International Civil Aviation Organization

The Sixth Meeting of the APANPIRG ATM Sub-Group (ATM/SG/6)

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)

ATS ROUTE CATALOGUE

(Presented by the Secretariat)

SUMMARY

This paper presents the *Asia and Pacific Region ATS Route Catalogue* Version 16 for review and update.

1. INTRODUCTION

1.1 The most recent Version 15 of the *Asia/Pacific ATS Route Catalogue* is available at the ICAO Asia/Pacific website (http://www.icao.int/) under the menu 'APAC eDocuments'. On-going updates have been undertaken by the Regional Office based on the information made available by States and airspace users. The Catalogue records the current status of route proposals, which may not have reached the stage of the formal proposal stage through the Regional Air Navigation Plan Proposal for Amendment (PfA) process.

1.2 The structure of the Catalogue is as follows:

- Chapter 1: South Asia.
- Chapter 2: Southeast Asia.
- Chapter 3: East Asia/Russian Federation.
- Chapter 4: Pacific.

2. DISCUSSION

Consultation

2.1 The ICAO APAC Regional Office sent out emails to all States /Administration requesting for update on the routes with the different categorization to enable us to better understand the status of the various routes listed and also the expected timeline for their proposal for amendment and implementation.

2.2 We requested APAC States to list these routes based on their priorities for implementation. The priorities are as follows:

Priority A – Short Term i.e. it could be implemented within 12 months;
Priority B – Medium Term i.e it could be implemented within 13 to 36 months;
Priority C – Long term i.e more than 36 months; and
Priority D - Cannot be implemented (reasons to be provided).

As some states were not represented, these routes were classified as Priority C and will be updated when more information becomes available.

2.3 Only three States namely, Afghanistan, Myanmar and Singapore responded. The information/comment has been updated in Attachment B and shaded in grey highlight. These routes affect the regions of South Asia, South East Asia, East Asia/Russian Federation and the Pacific. The countries that were contacted but which did not respond were:

> Australia, Bangladesh, Bhutan, Brunei, Cambodia, China, Cook Islands, DPR Korea, Fiji, French Polynesia, Hong Kong China, India, Indonesia, Japan, Kiribati, Lao PDR, Macau China, Malaysia, Maldives, Marshall Islands, Micronesia (Federated States of), Mongolia, Nauru, Nepal, New Caledonia, New Zealand, Pakistan, Palau, Papua New Guinea, Philippines, Republic of Korea, Samoa, Solomon Islands, Sri Lanka, Thailand, Timor Leste, Tonga, United States, Vanuatu and Viet Nam.

2.4 It is possible that the email could have been sent to the POC who is not the current point of contact and ICAO was not notified of any change/update. The list of POCs is at **Attachment A**. States/Administrations are required to confirm their contacts and provide ICAO with the latest update. Updates could be sent to yzhou@icao.int or apac@icao.int

Change Process

2.5 Presently, the process allows route proposals to be managed under Vol II of the ANP (and where Vol II is on the website), thereby not requiring Council sign-off but agreement through regional circulation of the PfA. The Regional Office had received several PfAs, however these PfAs are not conforming to the format required:

a) waypoints for routes are not obtained from ICARD (waypoints might be based on their favorite word/phrase etc.);

b) exact location of waypoints in PfAs provided are not the same as those published in State's AIP or SKYVECTOR or Jeppesen (latitude/longitude information provided must be based on WGS 84 format of (degrees/minutes/seconds);

c) waypoints are not provided at crossing/turning points of the ATS route proposal. When ICAO provides corrected versions, states still send amendments with wrong information in the amended copy. Charts for the PfAs should be clear and concise with the same information listed in the request and there shall not be any variation.

d) routes that affect adjacent States/FIRs need to be coordinated and agreement stated in the PfA;

e) for the publication of PfAs, the timeline is based on the AIRAC cycle of 56 days. This lack of understanding will cause delay to the publication of the PfAs.

2.6 Certain routes that affect other states, states are required to coordinate with the countries concerned and indicate in the PfAs.

Route Catalogue

2.7 Version 16 of the *Asia/Pacific ATS Route Catalogue* is appended at **Attachment B** for review by States and IATA.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) provide feedback on the status of the route proposals to ICAO, and

c) discuss any relevant matters as appropriate.

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ATS Route Catalogue Points of Contact

Updated 10 August 2017

STATES/ADMINISTRATION	POINTS OF CONTACT	EMAIL	REPLY	EMAIL	REPLY	REMARKS
Afghanistan	Mr. Prasad Selvaraj	Mar13, 2017; and May11 2017		Prasad.Selvaraj@iapws.com	**AFG1 :** TAPIS – DAVET westbound only, P173, is implemented. With AIP as evidence. IND 7 (N877 Extension). UL333 SERKA to SOKAM in place now. IRAN 1 Option b, ALROT - BIRJAND - SOKIR - GASIR modified to ALROT - BIRJAND - SOKIR - SHANO or BIMLA. -- Proposed route modification prevents Kabul ACC from having to provide separation in Karachi ACC airspace at GASIR. Same procedure currently used for aircraft exiting Kabul FIR converging at DI KHAN in Lahore ACC airspace. -- (3) Possible to implement within 13 - 36 months, (with modification noted above) subject to further consideration (Medium Term)	Afghanistan AIS Staff
Australia	Ms. Louise Alberts			louise.alberts@AirservicesAustralia.com		Airservices Australia ATM Data Coordinator
Bangladesh	Mr. Paritosh Kumar Halder; Mr. Abu Kayes Mohammad Zahirul Islam			laboni.falguni@gmail.com ; zahirulislamovich@gmail.com		ANS Consultant (AIS) Civil Aviation Authority of Bangladesh; Consultant (GIS) Civil Aviation Authority of Bangladesh
Bhutan	Mr. Pema Tashi; Mr. Karma Wangchuk			ptashi@bcaa.gov.bt; kwangchuk@dca.gov.bt		Superintendent, ANS; Department of Air Transport (Paro International Airport) Ministry of Information and Communications
Brunei	Mohammad Nazri bin Mohammad Yusof			nazri.yusof@civil-aviation.gov.bn		Director of Civil Aviation Department of Civil Aviation Ministry of Communications Brunei International Airport
Cambodia	Mr. Peou Vuthy; Mr. Sary Samnang			ansops_ssca@yahoo.com; samnang_ais@yahoo.com		Chief of AIS; Deputy Chief of AIS
China	Mr. Hang Su; Mr. Baiweng Zhang			hanssued@atmb.net.cn; zhangbaiweng@sina.com		Deputy Director of ATC Division ATMB of CAAC; Deputy Director of AIS Center, ATMB of CAAC
Cook Islands	Mr. Ned Howard			ned.howard@cookislands.gov.ck		Secretary of Ministry of

STATES/ADMINISTRATION	POINTS OF CONTACT	EMAIL	REPLY	EMAIL	REPLY	REMARKS
						Transport Ministry of Transport Department of Civil Aviation
DPR Korea	Mr. Rj Yong Chol; Mr. Kim Jong Chol			gaca@silibank.net.kp;		Chief of ATS, ATMD General Administration of Civil Aviation; Officer, Air Traffic Control Division, ATMD
Fiji	Mr. Ilaitia Tabakaucoro			ilaitia.tabakaucoro@caaf.org.fj		Air Traffic Management Inspector – AIS/PANs-Ops Civil Aviation Authority of Fiji
French Polynesia	Mr. Peretti Charles			Charles.peretti@aviation-civile.gouv.fr		Head of ATS Department SEAC/PF – DGAC
Hong Kong, China	Mr. Timo			tkcyeung@cad.gov.hk		Senior Operations Officer Civil Aviation Department, Hong Kong China
India	Mr. Yogendra Rohilla			yogendra@aai.aero		Jt. General Manager (AIS & SAR) Airports Authority of India
Indonesia	Mr. Rahmat; Mr. Yayat Supriyatna			dms@airnavindonesia.co.id;		AIS Senior Specialist
Japan	Ms Fumio Sato			satoh-f05tv@mlit.go.jp		Special Assistant to the Director Air Traffic Control Division
Kiribati	Ms. Aako Teikake			dca@mcttd.gov.ki		Acting Director of Civil Aviation Directorate of Civil Aviation Ministry of Communications, Transport and Tourism Development
Lao PDR	Ms. Davone Vilayseng; Mr. Manasavanh Kounlath			davone.vs@gmail.com ; manasavanh@gmail.com		Deputy Director of Air Navigation Division; Director of AIS Office Lao Air Traffic Management
Macau, China	Mr. Ip Veng Chon			edwardip@aacm.gov.mo		Assistant Safety OfficerCivil Aviation Authority of MacaoAlameda Dr. Carlos D'Assumpçao
Malaysia	Mr. Bahrin Tahir; Mr. Tan Kim Sin			bahrin.tahir@dca.gov.my; tanks@dca.gov.my		Air Traffic Inspectorate DCA Malaysia; Senior Assistant Director DCA Malaysia
Maldives	Ms. Fathimath Samiya; Mrs. Haseena Hadi			samiya@macl.aero; hasyna@macl.aero		Associate General Manager, AIS Maldives Airports Company Limited; Assistant Manager, AIS Maldives Airports Company Limited
Marshall Islands	Mr. Stanley Myazoe			rmidca@yahoo.com		Director Directorate of Civil Aviation Ministry of Transport and Communications

STATES/ADMINISTRATION	POINTS OF CONTACT	EMAIL	REPLY	EMAIL	REPLY	REMARKS
Micronesia	Mr. Massy Halbert			mas.halbert@gmail.com		Assistant Secretary (Minister) Division of Civil Aviation Department of Transportation, Communications and Infrastructure
Mongolia	Mrs. Ariungerel Purev; Mr. Nyambayar Batkhuu			ariungerel@mcaa.gov.mn; nyambayar.b@mcaa.gov.mn		AIS Director Aeronautical Information Services Division, AIM Specialist Aeronautical Information Services Division.
Myanmar	Mr. Nyunt Win; Mr. Than Lwin	1-May-17		aiso@ais.gov.mm; thanlwin.ais@gmail.com	**1. HIMALAYA 2**: As their coverage of VHF and Radar are not available. In that case we are unable to accept it. 2. **THAI 1**: are unable to accept it and we need to discuss with THAILAND ACC. 3. possible to implement after 36 months, subject to further consideration **(Long Term).**	Deputy Director Department of Civil Aviation; Assistant Director Department of Civil Aviation.
Nauru	Ms. Melaney Bill Ms. Li-May Uera			melaney.bill@naurugov.nr secretary.transport@naurugov.nr (doesn't work)		Director of Civil Aviation Department of Civil Aviation; Secretary for Transport & Telecommunications
Nepal	Mr. Dahal, Mukesh Raj; Ms. Manju Paudyal Gyawali			onepeshifirst@gmail.com;(doesn't work) manju_paudyal2003@yahoo.com		Manager Civil Aviation Authority of Nepal; Civil Aviation Authority of Nepal
New Caledonia	Mr. Sébastien Chêne; copy to Mr. Jude MARIADASSOU			sebastien.chene@aviation-civile.gouv.fr; jude.mariadassou@aviation-civile.gouv.fr		Director of Civil Aviation Department of Civil Aviation; Chef du bureau "coordination multilatérale" Sous direction de l'Europe et de l'international Direction générale de l'aviation civile 50 Rue Henry Farman 75720 Paris cedex 1
New Zealand	Mr. Matt Day			matt.day@groupead.co.nz		Manager AIM GroupEAD Asia/Pacific
Pakistan	Minister in-charge on Aviation; Mr. Muhammad Ayaz Jadoon			secyavn@gmail.com; dops@caapakistan.com.pk		Minister in-charge on Aviation; Director Operations Civil Aviation Authority Headquarters Terminal-1
Palau	Mr. Peter N. Polloi			pnaa@palaunet.com		Administrator-Director General of Civil Aviation Palau National Aviation Administration
Papua New Guinea	Mr. Roy Mumu; Mr. Wilson Sagati			rmumu@transport.gov.pg; wsagati@casapng.gov.pg		Secretary Department of Transport; Chief Executive Officer and Director

STATES/ADMINISTRATION	POINTS OF CONTACT	EMAIL	REPLY	EMAIL	REPLY	REMARKS
						Civil Aviation Safety Authority of Papua New Guinea
Philippines	Ms. Maria Rumela G. Cortes; Mr. Jose D De Vera			phil.aisops@gmail.com ; devevajose18@gmail.com (doesn't work)		Facility in Charge, AIS – OPS Civil Aviation Authority of the Philippines Acting Division Chief III, AIS/MAP Aeronautical Information Service/MAP Civil Aviation Authority of the Philippines
Republic of Korea	Mr. Jinseob An; Mr. Seongyong Jo Mr. Ko Hansung Mr. Kwon Hyungcheol			alfa9029@korea.kr; sun9sang@korea.kr; koh119@korea.kr; cheol89@korea.kr		Deputy Director; Assistant Director; Assistant director air traffic management Division; Assistant director ATFM centor
Samoa	Mr. Su'a POUMULINUKU Onesemo Mr. Nanai Junior Saaga			pou.onesemo@mwti.gov.ws; njsaaga@mwti.gov.ws		Secretary for Transport/Chief Executive Officer Ministry of Works, Transport and Infrastructure; Director of Civil Aviation/Assistant Chief Executive Officer Civil Aviation Division Ministry of Works, Transport & Infrastructure
Singapore	Ms. Wong Liang Fen			wong_liang_fen@caas.gov.sg	Timeline extended 31 May 2017.	Chief, Aeronautical Information Services Civil Aviation Authority of Singapore
Solomon Islands	Mr. James Apaniai; Mr. Brian Halisanau			george.satu@gmail.com; halisanau_b@caasi.com.sb		Director of Civil Aviation Civil Aviation Authority of Solomon Islands; Civil Aviation Authority of Solomon Islands
Sri Lanka	Ms. Vineetha Senanayake; Mr. Manjula Parakrama Bowatte			scaiais@caa.lk; mpb.ais.ans@airport.lk		Senior Civil Aviation Inspector (AIS) Civil Aviation Authority of Sri Lanka; Officer-in-Charge/AIS Airport and Aviation Service Sri Lanka
Thailand	Mr. Apiwat Chanrueang Mr. Sunun Nimfuk			apiwat.c@caat.or.th ; sunun.ni@aerothai.co.th		Air Navigation Servies Standards Officer Civil Aviation Authority of Thailand; Senior Director, Air Traffic

STATES/ADMINISTRATION	POINTS OF CONTACT	EMAIL	REPLY	EMAIL	REPLY	REMARKS
						Management Network Bureau Aeronautical Radio of Thailand Limited
Timor Leste	Mr. Romualdo A.S. da Silva;			RTHV99@yahoo.com; henriques.sabino@gmail.com;		Director Civil Aviation Division of Timor-Leste, Ministry of Transports and Communication; Minister for Infrastructure and Tourism
Tonga	Hon. 'Etuate S Lavulavu Mr. Pesalili Tuiano			elavulavu@infrastructure.gov.to ; etuatelavulavu@gmail.com Copy to: rfaoliu0708@gmail.com		Minister for Infrastructure and Tourism; Acting Chief Executive Officer for Infrastructure Civil Aviation Division Ministry of Infrastructure
United States	Mr. Jerry Torres; Mr. Gary Bobik			jerry_torres@faa.gov; gary.ctr.bobik@faa.gov		Manager, U.S. NOTAM Office Operations and Policy Group; FAA Contractor Senior Program Analyst
Vanuatu	Joseph Niel			jniel.civav@vanuatu.com.vu		Director General Civil Aviation Authority of Vanuatu
Viet Nam	Ms. Le Thi Phuong; Mr. Nguyen Thanh Hung			lephuongais@gmail.com; hutwr@yahoo.com		Manager of AIP Division Viet Nam Aeronautical Information Center; Chief of SMS unit Viet Nam Aeronautical Information Center.

ATM/SG/6/WP31 Attachment B
30/07/2018 - 03/08/2018

ASIA/PACIFIC REGION ATS ROUTE CATALOGUE

INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASIA/PACIFIC REGIONAL OFFICE

VERSION 16.1

May 2018

Table of Contents

Foreword

The *Air Navigation Plan – Asia and Pacific Regions* (Doc 9673) has been superceded, in electronic form by the electronic Air Navigation Plan (eANP), which contains a table of regional ATS routes in Volume II (*Table ATM II- APAC- 1 – Asia and Pacific Regions ATS Routes*).

The fourteenth meeting of the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/14, August 2004) under Conclusion 14/5 established the ATS Route Network Review Task Force (ARNR/TF) to review the Asia and Pacific ATS route network to determine present and future route requirements. To facilitate the amendment process and keep track of route implementation and future requirements, and with the objective of providing more up to date information on route developments, ARNR/TF prepared the draft *Asia/Pacific ATS Route Catalogue*.

APANPIRG/16 (August 2005, Bangkok), recognizing the value of a consolidated reference document for the regional ATS routes and future route requirements of States and airspace users, accepted the Route Catalogue under Decision 16/9. The ATS Route Catalogue is intended to be a living document, supplementing the BANP and maintained by ICAO Asia and Pacific Office. Communication related to the ATS Route Catalogue should be made via email to the ICAO Asia and Pacific Office at icao_apac@bangkok.icao.int.

A Contracting State or qualifying International Organization identifying a need for a new route requirement to be included in the eANP or to change an existing route contained in the eANP, may submit an amendment proposal to the ICAO Asia and Pacific Regional Office in accordance with established procedures summarized below and the template provided on the APAC website.

Appropriately presented and documented proposals to amend the eANP are submitted to the ICAO Secretary General through the Regional Office and circulated to States and International Organizations for comment. If, in reply to the ICAO Regional Office's inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement (involving the relevant PIRG) on the subject has been reached. The Regional Office will inform States and international organizations concerned of the approval and the eANP will be amended accordingly.

If, in reply to the ICAO Regional Office's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by APANPIRG and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

The Regional Office, which is responsible for maintaining the ATS Route Catalogue, will update the ATS Route Catalogue from time to time as amendment proposals are presented, progressed and agreed or not agreed. The revision number and date shown on the cover page of the catalogue, which is posted on the ICAO APAC website (http://www.bangkok.icao.int/).

The ATS Route Catalogue is now as follows:

Chapter 1, 2, 3 and 4: Future Requirements – Users & States

Regional ATS route proposals affecting Asia/Pacific airspace should be presented as part of a paper to ATM coordination groups or other suitable bodies, and then may be entered into the Route Catalogue by the Regional Office. The Regional Office will periodically present to appropriate ATM coordination groups or other suitable bodies the proposals within their geographical area of interest for review.

ICAO presented the *Asia/Pacific Region ATS Route Catalogue at SAIOACG/7* for review and update. The *Asia/Pacific Region ATS Route Catalogue* contained proposals for route changes that had not yet been agreed and implemented.

States in APAC were required to reclassify the routes in the catalogue as:-
Priority A – Short Term i.e. it could be implemented within 12 months;
Priority B – Medium Term i.e it could be implemented within 13 to 36 months;
Priority C – Long term i.e more than 36 months; and
Priority D - Cannot be implemented (reasons to be provided).

As some states were not represented, these routes were classified as Priority C and will be updated when more information becomes available.

After review, the ATS Route Catalogue may be updated by:

- Deletion of the proposal when the proposal has been agreed and entered into the eANP; or
- Deletion of the proposal when it has been decided that there is no possibility of implementation in the foreseeable future; or
- Amendment with the addition of supplementary information; or
- Addition of a new ATS route proposal.

Amendment Record

Version/Amendment Number	Date	Amended by	Comments
0.1	14 February 2005	-	ARNR/TF/2 developed the draft version.
0.2	5 May 2005	ARNR/TF/3	Finalized the format following contribution from the members.
0.3	29 July 2005	ATM/AIS/SAR/SG/15	Sub-Group concluded that the Catalogue be adopted (Draft Conclusion 15/3).
1	26 August 2005	APANPIRG/16	APANPIRG/16 decided that the Catalogue be accepted (Decision 16/9).
2	24 January 2006	BBACG/17	Reviewed and updated the Catalogue.
3	19 May 2006	SEACG/13	Reviewed and updated the Catalogue.
4	26 January 2007	BBACG/18	Reviewed and updated the Catalogue.
5	23 May 2008	SEACG/15	Reviewed and updated the Catalogue.
6	15 May 2009	SEACG/16	Reviewed and updated the Catalogue.
7	27 May 2010	SEACG/17	Reviewed and updated the Catalogue.
8	10 March 2011	BBACG/21	Reviewed and updated the Catalogue.
9	6 May 2011	SEACG/18	Reviewed and updated the Catalogue.
10	22 September 2011	SAIOACG/1	Reviewed and updated the Catalogue.
11	22 June 2012	ATM/AIS/SAR/SG/22 APANPIRG/23	Reviewed, reformatted, and updated the Catalogue, approved by APANPIRG/23.
12	26 June 2013	SAIOACG/SEACG, ATM/SG	Reviewed, reformatted, and updated the Catalogue, approved by APANPIRG/24.
13	11 September 2014	SAIOACG/SEACG, ATM/SG APANPIRG/25	Reviewed subsequent to Easter Island being transferred out of the Region; added European trans-regional proposals
14	September 2015	SAIOACG/SEACG, ATM/SG APANPIRG/26	Removal of Chapter A (BANP routes)
15	September 2016	SAIOACG/SEACG, ATM/SG APANPIRG/27	Reviewed and updated the Catalogue.
16	August 2017	SAIOACG/SEACG, ATM/SG	Reviewed and updated the catalogue

Chapter 1: South Asia

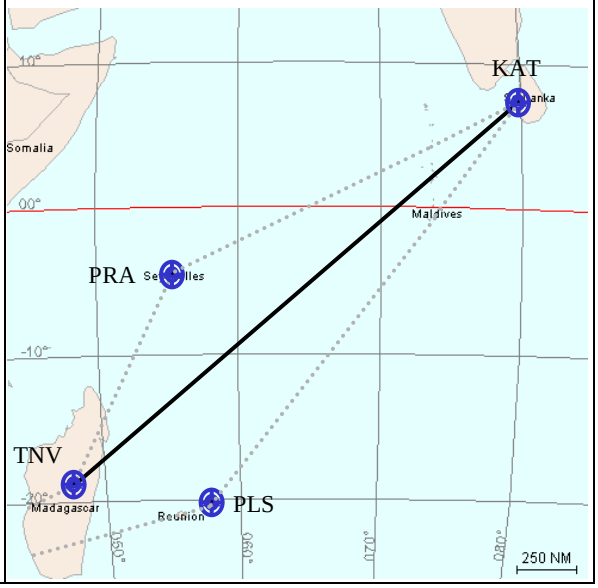
(referred to: SAIOACG, BOBASIO, ASIOACG as appropriate for review)

ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
COL 1	KAT TNV	N0709.7 E07952.1 S1842.2 E04731.1	COLOMBO MADAGASCAR	**Priority B**
HIMALAYA 1	KOLKATA NEPALGUNJ INDEK	2238.7N 08827.2E 2806.1N 08139.1E 3246N 7316E	KOLKATA KATHMANDU LAHORE	Moved from Chapter 4. Route requested by Nepal **Priority C**
HIMALAYA 2	KATHMANDU BAGHDOGRA GUWAHATI SILCHAR IMPHAL KUNMING	2740.5N 08521.0E 2641.3N 08819.8E 2606.1N 09135.3E 2454.8N 09258.9E 2446.0N 09354.5E 2501N 10244E	KATHMANDU KOLKATA KOLKATA KOLKATA KOLKATA KUNMING	Moved from Chapter 4. Route requested by Nepal Myanmar unable to accept 28/4/17 **Priority D**
HIMALAYA 3	**LELAX QIM FKG**	N3223.5 E07737.9 N3809.1 E08532.2 N4410.0 E08759.0	DELHI URUMQI	New Entry 10/1/13 **Priority C**
IDO 1	SJ MABIX	N0113.4 E10351.3 N0316.0 E09450.9	SINGAPORE JAKARTA	Not implementing due PfA on L762 Priority : D
IND 1	BBS BPL	N2014.6 E08548.8 N2317.0 E07720.2	KOLKATTA MUMBAI	**Priority C**
IND 7	PRA SERKA KAMAR BIRJAND	N2401.8 E07445.0 N2951.0 E06615.0 N3239.0 E06044.0 N3258.3 E05912.0	MUMBAI DELHI KABUL TEHERAN	N877 Extension Completed SERKA to SOKAM Priority : D
IND 8	VABB APANO WPT “X”	Details in chart	MUMBAI KARACHI	2 Route Options **Priority C**
IND 09	TELEM BHU RKT BBB	N2407 E068 46 N2316.5 E06940.0 N2218.8 E07046.7 N1905.2 E072 52.5	MUMBAI	New Entry 1/1/13 **Priority C**
IND 10	AAE MORVI RASKI	N2304.1 E07237.7 N2249.0 E07050.0 N2303.5 E06352.0	MUMBAI	New Entry 1/1/13 **Priority C**
IRAN1	**a. ALROT-BIRJAND-**	?	IRAN	Requested by IRAN and

	SOKIR -NH b. ALROT-BIRJAND-SOKIR-GASIR c. ALROT-BIRJAND-SOKIR-SHANG or BIMLA		KABUL PAKISTAN	amended by IATA at SAIAOCG/3 Mtg. **Implemented Option c.** **Priority : D**
PAK 01	KC MELOM	N2454.6 E06710.6 N2505.0 E06632.0	KARACHI	New Entry 1/1/13 **Priority C**
PAK02	INDEK CHG	N3246.0 E07316.0 N3040.1 E07648.3	LAHORE DELHI	New Entry M890 extension 1/1/13 **Priority : D**
THA 1	KORAT DAWEI	N1455.0 E10208.4 N1405.9 E09812.2	BANGKOK YANGON	Myanmar unable to accept 28/4/17 **Priority : D**
MID 01	PEKES IDEBA NH	N270541E0645240	IRAN PAKISTAN	Contingency Route 4/5/2018 Priority B
MID 02 (a)	BND-DAVEP-NABOX- PEKES-DANOV-ULOVI- PIRAN-OGOGO- LOVIT-PAROD-HANGU- PS G325 GT G325 - PURPA		Afghanistan	New entry 4/5/2018 Priority B In case only one route is allowed, (a) should be preferred.
MID 02 (b)	BND- DAVEP-NABOX- PEKES-DANOV-ULOVI- PIRAN-OGOGO- LOVIT-PAROD-DUDEG-PATOX- OKB-IMGES- SABAR-PURPA		Afghanistan	New entry 4/5/2018 Priority B In case only one route is allowed, (a) should be preferred.

ATS ROUTE NAME: COL 1

REQUESTED BY: IATA

ENTRY/EXIT POINT KAT / TNV ROUTE DESCRIPTION KAT .. TNV (ANTANANARIVO) FLIGHT LEVEL BAND 28000 – 46000 feet **PRIORITY: B**	CHART 

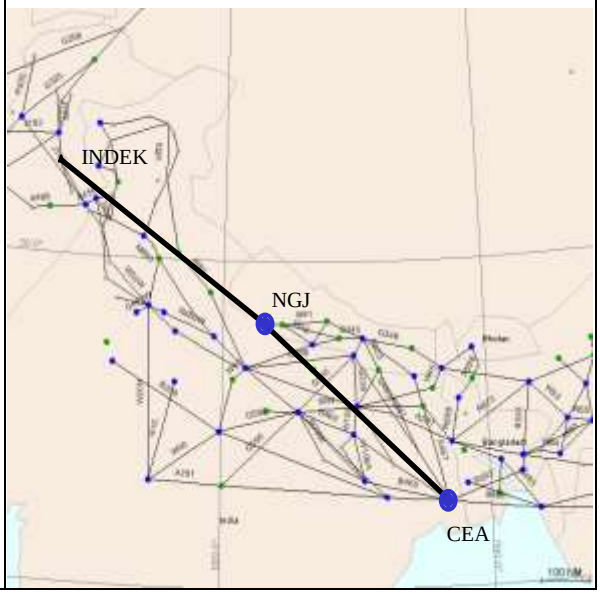
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	130nm /16 min	
Fuel	2110kg	770,000kg
CO_2	6,500kg	2,370 tonnes
No_x		

Remarks: This proposal supports traffic between THA/HKG/ South China and Southern Africa.
A proposal already exists to establish a User Preferred Route (UPR) geographic area which will support the same traffic flow however this proposal needs to be retained in the short term.
PRIORITY: B

Potential City Pairs:

ATS ROUTE NAME: Himalaya 1 Requested by : Nepal

ENTRY/EXIT POINT **XXXXX** **ROUTE DESCRIPTION** **Kolkata (CEA) .. Nepalgunj (NGJ) .. INDEK** **FLIGHT LEVEL BAND** **PRIORITY: C**	**CHART** 

Action Required	States to coordinate implementation. .

Benefit		
Cost		
Fuel Saving		
Emission	CO_2	
	NO_X	

Remarks: Remarks: The route has been implemented except for Imphal to Kunming which China had undertaken to review (as per current remarks)

IATA Nth Asia Office approached China who have indicated this route will be considered as part of the overall China route review - no timeline was given.

The extension to L509 serves the purpose at present although is only available for

limited hours daily. The availability of another route to the north will provide extra capacity but will need to be amended to link with a new transit route through Kabul.
PRIORITY: C

ATS ROUTE NAME: Himalaya 2

Requested by : Nepal

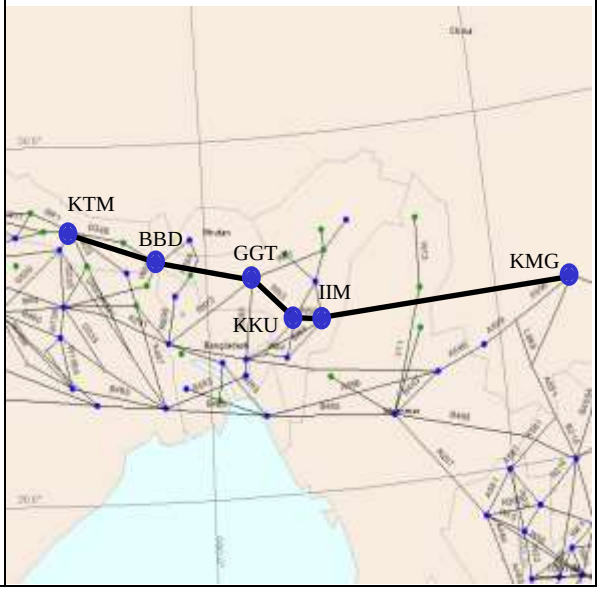
ENTRY/EXIT POINT
XXXXX

ROUTE DESCRIPTION
Kathmandu (KTM) .. Baghdogra (BBD) .. Guwahati (GGT) .. Silchar (KKU) .. Imphal (IIM) .. Kunming (KTM)

FLIGHT LEVEL BAND

PRIORITY: D

CHART



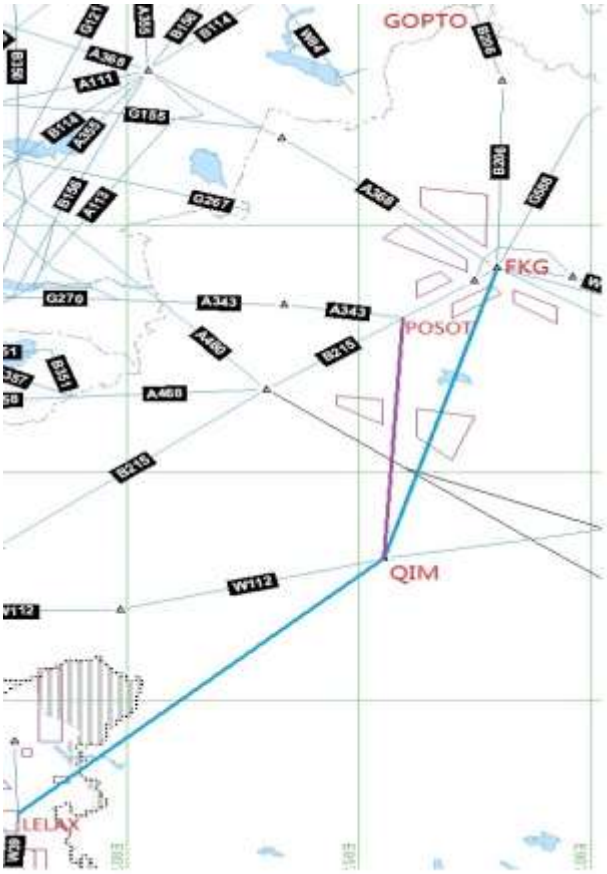
Action Required	States to coordinate imeplementation. .

Benefit

Cost		
Fuel Saving		
Emission	CO_2	
	NO_X	

Remarks: China advised that they would seriously look at the proposal and would coordinate with Nepal (ref. para 8.4of the SEA-RR/TF/4 report). This was also presented at the 22nd Meeting of the BBACG.
Myanmar unable to accept 28/4/17.
PRIORITY: D

ATS ROUTE NAME: *Himalaya 3*	
REQUESTED BY: IATA	Date: 10 January 2013

ENTRY/EXIT POINT LELAX-QIM-FKG (Or LELAX-QIM-POSOT-FKG) Connecting to FKG-TAI-GOPTO-LANBI ROUTE DESCRIPTION LELAX direct to QIM over the Himalaya to support a new route from India into China connecting to Russia onwards polar / trans polar gateways. FLIGHT LEVEL BAND: **PRIORITY: C**	CHART 

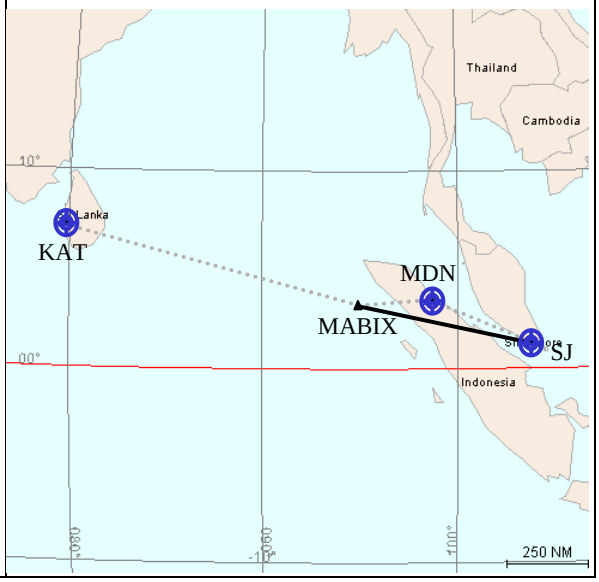
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	257NM / 23 mins	
Fuel	3500 kgs	1,265 Ton
CO_2	11 Tons	4,000 Ton
No_x		

Remarks: New 787 aircraft equipped with more than the standard cabin oxygen supply capable of operating at higher altitude longer in the event of depressurization over the Himalayas.
PRIORITY: C

Potential City Pairs: India -North America

ATS ROUTE NAME: IDO1 REQUESTED BY: IATA

ENTRY/EXIT POINT **SJ / MABIX** **ROUTE DESCRIPTION** **SJ .. MABIX** **FLIGHT LEVEL BAND** **28000 – 46000 feet** **PRIORITY: D**	**CHART** 

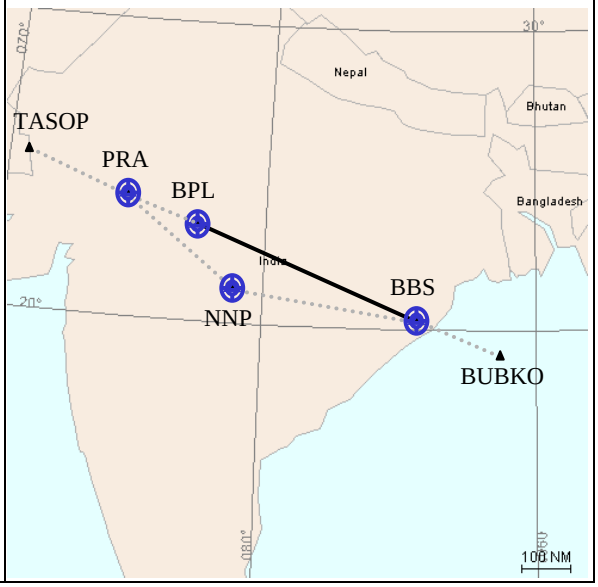
Action Required	IATA ICAO

Saving	Per flight	Annual
Mileage / Time	16nm/ 2min	
Fuel	260kg	95,000kg
CO_2	800kg	292,000kg
No_x		

Remarks: This route supports traffic from SIN to CBI, TVM and an alternative to the Middle East. It provides a 10 nm reduction in track mileage (16nm if traffic route via MDN). Not implementing due PfA on L762 **PRIORITY: D**

Potential City Pairs:

ATS ROUTE NAME: IND1 REQUESTED BY: IATA

ENTRY/EXIT POINT **BBS / BPL** **ROUTE DESCRIPTION** **BBS .. BPL** **FLIGHT LEVEL BAND** **28000 – 46000 feet** **PRIORITY: C**	**CHART** 

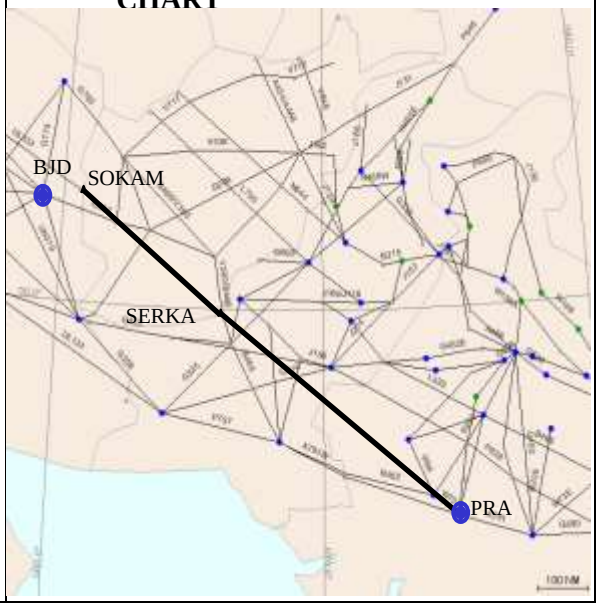
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	25nm /3 mins	
Fuel	406kg	148190 kg
CO_2	1250kg	456250kg
No_x		

Remarks: Provides extension from N895 linking traffic from BKK and Northern Sub-continent and ME. Provides a 25nm reduction in track mileage **PRIORITY: C**

Potential City Pairs: Europe/South East Asia

ATS ROUTE NAME: IND 7 (N877 Extension) REQUESTED BY: IATA

ENTRY/EXIT POINT **PRA - KAMAR** **ROUTE DESCRIPTION** **Direct Route Track from PRATAGARH** **PRA – SERKA– SOKAM** **FLIGHT LEVEL BAND** **28000-46000** **PRIORITY: D**	**CHART** 

	IATA.
Action Required	ICAO

Saving	Per flight	Annual
Mileage / Time	294 nm/37 min.	
Fuel	4777kg	1,743 tonnes
CO_2	147,000kg	5,365 tonnes
No_x		

Remarks: 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 45nm "penalty" in track mileage the current route structure requires. The routes primary benefit at this stage will be westbound and during BOBCAT traffic flow. As such a restricted route that accommodates this would be acceptable in the short term. *Update 08/02/13PRA SERKA has been "approved" by India after lengthy consultation with the Military, complementary action from Pakistan awaited.* Extension completed SERKA to SOKAM

PRIORITY: D

Potential City Pairs: KUL/SIN – MID-EAST/EUROPE

ATS ROUTE NAME: *IND 08*
REQUESTED BY: IATA Date: 25 June 2012 (ATM/AIS/SAR/SG-22)

ENTRY/EXIT POINT
VABB-APANO-AAE-VIKIT-MURLI-BI

ROUTE DESCRIPTION
Option 1 Routing:
VABB-APANO-W13N.AAE."WP1" (Mumbai/Delhi FIR waypoint) dct VIKIT

Option 2 Routing:
VABB-APANO-W13N.AAE."WP1"(Mumbai/Delhi FIR waypoint) dct "WP3"(10Nm clearance from POKHARAN{VI(D)123}) dct VIKIT

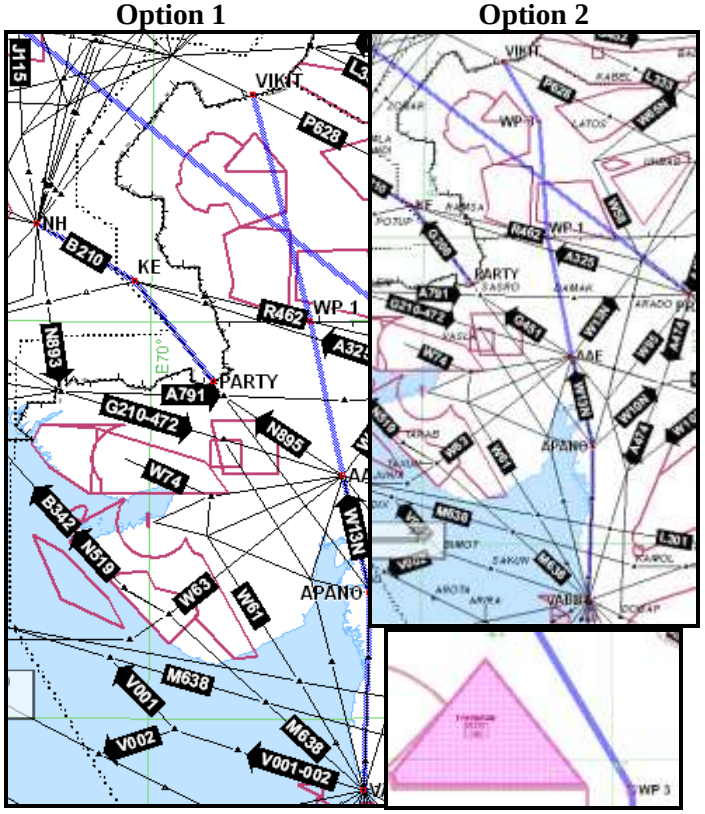
Pakistan Routing:
VAKIT dct MURLI dct BI then via existing route network.

FLIGHT LEVEL BAND

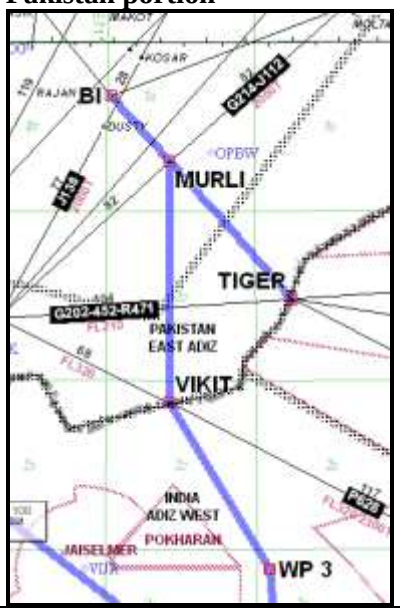
PRIORITY: C

CHART

Option 1 **Option 2**



Pakistan portion



Action Required	IATA
	ICAO

Option 1

Saving	Per flight	Annual
Mileage / Time	62 nm / 6 mins	
Fuel	589 kg	
CO_2	1826 kg	
No_x		

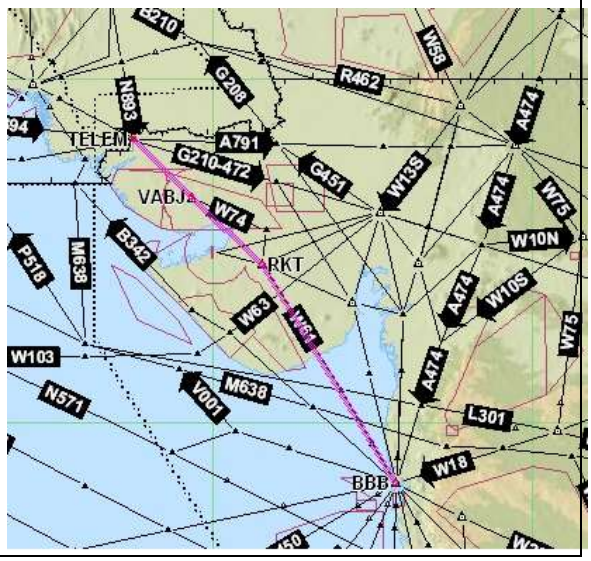
Option 2

Saving	Per flight	Annual
Mileage / Time	101 nm / 13 mins	
Fuel	1132 kg	
CO_2	3510 kg	
No_x		

Remarks: Initial request time specific (1600 – 2359) to support late night operations to North America.
PRIORITY: C

Potential City Pairs: Mumbai to North American cities

ATS ROUTE NAME: *IND 09*	
REQUESTED BY: IATA	Date: 01/01/2013

ENTRY/EXIT POINT TELEM – BBB **ROUTE DESCRIPTION** **TELEM – BHJ (Bhuj) – RKT (Rajkot) - BBB (Mumbai)** **FLIGHT LEVEL BAND** **29000 – 46000** **PRIORITY:C**	**CHART** 

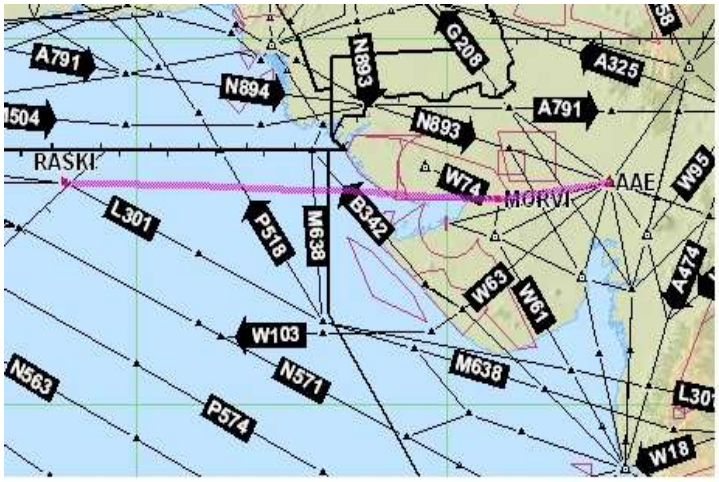
Action Required	IATA
	ICAO

Saving	Per flight	Annual potential
Mileage / Time	35nm / 5 min	
Fuel	300 kg	4,954 Ton
CO_2	945 kg	15,604 Ton
No_x		
SO_2		

Remarks: Facilitates Arrivals in to Mumbai, Bangalore from Europe. Reduces congestion around AMD with respect to BOM DEL BOM busy corridor, will assist CDOs that will add further fuel savings. (Route proposed at ANSCG Delhi meeting on 28/11/2008.)
PRIORITY: C

Potential City Pairs: Europe / BOM, BLR

ATS ROUTE NAME: *IND10*	
REQUESTED BY: IATA	Date: 01/01/2013

ENTRY/EXIT POINT AAE- RASKI ROUTE DESCRIPTION AAE (Ahmadabad) – MORVI-RASKI FLIGHT LEVEL BAND 29000 – 46000 **PRIORITY: C**	CHART 

Action Required	IATA
	ICAO

Saving	Per flight	Annual potential
Mileage / Time	80 nm / 9min	
Fuel	765 Kg	8,800 Ton
CO_2	2409 kg	27,700 Ton
No_x		
SO_2		

Remarks: Facilitates From / To Ahmadabad Middle East and overflying traffic between Far East Asia to Middle East.
PRIORITY: C

Potential City Pairs: AMD, DAC, HKG, PVG, BJS / Middle East

ATS ROUTE NAME: IRAN 1 Requested by : Iran

ENTRY/EXIT POINT **XXXXX** **ROUTE DESCRIPTION** **a. ALROT-BIRJAND-SOKIR -NH** **b. ALROT-BIRJAND-SOKIR-GASIR** **c. ALROT-BIRJAND-SOKIR-SHANG or BIMLA** **FLIGHT LEVEL BAND** **PRIORITY: D**	 **CHART**

Action Required	States to coordinate imeplementation. .

