

**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

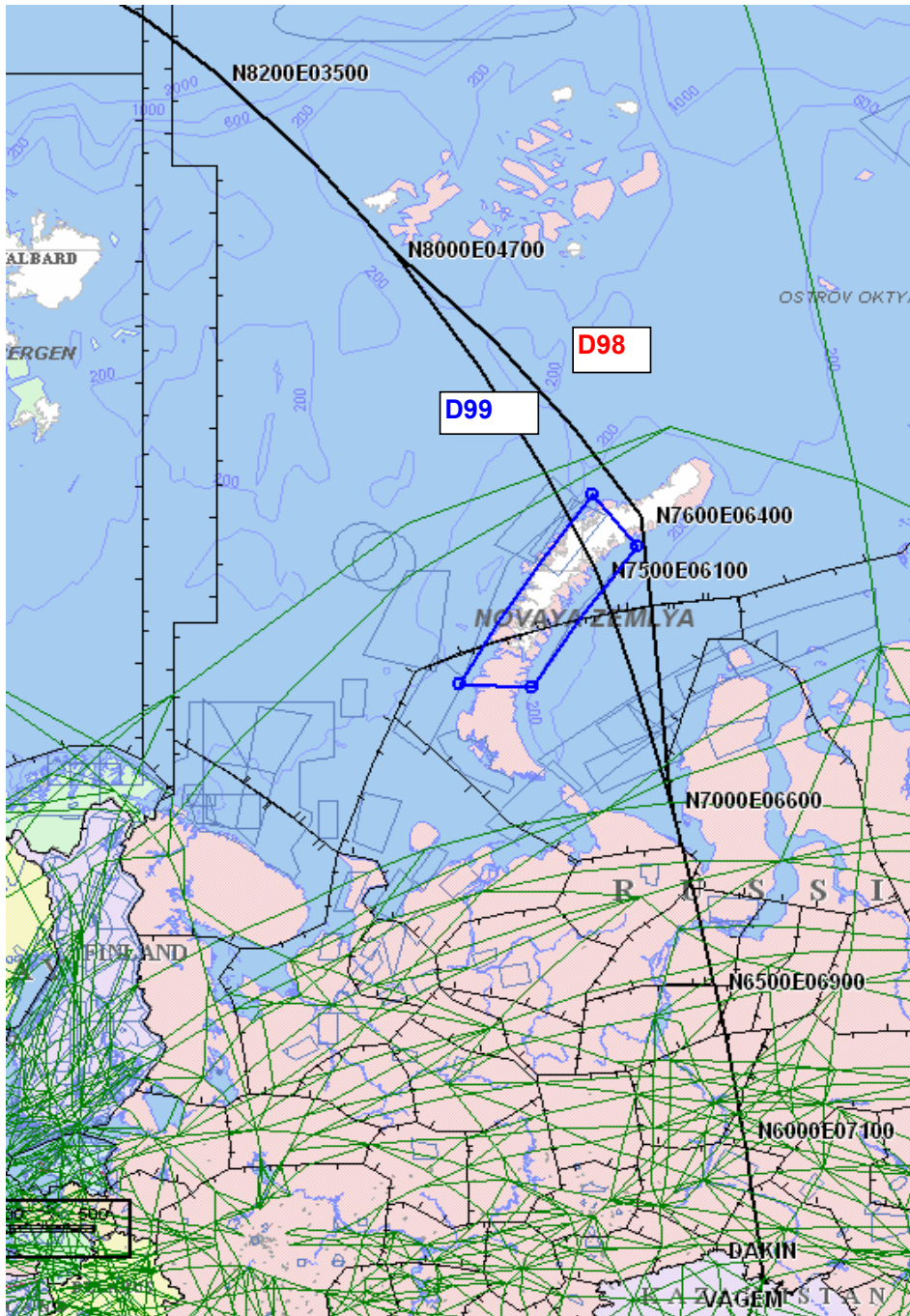
4.1 The Meeting is invited to:

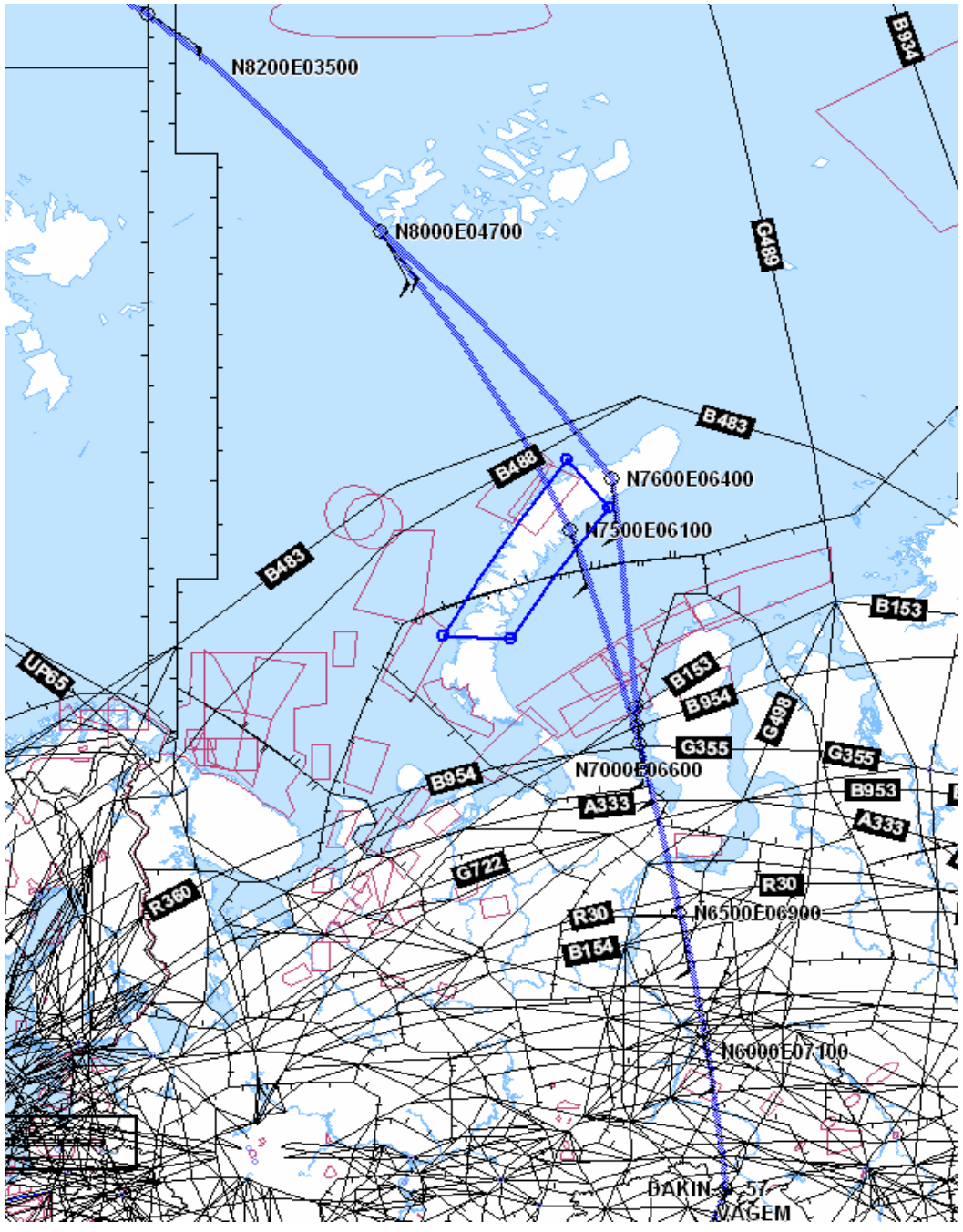
- a. consider the proposals by Continental on the attached new route proposals.

