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

AIRAC AIP AMDT
04/25
Effective Date: 27 NOV 2025
Publication Date: 18 SEP 2025

This AIRAC AIP AMDT 04/25 contains:

GEN 0.4-1 To 13	Checklist Of AIP Pages
GEN 3.2-3	List Of Aeronautical Charts Available
ENR 1.8-16 To 21	Updating Flights Departing and Landing at Airports Within Kuala Lumpur FIR
ENR 1.8-21 To 24	Updating Flights to Destination Outside Kuala Lumpur FIR
ENR 1.8-25 To 27	Updating Flights Entering Kuala Lumpur FIR from Adjacent FIR
ENR 1.8-28 To 31	Updating Flights Overflying Kuala Lumpur FIR
ENR 1.8-32 To 35	Re-indexing pages
ENR 1.8-50	Re-indexing pages
ENR 3.1-55	Updating ATS Routes W531
ENR 3.3-54	Updating RNAV Routes Y501
ENR 4.4-1	Name-code Designators For Significant Points
ENR 4.4-2 To 3	Re-indexing pages
ENR 4.4-4 To 5	Name-code Designators For Significant Points
ENR 4.4-6	Re-indexing pages
AD 2-WMKA-1-3	Updating TWY
AD 2-WMKA-2-1 To 5	Updating Charts
AD 2-WMKC-1-1	Updating Operational Hours
AD 2-WMKC-1-2	Updating Cargo Handling Facilities and Rescue & Fire Fighting Services
AD 2-WMKC-1-3	Updating Aprons, Taxiways And Check Locations/positions Data
AD 2-WMKC-1-4	Surface Movement Guidance And Control System And Markings
AD 2-WMKC-1-5	Re-indexing pages
AD 2-WMKC-1-6	Runway Physical Characteristics
AD 2-WMKC-1-7	Updating Other Lighting, Secondary Power Supply
AD 2-WMKC-1-8	Re-indexing pages
AD 2-WMKC-1-9	Updating Arriving Aircraft Parking Arrangement at Main Apron
AD 2-WMKC-1-10	Updating Charts Related To An Aerodrome
AD 2-WMKC-2-1 To	Updating Charts
AD 2-WMKK-1-1	Updating distance from city
AD 2-WMKK-1-2,8,9,15, 16,17,18,29,31,38	Updating HTML Format
AD 2-WMKK-1-39	Updating RWY Crossing
AD 2-WMKK-2-1,9,	Updating Charts & Tabular
AD 2-WMKN-1-1 To 2	Updating HTML Format
AD 2-WMKN-1-3	Updating Aprons, Taxiways And Check Locations/positions Data
AD 2-WMKN-1-4	Surface Movement Guidance And Control System And Markings / Aerodrome Obstacles
AD 2-WMKN-1-7	Updating Runway Physical Characteristics
AD 2-WMKN-1-8	Updating Secondary power supply/switch-over time
AD 2-WMKN-1-11	Updating Charts Related To An Aerodrome
AD 2-WMKN-2-1 To 5	Updating Charts
AD 2-WMKP-1-3 to 4	Updating Apron and Taxiway surface and Strength
AD 2 - WMKP-1-6	Updating HTML Format
AD 2-WMKP-1-9	Updating HTML Format
AD 2-WMKP-1-10	Updating Aircraft Operations Restrictions
AD 2-WMKP-2-1 to 5	Updating Charts
AD 2-WBKK-1-2	Updating Remarks ' Operational Hours

AD 2-WBKL-1-1	Updating Operational Hours - Fuelling & Handling
AD 2-WBKL-1-3	Updating HTML Format
AD 2-WBKL-1-4 to 7	Updating Aerodrome Obstacles
AD 2-WBKL-1-8 To 13	Re-indexing pages and Updating Format
AD 2-WBKL-1-14	Updating Charts Related To An Aerodrome
AD 2-WBKL-2-3 to 5	Updating Charts
AD 2-WBGK-1-1	Updating Direction and distance from city
AD 2-WBGK-1-2	Updating Rescue And Fire Fighting Services ,
AD 2-WBGK-1-3	Updating Apron ,Taxiway and Aerodrome Obstacle
AD 2-WBGK-1-4	Re-indexing pages
AD 2-WBGK-1-7	Updating Runway Physical Characteristics
AD 2-WBGK-1-8	Updating Declared Distances & Other Lighting, Secondary Power Supply
AD 2-WBGK-1-8	Updating HTML Format
AD 2-WBGK-2-1 To 5	Updating Charts
AD 2-WBTM-1-2	Updating Apron and Taxiway Surface & Strength
AD 2-WBTM-1-3	Updating RWY and TWY markings and LGT
AD 2-WBTM-1-4	Updating RUNway Physical Characteristics
AD 2-WBTM-1-5	Re-indexing pages

DESTROY			INSERT		
GEN	0.4-1	09 SEP 2025	GEN	0.4-1	27 NOV 2025
	0.4-2	09 SEP 2025		0.4-2	27 NOV 2025
	0.4-3	09 SEP 2025		0.4-3	27 NOV 2025
	0.4-4	09 SEP 2025		0.4-4	27 NOV 2025
	0.4-5	09 SEP 2025		0.4-5	27 NOV 2025
	0.4-6	09 SEP 2025		0.4-6	27 NOV 2025
	0.4-7	09 SEP 2025		0.4-7	27 NOV 2025
	0.4-8	09 SEP 2025		0.4-8	27 NOV 2025
	0.4-9	09 SEP 2025		0.4-9	27 NOV 2025
	0.4-10	09 SEP 2025		0.4-10	27 NOV 2025
	0.4-11	09 SEP 2025		0.4-11	27 NOV 2025
	0.4-12	09 SEP 2025		0.4-12	27 NOV 2025
	0.4-13	09 SEP 2025		0.4-13	27 NOV 2025
	0.4-14	09 SEP 2025		0.4-14	27 NOV 2025
	3.2-3	09 SEP 2025		3.2-3	27 NOV 2025
ENR	1.8-1	04 SEP 2025	ENR	1.8-1	27 NOV 2025
	1.8-16	11 JUL 2024		1.8-16	27 NOV 2025
	1.8-17	10 SEP 2021		1.8-17	27 NOV 2025
	1.8-18	10 SEP 2021		1.8-18	27 NOV 2025
	1.8-19	10 SEP 2021		1.8-19	27 NOV 2025
	1.8-20	08 OCT 2024		1.8-20	27 NOV 2025
	1.8-21	10 SEP 2021		1.8-21	27 NOV 2025
	1.8-22	10 SEP 2021		1.8-22	27 NOV 2025
	1.8-23	10 SEP 2021		1.8-23	27 NOV 2025
	1.8-24	15 AUG 2023		1.8-24	27 NOV 2025

DESTROY			INSERT		
AD	1.8-25	15 AUG 2023	1.8-25	27 NOV 2025	
	1.8-26	15 AUG 2023	1.8-26	27 NOV 2025	
	1.8-27	08 OCT 2024	1.8-27	27 NOV 2025	
	1.8-28	15 AUG 2023	1.8-28	27 NOV 2025	
	1.8-29	15 AUG 2023	1.8-29	27 NOV 2025	
	1.8-30	08 OCT 2024	1.8-30	27 NOV 2025	
	1.8-31	15 AUG 2023	1.8-31	27 NOV 2025	
	1.8-32	20 MAR 2025	1.8-32	27 NOV 2025	
	1.8-33	04 SEP 2025	1.8-33	27 NOV 2025	
	1.8-34	04 SEP 2025	1.8-34	27 NOV 2025	
	1.8-35	08 OCT 2024	1.8-35	27 NOV 2025	
	1.8-50	04 SEP 2025	1.8-50	27 NOV 2025	
	3.1-55	10 SEP 2021	3.1-55	27 NOV 2025	
	3.3-54	04 SEP 2025	3.3-54	27 NOV 2025	
	4.4-1	04 SEP 2025	4.4-1	27 NOV 2025	
	4.4-2	04 SEP 2025	4.4-2	27 NOV 2025	
	4.4-3	04 SEP 2025	4.4-3	27 NOV 2025	
	4.4-4	04 SEP 2025	4.4-4	27 NOV 2025	
	4.4-5	04 SEP 2025	4.4-5	27 NOV 2025	
	4.4-6	04 SEP 2025	4.4-6	27 NOV 2025	
	2-WMKA-1-3	09 SEP 2025	AD 2-WMKA-1-3	27 NOV 2025	
	2-WMKA-2-1	28 NOV 2024	2-WMKA-2-1	27 NOV 2025	
	2-WMKA-2-3	28 NOV 2024	2-WMKA-2-3	27 NOV 2025	
	2-WMKA-2-5	28 NOV 2024	2-WMKA-2-5	27 NOV 2025	
	2-WMKC-1-1	29 OCT 2021	2-WMKC-1-1	27 NOV 2025	
	2-WMKC-1-2	01 DEC 2022	2-WMKC-1-2	27 NOV 2025	
	2-WMKC-1-3	01 DEC 2022	2-WMKC-1-3	27 NOV 2025	
	2-WMKC-1-4	31 DEC 2024	2-WMKC-1-4	27 NOV 2025	
	2-WMKC-1-5	31 DEC 2024	2-WMKC-1-5	27 NOV 2025	
	2-WMKC-1-6	31 DEC 2024	2-WMKC-1-6	27 NOV 2025	
	2-WMKC-1-7	31 DEC 2024	2-WMKC-1-7	27 NOV 2025	
	2-WMKC-1-8	31 DEC 2024	2-WMKC-1-8	27 NOV 2025	
	2-WMKC-1-9	31 DEC 2024	2-WMKC-1-9	27 NOV 2025	
	2-WMKC-1-10	31 DEC 2024	2-WMKC-1-10	27 NOV 2025	
	2-WMKC-2-1	28 NOV 2024	2-WMKC-2-1	27 NOV 2025	
	2-WMKC-2-3	01 DEC 2022	2-WMKC-2-3	27 NOV 2025	
	2-WMKC-2-5	01 DEC 2022	2-WMKC-2-5	27 NOV 2025	
	2-WMKK-1-1	28 NOV 2024	2-WMKK-1-1	27 NOV 2025	
	2-WMKK-1-2	04 SEP 2025	2-WMKK-1-2	27 NOV 2025	

DESTROY		INSERT	
2-WMKK-1-6	31 DEC 2024	2-WMKK-1-6	27 NOV 2025
2-WMKK-1-8	31 DEC 2024	2-WMKK-1-8	27 NOV 2025
2-WMKK-1-16	28 NOV 2024	2-WMKK-1-16	27 NOV 2025
2-WMKK-1-17	28 NOV 2024	2-WMKK-1-17	27 NOV 2025
2-WMKK-1-22	16 JUL 2024	2-WMKK-1-22	27 NOV 2025
2-WMKK-1-29	11 JUL 2024	2-WMKK-1-29	27 NOV 2025
2-WMKK-1-31	28 NOV 2024	2-WMKK-1-31	27 NOV 2025
2-WMKK-1-38	04 SEP 2025	2-WMKK-1-38	27 NOV 2025
2-WMKK-1-39	04 SEP 2025	2-WMKK-1-39	27 NOV 2025
2-WMKK-1-40	04 SEP 2025	2-WMKK-1-40	27 NOV 2025
2-WMKK-1-42	04 SEP 2025	2-WMKK-1-42	27 NOV 2025
2-WMKK-1-43	04 SEP 2025	2-WMKK-1-43	27 NOV 2025
2-WMKK-1-44	04 SEP 2025	2-WMKK-1-44	27 NOV 2025
2-WMKK-1-45	04 SEP 2025	2-WMKK-1-45	27 NOV 2025
2-WMKK-1-46	04 SEP 2025	2-WMKK-1-46	27 NOV 2025
2-WMKK-2-1	31 DEC 2024	2-WMKK-2-1	27 NOV 2025
2-WMKK-2-3	03 MAR 2022	2-WMKK-2-3	27 NOV 2025
2-WMKK-2-9	04 SEP 2025	2-WMKK-2-9	27 NOV 2025
2-WMKN-1-1	30 JAN 2024	2-WMKN-1-1	27 NOV 2025
2-WMKN-1-2	15 SEP 2022	2-WMKN-1-2	27 NOV 2025
2-WMKN-1-3	28 NOV 2024	2-WMKN-1-3	27 NOV 2025
2-WMKN-1-4	28 NOV 2024	2-WMKN-1-4	27 NOV 2025
2-WMKN-1-7	28 NOV 2024	2-WMKN-1-7	27 NOV 2025
2-WMKN-1-8	28 NOV 2024	2-WMKN-1-8	27 NOV 2025
2-WMKN-1-11	31 DEC 2024	2-WMKN-1-11	27 NOV 2025
2-WMKN-2-1	25 MAR 2025	2-WMKN-2-1	27 NOV 2025
2-WMKN-2-3	25 MAR 2025	2-WMKN-2-3	27 NOV 2025
2-WMKN-2-5	25 MAR 2025	2-WMKN-2-5	27 NOV 2025
2-WMKP-1-3	28 NOV 2024	2-WMKP-1-3	27 NOV 2025
2-WMKP-1-4	28 NOV 2024	2-WMKP-1-4	27 NOV 2025
2-WMKP-1-5	17 JUN 2025	2-WMKP-1-5	27 NOV 2025
2-WMKP-1-6	25 MAR 2025	2-WMKP-1-6	27 NOV 2025
2-WMKP-1-9	28 NOV 2024	2-WMKP-1-9	27 NOV 2025
2-WMKP-1-10	28 NOV 2024	2-WMKP-1-10	27 NOV 2025
2-WMKP-1-14	28 NOV 2024	2-WMKP-1-14	27 NOV 2025
2-WMKP-2-1	28 NOV 2024	2-WMKP-2-1	27 NOV 2025
2-WMKP-2-3	04 SEP 2025	2-WMKP-2-3	27 NOV 2025
2-WMKP-2-4	04 SEP 2025	2-WMKP-2-4	27 NOV 2025
2-WMKP-2-5	28 NOV 2024	2-WMKP-2-5	27 NOV 2025

DESTROY		INSERT	
2-WBKK-1-2	03 OCT 2024	2-WBKK-1-2	27 NOV 2025
2-WBKL-1-1	28 NOV 2024	2-WBKL-1-1	27 NOV 2025
2-WBKL-1-2	28 NOV 2024	2-WBKL-1-2	27 NOV 2025
2-WBKL-1-3	28 NOV 2024	2-WBKL-1-3	27 NOV 2025
2-WBKL-1-4	28 NOV 2024	2-WBKL-1-4	27 NOV 2025
2-WBKL-1-5	25 JAN 2024	2-WBKL-1-5	27 NOV 2025
2-WBKL-1-6	28 NOV 2024	2-WBKL-1-6	27 NOV 2025
2-WBKL-1-7	28 NOV 2024	2-WBKL-1-7	27 NOV 2025
2-WBKL-1-8	28 NOV 2024	2-WBKL-1-8	27 NOV 2025
2-WBKL-1-9	28 NOV 2024	2-WBKL-1-9	27 NOV 2025
2-WBKL-1-10	28 NOV 2024	2-WBKL-1-10	27 NOV 2025
2-WBKL-1-11	28 NOV 2024	2-WBKL-1-11	27 NOV 2025
2-WBKL-1-12	25 JAN 2024	2-WBKL-1-12	27 NOV 2025
-	-	2-WBKL-1-13	27 NOV 2025
-	-	2-WBKL-1-14	27 NOV 2025
2-WBKL-2-3	28 NOV 2024	2-WBKL-2-3	27 NOV 2025
2-WBKL-2-5	28 NOV 2024	2-WBKL-2-5	27 NOV 2025
2-WBGK-1-1	04 SEP 2025	2-WBGK-1-1	27 NOV 2025
2-WBGK-1-2	31 DEC 2024	2-WBGK-1-2	27 NOV 2025
2-WBGK-1-3	04 SEP 2025	2-WBGK-1-3	27 NOV 2025
2-WBGK-1-4	28 NOV 2024	2-WBGK-1-4	27 NOV 2025
2-WBGK-1-7	28 NOV 2024	2-WBGK-1-7	27 NOV 2025
2-WBGK-1-8	28 NOV 2024	2-WBGK-1-8	27 NOV 2025
2-WBGK-1-9	04 SEP 2025	2-WBGK-1-9	27 NOV 2025
2-WBGK-2-1	28 NOV 2024	2-WBGK-2-1	27 NOV 2025
2-WBGK-2-3	28 NOV 2024	2-WBGK-2-3	27 NOV 2025
2-WBGK-2-5	28 NOV 2024	2-WBGK-2-5	27 NOV 2025
2-WBTM-1-2	04 SEP 2025	2-WBTM-1-2	27 NOV 2025
2-WBTM-1-3	25 MAR 2025	2-WBTM-1-3	27 NOV 2025
2-WBTM-1-4	04 SEP 2025	2-WBTM-1-4	27 NOV 2025
2-WBTM-1-5	04 SEP 2025	2-WBTM-1-5	27 NOV 2025
2-WBTM-1-6	04 SEP 2025	2-WBTM-1-6	27 NOV 2025

1. Hand amendments

NIL

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

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

AIP SUP	NIL
AIC	NIL
NOTAM	NIL

- END -

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 - GENERAL (GEN)					
GEN 0.		1.7-3	20 MAY 2021	2.7-35	25 MAR 2025
0.1-1	12 AUG 2021	1.7-4	25 MAR 2021	2.7-36	25 MAR 2025
0.1-2	31 DEC 2024	1.7-5	29 OCT 2021	2.7-37	25 MAR 2025
0.1-3	31 DEC 2024	1.7-6	25 MAR 2021	2.7-38	25 MAR 2025
0.1-4	25 MAR 2021			2.7-39	25 MAR 2025
0.2-1	24 FEB 2022	GEN 2.		2.7-40	25 MAR 2025
0.2-2	16 AUG 2018	2.1-1	16 AUG 2018	2.7-41	25 MAR 2025
0.3-1	09 SEP 2025	2.1-2	31 DEC 2024	2.7-42	25 MAR 2025
0.3-2	09 SEP 2025	2.2-1	25 MAR 2021	2.7-43	25 MAR 2025
0.3-3	09 SEP 2025	2.2-2	25 MAR 2021	2.7-44	25 MAR 2025
0.3-4	09 SEP 2025	2.2-3	25 MAR 2021	2.7-45	25 MAR 2025
0.4-1	27 NOV 2025*	2.2-4	25 MAR 2021	2.7-46	25 MAR 2025
0.4-2	27 NOV 2025*	2.2-5	25 MAR 2021	2.7-47	25 MAR 2025
0.4-3	27 NOV 2025*	2.2-6	25 MAR 2021	2.7-48	25 MAR 2025
0.4-4	27 NOV 2025*	2.2-7	05 NOV 2020	2.7-49	25 MAR 2025
0.4-5	27 NOV 2025*	2.2-8	16 AUG 2018	2.7-50	25 MAR 2025
0.4-6	27 NOV 2025*	2.2-9	20 MAY 2021	2.7-51	25 MAR 2025
0.4-7	27 NOV 2025*	2.2-10	16 AUG 2018	2.7-52	25 MAR 2025
0.4-8	27 NOV 2025*	2.3-1	16 AUG 2018	2.7-53	25 MAR 2025
0.4-9	27 NOV 2025*	2.3-2	16 AUG 2018	2.7-54	25 MAR 2025
0.4-10	27 NOV 2025*	2.3-3	20 MAY 2021	2.7-55	25 MAR 2025
0.4-11	27 NOV 2025*	2.3-4	16 AUG 2018	2.7-56	25 MAR 2025
0.4-12	27 NOV 2025*	2.3-5	16 AUG 2018	2.7-57	25 MAR 2025
0.4-13	27 NOV 2025*	2.3-6	16 AUG 2018	2.7-58	25 MAR 2025
0.4-14	27 NOV 2025*	2.3-7	20 MAY 2021	2.7-59	25 MAR 2025
0.5-1	16 AUG 2018	2.3-8	16 AUG 2018	2.7-60	25 MAR 2025
0.5-2	16 AUG 2018	2.4-1	15 AUG 2019	2.7-61	25 MAR 2025
0.6-1	16 AUG 2018	2.4-2	15 AUG 2019	2.7-62	25 MAR 2025
0.6-2	25 MAR 2021	2.4-3	15 AUG 2019	2.7-63	25 MAR 2025
0.6-3	25 MAR 2021	2.4-4	16 AUG 2018	2.7-64	25 MAR 2025
0.6-4	25 MAR 2021	2.5-1	08 OCT 2024	2.7-65	25 MAR 2025
		2.5-2	16 AUG 2018	2.7-66	25 MAR 2025
		2.6-1	25 MAR 2021	2.7-67	25 MAR 2025
GEN 1.		2.6-2	16 AUG 2018	2.7-68	25 MAR 2025
1.1-1	31 DEC 2024	2.7-1	25 MAR 2025	2.7-69	25 MAR 2025
1.1-2	31 DEC 2024	2.7-2	25 MAR 2025	2.7-70	25 MAR 2025
1.1-3	31 DEC 2024	2.7-3	25 MAR 2025	2.7-71	25 MAR 2025
1.1-4	31 DEC 2024	2.7-4	25 MAR 2025	2.7-72	25 MAR 2025
1.1-5	31 DEC 2024	2.7-5	25 MAR 2025	2.7-73	25 MAR 2025
1.1-6	31 DEC 2024	2.7-6	25 MAR 2025	2.7-74	25 MAR 2025
1.2-1	25 MAR 2025	2.7-7	25 MAR 2025	2.7-75	25 MAR 2025
1.2-2	25 MAR 2025	2.7-8	25 MAR 2025	2.7-76	25 MAR 2025
1.2-3	25 MAR 2025	2.7-9	25 MAR 2025	2.7-77	25 MAR 2025
1.2-4	25 MAR 2025	2.7-10	25 MAR 2025	2.7-78	25 MAR 2025
1.3-1	16 AUG 2018	2.7-11	25 MAR 2025		
1.3-2	16 AUG 2018	2.7-12	25 MAR 2025	GEN 3.	
1.3-3	16 AUG 2018	2.7-13	25 MAR 2025	3.1-1	31 DEC 2024
1.3-4	16 AUG 2018	2.7-14	25 MAR 2025	3.1-2	31 DEC 2024
1.3-5	16 AUG 2018	2.7-15	25 MAR 2025	3.1-3	31 DEC 2024
1.3-6	16 AUG 2018	2.7-16	25 MAR 2025	3.1-4	31 DEC 2024
1.3-7	16 AUG 2018	2.7-17	25 MAR 2025	3.2-1	31 DEC 2024
1.3-8	16 AUG 2018	2.7-18	25 MAR 2025	3.2-2	12 JUN 2025
1.3-9	16 AUG 2018	2.7-19	25 MAR 2025	3.2-3	27 NOV 2025*
1.3-10	16 AUG 2018	2.7-20	25 MAR 2025	3.2-4	09 SEP 2025
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1.4-2	16 AUG 2018	2.7-22	25 MAR 2025	3.2-6	12 JUN 2025
1.4-3	16 AUG 2018	2.7-23	25 MAR 2025	3.2-7	09 SEP 2025
1.4-4	16 AUG 2018	2.7-24	25 MAR 2025	3.2-8	04 SEP 2025
1.4-5	13 AUG 2020	2.7-25	25 MAR 2025	3.2-9	12 JUN 2025
1.4-6	16 AUG 2018	2.7-26	25 MAR 2025	3.2-10	25 MAR 2025
1.4-7	16 AUG 2018	2.7-27	25 MAR 2025	3.2-11	09 SEP 2025
1.4-8	13 AUG 2020	2.7-28	25 MAR 2025	3.2-12	17 JUN 2025
1.5-1	16 AUG 2018	2.7-29	25 MAR 2025	3.2-13	31 DEC 2024
1.5-2	16 AUG 2018	2.7-30	25 MAR 2025	3.2-14	25 MAR 2025
1.6-1	13 AUG 2020	2.7-31	25 MAR 2025	3.2-15	09 SEP 2025
1.6-2	16 AUG 2018	2.7-32	25 MAR 2025	3.2-16	09 SEP 2025
1.7-1	20 MAY 2021	2.7-33	25 MAR 2025	3.2-17	04 SEP 2025
1.7-2	25 MAR 2021	2.7-34	25 MAR 2025	3.2-18	12 JUN 2025

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3.3-2	25 MAR 2021	1.3-1	16 AUG 2018	1.8-33	27 NOV 2025*
3.3-3	31 DEC 2024	1.3-2	16 AUG 2018	1.8-34	27 NOV 2025*
3.3-4	31 DEC 2024	1.4-1	25 MAR 2021	1.8-35	27 NOV 2025*
3.3-5	04 SEP 2025	1.4-2	25 MAR 2021	1.8-36	08 OCT 2024
3.3-6	04 SEP 2025	1.5-1	16 AUG 2018	1.8-37	03 MAR 2022
3.4-1	30 JAN 2024	1.5-2	16 AUG 2018	1.8-38	03 MAR 2022
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2-WBGJ-7-1	31 DEC 2024	2-WBKK-4-6	16 AUG 2018	2-WBKK-8-22	01 DEC 2022
2-WBGJ-7-2	16 AUG 2018	2-WBKK-6-1	08 DEC 2022	2-WBKK-8-23	01 DEC 2022
2-WBGJ-7-3	31 DEC 2024	2-WBKK-6-2	16 AUG 2018	2-WBKK-8-24	01 DEC 2022
2-WBGJ-7-4	16 AUG 2018	2-WBKK-6-3	08 DEC 2022	2-WBKK-8-25	01 DEC 2022
2-WBGJ-7-5	31 DEC 2024	2-WBKK-6-4	08 DEC 2022	2-WBKK-8-26	15 SEP 2022
2-WBGJ-7-6	16 AUG 2018	2-WBKK-6-5	25 MAR 2025	2-WBKK-8-27	01 DEC 2022
2-WBGJ-7-7	31 DEC 2024	2-WBKK-6-6	16 AUG 2018	2-WBKK-8-28	01 DEC 2022
2-WBGJ-7-8	16 AUG 2018	2-WBKK-6-7	08 DEC 2022	2-WBKK-8-29	01 DEC 2022
2-WBGJ-8-1	31 DEC 2024	2-WBKK-6-8	08 DEC 2022	2-WBKK-8-30	01 DEC 2022
2-WBGJ-8-2	16 AUG 2018	2-WBKK-6-9	08 DEC 2022		
2-WBGJ-8-3	31 DEC 2024	2-WBKK-6-10	16 AUG 2018	LABUAN	
2-WBGJ-8-4	16 AUG 2018	2-WBKK-6-11	08 DEC 2022	2-WBKL-1-1	27 NOV 2025*
2-WBGJ-8-5	31 DEC 2024	2-WBKK-6-12	08 DEC 2022	2-WBKL-1-2	27 NOV 2025*
2-WBGJ-8-6	16 AUG 2018	2-WBKK-6-13	08 DEC 2022	2-WBKL-1-3	27 NOV 2025*
2-WBGJ-8-7	31 DEC 2024	2-WBKK-6-14	08 NOV 2018	2-WBKL-1-4	27 NOV 2025*
2-WBGJ-8-8	16 AUG 2018	2-WBKK-6-15	08 DEC 2022	2-WBKL-1-5	27 NOV 2025*
2-WBGJ-8-9	31 DEC 2024	2-WBKK-6-16	08 DEC 2022	2-WBKL-1-6	27 NOV 2025*
2-WBGJ-8-10	16 AUG 2018	2-WBKK-6-17	08 DEC 2022	2-WBKL-1-7	27 NOV 2025*
2-WBGJ-8-11	31 DEC 2024	2-WBKK-6-18	08 DEC 2022	2-WBKL-1-8	27 NOV 2025*
2-WBGJ-8-12	16 AUG 2018	2-WBKK-6-19	08 DEC 2022	2-WBKL-1-9	27 NOV 2025*
		2-WBKK-6-20	08 DEC 2022	2-WBKL-1-10	27 NOV 2025*
LAHAD DATU		2-WBKK-6-21	08 DEC 2022	2-WBKL-1-11	27 NOV 2025*
2-WBKD-1-1	28 FEB 2023	2-WBKK-6-22	08 DEC 2022	2-WBKL-1-12	27 NOV 2025*
2-WBKD-1-2	23 MAY 2023	2-WBKK-6-23	08 DEC 2022	2-WBKL-1-13	27 NOV 2025*
2-WBKD-1-3	25 MAR 2025	2-WBKK-6-24	08 DEC 2022	2-WBKL-1-14	27 NOV 2025*
2-WBKD-1-4	25 MAR 2025	2-WBKK-7-1	08 DEC 2022	2-WBKL-2-1	28 NOV 2024
2-WBKD-1-5	25 MAR 2025	2-WBKK-7-2	25 MAR 2025	2-WBKL-2-2	16 AUG 2018
2-WBKD-1-6	25 MAR 2025	2-WBKK-7-3	08 DEC 2022	2-WBKL-2-3	27 NOV 2025*
2-WBKD-1-7	25 MAR 2025	2-WBKK-7-4	16 AUG 2018	2-WBKL-2-4	16 AUG 2018
2-WBKD-1-8	25 MAR 2025	2-WBKK-7-5	07 NOV 2023	2-WBKL-2-5	27 NOV 2025*
2-WBKD-1-9	25 MAR 2025	2-WBKK-7-6	25 MAR 2025	2-WBKL-2-6	16 AUG 2018
2-WBKD-1-10	25 MAR 2025	2-WBKK-7-7	08 DEC 2022	2-WBKL-3-1	16 AUG 2018
2-WBKD-2-1	28 NOV 2024	2-WBKK-7-8	16 AUG 2018	2-WBKL-3-2	16 AUG 2018
2-WBKD-2-2	16 AUG 2018	2-WBKK-7-9	08 DEC 2022	2-WBKL-4-1	08 DEC 2022
2-WBKD-2-3	12 JUN 2025	2-WBKK-7-10	08 DEC 2022	2-WBKL-4-2	16 AUG 2018
2-WBKD-2-4	16 AUG 2018	2-WBKK-7-11	08 DEC 2022	2-WBKL-4-3	08 DEC 2022
2-WBKD-8-1	03 MAR 2022	2-WBKK-7-12	16 AUG 2018	2-WBKL-4-4	16 AUG 2018
2-WBKD-8-2	16 AUG 2018	2-WBKK-7-13	31 DEC 2024	2-WBKL-6-1	08 DEC 2022
		2-WBKK-7-14	20 MAR 2025	2-WBKL-6-2	08 DEC 2022
KOTA KINABALU INTERNATIONAL		2-WBKK-7-15	08 DEC 2022	2-WBKL-6-3	08 DEC 2022
2-WBKK-1-1	31 DEC 2024	2-WBKK-7-16	16 AUG 2018	2-WBKL-6-4	08 DEC 2022
2-WBKK-1-2	27 NOV 2025*	2-WBKK-7-17	08 DEC 2022	2-WBKL-6-5	08 DEC 2022
2-WBKK-1-3	31 DEC 2024	2-WBKK-7-18	08 DEC 2022	2-WBKL-6-6	08 DEC 2022
		2-WBKK-7-19	08 DEC 2022	2-WBKL-6-7	08 DEC 2022

Page	Date	Page	Date	Page	Date
2-WBKL-6-8	08 DEC 2022	2-WBKS-8-12	08 SEP 2022	2-WBMU-2-2	16 AUG 2018
2-WBKL-6-9	08 DEC 2022	2-WBKS-8-13	15 SEP 2022	2-WBMU-2-3	28 NOV 2024
2-WBKL-6-10	16 AUG 2018	2-WBKS-8-14	16 AUG 2018	2-WBMU-2-4	16 AUG 2018
2-WBKL-7-1	08 DEC 2022	2-WBKS-8-15	15 SEP 2022	2-WBMU-3-1	13 AUG 2020
2-WBKL-7-2	08 DEC 2022	2-WBKS-8-16	08 SEP 2022	2-WBMU-3-2	16 AUG 2018
2-WBKL-7-3	08 DEC 2022	2-WBKS-8-17	15 SEP 2022		
2-WBKL-7-4	16 AUG 2018	2-WBKS-8-18	16 AUG 2018	LONG LELLANG	
2-WBKL-7-5	08 DEC 2022	2-WBKS-8-19	30 JAN 2024	2-WBGF-1-1	26 MAR 2020
2-WBKL-7-6	08 DEC 2022	2-WBKS-8-20	01 DEC 2022	2-WBGF-1-2	26 MAR 2020
2-WBKL-7-7	08 DEC 2022	2-WBKS-8-21	01 DEC 2022	2-WBGF-1-3	26 MAR 2020
2-WBKL-7-8	16 AUG 2018	2-WBKS-8-22	08 SEP 2022	2-WBGF-1-4	26 MAR 2020
2-WBKL-8-1	08 DEC 2022			2-WBGF-1-5	26 MAR 2020
2-WBKL-8-2	08 DEC 2022	TAWAU		2-WBGF-1-6	26 MAR 2020
2-WBKL-8-3	08 DEC 2022	2-WBKW-1-1	16 JUL 2024	2-WBGF-2-1	26 MAR 2020
2-WBKL-8-4	08 DEC 2022	2-WBKW-1-2	15 AUG 2023	2-WBGF-2-2	26 MAR 2020
2-WBKL-8-5	08 DEC 2022	2-WBKW-1-3	17 JUN 2025	2-WBGF-2-3	26 MAR 2020
2-WBKL-8-6	08 DEC 2022	2-WBKW-1-4	07 NOV 2023	2-WBGF-2-4	26 MAR 2020
2-WBKL-8-7	08 DEC 2022	2-WBKW-1-5	28 NOV 2024		
2-WBKL-8-8	08 DEC 2022	2-WBKW-1-6	07 NOV 2023	LONG SERIDAN	
2-WBKL-8-9	08 DEC 2022	2-WBKW-1-7	17 JUN 2025	2-WBGI-1-1	26 MAR 2020
2-WBKL-8-10	08 DEC 2022	2-WBKW-1-8	15 AUG 2023	2-WBGI-1-2	26 MAR 2020
2-WBKL-8-11	08 DEC 2022	2-WBKW-1-9	28 NOV 2024	2-WBGI-1-3	25 MAR 2025
2-WBKL-8-12	08 DEC 2022	2-WBKW-1-10	01 DEC 2022	2-WBGI-1-4	25 MAR 2025
2-WBKL-8-13	08 DEC 2022	2-WBKW-2-1	28 NOV 2024	2-WBGI-1-5	25 MAR 2025
2-WBKL-8-14	08 DEC 2022	2-WBKW-2-2	16 AUG 2018	2-WBGI-1-6	25 MAR 2025
		2-WBKW-2-3	28 NOV 2024	2-WBGI-1-7	25 MAR 2025
SANDAKAN		2-WBKW-2-4	16 AUG 2018	2-WBGI-2-1	26 MAR 2020
2-WBKS-1-1	28 NOV 2024	2-WBKW-2-5	28 NOV 2024	2-WBGI-2-2	26 MAR 2020
2-WBKS-1-2	28 FEB 2023	2-WBKW-2-6	16 AUG 2018	2-WBGI-2-3	26 MAR 2020
2-WBKS-1-3	20 MAR 2025	2-WBKW-3-1	07 NOV 2019	2-WBGI-2-4	26 MAR 2020
2-WBKS-1-4	25 MAR 2025	2-WBKW-3-2	16 AUG 2018		
2-WBKS-1-5	25 MAR 2025	2-WBKW-4-1	15 SEP 2022	MUKAH	
2-WBKS-1-6	17 JUN 2025	2-WBKW-4-2	16 AUG 2018	2-WBGK-1-1	27 NOV 2025*
2-WBKS-1-7	25 MAR 2025	2-WBKW-4-3	29 OCT 2021	2-WBGK-1-2	27 NOV 2025*
2-WBKS-1-8	25 MAR 2025	2-WBKW-4-4	16 AUG 2018	2-WBGK-1-3	27 NOV 2025*
2-WBKS-1-9	28 NOV 2024	2-WBKW-6-1	29 OCT 2021	2-WBGK-1-4	27 NOV 2025*
2-WBKS-1-10	28 NOV 2024	2-WBKW-6-2	16 AUG 2018	2-WBGK-1-5	28 NOV 2024
2-WBKS-2-1	20 MAR 2025	2-WBKW-6-3	29 OCT 2021	2-WBGK-1-6	28 NOV 2024
2-WBKS-2-2	16 AUG 2018	2-WBKW-6-4	16 AUG 2018	2-WBGK-1-7	27 NOV 2025*
2-WBKS-2-3	20 MAR 2025	2-WBKW-6-5	29 OCT 2021	2-WBGK-1-8	27 NOV 2025*
2-WBKS-2-4	16 AUG 2018	2-WBKW-6-6	16 AUG 2018	2-WBGK-1-9	27 NOV 2025*
2-WBKS-2-5	20 MAR 2025	2-WBKW-7-1	23 MAY 2023	2-WBGK-1-10	04 SEP 2025
2-WBKS-2-6	16 AUG 2018	2-WBKW-7-2	16 AUG 2018	2-WBGK-1-11	04 SEP 2025
2-WBKS-4-1	08 SEP 2022	2-WBKW-7-3	16 JUL 2024	2-WBGK-1-12	28 FEB 2023
2-WBKS-4-2	16 AUG 2018	2-WBKW-7-4	16 JUL 2024	2-WBGK-2-1	27 NOV 2025*
2-WBKS-6-1	30 JAN 2024	2-WBKW-8-1	29 OCT 2021	2-WBGK-2-2	28 MAR 2019
2-WBKS-6-2	16 AUG 2018	2-WBKW-8-2	16 AUG 2018	2-WBGK-2-3	27 NOV 2025*
2-WBKS-6-3	08 DEC 2022	2-WBKW-8-3	08 DEC 2022	2-WBGK-2-4	28 MAR 2019
2-WBKS-6-4	08 DEC 2022	2-WBKW-8-4	16 AUG 2018	2-WBGK-2-5	27 NOV 2025*
2-WBKS-6-5	08 SEP 2022	2-WBKW-8-5	16 JUL 2024	2-WBGK-2-6	28 MAR 2019
2-WBKS-6-6	08 SEP 2022	2-WBKW-8-6	16 JUL 2024	2-WBGK-4-1	04 SEP 2025
2-WBKS-6-7	08 DEC 2022	2-WBKW-8-7	01 DEC 2022	2-WBGK-4-2	04 NOV 2021
2-WBKS-6-8	08 SEP 2022	2-WBKW-8-8	01 DEC 2022	2-WBGK-6-1	04 SEP 2025
2-WBKS-7-1	08 DEC 2022	2-WBKW-8-9	01 DEC 2022	2-WBGK-6-2	08 SEP 2022
2-WBKS-7-2	08 DEC 2022	2-WBKW-8-10	16 AUG 2018	2-WBGK-6-3	15 SEP 2022
2-WBKS-7-3	08 DEC 2022	2-WBKW-8-11	01 DEC 2022	2-WBGK-6-4	08 SEP 2022
2-WBKS-7-4	08 SEP 2022	2-WBKW-8-12	01 DEC 2022	2-WBGK-6-5	04 SEP 2025
2-WBKS-7-5	08 DEC 2022	2-WBKW-8-13	01 DEC 2022	2-WBGK-6-6	08 SEP 2022
2-WBKS-7-6	08 SEP 2022	2-WBKW-8-14	01 DEC 2022	2-WBGK-6-7	08 SEP 2022
2-WBKS-8-1	08 DEC 2022			2-WBGK-6-8	08 SEP 2022
2-WBKS-8-2	08 SEP 2022	MULU		2-WBGK-6-9	04 SEP 2025
2-WBKS-8-3	16 JUL 2024	2-WBMU-1-1	28 NOV 2024	2-WBGK-6-10	04 SEP 2025
2-WBKS-8-4	08 SEP 2022	2-WBMU-1-2	28 NOV 2024	2-WBGK-6-11	04 SEP 2025
2-WBKS-8-5	08 DEC 2022	2-WBMU-1-3	28 NOV 2024	2-WBGK-6-12	04 SEP 2025
2-WBKS-8-6	08 SEP 2022	2-WBMU-1-4	08 OCT 2024	2-WBGK-7-1	04 SEP 2025
2-WBKS-8-7	08 DEC 2022	2-WBMU-1-5	28 NOV 2024	2-WBGK-7-2	08 SEP 2022
2-WBKS-8-8	08 SEP 2022	2-WBMU-1-6	28 NOV 2024	2-WBGK-7-3	08 SEP 2022
2-WBKS-8-9	08 DEC 2022	2-WBMU-1-7	28 NOV 2024	2-WBGK-7-4	08 SEP 2022
2-WBKS-8-10	30 JAN 2024	2-WBMU-1-8	28 NOV 2024	2-WBGK-7-5	04 SEP 2025
2-WBKS-8-11	08 SEP 2022	2-WBMU-2-1	28 NOV 2024	2-WBGK-7-6	08 SEP 2022

Page	Date	Page	Date
2-WBGK-7-7	15 SEP 2022		
2-WBGK-7-8	08 SEP 2022		
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	27 NOV 2025*
		2-WBTM-1-3	27 NOV 2025*
		2-WBTM-1-4	27 NOV 2025*
		2-WBTM-1-5	27 NOV 2025*
		2-WBTM-1-6	27 NOV 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	27 NOV 2025
	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-WMCK-2-1	27 NOV 2025
	KOTA BHARU	AD 2-WMKC-2-1	27 NOV 2025
	KOTA KINABALU	AD 2-WBKK-2-1	28 NOV 2024
	KUALA TERENGGANU	AD 2-WMKN-2-1	27 NOV 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	27 NOV 2025
	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 MAR 2025
	MIRI	AD 2-WBGR-2-1	28 NOV 2024
	MUKAH	AD 2-WBGK-2-1	27 NOV 2025
	PENANG	AD 2-WMKP-2-1	27 NOV 2025
	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 MAR 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 BENLI 2D BASUV 2D ADGAB 2D	AD 2-WBGB-6-11	12 JUN 2025

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)**1.8.1 WEATHER DEVIATION PROCEDURES****1.8.1.1 Introduction**

1.8.1.1.1 RNP10 airspace has been designated within Oceanic Control Areas across the Bay of Bengal and Arabian Sea, as part of the revised ATS route structure - Asia to/from Europe/Middle East South of the Himalayas (EMARSSH Project) and also over the South China Sea.

1.8.1.1.2 The following procedures are intended to provide guidance for weather deviations in the Oceanic - controlled airspace of the Bay of Bengal and the Arabian Sea, where the lateral separation between ATS routes within RNP airspace is 50 NM, and over the South China Sea where the lateral separation between ATS routes is 60 NM.

1.8.1.2 General

1.8.1.2.1 The procedures are intended to enhance ICAO Regional Supplementary Procedures (DOC 7030). However it must be recognised that all possible circumstances cannot be covered. Therefore, the pilot's judgement shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

1.8.1.2.2 If an aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time.

1.8.1.2.3 The pilot shall advise ATC when weather deviation is no longer required or when a weather deviation has been completed and the aircraft has returned to its cleared track.

1.8.2 KUALA LUMPUR FIR AND KOTA KINABALU WEATHER DEVIATION PROCEDURES**1.8.2.1 Obtaining Priority From ATC When Weather Deviation Is Required**

1.8.2.1.1 When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

1.8.2.1.2 The pilot still retains the option of initiating the communications using the urgency call "PAN PAN" (preferably spoken three times) to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

1.8.2.2 Actions To Be Taken: Pilot-Controller Communications Are Established

1.8.2.2.1 The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected.

1.8.2.2.2 The expected ATC actions will be one of the following:

1. if there is no conflicting traffic in the horizontal plane, ATC will issue clearance to deviate from track; or
2. if there is conflicting traffic in the horizontal plane, ATC separates aircraft by establishing appropriate separation; or
3. if there is conflicting traffic in the horizontal plane and ATC is unable to establish appropriate separation, ATC shall:
 - i. advise the pilot of inability to issue clearance for required deviation;
 - ii. advise the pilot of conflicting traffic; and
 - iii. request the pilot's intentions.

SAMPLE PHRASEOLOGY

"UNABLE (requested deviation), TRAFFIC IS (call sign, position, level, direction), ADVISE INTENTIONS"

1.8.2.2.3 The pilot will take the following actions:

1. advise ATC of intentions; and
2. comply with the ATC clearance issued; or
3. execute the procedures in para 1.8.2.3 below (ATC will issue essential traffic information to all affected aircraft); and
4. if necessary, establish voice communications with ATC to expedite dialogue on the situation.

1.8.2.3 Actions To Be Taken: If A Revised ATC Cannot Be Obtained

1.8.2.3.1 The provisions of this section apply to situations where a pilot has the need to exercise the authority of a pilot-in-command under the provisions of Annex 2, 2.3.1

1.8.2.3.2 If a revised ATC clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

1. establish communications with and alert nearby aircraft, broadcasting at suitable intervals-aircraft identification, flight level, position, ATS route designator and intentions, on the frequency in use and on frequency 121.5 MHz (or, as a back-up, on the VHF inter-pilot air-to-air frequency 123.45);

2. watch for conflicting traffic both visually and by reference to ACAS/TCAS;
3. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
4. for deviations of less than 10 NM aircraft should remain at a level assigned by ATC;
5. for deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track,
6. initiate a level change based on the following criteria:

Route centre line track	Deviations greater than 10 NM	Level change
EAST 000-179 Mag	LEFT RIGHT	DESCEND 300 FT CLIMB 300 FT
WEST 180-359 Mag	LEFT RIGHT	CLIMB 300 FT DESCEND 300 FT

Note: If, as a result of actions taken under the provisions of 1.8.2.3.2 a) and b) above the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

7. when returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of centre line; and.
8. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance.
9. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

1.8.3 RVSM Procedures In The Kuala Lumpur And Kota Kinabalu FIR

1.8.3.1 IDENTIFICATION OF RVSM AIRSPACE IN KUALA LUMPUR FIR

1.8.3.1.1 RVSM airspace is prescribed within the Kuala Lumpur FIR within controlled airspace between FL290 and FL 410 (inclusive). RVSM levels will be assigned to RVSM approved aircraft operating on ATS/RNAV routes stated below:

- a) P574, N571 and P628 would be assigned the westbound levels FL300, FL340, FL360 (FL360 is subject to coordination), FL380 and FL400. All eastbound levels would be available except FL290.
- b) P627 and L645 would be assigned the westbound levels FL320 and FL360 (FL360 is subject to coordination). All eastbound levels would be available subject to coordination with FL290 as No-PDC.
- c) M751 would be assigned the westbound levels FL300, FL320, FL340, FL360, FL380 and FL400. All eastbound levels would be available except FL310 and FL390.
- d) In all other ATS/RNAV routes other than mentioned above, assignment of cruising levels are in accordance with the ICAO Table of Cruising Levels as published in ICAO Annex 2, Appendix 3, Table (a).

1.8.3.2 IDENTIFICATION OF RVSM AIRSPACE IN KOTA KINABALU FIR

1.8.3.2.1 RVSM airspace is prescribed within controlled airspace in the Kota Kinabalu FIR between FL290 and FL410 (inclusive).

1.8.3.2.2 RVSM Cruising Levels

- a) RVSM approved acft eastbound on ATS routes G460 (VKG - VSI - VBU - BRU) and G580 (VKG - VMH - VMY - BRU) shall be assigned FL290, FL310, FL330, FL350, FL370, FL390 and FL410.
- b) RVSM approved acft westbound on ATS routes G460 (BRU - VBU - VSI - VKG) and G580 (BRU - VMY - VMH - VKG) shall be assigned FL300, FL320, FL340, FL360, FL380 and FL400.
- c) RVSM approved acft eastbound on ATS route M768 (BRU-MAMOK) shall be assigned FL290, FL330, FL370 and FL410.
- d) RVSM approved acft westbound on ATS route M768 (BRU-MAMOK) shall be assigned FL300, FL340 and FL380.
- e) RVSM approved acft eastbound on ATS routes R223, P648, M522 (MAMOK-VJN) and M646 shall be assigned FL310, FL350 and FL390.
- f) RVSM approved acft westbound on ATS route P648 shall be assigned FL320, FL360, FL380 and FL400.
- g) RVSM approved acft westbound on ATS route B592 shall be assigned FL320, FL360, FL380 and FL400.
- h) RVSM approved acft westbound on ATS routes B584, A341, R223 and M646 shall be assigned FL320, FL360 and FL400.
- i) RVSM approved acft eastbound on ATS routes M754 and M522 (VJN-VINIK) shall be assigned FL300, FL340 and FL380.
- j) RVSM approved acft westbound on ATS routes M754 and M522 (VINIK-VJN) shall be assigned FL290, FL330, FL370 and FL410.
- k) RVSM approved acft westbound on ATS routes M754 and M522 shall be assigned FL290, FL330, FL370 and FL410.
- l) RVSM approved acft eastbound on ATS route M768 shall be assigned FL290, FL330, FL370 and FL410.
- m) RVSM approved acft westbound on ATS route M768 shall be assigned FL300, FL340 and FL380.
- n) RVSM approved acft eastbound on ATS routes M758, M759, M761, M646 and G580 (ATETI - VKG) shall be assigned FL290, FL330, FL370 and FL410.
- o) RVSM approved acft westbound on ATS routes M758, M759, M761, M646 and G580 (VKG - ATETI) shall be assigned FL300, FL340 and FL380.
- p) RVSM approved acft eastbound on ATS route M772 shall be assigned FL300 and FL380.

Route	Allocated No PDC Flight Levels	Remarks
P628	FL280	Aircraft requesting FL280 and FL300 will be cleared to FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route. The first aircraft from either Singapore or Kuala Lumpur to be over GIVAL can expect its requested level.
L510	FL280	Aircraft requesting FL280 and FL300 will be cleared to FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route. The first aircraft from either Singapore or Kuala Lumpur to be over GUNP (FPL via N571 Y338 and L510) can expect its requested level.

1.8.5.2.2 The flight levels indicated in the table above are intended to facilitate initial departure only. Flight level allocation once airborne is still subject to normal ATC requirements.

