



ICAO

International Civil Aviation Organization

Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/10)

Video Teleconference, 31 May – 02 June 2022

Agenda Item 2: Review of the Current and Planned CNS/ATM Capabilities and Identifying Associated Reduced Horizontal Separation

TRAINING FOR THE NEW KUALA LUMPUR AIRSPACE AND NEW CNS/ATM COMPLEX

(Presented by MALAYSIA)

SUMMARY

This paper presents an update from Malaysia on the training for the New KL FIR airspace and migration to Kuala Lumpur new CNS-ATM Complex (KLATCC) that was done on 17th June 2021 and 31 August 2021 respectively. This paper will briefly elaborate steps taken into ensuring controllers are well-trained and competent to handle high traffic movement with the new airspace structure and system despite challenges amidst the COVID-19 pandemic.

1. INTRODUCTION

1.1 As Malaysia sees a significant increment of air traffic movement in the early 2000s, new airspace structure and new CNS/ATM complex was designed and developed. To adapt to these changes, proper training for the controllers is crucial to ensure a safe and smooth transition achieved during the migration.

2. DISCUSSION

New airspace and CNS system training

2.1 **Train The Trainer.** Workshops and trainings were held three (3) years prior to the implementation of the new Kuala Lumpur FIR airspace and the new CNS/ATM system/building which covers various aspects such as CNS/ATM Systems, Publication and Notification, Procedures and ATC validation, including Training and Human Resources for selected qualified personnel.

2.2 Following guidelines stipulated in ICAO Doc 10056 – Manual of Air Traffic Controller Competency-Based Training and Assessment, the trainers were trained based on the training plan and associated training materials while understanding its merits and to be able to provide feedback on trainee performance.

2.3 The training for the new airspace in Kuala Lumpur FIR covers Approach Surveillance (TMA), En-Route Surveillance/Procedure, Flight Information Service (FIS), Flight Data Analysis (FDA) and Airways Clearance Delivery (ACD) and it covers the HMI theoretical and simulation trainings.

2.4 **Theoretical Training.** The training consists of the technical understanding of the new airspace structures as well as the new CNS/ATM system interface and usage. This is to ensure a

wholesome understanding of the new airspace and system environment before proceeding to the simulation training.

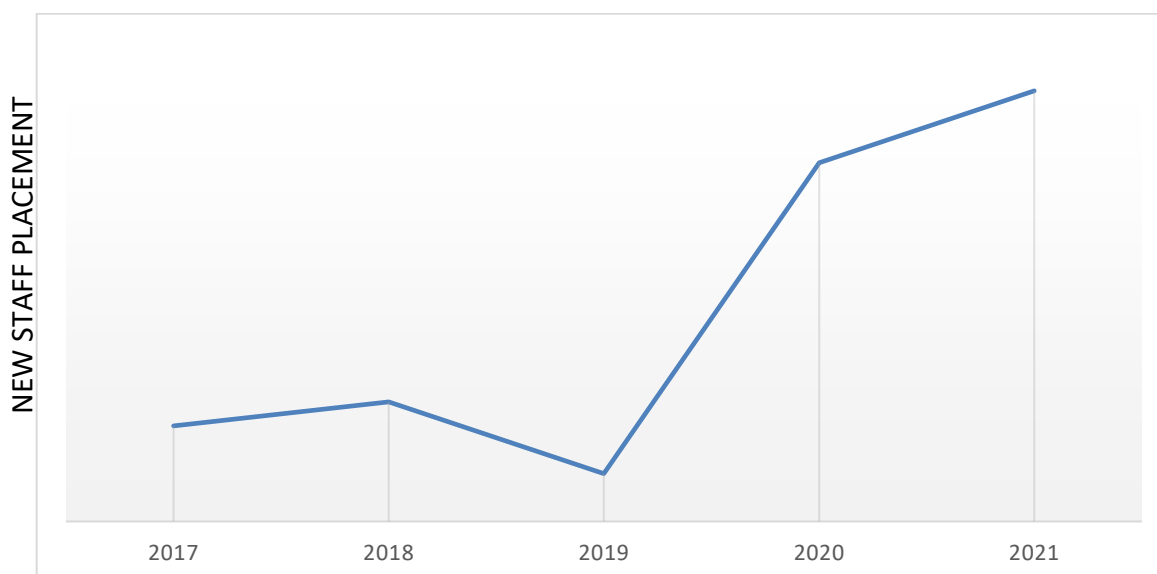
2.5 **Simulation Training.** Post theoretical training, simulation training was done to simulate the traffic scenarios that mirrors actual traffic pattern pre-COVID with the expectant of capacity performance of 108 movement per hour for triple runway operations in Kuala Lumpur International Airport (KLIA). Controllers were given appropriate operational functions knowledge to familiarise themselves with the new procedures.

2.6 Both Theoretical and Simulation Training took place simultaneously to maximise the numbers of validated controllers over a specified period of time. Appropriate test and evaluation from both theoretical and simulation were done to ensure controllers competency to carry out the tasks. Operation briefing was also conducted prior to the official migration.

Human Resource Increment

2.7 Since the new airspace structure consists of 14 En-route Sectors and 13 TMA sectors as compared to 6 En-route sectors and 10 TMA sectors previously, this expansion requires additional staffing.

2.8 To cater to these operational requirement, new staff placement at the new KLATCC were significantly higher as compared to previous year placement as shown in the graph below.



2.9 The staffing of the new KLATCC is at approximately 86% capacity according to September 2021 statistics and gradual increment to fill in the quota will be done accordingly.

Unique Challenges Posed by COVID-19 Pandemic

2.10 In response of the outbreak of COVID-19 in Malaysia in January 2020, Movement Control Order (MCO) was implemented by the federal government of Malaysia starting from March 2020. With limited access to training facilities and disruption to the programmes and plans, the training planned were rescheduled and modified appropriately. A proper backup plan was put in place where the theoretical training was done in mixed mode session (physical and video-conference).

2.11 The MCO imposed has also drastically reduced the number of air traveller and flights movement in circa 2020/2021. While these has significantly impacted worldwide economy, the lack of

flight movement has somehow eased the transition from the old CNS/ATM system to the new CNS/ATM system and given the controllers an advantage to get comfortable with the setup of the new airspace and CNS/ATM system.

2.12 With the increment of flight traveler as more and more countries are opening its border, the boost of flight movement will enable our controllers to fully utilise the knowledge and training obtained during the training for the New KL FIR airspace and migration to the New KLATCC.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

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

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