



International Civil Aviation Organization

**The Twenty-Second Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/22)**

Bangkok, Thailand, 25 – 29 June 2012

**Agenda Item 5: Provision of ATM/AIS/SAR in the Asia/Pacific Region, including associated
CNS matters**

ASIA/PACIFIC REGION ATS ROUTE CATALOGUE

(Presented by the Secretariat)

SUMMARY

This paper presents the *Asia and Pacific Region ATS Route Catalogue* Version 11 for review and update.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

*C: Environmental Protection and Sustainable Development of Air Transport –
Foster harmonized and economically viable development of international civil
aviation that does not unduly harm the environment*

Global Plan Initiatives:

GPI-7 Dynamic and flexible ATS route management

GPI-11 RNP and RNAV SIDs and STARs

1. INTRODUCTION

1.1 The most recent Version 10 of the *Asia/Pacific ATS Route Catalogue* is available at the ICAO Asia/Pacific website (<http://www.bangkok.icao.int/>) under the menu 'APAC eDocuments'. On-going updates have been undertaken by the Regional Office based on the information made available by States and airspace users. The Catalogue simply records the current status of the international route requirements in the *Basic Air Navigation Plan* (BANP, Volume I of Doc 9673) and does not require any formal approval to be included in the Catalogue.

1.2 The Route Catalogue provides two functions – it contains updated information from the Regional Air Navigation Plan (Doc 9673), until such time as this is in electronic form, and it contains a number of proposals for route changes that have not been agreed by States yet. The structure of the Catalogue is as follows:

- Chapter 1: The unofficial but electronic, up-to-date version of the BANP.
- Chapter 2: ATS routes that have been formally approved but not implemented.
- Chapter 3: Implemented but not formally approved (i.e.: no BANP amendment).
- Chapter 4: State requests.

- Chapter 5: User (airline) requests.

2. DISCUSSION

2.1 The current ATS Route Catalogue Version 10 has had minor amendments with mark-up and labelled Version 11 as a draft for consideration and review by the ATM/AIS/SAR/SG/22 meeting (**Attachment A**). The draft amendments are as follows:

- deletion of reference to a specific named ICAO Regional Officer;
- amendment record change to reflect a review by the ATM/AIS/SAR/SG/22 meeting;
- deletion of reference to ATS route R216 from Urumqi to Alma Ata (Almaty) in Chapter 1 and 2, in anticipation of the related APANPIRG deficiency being closed; and
- insertion of a generic Urumqi to Alma Ata (Almaty) proposal in Chapter 5.

2.2 In analysing the actual effectiveness of the Route Catalogue, the following is noted:

- Chapter 1 is expected to become obsolete in the near future as the BANP migrates to an electronic format provided by ICAO HQ, which is already being tested.
- Chapter 2 contains seven ATS routes, not counting R216. These seven routes appear to be a matter of administrative follow-up by the Regional Office and the States concerned, without requiring a specific listing in the Catalogue. The routes are as follows:
 - **China:** A218 from HARBIN (HRB) to (EKIMCHAN) (QA) was approved on 01 February 2000 as part of APAC 99/1-ATS;
 - **Viet Nam:** A469 from HO CHI MINH (TSN) to CONSON IS (CS) was approved on 19 August 1994 as part of APAC 93/4-ATS but implemented as L643;
 - **Nauru, USA:** A584 from NAURU (NI) to KOSRAE (UKS) segment was not implemented but an amendment for the BANP has not been received;
 - **Niue, New Zealand:** B201 from NIUE (NU) to AUCKLAND (AA) - an amendment to delete this route from the BANP has not been received;
 - **Indonesia, Singapore:** R459 from MANADO (MWB) to TANJUNG PINANG (TI) via BALIKPAPAN (BPN), ELANG, PONTIANAK (PNK) and MINOS – this appears to be implemented as L504 from MANADO to SINGAPORE and is already in Chapter 1;
 - **Indonesia:** R579 from PADANG (PDG) to MALACCA (MC) via PEKANBARU (PKU) – no information is provided on the status of this route; and
 - **Indonesia, Singapore, Australia:** M635 from SINGAPORE to CURTIN via RAMPY– no information is provided on the status of this route.
- Chapter 3 contains only two routes, which again appear to only require administrative follow-up by the Regional Office to correct the BANP information:
 - **Laos, Viet Nam:** A206 ASSAD to LPB via VINH and NONGT (implemented 9 September 2005); and
 - **China:** L888 BIDRU to KUQA via SANLI (implemented about 2000).

- d) Chapter 4 has five route proposals, which would have a better focus if they were assigned as specific tasks on the Task List of the appropriate ATM Coordination Group, as they would be reviewed and either deleted if not possible, or subject to a planned implementation by the States involved, even if this took some years. The routes are as follows:
- **Nepal, India:** Himalaya 1 from Kolkata to INDEK via Nepalgunj – this should be assigned to SAIOACG;
 - **Nepal, India:** Himalaya 2 from Kathmandu to Kunming via Baghdogra, Guwahati, Silchar, and Imphal – this should be assigned to SAIOACG;
 - **New Zealand, French Polynesia:** R582 from KRILL to TIAMU via MAITO, Tahiti, PAERE, TOLAB, TAMUR, TIERE, TARAO, TUNBA – ISPACG – this should be requested to be managed by ISPACG;
 - **Viet Nam, China:** Noibai to Kunming – this should be assigned to SEACG; and
 - **Viet Nam, China:** Noibai to SAMAS or Huguang via Catbi – this should be assigned to SEACG.
- e) Chapter 5 has two parts – one section with only three routes that the States have apparently agreed to implement, but have not done so and thus need review as to their status by the appropriate parties:
- **Thailand, Singapore:** SEA3 from BUT to ENREP – this route was designated as M904 by Thailand but there does not appear to be a formal BANP amendment request (HQ was involved in this) – review by SEACG or the States involved;
 - **China, Viet Nam:** SEA 5 from STUNG TRENG to DANANG – review by SEACG or the States concerned; and
 - **Philippines, USA:** SCS 9 from TOKON to ENDAX (FIRB) via DILIS – review by the Philippines.
- f) Chapter 5 Section 2 contains 42 ‘future’ proposals by airlines, which are either (1) not possible, or are (2) possible, but not in the short term. Unfortunately the sheer volume of these proposals in the form of the ATS Route Catalogue, with different regions mixed, makes this a very difficult and time consuming process to review and keep current (by either deleting the ‘not possible’ proposals, or ensuring proper review by the appropriate parties for the ‘possible’ proposals as in **Table 1**).

Route Code	Route Proposal	Segments	Status Review
IND 1	BBS BPL	KOLKATTA MUMBAI	India
IND 7	PRA SERKA KAMAR BIRJAND	MUMBAI DELHI KABUL TEHERAN	SAIOACG (PRA-SERKA was already discussed at SAIOACG/2)
SEA 2	DANANG SYX	HOCHIMINH SANYA AOR	SEACG
SEA 6	PAKSE ASSAD	VIENTIANE ASSAD	SEACG
SEA 10	CAVOI/ IGNIS QUNGI SAMUI	SANYA AOR SANYA AOR HOCHIMINH BANGKOK	SEACG

SEA 11	NANSHAN BUNTA/ SAMBO	SANYA AOR HOCHIMINH HOCHIMINH	SEACG
SEA 12	ROT HUGUANG	HOCHIMINH GUANGZHOU	SEACG
SCS1	DAMEL CH	HOCHIMINH HONGKONG	SEACG
SCS 2	VEPAM CH	HOCHIMINH HONGKONG	SEACG
SCS 3	EXOTO IDOSI	HOCHIMINH HONGKONG	SEACG
SCS 4	VKL CONSON	LUMPUR HOCHIMINH	SEACG
SCS 5	EXOTO DAMVO MELAS LUSMO	HOCHIMINH HOCHIMINH HOCHIMINH SINGAPORE	SEACG
SCS 7	BRUNEI LAXOR DULOP	KINABALU SINGAPORE HONGKONG	SEACG
SCS8	DULOP ELATO ENVAR DULOP KAPLI	HONGKONG HONGKONG HONGKONG HONGKONG HONGKONG	SEACG
PHI 1	MIA CAB MEVIN	MANILA MANILA MANILA	Philippines
PHI 3	TKK MUMOT	TAIPEI MANILA	Philippines, Taipei ACC
PHI 4	HCN AKOTA	TAIPEI MANILA	Philippines, Taipei ACC
TPE 1	APU MIKES	TAIPEI NAHA	Japan, Taipei ACC
THA 1	KORAT DAWEI	BANGKOK YANGON	SEACG (Myanmar to be invited to SEACG)
IDO 1	SJ MABIX	SINGAPORE JAKARTA	SAIOACG
COL 1	KAT TNV	COLOMBO MADAGASCAR	SAIOACG (to be coordinated with ICAO ESAF Office)
KAB 1	HANGU GHAZNI	PAKISTAN KABUL	Afghanistan, Pakistan, SAIOACG
WPC 1	PY VNO ROR ENDAX ELMAS TINHO	PT MORESBY PT MORESBY OAKLAND MANILA MANILA TAIPEI	PNG, USA, Philippines and Taipei ACC
CHA 1 (CHA 5)	YNC GUPAD CGO SB	LANZHOU LANZHOU WUHAN SHANGHAI	China

CHA 2 (CHA 7)	KUQA CHW	URUMQI LANZHOU	China
CHA 3 (CHA 9A)	FKG OMBON	URUMQI KUNMING	China
CHA 4 (CHA 10A)	MORIT NSH POU	LANZHOU LANZHOU GUANGZHOU	China, Mongolia*
CHA 5 (CHA 11A)	YIN INTIK	GUANGZHOU BEIJING	China, Mongolia*
CHA 6 (CHA14)	OMBON NSH OBLIK SB (LUOGANG)	KUNMING LANZHOU WUHAN SHANGHAI	China
CHA 7 (CHA 15)	KANSU KICHA CGQ HLD	PYONGYANG PYONGYANG SHENYANG SHENYANG	China, DPRK*
CHA 8 (CHA16)	SCH HTN CHW	URUMQI URUMQI LANZHOU	China
CHA 9 (CHA17)	YBL SANLI	LANZHOU KUNMING	China
CHA 10 (CHA18)	ARGUK DALIAN HEFEI BEMAG	SHENYANG SHENYANG SHANGHAI GUANGZHOU	China, Russian Federation*
CHA 11 (CHA19)	DALIAN XJT	SHENYANG SHANGHAI	China
CHA 12	UNWW WXI	SHANGHAI	China, Mongolia, Russian Federation*
IATA2	OMBON RO	KUNMING GUANGZHOU	China
IATA3	OMBON SB (LUOGANG)	KUNMING SHANGHAI	China
PRD 1	POU ZUH SIERA	GUANGZHOU GUANGZHOU HONGKONG	China, Hong Kong China
PRD2	POU ZUH SIERA SIKOU	GUANGZHOU GUANGZHOU HONGKONG HONGKONG	China, Hong Kong China
RUS 1	SESUR XXXXX KAE	VLADIVOSTOK INCHEON	Russian Federation, DPRK, ROK*
RUS 2	TEKUK XXXXX KAE	VLADIVOSTOK INCHEON	Russian Federation, DPRK, ROK*
RUS 3	BG TELOD XXXXX KAE	VLADIVOSTOK VLADIVOSTOK INCHEON	Russian Federation, DPRK, ROK*

2.3 The route proposals marked with an asterisk (*) appear to require the oversight of a body coordinating East Asian States such as China, the Democratic People’s Republic of Korea (DPRK), Japan, Mongolia and the Republic of Korea (ROK), plus the Russian Federation.

2.4 APANPIRG/22 (5-9 September 2011) discussed the ICAO Asia/Pacific ATS Route Catalogue (WP/35). IATA presented information on the ICAO Asia/Pacific Region ATS Route Catalogue, which was developed in 2004 as a supplement to the Basic Air Navigation Plan and to assist with the amendment/tracking process. It was intended to be reviewed annually by ATM Coordination Group meetings. The paper suggested a Draft Conclusion that States should ‘review the proposals within the ICAO Asia Pacific Route Catalogue and provide feedback to ICAO for new proposals pertaining to their State and then at least annually thereafter’.

2.5 The meeting noted that Chapter 5 of Route Catalogue was for user requirements and it may not be possible to review and agree with these proposals. It was noted that some routes extended beyond the Asia Pacific area, involving States outside the Asia/Pacific Regions. It was suggested to the Meeting that Task Forces and ATM Coordination Groups should deal with proposed route amendments as part of their Task Lists. The Draft Conclusion was not endorsed.

2.6 The discussion at APANPIRG/22 was a clear indication that the management of the route proposals using the Route Catalogue, especially those that had little chance of being implemented, was not working as intended. This is because many proposals remained in the Route Catalogue without update or the possibility of success, and this makes it very difficult to focus on the proposals that are possible.

2.7 Assuming that Chapter 1 was made redundant by the establishment of the e-ANP, Chapters 2 and 3 were followed up by direct correspondence from the Regional Office so as to make these chapters unnecessary, and the proposals in Chapters 4 and 5 be reviewed and updated, it was likely that the ATS Route Catalogue would not be required in its current state. The images and information of any proposals from Chapter 4 and 5 that were possible to implement could therefore be managed by either the States concerned and overseen by an ATM Coordination Group or other body as indicated in Table 1.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review and update the ATS Route Catalogue;
- c) discuss the future of the ATS Route Catalogue, taking into account the expected changes to the BANP to electronic format, and the need to more proactively manage ATS route proposals; and
- d) discuss any relevant matters as appropriate.

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ASIA/PACIFIC REGION ATS ROUTE CATALOGUE



INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA/PACIFIC REGIONAL OFFICE

VERSION. 11

22 September 2011

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Foreword

The *Air Navigation Plan – Asia and Pacific Regions* (Doc 9673), Volume I, Basic ANP (BANP) contains ATS route requirements which were developed by the Third Asia and Pacific Regional Air Navigation Meeting (Bangkok, May 1993). The requirements have been revised from time to time to reflect current operational needs. There is also an ongoing need to revise and update these requirements and amend the BANP.

The fourteenth meeting of the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/14, August 2004) under Conclusion 14/5 established the ATS Route Network Review Task Force (ARNR/TF) to review the Asia and Pacific ATS route network as contained in the BANP, determine present and future route requirements, and revise the BANP as appropriate. To facilitate the amendment process and keep track of route implementation and future requirements, and with the objective of providing more up to date information on route developments, ARNR/TF prepared the draft *Asia/Pacific ATS Route Catalogue* as a supplement to the BANP.

APANPIRG/16 (August 2005, Bangkok), recognizing the value of a consolidated reference document for the regional ATS routes and future route requirements of States and airspace users, accepted the Route Catalogue under Decision 16/9. The Route Catalogue is intended to be a living document supplementing the BANP and to be maintained by ICAO Asia and Pacific Office. Communication in relation to the Route Catalogue should be made via email to the ICAO Asia and Pacific Office at icao_apac@bangkok.icao.int.

The ATS Route Catalogue consists of five chapters as follows:

- Chapter 1: Routes in BANP
- Chapter 2: Routes in BANP – Not Implemented
- Chapter 3: Routes Implemented – Not in the BANP/or Not in Accordance with the BANP
- Chapter 4: Future Requirements – States
- Chapter 5: Future Requirements – Users

Chapter 1 lists ATS routes which have been contained in the BANP. This chapter will be regularly updated as amendments to the BANP are approved and implemented.

Chapter 2 lists ATS routes which have been contained in the BANP but not been implemented in accordance with BANP requirements. This Chapter is intended for use as reference material to facilitate the resolution of any outstanding matters in order to fully implement or revise the routes.

Chapter 3 lists ATS routes which are not contained in the BANP but have been implemented by States. This Chapter contains information in relation to routes that have been subject to a BANP amendment proposal and implemented prior to the proposal being approved by ICAO. The purpose of this Chapter is to temporarily record route information, and States would be expected to take appropriate action to ensure alignment of implemented routes with the BANP.

Chapters 4 and 5 list ATS routes proposed by States and international organizations, respectively. These routes have not been included in the BANP or implemented. The material in these Chapters is intended to be used as a basis for developing BANP amendment proposals, and to provide information on route planning developments which would form the basis for future proposals.

The material in Chapter 4 is organized in two parts: Part A contains those routes that have been agreed among States concerned and to be processed as amendment proposals to the BANP. Part B provides information on States' route requests that would be subject to further coordination and agreement.

The material in Chapter 5 is organized in two parts: Part A contains those routes that have been agreed by States concerned and to be processed as amendment proposals to then BANP. Part B provides information on users' route requests that are subject to further coordination and agreement.

Note: — As the ATS Route Catalogue is intended for use as a supplement to the BANP, it does not replace the BANP nor should it be used as an operational document. Its primary purpose is to assist States and airspace users by providing more up to date information, to develop and maintain the ATS routes in the Asia and Pacific Region.

Amendments to the BANP and the ATS Route Catalogue

A Contracting State or qualifying international organization identifying a need for a new route requirement to be included in the BANP or to change an existing route contained in the BANP, may submit an amendment proposal to the Secretary General for approval by the President of the Council in accordance with established procedures summarized below.

Appropriately presented and documented proposals to amend the BANP are submitted to the ICAO Secretary General through the Regional Office and circulated to States and International Organizations for comment. Once all parties concerned agree to the proposal, the Secretary General will submit the proposal to the President of the Council for approval. The Regional Office will inform States and international organizations concerned of the approval and the BANP will be amended accordingly.

