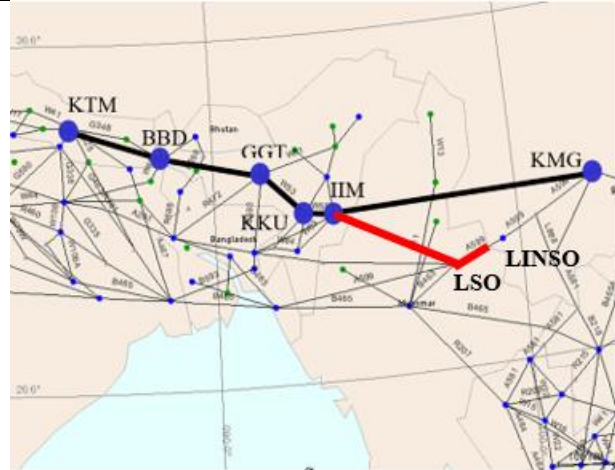


## **Chapter 1: South Asia**

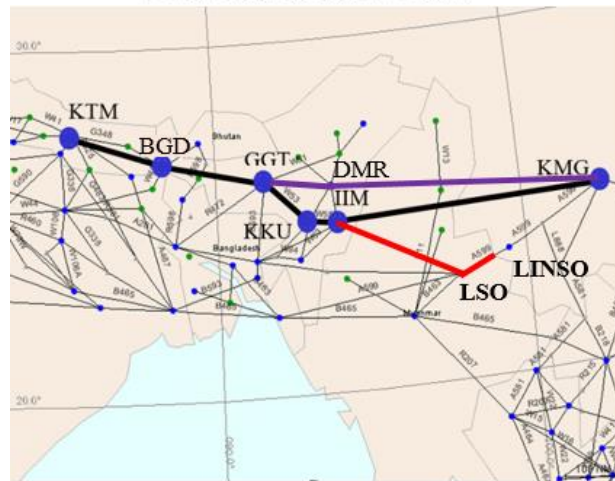
**(referred to: SAIOACG, BOBASIO, ASIOACG as appropriate  
for review)**

<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 before pursuing the proposal; and Bangladesh suggested IATA to consider: Kathmandu (KTM) – Saidpur (SDP) – Silchar (KKU) – Imphal (IIM) – Kunming (KMG).  
27/1/2022: Nepal is having in-house discussion and consultation with different stakeholders and planning to coordinate with the affected States soon.  
1/3/2022: IATA may request that China explores possibility in near future of



Counter-proposal by China



Counter-proposal by China  
Suggested by IATA

opening up additional entry/exit as this has direct savings to flights from Nepal and China.  
 3/3/2022: China commented there is no status update.  
 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.  
 BOBTFRG/4: Noting that with the upgradation of Bangladesh’s CNS/ATM system, full coverage of communication in Dhaka FIR would be available shortly, so taking consideration of China’s counter-proposal, Bangladesh proposed two route options as: Kathmandu (KTM)-Saidpur (SDP)-SYT-LSO or, Kathmandu (KTM)- Saidpur (SDP)-SYT- Imphal (IIM)-LSO. India commented that further meaningful discussion of this proposal should be based on the basic agreement between China and Myanmar.

Before SAIOSEACG/2, Nepal implied that they would like to insist on their initial proposal if IATA's proposal is not acceptable and pointed out that Nepal would put further efforts to discuss with the Chinese Authority to see the further possibilities without deviating much from the initial proposal.

At SAIOSEACG/2

a) Nepal reiterated that they would like to retain their initial proposal if IATA's proposal is not acceptable and pointed out that Nepal would put further efforts into discussing with the relevant States to see the further possibilities without deviating much from the initial proposal. IATA supported.

b) Considering the divergence on the segment, in terms of FMS load for track change from KTM to KMG, Bangladesh requested IATA to reconsider their proposal for the segment from: Kathmandu (KTM)- Saidpur (SDP)-SYT- Imphal (IIM).

c) Myanmar stated they did not agree with the road segment from IIM – LSO – LINSO.



[Map provided by ICAO]

d)China commented that there was no plan to establish a new entry/exit point so far.

e)Given that the situation had not changed for more than 15 years, India suggested Nepal re-evaluate this proposal. In response, Nepal stated that they would re-evaluate the proposal, and if there would be a possibility for modification, they would present a working paper accordingly in the next appropriate ICAO forum.

At ATMSG/11

During the meeting, Nepal suggested that the Hymalaya02 route should remain in this catalogue. In response, the Regional Sub-Office will continuously discuss it within the ATS route catalogue.

At SAIOSEACG/3,

Nepal introduced the Himalaya-2 route at the meeting, emphasising its potential to enhance economic viability and environmental sustainability for air travel.

India stated that since domestic routes are involved, it has to review international operations on these routes. It also stated that this route passes through military areas, for which discussion with military authority is required. India also suggested that Nepal's route may be finalised and discussed with Myanmar (an important stakeholder) first before consideration by other concerned states.

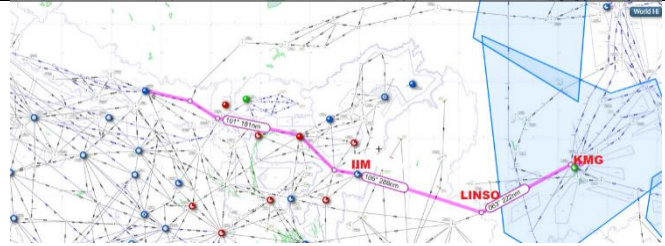
Bangladesh suggested Nepal to consider their proposal for the segment from Kathmandu (KTM) - Saidpur (SDP) - SYT - Imphal (IIM).

