

**Third Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group**

(Arlington, Virginia, 24-26 April 2007)

**Agenda Item 5: Air Traffic Management (ATM) Issues**

Plan for Reorganization of Air Traffic Service Routes within the OME (Nome), BESAT and NEONN triangle.

(Presented by the Federal Aviation Administration)

SUMMARY

This information paper presents FAA's plan for the reorganization of Air Traffic Service Routes within the OME (Nome, Alaska), BESAT and NEONN triangle (OBN).

**1. Introduction**

- 1.1 The OME (Nome), BESAT and NEONN triangle of airspace<sup>1</sup> (OBN) comprises one of the most complex Air Traffic areas within the Anchorage Flight Information Region (FIR). This complexity is driven by several factors including: the necessity for air traffic to convert from cleared levels denoted in feet to those denoted in meters and vice versa, the partial lack of RADAR surveillance, and the organization of the Air Traffic Service (ATS) route structure.
- 1.2 Recent proposals<sup>2</sup> by the Russian Federal Aeronavigation Authority (FANA) and State Air Traffic Management (ATM) Corporation to enlarge the Trans East Route (TER) structure will surely enhance the flow of air traffic thru the Russian Far East, but will also surely increase the complexity of Air Traffic Management (ATM) within the OBN triangle.
- 1.3 Based on this increasing complexity, FAA deems it is now prudent to proactively reorganize the ATS route structure within the triangle to ensure the continued provision of safe and efficient Air Traffic Management.

**2. Discussion**

- 2.1 Currently there are two available routes touching the OBN triangle by which aircraft may enter the Russian Trans East: VALDA G212 and BESAT G583. Due to the limitations of the current ground based surveillance system, air traffic on both routes is provided procedural vice RADAR separation. Additionally, air traffic is permitted to transit the OBN triangle from the north east to the south west via ATS Route R338. This latter traffic is enroute to join North Pacific (NOPAC) route R220. Traffic transiting G212 or G583 is of course transitioning either to or from metric levels. Traffic on R338 maintains cleared levels denoted in feet. The peak demand period for route R338 is generally from 2200 UTC until 0200 UTC and this is also one of the peak demand

---

<sup>1</sup> See Chart 1

<sup>2</sup> See Chart 2

period for G212 and G583. Taken together, this means that air traffic navigating R338 will frequently cross traffic entering or exiting G212/G583 which is transitioning to or from metric levels. The complexity of accomplishing this transition can not be understated.

- 2.2 Chart 2 depicts the proposed TER (Trans East Route) 6 and TER 9. As can be seen, these routes lie between G583 and G212. The ATM implications for traffic on R338 can be readily seen. Accordingly, FAA plans to proactively ensure the continuation of safe and efficient traffic flows by eliminating ATS route R338 between position OME and MARCC. In lieu of R338, traffic from the north east wishing to transition to R220 will now be directed instead over CZF (Cape Romanzof) and then permitted to flight plan direct to position NOLTI.
  - 2.3 This reorganization will enhance safety by ensuring that the points of conflict between the north-east/south-west and Trans East traffic flows occur well within RADAR surveilled airspace and will permit the traffic “crosses” to be accomplished with all aircraft maintaining cleared levels denoted in feet.
3. **Recommendation**
  - 3.1 The group is invited to review and discuss the plan thus presented, and to provide input it deems appropriate for the plan’s successful implementation.



