



*International Civil Aviation Organization*  
**ICAO** **The Fifth Meeting of the South Asia, Indian Ocean and  
Southeast Asia ATM Coordination Group (SAIOSEACG/5)**

Bangkok, Thailand, 13 – 16 January 2026

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**Agenda Item 5: ATS Route Development**

**COORDINATION FOR ATS ROUTE IMPLEMENTATION**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the guidance for submission of Proposal for Amendment (PfA) to APAC Air Navigation Plan Volume II for ATS route implementation and/or amendment.

**1. INTRODUCTION**

1.1 The APAC Air Navigation Plan (ANP) can be found at the ICAO APAC Office eDocuments webpage: <https://www.icao.int/APAC/apac-air-navigation-plan-anp>.

1.2 States/Administration should refer to the [ANP VOL II TABLE ATM II-APAC-I ATS Routes Amendment Template and Guidance](#) provided on the webpage (also provided as **Appendix A** to this paper) for ATS route amendment template and detail guidance for submission of ANP ATS route amendments.

**2. DISCUSSION**

General Guidance

2.1 It is the responsibility of a State originating an amendment proposal to ensure that the proposal is consistent, complete and unambiguous, whilst it is the responsibility of the Regional Office to verify that this is the case before processing the proposal; and in particular ensure that it is:

- a) **fully justified:** it should state the operational requirement that support the proposed change.
- b) **accurate:** this applies in particular to typographical errors which can be critical in the case of geographical coordinates or air route headings.
- c) **complete:** the proposal should give full details under the seven headings under which it is presented. Proposals for changes in airspace organization, ATS routes, location of facilities, etc. should always be accompanied by simplified, although accurate, sketches, charts, diagrams, etc.
- d) **consistent:** the consequences produced by proposals should be properly reflected throughout the plan. Amendment proposals need to be systematically examined for the potential need for consequential amendment, and, if necessary, refer the proposal back to the originating State for consultation. Any consequential amendments should then be combined with the original into one multiple amendment proposal and processed in the established manner.

- e) **timely:** proposed implementation dates should allow sufficient time for the required processing formalities to be completed.

2.2 The following minimum information should be given to States in respect of each proposal that is circulated to them for comments:

- a) Plan (a reference to the air navigation plan document should be given);
- b) Proposed amendment;
- c) Originated by xxx;
- d) Originator's reason for amendment;
- e) Intended date of implementation;
- f) Proposal circulated to the following States and organizations; and
- g) Secretariat comments.

2.3 Each proposal should be complete in itself and be stated in narrative form whenever possible. Item e) should provide a realistic implementation date or alternatively the phrase “As soon as possible after final approval of the proposal” may be used. Item g) should include additional explanatory comments or background information which is considered necessary for a clear understanding of the amendment proposal, both by States and by Headquarters as well as comments of technical and operational nature that would indicate the added value of Secretariat’s examination of the proposal. The concurrence of the State(s) whose facilities will be affected by proposals submitted by international organizations or initiated by the Secretariat should also be shown under this item.

#### Steps

2.4 Followings are the steps for processing the submission of Proposal for Amendment (PfA) to APAC ANP Volume II, Part IV – ATM – Table ATM II-APAC-1 – Asia and Pacific Regions ATS Routes:

- a) Obtain ATS route designator from ICAO APAC Office: the originator should send email request for ATS route designator to ICAO APAC Office ([apac@icao.int](mailto:apac@icao.int)) providing the purpose of the ATS route (e.g. new ATS route from waypoint A to waypoint B) and specify whether RNAV or non-RNAV route. Please refer to **Appendix B** for ICAO Distribution of Route Designators;
- b) Obtain waypoint 5 Letter Name Codes from ICARD system: each State must nominate at least one, and preferably two ICARD\_5LNC\_PLANNERS;
- c) Coordinate proposed change with affected States/Administrations: States/Administrations must complete appropriate bilateral/multilateral coordination with affected States/Administrations before submitting the PfA to ICAO APAC Office;
- d) Submit PfA to APAC ANP Volume II to ICAO APAC Office;  
then, after PfA is Regionally agreed;
- e) States/Administrations promulgate AIP amendment: effective date must be an AIRAC Date. Annex 15 requirements for prior promulgation must be met (minimum 70 days before effective AIRAC date).

**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.



**PROPOSAL FOR AMENDMENT OF THE ICAO  
ASIA AND PACIFIC REGIONS AIR NAVIGATION PLAN, VOLUME II**

(Serial No.: APAC-II XX/XX – ATM)

a) <b>Plan:</b>	Air Navigation Plan (ANP) - Asia and Pacific Regions, Volume II		
b) <b>Proposed amendment:</b>	<b>Volume II, Part IV – ATM – Table ATM II-APAC-1 – Asia and Pacific Regions ATS Routes.</b>		
	<i>Editorial Note:</i> Amendments are arranged to show deleted text using <del>text to be deleted</del> , and added text with grey shading (text to be inserted)		
	Add requirement for ATS routes as follows:		
	[ATS ROUTE DESIGNATOR]	[LIST LOCATIONS AND 5LNCS]	[5LNC COORDINATES IN WGS84 FORMAT]
	<i>See guidance provided on page 3 of this template</i>		
c) <b>Originated by:</b>	[Name of State or Organization]		
d) <b>Originator's reasons for amendment:</b>	[Text]		
	<i>Note: Where the amendment affects adjacent FIRs administered by another State the proposer should provide information on consultation and agreement</i>		
e) <b>Intended date of implementation:</b>	As soon as possible following Regional agreement.		

f) <b>Proposal circulated to the following States and International Organizations:</b>	[PROPOSING STATE OR STATES]*	[LIST OTHER STATES]	[LIST OTHER STATES AND/OR INTERNATIONAL ORGANIZATIONS]
	[LIST OTHER STATES]		
	* for information		

g) <b>Secretariat Comments:</b>	<ol style="list-style-type: none"> <li>1. [TEXT]</li> <li>2. [TEXT]</li> <li>3. [TEXT]</li> </ol>
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**Guidance for Submission of ANP ATS Route Amendments.**

Page IV-3 of the [Asia Pacific Air Navigation Plan, Volume II](#) provides the following explanation of Table ATM II-APAC-1 – Asia and Pacific Regions ATS Routes:

*Significant points defining the ATS routes are given. Only prominent locations have been listed. Additional points where facilities are provided to complete navigational guidance along a route, but not otherwise marking significant characteristics of the route (change of heading of centre line, intersection with other routes, etc.) have normally not been included. Locations shown in parentheses indicate significant points outside the ASIA/PAC regions.*

It is not necessary that the ATS route definition in the ANP includes all information intended to be defined in AIP. The following guidance is provided for the submission of new or amended ATS route information.

**STEPS**

1. Obtain ATS Route Designator from ICAO Regional Office (advise if RNAV or non-RNAV route);
2. Obtain waypoint 5 Letter Name Codes from ICARD system (*each State must nominate at least one, and preferably two ICARD\_5LNC\_PLANNERS. Contact Regional Office for details*);
3. Coordinate proposed change with affected States;
4. Submit ANP Proposal for Amendment (PfA) to Regional Office; then, after PfA is Regionally agreed;
5. Promulgate AIP amendment. **Effective Date MUST be an AIRAC Date. Annex 15 requirements for prior promulgation must be met (minimum 56 days before effective AIRAC date).**

