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# AIP SUPPLEMENT MALAYSIA

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## KOTA KINABALU FLIGHT INFORMATION REGION

### KOTA KINABALU INTERNATIONAL AIRPORT APRON TRAFFIC REGULATION AT TERMINAL 1 APRON

#### 1. PURPOSE

- 1.1 The purpose of this AIP Supplement is to provide information and advice regarding the facilities provided and the procedures implemented for the regulating of aircraft movement at the Terminal 1 Apron. This AIP Supplement is associated with a number of other aeronautical information notifications that will provide more information on the Terminal 1 Apron including details of the aircraft parking stands, bay allocation procedures and the introduction of new infrastructure, facilities and services for the movement area at the Kota Kinabalu International Airport.
- 1.2 This AIP Supplement supersedes the previously published AIP Supplement 23/2006 dated 12<sup>th</sup> October 2006 and AIP Supplement 04/2007 dated 1<sup>st</sup> March 2007.

#### 2. INTRODUCTION

- 2.1 The Terminal 1 Apron at the Kota Kinabalu International Airport is currently undergoing an upgrading programme. The apron will be expanded and extended to provide for new additional aircraft parking stands in anticipation of increase apron traffic movement at the Kota Kinabalu International Airport.
- 2.2 New additional facilities and procedures will also be introduced to facilitate safe and efficient flow of aircraft into-, on- and out- of the Terminal 1 Apron.

#### 3. TERMINAL 1 APRON AND ASSOCIATED TAXIWAYS

[see Appendix A]

### **3.1 TERMINAL 1 APRON**

- 3.1.1 The Terminal 1 Apron provides for nineteen [19] numbers of aircraft parking stands for the various aircraft types operating at the Kota Kinabalu International Airport.

**Aircraft Stand No. 1 : B747-400**

**Aircraft Stand Nos. 2 - 5 : B747-400**

**Aircraft Stand No. 6 : A330-300**

**Aircraft Stand Nos. 7 - 13 : B737-800W**

**Aircraft Stand Nos. 14 - 16 : Fokker F-50 / ATR72**

**Aircraft Stand Nos. 17 - 19 : Twin Otter DHC-6**

### **3.2 MAIN TAXIWAY**

- 3.2.1 A full-length parallel taxiway – **Main Taxiway** - links the Runway to the Terminal 1 Apron and serves for the continuous flow of arriving aircrafts from the Runway to the Terminal 1 Apron and departing aircrafts from the Terminal 1 Apron to the Runway.

### **3.3 INTERSECTION TAXIWAY**

- 3.3.1 Three [3] intersection taxiways – **Taxiway J, M and L** – connect the **Main Taxiway** and the Apron Taxiway and serve as entry-exit routes to/from the Terminal 1 Apron.

### **3.4 APRON TAXIWAY**

- 3.4.1 An Apron Taxiway runs across the Terminal 1 Apron provides for a through taxi route and connects to the aircraft parking stands.

### **3.5 APRON TAXILANE**

- 3.5.1 An Apron Taxilane connects to aircraft parking stands numbers **16** [F-50] and **17 - 19** [DHC-6].

### **3.6 INTERMEDIATE HOLDING POSITIONS**

- 3.6.1 Intermediate Holding Positions [IHP] provided on the Main Taxiway and the Apron Taxiway for the purpose of regulating aircraft movement into-, on- and out- of the Terminal 1 Apron,

**IHP Nos. 1 - 4** : Main Parallel Taxiway

**IHP Nos. 5 - 7** : Apron Taxiway

**IHP No. 8** : Apron Taxilane

## **4. REGULATION ON MOVEMENT AREA**

### **4.1 AIR TRAFFIC CONTROL DIRECTIVES**

- 4.1.1 The routes to be used by aircraft when taxiing into-, on and out- of the Terminal 1 Apron will be specified by air traffic control. The issuance by air traffic control of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the movement area or to comply with air traffic control directions intended to regulate aircraft movement.

## 4.2 PREFERRED TAXIING ROUTES

4.2.1 Preferred taxiing routes are introduced to facilitate safe and efficient movement of air traffic on the movement area, particularly at the Terminal 1 Apron. The preferred taxiing routes specify the intersection taxiway to be used for entry into the apron, the intersection taxiway to be used for exit from the apron and designated intermediate holding positions where aircraft may be held to regulate and achieve efficient flow of aircraft on the movement area.

## 4.3 ENTRY AND EXIT TAXIWAYS

4.3.1 Entry and exit intersection taxiways to and from the Terminal 1 Apron are assigned in accordance to the runway-in-use.

i. Runway 02 in-use

Entry intersection taxiway : Taxiway L or Taxiway M

Exit intersection taxiway : Taxiway J or Taxiway M

ii. Runway 20 in-use

Entry intersection taxiway : Taxiway J or Taxiway M

Exit intersection taxiway : Taxiway L or Taxiway M

## 4.4 DIVISIONS OF THE TERMINAL 1 APRON

[see Appendix B]

4.4.1 For the purpose of this apron traffic regulation procedure, the Terminal 1 Apron is divided into three [3] distinct sectors.

i. North Apron

ii. Central Apron

iii. South Apron

## 4.5 RUNWAY 02 IN-USE

### 4.5.1 ARRIVALS TO NORTH APRON

[see Appendix C]

i. Arrivals will enter the Terminal 1 Apron via **Taxiway L**.

ii. The arriving aircraft may be held at **IHP 4** to allow the movement of departure aircraft from North Apron [exiting via Taxiway J or M].

### 4.5.2 ARRIVALS TO CENTRAL APRON

[see Appendix D]

i. Arrivals will enter the Terminal 1 Apron via **Taxiway M or Taxiway L**.

ii. The arriving aircraft entering via **Taxiway M** may be held at **IHP 3** to allow the movement of departure aircraft from North Apron or Central Apron [exiting via Taxiway M].

iii. The arriving aircraft entering via **Taxiway L** may be held at **IHP 4** to allow the movement of departure aircraft from North Apron [exiting via

Taxiway J or M] and held at **IHP 7** to allow the movement of departure aircraft from Central Apron [on the Apron Taxiway].

#### **4.5.3 ARRIVALS TO SOUTH APRON**

**[see Appendix E]**

- i. Arrivals will enter the Terminal 1 Apron via **Taxiway M or Taxiway L**.
- ii. The arriving aircraft entering via **Taxiway M** may be held at **IHP 3** to allow the movement of departure aircraft from North Apron or Central Apron [exiting via Taxiway M] and held at **IHP 6** to allow the movement of departure aircraft from South Apron [exiting via Taxiway J].
- iii. The arriving aircraft entering via **Taxiway L** may be held at **IHP 4** to allow the movement of departure aircraft from North Apron [exiting via Taxiway J or M] and held at **IHP 7** to allow the movement of departure aircraft from Central Apron [on the Apron Taxiway] and held at **IHP 6** to allow the movement of departure aircraft from South Apron [exiting via Taxiway J].

#### **4.5.4 DEPARTURES FROM NORTH APRON**

**[see Appendix F]**

- i. Departures will exit the Terminal 1 Apron via **Taxiway J or Taxiway M**.
- ii. The departing aircraft exiting via **Taxiway J** may be held at **IHP 8** to allow movement of arriving aircraft into the Central Apron or South Apron [entering via Taxiway L] and held at **IHP 7** to allow movement of arriving into the Central Apron and South Apron [entering via Taxiway M] and held at **IHP 6** to allow movement of departure aircraft from the South Apron [exiting via Taxiway J].
- iii. The departing aircraft exiting via **Taxiway M** may be held at **IHP 8** to allow movement of arriving aircraft into the Central Apron or South Apron [entering via Taxiway L] and held at **IHP 7** to allow movement of arriving into the Central Apron and South Apron [entering via Taxiway M] and held at **IHP 2** to allow movement of departure aircraft from the South Apron [exiting via Taxiway J].

