



# **Anchorage (ZAN)**

## **Air Route Traffic Control Center**

### **IPACG**

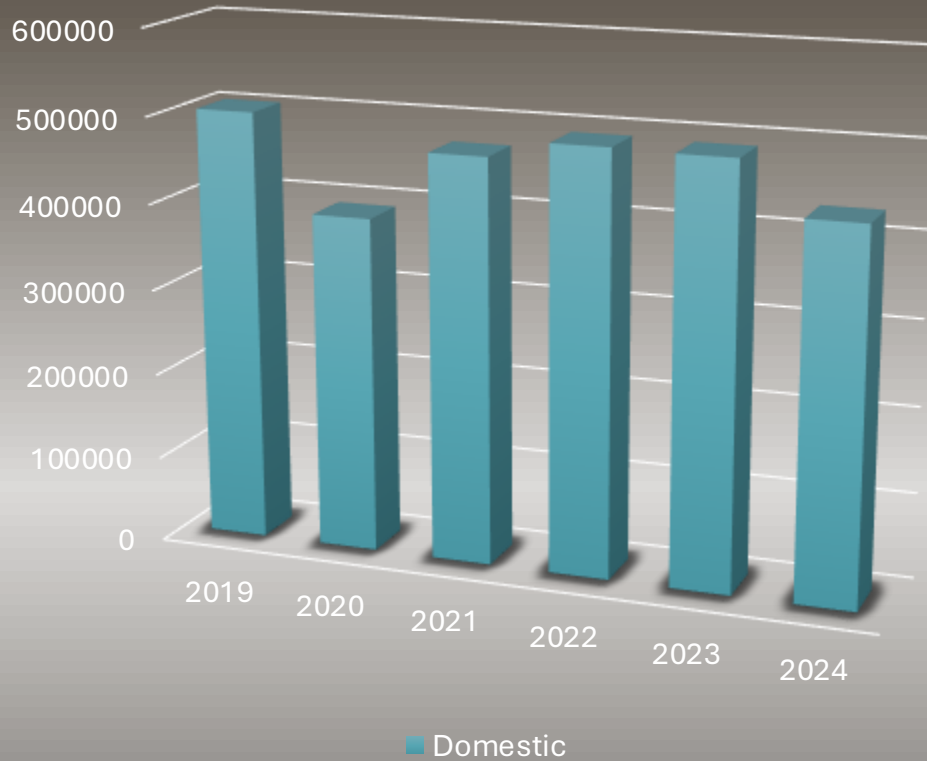
