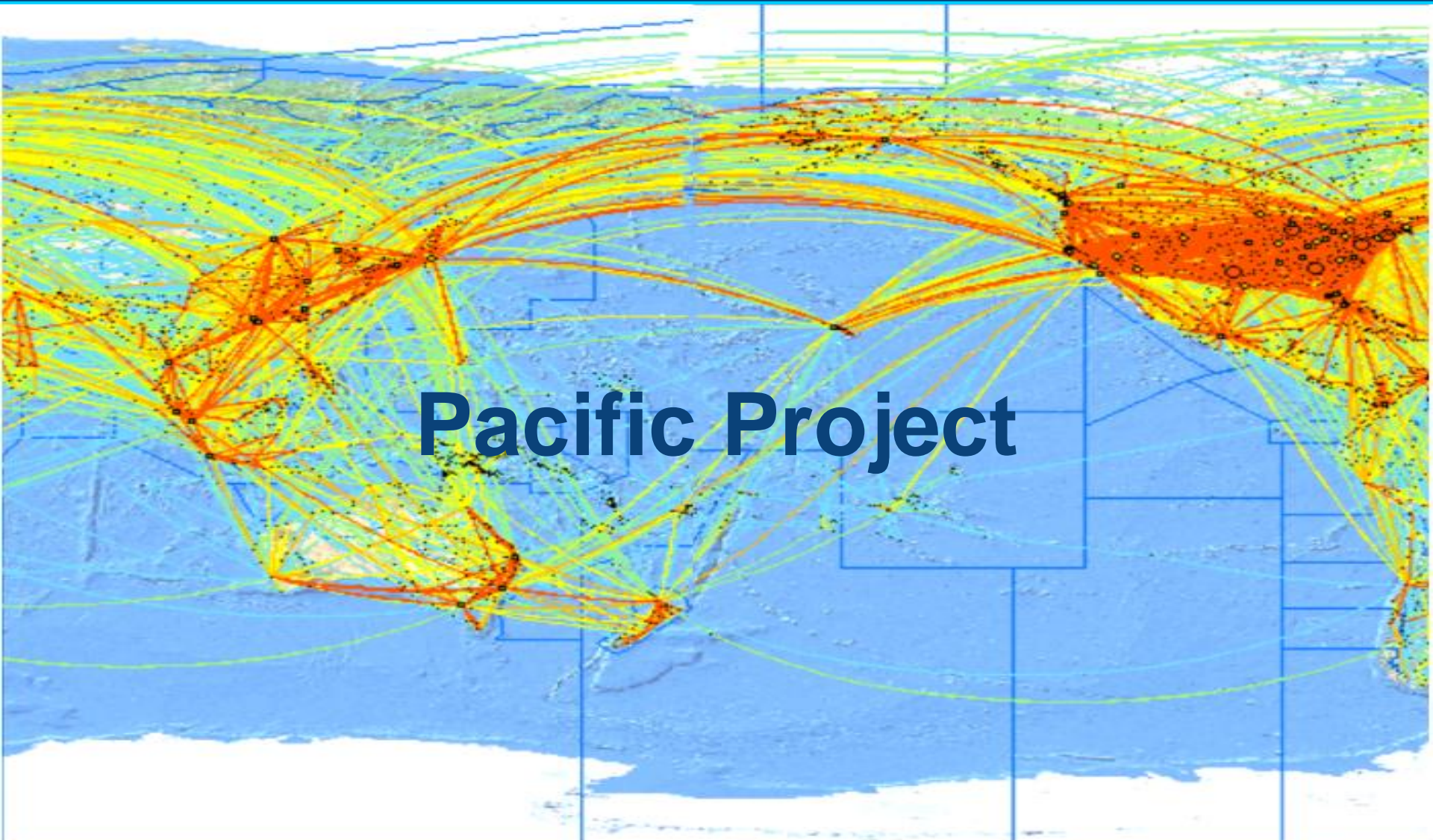


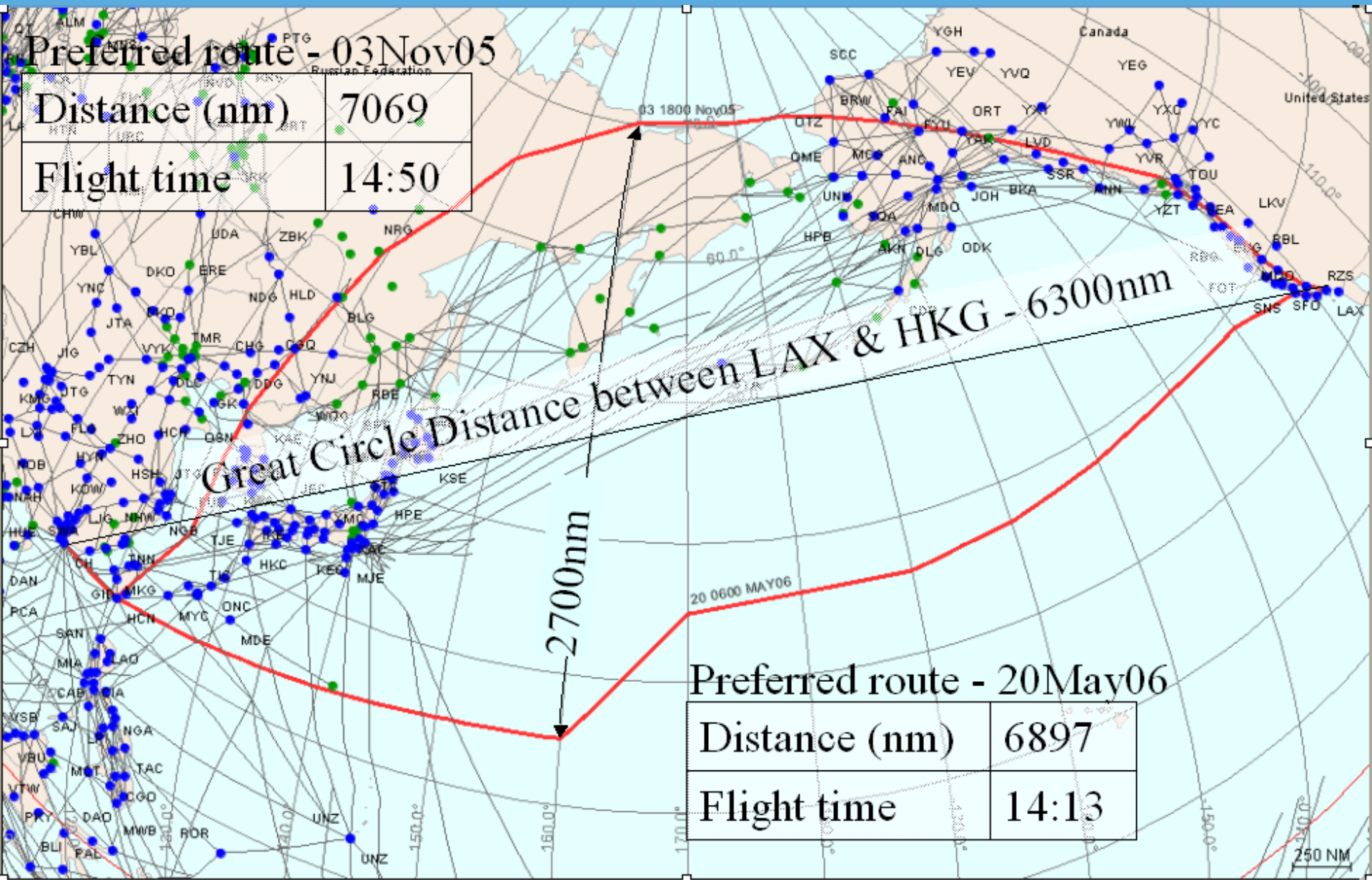


Pacific Project



Current Situation

- Traffic North America – Asia and vice versa span 3 regions, i.e. NAM / EUR/ ASPAC
- Seasonal variances can have almost 3000 NM between Northern / Southern tracks
- Substantial improvement made by
 - IPACG – CENPAC - NOPAC (Japan – USA)
 - CPWG – Russian Trans East / POLAR (Japan - Canada – Russia – USA)
- Benefits incremental



Back ground

- By 2025 NOPAC capacity may be insufficient
- IPACG and CPWG endorse the Pacific Project
- ICAO endorsement and sponsorship necessary
- TRASAS as the Trans Regional body to guide project?

Project Goals

- Create Seamless and homogeneous airspace
 - Eventually could result in the elimination of the fixed NOPAC route system which has been in service for more than 30 years
 - In stead consider a more flexible system

- Enable expansion of User Preferred Routes (UPR)
 - Using current on board CNS capabilities
 - Traffic Management permitting

- Improve operational efficiency and environmental benefits

Project Concept

- Establish specific project and work group involving key stakeholders
 - Russia
 - Canada
 - Japan
 - USA
 - IATA/Airlines

- Consider all CNS atm operational aspects



Project Potential Savings

- Potential savings as great as 70 - 80 min flight time reduction
- Average savings expected 10 - 30 min
- Potential to unlock the greatest environmental and efficiency gains per flight

TRASAS Recommendations

- Review the concept of the Pacific Project
- Endorse the establishment of a specific project and work group
- Determine the mechanism under which the Pacific Project should function

Pacific Project

Linking North America and Asia



Start Here.

Questions?

Geoff Hounsell

Assistant Director ATM

Safety, Operations & Infrastructure

Asia Pacific

hounsellg@iata.org

