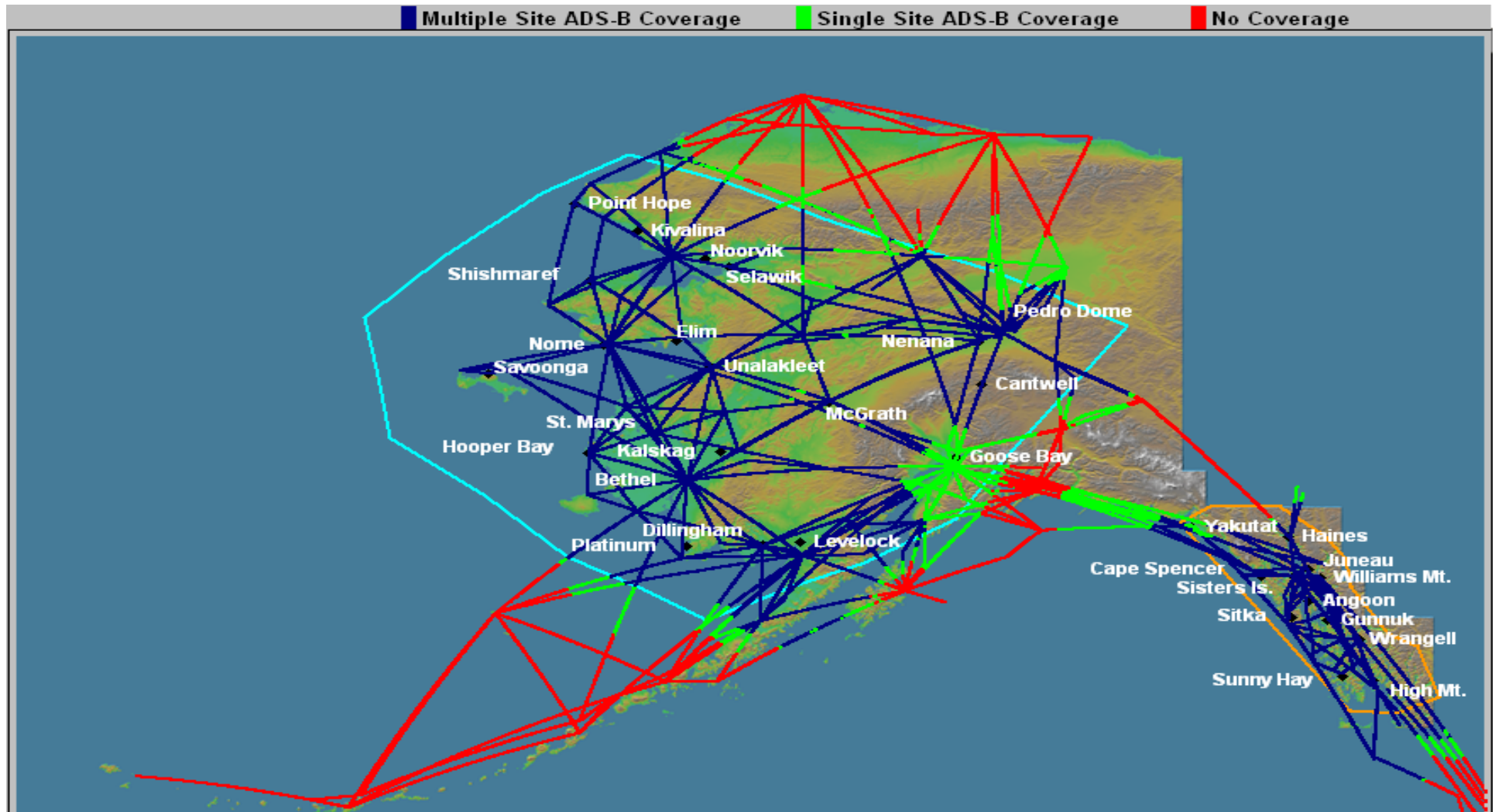
- **ADS-B in Alaska Update**
- **ATOP Expansion – 60's Transition**
- **IPACG Review**
 - 30/30 in ZAN Oceanic
 - Track C/E Trial
- **Improved Efficiencies**
 - Cross Polar Operations
 - RTE Zero Minute Track Load Trial
 - New PAZA UPR NOTAM
- **Military Exercises & Space Launch Information**
- **UAS Operations**
- **Traffic Count Update**