The meeting recognised that further meaningful discussion of this proposal should be based on the basics of Myanmar's presence. In this connection, Nepal agreed to refine the route proposal taking into consideration of comments from Bangladesh and China and requested ICAO to set up a coordination meeting that involved all stakeholders, including Myanmar, for necessary discussion on the matter.

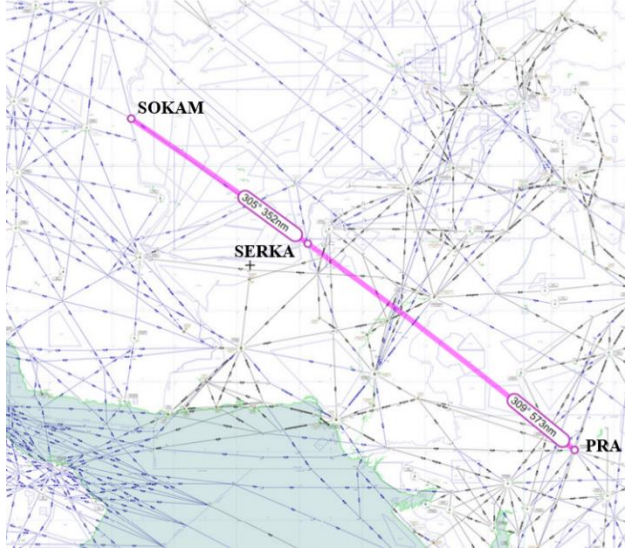
At the side meeting, China and Nepal reviewed all four proposed schemes for this route proposal and particularly discussed the fourth scheme (i.e. IIM-LINSO) in depth. China acknowledged about using the existing entry/exit FIR boundary point, etc. Nepal agreed to consider these technical concerns further. Both China and Nepal agreed that they would continue to maintain close contact on this proposal via ICAO RSO.

Before the SAIOSEACG/4 meeting, Nepal updated through email that they wish to keep it in this ATS route catalogue with high priority. Nepal said that this route will be crucial to achieve the strategic objectives of ICAO. IATA also has given this route high priority.

At the BOBTFRG/7 meeting, IATA stated that it supports the HIMALAYA 02 proposal and expects clear operational benefits for flights operating from Nepal to Far East.



Himalaya 2 as New Proposal by Nepal

ATS Route Name	IND 07 (N877 Extension)
<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. <u>17/08/2020: The designated established military areas in Karachi FIR and route structure (crossing 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: 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.	

ARCHIVED

<p>1/3/2022:IATA wants this proposal to be archived and reintroduced if/when future possibilities permit its success. BOBTFRG/4: Pakistan reaffirmed that the proposed route was not feasible and supported archiving this proposal for future possibility, and IATA had no objection.</p>	
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ATS Route Name	BOB 01
<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, Bangladesh, Myanmar (Chennai, Kolkata, Dhaka, 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> <p>Counter proposal by India: Eastbound: Q10 - TATUX - DOPID - MDY. Westbound: MDY - DOPID - KAGUL - Q11.</p> <p>Counter proposal by Bangladesh: TATUX-DOPID-Cox's Bazar -CHILA-A599- LSO-LINSO</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: 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 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: 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 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)	About 110 flights per week Africa/South Asia – Far East, Southern India – East Coast of the United States

**Remarks:** 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).

(8/8/2022) India in its assessment on BOB01 & BOB02 commented the proposed routes are outside the SUR and VHF coverage 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.

India stated this would 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.

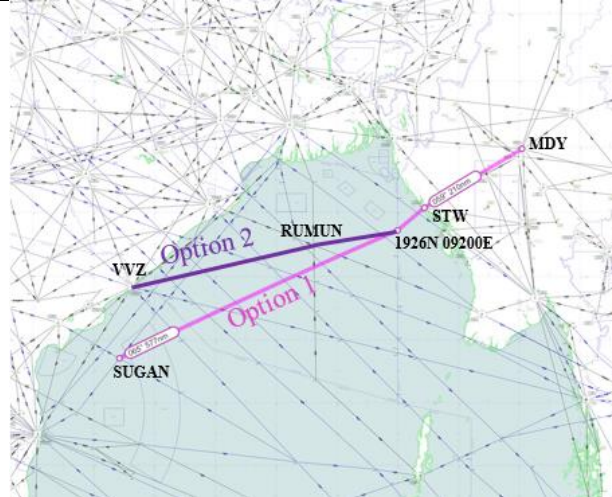
ATMSG/10: Bangladesh commented that India's counter-proposal overflies the designated established military areas, so Bangladesh needs to consult with the military authorities.

BOBTFRG/4: Bangladesh noted that the consultation with the military authority was still under process. To avoid the Danger area, two more alternative options are proposed with a connection to the new DVOR (Cox's Bazar, CXB), which is under construction and would be available in three months, detailed as follow:

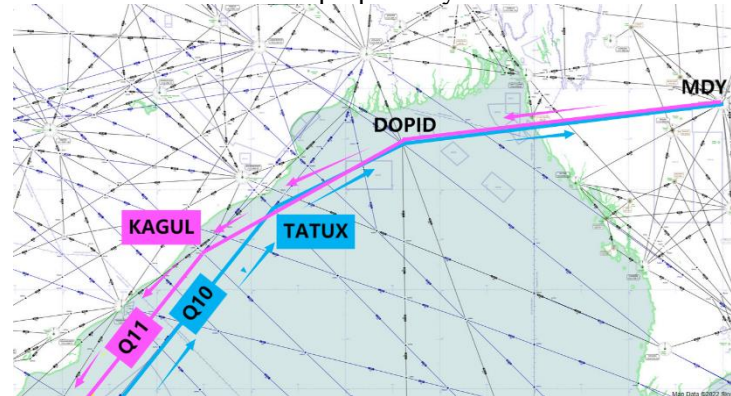
DOPID-Cox's Bazar (CXB DVOR)-MDY or,

TATUX-Cox's Bazar (CXB DVOR)-MDY.

