

**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.

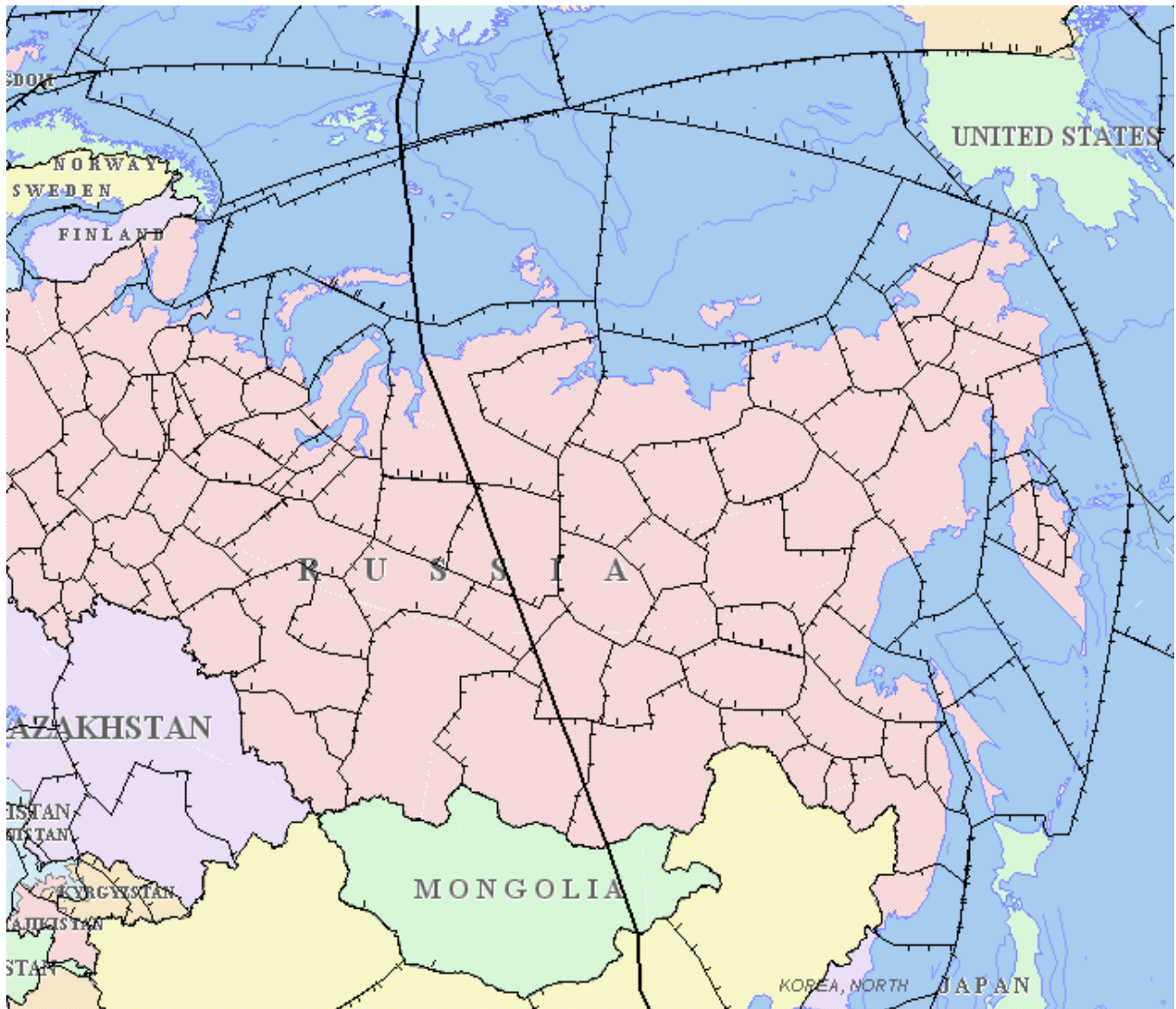
4. Conclusion

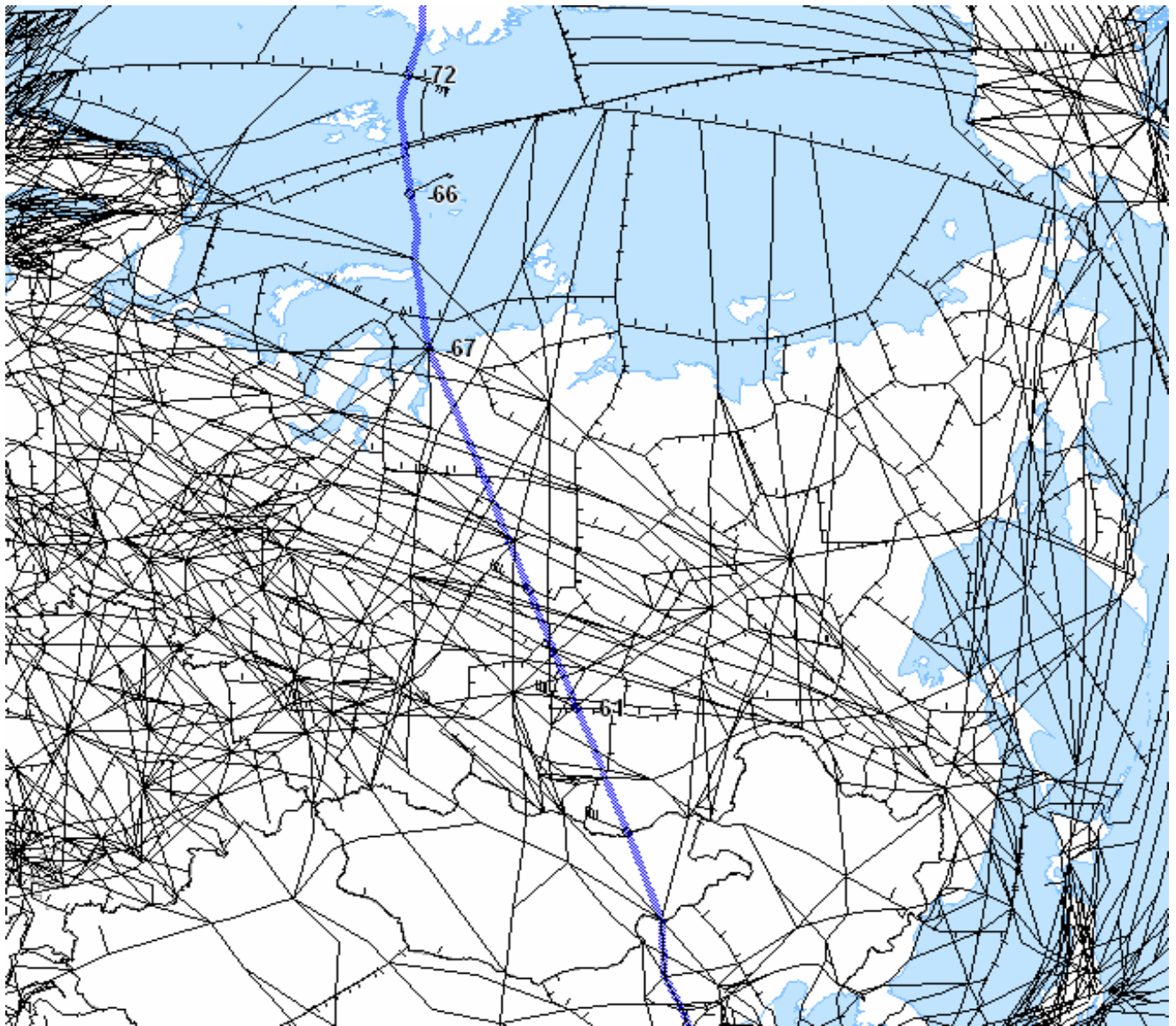
4.1 The Meeting is invited to:

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

Proposed Route UP1

**81N030E..80N050E..79N060E..ANODI..UODD..(New
Waypoint 49 17.58N 111 14.14E)..POLHO.**





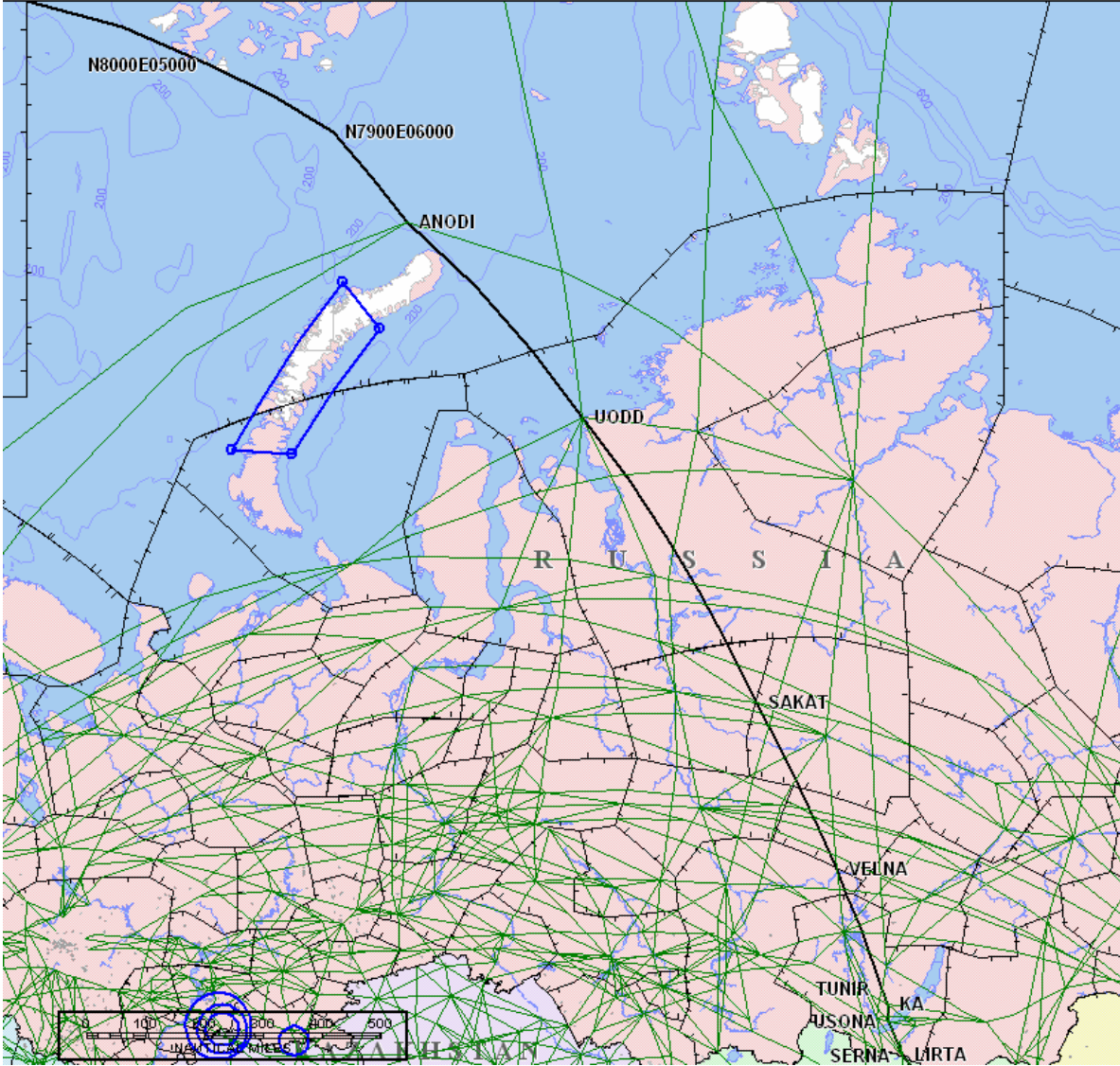
EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved (Pounds)	Additional Payload able to carry	Emissions
UP1	1-Jan-08	21	3400	36	
UP1	2-Jan-08	19	2400	26	
UP1	3-Jan-08	19	2600	26	
UP1	4-Jan-08	1	700	7	
UP1	5-Jan-08	-14	-2700	-28	N/A
UP1	7-Jan-08	-15	-2500	-26	N/A
UP1	8-Jan-08	-6	-900	-10	N/A
UP1	12-Jan-08	0	-1200	-11	N/A
UP1	18-Jan-08	5	100	2	
UP1	19-Jan-08	14	3300	33	
UP1	20-Jan-08	15	2900	30	
UP1	23-Jan-08	-3	-1900	-19	N/A
UP1	26-Jan-08	-8	-2000	-20	N/A
UP1	27-Jan-08	-3	-2500	-22	N/A

EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved (Pounds)	Additional Payload able to carry	Emissions
UP1	14-Dec-07	13	2000	21	
UP1	20-Dec-07	1	-1300	-13	
UP1	21-Dec-07	-4	-900	-8	
UP1	25-Dec-07	4	-400	-3	
UP1	26-Dec-07	8	900	10	
UP1	27-Dec-07	15	2300	23	
UP1	31-Dec-07	17	3100	33	

Stats Start December

Proposed Route S82

**81N020E..81N030E..80N050E..79N060E..ANODI..
UODD..SAKAT..VELNA..TUNIR.A45.USONA.G490.LIRTA**



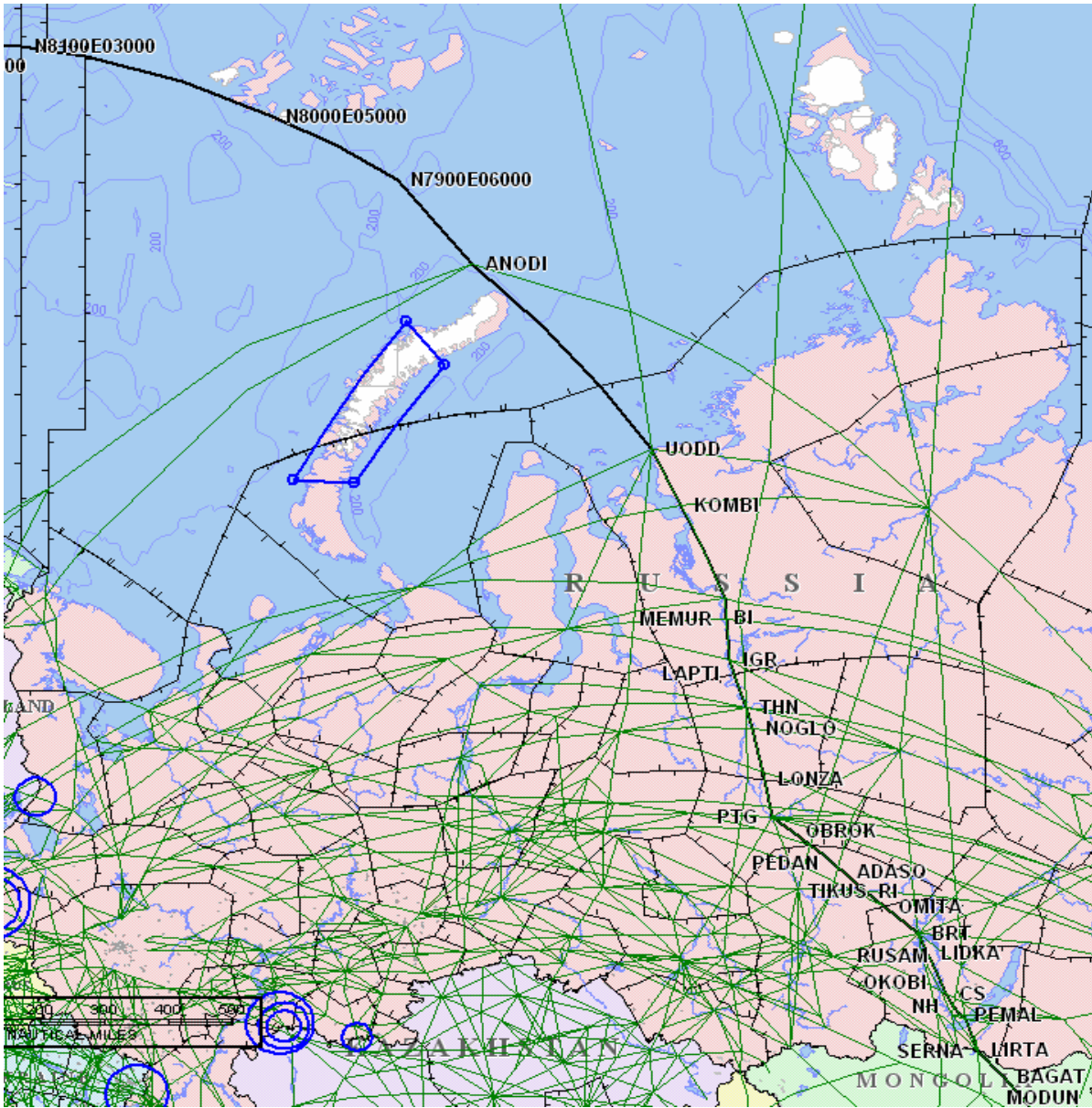


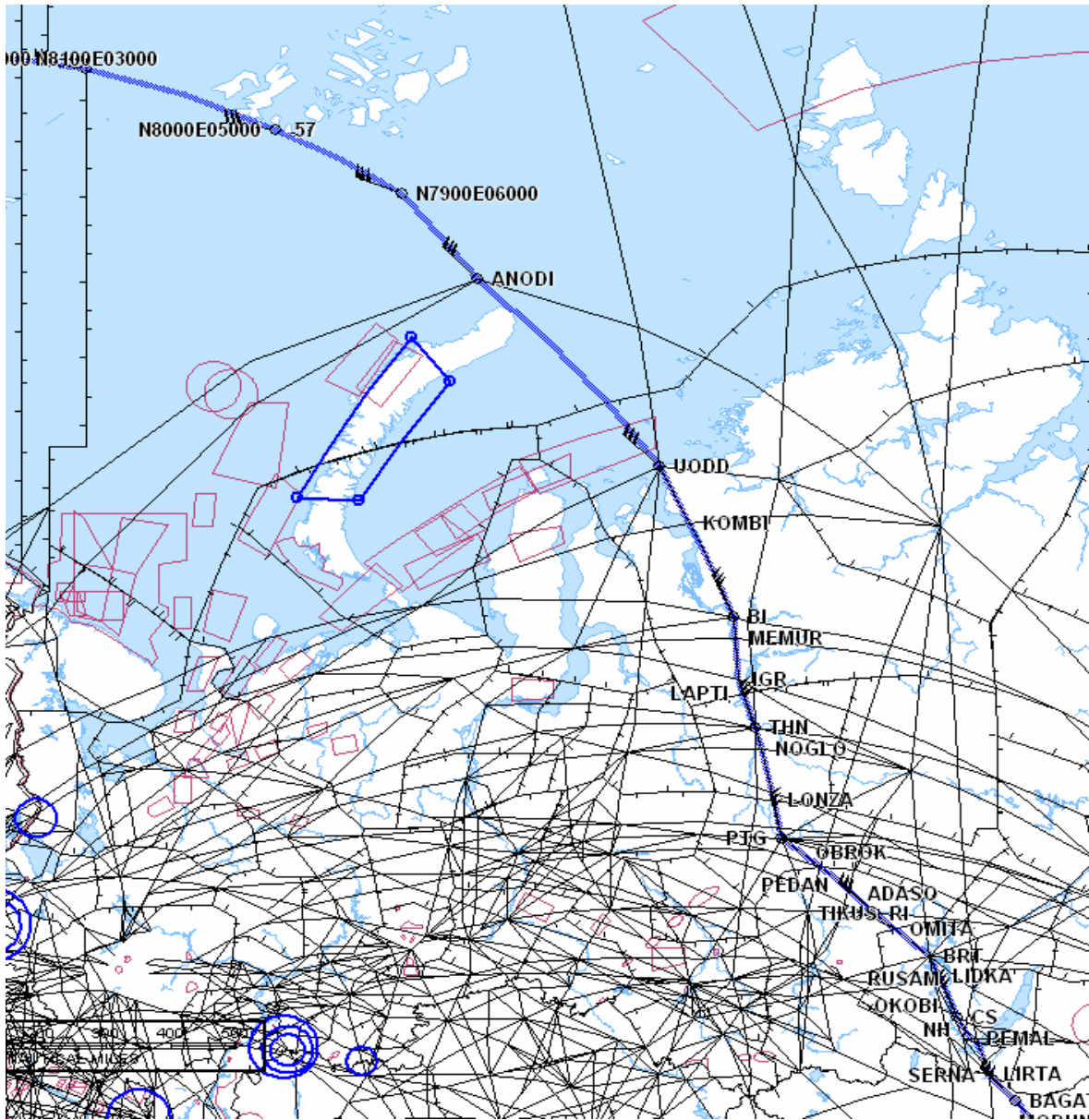
EWB-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S82	1-Jan-08	12	2800	29	
S82	2-Jan-08	12	2200	23	
S82	3-Jan-08	17	3100	30	
S82	4-Jan-08	-7	-600	-7	
S82	5-Jan-08	-21	-3800	-39	
S82	7-Jan-08	-20	-3300	-34	
S82	8-Jan-08	-13	-2300	-24	
S82	12-Jan-08	-3	-500	-6	
S82	18-Jan-08	1	-200	-2	
S82	19-Jan-08	7	1900	19	
S82	20-Jan-08	6	1600	16	
S82	23-Jan-08	-7	-1200	-13	
S82	26-Jan-08	-12	-2400	-25	
S82	27-Jan-08	-6	-2000	-18	

EWB-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S82	14-Dec-07	5	600	7	
S82	20-Dec-07	-7	-2600	-26	
S82	21-Dec-07	-11	-1500	-15	
S82	25-Dec-07	-4	-1500	-15	
S82	26-Dec-07	1	-100	-1	
S82	27-Dec-07	6	600	6	
S82	31-Dec-07	6	1300	14	