#### **4.5.5 DEPARTURES FROM CENTRAL APRON**

**[see Appendix G]**

- i. Departures will exit the Terminal 1 Apron via **Taxiway J or Taxiway M**.
- ii. The departing aircraft exiting via **Taxiway J** may be held at **IHP 6** to allow movement of departure aircraft from the South Apron [exiting via Taxiway J].
- iii. The departing aircraft exiting via **Taxiway M** may be held at **IHP 7** to allow movement of arriving aircraft into the Central Apron or South Apron [entering via Taxiway M] and held at **IHP 2** to allow movement of departure aircraft from the South Apron [exiting via Taxiway J].

#### **4.5.6 DEPARTURES FROM SOUTH APRON**

[see Appendix H]

- i. Departures will exit the Terminal 1 Apron via **Taxiway J**.
- ii. The departing aircraft may be held at **IHP 5** to allow movement of departure aircraft from the Central Apron and North Apron [exiting via Taxiway J].

#### **4.6 RUNWAY 20 IN-USE**

##### **4.6.1 ARRIVALS TO NORTH APRON**

[see Appendix I]

- i. Arrivals will enter the Terminal 1 Apron via **Taxiway J** or **Taxiway M**.
- ii. The arriving aircraft entering via **Taxiway J** may be held at **IHP 1** to allow movement of departure aircraft from the South Apron or Central Apron [on the Apron Taxiway] and held at **IHP 6** to allow movement of departure aircraft from the Central Apron [exiting via Taxiway M] and held at **IHP 7** to allow movement of departure aircraft from the North Apron [exiting via Taxiway L].
- iii. The arriving aircraft entering via **Taxiway M** may be held at **IHP 2** to allow movement of departure aircraft from the South Apron or Central Apron [exiting via Taxiway M] and held at **IHP 7** to allow movement of departure aircraft from the North Apron [exiting via Taxiway L].

##### **4.6.2 ARRIVALS TO CENTRAL APRON**

[see Appendix J]

- i. Arrivals will enter the Terminal 1 Apron via **Taxiway J** or **Taxiway M**.
- ii. The arriving aircraft entering via **Taxiway J** may be held at **IHP 1** to allow movement of departure aircraft from the South Apron or Central Apron [on the Apron Taxiway].
- iii. The arriving aircraft entering via **Taxiway M** may be held at **IHP 2** to allow movement of departure aircraft from the South Apron or Central Apron [exiting via Taxiway M].

##### **4.6.3 ARRIVALS TO SOUTH APRON**

[see Appendix K]

- i. Arrivals will enter the Terminal 1 Apron via **Taxiway J**.
- ii. The arriving aircraft entering via **Taxiway J** may be held at **IHP 1** to allow movement of departure aircraft from the South Apron or Central Apron [on the Apron Taxiway].

##### **4.6.4 DEPARTURES FROM NORTH APRON**

[see Appendix L]

- i. Departures will exit the Terminal 1 Apron via **Taxiway L**.

- ii. The departing aircraft exiting via **Taxiway L** may be held at **IHP 8** to allow movement of departure aircraft from the Central Apron or South Apron [exiting via Taxiway L].

#### **4.6.5 DEPARTURES FROM CENTRAL APRON**

[see Appendix M]

- i. Departures will exit the Terminal 1 Apron via **Taxiway M** or **Taxiway L**.
- ii. The departing aircraft exiting via **Taxiway M** may be held at **IHP 6** to allow movement of arriving aircraft into the Central Apron and North Apron [entering via Taxiway M] and held at **IHP 3** to allow movement of departure aircraft from the North Apron [exiting via Taxiway L].
- iii. The departing aircraft exiting via **Taxiway L** may be held at **IHP 6** to allow movement of arriving aircraft into the Central Apron or North Apron [entering via Taxiway M] and held at **IHP 7** to allow movement of departure aircraft from the North Apron [exiting via Taxiway L].

#### **4.6.6 DEPARTURES FROM SOUTH APRON**

[see Appendix N]

- i. Departures will exit the Terminal 1 Apron via **Taxiway M** or **Taxiway L**.
- ii. The departing aircraft exiting via **Taxiway M** may be held at **IHP 5** to allow movement of arriving aircraft into the Central Apron and North Apron [entering via Taxiway J] and held at **IHP 6** to allow movement of arriving aircraft into the Central Apron and North Apron [entering via Taxiway M] and held at **IHP 3** to allow movement of departure aircraft from the North Apron [exiting via Taxiway L].
- iii. The departing aircraft exiting via **Taxiway L** may be held at **IHP 5** to allow movement of arriving aircraft into the Central Apron and North Apron [entering via Taxiway J] and held at **IHP 6** to allow movement of arriving aircraft into the Central Apron and North Apron [entering via Taxiway M] and held at **IHP 7** to allow movement of departure aircraft from the North Apron [exiting via Taxiway L].

### **5. IMPLEMENTATION**

- 5.1 This AIP Supplement and relevant charts will be applicable upon the completion of the upgrading works at Kota Kinabalu International Airport. A trigger NOTAM will be issued notifying the effective date of implementation.

### **6. CANCELLATION**

- 6.1 This AIP Supplement will remain current until the information is published in AIP Malaysia.

