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20 / 2014

02 OCT

AIRAC

KOTA KINABALU FLIGHT INFORMATION REGION UPGRADING OF KOTA KINABALU AIRPORT

OPERATION OF EXTENDED RUNWAY, PARALLEL TAXIWAYS, MOVEMENT AREAS, NAVIGATIONAL AIDS, VISUAL AIDS, REVISION OF HOLDING AREAS, AND INSTRUMENT APPROACH PROCEDURES RUNWAY 02 AND RUNWAY 20

(This AIP Supplement replaces AIP Supplement 21 / 2011 dated 3 November 2011 and
AIP Supplement 14 / 2014 dated 20 March 2014)

1. INTRODUCTION

- 1.1 The extension of Kota Kinabalu airport's runway towards Runway 20 end, full length parallel taxiways, movement areas and related facilities are expected to be completed and opened for operation on 13 November 2014.
- 1.2 The purpose of this AIP Supplement is to notify the aviation industry of the new aerodrome physical characteristics, aeronautical data and information pertaining to the upgraded airport. The holding areas and revised instrument approach procedures for Runway 02 are republished. Instrument approach procedures for Runway 20 are repeated to incorporate them under this AIP Supplement.
- 1.3 This AIP Supplement supersedes and incorporate any and all information previously published in AIP Supplement 21 / 2011 dated 03 Nov 2011 and AIP Supplement 14 / 2014 dated 20 March 2014 that are still valid.
- 1.4 The information provided in this AIP Supplement is presented in similar ICAO format applicable for the Aeronautical Information Publication.

2. MOVEMENT AREAS AND AERODROME DATA

- 2.1 The movement areas that will be available when the extended runway and parallel taxiway are opened for operational use are indicated in aerodrome Chart in APPENDIX B.

- 2.2 The total length of the Runway is 3780M x 45M. The threshold of Runway 20 is permanently displaced by 270M.

The declared distances are as follows:-

	TORA	TODA	LDA	ASDA
RUNWAY 02	3780M	3840M	3780M	3780M
RUNWAY 20	3780M	3840M	3510M	3780M

3. NAVIGATION AND VISUAL AIDS

- 3.1 ILS and PAPI's are provided for both Runway 02 and Runway 20. New airfield ground lighting systems are provided with Cat 1 precision barettes approach lighting system for both Runway 02 and Runway 20. The length of the approach lighting system for Runway 20 is limited to 690M in length.
- 3.2 Details of new aerodrome data, navigational aids data, airfield ground lighting system and general information pertaining to the upgraded airport are listed in APPENDIX A - 1 to A - 13.

4. NEW AND REVISED INSTRUMENT APPROACH CHARTS FOR RUNWAY 02

- 4.1 New and revised instrument approach charts for precision and non precision approach for Runway 02 are introduced in connection with the relocation of the ILS GP position with new co-ordinates, and revised aerodrome elevation and MSA for sector 165° - 219°. The RDH height has been adjusted to 57 feet. The new charts supersede the instrument charts for Runway 02 published in AIP Supplement Malaysia 21 / 2011 dated 03 November 2011 in APPENDIX D - 1 to D - 6. The new instrument charts for Runway 02 are shown in APPENDIX D - 1 to D - 6 and instrument approach charts for Runway 20 are shown in APPENDIX D - 7 to APPENDIX D - 12 respectively.
- 4.2 The following aerodrome chart and instrument approach charts pertaining to Kota Kinabalu airport in AIP Malaysia are superseded and withdrawn:

WBKK AD 2 - 23
 WBKK AD 2 - 62
 WBKK AD 2 - 81
 WBKK AD 2 - 83
 WBKK AD 2 - 85
 WBKK AD 2 - 87
 WBKK AD 2 - 89
 WBKK AD 2 - 91
 WBKK AD 2 - 93
 WBKK AD 2 - 95
 WBKK AD 2 - 97
 WBKK AD 2 - 99

5. NEW IFR HOLDING AREAS AND REPORTING POINTS

- 5.1 Three new Holding areas for IFR aircraft are established based on VOR/DME Fix. The holding IAS for BEKOV hold is 210 knots. The details are as follows:-

Holding Area	INBD TR (° M)	Direction	Max IAS (KTS)	MNM/MAX HLDG LVL (MSL)FT	TIME (Min)
IKONO 05 59 47.6N 1154600.3E RDL290/17VJN	110°	Right	220	4000 to FL 140	1
GOKIS 055006.5N 1154525.1E RDL257/17VJN	077°	Right	220	4000 to FL 140	1
BEKOV 053141.6N 1155246.7E RDL202/24VJN	022°	Left	210	6000 to FL 140	1

- 5.2 All holding areas chart is shown in APPENDIX C.
- 5.3 The following new reporting points are established:-

IAF NUSKO
IF ADMUS

Details are indicated in instrument approach charts.

6. IMPLEMENTATION

- 6.1 This AIP Supplement and relevant Charts will become effective on 13 November 2014 when the extended movement areas and related facilities are commissioned for operations. A trigger NOTAM will be issued notifying the effective date of implementation of facilities.

7. CANCELLATION

- 7.1 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

WBKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	LAT 055641N LONG 1160311E Site : Northern edge of apron Terminal 2, approximately 1570 m North of Control Tower.
2	Direction and distance from city	Dist 7 KM (3.7NM) brg 170 · fm General Post Office.
3	Elevation / Reference temperature	18 FT (5.59 M) / 30.7 ° C
4	Geoid Undulation (ARP)	+48.200M
5	MAG VAR / Annual change	01 min 00 sec East (2014) / 2 min decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Operator : Malaysia Airports Sdn. Berhad Kota Kinabalu Airport 88740 Kota Kinabalu Sabah. Tel : 088-325555 Fax: 088-325551 ATC Services : Department of Civil Aviation Malaysia Kota Kinabalu Airport 88740 Kota Kinabalu Sabah. Tel: Office : 088-224911 Fax : Office 088-263894 AFTN: WBFCZQZX ATCC : 088-224404 Fax : 088 – 219170 Tower : 088 – 325555 EXT 569 Fax : 088 – 413346 AIS : 088 – 325555 EXT 777 Fax : 088 - 413346
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	Nil

WBKK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H 24
2	Customs and immigration	Customs : H24 Immigration : H24
3	Health and sanitation	Mon – Sun : 2200 – 1600UTC daily
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	Jet A1 Petronas Refueling : 2100 – 1300UTC Shell Refueling : 2100 – 1230UTC
9	Handling	By prior arrangement with handling agents.
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

WBKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Malaysia Airlines and Transmile Air.
2	Fuel / Oil types	Fuel : JET A1
3	Fuelling facilities / capacity	Refueling through hydrant pit and bowsers. Capacity : Hydrant 5600 liters per minute. Petronas : 6 Bowsers each 4000 IG and 2 trailers each 6000 IG. Tel : 088-215411. Fax : 215412 SHELL : 1 bowser 45000 liters, 5 bowsers each 18000 liters Tel : 088-230804/5
4	De-icing facilities	Nil
5	Hanger space available for visiting aircraft	MAS hangar. Sabah Air Aviation and flying club hangar for light aircraft.
6	Repair facilities for visiting aircraft	By prior arrangement through agents
7	Remarks	Nil

WBKK AD 2.5**PASSENGER FACILITIES**

1	Hotels	Hotels in town.
2	Restaurants	Cafeterias and shops in airport terminal buildings.
3	Transportation	Taxi and public bus services.
4	Medical facilities	Airport clinic-emergency service and minor curative treatment available. Mon-Sun : UTC 0000-1300, 0600-0900, 1110-1400 daily. General/Private/Specialist Hospital in city 5 km fm airport.
5	Bank and Post Offices	Teller Machines and Post Office available.
6	Tourist Office	Available at K.Kinabalu city 5 km from airport.
7	Remarks	Nil

WBKK AD 2.6**RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Required : CAT 9 Available : CAT 9 Trained personnel Minimum per shift : 11
2	Rescue equipment	Type of vehicle : a) 4 Ultra Large Foam Tender Equipment : Break-in and force entry equipment.
3	Capability for removal of disabled aircraft	a) Pneumatic air bags aircraft recovery kit up to A320. b) Aircraft lifting equipment up to B747. c) Local heavy –duty crane when necessary will be outsourced.
4	Remarks	Actual Fire Agent available = 36,000 liters

WBKK AD 2.7**SEASONAL AVAILABILITY – CLEARING****NOT APPLICABLE****WBKK AD 2.8****APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

1	Apron surface and strength	Main Terminal 1 Apron Surface : Concrete / Asphalt Strength : Rigid Pavement :PCN 77 R / C / W / T Flexible Pavement : PCN 82 F / C / X / T Terminal 2 Apron Surface : Concrete/ Asphalt Strength : Rigid Pavement :PCN 47/ R / C / W / T Flexible Pavement :PCN 51 / F / C / X / T
2	Taxiway width, surface and strength	Width : 23M with 10.5M paved shoulder on either side Surface : Asphalt Strength : PCN 82 F/C/X/T
3	ACL location and elevation	Location : Terminal 1 Main apron Elevation : 10FT / 3.05M

APPENDIX A - 4

4	VOR / INS checkpoint	<p>VOR : TWY B Holding Point : 113.1 MHz 203· 2.8 NM TWY D Holding Point : 113.1 MHz 205· 2.8 NM TWY E Holding Point : 113.1 MHz 205· 2.7 NM TWY J Holding Point : 113.1 MHz 207· 1.7 NM TWY K Holding Point : 113.1 MHz 208· 1.3 NM TWY N Holding Point : 113.1 MHz 205· 3.3 NM</p> <p>INS : At Terminal 1 aircraft parking stand</p> <p>Bay 1 - 055514.06N 1160302.79E Bay 2 - 055516.72N 1160301.76E Bay 2A - 055516.25N 1160302.16E Bay 2B - 055517.23N 1160301.07E Bay 3 - 055519.23N 1160300.69E Bay 3A - 055518.69N 1160301.17E Bay 3B - 055519.66N 1160300.05E Bay 4 - 055521.58N 1160259.74E Bay 4A - 055521.07N 1160300.17E Bay 4B - 055522.00N 1160259.10E Bay 5 - 055523.92N 1160258.79E Bay 5A - 055523.41N 1160259.22E Bay 5B - 055524.39N 1160258.17E Bay 6 - 055526.68N 1160258.89E Bay 6A - 055526.33N 1160258.89E Bay 6B - 055527.38N 1160258.66E Bay 7 - 055528.50N 1160258.66E Bay 8 - 055529.71N 1160300.26E Bay 9 - 055531.01N 1160300.57E Bay 10 - 055532.23N 1160301.08E Bay 11 - 055533.44N 1160301.60E Bay 12 - 055534.66N 1160302.11E Bay 13 - 055535.87N 1160302.62E Bay 14 - 055537.60N 1160303.64E Bay 14A - 055537.55N 1160302.39E Bay 15 - 055538.67N 1160303.70E Bay 15A - 055539.34N 1160303.17E Bay 16 - 055538.15N 1160304.95E Bay 17 - 055537.55N 1160305.80E Bay 18 - 055536.52N 1160305.36E Bay 19 - 055535.49N 1160304.93E</p> <p>At Terminal 2 aircraft parking stand</p> <p>Bay 26 - 055633.18N 1160302.95E Bay 27 - 055634.42N 1160303.48E Bay 28 - 055635.66N 1160304.00E Bay 29 - 055636.90N 1160304.52E Bay 30 - 055638.13N 1160305.05E Bay 31 - 055639.37N 1160305.57E Bay 32 - 055640.61N 1160306.09E Bay 33 - 055641.96N 1160306.96E Bay 34 - 055643.29N 1160307.53E</p>
	Remarks	Nil

Changes : Bearing and distances of VOR from taxiway holding points.

**WBKK AD 2.9 SURFACE MOVEMENT GUIDANCE
AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at intersection with TWY and RWY and at RWY Holding positions. Yellow taxiing guidelines at aprons. Visual Docking Guidance Systems (VDGS).
2	RWY and TWY markings and LGT	RWY : Designation, THR, TDZ, Centerline, Aiming point, Side-stripe and Turn-pad markings. RWY : High intensity edge lights, centerline lights LGT threshold green lights and red end lights. TWY : Centerline, edge and holding position markings. TWY : Centerline, rapid exit and edge lightings. LGT
3	Stop bars	At runway holding positions - Red
4	Remarks	Nil

Changes : Runway centerline lights

WBKK AD 2.10 AERODROME OBSTACLES

IN APCH / TKOF AREAS			IN CIRCLING AREA AND AT AD		RMK
1			2		3
RWY / AREA Affected	TYPE ELEV Markings / LGT	Coordinates WGS 84	TYPE ELEV Markings / LGT	Coordinates WGS 84	
a	b	c	a	b	
02 APCH 20 TKOF	Nil	-	WDI-lighted 11.59M/38FT	055518.38 N 1160237.68E 400M from threshold 02	
20 APCH 02 TKOF	Nil	-	WDI-lighted 10.36M/34FT	90M from RWY C/L left side. 055640.0N 1160312.0E 400M from threshold 20 90M from RWY C/L right side.	
Elevation of Obstacles above Transitional, Inner Horizontal and Conical Surface					
Radar Antenna Mast erected on top of Kepayan Ridge . 490FT AMSL. Painted red and white and lgtd at night.			055638.7N 1160352.3E Inner Horizontal Surface		
Aerial Mast, dist 1553 M , brg 062° fm Thr RWY 20, hgt 480FT AMSL. Painted red and white and not lgtd.			055712.7N 1160402.3E Inner Horizontal Surface		
Transmission Line Twr, hgt 84FT (25.6M) AGL erected on top of Kepayan Ridge, elevation 266.7FT (81.3M) AMSL. Not painted or lgtd.			055706.7N 1160351.3E Inner Horizontal Surface		
Elevated water tank , hgt 320FT (97.5M) AMSL. Painted red and white and not lgtd.			055830.7N 1160434.3E Inner Horizontal Surface		
Low range of hills to the East of airfield running North- South. Highest point 356FT AMSL.			055700.0 N 1160330.0E Inner Horizontal Surface		
Radar Antenna Mast on top of Kepayan Ridge, hgt 359FT AMSL. Painted red and white and lighted.			055638.7N 1160352.3E Inner Horizontal Surface		

