



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)

ASIA PACIFIC REGION ATS ROUTE CATALOGUE

(Presented by IATA)

SUMMARY

This paper presents the results of a review of the Asia Pacific ATS Route Catalogue conducted by IATA airlines and identifies priority routes from an airline perspective for States' consideration and implementation.

1. INTRODUCTION

1.1 The Asia/Pacific Region ATS Route Catalogue contains proposals, from both States and airlines, for route changes that have not yet been agreed and implemented.

1.2 It is the only Regional repository for User route requests and as such provides a valuable resource for States when considering airspace and ATM management changes.

1.3 From an airline perspective the route catalogue maintains a record of User requests to ensure these are considered by States and reviewed regularly in terms of implementation planning.

1.4 Recently ICAO APAC reviewed the catalogue and Draft version 16 was presented at SAIOACG/7 in this version ICAO has suggested the following implementation priorities for review and confirmation by States:

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).

1.5 The meeting will also recall that IATA regularly reviews the User requests in the catalogue and presents the results to the appropriate regional meetings.

1.6 This year IATA formed an airline Focus Group to carry out a more comprehensive review of the current catalogue posted on the ICAO website (Version 15 July 2016) and the results of that review are presented in this paper.

2. DISCUSSION

IATA 2018 Asia Pacific Region ATS Route Catalogue Review

2.1 It should be noted that some routes in the catalogue were not reviewed by the IATA Focus Group mainly the cross regional routes derived from the RDGE meetings “FE routes” and the routes proposed by Russia “RUS” routes. These routes may be covered during subsequent reviews.

2.2 In conducting this latest User Review - Priority Routes for airlines were identified that give the most benefit to operations and the environment in terms of CO2 savings.

2.3 These routes are separate from the above ICAO implementation priorities and are noted to give States an indication of environmental benefits and of the importance of these routes to their customer group.

2.4 It is recognized that some of the IATA priority routes involve multiple states and may be difficult to implement at this time for various reasons. But given the scale of benefits in both fuel and CO2 savings, it is hoped that as ATM capability is enabled with the implementation of new ATM systems together with increased focus on Flexible Use of Airspace in the region, these routes can be considered by States as they review airspace design and management taking advantage of the system (both ground and air) capabilities.

2.5 To give an indication of scale – should it be possible to implement all IATA priority routes the CO2 savings are estimated to be in the order of 531.8 million kgs (531800 Tonnes) p.a

2.6 The tables below show the airline priority routes. There are 10 for APAC and 7 for China identified for information of the meeting and States.

SUMMARY OF PRIORITY ROUTES- APAC

SEQ	ROUTE ID	WEEKLY TRAFFIC	TIME SAVINGS (MINS)/FLT	FUEL SAVINGS TOTAL (KGs)/YR	TRAFFIC FLOW ID
1	P173 (Eastbound)	26	4	500,240	EUROPE-ASIA
2	IND9	69	8	2,694,588	EUROPE-AISA
3	SCS2	154	3	1,521,520	FAR EAST-SOUTH EAST ASIA
4	SCS8	42	6	1,862,952	FAR EAST-SOUTH EAST ASIA
5	SEA12	160	2	1,730,560	FAR EAST-SOUTH EAST ASIA
6	TPE1	210	2	1,168,440	FAR EAST-SOUTH EAST ASIA
7	UNNAMED 2	44	6	576,576	FAR EAST-SOUTH EAST ASIA
8	IDO1	204	6	5,304,000	MIDDLE EAST/AFRICA-ASIA
9	WPC1	60	15	5,004,480	FAR EAST-SOUTH PACIFIC
10	JAP1	56	14	4,376,736	FAR EAST-SOUTH PACIFIC

SUMMARY OF PRIORITY ROUTES- CHINA

SEQ	ROUTE ID	WEEKLY TRAFFIC	TIME SAVINGS (MINS)/FLT	FUEL SAVINGS TOTAL (KGs)/YR	TRAFFIC FLOW ID
1	CHA 1 (CHA 5)	N/A	N/A	N/A	INTO/OVERFLYING CHINA
2	CHA 2 (CHA 7)	63	12	4,425,876	INTO/OVERFLYING CHINA
3	CHA 3 (CHA 9A)	56	16	5,824,000	INTO/OVERFLYING CHINA
4	CHA 13	56	9	4,443,712	INTO/OVERFLYING CHINA
5	IATA 2	56	14	6,656,832	INTO/OVERFLYING CHINA
6	IATA 4	84	10	998,760	INTO/OVERFLYING CHINA
7	CHA 12A	85	5	6,090,760	INTO/OVERFLYING CHINA

3 REVIEW RESULTS:

3.1 The following tables show the results of the IATA review by Chapter - using the Chapter summary tables obtained in the DRAFT Asia Pacific ATS Route Catalogue Version 16 (May 2018)

3.2 Chapter 1: South Asia

4.0 ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
COL 1	KAT TNV	N0709.7 E07952.1 S1842.2 E04731.1	COLOMBO MADAGASCAR	Priority: B Remove: Now in UPR area
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 KUALA LUMPUR	Not implementing due PfA on L762 Priority : D
IND 1	BBS BPL	N2014.6 E08548.8 N2317.0 E07720.2	KOLKATTA MUMBAI	Priority C Remove: implemented as T1
IND 7	PRA SERKA	N2401.8 E07445.0 N2951.0 E06615.0	MUMBAI DELHI KARACHI	N877 Extension Completed SERKA to SOKAM Priority : C
IND 8	VABB APANO VIKIT	For Options see 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	Priority C Remove: implemented as L639 (CDR2 route)
IRAN1 IATA suggest amendment to: BJD-KAMAR- DAVER-NH	a. ALROT- BIRJAND-SOKIR -NH b. ALROT- BIRJAND- SOKIR-GASIR c. ALROT- BIRJAND- SOKIR-SHANG or BIMLA		TEHRAN KABUL PAKISTAN	Requested by IRAN and amended by IATA at SAIAOCG/3 Mtg. Implemented Option c. Priority : D
P173 NEW	DAVET – TAPIS (EASTBOUND) Route becomes bi- directional	Turkmenistan KABUL	Turkmenistan have indicated they have no problems with this route being bi-directional	Priority A
PAK 01	KC MELOM	N2454.6 E06710.6 N2505.0 E06632.0	KARACHI	Priority C Remove: Implemented
PAK02	INDEK CHG	N3246.0 E07316.0 N3040.1 E07648.3	LAHORE DELHI	M890 extension 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 IDEBA – NH exists (N 636) Priority B
MID 02 (a) Not reviewed	BND-DAVEP- NABOX- PEKES- DANOV- ULOV- 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) Not reviewed	BND- DAVEP- NABOX- PEKES- DANOV- ULOV- 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.

3.2 Chapter 2: South East Asia

ATS ROUTES	SIGNIFICAN T PTS	COORDINATES	FIR	REMARKS
PHI 5	ENDAX VJN		MANILA	Priority: C
SCS 1	DAMEL CH CHECK	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	N1142.0 E11940.5 N1431.1 E12600.1 N1142.0 E11940.5	MANILA MANILA MANILA	Moved from Chapter 5 part A

	ENDAX	N1415.0 E13000.0	MANILA	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 Replaced by IATA 4 in Chapter 3	ASSAD SEYX EPKAL MAVRA SAN		YANGON VIENTIANE HANOI MANILA	New Request SEACG/22 Priority: C
Unnamed 1 Vietnam	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 Awaiting BANP Amendment. Priority : D
Unnamed 2 Vietnam	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 IATA: 44 flts per week and 6mins flt time = 500000 kgs fuel, Priority : D

3.3 Chapter 3: East Asia/Russian Federation

ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
CHA 1 (CHA 5)	YHD (YINCHUAN) YAV (YANAN) CGO HFE (LUOGANG)	N3820.8 E10624.6 N3641.1 E10938.1 N3431.1 E11350.6 N3150.4 E11714.0 N3146.5 E11718.1	LANZHOU LANZHOU WUHAN SHANGHAI	Priority: C
CHA 2 (CHA 7)	XKC (GUICI) CHW	N4140.6 E08250.6 N3951.3 E09821.0	URUMQI LANZHOU	Priority: D Priority: C
CHA 3 (CHA 9A)	FKG OMBON	N4410.4 E08759.0 N3321.4 E10416.3	URUMQI KUNMING	Priority: D Priority: C
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	N2412.4 E11324.6 N4340.8 E11154.1	GUANGZHOU BEIJING	Priority: D
CHA 6 (CHA 14)	OMBON NSH OBLIK SB	N3238.5 E10420.0 N3319.1 E10818.7 N3218.0 E11432.0 N3146.8 E11718.1	KUNMING LANZHOU WUHAN SHANGHAI	Priority: D

