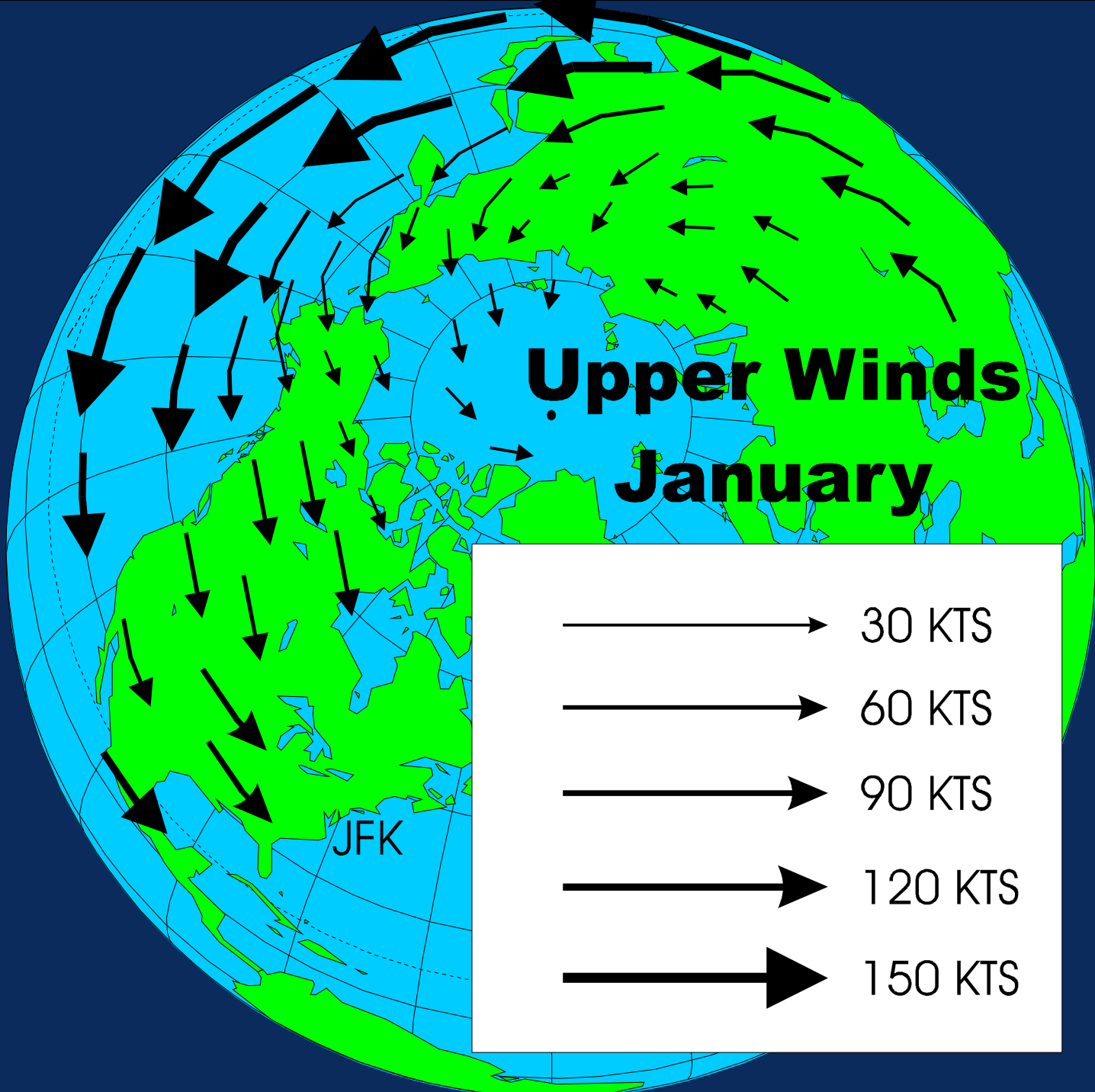




# RVSM over the Arctic Oceanic Airspace

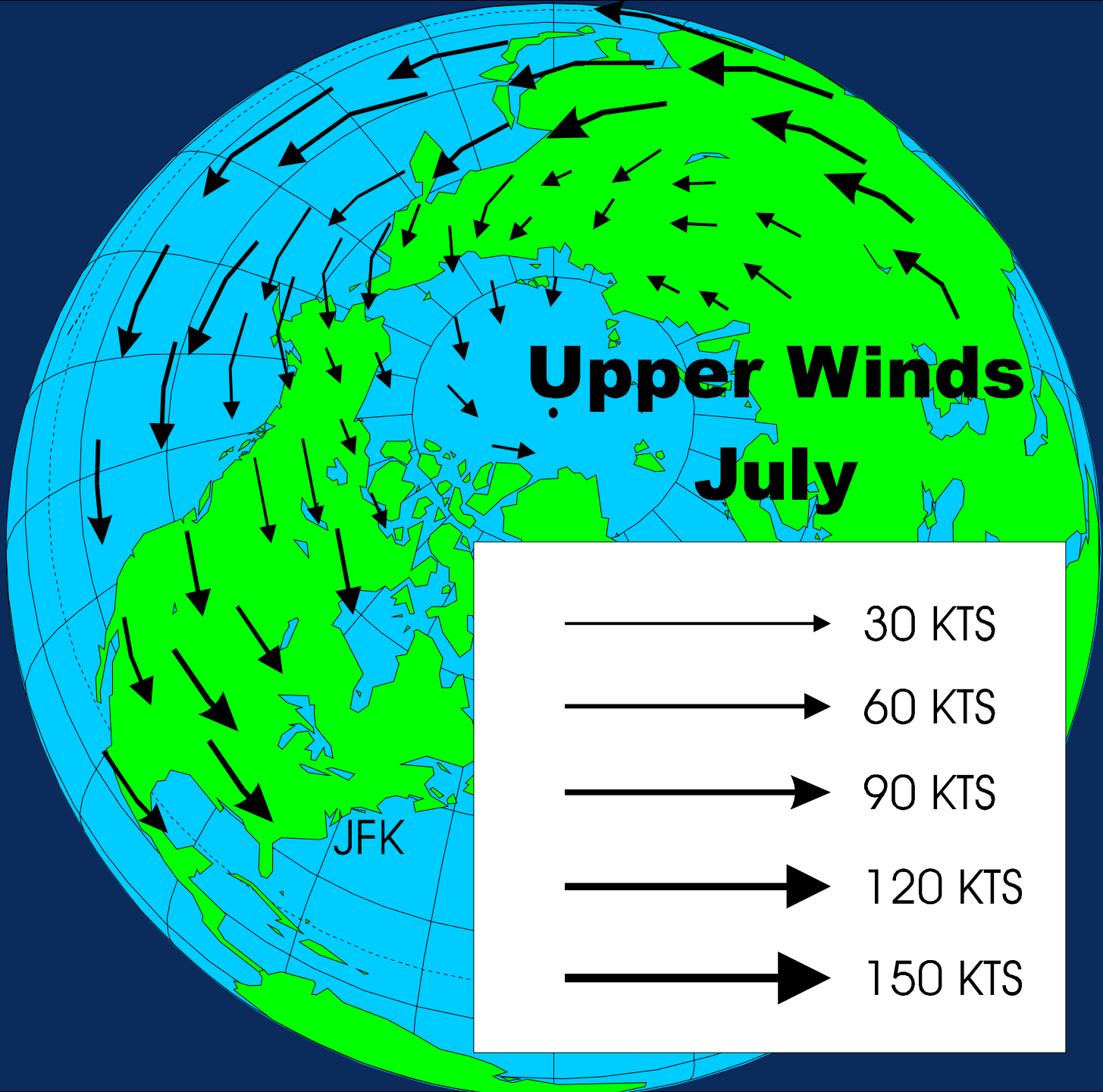




