



International Civil Aviation Organization

**The Third Meeting of the ATS Route Network Review Task Force
(ARNR/TF/3)**

Bangkok, Thailand, 2 – 3 May 2005

Agenda Item 3: Consider route requirements

NEW USER REQUIRED ROUTES

(Presented by IATA)

SUMMARY

This paper presents additional User Required Routes for inclusion into Chapter 5 of the ICAO route catalogue.

1. INTRODUCTION

1.1 At the ICAO ARNR TF/1 meeting IATA presented a list of User required routes. These were included in Chapter 5 of the ICAO route catalogue following the ARNR TF/2 meeting. It was agreed by the meeting that the Route Catalogue would be a living document, and that as and when new routes were required these could be added to the document.

2. DISCUSSION

2.1 Many of the air routes in the region have a long history. Many of them were designed during the days when air routes were necessarily anchored on ground based navigational aids. Hence they zigzag across the sky in order to follow navigational aids located on the ground, even though aircraft of today can navigate without these aids, and with greater accuracy.

2.2 Reduction of flight times between airports is a big part of IATA's drive towards reducing fuel wastage and environmental pollution. In this regard we have identified several new User Route requirements, as contained in the attachment.

3. ACTION BY THE MEETING

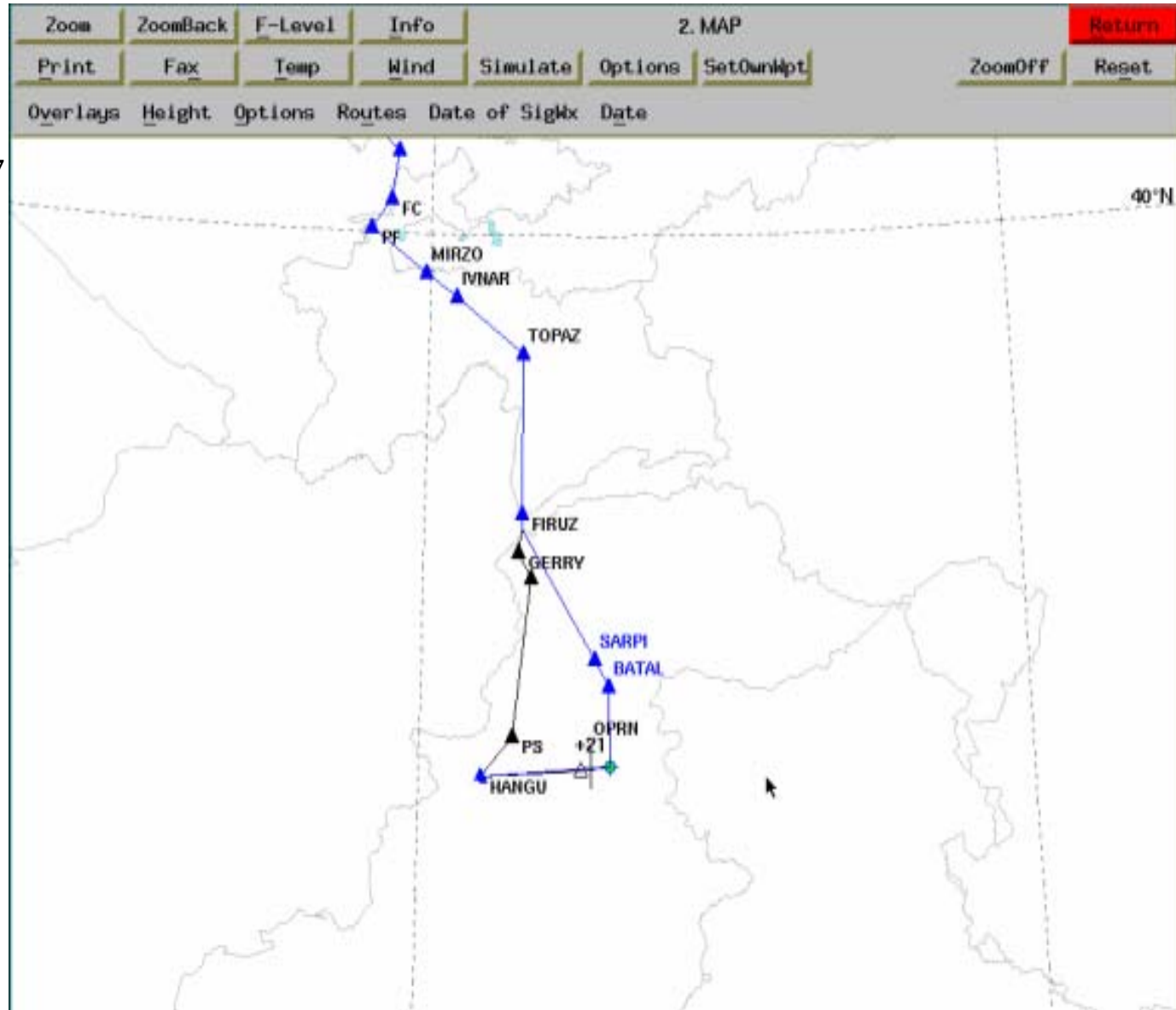
3.1 The meeting is invited to note and accept the new User Route Requirements in the attachment and process them accordingly.

Route improvement proposals

- Allow more than 2 route options per city pair.
- Islamabad arrivals : PADDY direct SARPI direct BATALL STAR
ZB J153 DI direct POMAR STAR
- Islamabad departures : SID HANGU direct SANAM
SID HANGU direct SANAM direct PAVLO
- Overflights :
- LAHORE direct SANAM (bi-directional)
- LAHORE direct PAVLO (bi-directional)
- DI direct BUTOP (either Westbound or bi-directional)
- IGINO direct JHANG A466 DI (Eastbound)
- KE direct ZOHAR direct ZB (Northbound or bi-directional)
- APANO direct AE direct RK (Northbound or bi-directional)
- DPN direct MT direct ASLUM G792 KN V390 (bi-directional)
- DPN direct MT direct ZB L750 (bi-directional)
- Request for a re-instatement of the Khyber pass route :
PS A455 JL A453 KB

Islamabad arrivals :

PADDY direct SARPI direct BATAL STAR



LHR-ISB based on a B777

Saves:

