

GEN 0.4 CHECKLIST OF AIP PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
GENERAL (GEN)		GEN 2		GEN 3	
GEN 0					
0.1-1	01 AUG 2001	1.6-1	01 AUG 2001	3.1-1	05 SEPT 2011
0.1-2*	30 JUNE 2012			3.1-2	01 AUG 2001
		1.7-1	05 SEPT 2011	3.1-3*	30 JUNE 2012
0.1-3*	30 JUNE 2012	1.7-2	05 SEPT 2011	3.1-4*	30 JUNE 2012
0.1-4*	30 JUNE 2012				
		1.7-3	05 SEPT 2011	3.2-1	05 SEPT 2011
0.2-1	01 NOV 2006	1.7-4	05 SEPT 2011	3.2-2	01 AUG 2001
0.3-1	01 NOV 2006	2.1-1	01 NOV 2006	3.2-3	05 SEPT 2011
		2.1-2	01 NOV 2006		
0.4-1*	30 JUNE 2012			3.3-1	01 AUG 2001
0.4-2*	30 JUNE 2012	2.2-1	25 APR 1996	3.3-2	01 AUG 2001
		2.2-2	25 APR 1996		
0.4-3*	30 JUNE 2012			3.4-1	05 SEPT 2011
		2.2-3	25 APR 1996	3.4-2	05 SEPT 2011
0.5-1	01 NOV 2006	2.2-4	25 APR 1996		
				3.4-3	01 NOV 2006
0.6-1*	30 JUNE 2012	2.2-5	25 APR 1996	3.4-4	05 SEPT 2011
0.6-2	05 SEPT 2011	2.2-6	25 APR 1996		
				3.5-1	01 AUG 2001
GEN 1		2.3-1	25 APR 1996	3.5-2	01 AUG 2001
		2.3-2	25 APR 1996		
1.1-1	05 SEPT 2011			3.5-3	01 NOV 2006
1.1-2	05 SEPT 2011	2.4-1	25 APR 1996	3.5-4	05 SEPT 2011
1.2-1	01 AUG 2001	2.5-1	01 NOV 2006	3.6-1	01 AUG 2001
1.2-2	01 AUG 2001			3.6-2	01 NOV 2006
		2.6-1	25 APR 1996		
1.2-3	01 AUG 2001	2.6-2	25 APR 1996	3.6-3	01 AUG 2001
				3.6-4	01 AUG 2001
1.3-1	05 SEPT 2011	2.7-1	05 SEPT 2011		
1.3-2	05 SEPT 2011	2.7-2	05 SEPT 2011	3.6-5	01 NOV 2006
1.3-3	05 SEPT 2011	2.7-3	05 SEPT 2011	GEN 4	
		2.7-4	05 SEPT 2011	4.1-1	05 SEPT 2011
1.4-1	05 SEPT 2011			4.1-2	05 SEPT 2011
1.4-2	05 SEPT 2011	2.7-5	05 SEPT 2011		
		2.7-6	05 SEPT 2011	4.1-3	05 SEPT 2011
1.4-3	05 SEPT 2011			4.1-4	05 SEPT 2011
1.4-4	05 SEPT 2011	2.7-7	05 SEPT 2011		
		2.7-8	05 SEPT 2011	4.1-5	05 SEPT 2011
1.4-5	05 SEPT 2011			4.1-6	05 SEPT 2011
		2.7-9	05 SEPT 2011		
1.5-1	01 AUG 2001	2.7-10	05 SEPT 2011	4.2-1	25 APR 1996

