

**STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

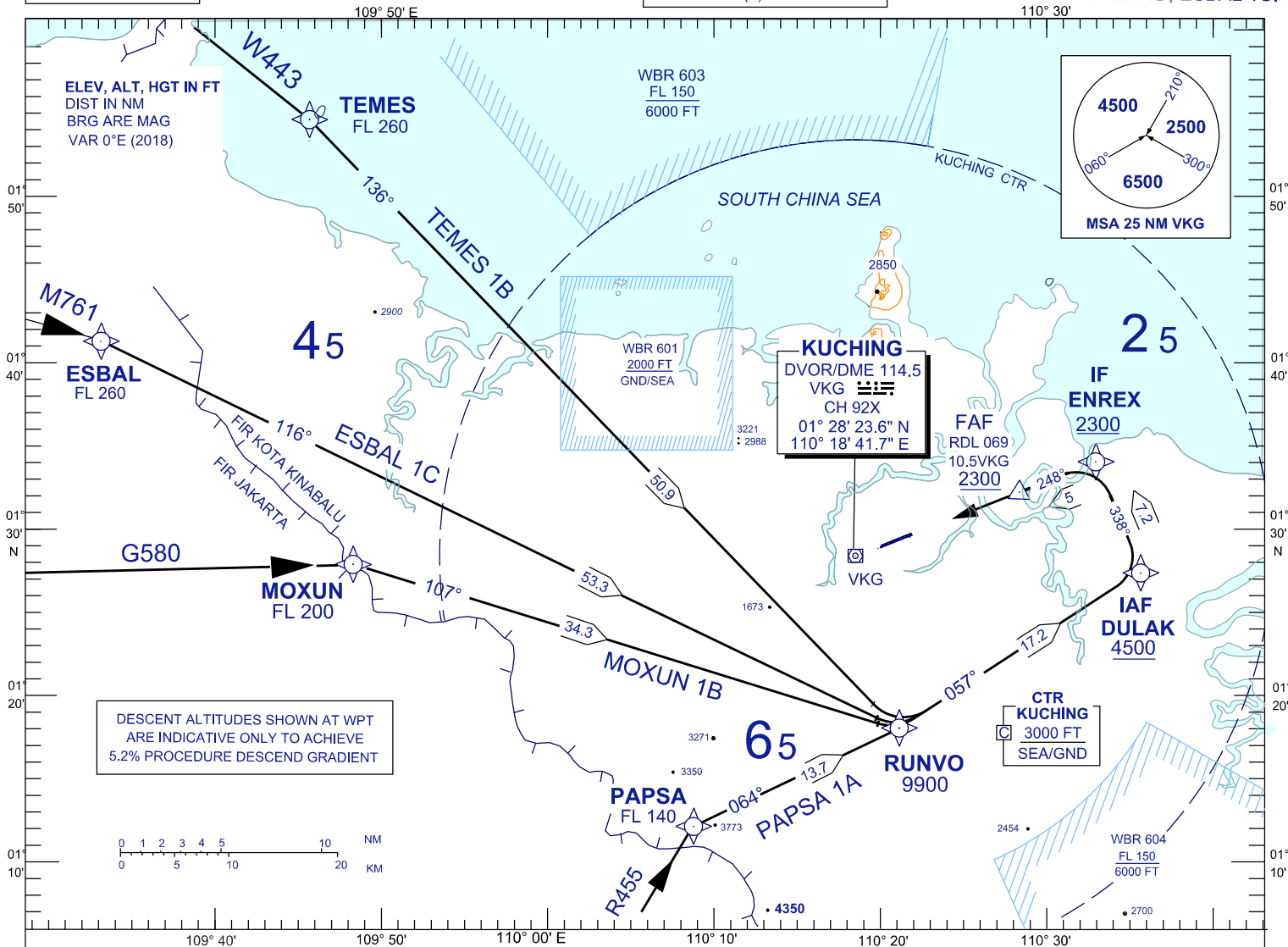
**KUCHING/KUCHING (WBGG)
RWY 25 (RNAV)**

TRANSITION ALTITUDE
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

PAPSA 1A, TEMES 1B,
MOXUN 1B, ESBAL 1C.

BANK ANGLE : 25° OR 3°/SEC



DESCENT ALTITUDES SHOWN AT WPT
ARE INDICATIVE ONLY TO ACHIEVE
5.2% PROCEDURE DESCEND GRADIENT

TRANSITIONS

- TEMES ONE BRAVO :** FROM TEMES TRACK TO RUNVO THEN TRACK TO DULAK AND TO ENREX
- ESBAL ONE CHARLIE :** FROM ESBAL TRACK TO RUNVO, THEN TRACK TO DULAK AND TO ENREX
- MOXUN ONE BRAVO :** FROM MOXUN TRACK TO RUNVO, THEN TRACK TO DULAK AND TO ENREX
- PAPSA ONE ALPHA :** FROM PAPSA TRACK TO RUNVO, THEN TRACK TO DULAK AND TO ENREX

DULAK ARRIVAL :

- FROM ENREX INTERCEPT LLZ RWY 25 OR INTERCEPT RDL 070 VKG

VERTICAL RESTRICTIONS :

ADHERE TO VERTICAL RESTRICTIONS eg . 4500 = NOT BELOW 4500 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC

COMMUNICATION FAILURE :

- * SQUAWK 7600
- * IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- * IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

CHANGES : AMEND CHART TITLE DULAK ARRIVAL TO READ AS PAPSA 1A, TEMES 1B, MOXUN 1B, ESBAL 1C.