**DATO' AZHARUDDIN ABDUL RAHMAN**

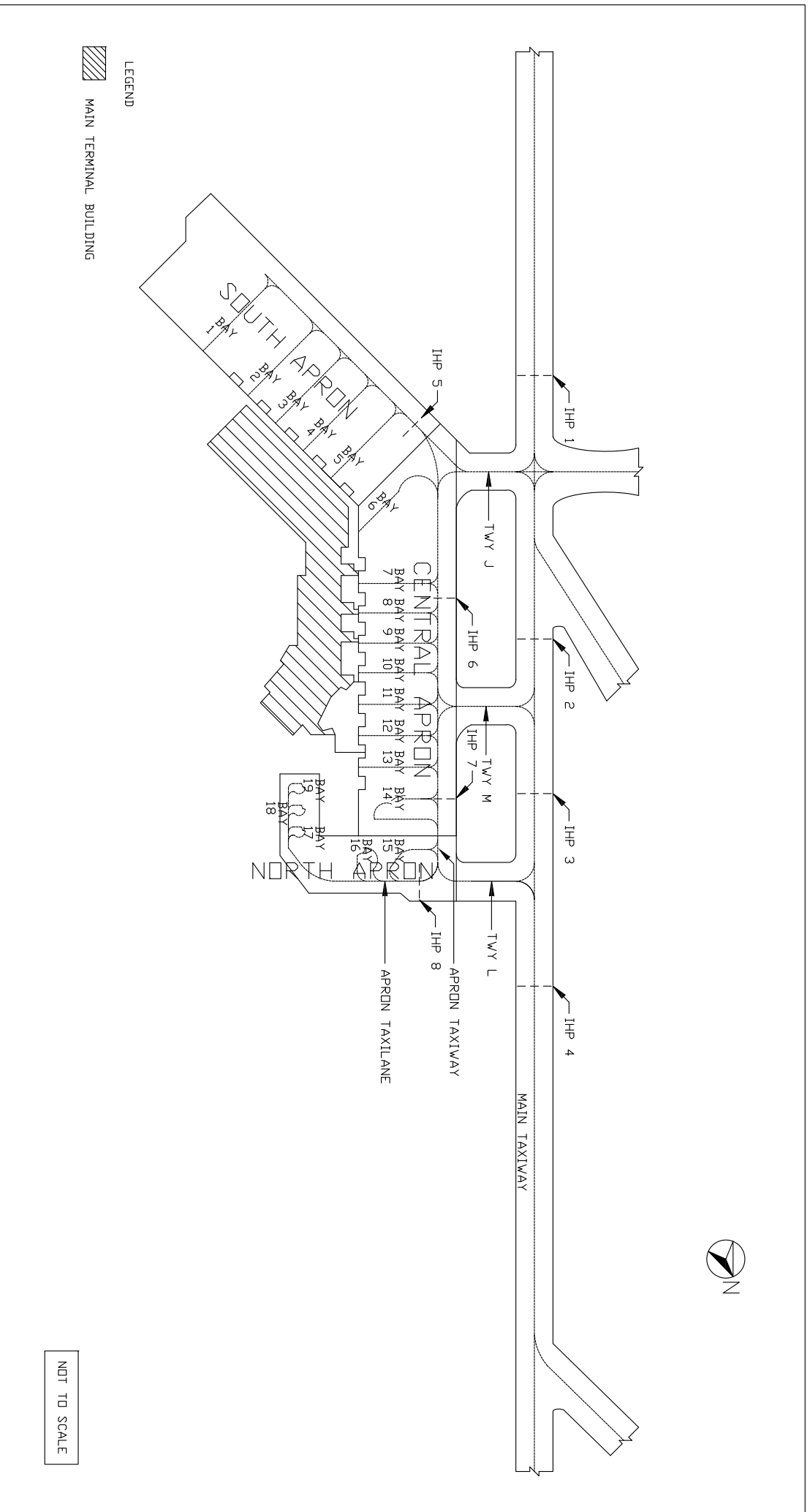
**Director General**

**Department of Civil Aviation**

**Malaysia**

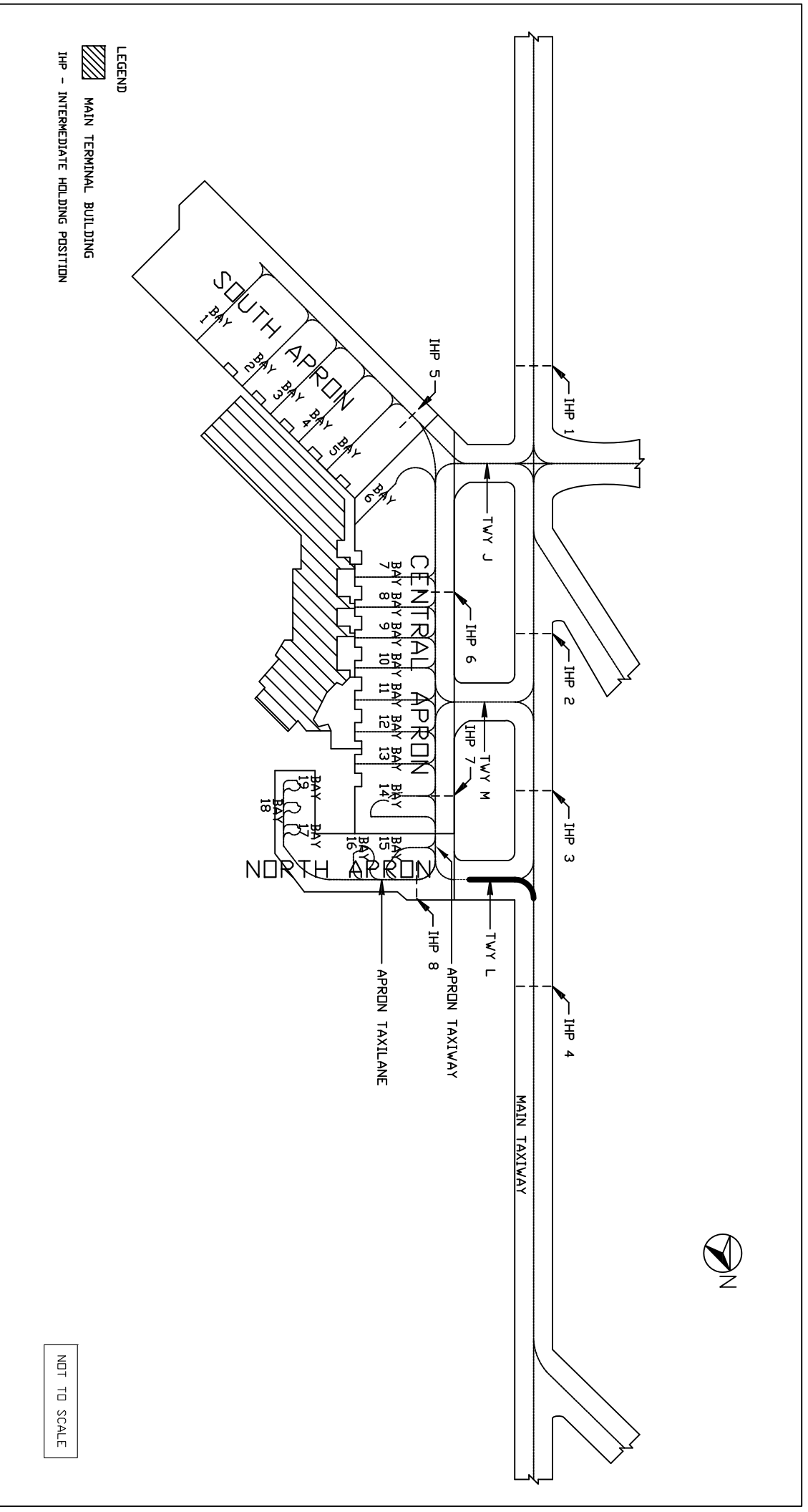
KOTA KINABALU INTERNATIONAL AIRPORT - DIVISION OF TERMINAL 1 APRON

APPENDIX A



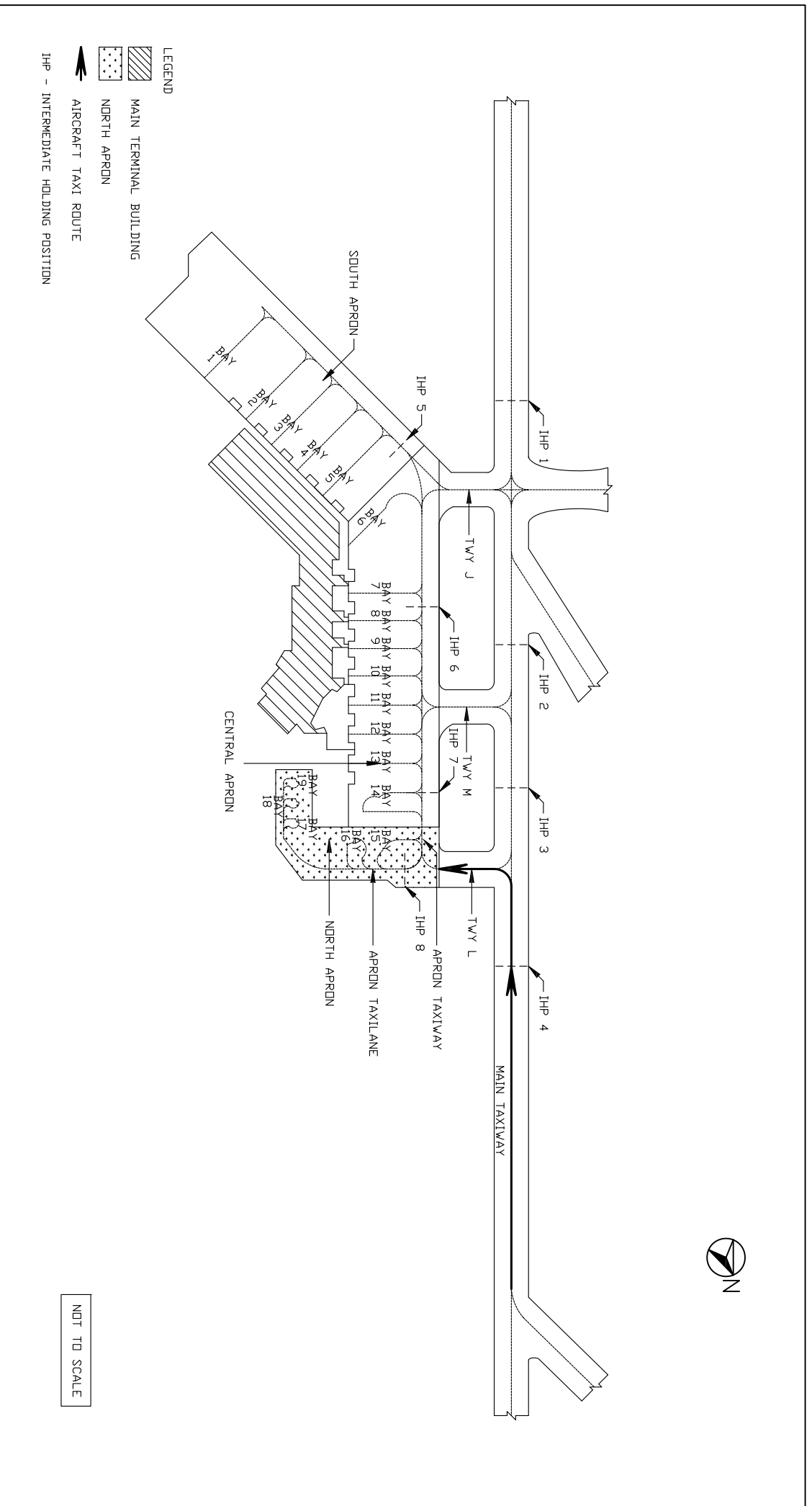
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APPENDIX B



