

**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 4: Communications, Navigation and Surveillance and Air Traffic Management Issues

Route Proposals

(Presented by Continental Airlines)

SUMMARY

This paper presents proposal for new route development for discussion and consideration by the Russian Federation.

1 Introduction

1.1 Aircraft entry into Russian controlled airspace is permitted only via specific entry points and published Air Traffic Services (ATS) routes. Since 1990, when entry of commercial flights into what was then the USSR's far east airspace was first permitted, until today, 12 entry points have been established along the U.S. / Russian FIR boundary. All 12 fall within Anchorage ARTCC's Arctic or Domestic Flight Information Region (FIR).

1.2 Development of these routes and entry points have been coordinated either bilaterally, that is by the United States and the Soviet Union in the early years, or multilaterally through the Russian/American Coordinating Group for Air Traffic Control (RACGAT) and now with the new multi-lateral Cross Polar Trans East Air Traffic Management Providers' Working Group (CPWG)

2 Discussion

2.1 With the great progress made by the Russian Federation to accommodate new long haul routes via the Cross Polar and Russia Trans-East routes, Continental Airlines, as a member of the International Air Transport Association (IATA) is proposing the implementation of user preferred routes within Russian airspace for discussion and consideration by the Russian Federation.

4. Conclusion

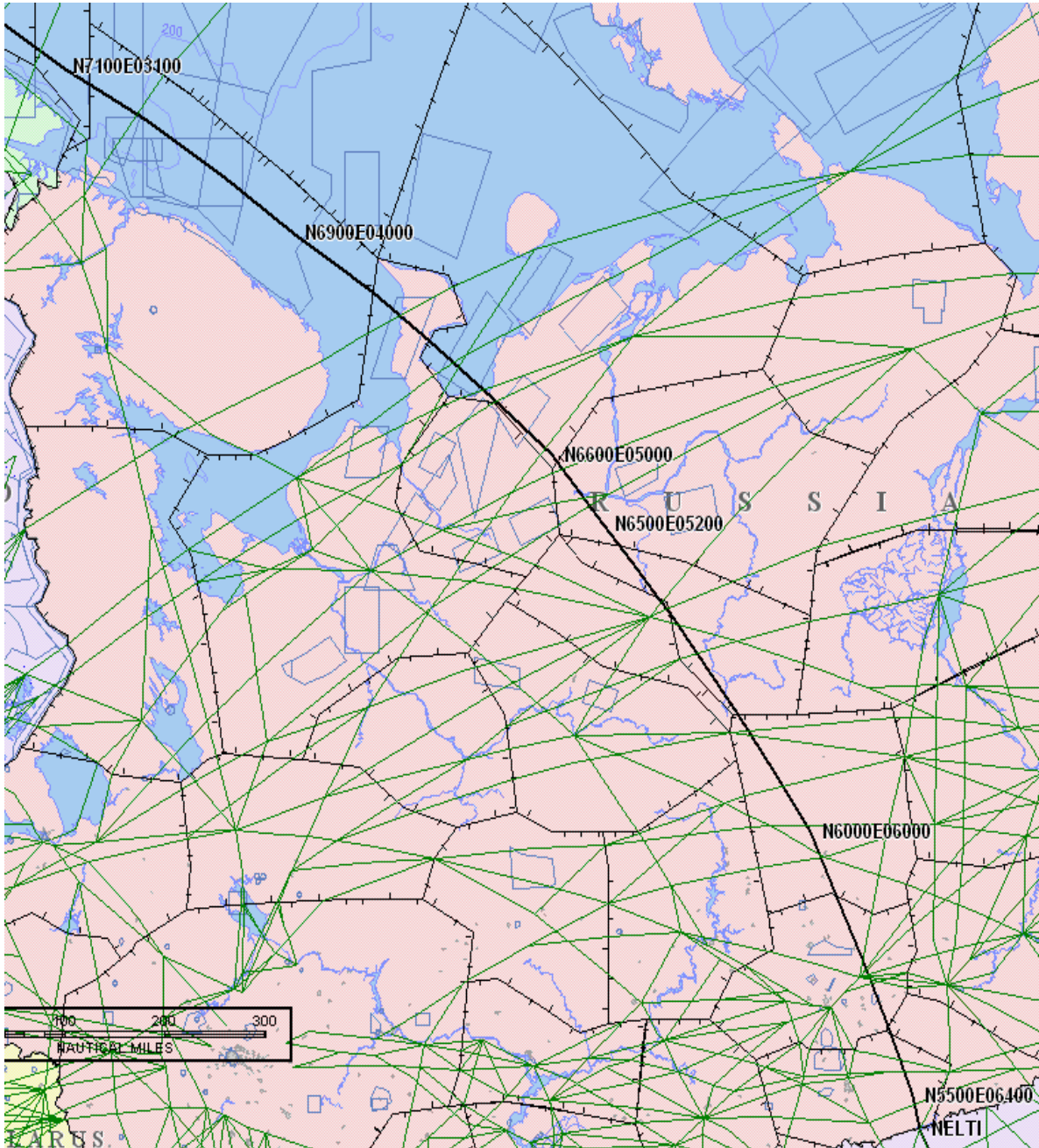
4.1 The Meeting is invited to:

