

PART D

**METHODOLOGICAL NOTES
AND POSSIBLE REFINEMENTS**

A. METHODOLOGICAL NOTES

1. This section offers a detailed description of the methodology used by the Secretariat to assess the degree of liberalization of air transport regimes globally with its the QUASAR methodology. It seeks to provide all the information necessary to reproduce the Secretariat's computations.

2. By providing, as far as possible, an "open source" methodology, the Secretariat's intent is to allow any interested researcher or practitioner to extend, correct and, more generally, improve its analysis. It should thus be possible, for example, to code ASAs that are not part of the current ICAO sample or to introduce changes to the ones presently coded, to take into account additional market access elements (e.g. routes) or to disregard some of those currently considered, or to weight the various market access elements differently.

3. The Secretariat stands ready to share the underlying QUASAR Excel data sheets on demand. It should be noted that, even if substantially manipulated, a significant portion of the data therein is drawn from the ICAO WASA database, 2005 edition, and, hence, the object of copyright protection.¹ Similarly, traffic data have been kindly provided by IATA on the understanding that exact passenger numbers would remain confidential and that only traffic ranges would be disclosed.²

4. This section is organized in five parts. Part 1 describes the scope of the bilateral ASAs analysed and the qualifications introduced to the information contained in the WASA. Part 2 explains the weighting system and construction of the Air Liberalisation Index, and part 3 discusses the identification of "types" of bilateral ASAs. The choice of traffic data is described in part 4, while part 5 illustrates the additional indicators selected.

1. Scope of the analysis

5. As explained in Part A of the present document, the Secretariat's analysis is based on the information contained in the ICAO WASA database, 2005 CD-Rom edition. This database contains codified summaries of the main provisions of all bilateral ASAs filed with ICAO by its Contracting States³, as well as, for the first time in the 2005 edition, of a number of ASAs identified by ICAO *proprio motu*. In addition, differently from previously issued paper compendia of the WASA database, the CD-ROM version includes also the facility to search the database, a feature which, in itself, has proved key in enabling the Secretariat to carry out its analysis.

6. The 2005 version of the WASA contains over 2200 bilateral ASAs. While this is a major undertaking on the part of ICAO and represents what is acknowledged as the best and most complete publicly available source of information about the contents of the agreements⁴, the database does have limitations in terms of its scope.

¹ The ICAO WASA Database can be purchased from:
<http://icaodsu.openface.ca/documentItemView.ch2?ID=9515>

² Should Members have an interest in obtaining, against payment, more detailed statistical data, they should contact IATA's Business Intelligence Services at: bis@iata.org

³ In reality, WASA 2005 also contains data on territories that are not ICAO Contracting States, i.e. American Samoa; Aruba; Hong Kong, China; Macao, China; Netherlands Antilles and Tuvalu. At the same time, WASA does not cover all 189 ICAO Contracting States, as it contains no information about Andorra, Belize, Eritrea, Kiribati, Micronesia (Federated States of), Monaco, Palau, Saint Vincent, San Marino, Tajikistan and Timor Leste. Throughout the present document, the countries and territories contained in the WASA database have been referred to as Contracting States.

⁴ Airline Business, April 2006.

7. The practice of registering bilateral agreements with ICAO has apparently declined in recent times, despite an obligation to this effect under the Chicago Convention.⁵ The number of agreements registered with ICAO is estimated to represent about 60 per cent of all active agreements.⁶ Recognizing the gravity of this problem, ICAO has begun to seek unregistered agreements and to include them in its WASA database. The 2005 version of the WASA contains 133 unregistered agreements.⁷

8. The Secretariat has focused solely on ASAs covering scheduled passenger services. Whereas the WASA database also contains information about non-scheduled services and cargo, the relevant clauses are often not coded independently.⁸ In the case of cargo, for instance, apart from a few all-cargo clauses, the WASA coding refers indistinctly to "services for the carriage of passengers, their baggage, cargo and mail".

9. In some instances, the information generated by the WASA database has had to be altered or qualified, either in respect of the ASAs considered or in respect to the coding of their main features, in order to try to address a number of the database's shortcomings.

(a) Qualifications to the Air Services Agreements included in the WASA

10. Unless there has been a formal amendment or denunciation of a bilateral agreement previously notified to ICAO, it is still contained in the WASA database. As a result, the 2005 edition includes also a number of outdated agreements. Cases in point are the ASAs concluded between EC Member States, which were superseded by the introduction of the third and final Commission liberalization package.⁹ Since then, the EC operates as a quasi-domestic market, where, for instance, stand-alone cabotage (i.e., the so-called ninth freedom) is permitted and all restrictions on foreign ownership are lifted vis-à-vis nationals of EC Member States. In view of these considerations, the Secretariat excluded all intra-EC ASAs contained in the WASA database from the analysis.

11. A second qualification concerns those ASAs concluded by States which are no longer in existence or which have been renamed. In the case of the USSR, Czechoslovakia and Yugoslavia, the corresponding bilaterals have been reallocated, respectively, to the Russian Federation (major traffic point and former capital city being Moscow), the Czech Republic (major traffic point and former capital city being Prague) and Serbia and Montenegro (major traffic point and former capital city being Belgrade). ASAs registered under Zaire have been listed under the Democratic Republic of Congo.

12. The names of a number of ICAO Contracting States as recorded in the WASA (i.e. often in abbreviated format) have also been changed, to bring them more in line with standard WTO

⁵ See, in particular, Appendix A of Resolution 18 adopted at the ICAO Assembly of 2004, which states: "[...] the Assembly has repeatedly stressed the obligation of each Contracting State to comply with Article 83 of the Convention by registering with the Council as soon as possible all arrangements relating to international civil aviation, in accordance with the Rules for Registration with ICAO of Aeronautical Agreements and Arrangements".

⁶ Airline Business, April 2006.

⁷ Such non-registered agreements are identified in the WASA database by an "N" before the agreement number.

⁸ The WASA database (2005) contains only seven agreements covering non-scheduled services independently of any other agreement between the parties concerned, which would have rendered a non-scheduled-only sample too small.

⁹ For a fuller discussion, see compilation, page 207.

terminology.¹⁰ Reference to WTO practice, rather than ICAO practice, has also been made when defining geographical regions.¹¹

13. In some cases, the WASA contains more than one bilateral ASA between the same two parties. This has sometimes, but not exclusively, resulted from the reorganization of States.¹² In deciding which ASAs should be considered for the purposes of the analysis, the Secretariat has retained the most recent agreement, except where it pertains to non-scheduled services, in which case the – earlier – bilateral agreement covering scheduled services has been retained.

(b) Qualifications to ICAO's coding of Air Services Agreements

14. The WASA database contains ASAs which have been amended but are still recorded in their outdated version.¹³ This is due, in part, to inadequate notification with ICAO, and, in part, to the time lag between the conclusion of a bilateral and its inclusion in the WASA database by ICAO.¹⁴

15. In order to replace these outdated ASAs with the most recent versions, the WTO Secretariat would have required the text of the bilaterals concerned in order to code their main market access features. Such an exercise would have absorbed significant time and resources, and would have inevitably ended up being geographically and linguistically biased. The Secretariat has, therefore, relied on the information as contained in the WASA database, which, at any rate, remains the best available source of coded information about bilateral ASAs. For the same reason, bilaterals not recorded by ICAO in the WASA have been disregarded, and no attempt has been made to rely on the WASA coding to chart historical developments in bilateral aviation policies.

16. One additional qualification with regard to the WASA coding is that commercially sensitive market access information (for example, about capacity limitations) is normally contained in confidential memoranda of understanding or exchanges of notes that are not filed with ICAO alongside the text of the ASA, and are hence not reflected in ICAO's coding. Furthermore, while there may not be an explicit agreement to modify the terms of an ASA, application in practice may in certain instances be more liberal. For example, changes in the ownership structure of an airline may contravene the terms agreed in the withholding/designation clause of a given bilateral, but the Contracting State concerned may decide not to raise objections or to grant a waiver.

17. The WASA also contains coded information on routes exchanged.¹⁵ However, the ICAO Secretariat acknowledges that this information is, in most cases, not very easily quantifiable, as it is difficult to assess the openness or restrictiveness of certain routes. In order to interpret the existing provisions, rights or restrictions under a route schedule, it would be necessary to revert to the text of

¹⁰ Aside from abbreviations, changes have concerned: Hong Kong, China (changed from China, Hong Kong SAR); Macao, China (changed from China, Macao SAR); Kyrgyz Republic (changed from Kyrgyzstan); Moldova (changed from Republic of Moldova); Slovak Republic (changed from Slovakia); Tanzania (changed from United Republic of Tanzania); Bolivarian Republic of Venezuela (changed from Venezuela).

¹¹ Seven regions have been identified: Africa; Asia and Oceania; Commonwealth of Independent States; Europe; Middle East; North America; South and Central America and the Caribbean.

¹² ASAs concluded by the former German Democratic Republic, for instance, are listed under Germany.

¹³ Information about new or amended ASAs can be sketchily gathered from specialized journals and the press.

¹⁴ On average, there seems to be a four-year lag between the conclusion of an ASA and its appearance in the WASA database. The most recent ASA contained in the 2005 WASA edition, which became available in May 2006, dates from February 2003.

¹⁵ An ASA "usually contains route schedules and frequently contains conditions, some in the form of restrictions, which attach to some or all of the agreed routes or to the exercise of rights along those routes." (WASA Explanatory Notes, page 11).

the bilateral in question. In light of these difficulties, the information on routes contained in the WASA has been disregarded in the QUASAR.

18. In some instances, the ICAO Secretariat has been unable to code the market access clauses of some bilaterals, because of ambiguity, lack of information or insufficient detail in the text of the agreement. In these cases, the WTO Secretariat has attributed a weight of zero to the feature concerned (see below). In other instances, coding errors have been identified and accordingly corrected.¹⁶

2. Weighting system – Air Liberalisation Index

19. Using the bilateral ASA sample as modified, the Secretariat proceeded with the construction of an index of openness of ASAs. The WASA database does contain a rudimentary classification of bilaterals, i.e. traditional, transitional and full liberalization, which corresponds to the classification of agreements found in ICAO's Template of Air Services Agreements. However, the near-totality of the bilaterals contained in the WASA database falls within the traditional category (1982 out of 2201), with only 154 classified as transitional and 65 as full liberalization. Such a categorization was deemed to be too aggregated to allow for a detailed study of the openness of bilaterals, and the Secretariat has consequently embarked on the creation of its own index, the ALI.

20. This task involved three major steps: (a) the selection, amongst the main clauses coded in the WASA database, of the market access features deemed to be the most relevant indicators of openness; (b) the assessment of the relative importance of each feature in the ALI; and (c) a detailed assessment of the WASA coding of the variants of each market access feature in order to determine their relative weights.

21. Conscious of the degree of arbitrariness involved in any such exercise, in particular with regard to the assignment of relative weights, the Secretariat has devised, in addition to its "standard" weighting system, three additional ones, each giving comparably more weight to one specific market access feature. These non-standard weighting systems are intended to accommodate three specific geographical and economic situations that may influence the value placed on the different market access features of bilaterals. The three situations and their associated weighting methods are explained under section (d).

22. The entire selection and weighting exercise has been undertaken in consultation with a group of professionals, government experts, international civil servants and academics, all involved in the aviation industry.

(a) Selection of market access features

23. The features of ASAs taken into account in the ALI are (in parenthesis, the paragraph containing the definition of the clause in the Explanatory Notes of the WASA database):

1. **Grant of rights**, i.e. the right to carry out services between the two Contracting States (30). In particular, and as explained in Part A of the present document (see, in particular, Table A2), the following rights have been taken into account:
 - a. Fifth freedom rights (30.2)
 - b. Seventh freedom rights (30.4)

¹⁶ In particular, two different capacity codes were found to have been attributed to the same ASA, whereas the coding should have been exclusive. Accordingly, the following changes were made: Agreement # 2907 (Fiji - United States), free-determination is "1" and all other fields are "0"; Agreement # 3883 (Japan - Jordan), other is "1" and all other fields are "0"; Agreement # 4196 (Germany - Malta), which was however later disregarded as it concerns two EC Member States, pre-determination is "1" and all other fields are "0".

c. Cabotage (30.5)¹⁷;

2. **Designation**, i.e. the right to designate one or more then one airline to exercise the rights to operate the agreed air services (14);
3. **Withholding**, i.e. the conditions required for the designated airline of the other party to have the right to operate (46);
4. **Capacity clause**, i.e. the regime which determines the capacity (in terms of volume of traffic, frequency or regularity of service and/or aircraft type(s)) that may be carried on the agreed services (48.1-48.3);
5. **Tariff approval**, i.e. the regime which governs the approval of the pricing of services between the Contracting States (53.1-53.5);
6. **Statistics**, i.e. the exchange, or otherwise, of statistics on the part of the Contracting States or their airlines (27); and
7. **Cooperative arrangements**, i.e. the right for the designated airlines to enter into cooperative marketing agreements (33).

24. The selection of these features¹⁸ as indicators of openness is quite straightforward, except, possibly, for the latter two. With regard to statistics, an ASA that does not require that statistics be exchanged, though in itself not necessarily liberal, is indicative of the parties' intention not to monitor progress and performance of each other's airlines. Indeed, open ASAs tend not to require that statistics be exchanged.

25. As for cooperative arrangements, unfortunately, the WASA does not further distinguish between the types of marketing agreements allowed, although it would have been interesting to find out whether, in particular, third-party code-share is permitted.¹⁹ At any rate, the possibility of entering into cooperative arrangements confers a number of commercial advantages to the carriers concerned and has thus been identified as an indicator of relative openness in bilaterals.²⁰

26. The routes exchanged, and any conditions or restrictions attached to such routes would have obviously been key indicators to consider. However, for the reasons explained above, they have been disregarded (the relevant paragraphs in the WASA Explanatory Notes are 55-59).

(b) Relative importance of each market access feature in the Air Liberalisation Index

27. Having identified the seven main features, the next step involved determining their relative importance as indicators of openness, bearing in mind that, as explained in Part A, the maximum ALI that any given ASA may obtain has been set at fifty.

28. Table D1 shows the relative importance of each feature in the standard weighting system. Each feature presents a number of alternative (or, in the case of grant of rights, cumulative) variants. Table D1 shows only the points attributed to the most liberal alternative.

¹⁷ The WASA coding does not allow a distinction to be drawn between consecutive cabotage and stand-alone cabotage.

¹⁸ For further explanation and detail on each feature, see compilation, pages 183-216.

¹⁹ For definition and a fuller description, see compilation, page 226, paragraphs 34-36.

²⁰ For a discussion of the benefits of code-sharing, in particular, see compilation, page 225, paragraphs 23-26.

Table D1
Relative importance of the market access features in the Air Liberalisation Index

Features	Maximum points	Relative weight
1. Grant of rights	18	36%
<i>a. Fifth freedom</i>	6	12%
<i>b. Seventh freedom</i>	6	12%
<i>c. Cabotage</i>	6	12%
2. Designation	4	8%
3. Withholding	8	16%
4. Capacity	8	16%
5. Tariffs	8	16%
6. Statistics	1	2%
7. Cooperative arrangements	3	6%
Total	50	100%

Source: WTO Secretariat.

29. Cumulatively, traffic rights have been given the greatest weight, as they have been deemed to represent the essence of an ASA. In the same vein, third and fourth freedom rights, the most basic access feature of an ASA, have not been assigned any points in the ALI.²¹ Fifth and seventh freedom and cabotage have all been assigned equal weights.²²

30. Withholding, capacity and tariff clauses all represent indirect ways to potentially restrict the traffic rights exchanged, so that the most liberal variants of each feature have been considered as the second most important indicators of openness, with an individual weight of 16 per cent.

31. As for designation, the right to designate more than one carrier differs in importance depending on how many scheduled airlines are operating in the territories of the Contracting States concerned, but it is nevertheless indicative of a pro-competitive approach and has been given, in the standard weighting system, a weight of 8 per cent. Finally, in light of the preceding considerations concerning cooperative arrangements and statistics, these features have been weighted least, at 3 and 1 per cent, respectively.

32. In assessing these weights, it should be borne in mind that the ALI is built upon indicators of openness, rather than openness *per se*, as actual practices and the precise terms of an ASA are not necessarily known. Furthermore, the ALI does not chart the current regulatory practice in aviation markets, but is largely forward-looking. For example, although cabotage is granted in only two of the currently registered bilateral agreements in WASA, it is still given a high value in the index, in order to reflect the openness implicit in the granting of this traffic right. A bias towards low ALIs can therefore be expected, due to the underlying progressive philosophy of the index.

33. At the same time, as the WASA database codes the main clauses currently found in bilateral ASAs, the ALI makes no allowance for what might be more liberal, but as yet untested provisions. For example, the most liberal withholding clause found in the WASA is the "principal place of

²¹ Sixth freedom, which is the combination of third and fourth freedoms, has similarly not been given any points.

²² As previously indicated, the WASA database does not distinguish between passenger and cargo freedoms, but only indicates whether a given freedom right has been granted. This is likely to create a pro-liberal bias, as Contracting States have tended to be more protectionist when granting passenger traffic rights than cargo rights (see compilation, page 274). Points might therefore be attributed to the inclusion of a seventh freedom traffic right which only covers cargo.

business" criterion, but a more liberal clause might be envisaged, whereby carriers' designation would depend only on the satisfaction that effective regulatory control is exercised by the designating State.²³

(c) Variants of each market access feature – ICAO coding and relative weights

34. After determining the overall breakdown of the ALI value for the seven market access features under consideration, the variants of each feature, and the way in which ICAO codes them in the WASA, were examined in detail, in order to assess their relative weight. The market access features have been found to fall into two main categories.

35. The first category comprises designation, cooperative arrangements and statistics, as well as, taken individually, fifth freedom, seventh freedom and cabotage traffic rights. These features can all be assessed only on a granted or not-granted basis. Either the feature is present, in which case full points are allocated, or it is not, in which case zero points are given; there are no intermediate variants. The second category consists of capacity, tariff and withholding clauses. All these features present multiple variants, which require the assignment of intermediate weights. Each feature is discussed in detail below.

(i) *Traffic rights*

36. Traffic rights are weighted cumulatively in the ALI. Beyond the basic exchange of third and fourth freedoms (and of sixth freedom) rights, which has not been awarded any points in the ALI, the WASA codes the presence or absence of a provision allowing for the right to exercise fifth freedom, seventh freedom and cabotage, respectively, subject to the following definitions.

37. Fifth freedom rights are the "rights to one party between a point or points in the other party's territory and intermediate and/or beyond points in third countries on the route or routes granted. The fifth freedom rights are considered to have not been granted where a route granted to one party names one or more intermediate and/or beyond points in third countries but denies local traffic rights between such point or points and the other party's territory, or where the general grant of such rights is made subject to subsequent agreement. However, if their use is only made subject to future specification, such as selection of a point or points, such rights are considered to have been granted."

38. So-called seventh freedom rights are the grant of "rights to one party between a point or points in the other party's territory and any point or points in third countries with no requirement to include on such operation any point in the territory of the recipient party, i.e. the service need not connect to or be an extension of any service to/from the recipient party of the carrier."

39. Cabotage rights refer to the granting of "traffic rights to one party between two points in the territory of the other party, either on a service which originates or terminates in the home territory or outside the territory of the granting party (also known as Eighth Freedom or "consecutive cabotage"), or on a "stand-alone" service performed entirely within the granting party's territory (also known as Ninth Freedom rights.)"

²³ In its 2002 judgments, the European Court of Justice ruled that the nationality clause found in bilateral ASAs of EC Member States was illegal and had to be replaced by a "Community clause". This clause states that Member States can designate EC carriers if these have an "establishment" in that Member State and are under effective regulatory control of the designating Member State. The notion of "establishment" has been interpreted very broadly by the ECJ, as it could be any sort of established presence, such as a business, sales office or subsidiary. This means that an EC carrier could have one, single principal place of business but several establishments and thereby be designated by a Member State other than that in which it has its principal place of business (for a fuller discussion, see Hörstke, "Air Carrier Ownership and Control Revisited at the Fifth Worldwide ICAO Air Transport Conference", *Annals of Air and Space Law* Vol. XVIII, 2003).

40. The corresponding codes in the WASA are as follows:

0 – Absence of a provision allowing for fifth freedom/seventh freedom/cabotage rights

1 – Presence of a provision allowing for fifth freedom/seventh freedom/cabotage rights

41. All the agreements coded in the 2005 WASA database provide in practice for fifth freedom, seventh freedom and cabotage rights sequentially, i.e. seventh freedom has not been granted without fifth freedom, and cabotage has never been granted without fifth and seventh freedoms. However, it would be theoretically conceivable that a bilateral agreement allowed, for instance, for cabotage (possibly to fill domestic gaps) without allowing tag-on or stand-alone international services to a third country from the territory of the Contracting State concerned. To account for such theoretical possibilities, it was decided to assign points separately to each of the freedoms.

42. The breakdown of the total points between these possibilities proved rather difficult, as opinions between the aviation experts consulted differed as to the relative importance of each freedom. It was eventually decided that the inclusion of any of these freedoms in a bilateral represented an important element of liberalization, which in all cases would substantially affect the operations and choices of the airlines concerned. It was therefore concluded that the same number of points (i.e. six) would be allocated to each freedom granted. As a result, an ASA that permitted fifth freedom, seventh freedom and cabotage traffic rights would be attributed 18 points.

(ii) *Designation*

43. The WASA Explanatory Notes define designation as "notification by one party to the other of which airline or airlines will exercise that party's rights to operate the agreed services".

44. The corresponding WASA codes are:

0 – Feature not referred to in the ASA

1 – Single designation, defined by WASA as "each party may designate one airline"

2 – Multiple designation, defined by WASA as "each party may designate one or more airlines. [...] A party may also designate more than one airline but with restrictions on specific routes"

45. Throughout the QUASAR, instances where the WASA coding indicates that there is no information about a specific provision have been weighted as the most restrictive variant. In the case of designation, the "0" code has therefore been assimilated to single designation, and all ASAs with a designation code of either "0" or "1" have been attributed zero points. ASAs with a "2" code have been allocated four points.

(iii) *Statistics*

46. The WASA database codes the "provision on the exchange of statistics, [which] may be mandatory, upon request or required only in cases of disputes over capacity " in two steps. First, it

indicates whether a clause providing for the exchange of statistics is present or absent, and, second, whether statistics need to be exchanged at specified intervals.²⁴

47. The two corresponding codes in the WASA are as follows:

0 – Absence of a provision for exchanging statistics

1 – Presence of a provision for exchanging statistics

0 – Absence of a provision for exchanging statistics at specified intervals

1 – Presence of a provision for exchanging statistics at specified intervals

48. All four possible combinations of these two codes are found in the WASA. The Secretariat considered that only the simultaneous presence of two "0" codes could ensure a complete absence of exchanges of statistics. Only in such instances, therefore, was one point allocated. All three remaining combinations were attributed zero points.

(iv) *Cooperative arrangements*

49. The WASA Explanatory Notes' definition of cooperative arrangements reads "the presence of a provision for entering into cooperative marketing arrangements such as blocked-space and code-sharing. The designated airlines of the parties may enter into code-sharing arrangements with any other airline whereby services under the agreement on any route or sector of a route may carry the designated airline's code, in addition to that of the carrier operating the flight, as though those services were its own. The designated airline may be required to have the authority to exercise traffic rights over the whole of the route and the other airline be required to have the authority to exercise traffic rights over the sector or route segment."

50. The corresponding WASA codes are:

0 – Absence of a provision for entering into cooperative arrangements

1 – Presence of a provision for entering into cooperative arrangements

51. A "1" code is assigned three points, a "0" code no points.

(v) *Capacity*

52. The WASA database codes clauses regulating capacity, i.e. "a mutually agreed approach by two governments to a matter of fundamental commercial and operational importance to their designated airlines" into four possible regimes. These are:

1. Predetermination. This is defined as an arrangement requiring that "capacity be agreed to prior to the commencement of the operation, either by governments or their aeronautical authorities or between their designated airlines subject to government approval. Where the capacity provision is similar to a Bermuda I clause ... but a separate provision requires consultation on or coordination of capacity or the filing and approval of frequencies or schedules in advance, the reference file classifies it as predetermination. Similarly, an otherwise Bermuda I agreement may state that the aeronautical authorities should jointly determine the practical application of the capacity principles. This implies

²⁴ The Explanatory Notes specify that "a reference to an exchange "on request" would not meet this [i.e. the exchange of statistics at specified intervals] criterion".

their focusing on capacity *ab initio*, the essence of predetermination. If the capacity provision is not otherwise clearly one of predetermination or any other defined type, but requires that capacity increases be approved by the relevant authorities, the clause is categorized as predetermination."

2. Bermuda I. The WASA Explanatory Notes state that: "Under this arrangement, the governments set out the capacity principles for the designated airlines to follow but allow each airline the *ab initio* freedom to determine its own capacity, subject only to *ex post fact* review by the governments through their consultation procedure. These principles, concepts and wording of the Bermuda I system of capacity control, as negotiated between the United Kingdom and the United States in 1946, have been adopted widely in bilateral agreements. However, the adoption of Bermuda-type phraseology does not always signify acceptance of the practical application of Bermuda principles; the parties may clearly intend to predetermine capacity. The reference files therefore classify as Bermuda I only those capacity arrangements which are "purely" Bermuda I in both their format and their functioning. For example, where an agreement has both Bermuda phraseology and a provision, not necessarily in the capacity clause, that detracts from essential features, the reference file identifies it as one of other possible types. On the other hand, a Bermuda I system may be reinforced by a clause prohibiting the unilateral restricting of capacity."

3. Free determination. This is defined as an arrangement allowing "capacity to be decided by designated airlines free of regulatory control. The parties agree that neither shall unilaterally limit the volume of traffic, frequency, or regularity of service, or the aircraft type(s) operated by the designated airlines of the other party, except as may be required for customs, technical, operational, or environmental reasons under uniform conditions consistent with Article 15 of the Chicago Convention. The clause may also commit each party to ensure fair competition."

4. Other. This residual category exists for all those instances where "capacity and related provisions cannot be classified as any one of the above three types of capacity arrangements, being a hybrid of more than one or not identifiable as any one of them."

53. These regimes are mutually exclusive, and the corresponding codes in the WASA are as follows:

0 – Absence of a clause providing for a predetermination/Bermuda I/free determination/other capacity regime.

1 – Presence of a clause providing for a predetermination/Bermuda I/free determination/other capacity regime.

54. Aside from the "Other" residual category, the regimes have been listed above in increasing order of openness: predetermination represents the most restrictive regime and its presence has been attributed zero points, while free determination is the most liberal clause and its inclusion has been allocated the full eight points for capacity. In-between lies the Bermuda I clause, which has a hybrid nature. It provides *prima facie* for free determination of capacity, but is constrained by an *ex-post* review which would facilitate the introduction of subsequent capacity restrictions. Owing to its mixed nature, Bermuda I was considered to lie half-way between a predetermination and a free determination clause and as such attributed four points.

55. Consistent with the policy of assimilating no information about a specific provision to the most restrictive option, instances where all of the four regimes are coded as "0" (meaning that no information is available about the capacity regime in force) have been assimilated to the most restrictive scenario and attributed zero points.

56. With regard to the "Other" regime, 156 ASAs were found to fall into this category, which covers instances where the capacity terms cannot be classified squarely in one of the three other

capacity regimes. Ignoring these cases would have meant equating them with the most restrictive regime, i.e. predetermination, and allocating zero capacity points.²⁵ The Secretariat has therefore used a set of additional codes about significant elements of capacity, which are included in the WASA, to determine the general orientation, either restrictive or liberal, of these "Other" cases. It was felt that this modification, though necessarily imprecise, would reflect reality more accurately than a granting of zero points.

57. In consultation with the ICAO Secretariat, the WTO Secretariat has considered the following four capacity elements²⁶:

A. Capacity element A refers to "a statement of general principles governing capacity. Statements of such principles are standard in Bermuda I-type agreements but some also appear in predetermination and free-determination agreements. For example, the statements may call for fair and equal opportunity to operate (or to compete), for airline capacity to be related to traffic requirements, and for each party and airline to take into consideration the interests of the other party and airline(s). Predetermination clauses often add a reference to equality and mutual benefit or equitable results."

B. Capacity element B indicates "the existence of a formula to control capacity between the territories of the two parties. It is often found in predetermination arrangements and may either be part of the clause itself or included in the route schedule. The formula envisages a specific division of capacity or refers to maximum or minimum frequencies."

E. Capacity feature E concerns the inclusion of a "statement of principle or principles which expressly exclude unilateral capacity controls. Although normally indicative of a free-determination arrangement, such principles also exist as reinforcements to Bermuda I regimes".

G. Capacity feature G indicates "a requirement to file capacity, frequencies, timetables and/or schedules for governmental approval. This requirement arises most frequently under predetermination and may, with other features, be indicative of its presence, but can also be found under the other types of capacity regime. It may be part of the capacity clause but is more frequently separate or in the route schedule. This element may include a time period and is considered to exist even if it relates only to increases in capacity."

58. The corresponding WASA coding is:

0 – Absence of capacity element A/B/E/G

1 – Presence of capacity element A/B/E/G

59. On the basis of these additional capacity codes, the "Other" cases have been re-classified in either "Other restrictive" or "Other liberal" categories. The working assumption used has been that "Other restrictive" regimes operate whenever elements A (i.e. the setting of general principles governing capacity), B (i.e. the existence of a formula to control capacity) or G (i.e. a requirement to file capacity) are coded as "1" and that "Other liberal" regimes are in operation whenever element E (i.e. exclusion of unilateral capacity controls) is coded as "1".

²⁵ Alternatively, two points could have been granted, in light of the fact that zero points would have corresponded to a pure predetermination regime, but if the terms of an ASA had been purely those of predetermination, ICAO would have coded them as such. The fact that the capacity regime has been coded as "Other" could be seen as indicating some element of openness in the provision, positioning it between predetermination and Bermuda I.

²⁶ All ASAs recorded by ICAO in the WASA 2005 edition that present an "Other" capacity regime include at least one of the four capacity elements considered.

60. In terms of weighting, the "Other restrictive" category has been considered as falling between predetermination and Bermuda I and hence been attributed a number of points halfway between those assigned to the two other categories, i.e. two, the average of zero and four. Following the same logic, the "Other liberal" category, which is placed between Bermuda I and free determination, has been given six points, halfway between four and eight.

61. In terms of graphical representation in the analysis by Contracting State, the "Other" category has not been identified separately. Chart 4 in the Contracting States' profiles assimilates the "Other" capacity clause to the "Undetermined" category. Separate representation of the "Other" category has been rendered impossible, within the time constraints faced by the Secretariat, by the additional coding involved in the identification of "Other restrictive" and "Other liberal" categories.

(vi) *Tariffs*

62. Tariff approval clauses are coded in the WASA database according to the type of tariff regime and the notification and filing procedures foreseen. For the purpose of the ALI, attention was given solely to the type of tariff approval clause in force, rather than the modalities thereof. ICAO codes five tariff approval regimes. These are:

1. Dual approval. The WASA Explanatory Notes state: "This method of "dual" or "double approval" requires the approval by both parties of tariffs or agreements on tariffs before those tariffs can take effect. [...] Approval by the aeronautical authorities may be given expressly or tacitly. Express approval is evidenced by the use of "must", "will" or "shall" and tacit approval is possible, for example, by "may give approval expressly" or by an indication that the tariff will be considered as approved if neither of the parties has notified or expressed disapproval within a defined period. Flexibility to change the period is sometimes included."

2. Country of origin. In the presence of this regime, a party "may disapprove tariffs only for originations in its own territory."

3. Dual disapproval. The definition in the WASA reads: "Under this method of "dual" or "double disapproval", tariffs become effective unless both aeronautical authorities disapprove them. As with the country of origin and the free pricing methods, the object is to limit governmental involvement and to increase tariff flexibility for the designated airlines."

4. Free pricing. The Explanatory Notes indicate: "In this method, tariffs shall not be subject to the approval of any party."

5. Zone pricing. In addition to the four stand-alone regimes listed above, the WASA database includes also this regime, which is found in a few bilateral agreements. It involves "a reference point or points around which various types of tariff control are agreed. The parties agree to approve tariffs falling within a specified range of prices and meeting corresponding conditions, though tariff filing may still be necessary. Outside of the zone, one or a combination of the above-mentioned regimes may apply."²⁷

²⁷ In the bilaterals recorded in the WASA 2005 edition, there is always only one other regime applied outside the zone. In practice, in the WASA, zone pricing combines either free pricing and dual approval or free pricing and dual disapproval. No other combinations of tariff regimes are coded therein.

63. The corresponding codes in the WASA are as follows:

0 – Absence of a clause providing for a dual approval/country of origin/dual disapproval/free pricing/zone pricing tariff approval regime.

1 – Presence of a clause providing for a dual approval/country of origin/dual disapproval/free pricing/zone pricing tariff approval regime.

64. Aside from the "Zone pricing" category, the other four other regimes have been listed in increasing order of openness. The most restrictive is the dual approval regime, which requires the express acceptance of tariffs by both parties and has, accordingly, not given any points. The most liberal regime is that allowing the free setting of tariffs by airlines, i.e. free pricing regimes. These have been attributed the full eight points for the tariffs element.

65. Between these two extremes, there are two other stand-alone tariff regimes. First, the country of origin clause, which allows the country of departure to veto tariffs, was classed by experts as closer to a restrictive provision than a fully liberal clause and has therefore been attributed three points. Second, the dual disapproval regime, which requires express disapproval from both countries for tariffs to be ineffective, was judged to be fairly liberal, as it would be unusual for a tariff to be objectionable for the authorities of both Contracting States. It has therefore been attributed six points in the ALI.

66. For the purpose of weighting zone pricing, the Secretariat decided to use the average of the points for the applicable regimes. When zone pricing combines free pricing with dual approval, four points have been attributed (average of zero and eight), while when zone pricing couples free pricing with dual disapproval, seven points have been awarded (average of six and eight).

67. As with other features, where all of the tariff options are coded as "0", the most restrictive regime is presumed and as such no points are allocated.

(vii) *Withholding*

68. The WASA codes three possible withholding requirements, based on the following definitions:

1. Substantial ownership and effective control. This is described in the WASA as a condition "that substantial ownership and effective control be vested in the designating party or its nationals. However, other conditions, such as compliance with the laws and regulations of the grantor State, may also be specified. The withholding provision is considered to exist even if phrased implicitly, for example where a party agrees to grant the appropriate authorization subject to the substantial ownership and effective control criteria being met."

2. Community of interest. ICAO defines this as being present whenever "a party would accept a foreign designated airline to operate the agreed services under the condition that substantial ownership and effective control is vested: a) in one or more countries that are parties to the agreement or by any one or more of the parties themselves, i.e. a joint operating organization or a multinational carrier created by intergovernmental agreement; or b) in one or more countries that are not necessarily party to the agreement but are within a predefined group with a "community of interest".

3. Principal place of business. The WASA Explanatory Notes state that this clause indicates "a party's acceptance of a foreign airline if the carrier is incorporated in the designating party and its principal place of business or permanent residence is also in the designating party, including one incorporated and having its principal place of business in, and effectively controlled by the in

designating party, which removes the substantial ownership requirement. Some agreements may also refer to the requirement of the airline holding a current Aircraft Operator's Certificate issued by the aeronautical authority of the other party."

69. The corresponding codes in the WASA are as follows:

0 – Absence of a clause providing for substantial ownership and effective control/community of interest/principal place of business.

1 – Presence of a clause providing for substantial ownership and effective control/community of interest/principal place of business.

70. As the most restrictive clause available, the criterion of substantial ownership and effective control by nationals of the designating party is attributed zero points. Assimilated to this, and in line with usual practice, is the case where all of the three requirements are coded as "0", which creates a presumption in favour of the most restrictive scenario. The most liberal clause coded is the principal place of business criterion, which is therefore awarded the full eight points. The community of interest requirement falls between these two regimes and, as such, is attributed four points.

71. There are instances where more than one withholding regime is coded in the WASA for the same bilateral. In these circumstances, account has been taken only of the most liberal of the possible regimes, and points attributed accordingly.

72. Table D2 summarizes the weighting of all the main variants of the seven market access features considered in the ALI.

Table D2
Standard Air Liberalisation Index weighting system

Features	Variants	Points
1. Grant of rights		
a. Fifth freedom rights	Not granted Granted	0 6
b. Seventh freedom rights	Not granted Granted	0 6
c. Cabotage rights	Not granted Granted	0 6
2. Designation	Single Multiple	0 4
3. Withholding	Substantial ownership and effective control Community of interest Principal place of business	0 4 8
4. Capacity	Predetermination Other restrictive Bermuda I Other liberal Free determination	0 2 4 6 8
5. Tariffs	Dual approval Country of origin Dual disapproval Zone pricing Free pricing	0 3 6 4 or 7 8
6. Statistics	Exchanged Not exchanged	0 1
7. Cooperative arrangements	Not allowed Allowed	0 3
Maximum total ALI		50

Notes: The right-hand side of the third column indicates the maximum number of points attainable for each feature.
The points for zone pricing are attributed, respectively, to free pricing and dual approval and free pricing and dual disapproval.

Source: WTO Secretariat.

(d) Non-standard weighting systems

73. In addition to the "standard" ALI weighting system, the Secretariat has developed three additional ones, each giving comparably more weight to one specific market access feature, namely the granting of fifth freedom traffic rights, the withholding clause and the designation clause. These non-standard weighting systems aim to accommodate three specific geographical and economic situations that appear to be relatively frequent and that may influence the commercial importance of the different market access features of bilaterals.

74. The three situations and their associated weighting methods are explained below.

(i) *Fifth freedom traffic rights (5th +)*

75. For some Contracting States, fifth freedom may be more important than what is implied by the points attributed to it in the standard weighting system. The States' geographical location may, for

example, limit the scope of point-to-point traffic, or their remoteness from densely populated areas may make it difficult to generate sufficient demand to maintain regular services to points which can only be served by larger aircraft. For such States, it is essential to secure fifth freedom rights for their carriers, as these will allow their airlines to combine demand for a distant destination with that for an intermediate stop. In view of this, the weighting system has been altered to give more weight to fifth freedom traffic rights. The corresponding points in the "Fifth freedom plus" (or "5th+") ALI have been increased from six to 12. To keep the maximum total ALI points at 50, a proportionate amount of points was, as far as possible, deducted from each of the other market access feature (and the variants were adjusted accordingly). The resulting weighting system is shown in Table D3.

Table D3
5th+ Air Liberalisation Index weighting system

Features	Variants	Points
1. Grant of rights		
a. Fifth freedom rights	Not granted Granted	0 12
b. Seventh freedom rights	Not granted Granted	0 5
c. Cabotage rights	Not granted Granted	0 5
2. Designation	Single Multiple	0 3.5
3. Withholding	Substantial ownership and effective control Community of interest Principal place of business	0 3.5 7
4. Capacity	Predetermination Other restrictive Bermuda I Other liberal Free determination	0 1.5 3.5 5 7
5. Tariffs	Dual approval Country of origin Dual disapproval Zone pricing Free pricing	0 2.5 5 3.5 or 6 7
6. Statistics	Exchanged Not exchanged	0 1
7. Cooperative arrangements	Not allowed Allowed	0 2.5
Maximum total ALI		50

Notes: The right-hand side of the third column indicates the maximum number of points attainable for each feature.

The points for zone pricing are attributed, respectively, to free pricing and dual approval and free pricing and dual disapproval.

The feature whose weight has been increased is in bold.

Source: WTO Secretariat.

(ii) *Withholding/ownership provisions (OWN+)*

76. Liberalization of withholding provisions is likely to be of particular importance to some States due to the ownership structure of their domestic airline. Where the only airline susceptible to

utilize the negotiated rights is either jointly owned by a community of States, or where substantive ownership is in foreign hands, greater emphasis will be placed on obtaining liberalized withholding/ownership provisions. Therefore, an adapted weighting system has been designed ("OWN+"), whereby the value given to a community of interest or a principal place of business clause is increased from four and eight points to seven and fourteen points, respectively. As far as possible, the values given to each of the other elements was reduced proportionately, as illustrated in Table D4.

Table D4
OWN+ Air Liberalisation Index weighting system

Features	Variants	Points
1. Grant of rights		
a. Fifth freedom rights	Not granted Granted	0 5
b. Seventh freedom rights	Not granted Granted	0 5
c. Cabotage rights	Not granted Granted	0 5
2. Designation	Single Multiple	0 3.5
3. Withholding	Substantial ownership and effective control Community of interest Principal place of business	0 7 14
4. Capacity	Predetermination Other restrictive Bermuda I Other liberal Free determination	0 1.5 3.5 5 7
5. Tariffs	Dual approval Country of origin Dual disapproval Zone pricing Free pricing	0 2.5 5 3.5 or 6 7
6. Statistics	Exchanged Not exchanged	0 1
7. Cooperative arrangements	Not allowed Allowed	0 2.5
Maximum total ALI		50

Notes: The right-hand side of the third column indicates the maximum number of points attainable for each feature.

The points for zone pricing are attributed, respectively, to free pricing and dual approval and free pricing and dual disapproval.

The feature whose weight has been increased is in bold.

Source: WTO Secretariat.

(iii) *Multiple designation (DES+)*

77. Countries with more than one operating scheduled airline are likely to be keenly interested in the right to designate more than one airline to fly on the agreed routes. A weighting system was therefore devised which attributes increased importance to the multi-designation clause ("DES+"). The points attributed for the inclusion of a multi-designation clause were consequently increased from four (in the standard weighting) to seven and a half, and, as far as possible, a proportionate number of

points was subtracted from each of the other market access features. The precise weights are outlined in Table D5.

Table D5
DES+ Air Liberalisation Index weighting system

Features	Variants	Points
1. Grant of rights		
a. Fifth freedom rights	Not granted Granted	0 5.5
b. Seventh freedom rights	Not granted Granted	0 5.5
c. Cabotage rights	Not granted Granted	0 5.5
2. Designation	Single Multiple	0 7.5
3. Withholding	Substantial ownership and effective control Community of interest Principal place of business	0 3.5 7.5
4. Capacity	Predetermination Other restrictive Bermuda I Other liberal Free determination	0 1.5 3.5 5.5 7.5
5. Tariffs	Dual approval Country of origin Dual disapproval Zone pricing Free pricing	0 2.5 5.5 3.5 or 6.5 7.5
6. Statistics	Exchanged Not exchanged	0 1
7. Cooperative arrangements	Not allowed Allowed	0 2.5
Maximum total ALI		50

Notes: The right-hand side of the third column indicates the maximum number of points attainable for each feature.

The points for zone pricing are attributed, respectively, to free pricing and dual approval and free pricing and dual disapproval.

The feature whose weight has been increased is in bold.

Source: WTO Secretariat

78. In cases where zone pricing is combined with the double approval pricing clause, the number of points to be allocated (i.e. the average) would have been 3.75. However, in order to ensure uniformity of weighting across all features, this was rounded down to 3.5 points.²⁸ This "rounding-down" approach was used in general, with a view to maintaining the same relative weight between the market access features in the various formulae.

²⁸ It was also felt that, in light of the unavoidable arbitrariness involved in such a weighting mechanism, it would be preferable to keep ALI values as simple as possible. Two decimals were therefore avoided.

