



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)
(Cairo, Egypt, 22 - 25 May 2017)

Agenda Item 4: MID Region ATS Route Network

OUTCOME OF THE ICAO ROUTE DEVELOPMENT GROUP – EAST (RDGE/26) MEETING

(Presented by ICAO Secretariat)

SUMMARY

This paper presents the main results from Twenty-Sixth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/26) that was held in the ICAO EUR/NAT Office, Paris, France from 3 to 7 April 2017.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The Twenty-Sixth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/26) was held in the ICAO EUR/NAT Office, Paris, France from 3 to 7 April 2017, which was attended by 68 participants, attended the meeting from 23 States, 2 international organizations and 3 Computer Flight Plan Software Providers. Apologies had been received from Kyrgyzstan, Poland, United States and from Jeppesen. The delegations from Iran (Islamic republic of) and Iraq attended the RDGE meeting and the delegate from Afghanistan registered for the event but unfortunately did not show up.

2. DISCUSSION

2.1 The RDGE was informed about recent significant international aviation developments and took note of the huge amount of amendments to the ICAO Annexes (Annexes 1, 2, 3, 4, 6, 7, 8, 10, 11, 13, 14, 15, 19) and Documents (PANS-ATM and PANS-OPS) that had been adopted in 2016. The meeting was also informed about the proposed amendments to ICAO Annexes and PANS Documents (Annex 1, Annex 6, Annex 8, Annex 9, Annex 10, Annex 13, Annex 16 all Volumes, Annex 17, Annex 19, PANS-OPS and PANS-TRG). The RDGE meeting noted the recent significant international aviation developments as well as the significant number of upcoming, important global and regional ICAO events.

2.2 The RDGE was informed about the results from the 39th Assembly, which included the adoption of the Global Aviation Safety Plan with Global Aviation Safety Roadmap, the adoption of the 5th edition of the Global Air Navigation Plan with updates on ATM logical infrastructure, Minimum Path, performance based implementation concept, GANP webpage, the endorsement of global market based measures, Carbon Offsetting and Reduction Scheme for International Aviation CORSIA, new standards for Annex 16, ENV State Action Plans, the changes to Convention for increase of number of States in Council (36 to 40) and ANC (19 to 21), the initiatives related to No Country Left Behind (NCLB) and the preparation of the ANC/13 in 2018.

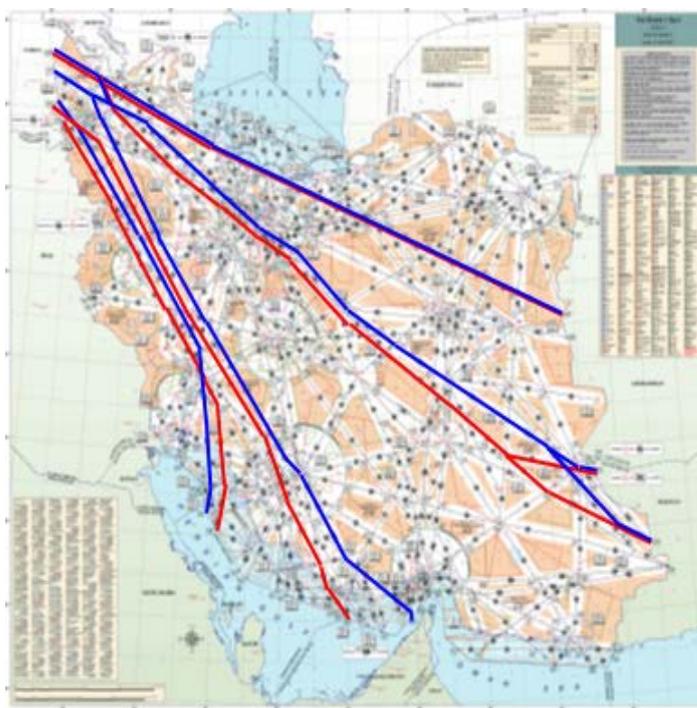
2.8 During the RDGE/26 a total number of 24 States reports were discussed, which showed again the very volatile picture in traffic figures (between a decrease of minus 4.0% and a maximum increase of over 13.9%, but now with an average traffic growth of 2.9% for the total traffic figures) when compared with the traffic figures for the same time period in the previous year. The only State that did not send a report was **Kyrgyzstan** and the chairman reminded States again to submit their reports, even if they could not actively participate in the RDGE meeting.

2.9 Several presentations were given on the evaluations of new airspace improvement projects and new ATS-Route proposals. It must be highlighted that the delegations from the Islamic Republic of Iran and Iraq attended again the RDGE meeting, which was highly beneficial for the discussions in the interface area between Turkey, Iran and Iraq. Unfortunately, there was no delegation from China (P.R.) attending the RDGE meeting so that the implementation progress could not be addressed.

2.10 Numerous ATS-route related activities (108 new ATS Route proposals were implemented and several major airspace change projects became operational or are planned for implementation on AIRAC 27 APR 2017) had been implemented since RDGE/25, in order to improve the Air Traffic Route Network System and giving more flexibility to airspace users to fly their preferred routings. Based on the information from the State Reports 52 new ATS Route or airspace improvement proposals were proposed for further discussions in the 4 Sub-Groups.

2.11 All SubGroups had extended meeting sessions, several LoAs were signed at the RDGE/26 and additional bi-lateral meetings took place between a variety of States in order to resolve interface area issues. The delegation from Turkey gave a very detailed presentation on the new Istanbul airport and the phased implementation approach.

2.12 A complete reorganisation of the interface area between Ankara FIR, Tehran FIR and Bagdad FIR was presented which will re-align the traffic flows and will be jointly implemented on 27 APR 2017. The interface will look as follows



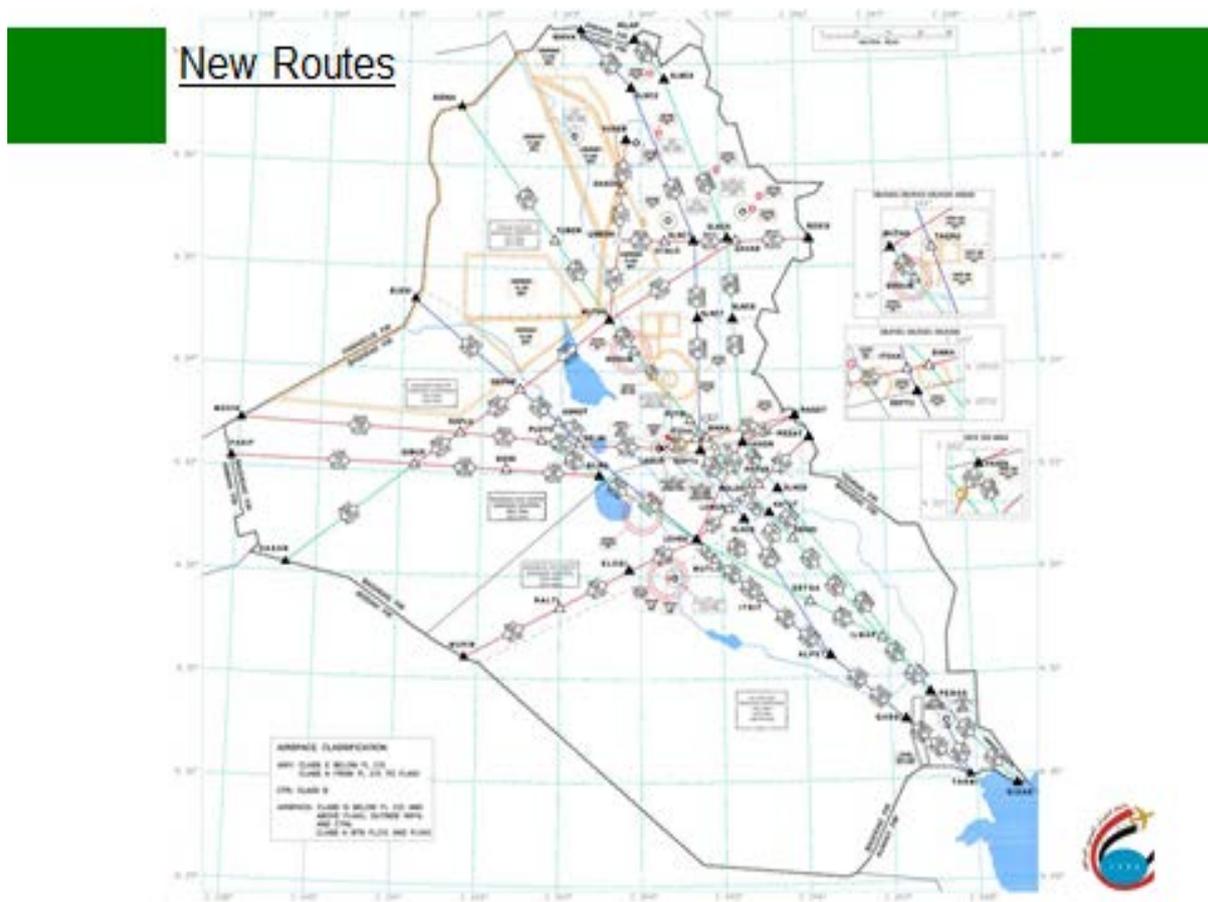
AGINA:

Eastbound Traffic:

will only be available for eastbound traffic towards Kabul, Karachi, Muscat and Emirates FIRs and beyond.

Westbound traffic:

will only be available for westbound traffic via Kabul FIR



II.1.8

The following figure shows route separation criteria between the new ATS routes and airspaces, for which the required buffer areas around the airspaces are displayed.

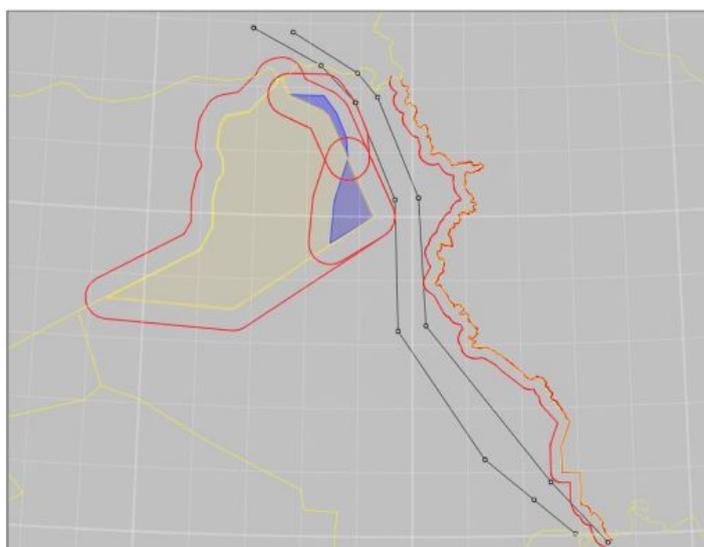


Figure 5: New ATS Routes – Route Separation between Routes and Airspaces

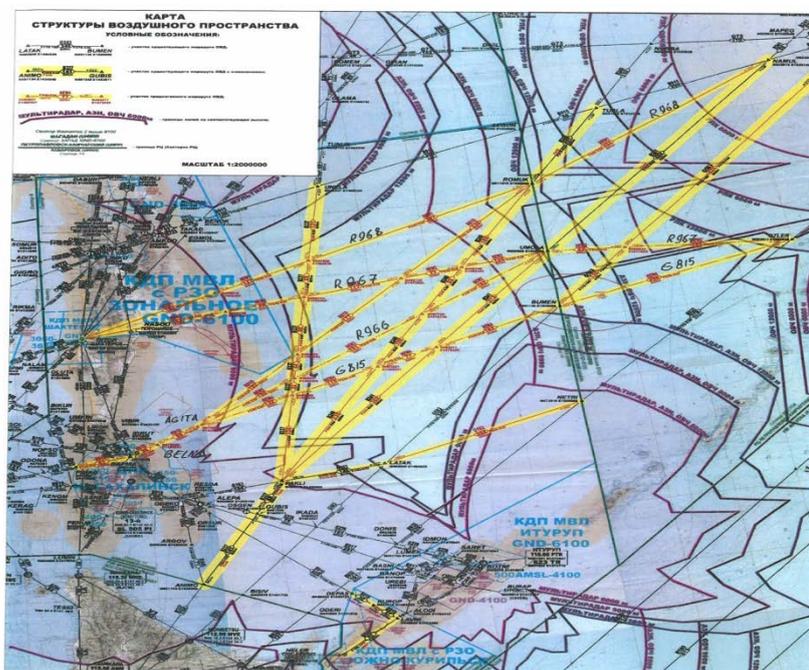
2.13 The RDGE took note of the outcome of the Baltic Sea Area and its interface Sub-Group in which a total of **41** existing proposals were reviewed and **4** new route proposals was agreed for incorporation into the Baltic ATS Route Catalogue. The Russian Federation informed the Subgroup that considerable changes are planned within the reorganisation of Moscow FIR which will be presented at the next RDGE/27 meeting.

2.14 The RDGE took note of the outcome of the Black Sea and South Caucasus Area and its interface Sub-Group. During the meeting, a total of **40** existing proposals were reviewed. **3** proposals were reported as implemented and **5** new route proposals were agreed for incorporation into the Black Sea ATS Route Catalogue.

2.15 The RDGE took note of the outcome of the Middle Asia Area and its interface Sub-Group. Due to the absence of delegations from Afghanistan, China, Kyrgyzstan and Pakistan, only progress on **17** out of the **48** existing proposals could be reviewed. **7** proposals were reported as implemented and **11** new proposals were agreed for incorporation into the Middle Asia ATS Route Catalogue.

