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KUALA LUMPUR FLIGHT INFORMATION REGION

JOHOR BAHRU / SENAI INTERNATIONAL AIRPORT

PROVISION OF NEW HANGARS, PARKING APRONS, TAXIWAYS AND ASSOCIATED WORKS AT SENAI INTERNATIONAL AIRPORT

1 INTRODUCTION

- 1.1 The Senai International Airport has been upgraded to provide a new hangars, new parking aprons, taxiways and associated works.
- 1.2 New Hangars to accommodate up to Code C aircrafts and General Aviation Apron are located to the west of Cargo Apron.
- 1.3 New Hangar with lounges for VVIP is located to the south of Cargo Apron. The Hangar is capable of accommodating up to 1 of Boeing 737/BBJ, 1 of Gulfstream 450 and 1 of Gulfstream 650 at any one time.
- 1.4 New Code E Connecting Taxiway and Parallel Taxiway are added to allow movements to/from the new apron in front of the VVIP Hangar from/to Taxiway B and C.
- 1.5 The existing Cargo Apron has been widened to provide new additional aircraft parking stands.

2 PURPOSE

- 2.1 This AIP Supplement is to notify the aviation industry of the New Aircraft Parking Configuration at the widened Cargo Apron area, new General Aviation Parking Apron, new Hangar buildings, manoeuvring and movement areas available at the upgraded Senai International Airport.

3 APRON, MANOEUVRING, MOVEMENT AREA, AERODROME DATA AND AIRCRAFT STANDS

- 3.1 All new Aerodrome data and information pertaining to the new facilities are listed in Appendix – A1 to Appendix – A3.
- 3.2 Aerodrome cartography
 - i. Aerodrome / Heliport Chart is shown in Appendix – B1.
 - ii. Runway/Taxiway Marking Chart is shown in Appendix – B2.
 - iii. Aerodrome Ground Lighting Chart is shown in Appendix – B3.
 - iv. For Aerodrome Parking / Docking Chart – ICAO – Cargo Apron refer to Appendix – B4.
 - v. For Aerodrome Parking / Docking Chart – ICAO – VVIP Apron refer to Appendix – B5.

4 CARGO APRON PARKING CONFIGURATION

4.1 The new aircraft parking stands at Cargo Apron is configured to accommodate following aircrafts:

AIRCRAFT STAND NUMBER	AIRCRAFT TYPE or Equivalent size	PARKING CONFIGURATIONS	WGS84 COORDINATES	
Bay 25	Code C	PIPB	01°38'40.03" N	103°39'51.47" E
Bay 26	Code C	PIPB	01°38'40.49" N	103°39'52.71" E
Bay 27	Code C	PIPB	01°38'40.95" N	103°39'53.96" E

5 MOVEMENT AREAS

5.1 Air Traffic Controller is solely responsible for regulating the movement of aircrafts into and out of the Cargo Apron and associated taxiway.

5.2 For arrivals, pilots will taxi their aircraft along taxiway A/F or B/F and proceed to the appropriate parking positions. Upon entering the apron, pilot-in-command shall look-out for aircraft marshallers to guide the aircraft to the assigned parking stand.

5.3 For departures, upon clearance from control tower, pilots will taxi aircrafts out of the Cargo Apron to taxiway F/A or F/B and proceed to runway for takeoff. The pilot-in-command and aircraft marshallers shall be responsible for the safety of the aircraft with respect to all other aircrafts, vehicles, persons and other obstructions during engine start up and taxiing.

5.4 A new 18m wide Code C taxilane is provided to allow access to the new aircraft Hangars and General Aviation parking apron located to the west of the Cargo Apron. All Code C aircrafts using this taxilane shall be towed.

5.5 Arriving Code A/B/C aircrafts to the Hangars and General Aviation parking apron shall proceed to IHP 1 and hold at this position. Code C aircrafts shall be shut down at IHP 1 and be towed to the Hangars. Code A/B aircrafts may continue with own power.