3. Types

79. In analyzing the results of the QUASAR methodology, the Secretariat noticed certain recurrent combinations of features. A more detailed examination revealed that the vast majority of WASA bilaterals can be re-grouped into one of seven "types", defined by the terms agreed for the principal market access features, plus two residual categories.

80. Table A3 in Part A contains the full explanation of the seven types identified, i.e. A to G, and details the relevant market access features. In light of their limited weight in the various kinds of ALI, clauses on the exchange of statistics and cooperative arrangements have not been taken into account in this context.

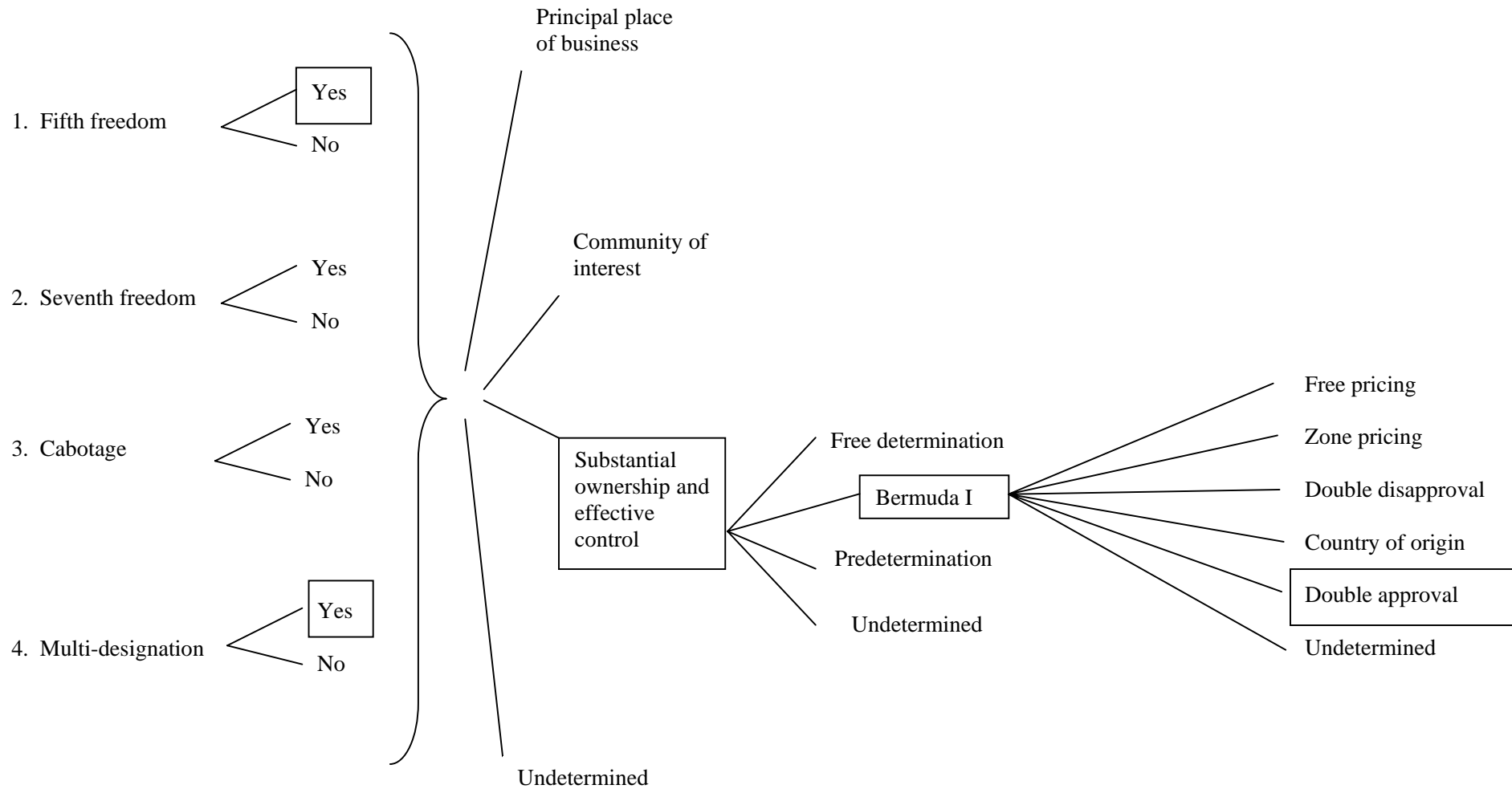
81. The two residual categories concern: first, instances where the ICAO coding is incomplete (type "i"), i.e. where either the withholding/ownership, tariff or capacity clauses are all coded as "0"; and, second, all other combinations of market access features not falling under any of the other types (type "o").

82. The recurrence of these seven types is remarkable in light of the fact that over 1500 types of ASAs are theoretically possible.²⁹ There are four relevant parameters (i.e. fifth freedom, seventh freedom, cabotage and multi-designation), which can be present or absent, that combine with another three parameters (i.e. withholding clause, capacity and tariff regimes), which can take one out of four (in the case of withholding and capacity) or six (in the case of tariffs) possible characteristics. Figure D1 illustrates the decision tree for one of the types identified, i.e. type F, but is representative of the many possible options.³⁰

²⁹ To be exact, there are $2^4 \times 4 \times 4 \times 6 = 1536$ possible combinations.

³⁰ For the sake of legibility, the characteristics of two parameters (i.e. capacity and tariff regimes) have been included only once in Figure D1, rather than at every node.

Figure D1
Possible combinations of the main market access features of Air Services Agreements



Source: WTO Secretariat.

4. Traffic data

83. The QUASAR methodology seeks to match regulatory regimes with traffic data. It is the first such attempt to quantify the degree of liberalization of the bilateral regime as recorded by ICAO in the WASA database.

84. Somewhat surprisingly, air passenger traffic statistics corresponding to the regulatory environment have been difficult to obtain. Different counting mechanisms, non-reporting and confidentiality issues complicated the compilation of such information.

85. In order to correctly assess the aviation market resulting from a given regulatory regime, to a bilateral between Contracting States A and B should be associated the number of passengers being flown between A and B by airlines of the two Contracting States in question (for third and fourth freedom traffic) and by airlines of third parties (for fifth and seventh freedom traffic).³¹

86. Amongst the various ICAO passenger traffic data series, On-Flight Origin Destination (OFOD) appeared at first sight well-suited to the QUASAR analysis. The OFOD data series shows the origin and destination of a passenger travelling on a specific flight number, i.e. on-flight origin and destination. Whenever a passenger begins and ends a journey on a flight with the same flight number, including if the aircraft makes an intermediate stop to pick up and drop off other passengers, this passenger will be counted as having travelled from origin to destination as determined by the flight number. The passenger's routing as shown in the data then corresponds exactly to the bilateral ASA that governs the particular air service. As an example, a passenger travelling on a British Airways flight from London to Sydney via Singapore will be counted as having travelled only between London and Sydney; this matches the regulatory regime under which this person's flight takes place, i.e. the granting of third freedom traffic rights in the ASA concluded between the UK and Australia.

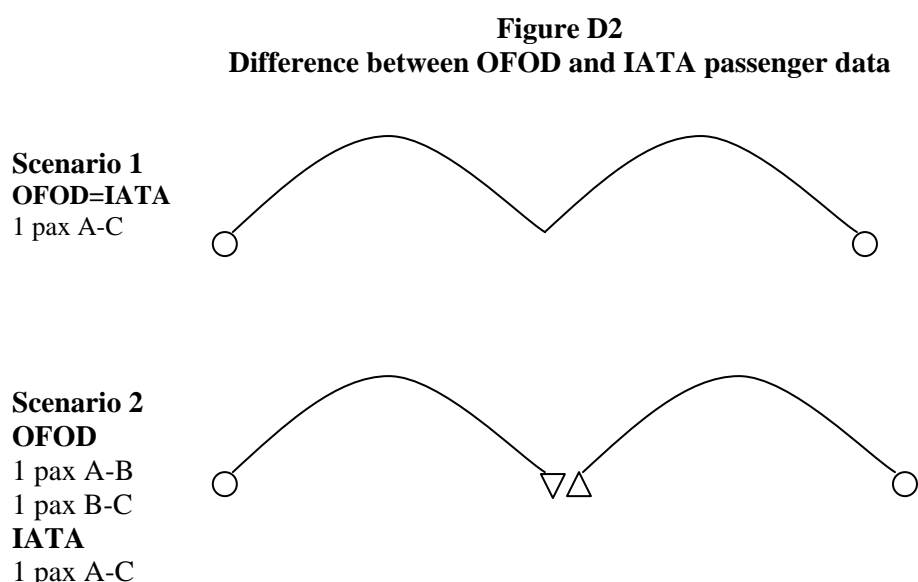
87. Under OFOD, a passenger who makes a stop and changes aircraft is counted as travelling from the origin to the intermediate stop, and then from the intermediate place to his destination. As this journey takes place under two different bilaterals, the traffic data once again precisely match the regulatory environment. As a result, the OFOD series does not show the "true" origin and destination of the passenger: as soon as the person transfers to another flight, it makes use of another flight coupon and hence becomes another passenger. Also, with the OFOD data as reported, the routing taken, i.e. whether the passenger travelled on a non-stop flight or one with intermediate stops, is unknown. However, for the purpose of assigning traffic to bilaterals, this information is irrelevant, and OFOD appeared to be the best-suited data series for the Secretariat's analysis.

88. The information contained in the OFOD set, however, turned out not to be sufficiently complete to be of practical use. The publicly available OFOD data provided by ICAO, organized by city-pairs, are subject to two limitations: not all airlines report their OFOD traffic data, and the series is the only ICAO data collection subject to confidentiality restrictions. These restrictions are of two kinds. First, aggregated traffic for a city-pair cannot be shown unless ICAO has received data for two carriers from two different States. Second, there has to be a twelve-month delay between the end of the reporting period and when the data are made available to the public. As a result, ICAO estimates

³¹ An important qualification in this regard is that not all passengers being flown between A and B by an airline of Party C are fifth freedom passengers from the point of view of the bilateral between A and B. If their initial origin (or ultimate destination) is in country A and their ultimate destination (or initial origin) is in country B, they represent fifth freedom passenger traffic. However, if their initial origin (or ultimate destination) is in country C and their ultimate destination (or initial origin) is in country A, and they are just transported via country B, they represent third/fourth freedom passenger traffic and are thus covered by the bilateral between A and C.

that only about a quarter of the data which it has at its disposal internally are released in the public OFOD database. In terms of the ASAs under examination in the QUASAR, OFOD statistics were only available for about 19 per cent.

89. The Secretariat consequently turned to IATA, which kindly provided estimates of global scheduled traffic based upon Billing Settlement Plans (BSPs) data calibrated to cover areas under-represented by IATA BSPs, such as airlines' direct sales, non-IATA airlines, etc. This data set represents actual origin and destination of passengers as determined by the ticket, rather than by on-flight data. In this regard, it is not ideal for the purpose of the QUASAR. The itinerary being flown under a given ticket may be governed by one or several bilaterals that do not necessarily correspond to the bilateral between the origin and destination countries of the ticket, which, moreover, may not even have concluded a bilateral ASA. A passenger travelling from the UK to Australia under a single reservation, with a stop and change of aircraft in Singapore, will be counted by IATA statistics as having travelled only from the UK to Australia; no traffic will be recorded as having taken place between the UK and Singapore and between Singapore and the Australia. Figure D2 illustrates the difference between the OFOD and the IATA data series.



Notes: The triangles indicate a stop and change of aircraft.

The flight between A and C is assumed to take place under a single ticket.

Source: WTO Secretariat

90. In Figure D2, the first scenario shows that a passenger travelling between A and C via B under a single ticket and the same flight number and not changing aircraft in B will be recorded in the same way under both OFOD and IATA statistics, i.e. as having travelled between A and C. In the second scenario, the fact that the passenger stops and changes aircraft in B is recorded differently under the two data series. OFOD will count one passenger between A and B and one between B and C, whereas under IATA statistics the passenger will be recorded as having travelled between A and C, given that this is the itinerary indicated on the ticket.

91. In spite of these limitations, the IATA data set represented the most complete traffic data set available to estimate the number of passengers carried between any two countries and is, therefore, the one that has been used by the Secretariat. The statistics employed are for the year 2005. For copyright reasons, the Secretariat has not been authorized to include exact traffic figures for bilateral relations, but has nevertheless been able to present this information in traffic ranges.

92. On the basis of these data, the Secretariat has been able to calculate the ALI weighted by traffic (i.e. WALI) of all Contracting States. It has also worked out the share of all – incoming and outgoing – international scheduled traffic accounted for by the WASA traffic, i.e. the traffic that takes place under the bilaterals recorded by ICAO in the WASA. In 2005, total international scheduled traffic³² as registered by IATA, amounted to around 496 million passengers.³³ WASA traffic accounted for nearly 349 million passengers out of these 496, thus covering about 70 per cent of the traffic universe.

5. Additional indicators

93. To facilitate further research on the basis of the QUASAR methodology, the Secretariat has collected a series of additional indicators which might be of value in analysing bilateral ASAs. Given time and resource constraints, the Secretariat has not used this information in the present context, but stands ready to undertake further analysis if Members so wish.

94. The information collected is organised in two ways: by ICAO Contracting State and by ASA. With regard to Contracting States, Table 1 of the profiles in Part C contains data of a general economic and demographic nature, as well as trade and air transport statistics. Such information would allow for comparisons between the general economic and demographic circumstances of a State, core trade and trade policy features, as well as air transport market and policy regimes.³⁴

95. As concerns ASAs, the data collected might be useful for future analyses of air traffic flows (or even of aviation policies) and their determinants. Such indicators, which have been obtained from the *Centre d'Études Prospectives et d'Informations Internationales* (CEPII)³⁵ reflect:

- the distance between the pair of Contracting States concerned³⁶;
- whether they are contiguous;
- whether they share a common official language;
- whether they share a commonly spoken language³⁷; and
- the existence of a historical tie.³⁸

96. Such data are contained in Annex D-I, which lists all bilateral ASAs considered in the QUASAR ordered first by decreasing value of standard ALI and then by increasing distance.³⁹

³² In line with the exclusion of intra-EC ASAs from the QUASAR (see Part A of the present document), intra-EC traffic, amounting in 2005 to nearly 192 million passengers according to IATA statistics, has not been counted as international traffic.

³³ Total scheduled traffic in 2005 was 1,743 million passengers, from which 1,055 million domestic passengers and 192 million intra-EC passengers were subtracted.

³⁴ Preliminary analyses carried out by the Secretariat have, for instance, shown a very weak link between the level of GDP per capita of a country and its WASA traffic. This somewhat surprising result could reflect factors such as land area and population density. It nevertheless seems to be in line with the findings of a Boston Consulting Group study which looked at the relationship between the number of outbound long-haul trips and GDP per capita. The study found that the full impact of economic growth only starts to affect demand for long-haul air travel when GDP per capita reaches US\$ 15,000. (Financial Times, 27 July 2006).

³⁵ These data are available from: <http://www.cepii.fr/anglaisgraph/bdd/distances.htm>

³⁶ Distance data refer to the distance between the main city of the two Contracting States, calculated with the great circle formula, which uses data on latitudes and longitudes.

³⁷ This is defined in the CEPII data set as a language being spoken by at least 9 per cent of the population in both Contracting States.

³⁸ This is defined as the existence of a relationship in which one Contracting State has governed the other over a long period of time and has contributed to the current state of its institutions.

97. A list of all ASAs concluded by a given Contracting State is contained in Table 2 of the relevant profile. It also presents data on the distance between the pair of Contracting States concerned, as well as on the existence of direct air transportation services between them.⁴⁰ This information is drawn from summer 2006 IATA mileage data.

98. The mileage IATA information has also been used to identify, in Table 3 of the Contracting State profiles, "orphan services", i.e. direct air transport services which take place between the Contracting State in question and a number of countries or territories in the absence of any bilateral ASA recorded by ICAO in the WASA 2005.⁴¹

B. CONCLUSIONS – POSSIBLE REFINEMENTS TO QUASAR

99. The QUASAR methodology is only a first attempt to measure the degree of openness of bilateral Air Services Agreements and weight them by the traffic covered. In the course of its elaboration, the Secretariat has identified several possible ways in which the methodology could be refined. These include:

- Enlarging the sample of ASAs, in terms of sources (e.g. Aeroaccords database, UN Treaties series, web searches, complementary information provided by Members⁴²), kinds of services covered (e.g. cargo and charters, in addition to scheduled traffic), and access to the full text of the agreements (by linking QUASAR to ICAO's DAGMAR and by complementing it).
- Creating a historical data set allowing for time series' regressions by incorporating past and future versions of the WASA database.⁴³
- Establishing a systematic comparison of the QUASAR results with the characteristics and volume of traffic effectively flown (e.g. in terms of routes, fifth to ninth freedom traffic rights, designation, cooperative arrangements, withholding clauses) through the use of statistical data sets including capacity and passenger/kilometre data.
- Further developing the IT support side, e.g. by using SQL instead of Excel, and making QUASAR available online.

100. The Secretariat stands ready to further explore possible refinements, if Members so wish.

³⁹ The Contracting State filing the bilateral ASA with ICAO is identified as party A, its partner as party B.

⁴⁰ Direct services are services operated between two points by IATA member airlines under the same flight number.

⁴¹ The terminology used for these countries and territories is drawn directly from the IATA mileage set. Included are also territories that have no autonomy regarding their air transport policy.

⁴² Annex D-II contains a template for any Member wishing to provide the Secretariat with complementary information about ASAs it has concluded or amended, but which are not recorded as such in the WASA database.

⁴³ The WASA database is updated annually and sold in the form of five-year subscriptions.

ANNEX D-I
Main features of bilateral Air Services Agreements considered in the QUASAR

