

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
N571 (RNP 10)							
▲ GUNIP 042953N 0993150E	311° 131°	FL 460 FL 275 MNM FL 280	20	↓		↑	Longitudinal Separation of 10 mins between RNAV equipped acft. applying Mach Number Technique. Uni-Directional Routing System (Refer ENR 1.9 - 5 and ENR 1.9-8) No Pre Departure Coordination (No PDC) arrangement : Flights departing from WMSA/WMKK/WSSS will be cleared to FL280 or FL 300. Succeeding acft cleared to same cruising level shall be provided at least 10 mins longitudinal separation with no closing speed. Additional longitudinal separation shall be provided by ATC for faster acft following the slower acft on the same route. Note: There are no ATFM requirements or flight planning restrictions for flights via N571/N877 entering Kabul FIR at SERKA then UL333 to SOKAM. However, to avoid conflicts with flights that are subjected to ATFM procedures, flights shall not flight plan via N571/N877 to enter Kabul FIR at SERKA then B466 to PAROD. Controlling Authority : Kuala Lumpur ACC (P) 133.4 MHz, (S) 132.55 MHz
▲ VAMPI 061056N 0973508E	154 NM						
▲ MEKAR 063014N 0962928E	286° 106°						
▲ NILAM 064523N 0955836E	68 NM						
▲ IGOGU (FIR BDRY) 073101N 0942500E	296° 116° 104 NM						
N633 (RNP 10)							
▲ KUALA LUMPUR DVOR/DME (VKL) 024328.0N 1014417.0E	199° 019°	FL 460 6 500 FT ALT MNM 7 000 FT	20	↓		↑	Longitudinal Separation of 10 Mins between RNAV equipped aircraft applying Mach Number Technique Controlling Authority: Kuala Lumpur ACC (P) 123.75 MHz, (S) 132.75 MHz (Below FL 190 within Kuala Lumpur TMA - Lumpur Approach South - 119.45 MHz)
△ RUMID 022016N 1013627E	24.4 NM						
▲ SALAX (FIR BDRY) 021224N 1013343E	199° 019° 8.3 NM						
N884 (RNP 10)							
▲ LENDA (FIR BDRY) 024124N 1043930E	069° 249°	FL 460 FL 245 MNM FL 250	20	↑			Longitudinal separation of 10 mins between RNAV equipped acft.
▲ MERSING DVOR/DME (VMR) 022318N 1035218E	50.6 NM						
N891 (RNP 10)							
▲ PAPA UNIFORM DVOR/DME (PU) 012523.8N 1035559.7E	005° 185°	FL 460 FL 155 MNM FL 160	20	↑	↓		Longitudinal separation of 10 mins between RNAV equipped acft. All FPL for t/c opr on ATS RTE N891 shall include AFTN addressee WMFCZQZX
▲ MANIM (FIR BDRY) 031430N 1040554E	109 NM						

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N892 (RNP 10)						
▲ KIBOL (FIR BDRY) 025224N 1042818E	051°					Longitudinal separation of 10 mins between RNAV equipped acft.
▲ PEKLA 023437N 1040618E	28.1 NM 051°	FL 460 FL 135 MNM FL 140	20		↓	
▲ MERSING DVOR/DME (VMR) 022318N 1035218E	18 NM					
P501 (RNP 10)						
▲ ARAMA 013654N 1030712E	147°	FL460 9 500 FT ALT	10 NM on the western side and 5 NM on the eastern side of line joining ARAMA to BOBAG		↓	Controlling Authority : LUMPUR ACC (P) 133.4 MHZ (S) 132.55 MHZ Singapore ACC P 133.25 MHZ S 135.8 MHZ
▲ ANBUS (FIR BDRY) 011556N 1032102E	25 NM	MNM 10 000 FT				
P574 (RNP 10)						
▲ ANSAX (FIR BDRY) 060000N 0953029E	299° 119°	FL 460 FL 275	20		↓	Longitudinal Separation of 10 mins between RNAV equipped acft. applying Mach Number Technique. No Pre Departure Coordination (No PDC) arrangement : Flights departing from WMSA/ WMKK /WSSS will be cleared to FL 280 or FL 300. Succeeding acft cleared to same cruising level shall be provided at least 10 mins longitudinal separation with no closing speed. Additional longitudinal separation shall be provided by ATC for faster acft following the slower acft on the same route. Controlling Authority: Kuala Lumpur ACC: (P) 133.4 MHz, (S) 132.55 MHz
▲ IGEBO 061409N 0950451E	30 NM 299° 119°	MNM FL 280			↑	
▲ NOPEK (FIR BDRY) 063614N 0942500E	45 NM					