Proposal for New Route Study **D98** - DAKIN to approximately 82N030E

Same as D99...but via 76N064E

DAKIN..60N071E.. 65N069E..76N064E..80N047E..82N035E..84N000E





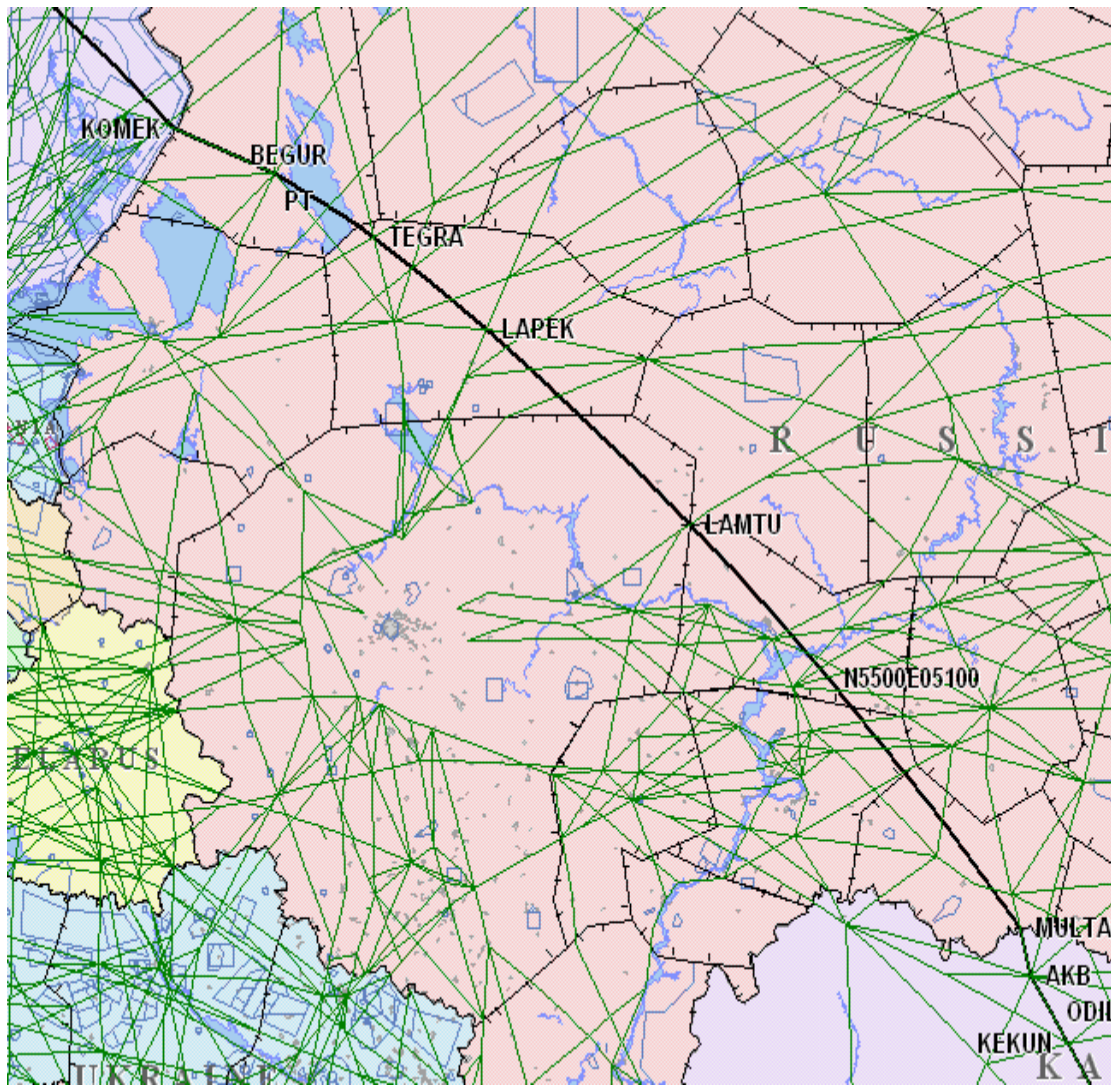
VABB-EWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99	3-Jan-08	-31	-5200	-52
D99	4-Jan-08	-82	-14000	-144
D99	5-Jan-08	-48	-8000	-83
D99	7-Jan-08	-48	-7100	-74
D99	8-Jan-08	-35	-4200	-44
D99	12-Jan-08	10	2700	23
D99	18-Jan-08	-17	-3600	-38
D99	20-Jan-08	-36	-2100	-24
D99	26-Jan-08	2	-1900?	-18?
D99	29-Jan-08	-3	-100	-2
D99	30-Jan-08	3	800	8
D99	31-Jan-08	-28	-4700	-48

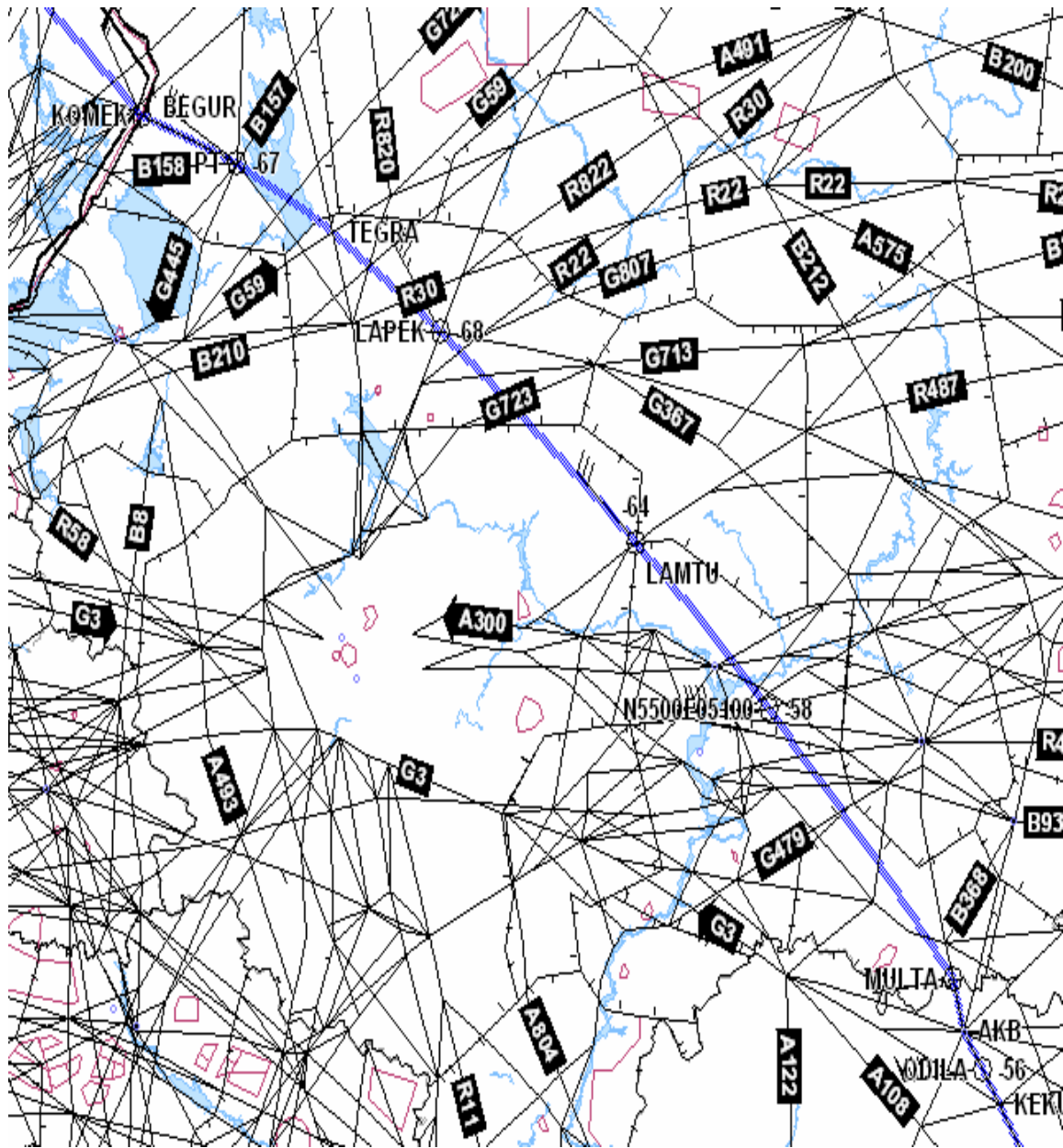
VABB-EWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99 S	1-Dec-07	-2	-1600	-24
D99 S	2-Dec-07	-14	-3300	-42
D99 S	3-Dec-07	-19	-5300	-52
D99 S	8-Dec-07	-50	-10600	-116
D99 S	9-Dec-07	-19	-4300	-53
D99 S	13-Dec-07	-26	-6800	-73
D99 S	14-Dec-07	-36	-8400	-91
D99 S	15-Dec-07	-29	-6900	-78
D99 S	19-Dec-07	-11	-2600	-30
D99 S	20-Dec-07	-16	-3400	-40
D99 S	21-Dec-07	-9	-1700	-22
D99 S	25-Dec-07	-37	-7500	-85
D99 S	26-Dec-07	-30	-5600	-64
D99 S	27-Dec-07	-29	-5300	-57
D99 S	31-Dec-07	-43	-7700	-84

