



ICAO

International Civil Aviation Organization

**The Fourth Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/4)**

Bangkok, Thailand, 18 – 21 March 2025

## Agenda Item 5: ATS Route Development

### **PROPOSAL ON NEW ATS ROUTES TO INCREASE THE AIRSPACE CAPACITY BETWEEN EU AND EAST ASIA**

(Presented by IATA)

#### **SUMMARY**

This paper presents IATA's proposal on new ATS routes within ZWUQ and ZMUB FIRs to increase the connectivity, capacity and efficiency of the air corridor between EU and East Asia, to mitigate the impact of geopolitical conflicts and constraints on flight operations.

## **1. INTRODUCTION**

1.1 Due to the geopolitical conflicts and the inefficiency of ATS routes, etc., the major air corridor connecting the EU and East Asia destinations is now over the Caspian countries, Central Asia and Western China. With the traffic recovery in EU and Asia, combined with the rapid growth in Central Asia, the airspace over Western China and Central Asia has become one of the busiest air corridors in Eurasia (the annual flights of the concerned FIRs are as follows).

	2022	2023 (YoY)	2024 (YoY)
ZWUQ	26,008	157,178 (+504.34%)	429,905 (+173.51%)
ZLHW	431,380	912,827 (+111.61%)	1,313,810 (+43.93%)
ZMUB	35,339	48,554 (+37.39%)	73,755 (+51.90%)
UAAA	112,721	160,231 (+42.15%)	191,599 (+19.58%)
UACN	104,802	139,104 (+32.73%)	152,113 (9.35%)
UAII	141,243	188,397 (+33.39%)	223,576 (+18.67%)

1.2 However, the airport and ATM infrastructure within this area is still under development, including the 2<sup>nd</sup> and 3<sup>rd</sup> runways to be opened at ZWWW in 2025 and the planned Free Route Airspace (FRA) implementation in some of the FIRs. In the meantime, the ATC workload has significantly increased with the growth of the traffic.

1.3 Due to the limited resources of airspace and available airports, as well as the operational

disruptions and constraints (e.g., other airspace users' activities) and the high terrains, etc., airlines are currently suffering from many operational challenges in this area, including route/airspace closure, departure delays, reduction of airspace efficiency and flexibility, limited enroute alternate options in high terrain area, and increased emissions, etc.

1.4 Therefore, IATA and the airlines strongly recommend urgent cooperation and collaboration among the States and ANSPs within this area to implement comprehensive airspace optimization measures, including but not limited to the creation of flexible entry/exit points and new efficient ATS routes, accelerated adoption of FRA within and across the FIRs, etc.

## 2. DISCUSSION

### Proposed New ATS Routes

2.1 Based on the input from airlines, IATA conducted an analysis of the proposed ATS routes within ZWUQ and ZMUB FIRs as follows (the example of the flight calculated with A350-900 aircraft and statistical winter winds with 68% deviation):

#### 2.1.1 Option 1:

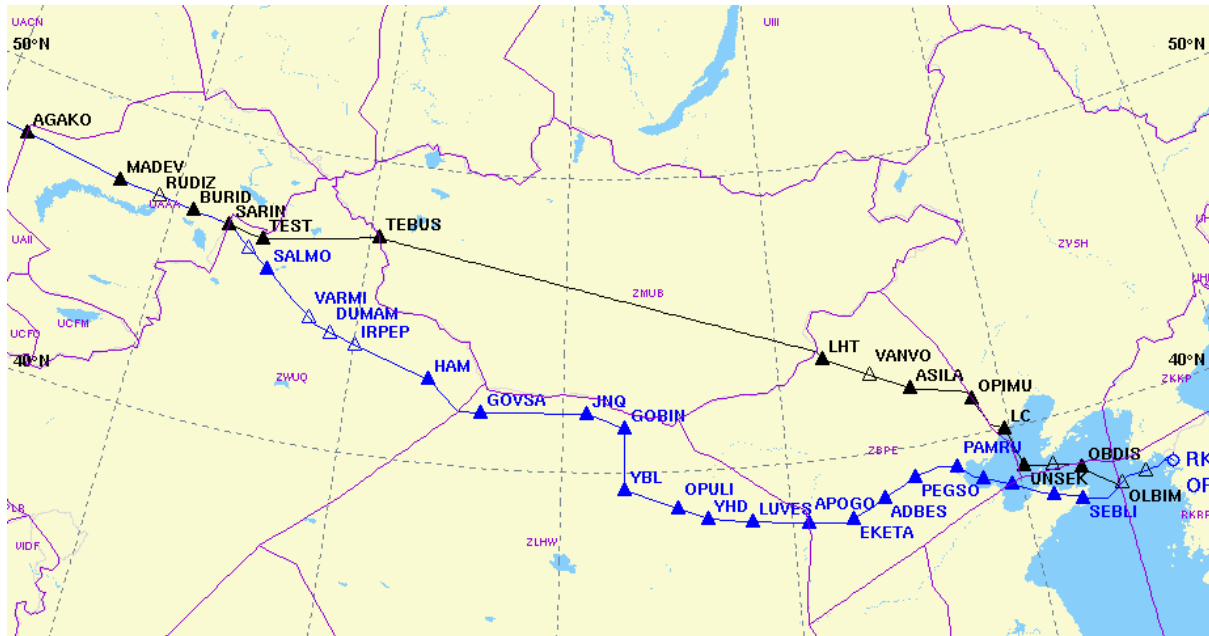
- Current route: ADPET W188 GOVSA W66 DKO W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
- Proposed route: ADPET DCT 4433N09419E DCT NIXAL G343 TMR B458 BIKUT W69 HUR B339 LADIX W34 VAPGU W100 MUDOT DCT UNSEK A326 DONVO G597 AGAVO
- Required changes: a new entry/exit point between ZWUQ and ZMUB FIRs with a new ATS route connecting ADPET, and a new ATS route in ZMUB FIR based on FRA
- Potential benefits: Distance/-26NM, Time/-8MIN, Fuel/-700KG, CO2/-2205KG



#### 2.1.2 Option 2:

- Current route: AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 PAMRU W34 VYK B215 YHD W199 YBL B330 GOBIN W66 NUKTI B215 FKG A368 SARIN

- Proposed route: AGAVO G597 DONVO A326 UNSEK W201 UKDUM A575 INTIK DCT TEBUS DCT 4640N08444E DCT SARIN
- Required changes: a new ATS route between TEBUS and SARIN in ZWUQ FIR and a new ATS route in ZMUB FIR based on FRA
- Potential benefits: Distance/-194NM, Time/-30MIN, Fuel/-3000KG; CO2/-9450KG



2.2 The proposal is intended to provide additional route option for the flights between EU and East Asia, not only for saving the track miles and fuel, but also reducing the environmental impact and enhance passenger satisfaction. Furthermore, it could contribute to mitigation of the traffic congestion in ZWUQ and ZLHW FIRs and provide airlines with an alternate option during airspace closure, thereby avoiding departure delays.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate; and
- c) consider supporting further coordination among concerned States and ANSPs.

.....