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# **SEAC/PF**

## **ISPACG/37**



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# General situation & Figures



# General situation

12 M sq KM FIR

A Airspace above 195

D, E and G airspace below



Training school

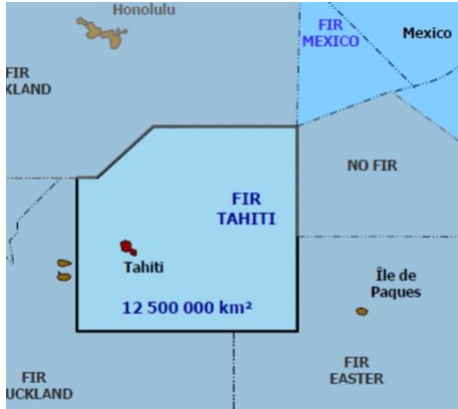


Military operators

International airlines

AF, ATN, FrenchBee, Air Calin

Air NZ, United, American Airlines, Hawaiian,  
Air Rarotonga



# General situation

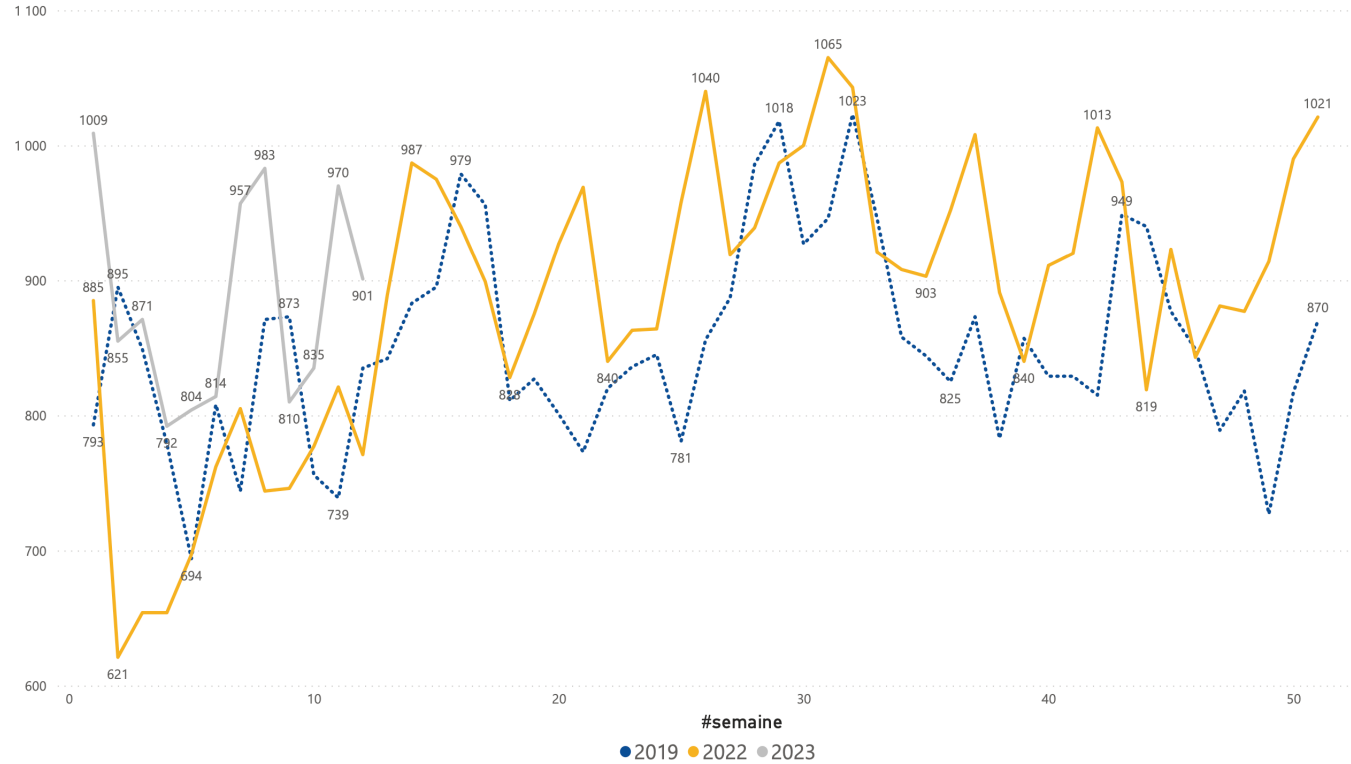
12 M sq KM FIR

A Airspace above 195

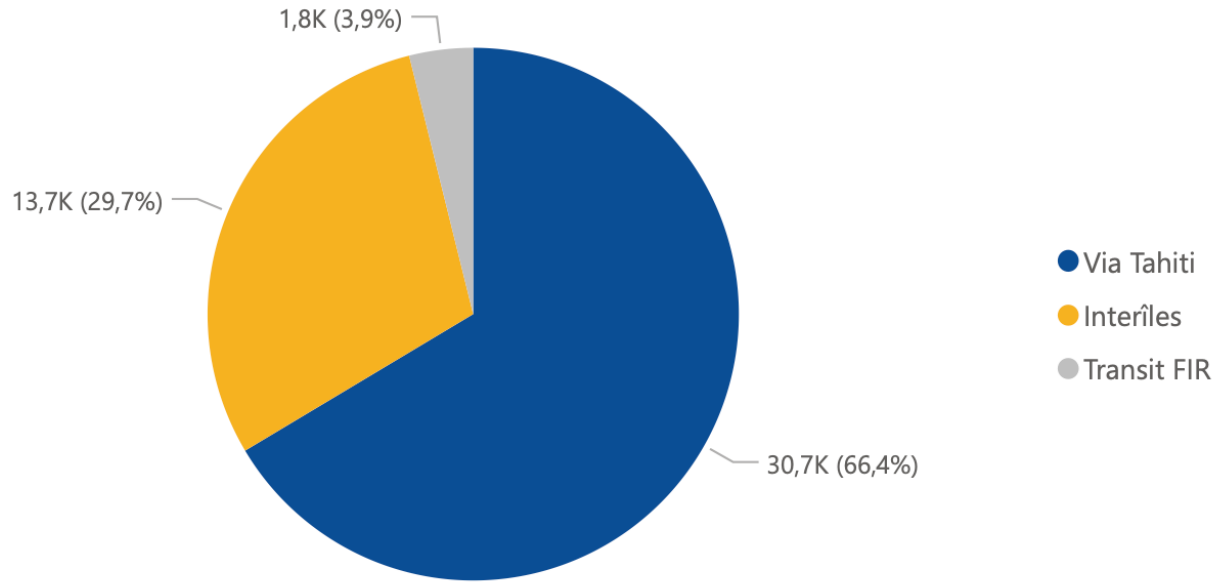
D, E and G airspace below



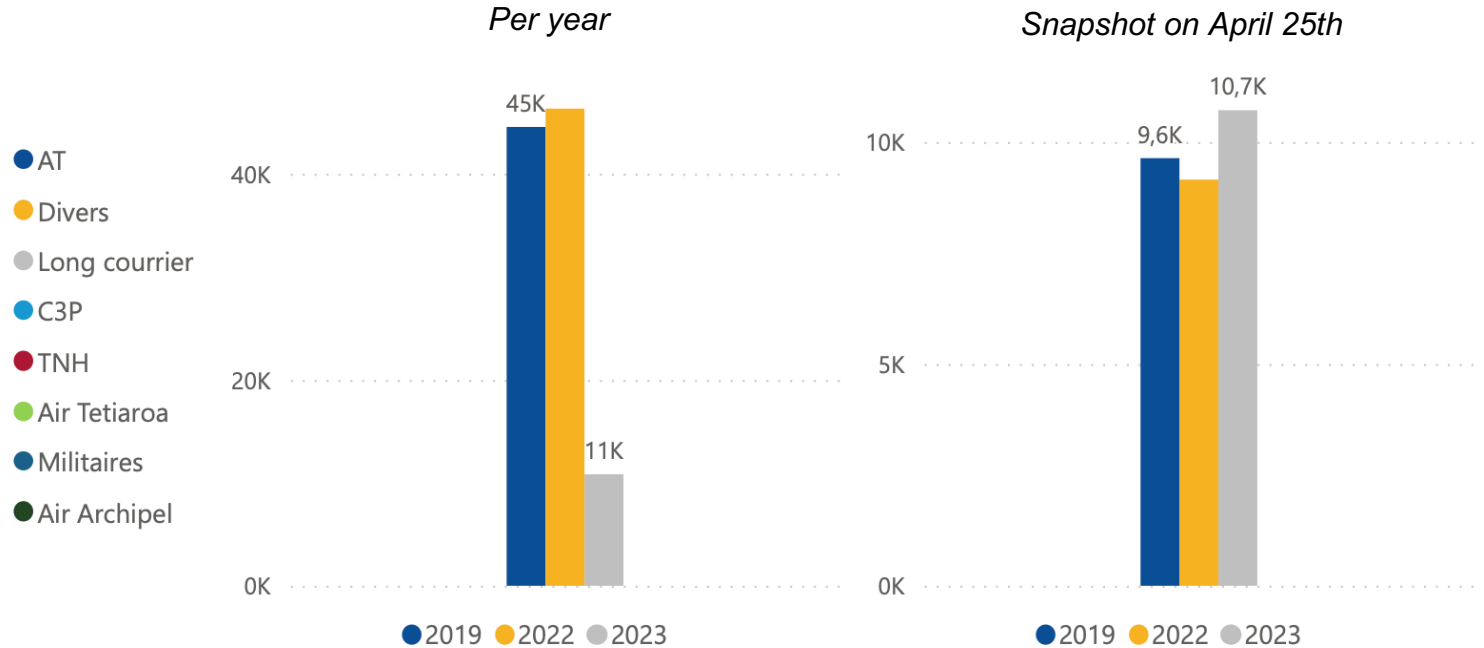
