



ICAO

International Civil Aviation Organization

**The Ninth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/9)**

Video Teleconference, 01 – 05 November 2021

Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning)

ASIA/PACIFIC REGION ATS ROUTE CATALOGUE – IATA REVIEW

(Presented by IATA)

SUMMARY

This paper presents the 2021 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. IATA and the airline Focus Group carried out the 2021 review of the current catalogue posted on the ICAO website (Version 20 December 2020) and the results of that review are presented in this paper.

1.3. 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.

1.4. 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.

1.5. In light of the decision of last meeting, the proposals with low priority and more than five years old were removed.

2. DISCUSSION

IATA 2021 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 models 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.

2.8. The new proposals are appended in Annexure A for review by States.

3. ACTION BY THE MEETING

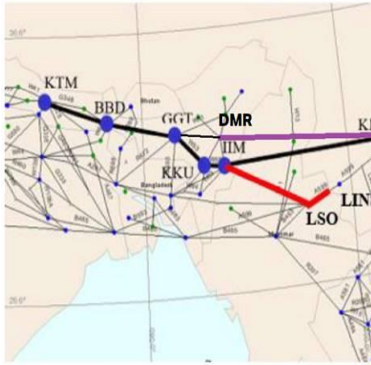
3.1. The meeting is invited to:

- a) note the information contained in this paper;
- b) provide feedback on the status of the route proposals to ICAO; and,
- c) discuss any relevant matters as appropriate.

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Annexure A: Route Catalogue Review Focus Group (FG) | December 2020

A.1. Chapter 1: South Asia - SAIOACG, BOBASIO, ASIOACG

Route ID	IATA Priority	ICAO Priority	Status of Implementation	Review Remarks
HIMALAYA 02 Requested by NEPAL	HIGH	D	<p>The route has been implemented except for Imphal to Kunming which China had undertaken to review</p> <p>26/09/2020: Nepal updated this route proposal was under discussion with Myanmar, and they were optimistic that communication and surveillance capabilities would be available in Yangon FIR in the near future to support the implementation of this route.</p> <p>20/11/2020: China commented that it was not possible to establish a new entry/exit point, and counter- proposed to re-align IIM LSO LINSO (existing entry/exit point between Yangon and Kunming FIRs).</p> <p>At ATM/SG/8: In response to China counter-proposal, Myanmar provided their disagreement; and India commented the existing established routes in Kolkata FIR (i.e. W137, W53 and W55) was for domestic operations only, and India would need to review the possibility of opening these routes for international operations. India also suggested that in light of this, and the delay of more than nine years and the positions of Myanmar and China,</p>	<p>IATA: Retain. States to provide progress report.</p> <p>21/10/2021: Based on detailed re-assessment conducted by airlines, it confirms Higher priority to the route proposal. Also suggest following alternate option to be considered:</p> <p>Kunming / Xishan (SGM) – AAAAA (Boundary point between ZPKM and VYYF) – BBBBB (Boundary point between VYYF and VECF) - Dimapur (DMR) – J7– GGT – Q18- BGD.</p> <p>This route has potential to save up to 19 to 25 min. (though J7 is at present CDR2/3 route; pls consider keeping it available based on traffic demand timings). The route will also help decongesting A599 Lashio (LSO) and saving additional 88NM compared with A599 LSO - IIM route.</p>  <p>— Counter-proposal by China — Suggested by IATA</p>

			Nepal may wish to consider a new proposal.	
BOB 01 / (OCT 2021)	HIGH		Chennai (VOMF), Kolkata (VECF), Yangon (VYYF) FIRs	Details refer to “new proposals” attached
BOB 02 / (OCT 2021)	HIGH		Yangon (VYYF), Kolkata (VECF) FIRs	Details refer to “new proposals” attached

