



ICAO

International Civil Aviation Organization

**Tenth Meeting of the Air Traffic Management Sub-Group  
(ATM/SG/10) of APANPIRG**

Video Teleconference, 17 – 21 October 2022

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

**ATS ROUTE CATALOGUE**

(Presented by the Secretariat)

**SUMMARY**

This paper presents *Asia/Pacific Region ATS Route Catalogue* for review and update by the meeting.

**1. INTRODUCTION**

1.1 The *Asia/Pacific Region ATS Route Catalogue* records the status of route proposals, which may not have reached the formal proposal stage through the Regional Air Navigation Plan Proposal for Amendment (PfA) process.

1.2 The ICAO APAC Regional Sub-Office has updated the *Asia/Pacific Region ATS Route Catalogue* based on the information that States/Administrations and airspace users provided through email correspondences and meetings.

1.3 The most recent Version, 21.1 of the Catalogue, is available on the ICAO Asia/Pacific website (<https://www.icao.int/APAC/Pages/default.aspx>) under the 'ATM' category.

**2. DISCUSSION**

2.1 The ICAO APAC Regional Sub-Office sent emails to all concerned States/Administrations requesting status updates on relevant route proposals following the discussion with IATA on a more streamlined process after the ATM/SG/9 meeting, which would promote more effective consultation between ANSPs and Airspace Users to focus on more achievable benefits and archive those unachievable in the short to medium-term for possible consideration at a later date.

2.2 Therefore, based on the management protocol of ATS Route Catalogue and the agreed streamlined process involving more direct contact between States and airlines, overall review will be conducted in 2023.

2.3 Feedback received from States/Administrations and IATA that were provided at the First Meeting of the South Asia, Indian Ocean, and Southeast Asia ATM Coordination Group (SAIOSEACG/1, Video Teleconference, 28 March – 01 April 2022) and through email correspondence before ATM/SG/10, have been incorporated into the Draft Version 21.2 of the *Asia/Pacific Region ATS Route Catalogue*.

2.4 The Draft Version 21.2 of the *Asia/Pacific Region ATS Route Catalogue* is appended at **Attachment A** for review by States and airspace users.

**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.

# **ASIA/PACIFIC REGION ATS ROUTE CATALOGUE**



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**ASIA/PACIFIC REGIONAL OFFICE**

**DRAFT VERSION 21.2**

October 2022

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# Foreword

1.1 The *Air Navigation Plan – Asia and Pacific Regions* (Doc 9673) has been superseded, in electronic form by the electronic Air Navigation Plan (eANP), which contains a table of regional ATS routes in Volume II (*Table ATM II- APAC- 1 – Asia and Pacific Regions ATS Routes*).

1.2 The Fourteenth Meeting of the Asia/Pacific 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 to determine present and future route requirements. 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 Region ATS Route Catalogue.

1.3 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 Asia/Pacific Region ATS Route Catalogue under Decision 16/9. The ATS Route Catalogue is intended to be a living document, supplementing the eANP and maintained by the ICAO Asia and Pacific (APAC) Regional Sub-Office on behalf of the ICAO Asia and Pacific Office. Communication related to the ATS Route Catalogue should be made via email to [apac-rso@icao.int](mailto:apac-rso@icao.int).

1.4 A Contracting State or qualifying International Organization identifying a need for a new route requirement to be included in the eANP or to change an existing route contained in the eANP, may submit an amendment proposal to the ICAO APAC Regional Office in accordance with established procedures summarized below and the template provided on the ICAO APAC website.

1.5 Appropriately presented and documented proposals to amend the eANP are submitted to the ICAO Secretary General through the Regional Office and circulated to States and International Organizations for comment. If, in reply to the ICAO Regional Office's inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement (involving the relevant PIRG) on the subject has been reached. The Regional Office will inform States and International Organizations concerned of the approval and the eANP will be amended accordingly.

1.6 If, in reply to the ICAO Regional Office's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by APANPIRG and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

1.7 The APAC Regional Sub-Office, which is responsible for maintaining the ATS Route Catalogue, will update the ATS Route Catalogue from time to time as amendment proposals are presented, progressed and agreed or not agreed. The revision number and date shown on the cover page of the Catalogue. The Asia/Pacific Region ATS Route Catalogue is posted on the ICAO APAC website at (<https://www.icao.int/APAC/Pages/default.aspx>).

1.8 The Asia/Pacific Region ATS Route Catalogue is now as follows: Chapter 1: South Asia; Chapter 2: Southeast Asia; Chapter 3: East Asia; Chapter 4: Trans-Regional (South Asia); Chapter 5: Trans-Regional (East Asia); and Chapter 6: Pacific.

1.9 Regional ATS route proposals affecting Asia/Pacific airspace should be presented as part of a paper to ATM coordination groups or other suitable bodies, and then may be entered into the Asia/Pacific Region ATS Route Catalogue by the Regional Office. The APAC Regional Office or Regional Sub-Office will periodically present to appropriate ATM coordination groups or other suitable bodies the proposals within their geographical area of interest for review.

1.10 The Asia/Pacific Region ATS Route Catalogue contained proposals for route changes that had not yet been agreed and implemented.

1.11 States in APAC were required to reclassify the routes as:

- **Priority A – Short Term** i.e. it could be implemented within 12 months;
- **Priority B – Medium Term** i.e. it could be implemented within 13 to 36 months;
- **Priority C – Long term** i.e. more than 36 months; and
- **Priority D – Cannot be implemented (reasons to be provided).**

As some States were not represented, these routes were classified as Priority C and will be updated when more information becomes available.

1.12 IATA has also prioritised the routes in terms of efficiency and environmental benefits as:

- **HIGH** – one of top priorities for airlines; or
- **MEDIUM** – has significant benefits but can wait until high priority proposals are implemented; or
- **LOW** – the route proposal may be deleted if the State cannot implement within 36 months.

1.13 After review, the Asia/Pacific Region ATS Route Catalogue may be updated by:

- deletion of the proposal when the proposal has been agreed and entered into the eANP; or
- deletion of the proposal when it has been decided that there is no possibility of implementation in the foreseeable future [i.e.: the proposal has had no progress in the past five years, or it is a Priority C or D (more than 36 months) by States and is assigned a LOW priority by IATA]; or
- amendment with the addition of supplementary information; or
- addition of a new ATS route proposal.

# Amendment Record

Version	Date	Amended by	Comments
0.1	14 February 2005	-	ARNR/TF/2 developed draft version.
0.2	5 May 2005	ARNR/TF/3	Finalized format following contribution from members.
0.3	29 July 2005	ATM/AIS/SAR/SG/15	Sub-Group concluded 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	22 June 2012	ATM/AIS/SAR/SG/22 APANPIRG/23	Reviewed, reformatted, and updated the Catalogue, approved by APANPIRG/23.
12	26 June 2013	SAIOACG/SEACG, ATM/SG	Reviewed, reformatted, and updated the Catalogue, approved by APANPIRG/24.
13	11 September 2014	SAIOACG/SEACG, ATM/SG APANPIRG/25	Reviewed subsequent to Easter Island being transferred out of the Region; added trans-regional proposals
14	September 2015	SAIOACG/SEACG, ATM/SG APANPIRG/26	Removal of Chapter A (BANP routes).
15	September 2016	SAIOACG/SEACG, ATM/SG APANPIRG/27	Reviewed and updated the Catalogue.
16	August 2017	SAIOACG/SEACG, ATM/SG	Reviewed and updated the Catalogue.
17	September 2018	SAIOACG/SEACG, ATM/SG	Reviewed and updated the Catalogue, incorporated IATA inputs, added State and IATA priority label.
18	April 2019	SAIOACG/9, SEACG/26	Reviewed and updated the Catalogue.

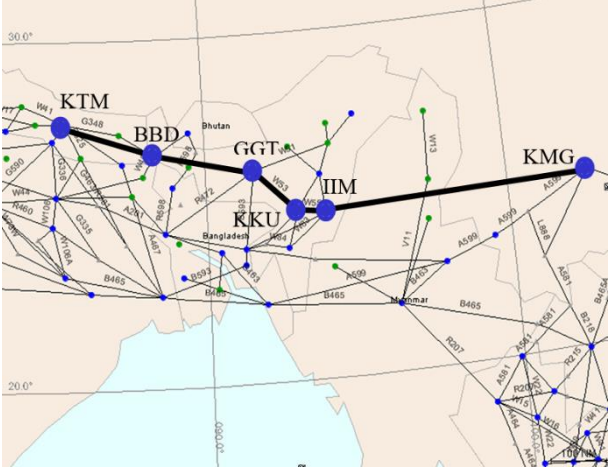
ATM/SG/10 – WP/28  
Attachment A

19	September 2019	ATMSG/7, AIRARD TF/4	Reviewed and updated the Catalogue.
20	December 2020	ATMSG/8	Reviewed and updated the Catalogue.
21	November 2021  March 2022, October 2022	SAIOACG/10, SEACG/27, ATM/SG/9, SAIOSEACG/1, ATM/SG/10	Reviewed and updated the Catalogue.
22		SAIOSEACG/2 ATM/SG/11	Reviewed and updated the Catalogue.

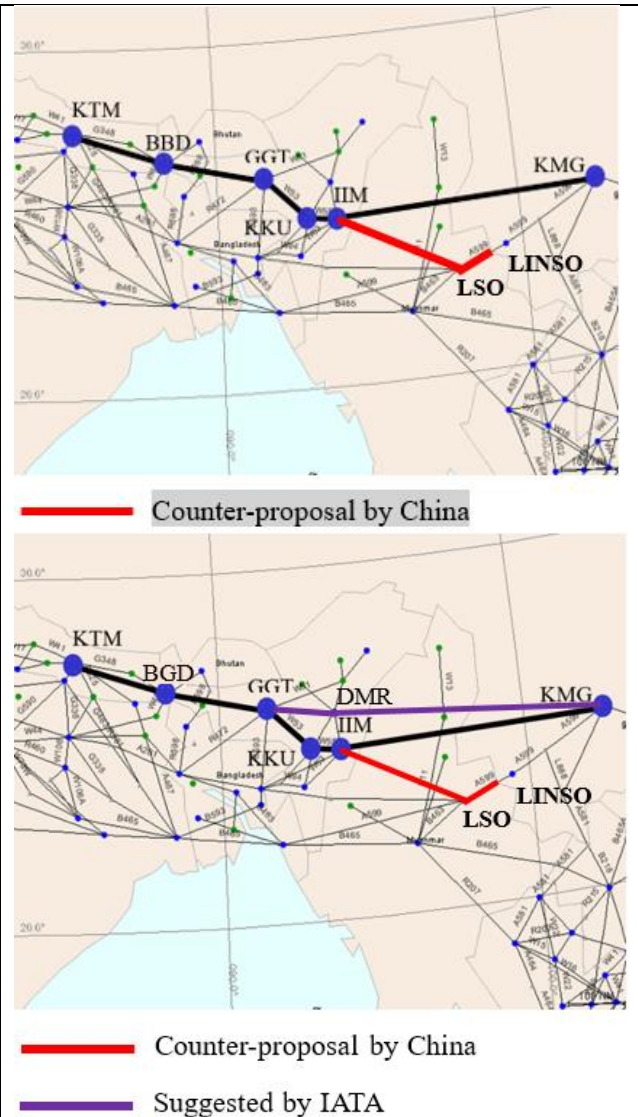


# **Chapter 1: South Asia**

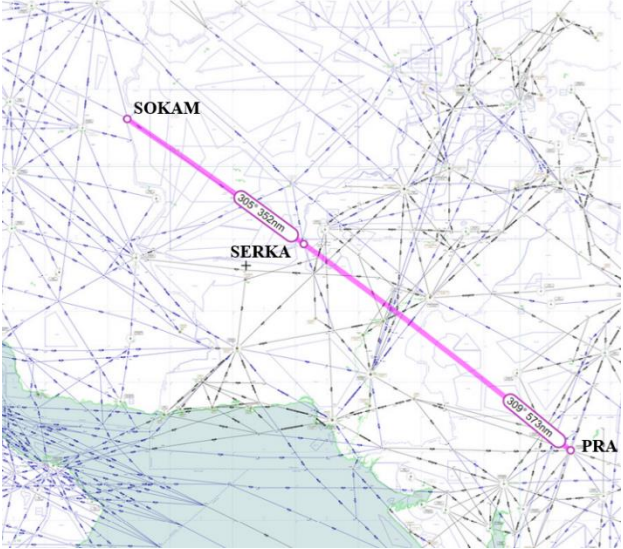
**(referred to: SAIOACG, BOBASIO, ASIOACG as  
appropriate for review)**