2.16 The RDGE took note of the outcome of the Far East Area and its interface Sub-Group with participation of experts from the Russian Federation, IATA and ICAO. A total of **25** existing proposals in the Far East Area ATS Route Catalogue were reviewed and **7** new route proposals were agreed for incorporation into the Far East Area ATS Route Catalogue. Due to the lack of information/participation from the delegation of China, a considerable number of ATS-Route proposals could not be progressed any further at this RDGE/26 meeting. As previously discussed at the RDGE/25 meeting and as presented to the EANPG/58 meeting (ref. EANPG Conclusion 58/12) in November 2016, the implementation of the SIMLI reorganisation is more and more needed, as traffic figures for 2016 indicate so far 1200 additional flights above this waypoint (representing a 67% increase in traffic when compared to the traffic figures from the date of the initial proposal in 2011), thus increasing the ATC workload considerably. The airspace situation around SIMLI has also changed in 2016 as the established 3 restricted will increase the complexity for the Air Traffic Controllers in that sector. It is therefore of utmost importance to address the necessary airspace improvements to the P. R. China so that the implementation of the SIMLI dualisation project can be finalised before envisaged airspace changes negatively impact the traffic flows. The SG still hopes that a special SIMLI coordination meeting will be organised in Beijing during 2017 and that the implementation can be finally completed.

2.17 The delegation from the Russian Federation presented 6 new ATS-Route proposals which had been developed to further support aircraft operations and that would allow a faster access to alternate/diversion airports in case of in-flight emergencies and contingency scenarios. The new ATS Routes are planned for implementation on AIRAC 25 May 2017 and the attached map indicates the different locations



2.18 The representatives from IATA expressed their appreciation for the work of the Sub-group and thanked especially the delegation from the Russian Federation for their continuous enhancement of the ATS-Route infrastructure in this part of the ICAO EUR Region. All Sub-group members expressed their disappointment in the stagnation of the ATS-Route development process due to the lack of information/responses from the concerned States, especially from China and South Korea (ROK).

2.19 The following statistic indicates the evolution in the direct results/outcome from the last RDGE meetings:

Meeting	New/aligned ATS routes or airspace improvements Implemented	Number of new routes included in Catalogue	Number of existing routes reviewed
RDGE 20	108	9+17+2+17=45	44+55+63+20=182
RDGE 21	90	7+11+2+1=21	56+52+59+35=202
RDGE 22	119	4+18++1+0=23	62+51+54+36=203
RDGE 23	84	0+0+6+0=6	53+57+57+34=201
RDGE 24	79	1+18+4+2=25	66+75+28+36=205
RDGE 25	47	2+8+1+6=17	67+65+43+36=211
RDGE 26	108	4+5+11+7=27	41+40+48+25=154

2.20 All 3 participating CFSPs presented, as new members to the RDGE, their individual companies profiles and stressed the importance of an early involvement in any ATS Route or airspace improvement changes. The ICAO Secretariat was requested to assist in coordinating all new proposals affecting the States before the next RDGE meeting. The Chairman, together with the IATA delegation, expressed their appreciation on the number of States that were participating in this RDGE meeting and the excellent level of discussions, which resulted in a significant amount of ATS route improvements and updates to the RDGE ATS route catalogues in the Baltic Sea, Black Sea, Middle Asia and Far East Subgroups.

2.21 The Twenty-Sixth meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/27) will take place, based on the kind invitation from our colleagues in Kazakhstan, from 23 to 27 October 2017 in Astana, Kazakhstan. It is currently also planned to host the second meeting of the AIRARDS-TF in conjunction with the RDGE/27 on the 27th October 2017.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the content of the Working Paper; and
- b) consider the RDGE ToRs, the established coordination procedures and the RDGE working arrangements at **Appendices A, B and C**, respectively, as part of the development of the MID RDWG ToRs



ROUTE DEVELOPMENT GROUP - EASTERN PART OF THE ICAO EUR REGION

TWENTY-SIXTH MEETING

(Paris, France, 3-7 April 2017)

Agenda Item 4: Any other business

TERMS OF REFERENCE (ToRs), COMPOSITION, STRUCTURE AND TASK LIST, AND WORKING PROCEDURES

(Presented by the Secretariat)

SUMMARY

The attachment to this paper presents the updated Terms of Reference (ToRs), Composition, Structure And Task List, and Working Procedures of the RDGE, as approved by EANPG at its 58th meeting (November 2016), for information purposes.

ATTACHMENT A — RDGE TERMS OF REFERENCE (TORS), COMPOSITION, STRUCTURE AND TASK LIST, AND WORKING PROCEDURES

(as approved by EANPG/58, November 2016)

Establishment 2003 - EANPG Decision 45/34, revised 2016 – EANPG Conclusion 58/31

Terms of Reference

The Route Development Group **RDGE** works within the terms of reference of the EANPG, on matters related to ATS route planning and implementation, as well as airspace improvement projects, in the Eastern part of the ICAO European Region that are included in the following task list. The RDGE work/activities also support the implementation of the aviation system block upgrade (ASBU) modules of the *Global Air Navigation Plan* (ICAO Doc 9750, GANP) in the improvement area of Optimum Capacity and Flexible Flights, with relationships to Block 0 modules: B0-CCO (improved efficiency in departure profiles), B0-FRTO (improved operations through enhanced en-route trajectories), B0-CDO (improved flexibility & efficiency in descend profiles).

- a) Develop and maintain working procedures for:
 - RDGE and its four subgroups and
 - procedures to handle the proposals for amendment to the ATS route network (including airspace improvement projects) and eANP;
- b) Identify requirements/improvements for maintaining an efficient ATS route network (including airspace improvement projects), based on the airspace users' needs in coordination with States, international organizations (IOs) and other ICAO Regions;
Note: the "ATS Route Catalogue" is a live document; it should be reviewed and amended at each RDGE meeting
- c) Review and amend the components of the national ATS route structure in order to ensure their compliance with the ICAO requirements (i.e. 5LNC, ATS route designators, WGS-84 coordinates, etc.);
- d) Apply procedure to obtain regional air navigation agreement for proposals for amendment to the ATS route network (including airspace improvement projects) and eANP.;
- e) Ensure the implementation of the approved amendments to the ATS route network (including airspace improvement projects) and EUR eANP.

Composition of the RDGE

Armenia, Azerbaijan, Belarus, Bulgaria, Estonia, Finland, Georgia, Hungary, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Norway, Poland, Republic of Moldova, Romania, Russian Federation, Sweden, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan, EUROCONTROL, IAC, IBAC, IACA, and IATA. For specific coordination matters, any other State within the ICAO EUR Region may also be invited to participate at the RDGE.

With regard to specific regional coordination matters the following adjacent States will also be invited: Afghanistan, Canada, China, Democratic People's Republic of Korea, Iran, Iraq, Japan, Mongolia, Pakistan, Syrian Arab Republic, United States.

Note: The Cross Polar Working Group (CPWG) could also be invited to participate on specific issues related to ATS route planning and implementation in the Far East Area of the ICAO EUR Region.

Structure

Plenary and sub-regional groups (5 days meeting with 2 days plenary session, 2 days Subgroup sessions followed by 1 day plenary session as required).

RDGE WORKING PROCEDURES

STEP 1 Preliminary information on proposed airspace improvement projects and/or ATS route network to RDGE.

Before an RDGE meeting, preferably not later than two months in advance, RDGE members from States and International Organizations submit descriptions of proposed airspace improvement projects and/or ATS route network to the Secretariat.

STEP 2 Dissemination of the information on proposed airspace improvement projects and/or ATS route network amongst the RDGE members.

The Secretariat processes the information received and includes the proposed airspace improvement projects and/or ATS route network in the ATS Route Catalogue of the RDGE. The updated RDGE ATS Route Catalogue is sent out by e-mail to the RDGE members and other parties concerned by the proposal.

STEP 3 Discussions at and Coordination between the meetings.

At the RDGE meeting, for the sake of efficiency, the forum of the Meeting is divided into four subgroups to cover several geographical areas simultaneously, namely:

- a) Baltic area and its interface;
- b) Black Sea and South Caucasus area and its interface;
- c) Middle Asia area and its interface; and
- d) Far East area and its interface.

Other subgroups or task forces may be established, if required.

At the RDGE meeting, the working groups discuss the previously proposed, or any new, proposals and agree on actions and deadlines for their execution to enable the States to continue coordination on a bilateral or multilateral basis between the meetings. The actions and deadlines agreed are reflected in the RDGE ATS Route Catalogue.

If required, ad-hoc and mini-RDGE meetings are convened by the Secretariat or the RDGE members themselves in order to expedite the coordination and implementation of the proposed airspace improvement projects and/or ATS route network.

Between the meetings, the RDGE members ensure that the coordinates of new waypoints are calculated with required precision and States reserve the ICAO route designators and five-letter name-codes of the waypoints through the ICARD system.

If further coordination of the waypoints is required to finalize the proposal, the RDGE members continue discussions with their counterparts in the neighbouring States on a bilateral basis and inform the Secretariat on the results of their discussions.

* * * * *

For ATS Routes or airspace improvement projects over the High Seas:**STEP 4 Regional air navigation agreement for amendment to the ATS route network and Air Navigation Plan (eANP)**

The mission of the RDGE with regard to proposed airspace improvement projects and/or ATS route network and the associated amendment of the ANP is to prepare agreed technical material required to initiate the formal procedure to obtain regional air navigation agreement for proposals for amendment (PfA) to the ATS route network and associated *ICAO Air Navigation Plans* (eANP).

The regional air navigation agreement coordination procedure and template of the letter that States should send to the ICAO Secretariat is outlined in Appendix B of the EANPG Handbook (EUR Doc 001).

In order to ensure the most efficient and expeditious handling of the proposals for amendment to the ATS route network and associated *ICAO Air Navigation Plans* (eANP), the following procedures should apply:

- Procedure One (HS-P1 – "*Fast-track procedure*") – ICAO Secretariat is requested to circulate the proposal on behalf of the "initiating" States (or ICAO Secretary General), as a direct outcome of the RDGE meeting (for proposals requiring a short term implementation and without any expected objection);
- Procedure Two (HS-P2 – "*Confirmation procedure*") – ICAO Secretariat is requested to prepare a draft proposal and circulates it to the "initiating" States for confirmation; the "initiating" States have a two week deadline for comments; "silent procedure" applies (i.e. no comments received means agreement); after the confirmation stage, if no objections received, the ICAO Secretariat officially circulates the proposal on behalf of the "initiating" States;
- Procedure Three (HS-P3 – "*IO procedure*") – ICAO Secretariat is requested to circulate the proposal on behalf of an international organisation directly concerned with the operation of aircraft ("initiating" IO), as a direct outcome of the RDGE meeting;
- Procedure Four (HS-P4 – "*EANPG Procedure*") – ICAO Secretariat is requested to prepare a draft proposal and circulates it to the EANPG members (via electronic correspondence) for consideration and comments; EANPG members have a deadline of up to three week for comments; "silent procedure" applies; after the consultation stage, if no objections are received, the ICAO Secretariat circulates the official proposal on behalf of the EANPG.

The procedure to be applied would be selected by the ICAO Secretariat on a "case by case" evaluation, based on the recommendations of the RDGE meeting as stated in its Summary of Discussions.

Note 1.:The above referenced procedures do not preclude any State from initiating its own formal procedure to obtain regional air navigation agreement for airspace and/or ATS route-related proposals.

Note 2.:Whilst it is acceptable to submit proposed amendments to the ATS route network and eANP without prior agreement with neighbouring States, the States participating in RDGE activities are encouraged to avoid this practice. This is to ensure that the eANP does not become saturated with proposals which are not feasible to implement.

Before applying for the procedure to obtain regional air navigation agreement for proposed amendments, RDGE (and/or States concerned) will ensure that the following information is accurate and consistent with the ICARD system five-letter name-codes of waypoints and their coordinates; and route designators.

STEP 5 Publication of ATS Routes and/or airspace improvement projects

After the Amendments to the ANP have been circulated and approved, the States promulgate the aeronautical information on the ATS routes so that all concerned receive it a minimum of 2 AIRAC cycles (56 days) before the effective date.

STEP 6 Report on implementation status

The RDGE members report on the implementation of airspace improvement projects and/or ATS routes to the RDGE meeting, and the RDGE ATS Route Catalogue is updated accordingly.

Airspace user organizations convey their feedback on operations and utilization of the new airspace improvement projects and/or ATS routes. Corrective actions are undertaken, if required, to further improve the newly established route structure.

APPENDIX B

REGIONAL AIR NAVIGATION AGREEMENT COORDINATION PROCEDURE FOR
AIRSPACE CHANGES OVER THE HIGH SEAS

(Approved by EANPG/53 in November 2011)

This procedure is aimed to obtain regional air navigation agreement before implementing all airspace changes and ATS routes (regional and non-regional) over the High Seas (international airspace).

1. States send an official letter to the ICAO Secretariat or indicate the requirement in the RDGE Summary of Discussions, as a direct outcome of the RDGE meeting.
2. The ICAO Secretariat circulates the proposed changes over the High Seas on behalf of the "initiating" States.
3. The States consulted generally have a four-week deadline for comments.
4. The "silent procedure" applies (i.e. no comments received means agreement).
5. After the deadline, if no objections are received, the ICAO Secretariat officially informs all States consulted that the "initiating" State(s) may proceed with the implementation.

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The following is model text for the official letter from States to initiate the regional air navigation agreement coordination procedure:

*Note: This should be used only as a guide for the content of the letter to ICAO. For all airspace changes, such as change of airspace classification, change of TMA boundaries, etc., States are invited to use their discretion to adjust the text and provide all necessary information concerning this change, as appropriate.*

**TO BE ISSUED AND SIGNED ON THE STATE'S LETTERHEAD PAPER**

To: Mr Luis Fonseca de Almeida, ICAO Regional Director , Europe and North Atlantic

[DATE]

**Subject: Free Route Airspace Concept Implementation / ATS Route Network Changes over the High Seas**

Dear Mr Fonseca de Almeida,

1. In accordance with the provisions in Annex 11, paragraph 2.1.2 and the established procedure for amendment of the European Air Navigation Plan, [STATE OR STATES] wish to inform the ICAO EUR/NAT Office of their intention to implement *airspace changes/ATS route changes/the Free Route Airspace Concept* which will include airspace over the High Seas (international airspace) within [FIR NAME] FIR.

2. *The proposed area, principles and procedures of the Free Route Airspace Concept implementation are as follows:*

*a) definition of the implementation area in the vertical and horizontal planes;*

- b) *brief description of the procedures to be applied in this area; and*
- c) *indication of the reference material within the national Aeronautical Information Publication.*

*AND/OR*

3. *The proposed changes to the ATS route network are as follows:*

|                                        |  |
|----------------------------------------|--|
| <i>Route Designator:</i>               |  |
| <i>Route description:</i>              |  |
| <i>Route characteristics/ remarks:</i> |  |

4. Coordination between all parties concerned has been carried out and a chart indicating the changes concerned is attached to this letter for ease of reference.