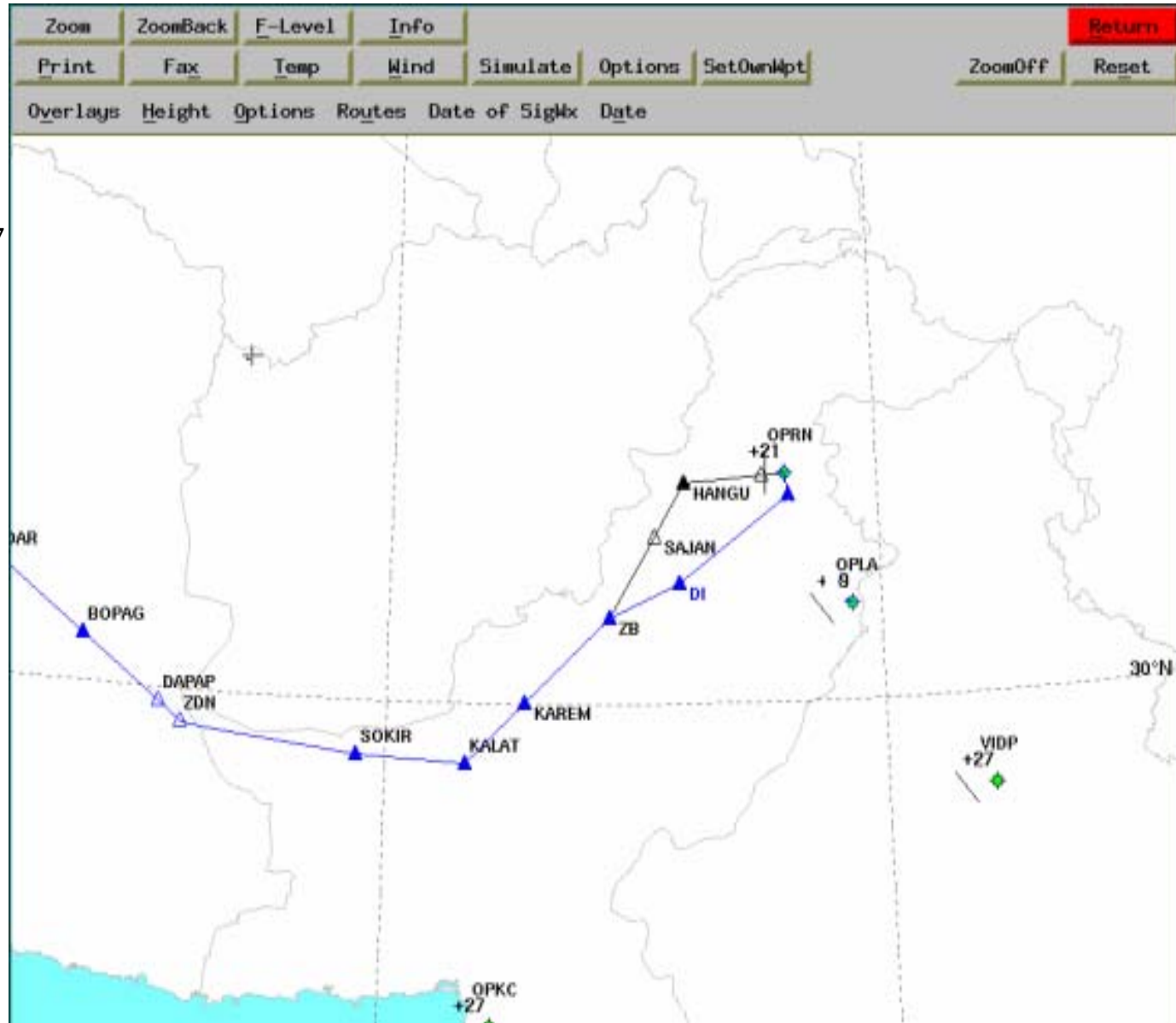
- Distance 141 N. miles
- Time 14 minutes
- Fuel 2,528 kg

Emissions savings:

- CO₂ 7,973 kg
- SO₂ 2.33 kg
- NO_x 41 kg

Islamabad arrivals :

ZB J153 DI direct POMAR STAR



LHR-ISB based on a B777

Saves:

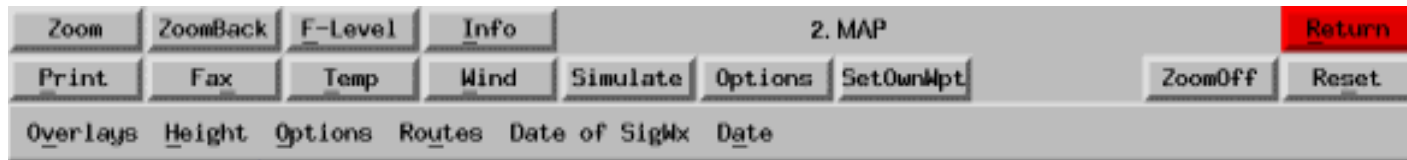
- Distance 48 N. miles
- Time 6 minutes
- Fuel 708 kg

Emissions savings:

- CO₂ 2,233 kg
- SO₂ 0.65 kg
- NO_x 11 kg

Islamabad departures :