	(LUOGANG)			
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 N3951.0 E09821.0	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	N4753.0 E13439.5 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
CHA 12a NEW	NOSPI YYYYY XXXXX BAV	N5348.6 E8652.7 N5050.2 E9225.4 N4220.0 E10706.6 N4033.4 E10959.9	NOVASIBIRSK ULAANBAATAR BEIJING BEIJING	Priority C
CHA13	PIDOX DBL (DALIAN)	N4114.1 E11637.5 N3857.7 E12134.2		Priority C
FE0008 ex APAC RUS5	SIBIR- new WP- new EKVIK ARLAS- new WP- new EKVIK		KHABAROVSK FUKUOKA	Priority C 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	DIKUT- SANAR or		KHABAROVSK	Priority C Implementation could

ex APAC RUS7	DIKUT- SAMON		PYONGYANG SHENYANG FUKUOKA	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 ex APAC RUS15	UGABI- new WP- AMERA- WZ		KHABAROVSK SHENYANG	Priority C 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 EKVİK (eastbound) new EKVİK-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- GUMSU		KHABAROVSK PYONGYANG	Priority: C
FE0056	RIVAT- new WP-		KHABAROVSK PYONGYANG FUKUOKA	Priority: C Implementation could not be progressed as no information from China at RDGE/28
IATA2	OMBON SJK (SANJIANG)	N3321.4 E10416.3 N2546.6 E10936.6	KUNMING GUANGZHOU	Priority: D Priority: C
IATA3	OMBON SB (LUOGANG)	N3238.5 E10420.0 N3146.8 E11718.1	KUNMING SHANGHAI	Priority: D
IATA 4 NEW	ASSAD SYX EPKAL MAVRA SAN	N1820.5 E10740.9 N1818.6 E10910.4 N1751.5 E11257.3 N1746.7 E11630.1 N1643.7 E12021.5	SANYA SANYA HONG KONG MANILA MANILA	Priority: C

JAP 1	NHC BISIS APITO	N2612.5 E12738.6 N2647.4 E12633.0 N2935.0 E12400.0	FUKUOKA FUKUOKA SHANGHAI	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...X XXXXXX... GANGWON (KAE)		INCHEON KHABAROVSK K	Priority: C
RUS 8	KANSU - TOMMY		FUKUOKA INCHEON	Priority: C
RUS 10	TIKUN-URILA- GINUR-GU.		KHABAROVSK K 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(514556N12 71625E) - UDRIL(522607N12708 03E) - NALEB(534132N1270 522E)		KHABAROVSK K SHENYANG	Priority: C
26.FE02/ APAC/RUS 19	SIMLI (504724N 1272206E) - PARIS (512001N 1300004E)		KHABAROVSK K SHENYANG	Priority: C
26.FE03/ APAC/RUS 20	XXXXXX (514556N 1271625E) - RUNET (505413N 1273328E) - VOR/DME Blagoveshchensk - SIMLI (504724N 1272206E)		KHABAROVSK K SHENYANG	Priority: C
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 K 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		KHABAROVSK K SHENYANG	Priority: C Implementation could not be progressed as

	waypoint XXXXXX (514556N 1271624E) – UDRIL (522607N 1270803E) to NALEB (534132N 1270522E)			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)		KHABAROV K SHENYANG	Priority: C Implementation could not be progressed as no information from China at RDGE/28

3.4 Chapter 4: Pacific

ATS ROUTES	SIGNIFICANT PTS	COORDINATES	FIR	REMARKS
R582	KRILL MAITO Tahiti PAERE TOLAB TAMUR TIERE TARAQ 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	Moved from Chapter 4. Route Requested by Tahiti Priority: C Implemented
WPC 1	PY VNO ROR ENDAX BISIG 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 UJUNG PADANG OAKLAND MANILA MANILA TAIPEI	Priority: B

3.5 Once agreed by the meeting IATA will coordinate with the ICAO Regional office to include this review in the route catalogue update – Version 16.

4.0 ACTION BY THE MEETING

- 4.1 The meeting is invited to:
- note the information contained in this paper; and
 - discuss any relevant matters as appropriate.

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ASIA/PACIFIC REGION ATS ROUTE CATALOGUE



INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA/PACIFIC REGIONAL OFFICE

VERSION 16.1

May 2018

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Foreword

The *Air Navigation Plan – Asia and Pacific Regions* (Doc 9673) has been superseded, 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

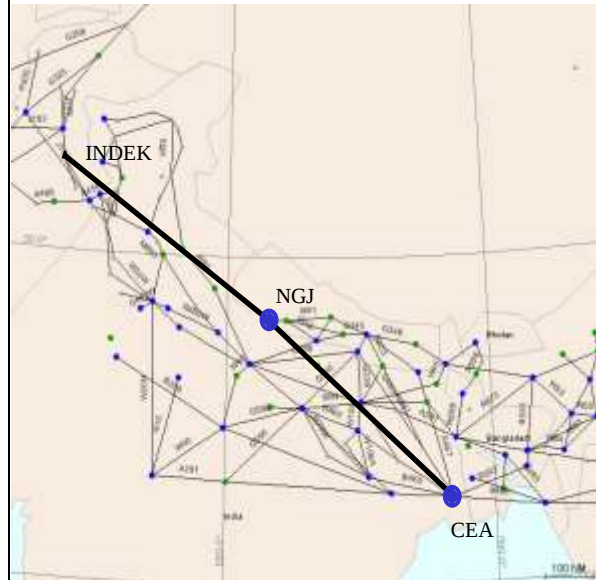
**(referred to: SAIOACG, BOBASIO, ASIOACG as
appropriate for review)**

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	KOLKATA 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 KARACHI	N877 Extension Completed SERKA to SOKAM Priority : D
IND 8	VABB APANO WPT "X"	For Options see 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

IATA suggest amendment to: BJD-KAMAR-DAVER - NH	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
P173 NEW ENTRY 29/07/18	DAVET – TAPIS (EASTBOUND) Route becomes bi-directional		Turkmenistan - KABUL	Priority: A Turkmenistan support change to bi-directional route
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- ULOV- 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- ULOV- 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: 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		ANNUAL
Fuel Saving		100000 kgs
Emission	CO ₂	301000 kgs (3.01 Tonnes)
	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**

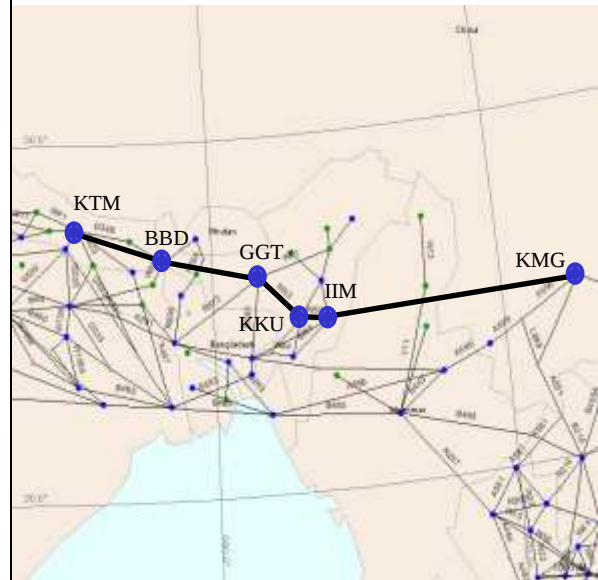
ROUTE DESCRIPTION

**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 8.4 of 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)

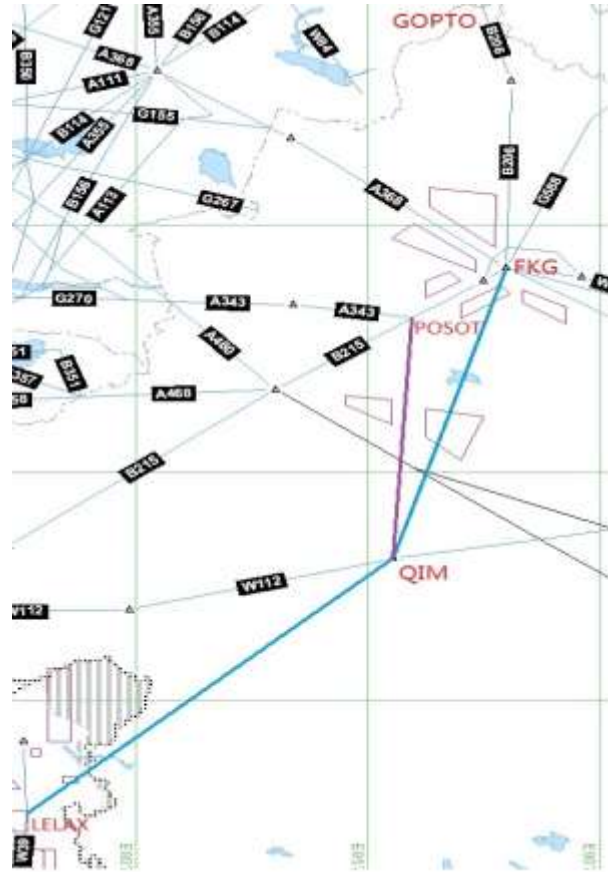
Connecting to FKG-TAI-GOPTO-
LANBI

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 Tonnes
CO ₂	11 Tonnes	4,000 Tonnes
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

