

**INTERNATIONAL CIVIL AVIATION ORGANIZATION****TWENTY-SECOND MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)**

Bangkok, Thailand, 5-9 September 2011

**Agenda Item 3: Performance Framework for Regional Air Navigation Planning
and Implementation****3.2 ATM/AIS/SAR****PACIFIC PROJECT UPDATE**

(Presented by IATA)

SUMMARY

This paper presents a summary of recent activities pertaining to the Pacific Project following its endorsement by TRASAS/3.

1. INTRODUCTION

1.1 The 3rd Meeting of the Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/3) in Paris 19/20th Oct 2010 lead by the ICAO Regional Directors from Europe, Asia Pacific and North America endorsed the concept and objectives of the Pacific Project and invited the Cross Polar Working Group to include the project in its work programme.

1.2 The Pacific Project has the potential to realize the greatest savings on a per light basis of any ATM project in the world with potential savings of greater than 750 million kg of CO2 per annum.

2. DISCUSSION

2.1 The proposal to establish the Pacific Project was first presented to IPACG/31 in Oct 2009 and to CPWG/8 in Dec 2009 as a means to further enhance operations with the objective to enable UPR as the Primary means of navigation for flights operating between North America and Asia.

2.2 The project concept was developed further before IATA was tasked with seeking ICAO endorsement through TRASAS/3.

2.3 At TRASAS/3, the meeting responded as follows:

TRASAS/3 assessed the concept of the IATA Pacific Project and collectively endorsed the project objectives, aiming at the creation of seamless and homogeneous airspace for the Traffic from North America to Asia, with the expansion of User Preferred Routes (UPR) and thus resulting in an improved operational/environmental efficiency

a) *agreed that the IATA Pacific Project activities, involving the ICAO APAC, NAM and EUR Regions, should be supported and supervised through the existing TRASAS mechanisms and therefore allow a continuous information exchange for the improvement of future operations between North America, Far Eastern Europe and Asia; and*

b) *agreed that the Cross Polar Working Group be invited to include this project in its work programme (with an initial priority on the Pacific Route System enhancements), by involving all key stakeholders (States, IATA/Airlines) and using the existing structures to enhance coordination/ efficiency of the current working arrangements.*

Note: The CPWG/10 was therefore invited to discuss the inclusion of this project with all participants (including the representative from Japan, who was not present at TRASAS/3) and to ensure coordination with IPACG and the appropriate NAT and EUR working groups. The CPWG was also invited to report on the progress of the project at the upcoming TRASAS meetings.

2.4 TRASAS/3 then provided the following conclusion:

**TRASAS Conclusion 03/03 – Proposal to include “Pacific Project”
to the CPWG work programme**

That, the Cross Polar Trans-East Air Traffic Management Providers’ Working Group (CPWG) be invited to include the “Pacific Project” into its work programme.

2.5 At the subsequent CPWG/10 meeting held 2-4 November 2010 the ANSPs agreed to add the Pacific Project to the CPWG Work Program. It was further agreed that the project would be managed within the CPWG. Representatives would meet separately but in conjunction with the CPWG and the actions would be tracked by the CPWG. It was further agreed that the CPWG terms of reference would be amended to include the project.

2.6 The first meeting of the Pacific Project was held during CPWG/11 in St Petersburg, Russia 6-9 June 2011 and included representatives from all the Key Stakeholders.

2.7 While the initial meeting was very much focused on setting the scene, the meeting endorsed the basic Objective, Terms of Reference (App A) and some basic Concepts.

2.8 Initial Tasks assigned included an analysis of State CNS/ATM capabilities to be coordinated by IATA and some initial modeling to be coordinated by the FAA. Results will be reported to CPWG/12 to be held in Beijing 5-9 Dec 2011 where the on-going workplan will be developed further.

2.9 It is important to realize that the Pacific Project is a medium-long term commitment however with continued cooperation from all stakeholders, we look forward to delivering a system to sustain operations between the two continents and has the potential to unlock the greatest environmental and efficiency gains on a per flight basis of any ATM project underway.

2.10 While acknowledging the significant step in establishing this project, the real work is yet to begin. The scale of the project should not be underestimated and will require considerable commitment from all stakeholders.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the update of the Pacific Project; and
 - b) support the stakeholders as appropriate

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