



**International Civil Aviation Organization**  
**The First Meeting of South China Sea Major Traffic Flow Review Group**  
**(SCS-MTFRG/1)**  
 Kuala Lumpur, Malaysia, 19-20 January 2015

**Agenda Item 4: Review relevant MTF Data and identify current operational constraints and problem areas**

**MAJOR TRAFFIC FLOW**

(Presented by Malaysia/Singapore)

**SUMMARY**

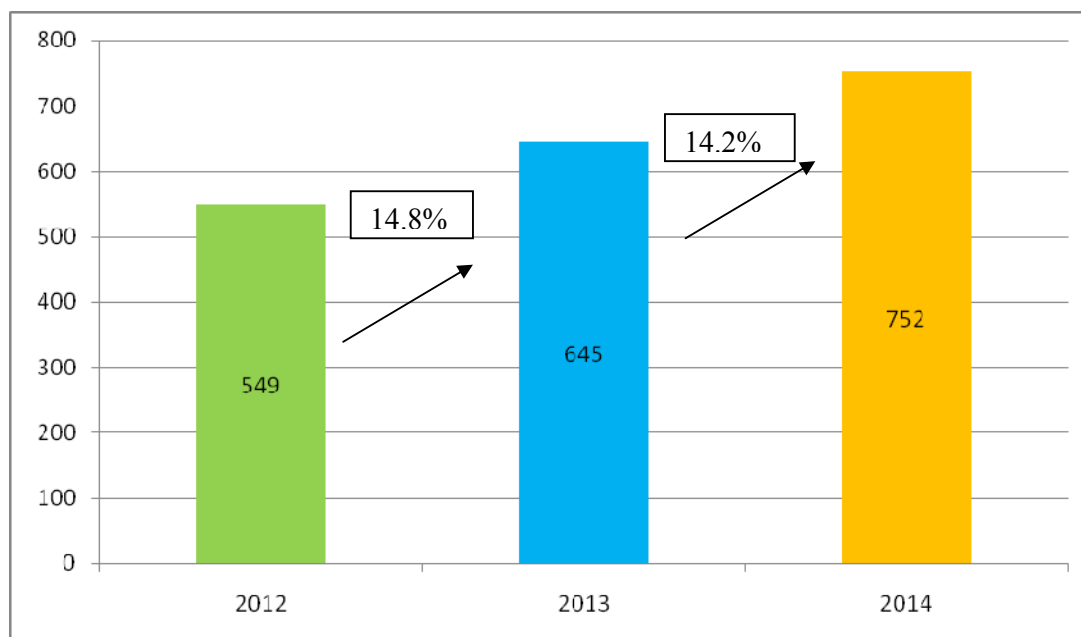
This paper presents information and data of traffic flow on M758/M751 which connects city pairs in the Kuala Lumpur FIR and Kot Kinabalu FIR

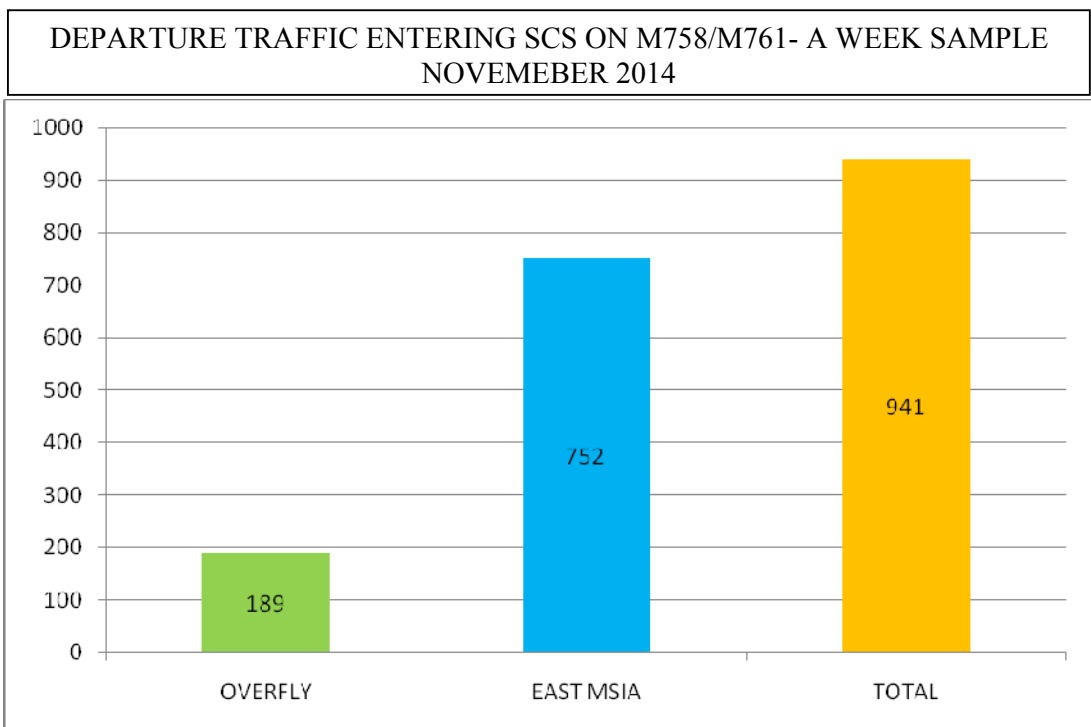
**1. INTRODUCTION**

Though Kuala Lumpur FIR and Kot Kinabalu FIR are separated by South China Sea , the Malaysian government under its national policy is encouraging residents between these two regions to interact with each other to increase the integration between residents of both regions. This is also in line to boost up economy of states within East Malaysia to be on par with other states in Peninsular. With emergence of budget airlines over the years, this has helped Malaysian Government to reach its target and it has now become reality.

**2. DISCUSSION**

With all infra in place, we have seen increase of traffic movement between these two region has grow from year to year. Data collected recently has shows a significant increase in traffic movement from year 2012 to year 2014. Averagely there is an increase of about 14 % each year on number of flights from 2012-2013 and 2013-2014.





### DISCUSSION

DCA Malaysia felt that with these numbers of flights , these groups would consider these routes as one of the Major Traffic Flow and should be allocated reasonable flight levels. Though most departures are getting reasonable level of FL 330/370 (eastbound) and westbound of 380/340 using time base separation, yet there are times flight are allocated FL290 and FL 280 which the current airframe would incur loss of average 3000kgs per hours of fuel.

Bilaterally DCA and CAAS have been taking steps to established a parallel route with M758 in order to manage these traffic flow more effectively. We are also moving towards using 50 NM, yet there are challenges in aircraft equipage of CPDLC and some on RNP 10 equipage. We are also waiting feedback on their remote VHF to facilitate surveillance base separation with ADS - B

### 3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
  - b) discuss any relevant matters as appropriate.

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