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08 / 2014

20 FEB

AIRAC

KUALA LUMPUR FLIGHT INFORMATION REGION

REVISION OF KUALA LUMPUR TERMINAL AREA AND ESTABLISHMENT OF NEW Y343, Y344, Y345, Y346, Y347, Y348 AND Y349 (RNAV) ROUTES

1. INTRODUCTION

- 1.1 According to Kuala Lumpur International Airport/Sepang upgrading programme and the related revision of the instrument flight procedures, the Kuala Lumpur Terminal Area is going to be modified accordingly.
- 1.2 The purpose of this AIP Supplement is to notify the modification to the Kuala Lumpur TMA as well as the establishment of new RNAV routes Y343, Y344, Y345, Y346, Y347, Y348 and Y349 in Kuala Lumpur FIR.
- 1.3 These seven (7) new routes in conjunction with the modified ATS route G582 and RNAV route M751 provide the necessary linkage with the new SIDs and STARs of Kuala Lumpur International Airport/Sepang.

2. DESCRIPTION OF THE REVISED LIMITS OF KUALA LUMPUR TERMINAL AREA

- 2.1 See **APPENDIX - A1** and **A2** for new lateral and vertical limits of Kuala Lumpur TMA.
- 2.2 See **APPENDIX - B1** and **APPENDIX - B1.1** for Charts showing modified Kuala Lumpur TMA and **APPENDIX - B2** for related new ATC SURVEILLANCE MINIMUM ALTITUDE CHART - KUALA LUMPUR TMA.
- 2.3 The following Charts pertaining to Kuala Lumpur International Airport/Sepang in AIP Malaysia are superseded and withdrawn:

WMKK AD2 - 47 LUMPUR TMA/CTR

WMKK AD2 - 49 RADAR VECTORING AREA CHART

3. DESCRIPTION OF NEW AND REVISED ATS/RNAV ROUTES

- 3.1 See **APPENDIX - C1** and **APPENDIX - C2** for new RNAV routes Y343, Y344, Y345, Y346, Y347, Y348 and Y349 details.
- 3.2 See **APPENDIX - D1** for modified ATS route G582 and **APPENDIX - D2** for modified RNAV route M751.
- 3.3 See **APPENDIX - E1** for Chart showing new RNAV routes Y343, Y344, Y345, Y346, Y347, Y348 and Y349 details.

4. FLIGHT PLANNING

- 4.1 With the introduction of these new unidirectional routes, operators to/from KL International Airport are expected to flight plan accordingly. The “gate-in, gate-out” routes for VPK/PADLI detailed in AIP Malaysia ENR 1.9 -14 and ENR 1.9 – 15 depending on runway-in-use are no longer applicable. VPK shall now be the “gate-out” and PADLI the “gate-in” regardless of runway-in-use at KL International Airport.
- 4.2 Arrivals and departures to/from Subang/Sultan Abdul Aziz Shah Airport are not bounded by the uni-directional routes in this AIP Supplement.
- 4.3 Assignment of STARs/runways for arrivals into KL International Airport shall normally be based on the parking terminal used by the aircraft.

Example:

Parking Bay	ATS Route	STAR to be expected
Parking at KLIA1 Terminal	...GUNIP Y347 DAKUS ...IGARI R208 VKR Y346 PULIP ...TAXUL Y349 PULIP	OLBON 1B when Rwy 14L is assigned KIDOT 1P or KIDOT 1D when Rwy 32L is assigned
	...DOVOL/IDSEL/KETOD Y334 PADLI Y343 SAROX	LENKI 1B when Rwy 14L is assigned BOBIS 1P or PONOX 1B when Rwy 32L is assigned
Parking at klia2 Terminal	...GUNIP Y348 GOKAD	BENRI 1B when Rwy 15 is assigned.
	...GUNIP Y348 INTOT	EKUDA 1B when Rwy 33 is assigned
	...IGARI R208 VKR Y346 PULIP ...TAXUL Y349 PULIP	BENRI 1B when Rwy 15 is assigned EKUDA 1B when Rwy 33 is assigned
	...DOVOL/IDSEL/KETOD Y334 PADLI Y343 SAROX	MENIK 1B when Rwy 15 is assigned NOBEK 1B when Rwy 33 is assigned.