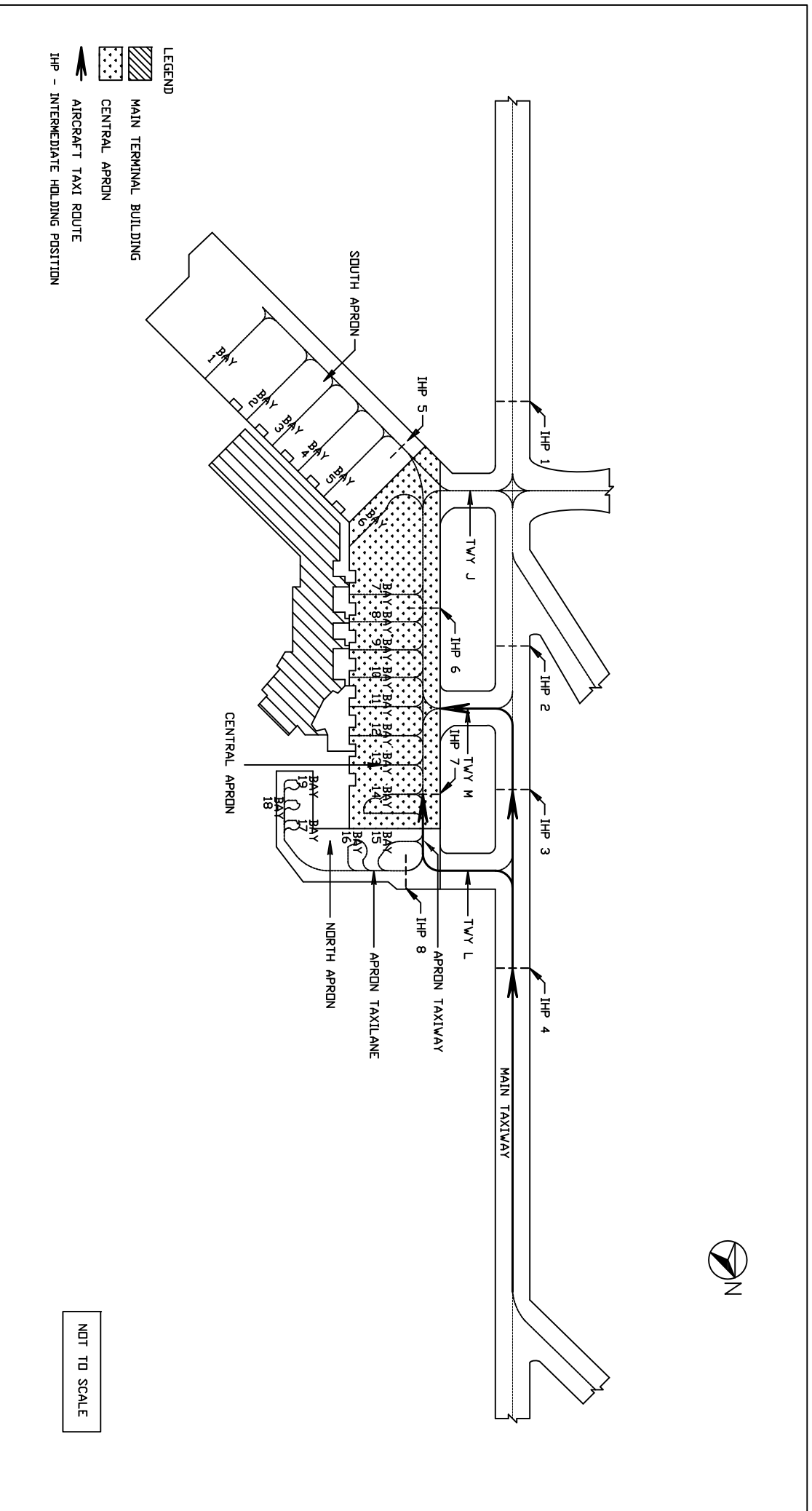


# KOTA KINABALU INTERNATIONAL AIRPORT - TAXI ROUTE : R 02 ARRIVALS TO NORTH APRON

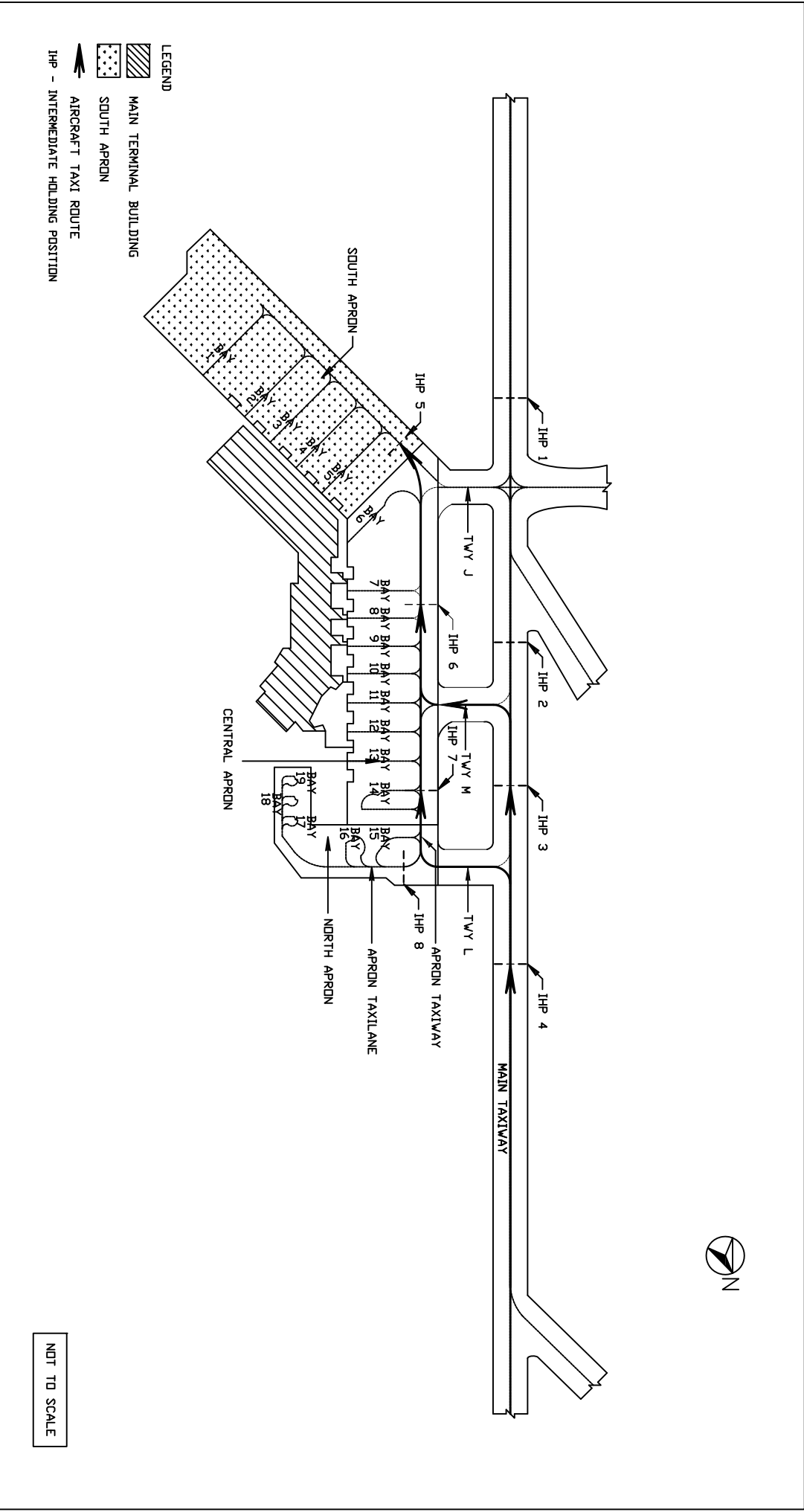


KOTA KINABALU INTERNATIONAL AIRPORT - TAXI ROUTE : R 02 ARRIVALS TO CENTRAL APRON

