

# MALAYSIA

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CIVIL AVIATION AUTHORITY OF MALAYSIA  
 AERONAUTICAL INFORMATION SERVICES  
 LEVEL 2, WEST WING TERMINAL NORTH  
 JALAN CTA 3  
 KUALA LUMPUR INTERNATIONAL AIRPORT  
 64000 KLIA, SEPANG,  
 SELANGOR DARUL EHSAN

## AIRAC AIP AMDT 04/2023

Effective from 02 NOV 2023  
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This AIRAC AIP AMDT 04/2023 contains:

- GEN 0.4                      Checklist Of AIP Pages
- ENR 1.8-14                 Updating N571 & L510
- ENR 1.10-1                Updating Procedure For The Submission of A Flight Plan
- ENR 3.3-6, 3.3-9 -        Updating L645, M644 & M757
- 3.3-11, 3.3-15
- ENR 3.3-23                Updating M772

**1.**

DESTROY			INSERT		
GEN	0.4-1	15 AUG 2023	GEN	0.4-1	02 NOV 2023
	0.4-2	15 AUG 2023		0.4-2	02 NOV 2023
	0.4-3	15 AUG 2023		0.4-3	02 NOV 2023
	0.4-4	15 AUG 2023		0.4-4	02 NOV 2023
	0.4-5	15 AUG 2023		0.4-5	02 NOV 2023
	0.4-6	15 AUG 2023		0.4-6	02 NOV 2023
	0.4-7	15 AUG 2023		0.4-7	02 NOV 2023
	0.4-8	15 AUG 2023		0.4-8	02 NOV 2023
	0.4-9	15 AUG 2023		0.4-9	02 NOV 2023
	0.4-10	15 AUG 2023		0.4-10	02 NOV 2023
	0.4-11	15 AUG 2023		0.4-11	02 NOV 2023
	0.4-12	15 AUG 2023		0.4-12	02 NOV 2023
	0.4-13	15 AUG 2023		0.4-13	02 NOV 2023
	0.4-14	15 AUG 2023		0.4-14	02 NOV 2023
ENR	1.8-14	08 DEC 2022	ENR	1.8-14	02 NOV 2023
	1.8-15	15 AUG 2023		1.8-15	02 NOV 2023
	1.10-1	28 FEB 2023		1.10-1	02 NOV 2023
	1.10-2	28 FEB 2023		1.10-2	02 NOV 2023
	3.3-6	15 AUG 2023		3.3-6	02 NOV 2023
	3.3-9	05 NOV 2020		3.3-9	02 NOV 2023
	3.3-11	10 SEP 2021		3.3-11	02 NOV 2023
	3.3-15	25 MAR 2021		3.3-15	02 NOV 2023
	3.3-23	12 AUG 2021		3.3-23	02 NOV 2023

**2. Hand amendments**

NIL

**3. Record entry of AIRAC AMDT on the page GEN 0.2-1.**

**4. The following publications have been incorporated in this AIRAC AMDT:**

AIP SUP	NIL
AIC	NIL
NOTAM	NIL

- END -

## GEN 0.4 CHECKLIST OF AIP PAGES

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0.1-1	12 AUG 2021	1.7-5	29 OCT 2021	2.7-37	08 DEC 2022
0.1-2	08 DEC 2022	1.7-6	25 MAR 2021	2.7-38	08 DEC 2022
0.1-3	26 MAY 2022	<b>GEN 2.</b>		2.7-39	08 DEC 2022
0.1-4	25 MAR 2021	2.1-1	16 AUG 2018	2.7-40	08 DEC 2022
0.2-1	24 FEB 2022	2.1-2	23 MAY 2023	2.7-41	08 DEC 2022
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0.3-1	15 AUG 2023	2.2-2	25 MAR 2021	2.7-43	08 DEC 2022
0.3-2	15 AUG 2023	2.2-3	25 MAR 2021	2.7-44	08 DEC 2022
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0.4-2	02 NOV 2023*	2.2-5	25 MAR 2021	2.7-46	08 DEC 2022
0.4-3	02 NOV 2023*	2.2-6	25 MAR 2021	2.7-47	08 DEC 2022
0.4-4	02 NOV 2023*	2.2-7	05 NOV 2020	2.7-48	08 DEC 2022
0.4-5	02 NOV 2023*	2.2-8	16 AUG 2018	2.7-49	08 DEC 2022
0.4-6	02 NOV 2023*	2.2-9	20 MAY 2021	2.7-50	08 DEC 2022
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0.4-9	02 NOV 2023*	2.3-2	16 AUG 2018	2.7-53	08 DEC 2022
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		2.7-36	08 DEC 2022	3.3-2	25 MAR 2021