PAGE	DATE	PAGE	DATE	PAGE	DATE
EN-ROUTE (ENR)		1.14-5	01 AUG 2001	5.1-3	01 AUG 2001
ENR 0		1.14-6	01 AUG 2001	5.1-4	01 AUG 2001
0.6-1	05 SEPT 2011	1.14-7	01 AUG 2001	5.2-1	05 SEPT 2011
0.6-2*	30 JUNE 2012	1.14-8	01 AUG 2001	5.3-1	05 SEPT 2011
ENR 1		ENR 2		5.4-1	05 SEPT 2011
1.1-1	05 SEPT 2011	2.1-1	01 NOV 2006	5.5-1	25 APR 1996
1.2-1	05 SEPT 2011	2.2-1	25 APR 1996	5.6-1	25 APR 1996
1.3-1	05 SEPT 2011	ENR 3		ENR 6	
1.4-1	01 AUG 2001	3.1-1*	30 JUNE 2012	6-1*	30 JUNE 2012
1.4-2	01 AUG 2001	3.1-2*	30 JUNE 2012	6-5*	30 JUNE 2012
1.5-1	01 AUG 2001	3.1-3*	30 JUNE 2012	6-7	07 NOV 1996
1.5-2	01 AUG 2001	3.1-4*	30 JUNE 2012	6-9	07 NOV 1996
1.6-1	01 NOV 2006	3.1-5*	30 JUNE 2012	6-11	25 APR 1996
1.6-2	01 NOV 2006	3.1-6*	30 JUNE 2012	6-13	25 APR 1996
1.6-3	05 SEPT 2011	3.1-7*	30 JUNE 2012	AERODROME (AD)	
1.7-1	01 AUG 2001	3.2-1	25 APR 1996	AD 0	
1.7-2	01 AUG 2001	3.3-1	05 SEPT 2011	0.6-1*	30 JUNE 2012
1.7-3	01 AUG 2001	3.4-1	25 APR 1996	0.6-2*	30 JUNE 2012
1.8-1	01 AUG 2001	3.5-1	25 APR 1996	0.6-3*	30 JUNE 2012
1.9-1	05 SEPT 2011	3.6-1	25 APR 1996	WBSB (AD 1)	
1.10-1	01 NOV 2006	ENR 4		1.1-1	25 APR 1996
1.10-2	01 AUG 2001	4.1-1	01 NOV 2006	1.2-1	05 SEPT 2011
1.10-3	01 AUG 2001	4.2-1	25 APR 1996	1.3-1	25 APR 1996
1.10-4	01 AUG 2001	4.3-1	25 APR 1996	WBSB (AD 2)	
1.11-1	01 AUG 2001	4.4-1	25 APR 1996	2-1	05 SEPT 2011
1.12-1	25 APR 1996	ENR 5		2-2	05 SEPT 2011
1.13-1	01 AUG 2001	5.1-1	01 AUG 2001	2-3	01 NOV 2006
1.14-1	01 AUG 2001	5.1-2	01 AUG 2001	2-4	05 SEPT 2011
1.14-2	01 AUG 2001				
1.14-3	01 AUG 2001				
1.14-4	01 AUG 2001				

PAGE	DATE	PAGE	DATE
WBAK (AD 3)			
2-5*	30 JUNE 2012	3-1*	30 JUNE 2012
2-6	05 SEPT 2011	3-2*	30 JUNE 2012
2-7*	30 JUNE 2012	3-3*	30 JUNE 2012
2-8	05 SEPT 2011	3-4*	30 JUNE 2012
2-9	05 SEPT 2011	3-5*	30 JUNE 2012
2-10	05 SEPT 2011	3-6*	30 JUNE 2012
2-11	05 SEPT 2011	3-7*	30 JUNE 2012
2-12	05 SEPT 2011	3-8*	30 JUNE 2012
2-13	01 NOV 2006	3-9*	30 JUNE 2012
2-14	05 SEPT 2011	3-10*	30 JUNE 2012
2-15	05 SEPT 2011	3-11*	30 JUNE 2012
2-16	25 APRIL 1996	3-12*	30 JUNE 2012
2-17	25 APRIL 1996	3-13*	30 JUNE 2012
2-18	01 NOV 2006	3-14*	30 JUNE 2012
2-19	01 NOV 2006	3-15*	30 JUNE 2012
2-20	01 NOV 2006	3-16*	30 JUNE 2012
2-21	01 NOV 2006		
2-22	07 NOV 1996		

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GEN 0.6 TABLES OF CONTENTS TO PART 1