5.6 Departing Code C aircrafts from the Hangars shall be towed to designated area and Air Traffic Controller shall provide start-up and taxi approvals. Departing Code A/B aircrafts shall hold at IHP 2/3 before proceeding with own power to Cargo Apron. The pilot in-command and aircraft marshaller shall be responsible for the safety of the aircraft with respect to all other aircrafts, vehicles, persons and other obstruction during engine start-up, power-out and taxiing, and also ensuring appropriate blast zones are clear during engine start-up.

6 IMPLEMENTATION

6.1 This AIP Supplement is disseminated for immediate implementation.

7 CANCELLATION

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

**DATO' SRI AZHARUDDIN ABDUL RAHMAN
DIRECTOR GENERAL
DEPARTMENT OF CIVIL AVIATION
MALAYSIA**

WMKJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	<p>Passenger Apron Bay 1 to 4 Surface: Concrete Strength: 109 R/D/W/T</p> <p>Bay 5 to 6 Surface: Asphalt Strength: 70 F/C/X/T</p> <p>Bay 7 Surface: Concrete Strength: 80 R/B/W/T</p> <p>Cargo Apron Surface: Concrete Strength: 108 R/D/W/T</p> <p>GA Apron Surface: Asphalt Strength: 24 F/C/X/T</p> <p>VVIP Apron Surface: Concrete Strength: 79 R/C/X/T</p>
2	Taxiway width, surface and strength	<p>TWY A, D,E, H Width: 23M Surface: Asphalt Strength: 70 F/C/X/T</p> <p>TWY B, F Width: 23M Surface: Asphalt Strength: 86 F/A/W/T</p> <p>TWY C, G Width: 23M Surface: Asphalt Strength: 111 F/A/W/T</p> <p>TWY J Width: 23M Surface: Asphalt Strength: 70 F/C/X/T</p>
3	ACL location and elevation	<p>Location: Refer to WMKJ AD 2 – 25.1 Elevation:</p>
4	VOR /INS checkpoint	<p>VOR: Nil INS: Refer to WMKJ AD 2 – 25.1</p>
5	Remarks	<p>Separation distance between RWY and parallel TWY A is Code F compliance. Separation distance between parallel TWY A and Apron TWY is Code F compliance. Distance between RWY Centerline to RWY holding position is Code F compliance. Unscheduled aircraft are to be parked at the Cargo aircraft parking apron except for VVIP aircraft. Light aircraft to be parked at GA Apron.</p>

WMKJ 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	<p>Lead-in line at apron and stand designation marking – yellow with black outline All parking at gates denoted by stand numbers. Stands 1 to 4 at Passenger Apron uses APIS for docking guidance. Stands 5 to 7, PIPO Bays at Passenger Apron and all bays at Cargo Apron are marshaller assisted.</p>
2	RWY and TWY markings and LGT	<p>RWY Markings: Pre-threshold, Designation, THR, TDZ, Centreline, Side Stripe, Transverse Stripe</p> <p>RWY Lighting: RWY Turn Pad</p> <p>TWY Markings: THR, Edge, End, RWY Turn Pad Centreline, RWY holding positions at all TWY/RWY intersections, Intermediate Holding Position, Transverse Line and Side Stripe</p> <p>TWY Lighting: Centreline, all TWY curve</p>
3	Stop bars	NIL
4	Remarks	All marking as per ICAO

WMKJ AD 2.20 LOCAL TRAFFIC REGULATIONS**1 Aircraft Bay Regulation At Cargo Apron****1.1 Bay 21**

This bay is to accommodate B737 up to 500 series and other types of aircraft with a wing span not exceeding 29M.

1.2 Bay 22

This bay is to accommodate Code D or smaller aircraft.

1.3 Bay 23

This bay is to accommodate Code E or smaller aircraft.

1.4 Bay 24

This bay is to accommodate Code C or smaller aircraft.

1.5 All aircrafts park at Bay 21 to 27 are power in, push-out mode.

1.6 Aircrafts from Bay 21 to 24 shall be pushed back with aircraft facing to the south. For Bay 25, 26 and 27 all aircrafts shall be pushed back with aircraft facing to the east.