5. The planned date of implementation of these changes is *[DD/MM/YY]*.

*[SIGNED]*

*Attachment: Chart showing changes*

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## ROUTE DEVELOPMENT GROUP - EASTERN PART OF THE ICAO EUR REGION

### TWENTY-SIXTH MEETING

(Paris, France, 3-7 April 2017)

#### Agenda Item 3: Proposals for improvements of ATS route network in the Eastern Part of the Region

#### REPORT FROM MIDDLE ASIA AREA AND ITS INTERFACE SUBGROUP

(Presented by Rapporteur of Middle Asia area Subgroup)

1.1 Experts from the following States and international organisations participated in the work of the Middle Asia area and its interface Subgroup: Azerbaijan, I. R. Iran, Kazakhstan, Russian Federation, Tajikistan, Turkmenistan, Uzbekistan, IATA and ICAO.

1.2 **Mr Sergali Parmanov** from Kazakhstan was the Rapporteur of the subgroup, assisted by **Ms Patricia Cuff** from the ICAO EUR/NAT Office. Language assistance to the subgroup was kindly provided by **Mr Natig Aliyev** from Azerbaijan, **Ms Maria Zabavka** from the Russian Federation and **Mr Victor Ermolaev** from IATA.

1.3 In accordance with the agenda, the Middle Asia and its Interface Subgroup considered Working Papers: WP/05, WP/14 and WP/32.

1.4 The Subgroup noted that 7 proposals had been implemented since the RDGE/25 meeting, 17 out of 48 existing proposals could not be reviewed and updated due to the absence of delegations from Afghanistan, P. R. China, Kyrgyzstan and Pakistan. Additionally, 11 new proposals were agreed for inclusion in the Middle Asia ATS Route Catalogue.

1.5 The following table reflects the outcome of the Group's deliberations. Only proposals which were updated or changed are reflected herebelow. All other route proposals in the Middle Asia RDGE ATS Route Catalogue (WP/05) which are not shown remain unchanged.

|   | Proposal ID :                                                                                                                                                                                                                                                                                                     | 18.024                                                                                                                                                 | Impl. Status:                        | State(s) & Org.                                                                                                                                                                                                                      | Comments: |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1 | <b>Description:</b><br>To implement extension of bidirectional ATS route A373 from <b>ATBAN – LANOR</b> .<br><b>Objective:</b><br>To further improve and shorten route in Kazakhstan for EU-ASIA flights. One way savings e.g HEL-HKG: 300USD, Fuel: 100 kgs-A340-300, Time: 1 min, CO2: 320 kg, Distance: 11 NM. | Planned<br><del>22 JUN</del> <b>9 NOV</b> or<br><del>7 DEC</del> 2017<br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>ATS Routes | KAZ<br><b>Originator(s):</b><br>IATA | <i>KAZ: Route to be taken into account in PBN implementation and airspace restructurisation package. Implementation planned for <u>2nd quarter-end of 2017</u>.</i>                                                                  |           |
| 4 | <b>Project Name: New ATS route Kazakhstan FIR</b><br><b>Description:</b><br>To implement shortcut, new bidirectional ATS route <b>SARIN (N465156, E0825317) - SOMIP (N502105, E0801404)</b> .<br><b>Objective:</b>                                                                                                | Proposed summer 201 <del>8</del> <b>7</b><br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>ATS Routes                             | KAZ<br><b>Originator(s):</b><br>IATA | <ul style="list-style-type: none"> <li><i>KAZ: Further studies ongoing due to coordination with military. <u>Will be considered in PBN implementation project.</u></i></li> <li><i>IATA: route is very beneficial for</i></li> </ul> |           |

|   |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                        |                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   | To further improve ATS route network and shortening of route in Kazakhstan for EU-ASIA flights. (One way savings e.g One way saving e.g. AMS-HKG: €750, Fuel: 820 kgs, Time: 4min, CO2: 2580, Distance: 29 NM).                                                                                                         |                                                                                                                                                                        |                                                                  | <i>operators. Requests States to consider this or other options further east of danger area concerned - for daily flights to Hong Kong, Chengdu and Taipei and other possible destinations in China.</i>                                                                                                                                                                                                                                                                                                                        |
|   | <b>Proposal ID :</b> 19.031                                                                                                                                                                                                                                                                                             | <b>Impl. Status:</b>                                                                                                                                                   | <b>State(s) &amp; Org.</b>                                       | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 | <p><b>Project Name:</b> 5LNC replacement by Kazakhstan</p> <p><b>Description:</b><br/>To replace 5LNC <b>MIGTO</b> with <b>MOGTU</b>.</p> <p><b>Objective:</b><br/>To avoid 5LNCs duplication within the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.</p> | <p><b>Confirmed Implemented</b><br/><del>30-MAR-08</del> <b>DEC 2016</b></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p>      | <p>KAZ</p> <p><b>Originator(s):</b><br/>EUROCONTROL<br/>ICAO</p> | <ul style="list-style-type: none"> <li>KAZ: Request more information from Secretariat and ICARD DM concerning with which State this is duplicated and other background information</li> <li>MIGTO reserved in ICARD and used by Germany</li> <li>ICARD DM EUR/NAT reminded KAZ on 17 June 2016 to plan for substitution of MIGTO and provide information.</li> <li>On 8th November 2016, KAZ submitted a request in ICARD for waypoint MOGTU (in replacement of MIGTO).</li> <li>KAZ: Will be replaced in DEC 2016.</li> </ul>  |
|   | <b>Proposal ID :</b> 19.038                                                                                                                                                                                                                                                                                             | <b>Impl. Status:</b>                                                                                                                                                   | <b>State(s) &amp; Org.</b>                                       | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 | <p><b>Project Name:</b> 5LNC replacement by Kazakhstan</p> <p><b>Description:</b><br/>To replace 5LNC <b>AGRIM</b> with <b>AGNIM</b>.</p> <p><b>Objective:</b><br/>To avoid 5LNCs duplication within the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.</p> | <p><b>Confirmed Implemented</b><br/><del>30-MAR-2017</del> <b>08 DEC 2016</b></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p> | <p>KAZ</p> <p><b>Originator(s):</b><br/>EUROCONTROL<br/>ICAO</p> | <ul style="list-style-type: none"> <li>KAZ: Request more information from Secretariat and ICARD DM concerning with which State this is duplicated and other background information.</li> <li>AGRIM reserved in WACAF Region and used by Niger</li> <li>ICARD DM EUR/NAT reminded KAZ on 17 June 2016 to plan for substitution of the code and provide information.</li> <li>On 8th November 2016, KAZ submitted in ICARD request for code AGNIM in substitution of AGRIM</li> <li>KAZ: Will be replaced in DEC 2016.</li> </ul> |
|   | <b>Proposal ID :</b> 19.029                                                                                                                                                                                                                                                                                             | <b>Impl. Status:</b>                                                                                                                                                   | <b>State(s) &amp; Org.</b>                                       | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 | <p><b>Project Name:</b> 5LNC replacement by Kazakhstan</p> <p><b>Description:</b></p>                                                                                                                                                                                                                                   | <p><b>Confirmed Implemented</b><br/><del>30-MAR-2017</del></p>                                                                                                         | <p>KAZ</p> <p><b>Originator(s):</b><br/>EUROCONTROL</p>          | <ul style="list-style-type: none"> <li>KAZ: Request more information from Secretariat and ICARD</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                      |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                             |                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                  |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
|    | <p>To replace 5LNC <b>GULTO</b> <u>with GULDO</u>.</p> <p><b>Objective:</b><br/>To avoid 5LNCs duplication within the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.</p>                                                                                                                                                                                                                      | <p><b>DEC 2016</b></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p>                                 | ICAO                                                            | <p>DM concerning with which State this is duplicated and other background information.</p> <ul style="list-style-type: none"> <li>GULTO reserved in ICARD and used by the Netherlands.</li> <li>ICARD DM EUR/NAT reminded KAZ on 17 June 2016 by e-mail to substitute GULTO and provide information.</li> <li>On 8th November 2016, KAZ submitted in ICARD request for waypoint GULDO (in replacement of GULTO).</li> <li>8KAZ: Will be replaced in DEC 2016.</li> </ul> |                  |
|    | <b>Proposal ID :</b>                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>02.004</b>                                                                                                                               | <b>Impl. Status:</b>                                            | <b>State(s) &amp; Org.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Comments:</b> |
| 8  | <p><b>Description:</b><br/>To implement bidirectional ATS route segment <b>A366</b> LENTA - TUSEP - GUPRI - KRG.</p> <p><b>Objective:</b><br/>To further improve ATS route network in the interface between Kazakhstan and Russian Federation.</p>                                                                                                                                                                                                        | <p>Planned <u>22 JUN9 NOV or 7 DEC 2017</u></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p>  | <p>KAZ<br/>RUS</p> <p><b>Originator(s):</b><br/>IATA</p>        | <p>KAZ: Route to be taken into account in PBN implementation and restructurisation package of the entire airspace of Kazakhstan. <u>Will be implemented as an RNAV route.</u> Implementation planned for <u>2nd quarter end</u>- 2017.</p>                                                                                                                                                                                                                               |                  |
|    | <b>Proposal ID :</b>                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>21.012</b>                                                                                                                               | <b>Impl. Status:</b>                                            | <b>State(s) &amp; Org.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Comments:</b> |
| 9  | <p><b>Description:</b></p> <ol style="list-style-type: none"> <li>To implement bi-directional ATS route A777 <u>KSTOSED</u> - AAAAA – DITLI; OR</li> <li><u>KOSED-KST</u> – XXXXX - NAMOL, convert G497 to bi-directional to GIMAK, then existing routing to destination; OR</li> <li>LANOR DCT NAMOL, convert G497 to bi-directional to GIMAK, then existing routing to destination.</li> </ol> <p><b>Objective:</b></p>                                 | <p>Proposed</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p>                                  | <p>KAZ<br/>RUS</p> <p><b>Originator(s):</b><br/>IATA</p>        | <ul style="list-style-type: none"> <li>RUS and KAZ to define crossing point XXXXX on FIR boundary.</li> <li>RUS: Due to restructuring of Ekaterinburg FIR, further studies required. New configuration and progress report to be provided at <u>RDGE/276</u>.</li> </ul>                                                                                                                                                                                                 |                  |
|    | <b>Proposal ID :</b>                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>21.011</b>                                                                                                                               | <b>Impl. Status:</b>                                            | <b>State(s) &amp; Org.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Comments:</b> |
| 10 | <p><b>Project Name:</b> New ATS route Nukus FIR - Aktobe FIR</p> <p><b>Description:</b></p> <ol style="list-style-type: none"> <li>To implement bi-directional ATS route <b>NAKUK - UPULI - AKB</b>; and</li> <li>To implement bidirectional or northbound ATS route <b>ASB - TABUN - new waypoint on boundary with UZB and KAZ - AKB</b>.</li> </ol> <p><b>Objective:</b><br/>To further improve ATS route network between Nukus FIR and Aktobe FIR.</p> | <p>Proposed <u>summer9 NOV or 7 DEC 2017</u></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>KAZ<br/>UZB</p> <p><b>Originator(s):</b><br/>EUROCONTROL</p> | <ul style="list-style-type: none"> <li>IATA: more than 8 flights per day can be expected due to current situation in that area.</li> <li>Crossing points on B142 and B824 needed in order to use those airways for flight planning.</li> <li>KAZ: Only one option will be implemented. <u>Will be taken into account in PBN implementation project.</u> Further studies required and progress</li> </ul>                                                                 |                  |

|    |                                                                                                                                                                                                               |               |                                                                                                                             |                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                            |
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|    |                                                                                                                                                                                                               |               |                                                                                                                             | <ul style="list-style-type: none"> <li>report at RDGE/276.</li> <li>TKM: ready to implement.</li> <li>UZB: ready to implement.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                            |
|    | <b>Proposal ID :</b>                                                                                                                                                                                          | <b>23.008</b> | <b>Impl. Status:</b>                                                                                                        | <b>State(s) &amp; Org.</b>                                                                                                                | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                           |
| 11 | <b>Description:</b><br>To implement bi-directional route <b>A468 NS (Narynges) - <u>UATISIB</u></b> .<br><b>Objective:</b><br>To further improve the ATS route network between Kyrgyzstan and Uzbekistan.     |               | <b>Proposed Planned Autumn 2017</b><br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>ATS Routes        | KGZ<br>UZB<br><b>Originator(s):</b><br>UZB                                                                                                | <ul style="list-style-type: none"> <li><del>New 5LNC needed between KGZ and UZB.</del></li> <li>KGZ: Correct name of "UA" needed as it is an error. Secretariat requested to clarify with UZB. Progress report at RDGE/26.</li> <li>UZB: Ready to implement. Further coordination with KGZ and implementation will take place before next RDGE.</li> </ul> |
|    | <b>Proposal ID :</b>                                                                                                                                                                                          | <b>23.013</b> | <b>Impl. Status:</b>                                                                                                        | <b>State(s) &amp; Org.</b>                                                                                                                | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                           |
| 12 | <b>Description:</b><br>To implement extension of bi-directional route A102 <b>BABUR – KORAG – NUKUS</b> .<br><b>Objective:</b><br>To further improve the ATS route network between Kazakhstan and Uzbekistan. |               | <b>Proposed summer-9 NOV or 7 DEC 2017</b><br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>ATS Routes | KAZ<br>UZB<br><b>Originator(s):</b><br>IATA                                                                                               | <ul style="list-style-type: none"> <li>IATA: This provides more flexibility and options for flight planning through the Caspian Sea area. Very highly appreciated by operators.</li> <li>KAZ: Plans to implement by <u>2nd quarter end-2017. Implementation of this route is a priority.</u></li> <li>UZB: Ready to implement.</li> </ul>                  |
|    | <b>Proposal ID :</b>                                                                                                                                                                                          | <b>20.001</b> | <b>Impl. Status:</b>                                                                                                        | <b>State(s) &amp; Org.</b>                                                                                                                | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                           |
| 15 | <b>Description:</b><br>To implement bidirectional ATS route FIRUZ – DA (Zhalal-Abad).<br><b>Objective:</b><br>To facilitate B787 operations due to oxygen carried on board.                                   |               | <b>Proposed</b><br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>ATS Routes                            | KGZ<br>TJK<br><b>Originator(s):</b><br>IATA                                                                                               | <ul style="list-style-type: none"> <li>KGZ: High terrain causes difficulties for implementation.</li> <li>TJK: Further studies required <u>as surveillance and communication issues still require consideration.</u></li> </ul> <b>Related proposals:</b> <ul style="list-style-type: none"> <li>23.014</li> <li>23.015</li> <li>23.016</li> </ul>         |
|    | <b>Proposal ID :</b>                                                                                                                                                                                          | <b>23.015</b> | <b>Impl. Status:</b>                                                                                                        | <b>State(s) &amp; Org.</b>                                                                                                                | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                           |
| 16 | <b>Description:</b><br>To implement bidirectional ATS route <b>POMIR – <u>ENOVO - TULGA</u></b> .<br><b>Objective:</b><br>To facilitate B787 operations due to oxygen carried on board.                       |               | <b>Proposed Planned 9 NOV or 7 DEC 2017</b><br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b>              | KGZ<br>TJK<br>UZB<br><b>Originator(s):</b><br>IATA                                                                                        | <ul style="list-style-type: none"> <li>KGZ: Ready to implement.</li> <li>TJK : Ready to implement.</li> <li>UZB: <u>The direct routing POMIR-TULGA will require crossing of the FIR boundaries many</u></li> </ul>                                                                                                                                         |