Proposed Route S81

**81N020E..81N030E..80N050E..79N060E..
ANODI..UODD.G489.THN. G490.LIRTA**



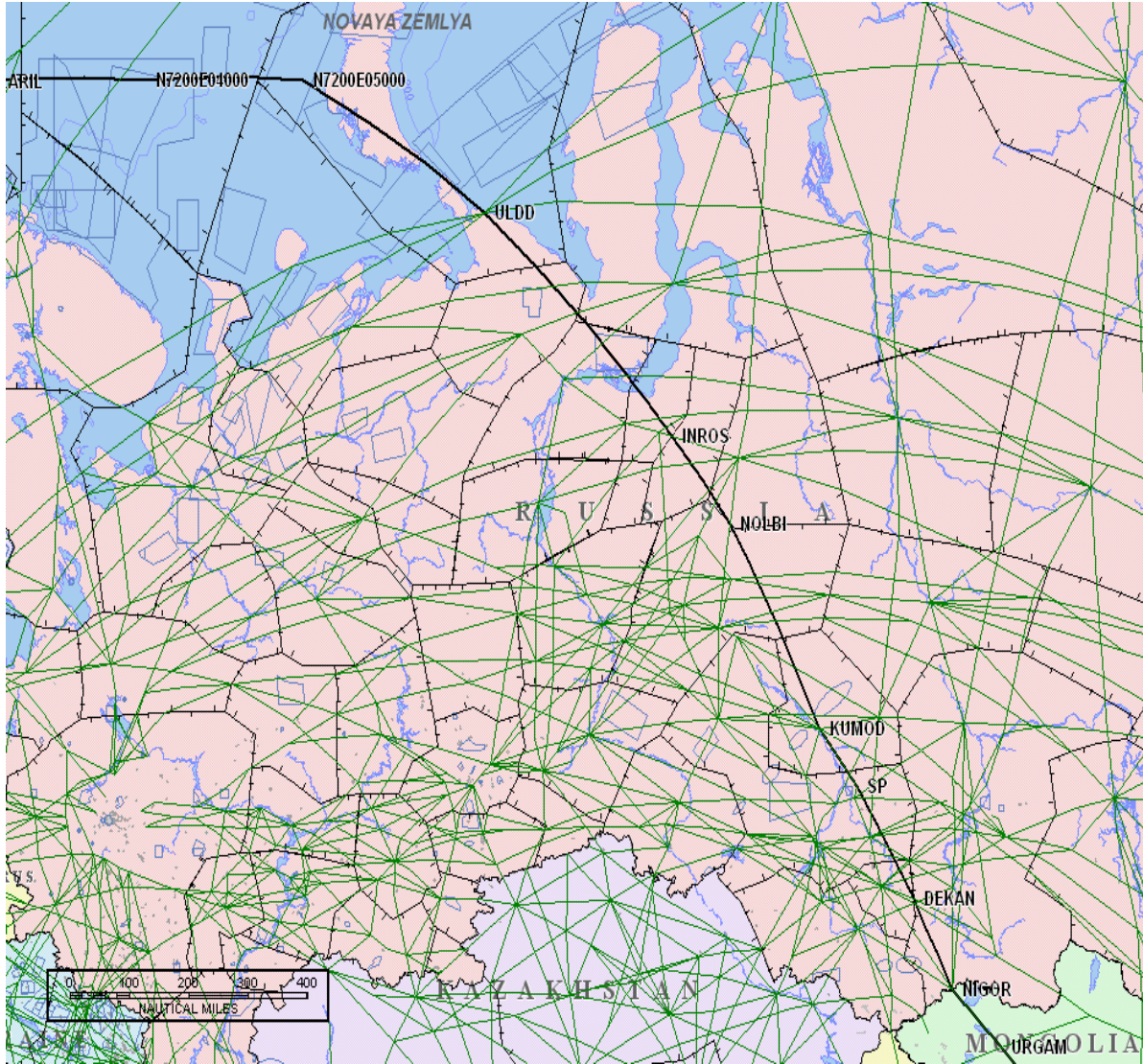


EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S81	1-Jan-08	7	1800	19	
S81	2-Jan-08	6	1400	15	
S81	3-Jan-08	2	1200	12	
S81	4-Jan-08	-13	-1700	-18	
S81	5-Jan-08	-27	-5000	-51	
S81	7-Jan-08	-29	-4900	-50	
S81	8-Jan-08	-18	-3300	-35	
S81	12-Jan-08	-16	-3000	-30	
S81	18-Jan-08	-10	-2300	-24	
S81	19-Jan-08	-4	-100	-2	
S81	20-Jan-08	-3	-400	-5	
S81	23-Jan-08	-21	-3900	-40	
S81	26-Jan-08	-25	-4800	-48	
S81	27-Jan-08	-23	-4800	-47	

EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S81	20-Dec-07	-13	-3700	-37	
S81	21-Dec-07	-22	-3900	-39	