ADS-B Service Volumes



ADS-B Air Traffic Route Coverage @ FL180



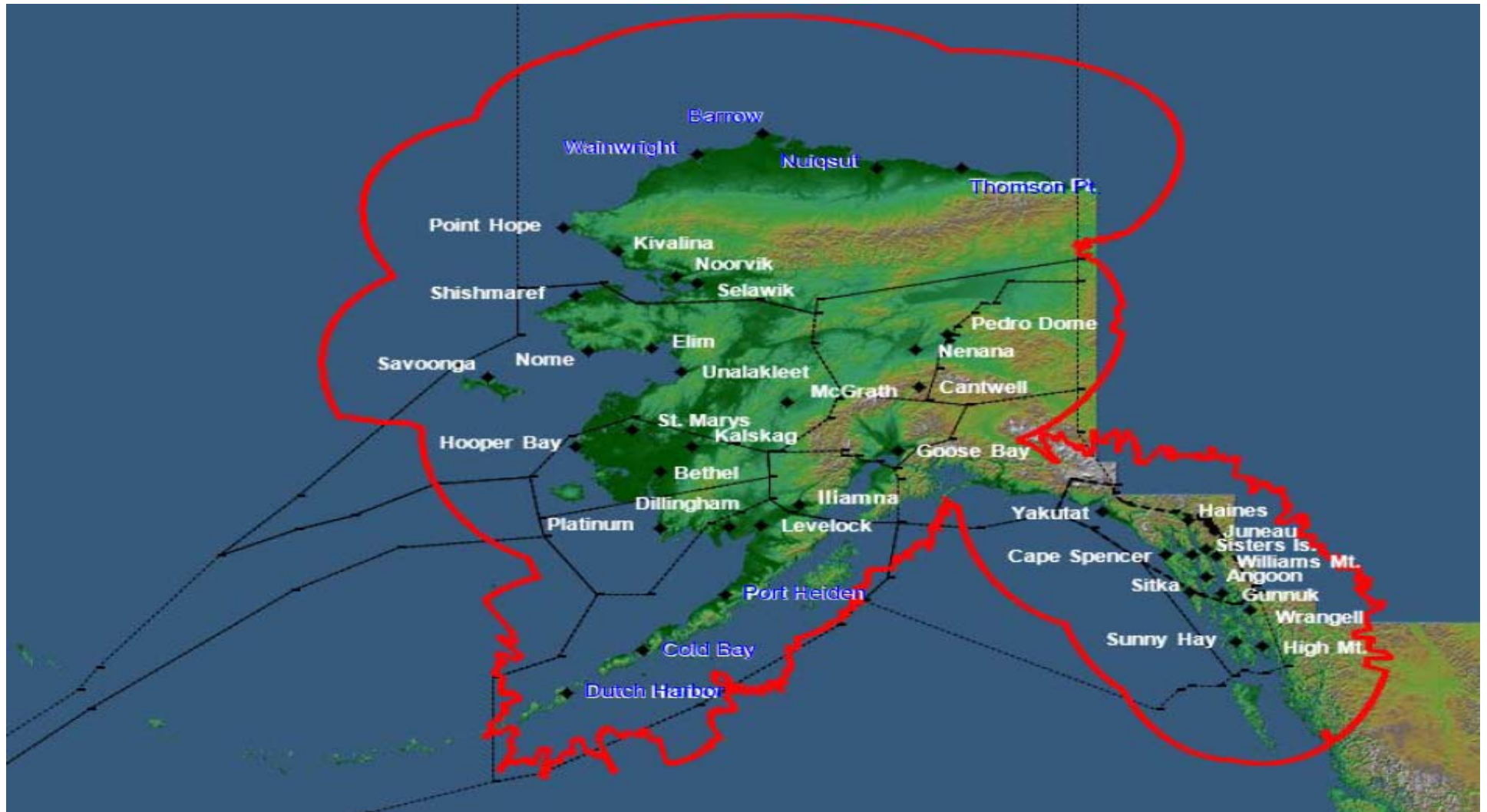
May 13 – 17, 2013

CPWG/15 – FAA, Anchorage ARTCC



Federal Aviation
Administration

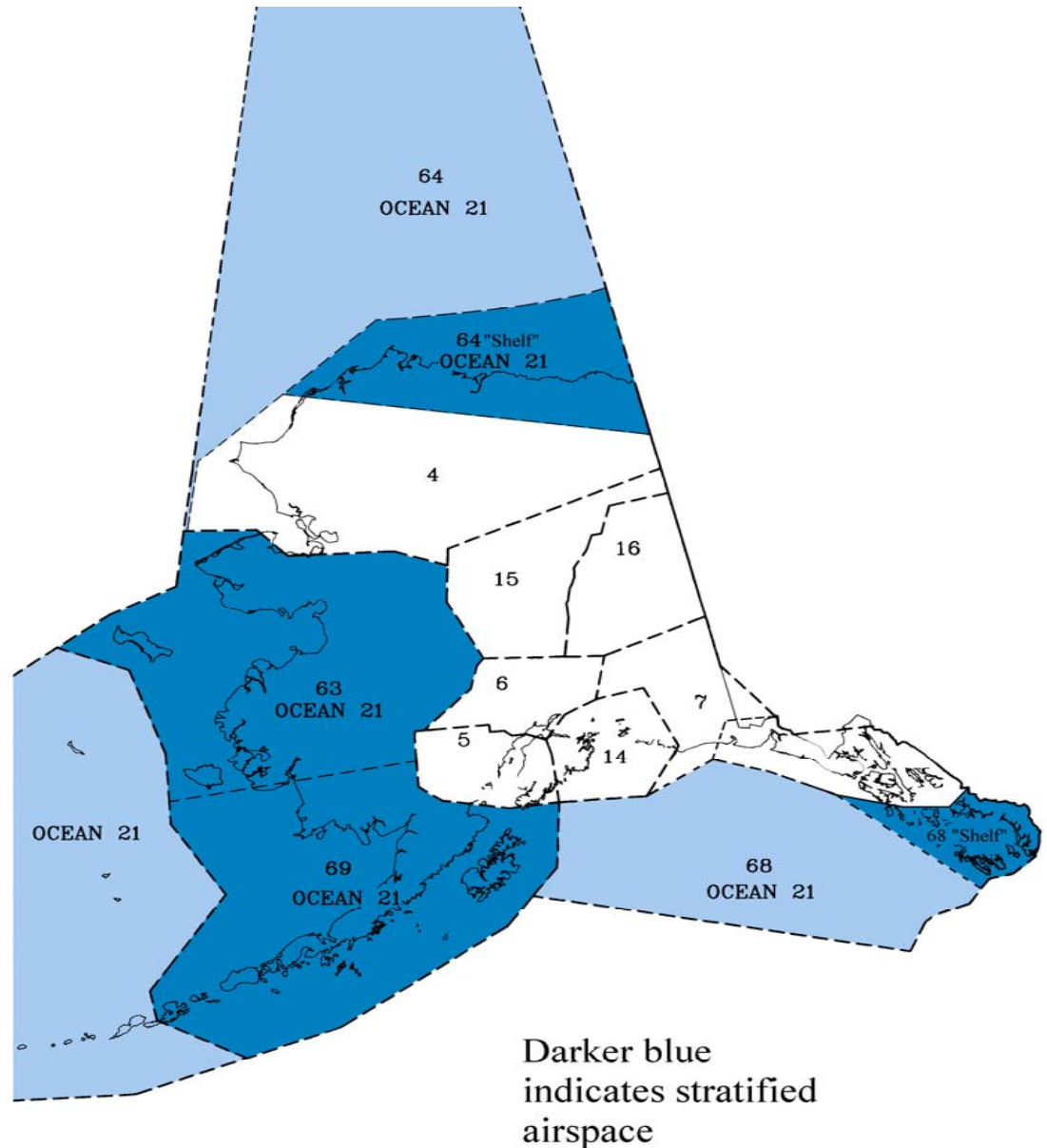
ADS-B Air Traffic Route Coverage @ FL340 (New Sites Highlighted in Blue Planned for 2014)



Advanced Technology and Oceanic Procedures (ATOP)

“60’s Transition”

- **Phase 1**
High Sectors 63, 68, 69
move to the ATOP
platform : 2018 - 2020
- **Phase 2**
High Sector 64 created
on the ATOP platform
from Arctic portion of
Sector 4 : 2018 - 2020



A0245/12 - QXXX REFERENCE: IMPLEMENTATION OF AUTOMATIC DEPENDENT SURVEILLANCE - CONTRACT (ADS-C) 30 NAUTICAL MILE LONGITUDINAL, 30 NAUTICAL LATERAL DISTANCE BASED SEPARATION STANDARD BETWEEN RNP4 EQUIPPED AIRCRAFT. EFFECTIVE NOVEMBER 27, 2012 AT 0000 UTC, ANCHORAGE ARTCC WILL BEGIN APPLYING THE 30 NM ADS-C SEPARATION STANDARD WITHIN THE FOLLOWING CONTROL AREAS:

- 1) ANCHORAGE OCEANIC CTA/FIR.
- 2) THAT PORTION OF THE ANCHORAGE NORTON SOUND HIGH CONTROL 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.

APPLICATION OF THE STANDARD WILL BE APPLIED BETWEEN FANS1/A RNP4 EQUIPPED AIRCRAFT ONLY. QUESTIONS CONCERNING THE STANDARD, THE APPLICATION, OR FANS1/A MAY BE DIRECTED TO ANCHORAGE ARTCC INTL PROCEDURES AT 1-907-269-1801 OR EMAIL GREG.HOWARD@FAA.GOV. FL280-FL600

The chart displays various flight paths, including R220, R336, R451, and R591. It also shows various airports, including PETROPAVLOVSK, KHAPOVSK, and YUZHNO-KAMCHATKA. The chart is color-coded with red, blue, and green lines to indicate different types of routes and boundaries. A large text block in the upper left corner provides information about the implementation of a new separation standard for ADS-C equipped aircraft.

Trial to Merge PACOTS Track C/E Background Information

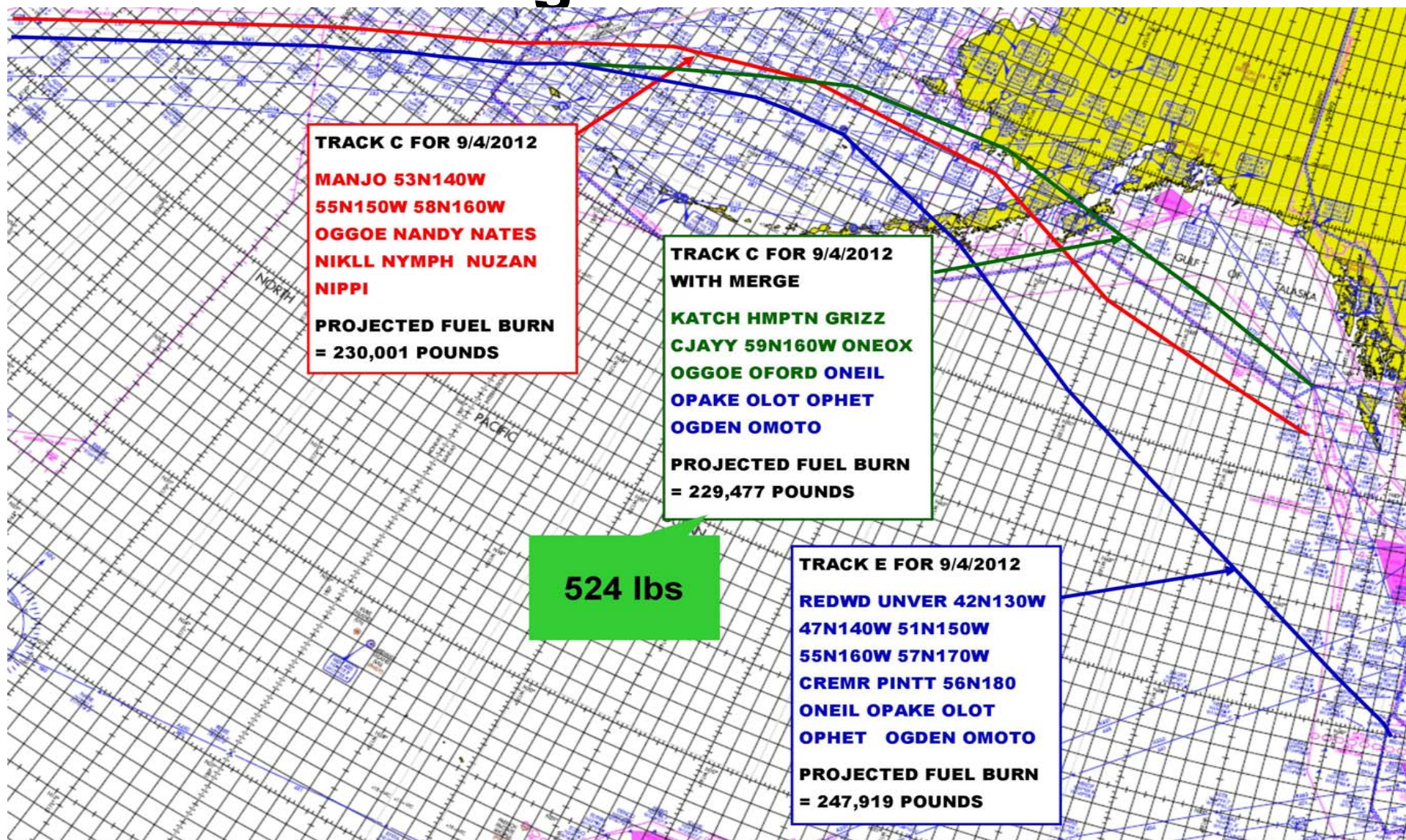
- Under old requirements, the first generated westbound PACOTS by Oakland TMU is Track E
- Subsequent generated tracks may not be able to follow the most efficient route because they must remain separated from Track E
- The Network for Track E/F does not include R220
- The new operational trial is a hybrid of different Pacific Oceanic Procedures
- The new procedure allows for the merging of PACOTS Tracks C and E in the Oakland or Anchorage FIRs when it provides a savings advantage



