

**Twenty Fourth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/24)**

Brisbane, Australia, 11-12 March 2010

Agenda Item 5: Identify Future Work Programmes

Pacific Project

Presented by IATA

SUMMARY

This paper presents a summary of the Pacific Project which IATA views as a key initiative to deliver increased operational efficiencies for traffic operating between North America and Asia

1. INTRODUCTION

- 1.1 IATA has been promoting the concept of the “Pacific Project” at various forums to deliver increased operational efficiencies for flights between North America and Asia.
- 1.2 This paper summarises the actions to date for the information of ISPACG members in light of their strong environmental focus and the representation of ASPIRE partners.

2. DISCUSSION

- 2.1 The North Pacific is characterised by large volumes of airspace managed by Canada, Japan, Russia and the United States. The trajectory of flight operations can vary enormously due seasonal variations with potentially as much as 3000nm between the preferred tracks for the same city pair depending on the time of year. Operations can extend between the North Pole and the Central Pacific.
- 2.2 While operational efficiencies have been delivered, they are often only incremental due to the enormous variation in traffic flows and the restrictions that need to be established due to the complications of accommodating existing traffic arrangements and operating between FIRs with significant variation in capabilities.

- 2.3 The “Pacific Project” is intended to be a collaborative effort between the key States and IATA/ Airlines with the objective of enabling User Preferred Routes as the primary means of navigation for flights operating between North America and Asia.
- 2.4 The simple nature of operations enables significant gains to be made. Early modelling has indicated potential savings as great as a 70-80 mins reduction in flight time, which corresponds to a 25000 kg reduction in CO2 emissions. While this is an extreme this project will still potentially deliver more CO2 savings on a per flight basis than any other single ATM project.
- 2.5 IATA initially introduced the proposal to IPACG/ 31 in Oct 2009 and subsequently to CPWG/8 in Dec 2009. AT CPWG/8, the key stakeholders of the FAA, NavCanada and State ATM Russia endorsed the proposal of establishing a single project to consider all operational aspects for the traffic flow with all the States involved.
- 2.6 The meeting also noted that ICAO endorsement would be necessary and IATA was tasked to develop a Working Paper to present to The 3rd meeting of the Trans-Regional Airspace and supporting ATM Systems Steering Group (TRASAS/3) scheduled to be held in Paris 18-19 February 2010.
- 2.7 Unfortunately this meeting was deferred and is now expected to be held in the 2nd half of 2010.
- 2.8 IATA continues to socialise the Pacific Project and intends to brief ICAO Headquarters and the representative ICAO Regional Directors later this month.
- 2.9 IATA then plans to develop the plan further with the engagement of the key stakeholders.
- 2.10 Attached for the information of this meeting is the WP prepared for presentation at TRASAS/3.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Note the contents of the paper
 - b) Recognise the alignment of the Pacific Project with the objectives of the ASPIRE partnership.
 - c) Contact IATA for any further information or comments