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**Agenda Item 4: ATS route realignment**

**RDGE/20 FAR EAST AREA AND ITS INTERFACE SUBGROUP REPORT**

(Presented by ICAO EUR/NAT Office)

**SUMMARY**

This paper presents the report of the Far East Area and its interface Sub-Group as discussed during the RDGE/20 meeting at the ICAO EUR/NAT Office in Paris, France from 31 March to 4 April 2014

**1. INTRODUCTION**

1.1 During the Twentieth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/20) which was held in the European and North Atlantic (EUR/NAT) Office of ICAO in Paris, France from 31 March to 4 April 2014 the Far East Area and its interface Sub-Group discussed a number of ATS-Route development projects and airspace reorganization programs. Unfortunately there was progress on the implementation of the SIMLI package and the Sub-group expressed their concerns if the package could not be implemented in the foreseeable future.

**2. DISCUSSION**

*Far East area and its interface Subgroup*

1.1 Experts from the following States and international organisations participated in the work of the Far East Area and its Interface Sub-Group: Russian Federation, ICAO and IATA.

1.2 **Mr Yury Zharikov** from the Russian Federation was the *Rapporteur* of the Sub-Group, assisted by **Mr Sven Halle** from ICAO EUR/NAT Office. Language assistance to the Sub-Group was provided by **Mr Dmitry Kosolapov** from IATA.

1.3 In accordance with the agenda, the Far East Area and its Interface Sub-Group considered Working Paper WP/06 and WP/15 together with IP/06 from the CPWG/16.

1.4 A total of 20 existing proposals were reviewed and 17 new route proposals were agreed for incorporation into the Far East Area ATS Route Catalogue. As there had been no coordination meeting between the Russian Federation and Japan since November 2012 (the next coordination meeting is currently planned for June 2014) the ATS-Route proposals involving Russian Federation and Japan could not be updated at this meeting. Due to the lack of information on the implementation status of the SIMLI package (further coordination was needed between Russian Federation and China) from the colleagues from China the SIMLI package the SG was unable to develop these ATS-Route proposals any further.

1.5 The following table reflects the outcome of the Sub-Group's discussions and decisions. Only proposals which were updated or changed are reflected in the table below. All other route proposals in the Far East Area RDGE ATS Route Catalogue (WP/06) which are not shown remain unchanged:

	Proposal	Changes to be made
1.	- FE07 - 15.032	Update Comments: KRONA radar implementation delayed due to technical problems until 4Q 2015 Implementation date planned 4Q 2015-
2.	- FE17 - 15.035 - APAC RUS12	Update: 493236N 1281936E – AMERA – WZ (Srednebeloye) unidirectional to Srednebeloye, along G494 to SIMLI Objective: dualized route implementation -
3.	- FE41	Update: Refined proposals in conjunction with SIMLI dualisation package: - eastbound unidirectional traffic via NALEB – SIMLI – HEK – 492000N 1270600E – BISUN – SANAR – ARLAS – new waypoint on FIR border – new EKVİK - westbound unidirectional traffic via new EKVİK – new waypoint on FIR border – ARLAS – SANAR – BISUN – new waypoint 493236N 1281936E – AMERA – WZ – NALEB for eastbound traffic

1.6 The following are new proposals that were discussed at the sub-group meeting:

New proposals	Comments
FE42	Continuation of bi-directional ATS-Route B108 LANAP – GIREN to enable also connection to bi-directional ATS-Route R809
FE43	GIREN – TELOK This proposal crosses 2 Restricted Areas and further coordination/studies will be required
FE44	Khabarovsk/Vladivostok airspace reorganisation project Withdrawal of the ATS-Route segment <b>R452</b> : KICHA (N404103 E1291132) - SESUR (N421730 E1304130) - TERNI (N422213 E1314003)
FE45	Khabarovsk/Vladivostok airspace reorganisation project Withdrawal of the ATS-Route segment <b>B355</b> : Muraveyka (BG) (N435303 E1331511) - DIKUT (N432355 E1320851) - GAMOV (N423301 E1311303) - SESUR (N421730 E1304130)
FE46	Khabarovsk/Vladivostok airspace reorganisation project Withdrawal of the ATS-Route segment <b>B124</b> : DIKUT (N432355 E1320851) - VATIS (N425143 E1320851) - TERNI (N422213 E1314003)
FE47	Khabarovsk/Vladivostok airspace reorganisation project Withdrawal of the ATS-Route segment <b>G711</b> : AGITA (N421937 E1321151) - RIVAT (N412900 E1321600)
FE48	Khabarovsk/Vladivostok airspace reorganisation project Withdrawal of the ATS-Route segment <b>G721</b> : VATIS (N425143 E1320851) - AGITA (N421937 E1321151) - RORIM (N415031 E1311639)
FE49	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new ATS-Route segment <b>B356</b> : KICHA (N404103 E1291140) - new waypoint (N421230 E1304810) - 110.6 KN Vladivostok (N432303 E1320708), uni-directional eastbound in the level range of FL170-FL530