1.8.5.3 NO PDC FLIGHT LEVEL ALLOCATION IN KOTA KINABALU FIR

1.8.5.3.1 Flights participating in the No PDC arrangement will be allocated specific flight levels depending on the flight planned route as indicated in the table below:

Route	Allocated No PDC Flight Levels	Remarks
A341	FL310, FL370	For east bound traffic
	FL320, FL360, FL400	For west bound traffic
M646	FL310, FL350, FL390	For north east bound traffic
	FL320, FL360, FL400	For south west bound traffic
M768 (BRU-MAMOK)	FL290, FL330, FL370, FL410	For east bound traffic
	FL300, FL340, FL380	For west bound traffic
M522 (VJN MAMOK)/ R223	FL310, FL350, FL390	For north east bound traffic
	FL320, FL360, FL400	For south west bound traffic
B592	FL310, FL350, FL390	For north east bound traffic
	FL320, FL360, FL380, FL400	For south west bound traffic
G334	FL250, FL270	For east bound traffic
	FL260, FL280	For west bound traffic
G580(VKG-ATETI) M646 M761(VKG-AGOBA)	FL270, FL290, FL330	For east bound traffic
	FL280, FL300, FL340	For west bound traffic
M754 / M522 (VJN-VINIK)	FL300, FL340, FL380	For north east bound traffic
	FL290, FL330, FL370, FL410	For south west bound traffic
M758 / M759	FL270, FL290, FL330	For east bound traffic
	FL280, FL300, FL340	For west bound traffic
M768 (BRU-ASISU)	FL270, FL330, FL410	For east bound traffic
	FL300, FL380	For west bound traffic
M772	FL300, FL380	For north bound traffic

1.8.5.3.2 The flight levels indicated in the table above are intended to facilitate initial departure only. Flight level allocation once airborne is still subject to normal ATC requirements.

1.8.6 Flight Planning Requirement for Aircraft Operating in Kuala Lumpur FIR

1.8.6.1 Flights Departing and Landing at Airports Within Kuala Lumpur FIR

From	To	FPL Route
WMGK	WMKA	OPOMO W546 VPG DCT OMBUL
	WMKB	OPOMO W546 RINBA DCT VBT
	WMKD	GUGIT W540 GUNBO DCT VKN
	WMKE	GUGIT W540 GUNBO DCT VKP
	WMKI	OPOMO W546 RINBA Y501 NITIS
	WMKJ	LERKA Y514 NUFFA DCT BIKTA B469 VMR DCT ADLOV
	WMKK	RUPOS G466 PULIP
	WMKL	OPOMO W546 VPG W525 KAPKO
	WMKM	RUPOS G466 VKL A464 DUMOK
	WMKN / WMPR	GUGIT W540 PALNO
	WMKP	OPOMO W546 BETNU
	WMSA	EMPUR G466 PULIP
WMKA	WMGK	GUTEB Y502 RINBA W546 OPOMO DCT VGK
	WMKB	OMBUL DCT VBT
	WMKC	GUTEB Y502 RINBA W546 OPOMO
	WMKD	GUTEB Y502 RINBA W546 OPOMO DCT GUGIT W540 GUNBO DCT VKN
	WMKE	GUTEB Y502 RINBA W546 OPOMO DCT GUGIT W540 GUNBO DCT VKP
	WMKI	GUTEB Y502 RINBA Y501 NITIS
	WMKJ	GUTEB Y502 RINBA Y507 MAKNA Y511 TOPOR W534 EMTUV
	WMKK	GUTEB Y502 RINBA Y507 KAKAK (FOR RWY 14/32)
		AKMIS Y508 NIREN (FOR RWY 15/33)
	WMKL	SAGEL W541 VPL
	WMKM	GUTEB Y502 RINBA Y507 VKL A464 DUMOK
	WMKN / WMPR	GUTEB Y502 RINBA W546 OPOMO DCT GUGIT W540 PALNO
	WMKP	OMBUL DCT VPG
	WMSA	RINBA R325 VIH A464 DAKUS (FOR NON-RNAV FLIGHTS)
		GUTEB Y502 RINBA Y507 KAKAK
WMKB	WMGK	BETNU W546 OPOMO DCT VGK
	WMKA	LUNTU DCT OMBUL
	WMKC	BETNU W546 OPOMO
	WMKD	BETNU W546 OPOMO DCT GUGIT W540 GUNBO DCT VKN
	WMKE	BETNU W546 OPOMO DCT GUGIT W540 GUNBO DCT VKP
	WMKI	VPG W530 MINOP

From	To	FPL Route
WMKB	WMKJ	BOGUK Y507 MAKNA Y511 TOPOR W534 EMTUV
		KABOT W530 VIH A464 TOPOR W534 EMTUV (FOR NON-RNAV FLIGHTS)
	WMKK	BOGUK Y507 KAKAK
		KABOT W530 VIH A464 DAKUS (FOR NON-RNAV FLIGHTS)
	WMKL	OMBOK W525 KAPKO
	WMKM	BOGUK Y507 VKL Y507 VELTU
		KABOT W530 VIH A464 DUMOK (FOR NON-RNAV FLIGHTS)
	WMKN / WMPR	BETNU W546 OPOMO DCT GUGIT W540 PALNO
	WMSA	BOGUK Y507 KAKAK
		KABOT W530 VIH A464 DAKUS
WMKC	WMKA	OPOMO W546 VPG DCT OMBUL
	WMKB	OPOMO W546 RINBA DCT VBT
	WMKD	GUGIT W540 GUNBO DCT VKN
	WMKE	GUGIT W540 GUNBO DCT VKP
	WMKI	OPOMO W546 RINBA Y501 NITIS
	WMKJ	DUBMU Y514 NUFFA DCT BIKTA B469 VMR DCT ADLOV
	WMKK	EMPUR G466 PULIP
	WMKL	OPOMO W546 VPG W525 KAPKO
	WMKM	EMPUR G466 VKL A464 DUMOK
	WMKN / WMPR	GUGIT W540 PALNO
	WMKP	OPOMO W546 BETNU
	WMSA	EMPUR G466 PULIP
WMKD	WMGK	W540 GUGIT DCT VGK
	WMKA	VKN DCT PULIP Y346 VBA B466 SUKAT A457 VPG DCT OMBUL
	WMKB	W533 ADNUT G582 VBA B466 SUKAT A457 VPG DCT VBT
	WMKC	W540 GUGIT
	WMKE	W533 VKP
	WMKI	VKN DCT PULIP Y346 VBA B466 SUKAT A457 TEPUS
	WMKJ	VPK B469 VMR DCT ADLOV
	WMKK	VPK B469 PADLI Y343 SAROX
	WMKL	DCT PULIP Y346 VBA B466 SUKAT A457 VPG W525 KAPKO
	WMKM	ADNUT W533 VKL A464 DUMOK
	WMKN	W540 GUNBO
	WMKP	DCT PULIP Y346 VBA B466 SUKAT A457 TEPUS Y506 GORVU
	WMSA	VPK B469 PADLI Y343 SAROX
WMKE	WMGK	GUNBO W540 GUGIT DCT VGK
	WMKA	GUNBO W540 GUGIT DCT OPOMO W546 VPG DCT OMBUL
	WMKB	GUNBO DCT OPOMO W546 VPG DCT VBT
	WMKC	GUNBO W540 GUGIT

From	To	FPL Route
WMKE	WMKD	W533 VKN
	WMKI	W533 VKN DCT PULIP Y346 VBA B466 SUKAT A457 TEPUS
	WMKJ	W533 VKN DCT VPK B469 VMR DCT ADLOV
	WMKK	W533 VKN DCT BEKSO Y349 PULIP
	WMKL	GUNBO DCT OPOMO W546 VPG W525 KAPKO
	WMKM	W533 VKL A464 DUMOK
	WMKP	GUNBO B469 GUGIT DCT OPOMO W546 BETNU
	WMSA	W533 VKN DCT PULIP
WMKI	WMGK	AGRES Y506 VPG W546 OPOMO DCT VGK
	WMKA	AGRES Y506 VPG DCT OMBUL
	WMKB	AGRES Y506 GORVU DCT VBT
	WMKC	AGRES Y506 VPG W546 OPOMO
	WMKD	DUDAD Y507 VBA G582 ADNUT
	WMKE	DUDAD Y507 VBA G582 ADNUT W533 VKP
	WMKJ	DUDAD Y507 MAKNA Y511 TOPOR W534 EMTUV
	WMKK	DUDAD Y507 KAKAK
	WMKL	AGRES Y506 VPG W525 KAPKO
	WMKM	DUDAD Y507 VELTU
	WMKN / WMPR	AGRES Y506 VPG W546 OPOMO DCT GUGIT W540 PALNO
	WMKP	AGRES Y506 GORVU
	WMSA	DUDAD Y507 KAKAK
		LUTMI DCT DAKUS (APPLICABLE FOR NON-RNAV FLIGHTS)
WMKJ	WMGK	ADLOV DCT VMR B469 VPK M751 GUGIT DCT VGK
		ADLOV DCT VMR B469 VPK W540 GUGIT DCT VGK (FOR FL230 AND BELOW)
	WMKA	AROSO Y513 KALIL Y504 BILIK Y506 VPG DCT OMBUL
		SABKA A457 VPG DCT OMBUL (FOR FL230 AND BELOW)
	WMKB	AROSO Y513 KALIL Y504 BILIK Y506 GORVU DCT VBT
		SABKA A457 VPG Y506 GORVU DCT VBT (FOR FL230 AND BELOW)
	WMKC	ADLOV DCT VMR B469 VPK M751 GUGIT
		ADLOV DCT VMR B469 VPK W540 GUGIT (FOR FL230 AND BELOW)
	WMKD	ADLOV DCT VMR B469 VPK DCT VKN
	WMKE	ADLOV DCT VMR B469 VPK DCT VKP
	WMKI	AROSO Y513 KALIL Y504 BILIK Y506 TEPUS
		SABKA A457 TEPUS (FOR FL230 AND BELOW)
	WMKK	SABKA A457 GUPTA
	WMKL	AROSO Y513 KALIL Y504 BILIK Y506 VPG W525 KAPKO
		SABKA A457 VPG W525 KAPKO (FOR FL230 AND BELOW)
	WMKM	SABKA A457 GUPTA

From	To	FPL Route
WMKJ	WMKN / WMPR	ADLOV DCT VMR B469 VPK M751 GUNBO
		ADLOV DCT VMR B469 VPK W540 GUNBO (FOR FL230 AND BELOW)
	WMKP	AROS0 Y513 KALIL Y504 BILIK Y506 GORVU
		SABKA A457 TEPUS Y506 GORVU (FOR FL230 AND BELOW)
	WMSA	SABKA A457 GUPTA
WMKK	WMGK	PIBOS R208 MATSU Y345 GUGIT DCT VGK
	WMKA	ATIMU Y506 VPG DCT OMBUL
	WMKB	ATIMU Y506 GORVU DCT VBT
	WMKC	PIBOS R208 MATSU Y345 GUGIT
	WMKD	KIMAT W533 ADNUT
	WMKJ	RUSBU Y511 TOPOR W534 EMTUV
	WMKE	KIMAT W533 VKP
	WMKI	ATIMU Y506 TEPUS
	WMKL	ATIMU Y506 VPG W525 KAPKO
	WMKN / WMPR	PIBOS R208 GUNBO
	WMKP	ATIMU Y506 GORVU
WMKL	WMGK	KAPKO W525 VPG W546 OPOMO DCT VGK
	WMKA	MULOT W542 VAS
	WMKB	KAPKO DCT VBT
	WMKC	ISTEL Y503 RINBA W546 OPOMO
	WMKD	ISTEL Y503 RINBA W546 OPOMO DCT GUGIT W540 GUNBO DCT VKN
	WMKE	ISTEL Y503 RINBA W546 OPOMO DCT GUGIT W540 GUNBO DCT VKP
	WMKI	ANDOK W531 SOTRO
	WMKJ	ISTEL Y503 RINBA Y507 MAKNA Y511 TOPOR W534 EMTUV
	WMKK	ISTEL Y503 RINBA Y507 KAKAK (FOR RWY 14/32)
		RUVTO Y509 ANGUN Y508 NIREN (FOR RWY 15/33)
	WMKM	ISTEL Y503 RINBA Y507 VKL Y507 VELTU
	WMKN / WMPR	ISTEL Y503 RINBA W546 OPOMO DCT GUGIT W540 PALNO
	WMKP	KAPKO W525 OMBOK
	WMSA	ISTEL Y503 RINBA Y507 KAKAK (FOR RWY 14/32)
		ANDOK W531 VIH A464 DAKUS (FOR NON-RNAV FLIGHTS)
WMKM	WMGK	SAPAT A457 VKL R208 MATSU Y345 GUGIT DCT VGK
	WMKA	SAPAT A457 VPG DCT OMBUL
	WMKB	SAPAT A457 TEPUS Y506 GORVU DCT VBT
	WMKC	SAPAT A457 VKL R208 MATSU Y345 GUGIT
	WMKD	SAPAT A457 VKL W533 ADNUT
	WMKE	SAPAT A457 VKL W533 VKP
	WMKI	SAPAT A457 TEPUS
	WMKJ	OGAKO A464 TOPOR W534 EMTUV

From	To	FPL Route
WMKM	WMKL	SAPAT A457 VPG W525 KAPKO
	WMKN / WMPR	SAPAT A457 VKL R208 GUNBO
	WMKP	SAPAT A457 TEPUS Y506 GORVU
WMKN	WMGK	LASOB W540 GUGIT DCT VGK
	WMKA	LASOB W540 GUGIT DCT OPOMO W546 VPG DCT OMBUL
	WMKB	LASOB W540 GUGIT DCT OPOMO W546 VPG DCT VBT
	WMKC	LASOB W540 GUGIT
	WMKD	LASOB W540 GUNBO DCT VKN
	WMKE	LASOB W540 GUNBO DCT VKP
	WMKI	LASOB W540 GUGIT DCT OPOMO W546 RINBA Y501 NITIS
	WMKJ	LASOB Y346 LATER Y514 NUFFA DCT BIKTA B469 VMR DCT ADLOV
	WMKK	LASOB Y346 PULIP
	WMKL	LASOB W540 GUGIT DCT OPOMO W546 VPG W525 KAPKO
	WMKM	LASOB Y346 PULIP VKL A464 DUMOK
	WMKP	LASOB W540 GUGIT DCT OPOMO W546 BETNU
	WMSA	LASOB Y346 PULIP
WMKP	WMGK	BETNU W546 OPOMO DCT VGK
	WMKA	LUNTU DCT OMBUL
	WMKC	BETNU W546 OPOMO
	WMKD	BETNU W546 OPOMO DCT GUGIT W540 GUNBO DCT VKN
	WMKE	BETNU W546 OPOMO DCT GUGIT W540 GUNBO DCT VKP
	WMKI	KABOT W530 MINOP
	WMKJ	BOGUK Y507 MAKNA Y511 TOPOR W534 EMTUV
	WMKK	BOGUK Y507 KAKAK (FOR RWY 14/32)
		UDIKO Y508 NIREN (FOR RWY 15/33)
	WMKL	OMBOK W525 KAPKO
	WMKM	BOGUK Y507 VKL Y507 VELTU
	WMKN / WMPR	BETNU W546 OPOMO DCT GUGIT W540 PALNO
	WMSA	BOGUK Y507 KAKAK
		KABOT W530 VIH A464 DAKUS (FOR NON-RNAV FLIGHTS)
WMSA	WMGK	PIBOS R208 MATSU Y345 GUGIT DCT VGK
	WMKA	ATIMU Y506 VPG DCT OMBUL
	WMKB	ATIMU Y506 GORVU DCT VBT
	WMKC	PIBOS R208 MATSU Y345 GUGIT
	WMKD	PIBOS G582 ADNUT
	WMKE	PIBOS G582 ADNUT W533 VKP
	WMKI	ATIMU Y506 TEPUS
	WMKJ	RUSBU Y511 TOPOR W534 EMTUV
	WMKL	ATIMU Y506 VPG W525 KAPKO

From	To	FPL Route
WMSA	WMKN / WMPR	PIBOS R208 GUNBO
	WMKP	ATIMU Y506 GORVU

1.8.6.2 Flights to Destination Outside Kuala Lumpur FIR

From	Entering Adjacent FIR	Joining Airways or Waypoint	FPL Route
WMKA	BANGKOK FIR	DUBAX	R325 DUBAX
		RIGTO	M769 RIGTO
		TAMOS	A457 TAMOS
WMKC / WMGK		PASVA	DCT PASVA
		KADAX	DCT KADAX
WMKD		ABTOK	GUNBO M751 VKB M644 ABTOK
		GOLUD	GUNBO M751 GOLUD
		KADAX	GUNBO M751 VKB M626 KADAX
		PASVA	GUNBO M751 VKB A334 PASVA
WMKI		DUBAX	AGRES Y506 VPG Y351 DUBAX
		RIGTO	AGRES Y506 VPG Y350 RIGTO
		TAMOS	AGRES Y506 VPG A457 TAMOS
WMKJ		ABTOK	ADLOV DCT VMR B469 VPK M751 VKB M644 ABTOK
		DUBAX	AROSO Y513 KALIL Y501 RINBA Y502 DUBAX
		GOLUD	ADLOV DCT VMR B469 VPK M751 GOLUD
		KADAX	ADLOV DCT VMR B469 VPK M751 VKB M626 KADAX
		PASVA	ADLOV DCT VMR B469 VPK M751 VKB A334 PASVA
		RIGTO	AROSO Y513 KALIL Y501 RIGTO
		TAMOS	AROSO Y513 KALIL Y501 RINBA R325 VAS A457 TAMOS
WMKK		ABTOK	PIBOS R208 MATSU Y345 GUGIT M751 VKB M644 ABTOK
		DUBAX	BIKDU Y501 RINBA Y502 DUBAX
		GOLUD	PIBOS R208 MATSU Y345 GUGIT M751 GOLUD
		KADAX	PIBOS R208 MATSU Y345 GUGIT M751 VKB M626 KADAX
		PASVA	PIBOS R208 MATSU Y345 GUGIT M751 VKB A334 PASVA
		RIGTO	BIKDU Y501 RIGTO
		TAMOS	ATIMU Y506 VPG A457 TAMOS (FOR DESTINATION VTSS)
			BIKDU Y501 RINBA R325 VAS A457 TAMOS
WMKL		DUBAX	MULOT W542 VAS R325 DUBAX
		RIGTO	MULOT W542 VAS M769 RIGTO
		TAMOS	MULOT W542 VAS A457 TAMOS

From	Entering Adjacent FIR	Joining Airways or Waypoint	FPL Route
WMKM	BANGKOK FIR	DUBAX	IRMIB Y501 RINBA Y502 DUBAX
		RIGTO	IRMIB Y501 RIGTO
		TAMOS	IRMIB Y501 RINBA R325 VAS A457 TAMOS
WMKN		ABTOK	LASOB W540 VKB M644 ABTOK
		GOLUD	LASOB W540 VKB M751 GOLUD
		KADAX	LASOB W540 VKB M626 KADAX
		PASVA	LASOB W540 VKB A334 PASVA
WMKP / WMKB		DUBAX	GOGOM Y351 DUBAX
		RIGTO	LUNTU VAS M769 RIGTO
		TAMOS	LUNTU DCT VAS A457 TAMOS
WMSA		ABTOK	PIBOS R208 MATSU Y345 GUGIT M751 VKB M644 ABTOK
		DUBAX	ATIMU Y506 VPG Y351 DUBAX
		GOLUD	PIBOS R208 MATSU Y345 GUGIT M751 GOLUD
		KADAX	PIBOS R208 MATSU Y345 GUGIT M751 VKB M626 KADAX
		PASVA	PIBOS R208 MATSU Y345 GUGIT M751 VKB A334 PASVA
		RIGTO	ATIMU Y506 VPG Y350 RIGTO
		TAMOS	ATIMU Y506 VPG A457 TAMOS
WMKC	Beyond SINGAPORE FIR	IDSEL	DUBMU Y514 BEKSO Y512 VPK M758 IDSEL
		KETOD	DUBMU Y514 BEKSO Y512 VPK M761 KETOD
		VMR	DUBMU Y514 NUFFA B469 VMR
WMKD		BUVAL	VPK L629 BUVAL
		IDSEL	VPK M758 IDSEL
		KETOD	VPK M761 KETOD
WMKK		BUVAL	KIMAT Y344 VPK L629 BUVAL
		IDSEL	KIMAT Y344 VPK M758 IDSEL
		KETOD	KIMAT Y344 VPK M761 KETOD
WMKL		IDSEL	ISTEL Y503 RINBA Y507 VBA G582 VPK M758 IDSEL
		KETOD	ISTEL Y503 RINBA Y507 VBA G582 VPK M761 KETOD
WMKP		IDSEL	BOGUK Y507 VBA G582 VPK M758 IDSEL
		KETOD	BOGUK Y507 VBA G582 VPK M761 KETOD
WMSA		BUVAL	PIBOS G582 VPK L629 BUVAL
		IDSEL	PIBOS G582 VPK M758 IDSEL
		KETOD	PIBOS G582 VPK M761 KETOD
WMKC /WMGK		CHENNAI FIR	ANOKO
	EMRAN		OPOMO W546 VPG G468 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
	IGOGU		OPOMO W546 VPG G468 GUNIP N571 IGOGU
	IGREX		OPOMO W546 VPG B579 VPL P628 IGREX

From	Entering Adjacent FIR	Joining Airways or Waypoint	FPL Route
WMKJ	CHENNAI FIR	ANOKO	SABKA A457 SUKAT B466 ANOKO (FL270 AND BELOW)
		EMRAN	AROSO Y513 KALIL Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
		IGOGU	AROSO Y513 KALIL Y504 GUNIP N571 IGOGU
		IGREX	AROSO Y513 KALIL Y504 BILIK Y506 VPG B579 VPL P628 IGREX
		NOPEK	AROSO Y513 KALIL Y504 BILIK G582 PUGER P574 NOPEK
WMKK		ANOKO	IBUKU Y504 GUNIP B466 ANOKO (FL270 AND BELOW)
		EMRAN	IBUKU Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
		IGOGU	IBUKU Y504 GUNIP N571 IGOGU
		IGREX	ATIMU Y506 VPG B579 VPL P628 IGREX
		NOPEK	PUGER P574 NOPEK
WMKL		ANOKO	KAPKO W525 VPG G468 GUNIP B466 ANOKO (FL270 AND BELOW)
		EMRAN	RUVTO Y509 ANGUN G468 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
		IGOGU	RUVTO Y509 ANGUN G468 GUNIP N571 IGOGU
		IGREX	AKRAB DCT GIVAL P628 IGREX
WMKM		ANOKO	SAPAT A457 AGOSA R467 GUNIP B466 ANOKO (FL270 AND BELOW)
		EMRAN	SAPAT A457 AGOSA R467 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
		IGOGU	SAPAT A457 AGOSA R467 GUNIP N571 IGOGU
		IGREX	SAPAT A457 VPG B579 VPL P628 IGREX
		NOPEK	SAPAT A457 VKL R461 PUGER P574 NOPEK
WMKN		ANOKO	LASOB W540 GUGIT DCT OPOMO W546 VPG G468 GUNIP B466 ANOKO (FL270 AND BELOW)
		EMRAN	LASOB W540 GUGIT DCT OPOMO W546 VPG G468 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
		IGOGU	LASOB W540 GUGIT DCT OPOMO W546 VPG G468 GUNIP N571 IGOGU
		IGREX	LASOB W540 GUGIT DCT OPOMO W546 VPG B579 VPL P628 IGREX
WMKP / WMKB		ANOKO	MADUM DCT GUNIP B466 ANOKO (FL270 AND BELOW)
		EMRAN	MADUM DCT GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
		IGOGU	MADUM DCT GUNIP N571 IGOGU
		IGREX	OMBOK W525 KAPKO W525/B579 VPL P628 IGREX
WMSA		ANOKO	SUKAT B466 ANOKO (FL270 AND BELOW)
		EMRAN	IBUKU Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
		IGOGU	IBUKU Y504 GUNIP N571 IGOGU
		IGREX	ATIMU Y506 VPG B579 VPL P628 IGREX
		NOPEK	PUGER P574 NOPEK

From	Entering Adjacent FIR	Joining Airways or Waypoint	FPL Route	
WMKA	Destination WSSS/ WSSL/ WIDD	ARAMA	GUTEB Y502 RINBA Y507 MAKNA Y511 TOPOR A464 ARAMA	
WMKB			BOGUK Y507 MAKNA Y511 TOPOR A464 ARAMA	
WMKI			DUDAD DCT KAKAK Y507 MAKNA Y511 TOPOR A464 ARAMA	
WMKK			RUSBU Y511 TOPOR A464 ARAMA	
WMKL			ISTEL Y503 RINBA Y507 MAKNA Y511 TOPOR A464 ARAMA	
WMKM			OGAKO A464 ARAMA	
WMKP			BOGUK Y507 MAKNA Y511 TOPOR A464 ARAMA	
WMSA			RUSBU Y511 TOPOR A464 ARAMA	
WMGK		NUFFA	VGK DCT LERKA Y514 NUFFA	
WMKC			DUBMU Y514 NUFFA	
WMKD			VPK B469 NUFFA	
WMKE			W533 VKN DCT VPK B469 NUFFA	
WMKN			LASOB Y346 LATER Y514 NUFFA	
WMKC		JAKARTA FIR	GOTLA	OPOMO W546 VPG G468 GOTLA
			SALAX	RUPOS G466 VKL N633 SALAX
WMKI	GOTLA		AGRES Y506 VPG G468 GOTLA	
WMKJ	PUGER		AROSO Y513 KALIL Y504 BILIK G582 PUGER	
WMKK	PUGER		R461 PUGER	
	SALAX		N633 SALAX	
	SUKRI		MITOS M630 SUKRI	
WMKL	GOTLA		RUVTO Y509 ANGUN G468 GOTLA	
	SUKRI		ISTEL Y503 RINBA Y507 MITOS M630 SUKRI	
WMKM	DOSIK		R579 DOSIK	
WMKP/WMKB	GOTLA		MADUM DCT GUNIP G468 GOTLA	
	SUKRI		BOGUK Y507 MITOS M630 SUKRI	
WMSA	PUGER		R461 PUGER	
	SALAX		N633 SALAX	
	SUKRI		MITOS M630 SUKRI	
WMKC	HO CHI MINH FIR	IGARI	VENLI M765 IGARI	
WMKK/WMSA			PIBOS R208 IGARI	
WMKL			ISTEL Y503 RINBA W546 VKB M765 IGARI	
WMKP			BETNU W546 VKB M765 IGARI	

1.8.6.3 Flights Entering Kuala Lumpur FIR from Adjacent FIR

From Adjacent FIR	To	From Airways or Waypoints	FPL Route
Departures from WSSS/ WSSL/ WIDD	WMGK	VMR	B469 VPK M751 GUGIT DCT VGK
			B469 VPK W540 GUGIT DCT VGK (FOR FL230 AND BELOW)
	WMKA	AROSO	Y339 AROSO Y513 KALIL Y504 BILIK Y506 VPG DCT OMBUL
		SABKA	SABKA A457 VPG DCT OMBUL (FOR FL220 AND BELOW)
	WMKB	AROSO	Y339 AROSO Y513 KALIL Y504 BILIK Y506 GORVU DCT VBT
		SABKA	SABKA A457 TEPUS Y506 GORVU DCT VBT (FOR FL220 AND BELOW)
	WMKC	VMR	B469 VPK M751 GUGIT
			B469 VPK W540 GUGIT (FOR FL230 AND BELOW)
	WMKD	VMR	B469 VPK DCT VKN
	WMKE	VMR	B469 VPK DCT VKN W533 VKP
	WMKI	AROSO	Y339 AROSO Y513 KALIL Y504 BILIK Y506 TEPUS
		SABKA	G579 VJB A457 TEPUS (FOR FL220 AND BELOW)
	WMKK	VJB	VJB A457 GUPTA
	WMKL	AROSO	G579 VJB Y342 AROSO Y513 KALIL Y504 BILIK Y506 VPG W525 KAPKO
		SABKA	SABKA A457 VPG W525 KAPKO (FOR FL220 AND BELOW)
	WMKM	VJB	VJB A457 GUPTA
	WMKN / WMPR	VMR	B469 VPK M751 GUNBO
			B469 VPK W540 GUNBO (FOR FL230 AND BELOW)
	WMKP	AROSO	Y339 AROSO Y513 KALIL Y504 BILIK Y506 GORVU
		VJB	VJB A457 TEPUS Y506 GORVU (FOR FL220 AND BELOW)
	WMSA	VJB	VJB A457 GUPTA
Beyond Singapore FIR	WMKC	VMR	B469 VPK M751 GUGIT
		DOVOL	DOVOL L635 VPK M751 GUGIT
		IDSEL	IDSEL M758 VPK M751 GUGIT
		KETOD	KETOD M761 VPK M751 GUGIT
Bangkok FIR	WMKI	DALAN	DALAN B579 VPL W531 VILAT DCT SOTRO
		KARMI	KARMI A464 VIH
Beyond Singapore FIR		AROSO	Y339 AROSO Y513 KALIL Y504 BILIK Y506 TEPUS
		GUMPU	GUMPU G579 VJB A457 TEPUS (FOR FL220 AND BELOW)
Jakarta FIR		GOTLA	GOTLA G468 VPG W530 MINOP
Bangkok FIR	WMKJ	DALAN	DALAN B579 VPL Y503 RINBA Y507 MAKNA Y511 TOPOR W534 EMTUV
		KARMI	KARMI Y507 MAKNA Y511 TOPOR W534 EMTUV
		PASVA	PASVA Y514 NUFFA DCT BIKTA B469 VMR DCT ADLOV

From Adjacent FIR	To	From Airways or Waypoints	FPL Route	
Chennai FIR	WMKJ	EMRAN	EMRAN L510 GIVAL P628 VPL Y503 RINBA Y507 MAKNA Y511 TOPOR W534 EMTUV	
		ANOKO	ANOKO B466 GUNIP R467 VKL A464 TOPOR W534 EMTUV	
		IGOGU	IGOGU N571 GUNIP M630 NIREN Y511 TOPOR W534 EMTUV	
Jakarta FIR		PUGER	PUGER R461 VIDEX Y511 TOPOR W534 EMTUV	
		SALAX	SALAX Y340 BATAR A464 TOPOR W534 EMTUV	
Bangkok FIR	WMKK	DALAN	DALAN B579 VPL Y509 ANGUN Y508 NIREN (FOR RWY 15/33)	
			DALAN B579 VPL Y503 RINBA Y507 KAKAK (FOR RWY 14/32)	
		KARMI	KARMI Y507 KAKAK (FOR RWY 14/32)	
			KARMI Y508 NIREN (FOR RWY 15/33)	
		PASVA	PASVA Y514 EMPUR G466 PULIP	
Beyond Singapore FIR		DOVOL	DOVOL Y334 PADLI Y343 SAROX	
		GUMPU	GUMPU G579 VJB A457 GUPTA	
		IDSEL	IDSEL Y335 PADLI Y343 SAROX	
		KETOD	KETOD Y336 PADLI Y343 SAROX	
		TAXUL	TAXUL Y349 PULIP	
Chennai FIR		ANOKO	ANOKO B466 GUNIP R467 VKL	
		EMRAN	EMRAN L510 GIVAL P628 VPL Y509 ANGUN Y508 NIREN (FOR RWY15/33)	
			EMRAN L510 GIVAL P628 VPL Y503 RINBA Y507 KAKAK (FOR RWY14/32)	
		IGOGU	IGOGU N571 GUNIP Y347 KAKAK (FOR RWY 14/32)	
			IGOGU N571 GUNIP M630 NIREN (FOR RWY 15/33)	
Jakarta FIR		PUGER	PUGER	
		SALAX	SALAX	
Ho Chi Minh FIR		IGARI	IGARI R208 VKR Y346 PULIP	
Bangkok FIR	WMKL	DALAN	DALAN B579 VPL	
		KARMI	KARMI M757 VAS W541 SAGEL	
Beyond Singapore FIR		DOVOL	DOVOL L635 VPK G582 BILIK Y506 VPG W525 KAPKO	
		GUMPU	GUMPU G579 VJB A457 VPG W525 KAPKO (FOR FL220 AND BELOW)	
		IDSEL	IDSEL M758 VPK G582 BILIK Y506 VPG W525 KAPKO	
		KETOD	KETOD M761 VPK G582 BILIK Y506 VPG W525 KAPKO	
		Chennai FIR	ANOKO	ANOKO B466 GUNIP G468 VPG W525 KAPKO
EMRAN			EMRAN L510 GIVAL DCT AKRAB	
IGOGU			IGOGU N571 GUNIP G468 VPG W525 KAPKO	
Jakarta FIR		GOTLA	GOTLA G468 VPG W525 KAPKO	
Ho Chi Minh FIR		IGARI	IGARI M765 VKB W546 VPG W525 KAPKO	
Bangkok FIR		WMKM	DALAN	DALAN B579 VPL Y503 RINBA Y507 VKL A464 DUMOK
			KARMI	KARMI Y507 VKL A464 DUMOK

From Adjacent FIR	To	From Airways or Waypoints	FPL Route	
Beyond Singapore FIR	WMKM	GUMPU	G579 VJB A457 GUPTA	
Jakarta FIR		DOSIK	DOSIK	
		PUGER	PUGER R461 VKL A464 DUMOK	
Ho Chi Minh FIR		IGARI	IGARI R208 VKR Y346 PULIP G466 VKL A464 DUMOK	
Bangkok FIR	WMKP	DALAN	DALAN W525 KAPKO DCT OMBOK	
		KARMI	KARMI M757 VAS DCT LUNTU	
Beyond Singapore FIR		AROSO	Y339 AROSO Y513 KALIL Y504 BILIK Y506 GORVU	
		DOVOL	DOVOL L635 VPK G582 BILIK Y506 GORVU	
		GUMPU	GUMPU G579 VJB A457 TEPUS Y506 GORVU (FOR FL220 AND BELOW	
		IDSEL	IDSEL M758 VPK G582 BILIK Y506 GORVU	
		KETOD	KETOD M761 VPK G582 BILIK Y506 GORVU	
Chennai FIR		ANOKO	ANOKO B466 GUNIP DCT MADUM	
		EMRAN	EMRAN L510 GIVAL P628 VPL W525 KAPKO DCT OMBOK	
		IGOGU	IGOGU N571 GUNIP DCT MADUM	
Jakarta FIR		GOTLA	GOTLA G468 GUNIP DCT MADUM	
Ho Chi Minh FIR		IGARI	IGARI M765 VKB W546 BETNU	
Bangkok FIR		DALAN		DALAN B579 VPL Y503 RINBA Y507 KAKAK
				DALAN B579 VPL W531 VIH A464 DAKUS (FOR NON-RNAV FLIGHTS)
	KARMI		KARMI Y507 KAKAK	
			KARMI A464 DAKUS (FOR NON-RNAV FLIGHTS)	
	PASVA	PASVA Y514 EMPUR G466 PULIP		
Beyond Singapore FIR	KIBOL	KIBOL DCT VPK G582 PIBOS (FOR NON-RNAV FLIGHTS)		
	DOVOL	DOVOL Y334 PADLI Y343 SAROX		
	IDSEL	IDSEL Y335 PADLI Y343 SAROX		
	KETOD	KETOD Y336 PADLI Y343 SAROX		
	TAXUL	TAXUL Y349 PULIP		
	GUMPU	GUMPU G579 VJB A457 GUPTA		
		ANOKO	ANOKO B466 GUNIP R467 GOBAS	
Chennai FIR	EMRAN	EMRAN L510 GIVAL P628 VPL Y503 RINBA Y507 KAKAK		
	IGOGU	IGOGU N571 GUNIP Y347 KAKAK		
Jakarta FIR	PUGER	PUGER G582 GOBAS		
	SALAX	N633		
Ho Chi Minh FIR	IGARI	IGARI R208 VKR Y346 PULIP		

1.8.6.4 Flights Overflying Kuala Lumpur FIR

1.8.6.4.1 Flight Planning Requirements for Direct Route Operations (DROs) within Kuala Lumpur FIR.

1.8.6.4.1.1 DROs are only applicable for aircraft filing Flight Levels (FL) listed in 1.8.6.4.1.4 equipped with RNP 2 and RVSM approved. Aircraft shall annotate their flight plan with the following:

Descriptor (Item 10)	Item 18	Description
W		RVSM-approved aircraft
RNP2	NAV/RNP 2	RNP 2 approved aircraft
	RMK/KULDRO	DRO participating aircraft within Kuala Lumpur FIR

1.8.6.4.1.2 Failure to indicate the above FPL descriptors in their flight plan may result in the air traffic controller re-routing aircraft via the conventional fixed ATS network in Kuala Lumpur FIR and/or Kota Kinabalu FIR.

1.8.6.4.1.3 The indication of Flight Levels (FL) shall be accurately filed in accordance with the guidelines presented in table 1.8.6.4.1.4. Failure to comply may necessitate the air traffic controller to reroute the aircraft utilising the conventional ATS route network as indicated in AIP ENR 1.8.6.4.2.

1.8.6.4.1.4 DROs are available for flights overflying Kuala Lumpur FIR (except departure/destination from/to WSSS, WSSL and WIDD) on specified segments of ATS routes and flight levels (within radar coverage of KL FIR) as listed in the table below where applicable:

Flight Planning on ATS Routes	Flight Planning for DRO (24-hours)	Applicable Flight Levels	Remarks	Reduction in Distance Flown (NM)
IGOGU N571 GUNIP M630 SUKRI	IGOGU N571 GUNIP DCT SUKRI	FL350 and above	Applicable to Southbound flights	0.8
PUGER R461 VESIS M630 SUKRI	PUGER DCT VESIS DCT SUKRI			0.7
AROSO Y513 KALIL Y501 RINBA Y502 DUBAX	AROSO DCT VIH DCT DUBAX	FL360 and above	Applicable to Northbound flights	14.3
AROSO Y513 KALIL Y501 RGITO	AROSO DCT VIH DCT RIGTO			14.1
AROSO Y513 KALIL Y501 RINBA R325 VAS A457 TAMOS	AROSO DCT VIH DCT TAMOS			15.6
AROSO Y513 KALIL Y504 GUNIP N571	*AROSO DCT GUNIP N571	FL340 and above	Applicable to Westbound flights	3
AROSO Y513 KALIL Y504 BILIK G582 PUGER	AROSO DCT PUGER			5.6
AROSO Y513 KALIL Y501 RINBA Y503 VPL P628	**AROSO DCT VIH DCT VPL P628	FL380 and above		16.6

*Note: Flight planning for DRO is not applicable within the Bay of Bengal area inside Kuala Lumpur FIR. Aircraft are to file Flight Plan using the conventional route network after WPT GUNIP.

**Note: Flight planning for DRO is not applicable within the Bay of Bengal area inside Kuala Lumpur FIR. Aircraft are to file Flight Plan using the conventional route network after WPT VPL.

1.8.6.4.1.5 Suspension

- a) NOTAMs may be issued 48 hours in advance if the unavailability of DRO provision is sufficiently foreseeable. This is to ensure safe and efficient fuel management for aircraft.

1.8.6.4.1.6 Contingency Event

- a) DRO is not available during the activation of Malaysia ATM Contingency Level 2.

- b) Upon activation, either published by NOTAM or informed by the transferring ATC unit, all participating DRO aircraft shall follow the applicable Contingency Route (CR) and Flight Level Allocation Scheme (FLAS) to ensure the safety of the flight and to facilitate limited flight operations commensurate with the prevailing conditions.

1.8.6.4.2 Flights not eligible for DRO operations (see ENR 1.8.6.4.1) shall use conventional flight planning requirements within Kuala Lumpur FIR listed as below:

Adjacent FIR	To	From Airways or Waypoints	FPL Route
Bangkok FIR	Beyond Singapore FIR	PASVA	PASVA Y514 NUFFA DCT BIKTA B469 PU
			PASVA Y514 BEKSO Y512 VPK L629 BUVAL
			PASVA Y514 BEKSO Y512 VPK M758 IDSEL
			PASVA Y514 BEKSO Y512 VPK M761 KETOD
		TIDAR	TIDAR M904 UPRON
	Chennai FIR	SAPAM	SAPAM L645 SAMAK
			SAPAM L645 MAPSO P628 IGREX
			SAPAM L645 IDKUT L510 EMRAN
	Destination WSSS/ WSSL/ WIDD	DALAN	DALAN B579 VPL Y503 RINBA Y507 MAKNA Y511 TOPOR A464 ARAMA
		KARMI	KARMI Y507 MAKNA Y511 TOPOR A464 ARAMA
		PASVA	PASVA Y514 NUFFA DCT BIKTA B469 PU
	Jakarta FIR	DALAN	DALAN B579 VPL Y509 ANGUN G468 GOTLA
			DALAN B579 VPL Y503 RINBA Y507 MITOS M630 SUKRI
		KARMI	KARMI Y508 ANGUN G468 GOTLA
			KARMI Y507 MITOS M630 SUKRI
		RUSET	RUSET P627 POVUS
Beyond Singapore FIR	Bangkok FIR	B469	VMR B469 VPK M751 VKB M751 GOLUD
			VMR B469 VPK M751 VKB M626 KADAX
			VMR B469 VPK M751 VKB M644 ABTOK
			VMR B469 VPK M751 VKB A334 PASVA
		G579	GUMPU G579 VJB Y342 AROSO Y513 KALIL Y501 RINBA Y502 DUBAX
			GUMPU G579 VJB Y342 AROSO Y513 KALIL Y501 RIGTO
			GUMPU G579 VJB Y342 AROSO Y513 KALIL Y501 RINBA R325 VAS A457 TAMOS
			GUMPU G579 VJB Y342 AROSO Y513 KALIL Y504 BILIK Y506 VPG A457 TAMOS (For all aircraft destination to VTSS and Non-RNAV5 flights)
		TIDAR	M904
	Chennai FIR	G579	GUMPU G579 VJB Y342 AROSO Y513 KALIL Y504 GUNIP N571 IGOGU
			GUMPU G579 VJB Y342 AROSO Y513 KALIL Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
			GUMPU G579 VJB Y342 AROSO Y513 KALIL Y501 RINBA Y503 VPL P628 IGREX
			GUMPU G579 VJB A457 SUKAT B466 ANOKO (FOR NON-RNAV FLT ONLY)

Adjacent FIR	To	From Airways or Waypoints	FPL Route
Beyond Singapore FIR	Jakarta FIR	G579	GUMPU G579 VJB Y342 AROSO Y513 KALIL Y504 BILIK G582 PUGER
	Ho Chi Minh FIR	ENREP	N891 IGARI
Chennai FIR	Bangkok FIR	EMRAN	EMRAN L510 IDKUT L645 SAPAM
		SAMAK	SAMAK L645 SAPAM
	Destination WSSS/ WSSL/ WIDD	ANOKO	ANOKO B466 GUNIP R467 VKL A464 ARAMA (FOR NON-RNAV FLT ONLY)
		EMRAN	EMRAN L510 GIVAL P628 VPL Y503 RINBA Y507 MAKNA Y511 TOPOR A464 ARAMA
		IGOGU	IGOGU N571 GUNIP M630 NIREN Y511 TOPOR A464 ARAMA
	Jakarta FIR	EMRAN	EMRAN L510 GIVAL P628 VPL Y503 RINBA Y507 MITOS M630 SUKRI
		IGOGU	IGOGU N571 GUNIP M630 SUKRI
		NOPEK	NOPEK P574 ANSAX
	Ho Chi Minh FIR	EMRAN	EMRAN L510 GIVAL P628 VPL Y503 RINBA W546 VKB M765 IGARI
		IGOGU	IGOGU N571 GUNIP G468 VPG W546 VKB M765 IGARI
Departures WSSS/ WSSL/ WIDD	Bangkok FIR	B469	VMR B469 VPK M751 VKB M751 GOLUD
			VMR B469 VPK M751 VKB M626 KADAX
			VMR B469 VPK M751 VKB M644 ABTOK
			VMR B469 VPK M751 VKB A334 PASVA
		TIDAR	M904
		Y339	AROSO Y513 KALIL Y501 RINBA Y502 DUBAX
			AROSO Y513 KALIL Y501 RIGTO
			AROSO Y513 KALIL Y501 RINBA R325 VAS A457 TAMOS
			AROSO Y513 KALIL Y504 BILIK Y506 VPG A457 TAMOS (For all aircraft destination to VTSS and Non-RNAV5 flights)
	Chennai FIR	Y339	AROSO Y513 KALIL Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
			AROSO Y513 KALIL Y501 RINBA Y503 VPL P628 IGREX
			AROSO Y513 KALIL Y504 GUNIP N571 IGOGU
		SABKA	A457 SUKAT B466 ANOKO (FOR NON-RNAV FLT ONLY)
	Jakarta FIR	Y339	AROSO Y513 KALIL Y504 BILIK G582 PUGER
	Ho Chi Minh FIR	ENREP	N891
Jakarta FIR	Bangkok FIR	POVUS	POVUS P627 RUSET
		GOTLA	GOTLA G468 VPG Y350 RIGTO
			GOTLA G468 VPG Y351 DUBAX
			GOTLA G468 VPG A457 TAMOS

Adjacent FIR	To	From Airways or Waypoints	FPL Route
Jakarta FIR	Destination WSSS/ WSSL/ WIDD	PUGER	PUGER R461 VINDEX Y511 TOPOR A464 ARAMA
		SALAX	SALAX Y340 BATAR A464 ARAMA
	Ho Chi Minh FIR	GOTLA	GOTLA G468 VPG W546 VKB M765 IGARI
		SALAX	SALAX N633 VKL R208 IGARI
	Jakarta FIR	PUGER	PUGER R461 VESIS M630 SUKRI
Ho Chi Minh FIR	Chennai FIR	IGARI	IGARI M765 VKB W546 VPG G468 GUNIP N571 IGOGU
			IGARI M765 VKB W546 RINBA Y503 VPL P628 IGREX
			IGARI M765 VKB W546 VPG G468 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN
	Jakarta FIR	IGARI	IGARI R208 VKR Y346 VBA G582 PUGER
			IGARI R208 VKR Y346 PULIP G466 VKL N633 SALAX
			IGARI M765 VKB W546 VPG G468 GOTLA
	Singapore FIR and beyond	IGARI	N891

1.8.7 Cruising Level Restrictions

1.8.7.1 Flights on following sector and routes shall observe the below specified cruising level restrictions.

1. WMKK A457 WMKP : FL320 Or Below
2. WMKK A457 WMKA : FL320 Or Below
3. WMKK A457 VPG/ W525 Or B579 WMKL : FL320 Or Below
4. WMKP W530 VIH A464 WMKK : FL310 Or Below
5. WMKL W531 VIH A464 WMKK : FL310 Or Below

1.8.7.2 Given the complexity of airspace structure in the Kuala Lumpur TMA, separation requirements between VFR and IFR class C airspace, density of air traffic as well as the controller's workload, applicable procedures for VFR flights transiting through Kuala Lumpur TMA are as follows:

1. VFR aircraft shall not submit flight plan transiting Kuala Lumpur TMA from 3000 ft to FL 145.
2. VFR aircraft transiting Kuala Lumpur TMA below 3000 ft shall file flight plan according to the VFR lanes.

