

**Eighteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/18)**

(Paris, France, 16-19 December 2014)

Agenda Item 6: ATS Route Catalogue

Proposal for Additional Wind Driven Connections for Newly Used Russian Transeast fix KOKES

(Presented by United Airlines)

SUMMARY

This working paper presents information for the Group's consideration about a proposal for additional wind driven connections for newly used Russian Transeast fix KOKES.

1. Introduction

1.1 Russian Trans east entry fix KOKES is an excellent option with Anchorage Oceanic's great help for multiple flights connecting to the Russian Federation Airway system. Current wind patterns strongly suggest a need for additional connections for greater utilisation of this fix within the Russian Federations airspace. *Additionally this would allow more options to avoid volcanic ash from the Kamchatka Peninsula volcanoes that have been very active lately.*

1.2 Currently we have multiple connections from KOKES within the Russia Federation, but if we are to utilize this fix more then we propose to remove the dead ends and doglegs which are not always helpful – but sometimes are depending on daily winds.

2. Discussion

2.1 Removal of dead-end/dogleg at IRKAN and connect to airway B804 will allow the option of avoiding headwinds (that are blowing northeast along airway G583) and connecting to multiple other airways that might also allow avoidance of North Pacific Headwinds (and volcanic ash avoidance). See below for depiction of KOKES B242 NK B327 to IRKAN with no options except to turn southwest on Airway G583. The only other connection is a Russian “domestic” airway W219 to UK.



2.2 The proposal as outlined above is to add IRKAN to OSMOR with crossing fixes on Airways B244(KOKUN?) and B241.

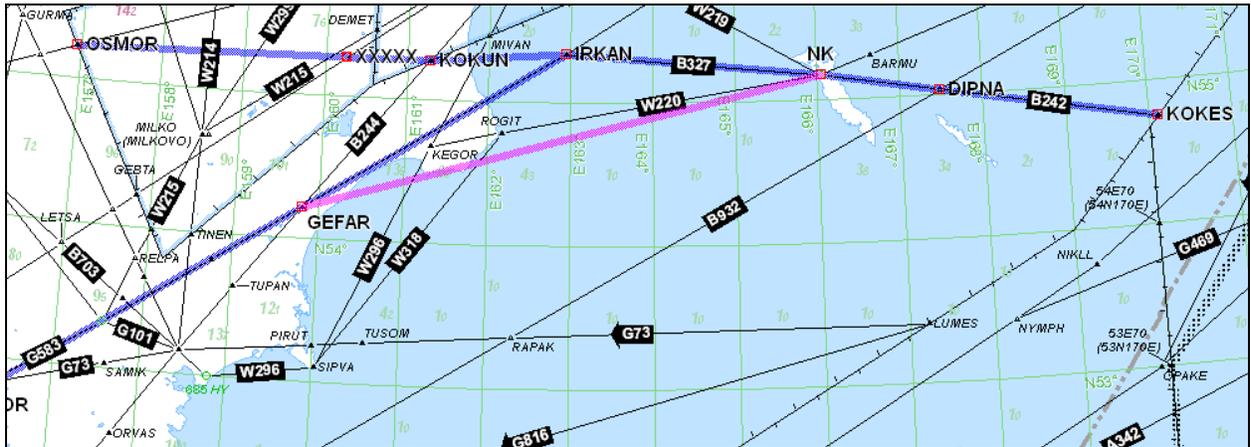


2.2 Additional proposal is DIPNA dct GEFAR or NK dct.GEFAR for avoidance of headwind/jet stream over North Pacific

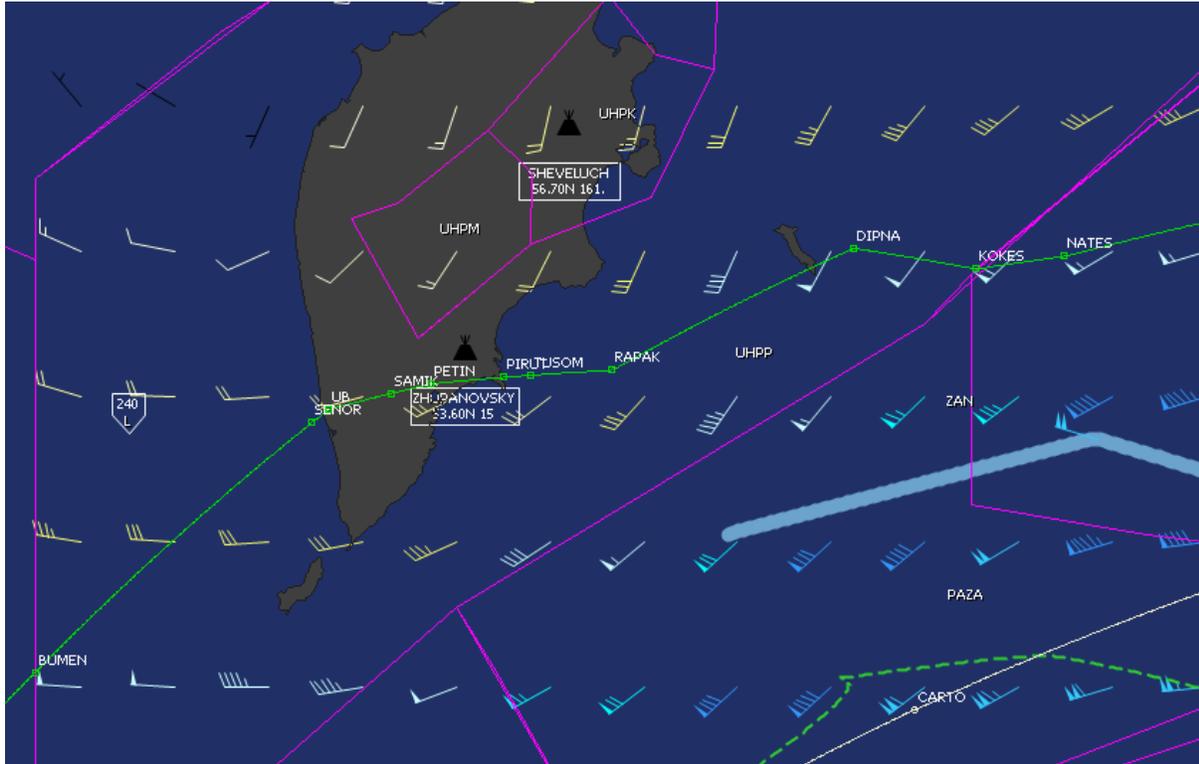
DIPNA dct GEFAR



NK dct GEFAR



Regular wind patterns (FL340) along this trajectory depicted below



Regular wind patterns along this trajectory depicted below with current airways overlaid.



SAVINGS – IRKAN dct OSMOR proposal.

Time saved – 5 minutes per flight.

Distance is NEGATIVE or 5 Nm longer (but avoids headwind on Airway G583)

Fuel saved – 1,000lbs

Emissions not produced – 3,100lbs

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 with suggestions on how to move forward with implementation which has safety as well as economic benefits.