

**Fifth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group  
(CPWG/5)**

(Ft. Worth, TX, 1-3 April 2008)

**Agenda Item 3: Report on Relevant Outcomes from other Pertinent Meetings**

**FIFTH SPECIAL ATS COORDINATION MEETING – CHINA, MONGOLIA, THE RUSSIAN  
FEDERATION AND IATA (CMRI/5)**

(Presented by State ATM Corporation)

**SUMMARY**

This paper presents information on the Fifth Special ATS Coordination Meeting – China, Mongolia, the Russian Federation and IATA (CMRI/5) Meeting held 20-21 June 2007 in Bangkok, Thailand.

**1 Introduction**

1.1 The attached is a summary of the fifth CMRI meeting that was presented at the 18-20 March 2008 Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/2) Meeting.

**2 Recommendation**

a. The meeting is invited to note the results of the meeting.



International Civil Aviation Organization

**Trans-Regional Airspace and Supporting ATM Systems Steering Group  
Second Meeting (TRASAS/2)**

Bangkok, Thailand, 18 – 19 March 2008

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**Agenda Item 3: Work currently underway to enhance the ATS route network**

**REVIEW OF THE REPORT OF FIFTH SPECIAL ATS CO-ORDINATION MEETING – CHINA,  
MONGOLIA, THE RUSSIAN FEDERATION AND IATA (CMRI/5)**

(Presented by ICAO Asia and Pacific Regional Office)

**SUMMARY**

This paper presents a summary of the Report of the Fifth Special ATS Co-ordination Meeting – China, Mongolia, the Russian Federation and IATA (CMRI/5), which was held in Bangkok, Thailand, on 20 – 21 June 2007.

The paper supports TRASAS Action 1/1 – *Opening of new routes and improved efficiency of the current routes* and Action 1/9 – *Ensure improved access to China and the Russian Federation airspace.*

**1. Introduction**

1.1 The Fifth Special ATS Co-ordination Meeting – China, Mongolia, the Russian Federation and IATA (CMRI/5) was held in Bangkok, Thailand, on 20 – 21 June 2007.

1.2 The meeting was attended by 12 experts from China, Mongolia, IATA and ICAO. The Russian Federation formally relayed their regrets via ICAO at their inability to take part in the meeting.

**2. Discussion**

2.1 A summary of the main outcomes of the meeting is presented below under the meeting agenda items.

***China - Expansion of flexible use of Entry/Exit Points on Polar Routes and revision of applicable procedures***

2.2 China reminded the meeting that there were currently 7 entry/exit points on polar routes in China, comprising 4 entry/exit points between China and the Russia Federation (GOPTO, TELOK, SIMLI and ARGUK), and 3 entry/exit points between China and Mongolia (MORIT, INTIK and POLHO).

2.3 Commencing from June 2003, China had allowed airlines to flexibly select POLHO, SIMLI and ARGUK in China as well as relevant routes for traffic over flying the polar area. China reported that at present there were about 23 scheduled flights using polar routes to fly over China each day.

(4 pages)

2.4 However, China noted that traffic flows on the polar routes continued to increase and are gradually becoming the priority choice for airlines operating between North America and Asia, and have become the main air passageway connecting North America and Eurasia.

*Expansion of Entry/Exit points from 5 July 2007*

2.5 China advised the meeting that from July 5, 2007, China will expand the range of flexible choice of entry/exit points on polar routes and implement new management rules for the polar routes operations. Commencing from July 5, entry/exit points MORIT and SADLI, with their connecting routes in China FIRs, have been added to the existing choices for airlines, providing a more flexible choice of airlines.

*Updated Procedures for Polar Operations*

2.6 Concurrent with the additional flexibility via MORIT and SADLI, China has developed the Management Rules of Polar Routes Operations which will replace the existing Provisional Management Rules of Polar Routes Operations from 5 July 2007. The rules have been amended to include; increasing the categories of flights for flexible choice, modifying message sending and receiving unit; and specifying requirements on FPL message format

*China – Problems experienced with existing Polar Routes operations*

2.7 In June 2003, China had permitted airlines to flexibly select 3 polar routes entry/exit points including POLHO and issued appropriate procedures via the Provisional Management Rules of Polar Routes Operations in the China AIP. However, China observed that in practice, many FPLs for polar routes operations have not been sent in accordance with the provisional management rules and this has made it difficult for ATC units along the polar routes to master flight plans and monitor traffic movements.

2.8 With the expansion of flexible use of entry/exit points on polar routes, this will involve more routes and control areas within China, and operators and local ATC units are requested to transmit the FPL strictly in accordance with the requirements of the Management Rules of Polar Routes Operations.

2.9 China requested IATA to bring the difficulties being experienced with FPL transmission on the polar routes operations to the attention of affected airlines and to stress the importance of normative FPL filing to normal polar operations, as well as to ensure airlines file FPL in strict accordance with the Management Rules of Polar Routes Operations of the China AIP.