APPENDIX A - 6

Hill 330FT AMSL	055708.0 N 1160346.0E	Inner Horizontal Surface
Hill 240FT AMSL	055632.0N 1160319.0E	Inner Horizontal Surface
Hill 310FT AMSL	055900.0N 1160438.0E	Conical Surface
Hill 283FT AMSL	055633.0N 1160534.0E	Conical Surface
Hill 350FT AMSL	055225.0N 1160438.0E	Conical Surface
Hill 450FT AMSL	055218.0N 1160411.0E	Conical Surface

WBKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KOTA KINABALU / Kota Kinabalu International
2	Hours of service MET Office outside hours	H 24
3	Office responsible for TAF preparation Periods of validity	Kota Kinabalu 0024, 0606, 1212, 1818 UTC
4	Type of landing forecast Interval of issuance	Trend-type : 1/2 hourly
5	Briefing / consultation provided	P, D
6	Flight documentation Language(s) used	CR, TB English
7	Charts and other information available for briefing or consultation	S, U
8	Supplementary equipment available for providing information	Weather radar, Satellite pictures
9	ATS units provided with information	ACC and Control Tower with half-hourly weather report.
10	Additional information	Tel : 088-413690, 413691, 413340 Fax: 088-413696

WBKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY NR	TRUE and MAG BRG	Dimension of RWY (M)	Strength (PCN) Surface of RWY and SWY	THR Coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
02	022.51° T 022.49° M	3780 x 45	PCN : 82/F/C/X/T Asphalt	055505.37N 1160235.36E	THR elevation: 4.6M 15.0FT TDZ elevation :4.6M 15.0FT
20	202.51° T 202.49° M	3780 x 45	PCN : 82/F/C/X/T Asphalt	055650.64N 1160319.80E	Displaced THR elevation: 3.50M 11.48FT TDZ elevation : 3.1M 10.3FT
Slope of RWY - SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strips Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.027%	Nil	60 X 180	3900 x 300	Provided	Nil
0.027%	Nil	60 x 180	3900 x 300	Provided	RWY 20 THR permanently displaced by 270M. End of RWY 02 point. Elevation : 5.594M 18.35FT Coordinates : 055658.70N 1160323.20E

Changes : RWY 20 permanently displaced threshold coordinates and elevation. Touchdown zone elevation and end of RWY 02 point elevation and coordinates. True bearing and magnetic bearing. Average slope of runway.

WBKK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	3780	3840	3780	3780	RESA : 220M X 90M
20	3780	3840	3780	3510	RESA : 210 M x 90M

Changes : Runway 02 TORA, TODA, ASDA, LDA. Runway 20 TORA, TODA, ASDA, LDA.

WBKK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH Lgt	THR Lgt	VASIS (MEHT) PAPI	TDZ Lgt	RWY Centre Line Lgt	RWY Edge Lgt	RWY End Lgt WBAR	SWY Lgt	Remarks
1	2	3	4	5	6	7	8	9	10
02	HI CAT 1 Barette Approach Lights	Green	PAPI Slope 3°	Nil	white	White / Yellow	Red	Nil	Nil
20	HI CAT 1 Barette Approach Lights	Green	PAPI Slope 3°	Nil	white	White/ Yellow	Red	Nil	App lights length 690M Permanent displaced threshold 270M from runway end

Changes : Changes Runway 02 Cat 1 Barette approach lights. Runway 20 Cat 1 Barette approach lights and length. Permanently displaced threshold Runway 20., Runway centerline lights.

WBKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	ABN: visual beacon available on top of control tower flashing White/green. H24. IBN: Not available.
2	LDI location and LGT Anemometer location and LGT	LDI : Not available Anemometer : At wind-direction indicator (WDI) RWY 02 : 400M from THR on left side, lighted. RWY 20 : 400M from THR on right side, lighted
3	TWY edge and center line lighting	TWY Edge Lights - Blue. TWY Centerline Lights – Green TWY 'F' - Not lighted
4	Secondary power supply / switch-over time	Automatic standby generator avbl for Control Tower, and equipment. Max switch over time 10 sec. Automatic standby generator avbl for airfield lightings and terminal Building, Max switch over time 15 sec.
5	Remarks	Apron Edge Lights – Blue Apron Lead-in-Light - Green

**WBKK AD 2.16 HELICOPTER LANDING AREA
NIL**

WBKK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Kota Kinabalu CTR Area within a circle of 20NM centered on VJN DVOR/DME site at 055358.8N 1160147.8E
2	Vertical limits	Gnd Level to 3000FT.
3	Airspace classification	C
4	ATS unit callsign Language(s)	Kinabalu Approach English.
5	Transition altitude	11000FT
6	Remarks	Nil

WBKK AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	ID	Frequency	Hours of Operation	Remarks
1	2	3	4	5
SMC	KINABALU GROUND	121.6MHz	H24	Aircraft to call Kinabalu Ground for start-up
AD APP	KINABALU TOWER KINABALU APPROACH/ DIRECTOR	118.3MHz 119.1MHz	H24	
ACC	KINABALU CONTROL	126.1MHz 128.3MHz	H24	Area of responsibility TMA and Airways
FIC	KINABALU INFORMATION	133.3MHz	HJ	
A / G	KINABALU RADIO	6825KHz	HJ	
ATIS	KINABALU TERMINAL INFORMATION	127.4MHz	H24	

WBKK AD 2.19

RADIO NAVIGATION AND LANDING AIDS

Type of aid	ID	Frequency	Hours of operation	Coordinates	DME Elevation	Remarks
1	2	3	4	5	6	7
RWY 02 ILS/LOC GP/DME	IKKP	108.1 MHz 334.7 MHz CH 18 X	H24	055707.71N 1160327.02E 055516.75N 1160235.93E	7.65M 25FT	G / P : 3° slope DME co-located with G/P.
RWY 20 ILS/LOC GP/DME	IKKD	111.1MHz 331.7MHz CH 48 X		055456.37N 1160231.56E 055642.48N 1160312.13E	8.38M 27FT	G/P : 3° slope DME co-located with G/P.
DVOR/DME	VJN	113.1 MHz CH 78X		055357.3N 1160202.3E	21.03M 69FT	Power : 100W Coverage : 200NM
NDB	JSL	400 KHz		055358.8N 1160141.8E		100W

Changes : Runway 20 ILS ID, frequencies, coordinates, GP antenna elevation. Runway 02 ILS ID, frequencies, and DME channel. WGS 84 coordinates of GP and GP DME antenna elevation.

WBKK AD 2.20

LOCAL TRAFFIC REGULATIONS

1. Local Flying Restrictions

- 1.1 Right hand circuit Runway 20.
- 1.2 Left hand circuit Runway 02.

2. Departing Aircraft / Start Up and Push Back

- 2.1 To regulate the movement of aircraft with respect to other aircraft on the apron, departing aircraft shall contact Kinabalu Ground on 121.6 MHz for start-up.
- 2.2 The pilot-in-command and aircraft marshal shall be responsible for the safety of aircraft with respect to all other aircraft, vehicles, persons and other obstructions on the apron during docking, engine start-up, taxiing and also ensuring the appropriate blast zone behind the aircraft is clear during engine start-up. The safe distance for jet blast clearance is 100m or the space/distance of two parked aircraft. Aircraft shall be towed to attain the required jet blast clearance before start-up.

2.3 The pilot shall contact ATC for taxiing instructions prior to entering the manoeuvring area. ATC Clearance shall be issued on taxiing.

2.4 Clearance to enter active runway and departure clearance shall be issued by the TWR on 118.3 MHz.

3. Arriving Aircraft Parking Arrangement

3.1 Arriving schedule aircraft will be allocated a Stand / Bay number by SMC.

3.2 Upon entering the apron, pilot shall look-out for marshal to guide aircraft to the assigned parking stand or be guided by the VDGS. All arriving aircraft shall report to ATC upon marshal in sight.

3.3 General aviation aircraft will normally be allocated open bay at North Apron. Aircraft operator shall make their own arrangement if marshalling service is required.

4. Removal of Aircraft

4.1 Removal of a crashed/disabled aircraft is the responsibility of the airport operator and the aircraft owner or operator. In the case of a reportable accident, the permission of the DCA Chief Inspector of Accidents is required prior to the removal.

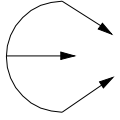
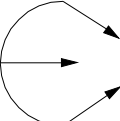
WBKK AD 2.21

NOISE ABATEMENT PROCEDURES

NIL

WBKK AD 2.22 FLIGHT PROCEDURES

1. DME Arrival Procedures For Kota Kinabalu International Airport

MANETIC TRACK OR SECTOR	NAVAID	DME CHECK POINT	MNM IFR ENROUTE ALTITUDE	AFTER Passing DME/ VJN DESCEND to..... FT on QNH	REMARKS												
 <p>119° 025°</p>	VJN	Not Required	9500FT	<table border="0"> <tr> <td>30</td> <td>13</td> <td>6</td> <td>2</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>4500</td> <td>2400</td> <td>1500</td> <td>1200</td> </tr> </table>	30	13	6	2	↓	↓	↓	↓	4500	2400	1500	1200	Missed Approach Climb 022° to 1500FT, turn left and track to IKONO Hold climb to 4000FT or as directed by ATC.
30	13	6	2														
↓	↓	↓	↓														
4500	2400	1500	1200														
202°	VJN	Not Required	4000FT	<table border="0"> <tr> <td>30</td> <td>10</td> </tr> <tr> <td>↓</td> <td>↓</td> </tr> <tr> <td>3000</td> <td>2200</td> </tr> </table>	30	10	↓	↓	3000	2200	Missed Approach Climb 202° to 1500FT, turn right and track to IKONO Hold climb to 4000FT or as directed by ATC.						
30	10																
↓	↓																
3000	2200																
 <p>215° 224°</p>	VJN	Not Required	9500FT	<table border="0"> <tr> <td>31</td> <td>24</td> <td>16</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>8000</td> <td>6500</td> <td>5000</td> </tr> </table>	31	24	16	↓	↓	↓	8000	6500	5000	Continue to overhead VOR/DME Hold. Make VOR/DME Approach or as directed by ATC.			
31	24	16															
↓	↓	↓															
8000	6500	5000															
271°	VJN	Not Required	11500FT	<table border="0"> <tr> <td>33</td> <td>23</td> <td>11</td> <td>9</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>11500</td> <td>8500</td> <td>6000</td> <td>5000</td> </tr> </table>	33	23	11	9	↓	↓	↓	↓	11500	8500	6000	5000	Continue to Overhead VOR/DME Hold. Make VOR/DME Approach OR as directed by ATC.
33	23	11	9														
↓	↓	↓	↓														
11500	8500	6000	5000														
349°	VJN	Not Required	6500FT	<table border="0"> <tr> <td>11</td> <td>8</td> <td>5</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>6000</td> <td>5000</td> <td>3000</td> </tr> </table>	11	8	5	↓	↓	↓	6000	5000	3000	Missed Approach Climb on 022° to 1500FT, turn left and track to IKONO Hold climb to 4000FT or as directed by ATC.			
11	8	5															
↓	↓	↓															
6000	5000	3000															

Changes : Sector 199° to 224° changed to 215° to 224°

2. Change of Frequency for Departing Aircraft.

- 2.1 Unless otherwise specified by ATC, all IFR departures shall contact “Kinabalu Director “ on 119.1MHz as soon as practicable after airborne.

3. PROCEDURES FOR VFR FLIGHTS WITHIN KINABALU CONTROL ZONE

- a. All VFR flights shall be conducted in accordance with the visual flight rules and obtain ATC clearance.
- b. All VFR light aircraft and helicopters departing / arriving at the airport and transiting through the Control Zone shall operate via the VFR routes as instructed by ATC. Any deviation from the VFR routes must obtain prior clearance from ATC.
- c. Two way radio communication shall be established and maintained on the appropriate frequency.

WBKK AD 2.23

ADDITIONAL INFORMATION

1. Release of Radio Sonde

A white balloon 8 to 10FT diameter with radio sonde equipped and attached will be released at 0555.8N 11605.0E to a maximum height of 130 000FT btm 0001 to 0300 and 1200 to 1500UTC. Rate of ascent 1000FT per min.

2. Presence of Birds in Vicinity of Airport

Presence of birds within the vicinity of the airport. Pilots to exercise caution during Landing and take-off.

3. Parasailing

Parasailing activity at the Western side of the Rwy. SL – 500FT. Pilots to exercise caution.

