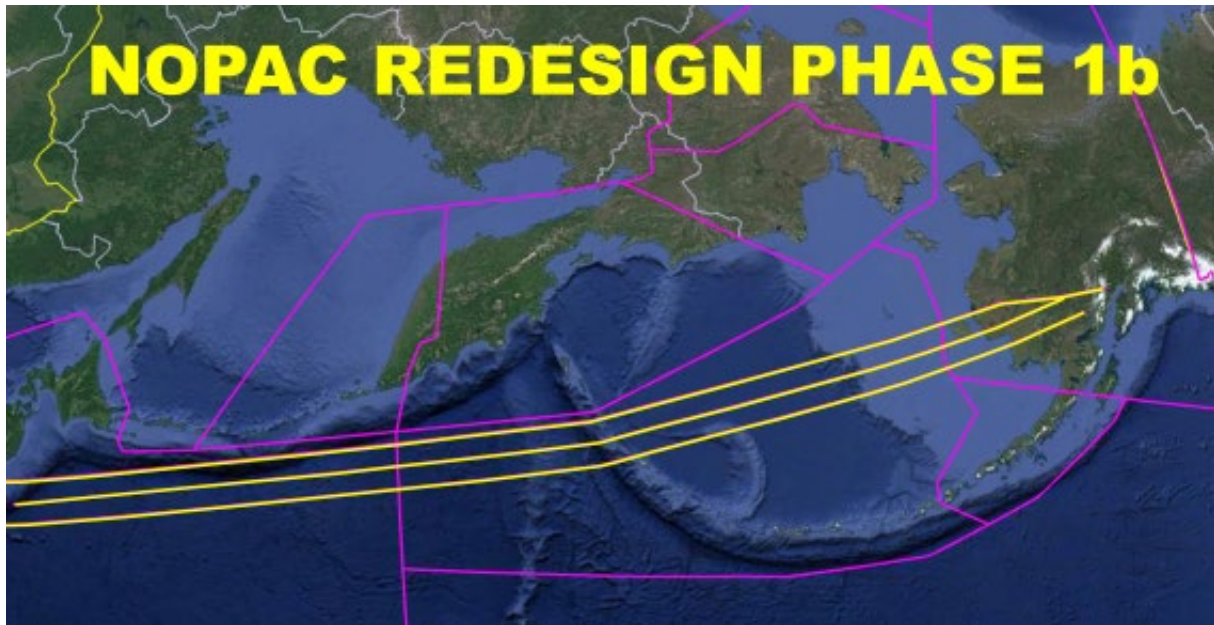


NOPAC ROUTE SYSTEM REDESIGN PROJECT

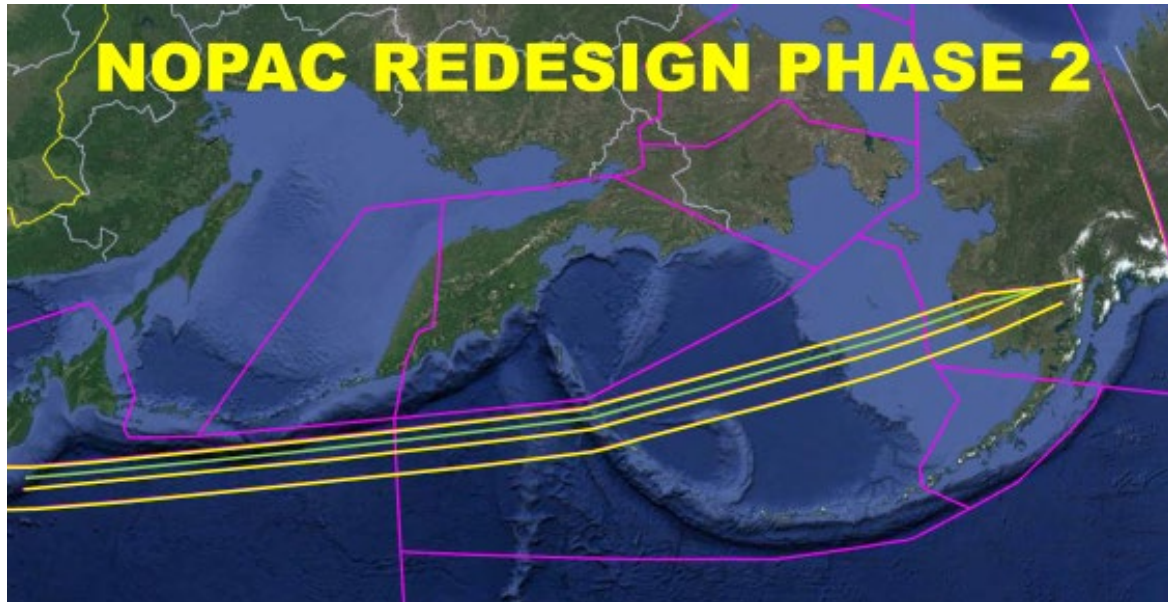


The NOPAC Route System was initially established in 1974 and was a series of 5 parallel ATS Routes between Alaska and Japan. The FAA and Japan Civil Aviation Bureau (JCAB) have been working to improve the efficiency of the NOPAC Route System. On February 23, 2023, as part of the NOPAC Redesign Project, the two southernmost routes, R591 and G344, were removed and the waypoints that defined the routes were retained to assist with aircraft flight plan filing. The 3 remaining NOPAC routes are depicted in yellow in the Phase 1b picture above. The deletion of the two routes opens up airspace south of A590 for more efficient User Preferred Routes (UPRs). The three remaining routes R220, R580 and A590 are separated by 50 NM RNAV 10 separation. The ultimate goal of the NOPAC Redesign Project is to establish two new routes between the remaining three NOPAC Routes and remove A590, the southernmost NOPAC Route shown above. When the Project is completed, the four NOPAC routes will have been compressed into less airspace than used by the three current NOPAC Routes.