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
4265	NEW ZEALAND	BRUNEI DARUSSALAM	04-Mar-99	Yes	50	50	50	50	G	0	0	0	0	8084	1-500,000
4136	NEW ZEALAND	SINGAPORE	27-Nov-97	Yes	44	45	45	44.5	G	0	1	1	0	8614	1-500,000
1305	UNITED STATES	GERMANY	07-Jul-55	Yes	42	43	43	42.5	o	0	0	0	0	6035	7,000,001-7,500,000
4398	NEW ZEALAND	SWITZERLAND	08-Sep-99	No	41	42	42	41.5	G	0	0	0	0	19007	1-500,000
N0099	MARSHALL ISLANDS	NAURU	15-Jul-04	Yes	37	39	39	38	G	0	1	1	0	978	1-500,000
N0170	ICELAND	MACAO, CHINA	13-Jul-04	No	36	38	38	37	o	0	0	0	0	9678	<1
4388	UNITED STATES	MACAO, CHINA	03-Jul-96	No	36	38	38	37	G	0	0	0	0	12976	1-500,000
4101	SINGAPORE	BRUNEI DARUSSALAM	24-May-97	Yes	34	36	29	35	G	0	0	1	0	1300	1-500,000
N0067	UNITED STATES	DOMINICAN REPUBLIC	01-Jan-99	Yes	34	36	29	35	G	0	0	1	0	2509	3,000,001-3,500,000
N0061	UNITED STATES	ARUBA	18-Sep-97	Yes	34	36	29	35	G	0	0	1	0	3162	500,001-1,000,000
N0081	UNITED STATES	NETHERLANDS ANTILLES	14-Jul-98	Yes	34	36	29	35	i	0	0	1	0	3227	500,001-1,000,000
N0072	UNITED STATES	HONDURAS	08-May-97	Yes	34	36	29	35	G	0	0	1	0	3234	500,001-1,000,000
N0056	UNITED STATES	GUATEMALA	08-May-97	Yes	34	36	29	35	G	0	0	1	0	3318	500,001-1,000,000
N0068	UNITED STATES	EL SALVADOR	08-May-97	Yes	34	36	29	35	G	0	0	1	0	3356	1,000,001-1,500,000
N0052	UNITED STATES	PORTUGAL	30-May-00	Yes	34	36	29	35	G	0	0	0	0	5425	1-500,000
N0079	UNITED STATES	MOROCCO	10-Oct-01	Yes	34	36	29	35	G	0	0	0	0	5840	1-500,000
N0062	UNITED STATES	PERU	10-Jun-98	Yes	34	36	29	35	G	0	0	1	0	5891	500,001-1,000,000
N0091	UNITED STATES	SENEGAL	11-Jan-01	Yes	34	36	29	35	G	0	0	0	0	6157	1-500,000
N0069	UNITED STATES	GAMBIA	02-May-00	Yes	34	36	29	35	G	0	1	1	0	6307	1-500,000
N0016	UNITED STATES	SLOVAK REPUBLIC	22-Jan-01	No	34	36	29	35	G	0	0	0	0	6853	1-500,000
N0045	UNITED STATES	POLAND	16-Jun-01	Yes	34	36	29	35	G	0	0	0	0	6855	500,001-1,000,000
N0010	UNITED STATES	MALTA	12-Oct-00	No	34	36	29	35	G	0	1	1	0	7403	1-500,000
N0070	UNITED STATES	GHANA	11-Oct-00	Yes	34	36	29	35	G	0	1	1	0	8246	1-500,000
N0066	UNITED STATES	CHILE	21-Oct-99	Yes	34	36	29	35	G	0	0	1	0	8271	1-500,000
N0064	UNITED STATES	BENIN	28-Nov-00	No	34	36	29	35	G	0	0	0	0	8417	1-500,000
N0071	UNITED STATES	GABON	26-May-04	No	34	36	29	35	G	0	0	0	0	9434	1-500,000
N0096	UNITED STATES	UZBEKISTAN	27-Feb-98	Yes	34	36	29	35	G	0	0	0	0	10180	1-500,000
N0063	UNITED STATES	BAHRAIN	24-May-99	No	34	36	29	35	G	0	0	0	0	10644	1-500,000
N0089	UNITED STATES	QATAR	21-Oct-99	No	34	36	29	35	G	0	0	0	0	10783	1-500,000
N0094	UNITED STATES	UNITED ARAB EMIRATES	13-Apr-99	Yes	34	36	29	35	G	0	0	0	0	11029	1-500,000
N0090	UNITED STATES	RWANDA	11-Oct-00	No	34	36	29	35	G	0	1	1	0	11340	1-500,000
N0085	UNITED STATES	OMAN	21-May-99	No	34	36	29	35	G	0	0	0	0	11357	1-500,000
N0095	UNITED STATES	UGANDA	04-Jun-02	No	34	36	29	35	G	0	1	1	0	11382	1-500,000
N0093	UNITED STATES	TANZANIA	28-Aug-00	No	34	36	29	35	G	0	1	0	0	12471	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
N0075	UNITED STATES	MADAGASCAR	10-Mar-04	No	34	36	29	35	G	0	0	0	0	14007	1-500,000
N0084	UNITED STATES	NEW ZEALAND	18-Jun-97	Yes	34	36	29	35	G	0	1	1	0	14546	500,001-1,000,000
4371	UNITED STATES	BRUNEI DARUSSALAM	20-Jun-97	No	34	36	29	35	G	0	0	0	0	14868	1-500,000
N0078	UNITED STATES	MALAYSIA	21-Jun-97	Yes	34	36	29	35	G	0	0	0	0	15130	1-500,000
4111	UNITED STATES	SINGAPORE	08-Apr-97	Yes	34	36	29	35	G	0	1	1	0	15351	500,001-1,000,000
N0073	UNITED STATES	INDONESIA	26-Jul-04	No	34	36	29	35	G	0	0	0	0	16180	1-500,000
4378	MACAO, CHINA	LUXEMBOURG	14-Dec-94	No	32	34.5	34.5	33.5	G	0	0	0	0	9320	<1
N0023	SWITZERLAND	SYRIAN ARAB REPUBLIC	22-Aug-03	No	29	32	32	30.5	o	0	0	0	0	2850	1-500,000
4153	UNITED STATES	PHILIPPINES	16-Sep-82	Yes	29	32	25	30.5	o	0	1	1	1	13681	1,000,001-1,500,000
N0074	UNITED STATES	JAMAICA	13-Oct-02	Yes	28	31	24	29.5	G	0	1	1	0	2550	2,000,001-2,500,000
N0082	UNITED STATES	NICARAGUA	08-May-97	Yes	28	31	24	29.5	G	0	0	1	0	3408	1-500,000
4162	COSTA RICA	UNITED STATES	08-May-97	Yes	28	31	24	29.5	G	0	0	1	0	3565	1,500,001-2,000,000
N0088	UNITED STATES	PANAMA	08-May-97	Yes	28	31	24	29.5	G	0	0	1	0	3581	500,001-1,000,000
4369	ICELAND	UNITED STATES	14-Jun-95	Yes	28	31	24	29.5	G	0	0	0	0	4202	1-500,000
4548	COSTA RICA	CHILE	06-Apr-99	Yes	28	31	24	29.5	G	0	1	1	0	5043	1-500,000
0076	NORWAY	UNITED STATES	06-Oct-45	Yes	28	31	24	29.5	G	0	0	0	0	5917	1-500,000
3446	UNITED STATES	LUXEMBOURG	19-Aug-86	No	28	31	24	29.5	G	0	0	0	0	6063	1-500,000
0072	UNITED STATES	DENMARK	16-Dec-44	Yes	28	31	24	29.5	o	0	0	0	0	6192	500,001-1,000,000
0031	UNITED STATES	SWITZERLAND	03-Aug-45	Yes	28	31	24	29.5	G	0	0	0	0	6272	1,000,001-1,500,000
4117	UNITED STATES	CZECH REPUBLIC	10-Sep-96	Yes	28	31	24	29.5	G	0	0	0	0	6574	1-500,000
0766	UNITED STATES	FINLAND	29-Mar-49	Yes	28	31	24	29.5	G	0	0	0	0	6626	1-500,000
3492	UNITED STATES	AUSTRIA	16-Mar-89	Yes	28	31	24	29.5	G	0	0	0	0	6799	500,001-1,000,000
2259	UNITED STATES	ITALY	22-Jun-70	Yes	28	31	24	29.5	G	0	0	0	0	6895	3,000,001-3,500,000
N0015	UNITED STATES	ROMANIA	12-May-97	No	28	31	24	29.5	G	0	0	0	0	7656	1-500,000
N0011	TURKEY	UNITED STATES	02-May-00	Yes	28	31	24	29.5	G	0	0	0	0	8071	1-500,000
N0083	UNITED STATES	NIGERIA	26-Aug-00	No	28	31	24	29.5	i	0	1	1	0	8493	1-500,000
N0076	UNITED STATES	JORDAN	10-Nov-96	Yes	28	31	24	29.5	G	0	0	1	0	9209	1-500,000
4382	MACAO, CHINA	NEW ZEALAND	09-Mar-95	No	28	31	31	29.5	o	0	0	0	0	9670	1-500,000
N0077	UNITED STATES	KOREA, REPUBLIC OF	09-Jun-98	Yes	28	31	24	29.5	G	0	0	1	0	11066	3,000,001-3,500,000
N0086	UNITED STATES	PAKISTAN	10-Apr-97	Yes	28	31	24	29.5	G	0	1	1	0	11092	1-500,000
N0080	UNITED STATES	NAMIBIA	04-Feb-00	No	28	31	24	29.5	G	0	1	1	0	11720	1-500,000
N0164	SWEDEN	CHILE	27-Jun-01	No	28	31	31	29.5	o	0	0	0	0	13104	1-500,000
N0092	UNITED STATES	SRI LANKA	11-Jun-02	No	28	31	24	29.5	G	0	0	0	0	14093	1-500,000
N0060	CANADA	UNITED STATES	24-Feb-95	Yes	27	30	23	28.5	G	1	1	1	0	548	18,000,001-18,500,000
N0033	UNITED ARAB EMIRATES	CZECH REPUBLIC	15-Dec-02	Yes	27	30	23	28.5	G	0	0	0	0	4461	1-500,000
4603	SPAIN	PANAMA	07-Aug-01	Yes	27	30	30	28.5	o	0	1	1	1	8170	1-500,000
3293	BELGIUM	SYRIAN ARAB REPUBLIC	09-May-57	Yes	26	29.5	29.5	27.5	o	0	0	0	0	3226	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3221	UNITED STATES	BARBADOS	08-Apr-82	Yes	26	29.5	22.5	28	o	0	1	1	0	3382	1-500,000
4643	UNITED KINGDOM	SYRIAN ARAB REPUBLIC	16-Jun-02	Yes	26	22.5	29.5	28	o	0	0	0	0	3546	1-500,000
N0065	UNITED STATES	CAPE VERDE	21-Jun-02	Yes	26	29	22	27.5	i	0	0	0	0	5641	1-500,000
4656	UNITED KINGDOM	GRENADA	16-Apr-02	Yes	26	22.5	29.5	28	o	0	1	1	1	7016	1-500,000
3652A	UNITED STATES	NETHERLANDS	18-Aug-87	Yes	25	28.5	21.5	27	G	0	0	0	0	5866	2,500,001-3,000,000
3068	UNITED STATES	BELGIUM	23-Oct-80	Yes	25	28.5	21.5	27	G	0	0	0	0	5892	500,001-1,000,000
4227	UNITED STATES	HUNGARY	12-Jul-89	Yes	25	28.5	21.5	26.5	o	0	0	0	0	7012	1-500,000
1069	ISRAEL	UNITED STATES	13-Jun-50	Yes	25	28.5	21.5	27	G	0	1	1	0	9120	1,000,001-1,500,000
3781	NEW ZEALAND	CHILE	01-Dec-92	Yes	25	28.5	21.5	27	G	0	0	0	0	9138	1-500,000
N0097	UNITED STATES	VIET NAM	04-Dec-03	Yes	25	28.5	21.5	27	G	0	0	0	0	13159	1-500,000
3009	THAILAND	UNITED STATES	07-Dec-79	Yes	25	28.5	21.5	27	G	0	0	0	0	13943	500,001-1,000,000
4712	MACAO, CHINA	AUSTRALIA	24-Aug-99	No	24	27.5	27.5	26	o	0	0	0	0	7411	1-500,000
4711	CZECH REPUBLIC	MACAO, CHINA	25-Sep-01	No	24	27.5	27.5	25.5	o	0	0	0	0	8755	<1
N0165	NORWAY	CHILE	27-Jun-01	No	24	27.5	27.5	22	i	0	0	0	0	12747	1-500,000
3087	SINGAPORE	CHILE	09-Dec-80	No	24	27.5	20.5	26	G	0	0	0	0	16403	1-500,000
4390	JAMAICA	PANAMA	25-Aug-99	Yes	23	26.5	19.5	24.5	o	0	0	0	0	1045	1-500,000
4069	CAMBODIA	SINGAPORE	04-Nov-96	Yes	22	25.5	18.5	24	i	0	0	0	0	1152	1-500,000
4384	MACAO, CHINA	KOREA, REPUBLIC OF	03-Apr-97	Yes	22	26	26	24	o	0	0	0	0	2129	1-500,000
N0169	DENMARK	CHILE	27-Jun-01	No	22	26	26	24	o	0	0	0	0	12645	1-500,000
2907	FIJI	UNITED STATES	01-Oct-79	Yes	22	26	19	24	o	0	1	1	0	12786	1-500,000
N0028	BOTSWANA	TANZANIA	12-Dec-03	No	21	24.5	17.5	22.5	i	0	1	0	0	2450	1-500,000
4451	QATAR	FINLAND	18-Nov-98	No	21	25	25	23	o	0	0	0	0	4384	1-500,000
4543	SOUTH AFRICA	DENMARK	11-Sep-01	No	21	18	25	23	o	0	0	0	0	9988	1-500,000
4542	SOUTH AFRICA	SWEDEN	11-Sep-01	No	21	18	25	23	o	0	0	0	0	10381	1-500,000
4541	SOUTH AFRICA	NORWAY	11-Sep-01	No	21	18	25	23	o	0	0	0	0	10470	1-500,000
3036	KOREA, REPUBLIC OF	CHILE	14-Aug-79	No	21	25	18	23	o	0	0	0	0	18375	1-500,000
4113	UNITED KINGDOM	ROMANIA	28-Mar-95	Yes	20	24	17	22	o	0	0	0	0	2097	1-500,000
4517	UNITED KINGDOM	KYRGYZ REPUBLIC	08-Dec-94	Yes	20	24	17	22	o	0	0	0	0	5483	1-500,000
3361	HONG KONG, CHINA	NETHERLANDS	17-Sep-86	Yes	20	24	24	22	i	0	0	0	0	9291	1-500,000
4120	SOUTH AFRICA	NEW ZEALAND	19-Aug-97	No	20	24	17	22	o	0	1	1	0	11004	1-500,000
3783	LUXEMBOURG	NEW ZEALAND	02-Nov-92	No	20	24	17	22	o	0	0	0	0	18989	1-500,000
N0027	BOTSWANA	ZIMBABWE	19-Dec-03	Yes	19	23	16	21	o	1	1	1	0	936	1-500,000
4135	MACAO, CHINA	PHILIPPINES	18-Jul-97	Yes	19	23.5	23.5	21.5	o	0	0	0	0	1156	1-500,000
N0041	AUSTRALIA	VANUATU	15-Jun-93	Yes	19	23	16	21	o	0	1	1	0	2477	1-500,000
3704	FINLAND	CANADA	28-May-90	Yes	19	23	16	21	o	0	0	0	0	6611	1-500,000
3978	BAHRAIN	AUSTRALIA	29-Apr-95	Yes	19	23	16	21	o	0	0	0	0	12519	1-500,000
4104	LAO PEOPLE'S DEM. REP.	SINGAPORE	24-Apr-95	No	18	22	15	16.5	i	0	0	0	0	1863	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
4375	MACAO, CHINA	KOREA, DEM. PEOPLE'S REP. OF	08-Dec-96	No	18	22.5	22.5	20.5	o	0	0	0	0	2195	<1
3991	MYANMAR	BRUNEI DARUSSALAM	03-Aug-95	No	18	22.5	22.5	20.5	o	0	0	0	0	2438	1-500,000
3985	SINGAPORE	MACAO, CHINA	27-Oct-95	Yes	18	15.5	22.5	20.5	o	0	1	1	0	2561	1-500,000
4079	JAPAN	HONG KONG, CHINA	28-Feb-97	Yes	18	22.5	22.5	20.5	o	0	0	0	0	2891	2,500,001-3,000,000
4380	MACAO, CHINA	NEPAL	19-Feb-98	No	18	22.5	22.5	20.5	o	0	0	0	0	2906	1-500,000
4646	SYRIAN ARAB REPUBLIC	NETHERLANDS	13-Oct-01	Yes	18	15.5	19	20	i	0	0	0	0	3266	1-500,000
N0043	COOK ISLANDS	AUSTRALIA	18-Sep-01	Yes	18	15.5	22.5	20.5	o	0	1	1	0	4994	1-500,000
2458	UNITED STATES	SPAIN	20-Feb-73	Yes	18	22.5	15.5	20	F	0	0	1	1	5770	1,500,001-2,000,000
3521	NETHERLANDS	CANADA	02-Jun-89	Yes	18	22.5	15.5	20.5	o	0	0	0	0	5988	1-500,000
3516	MEXICO	UNITED KINGDOM	18-Nov-88	Yes	18	22.5	15.5	20	F	0	0	0	0	8938	1-500,000
3181	SINGAPORE	FINLAND	19-Jan-84	Yes	18	22.5	22.5	20.5	o	0	0	0	0	9277	1-500,000
4728	HONG KONG, CHINA	LUXEMBOURG	03-Jun-98	No	18	22.5	22.5	20.5	o	0	0	0	0	9358	1-500,000
4727	HONG KONG, CHINA	BELGIUM	06-Apr-98	No	18	22.5	22.5	20.5	o	0	0	0	0	9405	1-500,000
N0035	NEW ZEALAND	VIET NAM	17-Oct-03	No	18	22.5	22.5	20.5	o	0	0	0	0	10081	1-500,000
1080	JAPAN	UNITED STATES	11-Aug-52	Yes	18	22.5	15.5	20	F	0	0	0	0	10856	11,000,001-11,500,000
4185	SOUTH AFRICA	MACAO, CHINA	04-Apr-98	No	18	15.5	22.5	20.5	o	0	0	0	0	11825	1-500,000
4373	MACAO, CHINA	BRAZIL	15-Jul-94	No	18	22.5	22.5	20.5	o	0	1	1	0	18000	1-500,000
2196	SYRIAN ARAB REPUBLIC	CZECH REPUBLIC	18-Jul-66	No	17	21.5	14.5	19.5	o	0	0	0	0	2572	1-500,000
1588	MEXICO	UNITED STATES	15-Aug-60	Yes	17	21.5	14.5	19	F	1	0	1	0	3369	15,500,001-16,000,000
4107	NEPAL	SINGAPORE	15-Jun-84	Yes	17	21.5	14.5	15.5	o	0	0	0	0	3542	1-500,000
N0166	CHILE	MEXICO	14-Jan-97	Yes	17	21.5	14.5	19	F	0	1	1	0	6621	1-500,000
3826	BRUNEI DARUSSALAM	GERMANY	07-Sep-93	Yes	17	21.5	18	19	o	0	0	0	0	10812	1-500,000
4453	MACAO, CHINA	PORTUGAL	31-Aug-95	No	17	21.5	21.5	15.5	o	0	1	1	1	10995	1-500,000
3527	FRANCE	CHILE	06-Dec-79	Yes	17	21.5	14.5	19.5	i	0	0	0	0	11663	1-500,000
N0038	HONG KONG, CHINA	UNITED STATES	07-Apr-97	Yes	17	15	22	19.5	o	0	1	1	0	12970	1,500,001-2,000,000
N0046	AMERICAN SAMOA	AUSTRALIA	11-Aug-00	No	16	20.5	13.5	18.5	o					0	<1
3950	INDONESIA	SINGAPORE	29-Sep-94	Yes	16	20.5	13.5	18.5	o	0	0	1	0	886	3,000,001-3,500,000
4730	BELARUS	CZECH REPUBLIC	05-May-99	Yes	16	20.5	13.5	18	o	0	0	0	0	986	1-500,000
3655	JAMAICA	BOLIVARIAN REP. OF VENEZUELA	07-Sep-90	No	16	20.5	13.5	18.5	i	0	0	0	0	1344	1-500,000
4128	BAHRAIN	UZBEKISTAN	11-Dec-96	No	16	20.5	13.5	18.5	i	0	0	0	0	2392	1-500,000
3977	BAHRAIN	LUXEMBOURG	14-Jan-94	No	16	20.5	13.5	18.5	i	0	0	0	0	4598	1-500,000
3805	MONGOLIA	SINGAPORE	18-May-93	No	16	20.5	13.5	18.5	o	0	0	0	0	5197	1-500,000
4296	HONG KONG, CHINA	OMAN	08-Dec-98	No	16	14	21	18.5	o	0	0	0	0	5655	1-500,000
4129	INDIA	CZECH REPUBLIC	16-Oct-97	No	16	20.5	13.5	18	o	0	0	0	0	5712	1-500,000
4057	JAMAICA	CHILE	24-Jun-94	No	16	20.5	13.5	18.5	o	0	0	0	0	5765	1-500,000
4297	HONG KONG, CHINA	UNITED ARAB EMIRATES	29-Apr-98	Yes	16	14	21	18.5	o	0	0	0	0	6060	1-500,000
4493	SOUTH AFRICA	UNITED ARAB EMIRATES	03-Feb-01	Yes	16	20.5	13.5	18.5	o	0	0	0	0	7530	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
N0040	VIET NAM	AUSTRALIA	31-Jul-95	Yes	16	20.5	13.5	18.5	o	0	0	0	0	7770	1-500,000
3834	BULGARIA	SOUTH AFRICA	27-Aug-93	No	16	20.5	13.5	18.5	o	0	0	0	0	8540	1-500,000
4626	LATVIA	SINGAPORE	06-Oct-99	No	16	20.5	13.5	18.5	o	0	0	0	0	9277	1-500,000
3835	SOUTH AFRICA	CZECH REPUBLIC	16-Aug-93	No	16	20.5	13.5	18.5	o	0	0	0	0	9361	1-500,000
3861	SOUTH AFRICA	LUXEMBOURG	17-Feb-94	No	16	20.5	13.5	18.5	o	0	0	0	0	9377	1-500,000
4241	UNITED KINGDOM	HONG KONG, CHINA	25-Jul-97	Yes	16	14	21	18.5	o	0	1	1	1	9638	1,000,001-1,500,000
3718	SOUTH AFRICA	SINGAPORE	22-May-92	Yes	16	20.5	13.5	18.5	o	0	1	1	0	9671	1-500,000
3726	NETHERLANDS	SOUTH AFRICA	26-May-92	Yes	16	20.5	13.5	18.5	o	0	0	0	1	9694	1-500,000
3868	UNITED STATES	SAUDI ARABIA	02-Oct-93	Yes	16	20.5	13.5	18.5	i	0	0	0	0	10527	1-500,000
3955	SOUTH AFRICA	AUSTRALIA	08-Jul-95	Yes	16	20.5	13.5	18.5	o	0	1	1	0	11015	1-500,000
4365	LEBANON	AUSTRALIA	11-Mar-97	No	16	20.5	13.5	18.5	o	0	0	1	0	14195	1-500,000
4047	RUSSIAN FEDERATION	AUSTRALIA	11-Jul-94	No	16	20.5	13.5	18.5	o	0	0	0	0	14503	1-500,000
4091	MALTA	AUSTRALIA	11-Sep-96	No	16	20.5	13.5	18.5	o	0	1	1	0	16101	1-500,000
0712	SWITZERLAND	NETHERLANDS	07-Mar-49	Yes	15	20	13	17.5	F	0	0	0	0	628	500,001-1,000,000
4288	BELARUS	SWEDEN	24-Nov-95	Yes	15	13	20	17.5	o	0	0	0	0	838	1-500,000
4084	DENMARK	BELARUS	24-Nov-95	No	15	13	20	17.5	o	0	0	0	0	977	1-500,000
1765	URUGUAY	PARAGUAY	19-Mar-57	Yes	15	20	13	17.5	F	0	1	1	0	1086	1-500,000
1070	ISRAEL	TURKEY	05-Feb-51	Yes	15	20	13	17.5	F	0	0	0	0	1123	1-500,000
4085	DENMARK	CROATIA	06-Mar-96	No	15	13	20	17.5	o	0	0	0	0	1123	1-500,000
2603	PARAGUAY	BRAZIL	26-Jun-51	Yes	15	20	13	17.5	F	1	0	0	0	1135	1-500,000
0682	LEBANON	GREECE	06-Sep-48	Yes	15	20	13	17.5	i	0	0	0	0	1155	1-500,000
0669	SWITZERLAND	IRELAND	06-May-48	Yes	15	20	13	17.5	F	0	0	0	0	1204	1-500,000
0759	AUSTRIA	NORWAY	02-Dec-49	Yes	15	20	13	17.5	F	0	0	0	0	1352	1-500,000
1079	ITALY	TURKEY	25-Nov-49	Yes	15	20	13	17.5	F	0	0	0	0	1373	1-500,000
4289	SWEDEN	CROATIA	06-Mar-96	Yes	15	13	20	17.5	o	0	0	0	0	1513	1-500,000
0681	SWITZERLAND	GREECE	26-May-48	Yes	15	20	13	17.5	i	0	0	0	0	1663	1-500,000
0752	SWITZERLAND	TURKEY	16-Feb-49	Yes	15	20	13	17.5	F	0	0	0	0	1837	1-500,000
0801	DENMARK	ICELAND	22-Mar-50	Yes	15	20	13	17.5	F	0	0	0	1	2111	1-500,000
1252	CUBA	UNITED STATES	26-May-53	No	15	20	13	17.5	F	0	0	1	0	2115	1-500,000
3308	BOLIVIA	BRAZIL	02-Jun-51	Yes	15	20	13	17.5	F	1	0	0	0	2381	1-500,000
2596	BRAZIL	CHILE	04-Jul-47	Yes	15	20	13	17.5	F	0	0	0	0	2591	1-500,000
3178	JORDAN	FINLAND	11-Apr-78	No	15	20	13	17.5	F	0	0	0	0	3239	1-500,000
2604	BRAZIL	PERU	28-Aug-53	Yes	15	20	13	17.5	F	1	0	0	0	3455	1-500,000
1679	TRINIDAD AND TOBAGO	UNITED STATES	08-Oct-62	Yes	15	20	13	17.5	F	0	1	1	0	3569	1-500,000
1285	IRAQ	NETHERLANDS	16-Dec-54	No	15	20	13	17.5	F	0	0	0	0	3788	<1
3421	JORDAN	MOROCCO	11-May-78	No	15	20	13	17.5	F	0	1	1	0	3972	1-500,000
1711	UNITED STATES	COLOMBIA	24-Oct-56	Yes	15	20	13	17.5	F	0	0	1	0	4021	1,000,001-1,500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
0645	ECUADOR	UNITED STATES	08-Jan-47	Yes	15	20	13	17.5	i	0	0	1	0	4584	500,001-1,000,000
1995	AFGHANISTAN	SWEDEN	24-May-67	No	15	20	13	17.5	F	0	0	0	0	4597	1-500,000
1004	JAPAN	THAILAND	19-Jun-53	Yes	15	20	13	17.5	F	0	0	0	0	4613	2,000,001-2,500,000
2172	AFGHANISTAN	DENMARK	24-May-67	No	15	20	13	17.5	F	0	0	0	0	4858	1-500,000
3430	SAUDI ARABIA	MOROCCO	07-Mar-76	Yes	15	20	13	17.5	F	0	1	1	0	5247	1-500,000
4290	SWEDEN	MONGOLIA	19-Jun-97	No	15	13	20	17.5	o	0	0	0	0	5543	1-500,000
1776	TRINIDAD AND TOBAGO	FRANCE	12-Oct-64	No	15	20	13	17.5	F	0	0	0	0	7225	1-500,000
2854	LIBERIA	UNITED STATES	28-Oct-77	No	15	20	13	17.5	F	0	1	1	0	7315	1-500,000
0783	PARAGUAY	UNITED STATES	28-Feb-47	Yes	15	20	13	17.5	F	0	0	1	0	7538	1-500,000
3693	UNITED STATES	BRAZIL	21-Mar-89	Yes	15	20	13	17.5	o	0	0	0	0	7694	2,000,001-2,500,000
0849	SWEDEN	MYANMAR	14-Sep-50	No	15	20	13	17.5	i	0	0	0	0	7742	1-500,000
3011	CÔTE D'IVOIRE	UNITED STATES	24-Feb-78	No	15	20	16.5	17.5	o	0	0	0	0	7949	1-500,000
0461	PORTUGAL	BRAZIL	10-Dec-46	Yes	15	20	13	17.5	F	0	1	1	1	7956	500,001-1,000,000
0884	DENMARK	MYANMAR	30-Jul-51	No	15	20	13	17.5	i	0	0	0	0	8082	1-500,000
1001	NORWAY	MYANMAR	22-Jun-53	No	15	20	13	17.5	i	0	0	0	0	8153	1-500,000
1020	SRI LANKA	NETHERLANDS	14-Sep-53	Yes	15	20	13	17.5	F	0	0	0	0	8388	1-500,000
1805	URUGUAY	UNITED STATES	14-Dec-46	Yes	15	20	13	17.5	i	0	0	1	0	8617	1-500,000
4377	GERMANY	MACAO, CHINA	05-Sep-96	No	15	13	20	17.5	o	0	0	0	0	9173	1-500,000
1266	JAPAN	FRANCE	17-Jan-56	Yes	15	20	13	17.5	F	0	0	0	0	9726	500,001-1,000,000
2246	CONGO, DEM. REPUBLIC OF	UNITED STATES	14-Aug-70	No	15	20	13	17.5	F	0	0	0	0	10270	1-500,000
0932	BRAZIL	TURKEY	21-Sep-50	No	15	20	13	17.5	F	0	0	0	0	10591	1-500,000
0959	LEBANON	BRAZIL	11-Jan-51	No	15	20	13	17.5	F	0	0	0	0	10773	1-500,000
4525	MEXICO	NEW ZEALAND	14-May-99	No	15	13	20	17.5	o	0	0	0	0	11207	1-500,000
3528	CHILE	ISRAEL	11-Mar-82	No	15	13	13	17.5	o	0	0	0	0	13218	1-500,000
0795	UNITED STATES	MYANMAR	28-Sep-49	No	15	20	13	17.5	i	0	0	0	0	13550	1-500,000
4304	BELGIUM	NEW ZEALAND	04-Jun-99	No	15	13	20	17.5	o	0	0	0	0	19012	1-500,000
2454	MALAYSIA	SINGAPORE	28-Aug-72	Yes	14	19	12	16.5	F	1	1	1	0	316	1,500,001-2,000,000
4053	JAMAICA	HAITI	01-Mar-78	Yes	14	19	12	16.5	F	0	0	0	0	477	1-500,000
3356	MALAWI	ZAMBIA	11-Jan-72	Yes	14	19	12	16.5	F	1	1	1	0	620	1-500,000
0799	SWITZERLAND	AUSTRIA	19-Dec-49	Yes	14	19	12	16.5	F	1	1	1	0	685	500,001-1,000,000
0808	SWITZERLAND	UNITED KINGDOM	05-Apr-50	Yes	14	19	12	16.5	F	0	0	0	0	749	3,500,001-4,000,000
4066	TRINIDAD AND TOBAGO	SURINAME	18-Aug-93	Yes	14	19	15.5	16.5	o	0	0	0	0	872	1-500,000
3938	ECUADOR	PANAMA	25-Feb-94	Yes	14	19	12	16.5	i	0	1	1	0	1028	1-500,000
2063	JAPAN	KOREA, REPUBLIC OF	16-May-67	Yes	14	19	12	16.5	F	0	0	0	1	1157	6,500,001-7,000,000
1657	MALI	GHANA	09-Jan-63	Yes	14	19	12	16.5	F	0	0	0	0	1161	1-500,000
1898	GHANA	LIBERIA	10-Jun-64	Yes	14	19	12	16.5	F	0	1	1	0	1167	1-500,000
2051	ETHIOPIA	KENYA	05-Oct-67	Yes	14	19	12	16.5	F	1	1	0	0	1171	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2078	MALAYSIA	INDONESIA	06-May-68	Yes	14	19	12	16.5	F	1	0	1	0	1174	2,000,001-2,500,000
4251	UNITED KINGDOM	CROATIA	21-Feb-96	Yes	14	12	12	16.5	o	0	0	0	0	1341	1-500,000
2501	MALAWI	SWAZILAND	26-Jul-73	No	14	19	12	16.5	F	0	1	0	0	1405	1-500,000
2106	MALAWI	BOTSWANA	28-May-68	No	14	19	12	16.5	F	0	1	1	0	1458	1-500,000
3697	MALAYSIA	BRUNEI DARUSSALAM	14-Feb-92	Yes	14	19	12	16.5	F	1	1	1	0	1486	1-500,000
2291	URUGUAY	BRAZIL	28-Dec-58	Yes	14	19	12	16.5	F	1	0	0	0	1568	1-500,000
4090	MYANMAR	NEPAL	26-Aug-96	No	14	19	12	16.5	F	0	0	0	0	1649	1-500,000
1744	GUINEA	GHANA	20-Dec-62	Yes	14	19	12	16.5	F	0	0	0	0	1762	1-500,000
2011	ETHIOPIA	TANZANIA	19-Sep-67	Yes	14	19	12	16.5	F	0	1	0	0	1770	1-500,000
1433	SWITZERLAND	FINLAND	07-Jan-59	Yes	14	19	12	16.5	F	0	0	0	0	1859	1-500,000
2369	UNITED KINGDOM	ICELAND	14-Jun-72	Yes	14	19	12	16.5	F	0	0	0	0	1892	1-500,000
3982	UNITED KINGDOM	ALBANIA	30-Mar-94	Yes	14	12	12	16.5	o	0	0	0	0	1895	1-500,000
4374	MACAO, CHINA	BRUNEI DARUSSALAM	24-May-98	No	14	12	19	13	o	0	0	0	0	1935	<1
4405	UNITED KINGDOM	FYR MACEDONIA	01-Oct-99	No	14	12	12	16.5	o	0	0	0	0	1948	1-500,000
1574	PAKISTAN	IRAN, ISLAMIC REP. OF	18-May-57	Yes	14	19	12	16.5	F	1	0	0	0	1995	1-500,000
1905	UNITED KINGDOM	MOROCCO	22-Oct-65	Yes	14	19	12	16.5	F	0	0	0	0	2017	1-500,000
1033	LIBYAN ARAB JAMAHIRIYA	UNITED KINGDOM	21-Feb-53	Yes	14	19	12	16.5	F	0	0	0	0	2351	1-500,000
2689	SYRIAN ARAB REPUBLIC	TUNISIA	14-Oct-75	Yes	14	19	12	16.5	E	0	1	1	0	2396	1-500,000
2474	MALI	CHAD	12-Feb-74	Yes	14	19	12	16.5	F	0	1	0	0	2496	1-500,000
3847	SRI LANKA	SINGAPORE	29-Aug-85	Yes	14	19	12	16.5	F	0	0	0	0	2734	1-500,000
3396	JAMAICA	CANADA	18-Oct-85	Yes	14	19	12	12.5	o	0	1	1	0	2869	1-500,000
3927	FIJI	NEW ZEALAND	19-Nov-94	Yes	14	19	12	16.5	F	0	1	1	0	2930	1-500,000
2221	JAPAN	PHILIPPINES	20-Jan-70	Yes	14	19	12	16.5	F	0	0	0	0	3000	1,000,001-1,500,000
1274	SYRIAN ARAB REPUBLIC	DENMARK	20-Oct-55	Yes	14	19	12	16.5	F	0	0	0	0	3070	1-500,000
4739	QATAR	ROMANIA	26-Jul-93	No	14	19	12	16.5	F	0	0	0	0	3129	1-500,000
1878	LEBANON	BELGIUM	24-Dec-53	Yes	14	19	12	16.5	F	0	1	1	0	3145	1-500,000
1494	SYRIAN ARAB REPUBLIC	SWEDEN	09-Mar-55	Yes	14	19	12	16.5	F	0	0	0	0	3173	1-500,000
1277	IRAQ	SWITZERLAND	31-Mar-52	No	14	19	12	16.5	F	0	0	0	0	3452	<1
1399	SYRIAN ARAB REPUBLIC	NORWAY	25-Feb-56	No	14	19	12	16.5	F	0	0	0	0	3481	1-500,000
1896	ALGERIA	GHANA	23-Sep-63	No	14	19	12	16.5	F	0	0	0	0	3498	1-500,000
3773	QATAR	RUSSIAN FEDERATION	08-Dec-91	Yes	14	19	12	16.5	F	0	0	0	0	3576	1-500,000
3918	UNITED KINGDOM	ARMENIA	09-Feb-94	Yes	14	12	12	16.5	o	0	0	0	0	3619	1-500,000
2186	JORDAN	UNITED KINGDOM	09-Aug-69	Yes	14	19	12	16.5	F	0	0	1	1	3646	1-500,000
3210	SAINT LUCIA	CANADA	06-Jan-84	Yes	14	19	12	16.5	F	0	1	1	0	3735	1-500,000
3393	BARBADOS	CANADA	18-Oct-85	Yes	14	19	12	12.5	o	0	1	1	0	3890	1-500,000
4724	QATAR	POLAND	21-Apr-98	No	14	19	12	16.5	F	0	0	0	0	3950	1-500,000
3925	UNITED KINGDOM	AZERBAIJAN	23-Feb-94	Yes	14	12	12	16.5	o	0	0	0	0	3980	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2348	CANADA	TRINIDAD AND TOBAGO	11-Aug-70	Yes	14	19	12	16.5	F	0	1	1	0	4058	1-500,000
0893	IRAQ	UNITED KINGDOM	19-Apr-51	No	14	19	12	16.5	F	0	0	0	0	4100	1-500,000
4714	MACAO, CHINA	PAKISTAN	15-Nov-00	No	14	19	19	13	o	0	0	0	0	4142	1-500,000
2072	SUDAN	CZECH REPUBLIC	14-May-66	No	14	19	12	16.5	F	0	0	0	0	4177	1-500,000
1556	EGYPT	GHANA	29-Aug-60	Yes	14	19	12	16.5	F	0	0	1	0	4281	1-500,000
3255	KOREA, REPUBLIC OF	MALAYSIA	02-Mar-67	Yes	14	19	12	16.5	F	0	0	0	0	4614	1-500,000
2328	SINGAPORE	KOREA, REPUBLIC OF	02-Feb-72	Yes	14	19	12	16.5	F	0	0	1	0	4677	500,001-1,000,000
4059	UNITED KINGDOM	TURKMENISTAN	09-Feb-95	Yes	14	12	12	16.5	o	0	0	0	0	4729	1-500,000
2408	PAKISTAN	SINGAPORE	23-May-75	Yes	14	19	12	16.5	F	0	1	1	0	4819	1-500,000
1725	LIBERIA	SWITZERLAND	31-Aug-61	No	14	19	12	16.5	F	0	0	0	0	4844	1-500,000
3240	UNITED KINGDOM	SIERRA LEONE	05-Apr-62	Yes	14	19	12	16.5	F	0	1	1	1	4934	1-500,000
1554	SUDAN	UNITED KINGDOM	16-Jan-61	Yes	14	19	12	16.5	F	0	0	0	1	4942	1-500,000
2500	SIERRA LEONE	BELGIUM	09-Sep-74	Yes	14	19	12	16.5	F	0	0	0	0	4983	1-500,000
1495	SUDAN	SWEDEN	17-Feb-58	No	14	19	12	16.5	F	0	0	0	0	5015	1-500,000
4144	UNITED KINGDOM	BAHRAIN	29-Apr-98	Yes	14	12	12	16.5	o	0	0	0	1	5085	1-500,000
1555	UNITED KINGDOM	GHANA	24-Sep-58	Yes	14	19	12	16.5	F	0	1	1	1	5114	1-500,000
0008	UNITED STATES	IRELAND	03-Feb-45	Yes	14	12	12	16.5	i	0	1	1	0	5118	1,500,001-2,000,000
3817	NETHERLANDS	UNITED ARAB EMIRATES	31-Jul-90	Yes	14	19	12	16.5	F	0	0	0	0	5171	1-500,000
4243	UNITED KINGDOM	QATAR	24-Jun-98	Yes	14	12	12	16.5	o	0	0	0	1	5224	1-500,000
1538	GHANA	NETHERLANDS	30-Jul-60	Yes	14	19	12	16.5	F	0	0	0	0	5230	1-500,000
1989	JAPAN	SINGAPORE	14-Feb-67	Yes	14	19	12	16.5	F	0	0	0	0	5326	1,000,001-1,500,000
2061	JAPAN	MALAYSIA	11-Feb-65	Yes	14	19	12	16.5	F	0	0	0	0	5329	500,001-1,000,000
2365	UNITED ARAB EMIRATES	UNITED KINGDOM	20-Jun-72	Yes	14	19	12	16.5	F	0	0	0	1	5484	1,500,001-2,000,000
4301	COSTA RICA	ARGENTINA	07-Oct-97	Yes	14	19	12	16.5	i	0	1	1	0	5653	1-500,000
2480	OMAN	UNITED KINGDOM	20-Jun-72	Yes	14	19	12	16.5	F	0	0	0	0	5841	1-500,000
1450	ETHIOPIA	UNITED KINGDOM	07-Jul-58	Yes	14	19	12	16.5	F	0	1	0	0	5906	1-500,000
4569	UNITED KINGDOM	PAKISTAN	14-Sep-99	Yes	14	12	12	16.5	o	0	1	1	1	6050	500,001-1,000,000
1830	UGANDA	FRANCE	28-Jul-64	No	14	19	12	16.5	F	0	0	0	0	6129	1-500,000
2557	CANADA	GERMANY	26-Mar-73	Yes	14	19	12	16.5	F	0	0	0	0	6161	500,001-1,000,000
3415	MOROCCO	CANADA	14-Feb-75	Yes	14	19	12	13	o	0	1	1	0	6178	1-500,000
2153	UGANDA	NETHERLANDS	21-May-69	Yes	14	19	12	16.5	F	0	0	0	0	6337	1-500,000
3243	CONGO, DEM. REPUBLIC OF	UNITED KINGDOM	17-May-74	No	14	19	12	16.5	F	0	0	0	0	6382	1-500,000
1812	KENYA	FRANCE	28-Jul-64	Yes	14	19	12	16.5	F	0	0	0	0	6491	1-500,000
3187	ANTIGUA AND BARBUDA	UNITED KINGDOM	25-Mar-85	Yes	14	19	12	16.5	F	0	1	1	1	6583	1-500,000
4443	UNITED KINGDOM	MONGOLIA	01-Mar-00	No	14	12	12	16.5	o	0	0	0	0	6980	1-500,000
0938	DOMINICAN REPUBLIC	UNITED KINGDOM	04-May-51	Yes	14	19	12	16.5	F	0	0	0	0	7012	1-500,000
3242	TRINIDAD AND TOBAGO	UNITED KINGDOM	01-Mar-67	Yes	14	19	12	16.5	F	0	1	1	1	7128	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
0608	CUBA	UNITED KINGDOM	19-Mar-48	Yes	14	19	12	16.5	F	0	0	0	0	7500	1-500,000
2226	JAMAICA	UNITED KINGDOM	25-Mar-70	Yes	14	19	12	16.5	F	0	1	1	1	7543	1-500,000
4056	JAMAICA	NETHERLANDS	09-Jun-94	Yes	14	19	12	16.5	E	0	0	0	0	7885	1-500,000
2239	SINGAPORE	ISRAEL	16-Jul-70	No	14	19	12	16.5	F	0	1	1	0	7978	1-500,000
1010	JAPAN	SWEDEN	20-Feb-53	No	14	19	12	16.5	F	0	0	0	0	8181	1-500,000
2888	JAPAN	IRAQ	20-Mar-78	No	14	19	12	16.5	F	0	0	0	0	8356	1-500,000
0983	JAPAN	NORWAY	23-Feb-53	No	14	19	12	16.5	F	0	0	0	0	8417	1-500,000
4492	UNITED KINGDOM	PANAMA	29-Oct-97	No	14	12	12	16.5	o	0	0	0	0	8500	1-500,000
4060	MALDIVES	UNITED KINGDOM	20-Jan-96	Yes	14	12	12	16.5	o	0	0	0	1	8525	1-500,000
3767	CHILE	CANADA	06-Jul-90	Yes	14	19	12	16.5	o	0	0	0	0	8632	1-500,000
1013	JAPAN	DENMARK	26-Feb-53	Yes	14	19	12	16.5	F	0	0	0	0	8703	1-500,000
4242	UNITED KINGDOM	SRI LANKA	22-Apr-98	Yes	14	12	12	16.5	o	0	0	0	1	8725	1-500,000
N0051	KOREA, REPUBLIC OF	LUXEMBOURG	27-Sep-00	No	14	12	12	16.5	o	0	0	0	0	8733	1-500,000
3937	BELGIUM	PANAMA	11-Jan-66	No	14	19	12	16.5	F	0	0	0	0	8814	1-500,000
3159	UNITED KINGDOM	KOREA, REPUBLIC OF	05-Mar-84	Yes	14	19	12	16.5	F	0	0	1	0	8875	1-500,000
0961	MYANMAR	UNITED KINGDOM	25-Oct-52	No	14	19	12	16.5	F	0	0	0	1	8991	1-500,000
N0102	GERMANY	PANAMA	13-Dec-99	No	14	12	15.5	16	o	0	0	0	0	8996	1-500,000
2282	JAPAN	LEBANON	02-Jun-67	No	14	19	12	16.5	F	0	0	0	0	9000	1-500,000
2440	LEBANON	UNITED STATES	01-Sep-72	No	14	19	12	16.5	i	0	0	1	0	9032	1-500,000
1868	PANAMA	SWITZERLAND	21-Apr-64	No	14	19	12	16.5	F	0	0	0	0	9058	1-500,000
2174	SINGAPORE	BULGARIA	28-Nov-69	No	14	19	12	16.5	F	0	0	0	0	9148	1-500,000
1610	THAILAND	LUXEMBOURG	29-Dec-60	No	14	19	12	16.5	i	0	0	0	0	9166	1-500,000
2646	PARAGUAY	SPAIN	12-May-76	No	14	19	12	16.5	F	0	1	1	1	9194	1-500,000
0982	JAPAN	NETHERLANDS	17-Feb-53	Yes	14	19	12	16.5	F	0	0	0	0	9303	1-500,000
2006	MALAYSIA	SWEDEN	19-Oct-67	Yes	14	19	12	16.5	F	0	0	0	0	9355	1-500,000
2319	SERBIA AND MONTENEGRO	SINGAPORE	10-Dec-71	No	14	19	12	16.5	F	0	0	0	0	9392	1-500,000
1592	JAPAN	BELGIUM	20-Jun-59	No	14	19	12	16.5	F	0	0	0	0	9463	1-500,000
2398	MALAYSIA	CZECH REPUBLIC	02-May-73	No	14	19	12	16.5	F	0	0	0	0	9554	1-500,000
1081	JAPAN	UNITED KINGDOM	29-Dec-52	Yes	14	19	12	16.5	F	0	0	0	0	9574	500,001-1,000,000
3000	NEW ZEALAND	JAPAN	18-Jan-80	Yes	14	19	12	16.5	F	0	0	0	0	9576	1-500,000
2015	MALAYSIA	DENMARK	19-Oct-67	No	14	19	12	16.5	F	0	0	0	0	9674	1-500,000
3754	UNITED KINGDOM	SOUTH AFRICA	11-Aug-92	Yes	14	12	12	16.5	o	0	1	1	1	9682	1,000,001-1,500,000
2863	AUSTRIA	SINGAPORE	08-Aug-78	Yes	14	19	12	16.5	F	0	0	0	0	9724	1-500,000
3336	NEW ZEALAND	ARGENTINA	13-Dec-85	Yes	14	19	12	16.5	F	0	0	0	0	9729	1-500,000
2037	MALAYSIA	NORWAY	19-Oct-67	No	14	19	12	16.5	F	0	0	0	0	9768	1-500,000
2306	SINGAPORE	CZECH REPUBLIC	07-Sep-71	No	14	19	12	16.5	F	0	0	0	0	9866	1-500,000
2555	CUBA	EQUATORIAL GUINEA	30-Apr-74	No	14	19	12	16.5	F	0	1	1	0	9977	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3367	MALAYSIA	GERMANY	23-Jul-68	Yes	14	19	12	16.5	F	0	0	0	0	10070	1-500,000
1298	THAILAND	ICELAND	22-Nov-57	No	14	19	12	16.5	F	0	0	0	0	10104	1-500,000
0557	UNITED KINGDOM	PERU	22-Dec-47	No	14	19	12	16.5	F	0	0	0	0	10182	1-500,000
1951	NETHERLANDS	MALAYSIA	15-Dec-66	Yes	14	19	12	16.5	F	0	0	0	0	10202	1-500,000
2460	MALAYSIA	BELGIUM	26-Feb-74	No	14	19	12	16.5	F	0	0	0	0	10261	1-500,000
3854	KOREA, REPUBLIC OF	NEW ZEALAND	10-May-93	Yes	14	19	12	16.5	F	0	0	1	0	10294	1-500,000
1338	JAPAN	CANADA	12-Jan-55	Yes	14	19	12	16.5	F	0	0	0	0	10358	500,001-1,000,000
1947	SINGAPORE	NETHERLANDS	29-Dec-66	Yes	14	19	12	16.5	F	0	0	0	0	10510	1-500,000
2338	INDONESIA	SWEDEN	23-Jun-71	No	14	19	12	16.5	F	0	0	0	0	10528	1-500,000
2780	NETHERLANDS	PARAGUAY	07-Feb-74	No	14	19	12	16.5	F	0	0	0	0	10548	1-500,000
2964	MALAYSIA	UNITED KINGDOM	24-May-73	Yes	14	19	12	16.5	F	0	0	0	1	10560	500,001-1,000,000
1990	SINGAPORE	BELGIUM	29-May-67	No	14	19	12	16.5	F	0	0	0	0	10571	1-500,000
1164	PHILIPPINES	UNITED KINGDOM	31-Jan-55	No	14	19	12	16.5	F	0	1	1	0	10745	1-500,000
1999	SINGAPORE	FRANCE	29-Jun-67	Yes	14	19	12	16.5	F	0	0	0	0	10748	1-500,000
2303	INDONESIA	DENMARK	23-Jun-71	No	14	19	12	16.5	F	0	0	0	0	10842	1-500,000
2276	SINGAPORE	UNITED KINGDOM	12-Jan-71	Yes	14	19	12	16.5	F	0	1	1	1	10869	500,001-1,000,000
4500	UNITED STATES	CHINA	17-Sep-80	Yes	14	19	12	16.5	o	0	0	0	0	10994	2,000,001-2,500,000
0480	URUGUAY	UNITED KINGDOM	26-Sep-47	No	14	19	12	16.5	F	0	0	0	0	11058	1-500,000
3605	BRUNEI DARUSSALAM	UNITED KINGDOM	23-Nov-90	Yes	14	12	12	16.5	o	0	0	0	1	11276	1-500,000
1881	INDONESIA	NETHERLANDS	12-Jul-66	Yes	14	19	12	16.5	F	0	0	0	1	11362	1-500,000
3285	BELGIUM	INDONESIA	12-Mar-71	No	14	19	12	16.5	F	0	0	0	0	11416	1-500,000
2040	INDONESIA	FRANCE	24-Nov-67	No	14	19	12	16.5	F	0	0	0	0	11584	1-500,000
0475	CHILE	UNITED KINGDOM	16-Sep-47	No	14	19	12	16.5	F	0	0	0	0	11685	1-500,000
2925	INDONESIA	UNITED KINGDOM	28-Jun-73	No	14	12	12	16.5	o	0	0	0	0	11719	1-500,000
4189	NEW ZEALAND	UNITED ARAB EMIRATES	01-Mar-98	Yes	14	19	12	16.5	F	0	0	0	0	14270	1-500,000
4444	UNITED KINGDOM	FIJI	04-Dec-98	No	14	12	12	16.5	o	0	1	1	1	16318	1-500,000
1810	AUSTRALIA	FRANCE	13-Apr-65	No	14	19	12	16.5	F	0	0	0	0	16975	1-500,000
1374	AUSTRALIA	UNITED KINGDOM	07-Feb-58	Yes	14	19	12	16.5	F	0	1	1	1	17011	1,000,001-1,500,000
2599	JAPAN	BRAZIL	14-Dec-56	Yes	14	19	12	16.5	F	0	0	0	0	18550	1-500,000
2038	NEW ZEALAND	FRANCE	09-Nov-67	No	14	19	12	16.5	F	0	0	0	0	19264	1-500,000
0545	TURKEY	GREECE	22-Jul-47	Yes	13	18	11	15.5	i	1	0	0	1	561	1-500,000
4116	SWITZERLAND	CZECH REPUBLIC	17-Jul-96	Yes	13	11	11	15.5	i	0	0	0	0	623	1-500,000
N0171	TURKEY	ALBANIA	26-May-03	Yes	13	11	11	15.5	o	0	0	0	1	765	1-500,000
1345	NETHERLANDS	SERBIA AND MONTENEGRO	13-Mar-57	No	13	18	11	15.5	i	0	0	0	0	1416	1-500,000
2112	TUNISIA	FRANCE	20-May-61	Yes	13	18	11	15.5	i	0	1	0	1	1484	1,000,001-1,500,000
2074	TUNISIA	CZECH REPUBLIC	01-Feb-63	Yes	13	18	11	15.5	i	0	0	0	0	1515	1-500,000
4499	BAHRAIN	JORDAN	24-Mar-00	Yes	13	18	11	15.5	E	0	1	1	0	1565	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1438	TUNISIA	BELGIUM	24-Jun-58	Yes	13	18	11	15.5	i	0	1	0	0	1627	1-500,000
4478	BAHRAIN	LEBANON	14-Apr-99	Yes	13	18	11	15.5	E	0	1	1	0	1687	1-500,000
0913	NORWAY	ICELAND	14-Jul-51	Yes	13	18	11	15.5	i	0	0	0	0	1750	1-500,000
1879	LEBANON	SERBIA AND MONTENEGRO	17-Apr-54	No	13	18	11	15.5	i	0	0	0	0	1771	1-500,000
1689	TUNISIA	NETHERLANDS	19-Mar-59	Yes	13	18	11	15.5	i	0	0	0	0	1776	1-500,000
1692	TUNISIA	DENMARK	14-Apr-59	Yes	13	18	11	15.5	i	0	0	0	0	2104	1-500,000
1690	TUNISIA	SWEDEN	19-Mar-59	Yes	13	18	11	15.5	i	0	0	0	0	2567	1-500,000
1691	TUNISIA	NORWAY	28-Mar-59	No	13	18	11	15.5	i	0	0	0	0	2569	1-500,000
0880	GREECE	NORWAY	28-May-51	Yes	13	18	11	15.5	i	0	0	0	0	2606	1-500,000
0576	NORWAY	PORTUGAL	11-Nov-47	Yes	13	18	11	15.5	i	0	0	0	0	2740	1-500,000
3113	TURKEY	SPAIN	15-Jul-75	Yes	13	18	11	11.5	D	0	0	0	0	2740	1-500,000
1241	LEBANON	SWITZERLAND	03-Mar-54	Yes	13	18	11	15.5	i	0	1	1	0	2766	1-500,000
1260	LEBANON	DENMARK	21-Oct-55	Yes	13	18	11	15.5	i	0	0	0	0	2998	1-500,000
0998	LEBANON	SWEDEN	23-Mar-53	No	13	18	11	15.5	i	0	0	0	0	3110	1-500,000
2083	CONGO	MALI	10-Mar-64	Yes	13	18	11	15.5	i	0	1	0	0	3183	1-500,000
1998	SYRIAN ARAB REPUBLIC	FRANCE	07-Apr-66	Yes	13	18	11	15.5	i	0	0	0	1	3281	1-500,000
4021	BELARUS	UZBEKISTAN	22-Dec-94	No	13	11.5	18.5	16	o	0	0	0	0	3370	1-500,000
3566	MALDIVES	SINGAPORE	12-Aug-83	Yes	13	11.5	11.5	16	o	0	0	0	0	3393	1-500,000
1880	LEBANON	NORWAY	02-Feb-56	No	13	18	11	15.5	i	0	0	0	0	3413	1-500,000
2008	CHILE	ECUADOR	11-Jul-57	Yes	13	18	11	15.5	i	0	1	1	0	3792	1-500,000
3908	GERMANY	BAHRAIN	18-Jun-91	Yes	13	18	11	15.5	E	0	0	0	0	4611	1-500,000
1578	CAMEROON	FRANCE	16-Jun-61	Yes	13	18	11	15.5	i	0	1	1	1	5086	1-500,000
2703	UNITED STATES	UNITED KINGDOM	23-Jul-77	Yes	13	18	11	15.5	i	0	1	1	1	5570	14,500,001-15,000,000
4440	INDIA	SWITZERLAND	02-May-01	Yes	13	18	11	15.5	o	0	0	0	0	6249	1-500,000
1992	TRINIDAD AND TOBAGO	NETHERLANDS	03-Jul-67	Yes	13	18	11	15.5	i	0	0	0	0	7488	1-500,000
4487	SOUTH AFRICA	IRAN, ISLAMIC REP. OF	27-Jan-01	No	13	11	11	15.5	o	0	0	0	0	8471	1-500,000
4164	SPAIN	EL SALVADOR	10-Mar-97	No	13	11	11	15.5	o	0	1	1	1	8656	1-500,000
4526	BELGIUM	MEXICO	23-Apr-99	No	13	18	11	15.5	E	0	0	0	0	9259	1-500,000
3739	MEXICO	KOREA, REPUBLIC OF	21-Jul-88	No	13	18	11	15.5	E	0	0	0	0	12066	1-500,000
4193	ARGENTINA	SINGAPORE	20-Feb-97	No	13	18	11	15.5	E	0	0	0	0	15891	1-500,000
1040	EGYPT	JORDAN	02-Jan-52	Yes	12	17	10	14.5	i	0	1	1	0	494	1-500,000
3967	BELARUS	MOLDOVA	12-Sep-95	No	12	10.5	17.5	15	o	0	0	0	0	768	1-500,000
4419	HONG KONG, CHINA	VIET NAM	10-Sep-99	Yes	12	10.5	17.5	15	o	0	0	0	0	868	1-500,000
1608	MALI	GUINEA	17-Nov-61	Yes	12	17	10	14.5	i	1	1	0	0	914	1-500,000
N0153	LITHUANIA	NORWAY	09-Sep-93	Yes	12	10.5	17.5	15	o	0	0	0	0	1048	1-500,000
1730	MALI	NIGER	15-Jan-64	Yes	12	17	10	14.5	i	1	1	0	0	1095	1-500,000
4082	HONG KONG, CHINA	PHILIPPINES	24-Mar-97	Yes	12	10.5	17.5	15	o	0	1	1	0	1114	1,000,001-1,500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
0934	EGYPT	GREECE	24-Apr-50	Yes	12	17	10	14.5	i	0	0	0	0	1123	1-500,000
1693	TUNISIA	SWITZERLAND	21-May-60	Yes	12	17	10	14.5	i	0	1	0	0	1149	1-500,000
1267	EGYPT	IRAQ	23-Mar-55	No	12	17	10	14.5	i	0	1	1	0	1300	1-500,000
4632	CAMBODIA	MACAO, CHINA	12-Dec-01	No	12	10.5	17.5	15	o	0	0	0	0	1503	1-500,000
4420	HONG KONG, CHINA	CAMBODIA	17-Jan-00	Yes	12	10.5	17.5	15	o	0	0	0	0	1542	1-500,000
4081	HONG KONG, CHINA	THAILAND	24-Mar-97	Yes	12	10.5	17.5	15	o	0	0	0	0	1727	2,500,001-3,000,000
1246	EGYPT	SERBIA AND MONTENEGRO	20-Feb-55	No	12	17	10	14.5	i	0	0	0	0	1896	1-500,000
4379	MACAO, CHINA	MYANMAR	12-Mar-99	No	12	10.5	17.5	15	o	0	0	0	0	1922	1-500,000
3447	HONG KONG, CHINA	BRUNEI DARUSSALAM	09-Jan-89	Yes	12	10.5	17.5	15	o	0	0	0	0	1931	1-500,000
4080	HONG KONG, CHINA	MYANMAR	04-Mar-97	No	12	10.5	17.5	15	o	0	0	0	0	1981	1-500,000
2235	BULGARIA	UNITED KINGDOM	28-May-70	Yes	12	17	10	14.5	i	0	0	0	0	2019	1-500,000
2027	TURKEY	GERMANY	05-Jul-57	Yes	12	17	10	14.5	i	0	0	0	0	2038	3,500,001-4,000,000
4015	HONG KONG, CHINA	KOREA, REPUBLIC OF	29-Mar-96	Yes	12	10.5	17.5	15	o	0	0	1	0	2096	1,000,001-1,500,000
1761	GERMANY	MOROCCO	12-Oct-61	Yes	12	17	10	14.5	i	0	0	0	0	2237	1-500,000
0791	THAILAND	SRI LANKA	24-Feb-50	Yes	12	17	10	14.5	i	0	0	0	0	2382	1-500,000
4485	HONG KONG, CHINA	BANGLADESH	24-Oct-00	Yes	12	10.5	17.5	15	o	0	0	0	0	2439	1-500,000
4452	MALAYSIA	MACAO, CHINA	31-Oct-95	Yes	12	10.5	17.5	15	o	0	1	1	0	2485	1-500,000
3631	HONG KONG, CHINA	MALAYSIA	04-Mar-91	Yes	12	10.5	17.5	15	o	0	1	1	0	2518	500,001-1,000,000
4061	HONG KONG, CHINA	SINGAPORE	30-Apr-96	Yes	12	10.5	17.5	15	o	0	1	1	0	2588	1,500,001-2,000,000
0824	PAKISTAN	IRAQ	20-Jun-50	No	12	17	10	14.5	i	0	0	0	0	2655	1-500,000
1630	EGYPT	SWITZERLAND	14-Jul-60	Yes	12	17	10	14.5	i	0	0	0	0	2780	1-500,000
4412	HONG KONG, CHINA	MONGOLIA	24-May-00	No	12	10.5	17.5	15	o	0	0	0	0	2926	1-500,000
4400	HONG KONG, CHINA	NEPAL	29-Oct-98	Yes	12	10.5	17.5	15	o	0	0	0	0	2964	1-500,000
1670	EGYPT	GERMANY	16-Dec-60	Yes	12	17	10	14.5	i	0	0	0	0	3112	500,001-1,000,000
0833	EGYPT	DENMARK	14-Mar-50	Yes	12	17	10	14.5	i	0	0	0	0	3209	1-500,000
2792	EGYPT	BELGIUM	28-Jun-60	Yes	12	17	10	14.5	i	0	0	0	0	3212	1-500,000
0910	EGYPT	FRANCE	06-Aug-50	Yes	12	17	10	14.5	i	0	0	0	0	3215	1-500,000
4083	HONG KONG, CHINA	INDONESIA	06-Jun-97	Yes	12	10.5	17.5	15	o	0	0	0	0	3262	500,001-1,000,000
1834	EGYPT	NETHERLANDS	05-Aug-65	Yes	12	17	10	14.5	i	0	0	0	0	3284	1-500,000
0821	EGYPT	SWEDEN	12-Dec-49	No	12	17	10	14.5	i	0	0	0	0	3407	1-500,000
0832	EGYPT	NORWAY	11-Mar-50	No	12	17	10	14.5	i	0	0	0	0	3661	1-500,000
2574	TUNISIA	SAUDI ARABIA	12-Mar-69	Yes	12	17	10	14.5	i	0	1	1	0	3722	1-500,000
4070	HONG KONG, CHINA	INDIA	10-Oct-96	Yes	12	10.5	17.5	15	o	0	1	1	0	3763	1-500,000
2693	MAURITANIA	FRANCE	24-Oct-63	Yes	12	17	10	14.5	i	0	0	0	1	3795	1-500,000
1287	PAKISTAN	TURKEY	02-Nov-55	Yes	12	17	10	14.5	i	0	0	0	0	3951	1-500,000
1245	EGYPT	PAKISTAN	13-Dec-54	No	12	17	10	14.5	i	0	0	1	0	3953	1-500,000
3855	HONG KONG, CHINA	SRI LANKA	31-Mar-93	Yes	12	10.5	17.5	15	o	0	0	0	0	4053	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1535	BELGIUM	IRAN, ISLAMIC REP. OF	14-Apr-58	No	12	17	10	14.5	i	0	0	0	0	4088	1-500,000
4293	HONG KONG, CHINA	PAKISTAN	17-Feb-98	Yes	12	10.5	17.5	15	o	0	1	1	0	4196	1-500,000
1701	ETHIOPIA	GHANA	09-Jun-60	Yes	12	17	10	14.5	i	0	1	0	0	4330	1-500,000
1702	GHANA	LEBANON	27-Aug-60	Yes	12	17	10	14.5	i	0	0	1	0	4849	1-500,000
2622	SIERRA LEONE	GERMANY	24-Sep-70	No	12	17	10	14.5	i	0	0	0	0	5129	1-500,000
2144	GHANA	GERMANY	06-Aug-68	Yes	12	17	10	14.5	i	0	0	0	0	5154	1-500,000
4450	FINLAND	MONGOLIA	10-Feb-00	No	12	10.5	17.5	15	o	0	0	0	0	5155	1-500,000
2553	SPAIN	CONGO, DEM. REPUBLIC OF	14-Jun-69	No	12	17	10	14.5	i	0	0	0	0	5342	1-500,000
2170	LIBERIA	LEBANON	27-Jul-61	No	12	17	10	14.5	i	0	0	1	0	5654	1-500,000
0837	SRI LANKA	EGYPT	26-Sep-50	No	12	17	10	14.5	i	0	0	0	0	5684	1-500,000
3404	UNITED KINGDOM	CANADA	13-Apr-86	Yes	12	17	10	14.5	i	0	1	1	1	5716	2,000,001-2,500,000
1272	INDIA	JAPAN	26-Nov-55	Yes	12	17	10	14.5	i	0	0	0	0	5848	1-500,000
0831	PAKISTAN	FRANCE	31-Jul-50	Yes	12	17	10	14.5	i	0	0	0	0	5933	1-500,000
1742	CONGO, DEM. REPUBLIC OF	FRANCE	10-Jan-64	Yes	12	17	10	14.5	i	0	1	1	0	6050	1-500,000
2237	CONGO, DEM. REPUBLIC OF	NETHERLANDS	20-Mar-70	No	12	17	10	14.5	i	0	0	0	0	6381	1-500,000
4145	HONG KONG, CHINA	BAHRAIN	03-Mar-98	Yes	12	10.5	17.5	15	o	0	0	0	0	6398	1-500,000
3568	MALDIVES	KOREA, REPUBLIC OF	27-Jun-90	No	12	17	10	11	i	0	0	0	0	6571	1-500,000
3551	UNITED KINGDOM	SAINT LUCIA	31-Aug-89	Yes	12	10.5	10.5	15	o	0	1	1	1	6795	1-500,000
3874	HONG KONG, CHINA	AUSTRALIA	15-Sep-93	Yes	12	10.5	17.5	15	o	0	1	1	0	7377	1,000,001-1,500,000
4592	UNITED STATES	UKRAINE	31-Mar-93	Yes	12	17	10	14.5	i	0	0	0	0	7516	1-500,000
3589	UNITED STATES	RUSSIAN FEDERATION	01-Jun-90	Yes	12	17	10	14.5	i	0	0	0	0	7518	1-500,000
1116	FRANCE	BOLIVARIAN REP. OF VENEZUELA	13-May-54	Yes	12	17	10	14.5	i	0	0	0	0	7619	1-500,000
4399	HONG KONG, CHINA	MAURITIUS	03-Jul-98	Yes	12	10.5	17.5	15	o	0	1	1	0	7758	1-500,000
4414	HONG KONG, CHINA	FINLAND	14-Jan-00	Yes	12	10.5	17.5	15	o	0	0	0	0	7836	1-500,000
3869	SWITZERLAND	MALDIVES	25-Oct-93	No	12	17	10	11	i	0	0	0	0	7875	1-500,000
4486	HONG KONG, CHINA	TURKEY	02-Apr-98	Yes	12	10.5	17.5	15	o	0	0	0	0	8026	1-500,000
2669	CANADA	GREECE	18-Jan-74	Yes	12	17	10	14.5	i	0	0	0	0	8103	1-500,000
4385	SWEDEN	MACAO, CHINA	12-Dec-96	No	12	10.5	17.5	15	o	0	0	0	0	8201	1-500,000
4422	HONG KONG, CHINA	SWEDEN	14-Mar-00	No	12	10.5	17.5	15	o	0	0	0	0	8233	1-500,000
0819	THAILAND	SWEDEN	23-Nov-49	Yes	12	17	10	14.5	i	0	0	0	0	8276	1-500,000
4383	NORWAY	MACAO, CHINA	12-Dec-96	No	12	10.5	17.5	15	o	0	0	0	0	8569	<1
4606	HONG KONG, CHINA	HUNGARY	26-Apr-01	No	12	10.5	17.5	15	o	0	0	0	0	8578	1-500,000
4423	HONG KONG, CHINA	NORWAY	02-Jun-00	No	12	10.5	17.5	15	o	0	0	0	0	8600	1-500,000
0770	THAILAND	DENMARK	23-Nov-49	Yes	12	17	10	14.5	i	0	0	0	0	8629	1-500,000
4376	DENMARK	MACAO, CHINA	12-Dec-96	No	12	10.5	17.5	15	o	0	0	0	0	8644	1-500,000
4421	HONG KONG, CHINA	DENMARK	14-Mar-00	No	12	10.5	17.5	15	o	0	0	0	0	8679	1-500,000
0758	THAILAND	NORWAY	26-Nov-49	No	12	17	10	14.5	i	0	0	0	0	8684	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3986	MACAO, CHINA	AUSTRIA	04-Nov-94	No	12	10.5	17.5	15	o	0	0	0	0	8698	1-500,000
4292	HONG KONG, CHINA	AUSTRIA	02-Oct-98	No	12	10.5	17.5	15	o	0	0	0	0	8739	1-500,000
4618	HONG KONG, CHINA	CZECH REPUBLIC	22-Feb-02	No	12	10.5	17.5	15	o	0	0	0	0	8795	1-500,000
N0158	HONG KONG, CHINA	CROATIA	07-Jun-02	No	12	10.5	17.5	15	o	0	0	0	0	8864	1-500,000
3883	JAPAN	JORDAN	13-Apr-94	No	12	17	10	14.5	E	0	0	0	0	9096	1-500,000
1326	THAILAND	SWITZERLAND	13-Oct-56	Yes	12	17	10	14.5	i	0	0	0	0	9134	1-500,000
3981	HONG KONG, CHINA	GERMANY	05-May-95	Yes	12	10.5	17.5	15	o	0	0	0	0	9210	1-500,000
1620	THAILAND	BELGIUM	04-May-62	No	12	17	10	14.5	i	0	0	0	0	9261	1-500,000
1745	ECUADOR	FRANCE	03-Feb-64	No	12	17	10	14.5	i	0	0	0	0	9367	1-500,000
1971	BRAZIL	FRANCE	29-Oct-65	Yes	12	17	10	14.5	i	0	0	0	0	9408	1-500,000
3780	HONG KONG, CHINA	SWITZERLAND	26-Jan-88	Yes	12	10.5	17.5	15	o	0	0	0	0	9409	1-500,000
3632	HONG KONG, CHINA	NEW ZEALAND	22-Feb-91	Yes	12	10.5	17.5	15	o	0	1	1	0	9632	1-500,000
1719	GERMANY	ECUADOR	20-Sep-62	No	12	17	10	14.5	i	0	0	0	0	9724	1-500,000
2028	BRAZIL	GERMANY	29-Aug-57	Yes	12	17	10	14.5	i	0	0	0	0	9848	1-500,000
2797	PARAGUAY	GERMANY	26-Nov-74	No	12	17	10	14.5	i	0	0	0	0	10607	1-500,000
2032	GERMANY	PERU	30-Apr-62	No	12	17	10	14.5	i	0	0	0	0	10660	1-500,000
2544	INDONESIA	GERMANY	04-Dec-69	Yes	12	17	10	14.5	i	0	0	0	0	11227	1-500,000
1263	INDIA	UNITED STATES	03-Feb-56	Yes	12	17	10	14.5	i	0	1	1	0	11762	1,500,001-2,000,000
4413	HONG KONG, CHINA	SOUTH AFRICA	18-Mar-00	Yes	12	10.5	17.5	15	o	0	1	1	0	11877	1-500,000
3454	HONG KONG, CHINA	CANADA	24-Jun-88	Yes	12	10.5	17.5	15	o	0	1	1	0	12568	500,001-1,000,000
0997	EGYPT	AUSTRALIA	14-Jun-52	No	12	17	10	14.5	i	0	0	1	0	14426	1-500,000
3873	HONG KONG, CHINA	BRAZIL	06-Sep-91	No	12	10.5	17.5	15	o	0	0	0	0	18060	1-500,000
0993	SWITZERLAND	LUXEMBOURG	09-Apr-51	Yes	11	16.5	9.5	10	D	0	1	0	0	310	1-500,000
1465	MOROCCO	PORTUGAL	03-Apr-58	Yes	11	16.5	9.5	14	E	0	0	0	0	562	1-500,000
3903	UZBEKISTAN	KAZAKHSTAN	25-May-94	Yes	11	9.5	9.5	14	o	1	0	0	0	674	1-500,000
0683	CZECH REPUBLIC	SERBIA AND MONTENEGRO	14-Mar-48	No	11	16.5	9.5	14	E	0	0	0	0	742	1-500,000
2161	LIBERIA	MALI	30-Jun-62	No	11	16.5	9.5	14	i	0	0	0	0	768	1-500,000
1244	TURKEY	SERBIA AND MONTENEGRO	16-Apr-53	No	11	16.5	9.5	14	E	0	0	0	1	807	1-500,000
1665	NETHERLANDS	NORWAY	18-Oct-62	Yes	11	16.5	9.5	14	i	0	0	0	0	916	1-500,000
0701	LEBANON	TURKEY	16-Sep-47	Yes	11	16.5	9.5	14	i	0	0	0	0	985	1-500,000
0873	SWITZERLAND	DENMARK	22-Jun-50	Yes	11	16.5	9.5	10	D	0	0	0	0	1034	1-500,000
0828	SYRIAN ARAB REPUBLIC	TURKEY	06-Jul-49	Yes	11	16.5	9.5	14	i	1	0	0	1	1062	1-500,000
2097	CZECH REPUBLIC	NORWAY	03-Dec-68	Yes	11	16.5	9.5	14	E	0	0	0	0	1117	1-500,000
0963	LUXEMBOURG	NORWAY	17-Nov-52	No	11	16.5	9.5	14	i	0	0	0	0	1185	1-500,000
1918	THAILAND	MALAYSIA	18-Nov-66	Yes	11	16.5	9.5	14	E	1	0	0	0	1187	1,000,001-1,500,000
0702	JORDAN	TURKEY	07-May-48	Yes	11	16.5	9.5	14	i	0	0	0	0	1188	1-500,000
4567	GERMANY	BOSNIA AND HERZEGOVINA	10-May-95	Yes	11	9.5	13	13.5	o	0	0	0	0	1202	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1926	SERBIA AND MONTENEGRO	TUNISIA	18-Nov-66	No	11	16.5	9.5	14	E	0	0	0	0	1240	1-500,000
2232	SERBIA AND MONTENEGRO	GERMANY	06-Feb-60	No	11	16.5	9.5	14	i	0	0	0	0	1243	1-500,000
0670	NORWAY	IRELAND	21-Jun-48	Yes	11	16.5	9.5	14	i	0	0	0	0	1267	1-500,000
1790	DENMARK	SERBIA AND MONTENEGRO	11-Feb-64	No	11	16.5	9.5	14	i	0	0	0	0	1329	1-500,000
2007	TUNISIA	AUSTRIA	17-Oct-66	Yes	11	16.5	9.5	14	E	0	0	0	0	1363	1-500,000
2094	BELGIUM	SERBIA AND MONTENEGRO	24-Sep-57	No	11	16.5	9.5	14	E	0	0	0	0	1375	1-500,000
N0100	GERMANY	BELARUS	03-Dec-97	Yes	11	9.5	13	13.5	o	0	0	0	0	1405	1-500,000
2002	FRANCE	SERBIA AND MONTENEGRO	23-Mar-67	No	11	16.5	9.5	14	E	0	0	0	0	1450	1-500,000
1694	TUNISIA	LUXEMBOURG	13-Jun-60	Yes	11	16.5	9.5	14	E	0	1	0	0	1458	1-500,000
1163	SWITZERLAND	NORWAY	30-Dec-54	Yes	11	16.5	9.5	10	D	0	0	0	0	1459	1-500,000
3887	TURKMENISTAN	KYRGYZ REPUBLIC	24-Dec-93	No	11	9.5	9.5	14	o	0	0	0	0	1477	1-500,000
0883	SWITZERLAND	SWEDEN	18-Oct-50	Yes	11	16.5	9.5	10	D	0	0	0	0	1547	1-500,000
2001	CHILE	PARAGUAY	01-Jun-57	Yes	11	16.5	9.5	14	E	0	1	1	0	1558	1-500,000
3555	BURUNDI	CONGO, DEM. REPUBLIC OF	12-Mar-82	No	11	16.5	9.5	10	D	1	1	1	0	1560	1-500,000
1497	SWEDEN	SERBIA AND MONTENEGRO	18-Apr-58	No	11	16.5	9.5	14	i	0	0	0	0	1622	1-500,000
0420	SWITZERLAND	PORTUGAL	09-Dec-46	Yes	11	16.5	9.5	14	E	0	0	0	0	1627	500,001-1,000,000
4311	GERMANY	MOLDOVA	21-May-99	Yes	11	9.5	13	13.5	o	0	0	0	0	1657	1-500,000
1783	ALGERIA	CZECH REPUBLIC	09-Mar-64	No	11	16.5	9.5	14	E	0	0	0	0	1737	1-500,000
1826	FRANCE	BULGARIA	04-Aug-65	Yes	11	16.5	9.5	14	E	0	0	0	0	1761	1-500,000
1419	ROMANIA	NETHERLANDS	27-Aug-57	Yes	11	16.5	9.5	14	i	0	0	0	0	1790	1-500,000
1837	NORWAY	SERBIA AND MONTENEGRO	15-Apr-64	No	11	16.5	9.5	14	i	0	0	0	0	1800	1-500,000
1564	MOROCCO	FRANCE	25-Oct-57	Yes	11	16.5	9.5	14	E	0	1	1	1	1817	2,000,001-2,500,000
1925	SYRIAN ARAB REPUBLIC	SERBIA AND MONTENEGRO	17-Jul-66	No	11	16.5	9.5	14	E	0	0	0	0	1852	1-500,000
3174	BULGARIA	FINLAND	19-Mar-70	No	11	16.5	9.5	14	E	0	0	0	0	1947	1-500,000
2695	MAURITANIA	MOROCCO	07-Jul-70	Yes	11	16.5	9.5	14	E	0	1	0	0	1986	1-500,000
0843	NETHERLANDS	ICELAND	22-Mar-50	Yes	11	16.5	9.5	14	i	0	0	0	0	2023	1-500,000
0827	MYANMAR	SRI LANKA	29-Jun-50	No	11	16.5	9.5	10	i	0	0	0	0	2085	1-500,000
1515	ICELAND	SWEDEN	12-May-60	Yes	11	16.5	9.5	14	i	0	0	0	0	2138	1-500,000
1530	BELGIUM	TURKEY	25-Oct-56	Yes	11	16.5	9.5	14	i	0	0	0	0	2179	1-500,000
3803	VIET NAM	SINGAPORE	20-Apr-92	Yes	11	9.5	9.5	14	o	0	0	0	0	2207	1-500,000
0435	FRANCE	TURKEY	12-Oct-46	Yes	11	16.5	9.5	14	i	0	0	0	0	2256	500,001-1,000,000
1459	BELGIUM	RUSSIAN FEDERATION	05-Jun-58	Yes	11	16.5	9.5	14	i	0	0	0	0	2261	1-500,000
1153	LIBYAN ARAB JAMAHIRIYA	NETHERLANDS	14-Dec-53	Yes	11	16.5	9.5	14	i	0	0	0	0	2281	1-500,000
1027	LUXEMBOURG	ICELAND	23-Oct-52	No	11	16.5	9.5	14	i	0	0	0	0	2319	1-500,000
3028	NORWAY	SPAIN	05-May-65	Yes	11	16.5	9.5	14	E	0	0	0	0	2391	500,001-1,000,000
1508	ICELAND	FINLAND	10-Mar-60	Yes	11	16.5	9.5	14	i	0	0	0	0	2425	1-500,000
2870	AUSTRIA	JORDAN	16-Jun-76	Yes	11	16.5	9.5	14	E	0	0	0	0	2446	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
0668	TURKEY	NORWAY	20-May-48	Yes	11	16.5	9.5	14	i	0	0	0	0	2447	1-500,000
1750	CZECH REPUBLIC	MOROCCO	08-May-61	No	11	16.5	9.5	14	E	0	0	0	0	2491	1-500,000
0339	TURKEY	UNITED KINGDOM	12-Feb-46	Yes	11	16.5	9.5	14	E	0	0	0	0	2502	500,001-1,000,000
3725	BOLIVARIAN REP. OF VENEZUELA	GUATEMALA	17-May-91	No	11	16.5	9.5	14	E	0	1	1	0	2599	1-500,000
2388	IRAQ	HUNGARY	02-Mar-60	No	11	16.5	9.5	14	E	0	0	0	0	2647	<1
3902	RUSSIAN FEDERATION	UZBEKISTAN	02-Mar-94	Yes	11	9.5	9.5	14	o	0	0	0	1	2790	500,001-1,000,000
1476	NICARAGUA	PERU	14-Oct-59	No	11	16.5	9.5	10	i	0	1	1	0	2881	1-500,000
3596	ICELAND	SPAIN	01-Dec-65	Yes	11	16.5	9.5	14	E	0	0	0	0	2895	1-500,000
3130	TUNISIA	RUSSIAN FEDERATION	12-Mar-64	No	11	16.5	9.5	10	D	0	0	0	0	2946	1-500,000
4571	GERMANY	ARMENIA	04-May-98	Yes	11	9.5	13	13.5	o	0	0	0	0	3126	1-500,000
2026	JORDAN	DENMARK	07-Dec-61	No	11	16.5	9.5	14	i	0	0	0	0	3205	1-500,000
1637	JORDAN	SWEDEN	09-Jan-61	No	11	16.5	9.5	14	i	0	0	0	0	3325	1-500,000
1716	JORDAN	BELGIUM	19-Oct-60	No	11	16.5	9.5	14	i	0	0	0	0	3329	1-500,000
1865	JORDAN	FRANCE	30-Apr-66	Yes	11	16.5	9.5	14	E	0	0	0	0	3371	1-500,000
1603	JORDAN	NETHERLANDS	24-Aug-61	Yes	11	16.5	9.5	14	i	0	0	0	0	3376	1-500,000
3313	SUDAN	ITALY	04-Sep-75	No	11	16.5	9.5	10	D	0	0	0	0	3504	1-500,000
2386	IRAQ	LUXEMBOURG	14-Mar-61	No	11	16.5	9.5	14	i	0	0	0	0	3616	<1
3928	EGYPT	UZBEKISTAN	12-Dec-92	No	11	16.5	9.5	14	E	0	0	0	0	3619	1-500,000
1662	JORDAN	NORWAY	21-Aug-61	No	11	16.5	9.5	14	i	0	0	0	0	3624	1-500,000
4140	UZBEKISTAN	LATVIA	06-Jun-95	Yes	11	9.5	9.5	14	o	0	0	0	0	3632	1-500,000
1703	TUNISIA	GHANA	11-Dec-62	No	11	16.5	9.5	14	E	0	0	0	0	3641	1-500,000
1626	MALI	FRANCE	05-Aug-61	Yes	11	16.5	9.5	14	E	0	1	0	1	4140	1-500,000
N0101	GERMANY	TURKMENISTAN	28-Aug-97	Yes	11	9.5	13	13.5	o	0	0	0	0	4234	1-500,000
1924	AFGHANISTAN	SERBIA AND MONTENEGRO	07-Jan-60	No	11	16.5	9.5	14	i	0	0	0	0	4259	1-500,000
3435	MOROCCO	SUDAN	24-Jun-78	No	11	16.5	9.5	14	E	0	1	1	0	4441	1-500,000
3804	SINGAPORE	CHINA	21-Apr-93	Yes	11	16.5	9.5	14	E	0	1	1	0	4485	2,000,001-2,500,000
2813	IRAQ	MOROCCO	18-Dec-74	No	11	16.5	9.5	14	E	0	1	1	0	4699	<1
2004	SIERRA LEONE	FRANCE	18-Jul-67	Yes	11	16.5	9.5	14	E	0	0	0	0	4724	1-500,000
4019	GERMANY	UZBEKISTAN	16-Nov-95	Yes	11	9.5	13	13.5	o	0	0	0	0	4760	1-500,000
1258	SUDAN	NETHERLANDS	12-Feb-56	Yes	11	16.5	9.5	14	i	0	0	0	0	4765	1-500,000
4573	COSTA RICA	PARAGUAY	14-Aug-01	No	11	9.5	9.5	13.5	i	0	1	1	0	4855	1-500,000
4510	KYRGYZ REPUBLIC	GERMANY	13-May-97	Yes	11	9.5	13	13.5	o	0	0	0	0	5016	1-500,000
1506	GUINEA	NETHERLANDS	09-Mar-60	No	11	16.5	9.5	14	i	0	0	0	0	5119	1-500,000
3422	MOROCCO	KUWAIT	05-Dec-75	No	11	16.5	9.5	14	E	0	1	1	0	5160	1-500,000
2183	GUINEA	SERBIA AND MONTENEGRO	09-Dec-61	No	11	16.5	9.5	14	E	0	0	0	0	5241	1-500,000
0552	CANADA	IRELAND	08-Aug-47	Yes	11	16.5	9.5	14	i	0	1	1	0	5257	1-500,000
1824	GUINEA	CZECH REPUBLIC	16-Dec-61	No	11	16.5	9.5	10	D	0	0	0	0	5302	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1502	LIBERIA	NETHERLANDS	28-Nov-58	No	11	16.5	9.5	14	i	0	0	0	0	5319	1-500,000
1663	GUINEA	NORWAY	21-Jun-62	No	11	16.5	9.5	14	i	0	0	0	0	6027	1-500,000
1638	GUINEA	SWEDEN	17-Jun-61	No	11	16.5	9.5	14	i	0	0	0	0	6225	1-500,000
1664	LIBERIA	NORWAY	29-Jun-62	No	11	16.5	9.5	14	i	0	0	0	0	6235	1-500,000
1635	LIBERIA	SWEDEN	09-Dec-59	No	11	16.5	9.5	14	i	0	0	0	0	6388	1-500,000
1791	BOLIVIA	UNITED STATES	29-Sep-48	Yes	11	16.5	9.5	14	i	0	0	1	0	6400	1-500,000
3275	BELGIUM	BURUNDI	16-Nov-70	No	11	16.5	9.5	10	i	0	1	1	1	6484	1-500,000
1320	PORTUGAL	BOLIVARIAN REP. OF VENEZUELA	16-May-56	Yes	11	16.5	9.5	14	E	0	0	0	0	6503	1-500,000
4532	GERMANY	MONGOLIA	29-May-98	Yes	11	9.5	13	13.5	o	0	0	0	0	6614	1-500,000
2307	FRANCE	DOMINICAN REPUBLIC	08-Nov-69	Yes	11	16.5	9.5	14	E	0	0	0	1	7179	1-500,000
0879	COLOMBIA	PORTUGAL	09-Mar-51	No	11	16.5	9.5	14	E	0	0	0	0	7616	1-500,000
2795	CHINA	GERMANY	31-Oct-75	Yes	11	16.5	9.5	14	E	0	0	0	0	7785	500,001-1,000,000
1854	MYANMAR	CZECH REPUBLIC	15-Dec-65	No	11	16.5	9.5	10	D	0	0	0	0	8008	1-500,000
N0138	CHINA	ITALY	08-Jan-73	Yes	11	16.5	9.5	14	E	0	0	0	0	8135	1-500,000
1631	MYANMAR	SWITZERLAND	31-Oct-60	No	11	16.5	9.5	10	D	0	0	0	0	8567	1-500,000
0692	MEXICO	PORTUGAL	22-Oct-48	No	11	16.5	9.5	14	E	0	0	0	0	8684	1-500,000
1818	BELGIUM	MYANMAR	17-Aug-60	No	11	16.5	9.5	10	D	0	0	0	0	8702	1-500,000
3946A	NETHERLANDS	PANAMA	24-Sep-87	No	11	16.5	9.5	14	E	0	0	0	0	8849	1-500,000
1806	UNITED STATES	EGYPT	05-May-64	Yes	11	16.5	9.5	14	E	0	0	1	0	9028	1-500,000
4386	MACAO, CHINA	SWITZERLAND	05-Sep-95	No	11	9.5	16.5	10	o	0	0	0	0	9369	1-500,000
2048	CUBA	BULGARIA	31-May-65	No	11	16.5	9.5	14	E	0	0	0	0	9488	1-500,000
1722	EGYPT	JAPAN	10-May-62	Yes	11	16	9	9.5	i	0	0	0	0	9578	1-500,000
1176	NETHERLANDS	ECUADOR	14-Dec-54	Yes	11	16.5	9.5	14	i	0	0	0	0	9589	1-500,000
1132	PHILIPPINES	GREECE	08-Oct-49	No	11	16.5	9.5	14	E	0	0	0	0	9638	1-500,000
2529	PHILIPPINES	AUSTRIA	30-Jul-70	No	11	16.5	9.5	10	D	0	0	0	0	9853	1-500,000
1732	CAMBODIA	FRANCE	15-Jan-64	No	11	16.5	9.5	14	E	0	0	0	1	9948	1-500,000
0437	SPAIN	ARGENTINA	01-Mar-47	Yes	11	16.5	9.5	14	E	0	1	1	1	10066	500,001-1,000,000
1505	FRANCE	PERU	23-Apr-59	No	11	16.5	9.5	10	D	0	0	0	0	10268	1-500,000
2148	PHILIPPINES	NETHERLANDS	08-May-69	Yes	11	16.5	9.5	14	E	0	0	0	0	10399	1-500,000
0962	PERU	NETHERLANDS	22-Sep-52	Yes	11	16.5	9.5	10	D	0	0	0	0	10543	1-500,000
2152	PHILIPPINES	FRANCE	29-Oct-68	No	11	16.5	9.5	14	E	0	0	0	0	10752	1-500,000
1558	PERU	NORWAY	02-Nov-60	No	11	16.5	9.5	10	D	0	0	0	0	11058	1-500,000
1939	CHILE	SWITZERLAND	05-Oct-60	Yes	11	16.5	9.5	10	D	0	0	0	0	11866	1-500,000
2045	CHILE	GERMANY	30-Mar-64	Yes	11	16.5	9.5	14	E	0	0	0	0	12098	1-500,000
0978	URUGUAY	NORWAY	20-Mar-52	No	11	16.5	9.5	14	E	0	0	0	0	12189	1-500,000
3037	JORDAN	CHILE	28-Nov-77	No	11	16.5	9.5	14	E	0	0	0	0	13313	1-500,000
1017	PHILIPPINES	MEXICO	21-Nov-52	No	11	16.5	9.5	14	i	0	0	0	0	14232	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3341	ARGENTINA	URUGUAY	10-Feb-83	Yes	10	15.5	8.5	13	E	1	1	1	0	215	500,001-1,000,000
1864	NIGERIA	TOGO	05-Apr-66	Yes	10	15.5	8.5	13	E	0	0	0	0	236	1-500,000
3245	SAINT LUCIA	TRINIDAD AND TOBAGO	02-Jul-85	Yes	10	15.5	8.5	9	D	0	1	1	0	381	1-500,000
2439	TUNISIA	LIBYAN ARAB JAMAHIRIYA	29-Jan-73	Yes	10	15.5	8.5	13	E	1	1	1	0	528	1-500,000
4502	THAILAND	CAMBODIA	01-Feb-00	Yes	10	15.5	8.5	13	E	1	0	0	0	536	500,001-1,000,000
4458	FYR MACEDONIA	TURKEY	09-Dec-94	Yes	10	15.5	8.5	13	E	0	0	0	1	633	1-500,000
4303	TURKMENISTAN	IRAN, ISLAMIC REP. OF	20-Aug-98	No	10	15.5	8.5	13	E	1	0	0	0	669	1-500,000
4305	MOLDOVA	HUNGARY	19-Apr-95	Yes	10	15.5	8.5	13	E	0	0	0	0	741	1-500,000
3790	UNITED ARAB EMIRATES	SAUDI ARABIA	25-Sep-91	Yes	10	15.5	8.5	13	E	1	1	1	0	775	500,001-1,000,000
4496	SLOVAK REPUBLIC	BULGARIA	08-Dec-95	Yes	10	15.5	8.5	13	E	0	0	0	0	777	1-500,000
3882	AUSTRIA	ALBANIA	18-Mar-93	Yes	10	15.5	8.5	13	E	0	0	0	0	813	1-500,000
2556	JAMAICA	CUBA	30-Oct-74	Yes	10	15.5	8.5	9	D	0	0	0	0	819	1-500,000
2281	IRAQ	LEBANON	11-May-67	No	10	15.5	8.5	13	E	0	1	1	0	830	<1
2308	DOMINICAN REPUBLIC	BOLIVARIAN REP. OF VENEZUELA	09-Jul-69	Yes	10	15.5	8.5	13	E	0	1	1	0	933	1-500,000
1781	ALGERIA	MOROCCO	30-Apr-63	Yes	10	15.5	8.5	13	E	1	1	1	0	945	1-500,000
2816	IRAQ	SAUDI ARABIA	16-May-57	No	10	15.5	8.5	13	E	1	1	1	0	993	1-500,000
4007	SURINAME	GRENADA	17-May-96	No	10	15.5	8.5	13	E	0	0	0	0	993	1-500,000
2042	ARGENTINA	PARAGUAY	07-Feb-64	Yes	10	15.5	8.5	13	E	1	1	1	0	1051	1-500,000
3827	FIJI	VANUATU	24-Mar-93	Yes	10	15.5	8.5	13	E	0	1	1	0	1072	1-500,000
3511	TUVALU	FIJI	15-Dec-89	Yes	10	15.5	8.5	9	D	0	0	0	0	1076	1-500,000
3223	UGANDA	ETHIOPIA	24-Dec-78	Yes	10	15.5	8.5	13	E	0	1	0	0	1192	1-500,000
3705	INDIA	BHUTAN	10-Sep-91	Yes	10	15.5	8.5	13	E	1	0	0	0	1236	1-500,000
3348	PHILIPPINES	BRUNEI DARUSSALAM	24-Aug-87	Yes	10	15.5	8.5	9	D	0	0	0	0	1262	1-500,000
2610	TURKEY	AUSTRIA	31-Oct-67	Yes	10	15.5	8.5	13	E	0	0	0	0	1275	1-500,000
4634	CAMBODIA	BRUNEI DARUSSALAM	19-Aug-00	No	10	15.5	8.5	13	E	0	0	0	0	1331	1-500,000
3115	URUGUAY	CHILE	14-Apr-82	Yes	10	15.5	8.5	13	E	0	1	1	0	1343	1-500,000
2776	BANGLADESH	INDIA	05-May-78	Yes	10	15.5	8.5	13	E	1	0	1	0	1422	1-500,000
2076	THAILAND	SINGAPORE	02-Sep-68	Yes	10	15.5	8.5	13	E	0	0	0	0	1434	2,500,001-3,000,000
2279	LEBANON	SAUDI ARABIA	14-Jan-61	Yes	10	15.5	8.5	13	E	0	1	1	0	1498	1-500,000
3295	BRUNEI DARUSSALAM	INDONESIA	24-Jul-86	Yes	10	15.5	8.5	9	D	0	0	1	0	1533	1-500,000
2263	MADAGASCAR	MALAWI	06-May-59	No	10	15.5	8.5	9	D	0	0	0	0	1559	1-500,000
1543	EGYPT	BULGARIA	09-Jul-59	Yes	10	15.5	8.5	13	E	0	0	0	0	1573	1-500,000
3099	TUNISIA	ROMANIA	03-Jul-80	No	10	15.5	8.5	13	E	0	0	0	0	1582	1-500,000
3828	INDIA	UZBEKISTAN	24-May-93	Yes	10	15.5	8.5	13	E	0	0	0	0	1584	1-500,000
4622	LATVIA	BULGARIA	19-May-99	No	10	15.5	8.5	13	E	0	0	0	0	1591	1-500,000
3715	TONGA	SAMOA	21-Apr-78	Yes	10	15.5	8.5	9	D	0	1	0	0	1605	1-500,000
3105	IRAQ	TURKEY	14-May-75	No	10	15.5	8.5	13	E	1	0	0	1	1615	<1

