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23 FEB

AIRAC

KOTA KINABALU FLIGHT INFORMATION REGION KOTA KINABALU TERMINAL CONTROL AREA

REVISION OF:

- i. **ATC SURVEILLANCE MINIMUM ALTITUDE**
- ii. **STANDARD RADAR DEPARTURE – KINABALU RADAR TWO DEPARTURE**

1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to notify the revision of The ATC Surveillance Minimum Altitude Areas for the Kota Kinabalu Terminal Control Area and the Standard Radar Departure.
- 1.2 This AIP Supplement is issued to replace AIP Supplement 23/2011 dated 29 December 2011 as there are errors in the Minimum Sector Altitude (MSA) in Appendix B and the revised of the implementation date.

2. ATC SURVEILLANCE MINIMUM ALTITUDE CHART – ICAO

- 2.1 The Revised ATC Surveillance Minimum Altitude Chart for the Kota Kinabalu TMA is illustrated in APPENDIX A to this AIP Supplement, and shall replace the ATC Sector Minimum Altitude For Arrival & Departure – Kota Kinabalu in page WBKK AD 2-49 AIP Malaysia.

3. KINABALU RADAR TWO DEPARTURE

- 3.1 STANDARD RADAR DEPARTURE INSTRUMENT – KINABALU RADAR TWO DEPARTURE is illustrated in APPENDIX B to this AIP Supplement and shall replace STANDARD RADAR DEPARTURE INSTRUMENT – KINABALU RADAR ONE DEPARTURE in page WBKK AD 2-50 AIP Malaysia.