- 4.** Sapangar Helicopter Training area established at 2NM radius of 060450N 1160616E. SL to 300FT.
-

WBKK AD 2.24

CHARTS RELATED TO KOTA KINABALU AIRPORT

Chart Name	Page
AERODROME CHART – ICAO	APPENDIX B
IFR HOLDING AREAS	APPENDIX C
AIRCRAFT PARKING/DOCKING CHART	WBKK AD 2-25-1
AERODROME OBSTACLE CHART – ICAO – TYPE A	WBKK AD 2-31
KOTA KINABALU CONTROL ZONE CHART	WBKK AD 2-47
ATC SURVEILLANCE MINIMUM ALTITUDE CHART	WBKK AD 2-49
STANDARD RADAR DEPARTURE	WBKK AD 2-50
STANDARD DEPARTURE CHART – INSTRUMENT – ICAO – DEPARTURES RWY 02	WBKK AD 2-51
STANDARD DEPARTURE CHART – INSTRUMENT – ICAO – DEPARTURES RWY 20	WBKK AD 2-52
STANDARD ARRIVAL CHART – INSTRUMENT – ICAO – RNAV TRACKING RWY 20	WBKK AD 2-61
STANDARD ARRIVAL CHART – INSTRUMENT – ICAO – RNAV TRACKING RWY 02	WBKK AD 2-62
INSTRUMENT APPROACH CHART – ICAO – RWY 02 ILS z	APPENDIX D-1
INSTRUMENT APPROACH CHART – ICAO – RWY 02 LS y	APPENDIX D-2
INSTRUMENT APPROACH CHART – ICAO – RWY 02 ILS x	APPENDIX D-3
INSTRUMENT APPROACH CHART – ICAO – RWY 02 VOR z	APPENDIX D-4
INSTRUMENT APPROCH CHART – ICAO – RWY 02 VOR y	APPENDIX D-5
INSTRUMENT APPROCH CHART – ICAO – RWY 02 LOC z	APPENDIX D-6
INSTRUMENT APPROACH CHART-ICAO-RWY 20 ILS z or LOC z	APPENDIX D-7
INSTRUMENT APPROACH CHART-ICAO-RWY 20 ILS y or LOC y	APPENDIX D-8
INSTRUMENT APPROACH CHART-ICAO-RWY 20 ILS x	APPENDIX D-9
INSTRUMENT APPROACH CHART-ICAO-RWY 20 VOR z	APPENDIX D-10
INSTRUMENT APPROACH CHART-ICAO-RWY 20 VOR y	APPENDIX D-11
INSTRUMENT APPROACH CHART-ICAO-RWY 20 LOCATOR z	APPENDIX D-12

AERODROME CHART - ICAO

ARP 05° 56' 41" N
116° 03' 11" E

ELEV 18 FT

TWR - 118.30
SMC - 121.6
ATIS - 127.4

KOTA KINABALU / KOTA KINABALU

INTERNATIONAL AIRPORT

RWY	DIRECTION	THR COORD	BEARING STRENGTH
02	022.49° M	05° 55' 05.37" N 116° 02' 35.36" E	RWY & TWY PCN : 82/F/C/X/T APRON PARKING BAYS PCN : 82/F/C/X/T (FP) PCN : 77/R/C/W/T (RP) LCC TERMINAL 2 PCN : 51/F/C/X/T (FP) PCN : 41/R/C/W/T (RP) TAXIWAYS 23 M WIDE
20	202.49° M	05° 56' 50.64" N 116° 03' 19.80" E	

TERMINAL 1

BAV 1 05° 55' 14.06"N 116° 03' 02.79"E
BAV 2 05° 55' 16.22"N 116° 03' 01.76"E
BAV 2A 05° 55' 16.25"N 116° 03' 02.16"E
BAV 2B 05° 55' 17.23"N 116° 03' 01.07"E
BAV 3 05° 55' 19.23"N 116° 03' 00.69"E
BAV 3A 05° 55' 18.69"N 116° 03' 01.17"E
BAV 3B 05° 55' 19.66"N 116° 03' 00.05"E
BAV 4 05° 55' 21.58"N 116° 02' 59.74"E
BAV 4A 05° 55' 21.07"N 116° 03' 00.17"E
BAV 4B 05° 55' 22.00"N 116° 02' 59.10"E

BAV 5 05° 55' 23.92"N 116° 02' 58.27"E
BAV 5A 05° 55' 23.41"N 116° 02' 59.22"E
BAV 5B 05° 55' 24.39"N 116° 02' 58.17"E
BAV 6 05° 55' 26.68"N 116° 02' 58.89"E
BAV 6A 05° 55' 26.33"N 116° 02' 58.89"E
BAV 6B 05° 55' 27.38"N 116° 02' 58.66"E
BAV 7 05° 55' 28.50"N 116° 02' 58.69"E
BAV 8 05° 55' 29.11"N 116° 03' 00.29"E
BAV 9 05° 55' 31.01"N 116° 03' 00.57"E
BAV 10 05° 55' 32.23"N 116° 03' 01.08"E

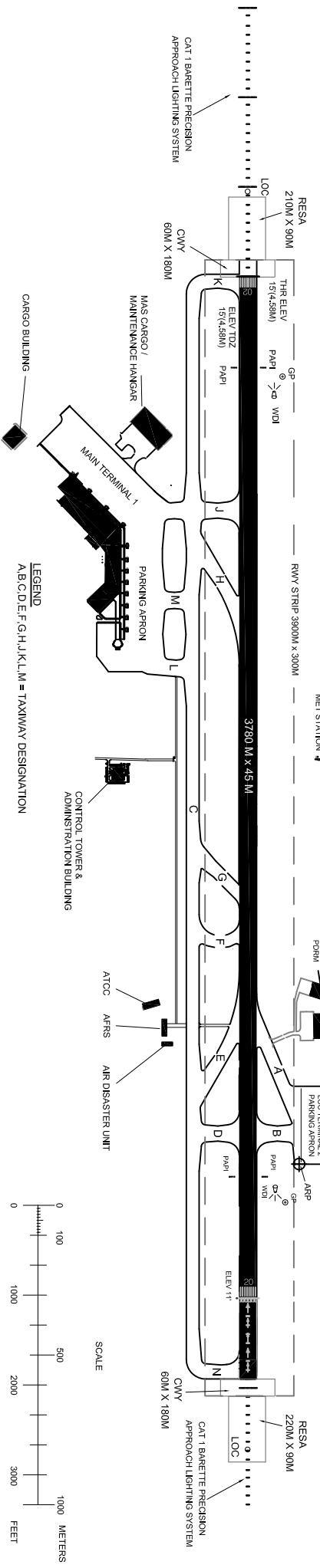
BAV 11 05° 55' 33.44"N 116° 03' 01.60"E
BAV 12 05° 55' 34.66"N 116° 03' 02.11"E
BAV 13 05° 55' 35.87"N 116° 03' 02.62"E
BAV 14 05° 55' 37.80"N 116° 03' 03.64"E
BAV 14A 05° 55' 37.57"N 116° 03' 02.39"E
BAV 15 05° 55' 38.57"N 116° 03' 03.70"E
BAV 15A 05° 55' 39.34"N 116° 03' 03.17"E
BAV 16 05° 55' 38.15"N 116° 03' 04.95"E
BAV 17 05° 55' 37.55"N 116° 03' 05.80"E
BAV 18 05° 55' 36.52"N 116° 03' 05.38"E
BAV 19 05° 55' 35.49"N 116° 03' 04.93"E

TERMINAL 2

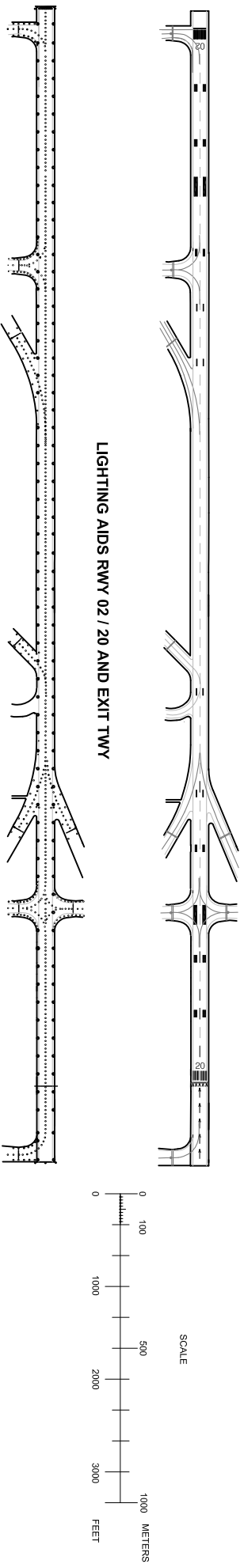
BAV 26 05° 56' 33.18"N 116° 03' 02.95"E
BAV 27 05° 56' 34.42"N 116° 03' 03.48"E
BAV 28 05° 56' 35.66"N 116° 03' 04.00"E
BAV 29 05° 56' 36.90"N 116° 03' 04.52"E
BAV 30 05° 56' 38.13"N 116° 03' 05.05"E
BAV 31 05° 56' 39.37"N 116° 03' 05.57"E
BAV 32 05° 56' 40.61"N 116° 03' 06.09"E
BAV 33 05° 56' 41.86"N 116° 03' 06.96"E
BAV 34 05° 56' 43.29"N 116° 03' 07.53"E

ANNUAL RATE OF CHANGE :
2 MIN DEGREES
VAR 0.017° E
(2014)

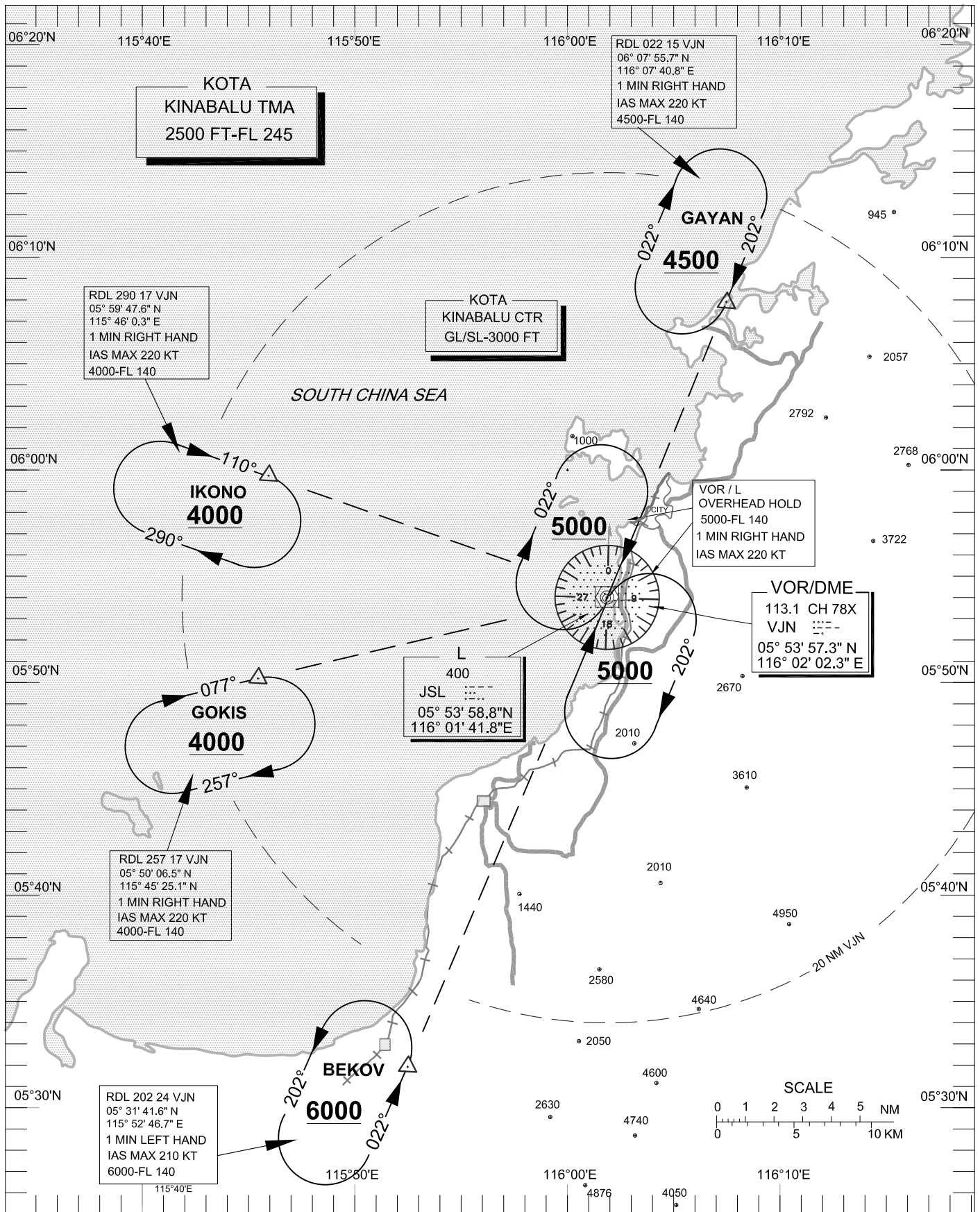
BEARINGS ARE MAGNETIC
ELEVATIONS IN FEET
DISTANCES IN METERS



MARKING AIDS RWY 02 / 20 AND EXIT TWY



OVERHEAD HOLDING AREAS (VOR & LOCATOR)
& VOR/DME HOLDING AREAS



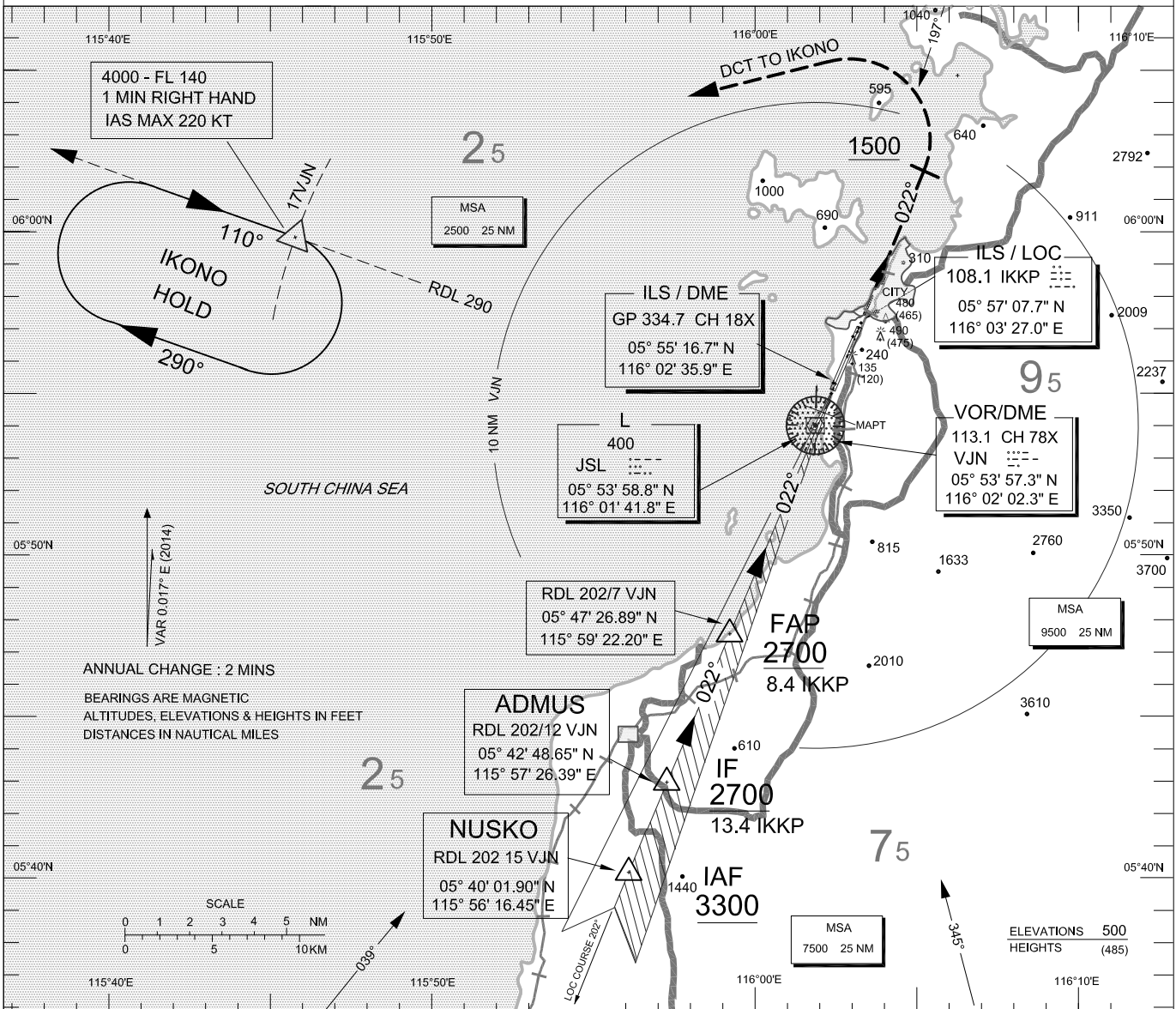
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

