MALAYSIA

PHONE: 6-03-8778 4106
Email ais@caam.gov.my
URL: aip.caam.gov.my

CIVIL AVIATION AUTHORITY OF MALAYSIA
AERONAUTICAL INFORMATION SERVICES
AIR TRAFFIC CONTROL TOWER (TOWER WEST)
JALAN KLIA 2/4,
64000 KLIA,
SELANGOR DARUL EHSAN
MALAYSIA.

AIP AMDT
03/25
Effective Date: 09 SEP 2025
Publication Date: 09 SEP 2025

This AIP AMDT 03/25 contains:

GEN 0.3-3 To 0.3-4	Record of AIP Supplements
GEN 0.4-1 To 0.4-13	Checklist Of AIP Pages
GEN 3.2-3,4,7,8,11,15 & 16,	Updating List of Aeronautical Charts Available
ENR 1.1-25 To 27	Satelllite Voice (SATVOICE) For ATS Communications In The Oceanic Airspace Of The Kuala Lumpur Flight Information Region.
ENR 1.10-3	ACFT capable of SATVOICE
ENR 2.1-3	Updating Kuantan Terminal Area
ENR 2.1-9	Updating Sibu TMA
ENR 3.1-9	Updating ' Remarks' of B466
ENR 6-3 & 9	Updating Chart
AD 1.1-2	Updating Aerodrome Operating Minima - WBGK
AD 1.5-1	Updating Status of Certification of Aerodromes - WMKK
AD 2-WMKA-1-2	Updating Rescue and Fire Fighting Services
AD 2-WMKA-1-3	' Remarks' regarding TWY E & TWY F
AD 2-WMKA-1-4	Updating AD 2.9
AD 2-WMKA-1-5 To 7	Reindexing Pages
AD 2-WMKA-1-8	Updating Arriving ACFT Parking Arrangement
AD 2-WMKA-1-9	Updating Pages
AD 2-WMKB-1-3	Updating Obstacles
AD 2-WMKI-1-10	Regenerating list of Charts Related To An Aerodrome
AD 2-WMKI-7-3,6	Amend NITIS Coordinates
AD 2-WMKI-8-6 & 16	Updating Chart Tabular
AD 2-WMKJ-1-16 - 17	Regenerating list of Charts Related To An Aerodrome
AD 2-WMKJ-2-3	Updating Aerodrome Parking / Docking Chart
AD 2-WMKM-1-10	Regenerating list of Charts Related To An Aerodrome
AD 2-WMKM-6-1 To 14	Replace New Charts & Tabular
AD 2-WMKM-7-1 To 12	Replace New Charts & Tabular
AD 2-WMKM-8-1 to 19	Replace New Charts & Tabular
AD 2-WBGB-1-1	Updating Operational Hours
AD 2-WBGB-8-8	ALT For KASPA Change to +5500
AD 2-WBGR-8-21	Changes Obstacle Data 1717 To Read As 1525
AD 2-WBGS-1-8	Updating ATS Airspace
AD 2-WBGS-1-9 To	Reindexing Pages

DESTROY			INSERT		
GEN	0.3-1	04 SEP 2025	GEN	0.3-1	09 SEP 2025
	0.3-2	04 SEP 2025		0.3-2	09 SEP 2025
	0.3-3	04 SEP 2025		0.3-3	09 SEP 2025
	0.3-4	04 SEP 2025		0.3-4	09 SEP 2025
	0.4-1	04 SEP 2025		0.4-1	09 SEP 2025
	0.4-2	04 SEP 2025		0.4-2	09 SEP 2025
	0.4-3	04 SEP 2025		0.4-3	09 SEP 2025
	0.4-4	04 SEP 2025		0.4-4	09 SEP 2025
	0.4-5	04 SEP 2025		0.4-5	09 SEP 2025
	0.4-6	04 SEP 2025		0.4-6	09 SEP 2025
	0.4-7	04 SEP 2025		0.4-7	09 SEP 2025
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	0.4-9	04 SEP 2025		0.4-9	09 SEP 2025
	0.4-10	04 SEP 2025		0.4-10	09 SEP 2025
	0.4-11	04 SEP 2025		0.4-11	09 SEP 2025
	0.4-12	04 SEP 2025		0.4-12	09 SEP 2025
	0.4-13	04 SEP 2025		0.4-13	09 SEP 2025
	0.4-14	04 SEP 2025		0.4-14	09 SEP 2025
	3.2-3	04 SEP 2025		3.2-3	09 SEP 2025
	3.2-4	12 JUN 2025		3.2-4	09 SEP 2025
	3.2-7	04 SEP 2025		3.2-7	09 SEP 2025
	3.2-11	04 SEP 2025		3.2-11	09 SEP 2025
	3.2-15	04 SEP 2025		3.2-15	09 SEP 2025
	3.2-16	04 SEP 2025		3.2-16	09 SEP 2025
ENR	1.1-25	03 OCT 2024	ENR	1.1-25	09 SEP 2025
	1.1-26	15 SEP 2022		1.1-26	09 SEP 2025
	-	-		1.1-27	09 SEP 2025
	-	-		1.1-28	09 SEP 2025
	1.10-3	03 OCT 2024		1.10-3	09 SEP 2025
	2.1-3	25 MAR 2025		2.1-3	09 SEP 2025
	2.1-9	04 SEP 2025		2.1-9	09 SEP 2025
	3.1-9	08 OCT 2024		3.1-9	09 SEP 2025
	6-1	12 JUN 2025		6-1	09 SEP 2025
	6-3	04 SEP 2025		6-3	09 SEP 2025
	6-9	04 SEP 2025		6-9	09 SEP 2025
AD	1.1-2	29 OCT 2021	AD	1.1-2	09 SEP 2025
	-	-		1.1-3	09 SEP 2025
	-	-		1.1-4	09 SEP 2025

DESTROY		INSERT	
1.5-1	04 SEP 2025	1.5-1	09 SEP 2025
2-WMKA-1-2	07 NOV 2023	2-WMKA-1-2	09 SEP 2025
2-WMKA-1-3	28 NOV 2024	2-WMKA-1-3	09 SEP 2025
2-WMKA-1-4	31 DEC 2024	2-WMKA-1-4	09 SEP 2025
2-WMKA-1-5	31 DEC 2024	2-WMKA-1-5	09 SEP 2025
2-WMKA-1-6	31 DEC 2024	2-WMKA-1-6	09 SEP 2025
2-WMKA-1-7	31 DEC 2024	2-WMKA-1-7	09 SEP 2025
2-WMKA-1-8	31 DEC 2024	2-WMKA-1-8	09 SEP 2025
2-WMKA-1-9	31 DEC 2024	2-WMKA-1-9	09 SEP 2025
2-WMKB-1-3	31 DEC 2024	2-WMKB-1-3	09 SEP 2025
2-WMKI-1-10	04 SEP 2025	2-WMKI-1-10	09 SEP 2025
2-WMKI-7-3	08 OCT 2024	2-WMKI-7-3	09 SEP 2025
2-WMKI-7-6	04 SEP 2025	2-WMKI-7-6	09 SEP 2025
2-WMKI-8-6	12 JUN 2025	2-WMKI-8-6	09 SEP 2025
2-WMKI-8-14	08 OCT 2024	2-WMKI-8-14	09 SEP 2025
2-WMKJ-1-16	04 SEP 2025	2-WMKJ-1-16	09 SEP 2025
2-WMKJ-1-17	04 SEP 2025	2-WMKJ-1-17	09 SEP 2025
2-WMKJ-2-3	04 SEP 2025	2-WMKJ-2-3	09 SEP 2025
2-WMKM-1-10	28 NOV 2024	2-WMKM-1-10	09 SEP 2025
2-WMKM-1-11	23 MAY 2023	2-WMKM-1-11	09 SEP 2025
2-WMKM-6-1	29 OCT 2021	2-WMKM-6-1	09 SEP 2025
2-WMKM-6-3	29 OCT 2021	2-WMKM-6-3	09 SEP 2025
2-WMKM-6-4	29 OCT 2021	2-WMKM-6-4	09 SEP 2025
2-WMKM-6-5	29 OCT 2021	2-WMKM-6-5	09 SEP 2025
2-WMKM-6-6	29 OCT 2021	2-WMKM-6-6	09 SEP 2025
2-WMKM-6-7	29 OCT 2021	2-WMKM-6-7	09 SEP 2025
2-WMKM-6-8	29 OCT 2021	2-WMKM-6-8	09 SEP 2025
2-WMKM-6-9	29 OCT 2021	2-WMKM-6-9	09 SEP 2025
2-WMKM-6-10	29 OCT 2021	2-WMKM-6-10	09 SEP 2025
2-WMKM-6-11	29 OCT 2021	2-WMKM-6-11	09 SEP 2025
2-WMKM-6-12	29 OCT 2021	2-WMKM-6-12	09 SEP 2025
2-WMKM-6-13	29 OCT 2021	2-WMKM-6-13	09 SEP 2025
2-WMKM-6-14	29 OCT 2021	2-WMKM-6-14	09 SEP 2025
2-WMKM-7-1	29 OCT 2021	2-WMKM-7-1	09 SEP 2025
2-WMKM-7-2	29 OCT 2021	2-WMKM-7-2	09 SEP 2025
2-WMKM-7-3	29 OCT 2021	2-WMKM-7-3	09 SEP 2025
2-WMKM-7-4	29 OCT 2021	2-WMKM-7-4	09 SEP 2025
2-WMKM-7-5	29 OCT 2021	2-WMKM-7-5	09 SEP 2025
2-WMKM-7-6	16 AUG 2018	2-WMKM-7-6	09 SEP 2025

DESTROY		INSERT	
2-WMKM-7-7	29 OCT 2021	2-WMKM-7-7	09 SEP 2025
2-WMKM-7-8	29 OCT 2021	2-WMKM-7-8	09 SEP 2025
2-WMKM-7-9	29 OCT 2021	2-WMKM-7-9	09 SEP 2025
2-WMKM-7-10	29 OCT 2021	2-WMKM-7-10	09 SEP 2025
2-WMKM-7-11	29 OCT 2021	2-WMKM-7-11	09 SEP 2025
2-WMKM-7-12	29 OCT 2021	2-WMKM-7-12	09 SEP 2025
2-WMKM-8-1	28 FEB 2023	2-WMKM-8-1	09 SEP 2025
2-WMKM-8-2	28 FEB 2023	2-WMKM-8-2	09 SEP 2025
2-WMKM-8-3	23 MAY 2023	2-WMKM-8-3	09 SEP 2025
2-WMKM-8-4	28 FEB 2023	2-WMKM-8-4	09 SEP 2025
2-WMKM-8-5	28 FEB 2023	2-WMKM-8-5	09 SEP 2025
2-WMKM-8-6	28 FEB 2023	2-WMKM-8-6	09 SEP 2025
2-WMKM-8-7	28 FEB 2023	2-WMKM-8-7	09 SEP 2025
2-WMKM-8-8	28 FEB 2023	2-WMKM-8-8	09 SEP 2025
2-WMKM-8-9	28 FEB 2023	2-WMKM-8-9	09 SEP 2025
2-WMKM-8-10	28 FEB 2023	2-WMKM-8-10	09 SEP 2025
2-WMKM-8-11	28 FEB 2023	2-WMKM-8-11	09 SEP 2025
2-WMKM-8-12	16 AUG 2018	2-WMKM-8-12	09 SEP 2025
2-WMKM-8-13	28 FEB 2023	2-WMKM-8-13	09 SEP 2025
2-WMKM-8-14	28 FEB 2023	2-WMKM-8-14	09 SEP 2025
2-WMKM-8-15	28 FEB 2023	2-WMKM-8-15	09 SEP 2025
2-WMKM-8-16	28 FEB 2023	2-WMKM-8-16	09 SEP 2025
2-WMKM-8-17	28 FEB 2023	2-WMKM-8-17	09 SEP 2025
2-WMKM-8-18	28 FEB 2023	2-WMKM-8-18	09 SEP 2025
2-WMKM-8-19	28 FEB 2023	2-WMKM-8-19	09 SEP 2025
2-WMKM-8-20	28 FEB 2023	2-WMKM-8-20	09 SEP 2025
2-WBGB-1-1	28 NOV 2024	2-WBGB-1-1	09 SEP 2025
2-WBGB-8-8	17 JUN 2025	2-WBGB-8-8	09 SEP 2025
2-WBGR-8-21	01 DEC 2022	2-WBGR-8-21	09 SEP 2025
2-WBGS-1-8	04 SEP 2025	2-WBGS-1-8	09 SEP 2025
2-WBGS-1-9	04 SEP 2025	2-WBGS-1-9	09 SEP 2025
2-WBGS-1-10	04 SEP 2025	2-WBGS-1-10	09 SEP 2025

1. Hand amendments

NIL

2. Record entry of AMDT on the page GEN 0.2-1.

3. The following publications have been incorporated in this AMDT:

AIP SUP	50/24
AIC	NIL
NOTAM	NIL

- END -

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
12/2023	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS	AD	09 MAR 2023 - UFN	
24/2023	MULU AIRPORT (WBMU) RUNWAY SURFACE CRACK AND DEPRESSION	AD	22 JUN 2023 - UFN	
49/2023	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TAXIWAY CLOSE FOR AIRCRAFT LONG LAYOVER PARKING (This AIP Supplement replaces AIP Supplement 19/2023)	AD	14 DEC 2023 - UFN	
50/2023	KUANTAN AIRPORT (WMKD) TWY F CLOSED AND ATIS UNSERVICEABLE	AD	21 DEC 2023 - UFN	
53/2023	SUBANG AIRPORT (WMSA) WIND SHEAR DETECTION SYSTEMS U/S	AD	28 DEC 2023 - UFN	
02/2024	KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC) TEMPORARY CHANGE OF OPEARATIONS HOURS FOR AERODROME AND APPROACH RADAR SERVICES	AD	22 FEB 2024 - UFN	
03/2024	JOHOR BAHRU / SENAI INTERNATIONAL AIRPORT (WMKJ) NDB JR U/S	AD	22 FEB 2024 - UFN	
05/2024	LAWAS AIRPORT (WBGW) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	25 JAN 2024 - UFN	
06/2024	LAWAS AIRPORT (WBGW) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	25 JAN 2024 - UFN	
07/2024	KUCHING INTERNATIONAL AIRPORT (WBGG) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	25 JAN 2024 - UFN	
08/2024	KLUANG AIRSTRIP (WMAP) NDB AP U/S	AD	25 JAN 2024 - UFN	
20/2024	SANDAKAN AIRPORT (WBKS) CLOSURE OF GENERAL HELIPAD	AD	18 APR 2024 - UFN	
22/2024	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) PRECISION APPROACH LIGHT RUNWAY 02, AIRCRAFT STAND TAXI LANE, AND APRON TAXIWAY AT TERMINAL 1	AD	18 APR 2024 - UFN	
23/2024	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS (This AIP Supplement replaces AIP Supplement 39/2023)	AD	21 MAR 2024 - UFN	
25/2024	IPOH/SULTAN AZLAN SHAH AIRPORT (WMKI) AERODROME OBSTACLE	AD	21 MAR 2024 - UFN	
28/2024	SUBANG / SULTAN ABDUL AZIZ SHAH AIRPORT (WMSA) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	18 APR 2024 - 15 FEB 2026	
34/2024	LUMUT HELIPORT (WMLH) HELIPORT OBSTACLE	AD	16 MAY 2024 - UFN	
37/2024	ALOR SETAR / SULTAN ABDUL HALIM AERODROME (WMKA) UNSERVICEABLE OF TAXIWAY EDGE LIGHT	AD	11 JUL 2024 - UFN	
39/2024	MALACCA / MALACCA AIRPORT (WMKM) REVISED OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 03 AND RUNWAY 21	AD	11 JUL 2024 - PERM	
41/2024	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS	AD	13 JUN 2024 - UFN	
44/2024	PENANG INTERNATIONAL AIRPORT (WMKP) TAXIWAY E CLOSE FOR AIRCRAFT LONG LAYOVER PARKING	AD	05 SEP 2024 - UFN	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
49/24	JOHOR BAHRU / SENAI INTERNATIONAL AIRPORT (WMKJ) TEMPORARY CHANGE OF OPERATIONS HOURS FOR APPROACH RADAR SERVICES.	AD	31 OCT 2024 - UFN	
53/24	LIMBANG AIRPORT (WBGJ) WORK IN PROGRESS	AD	03 OCT 2024 - UFN	
54/24	LIMBANG AIRPORT (WBGJ) WORK IN PROGRESS	AD	03 OCT 2024 - UFN	
55/24	KUCHING INTERNATIONAL AIRPORT (WBGG) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	03 OCT 2024 - UFN	
60/24	KUANTAN AIRPORT (WMKD) DVORTAC VKN 113.7 MHZ CH84X, DME-PART AND TACAN-PART U/S (This AIRAC AIP Supplement replaces AIRAC AIP Supplement 42/2024)	AD	28 NOV 2024 - UFN	
62/24	BINTULU AIRPORT (WBGB) OBSTACLE	AD	28 NOV 2024 - UFN	
64/24	SUBANG / SULTAN ABDUL AZIZ SHAH AERODROME (WMSA) REGENERATION PROJECT PHASE 2 ZONE 3 (This AIRAC AIP Supplement replaces AIRAC AIP Supplement 40/2024)	AD	26 DEC 2024 - 01 OCT 2034 EST	
67/24	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) STOPBAR LIGHTS AND LEAD IN LIGHT TAXIWAY A1-A11, C1-C11, P1-P4, Q5-Q7 AND Y1-Y9	AD	26 DEC 2024 - UFN	
68/24	LABUAN AIRPORT (WBKL) ILS UNSERVICEABLE	AD	26 DEC 2024 - UFN	
69/24	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TRIAL IMPLEMENTATION OF SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES BASED ON THE DIRECTION OF FLIGHTS AT KUALA LUMPUR INTERNATIONAL AIRPORT (KLIA)	AD	20 DEC 2024 - 30 JUN 2025	
71/24	PENANG INTERNATIONAL AIRPORT (WMKP) RUNWAY CLOSURE SCHEDULE (This AIP Supplement replaces AIRAC AIP Supplement 43/2024)	AD	28 NOV 2024 - UFN	
72/24	IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) TEMPORARY CHANGES OF AERODROME OPERATION HOURS (This AIP Supplement replaces AIRAC AIP Supplement 47/2023)	AD	26 DEC 2024 - UFN	
01/25	KUCHING INTERNATIONAL AIRPORT (WBGG) RUNWAY CLOSURE SCHEDULE	AD	20 FEB 2025 - UFN	
02/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) IMPLEMENTATION OF DEPARTURE CLEARANCE (DCL) VIA DATA LINK ON SELECTED ROUTES (This AIRAC AIP Supplement replaces AIRAC AIP Supplement 65/24)	AD	20 MAR 2025 - PERM	
03/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TRIAL IMPLEMENTATION OF SIMULTANEOUS INDEPENDENT PARALLEL DEPARTURE ON TRIPLE RUNWAY OPERATION AT KUALA LUMPUR INTERNATIONAL AIRPORT (KLIA)	AD	20 FEB 2025 - 31 AUG 2025	
04/25	IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) AERODROME OBSTACLE	AD	23 JAN 2025 - UFN	
05/25	UNMANNED AIRCRAFT SYSTEM (UAS) ACTIVITY OPS FOR ENFORCEMENT, INTELLIGENCE SURVEILLANCE RECONNAISSANCE SEARCH AND RESCUE IN MALAYSIA TERRITORIAL AIRSPACE	ENR	23 JAN 2025 - 31 DEC 2025	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
06/25	MALACCA AIRPORT (WMKM) TEMPORARY CHANGES OF AERODROME OPERATION HOURS	AD	20 MAR 2025 - UFN	
08/25	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 02 AND 20	AD	20 MAR 2025 - UFN	
09/25	PENANG INTERNATIONAL AIRPORT (WMKP) UPGRADING AND EXPANSION OF PENANG INTERNATIONAL AIRPORT, AIRSIDE FACILITIES - PAVEMENT WORKS AND OTHER ASSOCIATED WORKS. WORK SCHEDULE AND MOVEMENT AREAS RESTRICTIONS	AD	20 MAR 2025 - 02 DEC 2029	
11/25	GENTING SSR RADAR WITHDRAWN	ENR	20 MAR 2025 - UFN	
12/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS	AD	17 APR 2025 - 30 SEP 2025	
13/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 14L, 14R, 15, 32R, 32L AND 33	AD	17 APR 2025 - UFN	
14/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TAXIWAY CENTRELINE LIGHTS S1 AND S8	AD	17 APR 2025 - UFN	
17/25	BINTULU AIRPORT (WBGB) UNMANNED AIRCRAFT SYSTEM (UAS) ACTIVITY FOR NESTED UAS OPERATION AT BINTULU PORT	AD	20 MAR 2025 - 31 DEC 2025	
20/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) RED SIDE ROW (RSR) ALS RWY 32R	AD	15 MAY 2025 - UFN	
21/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) RED SIDE ROW (RSR) ALS RWY 14R	AD	15 MAY 2025 - UFN	
22/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) INTERMEDIATE HOLDING POSITION (IHP) LIGHTS TAXIWAY Z FROM INT Z4 UNTIL INT Z8	AD	15 MAY 2025 - UFN	
23/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) INTERMEDIATE HOLDING POSITION (IHP) LIGHTS TAXIWAY Y FROM INT Y4 UNTIL INT Y9	AD	15 MAY 2025 - UFN	
24/25	ALOR SETAR / SULTAN ABDUL HALIM AIRPORT (WMKA) TAXIWAY SURFACE CRACK	AD	15 MAY 2025 - UFN	
27/25	TRIAL IMPLEMENTATION OF DIRECT ROUTE OPERATIONS (DRO) WITHIN KUALA LUMPUR FIR	AD	12 JUN 2025 - 12 SEP 2025	
29/25	BINTULU / BINTULU AIRPORT (WBGB) CHANGES OF AIRCRAFT STAND CONFIGURATION	AD	10 JUL 2025 - PERM	
30/25	KUALA TERENGGANU / SULTAN MAHMUD AIRPORT (WMKN) TEMPORARY CHANGES OF AERODROME OPERATIONS HOURS	AD	10 JUL 2025 - UFN	
32/25	KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC) UPGRADING WORKS	AD	10 JUL 2025 - 30 JUN 2026	
33/25	KUANTAN AIRPORT (WMKD) CRANE OPERATION (This AIP Supplement replaces AIP Supplement 19/25)	AD	12 JUN 2025 - 06 JAN 2027	
34/25	MIRI AIRPORT (WBGR) BAY 1 CLOSED FOR UPGRADING WORK	AD	07 AUG 2025 - 19 FEB 2026	
35/25	TRIAL IMPLEMENTATION OF 30 NM PERFORMANCE-BASED SEPARATION (PBCS) MINIMA WITHIN KUALA LUMPUR FIR BAY OF BENGAL AREA	ENR	07 AUG 2025 - 07 AUG 2026	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
36/25	KUCHING INTERNATIONAL AIRPORT (WBGG) PROPOSED NEW ROYAL MALAYSIA POLICE AIR OPERATIONS FORCE BASE, SARAWAK	AD	07 AUG 2025 - 31 DEC 2025	
38/25	KUCHING INTERNATIONAL AIRPORT (WBGG)RUNWAY GUARD LIGHT UNSERVICEABLE	AD	07 AUG 2025 - 08 FEB 2026	
39/25	PENANG INTERNATIONAL AIRPORT (WMKP) UPGRADING AND EXPANSION OF PENANG INTERNATIONAL AIRPORT, AIRSIDE FACILITIES - PAVEMENT WORKS AND OTHER ASSOCIATED WORKS. WORK SCHEDULE AND MOVEMENT AREAS RESTRICTIONS	AD	04 SEP 2025 - 01 JUL 2027	
40/25	AIRSPACE CLOSURE KUALA LUMPUR AND SINGAPORE FIRS EXERCISE BERSAMA LIMA 2025 240001 UTC SEP TO 051100 UTC OCT 2025	ENR	04 SEP 2025 - 05 OCT 2025	
41/25	BAY OF BENGAL COOPERATIVE AIR TRAFFIC FLOW MANAGEMENT SYSTEM (BOBCAT) RESUMPTION AND PROCEDURES	ENR	04 SEP 2025 - UFN	
42/25	LABUAN AIRPORT (WBKL) INCONSISTENT INTERVAL DISTANCE OF APPROACH LIGHTING FOR RUNWAY 14	AD	04 SEP 2025 - 04 SEP 2027	
43/25	KUALA LUMPUR INTERNATIONAL AIRPORT AERODROME – WORK IN PROGRESS (UPGRADED VERSION OF ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (AVDGS) AT TERMINAL 2)	AD	04 SEP 2025 - 14 FEB 2027	
44/25	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) FREQUENCY LIMITATION	AD	04 SEP 2025 - UFN	
45/25	LABUAN AIRPORT (WBKL) HIGH TREES CAUSE OBSTRUCTED LINE-OF-SIGHT TO TOWER	AD	04 SEP 2025 - UFN	
46/25	LABUAN AIRPORT (WBKL) ILS LIMITATION	AD	04 SEP 2025 - UFN	
47/25	TRIAL IMPLEMENTATION OF ATFM MEASURE WITH CALCULATED TAKE-OFF TIME (CTOT) FOR DEPARTURES FROM KOTA KINABALU (KK) FIR TO KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK)	AD	04 SEP 2025 - UFN	
48/25	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) CHANGES OF THE AIRCRAFT STANDS, TAXIWAYS AND RUNWAY CONFIGURATIONS	AD	02 OCT 2025 - PERM	
49/25	AIRSPACE CLOSURE KUALA LUMPUR FIR AIR DEFENCE EXERCISE: EXERCISE ELANGAROO 25		02 OCT 2025 - 15 OCT 2025	
50/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) PERMANENT IMPLEMENTATION OF SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES BASED ON THE DIRECTION OF FLIGHTS AT KUALA LUMPUR INTERNATIONAL AIRPORT (KLIA)	AD	02 OCT 2025 - PERM	
51/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) PERMANENT IMPLEMENTATION OF SIMULTANEOUS INDEPENDENT PARALLEL DEPARTURE ON TRIPLE RUNWAY OPERATION AT KUALA LUMPUR INTERNATIONAL AIRPORT (KLIA)	AD	02 OCT 2025 - PERM	

GEN 0.4 CHECKLIST OF AIP PAGES

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PART 1 - GENERAL (GEN)	
GEN 0.	
0.1-1	12 AUG 2021
0.1-2	31 DEC 2024
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2-WBKL-6-9	08 DEC 2022

Page	Date
2-WBKL-6-10	16 AUG 2018
2-WBKL-7-1	08 DEC 2022
2-WBKL-7-2	08 DEC 2022
2-WBKL-7-3	08 DEC 2022
2-WBKL-7-4	16 AUG 2018
2-WBKL-7-5	08 DEC 2022
2-WBKL-7-6	08 DEC 2022
2-WBKL-7-7	08 DEC 2022
2-WBKL-7-8	16 AUG 2018
2-WBKL-8-1	08 DEC 2022
2-WBKL-8-2	08 DEC 2022
2-WBKL-8-3	08 DEC 2022
2-WBKL-8-4	08 DEC 2022
2-WBKL-8-5	08 DEC 2022
2-WBKL-8-6	08 DEC 2022
2-WBKL-8-7	08 DEC 2022
2-WBKL-8-8	08 DEC 2022
2-WBKL-8-9	08 DEC 2022
2-WBKL-8-10	08 DEC 2022
2-WBKL-8-11	08 DEC 2022
2-WBKL-8-12	08 DEC 2022
2-WBKL-8-13	08 DEC 2022
2-WBKL-8-14	08 DEC 2022
SANDAKAN	
2-WBKS-1-1	28 NOV 2024
2-WBKS-1-2	28 FEB 2023
2-WBKS-1-3	20 MAR 2025
2-WBKS-1-4	25 MAR 2025
2-WBKS-1-5	25 MAR 2025
2-WBKS-1-6	17 JUN 2025
2-WBKS-1-7	25 MAR 2025
2-WBKS-1-8	25 MAR 2025
2-WBKS-1-9	28 NOV 2024
2-WBKS-1-10	28 NOV 2024
2-WBKS-2-1	20 MAR 2025
2-WBKS-2-2	16 AUG 2018
2-WBKS-2-3	20 MAR 2025
2-WBKS-2-4	16 AUG 2018
2-WBKS-2-5	20 MAR 2025
2-WBKS-2-6	16 AUG 2018
2-WBKS-4-1	08 SEP 2022
2-WBKS-4-2	16 AUG 2018
2-WBKS-6-1	30 JAN 2024
2-WBKS-6-2	16 AUG 2018
2-WBKS-6-3	08 DEC 2022
2-WBKS-6-4	08 DEC 2022
2-WBKS-6-5	08 SEP 2022
2-WBKS-6-6	08 SEP 2022
2-WBKS-6-7	08 DEC 2022
2-WBKS-6-8	08 SEP 2022
2-WBKS-7-1	08 DEC 2022
2-WBKS-7-2	08 DEC 2022
2-WBKS-7-3	08 DEC 2022
2-WBKS-7-4	08 SEP 2022
2-WBKS-7-5	08 DEC 2022
2-WBKS-7-6	08 SEP 2022
2-WBKS-8-1	08 DEC 2022
2-WBKS-8-2	08 SEP 2022
2-WBKS-8-3	16 JUL 2024
2-WBKS-8-4	08 SEP 2022
2-WBKS-8-5	08 DEC 2022
2-WBKS-8-6	08 SEP 2022
2-WBKS-8-7	08 DEC 2022
2-WBKS-8-8	08 SEP 2022
2-WBKS-8-9	08 DEC 2022
2-WBKS-8-10	30 JAN 2024
2-WBKS-8-11	08 SEP 2022
2-WBKS-8-12	08 SEP 2022
2-WBKS-8-13	15 SEP 2022
2-WBKS-8-14	16 AUG 2018
2-WBKS-8-15	15 SEP 2022
2-WBKS-8-16	08 SEP 2022
2-WBKS-8-17	15 SEP 2022
2-WBKS-8-18	16 AUG 2018
2-WBKS-8-19	30 JAN 2024
2-WBKS-8-20	01 DEC 2022
2-WBKS-8-21	01 DEC 2022
2-WBKS-8-22	08 SEP 2022
TAWAU	
2-WBKW-1-1	16 JUL 2024
2-WBKW-1-2	15 AUG 2023
2-WBKW-1-3	17 JUN 2025
2-WBKW-1-4	07 NOV 2023
2-WBKW-1-5	28 NOV 2024
2-WBKW-1-6	07 NOV 2023
2-WBKW-1-7	17 JUN 2025
2-WBKW-1-8	15 AUG 2023
2-WBKW-1-9	28 NOV 2024
2-WBKW-1-10	01 DEC 2022
2-WBKW-2-1	28 NOV 2024
2-WBKW-2-2	16 AUG 2018
2-WBKW-2-3	28 NOV 2024
2-WBKW-2-4	16 AUG 2018
2-WBKW-2-5	28 NOV 2024
2-WBKW-2-6	16 AUG 2018
2-WBKW-3-1	07 NOV 2019
2-WBKW-3-2	16 AUG 2018
2-WBKW-4-1	15 SEP 2022
2-WBKW-4-2	16 AUG 2018
2-WBKW-4-3	29 OCT 2021
2-WBKW-4-4	16 AUG 2018
2-WBKW-6-1	29 OCT 2021
2-WBKW-6-2	16 AUG 2018
2-WBKW-6-3	29 OCT 2021
2-WBKW-6-4	16 AUG 2018
2-WBKW-6-5	29 OCT 2021
2-WBKW-6-6	16 AUG 2018
2-WBKW-7-1	23 MAY 2023
2-WBKW-7-2	16 AUG 2018
2-WBKW-7-3	16 JUL 2024
2-WBKW-7-4	16 JUL 2024
2-WBKW-8-1	29 OCT 2021
2-WBKW-8-2	16 AUG 2018
2-WBKW-8-3	08 DEC 2022
2-WBKW-8-4	16 AUG 2018
2-WBKW-8-5	16 JUL 2024
2-WBKW-8-6	16 JUL 2024
2-WBKW-8-7	01 DEC 2022
2-WBKW-8-8	01 DEC 2022
2-WBKW-8-9	01 DEC 2022
2-WBKW-8-10	16 AUG 2018
2-WBKW-8-11	01 DEC 2022
2-WBKW-8-12	01 DEC 2022
2-WBKW-8-13	01 DEC 2022
2-WBKW-8-14	01 DEC 2022
MULU	
2-WBMU-1-1	28 NOV 2024
2-WBMU-1-2	28 NOV 2024
2-WBMU-1-3	28 NOV 2024
2-WBMU-1-4	08 OCT 2024
2-WBMU-1-5	28 NOV 2024
2-WBMU-1-6	28 NOV 2024
2-WBMU-1-7	28 NOV 2024
2-WBMU-1-8	28 NOV 2024
2-WBMU-2-1	28 NOV 2024
2-WBMU-2-2	16 AUG 2018
2-WBMU-2-3	28 NOV 2024
2-WBMU-2-4	16 AUG 2018
2-WBMU-3-1	13 AUG 2020
2-WBMU-3-2	16 AUG 2018
LONG LELLANG	
2-WBGF-1-1	26 MAR 2020
2-WBGF-1-2	26 MAR 2020
2-WBGF-1-3	26 MAR 2020
2-WBGF-1-4	26 MAR 2020
2-WBGF-1-5	26 MAR 2020
2-WBGF-1-6	26 MAR 2020
2-WBGF-2-1	26 MAR 2020
2-WBGF-2-2	26 MAR 2020
2-WBGF-2-3	26 MAR 2020
2-WBGF-2-4	26 MAR 2020
LONG SERIDAN	
2-WBGI-1-1	26 MAR 2020
2-WBGI-1-2	26 MAR 2020
2-WBGI-1-3	25 MAR 2025
2-WBGI-1-4	25 MAR 2025
2-WBGI-1-5	25 MAR 2025
2-WBGI-1-6	25 MAR 2025
2-WBGI-1-7	25 MAR 2025
2-WBGI-2-1	26 MAR 2020
2-WBGI-2-2	26 MAR 2020
2-WBGI-2-3	26 MAR 2020
2-WBGI-2-4	26 MAR 2020
MUKAH	
2-WBGK-1-1	04 SEP 2025
2-WBGK-1-2	31 DEC 2024
2-WBGK-1-3	04 SEP 2025
2-WBGK-1-4	28 NOV 2024
2-WBGK-1-5	28 NOV 2024
2-WBGK-1-6	28 NOV 2024
2-WBGK-1-7	28 NOV 2024
2-WBGK-1-8	28 NOV 2024
2-WBGK-1-9	04 SEP 2025
2-WBGK-1-10	04 SEP 2025
2-WBGK-1-11	04 SEP 2025
2-WBGK-1-12	28 FEB 2023
2-WBGK-2-1	28 NOV 2024
2-WBGK-2-2	28 MAR 2019
2-WBGK-2-3	28 NOV 2024
2-WBGK-2-4	28 MAR 2019
2-WBGK-2-5	28 NOV 2024
2-WBGK-2-6	28 MAR 2019
2-WBGK-4-1	04 SEP 2025
2-WBGK-4-2	04 NOV 2021
2-WBGK-6-1	04 SEP 2025
2-WBGK-6-2	08 SEP 2022
2-WBGK-6-3	15 SEP 2022
2-WBGK-6-4	08 SEP 2022
2-WBGK-6-5	04 SEP 2025
2-WBGK-6-6	08 SEP 2022
2-WBGK-6-7	08 SEP 2022
2-WBGK-6-8	08 SEP 2022
2-WBGK-6-9	04 SEP 2025
2-WBGK-6-10	04 SEP 2025
2-WBGK-6-11	04 SEP 2025
2-WBGK-6-12	04 SEP 2025
2-WBGK-7-1	04 SEP 2025
2-WBGK-7-2	08 SEP 2022
2-WBGK-7-3	08 SEP 2022
2-WBGK-7-4	08 SEP 2022
2-WBGK-7-5	04 SEP 2025
2-WBGK-7-6	08 SEP 2022
2-WBGK-7-7	15 SEP 2022
2-WBGK-7-8	08 SEP 2022

Page	Date
2-WBGK-7-9	04 SEP 2025
2-WBGK-7-10	04 SEP 2025
2-WBGK-7-11	04 SEP 2025
2-WBGK-7-12	04 SEP 2025
2-WBGK-8-1	08 DEC 2022
2-WBGK-8-2	08 DEC 2022
2-WBGK-8-3	08 DEC 2022
2-WBGK-8-4	08 DEC 2022
2-WBGK-8-5	04 SEP 2025
2-WBGK-8-6	08 SEP 2022
2-WBGK-8-7	04 SEP 2025
2-WBGK-8-8	08 SEP 2022
2-WBGK-8-9	04 SEP 2025
2-WBGK-8-10	08 SEP 2022
2-WBGK-8-11	04 SEP 2025
2-WBGK-8-12	08 SEP 2022
LONG AKAH	
2-WBGA-1-1	26 MAR 2020
2-WBGA-1-2	26 MAR 2020
2-WBGA-1-3	25 MAR 2025
2-WBGA-1-4	26 MAR 2020
2-WBGA-1-5	26 MAR 2020
2-WBGA-1-6	26 MAR 2020
2-WBGA-2-1	26 MAR 2020
2-WBGA-2-2	26 MAR 2020
2-WBGA-2-3	26 MAR 2020
2-WBGA-2-4	26 MAR 2020
LONG BANGA	
2-WBGL-1-1	16 AUG 2018
2-WBGL-1-2	26 MAR 2020
2-WBGL-1-3	26 MAR 2020
2-WBGL-1-4	26 MAR 2020
2-WBGL-1-5	26 MAR 2020
2-WBGL-1-6	26 MAR 2020
2-WBGL-2-1	26 MAR 2020
2-WBGL-2-2	26 MAR 2020
2-WBGL-2-3	26 MAR 2020
2-WBGL-2-4	26 MAR 2020
MARUDI	
2-WBGM-1-1	23 MAY 2023
2-WBGM-1-2	20 MAR 2025
2-WBGM-1-3	25 MAR 2025
2-WBGM-1-4	25 MAR 2025
2-WBGM-1-5	25 MAR 2025
2-WBGM-1-6	25 MAR 2025
2-WBGM-1-7	28 FEB 2023
2-WBGM-1-8	28 FEB 2023
2-WBGM-2-1	20 MAR 2025
2-WBGM-2-2	28 MAR 2019
2-WBGM-2-3	20 MAR 2025
2-WBGM-2-4	28 MAR 2019
BAKELALAN	
2-WBGQ-1-1	26 MAR 2020
2-WBGQ-1-2	26 MAR 2020
2-WBGQ-1-3	26 MAR 2020
2-WBGQ-1-4	26 MAR 2020
2-WBGQ-1-5	26 MAR 2020
2-WBGQ-1-6	26 MAR 2020
2-WBGQ-2-1	26 MAR 2020
2-WBGQ-2-2	26 MAR 2020
2-WBGQ-2-3	26 MAR 2020
2-WBGQ-2-4	26 MAR 2020
LAWAS	
2-WBGW-1-1	31 DEC 2024
2-WBGW-1-2	08 OCT 2024
2-WBGW-1-3	25 MAR 2025
2-WBGW-1-4	25 MAR 2025
2-WBGW-1-5	08 OCT 2024
2-WBGW-1-6	31 DEC 2024
2-WBGW-2-1	08 OCT 2024
2-WBGW-2-2	28 MAR 2019
2-WBGW-2-3	08 OCT 2024
2-WBGW-2-4	28 MAR 2019
BARIO	
2-WBGZ-1-1	12 JUN 2025
2-WBGZ-1-2	12 JUN 2025
2-WBGZ-1-3	12 JUN 2025
2-WBGZ-1-4	12 JUN 2025
2-WBGZ-1-5	25 MAR 2025
2-WBGZ-1-6	25 MAR 2025
2-WBGZ-1-7	25 MAR 2025
2-WBGZ-1-8	25 MAR 2025
2-WBGZ-2-1	12 JUN 2025
2-WBGZ-2-2	26 MAR 2020
2-WBGZ-2-3	12 JUN 2025
2-WBGZ-2-4	26 MAR 2020
KUDAT	
2-WBKT-1-1	16 AUG 2018
2-WBKT-1-2	16 AUG 2018
2-WBKT-1-3	25 MAR 2025
2-WBKT-1-4	28 MAR 2019
2-WBKT-1-5	25 MAR 2021
2-WBKT-1-6	28 MAR 2019
2-WBKT-2-1	05 NOV 2020
2-WBKT-2-2	28 MAR 2019
2-WBKT-2-3	05 NOV 2020
2-WBKT-2-4	28 MAR 2019
TANJUNG MANIS	
2-WBTM-1-1	04 SEP 2025
2-WBTM-1-2	04 SEP 2025
2-WBTM-1-3	25 MAR 2025
2-WBTM-1-4	04 SEP 2025
2-WBTM-1-5	04 SEP 2025
2-WBTM-1-6	04 SEP 2025
2-WBTM-2-1	25 MAR 2025
2-WBTM-2-2	08 SEP 2022
AD 4.	
4.1-1	08 DEC 2022
4.1-2	08 DEC 2022
4.1-3	08 DEC 2022
4.1-4	08 DEC 2022
4.1-5	15 AUG 2023
4.1-6	08 DEC 2022