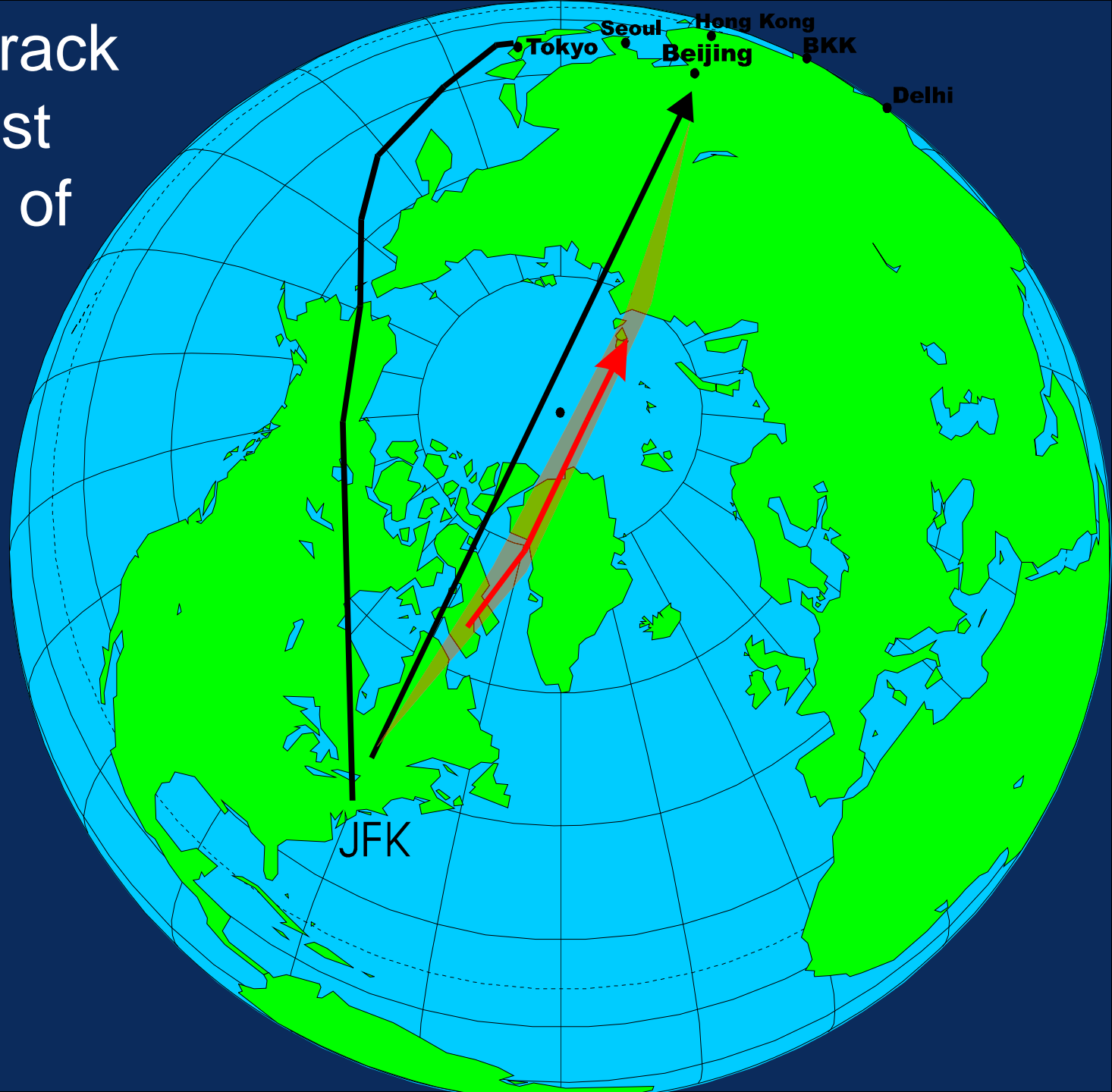
# Upper Winds January

JFK

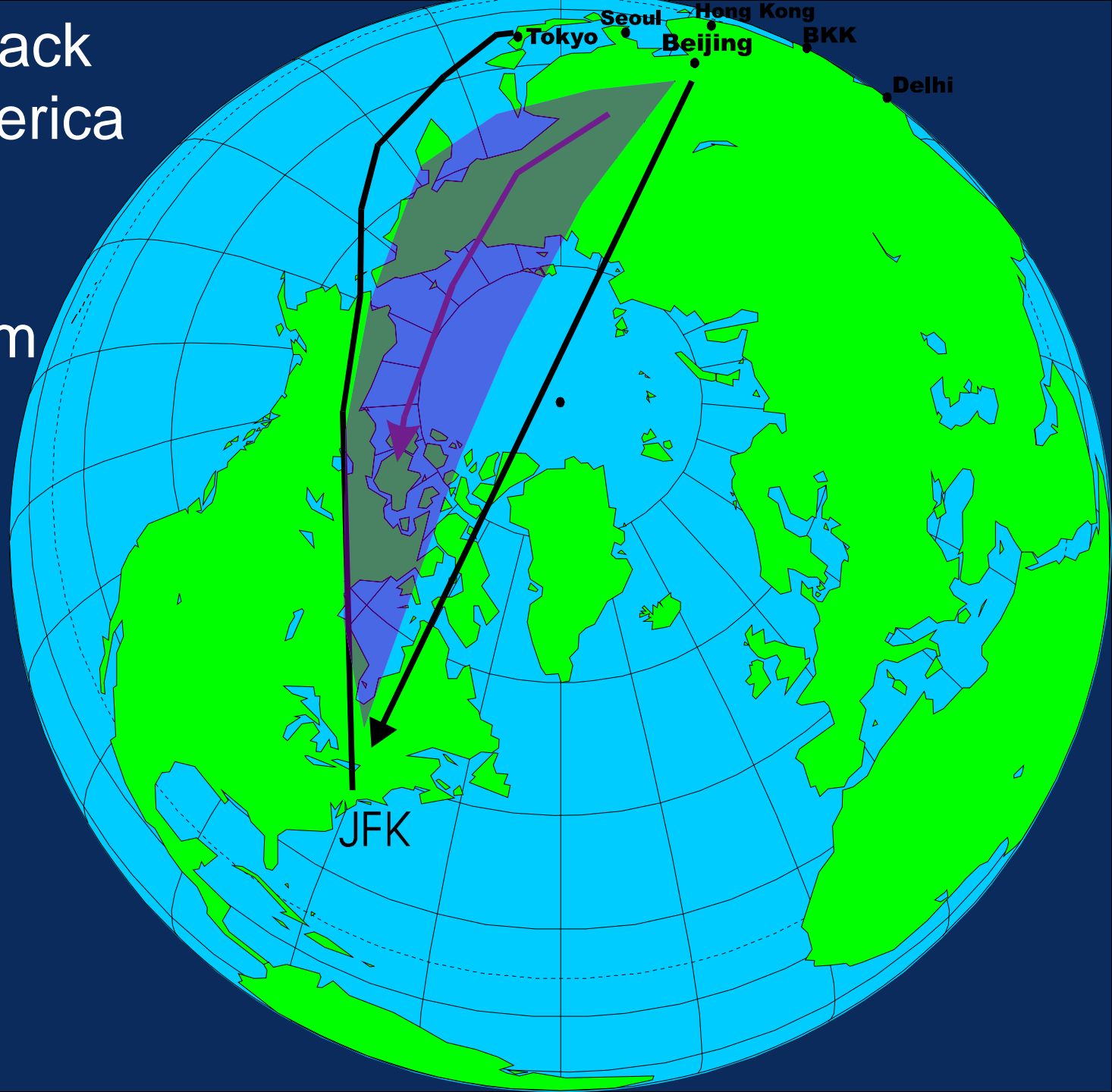
- 30 KTS
- 60 KTS
- 90 KTS
- 120 KTS
- 150 KTS