1.8.8 Flight planning route for Non RNAV aircraft.

From	To	FPL Route
WMKA / WMKL / WMKP / WMKI	WMKM / WMKJ	A464
WMKM / WMKJ	WMKA / WMKL / WMKP / WMKI	A457
WMKC / WMKN / WMPR / WMKE / WMKD	WMKJ / WMBT	W540 VPK B469 (BELOW FL235)
WMKJ / WMBT	WMKC / WMKN / WMPR / WMKE / WMKD	B469 VPK W540 (BELOW FL235)

1.8.9 Flight Planning Requirement for Aircraft Operating in Kota Kinabalu FIR

1.8.9.1 Flights Departing And Landing At Airports Within Kota Kinabalu FIR

From	To	FPL Route
WBGB	WBGG	G460 VKG
	WBGW	W422 VMY DCT WBGW
	WBGR	W422 VMY
	WBGS	G460 VSI
	WBGW	W422 VMY DCT WBGW
	WBKD	G460 BRU M646 VJN W460 LHD
	WBKK	G460 BRU M646 VJN
	WBKL	G460 VLB
	WBKS	G460 BRU W461 VSN
		G460 BRU M646 VJN A341 VSN (FL165 AND ABOVE)
	WBKT	G460 BRU M646 VJN W420 KABDU DCT WBKT
	WBKW	G460 BRU W453 LATIL W441 VTW
	WBGJ	W422 VMY W450 VLG
	WBMU	W448 VZU
	WBSB	G460 BRU
WBGG	WBGB	G460 VBU
	WBGW	G580 VMY DCT WBGW
	WBGR	G580 VMY
	WBGS	LUTMO DCT BIPIB
		OROMA W457 ELNAL (FL245 AND BELOW)
	WBGW	G580 VMY DCT WBGW
	WBKD	G580 BRU W453 LATIL W441 VTW W424 LHD
		G580 BRU M646 VJN A341 VSN (FL165 AND ABOVE)
	WBKK	G580 BRU M646 VJN
	WBKL	G580 BRU G460 VLB
	WBKS	G580 BRU W461 VSN
		G580 BRU M646 VJN A341 VSN (FL165 AND ABOVE)
	WBKT	G580 BRU M646 VJN W420 KABDU DCT WBKT
	WBKW	G580 BRU W453 LATIL W441 VTW
	WBGJ	G580 VMY W450 VLG
	WBMU	G460 VBU W448 VZU
	WBSB	G580 BRU

From	To	FPL Route
WBGM	WBGB	DCT VMY W422 VBU
	WBGG	DCT VMY G580 VKG
	WBGR	DCT VMY
	WBGS	DCT VMY W422 VBU G460 VSI
	WBGW	DCT VMY DCT WBGW
	WBKD	DCT VMY G580 BRU M646 VJN W460 LHD
	WBKK	DCT VMY G580 BRU M646 VJN
	WBKL	DCT VMY G580 BRU G460 VLB
	WBKS	DCT VMY G580 BRU W461 VSN
	WBKT	DCT VMY G580 BRU M646 VJN W420 KABDU DCT WBKT
	WBKW	DCT VMY G580 BRU W453 LATIL W441 VTW
	WBGJ	DCT VMY W450 VLG
	WBMU	DCT VZU
	WBSB	DCT VMY G580 BRU
WBGR	WBGB	W422 VBU
	WBGG	G580 VKG
	WBGM	DCT VMY DCT WBGM
	WBGS	DOXES W422 VBU G460 VSI
		DOXES W422 VBU W458 LENTU (FL245 AND BELOW)
	WBGW	DCT VMY DCT WBGW
	WBKD	G580 BRU W453 LATIL W441 VTW W424 LHD
		G580 BRU M646 VJN W460 LHD
	WBKK	G580 BRU M646 VJN
	WBKL	G580 BRU G460 VLB
	WBKS	G580 BRU W461 VSN
		G580 BRU M646 VJN A341 VSN (FL165 AND ABOVE)
		G580 BRU M646 VJN W420 VSN
	WBKT	G580 BRU M646 VJN W420 DCT WBKT
	WBKW	G580 BRU W453 LATIL W441 VTW
	WBGJ	DCT VMY W450 VLG
	WBMU	DCT VMY W449 VZU
	WBSB	G580 BRU
	WBGZ	DCT VMY DCT WBGZ
	WBGK	G580 SARVO DCT WBGK
	WBGF	DCT VMY DCT WBGF
	WBGA	DCT VMY DCT WBGA
	WBGJ	DCT VMY DCT WBGJ

From	To	FPL Route
WBGS	WBGB	G460 VBU
		LENTU W458 VBU (FL245 AND BELOW)
	WBGG	G460 VKG
		ELNAL W457 VKG (FL245 AND BELOW)
	WBGW	G460 VBU W422 VMY DCT WBGW
	WBGR	G460 VBU W422 VMY
	WBGW	G460 VBU W422 VMY DCT WBGW
	WBKD	G460 BRU M646 VJN W460 LHD
	WBKK	G460 BRU M646 VJN
	WBKL	G460 BRU G460 VLB
	WBKS	G460 BRU W461 VSN
	WBKT	G460 BRU M646 VJN W420 DCT WBKT
	WBKW	G460 BRU W453 LATIL W441 VTW
	WBGJ	G460 VBU W422 VMY W450 VLG
	WBMU	G460 VBU W448
	WBSB	G460 BRU
WBGW	WBGB	DCT VMY W422 VBU
	WBGG	DCT VMY G580 VKG
	WBGW	DCT VMY DCT WBGW
	WBGR	DCT VMY
	WBGS	DCT VMY W422 VBU G460 VSI
	WBKD	DCT VJN W460 LHD
	WBKK	DCT VJN
	WBKL	DCT BRU G460 VLB
	WBKS	DCT BRU W461 VSN
	WBKT	DCT BRU M646 VJN W420 KABDU DCT WBKT
	WBKW	DCT BRU W443 LATIL W441 VTW
	WBGJ	DCT VLG
	WBMU	DCT VZU
	WBSB	DCT BRU

From	To	FPL Route
WBKD	WBGB	W460 VJN M646 BRU G460 VBU
		W460 VJN G460 VBU
		W424 VTW W441 LATIL W453 BRU G460 VBU
	WBGG	LHD W460 VJN M646 BRU G580 PILAX DCT KIKAK
		W460 VJN M646 BRU G460 VKG
		W460 VJN G460 VKG
		W424 VTW W441 LATIL W453 BRU G460 VKG
	WBGM	W460 VJN M646 BRU DCT WBGM
		W460 VJN G460 BRU DCT WBGM
	WBGR	W460 VJN M646 BRU G580 VMY
		W460 VJN G460 BRU G580 VMY
	WBGS	W460 VJN M646 BRU G460 VSI
		W460 VJN G460 VSI
		W424 VTW W441 LATIL W453 BRU G460 VSI
	WBGW	W460 VJN DCT WBGW
	WBKK	W460 VJN
	WBKL	W460 VJN G460 VLB
		W424 VTW W441 VLB
	WBKS	W421 VSN
	WBKT	LHD W421 VSN W420 KUDAT
	WBKW	W424 VTW
	WBGJ	W460 VJN W451 VLG
	WBMU	W460 VJN M646 BRU R223 BUTAX W452 VZU
		W424 VTW W441 LATIL W453 BRU R223 BUTAX W452 VZU
	WBSB	W424 VTW W441 LATIL W453 BRU

From	To	FPL Route
WBKK	WBGB	M646 BRU G460 VBU
		G460 VBU
	WBGG	M646 BRU G580 VKG
		G460 BRU G460 VKG
	WBGW	DCT WBGW
	WBGR	M646 BRU G580 VMY
		G460 BRU G580 VMY
	WBGS	M646 BRU G460 VSI
		G460 VSI
	WBGW	DCT WBGW
	WBKD	W460 LHD
	WBKL	G460 VLB
	WBKS	A341 VSN (FL165 AND ABOVE)
		W420 KABDU W463 VSN
		W420 VSN
	WBKT	W420 DCT WBKT
	WBKW	W425 VTW
	WBGJ	W451 VLG
	WBMU	M646 BRU R223 BUTAX W452 VZU
	WBSB	M646 BRU
WBKL	WBGB	G460 VBU
	WBGG	G460 BRU G580 VKG
		G460 VKG
	WBGW	DCT WBGW
	WBGR	G460 BRU G580 VMY
	WBGS	G460 VSI
	WBGW	DCT WBGW
	WBKD	LATIL W441 VTW W424 LHD
		G460 VJN W420 LHD
	WBKK	G460 VJN
	WBKS	IDATU DCT REKOS W461 ANKOB
		G460 VJN A341 VSN (FL165 AND ABOVE)
	WBKT	G460 VJN W420 DCT WBKT
	WBKW	W441 VTW
	WBGJ	DCT VLG
	WBMU	G460 BRU R223 BUTAX W452 VZU
	WBSB	G460 VLB

Adjacent FIR	To	Entry Airways or Waypoints	Exit Airways or Waypoints	FPL Route
MANILA FIR	SINGAPORE FIR	VINIK	KAMIN	M754 BRU M646 KAMIN
			AGOB	M754 BRU G580 VKG M761 AGOB
			ATETI	M754 BRU G580 ATETI
			OLKIT	M754 BRU M759 OLKIT
			ASISU	M754 BRU M768 ASISU
		OSANU	KAMIN	M646 KAMIN
			AGOB	M646 BRU G580 VKG M761 AGOB
			ATETI	M646 BRU G580 ATETI
			OLKIT	M646 VJN M758 OLKIT
			ASISU	M646 VJN Y446 ASISU
		VIMAG	KAMIN	A341 VJN M646 KAMIN
			AGOB	A341 VJN M646 BRU G580 VKG M761 AGOB
			ATETI	A341 VJN M646 BRU G580 ATETI
			OLKIT	A341 VJN M758 OLKIT
			ASISU	A341 VJN Y446 ASISU
	JAKARTA FIR	VINIK	PAPSA	M754 BRU G580 VKG R455 PAPSA
			OKADA	M754 BRU R223 BUTAX P648 OKADA
		OSANU	PAPSA	M646 BRU G580 VKG R455 PAPSA
			OKADA	M646 VJN P648 OKADA
		VIMAG	PAPSA	A341 VJN M646 BRU G580 VKG R455 PAPSA
			OKADA	A341 VJN P648 OKADA
	UJUNG FIR	VINIK	AGSON	M754 BRU R223 AGSON
			MAMOK	M522 MAMOK
			BAXAL	M522 VJN W425 VTW A211 BAXAL
		OSANU	AGSON	M646 BRU R223 AGSON
			MAMOK	M646 VJN M522 MAMOK
			BAXAL	M646 VJN W425 VTW BAXAL
		VIMAG	AGSON	A341 VJN M646 BRU R223 AGSON
			MAMOK	A341 VJN M522 MAMOK
			BAXAL	A341 VJN W425 VTW A211 BAXAL

Adjacent FIR	To	Entry Airways or Waypoints	Exit Airways or Waypoints	FPL Route
JAKARTA FIR	SINGAPORE FIR	PAPSA	ASISU	R455 VKG G580 BRU M768 ASISU
		ANIPU	ASISU	M772 ASISU (Unidirectional Eastbound)
		OKADA	ASISU	P648 BUTAX R223 BRU M768 ASISU
	MANILA FIR	PAPSA	VINIK	R455 VKG G580 BRU M754 VINIK
			OSANU	R455 VKG G580 BRU M646 OSANU
			VIMAG	R455 VKG G580 BRU M646 VJN A341 VIMAG
		OKADA	VINIK	P648 BUTAX R223 BRU M754 VINIK
			OSANU	P648 VJN M646 OSANU
			VIMAG	P648 VJN A341 VIMAG
UJUNG FIR	SINGAPORE FIR	AGSON	OLKIT	R223 BRU M759 OLKIT
			ASISU	R223 BRU M768 ASISU
		MAMOK	KAMIN	M768 BRU M646 KAMIN
			AGOB	M768 BRU G460 VSI W459 AGOB
			ATETI	M768 BRU G580 ATETI
			OLKIT	M768 BRU M759 OLKIT
			ASISU	M768 ASISU
	MANILA FIR	AGSON	VINIK	R223 BRU M754 VINIK
			OSANU	R223 BRU M646 OSANU
			VIMAG	R223 BRU M646 VJN A341 VIMAG
		MAMOK	VINIK	M522 VINIK
			OSANU	M522 VJN M646 OSANU
			VIMAG	M522 VJN A341 VIMAG
		BAXAL	VINIK	A211 VTW W425 VJN M522 VINIK
			OSANU	A211 VTW W425 VJN M646 OSANU
			VIMAG	A211 VTW W425 VJN A341 VIMAG

1.8.10 Malaysia Air Traffic Management Contingency Plan and Arrangement

1.8.10.1 Aircraft operators and pilots are expected to familiarise themselves with the ATM Contingency Plan and Arrangements of Kuala Lumpur FIR, Kota Kinabalu FIR and/or airspace where ATS is provided by Malaysia (see ENR 2.1).

1.8.10.2 Detailed Information on the Malaysia ATM Contingency Plan and Arrangements can be found on CAAM Official Website:

a) Malaysia ATM Contingency Level 1 Plan

The document elaborates on the details of domestic flight management within Kuala Lumpur FIR and/or Kota Kinabalu FIR during the contingency period

b) Malaysia ATM Contingency Level 2 The Arrangement

The document elaborates on the details for flights transiting Kuala Lumpur FIR and/or Kota Kinabalu FIR during the contingency period

c) Volcanic Ash Cloud Contingency (VAC)

The document elaborates on the detailed information of VAC contingency.

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		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
W531 LANGKAWI DVOR / DME (VPL) ▲ 062116N 0994444E ANDOK △ 060120N 1000000E VILAT △ 055328N 1000557E SOTRO △ 045554N 1004926E IPOH DVOR / DME (VIH) △ 043425N 1010538E						
	143° 25.0 NM	FL 460 7 500 FT AMSL	20	↓		Controlling Authority: KUALA LUMPUR ACC FREQ: (PRI) 132.800 MHZ (SRY) 133.550 MHZ Within Butterworth TMA BUTTERWORTH RADAR FREQ: (PRY) 125.925 MHZ (SRY) 268.400 MHZ
	143° 10.0 NM	Class A 8 000 FT				
	143° 71.8 NM					
	143° 26.8 NM					
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	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
		or Minimum altitude ² Airspace classification		Odd	Even	
1	2	3	4	5		6
W532 TEPUS 041013N 1004533E IPOH DVOR/DME (VIH) 043425N 1010538E	040° 220° 31.0 NM	FL 460 6 500 FT AMSL Class A 7 000 FT	20	↓ ↑	Controlling Authority: KUALA LUMPUR ACC FREQ: (PRI) 132.8 MHZ (SRY) 133.55 MHZ Within Ipoh CTR IPOH TOWER FREQ: 122.1 MHZ	

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	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit	Direction of cruising levels		Remarks Controlling unit channel Logon address
			Lower limit	Odd	Even	
1	2	3	4	5		6
Y447 PADLO ▲ 055752N 1140127E OLKIT (FIR BDRY) ▲ 045012N 1115118E						Y447 is a diversionary route for RNAV route M758 between OLKIT and VJN DVOR avoiding Danger Area which is activated by NOTAM
		147.0	FL 460 FL 245 Class A MNM FL 250	↓		
				↑		

1.RNP = required navigation performance; RNAV = area navigation specification.

2.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).

1. RNP = required navigation performance; RNAV = area navigation specification.
2. 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 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates		ATS route or other route
1	2	3	
DME VZU 08	035826N 1144032E		W448
10 DME PU	013523.0N 1035522.0E		B469
16 DME VZU	041740N 1145104E		W452
30 DME PU	015517.7N 1035459.7E		B469
50 DME BRU	043437N 1140607E		B348, M646
80 DME VJN	045105N 1151240E		P648
8 DME VZU	040429.47N 1144006.80E		W449
90 DME PU	025341.4N 1033829.8E		B469
ABTOK	061818.00N 1021744.10E		M644
ABTOM	031032.88N 1011636.12E		
ABTUT	054125.16N 1001558.98E		
ADGAB	030544.00N 1123603.00E		W447
ADLEX	055531.65N 1151512.46E		Y446
ADLOV	020357.10N 1034640.10E		
ADMUS	054248.71N 1155726.39E		
ADNUT	032133.12N 1023737.92E		G582, W533
AGIGI	042727.61N 1174439.91E		W441
AGOBA	015841.88N 1083000E		M761, W459
AGOSA	030840.92N 1011309.12E		A457, R467
AGPOP	021041.16N 1111326.04E		W459
AGRES	042610.35N 1003823.42E		Y506
AGSON	021500.00N 1145124.12E		R223
AGUPO	043536.96N 1125200.12E		M772
AGVAR	014718.70N 1034145.26E		
AKABA	054500.00N 1155030.12E		
AKDEM	044620.00N 1173225.00E		W425
AKDUS	061947.04N 0994721.75E		
AKMAR	055414.18N 1172620.90E		A341
AKMET	015355.08N 1034339.12E		
AKMIS	054632.03N 1001846.10E		Y508
AKNIR	062824.14N 1162244.20E		
AKOMA	014522.00N 1035443.00E		B469, Y339
AKRAB	062958.86N 0992115.82E		
AKSAP	054419.15N 1160559.52E		
ALBIB	051128.91N 1002225.44E		
ALBOX	021805.04N 1115619.55E		
ALEKA	023059.23N 1124002.60E		W458
ALEMO	024545N 1133419.92E		P648
PALFA	013033N 1034942E		W401
ANBIK	042733.00N 1005338.00E		Y507
ANBUS	011554.00N 1032100.00E		P501
ANDIP	053921.02N 1002951.36E		
ANDOK	060119.92N 1000000E		W531
ANDUL	023038.88N 1015253.04E		
ANGUN	050809.00N 1000736.00E		G468, Y508, Y509
ANGUR	043128.20N 1175219.60E		W425
ANIPU	010141.88N 1112724.84E		M772

Name-code designator	Coordinates		ATS route or other route
1	2	3	
ANIRU	050911.16N 1130325.92E		M772
ANKOB	054242.01N 1172800.01E		W461
ANKUP	021117.92N 1112023.72E		W459
ANLOD	055355.82N 1164211E		
ANLOX	055004.98N 1024450.77E		
ANOKO	070812.12N 0942500.12E		B466
ANSAX	060000N 0953029.88E		P574
ANUPU	054650.88N 1170403E		
APATU	041924.38N 1032213.19E		
APEBU	055036.04N 1154517.49E		
APEDA	060759.88N 1161323.88E		
ARAMA	013654.00N 1030712.00E		A464, P501
ARAVI	053555N 1170649E		W461
ARIMI	052950.43N 1031257.57E		
AROBO	052000N 1145230E		L649
AROKI	053612.84N 1160310.39E		
AROSO	020845.96N 1032420.88E		Y339, Y342, Y513
AROVU	041801.23N 1131912.86E		L517
ASAKI	042755.25N 1132006.54E		W442
ASISU	055906N 1132045.96E		M768, M772, Y445, Y446
ASOGA	030841N 1011309E		
ASOMO	040636.34N 1135318.46E		
ATATO	054650.96N 1180402.76E		
ATETI	012540N 1083000E		G580
ATIMU	034017.56N 1005852.25E		Y506
ATKUL	052618.89N 1031631.89E		
ATMAN	015539.50N 1032111.92E		
ATNUG	021933N 1024732E		Y513
ATPIN	055437.08N 1180655.08E		
ATRON	013433.20N 1034628.70E		
ATVET	021318.12N 1092321.84E		
AVDUL	053459.88N 1150242E		
AVKAT	051114.42N 1151217.77E		
AVNEV	015011.11N 1033123.30E		
AVNIR	024143.08N 1015406.12E		
BASUT	053946.65N 1021828.45E		
BATAR	021000.12N 1020459.88E		A464, Y340
BAXAL	040220N 1175834E		A211
BEKOV	053141.59N 1155246.70E		
BEKSO	034653.98N 1030136.44E		Y349, Y512, Y514
BELDA	060918.22N 1172926.20E		W463
BENLI	024711.28N 1124850.01E		W458
BESBI	014216.77N 1101635.38E		
BETNU	052538.33N 1010318.60E		W546
BETSI	054516.34N 1020850.78E		

Name-code designator	Coordinates		ATS route or other route
1	2		3
BEVDO	041004.06N	1132016.69E	W455
BIKDU	035037.38N	1012507.73E	Y501
BIKTA	024336.12N	1034300.84E	B469
BILIK	032043.08N	1010739.00E	A457, G582, Y504, Y506
BILUK	043750.69N	1181332.42E	W424
BIMUM	053906.31N	1155553.15E	
BIPAS	035444.67N	1132734.74E	
BIPIB	015811.25N	1112349.22E	
BIRIM	031932.05N	1125343.40E	
BITON	060254.27N	1155709.01E	
BIXAT	044408.81N	1033249.09E	
BOBOB	022206N	1070558E	M761
BOGIM	025912.84N	1013342.84E	
BOGUK	045745.35N	1004851.82E	Y507
BOMPO	045100N	1125709E	M772
BONSU	011927.84N	1033709.84E	A576
BORDU	032043.35N	1005339.12E	
BOSKU	053152.41N	1001442.54E	
BOSTI	055100.00N	0971959.88E	B466
BRU TMA BDRY	045220N	1151200E	W453
BUNTO	024200.00N	1060000.00E	G334
BUTAS	050928.26N	1002700.99E	
BUTAX	042612.84N	1145232.16E	P648, R223, W452
BUVAL	033624.12N	1034341.88E	L629
DABEM	061116.80N	0994450.67E	
DAGIR	055203.11N	1160116.26E	
DAGNO	043855.61N	1040515.50E	
DAGOP	023508.88N	1014951.96E	
DAGRI	053800.88N	1023832.23E	
DAKIX	070854N	1145054E	L649
DAKUS	034814.04N	1011903E	A464
DALAN	062808N	0993920E	B579
DAMAL	021954.84N	1030512.12E	
DAMED	054019.78N	1002955.46E	
DARMU	040139N	1124036.12E	B348, M646, M772, W455
DODKI	025504.08N	1012737.08E	
DOGOG	052518.12N	1140741.88E	M758, M768, W441
DOGVU	053425.86N	1160658.90E	
DOMBU	060804.10N	1161855.71E	
DOPTA	044006.96N	1144247.16E	
DOSIK	014554N	1020235.88E	R579
DOTOX	055618N	1145200E	L649
DOVID	053309.49N	1155129.97E	
DOVOL	033047.88N	1034923.88E	L635, Y334
DOVOX	053554.96N	1003901.08E	

Name-code designator	Coordinates		ATS route or other route
1	2		3
DOVUM	064735.88N	0960235.88E	
DOXER	025308.16N	1013442.96E	
DOXES	034825.26N	1133340.06E	W422
DUBAX	062555.90N	1000736.60E	R325, Y351, Y502
DUBMU	052946.24N	1022036.73E	Y514
DUDAD	040705.50N	1010335.85E	W545
DUDOL	043034.20N	1180650.90E	
DUGEV	034236.97N	1134259.00E	W446
DUKUN	073856.04N	0973109.12E	P627, P628
DULIM	052700N	1153212.12E	
DUMOK	021757.12N	1020015.12E	A464, W535
DUMUB	054931.38N	1161111.45E	
EGENU	054500N	1152306E	
EGOLO	031936.12N	1040047.88E	L642
EGOTI	013424.49N	1033632.18E	
EKETO	032828.87N	1131651.74E	W422
EKIGO	053550.54N	1160440.87E	
EKORI	043017.15N	1180951.06E	
EKUBU	054212.83N	1162101.60E	
ELADO	051408.92N	1155627.48E	
ELBAR	061610.47N	1162331.88E	
ELGOR	033014N	1054818E	M758
ELNAL	014623.66N	1113157.30E	W457
ELPOX	045315.79N	1155346.06E	M522
ELRAN	024954.12N	1130003.96E	
EMPUR	054446.00N	1021437.00E	G466, Y514
EMRAN	083430N	0942500.12E	L510
EMRUS	053655.24N	1162250.24E	
EMTEK	052952.05N	1003037.59E	
EMTEN	062154.13N	1161639.03E	
EMTUV	014151.80N	1031815.10E	W534
ENBAX	064402.57N	1160532.21E	M522
ENGAN	030121.59N	1125531.38E	
ENKOL	022222.37N	1021816E	A457
ENREP	045223.88N	1041442.00E	M904, N891
EPDID	051656.39N	1002802.13E	
ESBOB	052123.69N	1144039.53E	W441
ESLAB	041151.96N	1141748.76E	W449
EXUGO	042425.20N	1141135.42E	W450
GIVAL	070000N	0980000E	L510, P628, Y337
GOBAS	032123.04N	1005721.96E	G582, R467
GOBEL	025432.56N	1130407.71E	
GODOM	042546.22N	1141042.91E	
GODUX	030045N	1014712.12E	
GOGOM	054259N	1001240.59E	Y351
GOKIS	055006.50N	1154525.09E	
GOLUD	061706N	1021639E	M751

Name-code designator	Coordinates		ATS route or other route
1	2		3
GONAD	025138.16N	1120521.12E	
GORKA	055355.46N	1162214.61E	
GORVU	044926.24N	1002826.89E	Y506
GOSMO	023242N	1014950.88E	
GOTBU	053739.03N	1002404.92E	
GOTLA	041729.04N	0991955.92E	G468
GUGAV	054312N	1175415.12E	
GUGIT	053232.50N	1023345.90E	M751, W540, Y345
GULIB	041714N	1110633E	L517
GUMPU	012959.50N	1034243.20E	G579, W401
GUNBO	045202.80N	1024956.43E	M751, R208, W540
GUNIP	042953.16N	0993150.16E	B466, G468, M630, N571, R467, Y347, Y504
GUNIX	052837.20N	1001623.79E	
GUPAR	043604.68N	1024202.17E	R208, Y514
GUPTA	020947.88N	1023830.12E	A457, W535
GUVAR	055600.24N	1150152.12E	
HOSBA	011947.9N	1042417.5E	W401
IBALI	083951.84N	0955127E	
IBUKU	033529.81N	1004641.87E	Y504
IDEMO	025431.40N	1040603.20E	G334, R221
IDKUT	080016.92N	0953016.92E	L510, L645
IDLIX	031855.28N	1031458.99E	
IDSAS	025612.84N	1121230.96E	
IDSEL	032432.04N	1035544.04E	M758, Y335
IDSIK	055222.30N	1175241.09E	
IDSOD	051124.58N	1025451.52E	
IGARI	065612.00N	1033506.00E	M765, N891, R208
IGEBO	061408.88N	0950450.88E	P574, P627
IGNAD	054835.66N	1021517.62E	
IGOGU	073100.84N	0942500.12E	N571
IGREX	094327.84N	0942500.12E	P628
IKONO	055947.62N	1154600.30E	
IKOPI	025335.16N	1131003E	
IKUKO	054511.88N	1031323.88E	R208
IKUMI	055338.00N	1035509.00E	N891
INTOT	030024.84N	1010807.08E	R461
IPNAK	060054N	1015804.08E	
IRMEN	044008.04N	1170655.08E	W441
IRMIB	023555.94N	1021318.07E	Y501
ISGOS	055549.29N	1181413.74E	
ISKUD	053636N	1145218E	L649
ISTEL	060624.13N	0995955.75E	Y503
ISTUB	021300.15N	1120220.34E	
ITBAR	053903.96N	1010715.96E	
KABDU	063321.96N	1163311.88E	W420, W463

Name-code designator	Coordinates		ATS route or other route
1	2		3
KABOT	045404.60N	1004226.85E	W530
KADAX	061556.16N	1021542.12E	M626
KADMO	041215.12N	1140808.16E	G460
KAKAK	034609.69N	1011346.90E	Y347, Y507
KAKDI	013903.61N	1101831.15E	
KAKMO	013606.80N	1034511.99E	
KALIL	022739.00N	1021948.00E	Y501, Y504, Y513
KAMIN	023441.88N	1085536.12E	B348, G334, M646, W443, W447
KAMUM	013334.92N	1111914.88E	W457
KANRU	054003.94N	1001834.06E	
KAPKO	055726.86N	0995609.51E	W525
KARMI	062939.84N	1003121.00E	A464, M757, Y507, Y508
KASRI	020316.92N	1025312.84E	
KETOD	031041.88N	1040942.12E	M761, Y336
KETUN	045644.88N	1150637.08E	
KEVOG	025746.08N	1013136.84E	
KIBOL	025223.88N	1042818.12E	G334, N892
KIGIS	060558.05N	1161554.92E	
KIKAL	030207.08N	1013146.92E	
KIKOX	030248.12N	1015026.16E	
KILOB	053352.84N	1154312.26E	
KILOT	030217N	1044023E	M761
KILUX	043352.88N	1033639.31E	
KIMAT	030943.92N	1022102.16E	W533, Y344
KTMA	033346N	1024545E	Y331
KUDAT	065430N	1165000E	W420
LANEK	060748.99N	1160757.65E	
LAPIK	032134.01N	1130253.94E	
LAPOL	012621.84N	1034435.16E	G579
LASAR	055332.50N	1180018.75E	
LASOB	051218.27N	1024151.20E	M751, W540, Y346
LATER	045650.94N	1023345.34E	Y346, Y514
LATIB	061416.02N	1002632.49E	
LATIL	045339.84N	1162648.84E	W441, W453
LAXAP	032120.48N	1125303.12E	
LAXUD	015416.02N	1094545.49E	
LEDAM	045148.96N	1134706E	Y445
LEKIR	071632.16N	0965242.96E	L510, P627, Y338
LELIB	012729.16N	1032450.04E	A464, W401
LEND A	024124N	1043929.88E	N884
LENTU	022951.22N	1123715.46E	W458
LE NVI	025325.67N	1125926.96E	
LEPNA	061058.11N	1160902.06E	
LERKA	050927.87N	1022843.33E	Y345, Y514
LEVRO	060130.26N	1003128.69E	

Name-code designator	Coordinates		ATS route or other route
1	2	3	
LIDGO	062827.48N 0992558.02E		
LIGDU	055100N 1175259.16E		
LIPRO	025342N 1051128E	M761	
LOSVI	061255.08N 0993022.62E		
LOTGA	032624N 1133550E	W446, W448	
LUGTA	060450.10N 0994149.86E		
LUKVA	053241.46N 1154535.92E		
LULPO	054526.47N 1155052.37E		
LUNTU	054135.88N 1001919.92E		
LUSMO	033341N 1065534E	M758	
LUTMO	014404.53N 1105212.48E		
LUTUD	055345.96N 1175233.96E		
LUVNI	030437.57N 1012827.82E		
MABAL	032826N 1051236E	M758	
MADUM	045809.12N 0995814.16E		
MAKNA	023214.00N 1014945.00E	Y507, Y511	
MAKSU	052944.92N 1163404.62E		
MAMOK	040506N 1154712E	M522, M768	
MAMVA	060550.71N 1171750.26E		
MANER	053044.35N 1022844.98E		
MANIM	031430.12N 1040553.88E	N891	
MAPSO	080329.88N 0971256.16E	L645, P628	
MARBU	030250.31N 1125121.46E		
MARNU	013857.98N 1033444.18E		
MASBO	020247.9N 1025250.7E	A457	
MASNI	012036.96N 1033745.84E	A464	
MATSU	032613.92N 1020614.04E	R208, Y345	
MEKAR	063014.04N 0962927.96E	N571	
MEVUD	051733.70N 1004241.76E		
MIDEK	020713.70N 1115808.62E		
MINAT	084618.12N 0960131.08E	P628	
MINOP	045150.71N 1004505.03E	W530	
MITOS	015830.00N 1020610.08E	M630, Y507	
MOVRA	050605.10N 1023836.95E		
MUBIS	031901.92N 1125833.96E		
MUKAS	013650N 1101739.78E		
MUKIM	013245.89N 1033803.91E		
MULOT	060942.12N 0995836.12E	W542	
NILAM	064523.04N 0955835.04E	N571, P627	
NIMIX	012454N 1075924E	G580	
NIREN	033003.71N 1003254.94E	M630, Y508, Y511	
NITIS	045904.81N 1005500.12E	Y501	
NIVAM	023650.04N 1040227.96E	G219	
NIVEG	050646.12N 1034551.01E		
NIXUR	042332.03N 1133729.99E	W442	
NODIN	081100N 1161142E	M522	
NOGAG	053738.11N 1002405.05E		
NOKER	032014.83N 1132315.57E	W448	

Name-code designator	Coordinates		ATS route or other route
1	2	3	
NOKOP	025232.16N 1013633.12E		
NOLUS	023452.84N 1120113.18E	W456	
NOMIN	053712N 1162400E		
NOMUD	051634.95N 1024553.79E		
NOPEK	063614.04N 0942500.12E	P574	
NOVTI	022545.84N 1101551.84E		
NUFFA	025341.40N 1033829.80E	Y514	
NUKLI	025508.06N 1013627.88E		
NULTO	061154.36N 1160953.24E		
NUSKO	054001.88N 1155616.40E		
OBDAB	031153.16N 1040538.04E	N891	
OBKEG	031137.15N 1125441.82E		
ODONO	063613.82N 1030129.41E	M904	
OGAKO	015850.16N 1022608.16E	A464, W536	
OGANA	031949.00N 1013850.00E	G582, Y501	
OGOTO	032340.60N 1130154.84E		
OGUKA	042411.99N 1032752.81E		
OKADA	013400N 1123800E	P648	
OKIKI	050442.34N 1025309.32E		
OKTOG	020348.96N 1093500.96E	W459	
OKVUG	061659.35N 1160415.59E		
OLKIT	045012.12N 1115118E	M758, M759, W442, Y447	
OLPUD	013644.13N 1034655.24E		
OLSAP	014347.50N 1034317.51E		
OLTEX	041418.57N 1135653.09E		
OMBOK	054356.58N 1000237.98E	W525	
OMBUL	054618.08N 1002004.29E		
OMGAK	055214.16N 1013753.04E		
OMKOM	013112.40N 1035909.90E	W401, W651	
OMUKU	054731.92N 1180535.16E		
OPELI	052640.21N 1152721.44E		
OPIPI	025233.55N 1130426.84E		
OPOMO	053528.28N 1015632.60E	W546	
OREKA	041824.00N 1002150.00E	Y508	
OREKO	052432.74N 1153441E		
ORESI	022911.04N 1015047.04E		
ORIBU	052328.06N 1152316.37E		
OROMA	013136.03N 1105531.57E	W457	
OSANU	074124N 1171735.88E	B348, M646	
OSRAM	052702.90N 1155609.71E		
OSRIL	055958.91N 1003143.44E		
OSTAN	052644.88N 1163824E	W461	
OTLON	030752N 1042006E	M761	
PADLI	030918.00N 1033132.88E	B469, Y332, Y334, Y335, Y336, Y343	
PADLO	055752.31N 1140126.51E	Y446, Y447	
PAKNI	041542.05N 1141516.08E		
PALNO	052053.93N 1023824.83E	M751, W540	

Name-code designator	Coordinates		ATS route or other route
1	2		3
PAPRI	051603.17N	1004517.20E	
PAPSA	011200N	1100830.12E	R455
PARLU	061912N	1145136E	L649
PARVO	055618.22N	1024118.76E	
PASVA	061529.16N	1020431.08E	A334, Y514
PEDSI	060322.97N	1155827.57E	
PEGSA	023324.12N	1014417.88E	
PEKBU	043857.84N	1150151.96E	
PEKLA	023436.84N	1040618E	N892
PIBOS	032106.12N	1020315.84E	G582, R208, Y331
PIDAN	043657.96N	1145624E	
PILAX	021850.04N	1112326.16E	G334, G580
PIMEP	052216.22N	1153720.74E	
PIMOK	012648.12N	1032008.16E	A576, W401
POLEB	055750.48N	1155238.51E	
POLOS	053321.95N	1030923.21E	
POPAT	055735.96N	1155330.02E	
POPID	062920.04N	1003212.12E	
PORAL	061423.24N	1002810.82E	
POVUS	060000N	0944000.12E	P627
20 DME PU	014530.00N	1035812.00E	B338
PUDIL	031052.28N	1130026.05E	
PUGER	032359.00N	1001731.00E	G582, R461
PULIP	034023.88N	1015348.12E	G466, Y346, Y349
RAXIM	030318N	1041712.12E	M771
REDUK	024340.13N	1123218.64E	
REKAN	021200N	1111420.04E	
REKOP	013306.12N	1030521.12E	A576
REKOS	050832N	1154208E	W461
RIDNA	051056.33N	1025523.08E	
RIGTO	064228.22N	1001504.23E	M769, Y350, Y501
RINBA	052214.16N	1004459.56E	R325, W546, Y501, Y502, Y503, Y507
RINBU	014216.59N	1101635.25E	
RINPU	053914.63N	1021318.23E	
RISGU	021655.99N	1114738.41E	
RITGA	055207.18N	1021130.98E	
RIZAN	030114.88N	1121724E	M772
ROBDA	092558.15N	1003510.91E	
ROBMO	025439.96N	1035700E	L642
RUGNA	015146.30N	1034019.70E	
RUMAL	061027.14N	1160126.65E	
RUMEG	062652.37N	1162505.29E	
RUMID	022016N	1013627E	N633
RUMPA	054339.43N	1154453.41E	
RUNAM	044112.84N	1150857.84E	

Name-code designator	Coordinates		ATS route or other route
1	2		3
RUNVO	011756.48N	1102117.85E	
RUPDO	031401.81N	1005847.14E	
RUPLA	025732.04N	1014420.04E	
RUPOS	053214.39N	1021233.19E	G466
RURIM	015518.30N	1031958.58E	
RUSBV	020122.72N	1023042.11E	Y511
RUSET	074615.96N	0974256.88E	P627
RUSNI	031531.71N	1131337.73E	
RUSOL	012746.05N	1084450.18E	
RUVRO	030329.89N	1130203.02E	
RUXAP	061542.09N	1022013.79E	
SABIP	020940N	1075044E	M761
SABKA	015051.11N	1031712.70E	A457
SABNU	060646.88N	1155131.34E	
SADGI	030005.37N	1010638.01E	
SAFRA	042523.43N	1134811.02E	
SAGEL	061724N	1000000E	W541
SAKED	061449.49N	0994649.04E	
SAKMA	042428.08N	1133955.08E	B348, M646
SALAX	021224.12N	1013347.88E	A576, N633, Y340
SALMU	054326.45N	1024302.63E	
SAMAK	075841.88N	0942500.12E	L645
SANOB	063509.96N	0954009.12E	B466, P627
SAPAK	053224N	1162006E	
SAPAM	080434N	0973300E	L645
SAPAT	023210N	1020230E	A457, W536
SAPOR	050814.28N	1152141.83E	
SAPTU	053142.06N	1162247.79E	
SAROX	024802.16N	1024018.84E	G334, Y343
SARVO	032630.12N	1125009.96E	G580
SATKO	055532.41N	1161209.95E	
SEDRO	013441.02N	1034131.09E	
SEMKA	055620.04N	0992800.12E	
35 DME SJ	012954N	1032024E	A464
SORTO	095353.22N	1002341.62E	
SOTRO	045554.41N	1004926.40E	W531
SUKAT	033525.08N	1010112.00E	A457, B466, W545
SUKRI	012306.00N	1025903.84E	M630
SUMLA	080242N	1160054E	M754
SUSBI	060055.08N	1180329.88E	
SUSGA	060550.71N	1161750.26E	
TAMOS	063146N	1002341E	A457
TANOL	014348.5N	1034319.9E	
TARIP	054232.04N	1011521.96E	
TASEK	051529.88N	0981800E	B466
TAXER	055519.99N	1152155E	
TAXUL	035035.88N	1034036.12E	M763, Y331, Y332, Y349

Name-code designator	Coordinates		ATS route or other route
1	2		3
TEGAL	025607.35N	1130340.04E	
TEMES	015455.41N	1094606.73E	W443
TEPUS	041013.00N	1004533.00E	A457, W532, Y506
TERIX	041521N	1093456E	M758
TERUS	020135.04N	1031309.12E	
TIBNI	055355.42N	1162326.03E	
TIDAR	065230.00N	1025000.00E	M904
MITMA	041938N	1131937E	
TMA BDRY BRU	041923.2N	1153036.1E	M768
TODAG	055057.56N	1024834.23E	
TOMEL	055027.58N	1161126.87E	
TOMEN	060408.60N	1174126.80E	
TOMUD	055413N	1170308E	A341
TOPOR	014412.12N	1025330.12E	A464, W534, Y511
TOSAM	051003.85N	1001737.23E	
TOSEN	060336.49N	1002326.62E	
TOSEP	021501.01N	1120736.70E	
TOSOK	060000.00N	0970000.00E	B466
TUSVO	051403.60N	1025727.57E	
TUSVU	054011.13N	1163944.83E	
UBTAL	055805.16N	1175120.88E	
UDERO	035550.16N	1142939.84E	P648
UDETO	060342.59N	1175247.32E	
UDIKO	045331.90N	1001147.10E	Y508
UDINA	045406.12N	1150905.04E	
UGAMO	054106.43N	1001528.98E	Y350
UGAVU	053258.86N	1030859.49E	
UGPEK	033647.16N	1040751.96E	N891
UGPEM	054636.52N	1174036.52E	
UGUKI	054125.18N	1154751.05E	
UKALO	060021.38N	1154520.97E	
UKASA	025245.12N	1033901.08E	G334
UKBON	054448.25N	1154822.60E	
UKIBA	051848.96N	1150208.88E	M754, W441
UPGOR	022351.09N	1115846.10E	
UPKEX	054105.22N	1155656.24E	
UPRON	060903.41N	1032039.98E	M904
UPSIM	025429.16N	1130409.12E	
URBOK	015635.49N	1084450.07E	
URIGO	032505.00N	1040647.00E	M758, N891
VABNO	014347.50N	1033717.90E	
VAKRA	014652.28N	1034331.60E	
VALSI	093057.32N	1003518.10E	
VAMPI	061056N	0973508E	N571, Y338
VARKO	024816.64N	1013108.13E	
VELTU	021623.86N	1015727.50E	Y507
VENLI	062848N	1024900.12E	M765

Name-code designator	Coordinates		ATS route or other route
1	2		3
VEROM	052836.67N	0995831.69E	
VESIS	030446.00N	1005841.00E	M630, R461
VETAG	063505.97N	1163051.48E	
VIDEX	025507.00N	1011923.00E	R461, Y511
VIDIP	054106N	1151003E	M754, M758
VIGAR	051629.76N	1002244.53E	
VILAT	055327.96N	1000557.12E	W531
VIMAG	060136N	1183236E	A341
VIMON	043826.16N	1145320.04E	
VINEK	051054.16N	1025421.08E	
VINIK	083830N	1161348E	
VIRID	031728.05N	1031318.04E	Y514
VISAT	032620N	1043134E	M758
VISAX	025631.00N	1013941.00E	
VISED	052746N	1171115E	W460
30 DME VTK	015433.7N	1040147.7E	G219
XISAN	044901.92N	1150852.08E	
XODEP	044455N	1032412.71E	
XODER	063403.13N	1160450.55E	

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) and Concrete (Rigid) Strength : PCR 654 / F / C / X / U and 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

AERODROME/HELIPORT
CHART - ICAO

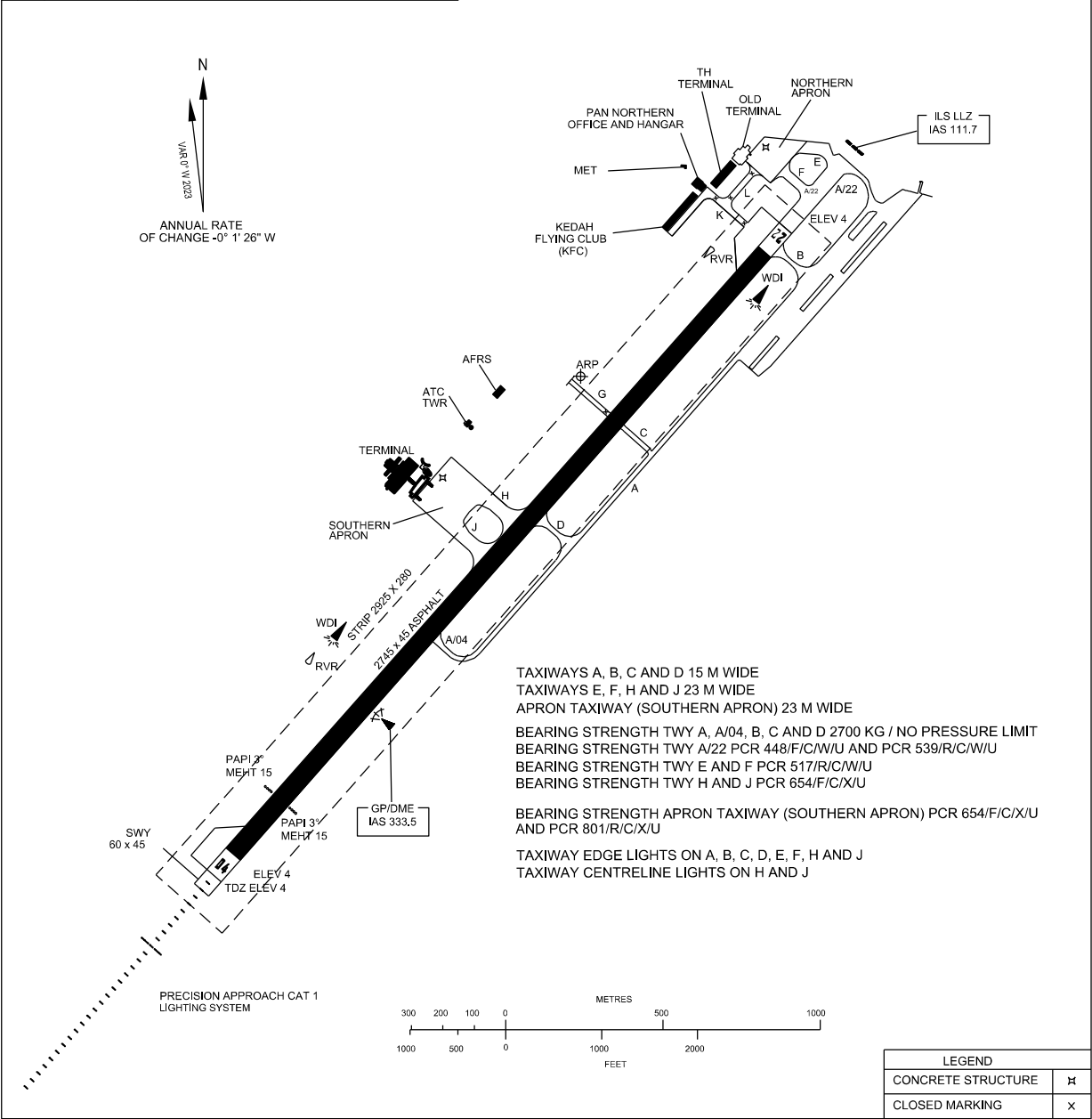
06° 11' 40" N
100° 24' 03" E
ELEV 4 M

TWR	122.30
SMC	121.60
ATIS	128.65
TRAINING	129.10

ALOR SETAR/SULTAN
ABDUL HALIM AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
04	42°	06° 10' 50.34" N 100° 23' 24.15" E	PCR 654/F/C/X/U ASPHALT (FLEXIBLE)
22	222°	06° 11' 56.23" N 100° 24' 24.45" E	

ELEVATIONS AND DIMENSIONS
IN METRES BEARINGS ARE
MAGNETIC



CHANGES: UPDATE PAVEMENT STRENGTH

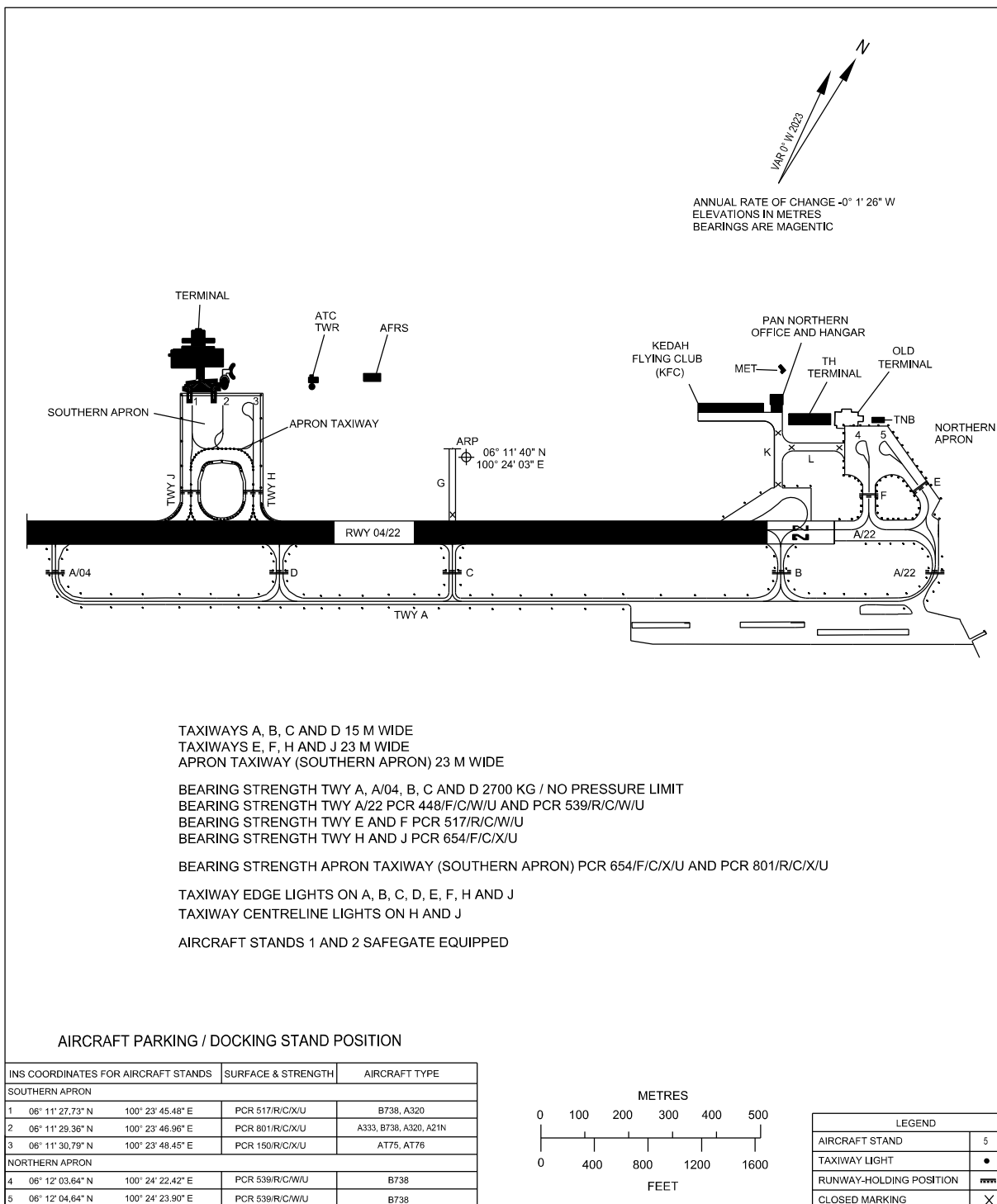
INTENTIONALLY BLANK

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
5 M

TWR	122.30
SMC	121.60
ATIS	128.65
TRAINING	129.10

**ALOR SETAR/SULTAN
ABDUL HALIM AIRPORT**



CHANGES: UPDATE AIRCRAFT TYPE
UPDATE VDGS TYPE
UPDATE PAVEMENT STRENGTH

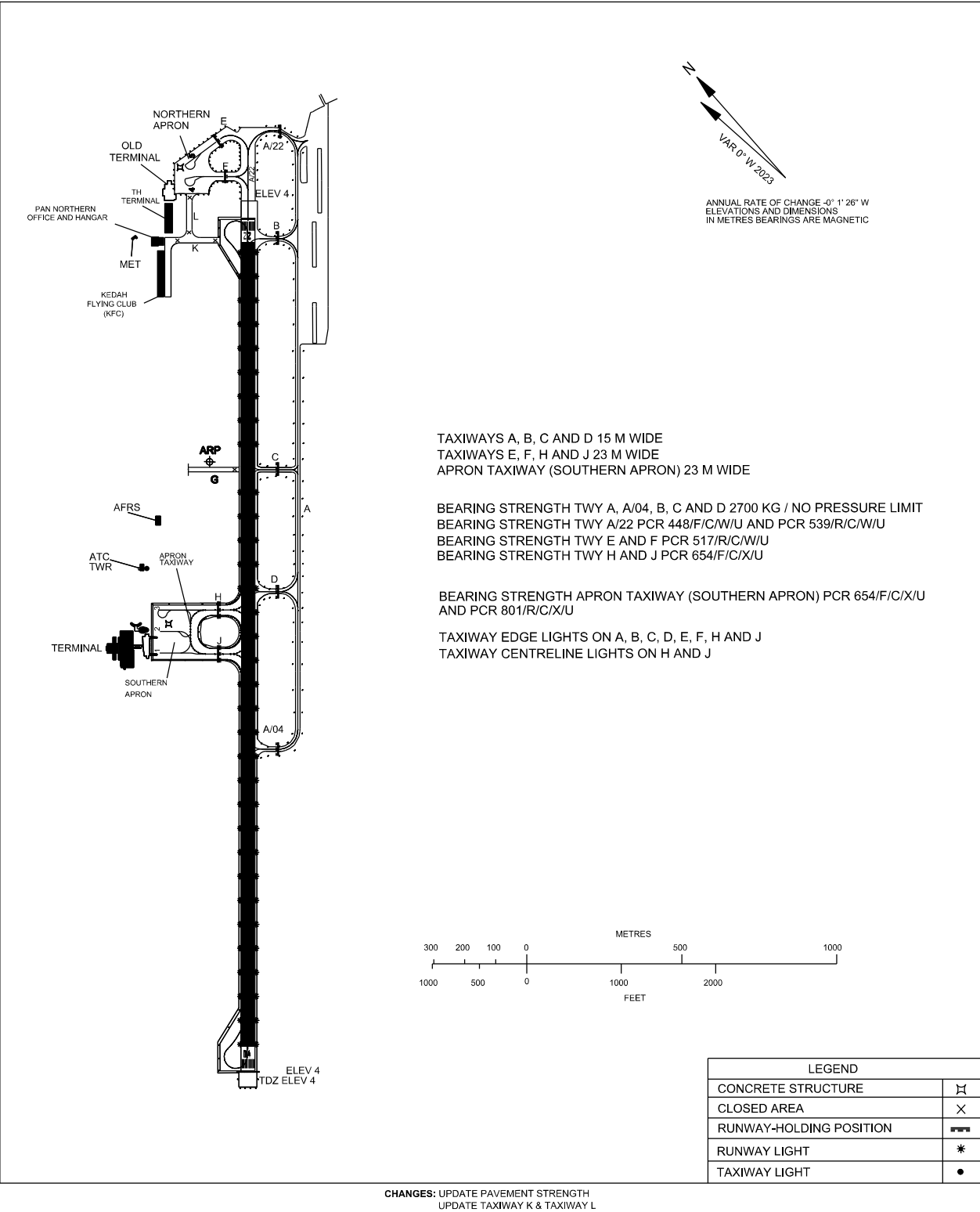
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AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
5 M

TWR	122.30
SMC	121.60
ATIS	128.65
TRAINING	129.10

ALOR SETAR/SULTAN
ABDUL HALIM AIRPORT



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WMKC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKC - KOTA BHARU/SULTAN ISMAIL PETRA

WMKC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	061004N 1021727E Site : Between TWY A and TWY B
2	Direction and distance from (city)	BRG 039°, DISTANCE 8 KM from Telecom Tower, Kota Bharu
3	Elevation/Reference temperature	5 M (16 FT) / 26.3°C
4	Geoid undulation at AD ELEV PSN	-6 M
5	MAG VAR/Annual change	0° W (2020) / 1' 48" W
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Sultan Ismail Petra Airport Pengkalan Chepa 16100 Kota Bharu Kelantan Darul Naim TEL: +609 - 7737400 / 7737402 / 7737403 Telefax: +609 - 7732852 e-mail: masb_kbr@malaysiaairports.com.my Http: www.malaysiaairports.com.my ATC Services: Civil Aviation Authority Of Malaysia Sultan Ismail Petra Airport Pengkalan Chepa 16100 Kota Bharu Kelantan Darul Naim TEL: +609 - 7734197 / +609 - 7739026 Telefax: +609 - 7730046
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WMKC AD 2.3 OPERATIONAL HOURS

1	AD Operator	2330 - 1430 Daily
2	Customs and immigration	Customs: 2330 - 1430 Immigration : Prior Arrangement
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2330 - 1430
6	MET Briefing Office	H24
7	ATS	2330 - 1430
8	Fuelling	Jet Fuels Sdn. Bhd. 23:00 - 09:00 UTC TEL: +6013 993 2893 / +6012 2057 459
9	Handling	Prior Arrangement
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WMKC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	AeroDarat Services Sdn Bhd (ADS) and Ground Team Red (GTR)
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	Jet Fuels Sdn. Bhd. : Refuelling through bowser / Capacity 10,920 litres.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WMKC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town
2	Restaurants	Restaurant in Terminal Building.
3	Transportation	Bus / coach, limousine and taxi services..
4	Medical facilities	Health Clinic Pengkalan Chepa - 2 KM. Raja Perempuan Zainab II Hospital, Kota Bharu - 8 KM. U.S.M. Hospital, Kubang Krian - 8 KM.
5	Bank and Post Office	Bank - ATM in Terminal Building and Kota Bharu town - 8 KM from airport Post Office - Pengkalan Chepa - 2 KM and Kota Bharu town - 8 KM from Airport
6	Tourist Office	Kota Bharu Town - 8 KM from airport
7	Remarks	NIL

WMKC 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 - B38M / A21N.
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first-aid.

