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AIRAC

KUALA LUMPUR FLIGHT INFORMATION REGION

FLIGHT PLANNING GUIDELINE FOR THE UNI-DIRECTIONAL ROUTING SYSTEM ALONG THE SOUTH WESTERN PORTION OF KUALA LUMPUR FIR

1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to notify the changes to the flight planning guidelines for ATS routes A457 and B466 under the uni-directional routing system along the south western portion of Kuala Lumpur FIR to provide better management of traffic and to improve efficiency.

2. FLIGHT PLANNING GUIDELINE

- 2.1 The following changes to flight planning guidelines for A457 and B466 routes shall take effect on 21 October 2010 at 0000 UTC. (Full details are given in APPENDIX A - 1 to A - 3.)
- 2.2 Northbound flights landing at WMKK or WMSA shall flight-plan route via A457.
- 2.3 Overflying flights shall route via the following route options:
- i. VJR A457 KASRI DCT SALAX
 - ii. VJR B466 VBA G582 PUGER P574
 - iii. VJR B466 GUNIP N571/N877
 - iv. VJR B466
 - v. VJR B466 SUKAT A457 VPG B579 VPL P628 (Between 1500 UTC – 2030 UTC: All operators are to file flight plan via VJR B466 SUKAT A457 VPG Y337 GIVAL P628)
 - vi. VJR B466 SUKAT A457 VPG B579 PUT (Between 1500 UTC - 2030 UTC: All operators are encouraged to file flight plans via B466 SUKAT A457 VAS TAMOS HTY)
 - vii. VJR B466 SUKAT A457 VAS TAMOS HTY

3. IMPLEMENTATION

3.1 This AIP Supplement will become effective on **21 October 2010 at 0000 UTC.**

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

ENR 1.9 – 9

AIP MALAYSIA

5 UNI-DIRECTIONAL ROUTING SYSTEM ALONG THE WESTERN PORTION OF KUALA LUMPUR FIR

5.1 NORTHBOUND

i) Flights Landing at WMKK or WMSA.

From	To	FPL Route
Airports south of WMKK	WMKK	A457 VKL
Airports south of WMKK	WMSA	A457 VKL A464 VBA

ii) Over flights to Destinations North of WMSA within Kuala Lumpur FIR

From	To	FPL Route
Airports south of WMKM	Destinations North of WMSA	B466 SUKAT A457

iii) Over flights to Destinations outside Kuala Lumpur FIR.

From	Entering Adjacent FIR	Joining Airways or Way-points	FPL Route
Airports south of WMKM	Jakarta FIR	N563, M300	VJR A457 KASRI DCT SALAX
		P574	VJR B466 VBA G582 PUGER P574
	Chennai FIR	N571/N877	VJR B466 GUNIP N571/N877
		B466	VJR B466
		P628	VJR B466 SUKAT A457 VPG B579 VPL P628. <i>Note:</i> <i>Between 1500 UTC – 2030 UTC, operators are to file flight plan via VJR B466 SUKAT A457 VPG Y337 GIVAL P628</i>
	Bangkok FIR	L759, L515/M770	VJR B466 SUKAT A457 VPG B579 PUT
		M770	<i>Note: Between 1500 to 2030 UTC, airline operators are encouraged to file flight plans via B466 SUKAT A457 VAS TAMOS HTY</i>
		A457	VJR B466 SUKAT A457 VAS TAMOS HTY