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1	2	3	4	5		6
P627 (RNP 10)						
▲ RUSSET (FIR BDRY) 074616N 0974257E	240° 060°	FL 460 FL 240 MNM FL 250	20	↓		Longitudinal Separation of 10 Mins between RNAV equipped aircraft applying Mach Number Technique.. Controlling Authority : Kuala Lumpur ACC (P) 133.4 MHz, (S) 132.55 MHz
▲ DUKUN 073856N 0973109E	13.8 NM					
▲ LEKIR 071632N 0965243E	44.2 NM					
▲ NILAM 064523N 0955835E	62.1 NM					
▲ SANOB 063510N 0954009E	21.0 NM			↑		
▲ IGEBO 061409N 0950451E	40.9 NM					
▲ POVUS (FIR BDRY) 060000N 0943958E	28.5 NM					
P628 (RNP 10)						
▲ IGREX (WMFC/VOMF BDRY) 094328N 0942500E	301°	FL 460 FL 275 MNM FL 280	20	↑		Longitudinal Separation of 10 mins between RNAV equipped acft. applying Mach Number Technique. Note 1 : Unidirectional Westbound between GIVAL and IGREX - 24 hrs daily. Note 2 : Bi-directional between VPL and GIVAL - 24 hrs daily. Note 3: All westbound flights on P628 which are not subject to ATFM measures when transiting through KL FIR to destinations in South Asia, Middle East and Europe are required to file the FPL as follows: (1) FL360 or above for flights estimates IGREX btn 1600 and 1930 UTC. Flights which are unable to comply during these periods are advised to use alternate route. Controlling Authority : Kuala Lumpur ACC (P) 133.4 MHz, (S) 132.55 MHz
▲ MINAT 084618N 0960131E	111 NM					
▲ MAPSO 080330N 0971256E	83 NM					
▲ DUKUN 073856N 0973109E	30 NM					
▲ GIVAL 070000N 0980000E	49 NM					
▲ LANGKAWI DVOR/DME (VPL) 062119.5N 0994450.6E	290° 110° 111 NM	FL 460 10 000 FT ALT	20	↓		

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1	2	3	4	5		6
Y331						
▲ TAXUL (FIR BDRY) 035036N 1034036E	253° 073°	FL 460 FL 245	20	↓	↑	Controlling Authority : Kuala Lumpur ACC: (P) 132.6 MHz, (S) 133.65 MHz
▲ KUANTAN TMA BDRY WEST 033346N 1024545E	57 NM	MNM FL 250				
▲ PIBOS 032106N 1020316E	253° 073° 45 NM	FL 460 FL 145 MNM FL 150				
Y332						
▲ TAXUL (FIR BDRY) 035036N 1034036E	192° 42 NM	MNM FL 250	20	↓		Arrival RWY 32 from L642 M763 Controlling Authority : Lumpur Control (P) 132.6 MHz (S) 133.65 MHz Singapore ACC 133.8 MHz
▲ PADLI 030918N 1033133E						
Y333						
▲ BUVAL (FIR BDRY) 033622N 1034342E	024° 30 NM	FL 460 FL 245 MNM FL 250	20	↑		Outbound only Departure RWY 14 joining L629 M771 Controlling Authority : Lumpur Control (P) 132.6 MHz (S) 133.65 MHz Singapore ACC 133.8 MHz
▲ PADLI 030918N 1033133E						
Y334						
▲ DOVOL (FIR BDRY) 033048N 1034924E	220° 28 NM	FL 460 FL 245 MNM FL 250	20	↓		Arrival RWY 32 from N892 L635 Controlling Authority : Lumpur Control (P) 132.6 MHz (S) 133.65 MHz Singapore ACC 133.8 MHz
▲ PADLI 030918N 1033133E						
Y335						
▲ IDSEL (FIR BDRY) 032430N 1035518E	058° 238°	FL 460 FL 245 MNM FL 250	20	↓	↑	Arrival RWY 32 from M758 Departure RWY 14 joining M758 Controlling Authority : Lumpur Control (P) 132.6 MHz (S) 133.65 MHz Singapore ACC 133.8 MHz
▲ PADLI 030918N 1033133E	29 NM					

