International Civil Aviation Organization

The Fourth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/4) and the Twenty first Meeting of the South East Asian ATM Coordination Group (SEACG/21)

Hong Kong, China, 24 – 28 February 2014

Agenda Item 5: Realignment of ATS Routes

PROPOSAL TO ESTABLISH A DIRECT ROUTE BETWEEN KUALA LUMPUR TO HONG KONG AND BEYOND

(Presented by DCA Malaysia)

SUMMARY

This paper presents a proposal by Malaysia to harness readily available DSC between FIRs, VHF DCPC and Radar Surveillance to establish a direct route between city pair Kuala Lumpur to Hong Kong and beyond.

1. INTRODUCTION

1.1 Traffic on the Kuala Lumpur and Hong Kong city pair and beyond has increased significantly. It currently routes through the Singapore, Ho Chi Minh and Sanya FIRs via R208, IGARI, TSN W1 BMT W12 PCA G221 BUNTA A1 before entering HK FIR through IKELA and on to IDOSI. (Please refer to Figure 1). In today's high specs navigation environment, it seems to be a rather inefficient way to conduct a flight.

2. DISCUSSION

2.1 Effective 01 May 2014, with the opening of the 3rd runway at KLIA, the Kuala Lumpur TMA is being enlarged, and PIBOS has been reassigned as a SID waypoint. R208 starts at PIBOS. Using the readily available DSC between FIRs, VHF DCPC and the 100% radar surveillance coverage along the whole track, creating a direct track between PIBOS and IDOSI looks highly promising

2.2 The route does not change significantly within the HCM FIR. There is a significant dogleg within the Singapore FIR and another one in the Sanya FIR.

2.3 There is a track shortening of over 50 nautical miles if this direct route between PIBOS and IDOSI can be established. This route will be almost parallel to L642, M771, N892 and L625, and should complement the 4 parallel routes rather than interfere with those routes. This new route can also serve as an additional route for other over flight traffic over the northern part of the South China Sea and as well as an alternate route for Large Scale Weather Deviation during the typhoon season.

2.4 Whilst no detailed fuel and carbon savings have been calculated, a track shortening of 50 NM is something that needs serious consideration due to the enormous economic benefits to the industry as a whole and doubly more important due to significant reduction in greenhouse gas emissions.

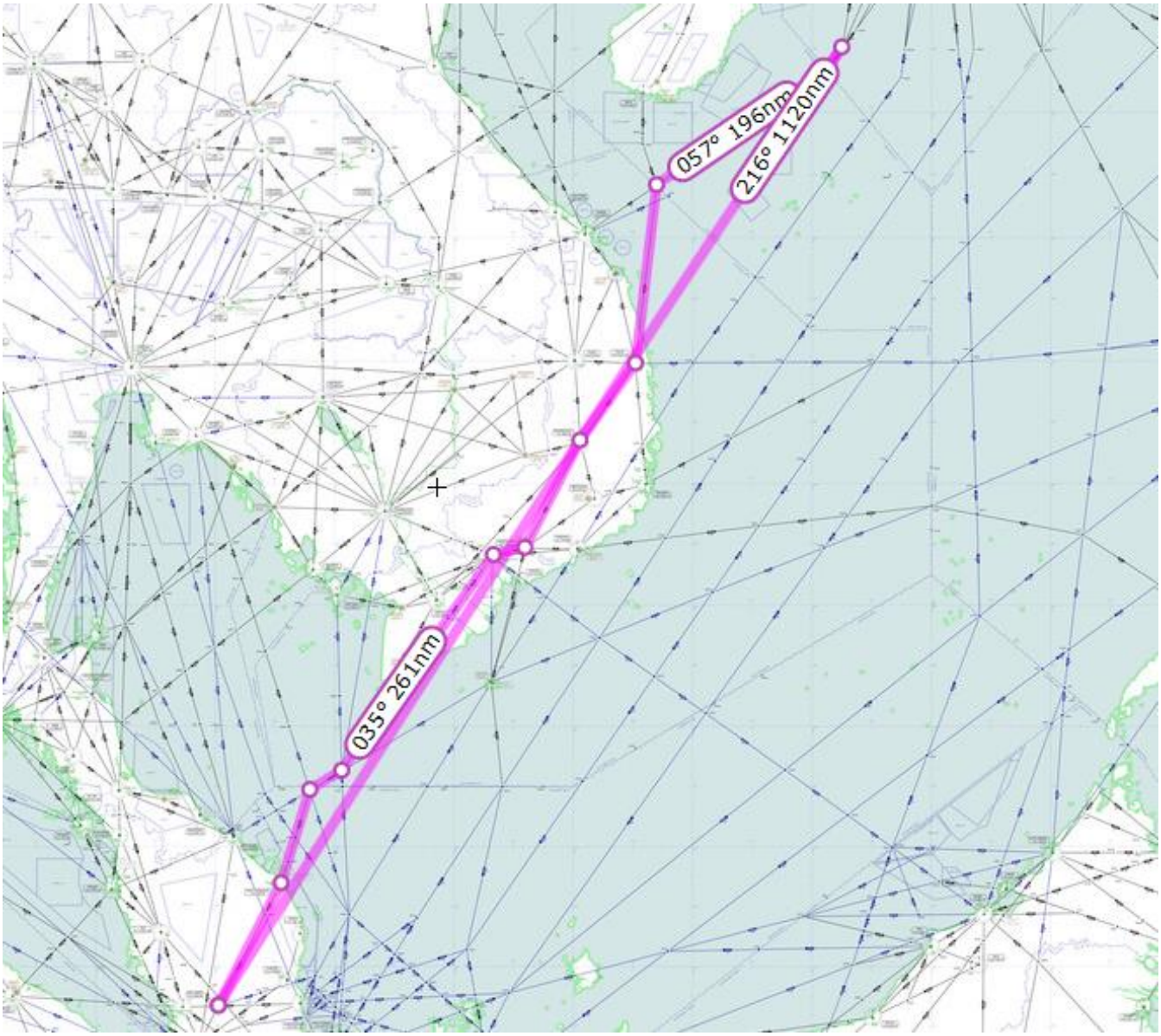
3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Consider the proposal to realign the ATS route connecting Kuala Lumpur to Hong Kong and destinations beyond.

b) discuss any relevant matters as appropriate.

FIGURE 1



Distances derived from FLIGHT PLAN APP from the

SkyVector: Flight Planning / Aeronautical Charts web page.(www.skyvector.com)

Proposed Direct Track : 1120 NM

Current Route : 1169.7 NM

Difference : 49.7NM