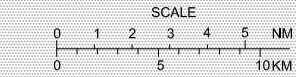
KOTA KINABALU / KOTA KINABALU

ILS z
RWY 02



ANNUAL CHANGE : 2 MINS

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS & HEIGHTS IN FEET
DISTANCES IN NAUTICAL MILES

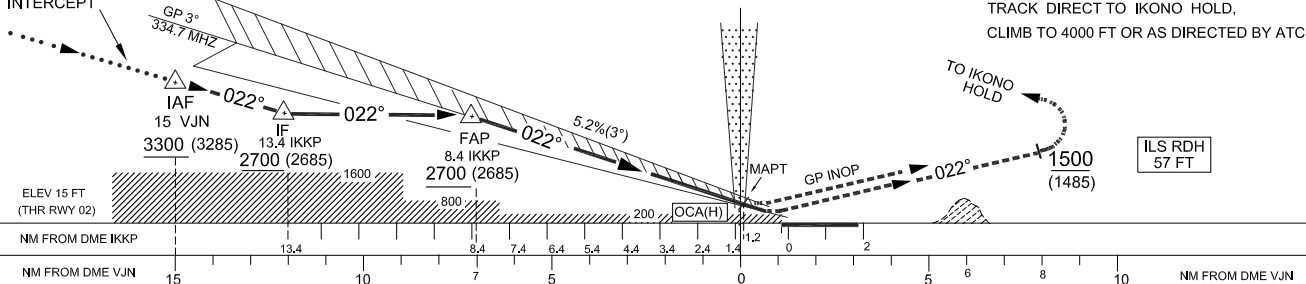


USE QNH

TRANSITION LEVEL: FL 130
TRANSITION ALT : 11000 FT

DIST BY DME (NM)	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4	MAPT / 1.2
ALT 3° APCH PATH (FT)	2700 (2685)	2382 (2367)	2064 (2049)	1746 (1731)	1428 (1413)	1110 (1095)	792 (777)	474 (459)	405 (390)

FROM BEKOV OR LOCALIZER INTERCEPT



MISSED APPROACH

CLIMB ON 022° TO 1500 FT TURN LEFT,
TRACK DIRECT TO IKONO HOLD,
CLIMB TO 4000 FT OR AS DIRECTED BY ATC

OCA (H) FT	A	B	C	D	
STRAIGHT-IN APPROACH	CAT 1	280 (265)	292 (277)	300 (285)	320 (305)
	LOC / DME	405 (390) / 1.2 IKKP			
CIRCLING/MNM VIS(NM)	850 (840) /1.0	850 (840) /1.5	1300 (1290) /2.0	1600 (1590) /2.5	

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 7.2 NM	MIN : SEC	6:09	4:48	3:36	2:53	2:24
RATE OF DESCENT (3°)	FT/ MIN	375	482	643	804	964

INSTRUMENT
APPROACH
CHART - ICAO

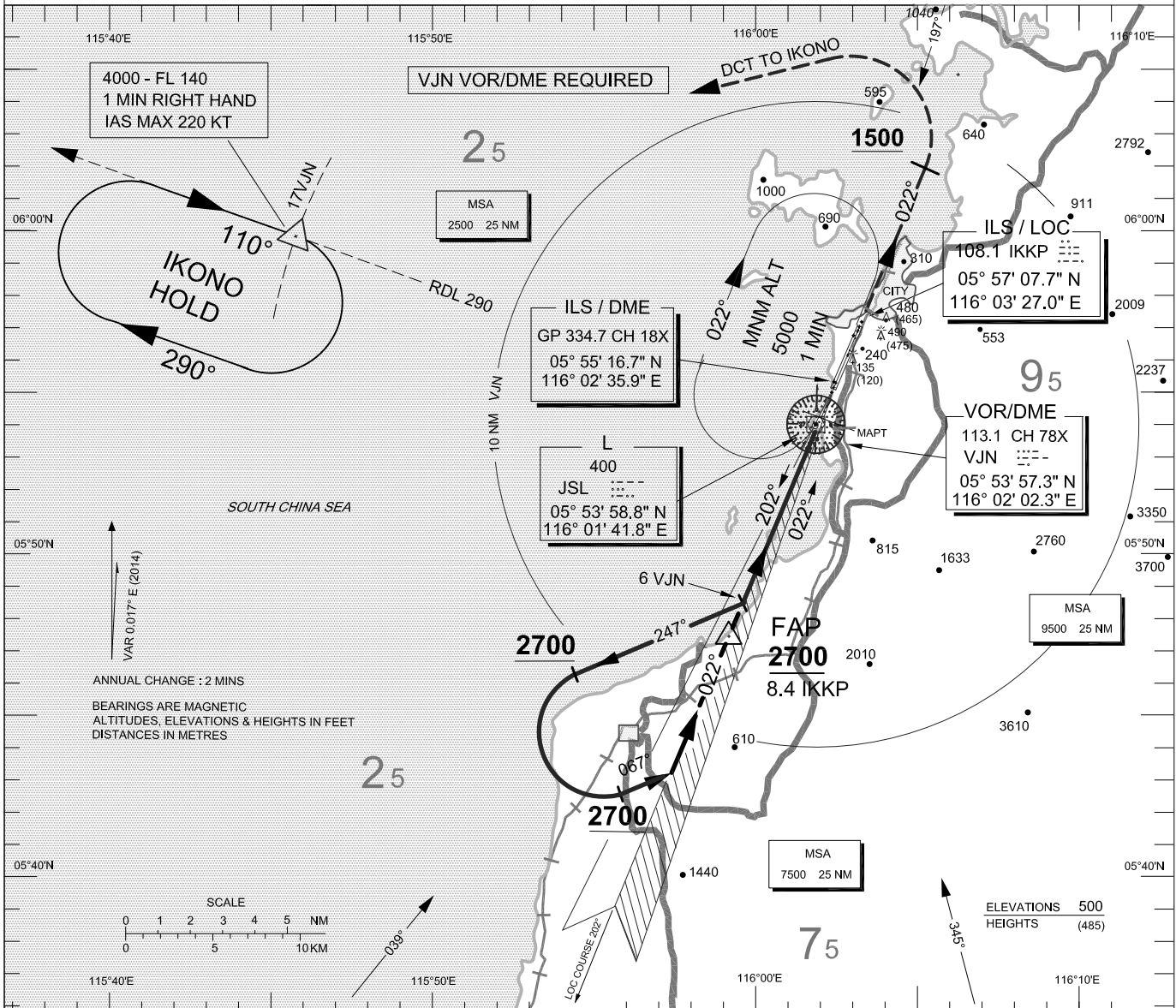
AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

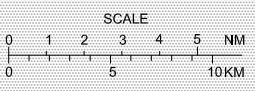
KOTA KINABALU / KOTA KINABALU

ILS y
RWY 02

(FROM OVERHEAD VOR/DME VJN)



ANNUAL CHANGE : 2 MINS
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS & HEIGHTS IN FEET
DISTANCES IN METRES

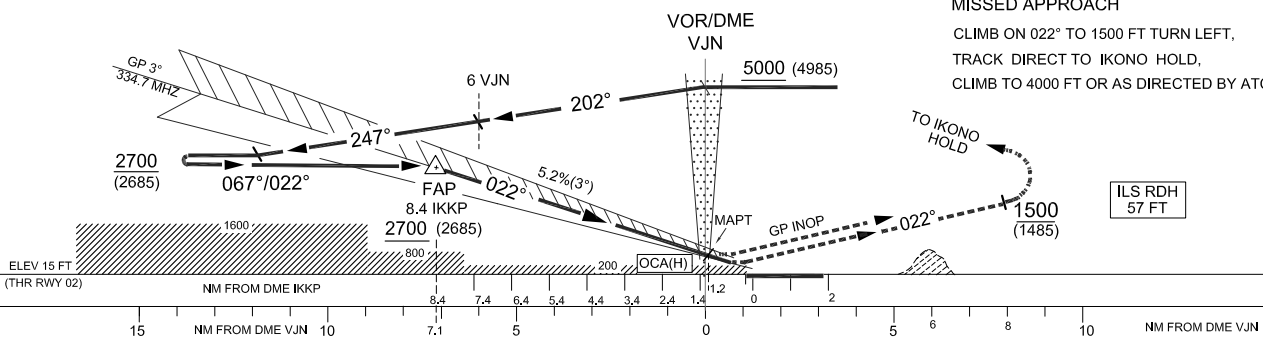


USE QNH

TRANSITION LEVEL: FL 130
TRANSITION ALT : 11000 FT

DIST BY DME (NM)	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4	MAPT / 1.2
ALT 3° APCH PATH (FT)	2700 (2685)	2382 (2367)	2064 (2049)	1746 (1731)	1428 (1413)	1110 (1095)	792 (777)	474 (459)	405 (390)

MISSED APPROACH
CLIMB ON 022° TO 1500 FT TURN LEFT,
TRACK DIRECT TO IKONO HOLD,
CLIMB TO 4000 FT OR AS DIRECTED BY ATC



OCA (H) FT	A	B	C	D	
STRAIGHT-IN	CAT 1	280 (265)	292 (277)	300 (285)	320 (305)
APPROACH	LOC / DME	405 (390) / 1.2 IKKP			
CIRCLING/MNM VIS(NM)		850 (840) /1.0	850 (840) /1.5	1300 (1290) /2.0	1600 (1590) /2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 7.2NM	MIN : SEC	6:09	4:48	3:36	2:53	2:24
RATE OF DESCENT (3°)	FT/ MIN	375	482	643	804	964

INSTRUMENT
APPROACH
CHART - ICAO

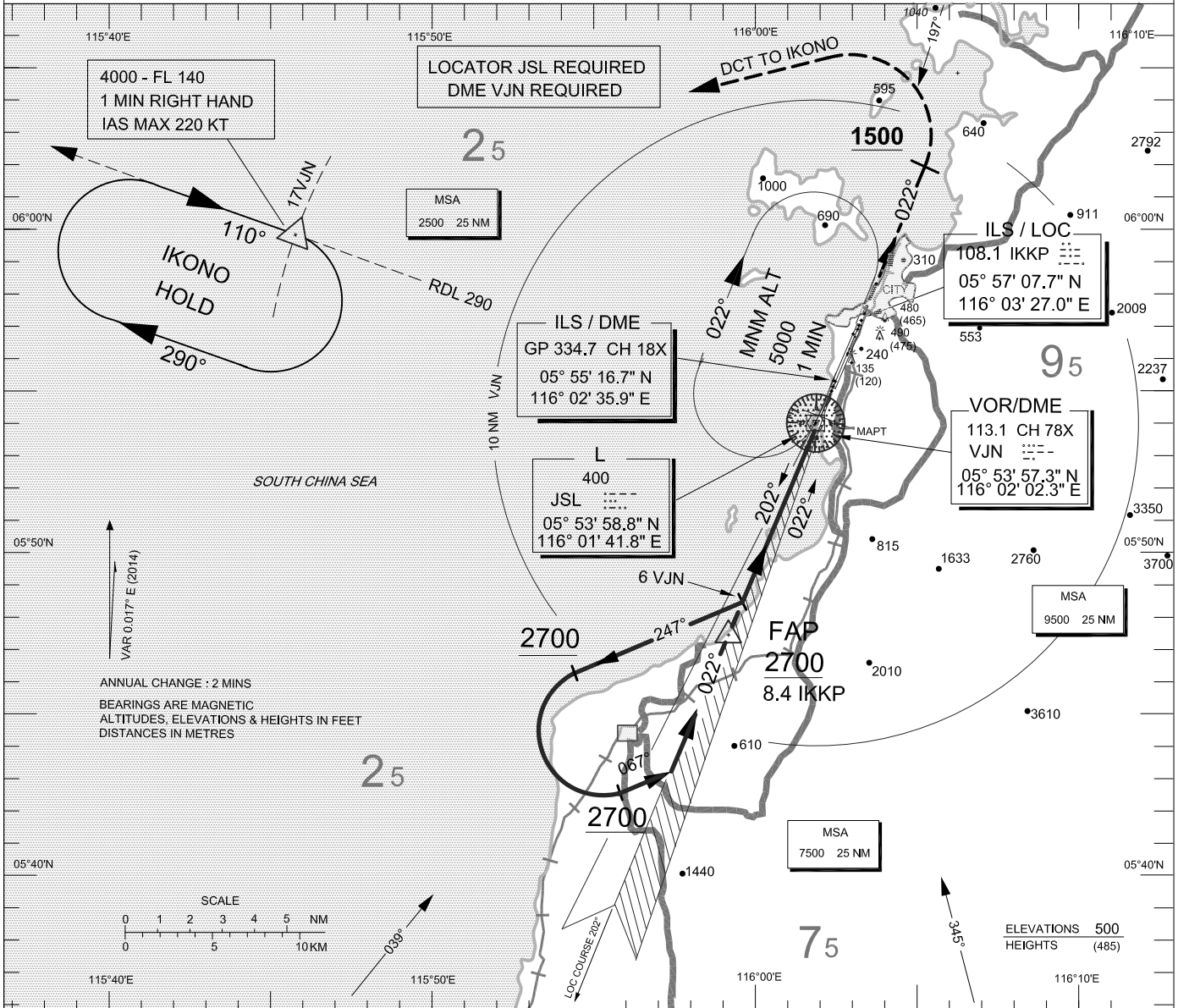
AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