| Proposal ID : | 23.016                                                                                                                                                                                                                               | Impl. Status:                                                                                                                                                       | State(s) & Org.                                                                 | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 17            | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>POMIR – SA – DEMAS.</b></p> <p><b>Objective:</b><br/>To facilitate B787 operations due to oxygen carried on board.</p>                                            | <p><u>Planned</u><br/><u>9 NOV or 7 DEC 2017</u><br/><u>Proposed</u></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>KGZ<br/>TJK<br/>UZB</p> <p><b>Originator(s):</b><br/>IATA</p>                | <p><i>times. Propose insertion of ENOVO to facilitate coordination. Further studies required. Progress at RDGE/267.</i></p> <p><b>Related proposals:</b></p> <ul style="list-style-type: none"> <li>• 20.001</li> <li>• 23.014</li> <li>• 23.016</li> </ul> <p>• <i>KGZ: Very attractive proposal. Ready to implement.</i></p> <p>• <i>TJK : Ready to implement.</i></p> <p>• <i>UZB: Further studies required. Secretariat requested to coordinate with UZB to get further progress. Update will be provided at RDGE/26. Ready to implement.</i></p> <p><b>Related proposals:</b></p> <ul style="list-style-type: none"> <li>• 20.001</li> <li>• 23.014</li> <li>• 23.015</li> </ul> |
| Proposal ID : | 20.002                                                                                                                                                                                                                               | Impl. Status:                                                                                                                                                       | State(s) & Org.                                                                 | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 18            | <p><b>Description:</b><br/>To implement bidirectional ATS route:<br/>1. <b>EGPAN – KKIYA – RILAK</b>; OR<br/>2. <b>EGPAN – MIRVI.</b></p> <p><b>Objective:</b><br/>To facilitate B787 operations due to oxygen carried on board.</p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p>                                                          | <p><u>AFG</u><br/>KGZ<br/>UZB<br/>TJK</p> <p><b>Originator(s):</b><br/>IATA</p> | <ul style="list-style-type: none"> <li>• <i>KGZ: Need to coordinate with TJK due to crossing of many FIRs but ready to implement as very interesting route.</i></li> <li>• <i>TJK: Ready to implement. However connection EGPAN-SURVI in Afghanistan is closed.</i></li> <li>• <i>UZB: Regarding 1., propose alternate routing EGPAN - Osh or EGPAN-KKIYA- Osh. further studies required. Secretariat requested to coordinate with UZB to get further progress. Update will be provided at RDGE/26.</i></li> <li>• <i>Coordination with AFG required. ICAO Paris and Bangkok requested to coordinate with AFG.</i></li> </ul>                                                         |
| Proposal ID : | 19.053                                                                                                                                                                                                                               | Impl. Status:                                                                                                                                                       | State(s) & Org.                                                                 | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 19            | <p><b>Project Name:</b> ATS route redesignation Russian Federation</p> <p><b>Description:</b><br/>To re-designate the following existing ATS route segments:</p>                                                                     | <p><u>Proposed</u><br/><u>Implemented</u><br/><u>winter 2016/17-10</u><br/><u>NOV 2016 – 02</u><br/><u>FEB 2017</u></p>                                             | <p>RUS</p> <p><b>Originator(s):</b><br/>EUROCONTROL<br/>ICAO</p>                | <p>• <i>The following routes have been implemented:</i></p> <p><i>1. New-B826</i></p> <p><i>7. New-T797</i></p> <p><i>9. New-T750</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                 |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|                      | <p>a. B200 SOTIS - ROKUT - KOMOV - LIPKI - OSKEP - LEDNA - NALIV - LODKA - UHT as <b>B826</b>;</p> <p>b. B201 KD - SZ - OLAPA - BESUP - OMONA as <b>B234</b>;</p> <p>c. B331 WZ - NINON as <b>B811</b>;</p> <p>d. R99 NH - RUBOR - LOGMA - OMONA as <b>B234</b>;</p> <p>e. R200 NH - RISIR - ULGUN - LUNEP - TARSA - NOR as <b>R717</b>;</p> <p>f. R201 NULSI - GOLIM - SZ - ML - NH as <b>R814</b>;</p> <p>g. R202 LUNEP - <del>KANER-KANAL</del> - UVATA - NASDA - <del>TINRI - BUKOS - KUSEB - LBN - GERSI - MGR - KUDON - ABORU</del> as <del>A901T797</del> to point TINRI and then <del>R202</del> to NASDA;</p> <p>h. R212 DAGES - ALETI - LAMKA as <b>R818</b>;</p> <p>i. R346 UD - BT - GOTUN - BMK - DW - AGMAR as <del>T750B827</del>; and</p> <p>j. R348 GISUR - KUPON - XV - DILOR - BA - NN as <b>R229</b>.</p> <p><b>Objective:</b><br/>To rationalise the existing ATS route designators in order to further facilitate flight planning and release RDs that are not allocated to EUR/NAT Region.</p> | <p><b>Project Group:</b><br/>SG BALTIC<br/>SG BLACK<br/>SG FAR EAST<br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>Route<br/>Redesignation</p>                                                              |                                                     | <ul style="list-style-type: none"> <li>• <del>All others have been implemented or do not need redesignation due to deletion in future planned implementation.</del></li> <li>• <del>All ATS routes, except R202, had been changed or redesignated.</del></li> <li>• <del>The segment TINRI-LUNEP-KANER-UVATA-NASDA (ex R202) will be implemented as T797. R346 will be implemented as T750 in the new structure.</del></li> <li>• <del>However, T797 and R202 will remain unchanged and a revised structure can be expected with the implementation of the new Moscow FIR airspace structure. Updates will be presented, when available, at future RDGE meetings.</del></li> </ul> |
| <b>Proposal ID :</b> | <b>22.027</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Impl. Status:</b>                                                                                                                                                                                            | <b>State(s) &amp; Org.</b>                          | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 20                   | <p><b>Project Name:</b> 5LNC replacement by Russian Federation</p> <p><b>Description:</b><br/>To replace existing 5LNC <b>BEREG</b></p> <p><b>Objective:</b></p> <ol style="list-style-type: none"> <li>1. To avoid 5LNCs duplication within the EUR/NAT Region;</li> <li>2. To improve the aeronautical information provided;</li> <li>3. To be compliant with ICAO ANNEX 11.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><del>Proposed</del><br/><del>Implemented</del><br/><del>summer 2017</del><br/><del>10 NOV 2016</del></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p>                | RUS<br><b>Originator(s):</b><br>EUROCONTROL<br>ICAO | <ul style="list-style-type: none"> <li>• BEREG is reserved for Belarus in ICARD.</li> <li>• Proposal for replacement is based on "Common criteria for replacement of duplicated 5LNCs", as point is not reserved for Russian Federation.</li> <li>• ICARD DM requested Russia Federation for replacement by email on 9 April 2015</li> <li>• RUS confirmed that BEREG <del>will be was</del> replaced by <del>DELAS</del> in <del>March-Nov</del> 2016<del>7</del></li> </ul>                                                                                                                                                                                                      |
| <b>Proposal ID :</b> | <b>22.002</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Impl. Status:</b>                                                                                                                                                                                            | <b>State(s) &amp; Org.</b>                          | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 21                   | <p><b>Project Name:</b> 5LNC replacement by Russian Federation</p> <p><b>Description:</b><br/>To replace existing 5LNC <b>BALOT</b> <del>with</del> <b>MININ</b></p> <p><b>Objective:</b></p> <ol style="list-style-type: none"> <li>1. To avoid 5LNCs duplication within the ECAC area of the ICAO EUR/NAT region</li> <li>2. To improve the aeronautical information provided</li> <li>3. To be compliant with ICAO Annex 11</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><del>Proposed</del><br/><del>summer</del><br/><del>2017</del><br/><del>Implemented</del><br/><del>02 FEB 2017</del></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p> | RUS<br><b>Originator(s):</b><br>ICAO<br>EUROCONTROL | <ul style="list-style-type: none"> <li>• BALOT is reserved in ICARD for Sweden.</li> <li>• Proposal for replacement is based on "Common criteria for replacement of duplicated 5LNCs" as point is not reserved for Russian Federation</li> <li>• ICARD DM requested Russia Federation for replacement by e-mail on 9 April 2015</li> </ul>                                                                                                                                                                                                                                                                                                                                         |

| Proposal ID : | 22.010                                                                                                                                                                                                                                                                                                                            | Impl. Status:                                                                                                                                     | State(s) & Org.                                                  | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 22            | <p><b>Project Name:</b> 5LNC replacement by Russian Federation</p> <p><b>Description:</b><br/>To replace existing 5LNC PIKOD</p> <p><b>Objective:</b><br/>1. To avoid 5LNCs duplication within the EUR/NAT Region<br/>2. To improve the aeronautical information provided<br/>3. To be compliant with ICAO Annex 11.</p>          | <p>Proposed <del>summer-autumn</del> 2017</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p>                | <p>RUS</p> <p><b>Originator(s):</b><br/>ICAO<br/>EUROCONTROL</p> | <ul style="list-style-type: none"> <li>RUS confirmed that BALOT <del>will be was</del> replaced by MININ in <del>March-February</del> 2017.</li> <li>PIKOD is reserved in ICARD for Russian Federation and France/UK.</li> <li>Proposal for replacement is based "on Common Criteria for replacement of duplicated 5LNCs", since point is used as boundary point for France/UK.</li> <li>ICARD DM requested Russian Federation for replacement by e-mail on 9 April 2015</li> <li><del>On 25 July 2016</del>, RUS informed that PIKOD will be replaced by <del>MASET</del> in <del>March-autumn</del> 2017.</li> </ul> |
| Proposal ID : | 22.009                                                                                                                                                                                                                                                                                                                            | Impl. Status:                                                                                                                                     | State(s) & Org.                                                  | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 23            | <p><b>Project Name:</b> 5LNC replacement by Russian Federation</p> <p><b>Description:</b><br/>To replace existing 5LNC MAKOT.</p> <p><b>Objective:</b><br/>1. To avoid 5LNCs duplication within the ICAO EUR/NAT Region;<br/>2. To improve the aeronautical information provided;<br/>3. To be compliant with ICAO Annex 11</p>   | <p>Proposed <del>summer-autumn</del> 2017</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p>                | <p>RUS</p> <p><b>Originator(s):</b><br/>EUROCONTROL<br/>ICAO</p> | <ul style="list-style-type: none"> <li>MAKOT is recorded in ICARD for both Russia and France/Germany.</li> <li>Proposal for replacement is based on "Comment Criteria for replacement of duplicated 5LNCs", since MAKOT is used as boundary point for France/Germany.</li> <li>ICARD DM requested Russian Federation for replacement by e-mail on 9 April 2015.</li> <li>Russian Federation informed <del>on 25 July 2016</del> that MAKOT will be <del>substituted by KULID</del> replaced in <del>March autumn</del> 2017</li> </ul>                                                                                 |
| Proposal ID : | 26.001                                                                                                                                                                                                                                                                                                                            | Impl. Status:                                                                                                                                     | State(s) & Org.                                                  | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 24            | <p><b>Project Name:</b> 5LNC replacement by Russian Federation</p> <p><b>Description:</b><br/>Request for replacement of 5LNC <del>TALAPR</del></p> <p><b>Objective:</b><br/>To avoid 5LNCs duplication within the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.</p> | <p><del>Proposed</del> <u>Planned</u> <u>12 OCT 2017</u></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p> | <p>RUS</p> <p><b>Originator(s):</b><br/>ICAO<br/>EUROCONTROL</p> | <p>Annex 11 stated that the 5LNCs shall be unique. TALAR is used by and is allocated in ICARD to France.</p> <p>ICARD DM requested Russian Federation for replacement by e-mail on 15 February 2017.</p> <p><u>Will be replaced on 12 OCT 2017. New 5LNC not yet</u></p>                                                                                                                                                                                                                                                                                                                                               |