Benefit		
Cost		
Fuel Saving		
Emission	CO_2	
	NO_X	

Remarks: Requested bu IRAN and amended by IATA at SAIOACG /3 meeting. **Implemented option c.** **PRIORITY: D**

ATS ROUTE NAME: *PAK01*	
REQUESTED BY: IATA	Date: 01/01/2013

ENTRY/EXIT POINT Karachi (KC) – MELOM **ROUTE DESCRIPTION** **Direct KARACHI (KC) to MELOM** **FLIGHT LEVEL BAND** **29000 – 46000** **PRIORITY: C**	**CHART** 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	12 nm / 2 min	
Fuel	100 kg	380 Ton
CO_2	307 kg	1168 Ton
No_x		
SO_2		

Remarks: Supports traffic South Asia – Europe, Middle East region. **PRIORITY: C**

Potential City Pairs: South Asia – Europe

ATS ROUTE NAME: *PAK 02*

REQUESTED BY: IATA Date: 01/01/2013

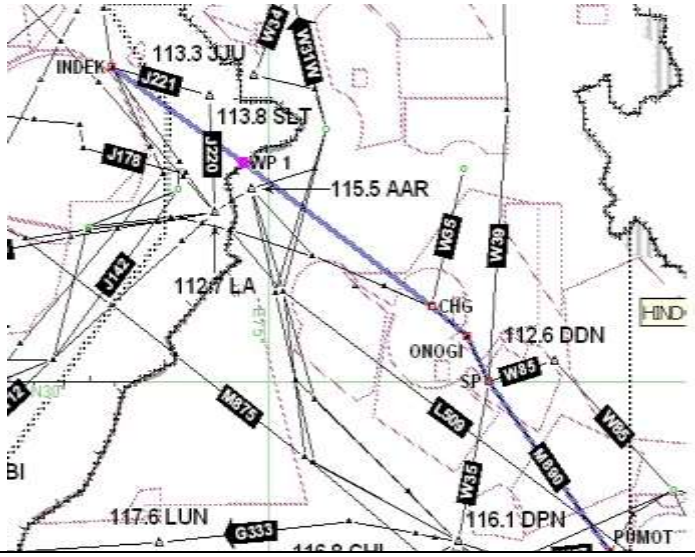
ENTRY/EXIT POINT
INDEK – CHG

ROUTE DESCRIPTION
INDEK .. CHG
(Chandigarh)

FLIGHT LEVEL BAND
29000 – 46000

PRIORITY: D

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual potential
Mileage / Time	10 nm	
Fuel	175 kg	320 Ton
CO_2	552 kg	1008Ton
No_x		
SO_2		

Remarks: Route will facilitate separating overflying traffic from Delhi ARR/DEP traffic, especially when L509 closes. Although small distance savings but it will help in reducing traffic congestion and facilitating Optimum flight levels.

PRIORITY: D

Potential City Pairs: Europe / South East Asia/ South Asia

ATS ROUTE NAME: RDGE 14.026

Requested by : TKM

ENTRY/EXIT POINT

ROUTE DESCRIPTION

Implementation of uni-directional westbound ATS route:
P173 TAPIS - DAVET

FLIGHT LEVEL BAND
31000 – 43000 ft

PRIORITY: D

PLANNED IMPLEMENTATION DATE
01 September 2014

CHART

Action Required	IATA
	ICAO

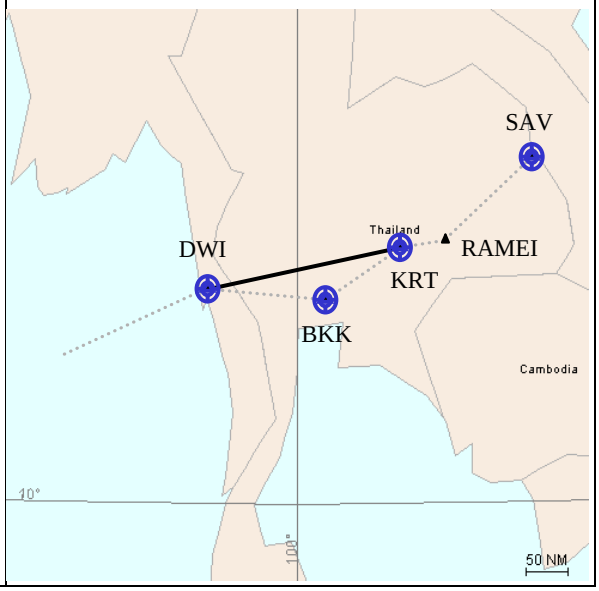
Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Implementation date 01 Sep 2014

PRIORITY: D

Potential City Pairs:

ATS ROUTE NAME: THA1 REQUESTED BY: IATA

ENTRY/EXIT POINT **KRT / DWI** **ROUTE DESCRIPTION** **KRT .. DWI** **FLIGHT LEVEL BAND** **28000 – 46000 feet** **PRIORITY:D**	**CHART** 

	IATA
Action Required	ICAO

Saving	Per flight	Annual
Mileage / Time	15nm/ 2min	
Fuel	245kg	89,000kg
CO_2	750kg	274,000kg
No_x		

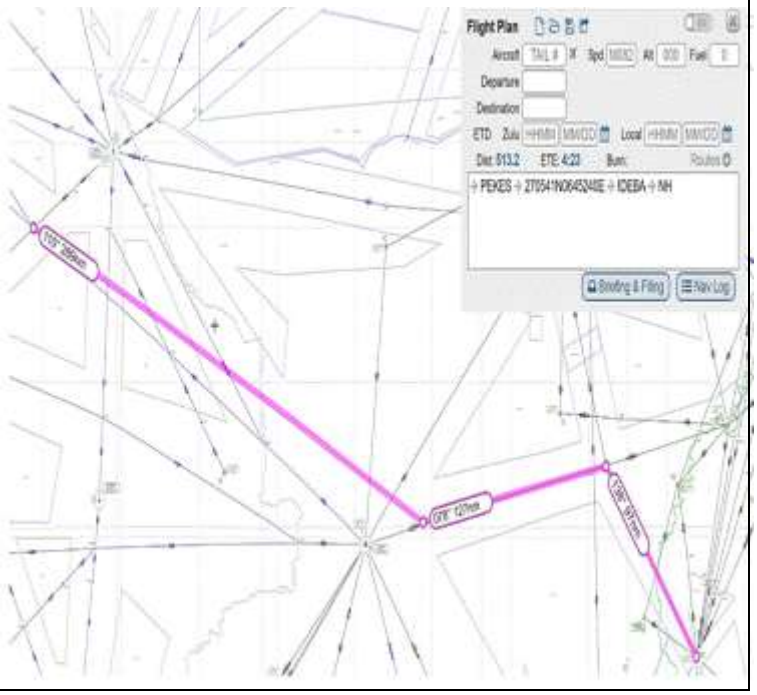
Remarks Thailand updated the SAIOACG/.7 meeting that Bangkok ACC had been tactically routing aircraft direct between KRT and DWI when traffic permitted. However, due to ATC automation transition, the route proposal may need to wait for completion of ATC automation transition to be considered.

Myanmar unable to accept 28/4/17

PRIORITY: D

Potential City Pairs:

ATS ROUTE NAME: MID 01 REQUESTED BY: AIRARD/TF/2

ENTRY/EXIT POINT **PEKES/NH** **ROUTE DESCRIPTION** **PEKES-270541N0645240E-** **IDEBA- NH** **FLIGHT LEVEL BAND:** **BIDIRECTIONAL** **PRIORITY B**	**CHART** 

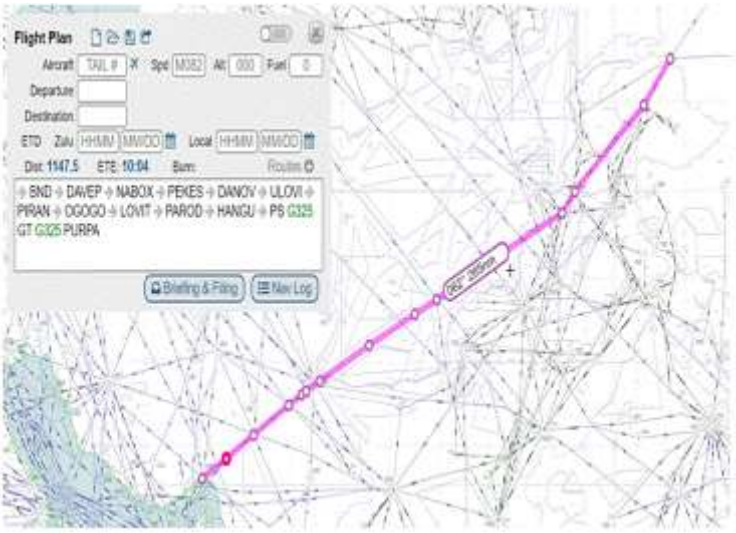
Action Required	IRAN PAKISTAN
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks : Contingency Route. Agreed upon during the Afghanistan Contingency Coordination meeting. PRIORITY B

Potential City Pairs: Europe to East through Teheran FIR

ATS ROUTE NAME: MID 02 (a) REQUESTED BY: AIRARD/TF/2

ENTRY/EXIT POINT A453- PAROD- HANGU- G325- PURPA **ROUTE DESCRIPTION** BND-DAVEP-NABOX- PEKES- DANOV- ULOVI- PIRAN- OGOGO- LOVIT- PAROD- HANGU- PS G325 GT G325 - PURPA **FLIGHT LEVEL BAND:** FLAS TBD **PRIORITY:B**	**CHART** 

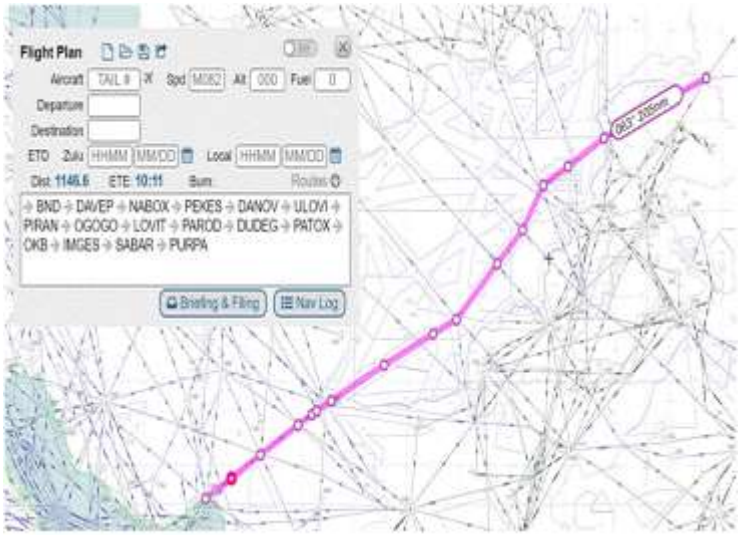
Action Required	AFGHANISTAN ICAO

Saving	Per flight	Annual
Mileage / Time	72-84 NM	
Fuel		
CO_2		
No_x		

Remarks : High Priority MID 02 (a) preferred over MID 02(b) if only one route is chosen. **PRIORITY: B**

Potential City Pairs: Gulf traffic from/to Far East

ATS ROUTE NAME: MID 02 (b) REQUESTED BY: AIRARD/TF/2

ENTRY/EXIT POINT A453- PAROD- DUDEG- PATOX- OKB- IMGES- SABAR- G206- PURPA **ROUTE DESCRIPTION** BND-DAVEP-NABOX- PEKES- DANOV- ULOVI- PIRAN- OGOGO- LOVIT- PAROD- DUDEG- PATOX- OKB- IMGES- SABAR- PURPA **FLIGHT LEVEL BAND:** FLAS TBD **PRIORITY:B**	**CHART** 

Action Required	AFGHANISTAN ICAO

Saving	Per flight	Annual
Mileage / Time	90NM/12 mins	
Fuel	3300 kg	
CO_2		
No_x		

Remarks : High Priority MID 02 (a) preferred over MID 02 (b) if only one route is chosen. **PRIORITY: B**

Potential City Pairs: Gulf traffic from/to Far East

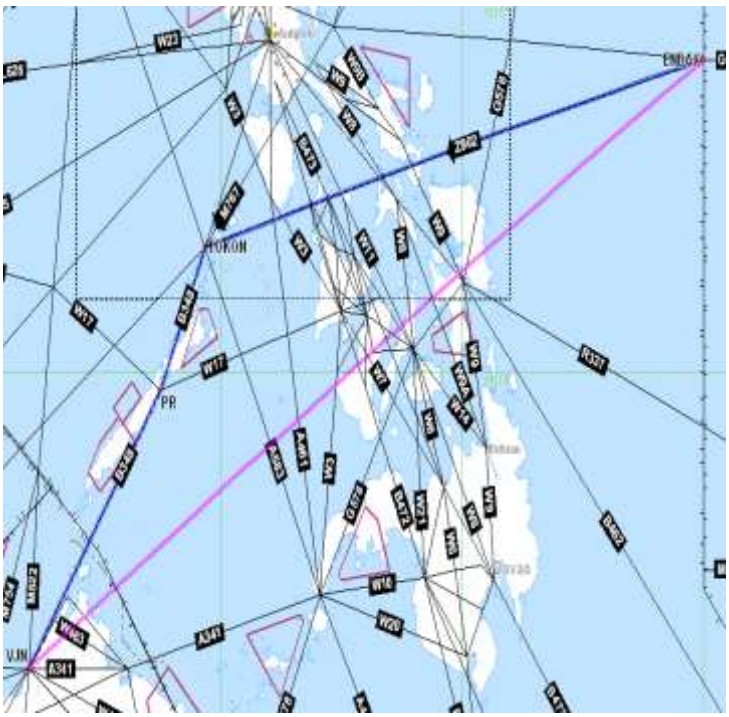
Chapter 2: Southeast Asia

(referred to: SEACG for review)

ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
PHI 5	ENDAX VJN		MANILA	**PRIORITY: C**
SCS 1	DAMEL CH	N1358.7 E11136.4 N2213.2 E11401.8	HOCHIMINH HONGKONG	**PRIORITY: C**
SCS 2	VEPAM CH	N1358.0 E11000.0 N2213.2 E11401.8	HOCHIMINH HONGKONG	**PRIORITY: C**
SCS8	DULOP ELATO ENVAR DULOP KAPLI	N1814.2E11432.6 N2220.0 E11730.0 N2159.5 E11730.0 N1814.2E11432.6 N2110.0 E11730.0	HONGKONG HONGKONG HONGKONG HONGKONG HONGKONG	EITHER DULOP/ KAPLI G86, OR DULOP/ ELATO& ENVAR **PRIORITY: C**
SCS9	TOKON DILIS TOKON ENDAX	N1142.0 E11940.5 N1431.1 E12600.1 N1142.0 E11940.5 N1415.0 E13000.0	MANILA MANILA MANILA MANILA	Moved from Chapter 5 part A SEACG/22 reported route ENDAX – TAKON was already implemented as Z902 Regional ATS route designator to be assigned. **PRIORITY: A**
SCS10	PHUCAT ASISU		HO CHI MINH SINGAPORE KOTA KINABALU	**PRIORITY: C**
SCS11	R208 VKR BITOD		KUALA LUMPUR SINGAPORE HO CHI MINH	New request (replacing SCS4) SEAC/22 **PRIORITY : B**
SEA 2	DANANG SYX	N1603.2 E10811.9 N1818.4 E10910.4	HOCHIMINH SANYA	Retain proposal for long-term planing (Viet Nam). Retention discussed at SEACG/22 **PRIORITY: C**
SEA 10	LENKO QUNGI SAMUI	N1507.0 E10848.0 N0932.8 E10003.7	SANYA HOCHIMINH PNOMPENH BANGKOK	New chart provided by IATA QUNGI-LENKO **PRIORITY: C**
SEA 12	ROT HUGUANG	N1607.0 E10346.7 N2107.9 E11020.2	HOCHIMINH GUANGZHOU	**PRIORITY: C**
SEA 13	ASSAD SEYX		YANGON VIENTIANE	New Request SEACG/22

	EPKAL MAVRA SAN		HANOI MANILA	**PRIORITY: C**
Unnamed	NOIBAI KUNMING	2112.8N 10550.1E 2501.0N 10244.0E	HANOI KUNMING	Moved from Chapter 4. Route Requested by Vietnam Reported at SEACG/22 as having already been implemented as a domestic ATS route intercepting the regional ATS route network at a point within the Hanoi FIR Awating BANP Amendment. **Priority : D**
Unnamed	NOIBAI CATBI SAMAS OR HUGUANG	2112.8N 10550.1E 2049.1N 10642.5E 2030.3N 11029.7E 2107.9N 11020.2	HANOI HANOI GUANGZHOU/ SANYA GUANGZHOU	Moved from Chapter 4. Route Requested by Vietnam Retain proposal for long-term planing (Viet Nam) Retention discussed at SEACG/22 **Priority : D**

ATS ROUTE NAME: *PHI 05 (Propose Route ENDAX-VJN)*		
REQUESTED BY: IATA	Date: 25 June 2012	(ATM/AIS/SAR/SG-22)

ENTRY/EXIT POINT ENDAX-VJN **ROUTE DESCRIPTION** **FLIGHT LEVEL BAND** ENDAX-VJN 964.5NM ENDAX-TOKON-PR-VNJ 1033.7NM **PRIORITY: C**	**CHART** 

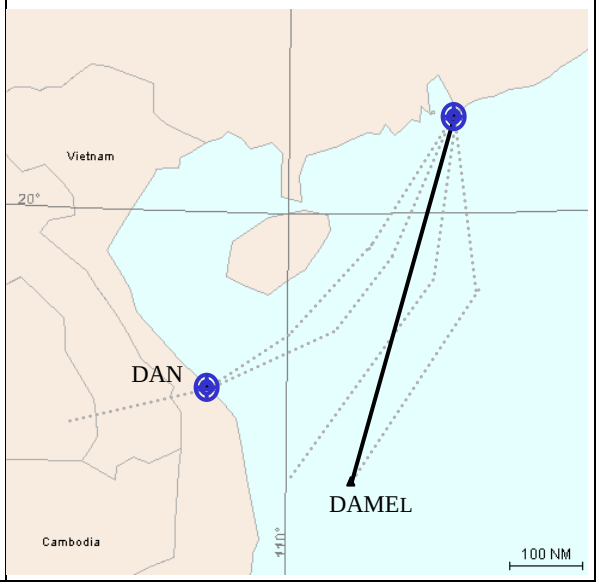
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	69.2nm / 8.65 mins	
Fuel	836kg	kg
CO_2	2592kg	kg
No_x		

Remarks **PRIORITY: C**

Potential City Pairs:

ATS ROUTE NAME: SCS1 REQUESTED BY: IATA

ENTRY/EXIT POINT DAMEL / CH ROUTE DESCRIPTION DAMEL .. CH FLIGHT LEVEL BAND 28000 – 46000 feet **PRIORITY: C**	CHART 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	35nm / 4mins	
Fuel	568kg	207594kg
CO_2	1750kg	638,750kg
No_x		

Remarks: Proposed route shortening for M771 into the Pearl River Delta area. Similar proposals have been made through Southeast Asia Route Review Task Force. During SEACG/19 in WP09 Hong Kong China advised they had studied the proposal for track shortening and advised the proposed change would reduce capacity of A1/P901. It would also require an extensive change in the flight route system and ATC sectors in Hong Kong FIR. However Hong Kong, China would continue to study this proposal for the implementation of RNP4/2. . (IATA – 5/02/2013- Remains as high priority in view of the savings impact for many airlines).