Note 1: Other runways may be assigned for arrivals when operational needs dictate.

5. IMPLEMENTATION

5.1 This AIP Supplement and relevant charts will become effective on 01 MAY 2014 at 0001 UTC.

6. CANCELLATION

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

DATO' AZHARUDDIN ABDUL RAHMAN

Director General

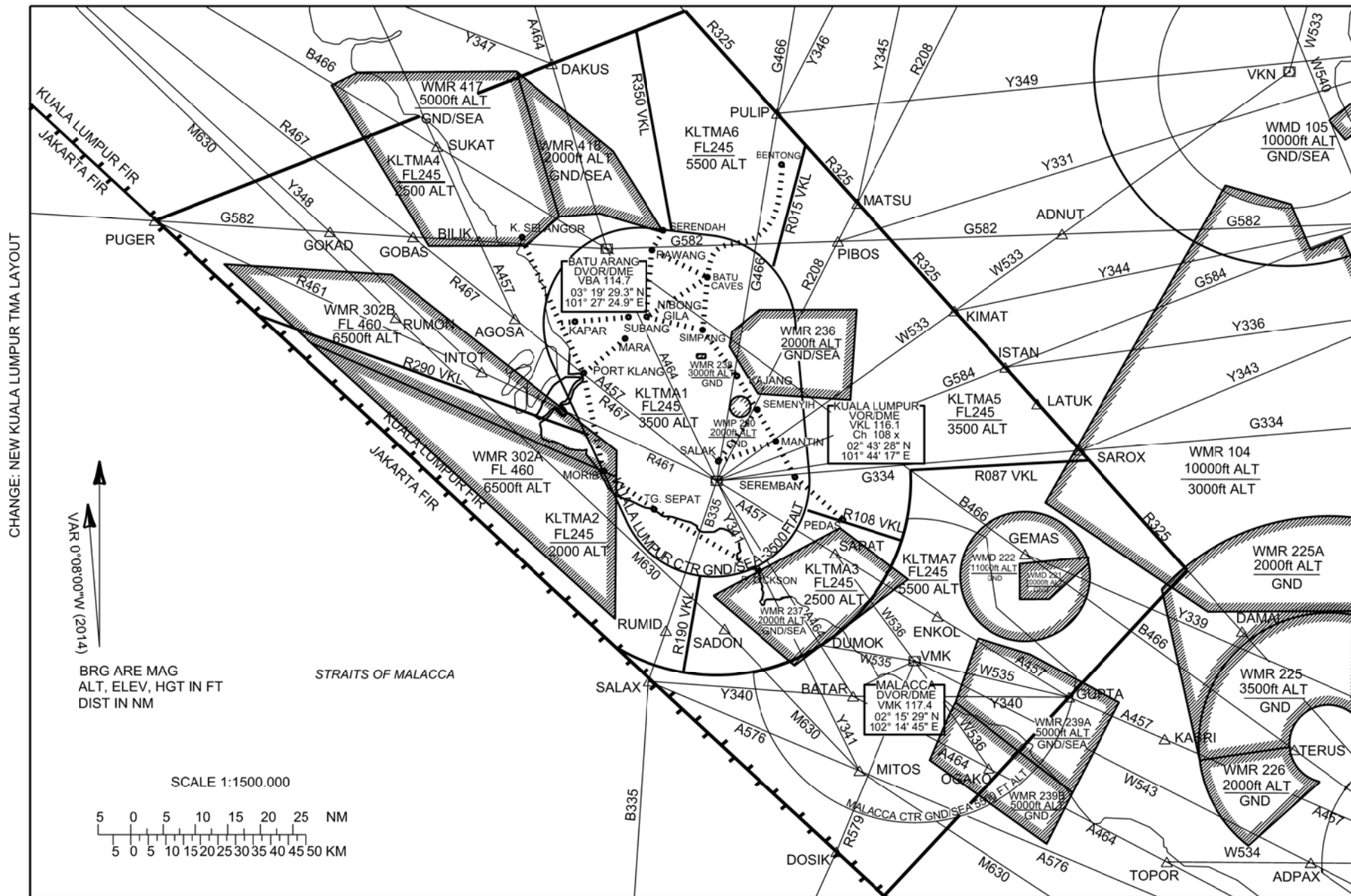
Department of Civil Aviation

Malaysia

Name and Lateral Limits	Vertical Limits	Unit Providing Service	Call Sign	FREQ	Remarks
	Class of Airspace (see ENR 1.4-1)		Languages		
			HR	Purpose	
1		2	3	4	5
KUALA LUMPUR TERMINAL AREA Area bounded by 013900N 1021000E, 020948N 1023830E (GUPTA), 022927N 1025643E, 024802N 1024019E (SAROX), 030055N 1022853E (ISTAN), 030944N 1022102E (KIMAT), 034024N 1015348E (PULIP), 035620N 1013940E, 034814N 1011903E (DAKUS), 032404N 1001743E thence FIR boundaries to 013900N 1021000E	KL TMA 1 Within lateral limits of CTR 3 500 FT ALT - FL 245	Lumpur Approach	Lumpur Radar	121.250 MHz 124.200 MHz 118.650 MHz 125.850 MHz	
	KL TMA 2 022847N 1014143E thence RDL 190 VKL to 021348N 1013906E thence an arc of 30NM radius centred on VKL D/VORDME (024328N 1014417E) clockwise to 021752N 1012829E thence TMA boundaries to 030918N 1003331E thence RDL 290 VKL to 025041N 1012432E thence CTR boundaries to 022847N 1014143E 2 000 FT ALT - FL 245		Lumpur Arrival	119.450 MHz 135.750 MHz 120.350 MHz 124.650 MHz 125.100 MHz	