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS	Page
GEN 1. 1 Designated authorities.....	GEN 1.1-1
GEN 1. 2 Entry, transit and departure of aircraft.....	GEN 1.2-1
GEN 1. 3 Entry, transit and departure of passengers and crew.....	GEN 1.3-1
GEN 1. 4 Entry, transit and departure of cargo.....	GEN 1.4-1
GEN 1. 5 Aircraft instruments, equipment flight documents.....	GEN 1.5-1
GEN 1. 6 Summary of national regulations and international agreements/conventions.....	GEN 1.6-1
GEN 1. 7 Differences from ICAO Standards, Recommended Practices and Procedures.....	GEN 1.7-1
GEN 2. TABLES AND CODES	
GEN 2.1 Measuring system, aircraft markings, holidays.....	GEN 2.1-1
GEN 2.1.1 Units of measurement.....	GEN 2.1-1
GEN 2.1.2 Time system.....	GEN 2.1-1
GEN 2.1.3 Geodetic reference datum.....	GEN 2.1-1
GEN 2.1.4 Aircraft nationality and registration marks.....	GEN 2.1-2
GEN 2.1.5 Public holidays.....	GEN 2.1-2
GEN 2. 2 Abbreviations used in AIS Publications.....	GEN 2.2-1
GEN 2. 3 Chart symbols.....	GEN 2.3-1
GEN 2. 4 Location Indicators.....	GEN 2.4.1
GEN 2. 5 List of radio navigation aids.....	GEN 2.5-1
GEN 2. 6 Conversion tables.....	GEN 2.6-1
GEN 2. 7 Sunrise/Sunset tables.....	GEN 2.7-1
GEN 3. SERVICES	
GEN 3.1 Aeronautical Information Services.....	GEN 3.1-1
GEN 3.1.1 Responsible service.....	GEN 3.1-1
GEN 3.1.2 Area of responsibility.....	GEN 3.1-1
GEN 3.1.3 Aeronautical publications.....	GEN 3.1-1
GEN 3.1.4 AIRAC System.....	GEN 3.1-3
GEN 3.1.5 Pre-flight information service at aerodromes/heliports.....	GEN 3.1-4
GEN 3.2 Aeronautical charts.....	GEN 3.2-1
GEN 3.2.1 Responsible service(s).....	GEN 3.2-1
GEN 3.2.2 Maintenance of charts.....	GEN 3.2-1
GEN 3.2.3 Purchase arrangements.....	GEN 3.2-1
GEN 3.2.4 Aeronautical chart series available.....	GEN 3.2-1
GEN 3.2.5 List of aeronautical charts available.....	GEN 3.2-3
GEN 3.2.6 Index to the World Aeronautical Chart (WAC)-ICAO 1:1000 000...	GEN 3.2-3
GEN 3.2.7 Topographical charts.....	GEN 3.2-3
GEN 3.2.8 Corrections to charts not contained in the AIP.....	GEN 3.2-3
GEN 3.3 Air Traffic Services.....	GEN 3.3-1
GEN 3.3.1 Responsible service.....	GEN 3.3-1
GEN 3.3.2 Area of responsibility.....	GEN 3.3-1
GEN 3.3.3 Types of services.....	GEN 3.3-1
GEN 3.3.4 Co-ordination between the operator and ATS.....	GEN 3.3-2
GEN 3.3.5 Minimum flight altitude.....	GEN 3.3-2
GEN 3.3.6 ATS units address list.....	GEN 3.3-2

NOTAM are exchanged with other International NOTAM offices as follows; -

Notam Office	Notam series		Notam Office	Notam Series	
	In	Out		In	Out
Abu Dhabi	A	A	Kuwait	A	A
Afghanistan*	A	-	Katmandu *	A	-
Amman*	A	-	Kota Kinabalu	D	B
Amsterdam	M	A	Kuala Lumpur	A	B
Athinai	A	A	Ljubjana*	A	-
Bahrain	A	A	London	A,B,F,H,J	A
Bangkok	A	B	Macau	A	A
Beijing	A, E, F	A	Madras	A	A
Beograd	A	A	Male*	A	-
Bombay	A	A	Manila	B	B
Brisbane	B,D,E,F,G,H,J,N,S	A	Muscat	A	A
Brussels*	A	-	Nicosia	A	A
Cairo*	A,B,C,W	-	Romania*	A,B,M	-
Calcutta	A	A	Singapore	A	B
Christchurch	B,P	A	Switzerland	A	A
Colombo	A	A	Sofia*	A	-
Delhi*	A,G	-	Seoul	A,G	A
Dhaka*	A	-	Taipei	A	A
Frankfurt	A,F	A	Tehran*	A	-
Ho Chi Minh	A	B	Tokyo	A,B,C,E,J	A
Hong Kong	A	A	Vietnam	A	B
Italia	A,W	A	Wien	A	A
Jakarta	A,B	B	Yangon*	A	-
Karachi*	A	-	-	-	-

Note : * *Received only.*

3.7 Sale of Publications

The AIP may be purchase from the Aeronautical Information Services Department of Civil Aviation, Brunei International Airport, Brunei Darussalam at B\$60.00 per copy (excluding postage). The document is maintained up to date by means of an amendment service. The fee for amendment service is B\$15.00 per year per copy (excluding postage), payable in advance. AIP Supplement and Aeronautical Information Circulars are available free of charge to all subscribers to the AIP Amendment service.