SID HANGU direct SANAM



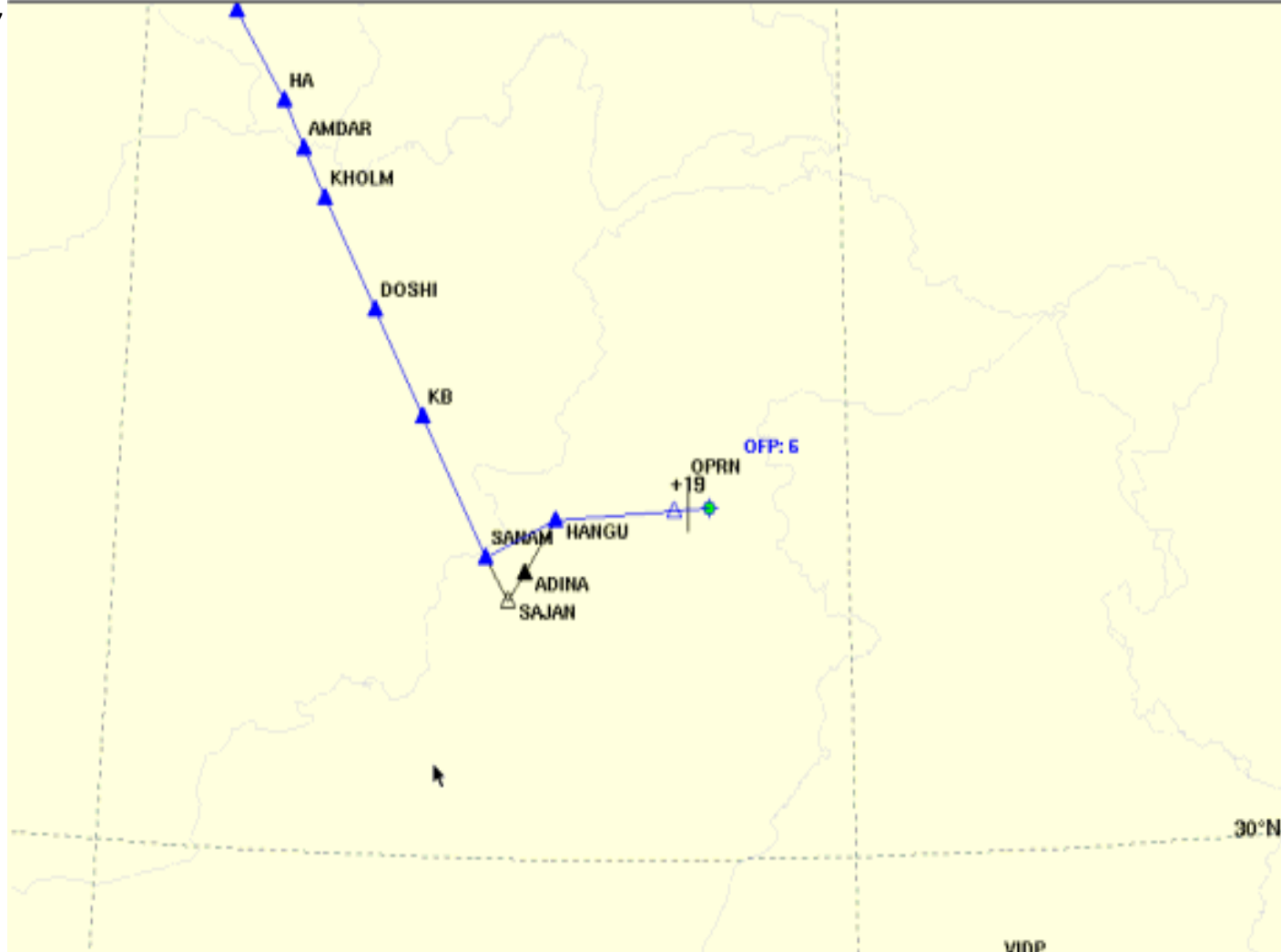
ISB-LHR based on a B777

Saves:

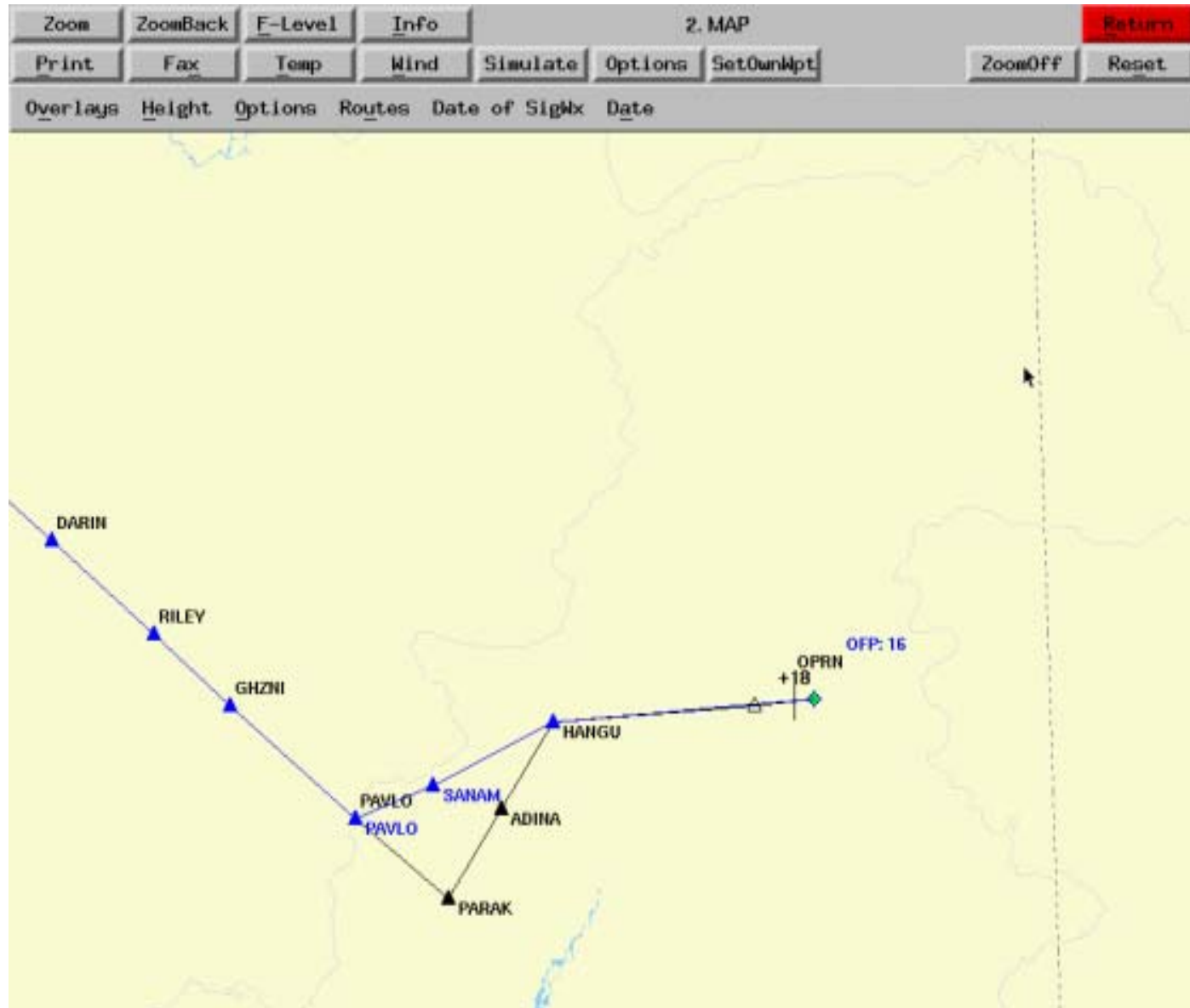
- Distance 38 N. miles
- Time 6 minutes
- Fuel 544 kg