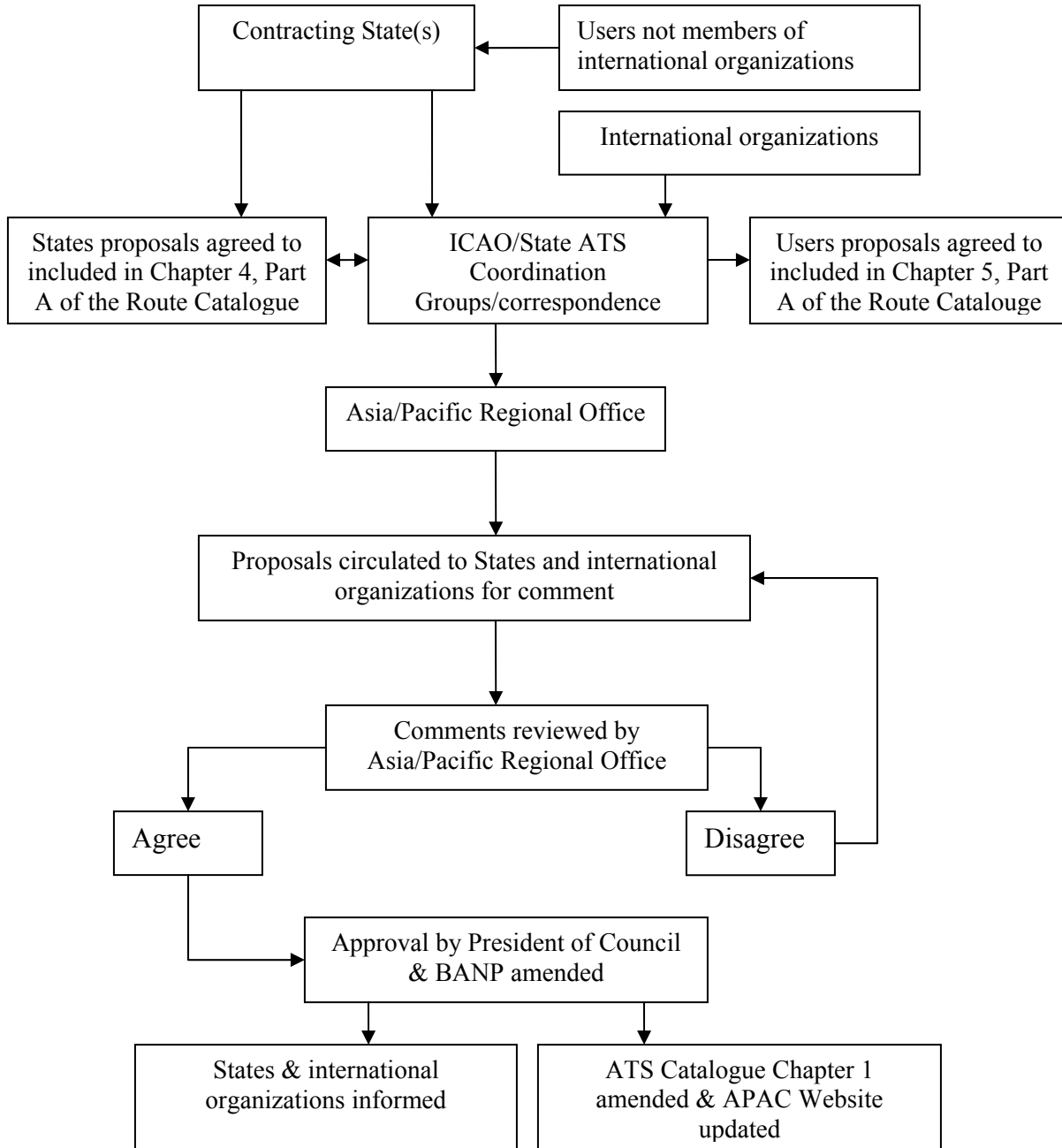
The Regional Office, which is responsible for maintaining the ATS Route Catalogue, will update the Route Catalogue from time to time as amendment proposals are progressed and approved, and include new route requirements of States and users in the Catalogue. The amendment will be indicated by a vertical line in the margin of the Catalogue, and the revision number and date shown on the cover page of the catalogue, which is posted on the ICAO APAC website (<http://www.icao.int/apac>).

Chapter 1 will be amended by the Regional Office subsequent to approval of an amendment to the BANP by the President of the Council.

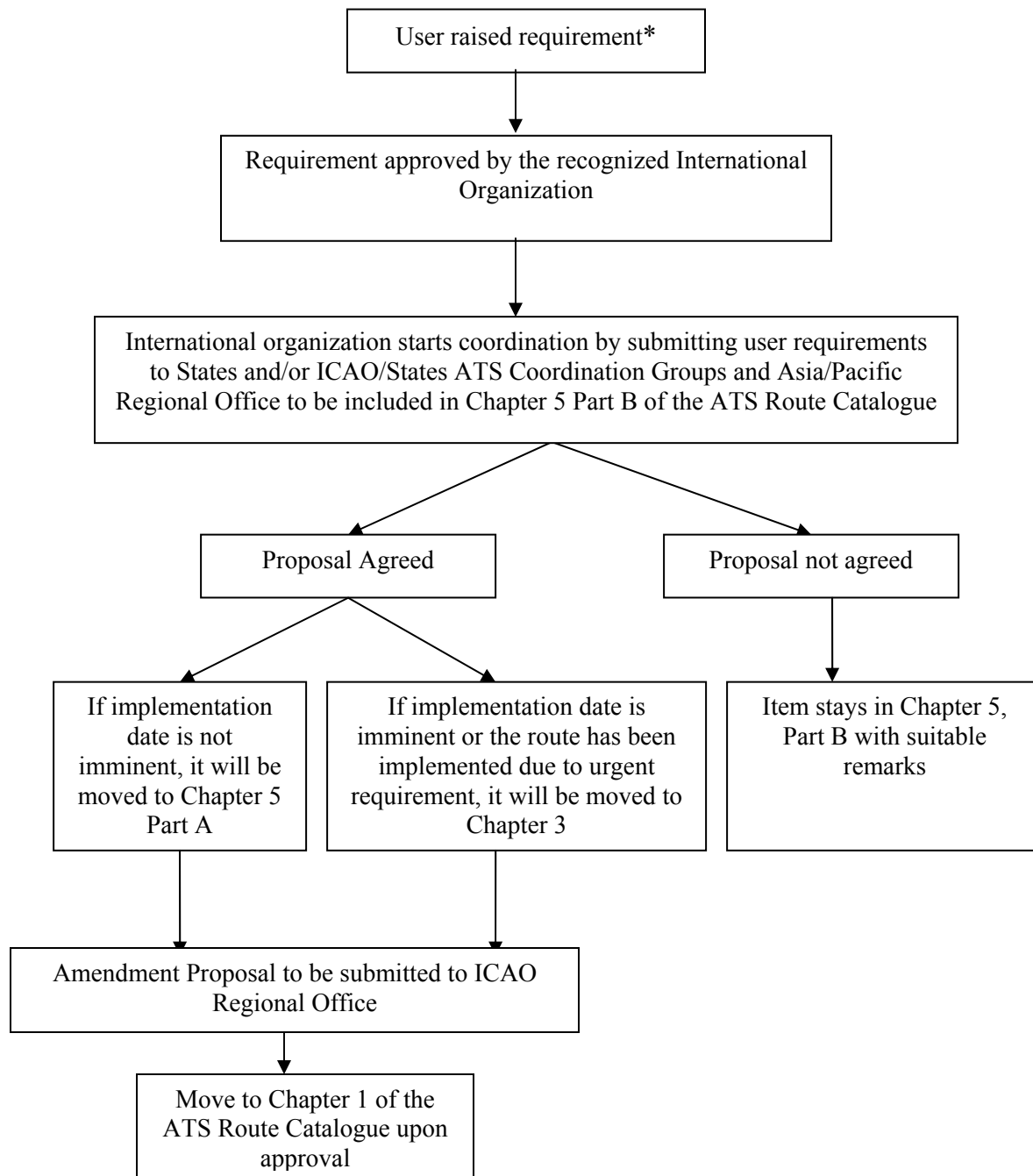
Chapters 4 and 5, Part A are amended based on route requirements submitted by States and international organizations, respectively, that have been agreed by the parties concerned to be included in the BANP and are subject to amendment proposals. Upon approval by ICAO, the proposals to be incorporated in the BANP would be transferred to Chapter 1. Other route requests submitted by States and users that have not been agreed to and are subject to further coordination between the parties concerned, are contained in Part B to the respective Chapters. These routes are normally coordinated between States or through ICAO/State ATS Coordination Groups and/or by correspondence. Users who are not a member of a qualifying international organization should submit their route requests to the appropriate State(s) and these would be recorded in Chapter 4.

The flow charts below describe the processes for amending the BANP and the Catalogue. Communication in relation to the Catalogue should be made via email to Asia and Pacific Office at icao_apac@bangkok.icao.int or ~~Mr. Kyotaro Harano, Regional Officer ATM, at~~ kharano@bangkok.icao.int.

BANP AMENDMENT PROCESS



FLOW CHART FOR CHAPTER 5



*Note: — * Users who are not a member of a qualifying international organization submit route requests to the appropriate State(s) (see BANP Flow Chart).*

Amendment Record

Version/Amendment Number	Date	Amended by	Comments
0.1	14 February 2005	-	ARNR/TF/2 developed the draft version.
0.2	5 May 2005	ARNR/TF/3	Finalized the format following contribution from the members.
0.3	29 July 2005	ATM/AIS/SAR/SG/15	Sub-Group concluded that the Catalogue be adopted (Draft Conclusion 15/3).
1	26 August 2005	APANPIRG/16	APANPIRG/16 decided that the Catalogue be accepted (Decision 16/9).
2	24 January 2006	BBACG/17	Reviewed and updated the Catalogue.
3	19 May 2006	SEACG/13	Reviewed and updated the Catalogue.
4	26 January 2007	BBACG/18	Reviewed and updated the Catalogue.
5	23 May 2008	SEACG/15	Reviewed and updated the Catalogue.
6	15 May 2009	SEACG/16	Reviewed and updated the Catalogue.
7	27 May 2010	SEACG/17	Reviewed and updated the Catalogue.
8	10 March 2011	BBACG/21	Reviewed and updated the Catalogue.
9	6 May 2011	SEACG/18	Reviewed and updated the Catalogue.
10	22 September 2011	SAIOACG/1	Reviewed and updated the Catalogue.
11	28 June 2012	ATM/AIS/SAR/SG/22	Reviewed and updated the Catalogue.
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Chapter 1: Routes in BANP

The segments which have not been implemented are shown by **bold** significant points.

LOWER ATS ROUTES			
		A215	PORT MORESBY MERAUKE HASANUDDIN KEVOK 0425.0S 11500.0E
A1	LIMLA 1546.0N 09836.0E BANGKOK UBON DANANG IKELA 1839.7N 11214.7E CHEUNG CHAU ELATO 2220.0N 11730.0E MAKUNG TAIBEI KAGOSHIMA MIYAKE JIMA	A216	COOKTOWN AKMIP 1200.0S 14448.6E KIKORI GUNNY 0500.00N 14400.00E RICHH 1711.49N 14249.12E
		A218	HARBIN (EKIMCHAN) (MYS SHMIDTA) BARROW (Partially Implemented. See Chapter 2.)
A91	(KYAKHTA) SERNA 5018.5N 10628.1E ULAN BATOR	A219	KARACHI NAWABSHAM KALAT 2902.0N 06635.0E SERKA 2951.0N 06615.0E KANDAHAR (TERMEZ)
A201	LASHIO AGARTALA RAJSHAHI MONDA 2521.00N 08626.25E PATNA LUCKNOW	A220	CLUKK 3605.0N 12450.0E TAHITI
A202	CHEUNG CHAU SIKOU 2050.6N 11130.0E SAMAS 2030.3N 11029.7E ASSAD 182028N 1074053E XONUS 1804.2N 10714.0E DONGHOI VILAO 1718.0N 10600.0E SAVANNAKET KORAT BANGKOK	A221	GUAM ROTA IS TINIAN IS SAIPAN
		A222	GUAM POHNPEI KOSRAE KWAJALEIN
A204	YOROI 4500.5N 14147.1E RISHIRI AKSUN 4545.1N 14054.3E (SEITI) (4713.3N 14013.3E)	A224	JOHOR BAHRU MERSING
		A325	PRARATAPGARH TASOP 2514.1N 07045.0E KARACHI JIWANI
A211	MANADO TARAKAN TAWAU	A326	SHIGEZHUANG OKTON 3911.2N 11653.5E TIANJIN MAKNO 3827.6N 12110.0E SANKO 3814.2N 12228.4E
A212	PUPIS PAGO PAGO NIUE		

	DONVO 3734.0N 12320.0E AKARA 3130.0N 12330.0E	A346	HAMILTON IS AUCKLAND
A331	ZIGIE 2419.0N 15717.5W SEDAR 4530.4N 12643.0W	A347	MUMBAI BODAR 2236.3N 07413.3E PRATAPGAPH DELHI
A332	APACK 2402.8N 15619.3W AMITY 2626.0N 15229.0W HEMLO 4318.2N 12640.8W	A348	MELBOURNE EAST SALE NISEP 4146.6S 15601.5E
A334	HAT YAI KOTA BHARU	A364	SHACHE KASHI KURUM 4006.0N 07407.0E
A337	ADKAK 3354.0N 14210.0E TEGOD 2100.0N 14512.0E JUNIE 1132.5N 14706.3E KISME 0500.0N 14805.4E	A450	DENPASSAR HASSANUDDIN CAHYO 033000N 1333000E YAP IS GUAM WAKE KATHS 2104.6N 16123.4W
A338	CHRISTCHURCH APORO 5000.0S 17120.0E BYRD	A453	(KANDAHAR) (ZAHEDAN) (BANDER ABBAS)
A339	PERTH CURTIN ELBIS 0905.9S 12743.7E SHREE 0539.0N 13109.2E KEITH 2100.0N 13456.8E SABGU 2529.9N 13459.3E MAKDA 2716.0N 13551.2E TAXON 3000.0N 13714.5E MIYAKE JIMA	A454	KARACHI PARET 2527.2N 06451.5E TAPDO 2424.0N 06120.0E (VUSET)
A340	RAYONG BISOR 1221.0N 10247.0E PHNOM PENH	A455	PESHAWAR METAR 3406.0N 07128.0E KOTAL 3406.0N 07109.0E
A341	KOTA KINABALU SANDAKAN ZAMBOANGA	A456	AMRITSAR LAHORE MOLTA 3012.0N 07236.2E BINDO
A342	COLD BAY OLCOT 5125.8N 16533.3E	A457	HAT YAI TAMOS 0632.2N 10024.0E ALOR SETAR PENANG KUALA LUMPUR JOHOR BAHRU
A344	ROZAX 0245.6S 11140.0E SUMBAWA	A460	KUQA REVKI 4232.5N 8013.2E (KIRBALTABAY)
A345	PYONGYANG GOLOT 4012.5N 12430.5E FENGCHENG KAIYUAN HAILAR KAGAK 4916N 11806E MANLI 4935N 11727E TELOK 4938N 11722E (CHITA)	A461	DAWANGZHUANG WEIXIAN ZHOUKOU

	HEKOU		KAMUD 4134.0N 07850.0E
	LONGKOU	A469	HO CHI MINH
	LILING		CONSON IS
	YINGDE		
	SHILONG	A470	HONG KONG
	BEKOL 2232.6N 11408.0E		MAGOG 2217.3N 11549.4E
	CHEUNGCHAU		SHANTOU
	NOMAN 2000.0N 11640.3E		XINGLIN
	MUMOT 1930.4N 11714.5E		FUZHOU
	AVMUP 1843.3N 11808.3E		YUNHE
	SAN FERNANDO		TONGLU
	CABANATUAN		HANGZHOU
	MANILA		LISHUI
	SAN JOSE		BANTA
	ZAMBOANGA		PIXIAN
	AMBON	A472	KOTAL 3406.0N 07109.0E
	DARWIN		METAR 3406.0N 07128.0E
	ALICE SPRINGS		BAREV 3406.0N 07135.0E
	LEIGH CREEK		PESHAWAR
A462	KOLKATA	A474	DELHI
	DHAKA		ASOVO
A464	CHIANG MAI		MUMBAI
	BANGKOK		MURUS 0600.0S 06319.7E
	HAT YAI		(PLAISANCE)
	IPOH	A575	PYONGYANG
	BATU ARANG		GOLOT 4012.5N 12430.5E
	KUALA LUMPUR		FENGCHENG
	SINGAPORE		DONGYANGJIAO
	TINDAL		DAHUSHAN
	TAROOM		CHAOYANG
	LORD HOWE IS		ANDIN 4106.0N 11843.5E
	AUCKLAND		GUBEIKOU
A465	KOLKATA		FENGNING
	VISHAKAPATNAM		EREN
	CHENNAI		INTIK 4341.5N 11155.0E
	COLOMBO		SAINSHAND
A466	(KABUL)		ULAN BATOR
	SANAM 3305.0N 07003.0E		(KYZYL)
	DERA ISMAIL KHAN	A576	MEDAN
	JHANG 3116.0N 07218.0E		SINGAPORE
	SAMAR 3120.8N 07434.0E		DENPASAR
	ASARI 3048.3N 07509.6E		CURTIN
	DELHI		ALICE SPRINGS
A467	BIRATNAGAR		PARKES
	KATI HAR		SYDNEY
	KOLKATA	A577	SHIKANG
A468	KUQA		KADET 2100.0N 11934.0E

A578	TONIK 3200.0N 14600.0E PHONPEI NAURU TARAWA NADI AUCKLAND	A585	PALEMBANG JAKARTA PORT HEDLAND CEDUNA ADELAIDE
A579	SYDNEY NADI CARRP 1904.4N 15935.0W	A586	INTOS 3722.00N 13120.00E PUSAN CHEJU ERABU NAHA
A580	AUCKLAND NAUSORI APIA	A587	SUMBAWA ALICE SPRINGS
A581	BAGO CHIANG MAI CHIANG RAI PONUK 2018.8N 10023.0E SAGAG 2111.5N 10137.4E BIDRU KUNMING MAGUOHE QIANXI HUAYUAN LINLI WUHAN	A588	DALIAN WAFANGDIAN WANGBINGOU KAIYUAN CHANGCHUN HARBIN SIMLI 5017.4N 12722.1E
A582	JOMALIG CHINEN KAGOSHIMA IKISHIMA PUSAN SEOUL	A589	DELHI BUTOP 2919.7N 07523.9E ASARI 3048.3N 07509.5E
A583	HONG KONG SABNO 1859.1N 11550.7E MAVRA 1814.4N 11615.1E AKOTA 1706.6N 11651.6E IBOBI 1354.4N 11832.6E REKEL 1324.1N 11848.3E LEGED 1301.9N 11859.6E TOKON 1142.0N 11940.3E ZAMBOANGA	A590	MANILA JOMALIG MINAMI DAITO MIYAKEJIMA KAGIS 3549.0N 14234.0E PABBA 3700.0N 14400.0E PASRO 1417.1N 16040.5E (AMOTT) 6054.0N 15121.6W
A584	TONGA NIUE APIA FUNAFUTI NAURU KOSRAE	A591	QINDAO XUEJIADAO LATUX 3532.0N 12044.0E MUDAL 3651.0N 12322.0E AGAVO 3710.0N 12400.0E
		A592	PUPIS 1000.0S 17105.5W APIA VAVA'U TONGA
		A593	TANGHEKOU XILIUHETUN SHIGEZHUANG POTOU PIXIAN WUXI SHANGHAI

(Partially Implemented. See Chapter 2.)