PRIORITY: C

Potential City Pairs: Singapore-Pearl River Delta Airports

ATS ROUTE NAME: SCS2

REQUESTED BY: IATA

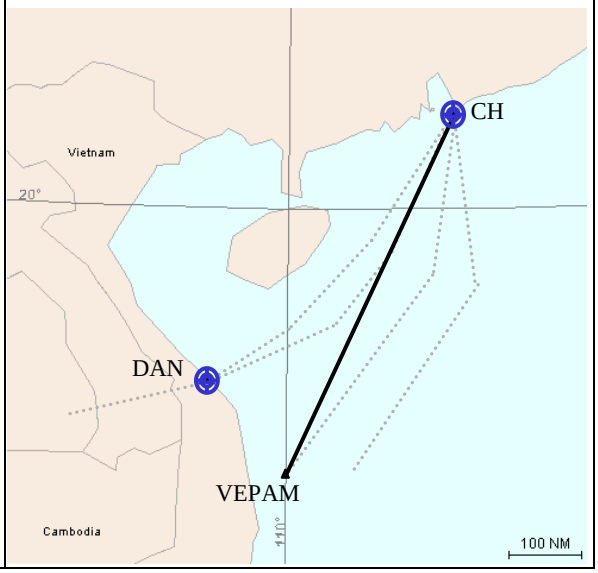
ENTRY/EXIT POINT
CH / VEPAM

ROUTE DESCRIPTION
CH .. VEPAM

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: C

CHART



Action Required	IATA
	ICAO

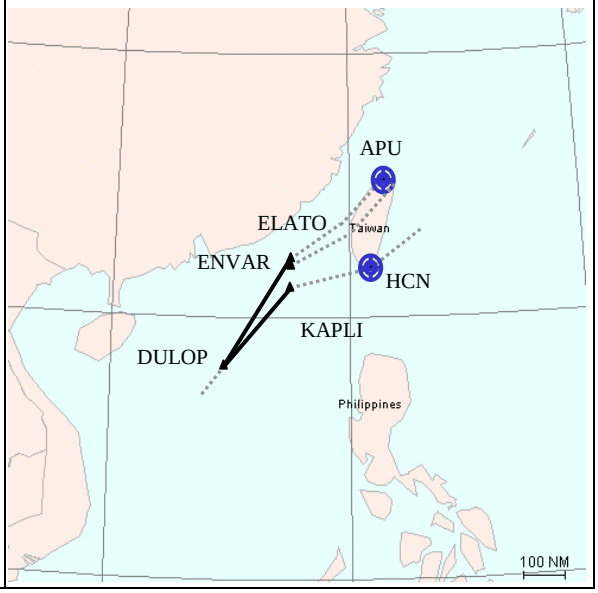
Saving	Per flight	Annual
Mileage / Time	17nm/ 2 mins	
Fuel	276kg	100,831kg
CO_2	850kg	310,250kg
No_x		

Remarks: Proposed route shortening for L642 out of the Pearl River Delta area. Similar proposals have been made through Southeast Asia Route Review Task Force. During SEACG/19 in WP09 Hong Kong China advised they had studied the proposal for track shortening and advised the proposed change would reduce capacity of A1/P901. It would also require an extensive change in the flight route system and ATC sectors in Hong Kong FIR. However Hong Kong, China would continue to study this proposal for the implementation of RNP4/2 ...**(IATA - 5/01/2013 - Remains as high priority in view of the savings impact for many airlines).**

PRIORITY: C

Potential City Pairs: Singapore-Pearl River Delta Airports

ATS ROUTE NAME: SCS 8 REQUESTED BY: IATA

ENTRY/EXIT POINT	**CHART**
1. DULOP / ELATO(ENVAR) 2. DULOP / KAPLI **ROUTE DESCRIPTION** DULOP .. ELATO (A1)/ENVAR (M750) or DULOP .. KAPLI (G86) **FLIGHT LEVEL BAND** 28000 – 46000 feet **PRIORITY: C**	

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	a.DULOP/ENVAR 140nm/17.5min b.DULOP/KAPLI 238nm/ 30min	
Fuel	a.2275kg b.3867kg	a.830,000kg b.1,411 tonnes
CO_2	a. 7000kg b.11,900kg	a.2,555tonnes b.4,343 tonnes
No_x		

Remarks: Supports traffic Northeast Asia/Southeast Asia. Potentially problematic as will impact Touth China Sea's traffic arrangements. IATA to review. During SEACG/19 in WP09 Hong Kong China advised they had studied the proposal for track shortening and advised that allowing flights to proceed from M771 DUMOL to ELATO/ENVAR/KAPLI will likely create a bottle neck at these points and result in flights not getting optimum levels or increase ground delay to departures from Hong Kong and Macao to East Asia. However Hong Kong, China would continue to study this proposal. **PRIORITY: C**

Potential City Pairs: SEAsia-North Asia Airports

ATS ROUTE NAME: SCS 9

REQUESTED BY: IATA

ENTRY/EXIT POINT

1. ENDAX (FIR Boundary between Oakland and Manila FIRs) or DILIS on G467
2. TOKON on M767 (Manila FIR)

ROUTE DESCRIPTION

ENDAX .. TOKON or
DILIS .. TOKON

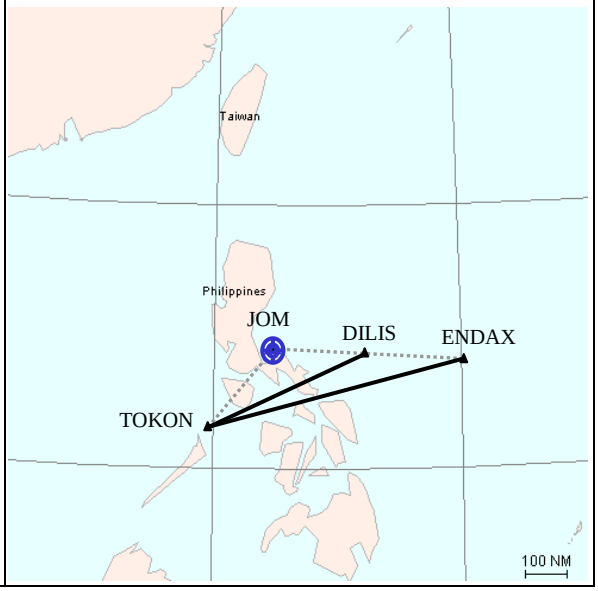
FLIGHT LEVEL BAND

28000 – 46000 feet

PRIORITY: A

(Immediate request with DILIS – TOKON)

CHART



Action Required	IATA
	ICAO

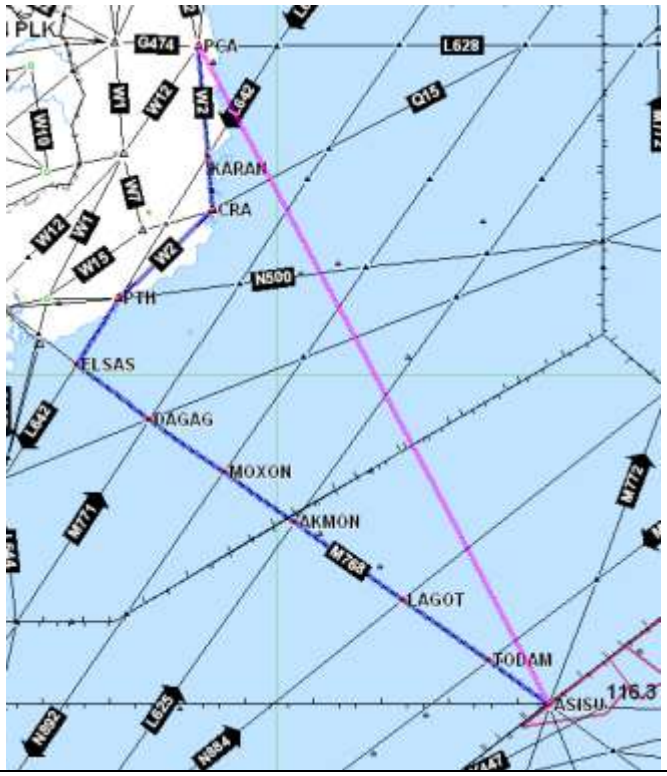
Saving	Per flight	Annual
Mileage / Time	a.TOKON-DILIS 45nm/ 5.5in b.TOKON-ENDAX 110nm/14min	
Fuel	a.731kg b. 1788kg	a.266,906kg b.652,440kg
CO_2	a.2250kg b.5,500kg	a.821,250kg b.2,007 tonnes
No_x		

Remarks this route has already been implemented as domestic route Z902, except that it is not a domestic route. It should be a regional route but has not been entered into the BANP and consultation with Oakland is unclear.

PRIORITY: A

Potential City Pairs: SEA –San Francisco/Los Angeles

ATS ROUTE NAME: SCS 10 (Propose Route designator R321) REQUESTED BY: IATA (ATM/AIS/SAR/SG-22) Date: 25 June 2012

ENTRY/EXIT POINT Phu CAT (PCA) - ASISU **ROUTE DESCRIPTION** PCA to ASISU **FLIGHT LEVEL BAND** **PRIORITY: C** (VN commencing SGN-SYD service in October 2012) Plan for 3 flights per week…. Potential for other airlines to use?	**CHART** 

Action Required	IATA
	ICAO

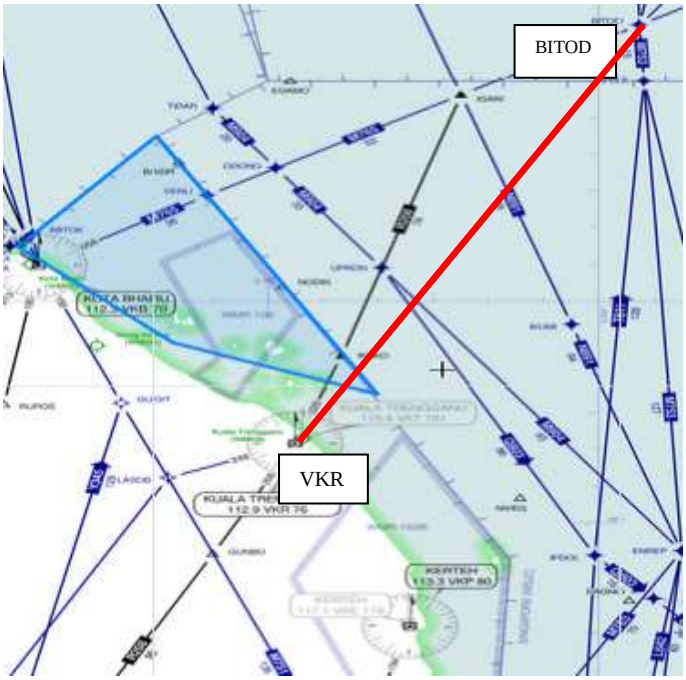
Existing 692.9
New PCA-ASISU = 541.6

Saving	Per flight	Annual
Mileage / Time	151nm / 22 mins	
Fuel	1827kg	kg
CO_2	5664kg	kg
No_x		

Remarks: **PRIORITY: C**

Potential City Pairs: SGN-SYD, any others

ATS ROUTE NAME: SCS 11 REQUESTED BY: IATA from SEACG/22

ENTRY/EXIT POINT **ROUTE DESCRIPTION** R208 – VKR - BITOD **FLIGHT LEVEL BAND** **PRIORITY: B**	**CHART** 

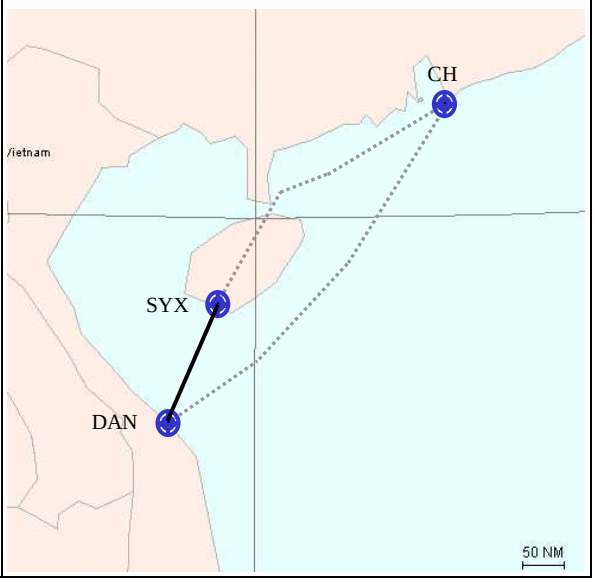
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		kg
CO_2		kg
No_x		

Remarks: New request (replacing SCS 4) SEAC/22 **PRIORITY: B**

Potential City Pairs: Kuala Lumpur, Singapore, Ho Chi Minh

ATS ROUTE NAME: SEA2 REQUESTED BY: IATA

ENTRY/EXIT POINT DAN / XXXXX / SYX **ROUTE DESCRIPTION** DAN .. SYX **FLIGHT LEVEL BAND** 29000 – 46000 feet **PRIORITY: C**	**CHART** 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	739nm/93 mins	
Fuel	12090 kg	4,412 tonnes
CO_2	37200kg	13,578 tonnes
No_x		

Remarks: Supports traffic Southeast Asia – Hainan Island and possible alternative routing for the Pearl River Delta area. **PRIORITY: C**

Potential City Pairs: South East Asia - Hainan

ATS ROUTE NAME: SEA 10
REQUESTED BY: IATA

ENTRY/EXIT POINT **XXXXX** **ROUTE DESCRIPTION** ~~CAVOI and IGNIS~~ LENKO .. Quangngai/QUNGI .. SAMUI (SMU) Alternative route proposed from QUNGI to LENKO by IATA at SEACG/20 mtg **FLIGHT LEVEL BAND** 28000 – 46000 feet **PRIORITY: C**	**CHART** 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Supports traffic from Northeast Asia to Phuket and beyond. Will require linkages to/from QUNGI as original proposed points CAVOI and IGNIS no longer exist. **IATA propose to link QUNGI to LENKO**

PRIORITY: C

Potential City Pairs: Colombo/ Phuket - Pearl River Delta

ATS ROUTE NAME: SEA 12

REQUESTED BY: IATA

ENTRY/EXIT POINT
ROT - HUGUANG

ROUTE DESCRIPTION

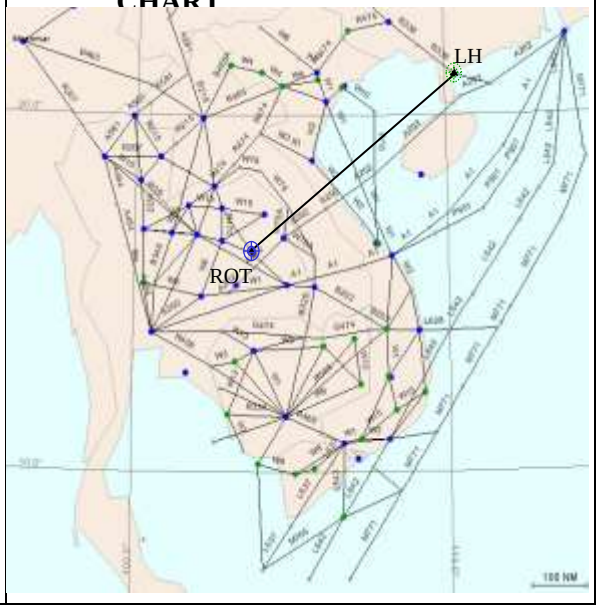
Direct ROT - HUGUANG

FLIGHT LEVEL BAND

29000 - 46000

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

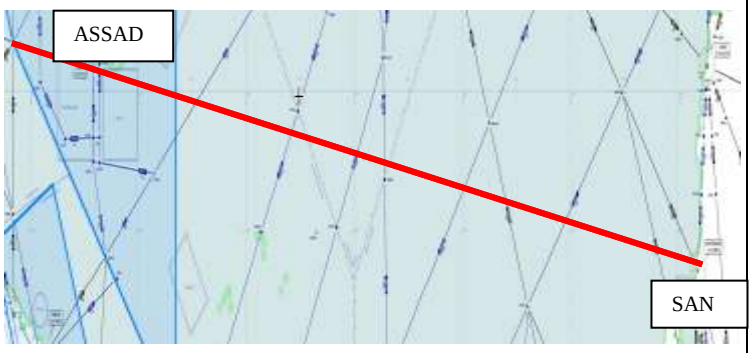
Remarks: Provide parallel to the A202 route similar to proposal for uni-directional routes proposed through Southeast Asia Route Review Task Force.

PRIORITY: C

Potential City Pairs: KUL/SIN/Phnom Penh/JKT – SANYA/HKG

ATS ROUTE NAME: SEA 13

REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** ASSAD SYX EPKAL MVRA SAN **FLIGHT LEVEL BAND** 29000 - 46000 **PRIORITY: C**	**CHART** 

Action Required	IATA
	ICAO

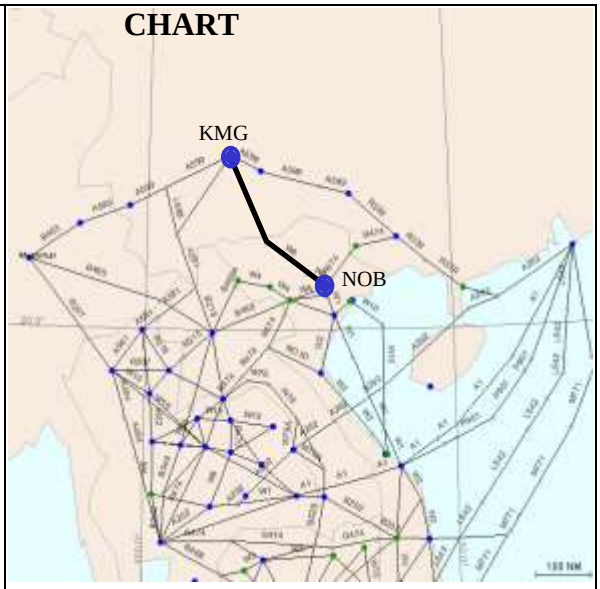
Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: SEACG/22

PRIORITY: C

Potential City Pairs: Phnom Penh/Bangkok/HCM - Philippines

ATS ROUTE NAME: Unnamed 1 Requested by : Vietnam

ENTRY/EXIT POINT XXXXX ROUTE DESCRIPTION Noibai (NOB) .. LAOCAI .. Kunming (KMG) FLIGHT LEVEL BAND 28000 – 46000 feet **PRIORITY: D**	**CHART** 

Action Required	States to coordinate implementation.
	ICAO to circulate proposal for deletion from BANP.

Benefit		
Cost		
Fuel Saving		
Emission	CO_2	
	NO_X	

Remarks: Because of small traffic demand and cost/benefit considerations, this route is impossible and can not be implemented at present. Awaiting BANP Amendment **PRIORITY: D**

ATS ROUTE NAME: Unnamed 2

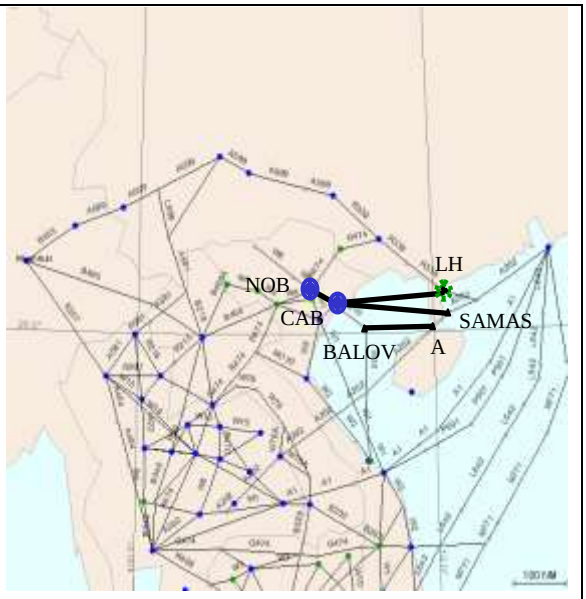
Requested by : Vietnam

ENTRY/EXIT POINT
XXXXX

ROUTE DESCRIPTION
Two Options:
A) Noibai (NOB) .. Catbi (CAB) .. SAMAS
B) Noibai (NOB) .. Catbi (CAB) .. Huguang (LH)

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: D



Action Required	States to coordinate to submit proposal for deletion of the requirement.
	ICAO to circulate proposal for deletion from BANP.

Benefit		
Cost		
Fuel Saving		
Emission	CO_2	
	NO_X	

Remarks: Because of small traffic demand and cost/benefit considerations, this route is impossible and can not be implemented at present.

PRIORITY: D

Chapter 3: East Asia/Russian Federation

(referred to: Russia/East Asian States, CPWG or EATMCG as appropriate for review)

ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
CHA 1 (CHA 5)	YNC GUPAD CGO SB	N3819.4 E 10623.8 N3618.7 E11028.4 N3430.9 E11350.6 N3150.4 E11714.0	LANZHOU LANZHOU WUHAN SHANGHAI	**PRIORITY: C**
CHA 2 (CHA 7)	KUQA CHW	N4143.0 E08300.0 N3951.0E09821.0	URUMQI LANZHOU	**PRIORITY: D**
CHA 3 (CHA 9A)	FKG OMBON	N4410.0 E08759.0 N3238.5 E10420.0	URUMQI KUNMING	**PRIORITY: D**
CHA 4 (CHA 10A)	MORIT NSH POU	N4202.0 E10249.0 N3319.1 E10818.7 N2301.2 E11311.4	LANZHOU LANZHOU GUANGZHOU	**PRIORITY: D**
CHA 5 (CHA 11A)	YIN INTIK	N2412.4E11324.6 N4340.8 E11154.1	GUANGZHOU BEIJING	**PRIORITY: D**
CHA 6 (CHA14)	OMBON NSH OBLIK SB (LUOGANG)	N3238.5 E10420.0 N3319.1 E10818.7 N3218.0 E11432.0 N3146.8 E11718.1	KUNMING LANZHOU WUHAN SHANGHAI	**PRIORITY: D**
CHA 7 (CHA 15)	KANSU KICHA CGQ HLD	N3838.0 E13228.5 N4041.0 E12911.5 N4338.0 E12400.5 N4912.1 E11949.4	PYONGYANG PYONGYANG SHENYANG SHENYANG	**PRIORITY: C**
CHA 8 (CHA16)	SCH HTN CHW	N3825.7 E07714.4 N3702.2 E07952.3 N3951.0E09821.0	URUMQI URUMQI LANZHOU	**PRIORITY: D**
CHA 9 (CHA17)	YBL SANLI	N3925.7 E10246.3 N3200.0 E100.00.0	LANZHOU KUNMING	**PRIORITY: D**
CHA 10 (CHA18)	ARGUK DALIAN HEFEI BEMAG	N4753.0E13439.5 N3857.6 E12130.8 N3146.8 E11718.1 N2601.1 E11400.1	SHENYANG SHENYANG SHANGHAI GUANGZHOU	**PRIORITY: D**
CHA 11 (CHA19)	DALIAN XJT	N3857.6 E12130.8 N3557.7 E12014.4	SHENYANG SHANGHAI	**PRIORITY: D**
CHA 12	UNWW WXI	N3621.8 E11455.0	SHANGHAI	**PRIORITY: C**
CHA13	FENGNING (GM) – DAILAN (DBL)			**PRIORITY: C**
FE0008	SIBIR-		KHABAROVSK	**PRIORITY: C**

