
AIC

MALAYSIA

PHONE: 6-03-8871 4000
FAX: 6-03-8881 0530
AFTN: WMKKYAYS

AERONAUTICAL INFORMATION SERVICES
DEPARTMENT OF CIVIL AVIATION
LEVEL 1-4, PODIUM BLOCK,
NO. 27, PERSIARAN PERDANA,
PRECINCT 4,
62618 PUTRAJAYA,
MALAYSIA

02/2015
23 SEP

**KOTA KINABALU FLIGHT INFORMATION REGION
ESTABLISHMENT OF EASTERN SABAH SECURITY ZONE (ESSZone)
TEMPORARY RESERVED AREA (TRA) AND TEMPORARY SEGREGATED AREA (TSA)**

1 PURPOSE

- 1.1 The purpose of this AIC is to notify airspace users on the establishment of ESSZone TRA/TSA and associated air traffic management procedures within the eastern area of Sabah, namely: Kudat, Kota Marudu, Pitas, Beluran, Sandakan, Kinabatangan, Lahad Datu, Kunak, Semporna and Tawau.
- 1.2 Associated air traffic management procedures have been established within ESSZone TRA/TSA primarily to ensure the safe, efficient and orderly flow of civil air traffic while mission-oriented activities are being conducted, as well as to provide freedom of movement for mission-oriented State aircraft operating within the affected area.

2 DEFINITION

- 2.1 **Eastern Sabah Security Committee (ESSCOM).** The authoritative body that oversees ESSZone.
- 2.2 **Air Safety Cell.** A unit under the prerogative of the Joint Air Traffic Control Centre (JATCC) Kota Kinabalu, responsible for the day-to-day management of ESSZone TRA/TSA.
- 2.3 **Temporary Reserved Area (TRA).** Airspace temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may be allowed to transit under air traffic control (ATC) clearance.
- 2.4 **Temporary Segregated Area (TSA).** Airspace temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.

3 ESSZone TRA/TSA Structure

3.1 The lateral and vertical limit of the ESSZone TRA/TSA is defined as follows:

Lateral Limits	Vertical Limits Airspace Classification
<p>Area bounded by 7°37'13.40"N 117°22'8.42"E, 7°36'42.90"N 116°29'32.93"E, 6°39'5.31"N 116°24'5.54"E, thence along the Kota Kinabalu TMA boundary to 5°47'41.12"N 116°51'48.65"E, 5°47'28.56"N 117° 9'2.00"E (Telupid), 5°13'50.00"N 117°29'25.00"E (Kuamut), 4°28'53.14"N 117°29'29.25"E (Kalabakan), thence along the Tawau CTR boundary to 4° 0'2.08"N 118°43'26.82"E, then along the Ujung Pandang/Kota Kinabalu FIR boundary to 4° 0'2.04"N 119° 3'33.46"E, 4°23'16.78"N 119° 8'51.37"E, 4°23'16.65"N 119° 1'11.41"E, 4°42'1.13"N 119° 1'34.75"E, 4°58'43.84"N 119°18'16.15"E and then along the Manila/Kota Kinabalu FIR boundary 7°37'13.40"N 117°22'8.42"E (excluding Lahad Datu ATZ, Sandakan CTR, Tawau CTR, Airway W424 and segment of Airway W460 from LHD NDB to 30 NM LHD NDB).</p>	<p style="text-align: center;">5,000FT ALT ----- SFC Class G</p>

3.2 The ESSZone TRA/TSA include WBR522.

4 Requests for Clearances into ESSZone TRA/TSA

4.1 Except for scheduled flights and mission-oriented State aircraft, other aircraft operating into and out of airports in the ESSZone TRA or which intend to operate in the affected area, shall be permitted to operate subject to prior coordination. During periods of intense aerial activities, some delays may be expected.

4.2 Except for scheduled flights and mission-oriented State aircraft, other aircraft requiring clearance into ESSZone TRA shall submit a draft flight plan and application for approval number to Air Safety Cell, either by email or fax, at least six (6) hours before departure. Air Safety Cell will process these applications and endeavour to approve the flight plans or provide a de-conflicted slot time prior to issuance of approval number to the operators.

