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IMPLEMENTATION OF ATS ROUTE L649 IN KOTA KINABALU FIR

1 INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to provide details on the implementation of ATS Route L649 in Kota Kinabalu FIR.

2 IMPLEMENTATION OF ATS ROUTE L649

- 2.1 ATS Route L649 will become effective at 0000UTC on 23 July 2015. The details of ATS Route L649 applicable within Kota Kinabalu FIR are shown in Appendix A and depicted in Appendix B.
- 2.2 Operating restrictions applicable within Kota Kinabalu FIR are detailed in paragraphs 3 and 4 below.

3 RNP 10 NAVIGATION REQUIREMENTS

- 3.1 Pilots must advise ATC of any deterioration or failure of navigation systems below the navigation requirements for RNP 10. ATC shall then provide alternate separation and / or alternate routing.
- 3.2 Pilots of aircraft meeting RNP 10 navigation requirements must indicate /R in Item 10 of the ICAO Flight Plan.
- 3.3 An aircraft that is unable to meet the minimum navigation requirements for RNP 10 shall not file flight plan to operate on ATS Route L649.

4 FLIGHT PLANNING REQUIREMENTS

- 4.1 The use of ATS Route L649 joining ATS Route M772 is subject to the following conditions:
- ATS Route L649 joining ATS Route M772 is to be used for traffic originating from airports in Borneo and landing at Hong Kong only (Please see Table 1);
 - FL300 and FL380 will only be available on ATS Routes L649 and M772 under the existing Flight Level Allocation Scheme (FLAS);
 - Longitudinal separation of 15 minutes, or 10 minutes based on Mach Number Technique (MNT), shall be applied on ATS Routes L649 and M772;
 - Contingency procedures during Large Scale Weather Deviations (LSWD) and periods of non-availability of HF communications shall apply within Manila FIR. When LSWD occurs within Manila FIR, ATS Route L649 may be suspended similar to current conditions imposed on ATS Route M772.

Departure Aerodrome	Destination Aerodrome	ATS Route
Jakarta • Halim Perdanakusuma (WIHH) • Soekarno-Hatta (WIII)	Hong Kong (VHHH) and airports in People's Republic of China	M772
Bintulu (WBGB) Kuching (WBGG) Sibu (WBGS)	Hong Kong only	M772
Brunei (WBSB) Labuan (WBKL) Miri (WBGR)	Hong Kong only	L649 joining M772

Table 1

5 SAFETY ASSESSMENT CRITERIA

- 5.1 The safety assessment criteria associated with the introduction of the reduced lateral separation minima of 50NM will be in accordance with the requirements for RNP 10 navigation performance, that is, aircraft navigation performance shall be such that the standard deviation of lateral track errors shall be less than 8.7km (4.7NM).

6 MONITORING OF AIRCRAFT NAVIGATION PERFORMANCE

- 6.1 Monitoring of aircraft navigation performance is a joint responsibility between operators, States of Registry or States of Operators (as applicable), regulatory authorities and the ATS providers. The detection and reporting of non-conformance with the navigation requirements against the following parameters will rely primarily on radar monitoring by ATC units:

Lateral deviation

- i. a deviation of 15NM or more from the track centreline based on radar observations;

Longitudinal deviations

- i. where time separation is applied by ATC – when the reported separation based on ATC verified pilot's estimates varies by 3 minutes or more from the expected separation at the reporting point; or
ii. where a distance based standard is applied by ATC based on ADS, radar observation or RNAV distance reports – when the distance varies by 10NM or more from the expected distance.

- 6.2 ATC will advise the pilot-in-command when such deviations are observed and implement the required investigation procedures.

- 6.3 The ATC authorities will investigate the causes of such deviations in conjunction with the aircraft operator and the State of Registry, or the State of Operator, as applicable.

7 SEPARATION MINIMA

7.1 Lateral Separation Minima

- 7.1.1 A lateral separation minima of 50NM may only be applied between aircraft equipped in accordance with RNP 10 navigation requirements.

7.2 Longitudinal Separation Minima

- 7.2.1 A longitudinal separation minima of 80NM RNAV or 10 minutes (or less) Mach Number Technique

(MNT) separation minima may be applied between aircraft equipped in accordance with RNP 10 navigation requirements.

8 OPERATORS PROCEDURES

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

9 CANCELLATION

9.1 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

ESTABLISHMENT OF RNAV ROUTE L649

Route Designator Significant Points Coordinates	Track (MAG) DIST (NM)	Upper Limits		Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
		Lower Limits	Minimum Flight Altitude		Odd	Even	
1	2	3		4	5		6
L649							
Δ DAKIX (FIR BDRY) 070854N 1145054E Δ PARLU 061912N 1145136E Δ DOTOK 055618N 1145200E ▲ ISKUD 053636N 1145218E Δ AROBO 052000N 1145230E ▲ BRUNEI DVOR/DME (BRU) 045230N 1125254E	359° 49.5NM 359° 22.8NM 359° 19.6NM 359° 16.5NM 359° 27.4NM	FL460 FL135 FL140 FL460 FL135 FL140 FL460 FL135 FL140 FL460 6 500 FT ALT MNM 7 000 ALT	25			Available only for flights departing from Brunei (WBSB), Labuan (WBKL) and Miri (WBGR) to Hong Kong (VHHH) only. No-PDC FL300 and FL380 applicable. Controlling Authority: Within Brunei TMA: Brunei APP – 127.1 MHz Brunei TMA to DAKIX: Kinabalu ACC – 126.1 MHz	