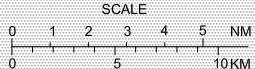
KOTA KINABALU / KOTA KINABALU

ILS x
RWY 02

(FROM OVERHEAD LOCATOR JSL)



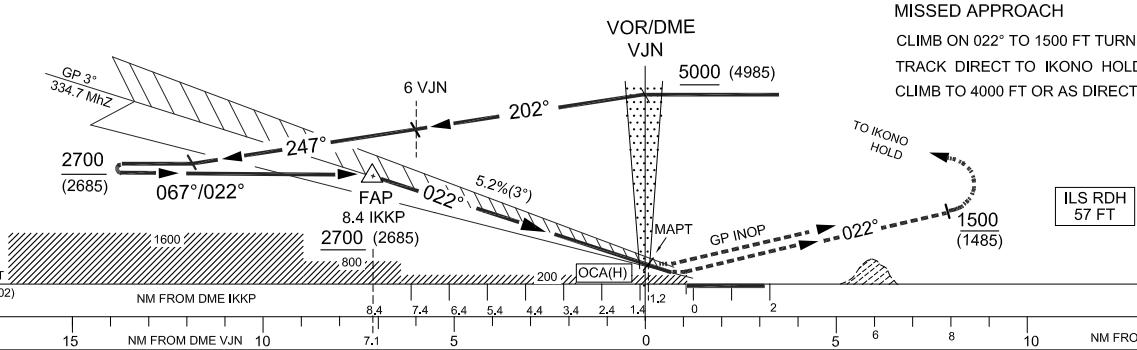
ANNUAL CHANGE : 2 MINS
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS & HEIGHTS IN FEET
DISTANCES IN METRES



USE QNH

TRANSITION LEVEL: FL 130
TRANSITION ALT : 11000 FT

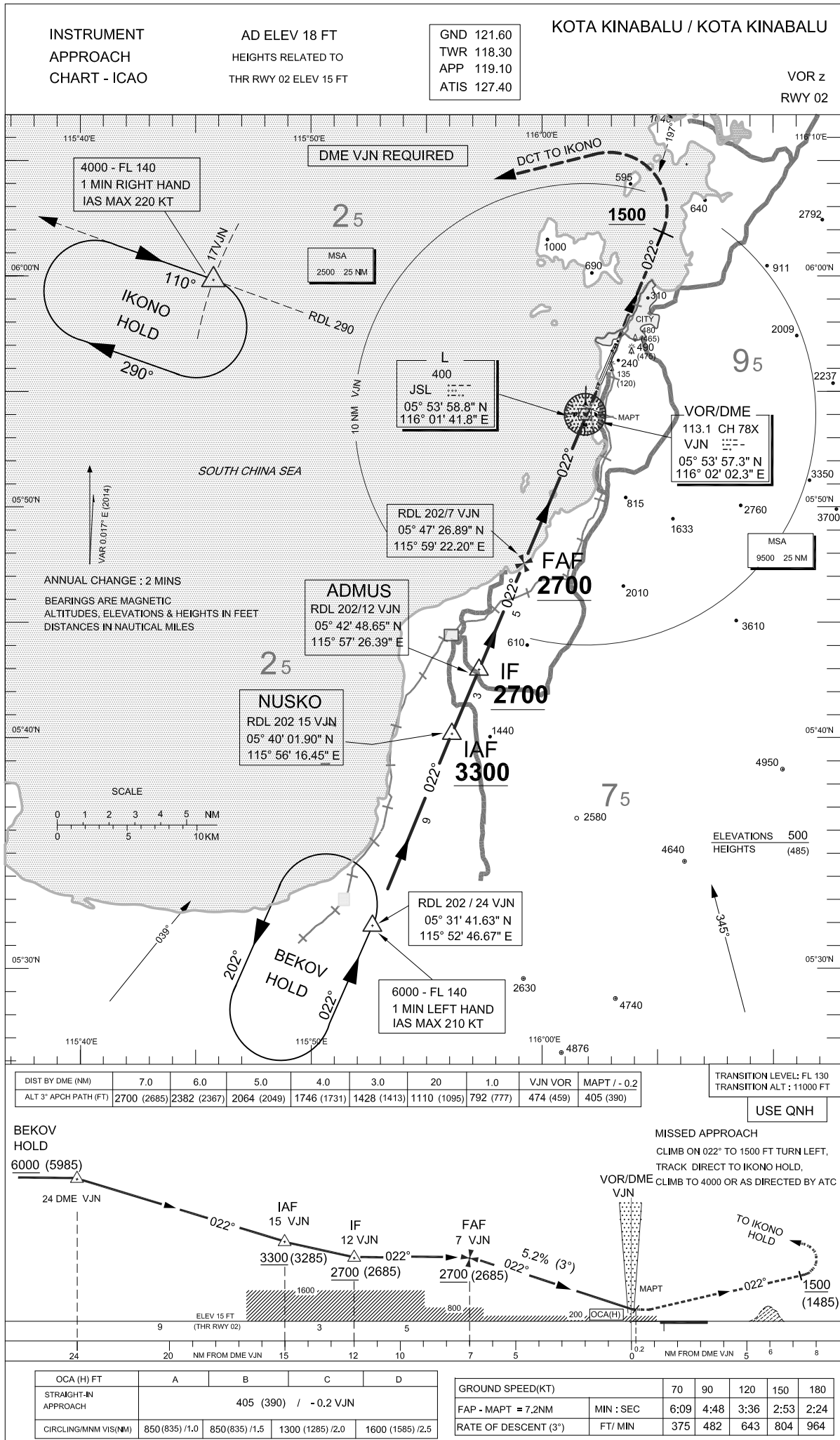
DIST BY DME (NM)	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4	MAPT / 1.2
ALT 3° APCH PATH (FT)	2700 (2685)	2382 (2367)	2064 (2049)	1746 (1731)	1428 (1413)	1110 (1095)	792 (777)	474 (459)	405 (390)



MISSED APPROACH
CLIMB ON 022° TO 1500 FT TURN LEFT,
TRACK DIRECT TO IKONO HOLD,
CLIMB TO 4000 FT OR AS DIRECTED BY ATC

OCA (H) FT	A	B	C	D
STRAIGHT-IN CAT 1	280 (265)	292 (277)	300 (285)	320 (305)
APPROACH LOC / DME	405 (390) / 1.2 IKKP			
CIRCLING/MNM VIS(NM)	850 (840) /1.0	850 (840) /1.5	1300 (1290) /2.0	1600 (1590) /2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 7.2NM	MIN : SEC	6:09	4:48	3:36	2:53	2:24
RATE OF DESCENT (3°)	FT / MIN	375	482	643	804	964



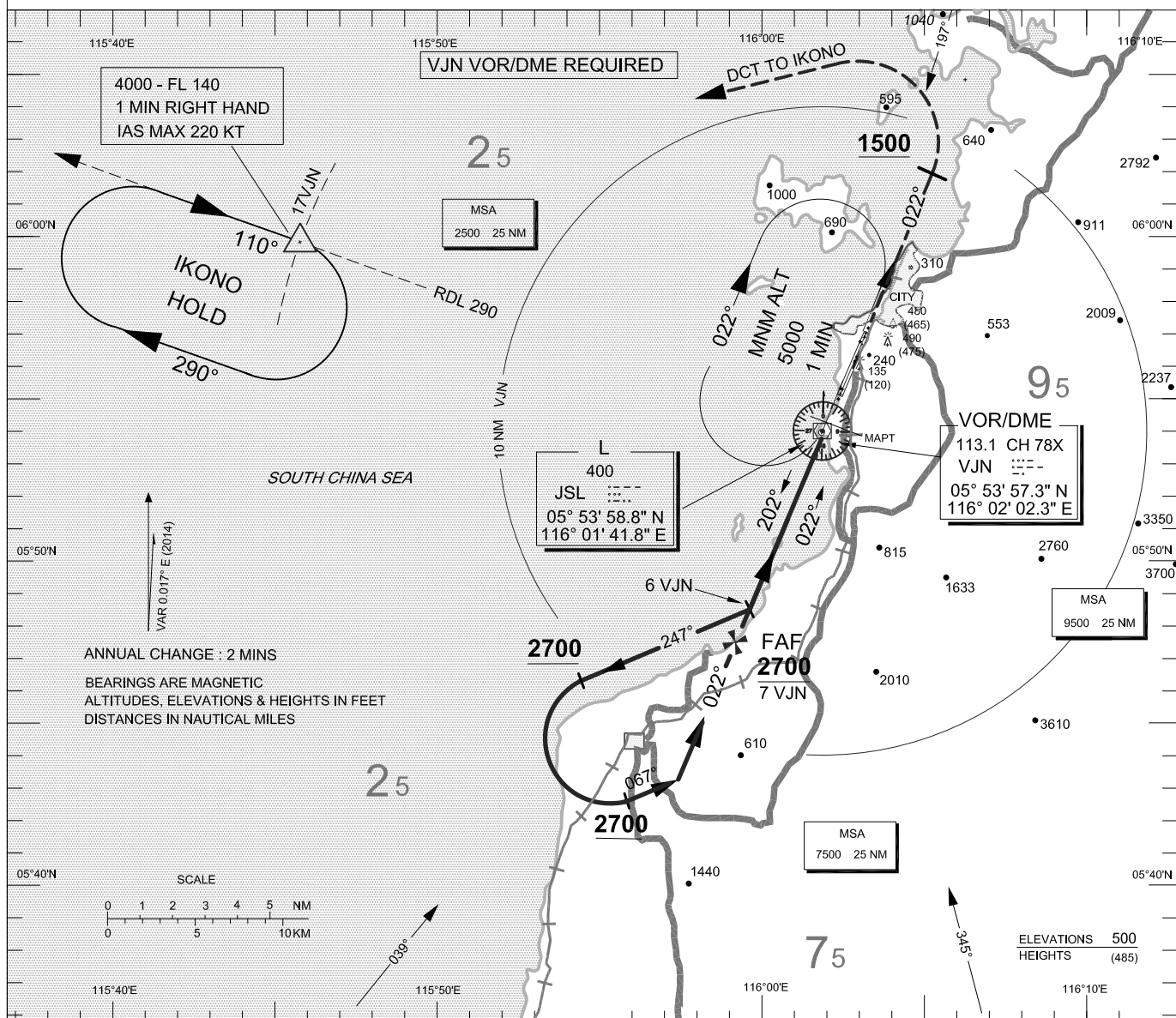
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT

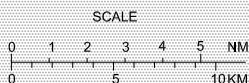
GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

KOTA KINABALU / KOTA KINABALU

VOR y
RWY 02



ANNUAL CHANGE : 2 MINS
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS & HEIGHTS IN FEET
DISTANCES IN NAUTICAL MILES

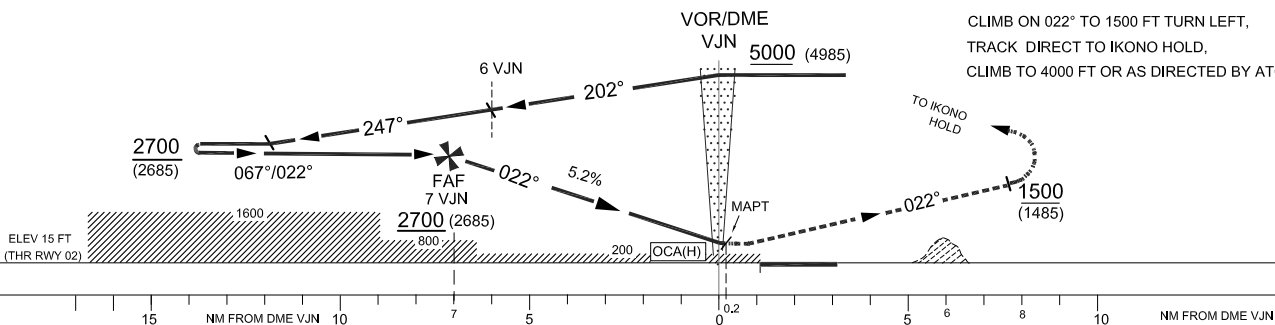


USE QNH

TRANSITION LEVEL: FL 130
TRANSITION ALT : 11000 FT

DIST BY DME (NM)	7.0	6.0	5.0	4.0	3.0	2.0	1.0	VJN VOR	MAPT / - 0.2
ALT 3° APCH PATH (FT)	2700 (2685)	2382 (2367)	2064 (2049)	1746 (1731)	1428 (1413)	1110 (1095)	792 (777)	474 (459)	405 (390)

MISSED APPROACH
CLIMB ON 022° TO 1500 FT TURN LEFT,
TRACK DIRECT TO IKONO HOLD,
CLIMB TO 4000 FT OR AS DIRECTED BY ATC



OCA (H) FT	A	B	C	D
STRAIGHT-IN APPROACH	405 (390) / - 0.2 VJN			
CIRCLING/MNM VIS(NM)	850(835) /1.0	850 (835) /1.5	1300 (1285) /2.0	1600 (1585) /2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 7.2NM	MIN : SEC	6:09	4:48	3:36	2:53	2:24
RATE OF DESCENT (3°)	FT/MIN	375	482	643	804	964