In response to Bangladesh's counterproposal, IATA suggested specifying a new waypoint at the position of Cox's Bazar instead of

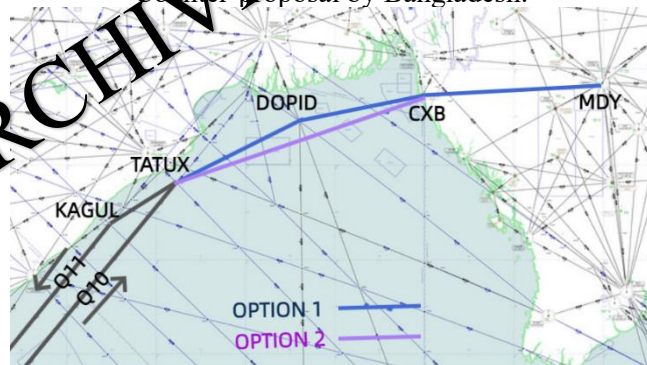


Counter-proposal by India:



[Map provided by ICAO]

Counter-proposal by Bangladesh:



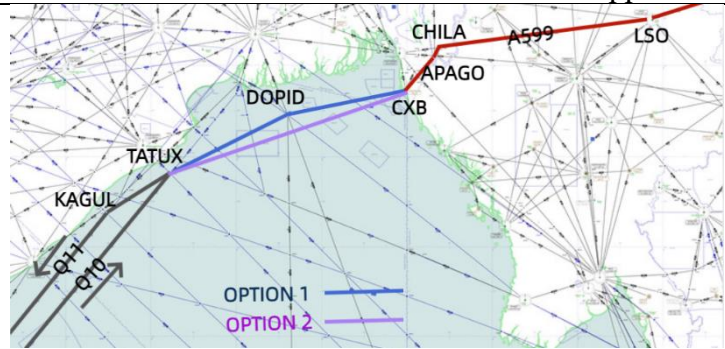
[Map provided by ICAO]

Counter-proposal by IATA:

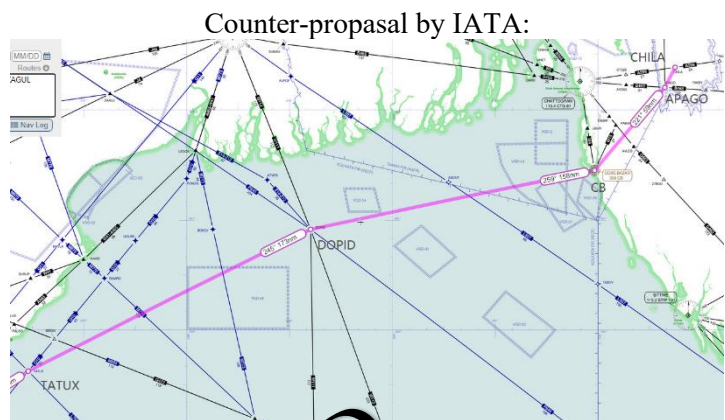
waiting for the availability of the new DVOR and proposed the following route connecting Cox Bazar-APAGO-CHILA and onwards joining ATS Route A599: TATUX-DOPID-Cox's Bazar - APAGO-CHILA-A599- LSO-LINSO

Before SAIOSEACG/2, all stakeholders had extensive discussion on the BOB01. IATA affirmed its proposal:  
A599 – CHILA - APAGO – CB (Coxs Bazar) – DOPID – TATUX - KAGUL Q11.  
Bangladesh suggested to skip the waypoint “APAGO”.

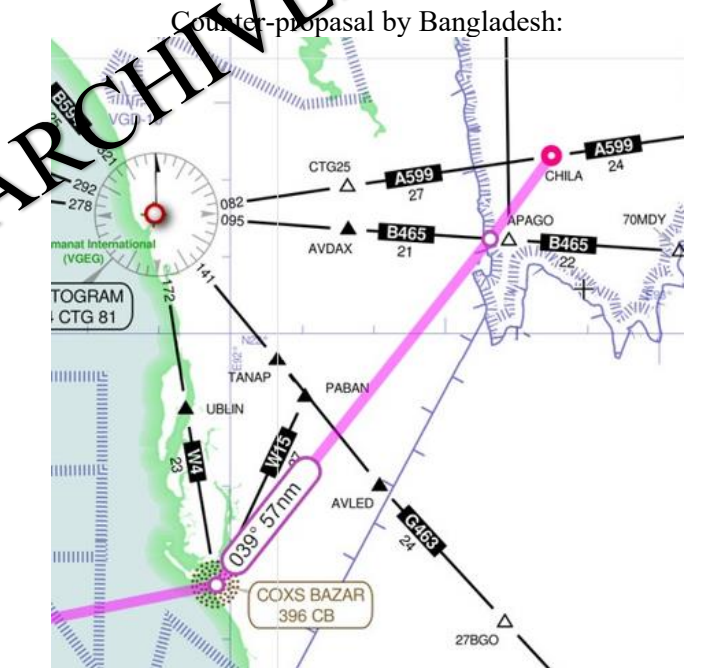
At the SAIOSEACG/2:  
a) India and IATA had no objection to Bangladesh’s counter-proposal in principle.  
b) In response to India’s concern about the handover separation, Bangladesh confirmed that they could accept the transfer separation from Yangon FIR.  
c) Myanmar suggested to consider Bangladesh’s counter proposal: A599 – CHILA– CB (Coxs Bazar) – DOPID – TATUX - KAGUL Q11, and pointed out that the optimization of the FLAS operation was the major issue which needed to be addressed before the establishment of the new route.  
d) Bangladesh suggested the resolution on the new route would be finalized considering the revision of LOA between Bangladesh-India and Bangladesh-Myanmar.  
e) IATA suggested Bangladesh and India to consider an interim solution – making BOB 01 an Eastbound airway, establishing eastbound air traffic on present A599 and B465 airways before entering into Yangon FIR; till the time Myanmar raised FLAS issues are sorted out, then enabling BOB01 for Westbound flights.