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3.1.5 List of Aeronautical Charts Available

3.1.5.1 Aerodrome Chart - ICAO (AC)

Title of series	Name of Chart	Reference	Date
Aerodrome Charts - ICAO (AC)	ALOR SETAR	AD 2-WMKA-2-1	28 NOV 2024
	BINTULU	AD 2-WBGB-2-1	04 SEP 2025
	GONG KEDAK	AD 2-WMGK-2-1	29 OCT 2021
	IPOH	AD 2-WMKI-2-1	28 NOV 2024
	JOHOR BAHRU	AD 2-WMKJ-2-1	04 SEP 2025
	KERTEH	AD 2-WMKE-2-1	26 MAR 2020
	KL INTERNATIONAL	AD 2-WMKK-2-1	31 DEC 2024
	KOTA BHARU	AD 2-WMKC-2-1	28 NOV 2024
	KOTA KINABALU	AD 2-WBKK-2-1	28 NOV 2024
	KUALA TERENGGANU	AD 2-WMKN-2-1	25 MAR 2025
	KUANTAN	AD 2-WMKD-2-1	28 NOV 2024
	KUCHING	AD 2-WBGG-2-1	28 NOV 2024
	KUDAT	AD 2-WBKT-2-1	05 NOV 2020
	LAHAD DATU	AD 2-WBKD-2-1	28 NOV 2024
	LABUAN	AD 2-WBKL-2-1	28 NOV 2024
	LANGKAWI	AD 2-WMKL-2-1	28 NOV 2024
	LAWAS	AD 2-WBGW-2-1	08 OCT 2024
	LIMBANG	AD 2-WBGJ-2-1	31 DEC 2024
	MALACCA	AD 2-WMKM-2-1	09 SEP 2025
	MARUDI	AD 2-WBGM-2-1	20 MAC 2025
	MIRI	AD 2-WBGR-2-1	28 NOV 2024
	MUKAH	AD 2-WBGK-2-1	28 NOV 2024
	PENANG	AD 2-WMKP-2-1	28 NOV 2024
	PULAU REDANG	AD 2-WMPR-2-1	04 SEP 2025
	PULAU TIOMAN	AD 2-WMBT-2-1	15 SEP 2022
	SANDAKAN	AD 2-WBKS-2-1	20 MAC 2025
	SIBU	AD 2-WBGS-2-1	04 SEP 2025
	SUBANG	AD 2-WMSA-2-1	28 NOV 2024
	TAWAU	AD 2-WBKW-2-1	28 NOV 2024
	MULU	AD 2-WBMU-2-1	28 NOV 2024
	PULAU PANGKOR	AD 2-WMPA-2-1	08 SEP 2022
	LONG AKAH	AD 2-WBGA-2-1	26 MAR 2020
	LONG LELLANG	AD 2-WBGF-2-1	26 MAR 2020
	LONG SERIDAN	AD 2-WBGI-2-1	26 MAR 2020
	LONG BANGA	AD 2-WBGL-2-1	26 MAR 2020
	BAKELALAN	AD 2-WBGQ-2-1	26 MAR 2020
	BARIO	AD 2-WBGZ-2-1	12 JUN 2025
	TANJUNG MANIS	AD 2-WBTM-2-1	25 MAR 2025

3.1.5.2 Aerodrome Obstacle Charts - ICAO - TYPE A (AOC)

Title of series	Name of Chart	Reference	Date
Aerodrome Obstacle Charts - ICAO - TYPE A (AOC)	BINTULU	AD 2-WBGB-3-1	26 MAR 2020
	JOHOR BAHRU	AD 2-WMKJ-3-1	28 MAR 2019
	KL INTERNATIONAL (RWY 14L/32R)	AD 2-WMKK-3-1	28 MAR 2019
	KL INTERNATIONAL (RWY 14R/32L)	AD 2-WMKK-3-3	28 MAR 2019
	KL INTERNATIONAL (RWY 15/33)	AD 2-WMKK-3-5	07 NOV 2019
	KOTA BHARU	AD 2-WMKC-3-1	13 AUG 2020
	KOTA KINABALU	AD 2-WBKK-3-1	03 OCT 2024
	KUCHING	AD 2-WBGG-3-1	20 MAY 2021
	LANGKAWI	AD 2-WMKL-3-1	07 NOV 2019
	LIMBANG	AD 2-WBGJ-3-1	16 AUG 2018
	LABUAN	AD 2-WBKL-3-1	16 AUG 2018
	MALACCA	AD 2-WMKM-3-1	09 SEP 2025
	MIRI	AD 2-WBGR-3-1	08 SEP 2022
	PENANG	AD 2-WMKP-3-1	25 MAR 2021
	SUBANG	AD 2-WMSA-3-1	28 MAR 2019
	ALOR SETAR	AD 2-WMKA-3-1	31 DEC 2024
	TAWAU	AD 2-WBKW-3-1	07 NOV 2019
	SIBU	AD 2-WBGS-3-1	28 MAR 2019
	KUALA TERENGGANU	AD 2-WMKN-3-1	16 AUG 2018
	KERTEH	AD 2-WMKE-3-1	16 AUG 2018
	MULU	AD 2-WBMU-3-1	13 AUG 2020

3.1.5.3 Precision Approach Terrain Charts - ICAO

Title of series	Name of Chart	Reference	Date
Precision Approach Terrain Chart - ICAO	RWY 14L	AD 2-WMKK-5-1	23 MAY 2019
	RWY 14R	AD 2-WMKK-5-3	23 MAY 2019
	RWY 32L	AD 2-WMKK-5-5	23 MAY 2019
	RWY 32R	AD 2-WMKK-5-7	23 MAY 2019

3.1.5.4 Standard Departure Chart - Instrument - ICAO (SID)

Title of series	Name of Chart	Reference	Date
Standard Departure Chart - Instrument - ICAO -SID	**ALOR SETAR**		
	RWY 22 TAMOS 1D RIGTO 1D DUBAX 1D SAGEL 1D GUTEB 1D OMBUL 1D AKMIS 1D	AD 2-WMKA-6-1	16 JUL 2024
	RWY 22 RNAV (GNSS) TAMOS 1B RIGTO 1B DUBAX 1B SAGEL 1B GUTEB 1B OMBUL 1B AKMIS 1B	AD 2-WMKA-6-3	16 JUL 2024
	BINTULU		
	RWY 17 RNAV (GNSS) EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A	AD 2-WBGB-6-1	12 JUN 2025
	RWY 17 EKETO 1B DUNAS 1B NOKER 1B BENLI 1B BASUV 1B ADGAB 1B	AD 2-WBGB-6-5	12 JUN 2025
	RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C	AD 2-WBGB-6-7	12 JUN 2025
	RWY 35 EKETO 2D DUNAS 2D NOKER 2D BEN-LI 2D BASUV 2D ADGAB 2D	AD 2-WBGB-6-11	12 JUN 2025

Title of series	Name of Chart	Reference	Date
	LIMBANG		
	RWY 04	AD 2-WBGJ-6-1	31 DEC 2024
	RWY 22	AD 2-WBGJ-6-3	31 DEC 2024
	MALACCA		
	RADAR DEPARTURE RWY 03 AND RWY 21	AD 2-WMKM-6-1	09 SEP 2025
	RWY 03 RNAV (GNSS) RUSBU 1Q OGAKO 1Q DOSIK 3Q SAPAT 3Q IRMIB 1Q	AD 2-WMKM-6-3	09 SEP 2025
	RWY 03 RUSBU 4Q OGAKO 4Q DOSIK 4Q SAPAT 4Q IRMIB 4Q	AD 2-WMKM-6-7	09 SEP 2025
	RWY 21 RNAV (GNSS) RUSBU 1R OGAKO 1R DOSIK 1R SAPAT 3R IRMIB 3R	AD 2-WMKM-6-9	09 SEP 2025
	RWY 21 RUSBU 4R OGAKO 4R DOSIK 4R SAPAT 4R IRMIB 4R	AD 2-WMKM-6-13	09 SEP 2025
	MIRI		
	MIRI RADAR, RADAR DEPARTURE	AD 2-WBGR-6-1	02 DEC 2021
	RWY 02 ASAKI 1C AROVU 1C BEVDO 1C BIPAS 1C DOXES 1C DUGEV 1C ESLAB 1C EXUGO 1C GODOM 1C	AD 2-WBGR-6-3	08 SEP 2022
	RWY 02 RNAV (GNSS) ASAKI 1A AROVU 1A BEVDO 1A BIPAS 1A DOXES 1A DUGEV 1A ESLAB 1A EXUGO 1A GODOM 1A	AD 2-WBGR-6-7	08 SEP 2022
	RWY 20 ASAKI 1D AROVU 1D BEVDO 1D BIPAS 1D DOXES 1D DUGEV 1D ESLAB 1D EXUGO 1D GODOM 1D	AD 2-WBGR-6-11	08 SEP 2022
	RWY 20 RNAV (GNSS) ASAKI 1B AROVU 1B BEVDO 1B BIPAS 1B DOXES 1B DUGEV 1B ESLAB 1B EXUGO 1B GODOM 1B	AD 2-WBGR-6-15	08 SEP 2022
	MUKAH		
	RWY 15 RNAV (GNSS) TOSOD 1J ADGAB 1J BASUV 1J NOLUS 1J PILAX 1J	AD 2-WBGK-6-1	04 SEP 2025
	RWY 33 RNAV (GNSS) TOSOD 1K ADGAB 1K BASUV 1K NOLUS 1K PILAX 1K	AD 2-WBGK-6-5	04 SEP 2025
	RWY 15 TOSOD 1L ADGAB 1L BASUV 1L NOLUS 1L PILAX 1L	AD 2-WBGK-6-9	04 SEP 2025
	RWY 33 TOSOD 1M ADGAB 1M BASUV 1M NOLUS 1M PILAX 1M	AD 2-WBGK-6-11	04 SEP 2025
	PENANG		
	RWY 04/22 PENANG RADAR ONE	AD 2-WMKP-6-1	29 OCT 2021
	RWY 04 RNAV (GNSS) OMBOK 1A GOGOM 1A UGAMO 1A LUNTU 1A BETNU 1A BOGUK 1A KABOT 1A UDIKO 1A MADUM 1A	AD 2-WMKP-6-3	10 SEP 2021
	RWY 04 OMBOK 1C BETNU 1C KABOT 1C MADUM 1C LUNTU 1C BOGUK 1C UDIKO 1C	AD 2-WMKP-6-7	10 SEP 2021
	RWY 22 RNAV (GNSS) OMBOK 1B GOGOM 1B UGAMO 1B LUNTU 1B BETNU 1B BOGUK 1B KABOT 1B UDIKO 1B MADUM 1B	AD 2-WMKP-6-9	10 SEP 2021
	RWY 22 OMBOK 1D BETNU 1D KABOT 1D MADUM 1D LUNTU 1D BOGUK 1D UDIKO 1D	AD 2-WMKP-6-13	10 SEP 2021
	SUBANG		
	RADAR DEPARTURES	AD 2-WMSA-6-1	08 OCT 2024
	RWY 15 RNAV (GNSS) BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L	AD 2-WMSA-6-3	08 OCT 2024
	RWY 15 PULIP 2L PIBOS 2L BATAR 2L MITOS 2L SALAX 2L PUGER 2L SUKAT 2L	AD 2-WMSA-6-7	08 OCT 2024
	RWY 33 PULIP 2N PIBOS 2N BATAR 2N MITOS 2N SALAX 2N PUGER 2N SUKAT 2N	AD 2-WMSA-6-9	08 OCT 2024

Title of series	Name of Chart	Reference	Date
	SIBU		
	RWY 13/31 RADAR DEPARTURE	AD 2-WBGS-6-1	12 JUN 2025
	RWY 13 RNAV (GNSS) NOLUS 1A REDUK 1A LENTU 1A ELNAL 1A BIPIB 1A ANKUP 1A PILAX 1A	AD 2-WBGS-6-3	04 SEP 2025
	RWY 13 NOLUS 1B REDUK 1B LENTU 1B ELNAL 1B BIPIB 1B ANKUP 1B PILAX 1B	AD 2-WBGS-6-7	04 SEP 2025
	RWY 31 RNAV (GNSS) NOLUS 1C REDUK 1C LENTU 1C ELNAL 1C BIPIB 1C ANKUP 1C PILAX 1C	AD 2-WBGS-6-9	04 SEP 2025
	RWY 31 NOLUS 1D REDUK 1D LENTU 1D ELNAL 1D BIPIB 1D ANKUP 1D PILAX 1D	AD 2-WBGS-6-13	04 SEP 2025
	SANDAKAN		
	RWY 26 KUDAT 1A	AD 2-WBKS-6-1	30 JAN 2024
	RWY 08 KUDAT 1D BELDA 1D AKMAR 1D ANKOD 1D LAHAD 1D	AD 2-WBKS-6-3	08 DEC 2022
	RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B	AD 2-WBKS-6-5	08 SEP 2022
	TAWAU		
	RWY 06/24 TAWAU RADAR 1	AD 2-WBKW-6-1	29 OCT 2021
	RWY 24 BAXAL 1A AGIGI 1A AKDEM 1A TAWAU 1A	AD 2-WBKW-6-3	01 DEC 2022
	RWY 06 TAWAU 1B BAXAL 1B BILUK 1B	AD 2-WBKW-6-5	29 OCT 2021
	KUALA TERENGGANU		
	RWY 04 RNAV (GNSS) PALNO A	AD 2-WMKN-6-1	25 MAR 2025
	RWY 22 RNAV (GNSS) PALNO B	AD 2-WMKN-6-3	25 MAR 2025
	RWY 04 PALNO C	AD 2-WMKN-6-5	25 MAR 2025
	RWY 22 PALNO D	AD 2-WMKN-6-7	25 MAR 2025
	LABUAN		
	RWY 14 (RNAV 1) LAVED 1R	AD 2-WBKL-6-1	08 DEC 2022
	RWY 14 LAVED 1S	AD 2-WBKL-6-3	08 DEC 2022
	RWY 32 (RNAV 1) LAVED 1U	AD 2-WBKL-6-5	08 DEC 2022
	RWY 32 LAVED 1W	AD 2-WBKL-6-7	08 DEC 2022
	RWY 14/32 LABUAN RADAR 1	AD 2-WBKL-6-9	08 DEC 2022
	KERTEH		
	RWY 34 VOR/DME APATU 1B DEP	AD 2-WMKE-6-1	28 FEB 2023
	RWY 34 VOR/DME APATU 1C DEP	AD 2-WMKE-6-3	28 FEB 2023
	RWY 16 VOR/DME APATU 1D DEP	AD 2-WMKE-6-5	28 FEB 2023

Title of series	Name of Chart	Reference	Date
	TAWAU		
	RWY 24 (RNAV) AGIGI 1C ANGUR 1A BILUK 1A BAXAL 1C	AD 2-WBKW-7-1	23 MAY 2023
	RWY 24 VOR/DME ARC AGIGI 1H ANGUR 1H BILUK 1H BAXAL 1H	AD 2-WBKW-7-3	16 JUL 2024
	MALACCA		
	RWY 03 RNAV (GNSS) AKRUL 1S GUPTA 1S DOSIK 1S VELTU 1S DUMOK 1S INTUR 1S	AD 2-WMKM-7-1	09 SEP 2025
	RWY 03 ARRIVAL (13 DME ARC) AKRUL 2S GUPTA 2S DOSIK 2S VELTU 2S DUMOK 2S INTUR 2S	AD 2-WMKM-7-5	09 SEP 2025
	RWY 21 RNAV (GNSS) AKRUL 1T GUPTA 1T DOSIK 1T VELTU 1T DUMOK 1T INTUR 1T	AD 2-WMKM-7-7	09 SEP 2025
	RWY 21 ARRIVAL (15 DME ARC) AKRUL 3T GUPTA 3T DOSIK 3T VELTU 3T DUMOK 3T INTUR 3T	AD 2-WMKM-7-11	09 SEP 2025
	MIRI		
	RWY 02 ARRIVAL (11 DME ARC) ASAKI 1G BEVDO 1G BIPAS 1G DOXES 1G DUGEV 1G ESLAB 1G EXUGO 1G GODOM 1G	AD 2-WBGR-7-1	08 SEP 2022
	RWY 02 RNAV (GNSS) ASAKI 1E BEVDO 1E BIPAS 1E DOXES 1E DUGEV 1E ESLAB 1E EXUGO 1E GODOM 1E	AD 2-WBGR-7-5	02 DEC 2021
	RWY 20 ARRIVAL (12 DME ARC) ASAKI 1H BEVDO 1H BIPAS 1H DOXES 1H DUGEV 1H ESLAB 1H EXUGO 1H GODOM 1H	AD 2-WBGR-7-9	08 SEP 2022
	RWY 20 RNAV (GNSS) ASAKI 1F BEVDO 1F BIPAS 1F DOXES 1F DUGEV 1F GODOM 1F EXUGO 1F ESLAB 1F	AD 2-WBGR-7-13	08 SEP 2022
	MUKAH		
	RWY 15 RNAV (GNSS) TOSOD 1N ADGAB 1N BASUV 1N NOLUS 1N PILAX 1N	AD 2-WBGK-7-1	04 SEP 2025
	RWY 33 RNAV (GNSS) TOSOD 1P ADGAB 1P BASUV 1P NOLUS 1P PILAX 1P	AD 2-WBGK-7-5	04 SEP 2025
	RWY 15 VOR/DME ARC TOSOD 1Q ADGAB 1Q BASUV 1Q NOLUS 1Q PILAX 1Q	AD 2-WBGK-7-9	04 SEP 2025
	RWY 33 VOR/DME ARC TOSOD 1R ADGAB 1R BASUV 1R NOLUS 1R PILAX 1R	AD 2-WBGK-7-11	04 SEP 2025
	PENANG		
	RWY 04 RNAV (GNSS) OMBOK 1E LUNTU 1E BETNU 1E GORVU 1E MADUM 1E	AD 2-WMKP-7-1	10 SEP 2021
	RWY 22 RNAV (GNSS) OMBOK 1F BETNU 1F MADUM 1F LUNTU 1F GORVU 1F	AD 2-WMKP-7-5	10 SEP 2021
	SUBANG		
	CALEDONIAN ONE ARRIVAL	AD 2-WMSA-7-1	03 MAR 2022
	RWY 15 RNAV 1 (GNSS) PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M	AD 2-WMSA-7-3	08 OCT 2024
	SIBU		
	RWY 13 RNAV (GNSS) NOLUS 1E REDUK 1E LENTU 1E ELNAL 1E BIPIB 1E ANKUP 1E PILAX 1E	AD 2-WBGS-7-1	04 SEP 2025
	RWY 13 NOLUS 1F REDUK 1F LENTU 1F ELNAL 1F BIPIB 1F ANKUP 1F PILAX 1F	AD 2-WBGS-7-5	04 SEP 2025
	RWY 31 RNAV (GNSS) NOLUS 1G REDUK 1G LENTU 1G ELNAL 1G BIPIB 1G ANKUP 1G PILAX 1G	AD 2-WBGS-7-9	04 SEP 2025
	RWY 31 NOLUS 1H REDUK 1H LENTU 1H ELNAL 1H BIPIB 1H ANKUP 1H PILAX 1H	AD 2-WBGS-7-13	04 SEP 2025

Title of series	Name of Chart	Reference	Date
	SANDAKAN		
	RWY 08 VOR/DME ARC KUDAT 1H BELDA 1H AKMAR 1H ANKOB 1H LAHAD 1H	AD 2-WBKS-7-1	08 DEC 2022
	RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F	AD 2-WBKS-7-3	08 DEC 2022
	KOTA BHARU		
	RWY 10 RNAV(GNSS) GUGIT 1E RUPOS 1E OPOMO 1E	AD 2-WMKC-7-1	28 FEB 2023
	RWY 28 RNAV(GNSS) GUGIT 1F RUPOS 1F OPOMO 1F	AD 2-WMKC-7-5	28 FEB 2023
	KERTEH		
	RWY 34 VOR/DME APATU 1A	AD 2-WMKE-7-1	16 JUL 2024
	HELICOPTER ARRIVAL GATES / ROUTES	AD 2-WMKE-7-3	28 FEB 2023
	IPOH		
	RWY 04 RNAV (GNSS) GUMDA 2E NITIS 2E SOTRO 2E MINOP 2E TEPUS 2E DUDAD 1E	AD 2-WMKI-7-1	08 OCT 2024
	RWY 04 (VOR/DME ARC) GUMDA 2G NITIS 2G SOTRO 2G MINOP 2G TEPUS 2G DUDAD 1G	AD 2-WMKI-7-5	08 OCT 2024
	LABUAN		
	RWY 14 (RNAV 1) LAVED 1P	AD 2-WBKL-7-1	08 DEC 2022
	RWY 32 (RNAV 1) LAVED 1T	AD 2-WBKL-7-5	08 DEC 2022

3.1.5.6 Instrument Approach Chart - ICAO (IAC)

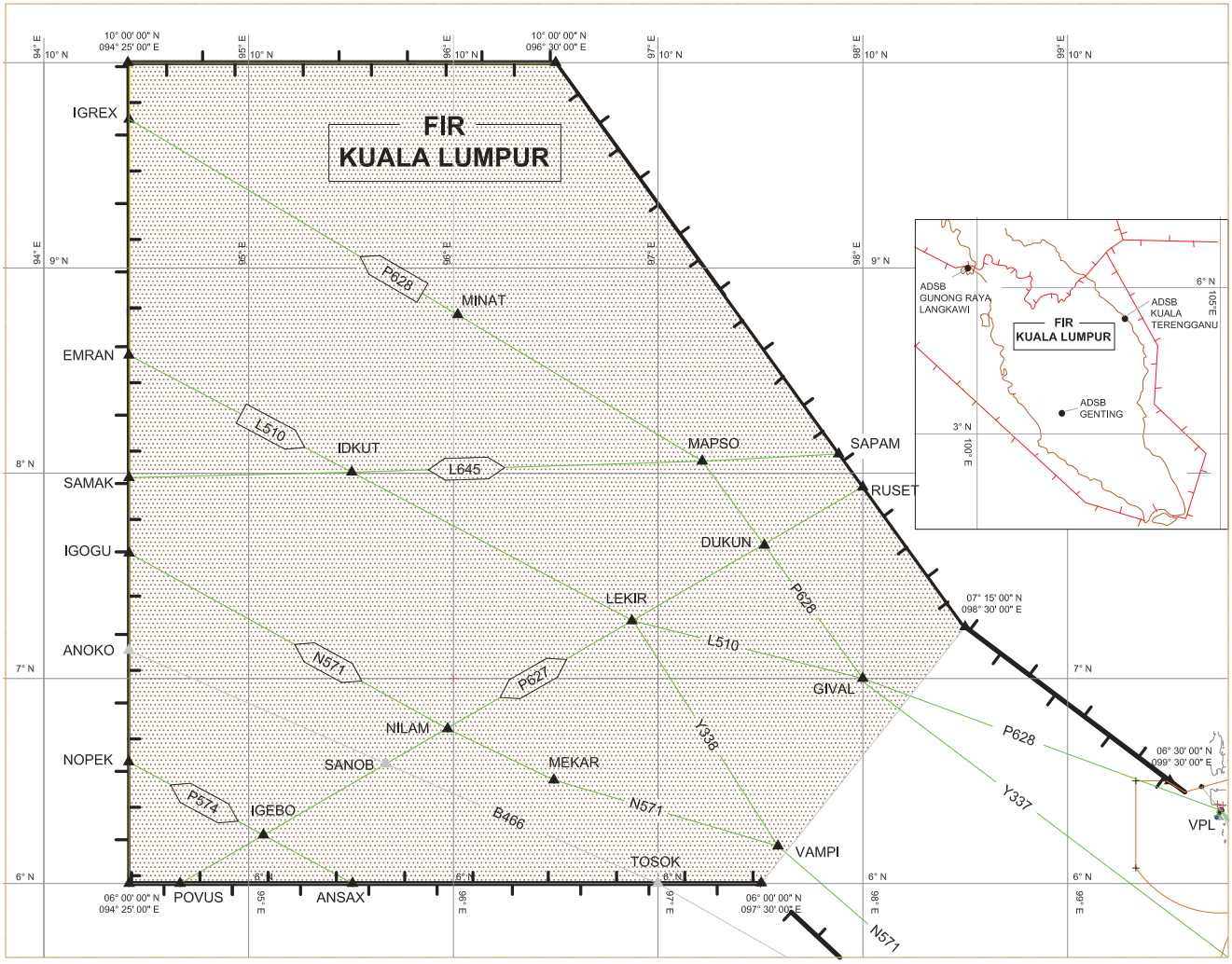
Title of series	Name of Chart	Reference	Date
Instrument Approach Chart - ICAO (IAC)	**ALOR SETAR**		
	RWY 04 VOR Z (13 DME ARC)	AD 2-WMKA-8-1	16 JUL 2024
	RWY 04 VOR Y (FROM OVERHEAD VAS VOR)	AD 2-WMKA-8-3	16 JUL 2024
	RWY 04 ILS Z OR LOC Z	AD 2-WMKA-8-5	16 JUL 2024
	RWY ILS Y OR LOC Y (FROM OVERHEAD VAS VOR)	AD 2-WMKA-8-7	16 JUL 2024
	RWY 04 RNP Z (AR)	AD 2-WMKA-8-9	16 JUL 2024
	RWY 04 RNP Y	AD 2-WMKA-8-13	16 JUL 2024
	BINTULU		
	RWY 17 IKS OR LOC	AD 2-WBGB-8-1	12 JUN 2025
	RWY 17 RNP Z (AR)	AD 2-WBGB-8-3	12 JUN 2025
	RWY 17 RNP Y	AD 2-WBGB-8-7	12 JUN 2025
	RWY 17 VOR	AD 2-WBGB-8-9	12 JUN 2025
	RWY 35 RNP Z (AR)	AD 2-WBGB-8-11	17 JUN 2025
	RWY 35 RNP Y	AD 2-WBGB-8-15	12 JUN 2025
	RWY 35 VOR	AD 2-WBGB-8-17	12 JUN 2025
	IPOH		
	RWY 04 ILS Z / LOC Z	AD 2-WMKI-8-1	08 OCT 2024
	RWY 04 ILS Y / LOC Y	AD 2-WMKI-8-3	08 OCT 2024
	RWY 04 RNP Z	AD 2-WMKI-8-5	08 OCT 2024
	RWY 04 RNP Y	AD 2-WMKI-8-9	08 OCT 2024
	RWY 04 VOR Z (VOR/DME ARC)	AD 2-WMKI-8-13	08 OCT 2024
	RWY 04 VOR Y	AD 2-WMKI-8-15	08 OCT 2024
	JOHOR BAHRU		
	RWY 16 ILS Z OR LOC Z	AD 2-WMKJ-8-1	08 DEC 2022
	RWY 16 ILS Y OR LOC Y	AD 2-WMKJ-8-3	08 DEC 2022
	RWY 16 ILS X OR LOC X	AD 2-WMKJ-8-5	08 DEC 2022

Title of series	Name of Chart	Reference	Date
	RWY 32 VOR Z (14 DME ARC)	AD 2-WBKL-8-7	08 DEC 2022
	RWY 32 RNP Y	AD 2-WBKL-8-9	08 DEC 2022
	RWY 14 RNP Z (AR)	AD 2-WBKL-8-11	08 DEC 2022
	RWY 32 RNP Z (AR)	AD 2-WBKL-8-13	08 DEC 2022
	LANGKAWI		
	RWY 03 ILS Z OR LOC Z	AD 2-WMKL-8-1	23 FEB 2022
	RWY 03 ILS Y OR LOC Y (CAT A & B ONLY)	AD 2-WMKL-8-3	23 FEB 2022
	RWY 03 VOR Z (15 DME ARC)	AD 2-WMKL-8-5	23 FEB 2022
	RWY 03 VOR Y (CAT A & B ONLY)	AD 2-WMKL-8-7	23 FEB 2022
	RWY 03 RNP Z (AR)	AD 2-WMKL-8-9	23 FEB 2022
	RWY 03 RNP Y	AD 2-WMKL-8-11	23 FEB 2022
	LIMBANG		
	RWY 04 RUNAM VOR/DME Arc	AD 2-WBGJ-8-1	31 DEC 2024
	RWY 04 VOR/DME	AD 2-WBGJ-8-3	31 DEC 2024
	RWY 04 VOR	AD 2-WBGJ-8-5	31 DEC 2024
	RWY 22 RUNAM VOR/DME Arc	AD 2-WBGJ-8-7	31 DEC 2024
	RWY 22 VOR/DME	AD 2-WBGJ-8-9	31 DEC 2024
	RWY 22 VOR	AD 2-WBGJ-8-11	31 DEC 2024
	MALACCA		
	RWY 03 ILS Z OR LOC Z	AD 2-WMKM-8-1	09 SEP 2025
	RWY 03 ILS Y OR LOC Y	AD 2-WMKM-8-3	09 SEP 2025
	RWY 03 RNP Y	AD 2-WMKM-8-5	09 SEP 2025
	RWY 03 VOR Z (13 DME ARC)	AD 2-WMKM-8-9	09 SEP 2025
	RWY 03 VOR Y	AD 2-WMKM-8-11	09 SEP 2025
	RWY 21 RNP Y	AD 2-WMKM-8-13	09 SEP 2025
	RWY 21 VOR Z (15 DME ARC)	AD 2-WMKM-8-15	09 SEP 2025
	RWY 21 VOR Y	AD 2-WMKM-8-17	09 SEP 2025
	RWY 21 VOR X (CAT A & B)	AD 2-WMKM-8-19	09 SEP 2025
	MIRI		
	RWY 02 ILS Z OR LOC Z	AD 2-WBGR-8-1	08 SEP 2022
	RWY 02 ILS Y OR LOC Y	AD 2-WBGR-8-3	08 SEP 2022
	RWY 02 VOR Z	AD 2-WBGR-8-5	02 DEC 2021
	RWY 02 VOR Y	AD 2-WBGR-8-7	08 SEP 2022
	RWY 20 VOR Z	AD 2-WBGR-8-9	08 SEP 2022
	RWY 20 VOR Y	AD 2-WBGR-8-11	08 SEP 2022
	RWY 02 RNP Y	AD 2-WBGR-8-13	01 DEC 2022
	RWY 20 RNP Y	AD 2-WBGR-8-15	01 DEC 2022
	RWY 02 VOR CAT H (HELICOPTER)	AD 2-WBGR-8-17	23 APR 2024
	RWY 20 VOR CAT H (HELICOPTER)	AD 2-WBGR-8-19	08 SEP 2022
	RWY 02 RNP Z (AR)	AD 2-WBGR-8-21	01 DEC 2022
	RWY 20 RNP Z (AR)	AD 2-WBGR-8-25	01 DEC 2022
	MUKAH		
	RWY 15 RNP Z	AD 2-WBGK-8-1	08 DEC 2022
	RWY 33 RNP Z	AD 2-WBGK-8-3	08 DEC 2022
	RWY 15 VOR Z	AD 2-WBGK-8-5	04 SEP 2025
	RWY 33 VOR Z	AD 2-WBGK-8-7	04 SEP 2025
	RWY 15 VOR Y	AD 2-WBGK-8-9	04 SEP 2025
	RWY 33 VOR Y	AD 2-WBGK-8-11	04 SEP 2025

Title of series	Name of Chart	Reference	Date
	PENANG		
	RWY 04 VOR Z (12 DME ARC)	AD 2-WMKP-8-1	29 OCT 2021
	RWY 22 VOR Z (15 DME & 17 DME ARC)	AD 2-WMKP-8-3	31 DEC 2024
	RWY 04 ILS Z OR LOC Z (12 DME ARC)	AD 2-WMKP-8-5	29 OCT 2021
	RWY 04 RNP Z (AR)	AD 2-WMKP-8-7	01 DEC 2022
	RWY 22 RNP Z (AR)	AD 2-WMKP-8-11	01 DEC 2022
	RWY 04 RNP Y	AD 2-WMKP-8-17	01 DEC 2022
	RWY 22 RNP Y	AD 2-WMKP-8-21	09 SEP 2025
	SANDAKAN		
	RWY 08 ILS Z OR LOC Z	AD 2-WBKS-8-1	08 DEC 2022
	RWY 08 ILS Y OR LOC Y	AD 2-WBKS-8-3	16 JUL 2024
	RWY 08 VOR/DME Z	AD 2-WBKS-8-5	08 DEC 2022
	RWY 08 VOR/DME Y	AD 2-WBKS-8-7	08 DEC 2022
	RWY 08 RNP Y	AD 2-WBKS-8-9	08 DEC 2022
	RWY 26 VOR/DME	AD 2-WBKS-8-13	15 SEP 2022
	RWY 26 VOR (CAT A & B)	AD 2-WBKS-8-15	15 SEP 2022
	RWY 26 VOR (CAT C & D)	AD 2-WBKS-8-17	15 SEP 2022
	RWY 26 RNP Z (AR)	AD 2-WBKS-8-19	30 JAN 2024
	RWY 26 RNAV (RNP) Z	AD 2-WBKS-8-23	08 SEP 2022
	SIBU		
	RWY 13 ILS Z OR LOC Z	AD 2-WBGS-8-1	12 JUN 2025
	RWY 13 ILS Y OR LOC Y	AD 2-WBGS-8-3	12 JUN 2025
	RWY 13 RNP Z (AR)	AD 2-WBGS-8-5	12 JUN 2025
	RWY 13 RNP Y	AD 2-WBGS-8-9	12 JUN 2025
	RWY 13 VOR Z	AD 2-WBGS-8-11	12 JUN 2025
	RWY 13 VOR Y	AD 2-WBGS-8-13	12 JUN 2025
	RWY 31 RNP Z (AR)	AD 2-WBGS-8-15	12 JUN 2025
	RWY 31 RNP Y	AD 2-WBGS-8-19	12 JUN 2025
	RWY 31 VOR Z	AD 2-WBGS-8-21	04 SEP 2025
	RWY 31 VOR Y	AD 2-WBGS-8-23	12 JUN 2025
	SUBANG		
	RWY 15 ILS OR LOC	AD 2-WMSA-8-1	08 OCT 2024
	RWY 15 NDB	AD 2-WMSA-8-3	08 OCT 2024
	RWY 15 RNP Y	AD 2-WMSA-8-5	08 OCT 2024
	RWY 33 RNP Y	AD 2-WMSA-8-7	08 OCT 2024
	TAWAU		
	RWY 06 VOR	AD 2-WBKW-8-1	29 OCT 2021
	RWY 24 VOR	AD 2-WBKW-8-3	08 DEC 2022
	RWY 24 ILS OR LOC	AD 2-WBKW-8-5	16 JUL 2024
	RWY 06 RNP Z (AR)	AD 2-WBKW-8-7	01 DEC 2022
	RWY 24 RNP Z (AR)	AD 2-WBKW-8-11	01 DEC 2022

3.1.5.7 Enroute Chart - ICAO

Title of series	Name of Chart	Reference	Date
Enroute Chart - ICAO	ENROUTE CHART- MALAYSIAN AIRSPACE - ICAO	ENR 6-3	09 SEP 2025



1.1.16 SATELLLITE VOICE (SATVOICE) FOR ATS COMMUNICATIONS IN THE OCEANIC AIRSPACE OF THE KUALA LUMPUR FLIGHT INFORMATION REGION.

1.1.16.1 INTRODUCTION TO SATVOICE

1.1.16.1.1 SATCOM voice or SATVOICE is a satellite-based voice communication system. It enables secure and high-quality ground-to-air communication through global satellite networks such as INMARSAT and IRIDIUM ensuring clear contact between air traffic controllers and pilots during flight.

Note: *According to ICAO Doc 9869, the term SATCOM refers to satellite communication involving both voice and data, or data alone. The term SATVOICE is specifically used to refer to satellite voice communication.*

1.1.16.1.2 SATVOICE provides a means of reducing the risk of communication failures, improving safety and efficiency of operations and alleviating HF/VHF channel congestion. SATVOICE can improve current ATS communications via a radio operator and provide direct controller-pilot communications (DCPC) for more efficient ATS communications, such as in processing negotiations or requests from the flight crew.

1.1.16.2 SATVOICE USE IN KUALA LUMPUR FIR (OCEANIC AIRSPACE)

1.1.16.2.1 Within the Oceanic Airspace of the Kuala Lumpur Flight Information Region (FIR), SATVOICE may be used for ATS communications on the following routes: N571, P628, L510, P627, L645 and P574.

1.1.16.2.2 SATVOICE is intended to enhance communication availability for both pilots and controllers. However, it is not a replacement for CPDLC or HF/VHF voice as the main communication means. It may be used in the event of a communication failure with ATC via VHF, HF or CPDLC.

1.1.16.2.3 The one-stage dialling of the SATVOICE system, which is integrated into the existing Voice Communication System at the Kuala Lumpur FIR ATS facility, enables Air Traffic Controllers to quickly establish voice communication with aircraft. ATC personnel can dial a single SATVOICE short code to connect with appropriately equipped aircraft.

1.1.16.2.4 It is essential for operators to ensure that accurate information is entered in Item 18 of the ICAO flight plan. Important details such as the aircraft registration number and Mode-S address must be included to facilitate the automated establishment of SATVOICE communications between the aircraft and the ATS unit (ATSU).

1.1.16.2.5 Priority Levels for SATVOICE Calls

Priority level	Application category	Examples
1 / EMG / Q15 Emergency (highest) Safety of Flight	Distress and urgency.	Rapid descent. Urgent weather deviation.
2 / HGH / Q12 Operational High (second highest) Safety of Flight	Flight safety. Typically Assigned to calls for ANSP.	Altitude request.
3 / LOW / Q10 Operational Low (third highest) Safety of Flight	Regularity of flight, meteorological, administrative. Typically assigned to calls for aeronautical operational control (AOC).	Air traffic information service. Redispatch. Maintenance.
4 / PUB / Q9 Non-operational (lowest) Nonsafety	Public correspondence.	Public phone calls.

1.1.16.2.6 Safety-level priority (priority level 2) has been assigned to ATS communications by satellite service providers (SSP). When accepting an incoming call from ATC, the pilot shall visually confirm and verify that it is an ATS safety-level (level 2) priority call.