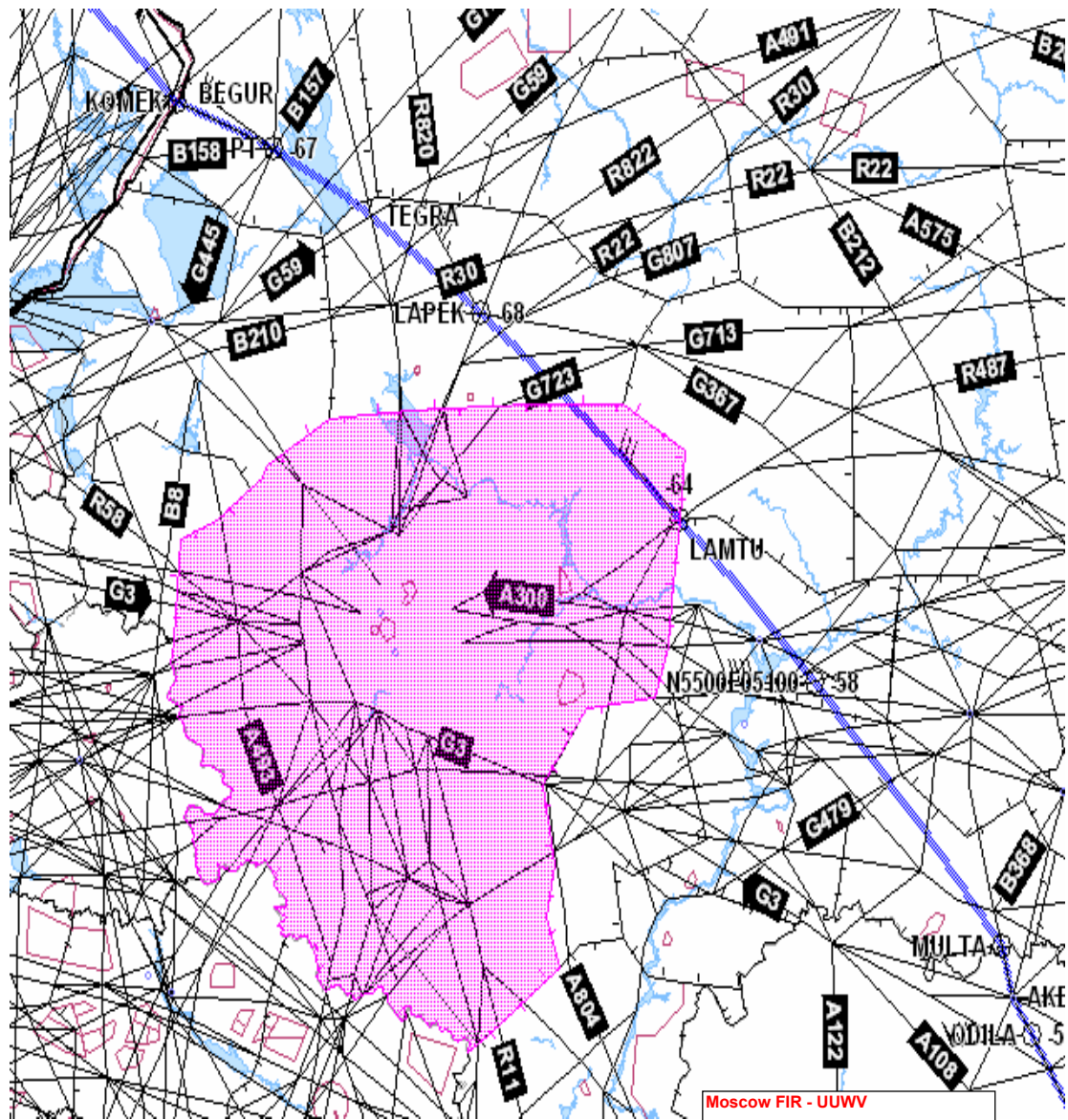
VABB-EWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99 Y	1-Dec-07	8	1200	12
D99 Y	2-Dec-07	3	500	5
D99 Y	3-Dec-07	-11	-3200	-32
D99 Y	8-Dec-07	-43	-8500	-86
D99 Y	9-Dec-07	-11	-1900	-20
D99 Y	13-Dec-07	-20	-4900	-49
D99 Y	14-Dec-07	-29	-6300	-63
D99 Y	15-Dec-07	-20	-4200	-42
D99 Y	19-Dec-07	-4	-300	-4
D99 Y	20-Dec-07	-6	-400	-5
D99 Y	21-Dec-07	0	1100	11
D99 Y	25-Dec-07	-25	-5100	-52
D99 Y	26-Dec-07	-16	-2900	-29
D99 Y	27-Dec-07	-24	-4300	-43
D99 Y	31-Dec-07	-38	-6700	-69

VABB-EWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99 Y	6-Nov-07	1	400	5
D99 Y	7-Nov-07	6	2000	20
D99 Y	8-Nov-07	-8	-1300	-14
D99 Y	9-Nov-07	-14	-3300	-34
D99 Y	10-Nov-07	-15	-2300	-24
D99 Y	12-Nov-07	-36	-7700	-78
D99 Y	13-Nov-07	-28	-4700	-47
D99 Y	14-Nov-07	-39	-6700	-68
D99 Y	15-Nov-07	-12	-3700	-37
D99 Y	16-Nov-07	-20	-3400	-34
D99 Y	17-Nov-07	-19	-3600	-37
D99 Y	18-Nov-07	-6	-1800	-18
D99 Y	25-Nov-07	-5	-1400	-13
D99 Y	26-Nov-07	-16	-3600	-34
D99 Y	27-Nov-07	-17	-2900	-29
D99 Y	28-Nov-07	-30	-6000	-61
D99 Y	29-Nov-07	-15	-2600	-26
D99 Y	30-Nov-07	13	2700	27