S81	27-Dec-07	-4	-1000	-12	
S81	31-Dec-07	-1	-100	-1	

Proposed Route S72

**72N020E..LARIL..72N040E..72N050E..ULDD..INROS..NOLBI..
KUMOD..SP..DEKAN..NIGOR.B330.POU.**





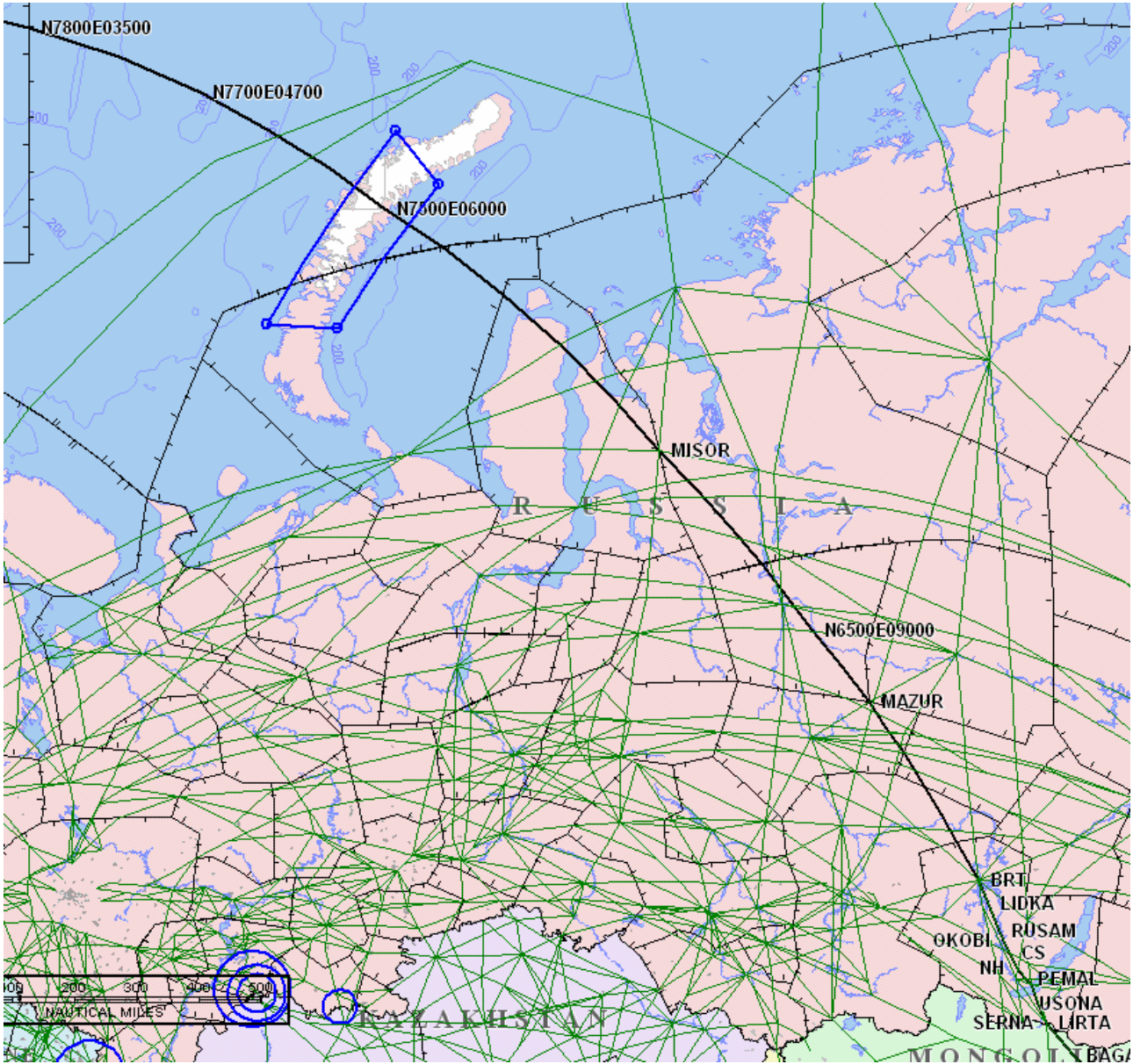
EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S72	1-Jan-08	-36	-6400	-64	
S72	2-Jan-08	-42	-8900	-90	
S72	3-Jan-08	-43	-8100	-83	
S72	4-Jan-08	-34	-6700	-68	
S72	5-Jan-08	-32	-6500	-66	
S72	7-Jan-08	-46	-9000	-92	
S72	8-Jan-08	-25	-5600	-58	
S72	12-Jan-08	-10	-2400	-24	
S72	18-Jan-08	-20	-4600	-47	
S72	19-Jan-08	-11	-1900	-12	
S72	20-Jan-08	-10	-2200	-23	
S72	23-Jan-08	-22	-5800	-58	
S72	26-Jan-08	-7	-4200	-41	
S72	27-Jan-08	3	1500	13	