Emissions savings:

- CO₂ 1,716 kg
- SO₂ 0.50 kg
- NOx 9 kg



Islamabad departures : SID HANGU direct SANAM direct PAVLO



ISB-LHR based on a
B777 aircraft

Saves:

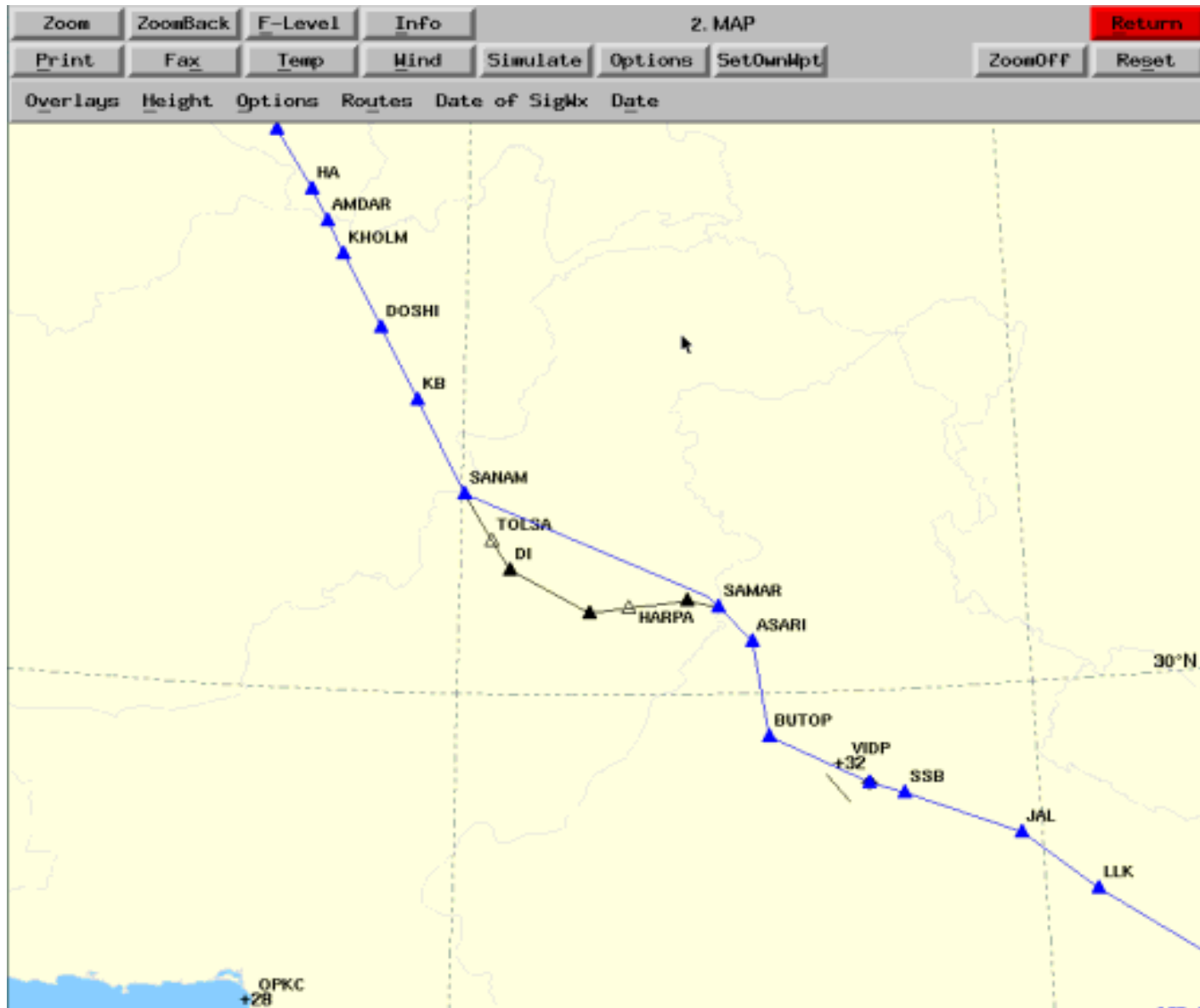
- Distance 92 N. miles
- Time 5 minutes
- Fuel 2996 kg

Emissions savings:

- CO₂ 9,449 kg
- SO₂ 2.76 kg
- NO_x 49 kg

Overflights :

LAHORE direct SANAM (bi-directional)



SIN-LHR based on a
B747-400 aircraft

Saves:

- Distance 29 N. miles
- Time 5 minutes
- Fuel 533 kg

Emissions savings:

- CO₂ 1,681 kg
- SO₂ 0.49 kg
- NO_x 6 kg

Overflights :

LAHORE direct PAVLO (bi-directional)

