

CPWG/28

UNITED Airlines Report

A STAR ALLIANCE MEMBER 

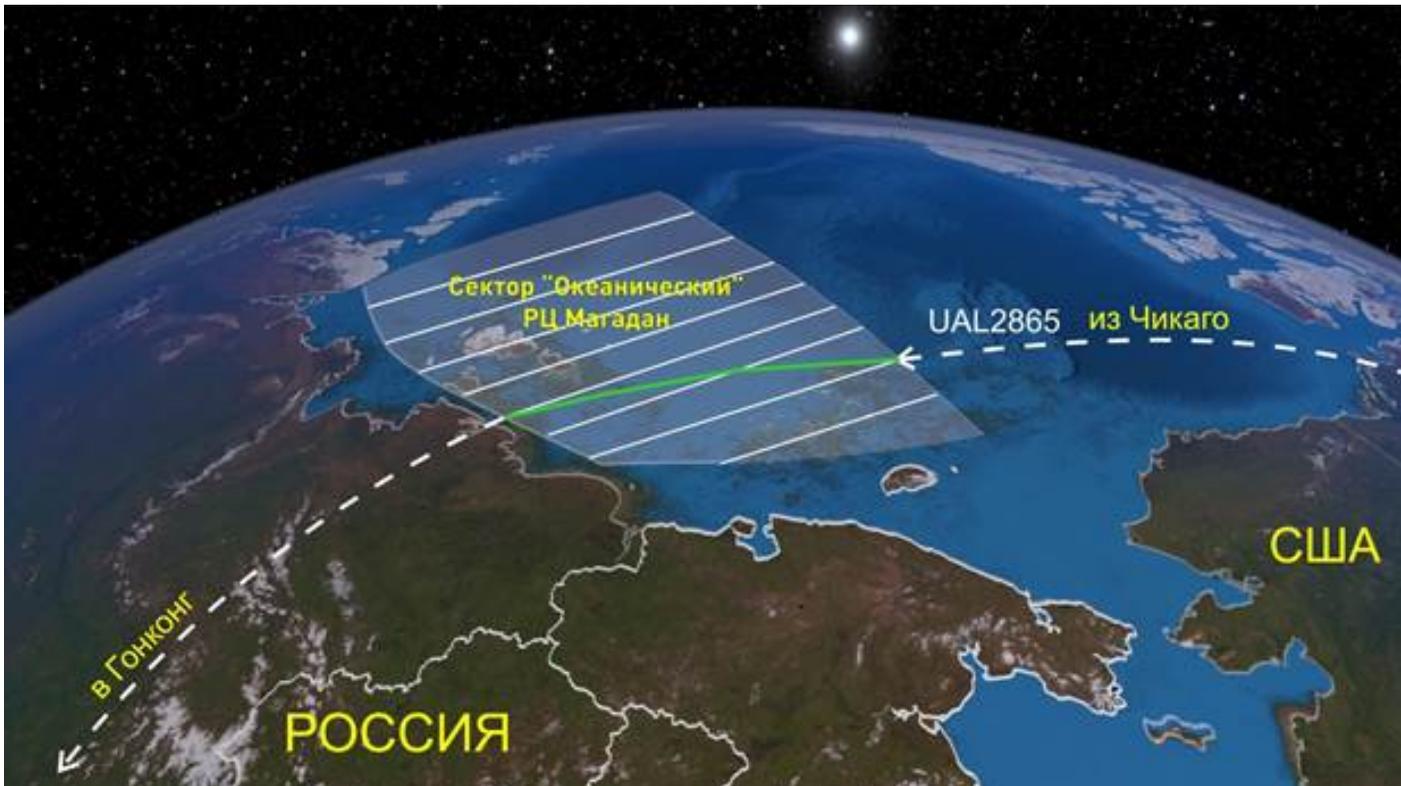
UNITED 

UAL Status

- Update on COVID Impacts
 - Overall number of flights at 40% YOY - projected returns of domestic routes are improving.
 - Short and medium international leisure/vacation routes are returning at an optimistic pace, but long haul international routes are much slower due to lack of business demand and border closures due to prolonged COVID measures.
 - China/HKG/Japan flights are no exception, subject to regulatory and government coordination, NRT/ICN/TPE passenger services resumed as a very reduced frequencies per week from SFO.
 - Cargo opportunities mostly through GUM/NRT and adhoc charters.
- Fleet transformation post COVID-19
 - Primarily the B787-8/9/10 and B777-300ER flying the long haul routes.
 - Continuing to receive the B787 this year, all flying.
 - 35-40 777-200ERs currently parked in the desert or sitting at idle. They are mostly at 20-25 years old.