4. AIRAC SYSTEM

- 4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents of the Supplement effective date and the reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued. If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

4.3 **Schedule of AIRAC effective dates**

Year 2012	Year 2013	Year 2014	Year 2015
12 January	10 January	9 January	8 January
9 February	7 February	6 February	5 February
8 March	7 March	6 March	5 March
5 April	4 April	3 April	2 April
3 May	2 May	1 May	30 April
31 May	30 May	29 May	28 May
28 June	27 June	26 June	25 June
26 July	25 July	24 July	23 July
23 August	22 August	21 August	20 August
20 September	19 September	18 September	17 September
18 October	17 October	16 October	15 October
15 November	14 November	13 November	12 November
13 December	12 December	11 December	10 December

5. **PRE-FLIGHT INFORMATION SERVICE AT AERODROMES**

5.1 Pre-flight information service unit is available at the following listed aerodrome with the coverage indicated.

<u>AERODROME</u>	<u>COVERAGE</u>
BRUNEI / Brunei Darussalam	i. Route segments ii. Others on request

Daily NOTAM Bulletins (DNB) is available for distribution at the Aeronautical Information Service Unit serving the Brunei International Airport.

Post-flight information forms for annotation by aircrew of information concerning the state and operation of air navigation facilities, etc. are available from ATS unit.

PART 2 . EN-ROUTE (ENR)

ENR 0.

- ENR 0.1 PREFACE - Not applicable
- ENR 0.2 RECORD OF AIP AMENDMENTS -Not applicable
- ENR 0.3 RECORD OF AIP SUPPLEMENTS - Not applicable
- ENR 0.4 CHECKLIST OF AIP PAGES - Not applicable
- ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP- Not applicable

ENR 0.6 TABLE OF CONTENTS TO PART 2

		Page
ENR 1. GENERAL RULES AND PROCEDURES		
ENR 1.1	General Rules.....	ENR 1.1-1
ENR 1.2	Visual Flight Rules	ENR 1.2-1
ENR 1.3	Instrument Flight Rules	ENR 1.3-1
ENR 1.4	ATS Airspace Classification.....	ENR 1.4-1 ENR 1.4-2 ENR 1.4-3
ENR 1.5	Holding, Approach and Departure procedures.....	ENR 1.5-1
	ENR 1.5.1 General.....	ENR 1.5-1
	ENR 1.5.2 Arriving flights.....	ENR 1.5-2
	ENR 1.5.3 Departing flights.....	ENR 1.5-2
ENR 1.6	Radar Services and Procedures.....	ENR 1.6-1
	ENR 1.6.1 Primary radar.....	ENR 1.6-1
	ENR 1.6.2 Secondary surveillance radar (SSR).....	ENR 1.6-2
	Graphic Portrayal of Area of Coverage of Radar/SSR.....	ENR 1.6-3
ENR 1.7	Altimeter Setting Procedures.....	ENR 1.7-1
ENR 1.8	Regional Supplementary Procedures (Doc 7030).....	ENR 1.8-1
ENR 1.9	Air Traffic Flow Management (ATFM).....	ENR 1.9-1
ENR 1.10	Flight Planning.....	ENR 1.10-1
ENR 1.11	Addressing Of Flight Plan Messages.....	ENR 1.11-1
ENR 1.12	Interception Of Civil Aircraft.....	ENR 1.12-1
ENR 1.13	Unlawful Interference.....	ENR 1.13-1
ENR 1.14	Air Traffic Incidents.....	ENR 1.14-1
ENR 2. AIR TRAFFIC SERVICES AIRSPACE		
ENR 2.1	FIR, UIR, TMA.....	ENR 2.1-1
ENR 2.2	Other Regulated Airspace.....	ENR 2.2-1

