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# AIC

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## **PROJECT FOR PROPOSED UPGRADING OF TAXIWAY A10 & A11, AND REHABILITATION OF RUNWAY 32R AT KL INTERNATIONAL AIRPORT**

### **1. OBJECTIVE**

- 1.1 The objective of this AIC is to notify the aviation industry of the proposed scope of construction works to be implemented under this project and the subsequent changes to the taxiway pavement type at taxiways A10 and A11 on completion.

### **2. WORK AND WORK AREAS**

- 2.1 The work and work areas are as follows and depicted in **APPENDIX A**.

**A. The proposed Upgrading works for Taxiway A10 (WORK AREA B) and A11 (WORK AREA A) which are similar to one another and briefly they are:**

- i. Ground preparation works like installation of boundary markers complete with chequered flags and hazard warning lights to demarcate taxiway lane closure and also the limit of construction works.
- ii. Setting out and survey works for Taxiway A10 and A11 prior and during excavation and construction works.
- iii. The removal of existing asphaltic concrete pavement at Taxiways A10 and A11 by milling operation and excavation.
- iv. Construction of new rigid pavement (concrete) at Taxiways A10 and A11.
- v. Reinstallation of AGL light fittings and sensor cable.
- vi. Painting centre lines and lead-in lines for newly constructed rigid pavement of Taxiways A10 and A11.

**B. The third area of works is the rehabilitation of Runway 32R (WORK AREA C). The works carried out are:**

- i. Ground preparation works such as installation of boundary markers complete with chequered flags and hazard warning lights to demarcate taxiway lane closure and also the limit of construction works.

- ii. Setting out and survey works for Runway 32R prior and during excavation and construction works.
- iii. Removal of existing rigid pavement (PQC) at Runway 32R (approximately. 240M x 20M width).
- iv. Re-Construction of new rigid pavement (PQC) at Runway 32R (about 240M x 20M).

**3. GENERAL REQUIREMENT**

3.1 Works sequence shall start at Taxiway A11 first and then proceed to Taxiway A10 and then to Runway 32R.

- i. All machinery involved shall comply with Visual Aids For Denoting Obstacle as required by ICAO ANNEX 14 CHAPTER 6.
- ii. Upon confirmation by and instruction from the Main Control Tower of bad weather, all works shall stop and machinery and personnel will leave the site. All machinery shall be relocated to a location at a safe distance from the runway or as directed by Aerodrome Safety Unit.
- iii. The maximum height of the operating machinery is about 6 metres. It will be indicated at site with red and white chequered flag and will be lighted at night with steady red light.
- iv. All vehicles travelling on the site shall observe the speed limit of 25KM per hour.

**4. SEQUENCE OF WORKS AND SCHEDULE OF COMPLETION**

4.1 The start and completion dates are tabulated in **Table 1**.

**Table 1: Sequence of Work**

<b>WORK AREA</b>	<b>START</b>	<b>FINISH</b>	<b>REMARKS</b>
<b>AREA A</b>	<b>15 JUL 2014</b>	<b>15 DEC 2014</b>	<b>TWY A11</b>
<b>AREA B</b>	<b>4 NOV 2014</b>	<b>04 JAN 2015</b>	<b>TWY A10</b>
<b>AREA C</b>	<b>4 NOV 2014</b>	<b>30 APR 2015</b>	<b>RWY 32R</b>

**5. IMPLEMENTATION**

5.1 The dates for construction activities are listed in Table 1 and activation of work area depicted in Tables 1 will be disseminated through NOTAMs.

**6. DISPLACED THRESHOLD RUNWAY 14L/32R AND NEW DECLARED DISTANCES RUNWAY 14L/32R**

- 6.1 In implementing the construction works, Runway 14L and 32R thresholds shall be displaced in conformity to Annex 14 so as to cause minimum disruption to the airlines' operations. The details and schedules of implementation of the new declared distances are as shown in the Table 2 – Table 3 below.

**Table 2: 1st STAGE (21st OCTOBER 2014 - 3RD NOVEMBER 2014)**

<b>RUNWAY</b>	<b>TORA</b>	<b>TODA</b>	<b>LDA</b>	<b>ASDA</b>	<b>REMARKS</b>
<b>RWY 32R</b>	<b>3814</b>	<b>3814</b>	<b>3879</b>	<b>3814</b>	<b>TWY A11 NOT AVAILABLE</b>
<b>RWY 14L</b>	<b>3604</b>	<b>3604</b>	<b>NIL</b>	<b>3604</b>	<b>TWY A1 NOT AVAILABLE</b>

**Note: 1<sup>st</sup> Stage = Installation of ILS system at Runway End 14L**

**Table 3: 2nd STAGE (4TH NOVEMBER 2014 - 30TH APRIL 2015)**

<b>RUNWAY</b>	<b>TORA</b>	<b>TODA</b>	<b>LDA</b>	<b>ASDA</b>	<b>REMARKS</b>
<b>RWY 32R</b>	<b>2747</b>	<b>2747</b>	<b>NIL</b>	<b>2747</b>	<b>TWY A11 NOT AVAILABLE</b>
<b>RWY 14L</b>	<b>2999</b>	<b>2999</b>	<b>NIL</b>	<b>2999</b>	<b>TWY A1 NOT AVAILABLE</b>

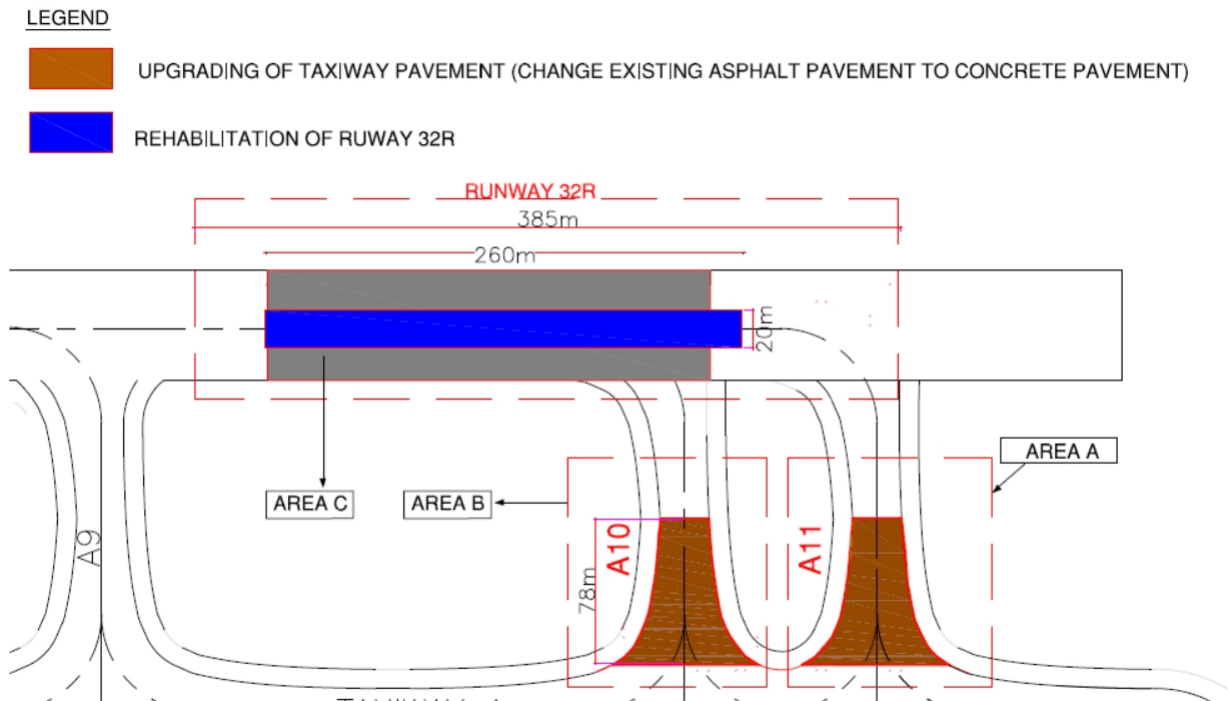
**Note: 2nd Stage = Upgrading of TWY 10 and Rehabilitation work on RWY 32R**

**7. CANCELLATION**

- 7.1 This AIC shall remain current until the completion of the project.

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

## PLAN OF AREA LAYOUT



**Figure 1 Plan of Area Layout**

### Details

Work Area A : Upgrading of Taxiway A11  
 Work Area B : Upgrading of Taxiway A10  
 Work Area C : Rehabilitation of Runway 32R

- Length of existing flexible pavement at Taxiway A10 and A11 to be upgraded = 78M.
- Length of existing concrete pavement at Runway 32R to be rehabilitated = 260M.
- Width of concrete pavement at Runway 32R to be rehabilitated = 20M.
- Length of estimated working area at Runway 32R = 385M.