



ICAO

International Civil Aviation Organization

The Eighth Meeting of the APANPIRG ATM Sub-Group

Video Teleconference, 23 – 27 November 2020

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**Agenda Item 5: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)**

**ASIA PACIFIC REGION ATS ROUTE CATALOGUE – IATA REVIEW**

(Presented by IATA)

**SUMMARY**

This paper presents the 2020 review of the ATS Route Catalogue by IATA and its member airlines for States consideration and implementation. IATA requests states to urgently carry out a detailed review of routes in their area of responsibility for possible implementation given the changed environment with the COVID 19 pandemic and expected ‘new normal’ for aviation operations in the region.

**1. INTRODUCTION**

1.1 The Asia/Pacific Region ATS Route Catalogue contains proposals, from both States and airlines, for route changes that have not yet been agreed and implemented.

1.2 It is the only Regional repository for User route requests and as such provides a valuable resource for States when considering airspace and ATM management changes.

1.3 From an airline perspective the route catalogue maintains a record of User requests to ensure these are considered by States and reviewed regularly in terms of implementation planning.

1.4 IATA and the airline Focus Group carried out the 2020 review of the current catalogue posted on the ICAO website (Version 19 September 2019) and the results of that review are presented in this paper.

1.5 In conducting this latest User Review - Priority Routes for airlines were identified that give the most benefit to operations and the environment in terms of CO2 savings.

1.6 These airline priority routes are separate from the ICAO implementation priorities and are noted to give States an indication of environmental benefits and of the importance of these routes to their customer group.

1.7 It is recognized that some of the IATA priority routes involve multiple states and may be difficult to implement at this time for various reasons. But given the scale of benefits in both fuel and CO2 savings, it is hoped that as ATM capability is enabled with the implementation of new ATM systems together with increased focus on Flexible Use of Airspace in the region, these routes can be considered by States as they review airspace design and management taking advantage of the system (both ground and air) capabilities.

## **2. DISCUSSION**

### IATA 2020 Asia Pacific Region ATS Route Catalogue Review and the ‘new normal’

2.1 The COVID 19 pandemic has had a catastrophic impact on international aviation resulting in airlines changing their business model and reducing fleet sizes.

2.2 The wider impact on economies in the region is also significant particularly when many states in Asia Pacific rely heavily on tourism as a major contributor to GDP.

2.3 IATA is advocating on many fronts to support a recovery for aviation with flexibility and efficiency being key areas to support an industry restart and encourage growth toward a ‘new normal’.

2.4 We should be aiming to come out of this crisis stronger and more efficient than we went into it.

2.5 Predictions are that we will not see a recovery to anywhere near pre COVID levels of traffic until 2023 – 25 and then the ‘new normal’ may still be well below pre COVID volumes.

2.6 One area that will assist airlines and support a recovery is more efficient routes saving flight time and fuel.

2.7 IATA requests States to ensure ongoing review of the routes in the ATS catalogue with a view to implementation in the current low traffic environment.

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

The meeting is invited to:

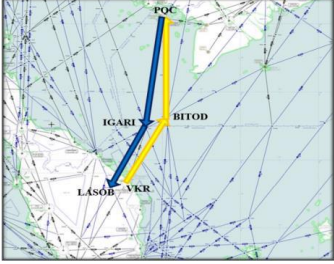
- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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## Route Catalogue Review Focus Group (FG) | March 2020

