

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia
07 — 11 August 2017*

**AGENDA ITEM 3: AVIATION SAFETY AND
AIR NAVIGATION**

CROSS-POLAR ROUTE NETWORK SYSTEM

(Presented by the Russian Federation)

SUMMARY

The paper provides information on the provision of air traffic services and airspace management in the Russian Federation, including the use of main international transit route systems. Given the importance of ensuring further growth of air traffic operating on international Cross-Polar routes, it is proposed to address the issue of resource mobilization in order to achieve sustainable development of air traffic on the designated route system.

CROSS-POLAR ROUTE NETWORK SYSTEM

1. INTRODUCTION

1.1 Services are provided over the sovereign territory of the Russian Federation and outside with the area of more than 26 million square km. and common borders with 21 adjacent states.

1.2 The number of ATS routes is growing steadily and nowadays it counts around one thousand with total length of more than 725,000 km, including more than 600 international routes totaling 570,000 km. The network of existing ATS routes is improved and optimized on a regular basis (plus 20-50 routes annually).

1.3 More than 1,200 domestic and foreign airlines operate in the airspace of the Russian Federation.

1.3.1 ATS services and airspace management are provided by 35 centers of the Joint ATM System, including 1 Main Centre, 7 zonal Centres, 27 ACCs and Auxiliary ACCs.

1.4 In 2016, the total amount of flights handled in the Russian airspace reached 1,413,319, including 743,846 international flights, 683,424 domestic flights, of which 252,918 are transit.

1.4.1 During 5 months of 2017, the number of flights operated in Russian airspace increased by 7.26% compared to 2016. Traffic analysis shows that there was an increase of 10.16% in international flights as well as in domestic flights (+4.33%). The number of transit flights increased by 4.75%.

1.5 Russian controlled airspace is characterized by a significant number of transit routes, representing the following main systems:

- Trans-Siberian and Trans-Polar; connects European states with Southeast Asia;
- Cross-Polar; connects North America with Eastern Europe and Asia;
- Trans-Eastern, connects North America and Southeast Asia;
- Asian; connects European states with Central Asia;
- Trans-Asian; connects European states with Central and Southeast Asia.

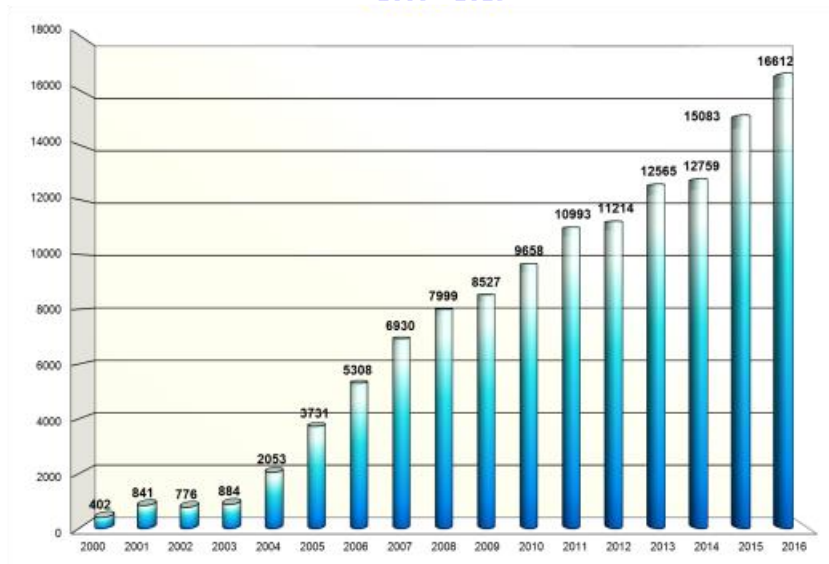
2. DISCUSSION

2.1 In 2016, transit traffic increased by approximately 4.5% against 2015. The growth is unevenly distributed across transit route systems, as shown in the table below.

Route system	2016		5 months of 2017	
	Traffic	Annual increase (%)	Traffic	Increase for 5 months (%)
Cross-Polar	16,612	10.17	7,610	16.09
Trans-Siberian	10,880	1.28	3,080	-29.00
Trans-Asian	102,427	2.52	36,200	-12.51
Trans-Polar	11,130	-2.70	5,099	9.73
Kaliningrad	37,367	-5.38	13,931	-11.51
Asian	19,469	-14.34	9,005	18.02
Trans-Eastern	32,324	9.13	14,697	20.61
Other	34,104	42.62	20,128	63.42

2.2 The most significant increase in air traffic in 2016 occurred on Cross-Polar routes: +10.17%, with a total of 16,612 flights. The increase in traffic has continued in 2017: +16.09%, with a total of 7,610 flights for the 5 months of the current year. This is in line with the existing general trend for a continuous increase in air traffic on Cross-Polar routes that has been in place since their opening on 1 February 2001 for regular flights, as shown in the chart below:

**Traffic intensity on Cross-Polar routes
2000 – 2016**



2.3 In order to ensure further sustainable development of air traffic on Cross-Polar routes that provide apparent economic benefits to airlines and passengers using them, it seems appropriate to address the issues pertaining to the mobilization of available resources with the view of operating and enhancing the system.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Note the information presented with regard to air traffic services and airspace management in the Russian Federation, including the operation of major international transit air route systems;
- b) Recommend the ICAO APAC Office to address the issues pertaining to the mobilization of available resources with the view of ensuring further sustainable development of air traffic on Cross-Polar routes that provide apparent economic benefits to airlines and passengers using them.

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