ENR 3.ATS ROUTES

Page

ENR 3.1	Lower ATS Routes.....	ENR 3.1-1 ENR 3.1-2 ENR 3.1-3 ENR 3.1-4 ENR 3.1-5 ENR 3.1-6 ENR 3.1-7
ENR 3.2	Upper ATS Routes.....	ENR 3.2-1
ENR 3.3	Area Navigation (RNAV) Routes.....	ENR 3.3-1
ENR 3.4	Helicopter Routes.....	ENR 3.4-1
ENR 3.5	Other Routes.....	ENR 3.5-1
ENR 3.6	En-Route Holding.....	ENR 3.6-1

ENR 4. RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1	Radio Navigation Aids En-Route.....	ENR 4.1-1
ENR 4.2	Special Navigation Systems.....	ENR 4.2-1
ENR 4.3	Name-Code Designators For Significant Points.....	ENR 4.3-1
ENR 4.4	Aeronautical Ground Lights En-Route.....	ENR 4.4-1

ENR 5. NAVIGATION WARNINGS

ENR 5.1	Prohibited, Restricted And Danger Areas.....	ENR 5.1-1 ENR 5.1-2 ENR 5.1-3
ENR 5.2	Military Exercise And Training Areas And Air Defence Identification Zone.....	ENR 5.2-1
ENR 5.3	Other Activities Of A Dangerous Nature And Other Potential Hazards.....	ENR 5.3-1
ENR 5.4	Air Navigation Obstacles En-Route.....	ENR 5.4-1
ENR 5.5	Aerial Sporting And Recreational Activities.....	ENR 5.5-1
ENR 5.6	Bird Migration And Areas With Sensitive Fauna.....	ENR 5.6-1

ENR 6. EN-ROUTE CHARTS

ENR 6-1

ENR 6.1	Air Traffic System Chart.....	ENR 6-1
ENR 6.2	Off-Shore Helicopter Operating Areas – Index Chart.....	ENR 6-5
ENR 6.3	Prohibited, Restricted And Danger Areas – Index Chart.....	ENR 6-7
ENR 6.4	Brunei NSAR Area – Index Chart.....	ENR 6-9
ENR 6.5	Aerodrome – Index Chart.....	ENR 6-11
ENR 6.6	Radio Facility – Index Chart.....	ENR 6-13

ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit MNM FLT ALT Airspace Classification	Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
				O dd	Even	
1	2	3	4	5		6
G460						
▲ KUCHING DVOR/DME (VKG) 012824.0N 1101820.7E	<u>065°</u> 245°	FL 460 6 500 FT ALT MNM 7 000 FT	20	↓		Controlling Authority : 1. VKG DVOR/DME to VBU DVOR/DME Kuching Control – 134.5 Mhz except that part of Sibul/Bintulu Control Zone. 2. VBU DVOR/DME to BRU DVOR/DME Kinabalu ACC – 128.3 Mhz except that part of AWY within a) Brunei TMA – Brunei Approach – 127.1Mhz b) Miri TMA – Miri Approach - 122.7 Mhz or 129.9 Mhz
▲ SIBU DVOR/DME (VSI) 021448.5N 1120012.2E	112 NM <u>048°</u> 228°					
▲ BINTULU DVOR/DME (VBU) 030914.0N 1130048.0E	82 NM <u>047°</u> 227°					
▲ KADMO 041215N 1140808E	92 NM <u>047°</u> 227°					
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	61 NM					
G580						
▲ NIMIX 012454N 1075924E	<u>089°</u> 269°	FL 460 6 500 FT ALT MNM 7 000 FT	20	↓		No Pre Departure Coordination (No PDC) arrangement : Flights departing from Sarawak to Singapore will be cleared to FL 260/FL280. Succeeding acft may be cleared to the same level, provided 10 mins longitudinal separation using MNT exists and with no closing speed. Additional longitudinal separation shall be provided by ATC for faster aircraft behind. Controlling Authority : 1. NIMIX to SARVO Kuching ACC – 134.5Mhz 2. SARVO to BRU DVOR/DME Kinabalu ACC – 128.3 Mhz 3. BRU DVOR/DME to VJN DVOR/DME Kinabalu ACC – 126.1Mhz (except that part of ATS route within Brunei TMA – Brunei Approach – 127.1Mhz).
▲ ATETI (FIR BDRY) 012542N 1083000E	31 NM <u>089°</u> 269°					
▲ KUCHING DVOR/DME (VKG) 012824.0N 1101820.7E	109 NM <u>052°</u> 232°					
▲ PILAX 021850N 111226E	83 NM <u>052°</u> 232°					
▲ SARVO 032630N 1125010E	110 NM <u>052°</u> 232°					
▲ MIRI DVOR/DME (VMI) 042016.0N 1135939.0E	88 NM <u>059°</u> 239°					
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	62 NM <u>048°</u> 228°					
▲ KOTA KINABALU DVOR/DME (VJN) 055358.8N 1160147.8E	93 NM					

