

FAA Anchorage ARTCC



Presented to: Cross Polar Working Group / 20

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Federal Aviation
Administration

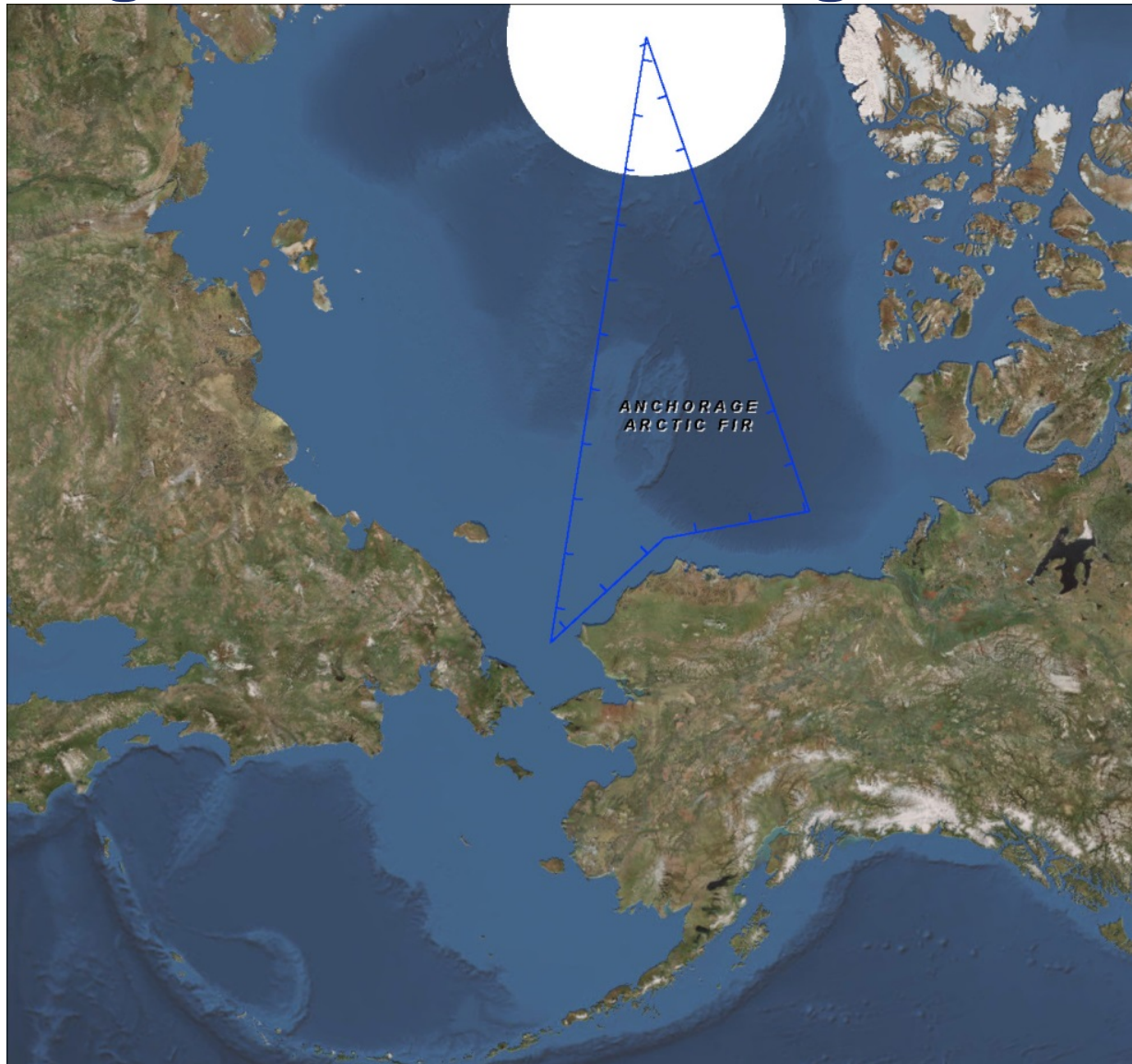


Changes in the Anchorage Arctic FIR

- **Prior to 2015 Anchorage Arctic FIR was limited to overflights**
- **Operations below FL230 were operated with limited ATC service**
- **Due to climate change and resource exploration and extraction the use pattern changed**
- **In 2015 the FAA instituted two significant modification in the Arctic FIR**
 - 1. Re-designation of the Arctic FIR
 - 2. Development of an offshore Warning Area



Changes in the Anchorage Arctic FIR



Changes in the Anchorage Arctic FIR



Airspace Designation

- In 2003 FAA notified airspace users of the type of service to be provided in Oceanic FIRs
- In 2003 the FAA designated the Anchorage Arctic FIR to provide services consistent with ICAO Class A between FL230 and FL600 inclusive
- On July 1, 2015, FAA notified airspace users that Anchorage Arctic FIR was re-designated