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		1.6-9	28 FEB 2023	1.12-1	16 AUG 2018
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<b>PART 2 - EN-ROUTE (ENR)</b>		1.7-4	16 AUG 2018	1.14-2	25 MAR 2021
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<b>ENR 1.</b>		1.8-5	25 MAR 2021		
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2.1-29	16 AUG 2018	3.1-65	10 SEP 2021	3.4-1	25 MAR 2021
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<b>ENR 3.</b>		3.3-2	10 AUG 2023	3.5-4	16 AUG 2018
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Page	Date	Page	Date	Page	Date
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2-WBTM-2-2	08 SEP 2022		
<b>AD 4.</b>			
4.1-1	08 DEC 2022		

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1.8.4.3.2 ATC units receiving a request for a non-RNP 10 approved aircraft to operate on ATS routes specified in paragraph 1.8.5.1.1(i), 1.8.5.1.1(ii), 1.8.5.1.1(iii) and 1.8.5.1.1 (iv) at or above FL280, 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 non-availability of normal communication facilities;
- c) Weather conditions en-route;
- d) Restrictions notified from time to time for the route;
- e) Other factors pertinent at that time.

#### 1.8.4.4 MONITORING OF AIRCRAFT NAVIGATION PERFORMANCE

1.8.4.4.1 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 monitoring by ATC units.

1.8.4.4.2 Large Lateral Deviation (LLD):

LLD is classified as any deviation of 15 NM or more to the left or right of the current flight-plan track.

1.8.4.4.3 Large Longitudinal Error (LLE):

1.8.4.4.3.1 Any unexpected change in longitudinal separation between an aircraft pair, or for an individual aircraft the difference between an estimate for a given fix and the actual time of arrival over that fix, as applicable, in accordance with the criteria set out below:

Type of Error	Category of Error	Criterion for Reporting
Lateral Deviation	Individual-aircraft error	15 NM or greater magnitude
Longitudinal Deviation	Aircraft-pair (Time-based separation applied)	Infringement of longitudinal separation standard based on routine position reports
Longitudinal Deviation	Aircraft-pair (Time-based separation applied)	Expected time between two aircraft varies by 3 minutes or more based on routine position reports
Longitudinal Deviation	Individual aircraft (Time-based separation applied)	Pilot estimate varies by 3 minutes or more from that advise in a routing position report
Longitudinal Deviation	Aircraft-pair (Distance-based separation applied)	Infringement of longitudinal separation Deviation (Distance-based separation applied) standard, based on ADS, radar measurement or special request for RNAV position report
Longitudinal Deviation	Aircraft-pair (Distance-based separation applied)	Expected distance between an aircraft Deviation (Distance-based separation applied) pair varies by 10 NM or more, even if separation standard is not infringed, based on ADS, radar measurement or special request for RNAV position report

#### 1.8.4.5 OPERATORS PROCEDURES

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

#### 1.8.5 No Pre-Departure Coordination (No PDC) Procedure

##### 1.8.5.1 INTRODUCTION

1.8.5.1.1 No Pre-Departure Coordination (No PDC) procedures apply to flights departing from airports within the Bali, Bangkok, Hanoi, Ho Chi Minh, Hong Kong, Jakarta, Kota Kinabalu (including Brunei), Kuala Lumpur, Manila, Phnom Pehn, Singapore, Taipei and Vientiane FIRs, as well as Sanyo AOR on RNAV and ATS routes.