WMKC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	BAY 6, BAY 7, BAY 8, BAY 10, BAY 11 AND BAY 11A Surface: Concrete (Rigid) Strength: PCR 660 / R / B / W / T
2	Taxiway width, surface and strength	TWY A Width: 25 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U TWY A1 Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U TWY B Width: 26 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U TWY C Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 527 / F / B / X / T TWY D Width: 17 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U TWY E Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U TWY E Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U TWY E (EXT.) Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 650 / F / B / X / T TWY F Width: 14 m Surface: Asphalt (Flexible) Strength: 8.3 Tonnes TWY G Width: 21 m Surface: Asphalt (Flexible) Strength: PCR 507 / F / D / X / U TWY H Width: 13 m Surface: Asphalt (Flexible) Strength: 8.3 Tonnes TWY L AND L1 Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 650 / F / B / X / T

		APRON TWY J Width: 18 m Surface: Concrete(Rigid) Strength: PCR 660 / R / B / W / T
3	Altimeter checkpoint location and elevation	Location: Terminal Apron Elevation: 5 M (16FT)
4	VOR/INS checkpoints	At aircraft parking stands (See AD 2-WMKC-2-3)
5	Remarks	i. Line of sight from Control Tower to all parking aprons and partial of TWY B are obstructed by Terminal Building. ii. No taxiway shoulder at TWY D, TWY E and TWY G.

WMKC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at intersection with TWY and RWY and at RWY Holding positions. Yellow taxiing guide lines at apron. Visual docking and guidance system for Bay 6, Bay 7 and Bay 8 Nose wheel guidance lines for all parking bays.
2	RWY and TWY markings and LGT	RWY markings: Designation, threshold, side stripe, transverse stripe, centre line, touchdown zone and aiming point markings. Chevron markings at RWY 10 only. RWY LGT : Threshold, edge and end lights. TWY markings : Centre line, taxi side stripe, runway-holding position, intermediate holding position and transverse stripe markings. Enhanced taxiway centre line marking at TWY A, B, C, L and TWY E (ext.) only. TWY LGT : Centre line, exit and edge lights.
3	Stop bars and runways guard lights (if any);	Stop bars : NIL Runway guard : TWY A, B, C, L and E (ext.) lights
4	Remarks	TWY F, G and H available for day light operation only.

WMKC 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
WMKCOB001	TELECOM AERIAL MAST	060743.6N 1021414.5E	HGT 416FT AMSL	Painted LGTD	
WMKCOB002	TELECOM AERIAL MAST	060120.6N 1021740.4E	HGT 424FT AMSL	Painted LGTD at night	At Kg. Patek
WMKCOB003	TELECOM AERIAL MAST	060926.5N 1021825.3E	HGT 146FT	Marked LGTD	BRG 230", dist 1050M ARP
WMKCOB004	TELECOM AERIAL MAST	061325.5N 1020622.5E	HGT 180FT	Painted LGTD at night	At Pengkalan Kubor
WMKCOB005	TELECOM AERIAL MAST	060613.6N 1021620.4E	HGT 200FT	Painted LGTD at night	At Kubang Kerian
WMKCOB006	TELECOM AERIAL MAST	055421.6N 1021957.4E	HGT 250FT	Painted LGTD at night	At Bukit Jawa

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Marking/Type, colour, lighting (LGT)	Remarks
a	b	c	d	e	f
WMKCOB007	TELECOM AERIAL MAST	060047.6N 1022226.4E	HGT 216FT	Painted LGTD at night	At Gunung Bachok
WMKCOB008	TELECOM AERIAL MAST	060705.6N 1021736.4E	HGT 216FT	Painted LGTD at night	At KG. Pauh
WMKCOB009	TELECOM AERIAL MAST	060733.6N 1021238.5E	HGT 223FT	Painted LGTD at night	At Wakaf Bahru
WMKCOB010	TELECOM AERIAL MAST	061131.5N 1021632.4E	HGT 134FT	Painted LGTD at night	At PCB
WMKCOB011	LAMP POLE	054759.6N 1021510.8E	HGT 308.4FT	Painted LGTD at night	At Machang
WMKCOB012	LAMP POLE	060338.4N 1021750.3E	HGT 141.08FT	Painted LGTD at night	At Binjai
WMKCOB013	LAMP POLE	060948.4N 1021702.2E	HGT 131.23FT	Painted LGTD at night	Universiti Malaysia Kelantan
WMKCOB014	AERIAL MAST	060703.4N 1021406.7E	HGT 124.68FT	Painted LGTD at night	At Jalan Sultanah Zainab
WMKCOB015	CONCRETE STRUCTURE	061001.0N 1021755.9E	HGT 17.4FT	Painted LGTD	
WMKCOB016	CHIMNEY	060859.0N 1021818.0E	HGT 168FT	Marked LGTD	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

WMKC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS KOTA BHARU
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO GONG KEDAK 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	Kota Bharu APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +609 - 7737490

WMKC 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
10	99.00° T	2400 x 45	PCR 651 / F / D / X / U Asphalt (Flexible)	061005.71N 1021705.52E 060952.61N 1021822.48E GUND -6.3 M	THR: 4.9M (16.1FT) TDZ: 4.9M (16.1 FT)
28	279.00° T	2400 x 45	PCR 651 / F / D / X / U Asphalt (Flexible)	060952.61N 1021822.48E 061005.71N 1021705.52E GUND -6 M	THR: 4 M (13 FT)

Slope of RWY- SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.021%	NIL	NIL	2520 x 280	NIL	RESA 90M X 90M
0.021%	NIL	NIL	2520 x 280	NIL	RESA 90M X 90M

WMKC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	2400	2400	2400	2400	NIL
28	2400	2400	2400	2400	NIL

WMKC 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
10	CAT1 900M LIH	GREEN -	PAPI Left & Right Slope 3° 13.8 M (45.3 FT)	NIL	NIL	2400 M 60 M 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
28	SALS 420M LIH	GREEN -	PAPI LEFT Slope 3° 14.9 M (48.9 FT)	NIL	NIL	2400 M 60 M Variable white/ yellow, LIH	RED -	NIL	NIL

WMKC 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 - 30 flashes per minute IBN: Nil Sunset to 1600 UTC
2	LDI location and LGT Anemometer location and LGT	Wind Direction Indicator (WDI) RWY10 : 305 M FM THR on left, 110 M FM RWY CL and LGTD. RWY28 : 316 M FM THR on left, 110 M FM RWY CL and LGTD. Anemometer : 100 M North of RWY CL, approx. 1/2 of RWY length. Marked and LGTD. Elevation : 5 M (16 FT)
3	TWY edge and centre line lighting	TWY edge lights - TWY A, A1, B, C, D, E, E (ext.), F, G, H, L, L1, Apron Taxiway J. TWY centre line lights - TWY A, B, C, D, E, E (ext.), L
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

WMKC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	061001.1N, 1021804.3E
2	TLOF and/or FATO elevation M/FT	3.60 M / 11.81 FT
3	TLOF and FATO Area dimensions Surface Strength Marking	Letter H, 3 M by 6 M within a Circle Radius 7 M ASPHALT PCN 51 / F / A / W / T White Edges and White Letter H
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

WMKC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KOTA BHARU CTR Commencing from 055605N 1021238E clockwise along an arc of 15 NM radius centered from VKB VOR/DME (060948N 1021851E) to 055752N 1022801E thence a straight line to 055605N 1021238E thence along Malaysia - Thai FIR Boundary to 055605N 1021238E.
2	Vertical limits	SFC to 4 500 FT AMSL

3	Airspace classification	C
4	ATS unit call sign Language(s)	Kota Bharu Approach 2 500FT - 4 500 FT Kota Bharu Tower GL/SL - 1 500 FT English
5	Designation and lateral limits	Kota Bharu TMA Area bounded from 062810N 1022700E clockwise an arc of 20NM radius from VKB DVOR/DME (060948N 1021851E) to 061710N 1023732E to 054500N 1025025E thence along an arc of 40NM radius from VKB DVOR/DME to join Malaysia-Thai FIR Boundary at 054501N 1014713E thence along FIR boundary to 062810N 1022700E
6	Vertical limits	A030 to FL245
7	Airspace classification	A FL150 - FL250 B 10 000 FT - FL150 C 3 000 FT - 10 000 FT
8	Unit Providing Service	Kota Bharu Approach 3 000FT - FL145 (usable A030 - FL140)
9	Transition altitude	11 000 FT AMSL
10	Remarks	NIL

WMKC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	KOTA BHARU GROUND	121.600 MHZ	2330 - 1330	NIL
TWR	KOTA BHARU TOWER	122.500 MHZ		NIL
APP	KOTA BHARU APPROACH	120.850 MHZ (P) 130.300 MHZ (S)		NIL
ATIS	KOTA BHARU ATIS	128.850 MHZ		NIL

WMKC 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
VOR/DME	VKB	112.300 MHZ CH 70X	H24	060948.4N 1021851.1E	DME Antenna Elevation 3.447 M (Ellipsoid) 10.041 M (MSL)	-
LOC	-	109.300 MHZ		060950.9N 1021832.1E	-	Localizer Course Bearing: 279° 37' 20" T/ 279° 49' 55"M
GP/DME	IKB	332.000 MHZ CH 30X		061000.1N 1021714.6E	-	

WMKC AD 2.20 LOCAL AERODROME REGULATIONS**2.20.1 Arriving Aircraft Parking Arrangement at Main Apron**

2.20.1.1 Parking at the main apron.

- a) Bay 6, Bay 7, Bay 8, Bay 9, Bay 10 and Bay 11 - Power-in and push-back mode.
- b) Bay 11A - Power-in and power-out mode

2.20.1.2 When Bay 11A is occupied, no aircraft is allowed to be parked at Bay 10 and Bay 11 and vice versa.

2.20.1.3 No simultaneous aircraft movements are allowed at the main apron.

WMKC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKC AD 2.22 FLIGHT PROCEDURES**2.22.1 DME Arrival Procedures For Kota Bharu / Sultan Ismail Petra Airport**

RADIAL/TRACK	NAVAID	DME CHECK POINT	MNM IFR ALTITUDE	AFTER Passing DME/VKB DESCEND to FT on QNH	REMARKS
RDL 190 (GOLF 466)	VKB	Not Required	11000FT	38 ↓ 5500 11 ↓ 3000	Make Standard Instrument Approach from VKB VOR or from 10 DME arc or as directed by ATC
RDL 158 (W540)	VKB	Not Required	8000FT	40 ↓ 5500 11 ↓ 3000	
RDL 213 (OPOMO)	VKB	Not Required	FL140	41 ↓ 5500 11 ↓ 3000	

WMKC AD 2.23 ADDITIONAL INFORMATION

2.23.1. Presence Of Object In The Vicinity Of Airport

2.23.1.1 Concrete structure 46M from Taxiway E centre line / Elev.17.4 ft. Pilot extremely caution during Taxing via taxiway E. Concrete structure was painted and lighted at night.

2.23.2. Presence of Birds In The Vicinity Of Airport

2.23.2.1 Presence of Birds In The Vicinity Of Airport. Pilot exercise caution during landing and take off.

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

2.23.4. Kite Flying In The Vicinity Of The Airport

2.23.4.1 Kite flying around the airfield. Pilots to exercise extreme caution especially at base leg, downwind and finals.

WMKC AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART - ICAO	AD 2-WMKC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-WMKC-2-3
AERODROME GROUND MOVEMENT CHART - ICAO	AD 2-WMKC-2-5
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2-WMKC-3-1
KOTA BHARU CONTROL ZONE AND IFR HOLDING AREAS	AD 2-WMKC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART	AD 2-WMKC-4-3
STANDARD DEPARTURE CHART - ICAO - RWY 10/28 KOTA BHARU RADAR 1	AD 2-WMKC-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 10 RNAV (GNSS) GUGIT 1A RUPOS 1A OPOMO 1A DUBMU 1A	AD 2-WMKC-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 10 RNAV (GNSS) GUGIT 1A RUPOS 1A OPOMO 1A DUBMU 1A (TABULAR 1)	AD 2-WMKC-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 10 RNAV (GNSS) GUGIT 1A RUPOS 1A OPOMO 1A DUBMU 1A (TABULAR 2)	AD 2-WMKC-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 10 OPOMO 1C DUBMU 1C GUGIT 1C RUPOS 1C	AD 2-WMKC-6-7
STANDARD DEPARTURE CHART - ICAO - RWY 28 RNAV (GNSS) OPOMO 1B DUBMU 1B GUGIT 1B RUPOS 1B	AD 2-WMKC-6-9
STANDARD DEPARTURE CHART - ICAO - RWY 28 RNAV (GNSS) OPOMO 1B DUBMU 1B GUGIT 1B RUPOS 1B (TABULAR 1)	AD 2-WMKC-6-10
STANDARD DEPARTURE CHART - ICAO - RWY 28 RNAV (GNSS) OPOMO 1B DUBMU 1B GUGIT 1B RUPOS 1B (TABULAR 2)	AD 2-WMKC-6-11
STANDARD DEPARTURE CHART - ICAO - RWY 28 OPOMO 1D DUBMU 1D GUGIT 1D RUPOS 1D	AD 2-WMKC-6-13
STANDARD ARRIVAL CHART - ICAO - RWY 10 RNAV(GNSS) GUGIT 1E RUPOS 1E OPOMO 1E	AD 2-WMKC-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 10 RNAV(GNSS) GUGIT 1E RUPOS 1E OPOMO 1E (TABULAR 1)	AD 2-WMKC-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 10 RNAV(GNSS) GUGIT 1E RUPOS 1E OPOMO 1E (TABULAR 2)	AD 2-WMKC-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 28 RNAV(GNSS) GUGIT 1F RUPOS 1F OPOMO 1F	AD 2-WMKC-7-5
STANDARD ARRIVAL CHART - ICAO - RWY 28 RNAV(GNSS) GUGIT 1F RUPOS 1F OPOMO 1F (TABULAR 1)	AD 2-WMKC-7-6
STANDARD ARRIVAL CHART - ICAO - RWY 28 RNAV(GNSS) GUGIT 1F RUPOS 1F OPOMO 1F (TABULAR 2)	AD 2-WMKC-7-7
INSTRUMENT APPROACH CHART - ICAO - RWY 10 ILS/DME Z OR LOC/DME Z (10 DME ARC)	AD 2-WMKC-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 10 ILS/DME Z OR LOC/DME Z (10 DME ARC) (TABULAR 1)	AD 2-WMKC-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 10 VOR Z (10 DME ARC)	AD 2-WMKC-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 10 VOR Z (10 DME ARC) (TABULAR 1)	AD 2-WMKC-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 28 VOR Z (10 DME ARC)	AD 2-WMKC-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 28 VOR Z (10 DME ARC) (TABULAR 1)	AD 2-WMKC-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 10 RNP Z (AR)	AD 2-WMKC-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 10 RNP Z (AR) (TABULAR 1)	AD 2-WMKC-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 10 RNP Z (AR) (TABULAR 2)	AD 2-WMKC-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 28 RNP Z (AR)	AD 2-WMKC-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 28 RNP Z (AR) (TABULAR 1)	AD 2-WMKC-8-12
INSTRUMENT APPROACH CHART - ICAO - RWY 28 RNP Z (AR) (TABULAR 2)	AD 2-WMKC-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 10 RNP Y	AD 2-WMKC-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 10 RNP Y (TABULAR 1)	AD 2-WMKC-8-16
INSTRUMENT APPROACH CHART - ICAO - RWY 28 RNP Y	AD 2-WMKC-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 28 RNP Y (TABULAR 1)	AD 2-WMKC-8-18

AERODROME/HELIPORT
CHART - ICAO

06° 10' 04" N
102° 17' 27" E

ELEV 5 M

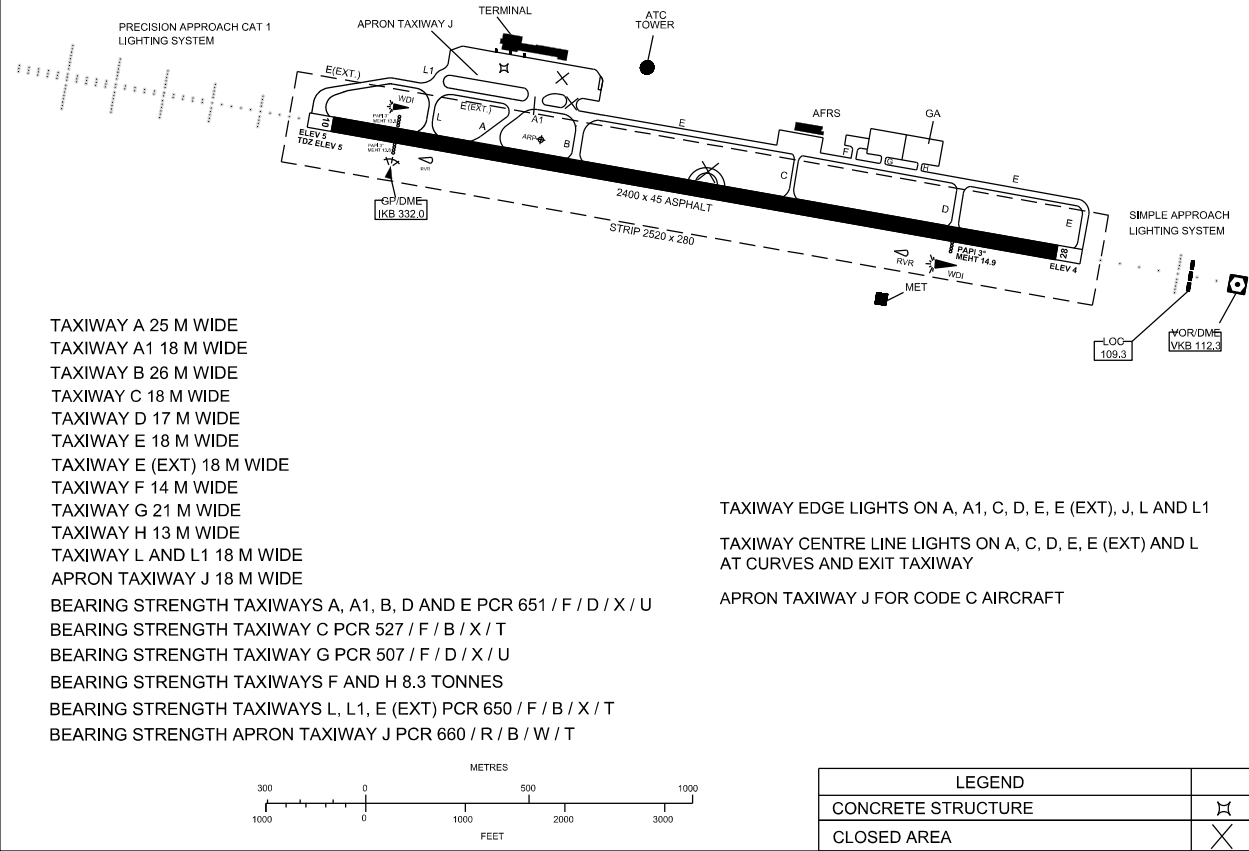
TWR 122.5
SMC 121.6
APP 120.85 (P)
130.3 (S)
ATIS 128.85

KOTA BHARU/SULTAN
ISMAIL PETRA AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
10	099°	06° 10' 05.71" N 102° 17' 05.52" E	PCR 651 / F / D / X / U
28	279°	06° 09' 52.61" N 102° 18' 22.48" E	ASPHALT (FLEXIBLE)



ANNUAL RATE OF CHANGE 1' 48" W
ELEVATIONS AND DIMENSIONS METRES
BEARINGS ARE MAGNETIC



CHANGES: MAJOR CHANGES

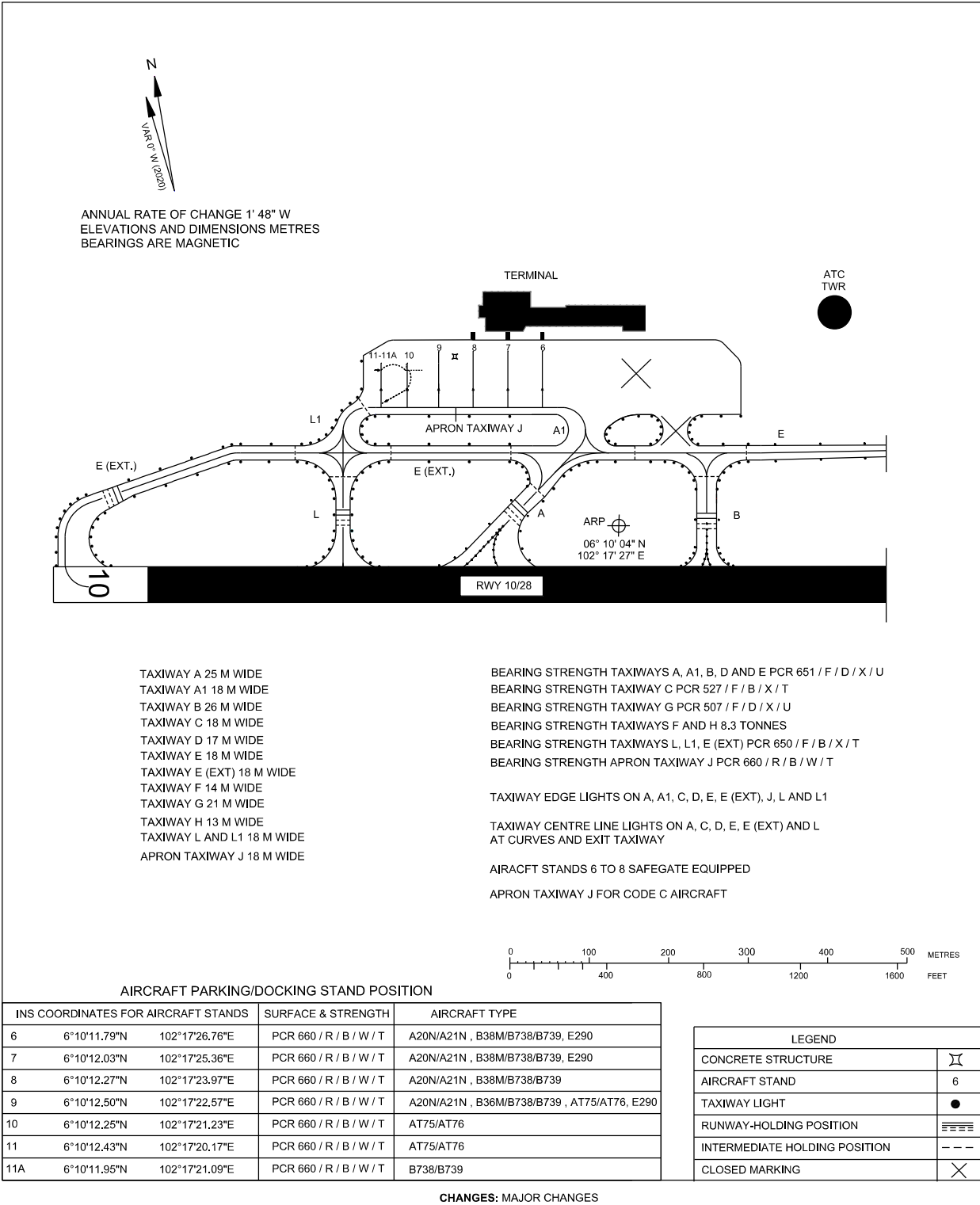
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AIRCRAFT PARKING
DOCKING CHART - ICAO

APRON ELEV
5 M

TWR 122.5
SMC 121.6
APP 120.85 (P)
130.3 (S)
ATIS 128.85

KOTA BHARU/SULTAN
ISMAIL PETRA AIRPORT



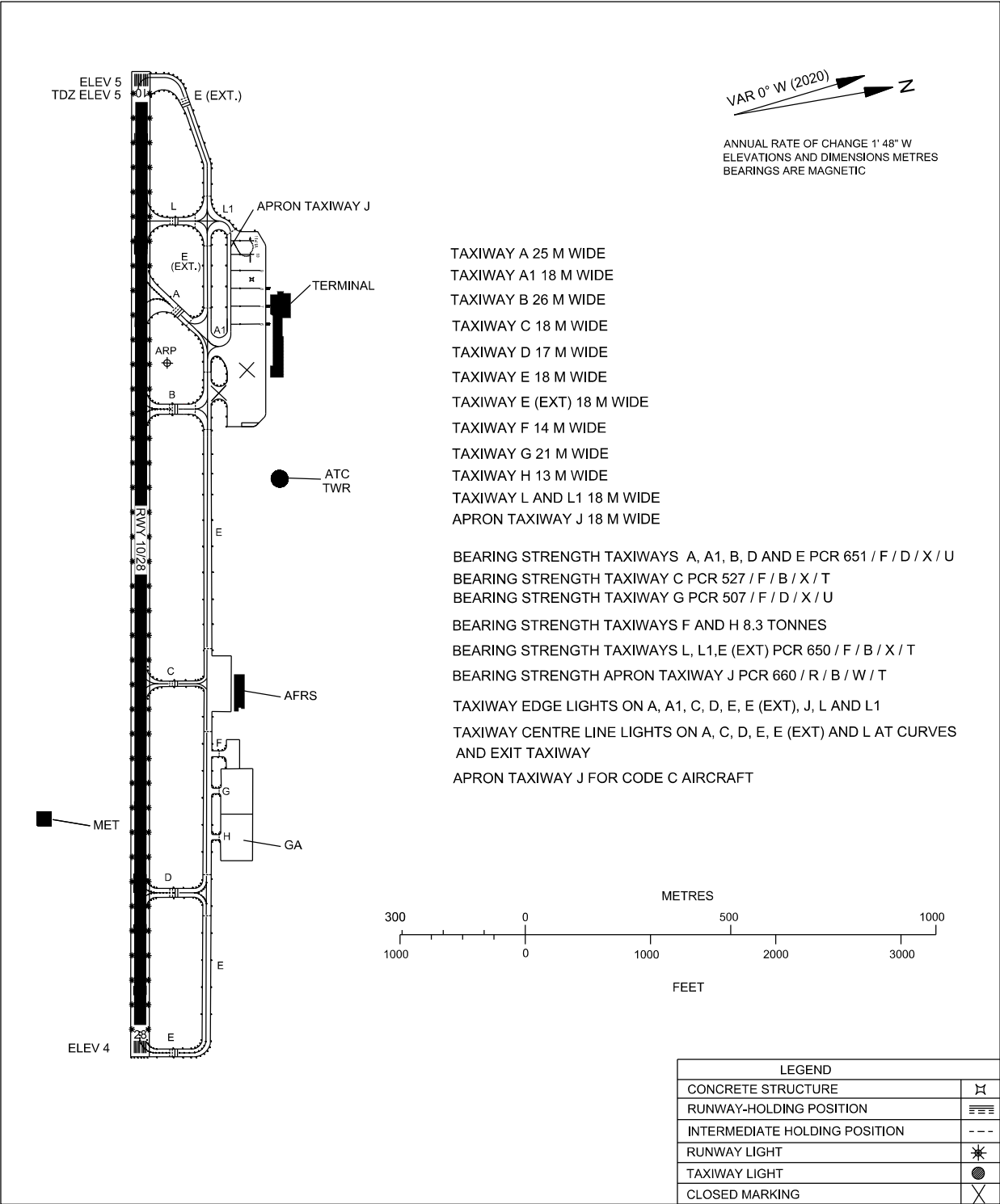
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AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
5 M

TWR	122.5
SMC	121.6
APP	120.85 (P)
	130.3 (S)
ATIS	128.85

KOTA BHARU/SULTAN
ISMAIL PETRA AIRPORT



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WMKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKK - KL INTERNATIONAL / SEPANG

WMKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	024436N 1014153E Site: RWY 14R threshold centerline
2	Direction and distance from (city)	Bearing 180° 45' 12"/ 45 KM from Kuala Lumpur Tower, Kuala Lumpur.
3	Elevation/Reference temperature	21 M (69 FT) / 32° C
4	Geoid undulation at AD ELEV PSN	-2 M
5	MAG VAR/Annual change	0° West (2024) / - 0° 1' 17" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: MALAYSIA AIRPORTS (SEPANG) SDN. BHD. 4th Floor, Airport Management Centre, KL International Airport, 64000 KLIA, Sepang, Selangor Darul Ehsan, Malaysia TEL: +603 - 87769999 Telefax: +603 - 89265012 Http: www.malaysiaairports.com.my e-mail: aocaadm@malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia, Air Traffic Control Tower Complex, KL International Airport, 64000 KLIA Sepang Selangor Darul Ehsan Malaysia TEL: +603 - 87784000 (General Office) +603 - 87784080 (ATC Tower East) +603 - 87784183 (ATC Tower West) +603 - 87784100 +603 - 87784101 (NOF and ARO) Telefax: +603 - 87784011 (General Office) +603 - 87784022 (ATC Tower) +603 - 87784104 (NOF and ARO) AFS: WMKKZTZX
7	Types of traffic permitted (IFR/VFR)	IFR category: Approved international and domestic flights. VFR category: Approved helicopter operations.
8	Remarks	NIL

WMKK AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	PETRONAS Refuelling :H24 SHELL Refuelling :H24 PETRON Aviation Refuelling :H24
9	Handling	Prior arrangement.

10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WMKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo terminals equipped with storage stacker, material and pallet container handling systems, animal hotel, computerized cargo information, data and documentation systems. By arrangement with airlines.
2	Fuel/oil types	Jet A1, AVGAS
3	Fuelling facilities/capacity	Hydrant refuelling
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	(a) Malaysia Airlines Berhad Hangar 5 : (2 x B737 and 2 x B747) (b) Malaysia Airlines Berhad Hangar 6 : (2 x A380) (c) Sepang Aircraft Engineering (SAE) Hangar 01 : (2 x A330 or 4 x A320 or 4 x B737) (d) Sepang Aircraft Engineering (SAE) Hangar 02 : (3 x A320 or 4 x ATR) (e) Asia Digital Engineering (ADE) Hangar A : (2 x A330 or 6 x A320 / A321) (f) Asia Digital Engineering (ADE) Hangar B : (8 x A320/A321)
6	Repair facilities for visiting aircraft	Commercial aircraft up to and including Code F Aircraft.
7	Remarks	Handling services available H 24 & by prior arrangement with the aerodrome administration.

WMKK AD 2.5 PASSENGER FACILITIES

1	Hotels	At the airport and in the City.
2	Restaurants	At the airport and in the City.
3	Transportation	Trains, buses, taxis and car for hire from the Airport.
4	Medical facilities	First aid at the Airport. Hospitals in the City
5	Bank and Post Office	At Airport. Open within Airport HR.
6	Tourist Office	At the Terminal Building.
7	Remarks	NIL

WMKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 10
2	Rescue equipment	Adequately provided as recommended by ICAO.
3	Capability for removal of disabled aircraft	Lifting bags and hydraulic jacks AVBL up to and including B747- 400.
4	Remarks	a) All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first-aid. b) AFRS response time to WTN is not exceeding 4 minutes

		Taxiway Intersection C7 & C8 Width : 36 M Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	Taxiway Intersection E, L Width : 24 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Taxiway Intersection D13 Width : 32 M Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	Taxiway Intersection E1, E2 Width : 39 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Taxiway Intersection E4 Width : 39 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	Taxiway Intersection E5 Width : 24 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / F / C / W / U PCR 787 / R / C / W / U
		Apron Taxiway K Width : 25 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	Apron Taxiway M Width : 25 M Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U
		Taxiway Intersection N1 Width : 50 M Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	Taxiway Intersection N2 Width : 35 M Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Taxiway Intersection P1 & P2 Width : 25 M Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	Taxiway P (Code C) & Q (Code C) Width : 18 M Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U
		Apron Taxiway S1 Width : 25 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	Apron Taxiway S2 Width : 34 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Apron Taxiway S3 Width : 23 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	Apron Taxiway S4 Width : 36 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Apron Taxiway S5 Width : 23 M Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	Apron Taxiway S6, T6 Width : 24 M Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Apron Taxiway S7 Width : 23 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	Apron Taxiway S8 Width : 45 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U

		Apron Taxiway S9 Width : 26 M Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	Apron Taxiway S10 Width : 43 M Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U
		Aircraft Stand Taxilane T1, T8, T9 Width : 18 M Surface : Asphalt (Rigid) Asphalt (Flexible) Strength : PCR 626 / R / C / W / U PCR 522 / F / C / W / U	Apron Taxiway T2 & T7 Width : 23 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Apron Taxiway T3 Width : 29 M Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	Apron Taxiway T4 Width : 32 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Apron Taxiway T5 Width : 30 M Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	Aircraft Stand Taxilane T12 Width : 18 M Surface : Concrete (Rigid) Strength : PCR 626 / R / C / W / U
		Apron Taxiway T13 Width : 26 M Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	Apron Taxiway U3 & U4 Aircraft Stand Taxilane U1, U2, U8, U9 Taxiway Intersection U3A, U3B, U3C, U3D, U3E, U3F, Q1, Q2, Q3, Q4 Width : 18 M Surface : Asphalt (Flexible) Strength : PCR 651 / F / D / X / U
		Taxiway U6, Apron Taxiway U5 Taxiway Intersection U5A, U5B, U5C, U5D, P3, P4, Q5, Q6, Q7, P (Code E & F), Q (Code E & F), Taxiway Y & Taxiway Z Width : 25 M Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U	Aircraft Stand Taxilane U7 Width : 61M Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U
		Taxiway Intersection Y1 & Y9 Width : 31 M Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	Taxiway Intersection Y2 & Y8 Width : 35 M Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U
		Taxiway Intersection Y3, Y4, Y5 Width : 35 M Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U	Taxiway Intersection Y6 & Y7 Width : 34M Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U
		Taxiway Intersection Z1 Width : 33 M Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U	Taxiway Intersection Z2, Z3, Z4, Z5, Z6, Z7, Z8 Width : 40 M Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U
3	Altimeter checkpoint location and elevation	Location	Elevation
		KLIA Terminal 1 (T1)	21 M
		KLIA Terminal 2 (T2)	10 M
4	VOR checkpoints	NIL	

5	INS checkpoints	At aircraft parking stands (See AD 2-WMKK-2-7 until AD 2-WMKK-2-14 and WMKK-2-15 until AD 2-WMKK-2-18)
6	Remarks	1. Pilots are advised of heavy vehicle crossing on TWY U5 and U6.

WMKK 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. Nose - in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, threshold, side stripe, transverse stripe, touchdown zone, aiming point and centre line markings. Chevron markings at RWY 14L, 32L, RWY 15 and RWY 33 only RWY LGT: Edge, threshold, end, touchdown zone, centre line and wing bar lights. TWY: Centre line, taxi side stripe, transverse stripe, runway-holding position, intermediate holding position, enhanced taxiway centre line and mandatory instruction markings. TWY LGT: Centre line, intermediate holding position, exit and edge lights.
3	Stop bars and runway guard lights (if any)	Stop bars on all RWY / TWY intersections. (WI the areas of RWY 14L/32R and 14R/32L) Stop bars on all RWY / TWY intersections and Supplementary Stop bars provided at TWY Q5, Q6 and Q7 located 250 M from RWY 14R Centre line. (WI the areas of RWY 14R/32L and 15/33) Runway guard lights on all RWY/TWY intersections.
4	Remarks	i. Surface movement surveillance radar in use. ii. All pavement marking and lighting spacing are within 5% tolerance. iii. RWY 14L/32R and 14R/32L are grooved. iv. Any aircraft is strictly prohibited to hold at the Intermediate Holding Position (IHP) in front of the Fire Station as follows: a) Fire Station 1 : Taxiway B between INT B5 and INT B6. b) Fire Station 2 : Taxiway D between INT. E2 and INT. D10 c) Fire Station 3 : Taxiway Z in front of Fire Station 3. This to ensure unobstructed access from the Fire Station for emergency vehicles, such as fire trucks and rescue teams during emergencies

WMKK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
14R/APCH 32L/TKOF	LOC ANTENNAS: 19.83 M Red/Red obstruction lights TELECOMMUNICATION TOWER 1 : 202.76 FT AMSL Marked and lighted	024443.7N 1014147.4E 024552.1N 1014151.9E	GP AERIAL 27.8 M Red/white Red obstruction lights WDI 23 M Marked and lighted	024425.6N 1014154.8E 024432.1N 1014158.9E	NIL

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	TELECOMMUNICATION TOWER 2 : 202.76FT AMSL Marked and lighted	024550.0N 1014151.2E			
32L/APCH 14R/TKOF	LOC ANTENNAS 15.46 M Red/Red obstruction lights AWOS NO.7 22.3 M AWOS NO.8 22.1 M AWOS NO.9 23.5 M	024241.22N 1014309.48E 024254.7N 1014255.5E 024339.7N 1014225.6E 024424.2N 1014155.8E	GP AERIAL 26.63 M Red/white Red obstruction lights WDI 21.0 M Marked and lighted HILL - BUKIT LADA 110.048M AMSL Red obstruction lights HILL - BUKIT SUNGAI LANAU 100.890 M AMSL Red obstruction lights POWER PLANT - 15KM South of THR RWY 32 525FT AMSL Marked and lighted at night.	024253.83N 1014256.54E 024255.8N 1014255.7E 024232.7N 1014356.6E 024158.1N 1014304.7E 023524.6N 1014327.9E	NIL
14L/APCH 32R/TKOF	LOC ANTENNAS 19.23 M Red/Red obstruction lights AWOS NO.2 24.9 M AWOS NO.3 25.3 M AWOS NO.4 27.6 M TELECOMMUNICATION TOWER 1: 202.76 FT AMSL Marked and lighted TELECOMMUNICATION TOWER 2 : 202.76 FT AMSL Marked and lighted	024648.7N 1014202.5E 024635.0N 1014216.4E 024550.5N 1014245.7E 024506.0N 1014316.1E 024552.1N 1014151.9E 024550.0N 1014151.2E	GP AERIAL 29.60 M Red/white Red obstruction lights WDI 24 M Marked and lighted CONTROL TOWER 141.45 M Red obstruction lights RADAR SENSOR 69.8 M Red obstruction lights	024636.6N 1014215.3E 024634.9N 1014215.7E 024525.5N 1014208.8E 024630.0N 1014124.0E	NIL
32R/APCH 14L/TKOF	LOC ANTENNAS 25.02 M Red/Red obstruction lights	024445.0N 1014325.3E	GP AERIAL 33.21M Red/white Red obstruction light WDI 27 M Marked and lighted TELECOMMUNICA- TION TOWER182.88 M AMSL	024504.87N 1014316.8E 024457.5N 1014313.0E 024826.19N 1014440.41E	NIL

3	TLOF and FATO area dimensions, surface, strength, marking	Rectangle, 30M x 30M, Asphalt, 30 Tonnes White edges and white letter H
4	True BRG of FATO	True North Bearing - 61 45 00 from ARG X-axis Magnetic Bearing - 10.69 min West of True North.
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	KLIA Emergency Response Helicopter Landing Zones (restricted use)	Refer to WMKK AD 2.24
8	Remarks	Ground taxi to apron

WMKK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KUALA LUMPUR CTR Semi circle of 15NM radius centred on Kuala Lumpur (VKL) DVOR/DME (024328N 1014417E) fm 024450N 1015913E clockwise to 023709N 1013041E then a straight line to 030134N 1011921E then a semicircle of 15NM radius centred on SAAS Subang ARP (030752N 1013253E) clockwise to 032245N 1013454E then a straight line to 032133N 1014406E then a semi circle of 15NM radius centred on Simpang ARP (030641N 1014209E) clockwise to 030803N 1015706E then a straight line to 024450N 1015913E.
2	Vertical limits	SFC to 3 500 FT AMSL
3	Airspace classification	Class C (except for WMR 418/236 which is G)
4	ATS unit call sign Language(s)	Lumpur Departure, Lumpur Radar. Lumpur Tower. English
5	Transition altitude	11 000FT AMSL
6	Remarks	NIL

WMKK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	LUMPUR RADAR	118.650 MHZ 121.250 MHZ 124.200 MHZ 125.850 MHZ	H 24	-
APP	LUMPUR RADAR	119.450 MHZ 120.350 MHZ 124.650 MHZ 125.100 MHZ 135.750 MHZ		-
APP	LUMPUR DEPARTURE	135.250 MHZ		-
AERODROME CONTROL	LUMPUR TOWER	118.800MHZ		RWY 14L/32R
AERODROME CONTROL	LUMPUR TOWER	118.500MHZ		RWY 14R/32L
AERODROME CONTROL	LUMPUR TOWER	119.800 MHZ		RWY 15/33
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	121.650 MHZ		TWY A including taxiways A1 to A11 TWY B including taxiways B5 to B13
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	121.800 MHZ		TWY C including taxiways C1 to C11 TWY D including taxiways D1 to D13 TWY E including taxiways E1 to E5 TWY K between taxiways E and D TWY F between taxiways F6 and D TWY G between taxiways F6 and D TWY F6, T6 between taxiways F and T7 TWY T7 between taxiways D and T6 TWY T13 and the VVIP Apron
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	122.525 MHZ		TWY P including taxiways P1 to P4 TWY Q including taxiways Q1 to Q7
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	118.050 MHZ		TWY Y including taxiways Y1 to Y9 TWY Z including taxiways Z1 to Z8
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	122.150 MHZ		TWY T1, T2, T3, T4, T5, T8, T9 and T12 TWY T6 between taxiways T7 and T9 TWY T7 between taxiways T5 and T6
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	122.850 MHZ		TWY F between taxiways B and F6 TWY G between taxiways B and F6 TWY S1, S6, S7, S8, S10, F1, F2, F3, F4 and F5
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	122.275 MHZ		TWY H TWY S2, S3, S4, S5 and S9
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	123.250 MHZ		TWY A between A11 and B14 TWY B between B13 and N2 TWY B14 TWY L, N1 and N2 TWY K between B and E TWY H3 and H5
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	121.725 MHZ		TAXILANE U1, U2, U7, U8 and U9
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	122.550 MHZ		TWY U3 including taxiways U3A to U3F TWY U4
SURFACE MOVEMENT GROUND	LUMPUR GROUND	130.75 MHZ		TWY U5 including taxiways U5A to U5D TWY U6

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
ACD	LUMPUR DELIVERY	126.000MHZ	H 24	Airways clearance, SSR Code allocation and departure slot time for: i) Flight to WSSS, WSSL and WIDD. II) Flight to a destination beyond WMKK FIR via the following ATS Routes and Exit Waypoints: - R208 (IGARI) - A334 (PASVA) - M626 (KADAX) - M644 (ABTOK) - M751 (GOLUD) - VPK / M771 (DUDIS) - VPK / L625 (AKMON) - VPK / N884 (LUXOR) - VPK / M758 (IDSEL) - VPK / M761 (KETOD) - A464 (ARAMA) - SUKRI / B470 (ANITO) - SUKRI / M635 (SURGA) - SUKRI / M774 (KADAR)
ACD	LUMPUR DELIVERY	128.150MHZ		Airways clearance, SSR Code allocation and departure slot time for: i. All domestic flight within Peninsular Malaysia. ii. Flight to Subang (WMSA) and Training Area. iii. Flight to a destination beyond WMKK FIR via the following ATS Routes and Exit Waypoints: - Y501 (RIGTO) - Y502 (DUBAX) - A457 (TAMOS) - R461 (PUGER) - N633 (SALAX) - P628 (IGREX) - L510 (EMRAN) - N571 (IGOGU) - P574 (NOPEK) - B466 (ANOKO)
ATIS	LUMPUR TERMINAL INFORMATION	126.450MHZ		Departure ATIS. Synthesized voice broadcast.
ATIS	LUMPUR TERMINAL INFORMATION	128.050 MHZ		Arrival ATIS. Synthesized voice broadcast.

WMKK 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
DVOR / DME	VKL	116.100 MHZ CH 108X	H24	024328N 1014417E	90 M	NIL
SEPANG DVOR / DME	VSP	114.40 MHZ (CH 91X)		024507.71N 1014005.72E	3.86 M	NIL
TANJUNG SEPAT DME	DTS	CH 84X		023944.60N 1013333.60E	3.00 M	NIL
ILS/DME CAT I	IEL	108.500 MHZ CH 22X		GP/DME: 024636.6N 1014215.3E LOC: 024444.99N 1014325.57E	19.8 M	14L
ILS/DME CAT I	IER	109.100 MHZ CH 28X		GP/DME: 024504.9N 1014316.8E LOC: 024648.7N 1014202.5E	23.41 M	32R
ILS/DME CAT I	IWR	110.700 MHZ CH 44X		GP/DME: 024425.6N 1014154.8E LOC: 024241.7N 1014309.2E	24 M	14R
ILS/DME CAT I	IWL	111.900 MHZ CH 56X		GP/DME: 024254.0N 1014256.7E LOC: 024443.6N 1014147.4E	25 M	32L
ILS/DME CAT I	IWK	110.100 MHZ CH 38X		GP/DME: 024407.4N 1014041.4E LOC: 024222.2N 1014156.3E	24 M	15
ILS/DME CAT I	IWM	111.500 MHZ CH 52X		GP/DME: 024236.7N 1014142.2E LOC: 024425.3N 1014033.2E	22 M	33

WMKK AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Aircraft Start Up And / Or Push Back

- 2.20.1.1 The pilot-in-command of a departing aircraft shall contact LUMPUR DELIVERY for ATC clearance in accordance with A-CDM procedure as per para 2.22.2
- 2.20.1.2 In order to reduce congestion at the holding points during peak hours, a procedure to regulate departures will be enforced. Departing aircraft may expect delay at start-up. Aircraft with ATC time restrictions will be afforded priority for start and push back.
- 2.20.1.3 All aircraft shall obtain approval from air traffic control for engine start and/or push back.
- 2.20.1.4 Aircraft push back shall be onto a push back line (where present) or a taxilane. During aircraft push back, it shall be the responsibility of the pilot-in-command and aircraft marshaller to ensure that the area behind the aircraft is clear of vehicles and other objects.
- 2.20.1.5 In conducting a push back, the pilot-in-command shall ensure that the manoeuvre will align the aircraft with the directional flow of the published taxi route to the assigned runway unless instructed otherwise by Air Traffic Control. Taxi routes (departures) are defined and shown on the Aerodrome Ground Movement Charts.
- 2.20.1.6 When ATC intends to issue an alternative taxi route, the push back approval will specify a direction or an apron exit taxiway. The pilot-in-command shall ensure that the direction of push back enables the aircraft to taxi via the specified apron exit taxiway later.
- 2.20.1.7 During engine start, it shall be the responsibility of the pilot-in-command and aircraft marshaller to ensure that the aircraft is at the correct position for engine start and the area of the blast zone is clear during engine start.