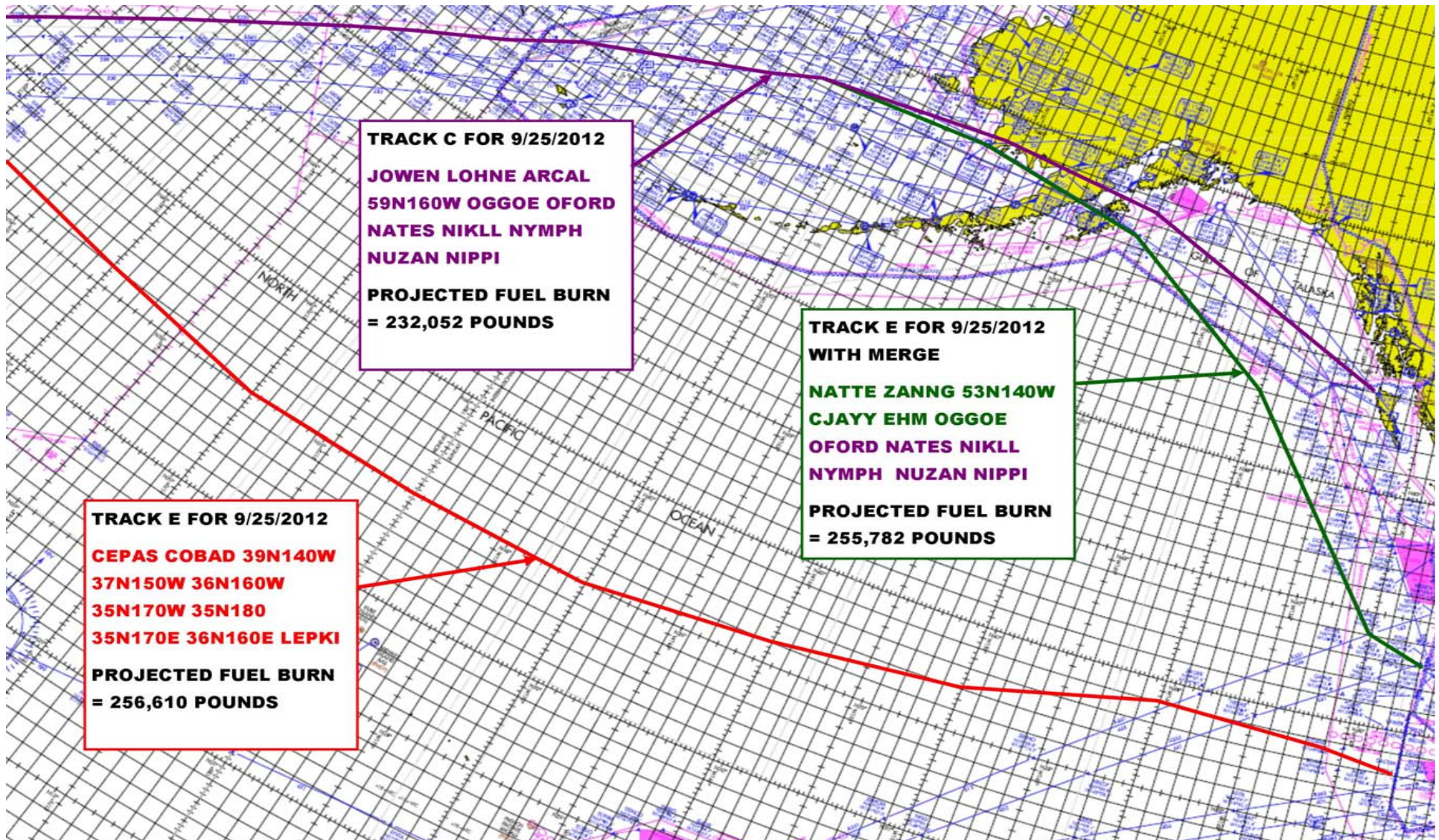
Trial to Merge PACOTS Track C/E

- ZOA will use Track Advisory (TA) when PACOTS Tracks C & E are merged
- TA is used to manage the merging traffic at the point where the routes converge
- The TA gateway fix for merged tracks is the track merge point
- Operators flight planning Track C from the starting point must request a Gateway reservation (TKF) prior to 1650 UTC.
- After the GRL is published at 1650UTC operators desiring to flight plan via a merged Track E will request a Gateway Reservation (TKF)

Trial to Merge PACOTS Track C/E



Trial to Merge PACOTS Track C/E



Cross Polar Routing Requirement NOTAMS

A0073/11 - QXXXXX REFERENCE: **NALIM** AND ATS ROUTE G112. OPERATORS FLIGHT PLANNING NALIM (8620.23N 16858.4W), REGARDLESS OF DIRECTION OF FLIGHT, MUST ALSO FLIGHT PLAN OVER 8630.0N 14100.0W. REFER QUESTIONS TO ANCHORAGE ARTCC INTL PROCEDURES AT 907-269-1801. WIE UNTIL UFN.

A0214/12 - QPFCA REFERENCE **LURUN**: OPERATORS FLIGHT PLANNING LURUN (8525N 16858W), REGARDLESS OF DIRECTION OF FLIGHT, MUST ALSO FLIGHT PLAN TO CROSS 14100W AT 8530N REFER QUESTIONS TO ANCHORAGE ARTCC AIRSPACE AND PROCEDURES AT 907-269-2730. FL270 - FL600, 18 OCT 00:00 2012 UNTIL UFN.

A0367/11 - QARCH REFERENCE **RAMEL** AND ATS ROUTE G491: OPERATORS FLIGHT PLANNING RAMEL (8430.0N 16858.4W), REGARDLESS OF DIRECTION OF FLIGHT, MUST ALSO FLIGHT PLAN TO CROSS 14100.0W BETWEEN 8414.32N (RESUM) AND 8350.00N. REFER QUESTIONS TO ANCHORAGE ARTCC AIRSPACE AND PROCEDURES AT 907-269-1801. SFC - UNL, WIE UNTIL UFN.

A0369/11 - QARCA REFERENCE **PINAG** AND ATS ROUTE G493: OPERATORS FLIGHT PLANNING PINAG (8330.0N 16858.4W), REGARDLESS OF DIRECTION OF FLIGHT, MUST ALSO FLIGHT PLAN TO CROSS 14100.0W BETWEEN 8300.00N AND 8200.00N. REFER QUESTIONS TO ANCHORAGE ARTCC AIRSPACE AND PROCEDURES OFFICE AT 907-269-1801. SFC - UNL, WIE UNTIL UFN.

A0368/11 - QARCH REFERENCE **NIKIN** AND ATS ROUTE G226: OPERATORS FLIGHT PLANNING NIKIN (8049.6N 16858.4W), REGARDLESS OF DIRECTION OF FLIGHT, MUST ALSO FLIGHT PLAN TO CROSS 14100.0W BETWEEN 8100.00N AND COALL (8000.0N 14100.0W). REFER QUESTIONS TO ANCHORAGE ARTCC AIRSPACE AND PROCEDURES OFFICE AT 907-269-1801. SFC - UNL, WIE UNTIL UFN.

A0212/12 - QXXXXX REFERENCE **ORVIT**: OPERATORS FLIGHT PLANNING ORVIT (7900N 16858W), REGARDLESS OF DIRECTION OF FLIGHT, MUST ALSO FLIGHT PLAN A POINT ALONG 141 WEST LONGITUDE OVER OMEKA (7811N 14100W). REFER QUESTIONS TO ANCHORAGE ARTCC AIRSPACE AND PROCEDURES AT 907-269-2730. FL270 - FL600, 18 OCT 00:00 2012 UNTIL UFN.

