**Eleventh Meeting of the Cross Polar Trans East Air Traffic Management Providers’ Work Group (CPWG/11)**

(St Petersburg, Russia, 7-10 June 2011)

**Agenda Item 6: Communications, Navigation, Surveillance (CNS) and Air Traffic Management (ATM) Issues**

Impact of UNR1206 Activation

(Presented by Cathay Pacific on behalf of International Air Transport Association (IATA))

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| **SUMMARY**  This paper presents information on the impact of Polar routes via LETBI due to the restricted area UNR1206 in Irkutsk Flight Information Region (FIR) and develops the alternate routes for flight via MORIT into China’s airspace. |

1. **Introduction**

* 1. According to the statistic data for Cathay Pacific during the period between Nov10-Mar11, **80%** of their flights from North America (Toronto/New York) to Hong Kong were planned via waypoints **ABERI** and **DEVID**. **LETBI** and **SERNA** were the normal waypoints for exiting Russian airspace into Mongolia airspace. **12%** of flights were planned via **LETBI B480 MORIT** into China airspace.
  2. Restricted area UNR1206: 4500m (FL148)-20000M (FL657) is located on airway B480 north of Mongolia airspace was and is activated by NOTAM.
  3. This restricted area has become very active from Mar 11 with V series NOTAM issued by Irkutsk (UIII) typically 16 hours in advance. The restricted area was normally activated from 0000UTC to 1300UTC (approximately).

120347 UUUUYNYX

(V2923/11 NOTAMN

Q)UIII/QRRCA/IV/BO/W/ /

A)UIII B)1105130005 C)1105131300

E)FLW RESTRICTED AREAS ACT:

UNR1206 4500M - 20000M AGL

UNR1207 150M AGL - 7800M.

F)150M AGL G)20000M AGL)

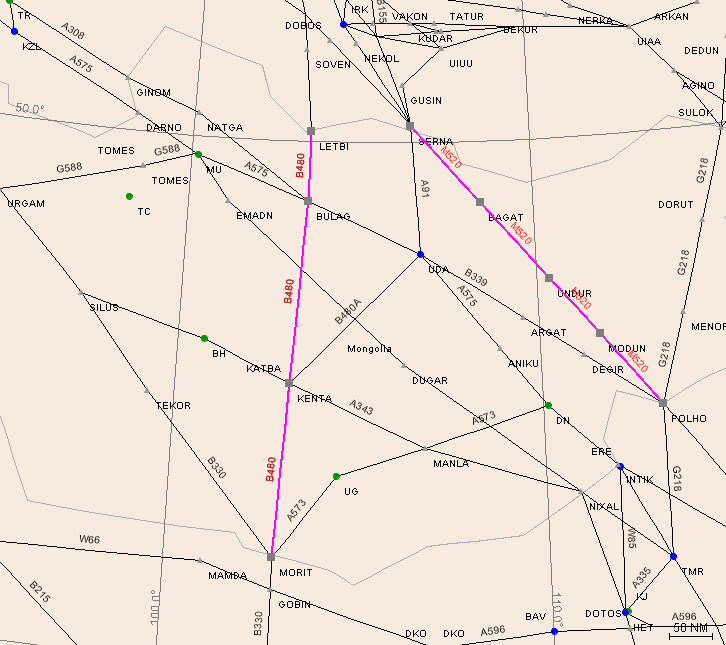
* 1. According to records, the restricted area UNR1206 activated on the dates below,

Mar11: 15, 23, 24, 25, 26, 27, 28, 29, 30, 31 (10 Days)

Apr11: 01, 02, 03, 04, 05, 06, 07, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 (20 Days)

May11: 03, 11, 12, 13 (4 Days)

1. **Discussion**
2. When restricted area UNR1206 is activated, routes via LETBI cannot be planned and SERNA B520 POLHO is the only route for flights via ABERI and DEVID.



1. Based on data from flights operated via LETBI versus SERNA during Nov10-Mar11, **average flight time and fuel burn saving are 800kg/ 6mins with a** maximum saving of **1900kg** /**17mins**.
2. AlthoughUNR1206 is sometimes subsequently cancelled, this generally occurs too late for the flight to be re-planned as they have often already departed.
3. With the newly commissioned boundary points, **PIREL** and **MAGUN**, and corresponding airways, **R705** and **R706**, in Russian airspace, routing via LETBI will likely become more advantageous.
4. Due to the basic trajectory of the trajectory of the Polar traffic, an alternative route west of the restricted area with the associated connectors established would be preferable rather than the current deviation via SERNA. For example, for flights operating R705, a new route from OKASA-RIPLA-MORIT remains west of UNR1206 while also reducing track mileage by approximately 9nm.
5. We recognise the need to activate restricted airspace when required. However it is important to note the substantial impact this particular restricted area has and ensure that activation is appropriate and suitable alternatives are provided.
6. Alternatively a corridor through the restricted area could be established allowing aircraft to continue via the established air route.
7. **Recommendation**
   1. The Meeting is invited to:
8. Note the operational impact due to the restricted area UNR 1206;
9. Consider the way to minimize the impact, e.g. during of the restricted period, the size of the restricted area or establish a corridor to penetrate the restricted area; and
10. Develop alternate routes for flights to the West of UN1206 and appropriate connector routes to enable flights entering into China airspace via MORIT.