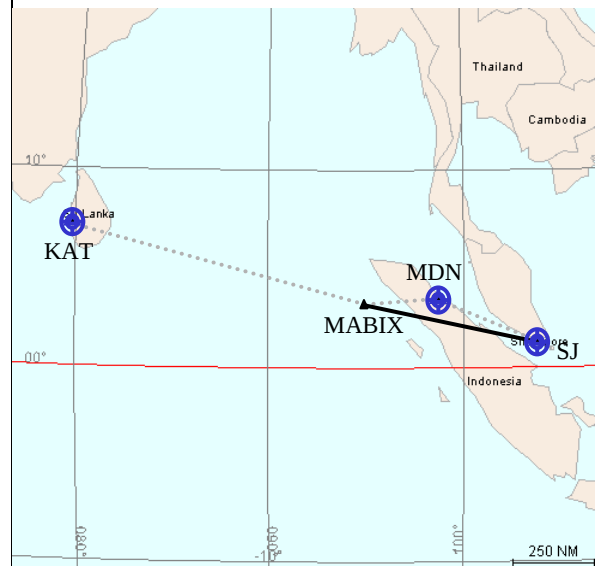
ENTRY/EXIT POINT
SJ / MABIX

ROUTE DESCRIPTION
SJ .. MABIX - KAT

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: D

CHART



	IATA
	ICAO
Action Required	

Saving	Per flight	Annual
Mileage / Time	46nm/ 6min	
Fuel	500kg	5304000kg
CO ₂	1550kg	16442400kgs
No _x		

Remarks: This route supports traffic from SIN to CBI, TVM and an alternative to the Middle East.

Not implementing due PfA on L762

PRIORITY: D

Potential City Pairs:

ATS ROUTE NAME: IND 7 (N877 Extension)

REQUESTED BY: IATA

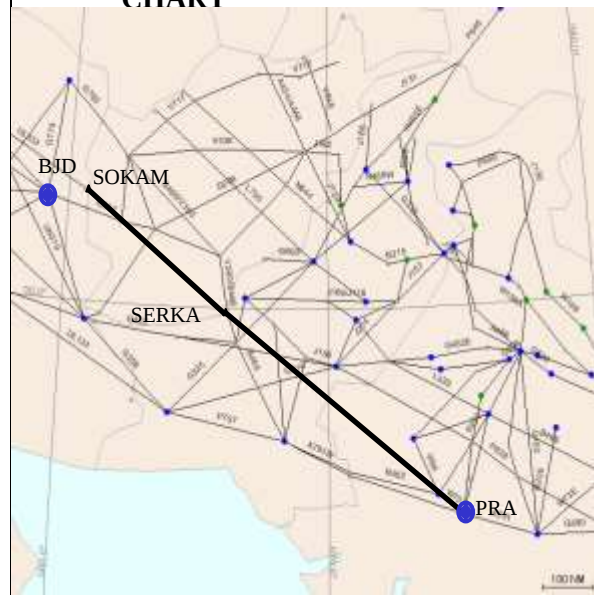
ENTRY/EXIT POINT
PRA - KAMAR

ROUTE DESCRIPTION
Direct Route Track from PRATAGARH
PRA – SERKA– SOKAM
FLIGHT LEVEL BAND

28000-46000

PRIORITY: D

CHART



	IATA.
	ICAO
Action Required	

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 08/02/13 PRA 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.

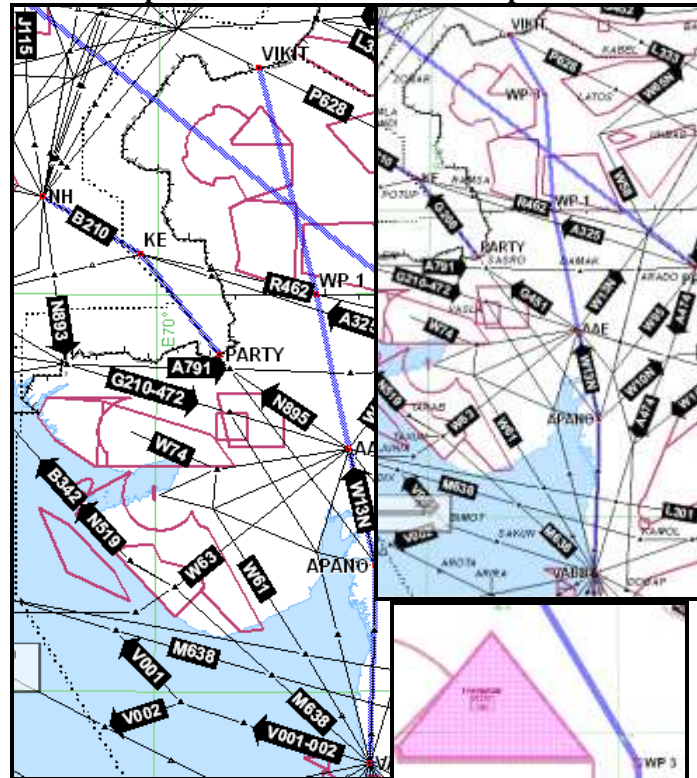
FLIGHT LEVEL BAND

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

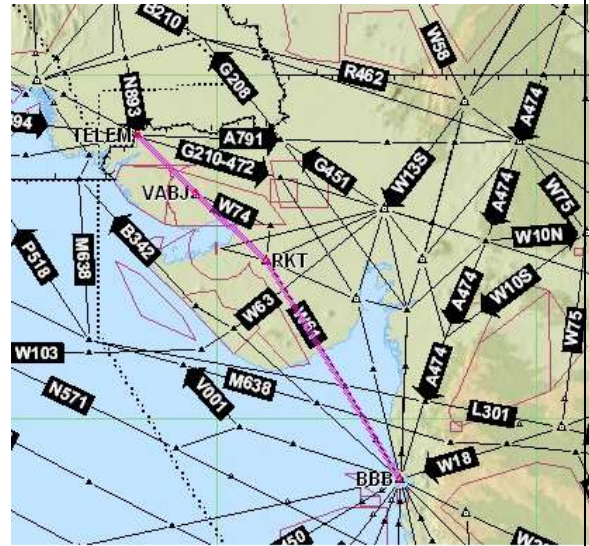
**TELEM – BHJ (Bhuj) – RKT (Rajkot) –
BBB (Mumbai)**

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 Tonnes
CO ₂	945 kg	15,604 Tonnes
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: 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 or****IATA suggest: BJD – KAMAR – DAVER – NH****FLIGHT LEVEL BAND****PRIORITY: D****CHART**

Action Required

States to coordinate implementation.

Benefit

Cost

Fuel Saving

Emission

CO₂NO_x

Remarks: Requested by IRAN and amended by IATA at SAIOACG /3 meeting.

Implemented option c.**PRIORITY: D**

ATS ROUTE NAME: P173

REQUESTED BY: IATA

Date: 29/07/18 (ATMSG/6)

ENTRY/EXIT POINT

DAVET – TAPIS

ROUTE DESCRIPTION

Change to bi directional route

FLIGHT LEVEL BAND

29000 – 46000

PRIORITY: A

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	21 nm / 4min	
Fuel	370kg	500 Tonnes
CO ₂	1150 kg	1550 Tonnes
No _x		
SO ₂		

Remarks: Supports traffic Europe to South Asia and South East Asia. Uni-directional Westbound already implemented. Turkmenistan have indicated they support change to bi-directional route.