2.20.10 Jet Blast Procedures

2.20.10.1 Jet Blast Procedures for KL International Airport are as follows:

Aircraft Stand	Standard Pushback Procedures	Non Standard Pushback Procedures
A3 and A5 B3 and B5	Aircraft to be pushed back and towed forward to breakaway point 100 metres from blast fence before taxiing out. Engine start at the bay is prohibited. Engine start is only permitted at breakaway point.	
A2, A2L, A2R, A4, A4L and A4R	Aircraft to be pushed back and towed forward to breakaway point abeam aircraft stand A6 before taxiing out.	
B2, B2L, B2R, B4, B4L and B4R	Aircraft to be pushed back and towed forward to breakaway point abeam aircraft stand B6 before taxiing out.	
C2, C4, C6, C13 and C15	Wide body aircraft at aircraft stand C6 to be pushed back and towed forward to breakaway point abeam aircraft stand C4 before taxiing out. Wide body aircraft at aircraft stand C13 to be pushed back and towed forward to breakaway point abeam aircraft stand C15 before taxiing out.	Wide body aircraft at aircraft stand C2 and C4 to be pushed back and towed forward to breakaway point abeam aircraft stand C6 before taxiing out.
C3, C7, C7L, C7R, C34 and C36	Wide body aircraft at aircraft stand C34 and C36 to be pushed back and towed forward to breakaway point abeam aircraft stand C36 before taxiing out.	Wide body aircraft at aircraft stand C3 and C7 to be pushed back and towed forward to breakaway point abeam aircraft stand C7 before taxiing out.
C14, C16, C16R, C23 and C25	Wide body aircraft at aircraft stand C23 and C25 to be pushed back and towed forward to breakaway point abeam aircraft stand C25 before taxiing out.	Wide body aircraft at aircraft stand C14 and C16 to be pushed back and towed forward to breakaway point abeam aircraft stand C16 before taxiing out.
C24, C26, C33 and C35	Wide body aircraft at aircraft stand C33 and C35 to be pushed back and towed forward to breakaway point abeam aircraft stand C35 before taxiing out.	Wide body aircraft at aircraft stand C24 and C26 to be pushed back and towed forward to breakaway point abeam aircraft stand C26 before taxiing out.
Cargo Stand	All wide body aircraft at cargo stand are to be pushed back and aligned on taxiway centreline before taxiing out.	Aircraft from aircraft stand F34 to push back and tow forward till abeam aircraft stand F32 before starting up as to avoid jet blast effect to the vehicle at the adjacent service road.

2.20.10.2 Aircraft stand B3

Aircraft have to tow in to aircraft stand B3 in the event of VDGS unserviceable to avoid aircraft jet blast during breakaway on aircraft stand taxilane.

2.20.11 VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL 1 (T1)

2.20.11.1 VDGS AIRPARK

2.20.11.1.1 Aircraft Stand:
C12R and C16R

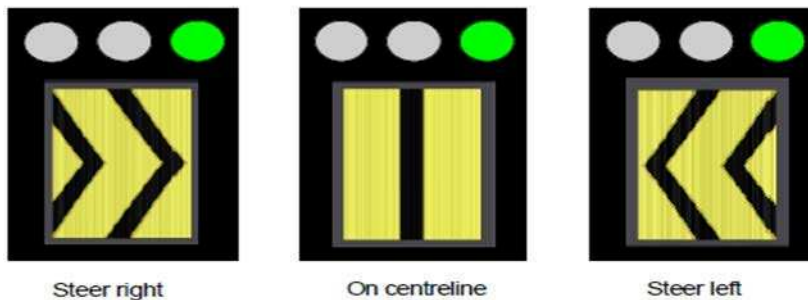
2.20.11.1.2 Pilot Instructions:
Azimuth Guidance and Stop Information provided from a Display Unit mounted in the extension of the stand center line in front of the cockpit. The Azimuth Guidance is aligned for the pilot occupying the left seat.

Azimuth guidance and Stop information are provided from a display unit mounted in the extension of the stand centreline in front of the cockpit.

The Azimuth Guidance Unit is aligned for the pilot occupying the left seat.

1. Follow taxi-in line and watch the display unit.
2. Check that correct stand number is displayed and the azimuth guidance unit is illuminated and the green light is on.
3. When green light is on, it is clear to enter the stand area.
4. Follow the directions from the azimuth guidance unit.
5. When the Stop indicator is changing from green to yellow, take caution and slow down speed (approximately 5 m remain to stop position).
6. When the Stop indicator is displaying red light (approximately 30-60 cm from stop position), bring the aircraft to a complete STOP.

In the event that the red light is on or system is black, DO NOT ENTER THE STAND.



2.20.12 RLG GIS206-2 AUTOMATED GUIDE-IN SYSTEM AND DOCKING PROCEDURES KLIA TERMINAL 2 (T2)**2.20.12.1 INTRODUCTION**

2.20.12.1.1 The RLG GIS206-2 Automated Guide-In System is a fully automatic aircraft docking guidance system for various types of modern aircraft installed at the fixed gates of the KLIA Terminal 2 (T2) KL International Airport, Sepang.

2.20.12.2 DESCRIPTION OF SYSTEM

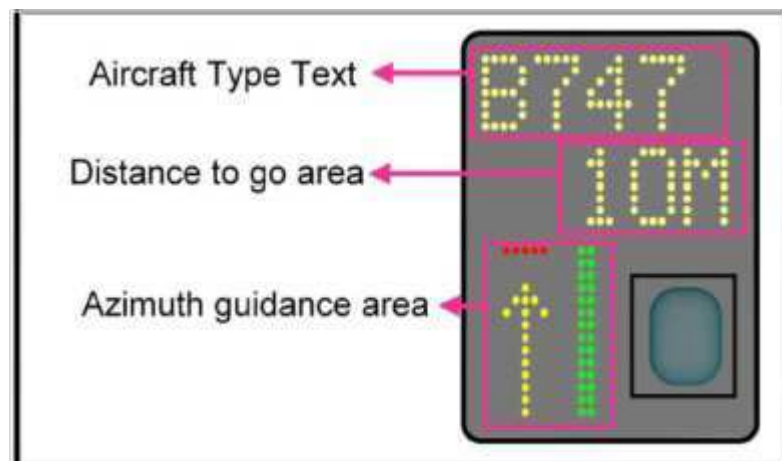
2.20.12.2.1 The RLG GIS206-2 Laser Guided Docking System utilizes 2-axis laser scanning technique to track both the lateral and longitudinal positions of the incoming aircraft. This 3-D approach allows the system to identify the incoming aircraft and check it against the one selected by the operator. If the incoming aircraft fails to match the expected aircraft, an 'NO ID' indication is immediately issued to both the pilot and the co-pilot.

2.20.12.2.2 Aircraft type, continuous closing distance, and azimuth guidance, etc, are presented on a single console clearly visible to both the pilot and co-pilot, simultaneously. Figure A shows the Aircraft Display console, mounted on the terminal in front of the aircraft stand.

2.20.12.2.3 The system is operated only in the automatic mode. When the system fails, the aircraft must then be marshalled into the stand manually.

Figure A:

In this picture the aircraft is at 10 Metres and is on the centre line.

**2.20.12.3 DOCKING PROCEDURES**

2.20.12.3.1 Pilot must stop the aircraft immediately if he or she sees that:

- a) The docking system is not activated
- b) A wrong type of the aircraft indicates ' **NO ID** ' is displayed.
- c) the word **STOP** is displayed.

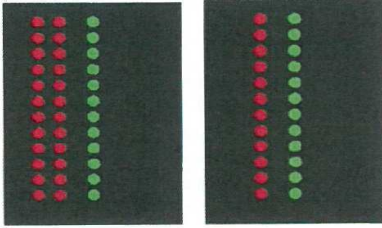
2.20.12.3.2 Confirm that the correct aircraft type is displayed. Proceed slowly forward.

2.20.12.3.3 Look at the azimuth guidance bars at the lower centre of the display, and interpret the guidance as shown, always steering to the green:

2.20.12.3.4 When the aircraft is approaching approximately 40 metres from the stop position, closing information will start to display. The display information below the aircraft type is the digital readout of the close-in distance, in 1-meter decimal place decrement from 40-5 metres and in 0.1-metre decrement below 5 metres. The close-in distance is also displayed in the form of a progress metre (Arrow Pointer), at the lower left corner of the display console. The progress arrow starts to activate approximately at 40 metres, moving forward at 2.5 metres decrement, and will reach the target line at the stop position.

2.20.12.3.5 During the docking process, the user shall confirm that the correct aircraft type is displayed on the LED Display Console and proceed slowly forward to the terminal gate.

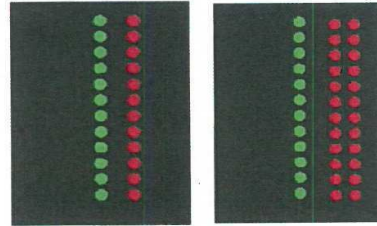
Aircraft left of center line,
steer towards GREEN



Aircraft on center line



Aircraft right of center line,
steer towards GREEN

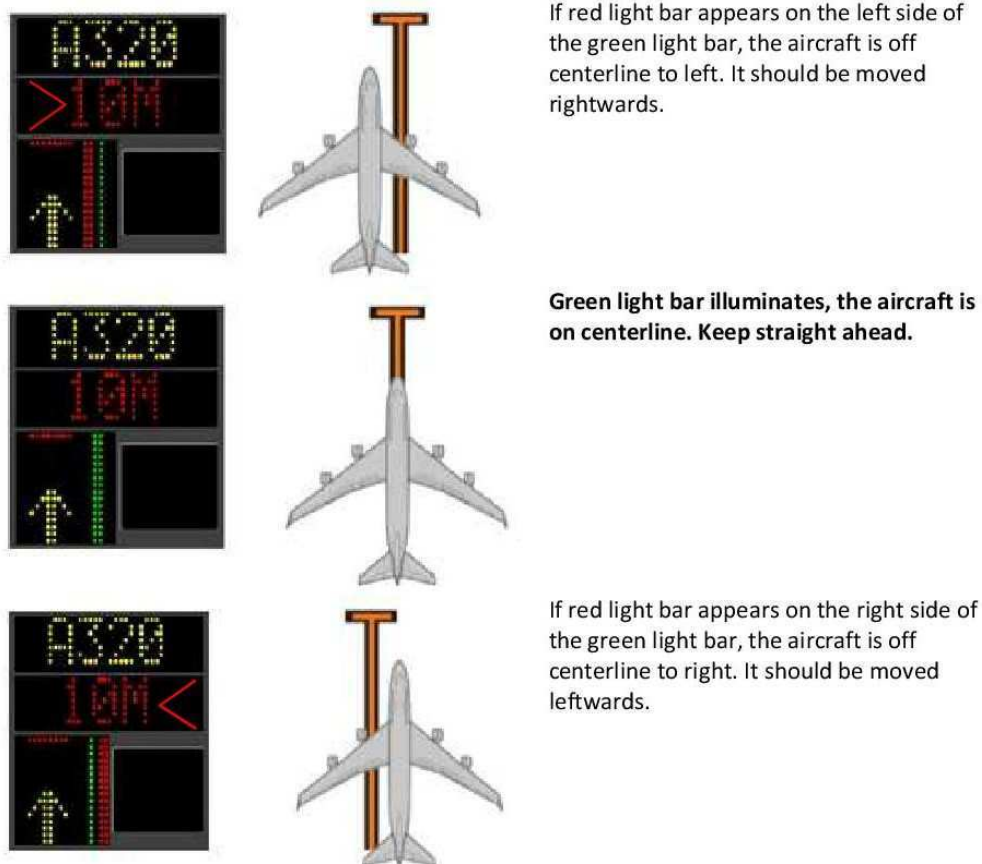


Display Guide shows the azimuth guidance bars at the lower center of the VDGS LED Display Console.

Caution: Always steer and follow the GREEN AZIMUTH CENTER BAR.

- 2.20.12.3.6 When the correct position is reached, the digital readout will display the word **STOP**, in red. The progress meter will indicate the merging of the arrow and the target line.
- 2.20.12.3.7 If the aircraft stops at the correct position, the word " **OK** " will be displayed after a few seconds, then the entire display will turn off, indicating the completion of the docking sequence.
- 2.20.12.3.8 If the aircraft overshoots, the word " **2FAR** " will be displayed

2.20.12.3.9 Visual Docking Guidance Systems (VDGS) Docking Procedures at KLIA Terminal 2 (T2)



Azimuth guidance status on the LED Display Console indicating the aircraft azimuth position when an aircraft approaching to the terminal gate. Red arrow (blinking) instructing the pilot to move / re-center back accordingly

2.20.12.3.10 Safety Measure

2.20.12.3.10.1 Pilot must stop the aircraft immediately if he or she sees that:

- The docking system is not activated
- A wrong type of aircraft shows ' **NO ID** ' is displayed.
- The word **STOP** is displayed

2.20.12.3.10.2 When using the automated docking system, the pilot must taxi into the aircraft stand at minimum speed. The system will display " **SLOW** " if the aircraft taxi speed is too fast for reliable detection.

2.20.12.3.10.3 To avoid overshoot, the pilot is advised to approach the stop position slowly and observed the closing rate information displayed. Closing information is displayed both as digital readout and in the form of progress meter. Pilot should stop the aircraft immediately when seeing " **STOP** " indication or when signaled by the marshaller.

2.20.12.3.10.4 The system will indicate any overshoot by displaying " **2 FAR** ".

WMKK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKK AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All operations into and out of KL International Airports shall be in accordance with the Instrument Flight Rules. Helicopter flights to and from KL International Airport may be in accordance with the Visual Flight Rules.

2.22.2 AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) OPERATIONS

2.22.2.1 Airport-CDM is a harmonized method for handling an optimal turn-around process. It covers the period of time between the estimated off-block time (EOBT) minus 2 hours until take-off. It is a continuous process from flight planning (ATC flight plan) to landing and the subsequent turn-around process on the ground until the next take-off. The improved quality of the inbound and outbound information is used to optimize the process chain from arrival to departure.

2.22.2.2 All commercial flights are obliged to follow the A-CDM operational trial procedure, except military, medical, VVIP, and state flights.

2.22.2.3 Definition of terms commonly used on A-CDM

- a) Target Off Block Time (TOBT) – The time an AO or GHA committed that an aircraft targeted to be ready, all doors closed, boarding bridge removed, pushback vehicle available, and ready to start-up / pushback immediately upon reception of clearance from ATC.
- b) Target Start-Up Approval Time (TSAT) – The time provided by ATC that an aircraft can expect start-up / push back approval.
- c) Calculated Take-Off Time (CTOT) – A time calculated as a result of tactical slot allocation at which a flight is expected to become airborne.

2.22.2.4 A-CDM Operations Procedure

2.22.2.4.1 TOBT Procedure

The airline operator (AO) is responsible for providing the TOBT for each flight. The AO may delegate the TOBT responsible person to the ground handler.

TOBT shall be updated whenever operational changes result into a change of more than +/- 5 minutes from the previous TOBT.

TOBT shall be updated with the use of the following system/application:

- a) A-CDM AOE Mobile
- b) ACIP Native App

TOBT - 40 minutes, only three changes are allowed to be made to the TOBT. In the event further changes need to be made to the TOBT after the third entry, the TOBT must be deleted and the new TOBT needs to be entered.

2.22.2.4.2 A-CDM ATC/Airways Clearance Procedure

Pilots shall request for ATC/airways clearance as following:

- a) For flights to domestic destinations within Peninsular Malaysia including flight to Singapore, pilot in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -5 minutes.
- b) For flights to destinations beyond KUL FIR, pilots in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -10 minutes.
- c) Eastbound departures planned along the following ATS route segments can obtain an ATC clearance from Lumpur Delivery at TSAT -30 minutes:
 - i. M771 - DUDIS
 - ii. L625 - AKMON
 - iii. N884 - LAXOR

Air Traffic Control will update TSAT changes if any, during issuance of ATC/Airways Clearance. The TSAT displayed on the ramp display may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow measures.

2.22.2.4.3 A-CDM Start-Up Request Procedure

The pilots-in-command of all aircraft require clearance from air traffic control for both engine start-up and pushback. All departing aircraft shall contact LUMPUR GROUND for start-up approval at TSAT +/- 5 minute.

The pilots-in-command of all aircraft may request Start-up clearance from air traffic control for engine start-up and pushback earliest at TSAT -5 minutes but not later than TSAT +5 minutes from LUMPUR GROUND. If the pilot-in-command cannot request start up within the TSAT +/-5 minutes time window a new TSAT needs to be requested and issued via a TOBT update.

An early pushback outside from TSAT window shall not be allowed.

2.22.7 Visibility Condition**2.22.7.1 General**

2.22.7.1.1 There is 1 visibility condition under which the airport may be required to operate:

- a) Visibility Condition 1
 - Horizontal visibility sufficient for pilot to taxi and to avoid collision with other traffic on the taxiways and at intersections by visual reference, and for personnel of air traffic control units to exercise control over all traffic on the basis of visual surveillance; and
 - The visibility shall not be less than 800 M or 550 M RVR.

2.22.7.2 Regulation of aircraft and vehicles shall be as follows :

- a) Air traffic control shall be responsible for the regulation of aircraft and vehicles with respect to other aircraft and the provision of essential traffic information on aircraft to pilots-in-command and drivers of vehicles to facilitate separation;
- b) Pilots-in-command shall be responsible for maintaining separation with other aircraft on the manoeuvring area, other than the runways;
- c) Drivers of vehicles shall be responsible for separation with aircraft and other vehicles.

2.22.7.3 When low visibility, procedures are in operation, air traffic control will:

- a) Broadcast on the ATIS that low visibility procedures are in operation;
- b) Direct aircraft to use the full length of the runway or the last holding point available for departure (if full length is not available);
- c) Provide runway landing intervals of 6NM or more;
- d) Provide landing clearances no later than 2NM from touchdown;
- e) Provide pilot-in-command of every departing and landing aircraft with the current RVR reading for the relevant runway

2.22.7.4 When low visibility procedure are in operation, pilots-in-command shall:

- a) Ensure that after landing, the aircraft clears the LSA as soon as possible and report runway vacated;
- b) Be aware that any emergency conditions (brake fire etc.) may not be visible to the control tower or AFRS.
- c) Adjust aircraft taxiing speeds to ensure that they are able to comply with ATC instruction.

2.22.8 Runway Operations**2.22.8.1 Modes Of Operation**

2.22.8.1.1 The preferred runway mode of operations will be:

- a) Runway 32R for departures, Runway 32L for arrivals and Runway 33 Mixed Mode;
- b) Runway 14R for departures, Runway 14L for arrivals and Runway 15 Mixed Mode.

2.22.8.2 Simultaneous Parallel Runway Operations

2.22.8.2.1 General

2.22.8.2.2 In KL International Airport simultaneous parallel runway operations are in use, both for departures and for arrivals. SPD – simultaneous parallel departures can be conducted from combination of any two of the three parallel instrument runways or all the three runways at one time. SPA – simultaneous parallel approaches according to the traffic imbalance or to mode of operations, can be conducted as Dependent Parallel Approaches or Independent Parallel Approaches.

2.22.8.3 Dependent Parallel Approaches - DPA

2.22.8.3.1 DPA are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are prescribed.

2.22.8.3.2 DPA are subject to coordination between Lumpur ATCC and Lumpur TWRs and shall be notified to pilots via ATIS.

2.22.8.3.3 During Parallel approaches "Visual Approach/Side Step" on the adjacent runway shall be avoided.

2.22.8.4 Independent Parallel Approaches - IPA

2.22.8.4.1 IPA are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are not prescribed.

2.22.8.4.2 IPA are subject to coordination between Lumpur ATCC and Lumpur TWRs and shall be notified to pilots via ATIS.

2.22.8.4.3 During the execution of parallel approaches "Visual Approach/Side Step" on the adjacent runway shall be avoided.

2.22.8.4.4 Normal Operating Zone (NOZ): Airspace of defined dimensions extending to either side of an ILS localizer course and/ or MLS

final approach track. Only the inner half of the normal operating zone is taken into account in independent parallel approaches.

2.22.8.4.5 No Transgression Zone (NTZ): In the context of independent parallel approaches, a corridor of airspace of defined dimensions located centrally between the two extended runway center lines, where a penetration by an aircraft requires an ATCO intervention to manoeuvre any threatened aircraft on the adjacent approach.

2.22.8.5 RNAV (GNSS) and RNAV (RNP) for Simultaneous Independent Parallel Approaches

2.22.8.5.1 RNAV (GNSS) and RNAV (RNP) for Simultaneous Independent Parallel Approaches are as follows:

1. RWY 14L RNAV (GNSS)
2. RWY 14R RNAV (GNSS)
3. RWY 15 RNAV (GNSS)
4. RWY 32L RNAV (GNSS)
5. RWY 32R RNAV (GNSS)
6. RWY 33 RNAV (GNSS)

2.22.8.5.2 Pilots shall monitor WMKK CATIS (Arrival) for the expected Instrument Approach.

2.22.8.5.3 Operators are responsible to obtain the GNSS RAIM prediction associated with GNSS availability or its unavailability. CAAM would not be providing this service.

2.22.8.5.4 Pilots should notify ATC of any degradation of the RAIM data signal or being unable to perform the RNAV approach.

2.22.8.6 Break-Out Manoeuvres

2.22.8.6.1 If any aircraft is committing a NTZ infringement, the ATCO supervising the adjacent approach has to provide a breakout instruction to the aircraft under his responsibility to protect it from the threat. Break-out manoeuvres consist of heading and altitude instruction issued by a radar approach controller.

2.22.8.7 Override

2.22.8.7.1 The ATCO supervising the approach when in condition to issue a break-out manoeuvre because of the infringement of the NTZ from the adjacent approach path will override the relevant Tower frequency.

2.22.8.8 Runway Closure Schedule

2.22.8.8.1 Scheduled closure of RWY 14L/32R

- a) BTN 1530-2200 UTC on every MON, THU, and SUN
- b) BTN 0300-0400 UTC on every MON

2.22.8.8.2 Scheduled closure of RWY 14R/32L

- a) BTN 1530-2200 UTC on every TUE and FRI.
- b) BTN 0300-0400 UTC on every TUE.

2.22.8.8.3 Scheduled closure of RWY 15/33

- a) BTN 1530-2200 UTC on every WED and SAT.
- b) BTN 0300-0400 UTC on every WED

2.22.8.8.4 Additional Inspection and Maintenance Closures

- a) A 20-minute inspection will be conducted within the period BTN 2100 - 2200 UTC prior to reopening the runway.
- b) An 8-minute inspection will be conducted within the periods BTN 0200 - 0430 UTC, 0800 - 1100 UTC, 1400 - 1600 UTC, and 2100 - 2330 UTC daily.
- c) Additional runway inspection may be conducted as and when required or after weather phenomena.

2.22.9 Runway Crossing

2.22.9.1 General

2.22.9.1.1 Kuala Lumpur International Airport (KLIA) is divided in two parts:

- a) KLIA Terminal 1 (T1) : the area between RWY 32R/14L and RWY 32L/14R (inclusive)
- b) KLIA Terminal 2 (T2) : the area west of RWY 32L/14R until RWY 33/15

2.22.9.2 Procedures

2.22.9.2.1 An aircraft intending to cross RWY 14R/32L will be instructed by Lumpur Ground to taxi to a RHP and hold short of RWY, where

it will be instructed to contact Lumpur Tower to obtain a crossing clearance and any other instructions..

2.22.9.2.2 Stop bars will be switched off at the time crossing clearance is issued.

2.22.9.2.3 Once runway crossing is completed, the aircraft will be instructed to contact Lumpur Ground in order to receive further taxi instructions.

2.22.9.2.4 ATC may issue a clearance to land if the controller has reasonable assurance that the aircraft crossing the runway can vacate before the arriving aircraft overflies the threshold of that runway.

2.22.9.3 Restriction

2.22.9.3.1 Crossing runway using single engine taxi is permitted for arrival flights to KLIA landing RWY 14L/32R to KLIA Terminal 2 (T2) only. The flight crew must be able to vacate the active runway within 60 seconds. Crossing runway more than 60 seconds may affect the departure efficiency.

2.22.9.3.2 Crossing runway using single engine taxi is not allowed during suspension of simultaneous Independent Parallel Departures, mixed mode operation for RWY 14R/32L and during landing operation on RWY 14R/32L.

2.22.9.4 Interference to ILS Signals

2.22.9.4.1 RWY 14R: Interference to the Glide Slope signal may occur during a runway crossing via TWY P1 (GP sensitive area infringed) and TWY P2 (GP critical and sensitive area infringed)

2.22.9.4.2 RWY32L: Interference to the LOC signal may occur during a runway crossing or when a large aircraft vacates the runway beyond exit taxiway.

2.22.9.4.3 Pilots should anticipate the possibility of these interferences and be prepared to take immediate appropriate action during their approach to land.

2.22.10 RNAV STAR (SHORT STAR)

2.22.10.0.1 RNAV STAR:

1. STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) STAR RWY 14L, 14R & 15
2. STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) STAR RWY 32R, 32L & 33

will only be available for flight planning during certain period of the day. However, the utilization of these STAR shall be determined by ATC subject to operational requirement.

The available slot time of short STARs are shown as per table below.

NO	TIME (UTC)
1	0000 - 0100
2	0100 - 0200
3	1600 - 1700
4	1700 - 1800
5	2100 - 2200

2.22.11. WMKK Arrival POINT MERGE SYSTEMS (PMS)

2.22.11.1 The following information pertains to the POINT MERGE SYSTEMS (PMS) for arrivals to WMKK.

2.22.11.1.1 By default, the PMSs for arrival are the STAR 1 GOLF (1G) on the Eastern and STAR 1 HOTEL (1H) on the Western part of WMKK TMA.

2.22.11.1.2 Operators should refer to the guidance published in ENR 1.8 when filing the Flight Plan, and the assignment of the STAR to WMKK should be based on the operators' parking terminal as indicated in the table below:

The PMS Operational Hours and the available slot time of SINGLE PMS OPERATION, DUAL PMS OPERATION, MIDNIGHT SIDs and STARs OPERATION and SHORT STARs.

NO	OPERATION	RWY 15/33	OTHER RWY	OPERATIONAL HOURS (UTC)	REMARK
1	SINGLE PMS	STAR 1G or 1H		1400 - 0000	ASSIGNMENT OF THE STAR SHALL BE MADE BY ATC DURING INITIAL CONTACT
2	DUAL PMS	STAR 1H	STAR 1G	0000 - 1400	ASSIGNMENT OF THE STAR SHALL BE DEPENDING ON THE OPERATOR PARKING TERMINAL ASSIGNMENT
3	MIDNIGHT SIDs & STARs	SID 2A, 2B, 2C, 2D, 2E, 2F STAR 3K OR STAR 3J		1600 - 2100	THE UTILIZATION OF THESE SID SHALL BE DETERMINED BY ATC SUBJECT TO OPERATIONAL REQUIREMENT
4	SHORT STARs	STAR 2K or STAR 2J		0000 - 0100	THE UTILIZATION OF THESE STAR SHALL BE DETERMINED BY ATC SUBJECT TO OPERATIONAL REQUIREMENT
				0100 - 0200	
				1600 - 1800	
				2100 - 2200	

However, in real time, it should be noted that ATC may assign different STARs for ATM measures.

WMKK AD 2.23 ADDITIONAL INFORMATION

2.23.1. Bird Concentrations In The Vicinity Of The Airport

2.23.1.1 Studies show that the airport is within the flight path of seasonal migratory birds. The birds migrate from the northeast between September and November and from the south east between February and April. Height is between 100 metres to 900 metres. The most common bird types are Black Baza, Crested Honey Buzzard, Grey-faced Buzzard and Chinese Goshawk.

2.23.2. Touch And Go Landings

2.23.2.1 Touch and go landings are not permitted.

WMKK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WMKK) - ICAO	AD 2-WMKK-2-1
AERODROME AERONAUTICAL GROUND LIGHTINGS AND RUNWAY MARKINGS	AD 2-WMKK-2-3
AERODROME GROUND LIGHTING CHART	AD 2-WMKK-2-5
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1)	AD 2-WMKK-2-7
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1) (TABULAR 1)	AD 2-WMKK-2-8
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1) (TABULAR 2)	AD 2-WMKK-2-9
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1) (TABULAR 3)	AD 2-WMKK-2-10
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1) (TABULAR 4)	AD 2-WMKK-2-11
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1) (TABULAR 5)	AD 2-WMKK-2-12
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1) (TABULAR 6)	AD 2-WMKK-2-13
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO (KLIA TERMINAL 1) (TABULAR 7)	AD 2-WMKK-2-14
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO - (KLIA TERMINAL 2)	AD 2-WMKK-2-15
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO - (KLIA TERMINAL 2) (TABULAR 1)	AD 2-WMKK-2-16
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO - (KLIA TERMINAL 2) (TABULAR 2)	AD 2-WMKK-2-17
AIRCRAFT PARKING/DOCKING CHART (WMKK) - ICAO - (KLIA TERMINAL 2) (TABULAR 3)	AD 2-WMKK-2-18
AIRCRAFT PARKING DOCKING (TABULAR 9)	AD 2-WMKK-2-19
AERODROME GROUND MOVEMENT CHART - ICAO	AD 2-WMKK-2-21
AERODROME GROUND MOVEMENT CHART - ICAO (TABULAR 1)	AD 2-WMKK-2-22
AERODROME GROUND MOVEMENT CHART - ICAO (TABULAR 2)	AD 2-WMKK-2-23
AERODROME GROUND MOVEMENT CHART - ICAO (TABULAR 3)	AD 2-WMKK-2-24
AERODROME GROUND MOVEMENT CHART - ICAO (TABULAR 4)	AD 2-WMKK-2-25
AERODROME GROUND MOVEMENT CHART - ICAO (TABULAR 5)	AD 2-WMKK-2-26
AERODROME GROUND MOVEMENT CHART - ICAO (TABULAR 6)	AD 2-WMKK-2-27
TAXI ROUTES (TEXT 1)	AD 2-WMKK-2-28
TAXI ROUTES (TEXT 2)	AD 2-WMKK-2-29
TAXI ROUTES ARRIVAL RWY 14L	AD 2-WMKK-2-31
TAXIWAY ROUTES ARRIVAL RWY 14L (TABULAR 1)	AD 2-WMKK-2-32
TAXI ROUTES ARRIVAL RWY 14R	AD 2-WMKK-2-33
TAXIWAY ROUTES ARRIVAL RWY 14R (TABULAR 1)	AD 2-WMKK-2-34
KLIA TERMINAL 2 TAXI ROUTES ARRIVAL RWY 15	AD 2-WMKK-2-35
TAXIWAY ROUTES ARRIVAL RWY 15 TO KLIA TERMINAL 2 (TABULAR 1)	AD 2-WMKK-2-36
TAXI ROUTES ARRIVAL RWY 32L	AD 2-WMKK-2-37
TAXIWAY ROUTES ARRIVAL RWY 32L (TABULAR 1)	AD 2-WMKK-2-38
KLIA TERMINAL 2 TAXI ROUTES ARRIVAL RWY 32L	AD 2-WMKK-2-39
TAXIWAY ROUTES ARRIVALS RWY 32L TO KLIA TERMINAL 2 (TABULAR 1)	AD 2-WMKK-2-40
TAXI ROUTES ARRIVAL RWY 32R	AD 2-WMKK-2-41
TAXIWAY ROUTES ARRIVAL RWY 32R (TABULAR 1)	AD 2-WMKK-2-42
KLIA TERMINAL 2 TAXI ROUTES ARRIVALS RWY 33	AD 2-WMKK-2-43
TAXIWAY ROUTES ARRIVALS RWY 33 TO KLIA TERMINAL 2 (TABULAR 1)	AD 2-WMKK-2-44
TAXI ROUTES DEPARTURE RWY 14L	AD 2-WMKK-2-45
TAXIWAY ROUTES DEPARTURE RWY 14L (TABULAR 1)	AD 2-WMKK-2-46
TAXI ROUTES DEPARTURE RWY 14R	AD 2-WMKK-2-47
TAXIWAY ROUTES DEPARTURE RWY 14R (TABULAR 1)	AD 2-WMKK-2-48
KLIA TERMINAL 2 TAXI ROUTES DEPARTURE RWY 14R	AD 2-WMKK-2-49
TAXIWAY ROUTES DEPARTURES RWY 14R FROM KLIA TERMINAL 2 (TABULAR 1)	AD 2-WMKK-2-50
KLIA TERMINAL 2 TAXI ROUTES DEPARTURE RWY 15	AD 2-WMKK-2-51
TAXIWAY ROUTES DEPARTURES RUNWAY 15 FROM KLIA TERMINAL 2 (TABULAR 1)	AD 2-WMKK-2-52
TAXI ROUTES DEPARTURE RWY 32L	AD 2-WMKK-2-53
TAXIWAY ROUTES DEPARTURE RWY 32L (TABULAR 1)	AD 2-WMKK-2-54
TAXI ROUTES DEPARTURE RWY 32R	AD 2-WMKK-2-55
TAXIWAY ROUTES DEPARTURE RWY 32R (TABULAR 1)	AD 2-WMKK-2-56
KLIA TERMINAL 2 TAXI ROUTES DEPARTURE RWY 33	AD 2-WMKK-2-57

Chart name	Page
TAXIWAY ROUTES DEPARTURES RUNWAY 33 FROM KLIA TERMINAL 2 (TABULAR 1)	AD 2-WMCK-2-58
CODE F TAXIWAYS KLIA TERMINAL 1 & KLIA TERMINAL 2	AD 2-WMCK-2-59
TAXI ROUTES CODE F - ARRIVALS RWY 14L	AD 2-WMCK-2-61
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 14L (TABULAR 1)	AD 2-WMCK-2-62
TAXI ROUTES CODE F - ARRIVALS RWY 32R	AD 2-WMCK-2-63
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 32R (TABULAR 1)	AD 2-WMCK-2-64
TAXI ROUTES CODE F - ARRIVALS RWY 14R	AD 2-WMCK-2-65
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 14R (TABULAR 1)	AD 2-WMCK-2-66
TAXI ROUTES CODE F - ARRIVALS RWY 32L	AD 2-WMCK-2-67
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 32L (TABULAR 1)	AD 2-WMCK-2-68
TAXI ROUTE CODE F - ARRIVAL RWY 15	AD 2-WMCK-2-69
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 15 (TABULAR 1)	AD 2-WMCK-2-70
TAXI ROUTE CODE F - ARRIVAL RWY 33	AD 2-WMCK-2-71
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 33 (TABULAR 1)	AD 2-WMCK-2-72
TAXI ROUTE CODE F - DEPARTURE RWY 14L	AD 2-WMCK-2-73
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 14L (TABULAR 1)	AD 2-WMCK-2-74
TAXI ROUTE CODE F - DEPARTURE RWY 32R	AD 2-WMCK-2-75
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 32R (TABULAR 1)	AD 2-WMCK-2-76
TAXI ROUTE CODE F - DEPARTURE RWY 14R	AD 2-WMCK-2-77
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 14R (TABULAR 1)	AD 2-WMCK-2-78
TAXI ROUTE CODE F - DEPARTURE RWY 32L	AD 2-WMCK-2-79
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 32L (TABULAR 1)	AD 2-WMCK-2-80
TAXI ROUTE CODE F - DEPARTURE RWY 15	AD 2-WMCK-2-81
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 15 (TABULAR 1)	AD 2-WMCK-2-82
TAXI ROUTE CODE F - DEPARTURE RWY 33	AD 2-WMCK-2-83
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 33 (TABULAR 1)	AD 2-WMCK-2-84
KLIA EMERGENCY RESPONSE HELICOPTER LANDING ZONES	AD 2-WMCK-2-85
AERODROME OBSTACLE CHART — ICAO TYPE A (RWY 14L/32R)	AD 2-WMCK-3-1
AERODROME OBSTACLE CHART — ICAO TYPE A (RWY 14R/32L)	AD 2-WMCK-3-3
AERODROME OBSTACLE CHART — ICAO TYPE A (RWY 15/33)	AD 2-WMCK-3-5
KUALA LUMPUR TMA/CTR	AD 2-WMCK-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-WMCK-4-3
PRECISION APPROACH TERRAIN - ICAO - RWY 14L	AD 2-WMCK-5-1
PRECISION APPROACH TERRAIN - ICAO - RWY 14R	AD 2-WMCK-5-3
PRECISION APPROACH TERRAIN - ICAO - RWY 32L	AD 2-WMCK-5-5
PRECISION APPROACH TERRAIN - ICAO - RWY 32R	AD 2-WMCK-5-7
STANDARD DEPARTURE CHART - ICAO - RADAR DEPARTURES	AD 2-WMCK-6-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14L RNAV(GNSS) PUGER 1A BIKDU 1A SALAX 1A IBUKU 1A PIBOS 1A MITOS 1A ATIMU 1A KIMAT 1A RUSBU 1A	AD 2-WMCK-6-3
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14L RNAV(GNSS) PUGER 1A BIKDU 1A SALAX 1A IBUKU 1A PIBOS 1A MITOS 1A ATIMU 1A KIMAT 1A RUSBU 1A (TABULAR 1)	AD 2-WMCK-6-4
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14L RNAV(GNSS) PUGER 1A BIKDU 1A SALAX 1A IBUKU 1A PIBOS 1A MITOS 1A ATIMU 1A KIMAT 1A RUSBU 1A (TABULAR 2)	AD 2-WMCK-6-5
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14L RNAV(GNSS) PUGER 1A BIKDU 1A SALAX 1A IBUKU 1A PIBOS 1A MITOS 1A ATIMU 1A KIMAT 1A RUSBU 1A (TABULAR 3)	AD 2-WMCK-6-6
STANDARD DEPARTURE CHART - ICAO - RWY 14L RNP 1 (GNSS) PUGER 2A BIKDU 2A SALAX 2A IBUKU 2A PIBOS 2A MITOS 2A ATIMU 2A KIMAT 2A RUSBU 2A	AD 2-WMCK-6-7
STANDARD DEPARTURE CHART - ICAO - RWY 14L RNP 1 (GNSS) PUGER 2A BIKDU 2A SALAX 2A IBUKU 2A PIBOS 2A MITOS 2A ATIMU 2A KIMAT 2A RUSBU 2A (TABULAR 1)	AD 2-WMCK-6-8
STANDARD DEPARTURE CHART - ICAO - RWY 14L RNP 1 (GNSS) PUGER 2A BIKDU 2A SALAX 2A IBUKU 2A PIBOS 2A MITOS 2A ATIMU 2A KIMAT 2A RUSBU 2A (TABULAR 2)	AD 2-WMCK-6-9
STANDARD DEPARTURE CHART - ICAO - RWY 14L RNP 1 (GNSS) PUGER 2A BIKDU 2A SALAX 2A IBUKU 2A PIBOS 2A MITOS 2A ATIMU 2A KIMAT 2A RUSBU 2A (TABULAR 3)	AD 2-WMCK-6-10

Chart name	Page
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14R RNAV(GNSS) PUGER 1B BIKDU 1B SALAX 1B IBUKU 1B PIBOS 1B MITOS 1B ATIMU 1B KIMAT 1B RUSBU 1B	AD 2-WMKK-6-11
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14R RNAV(GNSS) PUGER 1B BIKDU 1B SALAX 1B IBUKU 1B PIBOS 1B MITOS 1B ATIMU 1B KIMAT 1B RUSBU 1B (TABULAR 1)	AD 2-WMKK-6-12
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14R RNAV(GNSS) PUGER 1B BIKDU 1B SALAX 1B IBUKU 1B PIBOS 1B MITOS 1B ATIMU 1B KIMAT 1B RUSBU 1B (TABULAR 2)	AD 2-WMKK-6-13
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14R RNAV(GNSS) PUGER 1B BIKDU 1B SALAX 1B IBUKU 1B PIBOS 1B MITOS 1B ATIMU 1B KIMAT 1B RUSBU 1B (TABULAR 3)	AD 2-WMKK-6-14
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14R DEPARTURES FOR SAAS SUBANG	AD 2-WMKK-6-15
STANDARD DEPARTURE CHART - ICAO - RWY 14R RNP 1 (GNSS) PUGER 2B BIKDU 2B SALAX 2B IBUKU 2B PIBOS 2B MITOS 2B ATIMU 2B KIMAT 2B RUSBU 2B	AD 2-WMKK-6-17
STANDARD DEPARTURE CHART - ICAO - RWY 14R RNP 1 (GNSS) PUGER 2B BIKDU 2B SALAX 2B IBUKU 2B PIBOS 2B MITOS 2B ATIMU 2B KIMAT 2B RUSBU 2B (TABULAR 1)	AD 2-WMKK-6-18
STANDARD DEPARTURE CHART - ICAO - RWY 14R RNP 1 (GNSS) PUGER 2B BIKDU 2B SALAX 2B IBUKU 2B PIBOS 2B MITOS 2B ATIMU 2B KIMAT 2B RUSBU 2B (TABULAR 2)	AD 2-WMKK-6-19
STANDARD DEPARTURE CHART - ICAO - RWY 14R RNP 1 (GNSS) PUGER 2B BIKDU 2B SALAX 2B IBUKU 2B PIBOS 2B MITOS 2B ATIMU 2B KIMAT 2B RUSBU 2B (TABULAR 3)	AD 2-WMKK-6-20
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 RNP 1 (GNSS) PUGER 1C BIKDU 1C SALAX 1C IBUKU 1C PIBOS 1C MITOS 1C ATIMU 1C KIMAT 1C RUSBU 1C	AD 2-WMKK-6-21
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 RNP 1 (GNSS) PUGER 1C BIKDU 1C SALAX 1C IBUKU 1C PIBOS 1C MITOS 1C ATIMU 1C KIMAT 1C RUSBU 1C (TABULAR 1)	AD 2-WMKK-6-22
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 RNP 1 (GNSS) PUGER 1C BIKDU 1C SALAX 1C IBUKU 1C PIBOS 1C MITOS 1C ATIMU 1C KIMAT 1C RUSBU 1C (TABULAR 2)	AD 2-WMKK-6-23
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 RNP 1 (GNSS) PUGER 1C BIKDU 1C SALAX 1C IBUKU 1C PIBOS 1C MITOS 1C ATIMU 1C KIMAT 1C RUSBU 1C (TABULAR 3)	AD 2-WMKK-6-24
STANDARD DEPARTURE CHART - ICAO - RWY 15 RNP 1 (GNSS) PUGER 2C BIKDU 2C SALAX 2C IBUKU 2C PIBOS 2C MITOS 2C ATIMU 2C KIMAT 2C RUSBU 2C	AD 2-WMKK-6-25
STANDARD DEPARTURE CHART - ICAO - RWY 15 RNP 1 (GNSS) PUGER 2C BIKDU 2C SALAX 2C IBUKU 2C PIBOS 2C MITOS 2C ATIMU 2C KIMAT 2C RUSBU 2C (TABULAR 1)	AD 2-WMKK-6-26
STANDARD DEPARTURE CHART - ICAO - RWY 15 RNP 1 (GNSS) PUGER 2C BIKDU 2C SALAX 2C IBUKU 2C PIBOS 2C MITOS 2C ATIMU 2C KIMAT 2C RUSBU 2C (TABULAR 2)	AD 2-WMKK-6-27
STANDARD DEPARTURE CHART - ICAO - RWY 15 RNP 1 (GNSS) PUGER 2C BIKDU 2C SALAX 2C IBUKU 2C PIBOS 2C MITOS 2C ATIMU 2C KIMAT 2C RUSBU 2C (TABULAR 3)	AD 2-WMKK-6-28
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32R RNAV(GNSS) PUGER 1D BIKDU 1D SALAX 1D IBUKU 1D PIBOS 1D MITOS 1D ATIMU 1D KIMAT 1D RUSBU 1D	AD 2-WMKK-6-30
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32R RNAV(GNSS) PUGER 1D BIKDU 1D SALAX 1D IBUKU 1D PIBOS 1D MITOS 1D ATIMU 1D KIMAT 1D RUSBU 1D (TABULAR 1)	AD 2-WMKK-6-31
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32R RNAV(GNSS) PUGER 1D BIKDU 1D SALAX 1D IBUKU 1D PIBOS 1D MITOS 1D ATIMU 1D KIMAT 1D RUSBU 1D (TABULAR 2)	AD 2-WMKK-6-32
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32R RNAV(GNSS) PUGER 1D BIKDU 1D SALAX 1D IBUKU 1D PIBOS 1D MITOS 1D ATIMU 1D KIMAT 1D RUSBU 1D (TABULAR 3)	AD 2-WMKK-6-33
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32R DEPARTURES FOR SAAS SUBANG	AD 2-WMKK-6-35
STANDARD DEPARTURE CHART - ICAO - RWY 32R RNP 1 (GNSS) PUGER 2D BIKDU 2D SALAX 2D IBUKU 2D PIBOS 2D MITOS 2D ATIMU 2D KIMAT 2D RUSBU 2D	AD 2-WMKK-6-37
STANDARD DEPARTURE CHART - ICAO - RWY 32R RNP 1 (GNSS) PUGER 2D BIKDU 2D SALAX 2D IBUKU 2D PIBOS 2D MITOS 2D ATIMU 2D KIMAT 2D RUSBU 2D (TABULAR 1)	AD 2-WMKK-6-38
STANDARD DEPARTURE CHART - ICAO - RWY 32R RNP 1 (GNSS) PUGER 2D BIKDU 2D SALAX 2D IBUKU 2D PIBOS 2D MITOS 2D ATIMU 2D KIMAT 2D RUSBU 2D (TABULAR 2)	AD 2-WMKK-6-39
STANDARD DEPARTURE CHART - ICAO - RWY 32R RNP 1 (GNSS) PUGER 2D BIKDU 2D SALAX 2D IBUKU 2D PIBOS 2D MITOS 2D ATIMU 2D KIMAT 2D RUSBU 2D (TABULAR 3)	AD 2-WMKK-6-40
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32L RNAV(GNSS) PUGER 1E BIKDU 1E SALAX 1E IBUKU 1E PIBOS 1E MITOS 1E ATIMU 1E KIMAT 1E RUSBU 1E	AD 2-WMKK-6-41
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32L RNAV(GNSS) PUGER 1E BIKDU 1E SALAX 1E IBUKU 1E PIBOS 1E MITOS 1E ATIMU 1E KIMAT 1E RUSBU 1E (TABULAR 1)	AD 2-WMKK-6-42
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32L RNAV(GNSS) PUGER 1E BIKDU 1E SALAX 1E IBUKU 1E PIBOS 1E MITOS 1E ATIMU 1E KIMAT 1E RUSBU 1E (TABULAR 2)	AD 2-WMKK-6-43
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32L RNAV(GNSS) PUGER 1E BIKDU 1E SALAX 1E IBUKU 1E PIBOS 1E MITOS 1E ATIMU 1E KIMAT 1E RUSBU 1E (TABULAR 3)	AD 2-WMKK-6-44
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32L RNAV(GNSS) PUGER 1E BIKDU 1E SALAX 1E IBUKU 1E PIBOS 1E MITOS 1E ATIMU 1E KIMAT 1E RUSBU 1E (TABULAR 4)	AD 2-WMKK-6-45