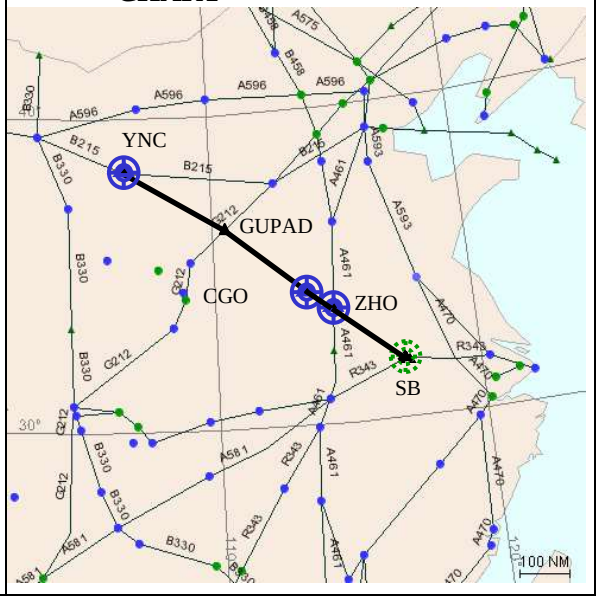
ex APAC RUS5	new WP- new EKVIK ARLAS- new WP- new EKVIK		FUKUOKA	Implementation could not be progressed as NO additional input from Japan
FE0017 ex APAC RUS12	WZ-along G494- SIMLI		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed due to lack of information/response from China
FE0021 ex APAC RUS4	AVGOK- GTC		KHABAROVSK FUKUOKA	PRIORITY: C Implementation could not be progressed as NO additional input from Japan was received for RDGE/28
FE0022 ex APAC RUS7	DIKUT- SANAR or DIKUT- SAMON		KHABAROVSK PYONGYANG SHENYANG FUKUOKA	**PRIORITY: C** Implementation could not be progressed due to lack of information/response from China, DPRK and Japan
FE0029 ex APAC RUS13	SIMLI- new WP- UGABI		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed due to lack of information/response from China
FE0030	new WP- AMERA- WZ		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed due to lack of information/response from China
FE0031 ex APAC RUS11	SIMLI- new WP- BISUN		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed due to lack of information/response from China
FE0032	TOPAZ- SCH or TOPAZ- HTN		URUMQI TASHKENT	**PRIORITY: C**
FE0034 ex APAC RUS9	RITEK- new WP- HLD		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed as no information from China for RDGE/28
FE0035	UGABI-		KHABAROVSK	**PRIORITY: C**

ex APAC RUS15	new WP-AMERA-WZ		SHENYANG	Implementation could not be progressed due to lack of information/response from China
FE0041 Ex APAC RUS6	NALEB-SIMLI-HEK-new WP-BISUN-SANAR-ARLAS-new WP-new EKVIK (eastbound) new EKVIK-new WP-ARLAS-SANAR-BISUN-new WP-AMERA-WZ-NALEB (westbound)		KHABAROVSK SHENYANG FUKUOKA	**PRIORITY: C** Implementation could not be progressed due to lack of information/response from China
~~FE0044~~	~~Withdrawal R452 KICHA-SESUR-TERNI~~		~~KHABAROVSK PYONGYANG~~	PRIORITY : D
~~FE0045~~	~~Withdrawal B355 BG-DIKUT-GAMOV-SESUR~~		~~KHABAROVSK PYONGYANG~~	PRIORITY : D
~~FE0046~~	~~Withdrawal B124 DIKUT-VATIS-TERNI~~		~~KHABAROVSK PYONGYANG~~	PRIORITY : D
~~FE0047~~	~~Withdrawal G711 AGITA-RIVAT~~		~~KHABAROVSK PYONGYANG~~	PRIORITY : D
~~FE0048~~	~~Withdrawal G721 VATIS-AGITA-RORIM~~		~~KHABAROVSK PYONGYANG~~	PRIORITY : D
FE0049	New B356 KICHA- new WP-KN		KHABAROVSK PYONGYANG	**PRIORITY: C**
FE0050	New B355 BG-VATIS-TERNI-new WP KICHA		KHABAROVSK PYONGYANG	**PRIORITY: C**
FE0051	~~GUMSU~~ MESOV-new WP (ADNUR)		KHABAROVSK PYONGYANG	**PRIORITY: C** Implementation could not be progressed as no information from DPRK at RDGE/28
FE0052	New WP (BUMEP) –MESOV ~~GUMSU~~		KHABAROVSK PYONGYANG	**PRIORITY: C** Implementation could not be progressed as no information from DPRK at RDGE/28
FE0053	New G711 BISUN-TERNI-RIVAT		KHABAROVSK PYONGYANG	**PRIORITY: C**
FE0054	RIVAT-GUMSU		KHABAROVSK PYONGYANG	**PRIORITY: C**
FE0055	NULAR-		KHABAROVSK	**PRIORITY: C**

	GUMSU		PYONGYANG	
FE0056	RIVAT- new WP-		KHABAROVSK PYONGYANG FUKUOKA	**PRIORITY: C** Implementation could not be progressed as no information from China at RDGE/28
IATA2	OMBON RO	N3238.5 E10420.0 N2546.1 E10936.4	KUNMING GUANGZHOU	**PRIORITY: D**
IATA3	OMBON SB (LUOGANG)	N3238.5 E10420.0 N3146.8 E11718.1	KUNMING SHANGHAI	**PRIORITY: D**
JAP 1	TIC R583 BISIS APITO		FUKUOKA INCHOEN	**PRIORITY: C**
PHI 1	MIA CAB MEVIN	N1430.5 E12101.3 N1528.9 E12101.5 N2100.0 E12233.0	MANILA MANILA MANILA	**PRIORITY: C**
PHI 3	TKK MUMOT	N2308.1 E12012.4 N1901.7 E11747.4	TAIPEI MANILA	**PRIORITY: C**
PHI 4	HCN AKOTA	N2155.7 E12050.6 N1627.7 E11712.4	TAIPEI MANILA	**PRIORITY: C**
RUS 3	MURAVEYKA (BG)…TELOD…XXXXXX… GANGWON (KAE)		INCHEON KHABAROVSK	**PRIORITY: C**
RUS 8	KANSU - TOMMY		FUKUOKA INCHEON	**PRIORITY: C**
RUS 10	TIKUN-URILA-GINUR-GU.		KHABAROVSK SHENYANG	**PRIORITY: C**
TPE 1	APU MIKES	N2510.6 E12131.3 N2935.2 E12544.9	TAIPEI NAHA	**PRIORITY: C**
26.FE01/ APAC/RUS 18	Harbin - (505618N1270606E) - XXXXXX(514556N1271625E) - UDRIL(522607N1270803E) — NALEB(534132N1270522E)		KHABAROVSK SHENYANG	**PRIORITY: C**
26.FE02/ APAC/RUS 19	SIMLI (504724N 1272206E) – PARIS (512001N 1300004E)		KHABAROVSK SHENYANG	**PRIORITY: C**
26.FE03/ APAC/RUS 20	XXXXXX (514556N 1271625E) – RUNET (505413N 1273328E) – VOR/DME		KHABAROVSK SHENYANG	**PRIORITY: C**

	Blagoveshchensk – SIMLI (504724N 1272206E)			
FE0063/25.011 APAC RUS 21	new waypoint east of SIMLI on FIR border between Shenyang FIR and Khabarovsk FIR as: HARBIN-505618N 1270606E.		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed as no information from China at RDGE/28
FE0064/25.012 APAC RUS 22	New uni-directional ATS-Route from China to new waypoint HARBIN (505618N 1270606E) –new waypoint XXXXXX (514556N 1271624E) – UDRIL (522607N 1270803E) to NALEB (534132N 1270522E)		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed as no information from China at RDGE/28
FE0065/25.013 APAC RUS 23	New uni-directional ATS-Route from new waypoint XXXXXX (493236N 1281936E) – AMERA –Srednebeloye NDB (WZ) – new waypoint XXXXXX (514556N 1271625E)		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed as no information from China at RDGE/28
FE0066/25.014 APAC RUS 24	New uni-directional ATS-Route from new waypoint XXXXXX (493236N 1281936E) – PARIS (512001N 1300004E) – RIDLO (535437N 1305710E) – LUKUT (572708N 1323147E) – TONPI (582002N 1325423E) – BUMAD (602202N 1342605E) – KURAK (624702N 1365106E) – LURET (703729N 1475347E) (Chokurdakh), and the further continuation on G494 to ORVIT.		KHABAROVSK SHENYANG	**PRIORITY: C** Implementation could not be progressed as no information from China at RDGE/28

ATS ROUTE NAME: CHA 1 (Renumbered from CHA5) REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Yinchuan (YNC) .. GUPAD .. Zhengzhou (CGO) .. Zhoukou (ZHO) .. Luogang (SB) **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: C**	**CHART** 

Action Required	IATA
	ICAO

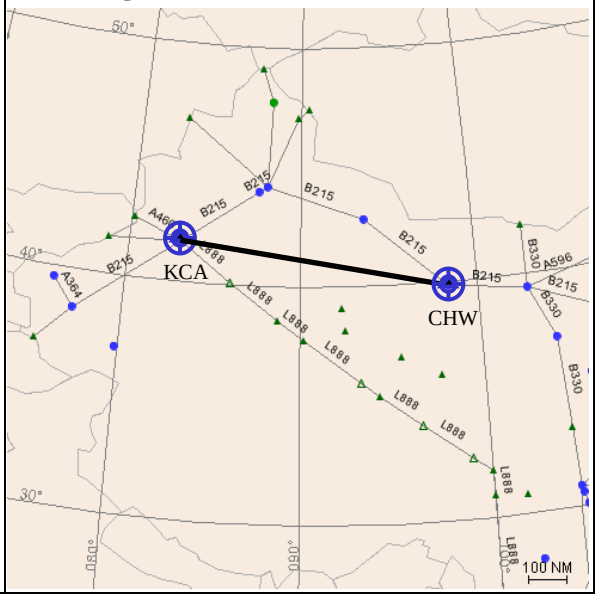
Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks **PRIORITY: C**

Potential City Pairs: Europe-Shanghai

ATS ROUTE NAME: CHA2 (Renumbered from CHA 7)

REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Kuqa (KCA) .. Jiayuguan (CHW) **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: D**	**CHART** 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	93nm/ 12min	
Fuel		
CO_2		
No_x		

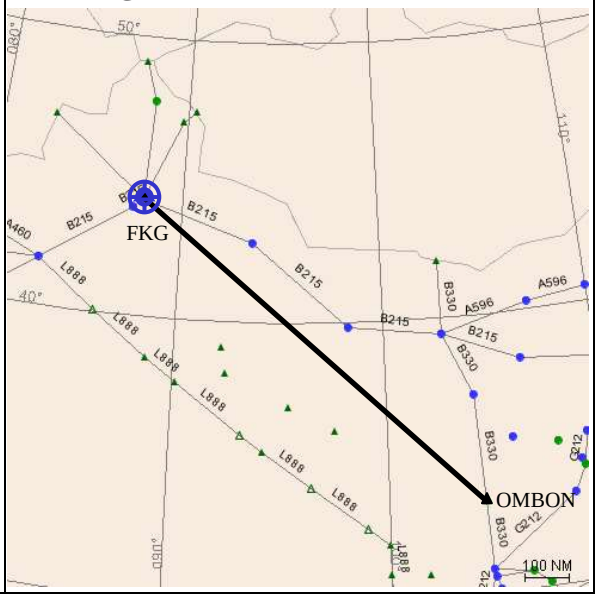
Remarks: There are existing routes between KCA and CHW. Direct route is impossible.

PRIORITY: D

Potential City Pairs: Middle East/Pakistan-China/Korea/Japan

ATS ROUTE NAME: CHA 3 (Renumbered from CHA 9A)

REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Fukang (FKG) .. OMBON **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: D**	**CHART** 

Action Required	IATA
	ICAO

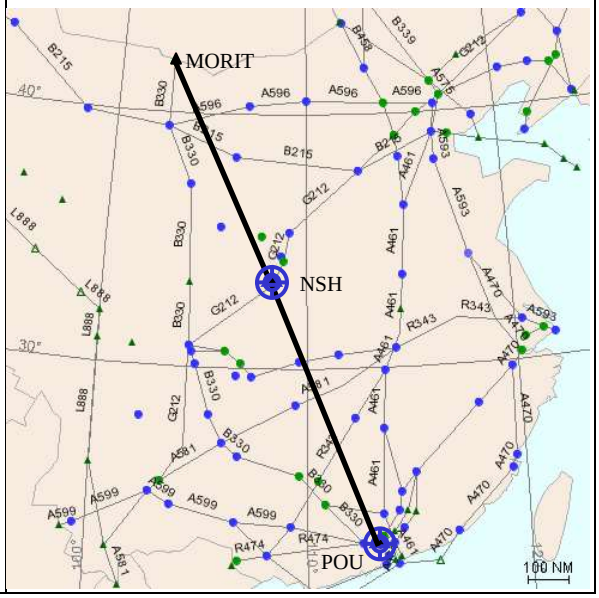
Saving	Per flight	Annual
Mileage / Time	123nm/ 15.5min	
Fuel	2000kg	730,000kg
CO_2	6,150kg	2,245 tonnes
No_x		

Remarks: This direct route is impossible and cannot be implemented at present.

PRIORITY: D

Potential City Pairs: Europe/Russia-Pearl River Delta Airports

ATS ROUTE NAME: CHA4 (Renumbered from CHA 10A) REQUESTED BY: IATA

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION MORIT .. Ningshan (NSH) .. Pingzhou (POU) **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: D**	

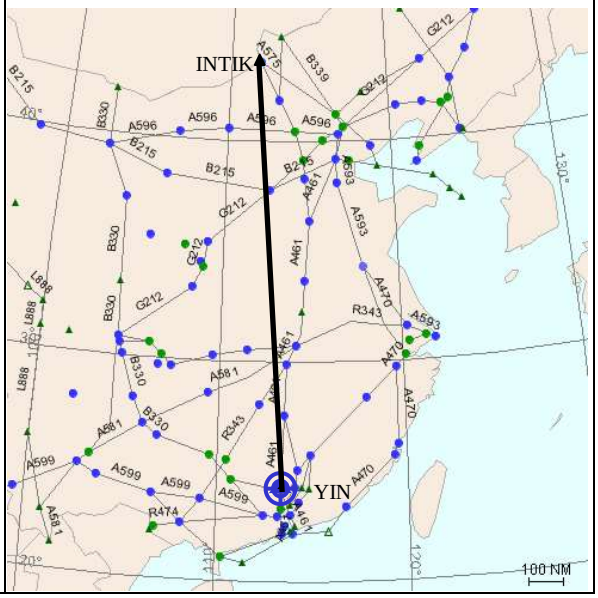
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	152nm/ 19min	
Fuel	2470kg	901,000kg
CO_2	7,600kg	2,774 tonnes
No_x		

Remarks: China advises that this proposal is not possible. **PRIORITY: D**

Potential City Pairs: Europe Russia-Pearl River Delta Airports

ATS ROUTE NAME: CHA 5 (Renumbered from CHA 11A) REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Yingde (YIN) .. INTIK **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: D**	**CHART** 

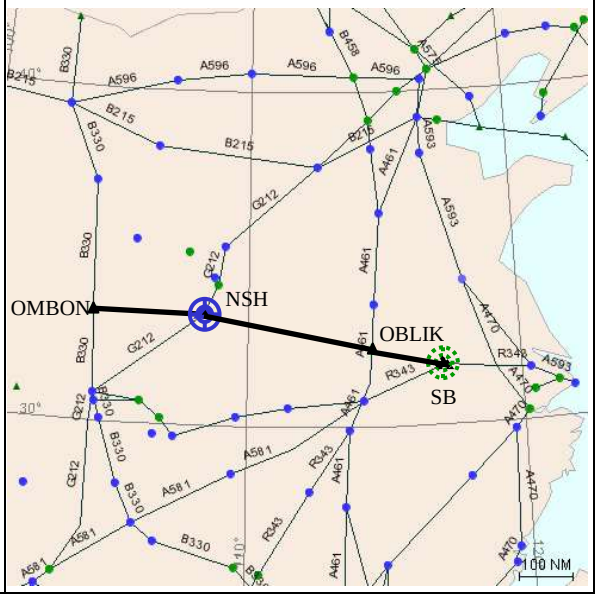
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	140nm/17.5min	
Fuel	2275kg	830,000kg
CO_2	7,000kg	2,555 tonnes
No_x		

Remarks: This direct route is impossible and cannot be implemented. **PRIORITY: D**

Potential City Pairs: Europe/Russia –Pearl River Delta Airports

ATS ROUTE NAME: CHA 6 (Renumbered from CHA 14) REQUESTED BY: IATA

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION OMBON .. Ningshan (NSH) .. OBLIK .. Luogang (SB) **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: D**	

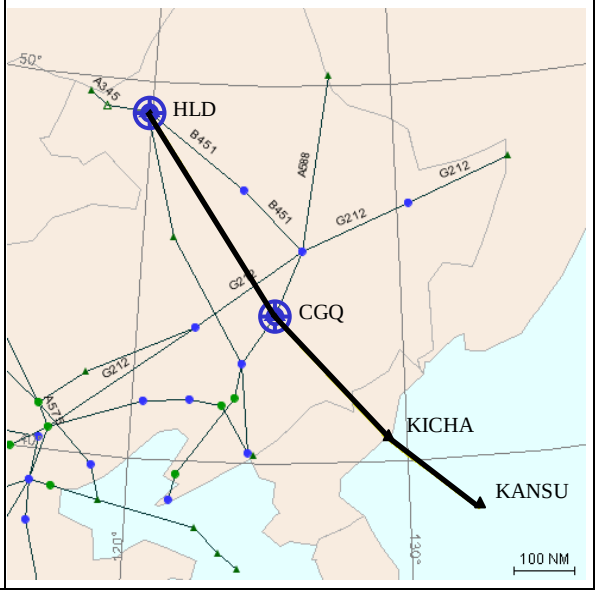
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: This route is impossible and cannot be implemented. **PRIORITY: D**

Potential City Pairs: Europe-Shanghai

ATS ROUTE NAME: CHA 7 (Renumbered from CHA 15) REQUESTED BY:IATA

ENTRY/EXIT POINT KANSU/XXXXX **ROUTE DESCRIPTION** KANSU .. KICHA .. Changchun (CGQ) .. Hailar (HLD) **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: C**	**CHART** 

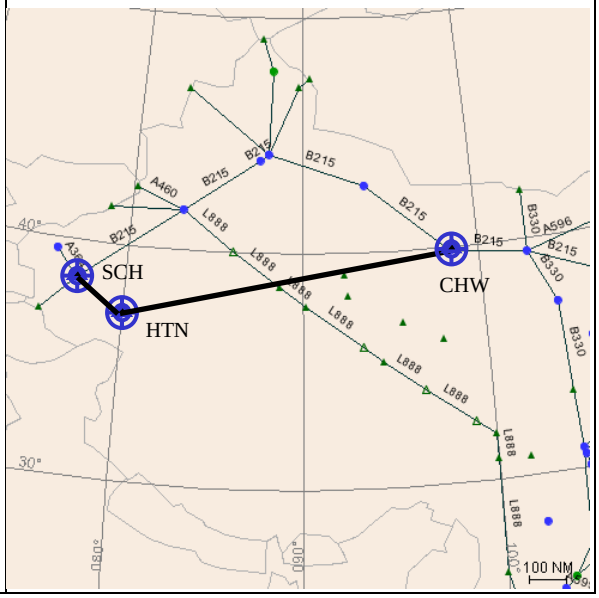
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks **PRIORITY: C**

Potential City Pairs: Europe-Korea /Japan

ATS ROUTE NAME: CHA 8 (Renumbered from CHA 16) REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Shache (SCH). Hotan (HTN). Jiayuguan (CHW) **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: D**	**CHART** 

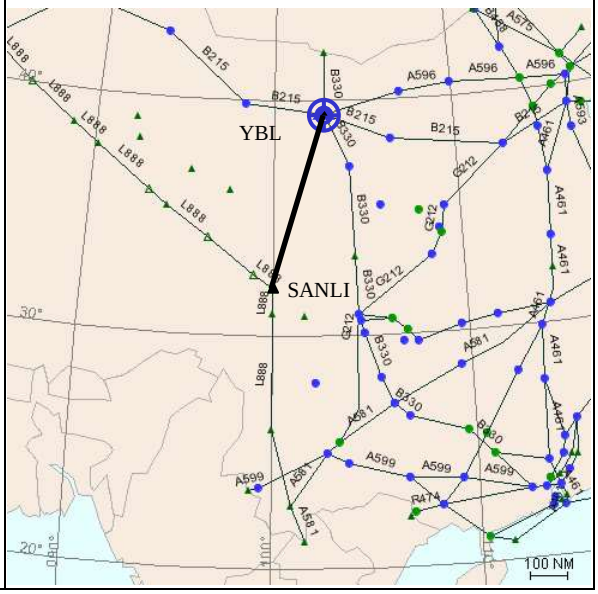
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	69nm/9min	
Fuel	1121kg	409,000kg
CO_2	3,450 kg	1,260 tonnes
No_x		

Remarks: Direct route between HTN and CHW is impossible and cannot be implemented at present. **PRIORITY: D**

Potential City Pairs: Middle East /Pakistan-China/Korea/Japan

ATS ROUTE NAME: CHA 9 (Renumbered from CHA 17) REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Yabrai (YBL) .. SANLI **FLIGHT LEVEL BAND** 8400 – 15000 meters **PRIORITY: D**	**CHART** 

Action Required	IATA.
	ICAO

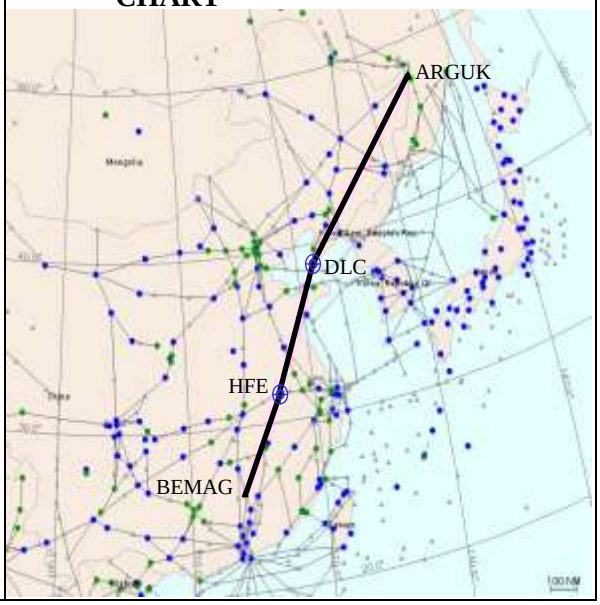
Saving	Per flight	Annual
Mileage / Time	48nm/ 6min	
Fuel	780kg	284,000kg
CO_2	2,400kg	876,000kg
No_x		

Remarks: This direct route is impossible and cannot be implemented at present. **PRIORITY: D**

Potential City Pairs: North America-SE Asia

ATS ROUTE NAME: CHA 10 (Renumbered from CHA18-formerly SE1 in CTF/2000)

REQUESTED BY: IATA

ENTRY/EXIT POINT	**CHART**
ARGUK/BEMAG **ROUTE DESCRIPTION** ARGUK/DALIAN/HEFEI/BEMAG **FLIGHT LEVEL BAND** 8400-15000 metres **PRIORITY: D**	

Action Required	IATA
	ICAO

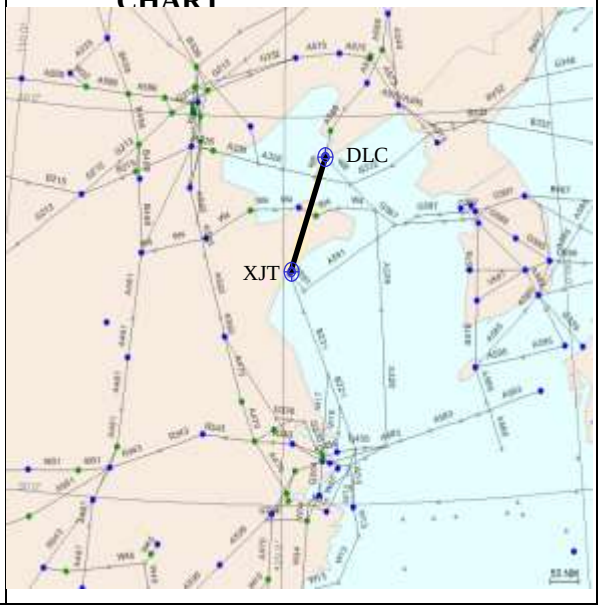
Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: There are exiting routes between ARGUK-DLC-HFE-BEMAG. Direct route between ARGUK-DLC-HFE-BEMAG is impossible.