VABB-EWR	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry
D99 S	6-Nov-07	-5	-1400	-14
D99 S	7-Nov-07	-3	-600	-9
D99 S	9-Nov-07	-24	-5900	-61
D99 S	10-Nov-07	-22	-4800	-50
D99 S	12-Nov-07	-44	-10100	-109
D99 S	13-Nov-07	-40	-7800	-88
D99 S	14-Nov-07	-47	-9200	-102
D99 S	15-Nov-07	-16	-5400	-56
D99 S	16-Nov-07	-24	-5100	-53
D99 S	17-Nov-07	-26	-5700	-61
D99 S	18-Nov-07	-15	-4500	-48
D99 S	25-Nov-07	-14	-4100	-48
D99 S	26-Nov-07	-25	-6600	-73
D99 S	27-Nov-07	-23	-5000	-56
D99 S	28-Nov-07	-42	-9200	-102
D99 S	29-Nov-07	-20	-4400	-52
D99 S	30-Nov-07	7	800	5







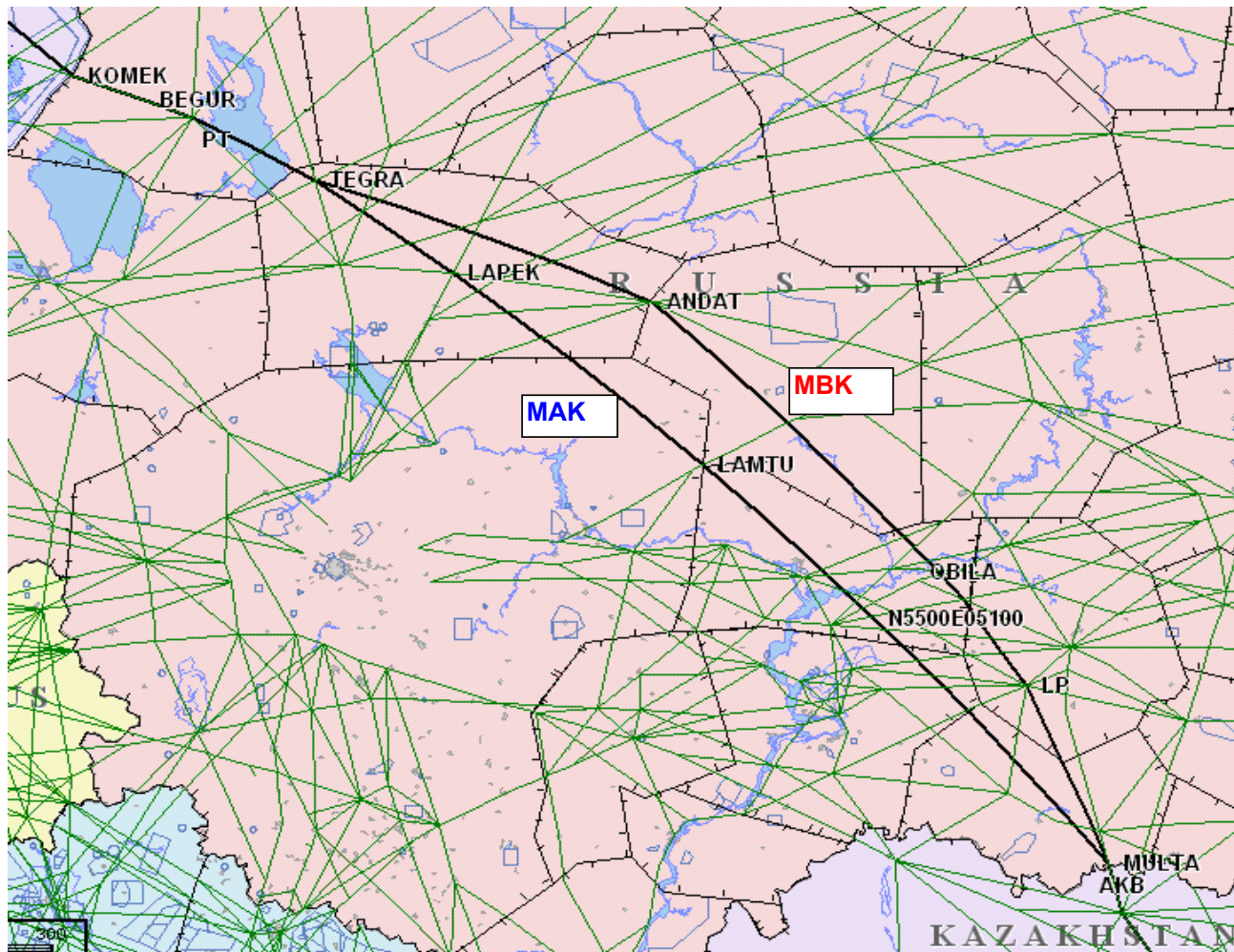
Proposed improvement to route MULTA to KOMEK - "MBK"