Chart name	Page
STANDARD DEPARTURE CHART - ICAO - RWY 32L RNP 1 (GNSS) PUGER 2E BIKDU 2E SALAX 2E IBUKU 2E PIBOS 2E MITOS 2E ATIMU 2E KIMAT 2E RUSBU 2E	AD 2-WMCK-6-47
STANDARD DEPARTURE CHART - ICAO - RWY 32L RNP 1 (GNSS) PUGER 2E BIKDU 2E SALAX 2E IBUKU 2E PIBOS 2E MITOS 2E ATIMU 2E KIMAT 2E RUSBU 2E (TABULAR 1)	AD 2-WMCK-6-48
STANDARD DEPARTURE CHART - ICAO - RWY 32L RNP 1 (GNSS) PUGER 2E BIKDU 2E SALAX 2E IBUKU 2E PIBOS 2E MITOS 2E ATIMU 2E KIMAT 2E RUSBU 2E (TABULAR 2)	AD 2-WMCK-6-49
STANDARD DEPARTURE CHART - ICAO - RWY 32L RNP 1 (GNSS) PUGER 2E BIKDU 2E SALAX 2E IBUKU 2E PIBOS 2E MITOS 2E ATIMU 2E KIMAT 2E RUSBU 2E (TABULAR 3)	AD 2-WMCK-6-50
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNP 1 (GNSS) PUGER 1F BIKDU 1F SALAX 1F IBUKU 1F PIBOS 1F MITOS 1F ATIMU 1F KIMAT 3F RUSBU 1F	AD 2-WMCK-6-51
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNP 1 (GNSS) PUGER 1F BIKDU 1F SALAX 1F IBUKU 1F PIBOS 1F MITOS 1F ATIMU 1F KIMAT 3F RUSBU 1F (TABULAR 1)	AD 2-WMCK-6-52
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNP 1 (GNSS) PUGER 1F BIKDU 1F SALAX 1F IBUKU 1F PIBOS 1F MITOS 1F ATIMU 1F KIMAT 3F RUSBU 1F (TABULAR 2)	AD 2-WMCK-6-53
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNP 1 (GNSS) PUGER 1F BIKDU 1F SALAX 1F IBUKU 1F PIBOS 1F MITOS 1F ATIMU 1F KIMAT 3F RUSBU 1F (TABULAR 3)	AD 2-WMCK-6-54
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNP 1 (GNSS) PUGER 1F BIKDU 1F SALAX 1F IBUKU 1F PIBOS 1F MITOS 1F ATIMU 1F KIMAT 3F RUSBU 1F (TABULAR 4)	AD 2-WMCK-6-55
STANDARD DEPARTURE CHART - ICAO - RWY 33 RNP 1 (GNSS) PUGER 2F BIKDU 2F SALAX 2F IBUKU 2F PIBOS 2F MITOS 2F ATIMU 2F KIMAT 2F RUSBU 2F	AD 2-WMCK-6-57
STANDARD DEPARTURE CHART - ICAO - RWY 33 RNP 1 (GNSS) PUGER 2F BIKDU 2F SALAX 2F IBUKU 2F PIBOS 2F MITOS 2F ATIMU 2F KIMAT 2F RUSBU 2F (TABULAR 1)	AD 2-WMCK-6-58
STANDARD DEPARTURE CHART - ICAO - RWY 33 RNP 1 (GNSS) PUGER 2F BIKDU 2F SALAX 2F IBUKU 2F PIBOS 2F MITOS 2F ATIMU 2F KIMAT 2F RUSBU 2F (TABULAR 2)	AD 2-WMCK-6-59
STANDARD DEPARTURE CHART - ICAO - RWY 33 RNP 1 (GNSS) PUGER 2F BIKDU 2F SALAX 2F IBUKU 2F PIBOS 2F MITOS 2F ATIMU 2F KIMAT 2F RUSBU 2F (TABULAR 3)	AD 2-WMCK-6-60
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS EAST PUGER 1G KAKAK 1G SAROX 1G NIREN 1G PULIP 1G GUPTA 1G SALAX 1G	AD 2-WMCK-7-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS EAST PUGER 1G KAKAK 1G SAROX 1G NIREN 1G PULIP 1G GUPTA 1G SALAX 1G (TABULAR 1)	AD 2-WMCK-7-2
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS EAST PUGER 1G KAKAK 1G SAROX 1G NIREN 1G PULIP 1G GUPTA 1G SALAX 1G (TABULAR 2)	AD 2-WMCK-7-3
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS EAST PUGER G KAKAK 1G SAROX 1G NIREN 1G PULIP 1G GUPTA 1G SALAX 1G (TABULAR 3)	AD 2-WMCK-7-4
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS EAST PUGER G KAKAK 1G SAROX 1G NIREN 1G PULIP 1G GUPTA 1G SALAX 1G (TABULAR 4)	AD 2-WMCK-7-5
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS WEST PUGER 1H KAKAK 1H SAROX 1H NIREN 1H PULIP 1H GUPTA 1H SALAX 1H	AD 2-WMCK-7-7
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS WEST PUGER 1H KAKAK 1H SAROX 1H NIREN 1H PULIP 1H GUPTA 1H SALAX 1H (TABULAR 1)	AD 2-WMCK-7-8
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS WEST PUGER 1H KAKAK 1H SAROX 1H NIREN 1H PULIP 1H GUPTA 1H SALAX 1H (TABULAR 2)	AD 2-WMCK-7-9
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS WEST PUGER 1H KAKAK 1H SAROX 1H NIREN 1H PULIP 1H GUPTA 1H SALAX 1H (TABULAR 3)	AD 2-WMCK-7-10
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS WEST PUGER 1H KAKAK 1H SAROX 1H NIREN 1H PULIP 1H GUPTA 1H SALAX 1H (TABULAR 4)	AD 2-WMCK-7-11
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33 RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1 J PULIP 1J GUPTA 1J SALAX 1J	AD 2-WMCK-7-13
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33 RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1 J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 1)	AD 2-WMCK-7-14
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33 RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1 J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 2)	AD 2-WMCK-7-15
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 3)	AD 2-WMCK-7-16
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 4)	AD 2-WMCK-7-17
STANDARD ARRIVAL CHART - ICAO - RWY 32R, 32L, 33 RNP 1 (GNSS) PUGER 3J KAKAK 3J SAROX 3J NIREN 3J PULIP 3J GUPTA 3J SALAX 3J	AD 2-WMCK-7-19
STANDARD ARRIVAL CHART - ICAO - RWY 32R, 32L, 33 RNP 1 (GNSS) PUGER 3J KAKAK 3J SAROX 3J NIREN 3J PULIP 3J GUPTA 3J SALAX 3J (TABULAR 1)	AD 2-WMCK-7-20

Chart name	Page
STANDARD ARRIVAL CHART - ICAO - RWY 32R, 32L, 33 RNP 1 (GNSS) PUGER 3J KAKAK 3J SAROX 3J NIREN 3J PULIP 3J GUPTA 3J SALAX 3J (TABULAR 2)	AD 2-WMCK-7-21
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K	AD 2-WMCK-7-23
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K (TABULAR 1)	AD 2-WMCK-7-24
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K (TABULAR 2)	AD 2-WMCK-7-25
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K (TABULAR 3)	AD 2-WMCK-7-26
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV (GNSS) PUGER 2K KAKAK 2K SAROX 2K NIREN 2K PULIP 2K GUPTA 2K SALAX 2K	AD 2-WMCK-7-27
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV (GNSS) PUGER 2K KAKAK 2K SAROX 2K NIREN 2K PULIP 2K GUPTA 2K SALAX 2K (TABULAR 1)	AD 2-WMCK-7-28
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV (GNSS) PUGER 2K KAKAK 2K SAROX 2K NIREN 2K PULIP 2K GUPTA 2K SALAX 2K (TABULAR 2)	AD 2-WMCK-7-29
STANDARD ARRIVAL CHART - ICAO - RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K	AD 2-WMCK-7-31
STANDARD ARRIVAL CHART - ICAO - RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K (TABULAR 1)	AD 2-WMCK-7-32
STANDARD ARRIVAL CHART - ICAO - RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K (TABULAR 2)	AD 2-WMCK-7-33
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33 RNAV (GNSS) PUGER 2J KAKAK 2J SAROX 2J NIREN 2J PULIP 2J GUPTA 2J SALAX 2J	AD 2-WMCK-7-35
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33 RNAV (GNSS) PUGER 2J KAKAK 2J SAROX 2J NIREN 2J PULIP 2J GUPTA 2J SALAX 2J (TABULAR 1)	AD 2-WMCK-7-36
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 32R, 32L, 33 RNAV (GNSS) PUGER 2J KAKAK 2J SAROX 2J NIREN 2J PULIP 2J GUPTA 2J SALAX 2J (TABULAR 2)	AD 2-WMCK-7-37
INITIAL APPROACH CHART - RWY 14L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMCK-7-39
INITIAL APPROACH CHART - RWY 14L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMCK-7-40
INITIAL APPROACH CHART - RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMCK-7-41
INITIAL APPROACH CHART - RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMCK-7-42
INITIAL APPROACH CHART - RWY 15 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMCK-7-43
INITIAL APPROACH CHART - RWY 15 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMCK-7-44
INITIAL APPROACH CHART - RWY 32L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMCK-7-45
INITIAL APPROACH CHART - RWY 32L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMCK-7-46
INITIAL APPROACH CHART - RWY 32R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMCK-7-47
INITIAL APPROACH CHART - RWY 32R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMCK-7-48
INITIAL APPROACH CHART - RWY 33 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMCK-7-49
INITIAL APPROACH CHART - RWY 33 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMCK-7-50
INSTRUMENT APPROACH CHART - ICAO - RWY 14L ILS OR LOC	AD 2-WMCK-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 14L ILS OR LOC (TABULAR 1)	AD 2-WMCK-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP Y	AD 2-WMCK-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP Y (TABULAR 1)	AD 2-WMCK-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP X	AD 2-WMCK-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP X (TABULAR 1)	AD 2-WMCK-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 14L VOR/DME	AD 2-WMCK-8-7

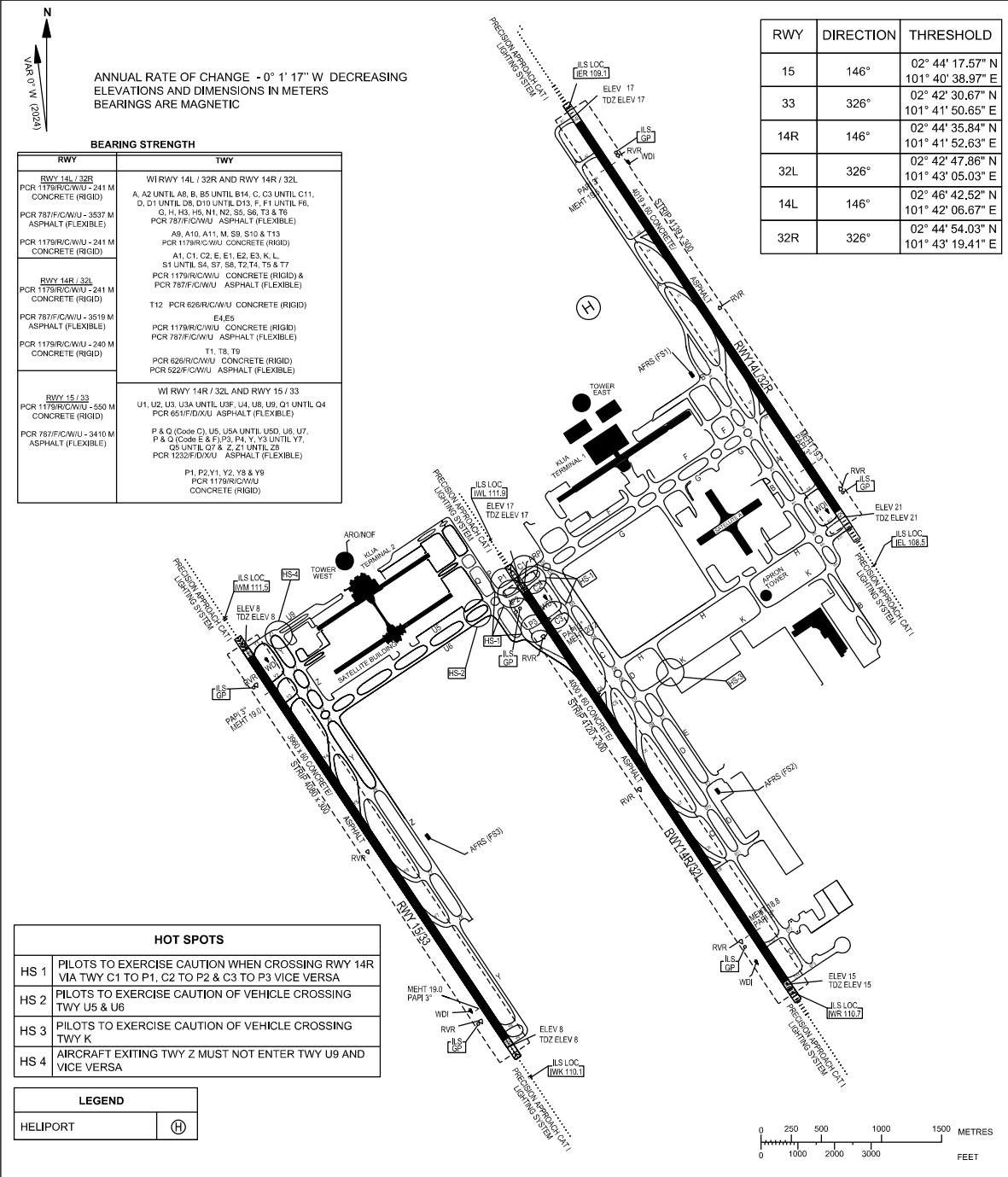
Chart name	Page
INSTRUMENT APPROACH CHART - ICAO - RWY 14L VOR/DME (TABULAR 1)	AD 2-WMCK-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY14R ILS OR LOC	AD 2-WMCK-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY14R ILS OR LOC (TABULAR 1)	AD 2-WMCK-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 14R RNP Y	AD 2-WMCK-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 14R RNP Y (TABULAR 1)	AD 2-WMCK-8-12
INSTRUMENT APPROACH CHART - ICAO - RWY 14R RNP X	AD 2-WMCK-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 14R RNP X (TABULAR 1)	AD 2-WMCK-8-14
INSTRUMENT APPROACH CHART - ICAO - RWY 15 ILS OR LOC	AD 2-WMCK-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 15 ILS OR LOC (TABULAR 1)	AD 2-WMCK-8-16
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Y	AD 2-WMCK-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Y (TABULAR 1)	AD 2-WMCK-8-18
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP X	AD 2-WMCK-8-19
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP X (TABULAR 1)	AD 2-WMCK-8-20
INSTRUMENT APPROACH CHART - ICAO - RWY 15 VOR/DME	AD 2-WMCK-8-21
INSTRUMENT APPROACH CHART - ICAO - RWY 15 VOR/DME (TABULAR 1)	AD 2-WMCK-8-22
INSTRUMENT APPROACH CHART - ICAO - RWY 32L ILS OR LOC	AD 2-WMCK-8-23
INSTRUMENT APPROACH CHART - ICAO - RWY 32L ILS OR LOC (TABULAR 1)	AD 2-WMCK-8-24
INSTRUMENT APPROACH CHART - ICAO - RWY 32L RNP Y	AD 2-WMCK-8-25
INSTRUMENT APPROACH CHART - ICAO - RWY 32L RNP Y (TABULAR 1)	AD 2-WMCK-8-26
INSTRUMENT APPROACH CHART - ICAO - RWY 32L RNP X	AD 2-WMCK-8-27
INSTRUMENT APPROACH CHART - ICAO - RWY 32L RNP X (TABULAR 1)	AD 2-WMCK-8-28
INSTRUMENT APPROACH CHART - ICAO - RWY 32R ILS OR LOC	AD 2-WMCK-8-29
INSTRUMENT APPROACH CHART - ICAO - RWY 32R ILS OR LOC (TABULAR 1)	AD 2-WMCK-8-30
INSTRUMENT APPROACH CHART - ICAO - RWY 32R RNP Z (AR)	AD 2-WMCK-8-31
INSTRUMENT APPROACH CHART - ICAO - RWY 32R RNP Z (AR) (TABULAR 1)	AD 2-WMCK-8-32
INSTRUMENT APPROACH CHART - ICAO - RWY 32R RNP Z (AR) (TABULAR 2)	AD 2-WMCK-8-33
INSTRUMENT APPROACH CHART - ICAO - RWY 32R RNP Y	AD 2-WMCK-8-35
INSTRUMENT APPROACH CHART - ICAO - RWY 32R RNP Y (TABULAR 1)	AD 2-WMCK-8-36
INSTRUMENT APPROACH CHART - ICAO - RWY 32R RNP X	AD 2-WMCK-8-37
INSTRUMENT APPROACH CHART - ICAO - RWY 32R RNP X (TABULAR 1)	AD 2-WMCK-8-38
INSTRUMENT APPROACH CHART - ICAO - RWY 32R VOR/DME	AD 2-WMCK-8-39
INSTRUMENT APPROACH CHART - ICAO - RWY 32R VOR/DME (TABULAR 1)	AD 2-WMCK-8-40
INSTRUMENT APPROACH CHART - ICAO - RWY 33 ILS OR LOC	AD 2-WMCK-8-41
INSTRUMENT APPROACH CHART - ICAO - RWY 33 ILS OR LOC (TABULAR 1)	AD 2-WMCK-8-42
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Z (AR)	AD 2-WMCK-8-43
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Z (AR) (TABULAR 1)	AD 2-WMCK-8-44
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Z (AR) (TABULAR 2)	AD 2-WMCK-8-45
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Y	AD 2-WMCK-8-47
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Y (TABULAR 1)	AD 2-WMCK-8-48
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP X	AD 2-WMCK-8-49
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP X (TABULAR 1)	AD 2-WMCK-8-50
INSTRUMENT APPROACH CHART - ICAO - RWY 33 VOR/DME	AD 2-WMCK-8-51
INSTRUMENT APPROACH CHART - ICAO - RWY 33 VOR/DME (TABULAR 1)	AD 2-WMCK-8-52

AERODROME/HELIPORT
CHART - ICAO

ELEVATION T1 21 M
ELEVATION T2 10 M
02° 44' 36" N
101° 41' 53" E

RWY 15/33		RWY 14R/32L		RWY 14L/32R		APRON WEST		APRON EAST		ACD	
TWR	119.800	TWR	118.500	TWR	118.800		121.725		122.150		126.0
GND	118.050	GND	121.800	GND	121.650		122.550		122.850		128.15
			GND		122.525				122.275		
							130.750		123.250		

SELANG/
KL INTERNATIONAL
AIRPORT



CHANGES : UPDATE WDI SYMBOL
UPDATE TAXIWAY NAME
UPDATE BEARING STRENGTH
UPDATE CLOSE MARKING

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AERODROME CHART - ICAO

SEPANG/
KL INTERNATIONAL
AIRPORT

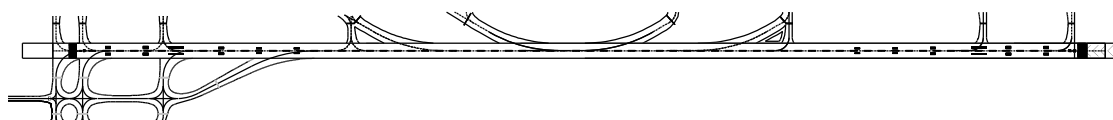
AERODROME AERONAUTICAL GROUND LIGHTINGS AND RUNWAY MARKINGS



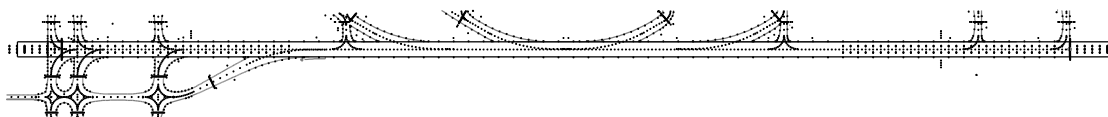
MARKING AIDS RWY 14L / 32R AND EXIT TWY



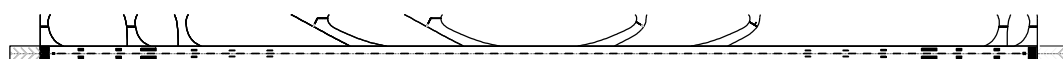
LIGHTING AIDS RWY 14L / 32R AND EXIT TWY



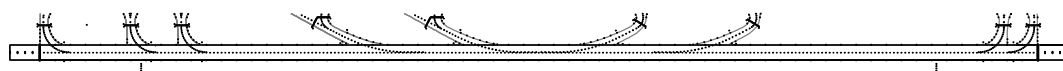
MARKING AIDS RWY 14R / 32L AND EXIT TWY



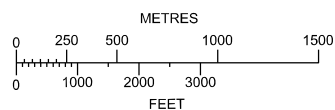
LIGHTING AIDS RWY 14R / 32L AND EXIT TWY



MARKING AIDS RWY 15 / 33 AND EXIT TWY



LIGHTING AIDS RWY 15 / 33 AND EXIT TWY

**CHANGES :** REMOVE PAPI RWY 14R ON RIGHT HAND SIDE

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AIRCRAFT PARKING/
DOCKING CHART - ICAOAPRON ELEV
21 MSEPANG/
KL INTERNATIONAL
AIRPORT
TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION								
NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
37	EAST TERMINAL NORTH (ETN) 122.15MHz	B3		02° 45' 15.27"	101° 42' 25.14"	PCR 563/R/C/W/U	B738	SAFEDOCK
38		B5		02° 45' 16.05"	101° 42' 26.30"	PCR 626/R/C/W/U	B38M	SAFEDOCK
39		B7		02° 45' 16.84"	101° 42' 27.46"	PCR 626/R/C/W/U	B38M	SAFEDOCK
40		B9		02° 45' 17.62"	101° 42' 28.62"	PCR 626/R/C/W/U	B38M	SAFEDOCK
41		B11		02° 45' 18.41"	101° 42' 29.78"	PCR 626/R/C/W/U	B38M	SAFEDOCK
42			B13	02° 45' 19.20"	101° 42' 30.94"	PCR 571/R/C/W/U	B38M	
43			B15	02° 45' 19.98"	101° 42' 32.10"	PCR 571/R/C/W/U	B38M	
44			B17	02° 45' 20.77"	101° 42' 33.26"	PCR 571/R/C/W/U	B38M	
45			B19	02° 45' 21.56"	101° 42' 34.42"	PCR 571/R/C/W/U	B38M	
46			B21	02° 45' 22.34"	101° 42' 35.58"	PCR 571/R/C/W/U	B38M	
47			B23	02° 45' 23.13"	101° 42' 36.73"	PCR 571/R/C/W/U	B38M	
48			B61	02° 45' 27.91"	101° 42' 41.03"	PCR 686/R/C/W/U	B3XM	
49			B62	02° 45' 26.10"	101° 42' 42.44"	PCR 802/R/C/W/U	B744	
50			B62L	02° 45' 26.50"	101° 42' 41.79"	PCR 626/R/C/W/U	B38M	
51			B62R	02° 45' 25.40"	101° 42' 42.52"	PCR 626/R/C/W/U	B38M	
52			B63	02° 45' 23.49"	101° 42' 44.19"	PCR 802/R/C/W/U	B744	
53			B63L	02° 45' 23.87"	101° 42' 43.55"	PCR 626/R/C/W/U	B38M	
54			B63R	02° 45' 22.70"	101° 42' 44.34"	PCR 626/R/C/W/U	CRJX	
55	EAST TERMINAL EAST (ETE) 122.15MHz	B2		02° 45' 10.20"	101° 42' 23.11"	PCR 957/R/C/W/U	B744	APIS++
56		B2L		02° 45' 09.20"	101° 42' 22.90"	PCR 571/R/C/W/U	B38M	APIS++
57		B2R		02° 45' 10.53"	101° 42' 23.48"	PCR 571/R/C/W/U	B38M	APIS++
58		B4		02° 45' 11.91"	101° 42' 25.33"	PCR 950/R/C/W/U	B773	APIS++
59		B4L		02° 45' 10.80"	101° 42' 25.12"	PCR 571/R/C/W/U	B38M	APIS++
60		B4R		02° 45' 12.10"	101° 42' 25.79"	PCR 571/R/C/W/U	B38M	APIS++
61		B6		02° 45' 13.31"	101° 42' 27.39"	PCR 950/R/C/W/U	B773	SAFEDOCK
62		B6L		02° 45' 12.29"	101° 42' 27.37"	PCR 571/R/C/W/U	B38M	SAFEDOCK
63		B6R		02° 45' 13.60"	101° 42' 27.82"	PCR 571/R/C/W/U	B38M	SAFEDOCK
64		B8		02° 45' 14.71"	101° 42' 29.46"	PCR 950/R/C/W/U	B773	SAFEDOCK
65		B8L		02° 45' 13.73"	101° 42' 29.54"	PCR 571/R/C/W/U	B38M	SAFEDOCK
66		B8R		02° 45' 14.93"	101° 42' 29.78"	PCR 571/R/C/W/U	B38M	SAFEDOCK
67		B10		02° 45' 16.10"	101° 42' 31.52"	PCR 950/R/C/W/U	B773	SAFEDOCK
68		B10L		02° 45' 15.16"	101° 42' 31.64"	PCR 571/R/C/W/U	B38M	SAFEDOCK
69		B10R		02° 45' 16.42"	101° 42' 31.97"	PCR 571/R/C/W/U	B38M	SAFEDOCK
70			B12	02° 45' 17.76"	101° 42' 34.62"	PCR 686/R/C/W/U	B3XM	
71			B14	02° 45' 19.43"	101° 42' 36.50"	PCR 950/R/C/W/U	B744	
72			B14L	02° 45' 18.48"	101° 42' 36.17"	PCR 571/R/C/W/U	B38M	
73			B14R	02° 45' 19.69"	101° 42' 36.95"	PCR 571/R/C/W/U	B38M	
74			B16	02° 45' 20.56"	101° 42' 38.75"	PCR 950/R/C/W/U	B764	

CHANGES : UPDATE CRITICAL ACFT. STANDS
UPDATE COORDINATES FOR ACFT. STAND

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
21 M

SEPANG/
KL INTERNATIONAL
AIRPORT
TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION								
NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
75	EAST TERMINAL EAST (ETE) 122.15MHZ		B51	02° 45' 06.02"	101° 42' 29.41"	PCR 802/R/C/W/U	B763	
76			B52	02° 45' 07.47"	101° 42' 31.54"	PCR 802/R/C/W/U	B772	
77			B52L	02° 45' 07.96"	101° 42' 31.99"	PCR 626/R/C/W/U	B38M	
78			B52R	02° 45' 07.38"	101° 42' 30.80"	PCR 626/R/C/W/U	B38M	
79			B53	02° 45' 08.94"	101° 42' 33.72"	PCR 802/R/C/W/U	B772	
80			B53L	02° 45' 09.60"	101° 42' 34.06"	PCR 626/R/C/W/U	B38M	
81			B53R	02° 45' 08.72"	101° 42' 33.06"	PCR 626/R/C/W/U	B38M	
82			B54	02° 45' 10.42"	101° 42' 35.89"	PCR 802/R/C/W/U	B772	
83			B54L	02° 45' 11.07"	101° 42' 36.24"	PCR 626/R/C/W/U	B38M	
84			B54R	02° 45' 10.33"	101° 42' 35.15"	PCR 626/R/C/W/U	B38M	
85	EAST SATELLITE SOUTH (ESS) 122.275MHZ	C1		02° 44' 48.44"	101° 42' 45.26"	PCR 966/R/C/W/U	B744	APIS++
86		C3		02° 44' 47.05"	101° 42' 43.27"	PCR 966/R/C/W/U	B744	APIS++
87		C32		02° 44' 47.39"	101° 42' 50.44"	PCR 957/R/C/W/U	B744	APIS++
88		C34		02° 44' 45.42"	101° 42' 51.87"	PCR 1018/R/C/W/U	B744	APIS++
89		C36		02° 44' 43.39"	101° 42' 53.22"	PCR 1018/R/C/W/U	B744	APIS++
90			C7	02° 44' 45.65"	101° 42' 41.20"	PCR 966/R/C/W/U	B744	
91			C38	02° 44' 41.40"	101° 42' 54.08"	PCR 626/R/C/W/U	B38M	
92			C51	02° 44' 37.51"	101° 42' 48.69"	PCR 626/R/C/W/U	B38M	
93			C52	02° 44' 38.93"	101° 42' 47.26"	PCR 957/R/C/W/U	B744	
94			C52L	02° 44' 38.60"	101° 42' 47.95"	PCR 626/R/C/W/U	A321	
95			C52R	02° 44' 39.69"	101° 42' 47.22"	PCR 626/R/C/W/U	A321	
96			C53	02° 44' 41.11"	101° 42' 45.80"	PCR 957/R/C/W/U	B744	

CHANGES : UPDATE SURFACE & STRENGTH
UPDATE COORDINATES FOR ACFT. STAND
REMOVE BAY B51L & B51R
UPDATE SEQUENCE NUMBERING

WMKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKN - KUALA TERENGGANU/SULTAN MAHMUD

WMKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	052252N 1030611E Site:Between TWY A and TWY B (116.83 M from RWY Centreline)
2	Direction and distance from (city)	Dist 6.7KM, BRG 326.86° from Kuala Terengganu (Menara PERMINT)
3	Elevation/Reference temperature	6 M (20 FT) / 26°C
4	Geoid undulation at AD ELEV PSN	-1M
5	MAG VAR/Annual change	0° W (2023) / -0° 1' 51" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: MALAYSIA AIRPORTS SDN BHD SULTAN MAHMUD AIRPORT 21300 Kuala Terengganu Terengganu Darul Iman TEL: +609 - 6673666 Telefax: +609 - 6626670 e-mail: masb_tgg@malaysiaairports.com.my Http: //www.malaysiaairports.com.my ATC Services: Civil Aviation Authority Of Malaysia Sultan Mahmud Airport 21300 Kuala Terengganu Terengganu Darul Iman Malaysia TEL:+609 - 6670271 Telefax: +609 - 6675277 AFS: WMKNZTX
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WMKN AD 2.3 OPERATIONAL HOURS

1	AD Operator	2300 - 1400 UTC Daily
2	Customs and immigration	Customs: 2300 - 1400 UTC Immigration: 0000 - 0900 UTC. MAQIS: 2300 - 1400 UTC
3	Health and sanitation	NIL
4	AIS Briefing Office	2300 - 1400 UTC
5	ATS Reporting Office (ARO)	2300 - 1400 UTC
6	MET Briefing Office	H24
7	ATS	2300 - 1400 UTC
8	Fuelling	Available on request from aircraft company based at Sultan Mahmud Airport, Kuala Terengganu. Jet Fuels Sdn Bhd. 2300 - 0900 UTC daily. TEL: +6012 2057459 Service available: Jet Fuel into-plane supply
9	Handling	2300 - 1400 UTC
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WMKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with Firefly and Air Asia
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

WMKN AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town
2	Restaurants	Cafeteria in terminal building.
3	Transportation	Taxi services
4	Medical facilities	Nil at airport. General Hospital 15 KM fm airport
5	Bank and Post Office	Auto Teller Machine (ATM) available at airport Bank and Post Offices in town
6	Tourist Office	In town.
7	Remarks	NIL

WMKN 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	By arrangement with the respective airlines and ground handler a) Largest aircraft - B38M
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well as medical first- aid

WMKN AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Bay 1, Bay 2 and Bay 3A Apron Surface : Concrete (Rigid) Strength : PCR 150 / R / C / W / U Bay 1A, Bay 2A and Bay 3 Apron Surface : Concrete (Rigid) Strength : PCR 570 / R / C / W / U Bay 4 Apron Surface : Concrete (Rigid) Strength : PCR 554 / R / B / W / U Bay 4A Apron Surface : Concrete (Rigid) Strength : PCR 143 / R / B / W / U Bay GA1, GA2, GA3, GA4, GA5, GA6, GA7, GA8 Apron Surface : Concrete (Rigid) Strength : 1200 kg / no pressure limit H1 and H2 Apron Surface : Asphalt (Flexible) Strength : 5 Tonnes
2	Taxiway width, surface and strength	Taxiway A Width : 23 M Surface : Asphalt (Flexible) Strength : PCR 399 / F / A / W / U Taxiway B Width : 23 M Surface : Asphalt(Flexible) Strength: PCR 474 / F / C / W / U Taxiway C Width : 7.3 M Strength : Asphalt (Flexible) Strength : 1200 kg / no pressure limit Taxiway D Width : 7.4 M Surface : Asphalt (Flexible) Strength : 1200 kg / no pressure limit Apron Taxiway Width : 31 M Surface : Concrete (Rigid) Strength: PCR 554 / R / B / W / U
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 5 M (16 FT)
4	VOR checkpoints	At taxiway A holding position. See AD chart. TWY A: Brg 226° 30' 25" Dist. 1.8 NM
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKN-2-3)
6	Remarks	- General aviation apron opened for aircraft operations using TWY C and TWY D. - TWY C and TWY D are available for daylight operation only. - TWY C and TWY D only allowed for Code A aircraft only.

WMKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at intersection with TWY and RWY and at RWY Holding positions. Yellow taxiing guide lines at apron. Visual docking and guidance system for Bay 3 and 4. Nose wheel guidance lines for all parking bays.
2	RWY and TWY markings and LGT	RWY : Runway designation, threshold, transverse stripe, touchdown zone, aiming point, centre line, side stripe and turn pads markings. Chevron marking at RWY 22 only. RWY LGT : Edge, threshold and end lights, Wing bar lights at RWY 04 only. TWY : Centre line, taxi side stripe, transverse stripe and runway-holding position markings. VOR aerodrome checkpoint marking at TWY A only. TWY LGT : Centre line, exit and edge lights.
3	Stop bars	Stop bars provided at runway-holding position of TWY A and TWY B with interlocking system and red lights.
4	Remarks	NIL

WMKN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
22 APCH 04 TKOF	LOC ANTENNA 9.46 M/31 FT	052339.76N 1030653.34E	WDI RWY 04 10 M / (34 FT) Marked and Lighted	052218.3N 1030537.8E	400 M from THR 04 and 90 M from runway centre line right side
			GLIDE PATH AERIAL 20.07 M / 66 FT Lighted Red obstruction light	052221.28N 1030530.80E	-
			WDI RWY 22 10 M / (34 FT) Marked and Lighted	052320.5N 1030638.7E	400 M from THR 22 and 90 M from runway centre line left side
			CONTROL TOWER ANTENNA 51.22 M / 168 FT	052246.79N 1030622.72E	412 M from runway centre line Antenna penetrates Transitional slope by 7.6 M/25 FT
			RVR RWY 04 6 M / 20 FT Lighted	052222.24N 1030533.11E	-
			RVR RWY 22 4 M / 13 FT Lighted	052326.48N 1030635.04E	-

WMKN 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	044.30°	3480 x 45	PCR 434 / F / B / W / U Asphalt (Flexible)	THR coordinates 052211.16N 1030526.45E RWY end coordinates 052331.94N 1030645.70E THR GUND -1.3M	THR elevation: 5.9M (19.4FT) TDZ elevation: 5.9M (19.4FT)
22	224.30°	3480 x 45	PCR 434 / F / B / W / U Asphalt (Flexible)	THR coordinates 052331.94N 1030645.70E RWY end coordinates 052211.16N 1030526.45E THR GUND -1M	THR elevation: 6M (20 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.008%	NIL	172 x 180	3600 x 280	Provided	RESA: 240 M X 90 M
0.008%	NIL	60 x 180	3600 x 280	Provided	RESA: 240 M X 90 M

WMKN AD 2.13 DECLARED DISTANCES

RWY Designator	(M) TORA		TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2		3	4	5	6
04	FROM	TORA				
	THRESHOLD	3480	3652	3480	3480	NIL
	TWY A	1534	1706	1534	NIL	NIL
	TWY B	1728	1900	1728	NIL	NIL
	TWY C	1338	1510	1338	NIL	NIL
	TWY D	890	1062	890	NIL	NIL
22	THRESHOLD	3480	3540	3480	3480	NIL
	TWY A	1946	2006	1946	NIL	NIL
	TWY B	1752	1812	1752	NIL	NIL
	TWY C	2142	2202	2142	NIL	NIL
	TWY D	2590	2650	2590	NIL	NIL

WMKN 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	CAT1 900M LIH	Green Green	PAPI Left & Right Slope 3° 20.6M (67.6FT)	NIL	NIL	3480M 60M Variable White/Yellow LIH	Red	NIL	Inconsistent interval distance of RWY 04 approach light mast from Row No. 11 to Row No. 14.
22	SALS 420M LIH	Green —	PAPI Left & Right Slope 3° 19.6M (64.3FT)	NIL	NIL	3480M 60M Variable White / Yellow LIH	Red	NIL	NIL

WMKN 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 Sunset to 1400 UTC
2	LDI location and LGT Anemometer location and LGT	LDI: Not available. Anemometer: At wind-direction indicator (WDI) RWY 04: 400 M from THR and 90 M from runway centre line on right side. Lighted RWY 22: 400 M from THR and 90 M from runway centre line on left side. Lighted
3	TWY edge and centre line lighting	TWY Edge lights - TWY A and TWY B TWY centre line lights - TWY A and TWY B
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

WMKN 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

WMKN AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME / HELIPORT CHART (WMKN) - ICAO	AD 2-WMKN-2-1
AIRCRAFT PARKING/DOCKING CHART (WMKN) - ICAO	AD 2-WMKN-2-3
AERODROME GROUND MOVEMENT CHART (WMKN) - ICAO	AD 2-WMKN-2-5
AERODROME OBSTACLES CHART - ICAO TYPE A	AD 2-WMKN-3-1
KUALA TERENGGANU CONTROL ZONE AND HOLDING AREAS	AD 2-WMKN-4-1
STANDARD DEPARTURE CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1A LASOB 1A	AD 2-WMKN-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1A LASOB 1A (TABULAR 1)	AD 2-WMKN-6-2
STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) LASOB 1B PALNO 1B PALNO 2B	AD 2-WMKN-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) LASOB 1B PALNO 1B PALNO 2B (TABULAR 1)	AD 2-WMKN-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 04 IKUKO 1C LASOB 1C GUNBO 1C PALNO 1C	AD 2-WMKN-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 04 IKUKO 1C LASOB 1C GUNBO 1C PALNO 1C (TABULAR 1)	AD 2-WMKN-6-6
STANDARD DEPARTURE CHART - ICAO - RWY 22 PALNO 1D LASOB 1D IKUKO 1D PALNO 2D	AD 2-WMKN-6-7
STANDARD DEPARTURE CHART - ICAO - RWY 22 PALNO 1D LASOB 1D IKUKO 1D PALNO 2D (TABULAR 1)	AD 2-WMKN-6-8
STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1E GUNBO 1E	AD 2-WMKN-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1E GUNBO 1E (TABULAR 1)	AD 2-WMKN-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 22 RNAV (GNSS) PALNO 1F GUNBO 1F IKUKO 1F PALNO 2F	AD 2-WMKN-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 22 RNAV (GNSS) PALNO 1F GUNBO 1F IKUKO 1F PALNO 2F (TABULAR 1)	AD 2-WMKN-7-4
STANDARD ARRIVAL CHART - ICAO - RWY 22 RNAV (GNSS) PALNO 1F GUNBO 1F IKUKO 1F PALNO 2F (TABULAR 2)	AD 2-WMKN-7-5
STANDARD ARRIVAL CHART - ICAO - RWY 04 VOR/DME ARC PALNO 1G GUNBO 1G	AD 2-WMKN-7-7
STANDARD ARRIVAL CHART - ICAO - RWY 04 VOR/DME ARC PALNO 1G GUNBO 1G (TABULAR 1)	AD 2-WMKN-7-8
STANDARD ARRIVAL CHART - ICAO - RWY 22 VOR/DME ARC PALNO 1H GUNBO 1H IKUKO 1H	AD 2-WMKN-7-9
STANDARD ARRIVAL CHART - ICAO - RWY 22 VOR/DME ARC PALNO 1H GUNBO 1H IKUKO 1H (TABULAR 1)	AD 2-WMKN-7-10
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z	AD 2-WMKN-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z (TABULAR 1)	AD 2-WMKN-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y OR LOC Y	AD 2-WMKN-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y OR LOC Y (TABULAR 1)	AD 2-WMKN-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z	AD 2-WMKN-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (TABULAR 1)	AD 2-WMKN-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y	AD 2-WMKN-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y (TABULAR 1)	AD 2-WMKN-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Z	AD 2-WMKN-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Z (TABULAR 1)	AD 2-WMKN-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Y	AD 2-WMKN-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Y (TABULAR 1)	AD 2-WMKN-8-12
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR)	AD 2-WMKN-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 1)	AD 2-WMKN-8-14
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 2)	AD 2-WMKN-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR)	AD 2-WMKN-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 1)	AD 2-WMKN-8-18
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 2)	AD 2-WMKN-8-19
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y	AD 2-WMKN-8-21
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 1)	AD 2-WMKN-8-22
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Y	AD 2-WMKN-8-23
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Y (TABULAR 1)	AD 2-WMKN-8-24

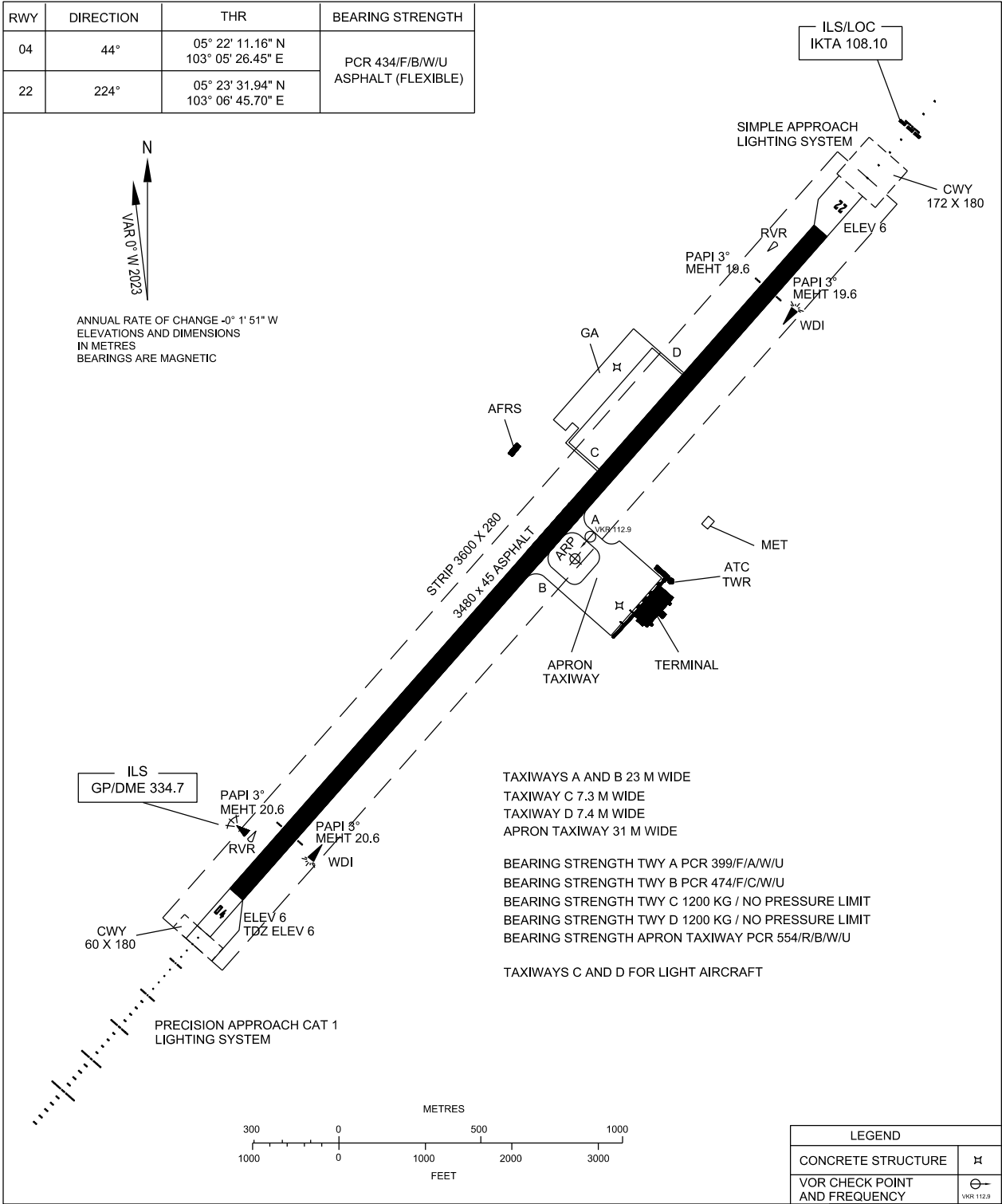
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AERODROME/HELIPORT
CHART - ICAO

05° 22' 52" N
103° 06' 11" E
ELEV 6 M

TWR 123.6 (PRY)
119.05 (SRY)
235.32 (UHF)
121.5 (EMERG)
SMC 121.6
ATIS 126.65

KUALA TERENGGANU/
SULTAN MAHMUD AIRPORT



CHANGES : PAVEMENT BEARING STRENGTH
TWY WIDTH ON C AND D

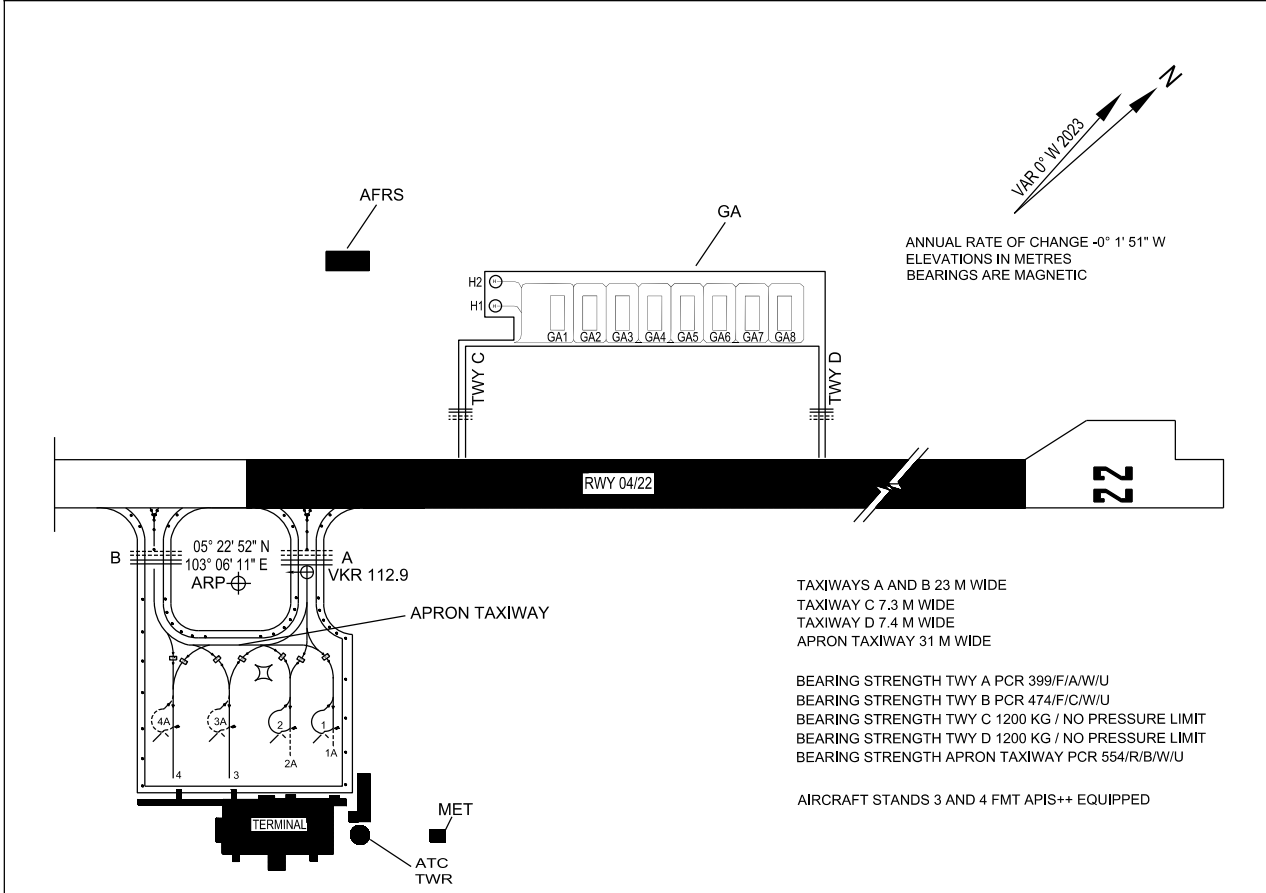
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AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
5 M

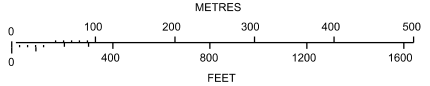
TWR 123.6 (PRY)
119.05 (SRY)
235.32 (UHF)
121.5 (EMERG)
SMC 121.6
ATIS 126.65

KUALA TERENGGANU/
SULTAN MAHMUD AIRPORT



AIRCRAFT PARKING/DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STANDS		SURFACE & STRENGTH	AIRCRAFT TYPE
1	05° 22' 49.53" N 103° 06' 18.62" E	PCR 150/R/C/W/U	AT75, AT76
1A	05° 22' 49.43" N 103° 06' 19.28" E	PCR 570/R/C/W/U	B38M, B738, A320, AT75, AT76
2	05° 22' 48.21" N 103° 06' 17.35" E	PCR 150/R/C/W/U	AT75, AT76
2A	05° 22' 47.85" N 103° 06' 18.29" E	PCR 570/R/C/W/U	B38M, B738, A320, AT75, AT76
3	05° 22' 45.79" N 103° 06' 16.92" E	PCR 570/R/C/W/U	B38M, B738, A320
3A	05° 22' 46.70" N 103° 06' 15.43" E	PCR 150/R/C/W/U	AT75, AT76
4	05° 22' 44.10" N 103° 06' 15.27" E	PCR 554/R/B/W/U	B38M, B738, A320
4A	05° 22' 45.01" N 103° 06' 13.78" E	PCR 143/R/B/W/U	AT75, AT76
GA1	05° 23' 08.97" N 103° 06' 12.73" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
GA2	05° 23' 09.97" N 103° 06' 13.71" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
GA3	05° 23' 10.95" N 103° 06' 14.68" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
GA4	05° 23' 11.94" N 103° 06' 15.65" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
GA5	05° 23' 12.93" N 103° 06' 16.62" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
GA6	05° 23' 13.94" N 103° 06' 17.61" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
GA7	05° 23' 14.92" N 103° 06' 18.57" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
GA8	05° 23' 15.86" N 103° 06' 19.49" E	1200 KG / NO PRESSURE LIMIT (CONCRETE)	DIAMOND DA42
H1	05° 23' 07.34" N 103° 06' 10.70" E	5 TONNES (ASPHALT)	SIKORSKY 76
H2	05° 23' 08.06" N 103° 06' 09.96" E	5 TONNES (ASPHALT)	SIKORSKY 76



LEGEND	
AIRCRAFT STAND	4
TAXIWAY LIGHT	•
RUNWAY-HOLDING POSITION	=====
CONCRETE STRUCTURE	⊞
VOR CHECK POINT AND FREQUENCY	VKR 112.9

CHANGES : UPDATE INFORMATION ON AIRCRAFT TYPE
PAVEMENT BEARING STRENGTH
TWY WIDTH ON C AND D

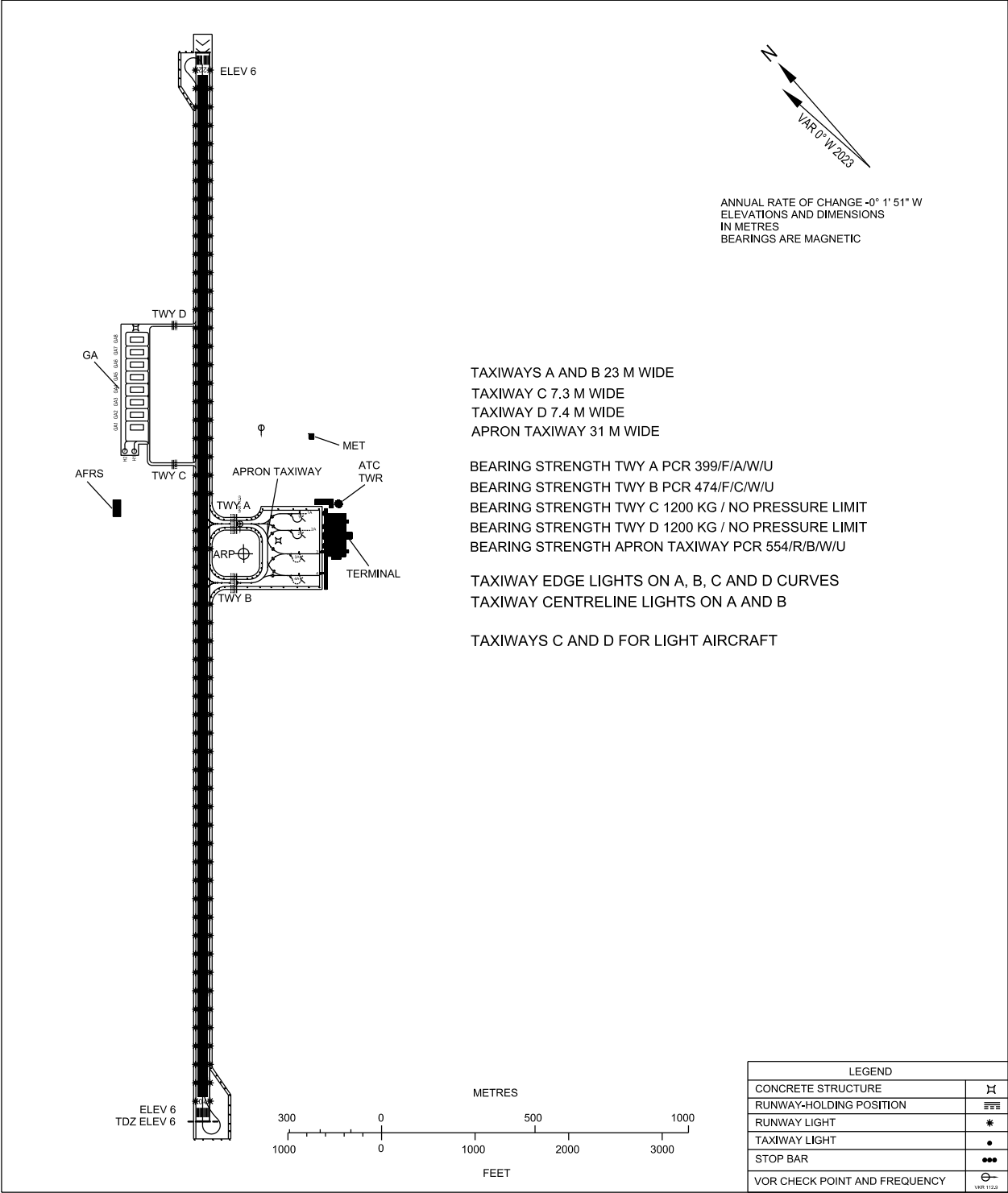
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AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
5 M

TWR 123.6 (PRY)
119.05 (SRY)
235.32 (UHF)
121.5 (EMERG)
SMC 121.6
ATIS 126.65

KUALA TERENGGANU/
SULTAN MAHMUD AIRPORT



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

1	Apron surface and strength	Bay A1, Bay A4, Bay A6, Bay A7, Bay A8, Bay 1L and Bay 1 Surface: Concrete (Rigid) Strength: PCR 1360 / R / D / W / U Bay A1R, Bay A1L, Bay A2, Bay A3, Bay A4R, Bay A4L and Bay A5 Surface: Concrete (Rigid) Strength: PCR 685 / R / C / W / U Bay A6R, Bay B1, Bay B3, Bay B5, Bay B7 Surface: Concrete (Rigid) Strength: PCR 704 / R / D / W / U Bay A6L, Bay A7R and Bay A7L Surface: Concrete (Rigid) Strength: PCR 157 / R / D / W / U BAY B2, BAY B4 and BAY B6 Surface: Asphalt (Flexible) Strength: PCR 116 / F / B / X / U Bay 21 Surface: Concrete (Rigid) Strength: PCR 801 / R / C / W / U Bay 22 and Bay 23 Surface: Concrete (Rigid) Strength: PCR 715 / R / B / W / U H1 and H2 Surface: Concrete (Rigid) Strength: 13 Tonnes
2	Taxiway width, surface and strength	Taxiway A and Taxiway E Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 577 / F / A / W / U Taxiway A/04 Width: 30 M Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 787 / R / A / W / U and PCR 577 / F / A / W / U Taxiway A/22 Width: 30 M Surface: Asphalt (Flexible) Strength: PCR 577 / F / A / W / U Taxiway B Width: 34 M Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 643 / R / A / W / U and PCR 481 / F / A / W / U Taxiway C Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 481 / F / A / W / U

		Taxiway D Width: 34 M Surface: Asphalt (Flexible) Strength: PCR 481 / F / A / W / U Taxiway F and Taxiway H Width: 31 M Surface: Asphalt (Flexible) Strength: PCR 577 / F / A / W / U Taxiway G Width: 32 M Surface: Asphalt (Flexible) Strength: PCR 577 / F / A / W / U Taxiway J Width: 25 M Surface: Concrete (Rigid) Strength: PCR 715 / R / B / W / U Aircraft Stand Taxilane J1 Width: 48 M Surface: Concrete(Rigid) Strength: PCR 715 / R / B / W / U Apron Taxiway K Width: 24 M Surface: Concrete (Rigid) Strength: PCR 1360 / R / D / W / U Aircraft Stand Taxilane L Width: 24 M Surface: Asphalt (Flexible) Strength: PCR 95 / F / A / W / U
3	Altimeter checkpoint location and elevation	Location: Main Apron Elevation: 4 M Location: General Aviation Apron Elevation: 3 M Location: Cargo Apron Elevation: 3 M
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKP-2-4)
6	Remarks	TWY 'C' not available for wide-bodied aircraft after LDG RWY 04 due acute turn into TWY 'A'. No taxiway shoulder at TWY A, TWY A/04, TWY A/22, TWY B, TWY C, TWY D, TWY E, TWY F, TWY G and TWY H.