### Chapter 1: South Asia – SAIACG, BOBASIO, ASIOASCG

Route ID	IATA Priority	ICAO Priority	Status of Implementation	Review Remarks
HIMALAYA 02  Requested by <u>NEPAL</u>	LOW	D	China agreed to “seriously review” and coordinate with Nepal.	<u>IATA</u> : Retain. States to provide progress report.
HIMALAYA 03 Requested by <u>IATA (2013)</u>	MEDIUM	D	Not agreed by India and both India and China proposed delete this route	<u>IATA</u> : Retain. With Air India as supporting airline.
IND07  Requested by <u>IATA</u> – request date unknown but at least 10 yrs ago	MEDIUM	D	Not agreed by Pakistan. India would now need to renegotiate with MIL  SOKAM-SERKA is implemented as UL333.	<u>IATA</u> : Retain SERKA- PRA portion.
IND 08 (a) Requested by <u>IATA 2012</u>	MEDIUM	C	Proposed route is under negotiation with Indian air force (08/2019).	<u>IATA</u> : Retain
IND 08 (b) Requested by <u>IATA 2012</u>	MEDIUM	C	AS ABOVE	<u>IATA</u> : Delete.
IND 09  Requested by <u>IATA 2013</u>	MEDIUM	D	After coordination with Military India advise “not possible” to implement this route (08/2019)	<u>IATA</u> : Delete.
<b>CHAPTER 2: SOUTH EAST ASIA - SEACG</b>				
SCS 01 Requested by <u>IATA</u> – date unknown (old)	MEDIUM HIGH	C	07/2019 – Vietnam no objections. Hong Kong and China to concur (unlikely) China advise this would reduce capacity on A1/P901. Hong Kong further study required.	<u>IATA</u> : Retain and change to <b>HIGH</b> priority. Update savings as follows: 23NM 4Mins 300kg Fuel per flight 1,560 tonnes Fuel   4,914 tonnes CO2 Annual More than 100 flights per week. CX/KA/SQ/MH etc
SCS 02 Requested by <u>IATA</u> – date unknown	HIGH	C	As above	<u>IATA</u> : Retain - Update savings as follows: 12NM 1Mins 200kg Fuel per flight 2,080 tonnes Fuel   8,580 tonnes CO2 Annual More than 200 flights per week. CX/KA/SQ/MH etc

<p><b>SCS 11</b> Requested by <b>IATA (03/2015)</b></p>	<p><b>MEDIUM</b> <b>LOW</b></p>	<p><b>B</b></p>	 <p>Vietnam proposed alternative above. Malaysia has taken lead for the group and tripartite meeting held during SCSTFRG 2019. Further meeting planned in March 2020 to “finalise operational requirements”</p>	<p><b>IATA:</b> Retain. Change to <b>LOW</b> priority. Update savings as follows: 6NM 0 Mins 23kg Fuel per flight 167 tonnes Fuel   527 tonnes CO2 Annual More than 20 flights per week. MH/VN KUL-SGN/PNH/HAN.</p>
<p><b>SCS 12</b> Requested by <b>IATA 07/2018</b></p>	<p><b>MEDIUM</b></p>	<p><b>D</b></p>	<p>Requires agreement from Vietnam (no objection) China, Hong Kong and Philippines. China indicated VERY unlikely due to conflicts with L642,M771,P901 and FLAS. Further update discussion at SEACG in March 2020</p>	<p><b>IATA:</b> Delete</p>
<p><b>SCS 13</b> Requested by Malaysia 03/2018</p>	<p><b>LOW</b></p>	<p><b>C</b></p>	<p>Requires IATA Priority</p>	<p><b>IATA RECOMMENDATION:</b> Delete.</p>
<p><b>SCS 14</b> Requested by Malaysia</p>	<p><b>LOW</b></p>	<p><b>B</b></p>	<p>Requires IATA Priority</p>	<p><b>IATA RECOMMENDATION:</b> Delete.</p>
<p><b>SCS 15</b> Requested by Malaysia 03/2018</p>	<p><b>LOW</b></p>	<p><b>B</b></p>	<p>Requires IATA Priority</p>	<p><b>IATA RECOMMENDATION:</b> Delete.</p>
<p><b>SCS 16</b> Requested by Vietnam 04/2019</p>	<p><b>MEDIUM</b></p>	<p><b>C</b></p>	<p>Requires IATA Priority</p>	<p><b>IATA RECOMMENDATION:</b> Retain.</p>
<p><b>SCS 17</b> Requested by <b>Philippines</b> 04/2019</p>	<p><b>LOW</b></p>	<p><b>C</b></p>		<p><b>IATA RECOMMENDATION:</b> Delete.</p>