[Map provided by ICAO]



[Map provided by ICAO]



[Map provided by IATA]

After SAIOSEACG/2: ICAO RSO hosted a special coordination meeting (Video Teleconference, 11 May 2023), involving Bangladesh, India and IATA. The Special coordination meeting formally agreed to establish the BOB01 Route proposal connecting SURUP - KAKID – GOLAN - (WPT1) - (WPT 2) - Chattogram (CTG). This bi-directional route option saves about 55NM, expected to benefit about 110 weekly flights.

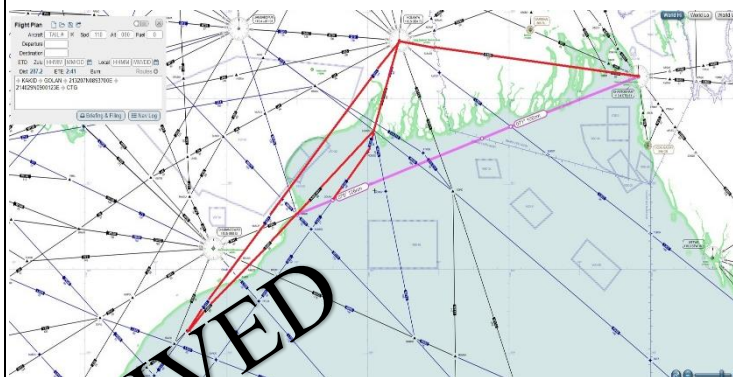
At the BOBTFRG/5, The discussion highlighted the near-finalization of new route proposals involving Bangladesh and India. The meeting was informed that the Route designator has been approved as P632.

The need for a formal safety assessment process for the proposed routes was emphasized. Bangladesh and India indicated their commitment to finalizing the necessary safety assessments, including participation from ICAO for supervisory guidance.


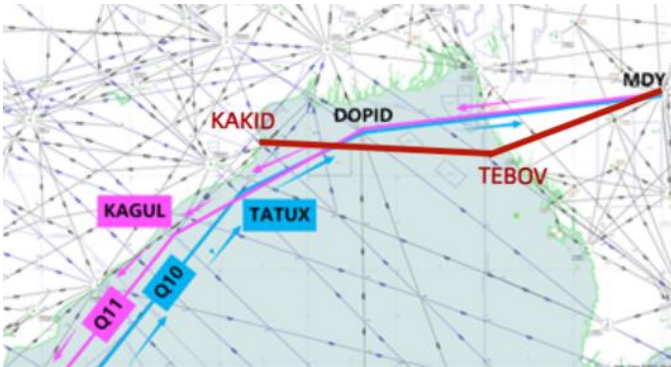
Participants expressed hope that the proposed amendments to the routes would be promulgated in the first quarter of 2024, subject to the completion of safety assessments.

At the SAIOSEACG/3 meeting, Bangladesh and India presented the update of establishing BOB 01 route.

It was intimated that Bangladesh and India have already conducted a safety assessment in the second week of April. The PfA has already been submitted to the ICAO APAC office. Following the approval of PfA by the ICAO Office and the signing of the LoA by both states, the ATS route shall be promulgated by both countries, which will be a part of a regional network of ATS Routes.



Formally agreed BOB01 Route Proposal (Pink line – Agreed Direct Route, Red lines – Present routes)

ATS Route Name	BOB 02
<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, Bangladesh, Myanmar (Kolkata, Yangon FIRs)
<b>Route Description</b>	<p>KAKID 203833N 0865951E – TEBOV 202504N 0915949E – Mandalay (MDY)</p> <p>Counter proposal by India:            Eastbound: Q10 - TATUX - DOPID - MDY.            Westbound: MDY - DOPID - KAGUL - Q11.</p>
<b>Flight Level Band</b>	All suitable flight levels
<b>Benefit (fuel, environmental)</b>	<p>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</p> <p>Wide body fleet: 50 NM / 6 minutes, 450 kg fuel, 1.5 tonnes CO<sub>2</sub> per flight, 64 tonnes fuel, 548 tonnes CO<sub>2</sub> annually</p>
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)	About 10 flights per week Africa/South Asia – Far East, Southern India – East Coast of the United States
<p><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.</p> <p>(08/08/2022)India in its assessment on BOB01 &amp; BOB02 commented the proposed routes are outside the SUR and VHF coverage 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. India stated this would 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. ATMSG/10: Bangladesh commented that India’s counter-proposal overflies the designated established military areas, so Bangladesh needs to consult with the military authorities.</p>	 <p>Counter-proposal by India vs original proposal by IATA:</p>  <p>[Map provided by ICAO]</p>

(16/11/2022) In response to India’s concerns about SUR and VHF coverage, IATA suggested that with the issuing of the ADS/C & CPDLC mandate, PBCS-equipped aircraft could operate on this proposed route. Regarding the military area, IATA pointed out that the danger area VGD-31 was permanently removed; thus, the possible route connecting DOPID (India proposed waypoint)-TEBOV is not affected by the consequent restrictions(see the Map provided by IATA). Considering the complexity of this airspace, IATA preferred this route to be retained separately and discussed in tandem with BOB01. BOBTFRG/4: Considering the complexity and constraints in the area, Bangladesh and India wanted to focus on Bangladesh’s counter-proposes for BOB 01 in the first place.