1.1.16.2.7 The flight crew should act only on air traffic control (ATC) clearances or instructions from SATVOICE calls with priority level 2 / HGH / Q12. (Priority level 1 / EMG / Q15 is reserved for outbound calls from aircraft.). If in doubt terminate the call and initiate a new call for confirmation.

1.1.16.2.8 The flight crew should initiate calls to the ATSU using the appropriate priority level 2 / HGH / Q12 or priority level 1 / EMG / Q15.

1.1.16.2.9 Aircraft equipped with SATVOICE may contact the appropriate ATS unit using either the short code or public switched telephone network (PSTN) number as follows:

ATS Unit	Short Code	PSTN Number (Long Code)
Kuala Lumpur FIR	453302	+60387878670

Note: *Short codes should always be used. The long code (PSTN number) should be used only if necessary. Call routing automation in the voice switching system is available only when the short code is used.*

1.1.16.3 FLIGHT PLANNING

1.1.16.3.1 When filing SATVOICE capability in the ICAO flight plan, aircraft operators should include the appropriate indicators(s), as follows:

- In item 10a, as appropriate, insert:
  - “M1” for ATC RTF INMARSAT capability; and/or
  - “M3” for ATC RTF IRIDIUM capability; and
  - “P3” for SATVOICE RCP 400.
- in Item 18, insert:
  - the indicator REG/ followed by the aircraft registration; and
  - the indicator CODE/ followed by the aircraft address expressed in the form of an alphanumerical code of six hexadecimal characters.

Note: *The inclusion of SATVOICE capability in the ICAO flight plan indicates to air traffic controllers that the aircraft is properly equipped and that the flight crew is qualified and trained to use it.*

1.1.16.4 PHRASEOLOGY STANDARDS

1.1.16.4.1 Phraseology for SATVOICE communication between ATC and pilots shall follow the standards outlined in PANS-ATM, ICAO Doc 4444, using the same procedures applied for other voice communication media (HF/VHF).

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1.10.7.4 For aircraft capable of SATVOICE, operators must include the following in Item 10a of the ICAO flight plan.

Descriptor	COM equipment and capabilities
M1	SATVOICE ATC RTF (INMARSAT)
M3	SATVOICE ATC RTF (IRIDIUM)
P3	SATVOICE RCP 400

1.10.8 RNAV APPROVED AIRCRAFT

1.10.8.1 Aircraft flying on RNAV routes (see ENR 3.3) must be RNAV equipped and should annotate their flight plan as follows:

Item 10 (Descriptor)	RNAV equipment on-board	Item 15	Item 18
I	Inertial Navigation	True Mach number and FL at entry and exit points	The types of external GNSS augmentation, if any, are specified following the indicator NAV/ and separated by a space.
R	PBN approved		The performance-based navigation levels that can be met shall be specified following the indicator PBN/. PBN/A1 where A1 = RNAV 10 (RNP 10); or PBN/L1 where L1 = RNP 4; or PBN/O1 where O1 = Basic RNP1 all permitted sensors; or PBN/O2 where O2 = Basic RNP1 GNSS; or PBN/O3 where O3 = Basic RNP1 DME/DME; or PBN/O4 where O4 = Basic RNP1 DME/DME/IRU

1.10.9 RVSM AND NON-RVSM APPROVED AIRCRAFT

1.10.9.1 Operator of RVSM or non-RVSM approved aircraft operating in RVSM airspace (see ENR 1.8) shall annotate their flight plan as follows:

Item 10 (Descriptor)	Item 18	Description
W		RVSM approved aircraft
	STS/NONRVSM	Non-RVSM approved aircraft

1.10.10 NON-SCHEDULED AND GENERAL AVIATION (GA) AIRCRAFT

1.10.10.1 Pilots-In-Command and operators of non-scheduled and GA flight must indicate CAAM Flight Approval reference number under Item 18 of their flight plan as follows:

Authority	CAAM Flight Approval reference number format
CAAM HQ (IP)	RMK/CAAM ATM XXXX XX XX (sequence number, month, year)
	RMK/CAAM NS XX XX XX (sequence number, month, year)
MAVCOM (Aerofile)	RMK/CAAM AT XXXX XX XX (sequence number, month, year)

1.10.10.2 Failure to indicate valid CAAM Flight Permit Approval reference number in the flight plan may result in delay for air traffic controller to grant clearance to enter Kuala Lumpur FIR and Kota Kinabalu FIR.

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1	Unit Providing Service 2	Call Sign Languages HR 3	FREQ Purpose 4	Remarks 5
KL TMA 5 031643N 1015309E thence R 015 VKL to 033530N 1015810E thence TMA boundaries to 024629N 1024141E thence R 087 VKL to 024503N 1021412E thence an arc of 30NM radius centred on VKL DVOR/DME (024328N 1014417E) clockwise to 023410N 1021246E thence R 108 VKL to 023854N 1015817E thence CTR boundaries to 031643N 1015309E Class of airspace: 3500 FT ALT - FL 245				
KL TMA 6 032218N 1013728E thence RDL 350 VKL to 035320N 1013202E thence TMA boundaries to 033530N 1015810E thence R 015 VKL to 031643N 1015309E thence CTR boundaries to 032218N 1013728E Class of airspace: 5500 FT ALT - FL 245				
KL TMA 7 024503N 1021412E thence an arc of 30NM radius centred on VKL DVOR/DME (024328N 1014417E) clockwise to 021752N 1012829E thence TMA boundaries to 024629N 1024141E thence R 087 VKL to 024503N 1021412E Class of airspace: 5500 FT ALT - FL 245				
BUTTERWORTH TERMINAL AREA Major arc of a circle of 40 NM radius centred VBT (052836N 1002342E) FM 055800N 1005030E clockwise to 060030N 1000000E thence a straight line to 061000N 1000000E to 061000N 1000400E to 055800N 1001700E to 055800N 1005030E	Butterworth Radar	Butterworth Radar English H24	125.925 MHZ (PRI) 120.975 MHZ (SRY)	Within lateral limits of CTR: 5500FT ALT - FL245 Elsewhere: 2500FT ALT - FL245
KUANTAN TERMINAL AREA Major arc of a circle 30 NM radius centred on ARP (034611N 1031234E) FM 033820N 1034128E clockwise to 035701N 1034158E thence following the FIR BDRY southward to 033820N 1034128E.	Kuantan Approach	Kuantan Approach English H24	119.700 MHZ	4500 FT ALT - FL 245 Restriction: Eastbound flight on G582 to reach FL250 or above by 78 DME VBA.
JOHOR BAHRU TMA Area bounded by 013022N 1033437E, 014404N 1031507E, thence along the arc of 25NM radius centered of VJB, thence along western boundary of B469 thence along northern boundary W401 to 013022N 1033437E.	Johor Approach	Johor Radar English 2330 - 1330 Johor Tower English 2230 - 1600	124.700 MHZ (PRI) 121.050 MHZ (SRY) 118.150 MHZ	Within lateral limits of CTR: 3000 FT ALT - FL245. Elsewhere: 1500FT ALT - FL245 Also the controlling authority for Airspaces Below SECT 1 and 2 (Ref ENR 3.1) i AWY W401. ii. South of 50 DME SJ. iii. South of VMR DVOR/DME.

1	Unit Providing Service 2	Call Sign Languages HR 3	FREQ Purpose 4	Remarks 5
KOTA BHARU TERMINAL AREA Commencing from 062810N 1022700E, clockwise to an arc of 20NM radius from VKB DVOR/DME (060949N 1021851E) to 061710N 1023732E then to 054500N 1025025E thence along an arc of 40NM radius centered from VKB DVOR/DME to join Malaysian – Thai FIR boundary at 054501N 1014713E, thence along the FIR boundary to 062810N 1022700E	KUALA LUMPUR ACC	Lumpur Control (FL150 and above) English H24	132.6 MHZ	Within lateral limits of Kota Bharu CTR and Gong Kedak CTR: 4500FT ALT - FL245. Elsewhere: 3000FT ALT - FL245
	KOTA BHARU APPROACH	Kota Bharu Approach (4500FT ALT - FL140) English H24	120.85 MHZ (PRI) 130.3 MHZ (SRY)	
KUALA LUMPUR FIR **AREAS WITHIN THE SINGAPORE FIR FOR WHICH LUMPUR ACC IS RESPONSIBLE FOR PROVIDING ATS.**				
SOUTH CHINA SEA CORRIDOR Between a line from 023600N 1044500E to 022715N 1051750E 023641N 1051311E 024348N 1050854E 025010N 1051210E 031453N 1052619E 031727N 1052959E 033045N 1055130E 041312N 1071743E 043820N 1073315E 045203N 1074625E 045904N 1075525E 050012N 1080132E 045700N 1081619E 025050N 1091629E, in the south, and a line along 060000N in the north W of 105E FL 150 GND / SEA E of 105E FL 200 GND / SEA	KUALA LUMPUR ACC	Lumpur Control English H24	132.6 MHZ	Lumpur ACC shall be responsible for the provision of air traffic services to flights operating within the South China Sea Corridor.
		Lumpur Radio English H24	5655 KHZ 8942 KHZ 113696 KHZ	
SECTOR 1: That airspace contained within coordinates 011300N 1033000E, 012203N 1030209E thence along an arc of 50 DME SJ to 014529N 1031305E, 014225N 1031728E, thence along Johor TMA western bdry to 013022N 1033437E, 012600N 1034055E, thence along the Peninsular Malaysia and Singapore international BDRY to 011700N 1033600E, 011300N 1033000E. The Airspace herein is designated as follows: a) AREA 'B' (SJ DVOR/DME - 35 DME SJ) FL 245 3 000 FT ALT b) AREA 'D' (35 DME SJ - 45 DME SJ) FL 245 5 500 FT ALT c) AREA 'F' (45 DME SJ - 50 DME SJ) FL 245 9 500 FT ALT	*Singapore ACC	Singapore Radar English H24	133.25 MHZ (PRY) 135.8 MHZ (SRY)	*Controlling Authority Johor APP for airspaces BLW SECT 1 and 2. AWY W401, S of VMR DVOR *Note: In the event an acft in the areas is forced to make an Emergency descent which will penetrate Malaysian airspace, the pilot shall advise Singapore ATC immediately.*

1	Unit Providing Service 2	Call Sign Languages HR 3	FREQ Purpose 4	Remarks 5
AMPA TRIANGLE - OFF SHORE HELICOPTERS OPERATION AREA Area contained within arc of 50 NM FM BRU DVOR/DME (045229N 1145308E) anti clockwise FM 050600N 1140450E to 043300N 1140655E thence a straight line to 044700N 1135235E to 050500N 1135830E to 050600N 1140450E 3 000 FT ALT GND / SEA	Brunei Approach	Brunei Approach English	121.300 MHz 119.200 MHz	
MIRI TMA An area excluding AMPA Triangle, contained within positions commencing clockwise from 040214.24N 1145354.59E, a straight line to 034317.00N 1144031.10E then a straight line to 033913.94N 1140143.41E then along the arc of a circle 40 NM centred on WBGR ARP (041921N 1135914E) to 045918.96N 1140330.10E, then along the boundary of the Brunei TMA, 50 NM centred on 045228.50N 1145307.79E to 040214.24N 1145354.59E. FL 145 2500 FT ALT	MIRI APPROACH/ RADAR	MIRI APPROACH English	129.900 MHz (PRI) 122.700 MHz (SRY)	
SIBU TMA An area contained within positions commencing clock wise from 022830N 1123746E, thence along the arcof a circle 40NM centred on VSI VOR/DME 021448N 1120012E to 023216N 1112412E,Thence to 030430N 1113940E, thence along the arc of a circle 25NM centred on VMH VOR/DME (025334N 1120210E) to 030208N 1122540E, thence to 022830N 1123746E. 11 500 FT ALT 2 500 FT ALT	SIBU APPROACH	SIBU RADAR English 0000 - 0900 SIBU TOWER English 2200 - 1400	122.600 MHz (PRI) 124.400 MHz (SRY) 123.200 MHz	For hours before and after Sibu Radar operation hour, aircraft to contact Sibu Tower.
AREA WITHIN THE SINGAPORE FIR FOR WHICH KINABALU ACC IS RESPONSIBLE FOR PROVIDING ATS				
RNAV ROUTE M522/RNAV ROUTE M754 Within the lateral BDRYs of M522 / M754 in the Singapore FIR. FL 460 FL 135	KOTAKINABALU ACC	Kinabalu Radar English H24	126.100 MHz	Controlling Authority: KOTA KINABALU ACC

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Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Track MAG VOR RDL DIST (COP)	Upper limits / Lower limits or Minimum altitude[2] Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
B466						
▲ BATU ARANG DVOR / DME (VBA)						
031930N 1012739E	301° / 121°	FL 460 / 8 500 FT AMSL	20	↓		**Controlling Authority:** For portion between a) 10 MIN longitudinal separation b) Below FL190 within Kuala Lumpur TMA c) GUNIP – ANOKO: Highest useable level – FL270
△ SUKAT	30.6 NM	Class A				
033525N 1010112E	301° / 121°	9 000 FT				
▲ GUNIP	104.5 NM					BATU ARANG - GUNIP
042953N 0993150E	302° / 122°	FL 275 / 8 500 FT AMSL				Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)120.575 MHZ (SRY)132.55 MHZ
▲ TASEK (FIR BDRY)	86.6 NM	Class A				
051530N 0981800E	301° / 121°	9 000 FT	100			
△ BOSTI	67.8 NM					FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.80 MHZ (SRY)132.55 MHZ
055100N 0972000E	294° / 114°					
▲ TOSOK (FIR BDRY)	21.8 NM					
060000N 0970000E	294° / 114°					**Controlling Authority:** For portion between GUNIP - ANOKO
▲ SANOB	86.8 NM					
063510N 0954009E	294° / 114°					KUALA LUMPUR RADAR FREQ: (PRI)133.4 MHZ (PRI)125.775 MHZ (SRY)124.525 MHZ
	81.7 NM			↑		HF FREQ (5670 KHZ / 6556 KHZ / 11285 KHZ) and SATVOICE (short code 453302) are backup communication for the entire airspace.
▲ ANOKO (FIR BDRY)						
070812N 0942500E						

1.RNP = required navigation performance specification; RNAV = area navigation specification.
2.MEA = minimum en-route altitude; MOCA = minimum obstacle clearance altitude.
3.RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the Performance-based Navigation (PBN) Manual (Doc 9613).

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Track MAG VOR RDL DIST (COP)	Upper limits / Lower limits or Minimum altitude[2] Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
B469						
PEKAN DVOR/DME (VPK)						
▲ 032259N 1032524E	156° / 336°	FL 460 / 7 500 FT MSL	10	↓		
PADLI	15.0 NM	Class A				
△ 030918N 1033133E	156° / 336°	8 000 FT				
90 DME PU	17.0 NM					
▲ 025341N 1033830E	156° / 336°					
BIKTA (FIR BDRY)	11.0 NM					
△ 024336N 1034301E	156° / 336°					
MERSING DVOR/DME (VMR)	22.2 NM					
▲ 022318N 1035218E	176° / 356°	FL 460 / 3 000 FT MSL				
	28.0 NM	Class A				
30 DME PU		4 000 FT				
△ 015518N 1035500E	176° / 356°	FL 460 / 2 000 FT MSL				
AKOMA	10.0 NM	Class A				
△ 014522N 1035443E	176° / 356°	4 000 FT				
10 DME PU	10.0 NM					
△ 013523N 1035522E	176° / 356°	FL 460 / GND GND				
	10.0 NM	Class A			↑	
PAPA UNIFORM DVOR/DME (PU)		4 000 FT				
▲ 012524N 1035600E						

1.RNP = required navigation performance specification; RNAV = area navigation specification.
2.MEA = minimum en-route altitude; MOCA = minimum obstacle clearance altitude.
3.RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the Performance-based Navigation (PBN) Manual (Doc 9613).

ENR 6. EN-ROUTE CHARTS

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ENROUTE CHART - MALAYSIAN AIRSPACE

LEGEND

AERODROME

FLIGHT INFORMATION REGION (FIR)

NAME OF FIR — FIR KUALA LUMPUR
UPPER LIMIT — UNL
LOWER LIMIT — GND/WATER
UNIT PROVIDING SERVICE — ACC LUMPUR

TERMINAL CONTROL AREA (TMA)

NAME OF TMA — TMA KOTA KINABALU
UPPER LIMIT — FL 245
LOWER LIMIT — 3000FT ALT
UNIT PROVIDING SERVICE — LUMPUR APP

CONTROL ZONE (CTR)

NAME OF CTR — CTR KUCHING
AIRSPACE CLASSIFICATION — C
UPPER LIMIT — 3 000FT
RADIO FREQUENCY (IES) — 120.2

ATS ROUTE

ROUTE DESIGNATOR — P574
MAGNETIC TRACK — 032° 210°
DISTANCE IN NAUTICAL MILES
REQUIRED NAVIGATION PERFORMANCE — RNP 10
MINIMUM FLIGHT ALTITUDE (FT)/FLIGHT LEVEL — 7 000/FL 140

AREA NAVIGATION ROUTE (RNAV)

ROUTE DESIGNATOR — G 456
MAGNETIC TRACK — 059° 87
DISTANCE IN NAUTICAL MILES
VERTICAL LIMITS — FL 245

REPORTING POINT (REP)
COMPULSORY
ON REQUEST

ATS/MET REPORTING POINT (MRP)
COMPULSORY
ON REQUEST

RESTRICTED AIRSPACE
(P-PROHIBATED, R-RESTRICTED, D-DANGER)

IDENTIFICATION OF AREA — WMR 109
NATIONAL AREA — FL500
VERTICAL LIMIT — 6000 FT

VHF OMNIDIRECTIONAL RADIO RANGE (VOR)
COMPASS ROSE ORIENTED ON THE CHART TO MAGNETIC NORTH

NON - DIRECTIONAL RADIO BEACAN (NDB)

DISTANCE MEASURING EQUIPMENT (DME)

COLLOCATED VOR AND DME NAVIGATION AIDS (VOR/DME)

IDENTIFICATION FOR RADIO NAVIGATION AIDS (NAVAID)

NAME — PENANG
NAVAID, FREQUENCY, IDENTIFICATION OR CALL SIGN — VOR/DME 116.2 VPG
GEOGRAPHICAL COORDINATES — 05°16'45" N 100°15'39" E
ELEVATION OF DME SITE (TO THE NEAREST 30M) — 60M

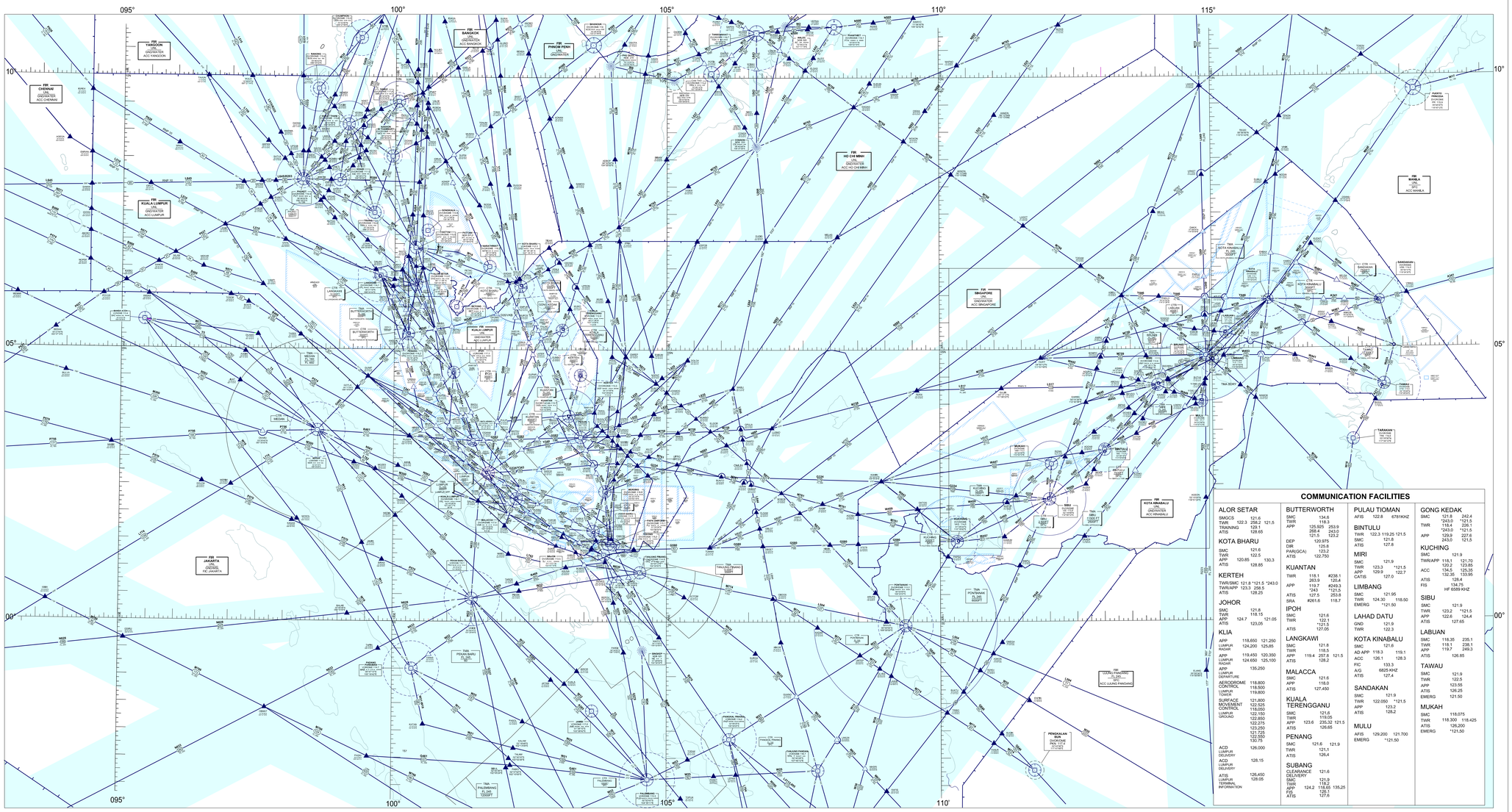
AREA MINIMUM ALTITUDE (AMA)

EACH 2° QUARDRILATERAL CONTAIN AN AREA MINIMUM ALTITUDE (AMA) WHICH REPRESENT THE LOWEST ALTITUDE WHICH MAY BE USED UNDER INSTRUMENT METEROLOGICAL CONDITION (IMC). THE AMA PROVIDES A MINIMUM CLEARANCE OF 1000 FEET (300METER) ABOVE ALL OBSTACLES IN THE QUADRILATERAL.
IT IS REPRESENTED IN THOUSANDS AND HUNDREDS OF FEET ABOVE MEAN SEA LEVEL
EXAMPLE : 3500 FEET — 3^{5}

CAUTION

CONSULT RESPECTIVE NOTAMS AND AIPS OF COUNTRIES CONCERNED FOR THE LATEST IMFORMATION
AND
CIVIL AVIATION AUTHORITY OF MALAYSIA DOES NOT ACCEPT RESPONSIBILITY FOR ANY ERRORS OF OMISSIONS IN THE INFORMATION SHOWN OUTSIDE OF FIR KUALA LUMPUR AND FIR KOTA KINABALU

CHIEF EXECUTIVE OFFICER
CIVIL AVIATION AUTHORITY OF MALAYSIA
MALAYSIA.



COMMUNICATION FACILITIES

ALOR SETAR
SMGCS 121.6
TWR 122.3 256.2 121.5
TRAINING 129.1
ATIS 129.65

KOTA BHARU
SMC 121.6
TWR 122.5
APP 120.85 130.3
ATIS 128.85

KERTEH
TWR/SMC 121.8 *121.5 *243.0
TWR/APP 123.3 258.5
ATIS 128.25

JOHOR
SMC 121.8
TWR 118.15
APP 124.1 121.05
ATIS 123.05

KLIA
APP 118.650 121.250
LUMPUR 124.200 125.85
MAGNAT
APP 119.450 120.350
LUMPUR 124.650 125.100
MAGNAT
APP 135.250
LUMPUR
DEPARTURE
AERODROME 118.800
CONTROL 118.500
LUMPUR 119.800
TOWER
SURFACE 121.800
MOVEMENT 122.525
CONTROL 118.050
LUMPUR 122.150
GROUND 122.850
122.275
123.250
121.725
122.425
130.75
ACD 126.000
LUMPUR
DELIVERY
ACD 126.15
LUMPUR
DELIVERY
ATIS 126.450
LUMPUR 128.05
TERMINAL
INFORMATION

BUTTERWORTH
SMC 134.6
TWR 118.3
APP 125.925 253.9
285.4 121.5
121.5 123.2
DEP 120.975
DIR 125.8
PAR(GCA) 123.2
ATIS 122.750

KUANTAN
TWR 118.1 #238.1
283.9 120.4
APP 119.7 #249.3
*243 *121.5
ATIS 127.5 253.8
SRA #261.6 118.7

IPOH
SMC 121.6
TWR 122.1
*121.5
ATIS 127.05

LANGKAWI
SMC 121.8
TWR 118.5
APP 119.4 257.8 121.5
ATIS 128.2

MALACCA
SMC 121.6
APP 118.0
ATIS 127.450

KUALA TERENGGANU
SMC 121.6
TWR 119.05
APP 123.6 235.32 121.5
ATIS 126.65

PENANG
SMC 121.6 121.9
TWR 121.1
ATIS 126.4

SUBANG
SUBANCE DELIVERY
SMC 121.9
TWR 118.0
APP 124.2 118.65 135.25
126.1
ATIS 127.6

PULAU TIOMAN
AFIS 122.8 6781KHZ

BINTULU
TWR 122.3 119.25 121.5
SMC 121.8
ATIS 127.8

MIRI
SMC 121.9
TWR 123.3 *121.5
APP 129.9 122.7
CATIS 121.0

LIMBANG
SMC 121.95
TWR 124.30 118.50
EMERG *121.50

LAHAD DATU
GND 121.9
TWR 122.3

KOTA KINABALU
SMC 121.6
AD APP 118.3 119.1
ACC 126.1 128.3
FIC 133.3
A/G 6825 KHZ
ATIS 127.4

SANDAKAN
SMC 121.9
TWR 122.050 *121.5
APP 123.2
ATIS 128.2

MULU
AFIS 129.200 121.700
EMERG *121.50

GONG KEDAK
SMC 121.9 242.4
TWR *118.1 121.5
*118.4 226.1
*243.0 *121.5
APP 129.9 227.6
243.0 121.5

KUCHING
SMC 121.9
TWR/APP 118.1 121.70
120.2 123.85
ACC 134.5 125.35
132.35 133.95
ATIS 128.4
FIS 134.75
HF 6589 KHZ

SIBU
SMC 121.9
TWR 123.2 *121.5
APP 122.6 124.4
ATIS 127.65

LABUAN
SMC 118.35 225.1
TWR 118.1 238.1
APP 119.7 248.3
ATIS 126.65

TAWAU
SMC 121.9
TWR 122.5
APP 123.55
ATIS 126.25
EMERG 121.50

MUKAH
SMC 118.075
TWR 118.300 118.425
ATIS 126.200
EMERG *121.50

CHANGES : AMEND SIBU CTR & SIBU TMA.

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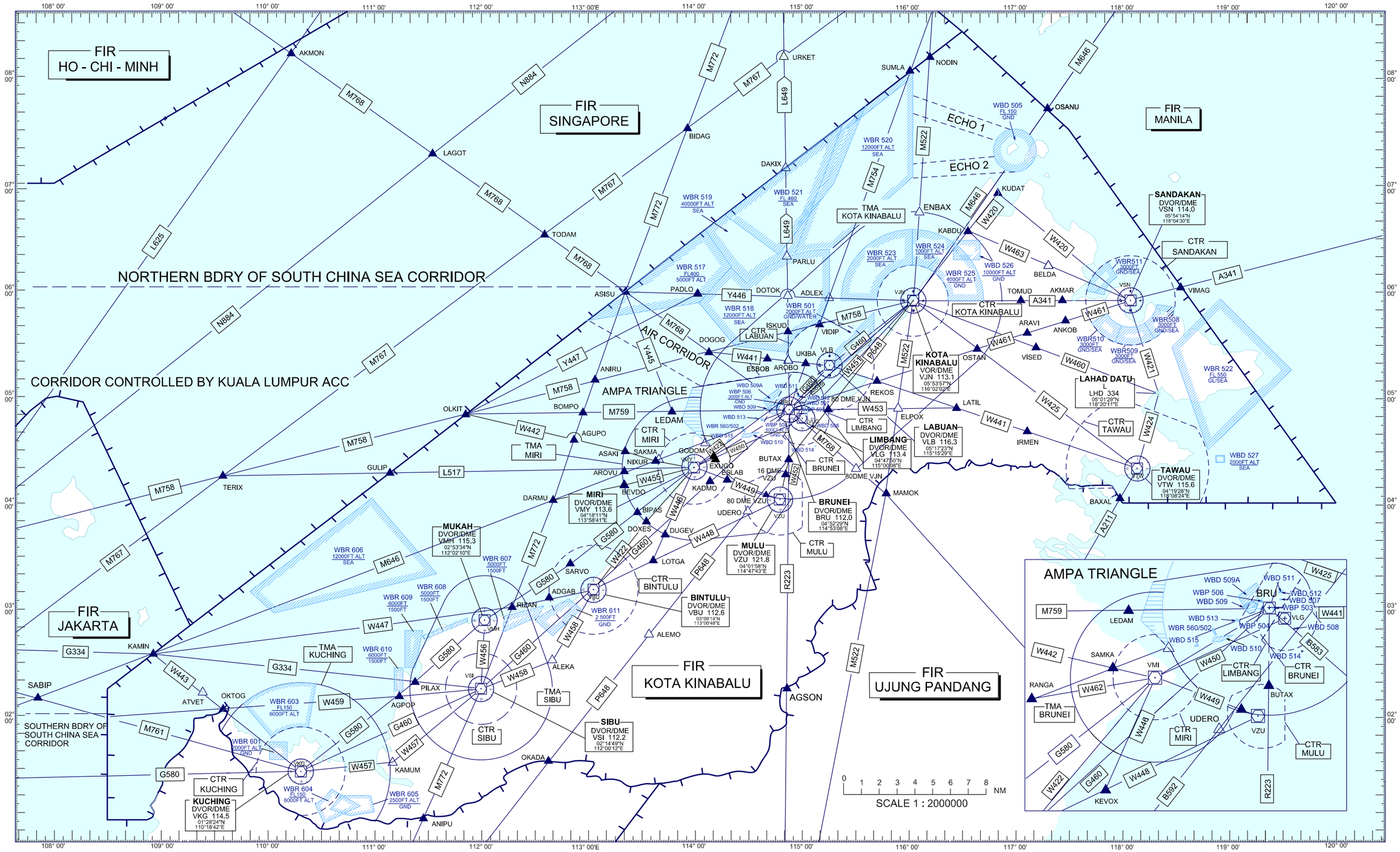
PROHIBITED, RESTRICTED AND DANGER AREAS - SABAH/SARAWAK



CHANGES : AMEND SIBU CTR & SIBU TMA.

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AD 1. AERODROMES - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1.1.1 INTRODUCTION

1.1.1.1 This section contains information on all aerodromes which are available for use in international and domestic aircraft operations. Section AD 1 gives a description relating to the use of aerodromes and the clearance formalities involved Section AD 2 contains information on the physical characteristics of aerodromes available for international and domestic operations.

1.1.1.2 The administration of most aerodromes is the responsibility of Malaysia Airports (Sepang) Sdn Bhd and Malaysia Airport Sdn Bhd (collectively referred to as "Malaysia Airports") in the States concerned. All airlines, aircraft operators and ground handlers that use the facilities and services at the airports/aerodromes under the management of Malaysia Airports are subject to the provisions of the Conditions of Use for KLIA and Conditions of Use for Designated Airports respectively.These Conditions of Use are available at the website: http://www.malaysiaairports.com.my.

1.1.1.3 Aerodromes marked as private or military are not available for public use, unless prior permission has been obtained from the owner or operator thereof.

1.1.1.4 As there is no heliports section AD 3 has been omitted.

1.1.2 APPLICABLE ICAO DOCUMENTS

1.1.2.1 ICAO Standards and Recommended Practices are applied in accordance with Annex 14.

1.1.3 CIVIL USE OF MILITARY AIR BASES

1.1.3.1 The following airfield are operated by the Malaysian Armed Forces:

a) Butterworth (RMAF)
TEL: 04-3204333, 3204368, 3232078.
04-3204355 (Approach)

b) Kuantan (RMAF)
TEL: 09-5384588 Ext. 3200/3201.
09-5385232 (Tower)

c) Kluang (Royal Malaysian Army Airwing)
TEL: 07-7716986, 07-7723611 Ext 7247
07-7718922 (Tower)

d) Labuan (RMAF)
TEL: 087-412236, 087- 412122 Ext. 2036/2037/2042
087-412459 (Tower/Approach)

e) Lumut (RMN)
TEL: 05-6803000 (OPERATOR),
05-6802311, 6802317 (RAJAWALI OPS),
05-6802310 (TOWER),
6802309 (FPO)

1.1.3.2 The following procedure is to be followed by civil aircraft wishing to enter military airfield:

i. All Malaysian civil registered aircraft are to submit their request PRO FORMA at least Two (2) working days prior to their planned departure and;
ii. All foreign civil registered aircraft to submit their request PRO FORMA at least Fourteen (14) days prior to their planned departure to the respective bases for operation as stated below:

a) **RMAF Airfield**
Pusat Operasi Tentera Udara
d/a Pangkalan Udara Kuala Lumpur
Jalan Lapangan Terbang Lama
50460 Kuala Lumpur.
TEL: 03 - 21484264
Telefax: 03 - 21420709

b) **Lumut Heliport (Royal Malaysian Navy)**
Markas Armada
d/a Pangkalan TLDM Lumut
32100 Lumut
Perak Darul Ridzuan.
TEL: 05 - 6802011

c) **Kluang Airfield (Royal Malaysian Army Airwing)**
Skn 881 Pasukan Udara Tentera Darat (PUTD)
Kem Mahkota
86000 Kluang
Johor Darul Takzim.
TEL: 07 - 7757261

1.1.4 Aerodrome Operating Minima

No	Aerodrome Name and Location Indicator	Traffic Density	Visibility (m)	RVR (m)
1.	KL International / Sepang Airport WMKK	High	800	550
2.	Penang International Airport WMKP	Medium	800	550
3	Kota Kinabalu International Airport WBKK	Medium	800	550
4	Kuching International Airport WBGG	Medium	800	550
5	Langkawi International Airport WMKL	Light	800	550
6	Miri Airport WBGR	Medium	800	550
7	Subang/Sultan Abdul Aziz Shah Airport WMSA	Light	800	550
8	Kota Bharu/Sultan Ismail Petra Airport WMKC	Light	800	550
9	Sibu Airport WBGS	Light	800	550
10	Labuan Airport WBKL	Light	800	550
11	Bintulu Airport WBGB	Light	800	550
12	Mukah WBGK	Light	800	550
13	Sandakan Airport WBKS	Light	800	550
14	Kuala Terengganu/Sultan Mahmud Airport WMKN	Light	800	550
15	Tawau Airport WBKW	Light	800	550
16	Kuantan Airport WMKD	Light	800	550
17	Malacca Airport WMKM	Light	800	550
18	Alor Setar/Sultan Abdul Halim Airport WMKA	Light	800	550
19	Ipoh/Ipoh Sultan Azlan Shah Airport WMKI	Light	800	550
20	Lahad Datu Airport WBKD	Light	1500	-
21	Limbang Airport WBGJ	Light	800	-
22	Kerteh Airport WMKE	Light	800	550

No	Aerodrome Name and Location Indicator	Traffic Density	Visibility (m)	RVR (m)
22	Johor Bahru/Senai Iinternational Airport WMKJ	Light	800	550

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

1.5.1 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name and Location Indicator	Status of Certification	Date of Certification	*Validity of Certification
KL International / Sepang WMKK	Certified	01 JUL 2025	31 DEC 2025
Kota Kinabalu International Airport WBKK	Certified	25 DEC 2023	24 DEC 2025
Penang International Airport WMKP	Certified	01 APR 2024	31 MAR 2026
Kuching International Airport WBGG	Certified	18 MAY 2023	17 MAY 2026
Langkawi International Airport WMKL	Certified	01 MAR 2025	29 FEB 2028
Johor Bahru/Senai International WMKJ	Certified	01 FEB 2025	31 JAN 2028
Miri Airport WBGR	Certified	20 JUL 2024	31 JAN 2026
Ipoh/Ipoh Sultan Azlan Shah Airport WMKI	Certified	18 MAR 2024	17 MAR 2026
Alor Setar/Sultan Abdul Halim Airport WMKA	Certified	24 OCT 2023	23 OCT 2025
Kota Bharu/Sultan Ismail Petra Airport WMKC	Certified	01 MAR 2022	28 FEB 2026
Kuala Terengganu/Sultan Mahmud Airport WMKN	Certified	20 JAN 2024	19 JAN 2026
Tawau Airport WBKW	Certified	21 NOV 2023	20 NOV 2026
Sandakan Airport WBKS	Certified	18 OCT 2024	31 OCT 2025
Bintulu Airport WBGB	Certified	13 APR 2022	12 APR 2026
Sibu Airport WBGS	Certified	22 OCT 2024	31 OCT 2025
Malacca Airport WMKM	Certified	01 APR 2025	31 MAR 2028
Limbang Airport WBGJ	Certified	19 MAY 2025	31 MAY 2027
Subang/Sultan Abdul Aziz Shah Airport WMSA	Certified	24 OCT 2024	31 OCT 2026
Kerteh Airport WMKE	Certified	02 APR 2023	01 APR 2025
Tanjung Manis WBTM	Certified	24 OCT 2024	31 OCT 2025
KUANTAN AIRPORT WMKD	Not certified	NIL	NIL
LABUAN WBKL	Certified	01 MAR 2025	31 AUG 2025
LAHAD DATU WBKD	Certified	18 MAY 2025	31 MAY 2027

Note: **Aerodrome Certificate issued by the Authority shall remain valid unless it is suspended, revoked or surrendered.*

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AD 2. AERODROMES

WMKA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKA - ALOR SETAR/SULTAN ABDUL HALIM

WMKA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	LAT 061140N LONG 1002403E Site: Opposite TWY C, distance approximately 153M from RWY centerline.
2	Direction and distance from (city)	Dist 8.5 KM North-East Brg 25°28'54.8475" from Telekom Tower
3	Elevation/Reference temperature	14 FT / 38° C
4	Geoid undulation at AD ELEV PSN	-13 M
5	MAG VAR/Annual change	0° West (2023) / - 0° 1' 26" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Sultan Abdul Halim Airport 06550 Alor Setar Kedah Darul Aman Malaysia TEL:+604 - 7142994 / +604 - 7146876 Telefax:+604 - 7145345 e-mail:masb_aor@malaysiaairports.com.my Http:www.malaysiaairports.com.my ATC Services: Civil Aviation Authority Of Malaysia. CAAM Complex, Sultan Abdul Halim Airport, 06550 Alor Setar, Kedah. TEL:+604 - 7145413 / +604 - 7145414 Telefax:+604 - 7143970 e-mail:wmka@caam.gov.my
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WMKA AD 2.3 OPERATIONAL HOURS

1	AD Operator	2230 - 1430 UTC Daily
2	Customs and immigration	Customs: 2200 - 1600UTC Immigration: By prior arrangement
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2200 - 1600 UTC Daily
6	MET Briefing Office	H24
7	ATS	2200 - 1600 UTC Daily
8	Fuelling	NIL
9	Handling	Aerodarat Services Sdn. Bhd. 2230 - 1430 Ground Team Red Sdn. Bhd. 2230 - 1430 Malindo Airways Sdn. Bhd 2230 - 1430
10	Security	H24
11	De-icing	NIL
12	Remarks	OPS beyond 1430 UTC to notify movements only,except for scheduled flights

