

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

# SUMMARY OF DISCUSSIONS AT THE FOURTH SPECIAL ATS CO-ORDINATION MEETING – CHINA, MONGOLIA, THE RUSSIAN FEDERATION AND IATA (CMRI/4)

(Presented by the Secretariat)

#### SUMMARY

This purpose of this paper is to review the Summary of Discussions at the Fourth Special ATS Co-ordination Meeting – China, Mongolia, the Russian Federation and IATA (CMRI/4) held in Shenzhen, China between 4 and 6 March 2003.

Action taken by the meeting is at Paragraph 3.

### 1. **INTRODUCTION**

1.1 The CMRI/4 meeting was held in Shenzhen, China between 4 and 6 March 2003. There were several items which remained outstanding which need to be discussed and hopefully finalized at this meeting.

#### 2. **DISCUSSION**

2.1 During the discussions at CMRI/4 meeting, a number of items were looked at to improve the transition to the Cross Polar Route (CPR) structure as well as a revised methodology in the flight plan approval process for aircraft entering Chinese airspace. These items are summarized below and taken from the CMRI/4 Report.

#### ATS Routes and New Entry/Exit points into China

2.2 China advised the meeting that CAAC established a new route segment from the entry/exit point MORIT (between Mongolia and China) to Yabrai (DY) in October 1999 and SIMLI (between Russia and China) to Harbin (HRB) in March 2002. The entry/exit point of INTIK (between Mongolia and China) was relocated in June 2002, consequently the alignment of the route from Sainshand to Eren is shorter and more efficient. China has also established a SSR and VHF station in this area, to improve the surveillance and communication capability. (*Para 3.2.6 of the CMRI/4 Report refers.*)

2.3 China further advised that, to improve the accuracy of navigation and communication capability over Yabrai, a new VOR had replaced the current NDB as well as a new VHF station. (*Para 3.2.7 of the CMRI/4 Report refers.*)

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2.4 After the opening of the POLHO entry/exit point, there would be a total of 7 entry/exit points into/out of China. These are ARGUK, GOPTO, SIMLI and TELOK (between China and Russia), and INTIK, MORIT and POLHO (between China and Mongolia). China advised that this completes the transition for cross-polar routes as well as alleviating the traffic congestion over INTIK. (*Para 3.2.8 of the CMRI/4 Report refers.*)

2.5 Regarding the new transition route joining Polar route 4 and Shanghai Pudong airport, China advised that CAAC is undertaking a careful study on the possibility of opening a new route to shorten the flight distance. China is evaluating the use of a current domestic route for use by international aircraft. The necessary coordination to establish a new transition route to Shanghai Pudong is continuing. (*Para 3.2.9 of the CMRI/4 Report refers.*)

2.6 IATA presented the meeting with the following airline requests: (*Para 3.2.10 of the CMRI/4 Report refers.*)

- a) That a new route segment and entry point was needed to replace TELOK in order to relieve the two hard turns after TELOK. The VOR at TELOK was not an international airline requirement. However, since regional traffic used this navaid, it was recommended that the current TELOK routing remain for regional flights between China and Russia.
- b) That Polar 4 be made more available for northbound use as this was many times the preferred routing to North America. This was an English speaking Russian ATC issue. Also, Polar 4 north of SIMLI needed further straightening as it had hard turns between SIMLI and Magdagachi.
- c) That there are currently no airline requirements for Polar 1A. Therefore, IATA recommended that Polar 1A be temporarily suspended and allow operations on Polar 2A, which is an airline requirement to be implemented.
- d) That B480 between LETBI and Razdolye was unreliable for flight planning as on two occasions when this route was flight planned, a penalizing reroute was given by ATC to fly from Razdolye A91 SERNA A575 Ulaanbaatar B480 Bulgan.
- e) IATA also informed the meeting that the required instrument procedures in the Pearl River Delta were over-penalising and costly to airline operations and in pressing need of revision. IATA had approached the CAA's in Beijing, Hong Kong and Macau and an agreement had been made to review these procedures. IATA offered to provide assistance in the procedure design.