##### 1.8.5.2 NO PDC FLIGHT LEVEL ALLOCATION IN KUALA LUMPUR FIR

1.8.5.2.1 Flights participating in the No PDC arrangement will be allocated specific flight levels depending on the flight planned route as indicated in the table below:

Route	Allocated No PDC Flight Levels	Remarks
A464	FL290	For south bound traffic up to ATVIX

Route	Allocated No PDC Flight Levels	Remarks
<b>A576</b>	FL290	For south bound traffic up to AKTOD
<b>B470</b>	FL290	For south bound traffic up to ANITO
<b>G334</b>	FL250, FL270	For east bound traffic
	FL260, FL280	For west bound traffic
L625	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional eastbound
L642	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional westbound
<b>L759</b>	FL280	Aircraft requesting FL280 and FL300 will be cleared for FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route. The first aircraft from either Singapore or Kuala Lumpur to be over Kuala Lumpur/Bangkok FIR boundry can expect its requested level.
<b>M751</b>	All flight levels	For flights to / from airports within Bangkok FIR
<b>M758</b>	FL270, FL290, FL330	For east bound traffic
	FL280, FL300, FL340	For west bound traffic
<b>M761</b>	FL270, FL290, FL330	For east bound traffic
	FL280, FL300, FL340	For west bound traffic
<b>M765</b>	FL290, FL370	For east bound traffic
	FL280, FL340	For west bound traffic
<b>M770</b>	FL280	Aircraft requesting FL280 and FL300 will be cleared to FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route. The first aircraft from either Singapore or Kuala Lumpur/ Bangkok FIR boundary can expect its requested level.
M771	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional eastbound
N571	FL280	Aircraft requesting FL280 and FL300 will be cleared to FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route. The first aircraft from either Singapore or Kuala Lumpur to be over GUNIP can expect its requested level.
<b>N884</b>	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional eastbound
<b>N891</b>	FL330	For south bound traffic
	FL260, FL300, FL380	For north bound traffic
N892	FL310, FL320, FL350, FL360, FL390, F400	Uni-directional westbound

Route	Allocated No PDC Flight Levels	Remarks
P628	FL280	Aircraft requesting FL280 and FL300 will be cleared to FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route. The first aircraft from either Singapore or Kuala Lumpur to be over GIVAL can expect its requested level.
L510	FL280	Aircraft requesting FL280 and FL300 will be cleared to FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route. The first aircraft from either Singapore or Kuala Lumpur to be over GUNP (FPL via N571 Y338 and L510) can expect its requested level.

1.8.5.2.2 The flight levels indicated in the table above are intended to facilitate initial departure only. Flight level allocation once airborne is still subject to normal ATC requirements.

### 1.8.5.3 NO PDC FLIGHT LEVEL ALLOCATION IN KOTA KINABALU FIR

1.8.5.3.1 Flights participating in the No PDC arrangement will be allocated specific flight levels depending on the flight planned route as indicated in the table below:

Route	Allocated No PDC Flight Levels	Remarks
A341	FL310, FL370	For east bound traffic
	FL320, FL360, FL400	For west bound traffic
M646	FL310, FL350, FL390	For north east bound traffic
	FL320, FL360, FL400	For south west bound traffic
M768 (BRU-MAMOK)	FL290, FL330, FL370, FL410	For east bound traffic
	FL300, FL340, FL380	For west bound traffic
M522 (VJN MAMOK)/ R223	FL310, FL350, FL390	For north east bound traffic
	FL320, FL360, FL400	For south west bound traffic
B592	FL310, FL350, FL390	For north east bound traffic
	FL320, FL360, FL380, FL400	For south west bound traffic
G334	FL250, FL270	For east bound traffic
	FL260, FL280	For west bound traffic
G580(VKG-ATETI) M646 M761(VKG-AGOBA)	FL270, FL290, FL330	For east bound traffic
	FL280, FL300, FL340	For west bound traffic
M754 / M522 (VJN-VINIK)	FL300, FL340, FL380	For north east bound traffic
	FL290, FL330, FL370, FL410	For south west bound traffic
M758 / M759	FL270, FL290, FL330	For east bound traffic
	FL280, FL300, FL340	For west bound traffic
M768 (BRU-ASISU)	FL270, FL330, FL410	For east bound traffic
	FL300, FL380	For west bound traffic
M772	FL300, FL380	For north bound traffic

1.8.5.3.2 The flight levels indicated in the table above are intended to facilitate initial departure only. Flight level allocation once airborne is still subject to normal ATC requirements.