WMKA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Prior arrangement with Malaysia Airlines.
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WMKA AD 2.5 PASSENGER FACILITIES

1	Hotels	In town
2	Restaurants	Airport Terminal
3	Transportation	Taxi
4	Medical facilities	Sultanah Bahiyah Hospital - 11 KM from airport Jitra Hospital - 13 KM from airport
5	Bank and Post Office	Auto Teller Machine (ATM) at airport Bank and Post Office in town
6	Tourist Office	In town.
7	Remarks	NIL

WMKA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - A333
4	Remarks	1) All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first - aid 2) Upgrading to higher category up to CAT 8 required prior arrangement notice within 7 days

WMKA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	-

WMKA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Southern Apron **Bay 1** Surface: Concrete (Rigid) Strength: PCR 517 / R / C / X / U Bay 2 Surface: Concrete (Rigid) Strength: PCR 801 / R / C / X / U Bay 3 Surface: Concrete (Rigid) Strength: PCR 150 / R / C / X / U Northern Apron Bay 4 **and** Bay 5 Surface: Concrete (Rigid) Strength: PCR 539 / R / C / W / U
2	Taxiway width, surface and strength	**Taxiway** A**,** Taxiway A/04**,** Taxiway B**,** Taxiway C **and** Taxiway D Width : 15 M Surface : Asphalt (Flexible) Strength : 2700 kg / no pressure limit Taxiway A/22 Width : 15 M Surface : Asphalt (Flexible) and Concrete (Rigid) Strength : PCR 448 / F / C / W / U and PCR 539 / R / C / W / U **Taxiway** E **& Taxiway** F Width : 23 M Surface : Concrete (Rigid) Strength : PCR 517 / R / C / W / U **Taxiway** H **&** J Width : 23 M Surface : Asphalt (Flexible) Strength : PCR 654 / F / C / X / U Apron Taxiway **(**Southern Apron**)** Width : 23 M Surface : Asphalt (Flexible) Strength : PCR 801 / R / C / X / U
3	Altimeter checkpoint location and elevation	Location: Southern Apron Elevation: 5M (16FT)
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKA-2-3)
6	Remarks	i) Bay 2 is to accommodate A330 and below with a wingspan no exceeding 60.3 M.All aircraft parked at this bay are power-in and push back (PIPB) mode. ii) TWY G,TWY K and TWY L are closed. iii) No taxiway shoulder at TWY E and TWY F

WMKA 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 all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Visual docking and guidance system (VDGS) for Bay 1 and 2. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY : Designation, threshold, side stripe, transverse stripe, centre line and turn pads markings. Touchdown zone and aiming point marking for RWY04 only. RWY LGT: Edge, threshold and end lights. Wing bar light for RWY 04 only TWY : Centre line,taxi side stripe,runway-holding position and transverse stripe markings. TWY LGT: Center line, exit and edge lights
3	Stop bars	NIL
4	Remarks	NIL

WMKA AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKAOB001	LOC antenna	061204.8N 1002432.3E	3.04 M / 10FT	Red obstruction lights	NIL
WMKAOB002	Hill - Bt. Tinggi	061241.7N 1002546.6E	453 FT (138.07 M)	Red obstruction lights	NIL
WMKAOB003	WDI	061103.8N 1002330.2E	25 M (82 FT)	Red & White, Red Obstruction Lights	NIL
WMKAOB004	Glide path aerial	061051.8N 1002331.2E	16.7 M / 55 FT	Red & White, Red Obstruction Lights	NIL
WMKAOB005	DVOR antenna	061108.4N 1002349.2E	10.4 M / 34 FT	Lighted	NIL
WMKAOB006	WDI	061149.5N 1002422.2E	25 M (82 FT)	Marked and lighted	NIL
WMKAOB007	Hill	061139.1N 1002615.1E	88.39 M	Not Lighted	Bukit Pinang
WMKAOB008	Telecom Tower	060727.8N 1002203.2E	543 FT (165.50 M)	Red Obstruction Lights	NIL
WMKAOB009	Hill	061115.1N 1001954.0E	752 FT (229 M)	Not Lighted	Gunung Keriang
WMKAOB010	Hill	061240.4N 002543.9E	505 FT (154 M)	Not Lighted	Bukit Tinggi
WMKAOB011	Hill	061803.6N 1002248.1E	997 FT (303.87 M)	Not Lighted	Bukit Tunjang
WMKAOB012	Hill	061701.3N 1002836.4E	1 423 FT (433.8 M)	Not Lighted	Bukit Payung

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKAOB013	Hill	061616.4N 1002800.9E	1 200 FT (384.6 M)	Not Lighted	Bukit Sapi
WMKAOB014	Building	060948.4N 1002212.4E	148 FT (45.11 M)	Red Obstruction Light	Arkib Negara
WMKAOB015	Building	061005.0N 1002213.0E	100 FT (30.84 M)	Red Obstruction Lights	Mosque

In Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	NIL

WMKA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ALOR SETAR / Sultan Abdul Halim
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO BAYAN LEPAS H24(0024 0606 1212 1818)
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	Charts, Tabular Form and Abbreviated Plain Language Text English
7	Charts and other information available for briefing or consultation	No briefing and consultation but charts available upon request
8	Supplementary equipment available for providing information	Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Alor Setar Control Tower
10	Additional information (limitation of service, etc.)	TEL: +604 - 7144212 Telefax:+604 - 7144212

WMKA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	42.50°	2745 x 45	PCR 654 / F / C / X / U Asphalt (Flexible)	THR coordinates 061050.34N 1002324.15E RWY end coordinates 061156.23N 1002424.45E GUND -12.9M	THR elevation: 12.3 FT TDZ elevation: 12.3 FT
22	222.50°	2745 x 45	PCR 654 / F / C / X / U Asphalt (Flexible)	THR coordinates 061156.23N 1002424.45E RWY end coordinates 061050.34N 1002324.15E GUND -13M	THR elevation: 14 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.007%	NIL	NIL	2925 x 280	Provided	RESA 90M x 90M
-0.008%	60 x 45	NIL	2925 x 280	NIL	RESA 90M x 90M

WMKA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	NU	NU	NU	2745	NIL
22	2745	2745	2805	2745	Landings are restricted to military training aircraft for Code A only

WMKA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	CAT I 900M LIH	Green Green	PAPI Left & Right Slope 3° 15M (49.2FT)	NIL	NIL	2745M,60M Variable White/ Yellow LIH	Red -	NIL	NIL

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
22	NIL	Green -	NIL	NIL	NIL	2745M,60M Variable White/ Yellow LIH	Red -	60M Red	NIL

WMKA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: Available on top of Control Tower, FLG Green and White 20 to 30 per minute IBN: Nil ON at night and during bad weather
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: At wind-direction indicator (WDI) RWY 04: 425 M from THR on left side, 145.5 M from runway centreline and lighted. RWY 22: 200 M from THR on left side, 88 M from runway centreline and lighted.
3	TWY edge and centre line lighting	Taxiway Edge - TWY A, B, C, D, E, F, H & J Taxiway Centre line - TWY H & J
4	Secondary power supply/switch-over time	Secondary power supply: Available to all AGL at AD Switch-over time: Maximum 15 seconds
5	Remarks	NIL

WMKA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

WMKA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ALOR SETAR CTR Area bounded by the northern boundary of Butterworth CTR and an arc of 20NM centred at 061207.00N 1002425.00E including the area bounded by a straight line tangential to the arc of the circle at a point 063143N 1002155.00E to Kampung Mata Ayer 064008.00N 1001655.00E then to Bukit Weh 062358.00N 1000755.00E.
2	Vertical limits	SFC to 10 000 FT AMSL.
3	Airspace classification	C
4	ATS unit call sign Language(s)	ALOR SETAR TOWER English
5	Transition altitude	11 000 FT AMSL

6	Remarks	NIL

WMKA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMGCS	ALOR SETAR GROUND	121.600 MHZ	2200 - 16:00	NIL
APP/TOWER	ALOR SETAR TOWER	122.300 MHZ 258.200 MHZ 121.500 MHZ		UHF reserved for Military use
TRAINING AREA	ALOR SETAR TOWER	129.100 MHZ		Use while operating in the training areas in WMKA CTR
ATIS	ALOR SETAR ATIS	128.650 MHZ		

WMKA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC	IAS	111.700 MHZ	H24	061204.91N 1002432.31E	26 FT (8 M)	LOC - 25 Watt
GP/DME		333.500 MHZ 54X		061054.66N 1002333.32E	60 FT (18 M)	RDH: 50 FT GP - 5 Watt DME - 100 Watt
DVOR/DME	VAS	113.600 MHZ 83X		061108.40N 1002349.20E		DVOR - 100 Watt DME - 100 Watt

WMKA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Local Circuit Procedures -

Left Hand RWY 04 1500FT QNH or 1000FT for light aircraft

2.20.2. All aircraft are not permitted to overfly within 1NM radius of 054953.01N 1002957.26E (Petronas Chemical Fertiliser, Gurun Kedah) at 1000FT and below.

2.20.3. Only military training aircraft for Code A are permitted to land at RWY 22 with ATC approval.

2.20.4. No aircraft operations on Taxiway A during runway occupied by A333.

2.20.5. **Arriving Aircraft Parking Arrangement**

2.20.5.1 No simultaneous aircraft movement are allowed at Bay 4 and Bay 5 either power-in and power-out at the apron.

2.20.5.2 Taxiing-in and taxiing-out for aircraft operation to / from Bay 4 is allowed via Taxiway F only.

2.20.5.3 Taxiing-in and taxiing-out for aircraft operation to / from Bay 5 is allowed via Taxiway E only.

WMKA AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKA AD 2.22 FLIGHT PROCEDURES

2.22.1. Communication failure procedures as per AIP Malaysia ENR 1.6 - 3 Para 1.6.2.1.

WMKA AD 2.23 ADDITIONAL INFORMATION

2.23.1. Bird Concentration In the vicinity of the airport

2.23.1.1 Presence of birds on runway and grass area. Pilots to exercise caution while landing and take-off.

2.23.2. All aircraft are not allowed to make locked wheel turn on the runway.

2.23.3. Holding areas for IFR implemented.

NO.	HOLDING/FIX/WPT COORDINATES	INDB TR (°MAG)	Direction of PTN	MAX IAS (KTs)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) DIST OUBD
1	OMKIK RDL 267/D13 VAS 061023.91N 1001047.34E	087°	L	230	3500 FT	1
2	BIDAL RDL 285/7D VAS 061256.88N 1001703.52E	214°	R	230	2500 FT	1
3	*PAYAR RDL 223/D17 VAS 055836.77N 1001213.11E	042°	L	240	2500 - 8000 FT	1

WMKA AD 2.24 CHARTS RELATED TO AN AERODROME

WMKB AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKBOB001	Telecom Mast	052346.1N 1002424.8E	HGT 400FT	LGTD	BRG 168°, 4.4 NM fm ARP
WMKBOB002	High Tension Mast/ Pylon		HGT 100FT		East of airfield running North/South 4NM fm ARP
WMKBOB003	Building		HGT 110FT		BRG 185°, 4.5NM fm ARP
WMKBOB004	TELECOM TOWER	052345.7N 1002425.3E	HGT 300FT AMSL	LGTD at night	BRG 168° dist 4.5NM fm ARP
WMKBOB005	Two high Mast		HGT 300FT	LGTD at night	Erected BRG 170°, 3.3NM fm airfield
WMKBOB006	HF ANTENNA	052728.7N 1002337.3E	HGT 105FT AMSL	Marked LGTD	
WMKBOB007	ILS GP Transmitter		HGT 59.5FT	Marked LGTD	Erected East of RWY APRX 278FT. from RWY edge 1000FT from THR RWY 36
WMKBOB008	LOC ANTENNA	052846.1N 1002331.2E	HGT 12FT	Marked LGTD	
WMKBOB009	BUILDING	052907.8N 1002326.2E	HGT 100FT		Erected at final path RWY 18 and 970M from THR RWY 18

In Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	NIL

WMKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO BUTTERWORTH
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO BUTTERWORTH H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	TREND Hourly
5	Briefing/consultation provided	Provided
6	Flight documentation Language(s) used	Charts, Tabular Form and Abbreviated Plain Language Text English

7	Charts and other information available for briefing or consultation	Flight Level Wind/Temp FL050, FL100, FL140, FL180, FL240, FL270, FL300, FL320, FL340, FL360, FL390, FL410, FL450 and FL530, SIGWX, Volcanic Ash/Tropical Cyclone Advisory Bulletin, SIGMET, AIRMET, Aerodrome Warning, METAR Bulletin, ARFOR, FIFOR, ROFOR, WMKB Take-Off Data, Area QNH for Kuala Lumpur FIR and Kota Kinabalu FIR, Radar and Satellite Pictures.
8	Supplementary equipment available for providing information	Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Butterworth APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +604 - 3314633 Telefax:+604 - 3319897

WMKB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	184°	2438 x 45	LCN 80 Asphalt	NIL	9FT
36	004°	2438 x 45	LCN 80 Asphalt	NIL	10FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	263	NIL	2558 x 300	NIL	NIL
NIL	263	NIL	2558 x 300	NIL	NIL

WMKB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	2438	2438	2701	2438	NIL
36	2438	2438	2701	2438	NIL

WMKB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SAL	Green	PAPI on both side of RWY GP set to 3°	NIL	NIL	High intst white Omni with last 2000ft amber	Rwy End - Red WBAR - Green	NIL	NIL
36	HIAL	Green	PAPI on both side of RWY GP set to 3°	NIL	NIL	High intst white Omni with last 2000ft amber	Rwy End - Red WBAR - Green	NIL	NIL

2.20.4.2 When Bay 1A, Bay 1B, Bay H1 is occupied, no aircraft is allowed to be parked at Bay 1 and vice verse

2.20.4.3 No simultaneous aircraft movement is allowed either power-in, push back and power-out at the main apron

2.20.4.4 Taxiing -in and taxiing-out for helicopter operation to / from Bay H1 is allowed via Taxiway A only

WMKI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKI AD 2.22 FLIGHT PROCEDURES

2.22.1 DME Arrival Procedures For Ipoh / Sultan Azlan Shah Airport

RADIAL/TRACK	NAVAID	DME CHECK POINT	MNM IFR ENROUTE ALTITUDE	AFTER Passing ..... DME/VIH DESCEND to ..... FT on QNH	REMARKS
W532 At 22 DME VIH intercept RDL 220/040°	VIH DVOR/ DME	Not Required	7000 FT	22 ↓ 3200	Make Standard Instrument Approach or as directed by ATC

2.22.2 Procedures For VFR Flights Within Ipoh CTR

a) Arrivals and Departures

VFR flights shall comply with the VFR Lanes procedures as per AIP Malaysia ENR section, page 3.5-8 and 3.5-9

b) Transiting Flights

VFR flights transiting Ipoh CTR via Teluk Intan / Beruas shall track ‘West of Perak River’. Position report shall be made at positions ‘Abeam Kg. Gajah’ and ‘Abeam Kg. Bota Kanan’. Acft may be instructed to hold at Beruas or Kg. Gajah or to operate at 1000FT when required for separation purposes with other arriving and departing acft at Ipoh Airport.

WMKI AD 2.23 ADDITIONAL INFORMATION

2.23.1. Pilot to exercise caution on birds concentration area in the vicinity of approach Runway 04.

2.23.2. All aircraft are not allowed to make locked wheel turn on the runway.

WMKI AD 2.24 CHARTS RELATED TO AN AERODROME

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSTION ALTITUDE
11000 FT

IPOH/SULTAN AZLAN SHAH (WMKI)

RNAV (GNSS) RWY 04
GUMDA 2E NITIS 2E SOTRO 2E
MINOP 2E TEPUS 2E DUDAD1E

TABULAR DESCRIPTION

TEPUS TWO (2) ECHO ARRIVAL (FROM AIRWAY A457)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	TURN DIRECTION	DISTANCE (NM)	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAV. SPEC
IF	TEPUS	-	-	-	-	7000	-	-	-
TF	IRSEP	-	039°	R	16.4	3000	-	-	RNAV 1
TF	IKILI	-	042°	-	5.0	2000	-	-	RNAV 1

DUDAD ONE (1) ECHO ARRIVAL (FROM AIRWAY W545)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	TURN DIRECTION	DISTANCE (NM)	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAV. SPEC
IF	DUDAD	-	-	-	-	6000	-	-	-
TF	MARDI	-	004°	-	5.3	5000	-	-	RNAV 1
TF	URKEV	-	347°	L	10.3	3000	-	-	RNAV 1
TF	IKILI	-	332°	L	5.0	2000	-	-	RNAV 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
URKEV	04°22'25.39" N	101°01'34.25" E
IKILI (IF)	04°26'50.17" N	100°59'10.67" E
IRSEP	04°23'03.75" N	100°55'52.37" E
UKEGI	04°28'40.35" N	100°54'31.08" E
OLSIG	04°42'12.12" N	100°56'27.51" E
MARDI	04°12'22.39" N	101°03'58.79" E
NITIS	04°59'04.81" N	100°55'00.12" E
SOTRO	04°55'54.86" N	100°49'26.16" E
TEPUS	04°10'13.00" N	100°45'33.00" E
MINOP	04°51'50.71" N	100°45'05.03" E
GUMDA	05°00'11.37" N	100°57'59.28" E
DUDAD	04°07'05.50" N	101°03'35.85" E
KI512	04°47'23.48" N	100°50'20.32" E

CHANGES : AMEND NITIS COORDINATES

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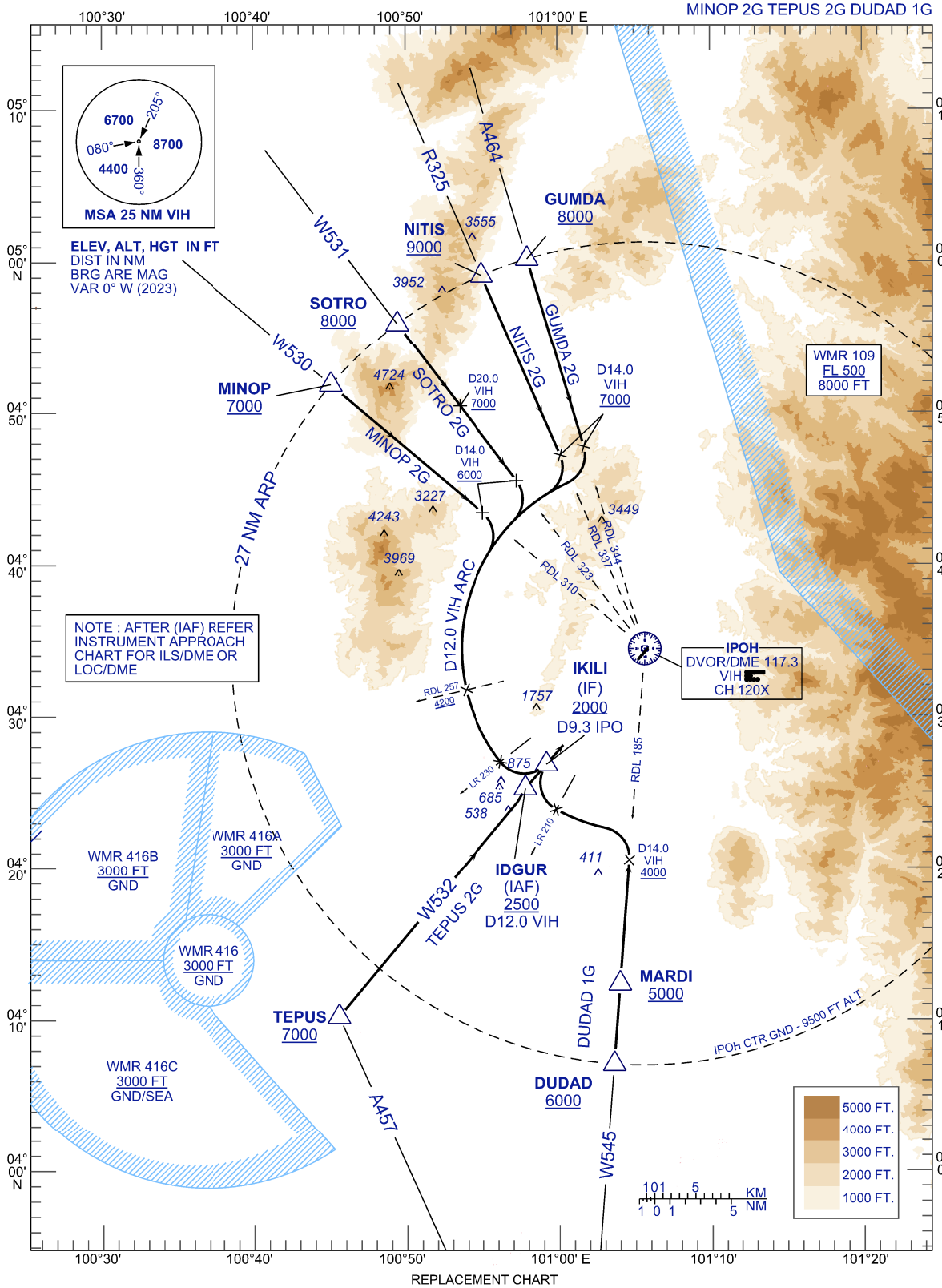
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSTION ALTITUDE 11000 FT

TWR	122.10
SMC	121.60
ATIS	127.05

IPOH/SULTAN AZLAN SHAH (WMKI)

RWY 04 (VOR/DME ARC)
GUMDA 2G NITIS 2G SOTRO 2G
MINOP 2G TEPUS 2G DUDAD 1G



REPLACEMENT CHART

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSTION ALTITUDE
11000 FT

IPOH/SULTAN AZLAN SHAH (WMKI)

RWY 04 (VOR/DME ARC)
GUMDA 2G NITIS 2G SOTRO 2G
MINOP 2G TEPUS 2G DUDAD 1G

AERONAUTICAL DATA TABULATION

DESIGNATOR	STAR DESCRIPTION
GUMDA 2G	FROM GUMDA TRACK INBOUND ON RDL 344 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APPROACH RWY 04.
NITIS 2G	FROM NITIS TRACK INBOUND ON RDL 337 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC VOR FOR ILS DME OR LOC/DME APP RWY 04.
SOTRO 2G	FROM SOTRO TRACK INBOUND ON RDL 323 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APP RWY 04.
MINOP 2G	FROM MINOP TRACK INBOUND ON RDL 310 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APP RWY 04.
TEPUS 2G	FROM TEPUS TRACK INBOUND ON RDL 221 VIH TO IDGUR FOR STRAIGHT IN APP RWY 04.
DUDAD 1G	FROM DUDAD TRACK INBOUND ON RDL 185 VIH, AT D14.0 TURN LEFT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APP RWY 04.

WAYPOINT LIST

FIX / POINT	REFERENCE TO VIH VOR/DME	COORDINATES
IDGUR (IAF)	RDL 221/D12 .0	04° 25' 16.20" N 100° 57' 48.36" E
MARDI	RDL 185/D22.0	04° 12' 22.39" N 101° 03' 58.79" E
NITIS	RDL 337/D26.8	04° 59' 04.81" N 100° 55' 00.12" E
SOTRO	RDL 323/D26.8	04°55' 54.86" N 100°49' 26.16" E
TEPUS	RDL 220/D31.4	04° 10' 13.00" N 100° 45' 33.00" E
MINOP	RDL 310/D26.9	04° 51' 50.71" N 100° 45' 05.03" E
GUMDA	RDL 344/D26.8	05° 00' 11.37" N 100° 57' 59.28" E
DUDAD	RDL 185/D27.3	04° 07' 05.50" N 101° 03' 35.85" E

CHANGES : AMEND NITIS COORDINATES

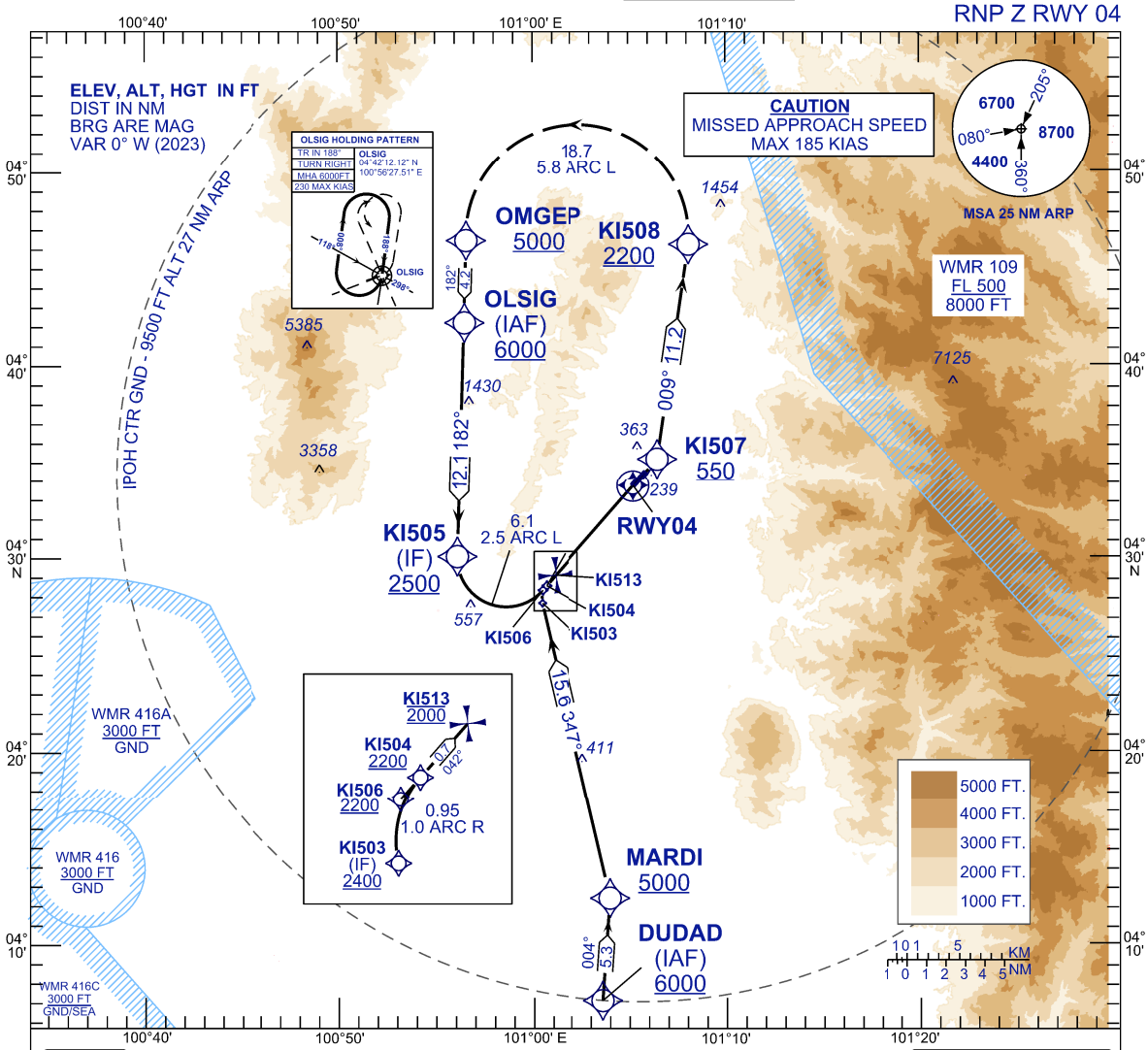
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 131 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 131 FT

TWR	122.10
SMC	121.60
ATIS	127.05

IPOH/SULTAN AZLAN SHAH (WMKI)

RNP Z RWY 04

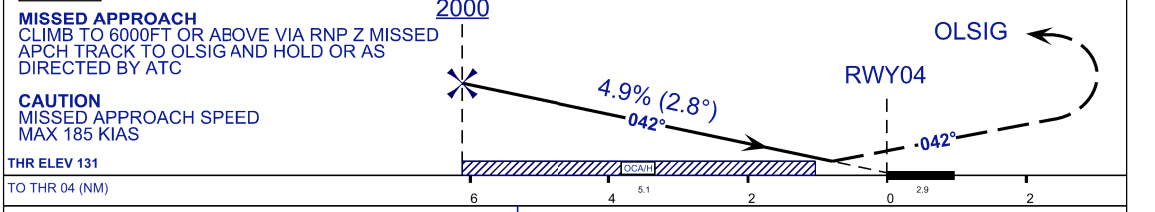


TCH 53	
VPA 2.8°	

TRANSITION LEVEL FL 130
TRANSITION ALT 11000

MISSED APPROACH
CLIMB TO 6000FT OR ABOVE VIA RNP Z MISSED APCH TRACK TO OLSIG AND HOLD OR AS DIRECTED BY ATC

CAUTION
MISSED APPROACH SPEED
MAX 185 KIAS



STRAIGHT IN-APPROACH	OCA (H)	
CATEGORY OF AIRCRAFT	C	D
RNP 0.3	**488** (357)	
CIRCLING AND ALTERNATE N/A		

AUTHORIZATION REQUIRED

NOTES

1) APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPRETURE BELOW 15°C OR ABOVE 40°C.
2) RF REQUIRED.
3) WMKI ALTIMETER SETTING REQUIRED.
4) GNSS REQUIRED.
5) PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.
6) RNP 0.30 FROM IAFS TO KI507.
7) RNP 0.50 FROM KI507 TO KI504

DISTANCE IN NM. BEARING ARE MAGNETIC. ELEVATION IN FEET AMSL.

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 131 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 131 FT

IPOH/SULTAN AZLAN SHAH (WMKI)

RNP Z RWY 04

TABULAR DESCRIPTION

DUDAD TRANSITION

SEQ	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK/ DISTANCE OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
010	IF	DUDAD	-	N	IAF	-	-	+6000	-	-	-
020	TF	MARDI	-	N	-	004°M / 5.3NM	-	+5000	-	-	0.3
030	TF	KI503	-	N	IF	347° M/15.6NM	L	+2400	-	-	0.3
040	RF	KI504	RKI01	N	-	1.0NM RF /0.95NM	R	+2200	-	-	0.3
050	TF	KI513	-	N	-	042°M / 0.7NM	-	@2000	@185	-	0.3

OLSIG TRANSITION

SEQ	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK/ DISTANCE OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
010	IF	OLSIG	-	N	IAF	-	-	+6000	-	-	-
020	TF	KI505	-	N	IF	182° M/12.1NM	-	+2500	-	-	0.3
030	RF	KI506	RKI02	N	-	2.5 NM RF / 6.1NM	L	+2200	@185	-	0.3
040	TF	KI513	-	N	-	042° M/1.0NM	-	@2000	@185	-	0.3

FINAL AND MISSED APPROACH

SEQ	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK/ DISTANCE OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
010	IF	KI513	-	N	FAF	-	-	@2000	@185	-	0.3
020	TF	RWY04	-	Y	LTP/FTP	042° M/6.1NM	-	+184	-	-2.80°	0.3
030	TF	KI507	-	N	-	042° M/1.9NM	-	+550	-	-	0.3
040	TF	KI508	-	N	-	009° M/11.2NM	L	+2200	-185	-	0.5
050	RF	OMGEP	RKI03	N	-	5.8 NM RF /18.7NM	L	+5000	-185	-	1.0
060	TF	OLSIG	-	Y	-	182° M / 4.2NM	-	+6000	-	-	1.0
070	HM	OLSIG	-	Y	-	188°/1 MIN	R	+6000	-230	-	1.0

CHANGES : IN TABULAR DISCRIPTION OLSIG TRANSITION, AMEND ALT +5000 FT TO READ AS +6000 FT.
IN TABULAR DISCRIPTION FINAL AND MISSED APPROACH,
AMEND TRACK DISTANCE : 5.9 NM RF/21.9 NM TO READ AS 5.8 NM RF/ 18.7 NM,
ARC DIRECTION SEQ 040 R TO READ AS L
ARC DIRECTION SEQ 050 - TO READ AS L.

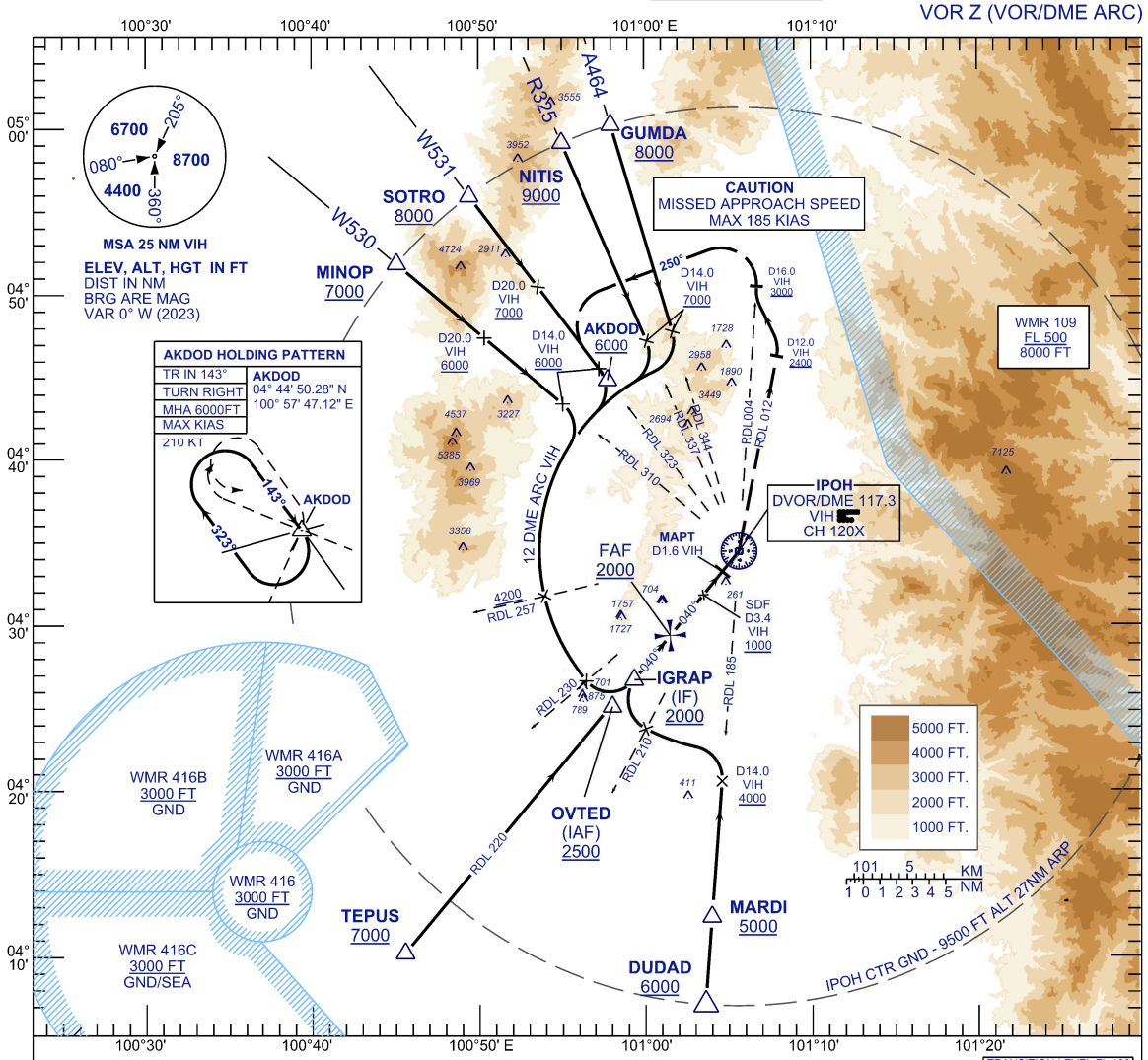
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 131 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 131 FT

TWR	122.10
SMC	121.60
ATIS	127.05

IPOH/SULTAN AZLAN SHAH (WMKI)

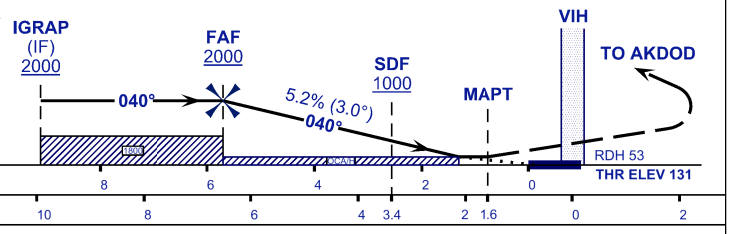
RWY04
VOR Z (VOR/DME ARC)



MISSED APPROACH
AT MAPT DIRECT TO VIH THEN TURN LEFT
ON RDL 012 VIH, AT D12.0 VIH TURN LEFT TO INTERCEPT
RDL 004 VIH, AT D16.0 VIH TURN LEFT ON TR 250°
TO INTERCEPT RDL323 VIH TO AKDOD
AT OR ABOVE 6000FT OR AS DIRECTED BY ATC

CAUTION
MISSED APPROACH SPEED
MAX 185 KIAS

TRANSITION LEVEL FL 130
TRANSITION ALT 11000



	OCA (H)			
CATEGORY OF AIRCRAFT	A	B	C	D
VOR / DME	**600** (469)			

DME VIH	NM	6.5	5.5	4.5	3.5	2.5	1.5
DIST THR / RW04	NM	5.7	4.7	3.7	2.7	1.7	0.7
ALTITUDE	FT	2000	1680	1362	1043	724	404

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAF-MAPT(4.9 NM)	MIN:SEC	3:42	2:58	2:28	2:07	1:51	1:39
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	640	740	850	960

REPLACEMENT CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 131 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 131 FT

IPOH/SULTAN AZLAN SHAH (WMKI)
RWY04
VOR Z (VOR/DME ARC)

AERONAUTICAL DATA TABULATION

FIX / POINT	REFERENCE TO VIH VOR/DME	COORDINATES
OVTED (IAF)	RDL 220/D12.0	04°25'04.82" N 100°58'01.89" E
MARDI	RDL 185/D22.0	04°12'22.39" N 101°03'58.79" E
NITIS	RDL 337/D26.8	04°59'04.81" N 100°55'00.12" E
SOTRO	RDL 323/D26.8	04°55'54.86" N 100°49'26.16" E
TEPUS	RDL 220/D31.4	04°10'13.00" N 100°45'33.00" E
MINOP	RDL 310/D26.9	04°51'50.71" N 100°45'05.03" E
GUMDA	RDL 344/D26.8	05°00'11.37" N 100°57'59.28" E
AKDOD	RDL 323/D13.0	04°44'50.28" N 100°57'47.12" E
IGRAP (IF)	RDL 220/D9.9	04°26'41.56" N 100°59'20.66" E
FAF	RDL 220/D6.5	04°29'20.80" N 101°01'30.35" E
MAPT	RDL 220/D1.6	04°33'11.61" N 101°04'38.35" E
VIH VOR/DME	117.30MHZ / CH120X	04°34'25.00" N 101°05'38.14" E
DUDAD	RDL 185/D27.3	04° 07' 05.50" N 101° 03' 35.85" E

CHANGES : AMEND NITIS COORDINATES

WMKJ AD 2.22 FLIGHT PROCEDURES

2.22.1 DME Arrival Procedures For Johor Bahru / Senai International Airport.

RADIAL/TRACK	NAVAID	DME CHECK POINT	MNM IFR ALTITUDE	AFTER Passing ..... DME/VJB DESCEND to ..... FT on QNH	REMARKS
R-275/095°	VJB	Not Required	5000FT	14 ↓ 3500	From overhead VJB VOR make Standard Instrument Approach or as directed by ATC. Note: Level restriction to cross 25 DME VJB North 6000FT or below for arrivals on W534, A457 and R325.
R-297/117°	VJB	Not Required	5000FT	8 ↓ 3500	
R-016/196°	VJB	Not Required	6000FT	20 ↓ 5000 8 ↓ 3500	
R-319/139°	VJB	Not Required	6000FT	20 ↓ 5000 8 ↓ 3500	

