

Tenth Meeting of the Pacific Project

(Anchorage, Alaska, 26 October 2015)

USER PREFERRED ROUTES EASTBOUND FROM RUSSIA INTO ANCHORAGE FIR

(Presented by IATA – United Airlines)

SUMMARY

This working paper presents information for the Group's consideration. User Preferred Routes (UPRs) have been very successful within the Anchorage FIR with entry into Russian FIRs and NOPAC westbound route structure. This paper proposes the use of UPRs eastbound from existing Russian/Anchorage entry/exit fixes through the Anchorage FIR to west coast destinations in North America utilizing primarily the Boeing 787 high altitude capability as currently is in use westbound within the Anchorage FIR to the either the NOPAC boundary fixes with Fukuoka ACC, and the Russian FIR boundary fixes. In addition to eastbound UPR changes, we would also like to propose a lower "initial" altitude of FL380 to be considered westbound, and FL390 eastbound to enable the 787-9 modes of aircraft that are substantially heavier than the 787-8 model.

1. Introduction

1.1 The current practice of planning User Preferred Routes within the Anchorage FIR that join NOPAC routes R220 or R580 are outlined in PAZA NOTAM - A0170/15. Aircraft with the capability of obtaining FL400 by 170W may UPR to the Fukuoka FIR entry fixes of either NIPPI or OMOTO.

1.2 The Boeing 787-8 model aircraft has utilized this UPR capability on many occasions, resulting in reduced flight time and reduced fuel burn and reduced emissions. It should be noted that the 787-9 model generally has less "high altitude" capability than the -8 due to its heavier weight.

1.3 There are several issues associated with this proposal as explained in the discussion following.

2. Discussion

2.1 **Westbound:** The 787-8 has demonstrated its ability to operate UPRs through the Anchorage FIR at FL400 by 170W that enable routings to the Fukuoka FIR fixes of NIPPI and/or OMOTO as outlined in PAZA NOTAM A0170/15. With more 787-9 models entering service, and with this aircraft being less capable of obtaining FL400 by 170W, we would like to propose that the requirement of FL400 be lowered to FL380 by 170W and/or to extend the capability

further west to 180E/W. This would result in a significant increase in optimal UPRs to westbound aircraft operating to the NOPAC and Russian Trans East entry fixes.

2.2 **Eastbound:** Currently UPRs from the Russian Trans East exits of RUSOR, BESAT and BAMOK into the Anchorage FIR are available to operators, however the FIR fixes of KOKES, LUMES, and KUNAD are uni-directional westbound only.

2.3 Our proposal is for the Russian Federation to consider these three FIR fixes (KOKES, LUMUS, KUNAD), and the associated ATS routes, as bi-directional for consideration of high altitude UPR operations.

2.4 In addition we propose the ability to cross the NOPAC system at FL390 (for optimum use) or if necessary at FL410. Both the 787-8 and 787-9 would be capable of FL410 at these FIR fixes due to the flight time from the Asian departure points. A crossing level of FL390 would provide added flexible, if that level can be considered by Anchorage as usable eastbound for unrestricted UPRs across the NOPAC.

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.