**Seventeenth Meeting of the Cross Polar Trans East Air Traffic Management Providers’ Work Group (CPWG/17)**

(Samara, Russia, 3-6 June 2014)

**Agenda Item 5:Provide Status on CPWG/16 Actions**

**Route Proposal between Russian Far East and North Pacific Route System**

**(Action Item CP 15-04, CP 16-05 and CP 16-07)**

(Presented by JAPAN)

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| SUMMARY  This working paper presents information for the Group’s consideration about the route between Russian Far East and NOPAC. |

1. **Introduction**

# At VOLKAM14 exercise, the Petropavlovsk**-**Kamchatsky Area Control Center (PKACC) and FUKUOKA Air Traffic Management Center (ATMC) concluded an assumed Letter of Agreement (LOA) in advance. The LOA prescribes air routes that cross the boundary between Russia and Japan and the procedures for notifying transfer information. We coordinated the detour route which crossed Flight Information Region (FIRs) on the commercial line at the exercise. It was the first step towards the development of airspace for both Russia and Japan.

# 1.2 In order to take measures against real eruptions in the Kamchatka Peninsula and the Kurile Islands, it is strongly required that we set actual detour routes. Further examination is required to set the route between Russia and Japan.

1. **Discussion**

Consideration NEW Route from PK FIR to Fukuoka FIR

2.1 The airway R220, which is the northernmost route on NOPAC, is only west bound, and has an extremely high volume of traffic. All altitude zones are available.

2.1.1. Considering the route which merges into R220 from Russian side, the altitude of detouring aircraft should be limited. We realistically could accept only at or below FL300.

2.1.2 There are some issues to be solved in order to allow the detouring aircraft to merge into R220 at or above FL300.

2.1.3 We would like to propose two operational procedures as follows. We would like IATA to investigate if they are acceptable.

2.1.4 Firstly, considering the route which merges into R220, it is supposed that the detouring aircraft would cross the boundary between Russia and Japan after descending to at or below FL300 in PK ACC in order to avoid the duplication of altitude.

2.1.5 We would like IATA to investigate if the operators can accept this procedure. Moreover, we would like PK ACC to investigate if they can make the detouring aircraft descend to at or below FL300 in their control airspace and enter Fukuoka FIR.

2.1.6 Secondly, when the detouring aircraft merges into R220 at or above FL300, the aircraft, which is cruising on R220 at the same altitude as the detouring aircraft, has to be re-routed on R580 in order to avoid the duplication of altitude. R580 is the route which is to the south of R220 and only west bound. The traffic volume on R580 is less than the one on R220, and the altitude zones except FL290, FL310 and FL330 are available. It is only in the contingency situation that a volcano catastrophically erupts.

We would like IATA to investigate if the operators can accept this idea.

2.2 Consideration NEW Route from Fukuoka FIR to PK FIR

2.2.1 Taking vertical separation into account, the diverged route from R220 has a light workload in Fukuoka FIR. However, we have no idea how much workload PK ACC has because there is no information on airspace in PK FIR. Further coordination with PK ACC is necessary.

2.2.2 We would like to specifically propose west-bound NIPPI-OTLER and NIPPI-NETRI which were the assumed air routes at VOLKAM14 exercise. Re-route procedures shall be conducted at Anchorage ARTCC.

2.2.3 We would like to obtain information on communication environment and traffic features of B932 and G583 in PK FIR for further examination.

2.3 Information for further coordination

2.3.1 We would like to have a small discussion on this matter and share information.

2.3.2 Although the discussion at bilateral-conference such as Russia-Japan conference or IPACG is necessary, CPWG is the suitable opportunity to solve the problem because there are a lot of related personnel participating in the conference.

2.3.3 JCAB will try to conduct further investigation into the route setting between Russia and Japan, and report it to CPWG.

1. **Action by the Meeting**

3.1 The meeting is invited to:

* 1. review the information contained in this Working Paper;
  2. endorse the information provided in this Working paper.