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

ATS ROUTE NAME: PAK 02

REQUESTED BY: IATA

Date: 01/01/2013

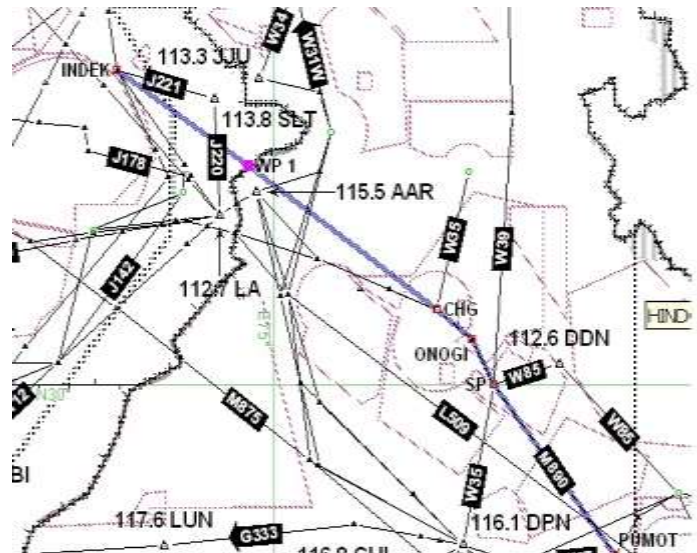
ENTRY/EXIT POINT
INDEK – CHG

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

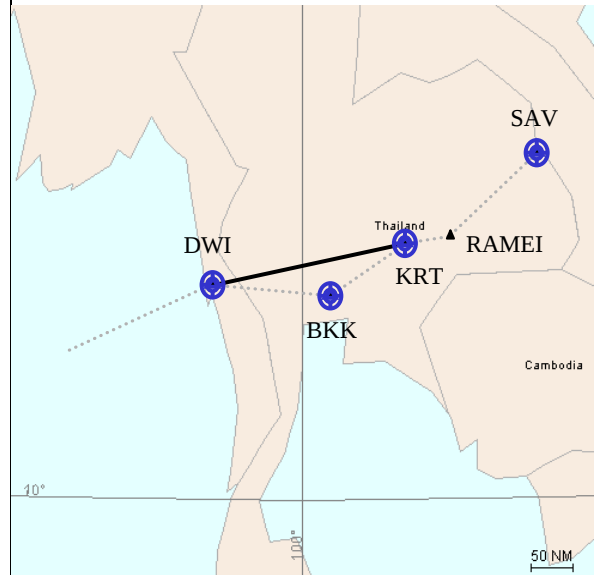
ENTRY/EXIT POINT
KRT / DWI

ROUTE DESCRIPTION
KRT .. DWI

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY:D

CHART



	IATA
	ICAO
Action Required	

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

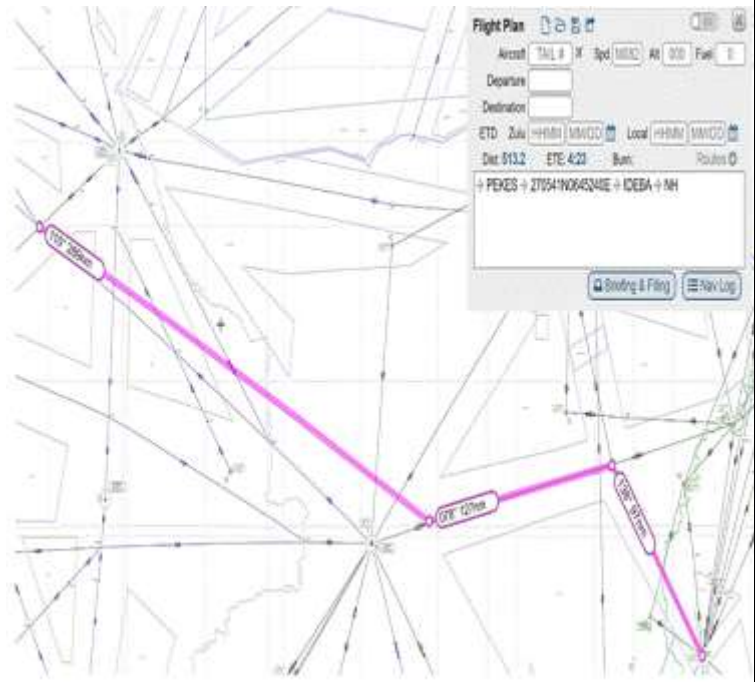
ROUTE DESCRIPTION
PEKES-270541N0645240E-
IDEBA- NH

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

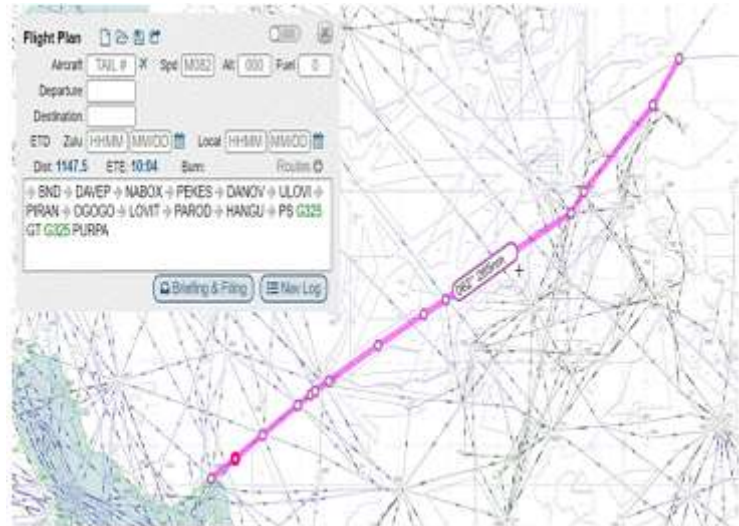
BND-DAVEP-NABOX-
PEKES- DANOV- ULOVI-
PIRAN- OGOGO- LOVIT-
PAROD- HANGU- PS G325 GT
G325 - PURPA

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

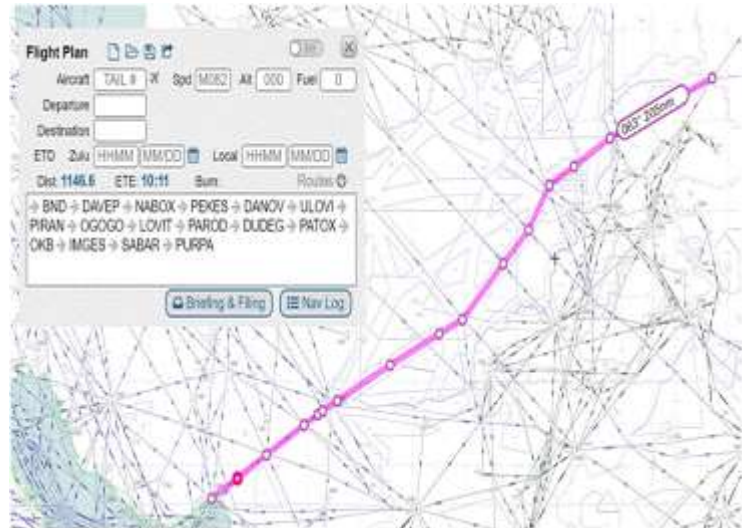
BND-DAVEP-NABOX-
PEKES- DANOV- ULOVI-
PIRAN- OGOGO- LOVIT-
PAROD- DUDEG- PATOX-
OKB- IMGES- SABAR-
PURPA

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 Remove— SEE REMARKS ?	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 1	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 Awaiting BANP Amendment. Priority : D
Unnamed 2	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: SCS1

REQUESTED BY: IATA

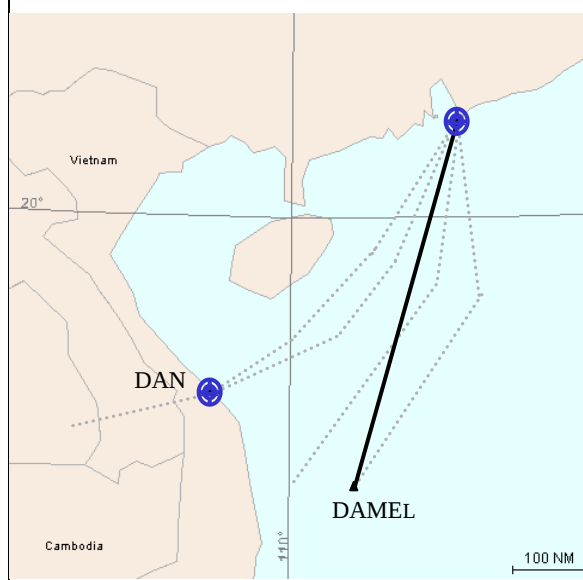
ENTRY/EXIT POINT
DAMEL / CH

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	2,714,400kg
CO ₂	1750kg	8,414,640kg
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 – 4/07/2018- 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

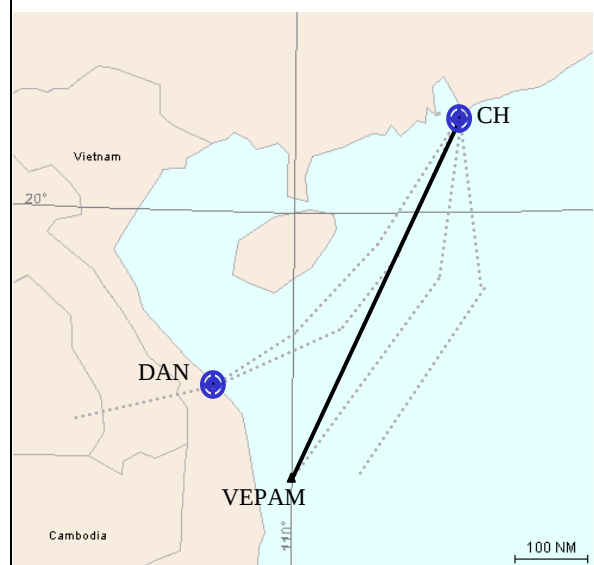
ENTRY/EXIT POINT
CH / VEPAM

ROUTE DESCRIPTION
CH .. VEPAM

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time	17nm/ 3 mins	
Fuel	276kg	2,714,400
CO ₂	850kg	8414640
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

