



ICAO

International Civil Aviation Organization

Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/9)

Video Teleconference, 01 – 03 June 2021

Agenda Item 4: Discussion on PBN Routes Development and FLAS/FLOS Optimisation

UPDATE ON PROPOSED UNI-DIRECTIONAL PARALLEL ROUTE FOR R208

(Presented by Malaysia)

SUMMARY

This paper presents an en-route enhancement initiative regarding the establishment of a new RNAV route parallel to the existing ATS route R208 joining Y346 within Kuala Lumpur FIR, continuing from Singapore and Ho Chi Minh FIRs. It is also proposed that the current ATS route R208 to be realigned from Kuala Terengganu (VKR) to waypoint BITOD and a new RNAV route is proposed from Phu Quoc (PQC) to waypoint IGARI and thereafter waypoint LASOB to join ATS route Y346. The objective of this initiative is to provide greater efficiency and flexibility to cope with the growth of air traffic between Kuala Lumpur International Airport and cities in North East Asia.

1. INTRODUCTION

1.1 The proposal for a direct routing between city pair Kuala Lumpur to Hong Kong and beyond was presented at The Fourth Meeting of South China Sea Traffic Flow Review Group (SCSTFRG/4, Changsa, China, 26-28 October 2016).

1.2 In the previous meeting, it was presented that the establishment of a unidirectional parallel routing between ATS route R208 (VKR – BITOD) and new ATS route R208A (PQC – IGARI – LASOB) would be feasible to cater for air traffic flow both in the South China Sea airspace as well as within Kuala Lumpur FIR.

2. DISCUSSION

Update on the Proposed Uni-directional Parallel Routes R208 and R208A

2.1 The existing ATS route R208 is a bi-directional routing, which always requires ATC intervention to facilitate unrestricted climb to achieve the optimum cruising flight levels. The needs of having this parallel route within Kuala Lumpur FIR is to ease the workload of controllers in managing traffic within this area that could be extremely congested during peak hour. Malaysia is currently in the progress of establishing new en-route sectorisation for Kuala Lumpur FIR. It is our intention to have a new uni-directional route parallel to R208 as it could tremendously improve the air traffic flow and achieve the objective of continuous climb operation (CCO) and continuous descend operation (CDO) within the newly en-route sectorisation.

2.2 Malaysia would like to update that a meeting between CAA Malaysia and the Royal Malaysian Airforce (RMAF) was conducted in 2019 to discuss this matter considering that the proposed uni-directional parallel route is traversing through restricted area WMR106 – an area that is essential for military activities. Based on the outcomes, both parties agreed with the proposal by taking into

consideration the flexible use of airspace (FUA) concept. This requires CAA Malaysia to establish a conditional uni-directional route parallel to existing ATS route R208.

2.3 The proposed new regional ATS (RNAV) route R208A parallel to the existing ATS route R208 are shown in the **Table 1** and **Figure 1** below:

ATS Route	Waypoint	Direction	PBN Route Specification Proposal
R208 (realigned)	VKR	Eastbound	RNAV 2
	BITOD		
R208A (parallel route)	PQC	Westbound	RNAV 2
	IGARI		
	LASOB		

Table1: Proposed Routes Specification

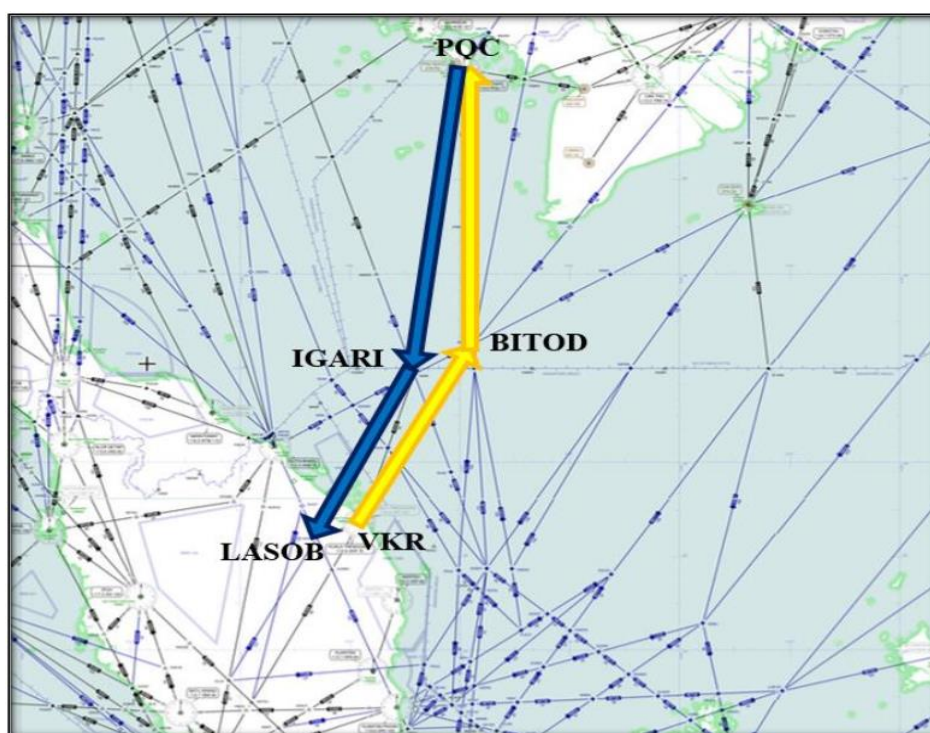


Figure 1: Proposed Parallel Uni-directional Routes

2.4 Comparison in term of travel distance between existing route and the proposed parallel routes structure are as follows:

- Existing R208 (VKR – IGARI – BITOD) 135.9 NM
- Proposed realignment R208 (VKR – BITOD) 127 NM
- Difference of travel distance **8.9 NM**

- Existing M753/M765 (PQC – BITOD – IGARI - VKR) 337 NM
- Proposed parallel R208A (PQC – IGARI – LASOB) 310 NM
- Difference of travel distance **27 NM**

2.5 Since the airspace concerned is within the Ho Chi Minh, Kuala Lumpur and Singapore FIRs, a tri-partite meeting is required to discuss this initiative. The meeting between Malaysia, Singapore and Viet Nam will focus on the development of the proposed parallel uni-directional routes, coordination procedures and air traffic management within the said area. Due to the travel restriction imposed by many States during COVID-19 pandemic, Malaysia will host a Video Teleconference meeting with the parties involved in the near future.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress regarding the proposed parallel uni-directional routes; and
- b) discuss any relevant matters as appropriate.

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