	KL TMA 3 023854N 1014143E RDL 108 VKL to 023410N 1021246E thence an arc of 30NM radius centred on VKL D/VORDME (024328N 1014417E) clockwise to 021348N 1013906E RDL 190 VKL to 022847N 1014143E thence CTR boundaries to 023854N 1014143E 2 500 FT ALT - FL 245		Lumpur Departure	135.250 MHz 125.050 MHz (SRY) 135.025 MHz (SRY)	
	KL TMA 4 025041N 1012432E thence RDL 290 VKL to 030918N 1003331E thence TMA boundaries to 035320N 1013202E thence RDL 350 VKL to 032218N 1013728E thence CTR boundaries to 025041N 1012432E 2 500 FT ALT - FL 245		English H24		

Name and Lateral Limits	Vertical Limits	Unit Providing Service	Call Sign	FREQ	Remarks
	Class of Airspace (see ENR 1.4-1)		Languages	Purpose	
			HR		
1		2	3	4	5
	<p>KL TMA 5 031643N 1015309E thence R 015 VKL to 033530N 1015810E thence TMA boundaries to 024629N 1024141E thence R 087 VKL to 024503N 1021412E thence an arc of 30NM radius centred on VKL D/VORDME (024328N 1014417E) clockwise to 023410N 1021246E thence R 108 VKL to 023854N 1015817E thence CTR boundaries to 031643N 1015309E</p> <p>3 500 FT ALT - FL 245</p> <p>KL TMA 6 032218N 1013728E thence RDL 350 VKL to 035320N 1013202E thence TMA boundaries to 033530N 1015810E thence R 015 VKL to 031643N 1015309E thence CTR boundaries to 032218N 1013728E</p> <p>5 500 FT ALT - FL 245</p> <p>KL TMA 7 024503N 1021412E thence an arc of 30NM radius centred on VKL D/VORDME (024328N 1014417E) clockwise to 021752N 1012829E thence TMA boundaries to 024629N 1024141E thence R 087 VKL to 024503N 1021412E</p> <p>5 500 FT ALT - FL 245</p>				

