



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**

**ATS ROUTE PROPOSALS**

(Presented by IATA)

**SUMMARY**

This paper presents four new route requests from Users to be included in the ICAO ASPAC Region ATS Route Catalogue. It is requested that States discuss the route requests for inclusion in the route catalogue. In particular the requested route PCA – ASISU is an urgent request for consideration as Vietnam airlines commence operations Hanoi – Sydney on October 2012, IATA requests states consider publication of this new route prior to commencement of operations to support Vietnam Airlines.

Also the paper contains a request for update regarding PRA -SERKA

This paper relates to –

**Strategic Objectives:**

*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-1 Flexible use of airspace
- GPI-7 Dynamic and flexible ATS route management
- GPI-8 Collaborative airspace design and management
- GPI-9 Situational awareness

**1. INTRODUCTION**

1.1 IATA members have requested 4 new routes to be included in the Asia Pacific Route Catalogue.

**2. DISCUSSION**

**Route 1 – VABB- VIKIT- MURLI requested by United Airlines (Attachment 1)**

2.1 This request is for time specific (1600UTC – 2359UTC) route to support late night departures from Mumbai to North America. Two options are presented for consideration (**Appendix 1**):

Option 1. VABB – APANO- W13N.AAE.”WP1”(Mumbai/Delhi FIR waypoint) dct VIKIT dct MURLI dct BI then via existing route network: **Approximately 6 minutes of flight time saved - 62NM / 1,300lbs of fuel and 4,030lbs of emissions.**

Option 2. VABB. APANO.W13N.AAE."WP1"(Mumbai/Delhi FIR waypoint) direct "WP3"(10Nm clearance from POKHARAN{VI(D)123}) direct VIKIT direct BI direct MAKOT.J141 (conversion to International Airway), DI(VOR) then via established route system: Approximately **13 minutes flight timesaved - 101Nm / 1136kgs of fuel and 3500kgs of emissions**

Route 2 – ENDAX – VJN requested by Singapore Airlines

2.2 This shortened route supports operations from CENPAC/NOPAC routes and will generate savings of **69.2nm (approximately 9 minutes flight time) and 836kgs of fuel 2592kgs of CO2 per flight (Appendix 2).**

Route 3 – PCA – ASISO requested by Vietnam Airlines.

2.3 Vietnam Airlines intend to commence operations (3 flights per week) between Hanoi and Sydney in **October of 2012**. The requested route will save **22 minutes flight time and approximately 1827 kgs of fuel and 5664 kgs of CO2 (Appendix 3).**

Route 4 – TIC – APITO requested by Air New Zealand

2.4 Route supports traffic from Australasia to Shanghai saving **19 minutes flying time and approx. 3094kgs of Fuel/9365kgs CO2 (Appendix 4).**

PRA – SERKA

2.5 IATA requests an update from Pakistan on progress with implementation of the Route PRA – SERKA. India notified approval of this route; above FL 300 between 2300 hours and 0600; some considerable time ago. This is a long standing request, and Airports Authority of India has had much dialogue with their military over a number of years which finally resulted in the approval of the route inside the Delhi FIR- a good example of FUA.

2.6 At the Special Coordination Meeting held in Bangkok 19th; 20th March 2012 - Pakistan undertook to "favorably consider" the implementation of the portion of the route inside the Karachi FIR and coordinate with India. No update has been received or coordination taken place. We are now in danger that the military may question the need for the route and/or flexible Use Airspace. IATA would be grateful if Pakistan could advise progress.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper & attachments; and
- b) States involved agree to review PCA – ASISO and include in Chapter 3 of the route catalogue as soon as possible for implementation action
- c) States involved agree to review other requested and if appropriate recommend inclusion in Chapter 3 of the route catalogue as soon as possible for implementation action
- d) Include routes in Chapter 5 of the route catalogue as appropriate
- e) discuss any relevant matters as appropriate.

**Appendix 1**

**ATS ROUTE NAME:** *IND 08*

**REQUESTED BY:** IATA

Date: 25 June 2012

(ATM/AIS/SAR/SG-22)