1.7 The pilot in-command and aircraft marshaller shall be responsible for the safety of the aircraft with respect to all other aircrafts, vehicles, persons and other obstruction during engine start-up, power-out and taxiing, and also ensuring appropriate blast zones are clear during engine start-up.

1.8 For the long layover aircraft, parking at bay mentioned above may be allowed for discharging cargo, thereafter to be towed to designated area at the apron.

1.9 All aircrafts are required to bring own tow-bar except for B737, B727, B777, B747, B767, MD-11, DC-10, IL96, L-1011, DC-8, AN-12, A340-200, A330-200/300, A310 and A300.

1.10 For light aircraft, the usage of ballast weight and wheel chocks during parking is compulsory, rental from SATS's Ground Handling is available.

2 Parking Area For General Aviation Aircraft

2.1 Parking area for General Aviation aircraft will be allocated by Ground Handling Division, Senai Airport Terminal Services (SATS). The stands will be allocated at the new General Aviation parking area located to the west of the Cargo Apron.

3 Helicopter operations

3.1 All helicopter operations shall land at, and take-off from the runway, and

- i. Use TWY C/G if going to or/and going out from Passenger Apron.
- ii. Use TWY B/F if going to or/and going out from Cargo Apron.

3.2 Pilots in command shall call the Surface Movement Control frequency (121.8 MHz) for taxi/air taxi from parking positions to the respective taxiway, prior to commencing movement. The take-off clearance will be provided by Aerodrome Control (118.15MHz) and may be accompanied by an initial tracking clearance to resolve aerodrome traffic conflicts.

3.3 Pilots in command of arriving helicopters will be issued with tracking instructions to avoid aerodrome traffic conflicts and clearance to land on the respective taxiway.

3.4 After landing at the respective taxiway, the pilot-in command will be issued with a parking position. The pilot-in command shall taxi/air taxi the aircraft to the parking position.

3.5 ATC may consider direct tracking to land or take-off via North of Cargo Terminal from Cargo Apron if traffic permitted.

4 Local Flying Restrictions

4.1 Circuit Height

- a) Heavy 1500FT/2000FT on QNH.
- b) Light/Medium 1000FT on QNH.

4.2 Circuit Pattern

- a) RWY 16 LEFT-HAND circuit.
- b) RWY 34 RIGHT-HAND circuit

4.3 Standard Circuit Joining Procedure

a) From eastern side

- i. Descend over east of airfield to circuit altitude.
- ii. Position accordingly into traffic pattern at downwind when cleared by ATC.
- iii. Pilots shall be responsible for maintaining their own separation.

b) From western side

- i. Proceed West of airfield 1500FT via west of North-South highway until abeam Control Tower.
- ii. Cross up wind end of the runway in-use at 1500FT or as directed by ATC.
- iii. Position accordingly into traffic pattern at downwind.
- iv. Pilots shall be responsible for maintaining their own separation.

5 Isolation Bay

5.1 Isolation Parking Area is located at the intersection of Taxiway A and E.

6 Parking Area For Schedule/Non-schedule Passenger Aircraft

6.1 Under normal circumstances, all Passenger Aircraft either schedule or non-schedule will be issued a parking position at Bay 1 to Bay 7 of Passenger Apron.

6.2 To optimize the utilization of passenger Loading Bridges at Gates 1 to 4, aircraft parked at these stands and experienced technical difficulties and delay is expected to be more than 60 minutes of ETD (other than emergency) shall have to move to the remote bay.

