



ICAO

International Civil Aviation Organization

Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG

Bangkok, Thailand, 3 – 7 August 2026

Agenda Item 6: ATM Coordination and Implementation

6.4: ATS Route Development

ESTABLISHMENT OF A PARALLEL ATS ROUTE TO A1 ATS ROUTE

(Presented by Viet Nam)

SUMMARY

The ATS route A1 plays a crucial role in connecting countries within the region. The establishment of a parallel route to this route is of significant regional importance, aiming to enhance airspace safety, increase air traffic capacity, and bring economic efficiency to airlines. Therefore, the relevant States need to promptly implement the conclusions from ICAO relevant meetings, as well as the previous proposals.

1. INTRODUCTION

1.1 The existing ATS route A1 plays a crucial role in facilitating air traffic between Northeast Asia and Southeast Asia. In light of the growing flight operations in the region, especially on ATS route A1, relevant States have initiated the establishment of a parallel route to the existing ATS route A1 to enhance flight safety and optimize air traffic flow in the airspace, as well as to bring benefits to airlines during their operations. Viet Nam always supports the initiative to establish a parallel ATS route to the A1 ATS route.

2. DISCUSSION

2.1 The agreed content regarding the establishment of the parallel ATS route to A1 ATS route is as follows:

2023

- At SCSTFRG/11 – WP/10, China proposed establishing a parallel ATS route within the Sanya FIR with waypoints from ITBAM to IKELA.
- In the final report of SCSTFRG/11, it was recorded that, taking into account the existing route structure, a south-westbound parallel uni-directional route in the Sanya FIR (IGLEG–SYT13–BUNTA) and a north-eastbound parallel uni-directional route in the Sanya FIR (ITBAM–IKELA) had been proposed. It was further noted that the conventional ATS route A1 would be replaced by the newly designed parallel uni-directional routes.

2024

- At SCSTFRG/12 – WP/6, the Meeting reiterated China's proposal to establish a parallel ATS route within the Sanya FIR with waypoints from ITBAM to IKELA.
- In the final report of SCSTFRG/12, under this Priority Area 1, a key action item was the development of a parallel route to ATS route A1.
- Simultaneously, WP/04 presented to SAIOSEACG/3 recalled that, at SCSTFRG/11, China had proposed a north-eastbound parallel uni-directional route in the Sanya FIR (ITBAM–IKELA).

2025

- At SAIOSEACG/4 – WP/18, China proposed establishing a parallel ATS route within the Sanya FIR with waypoints from ITBAM to IKELA.
- In SCSTFRG/13 report, China proposed establishing a parallel ATS route within the Sanya FIR with waypoints from ITBAM to IKELA. (**Figure 1:** Excerpts from SCSTFRG/13 WP11)

2.6 *Route Design and Technical Readiness.* The proposed dual-route structure envisions a southwest-bound unidirectional route (SYT13–BUNTA) and a northeast-bound unidirectional route (ITBAM–IKELA) in Sanya FIR, effectively replacing the current bidirectional route A1. Technical assessments conducted by Sanya FIR indicate that both radar surveillance and VHF coverage are sufficiently robust above 4,500 meters to support this transition. From navigation specification, over 98% of aircraft operating on A1 are already with RNAV2-compliant, which minimizes implementation friction and reduces the need for fleet adaptation. This high level of technical readiness provides a strong foundation for a timely and low-disruption deployment of the new parallel routes.