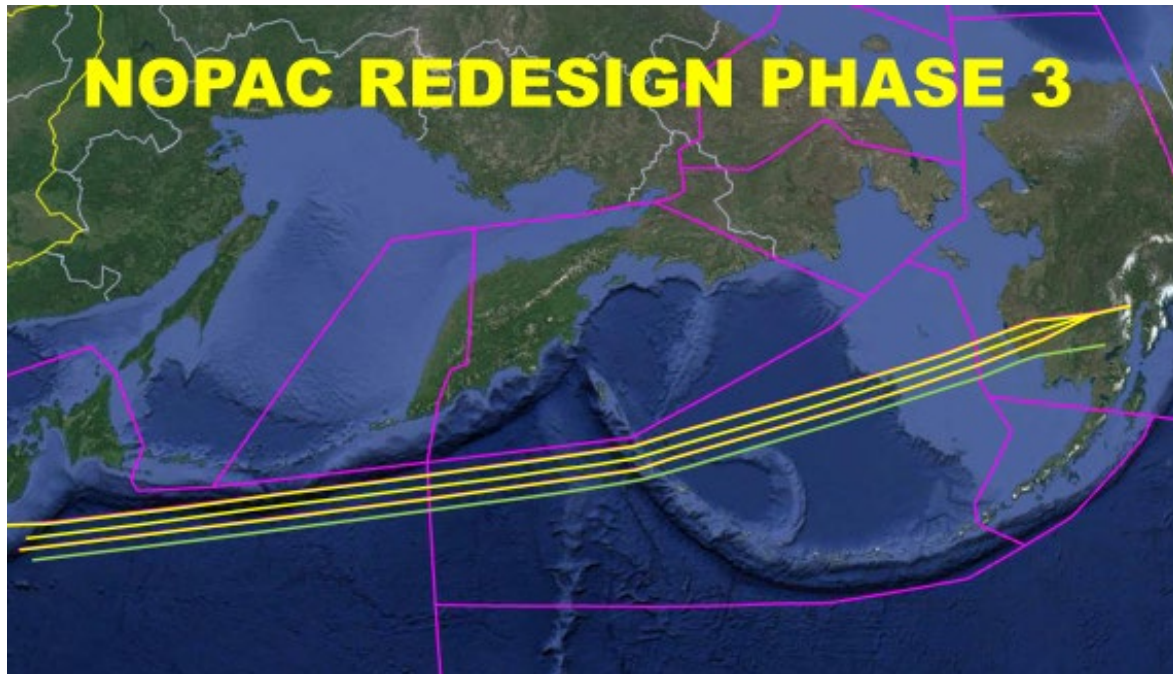
In order to accomplish the NOPAC Redesign project the lateral separation minimum applied between aircraft will be reduced from 50 NM RNAV10 to 23NM PBCS/RNP4 lateral separation for aircraft operating from FL340 through FL400. The 23 NM lateral separation minimum requires aircraft to be RCP 240, RSP 180 and RNP4 approved. Currently aircraft operating on the Northernmost NOPAC Route, R220 west of waypoint NULUK, must have RCP 240, RSP 180 and RNP4 approvals to operate from FL340 through FL400 on the route. Westbound aircraft operating in NOPAC without the required R220 approvals may operate on R220 at or below FL330, or at or above FL410. Westbound ATS Route R580, which is 50 NM south of R220, has no PBCS or RNP4 requirements in Phase 1b.

Phase 2 of the NOPAC Redesign project is projected to begin around January 2024. In Phase 2 a new westbound ATS Route M523 (depicted in green in the Phase 2 picture below) will be established between R220 and R580. M523 is open to westbound aircraft operating from FL340 through FL400 and closed to aircraft outside those altitudes. ATS Route R580 will change from a westbound route to an eastbound route in Phase 2. At the start of Phase 2, aircraft operating on R220, M523 and R580 from

FL340 through FL400 must have RCP 240, RSP 180 and RNP4 approvals to ensure lateral separation between aircraft on the routes. Aircraft without these approvals may operate on R220 and R580 at or below FL330, at or above FL410, or at least 50 NM south of ATS Route A590. ATS Route A590 remains an eastbound route with no PBCS requirements in Phase 2.



Phase 3 of the NOPAC Redesign project is projected to begin around Mid-2024. In Phase 3, the new eastbound ATS Route N507 (depicted in green in the Phase 3 picture below) will be established 25 NM south of R580. M523 is open to eastbound aircraft operating from FL340 through FL400 and closed to aircraft outside those altitudes. Most of ATS Route A590 will be removed in Phase 3, but the waypoints that define the route will be retained to assist with flight planning. In Phase 3, aircraft operating on R220, M523, R580, N507 and via the waypoints of the deleted A590 from FL340 through FL400 must have RCP 240, RSP 180 and RNP4 approvals to ensure lateral separation between the routes. Aircraft without these approvals may operate on R220 and R580 at or below FL330, at or above FL410, or at least 75 NM south of ATS Route N507. The airspace 75 NM or more south of N507 has no PBCS requirements.



When Phase 3 of the NOPAC Redesign project is completed, the overall airspace efficiency will be improved. Aircraft planning to operate in NOPAC should plan for these future NOPAC Redesign changes and consider if obtaining PBCS and/or RNP4 approvals would be beneficial to their operations. Any questions regarding the NOPAC Redesign Project should be addressed to Tyler Blackwell at Anchorage ARTCC, tyler.w.blackwell@faa.gov.