WMKJ AD 2.24 CHARTS RELATED TO JOHOR BAHRU/SENAI INTERNATIONAL AIRPORT

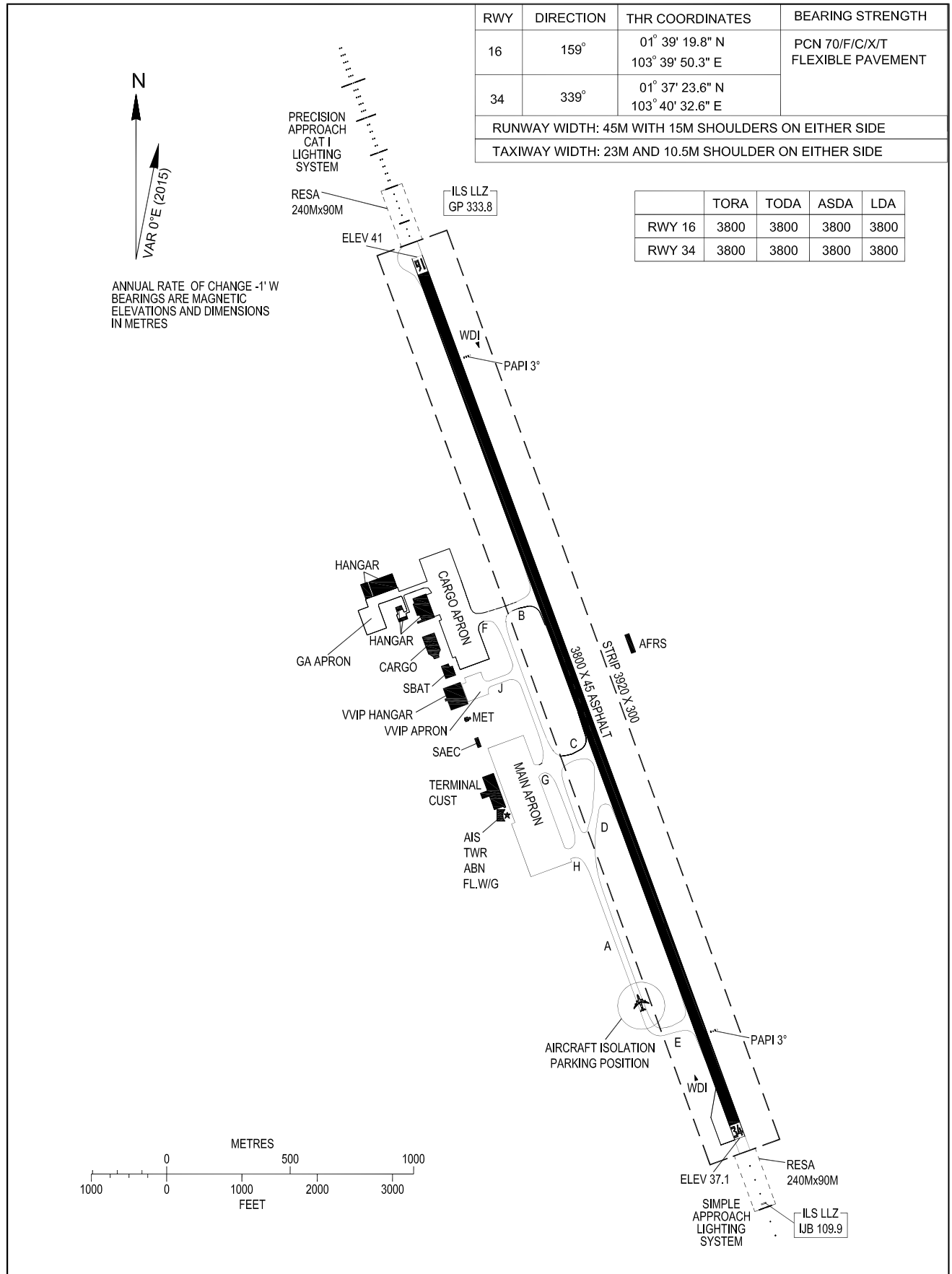
Chart Name	Page
AERODROME / HELIPORT CHART - ICAO	APPENDIX B1
RUNWAY/TAXIWAY MARKING CHART	APPENDIX B2
AERODROME GROUND LIGHTING CHART	APPENDIX B3
PARKING APRONS AND AIRCRAFT STAND NUMBERS	WMKJ AD 2 – 25
AERODROME PARKING / DOCKING CHART – ICAO – CARGO APRON	APPENDIX B4
AERODROME PARKING / DOCKING CHART – ICAO – VVIP APRON	APPENDIX B5
AERODROME OBSTACLE CHART – ICAO – TYPE A	WMKJ AD 2 –31
JOHOR CONTROL ZONE	WMKJ AD 2 –47
JOHOR TMA AND HOLDING AREAS AND AIR ROUTES	WMKJ AD 2 –47.1
ATC SURVEILLANCE MINIMUM ALTITUDE JOHOR BAHRU	WMKJ AD 2 –49
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 16 (VOR/DME) MASBO 2E MERSING 2E PIMOK 2E KONG KONG 2E	WMKJ AD 2 –51
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 34 (VOR/DME) MASBO 2F MERSING 2F PIMOK 2F KONG KONG 2F	WMKJ AD 2 –52
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 16/34 JOHOR RADAR TWO DEPARTURE	WMKJ AD 2 –53
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO - RWY 16 (RNAV) REDUK 2C MESOG 2C MASBO 2C TOPOR 2C PIMOK 2C MERSING 2C KONG KONG 2C	WMKJ AD 2 –60
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 16 (VOR/DME) REDUK 2A MESOG 2A MASBO 2A TOPOR 2A PIMOK 2A MERSING 2A KONG KONG 2A	WMKJ AD 2 –61
INSTRUMENT APPROACH CHART – ICAO – RWY 16 ILS z/LOC z (FROM STAR)	WMKJ AD 2 –80
INSTRUMENT APPROACH CHART – ICAO – RWY 16 ILS y/LOC y (FROM SABEX OR KARTU HOLD)	WMKJ AD 2 –81
INSTRUMENT APPROACH CHART – ICAO – RWY 16 ILS x/LOC x (FROM OVERHEAD VJB VOR)	WMKJ AD 2 –82
INSTRUMENT APPROACH CHART – ICAO – RWY 16 ILS w/LOC w (FROM OVERHEAD JR NDB)	WMKJ AD 2 –83
INSTRUMENT APPROACH CHART – ICAO – RWY 16 VOR z	WMKJ AD 2 –84
INSTRUMENT APPROACH CHART – ICAO – RWY 16 VOR y (FROM OVERHEAD VJB VOR)	WMKJ AD 2 –85
INSTRUMENT APPROACH CHART – ICAO – RWY 16 VOR z (FROM OVERHEAD JR NDB)	WMKJ AD 2 –86