WMKJ AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird Concentration In The Vicinity Of The Airport

2.23.1.1 Presence of birds on runway and grass area. Pilots to exercise caution while landing and take-off.

2.23.2 Ununiform gap of RWY centre line markings.

2.23.2.1 Ununiform gap of RWY centre line markings at the extended portion of RWY 34 approximately 500 M.

WMKJ AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME PARKING/DOCKING CHART - ICAO

APRON ELEV
40 M

SMC	121.80 MHZ
TWR	118.15 MHZ
APP	124.70 MHZ
	121.05 MHZ
ATIS	123.05 MHZ

JOHOR BAHRU SENAI INTERNATONAL AIRPORT

ELEVATIONS AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

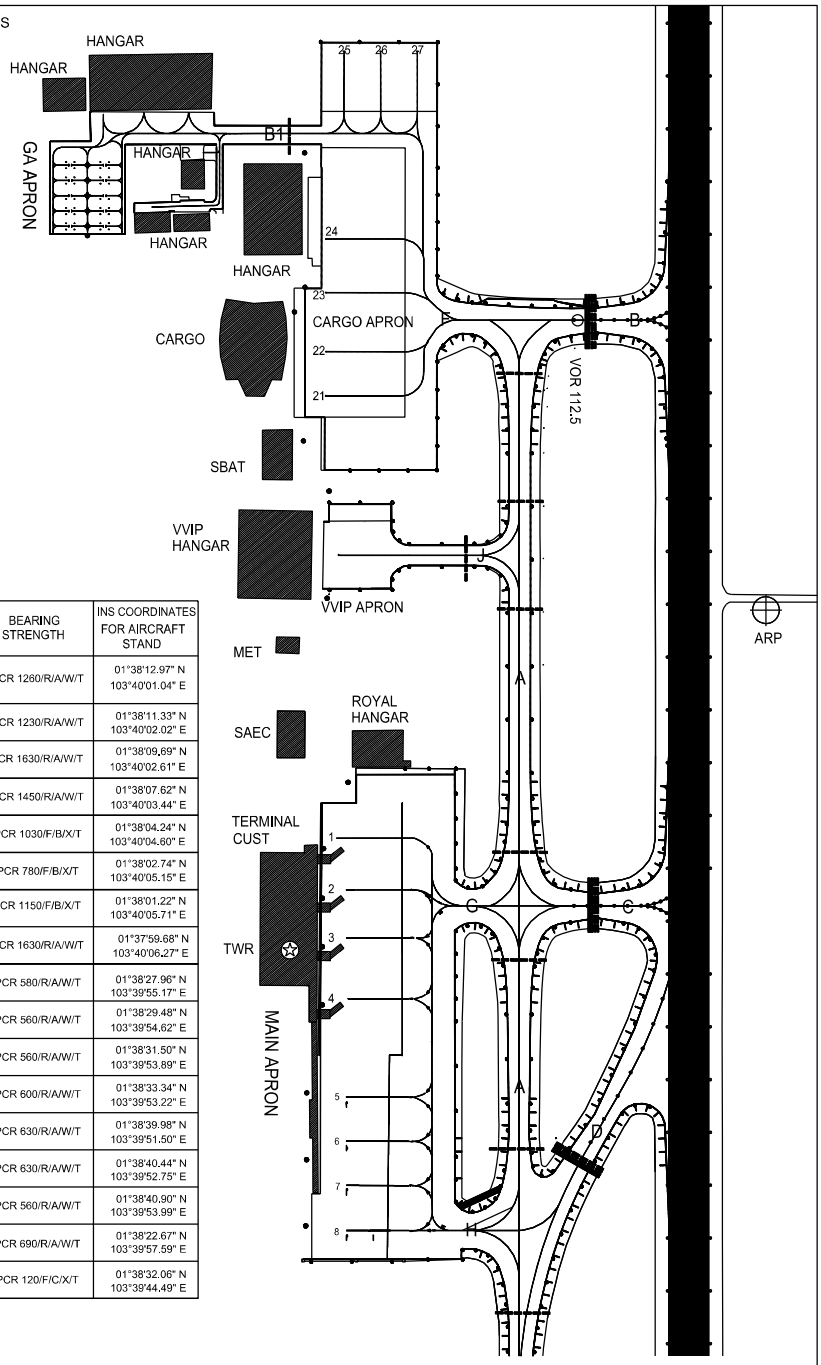
N

VAR 0.01° E - 2020

ANNUAL RATE
OF CHANGE +0° 1' E

TAXIWAY A,B,C,D,E,F,G,H AND J 23M WIDE
TAXIWAY B1 21M WIDE
TERMINAL APRON TAXIWAY 59.1M WIDE
CARGO APRON TAXIWAY 50M WIDE

LEGEND	
	TAXIWAY EDGE LIGHT
	RUNWAY EDGE LIGHT
	TAXIWAY LEAD-IN LIGHT
	APRON FLOOD LIGHT
	INTERMEDIATE HOLDING POSITION
	RUNWAY- HOLDING POSITION



BAY NUMBER	AIRCRAFT TYPE	SURFACE TYPE	BEARING STRENGTH	INS COORDINATES FOR AIRCRAFT STAND
1	B744, A359, A346, A358, B773, A333, A343, B789, B772, B763 B39M, A21N, AT76 OR SMALLER	RIGID/ CONCRETE	PCR 1260/R/A/W/T	01°38'12.97" N 103°40'01.04" E
2	B39M, A21N, AT76 OR SMALLER	RIGID/ CONCRETE	PCR 1230/R/A/W/T	01°38'11.33" N 103°40'02.02" E
3	B39M, A21N, AT76 OR SMALLER	RIGID/ CONCRETE	PCR 1630/R/A/W/T	01°38'09.69" N 103°40'02.61" E
4	A333, B39M, A21N, AT76 OR SMALLER	RIGID/ CONCRETE	PCR 1450/R/A/W/T	01°38'07.62" N 103°40'03.44" E
5	B39M, A21N, AT76 OR SMALLER	FLEXIBLE/ ASPHALT	PCR 1030/F/B/X/T	01°38'04.24" N 103°40'04.60" E
6	B39M, A21N, AT76 OR SMALLER	FLEXIBLE/ ASPHALT	PCR 780/F/B/X/T	01°38'02.74" N 103°40'05.15" E
7	B39M, A21N, AT76 OR SMALLER	FLEXIBLE/ ASPHALT	PCR 1150/F/B/X/T	01°38'01.22" N 103°40'05.71" E
8	B39M, A21N, AT76 OR SMALLER	RIGID/ CONCRETE	PCR 1630/R/A/W/T	01°37'59.68" N 103°40'06.27" E
21	B39M, A21N, AT76 OR SMALLER	RIGID/ CONCRETE	PCR 580/R/A/W/T	01°38'27.96" N 103°39'55.17" E
22	B39M, A21N, AT76 OR SMALLER	RIGID/ CONCRETE	PCR 560/R/A/W/T	01°38'29.48" N 103°39'54.62" E
23	B744, B39M, A21N OR SMALLER	RIGID/ CONCRETE	PCR 560/R/A/W/T	01°38'31.50" N 103°39'53.89" E
24	B39M, A21N OR SMALLER	RIGID/ CONCRETE	PCR 600/R/A/W/T	01°38'33.34" N 103°39'53.22" E
25	B39M, A21N OR SMALLER	RIGID/ CONCRETE	PCR 630/R/A/W/T	01°38'39.98" N 103°39'51.50" E
26	B39M, A21N OR SMALLER	RIGID/ CONCRETE	PCR 630/R/A/W/T	01°38'40.44" N 103°39'52.75" E
27	B39M, A21N OR SMALLER	RIGID/ CONCRETE	PCR 560/R/A/W/T	01°38'40.90" N 103°39'53.99" E
VVIP APRON	B738 OR SMALLER	RIGID/ CONCRETE	PCR 690/R/A/W/T	01°38'22.67" N 103°39'57.59" E
GA APRON	PC-12 OR SMALLER	FLEXIBLE/ ASPHALT	PCR 120/F/C/X/T	01°38'32.06" N 103°39'44.49" E

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only.

2.20.3.4 No simultaneous aircraft movement are allowed between Bay 1, Bay 1A and Bay 2

2.20.3.5 Arriving scheduled aircraft or non-scheduled aircraft will be allocated a parking stand / bay number prepared by Operations Unit of Malaysia Airports.

2.20.3.6 Upon entering the main apron, pilot shall look-out for marshaller (if required) to guide aircraft to the assigned parking stand.

2.20.3.7 All type of aircraft taxiing out from the main apron and Holding Bay B shall taxi on minimum power until they are established to the runway.

2.20.4 Arriving Aircraft Parking Arrangement at General Aviation (GA) Apron

2.20.4.1 Parking at the GA apron.

a) Bays R1, R2, R3 and R4 - Power in and power out mode.

2.20.4.2 No simultaneous aircraft movements are allowed between Bays R1, R2, R3 and R4.

2.20.4.3 Aircraft operators shall make their own arrangement if marshalling service is required.

2.20.4.4 No aircraft movement is allowed at Bays R1, R2, R3, R4 when aircraft are pushed back from Bay 1A to aircraft stand taxilane A1 and vice versa.

2.20.5 Arriving Aircraft Arrangement at Holding Bay B

2.20.5.1 Turbo propeller aircrafts C130 and below are allowed to hold at Holding Bay B with proper coordination and arrangement with the ATC and the Operations Unit of Malaysia Airports.

2.20.5.2 The aircraft shall hold at the runway holding position marking and the engine shall not be turned off.

2.20.6 Helipad

2.20.6.1 Helipad - not available. Pilot to follow ATC instructions for parking bay prepared by Operations Unit of Malaysia Airports.

2.20.7 Removal of Aircraft.

2.20.7.1 Removal of a disabled aircraft is the responsibility of the aircraft owner or aircraft ground handler or airport operator. In the case of a reportable accident, the permission of the Chief Inspector, Air Accidents Investigation Bureau (AAIB), Ministry of Transport is required prior to the removal.

WMKM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKM AD 2.22 FLIGHT PROCEDURES

2.22.1 PROCEDURES FOR VFR FLIGHTS WITHIN MALACCA CONTROL ZONE

2.22.1.1 All VFR flights shall be conducted in accordance with the visual flight rules and obtain ATC clearance.

2.22.1.2 Two way radio communication shall be established and maintained on the appropriate frequency.

2.22.1.3 All aircraft operating over the coastline must not fly less than 1000FT over a stretch from Terendak Camp until Petronas oil refinery plant in Sungei Udang and to avoid flying directly overhead these two areas.

WMKM AD 2.23 ADDITIONAL INFORMATION

2.23.1. Due to only one main taxiway accessible to the runway from the main apron / general aviation (GA) and vice versa, departing aircraft may be required to either hold at main/general aviation apron to facilitate landing aircraft taxiing in.

2.23.2. Pilots to exercise caution:

a) Bird concentration in vicinity of airport
b) Kites flying within 5KM radius of airport.

2.23.3. All aircraft are not allowed to make locked wheel turns on the runway. Aircraft to back track on runway turn pad.

2.23.4. Cranes erected within 2NM radius of Malacca aerodrome.Pilot to exercise caution during take off and landing from surface to 100 feet AMSL.

WMKM AD 2.24 CHARTS RELATED TO AN AERODROME

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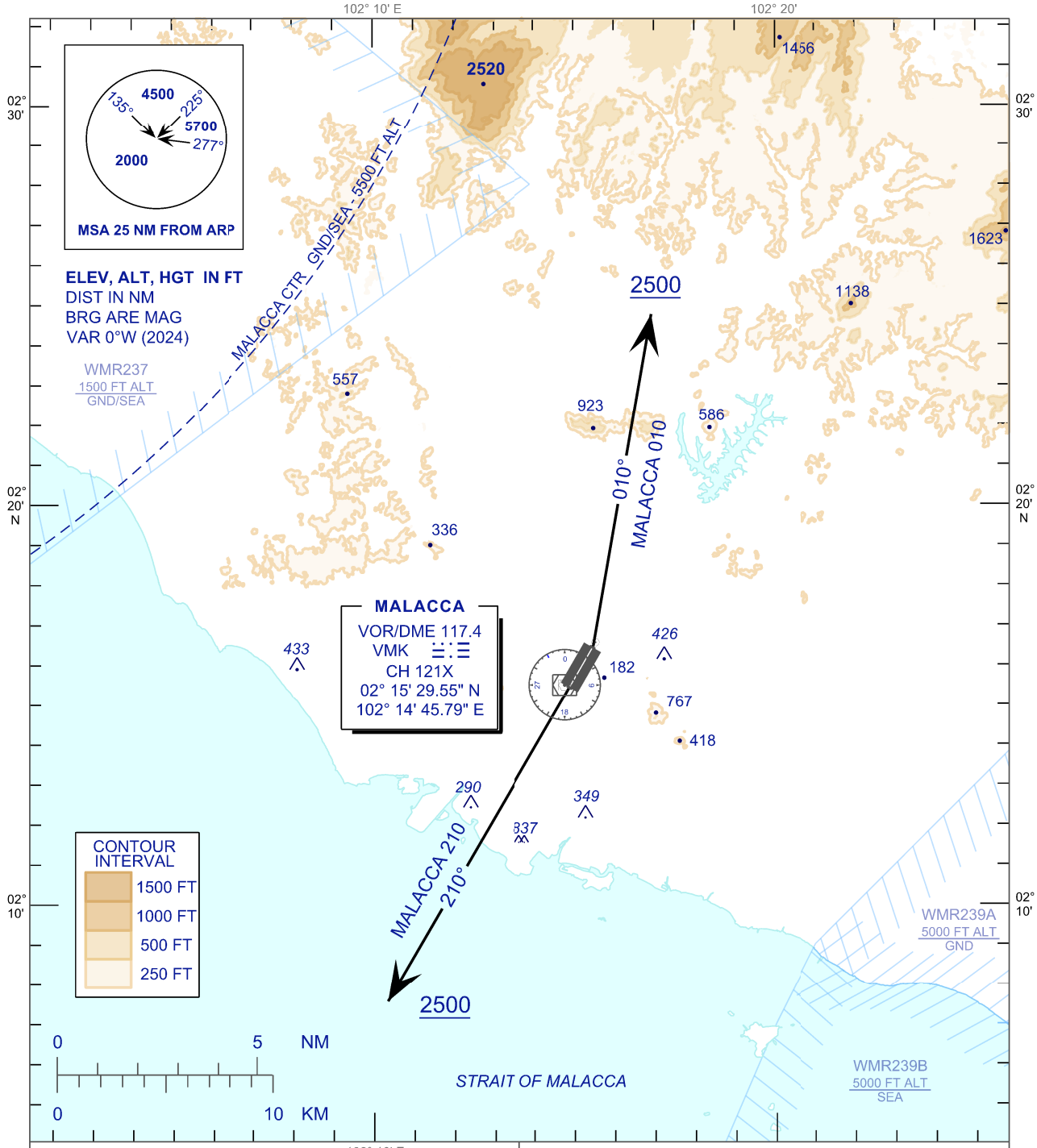
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
RADAR DEPARTURE
RWY 03 & RWY 21



RWY 03 - MALACCA 010

AFTER TAKE-OFF, PROCEED ON TR 010 UNTIL PASSING 2500 FT, THEN FOLLOW THE ASSIGNED HEADING.

NOTE:
1. MINIMUM CLIMB GRADIENT 4.8% UNTIL PASSING 5000 FT.
2. TURN BEFORE DER IS NOT ALLOWED.

RWY 21 - MALACCA 210

AFTER TAKE-OFF, PROCEED ON TR 210 UNTIL PASSING 2500 FT, THEN FOLLOW THE ASSIGNED HEADING.

NOTE:
1. MINIMUM CLIMB GRADIENT 4.5% UNTIL PASSING 5000 FT.
2. TURN BEFORE DER IS NOT ALLOWED.

NEW CHART

INTENTIONALLY BLANK

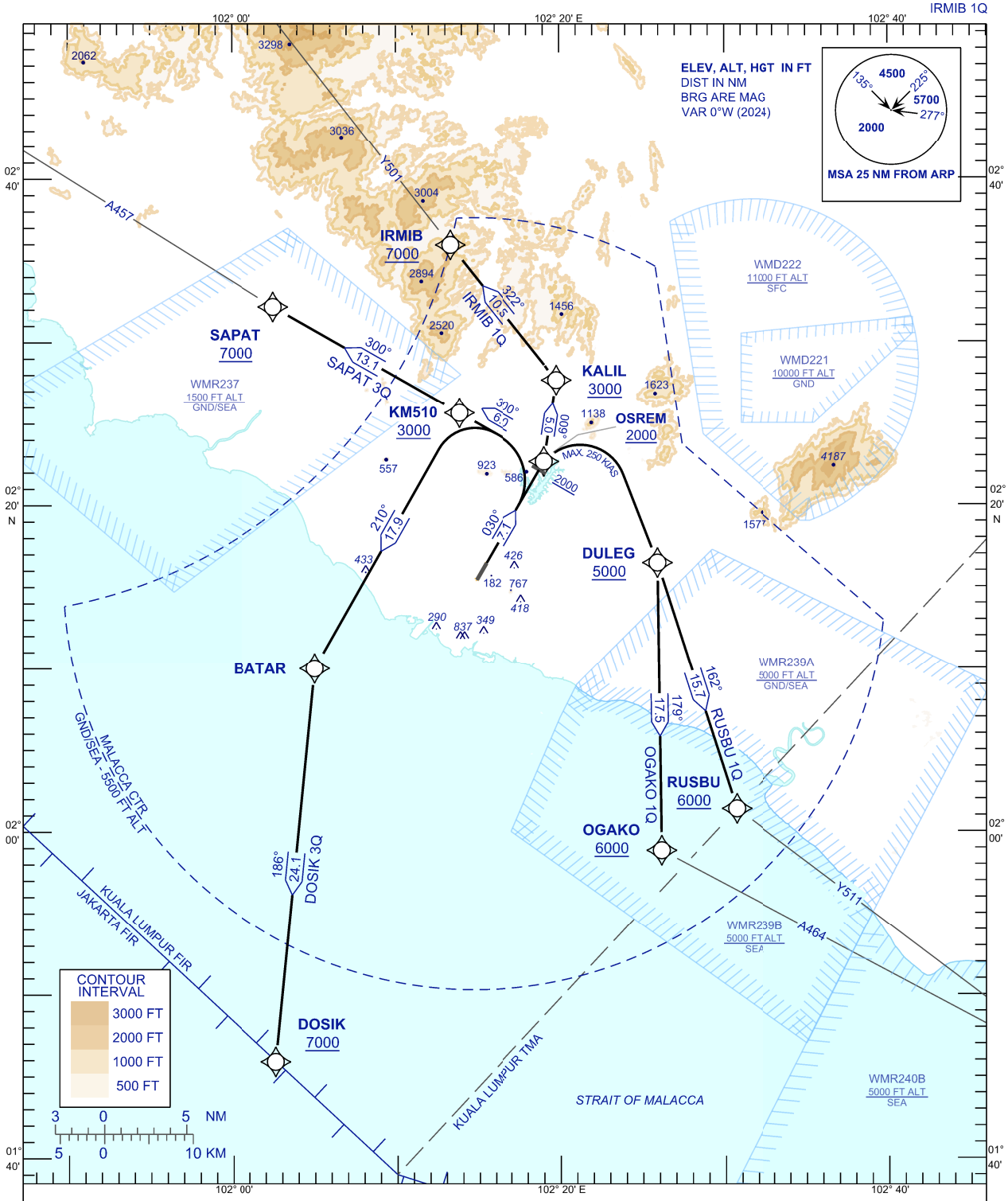
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 03

RUSBU 1Q OGAKO 1Q
DOSIK 3Q SAPAT 3Q
IRMIB 1Q



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 03

RUSBU 1Q OGAKO 1Q
DOSIK 3Q SAPAT 3Q
IRMIB 1Q

TABULAR DESCRIPTION

RUSBU ONE QUEBEC DEPARTURE (RUSBU 1Q)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	030	-	-	+2000	-	-
DF	DULEG	-	-	-	R	+5000	-250	RNAV 1
TF	RUSBU	-	162	15.7	-	+6000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 5000 FT DUE TO OBSTACLE & RESTRICTED AREA UPPER LIMIT.

OGAKO ONE QUEBEC DEPARTURE (OGAKO 1Q)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	030	-	-	+2000	-	-
DF	DULEG	-	-	-	R	+5000	-250	RNAV 1
TF	OGAKO	-	179	17.5	R	+6000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 5000 FT DUE TO OBSTACLE & RESTRICTED AREA UPPER LIMIT.

DOSIK THREE QUEBEC DEPARTURE (DOSIK 3Q)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	OSREM	-	030	7.1	-	+2000	-	-
TF	KM510	-	300	6.0	L	+3000	-	RNAV 1
TF	BATAR	-	210	17.9	L	-	-	RNAV 1
TF	DOSIK	-	186	24.1	L	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 2000 FT DUE TO OBSTACLE.

SAPAT THREE QUEBEC DEPARTURE (SAPAT 3Q)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	OSREM	-	030	7.1	-	+2000	-	-
TF	KM510	-	300	6.0	L	+3000	-	RNAV 1
TF	SAPAT	-	300	13.1	-	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 7000 FT DUE TO OBSTACLE & AIRWAYS LOWER LIMIT.

IRMIB ONE QUEBEC DEPARTURE (IRMIB 1Q)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	OSREM	-	030	7.1	-	+2000	-	-
TF	KALIL	-	009	5.0	L	+3000	-	RNAV 1
TF	IRMIB	-	322	10.5	L	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 7000 FT DUE TO OBSTACLE & AIRWAYS LOWER LIMIT.

NEW TABULAR

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 03

RUSBU 1Q OGAKO 1Q
DOSIK 3Q SAPAT 3Q
IRMIB 1Q

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATES (WGS84)	
BATAR	02° 10' 00.12" N	102° 04' 59.88" E
DOSIK	01° 45' 54.00" N	102° 02' 35.88" E
DULEG	02° 16' 27.07" N	102° 25' 54.31" E
IRMIB	02° 35' 55.94" N	102° 13' 18.07" E
KALIL	02° 27' 39.00" N	102° 19' 48.00" E
OGAKO	01° 58' 50.16" N	102° 26' 08.16" E
OSREM	02° 22' 38.67" N	102° 19' 02.14" E
RUSBU	02° 01' 22.72" N	102° 30' 42.11" E
SAPAT	02° 32' 09.96" N	102° 02' 30.12" E
KM510	02° 25' 38.44" N	102° 13' 50.02" E

NEW TABULAR

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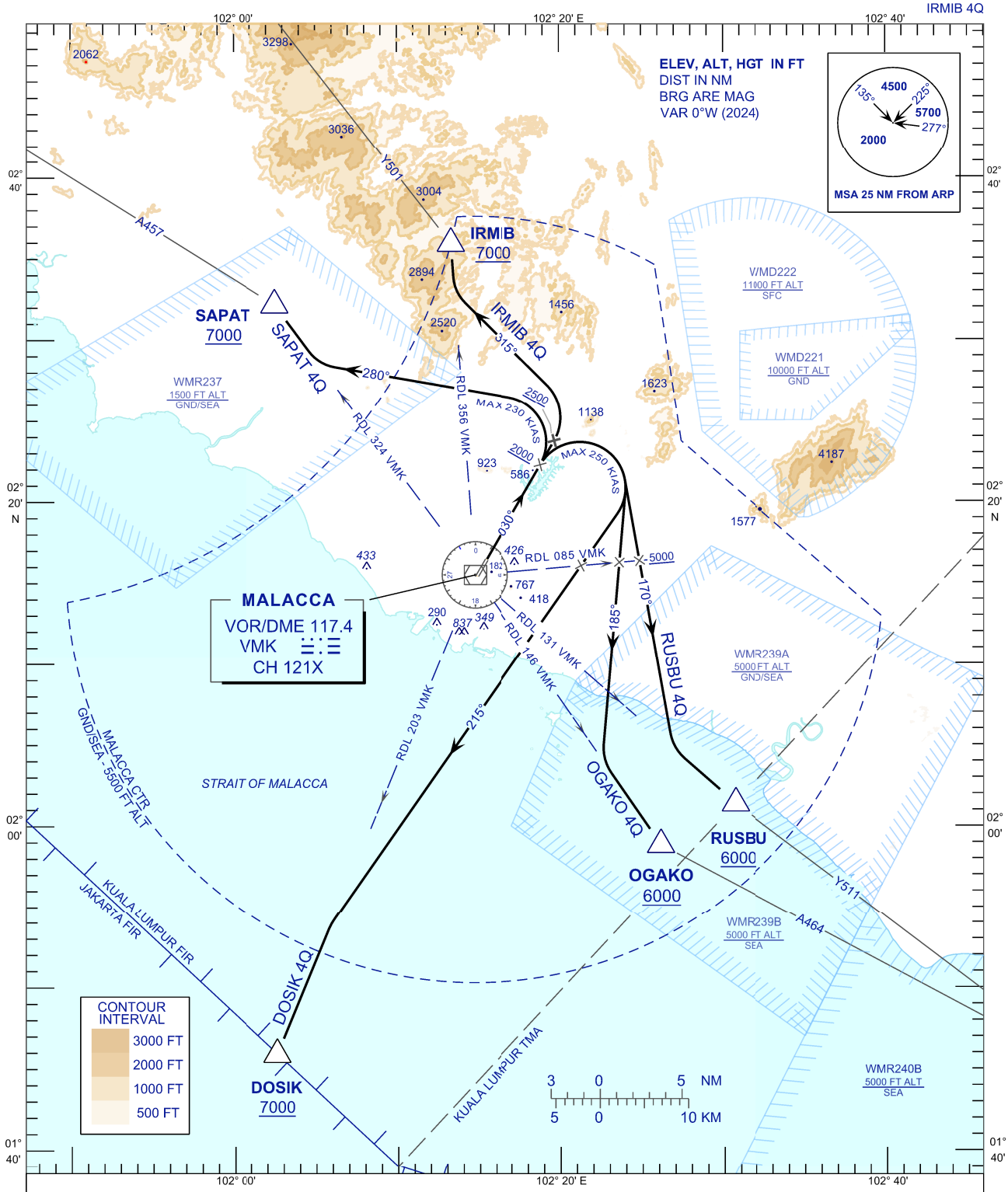
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
RWY 03

RUSBU 4Q
DOSIK 4Q
OGAKO 4Q
SAPAT 4Q
IRMIB 4Q



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RWY 03

RUSBU 4Q OGAKO 4Q
DOSIK 4Q SAPAT 4Q
IRMIB 4Q

TABULAR DESCRIPTION

INITIAL CLIMB PROCEDURE	SID DESIGNATOR	SID DESCRIPTION
AFTER TAKE-OFF PROCEED ON TR 030°, ON PASSING 2000 FT TURN RIGHT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 5000FT. 2. CROSS RDL 085 VMK AT 5000 FT OR ABOVE. 3. MAX 250 KIAS UNTIL PASSING RDL 085 VMK.	RUSBU FOUR QUEBEC DEPARTURE (RUSBU 4Q)	TRACK 170° TO INTERCEPT RADIAL 131 VMK VOR/DME, OUTBOUND TO RUSBU THEN JOINING Y511.
	OGAKO FOUR QUEBEC DEPARTURE (OGAKO 4Q)	TRACK 185° TO INTERCEPT RADIAL 146 VMK VOR/DME, OUTBOUND TO OGAKO THEN JOINING A464.
	DOSIK FOUR QUEBEC DEPARTURE (DOSIK 4Q)	TRACK 215° TO INTERCEPT RADIAL 203 VMK VOR/DME, OUTBOUND TO DOSIK.
AFTER TAKE-OFF PROCEED ON TR 030°, ON PASSING 2500 FT TURN LEFT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 7000FT.	IRMIB FOUR QUEBEC DEPARTURE (IRMIB 4Q)	TRACK 315° TO INTERCEPT RADIAL 356 VMK VOR/DME, OUTBOUND TO IRMIB THEN JOINING Y501.
AFTER TAKE-OFF PROCEED ON TR 030°, ON PASSING 2000 FT TURN LEFT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) 4.8% UNTIL PASSING 7000FT. 2. MAX 230 KIAS UNTIL PASSSING RDL 356 VMK.	SAPAT FOUR QUEBEC DEPARTURE (SAPAT 4Q)	TRACK 280° TO INTERCEPT RADIAL 324 VMK VOR/DME, OUTBOUND TO SAPAT THEN JOINING A457.

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E
DOSIK	RDL 203 VMK / D 31.9 VMK	01° 45' 54.00" N	102° 02' 35.88" E
IRMIB	RDL 356 VMK / D 20.4 VMK	02° 35' 55.94" N	102° 13' 18.07" E
OGAKO	RDL 146 VMK / D 20.1 VMK	01° 58' 50.16" N	102° 26' 08.16" E
RUSBU	RDL 131 VMK / D 21.3 VMK	02° 01' 22.72" N	102° 30' 42.11" E
SAPAT	RDL 324 VMK / D 20.6 VMK	02° 32' 09.96" N	102°02' 30.12" E

NEW TABULAR

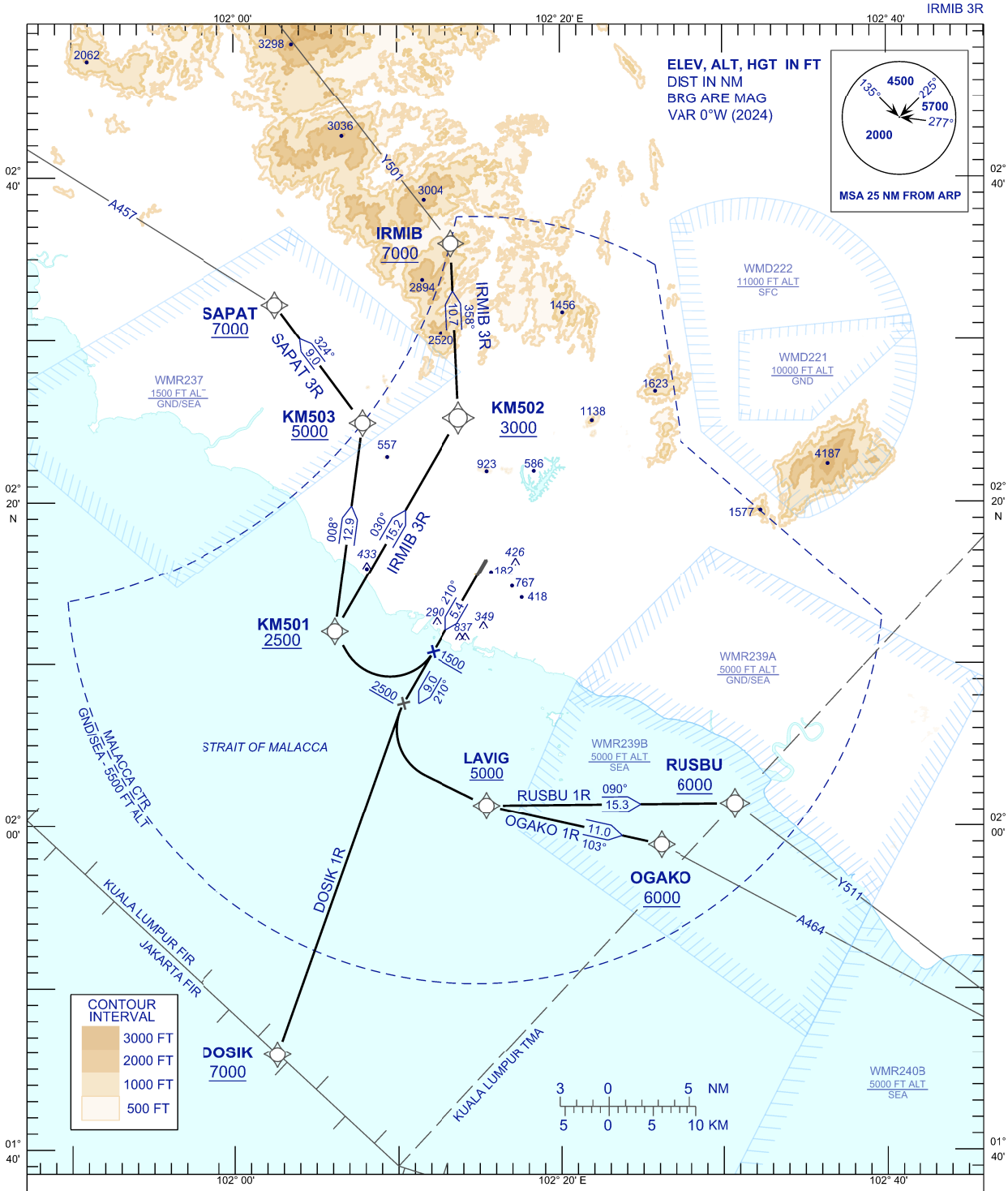
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 21

RUSBU 1R OGAKO 1R
DOSIK 1R SAPAT 3R
IRMIB 3R



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 21

RUSBU 1R OGAKO 1R
DOSIK 1R SAPAT 3R
IRMIB 3R

TABULAR DESCRIPTION

RUSBU ONE ROMEO DEPARTURE (RUSBU 1R)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	210	-	-	+2500	-	-
DF	LAVIG	-	-	-	L	+5000	-	RNAV 1
TF	RUSBU	-	090	15.3	L	+6000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 5000 FT DUE TO OBSTACLE & RESTRICTED AREA UPPER LIMIT.

OGAKO ONE ROMEO DEPARTURE (OGAKO 1R)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	210	-	-	+2500	-	-
DF	LAVIG	-	-	-	L	+5000	-	RNAV 1
TF	OGAKO	-	103	11.0	L	+6000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 5000 FT DUE TO OBSTACLE & RESTRICTED AREA UPPER LIMIT.

DOSIK ONE ROMEO DEPARTURE (DOSIK 1R)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	210	-	-	+2500	-	-
DF	DOSIK	-	-	-	-	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 2500 FT DUE TO OBSTACLE.

SAPAT THREE ROMEO DEPARTURE (SAPAT 3R)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	210	-	-	+1500	-	-
DF	KM501	-	-	-	R	+2500	-	RNAV 1
TF	KM503	-	008	12.9	-	+5000	-	RNAV 1
TF	SAPAT	-	324	9.0	L	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 1500 FT DUE TO OBSTACLE.

NEW TABULAR

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 21
RUSBU 1R OGAKO 1R
DOSIK 1R SAPAT 3R
IRMIB 3R

TABULAR DESCRIPTION

IRMIB THREE ROMEO DEPARTURE (IRMIB 3R)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	210	-	-	+1500	-	-
DF	KM501	-	-	-	R	+2500	-	RNAV 1
TF	KM502	-	030	15.2	R	+3000	-	RNAV 1
TF	IRMIB	-	358	10.7	L	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 1500 FT DUE TO OBSTACLE.

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATES (WGS84)	
DOSIK	01° 45' 54.00" N	102° 02' 35.88" E
IRMIB	02° 35' 55.94" N	102° 13' 18.07" E
LAVIG	02° 01' 14.98" N	102° 15' 26.13" E
OGAKO	01° 58' 50.16" N	102° 26' 08.16" E
RUSBU	02° 01' 22.72" N	102° 30' 42.11" E
SAPAT	02° 32' 09.96" N	102° 02' 30.12" E
KM501	02° 11' 59.55" N	102° 06' 08.91" E
KM502	02° 25' 10.73" N	102° 13' 45.03" E
KM503	02° 24' 52.27" N	102° 07' 51.98" E

NEW TABULAR

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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

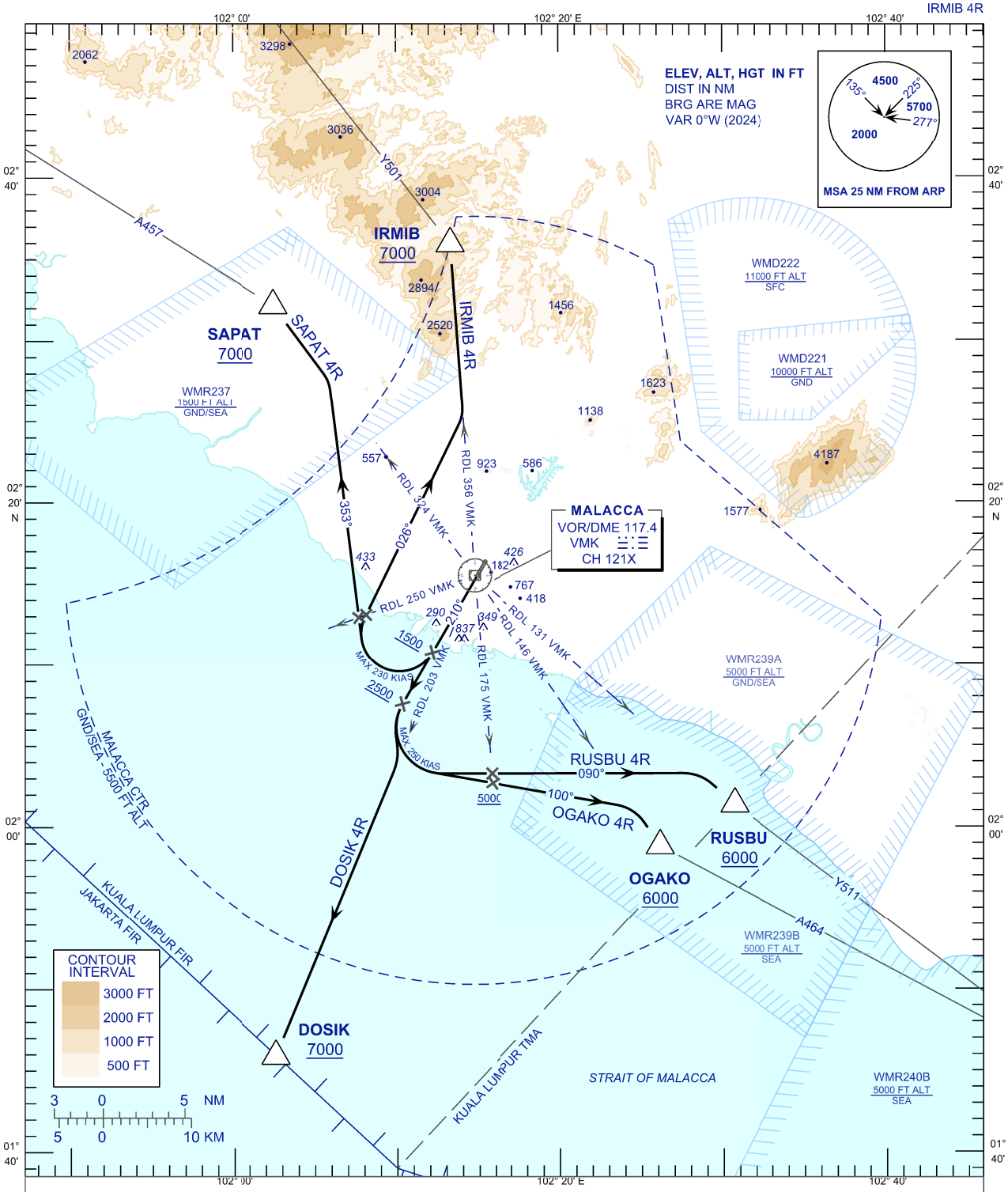
TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
RWY 21

RUSBU 4R
DOSIK 4R

OGAKO 4R
SAPAT 4R
IRMIB 4R



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RWY 21

RUSBU 4R
DOSIK 4R
OGAKO 4R
SAPAT 4R
IRMIB 4R

TABULAR DESCRIPTION

INITIAL CLIMB PROCEDURE	SID DESIGNATOR	SID DESCRIPTION
AFTER TAKE-OFF PROCEED ON TR 210°, ON PASSING 2500 FT TURN LEFT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 5000FT. 2. CROSS RDL 175 VMK AT 5000FT OR ABOVE. 3. MAX. 250 KIAS UNTIL PASSING RDL 175 VMK.	RUSBU FOUR ROMEO DEPARTURE (RUSBU 4R)	TRACK 090° TO INTERCEPT RADIAL 131 VMK VOR/DME, OUTBOUND TO RUSBU THEN JOINING Y511.
	OGAKO FOUR ROMEO DEPARTURE (OGAKO 4R)	TRACK 100° TO INTERCEPT RADIAL 146 VMK VOR/DME, OUTBOUND TO OGAKO THEN JOINING A464.
AFTER TAKE-OFF PROCEED ON TR 210°, ON PASSING 2500 FT TURN LEFT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 2500FT.	DOSIK FOUR ROMEO DEPARTURE (DOSIK 4R)	INTERCEPT RADIAL 203 VMK VOR/DME, THEN OUTBOUND TO DOSIK.
AFTER TAKE-OFF PROCEED ON TR 210°, ON PASSING 1500 FT TURN RIGHT. NOTE : 1. MAX. 230 KIAS UNTIL PASSSING RDL 250 VMK. 2. MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 1500FT.	SAPAT FOUR ROMEO DEPARTURE (SAPAT 4R)	TRACK 353° TO INTERCEPT RADIAL 324 VMK VOR/DME, OUTBOUND TO SAPAT THEN JOINING A457.
	IRMIB FOUR ROMEO DEPARTURE (IRMIB 4R)	TRACK 026° TO INTERCEPT RADIAL 356 VMK VOR/DME, OUTBOUND TO IRMIB THEN JOINING Y501.