A0213/12 - QPFCA REFERENCE **AMATI**: OPERATORS FLIGHT PLANNING AMATI (7800N 16858W), REGARDLESS OF DIRECTION OF FLIGHT, MUST ALSO FLIGHT PLAN TO CROSS 14100W BETWEEN 7700N AND JESRU (7456N 14100W). REFER QUESTIONS TO ANCHORAGE ARTCC AIRSPACE AND PROCEDURES AT 907-269-2730. FL270 - FL600, 18 OCT 00:00 2012 UNTIL UFN.

A0209/12 - QXXXXX REFERENCE **PILUN**: OPERATORS FLIGHT PLANNING WESTBOUND VIA PILUN MUST ALSO FLIGHT PLAN A POINT ALONG 141 WEST LONGITUDE OVER OR SOUTH OF 7400N 14100W. OPERATORS FLIGHT PLANNING EASTBOUND VIA PILUN MUST ALSO FLIGHT PLAN A POINT ALONG 141 WEST LONGITUDE OVER OR SOUTH OF 7400N 14100W AND OVER OR NORTH OF 7200N 15700W. REFER QUESTIONS TO ANCHORAGE AIRSPACE AND PROCEDURES AT 907-269-2730. FL270 - FL600, 18 OCT 00:00 2012 UNTIL UFN.

A0125/11 - QXXXXX REFERENCE ATS ROUTE A218 AND RUSSIAN ENTRY/EXIT POINT **LISKI**: OPERATORS FLIGHT PLANNING VIA LISKI WESTBOUND MUST FLIGHT PLAN OVER OR SOUTH OF TAYTA. OPERATORS FLIGHT PLANNING VIA LISKI EASTBOUND MUST FLIGHT PLAN VIA LISKI THENCE OVER OR SOUTH OF 7100N 15700W THENCE VIA FLIGHT PLAN ROUTE. REFER QUESTIONS TO ANCHORAGE INTERNATIONAL PROCEDURES AT 907-269-2730. FL260 - FL430, WIE UNTIL UFN.



The map displays the Eastern North Pacific Ocean, showing the coastline of the United States and Canada. Key features include:

- Latitude and Longitude:** The map shows latitude lines from 74°N to 86°N and longitude lines from 145°W to 165°W.
- Geographic Labels:**
 - Canada:** NEUTR, RAMEL, PINAG, NIKIN, ORVIT, AMATI.
 - USA:** RESUM, PEASY, COALL, OMEKA, JESRU.
 - Other Labels:** G112, R494, C491, G493, G226, G494, B806, OVDUN, PEKMO, M450, M451.
- Color-coded Regions:**
 - Yellow:** A large triangular area in the upper left, bounded by latitude 84°N and longitude 165°W.
 - Orange:** A large triangular area in the lower left, bounded by latitude 78°N and longitude 165°W.
 - Red:** A large triangular area in the lower right, bounded by latitude 74°N and longitude 145°W.
- Map Features:**
 - MAGADAN OCEANIC UHMM FIR:** A blue line running along the coast of Canada.
 - ANCHORAGE ARTCC:** A blue line running along the coast of the USA.
 - Coastline:** A solid black line representing the coast of the United States and Canada.
 - Grid:** A grid of dotted lines representing latitude and longitude.

RTE Zero Minute Track Load Trial

- **Effective 31 January 2013:**
 - RTE Fixes PILUN & West to KUNAD are Being Track Loaded at Zero Minutes in Trail.
 - PAZA Begins a Trial to Track Load RTE Fix VALDA at Zero Minutes in Trail.

A0018/13 - QPFCH EFFECTIVE JANUARY 31 AT 0700 UTC, ANCHORAGE ARTCC WILL BEGIN A 6 MONTH TRIAL OF TRACK LOADING RUSSIAN TRANS EAST (RTE) ENTRY FIX VALDA UTILIZING ZERO MINUTES AT THE SAME ALTITUDE. TACTICAL SEQUENCING VIA SPEED CONTROL AND/OR VECTORS MAY BE UTILIZED TO ENSURE REQUIRED IN TRAIL SPACING FOR AIRCRAFT AT THE SAME ALTITUDE. IT IS THE RESPONSIBILITY OF EACH OPERATOR TO SUBMIT ACCURATE DEPARTURE DATA TO ASSIST OTHER FLIGHT DISPATCHERS WITH THEIR FLIGHT PLANNING AND TO PROVIDE AIR TRAFFIC FACILITIES WITH EARLY INTENT INFORMATION. CONTACT ANCHORAGE ARTCC TRAFFIC MANAGEMENT AT (907) 269-1840 FOR ANY QUESTIONS. PROVIDE FEEDBACK TO GREG.HOWARD@FAA.GOV OR STEVE.KESSLER@FAA.GOV. FL280 - FL510, 31 JAN 00:00 2013 UNTIL UFN. CREATED: 30 JAN 22:53 2013



[illegible]

May 13 – 17, 2013 CPWG/15 – FAA, Anchorage ARTCC

 **Federal Aviation
Administration**

15

New RTE IFR Route Requirements in Supplement Alaska, Effective 2 May 2013

(Replaces PAZA International NOTAM A0006/13)

316 NOTICES

RUSSIAN IFR ROUTES

I. General

The following information is for flights that transit the Flight Information Region (FIR) boundary between the Anchorage and Russian FIRs (Murmansk, Magadan, Anadyr or Petropavlovsk/Kamchatsky). The procedures noted are mandatory. Failure to comply with these procedures may lead to delays, sub-optimal altitude assignment and/or denial of entry into the FIR. Cross Polar routes transit the Anchorage/Murmansk and Anchorage/Magadan FIR boundaries at and north of LISKI (7024N 16858W). Russian Trans East (RTE) routes transit the Anchorage/Russian FIR boundary south of LISKI.

Flow control procedures for Anchorage ARTCC (ZAN) 24-hour Track Advisory (TA) program for westbound Russian tracks. All westbound Operators flight 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 aircraft 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 ZAN Track Advisory User's Guide is available at the following website: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/pacific_track_advisory/

II. Cross Polar Procedures:

A. Required position reports in the Anchorage Arctic CTA/FIR (north of 72 degrees). All westbound aircraft transiting the Anchorage Arctic CTA/FIR north of 72 degrees North must report crossing 141 degrees west longitude via one of the following: Gander Radio HF voice primary 8891 or 11279 kHz and backup 4675 or 2971 kHz; San Francisco Radio HF voice 6640, 11342, or 13348 kHz; and/or via CPDLC using logon address PAZA.

AL, 02 MAY 2013 to 27 JUN 2013

NOTICES 317

B. Users must comply with current PAZA International NOTAMS.

III. Russian Trans East Procedures:

A. Westbound Transitions:

1. FRENK, KUTAL, VALDA and ERNIK have no restrictions.
2. ROCET B241 RUSOR B241 OR G370
3. ROCET R338 MARCC G583
4. MUNRI G583 MARCC G583
5. PALIN G349 MARCC G583
6. PALIN G349 KIVAK B932 BAMOK B932
7. LESAD B932 BAMOK B932
8. NOLTI direct EPL0S B932 BAMOK B932
9. NATES direct KOKES B242
10. NYMPH direct LUMES G73
11. NUZAN direct KUNAD G801

B. Eastbound Transitions:

1. FRENK B244 OTZ
2. KUTAL B233 SANGI
3. VALDA H222 ICEEE
4. ERNIK B240 IDROD
5. RUSOR B241 ROCET
6. MARCC G583 MUNRI
7. MARCC R338 ROCET
8. MARCC G349 PALIN
9. BAMOK B932 LESAD

C. Prohibited Routes:

1. Eastbound via KOKES
2. Eastbound via LUMES
3. Eastbound via KUNAD
4. Eastbound or Westbound via BAGLI



New PAZA UPR NOTAM

- **Effective 7 February 2013: User Preferred Route (UPR) Requirements for Aircraft Transiting Anchorage ARTCC FIRs Were Relaxed.**

A0034/13 - QPFCH USER PREFERRED ROUTE (UPR) REQUIREMENTS FOR AIRCRAFT TRANSITING WITHIN THE ANCHORAGE ARTCC FIR.

1. UPR FLIGHTS MAY ENTER/EXIT ANCHORAGE FIR AIRSPACE:

A. ANYWHERE OVER OR EAST OF KATCH PROVIDED FLIGHTS REMAIN IN THE ANCHORAGE FIR AIRSPACE AND NOT RE-ENTER THE EDMONTON (CZEG) FIR.