AERODROME CHART - ICAO

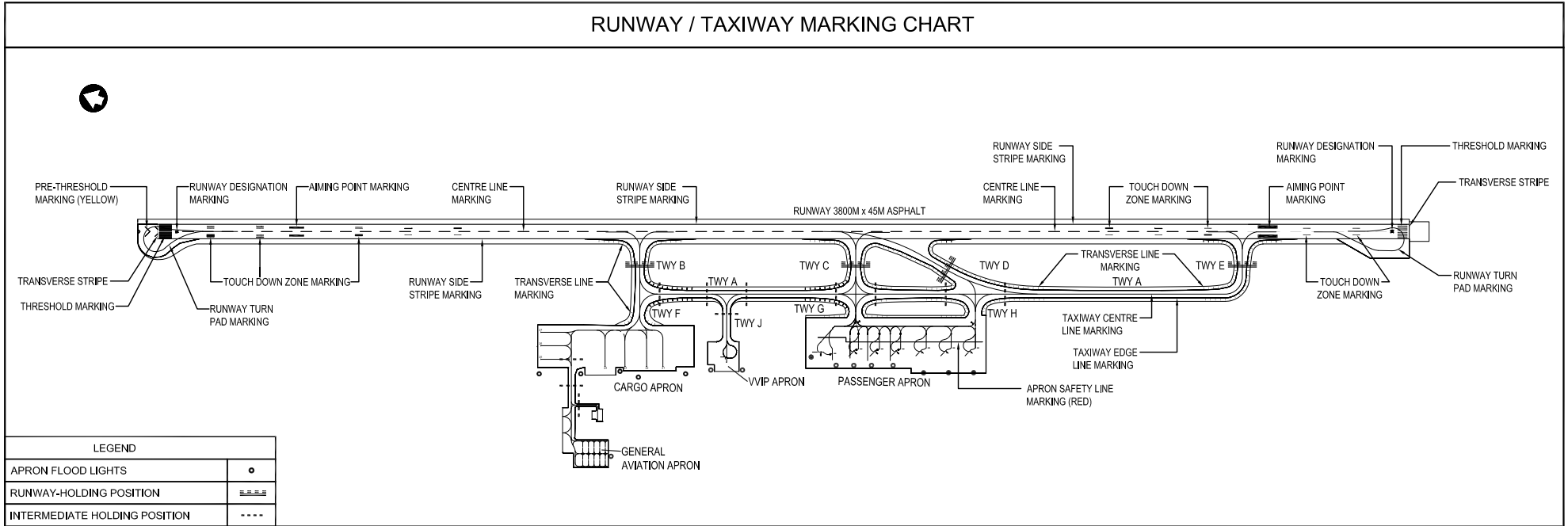
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TWR 118.15
SMC 121.80