A.2. Chapter 2: Southeast Asia- SEACG

Route ID	IATA Priority	ICAO Priority	Status of Implementation	Review Remarks
SCS 01 Requested by IATA – date unknown (old)	HIGH	C	07/2019 – Vietnam no objections. Hong Kong and China to concur (unlikely) China advised this would reduce capacity on A1/P901. Hong Kong further study required.	IATA: Oct2021: No change – retain 2020: Retain and change to HIGH 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 IATA – date unknown	HIGH	C	As above	IATA: Oct2021: No change – retain 2020: 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
SCS 16 Requested by Vietnam 04/2019	MEDIUM	C	Requires IATA Priority	IATA: Oct2021: No change – retain
SEA 12 Requested by IATA	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.	IATA: Oct2021: No change – retain

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	IATA: Oct2021: No change – retain
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A.3. Chapter 3: EAST ASIA – EATMCG

Route ID	IATA Priority	ICAO Priority	Status of Implementation	Review Remarks
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.”	IATA: Oct2021: No change – retain 2020: Retain. Make CGO-HFE available for East bounds too
CHA 2 (CHA 7)	HIGH	D	Not implemented yet (not possible) -Requested by IATA (01/09/2018) -China comment: Direct route is impossible and they proposed deletion 2020: airlines wish to retain this route	IATA: Oct2021: No change – retain
CHA 12	HIGH	D	Not implemented yet -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> ”	IATA: Oct2021: No change – retain
IATA 02	HIGH	D	China commented “Direct route impossible at present”	IATA: Oct2021: No change – retain
TPE 01	HIGH	C	Not implemented yet -Requested by IATA (01/09/2018) Update from Japan on 29/06/2019: Under consideration	IATA: Oct2021: No change – retain

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A.4. Chapter 4: Trans-Regional (South Asia) -AIRARD TF

Route ID	IATA Priority	ICAO Priority	Status of Implementation	Review Remarks
AFG 01 Requested by Afghanistan/ (03/08/2019: AIRARD TF/4)	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	IATA: Oct2021: No change – retain 2020: Retain. proposed to review the time restrictions LAJAK-SULOM (1500-2359Z) to make proposal beneficial to more traffic.
MID02(a) Requested by AIRARD TF/2 (04/05/2018)	HIGH	B	17/08/2020: The proposed entry into Pakistan airspace allows very minimal response time (less than two minutes) for traffic de-confliction at DOBAT and SITAX and other crosser routes. Pakistan proposed for deletion.	IATA: Oct2021: No change – retain 2020: Retain. IATA preferred this route to be retained in the Catalogue and commented this route could be used for contingency and for aircraft with limited oxygen requirements.

A.5. Chapter 5: Trans-Regional (East Asia)- AIRARD/TF, RDGE or EATMCG

	IATA Priority	ICAO Priority	Status of Implementation	Review Remarks
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	IATA: Oct2021: No change – retain 2020: 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	IATA: Oct2021: No change – retain 2020: Retain. Update savings as follows: 20NM 4 Mins 440 kg Fuel per flight 2,400 tones Fuel 7,550 tones CO2 Annual

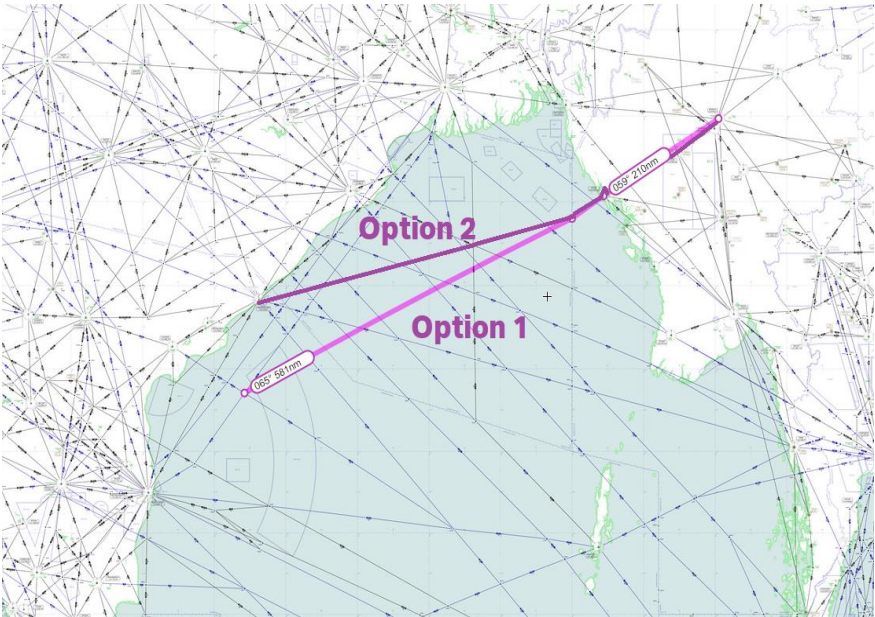
				About 105 flights per week. NRT/HND to Europe KL/AF/AY/JAL/ANA
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A.6. Chapter 6: Pacific -IPACG, ISPACG