### **Facility Update**



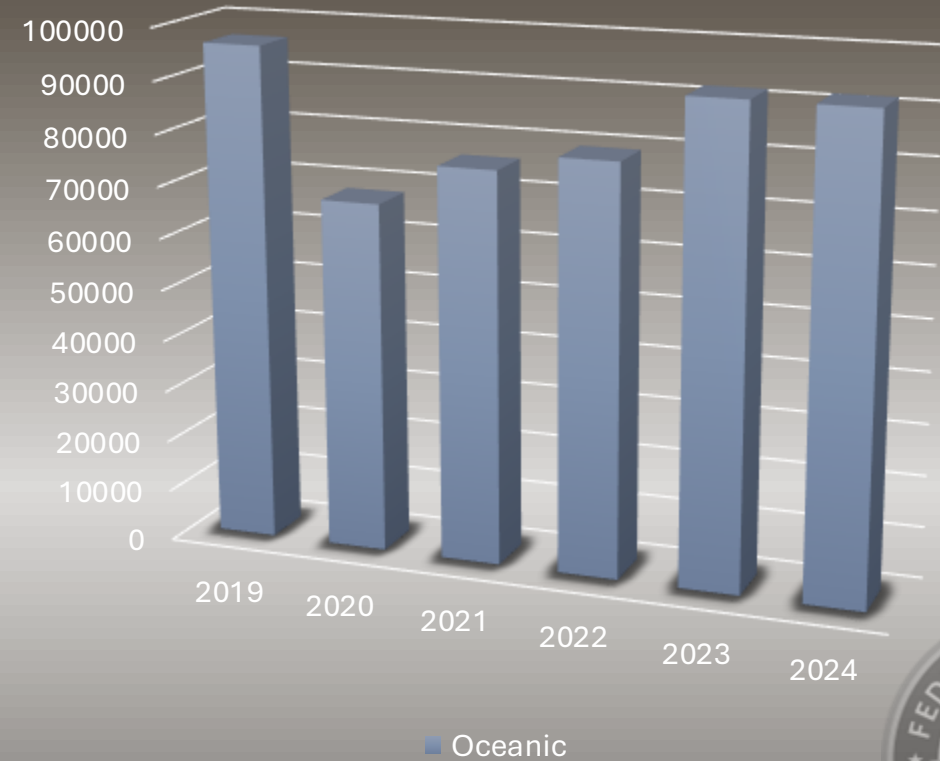


# Anchorage ARTCC Annual