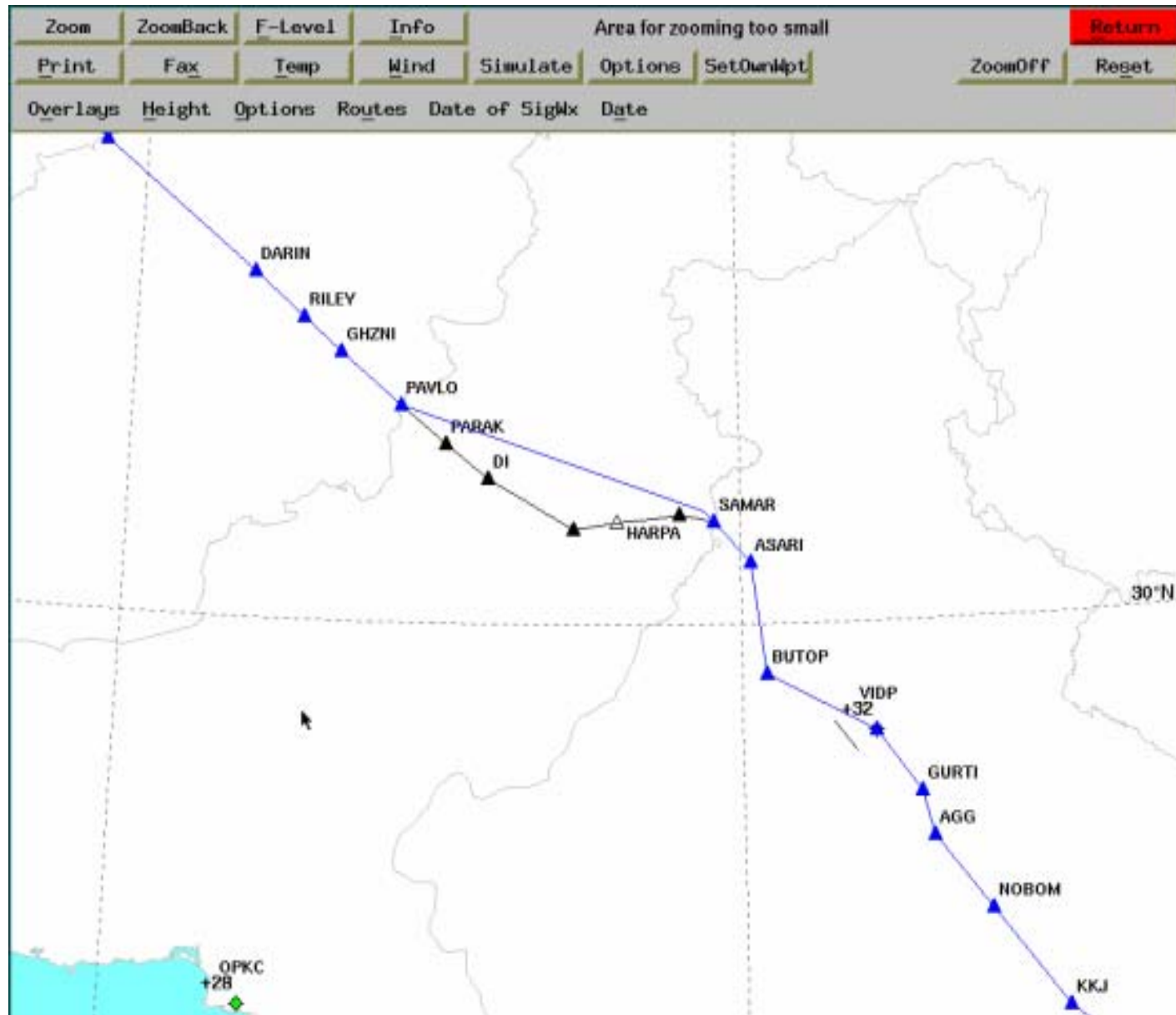
SIN-LHR based on a
B747-400 aircraft

Saves:

- Distance 15 N. miles
- Time 2 minutes
- Fuel 287 kg

Emissions savings:

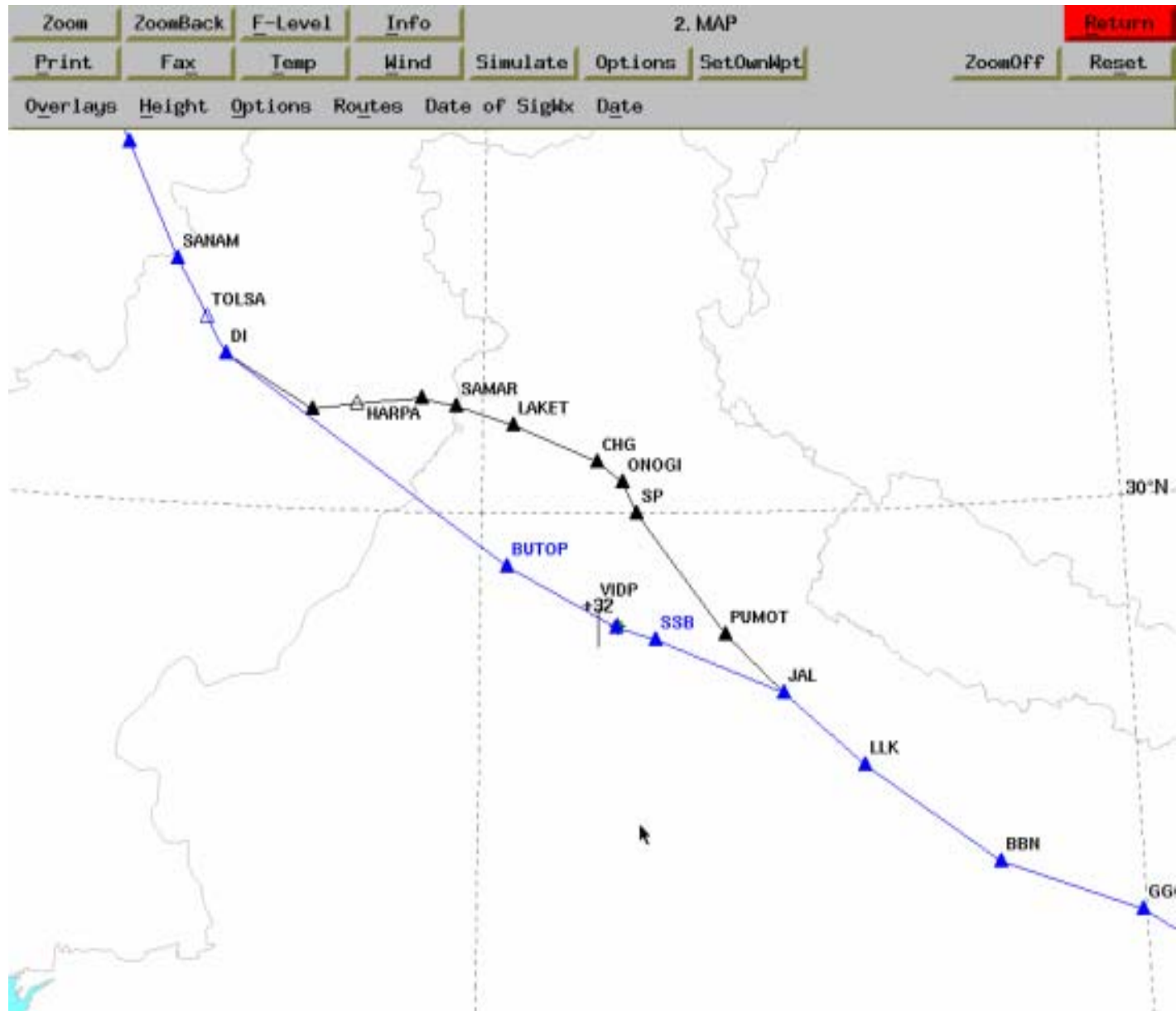
- CO₂ 905 kg
- SO₂ 0.26 kg
- NOx 3 kg



Overflights :

DI direct BUTOP (Westbound or bi-directional)

CCU-LHR based on a
B777 aircraft



Saves:

- Distance 31 N. miles
- Time 4 minutes
- Fuel 547 kg

Emissions savings:

- CO₂ 1,725 kg
- SO₂ 0.50 kg
- NO_x 9 kg

Overflights :

JHANG direct IGINO (Eastbound)

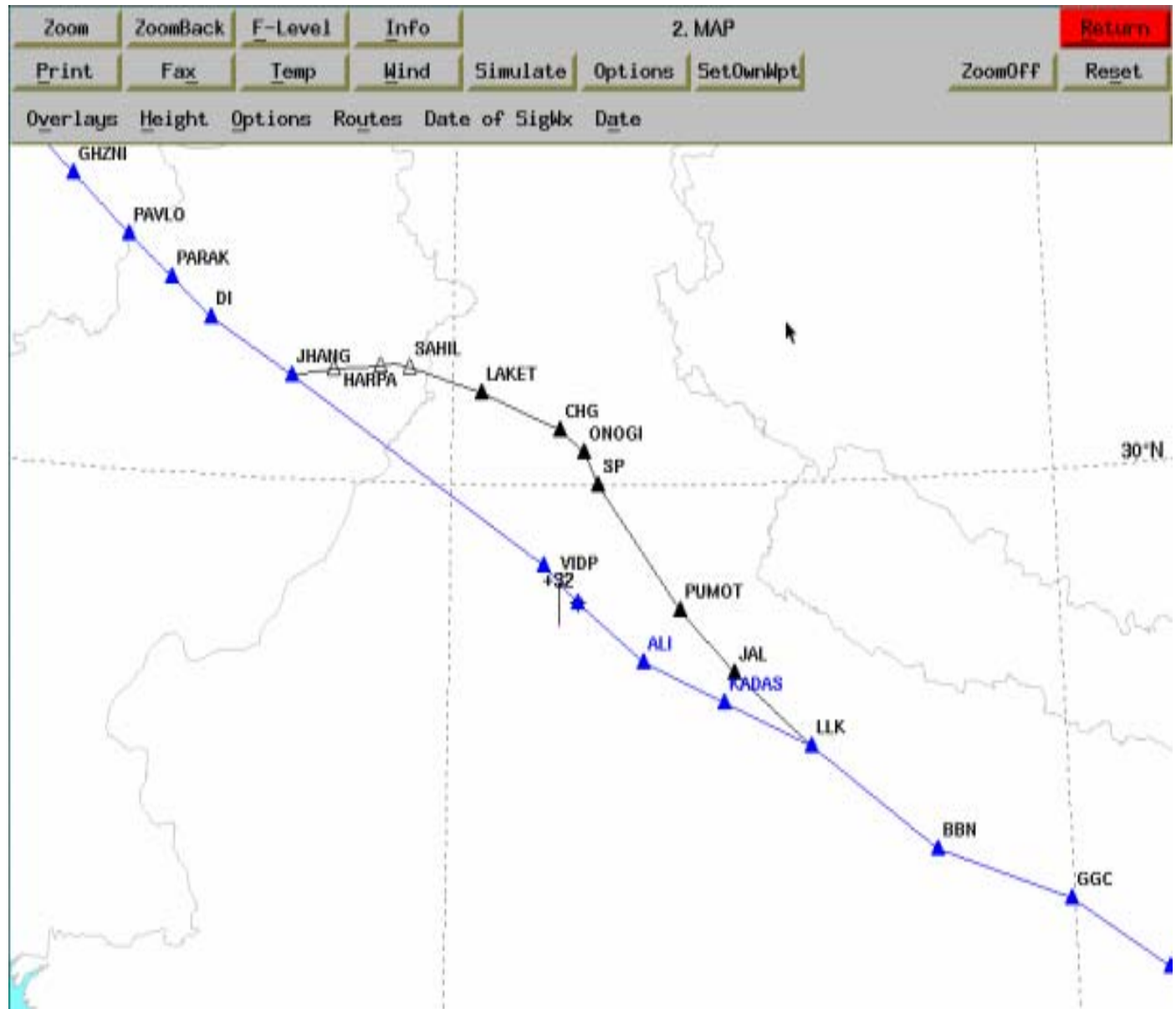
LHR-CCU based on a
B777 aircraft

Saves:

- Distance 32 N. miles
- Time 4 minutes
- Fuel 490 kg

Emissions savings:

- CO₂ 1,545 kg
- SO₂ 0.45 kg
- NO_x 8 kg



Overflights :

KE direct ZOHAR direct ZB (Northbound)

