



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY-SECOND MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)**

Bangkok, Thailand, 5-9 September 2011

- Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation**
3.2 ATM/AIS/SAR

**PROPOSAL FOR THE ESTABLISHMENT OF ATS ROUTE
WITHIN PYONGYANG FIR**

(Presented by DPR Korea)

SUMMARY

This paper presents the information on the proposal for optimised ATS Route structure planned in Pyongyang FIR connecting neighbouring FIRs.

1. INTRODUCTION

1.1 DPR Korea informs the meeting that General Administration of Civil Aviation of DPR Korea has comprehensively considered the requests and proposals of IATA and airlines for the extension of the ATS Route A345 going through Pyongyang FIR from Shenyang FIR to the Inchoen FIR and the establishment of the ATS Route within Pyongyang FIR connecting KANSU 38 38.0N 132 28.5E to the Shenyang FIR.

2. DISCUSSION

2.1 GACA of DPR Korea has closely coordinated with the relevant agencies in finalizing the feasible ATS route options as follows;

- | | | |
|---------|----------------|--------------------|
| a) A345 | GOLOT | 40 12.5N 124 30.5E |
| | Yomju | 40 03.6N 124 48.0E |
| | Point 1 | 38 51.0N 124 14.8E |
| | Point 2 | 38 00.0N 124 20.0E |
| b) B332 | KANSU | 38 38.0N 132 28.5E |
| | FIR boundary | 42 26.4N 129 44.9E |
| | ... | |
| | ATS route B451 | |

2.2 These ATS Routes aim at supporting the traffic operating between neighbouring FIRs by reducing flight distance and time, facilitating the flight and ATC operations.

2.3 The realignment of ATS Route A345 requires the coordination between two ACCs even though the track portion from Point 1 38 51.0N 124 14.8E to Point 2 38 00.0N 124 20.0E had been flown by the North and South airlines exclusively as the provisional ATS route since 2000.

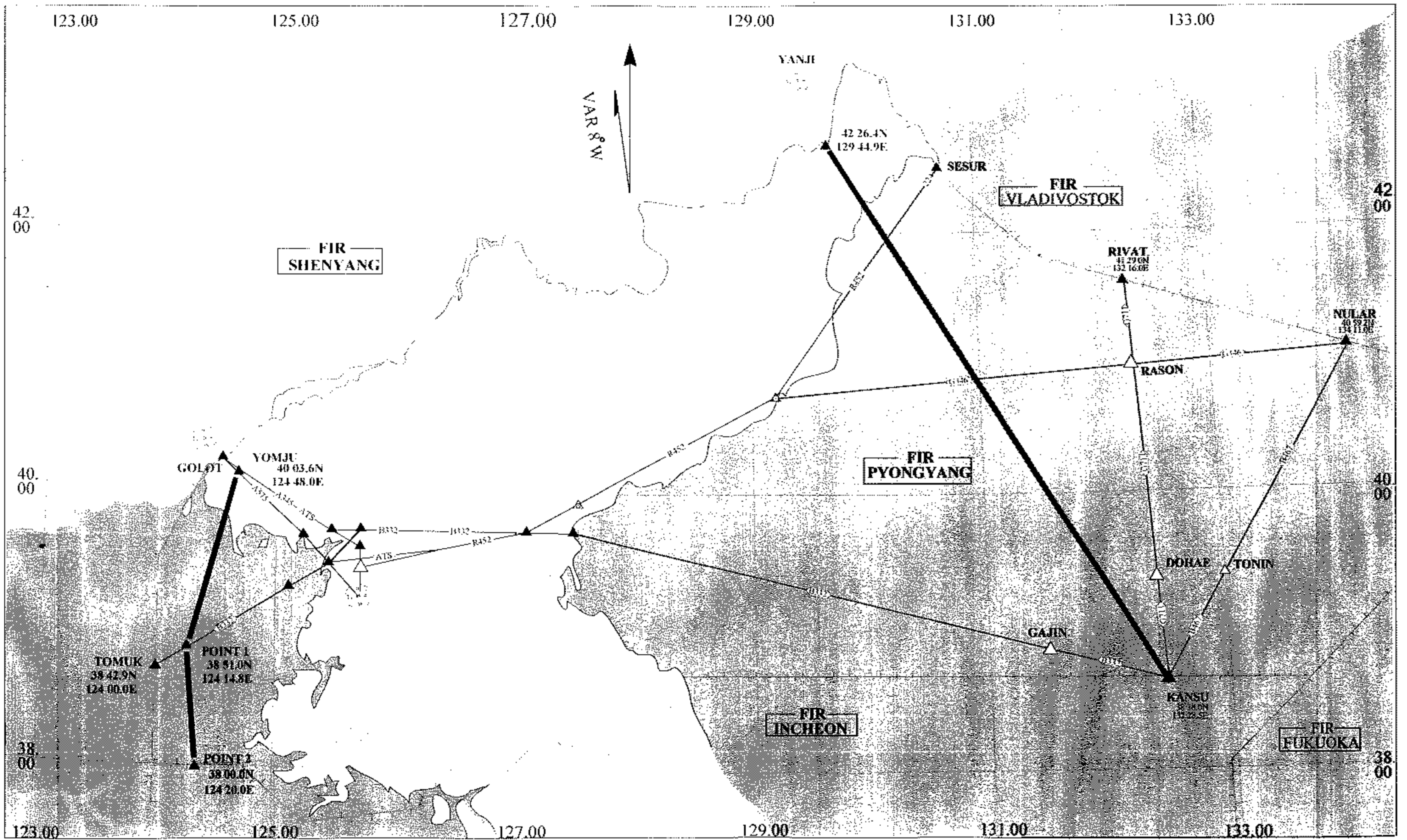
2.4 The establishment of ATS Route from KANSU into Shenyang FIR is under the discussion with ATMB China and the FIR boundary crossing point would be surveyed and coordinated between parties concerned.

2.5 DPR Korea foresees the development of more optimized route structure to meet the user requirements and the better operational efficiencies within Pyongyang FIR.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.

ATS ROUTE PLAN



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