<b>ATS Route Name</b>	<b>HIMALAYA 02</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	Nepal (01/09/2018)
<b>States/Administrations Involved</b>	Nepal, India, Myanmar, China (Kathmandu, Kolkata, Yangon, Kunming FIRs)
<b>Route Description</b>	<p>Kathmandu (KTM) 2740.5N 08521.0E – Bagdogra (BGD) 264118N 0881934E – Guwahati (GGT) 2606.1N 09135.3E – Silchar (KKU) 2454.8N 09258.9E – Imphal (IIM) 2446.0N 09354.5E – Kunming (KMG) 2501N 10244E</p> <p>Alternate proposal by IATA: Kathmandu (KTM) 2740.5N 08521.0E – Bagdogra (BGD) 264118N 0881934E – Guwahati (GGT) 2606.1N 09135.3E – Dimapur (DMR) 255251.30N 0934655.29E – Kunming (KMG) 2501N 10244E</p>
<b>Flight Level Band</b>	
<b>Benefit (fuel, environmental)</b>	<p>110 NM / 15 minutes, 520 kg fuel, 1640 kg CO<sub>2</sub> per flight</p> <p>Potential to save 19 to 25 minutes per flight and assist in decongesting A599/Lashio.</p>
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> IATA North Asia Office approached China who have indicated this route will be considered as part of the overall China route review – no timeline was given. China advised that they would seriously look at the proposal and would coordinate with Nepal (ref. para 8.4 of the SEA-RR/TF/4 report). At SAIOACG/9: with the improvement of surveillance capability, Myanmar would review this proposal. At ATMSG/7: Under consideration by China; and Myanmar commented this route proposal would be dependent on the enhancement of surveillance and communication coverage in the area. 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. 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). At ATM/SG/8: In response to China's 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, Nepal may wish to consider a new proposal. At ATM/SG/9: IATA commented that based on detailed re-assessment conducted by airlines, it confirmed a 'HIGH' priority to HIMALAYA 02. In addition, IATA suggested an alternate proposal which had potential to save up to 19 to 25 minutes, and would also help to decongest ATS route A599/Lashio (LSO) and save additional 88 NM compared with IIM – LSO – LINSO route. IATA also requested India to consider keeping ATS route J7 (CDR2/3 route between GGT – DMR) available based on traffic demand timings. Nepal supported the alternate proposal as suggested by IATA, and would coordinate and hold a consultation meeting with the various stakeholders. China commented that it was not possible to establish a new entry/exit point. At BOBTFRG/3: Myanmar supported the proposal by IATA; India expressed its concern in getting a favourable response from its military authorities for the route between Guwahati (GGT) – Dimapur (DMR) – Kunming (KMG). According to India, implementing the route from Imphal (IIM) to Kunming (KMG) was more feasible. Given the fact that China had revised the priority as "D", IATA was requested to consider the position of China

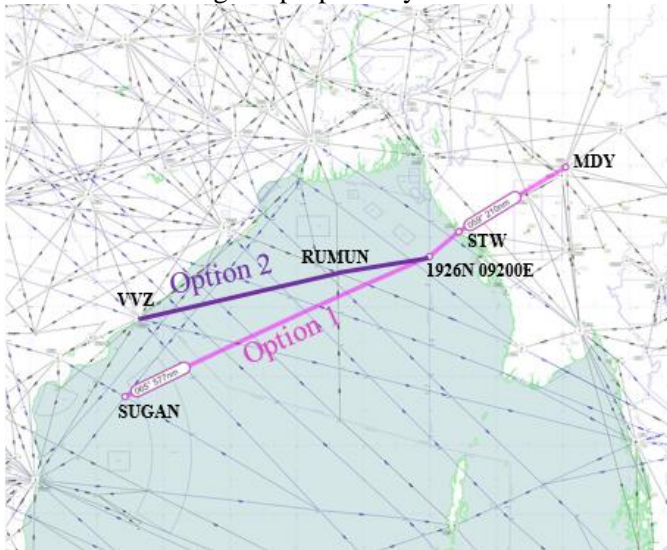


<p>before pursuing the proposal; and Bangladesh suggested IATA to consider: Kathmandu (KTM) – Saidpur (SDP) – Silchar (KKU) – Imphal (IIM) – Kunming (KMG).</p> <p>27/1/2022: Nepal is having in-house discussion and consultation with different stakeholders and planning to coordinate with the affected States soon.</p> <p>1/3/2022: IATA may request that China explores possibility in near future of opening up additional entry/exit as this has direct savings to flights from Nepal and China.</p> <p>3/3/2022: China commented there is no status update.</p> <p>In August 2022, China commented that there was no plan to establish a new entry/exit point and suggested considering the route proposal based on the current existing entry/exit point LINSO.</p>	
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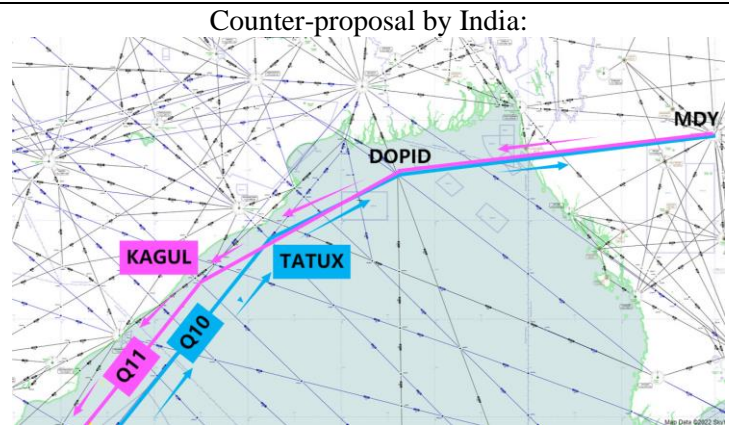
<b>ATS Route Name</b>	<b>IND 07 (N877 Extension)</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>MEDIUM</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	India, Pakistan, Afghanistan (Mumbai, Delhi, Karachi, Kabul FIRs)
<b>Route Description</b>	Pratarah (PRA) 2401.8N 07445.0E – SERKA 2951.0N 06615.0E – SOKAM 3313.3N 06037.9E
<b>Flight Level Band</b>	28,000 - 46,000 ft
<b>Benefit (fuel, environmental)</b>	51 NM / 7 minutes, 835 kg fuel, 2,630 kg CO <sub>2</sub> per flight, 3,387 tonnes fuel, 10,668 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	LH, KL KUL/SIN – Middle East – East/Europe
<b>Remarks:</b> 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 45 NM ‘penalty’ in track mileage the current route structure requires. The route’s primary benefit at this stage will be westbound and during BOBCAT traffic flow. Extension completed SERKA to SOKAM. Update 08/02/13: PRA – SERKA has been approved by India after lengthy consultation with the military, complementary action from Pakistan awaited. At SAIOACG/9: Pakistan commented this route proposal was very unlikely to be implemented. Future of this route would be decided at SAIOACG/10 in 2020. Update from India on 02/08/2019: Since the proposal is pending concurrence of Pakistan for a long time, India need to renegotiate the proposal with military after comments from Pakistan. 17/08/2020: <u>The designated established military areas in Karachi FIR and route structure (crosser routes near the boundary with Delhi and Kabul FIRs) does not allow the establishment of this route. Pakistan proposed for deletion.</u> At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue. At BOBTFRG/3:	

<p>Pakistan re-affirmed that the designated established military areas in Karachi FIR and route structure (crossing routes near the boundary with Delhi and Kabul FIRs) would not permit the establishment of this route.</p> <p>1/3/2022:IATA wants this proposal to be archived and reintroduced if/when future possibilities permit its success.</p>	
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<b>ATS Route Name</b>	<b>BOB 01</b>
<b>State Priority</b>	
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (05/11/2021: ATM/SG/9)
<b>States/Administrations Involved</b>	India, Myanmar (Chennai, Kolkata, Yangon FIRs)
<b>Route Description</b>	<p>Option 1: SUGAN 152500N 0825045E – New Waypoint 192600N 0920000E (FIR BDRY between Kolkata and Yangon) – Sittwe (STW) – Mandalay (MDY)</p> <p>Option 2: Vishakhapatnam (VVZ) 174003.90N 0831510.00E – RUMUN 185805N 0891420E – New Waypoint 192600N 0920000E (FIR BDRY between Kolkata and Yangon) – Sittwe (STW) – Mandalay (MDY)</p>
<b>Flight Level Band</b>	All suitable bi-directional flight levels. Else, at least suitable eastbound flight levels. (airline operators preferred flight level would be FL330 as primary and FL310 as secondary)
<b>Benefit (fuel, environmental)</b>	<p>Option 1:</p> <p>Narrow body fleet: 94 NM / 12 minutes, 456 kg fuel, 1.5 tonnes CO<sub>2</sub> per flight, 166 tonnes fuel, 548 tonnes CO<sub>2</sub> annually</p> <p>Wide body fleet: 94 NM / 12 minutes, 900 kg fuel, 3.0 tonnes CO<sub>2</sub> per flight, 329 tonnes fuel, 1095 tonnes CO<sub>2</sub> annually</p> <p>Option 2:</p> <p>Narrow body fleet: 71 NM / 9 minutes, 344 kg fuel, 1.1 tonnes CO<sub>2</sub> per flight, 126 tonnes fuel, 402 tonnes CO<sub>2</sub> annually</p> <p>Wide body fleet: 71 NM / 9 minutes, 679 kg fuel, 2.2 tonnes CO<sub>2</sub> per flight, 248 tonnes fuel, 803 tonnes CO<sub>2</sub> annually</p>
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	<p>About 110 flights per week</p> <p>Africa/South Asia – Far East, Southern India – East Coast of the United States</p>
<p><b>Remarks:</b> The proposed routes would efficiently connect South West Bay of Bengal traffic and Far East. At BOBTFRG/3: In order to conduct better assessment, India requested IATA to provide the analysis of the fleet equipage in ADS-C/CPDLC and PBCS. IATA provided its analysis result on fleet readiness of its members in the SAIOSEACG/1 meeting (Mar. 2022). India in its assessment on the proposal commented the proposed routes are outside the SUR and VHF coverage</p>	<p>Original proposal by IATA:</p> 

imposing unnecessary restrictions for all other cross-cutting routes. Therefore proposed alternatives as below:  
Eastbound aircraft via Q10: TATUX - DOPID - MDY.  
Westbound aircraft: MDY - DOPID - KAGUL - Q11.  
This will improve the availability of getting optimum flight levels (well covered by SUR and VHF in Kolkata FIR) and require the approval of Bangladesh and Myanmar.

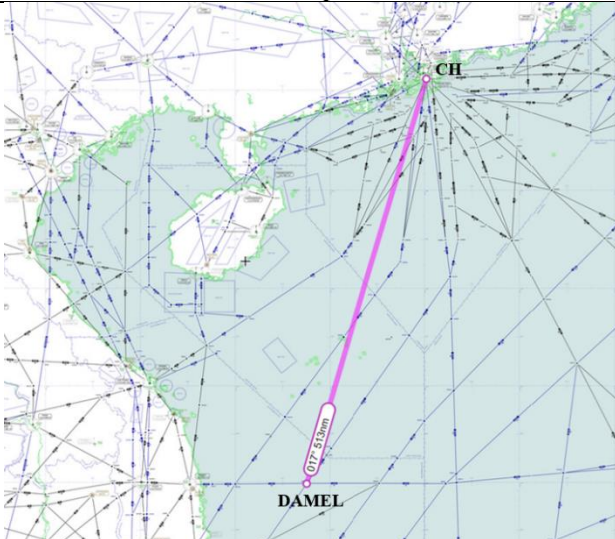


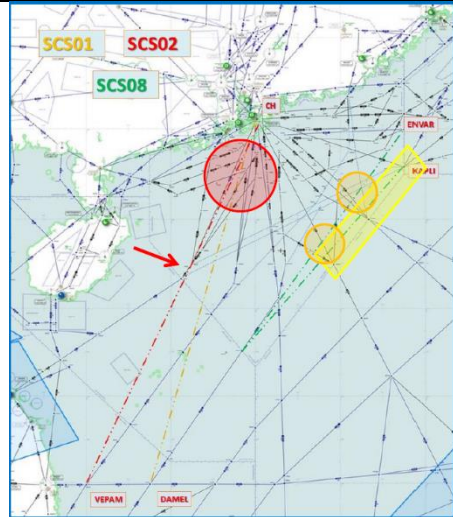


<b>ATS Route Name</b>	<b>BOB 02</b>
<b>State Priority</b>	
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (05/11/2021: ATM/SG/9)
<b>States/Administrations Involved</b>	India, Myanmar (Kolkata, Yangon FIRs)
<b>Route Description</b>	KAKID 203833N 0865951E – TEBOV 202504N 0915949E – Mandalay (MDY)
<b>Flight Level Band</b>	All suitable flight levels
<b>Benefit (fuel, environmental)</b>	Narrow body fleet: 50 NM / 6 minutes, 228 kg fuel, 750 kg CO <sub>2</sub> per flight, 83 tonnes fuel, 274 tonnes CO <sub>2</sub> annually Wide body fleet: 50 NM / 6 minutes, 450 kg fuel, 1.5 tonnes CO <sub>2</sub> per flight, 164 tonnes fuel, 548 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	About 110 flights per week Africa/South Asia – Far East, Southern India – East Coast of the United States
<b>Remarks:</b> The proposed route would not only provide efficient connection over Bay of Bengal, but it would also help in de-congesting ATS routes A791, B465, Q19 and Q20. At BOBTFRG/3: In order to conduct better assessment, India requested IATA to provide the analysis of the fleet equipage in ADS-C/CPDLC and PBCS.	 A map of the Bay of Bengal region showing a proposed flight route. The route is highlighted in pink and consists of three segments: KAKID to TEBOV, TEBOV to MDY, and KAKID to MDY. The map includes various geographical features, flight paths, and airport locations. The route is labeled with the flight numbers KAKID, TEBOV, and MDY.

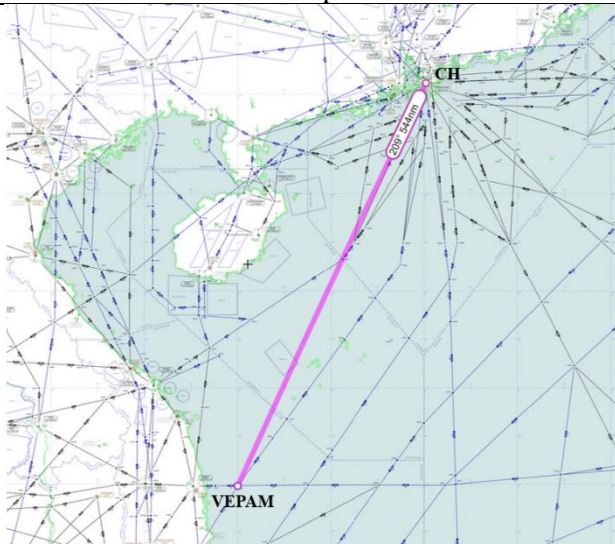
## **Chapter 2: Southeast Asia**

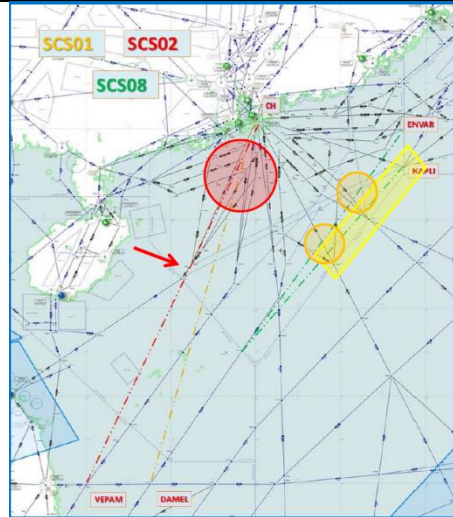
**(referred to SEACG for review)**

<b>ATS Route Name</b>	<b>SCS 01</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	Viet Nam, China, Hong Kong China (Ho Chi Minh, Sanya, Hong Kong FIRs)
<b>Route Description</b>	DAMEL 1358.7N 11130.6E – Cheung Chau (CH) 2213.2N 11401.8E
<b>Flight Level Band</b>	28,000 – 46,000 ft
<b>Benefit (fuel, environmental)</b>	23 NM / 4 minutes, 300 kg fuel per flight, 1,560 tonnes fuel, 4,914 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	CX, KA, MH, SQ More than 100 flights per week SIN – Pearl River Delta airports
<b>Remarks:</b> Proposed route shortening for M771 into the Pearl River Delta area. During SEACG/19 in WP09 Hong Kong China advised they had studied the proposal for track shortening and advised the proposed change would reduce capacity of A1/P901. It would also require an extensive change in the flight route system and ATC sectors in Hong Kong FIR. However, Hong Kong China would continue to study this proposal for the implementation of RNP4/2. At SEACG/26: Hong Kong China commented they would need to review the integration of this route proposal with its planned airspace enhancement projects. Update from Viet Nam on 22/07/2019: Viet Nam has no objection, subject to agreement from China and Hong Kong China. 23/10/2020: China commented the proposal was under consideration. 30/10/2020: Hong Kong China commented SCS 01 and SCS 02 were conflicting with each other (see the red circle in the figure below). The two routes would create additional conflict points in the most congested ATC sector and ATS route segment in the Hong Kong FIR (see the red circle and arrow in the figure below). Therefore, these two routes were not recommended.	



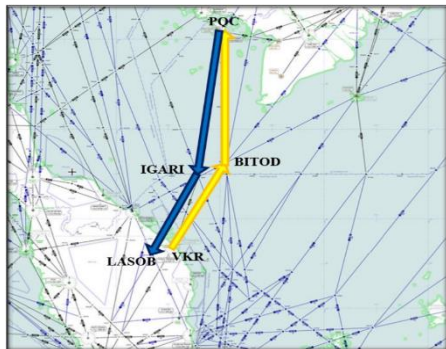

At ATMSG/8: IATA provided updates on IATA priority; implementation benefits; and operational information. 29/09/2021: China commented SCS 01 would create conflict with existing ATS routes A1, L642 and M771, and therefore not recommended for implementation. At ATM/SG/9: IATA provided update on the route operational information.

<b>ATS Route Name</b>	<b>SCS 02</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	Viet Nam, China, Hong Kong China (Ho Chi Minh, Sanya, Hong Kong FIRs)
<b>Route Description</b>	VEPAM 1358.0N 11000.0E – Cheung Chau (CH) 2213.2N 11401.8E
<b>Flight Level Band</b>	28,000 – 46,000 ft
<b>Benefit (Environmental)</b>	12 NM / 1 minutes, 200 kg fuel per flight, 2,080 tonnes fuel, 8,580 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	CX, KA, MH, SQ More than 200 flights per week SIN – Pearl River Delta airports
<b>Remarks:</b> Proposed route shortening for L642 out of the Pearl River Delta area. During SEACG/19 in WP09 Hong Kong China advised they had studied the proposal for track shortening and advised the proposed change would reduce capacity of A1/P901. It would also require an extensive change in the flight route system and ATC sectors in Hong Kong FIR. However Hong Kong, China would continue to study this proposal for the implementation of RNP4/2. At SEACG/26: Hong Kong China commented they would need to review the integration of this route proposal with its planned airspace enhancement projects. Update from Viet Nam on 22/07/2019: Viet Nam has no objection, subject to agreement from China and Hong Kong China. 23/10/2020: China commented the proposal was under consideration. 30/10/2020: Hong Kong China commented SCS 01 and SCS 02 were conflicting with each other (see the red circle in the figure below). The two routes would create additional conflict points in the most congested ATC sector and ATS route segment in the Hong Kong FIR (see the red circle and arrow in the figure below). Therefore, these two routes were not recommended.	



At ATMSG/8: IATA provided updates on implementation benefits; and operational information.  
29/09/2021: China commented SCS 02 would create conflict with existing ATS routes A1, L642 and M771, and therefore not recommended for implementation.  
At ATM/SG/9: IATA provided update on the route operational information.



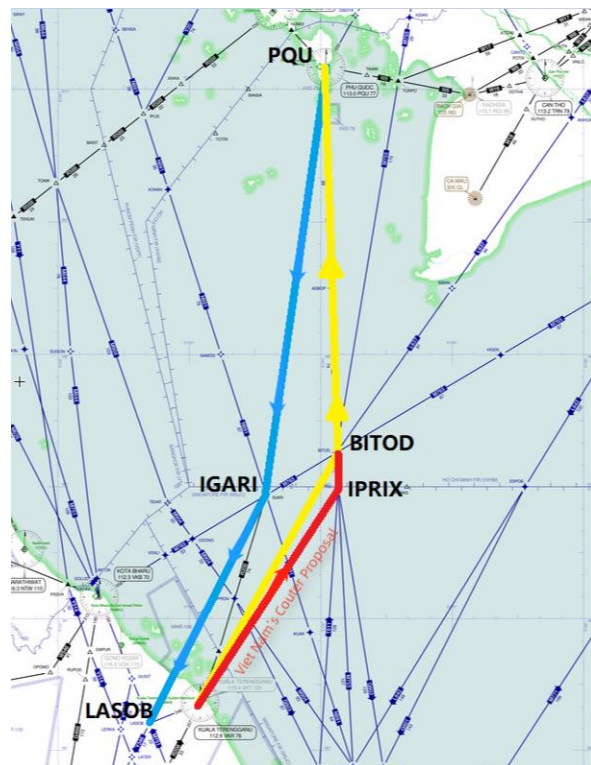
<b>ATS Route Name</b>	<b>SCS 11</b>
<b>State Priority</b>	<b>B</b>
<b>IATA Priority</b>	<b>LOW</b>
<b>Requested by (when)</b>	IATA (10/03/2015: SEACG/22)
<b>States/Administrations Involved</b>	Viet Nam, Singapore, Malaysia (Ho Chi Minh, Singapore, Kuala Lumpur FIRs)
<b>Route Description</b>	Kuala Terengganu (VKR) 0521.6N 10304.9E – BITOD 0715.4N 10407.1E
<b>Flight Level Band</b>	
<b>Benefit (fuel, environmental)</b>	6 NM / 0 minutes, 23 kg fuel per flight, 167 tonnes fuel, 527 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	MH, VN At least 20 flights per week KUL – HAN/PNH/SGN
<p><b>Remarks:</b> At SEACG/26: Malaysia, Singapore and Viet Nam had agreed in principle the feasibility of the route proposal. The States concerned would meet to further discuss the proposal in due time, and Malaysia agreed to become the lead coordinator. Update from Viet Nam on 22/07/2019: Viet Nam proposed the following route proposals for consideration by Malaysia and Singapore: Uni-directional eastbound route VKR – BITOD – PQC; and uni-directional westbound route PQC – IGARI – LASOB.</p>  <p>At ATMSG/7: Malaysia would lead the tripartite meeting, expected during the SCSTFRG/8 in September 2019. At ATMSG/8: This route proposal was under consideration by Viet Nam; and IATA provided updates on IATA priority, implementation benefits and operational information. 08/10/2021: Malaysia commented they would host the meeting between Malaysia, Singapore and Viet Nam in Q4 2021 or Q1 2022. 22/2/2022: the tripartite meeting btw Malaysia, Singapore and Viet Nam</p>	

was canceled and will be rescheduled to report the discussion outcome to SCSTFRG/10 meeting (scheduled 31/5 – 1/6 2022)

In the tripartite meeting in Sept 2022, Viet Nam proposed the following route proposals:  
unidirectional Eastbound: VKR-IPRIX-BITOD-PQU; and  
unidirectional Westbound: PQU-IGARI-LASOB.

Upon agreement by States concerned (Malaysia and Viet Nam), IATA proposed an extension from IPRIX to VIGEN to this proposal for smooth joining to M765 saving 5-6 NM for eastbound flights.


#### Counter-proposal by Viet Nam:

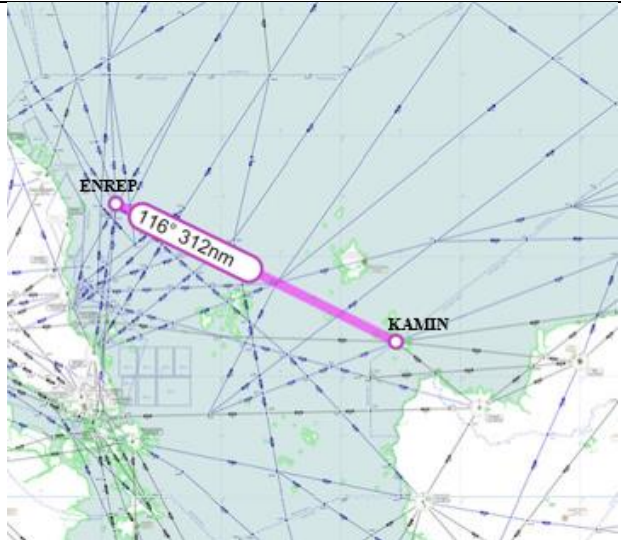


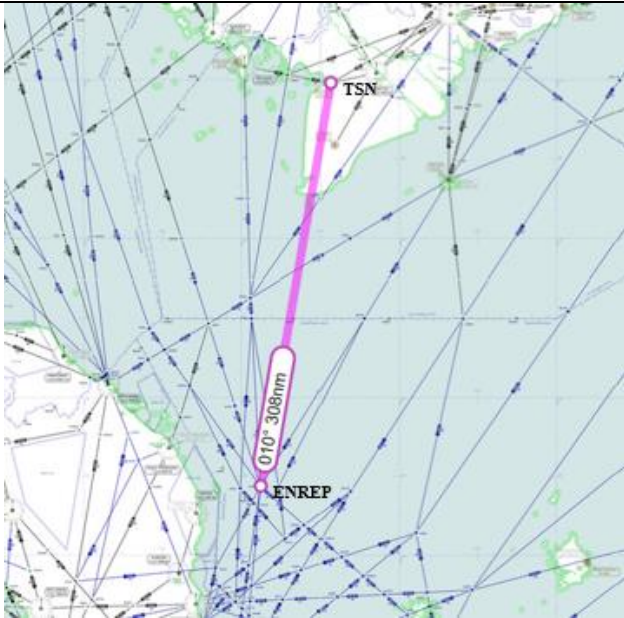
#### Suggested by IATA:




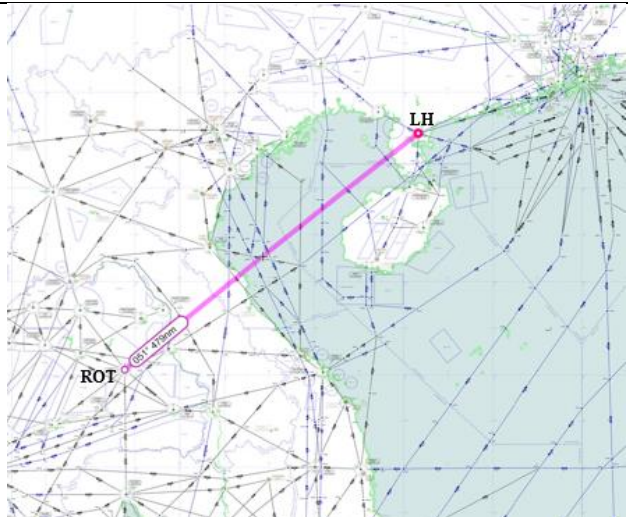


<b>ATS Route Name</b>	<b>SCS 14</b>
<b>State Priority</b>	<b>B</b>
<b>IATA Priority</b>	<b>LOW</b>
<b>Requested by (when)</b>	Malaysia (26/03/2018: SAIOACG/8 & SEACG/25)
<b>States/Administrations Involved</b>	Malaysia, Singapore (Kota Kinabalu, Singapore FIRs), Indonesia
<b>Route Description</b>	ENREP 045223.88N 1041442.00E – OLKIT 045012.12N 1115118.00E or ENREP 045223.88N 1041442.00E – TERIX 041520.88N 1093455.92E
<b>Flight Level Band</b>	At or below 29,000 ft
<b>Benefit</b> (fuel, environmental)	107 NM / 12 minutes, 365 kg fuel, 1,153 kg CO <sub>2</sub> per flight, 266,450 kg fuel, 841,982 kg CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	BKI – KBR
<b>Remarks:</b> Purpose is to circumnavigate major confluence of air traffic at VPK thus providing better efficiency for flight operating from/to KBR. Operation at 29,000 ft and below to avoid crossing traffic within the South China Sea airspace. At SEACG/26: Singapore commented implementation of this route would be possible with the implementation of space-based ADS-B in Singapore FIR, planned by end of 2019; and IATA would assign its priority after a comprehensive review of the Catalogue by its focus group. 15/05/2020: discussion on this route proposal would be conducted when the COVID-19 situation improved, and a face-to-face meeting could be conducted between Malaysia and Singapore. At ATMSG/8: Indonesia commented future discussion on this route proposal would require their involvements; and IATA assigned “ <b>LOW</b> ” priority and recommended for deletion. 16/09/2021: Singapore commented that, as the COVID-19 situation had not improved, the face-to-face meeting between the States involved had yet to materialise.	

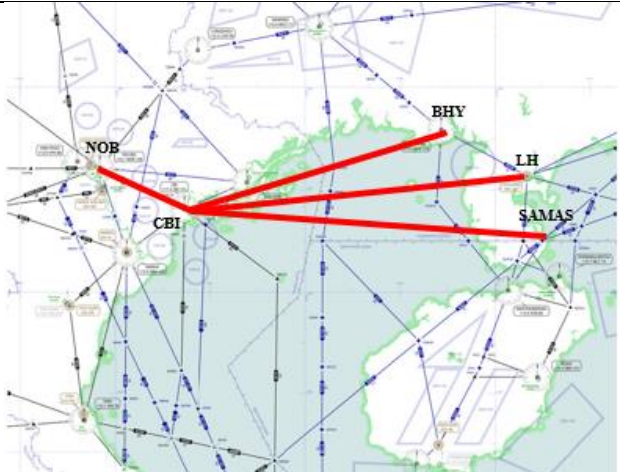
<b>ATS Route Name</b>	<b>SCS 15</b>
<b>State Priority</b>	<b>B</b>
<b>IATA Priority</b>	<b>LOW</b>
<b>Requested by (when)</b>	Malaysia (26/03/2018: SAIOACG/8 & SEACG/25)
<b>States/Administrations Involved</b>	Malaysia, Singapore (Kota Kinabalu, Singapore FIRs)
<b>Route Description</b>	ENREP 045223.88N 1041442.00E – KAMIN 023441.88N 1085536.12E
<b>Flight Level Band</b>	At or below 29,000 ft
<b>Benefit (fuel, environmental)</b>	107 NM / 12 minutes, 365 kg fuel, 1,153 kg CO <sub>2</sub> per flight, 266,450 kg fuel, 841,982 kg CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	KCH – KBR
<b>Remarks:</b> Purpose is to circumnavigate major confluence of air traffic at VPK thus providing better efficiency for flight operating from/to KBR. Operation at 29,000 ft and below to avoid crossing traffic within the South China Sea airspace. At SEACG/26: Singapore commented implementation of this route would be possible with the implementation of space-based ADS-B in Singapore FIR, planned by end of 2019; and IATA would assign its priority after a comprehensive review of the Catalogue by its focus group. 15/05/2020: discussion on this route proposal would be conducted when the COVID-19 situation improved, and a face-to-face meeting could be conducted between Malaysia and Singapore. At ATMSG/8: Indonesia commented future discussion on this route proposal would require their involvements; and IATA assigned “ <b>LOW</b> ” priority and recommended for deletion. 16/09/2021: Singapore commented that, as the COVID-19 situation had not improved, the face-to-face meeting between the States involved had yet to materialise.	

<b>ATS Route Name</b>	<b>SCS 16</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	<b>MEDIUM</b>
<b>Requested by (when)</b>	Viet Nam (01/04/2019: SEACG/26)
<b>States/Administrations Involved</b>	Singapore, Viet Nam (Singapore, Ho Chi Minh FIRs)
<b>Route Description</b>	Implementation of new uni-directional northbound ATS route: ENREP 045223.88N 1041442.00E – New Waypoint (FIR BDRY between Singapore and Ho Chi Minh) – Tan Son Nhat (TSN) 104859.20N 1063844.10E
<b>Flight Level Band</b>	
<b>Benefit</b> (fuel, environmental)	48 NM / 6 minutes, 252 kg fuel, 794 kg CO <sub>2</sub> per flight, 576,576 kg fuel, 1,816 tonnes CO <sub>2</sub> annually Reduction in Distance/Time/Fuel/CO <sub>2</sub> by 19NM/2MIN/600LBS/860KGS per flight with B744ERF for SIN/SGN portion on the basis of annual average wind conditions.
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	SIN – SGN
<p><b>Remarks:</b> Update from Viet Nam on 22/07/2019: Due to crossing routes, this route proposal would be possible subject to the enhancement of surveillance and ATFM capabilities in the concerned area. At ATMSG/8: Viet Nam commented this route proposal was under consideration; and IATA assigned “<b>MEDIUM</b>” priority.</p> <p>11/2/2022: Singapore commented the concerned area is fully covered by ADS-B to support the proposal and ready to discuss on the implementation.</p> <p>11/02/2022: Viet Nam commented they will continue to assess a necessity of this ATS/PBN route requirement adding ATS surveillance (SSR and ADS-B) capability has been enhanced by cooperation btw Viet Nam and Singapore, and new ATM automation/AFTM capability will be enhanced with a long-term plan</p>	

<b>ATS Route Name</b>	<b>SCS 18</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	<b>LOW</b>
<b>Requested by (when)</b>	Viet Nam (01/04/2019: SEACG/26)
<b>States/Administrations Involved</b>	Viet Nam, China, Hong Kong China (Ho Chi Minh, Sanya, Hong Kong FIRs)
<b>Route Description</b>	Phu Cat (PCA) 135726.00N 1090233.60E – IKELA 183942.00N 1121442.00E or Phu Cat (PCA) 135726.00N 1090233.60E – LENKO 172456.88N 1101800.00E
<b>Flight Level Band</b>	
<b>Benefit</b> (fuel, environmental)	52 NM / 5 minutes, 220 kg fuel per flight, 435 tonnes fuel, 1,370 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	KA, MH At least 30 flights per week KUL – SGN – East Asia
<b>Remarks:</b> At ATMSG/7: China proposed to concentrate on the implementation of parallel route to A1 (SCSTFRG Priority Area 1). This route proposal may not be needed, if the parallel route to A1 is implemented. 23/10/2020: No update (SCSTFRG/9 postponed to 2021). At ATMSG/8: IATA provided updates on IATA priority; implementation benefits; and operational information. At ATM/SG/9: No update (discussion on planned implementation of parallel route to A1 was still ongoing at the SCSTFRG meeting).	

<b>ATS Route Name</b>	<b>SEA 12</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	Thailand, Lao PDR, Viet Nam, China (Bangkok, Vientiane, Hanoi, Sanya, Guangzhou FIRs)
<b>Route Description</b>	Roiet (ROT) 1607.0N 10346.7E – Huguang (LH) 2107.9N 11020.2E
<b>Flight Level Band</b>	29,000 – 46,000 ft
<b>Benefit (fuel, environmental)</b>	14 NM / 2 minutes, 208 kg fuel, 655 kg CO <sub>2</sub> per flight, 1,731 tonnes fuel, 5,451 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	CX 160 flights per week JKT/KUL/PNH/SIN – HKG/SYX
<b>Remarks:</b> Provide parallel to the A202 route. At SEACG/26: Viet Nam proposed to concentrate on SCSTFRG Priority Area 1: parallel route to A1 proposal. This route proposal to be reviewed at a later stage. 23/10/2020: No update (SCSTFRG/9 postponed to 2021). At ATM/SG/9: No update (discussion on planned implementation of parallel route to A1 was still ongoing at the SCSTFRG meeting).	 A map of Southeast Asia showing the proposed SEA 12 route. The route is highlighted in pink, starting from Roiet (ROT) in Laos and ending at Huguang (LH) in China. The map includes various flight paths and geographical features of the region.