4. IMPLEMENTATION DATE

4.1 The AIP Supplement will become effective on 05 April 2012.

5. CANCELLATION

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

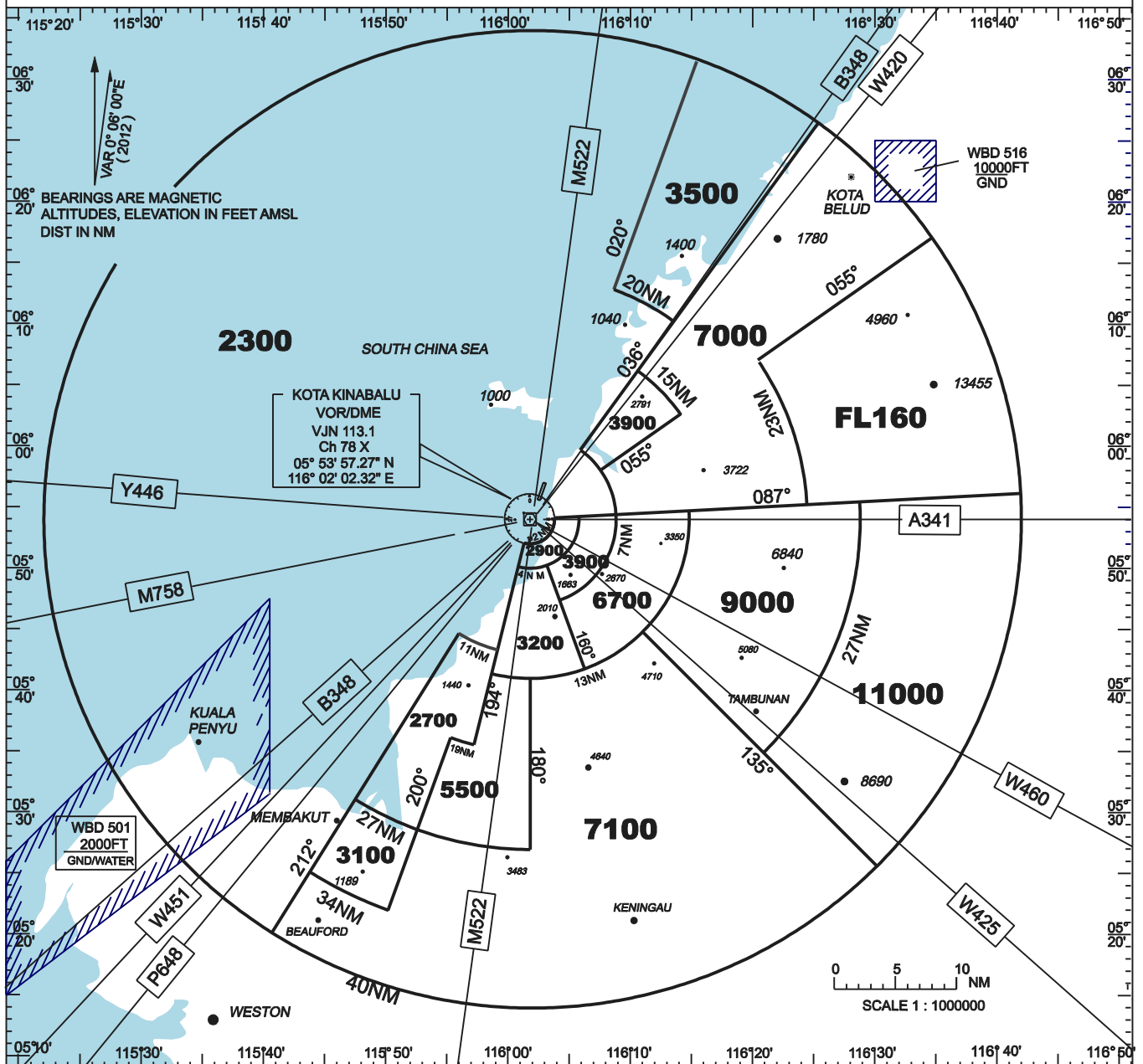
DATO' AZHARUDDIN ABDUL RAHMAN

Director General

Department of Civil Aviation

Malaysia

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - KOTA KINABALU



NOTE:

1. THE ATC SMA COMPRISES OF AN AREA OF 40NM RADIUS FROM VJN VOR
2. ALL BEARINGS ARE MAGNETIC AND TAKEN FROM VJN VOR
3. ONLY SIGNIFICANT GEOGRAPHICAL LOCATION AND SPOT HEIGHTS ARE SHOWN.
4. ALTITUDES SHOWN ARE THE MINIMUM 1000FT SAFE USABLE ALTITUDE ABOVE THE HIGHEST OBSTACLE WITHIN 5NM OF THE AIRCRAFT POSITION.
5. CHART ONLY TO BE USED FOR CROSS CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR VECTOR

LOST OF RADIO COMMUNICATION:

1. SET TRANSPONDER A7600
2. (A) IN VMC
CONTINUE APPROACH VISUALLY FOR THE DUTY RUNWAY AND LAND
- (B) IN IMC
MAINTAIN LAST ASSIGNED ALTITUDE OR CLIMB TO 5000FT IF THE LAST ASSIGNED IS LOWER, THEN TRACK DIRECT TO VJN VOR, THEN CARRY OUT STANDARD RADIO COMMUNICATION FAILURE PROCEDURE

