



International Civil Aviation Organization

**Trans-Regional Airspace and Supporting ATM Systems Steering Group
Third Meeting (TRASAS/3)**

Paris, France, 19 – 20 October 2010

Agenda Item 9: Any Other Business

A REVIEW OF CROSS POLAR OPERATIONS 1996 TO 2010

(Presented by IATA)

SUMMARY

This paper presents information on the evolution of Cross Polar Operations from the period of 1996 to present. This paper is presented from the United Airlines perspective and illustrates, through the Powerpoint presentation, how significant the Cross Polar operations have affected commercial aviation.

1. Introduction

- 1.1. Cross Polar operations were first demonstrated in July 1998 by Cathay Pacific Airways between New York (JFK) and the new Hong Kong International Airport.
- 1.2. The operational need for Cross Polar routes was evident in early 1996 when United Airlines started non-stop service from Chicago to Hong Kong on July of 1996.

2. Discussion

- 2.1. United Airlines initiated non-stop operations between Chicago and Hong Kong in July of 1996 with available routings over the Russian Trans East route network and China. Year round operations were not possible based on challenging headwinds and operational limitations of aircraft during the winter months.
- 2.2. Beginning in July 1998, demonstration routes over defined Cross Polar routings were initiated with the first west bound flight being flown by Cathay Pacific Airways between New York (JFK) and the new Hong Kong International Airport.
- 2.3. Demonstration flights were conducted over the following two years with the official opening of Cross Polar Routes in February 2001.
- 2.4. From 1999 through 2010 (September) United Airlines has flown over 11,500 Cross Polar flights.
- 2.5. There has been significant improvement of operations over the ten years, since the official opening in 2001. Much of the success of these routings is because of the efforts of the various representatives of the Cross Polar Working Group, and previous Russian American Coordination Group for Air Traffic (RACGAT) under the over sight guidance of ITASPS (pre-TRASAS), and TRASAS.

(2 pages)

3. Action by the Steering Group

3.1. The Meeting is invited to

- a) note the information presented in the accompanied Powerpoint presentation;
- b) acknowledge the success of these operations and the contributions of many people and organizations over the years; and
- c) take note of current issues and concerns outlined in the Powerpoint and continue the work of the Cross Polar Working Group in making further improvements.

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