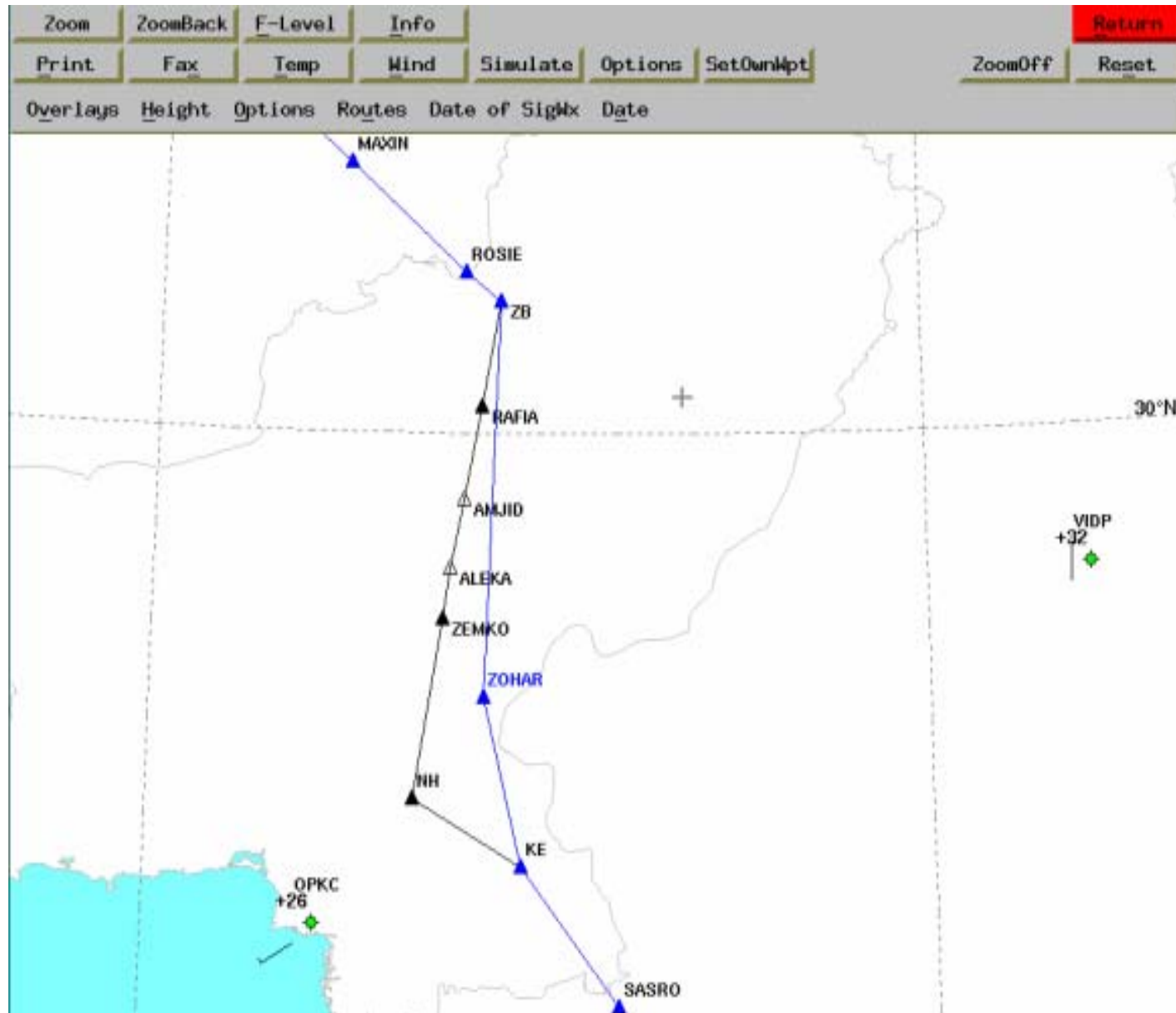
MAA-LHR based on a
B747-400 aircraft

Saves:

- Distance 46 N. miles
- Time 6 minutes
- Fuel 1,202 kg

Emissions savings:

- CO₂ 3,791 kg
- SO₂ 1.11 kg
- NO_x 13 kg



Overflights :

APANO direct AE direct RK (bi-directional)