Traffic Count

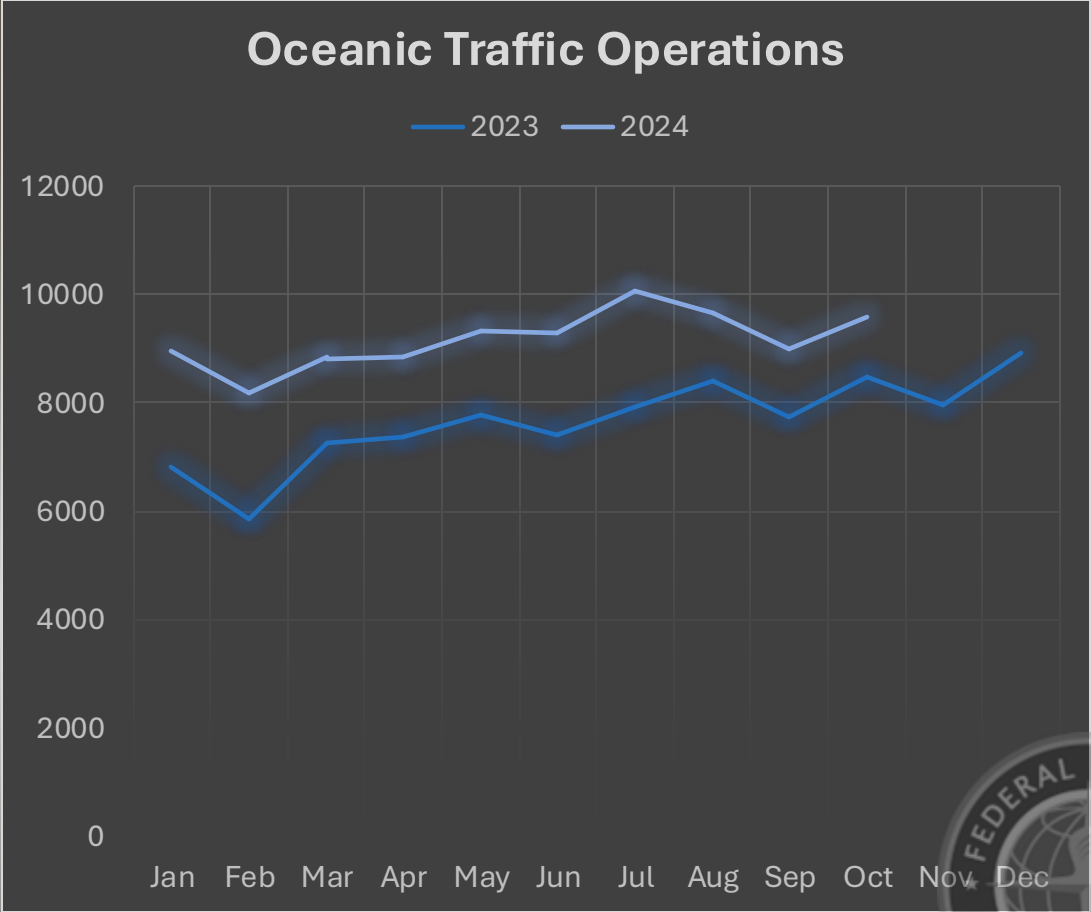
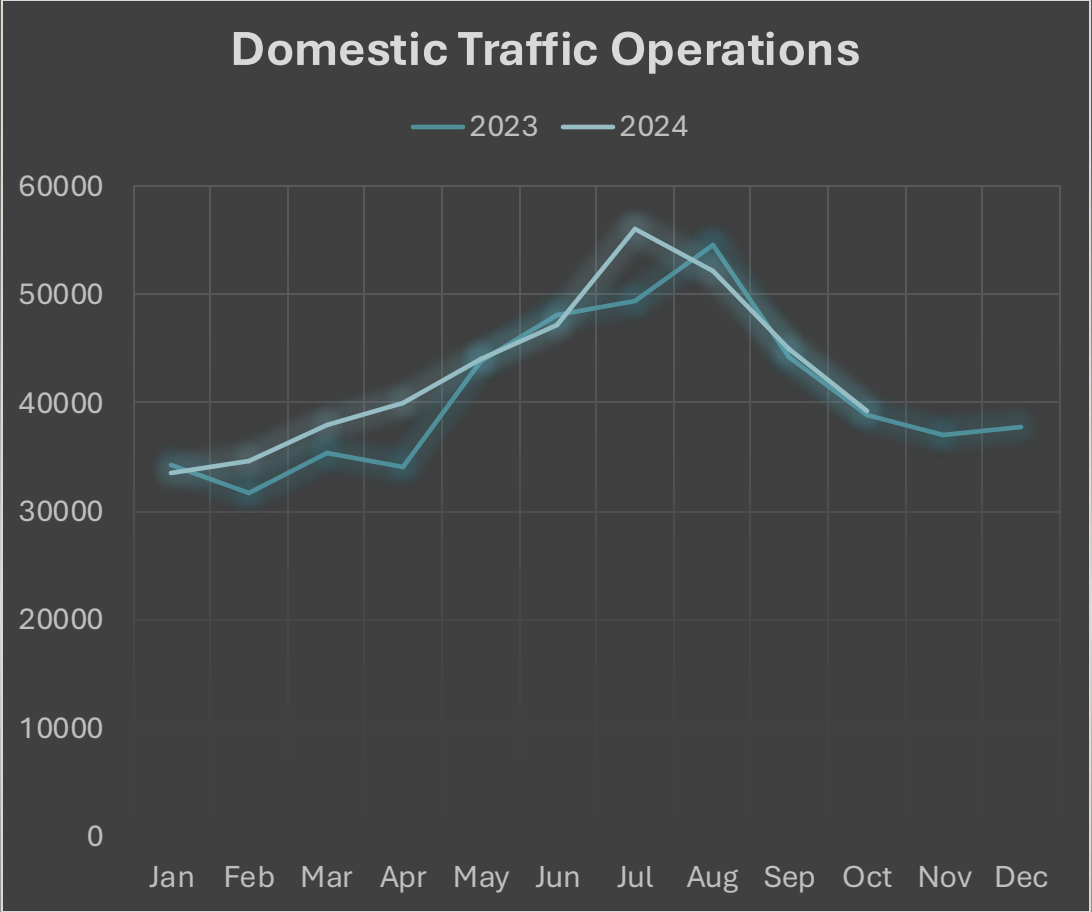
## Domestic