1. DULOP / ELATO(ENVAR)

2. DULOP / KAPLI

ROUTE DESCRIPTION

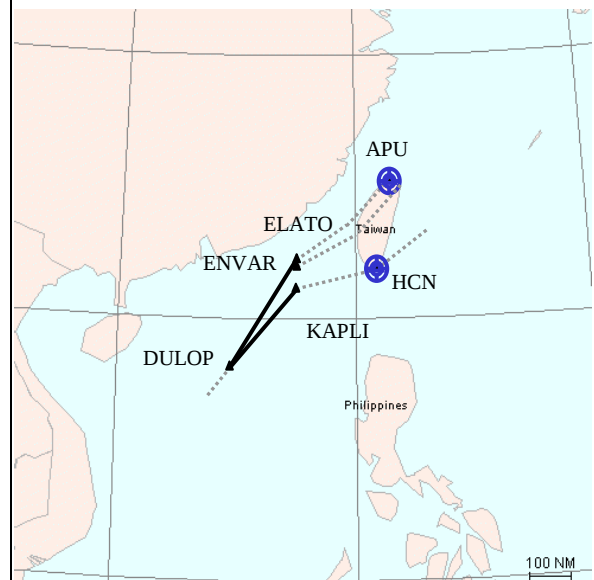
DULOP .. ELATO (A1)/ENVAR (M750) or
DULOP .. KAPLI (G86)

FLIGHT LEVEL BAND

28000 – 46000 feet

PRIORITY: C

CHART



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 South 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 11

REQUESTED BY: IATA from SEACG/22

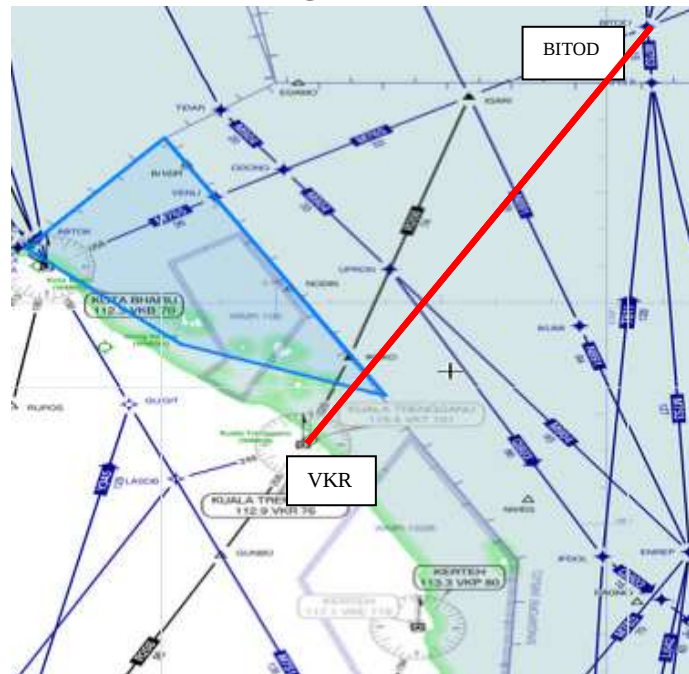
ENTRY/EXIT POINT

ROUTE DESCRIPTION
R208 – VKR - BITOD

FLIGHT LEVEL BAND

PRIORITY: B

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		116,480kg
CO ₂		361,088kg
No _x		

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

PRIORITY: B

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

ATS ROUTE NAME: SEA 12

REQUESTED BY: IATA

ENTRY/EXIT POINT

ROT - HUGUANG

ROUTE DESCRIPTION

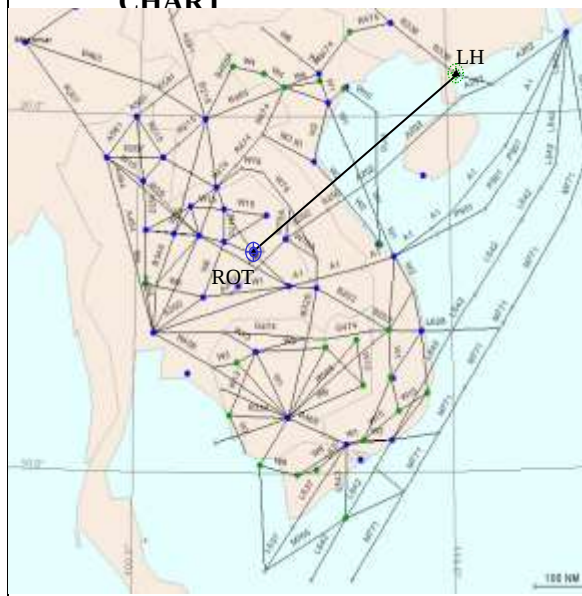
Direct ROT - HUGUANG

FLIGHT LEVEL BAND

29000 - 46000

PRIORITY: C

CHART



Action Required

IATA

ICAO

Saving	Per flight	Annual
Mileage / Time		
Fuel		1,730,560
CO ₂		5,364,736
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: Unnamed 1

Requested by : Vietnam

REMOVE

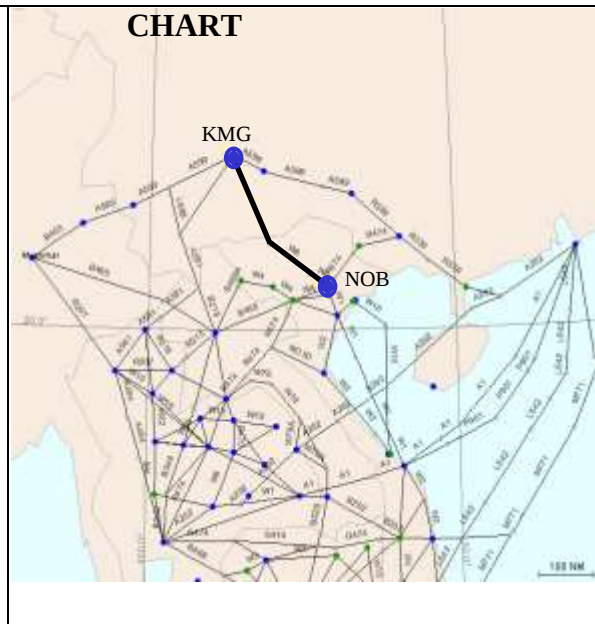
ENTRY/EXIT POINT
XXXXX

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:

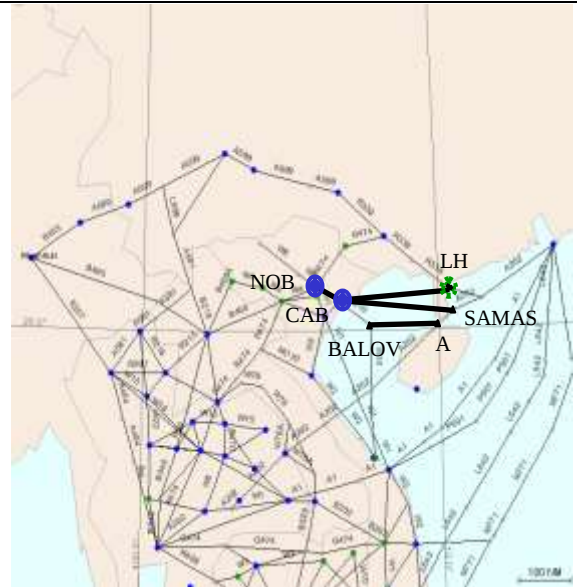
A) Noibai (NOB) .. Catbi (CAB) .. SAMAS

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		2,779,920
Emission	CO ₂	8,617,752
	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)	YHD (YINCHUAN) YAV (YANAN) CGO HFE (LUOGANG)	N3820.8 E10624.6 N3641.1 E10938.1 N3431.1 E11350.6 N3150.4 E11714.0 N3146.5 E11718.1	LANZHOU LANZHOU WUHAN SHANGHAI	PRIORITY: C
CHA 2 (CHA 7)	XKC (GUICI) CHW	N4140.6 E08250.6 N3951.3 E09821.0	URUMQI LANZHOU	PRIORITY: D
CHA 3 (CHA 9A)	FKG OMBON	N4410.4 E08759.0 N3321.4 E10416.3	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	N2412.4 E11324.6 N4340.8 E11154.1	GUANGZHOU BEIJING	PRIORITY: D
CHA 6 (CHA 14)	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 (CHA 16)	SCH HTN CHW	N3825.7 E07714.4 N3702.2 E07952.3 N3951.0 E09821.0	URUMQI URUMQI LANZHOU	PRIORITY: D
CHA 9 (CHA 17)	YBL SANLI	N3925.7 E10246.3 N3200.0 E100.00.0	LANZHOU KUNMING	PRIORITY: D
CHA 10 (CHA 18)	ARGUK DALIAN HEFEI BEMAG	N4753.0 E13439.5 N3857.6 E12130.8 N3146.8 E11718.1 N2601.1 E11400.1	SHENYANG SHENYANG SHANGHAI GUANGZHOU	PRIORITY: D
CHA 11 (CHA 19)	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
CHA 12a NEW	NOSPI – yyyy – xxxx - BAV	New entry/exit point at N42 25E107 40	NOVASIBIRSK ULAANBAATAR BEIJING	PRIORITY C