Since the SWG has prioritised the BOB01 as the primary task, it was proposed by IATA that BOB02 to be archived for future possibility.

The SAIOSEACG/2 agreed that BOB02 be retained in the route catalogue.

At the BOBTFRG/5, there was a consensus to move the BOB 02 route proposal into archives since the BOB 01 route has reached it's final stages of implementation. IATA, Bangladesh, and India agreed with this decision

Possible route overflies VGD-31(permanently removed):



[Map provided by IATA]


ARCHIVED

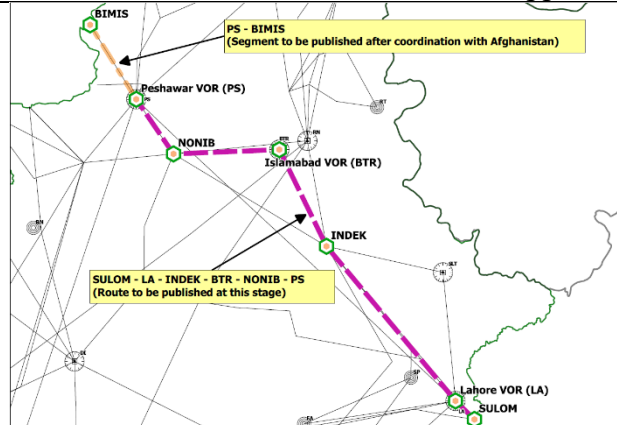
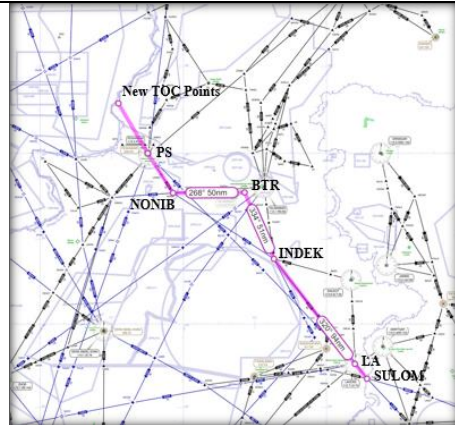
<b>ATS Route Name</b>	<b>BOB 03</b>
<b>State Priority</b>	<b>B</b>
<b>IATA Priority</b>	HIGH/MEDIUM/LOW <i>(Need IATA assessment)</i>
<b>Requested by (when)</b>	Myanmar and Thailand (November 2024)
<b>States/Administrations Involved</b>	Myanmar and Thailand (Yangon and Bangkok FIRs)
<b>Route Description</b>	Route 1: BKK (1353.61N 10035.78E) – HORIN – New POXEM – PTN (1648.78N 9446.78E)  Route 2: BKK (1353.61N 10035.78E) – GOBAP – DAMIM – PUMEK (1528.64N 9748.61E) – BGO (1719.11N 9631.20E)
<b>Flight Level Band</b>	
<b>Benefit</b>	Further optimize air traffic flows from Europe, South Asia and Middle East to continental Southeast Asia operating through Myanmar and Thailand airspace
<b>Operational Information</b>	<i>(Need information from IATA)</i>
<p>Remarks: At the SAIOSEACG/4 meeting, this proposal is newly incorporated. Concerned States are realigning of N895/P646 between PTN – BKK and designating as bi-directional route for overflight traffic and G463 between BGO-BKK, and designating it a uni-directional RNAV2/RNAV10 route serving eastbound PBN-capable traffic.</p> <p>BIMT Phase 2b (Myanmar – Thailand Route Development) aims to further optimize air traffic flows between Myanmar and Thailand. The route will be Performance-Based Navigation (PBN) (RNAV2 or RNAV10). Myanmar and Thailand agreed to continue implementation efforts during BIMT/8 (Nov 2024).</p> <p>At the BOBTFRG/7 meeting Thailand and Myanmar is planned in the near future. If Myanmar clarifies its position on the proposal, the two States will prepare an implementation timeline and report the outcome.</p>	



## **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.	



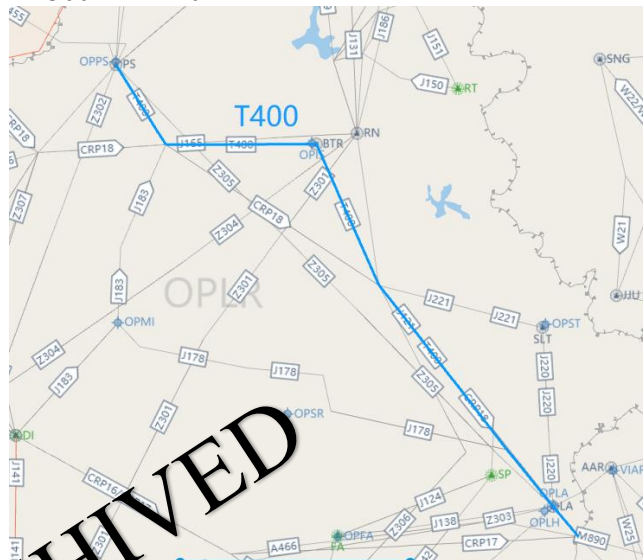
18/02/2022: Upon approval on a new RNAV bi-directional int. ATS route in Lahore FIR by the Federal Government of Pakistan, Pakistan requested a new RNAV Route designator to APAC RO awaiting the response from Afghanistan for further connectivity in Kabul FIR (the last segment from Peshawar VOR to PAK/AFGHAN 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 the new TOC points will be further discussed according to the situation in Afghanistan.