## Oceanic

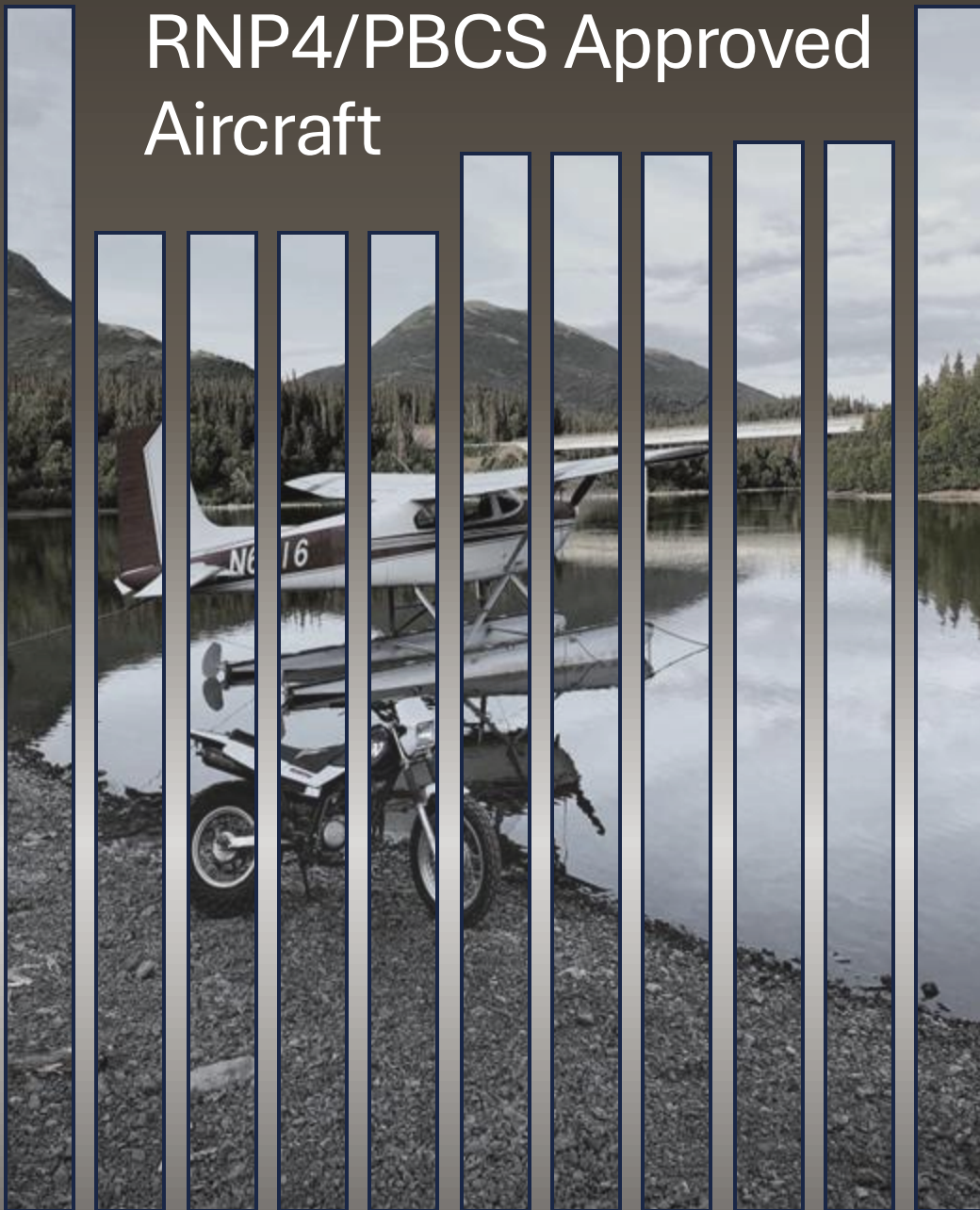


# Anchorage ARTCC Monthly Traffic Count





# RNP4/PBCS Approved Aircraft



Aleknagik, AK

## NOPAC Overall PBCS/RNP4 Approved Flights



# ATOP Enhancements

## Newly Implemented

23NM Lateral Separation

Non-RNP4/PBCS Approved Aircraft Notification to Controller

Latency Timer

## Future

20NM Longitudinal Separation

Enhanced WX Deviation Tool

Surveillance Conflict Probe



# NOPAC Redesign Phase II January 25, 2024

## M523 Publication

Westbound Only ATS Route

RNP4/PBCS Required FL340  
through FL400

25NM Lateral Separation from  
R220 & R580

## R580 Publication Change

Eastbound Only ATS Route

RNP4/PBCS Required FL340  
through FL400

25NM Lateral Separation from  
M523 and 50NM from A590





# NOPAC Redesign Phase II-cont.

## LOA/MOU Revisions

Implementation of 23NM Lateral Separation

RNP4/PBCS Requirements & Coordination Procedures

Datalink Outage Contingency

East & West PACOTS Generation

## PAZA UPR Restrictions

Westbound aircraft must join R220 by NIKLL and M523 by HUMSA

Restriction is published via NOTAM





# NOPAC Redesign Phase II

## Impact on Traffic Flow

- Heavy Congestion on R220
- Light utilization of M523
- Increasing utilization of R580 eastbound
- Heavy utilization of A590
- Light utilization of UPR airspace south of A590