	NANHUI FUKUE	B200	ENKIP FICKY	3547.0S 17730.0E 3133.6N 12123.5W
A595	FUKUOKA IKISHIMA CHEJU	(B201 in Chapter 2)		
A596	HUAIROU HUAILAI TIANZHEN LIANGCHENG BAOTOU DENGKOU YABRAI	B202	UBON PAKSE PLEIKU	
A597	GOBOH KUSHIMOTO MONPI 2100.0N 14036.0E GUAM NOUMEA AUCKLAND	B203	KATHMANDU BAGDOGRA GUWAHATI SILCHAR IMPHAL LASHIO	
		B204	GOMES	1324.0N 10135.3E SIEM REAP
		B205	RAYONG BOKAK	1257.5N 10230.0E SIEM REAP
A598	BRISBANE HONIARA NAURU MAJURO	B206	URUMQI FUKANG ALTAY GOPTO	4905.5N 08728.0E (AKTASH)
A599	CHITTAGONG LINSO 2322.5N 09855.0E GENGMA KUNMING LUXI BOSE LAIBIN GAOYAO PINGZHOU ZHULIAO WONGYUAN NANXIONG GANZHOU NANFENG SHANGRAO TONGLU NANXUN SHANGHAI	B209	JAMSHEDPUR KHAJURAHO TIGER	2828.8N 07214.9E
		B210	TASOP	2513.3N 07048.9E NAWABSHAH
		B211	MUMBAI EPKOS	1653.1N 07407.2E CHENNAI
		B213	LHASA CHENGDU	
		B214	NASAN LADON	2106.2N 10258.0E AKSAG 2049.1N 10027.3E
A791	(IMLOT) JIWANI KARACHI PRATAGARH BHOPAL JAMSHEDPUR KOLKATA	B215	DAWANGZHUANG TAIYUAN YINCHUAN YABRAI JIUQUAN HAMI FUKANG URUMQI KUQA	

	SHACHE HONGQILAPU PURPA 3656.5N 07524.5E GILGIT ISLAMABAD		NIDOR 5029.4N 09125.8E (LIKAR)
B218	KUNMING SIMAO 2243.1N 16058.2E SAGAG 2111.5N 10137.4E VIENTIANE LOEI CHUM PHAE	B331	CHEUNG CHAU KAPLI 2110.0N 11730.0E HENGCHUN
B219	PENANG KOTA BHARU	B332	SANKO 3814.2N 12228.4E TOMUK 3843.0N 12400.0E PYONGYANG SINSONGCHON SONDO 3947.0N 12713.6E KANSU 3838.0N 13228.5E
B220	BRISBANE PORT MORESBY	B333	AUCKLAND PORT MORESBY
B221	NINAS 3100.0N 12215.0E PINOT 3125.2N 12214.2E SAGUT 3500.0N 12040.3E XUEJIADAO	B334	BEIJIN TANGHEKOU FENGNING TONGLIAO
B222	VINIK 0838.6N 11613.8E KOTA KINABALU	B337	(TAKHTOYAMSK) ANIMO 4508.3N 14337.8E ASAHIKAWA
B223	(DABUR 5147.1N 14235.9E) LUMIN 4545.0N 14150.3E WAKKANAI	B338	MERSING TEKONG ANITO 0017.0S 10452.0E
B326	HONIARA CHOKO 2022.6N 16053.0W	B339	ULAN BATOR POLHO 4447.0N 11315.0E FENGNING
B328	EREN TAMURTAI TIANZHEN NANCHENGZI WEIXIAN	B345	KATHMANDU BHARATPUR BHAIRAHAWA LUCKNOW
B329	PHNOM PENH PAKSE VILAO 1722.0N 10605.0E NAM HA 2023.2N 10607.1E	B346	LUANG PRABANG NOBER 1516.6N 10040.1E BANGKOK
B330	HONG KONG TAMOT PINGZHOU GAOYAO DOUJIANG QUIANXI FUJIACHANG JINGTAI YABRAI MORIT 4202.0N 10249.0E	B348	HENGCHUN POTIB 2100.0N 12045.5E LAOAG SAN FERNANDO MANILA TOKON 1142.0N 11940.3E PUERTOPRINCESA OSANU 0741.4N 11717.6E KOTA KINABALU BRUNEI KAMIN 0235.1N 10855.7E SABIP 0209.7N 10750.5E

	TOMAN 0121.5N 10547.0E		MANDALAY LASHIO
B349	BALI POTIP 2141.6S 12508.0E	B465	KOLKATA CHITTAGONG MANDALAY LUANG PRABANG HANOI
B450	SYDNEY LORD HOWE IS NORFORK IS PAGO PAGO	B466	JOHOR BAHRU BATU ARANG CHENNAI MUMBAI
B451	HAILAR QIQIHAR HARBIN BISUN 4314.0N 13111.8E (VLADIVOSTOK) IGROD 4139.0N 13647.0E KADBO 3914.0N 13745.0E	B467	KANGWON INTOS 3722.0N 13120.0E KANSU 3838.0N 13228.5E NULAR 4059.2N 13411.0E (TEKUK) 4241.0N 13527.4E
B452	TONIK 3200.0N 14600.0E HONIARA NADI	B468	DIENBIEN LADON 2106.2N 10258.0E LUANG PRABANG
B453	MIDDLETON IS KATCH 5400.0N 13600.0W DAASH 4226.5N 12600.1W	B469	SINGAPORE JAKARTA CARNARVON GERALDTON PERTH CAIGUNA WHYALLA GRIFFITH SYDNEY
B454	PAGO PAGO RAROTONGA TONYS 3019.9N 12249.2W	B470	SINGAPORE PANGKALPINANG JAKARTA
B455	VAVA'U NISEX 1547.3S 17136.4W	B472	LIPA ILO ILO COTABATO SELSO 0400.0N 12616.0E TOREX 0724.0N 13335.0E GOVE NORMANTON
B456	WEWAK JAYAPURA	B473	LIPA ROXAS CAGAYAN-DE-ORO DAVAO SADAN 0400.0N 12805.0E CAIRNS
B459	MUMBAI CLAVA 0134.0N 06000.0E (PRASLIN)	B474	SYDNEY SANTO
B460	KHORAT SAVANNAKET		
B462	MACKAY HAMILTON IS. PORT MORESBY KADAB 0458.0S 14100.0E BIDOR 0400.0S 13130.0E TACLOBAN MANILA CABANATUAN LAOAG MIYAKO JIMA OKINAWA		
B463	BAGO		

	NANUMEA CHOKO 2022.6N 16053.0W		BIAK RENAN 0330.0N 13416.6E ENDAX 1415.0N 13000.0E ATVIP 2100.0N 12422.0E HUALIEN
B480	(RAZDOLITE) LETBI 5011.9N 10330.6E BULGAN MORIT 4202.0N 10249.0E	B589	PORT MORESBY KAPKI 1014.9S 14817.7E BUKA MAJURO
B575	AUCKLAND TONGA PAGO PAGO	B590	NOUMEA PORT VILA NAURU
B576	TAIBEI CHEJU SEOUL	B591	SHANGHAI TAIBEI HENCHUN
B577	NADI WALLIS IS APIA PAGO PAGO FICKY 3133.5N 12123.5W		(Partially implemented. See Chapter 2.)
B578	BRISBANE NOUMEA TAHITI	B592	KOTA KINABALU JAKARTA
B579	PHUKET LANGKAWI PENANG	B593	KOLKATA COMILLA AGARTALA GUWAHATI
B580	SYDNEY NOUMEA CHOKO 2022.6N 16053.0W	B595	TAHITI KONA
B581	NADI FICKY 3133.5N 12123.5W	B596	RAROTONGA DOVRR 1843.0N 15740.0W
B583	BRUNEI DARWIN	B597	ERABU TANEGASHIMA SHIMIZU
B584	DENPASAR ELANG 0056.0S 11449.5E KOTA KINABALU	B598	DARWIN THURSDAY ISLAND PORT MORESBY KAPKI 1014.9S 14817.7E HONIARA PORT VILA NADI NAUSORI TONGA RAROTONGA
B586	NOUMEA SEKMO KAPKI PORT MORESBY GUAM OMLET 2100.0N 14259.2E TATEYAMA	B599	NOUMEA NADI TAHITI
B587	ST GEORGE KOWANYAMA OPABA 0851.5S 13804.0E TIMIKA	B757	KATCH 5400.0N 13600.0W

	CAPE NEWENHAM NULUK 5822.9N 17706.1W		TAIYUAN YIJUN SANYUAN XIAOYANZHUANG NINGSHAN WUFENGXI FUJIACHANG
B932	BAMOK 5625.5N 17249.3E (NETRI 4739.3N 15000.0E) ODERI 4439.0N 14515.2E MEMANBETSU		WEINING MAGUOHE KUNMING
G200	CHRISTMAS IS. COCOS IS (PLAISANCE)		
G202	(KANDAHAR) ZHOB RAHIM YAR KHAN	G213	BIAK BEKUB 0350.0N 13845.0E GUAM
G203	MIHO PUSAN	G214	JIWANI PANJGUR RAHIM YAR KHAN MOLTA 3012.0N 07236.2E
G204	ELNEX SHENGXIAN METAN SHANGHAI	G215	DUTCH HARBOR OLCOT 5125.8N 16533.3E
G205	HAMILTON IS. GURNEY JUNIE	G216	(DORAB) ALPOR 2404.7N 06120.0E LATEM 2431.7N 06449.7E KARACHI
G206	DILARAM KABUL SABAR PURPA	G218	HOHHOT TUMURTAI POLHO 4447.0N 11315.0E SOLOK 4954.0N 11545.0E
G208	MUMBAI PARTY 2414.6N 07052.0E KARACHI PANJGUR (ZAHEDAN)	G219	VIRUT 0230.8N 10402.7E TEKONG
G209	LAERMONTH CHRISTMAS ISLAND PALEMBANG	G221	PHUCAT BUNTA 1650.0N 10923.7E BAOLONG HAIKOU SAMAS SIKOU
G210	PANJGUR KARACHI MUMBAI	G222	SAPDA BROOME AYERS ROCK PARKES
G212	(KHABAROVSK) ARGUK 4753.5N 13439.4E HAIQING JIAMUSI HARBIN TONGLIAO GUBEIKOU QINBAIKOU NANCHENGZI	G223	TATEYAMA TONIK 3200.0N 14600.0E NAURU NADI NAUSORI NIUE AITUTAKI

	TAHITI (LIMA)		G337	PERTH CHRISTMAS IS PEKANBARU
G224	NORFORK IS NADI PAGO PAGO TAHITI ISLA DE PASCUA (SANTIAGO)		G338	CHOIBALSAN KAGAK
G325	COLOMBO TIRUCHCHIRAPPALLI		G339	PUSAN FUKUOKA KAGOSHIMA TANEGASHIMA PAKDO GUAM
G326	BALI TENNANT CREEK BRISBANE		G340	QINGBAIKOU HUAILAI
G327	NANHUI NINAS 3100.0N 12215.0E AKARA 3130.0N 12330.0E		G341	CHANGCHUN WANGQING
G329	BRISBANE NORFORK IS		G342	CAIRNS HONIARA
G330	SHANGHAI POMOK NANTONG GURNI 3209.2N 12058.5E PIMOL 3215.0N 11944.0E		G344	COMFE 3624.0N 14618.0E CUTEE 4624.9N 16218.6E CUDDA 5647.9N 16018.1W
G331	PHUKET PADET DAWEI		G345	UNTAN CHANGZHOU LISHUI
G332	TANGHEKOU CHAOYANG		G346	KIMCHAEK NULAR 4059.2N 13411.0E IGROD 4139.0N 13647.0E
G333	DELHI ESDEM TIGER 2828.8N 07214.9E		G347	AUCKLAND POPIR 2500.0S 17804.8W PADDI 1825.7N 15854.8W
G334	KUALA LUMPUR TIOMAM BUNTO 0242.0N 10600.0E DOTAS 0201.1N 10820.5E SIBU		G348	PARO BAGDOGRA MECHI KATHMANDU
G335	KATHMANDU JANAKPUR PATNA		G424	(DAR ES SALAAM) VUTAS 0912.0N 06000.0E ALATO 1340.7N 06344.0E
G336	DHANBAD PATNA SIMRA KATHMANDU		G450	(MOGADISHU) MUMBAI NAGPUR KOLKATA
			G451	AHMEDBAD SASRO 2404.3N 07100.0E PARTY 2414.6N 07052.0E

G452	(ZAHEDAN) RAHIM YAR KHAN TIGER 2828.8N 07214.9E DELHI	G467	LUBANG JOMALIG GUAM
G453	KUALA LUMPUR KOTA BHARU	G468	PENANG MEDAN
G454	(PLAISANCE) BOBOD 0600.0S 06941.1E PADLA 0446.1N 07800.0E COLOMBO	G469	PORT HEIDEN ST PAUL IS NYMPH 5324.5N 16814.4E
G455	SHANGHAI PINOT 3125.2N 12214.2E AKARA 3130.0N 12330.0E	G470	XIANYANG FENGHUO CHANGWU JINGNING JINGTAI QITAI
G457	DOVRR 1843.0N 15740.0W ELLMS 0500.0S 16704.1W PAGO PAGO FAROA 2500.0S 17502.3W DIVSO 3452.3S 17624.5E	G471	SHILONG LONGMEN GANGZHOU
G458	BANGKOK SURAT THANI PHUKET	G472	KARACHI AHMEDABAD NAGPUR BHUBANESHWAR PATHEIN BAGO
G459	CAIRNS TIMIKA	G473	BAGO MAKAS 1649.7N 09830.0E PHITSANULOKE UBON
G460	KUCHING SIBU BINTULU BRUNEI	G474	BANGKOK MENAM 1357.3N 10247.7E SOURN 1345.5N 10600.0E ANINA 1359.0N 10725.0E PHUCAT
G463	RAJSHAHI DHAKA CHITTAGONG BAGO BETNO 1505.8N 09812.7E BANGKOK	G575	TAHITI RANGIROA FICKY 3133.5N 12123.5W
G464	PONTIANAK ROZAX 0245.0S 11140.0E BALI KARRATHA BALLIDU PERTH	G576	CHEER 5310.0N 14000.1W SPONJ 4992.0N 13005.1W
G465	(PRASLIN) MALE COLOMBO	G578	GURAG 2100.0N 12725.0E DILIS 1431.0N 12600.0E TACLOBAN MACTAN ZAMBOANGA DENPASAR PORT HEDLAND PARABURDOOD
G466	HO CHI MINH PHUCAT HENGCHUN		

	PERTH		BHOPAL
G579	JAKARTA		INDORE
	PALEMBANG		BODAR 2236.3N 07413.3E
	SINGAPORE	G591	CAIRNS
	JOHOR BAHRU		NOUMEA
G580	TOMAN 0121.5N 10547.0E		NORFORK IS
	NIMIX 0124.9N 10759.2E		AUCKLAND
	ATETI 0125.7N 10830.1E	G593	FUNAFUTI
	KUCHING		NAUSORI
	MIRI		NIUE
	BRUNEI		RAROTONGA
G581	HONG KONG	G594	TIAMU
	ELATO 2220.0N 11730.0E		TAHITI
	HENGCHUN		RAROTONGA
	MIYAKO JIMA		AUCKLAND
	BISIS 2647.0N 12633.0E		SOLIT 2355.0S 07500.0E
	ERABU		(PLAISANCE)
	MIYAKE JIMA	G595	(TAHITI)
G582	PUGER 0324.1N 10017.6E		SYDNEY
	BATU ARANG		MABAD 2648.4S 07500.0E
	PEKAN		(PLAISNACE)
G583	EMMONAK	G597	DONVO 3734.0N 12320.0E
	BESAT 5945.0N 17925.1W		AGAVO 3710.0N 12400.0E
	(UST-BOLSHERETSK)		SEOUL
	BISIV 4456.3N 14412.3E		KANGNUNG
	MONBETSU		MIHO
G584	KUALA LUMPUR		OTSU
	PEKAN		KOWA
	KUCHING		OSHIMA
G585	MIHO		VENUS 3618.2N 14042.1E
	POHANG	G598	LUCKNOW
	SEOUL		APIPU 2658.6N 08300.0E
G586	YINGDE		SIMARU
	ERTANG	G599	AUCKLAND
G587	TAIBEI		TAHITI
	PABSO 2538.0N 12252.0E	R200	PINGZHOU
	BULAN 2704.0N 12400.0E		LIANSHENGWEI
G588	MOOREN		BIGRO
	KHOVD		ZHANJIANG
	TEBUS 4725.1N 09027.7E	R201	BANGKOK
	TESAN 4701.7N 08947.8E		UTAPAO
	FUKANG	R203	SAPAM 0804.6N 09733.0E
G590	SIMRA		PHUKET
	VARANASI	R204	KEITH 2100.0N 13456.5E
	KHAJURAHO		KALIN 0000.0N 14200.0E