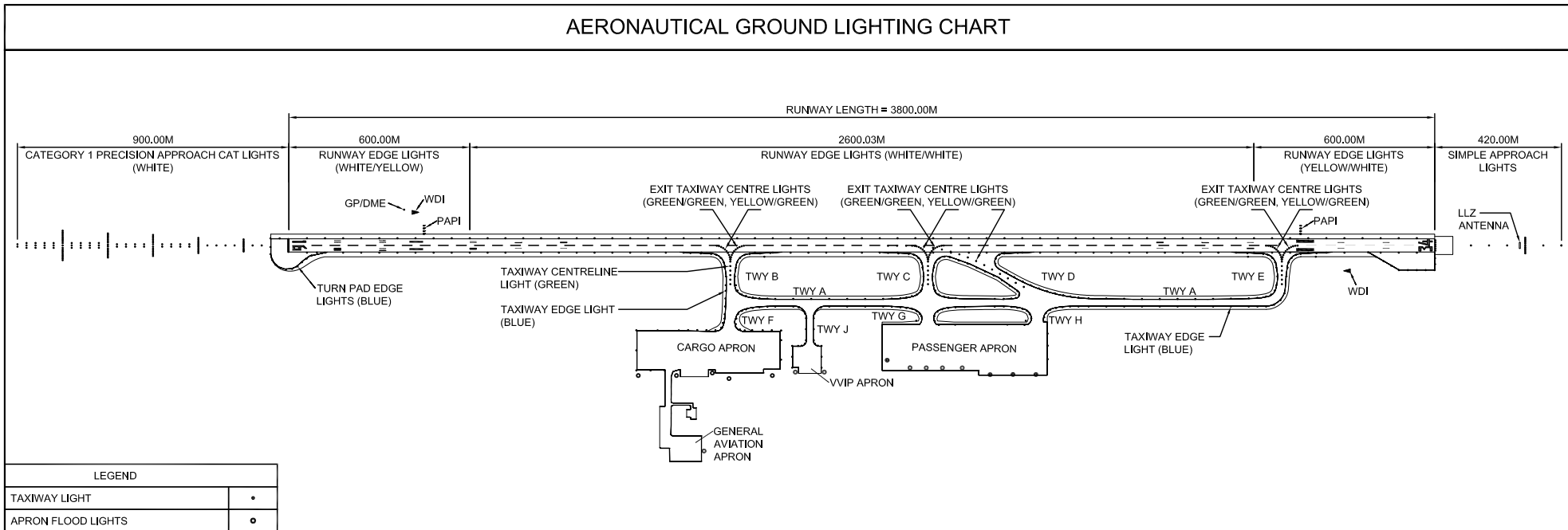
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RUNWAY / TAXIWAY MARKING CHART