WMKP 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 intersection with TWY and RWY and at all RWY Holding positions. Yellow taxiing guide lines at apron. Visual docking and guidance system for aircraft stand with aerobridge. Nose wheel guidance lines for all parking bays.
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2	RWY and TWY markings and LGT	RWY: Designation, threshold, side stripe, transverse stripe, touchdown zone, aiming point and chevron markings. TWY: Centre line, taxi side stripe, intermediate holding position and runway-holding position markings. TWY LGT: Centre line, exit and edge lights. RWY LGT: Edge, threshold lights and end lights.
3	Stop bars	NIL
4	Remarks	B747-800 Operations refer to Aerodrome Ground Movement Chart - ICAO

WMKP 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
WMKPOB001	HILL	051845N 1001650E	HGT 390 FT AMSL	NIL	DIST 1.81 KM, BRG 004° (T) FM ARP
WMKPOB002	HILL	051925N 1001910E	HGT 693 FT AMSL	NIL	DIST 5.39 KM, BRG 058° (T) FM ARP
WMKPOB003	HILL	051702N 1001508E	HGT 563 FT AMSL	NIL	DIST 3.32 KM, BRG 239° (T) FM ARP, HGT
WMKPOB004	HILL	051540N 1001645E	HGT 693 FT AMSL	NIL	DIST 3.99 KM, BRG 178° (T) FM ARP
WMKPOB005	HILL	051615N 1001640E	HGT 517 FT AMSL	NIL	DIST 2.89 KM, BRG 184° (T) FM ARP
WMKPOB006	Aerial Mast	NIL	HGT 2200FT MSL	LGTD	DIST 10.2 KM, BRG 349° FM ARP
WMKPOB007	BUILDING	051742.7N 1001511.4E	HGT 220 FT MSL	LGTD	NIL
WMKPOB008	BUILDING	051742.7N 1001644.4E	HGT 266 FT 8 IN MSL	LGTD	NIL
WMKPOB009	BUILDING	050858.8N 1001325.4E	HGT 289 FT MSL	LGTD	NIL
WMKPOB010	BUILDING	051932.7N 1001701.4E	HGT 412 FT MSL	LGTD	NIL
WMKPOB011	BUILDING	051958.7N 1001725.4E	HGT 317 FT MSL	LGTD	NIL
WMKPOB012	BUILDING	052016.7N 1001701.4E	HGT 450 FT MSL	LGTD	NIL
WMKPOB013	BUILDING	051934.7N 1001631.4E	HGT 255 FT MSL	LGTD	NIL
WMKPOB014	BUILDING	051828.7N 1001610.4E	HGT 270 FT MSL	LGTD	NIL
WMKPOB015	BUILDING	052000.7N 1001730.4E	HGT 390.4 FT MSL	LGTD	NIL
WMKPOB016	BUILDING	051904.7N 1001617.4E	HGT 253 FT MSL	LGTD	NIL
WMKPOB017	BUILDINGS	051840.8N 1001643E - 051939.2N 1001738.4E - 052055.3N 1001806.0E - 052057.6N 1001625.5E - 051959N 1001506E	HGT 100 M AGL	NIL	Erected within coordinate.
WMKPOB018	BUILDING	051955N 1001833E	HGT 295 FT AMSL	LGTD	NIL
WMKPOB019	BUILDING	051957N 1001834E	HGT 301 FT MSL	LGTD	NIL

WMKP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO BAYAN LEPAS
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	TREND Half 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, TAFOR Bulletin, WMKP Take-Off Data, Area QNH for Kuala Lumpur FIR and Kota Kinabalu FIR, Radar and Satellite Pictures.
8	Supplementary equipment available for providing information	Doppler Weather Radar and Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Penang APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +604 - 6438302 / 6456194 Telefax:+604 - 6449076 / 6804

WMKP 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	42.24°	3354 x 46	PCR 787 / R / A / W / U - 50 M Concrete(Rigid) PCR 577 / F / A / W / U - 3304 M Asphalt(Flexible)	THR coordinates 051709.41N 1001600.14E RWY end coordinates 051830.25N 1001713.37E GUND -11.6M	THR: 2.7 M (8.9 FT) TDZ: 2.7 M (8.9 FT)
22	222.24°	3354 x 46	PCR 787 / R / A / W / U - 50 M Asphalt(Flexible) PCR 577 / F / A / W / U - 3304 M Concrete(Rigid)	THR coordinates 051830.25N 1001713.37E RWY end coordinates 051709.41N 1001600.14E GUND -12M	THR: 3 M(10FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
+0.012%	NIL	NIL	3474 x 280	NIL	RESA: 90M x 92M
-0.012%	NIL	NIL	3474 x 280	NIL	RESA: 90M x 92M

WMKP AD 2.20 LOCAL AERODROME REGULATIONS**2.20.1 Start Up and Push Back**

- 2.20.1.1 ATC will authorize the initiation of engine start up and aircraft push back in order to regulate the movement of aircraft with respect to other aircraft on the movement area
- 2.20.1.2 The pilots-in-command of all aircraft require clearance from air traffic control for both engine start up and push back
- 2.20.1.3 During engine start up, it shall be the responsibility of the pilot in command and the aircraft marshaller to ensure that the area of the blast cone is cleared
- 2.20.1.4 During aircraft push back, it shall be the responsibility of the pilot-in-command and the aircraft marshaller to ensure that the area behind the aircraft is cleared of vehicles and other objects
- 2.20.1.5 Prior to, and during engine start up, the pilot-in-command and aircraft marshaller shall be responsible to ensure that the aircraft is towed to the correct position for engine start and that the appropriate blast zone behind an aircraft is cleared during engine start up.
- 2.20.1.6 Power out in Penang International Airport is not permitted.
- 2.20.1.7 Aircraft/ground handler is responsible to ensure appropriate aircraft push back equipment is available.

2.20.2 Aircraft Bay Regulation at Cargo Apron

- 2.20.2.1 Bay 21, 22, 23 are to accommodate A330 and below with a wingspan no exceeding 60.3 M. All aircraft park at these bays are power in, push-back mode.
- 2.20.2.2 Aircraft at bay 21 shall be pushed-back abeam bay 22 before start up and aircraft at bay 22 shall be pushed-back abeam bay 23 before start up. Aircraft at bay 23 shall be pushed-back facing north follow push back limit line marking before start-up.
- 2.20.2.3 For A333 aircraft movements with either parking or being occupied at Bay 21, a wing tip marshaller shall be present to guide the aircraft and to ensure the wing tip clearance compliance during docking or push-back operation.

2.20.3 Parking Area For General Aviation Aircraft

- 2.20.3.1 General Aircraft with maximum wing span 27.05m operating at Turboprop Apron subject to allocation approval from Bay Allocation Unit, MASB
- 2.20.3.2 General Aircraft with above wing span 27.05m operating at all bay except Bay B2, B4, B6, A7R & A7L subject to allocation approval from Bay Allocation Unit, MASB

2.20.4 Helicopter Apron

- 2.20.4.1 All helicopter apron shall land at, and take-off from the runway, and
- 2.20.4.2 Pilots in command shall contact the ATC for taxi / air taxi from parking positions to the respective taxiways, prior to commencing movement. The take-off clearance may be accompanied by an initial tracking clearance to resolve aerodrome traffic conflicts
- 2.20.4.3 Pilots in command of arriving helicopters will be issued with tracking instructions to avoid aerodrome traffic and clearance to land on the respective taxiway
- 2.20.4.4 After landing at the respective taxiway, the pilot in command will be issued with a parking position. The pilot-in command shall taxi / air taxi the aircraft to the parking position
- 2.20.4.5 ATC may consider direct tracking to land or / take-off, if traffic permitted

2.20.5 Turbo Prop Apron

- 2.20.5.1 Bays B2, B4 and B6 can only accommodate AT76 and smaller aircraft. Aircraft at Bay B2 shall push back straight to push back area and pull forward to the taxilane before start-up. Aircraft at Bay B4 shall push back to abeam B2 facing northeast or push back straight to push back area and pull forward to the taxilane before start-up.
- 2.20.5.2 Aircraft at Bay B6 shall push back to abeam bay B4 facing northeast before start-up. Ground handler shall ensure safety of the aircraft during pushing back operations.

2.20.6 Aircraft Operations Restrictions

- 2.20.6.1** Prior coordination with bay allocation unit needed if aircraft type B748 are in use.
- 2.20.6.2** B748 or similar size aircraft type should be parked at Bay 1 only. Aircraft should be pushed back towards TWY E facing south and follow ATC instruction for runway in use.
- 2.20.6.3** No code E aircraft should taxi behind the parked B748 aircraft at Bay 1.
- 2.20.6.4** No simultaneous aircraft push back allowed for aircraft parked at Bay A6 and A7.
- 2.20.6.5** When Bay A1, A4, A6, A7 and Bay 1 occupied with aircraft, no aircraft is allowed to be parked at Bay A1L, A1R, A4L, A4R, A6L, A6R, A7L, A7R, Bay 1L and Bay A8 and vice versa.
- 2.20.6.6** For full-code E aircraft movements with either parking or being occupied at Bay 1L, a wing tip marshaller shall be present to guide the aircraft and to ensure the wing tip clearance compliance during docking or push-back operation

2.20.7 Engine Ground Run Procedure

- 2.20.7.1** The following conditions shall apply to engine-run by jet or turbine engine aircraft:
- a) Idle-power engine run;
This is approved at the aircraft parking bay with clearance from ATCO. Engine-run operator shall ensure all ground precautions are taken.
 - b) Above idle-power engine-run;
This is approved only on the apron/Taxiway "A" at the position that is parallel to the runway.
 - c) Full-power engine-run;
ATCO shall use his/her discretion to permit a pilot's request to carry out a full-power engine-run on the runway-in-use with prior coordination with BUTTERWORTH RADAR to ensure that this would not cause delay to arriving or other departing aircraft.

WMKP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WMKP) - ICAO	AD 2-WMKP-2-1
AIRCRAFT PARKING/DOCKING CHART (WMKP) - ICAO	AD 2-WMKP-2-3
AIRCRAFT PARKING/DOCKING CHART (WMKP) - ICAO (TABULAR 1)	AD 2-WMKP-2-4
AERODROME GROUND MOVEMENT CHART (WMKP) - ICAO	AD 2-WMKP-2-5
AERODROME OBSTACLE CHART (WMKP) - ICAO - TYPE A	AD 2-WMKP-3-1
STANDARD DEPARTURE CHART - ICAO - RWY 04/22 PENANG RADAR ONE	AD 2-WMKP-6-1
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - 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
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 04 RNAV (GNSS) OMBOK 1A GOGOM 1A UGAMO 1A LUNTU 1A BETNU 1A BOGUK 1A KABOT 1A UDIKO 1A MADUM 1A (TABULAR 1)	AD 2-WMKP-6-4
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 04 RNAV (GNSS) OMBOK 1A GOGOM 1A UGAMO 1A LUNTU 1A BETNU 1A BOGUK 1A KABOT 1A UDIKO 1A MADUM 1A (TABULAR 2)	AD 2-WMKP-6-5
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 04 RNAV (GNSS) OMBOK 1A GOGOM 1A UGAMO 1A LUNTU 1A BETNU 1A BOGUK 1A KABOT 1A UDIKO 1A MADUM 1A (TABULAR 3)	AD 2-WMKP-6-6
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 04 OMBOK 1C BETNU 1C KABOT 1C MADUM 1C LUNTU 1C BOGUK 1C UDIKO 1C	AD 2-WMKP-6-7
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 04 OMBOK 1C BETNU 1C KABOT 1C MADUM 1C LUNTU 1C BOGUK 1C UDIKO 1C (TABULAR 1)	AD 2-WMKP-6-8
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - 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
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 22 RNAV (GNSS) OMBOK 1B GOGOM 1B UGAMO 1B LUNTU 1B BETNU 1B BOGUK 1B KABOT 1B UDIKO 1B MADUM 1B (TABULAR 1)	AD 2-WMKP-6-10
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 22 RNAV (GNSS) OMBOK 1B GOGOM 1B UGAMO 1B LUNTU 1B BETNU 1B BOGUK 1B KABOT 1B UDIKO 1B MADUM 1B (TABULAR 2)	AD 2-WMKP-6-11
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 22 RNAV (GNSS) OMBOK 1B GOGOM 1B UGAMO 1B LUNTU 1B BETNU 1B BOGUK 1B KABOT 1B UDIKO 1B MADUM 1B (TABULAR 3)	AD 2-WMKP-6-12
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 22 OMBOK 1D BETNU 1D KABOT 1D MADUM 1D LUNTU 1D BOGUK 1D UDIKO 1D	AD 2-WMKP-6-13
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 22 OMBOK 1D BETNU 1D KABOT 1D MADUM 1D LUNTU 1D BOGUK 1D UDIKO 1D (TABULAR 1)	AD 2-WMKP-6-14
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 04 RNAV (GNSS) OMBOK 1E LUNTU 1E BETNU 1E GORVU 1E MADUM 1E	AD 2-WMKP-7-1
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 04 RNAV (GNSS) OMBOK 1E LUNTU 1E BETNU 1E GORVU 1E MADUM 1E (TABULAR 1)	AD 2-WMKP-7-2
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 04 RNAV (GNSS) OMBOK 1E LUNTU 1E BETNU 1E GORVU 1E MADUM 1E (TABULAR 2)	AD 2-WMKP-7-3
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 22 RNAV (GNSS) OMBOK 1F BETNU 1F MADUM 1F LUNTU 1F GORVU 1F	AD 2-WMKP-7-5
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 22 RNAV (GNSS) OMBOK 1F BETNU 1F MADUM 1F LUNTU 1F GORVU 1F (TABULAR 1)	AD 2-WMKP-7-6
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 22 RNAV (GNSS) OMBOK 1F BETNU 1F MADUM 1F LUNTU 1F GORVU 1F (TABULAR 2)	AD 2-WMKP-7-7
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (12 DME ARC)	AD 2-WMKP-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (12 DME ARC) (TABULAR 1)	AD 2-WMKP-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Z (15 DME & 17 DME ARC)	AD 2-WMKP-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Z (15 DME & 17 DME ARC) (TABULAR 1)	AD 2-WMKP-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z (12 DME ARC)	AD 2-WMKP-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z (12 DME ARC) (TABULAR 1)	AD 2-WMKP-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR)	AD 2-WMKP-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 1)	AD 2-WMKP-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 2)	AD 2-WMKP-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 3)	AD 2-WMKP-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR)	AD 2-WMKP-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 1)	AD 2-WMKP-8-12

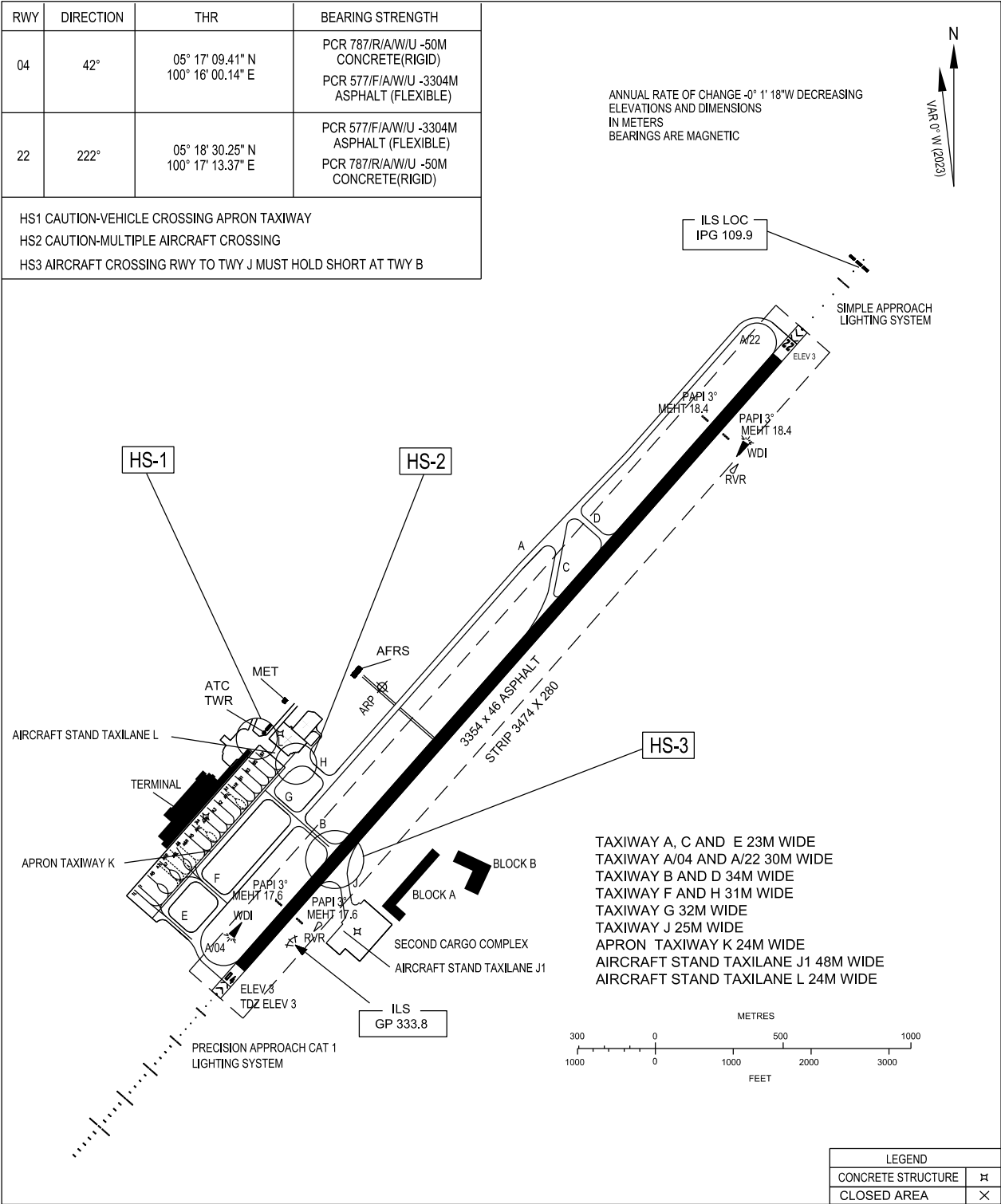
Chart name	Page
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 2)	AD 2-WMKP-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 3)	AD 2-WMKP-8-14
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 4)	AD 2-WMKP-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y	AD 2-WMKP-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 1)	AD 2-WMKP-8-18
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 2)	AD 2-WMKP-8-19
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Y	AD 2-WMKP-8-21
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Y (TABULAR 1)	AD 2-WMKP-8-22
INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Y (TABULAR 2)	AD 2-WMKP-8-23

AERODROME/HELIPORT
CHART - ICAO

05° 17' 44" N
100° 16' 20" E
ELEV 3 M

TWR 121.1
SMC 121.6
121.9
ATIS 126.4

PENANG/PENANG
INTERNATIONAL AIRPORT



CHANGES: UPDATE NEW AIRCRAFT PARKING BAY NO. 1L AND 1
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. B9L, B9, B9R
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. A9
UPDATE REMOVE H1 AND H2

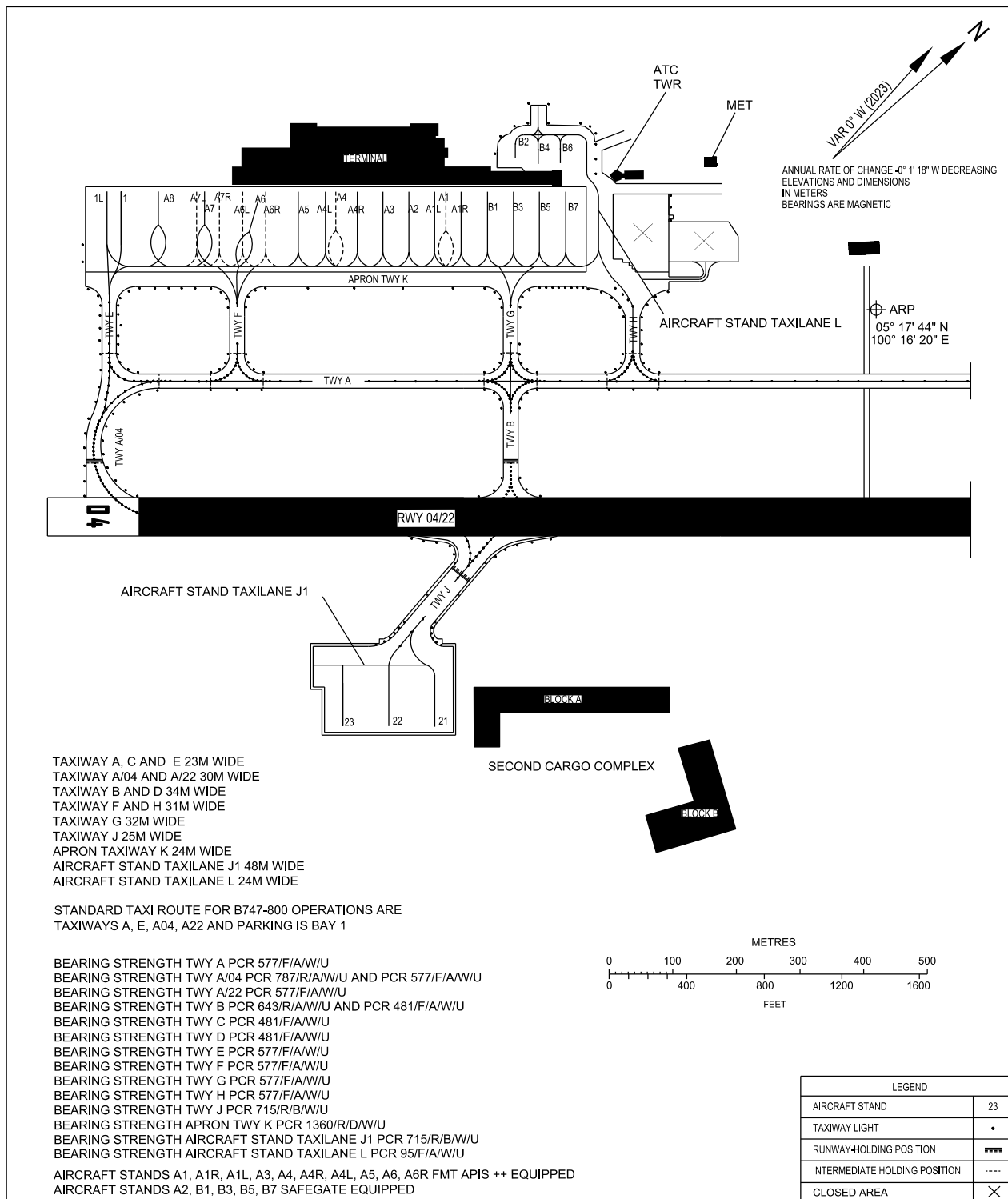
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AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
4 M

TWR	121.1
SMC	121.6
	121.9
ATIS	126.4

**PENANG/PENANG
INTERNATIONAL AIRPORT**



CHANGES : UPDATE NEW AIRCRAFT PARKING BAY NO. 1L AND 1
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. B9L, B9, B9R
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. A9
UPDATE REMOVE H1 AND H2

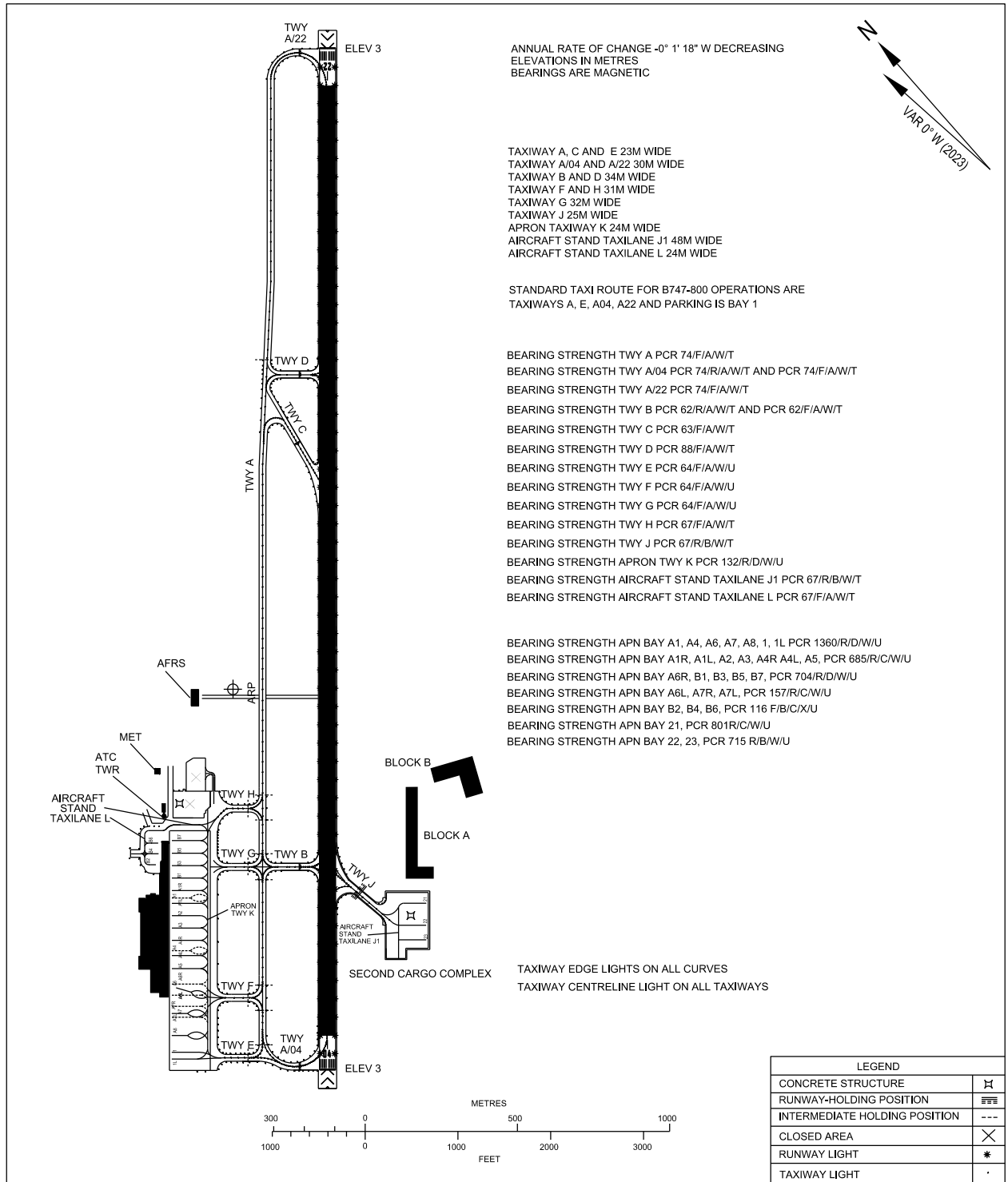
AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
4 M

PENANG/PENANG
INTERNATIONAL AIRPORT

AIRCRAFT PARKING/DOCKING STAND POSITION				
INS COORDINATES FOR AIRCRAFT STANDS			SURFACE & STRENGTH	AIRCRAFT TYPE
A1	5°17'34.83"N	100°16'01.00"E	PCR 1360/R/D/W/U	B77W, B744, B773, A350, A333
A1R	5°17'35.22"N	100°16'01.74"E	PCR 685/R/C/W/U	A21N, B738, B739, A320, A319, AT76, E190
A1L	5°17'34.21"N	100°16'00.83"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, AT76, E190
A2	5°17'33.30"N	100°15'59.88"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, E190
A3	5°17'32.31"N	100°15'59.01"E	PCR 685/R/C/W/U	A21N, B738, B739, A320, A321, E190
A4	5°17'30.59"N	100°15'57.30"E	PCR 1360/R/D/W/U	B77W, B744, B773, A350, A333
A4R	5°17'31.35"N	100°15'58.10"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, E190
A4L	5°17'30.06"N	100°15'57.13"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, E190
A5	5°17'29.13"N	100°15'56.10"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, E190
A6	5°17'27.77"N	100°15'54.63"E	PCR 1360/R/D/W/U	B77W, B773, A333
A6R	5°17'27.97"N	100°15'54.90"E	PCR 704/R/D/W/U	A21N, B738, B739, A320, A321, E190
A6L	5°17'26.69"N	100°15'54.39"E	PCR 157/R/D/W/U	AT76
A7	5°17'25.64"N	100°15'52.78"E	PCR 1360/R/D/W/U	B77W, B733, B734, B744, B773, A333
A7R	5°17'25.74"N	100°15'53.51"E	PCR 157/R/D/W/U	AT76
A7L	5°17'24.88"N	100°15'52.74"E	PCR 157/R/D/W/U	AT76
A8	5°17'23.89"N	100°15'51.20"E	PCR 1360/R/D/W/U	B77W, B744, B772, B773, A333
1L	5°17'22.09"N	100°15'49.60"E	PCR 1360/R/D/W/U	B77W, B744, B752, B772, B773, A333, A306
1	5°17'22.73"N	100°15'50.15"E	PCR 1360/R/D/W/U	B748, B77W, B744, B773, A333
B1	5°17'36.19"N	100°16'02.66"E	PCR 704/R/D/W/U	B38M, A21N, B738, A320, AT76, E190
B3	5°17'37.20"N	100°16'03.51"E	PCR 704/R/D/W/U	A21N, B738, A320, AT76, E190
B5	5°17'38.14"N	100°16'04.46"E	PCR 704/R/D/W/U	A21N, B738, A320, AT76, E190
B7	5°17'39.16"N	100°16'05.33"E	PCR 704/R/D/W/U	A21N, B738, A320, AT76, E190
B2	5°17'38.81"N	100°16'02.15"E	PCR 116/F/B/X/U	AT76
B4	5°17'39.48"N	100°16'03.15"E	PCR 116/F/B/X/U	AT76
B6	5°17'40.33"N	100°16'03.92"E	PCR 116/F/B/X/U	AT76
21	5°17'14.95"N	100°16'19.87"E	PCR 801/R/C/W/U	A333, B752, B762, B763, A306
22	5°17'13.20"N	100°16'18.29"E	PCR 715/R/B/W/U	A333, B752, B762, B763, A306
23	5°17'11.45"N	100°16'16.70"E	PCR 715/R/B/W/U	A333, B752, B762, B763, A306

CHANGES : UPDATE NEW AIRCRAFT PARKING BAY NO. 1L AND 1
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. B9L, B9, B9R
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. A9
UPDATE REMOVE H1 AND H2

AERODROME GROUND
MOVEMENT CHART - ICAOAPRON ELEV
4 MTWR 121.1
SMC 121.6
121.9
ATIS 126.4PENANG/PENANG
INTERNATIONAL AIRPORT

CHANGES : UPDATE NEW AIRCRAFT PARKING BAY NO. 1L AND 1
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. B9L, B9, B9R
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. A9
UPDATE REMOVE H1 AND H2

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WBKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBKK - KOTA KINABALU INTERNATIONAL

WBKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	055555N 1160301E Site : The Location of ARP is BTN TWY Golf and TWY Hotel (Approx. 118.8M from Runway Centerline).
2	Direction and distance from (city)	6.2 KM (3.3 NM) bearing 205° from General Post Office Kota Kinabalu
3	Elevation/Reference temperature	4 M (13 FT) / 30.7°C
4	Geoid undulation at AD ELEV PSN	+48 M
5	MAG VAR/Annual change	0° W (2023) / -0° 4' 44" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn. Bhd. Kota Kinabalu International Airport 88740 Kota Kinabalu Sabah. TEL: +6088 325555 Telefax: +6088 325511 e-mail: masb_bki@malaysiaairports.com.my Website address: www.malaysiaairports.com.my ATC Services: Pihak Berkuasa Penerbangan Awam Malaysia (Civil Aviation Authority of Malaysia) Pejabat Pengarah Wilayah Sabah Jalan Bunga Raya 88618 Kota Kinabalu Sabah Malaysia. TEL: +6088 - 224911 Telefax: +6088 - 263894 Http://www.caam.gov.my ATCC TEL: +6088 - 224404 Telex: +6088 - 219170 Tower TEL: +6088 - 204586 Telefax: +6088 - 204002 e-mail: towerkk@caam.gov.my AIS TEL: +6088 - 413346 +6088 - 325555 EXT 777 Telefax: +6088 - 219223 e-mail: aiskk@caam.gov.my
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBKK AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	Mon - Sun: 2200 - 1600UTC daily
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24

8	Fuelling	Jet A1 PETRONAS Refuelling: 2100 - 1300UTC SHELL Refuelling: 2100 - 1230UTC
9	Handling	By prior arrangement with handling agents
10	Security	H24
11	De-icing	NIL
12	Remarks	i. RWY 02/20 closed every Tuesday 1845-2115. ii. RWY 02/20 closed every Wednesday 1845-2115.

WBKK AD 2.4 HANDLING SERVICES AND FACILITIES

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

WBKK AD 2.5 PASSENGER FACILITIES

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

WBKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Adequately provided as recommended by ICAO.
3	Capability for removal of disabled aircraft	By arrangement with the respective airlines and ground handler. Aircraft lifting equipment a) Largest aircraft - B744
4	Remarks	All Airport Fire & Rescue Services (AFRS) personnel are to be well trained in rescue and fire fighting as well as medical first aid.

WBKL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBKL - LABUAN

WBKL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	051747N 1151508E Site at AD: Between TWY J and TWY K (91.092M from RWY Centreline)
2	Direction and distance from (city)	1.5KM (0.8NM) Bearing 19°53'50" from Masjid Jame' An-Nur; 2.1KM by road.
3	Elevation/Reference temperature	100 FT / / 31.2°C
4	Geoid undulation at AD ELEV PSN	+45 M (148 FT)
5	MAG VAR/Annual change	0° W (2023) / - 0° 4' 31" W decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Operator: Malaysia Airports Sdn Bhd Labuan Airport P.O Box 80569 87015 Labuan Federal Territory Sabah TEL: +6087 - 415015 Telefax: +6087 - 410129 e-mail: masb_lbu@malaysiaairports.com.my Http: www.malaysiaairports.com.my ATC Services: Royal Malaysian Air Force Operation Wing, Labuan Air Base 87009 Labuan Federal Territory Sabah Malaysia TEL: +6087 - 412459 Telefax: +6087 - 412459 AFS: WBKLYWYX
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBKL AD 2.3 OPERATIONAL HOURS

1	AD Operator	2200 - 1230 UTC daily
2	Customs and immigration	2200 - 1230 UTC daily
3	Health and sanitation	HJ
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2200 - 1400 UTC (Labuan ATC)
6	MET Briefing Office	H24
7	ATS	2200 - 1400 UTC Daily
8	Fuelling	Shell: 2200 - 1300 UTC
9	Handling	2200 - 1230 UTC
10	Security	H24
11	De-icing	NIL
12	Remarks	Every Friday BTN 0430 - 0530 UTC, No flying in the circuit allowed.

WBKL AD 2.4 HANDLING SERVICES AND FACILITIES

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

WBKL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town.
2	Restaurants	Restaurant at airport.
3	Transportation	Taxi, car limousines / rental.
4	Medical facilities	NIL
5	Bank and Post Office	Bank: ATM in Terminal Building Post Office: In Town
6	Tourist Office	NIL
7	Remarks	NIL

WBKL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
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 i) Largest aircraft - A333
4	Remarks	All Rescue Firefighting Service (RFFS) personnel are to be well trained in rescue and firefighting as well as medical first aid.

WBKL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Bay 1 Surface: Concrete (Rigid) Strength: PCR 801 / R / C / W / U Bay 2 Surface: Concrete (Rigid) Strength: PCR 685 / R / C / W / U Bay 3 and Bay 4 Surface: Concrete (Rigid) Strength: PCR 539 / R / C / W / U Bay 5 Surface: Concrete (Rigid) Strength: PCR 150 / R / C / W / U H1 and H2 Surface: Concrete (Rigid) Strength: 7 Tonnes
2	Taxiway width, surface and strength	Taxiway J and K Width: 23M Surface: Asphalt (Flexible) Strength: PCR 654 / F / C / X / U Apron Taxiway Width : 30 M Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 801 / R / C / W / U and PCR 654 / F / C / X / U
3	Altimeter checkpoint location and elevation	Location: Main apron Elevation: 27M / 89FT
4	VOR checkpoints	At TWY J and K holding position. See AD Chart.
5	INS checkpoints	At aircraft parking stands (See AD 2- WBKL-2-3)
6	Remarks	TWY A, B, C, D, E, F and G closed to civil aircraft due to non-compliance of pavement strength

WBKL 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 intersection with TWY and RWY and at all RWY Holding positions. Yellow taxiing guide lines at apron. Visual docking and guidance system (VDGS) for Bay 1, 2 and 3. Nose wheel guidance line for all parking bays.
2	RWY and TWY markings and LGT	RWY markings : Designation, threshold, side stripe, transverse stripe, centre line, touchdown zone, aiming point, chevron and runway turn pad markings. RWY LGT : Threshold, edge and end lights. Wing bar light for RWY 14 only. TWY markings : Centre line, taxi side stripe, runway - holding position and transverse stripe markings. VOR aerodrome checkpoint marking at TWY J and K. TWY LGT : Centre line (on curve and exit taxiway) and edge lights.
3	Stop bars	NIL
4	Remarks	NIL

WBKL AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates WGS 84	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
32 APCH 14 TKOF	LOC ANTENNA 31.61M/104FT	051723.31N 1151527.35E	WDI RWY 14 28 M (92 FT) Marked and lighted.	051833.6N 1151436.1E	-
	DVOR/DME 35.06M/115FT. Lighted at night.	051721.89N 1151528.67E	GLIDE PATH AERIAL 47.99M/157FT. Red obstruction light.	051838.71N 1151440.62E	Runway 14 Left hand side
	NDB ANTENNA 32.98M/108FT. Lighted at night.	051702.85N 1151540.67E	WDI RWY 32 28 M (92 FT) Marked and lighted	051740.4N 1151511.6E	
			Aircraft arrestor hook cable system shelters. Located on both sides of RWY 60M/200FT from centerline, 457M/ 1500FT from threshold RWY 32 and 916M/ 3005FT from threshold RWY 14, height 8FT AGL. Painted red/ white.	051743.1N 1151511.2E	Runway 32 Left
				051745.4N 1151514.8E	Runway 32 Right
				051821.3N 1151450.3E	Runway 14 Left
				051818.9N 1151446.8E	Runway 14 Left
			Hangar 46.5M/153FT	-	Penetrates Transitional Surface by 4.8M.
			Labuan water treatment plant/ storage tanks		
			a) High lift pumping station 35.7M/117FT.		a) on RWY strip
			b) 2Mg dome circular reservoir 37.5M/123FT.		b) Penetrates Transitional surface by 3.1M.
			c) JKR store workshop 36.2M/119FT.		c) Penetrates Transitional surface by 3.0M.
			d) Water treatment facilities 35.1M/115FT.		d) Penetrates Transitional surface by 4.2M.
			e) Kerupang elevated water tank 44.8M 147FT.		e) Penetrates Transitional surface by 0.8M.
			Solar signal and CCTV to monitor cable arrestor from ATC. From centerline 64.77M, height 4M/ 13FT AGL. Painted red/ white.	051818.7N 1151447.0E	Runway 14 cable arrestor
			Solar pole to generate power for arrestor cable. From centerline 74.67M/245FT, height 1.7M/6FT.	051742.7N 1151511.2E	Near to TW K
				051742.6N 1151511.3E	
			Cable arrestor marker board, to indicate arrestor cable equipment and area. From centerline 53.35M/175FT, height 1.42M/ 5FT.	051743.3N 1151511.6E	Runway 32 Left
				051745.2N 1151514.5E	Runway 32 Right
				051821.1N 1151450.0E	Runway 14 Left
				051819.1N 1151447.2E	Runway 14 Right

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates WGS 84	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Solar panels generate power for the arrestor cable to hold the jet fighter from overshoot. From centerline 69.29M/227FT, height 1.7M/6FT.	051745.4N 1151515.0E	Runway 32 Right hand side
			Information Signages c/w solar panel for Info to RMAF pilot & aerodrome user enter & exit TWY, Generate power for TWY signage lighting. From centerline 45.34M/149FT, height 1.2M/4FT.	051734.0N 1151521.9E	Taxiway A
			Mandatory Signages for Info to RMAF pilot runway designated area. From centerline 46.21M/152FT, height 1.18M/4FT.	051734.1N 1151521.8E	Taxiway A
			Information Signages for Info to RMAF pilot runway VOR location. From centerline 47.18M/155FT, height 1.2M/4FT.	051734.3N 1151521.8E	Taxiway A
			Information Signages c/w solar panel for Info to RMAF pilot & aerodrome user enter & exit TWY, Generate power for TWY signage lighting. From centerline 45.66M/150FT, height 1.2M/4FT.	051740.7N 1151517.3E	Taxiway B
			Taxiway edge light, From centerline 31.34M/103FT to 107M/351FT, height 0.3M/1FT.	051742.9N 1151515.2E	Taxiway B
				051742.0N 1151517.9E	
			Information Signages c/w solar panel for Info to RMAF pilot & aerodrome user enter & exit TWY, Generate power for TWY signage lighting. From centerline 45.03M/148FT, height 1.47M/5FT	051757.5N 1151505.8E	Taxiway C
			Information Signages for Info to RMAF pilot runway VOR location. From centerline 48.05M/158FT, height 1.2M/4FT.	051757.3N 1151506.1E	Taxiway C
			Mandatory Signages for Info to RMAF pilot runway designated area. From centerline 47.85M/157FT, height 1.2M/4FT.	051757.4N 1151505.9E	Taxiway C
			Information Signages c/w solar panel for Info to RMAF pilot & aerodrome user enter & exit TWY, Generate power for TWY signage lighting. From centerline 46.31M/152FT, height 1.2M/5FT.	051809.6N 1151457.6E	Taxiway D

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates WGS 84	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Information Signages c/w solar panel for Info to RMAF pilot & aerodrome user enter & exit TWY, Generate power for TWY signage lighting. From centerline 45.49M/149FT, height 1.2M/5FT.	051826.3N 1151446.2E	Taxiway E
			Information Signages c/w solar panel for Info to RMAF pilot & aerodrome user enter & exit TWY, Generate power for TWY signage lighting. From centerline 44.76M/147FT, height 1.2M/5FT.	051830.9N 1151443.0E	Taxiway F
			Information Signages for Info to RMAF pilot runway VOR location. From centerline 47.18M/155FT. height 1.2M/4FT.	051833.7N 1151441.2E	Taxiway G
			Mandatory Signages for Info to RMAF pilot runway designated area. From centerline 47.21M/155FT, height 2.55M/8FT.	051833.8N 115141.1E	Taxiway G
			Information Signages c/w solar panel for Info to RMAF pilot & aerodrome user enter & exit TWY, Generate power for TWY signage lighting. From centerline 45.01M/148FT, height 1.2M/5FT.	051833.9N 1151440.9E	Taxiway G
			Netting barrier bunker to Protect equipment to activate/ deactivate the safety net. Located at Runway end 14 & 32.	051845.9N 1151429.0E	Runway 14 Right
				051847.8N 1151431.5E	Runway 14 Left
				051732.0N 1151524.4E	Runway 32 Right
				051729.2N 1151520.3E	Runway 32 Left
			Flood Light Pole for Lighting system. From centerline 115.37M/379FT, height 5.55M/18FT.	051836.9N 1151441.7E	NORP Apron
			Solar panels generate power for the arrestor cable to hold the jet fighter from overshoot. From centerline 75.23M/247FT, height 1.7M/6FT.	051818.8N 1151446.5E	Runway 14 cable arrestor
			Wind Runway visual range (Jabatan Meteorologi Labuan), From centerline 104M/341FT and 108M/354FT, height 7M/23FT	051741.4N 1151510.9E	Runway 32 Left
				051837.3N 1151441.0E	Runway 14 Left
			Apron TWY E,F and G for RMAF usage, with dimension of 245.73M/806FT x 62M/203FT, distance from centerline 50M/164FT.	051833.2N 1151444.1E	Near Taxiway E, F and G

Elevations of Obstacles within 10 NM of ARP

RWY / Area effected	Obstacles Type Elevation Markings / LGT	Coordinates
a	b	c
	HIGH GROUND 07 WBKL 189 FT (58 M) AMSL 112° T, 8.5 KM from ARP	051648N 1151906E
	Hill 320° T, 8.7 KM from ARP	-
	TOWER ERECTED 250FT AMSL. Painted red and white. LGTD at 125 FT and 250 FT.	051526.9N 1150937.7E
	Chimney BRG 191°, 2.9NM from ARP, HGT 300FT AMSL not LGTD.	-
	LABUAN MOSQUE, HGT 250 FT AMSL, LGTD but not painted	051700.9N 1151450.7E
	STADIUM FLOODLIGHTS, HGT 188 FT AMSL, LGTD and painted	051831.9N 1151349.7E
	AERIAL MAST, HGT 248 FT AMSL, painted and LGTD	051728.9N 1151457.7E
	A VENT, HGT 263 FT AMSL, painted red and white and LGTD at night, will release flammable gas occasionally within 1000 M radius of the vent stack. Safety HGT 2000 FT AMSL.	051607.9N 1151007.7E
	TELECOMMUNICATION TOWER, HGT 159 FT AMSL, painted red and white and LGTD	051711.9N 1151453.7E
	TELECOMMUNICATION TOWER, HGT 417 FT AMSL (Kg. Menumbuk), painted red and white ALTN bands and LGTD	051806.9N 1152131.7E
	43 tower, HGT 50 M AMSL erected, support for the 132KV overhead transmission lines stretch from COORD 052114.9N 1151426.9E to 051500.9N 1151359E within the APP Zone APRX 3022M from THR RWY 14. Tower painted red and white and LGTD.	-
	COMMUNICATION POLE ANTENNA erected on Bukit Kubong area, HGT 267 FT AMSL. Painted red and white and LGTD at night.	052553.8N 1151403.7E
	LOG PERIODIC ANTENNA erected on Bukit Kubong area, HGT 342 FT AMSL. Painted red and white and LGTD at night.	052255.8N 1151406.7E
	HIGH MAST (1) erected on Bukit Kubong area, HGT 330 FT AMSL. Painted red and white and LGTD at night.	052258.8N 1151409.7E
	HIGH MAST (2) erected on Bukit Kubong area, HGT 327 FT AMSL. Painted red and white and LGTD at night.	052255.8N 1151408.7E
	HIGH MAST (3) erected on Bukit Kubong area, HGT 357 FT AMSL. Painted red and white and LGTD at night.	052259.8N 1151411.7E
	A VENT 20 WBKL, HGT 252 FT AMSL, LGTD at night, will release flammable gas within 1000 M radius of the vent stack. Safety hgt 2000 FT AMSL.	051500.0N 1151421.0E
	Financial Park Labuan Building, HGT 256 FT AMSL.	051634.0N 1151500.0E

WBKL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO LABUAN
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO LABUAN and AMO KOTA KINABALU H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Provided (0000-0900UTC on working days)
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, TAFOR Bulletin, Area QNH for Kuala Lumpur FIR Radar and Satellite Pictures.
8	Supplementary equipment available for providing information	Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Labuan APP/TWR/RSC
10	Additional information (limitation of service, etc.)	TEL: +6087 - 423112 / 421440 Telefax:+6087 - 412109

WBKL 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
14	145.44°	2745 x 45	PCR 654 / F / C / X / U Asphalt (Flexible)	THR coordinates 051845.61N 1151431.20E RWY end coordinates 051731.85N 1151521.52E GUND +44.9 M	THR elevation: 30.5 M (100.1 FT) TDZ elevation 30.5 M (100.1 FT)
32	325.44°	2745 x 45	PCR 654 / F / C / X / U Asphalt (Flexible)	THR coordinates 051731.85N 1151521.52E RWY end coordinates 051845.61N 1151431.20E GUND +45 M	THR elevation: 29 M (95.FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.055%	NIL	NIL	2865 x 280	NIL	RESA 90 M x 90 M
0.055%	NIL	NIL	2865 x 280	NIL	RESA 90 M x 90 M

WBKL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)		TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2		3	4	5	6
	FROM	TORA				
14	THRESHOLD	2745	2745	2745	2745	NIL
32	THRESHOLD	2745	2745	2745	2745	NIL
	TWY J	2050	2050	2050	NIL	NIL
	TWY K	2230	2230	2230	NIL	NIL

WBKL 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
14	CAT1 900M LIH	Green Green	PAPI Right Slope 3° 18.2 M (59.7 FT)	NIL	NIL	2745M 60M Variable White / Yellow LIH	Red -	NIL	NIL
32	SALS 420M LIH	Green -	PAPI Left & Right Slope 3° 19.4 M (63.6 FT)	NIL	NIL	2745M 60M Variable White/ Yellow LIH	Red -	NIL	NIL

WBKL 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 flashes per minute. At night and poor visibility conditions IBN : Nil
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer: At wind-direction indicator (WDI) RWY 14: 385 M from THR on right side, 83 M from runway centreline and lighted. RWY 32: 395 M from THR on left side, 104 M from runway centreline and lighted.
3	TWY edge and centre line lighting	TWY edge lights - TWY J and K TWY centre line lights - TWY J and K (on curve and exit)
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

WBKL 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	Helicopter parking is available at Helipad (H1 and H2) with D-value of 17 M and below.