KUALA LUMPUR TMA / CTR

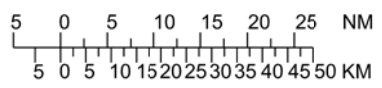


CHANGE: NEW KUALA LUMPUR TMA LAYOUT

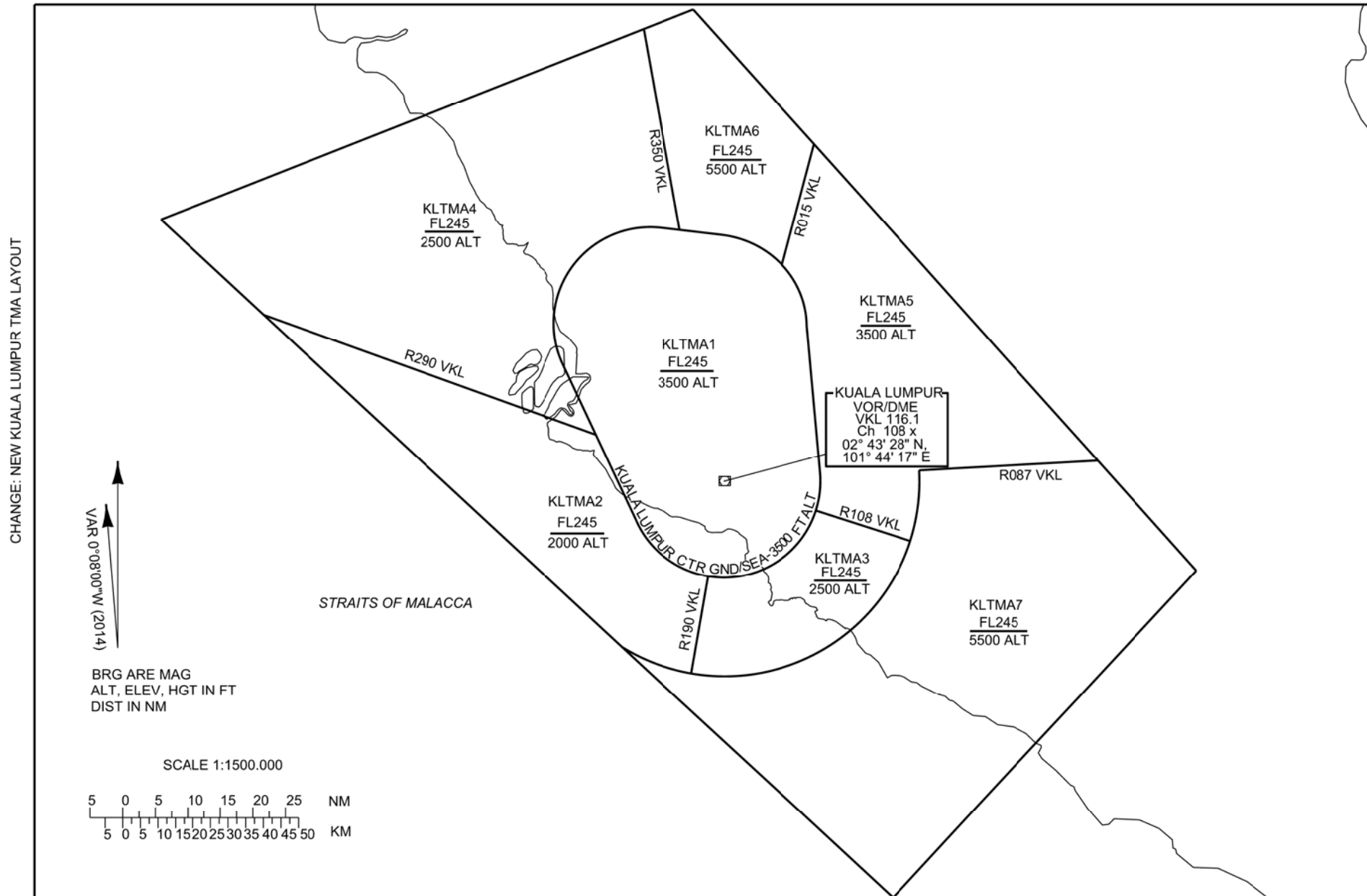


BRG ARE MAG
ALT, ELEV, HGT IN FT
DIST IN NM

SCALE 1:1500.000



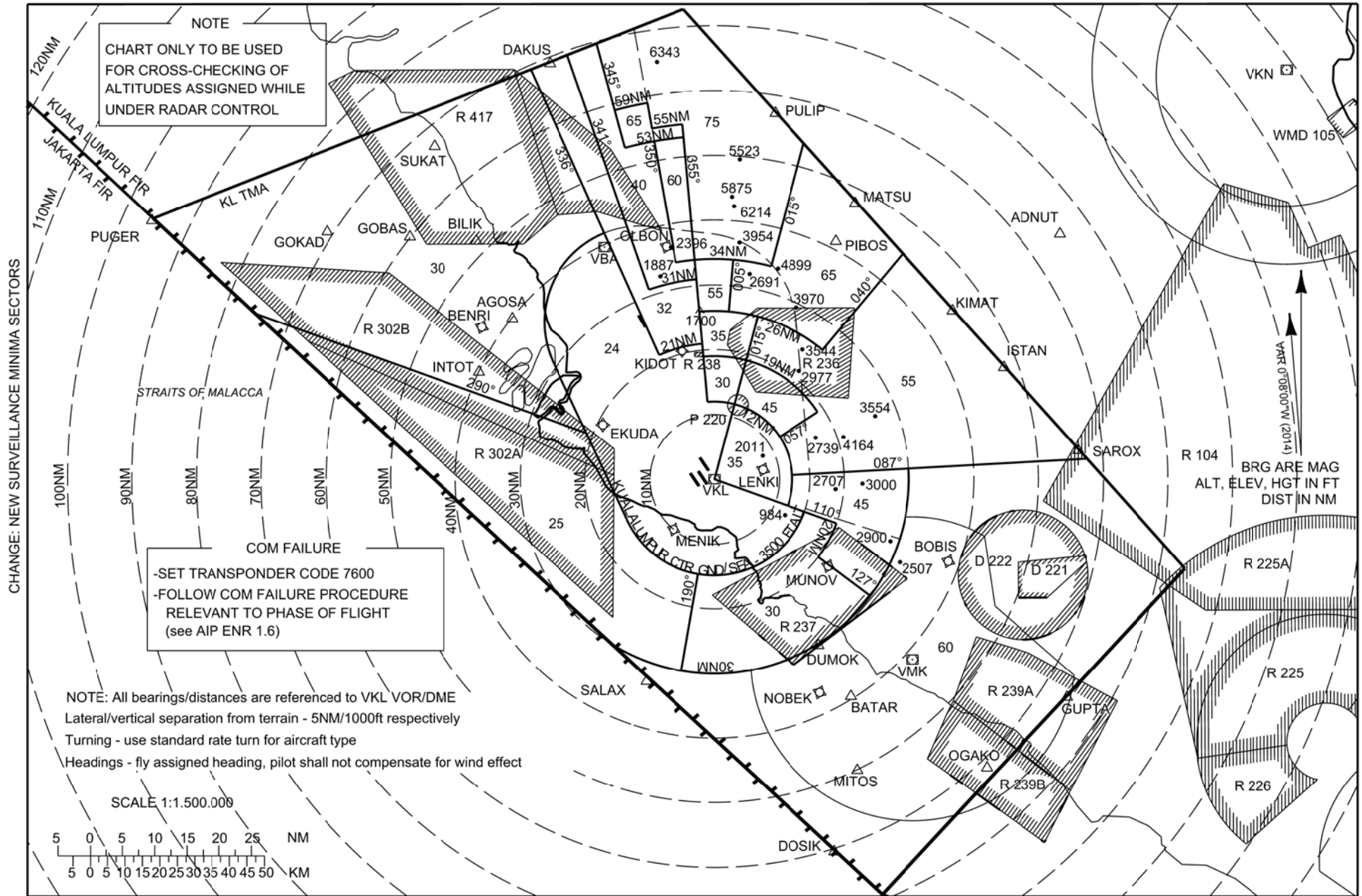
KUALA LUMPUR TMA / CTR



ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

TRANSITION ALT 11000

KUALA LUMPUR
TMA



ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route Designator Significant Points Coordinates	Track (MAG) DIST (NM)	Upper limits	Lateral limits (NM)	Cruising levels		Remarks Controlling unit
		Lower limits		Odd	Even	
1	2	Minimum Flight Altitude Airspace Classification (Refer to ENR 1-4-1)		5		6
Y343 (RNAV 5)						
△ SAROX 024802N 1024019E △ PADLI 030918N 1033133E	248° 55.6 NM	FL 460 10 500 FT ALT MNM 11 000 FT		11.5	↑	Controlling Authority: Kuala Lumpur ACC: (P) 132.6 MHz, (S) 133.65 MHz

Y344 (RNAV 5)						