4.3 Exemptions from paragraph 4.2 shall be accorded to special flights listed below:

- a) aircraft known or believed to be in an emergency situation including aircraft subject to unlawful interference, experiencing fuel shortage, Medivac aircraft transporting a seriously ill passenger, radio communication failure, etc.;
- b) aircraft participating in SAR, mercy or flood relief rescue operations;
- c) aircraft engaged in post-accident/incident flight checks; and
- d) aircraft engaged in the personal transport of the King, the Prime Minister or the Deputy Prime Minister and other dignitaries approved by the Government. (This degree of priority will not be afforded to the Prime Minister or the Deputy Prime Minister. if they happen to travel on scheduled flights).

4.4 Operator shall fill in the Air Safety Cell's approval number (YY/MM/DD/NNN) and slot time (YYMMDD(time)UTC - YYMMDD(time)UTC) under item 18 OTHER INFORMATION when submitting flight plan to DCA Malaysia.

4.5 Pilots of such flights shall conform strictly to ATC clearance prior entering the ESSZone TRA. Any clearance into the ESSZone TRA will automatically expire if the aircraft cannot remain within 30 minutes of the flight planned ETDs and ETAs.

- 4.6 Except for mission-oriented State aircraft, other aircraft shall not be permitted to operate within ESSZone TSA. Exemptions shall be accorded to special flights mentioned at paragraph 4.3 (a. to d.).
- 4.7 ESSCOM may declare the upgrading of ESSZone TRA to ESSZone TSA at any time with immediate effect in the event of a crisis or serious threat to national security.
- 5 Procedures for Landing and Overflight of Foreign Civil (Scheduled/Non- Scheduled) Flights and Foreign Military/State Aircraft in Malaysia**
- 5.1 Procedures for overflights and non-traffic or technical landing are listed in AIP Malaysia GEN 1.2-4 Paragraph 5.1.
- 5.2 Procedures for traffic landing are listed in AIP Malaysia GEN 1.2-4 Paragraph 5.2.
- 5.3 Procedures for landing and overflight of foreign military/State aircraft are listed in AIP Malaysia GEN 1.2-5 Paragraph 5.3.
- 6 Communications and Radio Navigation Requirements**
- 6.1 All aircraft operating under IFR or VFR within ESSZoneTRA shall be equipped with appropriate communications and navigation equipment enabling them:
- a) to maintain two-way communication with the appropriate ATC unit. The minimum requirement is VHF RTF equipment suitable for communicating on ATC frequencies; and
 - b) to maintain track within the lateral limits of the airway and to navigate in accordance with ATC instructions.
- 6.2 The pilot-in-command shall maintain continuous listening watch on appropriate ATC frequencies while in Control Zone.
- 6.3 The pilot-in-command shall maintain continuous listening watch on Kinabalu Information frequencies (133.3 MHz and/or 6825 KHz), report to Kinabalu Information and to make "operations-normal" call every thirty (30) minutes interval or as and when instructed by ATC.
- 6.4 The pilot-in-command shall adhere to the Traffic Information Broadcasts by Aircraft (TIBA) and related operating procedures within Kota Kinabalu FIR (AIP Supplement Malaysia 06/2014 dated 20 February).
- 7 Interception and Identification**
- 7.1 All SSR transponder-equipped aircraft when operating in ESSZoneTRA shall have their transponders set to their allocated SSR codes, or if a code has not been allocated, they should set Mode 3/A Code 2000.
- 7.2 Aircraft entering or transiting the ESSZone TRA may be intercepted for the purpose of identification. An aircraft which is intercepted by mission-oriented State aircraft shall act in accordance to the instructions in the AIPs (Malaysia page ENR 1.12).
- 7.3 For communication between civil and/or intercepting aircraft, the 121.5 MHz or 243.0 MHz frequency shall be used.
- 7.4 Aircraft experiencing an emergency that necessitate their entering an active area shall immediately advise the appropriate ATS units so that necessary action can be taken to co-ordinate a safe entry into the area. In this case, separation will be provided real time by the appropriate ATS units.

8 IMPLEMENTATION

8.1 Implementation is planned for 1 January 2016.

9 CONCLUSION

9.1 All operators shall ensure that their operations are in compliance with this AIC.

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