B. ANYWHERE BETWEEN KATCH AND 152 DEGREES 30 MINUTES WEST LONGITUDE, PROVIDED THE FLIGHT OVERFLIES ONE OF THE FOLLOWING:

KATCH, HMPTN, GRIZZ, CJAYY, OR ODK VORTAC;
C. ANYWHERE OVER OR BETWEEN 152 DEGREES 30 MINUTES WEST LONGITUDE AND 170 DEGREES EAST LONGITUDE PROVIDED FLIGHTS DO NOT FLIGHT PLAN THROUGH THE AREA BOUNDED BY 53N162W, 5210N162W, 5210N165W AND 53N165W.

2. WESTBOUND FLIGHTS ENTERING PAZA AIRSPACE BETWEEN NCA30 AND NCA10 MUST FLIGHT PLAN OVER ONE OF THE FOLLOWING FIXES: POTAT, GOATS, FIORD, CHAPO, FANES, TIBOY, EMSOW, AYZOL, GAHAM, TOVAD, OMSUN, JAGIT, COHIL OR DEEJA. NON-RNP10 CERTIFIED AIRCRAFT MUST ALSO FILE THE ASSOCIATED NCA ROUTE OR AIRWAY.

3. WESTBOUND FLIGHTS ENTERING THE NOPAC MUST ADHERE TO THE FOLLOWING RESTRICTIONS:

A. MUST JOIN R220 NO FURTHER WEST THAN NATES.

B. MUST JOIN R580 NO FURTHER WEST THAN ONEIL.

C. A590 IS NOT AVAILABLE.

D. R591 AND G344 ARE NOT AVAILABLE UNLESS DESIGNATED AS WESTBOUND PACOTS TRACKS AND AIRCRAFT MUST CROSS THE FUKUOKA/ANCHORAGE OCEANIC FIR BOUNDARY BETWEEN 0000 UTC AND 0600 UTC. ADDITIONALLY, AIRCRAFT:

1) MUST JOIN R591 NO FURTHER WEST THAN AKISU.

2) MUST JOIN G344 NO FURTHER WEST THEN CUTEE.

4. EASTBOUND AIRCRAFT TRANSITIONING FROM THE NOPAC MUST FLIGHT PLAN ONE OF THE FOLLOWING TRANSITIONS:

A. A590: PASRO A590 POWAL

B. R591: AKISU R591 ASPIN

C. G344: CUTEE G344 CARTO, OR CUTEE 48N170E 49N180E (OR A POINT NORTH OF 49N180E), OR CUTEE 49N170E, OR CUTEE 50N170E

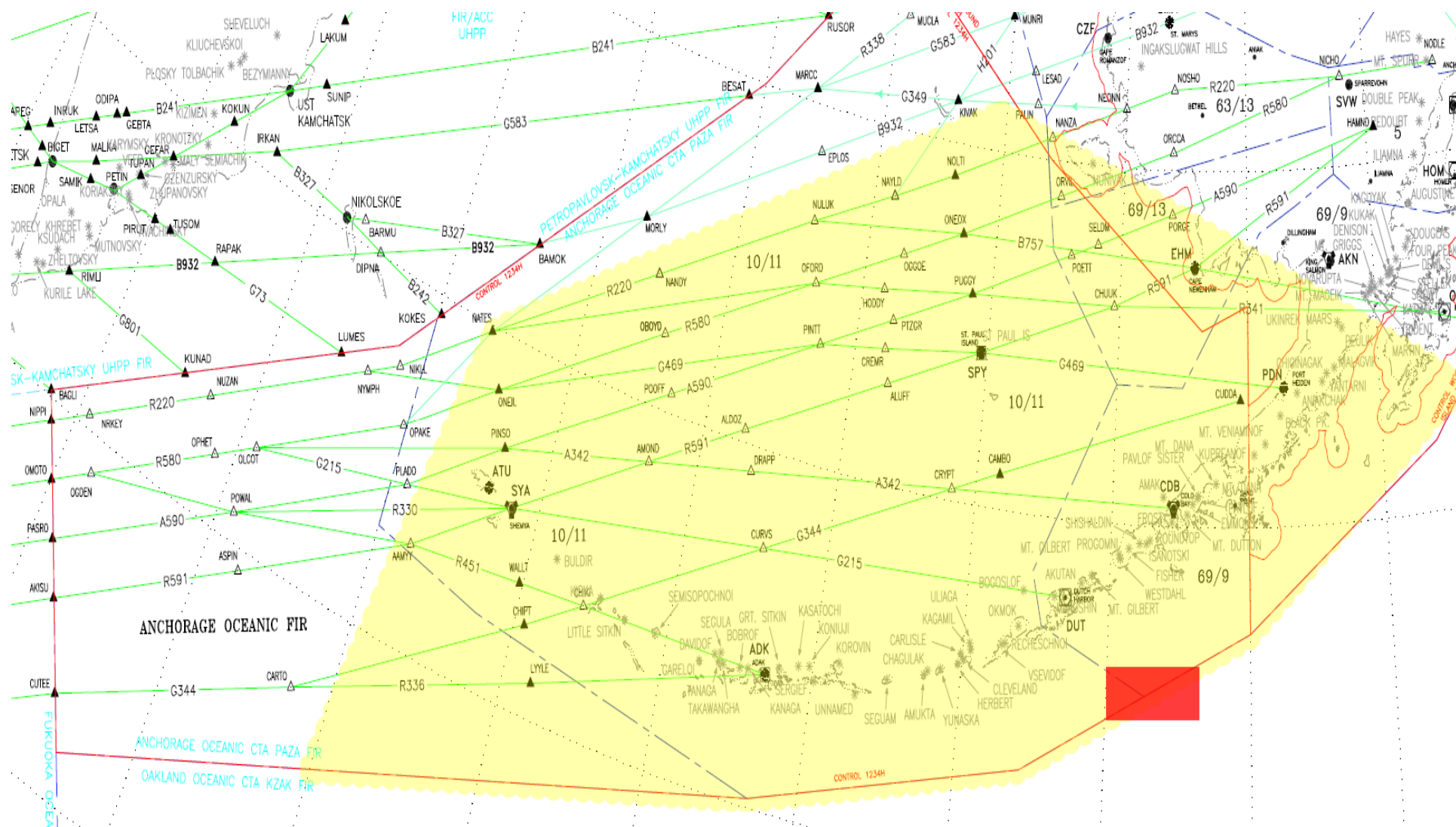
5. AIRCRAFT ON ESTABLISHED ROUTES, AIRWAYS, OR PACOTS TRACKS HAVE PRIORITY FOR ALTITUDE ASSIGNMENT OVER UPR FLIGHTS IN THE ANCHORAGE FIR.