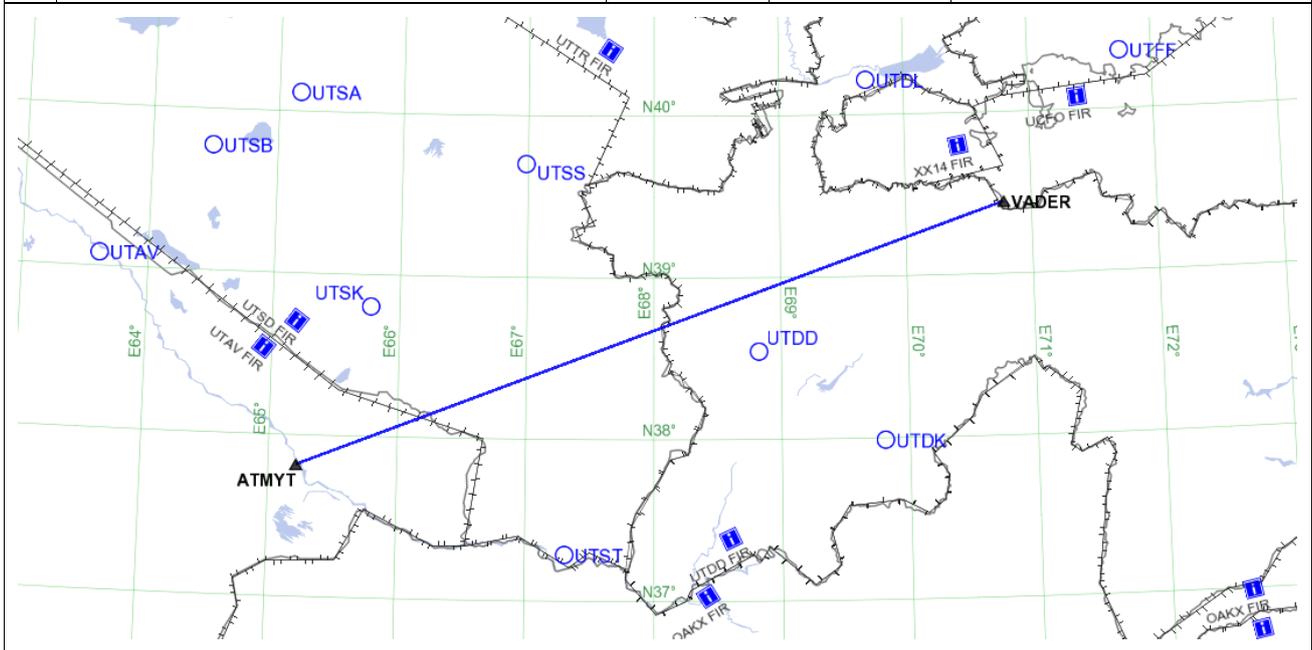
|    |               |                                                                                                                                                                                                                                                                                                   |                                                                                                                                                | <u>selected.</u>                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | Proposal ID : |                                                                                                                                                                                                                                                                                                   | Impl. Status:                                                                                                                                  | State(s) & Org.                      | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 25 | <b>22.016</b> | <b>Project Name:</b> 5LNC replacement by Turkmenistan<br><b>Description:</b><br>To replace existing 5LNC LUTAR<br><b>Objective:</b><br>1. To avoid 5LNCs duplication within the EUR/NAT Region;<br>2. To improve the aeronautical information provided;<br>3. To be compliant with ICAO Annex 11. | Proposed<br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>5LNC                                                            | TKM<br><b>Originator(s):</b><br>ICAO | <ul style="list-style-type: none"> <li>LUTAR is reserved for Russian Federation in ICARD</li> <li>Proposal for replaced is based on "Common Criteria for replacement of duplicated 5LNCs" since point is not reserved for Turkemistan.</li> <li><u>TKM: Progress report to be provided at RDGE/27.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                             |
| 26 | <b>01.020</b> | <b>Description:</b><br>To implement bidirectional ATS route <b>P130 DOLOS - B475 – UTAM (Mary) - A909 - LEMOD.</b><br><b>Objective:</b><br>To further improve ATS route network within Turkmenistan.                                                                                              | <del>Proposed</del><br><u>Implemented</u><br><u>June 2016</u><br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>ATS Routes | TKM<br><b>Originator(s):</b><br>AZE  | <ul style="list-style-type: none"> <li><del>TKM: Further studies required. Progress report at next RDGE.</del></li> <li>IATA expressed their keen interest and appreciation for implementation of this route.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 27 | <b>13.022</b> | <b>Description:</b><br>To implement bidirectional ATS route segment <b>MEKOL-UTAM (Mary) - ATASH.</b><br><b>Objective:</b><br>To reduce route distance of 11 NM as compared to current routing MEKOL-N644-KEKAL-A87.                                                                              | Proposed<br><b>Project Group:</b><br>SG MIDASIA<br><b>Project Category:</b><br>ATS Routes                                                      | TKM<br><b>Originator(s):</b><br>IATA | <ul style="list-style-type: none"> <li><del>TKM: Further studies required. Current routing is MEKOL-ABDAN-ATASH-TIROM. Operators may request DCT-MEKOL-TIROM. The existing route configuration is used for provision of procedural separation for Afghanistan airspace. Progress report at next RDGE for permanent route UTAM-ATASH.</del></li> <li>IATA: Expressed appreciation for possibility to request DCTs however eventually it would be better and more efficient to have a permanent option in order to flight plan the routes.</li> </ul> <p><b>Related proposals:</b></p> <ul style="list-style-type: none"> <li>07.010</li> <li>14.026</li> </ul> |
| 28 | <b>19.034</b> | <b>Project Name:</b> 5LNC replacement by Turkmenistan                                                                                                                                                                                                                                             | <u>Proposed</u><br><u>Planned</u>                                                                                                              | <u>IRN</u><br>TKM                    | <ul style="list-style-type: none"> <li>RITAB allocated to Kazakhstan.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

|    |                                                                                                                                                                                                                                                                                                             |                                                                                                                         |                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|    | <p><b>Description:</b><br/>To replace 5LNC RITAB <a href="#">[3639.5N 06019.4E]</a>.</p> <p><b>Objective:</b><br/>To avoid 5LNCs duplication within the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.</p>                                      | <p><a href="#">22 JUN 2017</a></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p> | <p><b>Originator(s):</b><br/>EUROCONTROL<br/>ICAO</p>              | <ul style="list-style-type: none"> <li>ICAO DM to coordinate replacement with TKM/IRN. DM to contact TKM and ICAO MID (DM24/01 MSG 14-038)</li> <li><a href="#">IRN/TKM: Coordination currently taking place and implementation planned for 22 JUN 2017.</a></li> <li>Progress report will be provided at <a href="#">RDGE/275</a>.</li> </ul>                                                                                                                                                                                                                            |
|    | <b>Proposal ID :</b> 19.037                                                                                                                                                                                                                                                                                 | <b>Impl. Status:</b>                                                                                                    | <b>State(s) &amp; Org.</b>                                         | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 29 | <p><b>Project Name:</b> 5LNC replacement by Turkmenistan</p> <p><b>Description:</b><br/>To replace 5LNC ALTIM.</p> <p><b>Objective:</b><br/>To avoid 5LNCs duplication within the ICAO EUR/NAT region, to improve the aeronautical information provided and be compliant with ICAO Annex 11.</p>            | <p>Proposed</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>5LNC</p>                    | <p>TKM</p> <p><b>Originator(s):</b><br/>EUROCONTROL<br/>ICAO</p>   | <ul style="list-style-type: none"> <li>ALTIM allocated to Canada. ICAO DM to coordinate replacements with TKM (DM24/01 MSG 14-038).</li> <li>Progress report will be provided at <a href="#">RDGE/275</a>.</li> </ul>                                                                                                                                                                                                                                                                                                                                                     |
|    | <b>Proposal ID :</b> 88.035 / 24.003                                                                                                                                                                                                                                                                        | <b>Impl. Status:</b>                                                                                                    | <b>State(s) &amp; Org.</b>                                         | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 30 | <p><b>Description:</b><br/>To implement bidirectional ATS route LEYLA - BALUN - <del>NETAK - KUGIR - BEKRO - NIGET - RULAD - KKKKK (KAZ) - TIGTA - MIMRI - LIMTO - KUGIR - BEKRO - NIGET - RULAD.</del></p> <p><b>Objective:</b><br/>To further improve ATS route network between Hong Kong and Europe.</p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG BLACK<br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>AZE<br/>KAZ<br/>UZB</p> <p><b>Originator(s):</b><br/>IATA</p>   | <ul style="list-style-type: none"> <li>KAZ/TKM: Between segment BALUN - NETAK, the route runs along the State boundary between Turkmenistan - Kazakhstan and Turkmenistan - Uzbekistan. <a href="#">KKKKK point in KAZ will avoid border with TKM.</a></li> <li>AZE: Ready to implement from LEYLA.</li> <li><del>ARM: Armenia is interested in the implementation of this ATS route.</del></li> <li><del>KAZ and UZB will make further studies and report progress at <a href="#">RDGE/267</a>.</del></li> <li><del>UZB: Ready to implement any option.</del></li> </ul> |
|    | <b>Proposal ID :</b> 03.005                                                                                                                                                                                                                                                                                 | <b>Impl. Status:</b>                                                                                                    | <b>State(s) &amp; Org.</b>                                         | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 31 | <p><b>Description:</b><br/>To implement the following segment in R433 TMD (Tamdy Bulak) - <del>TTIKABDAN.</del></p> <p><b>Objective:</b><br/>To further improve the ATS route network between Kazakhstan, Uzbekistan and Turkmenistan.</p>                                                                  | <p>Proposed</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p>              | <p><del>TKM<br/>UZB</del></p> <p><b>Originator(s):</b><br/>KAZ</p> | <ul style="list-style-type: none"> <li><del>UZB: Connection with TKM required in order to implement this route. Further studies required. Progress report to be made at <a href="#">RDGE/274</a>.</del></li> <li><del>TKM: Further studies required. Progress report at <a href="#">RDGE/27</a>.</del></li> </ul>                                                                                                                                                                                                                                                         |
|    | <b>Proposal ID :</b> 24.008                                                                                                                                                                                                                                                                                 | <b>Impl. Status:</b>                                                                                                    | <b>State(s) &amp; Org.</b>                                         | <b>Comments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

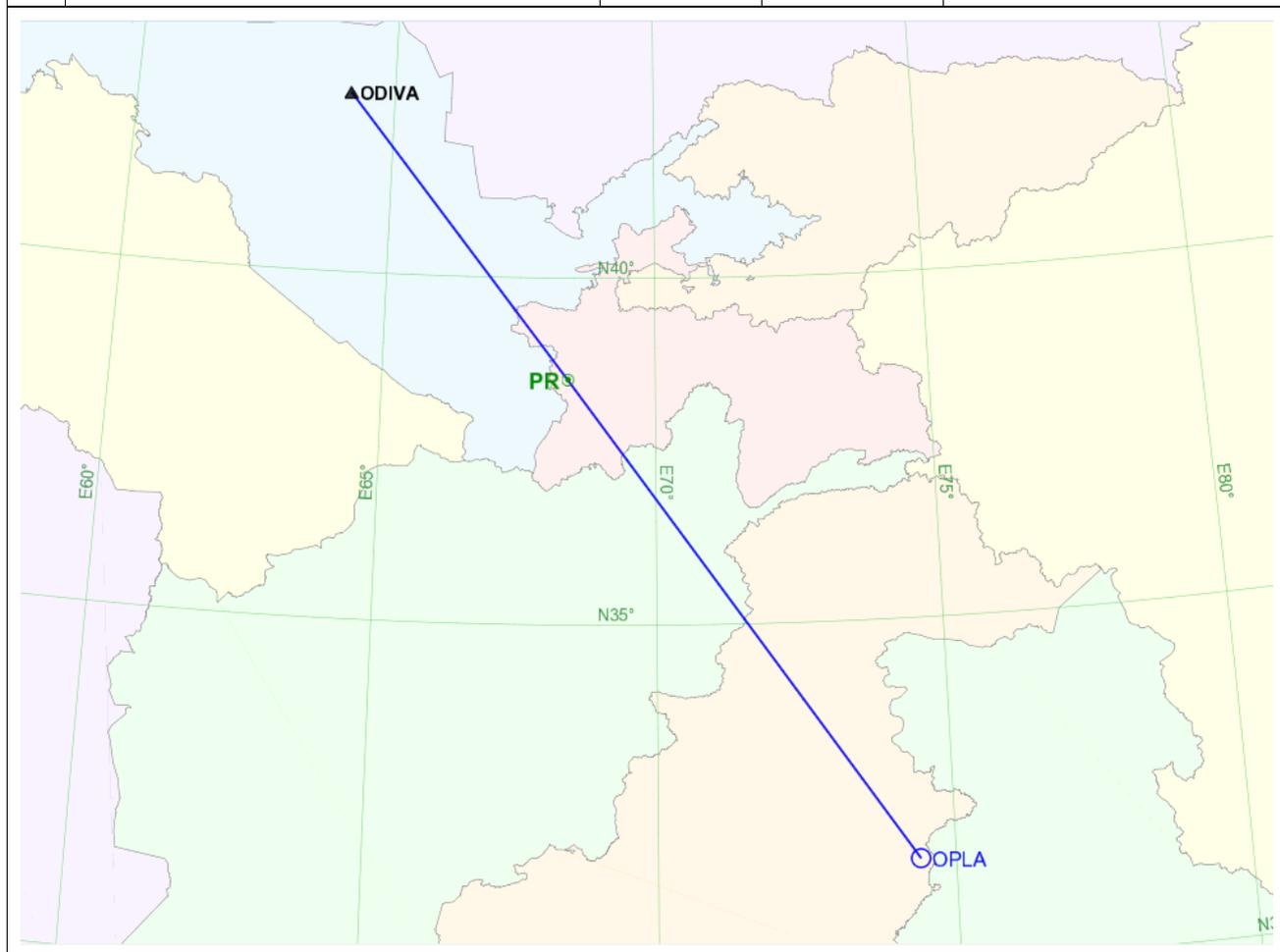
|    |                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                  |                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                  |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 46 | <p><b>Description:</b><br/>To implement bi-directional ATS route<br/><b>UTAK – AAAAA – MITOT – <del>TABASTBS</del>.</b></p> <p><b>Objective:</b><br/>To further improve the ATS route network between Turkmenistan and Iran.</p>                                                                                                              | <p><b>Proposed Planned</b><br/><b>22 JUN 2017</b></p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>TKM<br/>IRN<br/><b>Originator(s):</b><br/>TKM</p> | <ul style="list-style-type: none"> <li>• IRN and TKM to define 5LNC AAAAA on FIR boundary.</li> <li>• IRN: <i>Further studies required. Progress report at next RDGE meeting</i> <b>Ready to implement on 22 June 2017.</b></li> <li>• TKM: Ready to implement.</li> </ul>                                                                                                                                                                                                                                                                                                                     |                  |
|    | <b>Proposal ID :</b>                                                                                                                                                                                                                                                                                                                          | <b>22.044</b>                                                                                                                                    | <b>Impl. Status:</b>                                 | <b>State(s) &amp; Org.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Comments:</b> |
| 47 | <p><b>Description:</b><br/>To implement bidirectional ATS route:<br/><b>Osh [OU] (NDB Osh FIR) – Kashi [KHG] (VOR/DME Urumqi FIR)</b></p> <p><b>Objective:</b><br/><i>To improve ATS route network towards the interface between Kyrgyzstan and China.</i></p>                                                                                | <p>Proposed</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p>                                       | <p>CHN<br/>KGZ<br/><b>Originator(s):</b><br/>KGZ</p> | <ul style="list-style-type: none"> <li>• KGZ: Ready to implement.</li> <li>• CHN : Further studies will be made and progress report will be provided.</li> <li>• IATA: proposal is beneficial for operators. Support from IATA Beijing will be requested.</li> <li>• Implementation could not be progressed as NO input from China was received so far. Implementation date pending input from China. <a href="#">ICAO Paris and Bangkok requested to coordinate with CHN.</a></li> <li>• <i>Discussion at the RDGE/25 Mid-Asia SubGroup, transfer to Mid-Asia Route Catalogue.</i></li> </ul> |                  |
|    | <b>Proposal ID :</b>                                                                                                                                                                                                                                                                                                                          | <b>17.005</b>                                                                                                                                    | <b>Impl. Status:</b>                                 | <b>State(s) &amp; Org.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Comments:</b> |
| 48 | <p><b>Description:</b><br/>To implement bi-directional ATS route segment:<br/>1. <b>POMIR - SCH</b> (Sache); <del>or</del> <b>and</b><br/>2. <b>POMIR - HTN</b> (Hotan); <b>and</b><br/>2-3. <b>POMIR - KHG (KASHI).</b></p> <p><b>Objective:</b><br/>To further improve ATS route network in the interface between China and Tajikistan.</p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p>                                       | <p>CHN<br/>TJK<br/><b>Originator(s):</b><br/>TJK</p> | <ul style="list-style-type: none"> <li>• ICAO requested to coordinate this route with China through the ICAO Bangkok Office.</li> <li>• <u>Interface proposal between Tajikistan and China and should be added to APAC Route Catalogue.</u></li> <li>• <u>TJK: Propose to create one crossing point on boundary with China and to connect all three options.</u></li> <li>• CHN : Further studies will be made and progress report will be provided.</li> <li>• <i>Discussion at the RDGE/25 Mid-Asia SubGroup, transfer to Mid-Asia Route Catalogue</i></li> </ul>                            |                  |