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1	2	3	4	5		6
Y336						
▲ KETOD (FIR BDRY) 031042N 1040942E	088° 268° 38 NM	FL 460 FL 245 MNM FL 250	20	↓		Arrival RWY 32 from M761 Departure RWY 14 joining M761 Controlling Authority : PADLI-ISTAN - Kuala Lumpur ACC: (P) 132.6 MHz (S) 133.65 MHz Singapore ACC 133.8 MHz
	082° 262° 63 NM	FL 460 FL 135 MNM FL 140		↑		
▲ PADLI 030918N 1033133E						
▲ ISTAN 030055N 1022853E						
Y337						
▲ GIVAL 070000N 0980000E	307° 127° 170 NM	FL 460 FL 280 MNM FL 280	20	↑		Controlling Authority : VPG - A/VPL - Kuala Lumpur ACC: (P) 132.8 MHz, (S) 133.55 MHz, A/VPL - GIVAL - Kuala Lumpur ACC: (P) 133.4 MHz, (S) 132.55 MHz Westbound only OPS hours: 1500 - 2030 UTC
▲ PENANG DVOR/DME (VPG) 051646.7N 1001537.4E						
Y338 (Conditional Route)						
▲ LEKIR 071632N 0965243E	327° 147° 78NM	FL 460 FL 255 MNM FL 260	20	↑		Note 1: Unidirectional westbound between 1530 and 1930 UTC at VAMPI Note 2: When successive ATFM westbound flights flight planned on N571/N877 arriving VAMPI between 1530 and 1930 UTC do not meet the required longitudinal separation requirements, some of these flights may be re-routed onto L510 via Y338 by KL ACC to allow the allocation of more optimal flight levels. Controlling Authority: Kuala Lumpur ACC - 133.4 MHZ
▲ VAMPI 061056N 0973508E						
Y445						
▲ LEDAM 045149N 1134706E	339° 159° 72 NM	FL 460 FL 195	20	↓		Controlling Authority : Kinabalu ACC
				↑		
▲ ASISU 055906N 1132046E						

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1	2	3	4	5		6
Y446						
▲ KOTA KINABALU DVOR/DME (VJN) 055357.3N 1160202.3E ▲ PADLO (R272/120D VJN DVOR) 055752N 1140126E ▲ ASISU (FIR BDRY) 055906N 1132046E	$\frac{092^\circ}{272^\circ}$ 120 NM	$\frac{\text{FL 460}}{\text{FL 135}}$ MNM FL 140	20		↓	Longitudinal separation of 10 minutes between RNAV equipped aircraft. No Pre Departure Coordination (No PDC) arrangement: Flights departing from aerodromes with Kota Kinabalu FIR via RNAV route Y446 joining M768 and Y447 joining M758 will be cleared to FL300. Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed. Controlling Authority: Kinabalu ACC - 126.1 MHZ Y447 is a diversionary route for RNAV route M758 between OLKIT and VJN DVOR avoiding Danger Area which is activated by NOTAM.
	$\frac{092^\circ}{272^\circ}$ 41 NM	$\frac{\text{FL 460}}{\text{FL 245}}$ MNM FL 250		↑		
Y447						
▲ PADLO (R272/120D VJN DVOR) 055752N 1140126E ▲ OLKIT (FIR BDRY) 045012N 1115118E	$\frac{062^\circ}{242^\circ}$ 147 NM	$\frac{\text{FL 460}}{\text{FL 245}}$ MNM FL 250			↓	
				↑		