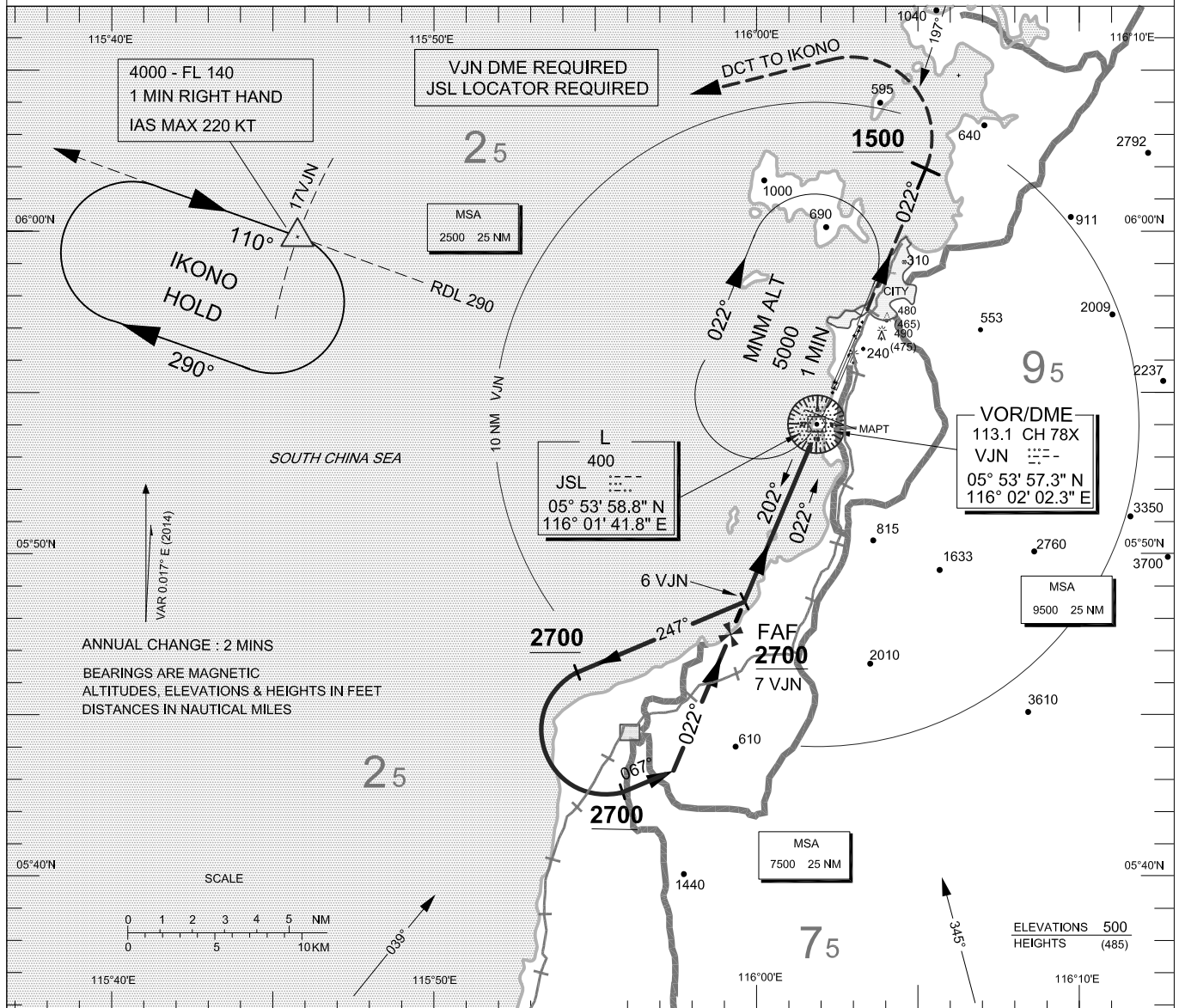
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT

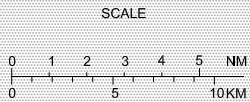
GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

KOTA KINABALU / KOTA KINABALU

LOCATOR z
RWY 02



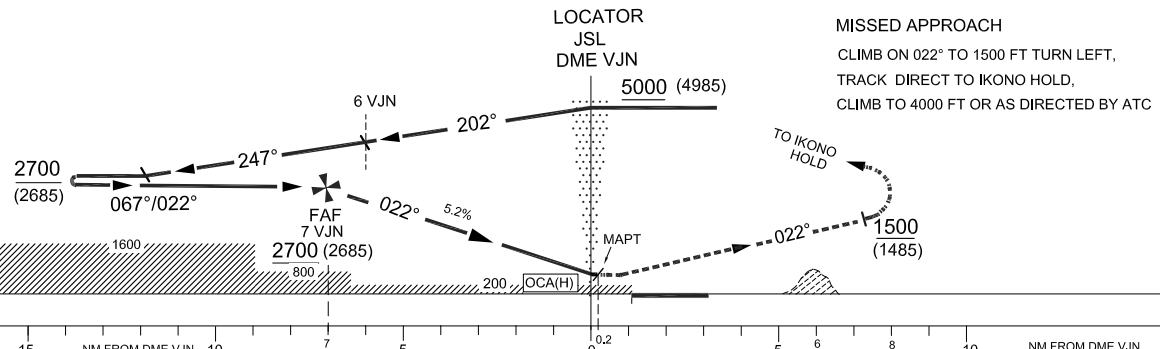
ANNUAL CHANGE : 2 MINS
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS & HEIGHTS IN FEET
DISTANCES IN NAUTICAL MILES



USE QNH

TRANSITION LEVEL: FL 130
TRANSITION ALT : 11000 FT

DIST BY DME (NM)	7.0	6.0	5.0	4.0	3.0	2.0	1.0	VJN VOR	MAPT / - 0.2
ALT 3° APCH PATH (FT)	2700 (2685)	2382 (2367)	2064 (2049)	1746 (1731)	1428 (1413)	1110 (1095)	792 (777)	474 (459)	405 (390)



OCA (H) FT	A	B	C	D
STRAIGHT-IN APPROACH	405 (390) / - 0.2 VJN			
CIRCLING/MNM VIS(NM)	850 (835) /1.0	850 (835) /1.5	1300 (1285) /2.0	1600 (1585) /2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 7.2NM	MIN : SEC	6:09	4:48	3:36	2:53	2:24
RATE OF DESCENT (3°)	FT/ MIN	375	482	643	804	964

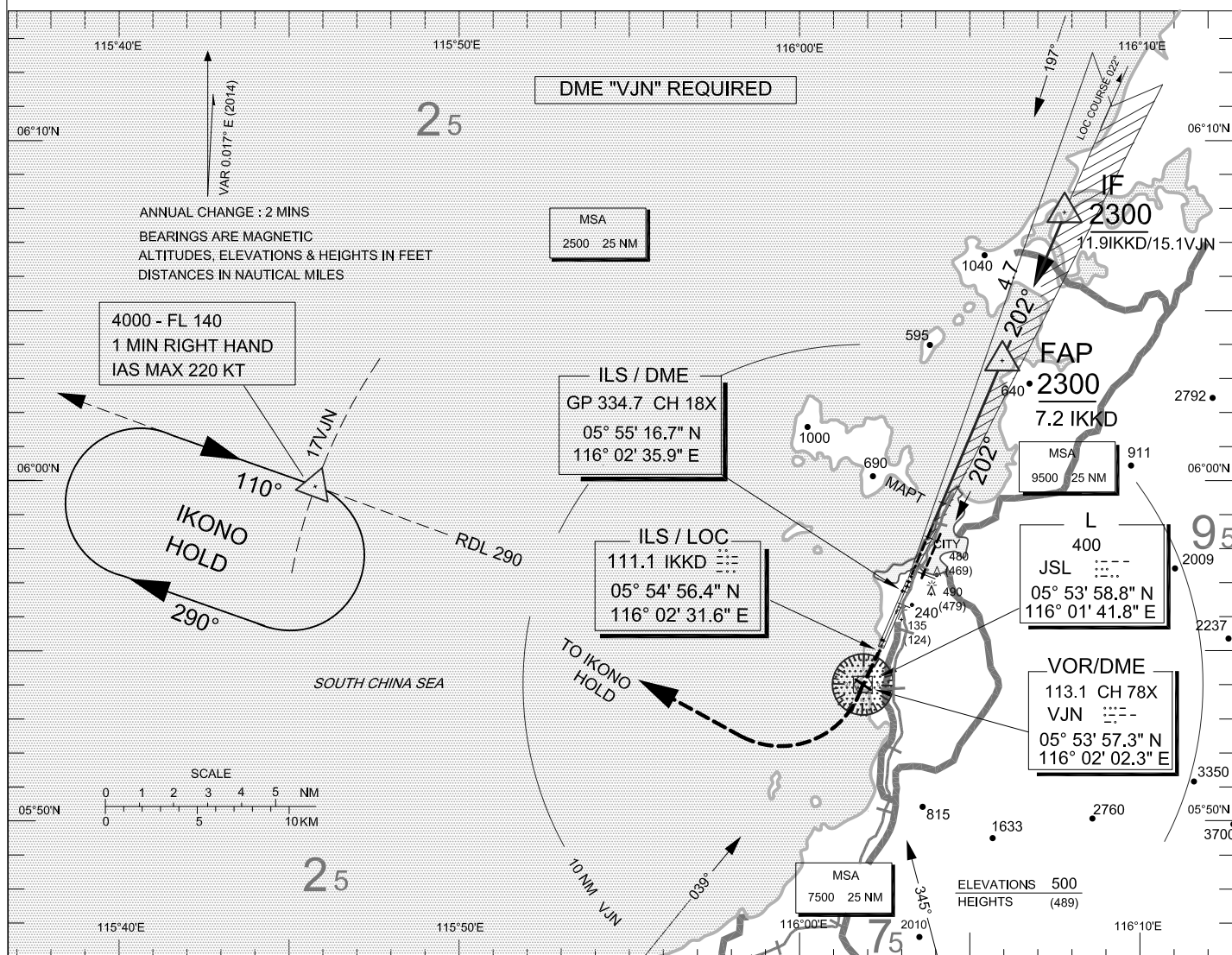
**INSTRUMENT
APPROACH
CHART - ICAO**

**AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT**

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

KOTA KINABALU / KOTA KINABALU

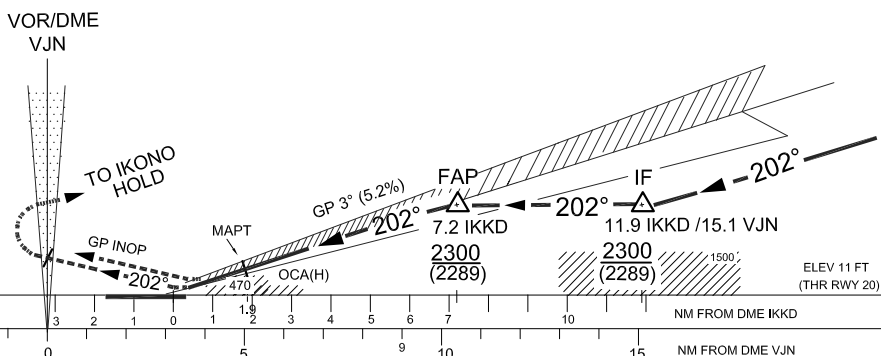
ILS z
OR LOC z
RWY 20



DIST BY DME (IKKD)	7.2	6.2	5.2	4.2	3.2	2.2	1.9 / MAPT
ALT 3° APCH PATH (FT)	2300 (2289)	1982 (1971)	1664 (1653)	1346 (1335)	1028 (1017)	710 (699)	610 (599)

MISSED APPROACH
CLIMB ON TRACK 202°, ON PASSING VJN VOR,
TURN RIGHT, TRACK TO IKONO HOLD,
CLIMB TO 4000 FT, OR AS DIRECTED BY ATC

ILS RDH
54 FT



OCA (H) FT	A	B	C	D
STRAIGHT-IN CAT 1	563 (552)	575 (564)	583 (572)	594 (583)
APPROACH LOC / DME	610 (599) / 1.9 IKKD			
CIRCLING/MNM VIS(NM)	850 (839) / 1.0	850 (839) / 1.5	1300 (1289) / 2.0	1600 (1589) / 2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 5.3 NM	MIN : SEC	4:32	3:32	2:39	2:07	1:48
RATE OF DESCENT (3°)	FT/ MIN	366	470	627	784	942

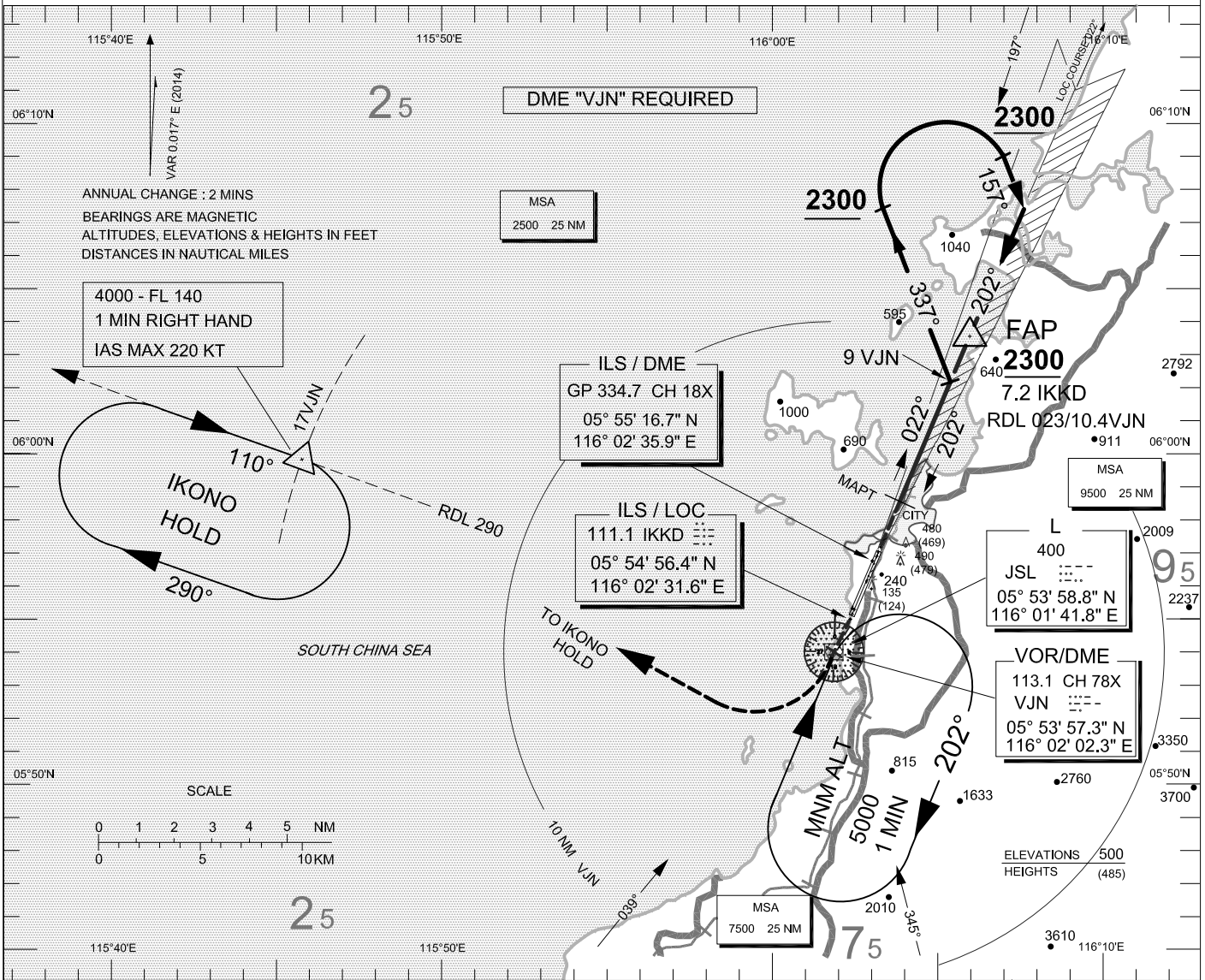
KOTA KINABALU / KOTA KINABALU

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO THR RWY 02 ELEV 15 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