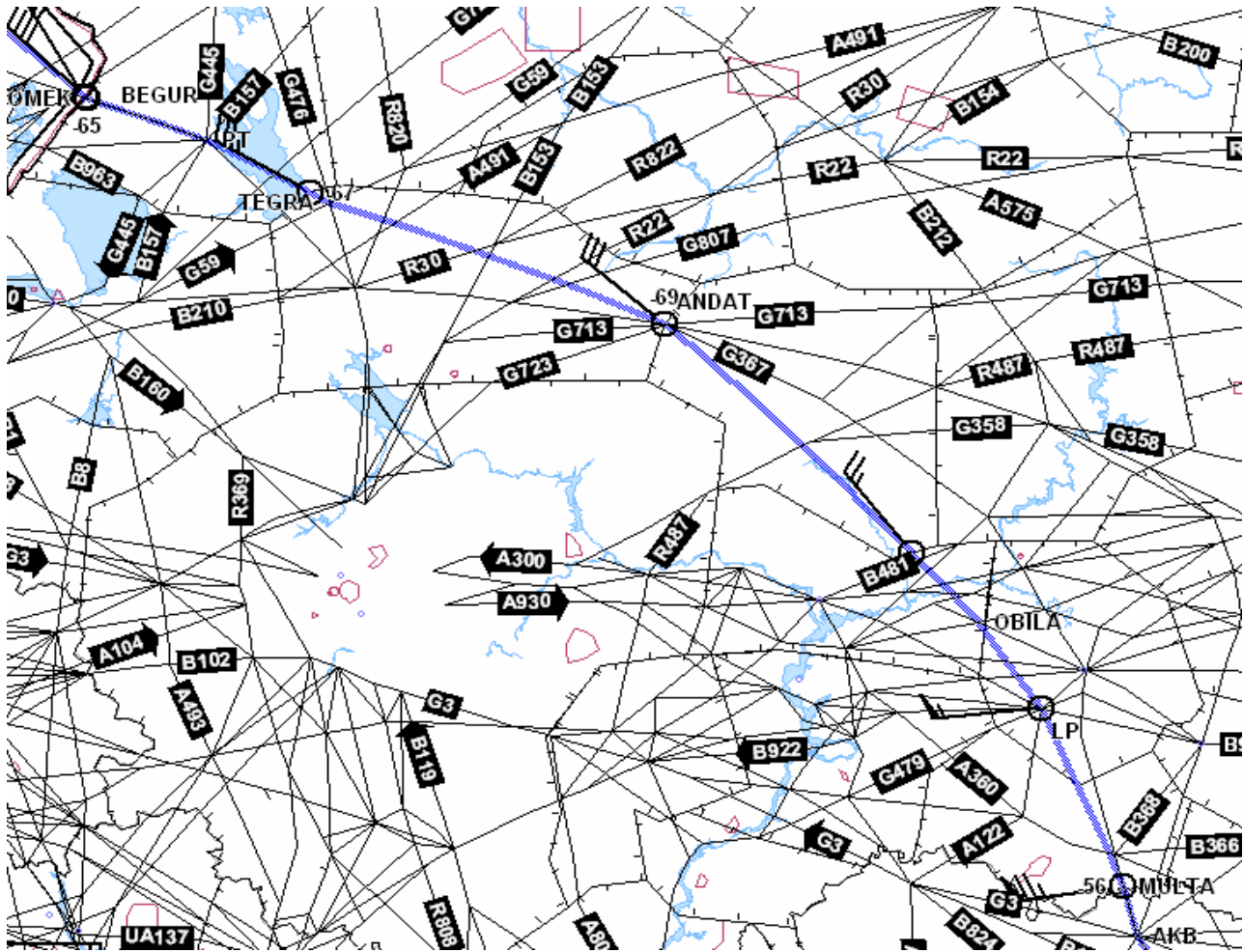
Proposal curves outside of Moscow FIR

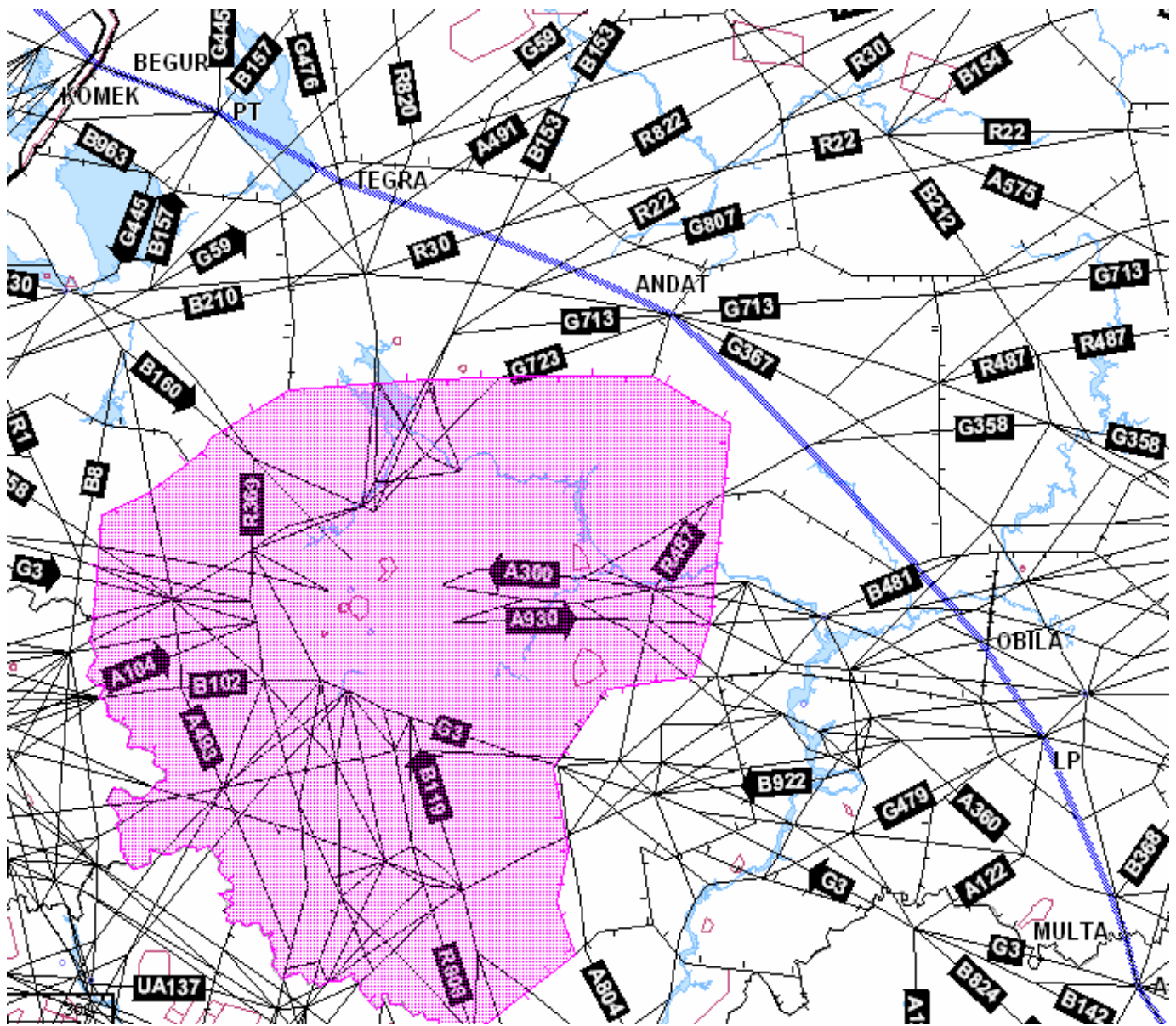
Existing Route - MULTA.G367.ANDAT.B210.SU.B158.PT.B487.KOMEK

Proposal for Consideration - MULTA..LP..OBILA..ANDAT..TEGRA..PT.B487.KOMEK

	Distance	Time	Fuel	Payload	Emissions
Existing Route	364Nm				
Proposal	343Nm				
SAVINGS	21Nm	+/-8mins	1 700lbs	1700lbs	
Yearly potential savings (134)	2 814Nm	1 072Mins	227 800lbs	227 800lbs	





