

International Civil Aviation Organization

The Special ATS Coordination Meeting Cross Polar and Russian Trans-East ATS Routes (SCM POLAR & RTE)

Bangkok, Thailand, 15 and 16 November 2005

Agenda Item 2: Operations Asia/North America via Cross-polar/Russian Far East Routes

AIR INDIA TO LAUNCH NON-STOP SERVICE TO NORTH AMERICA

(Presented by IATA)

SUMMARY

This information paper provides questions posed by Air India, an IATA member airline, who is planning to operate direct flights between Delhi/Mumbai to New York, Newark and Chicago. Estimated date of service is the first quarter of 2007.

1. **INTRODUCTION**

1.1 Air India, an IATA member airline, is planning to operate direct flights between Delhi/Mumbai to New York, Newark and Chicago. Estimated date of service is the first quarter of 2007.

2. **DISCUSSION**

2.1 **Attachment** to this paper is initial planning questions posed by Air India for future cross-polar operations to North America.

3. **ACTION BY THE MEETING**

3.1 Both the Russian delegation and the IATA member airlines that fly cross-polar routes are asked to share information that will help Air India plan for cross-polar operations.

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FROM: Air-India Operations Headquarters, Mumbai, India

INTRODUCTION

Air India is planning to operate direct flights between DEL, BOM and JFK, EWR, ORD from the first quarter of 2007 with new B777 LR. This will be a 180-minute ETOPS operation. Primarily, these flights may take routes over northwest Russia and Finland, as distance-wise, these will be shorter routes. In the case of Polar operations, these flights may use G489 and G490.

The next phase of operation would be between India and the west coast of the USA. These flights will invariably be over-the-Polar-Region or over-Pacific routes.

DISCUSSION

- 1. The Airports earmarked for En route Diversion show that:
 - a. Norilsk (UOOO), Novosibirsk (UNNT), and Krasnoyarsk (UNKL) meet the RFF category of minimum 8 for B777 LR aircraft. However, the runway strength of UOOO is PCN 47/R/A/X/T. The strengths of other airfields are higher.
 - b. Tiski (UEST) (RFF 6, R/W 03/21 9022 ft, Strength PCN 50/R/B/X/T), Mirny (UERR) (RFF 6, R/W 06/24 9186 ft, PCN 45 R/A/W/T).
 - c. Pevek (UHMP) (RFF 6, R/W 17/35 8202 ft, PCN 23 R/A/X/T).

The serviceability of airports in the polar region must be confirmed prior to flight. Considering the duration of the flights, we require availability of weather information of the en route diversion airport, update on en route weather, NOTAMs, *etc.* Except the airports mentioned in item (a) above, other airports have limitations on RFF, R/W Strength, *etc.*

- 2. Temperature charts and solar activity: Because these are crucial while planning the route, we require the sources of this information.
- 3. Are there any special procedures set up for lack of communication?

ACTION BY THE MEETING

We would like to request the following:

- 1. Available en route diversion airport services, while planning 180-min. ETOPS flights on these routes.
- 2. Temperature and weather information on the Polar routes.
- 3. Information on solar activity interfering with communications.
- 4. Assistance in passenger recovery.
- 5. Improvement of the infrastructure of airports close to the Polar region, which will alleviate congestion at the few adequate airports available now.

Sharing information by other airlines who have worked out route structures over the Polar and Pacific regions