*Response to China presentations*

2.10 The meeting recognized that this was the first major step forward since the CMRI/4 agreements in 2003. IATA and the member airlines present highlighted that the implementation of the new arrangements would increase flexibility for airline operations and was a very welcome step forward in the management of traffic flows into/out of China.

2.11 The meeting discussed and clarified matters concerning flexibility in using MORIT, SARIN, REVKI and KAMUD, and inclusion of the text “Polar Operations” in Field 18 of the FPL.

2.12 China’s indicated that they intended to continue to expand the flexibility of the route arrangements in China over time and that they would continue to review the performance of the FPL addressing over the next 6 months. If a high accuracy and reliability had been demonstrated such that FPLs were being consistently received as required by the Management Rules, China would consider deleting the additional requirement for Field 18.

2.13 The Secretariat informed the meeting of some of the difficulties with the existing ICAO FPL and highlighted that the use of a minimum number of characters was important. Noting that the text “Polar Operations” was a large number of characters, the Secretariat requested that the meeting adopt a shorter Field 18 entry, preferably of not more than 5 characters.

### *Mongolia – Enhancing Safety and Increasing Capacity*

2.14 Mongolia informed the meeting of the increasing air traffic in their airspace currently growing at a rate of 15 per cent per year, which will cause increase in delays in congested regions, representing a significant cost for airlines. Accordingly, Mongolia is improving its ATM infrastructure and undertaking a number of projects toward enhancement of safety and increase in airspace capacity. They consider that harmonization of the ATM systems between China, Mongolia, and the Russian Federation is essential and that such harmonization could be achieved through the commonality of equipment and procedures within the region.

2.15 Mongolia has proposed to China a new entry/exit point to the west of INTIK. Similar talks on new entry/exit point near to DARN0 are being conducted with the Russian Federation. In order to achieve more airspace capacity increases, air traffic management in Mongolia has plans to accommodate such demands through the introduction of more flexible routes and with further progression towards free flight.

2.16 Mongolia is aware that both China and the Russian Federation have introduced their plans for RVSM implementation within their airspace, and are suggesting harmonized implementation of the new standards. Mongolia fully supports implementation of RVSM within its airspace. However, the introduction of RVSM in Mongolia will require very careful planning, preparation and implementation to make the changes safely and with minimal disruption to air traffic

2.17 The Secretariat highlighted the importance of Mongolia implementing RVSM not later than implementation of RVSM in the adjacent airspaces of the Russian Federation. In the Secretariat's view, a harmonized implementation at the same time and using the same flight level orientation scheme as RVSM implementation in the Russian Federation was the most efficient way to proceed, however an earlier implementation in Mongolia to match the RVSM arrangements in China could also be considered.

2.18 The meeting encouraged Mongolia to move ahead quickly with RVSM planning in close coordination with both China and the Russian Federation, and the Regional Office and China offered assistance.

2.19 Mongolia has taken a strategic decision to implement radar services within congested areas in Mongolian airspace during the period of 2007-2009. In this regard, China expressed its wishes for Mongolia to implement the new radars before the 2008 Olympic Games.

### *Other operational matters*

2.20 The meeting considered the following additional operational matters: straightening Polar 4 north of SIMLI, which had been subject to preliminary discussions between the Russian Federation and China; airlines had indicated that ADS/CPDLC arrangements at Harbin were working satisfactorily; and streamlining access to provincial areas in China and Mongolia.

### *Review of Related Meetings*

2.21 The meeting reviewed the outcomes of the CMRI/4 Meeting held at Shenzhen, China on 4-6 March, the Special Coordination Meeting Cross Polar and Russian Trans-East ATS Routes (SCM POLAR & RTE) held at the Asia and Pacific Regional Office, Bangkok on 15-16 November 2005, and the First Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/1) held at the ICAO European and North Atlantic Office, Paris in May 2007

2.22 In regard to the report of TRASAS/1, the meeting agreed that the overall concept that had led to the formation of TRASAS was valid. However, as the TRASAS was at Steering Group level, the CMRI forum was expected to enable effective working relationships between States at an operational level whilst providing an opportunity for airspace users to provide operational input. Accordingly, the meeting agreed that there was an ongoing role for the CMRI in its present format.

2.23 The parties present at the meeting wished to record their support for the further development of the TRASAS initiative but considered that, until the TRASAS concept had matured to the point where mechanisms for effective ATS operational implementation work could be included under TRASAS, the existing CMRI forum should be continued.

***Any other business***

2.24 China provided a brief overview of the preparations being made by China to accommodate the Beijing Olympics in August 2008, highlighting proposed arrangements for increasing traffic capacity. China would provide formal information to affected parties including ICAO and IATA by the end of 2007 or early 2008 and would seek assistance from ICAO and IATA in finalising these arrangements.

*Date and venue for next meeting*

2.25 It was agreed that the date and venue for the CMRI/6 meeting would be dependant on progress of work to be accomplished and the outcomes from the next TRASAS meeting which was scheduled in March 2008.

**3. Action by the Steering Group**

3.1 TRASAS is invited to note the outcomes of the CMRI/5 meeting.

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