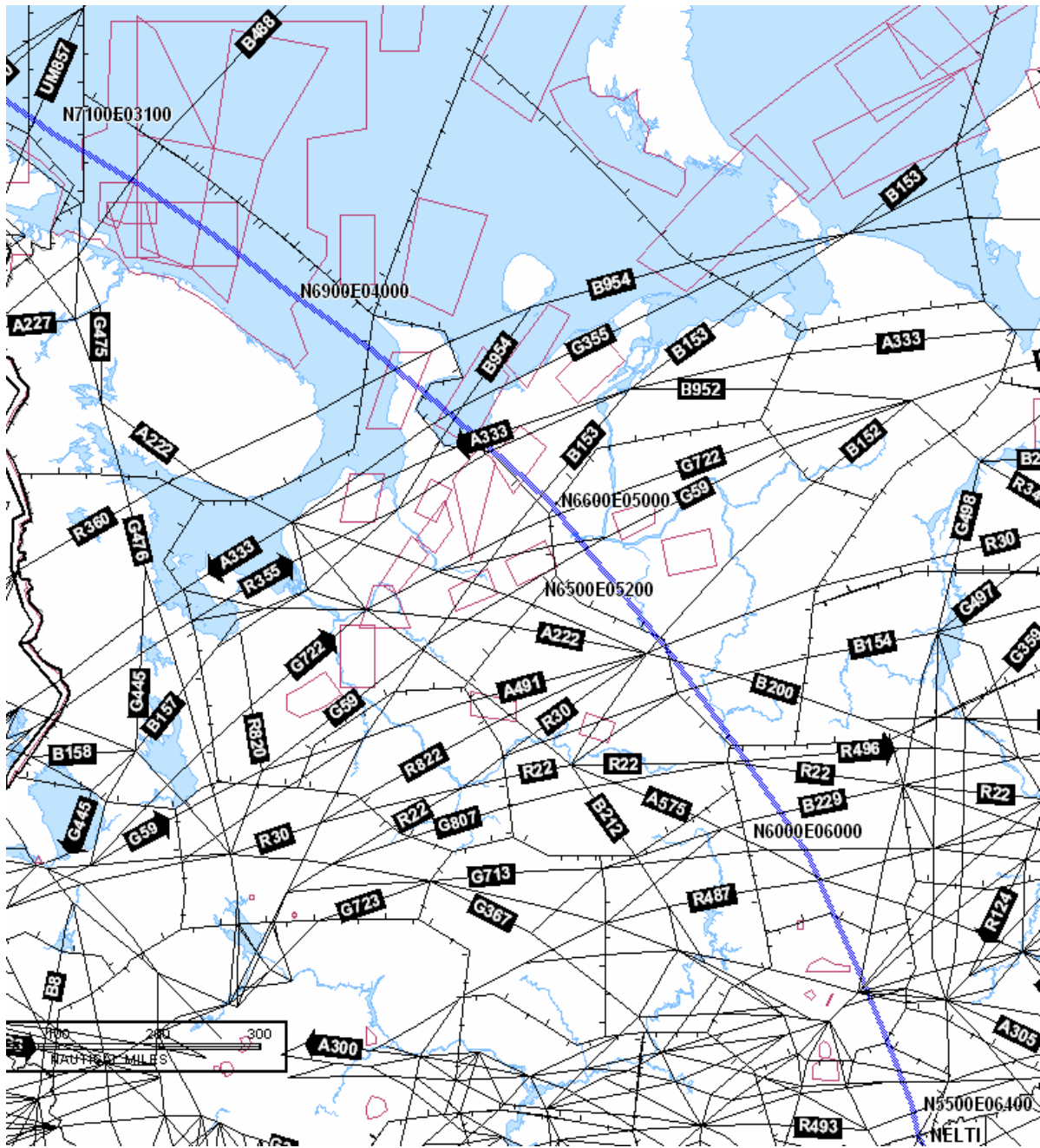
- a. consider the proposals by Continental on the attached new route proposals.

Proposed Route N99

Same as VABB-KEWR BN9

NELTI..55N064E..60N060E..65N052E..66N050E..69N040E..71N031E





VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
N99	1-Jan-08	-23	-4100	-42
N99	2-Jan-08	-27	-4600	-47
N99	3-Jan-08	-31	-5100	-54
N99	4-Jan-08	-16	-2200	-24
N99	5-Jan-08	-19	-2700	-29
N99	6-Jan-08	-6	0	0
N99	7-Jan-08	-1	1100	10
N99	8-Jan-08	-3	800	8
N99	12-Jan-08	7	1800	17
N99	20-Jan-08	-3	200	0
N99	26-Jan-08	10	3200	31
N99	27-Jan-08	13	2900	29
N99	28-Jan-08	8	1900	19
N99	29-Jan-08	13	3200	31
N99	30-Jan-08	6	1600	17
N99	31-Jan-08	9	1700	18