CHA13	PIDOX DBL (DALIAN)	N4114.1 E11637.5 N3857.7 E12134.2		PRIORITY: C
FE0008 ex APAC RUS5	SIBIR- new WP- new EKVİK ARLAS- new WP- new EKVİK		KHABAROVSK FUKUOKA	PRIORITY: C 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	RITEK- new WP- HLD		KHABAROVSK SHENYANG	PRIORITY: C Implementation could not be progressed as

RUS9				no information from China for RDGE/28
FE0035 ex APAC RUS15	UGABI- new WP- AMERA- WZ		KHABAROVSK SHENYANG	PRIORITY: C 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 EKVİK (eastbound) new EKVİK-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-GUMSU		KHABAROVSK PYONGYANG	PRIORITY: C
FE0056	RIVAT- new WP-		KHABAROVSK PYONGYANG FUKUOKA	PRIORITY: C Implementation could not be progressed as no information from China at RDGE/28
IATA2	OMBON SJG (SANJIANG)	N3321.4 E10416.3 N2546.6 E10936.6	KUNMING GUANGZHOU	PRIORITY: D
IATA3	OMBON SB (LUOGANG)	N3238.5 E10420.0 N3146.8 E11718.1	KUNMING SHANGHAI	PRIORITY: D
IATA 4 NEW	ASSAD SYX EPKAL MAVRA SAN	N1820.5 E10740.9 N1818.6 E10910.4 N1751.5 E11257.3 N1746.7 E11630.1 N1643.7 E12021.5	SANYA SANYA HONG KONG MANILA MANILA	PRIORITY C?
JAP 1	NHC BISIS APITO	N2612.5 E12738.6 N2647.4 E12633.0 N2935.0 E12400.0	FUKUOKA FUKUOKA SHANGHAI	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...X 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(514556N12 71625E) - UDRIL(522607N12708 03E) — NALEB(534132N1270 522E)		KHABAROVSK SHENYANG	PRIORITY: C
26.FE02/	SIMLI (504724N		KHABAROVSK	PRIORITY: C

APAC/RUS 19	1272206E) – PARIS (512001N 1300004E)		SHENYANG	
26.FE03/ APAC/RUS 20	XXXXXX (514556N 1271625E) – RUNET (505413N 1273328E) – VOR/DME Blagoveshchensk – SIMLI (504724N 1272206E)		KHABAROVSK SHENYANG	PRIORITY: C
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 CHA 5)

REQUESTED BY: IATA

ENTRY/EXIT POINT

ROUTE DESCRIPTION

Yinchuan (YHD) – Yanan (YAV) –
Zhengzhou (CGO) – Zhoukou (ZHO) –
Luogang (HFE)

Amended routing: YHD – YAV - CGO

FLIGHT LEVEL BAND

8400 – 15000 meters

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage/Time	73 nm / 9 min	26,645 kg / 3,285 min
Fuel		
CO ₂		
No _x		

Remarks: The route segment between CGO – ZHO - HFE has been established as part of B208 since 2008. Therefore, the route description can be amended as **YHD – YAV – CGO** accordingly.

PRIORITY: C

Potential City Pairs: Europe - Shanghai

ATS ROUTE NAME: CHA 2 (Renumbered from CHA 7)

REQUESTED BY: IATA

ENTRY/EXIT POINT

ROUTE DESCRIPTION

Guici (XKC) - Jiayuguan (CHW)

FLIGHT LEVEL BAND

8400 – 15000 meters

PRIORITY: D

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage/Time	64 nm / 10 min QR (5) [ICN, PEK, NRT, HND] EK (4) [INC-CGO-INC] EY: 32 nm / 3 min	210,240 nm / 32,850 mins EY: 11,680 nm / 1,095 min
Fuel	B773:1,351 kg EY: 208 kg	4,438,035 Kg EY: 75,920 kg
CO ₂	4,256 kg	13,980,960 Kg
No _x		

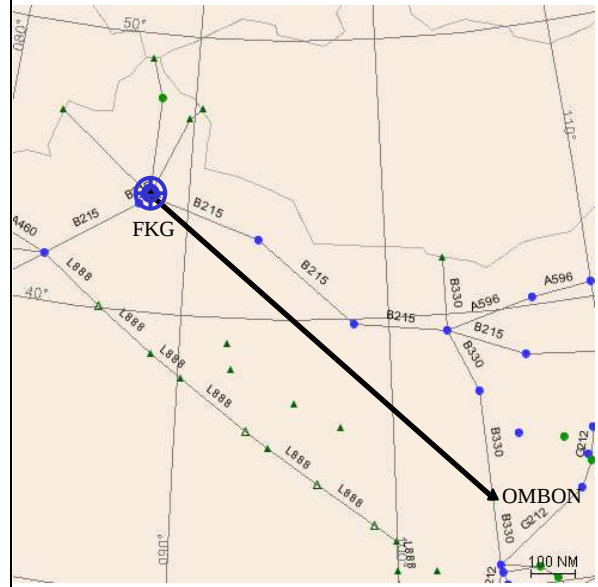
Remarks: There are exiting routes between **XKC** and CHW. Direct route is impossible.

Only 9 flights considered but there could be more potential traffic.

PRIORITY: D

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

REQUESTED BY: IATA *Pirority Route



ATS ROUTE NAME: CHA 12 (a)

REQUESTED BY: IATA (ATMSG/6 2018)

ENTRY/EXIT POINT

New entry/exit point at N42°25 E107°40

ROUTE DESCRIPTION

NOSPI - BAV

FLIGHT LEVEL BAND

28000 – 46000 feet

PRIORITY: HIGH/MED/LOW

CHART



	IATA
	ICAO
Action Required	

Saving	Per flight	Annual
Mileage/Time	8 nm/5 min	
Fuel	1 378 kg	502 970 kg
CO ₂	4 341 kg	1 584 356 kg
No _x		

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

Potential City Pairs: Shanghai – Europe, Nanjing - Europe

ATS ROUTE NAME: CHA 13

REQUESTED BY: IATA

ENTRY/EXIT POINT

ROUTE DESCRIPTION

PIDOX – Dalian (DBL)

FLIGHT LEVEL BAND

8400 – 15000 meters

PRIORITY: C

States concerned

CHINA

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage/Time	Original data 69 nm / 9 min	AF+BA+KL+LH
	AMS-ICN 92 nm / 11 min	24,024 min
	ICN-AMS 62 nm / 8 min	14,472 min
Fuel	AMS-ICN 1442 kg (B772)	3,149,328 kg
	ICN-AMS 1609 kg (B772)	3,514,056 kg
CO ₂	6,510 kg	14,217,840 kg
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: Europe – Korea/Japan.

ATS ROUTE NAME: FE0017 / RDGE 15.035 / APAC RUS12

Requested by : IATA / RUS

ENTRY/EXIT POINT

ROUTE DESCRIPTION

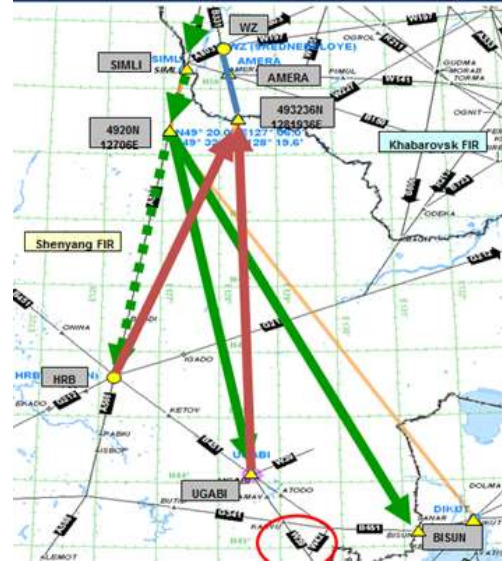
Implementation of new uni-directional westbound
ATS route segment:
WZ (Srednebeloye) –
along G494 –
SIMLI

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

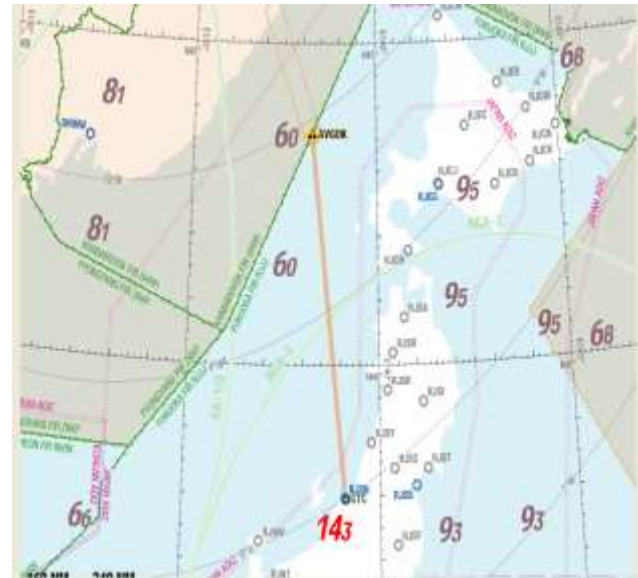
Implementation of bi-directional ATS route segment:
AVGOK –
GTC