**ENTRY/EXIT POINT**  
VABB-APANO-AAE-VIKIT-  
MURLI-BI

**ROUTE DESCRIPTION**

**Option 1** Routing:  
VABB-APANO-  
W13N.AAE."WP1"  
(Mumbai/Delhi FIR waypoint)  
dct VIKIT

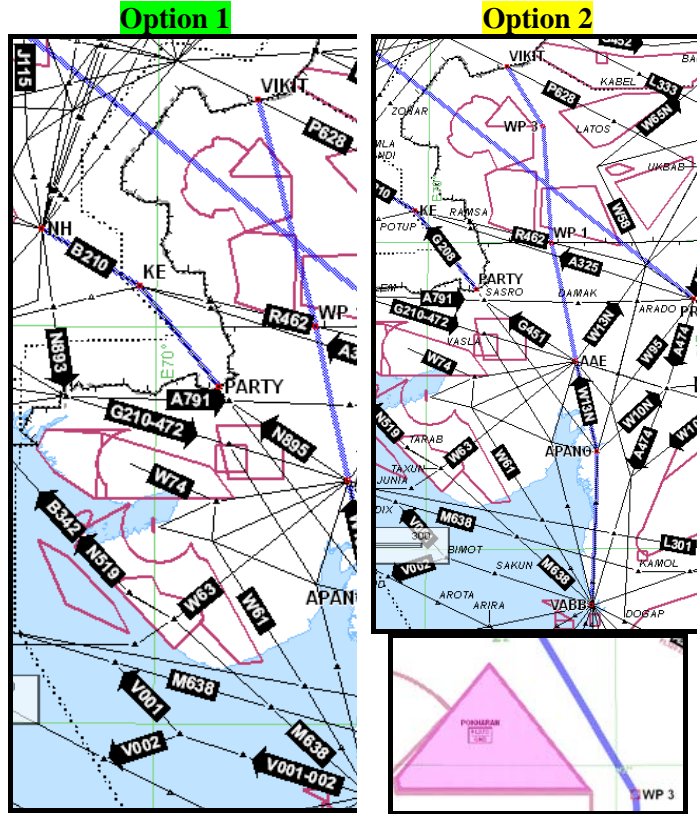
**Option 2** Routing:  
VABB-APANO-  
W13N.AAE."WP1"(Mumbai/De  
lhi FIR waypoint) dct  
"WP3"(10Nm clearance from  
POKHARAN {VI(D)123}) dct  
VIKIT

Pakistan Routing:  
VAKIT dct MURLI dct BI then  
via existing route network.

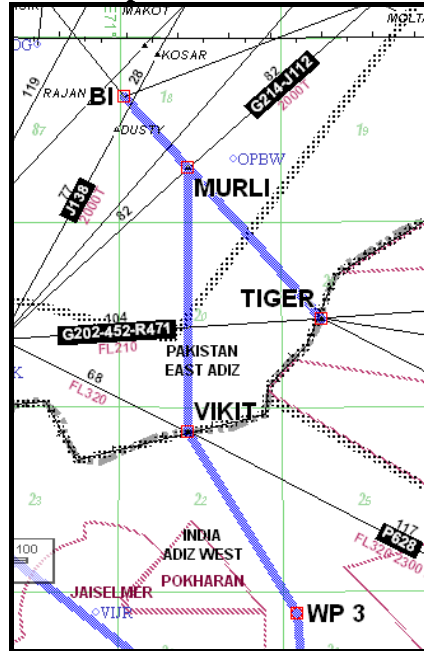
**FLIGHT LEVEL BAND**

**PRIORITY:**  
High/Medium/Low

**CHART**



**Pakistan portion**



Action Required	IATA
	ICAO

**Option 1**

Saving	Per flight	Annual
Mileage / Time	62 nm / 6 mins	
Fuel	589 kg	
CO <sub>2</sub>	1826 kg	
No <sub>x</sub>		

**Option 2**

Saving	Per flight	Annual
Mileage / Time	101 nm / 13 mins	
Fuel	1132 kg	
CO <sub>2</sub>	3510 kg	
No <sub>x</sub>		

**Remarks: Initial request time specific (1600 – 2359) to support late night operations to North America.**

Potential City Pairs: Mumbai to North American cities

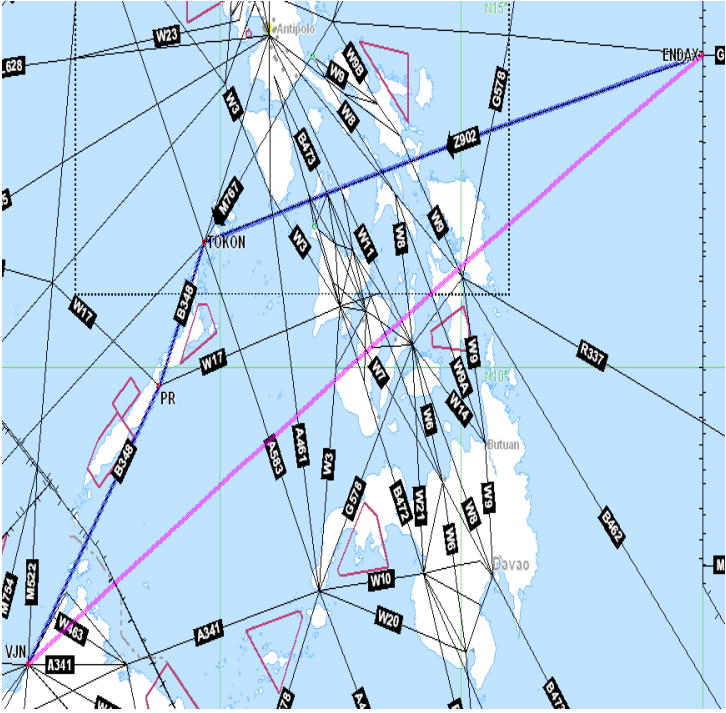
**Appendix 2**

**ATS ROUTE NAME:** *PHI 05 (Propose Route ENDAX-VJN)*

REQUESTED BY: IATA

Date: 25 June 2012

(ATM/AIS/SAR/SG-22)

