

MID RNP/RNAV TF/5-REPORT
APPENDIX 5A

S/No	EMARSSH ROUTES	DESCRIPTION	REMARKS
1	AS1	TVM 2020N 06038E	Agreed to at EMARSSH TF/2, however this route was not economically feasible to airlines and Oman indicated that it would violate sensitive airspace. Therefore the meeting adopted the IATA proposal to converge AS1 and AS2 at the Muscat FIR boundary.
2	AS2	CLC 2020N 06038E	Agreed to at EMARSSH TF/2 and adopted by EMARSSH TF/3.
3	AS3	BBG 2100N 06126E	Agreed to at EMARSSH TF/2 and adopted by EMARSSH TF/3.
4	AS4	BBM 2140N 06214E	Agreed to at EMARSSH TF/2 and adopted by EMARSSH TF/3.
5	AS5	MAROB CBH	Agreed to at EMARSSH TF/2
6	AS6	BILAT CBH	Agreed to at EMARSSH TF/2
7	AS7	BILAT PG	Agreed to at EMARSSH TF/2; Single direction westbound.
8	AS8	1950N 07100E 2210N 06830E SAPNA	Agreed to at EMARSSH TF/2
9	AS9	MUMBAI XXN YYYE KARACHI	Agreed to at EMARSSH TF/2
10	AS10	HAI MUMBAI	To be considered in connection with the implementation of RVSM and in consultation between India and Oman. IATA to provide projected numbers of flights that would use this route.

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S/No	EMARSSH ROUTES	DESCRIPTION	REMARKS
11	AS11	2020N 06038E - ETUKO	
12	AS12	2020N 06038E Abeam IZK - AUH	Single direction
13	AS13	BBI HAI	To be considered in connection with the implementation of RVSM and in consultation between India and Oman. However, even using RVSM this route will conflict with traffic flows to Male and Seychelles and will most likely carry restricted altitudes. IATA to provide projected numbers of flights that would use this route.
14	AS14	2100N 06126E ETUKO	
15	AS15	2140N 06214E ETUKO	
16	AS16	2100N 06126E IZK	Single direction
17	AS17	SUR - 2020N 06038E	Single direction
18	AS18	2100N 06126E SUR	
19	AS19	2140N 06214E IZK	Single direction
20	AS20	2140N 06214E MCT	
21	AS21	2140N 06214E PAPAR	This route segment links AS4 with the Iranian PERSIAN 1 resulting in an efficient routing between Europe and India/Indonesia. Oman will consider providing additional transitions from AS-2 and AS-3 to join with AS21 if there is a

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S/No	EMARSSH ROUTES	DESCRIPTION	REMARKS
			formal request from IATA.
22	PERSIAN 1	SHJ SYZ - UMH	Proposed by IR of Iran and agreed to by IATA
23	PERSIAN 2	SHJ SYZ ULDUS	Proposed by IR of Iran and agreed to by IATA
24	PERSIAN 3	DASIS - SOKAM	Proposed by IR of Iran and agreed to by IATA
25	AR1	HAI KIA	This route will require coordination with military as it impacts military training airspace.
26	AR2	SOBAS TBK NWB RASDA KAVOS	This route will require coordination with military as it impacts military training airspace west of TBK. IATA to provide projected numbers of flights that would use this route. A concern was voiced that after a similar routing of UL550 was recently implemented it was not being flown. Therefore IATA was asked to provide projected numbers of flights for this route combination as well.
27	AR3	TOTAD AJF TONTU LEBOR ALSUS	Alignment of this route was agreed in principle to the need for a parallel operation to G669/R785 that avoids the bottleneck at KTN. However, this must be discussed further among the affected States and IATA.

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Legend

AJF	Al Jouf	KIA	King Khaled
AUH	Abu Dhabi	KN	Kandahar
BBI	Bellary	NWB	Nuweibaa
BBG	Bangalore	PG	Panjgur
BBM	Belgaum	SHJ	Sharjah
CBH	Chah Bahar	SYZ	Shiraz
CLC	Calicut	TBK	Tabuk
GAS	Gassim	TBZ	Tabriz
HAI	Haima	TVM	Trivandrum
HIL	Hail	UMH	Uromiyeh
IZK	Izki		