1.6 The following reflects 11 new proposals from Tajikistan and Uzbekistan which were agreed for inclusion in the Middle Asia RDGE ATS Route Catalogue:

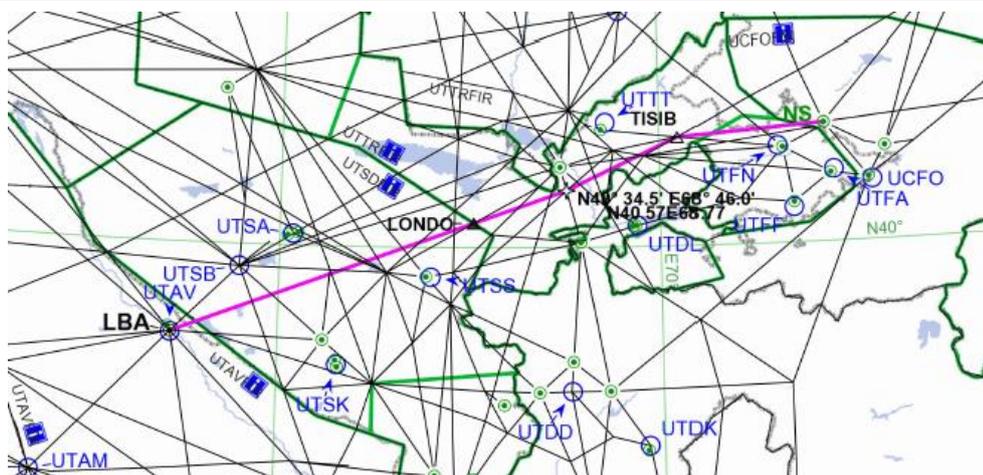
|    | Proposal ID : 26.MID.01                                                                                            | Impl. Status:                                                                                                  | State(s) & Org.                                                 | Comments:                                                                                                                                                                                                                                            |
|----|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>ATMYT - VADER</b>.</p> <p><b>Objective:</b></p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>TAJ<br/>TKM<br/>UZB</p> <p><b>Originator(s):</b><br/>TJK</p> | <ul style="list-style-type: none"> <li>• <i>TJK : Ready to implement.</i></li> <li>• <i>TKM: Further studies required and progress report at RDGE/27.</i></li> <li>• <i>UZB: Further studies required and progress report at RDGE/27.</i></li> </ul> |



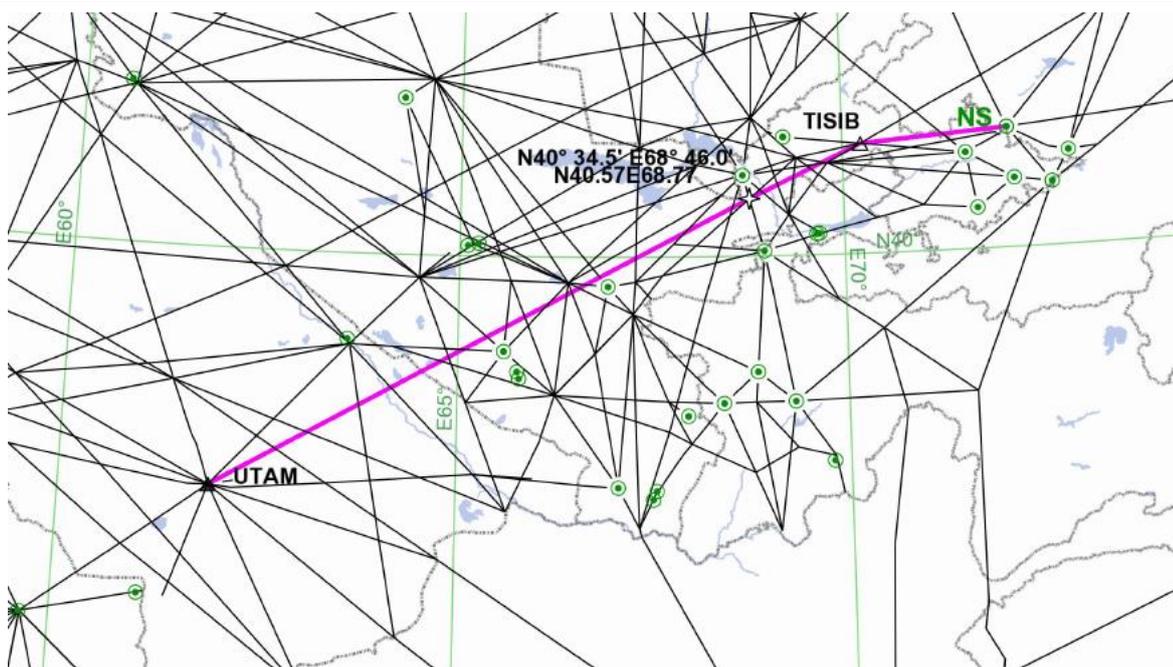
| Proposal ID : | 26.MID.02                                                                                                                  | Impl. Status:                                                                                                  | State(s) & Org.                                                                 | Comments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.            | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>OPLA (Lahore) - ODIVA</b>.</p> <p><b>Objective:</b></p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>PAK<br/>AFG<br/>TAJ<br/>UZB<br/>KAZ</p> <p><b>Originator(s):</b><br/>TJK</p> | <ul style="list-style-type: none"> <li>• <i>TJK : Ready to implement.</i></li> <li>• <i>KAZ: ODIVA on KAZ/UZB boundary.</i></li> <li>• <i>UZB: no objections but as the route continues in AFG and PAK, require further coordination with them. Current routing stops at AMDAR (5NM from Termez).</i></li> <li>• <i>TJK: Information from AFG that MLAT will be in operation May 2017; there may be progress after this implementation.</i></li> <li>• <i>ICAO Paris will coordinate with ICAO Bangkok in order to receive input from AFG and PAK.</i></li> </ul> |



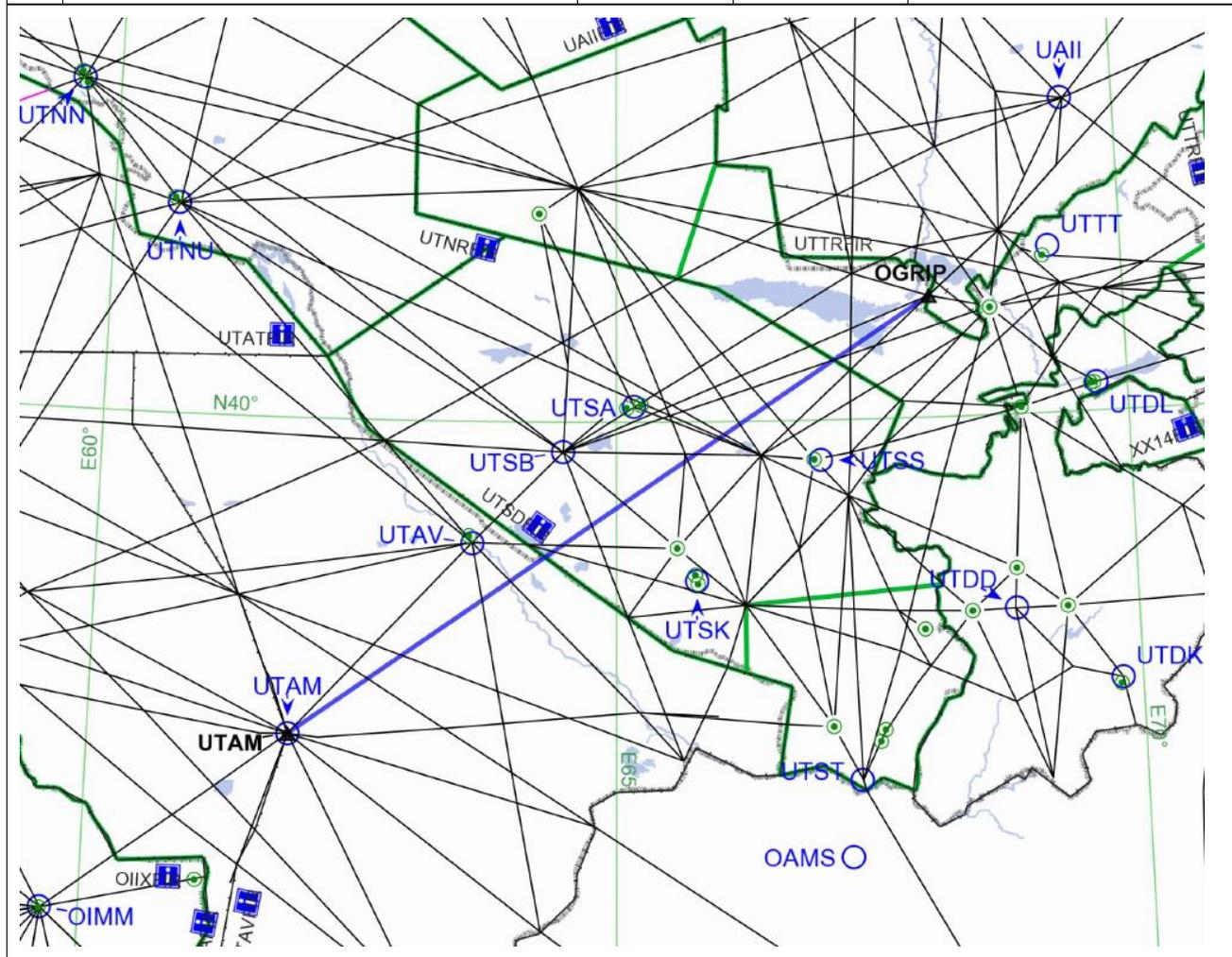
| Proposal ID : | 26.MID.03                                                                                                                                                                                                            | Impl. Status: | State(s) & Org.                                   | Comments:                                                                                                                                                                                                                                   |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.            | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>LBA – LONDO – AAAAA (N40 34 30 E068 46 00) – TISIB – NS.</b></p> <p><b>Objective:</b><br/>Savings of 7 NM when compared with current routing.</p> | Proposed      | TKM<br>UZB<br>KGZ<br><b>Originator(s):</b><br>UZB | <ul style="list-style-type: none"> <li>• UZB: proposal to streamline routings, currently provide DCTs to operators whenever possible.</li> <li>• TKM: To use Chard-LONDO instead of LBA-LONDO. UZB will connect from this point.</li> </ul> |



