

**Ninth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/9)**

(Montreal, Canada, 28-30 April 2010)

Agenda Item 4: Provide Status on CPWG/8 Actions

**NEW RUSSIAN ENTRY AND EXIT POINTS WEST OF BAMOK
(Action Item #CP08-08)**

(Presented by United Airlines on behalf of International Air Transport Association)

SUMMARY

This working paper presents information for the Group's consideration and is in reference to Action Item CP08-08 "Consideration of opening new fixes west of BAMOK". This paper provides some suggestions for additional entry/exit fixes.

1. Introduction

- 1.1 With newer and more sophisticated flight planning systems, operators are seeing potential benefits from various User Preferred Route (UPR) scenarios that suggest the addition of several new entry and exit points along the Petropavlovsk- Kamchatsky Flight Information Region (FIR), the Yuzhno-Sakhalinsk FIR, Anchorage FIR, and Fukuoka FIR.
- 1.2 The addition of several new entry/exit points would enable west bound operations to transition from North Pacific (NOPAC) R220 to join B932, continue westward on B932 and possibly transition back to NOPAC R220 within the Fukuoka FIR, or transition from B932 to other Russian Trans East routes for operations to China.

2 Discussion

- 2.1 Russia is unable, due to Russian law, to currently support UPRs that are dynamic on a day by day operation. By providing additional entry and exit points along the FIR boundaries mentioned above, operators can take advantage of day to day wind scenarios that closely resemble unrestricted UPR routings. There are several points along NOPAC R220 that could facilitate these new entry and exit points along both the UHPP and UHSS FIRs. Please see Attachment A for proposed entry/exit points.
- 2.2 Transition routes from NOPAC R220 at waypoints NYMPH, NUZAN, and west of NIPPI to join B932 east and west of waypoint RIMLI (N51 42.3 E158 06.8) would optimize access to B932.
- 2.3 An extension of G215 from OLCOT, at R580, is proposed to join and cross R220 at NUZAN and continue to transition to B932 at RIMLI. A transition from B932 to ATS routes G73 and B915, at Ust Bolsherestsk (N52 49.0 E156 16.0), would support operations onward towards China.

- 2.4 An extension is also proposed for ATS route G103 from LATEK (N46 56.0 E146 45.4) to join and cross B932 at NETRI (UHSS and UHPP FIR N47 39.3 E150 00.0) and cross NOPAC R220 at a point to be determined west of NIPPI (N49 42.6 E159 20.8) and join ATS route R451 at OGDEN (N49 29.2 E161 02.3). This routing is proposed to be bi-directional with various restrictions on eastbound operations based on traffic and crossing restrictions of NOPAC R220 and R580.
- 2.5 An addition westbound to transition from B932 at NETRI is proposed to re-join NOPAC R220 at NODAN (N40 25.3 E144 59.8).
- 2.6 Specific locations of the entry/exit fixes would be coordinated between the respective air navigation service providers for each affected FIR.
- 2.7 The operations most likely to take advantage of these proposals are those from the west coast of North America to Asia, including flights to China and Southeast Asia.

3 Recommendation

- 3.1 The meeting is invited to:
 - a. review the information contained in this Working Paper; and
 - b. provide feedback and work towards the development of the proposals provided in this paper.