	LIDIT 0918.0S 14220.0E		NIPPI 4942.6N 15920.8E
	HORN IS		NODLE 6117.0N 15200.0W
	CAIRNS		
R205	ANARAK		R221 MERSING
	BIRJAND		PULAU TIOMAN
R206	PORT HEDLAND		R222 AVGOK 4336.0N 13815.0E
	CHRISTMAS IS		(YEDINKA)
	JAKARTA		R325 KATHMANDU
R207	VIENTIANE		JANAKPUR
	NAN		DUMKA 2411.0N 08721.3E
	CHIANG MAI		KOLKATA
	MANDALAY		PHUKET
R208	KUALA LUMPUR		HAT YAI
	KUALA TRENGGANU		IPOH
	KANTO 0649.9N 10348.3E		JOHOR BAHRU
R209	TATOX 0857.0N 09702.0E		R326 NORFOLK IS
	LANGKAWI		CHRISTCHURCH
R210	PORT MORESBY		R327 GISBORNE
	CAIRNS		FAROA
R211	KASMI 3601.3N 14040.3E		R329 KAGLU 1231.2N 07200.0E
	DAIGO		MALE
	NIIGATA		GAN
	KADBO 3914.0N 13745.4E		(DIEGO GARCIA)
	AVGOK 4336.0N 13815.0E		R330 SHEMYA
	VELTA 4529.0N 13710.0E		POWAL 5024.3N 16530.8E
R212	(DIEGO GARCIA)		R332 MAJURO
	GUDUG 0704.6S 07500.0E		BONRIKI
	PIBED 0520.2S 09044.0E		AKUMO 0614.9S 17535.5E
R215	CHIANG RAI		ROTUMA
	NAN		NADI
	LUANG PRABANG		R334 RAYONG
			KOH KONG
			PHNOM PENH
R216	UMUMQI		R336 ADAK
	(ALMA ATA) (ATM/AIS/SAR		CARTO 4840.5N 16847.0E
	Deficiency on this matter deleted).		
R217	NODAN 4025.0N 14500.0E		R337 TACLOBAN
	SENDAI		KOROR
	NIIGATA		R338 NOME
R218	DELHI		NINNA 5455.7N 17158.8E
	DIPAS 2738.3N 07551.9E		R339 SIKOU 2050.6N 11130.0E
	JAIPUR		HUGUANG
R220	DAIGO		NANNING
	IWAKI		BOSE
	NANAC 3854.2N 14313.9E		R340 AMBON

	WALGETT		R452	SONDO	3947.0N 12713.6E
R341	KODIAK			HAMUN	3955.1N 12731.1E
	NINNA	5455.7N 17158.8E		KIMCHAEK	
R342	MANADO			UAMRI	4217.6N 13041.8E
	BONDA	0200.0N 12451.2E	R453	(TEKUK)	4241.0N 13527.4E
	PEDNO	0400.0N 12521.0E		NADI	
	GENERAL SANTOS			APIA	
	DAVAO		R455	PONTIANAK	
R343	NANXIANG			KUCHING	
	WUXI		R458	MUMBAI	
	LISHUI			EPKOS	1653.0N 07407.2E
	HEFEI			BELGAUM	
	WUHAN		R457	CHENNAI	
	LONGKOU			TIRUCHCHIRAPPALLI	
	LAOLIANGCANG			MADUDAI	
	DARONGJIANG			TRIVANDRUM	
	LAIBIN			MALE	
	NANNING			(R459 in Chapter 2)	
R344	KATHMANDU		R460	DELHI	
	BIRATNAGAR			ALIGARH	
	KATI HAR			LUCKNOW	
	RAJSHAHI			VARANASI	
R345	ROIET			GAYA	
	BIDEM			KOLKATA	
		142153.57N 1034750.07E	R461	MUMBAI	
	SIEM REAP			MABTA	1708.5N 07321.8E
R346	TOWNSVILLE			BELGAUM	
	PORT MORESBY			COIMBATORE	
R347	NIIGATA			COLOMBO	
	SADO			MEDAN	
	EKVIK	3944.7N 13636.5E	R462	KUALA LUMPUR	
	IGROD	4139.0N 13647.0E		(SEEB)	
	(VELTA)	4529.0N 13710.0E		DENDA	2442.5N 06054.8E
R348	KADAP	0200.0S 08409.6E		JIWANI	
	LATEP	0610.3S 07500.0E		KARACHI	
	(DIEGO GARCIA)			UPAIPUR	
R349	LEMOK	1000.0N 10302.2E	R463	DELHI	
	RASER	1000.0N 10506.0E		APACK	2402.6N 15619.2W
	HO CHI MINH			ALCOA	3750.0N 12550.0W
R450	KIETA		R464	BITTA	2332.0N 15529.0W
	HONIARA			BEBOP	3700.0N 12500.0W
R451	ADAK		R465	CLUTS	2300.0N 15439.0W
	OGDEN	4929.2N 16102.3E		CLUKK	3605.0N 12450.0W
			R467	KUALA LUMPUR	

	GUNIP	0429.9N 09931.9E	R582	NORFOLK IS RAROTONGA
R468	BANGKOK BOKAK	1257.5N 10230.0E	R583	TAIBEI BISIS
	PHNOM PENH SAPEN	1102.2N 10611.0E		2647.1N 12633.1E
	HO CHI MINH			OKINAWA MINAMIDAITO SABGU BUNGO
R469	PEKANBARU SINGAPORE		R584	OKINAWA KEITH
R470	VIENTIANE UDON THANI KHON KAEN			2100.0N 13456.5E GUAM TRUK POHNPEI KWAJALEIN MAJURO JOHNSTON IS CHOKO
R472	KOLKATA RAJSHAHI GUWAHATI			2022.9N 16053.2W
R473	LILING NANXIONG WONGYUANG ZHULIAO PINGZHOU TAMOT	2221.5N 11352.0E	R585	CITTA GATES
				2818.9N 14507.2W 3412.7N 12303.9W
R474	GAOYAO NANNING LONGZHOU HANOI VIENTIANE BANGKOK		R587	BRISBANE PORT VILA
			R588	PHUKET RELIP PHNOM PENH PLEIKU
R575	PAPRA KOH KONG UPNEP	1546.0N 10711.0E 0942.2N 10029.6E	R590	AMBON COTABATO
	SURAT THANI		R591	CAPE NEWENHAM AKISU ABETS
				4734.3N 16119.3E 3605.0N 14425.0E
R576	DENNS DINTY	2222.0N 15353.0W 3329.0N 12235.0W	R592	BALI ONSLow PERTH
R577	EBBER ELKEY	2143.0N 15309.0W 3241.0N 12203.0W	R594	LUCKNOW JALALABAD DELHI
R578	FITES FICKY	2049.0N 15300.0W 3133.5N 12123.5W	R595	ANPU MIYAKO JIMA KEITH GUAM
	(R579 in Chapter 2)			2100.0N 13456.5E
R580	OATIS OMOTO AMOTT	3800.0N 14345.0E 4859.7N 16000.7E 6053.9N 15121.8W	R597	CABANATUAN SARSI SKATE
				1642.0N 12316.9E 1716.7N 12423.0E
R581	KOLKATA MONDA SIMARA	2521.0N 08626.4E	R598	KOLKATA

	RAJSHAHI		L509	GAYA	
	SAIDPUR			ASARI	3048.3N 07509.5E
	COOCH BEHAR		L510	IBANI	250000N 0764311E
	BOGOP			ELBAB	201333N 0815954E
	PARO			LEKIR	071632N 0965243E
R599	KIETA			GIVAL	070000N 0980000E
	GIZO		L512	INTOS	3722.0N 13120.0E
	HONIARA			NIIGATA	
	PORT VILA		L513	PERTH	
	WHANGAREI			HOBART	
	AUCKLAND			AUCKLAND	
	RNAV ROUTES		L515	OBMOG	1154.1N 09623.5E
				IKULA	1000.0N 09721.2E
				PHUKET	
L301	BANGKOK		L516	KITAL	2003.0N 06018.0E
	DAWEI			ELKEL	0149.0N 06911.0E
	VISHAKHAPATNAM			(DIEGO GARCIA)	
	BUSBO	1914.9N 07807.6E	L517	MIRI	
	NOBAT	2109.0N 06800.0E		GULIB	0409.3N 11028.1E
	RASKI	2303.5N 06352.0E		TERIX	0415.4N 10934.9E
	(VAXIM	2319.0N 06111.0E)	L521	SYDNEY	
L333	KHAJURAHO			AUCKLAND	
	JAIPUR		L625	LUSMO	0333.7N 10655.7E
	TIGER	2828.8N 07214.9E		AKMON	0812.8N 11013.4E
L500	(SANTIAGO)			ALDAS	1056.9N 11212.3E
	AUCKLAND			ANOKI	1222.0N 11315.0E
L501	(RIO GALLEGOS)			ARESI	1358.4N 11427.0E
	AUCKLAND			AKOTA	1706.6N 11651.6E
L502	ISLA DE PASCUA			AVMUP	1843.3N 11808.3E
	(LOS ANGELES)			POTIB	2100.0N 12045.5E
L503	BRISBANE		L628	LUBANG	
	IGEVO	3636.5S 16300.0E		IBOBI	1354.4N 11832.6E
	CHRISTCHURCH			GUKUM	1356.8N 11637.2E
L504	SINGAPORE			ARESI	1358.4N 11427.0E
	MANADO			MESOX	1358.4N 11427.0E
L505	BUSBO	1914.9N 07807.6E		DAMEL	1358.7N 11130.6E
	KAMOL	1938.1N 07340.0E		VEPAM	1358.0N 11000.0E
	NOBAT	2109.0N 06800.0E		PHUCAT	
L507	KOLKATA		L629	PEKAN	
	BAGO			DOLOX	0448.7N 10522.9E
	BANGKOK		L635	PEKAN	
L508	RAROTONGA			MABLI	0417.3N 10612.9E
	CHRISTCHURCH		L637	BITOD	0715.3N 10612.9E
	MELBOURNE			TANSONNHET	

L642	CHEUNG CHAU EPDOS 1900.0N 11333.3E ENBOK 1833.4N 11329.5E EGEMU 1700.0N 11217.0E VEPAM 1358.0N 11000.0E PHANTHET CONSON IS ESPOB 0700.0N 10533.4E ENREP 0452.4N 10414.8E MERSING	KETIV 0042.0S 09200.0E COLOMBO
L643	TANSONNHET CONSON	L899 HANIMAADHOO TRIVANDRUM
L644	CONSON JAKARTA	M300 (EMURU 2215.6N 05849.8E) LOTAV 2037.0N 06057.0E CALICUT MADURAI SALAX 0212.4N 10133.7E
L645	COLOMBO SULTO 0738.6N 08801.9E SAMAK 0758.7N 09425.0E SAPAM 0804.6N 09733.0E PHUKET	M501 GUAM LIMLE 1639.7N 13000.0E SKATE 1722.2N 12425.6E LAOAG NOMAN 2000.0N 11640.3E
L626	KATHUMANDU ONISA 2858.1N 08005.5E DELHI	M502 BANGKOK AKATO 1337.3N 09910.3E LALIT 1252.4N 09225.1E
L759	DELHI POSIG 2713.0N 07734.9E AGRA KHAJURAH PHUKET	M504 ALPOR 2404.7N 06120.0E NODER 2350.0N 06700.0E TELEM 2402.0N 06846.0E
L760	AGRA GURTI 2743.8N 07747.8E DELHI	M512 COLOMBO ANIVE 0540.9N 07800.0E MALE
L774	(PLAISANCE) LELED 116.5S 07500.0E ELATI 0200.0S 08957.7E KETIV 0042.0S 09200.0E MEDAN	M520 SERNA 5018.5N 10628.1E POLHO 4447.0N 11315.0E
L894	KITAL 2003.0N 06018.0E MALE SUNAN 0028.7S 07800.0E DADAR 0200.0S 07927.1E PERTH	M522 VINIK 0838.5N 11613.8E KOTA KINABALU MAMOK 0405.1N 11547.2E DENPASAR
L896	SAPDA 1200.0S 11125.6E NISOK 0302.9N 09200.0E DUGOS 0853.1N 08447.9E CHENNAI	M625 MELBOURNE WELLINGTON
L897	CHRISTMAS ISLAND	M626 KOTA BHARU DAWEI BAGO
		M635 SINGAPORE RAMPY 0615.0S 11320.8E CURTIN
		(M635 in Chapter 2)
		M636 SYDNEY WELLINGTON
		M638 DOSTI 2558.0N 06503.0E KARACHI

	MINAR 2350.0N 06800.0E				KOTA KINABALU
	SAPNA 2330.0N 06750.0E				
	NOBAT 2109.0N 06800.0E		M759	OLKIT 0450.1N 11149.1E	BRUNEI
	MUMBAI				
M639	IGEVO 3636.5S 16300.0E		M761	PEKAN	
	WELLINGTON			BOBOB 0222.1N 10706.1E	
M641	MADURAI			SABIP 0209.7N 10750.5E	
	BIKOK 0817.0N 07836.0E			AGOBA 0158.7N 10830.0E	
	COLOMBO		M766	KUCHING	
	COCOS IS			COLOMBO	
	PERTH			JAKARTA	
M643	HOBART			INDRAMAYU	
	CHRISTCHURCH			MADIN 0617.9S 11023.0E	
M644	RAYONG			CUCUT 0617.7S 11106.0E	
	KOTA BHARU			SURABAYA	
M750	KILOG 2152.5N 11441.6E			BALI	
	ENVAR 2159.5N 11730.0E		M765	DARWIN	
	MOLKA 2639.5N 12400.0E			KOTA BHARU	
	MOMPA 3050.5N 12955.1E			IGARI 0656.2N 10335.2E	
	MANEP 3242.9N 13340.0E			BITOD 0715.3N 10407.3E	
	SOPHY 3327.2N 13721.9E			CONSON	
	MIYAKE JIMA			DAGAG 0927.8N 10826.5E	
M751	MERSING		M767	MAPNO 1013.1N 11020.1E	
	PEKAN			JOMALIG	
	KOTA BHARU			TOKON 1142.0N 11940.3E	
	REGOS 1200.0N 10035.1E			TENON 0915.3N 11616.5E	
	BANGKOK			TEGID 0857.2N 11551.6E	
M753	ENREP 0452.4N 10414.8E			TODAM 0631.7N 11235.4E	
	BITOD 0715.3N 10407.3E		M768	DARWIN	
	PHUQUOC			BRUNEI	
	PHNOM PENH			DOGOG 0525.3N 11407.5E	
M754	BRUNEI			ASISU 0559.1N 11320.8E	
	VINIK 0838.6N 11613.8E			TODAM 0631.6N 11235.6E	
	TENON 0915.3N 11616.5E			LAGOT 0716.5N 11132.7E	
	LULBU 1104.7N 11624.4E			AKMON 0812.9N 11013.1E	
	NOBEN 1234.4N 11631.1E			MOXON 0849.5N 10921.3E	
	GUKUM 1356.8N 11637.2E			DAGAG 0927.8N 10826.5E	
	AKOTA 1706.6N 11651.6E		M770	TANSONNHAT	
M755	PHNOM PENH			KOTA BHARU	
	KISAN 1032.3N 10440.5E			RANONG	
	BITOD 0415.4N 10407.1E			BUBKO 1911.1N 08839.8E	
M758	PEKAN			KAKID 2038.6N 08659.9E	
	LUSMO 0333.7N 10655.7E		M771	JAMSHEDPUR	
	TERIX 0415.4N 10934.7E			MERSING	
	OLKIT 0450.1N 11149.1E			DOLOX 0448.7N 10522.9E	
				DUDIS 0700.0N 10648.6E	
				DAGAG 0927.8N 10826.5E	

	DOXAR 1222.0N 11022.7E		PEDPI 1316.6S 07500.0E
	DAMEL 1358.7N 11130.6E		(PLAISANCE)
	DONDA 1442.2N 11201.3E	N640	TRIVANDRUM
	DOSUT 1702.0N 11340.8E		BIKOK 0817.0N 07836.0E
	DULOP 1814.2N 11432.6E		COLOMBO
	DUMOL 1900.0N 11426.8E		LEARMONTH
	HONG KONG		MOUNT HOPE
M773	BUBKO 1911.1N 08839.8E		ADELAIDE
	LEGOS 2138.0N 08805.3E	N645	BRUNEI
	KOLKATA		ELANG
M774	SINGAPORE		005535.64S 1145003.10E
	KIKEM 0952.9S 12607.4E		SURABAYA
M875	KAKID 2038.6N 08659.9E	N750	SYDNEY
	BUTOP 2919.7N 07523.9E		CHRISTCHURCH
	GUGAL 3014.5N 07358.0E	N759	MELBOURNE
	DERA ISMAIL KHAN		AUCKLAND
M890	LUCKNOW	N774	AUCKLAND
	CHANDIGARH		SYDNEY
	SAMAR 3120.8N 07434.0E	N875	DENPASAR
N502	PARDI 0034.0S 10413.0E		PONTIANAK
	BOBAG 0102.5N 10329.9E		ARUPA 0031.7N 10848.8E
N509	ELATI 0200.0S 08957.7E		NIMIX 0124.9N 10759.4E
	PORT HEDLAND		BOBOB 0222.1N 10706.0E
N519	MUMBAI		ENREP 0452.4N 10414.7E
	SAPNA 2330.0N 06750.0E	N877	LAGOG 0835.6N 09159.8E
	MINAR 2350.0N 06800.0E		VISHAKHAPATNAM
	KARACHI		NAGPUR
N563	(EMURU 2214.0N 05853.6E)		PRATAGRAPH
	REXOD 2112.5N 06138.5E	N884	MERSING
	BANGALORE		LUSMO 0333.7N 10655.7E
	MEDAN		LAGOT 0716.6N 11131.5E
	SALAX 0212.4N 10133.7E		LAXOR 0949.6N 11448.5E
N564	DUGOS 0853.1N 08447.9E		LULBU
	AKMIL 1151.6N 08006.9E		110936.07N 1163217.70E
N571	(RAGMA 2306.0N 06105.7E)		LEGED
	PARAR 2226.5N 06307.0E		130113.24N 1190006.94E
	VAMPI 0610.9N 09735.1E		LUBANG
	GUNIP 0429.9N 09931.8E		CABANATUAN
N628	PEKANBARU	N891	MIYAKOJIMA
	BUSUX 0355.0S 06000.0E		PAPA UNIFORM
	(PRASLIN)		ENREP 0452.4N 10414.8E
N633	KUALA LUMPUR		IGARI 0656.2N 10335.2E
	PEKANBARU		SAMOG 0800.0N 13014.6E
	POSOD 0329.5S 09409.9E		RAYONG
			BANGKOK