ILS y
OR LOC y
RWY 20

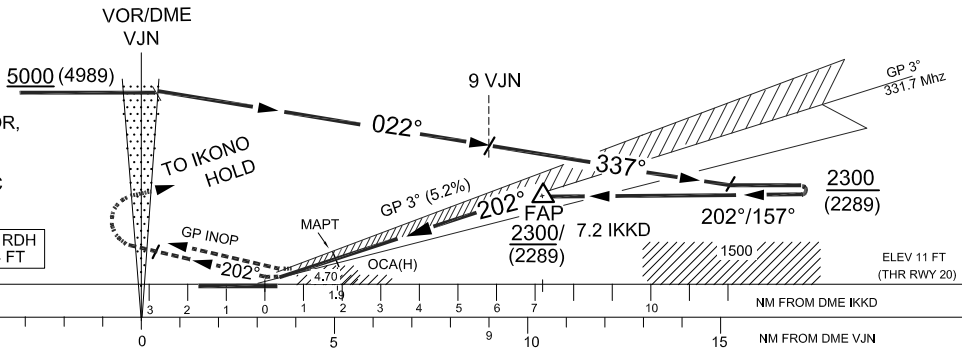


DIST BY DME (IKKD)	7.2	6.2	5.2	4.2	3.2	2.2	MAPT / 1.9
ALT 3° APCH PATH (FT)	2300 (2289)	1982 (1971)	1664 (1653)	1346 (1335)	1028 (1017)	710 (699)	610 (599)

TRANSITION ALTITUDE : 11000 FT

MISSED APPROACH

CLIMB ON TRACK 202°, ON PASSING VJN VOR, TURN RIGHT, TRACK TO IKONO HOLD, CLIMB TO 4000 FT, OR AS DIRECTED BY ATC



NM FROM DME IKKD	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	NM FROM DME IKKD
NM FROM DME VJN	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NM FROM DME VJN

OCA (H) FT	A	B	C	D
STRAIGHT-IN	CAT 1 563 (552)	575 (564)	583 (572)	594 (583)
APPROACH	LOC / DME 610 (599) / 1.9 IKKD			
CIRCLING/MNM VIS(NM)	850 (839) / 1.0	850 (839) / 1.5	1300 (1289) / 2.0	1600 (1589) / 2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 5.3 NM	MIN : SEC	4:32	3:32	2:39	2:07	1:48
RATE OF DESCENT (3°)	FT / MIN	366	470	627	784	942

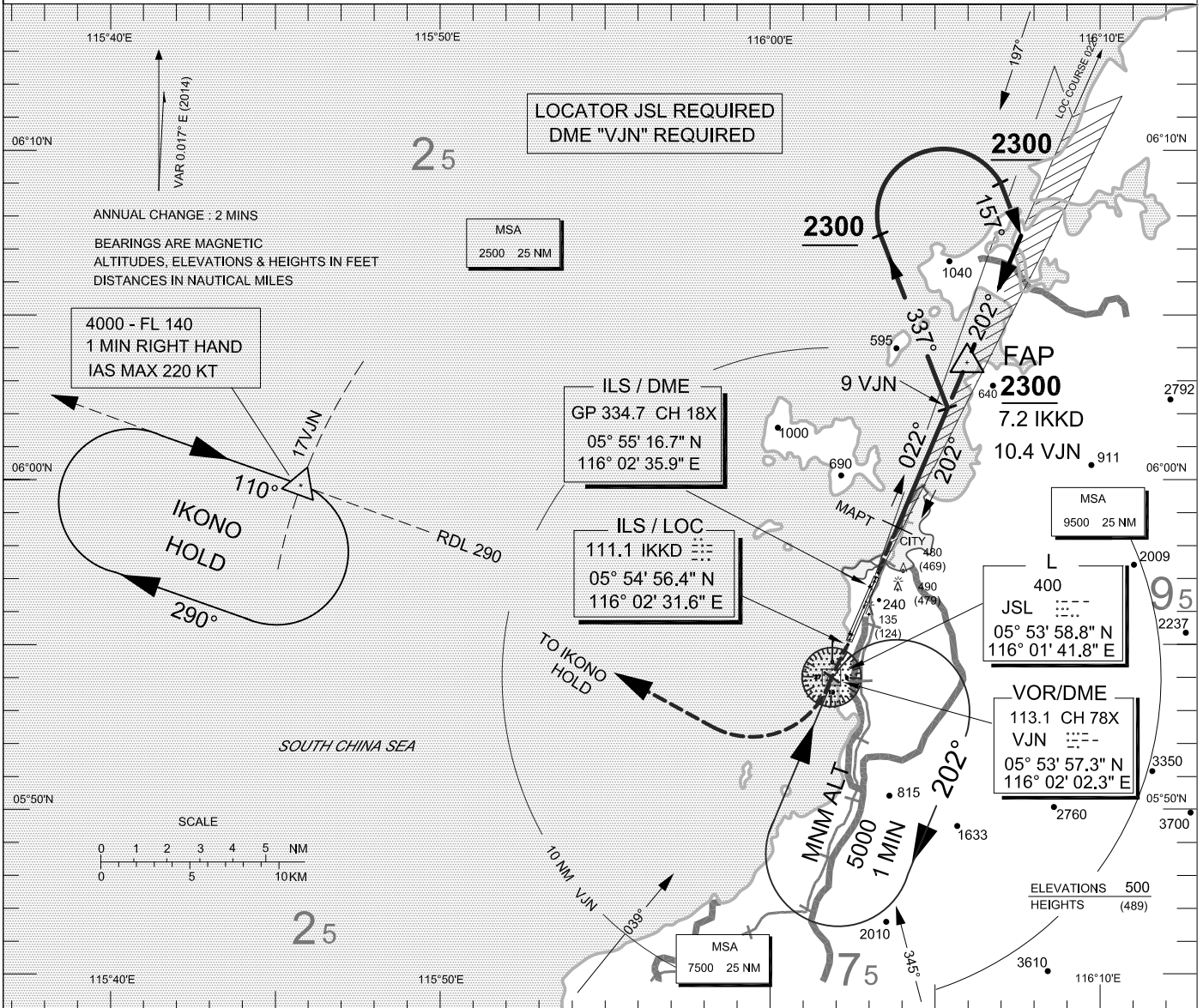
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

KOTA KINABALU / KOTA KINABALU

ILS x
RWY 20
(FROM OVERHEAD LOCATOR JSL)

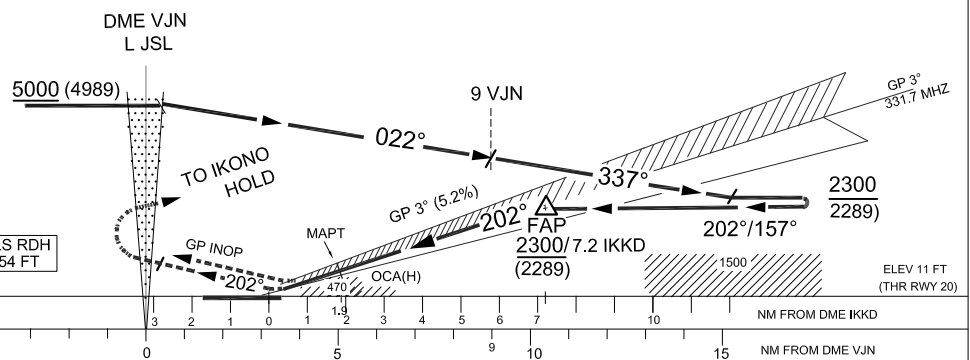


DIST BY DME (IKKD)	7.2	6.2	5.2	4.2	3.2	2.2	MAPT / 1.9
ALT 3° APCH PATH (FT)	2300 (2289)	1982 (1971)	1664 (1653)	1346 (1335)	1028 (1017)	710 (699)	610 (599)

TRANSITION
ALTITUDE : 11000 FT

MISSED APPROACH

CLIMB ON TRACK 202°, ON PASSING JSL,
TURN RIGHT, TRACK TO IKONO HOLD,
CLIMB TO 4000 FT, OR AS DIRECTED BY ATC



OCA (H) FT	A	B	C	D
STRAIGHT-IN	CAT 1 563 (552)	575 (564)	583 (572)	594 (583)
APPROACH	LOC / DME 610 (599) / 1.9 IKKD			
CIRCLING/MNM VIS(NM)	850 (839) /1.0	850 (839) /1.5	1300 (1289) /2.0	1600 (1589) /2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAP - MAPT = 5.3 NM	MIN : SEC	4:32	3:32	2:39	2:07	1:48
RATE OF DESCENT (3°)	FT/ MIN	366	470	627	784	942

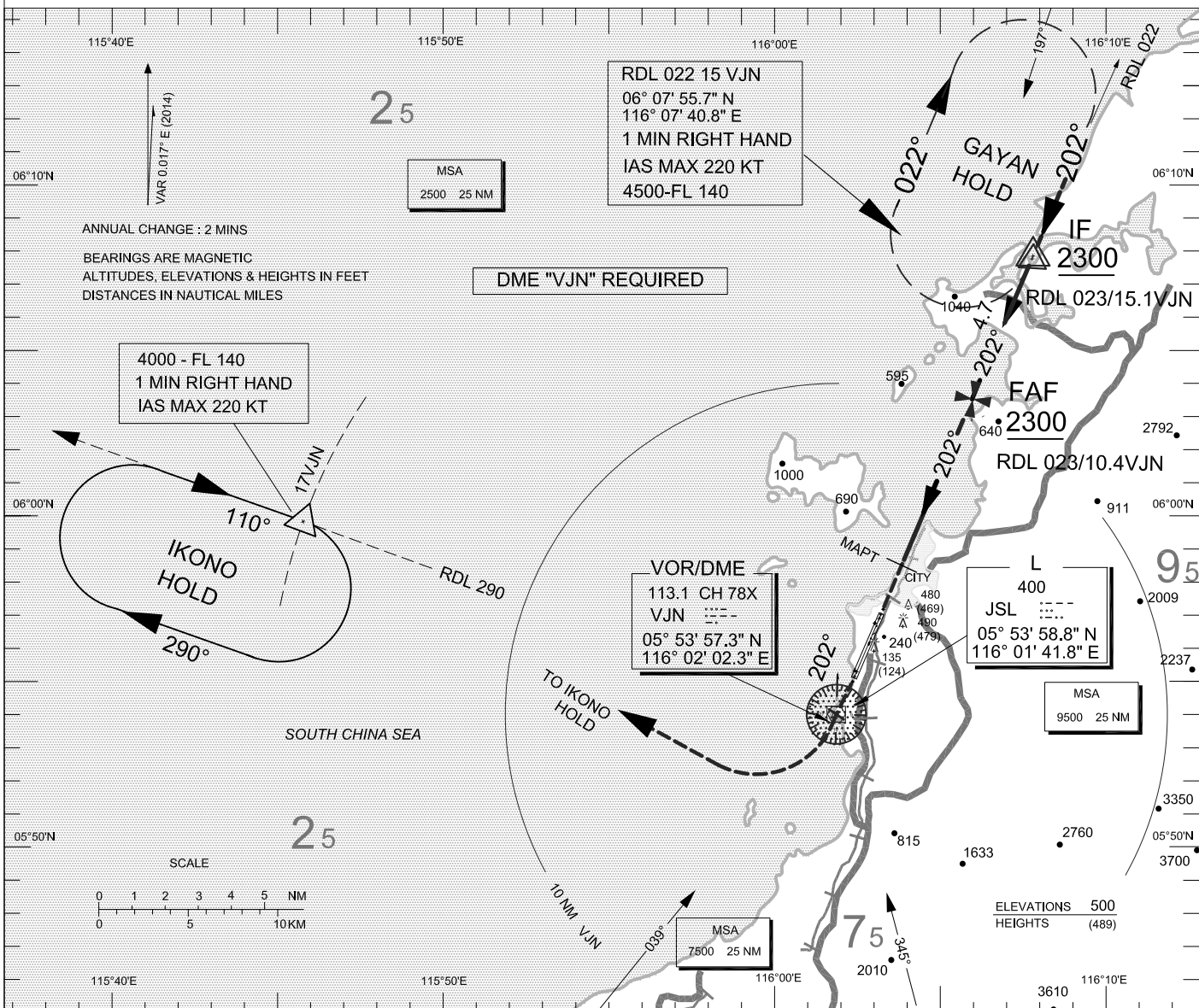
**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 20 ELEV 11 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

