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# AIP SUPPLEMENT MALAYSIA

PHONE : 6-03-8871 4000  
TELEX : PENAWA MA 30128  
FAX : 6-03-8881 0530  
AFTN : WMKKYAYS  
COMM : AIRCIVIL  
KUALA LUMPUR

AERONAUTICAL INFORMATION SERVICES  
DEPARTMENT OF CIVIL AVIATION  
NO. 27, PERSIARAN PERDANA  
LEVEL 1-4, PODIUM BLOCK, PRECINCT 4,  
62618 PUTRAJAYA  
MALAYSIA

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## IMPLEMENTATION OF RNP 10 OPERATIONS (50 NM LONGITUDINAL SEPARATION) ON RNAV ROUTE P574

### 1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to provide details on implementation of RNP 10 (50NM longitudinal separation) on RNAV Route P574 following the successful implementation of RNP 10 (50NM longitudinal Separation) on RNP Routes L510, P628 and N571 within Kuala Lumpur FIR..

### 2. IMPLEMENTATION OF REDUCED HORIZONTAL SEPARATION OPERATIONS ON RNAV ROUTE P574

- 2.1 ATC will apply 50NM longitudinal separation minima between suitably equipped aircraft which are approved for RNP 10 operations and FANS 1/A compatible aircraft compliant to RTCA DO-258A and equipped with operation on RNAV routes P574 within Kuala Lumpur FIR between NOPEK and ANSAX.
- 2.2 Pilots are to advise ATC of any deterioration or failure of navigation systems below the navigation requirements for RNP 10 or failure of its data link airborne equipment. ATC shall where appropriate provide alternative separation and/or alternative routing.
- 2.3 Details of procedures for CPDLC/ADSC operation and Datalink failure within Kuala Lumpur FIR are given in Malaysian AIP Supplement 18 /2011.
- 2.4 Pilots of aircraft meeting RNP 10 navigation requirements are to indicate 'R' in Item 10 of the ICAO Flight Plan.

### 3. LONGITUDINAL SEPARATION MINIMA

- 3.1 10 minutes time based separation based on Mach Number Technique (MNT) shall be applied between RNP 10 equipped aircraft.
- 3.2 50 NM longitudinal separation will be applied only between RNP 10 approved aircraft equipped with FANS 1 A which are able to successfully LOGON to Kuala Lumpur CPDLC (WMFC) when outside VHF coverage or where a direct controller pilot communication (DCPC) exists.
- 3.3 The mixed mode of 10 minutes time based separation based on Mach No Technique (MNT) and 50 NM RNAV distance based longitudinal separation minima for approved aircraft shall be in practice until such time the DCPC requirements are fully met in the area under consideration.
- 3.4 15 minutes time based separation shall be applicable between aircraft on crossing tracks.

#### **4. OPERATIONS BY AIRCRAFT NOT MEETING RNP 10 REQUIREMENTS**

- 4.1 Aircraft that are unable to meet the minimum navigational requirements for RNP 10 must file flight plan at or below the minimum flight level of the route. However operations of these aircraft will be subject to ATC approval, in accordance with the provisions of paragraph 4.2, and if not approved will be required to file a flight plan to operate via alternate route.
- 4.2 ATC units receiving a request for a non-RNP 10 approved aircraft to operate on RNAV routes specified in paragraph 2.1 at or above FL 280, will coordinate with adjacent ATC units affected by the flight. In deciding whether or not to approve the flight, each ATC unit will take into consideration:
- a. Traffic density;
  - b. Communications, including the non-availability of normal communication facilities;
  - c. Weather conditions en-route;
  - d. Restrictions notified from time to time for the route;
  - e. Any other factors pertinent at that time.

#### **5. MONITORING OF AIRCRAFT NAVIGATION PERFORMANCE**

- 5.1 Monitoring of aircraft navigation performance is a joint responsibility between operators, states of registry or states of operators (as applicable), regulatory authorities and ATS providers.
- 5.2 The state and aircraft operator shall follow the procedures laid out in the ICAO Asia Pacific En-Route Monitoring Agency handbook for submission of navigation errors.

#### **6. OPERATORS PROCEDURES**

- 6.1 The operator shall ensure that in-flight procedures, crew manuals and training programmes are established in accordance with RNP 10 navigation requirements.

#### **7. EFFECTIVE DATE**

- 7.1 This AIP Supplement will become effective at 0001 UTC on 03 May 2012. Any changes on the information content on this AIP Supplement will be notified through NOTAM or superseded by another AIP Supplement.

**DATO' AZHARUDDIN ABDUL RAHMAN**  
**Director General**  
**Department of Civil Aviation**  
**Malaysia**