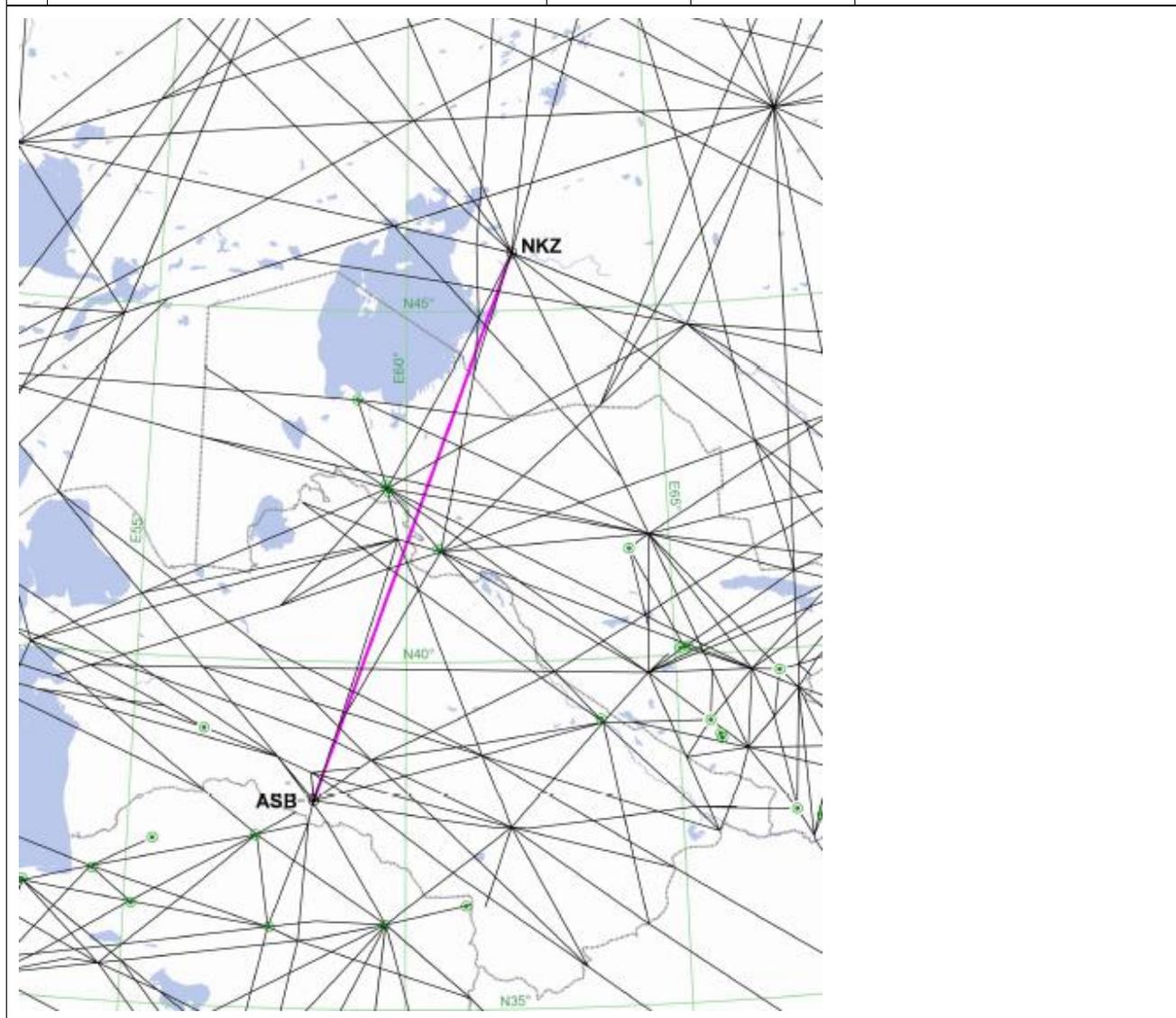
| Proposal ID : | 26.MID.04                                                                                                                                                                                                     | Impl. Status: | State(s) & Org.                                   | Comments:                                                                                                                                                       |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.            | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>UTAM – AAAAA (N40 34 30 E068 46 00) – TISIB –NS.</b></p> <p><b>Objective:</b><br/>Savings of 14 NM when compared with current routing.</p> | Proposed      | TKM<br>UZB<br>KGZ<br><b>Originator(s):</b><br>UZB | <ul style="list-style-type: none"> <li>• UZB : TISIB-NS exists in MIDASIA Catalogue.</li> <li>• TKM : Further studies required. Progress at RDGE/27.</li> </ul> |



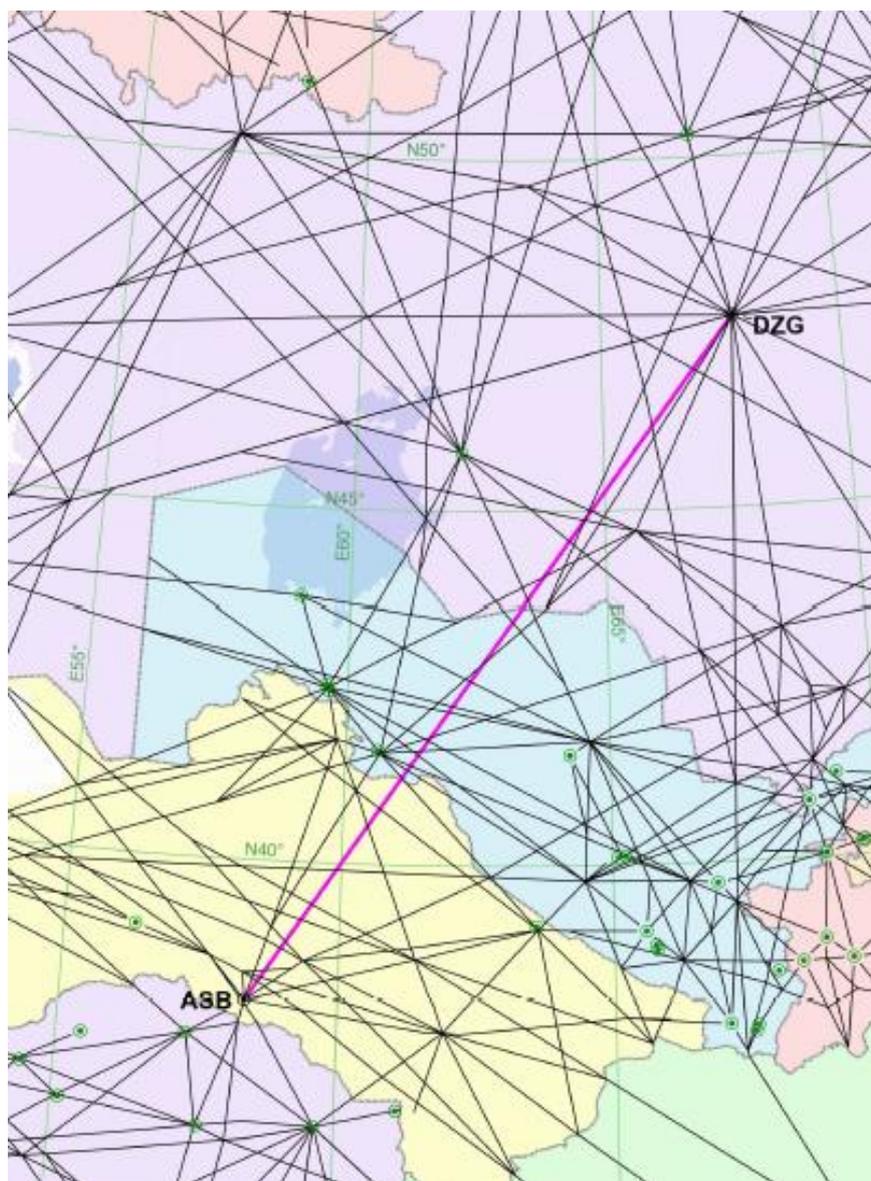
|    | Proposal ID : 26.MID.05                                                                                                                                                   | Impl. Status:                                                                                                  | State(s) & Org.                                         | Comments:                                                                                                                                                         |
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| 5. | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>UTAM – OGRIP</b>.</p> <p><b>Objective:</b><br/>Savings of 7 NM when compared with current routing.</p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>TKM<br/>UZB</p> <p><b>Originator(s):</b><br/>UZB</p> | <ul style="list-style-type: none"> <li>• UZB: after OGRIP existing routes will be used.</li> <li>• TKM: Further studies required. Progress at RDGE/27.</li> </ul> |



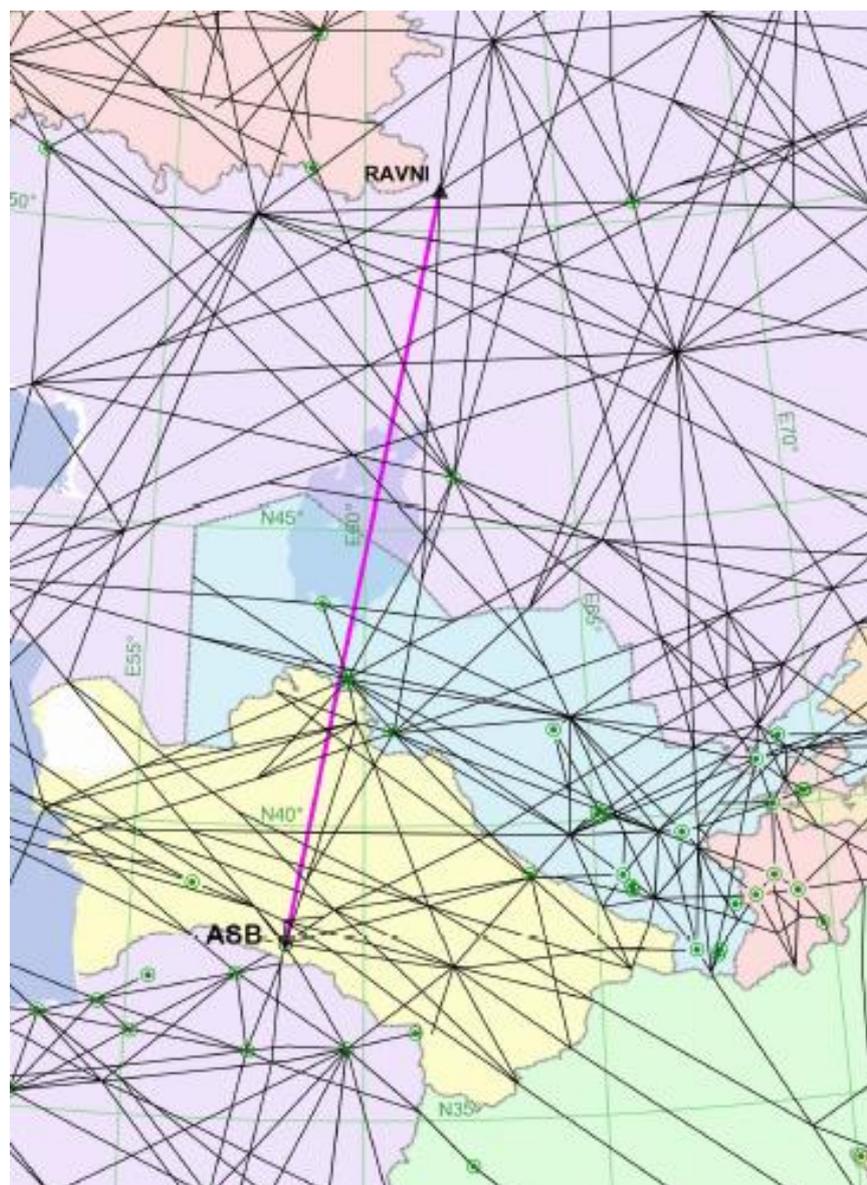
|    | Proposal ID : 26.MID.06                                                                                                                                                | Impl. Status:                                                                                                  | State(s) & Org.                                                 | Comments:                                                                                                                                                                                                                                                                                                                                                                                           |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6. | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>ASB – NKZ</b>.</p> <p><b>Objective:</b><br/>Savings of 6 NM when compared with current routing.</p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>TKM<br/>UZB<br/>KAZ</p> <p><b>Originator(s):</b><br/>UZB</p> | <ul style="list-style-type: none"> <li>• KAZ: Currently DCTs are given whenever possible in order to support cross-polar operations. Ready to implement but require information on southern connection with UZB/TKM.</li> <li>• UZB: Ready to implement but require coordination with TKM to agree on FIR boundary point.</li> <li>• TKM: Further studies required. Progress at RDGE/27.</li> </ul> |



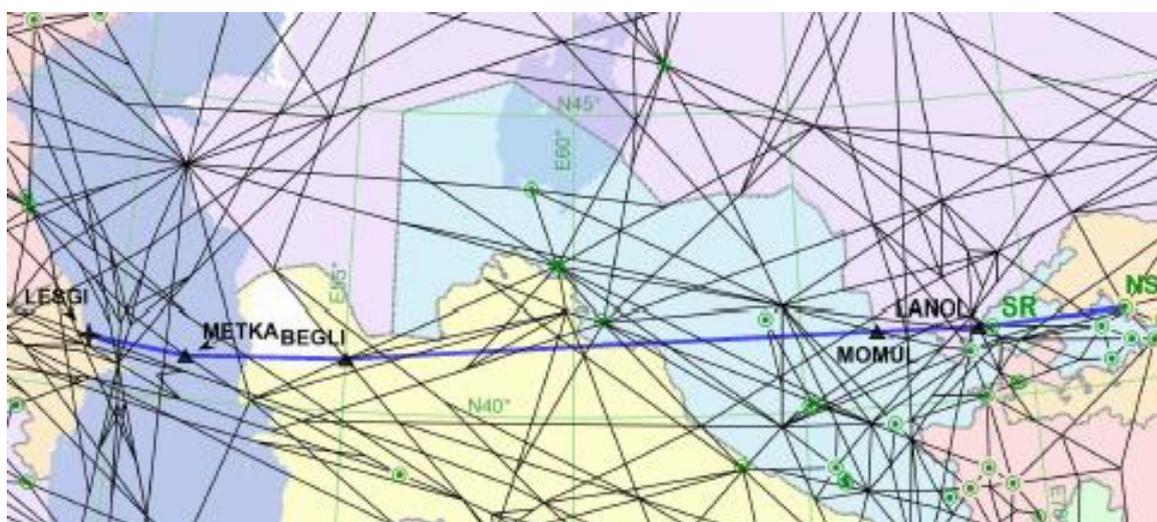
|    | Proposal ID : 26.MID.07                                                                                                                                                                                                                                               | Impl. Status:                                                                                                  | State(s) & Org.                                                 | Comments:                                                                                                                                                                                                           |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7. | <p><b>Description:</b><br/>To implement bidirectional ATS route:</p> <ol style="list-style-type: none"> <li>1. <b>ASB – DZG</b>; or</li> <li>2. <b>ASB – MIMRI – DZG</b>.</li> </ol> <p><b>Objective:</b><br/>Savings of 6 NM when compared with current routing.</p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>TKM<br/>UZB<br/>KAZ</p> <p><b>Originator(s):</b><br/>UZB</p> | <ul style="list-style-type: none"> <li>• KAZ: MIMRI-DRG already exists. New FIR boundary point between KAZ and UZB to be created.</li> <li>• UZB and TKM: Further studies required. Progress at RDGE/27.</li> </ul> |