**1.8.6 Flight Planning Requirement for Aircraft Operating in Kuala Lumpur FIR**

1.8.6.1 Flights Departing And Landing At Airports Within Kuala Lumpur FIR

From	To	FPL Route
Airports within Singapore FIR	WMKM	G579 VJB A457 W535 VMK
	WMKK	A457 GUPTA
	WMSA	A457 GUPTA
	WMKI	Y339 AROSO Y513 KALIL Y504 BILIK Y506 TEPUS W532 VIH
	WMKP	Y339 AROSO Y513 KALIL Y504 BILIK Y506 VPG
	WMKB	Y339 AROSO Y513 KALIL Y504 BILIK Y506 VPG DCT VBT
	WMKL	Y339 AROSO Y513 KALIL Y504 BILIK Y506 VPG W525 VPL
	WMKA	Y339 AROSO Y513 KALIL Y504 BILIK Y506 VPG A457 VAS
	WMKC	B469 VPK M751 VKB
		B469 VPK W540 VKB (FOR FL230 AND BELOW)
	WMGK	B469 VPK M751 GUGIT DCT VGK
		B469 VPK W540 GUGIT DCT VGK (FOR FL230 AND BELOW)
	WMKN / WMPR	B469 VPK M751 GUNBO R208 VKR
		B469 VPK W540 GUNBO R208 VKR (FOR FL230 AND BELOW)
WMKE	B469 VPK DCT VKN W533 VKP	
WMKD	B469 VPK DCT VKN	
WMKJ	WMKM	A457 GUPTA W535 VMK
	WMKK	A457 GUPTA
	WMSA	A457 GUPTA
	WMKI	DCT AROSO Y513 KALIL Y504 BILIK Y506 TEPUS W532 VIH
	WMKP	DCT AROSO Y513 KALIL Y504 BILIK Y506 VPG
	WMKB	DCT AROSO Y513 KALIL Y504 BILIK Y506 VPG DCT VBT
	WMKL	DCT AROSO Y513 KALIL Y504 BILIK Y506 VPG W525 VPL
	WMKA	DCT AROSO Y513 KALIL Y504 BILIK Y506 VPG A457 VAS
	WMKC	A224 VMR B469 VPK M751 VKB
		A224 VMR B469 VPK W540 VKB (FOR FL230 AND BELOW)
	WMGK	A224 VMR B469 VPK M751 GUGIT VGK
		A224 VMR B469 VPK W540 GUGIT DCT VGK (FOR FL230 AND BELOW)
	WMKN / WMPR	A224 VMR B469 VPK M751 GUNBO R208 VKR
		A224 VMR B469 VPK W540 GUNBO R208 VKR (FOR FL230 AND BELOW)
WMKE	A224 VMR B469 VPK DCT VKP	
WMKD	A224 VMR B469 VPK DCT VKN	

## ENR 1.10 FLIGHT PLANNING

## 1.10.1 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

1.10.1.1 A flight plan shall be submitted prior to operating:

- a) any flight or portion thereof to be provided with air traffic control service;
- b) any IFR flight within advisory airspace;
- c) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services;
- d) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- e) any flight across international borders.

**Note:** The term "flight plan" is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.

1.10.1.2 The pilot-in-command or the operator shall use the ICAO Flight Plan Form.

1.10.1.2.1 Flight plans and ATS messages must be filed in accordance with amendment 1 of 16th edition of PANS-ATM, DOC 4444. FPL and ATS messages filled in other format will be rejected and consequently such flights will be delayed.

1.10.1.3 A flight plan prior to departure should be submitted to the Air Traffic Services reporting office (ARO) at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan should be submitted to the unit serving or designated to serve the departure aerodrome (see ENR 1.11)

1.10.1.4 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

1.10.1.5 The flight plan shall be submitted by the operator or pilot-in-command to the nearest ATC unit. At least 180 minutes prior to ETD for the following:

- i. Flights departing Malaysia airports whose destinations are outside Malaysia.
- ii. Flights departing Peninsular Malaysia airports for Sabah/Sarawak and vice versa.
- iii. Flights operating within Peninsular Malaysia.
- iv. Flights operating within Sabah and/or Sarawak.