New proposals	Comments
FE50	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new ATS-Route segment <b>B355</b> : Muraveyka (BG) (N435303 E1331511) - VATIS (N425143 E1320851) - TERNI (N422213 E1314003) - new waypoint (N415350 E1311255) - KICHA (N404106 E1291140), uni-directional westbound in the level range of FL180-FL510
FE51	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new ATS-Route (XXXX), GUMSU (N383800 E1302300) - new waypoint (N421230 E1304810), uni-directional eastbound in the level range of FL290-FL530
FE52	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new ATS-Route (XXXX), new waypoint (N415350 E1311255) - GUMSU (N383800 E1302300), uni-directional westbound in the level range of FL280-FL510
FE53	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new ATS-Route segment <b>G711</b> : BISUN (N431400 E1311148) - TERNI (N422213 E1314003) - RIVAT (N412900 E1321600), bi-directional in the level range of FL210-FL530
FE54	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new ATS-Route (XXXX), RIVAT (N412900 E1321600) - GUMSU (N383800 E1302300), bi-directional in the level range of FL210-FL530
FE55	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new ATS-Route (XXXX), NULAR (N405912 E1341100) - GUMSU (N383800 E1302300), bi-directional in the level range of FL280-FL530
FE56	Khabarovsk/Vladivostok airspace reorganisation project Implementation of a new bi-directional ATS-Route (XXXX) from RIVAT (N412900 E1321600) to new waypoint on FIR border (NXXXXXXX EXXXXXXX) between Pyongyang FIR and Fukuoka FIR

1.7 The ICAO Secretariat is invited to update the Far East area and its interface part of the RDGE Catalogue to include the above proposals.

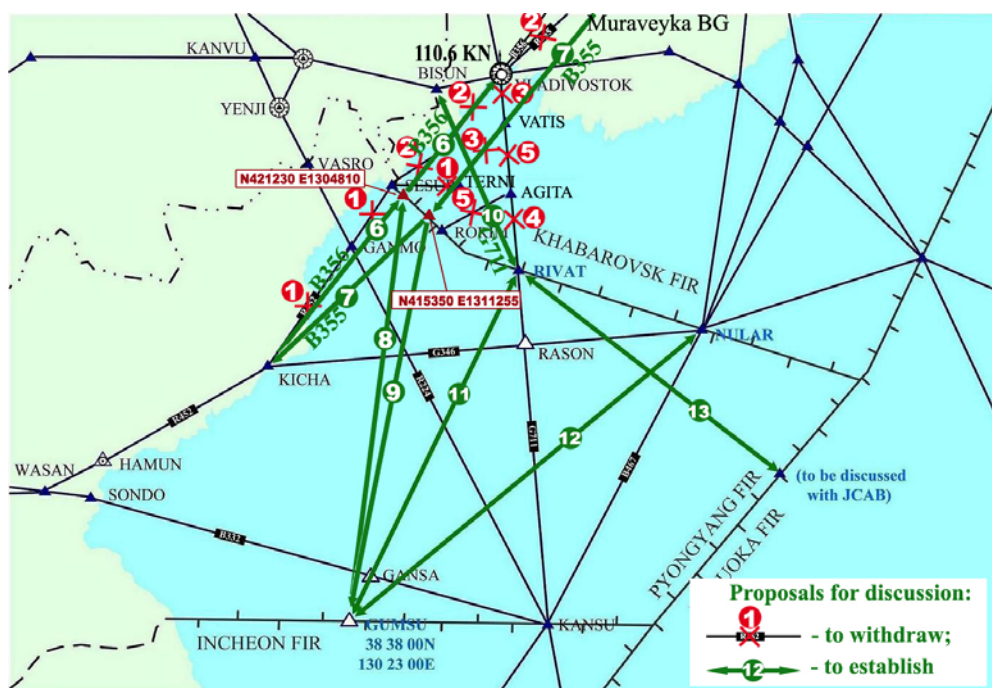
1.8 The Sub-Group was informed about the results from coordination meeting between the ATM Department of General Administration of Civil Aviation, Democratic People's Republic of Korea (DPRK) and the "Far East Air Navigation" branch of FSUE "State ATM Corporation", Russian Federation which took place in Vladivostok on 14 March 2014. The Khabarovsk/Vladivostok airspace reorganisation project was discussed in detail and both parties agreed to the following actions:

1.9 Withdrawal of the following ATS-Route segments:

- a) No. 1, R452- KICHA (N404103 E1291132) - SESUR (N421730 E1304130) - TERNI (N422213 E1314003)
- b) No. 2, B355- Muraveyka (BG) (N435303 E1331511) - DIKUT (N432355 E1320851) - GAMOV (N423301 E1311303) - SESUR (N421730 E1304130)
- c) No. 3, B124- DIKUT (N432355 E1320851) - VATIS (N425143 E1320851) - TERNI (N422213 E1314003)
- d) No. 4, G711- AGITA (N421937 E1321151) - RIVAT (N412900 E1321600)
- e) No. 5, G721- VATIS (N425143 E1320851) - AGITA (N421937 E1321151) - RORIM (N415031 E1311639)

