

*International Civil Aviation Organization***The 3rd meeting of the Trans-Regional Airspace and Supporting ATM Systems Steering Group –TRASAS/3**

Paris, France, 18-19 February 2010

**Agenda Item:****Pacific Project**  
(presented by IATA)**SUMMARY**

This paper proposes the establishment of the PACIFIC PROJECT leading to seamless airspace between North America and Asia

**1. INTRODUCTION**

- 1.1 The ICAO Global ATM Operational Concept (Doc 9854) recognized that “integrated, harmonised and globally interoperable air traffic management systems” serving “gate to gate” operations would be essential to meet the projected growth in air traffic demand.
- 1.2 As operations between North America and Asia span three ICAO regions (ASPAC/EUR/NAM) we seek the support of this meeting in the establishment of a single focus group to drive enhancement in the area linking the world’s largest aviation market to the world’s fastest growing aviation market.

**2. DISCUSSION.**

- 2.1 With air traffic between North America and Asia expected to double by 2025 the current capacity of the North Pacific routes will be insufficient to meet that demand.
- 2.2 Benefits continue to be delivered by groups such as Cross Polar Trans East Air Traffic Management Working Group (CPWG) and Informal Pacific ATC Coordination Group (IPACG), as well as by individual providers within their airspace.
- 2.3 But these improvements will be piecemeal whilst no single group considers the entire area across the North Pacific.
- 2.4 IATA proposes that a specific project and work group (“Pacific Project”) be established to collectively plan the future of all operations between North America and Asia.

- 2.5 The aim of this project is to improve operational efficiency and environmental outcomes by enabling aircraft to utilise current on board technology efficiently with User Preferred Routes the primary navigation means on this traffic flow.
- 2.6 The project requires the involvement of key stakeholders Canada, Japan, Russia, USA and IATA/ Airlines.
- 2.7 The project will need to involve China, Democratic Peoples Republic of Korea, Philippines and the Republic of South Korea during the process to facilitate connector routes.
- 2.8 IATA has deliberately not developed this proposal beyond the Operational Concept stage due to the broad scope and believing that it is for the States involved to set the parameters as part of a collaborative project with other stakeholders (including Users).
- 2.9 This project was tabled at IPACG and CPWG in late 2009 acknowledging that neither of these groups has the appropriate membership to address airspace matters within this entire area.
- 2.10 IPACG, as the bi lateral meeting between Japan and US, noted that both States would need to be included in any regionally coordinated discussion.
- 2.11 At CPWG8 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.
- 2.12 The meeting noted that ICAO endorsement, and sponsorship, would be necessary as the proposed project scope was beyond that of the CPWG, and in fact any other currently established group.
- 2.13 It was agreed that IATA would present a summary of the proposal and the subsequent discussions to this meeting of TRASAS as the Trans Regional body most appropriate to guide this project.
- 2.14 The aviation industry has established ambitious environmental impact reduction targets and air traffic management enhancements will be an important contributor to these reduction.
- 2.15 However unless traffic flows are considered collectively, then the resulting efficiencies will only be incremental.
- 2.16 This project is consistent with the ICAO transition to future concepts objectives whereby defined strategies are developed for similar homogeneous airspace types which span States and Regions of the world.
- 2.17 IATA believes it is vital that this project be established to collectively consider the traffic flow between North America and Asia. The project potentially could deliver the greatest environmental benefits, on a per flight basis, than any other ATM project in the world.

### 3. ACTION BY THE MEETING

#### 3.1 The meeting is invited to:

- Review the concept of the Pacific project
- Endorse the establishment of a specific project and work group involving key stakeholders (Canada, Japan, Russia, USA and IATA/Airlines) considering all operational aspects for flights between North America and Asia with the objective of enabling UPR as the primary means of navigation
- Determine the mechanism under which the Pacific Project Work Group should function

-----