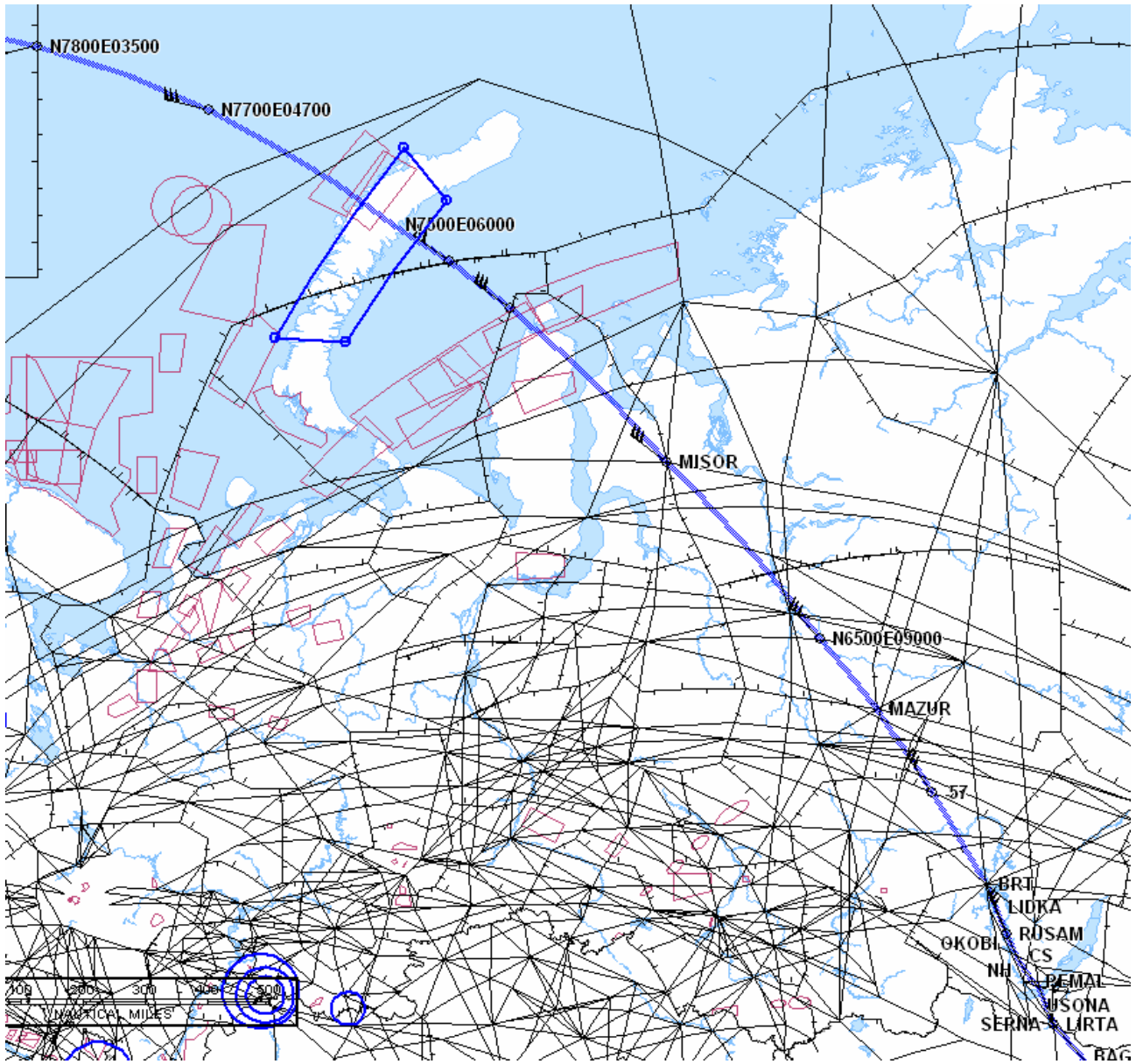
EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S72	1-Dec-07	-22	-5100	-51	
S72	2-Dec-07	-23	-2800	-30	
S72	3-Dec-07	4	800	9	
S72	8-Dec-07	-17	-4200	-42	
S72	9-Dec-07	-1	-800	-8	
S72	14-Dec-07	7	800	6	
S72	20-Dec-07	-4	-1700	-17	
S72	21-Dec-07	-33	-2700	-73	
S72	25-Dec-07	2	1700	-16	
S72	26-Dec-07	1	1200	-12	
S72	27-Dec-07	-8	-2700	-27	
S72	31-Dec-07	-4	-1500	-15	

EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S72	2-Nov-07	-21	-4600	-47	
S72	3-Nov-07	-20	-4200	-43	
S72	4-Nov-07	-8	-2100	-21	
S72	5-Nov-07	-1	-1800	-18	
S72	6-Nov-07	-14	-4100	-42	
S72	7-Nov-07	-29	-6500	-66	
S72	9-Nov-07	-24	-5400	-54	
S72	10-Nov-07	-35	-6100	-62	
S72	11-Nov-07	-24	-3400	-36	
S72	12-Nov-07	-17	100	-27	
S72	13-Nov-07	-6	-100	1	
S72	16-Nov-07	-79	-16200	-165	
S72	17-Nov-07	-62	-12000	-122	
S72	19-Nov-07	-70	-19000	-137	
S72	20-Nov-07	-22	-2400	-51	
S72	21-Nov-07	-2	200	2	
S72	25-Nov-07	-12	-1400	-15	
S72	29-Nov-07	-45	-8400	-85	
S72	30-Nov-07	-62	-11500	-117	

