

| Route Designator Significant Points Coordinates | Track (MAG) DIST (NM) | Upper limits Lower limits | | Lateral Limits (NM) | Cruising levels | | Remarks Controlling unit |
|---|-----------------------------|--|--------------------------------|---------------------------|--------------------|------|---|
| | | Minimum Flight Altitude Airspace Classification (Refer to ENR 1.4-1) | | | Odd | Even | |
| 1 | 2 | 3 | | 4 | 5 | | 6 |
| B348 | | | | | | | |
| ▲ OSANU (FIR BDRY) 074124N 1171736E | | | FL 460 | | | | Controlling Authority : 1. OSANU - BRU DVOR/DME Kinabalu ACC - 126.1 MHz 2. BRU DVOR/DME - DARMU Kinabalu ACC - 128.3 MHz 3. DARMU - KAMIN Kuching ACC - 134.5 MHz # except that part of ATS route within Brunei TMA - Brunei Approach - 127.1 MHz |
| | 215° 035° | | FL 135 | | | ↓ | |
| ▲ KOTA KINABALU DVOR/DME (VJN) 055357.3N 1160202.3E | 130.1 NM | | MNM FL 140 | | | | |
| | 228° 048° | | FL 460 6 500 FT ALT | | | | |
| ▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E | 92.0 NM | | MNM 7 000 FT ALT | | | | |
| | 249° 069° | | FL 460 7 500 FT ALT | 20 | | | |
| △ 50 DME BRU 043437N 1140607E | 50.0 NM | | MNM 8 000 FT ALT | | | | |
| | 249° 069° | | | | | | |
| △ SAKMA 042428N 1133955E | 28.0 NM | | | | | | |
| | 249° 069° | | FL 460 FL 135 | | | ↑ | |
| ▲ DARMU 040139N 1124036E | 63.5 NM | | MNM FL 140 | | | | |
| | 249° 069° | | | | | | |
| ▲ KAMIN (FIR BDRY) 023442N 1085536E | 241 NM | | | | | | |
| B466 | | | | | | | |
| ▲ JOHOR BAHRU DVOR/DME (VJR) 014347.5N 10333717.9E | | | FL 460 | | | | 10 min longitudinal separation . Flight Planning : VJR-VBA-VJR - Not permitted. Uni-Directional Routing System (Refer ENR 1.9 - 3) 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) 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 * 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. |
| | 306° 126° | | 4 500 FT ALT | | | ↓ | |
| △ TERUS 020135N 1031309E | 30.0 NM | | MNM 5 000 FT | 20 | | | |
| | 306° 126° | | | | | | |
| △ GEMAS 023200N 1023150E | 51.3 NM | | FL 460 | | | | |
| | 306° 126° | | 11 500 FT ALT | | | | |
| ▲ BATU ARANG DVOR/DME (VBA) 031929.3N 1012724.9E | 79.9 NM | | MNM FL130 | | | | |
| | 301° 121° | | | | | | |
| △ SUKAT 033525N 1010112E | 30.6 NM | | FL 460 | | | | |
| | 301° 121° | | 8 500 FT ALT | | | | |
| ▲ GUNIP 042953N 0993150E | 104.5 NM | | MNM 9 000 FT | * | | | |
| | 302° 122° | | | | | | |
| ▲ TASEK (FIR BDRY) 051529N 0981756E | 86.6 NM | | FL 275 8 500 FT ALT | | | | |
| | 302° 122° | | | | | | |
| △ BOSTI 055059N 0971957E | 667.8 NM | | HIGHEST USABLE LEVEL FL 270 | | | | |
| | 294° 144° | | | | | | |
| ▲ TOSOK (FIR BDRY) 055959N 0965957E | 21.8 NM | | MNM 9 000 FT | 100 | | | |
| | 294° 144° | | | | | ↑ | |
| ▲ ANOKO (FIR BDRY) 070810N 0942458E | 168.5 NM | | | | | | |

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| | | Minimum Flight Altitude Airspace Classification (Refer to ENR 1.4-1) | | | Odd | Even | | |
| 1 | 2 | 3 | | 4 | 5 | | 6 | |
| B469 | | | | | | | | |
| ▲ PEKAN DVOR/DME (VPK) 032259N 1032524E △ PADLI 030918N 1033133E ▲ 90 DME PU 025341.4N 1033829.8E △ BIKTA 024337N 1034308E ▲ MERSING DVOR/DME (VMR) 022318N 1035218E △ 30 DME PU 015517.7N 1035459.7E △ AKOMA (20 DME PU) 014522N 1035443E △ 10 DME PU 013523.0N 1035522.0E ▲ PAPA UNIFORM ** DVOR/DME (PU) 012523.8N 1035559.7E | | | | | | | Controlling Authority : Kuala Lumpur ACC: (P) 132.6 MHz, (S) 133.65 MHz Controlling Authority : Singapore ACC: (P) 127.3 MHz, (S) 123.7 MHz * Lateral Limits : The eastern and western airways sectors are enclosed by a line joining 022830N 1035510E, 015100N 1041442E, 013542N 1041430E, 012550N 1040115E to a point 5 NM West of PU DVOR/DME and northward to a point 5 NM West of VMR DVOR/DME. ** FIR Bdry Aprx 0.5 NM North of PU | |
| | | 336° 156° | | | | | | ↓ |
| | | 15 NM | | FL 460 7 500 FT ALT | 10 | | | |
| | | 336° 156° | | MNM 8 000 FT | | | | |
| | | 17 NM | | | | | | |
| | | 336° 156° | | | | | | |
| | | 11 NM | | | | | | |
| | | 336° 156° | | | | | | |
| | | 22.2 NM | | FL 460 3 000 FT ALT | | | | |
| | | 356° 176° | | MNM 4 000 FT | * | | | |
| | 28 NM | | FL 460 2 000 FT ALT | | | | | |
| | 356° 176° | | MNM 4 000 FT | | | | | |
| | 10 NM | | | | | | | |
| | 356° 176° | | | | | | | |
| | 10 NM | | FL 460 GND | | | ↑ | | |
| | 356° 176° | | MNM 4 000 FT | | | | | |
| | 10 NM | | | | | | | |
| B579 | | | | | | | | |
| ▲ DALAN (FIR BDRY) 062808N 0993920E ▲ LANGKAWI DVOR/DME (VPL) 062119.5N 0994450.6E ▲ PENANG DVOR/DME (VPG) 051646.7N 1001537.4E | | | | | | | 10 min longitudinal separation between RNAV - equipped aircraft applying Mach Number Technique. Other aircraft - 15 min longitudinal separation. Entry / Exit Points : Westbound - VPL / NAGPUR Eastbound - NAGPUR / VPL Controlling Authority : Kuala Lumpur ACC (P) 132.8 MHz, (S) 133.55 MHz (within Butterworth TMA - Butterworth Approach (P) 125.8 MHz, (S) 128.5 MHz) | |
| | | 141° 321° | | FL 460 9 500 FT ALT | 10 | | | ↓ |
| | | 8.7 NM | | MNM 10 000 FT | | | | |
| | 154° 334° | | | | | | | |
| | 71.2 NM | | | | | | | |
| | | | | | | | | |
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