N892	HENGCHUN KABAM 2100.0N 11925.7E MUMOT 1930.4N 11714.5E MAVRA 1814.4N 11615.1E MIGUG 1516.4N 11400.0E MESOX 1358.8N 11302.7E MUGAN 1222.0N 11152.3E MAPNO 1013.1N 11020.1E MOXON 0849.5N 10921.3E MELAS 0704.9N 10808.4E MABLI 0417.3N 10612.9E MERSING	PORT BLAIR RAHIM YAR KHAN
N893	TELEM 2407.0N 06846.0E AHMEDABAD	P646 BANGKOK JAMSHEDPUR PATHEIN VARANASI
N895	BETNO 1505.8N 09812.7E PATHEIN BHUBANESWAR NAGPUR BODAR 2236.3N 07413.3E AHMEDABAD PARTY 2414.6N 07052.0E	P648 KOTA KINABALU JAKARTA
P501	ARAMA 0136.9N 10307.2E BOBAG 0102.5N 10329.9E ANITO 0017.0S 10452.0E	P751 (ADEN) ANGAL 1614N 06000E MUMBAI
P518	NOBAT 2109.0N 06800.0E PARET 2527.2N 06451.5E PANJGUR	P756 MALE MEDAN
P570	(MIBSI 2341.7N 05755.4E) KITAL 2003.0N 06018.0E TRIVANDRUM KATUNAYAKE PEKANBARU	P761 CHENNAI PORT BLAIR
P574	(KUSRA) TOTOX 2150.5N 06222.5E BISET 1823.4N 06918.1E BELGAUM CHENNAI PUGER 0324.0N 10017.5E	P762 DAWEI PORT BLAIR COLOMBO
P627	PHUKET KADAP 0200.0S 08409.6E KALBI (PLAISANCE)	P880 IGEVO 03636.29S 16300.00E SLOPE HILL VOR 04459.03S 16846.57E
P628	LANGKAWI	P901 IKELA 1839.7N 11214.7E CHEUNG CHAU
UPPER ATS ROUTES		
		UB467 YEDINKA VELTA 4529N 13710E TEKUK 4241N 13527.4E NULAR 4059.2N 13411E (KANSU) 3838.0N 13228.5E
		UL425 (KUTVI) ASPUX 1744.00N 06000.00E DONSA 1434.14N 06511.32E VANVO 1043.00N 07200.00E
		UM551 DONSA 1435.3N 06511.6E ANGAL 1614.1N 06000.1E (AVAVO) 1646.3N 05526.1E

Chapter 2: Route in BANP – Not Implemented

The segments which have not been implemented are shown by **bold** significant points, and indicated with coordinates and the FIR names.

ATS ROUTES	SIGNIFICANT POINTS	COORDINATES	FIR	REMARKS
A218	HARBIN (HRB) (EKIMCHAN) (QA) (MYS SHMIDTA) BARROW	4537.4N 12615.6E	Shenyang	APAC 98/14
A469 (Implemented as L643, pending BANP amendment by Viet Nam)	HO CHI MINH (TSN) CONSON IS (CS)	1049.0N 10638.7E 0843.8N 10637.9E	Ho Chi Minh Ho Chi Minh	
A584 (Proposed amendment to be submitted to delete the segment not implemented from BANP)	TONGA NIUE APIA FUNAFUTI NAURU (NI) KOSRAE (UKS)	 0032.6S 16655.3E 0521.1N 16257.4E	 Nauru Oakland Oceanic	
B201 (Proposed amendment to be submitted to delete the segment not implemented from BANP)	NIUE (NU) AUCKLAND (AA)	1904.4N 16955.0E 3700.3N 17448.8E	Fuji New Zealand	
R216*	URUMQI (ALMA ATA)	4354.4N 08728.5E	Urumqi	
R459* (To be implemented as L504. Target implementation November 2005)	MANADO (MWB) BALIKPAPAN (BPN) ELANG PONTIANAK (PNK) MINOS TANJUNG PINANG (TI)	0119.4N 12457.3E 0114.7N 11656.4E 0055.6N 11450.1E 0004.7N 10922.5E 0000.0 10901.7E 0055.2N 10431.6E	Ujung Pandang Bali Bali Jakarta Singapore	

ATS ROUTES	SIGNIFICANT POINTS	COORDINATES	FIR	REMARKS
R579	PADANG (PDG) PEKANBARU (PKU) MALACCA (MC)	0052.3N 10021.2E 0025.5N 10126.5E	Jakarta Jakarta	
M635	SINGAPORE RAMPY CURTIN	0615.0S 11320.8E 1735.3S 12351.1E	Singapore Ujung Pandang Brisbane	

* Those routes were listed in the APANPIRG List of Deficiencies.

DETAILED DESCRIPTION OF ROUTES IN BANP – NOT IMPLEMENTED

ATS ROUTE NAME: A218

Requested by :

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION Harbin (HRB) .. Ekimchan (QA) .. Mys Shmidta (UHMI) .. Barrow</p> <p>FLIGHT LEVEL BAND</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
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Action Required	Russia implements a segment between SIMLI and Ekimchan.
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Benefit	
Cost	
Fuel Saving	
Emission	CO ₂
	NO _x

Remarks: At the Special ATS Coordination Meeting Cross Polar and Russian Federation Far East ATS Routes (November 2005), Russia agreed to implement the requirement by connecting Ekimchan and SIMLI which is further connected to Harbin via A588.

ATS ROUTE NAME: A469

Requested by :

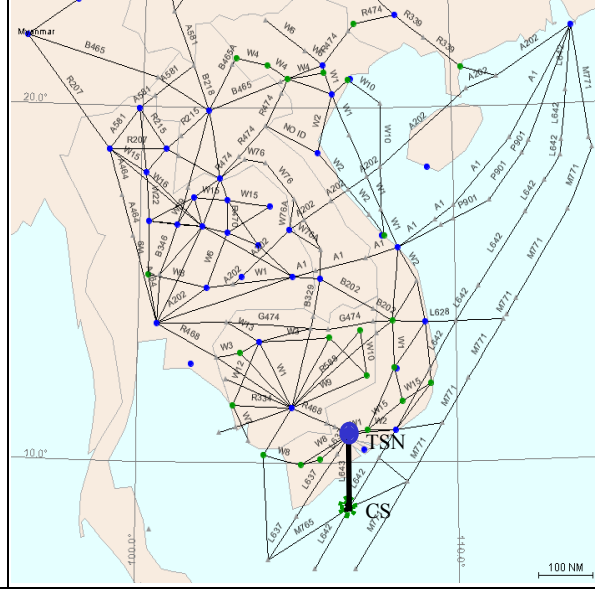
ENTRY/EXIT POINT

ROUTE DESCRIPTION
Tansonnhat (TSN) .. Conson (CS)

FLIGHT LEVEL BAND

PRIORITY: HIGH/MED/LOW

CHART



Action Required	Viet Nam to submit proposals for deletion from BANP.
	ICAO to circulate proposal for deletion from BANP.

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks: The route is being served by other available ATS route L643.

ATS ROUTE NAME: A584

Requested by :

<p>ENTRY/EXIT POINT</p> <p>ROUTE DESCRIPTION Tonga (TBU) .. Niue (NU) .. Faleolo (FA) .. Funafuti (FU) .. Nauru (NI) .. Kosrae (UKS)</p> <p>FLIGHT LEVEL BAND</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
---	---------------------

Action Required	US to submit proposal for deletion of the segment between Nauru and Kosrae.
	ICAO to circulate proposal for deletion from BANP.

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks: The segment will be proposed by US to delete from the BANP.

ATS ROUTE NAME: B201

Requested by :

<p>ENTRY/EXIT POINT</p> <p>ROUTE DESCRIPTION Niue (NU) .. Auckland (AA)</p> <p>FLIGHT LEVEL BAND</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	States to coordinate to submit proposal for deletion of the requirement. ICAO to circulate proposal for deletion from BANP.
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Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks: The segment will be deleted after the States' proposals.

ATS ROUTE NAME: R459

Requested by :

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION Manado (MWB) .. Balikpapan (BPN) .. ELANG (0055.6N 11450.1E) .. Pontianak (PNK) .. MINOS (0000.0 10901.7E) .. Tanjung Pinang (PI)</p> <p>FLIGHT LEVEL BAND</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
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Action Required	States to coordinate to submit proposal for deletion of the requirement. ICAO to circulate proposal for deletion from BANP.
-----------------	--

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks: To be implemented as L504. Currently route largely served as W15 and W36

ATS ROUTE NAME: R579

Requested by :

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION Padang (PDG) .. Pekanbaru (PKU) .. Malacca (MC)</p> <p>FLIGHT LEVEL BAND</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
--	---------------------

Action Required	States to coordinate to submit proposal for deletion of the requirement. ICAO to circulate proposal for deletion from BANP.
-----------------	--

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks:

ATS ROUTE NAME: M635

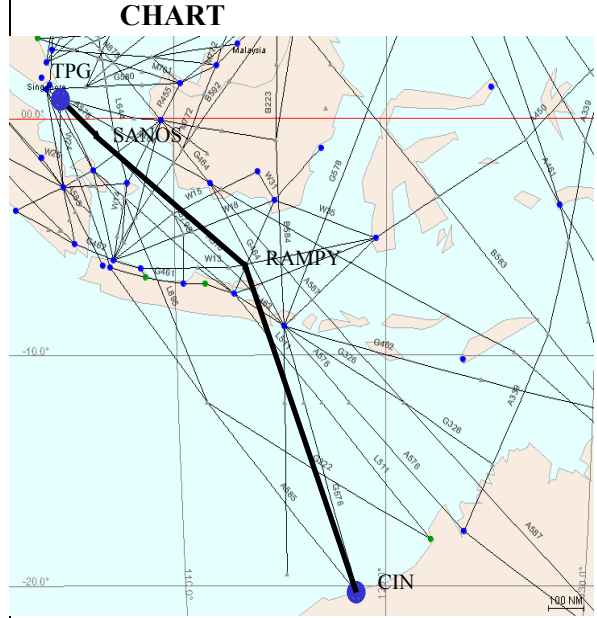
Requested by : Indonesia

ENTRY/EXIT POINT

ROUTE DESCRIPTION
Tanjung Pinang (TPG) .. SANOS .. RAMPY
.. Curtin (CIN)

FLIGHT LEVEL BAND

PRIORITY: HIGH/MED/LOW



Action Required (Move to 4A)	States to coordinate to implementation.
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Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks:

Chapter 3: Routes Implemented - Not In the BANP/Not In Accordance with the BANP

ATS Routes	Route Description /Significant points	Coordinates	FIR	Remarks
A206	ASSAD VINH NONGT LPB	N1820.5 E10740.9 N1844.0 E 10540.1 N1930.0 E10359.0 N1954.0 E10209.6	HANOI HANOI VIENTIENE VIENTIENE	Implemented on 9 September 2005
L888	BIDRU SANLI KUQA	N2243.1 E10057.9 N3200.0 E10000.0 N4143.0 E08300.0	KUNMING KUNMING URUMUQI	Implemented around 2000. Awaiting clarification from China.

ATS ROUTE NAME: A206

REQUESTED BY: Viet Nam, Lao PDR and IATA

ENTRY/EXIT POINT

ASSAD / Nonghet (NONGT) / AKSAG

ROUTE DESCRIPTION

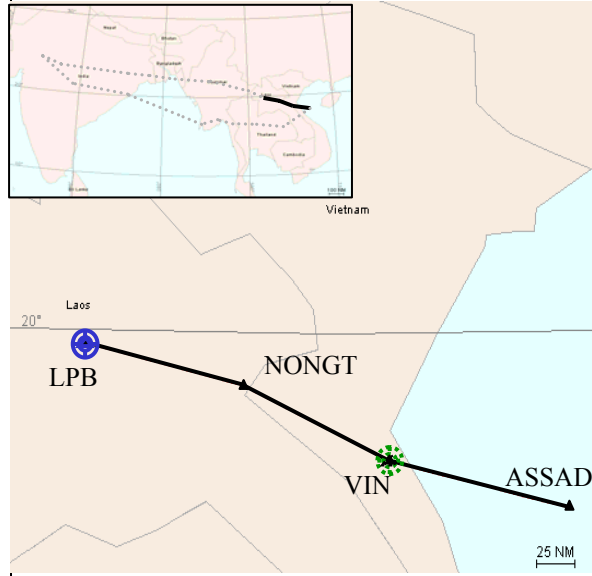
**ASSAD .. Vinh (VIN) .. Nonghet (NONGT) ..
LuangPrabang (LPB) ..**

FLIGHT LEVEL BAND

28000 – 46000 feet

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	100nm/ 12.5mins	
Fuel	1625 kg	593125 kg
CO ₂	5000kg	1,825 tonnes
No _x		

Remarks

Potential City Pairs: Middle East /Karachi – Pearl River Delta

ATS ROUTE NAME: L888

REQUESTED BY:

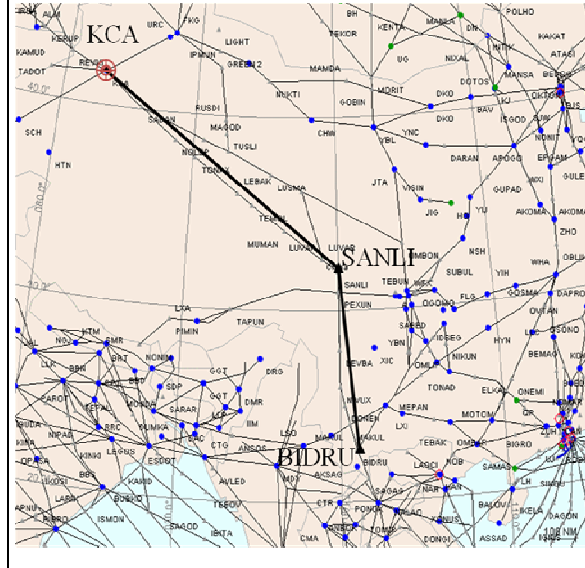
ENTRY/EXIT POINT

ROUTE DESCRIPTION
BIDRU (2243.1N 10057.9E) .. SANLI
(3200.0N 10000.0E) .. KUQA (KCA)
(4143.0N 08300.0E)

FLIGHT LEVEL BAND

PRIORITY: HIGH/MED/LOW

CHART



Action Required	China to response to clarification from ICAO
	ICAO to progress the BANP amendment.

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: The Regional Office sought clarification from China with letters on 19 January 2000, 16 March 2000, 10 May 2000 and 4 July 2008, and verbally on 4 December 2007. There has been no response from China.

Potential City Pairs: Europe – SEA airports

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Chapter 4: Part A: Route Requirements – States

(This section contains routes that have been agreed to be included in the BANP and will be progressed as BANP amendments)

PROPOSER	ATS ROUTES	SIGNIFICANT POINTS	COORDINATES	FIR	REMARKS
	NIL				

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Chapter 4: Part B: Future Route Requirements – States

(The routes in this section are intended to be used as a basis for developing BANP amendment proposals, and to provide information on route planning developments which would form the basis for future proposals. These routes are subject to coordination and agreement.)

PROPOSER	ATS ROUTE	SIGNIFICANT POINTS	COORDINATES	FIR	REMARKS
Nepal	Himalaya 1	Kolkata Nepalgunj INDEK	2238.7N 08827.2E 2806.1N 08139.1E 3246N 7316E	Kolkata Kathmandu Lahore	
	Himalaya 2	Kathmandu Baghdogra Guwahati Silchar Imphal Kunming	2740.5N 08521.0E 2641.3N 08819.8E 2606.1N 09135.3E 2454.8N 09258.9E 2446.0N 09354.5E 2501N 10244E	Kathmandu Kolkata Kolkata Kolkata Kolkata Kunming	
Tahiti	R582	KRILL MAITO Tahiti PAERE TOLAB TAMUR TIERE TARAO TUNBA TIAMU	2016.1N 15700.0E 1732.8S 14936.1E 1625.0S 14752.6W 1428.0S 14500.0W 1104.0S 14000.0W	Auckland Ocn/Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti	
Vietnam		Noibai Kunming	2112.8N 10550.1E 2501.0N 10244.0E	Hanoi Kunming	
		Noibai Catbi SAMAS or Huguang	2112.8N 10550.1E 2049.1N 10642.5E 2030.3N 11029.7E 2107.9N 11020.2E	Hanoi Hanoi Guangzhou/ Sanya Gunagzhou	

ATS ROUTE NAME: Himalaya 1

Requested by : Nepal

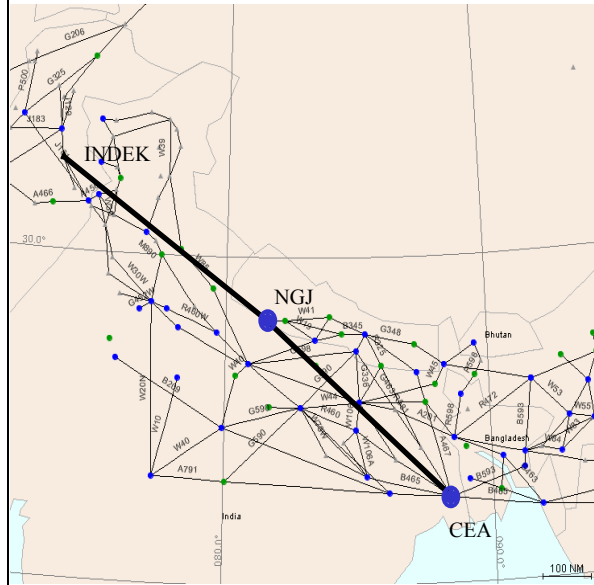
ENTRY/EXIT POINT
XXXXX

ROUTE DESCRIPTION
Kolkata (CEA) .. Nepalgunj (NGJ) .. INDEK

FLIGHT LEVEL BAND

PRIORITY: HIGH/MED/LOW

CHART



Action Required	States to coordinate implementation.
	.