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

ROUTE DESCRIPTION

Implementation of bi-directional ATS route

DIKUT

SANAR (Khabarovsh)

SAMON

or

DIKUT

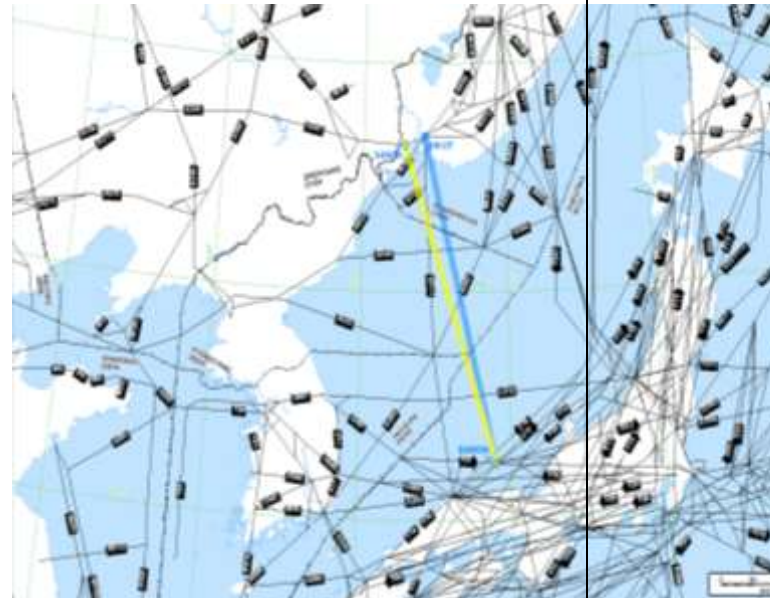
SAMON (Fukuoka)

FLIGHT LEVEL BAND

PRIORITY: C

PLANNED IMPLEMENTATION DATE

CHART



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

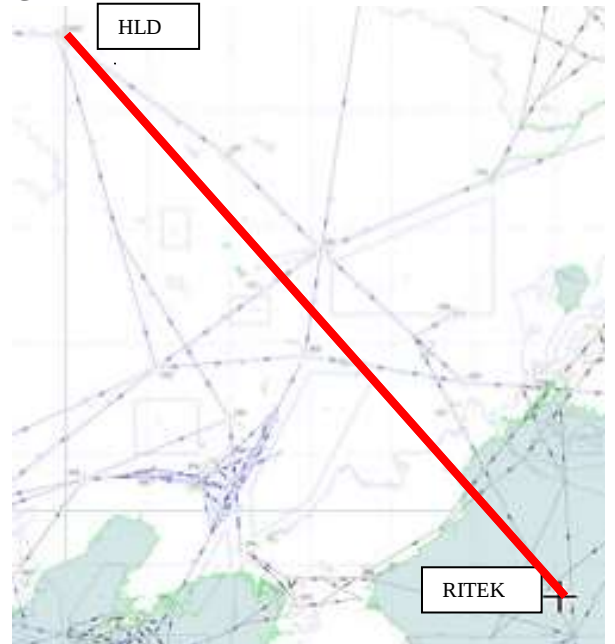
Implementation of new bi-directional ATS route:
RITEK –
new waypoint 495025N 1182854E –
HLD

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



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

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

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. 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:

Requested by : DPRK / RUS

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		

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

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

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. 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:

Requested by : PRK / RUS

CHART

Implementation of new bi-directional ATS
route segment:
RIVAT (N412900 E1321600) –
to new waypoint on FIR border (NXXXXXX
EXXXXXX) between Pyongyang FIR and
Fukuoka FIR

PRIORITY: C

As part of project in 2015



Action Required	IATA
	ICAO
	Coordination DPRK, Japan, Russian Federation

Saving	Per flight	Annual
Mileage / Time		
Fuel		
CO ₂		
No _x		

PRIORITY: C

Potential City Pairs:

ATS ROUTE NAME: IATA 2

REQUESTED BY: IATA

ENTRY/EXIT POINT

ROUTE DESCRIPTION
OMBON - **Sanjiang (SJG)**

FLIGHT LEVEL BAND
8400 – 15000 meters

PRIORITY: D

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage/Time	76 nm / 10 min (original data) Northbound: 77 nm / 10 min Southbound: 124 nm / 17 min AMS-HKG: 119 nm / 15 min HKG-AMS: 73 nm / 9 min	AF+BA+KL+LH+LX+C X 21,840 min 37,128 min 32,760 min 19,656 min
Fuel	Northbound: 1,300 kg (B77W) Southbound: 2,700 kg (B77W) AMS-HKG: 3,260 kg (B747) HKG-AMS: 1,313 kg (B747)	2,839,200 kg 5,896,800 kg 7,119,840 kg 2,867,592 kg
CO ₂	12,600 kg (B77W) 14,404 kg (B747)	27,515,400 kg (B77W) 31,460,410 kg (B747)
No _x		

Remarks: There are existing routes between OMBON and **SJG**. Direct route is impossible at present.
Compare with the current uni-directional routings between Guangzhou and Lanzhou.

PRIORITY: D

Potential City Pairs: Europe – Pearl River Delta Airports

ATS ROUTE NAME: IATA 4 (New proposal)

REQUESTED BY: IATA **DATE:** 30/07/2018 (ATMSG6 2018)

ENTRY/EXIT POINT

ASSAD/SAN

ROUTE DESCRIPTION

ASSAD – SANYA (SYX) –
EPKAL – MAVRA – SAN
FERNANDO (SAN)

FLIGHT LEVEL BAND

28000 – 46000 feet or 8400 –
15000 meters

PRIORITY: C

CHART



Action Required	IATA
	ICAO

Saving	Per flight	Annual
Mileage/Time	114 nm / 10min QR (3), EK (8), EY (1)	499,320 nm / 43,800 min
Fuel	B773 1,189 Kgs	5,207,820 kg
CO ₂	3,745 Kgs	16,404,633 kg
No _x		

Remarks: This proposal was submitted in 2015 but it is not included in the Route catalogue. Request to be included in the catalogue.

PRIORITY: C

Potential City Pairs: Middle East - Philippines

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

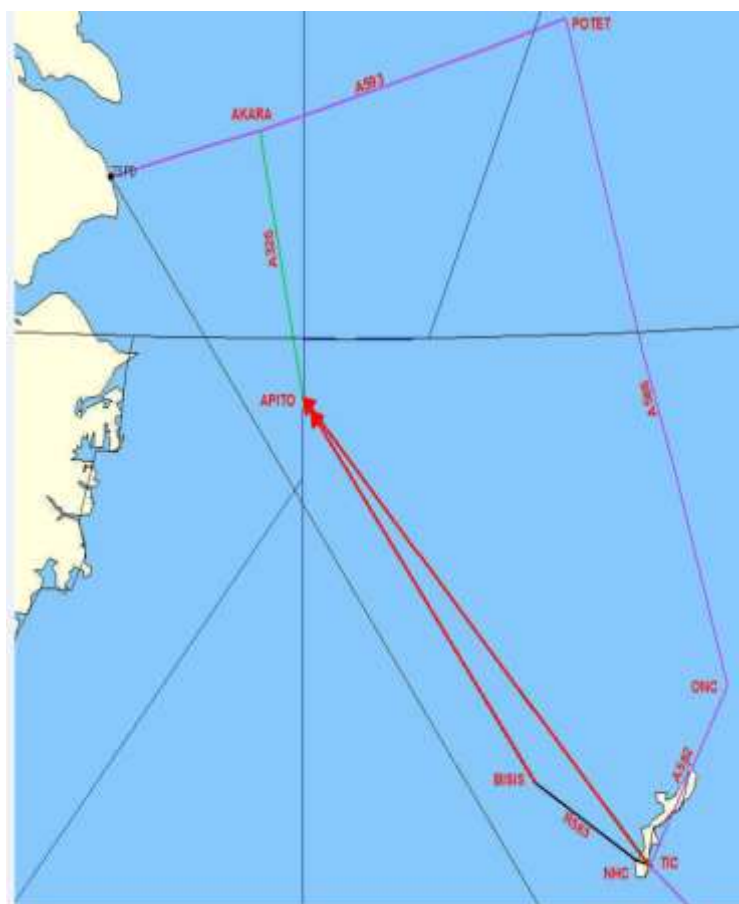
Alternative:

TIC – R583- BASIS – 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: RUS 3

Requested by : IATA

ENTRY/EXIT POINT
XXXXX

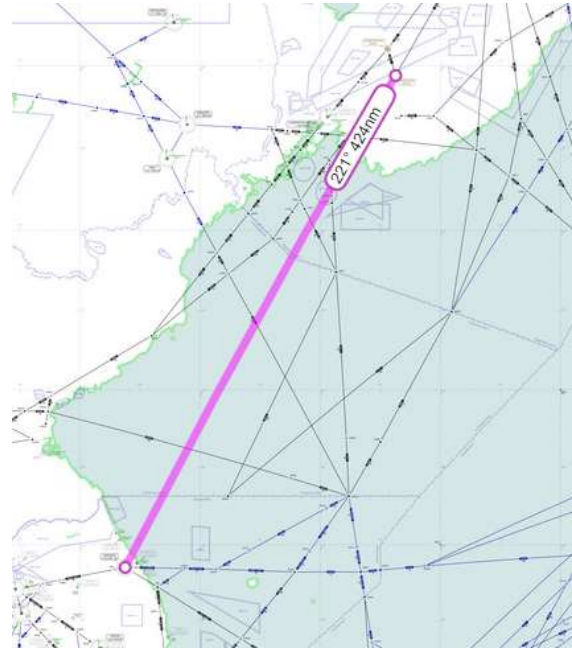
ROUTE DESCRIPTION
Muraveyka (BG) .. TELOD .. XXXXX ..
Gangwon (KAE)

FLIGHT LEVEL BAND
28000 – 46000 feet

PRIORITY: C

“XXXXX” Approx N38 38.0 E129 24.7

CHART



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

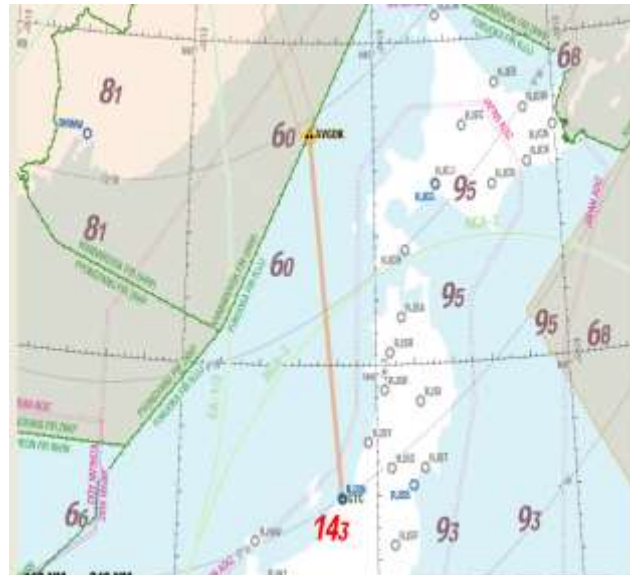
FLIGHT LEVEL BAND

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 – EKVİK.

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

ROUTE DESCRIPTION
 KANSU - TOMMY.

FLIGHT LEVEL BAND

PRIORITY: C

States concerned

KOREA
 JAPAN

CHART



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.

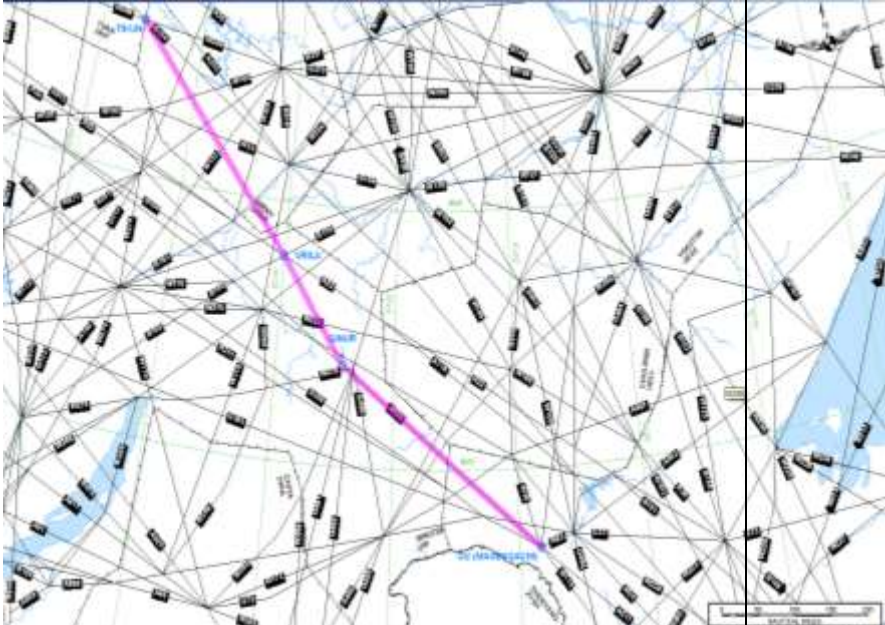
Objective:

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

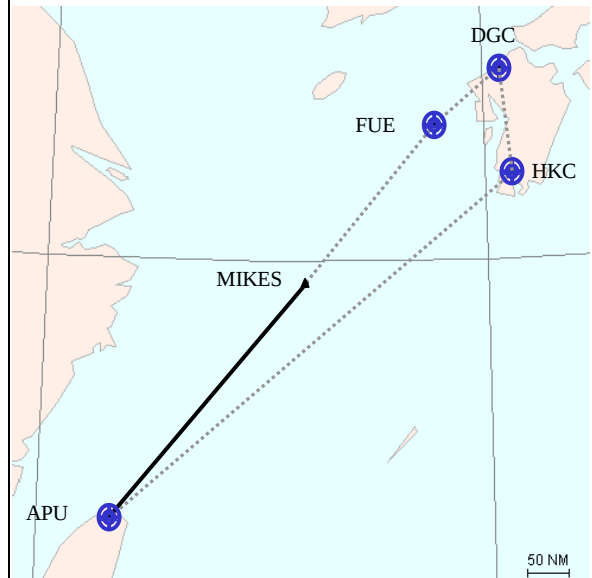
ENTRY/EXIT POINT
APU / XXXXX / MIKES

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) —
 NALB(534132N1270522E) to
 Russian Federation

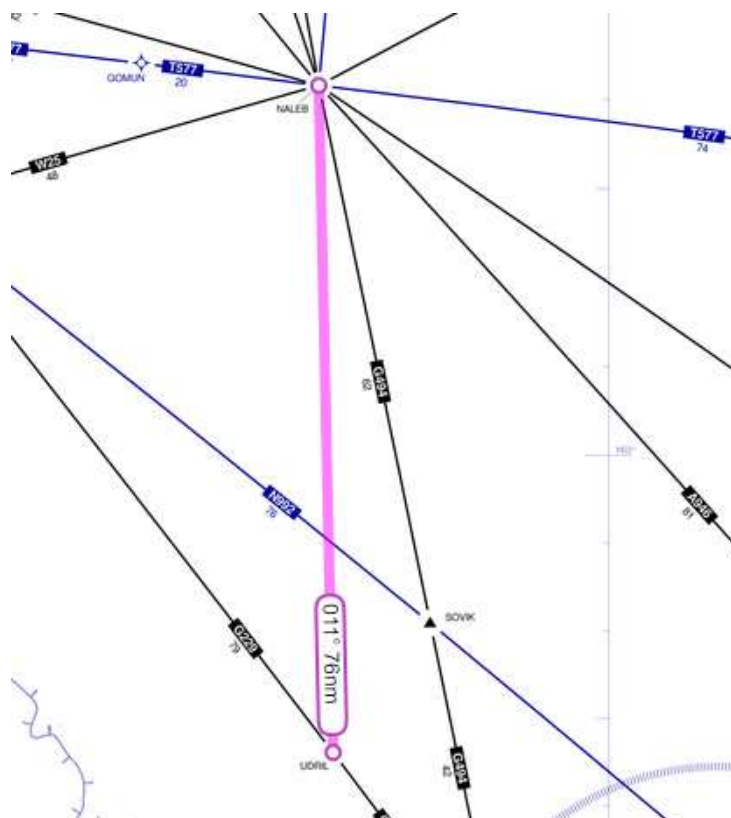
FLIGHT LEVEL BAND

PRIORITY: C

States concerned

CHINA
 RUSSIAN FEDERATION

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

ATS ROUTE NAME: WPC 1

REQUESTED BY: IATA **DATE:** 30/07/2018 (ATMSG6)

ENTRY/EXIT POINT

Exit Port Moresby AYPM at S02°13' E141°.
Exit Ujung Pandang WAAF at N03°30' E137°10'.
Exit Oakland KZAK at ENDAX.
Exit Manila RPHI at BISIG
Exit Fukuoka RJJJ at N22°57' E123°25'.

ROUTE DESCRIPTION

PY
VNO
ROR
ENDAX
BISIG
TINHO

FLIGHT LEVEL BAND

FL250 – FL430

PRIORITY: HIGH

CHART



Action Required	States/ICAO
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Saving	Per flight	Annual (averages) 60 flights/week
Mileage/Time	AKL – TPE 210nm / 18 minutes BNE – TPE 116nm / 11 minutes	
Fuel	1942kg 1265kg	5M kg
CO ₂	6117kg 3985kg	15.7M kg
No _x		

Remarks: BISIG replaces the waypoint that was published in the ICAO route catalogue as that waypoint no longer exists.

Potential City Pairs: Flights between Taipei and beyond to Papua New Guinea, Australia and New Zealand. May also be useable as an offload route for flights between Manila and Australasia.