**BANP Amendment Proposal**

<b>Required Detail</b> ( <i>in sequence from start to end of route</i> )	<b>Example</b>
<b>ATS Route Designator</b>	A1 or A12 or A123
<b>Route Start Point:</b>	
• Location, e.g. NAVAID name in full; or	SMALLPORT
• Waypoint (5LNC).	STATA 154600N 0983600E
<b>Intersection with major ATS route:</b>	
• Location; or	BIGVILLE
• Waypoint (5LNC).	CROSA 150512N 0991436E
<b>Item to be deleted:</b>	
• Location; or	OLDVILLE or
• Waypoint (5LNC)	GONER 150512N 0991436E
<b>Route Turn Point:</b>	
• Location; or	MIDTOWN
• Waypoint (5LNC).	TURNA 143124N 0992154E
<b>Route End Point:</b>	
• Location; or	LASTPORT
• Waypoint (5LNC)	ENDER 14.0812N 0992700E
Any relevant point outside the ICAO Asia/Pacific Region	(OUTATOWN) (YONDA) 135806N 0993818E

## General Guidance

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Basic Designator:	A, B, G, R – Routes which form part of the Regional Networks of ATS routes and are not Area Navigation routes ( <b>Regional, Conventional</b> ) L, M, N, P – Area Navigation (RNAV) routes which form part of the Regional Networks of ATS routes ( <b>Regional, RNAV</b> ) H, J, V, W – Routes which do not form part of the regional networks of ATS routes and are not Area Navigation routes ( <b>Non-Regional, Conventional</b> ) Q, T, Y, Z – Area Navigation (RNAV) routes which do not form part of the regional networks of ATS routes ( <b>Non-Regional, RNAV</b> )
Prefix before designator:	K - Low level route established for use primarily by helicopters U - Route or portion thereof is established in upper airspace S - Route established exclusively for use by supersonic aircraft
Suffix after designator:	F – Advisory service only is provided. G – Flight information service only is provided.

Basic Desig.	EUR/NAT	APAC	SAM	MID	ESAF	NACC	WACAF	RESERVED
<b>A</b>	100-124 225-249 350-374 475-499 700-724 800-849 900-974	200-224 325-349 450-474 575-599	300-324 425-449 550-574 675-699	400-424 775-799	525-549 650-674	500-524 625-649 750-774 875-899	600-624 725-749 850-874 975-999	1-99 125-199 250-299 375-399
<b>B</b>	100-124 225-249 350-374 475-499 700-724 800-849 900-974	200-224 325-349 450-474 575-599	300-324 425-449 550-574 675-699	400-424 525-549	650-674 775-799	500-524 625-649 750-774 875-899	600-624 725-749 850-874 975-999	1-99 125-199 250-299 375-399
<b>G</b>	100-124 225-249 350-374 475-499 700-724 800-849 900-974	200-224 325-349 450-474 575-599	300-324 425-449 550-574 675-699	650-674 775-799	400-424 525-549	500-524 625-649 750-774 875-899	600-624 725-749 850-874 975-999	1-99 125-199 250-299 375-399
<b>R</b>	100-124 225-249 350-374 475-499 700-724 800-849 900-974	200-224 325-349 450-474 575-599	300-324 425-449 550-574 675-699	650-674 775-799	400-424 525-549	500-524 625-649 750-774 875-899	600-624 725-749 850-874 975-999	1-99 125-199 250-299 375-399
<b>L</b>	1-99 125-199 250-299 376-399 600-624 725-749 850-874 975-999	500-524 625-649 750-774 875-899	400-424 525-549 650-674 775-799	300-324 550-574 700-724	425-449 675-699	200-224 325-349 450-474 575-599	100-124 225-249 350-374 475-499	375 800-849 900-974
<b>M</b>	1-99 125-199 600-624 725-749 850-874 975-999	500-524 625-649 750-774 875-899	400-424 525-549 650-674 775-799	300-324 550-574 700-724	425-449 675-699	200-224 325-349 450-474 575-599	100-124 225-249 350-374 475-499	250-299 375-399 800-849 900-974
<b>N</b>	1-99 125-199 600-624 725-749 850-874 975-999	500-524 625-649 750-774 875-899	400-424 525-549 650-674 775-799	300-324 550-574 700-724	425-449 675-699	200-224 325-349 450-474 575-599	100-124 225-249 350-374 475-499	250-299 375-399 800-849 900-974
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