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E
DOSIK	RDL 203 VMK / D 31.9 VMK	01° 45' 54.00" N	102° 02' 35.88" E
IRMIB	RDL 356 VMK / D 20.4 VMK	02° 35' 55.94" N	102° 13' 18.07" E
OGAKO	RDL 146 VMK / D 20.1 VMK	01° 58' 50.16" N	102° 26' 08.16" E
RUSBU	RDL 131 VMK / D 21.3 VMK	02° 01' 22.72" N	102° 30' 42.11" E
SAPAT	RDL 324 VMK / D 20.6 VMK	02° 32' 09.96" N	102°02' 30.12" E

NEW TABULAR

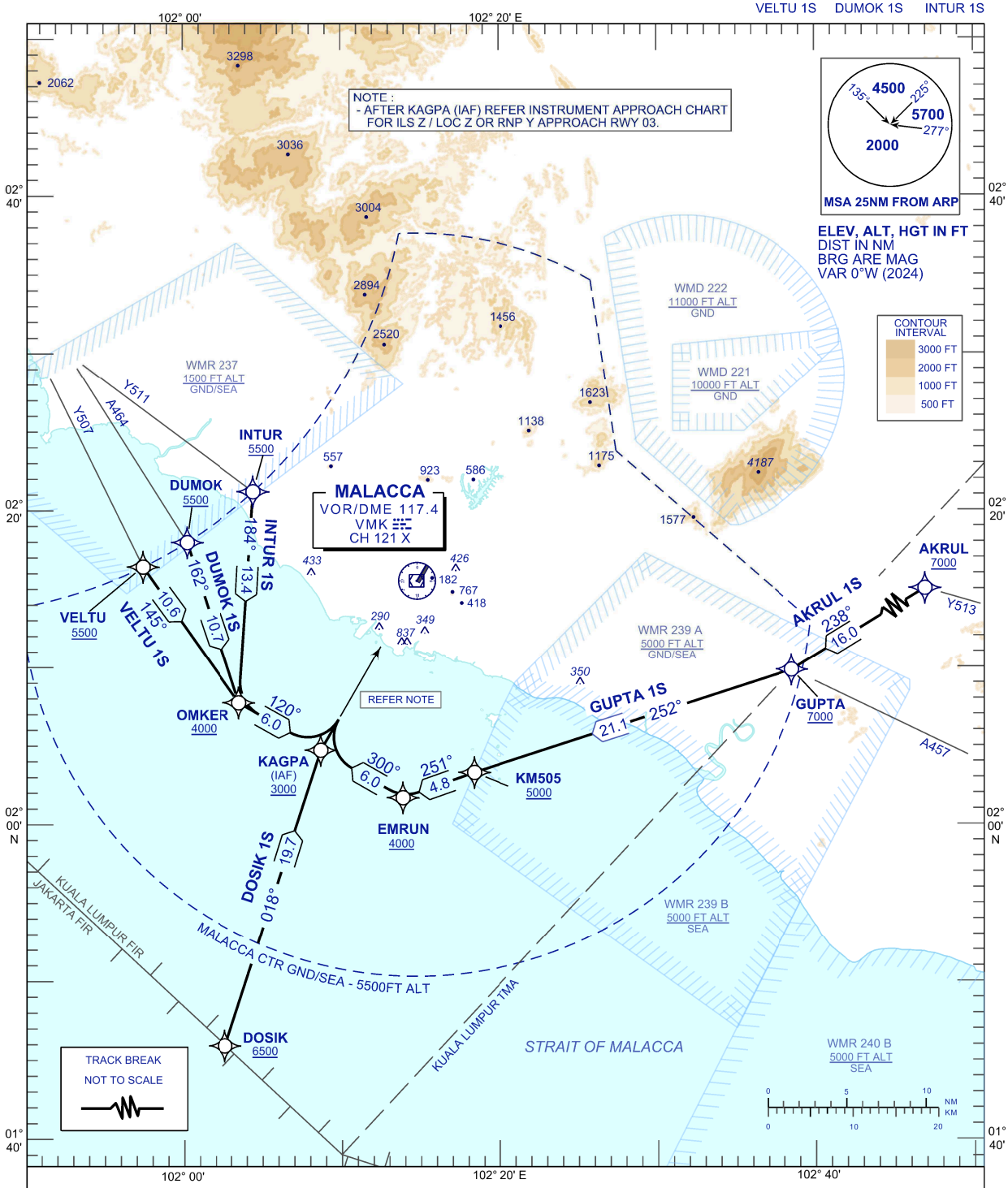
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 03

AKRUL 1S GUPTA 1S DOSIK 1S
VELTU 1S DUMOK 1S INTUR 1S



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY DESCENT TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 03

AKRUL 1S GUPTA 1S DOSIK 1S
VELTU 1S DUMOK 1S INTUR 1S

TABULAR DESCRIPTION

AKRUL ONE SIERRA ARRIVAL (AKRUL 1S)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	AKRUL	-	-	-	-	+7000	-	-	RNAV 1
TF	GUPTA	-	238°	16.0	-	+7000	-	-	RNAV 1
TF	KM505	-	252°	21.1	-	+5000	-	-	RNAV 1
TF	EMRUN	-	251°	4.8	-	+4000	-	-	RNAV 1
TF	KAGPA	-	300°	6.0	R	+3000	-	-	RNP APCH

GUPTA ONE SIERRA ARRIVAL (GUPTA 1S)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
TF	GUPTA	-	-	-	-	+7000	-	-	RNAV 1
TF	KM505	-	252°	21.1	-	+5000	-	-	RNAV 1
TF	EMRUN	-	251°	4.8	-	+4000	-	-	RNAV 1
TF	KAGPA	-	300°	6.0	R	+3000	-	-	RNP APCH

DOSIK ONE SIERRA ARRIVAL (DOSIK 1S)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	DOSIK	-	-	-	-	+6500	-	-	RNAV 1
TF	KAGPA	-	018°	19.7	-	+3000	-	-	RNP APCH

VELTU ONE SIERRA ARRIVAL (VELTU 1S)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	VELTU	-	-	-	-	+5500	-	-	RNAV 1
TF	OMKER	-	145°	10.6	-	+4000	-	-	RNAV 1
TF	KAGPA	-	120°	6.0	L	+3000	-	-	RNP APCH

NEW TABULAR

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 03

AKRUL 1S GUPTA 1S DOSIK 1S
VELTU 1S DUMOK 1S INTUR 1S

DUMOK ONE SIERRA ARRIVAL (DUMOK 1S)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	DUMOK	-	-	-	-	+5500	-	-	RNAV 1
TF	OMKER	-	162°	10.7	-	+4000	-	-	RNAV 1
TF	KAGPA	-	120°	6.0	L	+3000	-	-	RNP APCH

INTUR ONE SIERRA ARRIVAL (INTUR 1S)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	INTUR	-	-	-	-	+5500	-	-	RNAV 1
TF	OMKER	-	184°	13.4	-	+4000	-	-	RNAV 1
TF	KAGPA	-	120°	6.0	L	+3000	-	-	RNP APCH

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID	COORDINATES
VMK	02°15'29.55" N 102°14'45.79" E
AKRUL	02°18'12.85" N 102°52'04.65" E
DOSIK	01°45'54.00" N 102°02'35.88" E
DUMOK	02°17'57.12" N 102°00'15.12" E
EMRUN	02°01'40.28" N 102°13'53.16" E
GUPTA	02°09'47.88" N 102°38'30.12" E
INTUR	02°21'10.11" N 102°04'26.62" E
KAGPA (IAF)	02°04'41.74" N 102°08'42.08" E
OMKER	02°07'43.18" N 102°03'30.98" E
VELTU	02°16'23.86" N 101°57'27.50" E
KM505	02°03'16.16" N 102°18'24.06" E

NEW TABULAR

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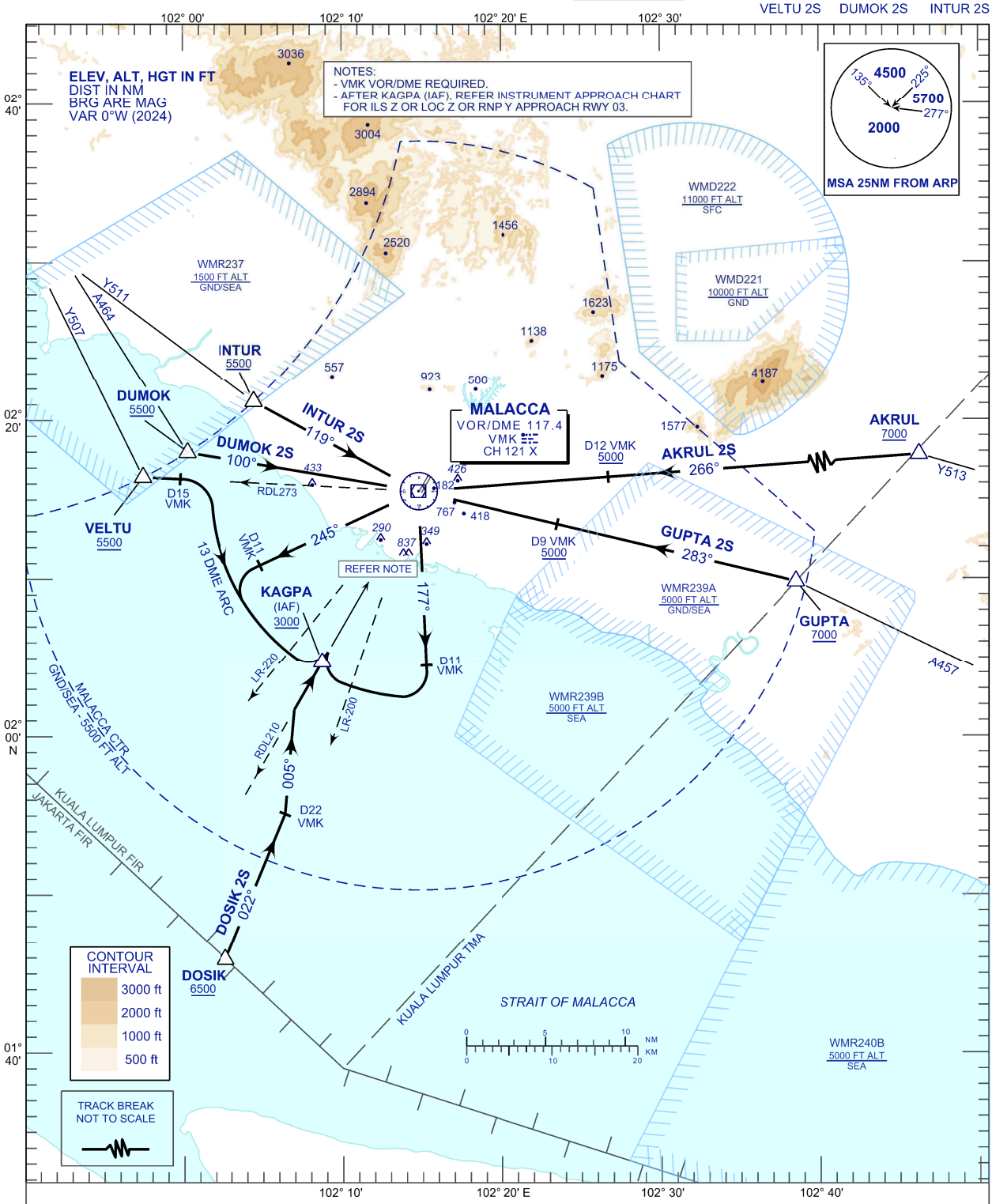
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM) ARRIVAL (13 DME ARC) RWY 03

AKRUL 2S VELTU 2S | GUPTA 2S DUMOK 2S | DOSIK 2S INTUR 2S



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY DESCENT TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
ARRIVAL (13 DME ARC) RWY 03

AKRUL 2S GUPTA 2S DOSIK 2S
VELTU 2S DUMOK 2S INTUR 2S

TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
AKRUL TWO SIERRA (AKRUL 2S)	FROM Y513	AT AKRUL TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 245 VMK OUTBOUND AT 11 DME VMK TURN LEFT TO JOIN 13 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY 03. NOTE : TO CROSS 12 DME VMK 5000FT OR ABOVE DUE TO ACTIVITIES AT WMR239 A&B.
GUPTA TWO SIERRA (GUPTA 2S)	FROM A457	AT GUPTA TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 245 VMK OUTBOUND AT 11 DME VMK TURN LEFT TO JOIN 13 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY 03. NOTE : TO CROSS 9 DME VMK 5000FT OR ABOVE DUE TO ACTIVITIES AT WMR239 A&B.
DOSIK TWO SIERRA (DOSIK 2S)	FROM DOSIK	AT DOSIK TRACK TO VMK VOR/DME, AT 22 DME VMK TURN LEFT HEADING 005° TO INTERCEPT RDL 210 VMK INBOUND FOR STRAIGHT-IN APPROACH RWY 03.
VELTU TWO SIERRA (VELTU 2S)	FROM Y507	AT VELTU TRACK TO VMK VOR/DME, AT 15 DME VMK TURN RIGHT TO JOIN 13 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY 03.
DUMOK TWO SIERRA (DUMOK 2S)	FROM A464	AT DUMOK TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 177 VMK OUTBOUND AT 11 DME VMK TURN RIGHT TO JOIN 13 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY 03.
INTUR TWO SIERRA (INTUR 2S)	FROM Y511	AT INTUR TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 177 VMK OUTBOUND AT 11 DME VMK TURN RIGHT TO JOIN 13 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY 03.

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES
VMK	117.4 MHZ / CH121X	02°15'29.55" N 102°14'45.79" E
AKRUL	RDL 086 / D37.5 VMK	02°18'12.85" N 102°52'04.65" E
DOSIK	RDL 202 / D31.9 VMK	01°45'54.00" N 102°02'35.88" E
DUMOK	RDL 280 / D14.7 VMK	02°17'57.12" N 102°00'15.12" E
GUPTA	RDL 103 / D24.4 VMK	02°09'47.88" N 102°38'30.12" E
INTUR	RDL 299 / D11.8 VMK	02°21'10.11" N 102°04'26.62" E
KAGPA (IAF)	RDL 210 / D12.3 VMK	02°04'41.74" N 102°08'42.08" E
VELTU	RDL 273 / D17.4 VMK	02°16'23.86" N 101°57'27.50" E

NEW TABULAR

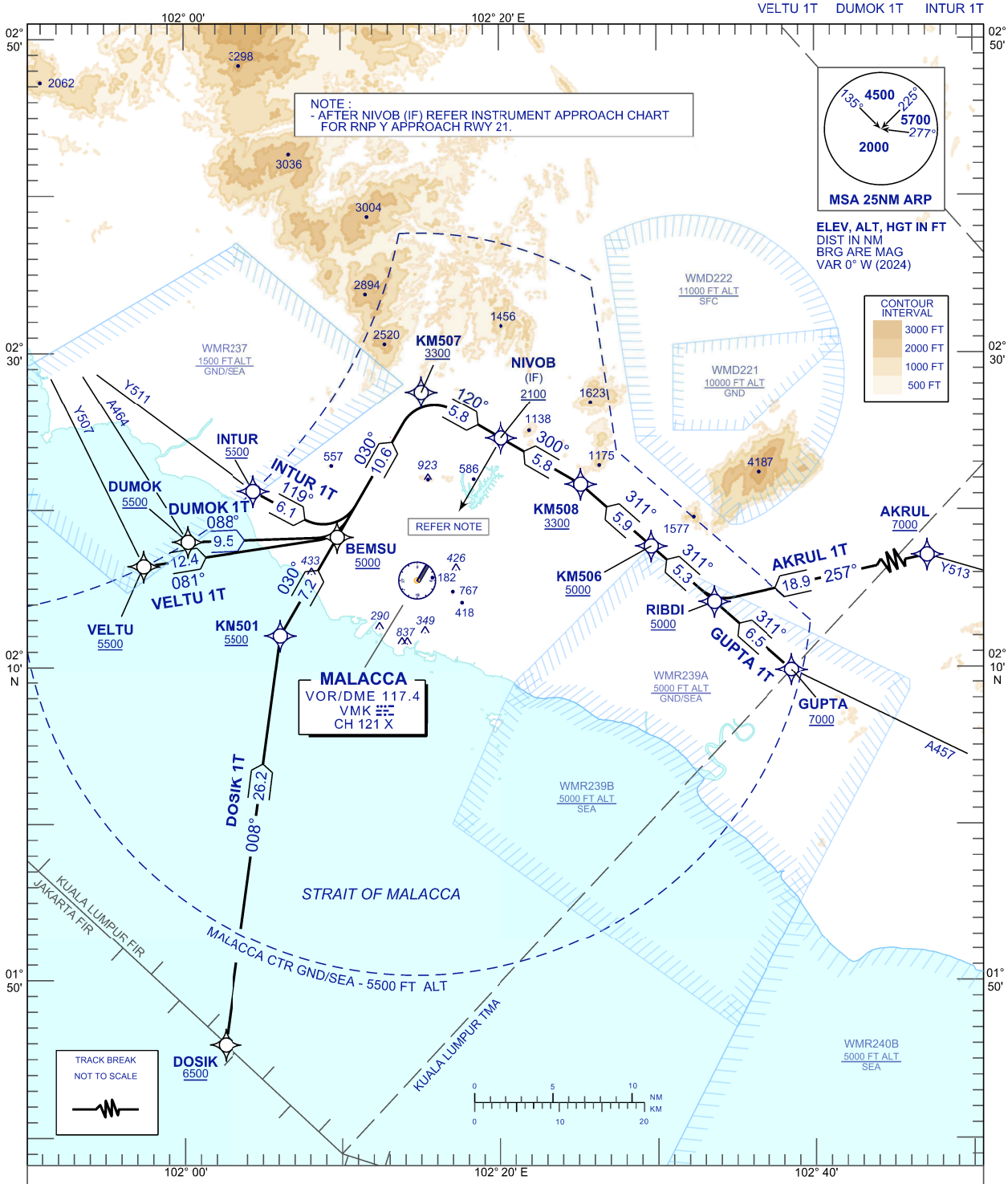
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM) RNAV (GNSS) RWY 21

AKRUL 1T GUPTA 1T DOSIK 1T
VELTU 1T DUMOK 1T INTUR 1T



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY DESCENT TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 21

AKRUL 1T GUPTA 1T DOSIK 1T
VELTU 1T DUMOK 1T INTUR 1T

TABULAR DESCRIPTION

AKRUL ONE TANGO ARRIVAL (AKRUL 1T)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	AKRUL	-	-	-	-	+7000	-	-	RNAV 1
TF	RIBDI	-	257°	18.9	-	+5000	-	-	RNAV 1
TF	KM506	-	311°	5.3	R	+5000	-	-	RNAV 1
TF	KM508	-	311°	5.9	-	+3300	-	-	RNAV 1
TF	NIVOB	-	300°	5.8	-	+2100	-	-	RNP APCH

GUPTA ONE TANGO ARRIVAL (GUPTA 1T)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	GUPTA	-	-	-	-	+7000	-	-	RNAV 1
TF	RIBDI	-	311°	6.5	-	+5000	-	-	RNAV 1
TF	KM506	-	311°	5.3	-	+5000	-	-	RNAV 1
TF	KM508	-	311°	5.9	-	+3300	-	-	RNAV 1
TF	NIVOB	-	300°	5.8	-	+2100	-	-	RNP APCH

DOSIK ONE TANGO ARRIVAL (DOSIK 1T)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	DOSIK	-	-	-	-	+6500	-	-	RNAV 1
TF	KM501	-	008°	26.2	-	+5500	-	-	RNAV 1
TF	BEMSU	-	030°	7.2	R	+5000	-	-	RNAV 1
TF	KM507	-	030°	10.6	-	+3300	-	-	RNAV 1
TF	NIVOB	-	120°	5.8	R	+2100	-	-	RNP APCH

VELTU ONE TANGO ARRIVAL (VELTU 1T)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	VELTU	-	-	-	-	+5500	-	-	RNAV 1
TF	BEMSU	-	081°	12.4	-	+5000	-	-	RNAV 1
TF	KM507	-	030°	10.6	L	+3300	-	-	RNAV 1
TF	NIVOB	-	120°	5.8	R	+2100	-	-	RNP APCH

NEW TABULAR

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
RNAV (GNSS) RWY 21

AKRUL 1T GUPTA 1T DOSIK 1T
VELTU 1T DUMOK 1T INTUR 1T

DUMOK ONE TANGO ARRIVAL (DUMOK 1T)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	DUMOK	-	-	-	-	+5500	-	-	RNAV 1
TF	BEMSU	-	088°	9.5	-	+5000	-	-	RNAV 1
TF	KM507	-	030°	10.6	L	+3300	-	-	RNAV 1
TF	NIVOB	-	120°	5.8	R	+2100	-	-	RNP APCH

INTUR ONE TANGO ARRIVAL (INTUR 1T)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	INTUR	-	-	-	-	+5500	-	-	RNAV 1
TF	BEMSU	-	119°	6.1	-	+5000	-	-	RNAV 1
TF	KM507	-	030°	10.6	L	+3300	-	-	RNAV 1
TF	NIVOB	-	120°	5.8	R	+2100	-	-	RNP APCH

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID	COORDINATES
VMK	02°15'29.55" N 102°14'45.79" E
AKRUL	02°18'12.85" N 102°52'04.65" E
BEMSU	02°18'14.87" N 102°09'45.26" E
DOSIK	01°45'54.00" N 102°02'35.88" E
DUMOK	02°17'57.12" N 102°00'15.12" E
GUPTA	02°09'47.88" N 102°38'30.12" E
INTUR	02°21'10.11" N 102°04'26.62" E
NIVOB (IF)	02°24'31.86" N 102°20'07.35" E
RIBDI	02°14'07.60" N 102°33'36.52" E
VELTU	02°16'23.86" N 101°57'27.50" E
KM501	02°11'59.55" N 102°06'08.91" E
KM506	02°17'39.28" N 102°29'37.18" E
KM507	02°27'28.41" N 102°15'04.42" E
KM508	02°21'35.25" N 102°25'10.33" E

NEW TABULAR

INTENTIONALLY BLANK

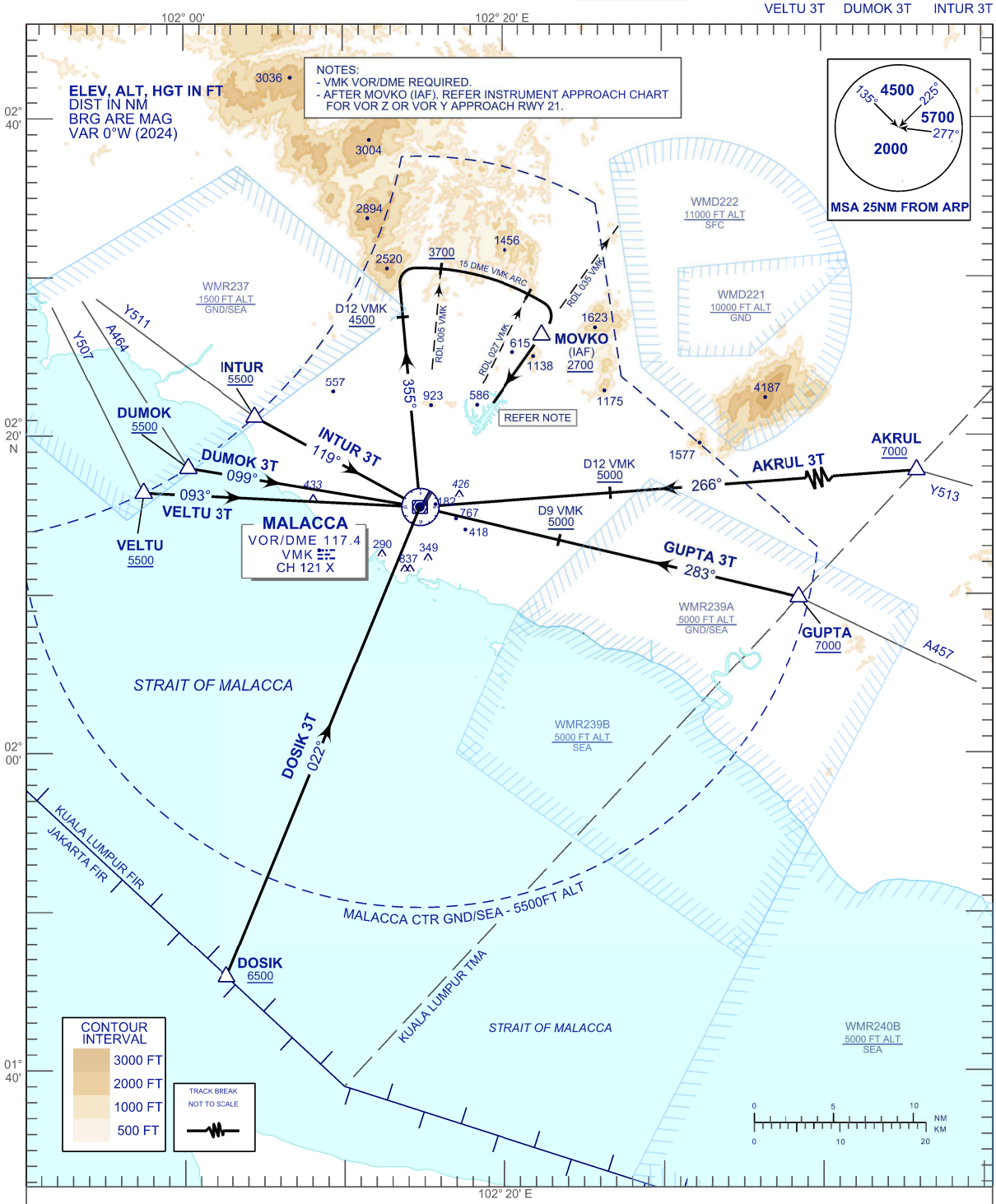
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM) ARRIVAL (15 DME ARC) RWY 21

AKRUL 3T VELTU 3T | GUPTA 3T DUMOK 3T | DOSIK 3T INTUR 3T



COMMUNICATION FAILURE:

- SET TRANSPONDER TO MODE A/C CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY DESCENT TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTES, IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000FT

MALACCA/MALACCA (WMKM)
ARRIVAL (15 DME ARC) RWY 21

AKRUL 3T GUPTA 3T DOSIK 3T
VELTU 3T DUMOK 3T INTUR 3T

TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
AKRUL THREE TANGO (AKRUL 3T)	FROM Y513	AT AKRUL TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 355 VMK OUTBOUND AT 12 DME VMK TURN RIGHT TO JOIN 15 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY21. NOTE : TO CROSS 12 DME VMK 5000FT OR ABOVE DUE TO ACTIVITIES IN WMR239 A&B.
GUPTA THREE TANGO (GUPTA 3T)	FROM A457	AT GUPTA TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 355 VMK OUTBOUND AT 12 DME VMK TURN RIGHT TO JOIN 15 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY21. NOTE : TO CROSS 9 DME VMK 5000FT OR ABOVE DUE TO ACTIVITIES IN WMR239 A&B.
DOSIK THREE TANGO (DOSIK 3T)	FROM DOSIK	AT DOSIK TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 355 VMK OUTBOUND AT 12 DME VMK TURN RIGHT TO JOIN 15 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY21.
VELTU THREE TANGO (VELTU 3T)	FROM Y507	AT VELTU TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 355 VMK OUTBOUND AT 12 DME VMK TURN RIGHT TO JOIN 15 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY21.
DUMOK THREE TANGO (DUMOK 3T)	FROM A464	AT DUMOK TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 355 VMK OUTBOUND AT 12 DME VMK TURN RIGHT TO JOIN 15 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY21.
INTUR THREE TANGO (INTUR 3T)	FROM Y511	AT INTUR TRACK TO VMK VOR/DME, THEN INTERCEPT RDL 355 VMK OUTBOUND AT 12 DME VMK TURN RIGHT TO JOIN 15 DME ARC VMK FOR STRAIGHT-IN APPROACH RWY21.

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES
VMK	117.4 MHZ / CH121X	02°15'29.55" N 102°14'45.79" E
AKRUL	RDL 086 / D 37.5 VMK	02°18'12.85" N 102°52'04.65" E
DOSIK	RDL 202 / D 31.9 VMK	01°45'54.00" N 102°02'35.88" E
DUMOK	RDL 280 / D 14.7 VMK	02°17'57.12" N 102°00'15.12" E
GUPTA	RDL 103 / D 24.4 VMK	02°09'47.88" N 102°38'30.12" E
INTUR	RDL 299 / D 11.8 VMK	02°21'10.11" N 102°04'26.62" E
MOVKO (IAF)	RDL 035 / D 13.0 VMK	02°26'09.66" N 102°22'13.19" E
VELTU	RDL 273 / D 17.4 VMK	02°16'23.86" N 101°57'27.50" E

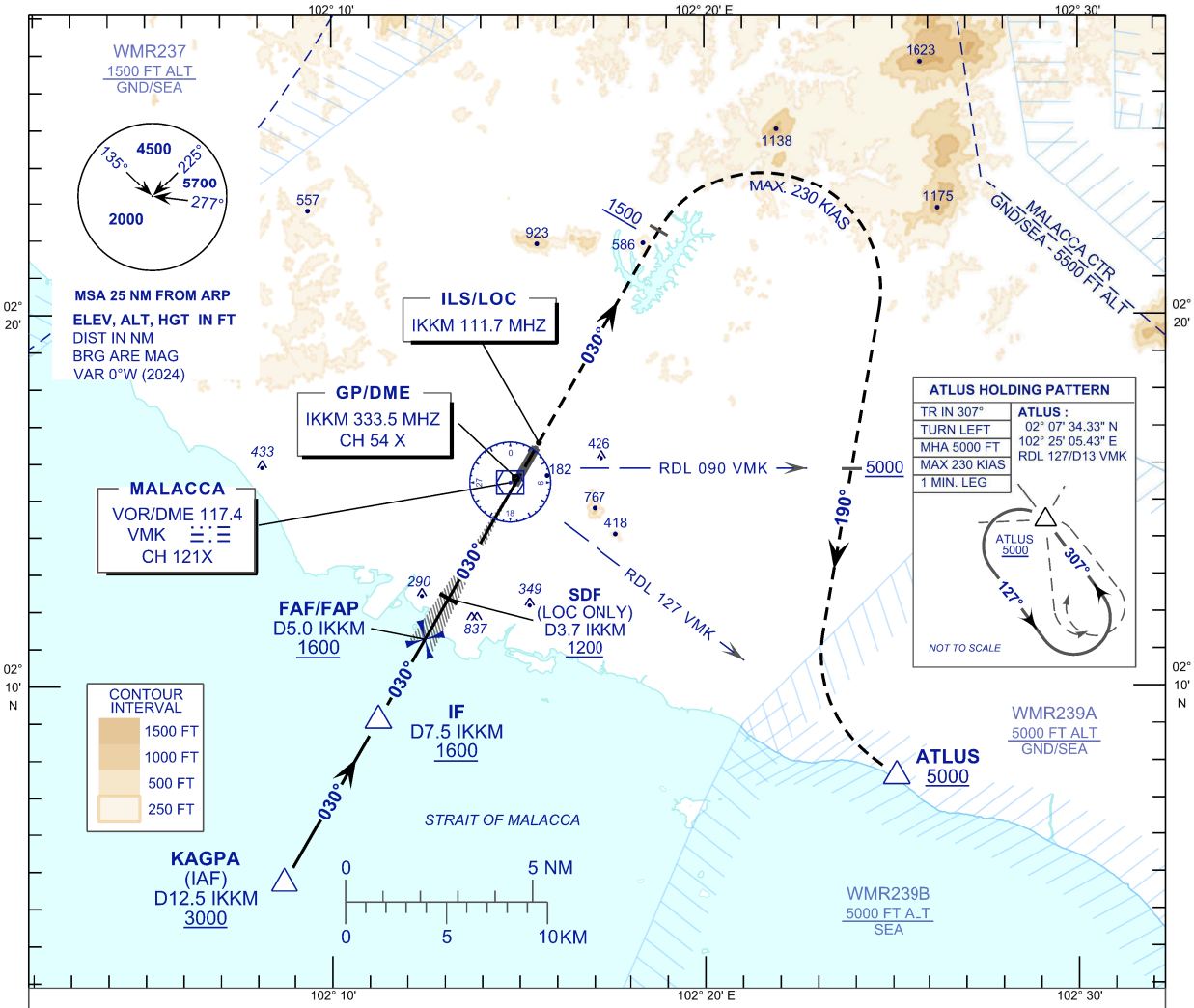
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 18FT

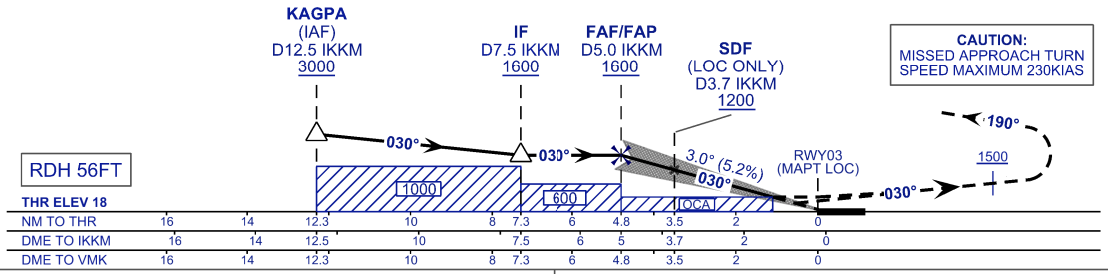
TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
ILS Z OR LOC Z RWY 03



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 5000 FT OR ABOVE ON TR 030°, ON PASSING 1500 FT TURN RIGHT TR 190° TO INTERCEPT RDL 127 VMK VOR/DME THEN TO ATLUS AND HOLD, OR AS DIRECTED BY ATC.



CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230KIAS

CAT. / OCA (H)	A	B	C
ILS/DME (CAT I)	**230** (212)	**242** (224)	**250** (232)
LOC/DME (GP INOP)	**420** (402)		

DME VMK (NM)	5.0	4.0	3.0	2.0	1.0
DIST THR RWY03 (NM)	4.8	3.8	2.8	1.8	0.8
ALTITUDE (FT)	1600	1291	972	654	335

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY03 (4.8NM) (MIN:SEC)	3:36	2:53	2:24	2:03	1:48	1:36
RATE OF DESCEND (318.4 FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 18FT

MALACCA/MALACCA (WMKM)
ILS Z OR LOC Z RWY 03

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
ATLUS	RDL 127 VMK / D 13.0 VMK	02° 07' 34.33" N	102° 25' 05.43" E
KAGPA	RDL 210 VMK / D 12.5 IKKM	02° 04' 41.74" N	102° 08' 42.08" E
IF	RDL 209 VMK / D 7.5 IKKM	02° 09' 05.32" N	102° 11' 13.71" E
FAF/FAP	RDL 209 VMK / D 5.0 IKKM	02° 11' 15.79" N	102° 12' 28.76" E
SDF (LOC ONLY)	RDL 208 VMK / D 3.7 IKKM	02° 12' 21.41" N	102° 13' 06.37" E
MAPT (LOC ONLY)	THR RWY03	02° 15' 25.96" N	102° 14' 52.70" E
IKKM ILS/LOC	111.7 MHZ	02° 16' 33.74" N	102° 15' 31.70" E
IKKM GP/DME	333.5 MHZ / CH 54X	02° 15' 37.16" N	102° 14' 54.61" E
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E

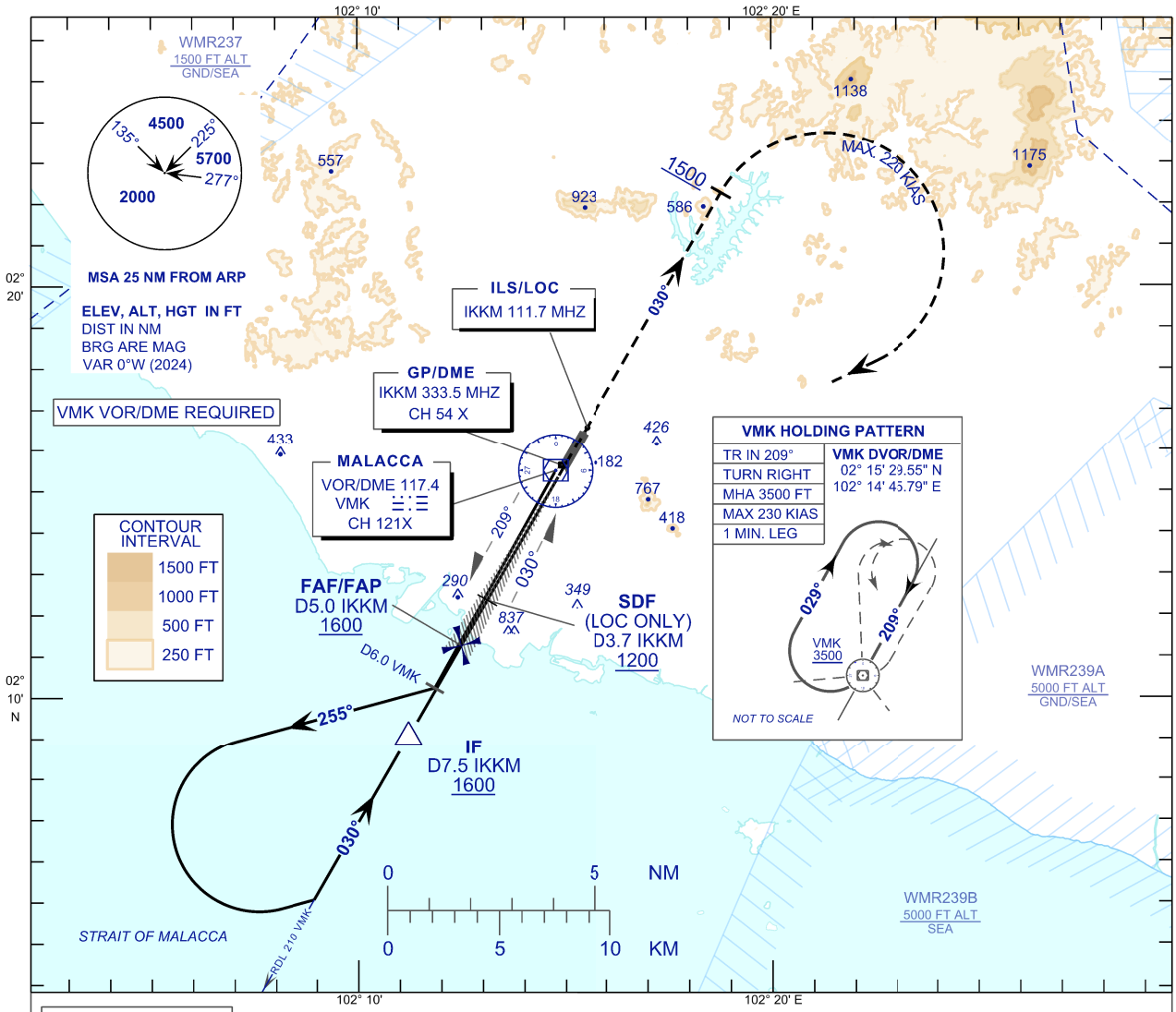
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18 FT

TWR	118.00
SMC	121.60
ATIS	127.45

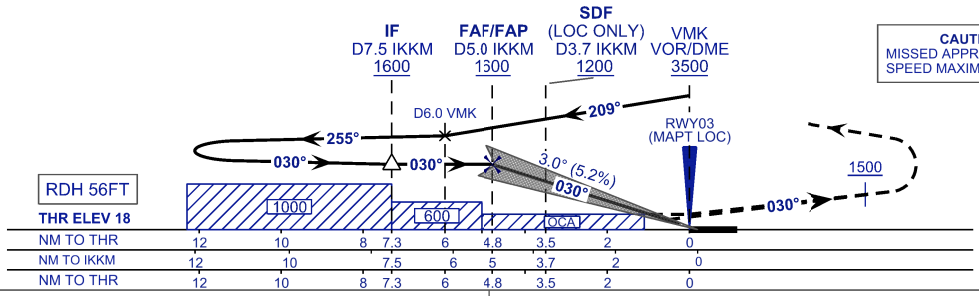
MALACCA/MALACCA (WMKM)
ILS Y OR LOC Y RWY 03



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 030°, ON PASSING 1500 FT TURN RIGHT TO VMK DVOR/DME AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 220KIAS



CAT. / OCA (H)	A	B	C
ILS/DME (CAT I)	**230** (212)	**242** (224)	**250** (232)
LOC/DME (GP INOP)	**420** (402)		

DME VMK (NM)	5.0	4.0	3.0	2.0	1.0
DIST THR RWY03 (NM)	4.8	3.8	2.8	1.8	0.8
ALTITUDE (FT)	1600	1291	972	654	335

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY03 (4.8NM) (MIN:SEC)	3:36	2:53	2:24	2:03	1:48	1:36
RATE OF DESCEND (318.4 FT/MIN)	420	530	640	740	850	960

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18 FT

MALACCA/MALACCA (WMKM)
ILS Y OR LOC Y RWY 03

AERONAUTICAL DATA TABULATION

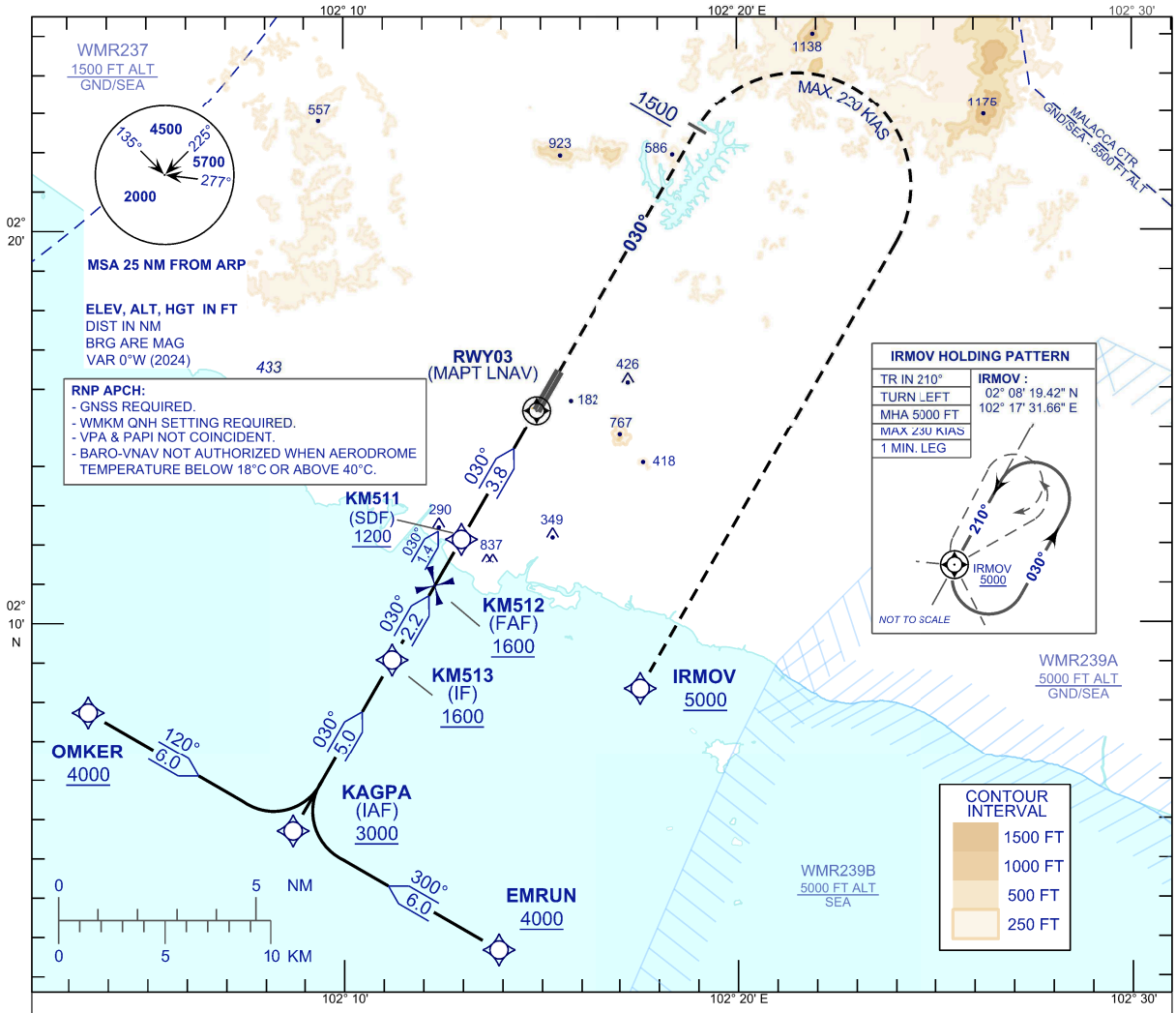
WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
IF	RDL 209 VMK / D 7.5 IKKM	02° 09' 05.32" N	102° 11' 13.71" E
FAF/FAP	RDL 209 VMK / D 5.0 IKKM	02° 11' 15.79" N	102° 12' 28.76" E
SDF (LOC ONLY)	RDL 208 VMK / D 3.7 IKKM	02° 12' 21.41" N	102° 13' 06.37" E
MAPT (LOC ONLY)	THR RWY03	02° 15' 25.96" N	102° 14' 52.70" E
IKKM ILS/LOC	111.7 MHZ	02° 16' 33.74" N	102° 15' 31.70" E
IKKM GP/DME	333.5 MHZ / CH 54X	02° 15' 37.16" N	102° 14' 54.61" E
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18FT

TWR	118.00
SMC	121.60
ATIS	127.45

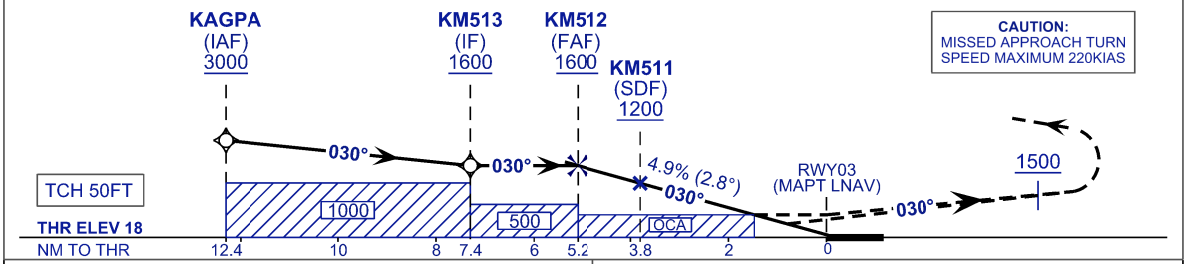
MALACCA/MALACCA (WMKM)
RNP Y RWY 03



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 5000 FT OR ABOVE ON TR 030°, ON PASSING 1500 FT TURN RIGHT TO IRMOV AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 220KIAS



CAT. / OCA (H)	A	B	C
LNAV	**460** (442)		
LNAV / VNAV	**277** (259)	**289** (271)	**324** (306)

DIST THR RWY03 (NM)	5.2	5.0	4.0	3.0	2.0	1.0
ALTITUDE (FT)	1600	1553	1255	959	662	365

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY03 (5.2NM) (MIN:SEC)	3:52	3:06	2:35	2:13	1:56	1:43
RATE OF DESCEND (297.2 FT/MIN)	400	500	590	690	790	890

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18FT

MALACCA/MALACCA (WMKM)
RNP Y RWY 03

TABULAR DESCRIPTION

KAGPA TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH (FT)	NAVIGATION SPECIFICATION
010	IF	KAGPA	–	–	–	–	+3000	–	–	RNP APCH
020	TF	KM513	–	030°	5.0	–	+1600	–	–	RNP APCH
030	TF	KM512	–	030°	2.2	–	+1600	–	–	RNP APCH
040	TF	KM511	–	030°	1.4	–	+1200	–	–	RNP APCH
050	TF	RWY03	Y	030°	3.8	–	–	–	-2.8°/50	RNP APCH
060	VA	–	–	030°	–	–	+1500	–	–	RNP APCH
070	DF	IRMOV	–	–	–	R	+5000	- 220	–	RNP APCH
080	HM	IRMOV	Y	–	–	L	+5000	- 230	–	RNAV 1

OMKER TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH (FT)	NAVIGATION SPECIFICATION
010	IF	OMKER	–	–	–	–	+4000	–	–	RNP APCH
020	TF	KAGPA	–	120°	6.0	–	+3000	–	–	RNP APCH
030	TF	KM513	–	030°	5.0	L	+1600	–	–	RNP APCH
040	TF	KM512	–	030°	2.2	–	+1600	–	–	RNP APCH
050	TF	KM511	–	030°	1.4	–	+1200	–	–	RNP APCH
060	TF	RWY03	Y	030°	3.8	–	–	–	-2.8°/50	RNP APCH
070	VA	–	–	030°	–	–	+1500	–	–	RNP APCH
080	DF	IRMOV	–	–	–	R	+5000	- 220	–	RNP APCH
090	HM	IRMOV	Y	–	–	L	+5000	- 230	–	RNAV 1

NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18FT

MALACCA/MALACCA (WMKM)
RNP Y RWY 03

TABULAR DESCRIPTION

EMRUN TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH (FT)	NAVIGATION SPECIFICATION
010	IF	EMRUN	–	–	–	–	+4000	–	–	RNP APCH
020	TF	KAGPA	–	300°	6.0	–	+3000	–	–	RNP APCH
030	TF	KM513	–	030°	5.0	R	+1600	–	–	RNP APCH
040	TF	KM512	–	030°	2.2	–	+1600	–	–	RNP APCH
050	TF	KM511	–	030°	1.4	–	+1200	–	–	RNP APCH
060	TF	RWY03	Y	030°	3.8	–	–	–	-2.8°/50	RNP APCH
070	VA	–	–	030°	–	–	+1500	–	–	RNP APCH
080	DF	IRMOV	–	–	–	R	+5000	- 220	–	RNP APCH
090	HM	IRMOV	Y	–	–	L	+5000	- 230	–	RNAV 1

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATES	
EMRUN	02° 01' 40.28" N	102° 13' 53.16" E
OMKER	02° 07' 43.18" N	102° 03' 30.98" E
KAGPA (IAF)	02° 04' 41.74" N	102° 08' 42.08" E
KM513 (IF)	02° 09' 02.67" N	102° 11' 12.18" E
KM512 (FAF)	02° 10' 57.02" N	102° 12' 17.68" E
KM511 (SDF)	02° 12' 07.23" N	102° 12' 58.14" E
THR RWY03 (MAPT LNAV)	02° 15' 25.96" N	102° 14' 52.70" E
IRMOV	02° 08' 19.42" N	102° 17' 31.66" E

NEW TABULAR

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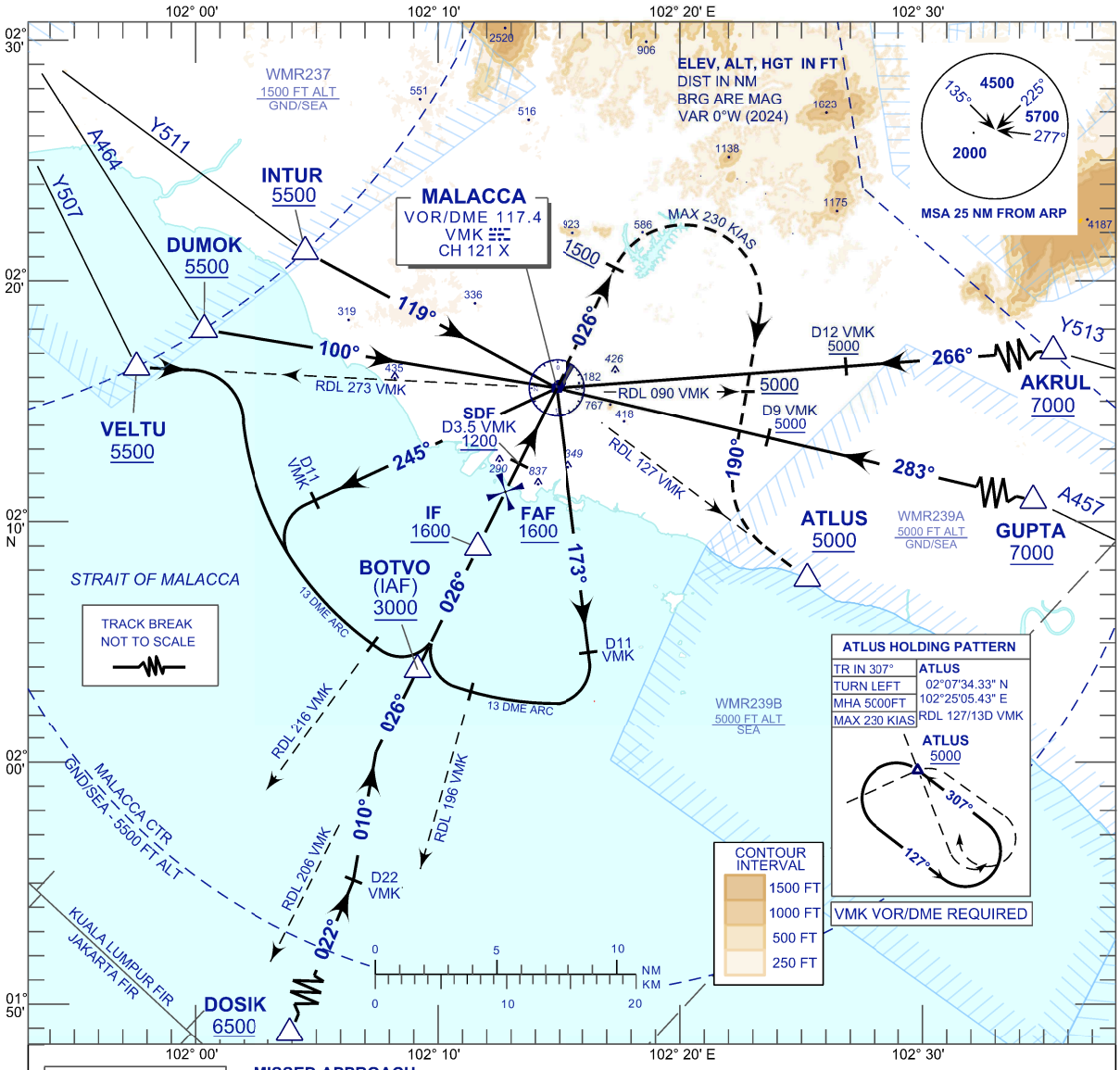
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18FT

TWR	118.00
SMC	121.60
ATIS	127.45

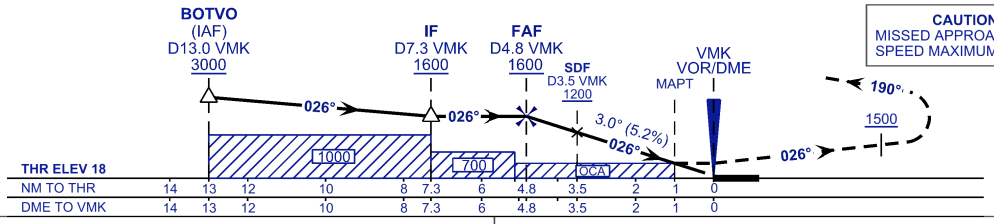
MALACCA/MALACCA (WMKM)
VOR Z (13 DME ARC) RWY 03



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 5000 FT OR ABOVE ON TR 026°, ON PASSING 1500 FT TURN RIGHT TR 190° THEN TO INTERCEPT RDL 127 VMK THEN TO ATLUS AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230KIAS



CAT. / OCA (H)	A	B	C
VOR/DME	**680** (662)		

DME VMK (NM)	4.8	4.0	3.0	2.0	1.0
DIST THR RWY03 (NM)	4.8	4.0	3.0	2.0	1.0
ALTITUDE (FT)	1600	1342	1024	705	387

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY03 (4.8NM) (MIN:SEC)	3:36	2:53	2:24	2:04	1:48	1:36
RATE OF DESCEND (318.6 FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18FT

MALACCA/MALACCA (WMKM)
VOR Z (13 DME ARC) RWY 03

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
AKRUL	RDL 086 VMK / D 37.5 VMK	02° 18' 12.85" N	102° 52' 04.65" E
ATLUS	RDL 127 VMK / D 13.0 VMK	02° 07' 34.33" N	102° 25' 05.43" E
BOTVO (IAF)	RDL 206 VMK / D 13.0 VMK	02° 03' 47.42" N	102° 08' 59.42" E
DOSIK	RDL 202 VMK / D 31.9 VMK	01° 45' 54.00" N	102° 02' 35.88" E
DUMOK	RDL 280 VMK / D 14.7 VMK	02° 17' 57.12" N	102° 00' 15.12" E
GUPTA	RDL 103 VMK / D 24.4 VMK	02° 09' 47.88" N	102° 38' 30.12" E
INTUR	RDL 299 VMK / D 11.8 VMK	02° 21' 10.11" N	102° 04' 26.62" E
VELTU	RDL 273 VMK / D 17.4 VMK	02° 16' 23.86" N	101° 57' 27.50" E
IF	RDL 206 VMK / D 7.3 VMK	02° 08' 54.76" N	102° 11' 31.02" E
FAF	RDL 206 VMK / D 4.8 VMK	02° 11' 09.79" N	102° 12' 37.63" E
SDF *(STEP DOWN FIX)*	RDL 206 VMK / D 3.5 VMK	02° 12' 20.54" N	102° 13' 12.54" E
MAPT	RDL 206 VMK / D 1.0 VMK	02° 14' 35.54" N	102° 14' 19.14" E
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E

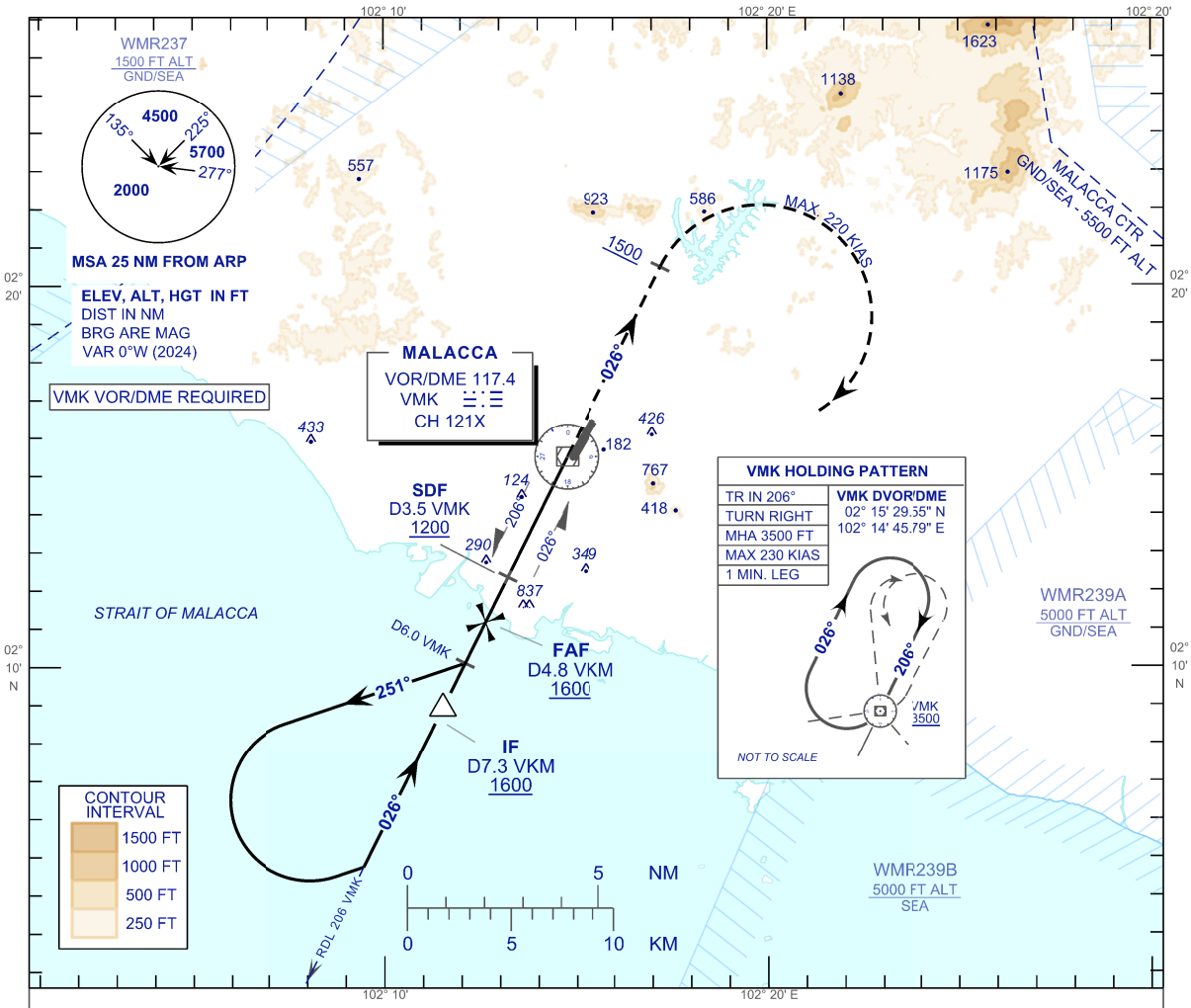
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18FT

TWR	118.00
SMC	121.60
ATIS	127.45

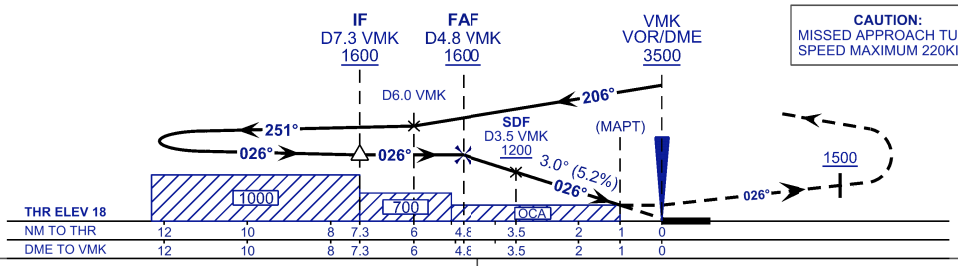
MALACCA/MALACCA (WMKM)
VOR Y RWY 03



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 026°, ON PASSING 1500 FT TURN RIGHT TO VMK DVOR/DME AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 220KIAS



CAT. / OCA (H)	A	B	C
VOR/DME	**680** (662)		

DME VMK (NM)	4.8	4.0	3.0	2.0	1.0
DIST THR RWY03 (NM)	4.8	4.0	3.0	2.0	1.0
ALTITUDE (FT)	1600	1342	1024	705	387

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY03 (4.8NM) (MIN:SEC)	3:36	2:53	2:24	2:04	1:48	1:36
RATE OF DESCEND (318.6 FT/MIN)	420	530	640	740	850	960

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 03 - ELEV 18FT

MALACCA/MALACCA (WMKM)
VOR Y RWY 03

AERONAUTICAL DATA TABULATION

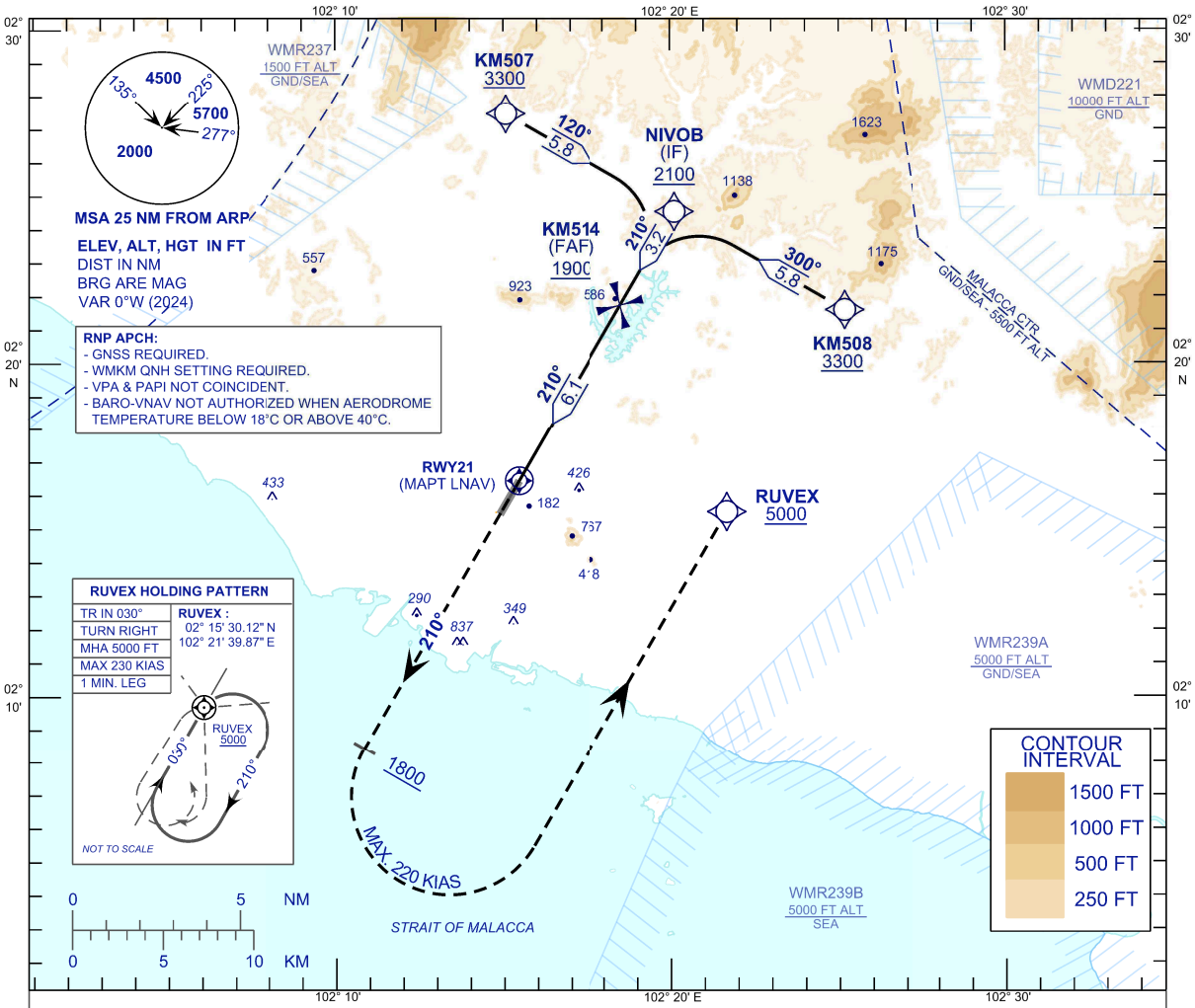
WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
IF	RDL 206 VMK / D 7.3 VMK	02° 08' 54.76" N	102° 11' 31.02" E
FAF	RDL 206 VMK / D 4.8 VMK	02° 11' 09.79" N	102° 12' 37.63" E
SDF *(STEP DOWN FIX)*	RDL 206 VMK / D 3.5 VMK	02° 12' 20.54" N	102° 13' 12.54" E
MAPT	RDL 206 VMK / D 1.0 VMK	02° 14' 35.54" N	102° 14' 19.14" E
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

TWR	118.00
SMC	121.60
ATIS	127.45

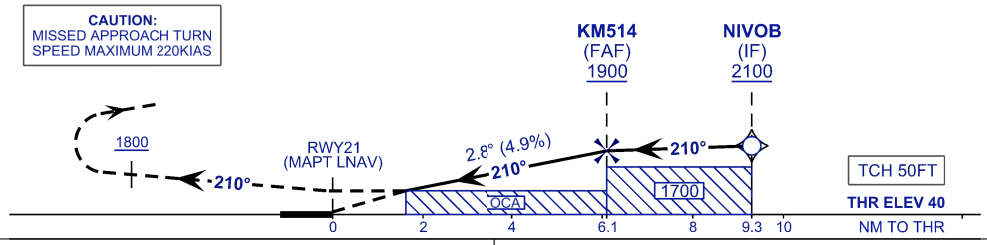
MALACCA/MALACCA (WMKM)
RNP Y RWY 21



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 5000 FT OR ABOVE ON TR 210°, ON PASSING 1800 FT TURN LEFT TO RUVEX AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 220KIAS



OCA (H) \ CAT.	A	B	C
LNAV	**570** (530)		
LNAV/VNAV	**378** (338)	**390** (350)	**398** (358)

DIST THR RWY21 (NM)	6.1	5.0	4.0	3.0	2.0	1.0
ALTITUDE (FT)	1900	1576	1279	981	684	387

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY21(6.1NM) (MIN:SEC)	4:34	3:39	3:03	2:37	2:17	2:02
RATE OF DESCEND (297.2 FT/MIN)	400	500	590	690	790	890

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

MALACCA/MALACCA (WMKM)
RNP Y RWY 21

TABULAR DESCRIPTION

KM507 TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH (FT)	NAVIGATION SPECIFICATION
010	IF	KM507	–	–	–	–	+3300	–	–	RNP APCH
020	TF	NIVOB	–	120°	5.8	–	+2100	–	–	RNP APCH
030	TF	KM514	–	210°	3.2	R	+1900	–	–	RNP APCH
040	TF	RWY21	Y	210°	6.1	–	–	–	-2.8°/50	RNP APCH
050	VA	–	–	210°	–	–	+1800	–	–	RNP APCH
060	DF	RUVEX	–	–	–	L	+5000	- 220	–	RNP APCH
070	HM	RUVEX	Y	–	–	R	+5000	- 230	–	RNAV 1

KM508 TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH (FT)	NAVIGATION SPECIFICATION
010	IF	KM508	–	–	–	–	+3300	–	–	RNP APCH
020	TF	NIVOB	–	300°	5.8	–	+2100	–	–	RNP APCH
030	TF	KM514	–	210°	3.2	L	+1900	–	–	RNP APCH
040	TF	RWY21	Y	210°	6.1	–	–	–	-2.8°/50	RNP APCH
050	VA	–	–	210°	–	–	+1800	–	–	RNP APCH
060	DF	RUVEX	–	–	–	L	+5000	- 220	–	RNP APCH
070	HM	RUVEX	Y	–	–	R	+5000	- 230	–	RNAV 1

AERONAUTICAL DATA TABULATION

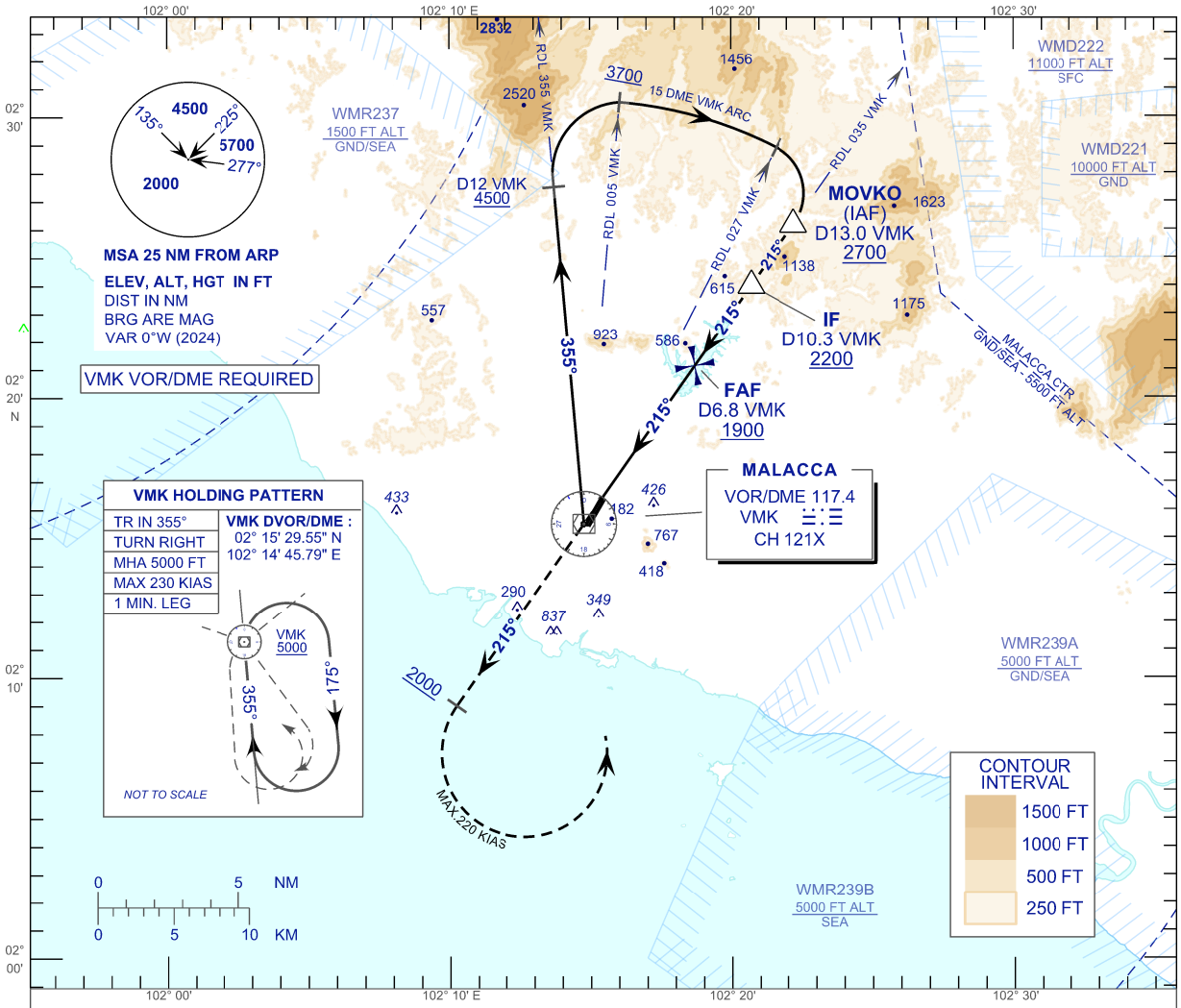
WAYPOINT IDENTIFIER	COORDINATES
KM507	02°27'28.41" N 102°15'04.42" E
KM508	02°21'35.25" N 102°25'10.33" E
NIVOB (IF)	02°24'31.86" N 102°20'07.35" E
KM514 (FAF)	02°21'43.78" N 102°18'30.59" E
THR RWY21 (MAPT LNAV)	02°16'26.09" N 102°15'27.36" E
RUVEX	02°15'30.12" N 102°21'39.87" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

TWR	118.00
SMC	121.60
ATIS	127.45

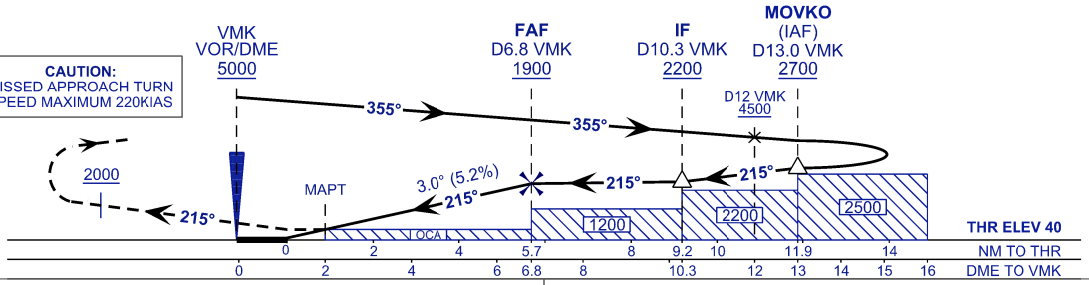
MALACCA/MALACCA (WMKM)
VOR Z (15 DME ARC) RWY 21



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 5000 FT OR ABOVE ON TR 215°, ON PASSING 2000 FT TURN LEFT TO VMK DVOR/DME AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN
SPEED MAXIMUM 220KIAS



CAT. / OCA (H)	A	B	C
VOR/DME	650 (610)		

DME VMK (NM)	6.8	6.0	5.0	4.0	3.0	2.0
DIST THR RWY21 (NM)	5.7	4.8	3.8	2.8	1.8	0.8
ALTITUDE (FT)	1900	1630	1311	993	674	356

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY21 (5.7NM) (MIN:SEC)	4:16	3:25	2:51	2:26	2:08	1:54
RATE OF DESCEND (318.5 FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

MALACCA/MALACCA (WMKM)
VOR Z (15 DME ARC) RWY 21

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
MOVKO (IAF)	RDL 035 VMK / D 13.0 VMK	02° 26' 09.66" N	102° 22' 13.19" E
IF	RDL 035 VMK / D 10.3 VMK	02° 24' 00.03" N	102° 20' 42.59" E
FAF	RDL 035 VMK / D 6.8 VMK	02° 21' 07.40" N	102° 18' 41.91" E
MAPT	RDL 035 VMK / D 2.0 VMK	02° 17' 08.20" N	102° 15' 54.73" E
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E

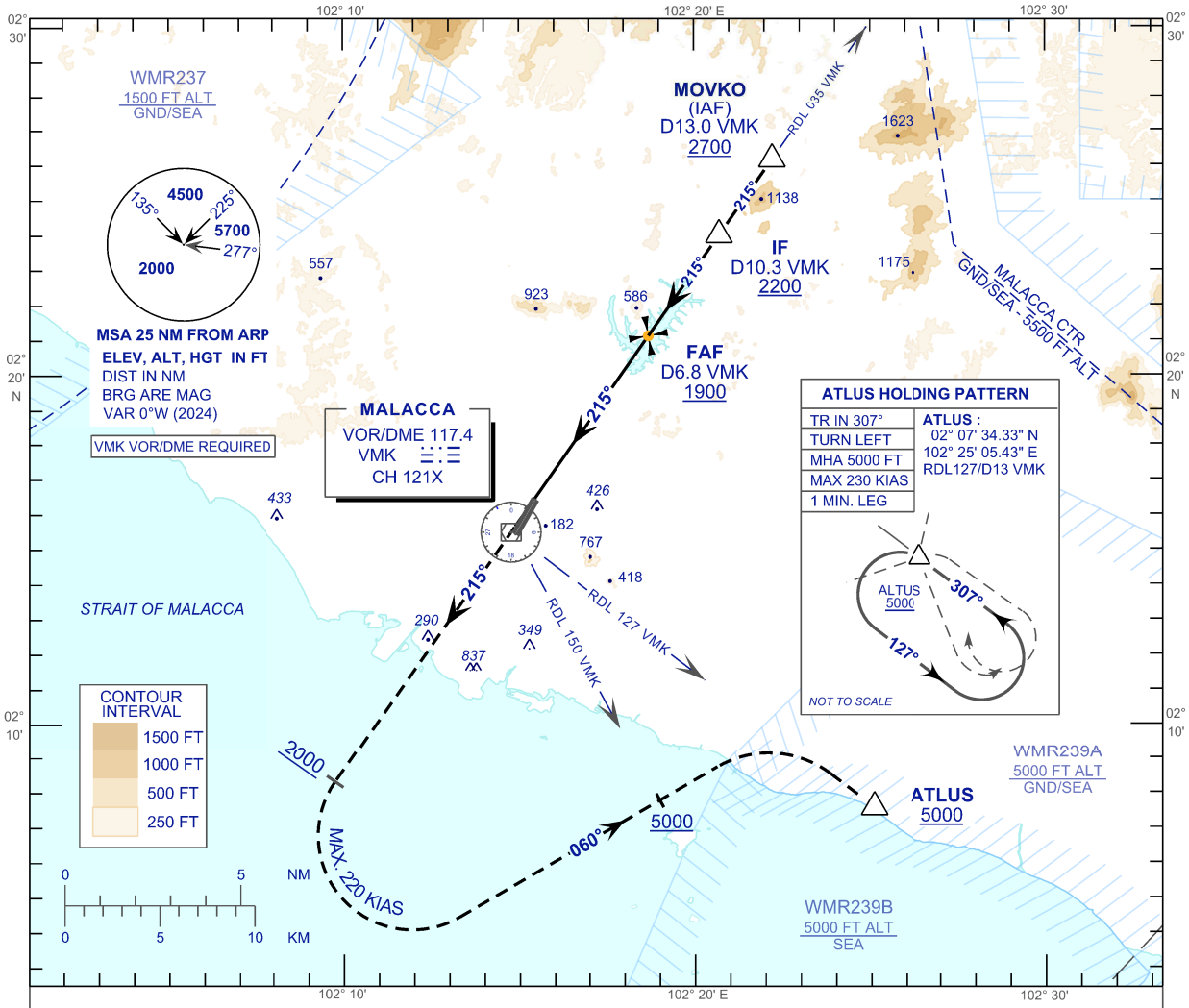
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

TWR	118.00
SMC	121.60
ATIS	127.45

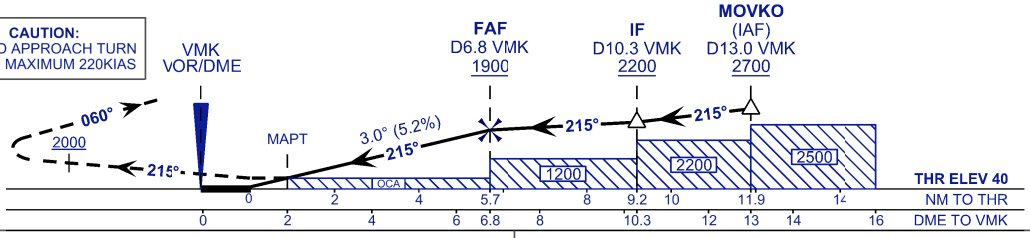
MALACCA/MALACCA (WMKM)
VOR Y RWY 21



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 5000 FT OR ABOVE ON TR 215°, ON PASSING 2000 FT TURN LEFT TR 060° TO INTERCEPT RDL 127 VMK THEN TO ATLUS AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 220KIAS



CAT. / OCA (H)	A	B	C
OCA (H)	650 (610)		

DME VMK (NM)	6.8	6.0	5.0	4.0	3.0	2.0
DIST THR RWY21 (NM)	5.7	4.8	3.8	2.8	1.8	0.8
ALTITUDE (FT)	1900	1630	1311	993	674	356

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY21(5.7NM) (MIN:SEC)	4:16	3:25	2:51	2:26	2:08	1:54
RATE OF DESCEND (318.5 FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

MALACCA/MALACCA (WMKM)
VOR Y RWY 21

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
MOVKO (IAF)	RDL 035 VMK / D 13.0 VMK	02° 26' 09.66" N	102° 22' 13.19" E
IF	RDL 035 VMK / D 10.3 VMK	02° 24' 00.03" N	102° 20' 42.59" E
FAF	RDL 035 VMK / D 6.8 VMK	02° 21' 07.40" N	102° 18' 41.91"
MAPT	RDL 035 VMK / D 2.0 VMK	02° 17' 08.20" N	102° 15' 54.73" E
ATLUS	RDL 127 VMK / D 13.0 VMK	02° 07' 34.33" N	102° 25' 05.43" E
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E

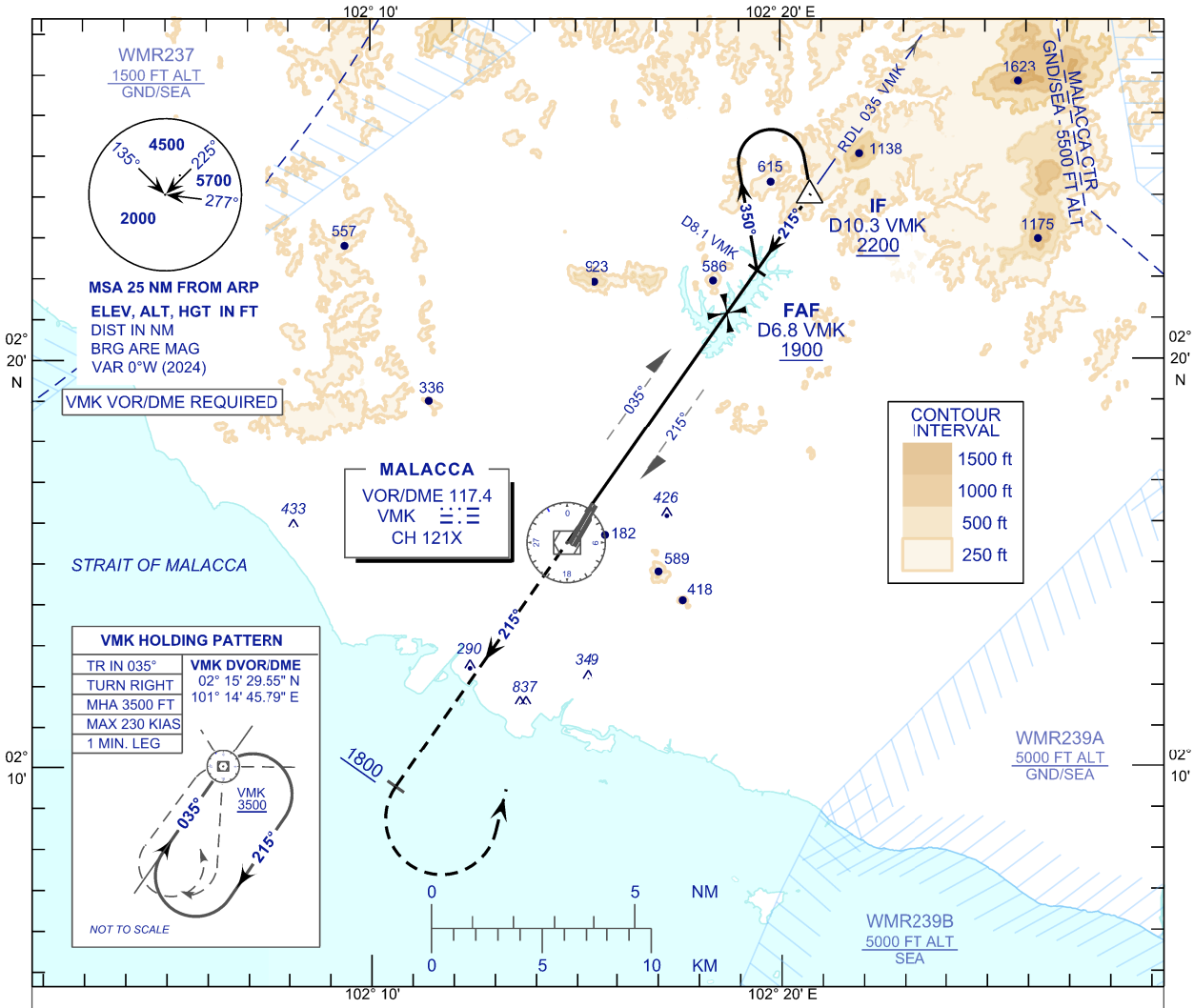
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

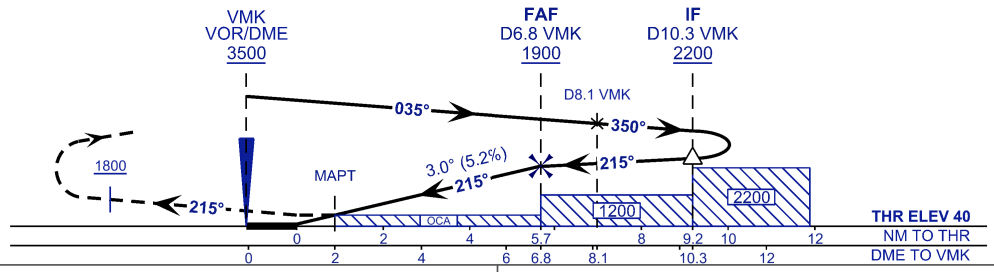
TWR	118.00
SMC	121.60
ATIS	127.45

MALACCA/MALACCA (WMKM)
VOR X (CAT A & B) RWY 21



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 215°, ON PASSING 1800 FT TURN LEFT TO VMK DVOR/DME AND HOLD, OR AS DIRECTED BY ATC.



OCA (H) \ CAT.	A	B
OCA (H)	650 (610)	

DME VMK (NM)	6.8	6.0	5.0	4.0	3.0	2.0
DIST THR RWY21 (NM)	5.7	4.8	3.8	2.8	1.8	0.8
ALTITUDE (FT)	1900	1630	1311	993	674	356

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY21(5.7NM) (MIN:SEC)	4:16	3:25	2:51	2:26	2:08	1:54
RATE OF DESCEND (318.5 FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 40FT
HEIGHT RELATED TO
THR RWY 21 - ELEV 40FT

MALACCA/MALACCA (WMKM)
VOR X (CAT A & B) RWY 21

TABULAR DESCRIPTION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES (WGS84)	
IF	RDL 035 VMK / D 10.3 VMK	02° 24' 00.03" N	102° 20' 42.59" E
FAF	RDL 035 VMK / D 6.8 VMK	02° 21' 07.40" N	102° 18' 41.91" E
MAPT	RDL 035 VMK / D 2.0 VMK	02° 17' 08.20" N	102° 15' 54.73" E
VMK VOR/DME	117.4 MHZ / CH 121X	02° 15' 29.55" N	102° 14' 45.79" E

NEW TABULAR

WBGB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGB - BINTULU

WBGB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	030727N 1130111E Site : Centre of RWY
2	Direction and distance from (city)	Bearing 203° / 9 KM fm Bintulu Mosque at Town / 20 KM by road.
3	Elevation/Reference temperature	75 FT (23M) / 31.7°C
4	Geoid undulation at AD ELEV PSN	+41 M
5	MAG VAR/Annual change	0° E (2024) / 0° 3' 51" decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airport Sdn Bhd Bintulu Airport P.O Box 2787 97008 Bintulu Sarawak TEL: +6086 - 333844 Telefax: +6086 - 337011 ATC Services: Civil Aviation Authority of Malaysia Bintulu Airport P.O Box 2833 97012 Bintulu Sarawak Malaysia, TEL: +6086 - 332561 (Office) +6086 - 331331 (Tower) Telefax: +6086 - 330501 (Office) +6086 - 330331 (Tower) AFS: WBGBZTZX
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBGB AD 2.3 OPERATIONAL HOURS

1	AD Operator	2200 - 1300 UTC Daily
2	Customs and immigration	Immigration: 0000 - 0900. Sun and Public Holidays: 0030 - 0730 Custom: 0000 - 1200
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	In Control Tower: -
6	MET Briefing Office	NIL
7	ATS	2200 - 1300
8	Fuelling	PETRONAS 2200 - 1400 Outside ops hrs PN required. TEL: +6086 - 312463 BCS: 0000 - 0900 Outside ops hrs PN required. TEL: +6086-330369 HP: 019-8894116
9	Handling	Prior arrangement with agent.

10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WBGB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with Malaysia Airlines.
2	Fuel/oil types	Fuel: Jet A1
3	Fuelling facilities/capacity	PETRONAS: Refuelling by bowsers.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WBGB AD 2.5 PASSENGER FACILITIES

1	Hotels	In Town.
2	Restaurants	At Airport Terminal.
3	Transportation	Taxi.
4	Medical facilities	Bintulu Hospital at Jalan Nyabau (25 km from airport)
5	Bank and Post Office	In Town.
6	Tourist Office	NIL
7	Remarks	NIL

WBGB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	With arrangement with the respective airlines and ground handler - Largest aircraft - A332
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are to be well trained in rescue and fire fighling as well as medical first aid

WBGB AD 2.7 SEASONAL AVAILABILITY - CLEARING

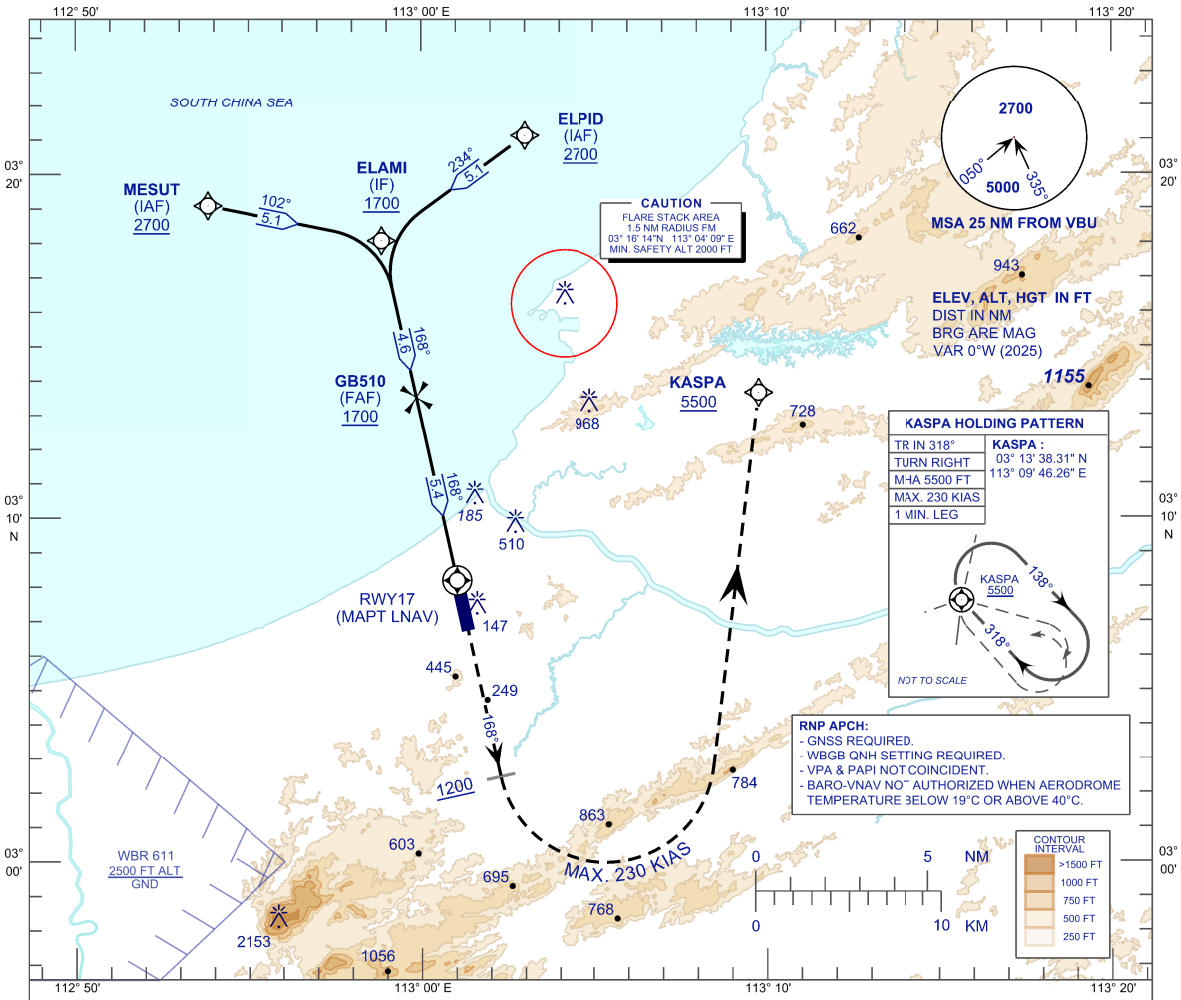
1	Types of clearing equipment	-
2	Clearance priorities	-
3	Remarks	-

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 75 FT
HEIGHT RELATED TO
THR RWY 17 - ELEV 34 FT

TWR	122.30 (P)
	119.25 (S)
SMC	121.80
ATIS	127.80

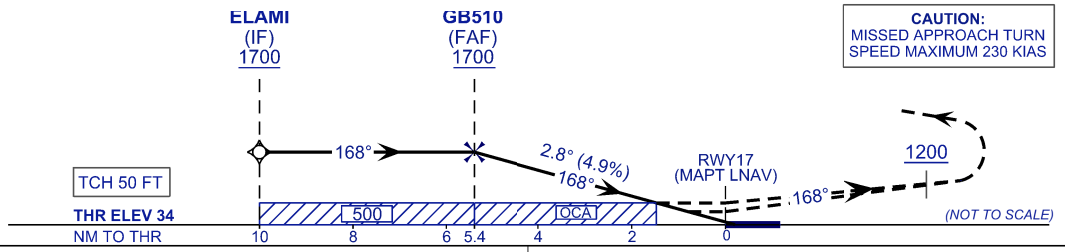
BINTULU/BINTULU (WBGB)
RNP Y RWY 17



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

MISSED APPROACH:
CLIMB TO 5500 FT OR ABOVE ON TR 168°, ON PASSING 1200 FT TURN LEFT TO KASPA AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230 KIAS



CAT. / OCA (H)	A	B	C	D
LNAV	**500** (466)			
LNAV / VNAV	**348** (314)	**361** (327)	**369** (335)	**379** (345)

DIST THR RWY17 (NM)	5.4	5.0	4.0	3.0	2.0	1.0
ALTITUDE (FT)	1700	1570	1273	976	679	381

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY17 (5.4 NM) (MIN:SEC)	4:05	3:16	2:43	2:20	2:02	1:49
RATE OF DESCEND (297.2 FT/MIN)	400	500	590	690	790	890

REPLACEMENT CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 75 FT
HEIGHT RELATED TO
THR RWY 17 - ELEV 34 FT

BINTULU/BINTULU (WBGB)
RNP Y RWY 17

TABULAR DESCRIPTION

ELPID TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH (FT)	NAVIGATION SPECIFICATION
010	IF	ELPID (IAF)	–	–	–	–	+2700	–	–	RNP APCH
020	TF	ELAMI (IF)	–	234°	5.1	–	+1700	–	–	RNP APCH
030	TF	GB510 (FAF)	–	168°	4.6	L	+1700	–	–	RNP APCH
040	TF	RWY17	Y	168°	5.4	–	–	–	-2.8°/50	RNP APCH
050	VA	–	–	168°	–	–	+1200	–	–	RNP APCH
060	DF	KASPA	–	–	–	L	+5500	-230	–	RNP APCH
070	HM	KASPA	Y	–	–	R	+5500	-230	–	RNP 1

MESUT TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH (FT)	NAVIGATION SPECIFICATION
010	IF	MESUT (IAF)	–	–	–	–	+2700	–	–	RNP APCH
020	TF	ELAMI (IF)	–	102°	5.1	–	+1700	–	–	RNP APCH
030	TF	GB510 (FAF)	–	168°	4.6	R	+1700	–	–	RNP APCH
040	TF	RWY17	Y	168°	5.4	–	–	–	-2.8°/50	RNP APCH
050	VA	–	–	168°	–	–	+1200	–	–	RNP APCH
060	DF	KASPA	–	–	–	L	+5500	-230	–	RNP APCH
070	HM	KASPA	Y	–	–	R	+5500	-230	–	RNP 1

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATES	
ELPID	03° 21' 06.67" N	113° 02' 59.86" E
MESUT	03° 19' 04.72" N	112° 53' 49.32" E
ELAMI	03° 18' 03.55" N	112° 58' 51.02" E
GB510 (FAF)	03° 13' 30.58" N	112° 59' 51.21" E
THR RWY17 (MAPT LNAV)	03° 08' 10.44" N	113° 01' 01.47" E
KASPA	03° 13' 38.31" N	113° 09' 46.26" E

CHANGES : ALTITUDE FOR KASPA CHANGE TO +5500

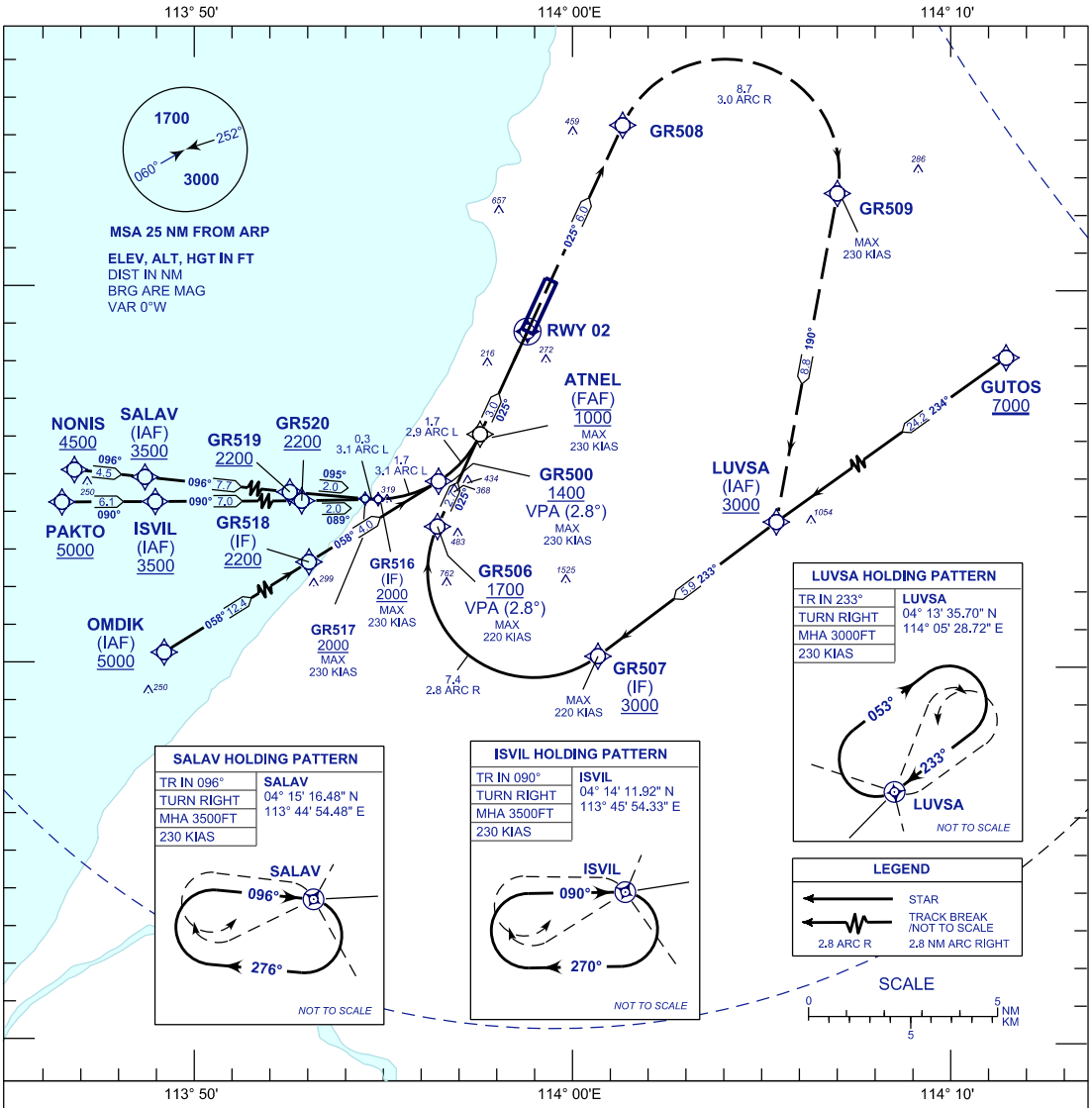
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHT RELATED TO
THR RWY 02 - ELEV 59 FT

APP	129.9 (P)
	122.70 (S)
TWR	123.30
SMC	121.9
CATIS	127.0

MIRI/MIRI (WBGR)

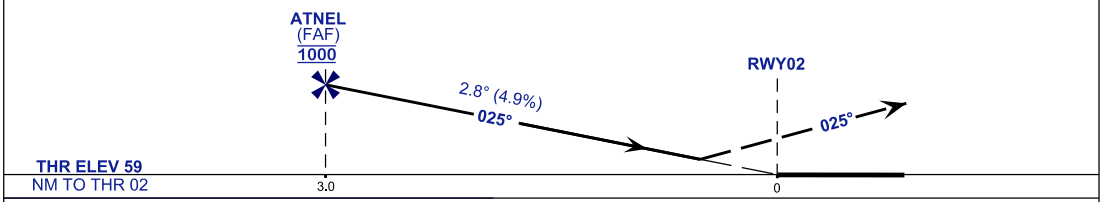
RNP Z RWY 02 (AR)



VPA 2.8°	
RDH 52FT	

MISSED APPROACH
CLIMB TO 3000FT VIA THE RNP MISSED APPROACH TRACK TO LUVSA OR AS DIRECTED BY ATC

TRANSITION LEVEL	FL130
TRANSITION ALT	11 000



STRAIGHT - IN APPROACH	OCA (OCH)	
CATEGORY OF AIRCRAFT	C	D
RNP 0.3	**485** (426)	
CIRCLING AND ALTERNATE N/A		

GROUND SPEED - KT	70	90	100	120	140	160
RATE OF DESCENT (2.8°) (FEET/MIN)	347	446	495	594	693	792

DISTANCE TO THRESHOLD (NM)	3	2	1
ALTITUDE (FEET)	1000	670	370

1. AUTHORIZATION REQUIRED **2. GNSS REQUIRED** **3. RF REQUIRED**

4. APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 19°C OR ABOVE 38°C.

5. WBGR ALTIMETER SETTING REQUIRED. 6. PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.

7. RNP 0.3 REQUIRED FROM IAF'S TO FAF.

CHANGES : OBSTACLE DATA 1717 TO READ AS 1525

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 59 FT
HEIGHT RELATED TO
THR RWY 02 - ELEV 59 FT

MIRI/MIRI (WBGR)

RNP Z RWY 02 (AR)

TABULAR DESCRIPTION

PAKTO TRANSITION

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	PAKTO	-	N	-	-	-	+ 5000	-	-	-
002	TF	ISVIL	-	N	IAF	090° / 6.1	-	+ 3500	-	-	2.0
003	TF	GR520	-	N	-	090° / 7.0	-	+ 2200	-	-	0.3
004	TF	GR516	-	N	IF	089° / 2.0	-	+ 2000	-230	-	0.3
005	RF	GR500	RGR08	N	-	3.1 RF / 1.7	L	+1400	-230	-	0.3
006	RF	ATNEL	RGR07	N	FAF	2.9 RF / 1.7	L	@1000	-230	- 2.8	0.3

NONIS TRANSITION

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	NONIS	-	N	-	-	-	+ 4500	-	-	-
002	TF	SALAV	-	N	IAF	096° / 4.5	-	+ 3500	-	-	2.0
003	TF	GR519	-	N	-	096° / 7.7	-	+ 2200	-	-	0.3
004	TF	GR517	-	N	-	095° / 2.0	-	+ 2000	-230	-	0.3
005	RF	GR516	RGR08	N	IF	3.1 RF / 0.3	L	+ 2000	-230	-	0.3
006	RF	GR500	RGR08	N	-	3.1 RF / 1.7	L	+1400	-230	-	0.3
007	RF	ATNEL	RGR07	N	FAF	2.9 RF / 1.7	L	@1000	-230	- 2.8	0.3

GUTOS TRANSITION

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	GUTOS	-	N	-	-	-	+ 7000	-	-	-
002	TF	LUVSA	-	N	IAF	234° / 24.2	-	+ 3000	-	-	2.0
003	TF	GR507	-	N	IF	233° / 5.9	-	+ 3000	-220	-	0.3
004	RF	GR506	RGR09	N	-	2.8 RF / 7.4	R	+ 1700	-220	-	0.3
005	TF	ATNEL	-	N	FAF	025° / 2.7	-	@1000	-230	- 2.8	0.3

OMDIK TRANSITION

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	OMDIK	-	N	IAF	-	-	+ 5000	-	-	-
002	TF	GR518	-	N	IF	058° / 12.4	-	+ 2200	-	-	0.3
003	TF	GR500	-	N	-	058° / 4.0	-	+ 1400	-230	-	0.3
004	RF	ATNEL	RGR07	N	FAF	2.9 RF / 1.7	L	@1000	-230	- 2.8	0.3

FINAL AND MISSED APPROACH

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	ATNEL	-	N	FAF	-	-	@1000	-	-	-
002	TF	RWY02	-	Y	-	025° / 3.0	-	@111	-	- 2.8	0.3
003	TF	GR508	-	N	-	025° / 6.0	-	-	-	-	1.0
004	RF	GR509	RGR10	N	-	3.0 RF / 8.7	R	-	-230	-	1.0
005	TF	LUVSA	-	N	-	190° / 8.8	-	+3000	-	-	1.0

CHANGES : CHART IDENTIFICATION

WBGS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	2745	2805	2745	2745	NIL
31	2745	2805	2745	2745	NIL

WBGS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
13	CAT1 900M LIH	Green Green	PAPI Left / Slope 3° 15.5M(50.9FT)	NIL	NIL	2745M 60M Variable White/ Yellow LIH	Red	NIL	NIL
31	SALS 420M LIH	Green -	PAPI Left / Slope 3° 17.8 M (58.4FT)	NIL	NIL	2745M 60M VariableWhite/ Yellow LIH	Red -	NIL	NIL

WBGS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN : Available on top Control Tower. FLG Green and White 20 to 30 per minute IBN : Nil ON at night and during bad weather
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: Wind Direction Indicator (WDI) RWY 13: 350 M from THR on right side, 100 M from RWY Centre Line and lighted. RWY 31: 400 M from THR on left side, 130 M from RWY Centre Line and lighted.
3	TWY edge and centre line lighting	Taxiway Edge - TWY A, B, and C Taxiway Centre line - TWY A and B
4	Secondary power supply/switch-over time	Secondary power supply: Available Secondary power supply to all AGL at AD. Switch-over time: Maximum 15 seconds
5	Remarks	NIL

WBGS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL

5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	1. Location at General Aviation (GA) Apron. Pilot to follow ATC instruction for parking. 2. Helicopter parking is available at Helipad (H1, H2 and H3) with D-value of 14 M and below.

WBGS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SIBU CTR Area contained within a radius of 20 NM centered on VSI VOR/DME (021448N 1120012E) SIBU TMA An area contained within positions commencing clock wise from 022830N 1123746E, thence along the arc of a circle 40NM centered on VSI VOR/DME (021448N 1120012E) to 023216N 1112412E, thence to 030430N 1113940E, thence along the arc of a circle 25NM centered on VMH VOR/DME (025334N1120210E) to 030208N 1122540E, thence to 022830N 1123746E
2	Vertical limits	CTR : SFC to 2 500 FT AMSL TMA: 2 500 FT to 11 500 FT AMSL
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	SIBU RADAR during Approach Radar Service Provision SIBU TOWER during Procedural Approach Service Provision. English
5	Transition altitude	11 000 FT FT AMSL
6	Remarks	NIL

WBGS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	SIBU GROUND	121.900 MHZ	2200 - 1400	-
TWR	SIBU TOWER	123.200 MHZ * 121.500 MHZ	2200 - 1400	* Emergency frequency
APP	SIBU RADAR	122.600 MHZ (P) 124.400 MHZ (S)	0000 - 0900	-
ATIS	SIBU INFORMATION	127.650 MHZ	2200 - 1400	-

WBGS AD 2.19 RADIO NVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC	ISU	110.500 MHZ	H24	021504.92N 1115952.70E	-	
GP/DME	-	329.600 MHZ CH 42X		021604.93N 1115841.70E	-	7.5W 125W
DVOR/DME	VSI	112.200 MHZ CH 59X		021448.36N 1120012.06E	53.22M	VOR: 100W DME: 1KW

WBGS AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1. Local Flying Restrictions

a) Circuit height

– 600 FT for helicopter.
– 1000 FT for light aircraft.
– 1500 FT for other aircraft.

b) Not available to aircraft without 2-way radio communication unless with prior permission.
c) All aircraft to avoid flying over the ammunition depot at 500FT or below. Location of ammunition depot approximately 3.69 NM on radial 328° fm VSI DVOR.

2.20.2. Pilot-in-command of all departure aircraft shall request ATC clearance from Sibu Ground 5 minutes before engine start up. All IFR departure will be issued with SID or Standard Radar Departure with standard initial altitude 6000FT.Further climb on ATC approval only. When Sibu Approach Radar is operating, departure aircraft shall contact Sibu Radar after airborne as soon as practicable before passing 2000FT on FREQ 122.6 MHz without ATC instruction to change radio frequency unless otherwise instructed. First contact with Sibu Radar after airborne advice the SID IDENT or assigned heading, the last level vacated (nearest 100FT) and the assigned altitude.

2.20.3. Procedures for VFR flights within the Sibu CTR

a) A flight plan shall be filed for the flight concerned.
b) ATC clearance shall be obtained from Sibu TWR.
c) Any deviation from ATC clearance requires prior permission.
d) The flight shall be conducted with vertical visual reference to the ground.
e) Two-way radio communication shall be established with Sibu Radar on 122.6MHZ or Sibu Tower on 123.2MHZ subject to ATS operational hours prior to entering the Sibu CTR.
f) All VFR flights shall follow the established VFR Routes for entering and exiting the Sibu CTR, as shown in Visual Chart. Any deviation outside these routes requires prior ATC permission.
g) All arriving aircraft shall hold at the designated VFR Holding area at 1000 feet and await onward ATC clearance for landing.

2.20.3.1 Medevac flight operating from Sibu Hospital shall call Sibu Tower via telephone 084-307764 for level and SSR Code at least 5-10 minutes before departure.

2.20.4. Locked wheel turn on runway is prohibited.

2.20.5. To enable ATC to apply minimum spacing on final that will achieve maximum runway utilization and minimize the occurrence of 'Go-around', landing aircraft shall exit the landing runway without delay at first suitable exit taxiway or as instructed by ATC. Aircraft landing Runway 13 that is unable to exit via available exit taxiway shall stop and reverse course on runway as soon as possible. Aircraft that need to proceed to the end of the runway and reverse course on the turning pan shall inform ATC before landing.

2.20.6. Arriving Aircraft Parking Arrangement

2.20.6.1 When Bay 1, 2, 3, 4 and 5 is occupied, no aircraft is allowed to be parked at bay 1A, 2A, 2B, 3A, 3B, 4A, 5A and vice versa.

2.20.6.2 No simultaneous aircraft movement is allowed either power-in, push back and power-out at the main apron.

2.20.7. Departing Aircraft Parking Arrangement

2.20.7.1 The Ground Handler should strictly follow the lead out line marking when manoeuvring aircraft for push back at Bay 3A, ensuring

sufficient clearance between the wing tips of Bay 3A and Bay 2B

WBGS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBGS AD 2.22 FLIGHT PROCEDURES

2.22.1. Communication failure procedures as per AIP Malaysia, ENR 1.6 - 3 Para 1.6.2.1 are to be adopted by the pilot experiencing such exigency.

2.22.2. Low Visibility Procedures

2.22.2.1 LVP becomes effective when the visibility falls below the Aerodrome Operating Minima of 800 M and/or Runway Visual Range (RVR) of 550 M.

2.22.2.2 Responsibility of separation and regulation of aircraft and vehicles shall be as follows:

a) Pilot-in-command shall be responsible for maintaining separation with other aircraft on the manoeuvring area, other than the runway;
b) Driver of vehicles shall be responsible for separation with aircraft and other vehicles.

2.22.2.3 When low visibility operating procedures are in operation, air traffic controllers will:

a) Broadcast in the CATIS that low visibility operating procedures are in operation;
b) Ensure all vehicles and personnel are clear of the manoeuvring area.
c) Provide pilot of every landing/departing aircraft with:
   i. The current RVR reading of the landing/departing runway;
   ii. Unserviceability of any component of landing facilities not previously broadcast in CATIS or NOTAM.
d) When necessary, instruct landing or taxiing aircraft to report when the runway has been vacated.

2.22.2.4 When low visibility operation procedures are in operation, pilot-in-command shall:

a) Ensure that after landing to vacate runway as soon as possible;
b) Be aware that any emergency conditions may not be visible from the control tower or AFRS.

2.22.2.5 All non-essential vehicles and personnel, e.g., work contractors and maintenance parties, must be withdrawn from the movement area. Essential vehicles permitted to enter the manoeuvring area are kept to a minimum and must be in RTF communication with ATC.

WBGS AD 2.23 ADDITIONAL INFORMATION

2.23.1. Engine-Run Procedures

2.23.1.1 Engine-run procedures for aircraft:

a) Fitted with Auxiliary Power Unit

   i. Aircraft shall start-up one engine
   ii. Push back shall commence after one engine has started up. Such engine shall be on idle power at pushback.
   iii. Start-up of other engine shall be made after pushback and when the aircraft is in position on the apron centre line.

b) Not fitted with Auxiliary Power Unit (APU) or when the APU is unserviceable

   i. Shall be permitted to start all engines before pushback, except for wide-body aircraft.

2.23.2. Presence of birds within the vicinity of aerodrome, pilot to exercise precaution on landing and take - off from Sibu.

2.23.3. Weather

2.23.3.1 Sibu Aerodrome frequently experience poor visibility due to Fog and Mist in the early morning between 2200 UTC until 0000 UTC. Flight crew or aircraft operator is advice to call Sibu ATC Tower to check the condition of weather and visibility between the period mentioned above.

2.23.4. The spacing of runway edge lights are not uniformly spaced and the distance between lights is within 60 M.

2.23.5. Taxiway edge lights on runway turn pads are not uniformly spaced and intervals more than 30 M.

2.23.6. No vehicles are allowed to be parked at No Parking Area Marking at Bay 2 and Bay 3.

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