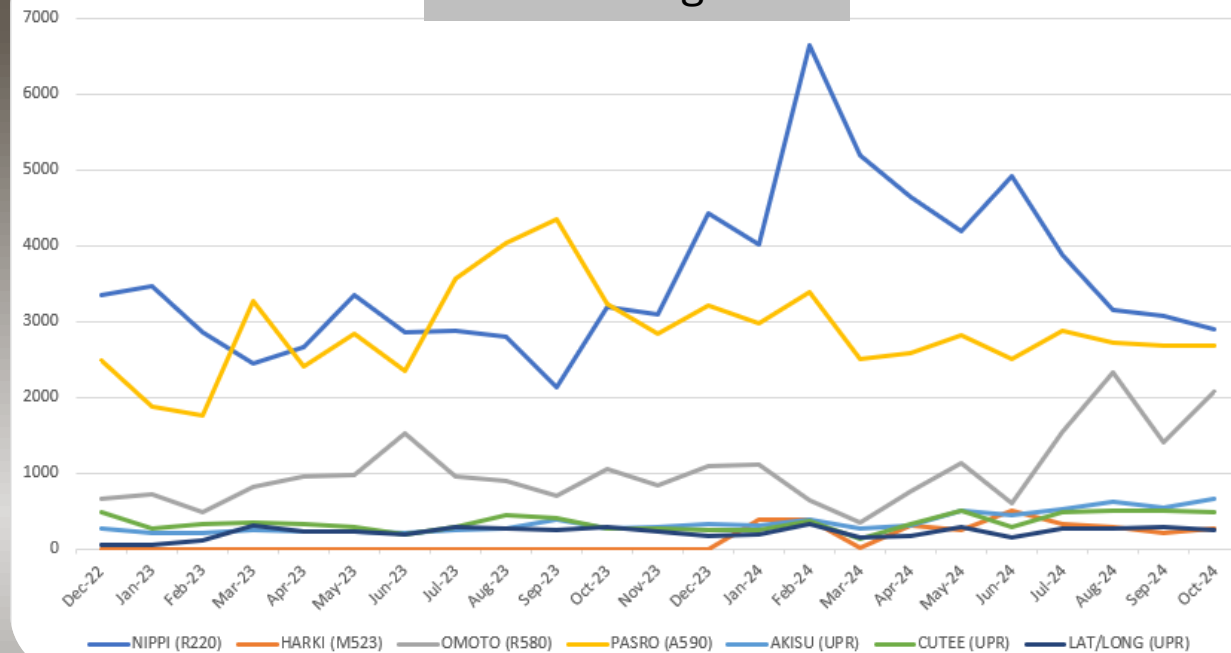


# NOPAC Phase II

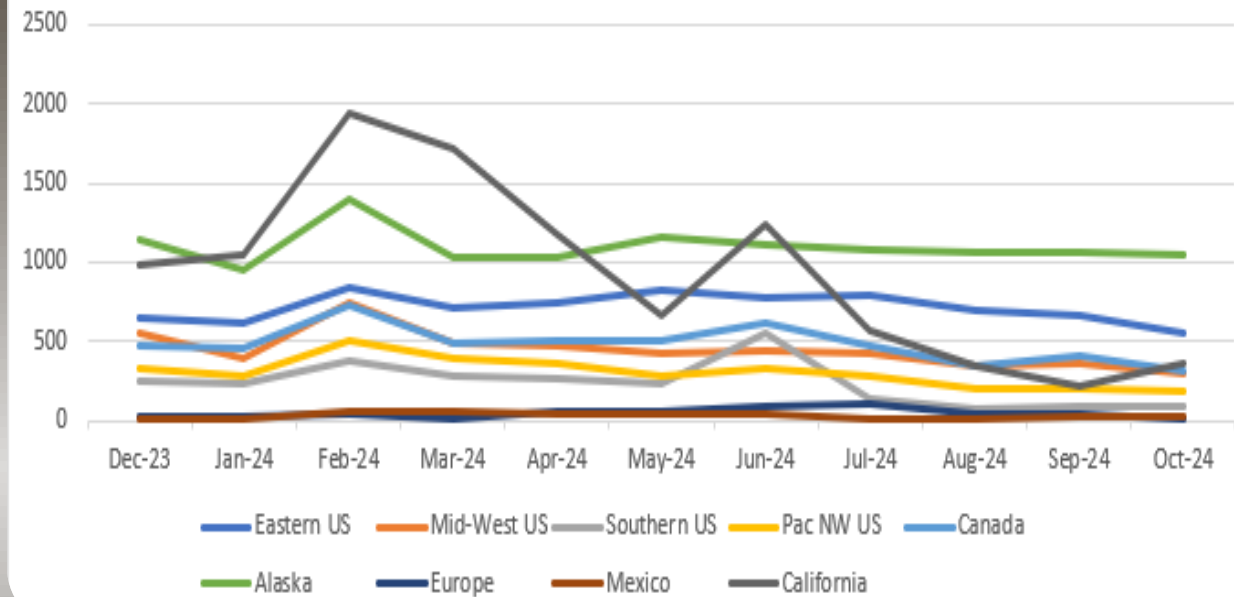
## **Traffic Flow Examples**

# NOPAC Traffic Data

FIR Crossing Point

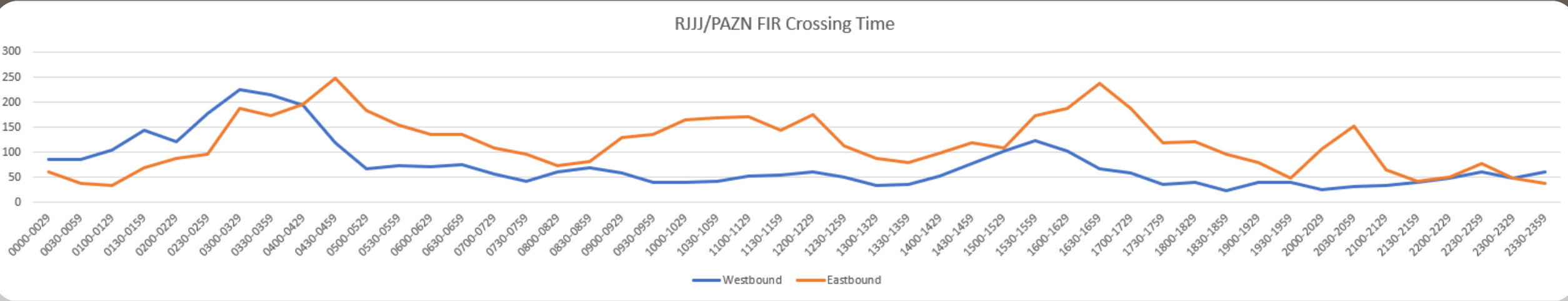


R220 Departure Region






# NOPAC Traffic Data-cont.



# Datalink Concerns

Three satellites are shown in space, each with a central body and two large rectangular solar panel arrays extending outwards. They are positioned at different heights and angles against the black background of space.