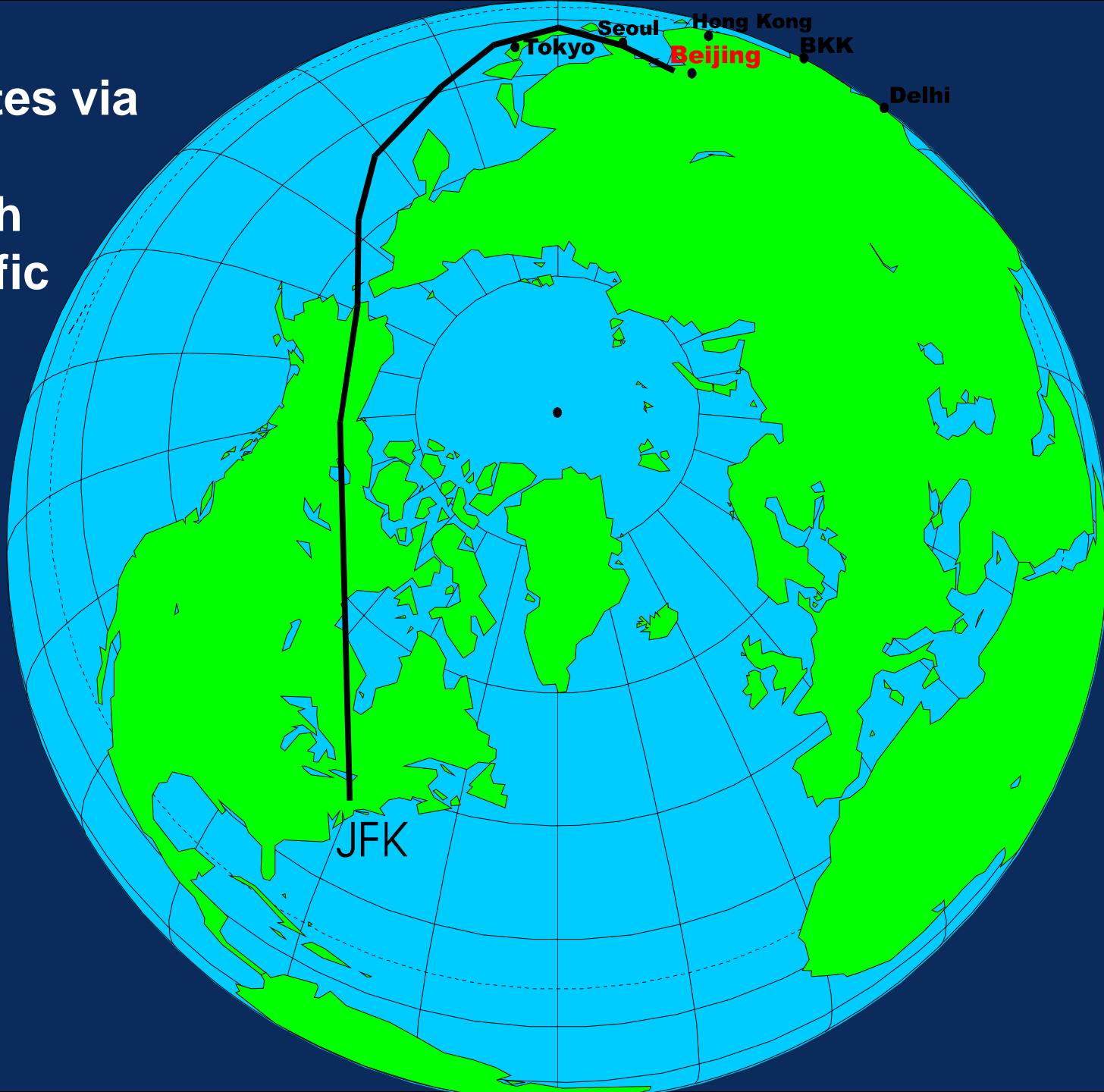
Preferred Track  
to Asia is just  
to the 'east' of  
the North  
Pole



