



International Civil Aviation Organization

**FIFTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/15)
Bangkok, Thailand, 23 to 27 August 2004**

Agenda Item 2.3: ATS Co-ordination Groups' Activities

THE NEED FOR MORE CMRI MEETINGS

(Presented by IATA)

SUMMARY

This paper discusses the increased importance to China as an international destination for air transport, the increased importance of cross-polar and trans-polar flights, the planning required to support the 2008 Olympics and a call to re-activate the China, Mongolia, the Russian Federation and IATA Special ATS Co-ordinating Meetings.

1. INTRODUCTION

1.1 The Fourth Special ATS Co-ordination Meeting between China, Mongolia, the Russian Federation and IATA (CMRI/4) was held in Shenzhen, China on 4 – 6 March 2003 to study possibilities for further improvements in the alignment and use of cross-polar routes at their south ends. At this meeting an interim but nevertheless very important “ICAO compromise” solution was found to the flight planning and border crossing challenges, as well as other improvements to air navigation services.

1.2 With the advent of new longer range aircraft, new city pairs are being explored that would take advantage of the new cross-polar, trans-polar and supporting tracks. However, a closer look at these northerly tracks reminded all that there is still significant room for improvement. The world economic situation has also placed an increased demand for air travel to China and the 2008 Olympics in Beijing will likely see traffic doubled to that of 2003.

1.3 It should also be noted that in planning for the future, China has made significant investments in airport and ATS infrastructure. Now the need of the hour is renewed regional airspace planning.

2. DISCUSSION

2.1 Some representative airlines were asked to compare current flight planning restrictions to an open-sky type flight planning environment where airlines could pick and choose the existing routes available today and border crossings based on the operational needs of the actual day of flight. The differences are as follows:

United Airlines

Dates:

13 days (August)

City Pairs: BJS-SFO
 Number of flights: 13
 Total en route time lost: 439 minutes
 Remarks: excess fuel burned: 156,000 lbs

Singapore Airlines

Dates	5 days (July)	9 days (July)
City Pairs	SIN-EWK	EWK-SIN
Number of flights	5	9
Total en route time lost:	144 minutes	463 minutes
Remarks:		Longest flight 18:44 for 9202 NM

KLM

Dates:	2 days (Aug)		
City Pairs:	AMS-HKG-AMS	AMS-PVG-AMS	AMS-PEK-AMS
Number of flights:	4	3	4
Total en route time lost:	7 min	9 min	22 min
Remarks:	savings on 1 day		savings on 3 days

2.2 Cost to Industry and Environment. The sample savings above represent a small period of time that is normally a more stable environment for flight planning. Autumn, winter and spring can show a greater time difference between route options. In addition winter flight planning requirements are less forgiving on what routes can and cannot be flown. Savings above an hour are not uncommon, meaning that the potential savings to the industry and environment are enormous. It is not unrealistic to achieve an average 30 minutes savings per flight. Assuming there were 10 flights a day shared between four B747's, three A340's and three B777, the annual savings would equate to:

- 1,965,744,000 lbs of fuel saved
- 6,202,737,000 lbs savings of CO₂
- 27,968,490 lbs savings of NO_x
- 1,650,165 lbs savings of SO₂

2.3 Issues vary from airline to airline. However, issues that need to be further addressed for cross-polar and trans-polar operations includes:

- a) Flight Planning Requirements
- b) Border-Crossings in China
- c) Available hours of operation on routes in Russia
- d) Air Traffic Services, in particular English speaking ATC in Russia
- e) Flow Control from North America
- f) Alternate Aerodromes
- g) Air Temperature during winter operations
- h) Available weather at alternate aerodromes
- i) Solar Radiation in the polar region
- j) ETOPS requirements
- k) CNS/ATM services

3. **ACTION BY APANPIRG**

3.1 APANPIRG is requested to:

- a) note the current and planned increased utilisation of the airspace of Russia, China and Mongolia for operations between Asia and North America/Europe;
- b) note the airspace and flight planning restrictions that apply to operations between Asia and North America/Europe with particular reference to the Cross-Polar route system;
- c) note the increased levels of traffic operating in the area and the further increases expected due to liberalisation in air service agreements and the forthcoming 2008 Olympics in Beijing; and
- d) request ICAO to convene a further CMRI meeting at the earliest possible opportunity in order to generate ways and means of increasing operational flexibility.

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