BOBTFRG/4: –Pakistan affirmed that airway T400 starting from point SULOM (TOC with India) - INDEK – NONIB – PS - BIMIS was already operational and available for flights at this stage after being approved by the relevant government authorities. Further connectivity to BIMIS (TOC with Afghanistan) was subject to the response from Afghanistan.

At SAIOSEACG/2, Pakistan preferred that this route proposal should be retained in the catalogue and be re-activated according to the situation in Afghanistan. Pakistan also affirmed that airway T400 starting from point SULOM (TOC with India) - INDEK – NONIB – PS providing connectivity with P500 (MOTMO-FIRUZ) was already operational and available for flights. The portion between PS-BIMIS is

**SULOM – Lahore VOR – INDEK – Islamabad VOR (BTR) – NONIB – Peshawar VOR (PS) – BIMIS 34343N, 0710533E (Pak/Afghan new proposed TCP boundary waypoint), Vertical Limit FL300 – FL410**

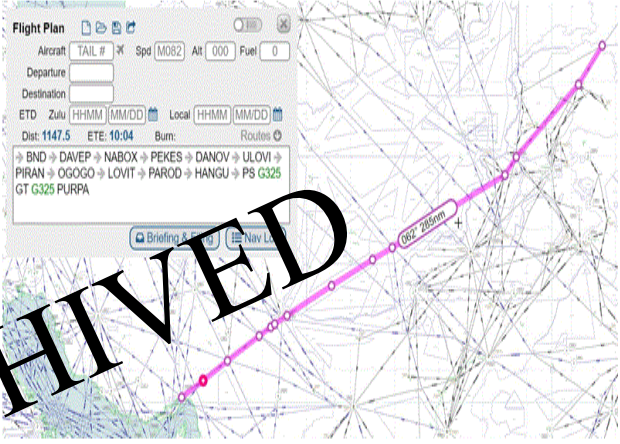



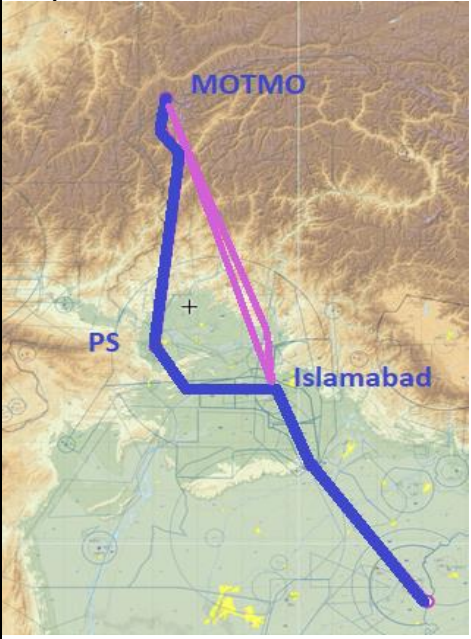
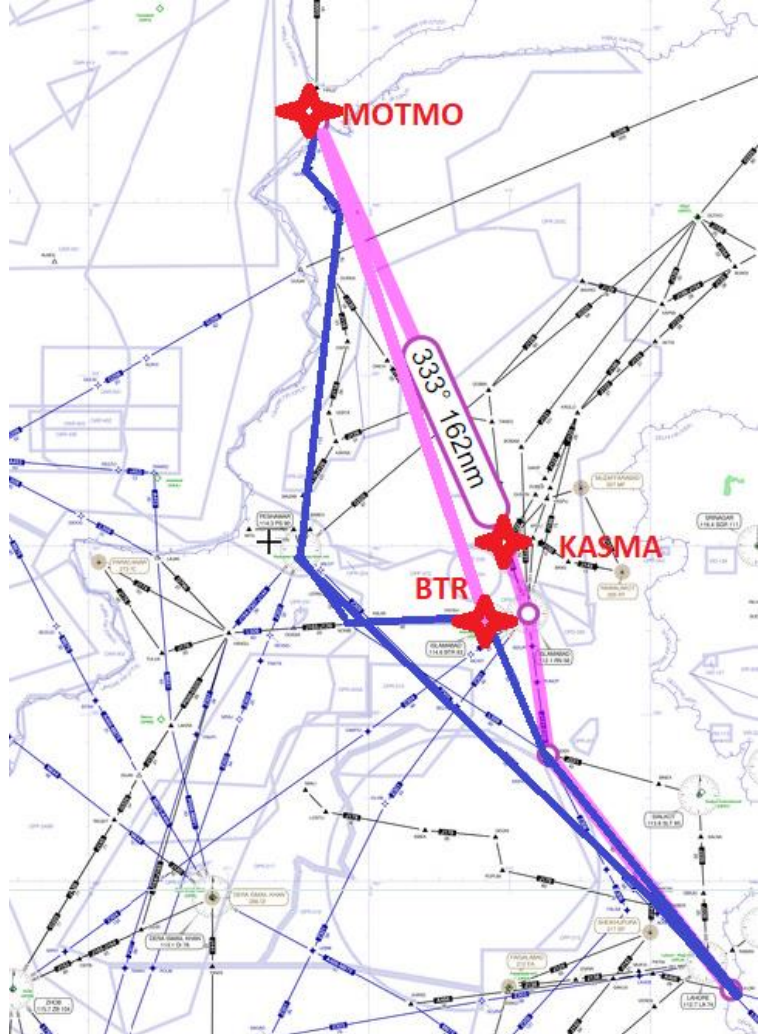
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approved but further connectivity to/from PS-BIMIS (TOC with Afghanistan) is subject to the response from Afghanistan.