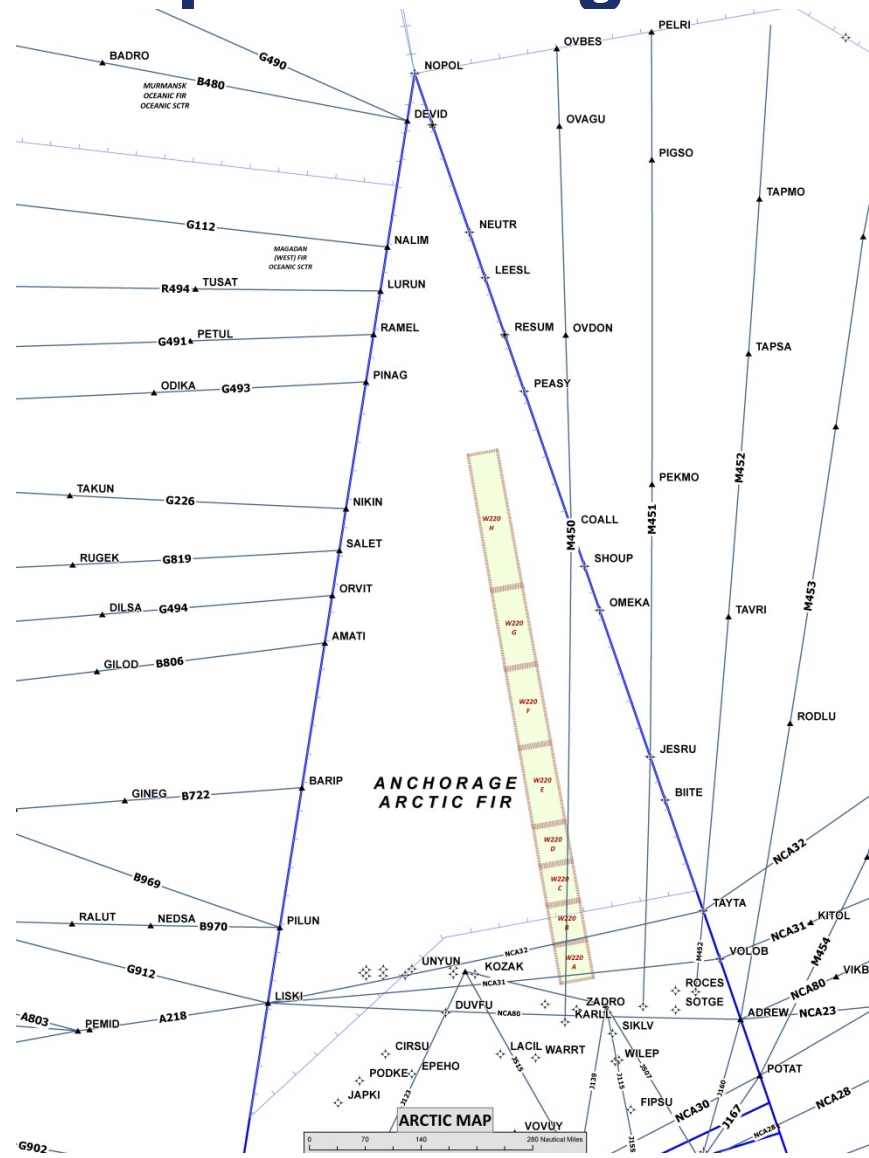


Airspace Designation

- **ICAO Class A airspace services
FL180-FL600**
- **Class E airspace services above FL600**
- **Class E airspace services from FL12 up
to but not including FL180**
- **Class G airspace services below FL12**



Airspace Designation

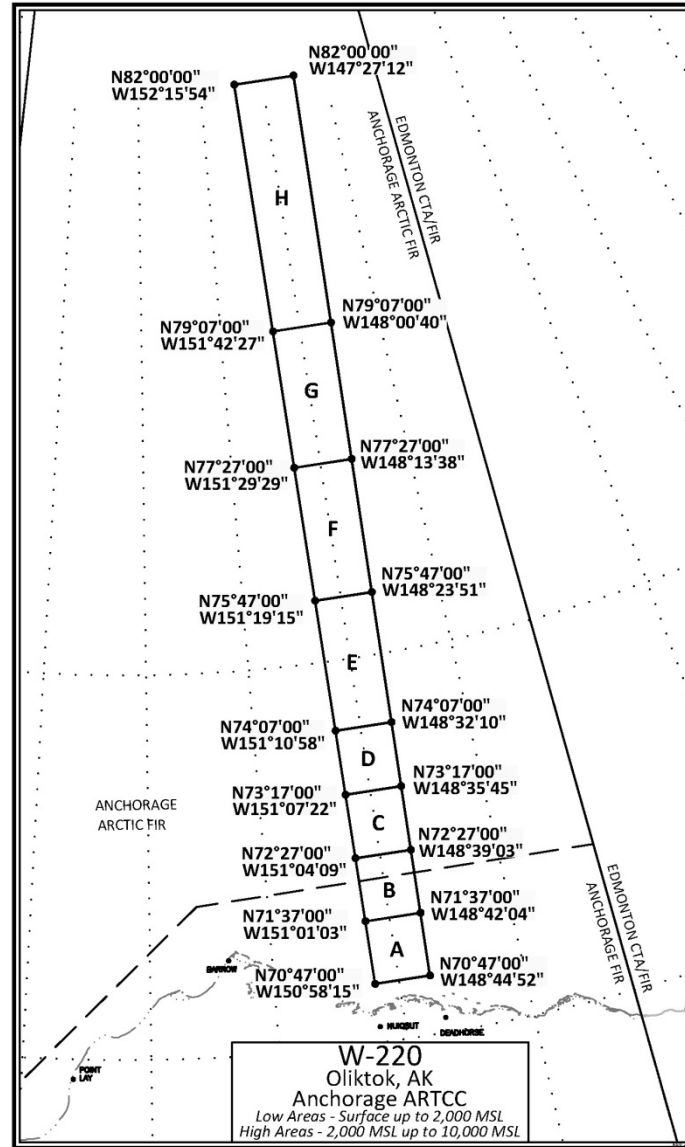


Special Use Airspace

- **Increased scientific research- use of UASs, aerial dropsondes, free and tethered balloons, etc.**
- **FAA established a Warning Area within the Anchorage Arctic Airspace – W-220**
- **W-220 is subdivided both vertically and horizontally to maximize the flexibility of the airspace.**



Special Use Airspace



Questions?