1.10.1.6 Flights departing from Kuala Lumpur International Airport (WMKK), FPL submission is only through WMKKZPZM WMKKYOYX. If there is an AFTN/AMHS problem on the airline's system, the airline's representative can attend the ARO to submit the FPL through the terminal available at the ARO. Submission by email is subject to approval and coordination with the officer on duty via telephone +603-87784100/4101 and it is limited to flights departing less than one hour from EOBT.

1.10.1.7 In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

1.10.1.8 ATC will acknowledge:

'IFR flight cancelled at..... (time)' or if information available which indicates the likelihood of IMC prevailing along the route, will notify these conditions as follows:

Instrument MET conditions reported (or forecast) in the vicinity of.....

**Note:** The fact that a pilot reports flying in VMC does not of itself constitute cancellation of an IFR flight plan.

1.10.1.9 Closing a flight plan

1.10.1.9.1 Unless otherwise prescribed by the appropriate ATS authority, a report of arrival shall be made in person, by radiotelephony or via data link at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

1.10.1.9.2 When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

1.10.1.9.3 When no air traffic services unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.

1.10.1.9.4 When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in

charge of the flight information region in which the aircraft is operated.

**Note:** *The intent of this provision is to facilitate a reclearance to a revised destination, normally beyond the filed destination aerodrome.*

1.10.1.10 Adherence to flight plan

1.10.1.10.1 Except as provided for in 1.10.1.11 and 1.10.1.13, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.

1.10.1.10.2 Unless otherwise authorized or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

- a) when on an established ATS route, operate along the defined centre line of that route; or
- b) when on any other route, operate directly between the navigation facilities and/or points defining that route.

1.10.1.10.3 Subject to the overriding requirement in 1.10.1.10.2, an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the change-over point, where established.

1.10.1.10.4 Deviation from the requirements in 1.10.1.10.2 shall be notified to the appropriate air traffic services unit.

1.10.1.11 Inadvertent changes.

1.10.1.11.1 In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

- a) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.
- b) Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.
- c) Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.

1.10.1.12 Intended changes.

1.10.1.12.1 Requests for flight plan changes shall include information as indicated hereunder:

- a) Change of cruising level: aircraft identification; requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent flight information region boundaries.
- b) Change of route:
  - i. Destination unchanged: aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information.
  - ii. Destination changed: aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.

1.10.1.13 Weather deterioration below the VMC.

1.10.1.13.1 When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:

- a) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or
- b) if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or
- c) if operated within a control zone, request authorization to operate as a special VFR flight; or
- d) request clearance to operate in accordance with the instrument flight rules.

1.10.1.14 Termination of control

1.10.1.14.1 A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit	Direction of cruising levels		Remarks Controlling unit channel Logon address
			Lower limit	Odd	Even	
1	2	3	4		5	6
<b>L642</b> <b>(RNP 10)</b> EGOLO (FIR BDRY) ▲ 031936N 1040048E ROBMO ▲ 025440N 1035700E MERSING DVOR/DME (VMR) ▲ 022318N 1035218E						Longitudinal separation of 10 MIN between RNAV equipped ACFT.
		25.1	FL 460 FL 245		↓	
		31.5	Class A		↑	

1.RNP = required navigation performance; RNAV = area navigation specification.  
 2.RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the Performance-based Navigation (PBN) Manual (Doc 9613).

Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit  Airspace classification	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
<b>L645</b> <b>(RNP 10)</b> SAPAM (FIR BDRY) ▲ 080434N 0973300E MAPSO ▲ 080330N 0971256E IDKUT ▲ 080017N 0953017E          SAMAK (FIR BDRY) ▲ 075842N 0942500E						Longitudinal separation of 10 MIN between RNAV equipped ACFT. applying Mach Number Technique.  <b>Controlling Authority:</b>  KUALA LUMPUR ACC FREQ: (PRI) 133.400 MHZ (PRI) 125.775 MHZ (SRY)124.525 MHZ  <b>Remarks:</b>  For air traffic management purpose, flight inbound to VTSP will be descended to FL310 by SAMAK or subject to coordination.
		20.0	FL 460 FL 140	↓		
		102.0	Class A			
		65.0			↑	

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Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit	Direction of cruising levels		Remarks Controlling unit channel Logon address
			Lower limit	Odd	Even	
1	2	3	4	5		6
<b>M626</b> <b>(RNAV2)</b> KADAX (FIR BDRY) △ 061556N 1021542E  KOTA BHARU DVOR/DME (VKB) ▲ 060948N 1021851E						<b>Controlling Authority:</b> KUALA LUMPUR ACC FREQ: (PRI) 125.325 MHZ (SRY) 129.75 MHZ (Below FL150 within Kota Bharu TMA) KOTA BHARU APPROACH FREQ: (PRI) 120.85 MHZ (SRY) 130.3 MHZ
		7.0	FL 460 6 500 FT AMSL Class A	↓	↑	

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 2.RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the Performance-based Navigation (PBN) Manual (Doc 9613).

Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit		Direction of cruising levels		Remarks Controlling unit channel Logon address
			Airspace classification		Odd	Even	
1	2	3	4		5		6
<b>M630</b> <b>(RNAV 2)</b> GUNIP ▲ 042953N 0993150E NIREN △ 033004N 1003255E VESIS △ 030446N 1005841E MITOS △ 015830N 1020610E  SUKRI (FIR BDRY) ▲ 012306N 1025904E							
		85.3	FL 460 8 500 FT AMSL	↓	a) Flight Planning: Westbound flight planning not permitted.  b) Flights departing from aerodromes in peninsular Malaysia and overflying WSJC on RNAV route M630 are restricted to FL270 and above at waypoint SUKRI if the planned cruising level is FL270 or higher.  <b>Controlling Authority:</b> For portion between GUNIP to VESIS  Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)120.575 MHZ (SRY)132.55 MHZ  FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.80 MHZ (SRY)132.55 MHZ <b>Controlling Authority:</b> For portion between VESIS to SUKRI  Above FL 265 : KUALA LUMPUR RADAR FREQ: (PRI)134.3MHZ (SRY)123.75MHZ  FL 265 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.75 MHZ (SRY)123.75 MHZ		
		36.0	Class A				
		94.4	FL 460 5 500 FT AMSL				
	63.6	Class A					

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Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit	Direction of cruising levels		Remarks Controlling unit channel Logon address
			Lower limit	Odd	Even	
1	2	3	4		5	6
<b>M644</b> <b>(RNAV2)</b> ABTOK (FIR BDRY) ▲ 061818N 1021744E  KOTA BHARU DVOR/DME (VKB) ▲ 060948N 1021851E						<b>Controlling Authority:</b> KUALA LUMPUR ACC FREQ: (PRI) 125.325 MHZ (SRY) 129.75 MHZ
		8.0	FL 460 FL 285 Class A	↓  ↑		

1.RNP = required navigation performance; RNAV = area navigation specification.  
 2.RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the Performance-based Navigation (PBN) Manual (Doc 9613).

Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit  Airspace classification	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
<b>M646</b> <b>(RNP 10)</b> <u>OSANU (FIR BDRY)</u> ▲ 074124N 1171736E  <u>KOTA KINABALU DVOR/DME (VJN)</u> ▲ 055357N 1160202E  <u>BRUNEI DVOR/DME (BRU)</u> ▲ 045230N 1145254E 50 DME BRU △ 043437N 1140607E SAKMA △ 042428N 1133955E DARMU ▲ 040139N 1124036E <u>KAMIN (FIR BDRY)</u> ▲ 023442N 1085536E						<b>Controlling Authority:</b> 1. DARMU to KAMIN: KUCHING RADAR (H24) FREQ:(PRI)134.5MHZ (SRY)125.35MHZ  2. Except from 360° VKG DVOR/DME to DARMU: KUCHING RADAR Between 0000UTC - 0800UTC Daily FREQ:(PRI) 132.35 MHZ (SRY)133.95 MHZ
		130.1	FL 460 FL 135 Class A	↓		
		92.0	FL 460 6 500 FT AMSL Class A			
		50.0	FL 460 7 500 FT AMSL Class A			
		28.0	Class A			
		63.5	FL 460 FL 135 Class A			
		241.0	Class A	↑		