APPENDIX D



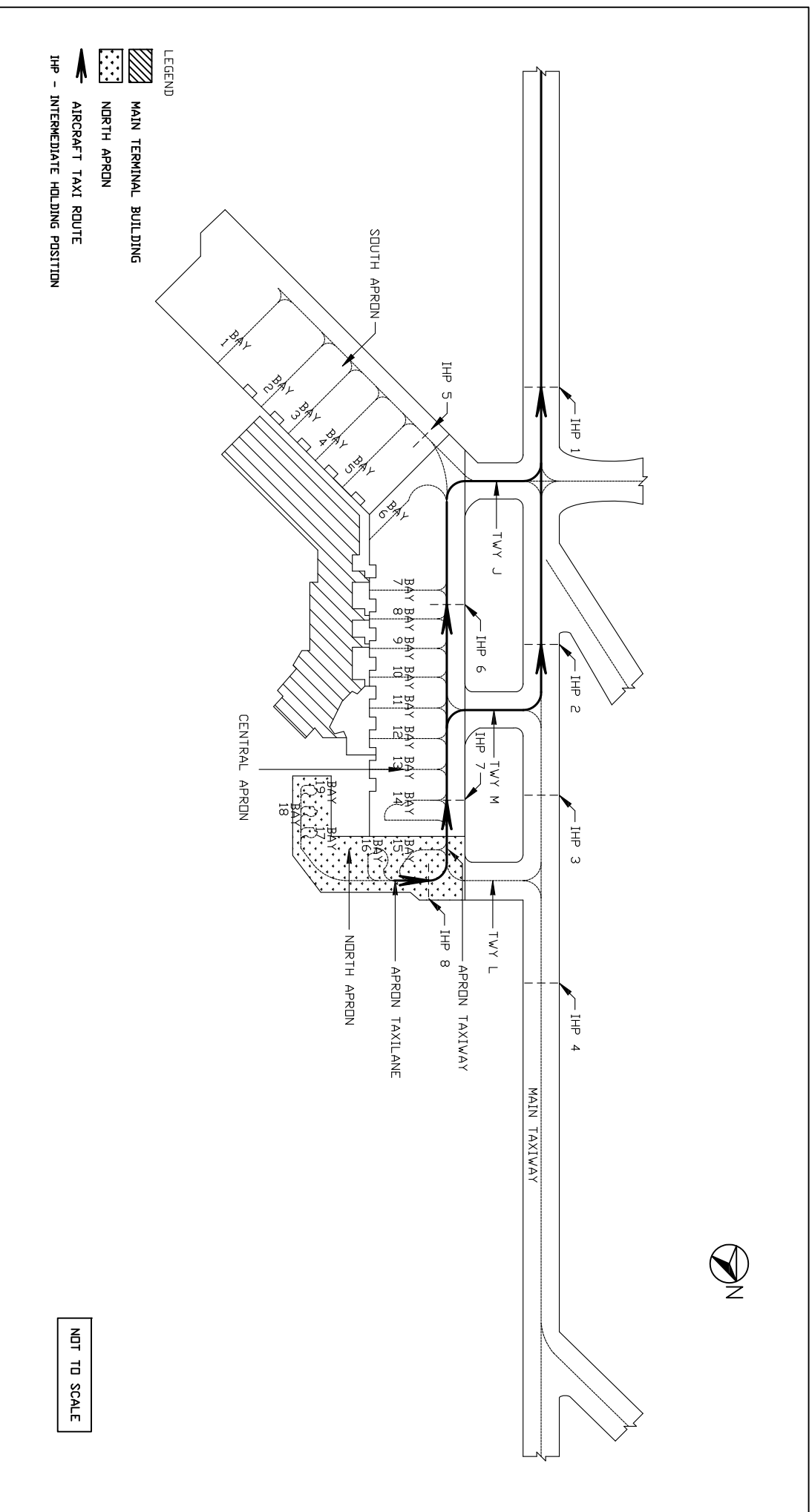
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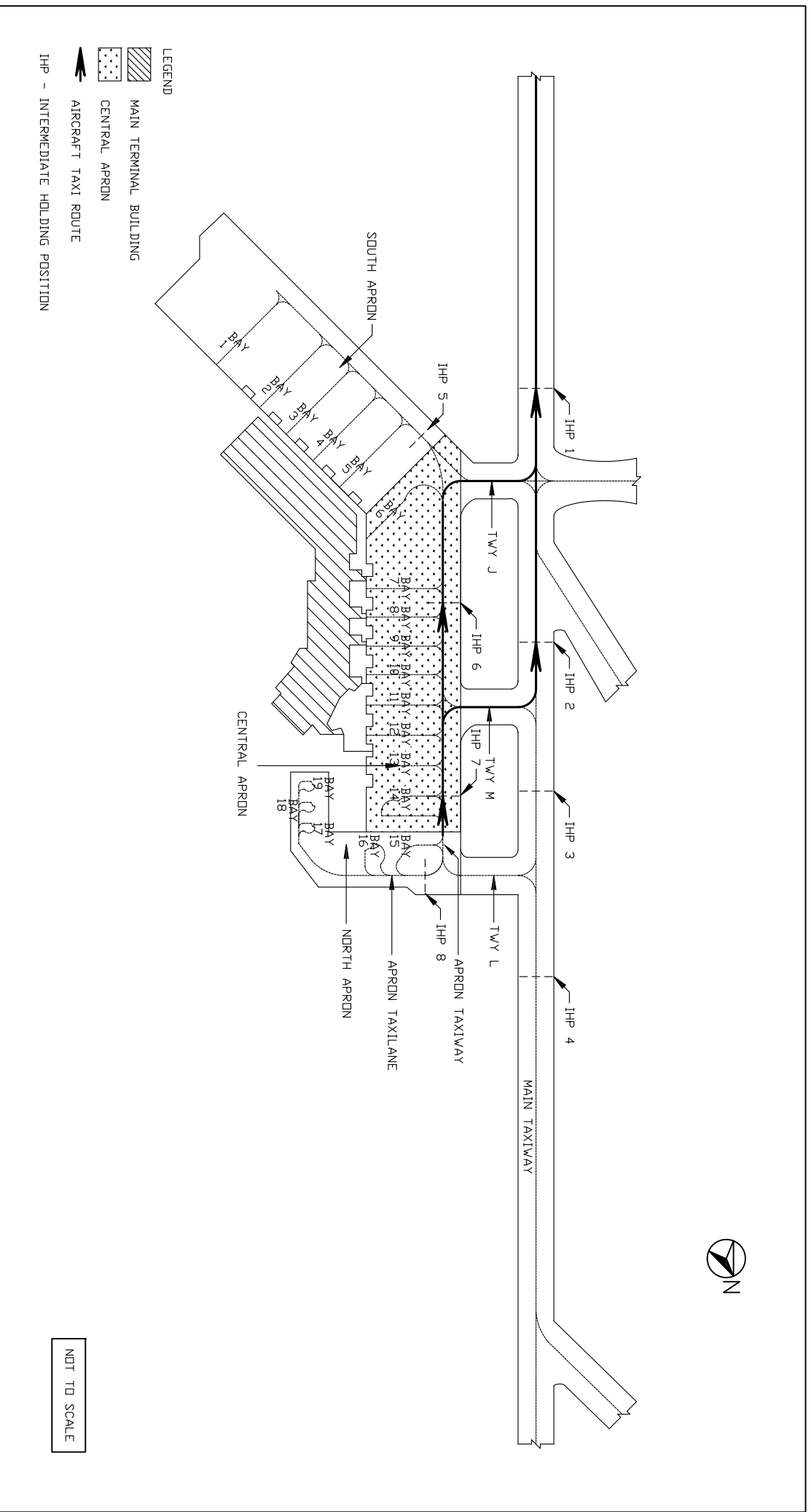
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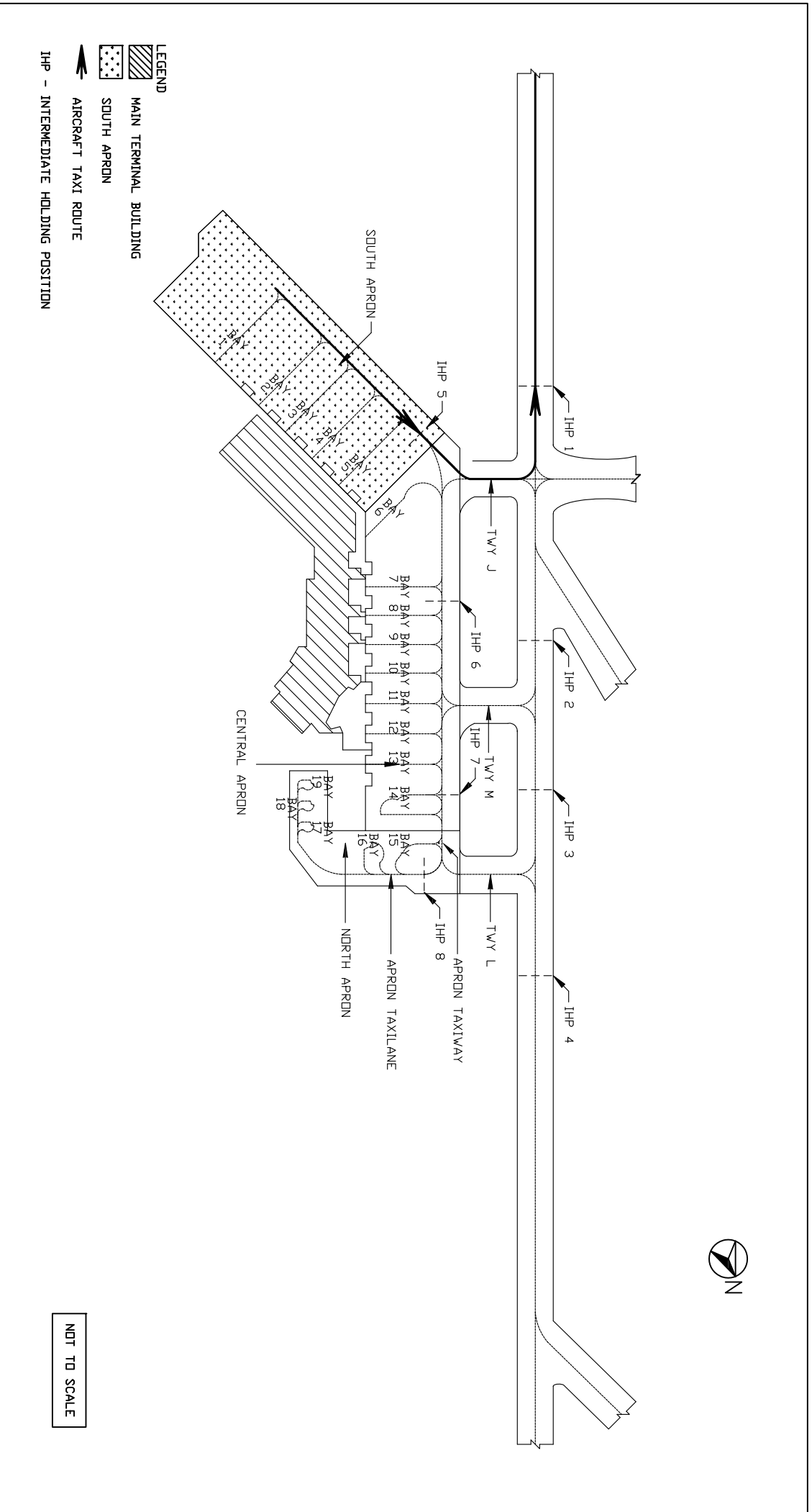
APPENDIX G