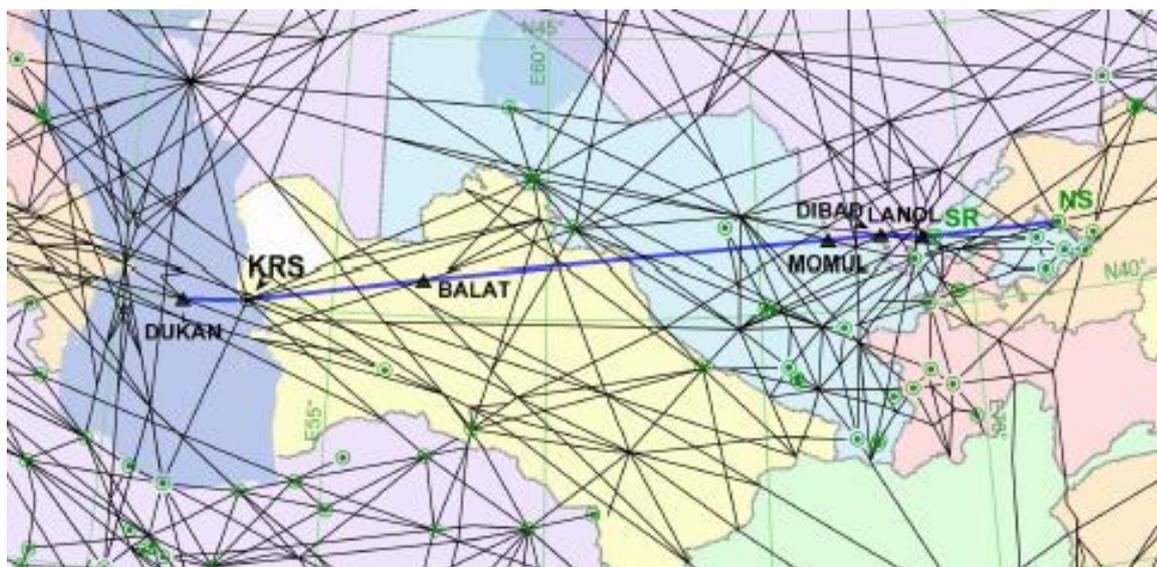
| Proposal ID : | 26.MID.08                                                                                                                                                                 | Impl. Status:                                                                                  | State(s) & Org.                                   | Comments:                                                                                                                                                                                                                                               |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8.            | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>ASB – RAVNI</b>.</p> <p><b>Objective:</b><br/>Savings of 15 NM when compared with current routing.</p> | Proposed                                                                                       | TKM<br>UZB<br>KAZ<br><b>Originator(s):</b><br>UZB | <ul style="list-style-type: none"> <li>• KAZ: Ready to implement.</li> <li>• UZB: Ready to implement but require coordination with TKM to agree on FIR boundary point.</li> <li>• TKM: Further studies required. Progress report at RDGE/27.</li> </ul> |
|               |                                                                                                                                                                           | <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> |                                                   |                                                                                                                                                                                                                                                         |



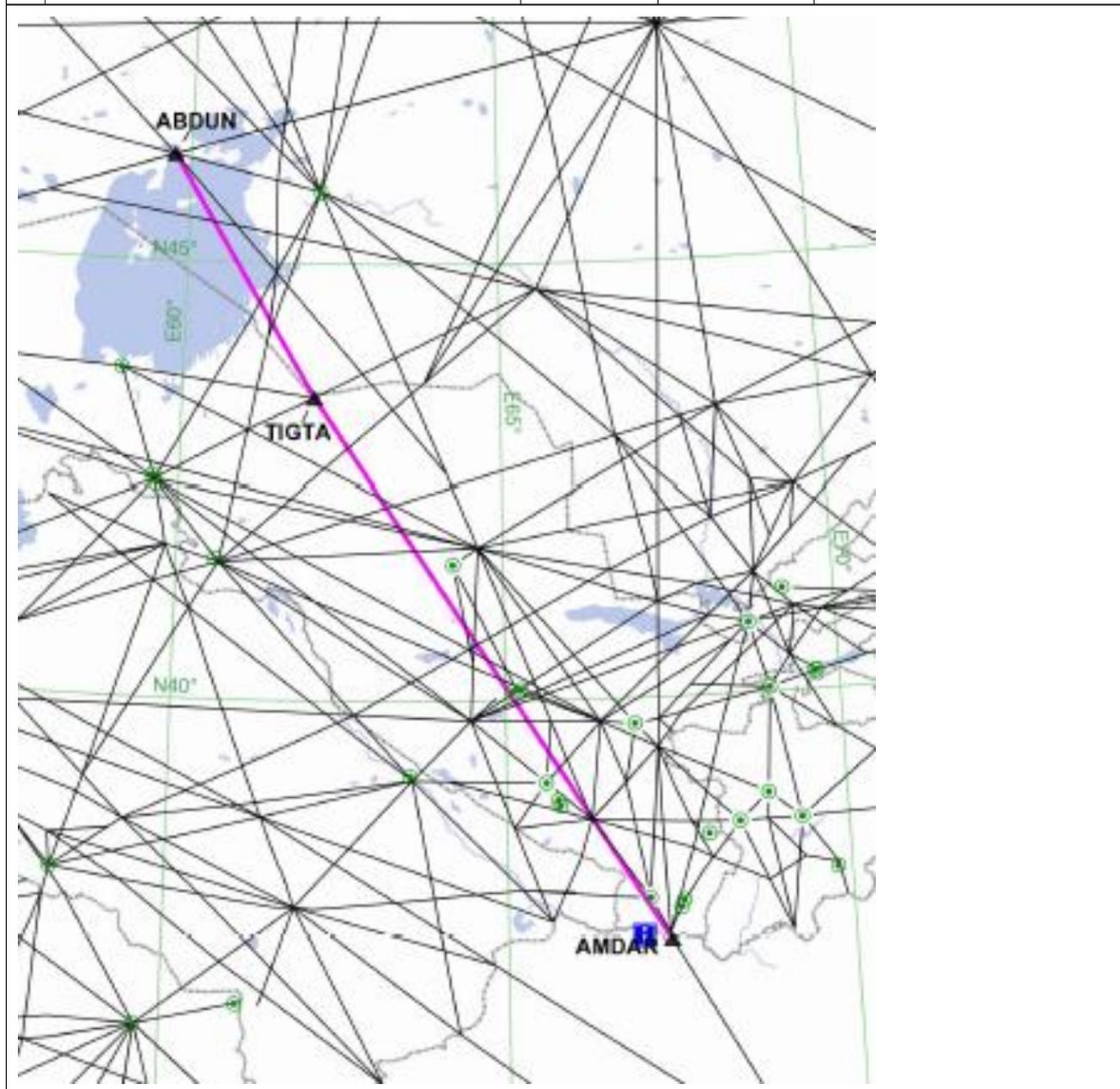
| Proposal ID : | 26.MID.09                                                                                                                                                                                                                                                                                                                                 | Impl. Status:                                                                                                  | State(s) & Org.                                                                 | Comments:                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9.            | <p><b>Description:</b><br/>To implement bidirectional ATS route:<br/>a. <b>LESGI – METKA – BEGLI – MOMUL – LANOL – SR – NS;</b> or<br/>b. <b>DUKAN (RODAR)– KRS – BALAT – MOMUL – DIBAD – LANOL – SR - NS.</b></p> <p><b>Objective:</b><br/>Savings of 33 NM when compared with current routing for option a. and 22 NM for option b.</p> | <p>Proposed</p> <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>AZE<br/>TKM<br/>UZB<br/>KAZ<br/>KGZ</p> <p><b>Originator(s):</b><br/>UZB</p> | <ul style="list-style-type: none"> <li>• KAZ: Due to delegation of airspace to neighbours, higher level discussions required.</li> <li>• AZE: Propose straight line BEGLI to LEYLA, and create new point on the FIR border. Need to coordinate with TKM.</li> <li>• TKM: Further studies required. Progress report at RDGE/27.</li> <li>• UZB: Ready and interested to implement any option.</li> </ul> |



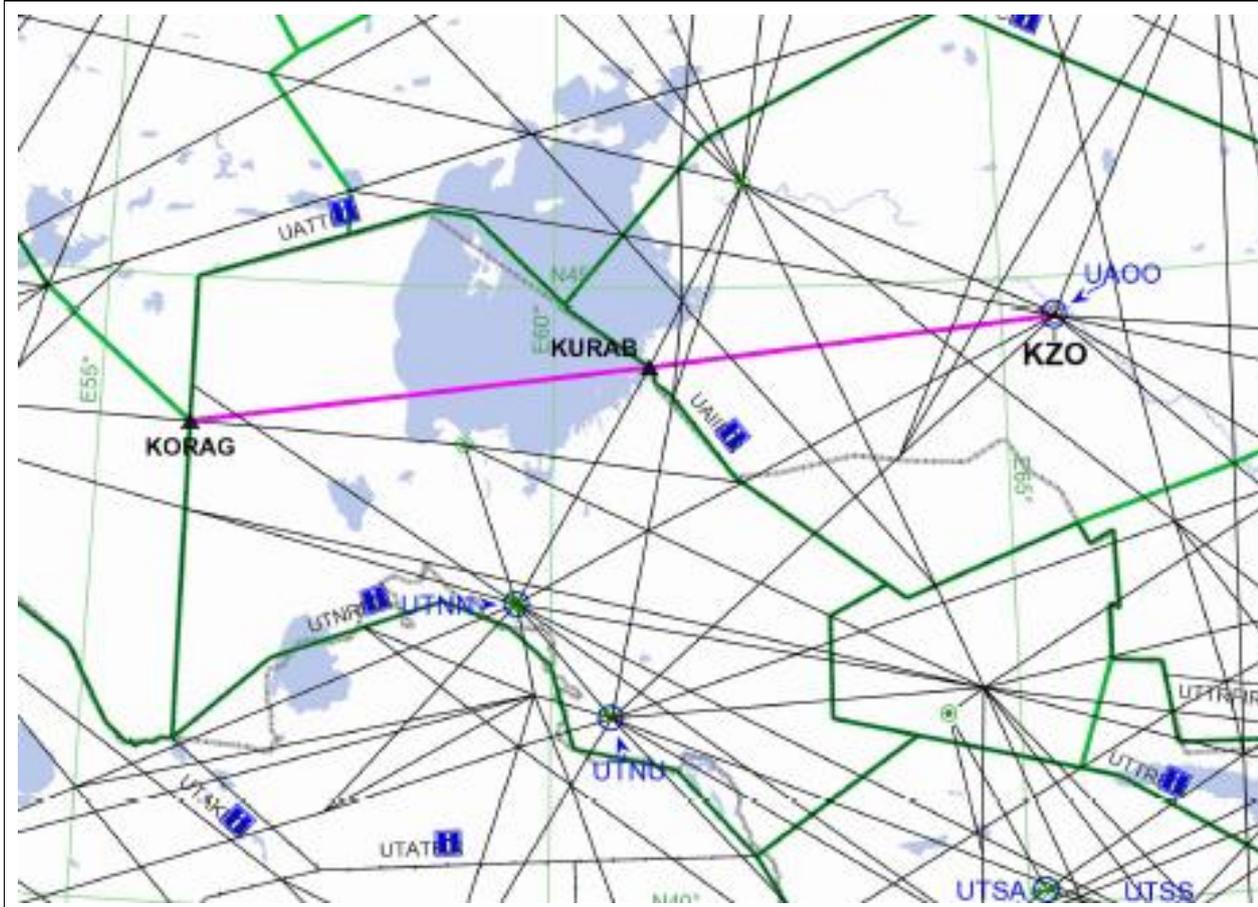
OR



|     | Proposal ID : 26.MID.10                                                                                                                                                            | Impl. Status:                                                                                                                             | State(s) & Org.                                         | Comments:                                                                                                                                                                            |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10. | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>AMDAR – TIGTA – ABDUN</b>.</p> <p><b>Objective:</b><br/>Savings of 6 NM when compared with current routing.</p> | <p>Planned<br/>9 NOV or 7<br/>DEC 2017</p> <p><b>Project Group:</b><br/>SG<br/>MIDASIA</p> <p><b>Project Category:</b><br/>ATS Routes</p> | <p>UZB<br/>KAZ</p> <p><b>Originator(s):</b><br/>UZB</p> | <ul style="list-style-type: none"> <li>• UZB: Ready to implement.</li> <li>• KAZ: Ready to implement.</li> </ul> <p>Will be included in PBN implementation package for end-2017.</p> |



| Proposal ID : | 26.MID.11                                                                                                                                                                                    | Impl. Status: | State(s) & Org.                            | Comments:                                                                                                                                                                                                                                                                      |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11.           | <p><b>Description:</b><br/>To implement bidirectional ATS route <b>KORAG – KURAB (or AKALI) – KZO</b>.</p> <p><b>Objective:</b><br/>Savings of 19 NM when compared with current routing.</p> | Proposed      | UZB<br>KAZ<br><b>Originator(s):</b><br>UZB | <ul style="list-style-type: none"> <li>UZB: Proposed as alternative to proposal 88.035/24.003.</li> <li>KAZ: Further studies required. Progress report at RDGE/27.</li> </ul> <p><b>Related proposals:</b></p> <ul style="list-style-type: none"> <li>88.035/24.003</li> </ul> |



1.7 The delegation from Uzbekistan expressed their interest to take part in future improvements to the ATS route structure together with Turkmenistan and I. R. Iran. In this respect, it was agreed that I.R. Iran would present their proposals at RDGE/27.

1.8 The Rapporteur of the Subgroup expressed his appreciation to all participants of the Subgroup for their efforts in providing active contributions and fruitful discussions at the Subgroup session. The absence of delegations from Afghanistan, P. R. China, Kyrgyzstan and Pakistan was regretted and it was hoped that all delegations would be able to participate and report significant progress at the RDGE/27 meeting.

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