SCS 18 Requested by <u>Vietnam</u> 04/2019	LOW	C	China wished to concentrate of the parallel route for A1 and commented that this route would not be need if that was implemented	<b><u>IATA RECOMMENDATION:</u></b> Retain. Update savings as follows: 52NM 5 Mins 220kg Fuel per flight 435 tonnes Fuel   1,370 tonnes CO2 Annual About 30 flights per week. MH/KA
SEA 12 Requested by <u>IATA</u>	HIGH	C	This route will not be reviewed in the short term – both Vietnam and China proposed to concentrate of parallel route for A1 before considering this route.	<b><u>IATA:</u></b> Retain.
THA 01 Requested by <u>IATA over 10 yrs ago</u>	LOW	D	Myanmar have advised unable to accept and Thailand advised they tactically route flights on this route when traffic permits.	<b><u>IATA:</u></b> Delete.
Vietnam 02 Requested by Vietnam 09/2018	HIGH	D	China firmly against this route “impossible”. Vietnam requested retained for long term planning. Further discussion at SEACG in March 2020	<b><u>IATA RECOMMENDATION:</u></b> Retain
<b><u>CHAPTER3: EAST ASIA – EATMCG OR DIRECT</u></b>				
CHA 01 (CHA 5)	HIGH	D	Partially implemented (route segment CGO-HFE implemented as part of ATS route B208)  - 08/08/19 China changed state priority from C to D and comment at “ the proposed route would create numerous conflicts, and was not consistent with its planned route network.”	<b><u>IATA:</u></b> Retain. Make CGO-HFE available for East bounds too.

<b>CHA 2 (CHA 7)</b>	<b>HIGH</b>	<b>D</b>	<p><b>Not implemented yet (not possible)</b>          -Requested by IATA (01/09/2018)          -China comment: Direct route is impossible and they proposed deletion          2020: airlines wish to retain this route</p>	<b>IATA:</b> Retain.
<b>CHA 3 (CHA 9A)</b>	<b>HIGH</b>	<b>D</b>	<p><b>Not implemented yet (not possible)</b>          -Requested by IATA (01/09/2018)          -China comment: Direct route not possible and proposed deletion</p>	<b>IATA:</b> Delete.
<b>CHA 12</b>	<b>HIGH</b>	<b>C</b> <b>D</b>	<p><b>Not implemented yet</b>          -Requested by IATA (29/08/2018)          -08/08/19 China changed state priority from C to D and China/Mongolia comment “Impossible to implement <i>at this time</i>”</p>	<b>IATA:</b> Retain
<b>CHA 13</b>	<b>HIGH</b>	<b>C</b>	<p><b>Not implemented yet</b>          -Requested by IATA (01/09/2018)          -08/08/19 China noted a new route had been implemented in October so no need for CHA 13</p>	<b>IATA:</b> Delete
<b>IATA 02</b>	<b>HIGH</b>	<b>D</b>	<p>China comment “Direct route impossible at present”</p>	<b>IATA:</b> Retain.
<b>IATA 4</b>	<b>HIGH</b>	<b>C</b>	<p><b>Not implemented yet</b>          -Not discussed yet by States          EATMSG</p>	<u>Not in catalogue</u>
<b>JAP 01</b> Requested by IATA 06/2012	<b>HIGH</b>	<b>C</b>	<p>Japan “Under consideration”</p>	<b>IATA:</b> Retain.
<b>PHI 01</b>	<b>MEDIUM</b>	<b>C</b>		<b>IATA:</b> Delete.

RUS 08 Requested by IATA (AIRARD?)		C		<b>IATA:</b> Delete
SCS 08 Requested by IATA over 10 yrs ago	HIGH	C		<b>IATA:</b> Retain.
TPE 01	HIGH	C	Not implemented yet -Requested by IATA (01/09/2018) Update from Japan on 29/06/2019: Under consideration	<b>IATA:</b> Retain.
<b>CHAPTER 6: PACIFIC – ISPACG; IPACG</b>				
WPC01 Requested by IATA 09/2018	HIGH	C	Evaluation in progress - Discussions with Taipei ongoing. - Philippines agreed - COVID has delayed discussion progress	<b>IATA:</b> Monitor implementation progress.
<b>CHAPTER4: TRANS-REGIONAL (SOUTH ASIA) – AIRARD TF OR STATES</b>				
AFG 01 Requested by Afghanistan 08/2019	MEDIUM	B	Original Afghan proposal IMTL-SURVL. Pakistan counter proposed SURVI- Peshawar (PS) ref chart. Has been submitted to relevant authorities in Pakistan August 2019	<b>IATA:</b> Retain. Update savings as follows: 32NM 4 Mins 400kg Fuel per flight 957 tonnes Fuel   3,014 tonnes CO2 Annual About 46 flights per week. Some operating during winter season only. AY/AI/TG HEL-SIN/BKK. Review the time restrictions LAJAK- SULOM 1500-2359Z to make proposal beneficial to more traffic.
AFG 02 Requested by Tajikistan 08/2019	LOW	C	Afghanistan comment that TAPIS is converging waypoint and would review <i>Unlikely without enhancement to Kabul surveillance</i>	<b>IATA:</b> Delete - .However, Route requested by State.