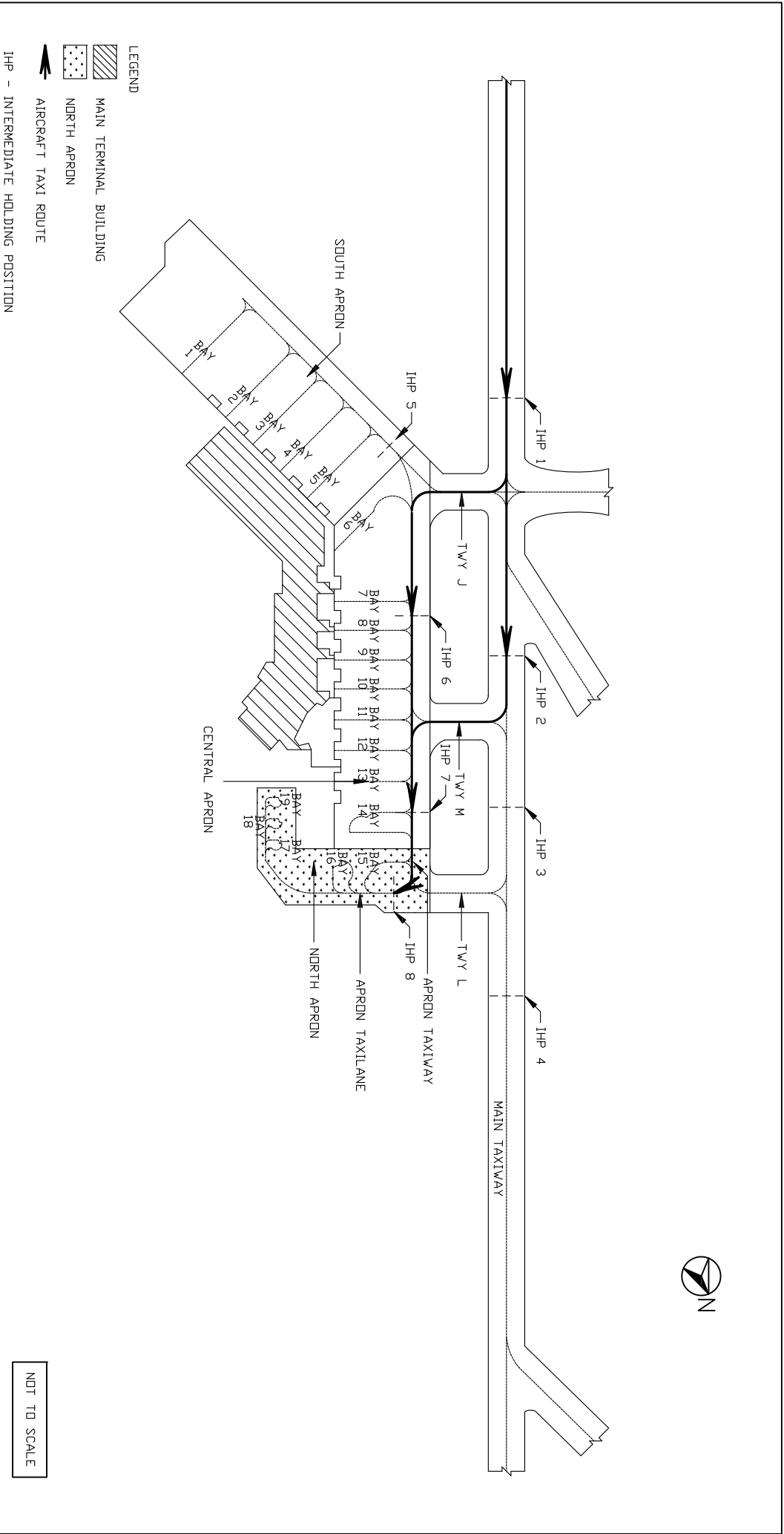
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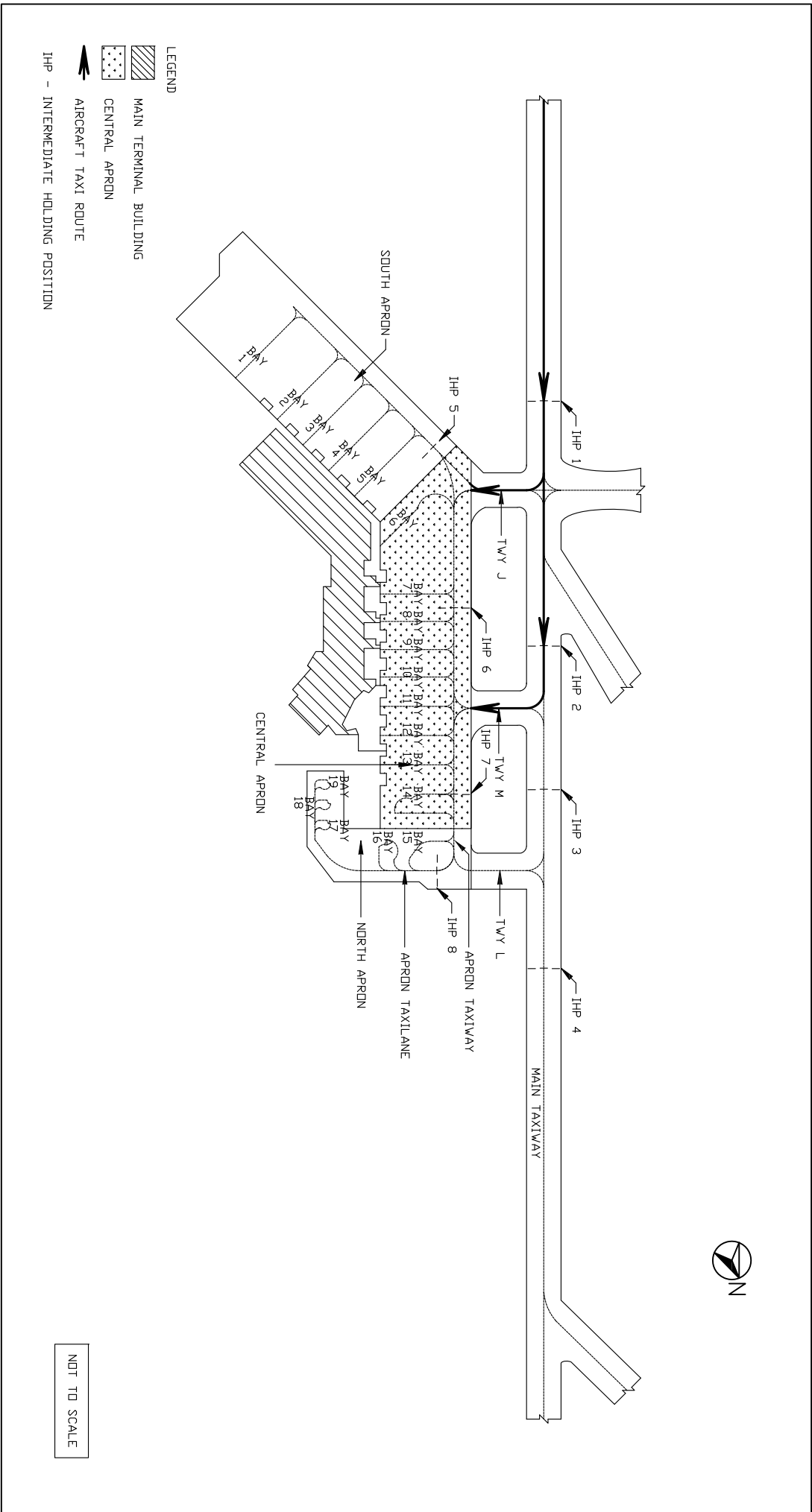