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks: Remarks: The route has been implemented except for Imphal to Kunming which China had undertaken to review (as per current remarks)

IATA Nth Asia Office approached China who have indicated this route will be considered as part of the overall China route review - no timeline was given.

The extension to L509 serves the purpose at present although is only available for limited hours daily. The availability of another route to the north will provide extra capacity but will need to be amended to link with a new transit route through Kabul.

ATS ROUTE NAME: Himalaya 2

Requested by : Nepal

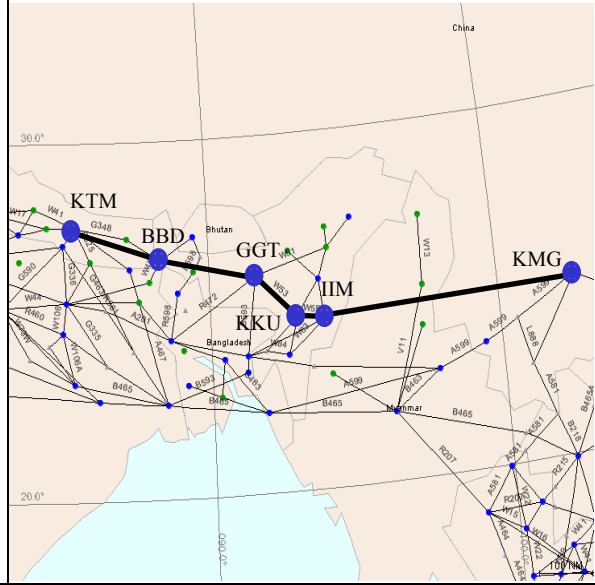
ENTRY/EXIT POINT
XXXXX

ROUTE DESCRIPTION
Kathmandu (KTM) .. Baghdogra (BBD) ..
Guwahati (GGT) .. Silchar (KKU) .. Imphal
(IIM) .. Kunming (KTM)

FLIGHT LEVEL BAND

PRIORITY: HIGH/MED/LOW

CHART



Action Required	States to coordinate imeplementation.
	.

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks: China advised that they would seriously look at the proposal and would coordinate with Nepal (ref. para 8.4of the SEA-RR/TF/4 report). This was also presented at the 22nd Meeting of the BBACG.

ATS ROUTE NAME: R582

Requested by : Tahiti

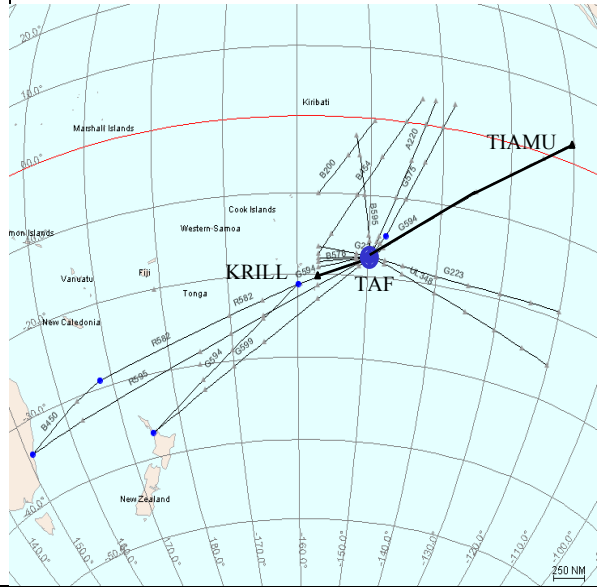
ENTRY/EXIT POINT

ROUTE DESCRIPTION
 Decommissioned G594 and realigned R582
 as KRILL .. MAITO .. Tahiti (TAF) ..
 PAERE .. TOLAB .. TAMUR .. TIERE..
 TARAO .. TUNBA .. TIAMU

FLIGHT LEVEL BAND

PRIORITY: HIGH/MED/LOW

CHART



Action Required	States to coordinate implementation.
	ICAO to circulate proposal for deletion from BANP.

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks:

ATS ROUTE NAME:

Requested by : Vietnam

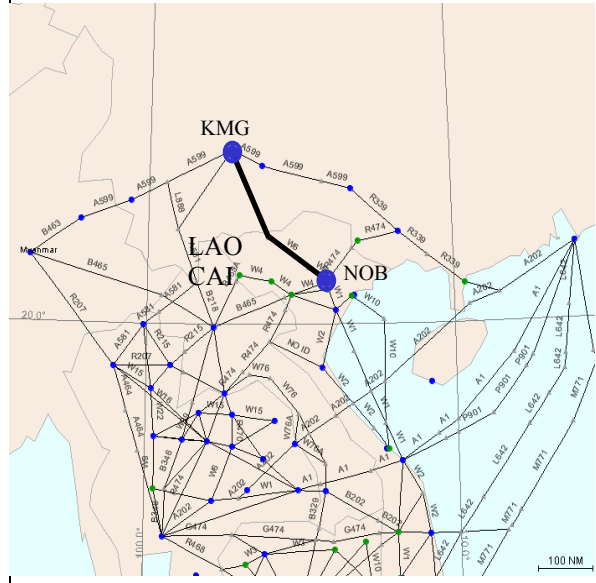
**ENTRY/EXIT POINT
XXXXX**

**ROUTE DESCRIPTION
Noibai (NOB) .. LAOCAI .. Kunming
(KMG)**

**FLIGHT LEVEL BAND
28000 – 46000 feet**

PRIORITY: HIGH/MED/LOW

CHART



Action Required	States to coordinate implementation.
	ICAO to circulate proposal for deletion from BANP.

Benefit	
Cost	
Fuel Saving	
Emission	CO ₂
	NO _x

Remarks: Because of small traffic demand and cost/benefit considerations, this route is impossible and can not be implemented at present.

ATS ROUTE NAME:

Requested by : Vietnam

**ENTRY/EXIT POINT
XXXXX**

ROUTE DESCRIPTION

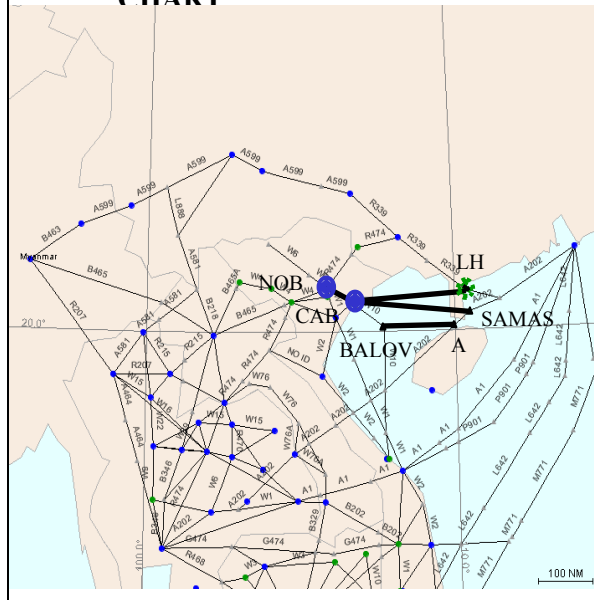
Three Options:

- A) Noibai (NOB) .. Catbi (CAB) .. SAMAS
- B) Noibai (NOB) .. Catbi (CAB) .. BALOV .. A .. SAMAS
- C) Noibai (NOB) .. Catbi (CAB) .. Huguang (LH)

**FLIGHT LEVEL BAND
28000 – 46000 feet**

PRIORITY: HIGH/MED/LOW

CHART



Action Required	States to coordinate to submit proposal for deletion of the requirement.
	ICAO to circulate proposal for deletion from BANP.

Benefit		
Cost		
Fuel Saving		
Emission	CO ₂	
	NO _x	

Remarks: Because of small traffic demand and cost/benefit considerations, this route is impossible and can not be implemented at present.

Chapter 5: Part A: Route Requirements – Users

(The routes in this section have been submitted by users and agreed to be included in the BANP, and are subject to an amendment proposal to the BANP)

ATS ROUTES	SIGNIFICANT POINTS	COORDINATES	FIR	REMARKS
SEA 3	BUT ENREP	N1240.0E10100.0 N0452.4 E10414.7	BANGKOK SINGAPORE	
SEA 5	STUNG TRENG DANANG	N1331.5 E10600.9 N1603.2 E10811.9	PNOMPENH HOCHIMINH	
SCS 9	TOKON DILIS TOKON ENDAX	N1142.0 E11940.5 N1431.1 E12600.1 N1142.0 E11940.5 N1415.0 E13000.0	MANILA MANILA MANILA MANILA	EITHER TOKON/ DILIS OR TOKON/ ENDAX

ATS ROUTE NAME: SEA3
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT BUT / XXXXX / ENREP</p> <p>ROUTE DESCRIPTION BUT- ENREP</p> <p>FLIGHT LEVEL BAND 29000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: Supports traffic between Thailand and Australia/Eastern Indonesia. Also presented by Thailand at the third meeting of the SEA-RR/TF. This route is being designated as M904 by Thailand by the end of 2011.

Potential City Pairs: Bangkok- Australia

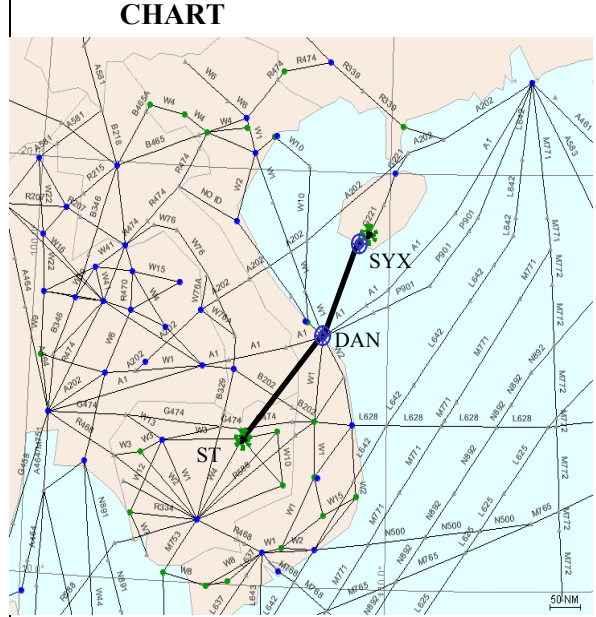
ATS ROUTE NAME: SEA 5
REQUESTED BY: IATA

ENTRY/EXIT POINT
 STUNG TRENG (ST) – DANANG (DAN)

ROUTE DESCRIPTION
 Direct STUNG TRENG (ST) to DANANG (DAN)

FLIGHT LEVEL BAND
 29000 – 46000

PRIORITY: HIGH/MED/LOW
 MED



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	64 nm / 8 min	
Fuel	1040 kg	379,600kg
CO ₂	3200 kg	1168 tonnes
No _x		
SO ₂		

Remarks: Supports traffic Southeast Asia – Hainan Island. Link with SEA2.

Potential City Pairs: Singapore/ KL –Hainan/Hong Kong

ATS ROUTE NAME: SCS 9
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT 1. ENDAX (FIR Boundary between Oakland and Manila FIRs) or DILIS on G467 2. TOKON on M767 (Manila FIR)</p> <p>ROUTE DESCRIPTION ENDAX .. TOKON or DILIS .. TOKON</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW (Immediate request with DILIS – TOKON)</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	a.TOKON-DILIS 45nm/ 5.5in b.TOKON-ENDAX 110nm/14min	
Fuel	a.731kg b. 1788kg	a.266,906kg b.652,440kg
CO ₂	a.2250kg b.5,500kg	a.821,250kg b.2,007 tonnes
No _x		

Remarks

Potential City Pairs: SEA –San Francisco/Los Angeles

Chapter 5: Part B: Future Route Requirements – Users

(The routes in this section are intended to be used as a basis for developing the BANP amendment proposals, and to provide information on route planning developments which would form the basis for future proposals. These routes are subject to coordination and agreement.)

ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
IND 1	BBS BPL	N2014.6 E08548.8 N2317.0 E07720.2	KOLKATTA MUMBAI	
IND 7	PRA SERKA KAMAR BIRJAND	N2401.8 E07445.0 N2951.0 E06615.0 N3239.0 E06044.0 N3258.3 E05912.0	MUMBAI DELHI KABUL TEHERAN	N877 Extension
SEA 2	DANANG SYX	N1603.2 E10811.9 N1818.4 E10910.4	HOCHIMINH SANYA AOR	
SEA 6	PAKSE ASSAD	N1511.8 E10544.5 N1820.5 E10740.9	VIENTIANE ASSAD	
SEA 10	CAVOI/ IGNIS QUNGI SAMUI	N1713.5 E11000.0 N1721.0 E11109.0 N1507.0 E10848.0 N0932.8 E10003.7	SANYA AOR SANYA AOR HOCHIMINH BANGKOK	QUNGI TO CAVOI AND TO IGNIS
SEA 11	NANSHAN BUNTA/ SAMBO	N1818.4 E10910.4 N1650.0 E10923.7 N1616.8 E10842.5	SANYA AOR HOCHIMINH HOCHIMINH	NANSHAN TO BUNTA AND TO SAMBO
SEA 12	ROT HUGUANG	N1607.0 E10346.7 N2107.9 E11020.2	HOCHIMINH GUANGZHOU	
SCS1	DAMEL CH	N1358.7 E11136.4 N2213.2 E11401.8	HOCHIMINH HONGKONG	
SCS 2	VEPAM CH	N1358.0 E11000.0 N2213.2 E11401.8	HOCHIMINH HONGKONG	
SCS 3	EXOTO IDOSI	N1521.5 E11103.0 N1900.0 E11230.0	HOCHIMINH HONGKONG	
SCS 4	VKL CONSON	N0243.5 E10144.3 N0843.8 E10637.9	LUMPUR HOCHIMINH	

SCS 5	EXOTO DAMVO MELAS LUSMO	N1521.5 E11103.0 N1106.5 E10932.7 N0705.3 E10809.2 N0333.7 E10655.6	HOCHIMINH HOCHIMINH HOCHIMINH SINGAPORE	
SCS 7	BRUNEI LAXOR DULOP	N04 52.5E11453.1 N0949.6 E11448.5 N1814.2E11432.6	KINABALU SINGAPORE HONGKONG	TO JOIN M772 AT LAXOR
SCS8	DULOP ELATO ENVAR DULOP KAPLI	N1814.2E11432.6 N2220.0 E11730.0 N2159.5 E11730.0 N1814.2E11432.6 N2110.0 E11730.0	HONGKONG HONGKONG HONGKONG HONGKONG HONGKONG	EITHER DULOP/ KAPLI G86, OR DULOP/ ELATO& ENVAR
PHI 1	MIA CAB MEVIN	N1430.5 E12101.3 N1528.9 E12101.5 N2100.0 E12233.0	MANILA MANILA MANILA	
PHI 3	TKK MUMOT	N2308.1 E12012.4 N1901.7 E11747.4	TAIPEI MANILA	
PHI 4	HCN AKOTA	N2155.7 E12050.6 N1627.7 E11712.4	TAIPEI MANILA	
TPE 1	APU MIKES	N2510.6 E12131.3 N2935.2 E12544.9	TAIPEI NAHA	
THA 1	KORAT DAWEI	N1455.0 E10208.4 N1405.9 E09812.2	BANGKOK YANGON	
IDO 1	SJ MABIX	N0113.4 E10351.3 N0316.0 E09450.9	SINGAPORE JAKARTA	
COL 1	KAT TNV	N0709.7 E07952.1 S1842.2 E04731.1	COLOMBO MADAGASCAR	
KAB 1	HANGU GHAZNI	N33 29.1 E07100.4 N33 32.9 E06825.2	PAKISTAN KABUL	
WPC 1	PY VNO ROR ENDAX ELMAS TINHO	S0927.2 E14712.9 S0240.7 E14118.2 N0722.1 E13433.0 N1415.0 E13000.0 N2027.0 E12500.0 N2421.2 E12201.7	PT MORESBY PT MORESBY OAKLAND MANILA MANILA TAIPEI	

CHA 1 (CHA 5)	YNC GUPAD CGO SB	N3819.4 E 10623.8 N3618.7 E11028.4 N3430.9 E11350.6 N3150.4 E11714.0	LANZHOU LANZHOU WUHAN SHANGHAI	
CHA 2 (CHA 7)	KUQA CHW	N4143.0 E08300.0 N3951.0E09821.0	URUMQI LANZHOU	
CHA 3 (CHA 9A)	FKG OMBON	N4410.0 E08759.0 N3238.5 E10420.0	URUMQI KUNMING	
CHA 4 (CHA 10A)	MORIT NSH POU	N4202.0 E10249.0 N3319.1 E10818.7 N2301.2 E11311.4	LANZHOU LANZHOU GUANGZHOU	
CHA 5 (CHA 11A)	YIN INTIK	N2412.4E11324.6 N4340.8 E11154.1	GUANGZHOU BEIJING	
CHA 6 (CHA14)	OMBON NSH OBLIK SB (LUOGANG)	N3238.5 E10420.0 N3319.1 E10818.7 N3218.0 E11432.0 N3146.8 E11718.1	KUNMING LANZHOU WUHAN SHANGHAI	
CHA 7 (CHA 15)	KANSU KICHA CGQ HLD	N3838.0 E13228.5 N4041.0 E12911.5 N4338.0 E12400.5 N4912.1 E11949.4	PYONGYANG PYONGYANG SHENYANG SHENYANG	
CHA 8 (CHA16)	SCH HTN CHW	N3825.7 E07714.4 N3702.2 E07952.3 N3951.0E09821.0	URUMQI URUMQI LANZHOU	
CHA 9 (CHA17)	YBL SANLI	N3925.7 E10246.3 N3200.0 E100.00.0	LANZHOU KUNMING	
CHA 10 (CHA18)	ARGUK DALIAN HEFEI BEMAG	N4753.0E13439.5 N3857.6 E12130.8 N3146.8 E11718.1 N2601.1 E11400.1	SHENYANG SHENYANG SHANGHAI GUANGZHOU	
CHA 11 (CHA19)	DALIAN XJT	N3857.6 E12130.8 N3557.7 E12014.4	SHENYANG SHANGHAI	
CHA 12	UNWW WXI	N3621.8 E11455.0	SHANGHAI	

IATA2	OMBON RO	N3238.5 E10420.0 N2546.1 E10936.4	KUNMING GUANGZHOU	
IATA3	OMBON SB (LUOGANG)	N3238.5 E10420.0 N3146.8 E11718.1	KUNMING SHANGHAI	
PRD 1	POU ZUH SIERA	N2301.2 E11311.4 N2213.3 E11328.0 N2159.1 E11333.2	GUANGZHOU GUANGZHOU HONGKONG	
PRD2	POU ZUH SIERA SIKOU	N2301.2 E11311.4 N2213.3 E11328.0 N2159.1 E11333.2 N2050.6 E11130.0	GUANGZHOU GUANGZHOU HONGKONG HONGKONG	
RUS 1	SEUR XXXXX KAE	N4217.5 E13041.5 N3838.0 E12924.7 N3742.0 E12845.2	VLADIVOSTOK INCHOEN	
RUS 2	TEKUK XXXXX KAE	N4241.0 E13527.0 N3838.0 E12924.7 N3742.0 E12845.2	VLADIVOSTOK INCHOEN	
RUS 3	BG TELOD XXXXX KAE	N 4353.0 E13315.0 N4219.6 E13211.8 N3838.0 E12924.7 N3742.0 E12845.2	VLADIVOSTOK VLADIVOSTOK INCHOEN	

Note1: Acronyms used for route names are only intended as a rough guide to the location of the routes. They are explained below:

IND - India
SEA - South East Asia
SCS - South China Sea
PHI - Philippines
THA - Thailand
TPE - Taipei
PRD - Pearl River Delta
KAB - Kabul
IDO - Indonesia
COL - Colombo
CHA - China
IATA - earlier IATA requested routes in China
WPC - West Pacific Area

Note 2: Route names in parenthesis refer to the original names from an earlier route catalogue. They are renamed following consolidation of China routes and ARNR TF 3 meeting.