# Traffic figures



# Traffic figures



# Traffic figures





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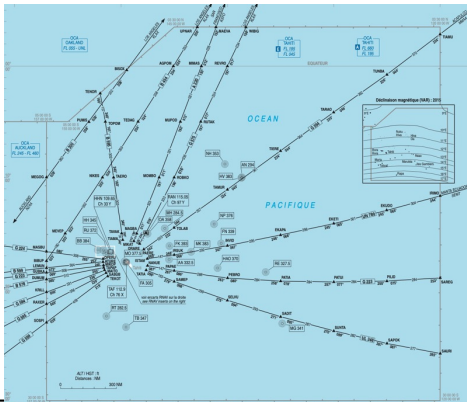
# ATM organization & Evolution



# ATM organization

One single en route sector

- International transit
- Approach for NTTB, NTTR and NTHH



One approach sector

For Tahiti / NTAA



Local

Single Pre flight -Ground position



# ATM services

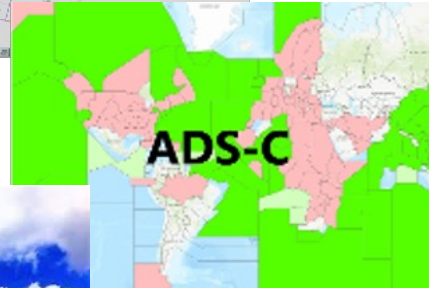
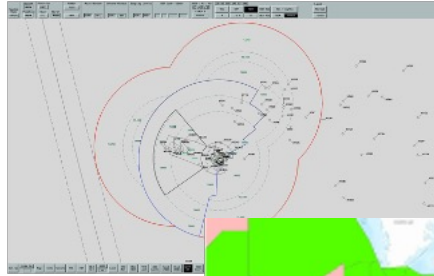
## Seps

- 5 NM
- 30 NM lat/long



- Some GNSS sep
- Procedural

## Surveillance



## Comms



VHF

HF

Direct ⚡



# ATM system

## Current systems

Thales Eurocat X

Age

Technical limitations



## Requirements

Integration of multiple  
surveillance sources

Multiple coms capability

Future-proofing

Flexibility and adaptability

## Challenge



Oceanic, en route, approach,  
tower capabilities

Costs





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**Challenges**

CHALLENGES	ATM	Surveil	Nav	Coms
Short term 1-2 Y	New ATM system	Decommission 2ary radar Ground based ADS-B	Increase implementatio n GNSS procedures	Digital infrastructure for radio coms
Middle term 3-10 Y	NOTAM prod via EAD	Space based ADS-B	Reduced number of conventional procedures Free route and DARP	
Long term 10 Y+				End of HF Space based VHF



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**Thank you**