△ KIMAT 030944N 1022102E ▲ PEKAN DVOR/DME (VPK) 032259N 1032524E	078° 65.8 NM	FL 460 10 500 FT ALT MNM 11 000 FT		11.5	↓	No Pre Departure Coordination (No PDC) arrangement : Flights departing from Peninsular Malaysia to Kota Kinabalu on Y344 joining M758 or M761 will be cleared to FL 270, FL 290 or FL330. Succeeding acft may be cleared to the same level, provided 10 mins longitudinal separation using MNT exists with no closing speed. Additional longitudinal separation shall be provided by ATC for faster acft behind. Controlling Authority: Kuala Lumpur ACC: (P) 132.6 MHz, (S) 133.65 MHz

Y345 (RNAV 5)						
△ MATSU 032626N 1020604E △ GUGIT 053233N 1023346E	012° 128.7 NM	FL 460 10 500 FT ALT MNM 11 000 FT		11.5	↓	Controlling Authority: Kuala Lumpur ACC: (P) 134.25 MHz, (S) 129.75 MHz

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
Y346 (RNAV 5)							
△ PULIP 034024N 1015348E	208° 103.4 NM	FL 460 ----- 9 500 FT ALT MNM 10 000 FT		11.5			Controlling Authority: Kuala Lumpur ACC: (P) 134.25 MHz, (S) 129.75 MHz
△ LASOB 051219N 1024153E							
△ KUALA TERENGGANU DVOR/DME (VKR) 052138.4 1030454.2E							

Y347 (RNAV 5)							
▲ GUNIP 042953N 0993150E	111° 114.8 NM	FL 460 ----- 8 500 FT ALT MNM 9 000 FT		11.5			Controlling Authority: Kuala Lumpur ACC: (P) 132.8 MHz, (S) 133.55 MHz
△ DAKUS 034814N 1011903E							

Y348 (RNAV 5)							
▲ GUNIP 042953N 0993150E	133° 99.1 NM	FL 460 ----- 8 500 FT ALT MNM 9 000 FT		11.5			Controlling Authority: Kuala Lumpur ACC: (P) 132.8 MHz, (S) 133.55 MHz
△ GOKAD 032213N 1004438E							
△ INTOT 030025N 1010801E							

Y349 (RNAV 5)							
△ PULIP 034024N 1015348E	265° 107.4 NM	FL 460 ----- 9 500 FT ALT MNM 10 000 FT		11.5			Controlling Authority: Kuala Lumpur ACC: (P) 134.25 MHz, (S) 129.75 MHz
▲ TAXUL (FIR BDRY) 035036N 1034036E							