Figure 1: Excerpts from SCSTFRG/13 WP11

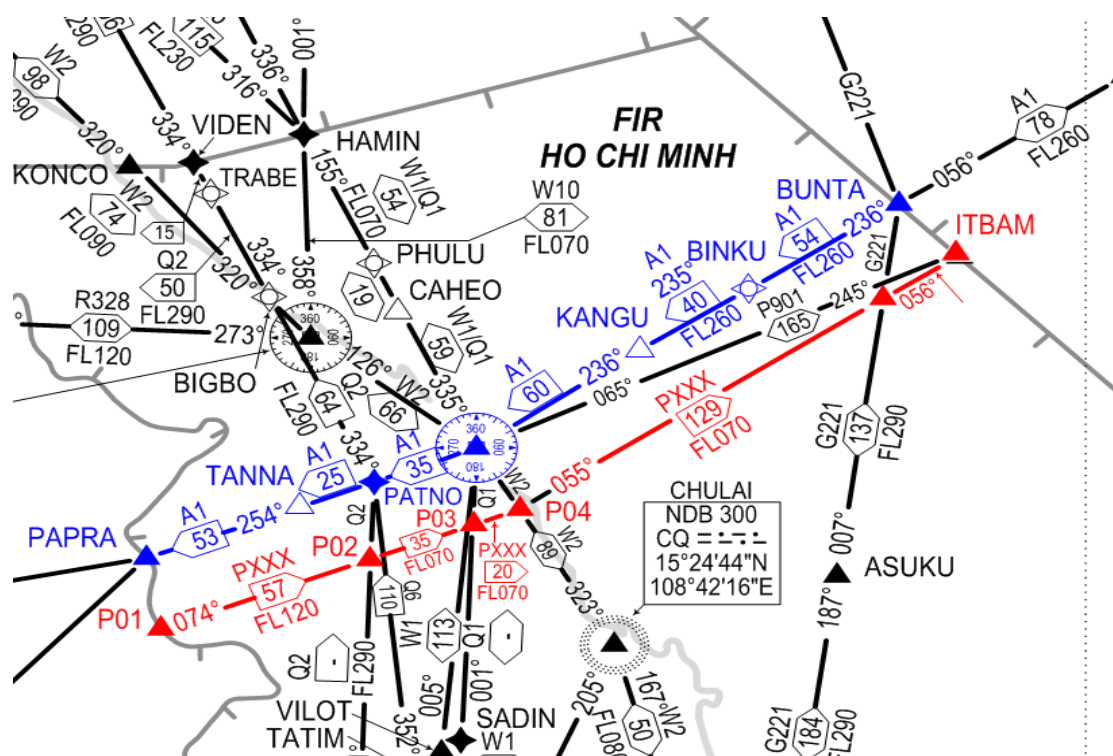
2.2 Relevant States, including Viet Nam, reached a consensus. The Chair emphasized the need to expedite the work required to establish the parallel ATS route to ATS route A1, with a view to commencing trial implementation of the parallel ATS route in 2027. Excerpts from SCSTFRG/11 report as follows:

The Side meeting between China, Hong Kong China, Lao PDR, Thailand, Viet Nam and Cambodia on the Proposed Redesignation of A Parallel Route to A1

4.21 A side meeting was conducted between China, Hong Kong China, Lao DPR, Thailand, Viet Nam and Cambodia, focusing on the A1 parallelization and connecting route from Cambodia. All relevant stakeholders reviewed current A1 ATS route structure and parallel route proposal. The meeting conducted in-depth discussions on relevant technical issues, like navigation specification, route structure, traffic flow organization, FLAS or FLOS, FIR boundary points, route spacing and other issues. The following things had been reached consensus. Route structure would be two unidirectional route, northern route is westbound, southern route is eastbound. ICAO expressed concerns on the timeline for trial implementation. All States/Administrations agreed to expedite the process on discussion and preparation. Tentatively the commencement of trial implementation is aimed in 2027.

The implementation status of establishing the parallel ATS route to the A1 ATS route regarding Viet Nam

2.3 Based on the proposals from China since 2023, Viet Nam has a plan to implement the establishment of a uni-directional RNAV 2 parallel ATS route with an East-to-West flight direction (Figure 2). The connecting point with the Sanya boundary FIR is the existing ITBAM waypoint (as requested by China). Viet Nam submitted a report on the implementation progress of establishing this ATS route at SCSTFRG/13 Flimsy 5.



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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