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit	Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
		MNM FLT ALT Airspace Classification		Odd	Even	
1	2	3	4	5		6
M522						
▲ KOTA KINABALU DVOR/DME (VJN) 055357.3N 1160202.3E	188° 008	FL 460 FL 135	20	↑		No Pre Departure Coordination (No PDC) arrangement :
▲ MAMOK (FIR BDRY) 040506N 1154712E	110 NM	MNM FL 140			↓	Flights departing from aerodromes within Kota Kinabalu FIR via RNAV M754 will be cleared to FL270. Succeeding acft cleared to same level provided at least 10 mins longitudinal separation using MNT with no closing speed. Controlling Authority : Kinabalu ACC – 126.1 Mhz
M646 (RNP 10)						
▲ OSANU (FIR BDRY) 074124N 1171736E	215° 035°	FL 460 FL 135			↓	LONGITUDINAL SEPARATION OF 10 MINS BETWEEN RNAV EQUIPPED AIRCRAFT APPLYING MACH NUMBER TECHNIQUE.
▲ KOTA KINABALU DVOR/DME (VJN) 055357.3N 1160202.3E	130.1NM	MNM FL 140				Controlling Authority : 1. OSANU to BRU DVOR/DME Kota Kinabalu ACC – 126.1Mhz 2. BRU DVOR/DME to DARMU Kota Kinabalu ACC – 128.3 Mhz 3. DARMU to KAMIN Kuching Control -134.5Mhz Except that part of AWY within Brunei TMA - Brunei Approach - 127.1Mhz NON-RNAV EQUIPPED AIRCRAFT CAN OPERATE ON THIS RNAV ROUTE AT FL280 OR BELOW (BELOW RVSM)
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	228° 048°	FL 460 6 500 FT ALT				
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	92.0 NM	MNM 7 000 FT				
△ 50 DME BRU 043437N 1140607E	50.0 NM	FL 460 7 500 FT ALT	20			
△ SAKMA 042428N 1133955E	28.0 NM	MNM 8 000 FT				
▲ DARMU 040139.0N 1124036.0E	249° 069°	FL460 FL135				
▲ KAMIN (FIR BDRY) 023442N 1085536E	63.5 NM 249° 069°	MNM FL 140			↑	
	241 NM					

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit	Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units	
		Lower Limit		Odd	Even		
1	2	MNM FLT ALT Airspace Classification		3	4	5	6
M754							
▲ SUMLA (FIR BDRY) 080242N 1160054E	200° 020°	FL 460 FL 135 MNM FL 140	20	↓ ↑	↓	No Pre Departure Coordination (No PDC) arrangement : Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M754 will be cleared to FL270. Succeeding acft may be cleared to same level provided 10 mins longitudinal separation using MNT exists with no closing speed. Controlling Authority : Kinabalu ACC – 126.1Mhz.	
▲ VIDIP 054106N 1151003E	150NM 200° 020°						
▲ UKIBA 051849N 1150209E	24NM 200° 020°						
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	28 NM						
M759							
▲ OLKIT (FIR BDRY) 045012N 115118E	089° 269°	FL 460 6 500FT ALT	20	↑	↓	No Pre Departure Coordination (No PDC) arrangement : Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M759/M758 will be cleared to FL310. Succeeding acft may be cleared to same level provided 10 mins longitudinal separation using MNT exists with no closing speed. Controlling Authority : Kinabalu ACC – 126.1 Mhz	
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	181NM	MNM 7 000FT					
M768							
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	131° 311°	FL 460 10 500 FT ALT	20	↑	↓	No Pre Departure Coordination (No PDC) arrangement :. Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M768 will be cleared to FL280. Succeeding aircraft may be cleared to same level provided 10mins longitudinal separation using MNT exists with no closing speed. Controlling Authority : Kinabalu ACC – 126.1 Mhz. # except that part of ATS route within Brunei TMA – Brunei Approach – 127.1 Mhz.	
△ TMA BDRY 041923.2N 1153036.1E	50NM 131° 311°						
▲ MAMOK (FIR BDRY) 040506N 1154712E	22NM						MNM 11 000 FT

