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International Civil Aviation Organization

The Second Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/2)

Bangkok, Thailand, 20 – 24 March 2023

## Agenda Item 5: ATS Route Development

### DEVELOPMENT OF VPH-ROT ROUTE

(Presented by Thailand)

#### SUMMARY

This paper presents the ATS route development connecting *Vin Phuc* (VPH) and *Roi Et* (ROT) to serve traffic overflying Hanoi and Vientiane FIRs into Bangkok and Phnom Penh FIRs. The proposal, initially proposed in 2017 at the Mekong ATM Coordination Group (MK-ATM/CG), is still being assessed by relevant States. To enable the progress of this proposal, this paper seeks input from relevant States and invites a discussion on the implementation plan.

## 1. INTRODUCTION

1.1 During the 6<sup>th</sup> Mekong ATM Coordination Group Meeting (MK-ATM/CG/6) in August 2017, a proposal had been presented by Thailand on the development of a PBN route connecting Hanoi (northern Viet Nam) and Roi Et (northeastern Thailand) to serve the traffic on R474 overflying Hanoi and Vientiane FIRs into Bangkok FIR. This route was proposed as Conditional Route (CDR) to promote international CDR arrangement among the Mekong states. Discussions on this development had been ongoing between states involved.

1.2 This paper discusses the proposal and seeks input from the meeting on the way forward to enable its implementation.

## 2. DISCUSSION

### History of the Project

2.1 A development of an RNAV2 ATS route connecting *Noi Bai* (NOB) in the north of Viet Nam and *Roi Et* (ROT) in the northeast of Thailand had been proposed by Thailand during the 6<sup>th</sup> Mekong ATM Coordination Group Meeting (MK-ATM/CG/6) in August 2017 (see **Figure 1**). The proposed route was designed to serve overflight traffic from Guangzhou FIR and beyond on the ATS route R474 into Bangkok FIR, allowing the flights to connect with B460 or R345 – Y13 into Bangkok with shorter track miles.



Figure 1 - Initial Proposal for ROT - NOB Route

2.2 Subsequently, during the 8<sup>th</sup> Mekong ATM Coordination Group Meeting (MK-ATM/CG/8) in November 2019, Vietnam Airlines proposed a slight amendment to Thailand’s proposal, suggesting a route connecting Vinh Phuc (VPH) and Roi Et (see **Figure 1**). In addition to serving traffic into Bangkok, this new route can also be used to serve traffic between Hanoi (Viet Nam) and Siem Reap (Cambodia); a sector that – at the time – Vietnam Airlines operated 42 flights per week. An analysis by Vietnam Airlines showed a saving of 12 minutes and 750 kilograms of fuel per flight.

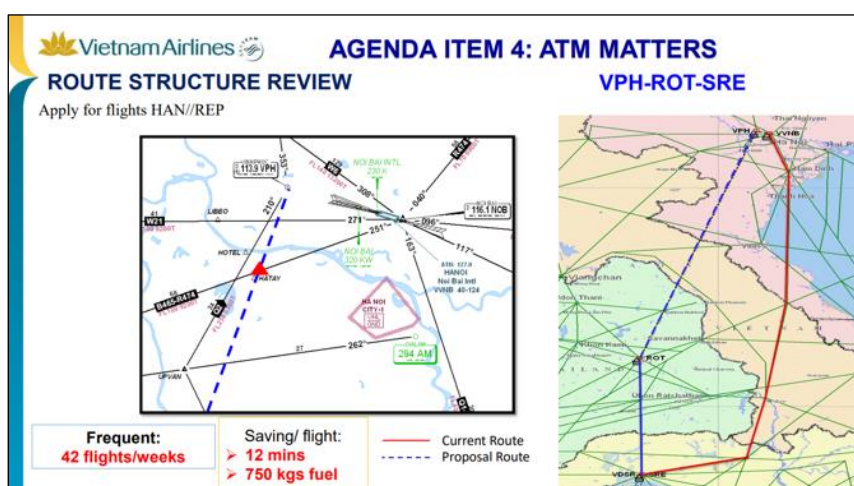


Figure 2 - Vietnam Airlines' Proposal on VPH-ROT-SRE during MK-ATM/CG/8

2.3 As an action item from MK-ATM/CG/8, Lao PDR, Thailand, and Viet Nam were tasked with conducting a feasibility study of the proposal.