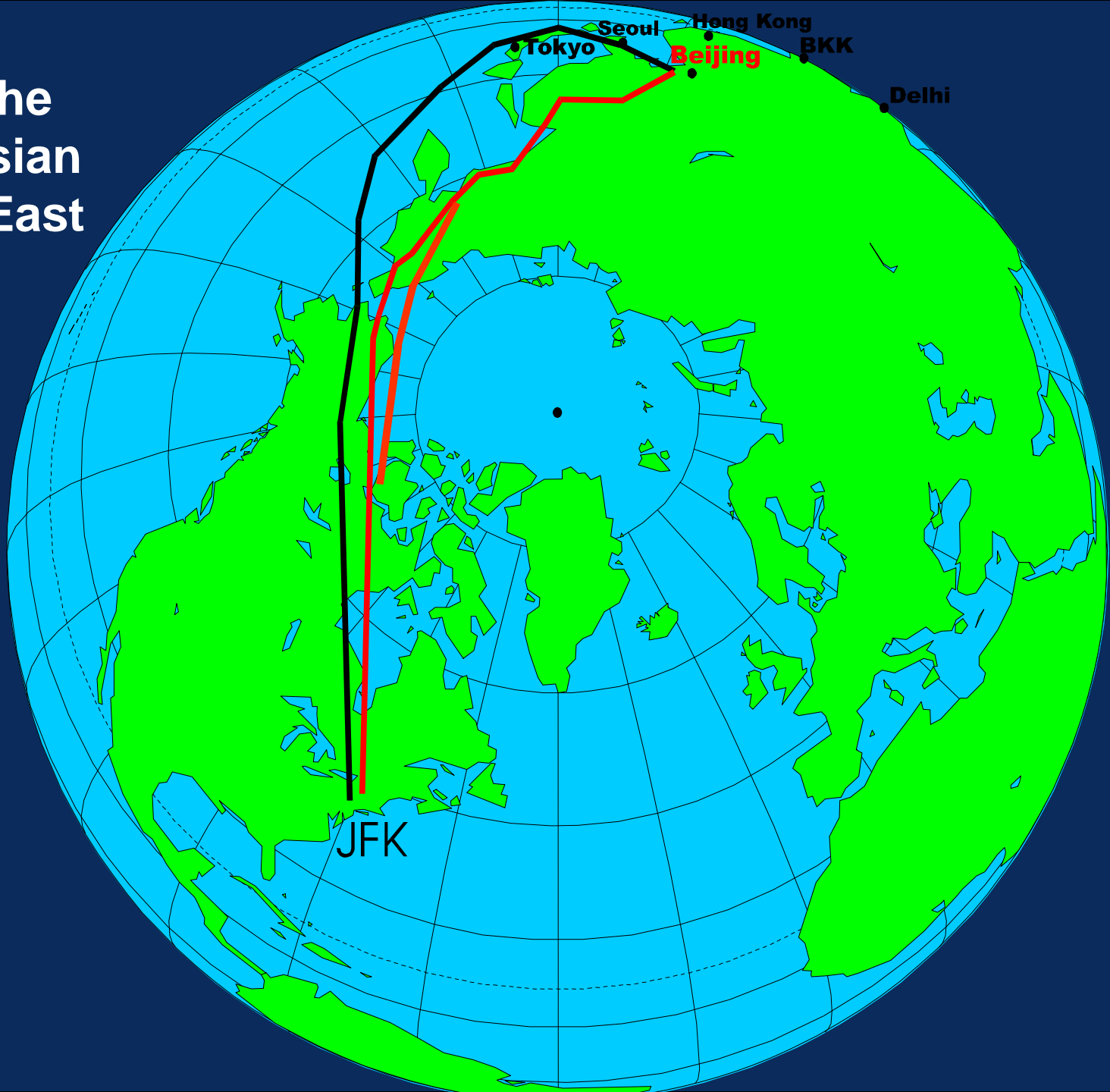
Preferred Track  
to North America  
is to ride the  
tail winds of  
the jet stream  
which is  
significantly  
west of the  
North Pole.