At the BOBTFRG/5, discussions about route proposals involving Afghanistan were influenced by the current situation in the States. Given the sanctions and focus on restoring air traffic services in Afghanistan, it was suggested that these route proposals be held in abeyance or archived until further notice.

<b>ATS Route Name</b>	<b>AFG 02</b>
<b>State Priority</b>	<b>C</b>
<b>IATA Priority</b>	<b>LOW</b>
<b>Requested by (when)</b>	Tajikistan (03/08/2019: AIRARD TF/4)
<b>States/Administrations Involved</b>	Afghanistan, Tajikistan (Kabul, Dushanbe FIRs)
<b>Route Description</b>	TAPIS 343100.12N 0690900E – PINAX 371500N 0690600E
<b>Flight Level Band</b>	
<b>Benefit (fuel, environmental)</b>	
<b>Operational Information</b> (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 RIDGE 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
<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>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. BOBTFRG/4: Pakistan reaffirmed that the proposed route was not feasible and supported archiving this proposal for future possibility and IATA had no objection.</p>	

<b>ATS Route Name</b>	<b>PAK 01</b>
<b>State Priority</b>	—
<b>IATA Priority</b>	<b>HIGH</b>
<b>Requested by (when)</b>	IATA (either by ATM/SG/12 or earlier)
<b>States/Administrations Involved</b>	Pakistan (Kabul FIR)
<b>Route Description</b>	Option 1: INDEK J121 RN J130 KASMA DCT MOTMO Option 2: INDEK T400 BTR (Islamabad) DCT MOTMO
<b>Flight Level Band</b>	As suitable
<b>Benefit (fuel, environmental)</b>	Estimated Potential Savings Per Flight: 50 NM, Equivalent to 500Kg Fuel, 1.6 Ton CO2
<p><b>Operational Information</b> (potential airlines, flight frequency, potential city pairs)</p> <p>This proposed air route will primarily cater to long-haul wide-body flights between South Asia and Europe. It will not only promise reductions in CO2 emissions but also enhance safety. By optimizing emergency diversion routes, especially over the Hindukush high terrain, it helps minimise critical passenger oxygen requirements in the event of rapid depressurization.</p> 	<p><b>South Asia – Europe Traffic flow (bi-directional)</b></p> 

At the SAIOSEACG/3 meeting, IATA has suggested new air routes to improve flight efficiency between South Asia and Europe. PAK 01, includes two options that shorten the current Lahore FIR route by about 48 and 49 nautical miles by using direct paths to MOTMO. These routes are expected to reduce CO2 emissions and increase safety by providing better options for emergency diversions over difficult terrain.

Pakistan mentioned restructuring of ATS Route T400 (route connectivity with P500) back in 2022 to facilitate traffic avoiding Kabul FIR and, in this regard, referred to its A41-WP/68. Pakistan reiterated its commitment to safety and flight efficiency while acknowledging airspace constraints due to restricted and prohibited areas near the proposed route. Pakistan emphasised the need for a detailed assessment of the proposal. IATA expressed openness to suitable alterations and encouraged the exploration of opportunities.

During the ATM SG/12 meeting, Pakistan updated PAK-01 (Option-2) and (Option-1) through email. They said that PAK-01 (Option-2) the proposed ATS route passes through prohibited area OP/P226 and thus cannot be materialized. And PAK-01 (Option-1), the proposed ATS route passes in close proximity to danger and prohibited areas, it is estimated that in case of inclement weather conditions, any diversions would cause violation of danger / prohibited areas and thus not a viable option either, keeping in view flight safety. Nevertheless, deliberation with stakeholders are underway for a workaround to make this proposed option safer for flight operations but it seems to be difficult for establishment of subject route.

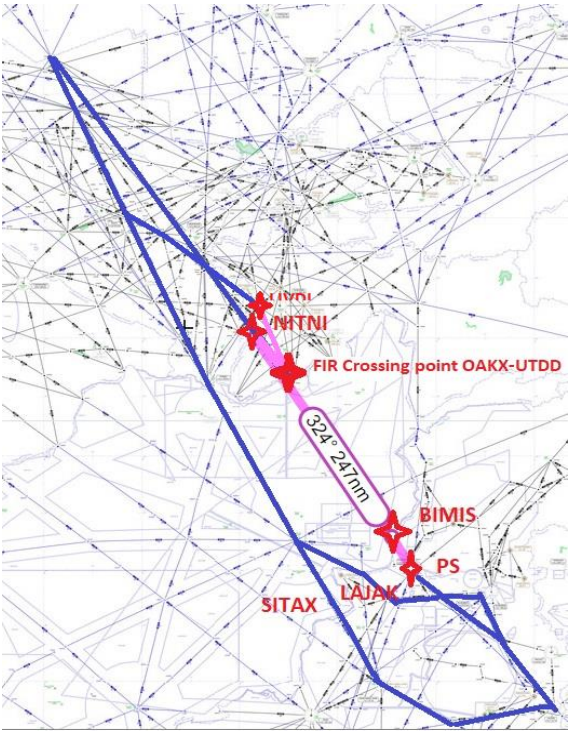
During the ATM SG/12 meeting, IATA also updated PAK 01 through email: Given that Afghanistan's

airspace is likely to remain in contingency mode for some more time, IATA strongly urges the Pakistan CAA to consider authorizing PAK01 as an interim measure. It is requested that if required the route may be modified to account for the requirements of reserved/special use airspace, as well as to utilize the existing 'J' routes, which are already established for domestic operations.

