

**Sixteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group  
(CPWG/16)**

(Ottawa, Canada 3-6 December 2013)

**Agenda Item 5: Provide Status on CPWG/15 Actions**

**Proposal to Modify the Russia Form R  
(Action Item CP04-35)**

(Presented by IATA - United Airlines)

SUMMARY

This working paper presents information for the Group's consideration. IATA would like to suggest a change to the current requirement by the Russian Federation, in submission of Form R requests for the Summer and Winter seasons. Currently all route pairings are listed between requested entry and exit fixes along the Russian FIR for each flight. One particular flight (UAL835) has 150 entry/exit pairings listed on the Form R. This paper proposes a change in this requirement to only list all requested entry and exit fixes for a particular flight, therefore simplifying the Form R and reducing workload for all concerned.

**1. Introduction**

1.1 The current requirement to list all entry/exit fix pairings within the Form R can result in an excessive number of combinations, notably 150 combinations for UAL835 for Summer 2013 season. This is due in part to the increased capability of operator flight planning systems to create optimum routings on a given day within the Russian Federation ATS route structure and the continued work of the Russian Federation that provides more routing options to operators.

1.2 As more entry and exit fixes are established along the Russian FIRs, it is likely that these entry/exit combinations will continue to increase.

**2. Discussion**

2.1 This paper proposes that rather than listing all combinations (pairings) of entry and exit fixes for a particular flight, that the Russian Federation consider a change that would only list the requested entry and exit fixes for a particular flight in the **“Alternative ATS flight route in the airspace of the Russian Federation”** within the Form R. This would reduce the complexity of both the R Form process for operators and the Russian Federation.

2.2 In the example of UAL835 R Form for Summer 2013, there are 150 entry/exit combinations listed in the **“Alternative ATS flight route in the airspace of the Russian Federation”** section of the Form R. The total number of entry fixes is actually 27, and the number of exit fixes is 11. By only listing the entry and exits, the intent would be to be approved to fly between all these entry and exit fixes along ATS routes within the Russian Federation approved for international operators.

2.3 This process would ensure operators would not leave out any combinations, and make the process much more simplistic for all concerned. An example of the “**Alternative ATS flight route in the airspace of the Russian Federation**” section of the Form R for the Summer 2013 Season for UAL835 is provided, along with the suggested change to only listing entry and exit fixes.

**Current: “Alternative ATS flight route in the airspace of the Russian Federation”**

BESAT BISIV; VALDA MAGIT; ERNIK MAGIT; PILUN ANIMO; VALDA AKSUN; PILUN LUMIN  
VALDA ANIMO; KUTAL LUMIN; ERNIK ANIMO; PILUN IGROD; FRENK AKSUN; LISKI SIMLI  
FRENK ANIMO; VALDA NULAR; ERNIK NULAR; PILUN NULAR; ERNIK AKSUN; PILUN SULOK;  
FRENK NULAR; LISKI NULAR; AMATI MAGIT; PILUN MAGIT; NIKIN AKSUN; PILUN SIMLI  
BAMOK ODERI; FRENK MAGIT; LISKI ANIMO; RUSOR ANIMO; PILUN AKSUN; BAMOK NULAR  
RAMEL IGROD; RAMEL SULOK; LISKI SULOK; RUSOR MAGIT; KUTAL AKSUN; ADEMA SULOK  
DEVID SERNA; ORVIT SULOK; KUTAL SULOK; RUSOR NULAR; KUTAL MAGIT; ADEMA SERNA  
RAMEL SIMLI; ORVIT SIMLI; VALDA SULOK; RUSOR IGROD; VALDA LUMIN; ADEMA LETBI  
ABERI SERNA; ORVIT AKSUN; FRENK SULOK; NIKIN NULAR; FRENK LUMIN; PIREL SIMLI  
ORVIT IGROD; NIKIN SULOK; ERNIK SULOK; RUSOR AKSUN; LISKI LUMIN; PIREL SERNA  
NIKIN SIMLI; KUTAL NULAR; BESAT MAGIT; LISKI AKSUN; ERNIK LUMIN; PIREL SULOK  
KOKES ODERI; KOKES BISIV; KOKES ANIMO; LUMES ANIMO; LUMES BISIV; KUNAD ODERI  
LUMES MAGIT; LUMES SIMLI; BAMOK ODERI; BAMOK BISIV; BAMOK ANIMO; BAMOK MAGIT  
LURUN LUMIN; LURUN IGROD; LURUN ANIMO; LURUN AKSUN; LURUN SULOK; LURUN NULAR  
KOMEL SERNA; KOMEL SIMLI; KOMEL SULOK; AGATA SULOK; AGATA SERNA; NIRUT SULOK  
MAGUN SERNA; LURUN SERNA; MAGUN SULOK; LURUN SIMLI; MAGUN SIMLI; AMATI SIMLI  
NALIM IGROD; AMATI SERNA; NALIM SERNA; AMATI LUMIN; NALIM SULOK; AMATI IGROD  
NALIM SIMLI; AMATI ANIMO; PINAG SIMLI; AMATI AKSUN; PINAG SULOK; AMATI SULOK  
PINAG IGROD; AMATI NULAR; PINAG AKSUN; BAMOK NULAR; BAMOK SIMLI; LURUN MAGIT  
NIRUT SERNA

**Proposed: “Alternative ATS flight route in the airspace of the Russian Federation”**

**Entry:** DEVID NALIM LURUN RAMEL PINAG NIKIN ORVIT AMATI PILUN LISKI FRENK KUTAL  
VALDA ERNIK RUSOR BESAT BAMOK KOKES LUMES ABERI MAGUN PIREL AGATA KOMEL  
ADEMA KUNAD NIRUT

**Exit:** BISIV ANIMO NULAR ODERI IGROD SERNA SIMLI MAGIT LUMIN AKSUN SULOK

2.4 With the advancement in operator flight planning systems, more optimization of potential routes is possible, and the current method of listing entry/exit fix pairings is cumbersome for both operators and those responsible for the approval of the Form Rs

**3. Action by the Meeting**

3.1 The meeting is invited to:

- a. review the information contained in this Working Paper;
- b. endorse the information provided in this Working paper.