AERONAUTICAL GROUND LIGHTING CHART



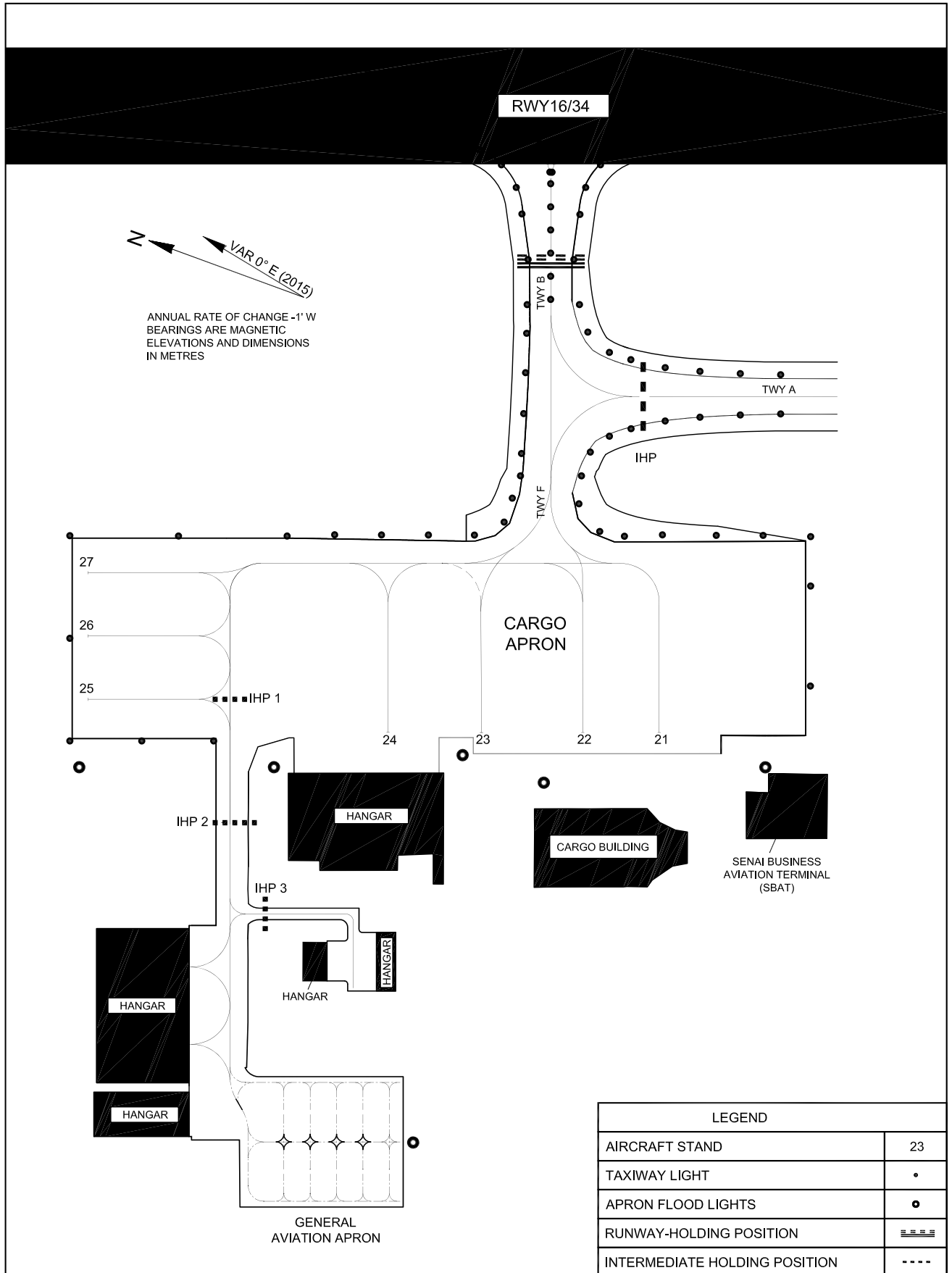
LEGEND	
TAXIWAY LIGHT	•
APRON FLOOD LIGHTS	◦

AERODROME PARKING /
DOCKING CHART - ICAO
CARGO APRON

ELEV 39.00M

TWR 118.15
SMC 121.80

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AIRPORT



LEGEND	
AIRCRAFT STAND	23
TAXIWAY LIGHT	•
APRON FLOOD LIGHTS	◦
RUNWAY-HOLDING POSITION	====
INTERMEDIATE HOLDING POSITION	----

AERODROME PARKING /
DOCKING CHART - ICAO
VVIP APRON

ELEV 39.00M

TWR 118.15
SMC 121.80

JOHOR BAHRU/
SENAI INTERNATIONAL
AIRPORT