ATS ROUTE NAME: IND1

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT BBS / BPL</p> <p>ROUTE DESCRIPTION BBS .. BPL</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	25nm /3 mins	
Fuel	406kg	148190 kg
CO ₂	1250kg	456250kg
No _x		

Remarks: Provides extension from N895 linking traffic from BKK and Northern Sub-continent and ME. Provides a 25nm reduction in track mileage

Potential City Pairs: Europe/South East Asia

ATS ROUTE NAME: IND 7 (N877 Extension)
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT PRA - KAMAR</p> <p>ROUTE DESCRIPTION Direct Route Track from PRATAGARH PRA – SERKA– SOKAM FLIGHT LEVEL BAND</p> <p>28000-46000</p> <p>PRIORITY: HIGH/MED/LOW HIGH</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA.
	ICAO

Saving	Per flight	Annual
Mileage / Time	294 nm/37 min.	
Fuel	4777kg	1,743 tonnes
CO ₂	147,000kg	5,365 tonnes
No _x		

Remarks: This proposal predates the extension of UL333 through Kabul FIR and has been under consideration for a number of years. The extension of UL333 is under utilised against other Kabul routes largely due the 45nm “penalty” in track mileage the current route structure requires. The routes primary benefit at this stage will be westbound and during BOBCAT traffic flow. As such a restricted route that accommodates this would be acceptable in the short term.

Potential City Pairs: KUL/SIN – MID-EAST/EUROPE

ATS ROUTE NAME: SEA2

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT DAN / XXXXX / SYX</p> <p>ROUTE DESCRIPTION DAN .. SYX</p> <p>FLIGHT LEVEL BAND 29000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	739nm/93 mins	
Fuel	12090 kg	4,412 tonnes
CO ₂	37200kg	13,578 tonnes
No _x		

Remarks: Supports traffic Southeast Asia – Hainan Island and possible alternative routing for the Pearl River Delta area.

Potential City Pairs: South East Asia - Hainan

ATS ROUTE NAME: SEA 6

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT PAKSE - ASSAD</p> <p>ROUTE DESCRIPTION</p> <p>Direct PAKSE to ASSAD</p> <p>FLIGHT LEVEL BAND</p> <p>29000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p> <p>MED</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	126 nm / 16 min	
Fuel	2047 kg	747.338 kg
CO ₂	6300 kg	2299,500 kg
No _x		

Remarks: Supports traffic Southeast Asia – the Perl River Delta area/South China.

Potential City Pairs: KUL/SIN/Phnom Penh/JKT – Hainan/ Hong Kong

ATS ROUTE NAME: SEA 10

REQUESTED BY: IATA

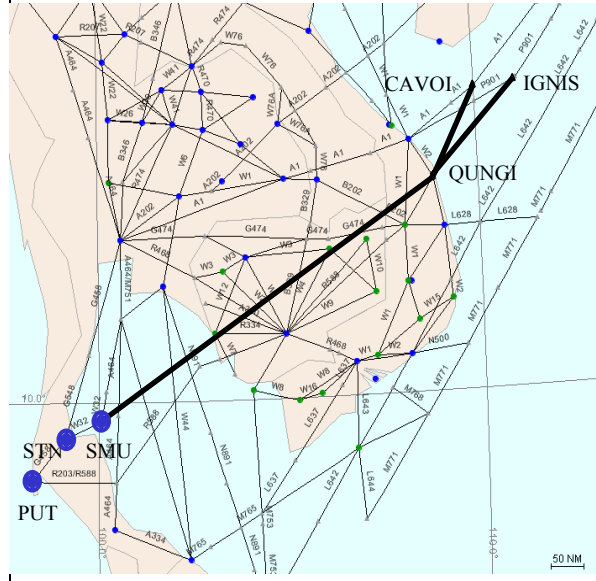
ENTRY/EXIT POINT
XXXXX

ROUTE DESCRIPTION
CAVOI and IGNIS .. Quangngai/QUNGI ..
SAMUI (SMU)

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: Supports traffic from Northeast Asia to Phuket and beyond. Will require linkages to/from QUNGI as original proposed points CAVOI and IGNIS no longer exist.

Potential City Pairs: Colombo/ Phuket - Pearl River Delta

ATS ROUTE NAME: SEA11

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION Danang (DAN) .. SAMBO .. Nanshan (SYX) and Danang (DAN) .. BUNTA .. Nanshan (SYX)</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: IATA will review proposal and advise.

Potential City Pairs: South East Asia -Hainan

ATS ROUTE NAME: SEA 12
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT ROT - HUGUANG</p> <p>ROUTE DESCRIPTION Direct ROT - HUGUANG</p> <p>FLIGHT LEVEL BAND 29000 - 46000</p> <p>PRIORITY: HIGH/MED/LOW HIGH</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: Provide parallel to the A202 route similar to proposal for uni-directional routes proposed through Southeast Asia Route Review Task Force.

Potential City Pairs: KUL/SIN/Phnom Penh/JKT – SANYA/HKG

ATS ROUTE NAME: SCS1
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT DAMEL / CH</p> <p>ROUTE DESCRIPTION DAMEL .. CH</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	35nm / 4mins	
Fuel	568kg	207594kg
CO ₂	1750kg	638,750kg
No _x		

Remarks: Proposed route shortening for M770 into the Perl River Delta area. Similar other proposals have been made through Southeast Asia Route Review Task Force.

Potential City Pairs: Singapore-Pearl River Delta Airports

ATS ROUTE NAME: SCS2

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT CH / VEPAM</p> <p>ROUTE DESCRIPTION CH .. VEPAM</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	17nm/ 2 mins	
Fuel	276kg	100,831kg
CO ₂	850kg	310,250kg
No _x		

Remarks: Proposed route shortening for L642 out of the Perl River Delta area. Similar other proposals have been made through Southeast Asia Route Review Task Force

Potential City Pairs: Singapore-Pearl River Delta Airports

ATS ROUTE NAME: SCS3
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT IDOSI / EXOTO</p> <p>ROUTE DESCRIPTION IDOSI .. EXOTO</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	15 nm / 2 mins	
Fuel	260kg	94,900kg
CO ₂	800kg	292,000kg
No _x		

Remarks: May not be necessary depending on outcomes of Southeast Asia Route Review Task Force.

Potential City Pairs: Singapore-Pearl River Delta Airports

ATS ROUTE NAME: SCS4

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT CS / VKL</p> <p>ROUTE DESCRIPTION CS .. VKL</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	18nm / 2.25 mins	
Fuel	292kg	106,763kg
CO ₂	900kg	328,500kg
No _x		

Remarks: Supports traffic to and from Kula Lupur from and to the northeast.

Potential City Pairs: Kuala Lumpur-Pearl River Delta Airports

ATS ROUTE NAME: SCS5

REQUESTED BY: IATA

ENTRY/EXIT POINT
EXOTO / MELAS / LUSMO

ROUTE DESCRIPTION
EXOTO .. DAMVO .. MELAS .. LUSMO

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	76nm/ 9.5 mins	
Fuel	1235kg	450,775kg
CO ₂	3800kg	1,387 tonnes
No _x		

Remarks: Need to be considered in conjunction with developments with L642/M771 and possibly South China Sea ADS-B project.

Potential City Pairs: Jakarta- Pearl River Delta Airports

ATS ROUTE NAME: SCS7

REQUESTED BY: IATA

ENTRY/EXIT POINT
DULOP/ M772 / LAXOR / XXXXX / BRU

ROUTE DESCRIPTION
DULOP M772 LAXOR .. XXXXX .. BRU

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	60nm/ 7.5mins	
Fuel	975kg	355,875kg
CO ₂	3000kg	1,095 tonnes
No _x		

Remarks: Supports traffic from Perth, eastern Malaysia and eastern Indonesia to the Perl River Delta area, China. Segment DULOP and LAXOR exists as M772.

Potential City Pairs: Pearl River Delta Airports-Bali/ Surabaya/ Perth

<p>ATS ROUTE NAME: SCS 8</p> <p>REQUESTED BY: IATA</p>

<p>ENTRY/EXIT POINT</p> <p>1. DULOP / ELATO(ENVAR)</p> <p>2. DULOP / KAPLI</p> <p>ROUTE DESCRIPTION DULOP .. ELATO (A1)/ENVAR (M750) or DULOP .. KAPLI (G86)</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	a.DULOP/ENVAR 140nm/17.5min b.DULOP/KAPLI 238nm/ 30min	
Fuel	a.2275kg b.3867kg	a.830,000kg b.1,411 tonnes
CO ₂	a. 7000kg b.11,900kg	a.2,555tonnes b.4,343 tonnes
No _x		

Remarks: Supports traffic Northeast Asia/Southeast Asia. Potentially problematic as will impact Touth China Sea’s traffic arrangements. IATA to review.

Potential City Pairs: SEAsia-North Asia Airports

ATS ROUTE NAME: PHI 1
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT</p> <p>ROUTE DESCRIPTION Manila (MIA) .. MEVIN or Cabanatuan (CAB) .. MEVIN</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	11nm/1.5min	
Fuel	179kg	59,300kg
CO ₂	550kg	200,750kg
No _x		

Remarks: Supports traffic between Manila and Japan/North America.

Potential City Pairs: Philippines-Japan/North America

ATS ROUTE NAME: PHI 3
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION Shikang (TNN) ... XXXXX ... MUMOT</p> <p>FLIGHT LEVEL BAND 29000 - 46000</p> <p>PRIORITY: HIGH/MED/LOW HIGH</p>	<p style="text-align: center;">CHART</p>
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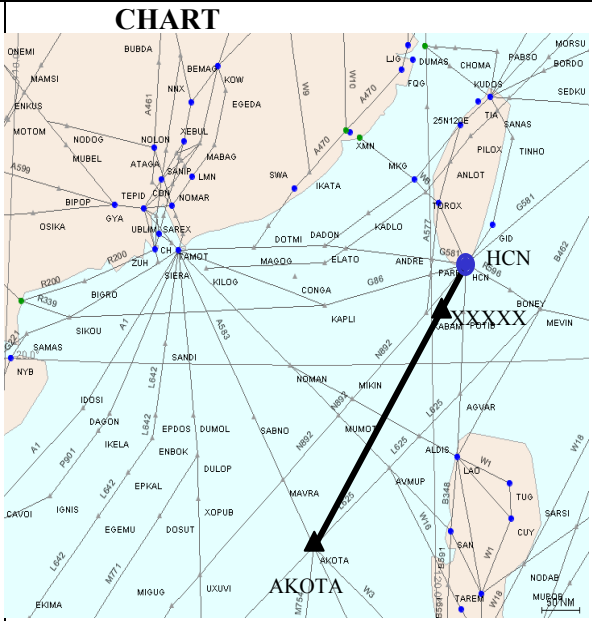
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: Supports traffic from TNN to Southeast Asia

Potential City Pairs:

ATS ROUTE NAME: PHI 4
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION AKOTA... XXXXX ... Hengchun (HCN)</p> <p>FLIGHT LEVEL BAND 29000 - 46000</p> <p>PRIORITY: HIGH/MED/LOW HIGH</p>	<p style="text-align: center;">CHART</p> 
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: Supports traffic from Southeast Asia to HCN

Potential City Pairs:

ATS ROUTE NAME: TPE 1
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT APU / XXXXX / MIKES</p> <p>ROUTE DESCRIPTION APU- MIKES</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	40nm/ 5min	
Fuel	650kg	237,000kg
CO ₂	2,000kg	730,000kg
No _x		

Remarks: Supports traffic between APU and Japan.

Potential City Pairs: SEA/HKG/TPE-Fukuoka

ATS ROUTE NAME: THA1

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT KRT / DWI</p> <p>ROUTE DESCRIPTION KRT .. DWI</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p>CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	15nm/ 2min	
Fuel	245kg	89,000kg
CO ₂	750kg	274,000kg
No _x		

Remarks

Potential City Pairs:

<p>ATS ROUTE NAME: IDO1</p> <p>REQUESTED BY: IATA</p>
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<p>ENTRY/EXIT POINT SJ / MABIX</p> <p>ROUTE DESCRIPTION SJ .. MABIX</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	16nm/ 2min	
Fuel	260kg	95,000kg
CO ₂	800kg	292,000kg
No _x		

Remarks: This route supports traffic from SIN to CBI, TVM and an alternative to the Middle East. It provides a 10 nm reduction in track mileage (16nm if traffic route via MDN).

Potential City Pairs:

ATS ROUTE NAME: COL 1
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT KAT / TNV</p> <p>ROUTE DESCRIPTION KAT .. TNV (ANTANANARIVO)</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	130nm /16 min	
Fuel	2110kg	770,000kg
CO ₂	6,500kg	2,370 tonnes
No _x		

Remarks: This proposal supports traffic between THA/HKG/ South China and Southern Africa. A proposal already exists to establish a User Preferred Route (UPR) geographic area which will support the same traffic flow however this proposal needs to be retained in the short term.

Potential City Pairs:

ATS ROUTE NAME: KAB1
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT HANGU / XXXXX / GN</p> <p>ROUTE DESCRIPTION HANGU -GN</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW HIGH</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	66nm/ 8min	
Fuel	1070kg	391,000kg
CO ₂	3,300kg	1,204 tonnes
No _x		

Remarks: IATA intends to review this proposal as to whether it is still applicable.

Potential City Pairs:

ATS ROUTE NAME: WPC 1

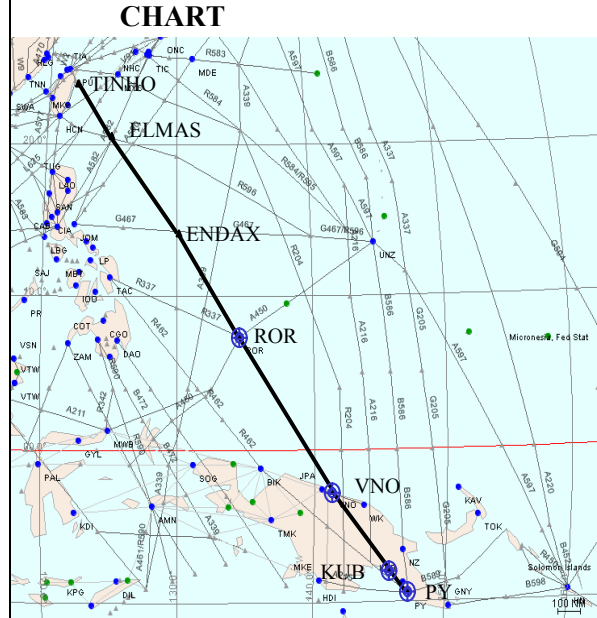
Requested by : IATA

ENTRY/EXIT POINT
PY-TINHO

ROUTE DESCRIPTION
Port Moresby (PY) Vanimo (VNO) ..
Koror (ROR) .. ENDAX .. ELMAS ..
TINHO

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: HIGH/MED/LOW
HIGH



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	160 nm/20min	
Fuel	2600kg	949,000kg
CO ₂	8000kg	2,920 tonnes
No _x		

Remarks

Potential City Pairs: Auckland-Taipei.