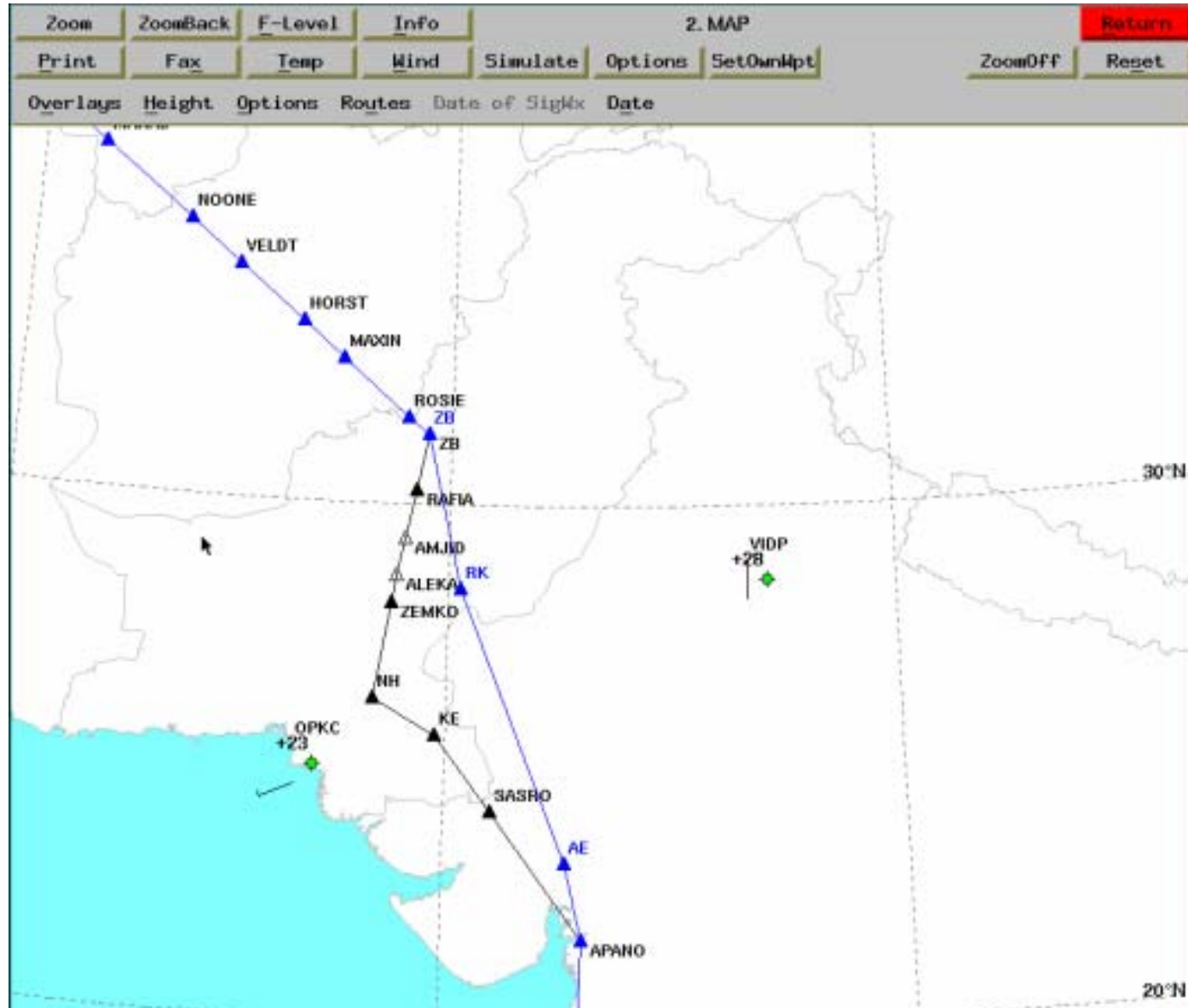
MAA-LHR based on a
B747-400 aircraft

Saves:

- Distance 77 N. miles
- Time 9 minutes
- Fuel 1,954 kg

Emissions savings:

- CO₂ 6,163 kg
- SO₂ 1.80 kg
- NO_x 21 kg



Overflights :

DPN direct MT direct ZB (bi-directional)

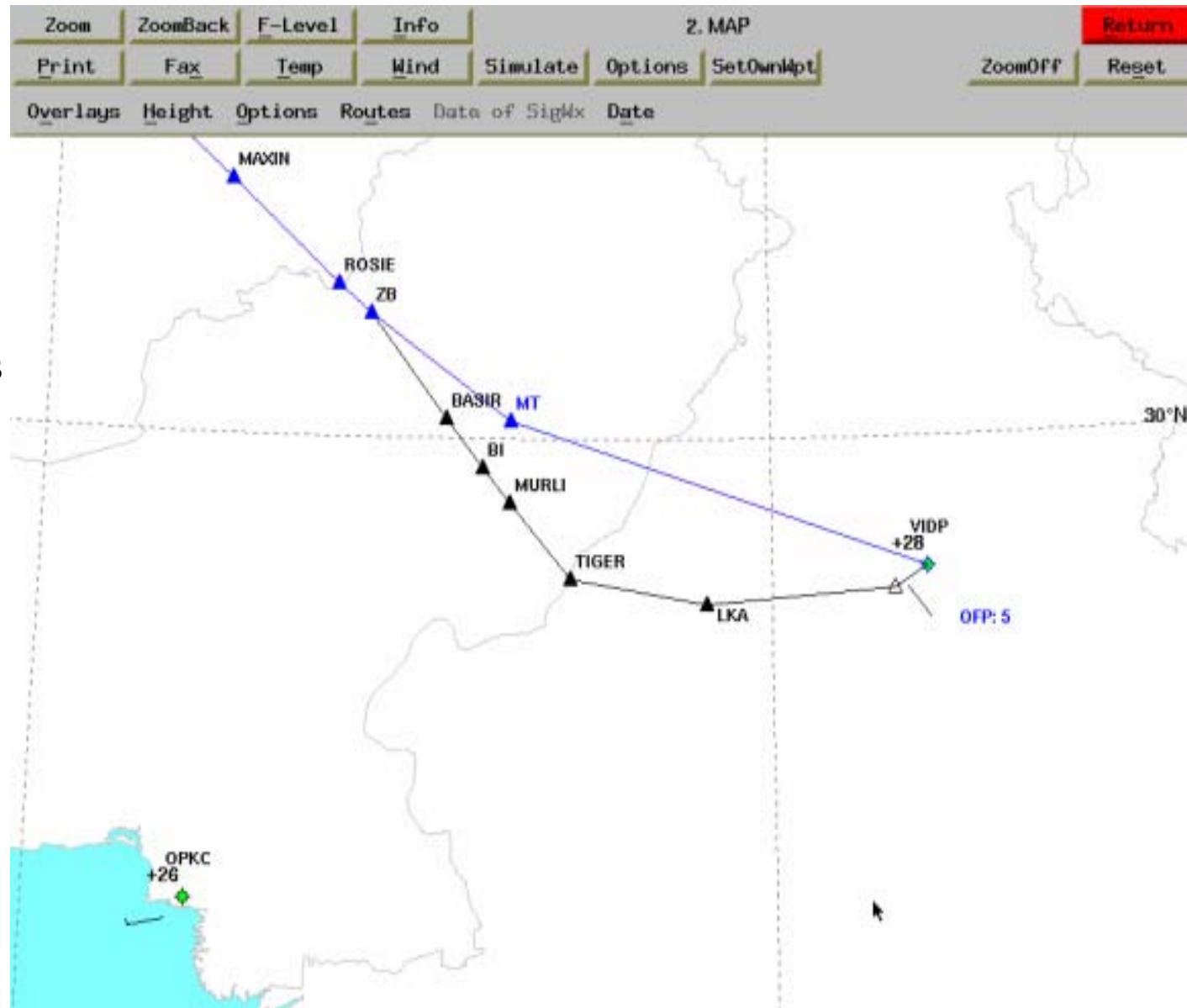
DEL-LHR based on a
B747-400 aircraft

Saves:

- Distance 59 N. miles
- Time 7 minutes
- Fuel 1,394 kg

Emissions savings:

- CO₂ 4,397 kg
- SO₂ 1.28 kg
- NO_x 15 kg



Overflights :

DPN direct MT direct ASLUM (bi-directional)



DEL-LHR based on a B747-400 aircraft

Saves:

- Distance 56 N. miles
- Time 7 minutes
- Fuel 1,371 kg

Emissions savings:

- CO₂ 4,324 kg
- SO₂ 1.26 kg
- NO_x 15 kg