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2358	TUNISIA	GERMANY	26-May-69	Yes	10	15.5	8.5	13	E	0	0	0	0	1649	1-500,000
3144	TUNISIA	TURKEY	07-May-82	Yes	10	15.5	8.5	13	E	0	0	0	1	1684	1-500,000
0705	ARGENTINA	BRAZIL	02-Jun-48	Yes	10	15.5	8.5	13	E	1	0	0	0	1691	1,500,001-2,000,000
1519	UNITED KINGDOM	SERBIA AND MONTENEGRO	03-Feb-59	No	10	15.5	8.5	13	E	0	0	0	0	1696	1-500,000
N0167	YEMEN	OMAN	23-Apr-97	Yes	10	15.5	8.5	13	E	1	1	1	0	1764	1-500,000
2385	TUNISIA	UNITED KINGDOM	22-Jun-71	Yes	10	15.5	8.5	13	E	0	0	0	0	1827	1-500,000
3353	LESOTHO	MALAWI	13-Jan-72	No	10	15.5	8.5	13	E	0	1	1	0	1829	1-500,000
2409	NIGERIA	SIERRA LEONE	12-Mar-73	Yes	10	15.5	8.5	13	E	0	1	1	0	1862	1-500,000
4163	COSTA RICA	BOLIVARIAN REP. OF VENEZUELA	01-Dec-91	Yes	10	15.5	8.5	9	D	0	1	1	0	1877	1-500,000
4261	BOLIVIA	CHILE	15-Mar-93	Yes	10	8.5	8.5	13	o	1	1	1	0	1909	1-500,000
4006	MYANMAR	SINGAPORE	23-Jan-96	Yes	10	15.5	8.5	13	E	0	0	0	0	1920	1-500,000
3943	INDIA	OMAN	31-May-95	Yes	10	15.5	8.5	13	E	0	0	0	0	1936	500,001-1,000,000
3941	BAHRAIN	EGYPT	20-Oct-93	Yes	10	15.5	8.5	13	E	0	1	1	0	1948	1-500,000
3900	TUVALU	MARSHALL ISLANDS	19-Mar-90	No	10	15.5	8.5	9	D	0	0	0	0	1955	<1
4391	BRUNEI DARUSSALAM	LAO PEOPLE'S DEM. REP.	30-Apr-98	No	10	15.5	8.5	13	E	0	0	0	0	1977	1-500,000
4633	CAMBODIA	INDONESIA	10-Feb-69	No	10	15.5	8.5	13	i	0	0	0	0	1982	1-500,000
2468	TURKEY	DENMARK	13-Nov-70	Yes	10	15.5	8.5	13	E	0	0	0	0	2018	1-500,000
3830	INDIA	TURKMENISTAN	14-Sep-93	Yes	10	15.5	8.5	13	E	0	0	0	0	2031	1-500,000
3423	MOROCCO	LUXEMBOURG	19-May-61	No	10	15.5	8.5	13	E	0	1	0	0	2034	1-500,000
1897	CONGO	GHANA	21-May-64	Yes	10	15.5	8.5	13	E	0	0	0	0	2037	1-500,000
2785	SUDAN	LEBANON	02-Sep-71	Yes	10	15.5	8.5	13	E	0	1	1	0	2060	1-500,000
1373	MOROCCO	BELGIUM	20-Jan-58	Yes	10	15.5	8.5	13	E	0	1	1	0	2078	1-500,000
4259	ECUADOR	BOLIVIA	31-May-91	Yes	10	15.5	8.5	13	E	0	1	1	0	2136	1-500,000
2377	TURKEY	SWEDEN	13-Nov-70	Yes	10	15.5	8.5	13	E	0	0	0	0	2173	1-500,000
1577	GERMANY	ICELAND	12-Aug-59	Yes	10	15.5	8.5	13	E	0	0	0	0	2189	1-500,000
1076	LEBANON	ITALY	24-Jan-49	Yes	10	15.5	8.5	13	E	0	0	0	0	2200	1-500,000
2044	BOLIVIA	ARGENTINA	18-Dec-66	Yes	10	15.5	8.5	13	E	1	1	1	0	2240	1-500,000
2341	NETHERLANDS	MOROCCO	20-May-59	Yes	10	15.5	8.5	13	E	0	0	0	0	2244	1-500,000
2371	LEBANON	AUSTRIA	02-Apr-69	Yes	10	15.5	8.5	13	E	0	0	0	0	2253	1-500,000
3772	ZAMBIA	SOUTH AFRICA	30-Oct-92	Yes	10	15.5	8.5	13	E	0	1	1	0	2279	1-500,000
1715	AUSTRALIA	NEW ZEALAND	25-Jul-61	Yes	10	15.5	8.5	9	D	0	1	1	0	2333	3,500,001-4,000,000
2891	MYANMAR	INDIA	23-Jan-79	Yes	10	15.5	8.5	13	E	1	0	0	0	2344	1-500,000
4257	URUGUAY	BOLIVIA	26-Jul-75	Yes	10	15.5	8.5	13	E	0	1	1	0	2372	1-500,000
3424	MOROCCO	MALI	27-Mar-61	Yes	10	15.5	8.5	13	E	0	1	0	0	2381	1-500,000
2506	SINGAPORE	PHILIPPINES	11-Apr-74	Yes	10	15.5	8.5	13	E	0	1	1	0	2397	500,001-1,000,000
3432	MOROCCO	SENEGAL	03-Jul-67	Yes	10	15.5	8.5	13	E	0	1	1	0	2408	1-500,000
3425	MOROCCO	NIGER	07-Nov-82	Yes	10	15.5	8.5	13	E	0	1	1	0	2453	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1749	LEBANON	CZECH REPUBLIC	12-May-61	Yes	10	15.5	8.5	13	E	0	0	0	0	2493	1-500,000
2967	BANGLADESH	MALAYSIA	11-Apr-79	Yes	10	15.5	8.5	9	D	0	0	0	0	2593	1-500,000
2530	CUBA	TRINIDAD AND TOBAGO	06-Sep-74	No	10	15.5	8.5	13	E	0	0	0	0	2618	1-500,000
3323	CONGO	BURKINA FASO	17-Jul-84	No	10	15.5	8.5	13	E	0	1	1	0	2626	1-500,000
4477	BAHRAIN	INDIA	05-Apr-00	Yes	10	15.5	8.5	13	E	0	0	0	0	2635	1-500,000
2659	BARBADOS	CUBA	07-Dec-73	No	10	15.5	8.5	13	E	0	0	0	0	2652	1-500,000
3480	NEW ZEALAND	TONGA	26-Nov-80	Yes	10	15.5	8.5	9	D	0	1	0	0	2734	1-500,000
3081	IRAQ	MALTA	30-Oct-76	No	10	15.5	8.5	9	D	0	0	0	0	2743	<1
2713	MYANMAR	INDONESIA	28-Jul-77	No	10	15.5	8.5	9	D	0	0	0	0	2804	1-500,000
1072	ISRAEL	SWITZERLAND	19-Nov-52	Yes	10	15.5	8.5	9	D	0	0	1	0	2848	1-500,000
3419	MOROCCO	GUINEA	11-Apr-78	Yes	10	15.5	8.5	13	E	0	1	1	0	2875	1-500,000
2889	SINGAPORE	BANGLADESH	26-May-79	Yes	10	15.5	8.5	9	D	0	0	0	0	2888	1-500,000
2632	JORDAN	SWITZERLAND	19-Jun-74	Yes	10	15.5	8.5	9	D	0	0	0	0	2938	1-500,000
3508	VANUATU	NEW ZEALAND	14-Jul-89	Yes	10	15.5	8.5	13	E	0	1	1	0	3015	1-500,000
3640	BOLIVARIAN REP. OF VENEZUELA	BOLIVIA	30-Nov-90	Yes	10	15.5	8.5	13	E	0	1	1	0	3017	1-500,000
4181	BAHRAIN	BULGARIA	05-Nov-97	No	10	15.5	8.5	13	E	0	0	0	0	3084	1-500,000
2993	ISRAEL	GERMANY	12-Feb-71	Yes	10	15.5	8.5	13	E	0	0	0	0	3123	1-500,000
2809	IRAQ	TUNISIA	05-Apr-75	No	10	15.5	8.5	13	E	0	1	1	0	3124	<1
N0140	CHINA	NEPAL	19-Aug-03	Yes	10	15.5	8.5	13	E	1	0	0	0	3161	1-500,000
0896	LEBANON	NETHERLANDS	20-Sep-49	Yes	10	15.5	8.5	13	i	0	0	0	0	3186	1-500,000
3067	FIJI	AUSTRALIA	24-Mar-82	Yes	10	15.5	8.5	13	E	0	1	1	0	3224	500,001-1,000,000
1045	ISRAEL	BELGIUM	30-Jun-52	Yes	10	15.5	8.5	9	D	0	0	1	0	3245	1-500,000
4437	INDIA	ARMENIA	05-Dec-00	No	10	15.5	8.5	13	E	0	0	0	0	3245	1-500,000
3060	IRAQ	FINLAND	16-Jan-80	No	10	15.5	8.5	9	D	0	0	0	0	3302	<1
N0161	QATAR	MALDIVES	20-Jun-99	Yes	10	15.5	8.5	13	E	0	0	0	0	3317	1-500,000
3898	UZBEKISTAN	TURKEY	23-Jun-94	Yes	10	15.5	8.5	13	E	0	0	0	0	3344	1-500,000
3478	NEW ZEALAND	SAMOA	23-Jun-78	Yes	10	15.5	8.5	9	D	0	1	1	1	3405	1-500,000
4263	BOLIVIA	COSTA RICA	03-Mar-95	No	10	8.5	8.5	13	i	0	1	1	0	3428	1-500,000
1102	BOLIVARIAN REP. OF VENEZUELA	UNITED STATES	14-Aug-53	Yes	10	15.5	8.5	13	E	0	0	1	0	3429	1,000,001-1,500,000
1843	PAKISTAN	LEBANON	04-Feb-64	No	10	15.5	8.5	13	E	0	0	1	0	3462	1-500,000
0908	UNITED KINGDOM	LEBANON	15-Aug-51	Yes	10	15.5	8.5	13	E	0	0	1	0	3464	1-500,000
3482	NEW ZEALAND	COOK ISLANDS	21-Jun-86	Yes	10	15.5	8.5	13	E	0	1	1	1	3475	1-500,000
3079	IRAQ	SWEDEN	02-Jul-81	No	10	15.5	8.5	9	D	0	0	0	0	3483	<1
3062	IRAQ	DENMARK	02-Jul-81	No	10	15.5	8.5	9	D	0	0	0	0	3489	<1
3495	TUNISIA	TOGO	11-Feb-87	No	10	15.5	8.5	13	E	0	1	0	0	3530	1-500,000
2218	PAKISTAN	THAILAND	27-May-69	Yes	10	15.5	8.5	13	E	0	0	0	0	3543	1-500,000
1855	EGYPT	MOROCCO	19-May-60	Yes	10	15.5	8.5	13	E	0	1	1	0	3601	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
4363	JAPAN	VIET NAM	23-May-94	Yes	10	15.5	8.5	13	E	0	0	0	0	3673	500,001-1,000,000
2939	IRAQ	BELGIUM	19-Apr-76	No	10	15.5	8.5	9	D	0	0	0	0	3776	<1
3083	IRAQ	NORWAY	11-Nov-81	No	10	15.5	8.5	9	D	0	0	0	0	3842	<1
3893	BULGARIA	OMAN	11-Jan-92	No	10	15.5	8.5	13	E	0	0	0	0	3873	1-500,000
4050	TURKEY	KAZAKHSTAN	01-May-92	Yes	10	15.5	8.5	13	E	0	0	0	0	3914	1-500,000
1863	EGYPT	NIGERIA	15-Apr-66	Yes	10	15.5	8.5	13	E	0	0	1	0	3917	1-500,000
3529	JORDAN	INDIA	16-Oct-89	Yes	10	15.5	8.5	13	E	0	0	1	0	3961	1-500,000
2181	INDIA	LEBANON	19-Sep-64	No	10	15.5	8.5	13	E	0	0	1	0	3985	1-500,000
2250	KUWAIT	SWITZERLAND	24-Jan-68	Yes	10	15.5	8.5	9	D	0	0	0	0	3995	1-500,000
0973	IRAN, ISLAMIC REP. OF	NETHERLANDS	31-Oct-49	Yes	10	15.5	8.5	13	E	0	0	0	0	4071	1-500,000
3418	MOROCCO	GABON	22-Feb-77	Yes	10	15.5	8.5	13	E	0	1	1	0	4111	1-500,000
3862	BOLIVARIAN REP. OF VENEZUELA	PARAGUAY	17-Jul-92	No	10	15.5	8.5	13	i	0	1	1	0	4113	1-500,000
3607	SOLOMON ISLANDS	NEW ZEALAND	30-May-90	No	10	15.5	8.5	13	E	0	1	0	0	4131	1-500,000
4431	UZBEKISTAN	MALDIVES	06-Nov-96	No	10	8.5	8.5	13	o	0	0	0	0	4151	1-500,000
2057	SINGAPORE	INDIA	23-Jan-68	Yes	10	15.5	8.5	13	E	0	1	1	0	4154	1,000,001-1,500,000
1785	SUDAN	SWITZERLAND	18-Feb-63	No	10	15.5	8.5	9	D	0	0	0	0	4194	1-500,000
1770	SENEGAL	FRANCE	15-Jun-62	Yes	10	15.5	8.5	13	E	0	1	1	1	4217	1-500,000
2406	CHAD	FRANCE	08-Jan-63	Yes	10	15.5	8.5	13	E	0	1	0	1	4248	1-500,000
4329	JAPAN	BRUNEI DARUSSALAM	29-Nov-93	No	10	15.5	8.5	13	E	0	0	0	0	4260	1-500,000
2025	SAUDI ARABIA	SWITZERLAND	09-Jun-65	Yes	10	15.5	8.5	9	D	0	0	0	0	4264	1-500,000
3895	THAILAND	UZBEKISTAN	17-Dec-93	Yes	10	15.5	8.5	13	E	0	0	0	0	4306	1-500,000
1825	MALAWI	GHANA	04-May-65	No	10	15.5	8.5	9	D	0	1	1	0	4344	1-500,000
3689	BOLIVARIAN REP. OF VENEZUELA	BRAZIL	11-Nov-88	Yes	10	15.5	8.5	13	E	1	0	0	0	4393	1-500,000
2573	BRAZIL	COLOMBIA	28-May-58	Yes	10	15.5	8.5	13	E	1	0	0	0	4399	1-500,000
2511	SUDAN	RUSSIAN FEDERATION	20-Oct-62	No	10	15.5	8.5	9	i	0	0	0	0	4496	1-500,000
3371	GERMANY	SAUDI ARABIA	19-Sep-73	Yes	10	15.5	8.5	13	E	0	0	0	0	4498	1-500,000
2664	BENIN	SWITZERLAND	06-Nov-75	No	10	15.5	8.5	9	D	0	1	1	0	4538	1-500,000
1965	AFGHANISTAN	AUSTRIA	21-Jul-58	No	10	15.5	8.5	13	E	0	0	0	0	4568	1-500,000
2692	MAURITANIA	BULGARIA	29-Oct-76	No	10	15.5	8.5	13	E	0	0	0	0	4589	1-500,000
3279	BRUNEI DARUSSALAM	MALDIVES	03-May-86	No	10	15.5	8.5	9	D	0	0	0	0	4604	1-500,000
2035	SENEGAL	GERMANY	29-Oct-64	Yes	10	15.5	8.5	13	E	0	0	0	0	4643	1-500,000
1784	GHANA	SWITZERLAND	17-May-61	No	10	15.5	8.5	9	D	0	0	0	0	4666	1-500,000
3712	KOREA, REPUBLIC OF	INDIA	16-Mar-92	Yes	10	15.5	8.5	13	E	0	0	1	0	4693	1-500,000
1748	SWITZERLAND	GUINEA	01-Feb-63	No	10	15.5	8.5	9	D	0	1	1	0	4706	1-500,000
3456	FRANCE	BENIN	09-Dec-63	Yes	10	15.5	8.5	13	E	0	1	1	1	4727	1-500,000
3324	CONGO	ALGERIA	08-Apr-73	No	10	15.5	8.5	13	E	0	1	1	0	4744	1-500,000
0800	PHILIPPINES	INDIA	20-Oct-49	No	10	15.5	8.5	13	E	0	1	1	0	4757	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3957	INDIA	BRUNEI DARUSSALAM	06-Nov-95	No	10	15.5	8.5	13	E	0	0	0	0	4773	1-500,000
2373	MYANMAR	JAPAN	01-Feb-72	No	10	15.5	8.5	9	D	0	0	0	0	4782	1-500,000
3532	SWITZERLAND	UNITED ARAB EMIRATES	13-Mar-89	Yes	10	15.5	8.5	13	E	0	0	0	0	4831	1-500,000
2638	CENTRAL AFRICAN REPUBLIC	SWITZERLAND	09-Mar-73	No	10	15.5	8.5	9	D	0	1	1	0	4858	1-500,000
3438	MOROCCO	CONGO, DEM. REPUBLIC OF	03-Nov-76	No	10	15.5	8.5	13	E	0	1	1	0	4860	1-500,000
1659	CÔTE D'IVOIRE	FRANCE	19-Oct-62	Yes	10	15.5	8.5	13	E	0	1	1	1	4884	1-500,000
1737	SENEGAL	CZECH REPUBLIC	20-Jun-62	No	10	15.5	8.5	13	E	0	0	0	0	4884	1-500,000
3479	NEW ZEALAND	NAURU	05-Aug-80	No	10	15.5	8.5	9	D	0	1	1	0	4931	1-500,000
2991	SINGAPORE	PAPUA NEW GUINEA	02-Sep-80	Yes	10	15.5	8.5	9	D	0	1	1	0	4943	1-500,000
3533	UNITED ARAB EMIRATES	THAILAND	20-Mar-90	Yes	10	15.5	8.5	13	i	0	0	0	0	4968	1-500,000
1624	GHANA	CZECH REPUBLIC	02-Aug-61	No	10	15.5	8.5	13	E	0	0	0	0	5145	1-500,000
1978	SIERRA LEONE	NETHERLANDS	13-Jun-67	Yes	10	15.5	8.5	13	i	0	0	0	0	5152	1-500,000
1735	CÔTE D'IVOIRE	LEBANON	19-Dec-63	Yes	10	15.5	8.5	13	E	0	1	1	0	5166	1-500,000
3959	JAPAN	NEPAL	17-Feb-93	Yes	10	15.5	8.5	13	E	0	0	0	0	5166	1-500,000
4134	LATVIA	INDIA	20-Oct-97	No	10	15.5	8.5	13	E	0	0	0	0	5172	1-500,000
4519	KYRGYZ REPUBLIC	MALAYSIA	17-Nov-00	No	10	15.5	8.5	13	E	0	0	0	0	5175	1-500,000
4260	BOLIVIA	MEXICO	27-Jan-93	Yes	10	15.5	8.5	13	i	0	1	1	0	5242	1-500,000
2656	LIBERIA	GERMANY	29-Jan-70	No	10	15.5	8.5	13	i	0	0	0	0	5283	1-500,000
3171	SINGAPORE	SEYCHELLES	07-Feb-84	Yes	10	15.5	8.5	9	D	0	1	1	0	5420	1-500,000
3118	DJIBOUTI	FRANCE	04-Jul-79	Yes	10	15.5	8.5	13	E	0	1	1	1	5595	1-500,000
3818	UNITED ARAB EMIRATES	MALAYSIA	04-May-93	Yes	10	15.5	8.5	13	E	0	0	0	0	5595	1-500,000
2171	SENEGAL	LEBANON	27-Dec-66	No	10	15.5	8.5	13	E	0	1	1	0	5713	1-500,000
2087	CONGO	SWITZERLAND	24-Oct-64	No	10	15.5	8.5	9	D	0	1	1	0	5748	1-500,000
1707	JAPAN	INDONESIA	23-Jan-62	Yes	10	15.5	8.5	9	D	0	0	0	0	5792	500,001-1,000,000
1944	CÔTE D'IVOIRE	DENMARK	07-Jun-66	No	10	15.5	8.5	13	E	0	0	0	0	5795	1-500,000
2752	KOREA, REPUBLIC OF	SRI LANKA	20-Jan-78	No	10	15.5	8.5	9	D	0	0	0	0	5841	1-500,000
4628	SOUTH AFRICA	MALI	09-Jul-02	Yes	10	15.5	12	9	o	0	0	0	0	5895	1-500,000
2578	BURUNDI	SWITZERLAND	10-Jan-74	No	10	15.5	8.5	9	D	0	1	1	0	5997	1-500,000
2675	FRANCE	CANADA	15-Jun-76	Yes	10	15.5	8.5	13	E	0	1	1	1	6005	1,000,001-1,500,000
3294	BELGIUM	CANADA	13-May-86	Yes	10	15.5	8.5	9	D	0	1	1	0	6032	1-500,000
3397	SPAIN	CANADA	15-Sep-88	Yes	10	15.5	8.5	13	E	0	0	0	0	6040	1-500,000
3322	FRANCE	CONGO	02-May-62	Yes	10	15.5	8.5	13	E	0	1	1	1	6041	1-500,000
2697	THAILAND	IRAQ	04-Aug-75	No	10	15.5	8.5	13	E	0	0	0	0	6044	1-500,000
2794	MAURITANIA	IRAQ	03-Dec-77	No	10	15.5	8.5	9	D	0	1	0	0	6201	<1
1943	CÔTE D'IVOIRE	NORWAY	07-Jun-66	No	10	15.5	8.5	13	E	0	0	0	0	6205	1-500,000
1539	CANADA	PERU	18-Feb-54	Yes	10	15.5	8.5	9	D	0	0	0	0	6209	1-500,000
4367	NEPAL	AUSTRIA	28-Nov-97	Yes	10	15.5	8.5	13	E	0	0	0	0	6238	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1940	CÔTE D'IVOIRE	SWEDEN	07-Jun-66	No	10	15.5	8.5	13	E	0	0	0	0	6301	1-500,000
4439	INDIA	LUXEMBOURG	08-Jan-01	No	10	15.5	8.5	13	E	0	0	0	0	6308	1-500,000
3684	BAHRAIN	SINGAPORE	12-Dec-91	Yes	10	15.5	8.5	13	E	0	0	0	0	6326	1-500,000
4071	SOUTH AFRICA	BRAZIL	26-Nov-96	Yes	10	15.5	8.5	13	E	0	0	0	0	6355	1-500,000
3445	LUXEMBOURG	KENYA	02-Apr-86	No	10	15.5	8.5	13	E	0	0	0	0	6378	1-500,000
3038	SENEGAL	IRAQ	08-Aug-79	No	10	15.5	8.5	13	E	0	0	0	0	6531	<1
4063	SOUTH AFRICA	SENEGAL	30-Jul-96	Yes	10	15.5	12	9	o	0	0	0	0	6611	1-500,000
0907	INDIA	UNITED KINGDOM	01-Dec-51	Yes	10	15.5	8.5	13	E	0	1	1	1	6721	1,500,001-2,000,000
3793	BRUNEI DARUSSALAM	UNITED ARAB EMIRATES	29-Mar-93	Yes	10	15.5	8.5	13	E	0	0	0	0	6814	1-500,000
3203	JAPAN	SRI LANKA	22-Feb-84	Yes	10	15.5	8.5	13	E	0	0	0	0	6861	1-500,000
2886	THAILAND	LEBANON	03-Jul-69	No	10	15.5	8.5	13	E	0	0	0	0	6874	1-500,000
3128	SEYCHELLES	RUSSIAN FEDERATION	21-Nov-80	No	10	15.5	8.5	9	D	0	0	0	0	6915	1-500,000
3147	TANZANIA	RUSSIAN FEDERATION	08-Aug-78	No	10	15.5	8.5	9	D	0	0	0	0	6969	1-500,000
2958	SINGAPORE	NAURU	29-Apr-80	No	10	15.5	8.5	9	D	0	1	1	0	7022	1-500,000
0950	CUBA	PORTUGAL	26-Jun-51	No	10	15.5	8.5	13	E	0	0	0	0	7026	1-500,000
2022	CANADA	ITALY	02-Feb-60	Yes	10	15.5	8.5	13	E	0	0	0	0	7089	1-500,000
2570	SINGAPORE	IRAQ	03-Jul-75	No	10	15.5	8.5	9	D	0	0	0	0	7131	<1
2657	CUBA	GUINEA-BISSAU	05-Apr-75	No	10	15.5	8.5	13	E	0	0	0	0	7142	<1
4479	SOUTH AFRICA	SAUDI ARABIA	28-May-00	Yes	10	8.5	8.5	13	o	0	0	0	0	7174	1-500,000
3001	FIJI	JAPAN	10-Mar-80	Yes	10	15.5	8.5	13	E	0	0	0	0	7243	1-500,000
1474	THAILAND	AUSTRALIA	26-Feb-60	Yes	10	15.5	8.5	9	D	0	0	0	0	7540	500,001-1,000,000
3262	KOREA, REPUBLIC OF	SAUDI ARABIA	12-Nov-76	No	10	15.5	8.5	9	D	0	0	0	0	7557	1-500,000
2467	BANGLADESH	NETHERLANDS	03-Nov-73	No	10	15.5	8.5	9	D	0	0	0	0	7652	1-500,000
3315	MOROCCO	BRAZIL	30-Apr-75	No	10	15.5	8.5	13	E	0	0	0	0	7665	1-500,000
2167	BARBADOS	NORWAY	29-Oct-69	No	10	15.5	8.5	13	E	0	0	0	0	7667	1-500,000
3583	CZECH REPUBLIC	SRI LANKA	30-Nov-77	Yes	10	15.5	8.5	9	D	0	0	0	0	7688	1-500,000
2166	BARBADOS	DENMARK	27-Oct-69	No	10	15.5	8.5	13	E	0	0	0	0	7702	1-500,000
4172	JAPAN	OMAN	24-Feb-98	No	10	15.5	8.5	13	E	0	0	0	0	7747	1-500,000
1634	SRI LANKA	SWEDEN	29-May-59	No	10	15.5	8.5	13	E	0	0	0	0	7784	1-500,000
3483	INDONESIA	NEW ZEALAND	31-May-88	Yes	10	15.5	8.5	13	E	0	0	0	0	7799	1-500,000
2609	CUBA	BELGIUM	22-Oct-75	No	10	15.5	8.5	9	D	0	0	0	0	7824	1-500,000
3041	JAPAN	FINLAND	23-Dec-80	Yes	10	15.5	8.5	13	E	0	0	0	0	7830	1-500,000
2959	JAMAICA	BELGIUM	27-May-80	No	10	15.5	8.5	9	D	0	0	0	0	7862	1-500,000
4103	JORDAN	SINGAPORE	07-Aug-85	No	10	15.5	8.5	9	D	0	0	1	0	7867	1-500,000
3342	MALAWI	NETHERLANDS	29-Jan-87	No	10	15.5	8.5	13	E	0	0	0	0	7887	1-500,000
N0029	CHINA	ICELAND	02-Apr-03	No	10	15.5	8.5	13	E	0	0	0	0	7890	1-500,000
2058	SINGAPORE	LEBANON	30-Mar-68	No	10	15.5	8.5	13	E	0	0	1	0	7948	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1477	SRI LANKA	DENMARK	29-May-59	No	10	15.5	8.5	13	E	0	0	0	0	7969	1-500,000
2961	JAMAICA	GERMANY	06-Nov-75	Yes	10	15.5	8.5	9	D	0	0	0	0	8037	1-500,000
2190	TRINIDAD AND TOBAGO	DENMARK	02-Nov-69	No	10	15.5	8.5	13	E	0	0	0	0	8046	1-500,000
2168	BARBADOS	SWEDEN	31-Oct-69	No	10	15.5	8.5	13	E	0	0	0	0	8069	1-500,000
2016	SRI LANKA	SWITZERLAND	19-May-66	No	10	15.5	8.5	9	D	0	0	0	0	8124	1-500,000
2433	MALAYSIA	RUSSIAN FEDERATION	27-Nov-69	Yes	10	15.5	8.5	9	D	0	0	0	0	8130	1-500,000
2623	JAMAICA	SWITZERLAND	07-Nov-74	No	10	15.5	8.5	9	D	0	0	0	0	8136	1-500,000
3394	BRAZIL	CANADA	15-May-86	Yes	10	15.5	8.5	13	E	0	0	0	0	8191	1-500,000
1557	SRI LANKA	NORWAY	29-May-59	No	10	15.5	8.5	13	E	0	0	0	0	8197	1-500,000
4187	JAPAN	BAHRAIN	04-Mar-98	No	10	15.5	8.5	13	E	0	0	0	0	8282	1-500,000
1723	KUWAIT	JAPAN	06-Oct-62	No	10	15.5	8.5	13	E	0	0	0	0	8313	1-500,000
4037	AUSTRALIA	KOREA, REPUBLIC OF	26-Feb-92	Yes	10	15.5	8.5	13	E	0	0	1	0	8330	500,001-1,000,000
1154	SPAIN	BRAZIL	28-Nov-49	Yes	10	15.5	8.5	13	E	0	0	0	0	8390	1-500,000
2339	TRINIDAD AND TOBAGO	SWEDEN	02-Nov-69	No	10	15.5	8.5	13	E	0	0	0	0	8411	1-500,000
2111	RUSSIAN FEDERATION	SINGAPORE	14-Feb-69	Yes	10	15.5	8.5	9	D	0	0	0	0	8432	1-500,000
3395	CÔTE D'IVOIRE	CANADA	03-Sep-87	No	10	15.5	12	9	o	0	1	1	0	8432	1-500,000
2416	THAILAND	AUSTRIA	11-Apr-73	Yes	10	15.5	8.5	13	E	0	0	0	0	8450	1-500,000
4130	SPAIN	NICARAGUA	24-Jul-92	No	10	15.5	8.5	13	E	0	1	1	1	8524	1-500,000
4096	SOUTH AFRICA	PORTUGAL	23-May-97	Yes	10	15.5	8.5	13	E	0	0	0	0	8574	1-500,000
4348	JAPAN	POLAND	07-Dec-94	No	10	15.5	8.5	13	E	0	0	0	0	8591	1-500,000
2701	MYANMAR	NETHERLANDS	25-May-77	No	10	15.5	8.5	9	D	0	0	0	0	8631	1-500,000
2592	GUATEMALA	SPAIN	03-May-71	Yes	10	15.5	8.5	13	E	0	1	1	1	8701	1-500,000
2786	PHILIPPINES	LEBANON	15-Mar-68	No	10	15.5	8.5	13	E	0	0	1	0	8706	1-500,000
1000	FRANCE	COLOMBIA	28-Apr-53	Yes	10	15.5	8.5	13	E	0	0	0	0	8708	1-500,000
0764	SRI LANKA	AUSTRALIA	12-Jan-50	No	10	15.5	8.5	13	E	0	0	0	0	8752	1-500,000
1071	PHILIPPINES	ISRAEL	07-Aug-51	No	10	15.5	8.5	13	i	0	1	1	0	8808	1-500,000
2665	SWITZERLAND	KOREA, REPUBLIC OF	15-Dec-75	Yes	10	15.5	8.5	9	D	0	0	0	0	8878	1-500,000
2807	SINGAPORE	ROMANIA	11-Jan-78	No	10	15.5	8.5	9	D	0	0	0	0	8944	1-500,000
3500	JAPAN	TURKEY	08-Mar-89	Yes	10	15.5	8.5	13	E	0	0	0	0	8959	1-500,000
1842	THAILAND	GERMANY	05-Mar-62	Yes	10	15.5	8.5	13	E	0	0	0	0	9066	500,001-1,000,000
2536	COLOMBIA	SWITZERLAND	29-Nov-71	No	10	15.5	8.5	9	D	0	0	0	0	9071	1-500,000
2288	THAILAND	NETHERLANDS	29-Apr-71	Yes	10	15.5	8.5	13	E	0	0	0	0	9185	1-500,000
3851	FRANCE	MEXICO	18-May-93	Yes	10	15.5	8.5	13	E	0	0	0	0	9207	1-500,000
1669	GERMANY	JAPAN	18-Jan-61	Yes	10	15.5	8.5	9	D	0	0	0	0	9298	500,001-1,000,000
3845	FRANCE	SOUTH AFRICA	08-Oct-93	Yes	10	15.5	8.5	13	E	0	0	0	0	9354	1-500,000
3090	MAURITIUS	GERMANY	26-Feb-74	Yes	10	15.5	8.5	13	E	0	0	0	0	9364	1-500,000
3126	MALAYSIA	AUSTRIA	22-Nov-76	Yes	10	15.5	8.5	13	E	0	0	0	0	9411	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2579	GUATEMALA	SWITZERLAND	27-Feb-74	No	10	15.5	8.5	9	D	0	0	0	0	9421	1-500,000
3751	THAILAND	FRANCE	07-Apr-75	Yes	10	15.5	8.5	13	E	0	0	0	0	9455	1-500,000
0344	BRAZIL	UNITED KINGDOM	31-Oct-46	Yes	10	15.5	8.5	13	E	0	0	0	0	9502	1-500,000
0839	UNITED KINGDOM	THAILAND	10-Nov-50	Yes	10	15.5	8.5	13	E	0	0	0	0	9545	1,000,001-1,500,000
1942	SINGAPORE	SWEDEN	20-Dec-66	No	10	15.5	8.5	9	D	0	0	0	0	9654	1-500,000
3138	JAMAICA	RUSSIAN FEDERATION	20-Dec-78	No	10	15.5	8.5	9	D	0	0	0	0	9807	1-500,000
2671	IRAN, ISLAMIC REP. OF	UNITED STATES	01-Feb-73	No	10	15.5	8.5	13	E	0	0	0	0	9865	1-500,000
1721	JAPAN	ITALY	31-Jan-62	Yes	10	15.5	8.5	9	D	0	0	0	0	9869	500,001-1,000,000
3490	NEW ZEALAND	THAILAND	05-Aug-87	Yes	10	15.5	8.5	13	E	0	0	0	0	9873	1-500,000
2899	SPAIN	URUGUAY	13-Aug-79	Yes	10	15.5	8.5	13	E	0	1	1	1	9957	1-500,000
1946	SINGAPORE	DENMARK	20-Dec-66	Yes	10	15.5	8.5	9	D	0	0	0	0	9978	1-500,000
3917	SOUTH AFRICA	IRELAND	10-Nov-94	No	10	8.5	8.5	13	o	0	1	1	0	10002	1-500,000
1945	SINGAPORE	NORWAY	20-Dec-66	No	10	15.5	8.5	9	D	0	0	0	0	10066	1-500,000
2208	MALAYSIA	SWITZERLAND	06-Sep-68	Yes	10	15.5	8.5	9	D	0	0	0	0	10086	1-500,000
3755	RUSSIAN FEDERATION	SOUTH AFRICA	03-Aug-92	No	10	8.5	8.5	13	o	0	0	0	0	10148	1-500,000
2285	SINGAPORE	SWITZERLAND	28-Feb-69	Yes	10	15.5	8.5	9	D	0	0	0	0	10399	1-500,000
4333	JAPAN	ETHIOPIA	25-Mar-96	No	10	15.5	8.5	13	E	0	0	0	0	10401	1-500,000
0715	INDIA	AUSTRALIA	11-Jul-49	Yes	10	15.5	8.5	13	E	0	1	1	0	10435	1-500,000
2745	BOLIVIA	GERMANY	15-Nov-68	No	10	15.5	8.5	13	E	0	0	0	0	10458	1-500,000
2566	SINGAPORE	LUXEMBOURG	09-Apr-75	No	10	15.5	8.5	9	D	0	0	0	0	10462	1-500,000
1047	PHILIPPINES	SWITZERLAND	08-Mar-52	No	10	15.5	8.5	9	D	0	0	0	0	10523	1-500,000
1449	PERU	SWITZERLAND	23-Nov-56	No	10	15.5	8.5	9	D	0	0	0	0	10585	1-500,000
2995	JAPAN	SPAIN	18-Mar-80	No	10	15.5	8.5	13	E	0	0	0	0	10777	1-500,000
3831	SPAIN	MALAYSIA	23-Mar-93	No	10	15.5	8.5	13	E	0	0	0	0	11085	1-500,000
0604	ARGENTINA	ITALY	18-Feb-48	Yes	10	15.5	8.5	13	E	0	0	0	0	11174	1-500,000
1672	ARGENTINA	SWITZERLAND	25-Jan-56	No	10	15.5	8.5	13	E	0	0	0	0	11215	1-500,000
4194	BELGIUM	URUGUAY	05-Oct-72	No	10	15.5	8.5	9	D	0	0	0	0	11229	1-500,000
2943	NETHERLANDS	URUGUAY	21-Nov-79	No	10	15.5	8.5	13	E	0	0	0	0	11372	1-500,000
3890	GERMANY	ARGENTINA	18-Sep-85	Yes	10	15.5	8.5	13	E	0	0	0	0	11512	1-500,000
2952	IRAQ	CUBA	20-Sep-78	No	10	15.5	8.5	9	D	0	0	0	0	11596	<1
3658	CANADA	INDIA	20-Jul-82	Yes	10	15.5	8.5	13	E	0	1	1	0	11644	1-500,000
1156	PHILIPPINES	SPAIN	06-Oct-51	No	10	15.5	8.5	13	E	0	0	0	1	11665	1-500,000
4188	URUGUAY	ROMANIA	31-May-96	No	10	15.5	8.5	13	E	0	0	0	0	12107	1-500,000
2476	CANADA	FIJI	30-Apr-74	Yes	10	15.5	8.5	13	E	0	1	1	0	12367	1-500,000
4126	NEW ZEALAND	INDIA	26-Aug-97	No	10	15.5	8.5	13	E	0	1	1	0	12761	1-500,000
N0042	AUSTRALIA	IRAN, ISLAMIC REP. OF	20-Dec-60	No	10	15.5	8.5	9	D	0	0	0	0	12916	1-500,000
3251	KOREA, REPUBLIC OF	PANAMA	28-Dec-79	No	10	15.5	8.5	9	D	0	0	0	0	14174	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3886	JAPAN	SOUTH AFRICA	08-Mar-94	No	10	15.5	8.5	13	E	0	0	0	0	14746	1-500,000
3392	CANADA	AUSTRALIA	05-Jul-88	Yes	10	15.5	8.5	13	E	0	1	1	0	15587	1-500,000
1970	AUSTRALIA	AUSTRIA	22-Mar-67	Yes	10	15.5	8.5	9	D	0	0	0	0	15989	1-500,000
1436	AUSTRALIA	GERMANY	22-May-57	Yes	10	15.5	8.5	13	E	0	0	0	0	16563	1-500,000
3716	MEXICO	SINGAPORE	21-Jun-90	No	10	15.5	8.5	13	E	0	0	0	0	16624	1-500,000
3884	MALAYSIA	MEXICO	16-Jul-92	No	10	15.5	8.5	13	E	0	0	0	0	16641	1-500,000
0898	AUSTRALIA	NETHERLANDS	25-Sep-51	No	10	15.5	8.5	13	E	0	0	0	0	16658	1-500,000
1533	AUSTRALIA	IRELAND	26-Nov-57	No	10	15.5	8.5	9	D	0	1	1	0	17231	1-500,000
N0112	CHINA	BRAZIL	11-Jul-94	No	10	15.5	8.5	13	E	0	0	0	0	17614	1-500,000
3491	GERMANY	NEW ZEALAND	02-Nov-87	No	10	15.5	8.5	13	E	0	0	0	0	18825	1-500,000
3682	BOLIVARIAN REP. OF VENEZUELA	COLOMBIA	08-May-91	Yes	9	7.5	7.5	11.5	i	1	1	1	0	1115	1-500,000
4610	SOUTH AFRICA	MOZAMBIQUE	10-May-02	Yes	9	14.5	7.5	8	o	1	0	0	0	1622	1-500,000
3180	ROMANIA	FINLAND	30-Jun-71	No	9	8	8	12	o	0	0	0	0	1751	1-500,000
1417	BELGIUM	ROMANIA	04-Dec-56	Yes	9	14.5	7.5	8	i	0	0	0	0	1774	1-500,000
3584	ECUADOR	HONDURAS	29-Nov-54	No	9	8	8	12	i	0	1	1	0	1861	1-500,000
3016	QATAR	NETHERLANDS	06-Dec-80	Yes	9	14.5	7.5	8	i	0	0	0	0	4918	1-500,000
N0162	SWITZERLAND	SEYCHELLES	02-Nov-95	No	9	14.5	7.5	8	o	0	1	1	0	7421	1-500,000
0530	UNITED KINGDOM	COLOMBIA	16-Oct-47	No	9	8	8	12	o	0	0	0	0	8571	1-500,000
1912	MADAGASCAR	FRANCE	01-Dec-62	Yes	9	8	8	12	o	0	1	1	1	8763	1-500,000
4381	NETHERLANDS	MACAO, CHINA	16-Nov-94	No	9	8	15	8.5	o	0	0	0	0	9255	1-500,000
4264	SWITZERLAND	BOLIVIA	26-Feb-97	No	9	14.5	7.5	8	o	0	0	0	0	10303	1-500,000
1636	SWEDEN	PERU	14-Jul-60	No	9	14.5	7.5	8	i	0	0	0	0	11464	1-500,000
1341	AFGHANISTAN	PAKISTAN	23-Jun-57	Yes	8	13.5	6.5	7	i	1	0	0	0	375	1-500,000
2882	IRAQ	KUWAIT	18-Feb-78	No	8	13.5	6.5	7	i	1	1	1	0	560	1-500,000
3431	MOROCCO	SPAIN	07-Jul-70	Yes	8	7	7	11	o	0	0	0	0	763	1-500,000
4389	VIET NAM	MACAO, CHINA	07-Aug-96	No	8	7	14	7.5	o	0	0	0	0	808	1-500,000
2289	ALGERIA	UNITED KINGDOM	20-Aug-70	Yes	8	7	7	11	o	0	0	0	0	1651	1-500,000
4387	MACAO, CHINA	THAILAND	01-Nov-95	Yes	8	7	14	7.5	o	0	0	0	0	1676	1-500,000
4058	UNITED KINGDOM	UKRAINE	10-Feb-93	Yes	8	7	7	11	o	0	0	0	0	2138	1-500,000
2066	EGYPT	LUXEMBOURG	30-Oct-60	No	8	13.5	6.5	7	i	0	0	0	0	3028	1-500,000
0691	PAKISTAN	SRI LANKA	03-Jan-49	Yes	8	13.5	6.5	7	i	0	0	0	0	3057	1-500,000
4528	MEXICO	COLOMBIA	09-Sep-75	Yes	8	7	7	11	i	0	1	1	0	3089	1-500,000
4098	FINLAND	ISRAEL	24-Jun-97	No	8	7	14	7.5	o	0	0	0	0	3204	1-500,000
0845	ISRAEL	NETHERLANDS	23-Oct-50	Yes	8	13.5	6.5	7	i	0	0	0	0	3296	1-500,000
3398	SAINT KITTS AND NEVIS	CANADA	18-Oct-85	No	8	7	7	11	o	0	1	1	0	3327	1-500,000
3032	EGYPT	UNITED KINGDOM	14-May-81	Yes	8	7	7	11	o	0	0	1	1	3517	500,001-1,000,000
1085	ETHIOPIA	GREECE	20-Jan-54	No	8	13.5	6.5	7	i	0	0	0	0	3560	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2677	TUNISIA	KUWAIT	09-Dec-75	No	8	13.5	6.5	7	i	0	1	1	0	3596	1-500,000
4635	CAMBODIA	KOREA, REPUBLIC OF	10-Apr-01	Yes	8	7	7	11	o	0	0	0	0	3629	1-500,000
N0172	QATAR	BOSNIA AND HERZEGOVINA	01-Jun-98	No	8	7	7	11	o	0	0	0	0	3635	1-500,000
3743	KOREA, REPUBLIC OF	BRUNEI DARUSSALAM	05-Aug-92	No	8	7	7	11	o	0	0	0	0	3825	1-500,000
3598	EQUATORIAL GUINEA	SPAIN	24-Jul-71	Yes	8	7	7	11	o	0	1	1	1	4270	1-500,000
4402	HONG KONG, CHINA	KYRGYZ REPUBLIC	15-Jul-99	No	8	7	14	7.5	i	0	0	0	0	4305	1-500,000
2779	KUWAIT	NETHERLANDS	07-Jan-73	Yes	8	13.5	6.5	7	i	0	0	0	0	4345	1-500,000
0960	ETHIOPIA	PAKISTAN	29-Aug-52	No	8	13.5	6.5	7	i	0	1	0	0	4451	1-500,000
3571	UNITED KINGDOM	GAMBIA	05-Feb-90	Yes	8	7	7	11	o	0	1	1	1	4484	1-500,000
1523	KUWAIT	UNITED KINGDOM	24-May-60	Yes	8	7	7	11	o	0	0	1	1	4653	1-500,000
1496	PAKISTAN	SWEDEN	06-Mar-58	Yes	8	13.5	6.5	7	i	0	0	0	0	4891	1-500,000
3289	NIGERIA	BELGIUM	01-Jul-76	No	8	13.5	6.5	7	i	0	0	0	0	4941	1-500,000
0740	DENMARK	PAKISTAN	09-Nov-49	Yes	8	13.5	6.5	7	i	0	0	0	0	5174	1-500,000
3894	UNITED KINGDOM	UZBEKISTAN	24-Nov-93	Yes	8	7	7	11	o	0	0	0	0	5240	1-500,000
0714	PAKISTAN	PHILIPPINES	16-Jul-49	No	8	13.5	6.5	7	i	0	1	1	0	5244	1-500,000
1726	AFGHANISTAN	SWITZERLAND	27-Sep-61	No	8	13.5	6.5	7	i	0	0	0	0	5247	1-500,000
1379	PAKISTAN	ITALY	05-Oct-57	Yes	8	13.5	6.5	7	i	0	0	0	0	5301	1-500,000
1401	PAKISTAN	NORWAY	05-Mar-58	Yes	8	13.5	6.5	7	i	0	0	0	0	5308	1-500,000
1584	AFGHANISTAN	NETHERLANDS	16-Oct-58	No	8	13.5	6.5	7	i	0	0	0	0	5361	1-500,000
1492	ETHIOPIA	GERMANY	16-Apr-58	Yes	8	13.5	6.5	7	i	0	0	0	0	5541	1-500,000
1015	PAKISTAN	SWITZERLAND	17-Mar-52	No	8	13.5	6.5	7	i	0	0	0	0	5597	1-500,000
2631	SWITZERLAND	CANADA	20-Feb-75	Yes	8	13.5	6.5	7	i	0	1	1	0	6441	1-500,000
4491	UNITED KINGDOM	BARBADOS	23-Jun-99	Yes	8	7	7	11	o	0	1	1	1	6784	1-500,000
2923	MALAYSIA	IRAQ	07-Jul-76	No	8	13.5	6.5	7	i	0	0	0	0	6816	1-500,000
1443	PAKISTAN	PORTUGAL	07-Jun-58	No	8	13.5	6.5	7	i	0	0	0	0	7153	1-500,000
2532	GUINEA	CUBA	22-Apr-74	No	8	13.5	6.5	7	i	0	0	0	0	7227	<1
3958	UNITED KINGDOM	NEPAL	03-Mar-94	No	8	7	7	11	o	0	0	0	0	7343	1-500,000
4605	HONG KONG, CHINA	UKRAINE	31-Jan-02	No	8	7	14	7.5	i	0	0	0	0	7687	1-500,000
4294	HONG KONG, CHINA	ISRAEL	19-Mar-98	Yes	8	7	14	7.5	o	0	1	1	0	7766	1-500,000
4062	FINLAND	MACAO, CHINA	09-Sep-94	No	8	7	14	7.5	o	0	0	0	0	7803	1-500,000
4471	HONG KONG, CHINA	BELARUS	03-Dec-99	No	8	7	14	7.5	i	0	0	0	0	7819	1-500,000
1271	JAPAN	AUSTRALIA	19-Jan-56	Yes	8	13.5	6.5	7	i	0	0	0	0	7831	1,000,001-1,500,000
4415	HONG KONG, CHINA	LITHUANIA	30-Jun-98	No	8	7	14	7.5	i	0	0	0	0	7939	1-500,000
2017	ZAMBIA	UNITED KINGDOM	17-Mar-63	Yes	8	7	7	11	o	0	1	1	1	7947	1-500,000
2090	MALAWI	UNITED KINGDOM	27-Sep-68	No	8	7	7	11	o	0	1	1	1	7993	1-500,000
4715	MACAO, CHINA	POLAND	22-Oct-99	No	8	7	14	7.5	o	0	0	0	0	8245	<1
3638	KOREA, REPUBLIC OF	CZECH REPUBLIC	26-Oct-90	Yes	8	7	7	11	o	0	0	0	0	8262	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3556	EGYPT	SINGAPORE	07-May-80	Yes	8	7	7	11	o	0	0	1	0	8274	1-500,000
3039	ZIMBABWE	UNITED KINGDOM	19-Aug-81	Yes	8	7	7	11	o	0	1	1	1	8293	1-500,000
3189	SPAIN	CHINA	19-Jun-78	Yes	8	7	7	7.5	o	0	0	0	0	9232	1-500,000
4148	HONG KONG, CHINA	ITALY	09-Oct-96	Yes	8	7	14	7.5	o	0	0	0	0	9289	1-500,000
4372	MACAO, CHINA	BELGIUM	16-Nov-94	No	8	7	14	7.5	o	0	0	0	0	9368	1-500,000
2618	JAPAN	GREECE	12-Jan-73	No	8	13.5	6.5	7	i	0	0	0	0	9518	1-500,000
2422	MAURITIUS	NETHERLANDS	15-Nov-73	No	8	13.5	6.5	7	i	0	0	0	0	9536	1-500,000
1314	JAPAN	SWITZERLAND	24-May-56	Yes	8	13.5	6.5	7	i	0	0	0	0	9681	1-500,000
2630	ECUADOR	SWITZERLAND	06-May-74	No	8	13.5	6.5	7	i	0	0	0	0	9727	1-500,000
3287	BELGIUM	PARAGUAY	01-Sep-72	No	8	7	7	11	o	0	0	0	0	10417	1-500,000
2389	JAPAN	MEXICO	10-Mar-72	Yes	8	7	7	11	B	0	0	0	0	11312	1-500,000
0349	AUSTRALIA	UNITED STATES	03-Dec-46	Yes	8	13.5	6.5	7	i	0	1	1	0	16009	1,500,001-2,000,000
0084	FRANCE	SWITZERLAND	30-Jul-45	Yes	7	13	6	6.5	i	1	1	1	0	436	1,000,001-1,500,000
2229	ROMANIA	SERBIA AND MONTENEGRO	01-Feb-56	No	7	13	6	6.5	i	1	0	0	0	447	1-500,000
1923	SERBIA AND MONTENEGRO	AUSTRIA	11-Nov-53	No	7	13	6	6.5	C	0	0	0	0	492	1-500,000
2808	IRAQ	SYRIAN ARAB REPUBLIC	22-Sep-69	Yes	7	13	6	6.5	C	1	1	1	0	754	1-500,000
2105	GHANA	BURKINA FASO	14-Apr-61	No	7	13	6	6.5	i	1	0	0	0	771	1-500,000
0854	GREECE	SERBIA AND MONTENEGRO	15-Mar-51	No	7	13	6	6.5	C	0	0	0	0	807	1-500,000
2228	POLAND	SERBIA AND MONTENEGRO	14-Nov-55	No	7	13	6	6.5	i	0	0	0	0	826	1-500,000
4627	LATVIA	UKRAINE	23-May-95	Yes	7	6	6	10	o	0	0	0	0	840	1-500,000
2583	GERMANY	NORWAY	26-May-75	Yes	7	13	6	6.5	C	0	0	0	0	969	500,001-1,000,000
1559	NORWAY	POLAND	17-Jan-61	Yes	7	13	6	6.5	C	0	0	0	0	1062	1-500,000
0410	ROMANIA	CZECH REPUBLIC	13-Sep-46	Yes	7	13	6	6.5	i	0	0	0	0	1084	1-500,000
N0160	MOLDOVA	CZECH REPUBLIC	24-Feb-04	Yes	7	6	6	10	B	0	0	0	0	1114	1-500,000
1687	SWITZERLAND	POLAND	18-May-61	Yes	7	13	6	6.5	C	0	0	0	0	1140	1-500,000
1333	RUSSIAN FEDERATION	SWEDEN	31-Mar-56	Yes	7	13	6	6.5	i	0	0	0	0	1232	1-500,000
4300	COSTA RICA	ECUADOR	09-Dec-93	Yes	7	6	6	10	o	0	1	1	0	1293	1-500,000
2690	CYPRUS	SERBIA AND MONTENEGRO	27-Feb-76	No	7	13	6	6.5	C	0	0	0	0	1533	1-500,000
2589	RUSSIAN FEDERATION	HUNGARY	09-Dec-68	Yes	7	13	6	6.5	C	0	0	0	0	1574	1-500,000
4495	RUSSIAN FEDERATION	SLOVAK REPUBLIC	31-Oct-95	Yes	7	6	6	6.5	o	0	0	0	0	1633	1-500,000
1404	DENMARK	BULGARIA	24-May-58	Yes	7	13	6	6.5	C	0	0	0	0	1639	1-500,000
4613	GERMANY	UKRAINE	10-Jun-93	Yes	7	6	6	10	o	0	0	0	0	1646	1-500,000
2432	RUSSIAN FEDERATION	NORWAY	31-Mar-56	Yes	7	13	6	6.5	i	1	0	0	0	1650	1-500,000
1416	BELGIUM	BULGARIA	14-May-57	Yes	7	13	6	6.5	C	0	0	0	0	1700	1-500,000
4368	SPAIN	CROATIA	21-Jul-97	No	7	6	6	10	B	0	0	0	0	1702	1-500,000
2227	RUSSIAN FEDERATION	SERBIA AND MONTENEGRO	03-Sep-55	No	7	13	6	6.5	i	0	0	0	0	1715	1-500,000
1376	BULGARIA	NETHERLANDS	07-Feb-58	Yes	7	13	6	6.5	C	0	0	0	0	1745	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1336	ROMANIA	SWEDEN	15-Apr-57	No	7	13	6	6.5	i	0	0	0	0	1747	1-500,000
1646	FRANCE	ROMANIA	18-May-62	Yes	7	13	6	6.5	C	0	0	0	0	1875	1-500,000
1639	BULGARIA	SWEDEN	17-Apr-57	Yes	7	13	6	6.5	C	0	0	0	0	1889	1-500,000
3458	BENIN	GUINEA	18-Aug-88	Yes	7	13	6	6.5	C	0	1	1	0	2039	1-500,000
2469	IRAQ	BULGARIA	15-Nov-66	No	7	13	6	6.5	i	0	0	0	0	2116	<1
1406	RUSSIAN FEDERATION	NETHERLANDS	17-Jun-58	Yes	7	13	6	6.5	i	0	0	0	0	2155	1-500,000
0996	THAILAND	PHILIPPINES	27-Apr-53	Yes	7	13	6	6.5	C	0	0	0	0	2210	1-500,000
3133	LUXEMBOURG	RUSSIAN FEDERATION	06-Jun-75	No	7	13	6	6.5	C	0	0	0	0	2214	1-500,000
3132	GREECE	RUSSIAN FEDERATION	22-Jan-73	Yes	7	13	6	6.5	C	0	0	0	0	2234	1-500,000
4283	ISRAEL	ITALY	18-May-79	Yes	7	13	6	6.5	C	0	0	0	0	2251	1-500,000
1774	MALI	CAMEROON	17-Mar-64	Yes	7	13	6	6.5	C	0	1	0	0	2359	1-500,000
3776	SYRIAN ARAB REPUBLIC	OMAN	04-May-92	No	7	6	6	10	B	0	1	1	0	2436	1-500,000
2498	IRAQ	RUSSIAN FEDERATION	19-Dec-62	No	7	13	6	6.5	C	0	0	0	0	2549	1-500,000
2151	KOREA, REPUBLIC OF	PHILIPPINES	22-Jul-69	Yes	7	13	6	6.5	C	0	0	1	0	2616	1,000,001-1,500,000
2424	IRAQ	POLAND	27-Jul-61	No	7	13	6	6.5	C	0	0	0	0	2820	<1
3141	RUSSIAN FEDERATION	MALTA	08-Oct-81	Yes	7	13	6	6.5	C	0	0	0	0	2820	1-500,000
4131	SPAIN	UKRAINE	07-Oct-96	Yes	7	6	6	10	B	0	0	0	0	2864	1-500,000
1561	IRAQ	CZECH REPUBLIC	11-Mar-60	No	7	13	6	6.5	i	0	0	0	0	3079	<1
3901	UKRAINE	UZBEKISTAN	20-Feb-93	Yes	7	6	6	6.5	i	0	0	0	0	3129	1-500,000
1699	TUNISIA	MALI	24-Jul-63	Yes	7	6	6	10	i	0	1	0	0	3245	1-500,000
0956	ISRAEL	FRANCE	29-Apr-52	Yes	7	13	6	6.5	C	0	0	1	0	3282	500,001-1,000,000
2523	ALGERIA	RUSSIAN FEDERATION	01-Jun-64	Yes	7	13	6	6.5	C	0	0	0	0	3341	1-500,000
4248	INDIA	RUSSIAN FEDERATION	21-Dec-98	Yes	7	6	6	10	B	0	0	0	0	4342	1-500,000
2162	MALI	GERMANY	08-Jun-66	No	7	13	6	6.5	C	0	0	0	0	4524	1-500,000
1609	MALI	CZECH REPUBLIC	27-Nov-61	No	7	13	6	6.5	C	0	0	0	0	4640	1-500,000
1736	AFGHANISTAN	CZECH REPUBLIC	28-May-60	No	7	13	6	6.5	C	0	0	0	0	4708	1-500,000
4723	QATAR	GERMANY	09-Nov-96	Yes	7	6	6	10	i	0	0	0	0	4750	1-500,000
3909	BAHRAIN	NETHERLANDS	22-Mar-89	Yes	7	13	6	6.5	C	0	0	0	0	4779	1-500,000
4017	UZBEKISTAN	NETHERLANDS	17-Oct-95	No	7	6	6	6.5	i	0	0	0	0	4880	1-500,000
4197	GERMANY	UNITED ARAB EMIRATES	02-Mar-94	Yes	7	6	6	10	i	0	0	0	0	5005	500,001-1,000,000
2510	SOMALIA	RUSSIAN FEDERATION	22-Oct-63	No	7	13	6	6.5	C	0	0	0	0	6018	1-500,000
2793	MAURITANIA	RUSSIAN FEDERATION	11-Jul-74	No	7	13	6	6.5	C	0	0	0	0	6115	1-500,000
2521	MALI	RUSSIAN FEDERATION	20-Mar-62	No	7	13	6	6.5	C	0	0	0	0	6189	1-500,000
0789	CANADA	DENMARK	13-Dec-49	No	7	6	6	10	i	0	0	0	0	6257	1-500,000
2493	CHINA	IRAQ	07-Nov-69	No	7	13	6	6.5	C	0	0	0	0	6298	1-500,000
2613	BENIN	RUSSIAN FEDERATION	17-Dec-75	No	7	13	6	6.5	C	0	0	0	0	6309	1-500,000
0073	UNITED STATES	SWEDEN	16-Dec-44	Yes	7	6	6	10	i	0	0	0	0	6323	500,001-1,000,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2774	CHINA	FINLAND	02-Oct-75	Yes	7	13	6	6.5	C	0	0	0	0	6327	1-500,000
0458	CANADA	SWEDEN	27-Jun-47	No	7	13	6	6.5	i	0	0	0	0	6335	1-500,000
2512	RUSSIAN FEDERATION	EQUATORIAL GUINEA	31-May-73	No	7	13	6	6.5	C	0	0	0	0	6336	1-500,000
3329	RUSSIAN FEDERATION	RWANDA	30-Nov-73	No	7	13	6	6.5	C	0	0	0	0	6458	<1
2513	SRI LANKA	RUSSIAN FEDERATION	22-Feb-64	No	7	13	6	6.5	i	0	0	0	0	6577	1-500,000
2591	GUINEA-BISSAU	RUSSIAN FEDERATION	21-Feb-75	No	7	13	6	6.5	C	0	0	0	0	6687	<1
2615	RUSSIAN FEDERATION	CAPE VERDE	02-Mar-76	No	7	13	6	6.5	C	0	0	0	0	6862	1-500,000
2525	GUINEA	RUSSIAN FEDERATION	14-Jan-62	No	7	13	6	6.5	i	0	0	0	0	6915	1-500,000
2404	CONGO	RUSSIAN FEDERATION	28-Sep-64	No	7	13	6	6.5	C	0	0	0	0	6986	1-500,000
2985	SERBIA AND MONTENEGRO	UNITED STATES	15-Dec-77	No	7	13	6	6.5	C	0	0	0	0	7266	1-500,000
2601	MEXICO	BRAZIL	17-Oct-66	Yes	7	13	6	6.5	C	0	0	0	0	7440	1-500,000
3139	CAMBODIA	RUSSIAN FEDERATION	16-Jul-79	No	7	13	6	6.5	i	0	0	0	0	7535	1-500,000
1073	SOUTH AFRICA	ISRAEL	05-May-53	Yes	7	13	6	6.5	i	0	1	1	0	7544	1-500,000
N0109	CHINA	ALBANIA	28-Mar-72	No	7	6	6	6.5	i	0	0	0	0	7686	1-500,000
2930	PHILIPPINES	IRAQ	22-Mar-79	No	7	13	6	6.5	C	0	0	0	0	7893	<1
2828	DOMINICAN REPUBLIC	ITALY	31-Dec-71	Yes	7	13	6	6.5	C	0	0	0	0	8029	1-500,000
4507	GERMANY	ZIMBABWE	13-Dec-95	No	7	6	6	10	i	0	0	0	0	8061	1-500,000
1143	COLOMBIA	SPAIN	11-Dec-51	Yes	7	13	6	6.5	C	0	1	1	1	8107	1-500,000
1602	CUBA	CZECH REPUBLIC	04-Mar-61	No	7	13	6	6.5	C	0	0	0	0	8532	1-500,000
2240	KOREA, REPUBLIC OF	NETHERLANDS	24-Jun-70	Yes	7	13	6	6.5	C	0	0	0	0	8573	1-500,000
4065	PHILIPPINES	JORDAN	06-Mar-96	No	7	13	6	6.5	C	0	0	1	0	8703	1-500,000
3701	BOTSWANA	NETHERLANDS	10-Oct-89	No	7	13	6	6.5	C	0	0	0	0	8822	1-500,000
2069	CAMBODIA	CZECH REPUBLIC	11-Jan-64	No	7	13	6	6.5	C	0	0	0	0	9065	1-500,000
4161	COSTA RICA	NETHERLANDS	21-Dec-94	Yes	7	13	6	6.5	C	0	0	0	0	9069	1-500,000
2903	GUATEMALA	NETHERLANDS	15-Dec-77	No	7	13	6	6.5	C	0	0	0	0	9094	1-500,000
2612	MOZAMBIQUE	RUSSIAN FEDERATION	12-Feb-76	No	7	13	6	6.5	C	0	0	0	0	9108	<1
2340	NETHERLANDS	MEXICO	06-Dec-71	Yes	7	13	6	6.5	C	0	0	0	0	9229	1-500,000
2519	RUSSIAN FEDERATION	INDONESIA	02-Nov-61	Yes	7	13	6	6.5	C	0	0	0	0	9303	1-500,000
2140	PHILIPPINES	SWEDEN	08-May-69	No	7	13	6	6.5	C	0	0	0	0	9333	1-500,000
2399	MEXICO	GERMANY	08-Mar-67	Yes	7	13	6	6.5	C	0	0	0	0	9400	1-500,000
1243	SPAIN	PERU	31-Mar-54	Yes	7	13	6	6.5	C	0	1	1	1	9522	1-500,000
4149	SOUTH AFRICA	GERMANY	10-Mar-98	Yes	7	6	6	10	i	0	0	0	0	9571	500,001-1,000,000
2052	MEXICO	SWITZERLAND	02-Jun-66	No	7	13	6	6.5	C	0	0	0	0	9640	1-500,000
2141	PHILIPPINES	NORWAY	08-May-69	No	7	13	6	6.5	C	0	0	0	0	9693	1-500,000
2142	PHILIPPINES	DENMARK	08-May-69	No	7	13	6	6.5	C	0	0	0	0	9786	1-500,000
2621	PHILIPPINES	GERMANY	06-Aug-71	Yes	7	13	6	6.5	C	0	0	0	0	10321	1-500,000
2216	PHILIPPINES	BELGIUM	30-Jan-70	No	7	13	6	6.5	C	0	0	0	0	10516	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2572	CHILE	SPAIN	17-Dec-74	Yes	7	13	6	6.5	C	0	1	1	1	10715	1-500,000
3820	SPAIN	SINGAPORE	11-Mar-92	No	7	6	6	10	B	0	0	0	0	11400	1-500,000
3340	NETHERLANDS	ARGENTINA	02-Nov-84	No	7	13	6	6.5	i	0	0	0	0	11467	1-500,000
2777	BELGIUM	CHILE	05-Nov-66	No	7	13	6	6.5	C	0	0	0	0	11905	1-500,000
N0128	CHINA	CHILE	03-Jun-96	No	7	6	6	10	i	0	0	0	0	19080	1-500,000
3561	NIGERIA	BENIN	24-Aug-79	Yes	6	12	5	5.5	C	1	0	0	0	105	1-500,000
2169	BENIN	GHANA	15-Mar-68	Yes	6	12	5	5.5	C	0	0	0	0	321	1-500,000
1817	SYRIAN ARAB REPUBLIC	CYPRUS	22-Dec-64	Yes	6	12	5	5.5	C	0	0	0	0	329	1-500,000
3349	BARBADOS	TRINIDAD AND TOBAGO	05-Apr-87	Yes	6	12	5	5.5	C	0	1	1	0	344	1-500,000
4577	MOLDOVA	ROMANIA	28-Jun-93	Yes	6	12	5	5.5	C	1	1	1	0	357	1-500,000
1766	CÔTE D'IVOIRE	GHANA	26-May-64	Yes	6	12	5	5.5	C	1	0	0	0	418	1-500,000
2425	NIGERIA	GHANA	23-Mar-73	Yes	6	12	5	5.5	C	0	1	1	0	423	1-500,000
3104	JORDAN	CYPRUS	28-Apr-76	Yes	6	12	5	5.5	C	0	0	0	0	429	1-500,000
1323	SWITZERLAND	GERMANY	02-May-56	Yes	6	12	5	5.5	C	1	1	1	0	504	2,500,001-3,000,000
3224	UGANDA	KENYA	10-Jun-85	Yes	6	12	5	5.5	C	1	1	1	0	506	1-500,000
3343	MALAWI	ZIMBABWE	09-May-86	Yes	6	12	5	5.5	C	0	1	1	0	522	1-500,000
4464	SWITZERLAND	SLOVENIA	04-Dec-92	Yes	6	12	5	5.5	C	0	0	0	0	550	1-500,000
2150	THAILAND	MYANMAR	15-Aug-69	Yes	6	12	5	5.5	C	1	0	0	0	576	1-500,000
2159	EGYPT	CYPRUS	06-Feb-69	Yes	6	12	5	5.5	C	0	0	0	0	601	1-500,000
3119	BANGLADESH	NEPAL	02-Apr-76	Yes	6	12	5	5.5	C	0	0	0	0	674	1-500,000
3634	MYANMAR	LAO PEOPLE'S DEM. REP.	12-Mar-91	No	6	12	5	5.5	C	1	0	0	0	700	1-500,000
4498	SLOVAK REPUBLIC	SWITZERLAND	13-Nov-97	Yes	6	12	5	5.5	C	0	0	0	0	743	1-500,000
3027	FIJI	TONGA	17-Nov-71	Yes	6	12	5	5.5	C	0	1	0	0	745	1-500,000
2957	FINLAND	NORWAY	19-May-78	Yes	6	12	5	5.5	C	1	0	0	0	791	1-500,000
3965	POLAND	MOLDOVA	27-Jul-95	No	6	12	5	5.5	C	0	0	0	0	812	1-500,000
2077	SWITZERLAND	HUNGARY	19-Jul-67	Yes	6	12	5	5.5	C	0	0	0	0	879	1-500,000
1767	CÔTE D'IVOIRE	MALI	09-Jul-64	Yes	6	12	5	5.5	C	1	1	0	0	927	1-500,000
4013	BARBADOS	SURINAME	04-Apr-96	No	6	12	5	5.5	C	0	0	0	0	938	1-500,000
2849	ROMANIA	POLAND	29-Jan-77	Yes	6	12	5	5.5	C	0	0	0	0	950	1-500,000
2714	BANGLADESH	MYANMAR	03-Aug-77	Yes	6	12	5	5.5	C	1	0	0	0	979	1-500,000
3355	TANZANIA	MALAWI	04-May-83	Yes	6	12	5	5.5	C	1	1	0	0	994	1-500,000
0916	INDIA	AFGHANISTAN	26-Jan-52	Yes	6	12	5	5.5	C	0	0	0	0	1004	1-500,000
2864	SWITZERLAND	SERBIA AND MONTENEGRO	26-Oct-77	No	6	12	5	5.5	C	0	0	0	0	1038	1-500,000
4190	SYRIAN ARAB REPUBLIC	ARMENIA	30-Apr-95	Yes	6	12	5	5.5	C	0	0	0	0	1041	1-500,000
3350	MALAWI	COMOROS	07-Aug-84	No	6	12	5	5.5	C	0	0	0	0	1057	1-500,000
3298	GREECE	LIBYAN ARAB JAMAHIRIYA	23-Jan-79	No	6	12	5	5.5	C	0	0	0	0	1127	1-500,000
3311	ITALY	ROMANIA	19-Dec-75	Yes	6	12	5	5.5	i	0	0	0	0	1140	500,001-1,000,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3969	MOLDOVA	RUSSIAN FEDERATION	26-Sep-94	Yes	6	5	5	5.5	o	0	0	0	1	1150	1-500,000
2541	ROMANIA	CYPRUS	13-Dec-73	Yes	6	12	5	5.5	C	0	0	0	0	1202	1-500,000
1851	BULGARIA	CYPRUS	08-May-65	Yes	6	12	5	5.5	C	0	0	1	0	1206	1-500,000
4457	FYR MACEDONIA	SWITZERLAND	18-Sep-96	Yes	6	12	5	5.5	C	0	0	0	0	1241	1-500,000
3663	BOTSWANA	SOUTH AFRICA	23-Jul-91	Yes	6	5	5	5.5	o	1	1	1	0	1251	1-500,000
3497	TOGO	MALI	22-Dec-87	Yes	6	12	5	5.5	C	0	1	0	0	1254	1-500,000
2962	CUBA	NICARAGUA	06-Mar-80	Yes	6	12	5	5.5	C	0	1	1	0	1293	1-500,000
4183	TURKEY	GEORGIA	30-Jul-92	Yes	6	12	5	5.5	C	1	0	0	0	1325	1-500,000
2748	PAKISTAN	NEPAL	24-Aug-76	Yes	6	12	5	5.5	C	0	0	0	0	1341	1-500,000
3354	MALAWI	MOZAMBIQUE	23-Oct-84	Yes	6	12	5	5.5	C	1	0	0	0	1342	1-500,000
2869	SEYCHELLES	SOMALIA	22-Sep-78	No	6	12	5	5.5	C	0	1	0	0	1348	<1
2871	SWITZERLAND	MALTA	04-Oct-77	Yes	6	12	5	5.5	C	0	0	0	0	1364	1-500,000
1717	CÔTE D'IVOIRE	GUINEA	26-Jun-63	Yes	6	12	5	5.5	C	1	1	1	0	1373	1-500,000
3352	KENYA	MALAWI	22-Apr-82	Yes	6	12	5	5.5	C	0	1	1	0	1450	1-500,000
2091	SWITZERLAND	ROMANIA	14-Jul-67	Yes	6	12	5	5.5	C	0	0	0	0	1476	1-500,000
3962	IRAN, ISLAMIC REP. OF	OMAN	11-Dec-94	No	6	12	5	5.5	C	0	0	0	0	1510	1-500,000
2390	ALGERIA	BELGIUM	23-May-69	Yes	6	5	5	9	i	0	1	1	0	1562	1-500,000
4093	SWITZERLAND	LATVIA	21-May-93	No	6	12	5	5.5	C	0	0	0	0	1588	1-500,000
2681	MYANMAR	MALAYSIA	12-Aug-76	Yes	6	12	5	5.5	C	0	0	0	0	1635	1-500,000
2908	ALGERIA	GERMANY	06-May-76	Yes	6	12	5	5.5	C	0	0	0	0	1659	1-500,000
1524	EGYPT	ROMANIA	14-Aug-58	Yes	6	12	5	5.5	C	0	0	0	0	1662	1-500,000
3100	LIBYAN ARAB JAMAHIRIYA	ROMANIA	09-Dec-76	No	6	12	5	5.5	C	0	0	0	0	1719	1-500,000
3593	AUSTRIA	LIBYAN ARAB JAMAHIRIYA	13-May-84	Yes	6	12	5	5.5	C	0	0	0	0	1745	1-500,000
2516	TURKEY	RUSSIAN FEDERATION	29-Aug-67	Yes	6	12	5	5.5	C	0	0	0	0	1758	1-500,000
3326	BRUNEI DARUSSALAM	THAILAND	13-Jan-87	Yes	6	12	5	5.5	C	0	0	0	0	1865	1-500,000
1746	MOROCCO	SWITZERLAND	05-Jul-62	Yes	6	12	5	5.5	C	0	1	1	0	1872	1-500,000
2895	LIBYAN ARAB JAMAHIRIYA	CYPRUS	04-Nov-78	No	6	12	5	5.5	C	0	0	0	0	1884	1-500,000
3312	ITALY	MOROCCO	08-Jul-67	Yes	6	12	5	5.5	C	0	0	0	0	1904	1-500,000
3034	KENYA	SUDAN	27-Feb-81	Yes	6	12	5	5.5	C	1	0	0	0	1932	1-500,000
4160	COSTA RICA	MEXICO	29-Jan-91	Yes	6	12	5	5.5	C	0	1	1	0	1933	1-500,000
2470	IRAQ	GREECE	01-Dec-71	No	6	12	5	5.5	C	0	0	0	0	1938	1-500,000
3228	CONGO, DEM. REPUBLIC OF	TOGO	13-Jun-80	No	6	12	5	5.5	i	0	1	1	0	1939	1-500,000
2812	IRAQ	YEMEN	26-Jul-76	No	6	12	5	5.5	C	0	1	1	0	1996	1-500,000
2699	IRAQ	ROMANIA	18-Nov-76	No	6	12	5	5.5	C	0	0	0	0	2002	<1
1773	SENEGAL	GHANA	20-Feb-64	Yes	6	12	5	5.5	C	0	0	0	0	2137	1-500,000
3552	CAMEROON	BURUNDI	24-Mar-77	No	6	12	5	5.5	C	0	1	1	0	2137	1-500,000
2710	TURKEY	FINLAND	25-Mar-75	Yes	6	12	5	5.5	C	0	0	0	0	2143	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3554	GABON	BURUNDI	10-Dec-75	No	6	12	5	5.5	C	0	1	1	0	2253	1-500,000
2552	BULGARIA	SPAIN	06-Nov-71	Yes	6	12	5	5.5	C	0	0	0	0	2255	1-500,000
2382	AFGHANISTAN	IRAQ	01-Sep-64	No	6	12	5	5.5	C	0	0	0	0	2285	1-500,000
2435	RUSSIAN FEDERATION	SWITZERLAND	08-Jun-67	Yes	6	12	5	5.5	C	0	0	0	0	2296	1-500,000
1808	CYPRUS	RUSSIAN FEDERATION	29-Feb-64	Yes	6	12	5	5.5	C	0	0	0	0	2317	1-500,000
3599	AUSTRIA	ISRAEL	22-Aug-63	Yes	6	12	5	5.5	C	0	0	0	0	2370	1-500,000
3080	IRAQ	SERBIA AND MONTENEGRO	02-Oct-75	No	6	12	5	5.5	C	0	0	0	0	2418	<1
0690	INDIA	SRI LANKA	21-Dec-48	Yes	6	12	5	5.5	C	0	0	0	0	2431	500,001-1,000,000
2403	IRAN, ISLAMIC REP. OF	RUSSIAN FEDERATION	17-Aug-64	Yes	6	12	5	5.5	C	0	0	0	0	2467	1-500,000
1447	UNITED KINGDOM	RUSSIAN FEDERATION	19-Dec-57	Yes	6	12	5	5.5	i	0	0	0	0	2511	500,001-1,000,000
1931	SWITZERLAND	CYPRUS	12-Mar-66	Yes	6	12	5	5.5	C	0	0	0	0	2523	1-500,000
2805	PORTUGAL	SERBIA AND MONTENEGRO	03-Jun-76	No	6	12	5	5.5	C	0	0	0	0	2536	1-500,000
2848	KUWAIT	ROMANIA	31-Mar-76	No	6	12	5	5.5	C	0	0	0	0	2557	1-500,000
2436	JORDAN	RUSSIAN FEDERATION	11-Jun-70	Yes	6	12	5	5.5	C	0	0	0	0	2653	1-500,000
2902	PHILIPPINES	MYANMAR	03-Jul-79	No	6	12	5	5.5	C	0	0	0	0	2666	1-500,000
3821	INDIA	MALDIVES	05-Nov-79	Yes	6	12	5	5.5	C	0	0	0	0	2750	1-500,000
3609	SOMALIA	OMAN	19-Mar-83	No	6	12	5	5.5	C	0	1	0	0	2796	1-500,000
3381	EGYPT	OMAN	28-Feb-87	Yes	6	12	5	5.5	C	0	1	1	0	2805	1-500,000
3260	BANGLADESH	MALDIVES	03-Feb-85	No	6	12	5	5.5	C	0	0	0	0	2832	1-500,000
2312	IRAQ	AUSTRIA	21-Nov-70	Yes	6	12	5	5.5	C	0	0	0	0	2862	<1
2520	EGYPT	RUSSIAN FEDERATION	11-Sep-58	Yes	6	12	5	5.5	C	0	0	0	0	2905	1-500,000
2811	IRAQ	LIBYAN ARAB JAMAHIRIYA	10-Nov-75	No	6	12	5	5.5	C	0	1	1	0	2912	1-500,000
3676	FIJI	MARSHALL ISLANDS	19-Dec-90	No	6	12	5	5.5	C	0	1	1	0	2924	1-500,000
2497	IRAQ	ITALY	31-Jan-63	No	6	12	5	5.5	C	0	0	0	0	2952	1-500,000
3109	TURKEY	IRELAND	24-Jan-80	Yes	6	12	5	5.5	C	0	0	0	0	2953	1-500,000
2314	MYANMAR	PAKISTAN	03-Aug-71	No	6	12	5	5.5	C	0	0	0	0	2972	1-500,000
2884	ROMANIA	PORTUGAL	08-Feb-75	No	6	12	5	5.5	C	0	0	0	0	2978	1-500,000
4180	BAHRAIN	ROMANIA	19-Jun-97	No	6	12	5	5.5	C	0	0	0	0	2990	1-500,000
3427	MOROCCO	POLAND	29-Nov-69	No	6	12	5	5.5	C	0	0	0	0	3004	1-500,000
3429	MOROCCO	ROMANIA	06-Dec-71	Yes	6	12	5	5.5	C	0	0	0	0	3043	1-500,000
3137	KUWAIT	RUSSIAN FEDERATION	19-Mar-78	No	6	12	5	5.5	C	0	0	0	0	3052	1-500,000
2976	KENYA	MAURITIUS	05-Mar-79	Yes	6	12	5	5.5	C	0	1	1	0	3078	1-500,000
3819	COOK ISLANDS	SAMOA	23-Jun-93	No	6	12	5	5.5	C	0	1	1	0	3128	1-500,000
3813	MAURITIUS	ZAMBIA	16-Jun-93	No	6	12	5	5.5	C	0	1	1	0	3137	1-500,000
3567	MALDIVES	THAILAND	21-Dec-89	No	6	12	5	5.5	C	0	0	0	0	3153	1-500,000
1407	INDIA	IRAQ	27-Jul-55	No	6	12	5	5.5	C	0	0	0	0	3159	1-500,000
2502	CUBA	GUYANA	26-Jul-73	No	6	12	5	5.5	C	0	0	0	0	3170	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2590	LIBYAN ARAB JAMAHIRIYA	RUSSIAN FEDERATION	26-Oct-74	No	6	12	5	5.5	C	0	0	0	0	3190	1-500,000
1671	CYPRUS	NORWAY	05-Mar-63	No	6	12	5	5.5	C	0	0	0	0	3202	1-500,000
3436	TURKEY	MOROCCO	24-Sep-85	Yes	6	12	5	5.5	C	0	0	0	0	3230	1-500,000
3507	LESOTHO	KENYA	12-Jul-89	No	6	12	5	5.5	C	0	1	1	0	3274	1-500,000
3149	PAKISTAN	MALDIVES	04-Nov-81	No	6	12	5	5.5	C	0	0	0	0	3284	1-500,000
N0127	CHINA	CAMBODIA	25-Nov-63	Yes	6	12	5	5.5	i	0	0	0	0	3351	1-500,000
3050	FINLAND	EGYPT	10-Oct-79	No	6	12	5	5.5	C	0	0	0	0	3381	1-500,000
3987	BAHRAIN	SEYCHELLES	26-Jun-95	No	6	12	5	5.5	C	0	0	0	0	3471	1-500,000
2607	ISRAEL	UNITED KINGDOM	24-Sep-75	Yes	6	12	5	5.5	C	0	1	1	1	3561	500,001-1,000,000
2567	IRAN, ISLAMIC REP. OF	SWEDEN	10-Jun-75	Yes	6	12	5	5.5	C	0	0	0	0	3566	1-500,000
1964	CÔTE D'IVOIRE	ALGERIA	16-Feb-67	Yes	6	12	5	5.5	C	0	1	1	0	3580	1-500,000
1606	AFGHANISTAN	TURKEY	08-Feb-58	Yes	6	12	5	5.5	C	0	0	0	0	3582	1-500,000
2598	BRAZIL	GUYANA	10-May-74	Yes	6	12	5	5.5	C	1	0	0	0	3598	1-500,000
2944	IRAQ	GERMANY	10-May-77	No	6	12	5	5.5	C	0	0	0	0	3621	<1
3580	KUWAIT	CZECH REPUBLIC	29-Jan-78	Yes	6	12	5	5.5	C	0	0	0	0	3636	1-500,000
1729	PAKISTAN	RUSSIAN FEDERATION	07-Oct-63	Yes	6	12	5	5.5	C	0	0	0	0	3659	1-500,000
2647	SIERRA LEONE	SPAIN	04-Jun-76	No	6	12	5	5.5	C	0	0	0	0	3677	1-500,000
2065	THAILAND	KOREA, REPUBLIC OF	07-Jul-67	Yes	6	12	5	5.5	C	0	0	0	0	3725	1,000,001-1,500,000
3320	CONGO	GUINEA	19-Feb-83	No	6	12	5	5.5	C	0	1	1	0	3758	1-500,000
2495	ALGERIA	IRAQ	16-Jan-69	No	6	12	5	5.5	C	0	1	1	0	3764	<1
4143	BAHRAIN	SRI LANKA	23-Oct-96	Yes	6	12	5	5.5	C	0	0	0	0	3768	1-500,000
3249	KOREA, REPUBLIC OF	MYANMAR	28-Jan-78	No	6	12	5	5.5	C	0	0	0	0	3796	1-500,000
2456	IRAN, ISLAMIC REP. OF	SWITZERLAND	31-Dec-72	Yes	6	12	5	5.5	C	0	0	0	0	3830	1-500,000
2619	MALAYSIA	INDIA	22-May-74	Yes	6	12	5	5.5	C	0	0	0	0	3842	500,001-1,000,000
2564	NIGERIA	SPAIN	26-Mar-75	Yes	6	12	5	5.5	C	0	0	0	0	3848	1-500,000
2972	MAURITANIA	SWITZERLAND	13-Mar-79	No	6	12	5	5.5	C	0	0	0	0	3853	1-500,000
3018	LIBERIA	SPAIN	20-Aug-77	No	6	5	5	9	i	0	0	0	0	3858	1-500,000
2496	IRAQ	FRANCE	19-May-66	No	6	12	5	5.5	C	0	0	0	0	3867	<1
1710	PAKISTAN	CHINA	29-Aug-63	Yes	6	12	5	5.5	C	1	0	0	0	3883	1-500,000
3014	CÔTE D'IVOIRE	SPAIN	15-Jul-76	No	6	12	5	5.5	C	0	0	0	0	3907	1-500,000
3563	ETHIOPIA	BENIN	17-Jul-86	Yes	6	12	5	5.5	C	0	0	0	0	4015	1-500,000
3377	LESOTHO	SEYCHELLES	20-Nov-87	No	6	12	5	5.5	C	0	1	1	0	4028	1-500,000
3280	SWEDEN	KUWAIT	24-Jun-76	No	6	12	5	5.5	i	0	0	0	0	4031	1-500,000
3296	BRUNEI DARUSSALAM	NEPAL	10-Jul-86	No	6	12	5	5.5	C	0	0	0	0	4033	1-500,000
3709	DENMARK	KUWAIT	24-Jun-76	No	6	12	5	5.5	C	0	0	0	0	4048	1-500,000
4041	AUSTRALIA	NAURU	17-Sep-69	Yes	6	12	5	5.5	C	0	1	1	1	4059	1-500,000
3871	ISRAEL	INDIA	04-Apr-94	Yes	6	12	5	5.5	C	0	1	1	0	4069	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3140	RUSSIAN FEDERATION	MOROCCO	17-Mar-62	No	6	12	5	5.5	i	0	0	0	0	4156	1-500,000
2411	PAKISTAN	ROMANIA	09-Jan-73	No	6	12	5	5.5	C	0	0	0	0	4174	1-500,000
2909	KUWAIT	GERMANY	30-Apr-74	Yes	6	12	5	5.5	C	0	0	0	0	4178	1-500,000
2676	SENEGAL	ITALY	20-Apr-72	Yes	6	12	5	5.5	C	0	0	0	0	4179	1-500,000
1705	GHANA	ITALY	20-Jun-63	Yes	6	12	5	5.5	C	0	0	0	0	4237	1-500,000
1771	SENEGAL	SWITZERLAND	23-Jan-63	No	6	12	5	5.5	C	0	1	1	0	4273	1-500,000
3158	BURKINA FASO	BELGIUM	15-Feb-84	No	6	12	5	5.5	C	0	1	1	0	4320	1-500,000
2851	SEYCHELLES	INDIA	30-Oct-78	No	6	12	5	5.5	C	0	1	1	0	4372	1-500,000
2826	CÔTE D'IVOIRE	ITALY	19-Feb-68	No	6	12	5	5.5	C	0	0	0	0	4387	1-500,000
3246	BELGIUM	MALI	09-May-85	No	6	12	5	5.5	C	0	1	0	0	4393	1-500,000
3910	SWITZERLAND	BAHRAIN	04-Feb-86	No	6	12	5	5.5	C	0	0	0	0	4421	1-500,000
1840	NIGERIA	SWITZERLAND	11-Oct-65	No	6	12	5	5.5	C	0	0	0	0	4524	1-500,000
2927	THAILAND	OMAN	05-Jun-79	Yes	6	12	5	5.5	C	0	0	0	0	4532	1-500,000
4738	SWITZERLAND	QATAR	11-Jul-95	Yes	6	12	5	5.5	C	0	0	0	0	4559	1-500,000
3123	TOGO	SWITZERLAND	03-Dec-80	No	6	12	5	5.5	C	0	1	1	0	4576	1-500,000
2392	PAKISTAN	POLAND	30-Oct-70	No	6	12	5	5.5	C	0	0	0	0	4598	1-500,000
2688	PAKISTAN	SERBIA AND MONTENEGRO	15-Apr-76	No	6	12	5	5.5	C	0	0	0	0	4618	1-500,000
2716	SENEGAL	NETHERLANDS	27-Jul-77	No	6	12	5	5.5	C	0	0	0	0	4641	1-500,000
2717	GABON	SPAIN	03-May-76	No	6	12	5	5.5	C	0	0	0	0	4650	1-500,000
2605	PAKISTAN	KOREA, DEM. PEOPLE'S REP. OF	24-Jun-75	No	6	12	5	5.5	i	0	0	0	0	4692	1-500,000
2750	PAKISTAN	HUNGARY	11-May-77	No	6	12	5	5.5	C	0	0	0	0	4718	1-500,000
3058	NIGERIA	FRANCE	09-Jun-80	Yes	6	12	5	5.5	C	0	0	0	0	4722	1-500,000
1660	CÔTE D'IVOIRE	SWITZERLAND	17-Nov-62	No	6	12	5	5.5	C	0	1	1	0	4762	1-500,000
3097	NIGERIA	ROMANIA	07-Jun-78	No	6	12	5	5.5	C	0	0	0	0	4765	1-500,000
3849	ROMANIA	INDIA	04-Dec-93	No	6	12	5	5.5	C	0	0	0	0	4808	1-500,000
2953	KUWAIT	SPAIN	03-Dec-79	No	6	12	5	5.5	C	0	0	0	0	4809	1-500,000
3310	TUNISIA	OMAN	16-Nov-85	No	6	12	5	5.5	C	0	1	1	0	4827	1-500,000
4425	SWITZERLAND	UZBEKISTAN	14-Jul-94	No	6	12	5	5.5	C	0	0	0	0	4849	1-500,000
2696	MAURITANIA	ROMANIA	06-Nov-76	No	6	12	5	5.5	C	0	0	0	0	4875	1-500,000
2968	JAPAN	BANGLADESH	12-Feb-80	Yes	6	12	5	5.5	C	0	0	0	0	4904	1-500,000
2302	PAKISTAN	AUSTRIA	28-May-71	No	6	12	5	5.5	C	0	0	0	0	4916	1-500,000
3344	AUSTRIA	GAMBIA	20-Jan-87	No	6	12	5	5.5	C	0	0	0	0	4919	1-500,000
3273	BENIN	BELGIUM	15-Feb-71	No	6	12	5	5.5	C	0	1	1	0	4948	1-500,000
4139	UZBEKISTAN	BELGIUM	14-Nov-96	No	6	12	5	5.5	C	0	0	0	0	4955	1-500,000
3226	BELGIUM	TOGO	12-May-81	No	6	12	5	5.5	C	0	1	1	0	4979	1-500,000
2508	CENTRAL AFRICAN REPUBLIC	MAURITIUS	13-May-73	No	6	12	5	5.5	C	0	1	1	0	5052	<1
3121	NIGERIA	NETHERLANDS	26-Jan-83	Yes	6	12	5	5.5	C	0	0	0	0	5110	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
1727	CÔTE D'IVOIRE	BELGIUM	21-Sep-63	Yes	6	12	5	5.5	C	0	1	1	0	5126	1-500,000
3035	TOGO	NETHERLANDS	17-Mar-81	No	6	12	5	5.5	C	0	0	0	0	5150	1-500,000
3863	MALAYSIA	OMAN	19-Apr-93	Yes	6	12	5	5.5	C	0	0	0	0	5159	1-500,000
3992	INDIA	FINLAND	18-Jul-95	Yes	6	12	5	5.5	C	0	0	0	0	5221	1-500,000
3145	CÔTE D'IVOIRE	GERMANY	03-Oct-78	No	6	12	5	5.5	C	0	0	0	0	5237	1-500,000
3102	CÔTE D'IVOIRE	ROMANIA	25-May-79	No	6	12	5	5.5	C	0	0	0	0	5249	1-500,000
3183	PAKISTAN	MALTA	25-Apr-75	No	6	12	5	5.5	C	0	1	1	0	5280	1-500,000
1728	CÔTE D'IVOIRE	NETHERLANDS	09-Oct-63	No	6	12	5	5.5	C	0	0	0	0	5299	1-500,000
2034	CAMEROON	GERMANY	22-Oct-64	No	6	5	5	9	i	0	0	0	0	5317	1-500,000
2847	BURUNDI	ROMANIA	14-Jul-77	No	6	12	5	5.5	C	0	0	0	0	5328	1-500,000
3746	THAILAND	BAHRAIN	14-Jul-80	Yes	6	12	5	5.5	C	0	0	0	0	5364	1-500,000
2145	INDIA	HUNGARY	23-Feb-66	No	6	12	5	5.5	C	0	0	0	0	5370	1-500,000
3364	BRUNEI DARUSSALAM	PAKISTAN	29-Dec-87	No	6	12	5	5.5	C	0	0	0	0	5373	1-500,000
3048	CAMEROON	UNITED KINGDOM	11-Sep-81	No	6	12	5	5.5	C	0	1	1	0	5414	1-500,000
2350	CAMEROON	NETHERLANDS	07-Sep-71	No	6	12	5	5.5	C	0	0	0	0	5432	1-500,000
3169	PAKISTAN	KENYA	18-Feb-81	Yes	6	12	5	5.5	C	0	1	1	0	5436	1-500,000
4008	KENYA	INDIA	04-Jun-96	Yes	6	12	5	5.5	C	0	1	1	0	5439	1-500,000
3360	SINGAPORE	OMAN	18-Apr-87	No	6	12	5	5.5	C	0	0	0	0	5469	1-500,000
3061	MYANMAR	IRAQ	17-Sep-79	No	6	12	5	5.5	C	0	0	0	0	5470	<1
4034	AUSTRALIA	INDONESIA	07-Mar-69	Yes	6	12	5	5.5	C	0	0	0	0	5512	500,001-1,000,000
2969	OMAN	BELGIUM	20-Feb-80	No	6	12	5	5.5	C	0	0	0	0	5518	1-500,000
3114	OMAN	NETHERLANDS	23-Nov-82	No	6	12	5	5.5	C	0	0	0	0	5519	1-500,000
3094	CONGO	ROMANIA	21-Jul-78	No	6	12	5	5.5	C	0	0	0	0	5523	1-500,000
1922	NIGERIA	DENMARK	08-Sep-66	No	6	12	5	5.5	C	0	0	0	0	5537	1-500,000
2491	BANGLADESH	RUSSIAN FEDERATION	23-Aug-73	No	6	12	5	5.5	C	0	0	0	0	5548	1-500,000
1594	PAKISTAN	GERMANY	20-Jul-60	Yes	6	12	5	5.5	C	0	0	0	0	5561	1-500,000
3095	GUINEA	ROMANIA	29-Jul-79	No	6	12	5	5.5	C	0	0	0	0	5583	1-500,000
3468	MAURITIUS	SINGAPORE	24-Feb-84	Yes	6	12	5	5.5	C	0	1	1	0	5588	1-500,000
2481	GABON	BELGIUM	28-Jun-74	No	6	12	5	5.5	C	0	1	1	0	5635	1-500,000
3428	MOROCCO	QATAR	20-Mar-87	Yes	6	12	5	5.5	C	0	1	1	0	5657	1-500,000
0958	PAKISTAN	NETHERLANDS	17-Jul-52	Yes	6	12	5	5.5	C	0	0	0	0	5692	1-500,000
2819	SIERRA LEONE	LEBANON	08-Aug-68	No	6	5	5	9	i	0	0	1	0	5724	1-500,000
1432	PAKISTAN	BELGIUM	04-Jul-58	No	6	12	5	5.5	C	0	0	0	0	5752	1-500,000
2318	CONGO, DEM. REPUBLIC OF	SWITZERLAND	21-Jan-70	No	6	12	5	5.5	C	0	1	1	0	5756	1-500,000
3713	BRUNEI DARUSSALAM	AUSTRALIA	30-Apr-92	Yes	6	12	5	5.5	C	0	0	0	0	5756	1-500,000
2203	GABON	NETHERLANDS	14-Oct-69	No	6	12	5	5.5	C	0	0	0	0	5799	1-500,000
2410	MAURITIUS	INDIA	28-Jan-72	Yes	6	12	5	5.5	C	0	1	1	0	5828	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3602	KENYA	AUSTRIA	15-May-85	No	6	12	5	5.5	C	0	0	0	0	5854	1-500,000
2562	RWANDA	SWITZERLAND	21-Jan-74	No	6	12	5	5.5	C	0	1	1	0	5873	1-500,000
1627	INDIA	ITALY	16-Jul-59	Yes	6	12	5	5.5	C	0	0	0	0	5922	1-500,000
1921	NIGERIA	NORWAY	08-Sep-66	No	6	12	5	5.5	C	0	0	0	0	5983	1-500,000
2771	NIGERIA	SWEDEN	11-Mar-77	No	6	12	5	5.5	C	0	0	0	0	6016	1-500,000
2971	KENYA	SWITZERLAND	21-Nov-78	Yes	6	12	5	5.5	C	0	0	0	0	6085	1-500,000
4473	SOUTH AFRICA	YEMEN	27-Feb-00	Yes	6	5	5	5.5	o	0	0	0	0	6133	1-500,000
3129	UGANDA	RUSSIAN FEDERATION	05-Dec-80	No	6	12	5	5.5	C	0	0	0	0	6185	1-500,000
4186	BAHRAIN	CHINA	24-Feb-98	No	6	12	5	5.5	C	0	0	0	0	6185	1-500,000
3024	KENYA	SPAIN	03-Mar-81	No	6	12	5	5.5	C	0	0	0	0	6197	1-500,000
2978	MAURITIUS	PAKISTAN	15-Nov-79	No	6	12	5	5.5	C	0	1	1	0	6217	1-500,000
3222	UGANDA	BELGIUM	26-Mar-82	Yes	6	12	5	5.5	C	0	0	0	0	6219	1-500,000
1858	INDIA	GERMANY	31-May-63	Yes	6	12	5	5.5	C	0	0	0	0	6230	500,001-1,000,000
2761	ALGERIA	PAKISTAN	06-Feb-76	No	6	12	5	5.5	C	0	0	0	0	6236	1-500,000
3188	CONGO, DEM. REPUBLIC OF	GERMANY	14-Jun-76	No	6	12	5	5.5	C	0	0	0	0	6257	1-500,000
2522	NIGERIA	RUSSIAN FEDERATION	26-Jan-67	No	6	12	5	5.5	C	0	0	0	0	6263	1-500,000
4046	PHILIPPINES	AUSTRALIA	15-Nov-71	Yes	6	12	5	5.5	C	0	1	1	0	6276	1-500,000
2014	SINGAPORE	AUSTRALIA	03-Nov-67	Yes	6	12	5	5.5	C	0	1	1	0	6302	1,500,001-2,000,000
3157	KENYA	RUSSIAN FEDERATION	17-Feb-83	No	6	12	5	5.5	C	0	0	0	0	6348	1-500,000
4511	KYRGYZ REPUBLIC	INDONESIA	18-Jul-95	No	6	12	5	5.5	C	0	0	0	0	6349	<1
3291	BELGIUM	RWANDA	02-Feb-66	Yes	6	12	5	5.5	C	0	1	1	1	6360	1-500,000
0872	NETHERLANDS	INDIA	24-May-51	Yes	6	12	5	5.5	C	0	0	0	0	6363	1-500,000
3553	BURUNDI	FRANCE	22-May-74	No	6	12	5	5.5	C	0	1	1	0	6372	1-500,000
2139	CONGO	NETHERLANDS	03-Feb-69	No	6	12	5	5.5	C	0	0	0	0	6373	1-500,000
3383	BRUNEI DARUSSALAM	OMAN	10-Sep-88	No	6	12	5	5.5	C	0	0	0	0	6375	1-500,000
3316	NIGERIA	BRAZIL	10-Jan-79	No	6	12	5	5.5	C	0	0	0	0	6382	1-500,000
3330	RUSSIAN FEDERATION	TOGO	17-Jun-83	No	6	12	5	5.5	C	0	0	0	0	6383	1-500,000
3426	MOROCCO	OMAN	24-Jan-85	No	6	12	5	5.5	C	0	1	1	0	6385	1-500,000
3277	INDIA	BELGIUM	06-Apr-67	No	6	12	5	5.5	C	0	0	0	0	6420	1-500,000
3154	KENYA	GERMANY	24-Jul-79	Yes	6	12	5	5.5	C	0	0	0	0	6510	1-500,000
1731	GHANA	RUSSIAN FEDERATION	06-Apr-62	No	6	12	5	5.5	i	0	0	0	0	6517	1-500,000
2321	MYANMAR	RUSSIAN FEDERATION	07-Dec-70	No	6	12	5	5.5	C	0	0	0	0	6526	1-500,000
2932	KENYA	BELGIUM	14-Jun-79	Yes	6	12	5	5.5	C	0	0	0	0	6565	1-500,000
4011	OMAN	PHILIPPINES	11-Oct-92	Yes	6	12	5	5.5	C	0	0	0	0	6584	1-500,000
3334	KOREA, REPUBLIC OF	OMAN	05-May-83	No	6	12	5	5.5	C	0	0	0	0	6590	1-500,000
0465	INDIA	FRANCE	16-Jul-47	Yes	6	12	5	5.5	C	0	0	0	0	6594	1-500,000
2428	MALAYSIA	AUSTRALIA	04-Oct-72	Yes	6	12	5	5.5	C	0	0	0	0	6617	500,001-1,000,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3117	PAKISTAN	SPAIN	19-Jun-79	No	6	12	5	5.5	C	0	0	0	0	6652	1-500,000
1974	CONGO	DENMARK	27-Feb-67	No	6	12	5	5.5	C	0	0	0	0	6671	1-500,000
2910	KENYA	NETHERLANDS	03-May-79	Yes	6	12	5	5.5	C	0	0	0	0	6674	1-500,000
3375	SINGAPORE	KUWAIT	16-Feb-87	No	6	12	5	5.5	C	0	0	1	0	6676	1-500,000
2108	CANADA	CZECH REPUBLIC	20-Mar-69	Yes	6	12	5	5.5	C	0	0	0	0	6688	1-500,000
2897	EGYPT	MYANMAR	29-Sep-78	No	6	12	5	5.5	C	0	0	0	0	6708	1-500,000
3033	KENYA	DENMARK	17-May-79	No	6	12	5	5.5	C	0	0	0	0	6710	1-500,000
2429	CHINA	SWEDEN	01-Jun-73	Yes	6	12	5	5.5	C	0	0	0	0	6714	1-500,000
3829	THAILAND	SYRIAN ARAB REPUBLIC	28-Jan-92	No	6	12	5	5.5	C	0	0	0	0	6797	1-500,000
2775	CHINA	SYRIAN ARAB REPUBLIC	10-Nov-75	No	6	12	5	5.5	C	0	0	0	0	6940	1-500,000
3196	NIGERIA	BARBADOS	10-Sep-80	No	6	12	5	5.5	C	0	1	1	0	6943	1-500,000
4286	KENYA	SWEDEN	17-May-79	No	6	12	5	5.5	C	0	0	0	0	6943	1-500,000
N0116	NORWAY	CHINA	12-May-73	No	6	12	5	5.5	C	0	0	0	0	7031	1-500,000
3794	INDONESIA	BAHRAIN	29-Nov-92	Yes	6	12	5	5.5	C	0	0	0	0	7039	1-500,000
3131	THAILAND	RUSSIAN FEDERATION	06-May-71	Yes	6	12	5	5.5	C	0	0	0	0	7068	1-500,000
2397	BARBADOS	BELGIUM	20-Feb-73	No	6	12	5	5.5	C	0	0	0	0	7071	1-500,000
4480	CYPRUS	THAILAND	07-Mar-94	No	6	12	5	5.5	C	0	0	0	0	7075	1-500,000
1950	CONGO	SWEDEN	27-Feb-67	No	6	12	5	5.5	C	0	0	0	0	7079	1-500,000
3626	IRELAND	INDIA	20-Feb-91	No	6	12	5	5.5	C	0	1	1	0	7084	1-500,000
2698	KOREA, DEM. PEOPLE'S REP. OF	IRAQ	03-Jun-76	No	6	12	5	5.5	C	0	0	0	0	7087	<1
2945	MYANMAR	ROMANIA	30-May-79	No	6	12	5	5.5	C	0	0	0	0	7144	<1
2956	KENYA	NORWAY	17-May-79	No	6	12	5	5.5	C	0	0	0	0	7177	1-500,000
2746	PAKISTAN	MOROCCO	12-Jun-74	No	6	12	5	5.5	C	0	0	0	0	7181	1-500,000
3056	KOREA, REPUBLIC OF	KUWAIT	13-Oct-81	No	6	12	5	5.5	C	0	0	1	0	7181	1-500,000
3372	GERMANY	TANZANIA	17-Nov-81	Yes	6	12	5	5.5	C	0	0	0	0	7187	1-500,000
2438	CHINA	DENMARK	18-May-73	Yes	6	12	5	5.5	C	0	0	0	0	7208	1-500,000
3747	THAILAND	KENYA	06-Sep-91	Yes	6	12	5	5.5	C	0	0	0	0	7214	1-500,000
4121	SOUTH AFRICA	EGYPT	26-Aug-97	Yes	6	5	5	5.5	o	0	0	1	0	7247	1-500,000
3325	IRAQ	KOREA, REPUBLIC OF	29-May-85	No	6	12	5	5.5	C	0	0	0	0	7251	<1
3513	INDIA	SPAIN	10-Apr-87	No	6	12	5	5.5	C	0	0	0	0	7282	1-500,000
4001	PHILIPPINES	QATAR	10-Jan-93	Yes	6	12	5	5.5	C	0	0	0	0	7287	1-500,000
2890	GUYANA	FRANCE	09-Mar-76	No	6	12	5	5.5	C	0	0	0	0	7320	1-500,000
N0130	CHINA	HUNGARY	15-Sep-93	Yes	6	12	5	5.5	C	0	0	0	0	7347	1-500,000
3175	FINLAND	MYANMAR	08-Mar-80	No	6	12	5	5.5	C	0	0	0	0	7363	1-500,000
3797	PHILIPPINES	BAHRAIN	29-Aug-92	Yes	6	12	5	5.5	C	0	0	0	0	7368	1-500,000
4179	TRINIDAD AND TOBAGO	BELGIUM	16-Jan-91	No	6	12	5	5.5	C	0	0	0	0	7415	1-500,000
2818	NIGER	PAKISTAN	07-Jun-77	No	6	12	5	5.5	C	0	0	0	0	7445	<1