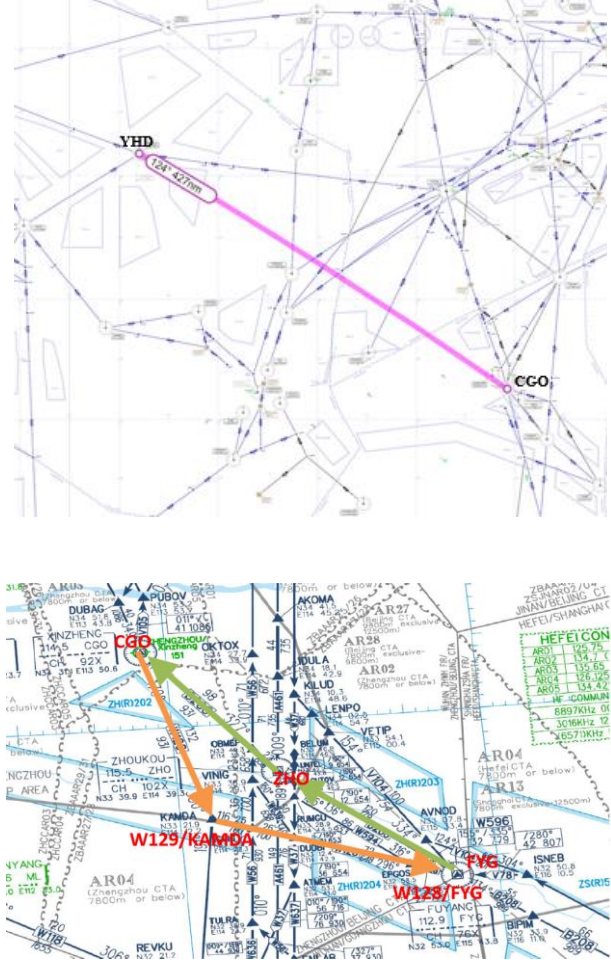
<b>ATS Route Name</b>	<b>VIET NAM 02</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	Viet Nam (01/09/2018)
<b>States/Administrations Involved</b>	Viet Nam, China (Hanoi, Sanya, Guangzhou FIRs)
<b>Route Description</b>	Noi Bai (NOB) 2112.8N 10550.1E – Cat Bi (CBI) 2049.1N 10642.5E – SAMAS 2030.3N 11029.7E or Noi Bai (NOB) 2112.8N 10550.1E – Cat Bi (CBI) 2049.1N 10642.5E – Huguang (LH) 2107.9N 11020.2E or Noi Bai (NOB) 2112.8N 10550.1E – Cat Bi (CBI) 2049.1N 10642.5E – Nankang (BHY) 2135.2N 10925.9E
<b>Flight Level Band</b>	28,000 – 46,000 ft
<b>Benefit (fuel, environmental)</b>	48 NM / 6 minutes, 252 kg fuel, 794 kg CO <sub>2</sub> per flight, 576,576 kg fuel, 1,816 tonnes CO <sub>2</sub> annually For ZGGG-VVNB with B789, Vietnam02 can reduce the flight distance by 73NM, reduce the flight time by 9 minutes, and save 700Kg of fuel.
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	CX 44 flights per week
<b>Remarks:</b> Because of small traffic demand and cost/benefit considerations, this route is impossible and cannot be implemented at present. Retain proposal for long-term planing (Viet Nam). Retention discussed at SEACG/22. At SEACG/26: China commented that this route proposal was very unlikely to be implemented, and recommended for this route proposal to be deleted from the Catalogue; and Viet Nam proposed alternate option: Noi Bai (NOB) 2112.8N 10550.1E – Cat Bi (CBI) 2049.1N 10642.5E – Nankang (BHY) 2135.2N 10925.9E to serve traffic between Ha Noi/Cat Bi/Van Don (new international airport in Viet Nam) and destinations in China and beyond. 23/10/2020: China commented the proposal was under consideration. At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue. 29/09/2021: China commented the proposal was still under consideration. 1/3/2022:IATA preferred this route proposal to be retained in the Catalogue. Despite currently low traffic due to the epidemic, as traffic	

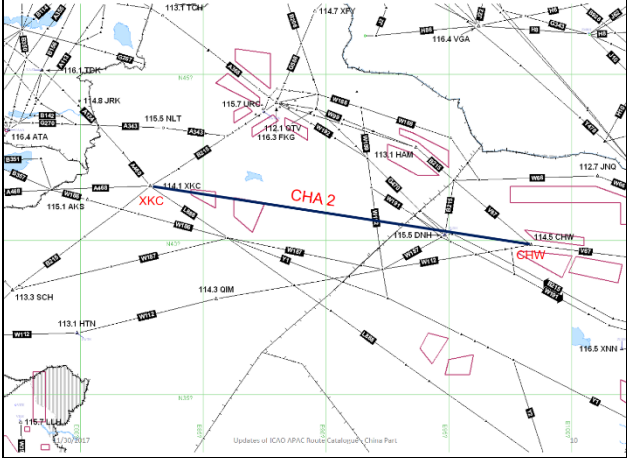
<p>returns this proposed route can give airlines more flight route options between China and Vietnam and beyond.</p> <p>3/3/2022: China proposed for deletion due to inconsistency with overall flight flow.</p>	
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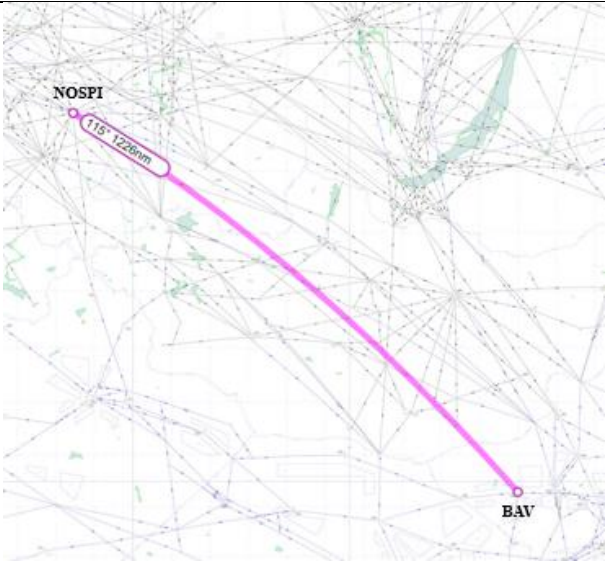
## **Chapter 3: East Asia**

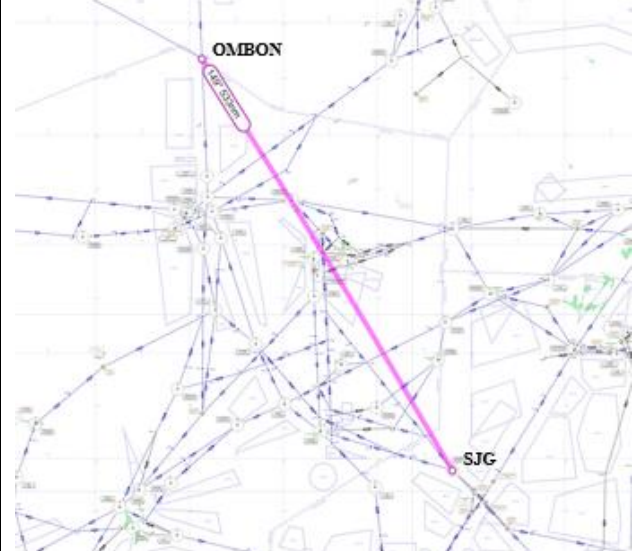
**(referred to: States or EATMCG as appropriate for review)**

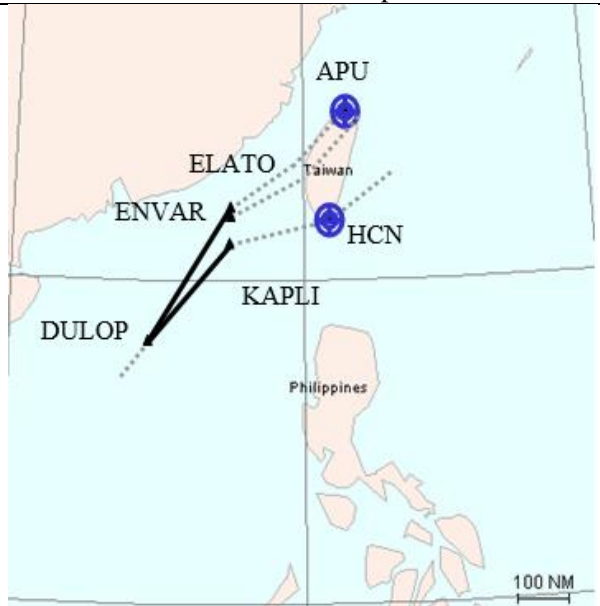


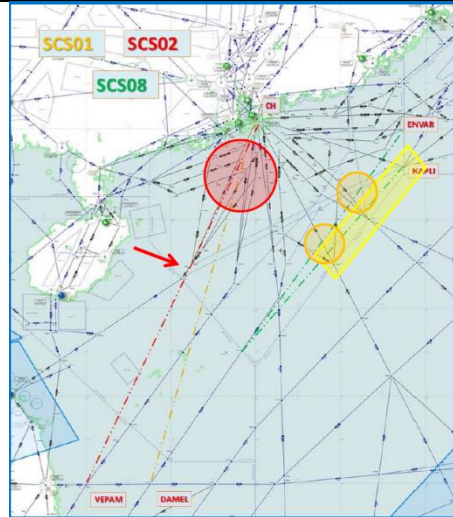
<b>ATS Route Name</b>	<b>CHA 01</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	China (Lanzhou, Beijing, Wuhan FIRs)
<b>Route Description</b>	Yinchuan (YHD) 3820.8N 10624.6E – Zhengzhou (CGO) N3431.1 E11350.6
<b>Flight Level Band</b>	8,400 – 15,000 meters
<b>Benefit (fuel, environmental)</b>	73 NM / 9 minutes, 26,645 kg fuel, 825,995 kg CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	Europe – Shanghai
<p><b>Remarks:</b> Original proposal: YHD – YAV – CGO – ZHO – SB/HFE. The route segment between CGO – ZHO – HFE has been implemented as part of ATS route B208 since 2008. Therefore, the route description was amended as YHD – CGO accordingly. <u>At ATMSG/7: China commented the proposed route would create numerous conflicts, and was not consistent with its planned route network.</u> 23/10/2020: China commented there was no progress on this proposal. At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue, and proposed the route segment between CGO – ZHO – HFE to be made available for eastbound too. In response to IATA’s proposal, China commented the following uni-directional routing systems had been implemented for flight planning:</p> <p>(a) eastbound: <u>HFE – FYG – ZHO – CGO.</u> (b) westbound: <u>CGO – W129/KAMDA – W128/FYG.</u> At SAIOACG/10 and SEACG/27: China proposed for deletion.</p> <p>3/3/2022: China commented how the current uni-directional routing system works in actual operation (see the Map provided by China) adding that it could reduce heavy traffic and conflict over ZHO.</p>	 <p>[Map provided by China]</p>

<b>ATS Route Name</b>	<b>CHA 02</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	China (Urumqi, Lanzhou FIRs)
<b>Route Description</b>	Qiuci (XKC) 4140.6N 08250.6E – Jiayuguan (CHW) 3951.3N 09821.0E
<b>Flight Level Band</b>	8,400 – 15,000 meters
<b>Benefit (fuel, environmental)</b>	93 NM / 12 minutes, 4,426 tonnes fuel, 1,372,202 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	63 flights per week Middle East/Pakistan – China/Japan/Korea
<b>Remarks:</b> China comment: there are existing routes between XKC and CHW. At ATMSG/7: China commented the proposed route was not possible for implementation, and proposed for deletion; and IATA would provide feedback after a comprehensive review of the Catalogue by its focus group, expected in March 2020. <u>23/10/2020: China proposed for deletion.</u> At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue.	