At the BOBTFRG/6 meeting, Given the current situation in Afghanistan, IATA and Pakistan agreed that they would discuss it further to move forward.

At the BOBTFRG/7 meeting, IATA recommended that Pakistan consider establishing the route at least on a contingency or opportunity basis, for example when there is no military activity, under Flexible Use of Airspace concepts.



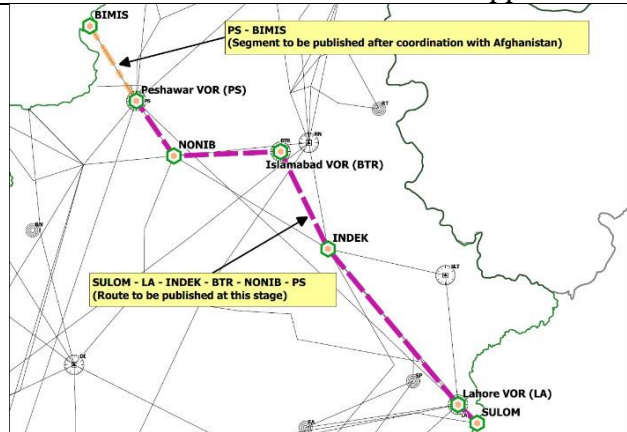
<b>ATS Route Name</b>	<b>AFG 03</b>
<b>State Priority</b>	
<b>IATA Priority</b>	<b>HIGH / MEDIUM</b>
<b>Requested by (when)</b>	IATA (Either as the Afghanistan Contingency route plan /or as the airspace reopens for flight operations)
<b>States/Administrations Involved</b>	Pakistan, Afghanistan, Tajikistan (Lahore, Kabul, Dushanbe FIRs)
<b>Route Description</b>	Peshawar (PS) - BIMIS – DCT –37 08 41N 069 20 43E (new FIR crossing point between OAKX and UTDD) – DCT LIVDI and DCT NITNI
<b>Flight Level Band</b>	As suitable
<b>Benefit (fuel, environmental)</b>	Estimated Potential Savings Per Flight: Compared to SITAX: 71NM equivalent to 700Kg fuel, 2.2Ton CO2 Compared to LAJAK: 41NM equivalent to 400Kg fuel, 1.3Ton Co2
<b>Operational Information</b> (potential airlines, flight frequency, potential city pairs) Primarily intended for long-haul wide-body ULR (Ultra Long-Range) 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.  - Pakistan agreed to publish PS – BIMIS after coordination with Afghanistan (... ref AFG 01 proposal in the Route catalogue)  At the SAIOSEACG/3 meeting, IATA has suggested new air routes AFG 03, aiming to open a new	<b>South Asia – Europe Traffic flow (bi-directional)</b>  

route through Kabul's airspace, linking Peshawar with waypoints in Dushanbe, which could save up to 71 nautical miles. This route would help reopen Afghanistan's airspace, reduce environmental impact, and ease congestion at critical crossing points. Targeted primarily at long-haul, wide-body flights, these proposals are part of broader efforts to enhance air traffic management for improved efficiency and safety.

Pakistan affirmed its readiness to enhance airspace efficiency and mentioned the approval of the AFG 01 route from Peshawar to BIMIS. However, due to the contingency situation in Afghanistan's airspace, further exploration of this route awaits Afghanistan's readiness. IATA urged ICAO to consider updating this route as a contingency option or at a suitable time when Afghanistan's airspace stabilizes. ICAO RSO agreed to seek assistance from the ICAO APAC office to explore the feasibility of the project.

At ATM SG/12 meeting, Pakistan updated AFG-03 through email. They said that AFG-03, it is apprised that said proposal is similar to previous APAC Region ATS Route proposal AFG-01 in Pakistan airspace, the approvals of which are already taken. Pakistan is ready to establish this route from PS till BIMIS (transfer of control point between Pakistan and Afghanistan International Border), further connectivity from BIMIS onwards (as mentioned in AFG-03, APAC Region ATS route catalogue) is the sole responsibility of Afghanistan. Subject to availability of ATS infrastructure in Afghanistan and stabilization of Afghanistan airspace, the connectivity from PS till BIMIS will be established.

During the ATM SG/12 meeting,



<p>IATA updated AFG 03 through email: The Afghanistan CAA has indicated a positive stance towards this route proposal; however, implementation will be considered only after the resumption of regular ATM services. The Pakistan and Tajikistan CAAs are affirmative for the necessary re-alignment of the airway.</p> <p>At the BOBTFRG/6 meeting, Given the current situation in Afghanistan, IATA and Pakistan agreed that they would discuss it further at the planned CCT meeting to explore the feasibility of the proposal.</p> <p>At the BOBTFRG/7 meeting, IATA explained that both Pakistan and Dushanbe FIRs are ready in principle to accept this route. However, there is still no normal ATS provision in Afghanistan, and overflights remain under contingency arrangements. For this reason, participants agreed that it is premature to design new permanent route structures over Afghanistan.</p>	
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