KOTA KINABALU / KOTA KINABALU

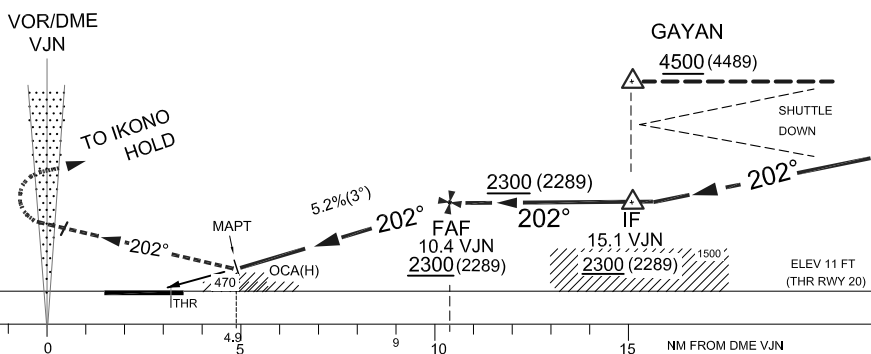
VOR z
RWY 20



DIST BY DME (VJN)	10.4	9.4	8.4	7.4	6.4	5.4	MAPT / 4.9
ALT 3° APCH PATH (FT)	2300 (2289)	1982 (1971)	1664 (1653)	1346 (1335)	1028 (1017)	710 (699)	610 (599)

TRANSITION
ALTITUDE : 11000 FT

MISSED APPROACH
CLIMB ON TRACK 202°. ON PASSING VJN VOR,
TURN RIGHT, TRACK TO IKONO HOLD,
CLIMB TO 4000 FT, OR AS DIRECTED BY ATC



OCA (H) FT	A	B	C	D
STRAIGHT-IN APPROACH	610 (599) / 4.9 VJN			
CIRCLING/MNM VIS(NM)	850 (840) / 1.0	850 (840) / 1.5	1300 (1290) / 2.0	1600 (1590) / 2.5

GROUND SPEED(KT)	70	90	120	150	180	
FAF - MAPT = 5.5 NM	MIN : SEC	4:42	3:39	2:45	2:12	1:50
RATE OF DESCENT (3°)	FT / MIN	371	476	634	793	951

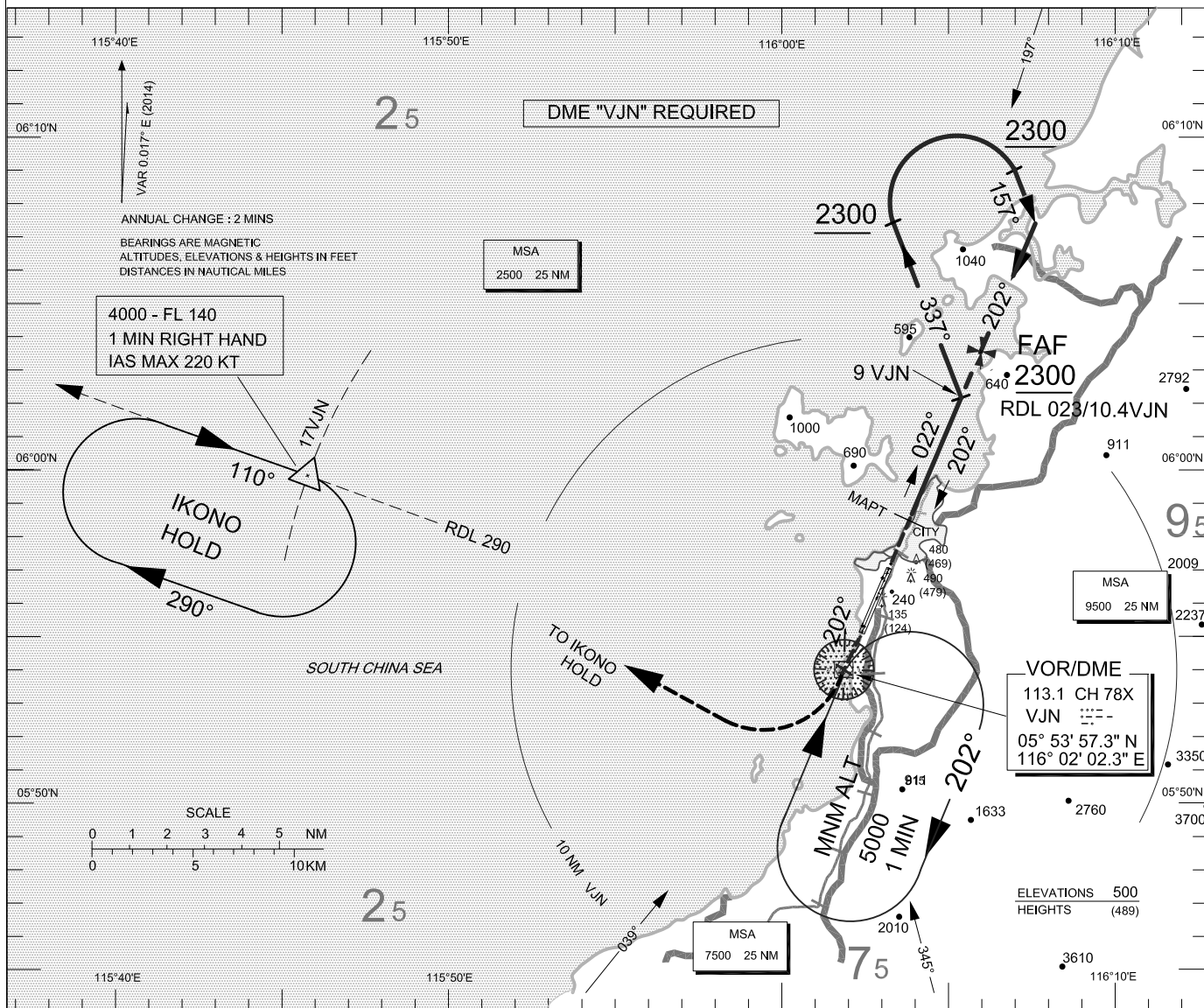
**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 20 ELEV 11 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

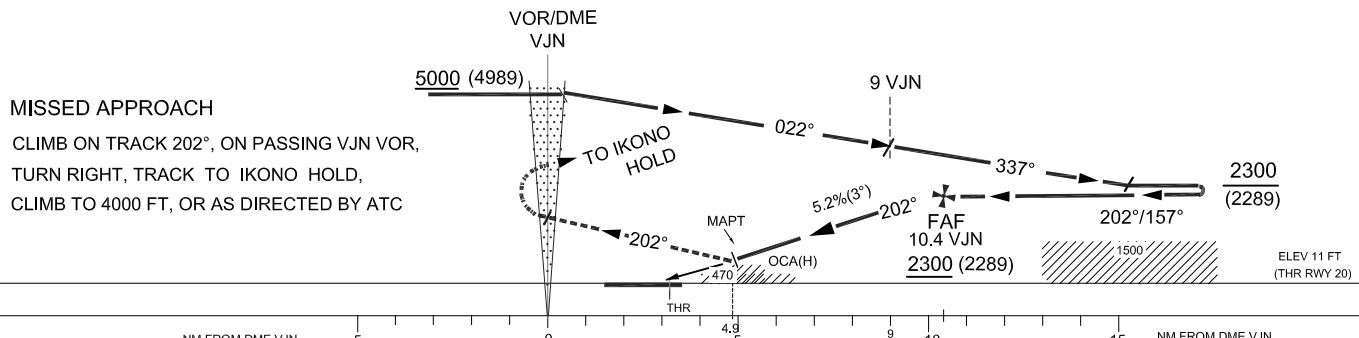
KOTA KINABALU / KOTA KINABALU

VOR y
RWY 20



DIST BY DME (VJN)	10.4	9.4	8.4	7.4	6.4	5.4	MAPT / 4.9
ALT 3° APCH PATH (FT)	2300 (2289)	1982 (1971)	1664 (1653)	1346 (1335)	1028 (1017)	710 (699)	610 (599)

TRANSITION
ALTITUDE : 11000 FT



OCA (H) FT		A	B	C	D
STRAIGHT-IN APPROACH	VOR / DME	610 (599) / 4.9 VJN			
CIRCLING/MNM VIS(NM)		850 (840) /1.0	850 (840) /1.5	1300 (1290) /2.0	1600 (1590) /2.5

GROUND SPEED(KT)		70	90	120	150	180	
FAF - MAPT = 5.5 NM	MIN : SEC	4:42	3:39	2:45	2:12	1:50	
RATE OF DESCENT (3°)		FT/ MIN	371	476	634	793	951

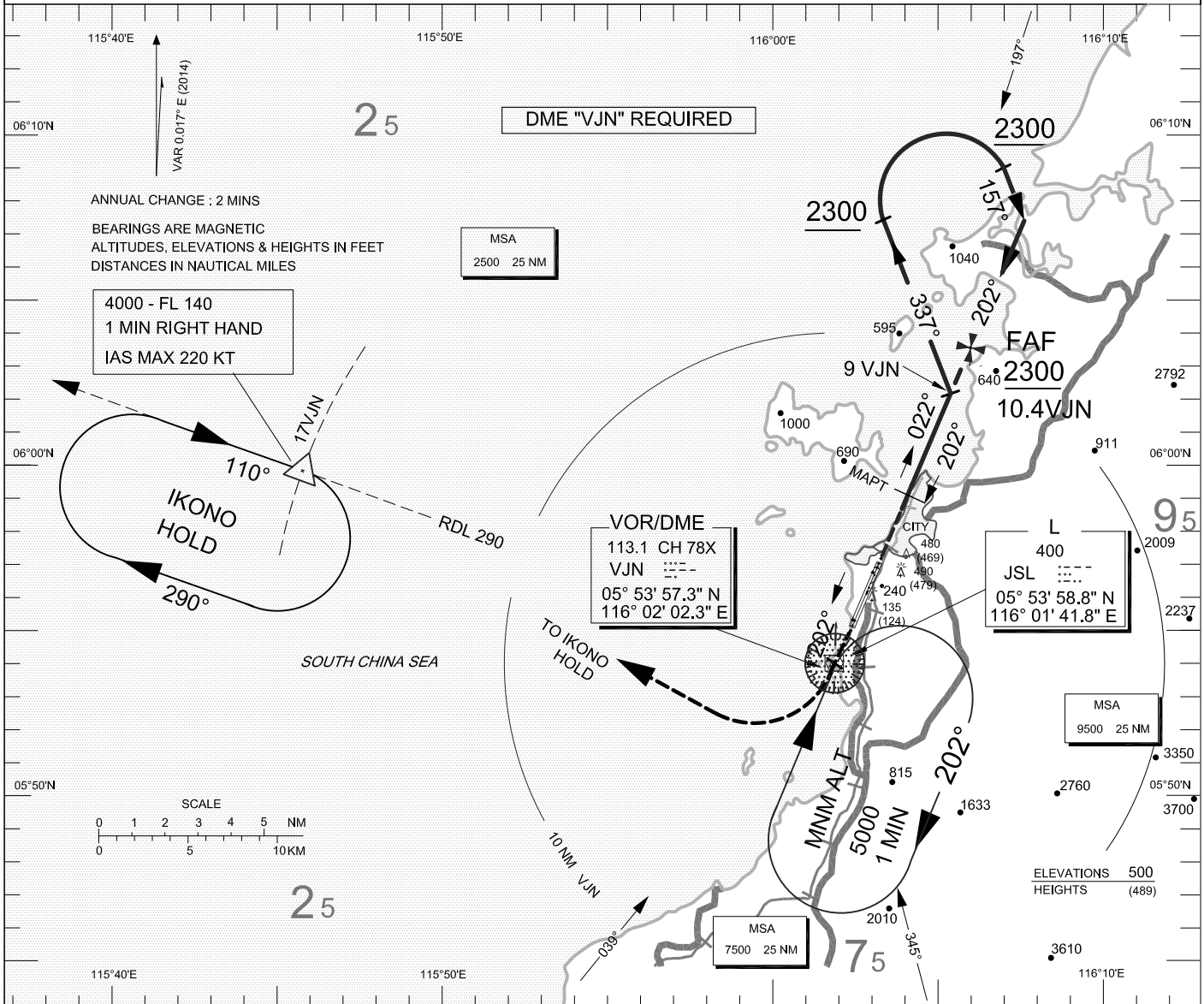
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO
THR RWY 02 ELEV 15 FT

GND 121.60
TWR 118.30
APP 119.10
ATIS 127.40

KOTA KINABALU / KOTA KINABALU

LOCATOR z
RWY 20

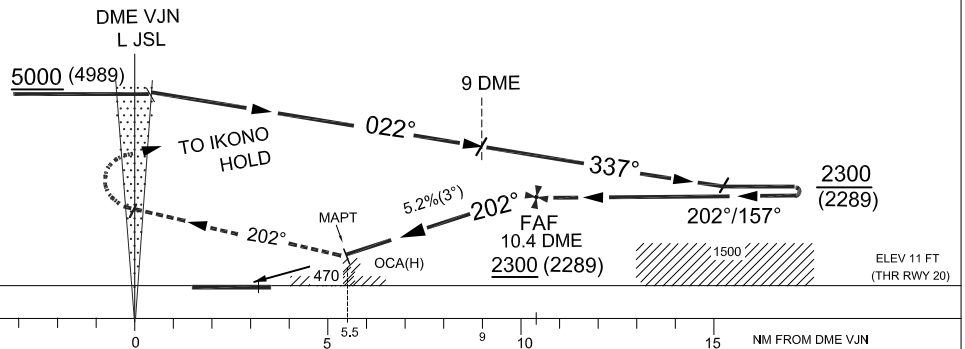


DIST BY DME (VJN)	10.4	9.4	8.4	7.4	6.4	5.5 / MAPT
ALT 3° APCH PATH (FT)	2300 (2289)	1982 (1971)	1664 (1653)	1346 (1335)	1028 (1017)	760 (749)

TRANSITION
ALTITUDE : 11000 FT

MISSED APPROACH

CLIMB ON TRACK 202°, ON PASSING JSL,
TURN RIGHT, TRACK TO IKONO HOLD,
CLIMB TO 4000 FT, OR AS DIRECTED BY ATC



OCA (H) FT	A	B	C	D
STRAIGHT-IN APPROACH	760 (749) / 5.5 VJN			
CIRCLING / MINM VIS (NM)	850 (840) / 1.0	850 (840) / 1.5	1300 (1290) / 2.0	1600 (1590) / 2.5

GROUND SPEED (KT)	70	90	120	150	180	
FAF - MAPT = 4.9 NM	MIN : SEC	4:00	3:16	2:27	1:57	1:38
RATE OF DESCENT (3°)	FT / MIN	371	476	634	793	951