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# AIP SUPPLEMENT MALAYSIA

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## KUALA LUMPUR FLIGHT INFORMATION REGION

### UPDATE OF ATS ROUTES IN THE NORTHERN INDIAN OCEAN AIRSPACE

#### 1. Purpose

1.1 The purpose of this AIP Supplement is to notify changes to the ATS Route network across the Northern Indian Ocean and associated airspaces, and is in two parts:

- i. Information to highlight the extent of the change;
- ii. Route data specific to the Kuala Lumpur FIR.

#### 2. Background

2.1 On 28 November 2002, the EMARSSH program introduced a number of ATS (RNAV) routes between Europe and South-East Asia in conjunction with separation minima based on RNP10. Many conventional routes were retained without changes to separation minima. Consequently, mixed separation minima existed between routes with similar alignment, such as:

- RNP10 routes - 50NM lateral and 10 minute (with Mach Number) longitudinal separation
- Conventional routes - 100NM lateral and 15 minute longitudinal separation.

2.2 Earlier this year, ATS service providers of the Arabian Sea and Bay of Bengal areas reviewed the type of aircraft operations on a number of conventional routes and agreed to redesignated as ATS (RNAV) Routes with a minimum navigation performance of RNP10.

2.3 The primary focus of the update is the Northern Indian Ocean Area, but the extent of changes affects the following FIRs too:

|                 |                     |                   |                      |
|-----------------|---------------------|-------------------|----------------------|
| Bangkok (VTBB)  | Jakarta (WIIF)      | Melbourne (YMMM)  | Singapore (WSJC)     |
| Brisbane (YBBB) | Kuala Lumpur (WMFC) | Mumbai (VABF)     | Ujung Pandang (WAAF) |
| Chennai (VOMF)  | Malé (VRMF)         | Sanaa (OYSC)      |                      |
| Colombo (VCCC)  | Mauritius (FIMM)    | Seychelles (FSSS) |                      |

2.4 The following table summarises the ATS routes to be amended:

| ATS Route       |   | Waypoints        |                               | FIR                                |
|-----------------|---|------------------|-------------------------------|------------------------------------|
| Existing        | Revised                                   |                  |                               |                                    |
| A209            | N509                                      | PD VOR           | ELATI                         | YMMM                               |
| A214            | N628                                      | PKU VOR          | PRA VOR                       | WIIF, VCCC, YMMM, VRMF, VABF, FSSS |
| A327/<br>UA327F | P627                                      | PLS VOR          | PUT VOR                       | FIMM, YMMM, VCCC, WIIF, WMFC, VTBB |
| A451            | P751                                      | BBB VOR          | KRA VOR                       | VABF, OYSC                         |
| A452            | L516                                      | NKW<br>VORTAC    | ELKEL                         | FIMM, VRMF                         |
| A463            | M641                                      | MDI VOR          | MERIB                         | VCCC, YMMM                         |
| A594            | L894*                                     | MLE VOR          | MERIB                         | VRMF, VCCC, YMMM                   |
| B335/<br>UB335F | N633                                      | PLS VOR          | VKL VOR                       | FIMM, YMMM, WIIF, WSJC, WMFC       |
| B340            | N640                                      | TVM VOR          | AD VOR                        | VOMF, VCCC, YMMM                   |
| B344            | L774                                      | PLS VOR          | MDN VOR                       | FIMM, YMMM, WIIF                   |
| G462            | M766                                      | KAT VOR          | DN VOR                        | VCCC, WIIF, WAAF, YBBB             |
| R456            | L894* (NW of Malé)<br>P756 (East of Malé) | KITAL<br>MLE VOR | MLE VOR<br>(MERIB)<br>MDN VOR | VABF, VRMF<br>VRMF, VCCC, WIIF     |

2.5 The above changes will occur on 19 November 2009 and in most cases only the route designator and RNP requirement will change. Each State will have established a transition and data management plan to ensure aircraft in flight during the change will continue to be processed based on the filed flight plan.