6. AIRCRAFT CROSSING NOPAC OR OTHER ATS ROUTES IN NON-RADAR AREAS MAY BE REQUIRED TO DESCEND.

7. FLIGHTS TRANSITING THE RUSSIA/ANCHORAGE FIR BOUNDARY MUST ADHERE TO THE RTE/CP REQUIREMENTS NOTAM.

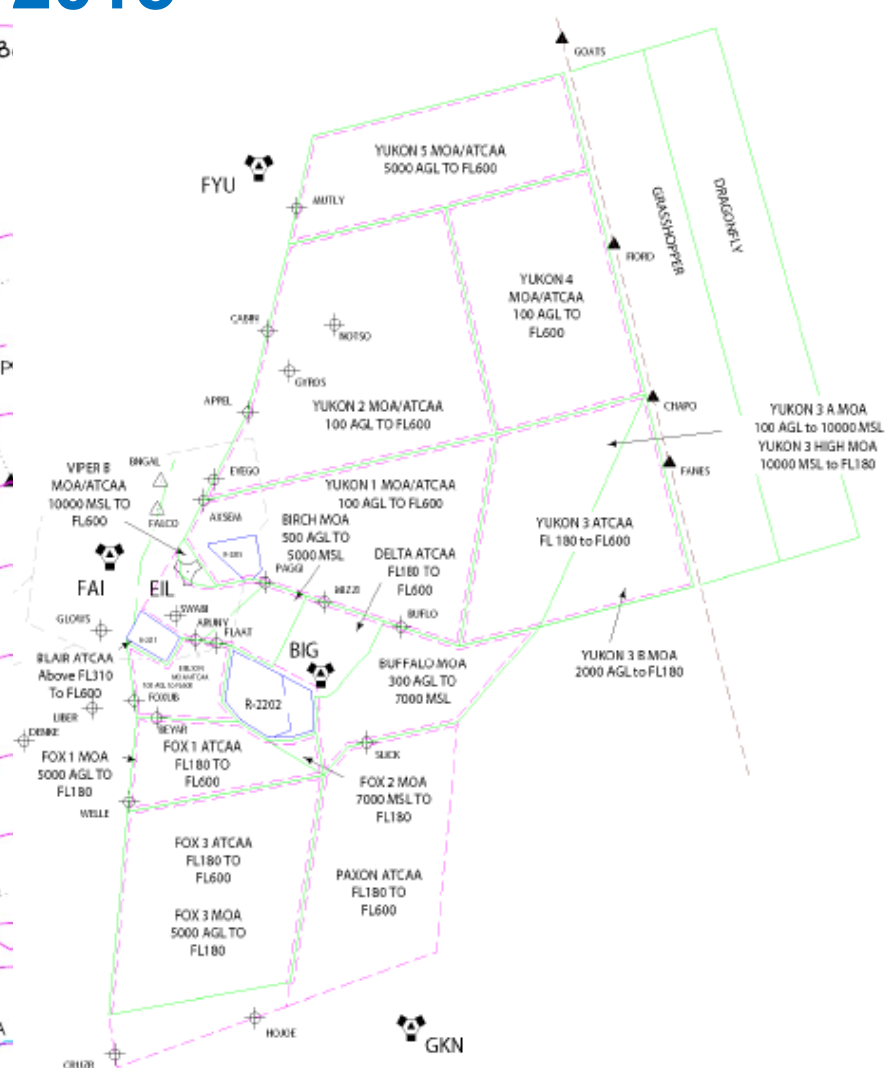
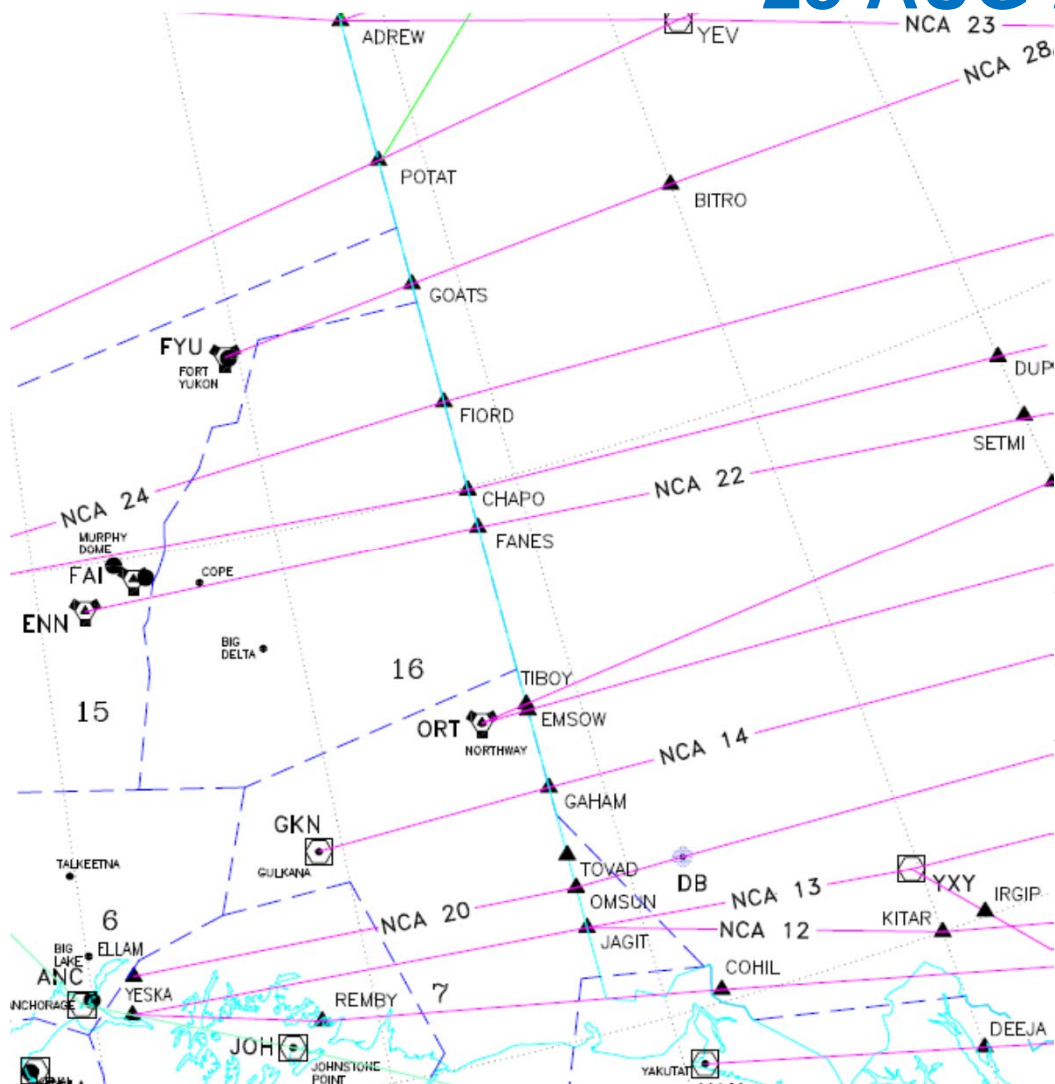
REFER QUESTIONS TO GREG.HOWARD@FAA.GOV, STEVE.KESSLER@FAA.GOV OR TO ANCHORAGE ARTCC TRAFFIC MANAGEMENT AT 907-269-1840. FL270 - UNL, WIE UNTIL UFN. FL270 - UNL

New Relaxed PAZA UPR Requirements



A0049/13 - QPFCA DUE TO EQUIPMENT LIMITATIONS, WESTBOUND USER PREFERRED ROUTES (UPR) THAT CROSS THE PAZA/KZAK FIR BETWEEN 151 DEGREES WEST AND 158 DEGREES WEST ARE NOT AVAILABLE UNLESS ESTABLISHED ON A CURRENT PACOTS TRACK. THIS TEMPORARY RESTRICTION IS IN ADDITION TO THE ANCHORAGE ARTCC UPR REQUIREMENTS NOTAM (A0034/13). FL290 - FL600, 25 MAR 15:00 2013 UNTIL 15 JUN 20:00 2013.

Red Flag Alaska Airspace – Exercise 8 AUG to 23 AUG 2013



Anchorage Center Supports Commercial Space Launch Facility in Kodiak Alaska – **No Launches Planned for Near Future**



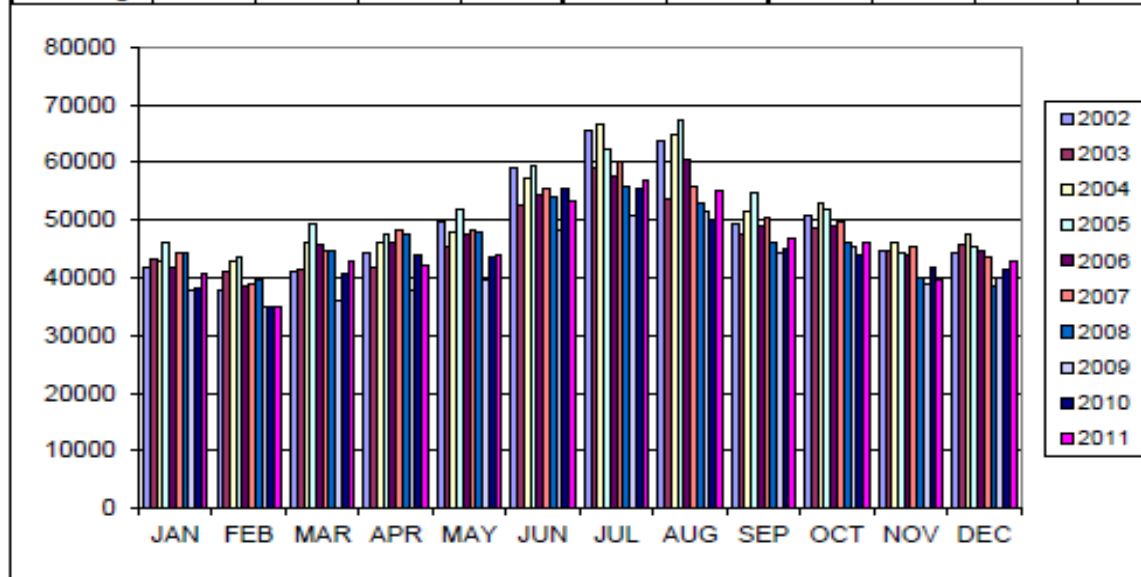
Courtesy www.akerospace.com

Unmanned Aircraft Systems (UAS) – No Significant Operations Affecting Commercial Operations Planned for Near Future