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Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit  Airspace classification	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
<b>M757 (RNAV 2)</b> KARMI (FIR BDRY) ▲ <u>062940N 1003121E</u>  ALOR STAR DVOR/DME (VAS) ▲ <u>061108N 1002349E</u>						<b>Controlling Authority:</b> KUALA LUMPUR ACC FREQ: (PRI) 132.8MHZ (SRY) 133.55 MHZ  Within Butterworth TMA BUTTERWORTH RADAR FREQ: (PRI)125.925 MHZ (SRY) 120.975 MHZ
		20.0	FL 460 10 500 FTAMSL Class A	↓		

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 2.RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the Performance-based Navigation (PBN) Manual (Doc 9613).

Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit  Airspace classification	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
<b>M758</b>						
PEKAN DVOR/DME (VPK)						
▲ 032259N 1032524E		30.4	FL 460	↓		Longitudinal separation of 10 MIN between RNAV equipped ACFT.
IDSEL (FIR BDRY)			FL 245			
▲ 032432N 1035544E		11.1	Class A			
URIGO			MNM FL 250			
▲ 032505N 1040647E		24.8				
VISAT						
▲ 032620N 1043134E		41.1				
MABAL						
▲ 032826N 1051236E		35.7				
ELGOR						
▲ 033014N 1054818E		67.4				No Pre Departure Coordination (No PDC) arrangement:  Flights departing from Peninsular Malaysia to Kota Kinabalu FIR via RNAV route M758 will be cleared to FL 270, FL 290 or FL 330 Succeeding ACFT may be cleared to same level provided 10 MIN longitudinal separation using MNT exists with no closing speed.  Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M758 will be cleared to FL300, FL340 or FL380.  Succeeding ACFT may be cleared to same level provided 10 MIN longitudinal separation using MNT exists with no closing speed
LUSMO						
▲ 033341N 1065534E		164.6				
TERIX						
▲ 041521N 1093456E		140.5				
OLKIT (FIR BDRY)						
▲ 045012N 1115118E		140.0	FL 460			
DOGOG			FL 135			
▲ 052518N 1140742E		65.0	Class A			
VIDIP			MNM FL 240			
▲ 054106N 1151003E		53.0	FL 460	↑		Controlling Authority: KOTA KINABALU ACC FREQ: 126.1 MHZ
			6 500 FT AMSL			
KOTA KINABALU DVOR/DME (VJN)			Class A			
▲ 055357N 1160202E			MNM 7000FT			

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Route designator (RNP/RNAV <sup>1</sup> ) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit  Airspace classification	Direction of cruising levels		Remarks Controlling unit channel Logon address	
				Odd	Even		
1	2	3	4	5		6	
<b>M904</b>							
▲ TIDAR 065230N 1025000E		20.0	FL 460 6 500 FT AMSL Class A	↓		a) For ATS route segment of M904 within Singapore FIR, Kuala Lumpur is not responsible for the provision of ATS on M904. For ease of communication and to ensure separation between crossing tracks at UPRON and ODONO, Kuala Lumpur ACC shall maintain communication watch on flights within Singapore FIR between abeam IKUMI and TIDAR. Coordination for all flights on M904 shall be carried out by Kuala Lumpur ACC on behalf of Singapore ACC.  b) Refer AIP Singapore  <b>Controlling Authority:</b> DCPC watch between WPT TIDAR to UPRON  Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)125.325 MHZ (SRY)129.75 MHZ  FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)134.25 MHZ (SRY)129.75 MHZ	
▲ ODONO 063614N 1030129E		33.0	FL 460 FL 145 Class A				
▲ UPRON 060903N 1032040E		93.0	FL 460 FL 245 Class A				
▲ ENREP 045224N 1041442E				↑			
<p>1.RNP = required navigation performance; RNAV = area navigation specification. 2.RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the Performance-based Navigation (PBN) Manual (Doc 9613).</p>							