Proposed Route S99

**77N010W..78N035E..77N047E..75N060E..MISOR..65N090E..
MAZUR..BRT.G490.LIRTA..SERNA.M520.POLHO.**





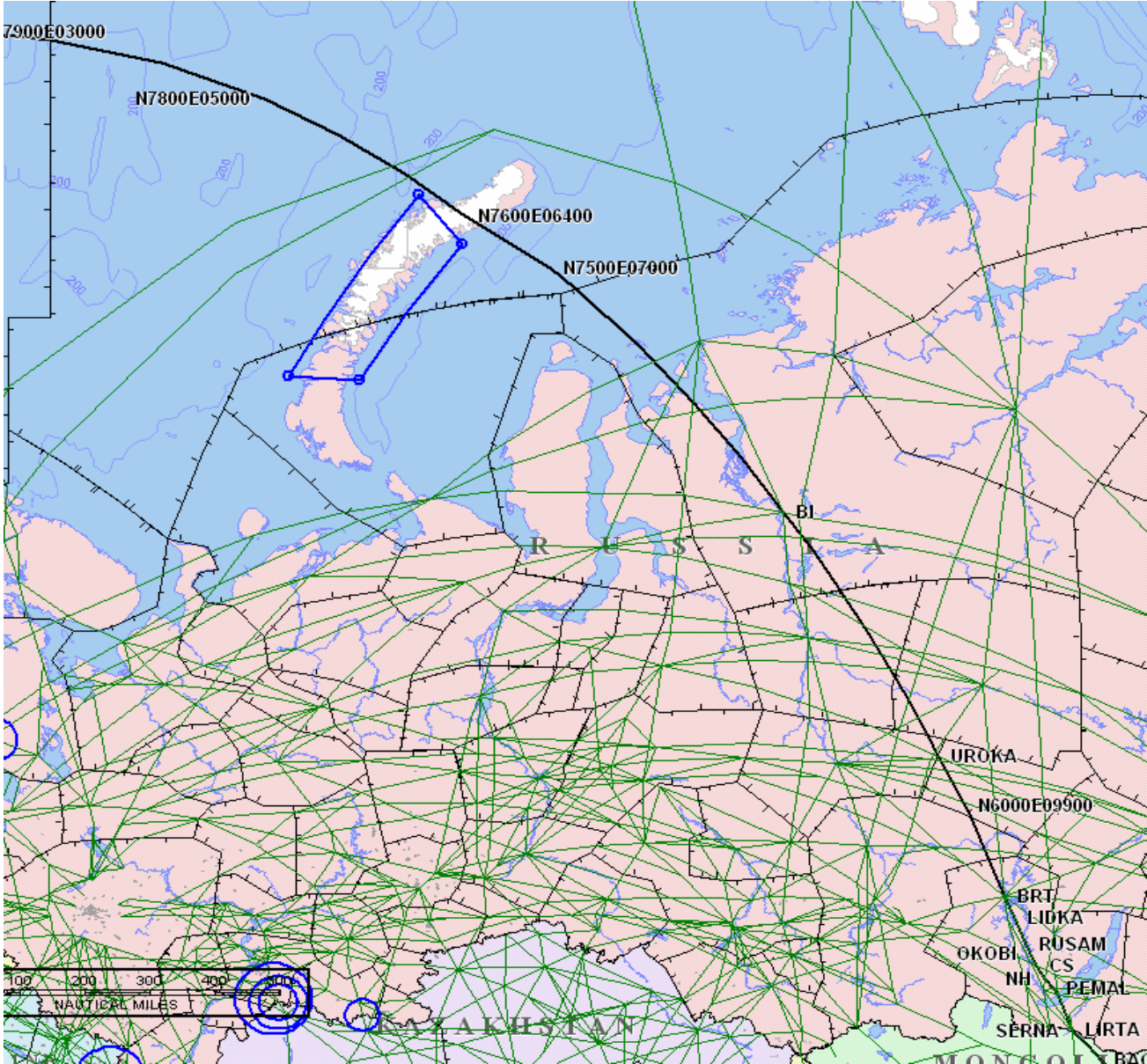
EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S99	1-Jan-08	17	3600	35	
S99	2-Jan-08	15	3600	36	
S99	3-Jan-08	-1	-800	-8	N/A
S99	4-Jan-08	-16	-2900	-29	N/A
S99	5-Jan-08	-18	-3700	-38	N/A
S99	7-Jan-08	-32	-5900	-60	N/A
S99	8-Jan-08	-17	-3700	-38	N/A
S99	12-Jan-08	3	800	8	
S99	18-Jan-08	3	200	2	
S99	19-Jan-08	1	900	9	
S99	20-Jan-08	2	800	8	
S99	23-Jan-08	-17	-3800	-38	N/A
S99	26-Jan-08	-8	-2700	-27	N/A
S99	27-Jan-08	-6	-2500	-23	N/A

