

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

(Paris, France, 16-19 December 2014)

**Agenda Item 5: Provide Status on CPWG/17 Actions**

**Proposing route between RFE (Russian Far East) and NOPAC (Ver. Dec 2014)**

**(Action Item CP15-04, CP16-05)**

(Presented by Civil Aviation Bureau, Japan)

**SUMMARY**

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

**1. Introduction**

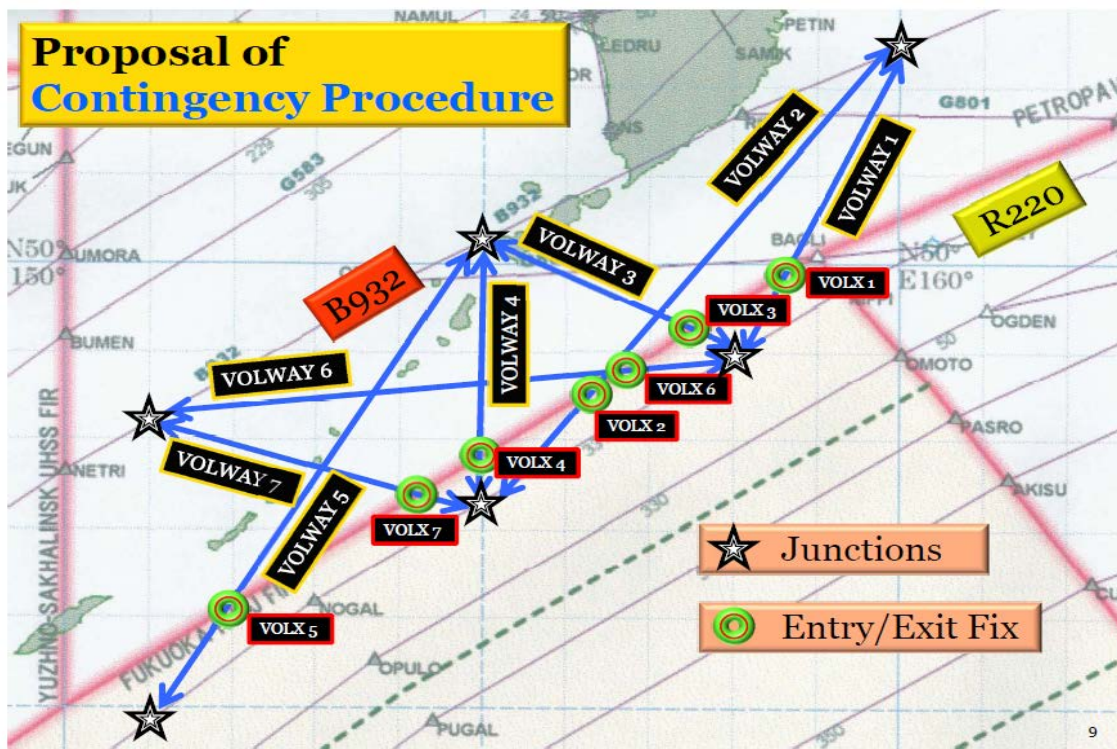
- 1.1 At VOLKAM14 exercise, Petropavlovsk-Kamchatsky ACC and Fukuoka ATMC concluded an assumed LOA in advance. It prescribed air routes that cross the boundary between Russia and Japan, and the procedures for notifying transfer information. PKACC and Fukuoka ATMC coordinated the detour route which crossed FIRs on the commercial line at the exercise.
- 1.2 JCAB would like to examine the detour route between Japan and Russia not for an exercise but for a practical operation.

**2. Discussion**

- 2.1 R220 is the northernmost on NOPAC and only a westbound. There is heavy traffic and all altitude zones are used on R220.
- 2.2 In case the detouring aircraft merge into R220 from Russian FIR, it is necessary to consider their altitude carefully because there is heavy traffic on R220. JCAB proposed an operational procedure for the contingency at 17<sup>th</sup> CPWG (Cross polar Trans East Air Traffic management Providers' Working Group) meeting in Samara, Russia in June 2014. JCAB asked airlines for their opinions about a scheme for making the detouring aircraft merge into R220 at or below FL300. They replied that the pilots would accept to descend in unavoidable cases. PK ACC also approved of transferring control to Fukuoka ATMC Oceanic sector after giving instructions to descend at or below FL300.
- 2.3 Then, JCAB and the other participants discuss the procedure for making the detouring aircraft merge into R220 at or above FL300. It is supposed that altitude duplication might occur between the detouring aircraft and the aircraft on R220 in this case. As a remedy,

JCAB proposed making the aircraft on R220 re-route to R580. At the 17<sup>th</sup> CPWG meeting, airlines replied that it would be possible if the detouring aircraft could be transferred in order from PK ACC. In case of emergency, however, they wondered if they could handle multiple aircraft at the same time. Therefore JCAB abandoned the scheme.

- 2.4 JCAB proposed NIPPI-OTLER and NIPPI-NETRI, which were assumed routes at VOLKAM14 exercise as the detour routes from Fukuoka FIR to PK FIR. In this case Anchorage ARTCC shall lead the detouring instructions and coordination with PKACC. Anchorage ARTCC replied that HF frequency was not stable around NIPPI so it would be difficult to give precise re-route instructions to the aircraft. The scheme was omitted because it could cause a serious problem in case of emergency.
- 2.5 That was the review of 17<sup>th</sup> CPWG. Taking those into account, JCAB examined operational procedures for the contingency again. It is considered to be effective that PK ACC and JCAB set multiple detouring routes in advance and determine the most effective route in case a volcano erupts because evasive actions differ from the place of volcano and advection volcanic ashes. PK ACC and Fukuoka ATMC shall determine some junctions within PK FIR and Fukuoka FIR, and set routes for the contingency. For ATC purposes, FL300 shall be the highest transferring altitude in case the detouring aircraft merge into R220. JCAB would like to hold a sidebar meeting with PK ACC and Anchorage ARTCC about the junctions.



2.6 JCAB would like to conclude and utilize an assumed LOA among PK ACC, Anchorage ARTCC and Fukuoka ATMC at VOKLAM 15 exercise. If the assumed LOA is considered practical in a review of VOLKAM15 exercise, JCAB would like to strive to conclude an actual LOA among the three countries.

2.7 Themes for permanent ATS routes are as follows:

1. Establishment of a direct line between PK ACC and Fukuoka ATMC
2. AIDC connection between PK ACC and Fukuoka ATMC
3. Altitude restriction on R220

Example     • R220/ even altitude merging aircraft/ odd altitude  
                 • Merging aircraft shall be restricted only on 3 altitude zone  
                 • Aircraft on R220 shall fly except on these 3 altitude zone

It is necessary to discuss the themes for permanent ATS routes at multilateral forums such as the VOLKAM and Cross Polar Working Group Meetings.

### **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.