2.6 Details of the amended ATS routes within the Kuala Lumpur FIR are shown in Appendix A

### 3. IMPLEMENTATION

3.1 This AIP Supplement will be effective on 19 November 2009. A trigger NOTAM will be issued.

### 4. CANCELLATION

4.1 This AIP Supplement will remain current until the information is published in AIP Malaysia.

**DATO' AZHARUDDIN ABDUL RAHMAN**

**Director General**

**Department of Civil Aviation**

**Malaysia**

**The following changes to AIP Malaysia ENR 3.1 are implemented in the  
Kuala Lumpur FIR at 200911190001 UTC**

| Route Designator<br>Significant Points<br>Coordinates    | Track<br>(MAG)<br>DIST (NM) | Upper limits<br>Lower limits<br>Minimum Flight Altitude | Lateral<br>Limits<br>(NM) | Cruising<br>levels |      | Remarks<br>Controlling unit  |
|--|-----------------------------|---|---------------------------|--------------------|------|--|
|  |                             |   |                           | Odd                | Even |  |
| 1  | 2                           | 3   | 4                         | 5                  |      | 6  |
| <b>A327 change to P627</b>                               |                             |   |                           |                    |      |  |
| ▲ RUSSET (FIR BDRY)<br>074616N 0974257E                  | <u>240°</u><br>060°         | FL 460<br>FL 240<br>MNM FL 250                          | 20                        | ↓                  |      | LONGITUDINAL SEPARATION OF<br>10 MINS BETWEEN RNAV<br>EQUIPPED AIRCRAFT APPLYING<br>MACH NUMBER. TECHNIQUE.<br><br><b>Controlling Authority :</b><br>Kuala Lumpur ACC<br>(P) 133.4 MHz, (S) 132.55 MHz   |
| ▲ DUKUN<br>073856N 0973109E                              | 13.8 NM                     |   |                           |                    |      |  |
| ▲ LEKIR<br>071632N 0965243E                              | <u>240°</u><br>060°         |   |                           |                    |      |  |
| ▲ NILAM<br>064523N 0955835E                              | 44.2 NM                     |   |                           |                    |      |  |
| ▲ SANOB<br>063510N 0954009E                              | <u>240°</u><br>060°         |   |                           |                    |      |  |
| ▲ IGEBO<br>061409N 0950451E                              | 62.1 NM                     |   |                           |                    |      |  |
| ▲ POVUS (FIR BDRY)<br>060000N 0943958E                   | <u>240°</u><br>060°         |   |                           |                    |      |  |
|  | 21.0 NM                     |   |                           |                    |      |  |
|  | 40.9 NM                     |   |                           | ↑                  |      |  |
|  | 28.5 NM                     |   |                           |                    |      |  |
| <b>B335 change to N633</b>                               |                             |   |                           |                    |      |  |
| ▲ KUALA LUMPUR<br>DVOR/DME (VKL)<br>024328.0N 1014417.0E | <u>199°</u><br>019°         | FL 460<br>6 500 FT ALT<br>MNM 7 000 FT                  | 20                        | ↓                  |      | LONGITUDINAL SEPARATION OF<br>10 MINS BETWEEN RNAV<br>EQUIPPED AIRCRAFT APPLYING<br>MACH NUMBER. TECHNIQUE.<br><br><b>Controlling Authority:</b><br>Kuala Lumpur ACC<br>(P) 123.75 MHz, (S) 132.75 MHz<br>(within Kuala Lumpur TMA -<br>Lumpur Approach South - 119.45<br>MHz) |
| △ RUMID<br>022016N 1013627E                              | 24.4 NM                     |   |                           |                    |      |  |
| ▲ SALAX (FIR BDRY)<br>021224N 1013343E                   | <u>199°</u><br>019°         |   |                           |                    |      |  |
|  | 8.3 NM                      |   |                           | ↑                  |      |  |