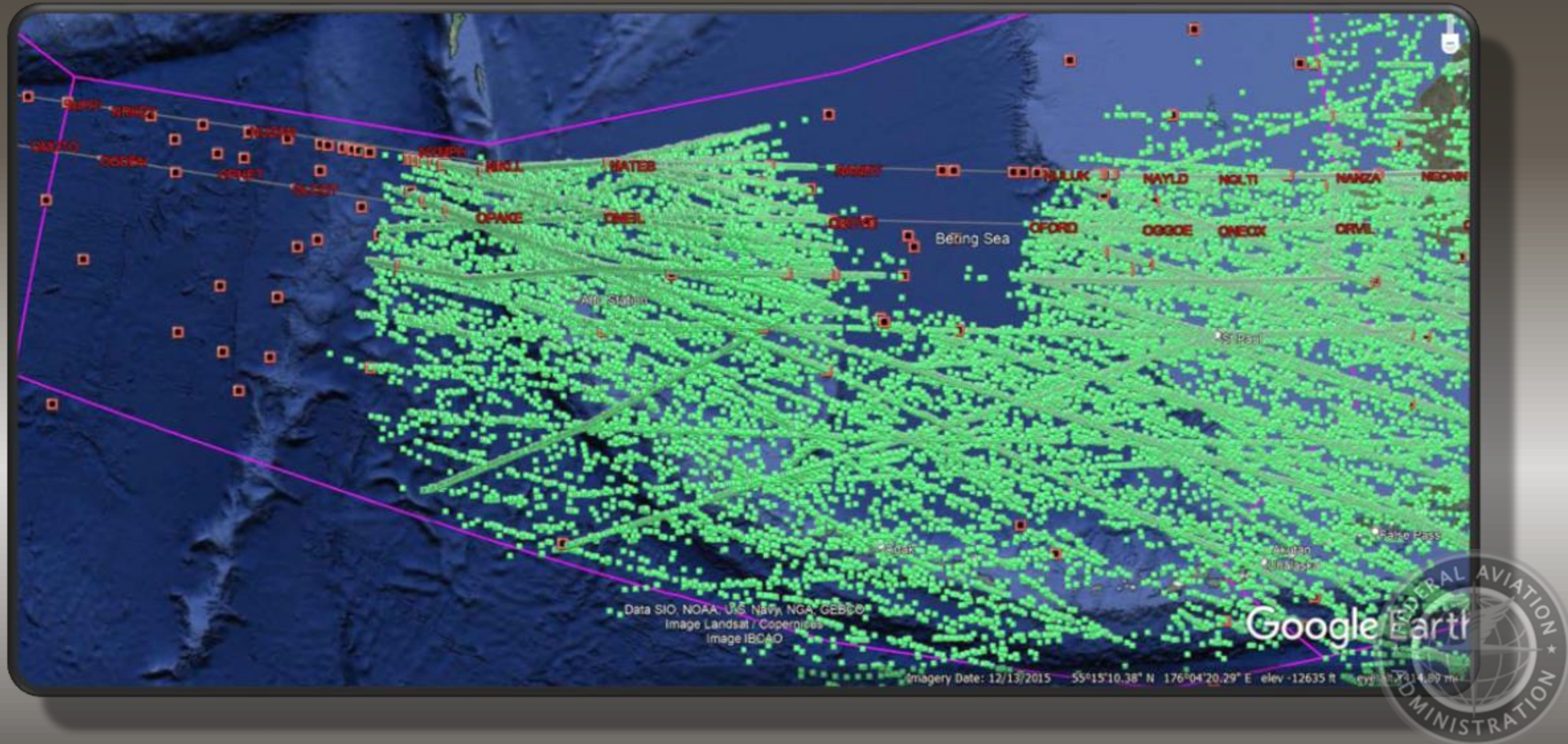
- In 2024 Anchorage Center has experienced multiple CSP and SSP interruptions to datalink service.
    - During these outages Anchorage Center has coordinated with Fukuoka ACC the use of R580 westbound, FL340 and above.
  - VHF to Satellite datalink transition
    - Anchorage Center Oceanic has extensive VHF Datalink (VDL) coverage.
    - Aircraft may transition between VHF and Satellite datalink multiple times when transiting Anchorage Center Oceanic.
    - It has been identified that some aircraft experience problems when transitioning from VDL to Satellite causing delayed message transmission, degradation of PBCS separation eligibility and loss of datalink connection.
- 
- A large commercial aircraft is shown in orbit above the Earth's surface. The aircraft is a wide-body jet with a dark livery and white accents. The Earth's horizon is visible in the background, showing a curved edge and some cloud cover.





