



International Civil Aviation Organization

**Fifth Meeting of the Southeast Asia Route Review Task Force
(SEA-RR/TF/5)**

Bangkok, Thailand, 3 – 5 October 2011

Agenda Item 6: ATS Route Development

EFFORTS TO ENHANCE FLIGHT EFFICIENCY IN THE SOUTH CHINA SEA AREA

(Presented by MALAYSIA and SINGAPORE)

SUMMARY

This paper highlights the collaboration efforts between Malaysia and Singapore to study the establishment of a parallel ATS Route that serves traffic between City Pairs Penang/Kota Kinabalu, Kuala Lumpur/Kota Kinabalu, Kuala Lumpur/Brunei, Kuala Lumpur/Miri, Kuala Lumpur/Sandakan, Kuala Lumpur/Labuan, Kuala Lumpur/Tawau and v.v. as well as the establishment of a holding area north of Singapore to reduce traffic complexity and provides ATC more flexibility in traffic management.

1. INTRODUCTION

1.1 The implementation of the revised route structure in the Bay of Bengal area in 2002, have brought about much needed improvements in safety, airspace capacity, flight efficiency and environmental benefits in this region. Similarly, the Southeast Asia Route Review Task Force (SEA-RR/TF) has so far convened four meetings since December 2009. The ongoing works carried out by this task force shine positive light to the effort of collaboration by various stakeholders to improve capacity and efficiency in the region.

1.2 States could also work closely together with a common goal to enhance safety and efficiency for air traffic in our region.

2. DISCUSSION

2.1 Malaysia and Singapore have worked closely to study the areas in which air traffic safety and efficiency could be further enhanced. With the growth in air traffic movements in the South China Sea area, coupled with a notable growth of low cost carriers (LCC) in this region, there is a need to review the current operations and route structure to cater to the traffic demand for near and long term planning.

2.2 Many proposals were discussed between Malaysia and Singapore during the bi-lateral meetings including the establishment of holding areas to facilitate regulation of air traffic north of Singapore to enhance safety and an RNAV Route parallel to ATS Route M758 to meet future demand between East and West Malaysia. The limitation of capacity on M758 contributes to about 19% of flights on this route not getting their optimum flight level. As such, Malaysia and Singapore are also exploring the reduction of horizontal separation from the conventional 10 minutes based on Mach

Number Technique in view of the fleet on-board avionic capabilities of the aircraft that plies on the route.

2.3 The working committee will continue to work on the following proposals that were discussed at the bi-lateral meetings;

- i) The proposed parallel route will commence from VKL DVOR to Waypoint TAXUL (TMA Boundary) and then join Waypoint MABLI, then a straight line to Waypoint ASISU;
- ii) Realignment of RNAV Route M758 order to achieve a 50NM lateral spacing with the proposed parallel route;
- iii) To realign all other feeder routes for the connectivity to all respective departure and destination airports; and
- iv) The establishment of a holding area north of Singapore

3. ACTION BY THE MEETING

3.1 The meeting is invited to;

- a) note the positive progress in collaboration between Malaysia and Singapore, to enhance flight efficiency within the South China Sea area.
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