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit	Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
		MNM FLT ALT Airspace Classification		Odd	Even	
1	2	3	4	5		6
M768						
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	306° 126°	FL 460 6 500 FT ALT	20	↓		No Pre Departure Coordination (No PDC) arrangement : Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M768 will be cleared to FL280. Succeeding acft may be cleared to same level provided 10 mins longitudinal separation using MNT exists with no closing speed. Controlling Authority : Kinabalu ACC – 126.1 Mhz
▲ DOGOG 052518N 1140742E	56 NM 306° 126°	MNM 7 000 FT				
▲ ASISU (FIR BDRY) 055906N 1132046E	58 NM					
R223						
▲ BRUNEI DVOR/DME (BRU) 045230N 1145254E	181° 001°	FL 460 FL 135	20	↓		Controlling Authority : Kinabalu ACC – 128.3 Mhz
▲ BUTAX 042613N 1145232E	26 NM 181° 001°	MNM FL 140				
▲ AGSON (FIR BDRY) 021500N 1145124E	131 NM					
W420						
▲ KOTA KINABALU DVOR/DME (VJN) 055358.8N 1160147.8E	038° 218°	FL 460 8 500 FT ALT	20*	↓		*Lateral Limits : 5NM either side of centerline from VNJ DVOR/DME to KUDAT funneling out at an angle of 7½° on either side fm VJN to 10 NM either side of centerline. 5NM either side of centerline fm VSN VOR/DME to KUDAT funneling out at an angle of 7½° on either side fm VSN to 10NM either side of centerline. The western bdry of Awy W420. VJN-KUDAT and the eastern bdry. VSN-KUDAT are joined by an arc of 10NM centred at KUDAT. Controlling Authority : Kinabalu ACC
▲ KUDAT 065430N 1165000E	77 NM 129° 309°	MNM 9 500FT FL 460 5 500 FT ALT				
▲ SANDAKAN DVOR/DME (VSN) 055421.8N 1180405.9E	96 NM	MNM 6 000FT				

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit		Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
		MNM FLT ALT Airspace Classification			Odd	Even	
1	2	3		4	5		6
W421							
▲ SANDAKAN DVOR/DME (VSN) 055421.8N 1180405.9E ▲ LAHAD DATU (LHD) LOCATOR 050129.1N 1182010.7E	163° 343°	FL 460 6 500 FT ALT		20	↓	↑	Controlling Authority : Kinabalu ACC
	55 NM	MNM 7 000 FT					
W441							
▲ DOGOG 052518N 1140742E ▲ UKIBA 051849N 1150209E ▲ LABUAN DVOR/DME (VLB) 051724.0N 1151506.2E	097° 277°	FL 460 FL 135		20	↓	↑	Controlling Authority : Kinabalu ACC – 128.3Mhz
	55 NM	MNM FL 140					
	13 NM						
W442							
▲ OLKIT 045012N 1115118E ▲ SAKMA 042428N 1133955E ▲ MIRI DVOR/DME (VMI) 042016.0N 1135939.0E	103° 283°	FL 460 FL 135		20	↓	↑	Controlling Authority : Kinabalu ACC – 128.3 Mhz
	111 NM	MNM FL 140					
	20 NM	FL 460 8 500 FT ALT MNM 9 000 FT					

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit	Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
		MNM FLT ALT Airspace Classification		Odd	Even	
1	2	3	4	5		6
W449						
▲ MIRI DVOR/DME (VMI) 042016.0N 1135939.0E	110° 290°	FL 245 4 500 FT ALT				Controlling Authority : Kinabalu ACC – 128.3 Mhz except within Miri TMA. Miri APP : 129.9 Mhz (P) :122.7 Mhz (S) Brunei APP : 127.1 Mhz Mulu Twr : 129.200 Mhz (P) : 121.7 Mhz (S) Caution : Acft intending to hold over VZU DVOR/DME or DVOR must cross 8 DME VZU at 10000 FT or enter minimum holding pattern at 10000 FT due to high terrain east of VZU DVOR.
▲ 8 DME VZU 040449N 1144014E	43 NM	MNM 5 000 FT	20			
▲ MULU DVOR/DME (VZU) 040158.0N 1144743.0E	110° 290°	FL 245 9 500 FT ALT				
	8 NM	MNM 10 000 FT				
W450						
▲ LIMBANG DVOR/DME (VLG) 044750.0N 1150008.0E	245° 065°	FL 245 4 500 FT ALT				Controlling Authority : Kinabalu ACC – 128.3 Mhz except within Brunei TMA. Brunei APP : 127.1 Mhz Within Miri TMA Miri APP : 129.9 Mhz (P) : 122.7 Mhz (S) Limbang Twr : 124.30 Mhz
▲ MIRI DVOR/DME (VMI) 042016.0N 1135939.0E	66 NM	MNM 5 000 FT	20			
W451						
▲ LIMBANG DVOR/DME (VLG) 044750.0N 1150008.0E	043° 223°	FL 245 4 500 FT ALT	20			Controlling Authority : Kinabalu ACC – 128.3 Mhz except within Brunei TMA Brunei APP : 127.1 Mhz Limbang Twr : 124.30 Mhz
▲ KOTA KINABALU DVOR/DME (VJN) 055358.8N 1160147.8E	91 NM	MNM 5 000FT				