KOTA KINABALU INTERNATIONAL AIRPORT - TAXI ROUTE : R 20 ARRIVALS TO NORTH APRON



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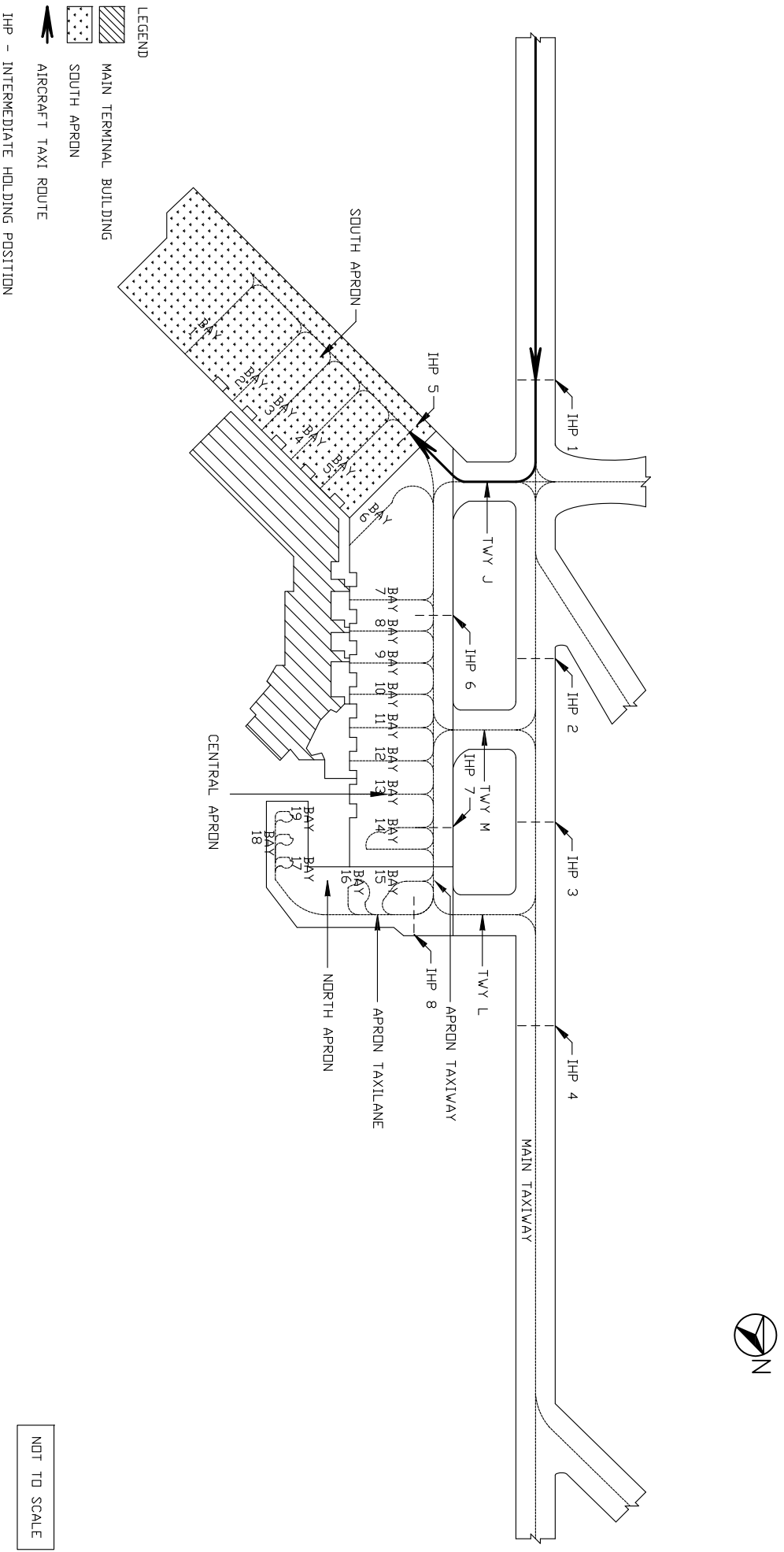
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