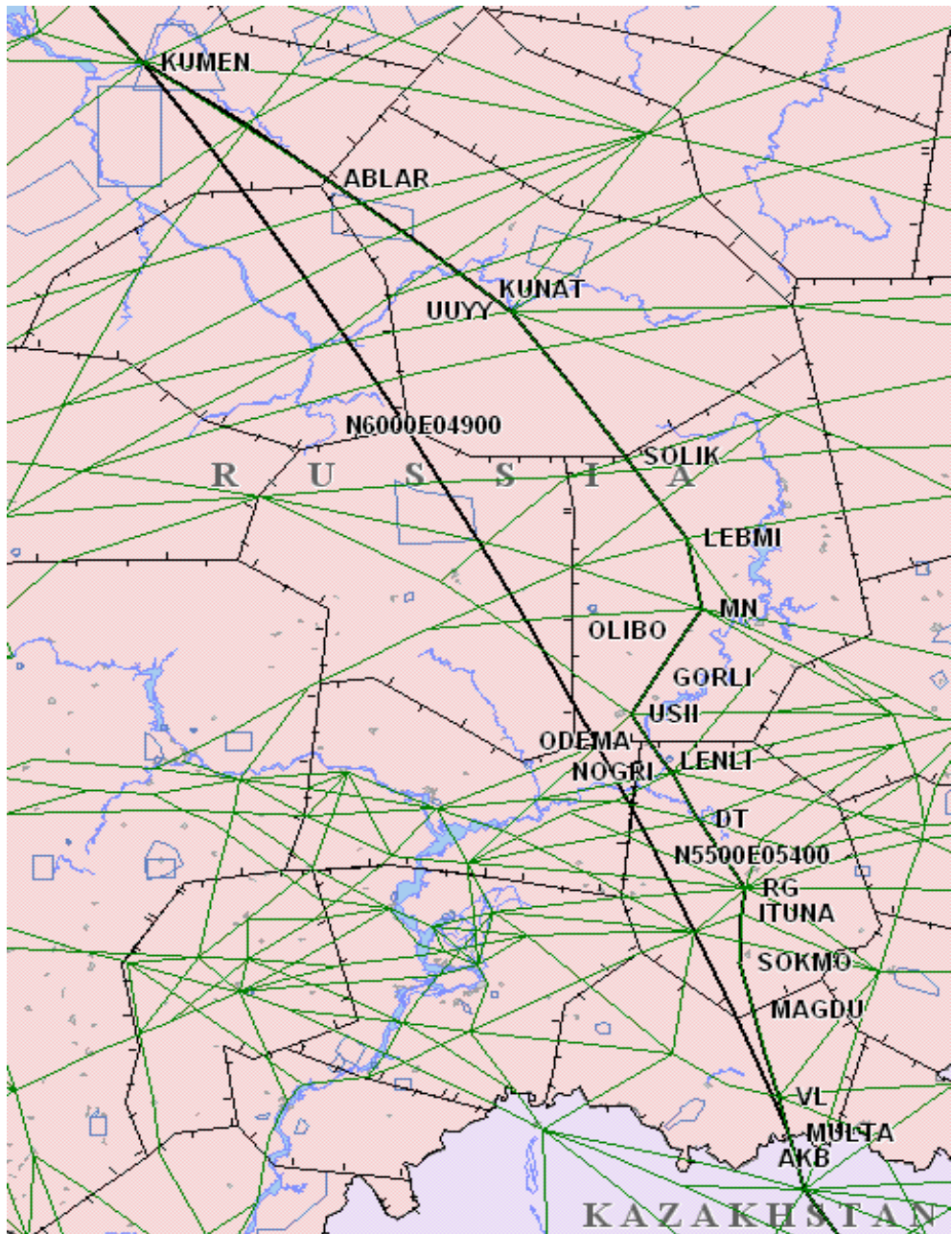


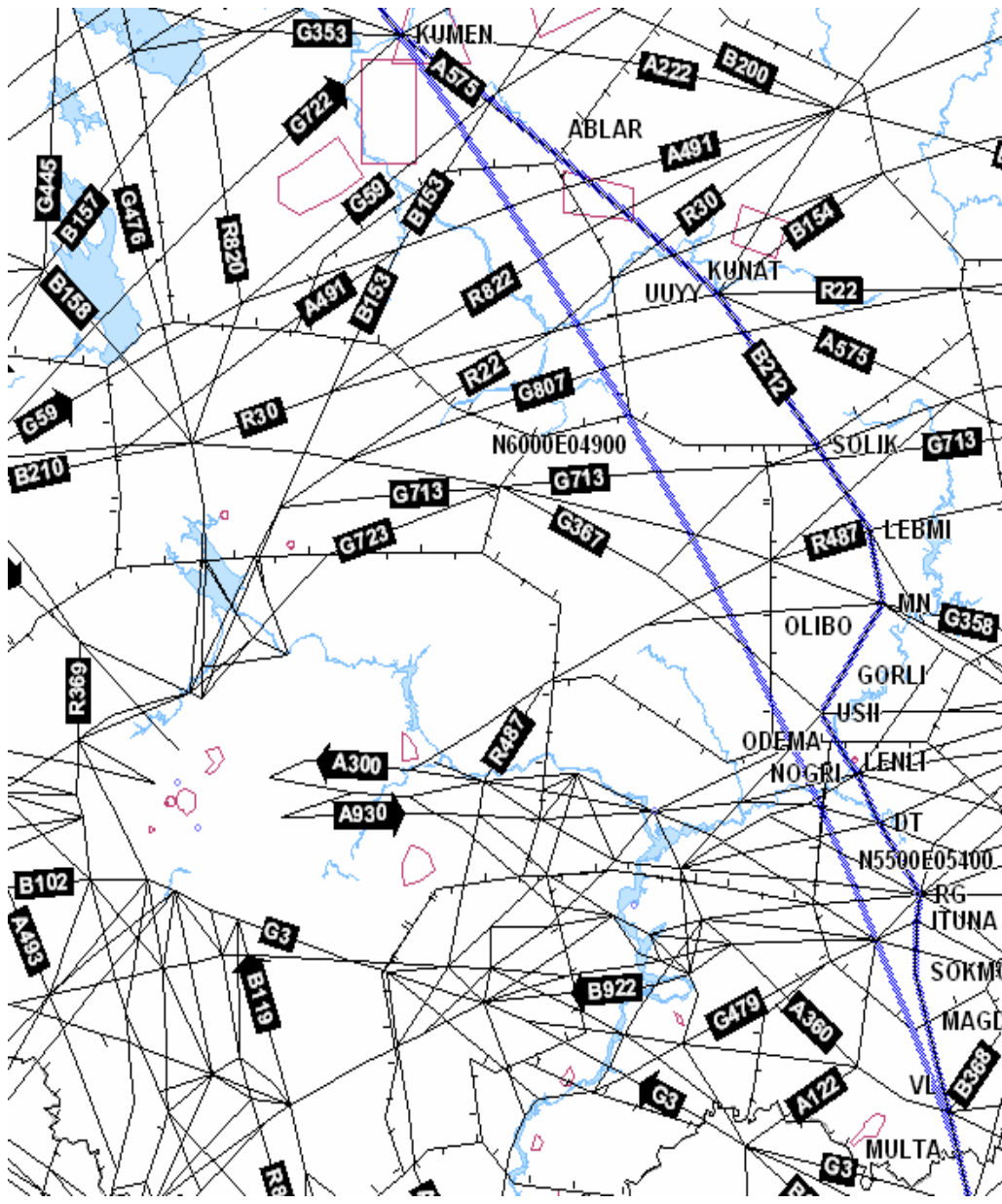
Proposed improvement to route MULTA to KUMEN - "MK1"

Existing Route - MULTA.G367.INGEN.G712.LEBMI.B212.UUYY.A575.KUMEN

Proposal for Consideration - MULTA..55N054E..60N049E..KUMEN

	Distance	Time	Fuel	Payload
Existing Route	254Nm			
Proposal	229Nm			
SAVINGS	25Nm	+/-11mins	2 800lbs	
Yearly potential savings (37)	925Nm	407Mins	95 200lbs	