Route ID	IATA Priority	ICAO Priority	Status of Implementation	Review Remarks
WPC 01	HIGH	C	Not implemented. At ATM/SG/6: PNG positive, Indonesia positive, Japan was reviewing, Philippines and Taipei yet to be discussed. At ATMSG/7: Under consideration by Philippines. 17/01/2020: Philippines supported the implementation of this route. 23/10/2020: Japan commented this route proposal was under consideration.	IATA: Oct2021: No change – retain

A.7. New proposals:

ATS Route Name	BOB 01 / (OCT 2021)					
State Priority	A/B/C/D					
IATA Priority	HIGH					
Requested by (when)						
States/Administrations Involved	Chennai (VOMF), Kolkata (VECF), Yangon (VYYF) FIRs					
Route Description	Option 1: SUGAN – 1926N 09200E STW MDY Option 2: VVZ - RUMUN – 1926N 09200E STW MDY					
Flight Level Band	Suitable Bi-directional FLs, Else at least suitable Eastbound. Air operators preferred flight level would be FL330 as primary and FL310 as secondary					
Benefit (fuel, environmental)	Saving		Per flight			
			Option 1	Annual	Option 2	Annual
	Mileage / Time		94NM / 12 mins		71NM/9 mins	
	Fuel (Narrow Body Fleet)		456 kgs	166 Ton	344Kgs	126 Ton
	Fuel (Wide Body - Twin engine fleet)		900 Kgs	329 Ton	679Kgs	248 Ton
	CO ₂ (Narrow Body Fleet)		1.5 Tons	548 Ton	1.1Tons	402 Ton
	CO ₂ (Wide Body – Twin engine fleet)		3.0 Tons	1095 Ton	2.2 Tons	803 Ton
Operational Information (potential airlines, flight frequency)	SUGAN or VVZ (Vishakhapatnam) Direct to STW (Sittwe) connection over Bay of Bengal will efficiently connect South West BoB traffic to Far East.					

	<p>Pre COVID 19, there were about 110 flights/week (96 Widebody+14 Narrow body) by Far East, South Asia, AFI based airlines. Now new city pairs between Southern India and East Coast of US – ULR flights will get added into it.</p>
<p>Remarks:</p>	

ATS Route Name	BOB 02 / OCT 2021		
State Priority	A/B/C/D		
IATA Priority	HIGH		
Requested by (when)			
States/Administrations Involved	Yangon (VYYF), Kolkata (VECF) FIRs		
Route Description	MDY - TEBOV - KAKID		
Flight Level Band	All - Suitable, Westbound as well as Eastbound		
Benefit (fuel, environmental)	Saving	Per flight	
	Mileage / Time	50NM / 6 mins	Annual
	Fuel (Narrow Body fleet)	228 kgs	83 Ton
	Fuel (Wide Body – Twin engine fleet)	450 Kgs	164 Ton
	CO ₂ (Narrow Body fleet)	0.75 Tons	274 Ton
CO ₂ (Wide Body – Twin engine fleet)	1.5 Tons	548 Ton	
Operational Information (potential airlines, flight frequency)	<p>Mandalay (MDY) – TEBOV - KAKID will not only provide efficient connection over BoB but it will also help in de-congesting B465, A791, Q19, Q20 airways.</p> <p>Pre COVID 19, there were about 110 flights/week (96 Widebody+14 Narrow body) by Far East, South Asia, AFI based airlines. Now new city pairs between Southern India and East Coast of US – ULR flights will get added into it.</p>		

Remarks:

