



ICAO

International Civil Aviation Organization

The Third Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/3)

Bangkok, Thailand, 16 – 19 April 2024

Agenda Item 5: ATS Route Development

New Route Proposals – Pakistan and Afghanistan (Presented by IATA)

SUMMARY

This paper presents IATA's new Route proposals to make air traffic flow between South Asia and Europe more efficient.

1. INTRODUCTION

1.1 The air traffic flow between South Asia and Europe faces efficiency challenges owing to the scarcity of airways traversing the Hindukush Mountain range. This paper introduces new route proposals intended for inclusion in the ICAO Asia Pacific Route catalogue that aim to optimise flight paths, yielding tangible benefits such as reduced flight time, fuel usage, and CO₂ emissions. Additionally, it has the potential to enhance Safety and reduce congestion in the airspace.

2. DISCUSSION

New Route Proposals:

2.1 **PAK 01:** Based on input from airlines, IATA conducted a comprehensive analysis of the proposed airway within Lahore FIR; details below:

2.1.1 Present Route: SULOM L509 INDEK T400 PS P500 MOTMO (393NM)

2.1.2 Proposed Route:

- Option 1) SULOM L509 INDEK J121 RN J130 KASMA DCT MOTMO (345NM): Airways already established from SULOM up to KASAM there onwards by establishing direct (DCT) to MOTMO (Bi-directional); this will be 48NM shorter than the present route.
- Option 2) SULOM L509 INDEK T400 BTR(Islamabad) DCT MOTMO (344NM) Airways are already established from SULOM up to BTR; the only requirement is extending connectivity between BTR and MOTMO (Bi-directional); this will be 49 NM shorter than the present route.

2.1.3 This proposed air route, primarily catering to long-haul wide-body flights, not only promises reductions in CO₂ emissions but also enhances safety. By optimizing emergency diversion routes, especially over the Hindukush high terrain, it helps in minimizing critical passenger oxygen requirements in the event of rapid depressurization. Further details are in the Route proposal Template in Annexure A.

- 2.2 AFG 03: In acknowledgement of ICAO's ongoing efforts to facilitate the reopening of Afghanistan's airspace for flight operations; in this regard, IATA requests to explore the feasibility of establishing a new airway through Kabul (OAKX) FIR. This proposed route would connect Peshawar (PS) in Lahore FIR (OPLA) – BIMIS (FIR Crossing – OPLA – OAKX) with waypoint LIVDI as well as NITNI in Dushanbe FIR (UTDD) through a new FIR Crossing point 370841N 0692043E between OAKX – UTDD, overflying Kabul (OAKX) FIR.
- 2.2.1 The proposed route has the potential to deliver significant benefits, potentially saving 71 NM compared to the present route over SITAX / 41 NM with respect to the present route over LAJAK.
- 2.2.2 Primarily intended for long-haul wide-body Ultra Long Range (ULR) flights between South Asia and Europe, this new route not only promises environmental advantages but also aligns with the BOBCAT Tactical ATFM efforts. By offering an additional FIR crossing between Pakistan and Afghanistan, upon the reopening of Afghanistan's airspace, it could mitigate congestion at (OPLA-OAKX) FIR crossing points SITAX and LAJAK. Further details are in the Route proposal Template in Annexure A,
- 2.3 Figure 1 below Illustrates the proposed routes in Red marking along with present routes in pink marking.

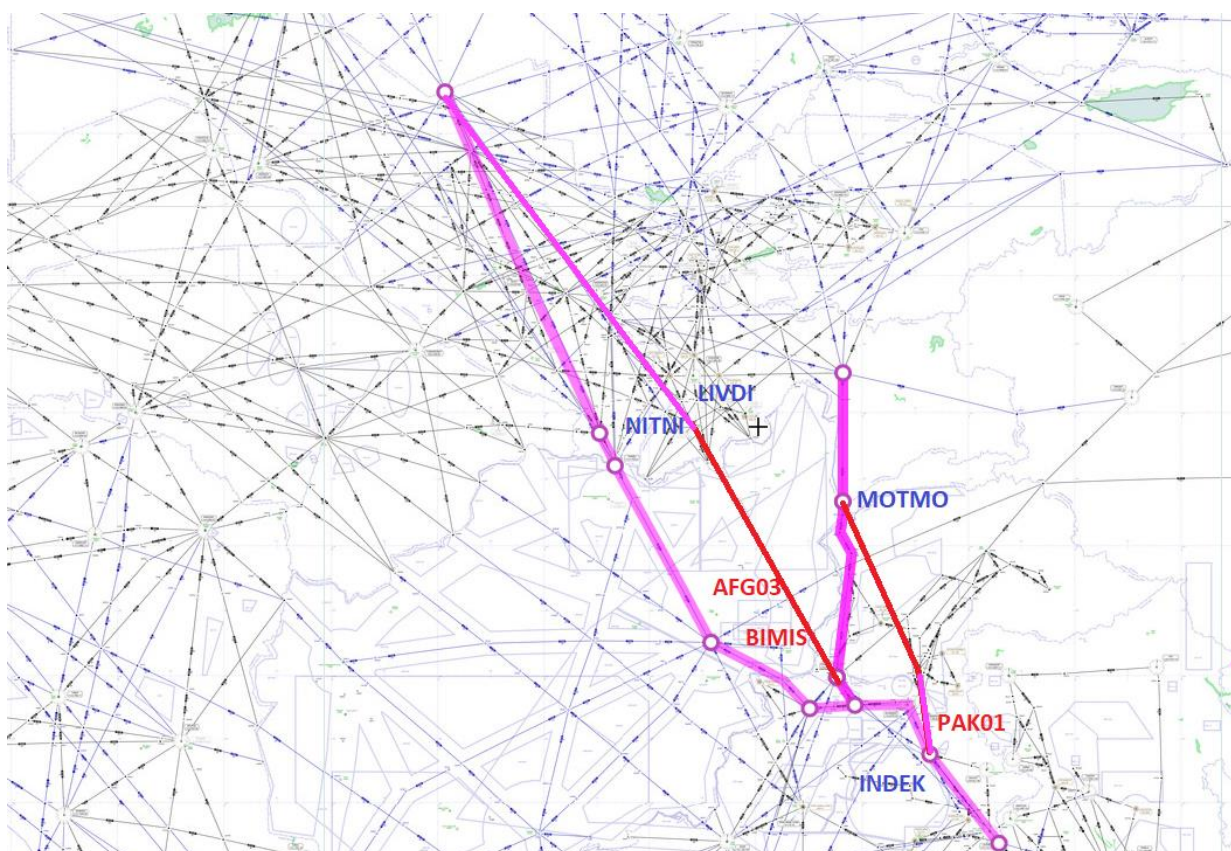


Figure - 1

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

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

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