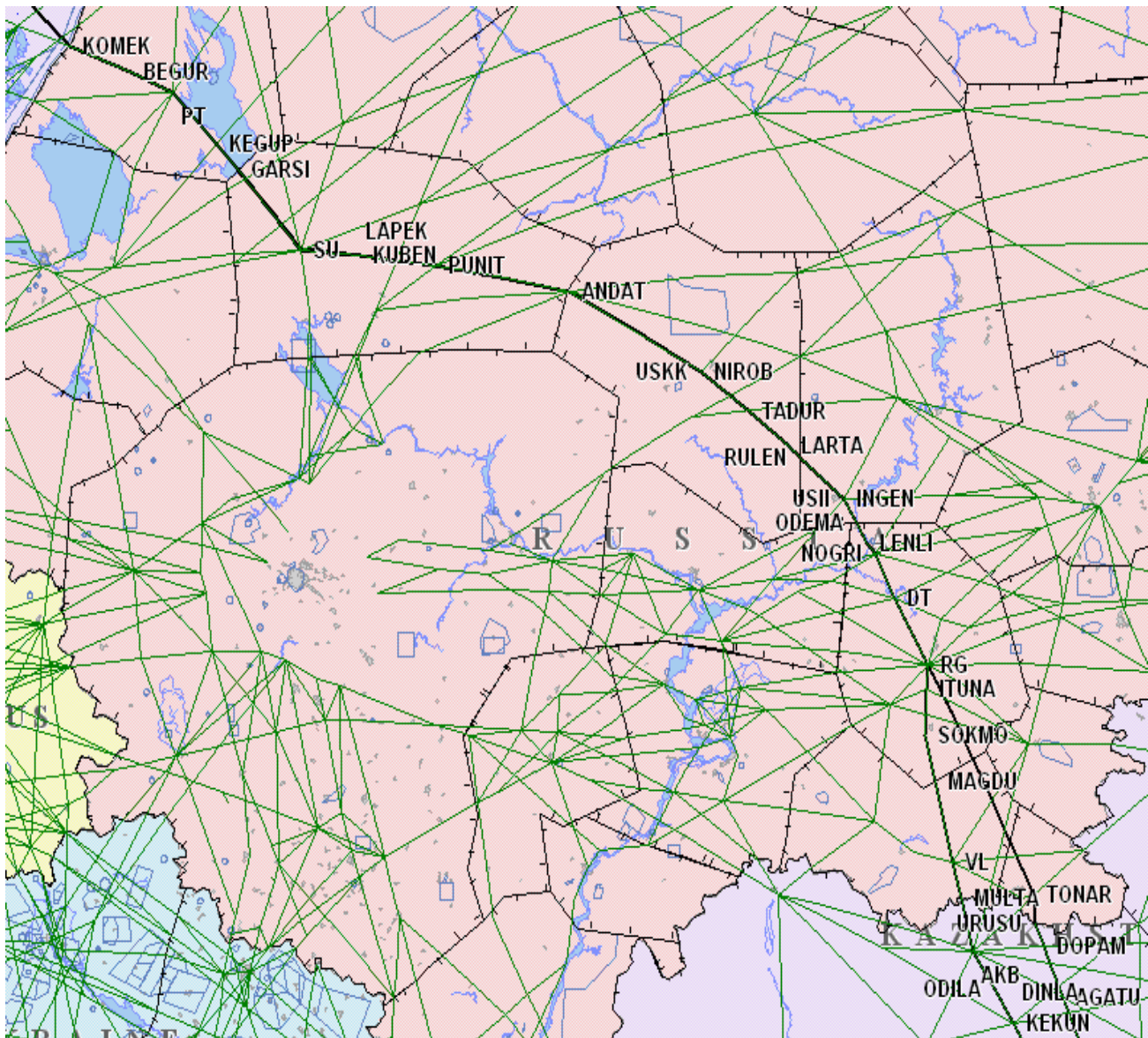
Proposed NEW route URUSU to TONAR to RG - "UTR"

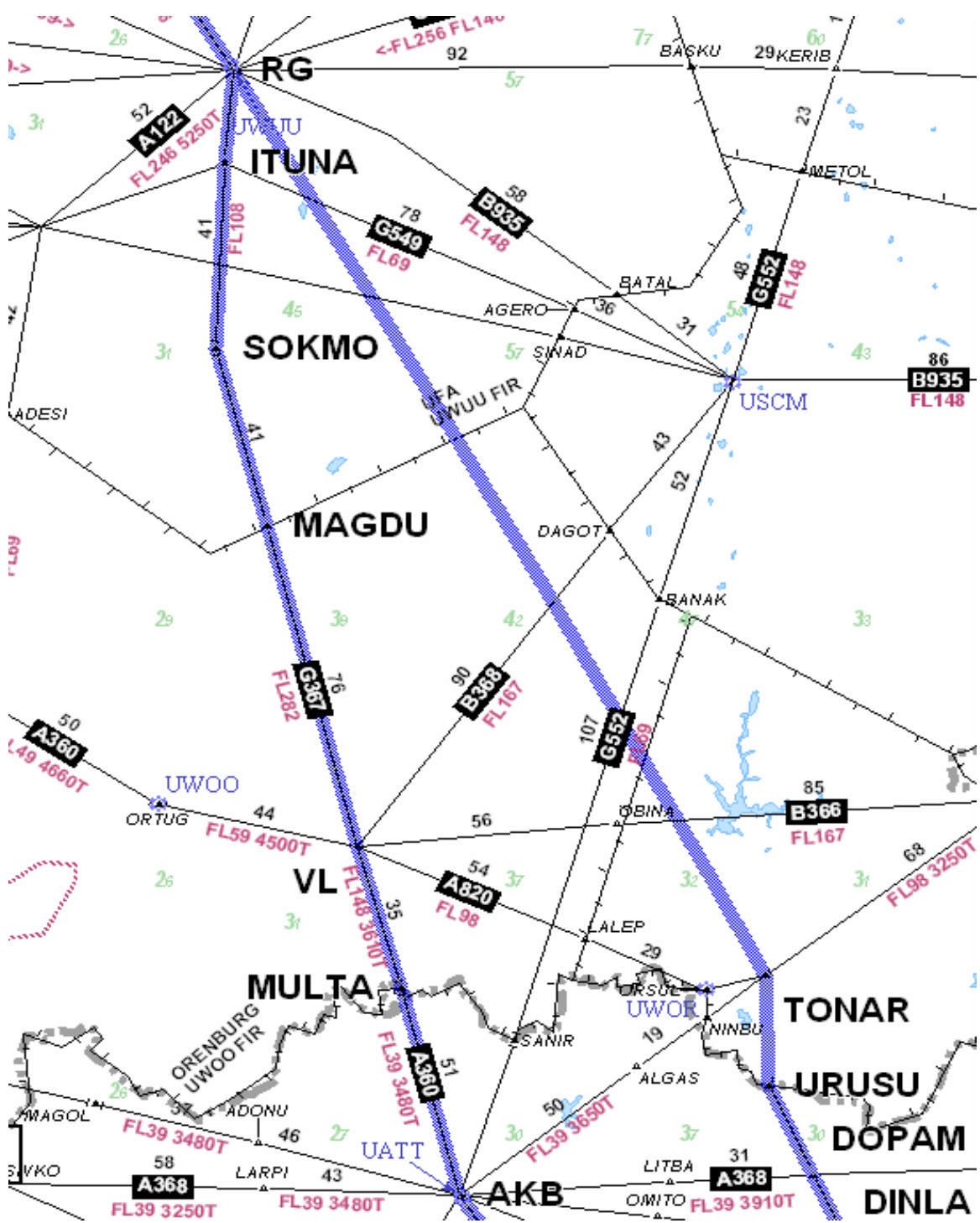
Existing Route - MULTA.G367.RG

Proposal for Consideration - URUSU dct TONAR dct RG

	Distance	Time	Fuel	Payload
Existing Route				
Proposal				
SAVINGS (ESAD)	- 30 Nm	+/-2mins	400lbs	400lbs
Yearly potential savings (134)	n/a	268Mins	53 600lbs	53 600lbs