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
0995	CUBA	SPAIN	19-Jun-51	Yes	6	12	5	5.5	C	0	1	1	1	7450	1-500,000
3358	SINGAPORE	KENYA	17-Aug-87	No	6	12	5	5.5	C	0	1	1	0	7464	1-500,000
3590	CHINA	AUSTRIA	12-Sep-85	Yes	6	12	5	5.5	C	0	0	0	0	7468	1-500,000
2437	JAPAN	RUSSIAN FEDERATION	21-Jan-66	Yes	6	12	5	5.5	C	0	0	0	0	7486	1-500,000
2345	CANADA	RUSSIAN FEDERATION	11-Jul-66	Yes	6	12	5	5.5	C	0	0	0	0	7496	1-500,000
2755	SRI LANKA	AUSTRIA	15-Feb-78	Yes	6	12	5	5.5	C	0	0	0	0	7497	1-500,000
4125	BRUNEI DARUSSALAM	KUWAIT	14-Nov-94	No	6	12	5	5.5	C	0	0	0	0	7518	1-500,000
2465	TRINIDAD AND TOBAGO	SWITZERLAND	15-Dec-71	No	6	12	5	5.5	C	0	0	0	0	7560	1-500,000
3698	BRUNEI DARUSSALAM	SAUDI ARABIA	09-Feb-92	Yes	6	12	5	5.5	C	0	0	0	0	7585	1-500,000
3103	VIET NAM	ROMANIA	26-Jun-79	No	6	12	5	5.5	C	0	0	0	0	7602	1-500,000
N0131	CHINA	GREECE	23-May-73	No	6	12	5	5.5	i	0	0	0	0	7623	1-500,000
3351	FRANCE	MALAWI	20-Jan-82	No	6	12	5	5.5	C	0	0	0	0	7651	1-500,000
3748	THAILAND	ROMANIA	30-Mar-79	No	6	12	5	5.5	C	0	0	0	0	7717	1-500,000
3096	ROMANIA	KOREA, DEM. PEOPLE'S REP. OF	18-Aug-78	No	6	12	5	5.5	C	0	0	0	0	7756	<1
4184	INDIA	PORTUGAL	06-Feb-97	No	6	12	5	5.5	C	0	0	0	0	7782	1-500,000
3116	ZAMBIA	NETHERLANDS	23-Feb-83	No	6	12	5	5.5	C	0	0	0	0	7877	1-500,000
2680	MYANMAR	AUSTRIA	03-Dec-76	No	6	12	5	5.5	C	0	0	0	0	7884	1-500,000
4195	BELGIUM	COMOROS	06-Sep-90	No	6	12	5	5.5	C	0	1	1	0	7910	1-500,000
3750	THAILAND	BULGARIA	16-Apr-86	No	6	12	5	5.5	C	0	0	0	0	7946	1-500,000
2763	CHINA	BELGIUM	20-Apr-75	No	6	12	5	5.5	C	0	0	0	0	7971	1-500,000
2778	KOREA, REPUBLIC OF	JORDAN	14-May-78	No	6	12	5	5.5	C	0	0	1	0	8010	1-500,000
4472	SOUTH AFRICA	GREECE	19-Nov-98	Yes	6	5	5	5.5	o	0	0	0	0	8025	1-500,000
2561	CHINA	SWITZERLAND	12-Nov-73	No	6	12	5	5.5	C	0	0	0	0	8084	1-500,000
3752	THAILAND	POLAND	19-May-76	No	6	12	5	5.5	C	0	0	0	0	8100	1-500,000
4030	AUSTRALIA	MYANMAR	23-Sep-76	No	6	12	5	5.5	C	0	0	0	0	8108	1-500,000
2791	PAKISTAN	GHANA	27-Nov-76	No	6	12	5	5.5	C	0	1	1	0	8137	1-500,000
2533	CUBA	SWITZERLAND	14-Feb-74	No	6	12	5	5.5	C	0	0	0	0	8150	1-500,000
2922	CHINA	UNITED KINGDOM	01-Nov-79	Yes	6	12	5	5.5	C	0	0	0	0	8151	500,001-1,000,000
N0132	CHINA	FRANCE	01-Jun-66	Yes	6	12	5	5.5	C	0	0	0	0	8225	500,001-1,000,000
3165	SRI LANKA	GERMANY	24-Jul-73	Yes	6	12	5	5.5	C	0	0	0	0	8232	1-500,000
3247	KOREA, REPUBLIC OF	AUSTRIA	15-May-79	No	6	12	5	5.5	C	0	0	0	0	8289	1-500,000
3756	INDIA	LESOTHO	16-Sep-92	No	6	12	5	5.5	C	0	1	1	0	8338	1-500,000
3135	MADAGASCAR	RUSSIAN FEDERATION	18-Mar-77	No	6	12	5	5.5	C	0	0	0	0	8356	1-500,000
N0118	MALTA	CHINA	01-Sep-97	No	6	12	5	5.5	C	0	0	0	0	8418	1-500,000
1265	SOUTH AFRICA	ITALY	21-May-56	No	6	12	5	5.5	C	0	0	0	0	8460	1-500,000
3362	MYANMAR	GERMANY	27-Dec-77	No	6	12	5	5.5	C	0	0	0	0	8508	1-500,000
3582	THAILAND	CZECH REPUBLIC	14-Jun-88	No	6	12	5	5.5	C	0	0	0	0	8571	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3337	TURKEY	SINGAPORE	14-Jan-87	Yes	6	12	5	5.5	C	0	0	0	0	8660	1-500,000
3700	BOTSWANA	BELGIUM	28-Mar-88	No	6	12	5	5.5	C	0	0	0	0	8675	1-500,000
2509	SPAIN	ECUADOR	08-Mar-74	Yes	6	12	5	5.5	C	0	1	1	1	8751	1-500,000
2531	CUBA	HUNGARY	29-Mar-74	No	6	12	5	5.5	C	0	0	0	0	8954	1-500,000
3339	ARGENTINA	CANADA	08-May-79	Yes	6	12	5	5.5	C	0	0	0	0	8970	1-500,000
4054	JAMAICA	HUNGARY	11-Apr-86	No	6	12	5	5.5	C	0	0	0	0	8980	1-500,000
2977	MAURITIUS	SWITZERLAND	14-Nov-79	Yes	6	12	5	5.5	C	0	1	1	0	8996	1-500,000
2301	SINGAPORE	GREECE	21-Aug-71	Yes	6	12	5	5.5	C	0	0	0	0	9063	1-500,000
1786	SOUTH AFRICA	SWITZERLAND	19-Oct-59	Yes	6	12	5	5.5	C	0	0	0	0	9070	1-500,000
4040	MAURITIUS	AUSTRALIA	31-Mar-95	Yes	6	12	5	5.5	C	0	1	1	0	9106	1-500,000
2580	BOLIVIA	SPAIN	12-Sep-74	Yes	6	12	5	5.5	C	0	1	1	1	9181	1-500,000
2322	EGYPT	PHILIPPINES	17-Nov-70	No	6	12	5	5.5	C	0	0	1	0	9182	1-500,000
2272	CANADA	ISRAEL	10-Feb-71	Yes	6	12	5	5.5	C	0	1	1	0	9277	1-500,000
2979	MAURITIUS	FRANCE	22-Nov-79	Yes	6	12	5	5.5	C	0	1	1	0	9423	1-500,000
3812	MAURITIUS	BELGIUM	26-Apr-93	No	6	12	5	5.5	C	0	1	1	0	9453	1-500,000
3791	HUNGARY	SINGAPORE	09-Mar-90	No	6	12	5	5.5	C	0	0	0	0	9521	1-500,000
2149	BRAZIL	SWITZERLAND	16-May-68	Yes	6	12	5	5.5	C	0	0	0	0	9534	1-500,000
3098	ROMANIA	CUBA	06-Dec-77	No	6	12	5	5.5	C	0	0	0	0	9596	1-500,000
2024	CUBA	RUSSIAN FEDERATION	17-Jul-62	Yes	6	12	5	5.5	i	0	0	0	0	9603	1-500,000
2670	NETHERLANDS	BRAZIL	06-Jul-76	Yes	6	12	5	5.5	C	0	0	0	0	9811	1-500,000
4106	MALTA	SINGAPORE	19-Jul-83	No	6	12	5	5.5	C	0	1	1	0	9872	1-500,000
3707	MEXICO	CZECH REPUBLIC	14-Aug-90	No	6	12	5	5.5	C	0	0	0	0	9935	1-500,000
4010	TURKEY	CUBA	29-Jul-93	No	6	12	5	5.5	C	0	0	0	0	9985	1-500,000
3792	ITALY	SINGAPORE	28-Jun-85	Yes	6	12	5	5.5	C	0	0	0	0	10033	1-500,000
3250	KOREA, REPUBLIC OF	KENYA	13-Jan-81	No	6	12	5	5.5	C	0	0	1	0	10119	1-500,000
3788	THAILAND	SOUTH AFRICA	04-Mar-93	Yes	6	12	5	5.5	C	0	0	0	0	10150	1-500,000
3717	MEXICO	POLAND	11-Oct-90	No	6	12	5	5.5	C	0	0	0	0	10191	1-500,000
3023	THAILAND	SPAIN	06-Sep-79	Yes	6	12	5	5.5	C	0	0	0	0	10194	1-500,000
4547	SWITZERLAND	PARAGUAY	05-Jun-85	No	6	12	5	5.5	C	0	0	0	0	10347	1-500,000
2999	SINGAPORE	GERMANY	19-Jun-80	Yes	6	12	5	5.5	C	0	0	0	0	10380	1-500,000
3572	DENMARK	BRAZIL	18-Mar-69	Yes	6	12	5	5.5	C	0	0	0	0	10432	1-500,000
3410	INDONESIA	AUSTRIA	19-Mar-87	No	6	12	5	5.5	C	0	0	0	0	10554	1-500,000
2400	CANADA	CHINA	11-Jun-73	Yes	6	12	5	5.5	C	0	0	0	0	10598	500,001-1,000,000
3764	CANADA	KOREA, REPUBLIC OF	20-Sep-89	Yes	6	12	5	5.5	C	0	0	1	0	10618	1-500,000
2602	BRAZIL	NORWAY	18-Mar-69	No	6	12	5	5.5	C	0	0	0	0	10641	1-500,000
3309	BRAZIL	JORDAN	05-Nov-75	No	6	12	5	5.5	C	0	0	0	0	10723	1-500,000
3052	FIJI	CHILE	09-Jul-73	No	6	12	5	5.5	C	0	0	0	0	10727	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3127	RUSSIAN FEDERATION	NICARAGUA	19-Mar-80	No	6	12	5	5.5	C	0	0	0	0	10877	1-500,000
3771	SWITZERLAND	BRUNEI DARUSSALAM	20-Nov-92	No	6	12	5	5.5	C	0	0	0	0	10926	1-500,000
2286	BRAZIL	SWEDEN	18-Mar-69	No	6	12	5	5.5	C	0	0	0	0	10936	1-500,000
1632	PAKISTAN	CANADA	21-Dec-60	Yes	6	12	5	5.5	C	0	1	1	0	10987	1-500,000
3867	BRUNEI DARUSSALAM	BELGIUM	18-Feb-94	No	6	12	5	5.5	C	0	0	0	0	11009	1-500,000
3170	SINGAPORE	IRELAND	20-Feb-81	No	6	12	5	5.5	C	0	1	1	0	11218	1-500,000
3004	INDONESIA	SWITZERLAND	14-Jun-78	No	6	12	5	5.5	C	0	0	0	0	11223	1-500,000
2384	URUGUAY	GERMANY	31-Aug-57	No	6	12	5	5.5	C	0	0	0	0	11412	1-500,000
2814	IRAQ	BRAZIL	21-Jan-77	No	6	12	5	5.5	C	0	0	0	0	11520	<1
3782	DENMARK	URUGUAY	22-Jul-82	No	6	12	5	5.5	C	0	0	0	0	11994	1-500,000
3053	FIJI	INDIA	28-Jan-74	No	6	12	5	5.5	C	0	1	1	0	12034	1-500,000
3440	DENMARK	ARGENTINA	16-Jun-88	No	6	12	5	5.5	C	0	0	0	0	12089	1-500,000
3441	NORWAY	ARGENTINA	16-Jun-88	No	6	12	5	5.5	C	0	0	0	0	12271	1-500,000
3281	URUGUAY	SWEDEN	18-Dec-81	No	6	12	5	5.5	C	0	0	0	0	12494	1-500,000
3442	SWEDEN	ARGENTINA	16-Jun-88	No	6	12	5	5.5	C	0	0	0	0	12585	1-500,000
3261	KOREA, REPUBLIC OF	LIBERIA	13-Jun-78	No	6	12	5	5.5	C	0	0	1	0	13479	1-500,000
3749	THAILAND	CANADA	30-Mar-79	No	6	12	5	5.5	C	0	0	0	0	13647	1-500,000
3297	AUSTRALIA	GREECE	10-Jun-71	No	6	12	5	5.5	C	0	0	0	0	15338	1-500,000
2653	AUSTRALIA	SERBIA AND MONTENEGRO	03-Apr-75	No	6	12	5	5.5	C	0	0	0	0	15689	1-500,000
1688	AUSTRALIA	ITALY	10-Nov-60	No	6	12	5	5.5	C	0	0	0	0	16333	1-500,000
3047	FIJI	FRANCE	03-Jun-81	No	6	12	5	5.5	C	0	0	0	0	16595	1-500,000
4048	SWITZERLAND	AUSTRALIA	17-Oct-90	No	6	12	5	5.5	C	0	0	0	0	16673	1-500,000
4430	UZBEKISTAN	KYRGYZ REPUBLIC	04-Sep-96	Yes	5	4.5	4.5	8.5	i	1	0	0	0	480	1-500,000
1734	ALGERIA	TUNISIA	01-Sep-63	Yes	5	4.5	4.5	8.5	B	1	1	1	0	643	1-500,000
4118	DOMINICAN REPUBLIC	JAMAICA	15-May-84	Yes	5	4.5	4.5	8.5	i	0	0	0	0	744	1-500,000
2462	JAMAICA	BAHAMAS	26-Nov-73	Yes	5	4.5	4.5	8.5	i	0	1	1	0	794	1-500,000
1440	AUSTRIA	BULGARIA	12-Sep-58	Yes	5	4.5	4.5	8.5	B	0	0	0	0	821	1-500,000
3878	RUSSIAN FEDERATION	FINLAND	08-Dec-93	Yes	5	4.5	4.5	8.5	B	1	0	0	1	893	1-500,000
4428	UZBEKISTAN	TURKMENISTAN	16-Jan-96	Yes	5	4.5	4.5	8.5	i	1	0	0	0	999	1-500,000
3936	HONDURAS	PANAMA	15-Oct-87	Yes	5	4.5	4.5	8.5	B	0	1	1	0	1018	1-500,000
4256	BOLIVIA	PERU	14-Jul-60	Yes	5	4.5	4.5	8.5	i	1	1	1	0	1076	1-500,000
4014	MYANMAR	VIET NAM	13-Oct-95	No	5	4.5	4.5	8.5	B	0	0	0	0	1124	1-500,000
0915	SWITZERLAND	SPAIN	03-Aug-50	Yes	5	4.5	4.5	8.5	B	0	0	0	0	1153	1,500,001-2,000,000
1615	LUXEMBOURG	SERBIA AND MONTENEGRO	09-Apr-60	No	5	4.5	4.5	8.5	i	0	0	0	0	1205	1-500,000
4255	BOLIVIA	PARAGUAY	10-Apr-58	Yes	5	4.5	4.5	8.5	B	1	1	1	0	1462	1-500,000
3934	PANAMA	DOMINICAN REPUBLIC	27-Jan-84	Yes	5	4.5	4.5	8.5	i	0	1	1	0	1493	1-500,000
1439	TUNISIA	MOROCCO	10-Jul-58	Yes	5	4.5	4.5	8.5	B	0	1	1	0	1576	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
4020	AZERBAIJAN	UZBEKISTAN	27-May-96	Yes	5	4.5	4.5	8.5	B	0	0	0	0	1628	1-500,000
2184	ALGERIA	SERBIA AND MONTENEGRO	16-Oct-64	No	5	4.5	4.5	8.5	B	0	0	0	0	1716	1-500,000
2095	SERBIA AND MONTENEGRO	FINLAND	18-Jan-68	No	5	4.5	4.5	8.5	i	0	0	0	0	1729	1-500,000
3559	UNITED ARAB EMIRATES	SYRIAN ARAB REPUBLIC	27-Dec-89	Yes	5	4.5	4.5	8.5	B	0	1	1	0	2024	1-500,000
4018	GEORGIA	UZBEKISTAN	28-May-96	Yes	5	4.5	4.5	8.5	B	0	0	0	0	2028	1-500,000
1991	TUNISIA	NIGER	18-Oct-66	No	5	4.5	4.5	8.5	B	0	1	0	0	2717	1-500,000
3808	RUSSIAN FEDERATION	IRELAND	03-Mar-93	Yes	5	4.5	4.5	8.5	B	0	0	0	0	2802	1-500,000
3966	MOLDOVA	UZBEKISTAN	30-Mar-95	No	5	4.5	4.5	8.5	B	0	0	0	0	3251	1-500,000
4370	RUSSIAN FEDERATION	ICELAND	11-Dec-98	Yes	5	4.5	4.5	8.5	B	0	0	0	0	3316	1-500,000
3998	BAHRAIN	MALTA	15-Nov-94	No	5	4.5	4.5	8.5	B	0	0	0	0	3584	1-500,000
2949	JORDAN	SPAIN	18-May-77	Yes	5	4.5	4.5	4.5	o	0	0	0	0	3652	1-500,000
3531	RUSSIAN FEDERATION	UNITED ARAB EMIRATES	23-Jun-87	Yes	5	4.5	4.5	8.5	B	0	0	0	0	3739	1-500,000
2012	CÔTE D'IVOIRE	TUNISIA	08-Jun-67	Yes	5	4.5	4.5	8.5	B	0	1	0	0	3796	1-500,000
3931	OMAN	RUSSIAN FEDERATION	16-Jan-93	No	5	4.5	4.5	8.5	B	0	0	0	0	3966	1-500,000
0457	CANADA	PORTUGAL	25-Apr-47	Yes	5	4.5	4.5	8.5	i	0	0	0	0	5731	1-500,000
3664	RUSSIAN FEDERATION	CHINA	26-Mar-91	Yes	5	4.5	4.5	8.5	B	1	0	0	0	5795	500,001-1,000,000
0790	CANADA	NORWAY	14-Feb-50	No	5	4.5	4.5	8.5	i	0	0	0	0	5942	1-500,000
3942	BARBADOS	NETHERLANDS	27-Nov-92	Yes	5	4.5	4.5	8.5	B	0	0	0	0	7144	1-500,000
3409	BARBADOS	LUXEMBOURG	12-Jan-76	No	5	4.5	4.5	8.5	i	0	0	0	0	7170	1-500,000
2801	MALAWI	PORTUGAL	06-Jul-64	No	5	4.5	4.5	8.5	B	0	0	0	0	7371	1-500,000
3630A	NETHERLANDS	BOLIVARIAN REP. OF VENEZUELA	16-May-88	Yes	5	4.5	4.5	8.5	i	0	0	0	0	7855	1-500,000
3637	CZECH REPUBLIC	LAO PEOPLE'S DEM. REP.	17-Feb-80	No	5	4.5	4.5	4.5	o	0	0	0	0	8366	1-500,000
4229	UNITED STATES	ARGENTINA	22-Oct-85	Yes	5	4.5	4.5	8.5	i	0	0	1	0	8543	500,001-1,000,000
3973	AUSTRIA	BRAZIL	16-Jul-93	No	5	4.5	4.5	8.5	B	0	0	0	0	10146	1-500,000
3993	AUSTRIA	MEXICO	27-Mar-95	Yes	5	4.5	4.5	8.5	B	0	0	0	0	10164	1-500,000
3208	CANADA	NEW ZEALAND	04-Sep-85	No	5	4.5	4.5	8.5	i	0	1	1	0	14308	1-500,000
3450	CONGO, DEM. REPUBLIC OF	CONGO	28-May-79	Yes	4	3.5	3.5	7.5	i	1	1	1	0	10	1-500,000
3971	CROATIA	SLOVENIA	08-Jul-94	No	4	3.5	3.5	7.5	B	1	0	0	0	117	1-500,000
4454	FYR MACEDONIA	BULGARIA	22-Feb-99	No	4	3.5	3.5	7.5	B	1	0	0	0	168	1-500,000
2280	JORDAN	LEBANON	03-Feb-61	Yes	4	3.5	3.5	7.5	B	0	1	1	0	217	1-500,000
3948	CROATIA	AUSTRIA	23-Jun-94	Yes	4	3.5	3.5	7.5	B	0	0	0	1	271	1-500,000
4460	FYR MACEDONIA	SERBIA AND MONTENEGRO	04-Sep-96	No	4	3.5	3.5	7.5	B	1	0	1	0	325	1-500,000
4716	SLOVENIA	BOSNIA AND HERZEGOVINA	19-Jan-96	Yes	4	3.5	3.5	7.5	B	0	0	0	0	395	1-500,000
2559	TUNISIA	MALTA	09-Mar-73	Yes	4	3.5	3.5	7.5	B	0	0	0	0	401	1-500,000
1600	BELGIUM	SWITZERLAND	24-Mar-60	Yes	4	3.5	3.5	3.5	o	0	1	1	0	487	1-500,000
3970	CROATIA	FYR MACEDONIA	06-Jul-94	Yes	4	3.5	3.5	7.5	B	0	0	0	0	611	1-500,000
3745	SYRIAN ARAB REPUBLIC	EGYPT	10-Feb-92	Yes	4	3.5	3.5	7.5	B	0	1	1	0	614	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3964	MOLDOVA	TURKEY	03-Jun-95	Yes	4	3.5	3.5	7.5	B	0	0	0	0	664	1-500,000
3814	SLOVENIA	ALBANIA	10-Nov-92	Yes	4	3.5	3.5	7.5	B	0	0	0	0	678	1-500,000
1381	ITALY	SWITZERLAND	04-Jun-56	Yes	4	3.5	3.5	7.5	B	1	1	1	0	693	500,001-1,000,000
N0006	IRAN, ISLAMIC REP. OF	ARMENIA	23-Jan-01	Yes	4	3.5	3.5	7.5	B	1	0	0	0	789	1-500,000
4122	AUSTRIA	FYR MACEDONIA	08-Nov-96	Yes	4	3.5	3.5	7.5	B	0	0	0	0	799	1-500,000
3227	NIGER	TOGO	28-Feb-80	Yes	4	3.5	3.5	7.5	i	0	1	1	0	824	1-500,000
3662	NAMIBIA	BOTSWANA	26-Sep-90	Yes	4	3.5	3.5	7.5	B	1	1	1	0	931	1-500,000
3856	AUSTRIA	MOLDOVA	20-Jul-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	944	1-500,000
N0106	CHINA	KOREA, REPUBLIC OF	31-Oct-94	Yes	4	3.5	3.5	7.5	B	0	0	0	0	956	5,500,001-6,000,000
2694	GUINEA	MAURITANIA	20-Apr-65	No	4	3.5	3.5	7.5	B	0	0	0	0	961	1-500,000
3889	AUSTRIA	BELARUS	29-Mar-94	Yes	4	3.5	3.5	7.5	B	0	0	0	0	998	1-500,000
3922	AUSTRIA	UKRAINE	15-Jun-94	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1052	1-500,000
4067	CAMBODIA	VIET NAM	19-Apr-96	Yes	4	3.5	3.5	7.5	B	1	0	0	0	1055	500,001-1,000,000
3686	BOTSWANA	ZAMBIA	08-Feb-72	No	4	3.5	3.5	3.5	o	1	1	1	0	1062	1-500,000
3321	CONGO	SAO TOME AND PRINCIPE	20-Jul-84	No	4	3.5	3.5	7.5	i	0	0	0	0	1068	1-500,000
4068	CAMBODIA	MYANMAR	17-Oct-96	No	4	3.5	3.5	7.5	B	0	0	0	0	1107	1-500,000
4467	SLOVENIA	MALTA	20-Mar-96	No	4	3.5	3.5	7.5	B	0	0	0	0	1132	1-500,000
4012	UKRAINE	FINLAND	05-Jun-95	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1135	1-500,000
4655	CZECH REPUBLIC	UKRAINE	01-Jul-97	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1142	1-500,000
2874	NORWAY	UNITED KINGDOM	26-Jan-79	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1157	1,500,001-2,000,000
4459	FYR MACEDONIA	UKRAINE	16-Dec-98	No	4	3.5	3.5	7.5	B	0	0	0	0	1165	1-500,000
3984	TURKEY	EGYPT	12-Jan-93	Yes	4	3.5	3.5	7.5	B	0	0	0	1	1240	1-500,000
4722	SLOVENIA	TURKEY	03-Apr-97	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1291	1-500,000
4417	IRAN, ISLAMIC REP. OF	SAUDI ARABIA	02-May-99	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1305	1-500,000
4624	LATVIA	CROATIA	18-Oct-99	No	4	3.5	3.5	7.5	B	0	0	0	0	1361	1-500,000
4310	GEORGIA	MOLDOVA	28-Nov-97	No	4	3.5	3.5	7.5	B	0	0	0	0	1398	1-500,000
4645	IRAN, ISLAMIC REP. OF	SYRIAN ARAB REPUBLIC	28-Jul-97	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1405	1-500,000
2185	LEBANON	ROMANIA	25-Feb-67	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1424	1-500,000
4692	IRAN, ISLAMIC REP. OF	LEBANON	22-Oct-98	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1469	1-500,000
3670	LESOTHO	ZAMBIA	05-Oct-84	No	4	3.5	3.5	3.5	o	0	1	1	0	1544	1-500,000
3347	CONGO	BURUNDI	20-Oct-80	No	4	3.5	3.5	7.5	i	0	1	1	0	1567	1-500,000
4570	SYRIAN ARAB REPUBLIC	BAHRAIN	20-Sep-00	Yes	4	3.5	3.5	7.5	B	0	1	1	0	1601	1-500,000
3872	INDIA	KYRGYZ REPUBLIC	08-Sep-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1607	1-500,000
3836	KAZAKHSTAN	INDIA	10-Sep-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1629	1-500,000
4630	CYPRUS	IRAN, ISLAMIC REP. OF	11-Dec-01	No	4	3.5	3.5	7.5	B	0	0	0	0	1639	1-500,000
4688	IRAN, ISLAMIC REP. OF	UZBEKISTAN	17-Aug-01	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1666	1-500,000
4456	FYR MACEDONIA	NETHERLANDS	06-Feb-97	Yes	4	3.5	3.5	3.5	A	0	0	0	0	1695	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3789	MEXICO	CUBA	09-Aug-91	Yes	4	3.5	3.5	7.5	B	0	1	1	0	1784	1-500,000
4720	RUSSIAN FEDERATION	SLOVENIA	07-Sep-98	Yes	4	3.5	3.5	7.5	B	0	0	0	0	1938	1-500,000
2783	LEBANON	HUNGARY	15-Jan-66	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2048	1-500,000
4233	SPAIN	FYR MACEDONIA	02-Mar-99	No	4	3.5	3.5	7.5	B	0	0	0	0	2108	1-500,000
3647	TURKEY	NETHERLANDS	17-Sep-71	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2210	500,001-1,000,000
4647	SYRIAN ARAB REPUBLIC	SLOVAK REPUBLIC	04-Apr-01	No	4	3.5	3.5	7.5	B	0	0	0	0	2282	1-500,000
N0156	LITHUANIA	TUNISIA	29-Apr-97	No	4	3.5	3.5	7.5	B	0	0	0	0	2296	1-500,000
4408	CYPRUS	UNITED ARAB EMIRATES	07-Dec-99	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2349	1-500,000
2782	LEBANON	POLAND	25-Apr-66	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2352	1-500,000
4138	SYRIAN ARAB REPUBLIC	BELARUS	26-Oct-95	No	4	3.5	3.5	7.5	B	0	0	0	0	2369	1-500,000
2213	LEBANON	RUSSIAN FEDERATION	08-Feb-66	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2441	1-500,000
4395	GEORGIA	KYRGYZ REPUBLIC	22-Apr-97	No	4	3.5	3.5	7.5	i	0	0	0	0	2442	1-500,000
3029	ROMANIA	SPAIN	10-Jan-80	Yes	4	3.5	3.5	7.5	i	0	0	0	0	2477	1-500,000
3413	MOROCCO	AUSTRIA	22-Oct-75	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2489	1-500,000
1899	MOROCCO	SERBIA AND MONTENEGRO	03-Feb-64	No	4	3.5	3.5	7.5	B	0	0	0	0	2623	1-500,000
3696	SAUDI ARABIA	GREECE	23-May-89	No	4	3.5	3.5	3.5	o	0	0	0	0	2634	1-500,000
N0019	EGYPT	CZECH REPUBLIC	04-Sep-91	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2638	1-500,000
1816	MAURITANIA	SPAIN	11-May-65	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2742	1-500,000
4689	IRAN, ISLAMIC REP. OF	BELARUS	06-Sep-00	No	4	3.5	3.5	7.5	B	0	0	0	0	2744	1-500,000
4506	AUSTRIA	AZERBAIJAN	04-Jul-00	Yes	4	3.5	3.5	7.5	B	0	0	0	0	2784	1-500,000
2691	ALGERIA	MAURITANIA	17-Mar-65	Yes	4	3.5	3.5	7.5	i	1	1	0	0	2787	1-500,000
4687	IRAN, ISLAMIC REP. OF	BOSNIA AND HERZEGOVINA	27-Jul-96	No	4	3.5	3.5	7.5	B	0	0	0	0	2944	1-500,000
2784	ALGERIA	LEBANON	21-Apr-67	Yes	4	3.5	3.5	7.5	B	0	1	1	0	2954	1-500,000
2885	LEBANON	GERMANY	26-Apr-74	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3013	1-500,000
4342	JAPAN	MONGOLIA	25-Nov-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3019	1-500,000
4366	GERMANY	GEORGIA	25-Jun-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3050	1-500,000
4258	BOLIVIA	PANAMA	27-Jul-77	Yes	4	3.5	3.5	7.5	B	0	1	1	0	3095	1-500,000
N0163	IRAN, ISLAMIC REP. OF	SLOVAK REPUBLIC	17-May-00	No	4	3.5	3.5	7.5	B	0	0	0	0	3126	1-500,000
3022	SENEGAL	SPAIN	26-Aug-68	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3164	1-500,000
2383	JORDAN	GERMANY	29-Jan-70	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3203	1-500,000
4005	TURKEY	PORTUGAL	13-Mar-92	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3237	1-500,000
1704	MOROCCO	GHANA	29-Jan-63	No	4	3.5	3.5	7.5	B	0	0	0	0	3243	1-500,000
2023	CANADA	MEXICO	21-Dec-61	Yes	4	3.5	3.5	3.5	A	0	0	0	0	3267	500,001-1,000,000
2770	ISRAEL	SWEDEN	09-Nov-77	Yes	4	3.5	3.5	3.5	o	0	0	0	0	3277	1-500,000
N0058	INDIA	MONGOLIA	01-Dec-98	No	4	3.5	3.5	7.5	B	0	0	0	0	3329	1-500,000
3825	EGYPT	SPAIN	12-Mar-91	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3356	1-500,000
4636	CAMBODIA	INDIA	09-Apr-02	No	4	3.5	3.5	7.5	B	0	0	0	0	3445	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3940	BAHRAIN	RUSSIAN FEDERATION	17-Jun-94	No	4	3.5	3.5	7.5	B	0	0	0	0	3451	1-500,000
4429	ROMANIA	UZBEKISTAN	06-Jun-96	No	4	3.5	3.5	7.5	B	0	0	0	0	3494	1-500,000
4546	ECUADOR	PARAGUAY	15-Sep-94	No	4	3.5	3.5	7.5	B	0	1	1	0	3574	1-500,000
4137	UZBEKISTAN	FINLAND	09-Feb-96	No	4	3.5	3.5	7.5	B	0	0	0	0	3655	1-500,000
2575	TUNISIA	SENEGAL	25-Mar-66	Yes	4	3.5	3.5	7.5	B	0	1	0	0	3689	1-500,000
4364	INDIA	YEMEN	20-Jul-99	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3691	1-500,000
3841	SOUTH AFRICA	RWANDA	11-Nov-93	Yes	4	3.5	3.5	7.5	B	0	1	1	0	3760	1-500,000
N0173	QATAR	HUNGARY	12-Jun-02	No	4	3.5	3.5	7.5	B	0	0	0	0	3774	1-500,000
2994	BANGLADESH	KOREA, REPUBLIC OF	13-Feb-79	No	4	3.5	3.5	3.5	o	0	0	0	0	3800	1-500,000
3802	BRUNEI DARUSSALAM	CHINA	05-May-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3896	1-500,000
N0174	QATAR	CROATIA	17-Mar-03	No	4	3.5	3.5	7.5	B	0	0	0	0	3900	1-500,000
3896	UZBEKISTAN	CHINA	19-Apr-94	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3944	1-500,000
3653	AUSTRIA	QATAR	06-Mar-91	Yes	4	3.5	3.5	7.5	B	0	0	0	0	3988	1-500,000
4142	UZBEKISTAN	SLOVAK REPUBLIC	17-Jan-97	No	4	3.5	3.5	7.5	B	0	0	0	0	4106	1-500,000
4475	AUSTRIA	UZBEKISTAN	28-Jul-00	No	4	3.5	3.5	7.5	B	0	0	0	0	4164	1-500,000
4147	ITALY	UNITED ARAB EMIRATES	03-Apr-91	Yes	4	3.5	3.5	7.5	B	0	0	0	0	4304	1-500,000
3017	IRAQ	SPAIN	12-Jun-80	No	4	3.5	3.5	3.5	o	0	0	0	0	4305	<1
3252	SENEGAL	UNITED KINGDOM	20-May-74	No	4	3.5	3.5	7.5	B	0	0	0	0	4384	1-500,000
4609	IRAN, ISLAMIC REP. OF	UGANDA	03-Feb-96	No	4	3.5	3.5	7.5	B	0	0	0	0	4390	1-500,000
4077	INDIA	EGYPT	09-Apr-97	Yes	4	3.5	3.5	7.5	B	0	0	1	0	4433	1-500,000
4508	AUSTRIA	KYRGYZ REPUBLIC	17-Mar-98	No	4	3.5	3.5	7.5	B	0	0	0	0	4467	1-500,000
3881	AUSTRIA	KAZAKHSTAN	26-Apr-93	No	4	3.5	3.5	7.5	B	0	0	0	0	4616	1-500,000
4146	RUSSIAN FEDERATION	MONGOLIA	08-Sep-97	Yes	4	3.5	3.5	7.5	B	1	0	0	0	4633	1-500,000
3365	BELGIUM	SAUDI ARABIA	13-Apr-86	No	4	3.5	3.5	3.5	o	0	0	0	0	4636	1-500,000
4262	BOLIVIA	CUBA	25-Aug-94	Yes	4	3.5	3.5	7.5	i	0	1	1	0	4674	1-500,000
3875	NEW ZEALAND	PAPUA NEW GUINEA	15-Feb-94	No	4	3.5	3.5	7.5	B	0	1	1	0	4699	1-500,000
N0024	VIET NAM	OMAN	28-Jun-03	No	4	3.5	3.5	7.5	B	0	0	0	0	4850	1-500,000
4133	INDIA	BELARUS	27-Sep-97	No	4	3.5	3.5	7.5	B	0	0	0	0	4877	1-500,000
3897	UZBEKISTAN	KOREA, REPUBLIC OF	06-Jun-94	Yes	4	3.5	3.5	7.5	B	0	0	0	0	4896	1-500,000
N0119	CHINA	TURKMENISTAN	31-Aug-78	Yes	4	3.5	3.5	7.5	B	0	0	0	0	4940	1-500,000
4436	INDIA	LITHUANIA	20-Feb-01	No	4	3.5	3.5	7.5	B	0	0	0	0	5037	1-500,000
3933	PANAMA	BRAZIL	26-Nov-84	Yes	4	3.5	3.5	7.5	B	0	0	0	0	5085	1-500,000
4347	JAPAN	PAPUA NEW GUINEA	10-Mar-97	Yes	4	3.5	3.5	7.5	B	0	0	0	0	5086	1-500,000
3232	UNITED KINGDOM	LIBERIA	26-Sep-75	No	4	3.5	3.5	7.5	B	0	1	1	0	5121	1-500,000
3852	FRANCE	UNITED ARAB EMIRATES	09-Sep-91	Yes	4	3.5	3.5	7.5	B	0	0	0	0	5250	1-500,000
4696	SERBIA AND MONTENEGRO	INDIA	31-Jan-03	No	4	3.5	3.5	7.5	B	0	0	0	0	5254	1-500,000
N0098	GAMBIA	NAMIBIA	20-Jun-00	No	4	3.5	3.5	7.5	B	0	1	1	0	5443	<1