<b>ATS Route Name</b>	<b>CHA 12</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (29/08/2018)
<b>States/Administrations Involved</b>	Russia, Mongolia, China (Novosibirsk, Krasnoyarsk, Ulaanbatar, Beijing FIRs)
<b>Route Description</b>	NOSPI 534912.00N 0865248.00E – New Waypoint (FIR BDRY between Novosibirsk and Krasnoyarsk) – New Waypoint (FIR BDRY between Krasnoyarsk and Ulaanbatar) – New Waypoint (Entry/Exit Point: FIR BDRY between Ulaanbatar and Beijing) – Baotou (BAV)
<b>Flight Level Band</b>	28,000 – 46,000 ft
<b>Benefit</b> (fuel, environmental)	5 minutes, 6,090 tonnes fuel, 19,185 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	85 flights per week
<b>Remarks:</b> New route proposal replacing the previous from Weixian to Novokuznetsk. At ATMSG/7: China and Mongolia commented the proposed route was not possible for implementation; and IATA would provide feedback after a comprehensive review of the Catalogue by its focus group, expected in March 2020. <u>23/10/2020: China proposed for deletion.</u> At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue.	

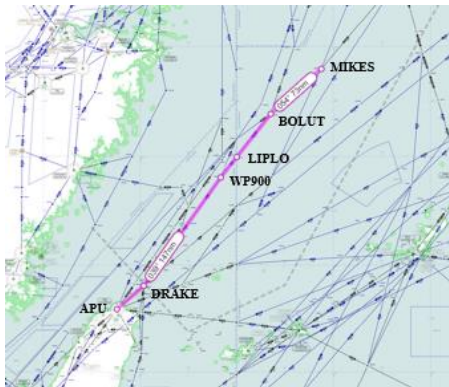
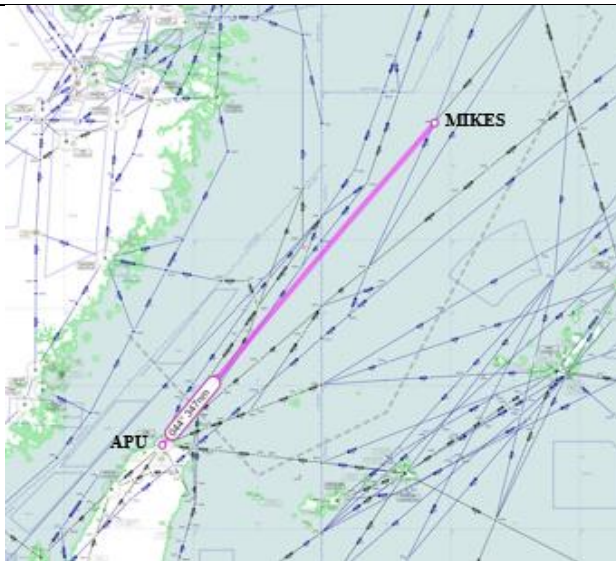
ATS Route Name	IATA 02
State Priority	<b>D</b>
IATA Priority	<b>HIGH</b>
Requested by (when)	IATA (01/09/2018)
States/Administrations Involved	China (Kunming, Guangzhou FIRs)
Route Description	OMBON 3321.4N 10416.3E – Sanjiang (SJG) 2546.6N 10936.6E
Flight Level Band	8,400 – 15,000 meters
Benefit (fuel, environmental)	14 minutes, 6,657 tones fuel, 20,636 tonnes CO <sub>2</sub> annually
Operational Information (potential airlines, flight frequency, potential city pairs)	56 flights per week Europe – Pearl River Delta airports
Remarks: China comments: There are existing routes between OMBON and RO. Direct route is impossible at present. <u>23/10/2020: China proposed for deletion.</u> At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue.	

<b>ATS Route Name</b>	<b>SCS 08</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	Hong Kong China, Taipei ACC (Hong Kong, Taipei FIRs)
<b>Route Description</b>	DULOP 1814.2N 11432.6E – ELATO 2220.0N 11730.0E – A1 or DULOP 1814.2N 11432.6E – ENVAR 2159.5N 11730.0E – M750 or DULOP 1814.2N 11432.6E – KAPLI 2110.0N 11730.0E – G86
<b>Flight Level Band</b>	28,000 – 46,000 ft
<b>Benefit (fuel, environmental)</b>	6 minutes, 850 kg fuel, 2,687 kg CO <sub>2</sub> per flight, 1,863 tonnes fuel, 5,868 tonnes CO <sub>2</sub> annually Note: Savings based on DULOP – ENVAR.
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	BR, CI At least 42 flights per week Southeast Asia – North Asia airports
<b>Remarks:</b> Supports traffic Northeast Asia – Southeast Asia. Potentially problematic as will impact South China Sea's traffic arrangements (IATA to review). During SEACG/19 in WP09, Hong Kong China advised they had studied the proposal for track shortening and advised that allowing flights to proceed from M771 DUMOL to ELATO/ENVAR/KAPLI will likely create a bottle neck at these points and result in flights not getting optimum levels or increase ground delay to departures from Hong Kong and Macao to East Asia. However, Hong Kong China would continue to study this proposal. Most preferred: DULOP – ENVAR. 30/10/2020: Hong Kong China commented these two routes are too close to the Hong Kong and Manila FIR boundary (see the yellow shaded areas in the figure below). New confliction points would be created and the distance/time available for traffic resolution is not sufficient. There are safety concerns and these proposed routes were not recommended. Therefore, the two routes are not recommended.	

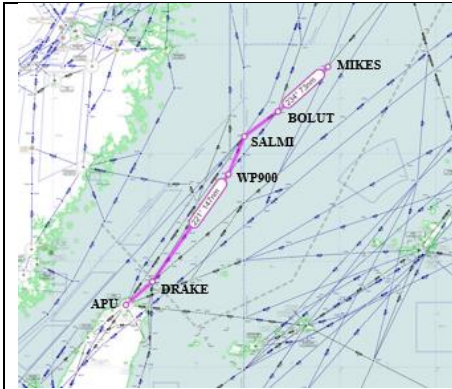


At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue.



<b>ATS Route Name</b>	<b>TPE 01</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (01/09/2018)
<b>States/Administrations Involved</b>	Taipei ACC, Japan (Taipei, Fukuoka FIRs)
<b>Route Description</b>	Anbu (APU) 2510.6N 12131.3E – New Waypoint (FIR BDRY between Taipei and Fukuoka) – MIKES 2935.2N 12544.9E
<b>Flight Level Band</b>	28,000 – 46,000 ft
<b>Benefit (fuel, environmental)</b>	16 NM / 2 minutes, 107 kg fuel, 337 kg CO <sub>2</sub> per flight, 1,168 tonnes fuel, 3,680 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	BR, CI 210 flights per week Southeast Asia/HKG/TPE – Fukuoka
<p><b>Remarks:</b> Supports traffic between APU and Japan. Update from Japan on 29/06/2019: Under consideration. 23/10/2020: Japan commented this proposal was under consideration. At ATMSG/8: IATA preferred this route proposal to be retained in the Catalogue. 16/09/2021: Based on information provided by the IFATCA, the proposed route TPE 01 partially overlaps ATS route Q11 and several other ATS routes that already existed in the area, and therefore it was not possible to implement a new route in Taipei FIR. Counter-proposal: Northbound traffic: APU – A1 – DRAKE – Q11 – WP900 – L4 – LIPLO – Y741 – BOLUT – MIKES.</p>  <p>Southbound traffic: MIKES – BOLUT – B576 – SALMI – Q11 – DRAKE – APU.</p>	





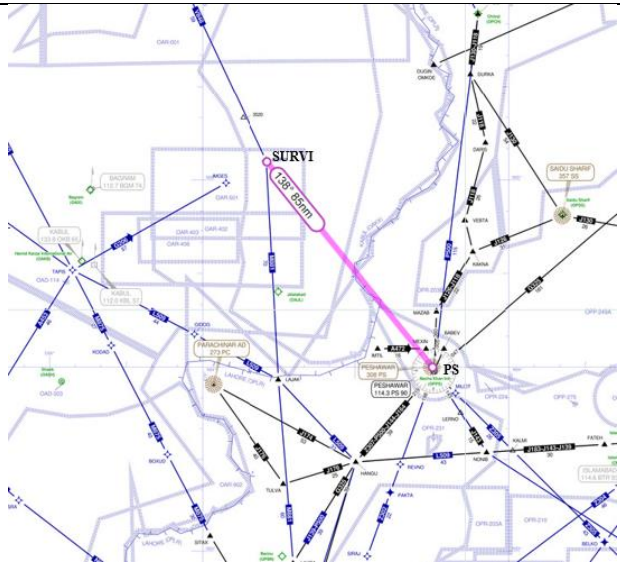
15/10/2021: Japan commented this proposal was still under consideration.

25/2/2022: Japan commented no progress at this stage, although this proposal is recognized as one of the business coordination projects by both Taipei and Fukuoka ACCs.

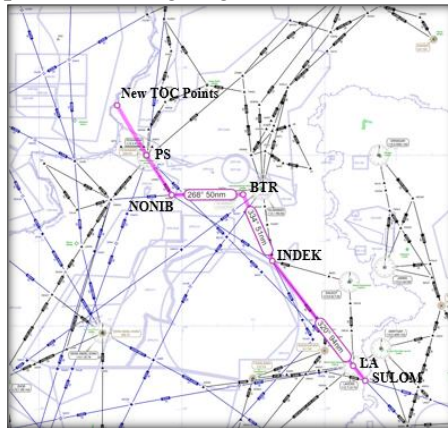
23/9/2022: IFATCA, the segment in the counter-proposal for both north and south already existing, the segment btw BOLUT and MIKES is subject to the Fukuoka FIR.

## **Chapter 4: Trans-Regional (South Asia)**

**(referred to: States or AIRARD TF as appropriate for  
review)**

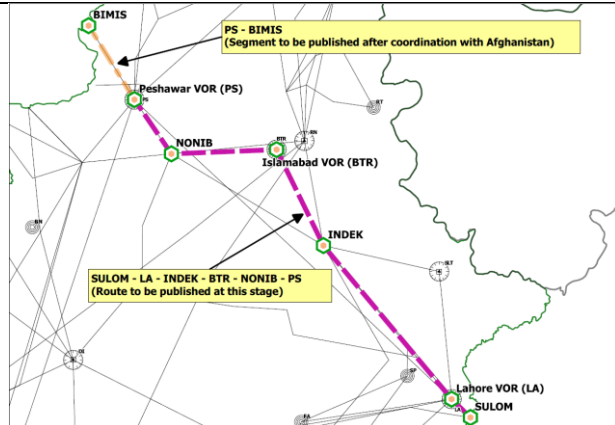
<b>ATS Route Name</b>	<b>AFG 01</b>
<b>State Priority</b>	<b>B</b>
<b>IATA Priority</b>	<b>MEDIUM</b>
<b>Requested by (when)</b>	Afghanistan (03/08/2019: AIRARD TF/4)
<b>States/Administrations Involved</b>	Pakistan, Afghanistan (Lahore, Kabul FIRs)
<b>Route Description</b>	Peshawar (PS) 335841.50N 0713100.90E – SURVI 350606.12N 0702512E
<b>Flight Level Band</b>	
<b>Benefit (fuel, environmental)</b>	32 NM / 4 minutes, 400 kg fuel per flight, 957 tonnes fuel, 3,014 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	AI, AY, TG About 46 flights per week (some operating during winter season only) HEL – BKK/SIN
<b>Remarks:</b> This is an alternative proposal to INDEK-BABEV-SURVI, which will shorten the flight distance. Original proposal: IMTIL – SURVI. At ATMSG/7: Pakistan counter-proposed for this route via SURVI – Peshawar (PS). Pakistan informed the meeting the proposed route between SURVI and PS had been submitted to the relevant authorities of Pakistan for approval. 17/08/2020: Pakistan informed this route proposal was still under consideration by the relevant authorities. At ATMSG/8: IATA assigned “ <b>MEDIUM</b> ” priority; implementation benefits; and operational information. IATA also proposed to review the time restrictions LAJAK-SULOM (1500-2359Z) to make proposal beneficial to more traffic. At SAIOACG/10 and SEACG/27: Pakistan informed this route proposal was still under consideration by the military authority. 15/09/2021: Pakistan informed that the military authorities of Pakistan had approved the following ATS route proposal (bi-directional), on the request of Tajikistan and Uzbekistan: SULOM – Lahore (LA) – INDEK – Islamabad (BTR) – NONIB – Peshawar (PS) – 343433N 0710533E (new TOC points between Afghanistan and Pakistan). The above route proposal was under approval process of Pakistan Federal Government and coordination process with Afghanistan and	

Tajikistan regarding further route connectivity in Afghanistan airspace and beyond from the new TOC points was ongoing.