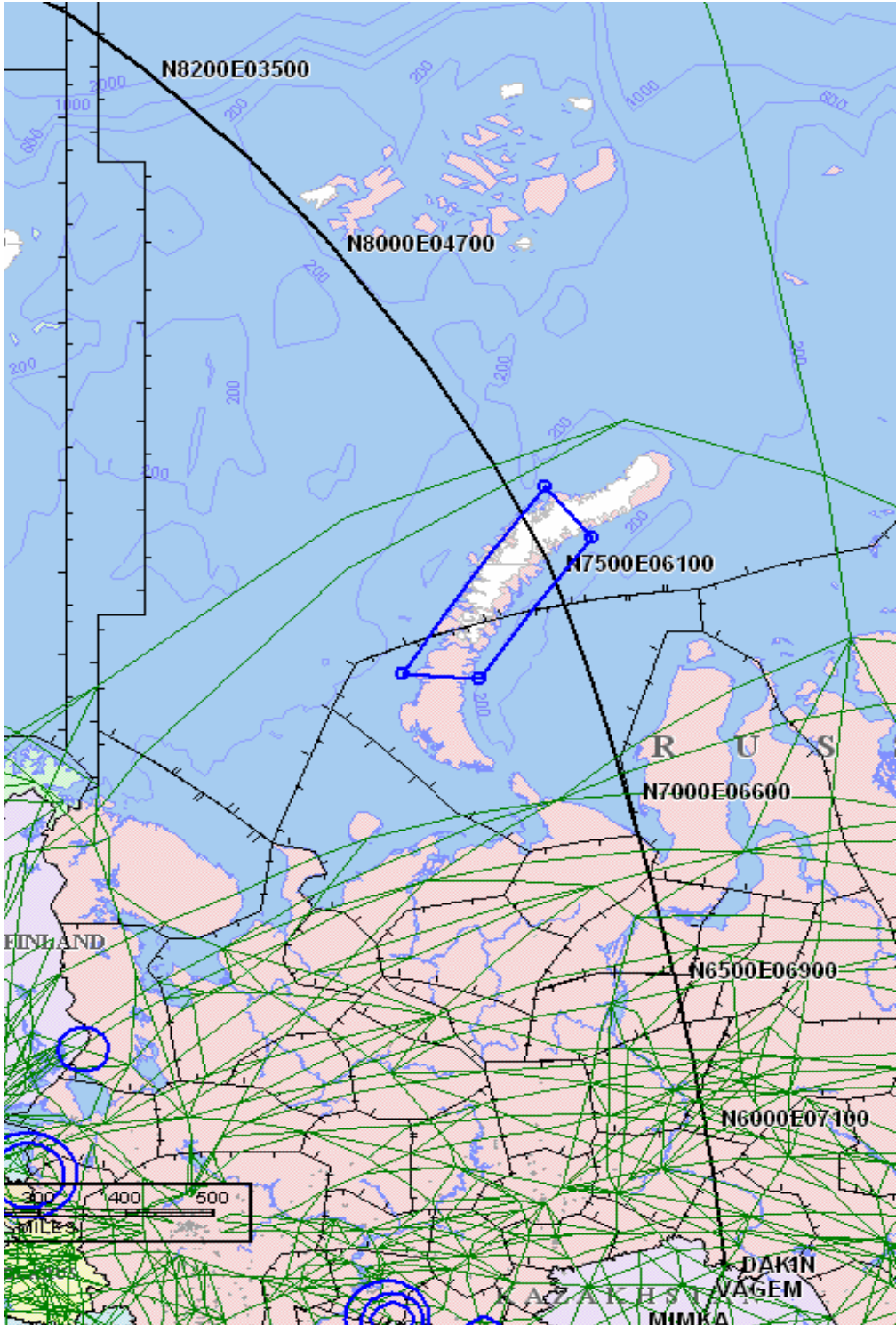
VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
N99	1-Dec-07	8	1200	12
N99	2-Dec-07	-19	-2800	-29
N99	3-Dec-07	6	2300	23
N99	8-Dec-07	4	1300	13
N99	9-Dec-07	1	0	-1
N99	14-Dec-07	-11	-2800	-28
N99	19-Dec-07	-4	-1900	-19
N99	20-Dec-07	-8	-1900	-20
N99	21-Dec-07	-3	-1300	-13
N99	25-Dec-07	-16	-3100	-32
N99	26-Dec-07	-15	-2300	-23
N99	27-Dec-07	-17	-2900	-29
N99	31-Dec-07	-13	-2000	-20