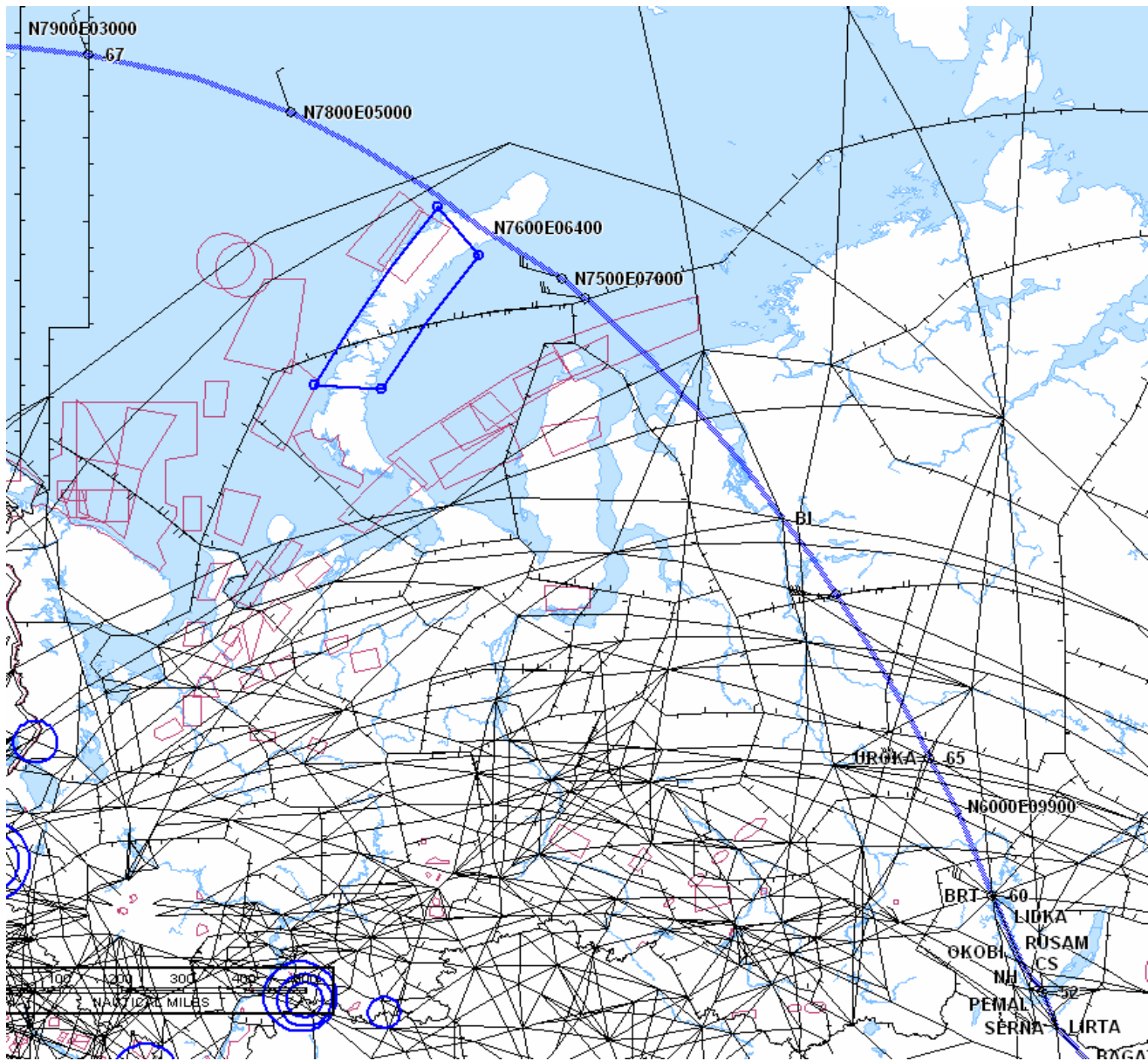
EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S99	1-Dec-07	-23	-4500	-46	
S99	2-Dec-07	-14	-1600	-17	
S99	3-Dec-07	11	2600	27	
S99	8-Dec-07	3	600	6	
S99	9-Dec-07	2	300	3	
S99	14-Dec-07	12	1300	14	
S99	20-Dec-07	13	1100	12	
S99	25-Dec-07	4	0	1	
S99	26-Dec-07	5	1000	10	
S99	27-Dec-07	8	1400	15	
S99	31-Dec-07	13	2200	23	

EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S99	2-Nov-07	2	6	6	
S99	3-Nov-07	-5	-8	-8	
S99	4-Nov-07	-11	-29	-29	
S99	5-Nov-07	-10	-37	-36	
S99	6-Nov-07	-7	-36	-36	
S99	7-Nov-07	-2	-12	-12	
S99	9-Nov-07	2	4	4	
S99	10-Nov-07	13	30	31	
S99	11-Nov-07	16	43	43	
S99	12-Nov-07	13	53	29	
S99	13-Nov-07	25	26	54	
S99	16-Nov-07	-24	-46	-48	
S99	17-Nov-07	-19	-33	-35	
S99	19-Nov-07	6	31	25	
S99	20-Nov-07	-16	-26	-32	
S99	21-Nov-07	12	28	29	
S99	25-Nov-07	12	25	25	
S99	29-Nov-07	-10	-7	-8	
S99	30-Nov-07	-19	-28	-28	

Proposed Route S76

**79N020E..79N030E..78N050E..76N064E..75N070E..BI..UROKA..
60N099E..BRT.G490.LIRTA..SERNA.M520.POLHO**





EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S76	1-Jan-08	18	3600	37	
S76	2-Jan-08	20	4200	43	
S76	3-Jan-08	3	1700	15	
S76	4-Jan-08	-15	-2400	-25	n/a
S76	5-Jan-08	-20	-4100	-42	n/a
S76	7-Jan-08	-29	-5000	-51	n/a
S76	8-Jan-08	-18	-3400	-36	n/a
S76	12-Jan-08	2	900	9	
S76	18-Jan-08	5	700	7	
S76	19-Jan-08	3	1400	14	
S76	20-Jan-08	4	1200	12	
S76	23-Jan-08	-16	-3000	-30	n/a
S76	26-Jan-08	-9	-2000	-20	n/a
S76	27-Jan-08	-6	-2000	-18	n/a

EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S76	1-Dec-07	-23	-4100	-42	
S76	2-Dec-07	-17	-2100	-22	
S76	3-Dec-07	5	1400	15	
S76	8-Dec-07	3	400	4	
S76	9-Dec-07	2	300	3	
S76	14-Dec-07	7	-600	7	
S76	20-Dec-07	1	-1100	-11	
S76	21-Dec-07	-12	-2000	-20	
S76	25-Dec-07	3	-300	-2	
S76	26-Dec-07	4	900	9	
S76	27-Dec-07	6	900	9	
S76	31-Dec-07	9	1600	17	

EWR-HKG	dd-Mon-yr	Time Saved over "normal" best time	Fuel saved	Additional Payload able to carry	Emissions
S76	2-Nov-07	0	-1	-1	
S76	3-Nov-07	-3	-5	-5	
S76	4-Nov-07	-5	-16	-15	
S76	5-Nov-07	-13	-42	-42	
S76	6-Nov-07	-11	-41	-41	
S76	7-Nov-07	1	-2	-1	
S76	9-Nov-07	-2	-1	-1	
S76	10-Nov-07	17	39	39	
S76	11-Nov-07	17	40	40	
S76	12-Nov-07	11	42	25	
S76	13-Nov-07	20	20	43	
S76	16-Nov-07	-15	-22	-23	
S76	17-Nov-07	-8	-17	-18	
S76	19-Nov-07	5	16	19	
S76	20-Nov-07	-8	2	-16	
S76	21-Nov-07	13	26	27	
S76	25-Nov-07	13	29	29	
S76	29-Nov-07	-3	1	0	
S76	30-Nov-07	-10	-12	-13	