<p><b>ENTRY/EXIT POINT</b> ENDAX-VJN</p> <p><b>ROUTE DESCRIPTION</b></p> <p><b>FLIGHT LEVEL BAND</b></p> <p><b>PRIORITY:</b> High/Medium/Low</p> <p>ENDAX-VJN 964.5NM ENDAX-TOKON-PR-VNJ 1033.7NM</p>	<p style="text-align: center;"><b>CHART</b></p> 
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Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	69.2nm / 8.65 mins	
Fuel	836kg	kg
CO <sub>2</sub>	2592kg	kg
No <sub>x</sub>		

**Remarks**

Potential City Pairs:

**Appendix 3**

<b>ATS ROUTE NAME:</b> <i>SCS 10 (Propose Route designator R321)</i>		
REQUESTED BY: IATA	Date: 25 June 2012	(ATM/AIS/SAR/SG-22)

<p><b>ENTRY/EXIT POINT</b> Phu CAT (PCA) - ASISU</p> <p><b>ROUTE DESCRIPTION</b> PCA to ASISU</p> <p><b>FLIGHT LEVEL BAND</b></p> <p><b>PRIORITY:</b> <b>HIGH</b> (VN commencing SGN-SYD service in October 2012) Plan for 3 flights per week.... Potential for other airlines to use?</p>	<p><b>CHART</b></p>
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Action Required	IATA
	ICAO

Existing 692.9  
New PCA-ASISU = 541.6

Saving	Per flight	Annual
Mileage / Time	151nm / 22 mins	
Fuel	1827kg	kg
CO <sub>2</sub>	5664kg	kg
No <sub>x</sub>		

<b>Remarks</b>
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Potential City Pairs: SGN-SYD, any others

**Appendix 4**

**ATS ROUTE NAME:** *JAP 1*  
**REQUESTED BY:** IATA

Date: 25 June 2012

(ATM/AIS/SAR/SG-22)

**ENTRY/EXIT POINT**

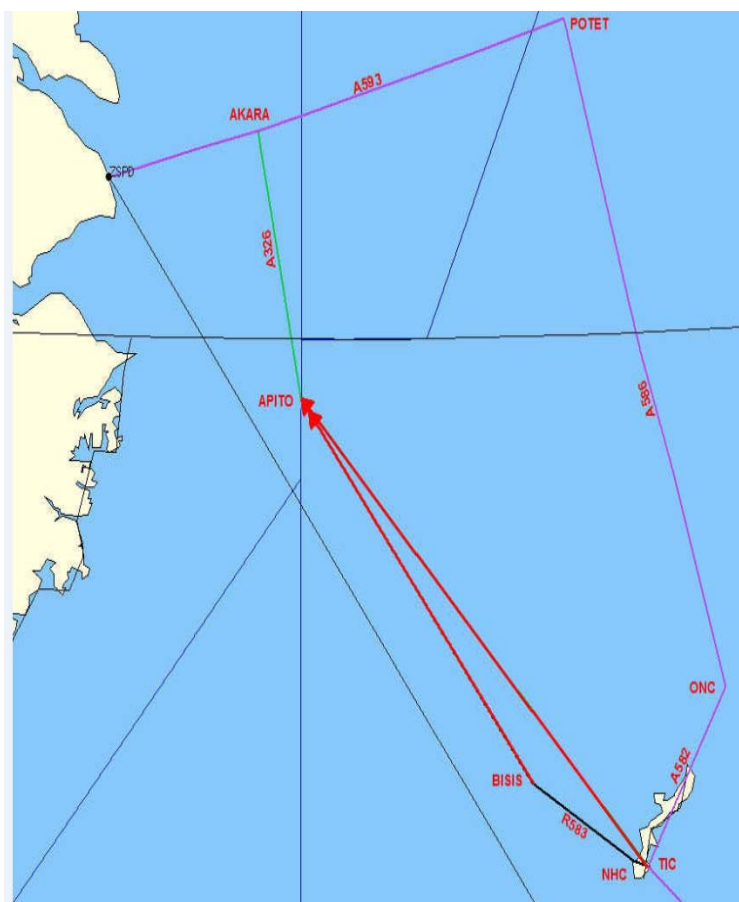
TIC - APITO

**ROUTE DESCRIPTION**

PIC - APITO

**Alternative:**

TIC - **R583** - BSIS - APITO

**FLIGHT LEVEL BAND****PRIORITY:****CHART**

Action Required

IATA

ICAO

Saving	Per flight	Annual
Mileage / Time	19 mins/19 mins	
Fuel	3094kg/3021kg	kg
CO <sub>2</sub>	9591kg/9365	kg
No <sub>x</sub>		

**Remarks**

Potential City Pairs: NZAA - ZSPD, YSSY - ZSPD