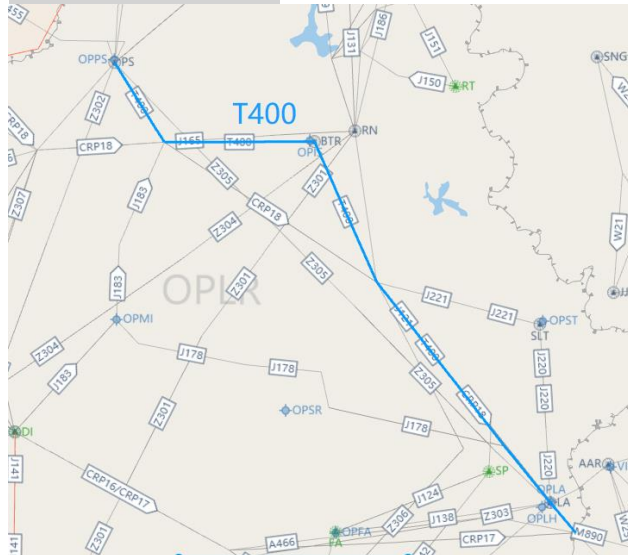


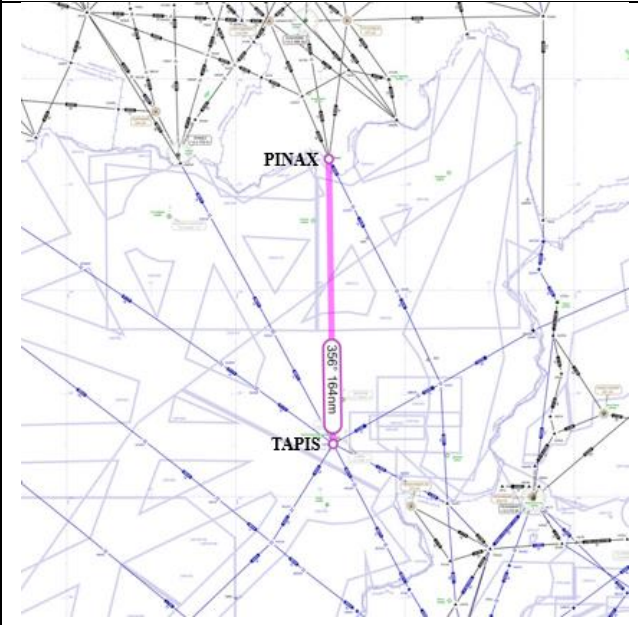
18/02/2022: Upon approval on a new RNAV bi-directional int. ATS route in Lahore FIR by the Federal Government of Pakistan, Pakistan requested a new RNAV Route designator to APAC RO awaiting the response from Afghanistan for further connectivity in Kabul FIR (the last segment from Peshawar VOR to PAK/AFGHAN new TCP BIMIS (Lahore FIR)), and saying a joint PfA will be processed

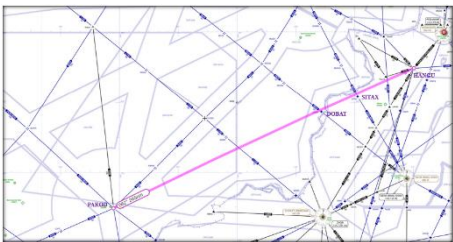
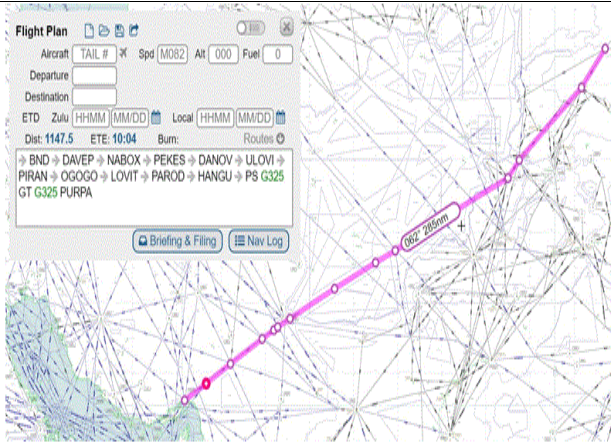
In April 2022, the segment in Lahore FIR, Pakistan was established: SULOM – Lahore VOR – INDEK – Islamabad VOR (BTR) – NONIB – Peshawar VOR as the domestic route T400. Further route connectivity in Afghanistan airspace and beyond from the new TOC points will be further discussed according to the situation in Afghanistan.



**SULOM – Lahore VOR – INDEK - Islamabad  
VOR (BTR) – NONIB – Peshawar VOR (PS)  
– BIMIS 343433N, 0710533E (Pak/Afghan new  
proposed TCP boundary waypoint), Vertical  
Limit FL300 – FL410**



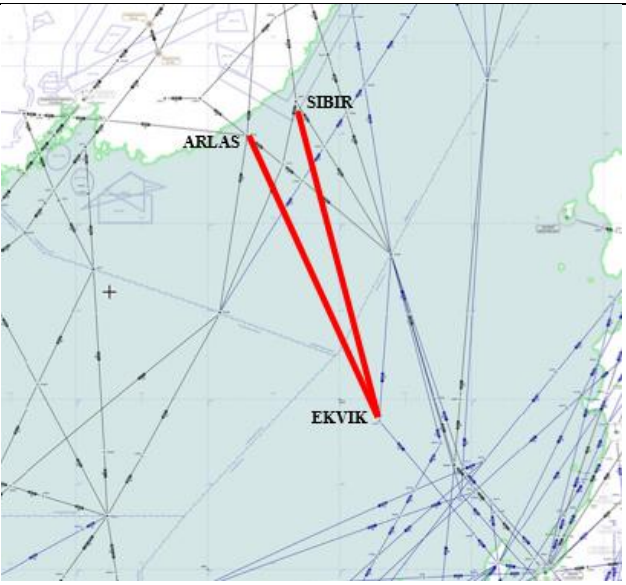
ATS Route Name	AFG 02
State Priority	C
IATA Priority	LOW
Requested by (when)	Tajikistan (03/08/2019: AIRARD TF/4)
States/Administrations Involved	Afghanistan, Tajikistan (Kabul, Dushanbe FIRs)
Route Description	TAPIS 343100.12N 0690900E – PINAX 371500N 0690600E
Flight Level Band	
Benefit (fuel, environmental)	
Operational Information (potential airlines, flight frequency, potential city pairs)	
<p><b>Remarks:</b> Afghanistan commented that waypoint TAPIS is a converging point for two congested routes, and would review this proposal. At ATMSG/8: IATA assigned “<b>LOW</b>” priority and recommended for deletion.</p> <p><i>Note: continuation of this proposal is 29.007 “TAPIS-PINAX-SORAM-TENRO” in RDGE Middle Asia ATS Route Catalogue.</i></p>	

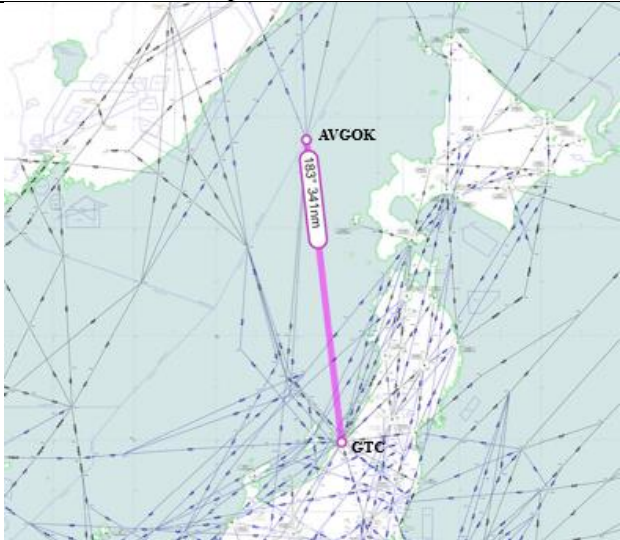
<b>ATS Route Name</b>	<b>MID 02 (a)</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	AIRARD TF/2 (04/05/2018)
<b>States/Administrations Involved</b>	Iran, Pakistan, Afghanistan (Tehran, Karachi, Kabul, Lahore FIRs)
<b>Route Description</b>	Bandar Abbas (BND) 2711.8N 05622.0E – DAVEP 2742.4N 05720.1E – NABOX 2816.5N 05826.0E – PEKES 2859.5N 05952.3E – DANOV 2914.7N 06023.9E – ULOVI 2919.8N 06034.5E – PIRAN 2934.1N 06108.1E – OGOGO 3024.9N 06309.1E – LOVIT 3109.1N 06500.4E – PAROD 3129.0N 06554.0E – A453 – HANGU 3329.1N 07100.3E – Peshawar (PS) 3358.7N 07131.0E – G325 – Gilgit (GT) 3555.2N 07420.1E – G325 – PURPA 3656.5N 07524.4E
<b>Flight Level Band</b>	
<b>Benefit (fuel, environmental)</b>	40 NM / 3 minutes, 600 kg fuel per flight, 1,342 tonnes fuel, 4,262 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	EK, EY, QR About 43 flights per week
<p><b>Remarks:</b> High Priority MID 02 (a) preferred over MID 02 (b) if only one route is chosen. 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.</p>  <p>Pakistan proposed for deletion. At ATMSG/8: IATA assigned “<b>HIGH</b>” priority; implementation benefits; and operational information. 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. At BOBTFRG/3: Pakistan re-affirmed that the proposed route was not feasible.</p>	

## **Chapter 5: Trans-Regional (East Asia)**

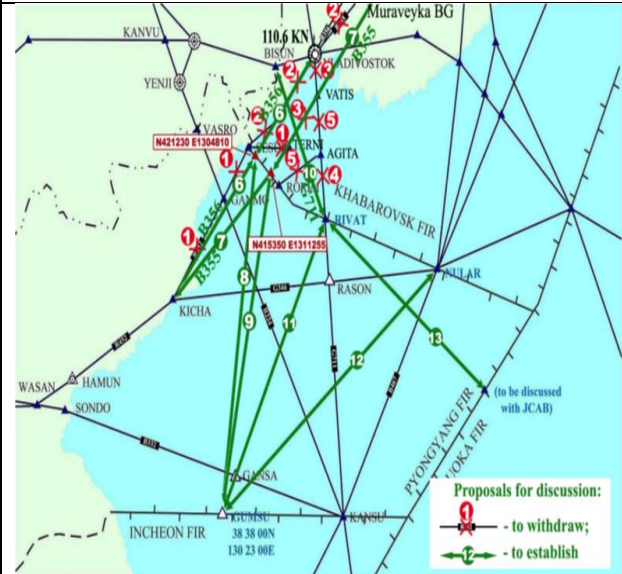
**(referred to: AIRARD/TF, RDGE or EATMCG as  
appropriate for review)**




ATS Route Name	FE0008 / RDGE 15.003 / APAC RUS 5
State Priority	C
IATA Priority	MEDIUM
Requested by (when)	Russia, IATA (01/09/2018)
States/Administrations Involved	Russia, Japan (Khabarovsk, Fukuoka FIRs)
Route Description	Implementation of two new bi-directional ATS routes: a. SIBIR 432154.00N 1352024.00E – New Waypoint (FIR BDRY between Khabarovsk and Fukuoka) – New EKVİK Waypoint b. ARLAS 425906.00N 1343553.88E– New Waypoint (FIR BDRY between Khabarovsk and Fukuoka) – New EKVİK Waypoint
Flight Level Band	
Benefit (fuel, environmental)	No fuel gain but could help to reduce ground delays for HND/KIXNRT operations to Europe.
Operational Information (potential airlines, flight frequency, potential city pairs)	AF, BA, KL, LH
Remarks: To improve north-south traffic flows between Khabarovsk FIR and Fukuoka FIR, Original SIBIR – LURED – EKVİK proposal will be changed due to new position of EKVİK further east as a result of the planned airspace structure change in Japan, when both new ATS routes will be implemented, the existing B451 ARLAS – LAKTA – LURED – IGROD will be withdrawn. Based on the results from the coordination meeting between the Russian Federation and Japan in February 2017, the implementation could not be progressed as Japan indicated that no further airspace changes for the Fukuoka FIR are acceptable before the 2020 timeframe (RDGE/27). Russian Federation: New waypoint needed 404751N 1361021E (FIR Boundary), coordination with Japan (Fukuoka FIR) required. Alternative bi-directional route to EN15. 23/10/2020: Japan commented no update. At ATMSG/8: IATA assigned “MEDIUM” priority and recommended for this route to be retained in the Catalogue. 15/10/2021: Japan commented no update.	