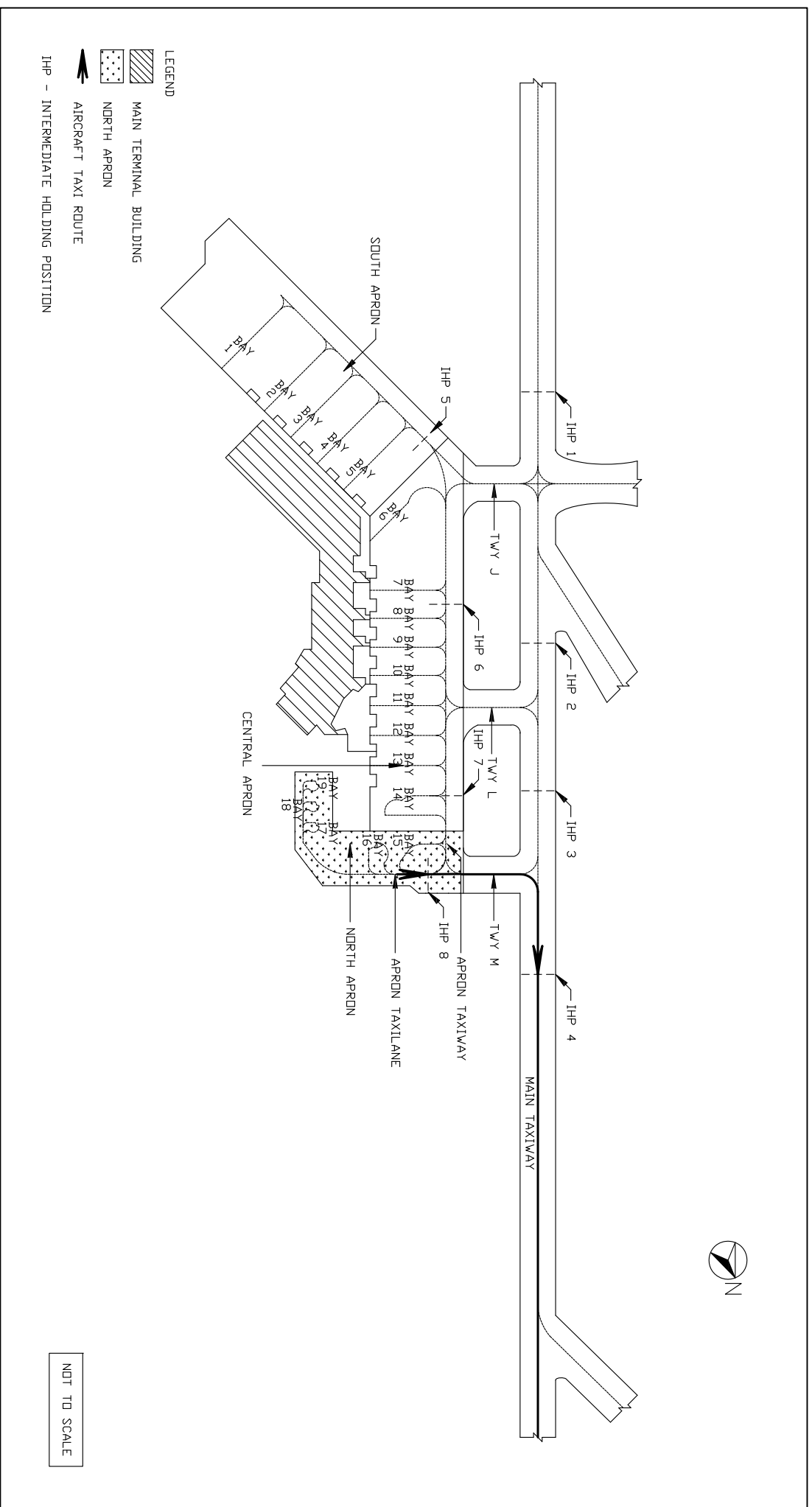


# KOTA KINABALU INTERNATIONAL AIRPORT - TAXI ROUTE : R 20 ARRIVALS TO SOUTH APRON

APPENDIX K

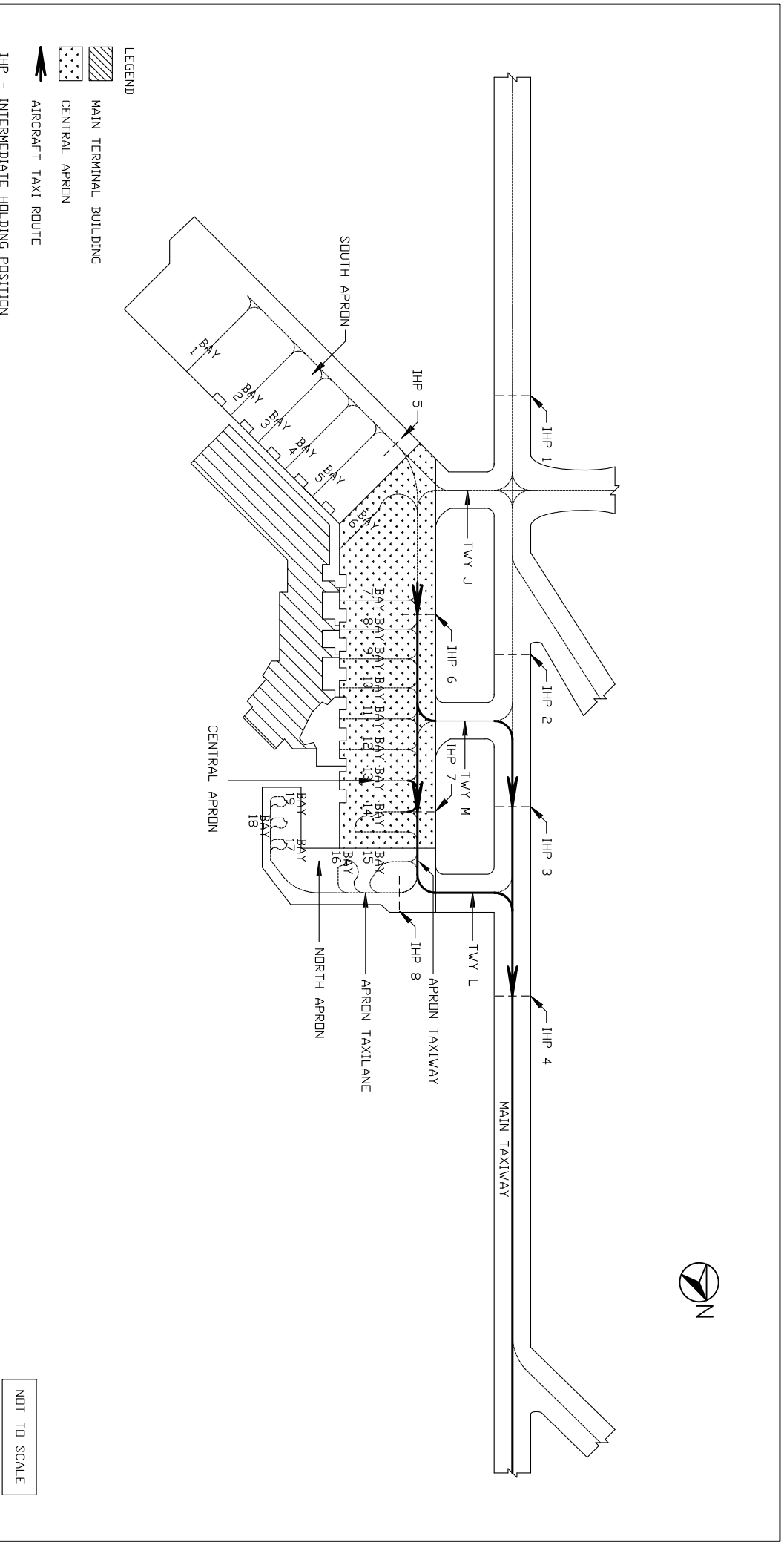


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