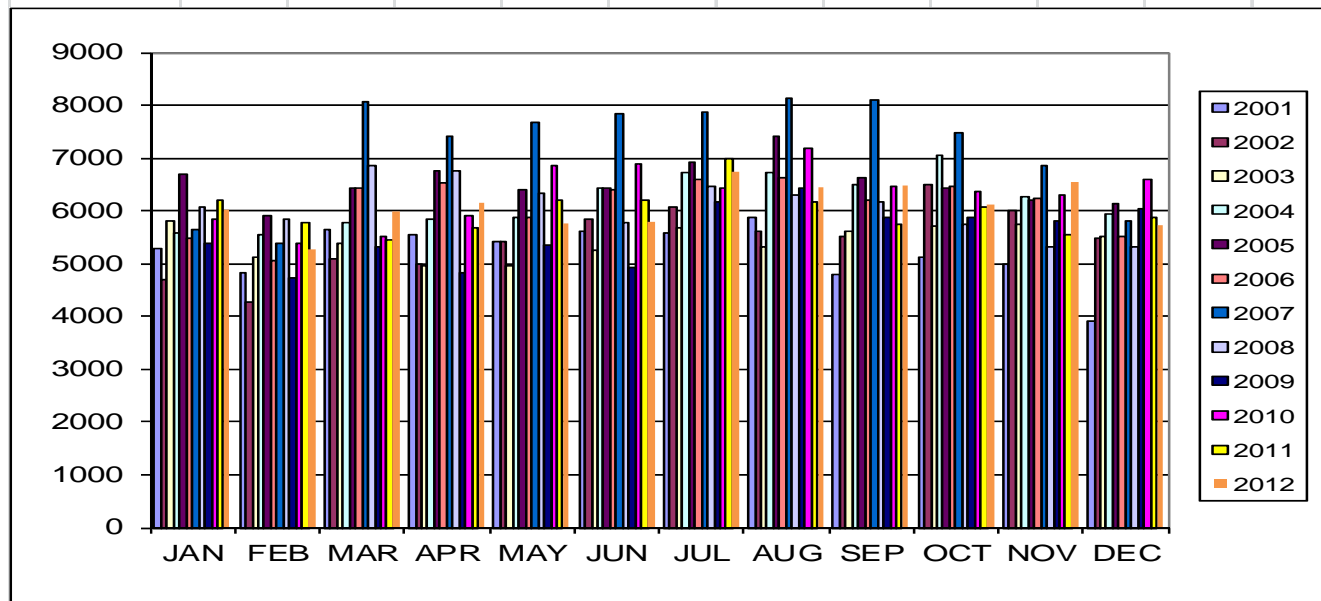
Total ZAN Facility Traffic Count

| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| JAN | 41405 | 43374 | 41700 | 43148 | 42717 | 46048 | 41930 | 44466 | 44310 | 37972 | 38266 | 40841 | 39982 | 40761 |
| FEB | 39261 | 39678 | 37730 | 40907 | 42718 | 43678 | 38336 | 38979 | 39557 | 35092 | 34911 | 35074 | 37909 | 36213 |
| MAR | 44612 | 46923 | 40890 | 41358 | 46028 | 49399 | 45706 | 44768 | 44568 | 36122 | 40790 | 42750 | 44344 | |
| APR | 40207 | 44481 | 44187 | 41855 | 46067 | 47702 | 46003 | 48241 | 47655 | 37785 | 43796 | 42285 | 39622 | |
| MAY | 43191 | 52088 | 49579 | 45500 | 47920 | 51771 | 47517 | 48098 | 47961 | 39798 | 43565 | 43866 | 45085 | |
| JUN | 50265 | 56049 | 58893 | 52559 | 57367 | 59561 | 54231 | 55641 | 54009 | 48129 | 55374 | 53225 | 53173 | |
| JUL | 59388 | 67084 | 65741 | 58916 | 66492 | 62311 | 57619 | 60125 | 55944 | 50701 | 55470 | 56989 | 53573 | |
| AUG | 60506 | 64659 | 63693 | 53579 | 64694 | 67390 | 60477 | 55778 | 52898 | 51310 | 50135 | 54995 | 55355 | |
| SEP | 49648 | 45344 | 49493 | 47570 | 51638 | 54891 | 49012 | 50360 | 46216 | 44483 | 45007 | 46635 | 44524 | |
| OCT | 50534 | 46642 | 50614 | 48684 | 52788 | 51666 | 48885 | 49589 | 45960 | 45356 | 43825 | 46187 | 45132 | |
| NOV | 43242 | 42161 | 44632 | 44540 | 46006 | 44410 | 43945 | 45404 | 40016 | 39013 | 41858 | 39616 | 39457 | |
| DEC | 42951 | 32458 | 44292 | 45820 | 47686 | 45327 | 44614 | 43393 | 38735 | 40096 | 41232 | 42907 | 37824 | |
| Total | 565210 | 580941 | 591444 | 564436 | 612121 | 624154 | 578275 | 584842 | 557829 | 505857 | 534229 | 545370 | 535980 | 76974 |
| % Change | | 3% | 2% | -5% | 8% | 2% | -7% | 1% | -5% | -9% | 6% | 2% | -2% | -86% |



ZAN Oceanic Traffic Count

| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| JAN | 5202 | 5282 | 4697 | 5820 | 5596 | 6694 | 5484 | 5647 | 6079 | 5397 | 5826 | 6205 | 6016 | 5825 |
| FEB | 4898 | 4836 | 4258 | 5133 | 5548 | 5913 | 5047 | 5376 | 5858 | 4723 | 5385 | 5783 | 5281 | 4637 |
| MAR | 5465 | 5651 | 5086 | 5382 | 5783 | 6433 | 6440 | 8051 | 6871 | 5320 | 5525 | 5437 | 5986 | |
| APR | 5356 | 5538 | 4993 | 4967 | 5843 | 6773 | 6513 | 7401 | 6755 | 4842 | 5912 | 5684 | 6150 | |
| MAY | 5184 | 5414 | 5427 | 4966 | 5878 | 6400 | 5874 | 7674 | 6326 | 5339 | 6845 | 6207 | 5772 | |
| JUN | 5187 | 5598 | 5841 | 5248 | 6434 | 6424 | 6414 | 7832 | 5772 | 4912 | 6886 | 6199 | 5792 | |
| JUL | 5731 | 5566 | 6064 | 5669 | 6726 | 6931 | 6580 | 7881 | 6452 | 6173 | 6445 | 6984 | 6738 | |
| AUG | 5950 | 5877 | 5597 | 5324 | 6722 | 7410 | 6621 | 8139 | 6299 | 6442 | 7175 | 6161 | 6458 | |
| SEP | 5998 | 4805 | 5502 | 5616 | 6492 | 6612 | 6203 | 8113 | 6167 | 5879 | 6476 | 5752 | 6489 | |
| OCT | 5824 | 5118 | 6497 | 5716 | 7044 | 6436 | 6450 | 7469 | 5743 | 5890 | 6353 | 6072 | 6116 | |
| NOV | 5535 | 4993 | 6021 | 5758 | 6277 | 6204 | 6228 | 6843 | 5331 | 5816 | 6302 | 5536 | 6540 | |
| DEC | 5779 | 3925 | 5490 | 5522 | 5954 | 6135 | 5525 | 5817 | 5329 | 6048 | 6602 | 5859 | 5738 | |
| Total | 66109 | 62603 | 65473 | 65121 | 74297 | 78365 | 73379 | 86243 | 72982 | 66781 | 75732 | 71879 | 73076 | 10462 |
| % Change | | -5% | 5% | -1% | 14% | 5% | -6% | 18% | -15% | -8% | 13% | -5% | 2% | -86% |



2012 & 2013 Russian Trans East Distribution

| 2012 | FRENK | | KUTAL | | VALDA | | ERNIK | | RUSOR | | BESAT | | BAMOK | | KOKES | | LUMES | | KUNAD | | TOTAL |
|-------|-------|-----|-------|------|-------|------|-------|------|-------|-----|-------|------|-------|-----|-------|----|-------|----|-------|----|-------|
| | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | |
| JAN | | | | | | | | | | | | | | | | | | | | | |
| FEB | 50 | 62 | 5 | 138 | 11 | 649 | 1 | 144 | 1 | 8 | 30 | 270 | 6 | 14 | 0 | 0 | | | | | 2383 |
| MAR | 55 | 49 | 3 | 181 | 5 | 744 | 3 | 232 | 3 | 9 | 32 | 321 | 7 | 2 | 0 | 0 | | | | | 2499 |
| APR | 60 | 72 | 7 | 211 | 12 | 883 | 0 | 218 | 4 | 5 | 31 | 289 | 12 | 2 | 0 | 0 | | | | | 2904 |
| MAY | 50 | 46 | 2 | 99 | 12 | 590 | 3 | 164 | 13 | 7 | 62 | 173 | 8 | 7 | 0 | 0 | | | | | 2172 |
| JUN | 31 | 64 | 1 | 106 | 15 | 573 | 2 | 244 | 7 | 8 | 51 | 278 | 13 | 20 | 0 | 0 | | | | | 2436 |
| JUL | 17 | 48 | 4 | 99 | 7 | 567 | 3 | 193 | 3 | 10 | 46 | 247 | 9 | 16 | 0 | 0 | | | | | 2208 |
| AUG | 46 | 66 | 1 | 45 | 19 | 497 | 11 | 122 | 4 | 21 | 60 | 206 | 6 | 25 | 0 | 0 | | | | | 2130 |
| SEP | 64 | 25 | 15 | 15 | 8 | 406 | 0 | 79 | 26 | 6 | 154 | 125 | 25 | 4 | 2 | 2 | 0 | 6 | 0 | 0 | 1941 |
| OCT | 40 | 46 | 11 | 85 | 7 | 474 | 3 | 120 | 42 | 3 | 27 | 4 | 131 | 108 | 1 | 2 | 0 | 3 | 0 | 0 | 2280 |
| NOV | 45 | 43 | 9 | 94 | 7 | 554 | 1 | 177 | 24 | 11 | 62 | 214 | 19 | 7 | 0 | 11 | 0 | 33 | 0 | 1 | 2225 |
| DEC | 45 | 41 | 6 | 114 | 7 | 684 | 4 | 229 | 13 | 36 | 65 | 197 | 31 | 13 | 0 | 15 | 0 | 26 | 1 | 4 | 2473 |
| TOTAL | 561 | 637 | 67 | 1420 | 220 | 7425 | 46 | 2210 | 160 | 133 | 651 | 2592 | 286 | 236 | 3 | 42 | 0 | 84 | 1 | 10 | 28785 |

LUMES & KUNAD effective 4/5/2012

| 2013 | FRENK | | KUTAL | | VALDA | | ERNIK | | RUSOR | | BESAT | | BAMOK | | KOKES | | LUMES | | KUNAD | | TOTAL |
|-------|-------|-----|-------|-----|-------|------|-------|-----|-------|----|-------|-----|-------|-----|-------|----|-------|----|-------|---|-------|
| | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | |
| JAN | 73 | 48 | 10 | 151 | 40 | 641 | 3 | 261 | 11 | 7 | 6 | 15 | 32 | 281 | 0 | 20 | 0 | 12 | 0 | 0 | 1611 |
| FEB | 50 | 61 | 3 | 261 | 1 | 542 | 2 | 214 | 24 | 9 | 44 | 303 | 17 | 17 | 1 | 29 | 0 | 35 | 0 | 2 | 1615 |
| MAR | | | | | | | | | | | | | | | | | | | | | 0 |
| APR | | | | | | | | | | | | | | | | | | | | | 0 |
| MAY | | | | | | | | | | | | | | | | | | | | | 0 |
| JUN | | | | | | | | | | | | | | | | | | | | | 0 |
| JUL | | | | | | | | | | | | | | | | | | | | | 0 |
| AUG | | | | | | | | | | | | | | | | | | | | | 0 |
| SEP | | | | | | | | | | | | | | | | | | | | | 0 |
| OCT | | | | | | | | | | | | | | | | | | | | | 0 |
| NOV | | | | | | | | | | | | | | | | | | | | | 0 |
| DEC | | | | | | | | | | | | | | | | | | | | | 0 |
| TOTAL | 123 | 109 | 13 | 412 | 41 | 1183 | 5 | 475 | 35 | 16 | 50 | 318 | 49 | 298 | 1 | 49 | 0 | 47 | 0 | 0 | 3226 |



2012 & 2013 Cross Polar Distribution

| 2012 | DEVID | | NALIM | | LURUN | | RAMEL | | PINAG | | NIKIN | | ORVIT | | AMATI | | PILUN | | LISKI | | TOTAL |
|-------|-------|-----|-------|----|-------|----|-------|------|-------|-----|-------|------|-------|------|-------|----|-------|------|-------|------|-------|
| | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | |
| JAN | 1 | 37 | 1 | 19 | | | 14 | 181 | 0 | 2 | 10 | 75 | 38 | 284 | | | 39 | 84 | 27 | 182 | 994 |
| FEB | 0 | 29 | 0 | 0 | | | 9 | 187 | 0 | 5 | 9 | 75 | 52 | 221 | | | 35 | 43 | 14 | 174 | 853 |
| MAR | 0 | 11 | 0 | 3 | | | 7 | 153 | 1 | 7 | 9 | 73 | 22 | 273 | | | 33 | 195 | 29 | 282 | 1098 |
| APR | 0 | 12 | 0 | 4 | | | 27 | 115 | 0 | 15 | 11 | 106 | 79 | 289 | | | 38 | 41 | 95 | 104 | 936 |
| MAY | 5 | 14 | 0 | 0 | | | 72 | 145 | 2 | 18 | 35 | 66 | 85 | 291 | | | 11 | 78 | 28 | 173 | 1023 |
| JUN | 9 | 30 | 0 | 5 | | | 48 | 171 | 2 | 17 | 25 | 141 | 117 | 169 | | | 48 | 37 | 61 | 59 | 939 |
| JUL | 10 | 23 | 2 | 5 | | | 59 | 122 | 2 | 28 | 17 | 127 | 119 | 203 | | | 44 | 77 | 47 | 116 | 1001 |
| AUG | 6 | 36 | 2 | 2 | | | 48 | 108 | 3 | 39 | 21 | 90 | 94 | 210 | | | 51 | 94 | 107 | 68 | 979 |
| SEP | 4 | 26 | 0 | 17 | | | 11 | 239 | 0 | 56 | 19 | 104 | 100 | 187 | | | 61 | 155 | 43 | 151 | 1173 |
| OCT | 7 | 38 | 0 | 1 | 0 | 7 | 7 | 160 | 0 | 20 | 8 | 82 | 79 | 116 | 0 | 1 | 65 | 112 | 60 | 150 | 913 |
| NOV | 0 | 29 | 0 | 5 | 2 | 5 | 16 | 171 | 0 | 32 | 12 | 92 | 53 | 189 | 0 | 7 | 51 | 92 | 40 | 146 | 942 |
| DEC | 0 | 27 | 1 | 2 | 1 | 20 | 8 | 174 | 0 | 20 | 14 | 106 | 39 | 236 | 3 | 11 | 66 | 104 | 44 | 274 | 1150 |
| TOTAL | 42 | 312 | 6 | 63 | 3 | 32 | 326 | 1926 | 10 | 259 | 190 | 1137 | 877 | 2668 | 3 | 19 | 542 | 1112 | 595 | 1879 | 12001 |

| 2013 | DEVID | | NALIM | | LURUN | | RAMEL | | PINAG | | NIKIN | | ORVIT | | AMATI | | PILUN | | LISKI | | TOTAL |
|-------|-------|----|-------|---|-------|----|-------|-----|-------|----|-------|-----|-------|-----|-------|----|-------|-----|-------|-----|-------|
| | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | E | W | |
| JAN | 1 | 14 | 0 | 3 | 0 | 25 | 10 | 185 | 0 | 33 | 7 | 12 | 32 | 255 | 1 | 9 | 48 | 130 | 49 | 231 | 1045 |
| FEB | 1 | 24 | 0 | 0 | 0 | 32 | 10 | 149 | 0 | 14 | 6 | 96 | 37 | 173 | 1 | 5 | 37 | 92 | 35 | 217 | 929 |
| MAR | | | | | | | | | | | | | | | | | | | | | 0 |
| APR | | | | | | | | | | | | | | | | | | | | | 0 |
| MAY | | | | | | | | | | | | | | | | | | | | | 0 |
| JUN | | | | | | | | | | | | | | | | | | | | | 0 |
| JUL | | | | | | | | | | | | | | | | | | | | | 0 |
| AUG | | | | | | | | | | | | | | | | | | | | | 0 |
| SEP | | | | | | | | | | | | | | | | | | | | | 0 |
| OCT | | | | | | | | | | | | | | | | | | | | | 0 |
| NOV | | | | | | | | | | | | | | | | | | | | | 0 |
| DEC | | | | | | | | | | | | | | | | | | | | | 0 |
| TOTAL | 2 | 38 | 0 | 3 | 0 | 57 | 20 | 334 | 0 | 47 | 13 | 108 | 69 | 428 | 2 | 14 | 85 | 222 | 84 | 448 | 1974 |

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Questions?

