

Twentieth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/20)

(Anchorage, Alaska 26-29 October 2015)

Agenda Item 6: ATS Route Catalogue Update

Traffic Management Response to the Implementation of ATS Routes B802, R827 and R830

(Presented by the Federal Aviation Administration)

SUMMARY

This paper presents information regarding traffic management initiatives being taken to facilitate airspace users' access to newly available Air Traffic Service (ATS) routes within the Magadan Flight Information Region (FIR).

1 Introduction

1.1. State ATM Corporation of Russia (State ATM) has announced the availability of three new Cross Polar ATS routes within the Magadan FIR. Routes R827 and R830 begin at a common fix, BEKAR, which is located on the Magadan / Anchorage Arctic FIR boundary. (See Fig. 1.) Route B802 begins at LETUN which is also located on the Magadan / Anchorage Arctic FIR boundary. In order to maintain manageable traffic flows, and permit maximum user access to all of the Russian entry/exit points, both new and pre-existing, the Federal Aviation Administration (FAA) has modified its traffic management initiatives which are designed to guide flight planning across the Arctic FIR. This paper provides a description of these modifications.

2 Discussion

2.1. FAA manages the westbound Cross Polar traffic flow both longitudinally and laterally. Longitudinally, to help ensure aircraft maintaining the same altitude and using the same Russian entry fix are appropriately separated by minutes in trail, FAA requires airspace users file track altitude requests, or TKFs, in the Dynamic Ocean Track System Plus (DOTS Plus). Laterally, to help ensure aircraft maintaining the same altitude but using *different* entry points remain laterally separated, FAA publishes a traffic management NOTAM describing acceptable routings across the FIR.

2.2. Effective November 12, 2015 at 0915 UTC, (201511120915 UTC), DOTS Plus will be active with an adaptation that includes new entry points LETUN and BEKAR. At this time Operators may begin filing TKFs for their aircraft to cross the new entry points at or after 1500 UTC. Like the other Cross Polar fixes, LETUN and BEKAR will be track loaded with a 10 minute interval between same altitude aircraft.

2.3. On November 11, 2015, Anchorage ARTCC will reissue the Anchorage Arctic FIR NOTAM (currently published as PAZA A0395/14) to establish and/or revise the following routing requirements:

- **PINAG** traffic, both east and westbound, must also file via **PEASY**
- **LETUN** traffic, both east and westbound, must also file via **LAHEY** (LAHEY is 8200N14100W)

- **AMATI** traffic, both east and westbound, must also file via **AGMIF** (AGMIF IS 7700N14100W)
- **BEKAR** traffic, both east and westbound, must also file via **JESRU**.

These routing requirements are necessary to assist the air traffic controller in ensuring aircraft to aircraft separation and are designed to as minimally as currently possible.

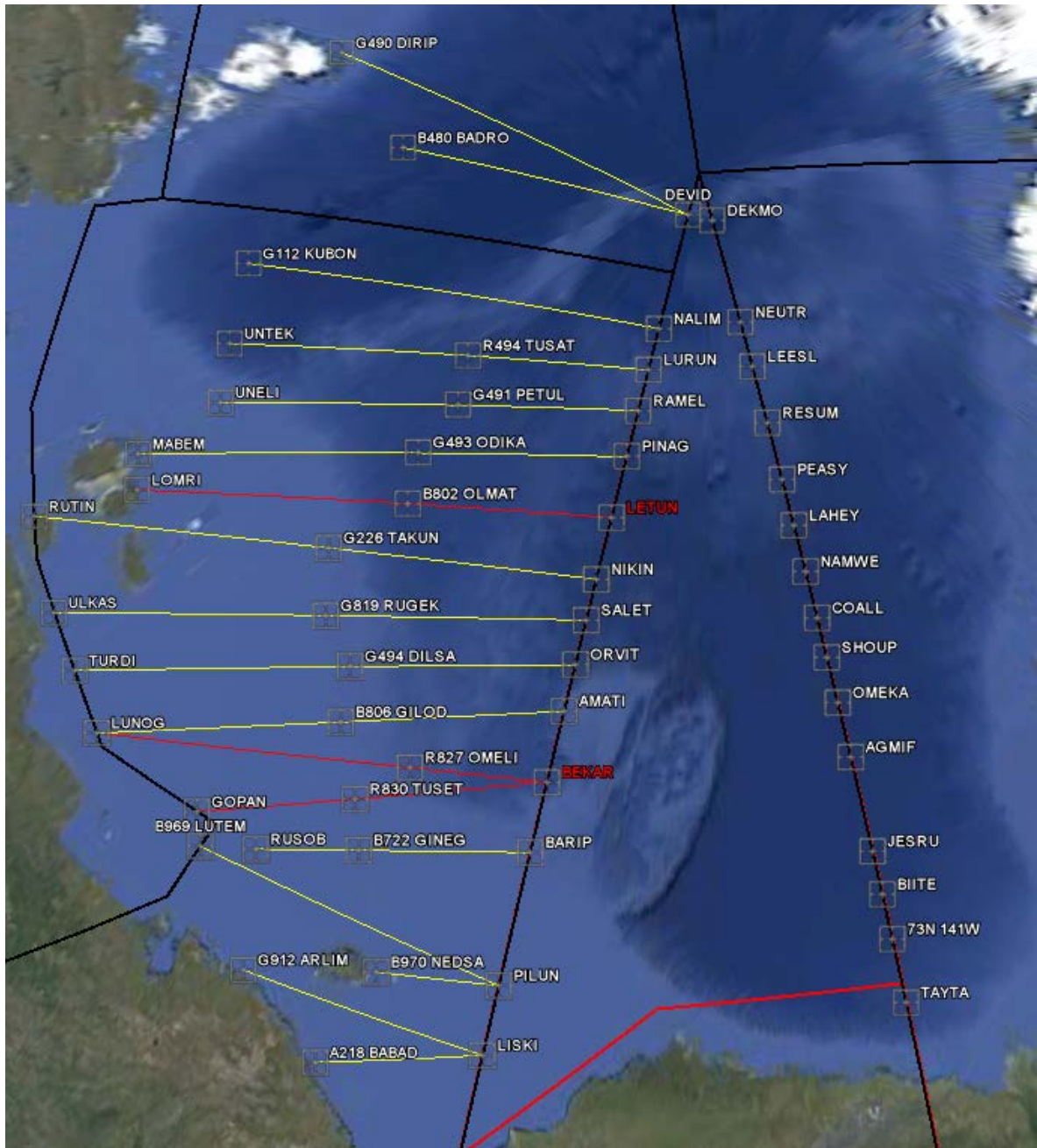


Fig. 1 Cross Polar Routes

3 Recommendation

3.1. The Meeting is invited to note the information provided in this paper.