



# Air Canada Report

**ISPACG**  
**August 17, 2022**

# Status

- Capacity and Demand

- Demand resurgence
- Approximately 6 months behind the boom of the US airlines due to lingering restrictions that were in place
- Forced to cut schedule by up to 10% in places due to internal/external factors
- South Pacific return to near normal levels expected over next year as demand has returned in the market
- SYD 10X weekly service, BNE, AKL, MEL

- Fleet Changes

- Domestic heavy reliance on efficient narrow body aircraft (220/737) and new A321XLRs to be delivered
- Newly converted 767's, new 767F and 777F to be delivered in both near and long term



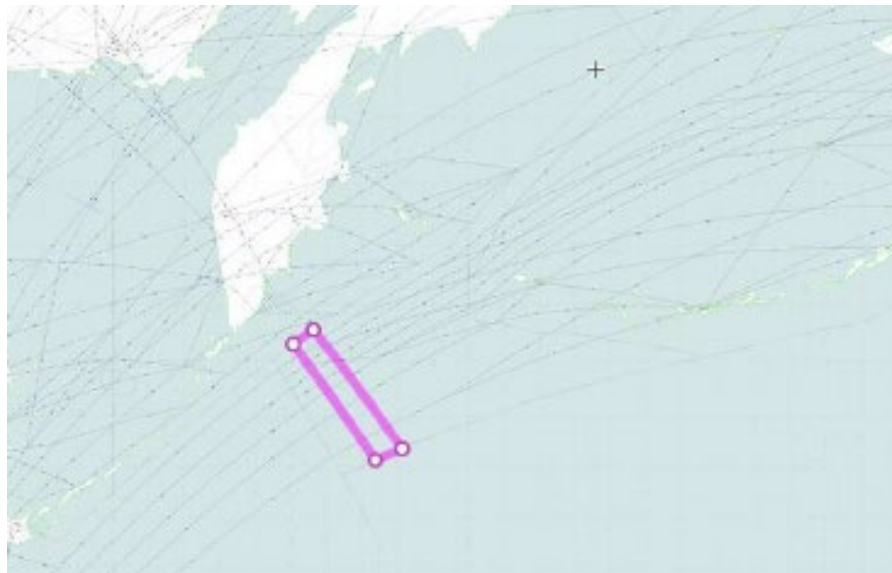
# NOPAC Restrictions (Example for Future SP Launches)

## Example:

**\*\*NEW\*\***PAZA 06.Jul.2022 0100z - 08.Jul.2022 1800z 1A507/22

DAILY 0100-1800

THE FOLLOWING RESTRICTIONS ARE DUE TO RUSSIAN FEDERAL ROCKET  
FIRINGS IMPACT AREA WESTBOUND TRAFFIC ON NOPAC ROUTES BETWEEN ANCHORAGE AND  
FUKUOKA ESTIMATING THE FIR BETWEEN 0105Z AND 1825Z SHOULD FILE FLIGHT PLAN  
ROUTE **4817N17213E** DCT 4650N17000E DCT 4345N16000E THENCE RJJJ  
PRESCRIBED RTE.



# PACOT/NOPAC UPR

- Changes have led to increased efficiency and planning ability for carriers that are to be commended as forward thinking.
- Future PACOT changes will also benefit both carriers that require the airways and those that are capable of planning UPR



# Hawaii

- Guidance shared with Dispatchers to help ensure compliance with PHZH requests during peak periods and avoid 'cross tracking'.
- Continued dialogue to ensure we can find both efficiency when able and help to alleviate the burden during peak periods.
- Growth continuing in the market and will be an important to have all stakeholders aware of bottlenecks to avoid last minute reroutes and departure delays.



# Thank You.