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
4617	IRAN, ISLAMIC REP. OF	VIET NAM	15-Oct-01	No	4	3.5	3.5	7.5	B	0	0	0	0	5503	1-500,000
3798	MOROCCO	BAHRAIN	14-Oct-91	No	4	3.5	3.5	7.5	B	0	1	1	0	5531	1-500,000
3601	AUSTRIA	INDIA	26-Oct-89	Yes	4	3.5	3.5	7.5	B	0	0	0	0	5571	1-500,000
4435	CROATIA	INDIA	12-Sep-00	No	4	3.5	3.5	7.5	B	0	0	0	0	5607	1-500,000
4442	INDIA	UGANDA	05-Oct-97	No	4	3.5	3.5	7.5	B	0	1	1	0	5691	1-500,000
3437	MOROCCO	UNITED ARAB EMIRATES	26-Feb-87	Yes	4	3.5	3.5	7.5	B	0	1	1	0	5958	1-500,000
3577	UNITED ARAB EMIRATES	CHINA	14-Sep-89	Yes	4	3.5	3.5	7.5	i	0	0	0	0	5966	1-500,000
4244	UNITED KINGDOM	UGANDA	10-Dec-93	Yes	4	3.5	3.5	7.5	B	0	1	1	1	6469	1-500,000
N0047	KOREA, REPUBLIC OF	RUSSIAN FEDERATION	13-Mar-03	Yes	4	3.5	3.5	7.5	B	0	0	0	0	6614	1-500,000
3620	DOMINICAN REPUBLIC	SPAIN	15-Mar-68	Yes	4	3.5	3.5	7.5	B	0	1	1	0	6688	1-500,000
4578	MOLDOVA	CHINA	07-Jun-00	No	4	3.5	3.5	7.5	B	0	0	0	0	6743	1-500,000
3838	CANADA	AUSTRIA	22-Jun-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	6923	1-500,000
N0115	CHINA	LEBANON	13-Jun-96	No	4	3.5	3.5	7.5	B	0	0	0	0	6984	1-500,000
4073	KOREA, REPUBLIC OF	FINLAND	12-Nov-96	No	4	3.5	3.5	7.5	B	0	0	0	0	7071	1-500,000
4124	BRUNEI DARUSSALAM	QATAR	12-Nov-94	No	4	3.5	3.5	7.5	B	0	0	0	0	7114	1-500,000
N0049	KOREA, REPUBLIC OF	UKRAINE	16-Dec-96	No	4	3.5	3.5	7.5	B	0	0	0	0	7309	1-500,000
2900	TANZANIA	NETHERLANDS	03-Feb-79	Yes	4	3.5	3.5	3.5	o	0	0	0	0	7351	1-500,000
3019	TANZANIA	UNITED KINGDOM	01-Jul-80	Yes	4	3.5	3.5	3.5	o	0	1	0	1	7505	1-500,000
3194	NETHERLANDS	SEYCHELLES	28-May-85	No	4	3.5	3.5	3.5	o	0	0	0	0	7921	1-500,000
4115	TUNISIA	SOUTH AFRICA	02-Jul-97	No	4	3.5	3.5	7.5	B	0	0	0	0	7923	1-500,000
3681	ZAMBIA	RUSSIAN FEDERATION	12-Jul-77	No	4	3.5	3.5	3.5	o	0	0	0	0	7976	1-500,000
4279	CUBA	GERMANY	18-Jun-93	Yes	4	3.5	3.5	7.5	i	0	0	0	0	7986	1-500,000
3865	SOUTH AFRICA	MOROCCO	18-Feb-94	No	4	3.5	3.5	7.5	B	0	0	0	0	8013	1-500,000
4055	JAMAICA	NORWAY	13-Oct-76	No	4	3.5	3.5	3.5	o	0	0	0	0	8159	1-500,000
3949	AUSTRIA	VIET NAM	27-Mar-95	No	4	3.5	3.5	7.5	B	0	0	0	0	8255	1-500,000
4052	JAMAICA	DENMARK	13-Oct-76	No	4	3.5	3.5	3.5	o	0	0	0	0	8336	1-500,000
N0145	CHINA	TUNISIA	16-Apr-02	No	4	3.5	3.5	7.5	B	0	0	0	0	8647	1-500,000
2992	INDONESIA	LEBANON	26-Apr-67	No	4	3.5	3.5	7.5	B	0	0	0	0	8695	1-500,000
3759	AUSTRIA	CUBA	11-Feb-92	Yes	4	3.5	3.5	7.5	B	0	0	0	0	8738	1-500,000
4503	GERMANY	VIET NAM	26-Aug-94	Yes	4	3.5	3.5	7.5	B	0	0	0	0	8793	1-500,000
3570	UNITED KINGDOM	BOTSWANA	30-Jan-90	No	4	3.5	3.5	3.5	o	0	1	1	1	8862	1-500,000
3606	MALAYSIA	NEW ZEALAND	06-Dec-89	Yes	4	3.5	3.5	7.5	B	0	0	0	0	8929	1-500,000
3625	FRANCE	GUATEMALA	11-Dec-69	No	4	3.5	3.5	7.5	B	0	0	0	0	9001	1-500,000
4338	JAPAN	HUNGARY	23-Feb-94	No	4	3.5	3.5	7.5	B	0	0	0	0	9059	1-500,000
2654	GERMANY	COLOMBIA	25-Nov-68	No	4	3.5	3.5	7.5	B	0	0	0	0	9063	1-500,000
3850	EGYPT	BRUNEI DARUSSALAM	08-Nov-93	No	4	3.5	3.5	7.5	i	0	0	0	0	9138	1-500,000
3534	JAPAN	AUSTRIA	07-Mar-89	Yes	4	3.5	3.5	7.5	B	0	0	0	0	9141	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3954	SOUTH AFRICA	AUSTRIA	20-Feb-95	No	4	3.5	3.5	7.5	B	0	0	0	0	9146	1-500,000
3944	UNITED KINGDOM	VIET NAM	19-Aug-94	No	4	3.5	3.5	7.5	B	0	0	0	0	9249	1-500,000
2577	GERMANY	GUATEMALA	24-Jul-68	No	4	3.5	3.5	7.5	B	0	0	0	0	9257	1-500,000
4250	SOUTH AFRICA	INDIA	05-Dec-98	Yes	4	3.5	3.5	7.5	B	0	1	1	0	9311	1-500,000
3768	JORDAN	CANADA	10-May-90	No	4	3.5	3.5	7.5	B	0	0	1	0	9360	1-500,000
4719	SLOVENIA	MALAYSIA	28-Oct-97	No	4	3.5	3.5	7.5	B	0	0	0	0	9550	1-500,000
3774	MALAYSIA	SOUTH AFRICA	05-Jan-93	Yes	4	3.5	3.5	7.5	B	0	0	0	0	9589	1-500,000
3654	HONG KONG, CHINA	FRANCE	20-Aug-90	Yes	4	3.5	3.5	7.5	B	0	0	0	0	9639	1-500,000
3274	BRAZIL	BELGIUM	19-Sep-80	No	4	3.5	3.5	7.5	B	0	0	0	0	9666	1-500,000
2426	UNITED KINGDOM	MAURITIUS	12-Jul-73	Yes	4	3.5	3.5	7.5	B	0	1	1	1	9744	1-500,000
N0143	MOROCCO	CHINA	03-Dec-98	No	4	3.5	3.5	7.5	B	0	0	0	0	9951	1-500,000
3125	MALAYSIA	LUXEMBOURG	19-Jan-79	No	4	3.5	3.5	7.5	B	0	0	0	0	10151	1-500,000
4097	BRUNEI DARUSSALAM	AUSTRIA	13-Feb-97	No	4	3.5	3.5	7.5	B	0	0	0	0	10241	1-500,000
3915	MEXICO	ITALY	23-Dec-65	Yes	4	3.5	3.5	3.5	A	0	0	0	0	10255	1-500,000
N0050	KOREA, REPUBLIC OF	MOROCCO	01-Jun-00	No	4	3.5	3.5	7.5	B	0	0	0	0	10750	1-500,000
N0123	CHINA	ZIMBABWE	21-May-96	Yes	4	3.5	3.5	7.5	i	0	0	0	0	10898	1-500,000
4494	SOUTH AFRICA	CUBA	27-Mar-01	No	4	3.5	3.5	7.5	B	0	0	0	0	12388	1-500,000
4291	CHINA	SOUTH AFRICA	02-Feb-99	No	4	3.5	3.5	7.5	B	0	0	0	0	12968	1-500,000
3956	KOREA, REPUBLIC OF	SOUTH AFRICA	07-Jul-95	No	4	3.5	3.5	7.5	B	0	0	1	0	13723	1-500,000
N0139	CHINA	PERU	30-Mar-00	No	4	3.5	3.5	7.5	i	0	0	0	0	16666	1-500,000
3106	UNITED KINGDOM	NEW ZEALAND	04-Oct-82	Yes	4	3.5	3.5	7.5	B	0	1	1	1	19147	1-500,000
N0048	KOREA, REPUBLIC OF	ARGENTINA	09-Sep-96	No	4	3.5	3.5	7.5	B	0	0	0	0	19447	1-500,000
2082	MAURITANIA	MALI	05-Apr-63	Yes	3	2.5	2.5	2.5	i	1	0	0	0	1051	1-500,000
N0104	CHINA	ESTONIA	01-Mar-99	No	3	2.5	2.5	2.5	A	0	0	0	0	6372	1-500,000
4476	ITALY	MALAYSIA	23-Mar-95	Yes	3	2.5	2.5	2.5	A	0	0	0	0	9718	1-500,000
2081	MALI	BURKINA FASO	26-Jul-62	Yes	2	1.5	1.5	1.5	i	1	1	0	0	687	1-500,000
2810	IRAQ	JORDAN	04-Nov-53	Yes	2	1.5	1.5	1.5	i	1	1	1	0	811	1-500,000
1979	ALGERIA	SWITZERLAND	18-Jun-63	Yes	2	1.5	1.5	1.5	i	0	1	1	0	1184	1-500,000
2455	GABON	SWITZERLAND	27-Jan-72	No	2	1.5	1.5	1.5	i	0	1	1	0	5186	1-500,000
2662	JAMAICA	SWEDEN	13-Oct-76	No	2	1.5	1.5	1.5	i	0	0	0	0	8576	1-500,000
2230	HUNGARY	SERBIA AND MONTENEGRO	21-Jul-56	No	1	1	1	1	i	1	0	0	0	317	1-500,000
2231	ALBANIA	SERBIA AND MONTENEGRO	23-Nov-56	No	1	1	1	1	i	1	0	1	0	393	1-500,000
3968	MOLDOVA	UKRAINE	20-Mar-93	Yes	1	1	1	1	i	1	0	0	0	399	1-500,000
3932	PANAMA	COSTA RICA	16-Oct-81	Yes	1	1	1	1	i	1	1	1	0	514	1-500,000
3314	TUNISIA	ITALY	07-Dec-73	Yes	1	1	1	1	A	0	0	0	0	595	1-500,000
4424	PAKISTAN	UZBEKISTAN	16-Feb-92	No	1	1	1	1	i	0	0	0	0	914	1-500,000
3635	ALBANIA	CZECH REPUBLIC	20-May-58	No	1	1	1	1	i	0	0	0	0	1061	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
2614	RUSSIAN FEDERATION	POLAND	24-Apr-68	Yes	1	1	1	1	i	1	0	0	0	1156	1-500,000
4302	COLOMBIA	COSTA RICA	23-Apr-98	Yes	1	1	1	1	i	0	1	1	0	1158	1-500,000
1275	RUSSIAN FEDERATION	DENMARK	31-Mar-56	Yes	1	1	1	1	A	0	0	0	0	1566	1-500,000
3859	RUSSIAN FEDERATION	AUSTRIA	08-Nov-93	Yes	1	1	1	1	A	0	0	0	0	1676	1-500,000
2543	GERMANY	RUSSIAN FEDERATION	11-Nov-71	Yes	1	1	1	1	i	0	0	0	0	2065	2,000,001-2,500,000
2892	SYRIAN ARAB REPUBLIC	AUSTRIA	28-Jul-76	Yes	1	1	1	1	A	0	0	0	0	2332	1-500,000
2517	RUSSIAN FEDERATION	ITALY	10-Mar-69	Yes	1	1	1	1	i	0	0	0	0	2383	500,001-1,000,000
N0113	CHINA	LAO PEOPLE'S DEM. REP.	28-Jun-78	Yes	1	1	1	1	A	1	0	0	0	2779	1-500,000
2948	PHILIPPINES	CHINA	08-Jul-79	Yes	1	1	1	1	i	0	0	0	0	2850	1-500,000
N0111	CHINA	BANGLADESH	24-Jul-80	Yes	1	1	1	1	A	0	0	0	0	3036	1-500,000
4182	PHILIPPINES	BANGLADESH	08-Sep-97	No	1	1	1	1	A	0	0	0	0	3364	1-500,000
2430	AFGHANISTAN	RUSSIAN FEDERATION	24-Mar-56	Yes	1	1	1	1	i	0	0	0	0	3368	1-500,000
3885	MEXICO	BOLIVARIAN REP. OF VENEZUELA	30-Jul-87	Yes	1	1	1	1	A	0	1	1	0	3595	1-500,000
4426	POLAND	UZBEKISTAN	11-Jan-95	No	1	1	1	1	A	0	0	0	0	3795	1-500,000
2883	RUSSIAN FEDERATION	PORTUGAL	11-Dec-74	Yes	1	1	1	1	A	0	0	0	0	3913	1-500,000
3370	SAUDI ARABIA	NETHERLANDS	13-Feb-85	Yes	1	1	1	1	A	0	0	0	0	4670	1-500,000
2820	AFGHANISTAN	ITALY	30-Jan-59	No	1	1	1	1	i	0	0	0	0	4936	1-500,000
3459	GERMANY	BENIN	29-Dec-78	No	1	1	1	1	A	0	0	0	0	5033	1-500,000
2963	SENEGAL	ROMANIA	25-Feb-77	No	1	1	1	1	i	0	0	0	0	5270	1-500,000
3357	ITALY	ANGOLA	10-Apr-76	No	1	1	1	1	A	0	0	0	0	5645	1-500,000
3327	RUSSIAN FEDERATION	BURKINA FASO	01-Apr-83	No	1	1	1	1	A	0	0	0	0	5900	1-500,000
1867	CENTRAL AFRICAN REPUBLIC	RUSSIAN FEDERATION	25-Dec-65	No	1	1	1	1	A	0	0	0	0	5965	1-500,000
3453	CONGO	GERMANY	30-Oct-62	No	1	1	1	1	i	0	0	0	0	6249	1-500,000
2524	SENEGAL	RUSSIAN FEDERATION	31-Jul-65	No	1	1	1	1	A	0	0	0	0	6530	1-500,000
N0137	ISRAEL	CHINA	11-Oct-93	Yes	1	1	1	1	i	0	0	0	0	7147	1-500,000
3738	MEXICO	ARGENTINA	14-May-69	Yes	1	1	1	1	A	0	1	1	0	7398	1-500,000
N0121	CHINA	SERBIA AND MONTENEGRO	14-Apr-72	No	1	1	1	1	A	0	0	0	0	7419	1-500,000
3142	ANGOLA	RUSSIAN FEDERATION	15-Mar-76	Yes	1	1	1	1	A	0	0	0	0	7536	1-500,000
N0144	CHINA	MAURITIUS	23-May-95	No	1	1	1	1	A	0	0	0	0	9055	1-500,000
2251	MEXICO	DENMARK	04-Feb-70	No	1	1	1	1	A	0	0	0	0	9523	1-500,000
4002	PHILIPPINES	CZECH REPUBLIC	23-Apr-92	No	1	1	1	1	A	0	0	0	0	9909	1-500,000
3134	MEXICO	RUSSIAN FEDERATION	02-Aug-76	No	1	1	1	1	i	0	0	0	0	10736	1-500,000
N0122	CHINA	CONGO, DEM. REPUBLIC OF	31-May-74	No	1	1	1	1	A	0	0	0	0	11274	1-500,000
3452	CONGO	KOREA, DEM. PEOPLE'S REP. OF	29-May-78	No	1	1	1	1	i	0	0	0	0	12084	<1
4685	UNITED STATES	SOUTH AFRICA	30-Oct-90	Yes	1	1	1	1	i	0	1	1	0	12582	1-500,000
3460	BENIN	TOGO	31-Jul-70	Yes	0	0	0	0	A	1	1	1	0	132	1-500,000
2143	GHANA	TOGO	07-Aug-68	Yes	0	0	0	0	A	1	0	1	0	190	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
4173	CYPRUS	ISRAEL	21-Dec-93	Yes	0	0	0	0	A	0	0	0	0	366	1-500,000
3753	LAO PEOPLE'S DEM. REP.	THAILAND	12-Dec-77	Yes	0	0	0	0	A	1	0	1	0	525	1-500,000
3668	LESOTHO	MOZAMBIQUE	26-Aug-78	No	0	0	0	0	A	0	0	0	0	626	1-500,000
4307	BULGARIA	MOLDOVA	17-Apr-96	No	0	0	0	0	A	0	0	1	0	650	1-500,000
2700	INDIA	PAKISTAN	16-Jul-76	Yes	0	0	0	0	A	1	1	1	0	683	1-500,000
4455	FYR MACEDONIA	ITALY	03-Feb-97	Yes	0	0	0	0	A	0	0	0	0	742	1-500,000
3496	TOGO	BURKINA FASO	14-Apr-84	Yes	0	0	0	0	i	1	1	1	0	762	1-500,000
3457	BENIN	NIGER	18-Jan-79	Yes	0	0	0	0	A	1	1	1	0	795	1-500,000
1859	INDIA	NEPAL	26-Nov-64	Yes	0	0	0	0	A	1	0	0	0	801	500,001-1,000,000
3461	BENIN	BURKINA FASO	20-Jun-80	Yes	0	0	0	0	A	1	1	1	0	804	1-500,000
N0103	CHINA	KOREA, DEM. PEOPLE'S REP. OF	08-Nov-93	Yes	0	0	0	0	A	1	0	0	0	810	1-500,000
2929	ROMANIA	AUSTRIA	14-Jul-75	Yes	0	0	0	0	A	0	0	0	0	860	1-500,000
3677	FIJI	SAMOA	07-Feb-91	Yes	0	0	0	0	A	0	1	1	0	861	1-500,000
4306	MOLDOVA	LITHUANIA	05-Apr-96	No	0	0	0	0	A	0	0	0	0	890	1-500,000
2643	ITALY	BULGARIA	27-May-74	Yes	0	0	0	0	A	0	0	0	0	893	1-500,000
3809	MOZAMBIQUE	ZIMBABWE	07-Aug-80	Yes	0	0	0	0	A	1	0	0	0	919	1-500,000
3669	LESOTHO	SOUTH AFRICA	02-Nov-90	Yes	0	0	0	0	A	1	1	1	0	996	1-500,000
3562	BENIN	GABON	20-Sep-85	Yes	0	0	0	0	A	0	1	1	0	1018	1-500,000
4516	KYRGYZ REPUBLIC	PAKISTAN	14-Oct-93	Yes	0	0	0	0	A	0	0	0	0	1036	1-500,000
1772	MALI	SENEGAL	07-Feb-63	Yes	0	0	0	0	A	1	1	0	0	1047	1-500,000
2920	IRAQ	QATAR	15-Feb-78	No	0	0	0	0	A	0	1	1	0	1133	<1
N0168	OMAN	KUWAIT	11-Nov-02	Yes	0	0	0	0	A	0	1	1	0	1235	1-500,000
4312	CYPRUS	GEORGIA	30-Jun-97	No	0	0	0	0	A	0	0	0	0	1237	1-500,000
3671	TUNISIA	SPAIN	11-Jan-77	Yes	0	0	0	0	A	0	0	0	0	1274	1-500,000
4176	SLOVENIA	UKRAINE	23-May-94	No	0	0	0	0	A	0	0	0	0	1278	1-500,000
4309	MOLDOVA	ITALY	19-Sep-97	Yes	0	0	0	0	A	0	0	0	0	1414	1-500,000
4690	IRAN, ISLAMIC REP. OF	JORDAN	17-Dec-98	No	0	0	0	0	A	0	0	0	0	1490	1-500,000
2850	RUSSIAN FEDERATION	ROMANIA	22-Dec-76	Yes	0	0	0	0	A	0	0	0	0	1504	1-500,000
3999	TURKEY	CZECH REPUBLIC	15-Apr-96	Yes	0	0	0	0	A	0	0	0	0	1511	1-500,000
3811	ZIMBABWE	TANZANIA	05-Dec-80	Yes	0	0	0	0	A	0	1	0	0	1515	1-500,000
N0155	SWITZERLAND	LITHUANIA	08-Jul-94	No	0	0	0	0	A	0	0	0	0	1517	1-500,000
N0157	LITHUANIA	TURKEY	11-Jul-94	Yes	0	0	0	0	A	0	0	0	0	1543	1-500,000
2608	CUBA	PANAMA	11-Jul-75	Yes	0	0	0	0	A	0	1	1	0	1607	1-500,000
3595	SYRIAN ARAB REPUBLIC	QATAR	06-Jun-90	Yes	0	0	0	0	A	0	1	1	0	1735	1-500,000
4308	MOLDOVA	ISRAEL	22-Jun-97	Yes	0	0	0	0	A	0	0	0	0	1735	1-500,000
N0026	CYPRUS	SAUDI ARABIA	22-Apr-02	Yes	0	0	0	0	A	0	0	0	0	1741	1-500,000
4003	PHILIPPINES	VIET NAM	28-Nov-88	Yes	0	0	0	0	A	0	0	0	0	1750	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3317	IRAQ	OMAN	25-Feb-85	No	0	0	0	0	A	0	1	1	0	1757	1-500,000
2960	OMAN	PAKISTAN	10-Apr-76	Yes	0	0	0	0	A	0	0	0	0	1801	1-500,000
4625	LATVIA	TURKEY	15-Sep-95	Yes	0	0	0	0	A	0	0	0	0	1805	1-500,000
3795	BAHRAIN	CYPRUS	30-Jul-91	Yes	0	0	0	0	A	0	0	0	0	1927	1-500,000
4240	MALTA	MOROCCO	26-May-83	Yes	0	0	0	0	A	0	0	0	0	1957	1-500,000
2941	SPAIN	SERBIA AND MONTENEGRO	11-Apr-79	No	0	0	0	0	A	0	0	0	0	2035	1-500,000
3683	VIET NAM	BRUNEI DARUSSALAM	28-Nov-91	Yes	0	0	0	0	A	0	0	0	0	2042	1-500,000
4313	CYPRUS	BELARUS	29-May-98	Yes	0	0	0	0	A	0	0	0	0	2131	1-500,000
4512	KYRGYZ REPUBLIC	IRAN, ISLAMIC REP. OF	22-Jun-93	Yes	0	0	0	0	A	0	0	0	0	2143	1-500,000
4648	YEMEN	SYRIAN ARAB REPUBLIC	23-Jul-01	Yes	0	0	0	0	A	0	1	1	0	2166	1-500,000
3678	FIJI	SOLOMON ISLANDS	23-May-91	Yes	0	0	0	0	A	0	1	0	0	2214	1-500,000
3524	SYRIAN ARAB REPUBLIC	ITALY	29-Mar-89	Yes	0	0	0	0	A	0	0	0	0	2286	1-500,000
2405	LIBYAN ARAB JAMAHIRIYA	CHAD	02-Mar-66	Yes	0	0	0	0	A	1	1	1	0	2297	1-500,000
2629	CANADA	CUBA	26-Sep-75	Yes	0	0	0	0	A	0	0	0	0	2302	1-500,000
3799	PAKISTAN	BAHRAIN	17-Feb-75	Yes	0	0	0	0	A	0	0	0	0	2318	1-500,000
4178	SLOVAK REPUBLIC	ISRAEL	22-Aug-94	Yes	0	0	0	0	A	0	0	0	0	2323	1-500,000
4463	ISRAEL	SLOVENIA	16-Jun-93	Yes	0	0	0	0	A	0	0	0	0	2330	1-500,000
N0120	CHINA	VIET NAM	08-Mar-92	Yes	0	0	0	0	A	1	0	0	0	2331	1-500,000
4614	UKRAINE	IRAN, ISLAMIC REP. OF	09-Jul-93	Yes	0	0	0	0	A	0	0	0	0	2350	1-500,000
4616	IRAN, ISLAMIC REP. OF	YEMEN	19-Apr-00	No	0	0	0	0	A	0	0	0	0	2367	1-500,000
2954	PHILIPPINES	MALAYSIA	12-Apr-78	Yes	0	0	0	0	A	0	0	0	0	2471	1-500,000
2434	FRANCE	RUSSIAN FEDERATION	26-Jun-58	Yes	0	0	0	0	i	0	0	0	0	2494	500,001-1,000,000
4615	IRAN, ISLAMIC REP. OF	BULGARIA	28-Apr-94	No	0	0	0	0	A	0	0	0	0	2536	1-500,000
3888	TURKMENISTAN	UKRAINE	25-Feb-93	Yes	0	0	0	0	A	0	0	0	0	2599	1-500,000
4736	CZECH REPUBLIC	ISRAEL	24-Apr-91	Yes	0	0	0	0	A	0	0	0	0	2615	1-500,000
3420	MOROCCO	HUNGARY	21-Mar-67	No	0	0	0	0	A	0	0	0	0	2628	1-500,000
4045	AUSTRALIA	PAPUA NEW GUINEA	08-Dec-80	Yes	0	0	0	0	A	0	1	1	1	2745	1-500,000
3186	OMAN	CYPRUS	06-Feb-82	No	0	0	0	0	A	0	0	0	0	2756	1-500,000
3414	MOROCCO	BULGARIA	14-Oct-66	No	0	0	0	0	i	0	0	0	0	2784	1-500,000
2806	SENEGAL	PORTUGAL	21-Feb-77	Yes	0	0	0	0	A	0	0	0	0	2804	1-500,000
3708	INDIA	KUWAIT	04-Jan-89	Yes	0	0	0	0	A	0	0	1	0	2838	500,001-1,000,000
4029	ISRAEL	LATVIA	03-Nov-95	No	0	0	0	0	A	0	0	0	0	2886	1-500,000
1782	ALGERIA	MALI	22-Jul-63	Yes	0	0	0	0	A	1	1	0	0	2905	1-500,000
3167	SRI LANKA	OMAN	29-Nov-81	Yes	0	0	0	0	A	0	0	0	0	2933	1-500,000
N0032	IRAN, ISLAMIC REP. OF	POLAND	26-Oct-99	No	0	0	0	0	A	0	0	0	0	3021	1-500,000
4432	UZBEKISTAN	JORDAN	24-Nov-96	No	0	0	0	0	A	0	0	0	0	3127	1-500,000
3560	BENIN	LIBYAN ARAB JAMAHIRIYA	06-Sep-79	Yes	0	0	0	0	A	0	0	0	0	3130	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
4686	IRAN, ISLAMIC REP. OF	CROATIA	29-May-95	No	0	0	0	0	A	0	0	0	0	3165	1-500,000
3643	AUSTRIA	IRAN, ISLAMIC REP. OF	30-Jun-87	Yes	0	0	0	0	A	0	0	0	0	3185	1-500,000
3417	MOROCCO	CÔTE D'IVOIRE	31-Aug-79	Yes	0	0	0	0	A	0	1	1	0	3210	1-500,000
3899	ISRAEL	UZBEKISTAN	04-Jul-94	Yes	0	0	0	0	A	0	0	0	0	3216	1-500,000
3610	BANGLADESH	OMAN	30-Apr-87	Yes	0	0	0	0	A	0	0	0	0	3228	1-500,000
N0105	CHINA	KAZAKHSTAN	18-Oct-93	Yes	0	0	0	0	A	1	0	0	0	3277	1-500,000
N0146	THAILAND	CHINA	26-Jun-80	Yes	0	0	0	0	A	0	0	0	0	3304	1,500,001-2,000,000
3728	MADAGASCAR	SOUTH AFRICA	14-Aug-90	Yes	0	0	0	0	A	0	0	0	0	3327	1-500,000
2769	SWEDEN	MOROCCO	14-Nov-77	No	0	0	0	0	A	0	0	0	0	3356	1-500,000
3674	OMAN	TURKEY	09-Jun-88	Yes	0	0	0	0	A	0	0	0	0	3372	1-500,000
2996	KUWAIT	AUSTRIA	04-Dec-79	No	0	0	0	0	A	0	0	0	0	3417	1-500,000
2718	RUSSIAN FEDERATION	SPAIN	12-May-76	Yes	0	0	0	0	A	0	0	0	0	3449	1-500,000
4518	KYRGYZ REPUBLIC	CHINA	04-Jul-96	Yes	0	0	0	0	A	1	0	0	0	3472	1-500,000
3994	FIJI	PAPUA NEW GUINEA	25-Mar-96	No	0	0	0	0	A	0	1	1	0	3511	1-500,000
4141	UZBEKISTAN	LITHUANIA	07-Jun-95	No	0	0	0	0	A	0	0	0	0	3522	1-500,000
3585	SPAIN	ISRAEL	31-Jul-89	Yes	0	0	0	0	A	0	0	0	0	3546	1-500,000
3727	BURUNDI	SOUTH AFRICA	06-Feb-92	No	0	0	0	0	A	0	0	0	0	3583	1-500,000
3597	SYRIAN ARAB REPUBLIC	SPAIN	01-Feb-79	Yes	0	0	0	0	A	0	0	0	0	3611	1-500,000
3530	AUSTRIA	SAUDI ARABIA	13-Jun-89	No	0	0	0	0	A	0	0	0	0	3735	1-500,000
3926	KYRGYZ REPUBLIC	TURKEY	14-Oct-94	Yes	0	0	0	0	A	0	0	0	0	3737	1-500,000
4239	MOROCCO	EQUATORIAL GUINEA	09-May-80	No	0	0	0	0	A	0	1	0	0	3740	1-500,000
4434	BULGARIA	UZBEKISTAN	07-May-99	No	0	0	0	0	A	0	0	0	0	3756	1-500,000
N0135	CHINA	INDIA	22-Dec-88	Yes	0	0	0	0	A	1	0	0	0	3785	1-500,000
3796	AUSTRIA	BAHRAIN	12-Nov-92	No	0	0	0	0	A	0	0	0	0	3849	1-500,000
4566	UZBEKISTAN	GREECE	26-Nov-96	Yes	0	0	0	0	A	0	0	0	0	3871	1-500,000
4278	KAZAKHSTAN	FINLAND	07-Feb-96	No	0	0	0	0	A	0	0	0	0	3911	1-500,000
1870	NIGER	ISRAEL	10-Jun-62	No	0	0	0	0	A	0	0	1	0	3912	1-500,000
1720	CAMEROON	ISRAEL	09-Aug-63	No	0	0	0	0	A	0	1	1	0	3970	1-500,000
3914	TANZANIA	OMAN	16-May-82	Yes	0	0	0	0	A	0	0	0	0	3989	1-500,000
3695	SAUDI ARABIA	SRI LANKA	08-Jun-91	Yes	0	0	0	0	A	0	0	0	0	4039	1-500,000
4174	CYPRUS	KENYA	11-Jun-93	No	0	0	0	0	A	0	0	0	0	4071	1-500,000
4016	UZBEKISTAN	VIET NAM	14-Jul-95	Yes	0	0	0	0	A	0	0	0	0	4109	1-500,000
1861	NIGER	BELGIUM	19-Aug-63	No	0	0	0	0	A	0	1	1	0	4157	1-500,000
4438	INDIA	CYPRUS	18-Dec-00	No	0	0	0	0	A	0	0	0	0	4175	1-500,000
N0108	CHINA	AFGHANISTAN	26-Jul-72	Yes	0	0	0	0	A	1	0	0	0	4180	1-500,000
3416	MOROCCO	CENTRAL AFRICAN REPUBLIC	11-Feb-87	No	0	0	0	0	A	0	1	1	0	4221	1-500,000
2998	BANGLADESH	KUWAIT	12-Sep-80	Yes	0	0	0	0	A	0	0	0	0	4243	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3737	MEXICO	PERU	05-Sep-89	Yes	0	0	0	0	A	0	1	1	0	4264	1-500,000
N0117	MALAYSIA	CHINA	31-Mar-89	Yes	0	0	0	0	A	0	1	1	0	4355	1,000,001-1,500,000
3633	SYRIAN ARAB REPUBLIC	NIGERIA	16-Jul-90	No	0	0	0	0	A	0	0	0	0	4530	1-500,000
3040	SUDAN	PAKISTAN	23-Feb-75	No	0	0	0	0	A	0	0	0	0	4537	1-500,000
0710	ETHIOPIA	INDIA	06-Jan-49	Yes	0	0	0	0	i	0	1	0	0	4562	1-500,000
3168	OMAN	AUSTRIA	03-Nov-82	No	0	0	0	0	A	0	0	0	0	4604	1-500,000
4298	SPAIN	IRAN, ISLAMIC REP. OF	24-Jun-96	No	0	0	0	0	A	0	0	0	0	4785	1-500,000
2209	CAMEROON	SWITZERLAND	11-Nov-68	Yes	0	0	0	0	A	0	1	1	0	4813	1-500,000
4295	HONG KONG, CHINA	MALDIVES	15-May-98	No	0	0	0	0	i	0	0	0	0	4822	1-500,000
3591	AUSTRIA	ETHIOPIA	20-Mar-85	No	0	0	0	0	A	0	0	0	0	4842	1-500,000
3600	AUSTRIA	SENEGAL	04-Feb-87	No	0	0	0	0	A	0	0	0	0	4854	1-500,000
3523	CAPE VERDE	NETHERLANDS	21-Dec-88	Yes	0	0	0	0	A	0	0	0	0	4863	1-500,000
3611	SAUDI ARABIA	SPAIN	29-Sep-87	No	0	0	0	0	A	0	0	0	0	4976	1-500,000
1658	CÔTE D'IVOIRE	ISRAEL	07-May-62	No	0	0	0	0	A	0	0	1	0	5011	1-500,000
3722	BULGARIA	INDIA	16-Jun-92	No	0	0	0	0	A	0	0	0	0	5030	1-500,000
2663	TOGO	GERMANY	27-May-71	No	0	0	0	0	A	0	0	0	0	5069	1-500,000
3184	MYANMAR	KUWAIT	12-Apr-83	No	0	0	0	0	A	0	0	0	0	5089	1-500,000
2684	CÔTE D'IVOIRE	UNITED KINGDOM	01-Feb-76	No	0	0	0	0	A	0	0	0	0	5153	1-500,000
3840	SRI LANKA	CHINA	26-Mar-59	Yes	0	0	0	0	A	0	0	0	0	5171	1-500,000
2926	NIGERIA	IRAQ	19-May-78	No	0	0	0	0	A	0	0	0	0	5173	<1
3136	ETHIOPIA	RUSSIAN FEDERATION	26-Mar-77	No	0	0	0	0	A	0	0	0	0	5199	1-500,000
3801	OMAN	SWITZERLAND	27-Sep-86	Yes	0	0	0	0	A	0	0	0	0	5208	1-500,000
N0136	CHINA	INDONESIA	31-Jan-91	Yes	0	0	0	0	A	0	0	0	0	5221	1-500,000
4114	SOUTH AFRICA	ETHIOPIA	14-May-97	Yes	0	0	0	0	A	0	1	0	0	5246	1-500,000
3276	BELGIUM	CAMEROON	25-Nov-71	Yes	0	0	0	0	A	0	1	1	0	5272	1-500,000
3451	CONGO	SPAIN	08-Jan-86	No	0	0	0	0	A	0	0	0	0	5333	1-500,000
3564	BENIN	POLAND	13-May-88	No	0	0	0	0	A	0	0	0	0	5376	1-500,000
3318	CONGO	PORTUGAL	03-Jul-79	No	0	0	0	0	A	0	0	0	0	5399	1-500,000
2413	MALAWI	CYPRUS	30-Dec-71	No	0	0	0	0	A	0	0	0	0	5467	1-500,000
3989	INDIA	SWEDEN	19-Dec-95	No	0	0	0	0	A	0	0	0	0	5574	1-500,000
4392	BAHRAIN	VIET NAM	04-May-99	No	0	0	0	0	A	0	0	0	0	5622	1-500,000
3166	CHINA	OMAN	03-May-83	No	0	0	0	0	A	0	0	0	0	5658	1-500,000
2414	ZAMBIA	CYPRUS	06-Aug-71	No	0	0	0	0	A	0	0	0	0	5659	1-500,000
3990	INDIA	DENMARK	19-Dec-95	No	0	0	0	0	A	0	0	0	0	5852	1-500,000
4247	INDIA	MALTA	08-Oct-98	No	0	0	0	0	A	0	1	1	0	5856	1-500,000
3870	MALDIVES	CHINA	02-Mar-94	No	0	0	0	0	A	0	0	0	0	5862	1-500,000
1633	JAPAN	PAKISTAN	17-Oct-61	Yes	0	0	0	0	A	0	0	0	0	5980	1-500,000