ENR 3 ATS ROUTES
ENR 3.1 LOWER AND UPPER ATS ROUTES

Route Designator Significant Points Coordinates	Track (MAG) DIST (NM)	Upper limits Lower limits Minimum Flight Altitude Airspace Classification (Refer to ENR 1.4-1)	Lateral Limits (NM)	Cruising levels		Remarks Controlling unit
				Odd	Even	
1	2	3	4	5		6
A457						
▲ TAMOS 063146N 1002341E	360° 180°	FL 460 6 500 FT ALT MNM 7 000 FT	20	↓	↑	Flight Planning guideline and Uni-directional Routing System (Refer ENR 1.9 - 9 - ENR 1.9 - 15) Controlling Authority: VJR - VKL : Kuala Lumpur ACC (P) 123.75 MHz (S) 132.75 MHz VKL - TAMOS : Kuala Lumpur ACC (P) 132.8 MHz, (S) 133.55 MHz (within Butterworth TMA - Butterworth Approach (P) 125.8 MHz, (S) 128.5 MHz. Tolerances of Airways infringe WMD222 Asahan (activated by NOTAM) - Military activities.
▲ ALOR STAR DVOR/DME (VAS) 061108.4N 1002349.2E	21 NM					
▲ PENANG DVOR/DME (VPG) 051646.7N 1001537.4E	009° 189° 55 NM					
△ TEPUS 041013N 1004533E	335° 73 NM	FL 460 6 500 FT ALT MNM 7 000 FT	20			
△ SUKAT 033525N 1010112E	335° 38 NM					
△ BILIK 032043N 1010739E	335° 16 NM					
△ AGOSA 030841N 1011309E	335° 13 NM					
▲ KUALA LUMPUR DVOR/DME (VKL) 024328.0N 1014417.0E	309° 40 NM					
△ SAPAT 023210N 1020230E	302° 21 NM					
△ ENKOL 022222N 1021816E	302° 19 NM					
△ GUPTA 020948N 1023830E	302° 24 NM					
△ KASRI 020317N 1025313E	294° 16 NM					
▲ JOHOR BAHRU DVOR/DME (VJR) 014347.5N 1033717.9E	294° 48 NM					FL 460 4 500 FT ALT MNM 5 000 FT

Route Designator Significant Points Coordinates	Track (MAG) DIST (NM)	Upper limits Lower limits Minimum Flight Altitude Airspace Classification (Refer to ENR 1.4-1)	Lateral Limits (NM)	Cruising levels		Remarks Controlling unit			
				Odd	Even				
B466									
<p>▲ JOHOR BAHRU DVOR/DME (VJR) 014347.5N 10333717.9E</p> <p>△ TERUS 020135N 1031309E</p> <p>△ GEMAS 023200N 1023150E</p> <p>▲ BATU ARANG DVOR/DME (VBA) 031929.3N 1012724.9E</p> <p>△ SUKAT 033525N 1010112E</p> <p>▲ GUNIP 042953N 0993150E</p> <p>▲ TASEK (FIR BDRY) 051529N 0981756E</p> <p>△ BOSTI 055059N 0971957E</p> <p>▲ TOSOK (FIR BDRY) 055959N 0965957E</p> <p>▲ ANOKO (FIR BDRY) 070810N 0942458E</p>	306°	FL 460 4 500 FT ALT MNM 5 000 FT	20		↓	<p>10 min longitudinal separation.</p> <p>Flight Planning :</p> <p>Westbound flight planning permitted subject to Uni-Directional Routing System. (Refer ENR 1.9 - 9 - ENR 1.9 - 15)</p> <p>Eastbound flight planning from VBA to VJR not permitted.</p> <p>Controlling Authority : VJR - A/ VKL - Kuala Lumpur ACC (P) 123.75 MHz (S) 132.75 MHz (below FL190 within Kuala Lumpur TMA - Lumpur Approach North 124.2 MHz)</p> <p>A/ VKL - GUNIP: - Kuala Lumpur ACC (P) 132.8 MHz, (S) 133.55 MHz GUNIP - ANOKO: Kuala Lumpur ACC (P) 133.4 MHz, (S) 132.55 MHz</p> <p>* 5 NM from overhead VBA DVOR/DME funnelling out at 5° either side of centreline to BOSTI, then 50 NM either side of centreline until Kuala Lumpur / Chennai FIR BDRY.</p>			
	30 NM								
	306°	FL 460 11 500 FT ALT							
	51.3 NM								
	306°	MNM FL130							
	79.9 NM								
	301° 121°		*		↓				
	30.6 NM								
	301° 121°	FL 460 8 500 FT ALT MNM 9 000 FT							
	104.5NM								
302° 122°		100		↑					
86.6 NM	FL 275 8 500 FT ALT								
302° 122°	HIGHEST USABLE LEVEL FL 270								
68 NM									
294° 144°									
21.8 NM	MNM 9 000 FT								
294° 144°									
168.5NM									