PRIORITY: D

Potential City Pairs: North America- Pearl River Delta

ATS ROUTE NAME: CHA 11 (Renumbered from CHA19 formerly SE2 in CTF/2000) REQUESTRED BY:IATA

ENTRY/EXIT POINT DALIAN/(DLC) to XJT/B221 **ROUTE DESCRIPTION** DALIAN/ XJT /B221 **FLIGHT LEVEL BAND** 8400-15000 metres **PRIORITY: D**	**CHART** 

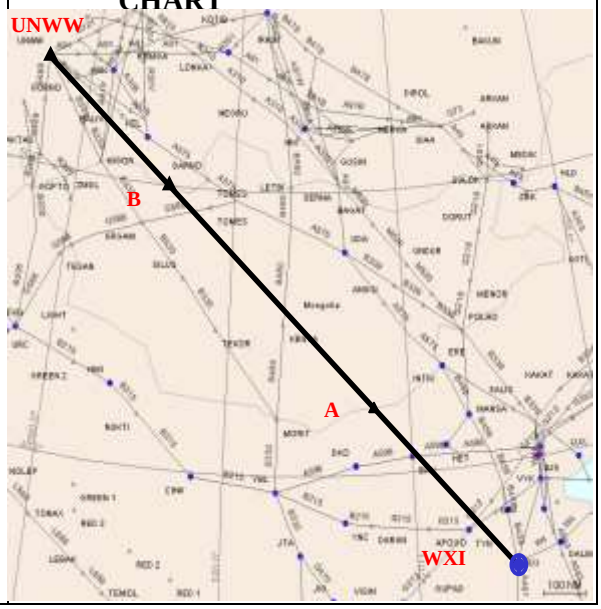
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: There are existing routes between DLC and XJT. Direct route is impossible. **PRIORITY: D**

Potential City Pairs: North America-Shanghai

ATS ROUTE NAME: CHA 12 Requested by : IATA

ENTRY/EXIT POINT	**CHART**
UNWW to WXI **ROUTE DESCRIPTION** Weixian (WXI) .. A (ZBPE/ZMUB) .. B (ZMUB/UNKY) .. Novokuznetsk (UNWW) **Uni-directional** **FLIGHT LEVEL BAND** 28000 – 46000 feet **PRIORITY: C**	

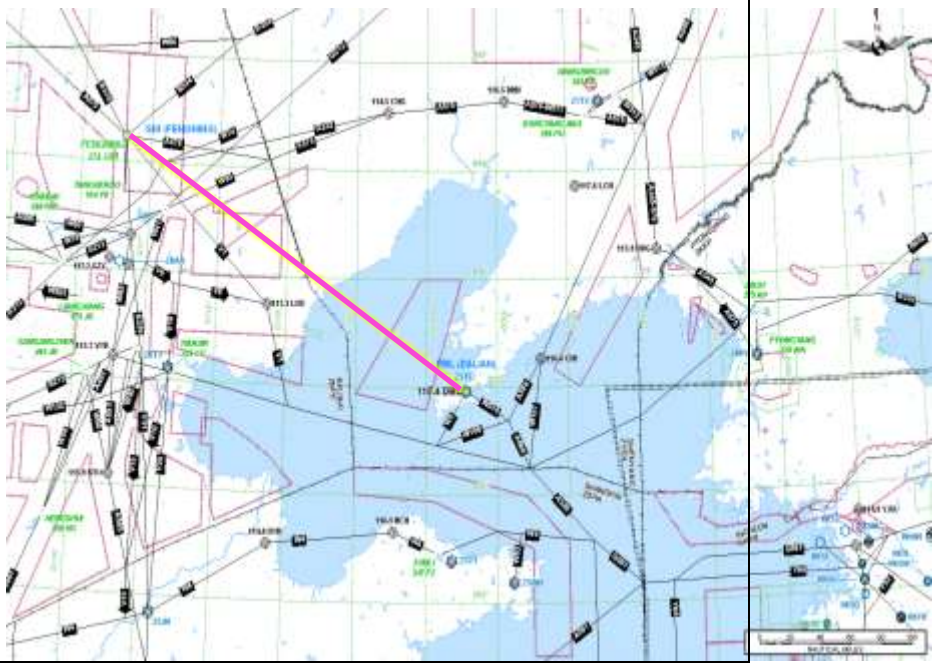
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	166nm/20min	
Fuel	2620kg	956,000kg
CO_2	8070kg	2,944 tonnes
No_x		

Remarks: This would allow following city pair flights to avoid the congested airspace around the Beijing Capital Airport. **PRIORITY: C**

Potential City Pairs: Pearl River Delta – Europe and Shanghai – Europe.

ATS ROUTE NAME: *CHA13* REQUESTED BY: IATA

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION **FLIGHT LEVEL BAND** ~~**GM**~~ **PIDOX- DBL.** **PRIORITY: C** **States concerned** CHINA	

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Part of IATA EUR-North Asia package - #EN13.

China: Further discussions required via ICAO APAC Office.
Objective:
To reduce route distance of 67 NM as compared to current routing GM-LADIX-MAKNO.

PRIORITY: C

ATS ROUTE NAME: FE0008 / RDGE 15.003 / APAC RUS 5

Requested by : IATA / RUS

ENTRY/EXIT POINT

ROUTE DESCRIPTION

Implementation of 2 bi-directional ATS routes:
a. SIBIR –
new waypoint on border Khabarovsk FIR/Fukuoka FIR –
(new EKVIK waypoint)

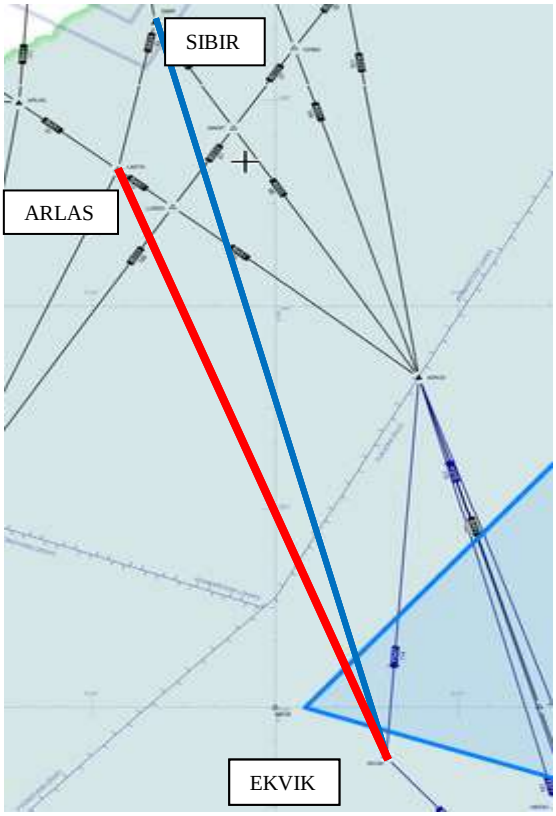
b. ARLAS –
new waypoint on border Khabarovsk FIR/Fukuoka FIR –
(new EKVIK waypoint)

FLIGHT LEVEL BAND

PRIORITY: C

PLANNED IMPLEMENTATION DATE

CHART



Action Required	IATA
	ICAO Coordination Russian Federation, Japan

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: improve north-south traffic flows between Khabarovsk FIR and Fukuoka FIR, Original SIBIR – LURED – EKVIK proposal will be changed due to new position of EKVIK further east as a result of the planned airspace structure change in Japan, when both new ATS routes will be implemented the existing B451 ARLAS-NATEK-LURED-IGROD will be withdrawn.

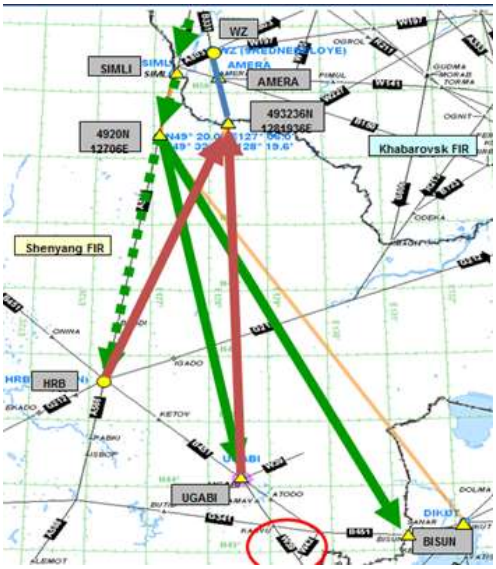
- *Based on the results from the coordination meeting between the Russian Federation and Japan in February 2017, the implementation could not be progressed as Japan indicated that no further airspace changes for the Fukuoka FIR are acceptable before the 2020 timeframe. RDGE/27 mtg 2017*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0017 / RDGE 15.035 / APAC RUS12

Requested by : IATA / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new uni-directional westbound ATS route segment: WZ (Srednebeloye) – along G494 – SIMLI **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE**	**CHART** 

Action Required	IATA
	ICAO, Russian Federation, China

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

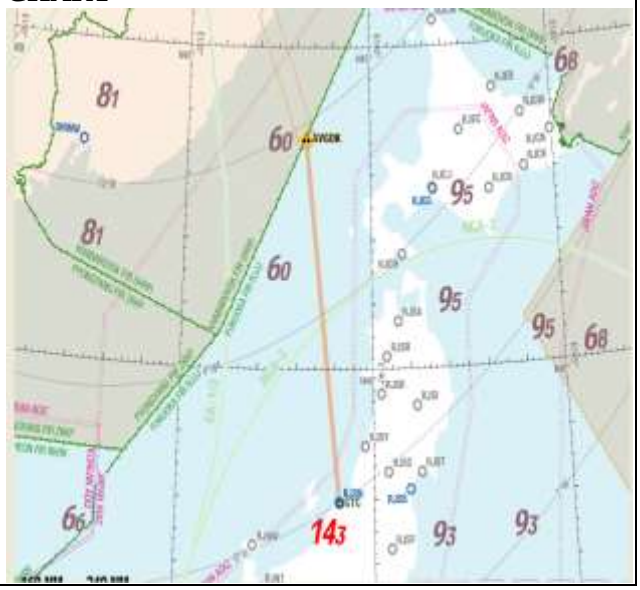
Remarks: SIMLI dualisation/reorganisation project.

- *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation. RDGE/27 meeting in 2017*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0021 / RDGE 13.028 / APAC RUS 4 Requested by : IATA / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of bi-directional ATS route segment: AVGOK – GTC **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE**	**CHART** 

Action Required	IATA
	ICAO Coordination Russian Federation, Japan

Saving	Per flight	Annual
Mileage / Time	13 NM	
Fuel		
CO_2		
No_x		

Remarks: During a bi-lateral meeting between the State ATM Corporation and the JCAB Japan (in Tokyo, November 2012) a difference in coordinates of the AVGOK waypoint was identified in the aeronautical information publications of Russia and Japan. The incorrect coordinates were confirmed by Japan and a decision was made to report this issue to the appropriate Regional ICAO Offices. The Russian Federation proposes the following coordinates (4336N and 13815E) for the AVGOK waypoint.

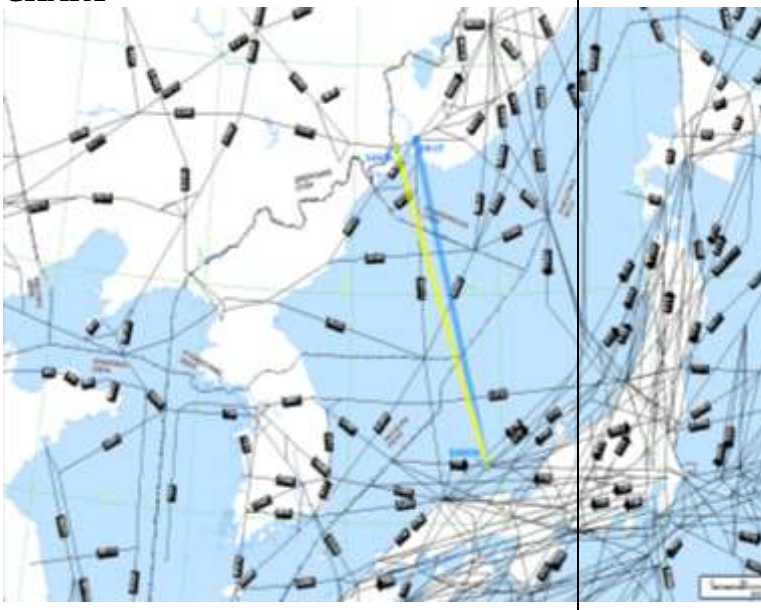
- *Based on the results from the coordination meeting between the Russian Federation and Japan in February 2017, the implementation of the bi-directional ATS Route AVGOK – GTC requires further studies due to the involved military area. RDGE/27 meeting in 2017. Could become a conditional route*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0022 / RDGE 13.033 / APAC RUS7

Requested by : RUS / IATA

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION Implementation of bi-directional ATS route ~~DIKUT~~ SANAR (Khabarovsh) SAMON or DIKUT SAMON (Fukuoka) **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE**	

Action Required	IATA
	ICAO Coordination DPRK, Japan, Russian Federation

Saving	Per flight	Annual
Mileage / Time	160 NM	
Fuel		
CO_2		
No_x		

Remarks: revised proposal for bi-directional route from BISUN – TERNI – RIVAT in combination with the Vladivostok/Khabarovsk airspace structure changes.

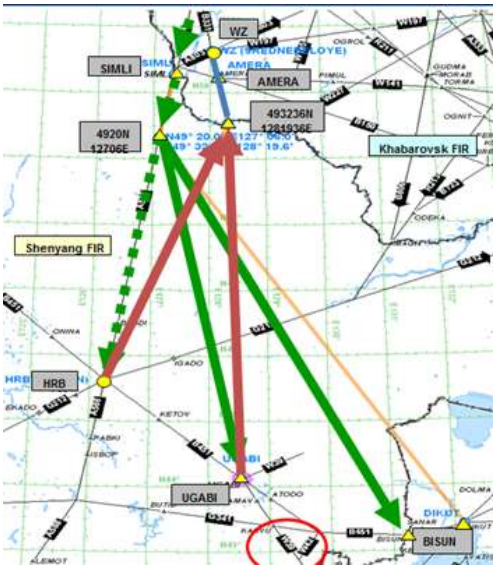
- *Implementation could not be progressed as there had been no exchange of information between China, DPRK and Japan. RDGE/27 meeting in 2017.*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0029 / RDGE 18.031 / APAC RUS13

Requested by : IATA / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new uni-directional eastbound ATS route segment: SIMLI – new waypoint 4920N 12706E – UGABI **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE**	**CHART** 

Action Required	IATA
	ICAO, Russian Federation, China

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: SIMLI dualisation/reorganisation project.

- *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation. RDGE/27 meeting in 2017.*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0030 / RDGE 18.020

Requested by : IATA / RUS

ENTRY/EXIT POINT

ROUTE DESCRIPTION

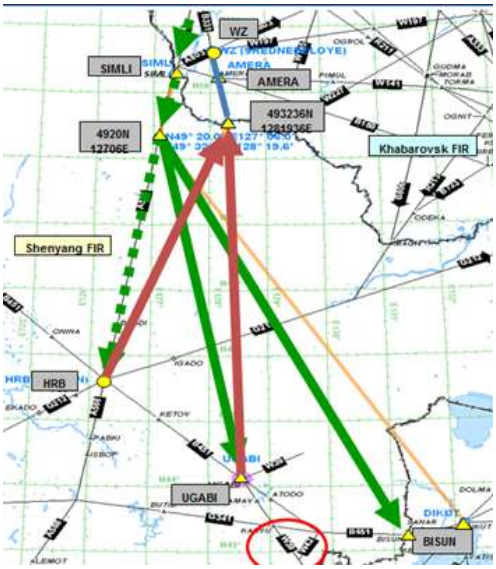
Implementation of new bi-directional ATS route segment:
new waypoint UGABI-493236N 1281936E –
AMERA –
WZ (Srednebeloye)

FLIGHT LEVEL BAND

PRIORITY: C

PLANNED IMPLEMENTATION DATE

CHART



Action Required	IATA
	ICAO, Russian Federation, China

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

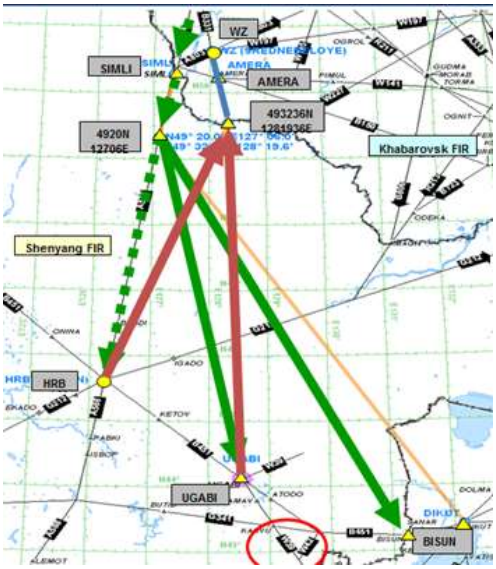
Remarks: SIMLI dualisation/reorganisation project.

- *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation. RDGE/27 meeting in 2017*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0031 / RDGE 16.005 / APAC RUS11 Requested by : IATA / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new uni-directional eastbound ATS route: SIMLI – new waypoint 4920N 12706E – BISUN **FLIGHT LEVEL BAND** **PRIORITY:** B **PLANNED IMPLEMENTATION DATE**	**CHART** 

Action Required	IATA
	ICAO Coordination Russian Federation, China

Saving	Per flight	Annual
Mileage / Time	150 NM	
Fuel		
CO_2		
No_x		

Remarks: SIMLI dualisation/reorganisation project.

- *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation. RDGE/27 meeting in 2017*

PRIORITY: B

Potential City Pairs:

ATS ROUTE NAME: FE0032 / RDGE 17.005 Requested by : IATA / TJK

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new bi-directional ATS route segment: TOPAZ – SCH (Sache) or TOPAZ – HTN (Hotan) **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE**	**CHART- Please provide chart**

Action Required	IATA
	ICAO Coordination China, Tajikistan

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: further improve ATS route network in the interface between China and Tajikistan **PRIORITY:** C

Potential City Pairs:

ATS ROUTE NAME: FE0034 / RDGE 16.027 / APAC RUS 9

Requested by : IATA / RUS

ENTRY/EXIT POINT

ROUTE DESCRIPTION

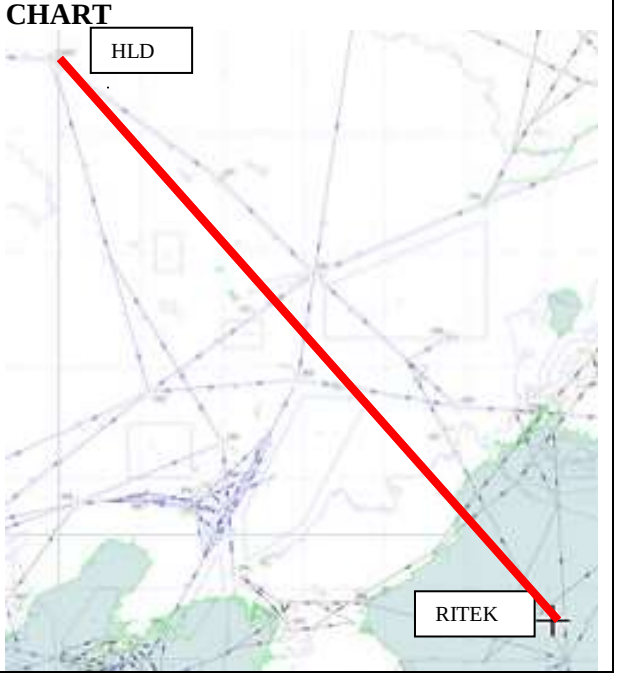
Implementation of new bi-directional ATS route:
RITEK –
new waypoint 495025N 1182854E –
HLD

FLIGHT LEVEL BAND

PRIORITY: C

PLANNED IMPLEMENTATION DATE

CHART



Action Required	IATA
	ICAO Coordination Russian Federation, China, DPRK

Saving	Per flight	Annual
Mileage / Time	159 NM	
Fuel		
CO_2		
No_x		

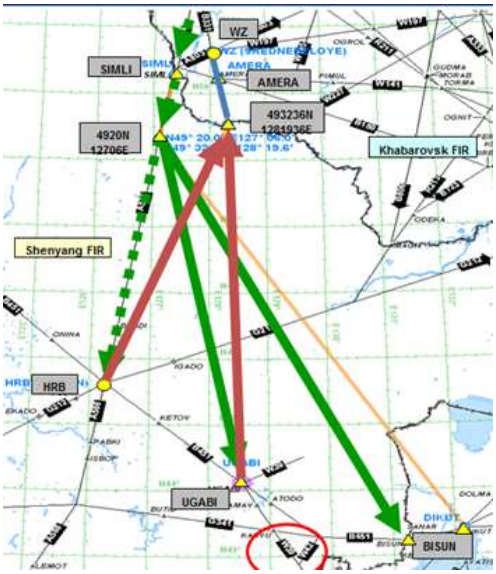
Remarks: *No update at RDGE/27 meeting in 2017*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0035 / RDGE 18.030 / APAC RUS15

Requested by : IATA / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new uni-directional westbound ATS route segment: UGABI – new waypoint 493236N 1281936E – AMERA – WZ **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE**	**CHART** 

Action Required	IATA
	ICAO, Russian Federation, China

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: SIMLI dualisation/reorganisation project.