<b>AFG 03</b> Requested by Afghanistan 08/2019	<b>LOW</b>	<b>D</b>	Contingency route to bypass Pakistan airspace for Indian departures  China advised route not possible but they would assist and support contingency routes when necessary	<b>IATA:</b> Delete. However, Route requested by State.
<b>IRAN 01</b> Requested by Iran 09/2018	<b>LOW</b>	<b>D</b>		<b>IATA :</b> Retain .Route requested by State.
<b>MID-01</b> Requested by AIRARD TF 05/2018	<b>LOW</b>	<b>B</b>		<b>IATA:</b> Delete.
<b>MID 02 (a)</b> Requested by AIRARD TF 05/2018	<b>HIGH</b>	<b>B</b>	For Mid East carriers to Far East destinations	<b>IATA:</b> Retain. Update savings as follows: 40 NM 3 Mins 600kg Fuel per flight 1,342 tonnes Fuel   4,262 tonnes CO2 Annual About 43 flights per week. Route can be used for contingency and for aircraft with limited Oxygen requirements. EK/EY/QR
<b>MID-02 (b)</b> Requested by AIRARD 05/2018	N/A	<b>B</b>	Alternate to MID 02 (a)	<b>IATA:</b> Delete.
<b>MID-03</b> Requested by Afghanistan 08/2019	<b>LOW</b>	<b>A</b>	Implemented	
<b>CHAPTER 5 : TRANS-REGIONAL (EAST ASIA) – AIRARD/TF, RDGE OR EATMCG</b>				
<b>SIMLI Package</b>	N/A	<b>C</b>	Routes covered by the “SIMLI Package” China and Russia were supposed to hold a meeting in late 2019 to discuss this and assume the results of that meeting (if it took place) would be reported to the next RDGE meeting.	<b>IATA:</b> Remove from APAC Catalogue.

FE0008/APAC RUS5 Requested by Russia/IATA 09/2018	MEDIUM	C	Japan have said this route will not be considered as 'no change' for Fukuoka before the Olympics	<b>IATA:</b> Retain. No fuel gain but can be help reduce ground delays. NRT/KIX/HND operations to Europe. KL/AF/BA/LH
FE0021/APAC RUS 4 Requested by Russia/IATA 09/2018	HIGH	C	Further discussion between ICAO BKK and Japan required but this will also not be considered before the Olympics	<b>IATA:</b> Retain. Update savings as follows: 20NM 4 Mins 440 kg Fuel per flight 2,400 tonnes Fuel   7,550 tonnes CO2 Annual About 105 flights per week. NRT/HND to Europe .KL/AF/AY/JAL/ANA
FE0022/APAC RUS 7 Requested by Russia/IATA 09/2018	N/A	C	Not progress (no exchange of information between DPRK, Russia and Japan)	<b>IATA :</b> Remove from APAC Catalogue. No support from airlines.
FE0032 Requested by Tajikistan/IATA 09/2018	N/A	C		<b>IATA :</b> Remove from APAC Catalogue. No support from airlines.
FE0034/APAC RUS 9 Requested by Russia/IATA 09/2018	N/A	C		<b>IATA:</b> Remove from APAC Catalogue. No support from airlines.
RUS 3 Requested by IATA 09/2018	N/A	C	August 2019: Under consideration by ROK	<b>IATA:</b> Remove from APAC Catalogue. No support from airlines.

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