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit	Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
		MNM FLT ALT Airspace Classification		Odd	Even	
1	2	3	4	5		6
W449						
▲ MIRI DVOR/DME (VMI) 042016.0N 1135939.0E	110° 290°	FL 245 4 500 FT ALT				Controlling Authority : Kinabalu ACC – 128.3 Mhz except within Miri TMA. Miri APP : 129.9 Mhz (P) : 122.7 Mhz (S) Brunei APP : 127.1 Mhz Mulu Twr : 129.200 Mhz (P) : 121.7 Mhz (S) Caution : Acft intending to hold over VZU DVOR/DME or DVOR must cross 8 DME VZU at 10000 FT or enter minimum holding pattern at 10000 FT due to high terrain east of VZU DVOR.
▲ 8 DME VZU 040449N 1144014E	43 NM	MNM 5 000 FT	20			
	110° 290°	FL 245 9 500 FT ALT				
▲ MULU DVOR/DME (VZU) 040158.0N 1144743.0E	8 NM	MNM 10 000 FT				
W450						
▲ LIMBANG DVOR/DME (VLG) 044750.0N 1150008.0E	245° 065°	FL 245 4 500 FT ALT				Controlling Authority : Kinabalu ACC – 128.3 Mhz except within Brunei TMA. Brunei APP : 127.1 Mhz Within Miri TMA Miri APP : 129.9 Mhz (P) : 122.7 Mhz (S) Limbang Twr : 124.30 Mhz
▲ MIRI DVOR/DME (VMI) 042016.0N 1135939.0E	66 NM	MNM 5 000 FT	20			
W451						
▲ LIMBANG DVOR/DME (VLG) 044750.0N 1150008.0E	043° 223°	FL 245 4 500 FT ALT	20			Controlling Authority : Kinabalu ACC – 128.3 Mhz except within Brunei TMA Brunei APP : 127.1 Mhz Limbang Twr : 124.30 Mhz
▲ KOTA KINABALU DVOR/DME (VJN) 055358.8N 1160147.8E	91 NM	MNM 5 000FT				

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit MNM FLT ALT Airspace Classification	Lateral Limits (NM)	Cruising Levels		Remarks Controlling Units
				Odd	Even	
1	2	3	4	5		6
W452						
▲ MULU DVOR/DME (VZU) 040158.0N 1144743.0E	012 ° 192 °	FL 245 9 500 FT ALT	20	↓		Controlling Authority : Kinabalu ACC – 128.3 Mhz except within Miri TMA Miri APP : 129.9Mhz (P) : 122.7 Mhz (S) Within Brunei TMA Brunei APP : 127.1 Mhz Mulu Twr : 129.200 Mhz (P) : 121.7 Mhz (S)
	16 NM	MNM 10 000 FT		↑		
	012 ° 192 °	FL 245 7 000 FT ALT				
▲ 16 DME VZU 041740N 1145104E	9 NM	MNM 7 000 FT				
▲ BUTAX 042613N 1145232E						Caution : Acft intending to hold over VZU DVOR/DME or DVOR must cross 16 DME VZU at 10000ft or enter minimum holding pattern at 10000ft due to high terrain east of VZU DVOR
Y445						
▲ LEDAM 045149N 1134706E	339 ° 159 °	FL 460 FL 195	20	↓		Controlling Authority : Kinabalu ACC
	72 NM			↑		
▲ ASISU 055906N 1132046E						

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