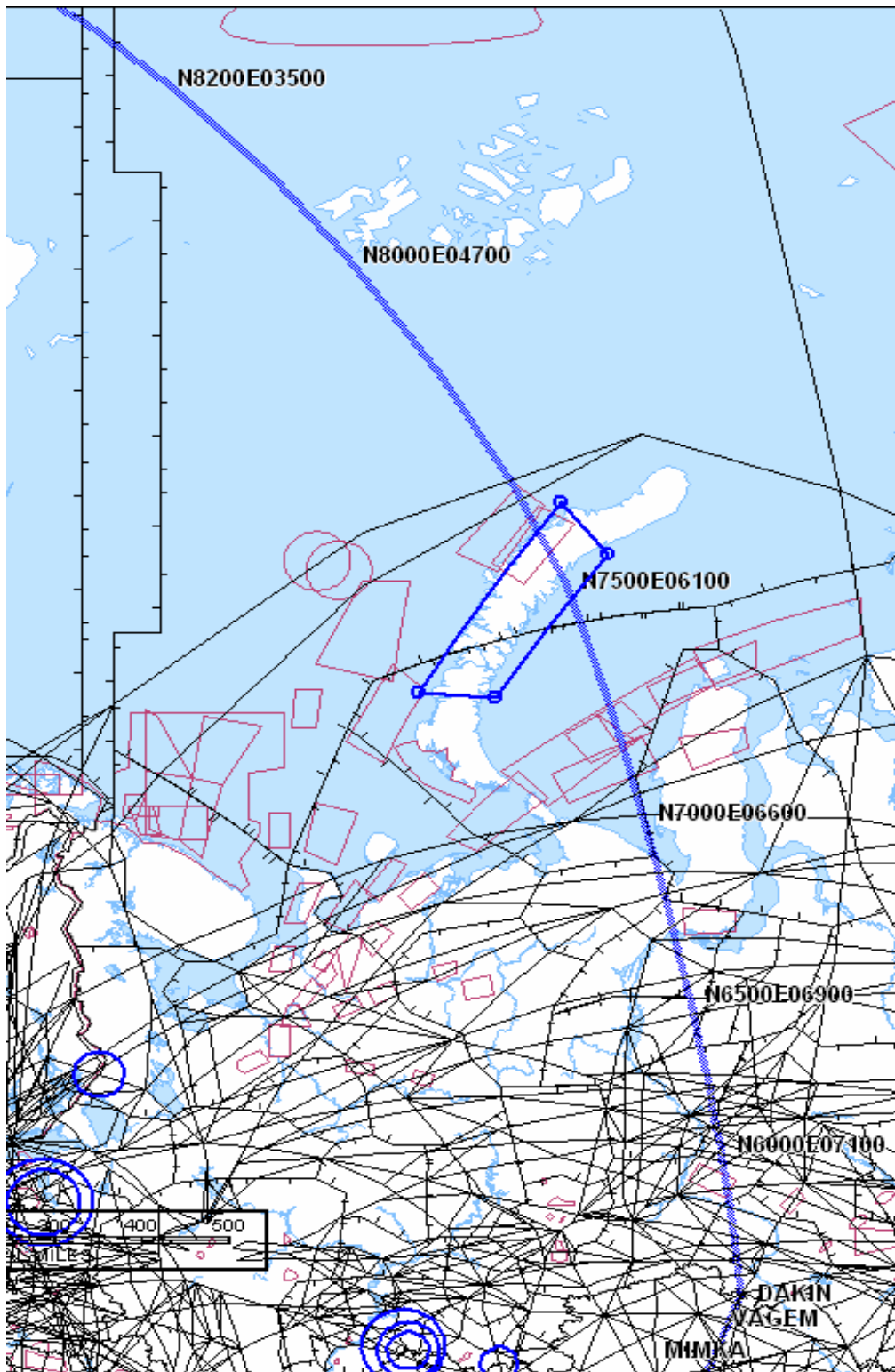
VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
N99	2-Nov-07	11	2500	23
N99	3-Nov-07	9	-1300	17
N99	5-Nov-07	7	800	9
N99	6-Nov-07	-1	-800	-7
N99	7-Nov-07	4	1000	9
N99	8-Nov-07	7	600	5
N99	12-Nov-07	-28	-6100	-62
N99	13-Nov-07	1	1200	11
N99	14-Nov-07	4	1100	11
N99	15-Nov-07	17	3800	38
N99	19-Nov-07	-15	-4300	-44
N99	20-Nov-07	-10	-2900	-29
N99	21-Nov-07	-6	-2200	-22
N99	25-Nov-07	-19	600	6
N99	26-Nov-07	7	1400	15
N99	27-Nov-07	6	1400	14
N99	28-Nov-07	-1	0	0
N99	29-Nov-07	14	3200	32
N99	30-Nov-07	11	1800	19