WBKL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	LABUAN CTR Area contained within an arc of a circle 25NM radius centred on Labuan DVOR/DME from 051721.89N 1151528.67E clockwise to 045226N 1151416E then anti-clockwise along the minor arc of a circle 15NM radius centered on VLG DVOR/DME to 045607N 1151232E, anti-clockwise along the minor arc of a circle 17NM radius centered on Brunei ARP (045641N 1145532E) to 051302N 1145041E.
2	Vertical limits	SFC to 4 000FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	LABUAN APPROACH
5	Transition altitude	11 000 FT AMSL
6	Remarks	NIL

WBKL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	LABUAN GROUND	118.350 MHZ 235.100 MHZ	2200 - 1400 daily	-
TWR	LABUAN TOWER	118.100 MHZ 238.100 MHZ		-
APP	LABUAN APPROACH	119.700 MHZ 249.300 MHZ		-
ATIS	LABUAN TERMINAL INFORMATION	126.850 MHZ		-

WBKL 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	ILB	111.100 MHZ	H24	051723.31N 1151527.35E	31.61M/103.71FT	
GP/DME		331.700 MHZ CH 48X		051838.71N 1151440.62E	47.99M/157.45FT	
DVOR/DME	VLB	116.300 MHZ CH 110X		051722.77N 1151529.32E	35.06M/115FT	

WBKL AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Local Flying Restrictions

2.20.1.1 Labuan circuits directions for RWY 14 is Left Hand Circuit pattern and for RWY 32 is Right Hand Circuit pattern. The circuit altitude are as follows:

Aircraft Type	Altitude		
	Day	Low Level	Night
Jet / Turbo Fixed Wing	1600FT	500FT	1600FT
Piston and other light aircraft	1100FT	500FT	1100FT
Rotary Wing	1000FT	500FT	1000FT

2.20.1.2 Aircraft are not to make 180° lock-wheel turn on the runway.

2.20.2 Procedures for VFR flights within the Labuan CTR.

2.20.2.1 A flight plan shall be filed for the flight concerned.

2.20.2.2 ATC clearance shall be obtained from Labuan Tower.

2.20.2.3 Any deviation from ATC clearance requires prior permission.

2.20.2.4 The flight shall be conducted with vertical visual reference to the ground.

2.20.2.5 Two-way radio communication shall be established with Labuan Approach on 119.7 MHZ (P) or 249.3 MHZ (S) prior to entering the Labuan CTR.

2.20.2.6 All VFR flights shall follow the established VFR Routes for entering and exiting the Labuan CTR, as shown in Visual Chart. Any

2.20.2.7 All arriving aircraft shall hold at the designated VFR Holding area at 1000FT and await onward ATC clearance for landing.

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

2.20.3.3 Helicopters intended to use the Helipad H1 and H2 shall hold short at runway - holding position Taxiway J or Taxiway K and pilots shall obtain approval from ATC to enter the Helipad H1 and H2.

2.20.3.4 No simultaneous aircraft movements are allowed either power-in or power-out at Bay 5 and Helicopters at Helipad H1 and H2.

2.20.3.5 Mode of operations at Helipad

- ## WBKL AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Unless specially approved, pilots are not to infringe the following airspace below 1000FT AMSL:

- WBKL 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 adapted by pilot experiencing such exigency.

2.23.1. Arrestor Barrier And Arrestor Cable Gear.

- (Both arrestor cable and arrestor barrier will be at down position unless for specific aircraft type operation)

2.23.2. Bird concentration in the vicinity of the aerodrome. Pilot to exercise caution during take-off and landing.

2.23.3. Unauthorized kite flying activity at 3NM west of the airfield.

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

2.23.5. Pilot to exercise caution on the objects within runway strips as follows:

- 2.23.6. Taxiway edge lights on runway turn pads are not uniformly spaced and intervals within 30 M.

2.23.7. Taxiway edge lights on taxiway J and Taxiway K are not uniformly spaced and intervals within than 60 M.

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

WBKL AD 2.24 CHARTS RELATED TO AN AERODROME

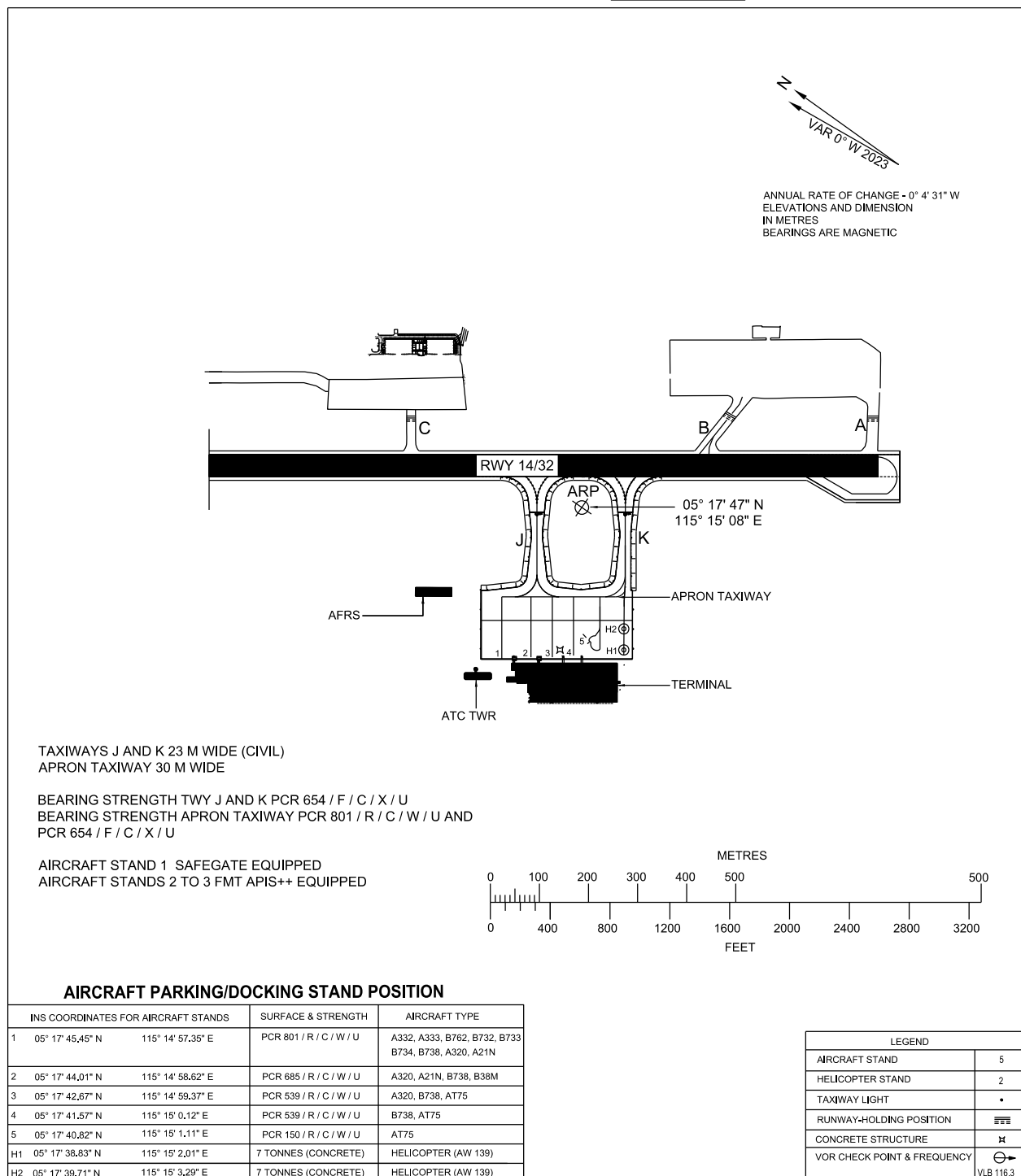
Chart name	Page
AERODROME/HELIPORT CHART (WBKL) - ICAO	AD 2-WBKL-2-1
AIRCRAFT PARKING/DOCKING CHART (WBKL) - ICAO	AD 2-WBKL-2-3
AERODROME GROUND MOVEMENT CHART (WBKL) - ICAO	AD 2-WBKL-2-5
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2-WBKL-3-1
LABUAN CONTROL ZONE	AD 2-WBKL-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-WBKL-4-3
STANDARD DEPARTURE CHART - ICAO - RWY 14 (RNAV 1) LAVED 1R	AD 2-WBKL-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 14 (RNAV 1) LAVED 1R (TABULAR 1)	AD 2-WBKL-6-2
STANDARD DEPARTURE CHART - ICAO - RWY 14 LAVED 1S	AD 2-WBKL-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 14 LAVED 1S (TABULAR 1)	AD 2-WBKL-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 32 (RNAV 1) LAVED 1U	AD 2-WBKL-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 32 (RNAV 1) LAVED 1U (TABULAR 1)	AD 2-WBKL-6-6
STANDARD DEPARTURE CHART - ICAO - RWY 32 LAVED 1W	AD 2-WBKL-6-7
STANDARD DEPARTURE CHART - ICAO - RWY 32 LAVED 1W (TABULAR 1)	AD 2-WBKL-6-8
STANDARD DEPARTURE CHART - ICAO - RWY 14/32 LABUAN RADAR 1	AD 2-WBKL-6-9
STANDARD ARRIVAL CHART - ICAO - RWY 14 (RNAV 1) LAVED 1P	AD 2-WBKL-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 14 (RNAV 1) LAVED 1P (TABULAR 1)	AD 2-WBKL-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 14 (RNAV 1) LAVED 1P (TABULAR 2)	AD 2-WBKL-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 32 (RNAV 1) LAVED 1T	AD 2-WBKL-7-5
STANDARD ARRIVAL CHART - ICAO - RWY 32 (RNAV 1) LAVED 1T (TABULAR 1)	AD 2-WBKL-7-6
STANDARD ARRIVAL CHART - ICAO - RWY 32 (RNAV 1) LAVED 1T (TABULAR 2)	AD 2-WBKL-7-7
INSTRUMENT APPROACH CHART - ICAO - RWY 14 ILS Z OR LOC Z (15 DME ARC)	AD 2-WBKL-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 14 ILS Z OR LOC Z (15 DME ARC) (TABULAR 1)	AD 2-WBKL-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 14 VOR Z (15 DME ARC)	AD 2-WBKL-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 14 VOR Z (15 DME ARC) (TABULAR 1)	AD 2-WBKL-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 14 RNP Y	AD 2-WBKL-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 14 RNP Y (TABULAR 1)	AD 2-WBKL-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 32 VOR Z (14 DME ARC)	AD 2-WBKL-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 32 VOR Z (14 DME ARC) (TABULAR 1)	AD 2-WBKL-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 32 RNP Y	AD 2-WBKL-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 32 RNP Y (TABULAR 1)	AD 2-WBKL-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 14 RNP Z (AR)	AD 2-WBKL-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 14 RNP Z (AR) (TABULAR 1)	AD 2-WBKL-8-12
INSTRUMENT APPROACH CHART - ICAO - RWY 32 RNP Z (AR)	AD 2-WBKL-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 32 RNP Z (AR) (TABULAR 1)	AD 2-WBKL-8-14

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APRON ELEV
27 M

SMC	118.35, 235.1
TWR	118.10, 238.1
APP	119.7, 249.3
ATIS	126.85

**LABUAN/
LABUAN AIRPORT**



CHANGES : REMOVE BAY 1A
UPDATE INFORMATION ON AIRCRAFT TYPE

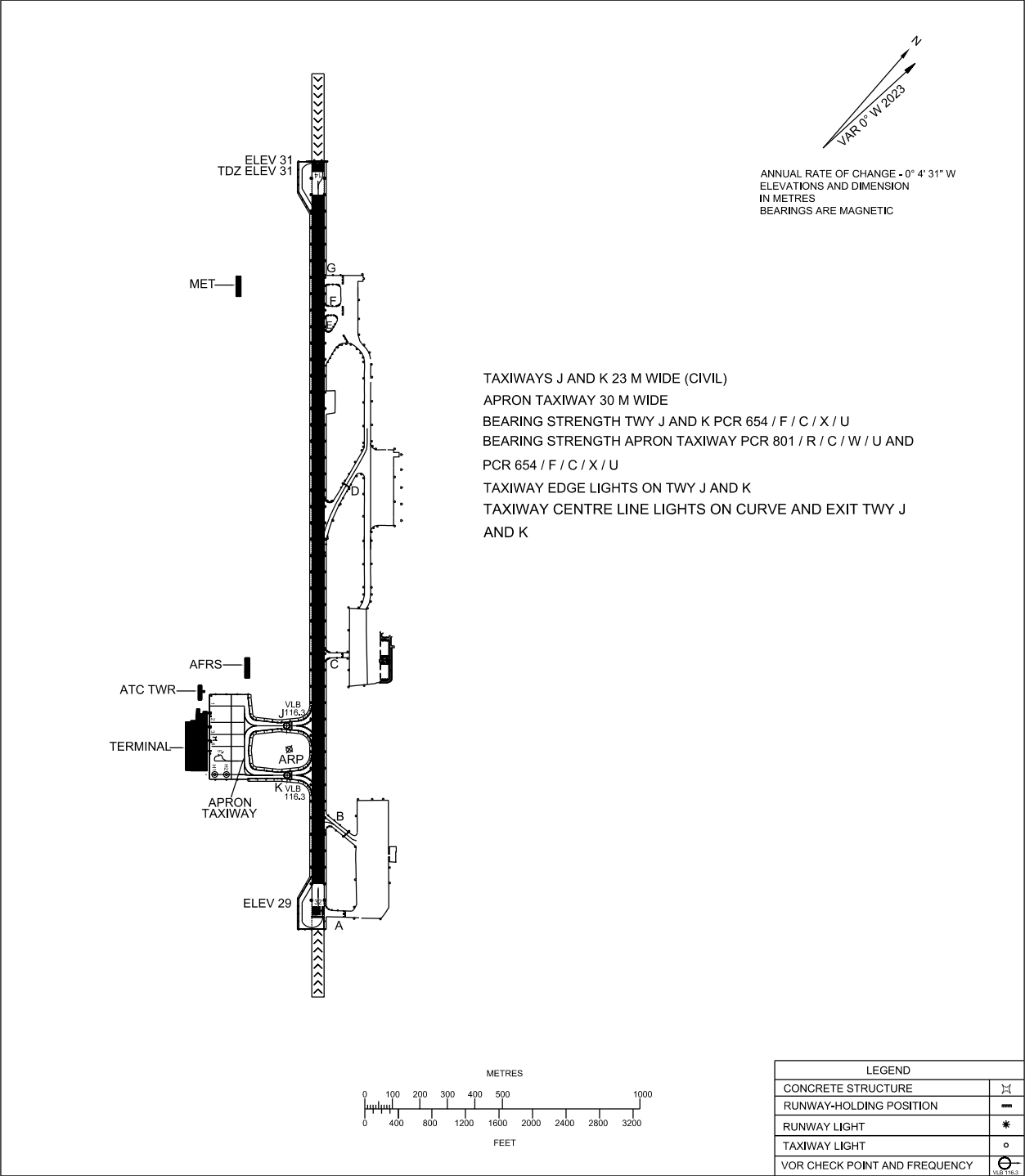
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AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
27 M

SMC 118.35, 235.1
TWR 118.10, 238.1
APP 119.7, 249.3
ATIS 126.85

LABUAN/
LABUAN AIRPORT



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WBGK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGK - MUKAH

WBGK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	025255N 1120236E Site: Centre of runway, 750M from THR RWY 15
2	Direction and distance from city	Bearing 262° 42' 52", 5.123 KM from building Menara Pehin Setia Raja at Mukah town
3	Elevation / Reference temperature	6 M / 20 FT / 29°C
4	Geoid undulation	+37 M
5	MAG VAR/Annual change	-0° E (2024) / -0.04' decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website	Operator: Malaysia Airports Sdn Bhd Lapangan Terbang Mukah Jalan Oya, Mukah 96400, Mukah Sarawak, Malaysia TEL: +6084 - 871212 Telefax: +6084 - 872548 e-mail: masb_mkm@malaysiaairports.com.my URL: www.malaysiaairports.com.my
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBGK AD 2.3 OPERATIONAL HOURS

1	AD Operator	0000 - 0900
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	HJ
6	MET Briefing Office	NIL
7	ATS	HJ
8	Fuelling	NIL
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	1. MET observatory station available 2. Outside operational HR, AD available after PPR with AD Administrator, 48 HR in advance by email (nauffal@malaysiaairports.com.my) or phone (+6012 - 6041278)

WBGK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
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	Handling Services and Facilities arrangement By MASWINGS (Agent)

WBGK AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town
2	Restaurants	Cafe available and restaurant in town
3	Transportation	Local buses and local transport
4	Medical facilities	Hospital in town
5	Bank and Post Office	Bank and Post office in town
6	Tourist Office	NIL
7	Remarks	NIL

WBGK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5
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. Largest Aircraft - ATR 72
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are to be well trained in rescue and fire-fighting as well as medical first-aid

WBGK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priority	NIL
3	Remarks	NIL

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

1	Apron surface and strength	Bay 1, 1A, Bay 2, Bay 3 and Bay 3A Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 150 / R / C / W / U and PCR 135 / F / C / X / U H1, H2 and H3 Surface : Concrete (Rigid) Strength: 11 Tonnes
2	Taxiway width, surface and strength	Taxiway A Width: 15 M Surface: Asphalt (Flexible) Strength: PCR 135 / F / C / X / U

		Taxiway A1 Width : 9 M Surface : Asphalt (Flexible) Strength : 11 TONNES
		Aircraft Stand Taxilane Width : 15 M Surface : Asphalt (Flexible) Strength: PCR 135 / F / C / X / U
3	Altimeter checkpoint location and elevation	Location: At Parking Apron Elevation: 4 M (13 FT)
4	VOR checkpoints	At TWY Holding Point. See AD chart.
5	INS checkpoints	At aircraft parking stands (See AD 2-WBGK-2-3)
6	Remarks	NIL

WBGK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY Guidelines 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.. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	RWY markings : Designation, threshold, centre line, side stripes, transverse stripe, touchdown zone, aiming point and runway turn pad markings. RWY LGT : Threshold, edge, end and threshold identification lights. TWY markings : Centre line, enhanced taxiway centre line, taxi side stripe, runway-holding position, intermediate holding position, transverse stripe and VOR aerodrome checkpoint markings. TWY LGT : Edge lights
3	Stop bars	NIL
4	Other runway protection measures	RWY guard lights at TWY A.
5	Remarks	NIL

WBGK AD 2.10 AERODROME OBSTACLES

IN APCH / TKOF AREAS			IN CIRCLING AREAS AND AT AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
15 APCH 33 TKOF	DVOR/DME Antenna 11.47 M / 37.63 FT Lighted at night Lightning Arrestor 17.25 M / 56.59 FT	025334.33N 1120210.00E	WDI RWY 15 4 m / 6 m Marked and Lighted ANEMOMETER 14.55 M / 47.73 FT LGTD WDI RWY 33 5 m / 6 m Marked and Lighted	025306.0N 1120225.8E 025255.10N 1120231.86E 025241.3N 1120242.5E	

IN APCH / TKOF AREAS			IN CIRCLING AREAS AND AT AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			Control Tower VHF RX Antenna 37.32 M / 122.41 FT	025312.31N 1120240.43E	
			HF antenna mast 21.48 M / 70.45 FT	025312.83N 1120240.29E	
			VHF TX antenna mast 24.29 M / 79.67 FT	025257.01N 1120248.02E	
			MET wind mast 16.40 M / 53.79 FT	025322.68N 1120235.43E	
			RVR mast A 6.66 M / 21.84 FT	025303.89N 1120225.93E	
			RVR mast B 6.44 M / 21.12 FT	025242.33N 1120240.49E	

Elevation of Obstacles within 10 NM of ARP		
RWY / AREA Affected	Obstacles Type, Elevation, Marking / Lighting	Coordinates
a	b	c
Nil - obstacle outside conical surface	Aerial mast at Mukah Town (Near Mukah Police Station), HGT 300 FT AGL, 313 FT (95.34 M) AMSL. Marked and LGTD	025401.7N 1120531.3E
Nil - obstacle outside conical surface	Telecom TWR AT Mukah town (Near Mukah Police Station), HGT 258 FT (78.64 M) AMSL. Marked and LGTD.	025400.7N 1120529.6E
Nil - obstacle outside conical surface	Telecom TWR at Mukah town, HGT 156 FT(47.52 M) AMSL. Marked and LGTD.	025332.6N 1120550.2E
Nil - obstacle outside conical surface	Telecom TWR at Mukah town HGT 156 FT (47.52 M) AMSL. Marked and LGTD.	025349.6N 1120544.2E
Nil - obstacle outside conical surface	Telecom TWR at Dalat HGT 360 FT (109.69 M) AMSL. Marked and LGTD.	024327.6N 1115641.3E
Nil - obstacle outside conical surface	Telecom TWR at PDRM Dalat, HGT 263 FT (80.20 M) AMSL. Marked and LGTD..	024435.6N 1115622.3E
Inner Horizontal Surface	High Elevated Water Tank, HGT 133 FT (40.43 M) AMSL. LGTD.	025356.57N 1120253.11E
Inner Horizontal Surface	Power Line Tower, HGT 126 FT (38.14 M) AMSL.	025346.86N 1120305.88E
Inner Horizontal Surface	Power Line Tower, HGT 111 FT (33.78 M) AMSL.	025346.23N 1120307.44E
Inner Horizontal Surface	Power Line Tower, HGT 126 FT (38.14 M) AMSL.	025335.93N 1120313.80E
Inner Horizontal Surface	Power Line Tower, HGT 127 FT (38.7 M) AMSL.	025327.14N 1120318.13E

Elevation of Obstacles within 10 NM of ARP		
RWY / AREA Affected	Obstacles Type, Elevation, Marking / Lighting	Coordinates
a	b	c
Inner Horizontal Surface	Telecom Monopole at Jalan Mukah-Oya, HGT 106 FT (32.28 M) AMSL. LGTD.	025357.10N 1120230.99E

WBGK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS MUKAH
2	Hours of service MET Office outside hours	HJ
3	Office responsible for TAF preparation Periods of validity	AMO KUCHING H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	NIL Aviation Briefing Terminal (ABT) available
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	No briefing and consultation but charts available upon request. ABT available
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Mukah TWR
10	Additional information (limitation of service, etc.)	NIL

WBGK 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
15	145.82°	1500 x 30	PCR 135 / F / C / X / U Asphalt (Flexible)	THR coordinates: 025315.48N 1120222.74E RWY end coordinates: 025235.08N 1120250.02E GUND +37 m	THR elevation: 6 m / 20 ft
33	325.82°	1500 x 30	PCR 135 / F / C / X / U Asphalt (Flexible)	THR coordinates: 025235.08N 1120250.02E RWY end coordinates: 025315.48N 1120222.74E GUND +37 m	THR elevation: 6 m / 20 ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
- 0.073%	NIL	NIL	1620 x 280	NIL	RESA: 90 M x 60 M
+ 0.073%	NIL	NIL	1620 x 280	NIL	RESA: 90 M x 60 M

WBGK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)		TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2		3	4	5	6
	FROM	TORA				
15	THRESHOLD	1500	1500	1500	1500	NIL
	TWY A	1310	1310	1310	NIL	NIL
33	THRESHOLD	1500	1500	1500	1500	NIL

WBGK 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
15	SALS 420 M LIH	Green -	PAPI Left and Right Slope 3° 12.9 M (42.3 FT)	NIL	NIL	1500 M 60 M Variable white/ Yellow LIH	Red -	NIL	NIL
33	SALS 420 M LIH	Green -	PAPI Left and Right Slope 3° 12.7 M (41.7 FT)	NIL	NIL	1500 M 60 M Variable white/ Yellow LIH	Red -	NIL	NIL

WBGK 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. ON at night and during bad weather. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: 750 M from THR RWY 15 on right side, 83 M from RWY centre line and lighted. At wind-direction indicator (WDI). RWY 15 : 290.8 M from THR on right side, 83.7 M from RWY centreline and lighted. RWY 33 : 292.0 M from THR on left side, 83.8 M from RWY centre line and lighted.
3	TWY edge and centre line lighting	TWY edge lights - TWY A and TWY A1 TWY centreline lights - NIL
4	Secondary power supply/switch-over time	Secondary power supply: Available Switch-over time: Maximum 15 seconds

5	Remarks	Apron flood lighting provided.
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WBGK 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	3 Helicopter parking bays located at main apron.

WBGK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Mukah CTR A circle of 13 NM radius centered on VMH DVOR/DME Coordinates: 025334.33N 1120210.00E)
2	Vertical limits	SFC to 2500 FT ALT
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	Mukah Tower
5	Transition altitude	11000 FT
6	Remarks	NIL

WBGK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	MUKAH GROUND	118.075 MHZ		
TWR	MUKAH TOWER	118.300 MHZ (P) 118.425 MHZ (S)		
Emergency	MUKAH TOWER	*121.50 MHZ		Emergency frequency
ATIS	MUKAH INFORMATION	126.200 MHZ		

WBGK 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
DVOR/DME	VMH	115.300 MHZ CH 100X	H24	025334.33N 1120210.00E	11.47 M / 37.63 FT	100W

WBGK AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Circuit Patterns

2.20.1.1 Circuit patterns are right hand circuit for RWY 15 and left hand circuit for RWY 33.

a) Circuit altitude:-

Aircraft type	Altitude		
	Day	Day (low level)	Night
Helicopter	1000 FT	600 FT	1500 FT
Light aircraft	1000 FT	-	1500 FT
Other aircraft	1500 FT	-	1500 FT

b) Not available to aircraft without 2-way communication unless with prior permission.

2.20.2 Procedure for VFR flights within the Mukah CTR

- a) A flight plan shall be filed for the planned flight
- b) ATC clearance shall be obtained from Mukah 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 Mukah TWR on 118.300 MHZ during ATS operational hours prior to entering the Mukah CTR.
- f) All VFR flights shall be conducted following the established VFR routes for entering and exiting the Mukah CTR. Any deviation outside these routes requires prior ATC permission.
- g) All arriving VFR aircraft shall hold at the designated visual holding area and await onward ATC clearance for landing.

2.20.3 Arriving Aircraft Parking Arrangement

2.20.3.1 When Bays 1A and 3A are occupied, no aircraft is allowed to be parked at Bays 1, 2, 3 and vice versa.

2.20.3.2 Helicopter parking stand H1 shall not be allocated when helicopter stand H2 and fixed wing parking bay 1A are both occupied.

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

WBGK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBGK AD 2.22 FLIGHT PROCEDURES

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

WBGK AD 2.23 ADDITIONAL INFORMATION

2.23.1. Lock wheel turn are not permitted on runway.

2.23.2. Birds concentration within the vicinity of aerodrome. Pilot to exercise caution during landing and take-off.

2.23.3. Due to only one taxiway accessible to the runway from the apron and vice versa, departing aircraft are required to hold at apron to facilitate landing aircraft taxiing in.

2.23.4. Pilot to exercise caution at the turn pads RWY 33 and RWY 15 due to the minimum width of turn pads shoulder.

AERODROME/HELIPORT
CHART- ICAO

02° 52' 55" N
112° 02' 36" E
ELEV 6 M

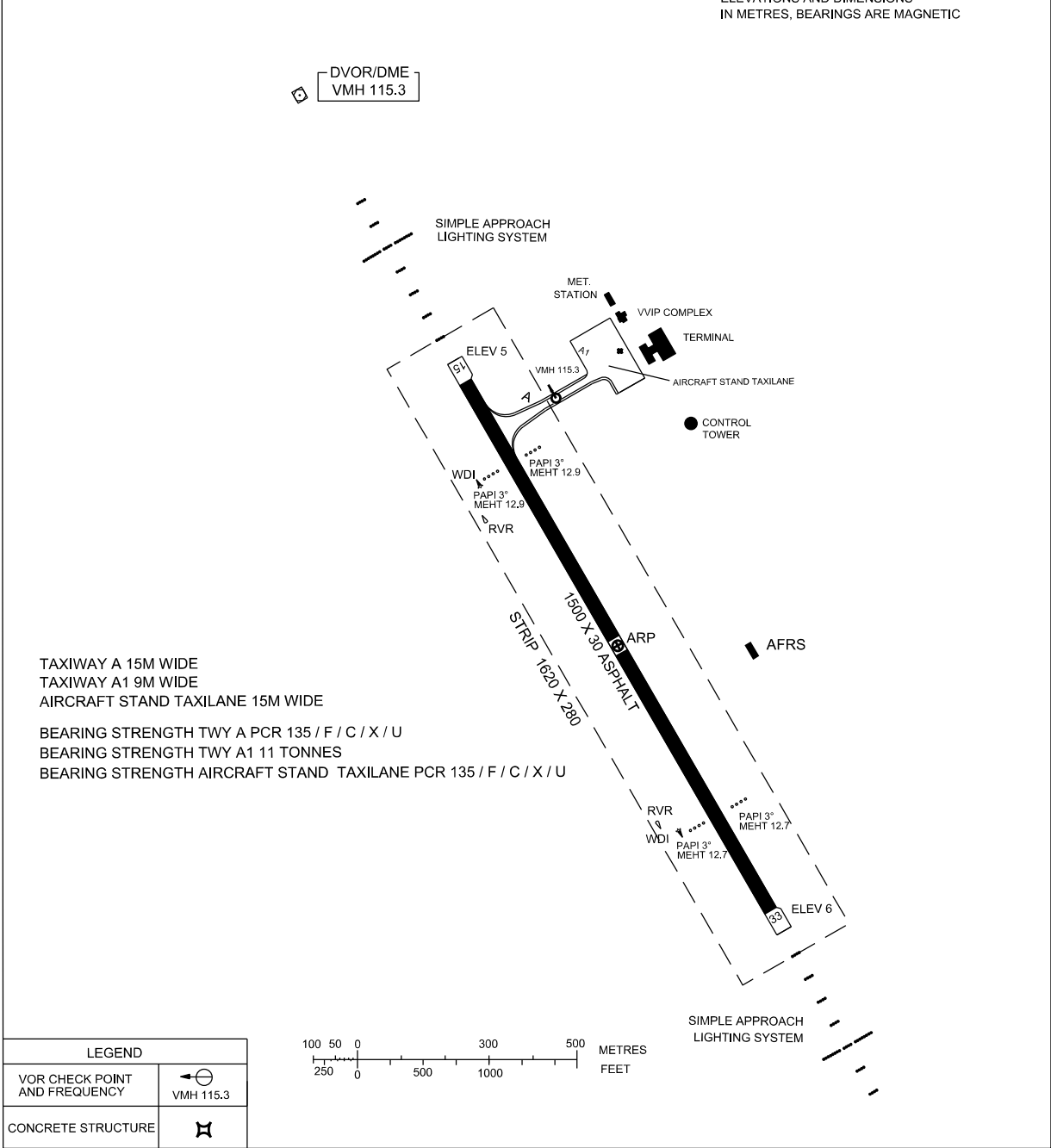
TWR	118.300 (P)
	118.425 (S)
EMERG	121.50
SMC	118.075
ATIS	126.200

MUKAH/MUKAH AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
15	146°	02° 53' 15.48" N 112° 02' 22.74" E	PCR 135 / F / C / X / U ASPHALT (FLEXIBLE)
33	326°	02° 52' 35.08" N 112° 02' 50.02" E	



ANNUAL RATE OF CHANGE - 0.04'
ELEVATIONS AND DIMENSIONS
IN METRES, BEARINGS ARE MAGNETIC



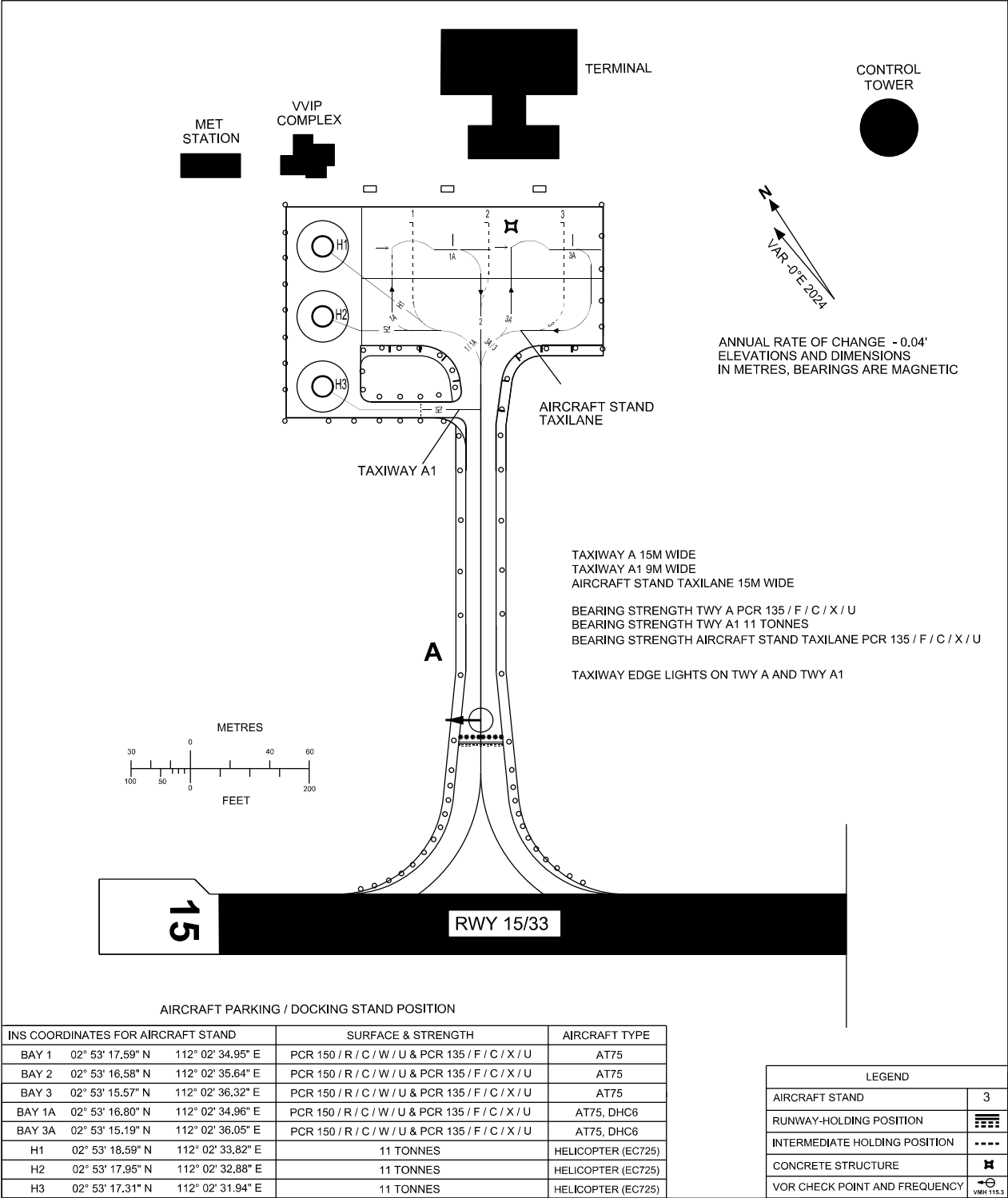
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AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
4 M

TWR	118.300 (P)
	118.425 (S)
EMERG	121.50
SMC	118.075
ATIS	126.200

MUKAH/MUKAH AIRPORT

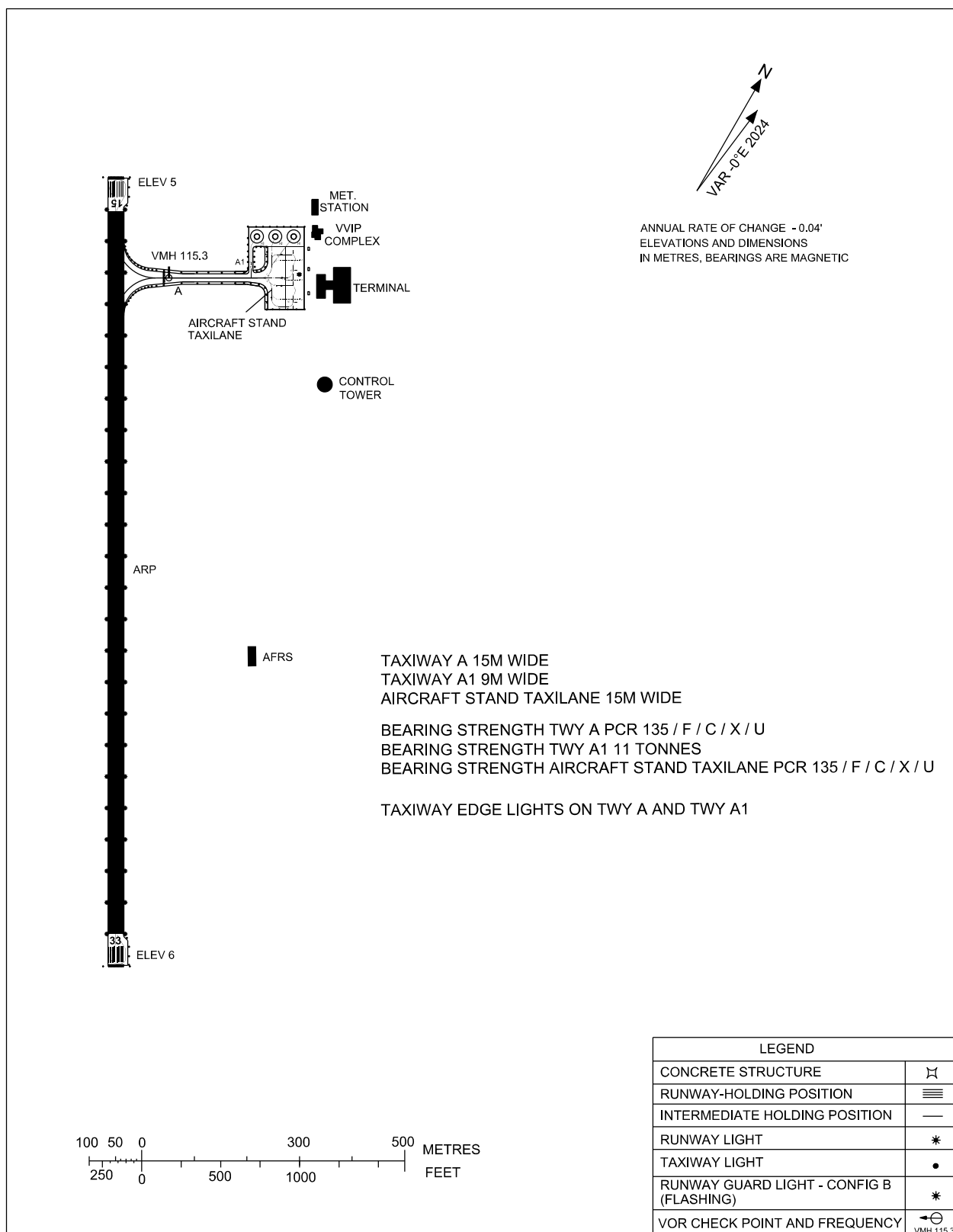


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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
4 M

TWR	118.300 (P)
	118.425 (S)
EMERG	121.50
SMC	118.075
ATIS	126.200

MUKAH/MUKAH AIRPORT

CHANGES: THR ELEV RWY 15
ADD INFO TWY A1
APRON ELEVATION
MAGNETIC VARIATION

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WBTM AD 2.1 AERODROME LOCATION INDICATOR AND NAME**WBTM - TANJUNG MANIS****WBTM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	021036N 1111208E Located at Apron Edge, approx 86 M from runway centerline
2	Direction and distance from (city)	59° , 5 KM (2.7 NM) from Tanjung Jerijeh Light House Belawai
3	Elevation/Reference temperature	5 M (16 FT) / 31° C
4	Geoid undulation at AD ELEV PSN	35 M
5	MAG VAR/Annual change	0° E (2021) / 0° 3' 21" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Post: Tanjung Manis Development Sdn Bhd Lapangan Terbang Tanjung Manis Bandar Baru Tanjung Manis, 96150 Tanjung Manis Sarawak TEL: 084-613512 Telefax:084-613510 e-mail: tmairport.tmd@gmail.com
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

WBTM AD 2.3 OPERATIONAL HOURS

1	AD Operator	0000 - 0900
2	Customs and immigration	Available prior arrangement
3	Health and sanitation	Available on request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WBTM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
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

WBTM AD 2.5 PASSENGER FACILITIES

1	Hotels	Resort Nearby Village (Belawai)
2	Restaurants	Restaurant nearby Village
3	Transportation	NIL
4	Medical facilities	Belawai Health Clinic nearby Airport
5	Bank and Post Office	Bank And Post Office Nearby Town (Tanjung Manis)
6	Tourist Office	NIL
7	Remarks	NIL

WBTM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	With arrangement with respective airline and ground handler. Largest Aircraft : DHC 6 - Twin Otter
4	Remarks	Mini Rapid Intervention Vehicle CAT 2 with 670 L Water, 75 L AFF and 100 KG DCP (2 Units). All Airport Fire & Rescue Service (AFRS) personnel are to be well trained in rescue and firefighting as well as medical first aid.

WBTM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	BAY 1 Surface: Interlocking Brick Strength: 5670 KG / 0.50 MPa BAY 2 Surface: Asphalt (Flexible) Strength: 5670 KG / 0.50 MPa
2	Taxiway width, surface and strength	TWY A Width: 15 M Surface: Asphalt (Flexible) Strength: 5670 KG / 0.50 MPa
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	BAY 1 : 021036.12N 1111209.87E BAY 2 : 021036.88N 1111210.71E
6	Remarks	NIL

WBTM 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	Taxiway Centreline marking, Holding position marking, apron marking guideline and nosewheel guidance line for all parking bays.
2	RWY and TWY markings and LGT	RWY : Transverse Stripes marking, Threshold Marking, Runway Designation, Touch Down Zone, Aiming Point Marking, Runway Turnpad Marking, Centre Line, Runway Side Stripe and 'X' Cross Marking at old runway turnpad. TWY : Centre Line, Runway Holding Position Marking and Taxi Side Stripe. LGT : Not available
3	Stop bars	NIL
4	Remarks	NIL

WBTM AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST Type	OBST Position	ELEV / HGT	Markings / Type, colour, lighting (LGT)	Remarks
a	b	c	d	e	f
TGCA001	Telecommunication Tower	021151.98N 1111319.13E	HGT 76.2 M (250 FT)	GROUND LEVEL, MARKED AND LGT	

In Area 3					
OBST ID / Designation	OBST Type	OBST Position	ELEV / HGT	Markings / Type, colour, lighting (LGT)	Remarks
a	b	c	d	e	f
TGCB001	AFRS Fire Vehicle SHED	021036.52N 1111212.11E	4.50 M (14.9 FT)	NOT LGT	
TGCB002	Wind Sensor MAST	021048.08N 1111220.80E	13.64 M (44.77 FT)	LGT	
TGCB003	RVR	021048.53N 1111221.31E	5.94 M (19.48 FT)	LGT	

WBTM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL

8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

WBTM 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
05	048.59°	1 500 x 30	5670 KG / 0.50 MPa Asphalt	THR 021023.57N 1111149.27E RWY End 021055.87N 1111225.69E Geoid Undulation: 35 M	THR Elevation: 5.13 M (16.84 FT)
23	228.59°	1 500 x 30	5670 KG / 0.50 MPa Asphalt	THR 021055.87N 1111225.69E RWY End 021023.57N 1111149.27E Geoid Undulation: 35 M	THR Elevation: 5.26 M (17.27 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
+ 0.009%	NIL	NIL	1 620 x 80	NIL	NIL
- 0.009%	NIL	NIL	1 620 x 80	NIL	NIL

WBTM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	1 500	1 500	1 500	1 500	NIL
23	1 500	1 500	1 500	1 500	NIL

WBTM 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
05	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
23	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

WBTM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	NIL
2	LDI location and LGT Anemometer location and LGT	WDI RWY 05: 128 M from THR on left side, not lighted WDI RWY 23: 128 M from THR on left side, not lighted
3	TWY lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

WBTM 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

WBTM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	NIL
4	ATS unit call sign Language(s)	NIL
5	Transition altitude	NIL
6	Remarks	NIL

WBTM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
RADIO COMMUNICATION (AIRFIELD ATTENDANT)	NIL	118.200 MHZ 121.800 MHZ	0000 - 0900	Primary Secondary

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
FIS	NIL	6589 KHZ	0000 - 0900	NIL

WBTM 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL

WBTM AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

WBTM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBTM AD 2.22 FLIGHT PROCEDURES

2.22.1. Departing aircraft to contact Sibul (Eastbound) (122.600 MHz / 123.200 MHz)

2.22.2. Departing aircraft to contact Kuching (Westbound) (134.750 MHz)

WBTM AD 2.23 ADDITIONAL INFORMATION

2.23.1. Due to presence of bird around the aerodrome, pilot to exercise caution during take off and landing.

WBTM AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name

Page

AERODROME/HELIPORT CHART - ICAO

AD 2-WBTM-2-1