ICAO/ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3988	INDIA	NORWAY	19-Dec-95	No	0	0	0	0	A	0	0	0	0	5992	1-500,000
4544	PARAGUAY	SENEGAL	19-Sep-88	No	0	0	0	0	A	0	0	0	0	6223	1-500,000
N0114	CHINA	KUWAIT	30-Jan-80	Yes	0	0	0	0	A	0	0	0	0	6226	1-500,000
N0142	CHINA	UKRAINE	05-Jul-93	Yes	0	0	0	0	A	0	0	0	0	6461	1-500,000
N0107	CHINA	BELARUS	17-Jan-95	No	0	0	0	0	A	0	0	0	0	6481	1-500,000
4427	UZBEKISTAN	INDONESIA	08-Apr-95	No	0	0	0	0	A	0	0	0	0	6513	1-500,000
4620	LATVIA	CHINA	04-Mar-99	No	0	0	0	0	A	0	0	0	0	6524	1-500,000
2898	KENYA	UNITED KINGDOM	05-Jul-79	Yes	0	0	0	0	A	0	1	1	1	6828	1-500,000
3464	ISRAEL	LESOTHO	19-May-89	No	0	0	0	0	A	0	1	1	0	6877	<1
2756	CANADA	POLAND	14-May-76	Yes	0	0	0	0	A	0	0	0	0	6926	1-500,000
3810	ZIMBABWE	ROMANIA	06-Sep-85	No	0	0	0	0	A	0	0	0	0	6947	1-500,000
N0148	CHINA	POLAND	20-Mar-86	No	0	0	0	0	i	0	0	0	0	6948	1-500,000
3331	SPAIN	BOLIVARIAN REP. OF VENEZUELA	25-Jul-72	Yes	0	0	0	0	A	0	1	1	1	6995	1-500,000
3225	AUSTRIA	SEYCHELLES	16-Sep-85	No	0	0	0	0	A	0	0	0	0	7003	1-500,000
3059	TANZANIA	FRANCE	16-Jun-78	No	0	0	0	0	A	0	0	0	0	7168	1-500,000
3846	INDIA	ZAMBIA	15-Nov-93	No	0	0	0	0	A	0	1	1	0	7197	1-500,000
3565	BRUNEI DARUSSALAM	BAHRAIN	27-Jun-90	No	0	0	0	0	A	0	0	0	0	7217	1-500,000
3363	SINGAPORE	TANZANIA	10-Dec-87	No	0	0	0	0	A	0	1	0	0	7226	1-500,000
N0126	CHINA	BULGARIA	21-Jun-93	No	0	0	0	0	A	0	0	0	0	7364	1-500,000
2325	MYANMAR	BULGARIA	07-Oct-71	No	0	0	0	0	A	0	0	0	0	7371	1-500,000
3579	CHINA	CZECH REPUBLIC	25-May-88	No	0	0	0	0	A	0	0	0	0	7462	1-500,000
3148	SEYCHELLES	GERMANY	27-Feb-81	Yes	0	0	0	0	A	0	0	0	0	7748	1-500,000
N0141	NETHERLANDS	CHINA	23-May-96	Yes	0	0	0	0	A	0	0	0	0	7831	1-500,000
2955	TANZANIA	NORWAY	03-Nov-78	No	0	0	0	0	A	0	0	0	0	7846	1-500,000
3101	MOZAMBIQUE	ROMANIA	21-Apr-79	No	0	0	0	0	A	0	0	0	0	7861	1-500,000
3272	THAILAND	FINLAND	11-Dec-85	Yes	0	0	0	0	A	0	0	0	0	7893	1-500,000
3301	THAILAND	GREECE	31-May-72	Yes	0	0	0	0	A	0	0	0	0	7930	1-500,000
2767	BANGLADESH	UNITED KINGDOM	05-Jul-78	Yes	0	0	0	0	A	0	0	0	1	8012	1-500,000
3499	SINGAPORE	CYPRUS	27-Jan-89	No	0	0	0	0	A	0	0	0	0	8169	1-500,000
3345	ZIMBABWE	RUSSIAN FEDERATION	25-Nov-86	No	0	0	0	0	A	0	0	0	0	8214	1-500,000
3030	SPAIN	COSTA RICA	16-Nov-79	Yes	0	0	0	0	A	0	1	1	1	8484	1-500,000
2518	MAURITIUS	RUSSIAN FEDERATION	23-Nov-73	No	0	0	0	0	A	0	0	0	0	8654	1-500,000
3248	KOREA, REPUBLIC OF	BELGIUM	20-Oct-75	No	0	0	0	0	A	0	0	0	0	8722	1-500,000
3675	MALAYSIA	FIJI	26-Nov-90	No	0	0	0	0	A	0	0	0	0	8726	1-500,000
2554	CUBA	POLAND	05-Apr-74	No	0	0	0	0	A	0	0	0	0	8864	1-500,000
4031	AUSTRALIA	CHINA	07-Sep-84	Yes	0	0	0	0	A	0	0	0	0	8956	500,001-1,000,000
3253	FRANCE	KOREA, REPUBLIC OF	07-Jun-74	Yes	0	0	0	0	i	0	0	0	0	8981	1-500,000

