

TAXI ROUTES

1 Standard Taxi Routes.

- 1.1 The Standard Taxi Routes are described in charts AD 2-WMCK-2-23 to AD 2-WMCK-2-84.
- 1.2 Progressive taxi instructions may be issued:
 - a) if a pilot is uncertain. ATC will use progressive taxi guidance by dictating the route to the pilot;
 - b) when a portion of the published taxi route is not available;
 - c) to resolve ground traffic conflict;
 - d) when ATC is able to provide a shorter route for the inbound/outbound aircraft.
- 1.3 Arriving aircraft, after landing and clearing the runway, will normally be transferred to Surface Movement Control (SMC), who will specify the taxi route to be taken and the aircraft stand allocation.

2 Taxi Routes and Restrictions

2.1 KLIA Terminal 1 Operations

- 2.1.1 Aircraft holding at all Runway Holding Points are to ensure that the aircraft nose shall be exactly over the Runway Holding Point to ensure adequate clearance with other aircraft taxiing behind.
- 2.1.2 Code E aircraft (maximum overall length 71 M) holding at Runway Holding Position (RHP), except RHP A4-A7 and C5-C8, is clear of Code C aircraft (maximum of wingspan 36 M) taxiing behind.
- 2.1.3 Code C aircraft (maximum overall length 45 M) holding at RHP, except RHP A4-A7 and C5-C8 is clear of Code F aircraft (maximum wingspan of 80 M) taxiing behind.
- 2.1.4 Code C aircraft (maximum wingspan 36 M) is clear to taxi behind Code E and F when aircraft holding at RHP A2 to A11 or RHP C1 to C10 EXCEPT RHP A4 to A7 and RHP C5 to C8.
- 2.1.5 Only aircraft code D and below is permitted to taxi on own power from Intersection D12 to SAE Hangar and vice versa.
- 2.1.6 Code E aircraft taxiing to SAE Hangar shall stop at Intersection D12 and to be towed to SAE Hangar.
- 2.1.7 Code E aircraft shall be towed from SAE Hangar to Intersection D12 before start-up for taxiing on own power.

2.2 KLIA Terminal 2 Operations

- 2.2.1 Separation at RHP Y1 to Y8 and RHP P1 to P3:
 - a) When Code C aircraft (maximum length of 45.5 M) holding at RHP P1 to P3 or RHP Y1 to Y8, only CODE C aircraft (maximum wingspan of 36 M) is clear to taxi behind.
 - b) Aircraft Code D, E and F shall hold at Intermediate Holding Position (IHP) until aircraft at RHP is cleared.
- 2.2.2 Code C aircraft is clear to taxi behind Code C aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.
- 2.2.3 Code C aircraft DO NOT HAVE clearance to taxi behind Code D, E and F aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.
- 2.2.4 Code D, E and F aircraft DO NOT HAVE clearance to taxi behind Code C aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.
- 2.2.5 When there is aircraft holding at Taxiway (TWY) Q5, Q6 and Q7, other aircraft DO NOT HAVE sufficient clearance to taxi on TWY Q or P.
- 2.2.6 Aircraft Code D, E and F are not allowed to operate on:
 - a) TWY U1, U2 and U4 including the connecting TWY from U3A, U3B, U3C, U3D, U3E, U3F, U8 and U9.
 - b) TWY from Q1, Q2, Q3 and Q4.
 - c) Portion of TWY P and Q north of P1 and Q5.