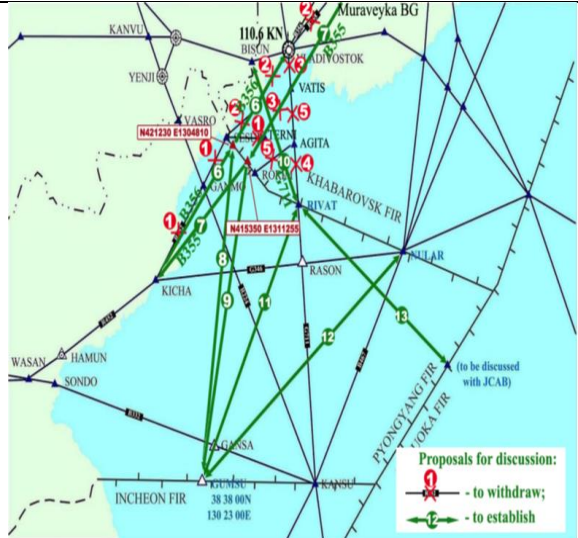


<b>ATS Route Name</b>	<b>FE0021 / RDGE 13.028 / APAC RUS 4</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	Russia, IATA (01/09/2018)
<b>States/Administrations Involved</b>	Russia, Japan (Khabarovsk, Fukuoka FIRs)
<b>Route Description</b>	Implementation of new bi-directional ATS route: AVGOK – Niigata (GTC) 375729.90N 1390653.60E
<b>Flight Level Band</b>	
<b>Benefit (fuel, environmental)</b>	20 NM / 4 minutes, 440 kg fuel per flight, 2,400 tonnes fuel, 7,550 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pair)	AF, AY, JL, KL, NH About 105 flights per week HND/NRT to Europe
<b>Remarks:</b> During a bilateral 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. The Russian Federation proposes the following coordinates (4336N and 13815E) for the AVGOK waypoint. Based on the results from the coordination meeting between the Russian Federation and Japan in February 2017, the implementation of the bi-directional ATS Route AVGOK – GTC requires further studies due to the involved military area. RDGE/27 meeting in 2017: could become a conditional route. Further discussion with Japan is required through the ICAO APAC Office. To reduce route distance of 13NM as compared to current routing AVGOK – KADBO – GTC. 23/10/2020: Japan commented no update. At ATMSG/8: IATA assigned “ <b>HIGH</b> ” priority and recommended for this route to be retained in the Catalogue. 15/10/2021: Japan commented no update.	

<b>ATS Route Name</b>	<b>FE0049 / RDGE 20.010</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK (Khabarovsk, Pyongyang FIRs)
<b>Route Description</b>	Implementation of new uni-directional eastbound ATS route: KICHA 404103N 1291140E – ADNUR 421230N 1304810E – Vladivostok (KN) 432303N 1320708E
<b>Flight Level Band</b>	17,000 – 53,000 ft
<b>Benefit</b> (fuel, environmental)	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Planned implementation date as part of project in 2015. Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 6)	

<b>ATS Route Name</b>	<b>FE0050 / RDGE 20.011</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK (Khabarovsk, Pyongyang FIRs)
<b>Route Description</b>	Implementation of new uni-directional westbound ATS route for B355: Muraveyka (BG) 435303N 1331511E – VATIS 425143N 1320851E – TERNI 422213N 1314003E – BUMEP 415350N 1311255E – KICHA 404106N 1291140E
<b>Flight Level Band</b>	18,000 – 51,000 ft
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Planned implementation date as part of project in 2015. Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 7).	

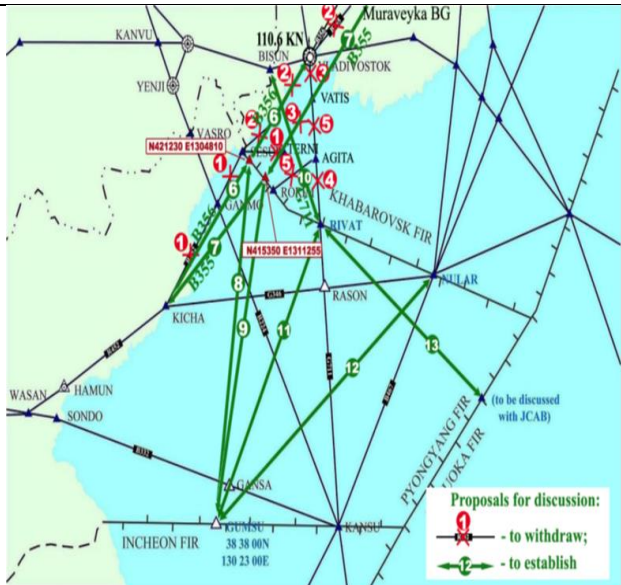
<b>ATS Route Name</b>	<b>FE0051 / RDGE 20.012</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK (Khabarovsk, Pyongyang FIRs)
<b>Route Description</b>	Implementation of new uni-directional eastbound ATS route segment: MESOV 383800N 1302300E – ADNUR 421230N 1304810E
<b>Flight Level Band</b>	29,000 – 53,000 ft
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Planned implementation date as part of project in 2015. Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 8). Implementation has not progressed as the connection/continuation of this ATS route (implemented ATS routes end at FIR border over High Seas) into Incheon FIR still missing. No information was received from DPRK and South Korea (ROK) via the ICAO APAC Office. Implementation could not be progressed as no information from DPRK at RDGE/28.	




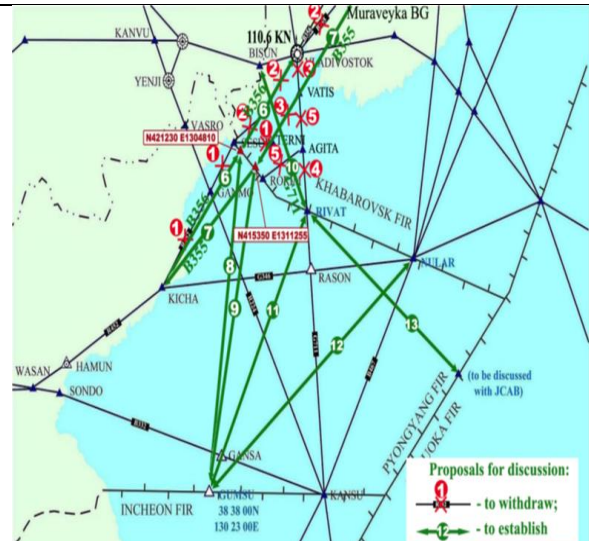
<b>ATS Route Name</b>	<b>FE0052 / RDGE 20.013</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK (Khabarovsk, Pyongyang FIRs)
<b>Route Description</b>	BUMEP 415350N 1311255E – MESOV 383800N 1302300E
<b>Flight Level Band</b>	28,000 – 51,000 ft
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 9). Implementation has not progressed as the connection/continuation of this ATS route (implemented ATS routes end at FIR border over High Seas) into Incheon FIR still missing. No information was received from South Korea (ROK) via the ICAO APAC Office. Implementation could not be progressed as no information from DPRK at RDGE/28.	 <p>Proposals for discussion:   - to withdraw;   - to establish</p>

<b>ATS Route Name</b>	<b>FE0053 / RDGE 20.014</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK (Khabarovsk, Pyongyang FIRs)
<b>Route Description</b>	New G711 BISUN 431400N 1311148E – TERNI 422213N 1314003E – RIVAT 412900N 1321600E
<b>Flight Level Band</b>	21,000 – 53,000 ft
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 10). <i>Note: to verify has this route been implemented as G705?</i>	<p>Proposals for discussion:   - to withdraw;   - to establish</p>



<b>ATS Route Name</b>	<b>FE0054 / RDGE 20.015</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK (Khabarovsk, Pyongyang FIRs)
<b>Route Description</b>	Implementation of new bi-directional ATS route: RIVAT 412900N 1321600E – MESOV 383800N 1302300E
<b>Flight Level Band</b>	21,000 – 53,000 ft
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 11). Planned implementation date 11 December 2014. <i>Note: to verify has this route been implemented as N513?</i>	

<b>ATS Route Name</b>	<b>FE0055 / RDGE 20.016</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK (Khabarovsk, Pyongyang FIRs)
<b>Route Description</b>	Implementation of new bi-directional ATS route: NULAR 405912N 1341100E – MESOV 383800N 1302300E
<b>Flight Level Band</b>	28,000 – 53,000 ft
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 12). Planned implementation date 11 December 2014. <i>Note: to verify has this route been implemented as L771?</i>	

<b>ATS Route Name</b>	<b>FE0056 / RDGE 20.017</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	
<b>Requested by (when)</b>	DPRK, Russia (01/09/2018)
<b>States/Administrations Involved</b>	Russia, DPRK, Japan (Khabarovsk, Pyongyang, Fukuoka FIRs)
<b>Route Description</b>	Implementation of new bi-directional ATS route segment: RIVAT 412900N 1321600E – New Waypoint (FIR BDRY between Pyongyang and Fukuoka)
<b>Flight Level Band</b>	
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	
<b>Remarks:</b> Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 13), for further discussion with JCAB, Japan. Planned implementation date as part of project in 2015. Implementation could not be progressed as no information from China at RDGE/28.	 <p>Proposals for discussion:</p> <ul style="list-style-type: none"> <li>1-12 - to withdraw;</li> <li>1-12 - to establish</li> </ul>

## **Chapter 6: Pacific**

**(referred to: IPACG, ISPACG as appropriate for review)**

<b>ATS Route Name</b>	<b>WPC 01</b>
<b>State Priority</b>	<b>D</b>
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (30/07/2018)
<b>States/Administrations Involved</b>	Papua New Guinea, Indonesia, USA, Philippines, Japan, Taipei ACC (Port Moresby, Ujung Pandang, Oakland Oceanic, Manila, Fukuoka, Taipei FIR)
<b>Route Description</b>	Port Moresby (PY) 0927.2S 14712.9E – Vanimo (VNO) 0240.7S 14118.2E – Koror (ROR) 0722.1N 13433.0E – ENDAX 1415.0N 13000.0E – BISIG 2027.0N 12500.0E – TINHO 2421.2N 12201.7E
<b>Flight Level Band</b>	FL250 – FL430
<b>Benefit (fuel, environmental)</b>	163 NM / 15 minutes, 1,604 kg fuel, 5,053 kg CO <sub>2</sub> , 5,000 tonnes fuel, 15,700 tonnes CO <sub>2</sub> annually
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	60 flights per week Taipei and beyond – Australia, New Zealand, and Papua New Guinea
<b>Remarks:</b> BISIG replaces the waypoint that was published in the ICAO route catalogue as that waypoint no longer exists. May also be useable as an offload route for flights between Manila and Australasia. 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. 16/09/2021: Based on information provided by the IFATCA, implementation of this proposed route in Taipei FIR was not possible because it would cross ATS routes G581 and Q13, and traverse restricted area RCR 17. Proposed for deletion. 15/10/2021: Japan commented this route proposal was still under consideration. 25/2/2022: Japan commented no discussion, but if necessary it would be put on the agenda at future meeting. 23/9/2022: IFATCA, this proposal requires further coordination with the military.	