



International Civil Aviation Organization

**The Seventh Meeting of the Asia/Pacific Aeronautical Information Services –
Aeronautical Information Management Implementation Task Force
(AAITF/7)**

Ha Noi, Viet Nam, 13 – 16 March 2012

Agenda Item 3: Review of Air Navigation Deficiencies in the AIS Field

PROMULGATION OF ATS ROUTE DESIGNATORS

(Presented by the Secretariat)

SUMMARY

This paper presents information on appropriate procedures and associated policy for promulgating ATS route designators.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

Global Plan Initiatives:

GPI-12 Functional integration of ground systems with airborne systems

GPI-18 Aeronautical information

GPI-20 WGS-84

1. INTRODUCTION

1.1 ATS Route Designators are governed by the provisions of Annex 11, Appendix 1, an excerpt of which is provided in **Appendix A**.

1.2 Annex 11, Appendix 1 provides for non-regional or ‘domestic’ designators and regional designators.

1.3 At present, the International Codes and Routes Designators (ICARD) system only allows the ICAO European and North Atlantic (EUR/NAT) Office based in Paris to allocate regional ATS route codes using this tool. The ICAO Asia/Pacific (APAC) Office uses a manual system of code allocation until the automated ICAO feature becomes available in this Region.

2. DISCUSSION

2.1 On 8 February 2012, the EUR/NAT Office contacted the APAC Office to pass on concerns from airlines and electronic data processing organisations that two APAC States had been using domestic route indicators with an alphanumeric code that included a zero (‘0’) as the first number (V001-V029 and V10-V021).

2.2 Regarding the matter of a leading zero, Annex 11, Appendix 1 is not clear as it simply specifies the number sequence must be 'from 1 to 999'. However, given the problems that a leading zero before any one or two digit number presents to automated systems, the Regional Office has implemented the following policy:

ATS route proposals should be considered for designation as RNAV routes and not conventional routes wherever possible, while three numbers should be used, not one or two. The use of a zero ('0') should not be used as the first number.

2.3 Further concern was expressed by the EUR/NAT correspondents that the number of ATS route designator characters should be minimized, and that domestic routes should be coordinated with the Regional Office. The maximum number of characters is only stated as being a maximum of six, and is recommended as being no more than five.

2.4 The Regional Office is using a standard format of one letter and three numbers to equal **four** characters in total. Given the need to minimize characters, the Regional Office will not normally assign two letters such as 'UL' in a route designator as that would equal the maximum number of recommended characters, unless this is necessary.

2.5 The current APAC route allocation table sourced from a HQ instruction dated 3 December 1982 is reproduced in Table 1.

Letter	Number Blocks			
Conventional (A, B, G, R – ref Appendix 2, Annex 11)	200-224	325-349	450-474	575-599
RNAV (L, M, N, P)	500-524	625-649	750-774	875-899

2.6 Regarding domestic ATS routes (codes H, J, V, W for non-RNAV routes and Q, T, Y, Z for RNAV routes), these do not need to be coordinated with the Regional Office, unless they affect other States such as when a near-boundary or boundary operation is planned, as the APAC Regional Air Navigation Plan (Doc 9673) only contains regional routes. However, States must comply with the designation provisions of Annex 11 for both regional and domestic routes, unless they have filed a difference to the standard under Article 38 of the ICAO Convention (Doc 7300) for matters concerning their sovereign territory.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the relevant standards and policy; and
- c) discuss any relevant matters as appropriate.

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Annex 11, Appendix A Excerpt

2.1 *The ATS route designator shall consist of a basic designator supplemented, if necessary, by:*

- a) one prefix as prescribed in 2.3; and*
- b) one additional letter as prescribed in 2.4.*

2.1.1 *The number of characters required to compose the designator shall not exceed six characters.*

2.1.2 *The number of characters required to compose the designator should, whenever possible, be kept to a maximum of five characters.*

2.2 *The basic designator shall consist of one letter of the alphabet followed by a number from 1 to 999.*

2.2.1 *Selection of the letter shall be made from those listed hereunder:*

- a) A, B, G, R for routes which form part of the regional networks of ATS routes and are not area navigation routes;*
- b) L, M, N, P for area navigation routes which form part of the regional networks of ATS routes;*
- c) H, J, V, W for routes which do not form part of the regional networks of ATS routes and are not area navigation routes;*
- d) Q, T, Y, Z for area navigation routes which do not form part of the regional networks of ATS routes.*

2.3 *Where applicable, one supplementary letter shall be added as a prefix to the basic designator in accordance with the following:*

- a) K to indicate a low-level route established for use primarily by helicopters;*
- b) U to indicate that the route or portion thereof is established in the upper airspace;*
- c) S to indicate a route established exclusively for use by supersonic aircraft during acceleration, deceleration and while in supersonic flight.*