2.7 Concerning the IATA proposals, Russia advised the meeting that airlines were not using TELOK. They would also address northbound use of Polar 4 and that RACGAT was addressing the B480 problem with a workaround route to LETBI. Concerning Polar 2A, Russia informed the meeting that with the upgrading of Murmansk ACC, it may be possible to open Polar 2A. Mongolia advised the meeting that they could offer a SERNA direct MORIT (FANS 1/A route using ADS/CPDLC) to help with the B480 problem. (*Para 3.2.11 of the CMRI/4 Report refers.*)

2.8 Mongolia advised the meeting that a Memorandum of Understanding had been signed between China's Minister of CAAC, Capt. Yang Yuanyuan and Mongolia's Minister of Infrastructure, Mr. Jigjid, which stated that in order to enhance air safety and throughput capacity between China and Mongolia, both sides agreed to study the possibility of opening a new parallel entry/exit point west of INTIK on a long term planning basis. (Para 3.2.12 of the CMRI/4 Report refers.)

## Flight Plan Approval Management by China

2.9 China advised the meeting that they fully recognised the importance of flexible use of cross polar routes in the flight plan approval process and have had continuous coordination with other Chinese administrations in coming to a solution, which hopefully will satisfy the requirements of the international airlines. (*Para 3.2.13 of the CMRI/4 Report refers.*)

2.10 In line with the ICAO compromise position which was suggested at CMRI/3 meeting (April 2002, Beijing), China now have agreement to the arrangement whereby cross polar traffic into/out of China airspace can flight plan on either one of three entry/exit points into/out of China, with the notification of choice being transmitted to China at least one hour prior to the estimated departure time of the aircraft. This flexible choice procedure will be initially limited to the entry/exit points of ARGUK, POLHO and SIMLI. China is continuing to coordinate with other local authorities to extend this arrangement to other entry/exit points. (*Para 3.2.14 of the CMRI/4 Report refers.*)

2.11 IATA advised the meeting that the China proposal was a good step forward for aircraft using Polar 3 and Polar 4 but the additional 47 NM to flights operating via Polar 1 or 2 from POLHO was unacceptable, especially to Hong Kong as these flights were already operating beyond their maximum passenger payload range. However, if a SERNA direct POLHO routing in Mongolia were available then the proposal would be acceptable, as it would provide a savings of 1 NM over the current routing over INTIK.

2.12 Mongolia advised the meeting that it would take considerable time to obtain approval for a direct routing SERNA to POLHO using a conventional ATS route. Considerable discussion took place on this subject with many alternative proposals being put forward. Mongolia finally advised the meeting that they could offer a SERNA direct POLHO route to FANS 1/A aircraft using ADS/CPDLC. IATA welcomed the proposal as aircraft presently flying the Cross Polar Routes could meet this requirement. (*Para 3.2.16 of the CMRI/4 Report refers.*)

2.13 In regard to discussions on flight plan approvals for cross polar operations as well as routing via the new position of POLHO, the meeting finally agreed to the following: (*Para 3.2.17 of the CMRI/4 Report refers.*)

- a) As an interim solution, China would permit aircraft using cross polar routes to flight plan using a choice of three entry/exit points into/out of China, namely, ARGUK, POLHO and SIMLI with a target date for implementation of AIRAC date 15 May 2003;
- b) Notification to China of flight plan details would be required at least one hour prior to the estimated time of departure (ETD);
- c) Cross Polar aircraft wishing to use other than the three mentioned entry/exit points above would be required to follow the present procedure of one entry approval into China airspace;
- d) The entry/exit point of POLHO between Mongolia and China will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003;

- e) New ATS route G218 SULOK Choybalsan POLHO Tumurtai (TMR) will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003;
- f) New ATS route B339 Ulaanbaatar POLHO Fengning (GM) will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003; and
- g) New FANS 1/A route M520 SERNA POLHO will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003. This route segment would be limited to FANS 1/A aircraft using ADS/CPDLC equipment on board.

#### Russian Longitudinal Separation Criteria for Cross Polar routes

2.14 Russia presented tables to the meeting that explained the longitudinal separation minimums and acceptable traffic flow rates for the Transeast System of ACC transit routes and the system of cross-polar transit ACC routes in the Russian Federation. . (*Para 3.3.1 of the CMRI/4 Report refers.*)

#### 3. **ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
  - a) review the Summary of Discussions at the CMRI/4 meeting; and
  - b) discuss and resolve any other matters as a result of discussions on this working paper.

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