**Second Meeting of the Cross Polar Trans East Air Traffic Management Providers’ Work Group**

**Pacific Project Team (CPWG/PPT/2)**

(Beijing China, 6 December 2011)

**Agenda Item 5: Review relevant working and information papers**

NARITA AIRPORT DEPARTURE PROCEDURES

(Presented by American Airlines)

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| **SUMMARY**  This paper identifies an issue with the departure procedure for flights operating eastbound out of Narita Airport that results in carriage of additional fuel. The meeting is invited to provide advice on the best means to facilitate discussions on this matter with Japan. |

1. **Introduction**

1. During the Pacific Project Paper Trials, American Airlines noted that the Narita Airport (NRT) departure procedures required operators to file NRT.GIRAF2.GIRAF.Y808.ALLEN when operating eastbound. The departure is now CUPID1, but follows the same basic flight path.
2. **Discussion**
3. A couple of years back operators used to be able to file a shorter departure route over KAGIS which saved mileage and fuel.  Although all the carriers file this departure procedure out of NRT going eastbound across the Pacific, the majority of the time ATC gives direct routings after GIRAF to ADNAP. Attachment A provides an example of actual flights during June, July, and August 2011 that indicate that flights very seldom even go to ALLEN, but go direct after GIRAF (CUPID). Attachment B shows the difference between GIRAF and CUPID departure fixes.
4. While the airlines appreciate getting the shortcuts, it is problematic to always plan and carry the extra fuel, which appears unnecessary.  Operators would certainly welcome the opportunity to work with someone to perhaps get a shorter departure procedure for eastbound departures out of NRT to more accurately reflect what is actually flown.
5. **Recommendation**
6. The Meeting is invited to:
7. note the information presented in this paper; and
8. request that the representatives from Japan Civil Aviation Bureau take this proposal into consideration and provide a response to the next meeting.