Proposed Route D99 - DAKIN

Same routing in Russia as D99 from Mumbai

**DAKIN..60N071E..65N069E..70N066E..75N061E..80N047E..82N035E
..84N000E**





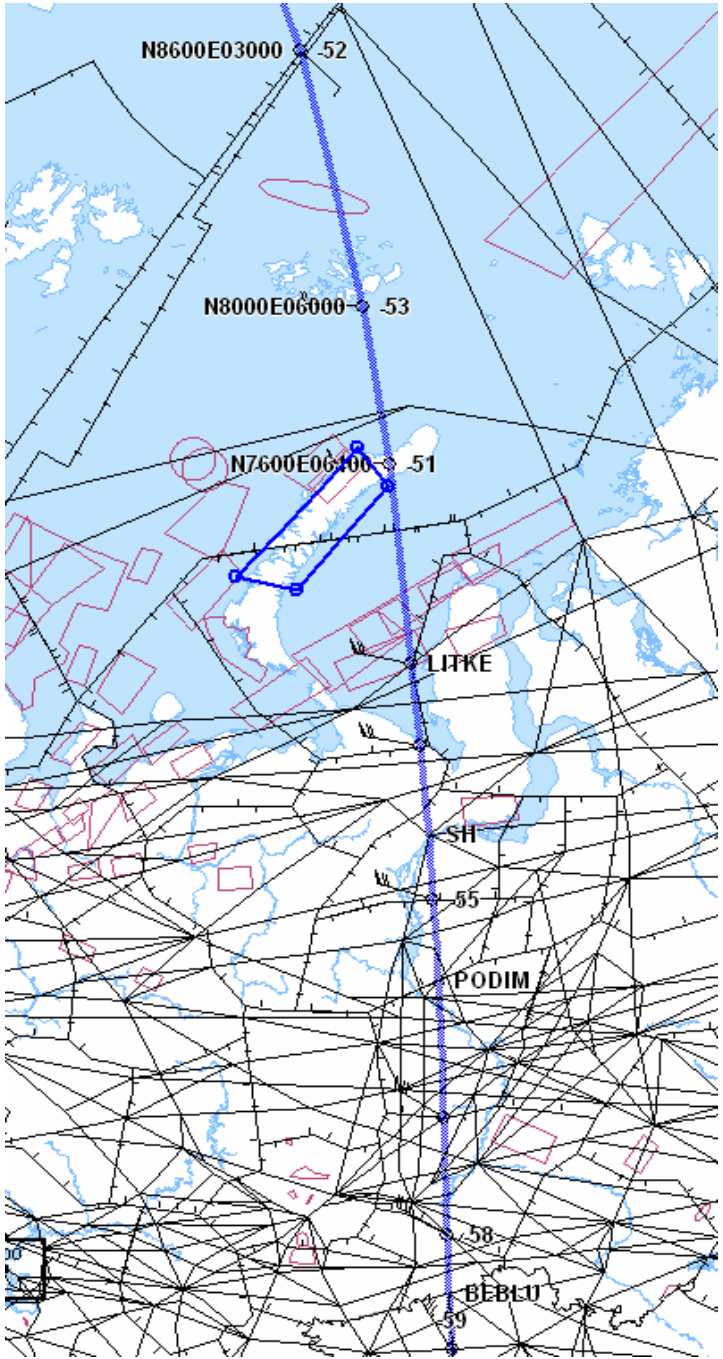
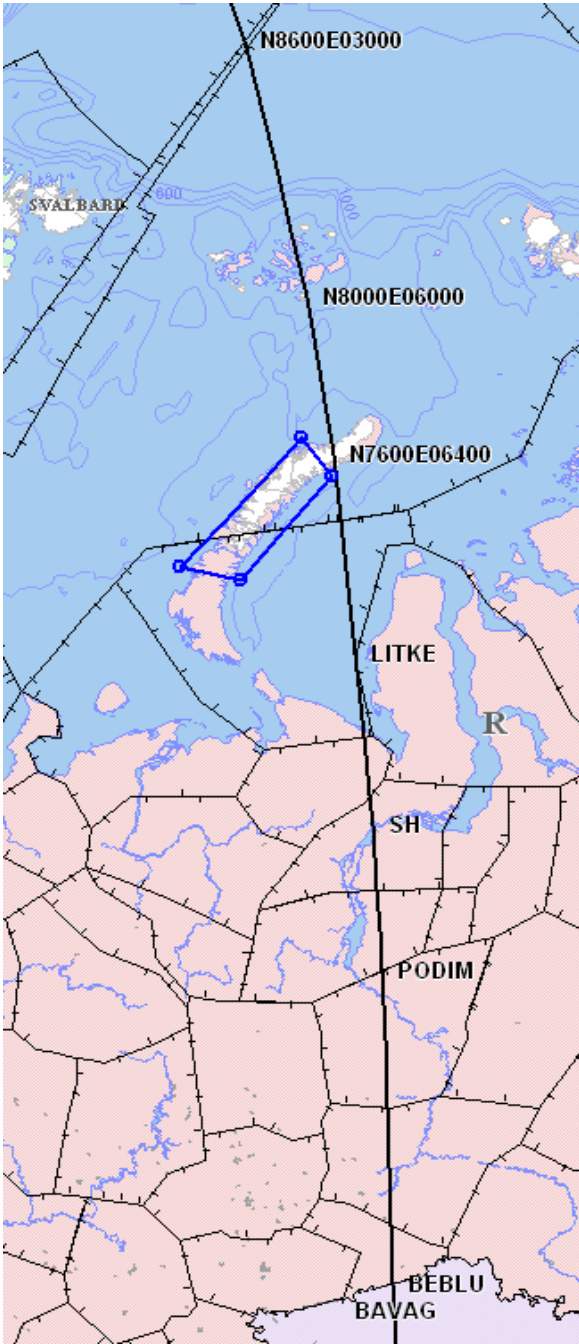
VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99	1-Jan-08	-54	-10000	-102
D99	2-Jan-08	-40	-8100	-83
D99	3-Jan-08	-85	-17700	-181
D99	4-Jan-08	-85	-15300	-156
D99	5-Jan-08	-52	-9100	-95
D99	6-Jan-08	-48	-9000	-91
D99	7-Jan-08	-43	-6800	-70
D99	8-Jan-08	-38	-5500	-56
D99	12-Jan-08	7	1800	17
D99	20-Jan-08	-38	-7600	-78
D99	26-Jan-08	0	3000	28
D99	27-Jan-08	7	3200	3
D99	28-Jan-08	-6	-200	-2
D99	29-Jan-08	-4	-500	4
D99	30-Jan-08	2	1200	12
D99	31-Jan-08	-18	-3400	-34

VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99	1-Dec-07	8	900	10
D99	2-Dec-07	5	900	9
D99	3-Dec-07	-7	-1200	-12
D99	8-Dec-07	-40	-7600	-78
D99	9-Dec-07	-14	-2500	-25
D99	14-Dec-07	-28	-6200	-63
D99	19-Dec-07	-7	-1500	-15
D99	20-Dec-07	-3	-100	-2
D99	21-Dec-07	2	-100	-1
D99	25-Dec-07	-26	-4800	-50
D99	26-Dec-07	-18	-3100	-31
D99	27-Dec-07	-25	-4700	-47
D99	31-Dec-07	-40	-7300	-76

VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99	2-Nov-07	-1	500	3
D99	3-Nov-07	5	900	12
D99	5-Nov-07	6	900	10
D99	6-Nov-07	2	800	8
D99	7-Nov-07	-17	-3800	-38
D99	8-Nov-07	-7	-1400	-14
D99	12-Nov-07	-39	-8800	-88
D99	13-Nov-07	-24	-4100	-43
D99	14-Nov-07	-35	-6400	-65
D99	15-Nov-07	3	1900	18
D99	19-Nov-07	10	1500	15
D99	20-Nov-07	5	500	6
D99	21-Nov-07	-2	-800	-8
D99	25-Nov-07	-34	-1700	-17
D99	26-Nov-07	-13	-3100	-31
D99	27-Nov-07	-18	-3000	-32
D99	28-Nov-07	-26	-5600	-58
D99	29-Nov-07	-17	-3000	-31
D99	30-Nov-07	12	2400	29

Proposed Route B76 - BEBLU

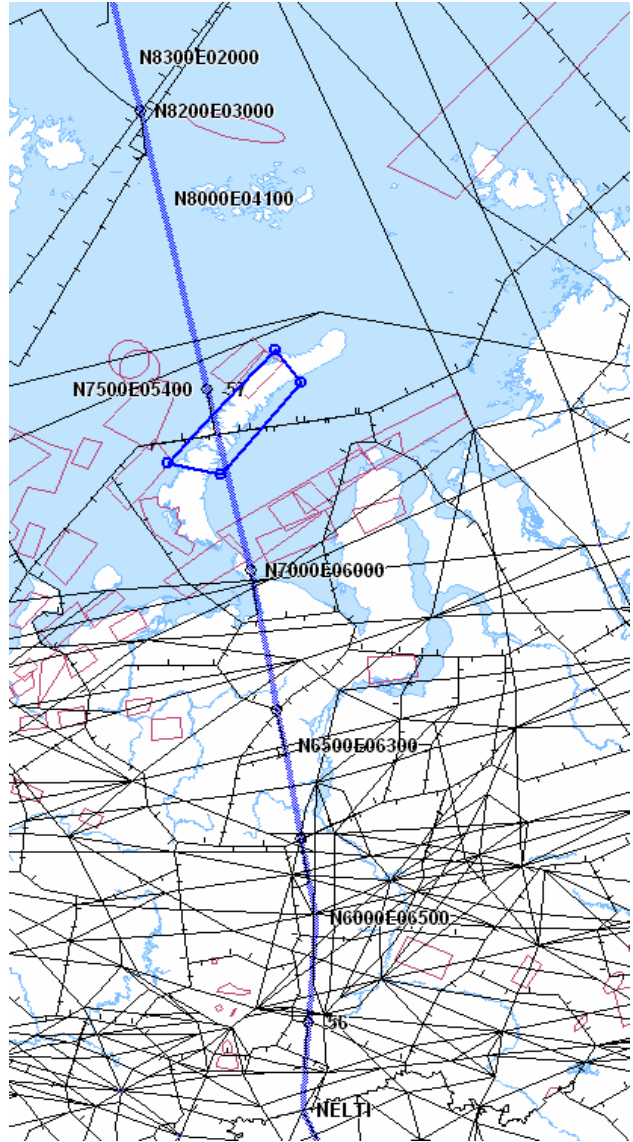
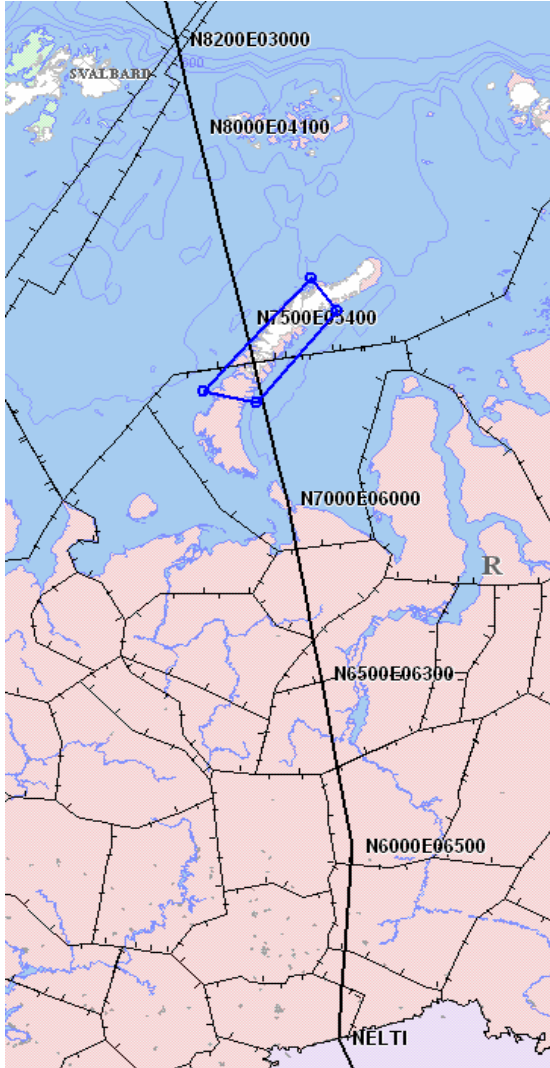
BEBLU..PODIM..SH..LITKE..76N064E..80N060E..86N030E..



MDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	
B76	8-Feb-08	NO DATA	Route	not	built
B76	17-Feb-08	-17	-4100	-41	
B76	29-Feb-08	-14	-2600	-26	
B76	14-Feb-08	-52	-11300	-117	
B76	15-Feb-08	-47	-10100	-103	
B76	16-Feb-08	-42	-8800	-90	
B76	17-Mar-08	-34	-6400	-64	
B76	18-Mar-08	-23	-4100	-41	
B76	19-Mar-08	-37	-8000	-70	

Proposed Route "907" from NELTI to approximately 82N030E

NELTI..60N065E..65N063E..70N060E..75N054E..80N041E..82N030E..83N020E..84N000E



VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
907	1-Jan-08	-49	-8900	-92
907	2-Jan-08	-34	-6500	-66
907	3-Jan-08	-78	-15900	-164
907	4-Jan-08	-50	-9100	-93
907	5-Jan-08	-37	-6100	-65
907	6-Jan-08	-43	-7800	-78
907	7-Jan-08	-31	-4300	-45
907	8-Jan-08	-26	-3400	-35
907	12-Jan-08	9	2100	20
907	20-Jan-08	-20	-3900	-41
907	26-Jan-08	14	4900	49
907	27-Jan-08	18	4900	49
907	28-Jan-08	1	1300	12
907	29-Jan-08	6	2300	23
907	30-Jan-08	7	2300	23
907	31-Jan-08	-1	400	4

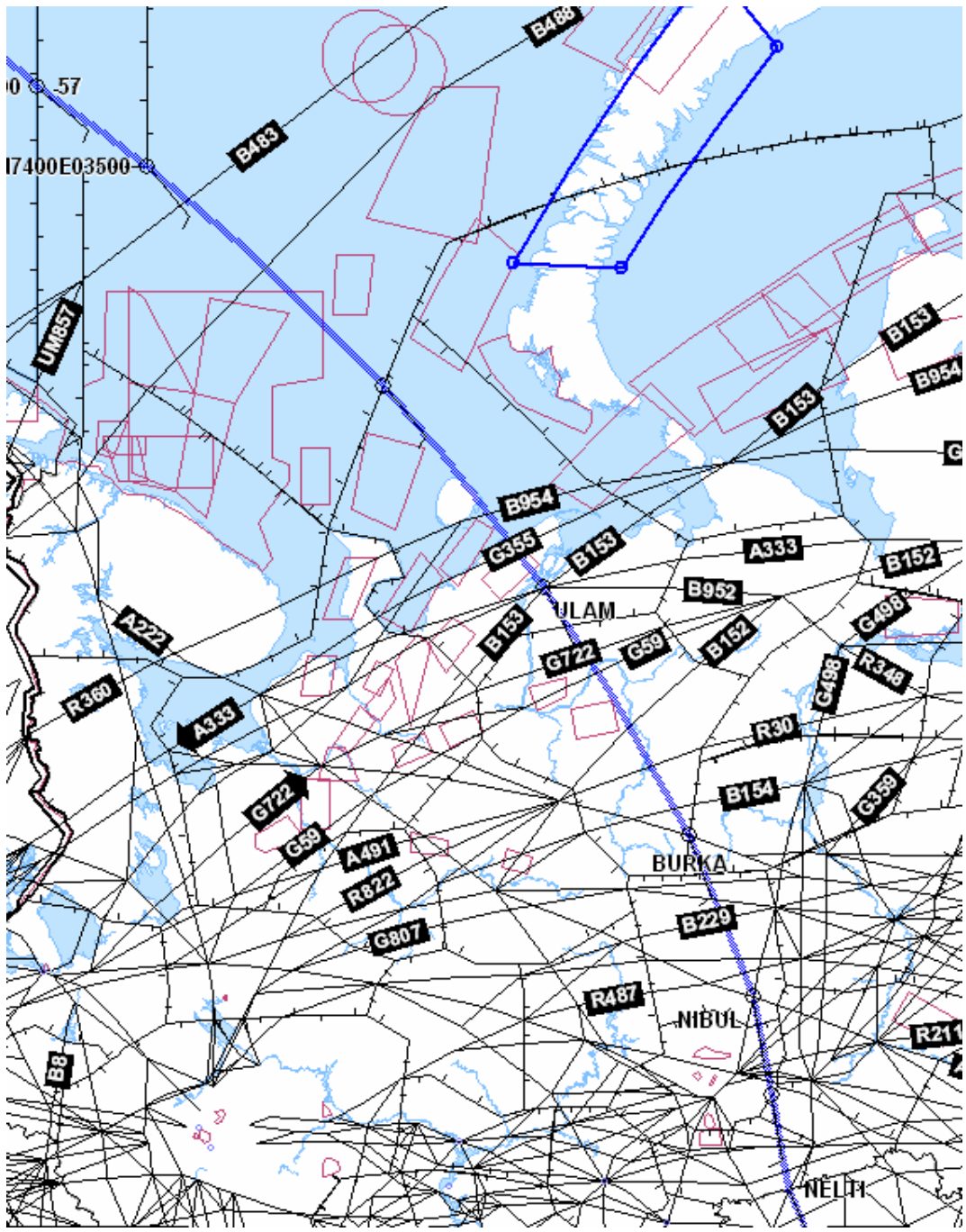
VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
907	1-Dec-07	14	1900	21
907	2-Dec-07	5	900	10
907	3-Dec-07	-4	-300	-3
907	9-Dec-07	-5	-1300	-13
907	14-Dec-07	-24	-5300	-54
907	19-Dec-07	-11	-2300	-24
907	20-Dec-07	0	300	2
907	21-Dec-07	-3	-1600	-16
907	25-Dec-07	-13	-4700	-25
907	26-Dec-07	-17	-2800	-28
907	27-Dec-07	-13	-2400	-25
907	31-Dec-07	-27	-4700	-48

VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
905	2-Nov-07	5	1400	12
905	3-Nov-07	15	2800	32
905	5-Nov-07	6	1000	11
905	6-Nov-07	3	1100	11
905	7-Nov-07	-4	-900	10
905	8-Nov-07	-2	-200	-2
905	12-Nov-07	-28	-8000	-82
905	14-Nov-07	-16	-2200	-24
905	15-Nov-07	17	4400	44
905	19-Nov-07	6	100	1
905	20-Nov-07	3	0	0
905	21-Nov-07	-5	-1800	-18
905	26-Nov-07	-3	-1100	-11
905	27-Nov-07	-6	-800	-9
905	28-Nov-07	-16	-3800	-38
905	29-Nov-07	-3	-100	-1
905	30-Nov-07	6	500	6

Proposed Route " 905 " NELTI - 75N030W

NELTI..NIBUL..BURKA..ULAM..7131N (71.31N046.230E) □ ..74N035E..75N030E..





VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
905	1-Jan-08	-25	-4500	-46
905	2-Jan-08	-39	-7300	-75
905	3-Jan-08	-45	-8000	-83
905	4-Jan-08	-24	-3400	-33
905	5-Jan-08	-20	-3200	-34
905	6-Jan-08	-19	-2500	-26
905	7-Jan-08	-2	1000	9
905	8-Jan-08	-3	1000	10
905	12-Jan-08	20	4500	45
905	20-Jan-08	-8	-900	-10
905	26-Jan-08	17	4900	49
905	27-Jan-08	15	4300	43
905	28-Jan-08	12	3000	30
905	29-Jan-08	16	3800	38
905	30-Jan-08	13	3800	39
905	31-Jan-08	15	3200	33

VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
905	1-Dec-07	11	1700	18
905	2-Dec-07	-8	-1300	-13
905	3-Dec-07	-2	700	7
905	8-Dec-07	0	1000	9
905	9-Dec-07	1	200	1
905	14-Dec-07	-10	-2200	-22
905	19-Dec-07	0	-600	-5
905	20-Dec-07	0	0	0
905	21-Dec-07	-1	-700	-7
905	25-Dec-07	-12	-2400	-25
905	26-Dec-07	-17	-2300	-23
905	27-Dec-07	-19	-3400	-34
905	31-Dec-07	-16	-2600	-26

VIDP-KEWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
905	2-Nov-07	10	2900	27
905	3-Nov-07	14	2500	29
905	5-Nov-07	8	1000	11
905	6-Nov-07	4	400	5
905	7-Nov-07	2	900	9
905	8-Nov-07	10	1900	20
905	13-Nov-07	0	800	7
905	14-Nov-07	-1	800	8
905	15-Nov-07	22	5400	55
905	19-Nov-07	-5	-2300	-23
905	20-Nov-07	-6	-2000	-19
905	21-Nov-07	-4	-1900	19
905	25-Nov-07	-6	-800	-8
905	26-Nov-07	9	-1600	17
905	27-Nov-07	6	1700	17
905	28-Nov-07	-3	-400	-4
905	29-Nov-07	11	3100	31
905	30-Nov-07	12	2100	22