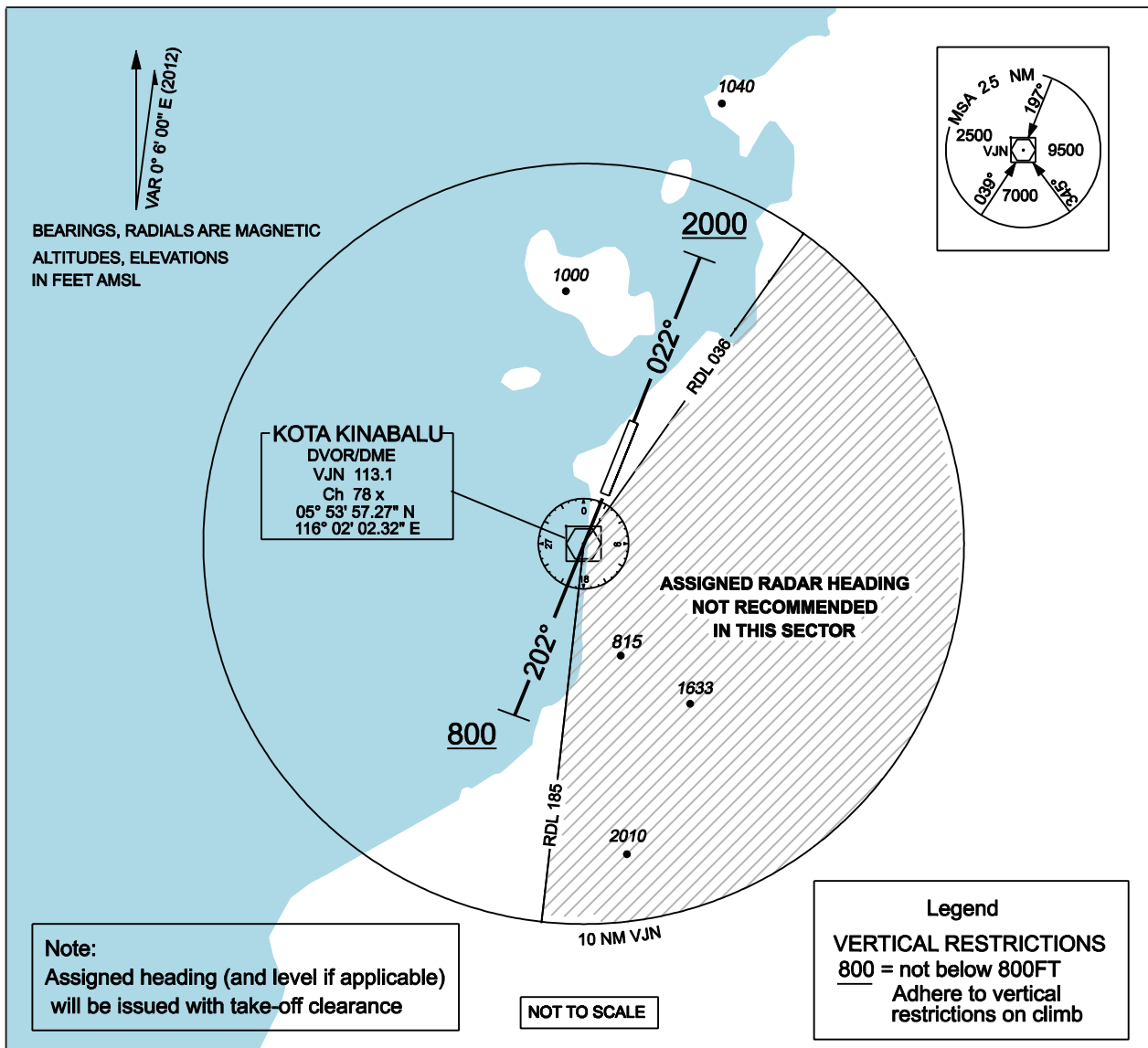
STANDARD RADAR DEPARTURE
INSTRUMENT (SID) - ICAO

SMC 121.6
TWR 118.3
APP 119.1
ATIS 127.4

KOTA KINABALU/KOTA KINABALU
KOTA KINABALU RADAR TWO DEPARTURE

Transition Altitude 11000FT

RWY 02 / 20



Note:
Assigned heading (and level if applicable)
will be issued with take-off clearance

NOT TO SCALE

Legend
VERTICAL RESTRICTIONS
800 = not below 800FT
Adhere to vertical
restrictions on climb

RWY 02

- Track 022°
- At 2000FT turn to assigned heading
- PDG 5.0% until passing 2000FT

RWY 20

- Track 202°
- At 800FT turn to assigned heading

On first contact with Kinabalu Director Pilot to advise:

- direction of turn and assigned heading
- level passing to nearest 100FT assigned level

Rate of Climb in ft/min									
Ground Speed (kts)	90	120	150	180	210	240	270	300	330
Gradient (3.3%)	300	401	502	602	669	803	869	1002	1103
Gradient (5.0%)	462	608	760	911	1063	1215	1367	1519	1671

COMMUNICATIONS FAILURE:

Immediately squawk 7600
Maintain assigned heading - climb to MSA or last assigned level if higher
Maintain MSA or assigned level, as applicable, for 2 minutes
Then climb to flight planned level and intercept flight planned track (as amended by ATC, if applicable)