HATS OFF TO MAGADAN

- On June 3, United Airlines flight 2865 from ORD to HKG (Hong Kong) flew the first-ever user preferred route (UPR) over Magadan Oceanic, a first step toward further reducing our fuel emissions, fuel costs and flight times on routes between the United States and Asia.

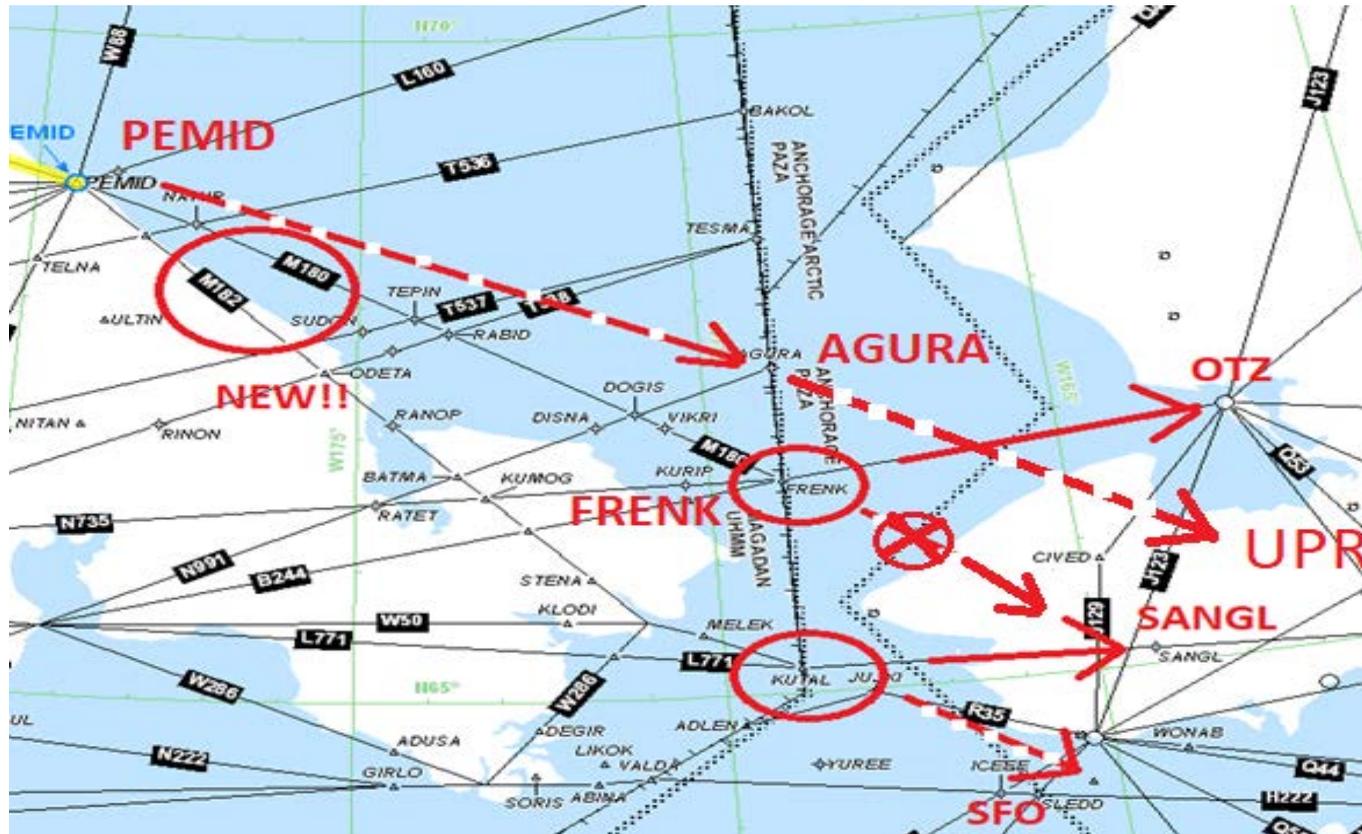


HATS OFF TO MAGADAN

- Typical savings in 30 nautical miles flown, 5 minutes from the original flight time and reduced our fuel burn by 1,760 and associated costs. CO2 emissions reduced by 5,440 pounds per flight basis.
- Over the course of a year, in would save United Airlines 7000 minutes, 24,600,000 pounds of fuel, and 76,160,000 pounds of CO2 emissions (pre-COVID data)
- Flights to/from China would benefit the most.
- Better connectivity to ICN/NRT/HND in the winter season.
- Unfortunately very little presence in the airspace due to COVID-19 route cancellations the projected benefits are not actualized.