ATS ROUTE NAME: CHA 1 (Renumbered from CHA5)

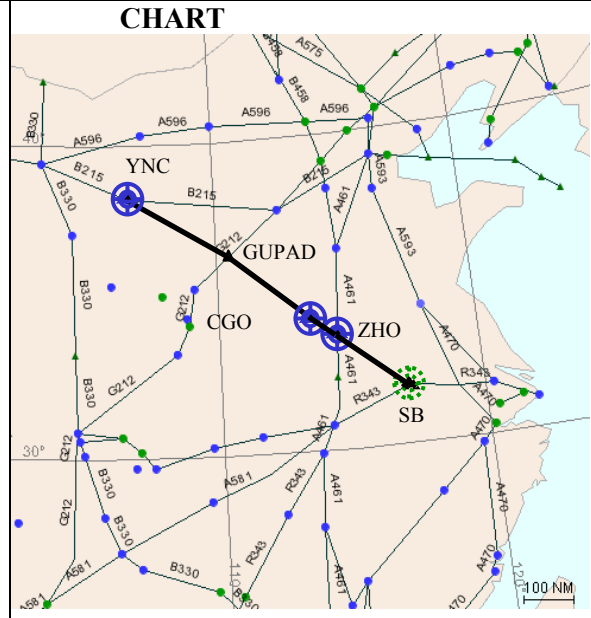
REQUESTED BY: IATA

ENTRY/EXIT POINT

ROUTE DESCRIPTION
 Yinchuan (YNC) .. GUPAD .. Zhengzhou (CGO) .. Zhoukou (ZHO) .. Luogang (SB)

FLIGHT LEVEL BAND
 8400 – 15000 meters

PRIORITY: HIGH/MED/LOW



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks

Potential City Pairs: Europe-Shanghai

ATS ROUTE NAME: CHA2 (Renumbered from CHA 7)

REQUESTED BY: IATA

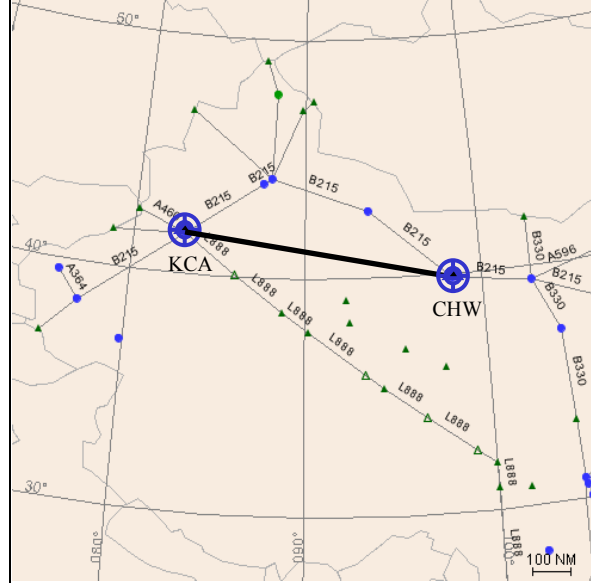
ENTRY/EXIT POINT

ROUTE DESCRIPTION
 Kuqa (KCA) .. Jiayuguan (CHW)

FLIGHT LEVEL BAND
 8400 – 15000 meters

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	93nm/ 12min	
Fuel		
CO ₂		
No _x		

Remarks: There are exiting routes between KCA and CHW. Direct route is impossible.

Potential City Pairs: Middle East/Pakistan-China/Korea/Japan

ATS ROUTE NAME: CHA 3 (Renumbered from CHA 9A)

REQUESTED BY: IATA

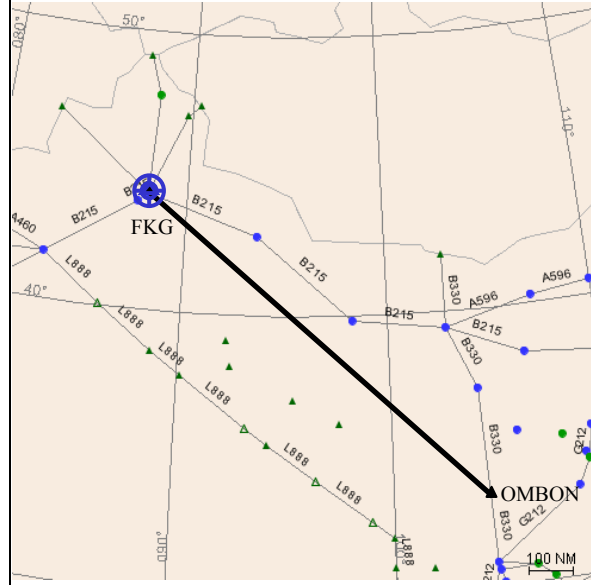
ENTRY/EXIT POINT

ROUTE DESCRIPTION
Fukang (FKG) .. OMBON

FLIGHT LEVEL BAND
8400 – 15000 meters

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	123nm/ 15.5min	
Fuel	2000kg	730,000kg
CO ₂	6,150kg	2,245 tonnes
No _x		

Remarks: This direct route is impossible and can not be implemented at present.

Potential City Pairs: Europe/Russia-Pearl River Delta Airports

ATS ROUTE NAME: CHA4 (Renumbered from CHA 10A)

REQUESTED BY: IATA

ENTRY/EXIT POINT

ROUTE DESCRIPTION
MORIT .. Ningshan (NSH) .. Pingzhou (POU)

FLIGHT LEVEL BAND
8400 – 15000 meters

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	152nm/ 19min	
Fuel	2470kg	901,000kg
CO ₂	7,600kg	2,774 tonnes
No _x		

Remarks: This direct route is impossible and can not be implemented.

Potential City Pairs: Europe Russia-Pearl River Delta Airports

ATS ROUTE NAME: CHA 5 (Renumbered from CHA 11A)

REQUESTED BY: IATA

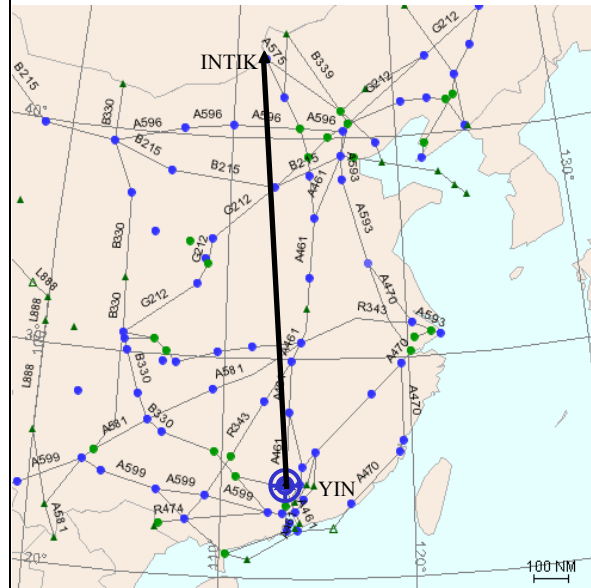
ENTRY/EXIT POINT

ROUTE DESCRIPTION
Yingde (YIN) .. INTIK

FLIGHT LEVEL BAND
8400 – 15000 meters

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	140nm/17.5min	
Fuel	2275kg	830,000kg
CO ₂	7,000kg	2,555 tonnes
No _x		

Remarks: This direct route is impossible and can not be implemented.

Potential City Pairs: Europe/Russia –Pearl River Delta Airports

ATS ROUTE NAME: CHA 7 (Renumbered from CHA 15)

REQUESTED BY: IATA

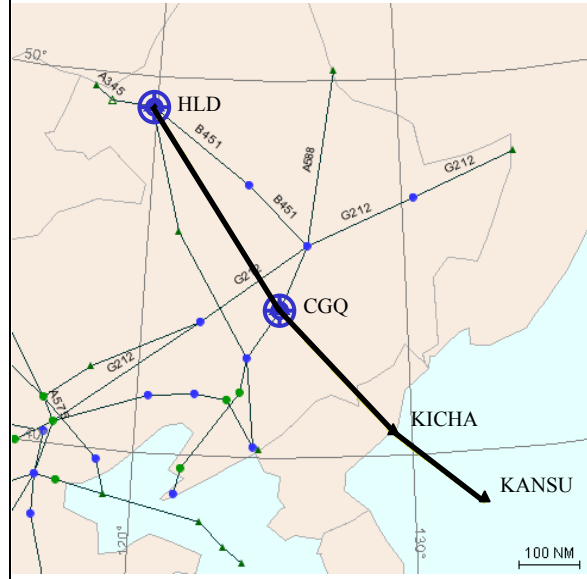
ENTRY/EXIT POINT
KANSU/XXXXX

ROUTE DESCRIPTION
KANSU .. KICHA .. Changchun (CGQ) ..
Hailar (HLD)

FLIGHT LEVEL BAND
8400 – 15000 meters

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks

Potential City Pairs: Europe-Korea /Japan

ATS ROUTE NAME: CHA 8 (Renumbered from CHA 16)

REQUESTED BY: IATA

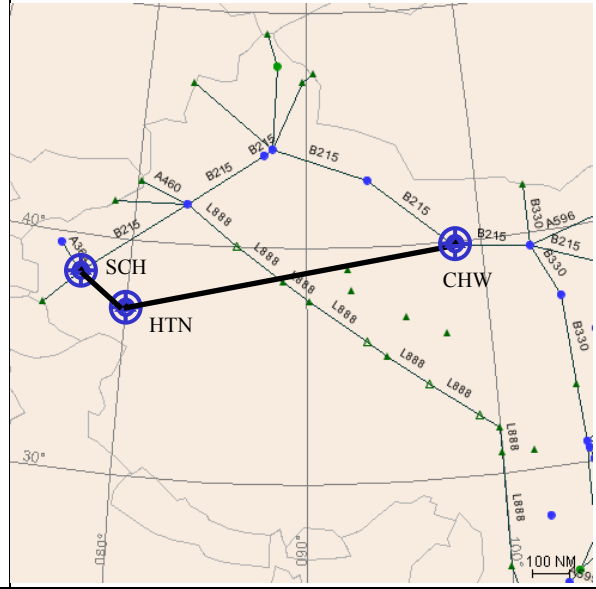
ENTRY/EXIT POINT

ROUTE DESCRIPTION
 Shache (SCH) .. Hotan (HTN) .. Jiayuguan (CHW)

FLIGHT LEVEL BAND
 8400 – 15000 meters

PRIORITY: HIGH/MED/LOW

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	69nm/9min	
Fuel	1121kg	409,000kg
CO ₂	3,450 kg	1,260 tonnes
No _x		

Remarks: Direct route between HTN and CHW is impossible and can not be implemented at present.

Potential City Pairs: Middle East /Pakistan-China/Korea/Japan

ATS ROUTE NAME: CHA 10 (Renumbered from CHA18-formerly SE1 in CTF/2000)

REQUESTED BY: IATA

<p>ENTRY/EXIT POINT</p> <p>ARGUK/BEMAG</p> <p>ROUTE DESCRIPTION</p> <p>ARGUK/DALIAN/HEFEI/BEMAG</p> <p>FLIGHT LEVEL BAND</p> <p>8400-15000 metres</p> <p>PRIORITY: HIGH/MED/LOW</p> <p>HIGH</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: There are existing routes between ARGUK-DLC-HFE-BEMAG. Direct route between ARGUK-DLC-HFE-BEMAG is impossible.

Potential City Pairs: North America- Pearl River Delta

ATS ROUTE NAME: CHA 12

Requested by : IATA

ENTRY/EXIT POINT

UNWW to WXI

ROUTE DESCRIPTION

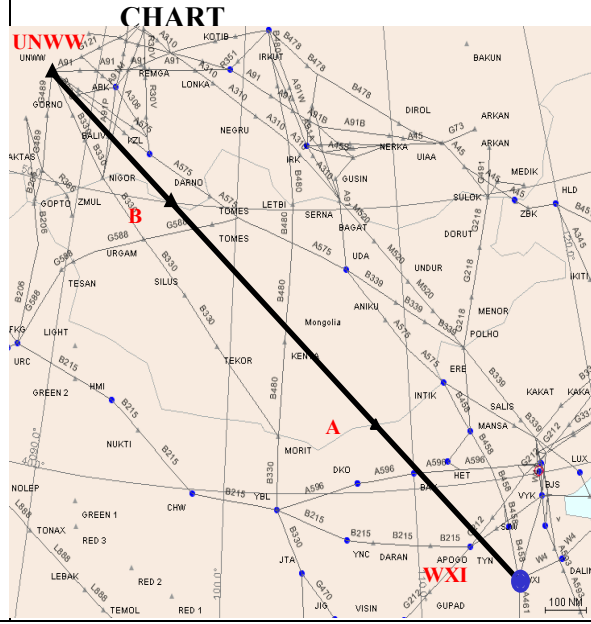
Weixian (WXI) .. A (ZBPE/ZMUB) .. B (ZMUB/UNKY) .. Novokuznetsk (UNWW)

Uni-directional

FLIGHT LEVEL BAND

28000 – 46000 feet

PRIORITY: HIGH/MED/LOW



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	166nm/20min	
Fuel	2620kg	956,000kg
CO ₂	8070kg	2,944 tonnes
No _x		

Remarks: This would allow following city pair flights to avoid the congested airspace around the Beijing Capital Airport.

Potential City Pairs: Pearl River Delta – Europe and Shanghai – Europe.

<p>ATS ROUTE NAME: IATA 2</p> <p>REQUESTED BY: IATA</p>

<p>ENTRY/EXIT POINT</p> <p>ROUTE DESCRIPTION</p> <p>FLIGHT LEVEL BAND 8400 – 15000 meters</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: There are existing routes between OMBON and RO. Direct route is impossible at present.

Potential City Pairs: Europe – Pearl River Delta Airports

ATS ROUTE NAME: IATA 3
REQUESTED BY: IATA

<p>ENTRY/EXIT POINT</p> <p>ROUTE DESCRIPTION</p> <p>FLIGHT LEVEL BAND 8400 – 15000 meters</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks: There are existing routes between OMBON and SB; direct route is impossible at present.

Potential City Pairs: Europe-Shanghai

ATS ROUTE NAME: PRD 1

<p>ENTRY/EXIT POINT SIERA / XXXXX / ZUH</p> <p>ROUTE DESCRIPTION POU .. ZUH .. SIERA</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	80nm/ 10min	
Fuel	1300kg	475,000kg
CO ₂	4,000kg	1,460 tonnes
No _x		

Remarks

Potential City Pairs: Mainland China/Pearl River Delta Airports to SEAsia

ATS ROUTE NAME: PRD 2

<p>ENTRY/EXIT POINT SIERA / XXXXX / ZUH</p> <p>ROUTE DESCRIPTION POU .. ZUH .. SIERA .. SIKOU</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	80nm/10 mins	
Fuel	1,300kg	474,000kg
CO ₂	4,000kg	1,460 tonnes
No _x		

Remarks

Potential City Pairs: Mainland China /Pearl River Delta Airports to SEAsia

ATS ROUTE NAME: RUS 1
 Requested by : IATA

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION SESUR .. XXXXX .. Gangwon (KAE)</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p> <p>“XXXXX” Approx N38 38.0 E129 24.7</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	121nm/15min	
Fuel	1966kg	717,000kg
CO ₂	6050kg	2,208 tonnes
No _x		

Remarks

Potential City Pairs: North America- Inchoen

ATS ROUTE NAME: RUS 2

Requested by : IATA

ENTRY/EXIT POINT
XXXXX

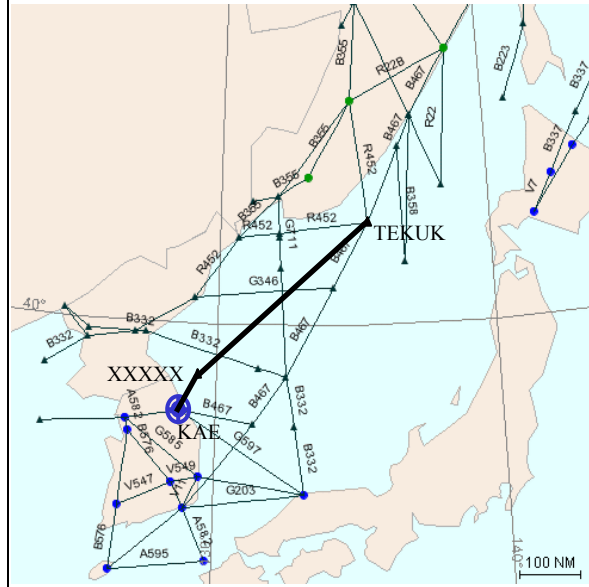
ROUTE DESCRIPTION
TEKUK .. XXXXX .. Gangwon (KAE)

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: HIGH/MED/LOW

“XXXXX” Approx N38 38.0 E129 24.7

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	67nm/8mins	
Fuel	1088kg	1,222 tonnes
CO ₂	3350kg	397400kg
No _x		

Remarks

Potential City Pairs: North America- Inchoen

ATS ROUTE NAME: RUS 3
 Requested by : IATA

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION Muraveyka (BG) .. TELOD .. XXXXX .. Gangwon (KAE)</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p> <p>“XXXXX” Approx N38 38.0 E129 24.7</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	136/17mins	
Fuel	2,194kg	800,000kg
CO ₂	6750kg	2,464 tonnes
No _x		

Remarks

Potential City Pairs: North America- Inchoen

ATS ROUTE NAME:

Requested by :

<p>ENTRY/EXIT POINT XXXXX</p> <p>ROUTE DESCRIPTION Urumqi (URC) .. Almaty (ALM)</p> <p>FLIGHT LEVEL BAND</p> <p>PRIORITY: HIGH/MED/LOW</p>	<p style="text-align: center;">CHART</p>
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Action Required	States to coordinate to submit proposal for deletion of the requirement. ICAO to circulate proposal for deletion from BANP.
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Benefit	
Cost	
Fuel Saving	
Emission	CO ₂
	NO _x

Remarks: The route between URUMQI and ALMA ATA (Almaty) is not possible and cannot be implemented at present. The requirement is being served by other available ATS route. The direct route requirement will be kept under review.

ATS ROUTE NAME: RUS 1, 2, 3
 Requested by : IATA

<p>ENTRY/EXIT POINT XXXXX (N38 38.0 E129 24.7)</p> <p>ROUTE DESCRIPTION 1. SESUR .. XXXXX .. Gangwon (KAE) 2. TEKUK .. XXXXX .. Gangwon (KAE) 3. Muraveyka (BG) .. TELOD .. XXXXX .. Gangwon (KAE)</p> <p>FLIGHT LEVEL BAND 28000 – 46000 feet</p> <p>PRIORITY: HIGH/MED/LOW</p> <p>“XXXXX” Approx N38 38.0 E129 24.7</p>	<p style="text-align: center;">CHART</p>
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

Remarks

Potential City Pairs: North America- Inchoen

CONSOLIDATED CHART OF USERS REQUESTED ROUTES IN CHINA