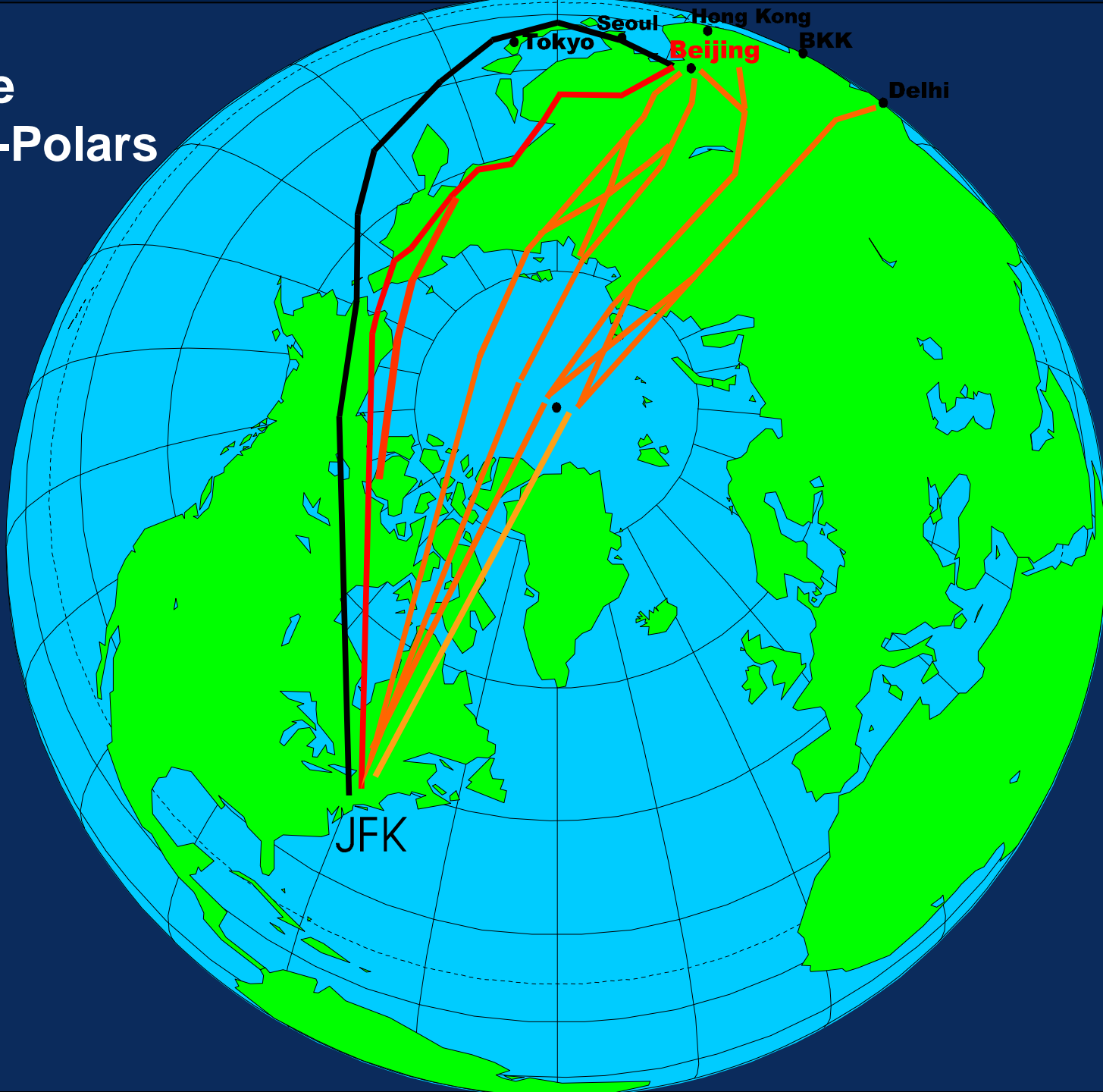
# Routes via the North Pacific



Via the  
Russian  
Far East

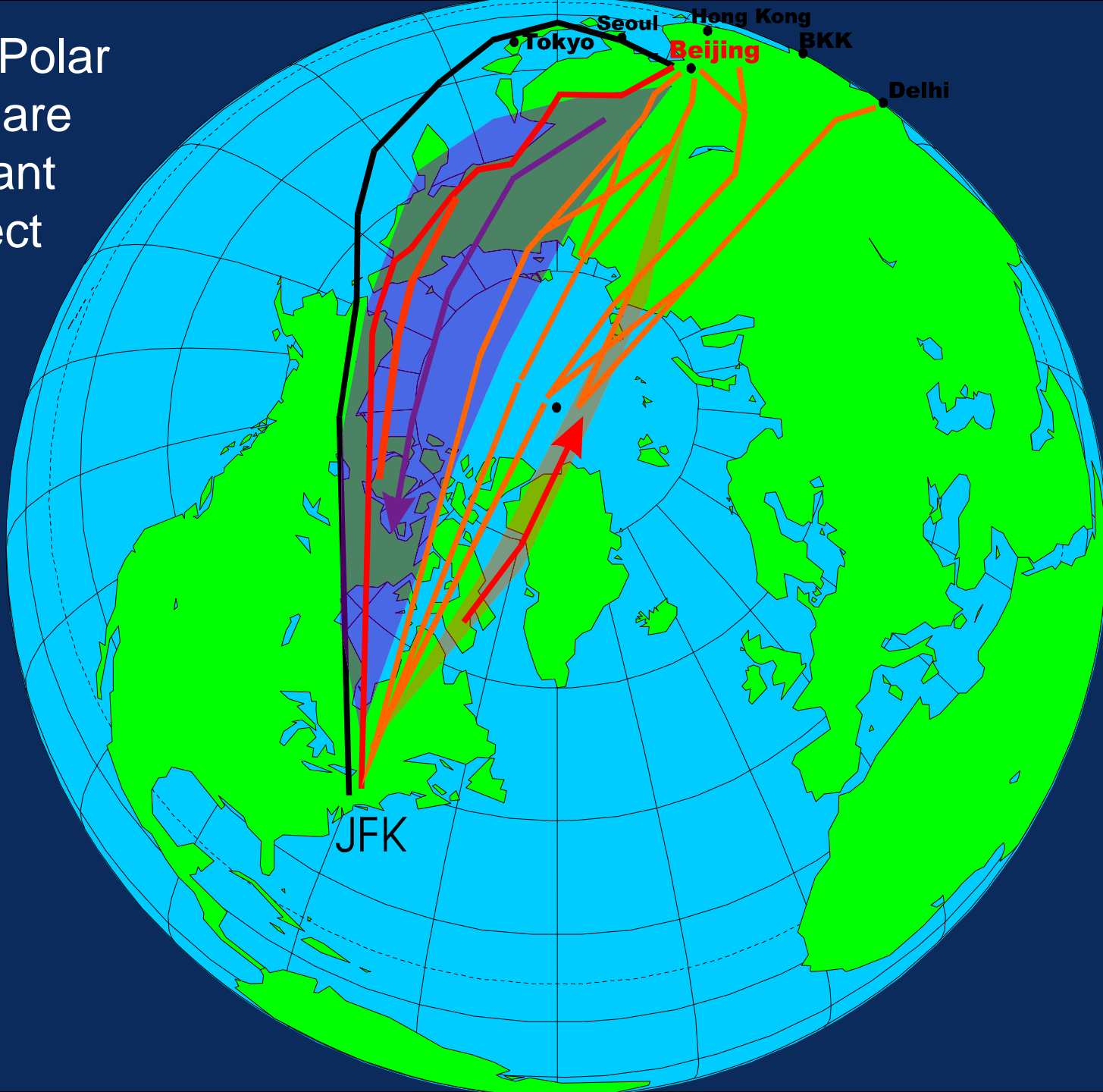


# Via the Cross-Polars





Cross-Polar routes are important for direct flights



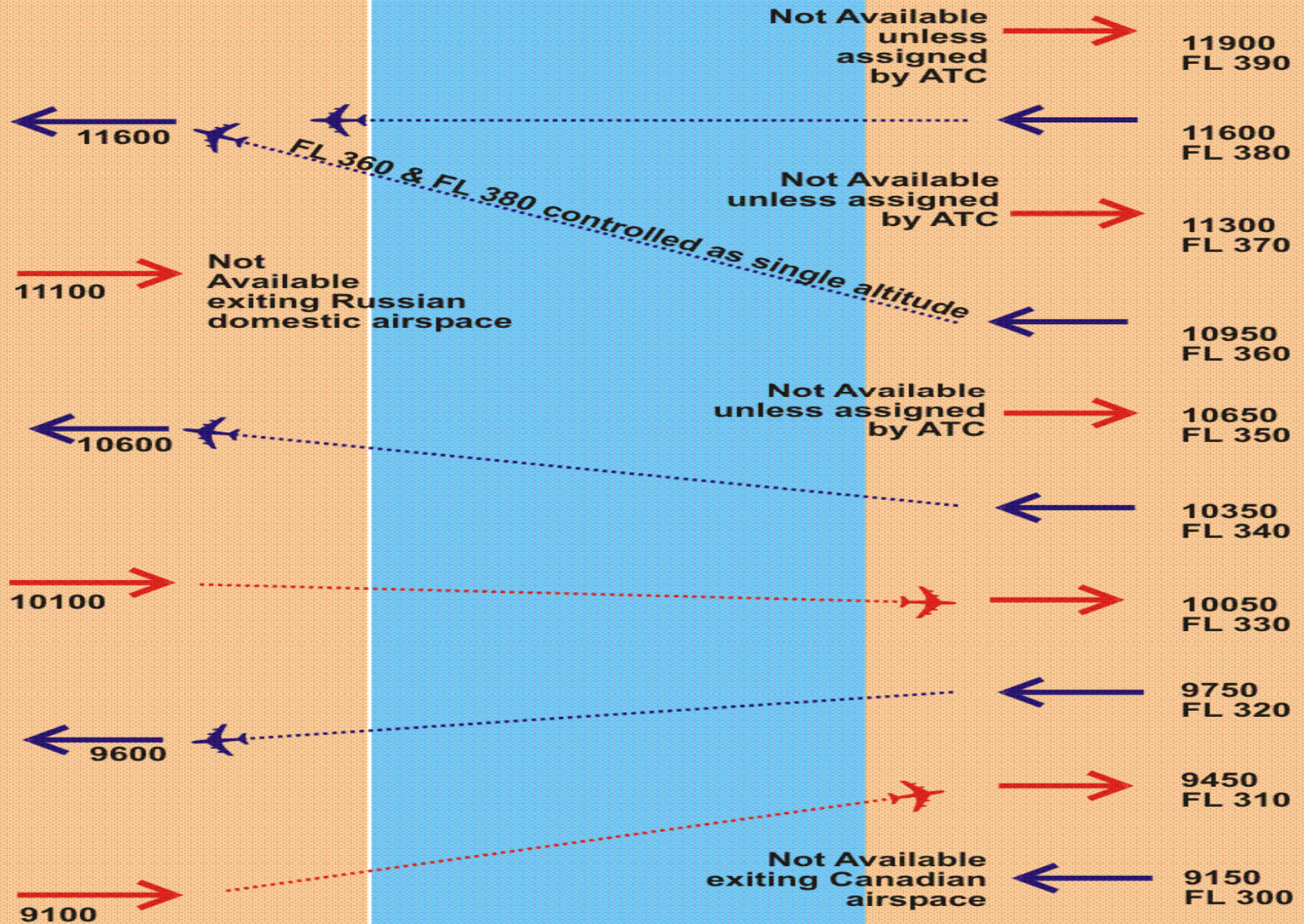
## Cruising Levels today to Asia

- Cross-polar flights to Asia outnumber flights to North America
- FL300, FL320 and FL340 available
- FL380 available but not practicable
- FL360 is desired but unavailable
  - Results in wasted fuel

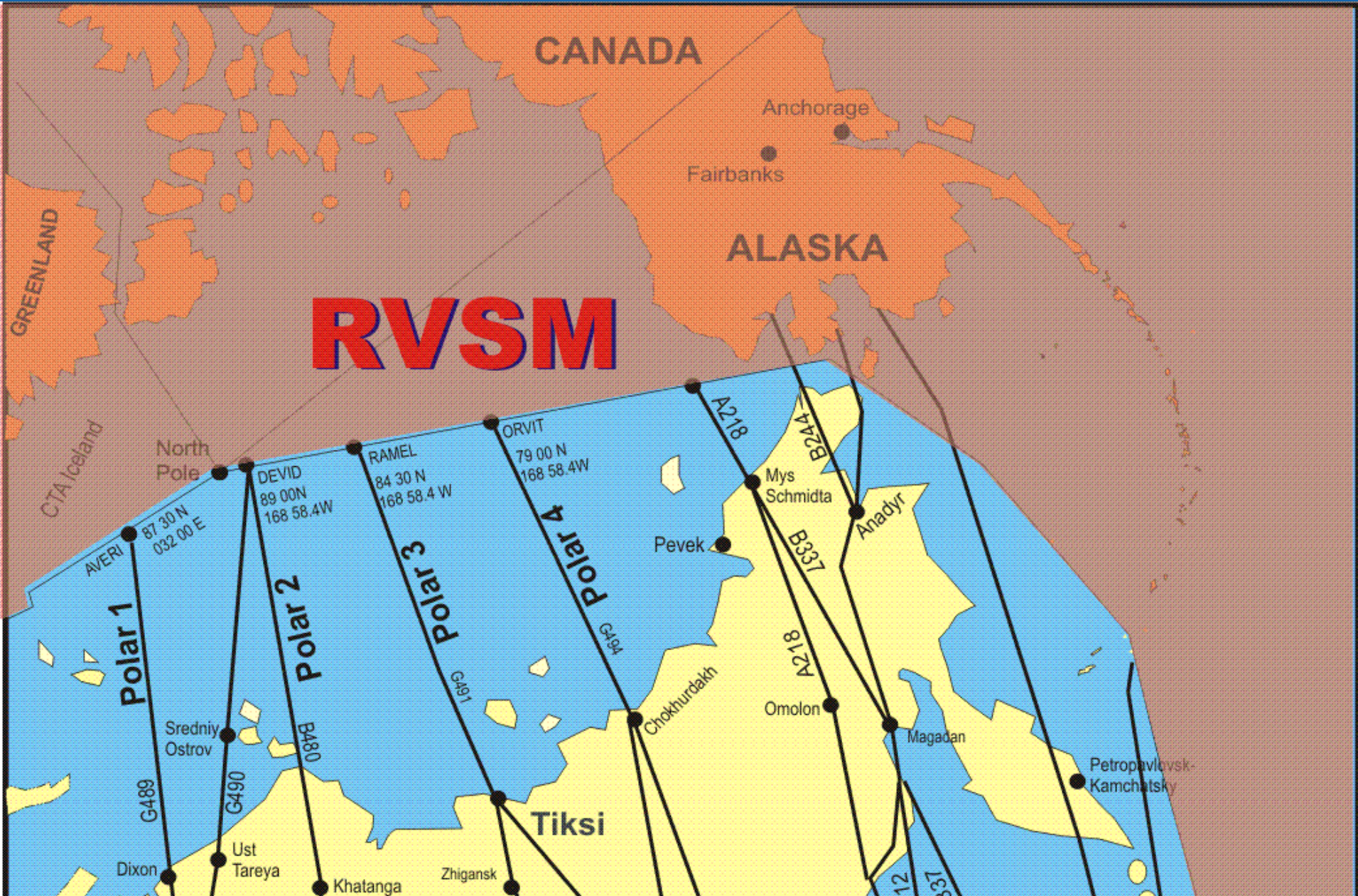
# Russia Sovereign Territorial

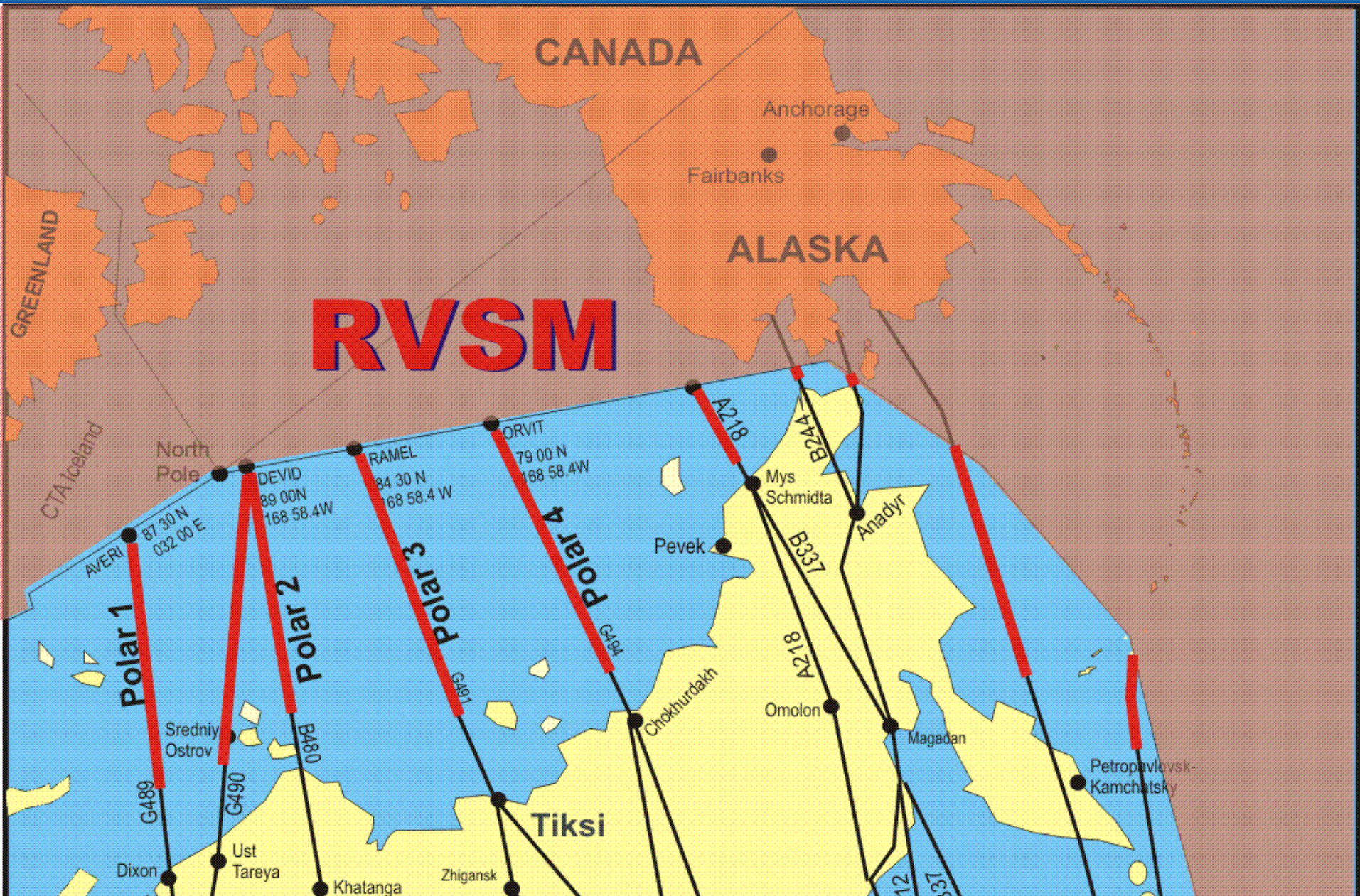
# Oceanic RVSM Transition Area

# N. American Airspace





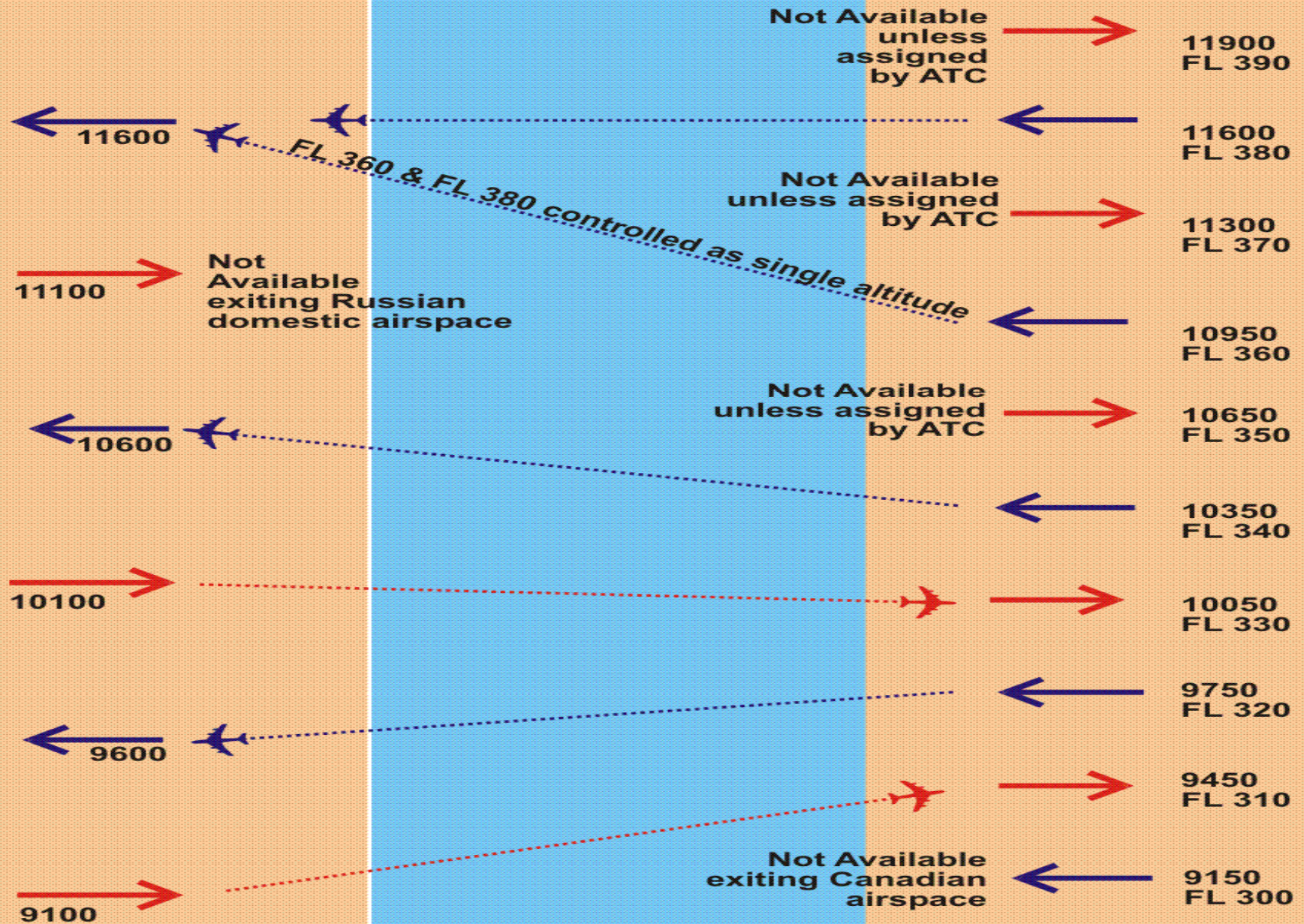


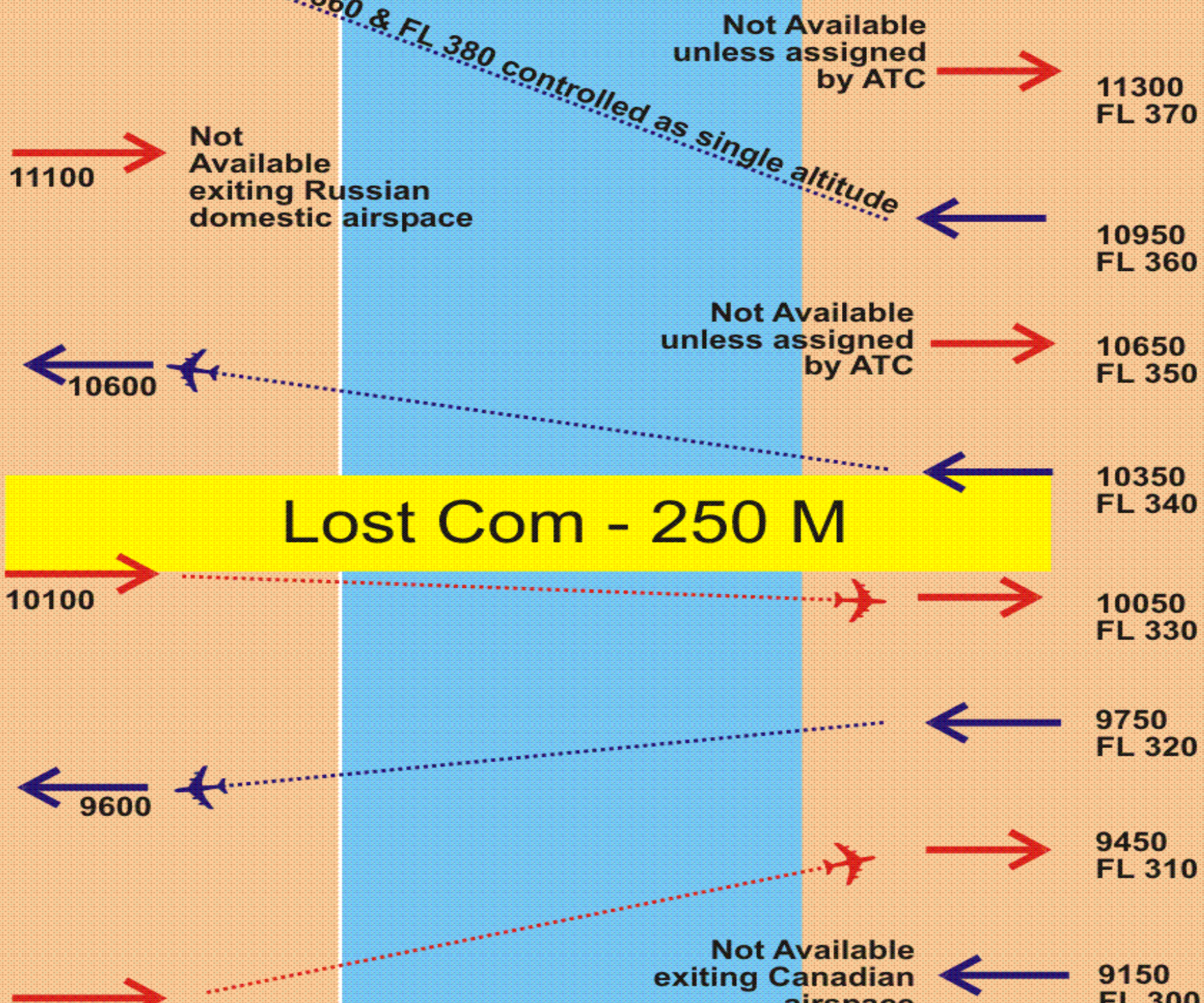


**Russia  
Sovereign  
Territorial**

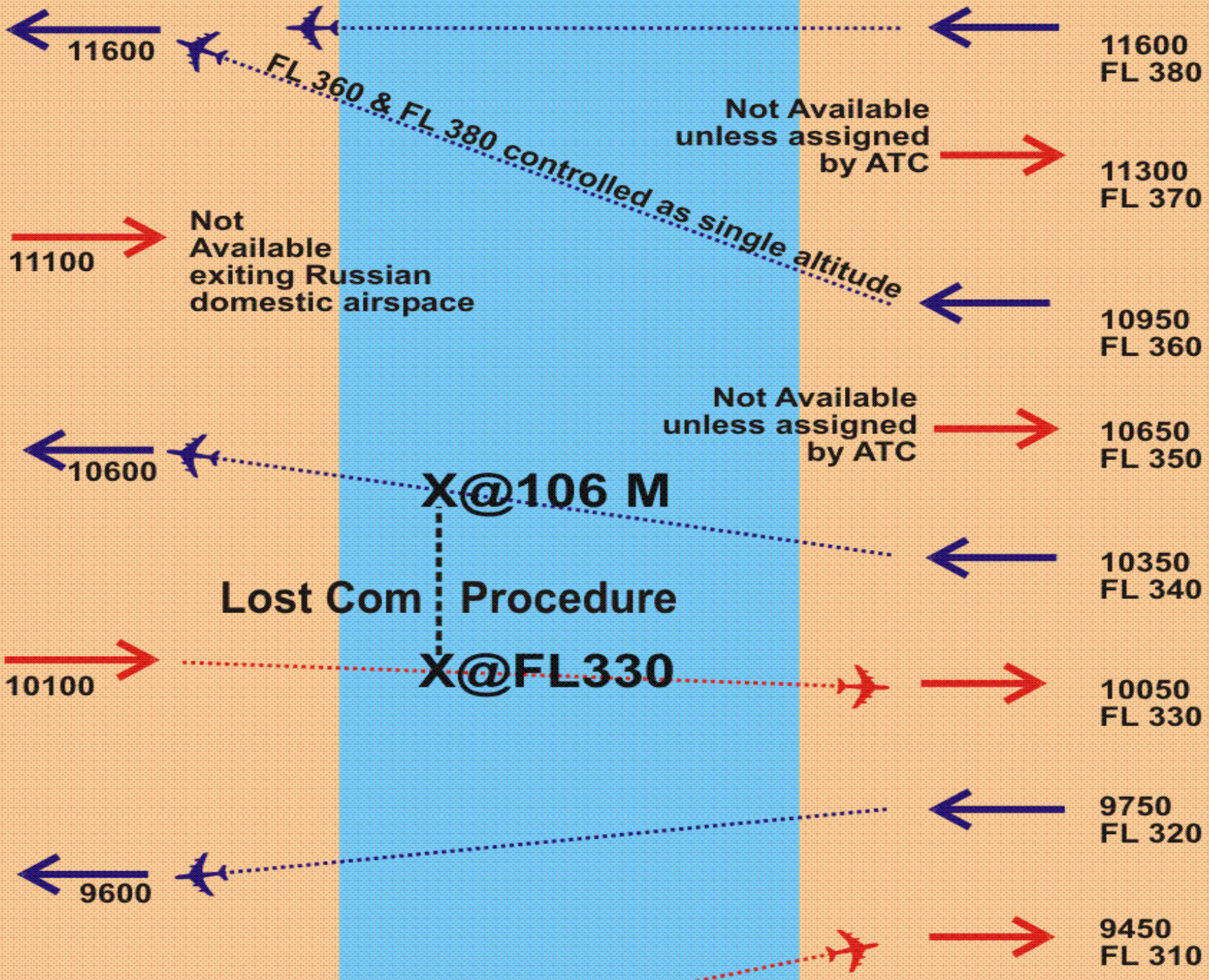
**Oceanic RVSM  
Transition Area**

**N. American  
Airspace**









11600

*FL 360 & FL 380 controlled as single altitude*

Not Available unless assigned by ATC

11100

Not Available exiting Russian domestic airspace

11600  
FL 380

11300  
FL 370

10950  
FL 360

Not Available unless assigned by ATC

10650  
FL 350

10600

**X@106 M**

Lost Com Procedure

10350  
FL 340

10100

**X@FL330**

10050  
FL 330

9600

9750  
FL 320

9450  
FL 310

# Other Options

- Part-time altitude restrictions
  - Example: 11,000 available 1800-2359 UTC
- One Way Tracks