ICAO ASA number	Party A	Party B	Date	Existing service	STD	5th+	OWN+	DES+	TYPE	Border	Common main language	Common language	Historic tie	Distance	Traffic range
3833	SOUTH AFRICA	HUNGARY	31-Aug-93	No	0	0	0	0	A	0	0	0	0	9064	1-500,000
2942	SPAIN	MEXICO	21-Nov-78	Yes	0	0	0	0	A	0	1	1	1	9074	500,001-1,000,000
3547	SERBIA AND MONTENEGRO	MALAYSIA	20-Jun-87	No	0	0	0	0	A	0	0	0	0	9077	1-500,000
N0129	CHINA	FIJI	10-Dec-97	No	0	0	0	0	A	0	0	0	0	9104	1-500,000
4474	SOUTH AFRICA	BELGIUM	02-May-00	No	0	0	0	0	A	0	0	0	0	9536	1-500,000
3832	SOUTH AFRICA	POLAND	03-Sep-93	No	0	0	0	0	A	0	0	0	0	9595	1-500,000
3624	KOREA, REPUBLIC OF	SPAIN	21-Jun-89	No	0	0	0	0	A	0	0	0	0	10013	1-500,000
4123	BRUNEI DARUSSALAM	NETHERLANDS	17-Jan-96	No	0	0	0	0	A	0	0	0	0	10917	1-500,000
2658	CUBA	ANGOLA	18-May-76	No	0	0	0	0	A	0	0	0	0	10977	1-500,000
3853	CHINA	NEW ZEALAND	21-Oct-93	No	0	0	0	0	A	0	0	0	0	11041	1-500,000
N0133	CHINA	CUBA	21-Jun-93	No	0	0	0	0	A	0	0	0	0	12750	1-500,000
3711	MEXICO	THAILAND	23-May-91	No	0	0	0	0	A	0	0	0	0	15761	1-500,000

ANNEX D-II
Complementary information template

*Please fill in the relevant fields and
insert a "I" wherever the relevant provision is included in the ASA.*

Reporting party:

Other party:

Date of ASA:

Entry into force:

		Inclusion
Traffic rights	Fifth freedom	
	Seventh freedom	
	Cabotage	
Cooperation	Cooperative arrangements	
Designation	Multiple	
Withholding	Substantial ownership & effective control	
	Community of interest	
	Principal place of business	
Pricing	Double approval	
	Double disapproval	
	Country of origin	
	Zone pricing	
	Free pricing	
Capacity	Pre-determination	
	In-between Pre-det. and Bermuda I	
	Bermuda I	
	In-between Bermuda I and Free det.	
	Free determination	
Statistics	Exchange of statistics	

Source: