

CPWG/29

Polar Flight Feedback



AIC176 KSFO-VOBL 10 Jan 2021

All Women Cockpit crew

As the newest member of the cross polar world we operated this Polar flight with an all Women Cockpit Crew.

Suggestions:

What worked well:

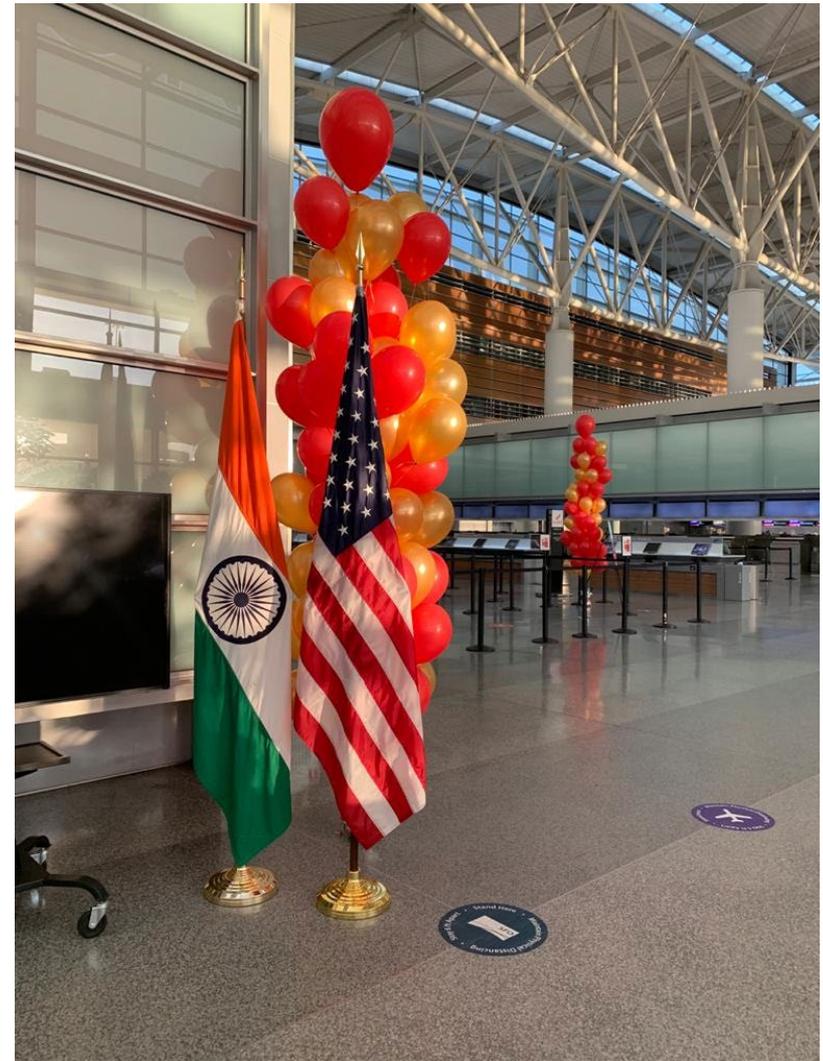
- FAA AC 120-42B, 120-52 and 120-61
- Boeing Polar Story Doc in AERO 16
- Very useful Experience sharing with IATA



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- Situational Awareness & Weather updates,
- Diversion airports related,
- Flight Efficiencies.



Weather Updates & Situational Awareness

- VOLMET (HF) frequencies to provide polar alternate **weather in English** (like over Atlantic and Pacific - periodically TAF, SIGMET and METAR)
- Provision to check solar storms, increase in radiation activity, Lower than forecast temperatures, Movement of Cold front may also be transmitted by ATC station / VOLMET
- **HF to have phone patch facilities**
- More ADS-C/CPDLC stations (in Russia) will lead to better surveillance & Communications.



Diversion Airports



- QFE operation has changed in many Russian stations, However, we would request QNH to be the regular norm.
- Normative braking reports on certain stations to be reported in ICAO standard braking index.
- Firefighting category to be raised to 9 or 8 or acceptable levels/ prioritized in airport development planning where possible .
- Svalbard airport to be available for diversion even on non-watch hours on request.

Flight Efficiencies



- Blocking of levels to be permitted - in Canadian and Russian airspace .
- Explore possibilities of more direct routings to/from India to connect Polar routes.

Benefits of Polar Routing

- Fuel: 6.5 to 7 Tons
- Carbon foot print: 22 Tons
- Flight time: 55 Min to 01 Hour
- Because of the success of this flight, we are exploring
 - Delhi-Vancouver -Delhi
 - Hyderabad-Chicago-Hyderabad





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THANK YOU