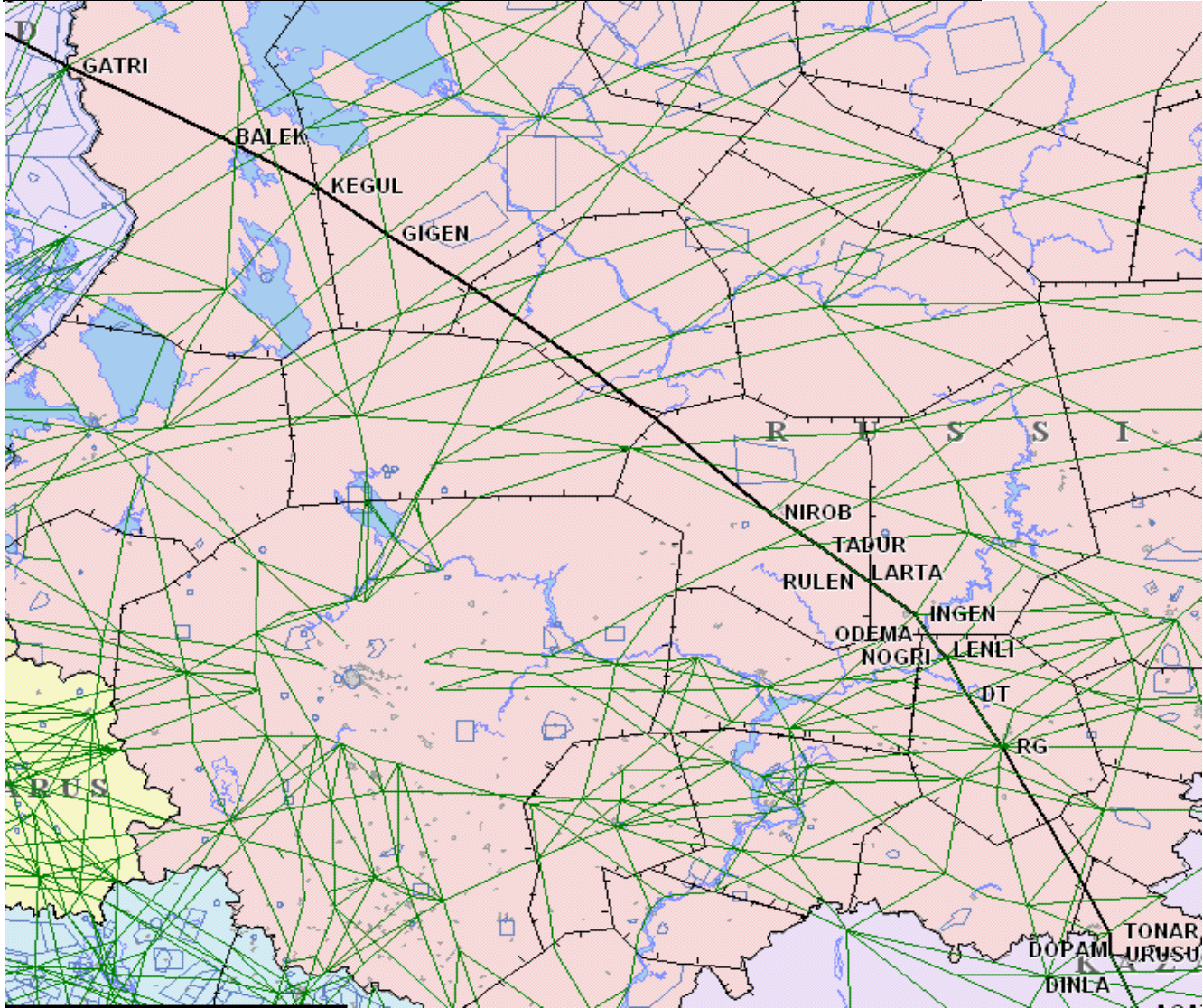
(ESAD- -Equal STILL Air Distance)

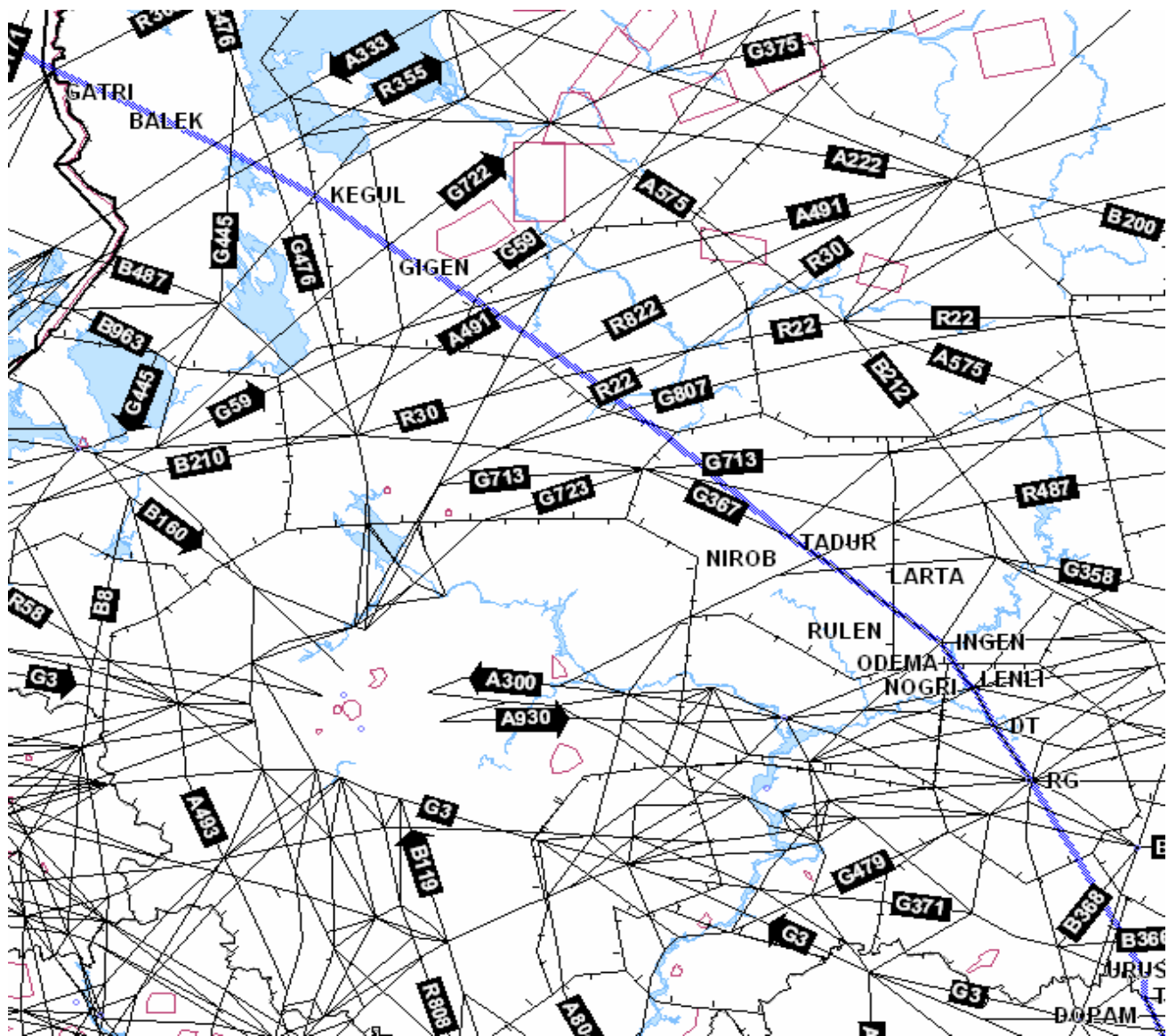




Proposed NEW route URUSU to GATRI - "UAG"

Existing Route - n/a -no connections to southern Russia
**Proposal for Consideration - URUSU..TONAR..RG.G367.NIROB..
GIGEN..KEGUL..BALEK..GATRI**





Proposed NEW route URUSU to GATRI - "UBG"

Exact same Routing within Russia

Existing Route - n/a -no connections to southern Russia

Proposal for Consideration - URUSU..TONAR..RG.G367.NIROB..
GIGEN..KEGUL..BALEK..GATRI