1.10 Implementation of the following new ATS-Route segments:

- a) No. 6, unidirectional eastbound ATS route B356 KICHA (N404103 E1291140) - new waypoint (N421230 E1304810) - 110.6 KN Vladivostok (N432303 E1320708), a width of 10 km, in the level range of FL170-FL530
- b) No. 7, unidirectional westbound ATS route B355 Muraveyka (BG) (N435303 E1331511) - VATIS (N425143 E1320851) - TERNI (N422213 E1314003) - new waypoint (N415350 E1311255) - KICHA (N404106 E1291140), a width of 10 km, in the level range of FL180-FL510
- c) No. 8, unidirectional eastbound ATS route (XXXX) GUMSU (N383800 E1302300) - new waypoint (N421230 E1304810), a width of 10 km, in the level range of FL290-FL530
- d) No. 9, unidirectional westbound ATS route (XXXX) new waypoint (N415350 E1311255) - GUMSU (N383800 E1302300), a width of 10 km, in the level range of FL280-FL510
- e) No. 10, bi-directional ATS route G711 BISUN (N431400 E1311148) - TERNI (N422213 E1314003) - RIVAT (N412900 E1321600), a width of 10 km, in the level range of FL210-FL530
- f) No. 11, bi-directional ATS route (XXXX) RIVAT (N412900 E1321600) - GUMSU (N383800 E1302300), a width of 10 km, in the level range of FL210-FL530
- g) No. 12, bi-directional ATS route (XXXX) NULAR (N405912 E1341100) - GUMSU (N383800 E1302300), a width of 10 km, in the level range of FL280-FL530
- h) No. 13, bi-directional ATS route (XXXX) RIVAT (N412900 E1321600) - new waypoint (NXXXXXXX EXXXXXXX) (to be discussed with JCAB)



1.11 The first part of this implementation package (Routes No. 11 and No. 12) will be implemented on AIRAC 11 December 2014. The implementation date (within 2015) of the second package (Routes No. 6 to 10 and withdrawal of Routes No. 1 to 5) will be discussed at the next coordination meeting in August 2014. The effective date of implementation of Route No. 13 (RIVAT (N412900 E1321600) - new waypoint on FIR border (NXXXXXXX EXXXXXXX)) will be coordinated with JCAB at the upcoming coordination meeting between the Russian Federation and Japan in June 2014.

1.12 The SG was informed about the planned implementation of 2 new Cross Polar Route which will be discussed at the next CPWG/17 meeting in June 2014:

- 7957N 16858W – RODOK to join G495; and
- 7457N 16858W – LUTEM – OLMIN – TURAN – ASKIB.

1.13 The consolidation of the individual ATS-Route proposals (FE17, FE29, FE30, FE31 and FE35 together with RUS11, RUS 12, RUS13, RUS15), which focussed on the reorganisation (dualisation of uni-directional ATS Route system) of the traffic flows, at the waypoint SIMLI could not be further developed as the SG had no feedback from China on these proposals. The SIMLI package discussion indicated that the envisaged benefits of this reorganisation are not only the reduction of flight time, fuel burn, or CO<sup>2</sup> emissions for the airspace users: Taking also into account the increasing number of flights (over 10% traffic increase per year) using the Cross-Polar Route No.4 via SIMLI, there will also be considerable benefits in the reduction of airspace complexity and ATC workload together with an increased traffic predictability for the Air Traffic Controllers in that sector. The ICAO Secretariat was therefore invited to address the importance of the SIMLI package to the ICAO Office in Bangkok and to re-emphasize the necessity for coordination of the above proposals with China. The ICAO Secretariat was also asked to consider to organise another Europe – Asia Trans Regional Special Coordination Meeting in the framework of the IATA RCG meeting, which will take place in Beijing, China from 22 to 26 September 2014 to further address this issue (and also interface issues between Mongolia and China) with the colleagues from CAAC and Chinese ATMB.

1.14 During a meeting between the State ATM Corporation and the JCAB Japan (in Tokyo, November 2012) a difference in coordinates of the AVGOK waypoint was identified in the aeronautical information publications of Russia and Japan. The incorrect coordinates were confirmed by Japan and a decision was made to report this issue to the appropriate Regional ICAO Offices, so that new and correct coordinates can be assigned together with a new 5LNC name to the second waypoint. So far no further progress on this important issue was noticed and the AVGOK waypoint is still in existence (checked in LIDO database) with 2 different coordinates. This issue will be addressed at the upcoming coordination meeting between the Russian Federation and Japan in June 2014 [RDGE Action 18/06 refer].

1.15 The representatives from IATA expressed their appreciation for the work of the Sub-group and thanked especially the delegation from the Russian Federation for their efforts in the ATS-Route development.

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

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate;
- c) agree to a concrete action plan to accelerate the implementation.

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