- *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation. RDGE/27 meeting in 2017*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0041 / RDGE 19.018 Requested by : IATA / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of 2 new uni-directional ATS route segments: a. eastbound unidirectional traffic via NALEB – SIMLI – HEK – 492000N 1270600E –BISUN – SANAR – ARLAS – new waypoint on FIR border – new EKVIK b. westbound unidirectional traffic via new EKVIK – new waypoint on FIR border – ARLAS – SANAR – BISUN – new waypoint 493236N 1281936E – AMERA – WZ – NALEB **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE**	**CHART Please provide chart**

Action Required	IATA
	ICAO Coordination Russian Federation, China

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

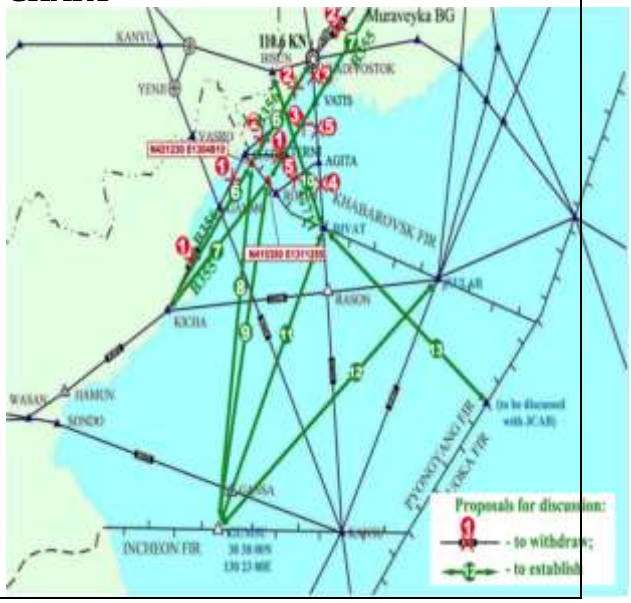
Remarks: SIMLI dualisation/reorganisation project, further improvement of north-south traffic flows between Khabarovsk FIR and Fukuoka FIR, alternative proposal to APAC RUS6.

- *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation. RDGE/27 meeting in 2017*

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0044 / RDGE 20.005 Requested by : PRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Withdrawal of the ATS route segment R452: KICHA (N404103 E1291132) – SESUR (N421730 E1304130) – TERNI (N422213 E1314003) **FLIGHT LEVEL BAND** **PRIORITY: D** **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

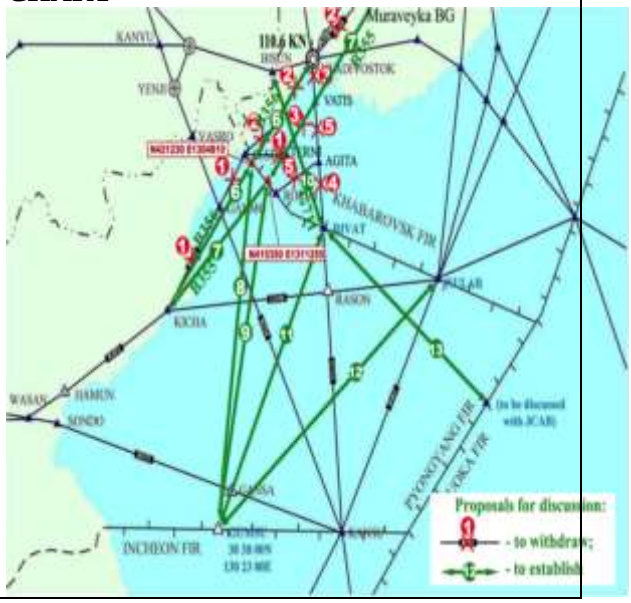
Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 1) **PRIORITY: D**

Potential City Pairs:

ATS ROUTE NAME: FE0045 / RDGE 20.006 Requested by : PRK / RUS

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION Withdrawal of the ATS route segment B355: Muraveyka (BG) (N435303 E1331511) – DIKUT (N432355 E1320851) – GAMOV (N423301 E1311303) – SESUR (N421730 E1304130) **FLIGHT LEVEL BAND** **PRIORITY: D** **PLANNED IMPLEMENTATION DATE** As part of project in 2015	

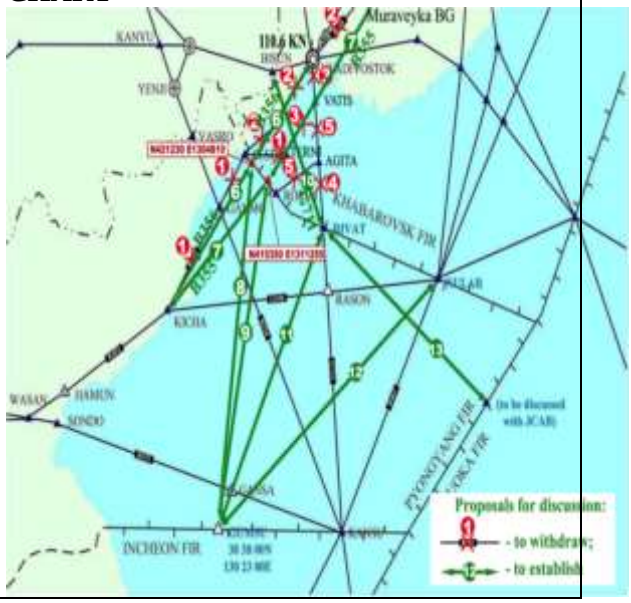
Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 2) **PRIORITY: D**

Potential City Pairs:

ATS ROUTE NAME: FE0046 / RDGE 20.007 Requested by : PRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Withdrawal of the ATS route segment B124: DIKUT (N432355 E1320851) – VATIS (N425143 E1320851) – TERNI (N422213 E1314003) **FLIGHT LEVEL BAND** **PRIORITY: D** **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

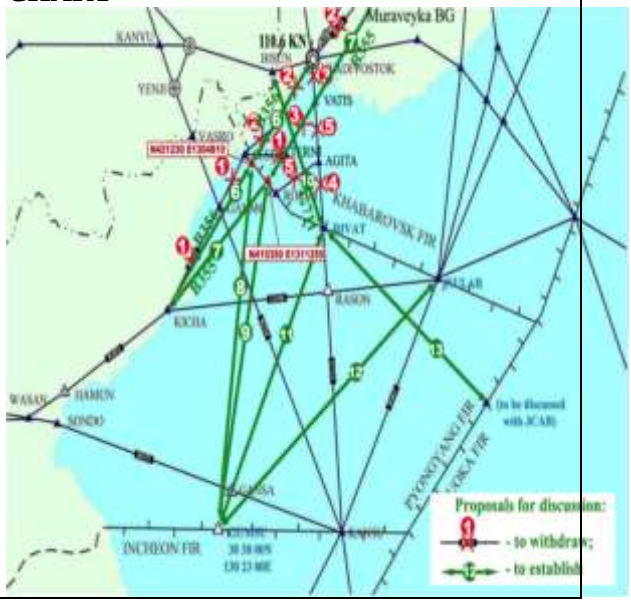
Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 3) **PRIORITY: D**

Potential City Pairs:

ATS ROUTE NAME: FE0047 / RDGE 20.008 Requested by : DPRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Withdrawal of the ATS route segment G711: AGITA (N421937 E1321151) – RIVAT (N412900 E1321600) **FLIGHT LEVEL BAND** **PRIORITY: D** **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

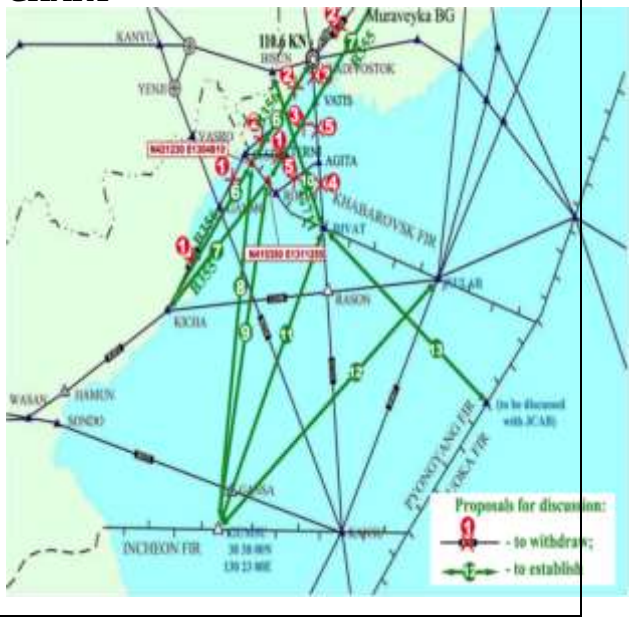
Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 4) **PRIORITY: D**

Potential City Pairs:

ATS ROUTE NAME: FE0048 / RDGE 20.009 Requested by : DPRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Withdrawal of the ATS route segment G721: VATIS (N425143 E1320851) – AGITA (N421937 E1321151) – RORIM (N415031 E1311639) **FLIGHT LEVEL BAND** **PRIORITY: D** **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

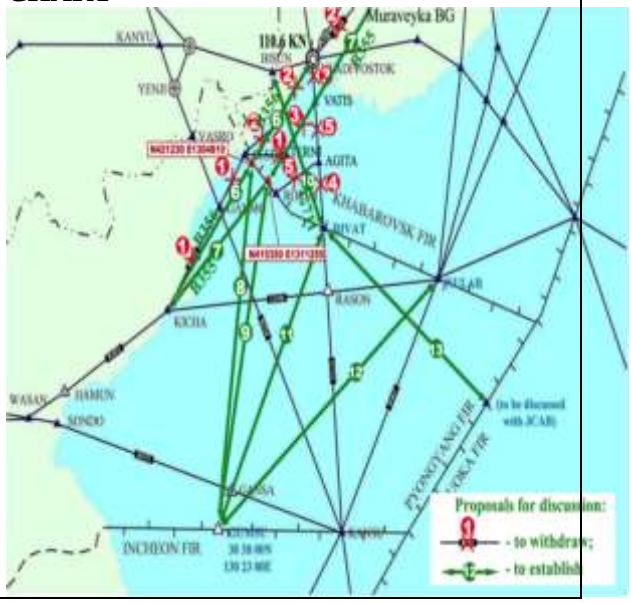
Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 5) **PRIORITY: D**

Potential City Pairs:

ATS ROUTE NAME: FE0049 / RDGE 20.010 Requested by : DPRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of uni-directional eastbound ATS route segment B356: KICHA (N404103 E1291140) – new waypoint (N421230 E1304810) – 110.6 KN Vladivostok (N432303 E1320708) **FLIGHT LEVEL BAND** 17000 – 53000 feet **PRIORITY:** C **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 6) **PRIORITY:** C

Potential City Pairs:

ATS ROUTE NAME: FE0050 / RDGE 20.011

Requested by : DPRK / RUS

ENTRY/EXIT POINT

ROUTE DESCRIPTION

Implementation of uni-directional westbound ATS route segment B355:
Muraveyka (BG) (N435303 E1331511) –
VATIS (N425143 E1320851) –
TERNI (N422213 E1314003) –
new waypoint (N415350 E1311255) –
KICHA (N404106 E1291140)

FLIGHT LEVEL BAND
18000 – 51000 feet

PRIORITY: C

PLANNED IMPLEMENTATION DATE
As part of project in 2015

CHART

Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

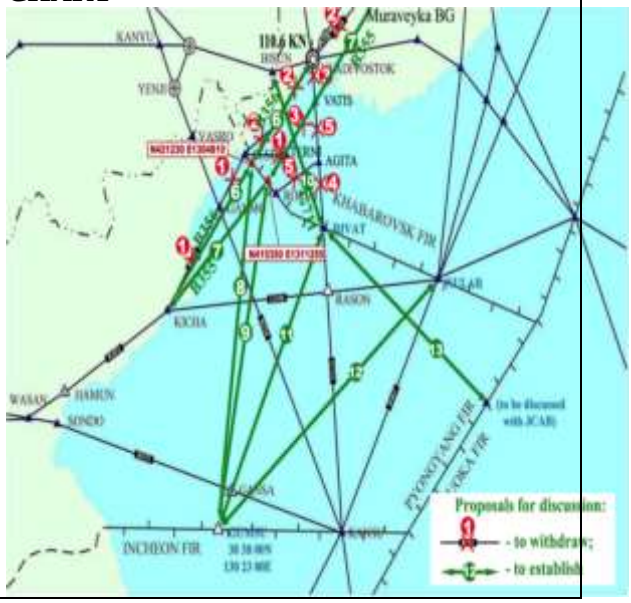
Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 7)

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0051 / RDGE 20.012 Requested by : DPRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new uni-directional eastbound ATS route segment: ~~GUMSU~~ MESOV(N383800 E1302300) – new waypoint ADNUR (N421230 E1304810) **FLIGHT LEVEL BAND** 29000 – 53000 feet **PRIORITY:** C **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

Action Required	IATA
	ICAO Coordination DPRK, Russian Federation, ROK

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

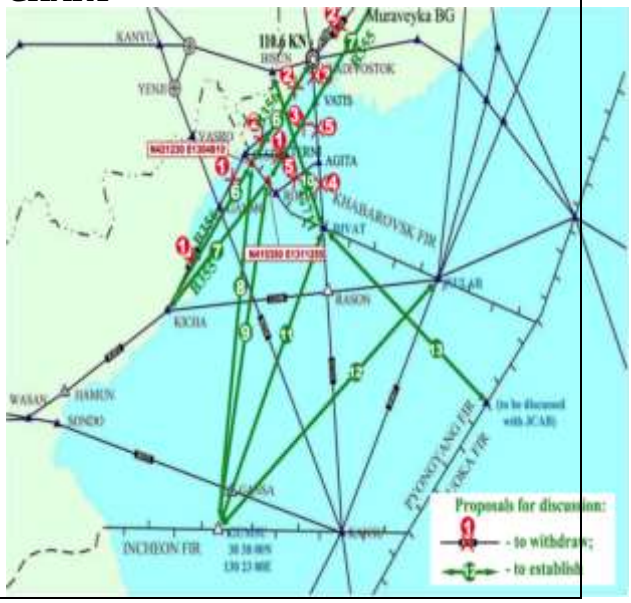
Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 8).

Implementation has not progressed as the connection/continuation of this ATS Route (implemented ATS-Routes end at FIR border over High Seas) into Incheon FIR still missing. No information was received from DPRK and South Korea (ROK) via the ICAO APAC office. RDGE/27 meeting in 2017

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0052 / RDGE 20.013 Requested by : DPRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new uni-directional westbound ATS route segment: new waypoint BUMEP (N415350 E1311255) – ~~GUMSU~~ MESOV (N383800 E1302300) **FLIGHT LEVEL BAND** 28000 – 51000 feet PRIORITY: C **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

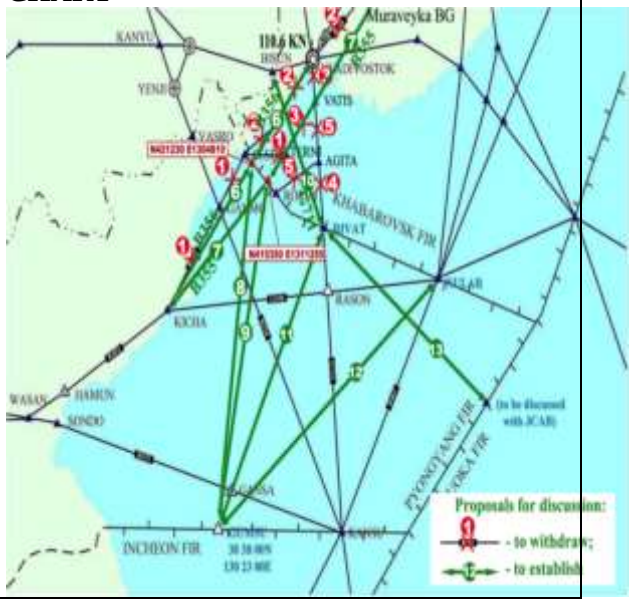
Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 9).

Implementation has not progressed as the connection/continuation of this ATS Route (implemented ATS-Routes end at FIR border over High Seas) into Incheon FIR still missing. No information was received from South Korea (ROK) via the ICAO APAC office.

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: FE0053 / RDGE 20.014 Requested by : DPRK / RUS

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION Implementation of bi-directional ATS route segment G711: BISUN (N431400 E1311148) – TERNI (N422213 E1314003) – RIVAT (N412900 E1321600) **FLIGHT LEVEL BAND** 21000 – 53000 feet **PRIORITY:** C **PLANNED IMPLEMENTATION DATE** As part of project in 2015	

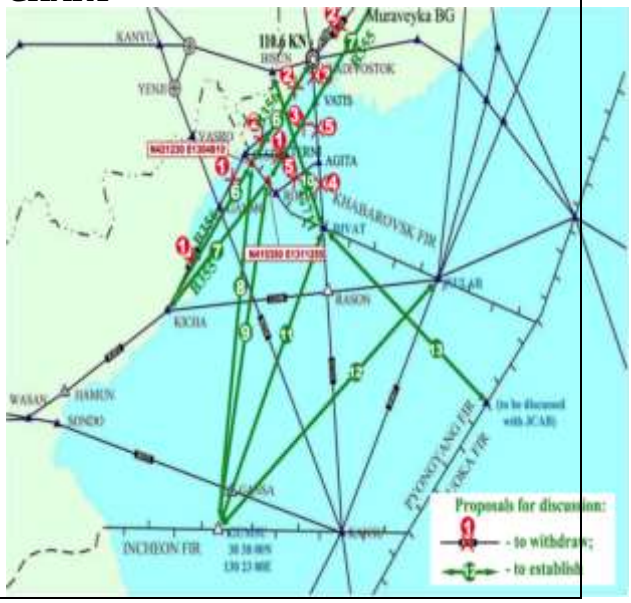
Action Required	IATA
	ICAO Coordination DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 10) **PRIORITY:** C

Potential City Pairs:

ATS ROUTE NAME: FE0054 / RDGE 20.015 Requested by : DPRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of bi-directional ATS route RIVAT (N412900 E1321600) – GUMSU (N383800 E1302300) **FLIGHT LEVEL BAND** 21000 – 53000 feet **PRIORITY:** C **PLANNED IMPLEMENTATION DATE** 11 December 2014	**CHART** 

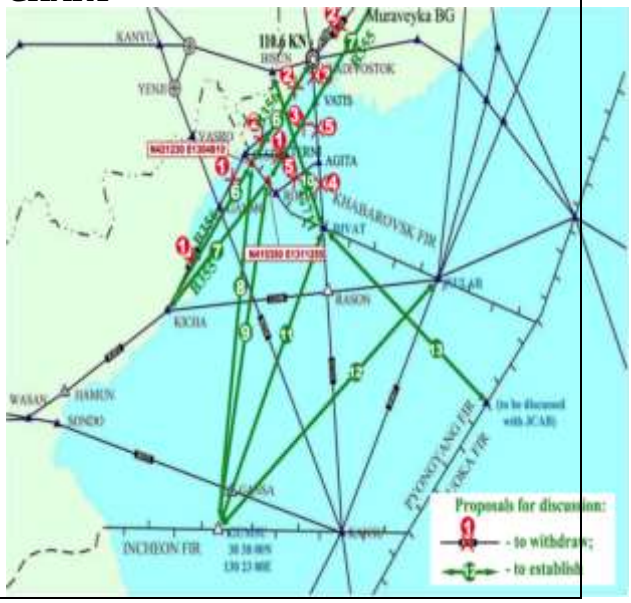
Action Required	IATA
	ICAO, DPRK, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 11) **PRIORITY:** C

Potential City Pairs:

ATS ROUTE NAME: FE0055 / RDGE 20.016 Requested by : DPRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of bi-directional ATS route NULAR (N405912 E1341100) – GUMSU (N383800 E1302300) **FLIGHT LEVEL BAND** 28000 – 53000 feet **PRIORITY:** C **PLANNED IMPLEMENTATION DATE** 11 December 2014	**CHART** 

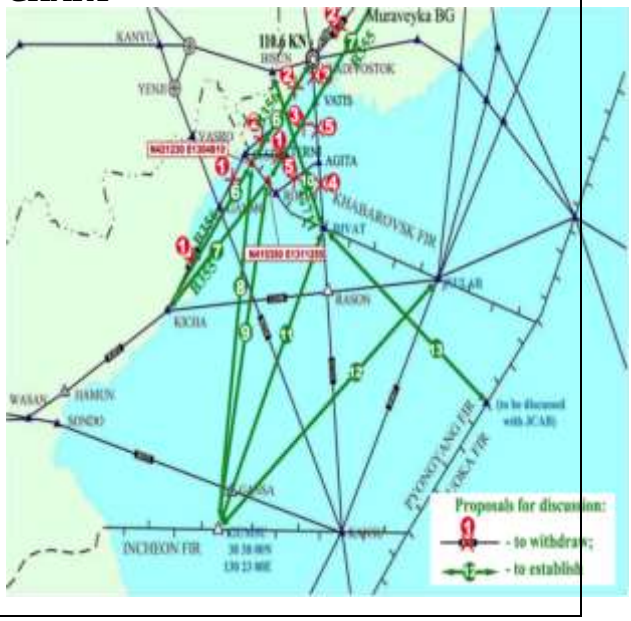
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 12) **PRIORITY:** C

Potential City Pairs:

ATS ROUTE NAME: FE0056 / RDGE 20.017 Requested by : PRK / RUS

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Implementation of new bi-directional ATS route segment: RIVAT (N412900 E1321600) – to new waypoint on FIR border (NXXXXXX EXXXXXXX) between Pyongyang FIR and Fukuoka FIR **FLIGHT LEVEL BAND** **PRIORITY:** C **PLANNED IMPLEMENTATION DATE** As part of project in 2015	**CHART** 

Action Required	IATA
	ICAO Coordination DPRK, Japan, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Khabarovsk/Vladivostok airspace re-organisation project, (in map No. 13), for further discussion with JCAB, Japan. **PRIORITY:** C

Potential City Pairs:

ATS ROUTE NAME: IATA 2 REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** **OMBON - SB (LUOGANG)** **FLIGHT LEVEL BAND** **8400 – 15000 meters** **PRIORITY: D**	**CHART** 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: There are exiting routes between OMBON and RO. Direct route is impossible at present. **PRIORITY: D**

Potential City Pairs: Europe –Pearl River Delta Airports

ATS ROUTE NAME: IATA 3

REQUESTED BY: IATA

ENTRY/EXIT POINT

ROUTE DESCRIPTION
OMBON - SB

FLIGHT LEVEL BAND
8400 – 15000 meters

PRIORITY: D

CHART

Action Required	IATA
	ICAO

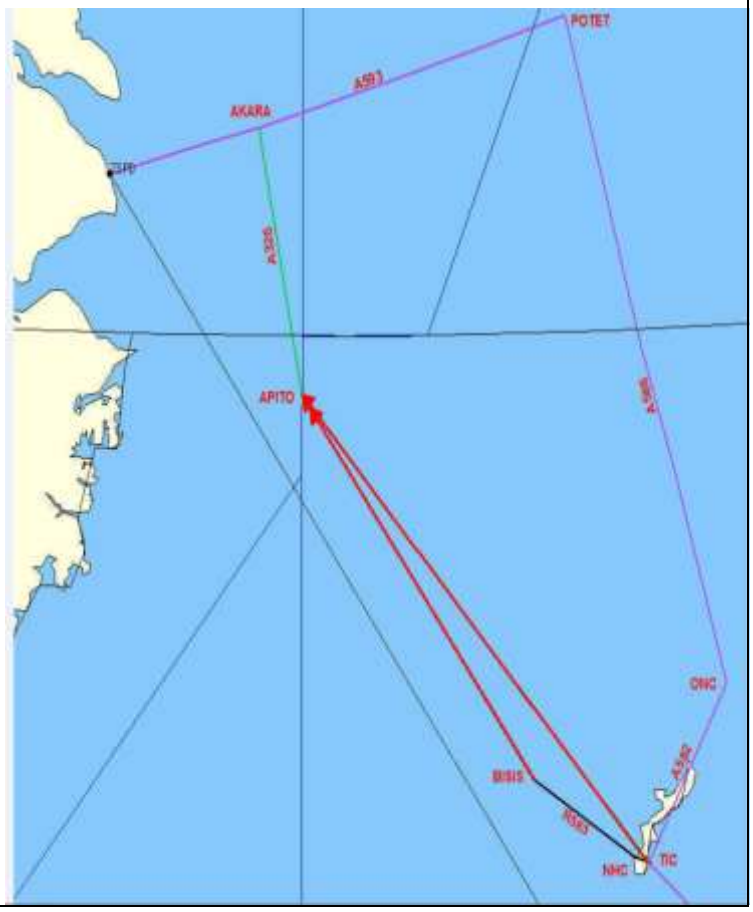
Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: There are exiting routes between OMBON and SB; Direct route is impossible at present.