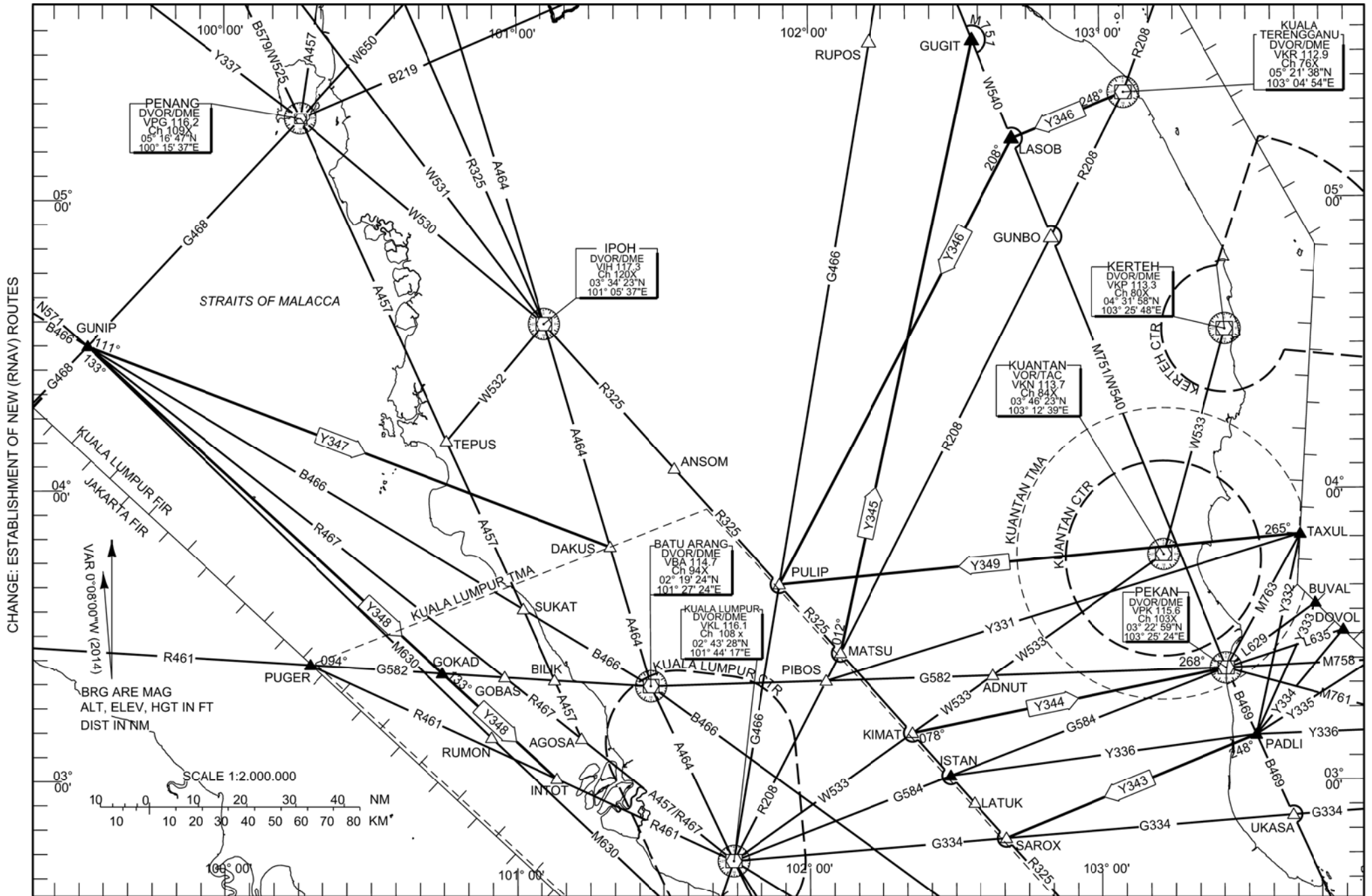
ENR 3.1 LOWER AND UPPER ATS ROUTES

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
G582							
▲ PUGER (FIR BDRY) 032359N 1001731E							Longitudinal Separation of 10 mins between RNAV equipped acft applying Mach Number Technique. Restriction: Eastbound flight on G582 to reach FL 250 or above by 78 DME VBA. No Pre Departure Coordination (No PDC) arrangement: Flights departing from Peninsular Malaysia to Kota Kinabalu on G582 joining M758 or M761 will be cleared to FL270, FL290 or FL330. Succeeding acft may be cleared to the same level, provided 10 mins longitudinal separation using MNT exists with no closing speed. Additional longitudinal separation shall be provided by ATC for faster acft behind. Controlling Authority: PUGER - VBA: Kuala Lumpur ACC: (P) 132.8 Mhz, (S) 133.55 MHz VBA - VPK: Kuala Lumpur ACC: (P) 132.6 MHz, (S) 133.65 MHz (within Kuala Lumpur TMA - Lumpur Approach North - 124.2 MHz) (within Kuantan TMA - Kuantan Approach - 119.7 MHz)
△ GOKAD 032213N 1004438E	$\frac{094^\circ}{274^\circ}$ 27.2 NM					↓	
△ GOBAS 032123N 1005722E	$\frac{094^\circ}{274^\circ}$ 12.8 NM	FL 460 6 500 FT ALT MNM 7 000 FT					
△ BILIK 032043N 1010739E	$\frac{094^\circ}{274^\circ}$ 11 NM						
▲ BATU ARANG DVOR/DME (VBA) 031929.3N 1012724.9E	$\frac{094^\circ}{274^\circ}$ 20 NM			20			
△ PIBOS 032106N 1020316E	$\frac{088^\circ}{268^\circ}$ 36 NM						
△ ADNUT 032133N 1023738E	$\frac{088^\circ}{268^\circ}$ 35 NM	FL 460 8 500 FT ALT MNM 9 000 FT					
▲ PEKAN DVOR/DME (VPK) 032259N 1032524E	$\frac{088^\circ}{268^\circ}$ 48 NM					↑	