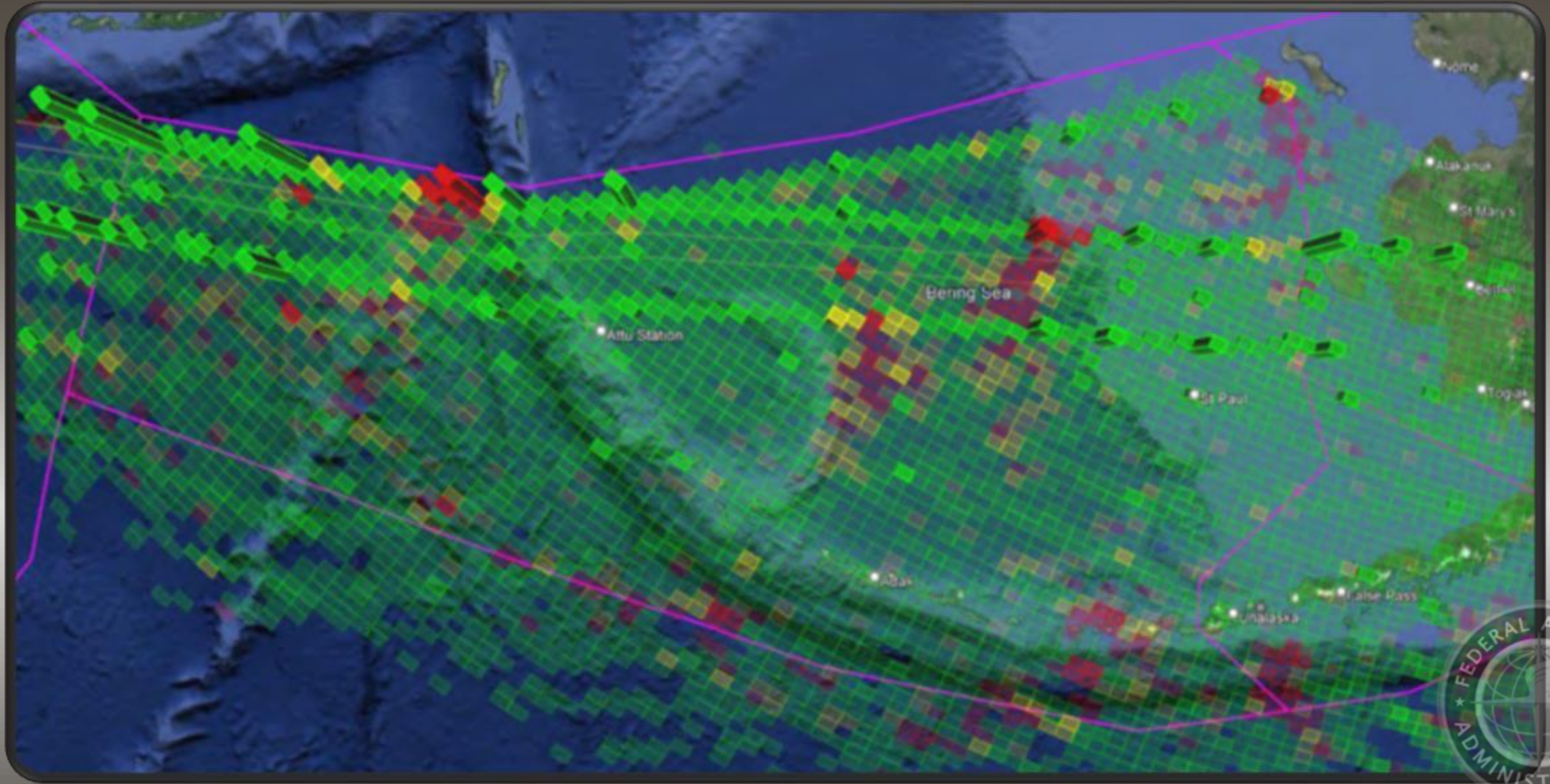
# VHF Datalink Coverage

Green Squares- VDL datalink messages send/receive  
Red/Black Squares- Datalink connection loss





# VHF to Sat Transition





A photograph of a massive, snow-covered mountain peak, likely Mount Denali, with a small boat on the water in the foreground. The image is used as a background for the slide.

# Thank You

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