PRIORITY: D

Potential City Pairs: Europe-Shanghai

ATS ROUTE NAME: *JAP 1*		
REQUESTED BY: IATA	Date: 25 June 2012	(ATM/AIS/SAR/SG-22)

ENTRY/EXIT POINT TIC - APITO **ROUTE DESCRIPTION** PIC - APITO **Alternative:** TIC – R583- BISIS – APITO **FLIGHT LEVEL BAND** **PRIORITY: C**	**CHART** 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	19 mins/19 mins	
Fuel	3094kg/3021kg	kg
CO_2	9591kg/9365	kg
No_x		

Remarks:

PRIORITY : C

Potential City Pairs:

ATS ROUTE NAME: PHI 1

REQUESTED BY: IATA

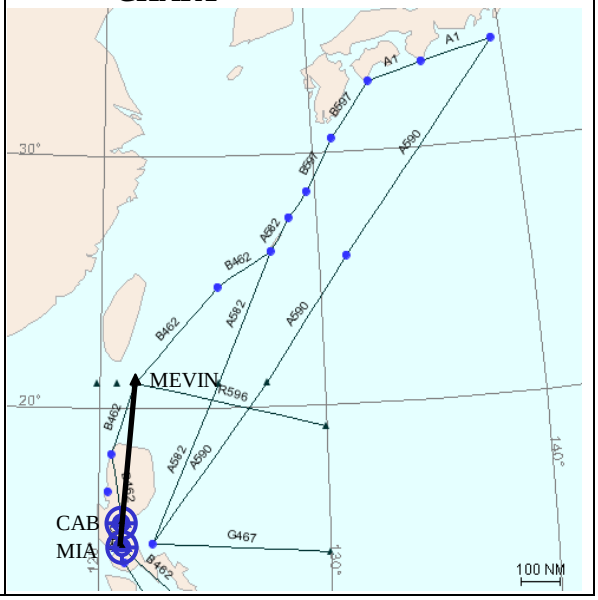
ENTRY/EXIT POINT

ROUTE DESCRIPTION
Manila (MIA) .. MEVIN or
Cabanatuan (CAB) .. MEVIN

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	11nm/1.5min	
Fuel	179kg	59,300kg
CO_2	550kg	200,750kg
No_x		

Remarks: Supports traffic between Manila and Japan/North America.

PRIORITY: C

Potential City Pairs: Philippines-Japan/North America

ATS ROUTE NAME: PHI 3

REQUESTED BY: IATA

ENTRY/EXIT POINT
XXXXX

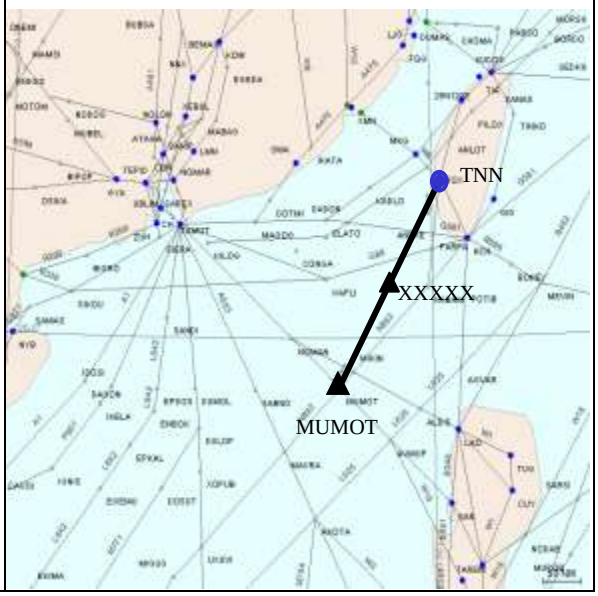
ROUTE DESCRIPTION
Shikang (TNN) … XXXXX … MUMOT

FLIGHT LEVEL BAND

29000 - 46000

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Supports traffic from TNN to Southeast Asia

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: PHI 4

REQUESTED BY: IATA

ENTRY/EXIT POINT
XXXXX

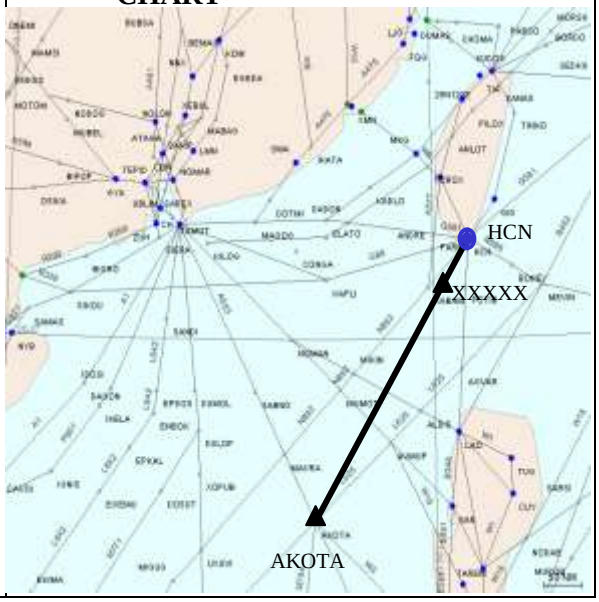
ROUTE DESCRIPTION
AKOTA… XXXXX … Hengchun (HCN)

FLIGHT LEVEL BAND

29000 - 46000

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: Supports traffic from Southeast Asia to HCN

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: RUS 3 Requested by : IATA

ENTRY/EXIT POINT **XXXXX** **ROUTE DESCRIPTION** Muraveyka (BG) .. TELOD .. XXXXX .. Gangwon (KAE) **FLIGHT LEVEL BAND** 28000 – 46000 feet **PRIORITY: C** "XXXXX" Approx N38 38.0 E129 24.7	**CHART- Please provide chart**

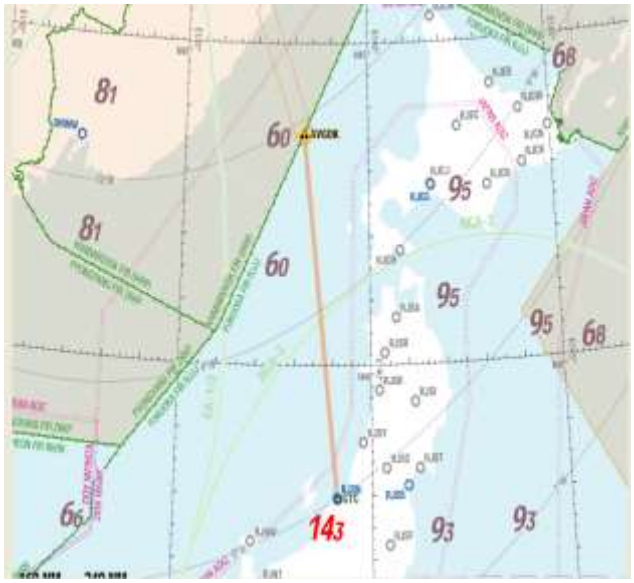
Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks **PRIORITY:** C

Potential City Pairs: North America- Inchoen

ATS ROUTE NAME: *RUS 4* REQUESTED BY: IATA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** AVGOK-GTC **FLIGHT LEVEL BAND** **PRIORITY: D** **States concerned** JAPAN RUSSIAN FEDERATION	**CHART** 

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Russian Federation: Further discussion with Japan required through the ICAO APAC Office.

Objective:
To reduce route distance of 13 NM as compared to current routing AVGOK-KADBO-RJSN.
Same as FE 0021

PRIORITY: D

ATS ROUTE NAME: *RUS 5*
REQUESTED BY: IATA /RUSSIA

ENTRY/EXIT POINT

ROUTE DESCRIPTION
bidirectional ATS route SIBIR – LURED – EKVIK.

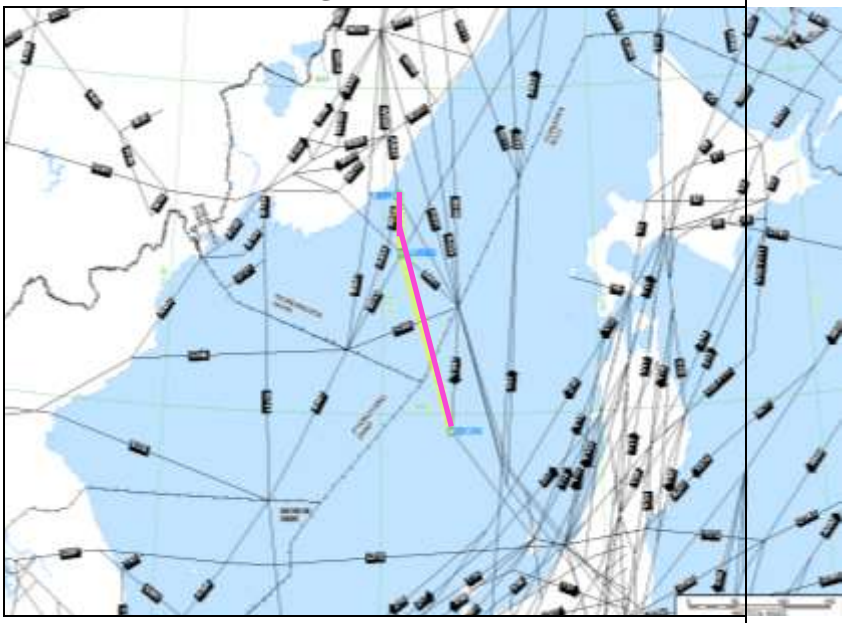
FLIGHT LEVEL BAND

PRIORITY: D

States concerned

JAPAN
RUSSIAN FEDERATION

CHART



Action Required	IATA
	ICAO

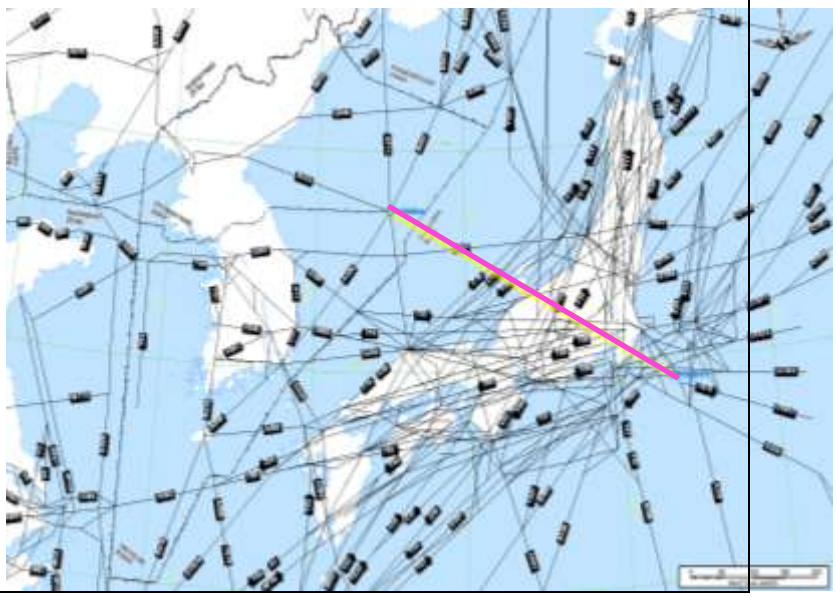
Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Russian Federation: New waypoint needed 404751N1361021E (FIR Boundary), coordination with Japan (Fukuoka FIR) required.
Alternative bi-directional route to EN15. Implementation planned for 2Q 2013.

Objective:
To improve north-south traffic flows between Khabarovsk FIR and Fukuoka FIR.
Same as FE 0008

PRIORITY: D

ATS ROUTE NAME: *RUS 8*
REQUESTED BY: IATA

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION **KANSU - TOMMY**. **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** KOREA JAPAN	

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

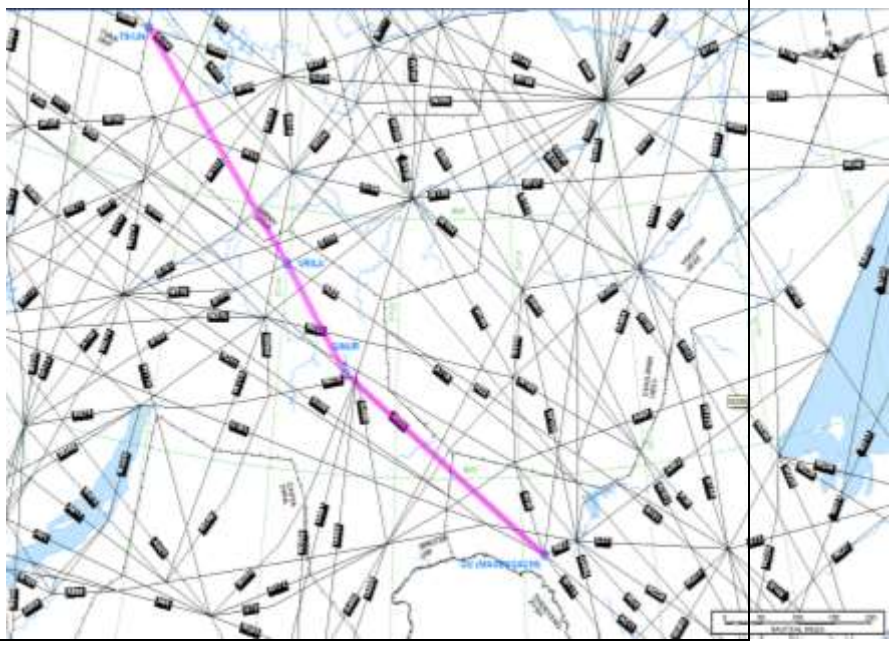
Part of IATA EUR-North Asia package - #EN14.

China: Further discussion between China and Korea also required via ICAO APAC Office.
Objective:
To reduce route distance of 64 NM as compared to current routing KANSU-IGRAS-TOMMY.

This involves route within APAC and should be removed from EUR/FE catalogue.

PRIORITY: C

ATS ROUTE NAME: *RUS 10*
REQUESTED BY: IATA/RUSSIA

ENTRY/EXIT POINT	**CHART**
ROUTE DESCRIPTION **TIKUN - URILA - GINUR - GU.** **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** CHINA RUSSIAN FEDERATION	

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Part of IATA EUR-North Asia package - #EN10.

China: Proposal can partly be withdrawn due to lack of CNS capabilities for the segment URILA-492000N1270600E. Alternative proposal made.
Russian Federation: Further studies/discussion required.

- *Route segment inside the Russian Federation up to GU has been implemented, but implementation could not be progressed as no information from China was received for RDGE/26. RDGE/27 meeting in 2017*

Objective:
To reduce route distance of 150 NM as compared to current routing TIKUN-IVADA-TD-DIKUT.

PRIORITY: C

ATS ROUTE NAME: TPE 1

REQUESTED BY: IATA

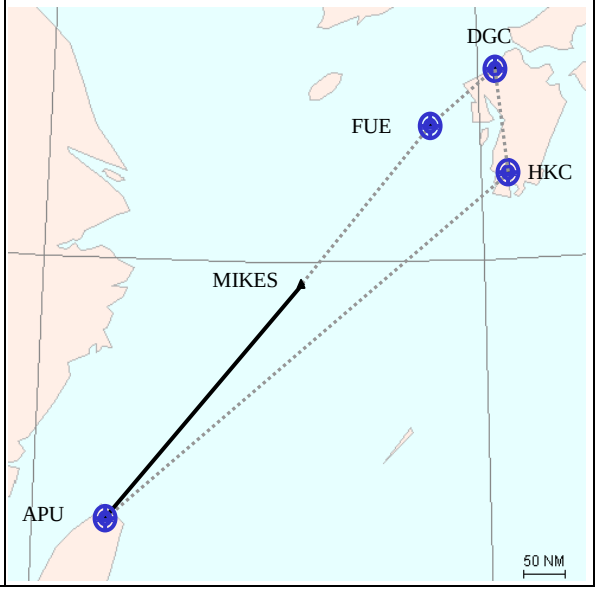
ENTRY/EXIT POINT
APU / XXXXX / MIKES

ROUTE DESCRIPTION
APU- MIKES

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	40nm/ 5min	
Fuel	650kg	237,000kg
CO_2	2,000kg	730,000kg
No_x		

Remarks: Supports traffic between APU and Japan.

PRIORITY: C

Potential City Pairs: SEA/HKG/TPE-Fukuoka

ATS ROUTE NAME: 26.FE 01/APAC *RUS 18*
REQUESTED BY: CHINA/RUSSIA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Harbin - XXXXXX(505618N1270606E) - XXXXXX(514556N1271625E) - UDRIL(522607N1270803E) — NALEB(534132N1270522E) to Russian Federation **FLIGHT LEVEL BAND** PRIORITY: C **States concerned** CHINA RUSSIAN FEDERATION	**CHART Please provide chart**

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: New entry/exit point near SIMLI was discussed. The Russian side agreed with the China proposal regarding the opening of a new point with the following coordinates: N505618, E1270606 for the northbound flights.
The Chinese side agreed to request ICAO APAC Office a 5LNC for the new point.
Both sides agreed to exchange information on preparedness for opening of a new entry/exit point by the end of 1st quarter of 2018.

PRIORITY: C

ATS ROUTE NAME: 26.FE 02/APAC RUS 19 REQUESTED BY: CHINA/RUSSIA

ENTRY/EXIT POINT	**CHART- Please provide chart**
ROUTE DESCRIPTION SIMLI (504724N 1272206E) – PARIS (512001N 1300004E) **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** CHINA RUSSIAN FEDERATION	

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: New entry/exit point near SIMLI was discussed. The Russian side agreed with the China proposal regarding the opening of a new point with the following coordinates: N505618, E1270606 for the northbound flights. The Chinese side agreed to request ICAO APAC Office a 5LNC for the new point. Both sides agreed to exchange information on preparedness for opening of a new entry/exit point by the end of 1st quarter of 2018. **PRIORITY: C**

ATS ROUTE NAME: 26.FE03/APAC RUS 20
REQUESTED BY: CHINA/RUSSIA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** XXXXXX (514556N 1271625E) – RUNET (505413N 1273328E) – VOR/DME Blagoveshchensk – SIMLI (504724N 1272206E) **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** CHINA RUSSIAN FEDERATION	**CHART Please provide chart**

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: New entry/exit point near SIMLI was discussed. The Russian side agreed with the China proposal regarding the opening of a new point with the following coordinates: N505618, E1270606 for the northbound flights.
The Chinese side agreed to request ICAO APAC Office a 5LNC for the new point.
Both sides agreed to exchange information on preparedness for opening of a new entry/exit point by the end of 1st quarter of 2018.

PRIORITY: C

ATS ROUTE NAME: FE0063/25.011/APAC RUS 21
REQUESTED BY: CHINA/RUSSIA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** Clarify coordinates of new waypoint east of SIMLI on FIR border between Shenyang FIR and Khabarovsk FIR as: ~~1. 510000N 1270000E; OR~~ 2. HARBIN-505618N 1270606E. **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** CHINA RUSSIAN FEDERATION	**CHART Please provide chart**

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation.*

PRIORITY: C

ATS ROUTE NAME: FE0064/25.012/APAC RUS 22
REQUESTED BY: CHINA/RUSSIA

ENTRY/EXIT POINT **ROUTE DESCRIPTION** New uni-directional ATS-Route from China to new waypoint HARBIN (505618N 1270606E) –new waypoint XXXXXX (514556N 1271624E) – UDRIL (522607N 1270803E) to NALEB (534132N 1270522E) **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** CHINA RUSSIAN FEDERATION	**CHART Please provide chart**

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: At the RDGE 27 the proposal was amended to reverse the traffic flow from China to Naleb.

PRIORITY: C

ATS ROUTE NAME: FE0065/25.013/ APAC RUS 23
REQUESTED BY: CHINA/RUSSIA

ENTRY/EXIT POINT	CHART Please provide chart
ROUTE DESCRIPTION New uni-directional ATS-Route from new waypoint XXXXXX (493236N 1281936E) – AMERA – Srednebeloye NDB (WZ) – new waypoint XXXXXX (514556N 1271625E) to Russia **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** CHINA RUSSIAN FEDERATION	

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation.*

PRIORITY: C

ATS ROUTE NAME: FE0066/25.014/ APAC RUS 24
REQUESTED BY: CHINA/RUSSIA

ENTRY/EXIT POINT	**CHART Please provide chart**
ROUTE DESCRIPTION New uni-directional ATS-Route from new waypoint XXXXXX (493236N 1281936E) – PARIS (512001N 1300004E) – RIDLO (535437N 1305710E) – LUKUT (572708N 1323147E) – TONPI (582002N 1325423E) – BUMAD (602202N 1342605E) – KURAK (624702N 1365106E) – LURET (703729N 1475347E) (Chokurdakh), and the further continuation on G494 to ORVIT. **FLIGHT LEVEL BAND** **PRIORITY: C** **States concerned** CHINA RUSSIAN FEDERATION	

Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO_2		
No_x		

Remarks: *SIMLI proposals are awaiting further development as per the outcomes of the bi-lateral meeting between China and Russian Federation conducted 25-26 July 2017, as reported to RDGE 27 by the Russian Federation.*

PRIORITY: C

Chapter 4: Pacific

(referred to: IPACG, ISPACG as appropriate for review)

ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
R582	KRILL MAITO Tahiti PAERE TOLAB TAMUR TIERE TARAO TUNBA TIAMU	2016.1N 15700.0E 1732.8S 14936.1E 1625.0S 14752.6W 1428.0S 14500.0W 1104.0S 14000.0W	Auckland Ocn/Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti Tahiti	Moved from Chapter 4. Route Requested by Tahiti **PRIORITY: C**
WPC 1	PY VNO ROR ENDAX ELMAS TINHO	S0927.2 E14712.9 S0240.7 E14118.2 N0722.1 E13433.0 N1415.0 E13000.0 N2027.0 E12500.0 N2421.2 E12201.7	PT MORESBY PT MORESBY OAKLAND MANILA MANILA TAIPEI	**PRIORITY: C**