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

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
M751						
▲ GOLUD (FIR BDRY) 061706N 1021636E						Longitudinal Separation of 10 mins between RNAV equipped acft. applying Mach Number Technique. Reporting Procedures : Pilots operating on Awy M751 and destined for Kuantan, must report on RTF to Kuantan ATC before entering Kuantan TMA. All acft on Awy M751 deviating east of track when area WMR 102B is active and other acft intending to enter these areas, shall contact Kuantan Approach or Lumpur Control as appropriate and obtain traffic information. Pilots are warned that these areas are intensively used by military acft. No Pre Departure Coordination (No PDC) arrangement: Flights departing from Singapore to airports within Thailand will be cleared to all flight levels. Succeeding acft may be cleared to same level provided 10 mins longitudinal separation using MNT exists with no closing speed. Controlling Authority: GOLUD - A/VKN: Kuala Lumpur ACC: (P) 134.25 MHz, (S) 129.75 MHz, A/VKN - VPK: Kuala Lumpur ACC: (P) 132.6 MHz, (S) 133.65 MHz
▲ KOTA BHARU DVOR/DME (VKB) 060948.3N 1021851.1E	$\frac{163^\circ}{343^\circ}$ 8 NM				↓	
△ GUGIT 053233N 1023346E	$\frac{158^\circ}{338^\circ}$ 40.0 NM	$\frac{FL\ 460}{FL\ 235}$ MNM FL 240	20			
▲ PEKAN DVOR/DME (VPK) 032259N 1032524E	$\frac{158^\circ}{338^\circ}$ 139.1 NM				↑	

ESTABLISHMENT OF NEW (RNAV) ROUTES Y343, Y344, Y345, Y346, Y347, Y348 AND Y349



CHANGE: ESTABLISHMENT OF NEW (RNAV) ROUTES