2.4 During the 9<sup>th</sup> Mekong ATM Coordination Group Meeting (MK-ATM/CG/9) in September 2022, Thailand informed the meeting that the route proposal was approved by Thailand’s Civil-Military ATM Cooperation (CMAC) panel and Royal Thai Air Force, the portion of the route

within Bangkok FIR can be implemented as an RNAV2 *Conditional Route (CDR)* as it would cross over danger area VT-D64. The route would be designated a *CDR1* during certain periods and a *CDR2* during other periods in accordance with the *Flexible Use of Airspace (FUA)* concept (see **Figure 3**).

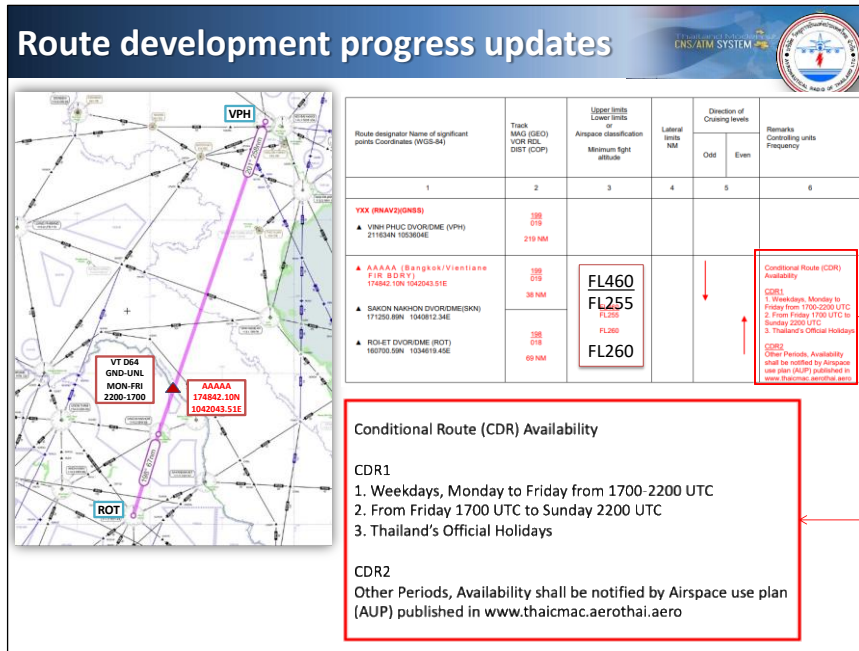


Figure 3 - CDR Designation for VPH-ROT in Bangkok FIR

2.5 At MK-ATM/CG/9, Thailand also presented a draft implementation plan that would enable the route to be used from November 2023 onward, even though the plan would hinge upon effective and timely collaboration among relevant States, namely Thailand, Lao PDR, and Viet Nam.

2.6 Recognizing the benefits of the route proposal, during MK-ATM/CG/9, IATA supported the development of the route and Lao PDR principally agreed to it. The 3 relevant States were then tasked with continuing the feasibility study and coordination to enable a realization of the proposal.

2.7 As it has been several years since the initial proposal was presented, and as the route proposal has been proven beneficial and has garnered support from the airspace users, Thailand would like to encourage a strong collaboration among relevant States to progress this proposal. The meeting is also welcomed to provide further input and suggestions to ensure the route is truly beneficial for all stakeholders when implemented.

2.8 This Route proposal within the ATS Route Template for consideration by *Asia Pacific ATS Route Catalogue* is in the **Attachment**.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper,
- b) provide input on the VPH-ROT route proposal,
- c) consider a collaborative implementation effort of the proposal, and
- d) discuss any relevant matters as appropriate.

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<b>ATS Route Name</b>	<b>MEKONG XX</b>
<b>State Priority</b>	<b>B</b>
<b>IATA Priority</b>	MEDIUM
<b>Requested by (when)</b>	Thailand /Vietnam (21/3/2023)
<b>States/Administrations Involved</b>	Thailand, Lao PDR, Vietnam (Bangkok, Vientiane, Hanoi)
<b>Route Description</b>	VINH PHUC (VPH) 211634N 1053604E – Bangkok/Vientiane FIR BDRY 174842.10N 1042043.51E - SAKON NAKHON (SKN) 171250.89N 1040812.34E – ROT-ET (ROT) 160700.59N 1034619.45E
<b>Flight Level Band</b>	
<b>Benefit</b> (fuel, environmental)	Potential to save 12 minutes and 750 kilograms of fuel per flight (VVNB – VDSR)
<b>Operational Information</b> (potential airlines, flight frequency)	Allow flights from Guangzhou FIR and beyond on the ATS route R474 to fly shorter distance into Bangkok FIR/VTBS/VDSR
<b>Remarks:</b> This route was proposed as Conditional Route (CDR) to promote international CDR arrangement among the Mekong states. The route availability will be subject to civil-military coordination in pre-tactical and tactical level.	