- As of November, single daily ORD-PVG cargo flight in the airspace.

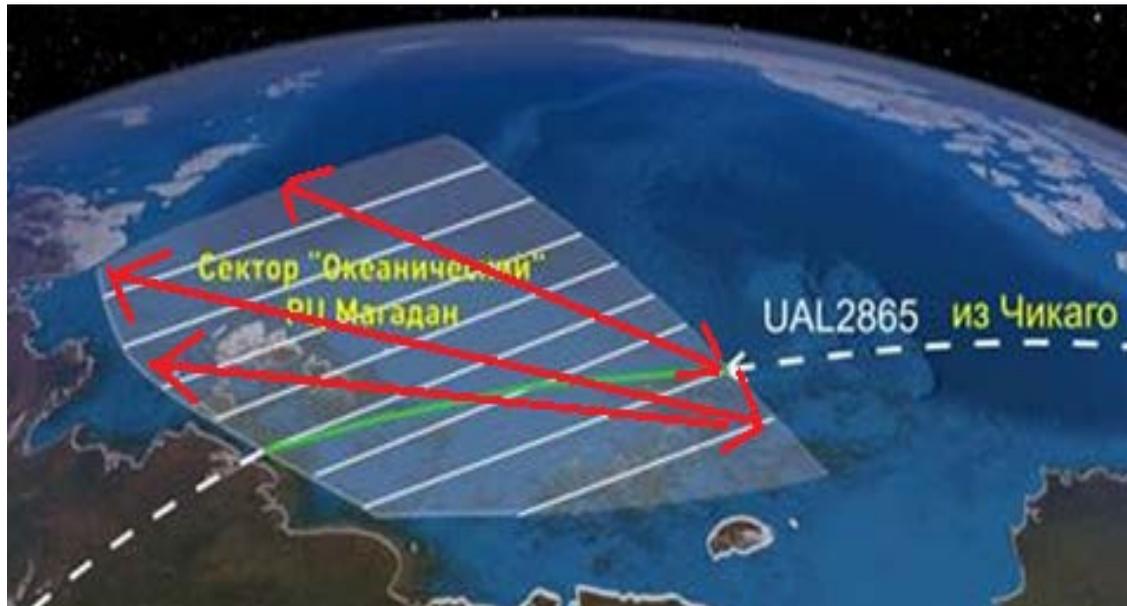
HATS OFF TO MAGADAN – in less than 1 YEAR

- Great coordination between Magadan/Anchorage able to save 10 mins. Possibly the first DCT routing within Russian airspace (PEMID DCT AGURA). Frequently used for DEL-SFO. Airway expected on 03DEC.



Looking into the future - Magadan Oceanic UPR

- Magadan Oceanic is accepting UPRs using entry/exit points between Magadan/Anchorage FIR and Yakutsk FIR boundary waypoints. Any possibilities of considering additional UPR trajectories?
- Recommend adjacent airspace to consider adjusting to increase benefit.
- PAZA may conduct a paper trial to analyze their restrictions.
- Specific exploratory route proposals and analysis are available upon request.



The End

*Thank
you!*

